

# 100 Gray's Inn Road, London

## Healthy Streets Transport Assessment

Lawnmist Limited



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### QA RECORD:

DOCUMENT REF	7545TA01	Rev	2.0
DRAFTED BY	Chris Brooke	Date	23 September 2022
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APPROVED BY	David Knight	Date	23 September 2022
ELECTRONIC LOCATION	B:\Projects\7545 Grays Inn Road Transport Assessment\Deliverables\Reports\NRP Reports\7545 100 Grays Inn Road TA 260722		

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# 1 INTRODUCTION

## 1.1 Background

1.1.1 This Transport Assessment (TA) has been prepared by Norman Rourke Pryme (NRP) on behalf of Lawnmist Limited to support a planning application for the redevelopment of existing buildings at 100 Gray's Inn Road, 88 Gray's Inn Road and 127 Clerkenwell Road. The site is currently predominately office space with commercial offerings on the ground floor.

1.1.2 The site location is shown in its strategic context in Figure 1.1 and in its local context in Figure 1.2.

## 1.2 Scoping

1.2.1 A scoping meeting was held with London borough of Camden (LBC) officers on 22 July 2021. This discussed and agreed the contents of the submitted Scoping Note contained at Appendix A. The Scoping Note, which responded to Transport for London (TfL) pre-application comments, was also submitted for their approval. The appended Scoping Note is agreed with LBC and TfL as highway authorities.

## 1.3 Healthy Streets Methodology

1.3.1 This TA has been prepared in line with the Transport for London's (TfL) Healthy Streets methodology as required by their pre-application response. This method is embedded within the 2021 London Plan and Mayor's Transport Strategy (MTS) and supports the health benefits of more inclusive street environments. It puts people and their health at the centre of decision making about designing, managing and using public spaces. The main aim is to make the streets healthy, safe, and welcoming for everyone.

1.3.2 TfL's "Healthy Streets for London - Prioritising walking, cycling and public transport to create a healthy city" and 'Guide to Healthy Streets Indicators – Delivering the Health Streets Approach' have been referred to in the preparation of this Transport Assessment.

## 1.4 Structure of Report

- This Transport Assessment is set out as follows:
- Chapter 2 sets out the Transport Planning for People;
- Chapter 3 describes the Site and Surroundings;
- Chapter 4 assesses the Active Travel Zone;
- Chapter 5 describes the London-wide Network;
- Chapter 6 details the Additional Borough Analysis;
- Chapter 7 provides an outline of the Construction Logistics Plan; and
- Chapter 8 provides a summary and conclusions.

## 1.5 Limitations

The information, views and conclusions drawn concerning the site are based, in part, on information supplied to NRP by other parties. NRP has proceeded in good faith on the assumption that this information is accurate. NRP accepts no liability for any inaccurate conclusions, assumptions or actions taken resulting from any inaccurate information supplied to NRP from others.

## 2 TRANSPORT PLANNING FOR PEOPLE

### 2.1 Introduction

2.1.1 In line with the Transport for London's (TfL) Healthy Streets guidance, this chapter describes who the development is for, when users will travel there and why. It is subdivided into the following sections:

- Transport Classifications of Londoners;
- Car ownership;
- London Workplace Zones Classification;
- Proposed Users; and
- Vision Zero.

### 2.2 Transport Classifications of Londoners (TCoL)

2.2.1 Transport for London (TfL) published the Transport Classification of Londoners (TCoL) report in 2017. The series of reports offers a multi-modal segmentation of Londoners based on their travel choices and why they have made these choices. This study allows TfL to monitor current trends and plan effectively for the future.

2.2.2 The study has classified Londoners into nine segments, focusing on existing residents. An extract from the report illustrating a summary of these segments is shown in Plate 1 and the distribution of these segments across London is shown on Plate 2.

Plate 1: Segment Summary (taken from TfL TCoL report, 2017)

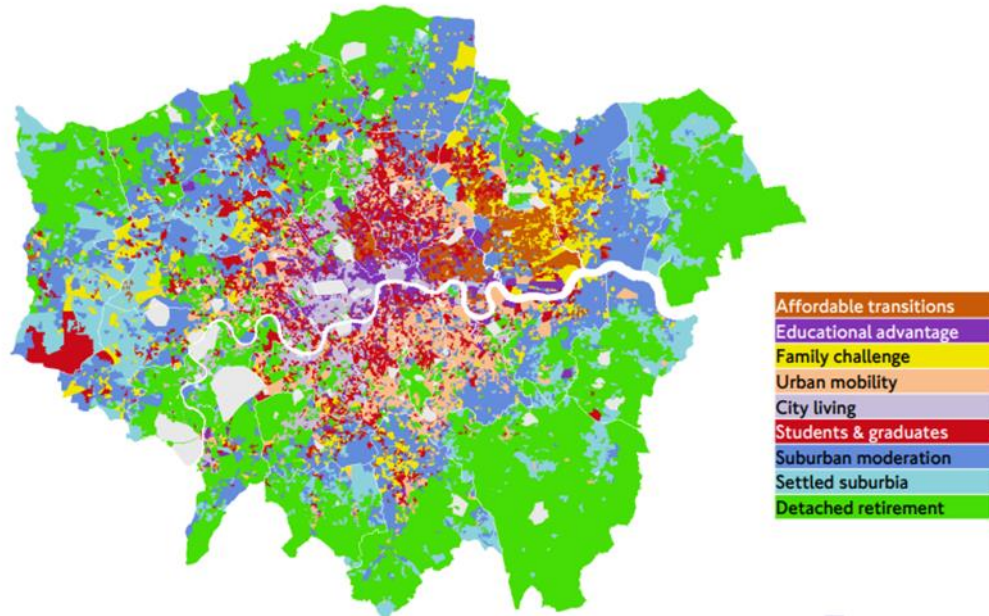
### Transport Classification of Londoners – Segment Summary





Plate 2: Transport Classification of Londoners Distribution (taken from TfL TCoL report, 2017)

## Transport Classification of Londoners Map



2.2.3 The site is located within the Camden Borough of London which in the TCoL report is characterised by the following mix of population segments:

- City Living – 24%
- Students and Graduates – 23%
- Educational Advantage – 22%
- Affordable Transitions – 19%
- Detached Retirement – 6%
- Urban Mobility – 4%

2.2.4 The attitudes and usage of existing residents of modes of transport are shown in Table 2.1.

Table 2.1: Summary of Segments

	Car	Bus	Rail	Tube	Walk	Cycle
City Living	Below average	Above average	Above average	Well Above average	Well Above average	Above average
Students and Graduates	Below average	Above average	Average	Above average	Above average	Above average

Educational Advantage	Well below average	Well Above average	Average	Well Above average	Well Above average	Above average
Affordable Transitions	Well below average	Above average	Well Above average	Above average		Well Above average

2.2.5 As illustrated by Table 2.1, the top four segments living within Camden have below or well below average levels of car drivers and well above or above average levels of walking, cycling and tube use in comparison to the whole of London.

2.2.6 The TCoL report continues to describe motivations for behaviour change and modal shift, based on each segment and this is summarised in Table 2.2.

Table 2.2: Summary of Motivations for Behaviour Change

	Money	Health and Fitness	Lifestyle Changes	Changes to PT	Changes to roads and Driving
City Living	5	2	1	4	3
Students and Graduates	2	4	3	1	5
Educational Advantage	3	1	2	4	5
Affordable Transitions	1	2	3	4	5

2.2.7 As can be seen from Table 2.2, changes to the roads and driving would be the lowest motivator for change within this Borough, with health and fitness and lifestyle changes seemingly the biggest motivators for change.

## 2.3 Car Ownership

2.3.1 The TCoL report sets out the car ownership levels of each segment within the Borough, and this is summarised in Table 2.3.

Table 2.3: Car Ownership by Segment

	No Car	1 Car	2 or more cars
City Living	47%	45%	8%
Students and Graduates	58%	36%	6%

Educational Advantage	74%	24%	3%
Affordable Transitions	57%	38%	5%
Average	58%	36%	6%

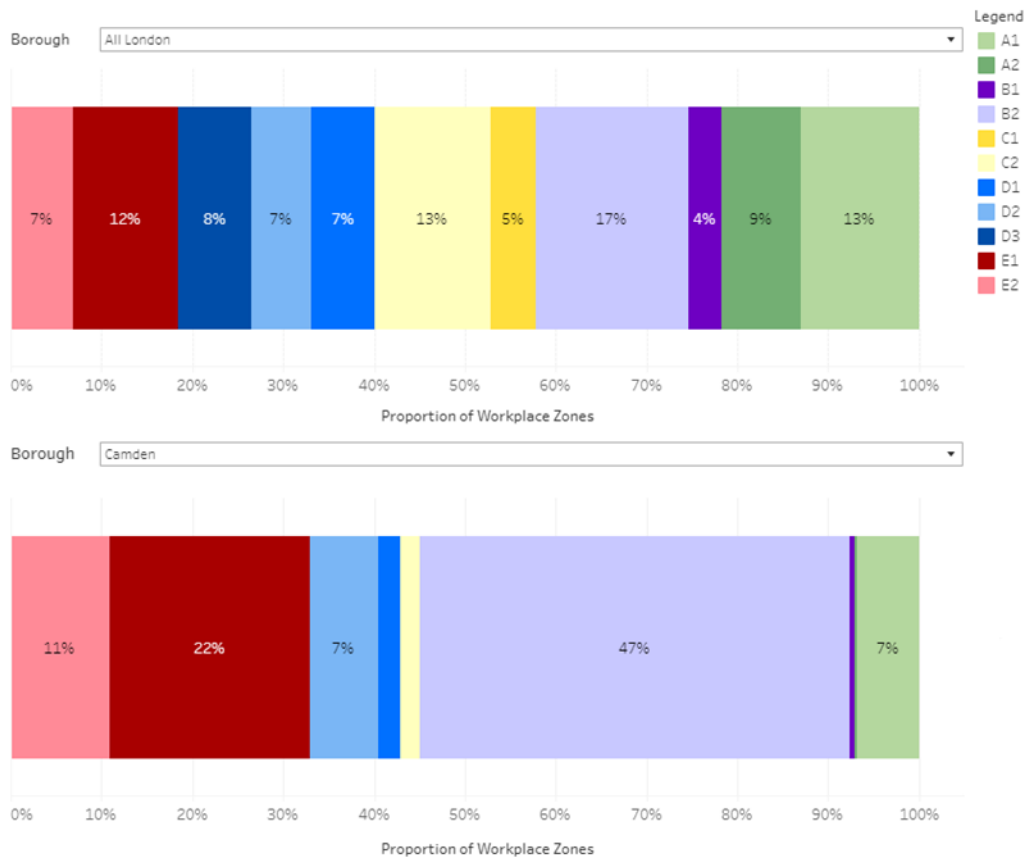
## 2.4 London Workplace Zones Classification

2.4.1 The London Workplace Zones Classification tool has been developed by the Greater London Authority and splits workers into nine groups. These are as follows:

- A1: Predominantly older, local education and health workers
- A2: Low qualified workers in construction and allied local trades
- B1: Dynamic financial centres with extended operating hours
- B2: Professional, retail and leisure services in dynamic central locations
- C2: Blue Collar, manufacturing, and transport services
- D1: Health care support staff and routine services occupations
- D2: Locally sources home helps and domestic or manual workers
- E1: High Street destinations and domestic employers
- E2: Accessible retail, leisure, and tourist services.

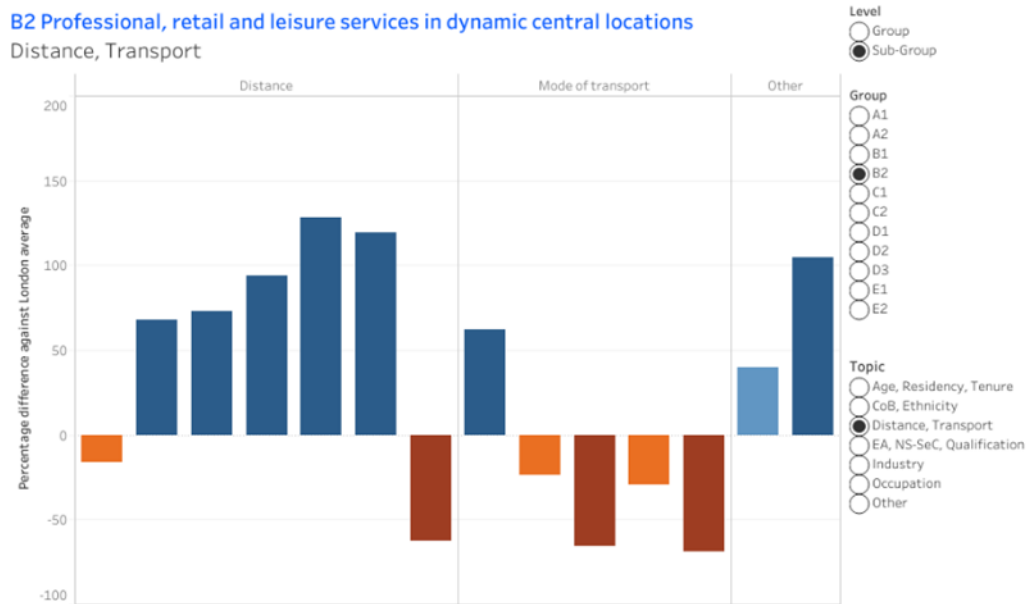
2.4.2 Graph 1 shows the proportion of workplace zones in London as a whole, and in LB of Camden.

Graph 1: Workplace Zones



- 2.4.3 As shown in Graph 1, with 47% of the workplaces, the predominant workplace zone is B2 Professional, retail and leisure services in dynamic central London. This has been defined by full time, well qualified workers, often with long distance commutes to work in Central and West London locations.
- 2.4.4 The next largest workplace zone with 22% is E1 *High Street destinations and domestic employers*, this zones transport is typically characterized by short distances, mainly by public transport.
- 2.4.5 **Graph 2** shows the distance travelled and the mode of transport used for users commutes in zone B2, in relation to the London average.

Graph 2: B2 Distance Travelled and Transport Choice



Key features of the **B City Focus** group include:

These areas bring focus to a range of specialised professional activities. They also host more general support services and retail activities. The portfolio of over-all activities may also be catalytic to the vitality of nighttime economies. Workers in all of these activities are predominantly drawn from a core (age 25-39) labour force.

**B2 Professional, retail and leisure Services in dynamic central locations**

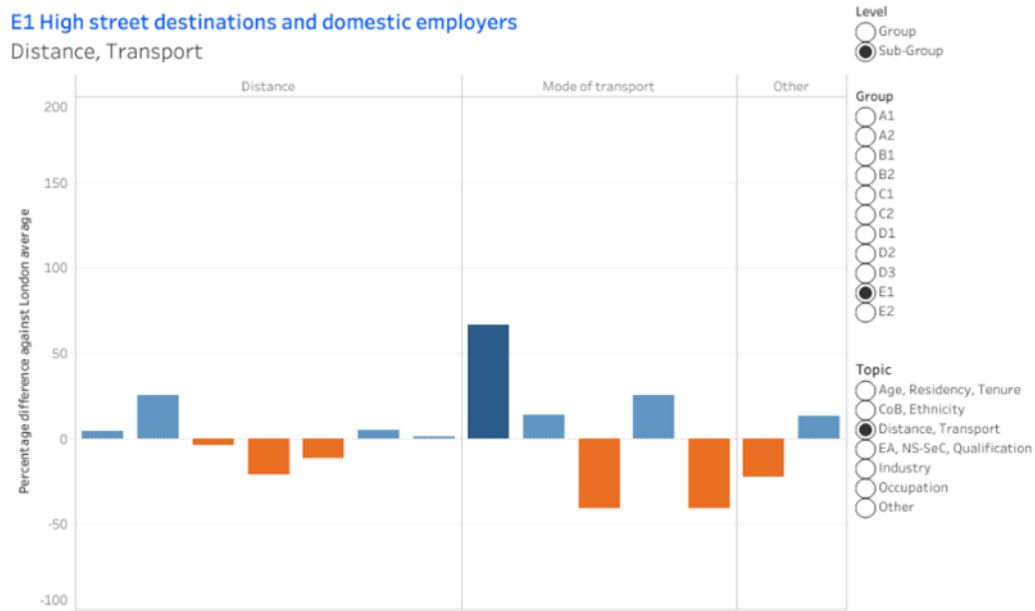
This predominantly full time, well qualified labour force often commutes long distances to work in Central and West London locations. These tight knit employment zones host a range of professional and scientific and technical activities. There is also strong representation of supporting retail ...



2.4.6 As can be seen in Graph 2, most users within the B2 zone travel over 5km to work. It also shows that there is a 62.2% increase in bicycle journeys in comparison to the London average. It also shows that there is a -65.6% difference in users who drive a car to work, a -29.5% difference in users who commute on foot and a -23.9% difference in users who travel by bus. Therefore, considering the distance travelled, it is assumed that most of these users would be using the train / London Underground for their commute.

2.4.7 Graph 3 shows the distance travelled and the mode of transport used for users commutes in zone E1, in relation to the London average. It shows that there is a 66.3% increase in cyclists and a 41.1% decrease in car drivers, in comparison to the London average.

Graph 3 – E1 Distance Travelled and Transport Choice



Key features of the **E Metropolitan Destinations** group include:

These areas are overwhelmingly located in Inner London, especially its West End, and many serve as retail destinations. A very international range of workers provide a wide range of high value services as well as retailing. Many of these workers also reside in Central London.

**E1 High street destinations and domestic employers**

Employment in these areas has a strong international service orientation, although households also provide an important source of employment. Real estate and entertainment activities are in evidence, and various forms of retailing also underpin local economies. Journeys to work are typically short distances, mainly by public transport.



## 2.5 Proposed Users

2.5.1 The following section describes the user type assumptions and requirements based on both the office and retail land-uses.

### Office

2.5.2 The office element of the development will meet local and the wider area employment needs.

2.5.3 It is likely that employee trips to and from the site will be predominantly based around the traditional AM (0800 to 0900) and PM (1700 to 1800) peak hours and are expected to be tidal in nature.

2.5.4 It is also likely that most trips to the development will be medium to long distance trips (dependant on the end user), using mainly public transport modes, such as bus, rail and the tube. Thus, safe, direct, and convenient routes should be provided to public transport nodes, prioritising sustainable modes, but especially walking and cycling. Safe and convenient cycle parking should also be provided for employees.

2.5.5 In addition, there will be some visitor trips associated with the development, however it is likely that they will also utilise public transport.

### Retail

2.5.6 The retail element of the development is assumed to meet the needs of the employees and the visitors associated with the office proposals: therefore, having an internal catchment and will not be a destination on its own.

- 2.5.7 It is likely that many of the employee trips to the retail element will be outside of the peak hours and will be from a more limited catchment, than the office element. It is therefore assumed that these users will be more likely to use the bus, walk or cycle to the site.
- 2.5.8 Most of the visitor trips to the retail element of the development are likely to be during the AM peak (0800 to 0900), PM peak (1700 to 1800) and lunchtime (1200 to 1400).
- 2.5.9 There would likely be pass-by trips associated with the retail element of the development and it is assumed that these users would be either walking or cycling.
- 2.5.10 It is therefore considered that routes from public transport nodes, such as the Farringdon Railway Station and Holborn and Chancery Lane tube stations, as well as local bus stops should be accessible by all users.

#### **Residential**

- 2.5.11 The residential aspect of the development will help to meet the local and wider need for residential dwellings.
- 2.5.12 Trips will be for all variety of purposes as residential dwellings can be considered a primary origination location. Most of the trips from the development will occur between 0700 and 1900.
- 2.5.13 Residents will undertake trips of varying lengths so it will be important that the residents have access to high quality walking and cycling facilities as well as safe, direct, and convenient routes to public transport nodes.
- 2.5.14 There will be some visitor trips associated with the residential part of the development, however it is likely that they will utilise public transport.

## **2.6 Vision Zero**

- 2.6.1 The Vision Zero Action Plan focusses on eliminating deaths and serious injuries on London roads by 2041, making London a safer, healthier, and greener place. This ambition is set out in Policy 3 of the Mayor's Transport Strategy.
- 2.6.2 There are many challenges faced by policy makers and residents when discussing road casualty reduction in London and how to achieve the Vision Zero target, including the public health concerns surrounding the cities roads and perceived and real danger.
- 2.6.3 The following elements form the foundation of the Action Plan:

- Safe speeds - Encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits;
- Safe streets - Designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes;
- Safe vehicles - Reducing risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new 'Direct Vision Standard' for Heavy Goods Vehicles;
- Safe behaviours - Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle and moped riders; and
- Post-collision response - Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents.

2.6.4 Vision Zero is unquestionably linked to the Healthy Streets approach which puts human health and experience at the heart of planning. The Action Plan states: *'Reducing the dominance and overall numbers of the most dangerous vehicles is central to the Healthy Streets Approach and to achieving Vision Zero and will reduce Londoners' exposure to road danger. By making our streets safer and feel safer, we will create streets where people want to walk, cycle and use public transport.'*

## 2.7 Summary and Conclusions

2.7.1 In line with the Transport for London's (TfL) Healthy Streets guidance, this chapter describes who the development is for, when users will travel there and why.

2.7.2 Transport for London (TfL)'s Transport Classifications of Londoners (TCoL) classifies Londoners into nine segments and distributes these segments across the London Boroughs. The London Borough of Camden (LBC) is characterised predominantly by *'City Living'*, *'Students and Graduates'*, *'Educational Advantage'* and *'Affordable Transitions'*. Of these four segments, the residents have below or well below average levels of car drivers and well above or above average levels of walking, cycling and tube use in comparison to the whole of London. The report also sets out the biggest motivators for behaviour change, with health, fitness and lifestyle changes being the best motivators for change.

2.7.3 The London Workplace Zones Classification tool identifies that the predominant workplace type in LBC are *'Professional, retail and leisure services in dynamic central London'*. This can be defined by full time, well-qualified workers. It is likely that most users travel over five kilometres to work and assumed that many users would use the train / Underground for their commute and that work hours would be within the traditional workday of 0800 to 1800.

2.7.4 It is therefore considered that routes from, public transport nodes, such as Farringdon Railway Station and Holborn and Chancery Lane tube stations, as well as local bus stops should be accessible by all users.



## 3 SITE AND SURROUNDINGS

### 3.1 Introduction

This chapter will provide details of the proposals and regarding how people of all abilities will move around the site and its immediate surroundings. It is subdivided into the following sections:

- The Site;
- Pedestrian Comfort Level Assessment;
- Accessibility Criteria;
- PTAL;
- Walking;
- Cycling;
- Sustainable Travel Improvements on Gray's Inn Road;
- Public Transport;
- Car Clubs;
- Existing Traffic Flows; and
- The Healthy Streets Approach.

### 3.2 The Site

3.2.1 The site is situated at 100 Gray's Inn Road and has frontages on both Clerkenwell Road and Gray's Inn Road. It comprises seven floors of office space, plus a ground floor commercial space. The current floor space equates to 9,174sqm GIA of office space and 468sqm of retail space. The proposed floor areas comprise an increase of office space to 12,383sqm at 100 Gray's Inn Road and 326sqm at 88 Gray's Inn Road for a total of 12,709sqm GIA of office space across the site. There will be a decrease of retail space to 364sqm GIA, and six residential flats.

#### **Cycle Parking**

3.2.2 Cycle parking will be provided in accordance with the minimum standards set out within Table 6.3 of the London Plan, these are summarised in Table 3.1.

Table 3.1: Summary of London plan Minimum Cycle Parking Standards

Land Use		Long-Stay	Short-Stay
A1	Food Retail	From a threshold of 100 sqm: 1 space per 175 sqm	From a threshold of 100sqm: first 750 sqm: 1 space per 20 sqm thereafter: 1 space per 150 sqm
	Non-Food Retail	From a threshold of 100 sqm: first 1000 sqm: 1 space per 250 sqm thereafter: 1 space per 1000 sqm	From a threshold of 100 sqm: first 1000 sqm: 1 space per 60 sqm thereafter: 1 space per 500 sqm
A2-A5	Financial/Professional Services	From a threshold of 100 sqm: 1 space per 175 sqm	From a threshold of 100 sqm: 1 space per 20 sqm
	Cafes & Restaurants		
	Drinking Establishments		
	Take-aways		
B1	Business offices	Inner/ central London: 1 space per 75 sqm	First 5,000 sqm: 1 space per 500 sqm Thereafter 1 space per 5000sqm

3.2.3 The London Borough of Camden state that they will seek a further 20% on top of the London Plan which will be provided at the development. The cycle parking being provided can be seen in Table 3.2 below.

Table 3.2: Cycle Parking Provision

Use	Long Stay	Short Stay	LB Camden Provision	Total Provision
Office	184	12	40	236
Retail	2	21	4	28
Residential	2	11	3	16

3.2.4 The cycle parking will be delivered in line with Chapter 8 of the London Cycle Design Standards.

### Car Parking

- 3.2.5 The development will be car-free. This is in line with Policy T6.1 of the London Plan and a framework Workplace Travel Plan (WTP) will be submitted as part of the application which highlights the commitment to promoting and supporting active travel within the development.

### Travel Plan

- 3.2.6 A Framework Travel Plan will be submitted as part of the application, and in line with TfL Travel Plan guidance. This will be the key mitigation measure for the proposed development and will be used to maximise the sustainable travel opportunities.

### Delivery Service Management Plan

- 3.2.7 A Delivery and Service Plan (DSP) will be prepared and submitted as part of the application. It will consider servicing arrangement associated with the building and its overarching aim is to ensure that deliveries will not cause disruption to the highway network. The context of the DSP will be prepared with reference to TfL guidance.

## 3.3 Pedestrian Comfort Level Assessment (PCLA)

- 3.3.1 A Pedestrian Comfort Level Assessment (PCLA) has been undertaken for the footway on Clerkenwell Road and Gray's Inn Road, along the site frontage; as well as including the pedestrian crossings on Clerkenwell Road and Gray's Inn Road.
- 3.3.2 Transport for London (TfL)'s *Pedestrian Comfort Guidance for London* and accompanying spreadsheet have been applied when undertaking this assessment. This guidance / assessment is undertaken to understand the current pedestrian experience when using the part of the street being assessed. Several locations are considered to identify the level of comfort, and how this can vary due to street furniture or changes in width.
- 3.3.3 The TfL guidance sets out a stepped approach to undertaking the assessment. The six steps for both the footway and crossing comfort are as follows:
- Select site, visit site and select locations
  - Categorise area type
  - Collect activity data required
  - Collect measurements
  - Spreadsheet assessment
  - Review and interpret results
- 3.3.4 The site was visited on Tuesday July 6<sup>th</sup> 2021 and measurements of the relevant footways, street furniture and crossing points were taken. The pedestrian flow data was taken from counts undertaken pre pandemic, in December 2018. A site-based audit of the assessment was carried out Thursday 7<sup>th</sup> October 2021.
- 3.3.5 The area has been categorised by the 'Office and Retail' category, implying that the peak pedestrian times are weekday 0800 to 1000 or 1600 to 1900.
- 3.3.6 A desk-based spreadsheet assessment was undertaken using TfL's Pedestrian Comfort Level Calculator – see Appendix B. For each location activity data and measurement data was input and the clear footway width, crowding and pedestrian comfort level categorisation was calculated.
- 3.3.7 The guidance classifies the levels of comfort based on the level of crowding and pedestrian experiences on the street. Pedestrian crowding is measured in *pedestrians per metre of clear footway width per minute*. This is calculated based on data input on pedestrian activity and the street environment. It is considered that undertaking a PCLA will identify any priorities for action and help in the identification of any mitigation measures to make the area more comfortable for pedestrians.

- 3.3.8 Once the data has been input for the footway locations, an explanation of the impact is given for each of the locations assessed, for both peak hour flow and the average maximum activity. This is to inform decision making in the future. The locations are ranked PCL A 'Comfortable for all areas', PCL B 'Recommended' or PCL C, D, E 'Increasingly Uncomfortable'.
- 3.3.9 All 10 footway locations have been ranked as A+ for Pedestrian Comfort Level for average flows, peak hour flows and average of maximum activity, which means, at peak hours, the footway should be comfortable for its intended user at most times; however, it may need to be assessed in the future. In terms of pedestrian comfort at the average of maximum activity, the footway should be comfortable, even when it is under additional stress.
- 3.3.10 For the crossing locations, the PCL is assessed in terms of queues on the crossing islands with PCL A, B and C being the most comfortable, and B being recommended for all area types. The explanation given is that once two rows of people form on an island, people will start to cross elsewhere, which could compromise safety. PCL B (two rows) is the recommended number of rows, with PCL C being acceptable at busy times. The two locations assessed were given an A rating, which is the most comfortable rating.

### 3.4 Accessibility Criteria

- 3.4.1 When assessing the accessibility of a site for pedestrians an average walking speed of 1.4 m/s can be assumed, which equates to approximately 400 metres in 5 minutes, or 3 mph. (*CIHT Guidelines for Providing Journeys on Foot, 2000*). This document also contains a table of suggested walking distances for different purposes which are recreated by Table 3.2:

Table 3.3: Suggested Walking Distances

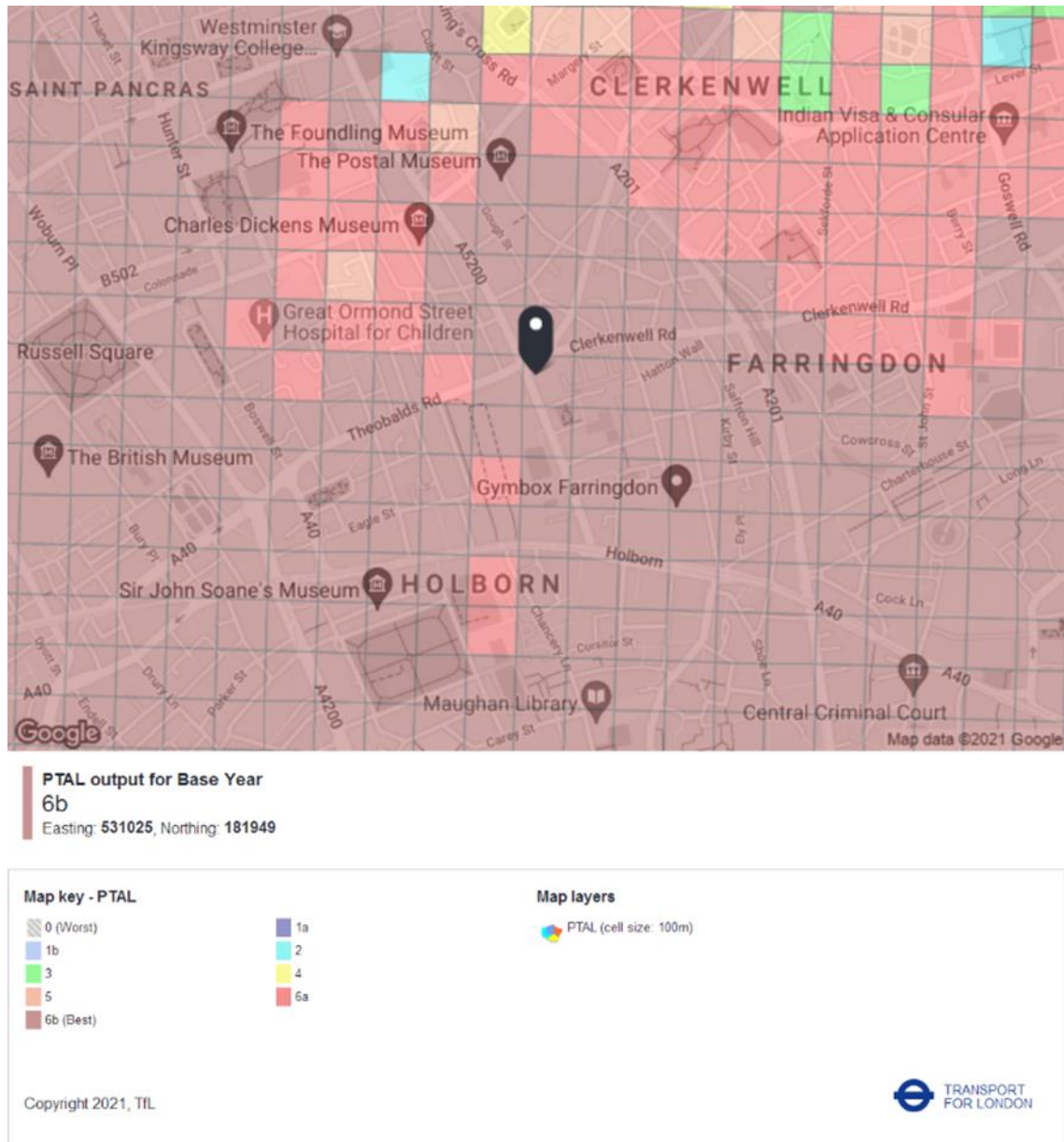
	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Maximum	800m	2000m	1200m

- 3.4.2 The desirable maximum walking distance to the nearest bus stop is considered to be 400m (*CIHT Guidelines for Planning for Public Transport in Developments, 1999*).
- 3.4.3 The DfT Manual for Streets (2007) describes the walkable neighbourhood as such:
- 3.4.4 *“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.”*
- 3.4.5 The CIHT notes that three quarters of journeys by all modes are less than five miles (8km) and half are less than two miles (3.2km). These are distances that can be cycled comfortably by a reasonably fit person. Based on an average cycling speed of 4.0m/s (14.4kph), 8 kilometres can be cycled in just over half an hour and 3.2 kilometres can be cycled in less than 15 minutes. It is also generally accepted that cycling has the potential to substitute for short car trips, particularly those less than 5km.

### 3.5 PTAL Score

- 3.5.1 An important aspect of reviewing transport links to the proposed development and its characteristics for modal split is to assess its accessibility to the public transport network. The Public Transport Accessibility Level (PTAL) methodology has been adopted by the Greater London Authority (GLA) and TfL as a means of quantifying and comparing accessibility to public transport for a given site. The PTAL methodology considers the time taken to access the public transport network including:
- The walk time to various public transport services;
  - The average waiting time for each service; and
  - The reliability of each service.
- 3.5.2 The accepted methodology is based on a walk speed of 4.8km/h and considers Underground and rail stations within a 12-minute walk (960m) of the site and bus stops within an 8 minute walk (640m), with the PTAL assessment being undertaken using the AM peak hour operating patterns of existing public transport services.
- 3.5.3 An Equivalent Doorstep Frequency (EDF) is calculated for each of the public transport services accessible from the site based on the criteria described above. These individual EDF values are then weighted to provide an accessibility index (AI) value for each service accessible from the site. The sum of the AI's for each mode are then aggregated to provide a single measure of accessibility of the site.
- 3.5.4 The site is located well within the outer 6b zone which is the highest rating as can be seen in Plate 3 below, taken from the TfL website.

Plate 3: PTAL score



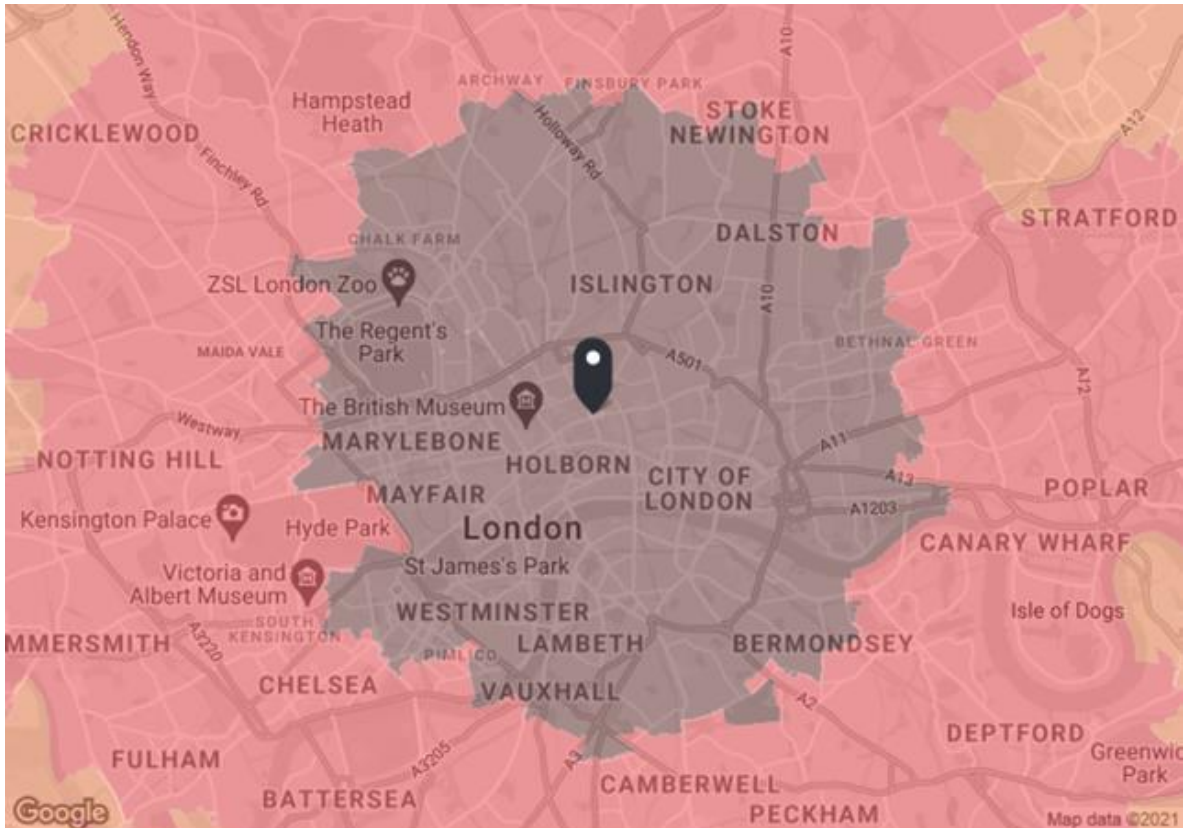
### 3.6 Walking

- 3.6.1 There are continuous footways provided in each direction surrounding the site. Signalised pedestrian crossings are provided at the Gray's Inn Road / Clerkenwell Road / Theobald's Road junction, there are also pedestrian crossing islands and zebra crossings provided at regular locations. These are explained further in Chapter 4.
- 3.6.2 There are a number of leisure walking routes called 'Footways', a network of quiet and interesting streets for walking in Central London. Maps are available to obtain in person from certain stockists. Is also available to get desktop and mobile versions at <https://footways.london/map>.
- 3.6.3 The walking isochrones are shown by Figure 3.1.

### 3.7 Cycling

- 3.7.1 Within the vicinity of the site, there are on-road cycle lanes provided travelling in an east to west direction. Travelling north to south on Gray's Inn Road, there have recently been improvements made to the pedestrian and cycle infrastructure. This is explained further in Section 3.7.
- 3.7.2 A 20-minute cycling isochrone from the site has been developed using TfL's WEBCAT planning tool and is shown on Plate 4.

Plate 4: 20 minute cycling isochrone



**TIM output for Base Year**

Scenario: Base Year Mode: Cycle only, Time of day: AM peak, Direction: From location

WC1X 8AL  
Grays Inn Rd, London WC1X 8AL, UK  
Easting: 531025, Northing: 181949

Code: /NWMAT00/

<b>Map key - Travel Time</b>	<b>Map layers</b>
<ul style="list-style-type: none"><li>&lt; 20 mins</li><li>40 - 60 mins</li><li>80 - 100 mins</li><li>120 - 140 mins</li></ul>	<ul style="list-style-type: none"><li>20 - 40 mins</li><li>60 - 80 mins</li><li>100 - 120 mins</li></ul>
Copyright 2021, TfL	TRANSPORT FOR LONDON

### 3.8 Quietway Q10

3.8.1 The cycling Quietways in London are direct and easy to follow routes, mainly travelling along quiet roads, parks and waterways, it provides users with the opportunity to avoid busy, main roads. Quietway 10 provides a route from Finsbury Park to Amwell Street.

### 3.9 Cycleway C6 – Kentish Town to Elephant and Castle.

3.9.1 Cycleway 6 was formally known as the North-South Cycle Superhighway running from Elephant and Castle to Farringdon, the route has been extended northwards to Kentish Town providing a north – south route across central London, for cyclists.

3.9.2 It is considered that the site is well served by cycle routes which connect to several locations.

### 3.10 Cycle Hire

3.10.1 There are more than 11,500 bicycles available for hire at over 750 docking stations across London. These allow the user to hire a bike using the app or docking station terminal and the bikes can be returned to any docking station. Hiring a bike starts at £2. There are several cycle hire facilities within close proximity to the site. These include:

- Northington street, Holborn [19 bikes/spaces];
- Hatton Wall, Holborn [25 bikes/spaces];
- Theobald's Road, Holborn [26 bikes/spaces];
- Farringdon Lane, Clerkenwell [15 bikes/spaces];
- New Fetter Lane, Holborn [20 bikes/spaces];
- Wren Street, Holborn [33 bikes/spaces]; and
- Red Lion Square, Holborn [16 bikes / spaces].

3.10.2 The cycling isochrones are shown by Figure 3.2.

### 3.11 Sustainable Travel Improvements on Gray's Inn Road

3.11.1 LBC is making improvements to its walking and cycling environment, throughout the borough. This borough-wide cycle network has the aim to make it easier and safer for people to walk and cycle in and around Camden.

3.11.2 Gray's Inn Road is part of these improvements as it forms a very busy route through the borough, for all modes of transport. Camden's Transport Strategy identified Gray's Inn Road as a primary route for improving cycling.

3.11.3 A public consultation on the scheme was held in the winter of 2019 and received a high response rate from residents in support of the scheme and improvements. Following the public consultation, the council planned the following improvements to Gray's Inn Road:



- New segregated cycle lanes in both directions on Gray's Inn Road between Harrison Street and High Holborn making it safer and easier for cyclists to travel around the area.
- Cycling improvements at the junctions with Ampton Street/Sidmouth Street and Calthorpe Street/Guilford Street.
- New continuous pavements at selected junctions with side streets giving pedestrians priority in these locations.
- Bus stops along the corridor are to be consolidated (reduced in number and relocated to maintain spacing) to minimize the impact on bus journey times and journey reliability.
- Relocating parking and loading provision onto neighbouring side streets, giving more space for pedestrians and cyclists while still supporting local business and resident use.

3.11.4 LBC recognised that these improvements were required immediately and therefore imposed an 'Experimental Traffic Order' for 18 months to undertake the works. Residents and businesses can comment at any point.

3.11.5 As well as the physical works outlined above, the Council are working closely with businesses to establish a sustainable and strategic Freight Action Plan, for Gray's Inn Road.

### 3.12 Public Transport

#### Transport for London (TfL) Go app

3.12.1 The TfL 'Go' app is free to download and provides users with real time maps, public transport information, walking and cycling routes and can plan accessible journeys including information on toilet availability, platform access and live availability.

3.12.2 The app shows walking and cycling routes that the user may not have considered and the journey planner will prioritise walking over other modes, especially when it is the quickest method.

3.12.3 Audio maps are also available to download from the TfL website.

#### Existing Bus Services

3.12.4 Existing Bus Services near to the site are summarised in Table 3.3.

Table 3.4: Summary of Existing Bus Services – Gray's Inn Road / Theobalds Road

Service	Day	First Bus	Services per day (approximate frequency <sup>1</sup> )	Last Bus
Archway Station / Holloway Road to London Bridge Bus Station [Stop CT]	Weekday	04:40	7-15 minutes	00:33
	Saturday	04:40	10-15 minutes	00:34
	Sunday	05:55	15 minutes	00:34
	Weekday	05:13	7-15 minutes	01:04

London Bridge Station to Archway Station [Stop B]	Saturday	05:10	10-15 minutes	01:04
	Sunday	06:25	15 minutes	01:04
<b>46</b>				
Paddington Station / Eastbourne Terrace to St Bartholomew's Hospital [Stop CT]	Weekday	05:42	<b>8 – 15 minutes</b>	<b>00:58</b>
	<b>Saturday</b>	05:36	10 – 25 minutes	00:58
	Sunday	06:49	12 – 15 minutes	00:58
St Bartholomew's Hospital to Bishops Bridge / Paddington Station [Stop B]	Weekday	05:29	<b>8 – 15 minutes</b>	<b>23:57</b>
	<b>Saturday</b>	05:29	9 – 15 minutes	23:57
	Sunday	06:14	14 minutes	23:54
<b>19</b>				
Finsbury Park Interchange to Parkgate Road [Stop CP]	Weekday	05:43	<b>5-10 minutes</b>	<b>00:49</b>
	<b>Saturday</b>	05:43	7-12 minutes	00:45
	Sunday	05:43	8-15 minutes	00:44
Battersea Bridge to Finsbury Park Interchange [Stop CA]	Weekday	05:55	<b>7-10 minutes</b>	<b>00:53</b>
	<b>Saturday</b>	05:55	7-12 minutes	01:02
	Sunday	05:55	9-15 minutes	00:53
<b>38</b>				
Clapton Pond to Victoria Bus Station [Stop CP]	Weekday	05:38	3 – 9 minutes	00:41
	Saturday	05:34	3-8 minutes	00:43
	Sunday	05:34	5-10 minutes	00:40
Victoria Bus Station to Lea Bridge Roundabout or Hackney Central / Mare Street [Stop CA]	Weekday	06:15	3-8 minutes	01:01
	Saturday	06:13	4-9 minutes	01:05
	Sunday	06:13	5-10 minutes	00:55
<b>55</b>				
	Weekday	05:33	6-12 minutes	00:53

Walthamstow Bus Station to Great Titchfield Street / Oxford Circus Station [Stop CP]	Saturday	04:32	4-13 minutes	00:44
	Sunday	05:33	6-13 minutes	00:53
Holles Street to Walthamstow Bus Station [Stop CA]	Weekday	05:04	10-15 minutes	01:19
	Saturday	05:04	4-11 minutes	01:19
	Sunday	05:04	7-13 minutes	01:19
243				
Redvers Road to Waterloo Station / Mepham Street [Stop CP]	Weekday	00:01	5-12 minutes (0100-0500 - 30 minutes)	00:01
	Saturday	00:01	7-15 minutes	00:01
	Sunday	00:01	9-15 minutes	00:01
Waterloo Station / Tenison Way to Wood Green Station [Stop CA]	Weekday	00:05	5-12 minutes (0100-0500 - 30 minutes)	00:05
	Saturday	00:05	7-15 minutes	00:05
	Sunday	00:05	9-15 minutes	00:05
N19				
Finsbury Park Interchange to Clapham Junction Station [Stop CP]	Sunday night / Monday morning	00:58	30 minutes	05:26
	Friday night / Saturday morning	00:58	30 minutes	05:26
	Saturday night / Sunday morning	00:58	30 minutes	05:26
	Mon-Thurs nights / Tues – Fri morning	00:58	30 minutes	05:26
Clapham Junction station to Finsbury Park Interchange [Stop CA]	Sunday night / Monday morning	01:14	30 minutes	05:41
	Friday night / Saturday morning	01:14	30 minutes	05:41
	Saturday night / Sunday morning	01:14	30 minutes	05:41
	Mon-Thurs nights / Tues – Fri morning	01:14	30 minutes	05:41

N38				
Walthamstow Bus Station to Victoria Bus Station or Trocadero / Haymarket [Stop CP]	Sunday night / Monday morning	00:59	20 minutes	05:23
	Friday night / Saturday morning	00:35	8 – 15 minutes	05:23
	Saturday night / Sunday morning	00:35	8 – 15 minutes	05:23
	Mon-Thurs nights / Tues – Fri morning	00:59	20 minutes	05:23
Victoria Bus Station to Walthamstow Bus Station [Stop CA]	Sunday night / Monday morning	01:07	20 minutes	06:03
	Friday night / Saturday morning	01:09	8-12 minutes	05:52
	Saturday night / Sunday morning	01:09	8-12 minutes	05:52
	Mon-Thurs nights / Tues – Fri morning	01:07	20 minutes	06:03
N41				
Trafalgar Square / Charing Cross Station to Tottenham Hale Bus Station [Stop CA]	Sunday night / Monday morning	01:24	30 minutes	05:23
	Friday night / Saturday morning	01:33	30 minutes	05:25
	Saturday night / Sunday morning	01:33	30 minutes	05:25
	Mon-Thurs nights / Tues – Fri morning	01:24	30 minutes	05:23
Tottenham Hale Bus Station to Trafalgar Square / Charing Cross Station [Stop CP]	Sunday night / Monday morning	00:46	30 minutes	04:47
	Friday night / Saturday morning	00:45	30 minutes	04:47
	Saturday night / Sunday morning	00:45	30 minutes	04:47
	Mon-Thurs nights / Tues – Fri morning	00:46	30 minutes	04:47
N55				
	Sunday night / Monday morning	00:50	30 minutes	05:18

St Thomas of Canterbury Church to Great Titchfield Street / Oxford Circus Station [Stop CP]	Friday night / Saturday morning	01:09	30 minutes	05:25
	Saturday night / Sunday morning	01:11	30 minutes	05:26
	Mon-Thurs nights / Tues – Fri morning	00:52	30 minutes	05:21
Holles Street to St Thomas of Canterbury Church [Stop CA]	Sunday night / Monday morning	01:22	30-60 minutes	04:51
	Friday night / Saturday morning	01:34	20-30 minutes	04:50
	Saturday night / Sunday morning	01:31	30-60 minutes	04:49
	Mon-Thurs nights / Tues – Fri morning	01:23	30-60 minutes	04:52

### Underground/overground rail

- 3.12.5 There are several underground stations and a railway station within walking distance of the site. These are Chancery Lane, Farringdon and Holborn.
- 3.12.6 Chancery Lane Underground Station is within Zone 1 and lies on the Central Line. The Central Line runs between Ealing Broadway and Epping.
- 3.12.7 Holborn Underground Station is within Zone 1 and lies on both the Central and Piccadilly lines. The Central Line runs between Ealing Broadway and Epping and the Piccadilly Line runs between Heathrow Terminals 2, 3 and 5 and Cockfosters.
- 3.12.8 Farringdon Underground Station is within Zone 1 and lies on the Circle, Metropolitan and Hammersmith and City lines. The Circle Line offers a 'circle' route around London. It runs from Hammersmith to Edgware Road via Paddington. The Metropolitan line runs between Amersham Underground Station and Aldgate Underground Station. The Hammersmith & City Line runs from Hammersmith to Barking Underground Station.
- 3.12.9 Farringdon Station is also connected to the main line National Rail station and is on the Thameslink route between St Pancras and City Thameslink. It is also due to become an interchange station between Thameslink and the Crossrail link, which is due for completion in the next five years.

### 3.13 Car Clubs

- 3.13.1 Car clubs provide access to shared vehicles for members on a pay-as-you-drive basis and offer an alternative to private car ownership. This helps members to access services they may otherwise not be able to, to reduce parking demand, and to encourage sustainable travel.
- 3.13.2 Car Clubs have many benefits including: saving money on purchasing a vehicle, not having to find / pay for car parking, reducing congestion, emissions and improving the air quality. There are flexible membership options and can be hired by the hour or for longer periods of time.
- 3.13.3 Camden has the largest network of car clubs in London – nearly 250 cars with Zipcar and Enterprise Car Club and the London Borough of Camden (LBC) Council are offering two years free membership to residents who give up their parking permits.

3.13.4 The nearest Car Club vehicles to the site are shown in Table 3.4.

Table 3.5: Summary of Existing Car Club Spaces

Location	Car (Make/Model)	Provider
Bedford Row	Toyota Yaris [Hybrid]	Enterprise Car Club
Bedford Row	Ford Focus Hatchback	Zip Car
Carey Street	Toyota Yaris [Hybrid]	Enterprise Car Club
Brunswick Square	Toyota Prius [Plug-in hybrid]	Enterprise Car Club
Marchmont Street	Vauxhall Vivaro	Enterprise Car Club

### 3.14 Existing Pedestrian Flows

3.14.1 Video survey data collected in December 2018, 'pre-pandemic' has been analysed and used to inform this TA.

#### Clerkenwell Road / Gray's Inn Road Traffic Signals Junction

3.14.2 Table 3.5 provides a summary of the pedestrian flows across Gray's Inn Road and Clerkenwell Road, within the vicinity of the site for the morning and afternoon peak periods. The location of each is shown at Appendix C.

Table 3.6: Summary of Pedestrian Flows on Pedestrian Crossings

Time	A to B	B to A	C to D	D to C
08:10-08:20	25	25	66	54
08:40-08:50	74	59	76	75
09:10-09:20	28	42	107	59
09:40-09:50	31	43	68	34
16:10-16:20	22	35	29	38
16:40-16:50	12	26	29	56
17:10-17:20	24	37	42	79
17:40-17:50	33	44	37	61

18:10-18:20	16	37	36	58
18:40-18:50	4	41	41	35

**Gray's Inn Road and Clerkenwell Road**

3.14.3 The number of pedestrians on Gray's Inn Road and Clerkenwell Road, within the vicinity of the site have been recorded for the morning and afternoon peak periods – see Table 3.6.

Table 3.7: Summary of Pedestrian Flows on Gray's Inn Road and Clerkenwell Road

Time	Gray's Inn Road		Clerkenwell Road	
	E-W	W-E	N-S	S-N
08:10-08:20	65	59	100	98
08:40-08:50	118	85	135	147
09:10-09:20	86	80	117	143
09:40-09:50	67	57	78	92
16:10-16:20	48	45	68	52
16:40-16:50	46	43	77	50
17:10-17:20	59	59	100	63
17:40-17:50	71	87	126	72
18:10-18:20	70	88	112	74
18:40-18:50	44	66	53	59

**Existing Retail Trip Attraction**

3.14.4 Table 3.7 shows the existing trip attraction for the existing 'Pret a Manger' retail unit which is the largest of all retail units. The number of pedestrian trips arriving and departing the unit have been recorded by 15-minute time segments. The full data is contained within Appendix D

Table 3.8: Summary of Existing Retail Pedestrian Trip Attraction

Time	Arrivals	Departure	Two-Way
0700-0800	131	130	261
0800-0900	286	285	571
0900-1000	254	253	507
1000-1100	175	147	322
1100-1200	104	90	194
1200-1300	289	225	514
1300-1400	377	358	735
1400-1500	155	161	316
1500-1600	97	97	19
1600-1700	62	54	116
1700-1800	53	52	105
1800-1900	65	50	115

### 3.15 The Healthy Streets Approach

3.15.1 The Healthy Streets Approach focuses on creating streets that are pleasant, safe and attractive, where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people - particularly our most vulnerable people - from getting out and about.

3.15.2 It puts people and their health at the centre of decision making about designing, managing and using public spaces. The main aim is to make the streets healthy, safe and welcoming for everyone.

3.15.3 The Approach has two main indicators of a Healthy Street which focus on the experience of people using the streets:

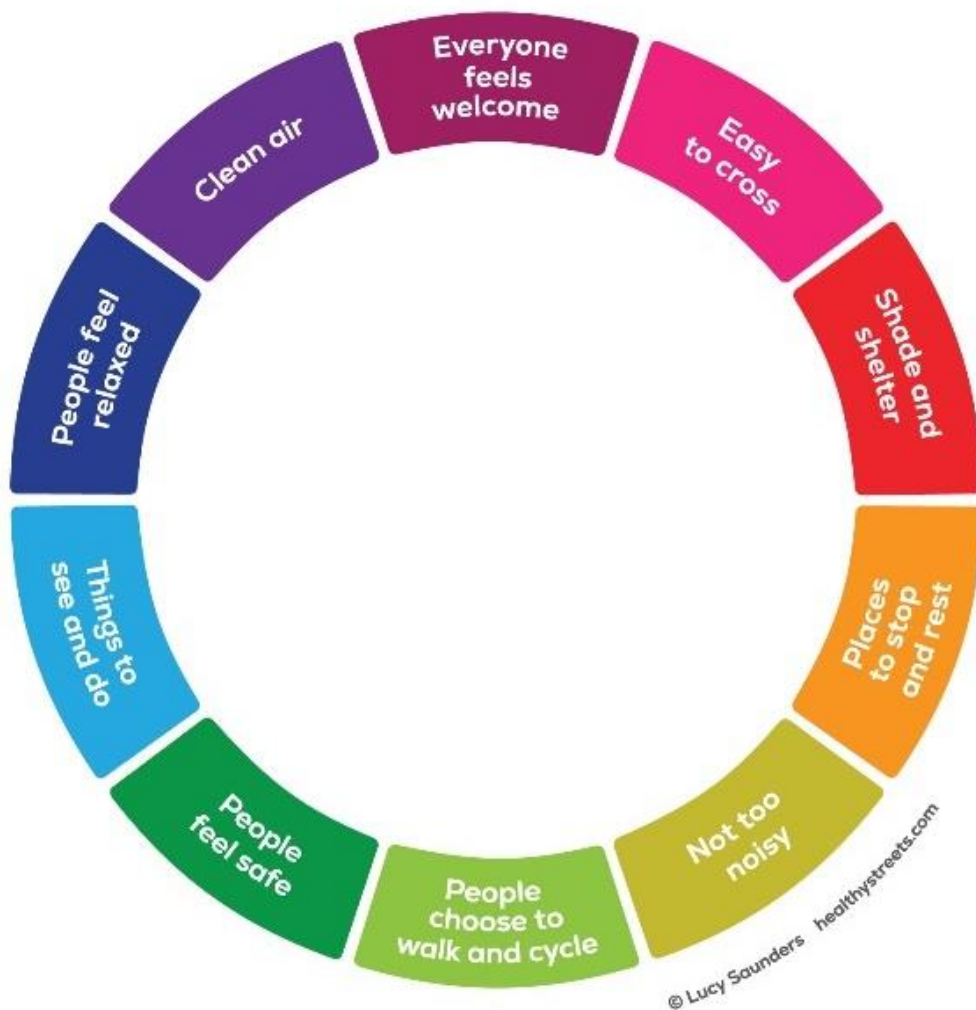
- Pedestrians from all walks of life; and
- People chose to walk, cycle and use public transport.



- There are eight other indicators that encompass the essential elements that are required in order to support the two main indicators, as outlined below:
- Easy to cross;
- Shade and shelter;
- Places to stop and rest;
- Not too noisy;
- People feel safe;
- Things to see and do;
- People feel relaxed; and
- Clean air.

3.15.4 Transport for London's (TfL) 'Healthy Streets for London – Prioritising walking, cycling and public transport to create a healthy city' and 'Guide to Healthy Streets Indicators – Delivering the Health Streets Approach' have been referred to when using this approach. The healthy street indicators are shown on Plate 5.

Plate 5: Healthy Street Indicators



### 3.16 Summary and Conclusions

- 3.16.1 The Chapter sets out the findings of the Pedestrian Comfort Level Assessment (PCLA) undertaken which concluded that all 10 footway locations are ranked as A+ for Pedestrian Comfort Level for average flows, peak hour flows and average of maximum activity, which means, at peak hours, the footway should be comfortable for its intended user at most times. The two crossing locations were given an A rating, which is the most comfortable rating.
- 3.16.2 The site is highly accessible by sustainable modes of transport including walking, cycling, bus and rail. It has a PTAL rating of 6b, which is the highest achievable score based on the public transport accessibility and availability surrounding the site. There is a good network of existing footways and cycle routes linking the site to the surrounding area and a wide range of local facilities are within acceptable walking and cycling distances.

## 4 ACTIVE TRAVEL ZONE (ATZ)

### 4.1 Introduction

4.1.1 This chapter sets out the Active Travel Zone appraisal for the proposed development site. It is subdivided into the following sections:

- Background;
- Neighbourhood Level Routes;
- Highway Safety; and
- Summary of Suggested Improvements.

### 4.2 Background

4.2.1 The Active Travel Zone (ATZ) appraisal is a qualitative assessment of the walking and cycling network that surrounds the development site, it is undertaken to consider the routes to and from the site and how the development could potentially contribute to promoting active travel.

4.2.2 The ATZ approach compliments Transport for London's (TfL) Healthy Streets methodology and considers Vision Zero.

4.2.3 The ATZ is characterised by a 20-minute cycling journey that surrounds the site and key transport hubs and identified TfL cycling routes within the zone have been mapped. This is shown on **Figure 4.1**.

### 4.3 Neighbourhood Level Routes

4.3.1 The ATZ has been scaled down to a smaller neighbourhood level, identifying six key destinations and the likely active travel routes to them. The six destinations / routes that have been identified for review are as follows

- Route 1: To/from Chancery Lane Underground Station including Gray's Inn Square and South Square Gardens
- Route 2: To/from Farringdon Railway / Underground Station
- Route 3: To/from Holborn Underground Station including Red Lion Square Gardens
- Route 4: To/from Bus stops surrounding the Clerkenwell Road / Grey's Inn Road junction
- Route 5: Clerkenwell Road to meet the TfL cycle network (to the east)
- Route 6: Theobald's Road to meet the TfL cycle network (to the west)

4.3.2 A site visit was undertaken on Tuesday 06 July 2021 between the hours of 1000 and 1600. The weather was very changeable and was overcast with some spells of sunshine and showers, throughout the day. Each of the routes were walked and 'point of view' photographs taken.

4.3.3 These routes and 'point of view' photography locations are shown on Figure 4.2-4.7

4.3.4 Each route will now be discussed in line with the Healthy Street Indicators (number 3-10) and the potential for any improvements identified.

**Route 1 – to / from Chancery Lane Underground Station**

4.3.5 Route 1 is the likely walking route to and from Chancery Lane Underground Station, along Gray's Inn Road. It is approximately 400 metres in length. Route 1 also includes the walking route to Gray's Inn Gardens which users of the development could utilise during the lunchtime period; the Gardens are open to the public between the hours of 12 noon and 1430.

Table 4.1: Healthy Street Assessment – Route 1

Healthy Streets Indicator	Observations on the Route	Suggested Improvements
Easy to cross	<p>There are signalised pedestrian crossings provided at the northern and southern junctions.</p> <p>An uncontrolled pedestrian crossing with an island, is provided adjacent to the junction with Baldwin's Gardens.</p>	Nothing identified for improvement.
Shade and shelter	There are a several trees planted along the route which provides shelter and shade from the weather.	Nothing identified for improvement.
Places to stop and rest	<p>There are bus stops and a café on the route, which users can stop and rest at.</p> <p>Users can stop and rest at the Gray's Inn Gardens during the lunchtime period, the Gardens are open between 1200 and 1430.</p>	<p>Due to shift patterns, users may not have their lunch break between the specified opening times, however this is a private property and therefore cannot be changed.</p> <p>Nothing identified for improvement.</p>
Not too noisy	<p>During the site visit there was road surfacing works being undertaken which was noisy, however this is not permanent.</p> <p>There was some noise from traffic, but this would not have interrupted conversation.</p>	Improvements could be made to the traffic noise if more sustainable travel options were to be up taken.

<p>People feel relaxed</p>	<p>Footways on both sides of the carriageway are wide and in good condition.</p> <p>There is a mixture of on road and segregated cycle routes on both sides of the carriageway.</p> <p>There are bus stops with shelter and seating located on both sides of the carriageway providing services both north and south.</p> <p>Some rubbish bags had been left on the footway from businesses.</p>	<p>Gray's Inn Road has been subject to a cycling improvement scheme which is currently being completed. This has provided on and off-road cycling lanes in both directions.</p> <p>It is considered that the rubbish bags are temporary, however a more permanent solution could be sought with the businesses to provide a more pleasant environment for users.</p>
<p>People feel safe</p>	<p>The route is sufficiently lit and has relatively high footfall. Footways are wide enough to allow pedestrians to pass one other without using the carriageway.</p>	<p>Nothing identified for improvement.</p>
<p>Things to see and do</p>	<p>This route has some active frontages, particularly when around and passed the Baldwin's Garden junction. This provides users with something to look at.</p>	<p>Nothing identified for improvement.</p>
<p>Clean air</p>	<p>The uncontrolled pedestrian crossing may cause vehicles to stop, especially at peak times, however there are several trees along the route. There is also a 20-mph speed limit along this route.</p>	<p>Improvements could be made to the air quality if more sustainable travel options were to be up taken.</p>

**Route 2 - To/from Farringdon Railway / Underground Station**

4.3.6 Route 2 is the likely walking route to and from Farringdon Train and Underground Station, along Clerkenwell Road and Farringdon Road/A201. It is approximately 650 metres in length.

Table 4.2: Healthy Street Assessment – Route 2

Healthy Streets Indicator	Observations on the Route	Suggested Improvements
Easy to cross	<p>Dropped kerbs and tactile paving is provided at each of the minor arm junctions.</p> <p>Several uncontrolled crossing points with islands in the carriageway are provided across Clerkenwell Road to cater for user desire lines. Including Zebra crossings adjacent to Laystall Street and Back Hill.</p> <p>In addition, there are controlled crossing points at larger junctions including: Clerkenwell Road junction with Rosebery Avenue and the Clerkenwell Road / Farringdon Lane / Turmill Street junction.</p>	Nothing identified for improvement.
Shade and shelter	There are a several trees planted along the route which provides shelter and shade from the weather. In addition, there are bus stops with shelter provided.	Nothing identified for improvement.
Places to stop and rest	There are bus stops and a café on the route, which users can stop and rest at.	Nothing identified for improvement.
Not too noisy	There was noise from traffic, but this would not have interrupted conversation.	Improvements could be made to the level of noise if more sustainable travel options were to be up taken.
People feel relaxed	Footways are wide on both sides of the carriageway along the length of the route.	Nothing identified for improvement.
People feel safe	The route is sufficiently lit and has relatively high footfall. Footways are wide enough to allow pedestrians to pass one other without using the carriageway.	Nothing identified for improvement.

Things to see and do	<p>The route also passes through what is known as 'Little Italy' with shops and restaurants, as well as St Peter's Italian Catholic Church.</p> <p>The route has a lot of active frontages, which provide users something to look at.</p>	Nothing identified for improvement.
Clean air	The uncontrolled pedestrian crossings may cause vehicles to stop, especially at peak times, however there are several trees along the route.	Improvements could be made to the air quality if more sustainable travel options were to be up taken.

**Route 3 - To/from Holborn Underground Station**

4.3.7 Route 3 is the likely walking route to and from Holborn Underground Station, along Theobalds Road and the A40. It is approximately 800 metres in length. Route 3 also includes the walking route to Red Lion Square Gardens which employees at the development could utilise during the lunchtime period and can be accessed via Red Lion Square.

Table 4.3: Healthy Street Assessment – Route 3

Healthy Streets Indicator	Observations on the Route	Suggested Improvements
Easy to cross	<p>Dropped kerbs and tactile paving is provided at each of the minor arm junctions.</p> <p>Several uncontrolled crossing points with islands in the carriageway are provided across Theobald's Road to cater for user desire lines.</p> <p>In addition, there are controlled crossing points at larger junctions including: Theobalds Road junction with Red Lion Street, Theobalds Road junction with the A40 and the A40 and Drake Street.</p>	Nothing identified for improvement.

Shade and shelter	<p>There are trees within Jockeys Fields and Red Lion Square Gardens which overhang the footway and provide shade and shelter from the weather.</p> <p>There are also trees in the footway along the route which also provide shade and shelter.</p>	Nothing identified for improvement.
Places to stop and rest	<p>Red Lion Square Gardens provides users with a space to stop and rest.</p> <p>There are also bus stops and several cafes / coffee shops which have seating, if necessary.</p>	Nothing identified for improvement.
Not too noisy	<p>It was noted on the site visit that there was noise from the traffic, however this would not have interrupted conversation.</p>	Improvements could be made to the level of noise if more sustainable travel options were to be up taken.
People feel relaxed	<p>Footways are wide on both sides of the carriageway along the length of the route.</p>	Nothing identified for improvement.
People feel safe	<p>The whole route is well lit, and footways are wide enough to allow pedestrians to pass one other without using the carriageway.</p> <p>Guard railing is provided on the footway surrounding the Theobald junction with the A40, protecting pedestrians.</p> <p>There are many active frontages along and overlooking the route and a high footfall.</p>	Nothing identified for improvement.
Things to see and do	<p>There are many active frontages along the route providing users with something to look at.</p>	Nothing identified for improvement.
Clean air	<p>There are several trees along the route.</p>	Improvements could be made to the air quality if more sustainable travel options were to be up taken.



**Route 4 - To/from Bus stops surrounding the Clerkenwell Road / Grey's Inn Road junction**

4.3.8 Route 4 is the likely walking route to and from the local bus stops closest to the Clerkenwell Road / Gray's Inn Road / Theobalds Road junction. The following bus stops were identified as the closest:

- Rosebery Avenue Stop CW
- Rosebery Avenue Stop CU
- Gray's Inn Road / Theobalds Road Stop CP
- Gray's Inn Road Stop CA
- Gray's Inn Road / Theobalds Road Stop CT
- Theobald's Road / Clerkenwell Road (no shelter)
- Gray's Inn Road / Rosebery Avenue Stop CB
- Clerkenwell Road / Rosebery Avenue Stop CD

Table 4.4: Healthy Street Assessment – Route 4

Healthy Streets Indicator	Observations on the Route	Suggested Improvements
Easy to cross	<p>Signalised crossing points are provided across all arms of the Clerkenwell Road / Gray's Inn Road / Theobalds Road junction.</p> <p>Dropped kerbs and tactile paving is provided across all minor road junction along each route.</p> <p>In addition, an uncontrolled crossing island is also provided on Clerkenwell Road, if required.</p>	Nothing identified for improvement.
Shade and shelter	Shade and shelter is provided at bus stops.	Nothing identified for improvement.
Places to stop and rest	Shelter and seating is provided at all of the bus stops except stop CQ (located on Gray's Inn Road). However, from site visit observations, it appeared that this stop is drop-off only.	Nothing identified for improvement.
Not too noisy	There was noise from the traffic, however this would not have interrupted conversation.	Improvements could be made to the level of noise if more sustainable travel options were to be up taken.

People feel relaxed	Footways are wide on both sides of the carriageway along the length of the route.	Nothing identified for improvement.
People feel safe	The route is well-lit, footfall is high, and the routes are overlooked by many active frontages.	Nothing identified for improvement.
Things to see and do	There are many active frontages providing users something to look at.	Nothing identified for improvement.
Clean air	There are some trees along the routes; especially on Gray's Inn Road and Theobald's Road.	Improvements could be made to the air quality if more sustainable travel options were to be up taken.

**Route 5 - Clerkenwell Road to meet the TfL cycle network (to the east)**

4.3.9 Route 5 is the likely cycling route to and from Transport for London's (TfL) identified cycle route Cycleway CS6 commencing on Herbal Hill / Saffron Hill. Travelling along Clerkenwell Road it is approximately 350 metres in length.

Table 4.5: Healthy Street Assessment – Route 5

Healthy Streets Indicator	Observations on the Route	Suggested Improvements
Easy to cross	There are controlled crossing points at larger junctions including: Clerkenwell Road junction with Rosebery Avenue and the Clerkenwell Road / Farringdon Lane / Turmill Street junction.  In addition, the signals adjacent to Herbal Hill / Saffron Hill provides a separate cycle 'green light'.	
Shade and shelter	There are numerous bus stops / cafes / coffee shops along the route that the users could stop at, if required.	Nothing identified for improvement.

Places to stop and rest	There are many cafes / coffee shops with seating along the route.	Nothing identified for improvement.
Not too noisy	There was noise from the traffic, however it would not interrupt conversation.	Improvements could be made to the level of noise if more sustainable travel options were to be up taken.
People feel relaxed	<p>There are advanced cycle stop lines provided at signals along the route and a right-hand turn lane on Clerkenwell Road to [the train station]</p> <p>Travelling eastbound (away from the site) an on-road cycleway is provided from Clerkenwell Road's junction with Laystall Street, running to Back Hill. This measures around one metre wide. This cycleway recommences outside 'Terroni of Clerkenwell' and increases in size to approximately 1.5 metres wide</p> <p>Travelling westbound (to the site) a one metres wide on-road cycleway is provided until the Hatton Garden (Stop D) bus stop. This recommences at the White Bear Yard junction and stops at the Laystall Street's junction with Clerkenwell Road.</p>	This on-road cycleway marking looked relatively recently refreshed, however, the markings were not provided for the whole route. A continuous, marked cycle route should be provided to connect with Cycleway CS6.
People feel safe	<p>Several vans / larger vehicles were observed to be parked in it, particularly on the eastbound route. This forced cyclists into the carriageway with the vehicular traffic.</p> <p>The route is well-lit, footfall is high, and the routes are overlooked by many active frontages.</p>	Restrictions for vehicles to stop / wait or drop-off could be put into place, so cyclists feel more secure on their route.
Things to see and do	The routes are well-lit, footfall is high, and the routes are overlooked by many active frontages.	Nothing identified for improvement.

Clean air	There are intermittent trees planted along the route.	Improvements could be made to the air quality if more sustainable travel options were to be up taken.
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**Route 6 - Theobald's Road to meet the TfL cycle network (to the west)**

4.3.10 Route 6 is the likely cycling route to and from Transport for London's (TfL) identified cycle route Quietway 10 commencing at Lamb's Conduit Street. Travelling along Theobalds Road it is approximately 320 metres in length.

Table 4.6: Healthy Street Assessment – Route 6

Healthy Streets Indicator	Observations on the Route	Suggested Improvements
Easy to cross	Dropped kerbs and tactile paving is provided at each of the minor arm junctions.  Several uncontrolled crossing points with islands in the carriageway are provided across Theobald's Road to cater for user desire lines.	
Shade and shelter	There are cafes / coffee shops along the route which could be used for shelter. In addition, the police station offers shelter under its façade.	Nothing identified for improvement.
Places to stop and rest	There are cafes / coffee shops along the route which could be used to stop and rest, if required.	Nothing identified for improvement.
Not too noisy	There was noise from the traffic, however it would not interrupt conversation.	Improvements could be made to the level of noise if more sustainable travel options were to be up taken.
People feel relaxed	A short stay / disabled / loading bay is provided along the frontage of the Holborn Library. Vehicles could drive into the path of any oncoming cyclists. Larger vehicles could encroach into the bus lane. The bus stops could also force cyclists into the carriageway.	

People feel safe	<p>An advanced cycle line is provided at the signalised crossing adjacent to the Theobalds Road / Lamb's Conduit Street, however no further facilities are provided travelling away from the site.</p> <p>Towards the site, travelling east, a continuous bus lane, with a small section of on road cycle route, is provided which allows cyclist to be separated from most of the vehicular traffic.</p>	Provide a cycle lane to allow for a continuous journey.
Things to see and do	There are many active frontages along the route.	Nothing identified for improvement.
Clean air	There are trees planted along the route.	Improvements could be made to the air quality if more sustainable travel options were to be up taken

## 4.4 Highway Safety

- 4.4.1 Personal Injury Collision (PIC) data has been obtained from Transport for London (TfL) for the most recent three-year period between February 2018 and February 2021. A summary is provided below.
- 4.4.2 In line with the TfL 'Active Travel Zone Assessment' guidance and supporting 'Vision Zero', each of the routes and key junctions outlined above, have been included within the data request. The guidance indicates that a 'cluster' is one or more killed, or two or more seriously injured along each of the six routes. A plan showing the recorded collisions is included at Appendix E.
- 4.4.3 The circumstances of each collision will not be explained here, but rather suggestions to improve the current situation, in line with the Healthy Streets methodology.
- 4.4.4 Overall, within the study area, a total of 194 incidents were recorded resulting in 161 slight injuries and 33 serious injuries. No fatalities were recorded within the study period.
- 4.4.5 The collision clusters are mainly focussed on and around junctions. A summary of the recorded incidents on key roads / junctions within the study area is provided in Table 4.7.

Table 4.7: Summary of Recorded Collisions

Road/Junction	Slight	Serious	Fatal	Total
Gray's Inn Road	27	1	0	28
Clerkenwell Road	24	9	0	33
Theobald's Road	27	9	0	33
A40 Holborn/High Holborn	11	1	0	12
Total	83	23	0	112

- 4.4.6 Of the recorded incidents within the study area, it is considered that there is one concerning cluster. This is at the Theobald's Road junctions with Lamb's Conduit Street and Red Lion Street, resulting in seven recorded incidents, of which two resulted in serious injuries and the remaining five were recorded as resulting in slight injuries.
- 4.4.7 The first collision resulting in a serious casualty occurred on Monday 11 November 2019 at 0750, in daylight. The incident involved one vehicle, a pedal cycle, and was self-reported to the police. It is unknown how the incident occurred.
- 4.4.8 The second serious incident occurred on Tuesday 13 October 2020 at 1808, in wet and dark conditions. It is not known how the collision occurred, however appears that a car making a right-hand turn collided with a motorcycle travelling ahead.
- 4.4.9 The remainder of the incidents recorded at this junction were classified as slight, most of which were 'self-reported' and the cause of the incident was unknown. Two involved pedestrians and one involved a cyclist.
- 4.4.10 In summary, within the more focussed area of interest (including the ATZ routes), there were a total of 112 incidents recorded, with two resulting in serious injuries.
- 4.4.11 The incidents are not considered to be attributed to a single factor. They occurred on different days and times and the majority of incidents appear to have occurred as a result of failing to look properly, driver error or misjudgement.
- 4.4.12 It is therefore concluded that there are no obvious safety patterns or problems within the study area.

## 4.5 Summary of Suggested Improvements

4.5.1 In summary, the six destinations / routes that have been reviewed are as follows:

- Route 1: To/from Chancery Lane Underground Station including Gray's Inn Square and South Square Gardens
- Route 2: To/from Farringdon Railway / Underground Station
- Route 3: To/from Holborn Underground Station including Red Lion Square Gardens
- Route 4: To/from Bus stops surrounding the Clerkenwell Road / Grey's Inn Road junction
- Route 5: Clerkenwell Road to meet the TfL cycle network (to the east)
- Route 6: Theobald's Road to meet the TfL cycle network (to the west)

4.5.2

4.5.3 The key suggested improvements that have been identified within this assessment are:

- Provide continuous cycle lanes to allow for seamless cycle journeys.
- Review the waiting / loading times where vehicles block the cycle lanes.
- Improvements to air quality and noise would be gained through a higher uptake in more sustainable options.

4.5.4 It is also considered that a coloured advisory cycle lane could be provided across the minor arm junctions, this will reinforce the fact that cyclists are travelling across the junction and improve the prominence of cyclists at these locations.

## 4.6 Summary and Conclusions

4.6.1 In summary, the Active Travel Zone has identified six routes to main destinations. These routes have been visited and audited and their suitability assessed, as well as any issues on the routes being identified in line with the Healthy Streets criteria.

4.6.2 The Theobald's Road junctions with Lamb's Conduit Street and Red Lion Street has been identified in Section 4.3 as being a PIC 'cluster', as seven incidents have been recorded here in the latest three-year period. Chapter 5 shows that the number of people trips associated with the proposals result in a net decrease of up to 97 trips in the AM peak period (0800-0900), resulting in overall fewer trips through the junction.

4.6.3 In conclusion, it is evident from the route assessments that the existing routes provided to the main trip attractors are already of good quality. However, one suggested improvement was to provide continuous cycle lanes to allow for seamless cycle journeys to key destinations, particularly on Clerkenwell Road; this is a necessary consideration, however it is not justified against the size and scale of development and considering the net reduction of people trips that Table 5.9 demonstrates are associated with the proposals.

## 5 LONDON-WIDE NETWORK

### 5.1 Introduction

- 5.1.1 A trip attraction exercise has been undertaken using trip rates extracted from TRICS. The 'employment category and 'office' subcategory for the office element as this is considered most representative of the proposals.
- 5.1.2 The development is in Central London with a PTAL rating of 6b and no on-site car parking is provided or proposed. These criteria have been used to inform which parameters to use in selecting similar sites for analysis from the TRICS® database.
- 5.1.3 All the surveyed sites are taken from London to provide an accurate representation of the unique nature of the area.
- 5.1.4 The multi-modal trips during the typical AM and PM weekday peak hours have been quantified, as these are best representative of the busiest times on the surrounding highway network.
- 5.1.5 This chapter is subdivided into the following sections:
- Existing Development;
  - Proposed Redevelopment;
  - Net Change in Trips; and
  - Modal Split.

### 5.2 Existing Development

- 5.2.1 The existing site comprises 9,174sq.m GIA office space across 127 Clerkenwell Road, 100 Gray's Inn Road and 88 Gray's Inn Road. The site also features 468sq.m GIA of retail space.
- 5.2.2 The multi-modal two-way trip rates that have been extracted from the TRICS database and the estimated number of trips that could be attracted to the office element of the current development are summarised in Table 5.1 and Table 5.2, respectively.

Table 5.1: Multi-modal Trips Rates 'Office' category

Mode	Am Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
TOTAL PEOPLE*	2.955	0.301	3.256	0.252	1.099	1.351
Pedestrians	0.391	0.22	0.611	0.081	0.243	0.324
Cyclists	0.272	0	0.272	0.002	0.225	0.227
PT Users	2.165	0.05	2.215	0.115	2.204	2.319
Vehicle Occupants	0.127	0.031	0.158	0.012	0.084	0.096
TOTAL VEHICLES**	0.115	0.029	0.144	0.012	0.067	0.079
Motorcycles	0.019	0	0.019	0.002	0.012	0.014



Cars	0.050	0.012	0.062	0.004	0.036	0.04
Taxis	0.019	0.002	0.021	0.002	0.015	0.017
LGVs / Servicing	0.022	0.009	0.031	0.002	0.005	0.007
OGVs	0.005	0.005	0.01	0.000	0	0

Notes: \* The 'total people' category includes pedestrians, cycles, public transport users and vehicle occupants

\*\* The 'total vehicles' category includes all occupants of cars, taxis, motorcycles, light goods vehicles and OGV's. Excludes taxi drivers' and similar

5.2.3 The trip rates derived from TRICS can be seen in Appendix F.

Table 5.2: Number of Trips – Existing Office Use (9,174sq.m)

Mode	Am Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
TOTAL PEOPLE*	271	28	299	23	101	124
Pedestrians	36	20	56	7	22	30
Cyclists	25	0	25	0	21	21
PT Users	199	5	203	11	202	213
Vehicle Occupants	12	3	14	1	8	9
TOTAL VEHICLES**	11	3	13	1	6	7
Motorcycles	2	0	2	0	1	1
Cars	5	1	6	0	3	4
Taxis	2	0	2	0	1	2
LGVs / Servicing	2	1	3	0	0	1
OGVs	0	0	1	0	0	0

Notes: \* The 'total people' category includes pedestrians, cycles, public transport users and vehicle occupants

\*\* The 'total vehicles' category includes all occupants of cars, taxis, motorcycles, light goods vehicles and OGV's. Excludes taxi drivers' and similar

5.2.4 Table 5.2 shows that the office element of the current development could attract up to 299 two-way people movements in the AM peak and 124 two-way people movements in the PM peak. It also shows that the office element attracts up to 13 and 7 two-way vehicle movements in the AM and PM peaks, respectively.

5.2.5 Video footage of the existing 'Pret A Manger' has been used to record the number of trips for the retail element of the extant use and these arrivals and departures are shown in Table 5.3.

Table 5.3: Number of Arrivals / departures – Video Footage

All People Trips	Arrivals	Departures	Total
0700-0800	131	130	261
0800-0900	286	285	571
0900-1000	254	253	507
1000-1100	175	147	322
1100-1200	104	90	194
1200-1300	289	225	514
1300-1400	377	358	735
1400-1500	155	161	316
1500-1600	97	97	194
1600-1700	62	54	116
1700-1800	53	52	105
1800-1900	65	50	115

5.2.6 Table 5.4 shows that the existing retail element at the site could attract up to 571 and 105 two-way people trips in the AM and PM peaks, respectively.

5.2.7 It should be noted that the video footage was only recording the entrance to the unit and therefore has not categorised users. The total people trips recorded from the existing site have been used along with the existing floor area to create bespoke total people trip rates for this site, the trip rates can be seen in Table 5.4 below.

Table 5.4: Trip Rates for Retail element (468sq.m GIA)

All People Trips	Arrivals	Departures	Total
0700-0800	27.991	27.778	55.769
0800-0900	61.111	60.897	122.009
0900-1000	54.274	54.060	108.333
1000-1100	37.393	31.410	68.803
1100-1200	22.222	19.231	41.453
1200-1300	61.752	48.077	109.829
1300-1400	80.556	76.496	157.051
1400-1500	33.120	34.402	67.521
1500-1600	20.726	20.726	41.453
1600-1700	13.248	11.538	24.786
1700-1800	11.325	11.111	22.436
1800-1900	13.889	10.684	24.573

## 5.3 Proposed Redevelopment

5.3.1 The proposed redevelopment will comprise an increase of office space to 12,383sqm at 100 Gray's Inn Road and 326sqm at 88 Gray's Inn Road for a total of 12,709sqm GIA. There will be a reduction in retail space to 364sqm GIA. Six residential flats are also proposed.

5.3.2 The anticipated total people trips forecast to be attracted to the office element of the proposals are summarised in Table 5.5.

Table 5.5: Total People Trips – Proposed Office use (12,709sq.m)

All People Trips	Arrivals	Departures	Total
0700-0800	95	14	109
0800-0900	376	38	414
0900-1000	357	53	410
1000-1100	140	87	227
1100-1200	91	73	164

1200-1300	117	151	268
1300-1400	152	163	315
1400-1500	95	90	185
1500-1600	44	100	143
1600-1700	32	140	172
1700-1800	27	350	377
1800-1900	10	238	248

5.3.3 Table 5.7 shows that that the office element of the development could be associated with up to 414 two-way people trips in the AM peak and 377 two-way people trips in the PM peak.

5.3.4 The anticipated number of total people trips forecast to be attracted to the retail element of the proposals are summarised in Table 5.6.

Table 5.6: Total People Trips – Proposed Retail use (364sq.m)

All People Trips	Arrivals	Departures	Total
0700-0800	102	101	203
0800-0900	222	222	444
0900-1000	198	197	394
1000-1100	136	114	250
1100-1200	81	70	151
1200-1300	225	175	400
1300-1400	293	278	572
1400-1500	121	125	246
1500-1600	75	75	151
1600-1700	48	42	90
1700-1800	41	40	82
1800-1900	51	39	89

5.3.5 Table 5.6 demonstrates that the retail element of the proposals could be associated with up to 444 two-way people trips in the AM peak and 82 two-way people trips in the PM peak period.

5.3.6 The TRICS database has been interrogated for trip rates for the residential aspect of the development. The criteria selected were for sites within Greater London with a PTAL score of 5 or higher. The category 'Flats Privately Owned' was interrogated to ensure that trip generation would be a robust assessment. The total people trip rates can be seen in Table 5.7 below.

Table 5.7: Total People Trip Rates – Flats Privately Owned

All People Trips	Arrivals	Departures	Total
0700-0800	0.054	0.295	0.349
0800-0900	0.086	0.49	0.576
0900-1000	0.094	0.245	0.339
1000-1100	0.109	0.164	0.273
1100-1200	0.101	0.118	0.219
1200-1300	0.118	0.113	0.231
1300-1400	0.124	0.135	0.259
1400-1500	0.105	0.121	0.226
1500-1600	0.201	0.149	0.35
1600-1700	0.224	0.164	0.388
1700-1800	0.257	0.139	0.396
1800-1900	0.443	0.185	0.628

5.3.7 The trip rates derived from TRICS can be seen in Appendix F.

5.3.8 The residential aspect of the proposed development will consist of six flats, the trip generation of this aspect can be seen in Table 5.8 below.

Table 5.8: Total People Trip Generation – Flats Privately Owned

All People Trips	Arrivals	Departures	Total
0700-0800	0	2	2
0800-0900	1	3	3
0900-1000	1	1	2
1000-1100	1	1	2
1100-1200	1	1	1

1200-1300	1	1	1
1300-1400	1	1	2
1400-1500	1	1	1
1500-1600	1	1	2
1600-1700	1	1	2
1700-1800	2	1	2
1800-1900	3	1	4

5.3.9 Table 5.8 above demonstrates that there will be a total of 3 trips in the AM peak hour and 2 trips on the PM peak hour.

5.3.10 The anticipated total people trips forecast to be attracted to the proposed development are summarised in Table 5.9.

Table 5.9: Total People Trips – Proposed Development

All People Trips	Arrivals	Departures	Total
0700-0800	197	117	315
0800-0900	599	263	861
0900-1000	555	252	807
1000-1100	277	202	479
1100-1200	172	144	317
1200-1300	343	327	669
1300-1400	446	442	888
1400-1500	216	216	432
1500-1600	120	176	296
1600-1700	82	183	264
1700-1800	69	391	461
1800-1900	63	278	341

5.3.11 Table 5.9 shows that the proposals could be associated with up to 861 two-way people trips in the AM peak and 461 two-way people trips in the PM peak period.

## 5.4 Net Change in Trips

- 5.4.1 A comparison assessment between the two-way total people trips associated with the existing and proposed uses has been undertaken and the results are summarised in Table 5.10.

Table 5.10: Trip Attraction Net Change in Trips

All People Trips	Arrivals	Departures	Total
0700-0800	-2	-23	-25
0800-0900	41	-50	-8
0900-1000	43	-40	4
1000-1100	1	-8	-7
1100-1200	3	1	4
1200-1300	-31	-7	-38
1300-1400	-41	-33	-74
1400-1500	-7	-10	-17
1500-1600	-8	7	-1
1600-1700	-4	28	24
1700-1800	-3	87	84
1800-1900	-9	56	47

- 5.4.2 Table 5.10 shows that when compared to the existing use, the redevelopment proposals are forecast to be associated with a net decrease of 8 two-way people trips in the AM peak and an increase of 84 two-way people trips in the PM peak. There is a reduction of 9 two-way trips throughout the day.

## 5.5 Modal Split

- 5.5.1 The 2011 Census 'WD703EW - Method of Travel to Work (Workday Population)' data has been analysed for the E02000192 Camden 027 and E02000193 Camden 028 Middle Super Output Areas (MSOA) in which the site lies, to determine the likely modal split of commuter trips to the proposed redevelopment. The results are summarised by Table 5.11.

Table 5.11: 2011 Census 'WD703EW - Method of Travel to Work (Workday Population)'

Mode of Travel	2011 Middle Super Output Areas – Camden 027 & Camden 028		
	Persons	Percentage	Adjusted
Not in employment	4,853	4.64%	Discounted
Works mainly at or from home	1,007	0.96%	Discounted
Underground/metro/light rail/ tram	35,054	33.54%	35.53%
Train	34,372	32.89%	34.84%
Bus, minibus or coach	11,186	10.70%	11.34%
Taxi or minicab	245	0.23%	0.25%
Motorcycle, scooter or moped	1,357	1.30%	1.38%
Driving a car or van	5,019	4.80%	5.09%
Passenger in a car or van	425	0.41%	0.43%
Bicycle	5,612	5.37%	5.69%
On foot	5,164	4.94%	5.23%
Other	225	0.22%	0.23%
TOTAL	104,519	100%	100%

5.5.2 The figures have been adjusted to remove those people who are either not in employment or work mainly at or from home to show the modal split of those who do commute to work.

5.5.3 The adjusted figures show that 5.09% of those who commute to work do so driving a car or van which is lower than the national average for England & Wales which is 60.7%. The sustainable modes of travel which are on foot, cycling (including motorcycles) and public transport equate to 94.01% of all journeys to work when combined which is lower than the England & Wales national average of 32.7%. This reflects the different nature in commuting within London and its surrounding areas.

## 5.6 Summary and Conclusions

5.6.1 In summary, it is forecast that there will be an overall decrease in the average number of two-way people trips throughout the day.

5.6.2 It is therefore concluded that the redevelopment proposals will have a positive effect on the surrounding local highway network, by attracting less overall people trips over the course of a day.



## 6 ADDITIONAL BOROUGH ANALYSIS

### 6.1 Introduction

- 6.1.1 Discussions have been held between London Borough of Camden (LBC) officers and the design team, with a Scoping meeting held on the 22 July 2021. Following this meeting, a Scoping Note (B05684-SN01) was issued and agreed with officers.
- 6.1.2 This chapter is subdivided into the following sections:
- Camden Transport Strategy; and
  - Transport Assessment Scoping.

### 6.2 Camden Transport Strategy

6.2.1 The Mayor of London published the *Mayor's Transport Strategy* in 2018 which set out how the transport in London will be improved over the next 20 years. Each London Borough was required to demonstrate how they will assist in the delivery of the Strategy locally, alongside their own priorities.

6.2.2 Camden has produced a Transport Strategy which has the aim to transport and mobility in Camden up until 2041. The Strategy wants to enable and encourage people to travel, as well as goods being transported, healthily and sustainably. The main priorities within the document include:

- Increasing walking and cycling.
- Improving public transport in the borough.
- Reducing car ownership and use.
- Improving air quality.
- Making the streets and transport networks safe, accessible, and inclusive for all.

6.2.3 As well as the main *Camden Transport Strategy (CTS)*, several supporting documents have also been produced, all of which complement the CTS and contribute to the overall objectives, these include:

#### **Cycling Action Plan**

6.2.4 The Cycling Action Plan (CAP) combines the various policies and measures within the Camden Transport Strategy into one focussed, clear document that enable, and support increased and safe levels of cycling within the London Borough of Camden. The document aims to double current levels of cycling by 2025, and again by 2041, it seeks to ensure that cycling is inclusive across all communities, including children, the elderly, and people with disabilities.

#### **Walking and Accessibility Action Plan**

6.2.5 The Walking and Accessibility Action Plan (WAAP) also aims to unite the policies and actions contained within the CTS, whilst aiming to deliver the Camden specific outcomes:

- Increasing walking levels in Camden for all types of journeys – to work, to education, to transport and activity hubs and for recreation.
- Providing high quality and fully accessible public realm that is safe, legible, convenient and tackles barriers to walking.
- Delivering successful behaviour change and education / awareness campaigns that contribute to enhance road safety for pedestrians and vulnerable road users.
- Improving the accessibility of the transport network in Camden to increase opportunities for all users, and particularly for those people with physical and /or learning difficulties.

### **Electric Vehicle Charging Point Action Plan**

- 6.2.6 The Electric Vehicle Charging Point (EVCP) Action Plan will aim to help in the delivery of Objective 5 in the CTS: *'To reduce and mitigate the impact of transport-based emissions and noise in Camden.'*
- 6.2.7 The Action Plan sets out LB Camden's vision for developing a comprehensive network of electric vehicle charging points in appropriate and accessible locations, that both responds to the existing demand for EV infrastructure and provides for and accelerates the uptake of cleaner vehicles in the future.

### **Road Safety Action Plan**

- 6.2.8 The purpose of the Road Safety Action Plan (RSAP) is to both support the Mayor's London wide ambition of 'Vision Zero,' by having no recorded Killed or Seriously Injured (KSI) collisions on London's roads by 2041 and Camden's ambition of reducing all casualty types. The Council will be working to reduce actual and perceived danger with a mixture of infrastructure schemes involving physical interventions, whilst being supported by measures involving behaviour change and smarter travel programmes.
- 6.3 **Scoping**
- 6.3.1 A Scoping exercise has been undertaken with officers at the London Borough of Camden (LBC) and no further requirements were identified by the borough.

### **6.4 Summary and Conclusion**

- 6.4.1 This Transport Assessment (TA) has given consideration to the London Borough of Camden's (LBC) local policy and guidance and has been scoped with officers, for completion.

## 7 CONSTRUCTION

### 7.1 Construction Logistics Plan

- 7.1.1 A detailed Construction Logistics Plan (CLP) is expected to be secured via a planning condition. This will set out measures to reduce construction vehicle trips and minimise any interaction between vulnerable road users, such as pedestrians and cyclists, and large construction vehicles. The exact details will be confirmed at the Reserved Matters stage.
- 7.1.2 The Transport for London's (TfL) Construction Logistic Planning Guidance will be referred to throughout the document, as well as other relevant Policy including the NPPF, The London Plan and The Mayor's Transport Strategy, including the Healthy Streets approach and Vision Zero.
- 7.1.3 The CLP will include measures to minimise the impact of the construction period, such as, a Staff Travel Plan, delivery scheduling outside of peak hours, the use of holding areas, only using certain routes to access the site, split deliveries into the smallest vehicles possible and recycling materials as much as possible.
- 7.1.4 As well as measures to reduce the impact of construction, the CLP will include, an indicative construction programme, construction routes, details of any holding areas, sizes of likely construction vehicles, estimated construction movements including the likely days and times of deliveries.

## 8 CONCLUSION

8.1.1 This Transport Assessment (TA) has been prepared by Norman Rourke Pryme (NRP) on behalf of Lawnmist Limited to support a planning application for the redevelopment of an existing buildings at 88 and 100 Gray's Inn Road as well as 127 Clerkenwell Road. It is currently predominately office space with commercial offerings on the ground floor.

### 8.2 Transport Planning for People

8.2.1 Transport for London (TfL)'s Transport Classifications of Londoners (TCoL) classifies Londoners into nine segments and distributes these segments across the London Boroughs. The London Borough of Camden (LBC) is characterised predominantly by '*City Living*', '*Students and Graduates*', '*Educational Advantage*' and '*Affordable Transitions*'. Of these four segments, the residents have below or well below average levels of car drivers and well above or above average levels of walking, cycling and tube use in comparison to the whole of London. The report also sets out the biggest motivators for behaviour change, with health, fitness and lifestyle changes being the best motivators for change.

8.2.2 The London Workplace Zones Classification tool identifies that the predominant workplace type in LBC are '*Professional, retail and leisure services in dynamic central London*'. This can be defined by full time, well-qualified workers. It is likely that most users travel over five kilometres to work and assumed that many users would use the train / Underground for their commute and that work hours would be within the traditional workday of 0800 to 1800.

8.2.3 It is therefore considered that routes from, public transport nodes such as the Farringdon Railway Station and Holborn and Chancery Lane tube stations, as well as local bus stops should be accessible by all users.

### 8.3 Site and Surroundings

8.3.1 The existing site scores a 6b PTAL score as it is very well served by public transport. It also has a good network of walking and cycling routes surrounding it. The redevelopment has been designed with the Healthy Street principles in mind.

8.3.2 The promotion of active travel to the occupiers of the building through word of mouth and the Travel Plan will lessen the impact of the development and reduce reliance on the private car.

### 8.4 Active Travel Zone

8.4.1 There are several key transport nodes within the vicinity of the site and six main routes were identified as being routes to key destinations.

8.4.2 These routes have been visited and audited and their suitability assessed, as well as any issues on the routes being identified in line with the Healthy Streets criteria. The Theobald's Road junctions with Lamb's Conduit Street and Red Lion Street has been identified in Section 4.3 as being a PIC 'cluster', as seven incidents have been recorded here in the latest three-year period. Chapter 5 shows that the number of people trips associated with the proposals result in a net decrease of up to 135 trips in the AM peak period (0800-0900), resulting in overall fewer trips through the junction.

8.4.3 In conclusion, it is evident from the route assessments that the existing routes provided to the main trip attractors are already of good quality. However, one suggested improvement was to provide continuous cycle lanes to allow for seamless cycle journeys to key destinations, particularly on Clerkenwell Road; this is a necessary consideration, however it is not justified against the size and scale of development and considering the net reduction of people trips that Table 5.9 demonstrates are associated with the proposals.

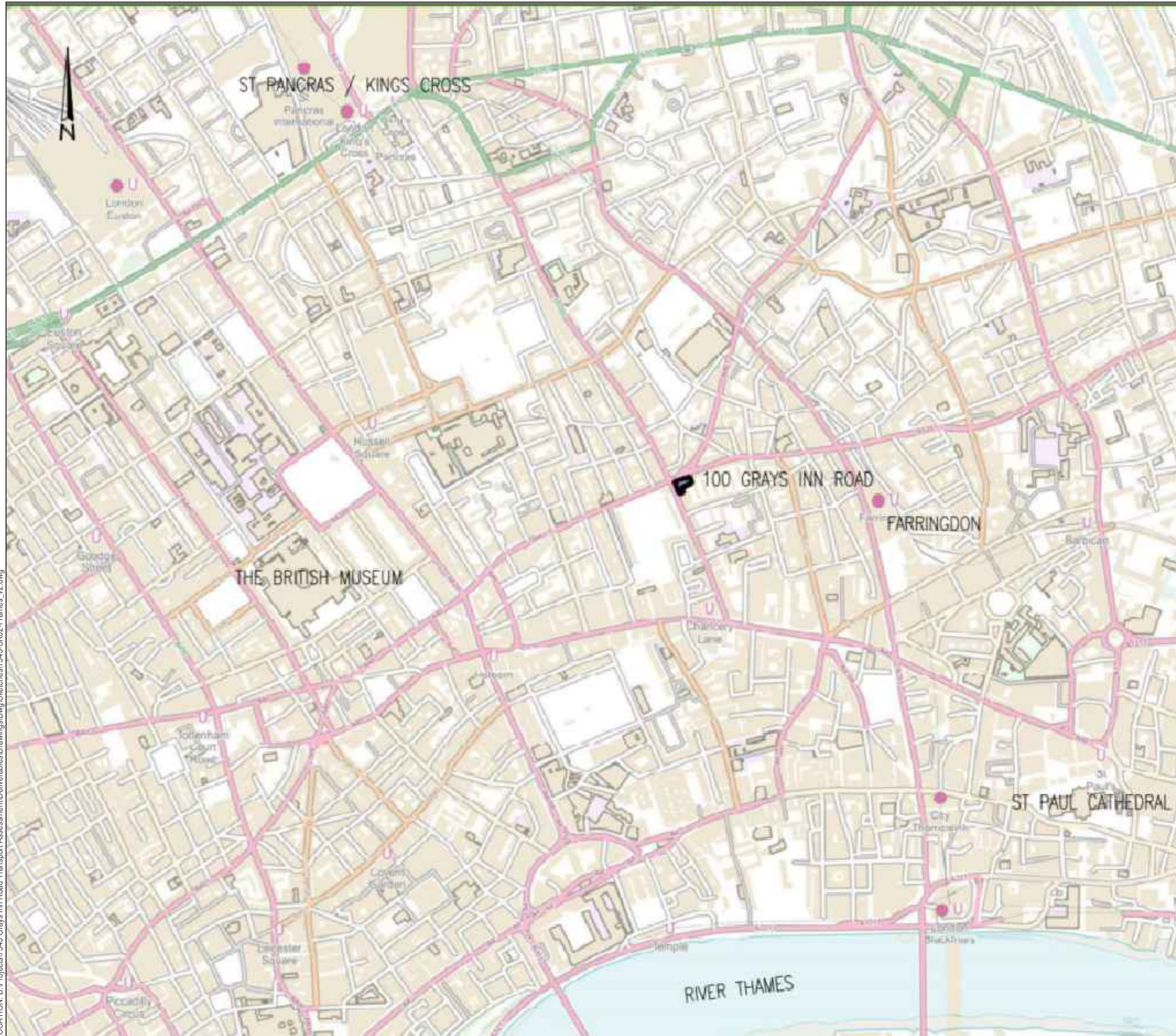
## 8.5 London Wide Network

- 8.5.1 The proposed redevelopment would attract a reduction of 8 overall person trips in the AM and an increase of 84 trips in the PM peak, however, this is considered minimal and on average throughout the day, there is a net decrease.
- 8.5.2 In summary, it is forecast that there will be an overall decrease in the average number of two-way people trips throughout the day and the impact is not considered significant.
- 8.5.3 It is therefore concluded that the redevelopment proposals will have a positive effect on the surrounding local highway network, by attracting fewer overall people trips over the surveyed 12-hour period (0700-1900) and therefore have less of an impact overall.

## 8.6 Construction

- 8.6.1 A detailed CLP is expected to be secured via a planning condition. This will set out measures to reduce construction vehicle trips and minimise any interaction between vulnerable road users, such as pedestrians and cyclists, and large construction vehicles.

# FIGURES



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 Lawnmist Limited

PROJECT  
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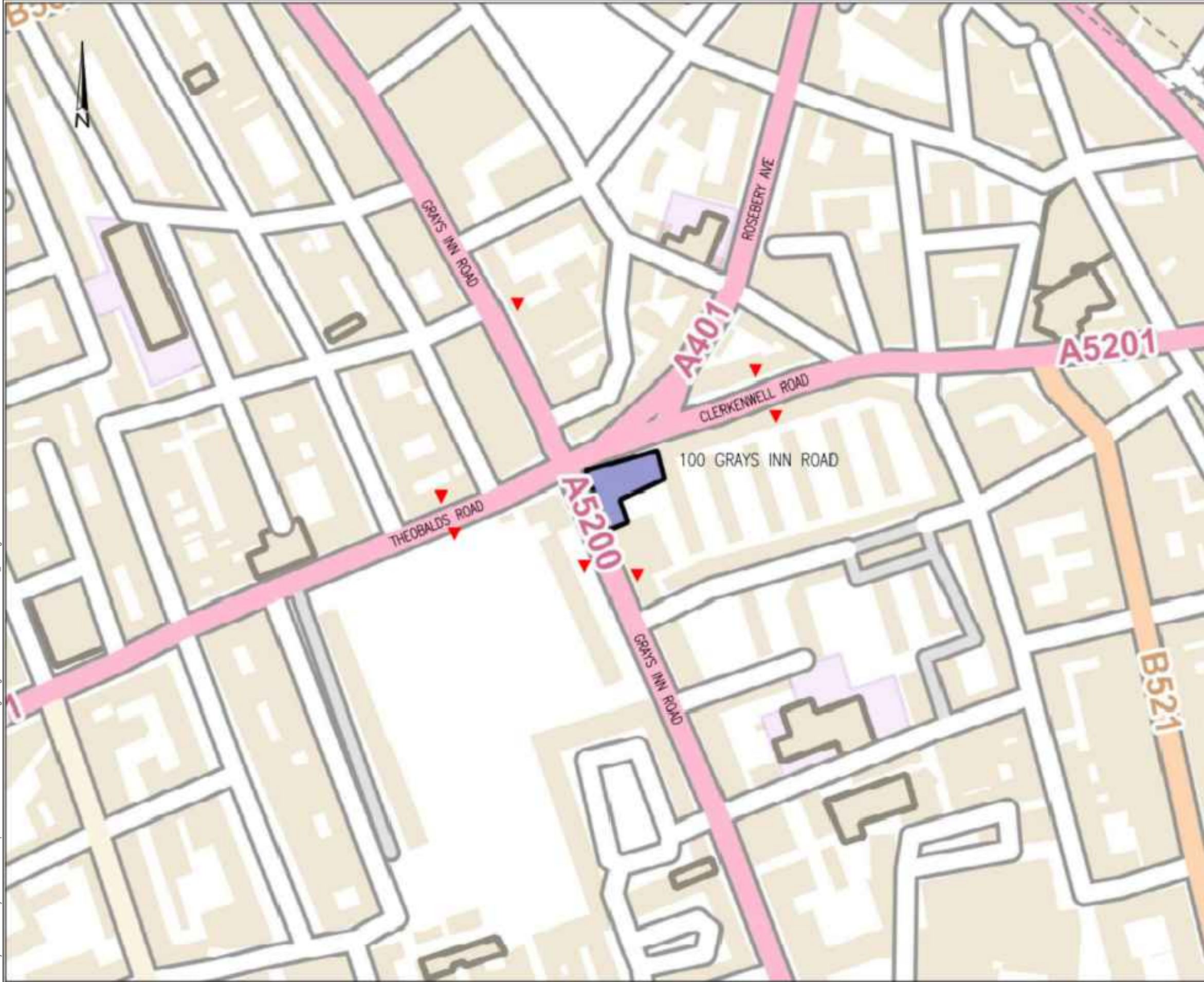
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CWB	CWB	DAK	28.09.22	DAK	28.09.22

TITLE  
 SITE LOCATION PLAN - STRATEGIC CONTEXT

SCALE	DRAWING No	REV
NTS	FIGURE 11	10

LOGIN NAME: MORGAN CARTER  
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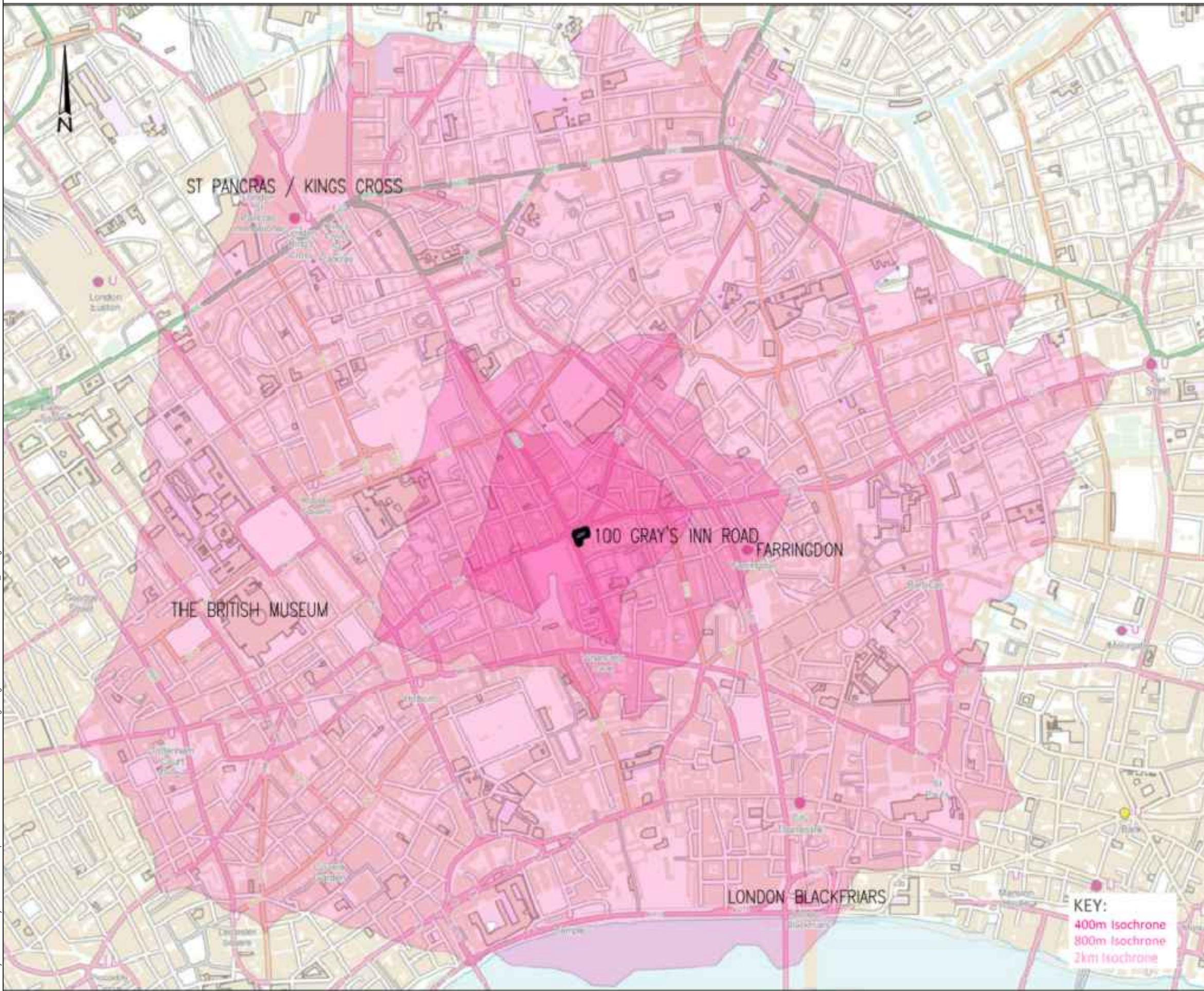
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CWB	CWB	DAK	28.09.22	DAK	28.09.22

TITLE  
 SITE LOCATION PLAN - LOCAL CONTEXT

SCALE	DRAWING No	REV
NTS	FIGURE 1.2	10



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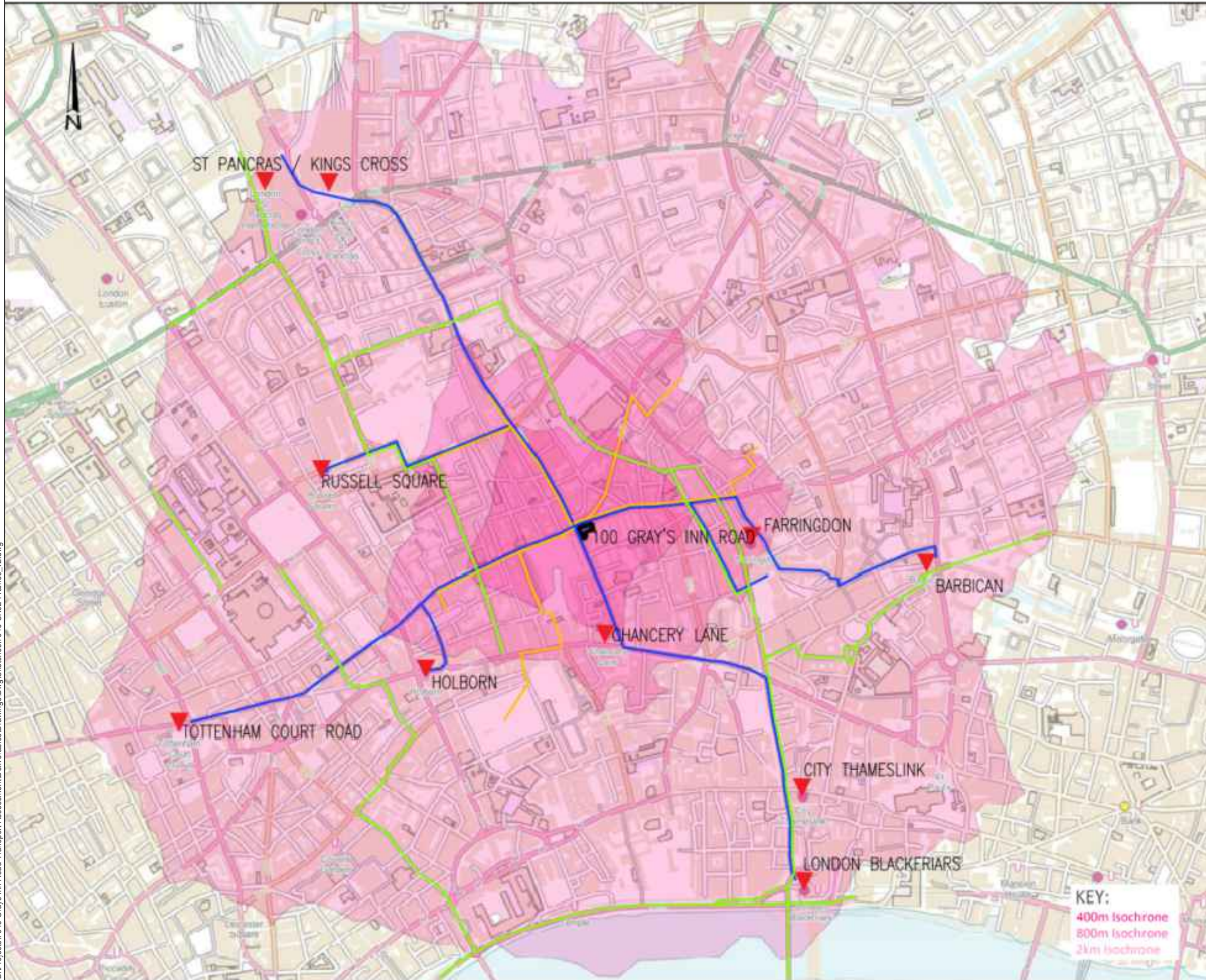
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CWB	CWB	DAK	28.09.22	DAK	28.09.22

TITLE  
 WALKING ISOCHRONE

SCALE	DRAWING No	REV
NTS	FIGURE 3.1	10

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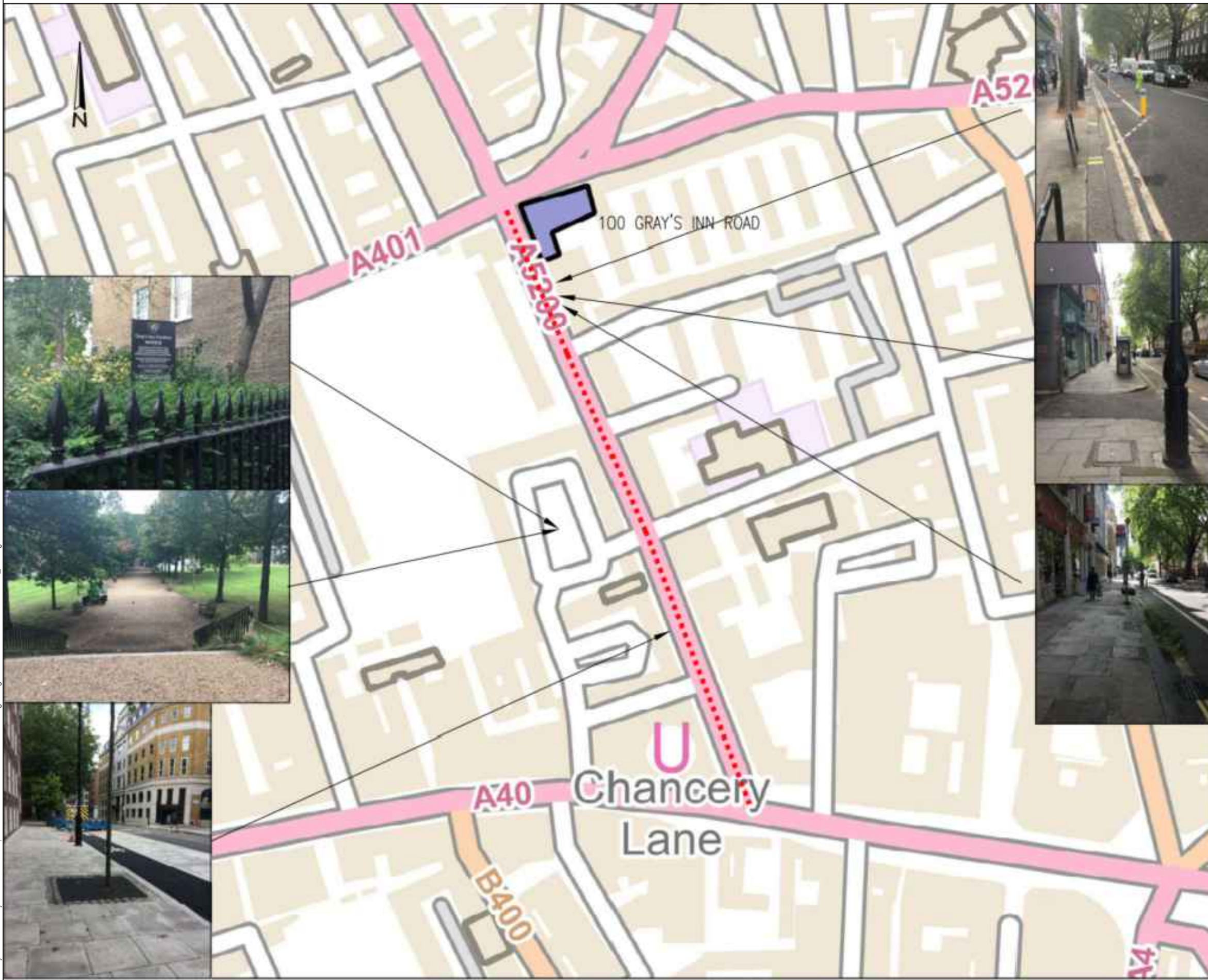
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CWB	CWB	DAK	28.09.22	DAK	28.09.22

TITLE  
 PEDESTRIAN COMFORT LEVEL ASSESSMENT  
 ROUTES

SCALE	DRAWING No	REV
NTS	FIGURE 4.1	10

LOGIN NAME: MORGAN CARTER  
 LOCATION: B:\Projects\7545 Grays Inn Road Transport Assessment\Deliverables\Drawings\Drawings\Sketches\7545-SK02-Frames\_v2.dwg



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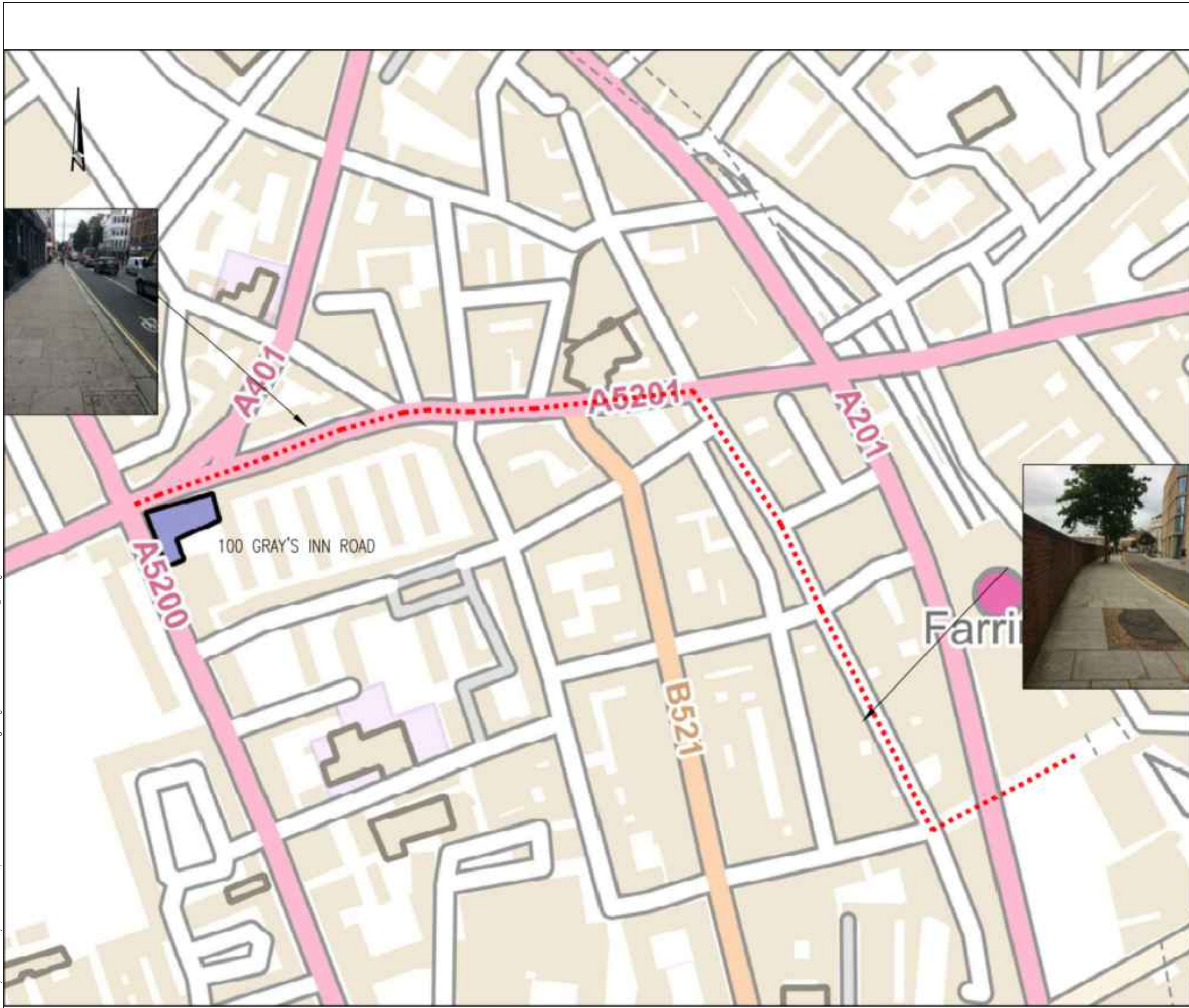
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CWB	CWB	DA	28.09.22	DAK	28.09.22

TITLE  
 NEIGHBOURHOOD LEVEL ROUTES - ROUTE  
 ONE TO / FROM CHANERY LANE  
 UNDERGROUND

SCALE	DRAWING No	REV
NTS	FIGURE 4.2	10

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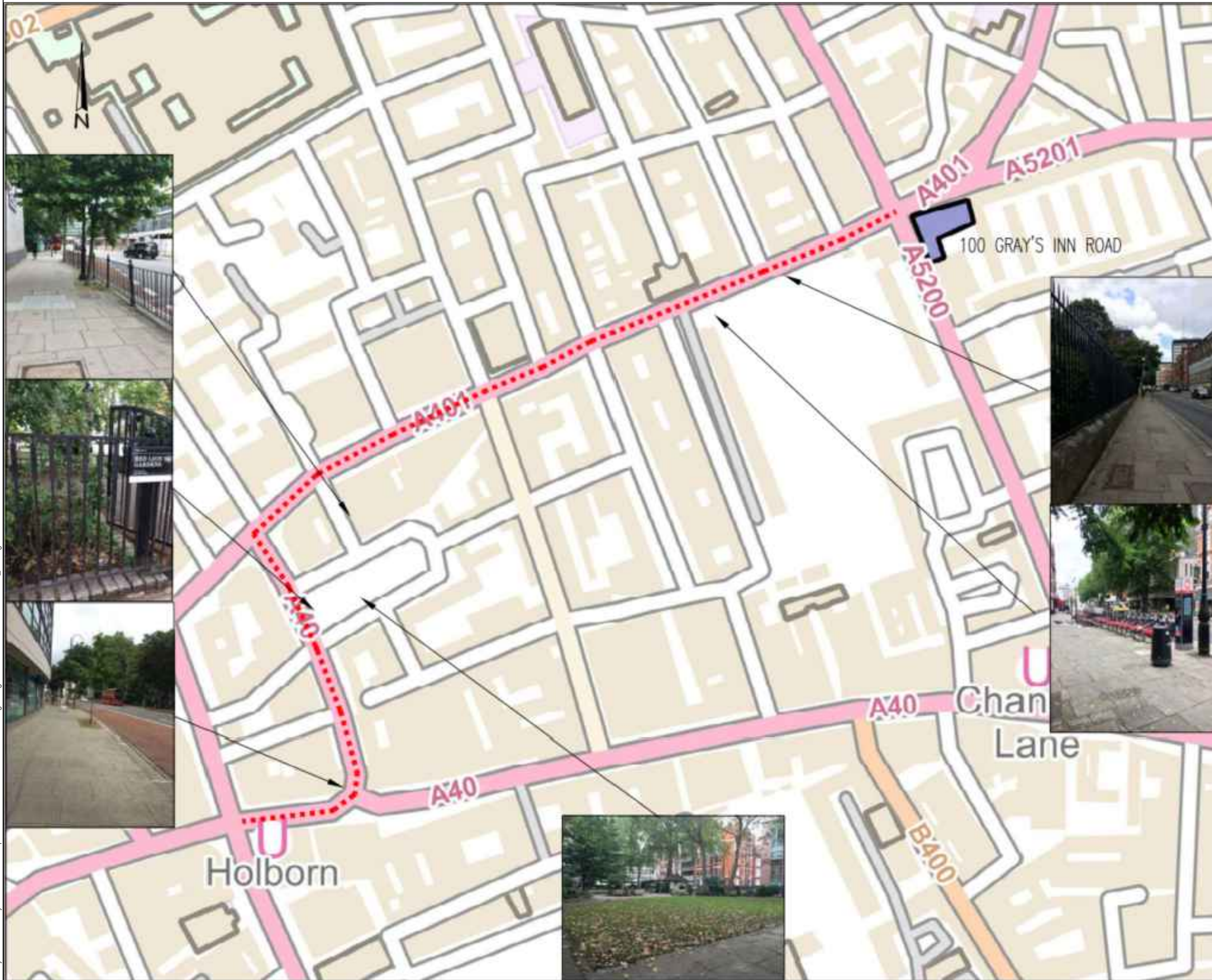
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TITLE  
 NEIGHBOURHOOD LEVEL ROUTES - ROUTE  
 TWO TO / FROM FARRINGDON RAIL /  
 UNDERGROUND

SCALE	DRAWING No	REV
NTS	FIGURE 4.3	10


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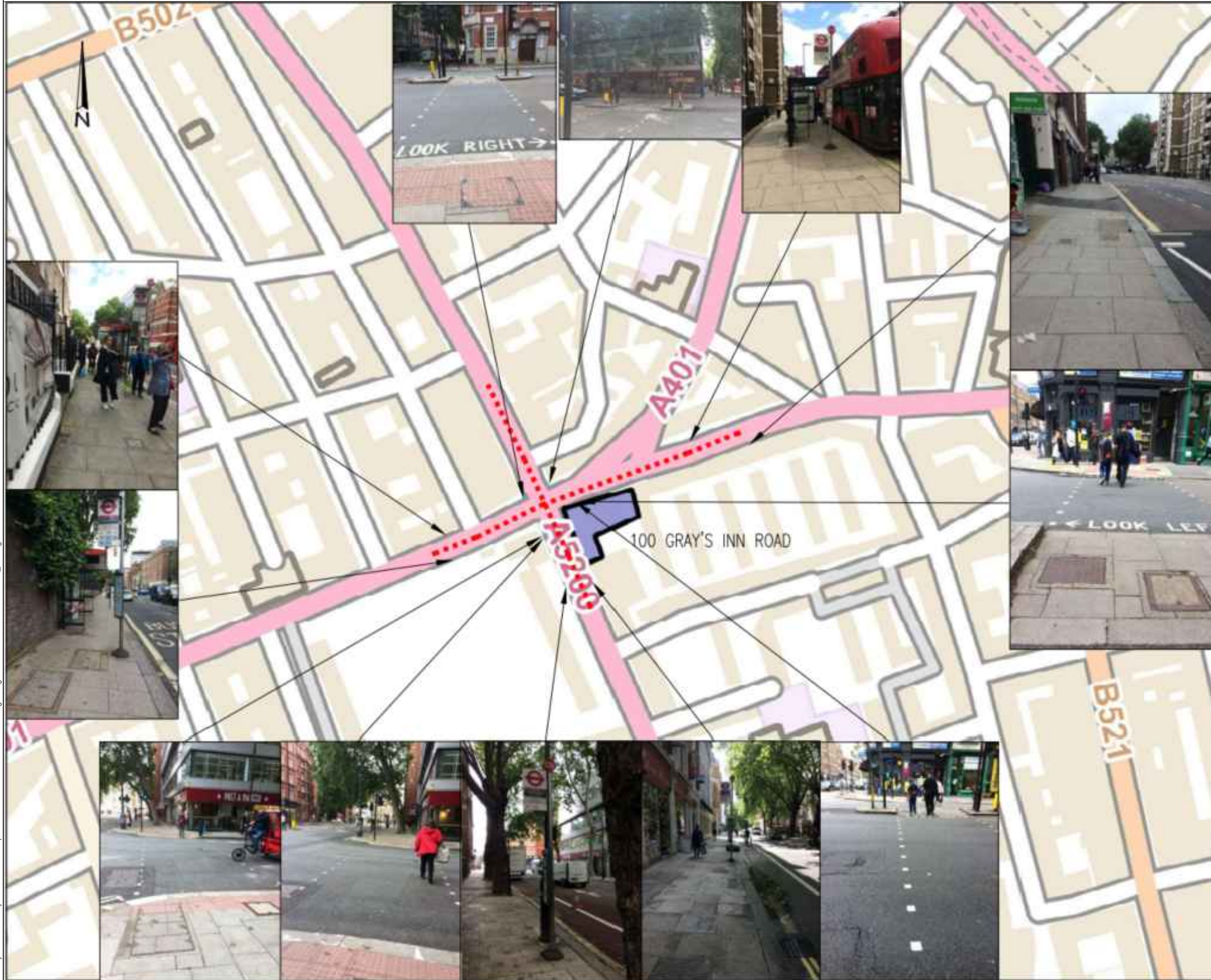
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TITLE  
 NEIGHBOURHOOD LEVEL ROUTES - ROUTE  
 THREE TO / FROM HOLBORN UNDERGROUND

SCALE	DRAWING No	REV
NTS	FIGURE 4.4	10



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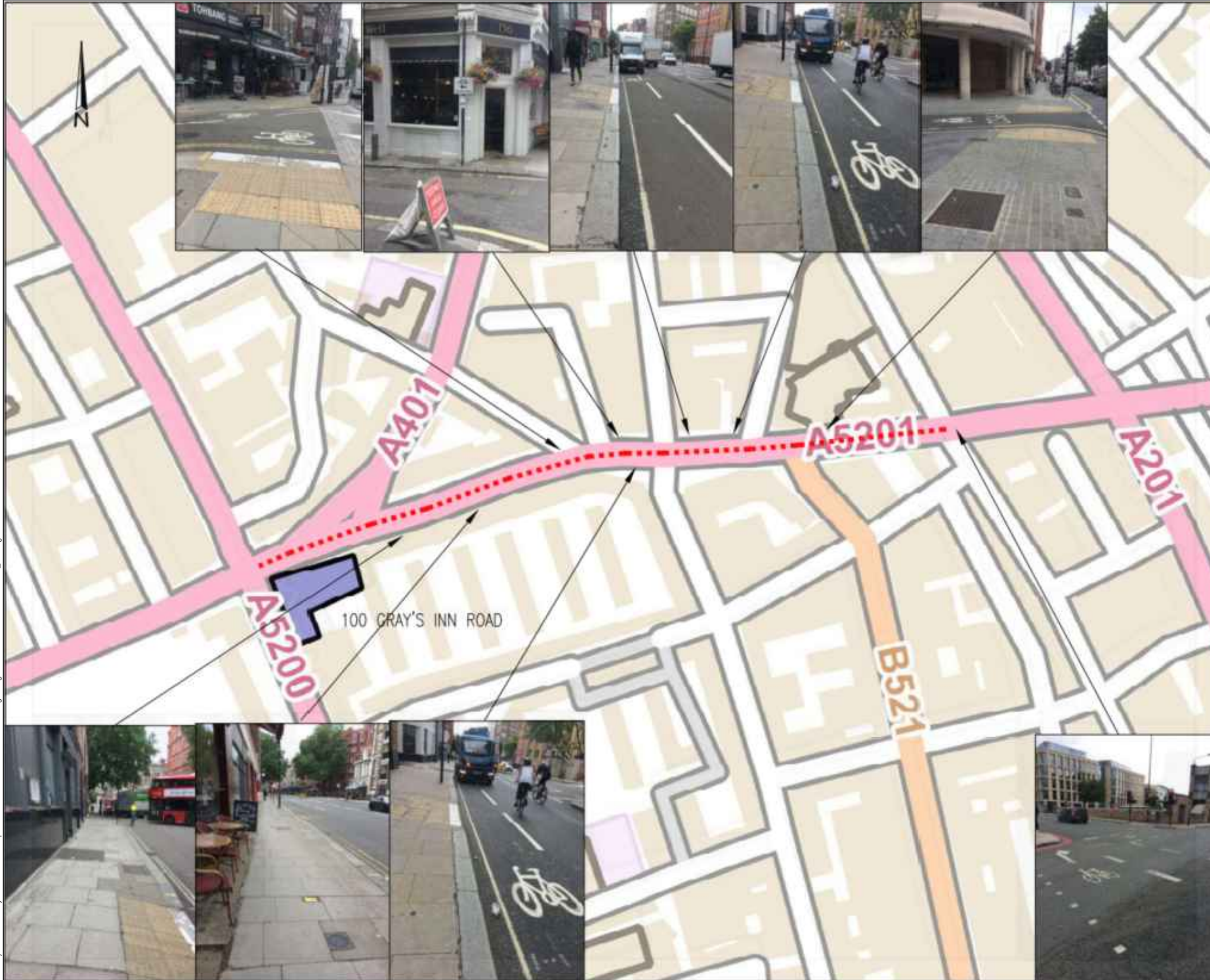
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TITLE

NEIGHBOURHOOD LEVEL ROUTES - ROUTE  
 FOUR TO / FROM BUS STOPS

SCALE	DRAWING No	REV
NTS	FIGURE 4.5	10



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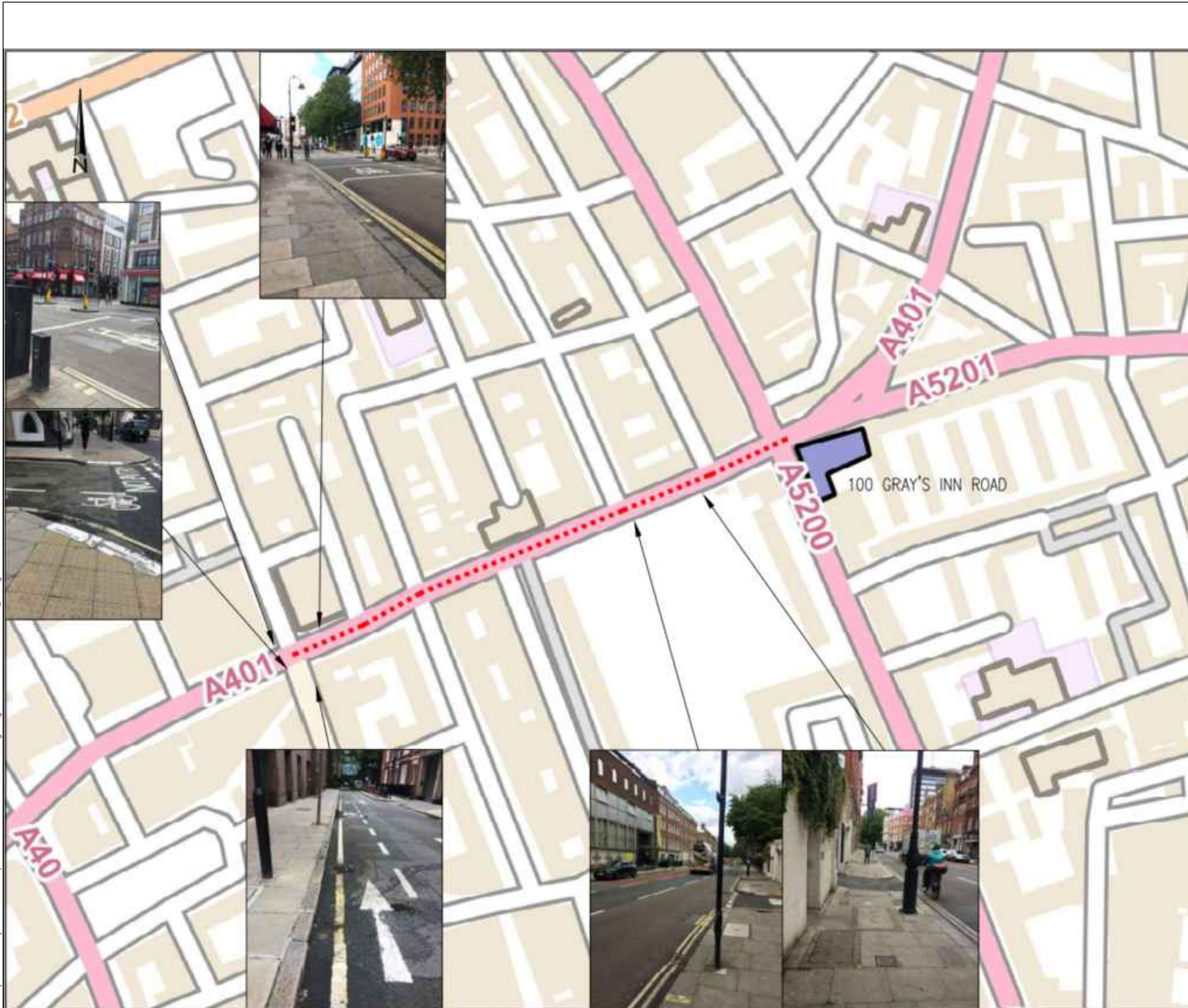
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CWB	CWB	DAK	28.09.22	DAK	28.09.22

TITLE

NEIGHBOURHOOD LEVEL ROUTES - ROUTE FIVE TO / FROM CYCLE ROUTE (EAST)

SCALE	DRAWING No	REV
NTS	FIGURE 4.6	10



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CWB	CWB	DAK	28.09.22	DAK	28.09.22

TITLE  
 NEIGHBOURHOOD LEVEL ROUTES - ROUTE  
 SIX TO / FROM CYCLE ROUTE (WEST)

SCALE	DRAWING No	REV
NTS	FIGURE 4.7	10



# APPENDICES

## APPENDIX A: SCOPING NOTE

**SCOPING NOTE**

**B05684 - SN01**

Project: 100 Grays Inn Road, London

Subject: Transport Assessment Scoping

Scoping Note Prepared by:	Approved for Issue by:
Sasha Boland BSc(Hon) MSc MCIHT MSoRSA <b>Senior Transport Planner</b>	David Knight BEng(Hon) CTPP FCILT MCIHT <b>Regional Director (Transport Planning)</b>

Issue No. - Date	Status	Description of Amendments
V1 - 30/06/21	Draft	
V2 – 09/08/21	Final	
V3 – 07/10/21	Final	Updated to include TfL requirements

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## 1 Introduction

This Scoping Note summarises the proposed requirements of the Transport Assessment for the proposed redevelopment of 100 Gray’s Inn Road.

The proposed scope of the Transport Assessment (TA) is provided for agreement with the highway authority at London Borough Camden (LBC) and Transport for London (TfL) in advance of any planning application submission.

## 2 Healthy Streets

The Transport Assessment (TA) will be prepared in line with the Transport for London’s (TfL) Healthy Streets methodology. This method is embedded within the 2021 London Plan and Mayor’s Transport Strategy (MTS) and supports the health benefits of more inclusive street environments. It puts people and their health at the centre of decision making about designing, managing, and using public spaces. The main aim is to make the streets healthy, safe, and welcoming for everyone.

## 3 Proposed Redevelopment

The site is located at the junction of the A5201 Clerkenwell Road and A5200 Gray’s Inn Road (both part of the Strategic Road Network (SNR)).

The current floor area of the site is 8,982sqm GIA of office space and 659sqm of retail space. The proposed floor areas comprise an increase of office space to 12,114sqm GIA of office space and a decrease of retail space to 434sqm GIA.

<b>SCOPING NOTE</b>		<b>B05684 - SN01</b>
Project:	100 Grays Inn Road, London	
Subject:	Transport Assessment Scoping	

Improvements along the site’s frontage on Clerkenwell Road are proposed, which will include a slight set back to the building line with an additional area provided as part of the public realm for pedestrians. The design will also incorporate outdoor seating and will upgrade the open space to the front of the building and make a beautiful space for people, as well as being sensitive to the existing trees and the existing London Wayfinding sign. There will be more active frontages for pedestrians when passing the development.

A Stage 1 Road Safety Audit will be undertaken on the proposed access for servicing on Gray’s Inn Road and any mitigation measures proposed, and any issues raised will be described here. A Designer’s Response to the RSA will be provided.

Cycle parking will be provided in line with Policy T5 of the London Plan.

No car parking is proposed as part of the redevelopment.

## 4 Relevant Policy and Guidance

The following documents will be referred to for policy and guidance:

- National Planning Policy Framework 2019;
- NPPF Planning Practice Guidance: Travel plans, transport assessments and statements in decision taking 2014;
- The London Plan 2021;
- The Mayor’s Transport Strategy 2018;
- Transport for London Healthy Streets Transport Assessment Guidance;
- Transport for London Travel Plan Guidance;
- Transport for London Pedestrian Comfort Level Guidance 2019;
- Camden Planning Guidance – Transport 2021;
- Camden Borough Council Travel Planning Advice Note 2020;
- CIHT Better Planning, Better Transport, Better Places (2019);
- Design Manual for Roads and Bridges (DMRB);
- Manual for Streets (2007); and
- Manual for Streets 2 – Wider Application of the Principles (2011).

## 5 Transport Planning for People

The proposed users and their requirements by land use, will be set out and the TfL Transport Classification will be referenced.

‘Vision Zero’ and the Mayor’s approach to eliminating deaths and serious injuries on London roads by 2041, making London a safer, healthier, and greener place.

SCOPING NOTE		B05684 - SN01
Project:	100 Grays Inn Road, London	
Subject:	Transport Assessment Scoping	

## 6 Site and Surroundings

This section will describe the existing site and highway conditions, for all modes of travel to the site:

- Walking – including routes to Tube and rail stations and a walking isochrone.
- Cycling – including TfL cycling routes (existing and proposed), cycle hire and cycling isochrone.
- Public Transport – including bus stop information and timetables, tube / rail stations, routes and timetables.
- Car Clubs – closest car club cars / spaces.
- A review of local facilities that are within walking and cycling distance using the specialist GIS modelling software TRACC.
- PTAL score.
- Access / Parking.
- 

The sustainable travel improvements on Gray's Inn Road will be discussed here.

Existing survey data will be used to inform the Transport Assessment. Video survey data is available for December 2018, pre-pandemic.

### Clerkenwell Road/Grays Inn Road Traffic Signals Junction

AM Peak hour and PM Peak hour turning movements by vehicle category. Cycle turning movements will also be identified.

### Existing retail trip attraction

The number of arrivals and departures (pedestrians) to Pret a Manager, broken down into the following peak periods:

- 0700-1000 – broken down by 15 minute periods;
- 1600-1900 – broken down by 15 minute periods; and
- 0700-1900 – broken down by hour.

This data will be used to determine the trip attraction for the three existing uses (see section 8).

### Existing pedestrian flows

Reference the Pedestrian Comfort Guidance for Office/Retail.

<b>SCOPING NOTE</b>		<b>B05684 - SN01</b>
Project:	100 Grays Inn Road, London	
Subject:	Transport Assessment Scoping	

1. Bi-directional Flows - AM and PM Peak period flows (0800 to 1000 and 1600 to 1900) - Sample duration: 10 minutes in every half hour
  - a. on Clerkenwell Road and Grays Inn Road for the pavement in front of the building.
  - b. On pedestrian crossings in front of building
2. Static survey (mark locations of standing pedestrians on plan) - AM and PM Peak period flows (0800 to 1000 and 1600 to 1900) - Sample duration: 10 minutes in every half hour

Total pedestrians to be counted.

A Pedestrian Comfortable Level Assessment will be undertaken for the footways fronting the development site on Clerkenwell Road and Grays Inn Road to include the crossings on the arms of the Clerkenwell Road/Grays Inn Road traffic signal junction. This will reference the TfL guidance and accompanying spreadsheet.

A Healthy Streets Audit Designer's Check will be required on any proposed changes to the streetscape in front of the development site on Clerkenwell Road and Grays Inn Road.

## 7 Active Travel Zone

A 20-minute cycle isochrone from the site will be identified and key destinations will be mapped using WEBCAT.

Prioritised destinations will be remapped and six key routes from these to the site have been identified below.

These include routes to the nearest transport nodes.

The six routes for agreement are as follows:

- Route 1. To/from Chancery Lane Underground Station including Gray's Inn Square and South Square Gardens
- Route 2. To/from Farringdon Railway / Underground Station
- Route 3. To/from Holborn Underground Station including Red Lion Square Gardens
- Route 4. To/from Bus stops surrounding the Clerkenwell Road / Grey's Inn Road junction
- Route 5. Clerkenwell Road to meet the TfL cycle network (to the east)
- Route 6. Theobald's Road to meet the TfL cycle network (to the west)

Each of the routes will include a discussion in line with the healthy streets indicators, including photographs and a plan showing where any issues are located.

<b>SCOPING NOTE</b>		<b>B05684 - SN01</b>
Project:	100 Grays Inn Road, London	
Subject:	Transport Assessment Scoping	

Personal Injury Collision (PIC) data has been obtained from Transport for London (TfL) for the most recent three-year period between February 2018 and February 2021. The six identified routes will include any TfL safer junctions and killed or seriously injured (KSI) collisions, as well as any concerning 'slight' clusters and identifying any safety improvements, if necessary.

A summary will be provided comprised any identified improvements (including planned) such as: improved lighting, planting trees to provide cleaner air and shade, footway maintenance.

## 8 London-wide Network

A trip attraction exercise has been undertaken using trip rates extracted from TRICS. The 'employment category and 'office' subcategory for the office element and the most appropriate subcategory of 'convenience store' has been used for the mixed retail element of the redevelopment. This is considered most representative of the proposals.

Video footage will be used to validate the trip rates provided by TRICS for the retail element of the extant use.

2011 Census 'WD703EW – Method of Travel to Work (Workday Population)' data for the E02000192 Camden 027 and E02000193 Camden 028 will provide modal split information.

An assessment of the net impact on each mode will be provided, comparing extant and proposed uses. Design solutions and mitigation (if necessary) will be identified.

Any off-site contributions will be proportionate to the size and scale of development. The requirement for any potential financial contributions will be determined once the impact of the proposed development has been identified and assessed.

## 9 Additional Borough Analysis

This chapter will include any additional information requested by LB Camden and how it meets the Healthy Streets requirements.

## 10 Travel Plan

A Framework Travel Plan will be submitted as part of the application, and in line with TfL Travel Plan guidance. This will be the key mitigation measure for the proposed development and will be used to maximise the sustainable travel opportunities.

<b>SCOPING NOTE</b>		<b>B05684 - SN01</b>
Project:	100 Grays Inn Road, London	
Subject:	Transport Assessment Scoping	

The FTP will be prepared with reference to relevant guidance to include the following elements:

- i.) Introduction with context and development details.
- ii.) Policy statement, including any relevant site-specific policies.
- iii.) Site audit and accessibility review.
- iv.) Statement on the objectives and intended outcomes.
- v.) A clear management and delivery structure, including identifying the Travel Plan Coordinator.
- vi.) A range of measures and initiatives, including marketing and promotion.
- vii.) An Action Plan with implementation timescales and budget.
- viii.) SMART targets with baseline data, a monitoring and review process and related timescales.

## 11 Parking Design Management Plan

A Parking Design Management Plan will be prepared and will consider cycle parking only. No car parking is proposed as part of the development.

## 12 Delivery Service Management Plan

A Delivery and Service Plan (DSP) will be prepared and submitted as part of the application. It will consider servicing arrangement associated with the building and its overarching aim is to ensure that deliveries will not cause disruption to the highway network.

The context of the DSP will be prepared with reference to TfL and LB Camden guidance and comprise the following:

- I. Location and layout of servicing bays (drawings to be submitted).
- II. Likely frequency and duration of servicing movements (including methodology for generating these figures).
- III. The sizes of service vehicles proposed to enter the site.
- IV. Swept paths will be provided to demonstrate manoeuvring within the site.
- V. The turning area allowing delivery vehicles to enter and egress the site in a forward gear will be shown and swept paths will be provided.
- VI. Nature of goods to be delivered.
- VII. Route to and from on-street servicing bays to the building/service access, where relevant.
- VIII. Statement setting out how pedestrian and highway safety will be maintained during servicing movements;
- IX. Statement setting out how servicing movement to the site can be combined and/or reduced to minimise traffic and service vehicle activity at the site.
- X. A detailed statement outlining how on-site servicing bays will be organised and managed.



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**SCOPING NOTE**

**B05684 - SN01**

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Project: 100 Grays Inn Road, London

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Subject: Transport Assessment Scoping

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- XI. If on-street servicing is intended, a detailed statement giving reasons why this is necessary/reasonable and how it is expected to impact on safety and the operation of the public highway.
- XII. Details of arrangements for refuse storage and servicing.
- XIII. Any other relevant information.

### **13 Summary and Conclusion**

A summary of the TA will be provided here, including the key transport impacts / issues and any identified mitigation measures will be summarised here.

# APPENDIX B: PEDESTRIAN COMFORT LEVEL ASSESSMENT

Pedestrian Comfort Level Guidance: Spreadsheet  
First Edition 2010

This spreadsheet accompanies the "Pedestrian  
Comfort Guidance" Document, 2010 and instructions  
for using this spreadsheet are found in that document.

Both documents were commissioned by Transport for London.

Thanks are due to:  
Julie Dye, Tom Frith, and Oliver Lord  
Rob Edwards  
Brett Little  
Dave Condon  
John Lee  
Danny Calver  
Crispin Rees  
Clare Woodcock and Lucy Godfrey

Spreadsheet Version 1.1 by Atkins 2010  
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Transport for London



## PEDESTRIAN COMFORT ASSESSMENT: FOOTWAY COMFORT

Clear Examples												Street Furniture 1			Street Furniture 2			Street Furniture 3			Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)				
Location Name	Location Type	Area Type	Average Flow	Peak Hour Flow	Ave of Max Activity	Total Width	Building Edge?	Kerb Edge?	Any unusable width (<0.6m)	Type	Width of Furniture	Buffer	Type	Width of Furniture	Buffer	Type	Width of Furniture	Buffer	Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding (ppmm)	Average PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	Peak Hour PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	Ave of Max PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+
1	Gray's Inn Road A	Street Furniture (Single) Office Retail	67	77	201	3.6	Yes	Yes		Tree	1.5								1.7	1	1	2	A+	3.40	1.50	A+	3.40	1.50	A+	3.40	1.50
2	Gray's Inn Road B	Street Furniture (Single) Office Retail	67	77	201	3.6	Yes	Yes	0.45	Cycle Parking	0.5								2.25	0	1	1	A+	2.85	1.50	A+	2.85	1.50	A+	2.85	1.50
3	Gray's Inn Road C	Street Furniture (Single) Office Retail	67	77	201	3.6	Yes	Yes	0.45	Cycle Parking	0.5								2.25	0	1	1	A+	2.85	1.50	A+	2.85	1.50	A+	2.85	1.50
4	Gray's Inn Road D	Street Furniture (Single) Office Retail	67	77	201	3.6	Yes	Yes	0.5	Tree	1								1.7	1	2	A+	3.40	1.50	A+	3.40	1.50	A+	3.40	1.50	
5	Clerkenwell Road A	Street Furniture (Single) Office Retail	91	114	273	6.75	Yes	Yes		Tree	1								5.35	0	0	1	A+	2.90	1.50	A+	2.90	1.50	A+	2.90	1.50

Sign Off		Assessed By		Date			
		Reviewed By		Date			
Summary Info	Location Name	Gray's Inn Road A	Gray's Inn Road B	Gray's Inn Road C	Gray's Inn Road D	Clerkenwell Road A	
	Location Type	Street Furniture (Single)	Street Furniture (Single)	Street Furniture (Single)	Street Furniture (Single)	Street Furniture (Single)	
	Area Type	Office Retail	Office Retail	Office Retail	Office Retail	Office Retail	
	Average Flow (PPH)	67	67	67	67	91	
	Peak Hour Flow (PPH)	77	77	77	77	114	
	Total Footway Width	3.6m	3.6m	3.6m	3.6m	6.75m	
	Clear Footway Width	1.7m	2.25m	2.25m	1.7m	5.35m	
	Total Street Furniture Impact	1.5m	0.5m	0.5m	1m	1m	
Pedestrian Comfort (At peak hour flow levels)	Pedestrian Comfort Level (PCL)	A+ : 1 ppmm	A+ : 1 ppmm	A+ : 1 ppmm	A+ : 1 ppmm	A+ : 0 ppmm	
	Total Width Required for PCL B+ Clear Width Required For PCL B+	3.40	2.85	2.85	3.40	2.90	
		1.50	1.50	1.50	1.50	1.50	
Pedestrian Comfort (Average of Maximum Activity)	Pedestrian Comfort Level (PCL)	A+ : 2 ppmm	A+ : 1 ppmm	A+ : 1 ppmm	A+ : 2 ppmm	A+ : 1 ppmm	
	Total Width Required for PCL B+ Clear Width Required For PCL B+	3.40	2.85	2.85	3.40	2.90	
		1.50	1.50	1.50	1.50	1.50	
Impact	Pedestrian Comfort at Peak Hour Flow	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	
Impact	Pedestrian Comfort at Average of Maximum Activity	Even when under additional stress, the footway on this site should be comfortable.	Even when under additional stress, the footway on this site should be comfortable.	Even when under additional stress, the footway on this site should be comfortable.	Even when under additional stress, the footway on this site should be comfortable.	Even when under additional stress, the footway on this site should be comfortable.	
Impact	Notes						
Impact	Mitigation						

Sign Off		Assessed By		Date			
		Reviewed By		Date			
Summary Info	Location Name	Clerkenwell Road B	Clerkenwell Road C	Clerkenwell Road D	Clerkenwell Road E	Clerkenwell Road F	
	Location Type	Street Furniture (Single)	Street Furniture (Multiple)	Street Furniture (Single)	Street Furniture (Single)	Street Furniture (Single)	
	Area Type	Office Retail	Office Retail	Office Retail	Office Retail	Office Retail	
	Average Flow (PPH)	91	91	91	91	91	
	Peak Hour Flow (PPH)	114	114	114	114	114	
	Total Footway Width	6.75m	6.75m	6.75m	6.75m	6.75m	
	Clear Footway Width	5.55m	5.55m	4.9m	4.89m	4.4m	
	Total Street Furniture Impact	0.8m	0.8m	1m	1.46m	0.75m	
Pedestrian Comfort (At peak hour flow levels)	Pedestrian Comfort Level (PCL)	A+ : 0 ppmm	A+ : 0 ppmm	A+ : 0 ppmm	A+ : 0 ppmm	A+ : 0 ppmm	
	Total Width Required for PCL B+	2.70	2.70	3.35	3.36	3.85	
	Clear Width Required For PCL B+	1.50	1.50	1.50	1.5	1.5	
Pedestrian Comfort (Average of Maximum Activity)	Pedestrian Comfort Level (PCL)	A+ : 1 ppmm	A+ : 1 ppmm	A+ : 1 ppmm	A+ : 1 ppmm	A+ : 1 ppmm	
	Total Width Required for PCL B+	2.70	2.70	3.35	3.36	3.85	
	Clear Width Required For PCL B+	1.50	1.50	1.50	1.5	1.5	
Impact	Pedestrian Comfort at Peak Hour Flow	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	
Impact	Pedestrian Comfort at Average of Maximum Activity	Even when under additional stress, the footway on this site should be comfortable.	Even when under additional stress, the footway on this site should be comfortable.	Even when under additional stress, the footway on this site should be comfortable.	Even when under additional stress, the footway on this site should be comfortable.	Even when under additional stress, the footway on this site should be comfortable.	
Impact	Notes						
Impact	Mitigation						

Clear Examples														Pedestrian Comfort Level (PCL)						
Location/Arm	Area Type	Average Flow	Peak Hour Flow	Width of Crossing Arm	Width of Island (for people to pass)	Time on Green Mn	Time on Red Man	Time Blackout	Total Cycle Time	Total Available Crossing Time	% Time Available to Cross	Number of Cycles per Hour	Relative PPH Average	Relative PPH Peak Hour	Crossing Arm		Space for People to Pass		Queues on Crossing Island	
															Average PCL	Peak Hour PCL	Average PCL	Peak Hour PCL	Average PCL	Peak Hour PCL
1	Office Retail	33	41	2.5	0	18	110	0	128	18	14%	28	235	292	A+	A+	A	A	A	A
2	Office Retail	54	67	3	2	18	110	0	128	18	14%	28	384	476	A+	A	A	A	A	A

Sign Off	Assessed By				Date			
	Reviewed By				Date			
Summary Info	Location Name	1			2			
	Area Type	Office Retail			Office Retail			
	Average Flow (PPH)	33			54			
	Peak Hour Flow (PPH)	41			67			
	Width of Crossing Arm	2.5m			3m			
	Width of Island (for people to pass)	0m			2m			
	Signal Timings	Green Man 18s	Blackout 0s	Red Man 110s	Green Man 18s	Blackout 0s	Red Man 110s	
Pedestrian Level of Comfort (PCL) (Crossing Arm)	PCL for Average Flows	A+: 2 ppmm			A+: 2 ppmm			
	PCL for Peak Hour Flows	A+: 2 ppmm			A: 3 ppmm			
Impact	Pedestrian Level of Comfort (PCL) (Crossing Arm) at Peak Hour Flows	The crossing should be comfortable for its intended use, at most times. However you may need to re-assess the crossing in future if significant changes occur in land use or pedestrian activity.			The crossing should be comfortable for its intended use, at most times. However you may need to re-assess the crossing in future if significant changes occur in land use or pedestrian activity.			
		#DIV/0!			A: 3 ppmm			
Pedestrian Level of Comfort (PCL) (Space for people to pass on Island)	PCL for Average Flows	#DIV/0!			A: 4 ppmm			
	PCL for Peak Hour Flows	#DIV/0!			A: 4 ppmm			
Impact	Pedestrian Level of Comfort (PCL) (Space for people to pass on Island) at Peak Hour Flows	#DIV/0!			The crossing island should be comfortable for people to pass, at most times.			
		A:0 row(s)			A:1 row(s)			
Pedestrian Level of Comfort (PCL) (Space for people to queue on Island)	PCL for Average Flows	A:0 row(s)			A:1 row(s)			
	PCL for Peak Flows	A:1 row(s)			A:1 row(s)			
Impact	Pedestrian Level of Comfort (PCL) (Space for people to queue on Island) at Peak Hour Flows	The crossing island should be comfortable for people to wait, at most times.			The crossing island should be comfortable for people to wait, at most times.			
		A:1 row(s)			A:1 row(s)			
Impact	Notes & Mitigation							



Sign Off	Assessed By		Date	
	Reviewed By		Date	
Summary Info	Location Name			
	Area Type			
	Average Flow (PPH)			
	Peak Hour Flow (PPH)			
	Width of Crossing Arm			
	Width of Island (for people to pass)			
	Signal Timings			
Pedestrian Level of Comfort (PCL) (Crossing Arm)	PCL for Average Flows			
	PCL for Peak Hour Flows			
Impact	Pedestrian Level of Comfort (PCL) (Crossing Arm) at Peak Hour Flows			
Pedestrian Level of Comfort (PCL) (Space for people to pass on Island)	PCL for Average Flows			
	PCL for Peak Hour Flows			
Impact	Pedestrian Level of Comfort (Space for people to pass on Island) at Peak Hour Flows			
Pedestrian Level of Comfort (PCL) (Space for people to queue on Island)	PCL for Average Flows			
	PCL for Peak Flows			
Impact	Pedestrian Level of Comfort (PCL) (Space for people to queue on Island) at Peak Hour Flows			
Impact	Notes & Mitigation			

## APPENDIX C: PEDESTRIAN COUNTS – GRAY'S INN ROAD/CLERKENWELL ROAD

Time	Volume	
	Depatures	Arrivals
07:00-07:15	22	17
07:15-07:30	18	23
07:30-07:45	35	31
07:45-08:00	55	60
08:00-08:15	64	59
08:15-08:30	81	76
08:30-08:45	68	61
08:45-09:00	72	90
09:00-09:15	69	65
09:15-09:30	67	74
09:30-09:45	73	57
09:45-10:00	44	58
10:00-10:15	45	51
10:15-10:30	28	40
10:30-10:45	42	47
10:45-11:00	32	37
11:00-11:15	20	28
11:15-11:30	27	30
11:30-11:45	22	20
11:45-12:00	21	26
12:00-12:15	40	48
12:15-12:30	39	57
12:30-12:45	74	95
12:45-13:00	72	89
13:00-13:15	82	105
13:15-13:30	112	109
13:30-13:45	93	96
13:45-14:00	71	67
14:00-14:15	52	42
14:15-14:30	44	41
14:30-14:45	20	30
14:45-15:00	45	42
15:00-15:15	29	29
15:15-15:30	24	22
15:30-15:45	21	28
15:45-16:00	23	18
16:00-16:15	13	16
16:15-16:30	17	14
16:30-16:45	15	20
16:45-17:00	9	12
17:00-17:15	11	14
17:15-17:30	8	8
17:30-17:45	20	16
17:45-18:00	13	15
18:00-18:15	14	20
18:15-18:30	11	20
18:30-18:45	12	17
18:45-19:00	13	8

## APPENDIX D: PEDESTRIAN COUNT – EXISTING RETAIL USE

Grays Inn Road      Pedestrian counts

Time	Volume	
	E-W	W-E
8:10-8:20	65	59
8:40-8:50	118	85
9:10-9:20	86	80
9:40-9:50	67	57
16:10-16:20	48	45
16:40-16:50	46	43
17:10-17:20	59	59
17:40-17:50	71	87
18:10-18:20	70	88
18:40-18:50	44	66
	67.4	66.9

Clerkenwell Road      Pedestrian counts

Time	Volume	
	N-S	S-N
8:10-8:20	100	98
8:40-8:50	135	147
9:10-9:20	117	143
9:40-9:50	78	92
16:10-16:20	68	52
16:40-16:50	77	50
17:10-17:20	100	63
17:40-17:50	126	72
18:10-18:20	112	74
18:40-18:50	53	59
	96.6	85

# APPENDIX E: RECORDED PERSONAL INJURY COLLISIONS

# Clerkenwell area - 5 years collision data to end February 2021 provisional



SUMMARY OF COLLISIONS SELECTED  
SITE REFERENCE AND DESCRIPTION  
TOPIC BASED QUERY

DATE PERIOD

COLLISION COUNT  
335

THE DESCRIPTION OF HOW THE COLLISION OCCURRED AND THE CONTRIBUTORY FACTORS ARE THE REPORTING OFFICER'S OPINION AT THE TIME OF REPORTING AND MAY NOT BE THE RESULT OF EXTENSIVE INVESTIGATION. NOTE THAT SELF-REPORTED COLLISIONS (INTRODUCED IN SEPTEMBER 2016) MAY HAVE LIMITED INFORMATION. DESCRIPTIONS HAVE BEEN AUTOMATICALLY REDACTED TO REMOVE ALL PERSONALLY IDENTIFIABLE INFORMATION, BUT SHOULD YOU RECEIVE ANY IN ERROR PLEASE INFORM THE COLLISIONS DATA TEAM AS SOON AS PRACTICAL. SELF-REPORTED COLLISIONS INTRODUCED IN SEPTEMBER 2016 MAY HAVE LIMITED INFORMATION AND TEND TO BE LOWER IN QUALITY THAN POLICE REPORTS. THE INTRODUCTION OF ONLINE SELF-REPORTING HAS MADE IT EASIER FOR MEMBERS OF THE PUBLIC TO REPORT COLLISIONS TO THE POLICE. THERE HAVE BEEN YEAR ON YEAR INCREASES IN SELF-REPORTS SINCE THIS WAS INTRODUCED. THIS HAS CONTRIBUTED TO AN OVERALL INCREASE IN THE NUMBER OF CASUALTIES REPORTED ON LONDON'S ROADS.

TOPIC BASED QUERY

1

01160003020	WED 23/11/2016 18:25	DARK	CLERKWELL RD J/W EYRE ST HILL	02 LINK 74-633	531199/182035
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY OTHER JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(28 YRS - F - REDA)	SERIOUS DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	TURNING RIGHT	(E TO N) BACK HIT FIRST J/P - UNKN L/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - NOT REQ	(28 YRS - F - REDACT)	G/AHEAD - L-HAND BEND	(W TO E) FRONT HIT FIRST COMMUTING JCT APP
V001	A	403 (POOR TURN OR MANOEUVRE)		V001	A 404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)
V001	B	701 (STATIONARY OR PARKED VEHICLE(S))		V001	B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)		V001	B 601 (AGGRESSIVE DRIVING)

2

01160004535	THU 01/12/2016 22:44	DARK	THEOBALDS RD 10M W OF J/W JOHN ST	02 LINK 64-73	530880/181920
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(18 YRS - F - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	TAXI/PHV BT - NOT REQ	(27 YRS - M - REDACT)	WAITING - HELD UP	(W TO E) DID NOT IMPACT JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	PED CYCLE BT - NOT REQ	(18 YRS - F - REDACT)	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST COMMUTING JCT MID
V002	A	103 (SLIPPERY ROAD (DUE TO WEATHER))			



3

01160004961	SAT 03/12/2016 16:00	LIGHT	THEOBALDS RD J/W BOSWELL ST	02 NODE 63	530500/181750	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST T/STAG JUN GIVEWAY /UNCONT	PEDN PHASE ATS	CTRL - AUTH PERSON	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (002)	(46 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(18 YRS - M - REDACT)	MOVING OFF	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(46 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) N/S HIT FIRST	J/P - UNKN JCT APP
V001	A	401 (JUNCTION OVERSHOOT)				

4

01160005086	SAT 03/12/2016 14:58	LIGHT	SOUTHAMPTON PLACE J/W HIGH HOLBORN	02 NODE 629	530430/181520	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST T/STAG JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (001)	(12 YRS - M - REDA)	SERIOUS	PEDESTRIAN	E BOUND	FROM DRIVERS O/SIDE
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG	(42 YRS - M - REDACT)	TURNING RIGHT	(W TO N) FRONT HIT FIRST	JOURNEY P/O WORK L/MAIN RD
C001	A	802 (FAILED TO LOOK PROPERLY)		V001	A	405 (FAILED TO LOOK PROPERLY)

**5**

01160005146	MON 05/12/2016 06:45	DARK	KINGSWAY J/W HIGH HOLBORN	02 NODE 24	530520/181490
POLICE - AT SCENE	FROST/ICE	WEATHER-FINE	ONE-WAY ST CROSSROADS	AUTO SIG	PEDN PHASE ATS CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(35 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	TAXI/PHV BT - NEG	(36 YRS - M - REDACT)	CHNG LANE - LEFT	(N TO S) FRONT HIT FIRST JOURNEY P/O WORK JCT CLEARED
VEHICLE	002 (000)	M/C 126-500CC BT - NEG	(35 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) BACK HIT FIRST COMMUTING JCT CLEARED
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V002	A
V002	B	103 (SLIPPERY ROAD (DUE TO WEATHER))		408 (SUDDEN BRAKING)	

**6**

01160005718	THU 17/11/2016 09:23	LIGHT	GRAYS INN RD J/W HOLBURN	02 NODE 762	531130/181610
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	SLIP ROAD OTHER JUN	AUTO SIG	UNKNOWN S/R NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(17 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(17 YRS - M - REDACT)	UNKNOWN S/R	WAITING - TURN RIGHT (W TO N) BACK HIT FIRST J/P - UNKN JCT APP
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	WAITING - TURN RIGHT (W TO N) FRONT HIT FIRST J/P - UNKN JCT APP

7

01160006508	MON 12/12/2016 18:05	DARK	THEOBALDS RD J/W KING'S MEWS	02 LINK 64-73	530950/181950	
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)	(21 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	M/C 51-125CC BT - NEG	(21 YRS - M - REDACT)	O/TAKING - MOVING VEH	(SW TO NE) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	TAXI/PHV BT - NEG	(36 YRS - M - REDACT)	TURNING RIGHT	(NW TO SW) FRONT HIT FIRST	JOURNEY P/O WORK E/MAIN RD
V001	A	405 (FAILED TO LOOK PROPERLY)		V002	B	403 (POOR TURN OR MANOEUVRE)
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V001	B	307 (TRAVELLING TOO FAST FOR CONDITIONS)
V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)				

8

01160006829	WED 14/12/2016 07:00	LIGHT	FARRINGDON ST J/W CHARTERHOUSE ST	02 NODE 759	531550/181650		
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)	(33 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(59 YRS - M - REDACT)	TURNING RIGHT	(N TO SW) FRONT HIT FIRST	COMMUTING JCT MID	
VEHICLE	002 (000)	M/C <= 50CC BT - NOT REQ	(33 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID	
V001	A	403 (POOR TURN OR MANOEUVRE)					

9

01160008173	THU 15/12/2016 06:47	DARK	KINGSWAY J/W GATE ST	02 LINK 24-26	530530/181460		
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(36 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(36 YRS - M - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(S TO N) O/S HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	O/TAKING - MOVING VEH	(S TO N) N/S HIT FIRST	J/P - UNKN UNKNOWN S/R

10

01160012459	WED 07/09/2016 10:20	LIGHT	THEOBALDS RD, NR JUNCT WTH OLD GLOUCESTER RD .	02 NODE 63	530500/181720		
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(33 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(SW TO NE) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	M/C 126-500CC BT - NOT REQ	(33 YRS - M - REDACT)		G/AHEAD - OTHER	(NW TO NE) BACK HIT FIRST	J/P - UNKN JCT CLEARED
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)		V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	
V001	A	308 (FOLLOWING TOO CLOSE)					

**11**

01160012641	MON 05/09/2016 21:40	DARK	THEOBALDS RD , NR JUNCT WTH RED LION ST .	02 NODE 64	530690/181840
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 (001)	(21 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(21 YRS - M - REDACT)	TURNING RIGHT	(SW TO S) O/S HIT FIRST J/P - UNKN JCT MID
VEHICLE	002 (000)	TAXI/PHV BT - NOT REQ	(? YRS - M - REDACT)	TURNING RIGHT	(SW TO S) DID NOT IMPACT COMMUTING JCT MID
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V001	A
V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)		308 (FOLLOWING TOO CLOSE)	

**12**

01160012740	FRI 02/09/2016 15:45	LIGHT	CLERKENWELL RD, NR JUNCT WTH GRAYS INN RD .	02 NODE 73	531000/181980
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 (001)	(? YRS - M - REDA)	SERIOUS DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(? YRS - M - REDACT)	G/AHEAD - OTHER	(SW TO NE) FRONT HIT FIRST J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	PARKED	(P TO P) BACK HIT FIRST J/P - UNKN JCT CLEARED
V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)		V001	A
				405 (FAILED TO LOOK PROPERLY)	

**13**

01160014567	WED 16/11/2016 19:00	DARK	SOUTHAMPTON ROW J/W HIGH HOLBORN	02 NODE 24	530510/181540		
SELF-REPORTED	ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	AUTO SIG	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(37 YRS - F - REDA)	SERIOUS	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	PED CYCLE BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN JCT CLEARED

**14**

01160019866	FRI 02/09/2016 13:40	LIGHT	CLERKENWELL RD, NR JUNCT WTH FARRINGDON RD.	03 NODE 758	531430/182050		
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)	(? YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG	(25 YRS - M - REDACT)		TURNING RIGHT	(W TO S) N/S HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A	(? YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)		V001	A	305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)	
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)		V001	A	403 (POOR TURN OR MANOEUVRE)	

**15**

01160024004	MON 31/10/2016 07:30	DARK	CLERKENWELL RD J/W HATTON GARDEN	02 NODE 633	531260/182040
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(47 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(47 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST COMMUTING JCT CLEARED
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NEG	(49 YRS - M - REDACT)	WAITING - HELD UP	(E TO W) BACK HIT FIRST J/P - UNKN JCT CLEARED
V001	A	405 (FAILED TO LOOK PROPERLY)		V002	B
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V001	A
					408 (SUDDEN BRAKING) 602 (CARELESS, RECKLESS OR IN A HURRY)

**16**

01160024189	SAT 08/10/2016 11:10	LIGHT	LAMB'S CONDUIT ST J/W RICHELL PLACE	02 LINK 64-67	530670/181890
SELF-REPORTED	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)	(22 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(41 YRS - M - REDACT)	WAITING - HELD UP	(N TO S) O/S HIT FIRST JOURNEY P/O WORK JCT CLEARED
VEHICLE	002 (000)	PED CYCLE BT - N/A	(22 YRS - M - REDACT)	O/TAKING - NON MOVING VEH	(N TO S) N/S HIT FIRST J/P - UNKN JCT CLEARED

**17**

01160024358	THU 06/10/2016 09:15	LIGHT	CLERKENWELL RD J/W FARRINGDON RD	03 NODE 758	531390/182050
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(25 YRS - F - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(25 YRS - F - REDACT)	G/AHEAD - L-HAND BEND	(E TO W) BACK HIT FIRST J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST J/P - UNKN JCT CLEARED

**18**

01160024371	MON 17/10/2016 09:40	LIGHT	THEOBALDS RD 28M N OF J/W BEDFORD ROW	02 LINK 64-73	530800/181890
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)	(24 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NEG	(67 YRS - M - REDACT)	G/AHEAD - OTHER	(NE TO SW) N/S HIT FIRST J/P - UNKN
VEHICLE	002 (000)	PED CYCLE BT - N/A	(24 YRS - M - REDACT)	O/TAKING - MOVING VEH	(SW TO NE) FRONT HIT FIRST J/P - UNKN
V002	A	405 (FAILED TO LOOK PROPERLY)		V002 B	403 (POOR TURN OR MANOEUVRE)



**19**

01160024619	WED 05/10/2016 21:00	DARK	THEOBALDS RD J/W LAMB'S CONDUIT ST	02 NODE 64	530670/181840
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(29 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	BUS/COACH >=17 PAX BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		MOVING OFF	(SW TO NE) O/S HIT FIRST J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(29 YRS - M - REDACT)		WAITING - HELD UP	(SW TO NE) N/S HIT FIRST J/P - UNKN JCT APP

**20**

0116EK40159	TUE 08/03/2016 18:35	DARK	THEOBALD'S RD J/W BEDFORD ROW	02 LINK 64-73	530750/181870
POLICE - OVER COU	ROAD-WET	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M

V2 OVERTOOK V1 TOO CLOSELY, CAUSING COLLISION.

CASUALTY	001 (001)	(25 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (002)	PED CYCLE BT - N/A	(25 YRS - M - REDACT)		G/AHEAD - OTHER	(SW TO NE) O/S HIT FIRST COMMUTING JCT APP
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(30 YRS - M - REDACT)		O/TAKING - MOVING VEH	(SW TO NE) N/S HIT FIRST J/P - UNKN JCT APP
V002	A	403 (POOR TURN OR MANOEUVRE)		V002	A	405 (FAILED TO LOOK PROPERLY)
V002	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)		V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)

**21**

0116EK40163	THU 17/03/2016 16:30	LIGHT	SOUTHAMPTON ROW J/W HIGH HOLBORN			02 NODE 24	530500/181530
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
V1 FILTERING THROUGH TRAFFIC HIT V2							
CASUALTY	001 (001)	(24 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	PED CYCLE BT - N/A	(24 YRS - M - REDACT)	G/AHEAD - OTHER		(N TO S) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	A	403 (POOR TURN OR MANOEUVRE)			V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

**22**

0116EK40164	THU 17/03/2016 13:35	LIGHT	NFL - ROSEBERY AVENUE, 22 METRES NE OF THEOBALD'S RD.			02 LINK 74-756	531050/182010
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	PEDN PHASE ATS	NONE IN 50M
V1 BRAKED SHARPLY DUE TO UNKNOWN PED CROSSING THE ROAD, CAUSING INJURY TO PASSENGER.							
CASUALTY	001 (001)	(75 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	BUS/COACH >=17 PAX BT - DRV NOT CONTACTED	(46 YRS - M - REDACT)	G/AHEAD - OTHER		(NE TO SW) DID NOT IMPACT	JOURNEY P/O WORK
U000	A	802 (FAILED TO LOOK PROPERLY)			U000	A	808 (CARELESS, RECKLESS OR IN A HURRY)
V001	A	408 (SUDDEN BRAKING)					

23

0116EK40168 FRI 18/03/2016 20:45 DARK CLERKENWELL RD J/W TURNMILL ST. 03 NODE 10 531480/182060  
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVEWAY /UNCONT NO XING FACIL IN 50M NONE IN 50M

V1 TURNED RIGHT, ACROSS PATH OF ON-COMING V2 & BOTH VS COLLIDED.

CASUALTY	001 (002)	(20 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (002)	TAXI/PHV BT - DRV NOT CONTACTED	(48 YRS - M - REDACT)	TURNING RIGHT	(W TO SE) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (001)	M/C <= 50CC BT - DRV NOT CONTACTED	(20 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)		V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001	A	403 (POOR TURN OR MANOEUVRE)		V002	B	306 (EXCEEDING SPEED LIMIT)

24

0116EK40303 SUN 01/05/2016 22:05 LIGHT GRAY'S INN RD J/W THEOBALD'S RD. 02 NODE 73 530980/181970  
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE ATS NONE IN 50M

V1 & V2 WERE SIDE BY SIDE, AS THEY MOVED OFF, THEY BOTH COLLIDED.

CASUALTY	001 (002)	(43 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (002)	CAR BT - DRV NOT CONTACTED	(26 YRS - M - REDACT)	MOVING OFF	(SW TO NE) O/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (001)	M/C 51-125CC BT - DRV NOT CONTACTED	(43 YRS - M - REDACT)	MOVING OFF	(SW TO NE) N/S HIT FIRST	J/P - UNKN JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)		V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002	A	405 (FAILED TO LOOK PROPERLY)		V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

25

0116EK40327 SAT 07/05/2016 19:45 LIGHT VERNON PLACE J/W BLOOMSBURY SQUARE. 02 LINK 62-630 530420/181640  
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVEWAY /UNCONT NO XING FACIL IN 50M NONE IN 50M  
 PED STEPPED INTO THE ROAD IN-BETWEEN TWO UNKNOWN STATIONARY BUSES & WAS HIT BY ON-COMING V1.  
 CASUALTY 001 (001) (38 YRS - M - REDA) SLIGHT PEDESTRIAN NW BOUND FROM DRIVERS N/SIDE - MASKED  
 VEHICLE 001 (000) TAXI/PHV (54 YRS - M - REDACT) G/AHEAD - OTHER (NE TO SW) JOURNEY P/O WORK  
 BT - DRV NOT CONTACTED N/S HIT JCT APP FIRST  
 V001 A 701 (STATIONARY OR PARKED VEHICLE(S)) C001 A 801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)  
 C001 A 802 (FAILED TO LOOK PROPERLY) C001 A 808 (CARELESS, RECKLESS OR IN A HURRY)

26

0116EK40340 MON 16/05/2016 18:10 LIGHT SOUTHAMPTON ROW J/W THEOBALD'S RD 02 NODE 62 530470/181660  
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PEDN PHASE ATS NONE IN 50M  
 AS V2 CHANGED LANES V1 HIT V2'S REAR.  
 CASUALTY 001 (002) (29 YRS - F - REDA) SLIGHT DRIVER/RIDER  
 VEHICLE 001 (002) M/C >500CC (36 YRS - M - REDACT) G/AHEAD - OTHER (N TO S) J/P - UNKN  
 BT - NEG FRONT HIT JCT CLEARED FIRST  
 VEHICLE 002 (001) PED CYCLE (29 YRS - F - REDACT) CHNG LANE - RIGHT (N TO S) J/P - UNKN  
 BT - N/A BACK HIT JCT CLEARED FIRST  
 V002 A 403 (POOR TURN OR MANOEUVRE) V002 A 405 (FAILED TO LOOK PROPERLY)  
 V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

27

0116EK40365 WED 25/05/2016 12:35 LIGHT SOUTHAMPTON ROW J/W HIGH HOLBORN 02 NODE 24 530500/181530  
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE ATS NONE IN 50M  
 B1 BRAKED SUDDENLY TO AVOID A COLLISION CAUSING INJURY TO PASSENGER  
 CASUALTY 001 (001) (29 YRS - F - REDA) SLIGHT VEH/PILLION SEATED  
 PAX PASSENGER  
 VEHICLE 001 (000) BUS/COACH >=17 PAX (52 YRS - M - REDACT) SLOWING/STOPPING (S TO N) JOURNEY P/O WORK  
 BT - NOT REQ DID NOT JCT CLEARED  
 IMPACT  
 V001 A 408 (SUDDEN BRAKING)

28

0116EK40371 FRI 27/05/2016 02:50 DARK SOUTHAMPTON ROW J/W VERNON PLACE. 02 NODE 62 530450/181670  
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE ATS NONE IN 50M  
 V1 & V2 ENTERED JUNCTION FROM DIFFERENT DIRECTIONS & COLLIDED.  
 CASUALTY 001 (002) (54 YRS - M - REDA) SLIGHT VEH/PILLION REAR SEAT  
 PAX PASSENGER  
 VEHICLE 001 (002) TAXI/PHV (58 YRS - M - REDACT) G/AHEAD - OTHER (SE TO NW) JOURNEY P/O WORK  
 BT - NEG N/S HIT JCT MID  
 FIRST  
 VEHICLE 002 (001) TAXI/PHV (61 YRS - M - REDACT) G/AHEAD - OTHER (SW TO NE) JOURNEY P/O WORK  
 BT - NEG FRONT HIT JCT MID  
 FIRST  
 V001 B 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL) V001 B 405 (FAILED TO LOOK PROPERLY)  
 V002 B 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL) V002 A 405 (FAILED TO LOOK PROPERLY)

**29**

0116EK40375	WED 04/05/2016 18:00	LIGHT	THEOBALD'S RD J/W OLD GLOUCESTER ST	02 NODE 63	530500/181720
POLICE - OVER COU	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
V2 COLLIDED WITH O/S OF V1.					
CASUALTY	001 (001)	(34 YRS - M - REDA)	SERIOUS	DRIVER/RIDER	
VEHICLE	001 (002)	PED CYCLE BT - N/A	(34 YRS - M - REDACT)	G/AHEAD - OTHER	(SW TO NE) O/S HIT FIRST J/P - UNKN JCT CLEARED
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? YRS - F - REDACT)	G/AHEAD - OTHER	(SW TO NE) N/S HIT FIRST J/P - UNKN JCT CLEARED
V002	A	405 (FAILED TO LOOK PROPERLY)		V002	A
V002	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)			602 (CARELESS, RECKLESS OR IN A HURRY)

**30**

0116EK40377	TUE 31/05/2016 14:40	LIGHT	PROCTER ST J/W HIGH HOLBORN.	02 NODE 27	530600/181560
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST T/STAG JUN AUTO SIG	PEDN PHASE ATS	NONE IN 50M
V1 & V2 MOVED OFF AT ATS. V1 HIT REAR OF V2.					
CASUALTY	001 (002)	(44 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (002)	CAR BT - DRV NOT CONTACTED	(42 YRS - M - REDACT)	TURNING RIGHT	(N TO W) FRONT HIT FIRST J/P - UNKN JCT APP
VEHICLE	002 (001)	PED CYCLE BT - N/A	(44 YRS - M - REDACT)	TURNING RIGHT	(N TO W) BACK HIT FIRST J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)		V001	A
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)			308 (FOLLOWING TOO CLOSE)

**31**

0116EK40400	WED 08/06/2016 22:40	DARK	BLOOMSBURY WAY J/W BLOOMSBURY SQUARE	02 LINK 62-630	530400/181630
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST T/STAG JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
TWO PASS ONBOARD V1 GOT INJURED DUE TO V1 BRAKING SUDDENLY					
CASUALTY	001 (001)	(33 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER
CASUALTY	002 (001)	(30 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER
VEHICLE	001 (000)	BUS/COACH >=17 PAX BT - NOT REQ	(40 YRS - M - REDACT)	G/AHEAD - OTHER	(SW TO NE) DID NOT IMPACT JOURNEY P/O WORK JCT APP
V001	A	408 (SUDDEN BRAKING)			

**32**

0116EK40428	FRI 17/06/2016 17:00	LIGHT	THEOBALD'S RD J/W GRAY'S INN RD	02 NODE 73	530980/181970
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M
V2 WENT INTO THE BACK OF STAT V1					
CASUALTY	001 (002)	(37 YRS - F - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(51 YRS - M - REDACT)	WAITING - TURN LEFT	(SW TO N) BACK HIT FIRST JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(37 YRS - F - REDACT)	G/AHEAD - OTHER	(SW TO NE) FRONT HIT FIRST COMMUTING JCT APP
V002	A	405 (FAILED TO LOOK PROPERLY)		V002 B	602 (CARELESS, RECKLESS OR IN A HURRY)

33

0116EK40433	TUE 21/06/2016 08:40	LIGHT	PROCTER ST J/W HIGH HOLBORN	02 NODE 27	530600/181560	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
PEDAL CYCLIST V2 WENT INTO THE BACK OF STAT V1						
CASUALTY	001 (002)	(43 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(28 YRS - M - REDACT)	WAITING - HELD UP	(N TO S) BACK HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(43 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	405 (FAILED TO LOOK PROPERLY)				

34

0116EK40439	TUE 21/06/2016 09:53	LIGHT	GRAY'S INN RD J/W NORTHINGTON ST.	02 LINK 68-73	530940/182060	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY SLIP RD	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
V2 WAS TRAVELLING ON THE NEARSIDE OF V1. V1 TURNED LEFT ACROSS V2'S PATH & BOTH VS COLLIDED.						
CASUALTY	001 (002)	(47 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (002)	VAN/GOODS => 3.5T BT - NEG	(51 YRS - M - REDACT)	TURNING - LEFT	(SE TO W) N/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (001)	PED CYCLE BT - N/A	(47 YRS - F - REDACT)	O/TAKING - NEARSIDE	(SE TO NW) O/S HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)		V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001	A	403 (POOR TURN OR MANOEUVRE)		V002	A	403 (POOR TURN OR MANOEUVRE)



**35**

0116EK40445	THU 23/06/2016 14:00	LIGHT	HIGH HOLBORN J/W KINGSWAY.			02 NODE 24	530520/181530
POLICE - OVER COU	ROAD-WET	RAINING	ONE-WAY ST	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
PED CROSSED THE ROAD IN-BETWEEN STATIONARY VS & V1 DROVE OVER PEDS FOOT.							
CASUALTY	001 (001)	(? YRS - F - REDA)	SLIGHT	PEDESTRIAN		N BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		MOVING OFF	(E TO W) N/S HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)			C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)
C001	A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)			C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)

**36**

0116EK40488	FRI 08/07/2016 15:54	LIGHT	THEOBALD'S RD J/W BOSWELL ST			02 NODE 63	530530/181750
POLICE - AT SCENE	ROAD-DRY	WEATHER- FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
V2 PULLED OUT TURNING LEFT THE U-TURNED AS V1 WAS PASSING							
CASUALTY	001 (001)	(39 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	M/C 126-500CC BT - NEG	(39 YRS - M - REDACT)		G/AHEAD - OTHER	(SW TO NE) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (001)	CAR BT - NEG	(57 YRS - M - REDACT)		U-TURN	(SW TO SW) O/S HIT FIRST	J/P - UNKN JCT CLEARED
V002	A	405 (FAILED TO LOOK PROPERLY)			V002	A	403 (POOR TURN OR MANOEUVRE)
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)					

**37**

0116EK40492	FRI 01/07/2016 17:15	LIGHT	BEDFORD ROW J/W PRINCETON ST	02 CELL 530500/181500	530790/181810
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M
V2 MOVED TO THE RIGHT TO TURN RIGHT ACROSS V2 WHO WAS BEHIND					
CASUALTY	001 (002)	(38 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (002)	CAR BT - NOT REQ	(31 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST
VEHICLE	002 (001)	PED CYCLE BT - N/A	(38 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) BACK HIT FIRST
V002	A	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)		V002	A
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)		V002	A
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			
					405 (FAILED TO LOOK PROPERLY)
					403 (POOR TURN OR MANOEUVRE)

**38**

0116EK40509	MON 18/07/2016 00:58	DARK	FARRINGDON RD J/W CLERKENWELL RD	03 NODE 758	531420/182060
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG
V2 FAILED ATS AND CROSSED JUNCTION COLLIDNG WITH PASSING V1					
CASUALTY	001 (002)	(28 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (002)	TAXI/PHV BT - NOT REQ	(35 YRS - M - REDACT)	G/AHEAD - OTHER	(SE TO NW) N/S HIT FIRST
VEHICLE	002 (001)	PED CYCLE BT - N/A	(28 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST
V002	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)		V002	A
V002	B	501 (IMPAIRED BY ALCOHOL)		V002	A
					307 (TRAVELLING TOO FAST FOR CONDITIONS)
					602 (CARELESS, RECKLESS OR IN A HURRY)

39

0116EK40526	WED 20/07/2016 15:46	LIGHT	KINGSWAY J/W HIGH HOLBORN	02 NODE 24	530510/181510
POLICE - AT SCENE	ROAD-DRY	WEATHER-OTHER	SINGLE CWY CROSSROADS	AUTO SIG	PEDN PHASE ATS NONE IN 50M
V1 BRAKED DUE TO ANOTHER CAR CAUSING C1 PASSENGER INJURY - [FELL HITTING HEAD (C001)]					
CASUALTY	001 (001)	(57 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER
VEHICLE	001 (000)	BUS/COACH >=17 PAX BT - NOT REQ	(34 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) DID NOT IMPACT JOURNEY P/O WORK JCT APP
V001	A	408 (SUDDEN BRAKING)		C001 A	999 (OTHER - PLEASE SPECIFY BELOW)

40

0116EK40540	WED 27/07/2016 10:45	LIGHT	GRAYS INN RD J/W HIGH HOLBORN	02 NODE 762	531130/181620
POLICE - OVER COU	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN	AUTO SIG	PEDN PHASE ATS NONE IN 50M
V1 LOST CONTROL ON SOME OIL IN ROAD					
CASUALTY	001 (001)	(37 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(37 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) N/S HIT FIRST COMMUTING JCT APP
V001	A	102 (DEPOSIT ON ROAD (EG. OIL, MUD, CHIPPINGS))		V001 A	410 (LOSS OF CONTROL)

**41**

0116EK40547	SAT 30/07/2016 14:51	LIGHT	THEOBALD'S RD J/W RED LION ST			02 NODE 64	530700/181840
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
C1 MISJUDGED STEP WAS RUSHING AND FELL DOWN STAIRS OF V1 - [LOST FOOTING (C001)]							
CASUALTY	001 (001)	(? YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	BUS/COACH >=17 PAX BT - NOT REQ	(53 YRS - M - REDACT)		G/AHEAD - OTHER	(NE TO SW) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
C001	A	999 (OTHER - PLEASE SPECIFY BELOW)					

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**42**

0116EK40556	TUE 02/08/2016 17:02	LIGHT	NFL - THEOBALD'S RD, 30 METRES SW OF RED LION ST.			02 LINK 63-64	530654/181822
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M	N/A	PEDN PHASE ATS	NONE IN 50M
AS V1 MOVED OFF, A PASSENGER FELL DOWN THE STAIRS. - [PASSENGER LOST HER BALANCE AS V1 MOVED OFF. (C001)]							
CASUALTY	001 (001)	(69 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	BUS/COACH >=17 PAX BT - DRV NOT CONTACTED	(49 YRS - M - REDACT)		MOVING OFF	(NE TO SW) DID NOT IMPACT	JOURNEY P/O WORK
C001	A	999 (OTHER - PLEASE SPECIFY BELOW)					

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43

0116EK40580	WED 10/08/2016 17:35	LIGHT	GRAY'S INN RD 39M SE OF GUILFORD ST	02 LINK 68-73	530820/182250
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY NO JUN IN 20M N/A	NO XING FACIL IN 50M	NONE IN 50M
V1 WENT INTO THE BACK OF PEDAL CYCLIST V2					
CASUALTY	001 (002)	(? YRS - F - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NEG	(72 YRS - M - REDACT)	G/AHEAD - OTHER	(SE TO NW) FRONT HIT FIRST J/P - UNKN
VEHICLE	002 (000)	PED CYCLE BT - N/A	(? YRS - F - REDACT)	SLOWING/STOPPING	(SE TO NW) BACK HIT FIRST J/P - UNKN
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V001 A	308 (FOLLOWING TOO CLOSE)

44

0116EK40601	FRI 19/08/2016 16:00	LIGHT	SOUTHAMPTON ROW J/W THEOBALD'S RD.	02 NODE 62	530450/181690
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M
V1 & V2 WERE STATIONARY AT ATS. V3 PRESSED THE ACCELERATOR INSTEAD OF THE BRAKE & HIT V2, V2 HIT V1.					
CASUALTY	001 (001)	(51 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (002)	TAXI/PHV BT - DRV NOT CONTACTED	(51 YRS - M - REDACT)	WAITING - HELD UP	(NW TO SE) BACK HIT FIRST J/P - UNKN JCT APP
VEHICLE	002 (003)	TAXI/PHV BT - DRV NOT CONTACTED	(30 YRS - M - REDACT)	WAITING - HELD UP	(NW TO SE) BACK HIT FIRST JOURNEY P/O WORK JCT APP
VEHICLE	003 (002)	BUS/COACH >=17 PAX BT - DRV NOT CONTACTED	(47 YRS - M - REDACT)	G/AHEAD - OTHER	(NW TO SE) FRONT HIT FIRST JOURNEY P/O WORK JCT APP
V003	A	410 (LOSS OF CONTROL)		V003 A	603 (NERVOUS, UNCERTAIN OR PANIC)

45

0116EK40613	TUE 23/08/2016 20:45	DARK	THEOBALD'S RD J/W GRAY'S INN RD.			02 NODE 73	530980/181970
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
V1 & V2 MOVED OFF FROM ATS. V2 OVERTOOK V1 TOO CLOSELY CAUSING COLLISION & V2 DROVE OFF.							
CASUALTY	001 (001)	(32 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	M/C >500CC BT - DRV NOT CONTACTED	(32 YRS - M - REDACT)	MOVING OFF		(SW TO NE) O/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (001)	M/C 51-125CC BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	O/TAKING - MOVING VEH		(SW TO NE) N/S HIT FIRST	J/P - UNKN JCT APP
V002	A	403 (POOR TURN OR MANOEUVRE)			V002	A	405 (FAILED TO LOOK PROPERLY)
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			V002	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

46

0116EK40622	TUE 30/08/2016 18:20	LIGHT	HIGH HOLBORN, 50 METRES EAST OF SOUTHAMPTON ROW.			02 LINK 24-27	530550/181530
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M	N/A	PEDN PHASE ATS	NONE IN 50M
V1 OVERTOOK V2 TOO CLOSELY CAUSING COLLISION.							
CASUALTY	001 (002)	(31 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(28 YRS - M - REDACT)	G/AHEAD - OTHER		(E TO W) N/S HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (001)	PED CYCLE BT - N/A	(31 YRS - F - REDACT)	G/AHEAD - OTHER		(E TO W) O/S HIT FIRST	COMMUTING
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)
V002	B	409 (SWERVED)					

**47**

0116EO40135	MON 07/03/2016 09:45	LIGHT	FARRINGDON RD J/W RAY ST BRDG	03 LINK 22-758	531360/182150	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY OTHER JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M	
V1 MOVED OFF, COLLIDING WITH STAT V2.						
CASUALTY	001 (002)	(55 YRS - M - REDA)	SLIGHT DRIVER/RIDER			
VEHICLE	001 (002)	VAN/GOODS >3.5 - 7.5T BT - NOT REQ	(56 YRS - M - REDACT)	MOVING OFF	(NW TO SE) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (001)	M/C 51-125CC BT - NOT REQ	(55 YRS - M - REDACT)	WAITING - TURN RIGHT	(E TO NW) FRONT HIT FIRST	J/P - UNKN JCT MID
V001	A	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))		V001	A	405 (FAILED TO LOOK PROPERLY)
V001	B	710 (VEHICLE BLIND SPOT)				

**48**

0116EO40160	SUN 13/03/2016 09:55	LIGHT	FARRINGDON RD, J/W ST CROSS ST	02 LINK 758-759	531480/181940	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M	
APPARENTLY TRAFFIC STOPPED TO LET V2 TURN INTO JCN, V1 OVERTOOK V2 AS IT TURNED & HIT FRONT OF V2, RIDER V1 DE-CAMPED						
CASUALTY	001 (002)	(27 YRS - F - REDA)	SLIGHT DRIVER/RIDER			
VEHICLE	001 (002)	M/C <= 50CC BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	O/TAKING - MOVING VEH	(NW TO SE) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (001)	PED CYCLE BT - N/A	(27 YRS - F - REDACT)	TURNING RIGHT	(NW TO SW) FRONT HIT FIRST	J/P - UNKN 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)		V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)
V002	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)				

49

0116EO40238 THU 24/03/2016 21:28 DARK FARRINGDON RD, J/W CHARTERHOUSE ST 02 LINK 758-759 531520/181800  
 POLICE - AT SCENE ROAD-DRY WEATHER- UNKNOWN SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE ATS NONE IN 50M  
 DRUNK C1 HAS CROSSED THROUGH STATIONARY TRAFFIC INTO PATH OF V1 & BEEN HIT, V1 SWERVED BUT COULDN'T AVOID C1  
 CASUALTY 001 (001) (27 YRS - M - REDA) SLIGHT PEDESTRIAN W BOUND FROM DRIVERS O/SIDE - MASKED  
 VEHICLE 001 (000) CAR (27 YRS - M - REDACT) G/AHEAD - OTHER (S TO N) J/P - UNKN  
 BT - NEG FRONT HIT JCT CLEARED FIRST  
 C001 A 808 (CARELESS, RECKLESS OR IN A HURRY) C001 A 806 (IMPAIRED BY ALCOHOL)  
 C001 A 801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE) C001 A 802 (FAILED TO LOOK PROPERLY)  
 V001 A 701 (STATIONARY OR PARKED VEHICLE(S)) C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

50

0116EO40274 THU 17/03/2016 13:00 LIGHT FARRINGDON RD J/W CLERKENWELL RD 03 NODE 758 531420/182070  
 POLICE - AT SCENE ROAD-DRY WEATHER- FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE ATS NONE IN 50M  
 PED STEPPED BETWEEN STAT TRAFFIC THAT V1 WAS OVERTAKING, CAUSING COLLISION.  
 CASUALTY 001 (001) (44 YRS - F - REDA) SLIGHT PEDESTRIAN UNKNOWN FROM DRIVERS N/SIDE - MASKED  
 VEHICLE 001 (000) M/C 126-500CC (24 YRS - M - REDACT) O/TAKING - NON MOVING VEH (NW TO SE) J/P - UNKN  
 BT - NOT REQ FRONT HIT JCT APP FIRST  
 V001 A 701 (STATIONARY OR PARKED VEHICLE(S)) C001 A 801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)  
 C001 A 802 (FAILED TO LOOK PROPERLY) C001 A 808 (CARELESS, RECKLESS OR IN A HURRY)



**51**

0116EO40295	THU 21/04/2016 16:55	LIGHT	FARRINGDON RD J/W CLERKENWELL RD	03 NODE 758	531430/182040		
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
V1 AND V2 BOTH MOVED OFF. V1 COLLIDED WITH N/S OF V2.							
CASUALTY	001 (002)	(40 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	BUS/COACH >=17 PAX BT - NEG	(27 YRS - M - REDACT)		MOVING OFF	(SE TO NW) O/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (001)	CAR BT - NEG	(40 YRS - M - REDACT)		MOVING OFF	(SE TO NW) N/S HIT FIRST	J/P - UNKN JCT APP
V001	A	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))		V001	A	405 (FAILED TO LOOK PROPERLY)	
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)					

**52**

0116EO40440	WED 06/07/2016 12:05	LIGHT	FARRINGDON RD J/W ST CROSS ST	02 LINK 758-759	531480/181930		
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
V2 PULLED BETWEEN STAT TRAFFIC INTO PATH OF V1 WHO WAS MOVING OFF, CAUSING COLLISION.							
CASUALTY	001 (002)	(41 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	GOODS > 7.5T BT - NOT REQ	(60 YRS - M - REDACT)		MOVING OFF	(NW TO SE) FRONT HIT FIRST	JOURNEY P/O WORK JCT CLEARED
VEHICLE	002 (001)	M/C >500CC BT - NOT REQ	(41 YRS - M - REDACT)		CHNG LANE - RIGHT	(NW TO SE) O/S HIT FIRST	COMMUTING JCT CLEARED
V002	A	403 (POOR TURN OR MANOEUVRE)		V002	A	405 (FAILED TO LOOK PROPERLY)	
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)		V001	A	710 (VEHICLE BLIND SPOT)	

53

0116EO40467	THU 07/07/2016 14:55	LIGHT	CLERKENWELL RD J/W FARRINGDON RD	03 NODE 758	531400/182050
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M
V2 U-TURNED ACROSS PATH OF V1, CAUSING COLLISION.					
CASUALTY	001 (001)	(40 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
CASUALTY	002 (002)	(37 YRS - F - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (002)	M/C 51-125CC BT - NOT REQ	(40 YRS - M - REDACT)	CHNG LANE - RIGHT	(E TO W) FRONT HIT FIRST COMMUTING JCT CLEARED
VEHICLE	002 (001)	PED CYCLE BT - N/A	(37 YRS - F - REDACT)	U-TURN	(E TO E) O/S HIT FIRST J/P - UNKN JCT CLEARED
V002	A	403 (POOR TURN OR MANOEUVRE)		V002	A
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)			405 (FAILED TO LOOK PROPERLY)

54

0116EO40537	THU 28/07/2016 21:15	DARK	FARRINGDON RD J/W RAY ST BRDG	03 LINK 22-758	531360/182150
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY OTHER JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
V1 PULLED OUT INTO PATH OF V2, CAUSING COLLISION.					
CASUALTY	001 (002)	(34 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (002)	CAR BT - NEG	(21 YRS - F - REDACT)	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST J/P - UNKN E/MAIN RD
VEHICLE	002 (001)	PED CYCLE BT - N/A	(34 YRS - M - REDACT)	G/AHEAD - OTHER	(NW TO SE) N/S HIT FIRST JOURNEY P/O WORK JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)		V001	A
V001	A	302 (DISOBEYED 'GIVE WAY' OR 'STOP' SIGN OR MARKINGS)			602 (CARELESS, RECKLESS OR IN A HURRY)

**55**

01170010668	MON 09/01/2017 15:10	LIGHT	THEOBALDS RD J/W KINGS MEWS	02 LINK 64-73	530950/181950		
SELF-REPORTED	ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	UNKNOWN S/R	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (002)	(45 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(41 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	PED CYCLE BT - DRV NOT CONTACTED	(45 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

**56**

01170013603	SUN 22/01/2017 15:40	LIGHT	THEOBALDS RD J/W RED LION ST	02 NODE 64	530690/181840		
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (002)	(33 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(27 YRS - M - REDACT)		TURNING RIGHT	(W TO N) N/S HIT FIRST	J/P - UNKN L/MAIN RD
VEHICLE	002 (000)	M/C 126-500CC BT - NOT REQ	(33 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V002	B	306 (EXCEEDING SPEED LIMIT)		V001	B	405 (FAILED TO LOOK PROPERLY)	
V002	B	405 (FAILED TO LOOK PROPERLY)		V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	
V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)					

**57**

01170013703	MON 09/01/2017 17:40	DARK	FARRINGDON RD J/W CHARTERHOUSE ST	02 NODE 759	531550/181660
SELF-REPORTED	ROAD-WET	RAINING	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(27 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(27 YRS - M - REDACT)	G/AHEAD - OTHER	(MOVE UNKN) J/P - UNKN O/S HIT JCT MID FIRST

**58**

01170014547	THU 26/01/2017 22:11	DARK	FARRINGDON RD 20M N OF J/W CLERKENWELL RD	03 NODE 758	531411/182089
POLICE - AT SCENE	ROAD-WET	WEATHER- UNKNOWN	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(35 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
CASUALTY	002 (001)	(30 YRS - F - REDA)	SLIGHT PEDESTRIAN	E BOUND	FROM DRIVERS O/SIDE
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(35 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)		C002	A
C002	A	806 (IMPAIRED BY ALCOHOL)		802 (FAILED TO LOOK PROPERLY)	

**59**

01170015055	FRI 27/01/2017 09:10	LIGHT	GRAYS INN RD J/W CLERKENWELL RD	02 NODE 73	530980/181980
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	SINGLE CWY CROSSROADS AUTO SIG	UNKNOWN S/R	NONE IN 50M
CASUALTY	001 (001)	(36 YRS - F - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - DRV NOT CONTACTED	(36 YRS - F - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R J/P - UNKN UNKNOWN S/R

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**60**

01170016061	FRI 03/02/2017 20:00	DARK	HIGH HOLBORN J/W KINGSWAY	02 NODE 24	530490/181530
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	DUAL CWY CROSSROADS AUTO SIG	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (001)	(30 YRS - F - REDA)	SLIGHT PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER
VEHICLE	001 (000)	LONDON BUS BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	TURNING - LEFT	(MOVE UNKN) UNKNOWN S/R J/P - UNKN UNKNOWN S/R

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**61**

01170017536	FRI 10/02/2017 16:00	LIGHT	CLERKENWELL RD J/W FARRINGDON RD	03 NODE 758	531420/182050
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (002)	(26 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(22 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST J/P - UNKN JCT MID
VEHICLE	002 (000)	PED CYCLE BT - NOT REQ	(26 YRS - M - REDACT)	TURNING RIGHT	(W TO S) N/S HIT FIRST J/P - UNKN JCT MID
V002	A	305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)			

**62**

01170017957	TUE 31/01/2017 13:40	LIGHT	SOUTHAMPTON ROW J/W THEOBALDS RD	02 NODE 62	530461/181683
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	ONE-WAY ST T/STAG JUN UNKNOWN S/R	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(29 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(29 YRS - M - REDACT)	UNKNOWN S/R G/AHEAD - OTHER	(MOVE UNKN) BACK HIT FIRST J/P - UNKN JCT APP
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R

63

01170018250	FRI 27/01/2017 13:30	LIGHT	FARRINGDON RD 25M N OF J/W COWCROSS RD	02 LINK 758-759	531500/181870		
SELF-REPORTED	ROAD-DRY	WEATHER-UNKNOWN	SINGLE CWY	NO JUN IN 20M	N/A	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(49 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C >500CC BT - DRV NOT CONTACTED	(49 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) BACK HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(S TO N) FRONT HIT FIRST	J/P - UNKN

64

01170018882	THU 16/02/2017 19:00	DARK	HIGH HOLBORN J/W KINGSWAY	02 NODE 24	530510/181520		
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	AUTO SIG	PEDN PHASE ATS	CTRL - AUTH PERSON
CASUALTY	001 (001)	(30 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(30 YRS - M - REDACT)		TURNING RIGHT	(W TO S) N/S HIT FIRST	COMMUTING E/MAIN RD
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					

65

01170018997	MON 13/02/2017 16:15	LIGHT	THEOBALDS RD J/W EMERALDS ST	02 LINK 64-73	530735/181865		
SELF-REPORTED	ROAD-DRY	WEATHER-UNKNOWN	SINGLE CWY	T/STAG JUN	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(34 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(? YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
CASUALTY	003 (001)	(? YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
CASUALTY	004 (001)	(? YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(34 YRS - M - REDACT)		WAITING - HELD UP	(S TO E) BACK HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - REFUSED	(? YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT MID

66

01170019099	FRI 17/02/2017 11:53	LIGHT	GRAYS INN RD J/W VERALUM ST	02 LINK 73-762	531051/181835		
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	STOP SGN	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(32 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NEG	(32 YRS - M - REDACT)		WAITING - HELD UP	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NEG	(32 YRS - M - REDACT)		REVERSING	(N TO S) BACK HIT FIRST	JOURNEY P/O WORK JCT CLEARED
V002	A	710 (VEHICLE BLIND SPOT)		V001	B	605 (LEARNER OR INEXPERIENCED DRIVER)	



67

01170020048	TUE 21/02/2017 20:44	DARK	FARRINGDON RD J/W CLERKENWELL RD	03 NODE 758	531410/182080	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PELICAN OR SIML	NONE IN 50M	
CASUALTY	001 (001)	(47 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
CASUALTY	002 (001)	(46 YRS - F - REDA)	FATAL	VEH/PILLION PAX		
VEHICLE	001 (000)	M/C 51-125CC BT - NEG	(47 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	TAXI/PHV BT - NEG	(71 YRS - M - REDACT)	SLOWING/STOPPING	(N TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V002 V001	A B	403 (POOR TURN OR MANOEUVRE) 307 (TRAVELLING TOO FAST FOR CONDITIONS)		V001 B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	

68

01170022724	FRI 03/03/2017 13:35	LIGHT	GRAY'S INN RD J/W BALDWIN GARDENS	02 LINK 73-762	531060/181780	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M	
CASUALTY	001 (002)	(55 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	PARKED	(P TO P) O/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(55 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)				

69

01170022868	SAT 04/03/2017 11:45	LIGHT	FARRINGDON RD J/W CLERKENWELL RD	03 NODE 758	531420/182050
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (002)	(33 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	OTHER VEH BT - NOT REQ	(24 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) JOURNEY P/O WORK FRONT HIT JCT APP FIRST
VEHICLE	002 (000)	CAR BT - NOT REQ	(33 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) J/P - UNKN FRONT HIT JCT MID FIRST
V001	A	903 (EMERGENCY VEHICLE ON A CALL)		V002 B	405 (FAILED TO LOOK PROPERLY)

70

01170023435	THU 02/03/2017 18:30	DARK	CHARTERHOUSE ST J/W FARRINGDON ST	02 NODE 759	531548/181656
SELF-REPORTED	UNKNOWN S/R	WEATHER-FINE	SINGLE CWY CROSSROADS UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
CASUALTY	001 (001)	(25 YRS - F - REDA)	SLIGHT PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER
VEHICLE	001 (000)	PED CYCLE BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER (MOVE UNKN) J/P - UNKN UNKNOWN UNKNOWN S/R S/R

**71**

01170023437	THU 16/02/2017 22:10	DARK	CLERKENWELL RD J/W CLERKENWELL GREEN	03 NODE 10	531520/182070	
SELF-REPORTED	ROAD-DRY	WEATHER-UNKNOWN	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M	
CASUALTY	001 (001)	(23 YRS - F - REDA)	SERIOUS DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - DRV NOT CONTACTED	(23 YRS - F - REDACT)	G/AHEAD - OTHER	(W TO E) DID NOT IMPACT	J/P - UNKN JCT APP

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**72**

01170023544	THU 23/02/2017 18:00	DARK	FARRINGDON RD 30M S OF J/W RAY ST EC1R	03 LINK 22-758	531360/182140	
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY NO JUN IN 20M N/A	ZEBRA XING	NONE IN 50M	
CASUALTY	001 (001)	(25 YRS - M - REDA)	SLIGHT DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - DRV NOT CONTACTED	(25 YRS - M - REDACT)	G/AHEAD - OTHER	(MOVE UNKN) BACK HIT FIRST	COMMUTING
VEHICLE	002 (000)	TAXI/PHV BT - NOT REQ	(? YRS - M - REDACT)	G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	JOURNEY P/O WORK

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**73**

01170023671	WED 08/03/2017 09:02	LIGHT	HIGH HOLBORN J/W KINGSWAY	02 NODE 24	530500/181520
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY MULTI JUN	AUTO SIG	PEDN PHASE ATS NONE IN 50M
CASUALTY	001 (001)	(25 YRS - F - REDA)	SLIGHT PEDESTRIAN	N BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	GOODS > 7.5T BT - NEG	(37 YRS - M - REDACT)	TURNING - LEFT	(SE TO W) JOURNEY P/O WORK N/S HIT JCT MID FIRST
C001	A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)		C001 A	802 (FAILED TO LOOK PROPERLY)

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**74**

01170024553	SAT 11/03/2017 20:15	DARK	CLERKENWELL RD J/W LAYSTALL ST	02 LINK 74-633	531130/182020
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING NONE IN 50M
CASUALTY	001 (002)	(20 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	MOVING OFF	(W TO E) J/P - UNKN FRONT HIT JCT APP FIRST
VEHICLE	002 (000)	PED CYCLE BT - N/A	(20 YRS - M - REDACT)	O/TAKING - NON MOVING VEH	(W TO E) J/P - UNKN FRONT HIT JCT APP FIRST
V002	B	405 (FAILED TO LOOK PROPERLY)			

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**75**

01170024645	SAT 11/03/2017 21:25	DARK	KINGSWAY J/W HIGH HOLBORN	02 NODE 24	530520/181510
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY CROSSROADS	AUTO SIG	PEDN PHASE ATS NONE IN 50M
CASUALTY	001 (001)	(26 YRS - M - REDA)	SLIGHT PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(50 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) JOURNEY P/O WORK FRONT HIT JCT CLEARED FIRST
C001	A	807 (IMPAIRED BY DRUGS (ILLICIT OR MEDICINAL))		C001	A 802 (FAILED TO LOOK PROPERLY)
C001	A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)			

**76**

01170024778	MON 13/03/2017 07:45	LIGHT	HIGH HOLBORN J/W SOUTHAMPTON ROWE	02 NODE 24	530500/181530
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST CROSSROADS	AUTO SIG	ZEBRA XING NONE IN 50M
CASUALTY	001 (001)	(27 YRS - M - REDA)	SLIGHT PEDESTRIAN	N BOUND	UNKNOWN/OTHER
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG	(50 YRS - M - REDACT)	TURNING RIGHT	(N TO S) JOURNEY P/O WORK N/S HIT JCT MID FIRST
V001	A	305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)		V001	B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
C001	B	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)		C001	A 808 (CARELESS, RECKLESS OR IN A HURRY)

77

01170027105	WED 22/03/2017 08:01	LIGHT	NORTHINGTON ST J/W KINGS MEWS			02 CELL 530500/182000	530900/182040
POLICE - AT SCENE	ROAD-WET	RAINING	ONE-WAY ST	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(54 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(57 YRS - F - REDACT)	MOVING OFF		(NW TO SE) O/S HIT FIRST	COMMUTING JCT MID
VEHICLE	002 (000)	M/C >500CC BT - NOT REQ	(54 YRS - M - REDACT)	G/AHEAD - OTHER		(NE TO SW) FRONT HIT FIRST	COMMUTING JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	B	701 (STATIONARY OR PARKED VEHICLE(S))

78

01170028393	MON 27/03/2017 23:40	DARK	CLERKENWELL RD 50M S OF J/W GRAY'S INN RD			02 LINK 73-74	531018/181977
POLICE - AT SCENE	ROAD-DRY	WEATHER- FINE	SINGLE CWY	NO JUN IN 20M	N/A	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(44 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - NOT REQ	(44 YRS - M - REDACT)	O/TAKING - NON MOVING VEH		(S TO N) FRONT HIT FIRST	COMMUTING
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	PARKED		(P TO P) FRONT HIT FIRST	J/P - UNKN
V002	B	405 (FAILED TO LOOK PROPERLY)					

79

01170028687	WED 08/03/2017 08:55	LIGHT	CHARTERHOUSE ST J/W FARRINGDON ST	02 NODE 759	531540/181650
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	SINGLE CWY T/STAG JUN UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
CASUALTY	001 (001)	(54 YRS - F - REDA)	SLIGHT PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) J/P - UNKN UNKNOWN S/R

80

01170028988	THU 30/03/2017 07:45	LIGHT	THEOBALDS RD J/W JOCKEYS FIELD	02 LINK 64-73	530810/181890
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(42 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	TAXI/PHV BT - NOT REQ	(70 YRS - M - REDACT)	O/TAKING - MOVING VEH	(E TO W) N/S HIT FIRST JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(42 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) O/S HIT FIRST JOURNEY P/O WORK JCT APP
V001	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)		V001	A
V001	A	405 (FAILED TO LOOK PROPERLY)			403 (POOR TURN OR MANOEUVRE)

81

01170031808	WED 12/04/2017 08:53	LIGHT	FARRINGDON RD 70M N OF J/W CHARTERHOUSE ST NREST CLASS	02 LINK 758-759	531510/181740			
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 (002)	(29 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 126-500CC BT - NOT REQ	(46 YRS - M - REDACT)		O/TAKING - MOVING VEH	(N TO S) O/S HIT FIRST	COMMUTING	
VEHICLE	002 (000)	M/C >500CC BT - NOT REQ	(29 YRS - M - REDACT)		O/TAKING - MOVING VEH	(S TO N) O/S HIT FIRST	COMMUTING	
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	

82

01170032302	SAT 15/04/2017 20:57	DARK	FARRINGDON LANE 50M N OF J/W CLARKENWELL RD NREST CLASSIFI	03 CELL 531000/182000	531440/182130			
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M	
CASUALTY	001 (002)	(37 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
CASUALTY	002 (003)	(46 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - POS	(25 YRS - M - REDACT)	OTHER TOW	G/AHEAD - L-HAND BEND	(SE TO NW) FRONT HIT FIRST	J/P - UNKN	
VEHICLE	002 (000)	CAR BT - NOT REQ	(37 YRS - M - REDACT)		WAITING - HELD UP	(SE TO NW) O/S HIT FIRST	J/P - UNKN	
VEHICLE	003 (000)	CAR BT - NOT REQ	(46 YRS - M - REDACT)		SLOWING/STOPPING	(NW TO SE) O/S HIT FIRST	J/P - UNKN	
V001	A	501 (IMPAIRED BY ALCOHOL)			V003	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			V001	A	607 (UNFAMILIAR WITH MODEL OF VEHICLE)	



83

01170032691	WED 19/04/2017 06:55	LIGHT	FARRINGDON RD J/W RAY ST BRDG	03 LINK 22-758	531350/182160
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M
CASUALTY	001 (002)	(47 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	CAR BT - NOT REQ	(52 YRS - M - REDACT)	TURNING RIGHT	(E TO N) O/S HIT FIRST
VEHICLE	002 (000)	PED CYCLE BT - N/A	(47 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST
V001	A	403 (POOR TURN OR MANOEUVRE)		V001 A	405 (FAILED TO LOOK PROPERLY)

84

01170032830	THU 20/04/2017 06:20	LIGHT	CLERKENWELL RD J/W FARRINGDON RD	03 NODE 758	531426/182061
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS AUTO SIG	PELICAN OR SIML
CASUALTY	001 (001)	(44 YRS - F - REDA)	SLIGHT	PEDESTRIAN	E BOUND
CASUALTY	002 (001)	(52 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(52 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST
C001	A	802 (FAILED TO LOOK PROPERLY)			J/P - UNKN JCT APP

**85**

01170034296	THU 27/04/2017 13:15	LIGHT	CLERKENWELL RD J/W LAYSTALL ST	02 LINK 74-633	531159/182032	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
CASUALTY	001 (002)	(42 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG	(51 YRS - M - REDACT)	U-TURN	(E TO W) O/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	MC 51-125CC BT - NOT PROVD	(42 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	B	405 (FAILED TO LOOK PROPERLY)		V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)

**86**

01170034536	FRI 28/04/2017 16:20	LIGHT	THEOBALDS RD J/W PROCTOR ST	02 NODE 63	530500/181750		
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(59 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT PROVD	(59 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	COMMUTING JCT MID	
V001	A	505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)					

**87**

01170035134	TUE 02/05/2017 16:53	LIGHT	FARRINGDON RD 5M S OF J/W GREVILLE RD	02 LINK 758-759	531520/181800
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (001)	(30 YRS - M - REDA)	SLIGHT PEDESTRIAN	E BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	M/C 126-500CC BT - NOT REQ	(31 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) COMMUTING FRONT HIT JCT CLEARED FIRST
C001	A	802 (FAILED TO LOOK PROPERLY)			

**88**

01170035500	THU 04/05/2017 12:10	LIGHT	CHARTERHOUSE ST 30M E OF J/W FARRINGDON RD	02 LINK 759-761	531606/181680
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY NO JUN IN 20M N/A	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(50 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	M/C >500CC BT - NEG	(50 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) COMMUTING N/S HIT FIRST
VEHICLE	002 (000)	PHV - LICENCED BT - NEG	(32 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) JOURNEY P/O WORK O/S HIT FIRST
V001	B	405 (FAILED TO LOOK PROPERLY)		V002 B	405 (FAILED TO LOOK PROPERLY)

**89**

01170035594	THU 23/02/2017 17:01	LIGHT	HIGH HOLBORN J/W FLEET ST			00 LINK 762-828	531150/181610
SELF-REPORTED	ROAD-WET	WEATHER- UNKNOWN	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	NONE IN 50M
CASUALTY	001 (001)	(38 YRS - M - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	M/C <= 50CC BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

**90**

01170036036	MON 08/05/2017 11:05	LIGHT	HIGH HOLBORN 10M W OF J/W GREYS INN RD			02 NODE 762	531100/181600
POLICE - AT SCENE	ROAD-DRY	WEATHER- FINE	DUAL CWY	T/STAG JUN	AUTO SIG	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (001)	(23 YRS - F - REDA)	SLIGHT	PEDESTRIAN	W BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	TAXI/PHV BT - NEG	(59 YRS - M - REDACT)	G/AHEAD - OTHER		(E TO W) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V001	B	405 (FAILED TO LOOK PROPERLY)					

**91**

01170038088	WED 17/05/2017 19:20	LIGHT	GRAYS INN RD J/W HIGH HOLBORN WC1V	02 NODE 762	531140/181620
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY T/STAG JUN AUTO SIG	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (002)	(21 YRS - F - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(24 YRS - M - REDACT)	TURNING RIGHT	(W TO S) J/P - UNKN O/S HIT JCT MID FIRST
VEHICLE	002 (000)	PED CYCLE BT - NOT REQ	(21 YRS - F - REDACT)	G/AHEAD - OTHER	(E TO W) J/P - UNKN FRONT HIT JCT MID FIRST
V001	B	103 (SLIPPERY ROAD (DUE TO WEATHER))		V002 B	103 (SLIPPERY ROAD (DUE TO WEATHER))

**92**

01170038558	FRI 19/05/2017 18:12	LIGHT	CLERKENWELL RD 10M W OF J/W LAYSTALL ST	02 LINK 74-633	531130/182020
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	ZEBRA XING	CTRL - AUTH PERSON
CASUALTY	001 (002)	(37 YRS - M - REDA)	SERIOUS DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(43 YRS - F - REDACT)	G/AHEAD - L-HAND BEND	(E TO W) COMMUTING DID NOT JCT MID IMPACT
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(37 YRS - M - REDACT)	G/AHEAD - L-HAND BEND	(E TO W) JOURNEY P/O WORK FRONT HIT JCT MID FIRST
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V002 B	201 (TYRES ILLEGAL, DEFECTIVE OR UNDER-INFLATED)
V002	B	308 (FOLLOWING TOO CLOSE)			

93

01170039046	WED 17/05/2017 12:00	LIGHT	GRAYS INN RD J/W ROGER ST	02 LINK 68-73	530920/182100
SELF-REPORTED	ROAD-WET	RAINING	SINGLE CWY T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M
CASUALTY	001 (001)	(27 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	PED CYCLE BT - DRV NOT CONTACTED	(27 YRS - M - REDACT)	G/AHEAD - OTHER	(MOVE UNKN) J/P - UNKN FRONT HIT JCT APP FIRST
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	UNKNOWN S/R	TURNING RIGHT (MOVE UNKN) J/P - UNKN O/S HIT E/MAIN RD FIRST

94

01170039155	TUE 23/05/2017 10:35	LIGHT	HIGH HOLBORN J/W GRAY'S INN RD	02 NODE 762	531100/181600
POLICE - AT SCENE	ROAD-DRY	WEATHER- FINE	DUAL CWY T/STAG JUN	AUTO SIG	PEDN PHASE ATS
CASUALTY	001 (001)	(55 YRS - F - REDA)	SLIGHT	PEDESTRIAN	N BOUND
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(57 YRS - M - REDACT)	TURNING RIGHT	(S TO W) JOURNEY P/O WORK FRONT HIT JCT CLEARED FIRST
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		C001	A
					803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

**95**

01170040037	SAT 27/05/2017 00:06	DARK	FARRINGTON RD J/W REY ST BRDG	03 LINK 22-758	531350/182150
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M NONE IN 50M
CASUALTY	001 (002)	(31 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER
VEHICLE	001 (000)	TAXI/PHV BT - NOT REQ	(54 YRS - M - REDACT)		G/AHEAD - OTHER (S TO N) FRONT HIT FIRST JOURNEY P/O WORK E/MAIN RD
VEHICLE	002 (000)	CAR BT - NOT REQ	(37 YRS - M - REDACT)		MOVING OFF (S TO N) FRONT HIT FIRST JOURNEY P/O WORK E/MAIN RD
V002	B	405 (FAILED TO LOOK PROPERLY)			

**96**

01170040654	MON 08/05/2017 06:30	LIGHT	GRAYS INN RD J/W ELM ST	02 LINK 68-73	530920/182110
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R UNKNOWN S/R
CASUALTY	001 (001)	(39 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(39 YRS - M - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER (MOVE UNKN) UNKNOWN S/R J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	TAXI/PHV BT - NOT REQ	(? YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R (MOVE UNKN) UNKNOWN S/R J/P - UNKN UNKNOWN S/R

97

01170040828	FRI 02/06/2017 07:58	LIGHT	KINGSWAY J/W HIGH HOLBORN	02 NODE 24	530520/181520		
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(44 YRS - F - REDA)	SLIGHT	PEDESTRIAN		W BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(28 YRS - M - REDACT)		TURNING - LEFT		(E TO S) JOURNEY P/O WORK FRONT HIT JCT MID FIRST
C001	A	802 (FAILED TO LOOK PROPERLY)			C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)

98

01170041428	TUE 06/06/2017 10:25	LIGHT	TURNMILL ST 37M N OF J/W COW CROSS ST	03 LINK 5-10	531600/181870		
POLICE - AT SCENE	ROAD-WET	RAINING	ONE-WAY ST	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(50 YRS - M - REDA)	SLIGHT	PEDESTRIAN		E BOUND	FROM DRIVERS O/SIDE
VEHICLE	001 (000)	OTHER VEH BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER		(S TO N) J/P - UNKN FRONT HIT FIRST
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)



**99**

01170042406	MON 12/06/2017 09:25	LIGHT	THEOBALD RD J/W RED LION ST	02 NODE 64	530695/181842	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(35 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - NOT REQ	(35 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	COMMUTING E/MAIN RD
VEHICLE	002 (000)	PHV - LICENCED BT - NOT REQ	(33 YRS - M - REDACT)	TURNING - LEFT	(E TO W) BACK HIT FIRST	JOURNEY P/O WORK L/MAIN RD
V002	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)				

**100**

01170043377	TUE 16/05/2017 17:15	LIGHT	EYRE ST HILL J/W CLERKWELL RRD	02 LINK 74-633	531200/182040	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(29 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(39 YRS - M - REDACT)	TURNING - LEFT	(W TO E) BACK HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	PED CYCLE BT - NOT REQ	(29 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	B	405 (FAILED TO LOOK PROPERLY)				

**101**

01170044047	TUE 13/06/2017 18:30	LIGHT	GRAYS INN RD J/W THEOBALDS RD	02 NODE 73	530980/181980
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(35 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(35 YRS - M - REDACT)	G/AHEAD - OTHER	(MOVE UNKN) O/S HIT FIRST J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(75 YRS - M - REDACT)	O/TAKING - MOVING VEH	(MOVE UNKN) FRONT HIT FIRST J/P - UNKN JCT APP

**102**

01170044059	WED 14/06/2017 06:40	LIGHT	HIGH HOLBORN 25M E OF J/W BROOKE ST	00 LINK 828-829	531207/181601
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	ONE-WAY ST NO JUN IN 20M N/A	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (001)	(52 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - DRV NOT CONTACTED	(52 YRS - M - REDACT)	G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST J/P - UNKN
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - M - REDACT) UNKNOWN S/R	WAITING - HELD UP	(MOVE UNKN) O/S HIT FIRST JOURNEY P/O WORK

**103**

01170044891	MON 19/06/2017 08:40	LIGHT	THEOBALDS RD J/W RED LION ST	02 NODE 64	530680/181840
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M
CASUALTY	001 (001)	(39 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	PED CYCLE BT - DRV NOT CONTACTED	(39 YRS - M - REDACT)	G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST
VEHICLE	002 (000)	PED CYCLE BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	G/AHEAD - L-HAND BEND	(MOVE UNKN) N/S HIT FIRST

**104**

01170045515	MON 08/05/2017 16:00	LIGHT	CLERKENWELL RD J/W FARRINGDON RD	03 NODE 758	531440/182060
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS AUTO SIG	PEDN PHASE ATS
CASUALTY	001 (001)	(26 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	PED CYCLE BT - NOT REQ	(26 YRS - M - REDACT)	TURNING - LEFT	(N TO S) FRONT HIT FIRST
VEHICLE	002 (000)	CAR BT - NOT REQ	(28 YRS - M - REDACT)	TURNING RIGHT	(S TO N) N/S HIT FIRST
V002	B	401 (JUNCTION OVERSHOOT)		V002	B
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V001	B
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			

**105**

01170045705	THU 01/06/2017 13:08	LIGHT	CLERKENWELL RD J/W FARRINGDON LANE	03 NODE 10	531460/182060
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	SINGLE CWY CROSSROADS AUTO SIG	UNKNOWN S/R	UNKNOWN S/R
CASUALTY	001 (001)	(28 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - NOT REQ	(28 YRS - M - REDACT)	G/AHEAD - OTHER	(MOVE UNKN) O/S HIT FIRST J/P - UNKN JCT APP
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(? YRS - M - REDACT)	TURNING - LEFT	(MOVE UNKN) FRONT HIT FIRST J/P - UNKN JCT APP

**106**

01170045933	FRI 30/06/2017 16:00	LIGHT	FISHER ST J/W PROCTER ST	02 LINK 27-63	530560/181650
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY OTHER JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(32 YRS - F - REDA)	SLIGHT PEDESTRIAN	S BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(25 YRS - M - REDACT)	REVERSING	(E TO W) BACK HIT FIRST JOURNEY P/O WORK JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)			

**107**

01170047230	FRI 07/07/2017 17:39	LIGHT	HIGH HOLBORN J/W SOUTHAMPTON ROW	02 NODE 24	530510/181530
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST CROSSROADS AUTO SIG	PEDN PHASE ATS	CTRL - AUTH PERSON
CASUALTY	001 (002)	(32 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	TAXI/PHV BT - NOT REQ	(72 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A	(32 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) BACK HIT FIRST COMMUTING JCT MID
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			

**108**

01170047375	SUN 09/07/2017 03:55	DARK	FARRINGDON RD J/W CHARTERHOUSE ST	02 NODE 759	531550/181650
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	CTRL - AUTH PERSON
CASUALTY	001 (002)	(38 YRS - M - REDA)	SERIOUS DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NEG	(24 YRS - M - REDACT)	TURNING RIGHT	(N TO W) FRONT HIT FIRST J/P - UNKN JCT APP
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(38 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST J/P - UNKN JCT APP
V001	B	403 (POOR TURN OR MANOEUVRE)	V002	B	403 (POOR TURN OR MANOEUVRE)

**109**

01170048091	WED 12/07/2017 22:45	DARK	FARRINGDON RD J/W RAY ST	03 LINK 22-758	531350/182160
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M NONE IN 50M
CASUALTY	001 (001)	(18 YRS - F - REDA)	SLIGHT	DRIVER/RIDER	
CASUALTY	002 (002)	(45 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	CAR BT - NOT REQ	(18 YRS - F - REDACT)	G/AHEAD - OTHER	(S TO NW) O/S HIT FIRST J/P - UNKN JCT MID
VEHICLE	002 (000)	PHV - LICENCED BT - NOT REQ	(45 YRS - M - REDACT)	WAITING - TURN RIGHT	(E TO NW) N/S HIT FIRST J/P - UNKN JCT MID
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V001 A	306 (EXCEEDING SPEED LIMIT)

**110**

01170049495	THU 20/07/2017 11:01	LIGHT	FARRINGDON RD J/W RAY ST	03 LINK 22-758	531360/182150
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M NONE IN 50M
CASUALTY	001 (002)	(34 YRS - F - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	CAR BT - NEG	(28 YRS - M - REDACT)	TURNING RIGHT	(W TO S) FRONT HIT FIRST COMMUTING JCT MID
VEHICLE	002 (000)	M/C 51-125CC BT - NOT PROVD	(34 YRS - F - REDACT)	WAITING - TURN RIGHT	(E TO N) FRONT HIT FIRST J/P - UNKN JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)			

**111**

01170050184	THU 20/07/2017 12:30	LIGHT	KINGSWAY 25M N OF J/W CHANCERY LANE NREST CLASSIFIED RD WA			02 LINK 24-26	530510/181500
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(31 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(31 YRS - M - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN

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**112**

01170050247	MON 17/07/2017 20:10	LIGHT	HIGH HOLBORN 25M E OF J/W SOUTH HAMPTON ROW NREST CLASSIFIED			02 LINK 24-27	530550/181538
SELF-REPORTED	ROAD-DRY	WEATHER-UNKNOWN	UNKNOWN	NO JUN IN 20M	N/A	UNKNOWN S/R	UNKNOWN S/R
CASUALTY	001 (002)	(34 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(34 YRS - M - REDACT)	UNKNOWN S/R	U-TURN	(MOVE UNKN) N/S HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	PED CYCLE BT - NOT REQ	(34 YRS - M - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN

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**113**

01170050515	THU 06/07/2017 17:50	LIGHT	CLERKENWELL RD J/W CLERKENWELL RD	02 LINK 74-756	531100/182070
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN AUTO SIG	NO XING FACIL IN 50M	UNKNOWN S/R
CASUALTY	001 (001)	(? YRS - F - REDA)	SLIGHT VEH/PILLION PAX	STANDING PASSENGER	
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(37 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) DID NOT IMPACT JOURNEY P/O WORK UNKNOWN S/R

**114**

01170051081	SAT 29/07/2017 08:03	LIGHT	FARRINGDON RD J/W ST CROSS ST	02 LINK 758-759	531470/181940
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(36 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(46 YRS - M - REDACT)	TURNING RIGHT	(N TO W) FRONT HIT FIRST J/P - UNKN L/MAIN RD
VEHICLE	002 (000)	M/C 51-125CC BT - NOT PROVD	(36 YRS - M - REDACT)	O/TAKING - NON MOVING VEH	(S TO N) O/S HIT FIRST COMMUTING JCT APP
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V002	A
V001	A	701 (STATIONARY OR PARKED VEHICLE(S))		V002	A
		406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			
		701 (STATIONARY OR PARKED VEHICLE(S))			



**115**

01170051801	WED 02/08/2017 17:15	LIGHT	THEOBOLDS RD J/W BOSWELL ST	02 NODE 63	530524/181754	
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY T/STAG JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (002)	(40 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(56 YRS - M - REDACT)	U-TURN	(W TO E) O/S HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	M/C >500CC BT - NOT REQ	(40 YRS - M - REDACT)	O/TAKING - MOVING VEH	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V001	A	104 (INADEQUATE OR MASKED SIGNS OR ROAD MARKINGS)		V001	B	405 (FAILED TO LOOK PROPERLY)
V002	B	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)		V001	A	707 (RAIN, SLEET, SNOW OR FOG)
V002	A	707 (RAIN, SLEET, SNOW OR FOG)				

**116**

01170053870	FRI 28/07/2017 19:40	LIGHT	GRAYS INN RD J/W COLEY ST	02 LINK 68-73	530880/182180	
SELF-REPORTED	ROAD-WET	RAINING	SINGLE CWY T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
CASUALTY	001 (001)	(28 YRS - M - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT APP

**117**

01170056094	SAT 26/08/2017 15:37	LIGHT	THEOBALDS RD J/W GREAT JAMES ST	02 LINK 64-73	530780/181880
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY OTHER JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(46 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(43 YRS - F - REDACT)	U-TURN	(N TO S) FRONT HIT FIRST J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(46 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST J/P - UNKN JCT APP
V001	A	403 (POOR TURN OR MANOEUVRE)		V001	A
V001	B	706 (DAZZLING SUN)			405 (FAILED TO LOOK PROPERLY)

**118**

01170056183	SAT 26/08/2017 14:45	LIGHT	THEOBALDS RD J/W BEDFORD ROW	02 LINK 64-73	530730/181850
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (001)	(22 YRS - M - REDA)	SLIGHT PEDESTRIAN	S BOUND	UNKNOWN/OTHER
VEHICLE	001 (000)	MINIBUS 8-15 PAX BT - NOT REQ	(60 YRS - M - REDACT)	SLOWING/STOPPING	(E TO W) FRONT HIT FIRST JOURNEY P/O WORK JCT APP
V001	B	409 (SWERVED)			

**119**

01170057495	WED 30/08/2017 08:30	LIGHT	CLERKENWELL RD 25M E OF J/W HERBALL HILL	02 LINK 633-757	531300/182040		
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	ZEBRA XING	NONE IN 50M
CASUALTY	001 (001)	(36 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(36 YRS - F - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		PARKED	(MOVE UNKN) O/S HIT FIRST	J/P - UNKN

**120**

01170057680	WED 06/09/2017 23:22	DARK	THEOBALDS RD J/W GRAY'S INN RD	02 NODE 73	530990/181970		
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PELICAN OR SIML	CTRL - AUTH PERSON
CASUALTY	001 (002)	(29 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	TAXI/PHV BT - NEG	(43 YRS - M - REDACT)		MOVING OFF	(E TO W) O/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	PED CYCLE BT - POS	(29 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	501 (IMPAIRED BY ALCOHOL)		V002	B	701 (STATIONARY OR PARKED VEHICLE(S))	
V001	B	701 (STATIONARY OR PARKED VEHICLE(S))					

**121**

01170057994	FRI 08/09/2017 14:30	DARK	RED LION ST J/W THEOBALDS RD WC1	02 NODE 64	530690/181830
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(45 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(45 YRS - M - REDACT)	WAITING - TURN LEFT	(N TO W) O/S HIT FIRST JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	VAN/GOODS >3.5 - 7.5T BT - DRV NOT CONTACTED	(47 YRS - M - REDACT)	TURNING - LEFT	(E TO S) FRONT HIT FIRST J/P - UNKN JCT APP
V002	A	309 (VEHICLE TRAVELLING ALONG PAVEMENT)			

**122**

01170058766	SAT 09/09/2017 21:40	DARK	CLERKENWELL RD J/W CLERKENWELL GREEN	03 LINK 10-13	531529/182082
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
CASUALTY	001 (001)	(45 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(45 YRS - M - REDACT)	G/AHEAD - OTHER	(MOVE UNKN) N/S HIT FIRST J/P - UNKN JCT APP
VEHICLE	002 (000)	PHV - LICENCED BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) O/S HIT FIRST J/P - UNKN UNKNOWN S/R

123

01170060649	SUN 24/09/2017 21:51	DARK	CLERKENWELL RD 5M W OF J/W BACK HILL	02 NODE 633	531240/182040		
POLICE - AT SCENE	ROAD-WET	WEATHER-OTHER	SINGLE CWY OTHER JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M		
CASUALTY	001 (002)	(29 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) O/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - POS	(35 YRS - F - REDACT)		TURNING - LEFT	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	409 (SWERVED)		V002	A	501 (IMPAIRED BY ALCOHOL)	

124

01170061313	WED 27/09/2017 21:00	DARK	THEOBALDS RD J/W BOSWELL ST	02 NODE 63	530530/181750		
POLICE - AT SCENE	ROAD-WET	RAINING	ONE-WAY ST T/STAG JUN GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M		
CASUALTY	001 (001)	(48 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	MC 51-125CC BT - NOT REQ	(48 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	CAR BT - NEG	(23 YRS - M - REDACT)		TURNING - LEFT	(N TO S) O/S HIT FIRST	COMMUTING E/MAIN RD
V002	B	705 (DAZZLING HEADLIGHTS)		V002	B	707 (RAIN, SLEET, SNOW OR FOG)	
V002	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)					

**125**

01170062701	FRI 08/09/2017 22:28	DARK	GATE ST 21M S OF J/W HIGH HOLBORN NREST CLASSIFIED RD			02 CELL 530500/181000	530610/181470
SELF-REPORTED		UNKNOWN S/R	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	UNKNOWN S/R
CASUALTY	001 (001)	(28 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(28 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN
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

**126**

01170062739	THU 05/10/2017 10:25	LIGHT	CLERKENWELL RD J/W FARRINGDON RD EC1			03 NODE 758	531410/182060
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	AUTO SIG	PELICAN OR SIML
CASUALTY	001 (001)	(24 YRS - F - REDA)	SLIGHT	PEDESTRIAN	S BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	VAN/GOODS >3.5 - 7.5T BT - NOT REQ	(68 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
C001	B	802 (FAILED TO LOOK PROPERLY)					

127

01170062831	THU 05/10/2017 23:04	DARK	SOUTHAMPTON ROW 25M N OF J/W HIGH HOLBORN NREST CLASSIFIED R			02 LINK 24-62	530500/181530
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M	N/A	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(47 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(58 YRS - M - REDACT)		MOVING OFF	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK
V001	B	408 (SUDDEN BRAKING)			V001 B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	

128

01170062908	MON 25/09/2017 09:20	LIGHT	FARRINGDON RD J/W CLERKENWELL RD			03 NODE 758	531427/182053
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	SINGLE CWY	CROSSROADS	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
CASUALTY	001 (001)	(30 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED	(30 YRS - M - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

**129**

01170063391	SUN 08/10/2017 12:39	LIGHT	HIGH HOLBORN 15M W OF J/W CHANCERY LANE	02 NODE 762	531120/181610
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN AUTO SIG	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (002)	(39 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(23 YRS - F - REDACT)	SLOWING/STOPPING	(N TO S) FRONT HIT FIRST J/P - UNKN JCT MID
VEHICLE	002 (000)	PHV - LICENCED BT - NOT REQ	(39 YRS - M - REDACT)	WAITING - HELD UP	(N TO S) BACK HIT FIRST J/P - UNKN JCT MID
V001	B	403 (POOR TURN OR MANOEUVRE)			

**130**

01170063690	SUN 08/10/2017 00:45	DARK	FARRINGDON RD J/W RAY ST	03 LINK 22-758	531360/182160
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
CASUALTY	001 (001)	(25 YRS - M - REDA)	SLIGHT PEDESTRIAN	STILL	UNKNOWN/OTHER
VEHICLE	001 (000)	LONDON BUS BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R J/P - UNKN UNKNOWN S/R



131

01170063817	TUE 03/10/2017 18:45	LIGHT	CLERKENWELL GREEN J/W CLERKENWELL RD	03 NODE 10	531530/182080
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
CASUALTY	001 (001)	(23 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - NOT REQ	(23 YRS - M - REDACT)	G/AHEAD - OTHER	(MOVE UNKN) BACK HIT FIRST J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	CAR BT - NOT REQ	(? YRS - M - REDACT)	TURNING RIGHT	(MOVE UNKN) FRONT HIT FIRST J/P - UNKN JCT CLEARED

132

01170064517	SAT 14/10/2017 01:30	DARK	SOUTHAMPTON ROW WC1 J/W HIGH HOLBORN WC1	02 NODE 24	530510/181530
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(24 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
CASUALTY	002 (001)	(59 YRS - F - REDA)	SLIGHT VEH/PILLION PAX	REAR SEAT PASSENGER	
CASUALTY	003 (001)	(27 YRS - F - REDA)	SLIGHT VEH/PILLION PAX	FRONT SEAT PASSENGER	
VEHICLE	001 (000)	CAR BT - NOT REQ	(24 YRS - M - REDACT)	WAITING - HELD UP	(N TO S) BACK HIT FIRST J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(24 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST J/P - UNKN JCT APP
V002	A	405 (FAILED TO LOOK PROPERLY)			

133

01170065768	SAT 21/10/2017 07:25	LIGHT	KINGSWAY J/W HIGH HOBORN	02 NODE 24	530510/181520	
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	DUAL CWY CROSSROADS	AUTO SIG	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (001)	(54 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER	
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(54 YRS - M - REDACT)	SLOWING/STOPPING	(N TO S) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
V001	A	408 (SUDDEN BRAKING)		V001 A	103 (SLIPPERY ROAD (DUE TO WEATHER))	

134

01170066626	THU 26/10/2017 11:16	LIGHT	THEOBALDS RD J/W LAMBS CONDUIT ST	02 NODE 64	530700/181840	
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (003)	(29 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(50 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) O/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	TAXI/PHV BT - NOT REQ	(48 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
VEHICLE	003 (000)	PED CYCLE BT - N/A	(29 YRS - F - REDACT)	O/TAKING - NON MOVING VEH	(E TO W) N/S HIT FIRST	J/P - UNKN JCT APP
V002	B	409 (SWERVED)				

**135**

01170067190	THU 19/10/2017 09:05	LIGHT	THEOBALDS RD 25M W OF J/W LAMB'S CONDUIT ST	02 LINK 64-73	530674/181836			
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(35 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A	(35 YRS - M - REDACT)		G/AHEAD - OTHER		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN
VEHICLE	002 (000)	OTHER VEH BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		SLOWING/STOPPING		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN

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**136**

01170069610	WED 25/10/2017 18:56	DARK	FARRINGTON RD 30M S OF J/W ST CROSS ST	02 LINK 758-759	531490/181910			
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	N/A	UNKNOWN S/R	UNKNOWN S/R
CASUALTY	001 (001)	(19 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C <= 50CC BT - DRV NOT CONTACTED	(19 YRS - M - REDACT)		O/TAKING - MOVING VEH		(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN

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137

01170070792	THU 16/11/2017 11:15	LIGHT	GREAT JAMES ST J/W THEOBALDS RD	02 LINK 64-73	530760/181890
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(26 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(26 YRS - M - REDACT) UNKNOWN S/R	G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	OTHER VEH BT - DRV NOT CONTACTED	(59 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R J/P - UNKN UNKNOWN S/R

138

01170071913	WED 22/11/2017 11:17	LIGHT	HIGH HOLBORN 50M E OF J/W CHANCERY LANE	00 LINK 762-827	531082/181614
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 (002)	(33 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	LONDON BUS BT - NEG	(47 YRS - M - REDACT)	MOVING OFF	(W TO E) FRONT HIT FIRST JOURNEY P/O WORK
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NEG	(33 YRS - M - REDACT)	WAITING - HELD UP	(W TO E) BACK HIT FIRST JOURNEY P/O WORK
VEHICLE	003 (000)	TAXI/PHV BT - NOT REQ	(55 YRS - M - REDACT)	WAITING - HELD UP	(W TO E) BACK HIT FIRST JOURNEY P/O WORK
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			

139

01170072044	THU 23/11/2017 02:23	DARK	CLERKENWELL RD J/W GRAYS INN RD	02 NODE 73	530990/181970		
POLICE - AT SCENE	ROAD-WET	RAINING - H WIND	SINGLE CWY	CROSSROADS	AUTO SIG	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (002)	(45 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(31 YRS - M - REDA)	SERIOUS	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(32 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	PHV - LICENCED BT - NOT REQ	(45 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) O/S HIT FIRST	JOURNEY P/O WORK JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)		V001	B	103 (SLIPPERY ROAD (DUE TO WEATHER))	
V001	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)		V001	A	902 (VEHICLE IN COURSE OF CRIME)	
V002	B	405 (FAILED TO LOOK PROPERLY)					

140

01170072166	THU 26/10/2017 12:40	LIGHT	SOUTHAMPTON ROW J/W THEOBALDS RD	02 NODE 62	530457/181692		
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(? YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(41 YRS - F - REDACT)		TURNING - LEFT	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - NOT REQ	(? YRS - M - REDACT)		G/AHEAD - OTHER	(SW TO NE) FRONT HIT FIRST	J/P - UNKN JCT APP

**141**

01170072177	THU 23/11/2017 09:06	LIGHT	THEOBALDS RD J/W EMERALD ST	02 LINK 64-73	530731/181860
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY T/STAG JUN	AUTH PER	PEDN PHASE ATS NONE IN 50M
CASUALTY	001 (001)	(29 YRS - F - REDA)	SLIGHT PEDESTRIAN	E BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	M/C 51-125CC BT - NEG	(30 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) JOURNEY P/O WORK N/S HIT JCT APP FIRST
C001	A	802 (FAILED TO LOOK PROPERLY)			

**142**

01170073274	MON 27/11/2017 16:33	DARK	THEOBALDS RD J/W HARPUR ST	02 NODE 64	530630/181810
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY T/STAG JUN	AUTH PER	ZEBRA XING NONE IN 50M
CASUALTY	001 (002)	(24 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NEG	(23 YRS - M - REDACT)	TURNING - LEFT	(W TO E) J/P - UNKN FRONT HIT L/MAIN RD FIRST
VEHICLE	002 (000)	M/C 126-500CC BT - NEG	(24 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) J/P - UNKN O/S HIT JCT MID FIRST
V002	A	405 (FAILED TO LOOK PROPERLY)		V002 A	606 (INEXPERIENCE OF DRIVING ON THE LEFT)

143

01170075501	MON 04/12/2017 06:45	LIGHT	CLERKENWELL RD 40M E OF J/W HATTON GARDEN	02 LINK 633-757	531310/182040		
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(52 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(30 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(52 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	PED CYCLE BT - N/A	(30 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) O/S HIT FIRST	J/P - UNKN

144

01170077394	TUE 12/12/2017 23:20	DARK	FARRINGTON RD J/W CHARTERHOUSE ST	02 NODE 759	531555/181661		
POLICE - AT SCENE	ROAD-WET	RAINING	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(30 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(25 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	PHV - LICENCED BT - NOT REQ	(43 YRS - M - REDACT)		WAITING - HELD UP	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED	(21 YRS - M - REDACT)		O/TAKING - NEARSIDE	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
V003	A	601 (AGGRESSIVE DRIVING)		V003	B	510 (DISTRACTION OUTSIDE VEHICLE)	

145

01170078066	THU 07/12/2017 06:50	DARK	FARRINGTON RD 80M N OF J/W CLERKENWELL RD	03 LINK 22-758	531380/182130
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY NO JUN IN 20M N/A	UNKNOWN S/R	UNKNOWN S/R
CASUALTY	001 (001)	(32 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED	(32 YRS - M - REDACT) UNKNOWN S/R	G/AHEAD - OTHER	(MOVE UNKN) DID NOT IMPACT J/P - UNKN

146

01180081025	MON 01/01/2018 12:45	LIGHT	THEOBALDS RD J/W RED LION ST	02 NODE 64	530690/181840
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(41 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
CASUALTY	002 (001)	(40 YRS - M - REDA)	SLIGHT VEH/PILLION PAX	FRONT SEAT PASSENGER	
CASUALTY	003 (002)	(27 YRS - F - REDA)	SLIGHT VEH/PILLION PAX	FRONT SEAT PASSENGER	
VEHICLE	001 (000)	CAR BT - NEG	(41 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NEG	(24 YRS - F - REDACT)	TURNING RIGHT	(W TO S) N/S HIT FIRST COMMUTING L/MAIN RD
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V002	B
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		403 (POOR TURN OR MANOEUVRE)	



147

01180081281	WED 03/01/2018 11:00	LIGHT	BACK HILL 77M N OF J/W CLARKENWELL RD NREST CLASSIFIED ROA	02 CELL 531000/182000	531263/182123		
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)	(13 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	PARKED		(P TO P) BACK HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	PED CYCLE BT - N/A	(13 YRS - M - REDACT)	MOVING OFF		(P TO E) FRONT HIT FIRST	J/P - UNKN
V002	B	408 (SUDDEN BRAKING)					

148

01180083732	MON 15/01/2018 18:10	DARK	KINGSWAY J/W HIGH HOLBORN	02 NODE 24	530520/181510		
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
ON 15TH JANUARY 2018 AT AROUND 18:10 IT WAS DARK, BUT THE AREA WAS WELL LIT. IT HAD BEEN RAINING SO THE ROAD WAS DAMP, BUT IT HAD STOPPED AT THE TIME OF THE INCIDENT. IT WAS BUSY ON THE ROADS AND FOOTPATH. VEHICLE 1 HAD JUST CROSSED THE JUNCTION WITH HIGH HOLBORN AND WAS HEADING SOUTH BOUND DOWN KINGSWAY. VEHICLE 1 WAS IN THE SOUTH BOUND CARRIAGE AND WAS IN THE LEFT HAND LANE. OUTSIDE 227 KINGSWAY, WHICH IS NEXT TO THE TUBE STATION, THE PAVEMENT IS FENCED OFF FROM THE CARRIAGEWAY. THE CAUSALITY 1 WAS WALKING IN-BETWEEN THE FENCE AND THE ROAD. (REDACTED) IT IS ALSO UNCLEAR IF SHE SLIPPED AND FELL INTO THE PATH OF VEHICLE 1 OF IF VEHICLE 1 HIT HER AND MADE HER FALL.							
CASUALTY	001 (001)	(21 YRS - F - REDA)	SERIOUS	PEDESTRIAN	S BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	LONDON BUS BT - NEG	(38 YRS - M - REDACT)	G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT CLEARED
V001	B	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)		C001	B	808 (CARELESS, RECKLESS OR IN A HURRY)	

149

01180084899	SUN 21/01/2018 11:48	LIGHT	SOUTHAMPTON ROW J/W THEOBALDS RD	02 NODE 62	530460/181680		
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(30 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(30 YRS - F - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	COMMUTING JCT MID
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		TURNING RIGHT	(W TO S) FRONT HIT FIRST	J/P - UNKN JCT MID
V002	B	103 (SLIPPERY ROAD (DUE TO WEATHER))		V002	B	405 (FAILED TO LOOK PROPERLY)	

150

01180086400	THU 18/01/2018 19:41	DARK	NFL CLERKENWELL RD J/W TURNMILL ST	03 NODE 10	531510/182070		
SELF-REPORTED	ROAD-DRY	WEATHER- FINE	UNKNOWN	CROSSROADS	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(25 YRS - F - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	M/C <= 50CC BT - DRV NOT CONTACTED	(19 YRS - M - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

**151**

01180090110 WED 14/02/2018 08:58 LIGHT THEOBALDS RD J/W BEDFORD ROW 02 LINK 64-73 530770/181870  
 POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY CROSSROADS GIVEWAY /UNCONT NO XING FACIL IN 50M NONE IN 50M

APPARENTLY VEHICLE ONE (1) WAS TRAVELLING EASTBOUND ALONG THEOBALDS ROAD APPROACHING A JUNCTION WITH BEDFORD ROW, VEHICLE ONE (1) CUT ACROSS TRAFFIC WHILST TURNING EARLY TO GET AHEAD OF APPROACHING TRAFFIC TO TURN RIGHT INTO BEDFORD ROW. ONCE VEHICLE ONE (1) COMPLETED THIS TURNING, IT ARRIVED ONTO BEDFORD ROW ON THE WRONG SIDE OF THE LANE. AS VEHICLE ONE (1) TURNED ONTO BEDFORD ROW, IT STRUCK THE PEDESTRIAN ON THE FRONT OFFSIDE OF THE VEHICLE CAUSING THE PEDESTRIAN TO FALL TO THE GROUND AND HITTING HER HEAD ONTO THE ROAD SURFACE. (REDACTED)

CASUALTY	001 (001)	(37 YRS - F - REDA)	SERIOUS	PEDESTRIAN	W BOUND	FROM DRIVERS O/SIDE
VEHICLE	001 (000)	PHV - LICENCED BT - NEG	(50 YRS - M - REDACT)	TURNING RIGHT	(SW TO SE) FRONT HIT FIRST	JOURNEY P/O WORK L/MAIN RD
V001	A	403 (POOR TURN OR MANOEUVRE)		V001	A	405 (FAILED TO LOOK PROPERLY)

**152**

01180091325 FRI 09/02/2018 06:47 DARK NFL CHARTERHOUSE ST J/W FARRINGDON RD 02 NODE 759 531590/181670  
 SELF-REPORTED ROAD-DRY WEATHER-FINE UNKNOWN CROSSROADS UNKNOWN S/R UNKNOWN S/R UNKNOWN S/R

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(52 YRS - F - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER
VEHICLE	001 (000)	PED CYCLE BT - N/A	(? YRS - M - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R
						J/P - UNKN UNKNOWN S/R

<b>153</b>	01180091660	TUE 20/02/2018 10:30	LIGHT	ROSEBERY AVENUE 25M N OF J/W CLERKENWELL RD	02 LINK 74-756	531057/182024
SELF-REPORTED	ROAD-WET	RAINING	DUAL CWY	NO JUN IN 20M	N/A	PEDN PHASE ATS NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (001)	(28 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(28 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R J/P - UNKN
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

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<b>154</b>	01180094050	SUN 04/03/2018 16:08	LIGHT	RED LION ST 25M N OF J/W PRESTON ST	02 LINK 25-64	530720/181800
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M	N/A	UNKNOWN S/R NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (001)	(22 YRS - F - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST J/P - UNKN

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**155**

01180094123	MON 05/03/2018 14:40	LIGHT	DRAKE ST 23M N OF J/W FISHER ST			02 LINK 27-63	530559/181678
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SLIP ROAD	NO JUN IN 20M	N/A	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(37 YRS - F - REDA)	SLIGHT	PEDESTRIAN	NE BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(? YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN

**156**

01180095071	FRI 09/03/2018 08:38	LIGHT	MOUNT PLEASANT J/W GRAYS INN RD			02 NODE 73	531000/181980
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(52 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(52 YRS - M - REDACT)		G/AHEAD - OTHER	(NE TO SW) BACK HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		G/AHEAD - OTHER	(NE TO SW) FRONT HIT FIRST	J/P - UNKN JCT APP

157

01180095601 MON 12/03/2018 08:35 LIGHT FARRINGDON RD J/W CHARTERHOUSE ST 02 NODE 759 531560/181660  
 POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE ATS NONE IN 50M  
 APPARENTLY, VEHICLE 1 WAS TRAVELLING WESTBOUND ON CHARTERHOUSE STREET TOWARDS JUNCTION FARRINGDON ROAD. VEHICLE 2 WAS TRAVELLING NORTHBOUND ON FARRINGDON ROAD WHEN BOTH VEHICLES CAME TO JUNCTION WHICH IS CURRENTLY CONTROLLED BY TEMPORARY ATS WHICH IS CURRENTLY COVERING PERMANENT ATS WHICH IS ALSO CONTROLLED BY A BOX JUNCTION. VEHICLE 1 HAS THEN APPARENTLY DROVE INTO THE BOX JUNCTION WHEN THE LIGHTS WERE GREEN BY ATS, AS THE ATS HAS CHANGED, VEHICLE 2 HAS THEN MOVED INTO THE BOX JUNCTION AND HAS COLLIDED WITH VEHICLE 1. (REDACTED)

CASUALTY	001 (002)	(52 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(39 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) O/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	M/C >500CC BT - NOT REQ	(52 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

158

01180096919 THU 08/03/2018 06:15 LIGHT GRAYS INN RD 25M W OF J/W ELM ST 02 LINK 68-73 530920/182100  
 SELF-REPORTED ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M N/A UNKNOWN S/R UNKNOWN S/R  
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(39 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(39 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

**159**

01180097395	WED 21/03/2018 08:50	LIGHT	CLERKENWELL RD J/W WHITE BEAR YARD	02 LINK 74-633	531230/182030
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)	(26 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER
CASUALTY	002 (002)	(27 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(43 YRS - M - REDACT)	WAITING - HELD UP	(W TO E) N/S HIT FIRST JOURNEY P/O WORK JCT CLEARED
VEHICLE	002 (000)	PED CYCLE BT - N/A	(27 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) N/S HIT FIRST COMMUTING JCT CLEARED
C001	B	802 (FAILED TO LOOK PROPERLY)			

**160**

01180099363	THU 29/03/2018 14:10	LIGHT	CLERKENWELL RD J/W TURNMILL ST	03 NODE 10	531490/182070
POLICE - AT SCENE	ROAD-DRY	WEATHER-UNKNOWN	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
V001 IS A MOPED WHICH WAS HELD AT THE RED ATS ON CLERKENWELL ROAD. THE VEHICLE IS WEST BOUND. PEDESTRIAN CASUALTY IS WALKING NORTH ON TURNMILL STREET TRYING TO USE THE PEDESTRIAN CROSSING WHICH V001 IS HELD AT. SHE IS LOOKING TO WALK ACROSS THE ROAD IN ORDER TO HEAD HOME. (REDACTED)					
CASUALTY	001 (001)	(74 YRS - F - REDA)	SERIOUS	PEDESTRIAN	N BOUND FROM DRIVERS N/SIDE
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(38 YRS - M - REDACT)	MOVING OFF	(E TO W) FRONT HIT FIRST J/P - UNKN JCT APP
C001	A	802 (FAILED TO LOOK PROPERLY)		C001 A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

**161**

01180102383	FRI 06/04/2018 17:23	LIGHT	HIGH HOLBORN J/W SOUTHAMPTON ROW	02 NODE 24	530490/181510	
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PELICAN OR SIML	NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (001)	(? YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER	
VEHICLE	001 (000)	LONDON BUS BT - DRV NOT CONTACTED	(20 YRS - M - REDACT)	G/AHEAD - OTHER	(MOVE UNKN) DID NOT IMPACT	JOURNEY P/O WORK JCT APP

**162**

01180102773	THU 19/04/2018 21:15	DARK	FARRINGDON LANE J/W FARRINGDON LANE	03 CELL 531000/182000	531440/182130	
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	PEDN PHASE ATS	UNKNOWN S/R	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (001)	(40 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(40 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R



163

01180102995	FRI 20/04/2018 18:45	LIGHT	GRAY'S INN SQUARE J/W VERULAM ST	02 LINK 73-762	531060/181820
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(31 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
CASUALTY	002 (001)	(27 YRS - F - REDA)	SLIGHT	PEDESTRIAN	N BOUND FROM DRIVERS N/SIDE
VEHICLE	001 (000)	PED CYCLE BT - N/A	(31 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) COMMUTING FRONT HIT JCT APP FIRST
V001	A	405 (FAILED TO LOOK PROPERLY)		V001	B 403 (POOR TURN OR MANOEUVRE)
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			

164

01180103208	SAT 21/04/2018 22:30	DARK	CHARTERHOUSE ST J/W FARINGDON RD	02 NODE 759	531550/181650
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)	(42 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(44 YRS - M - REDACT)	TURNING RIGHT	(N TO S) N/S HIT FIRST J/P - UNKN L/MAIN RD
VEHICLE	002 (000)	M/C >500CC BT - NOT REQ	(31 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST J/P - UNKN JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)			

165

01180103708	TUE 24/04/2018 08:45	LIGHT	JOHN ST J/W THEOBALDS RD	02 LINK 64-73	530890/181930	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (002)	(48 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	TURNING - LEFT	(W TO N) N/S HIT FIRST	J/P - UNKN L/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A	(48 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) O/S HIT FIRST	COMMUTING JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)				

166

01180104133	WED 18/04/2018 17:10	LIGHT	FARRINGTON RD J/W CLERKENWELL RD	03 CELL 531000/182000	531420/182060		
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(35 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(35 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

**167**

01180105955 FRI 04/05/2018 12:11 LIGHT CLERKENWELL RD 15M W OF J/W SAFFRON HILL 02 NODE 757 531320/182040  
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVEWAY /UNCONT ZEBRA XING NONE IN 50M

APPARENTLY VEH001 WAS MOVING EASTBOUND ON CLERKENWELL ROAD INTENDING TO TURN RIGHT ON TO SAFFRON HILL. VEH001 HAS INDICATED TO TURN RIGHT, CHECKED MIRRORS AND BEGUN TO MOVE INTO THE MIDDLE OF THE CARRIAGE WAY TO TURN RIGHT. VEH002 WAS MOVING DOWN THE MIDDLE OF THE ROAD, AND HAS SEEN VEH001 MOVING OVER. VEH002 HAS TRIED TO AVOID THE COLLISION AND BRAKED SUDDENLY, FALLING OFF.

CASUALTY	001 (002)	(28 YRS - F - REDA)	SERIOUS	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NEG	(68 YRS - M - REDACT)	TURNING RIGHT	(W TO E) O/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(28 YRS - F - REDACT)	O/TAKING - MOVING VEH	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V002	B	408 (SUDDEN BRAKING)
V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)		V001	B	405 (FAILED TO LOOK PROPERLY)

**168**

01180106059 SAT 05/05/2018 13:23 LIGHT FARRINGDON RD J/W GREVILLE ST 02 LINK 758-759 531510/181800  
 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 (001)	(35 YRS - F - REDA)	SLIGHT	PEDESTRIAN	E BOUND	FROM DRIVERS O/SIDE
VEHICLE	001 (000)	TAXI/PHV BT - NOT REQ	(47 YRS - F - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
C001	A	802 (FAILED TO LOOK PROPERLY)		C001	A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)
C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)		C001	A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

**169**

01180107941	MON 14/05/2018 17:16	LIGHT	FARRINGDON RD J/W CLERKENWELL RD	03 NODE 758	531420/182060	
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (001)	(26 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(26 YRS - F - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING 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

**170**

01180109335	WED 16/05/2018 12:30	LIGHT	NFL CLERKENWELL RD J/W TURNMILL ST	03 NODE 10	531500/182070	
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN AUTO SIG	PEDN PHASE ATS	UNKNOWN S/R	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (001)	(34 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	M/C >500CC BT - DRV NOT CONTACTED	(34 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	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

171

01180109852 WED 23/05/2018 11:11 LIGHT THEOBALDS RD J/W SOUTHAMPTON ROW 02 NODE 62 530450/181710  
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST CROSSROADS AUTO SIG PEDN PHASE ATS NONE IN 50M

ACCORDING TO WITNESSES, THERE ARE THREE LANES OF TRAFFIC ON THIS ONE WAY STREET. THE FIRST TWO LANE ARE AHEAD ONLY AND THE FAR RIGHT IS RIGHT TURN ONLY TOWARDS HIGH HOLBORN. THE TWO AHEAD LANES HAD STOPPED AT THE PEDESTRIAN CROSSING DUE TO TRAFFIC AHEAD. THE FEMALE (INJURED PARTY) HAD CROSSED IN FRONT OF THE TWO STATIONARY VEHICLES AT THE CROSSING WHILE THE RED MAN WAS STILL LIT. SHE HAS STEPPED OUT ONTO THE RIGHT HAND TURN LANE AND THE VAN HAS GONE THROUGH THE CROSSING AS THE LIGHTS FOR VEHICLES WAS STILL GREEN. THE VAN HAS ATTEMPTED TO AVOID THE FEMALE AND COME TO A STOP HITTING THE CURB ON THE RIGHT HAND SIDE, HOWEVER UNFORTUNATELY HAS RUN OVER THE FEMALES LEFT FOOT AND SHE HAS HIT HER HEAD ON THE VAN WING MIRROR. (REDACTED) THE VAN WAS DRIVING BETWEEN 5 AND 10 MPH.

CASUALTY 001 (001) (17 YRS - F - REDA) SERIOUS PEDESTRIAN UNKNOWN FROM DRIVERS N/SIDE - MASKED  
 VEHICLE 001 (000) VAN/GOODS => 3.5T (42 YRS - M - REDACT) G/AHEAD - OTHER (SW TO NE) JOURNEY P/O WORK N/S HIT JCT CLEARED FIRST  
 C001 A 802 (FAILED TO LOOK PROPERLY) C001 A 801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)  
 C001 A 999 (OTHER - PLEASE SPECIFY BELOW)

172

01180110259 FRI 25/05/2018 00:04 DARK FARRINGDON RD J/W RAY ST 03 LINK 22-758 531350/182160  
 POLICE - AT SCENE 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) (25 YRS - F - REDA) SLIGHT PEDESTRIAN N BOUND FROM DRIVERS N/SIDE  
 VEHICLE 001 (000) PHV - LICENCED (36 YRS - M - REDACT) G/AHEAD - L-HAND BEND (E TO W) JOURNEY P/O WORK FRONT HIT JCT MID FIRST  
 V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) C001 B 802 (FAILED TO LOOK PROPERLY)

**173**

01180110260	THU 24/05/2018 22:15	DARK	FARRINGDON RD J/W GREVILLE ST	03 CELL 531500/181500	531520/181790	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN	AUTO SIG	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (001)	(37 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(37 YRS - F - REDACT)	SLOWING/STOPPING	(S TO N) BACK HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(24 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				

**174**

01180110370	FRI 25/05/2018 13:40	LIGHT	THEOBALDS RD J/W SOUTHAMPTON ROW	02 NODE 62	530480/181700		
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	ZEBRA XING	NONE IN 50M
PEDESTRIAN WAS STANDING OUTSIDE THE GRANGE HOTEL IN FRONT OF A BARRIER IN MIDDLE OF ROAD. PEDESTRIAN HAS BACK TO VAN THAT HAS CAUGHT HIS FOOT MAKING THE LEFT TURN TOWARDS SOUTHAMPTON ROAD HEADING SOUTHBOUND TOWARDS HOLBORN TUBE. SUBJECT HAS THEN SCREAMED STOP AND THEN THE VAN HAS STOPPED BEFORE MAKING OFF.							
CASUALTY	001 (001)	(33 YRS - M - REDA)	SERIOUS	PEDESTRIAN	STILL	UNKNOWN/OTHER	
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	MOVING OFF	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP	
V001	A	403 (POOR TURN OR MANOEUVRE)					

**175**

01180113651	SUN 27/05/2018 01:00	DARK	KING'S MEWS 68M N OF J/W THEOBALDS RD			02 CELL 530500/182000	530920/182000
SELF-REPORTED	ROAD-WET	RAINING	SINGLE CWY	NO JUN IN 20M	N/A	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(26 YRS - F - REDA)	SLIGHT	PEDESTRIAN		W BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R		(MOVE UNKN) J/P - UNKN FRONT HIT FIRST

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**176**

01180114460	FRI 15/06/2018 08:10	LIGHT	FARRINGTON RD J/W GREVILLE ST			02 LINK 758-759	531520/181780
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(48 YRS - M - REDA)	SLIGHT	PEDESTRIAN		W BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	PED CYCLE BT - N/A	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R		(MOVE UNKN) J/P - UNKN UNKNOWN UNKNOWN S/R S/R

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**177**

01180115619	WED 20/06/2018 19:50	LIGHT	FARRINGDON LANE J/W CLERKENWELL RD	03 NODE 10	531480/182070
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY T/STAG JUN GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(31 YRS - F - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(30 YRS - M - REDACT)	TURNING RIGHT	(E TO N) FRONT HIT FIRST JOURNEY P/O WORK L/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A	(31 YRS - F - REDACT)	G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST COMMUTING JCT APP
V001	A	706 (DAZZLING SUN)			

**178**

01180115683	THU 21/06/2018 07:45	LIGHT	KINGSWAY J/W HIGH HOLBORN	02 NODE 24	530520/181510
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 (002)	(32 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(24 YRS - M - REDACT)	CHNG LANE - LEFT	(N TO S) BACK HIT FIRST JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	M/C 126-500CC BT - NOT REQ	(32 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST COMMUTING JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)			



**179**

01180116475	SUN 24/06/2018 15:30	LIGHT	VERNON PLACE J/W BLOOMSBURY SQUARE	02 LINK 62-630	530420/181650
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

APPARENTLY V001 WAS DRIVING WEST TO EAST ON VERNON PLACE, WC1. CASUALTY C001 SUDDENLY RAN OUT OFF THE PAVEMENT INTO THE STREET AND WAS HIT BY V001 ON THE FRONT NEARSIDE BUMPER. V001 SWERVED TO AVOID C001 BUT THE COLLISION OCCURRED DESPITE HIS ACTIONS. (REDACTED)

CASUALTY	001 (001)	(3 YRS - M - REDA)	SERIOUS	PEDESTRIAN	S BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(36 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) N/S HIT FIRST	JOURNEY P/O WORK JCT CLEARED
C001	A	802 (FAILED TO LOOK PROPERLY)		C001	A	805 (DANGEROUS ACTION IN CARRIAGEWAY (EG PLAYING))

**180**

01180116963	TUE 26/06/2018 17:00	LIGHT	GRAYS INN RD J/W GRAYS INN RD	02 LINK 68-73	530860/182200
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PELICAN OR SIML	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(57 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(33 YRS - M - REDACT)	WAITING - HELD UP	(S TO N) N/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(57 YRS - M - REDACT)	WAITING - HELD UP	(S TO N) N/S HIT FIRST	J/P - UNKN JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)		V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

**181**

01180118104	MON 02/07/2018 07:15	LIGHT	FARRINGDON LANE J/W SAFFRON ST	02 LINK 758-759	531450/181990
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(? YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(? YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(20 YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R

**182**

01180122584	SUN 22/07/2018 19:45	LIGHT	PROCTER ST J/W HIGH HOLBORN	02 NODE 27	530590/181540
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST T/STAG JUN AUTH PER	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(30 YRS - F - REDA)	SLIGHT	PEDESTRIAN	E BOUND
VEHICLE	001 (000)	PED CYCLE BT - N/A	(17 YRS - M - REDACT)	G/AHEAD - R-HAND BEND	FROM DRIVERS N/SIDE (N TO S) FRONT HIT FIRST
V001	A	405 (FAILED TO LOOK PROPERLY)		V001	A
V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)		V001	A

**183**

01180125950	WED 08/08/2018 19:20	LIGHT	A5200 J/W COLEY ST	02 LINK 68-73	530870/182200
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(32 YRS - F - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(32 YRS - F - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - F - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R

**184**

01180126078	THU 09/08/2018 15:25	LIGHT	HATTON WALL J/W HATTON GARDEN	02 LINK 633-761	531300/181994
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(61 YRS - M - REDA)	SLIGHT	PEDESTRIAN	W BOUND
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(31 YRS - M - REDACT)	TURNING RIGHT	FROM DRIVERS N/SIDE (E TO S) FRONT HIT FIRST
C001	A	802 (FAILED TO LOOK PROPERLY)			JOURNEY P/O WORK JCT MID

**185**

01180127265	WED 15/08/2018 18:00	LIGHT	HIGH HOLBORN J/W A40			02 NODE 27	530610/181540
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)	(46 YRS - M - REDA)	SLIGHT	PEDESTRIAN		N BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	PED CYCLE BT - N/A	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

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**186**

01180129264	TUE 03/07/2018 06:45	LIGHT	GRAYS INN RD J/W GRAYS INN RD			02 NODE 68	530820/182250
SELF-REPORTED	UNKNOWN S/R	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(41 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(41 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	VAN/GOODS >3.5 - 7.5T BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

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187

01180129705 THU 30/08/2018 09:45 LIGHT CLERKENWELL RD J/W ROSEBERY AVENUE 02 NODE 74 531060/182000  
 SELF-REPORTED ROAD-DRY WEATHER-FINE SINGLE CWY OTHER JUN UNKNOWN S/R PEDN PHASE ATS CTRL - AUTH PERSON

HAVING CROSSED GRAY'S INN RD PAST THE CONSTRUCTION, I WAS BIKING WITH 2 OR 3 OTHER CYCLISTS, WITH THE MOPED BEHIND US. AS ROSEBERY BRANCHES OFF TO THE LEFT, I CONTINUED STRAIGHT (ALONG THE LEFT SIDE LINE OF THE LANE CONTINUING WITH CLERKENWELL), THIS IS NORMALLY THE WAY THE TRAFFIC MERGES TO STAY ON CLERKENWELL. (REDACTED) THEN I LOOKED FORWARD, TO MERGE JUST IN TIME TO SEE THE MOPED OVERTAKE ME ON MY RIGHT AND CUT IN FRONT OF ME AS IT TURNED LEFT ONTO ROSEBERY. (REDACTED) AND I ALMOST IMMEDIATELY HIT THE BACK OF THE MOPED ON ITS LEFT SIDE. I FLEW OVER MY HANDLEBARS AND SWAN DOVE ONTO THE ROAD, LANDING ON MY LEFT HAND (PARTLY RIGHT) AND MY RIGHT CHEST. (REDACTED)

CASUALTY	001 (001)	(33 YRS - F - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(33 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	OTHER VEH BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

188

01180131201 FRI 07/09/2018 17:08 LIGHT FARRINGDON RD J/W ST CROSS ST 02 LINK 758-759 531480/181930  
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVEWAY /UNCONT NO XING FACIL IN 50M NONE IN 50M

VEH 1 WAS TURNING RIGHT ONTO FARRINGDON ROAD, BOTH LANES OF TRAFFIC ON THE MAIN CARRIAGEWAY HAD STOPPED TO LET HIM GO, INC VEH3. VEH 2 HAS THEN OVERTAKEN THE STATIONARY VEH 3 ON THE OFFSIDE AND COLLIDED WITH VEH 1

CASUALTY	001 (002)	(38 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(32 YRS - M - REDACT)		TURNING RIGHT	(W TO E) FRONT HIT FIRST	COMMUTING E/MAIN RD
VEHICLE	002 (000)	M/C 126-500CC BT - NOT PROVD	(38 YRS - M - REDACT)		O/TAKING - NON MOVING VEH	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	003 (000)	CAR BT - NOT REQ	(33 YRS - M - REDACT)		WAITING - HELD UP	(N TO S) FRONT HIT FIRST	COMMUTING JCT APP
V002	A	405 (FAILED TO LOOK PROPERLY)			V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)
V001	B	405 (FAILED TO LOOK PROPERLY)					

**189**

01180132014	TUE 11/09/2018 22:50	DARK	HIGH HOLBORN J/W GRAYS INN RD	02 NODE 762	531160/181600
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY T/STAG JUN	AUTO SIG	PEDN PHASE ATS
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(37 YRS - M - REDA)	SLIGHT	PEDESTRIAN	S BOUND
VEHICLE	001 (000)	CAR BT - NOT REQ	(24 YRS - M - REDACT)	G/AHEAD - OTHER	FROM DRIVERS N/SIDE (W TO E) J/P - UNKN N/S HIT JCT MID FIRST
V001	A	103 (SLIPPERY ROAD (DUE TO WEATHER))		C001	A
C001	A	806 (IMPAIRED BY ALCOHOL)		C001	A
C001	A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)		C001	A
					802 (FAILED TO LOOK PROPERLY) 809 (PEDESTRIAN WEARING DARK CLOTHING AT NIGHT) 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

**190**

01180132239	WED 12/09/2018 18:45	LIGHT	THEOBALDS RD 21M W OF J/W JOHN ST	02 LINK 64-73	530873/181924
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(36 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	CAR BT - NOT REQ	(48 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) JOURNEY P/O WORK BACK HIT FIRST
VEHICLE	002 (000)	PED CYCLE BT - N/A	(36 YRS - M - REDACT)	O/TAKING - NEARSIDE	(W TO E) COMMUTING BACK HIT FIRST
V002	B	403 (POOR TURN OR MANOEUVRE)		V002	B
					404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)

**191**

01180132622	FRI 14/09/2018 18:49	LIGHT	BLOOMSBURY WAY J/W BLOOMSBURY SQUARE	02 NODE 630	530390/181630	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (002)	(31 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	LONDON BUS BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	SLOWING/STOPPING	(SW TO NE) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(31 YRS - F - REDACT)	G/AHEAD - OTHER	(SW TO NE) O/S HIT FIRST	COMMUTING JCT APP
V001	A	710 (VEHICLE BLIND SPOT)				

**192**

01180132731	FRI 14/09/2018 18:25	LIGHT	BLOOMSBURY WAY J/W BLOOMSBURY SQUARE	02 NODE 630	530390/181640	
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	ONE-WAY ST T/STAG JUN UNKNOWN S/R	ZEBRA XING	UNKNOWN S/R	
NOT KNOWN HOW COLLISION OCCURRED						
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	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	BUS/COACH >=17 PAX BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

193

01180133404	TUE 18/09/2018 22:30	DARK	FARRINGDON RD J/W RAY ST	03 LINK 22-758	531350/182150
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN	AUTO SIG	NO XING FACIL IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(49 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	SLOWING/STOPPING	(S TO N) FRONT HIT FIRST
VEHICLE	002 (000)	PHV - LICENCED BT - NOT REQ	(49 YRS - M - REDACT)	WAITING - HELD UP	(S TO N) BACK HIT FIRST
V001	B	501 (IMPAIRED BY ALCOHOL)		V001	B
V001	B	503 (FATIGUE)			502 (IMPAIRED BY DRUGS (ILLCIT OR MEDICINAL))

194

01180133416	TUE 18/09/2018 22:47	LIGHT	THEOBALDS RD J/W BOSWELL ST	02 NODE 63	530520/181750
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY T/STAG JUN	STOP SGN	NO XING FACIL IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(40 YRS - F - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(40 YRS - F - REDACT)	G/AHEAD - OTHER	(W TO E) N/S HIT FIRST
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	TURNING - LEFT	(W TO E) FRONT HIT FIRST
V002	B	403 (POOR TURN OR MANOEUVRE)		V002	B
					602 (CARELESS, RECKLESS OR IN A HURRY)



**195**

01180133828	THU 20/09/2018 14:24	LIGHT	GRAYS INN RD 25M S OF J/W HIGH HOLBORN NREST CLASSIFIED RO	02 LINK 73-762	531110/181690
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY NO JUN IN 20M N/A	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(39 YRS - M - REDA)	SLIGHT PEDESTRIAN	N BOUND	UNKNOWN/OTHER
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) J/P - UNKN BACK HIT FIRST

**196**

01180135043	WED 26/09/2018 11:47	LIGHT	SOUTHAMPTON ROW J/W VERNON PLACE	02 NODE 62	530450/181650
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)	(25 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG	(63 YRS - M - REDACT)	WAITING - TURN RIGHT	(W TO S) JOURNEY P/O WORK FRONT HIT JCT MID FIRST
VEHICLE	002 (000)	PED CYCLE BT - N/A	(25 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) JOURNEY P/O WORK FRONT HIT JCT MID FIRST
V001	A	405 (FAILED TO LOOK PROPERLY)		V001	B
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

**197**

01180137292	SAT 06/10/2018 18:39	DARK	CLERKENWELL RD J/W GRAYS INN RD	02 NODE 73	530980/181970		
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(24 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(24 YRS - F - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		MOVING OFF	(E TO S) N/S HIT FIRST	J/P - UNKN JCT MID
V002	A	405 (FAILED TO LOOK PROPERLY)		V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	

**198**

01180137856	TUE 09/10/2018 15:38	LIGHT	CLERKENWELL RD 25M E OF J/W SAFFRON HILL	02 LINK 757-758	531370/182050		
POLICE - AT SCENE	ROAD-DRY	WEATHER- FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
APPARENTLY THE PEDESTRIAN WAS CROSSING THE ROAD BETWEEN STATIONARY VEHICLES, IN A LOCATION WHERE THERE USED TO BE A PEDESTRIAN CROSSING, SHE WAS ON HER PHONE AT THE TIME WITH IT IN HER PALM. (REDACTED) THE RIDER WAS FILTERING THROUGH TRAFFIC ON THE OFFSIDE AND AS THE PEDESTRIAN STEPPED OUT COLLIDED WITH THE FRONT OF THE MOPED FALLING AND CAUSING MINOR SCRATCHES TO THE MOPED. THERE WAS A PEDESTRIAN CROSSING EITHER SIDE OF WHERE SHE CROSSED THE NEAREST WAS ROUGHLY 10 METRES AWAY. (REDACTED)							
CASUALTY	001 (001)	(35 YRS - F - REDA)	SERIOUS	PEDESTRIAN	S BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(26 YRS - M - REDACT)		O/TAKING - NON MOVING VEH	(W TO E) FRONT HIT FIRST	COMMUTING
C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)					

**199**

01180138027	SAT 06/10/2018 05:53	LIGHT	HIGH HOLBORN J/W SOUTHAMPTON ROW	02 NODE 24	530530/181530
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)	(64 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER
CASUALTY	002 (001)	(28 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER
VEHICLE	001 (000)	BUS/COACH >=17 PAX BT - NOT REQ	(27 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) DID NOT IMPACT JOURNEY P/O WORK JCT APP
V001	B	603 (NERVOUS, UNCERTAIN OR PANIC)			

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**200**

01180138364	THU 11/10/2018 13:30	LIGHT	GRAYS INN RD 10MN OF J/W PORTPOOL LANE	02 LINK 73-762	531026/181899
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)	(59 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(45 YRS - M - REDACT)	SLOWING/STOPPING	(S TO N) DID NOT IMPACT J/P - UNKN JCT CLEARED
C001	B	808 (CARELESS, RECKLESS OR IN A HURRY)			

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**201**

01180139155	MON 15/10/2018 12:00	LIGHT	KINGSWAY J/W SOUTHAMPTON ROW WC1	02 NODE 24	530500/181530	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	CTRL - AUTH PERSON	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (002)	(27 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(42 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A	(27 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
V002	A	305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)		V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)
V002	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)				

**202**

01180139787	WED 17/10/2018 18:00	DARK	THEOBALDS RD J/W GRAYS INN RD	02 NODE 73	530990/181970		
SELF-REPORTED	ROAD-WET	WEATHER-FINE	DUAL CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M		
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(24 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(24 YRS - F - REDACT)	UNKNOWN S/R	(MOVE UNKN) DID NOT IMPACT	COMMUTING UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(58 YRS - M - REDACT)	SNGL TRAILER	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

**203**

01180141325	THU 25/10/2018 21:00	DARK	FARRINGTON RD J/W GREVILLE ST	02 LINK 758-759	531520/181800
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 (001)	(50 YRS - F - REDA)	SLIGHT PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) J/P - UNKN FRONT HIT JCT APP FIRST
C001	A	802 (FAILED TO LOOK PROPERLY)		C001	A
V001	A	603 (NERVOUS, UNCERTAIN OR PANIC)			804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

**204**

01180141425	FRI 26/10/2018 08:40	LIGHT	GRAYS INN RD 70MN OF J/W THEOBALDS RD NREST CLASSIFIED	02 LINK 68-73	530980/182020
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY NO JUN IN 20M N/A	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(33 YRS - M - REDA)	SLIGHT PEDESTRIAN	W BOUND	FROM DRIVERS O/SIDE - MASKED
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	O/TAKING - NON MOVING VEH	(S TO N) J/P - UNKN FRONT HIT FIRST
V001	B	999 (OTHER - PLEASE SPECIFY BELOW)			

**205**

01180142220	MON 29/10/2018 20:50	DARK	NFL CLERKENWELL GREEN J/W FARRINGDON LANE	03 NODE 10	531486/182073
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN UNKNOWN S/R	PEDN PHASE ATS	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(24 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(24 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(59 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST J/P - UNKN UNKNOWN S/R

**206**

01180142506	TUE 30/10/2018 17:25	DARK	CLERKENWELL RD J/W CLERKENWELL GREEN	03 LINK 10-13	531530/182080
SELF-REPORTED	ROAD-DRY	WEATHER-OTHER	SINGLE CWY OTHER JUN UNKNOWN S/R	PEDN PHASE ATS	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(46 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED	(46 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R
VEHICLE	002 (000)	PED CYCLE BT - N/A	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST J/P - UNKN UNKNOWN S/R

207

01180142780	THU 01/11/2018 17:10	LIGHT	CLERKENWELL RD J/W SAFFRON HILL	02 NODE 757	531340/182040		
POLICE - AT SCENE	ROAD-WET	RAINING	DUAL CWY	CROSSROADS	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(34 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(34 YRS - M - REDACT)		O/TAKING - NEARSIDE	(E TO W) DID NOT IMPACT	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(36 YRS - M - REDACT)		WAITING - HELD UP	(E TO W) DID NOT IMPACT	COMMUTING JCT APP
V001	B	103 (SLIPPERY ROAD (DUE TO WEATHER))			V001	A	408 (SUDDEN BRAKING)

208

01180142844	FRI 02/11/2018 07:45	LIGHT	FARRINGDON RD J/W CLERKENWELL RD	03 NODE 758	531430/182060		
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(27 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(27 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING 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

**209**

01180142926	THU 01/11/2018 23:45	DARK	NFL THEOBALDS RD J/W LAMB'S CONDUIT ST	02 NODE 64	530690/181850
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(27 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(27 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R COMMUTING JCT MID
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST J/P - UNKN JCT MID

**210**

01180143672	TUE 06/11/2018 08:11	LIGHT	NFL FARRINGDON RD J/W RAY ST BRDG	03 LINK 22-758	531369/182160
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN UNKNOWN S/R	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(17 YRS - F - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(17 YRS - F - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R J/P - UNKN UNKNOWN S/R



**211**

01180144125 THU 08/11/2018 09:00 LIGHT CLERKENWELL RD J/W LEATHER LANE 02 LINK 74-633 531190/182030  
 POLICE - AT SCENE ROAD-DRY WEATHER- SINGLE CWY OTHER JUN GIVEWAY /UNCONT NO XING FACIL IN 50M NONE IN 50M  
 FINE

ON THURSDAY 08TH NOVEMBER VEHICLE 001 HAS BEEN DRIVING WEST BOUND ON CLARKENWELL ROAD EC1. DRIVER HAS STOPPED DUE TO HEAVY TRAFFIC AND PASSENGER HAS REQUESTED TO JUMP OUT. AS PASSENGER HAS GONE TO EXIT THE VEHICLE THE DRIVER HAS WARNED HIM TO BE CAREFUL. PASSENGER LOOKS TO MAKE SURE IT CLEAR BEFORE OPENING THE DOOR FURTHER. AS PASSENGER OPENS THE DOOR AND CLIPS A CYCLIST UNDERTAKING VEHICLE 001 WHO WAS USING THE CYCLE LANE.

CASUALTY	001 (002)	(27 YRS - M - REDA)	SERIOUS	DRIVER/RIDER		
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(31 YRS - M - REDACT)		WAITING - HELD UP	(E TO W) N/S HIT FIRST JOURNEY P/O WORK JCT CLEARED
VEHICLE	002 (000)	PED CYCLE BT - N/A	(27 YRS - M - REDACT)		O/TAKING - NEARSIDE	(E TO W) FRONT HIT FIRST J/P - UNKN JCT CLEARED
V001	A	904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)				

**212**

01180144489 FRI 09/11/2018 19:45 DARK CLERKENWELL RD 120M W OF J/W FARRINGDON RD NREST 02 LINK 633-757 531300/182050  
 POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY NO JUN IN N/A PEDN PHASE ATS NONE IN 50M  
 20M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(24 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(40 YRS - M - REDACT)		WAITING - HELD UP	(W TO E) BACK HIT FIRST JOURNEY P/O WORK
VEHICLE	002 (000)	PED CYCLE BT - N/A	(24 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST J/P - UNKN
V002	A	405 (FAILED TO LOOK PROPERLY)				

**213**

01180144799	SUN 11/11/2018 09:44	LIGHT	SOUTHAMPTON ROW J/W THEOBALDS RD	02 NODE 62	530450/181690
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY MULTI JUN AUTO SIG	CNTL REFUGE N/O CTRLS	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(51 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER
VEHICLE	001 (000)	LONDON BUS BT - DRV NOT CONTACTED	(19 YRS - M - REDACT)	MOVING OFF	(P TO N) DID NOT IMPACT JOURNEY P/O WORK E/MAIN RD
V001	B	408 (SUDDEN BRAKING)			

**214**

01180147517	THU 22/11/2018 15:35	LIGHT	BEDFORD ROW J/W THEOBALDS RD	02 LINK 64-73	530770/181860
SELF-REPORTED	ROAD-DRY	FOG/MIST	SINGLE CWY CROSSROADS UNKNOWN S/R	ZEBRA XING	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(39 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(39 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	OTHER VEH BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST J/P - UNKN UNKNOWN S/R

**215**

01180150900	SAT 08/12/2018 21:45	DARK	NFL THEOBALDS RD J/W GRAYS INN RD			02 NODE 73	530970/181970
SELF-REPORTED	ROAD-WET	RAINING	UNKNOWN	CROSSROADS	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(45 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(45 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

**216**

01180170615	SAT 17/11/2018 15:00	LIGHT	HIGH HOLBORN J/W GRAYS INN RD			02 NODE 762	531130/181590
SELF-REPORTED	ROAD-DRY	WEATHER- FINE	SINGLE CWY	OTHER JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
SAYS SHE WAS CROSSING ON GREEN LIGHT FOR PEDESTRIANS TO CROSS AND WAS HIT BY A CAR THAT DID NOT STOP							
CASUALTY	001 (001)	(30 YRS - F - REDA)	SERIOUS	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	OTHER TOW	UNKNOWN S/R	(E TO W) UNKNOWN S/R	J/P - UNKN JCT APP

**217**

01190156704	THU 10/01/2019 09:10	LIGHT	THEOBALDS RD, NR JUNCT WTH JOHN ST.	02 LINK 64-73	530893/181938
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

APPARENTLY VEHICLE 2 HAS TURNED RIGHT AND GONE INTO VEHICLE ONE AS IT HAD CONTINUED FORWARD AS IT HAS RIGHT OF WAY ALONG THE BUS LANE. THE FRONT OF THE WHEELS HAVE STRUCK EACH OTHER AND THEY HAVE BOTH GONE OVER THEIR HANDLEBARS.

CASUALTY	001 (001)	(52 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
CASUALTY	002 (002)	(32 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(52 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST COMMUTING JCT APP	
VEHICLE	002 (000)	PED CYCLE BT - N/A	(32 YRS - M - REDACT)		TURNING RIGHT	(W TO N) FRONT HIT FIRST COMMUTING JCT APP	
V002	A	405 (FAILED TO LOOK PROPERLY)			V002	B	710 (VEHICLE BLIND SPOT)
V002	B	307 (TRAVELLING TOO FAST FOR CONDITIONS)			V002	A	305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)

**218**

01190157828	WED 16/01/2019 10:19	LIGHT	GRAYS INN RD, 30 METRES WEST OF JUNCT WTH COLEY ST.	02 CELL 530500/182000	530928/182190
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY NO JUN IN 20M	ZEBRA XING	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(50 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(50 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R COMMUTING
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R J/P - UNKN

219

01190159160	WED 23/01/2019 18:28	DARK	CLERKENWELL GREEN, NR JUNCT WTH FARRINGDON LANE.	03 NODE 10	531478/182069
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST CROSSROADS GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(38 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	CAR BT - NOT REQ	(36 YRS - M - REDACT)	TURNING RIGHT	(E TO W) FRONT HIT FIRST COMMUTING JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(38 YRS - M - REDACT)	MOVING OFF	(W TO E) FRONT HIT FIRST COMMUTING JCT APP
V002	A	307 (TRAVELLING TOO FAST FOR CONDITIONS)			

220

01190159281	THU 24/01/2019 09:20	LIGHT	KINGSWAY WC1, 15 METRES EAST OF JUNCT WTH HIGH HOLBORN.	02 NODE 24	530511/181505	
POLICE - AT SCENE	ROAD-WET	RAINING	DUAL CWY CROSSROADS AUTO SIG	PELICAN OR SIML	NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (001)	(29 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER	
CASUALTY	002 (001)	(56 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER	
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(56 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST JOURNEY P/O WORK JCT APP	
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(39 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) BACK HIT FIRST J/P - UNKN JCT APP	
V001	A	405 (FAILED TO LOOK PROPERLY)		V001	B	308 (FOLLOWING TOO CLOSE)
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V001	A	408 (SUDDEN BRAKING)
V002	A	408 (SUDDEN BRAKING)				

**221**

01190160117	FRI 25/01/2019 17:41	DARK	SOUTHAMPTON ROW, NR JUNCT WTH A40.			02 NODE 62	530472/181680
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(35 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(35 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN JCT APP

**222**

01190160175	MON 28/01/2019 18:50	DARK	SOUTHAMPTON ROW, NR JUNCT WTH THEOBALDS RD.			02 NODE 62	530461/181688
SELF-REPORTED	ROAD-DRY	WEATHER-OTHER	SINGLE CWY	OTHER JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(46 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C >500CC BT - DRV NOT CONTACTED	(46 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	PED CYCLE BT - N/A	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

**223**

01190161129	THU 31/01/2019 08:50	LIGHT	FARRINGDON RD, NR JUNCT WTH CLERKENWELL RD.	03 NODE 758	531429/182061
SELF-REPORTED	ROAD-WET	WEATHER-FINE	SINGLE CWY CROSSROADS UNKNOWN S/R	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(26 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(26 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST J/P - UNKN UNKNOWN S/R

**224**

01190161354	MON 04/02/2019 08:15	LIGHT	GRAYS INN RD, 10 METRES SOUTH OF JUNCT WTH NORTHINGTON ST.	02 LINK 68-73	530937/182076
POLICE - AT SCENE	ROAD-WET	RAINING	DUAL CWY T/STAG JUN STOP SGN	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(30 YRS - F - REDA)	SLIGHT	PEDESTRIAN	W BOUND FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - NEG	(66 YRS - M - REDACT)	MOVING OFF	(N TO S) FRONT HIT FIRST JCT APP
V001	B	103 (SLIPPERY ROAD (DUE TO WEATHER))			

**225**

01190161919 WED 06/02/2019 18:36 DARK CLERKENWELL RD, NR JUNCT WTH CLERKENWELL GREEN. 03 LINK 10-13 531533/182080  
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY OTHER JUN GIVEWAY /UNCONT PELICAN OR SIML NONE IN 50M

APPARENTLY, AT AROUND 1830 HOURS ON (REDACTED) THE CYCLIST WAS TRAVELLING HOME FROM HIS WORK PLACE. THE DRIVER OF THE VEHICLE AND CYCLIST WERE TRAVELLING FROM AN EAST TO WEST DIRECTION ON CLERKENWELL ROAD. THE CLOSEST JUNCTION IS CLERKENWELL GREEN. BOTH THE DRIVER AND THE PEDAL CYCLIST WERE IN THE SAME LANE IN SLOWER THAN NORMAL MOVING TRAFFIC AND THE DRIVER OF THE VEHICLE HAS THEN CLIPPED THE SIDE OF THE CYCLIST AND THE CYCLIST HAS THEN FALLEN ON TO THE FLOOR. THE CYCLIST HAS FALLEN ON TO THE FLOOR FROM HIS PEDAL CYCLE AND HAS MADE CONTACT WITH THE FLOOR WITH HIS BACK AND HEAD. (REDACTED) THE DRIVER OF THE VEHICLE HAS THEN TURNED RIGHT AT THE JUNCTION WITH CLERKENWELL GREEN AND PARKED UP ON THE SIDE. (REDACTED) TWO (2) (REDACTED)

CASUALTY	001 (002)	(68 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(27 YRS - F - REDACT)		MOVING OFF	(E TO W) N/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(68 YRS - M - REDACT)		WAITING - HELD UP	(E TO W) O/S HIT FIRST	COMMUTING JCT APP
V001	B	603 (NERVOUS, UNCERTAIN OR PANIC)			V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002	B	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)					

**226**

01190163571 FRI 15/02/2019 08:55 LIGHT CLERKENWELL RD, NR JUNCT WTH CLERKENWELL GREEN. 03 LINK 10-13 531533/182081  
 SELF-REPORTED ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN UNKNOWN S/R PEDN PHASE ATS NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(33 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(33 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	VAN/GOODS >3.5 - 7.5T BT - DRV NOT CONTACTED	(43 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R



**227**

01190167007	TUE 05/03/2019 09:00	LIGHT	LOCATION UNCERTAIN BLOOMSBURY SQUARE			02 LINK 62-630	530396/181639
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(28 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(44 YRS - F - REDACT)	SLOWING/STOPPING		(W TO E) BACK HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(28 YRS - F - REDACT)	G/AHEAD - OTHER		(W TO E) FRONT HIT FIRST	COMMUTING JCT APP
V002	A	405 (FAILED TO LOOK PROPERLY)					

**228**

01190169556	SAT 16/03/2019 23:24	DARK	FARRINGTON LANE, NR JUNCT WTH CLERKENWELL RD.			03 NODE 10	531481/182073
POLICE - AT SCENE	ROAD-WET	RAINING	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
DRIVER 1 WAS DRIVING TOWARDS HOLBORN STOPPED AND INDICATED TO TURN RIGHT ONTO CLERKENWELL GREEN. AS THE DRIVER BEGAN TO TURN HE HEARD A NOISE HE SAW A WOMAN ON THE FLOOR (REDACTED)							
CASUALTY	001 (002)	(38 YRS - F - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(53 YRS - M - REDACT)	TURNING RIGHT		(NW TO W) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(38 YRS - F - REDACT)	G/AHEAD - OTHER		(W TO E) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)					

**229**

01190170001	TUE 19/03/2019 13:00	LIGHT	FARRINGDON RD, NR JUNCT WTH CHARTERHOUSE ST.	02 NODE 759	531557/181673	
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS UNKNOWN S/R	UNKNOWN S/R	NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (002)	(32 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(52 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	PED CYCLE BT - N/A	(32 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

**230**

01190171637	TUE 26/03/2019 19:00	DARK	THEOBALDS RD, NR JUNCT WTH GRAYS INN RD.	02 NODE 73	530981/181972	
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	ONE-WAY ST CROSSROADS AUTO SIG	ZEBRA XING	UNKNOWN S/R	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (001)	(27 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(27 YRS - F - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING 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

**231**

01190172950	TUE 02/04/2019 17:07	LIGHT	SOUTHAMPTON PLACE, 25 METRES NORTH OF JUNCT WTH HIGH HOLBORN.. NREST CLASSIFIED RD WAS A40			02 LINK 629-630	530422/181557
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(44 YRS - F - REDA)	SLIGHT	PEDESTRIAN	E BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

**232**

01190173043	WED 03/04/2019 11:15	LIGHT	FARRINGDON RD, NR JUNCT WTH MARGERY ST.			03 LINK 22-758	531399/182106
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	MULTI JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(69 YRS - F - REDA)	SLIGHT	PEDESTRIAN	SW BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(83 YRS - M - REDACT)		TURNING - LEFT	(NE TO SE) FRONT HIT FIRST	E/MAIN RD
C001	B	802 (FAILED TO LOOK PROPERLY)			V001	B	405 (FAILED TO LOOK PROPERLY)

**233**

01190174681	THU 11/04/2019 20:58	DARK	SOUTHAMPTON ROW, NR JUNCT WTH THEOBALDS RD.	02 NODE 62	530455/181689
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(21 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(21 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) O/S HIT FIRST J/P - UNKN JCT MID
VEHICLE	002 (000)	OTHER VEH BT - NEG	(36 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST JOURNEY P/O WORK JCT MID
V002	A	903 (EMERGENCY VEHICLE ON A CALL)		V001 B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

**234**

01190175816	THU 18/04/2019 12:55	LIGHT	SOUTHAMPTON ROW, NR JUNCT WTH KINGSWAY.	02 NODE 62	530465/181684
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 (002)	(47 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(29 YRS - F - REDACT)	TURNING RIGHT	(W TO S) FRONT HIT FIRST J/P - UNKN JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A	(47 YRS - M - REDACT)	WAITING - HELD UP	(E TO W) FRONT HIT FIRST E/MAIN RD
V001	A	510 (DISTRACTION OUTSIDE VEHICLE)			

**235**

01190175817	THU 18/04/2019 11:30	LIGHT	GRAYS INN RD, 5 METRES NORTH OF JUNCT WTH NORTHINGTON ST.			02 LINK 68-73	530909/182103
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(49 YRS - F - REDA)	SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(49 YRS - M - REDACT)		TURNING - LEFT	(E TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT CLEARED
V001	A	405 (FAILED TO LOOK PROPERLY)					

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**236**

01190176509	TUE 23/04/2019 09:00	LIGHT	FARRINGDON LANE, NR JUNCT WTH FARRINGDON RD.			03 LINK 22-758	531382/182160
SELF-REPORTED	ROAD-DRY	WEATHER-OTHER	SINGLE CWY	OTHER JUN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(36 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(36 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	UNKNOWN S/R BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

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**237**

01190176957	THU 25/04/2019 11:25	LIGHT	CLERKENWELL RD, NR JUNCT WTH BACK HILL.	02 NODE 633	531254/182044	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (002)	(29 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(22 YRS - M - REDACT)	TURNING - LEFT	(W TO E) N/S HIT FIRST	JOURNEY P/O WORK L/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A	(29 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V001	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)		V002	B	403 (POOR TURN OR MANOEUVRE)

**238**

01190179270	MON 01/04/2019 09:00	LIGHT	FARRINGDON RD, 30 METRES NORTH OF JUNCT WTH CLERKENWELL RD .	03 LINK 22-758	531368/182162		
SELF-REPORTED	ROAD-DRY	WEATHER-OTHER	SINGLE CWY NO JUN IN 20M	UNKNOWN S/R	UNKNOWN S/R		
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(24 YRS - M - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN

239

01190180510	SUN 12/05/2019 14:30	LIGHT	GRIFFIN BUILDINGS, NR JUNCT WTH THEOBALDS RD JW GRAYS INN RD	02 NODE 73	530990/181974		
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	UNKNOWN S/R
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	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

240

01190180729	MON 13/05/2019 20:41	LIGHT	SOUTHAMPTON ROW THEOBALDS RD (STOP Y), 30 METRES NORTH OF JUNCT WTH A40.. NREST CLASSIFIED RD WAS A40. NREST CLASSIFIED RD WAS A40	02 LINK 61-62	530409/181738		
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(41 YRS - F - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	BUS/COACH >=17 PAX BT - DRV NOT CONTACTED	(59 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) O/S HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	LONDON BUS BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	JOURNEY P/O WORK

**241**

01190181061	WED 15/05/2019 23:15	DARK	THEOBALDS RD, 10 METRES WEST OF JUNCT WTH GRAYS INN RD.	02 NODE 73	530964/181968
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)	(20 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	PARKED	(P TO P) O/S HIT FIRST J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(20 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) N/S HIT FIRST COMMUTING JCT APP
V002	B	405 (FAILED TO LOOK PROPERLY)		V002 B	701 (STATIONARY OR PARKED VEHICLE(S))

**242**

01190181783	SAT 18/05/2019 07:00	LIGHT	SOUTHAMPTON ROW, 35 METRES NORTH OF JUNCT WTH THEOBALDS RD.. NREST CLASSIFIED RD WAS A40	02 LINK 61-62	530404/181749
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY NO JUN IN 20M	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(28 YRS - F - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(28 YRS - F - REDACT)	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST COMMUTING
VEHICLE	002 (000)	BUS/COACH >=17 PAX BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST J/P - UNKN



**243**

01190182408	WED 22/05/2019 09:30	LIGHT	CLERKENWELL RD, 5 METRES SOUTH OF JUNCT WTH LAYSTALL RD.	02 LINK 74-633	531161/182031
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY T/STAG JUN GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(26 YRS - F - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(47 YRS - M - REDACT)	O/TAKING - NEARSIDE	(E TO W) N/S HIT FIRST JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A	(26 YRS - F - REDACT)	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST COMMUTING JCT MID
V001	B	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)			

**244**

01190184833	MON 15/04/2019 13:00	LIGHT	FARRINGDON RD, NR JUNCT WTH COWCROSS ST.	02 LINK 758-759	531524/181803
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
CROSSING FROM FARRINGDON ROAD A CAR BEEPED AT ME SO I RAN AND COLLIDED WITH A CYCLIST. (REDACTED)					
CASUALTY	001 (001)	(61 YRS - F - REDA)	SERIOUS	PEDESTRIAN	UNKNOWN FROM DRIVERS N/SIDE
VEHICLE	001 (000)	PED CYCLE BT - N/A	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST J/P - UNKN UNKNOWN S/R

245

01190185145	TUE 04/06/2019 16:45	LIGHT	CLERKENWELL RD, 20 METRES EAST OF JUNCT WTH GREYS INN RD.	02 NODE 73	530993/181975		
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)	(33 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(52 YRS - M - REDACT)		MOVING OFF	(W TO E) FRONT HIT FIRST	COMMUTING JCT CLEARED
VEHICLE	002 (000)	PED CYCLE BT - N/A	(33 YRS - M - REDACT)		MOVING OFF	(W TO E) N/S HIT FIRST	COMMUTING JCT CLEARED
V002	B	410 (LOSS OF CONTROL)			V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)

246

01190188415	WED 19/06/2019 19:20	LIGHT	FARRINGDON RD, NR JUNCT WTH GREVILLE.	02 LINK 758-759	531519/181790		
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	ZEBRA XING	NONE IN 50M
I WAS CYCLING EASTBOUND ALONG FARRINGDON ROAD WHEN THE OFFSIDE PASSENGER IN A BLACK CAB OPENED THE DOOR WITHOUT LOOKING CAUSING ME TO BE DISORIENTATED AND A PAINFUL DEEP LACERATION TO MY LEFT ARM. THE IMPACT WAS LOUD AND A CYCLIST AND PEDESTRIAN CAME TO AID ME. THE TAXI JUST DROVE OFF.							
CASUALTY	001 (001)	(53 YRS - F - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(53 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	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	003 (000)	PED CYCLE BT - N/A	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) DID NOT IMPACT	J/P - UNKN UNKNOWN S/R

**247**

01190188489	THU 20/06/2019 15:31	LIGHT	CLERKENWELL RD, NR JUNCT WTH CLERKENWELL GREEN.			03 LINK 10-13	531538/182065
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

APPARENTLY ON THURSDAY 20TH JUNE 2019 AT AROUND 15:00 HOURS, A CYCLIST WAS TRAVELLING ALONG CLERKENWELL ROAD GOING AHEAD ONLY. A (REDACTED) TAXI DRIVER WAS COMING ALONG CLERKENWELL ROAD IN THE OPPOSITE DIRECTION AND WAS INDICATING TO TURN RIGHT INTO CLERKENWELL GREEN. AS THE TAXI TURNED RIGHT, IT COLLIDED WITH THE CYCLIST, HITTING THE CYCLIST HEAD ON. THE BIKE ENDED UP UNDERNEATH THE TAXI AND THE CYCLIST ON THE SIDE OF THE ROAD HAVING COME UP SLIGHTLY OVER THE BONNET OF THE TAXI. (REDACTED)

CASUALTY	001 (002)	(25 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	TAXI/PHV BT - NOT REQ	(50 YRS - M - REDACT)		TURNING RIGHT	(E TO N) FRONT HIT FIRST	JOURNEY P/O WORK L/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A	(25 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	COMMUTING JCT CLEARED
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

**248**

01190189968	FRI 28/06/2019 11:20	LIGHT	GRAYS INN RD, NR JUNCT WTH ROGER ST.			02 LINK 68-73	530872/182167
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(20 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(20 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) DID NOT IMPACT	JCT APP
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					

**249**

01190190246	FRI 28/06/2019 08:30	LIGHT	THEOBALDS RD, NR JUNCT WTH HARPUR ST.			02 LINK 63-64	530627/181815
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(29 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 126-500CC BT - REFUSED	(? YRS - M - REDACT)	G/AHEAD - OTHER		(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(29 YRS - F - REDACT)	G/AHEAD - OTHER		(W TO E) BACK HIT FIRST	J/P - UNKN JCT APP
V001	A	403 (POOR TURN OR MANOEUVRE)			V001	A	306 (EXCEEDING SPEED LIMIT)
V001	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)					

**250**

01190190828	MON 01/07/2019 15:20	LIGHT	GRAYS INN RD , 25 METRES NORTH OF JUNCT WTH HIGH HOLBORN.. NREST CLASSIFIED RD WAS A40. NREST CLASSIFIED RD WAS A40			02 LINK 73-762	531136/181628
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(30 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(30 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	COMMUTING
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	UNKNOWN S/R		(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN

**251**

01190194530	THU 18/07/2019 21:34	DARK	THEOBALDS RD, 25 METRES WEST OF JUNCT WTH RED LION ST.			02 LINK 63-64	530659/181811
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M		PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(28 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(28 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

**252**

01190194992	SUN 21/07/2019 17:42	LIGHT	CLERKENWELL RD, NR JUNCT WTH ROSEBERY AVENUE.			02 NODE 74	531011/182007
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	OTHER JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(16 YRS - F - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(49 YRS - F - REDACT)		MOVING OFF	(W TO E) FRONT HIT FIRST	JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A	(16 YRS - F - REDACT)		G/AHEAD - OTHER	(NE TO SW) FRONT HIT FIRST	JCT MID
V002	A	405 (FAILED TO LOOK PROPERLY)			V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)
V002	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)			V002	B	310 (CYCLIST ENTERING ROAD FROM PAVEMENT)

**253**

01190202290	FRI 30/08/2019 11:10	LIGHT	THEOBALDS RD, NR JUNCT WTH JOHN ST.			02 LINK 64-73	530893/181934
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(44 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(44 YRS - M - REDACT)	TURNING RIGHT		(NW TO SW) BACK HIT FIRST	JOURNEY P/O WORK JCT CLEARED
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(43 YRS - M - REDACT)	TURNING RIGHT		(NW TO SW) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V002	A	405 (FAILED TO LOOK PROPERLY)					

**254**

01190202341	THU 15/08/2019 19:01	LIGHT	CLERKENWELL RD, 30 METRES NORTH OF JUNCT WTH HATTON GARDENS.			02 LINK 633-757	531301/182048
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
I WAS CYCLING ALONG CLARKENWELL ROAD ON THE WIDE STRAIGHT CYCLE LANE APPROACHING THE BRYSON HOTEL, DOWN TOWARDS FARRINGDON STATION. THE CYCLE LANE AND ROAD WERE CLEAR IN FRONT OF ME GOING IN MY DIRECTION. THE NEXT THING I KNEW I WAS SLAMMED INTO THE PAVEMENT ON MY LEFT. FROM THE IMPACT I MUST OF LANDED ABOUT 6 FOOT TO THE LEFT OF WHERE I WAS CYCLING ALONG CLERKENWELL ROAD.							
CASUALTY	001 (001)	(47 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(47 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN

255

01190202593	SAT 31/08/2019 02:00	DARK	SOUTHAMPTON ROW, 25 METRES EAST OF JUNCT WTH 40.. NREST CLASSIFIED RD WAS A40. NREST CLASSIFIED RD WAS A40			02 LINK 27-63	530482/181701
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(34 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(29 YRS - UNKNOWN - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(34 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN

256

01190203111	TUE 03/09/2019 19:25	DARK	THEOBALDS RD, NR JUNCT WTH JOHN ST.			02 LINK 64-73	530898/181936
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
APPARENTLY DRIVER WAS GIVEN WAY BY A BUS, DRIVER ATTEMPTED TO TURN RIGHT, REACHED THE CENTRAL RESERVATION WHEN THE CYCLIST ATTEMPTED TO CYCLE AROUND THE CAR THAT WAS GIVEN WAY, HE THEN HIT THE FRONT OF THE BONNET OF THE VEHICLE AND THE CYCLIST HAS GONE OVER BONNET AND FALLEN OFF HIS BIKE AND THE BIKE COLLIDED WITH THE BONNET AND BOUNCED OFF AT A 90 DEGREE ANGLE. CYCLIST HIT HIS HEAD							
CASUALTY	001 (001)	(43 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(43 YRS - M - REDACT)		G/AHEAD - OTHER	(NE TO SW) FRONT HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	PHV - LICENCED BT - POS	(43 YRS - M - REDACT)		TURNING RIGHT	(NW TO SW) O/S HIT FIRST	JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)		V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	
V002	A	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))		V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	
V002	A	408 (SUDDEN BRAKING)		V001	A	408 (SUDDEN BRAKING)	

**257**

01190203149	TUE 03/09/2019 19:17	LIGHT	CLERKENWELL RD, NR JUNCT WTH CLERKENWELL GREEN.	03 LINK 10-13	531533/182080
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN UNKNOWN S/R	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(35 YRS - F - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(35 YRS - F - REDACT) UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(62 YRS - UNKNOWN - REDACT) UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

**258**

01190205384	SAT 14/09/2019 18:10	LIGHT	CLERKENWELL GREEN, NR JUNCT WTH CLERKENWELL RD.	03 LINK 10-13	531530/182086
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(34 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(37 YRS - M - REDACT) TURNING RIGHT	(E TO N) O/S HIT FIRST	JOURNEY P/O WORK E/MAIN RD
VEHICLE	002 (000)	M/C 126-500CC BT - NOT PROVD	(34 YRS - M - REDACT) O/TAKING - NEARSIDE	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			



259

01190209687	SAT 05/10/2019 04:31	DARK	RED LION SQUARE, NR JUNCT WTH THEOBALDS RD .	02 NODE 63	530533/181724
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST CROSSROADS AUTO SIG	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(19 YRS - F - REDA)	SLIGHT	PEDESTRIAN	E BOUND FROM DRIVERS O/SIDE
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	G/AHEAD - OTHER	(W TO E) O/S HIT FIRST J/P - UNKN JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)			

260

01190212027	TUE 08/10/2019 12:26	DARK	HIGH HOLBORN, NR JUNCT WTH PROCTER ST LONDON W1.	02 NODE 27	530613/181551
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN T/STAG JUN UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(57 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(57 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	M/C ? CC BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R J/P - UNKN UNKNOWN S/R

**261**

01190213270	MON 21/10/2019 12:00	LIGHT	LOCATION UNCERTAIN FARRINGDON LANE CLERKENWELL RD	03 NODE 10	531473/182065
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(28 YRS - F - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(28 YRS - F - REDACT) UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(60 YRS - M - REDACT) UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

**262**

01190213727	SUN 06/10/2019 15:15	LIGHT	THEOBALDS RD, NR JUNCT WTH GRAYS INN RD WC1.	02 NODE 73	530956/181948
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(? YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(75 YRS - M - REDACT) UNKNOWN S/R	(MOVE UNKN) DID NOT IMPACT	J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(? YRS - M - REDACT) G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP

**263**

01190215730	SAT 02/11/2019 18:58	DARK	HIGH HOLBORN, 77 METRES WEST OF JUNCT WTH HOLBORN PLACE.			02 LINK 25-27	530641/181545
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN	NO JUN IN 20M		UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(25 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED	(25 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(49 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	JOURNEY P/O WORK

**264**

01190216539	TUE 05/11/2019 08:15	LIGHT	LOCATION UNCERTAIN FARRINGDON RD / RAY ST EC1			03 LINK 22-758	531364/182159
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(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) FRONT HIT FIRST	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

265

01190216658 TUE 17/09/2019 12:00 LIGHT CLERKENWELL RD, 25 METRES WEST OF JUNCT WTH A201.. NREST CLASSIFIED RD WAS A201. NREST CLASSIFIED RD WAS A201 02 LINK 74-633 531107/182015

SELF-REPORTED UNKNOWN WEATHER- UNKNOWN NO JUN IN UNKNOWN S/R UNKNOWN S/R UNKNOWN S/R UNKNOWN S/R

UNKNOWN VAN INVADED THE SPACE OF THE CYCLIST, HITTING THE RIGHT SHOULDER OF THE RIDER.

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

VEHICLE 001 (000) PED CYCLE (37 YRS - M - UNKNOWN G/AHEAD - OTHER (S TO N) J/P - UNKN  
BT - N/A REDACT) S/R UNKNOWN S/R

266

01190220293 SAT 23/11/2019 12:34 DARK THEOBALDS RD, NR JUNCT WTH SOUTHAMPTON RD. 02 NODE 62 530476/181703

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

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (85 YRS - M - REDA) SLIGHT PEDESTRIAN N BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) VAN/GOODS => 3.5T (41 YRS - M - TURNING - LEFT (S TO W) JOURNEY P/O WORK  
BT - NOT REQ REDACT) DID NOT JCT CLEARED  
IMPACT

C001 A 802 (FAILED TO LOOK PROPERLY)

**267**

01190220476	SUN 24/11/2019 13:36	LIGHT	SAINT CROSS ST, NR JUNCT WTH KIRBY ST.			02 CELL 531000/181500	531394/181895
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(63 YRS - F - REDA)	SLIGHT	PEDESTRIAN	S BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(61 YRS - M - REDACT)		TURNING RIGHT	(S TO E) O/S HIT FIRST	JOURNEY P/O WORK JCT MID
V001	B	405 (FAILED TO LOOK PROPERLY)			C001	B	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

**268**

01190220563	SAT 23/11/2019 11:16	LIGHT	LOCATION UNCERTAIN SOUTHAMPTON ROW,			02 NODE 62	530430/181720
SELF-REPORTED	UNKNOWN S/R	WEATHER- UNKNOWN	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(55 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(55 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

**269**

01190220741	MON 25/11/2019 17:35	DARK	HIGH HOLBORN, NR JUNCT WTH GRAYS INN RD.			02 NODE 762	531137/181612
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 (002)	(40 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(54 YRS - M - REDACT)		TURNING - LEFT	(E TO S) BACK HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	LONDON BUS BT - NOT REQ	(50 YRS - M - REDACT)		MOVING OFF	(W TO E) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)			V001	A	403 (POOR TURN OR MANOEUVRE)

**270**

01190221262	THU 28/11/2019 01:30	DARK	THEOBALDS RD, NR JUNCT WTH GREYS INN RD.			02 NODE 73	530992/181975
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PELICAN OR SIML	NONE IN 50M
APPARENTLY VEHICLE 001 WAS HEADING WESTBOUND ALONG THEOBALDS ROAD WHEN APPROACHING JUNCTION WITH GREYS INN ROAD TO TURN RIGHT (NORTHBOUND) VEHICLE 002 WHO WAS HEADING EASTBOUND ON THEOBALDS ROAD ACROSS THE JUNCTION OF GREYS INN ROAD COLLIDED WITH VEHICLE 001 WHO WAS TURNING RIGHT. VEHICLE 001 COLLIDED WITH VEHICLE 002, POINT OF IMPACT BEING THE FRONT BUMPER KNOCKING THE RIDER OFF OF VEHICLE 002. ACCORDING TO WITNESS BOTH VEHICLES DROVE THROUGH GREEN LIGHTS WHICH ARE CONTROLLED BY AUTOMATED TRAFFIC SIGNALS.							
CASUALTY	001 (002)	(30 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(50 YRS - M - REDACT)		TURNING RIGHT	(E TO NW) FRONT HIT FIRST	JCT MID
VEHICLE	002 (000)	M/C 51-125CC BT - NOT PROVD	(30 YRS - M - REDACT)		TURNING - LEFT	(W TO NE) FRONT HIT FIRST	J/P - UNKN JCT MID
V001	A	403 (POOR TURN OR MANOEUVRE)			V001	A	405 (FAILED TO LOOK PROPERLY)
V002	B	306 (EXCEEDING SPEED LIMIT)					

**271**

01190221739	FRI 29/11/2019 21:52	DARK	LOCATION UNCERTAIN FARRINGDON LANE EC1,	03 LINK 22-758	531402/182159
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY SLIP RD UNKNOWN S/R	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(29 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(29 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(36 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R

**272**

01190222610	MON 11/11/2019 07:50	LIGHT	THEOBALDS RD, NR JUNCT WTH LAMBS CONDUIT ST.	02 NODE 64	530697/181840
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	SINGLE CWY CROSSROADS UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
PASSENGER IN UNKNOWN VEHICLE OPENED DOOR ONTO CYCLIST					
CASUALTY	001 (001)	(? YRS - M - REDA)	SERIOUS DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(? YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R

273

01190222650	WED 04/12/2019 11:54	LIGHT	FARRINGDON RD, NR JUNCT WTH CLERKENWELL RD.	03 NODE 758	531443/182061
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M

DRIVER 1 WAS HEADING IN A EAST TO WEST DIRECTION IN THE VICINITY OF CLERKENWELL ROAD JUNC WITH FARRINGDON ROAD BUT NOT ON IT. A PEDESTRIAN HAS STEPPED OUT INTO THE CARRIAGE WAY FROM DRIVER 1S NEARSIDE AND WITHOUT LOOKING. DRIVER 1 HAS TAKEN AVOIDING ACTION AND FALLEN OFF THE PEDAL CYCLE CAUSING AN INJURY TO HER ARM. (REDACTED)

CASUALTY	001 (001)	(30 YRS - F - REDA)	SERIOUS	DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(30 YRS - F - REDACT)	G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	JCT APP
U001	A	802 (FAILED TO LOOK PROPERLY)				

274

01190222938	THU 05/12/2019 09:10	LIGHT	SOUTHAMPTON ROW, NR JUNCT WTH THEOBALDS RD.	02 NODE 62	530460/181684
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)	(35 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(39 YRS - M - REDACT)	TURNING - LEFT	(N TO E) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	M/C 126-500CC BT - NOT REQ	(35 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JCT MID
V001	B	403 (POOR TURN OR MANOEUVRE)		V001	B	302 (DISOBEYED 'GIVE WAY' OR 'STOP' SIGN OR MARKINGS)
V002	B	405 (FAILED TO LOOK PROPERLY)				



**275**

01190225919	WED 18/12/2019 20:15	DARK	THEOBOLDS RD, 15 METRES WEST OF JUNCT WTH SOUTHAMPTON ROW.			02 NODE 62	530444/181664
POLICE - AT SCENE	ROAD-WET	RAINING	DUAL CWY	MULTI JUN	AUTO SIG	PELICAN OR SIML	NONE IN 50M
APPARENTLY CAS01 WAS CROSSING NORTH TO SOUTH AT THE PELICAN PEDESTRIAN CROSSING ON THEOBOLDS ROAD 10-15 METRES EAST OF THE JUNCTION WITH SOUTHAMPTON ROW. THE LIGHTS WERE RED FOR PEDESTRIANS INSTRUCTING THEM NOT TO CROSS. THE ATS AT THE JUNCTION OF THEOBOLDS ROAD AND SOUTHAMPTON ROW WERE DISPLAYING GREEN FOR VEHICLES TO TRAVEL EAST AS WERE THE LIGHTS AT THE PEDESTRIAN PELICAN CROSSING. VEH 02 AND VEH 01 WERE TRAVELLING EAST HAVING CLEARED THE JUNCTION. AS VEH02 APPROACHED THE PELICAN CROSSING CAS01 WALKED OUT AND COLLIDED WITH VEH02. BOTH THE RIDER OF VEH02 AND CAS01 WERE KNOCKED TO THE GROUND. (REDACTED) VEH01 ALSO TRAVELLING EAST THEN COLLIDED WITH THE HEAD OF CAS01 CAUSING CAS01 TO SUFFER A HEAD INJURY TO THE RIGHT FRONT SIDE TEMPLE. (REDACTED)							
CASUALTY	001 (002)	(64 YRS - M - REDA)	SERIOUS	PEDESTRIAN		S BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	LONDON BUS BT - NEG	(28 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	JOURNEY P/O WORK JCT CLEARED
VEHICLE	002 (000)	PED CYCLE BT - N/A	(29 YRS - F - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	COMMUTING JCT CLEARED
C001	A	802 (FAILED TO LOOK PROPERLY)			C001	A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

**276**

01190226582	SAT 21/12/2019 18:45	DARK	SOUTHAMPTON PLACE, NR JUNCT WTH HIGH HOLBORN .			02 NODE 629	530439/181533
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(37 YRS - F - REDA)	SLIGHT	PEDESTRIAN		W BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - NOT REQ	(34 YRS - M - REDACT)		TURNING RIGHT	(E TO N) FRONT HIT FIRST	COMMUTING JCT MID
V001	A	707 (RAIN, SLEET, SNOW OR FOG)					

**277**

01190227661	SAT 28/12/2019 16:00	LIGHT	LOCATION UNCERTAIN FARRINGDON LANE / TUNMILL ST / CLERKENWELL RD	03 NODE 10	531495/182072		
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(26 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(26 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(37 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

**278**

01190227674	SUN 29/12/2019 17:20	DARK	GRAYS INN RD, NR JUNCT WTH NORTHINGTON ST.	02 LINK 68-73	530929/182076		
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(71 YRS - M - REDA)	SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(77 YRS - F - REDACT)		G/AHEAD - OTHER	(SE TO NW) FRONT HIT FIRST	JCT CLEARED
V001	B	710 (VEHICLE BLIND SPOT)					

279

01200228732	MON 06/01/2020 10:45	LIGHT	HIGH HOLBORN, 10 METRES WEST OF JUNCT WTH HOLBORN.			02 NODE 762	531096/181642
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)	(20 YRS - F - REDA)	SLIGHT	PEDESTRIAN	STILL	FROM DRIVERS N/SIDE - MASKED	
VEHICLE	001 (000)	M/C <= 50CC BT - NOT REQ	(? YRS - UNKNOWN - REDACT)	O/TAKING - NON MOVING VEH		(W TO E) DID NOT IMPACT	J/P - UNKN JCT APP
C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)			C001	A	802 (FAILED TO LOOK PROPERLY)

280

01200229711	FRI 10/01/2020 23:33	DARK	CLERKENWELL RD, NR JUNCT WTH GARY'S INN RD.			02 NODE 73	530994/181974
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)	(24 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS >3.5 - 7.5T BT - NEG	(47 YRS - M - REDACT)	TURNING RIGHT		(E TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	M/C 126-500CC BT - NOT PROVD	(24 YRS - M - REDACT)	G/AHEAD - OTHER		(W TO E) FRONT HIT FIRST	J/P - UNKN JCT MID
V002	B	306 (EXCEEDING SPEED LIMIT)			V002	B	307 (TRAVELLING TOO FAST FOR CONDITIONS)
V001	B	403 (POOR TURN OR MANOEUVRE)			V001	B	405 (FAILED TO LOOK PROPERLY)

**281**

01200229923	SUN 12/01/2020 06:00	DARK	CLERKENWELL RD, NR JUNCT WTH GRAYS INN RD.	02 NODE 73	530989/181977
SELF-REPORTED	ROAD-DRY	WEATHER-UNKNOWN	SINGLE CWY CROSSROADS GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(39 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
CASUALTY	002 (001)	(? YRS - UNKNOWN - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(39 YRS - M - REDACT)	UNKNOWN S/R	(MOVE 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

**282**

01200236902	TUE 28/01/2020 23:50	DARK	GRAYS INN RD, NR JUNCT WTH CHAUNCERY LANE.	02 NODE 762	531135/181632
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN UNKNOWN AUTO SIG	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(42 YRS - F - REDA)	SLIGHT	PEDESTRIAN	STILL UNKNOWN/OTHER
VEHICLE	001 (000)	BUS/COACH >=17 PAX BT - DRV NOT CONTACTED	(40 YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) N/S HIT FIRST J/P - UNKN UNKNOWN S/R

**283**

01200237526	WED 19/02/2020 22:17	DARK	THEOBALDS RD, NR JUNCT WTH GRAYS INN RD.	02 NODE 73	530991/181976	
POLICE - AT SCENE	ROAD-WET	WEATHER-OTHER	DUAL CWY T/STAG JUN AUTO SIG	CNTL REFUGE N/O CTRLS	NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (002)	(46 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(21 YRS - M - REDACT)	TURNING RIGHT	(NE TO NW) DID NOT IMPACT	JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A	(46 YRS - M - REDACT)	MOVING OFF	(SW TO NE) DID NOT IMPACT	JOURNEY P/O WORK JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)				

**284**

01200238164	SUN 23/02/2020 18:15	DARK	SOUTHAMPTON ROW, NR JUNCT WTH BLOOMSBURY WAY.	02 NODE 62	530459/181682	
SELF-REPORTED	ROAD-DRY	WEATHER-OTHER	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	UNKNOWN S/R	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (001)	(52 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(52 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

**285**

01200238838	THU 27/02/2020 11:23	LIGHT	CLERKENWELL RD, NR JUNCT WTH BACK HILL.	02 LINK 74-633	531252/182039
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(43 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(57 YRS - M - REDACT)	WAITING - TURN RIGHT	(E TO NW) FRONT HIT FIRST JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	MC 51-125CC BT - NEG	(43 YRS - M - REDACT)	MOVING OFF	(E TO W) O/S HIT FIRST JOURNEY P/O WORK JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)		V002 A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

**286**

01200239501	MON 02/03/2020 09:30	LIGHT	GRAYS INN RD, 25 METRES NORTH OF JUNCT WTH MOUNT PLEASANT.	02 LINK 68-73	530979/182022
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY NO JUN IN 20M	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(26 YRS - F - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	G/AHEAD - OTHER	(NW TO SE) FRONT HIT FIRST JOURNEY P/O WORK
VEHICLE	002 (000)	PED CYCLE BT - N/A	(26 YRS - F - REDACT)	O/TAKING - NEARSIDE	(NW TO SE) FRONT HIT FIRST JOURNEY P/O WORK
V001	A	405 (FAILED TO LOOK PROPERLY)			

**287**

01200239603	TUE 11/02/2020 13:30	LIGHT	SOUTHAMPTON ROW, 20 METRES EAST OF JUNCT WTH A40.			02 NODE 62	530446/181695
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN	CROSSROADS	AUTO SIG	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(? YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(39 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) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

**288**

01200240171	THU 05/03/2020 12:40	LIGHT	HOLBORN, NR JUNCT WTH BROOKE ST .			00 LINK 762-828	531188/181609
POLICE - AT SCENE	ROAD-WET	RAINING - H WIND	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(30 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	TAXI/PHV BT - NOT REQ	(70 YRS - M - REDACT)		TURNING - LEFT	(W TO NE) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(30 YRS - M - REDACT)		SLOWING/STOPPING	(W TO E) BACK HIT FIRST	JOURNEY P/O WORK JCT APP
V001	A	103 (SLIPPERY ROAD (DUE TO WEATHER))			V002	A	403 (POOR TURN OR MANOEUVRE)
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)			V002	A	408 (SUDDEN BRAKING)
V001	B	601 (AGGRESSIVE DRIVING)			V002	B	508 (DRIVER USING MOBILE PHONE)

**289**

01200240260	THU 05/03/2020 09:55	LIGHT	HIGH HOLBORN, NR JUNCT WTH SOUTHAMPTON ROW.	02 NODE 24	530508/181529		
SELF-REPORTED	ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(36 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C >500CC BT - DRV NOT CONTACTED	(36 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

**290**

01200241310	TUE 10/03/2020 20:34	DARK	FARRINGDON RD, 30 METRES SOUTH OF JUNCT WTH GRENVILLE ST.	02 LINK 758-759	531512/181852		
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(46 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(46 YRS - M - REDACT)		WAITING - HELD UP	(N TO S) N/S HIT FIRST	COMMUTING
VEHICLE	002 (000)	PHV - LICENCED BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		WAITING - HELD UP	(N TO S) FRONT HIT FIRST	J/P - UNKN
V002	A	405 (FAILED TO LOOK PROPERLY)		V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V001	A	601 (AGGRESSIVE DRIVING)	



**291**

01200241406	WED 11/03/2020 09:47	LIGHT	PROCTOR ST , NR JUNCT WTH HIGH HOLBORN.	02 NODE 27	530636/181547
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST T/STAG JUN AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(32 YRS - F - REDA)	SERIOUS	PEDESTRIAN	W BOUND
VEHICLE	001 (000)	PED CYCLE BT - N/A	(33 YRS - M - REDACT)	G/AHEAD - L-HAND BEND	FROM DRIVERS N/SIDE - MASKED
C001	A	802 (FAILED TO LOOK PROPERLY)			

**292**

01200242175	SUN 15/03/2020 14:00	LIGHT	THEOBALDS RD, NR JUNCT WTH GRAYS INN RD.	02 NODE 73	530989/181977
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(39 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(39 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R

**293**

01200244434	MON 06/04/2020 07:45	LIGHT	HIGH HOLBORN, NR JUNCT WTH SOUTHAMPTON ROW.	02 NODE 24	530511/181523
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	UNKNOWN S/R

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(54 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(54 YRS - M - REDACT)	UNKNOWN S/R		(MOVE UNKN) FRONT HIT FIRST
VEHICLE	002 (000)	MINIBUS 8-15 PAX BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R		(MOVE UNKN) FRONT HIT FIRST

**294**

01200244996	TUE 14/04/2020 12:10	LIGHT	CLERKENWELL RD, NR JUNCT WTH FARRINGDON LANE.	03 NODE 10	531483/182067
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(52 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(52 YRS - M - REDACT)	G/AHEAD - OTHER		(E TO W) O/S HIT FIRST
VEHICLE	002 (000)	CAR BT - NOT REQ	(39 YRS - M - REDACT)	TURNING RIGHT		(N TO W) FRONT HIT FIRST
V002	B	405 (FAILED TO LOOK PROPERLY)		V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

**295**

01200249474	THU 28/05/2020 16:15	LIGHT	THEOBALD RD, NR JUNCT WTH JOHN ST.			02 LINK 64-73	530893/181935
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(28 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(49 YRS - F - REDACT)	TURNING - LEFT		(W TO NE) N/S HIT FIRST	COMMUTING L/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A	(28 YRS - M - REDACT)	G/AHEAD - OTHER		(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	B	403 (POOR TURN OR MANOEUVRE)					

**296**

01200249625	FRI 29/05/2020 17:05	LIGHT	GRAYS INN RD , NR JUNCT WTH THEOBOLDS RD.			02 NODE 73	530993/181976
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(22 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(41 YRS - M - REDACT)	TURNING RIGHT		(E TO NW) FRONT HIT FIRST	JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A	(22 YRS - F - REDACT)	G/AHEAD - OTHER		(W TO E) O/S HIT FIRST	JCT MID
V001	B	509 (DISTRACTION IN VEHICLE)			V001	B	510 (DISTRACTION OUTSIDE VEHICLE)

297

01200250797	MON 08/06/2020 08:00	LIGHT	SOUTHAMPTON ROW, NR JUNCT WTH THEOBALDS RD .			02 NODE 62	530461/181668
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 (002)	(34 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	OTHER VEH BT - NOT REQ	(43 YRS - M - REDACT)	OTHER TOW	G/AHEAD - OTHER	(S TO N) O/S HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A	(34 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
V002	A	403 (POOR TURN OR MANOEUVRE)					

298

01200251303	THU 11/06/2020 06:55	LIGHT	FARRINGDON RD, NR JUNCT WTH FARRINGDON RD .			03 LINK 22-758	531375/182160
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(24 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(24 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

**299**

01200253115	WED 24/06/2020 10:02	LIGHT	HIGH HOLBORN, NR JUNCT WTH CATTON ST.			02 NODE 27	530599/181553
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	OTHER JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(34 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(41 YRS - M - REDACT)	G/AHEAD - R-HAND BEND		(N TO S) O/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	M/C >500CC BT - NOT PROVD	(34 YRS - M - REDACT)	G/AHEAD - OTHER		(N TO S) N/S HIT FIRST	J/P - UNKN JCT APP
V001	A	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)			V001	A	405 (FAILED TO LOOK PROPERLY)

**300**

01200254343	WED 01/07/2020 14:50	LIGHT	SOUTHAMPTON ROW, NR JUNCT WTH THEOBALDS RD.			02 NODE 62	530468/181685
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	AUTO SIG	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(66 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(66 YRS - M - REDACT)	G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN JCT MID
V001	A	101 (POOR OR DEFECTIVE ROAD SURFACE)			V001	A	410 (LOSS OF CONTROL)

**301**

01200254647	FRI 03/07/2020 11:10	LIGHT	THEOBALD'S RD, NR JUNCT WTH EMERALD ST.	02 LINK 64-73	530741/181862
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY OTHER JUN GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(33 YRS - F - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NEG	(54 YRS - M - REDACT)	TURNING RIGHT	(W TO S) O/S HIT FIRST JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(33 YRS - F - REDACT)	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST JOURNEY P/O WORK JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)		V001 B	602 (CARELESS, RECKLESS OR IN A HURRY)

**302**

01200254910	SAT 04/07/2020 23:40	DARK	CHARTERHOUSE ST, NR JUNCT WTH FARRINGDON ST.	02 NODE 759	531550/181651
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(34 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(34 YRS - M - REDACT)	UNKNOWN S/R	(MOVE 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

**303**

01200258037	THU 23/07/2020 09:35	LIGHT	CLERKENWELL RD, NR JUNCT WTH FARRINGDON RD.	03 NODE 758	531430/182057
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(41 YRS - F - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(41 YRS - F - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R

**304**

01200259633	SAT 01/08/2020 07:56	LIGHT	SOUTHAMPTON ROW, NR JUNCT WTH THEOBALDS RD.	02 NODE 62	530453/181680
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY MULTI JUN AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(36 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
CASUALTY	002 (002)	(37 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(36 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST
VEHICLE	002 (000)	GOODS > 7.5T BT - NEG	(37 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST
V002	B	410 (LOSS OF CONTROL)			JOURNEY P/O WORK JCT CLEARED
					JOURNEY P/O WORK JCT APP

**305**

01200260165	TUE 04/08/2020 08:30	LIGHT	SOUTHAMPTON ROW, NR JUNCT WTH THEOBALDS RD.			02 NODE 62	530473/181682
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PELICAN OR SIML	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(49 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		TURNING RIGHT	(NW TO S) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A	(49 YRS - F - REDACT)		G/AHEAD - R-HAND BEND	(E TO W) FRONT HIT FIRST	COMMUTING JCT MID
V001	A	403 (POOR TURN OR MANOEUVRE)			V001	A	710 (VEHICLE BLIND SPOT)

**306**

01200261791	THU 13/08/2020 07:34	LIGHT	CLERKENWELL RD, NR JUNCT WTH SAFFRON HILL.			02 NODE 757	531346/182042
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(38 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(55 YRS - M - REDACT)		TURNING - LEFT	(E TO S) N/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(38 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)					



**307**

01200262260	SUN 16/08/2020 05:50	DARK	CLERKENWELL RD, NR JUNCT WTH FARRINGDON RD .	03 NODE 758	531450/182061	
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PELICAN OR SIML	NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (001)	(31 YRS - M - REDA)	SLIGHT DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(31 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(29 YRS - F - REDACT)	TURNING RIGHT	(S TO NE) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V001	B	103 (SLIPPERY ROAD (DUE TO WEATHER))		V002	A	305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)
V002	A	403 (POOR TURN OR MANOEUVRE)		V002	A	405 (FAILED TO LOOK PROPERLY)

**308**

01200262597	TUE 18/08/2020 08:54	LIGHT	HARPUR MEWS, 20 METRES WEST OF JUNCT WTH LAMBS CONDUIT ST.	02 LINK 64-67	530634/181898	
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)	(54 YRS - M - REDA)	SLIGHT DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(54 YRS - M - REDACT)	REVERSING	(SW TO NE) O/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	PARKED	(P TO P) N/S HIT FIRST	J/P - UNKN JCT APP
V001	A	403 (POOR TURN OR MANOEUVRE)		V001	A	405 (FAILED TO LOOK PROPERLY)
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)				

**309**

01200264156	WED 26/08/2020 16:50	LIGHT	CLERKENWELL RD, NR JUNCT WTH HATTON GARDEN.	02 NODE 633	531269/182038
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY T/STAG JUN GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(30 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	G/AHEAD - R-HAND BEND	(W TO E) N/S HIT FIRST J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	PED CYCLE BT - N/A	(30 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) O/S HIT FIRST JOURNEY P/O WORK JCT CLEARED
V001	B	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)			

**310**

01200266324	MON 07/09/2020 17:55	LIGHT	GRAYS INN RD, NR JUNCT WTH NORTHINGHTON ST.	02 LINK 68-73	530941/182078
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY T/STAG JUN GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(14 YRS - F - REDA)	SLIGHT PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	G/AHEAD - OTHER	(SE TO NW) FRONT HIT FIRST J/P - UNKN JCT CLEARED
V001	B	405 (FAILED TO LOOK PROPERLY)			

**311**

01200268183	TUE 15/09/2020 19:45	DARK	GREAT JAMES ST, NR JUNCT WTH BEDFORD RD.	02 LINK 64-73	530770/181878
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(29 YRS - F - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(29 YRS - F - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST

**312**

01200269586	WED 23/09/2020 12:08	LIGHT	THEOBALDS RD, NR JUNCT WTH SOUTHAMPTON ROW.	02 NODE 62	530468/181683
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(49 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(49 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R
VEHICLE	002 (000)	MC 51-125CC BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R

**313**

01200270906	SUN 13/09/2020 14:00	LIGHT	GRAYS INN RD, 20 METRES SOUTH OF JUNCT WTH GUILDFORD ST.	02 NODE 68	530808/182261
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(23 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(23 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST

**314**

01200271040	WED 30/09/2020 20:00	DARK	PROCTER ST, NR JUNCT WTH CATTON ST.	02 LINK 27-63	530586/181608
POLICE - AT SCENE	ROAD-WET	RAINING	ONE-WAY ST T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(27 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(37 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(27 YRS - M - REDACT)	TURNING RIGHT	(N TO SW) O/S HIT FIRST
V002	A	403 (POOR TURN OR MANOEUVRE)		V002	A
V002	A	405 (FAILED TO LOOK PROPERLY)		V002	A
					404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)
					406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

315

01200272546	THU 08/10/2020 09:30	LIGHT	CLERKENWELL RD, 10 METRES EAST OF JUNCT WTH TURNMILL ST.	03 NODE 10	531502/182072
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(35 YRS - F - REDA)	SLIGHT PEDESTRIAN	N BOUND	FROM DRIVERS N/SIDE - MASKED
VEHICLE	001 (000)	M/C 51-125CC BT - NEG	(37 YRS - M - REDACT)	O/TAKING - NON MOVING VEH	(E TO W) JOURNEY P/O WORK FRONT HIT JCT APP FIRST
C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)		C001 A C001 A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY) 802 (FAILED TO LOOK PROPERLY)

316

01200273759	TUE 13/10/2020 18:08	DARK	THEOBALDS RD, NR JUNCT WTH RED LION ST.	02 NODE 64	530697/181840
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY CROSSROADS AUTO SIG	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(36 YRS - M - REDA)	SERIOUS DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(28 YRS - F - REDACT)	TURNING RIGHT	(E TO NW) COMMUTING FRONT HIT JCT MID FIRST
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(36 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) JOURNEY P/O WORK FRONT HIT JCT APP FIRST
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)		V002 A	707 (RAIN, SLEET, SNOW OR FOG)

**317**

01200274333	SAT 17/10/2020 13:23	LIGHT	THEOBALDS RD, NR JUNCT WTH OLD NORTH ST.			02 LINK 63-64	530568/181778
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	OTHER JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(57 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	LONDON BUS BT - NEG	(54 YRS - M - REDACT)	G/AHEAD - OTHER		(E TO W) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	TAXI/PHV BT - NOT REQ	(57 YRS - F - REDACT)	SLOWING/STOPPING		(E TO W) BACK HIT FIRST	JOURNEY P/O WORK JCT APP
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					

**318**

01200275102	WED 21/10/2020 15:40	LIGHT	SOUTHAMPTON PLACE, NR JUNCT WTH HIGH HOLBORN RD .			02 NODE 629	530442/181529
POLICE - AT SCENE	ROAD-WET	RAINING	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(41 YRS - M - REDA)	SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(42 YRS - M - REDACT)	TURNING RIGHT		(E TO N) FRONT HIT FIRST	L/MAIN RD
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			C001	B	802 (FAILED TO LOOK PROPERLY)
C001	B	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)					

**319**

01200275758	SUN 25/10/2020 12:35	LIGHT	THEOBALDS RD, NR JUNCT WTH RED LION ST.			02 NODE 64	530692/181828
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(25 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C >500CC BT - NOT REQ	(25 YRS - M - REDACT)	TURNING RIGHT		(S TO E) DID NOT IMPACT	JCT MID
V001	B	103 (SLIPPERY ROAD (DUE TO WEATHER))			U001	A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)
U001	A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)					

**320**

01200277102	FRI 30/10/2020 12:52	LIGHT	THEOBALDS RD, NR JUNCT WTH ST JOHN.			02 LINK 64-73	530889/181933
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	CNTL REFUGE N/O CTRLS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(22 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(22 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R		(MOVE UNKN) N/S HIT FIRST	J/P - UNKN UNKNOWN S/R

**321**

01200281135	WED 25/11/2020 14:10	LIGHT	GREAT JAMES ST, NR JUNCT WTH BEDFORD RD.	02 LINK 64-73	530764/181886
SELF-REPORTED	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)	(50 YRS - UNKNOWN - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(50 YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) N/S HIT FIRST J/P - UNKN JCT APP
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(52 YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) N/S HIT FIRST J/P - UNKN JCT APP

**322**

01200281894	MON 30/11/2020 16:00	DARK	THEOBALDS RD, NR JUNCT WTH EMERADL ST.	02 LINK 64-73	530736/181866	
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (002)	(20 YRS - F - REDA)	SLIGHT DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(69 YRS - M - REDACT)	TURNING RIGHT	(E TO N) N/S HIT FIRST JCT MID	
VEHICLE	002 (000)	PED CYCLE BT - N/A	(20 YRS - F - REDACT)	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST COMMUTING JCT APP	
V001	A	403 (POOR TURN OR MANOEUVRE)		V001	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001	A	405 (FAILED TO LOOK PROPERLY)				



**323**

01200283700	WED 09/12/2020 18:00	DARK	FARRINGTON RD, NR JUNCT WTH CLERKENWELL RD	03 NODE 758	531434/182058	
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)	(18 YRS - F - REDA)	SLIGHT DRIVER/RIDER			
VEHICLE	001 (000)	M/C 126-500CC BT - NEG	(46 YRS - M - REDACT)	MOVING OFF	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(18 YRS - F - REDACT)	TURNING RIGHT	(W TO SE) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)				

**324**

01200283796	THU 10/12/2020 07:25	LIGHT	THEOBALDS RD, NR JUNCT WTH HARPUR ST.	02 LINK 63-64	530641/181822	
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY OTHER JUN AUTO SIG	CNTL REFUGE N/O CTRLS	NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (001)	(38 YRS - F - REDA)	SLIGHT PEDESTRIAN	SW BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

**325**

01200284544	THU 10/12/2020 08:40	LIGHT	CLERKENWELL RD, NR JUNCT WTH TURNMILL ST.	03 NODE 10	531488/182065
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(28 YRS - F - REDA)	SERIOUS	DRIVER/RIDER	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(28 YRS - F - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(20 YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R

**326**

01210293065	TUE 16/02/2021 14:20	LIGHT	FARRINGDON ST, NR JUNCT WTH CHARTERHOUSE ST .	02 NODE 759	531556/181631
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY OTHER JUN AUTO SIG	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(23 YRS - M - REDA)	SLIGHT	PEDESTRIAN	E BOUND
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(44 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST
C001	A	802 (FAILED TO LOOK PROPERLY)		C001	A
					808 (CARELESS, RECKLESS OR IN A HURRY)

327

01210294141	WED 24/02/2021 19:50	DARK	CLERKENWELL GREEN (STOP K), NR JUNCT WTH CLERKENWELL RD	03 LINK 10-13	531519/182083		
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(27 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(27 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	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

328

01210295198	SUN 21/02/2021 13:30	LIGHT	SOUTHAMPTON ROW, 50 METRES JUNCT WTH OLD GLOUCESTER ST.	02 LINK 27-63	530489/181696		
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	NO JUN IN 20M		UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(64 YRS - M - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN

**329**

48160076357	TUE 24/05/2016 16:25	LIGHT	FARRINGDON ST A201 J/W CHARTERHOUSE ST	02 NODE 759	531550/181660	
POLICE - OVER COU	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M	
VEH 2 TURNS ACROSS VEH 1						
CASUALTY	001 (001)	(45 YRS - M - REDA)	SERIOUS	DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(45 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING JCT MID
VEHICLE	002 (000)	TAXI/PHV BT - NOT REQ	(50 YRS - M - REDACT)	TURNING RIGHT	(S TO E) N/S HIT FIRST	JOURNEY P/O WORK JCT MID
V002	A	405 (FAILED TO LOOK PROPERLY)				

**330**

48160133062	FRI 28/10/2016 12:35	LIGHT	HOLBORN A40 J/W SOUTHAMPTON BUILDINGS	00 LINK 762-827	531030/181620	
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)	(26 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	M/C <= 50CC BT - NOT REQ	(26 YRS - M - REDACT)	O/TAKING - NON MOVING VEH	(W TO E) N/S HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(49 YRS - M - REDACT)	TURNING RIGHT	(W TO S) O/S HIT FIRST	JOURNEY P/O WORK JCT MID
V001	B	405 (FAILED TO LOOK PROPERLY)		V002	B	405 (FAILED TO LOOK PROPERLY)

**331**

48170207270	MON 24/07/2017 06:25	LIGHT	HOLBORN A40 AT JN WTH GRAYS INN RD A5200	02 NODE 762	531140/181610	
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY T/STAG JUN AUTO SIG	PEDN PHASE ATS	NONE IN 50M	
CASUALTY	001 (001)	(32 YRS - M - REDA)	SLIGHT DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(32 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) DID NOT IMPACT	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(? YRS - UNKNOWN - REDACT)	CHNG LANE - LEFT	(W TO E) DID NOT IMPACT	J/P - UNKN JCT APP
V002	B	405 (FAILED TO LOOK PROPERLY)				

**332**

48170228385	TUE 29/08/2017 06:18	DARK	CHARTERHOUSE ST J/W WEST POULTRY AVENUE	00 NODE 830	531650/181710	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M	
CASUALTY	001 (002)	(26 YRS - F - REDA)	SLIGHT VEH/PILLION PAX			
CASUALTY	002 (002)	(33 YRS - M - REDA)	SLIGHT DRIVER/RIDER			
VEHICLE	001 (000)	GOODS > 7.5T BT - NOT REQ	(45 YRS - M - REDACT)	ARTICULATED VEH REVERSING	(W TO E) BACK HIT FIRST	JOURNEY P/O WORK JCT CLEARED
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(33 YRS - M - REDACT)	WAITING - HELD UP	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)		V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)

**333**

48180804575 THU 19/07/2018 10:20 LIGHT HOLBORN (A40) 8ME OF J/W FURNIVAL ST 00 NODE 828 531210/181590  
 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)	(32 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	TAXI/PHV BT - NOT REQ	(74 YRS - M - REDACT)		CHNG LANE - LEFT	(E TO W) N/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(32 YRS - M - REDACT)		O/TAKING - NEARSIDE	(E TO W) O/S HIT FIRST	COMMUTING JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)			V002 B	403 (POOR TURN OR MANOEUVRE)	

**334**

48190911331 FRI 07/06/2019 14:50 LIGHT FURNIVAL ST - 33 METRES FROM JUNCT WTH HOLBORN (A40) 00 LINK 165-828 531203/181556  
 POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACIL IN 50M NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(39 YRS - F - REDA)	SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(60 YRS - M - REDACT)		REVERSING	(N TO S) BACK HIT FIRST	JOURNEY P/O WORK
V001	B	405 (FAILED TO LOOK PROPERLY)			C001 B	802 (FAILED TO LOOK PROPERLY)	

335

48200943354	SUN 19/01/2020 03:05	DARK	SHOE LANE AT JUNCT WTH CHARTERHOUSE ST (B500)	02 LINK 759-761	531509/181630
POLICE - OVER COU	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)	(41 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(30 YRS - M - REDACT)	REVERSING	(S TO N) BACK HIT FIRST J/P - UNKN JCT MID
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(41 YRS - M - REDACT)	WAITING - HELD UP	(W TO E) O/S HIT FIRST JOURNEY P/O WORK JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)		V001 A	602 (CARELESS, RECKLESS OR IN A HURRY)

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# Clerkenwell area - 5 years collision data to end February 2021 provisional



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Summary of Collisions Selected Site Reference and Description Topic Based Query	Date Period	Collision Count 335
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**The description of how the collision occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation. Note that self-reported collisions (introduced in September 2016) may have limited information. Descriptions have been automatically redacted to remove all personally identifiable information, but should you receive any in error please inform the Collisions Data Team as soon as practical. Self-reported collisions introduced in September 2016 may have limited information and tend to be lower in quality than police reports. The introduction of online self-reporting has made it easier for members of the public to report collisions to the police. There have been year on year increases in self-reports since this was introduced. This has contributed to an overall increase in the number of casualties reported on London's roads.**

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Topic Based Query











Pedestrian	73	22%
Wet	58	17%
Dark	101	30%











Fatal	1	0%
Serious	44	13%
Slight	290	87%











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











	1	2	3	4	5	6	7	8	9	10
<b>Reference</b>	01160003020	01160004535	01160004961	01160005086	01160005146	01160005718	01160006508	01160006829	01160008173	01160012459
<b>Day</b>	WEDNESDAY	THURSDAY	SATURDAY	SATURDAY	MONDAY	THURSDAY	MONDAY	WEDNESDAY	THURSDAY	WEDNESDAY
<b>Date</b>	23/11/2016	01/12/2016	03/12/2016	03/12/2016	05/12/2016	17/11/2016	12/12/2016	14/12/2016	15/12/2016	07/09/2016
<b>Time</b>	18:25	22:44	16:00	14:58	06:45	09:23	18:05	07:00	06:47	10:20
<b>Light Conds</b>	DARK	DARK	LIGHT	LIGHT	DARK	LIGHT	DARK	LIGHT	DARK	LIGHT
<b>Road Surface</b>	DRY	WET/DAMP	DRY	DRY	FROST/ICE	UNKNOWN (S/R)	DRY	DRY	UNKNOWN (S/R)	DRY
<b>Severity</b>	SERIOUS	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
<b>Conflict</b>										
<b>Ped Location Contributory</b> (* denotes pre-2005)	403 V001 A 404 V001 A 701 V001 B 406 V001 B 407 V001 A 601 V001 B	103 V002 A	401 V001 A	0 802 C001 A 405 V001 A	406 V001 A 408 V002 A 103 V002 B		405 V001 A 403 V002 B 406 V001 A 307 V001 B 602 V001 B	403 V001 A		602 V001 A 406 V001 B 308 V001 A
<b>Easting/Northing</b>	531199 182035	530880 181920	530500 181750	530430 181520	530520 181490	531130 181610	530950 181950	531550 181650	530530 181460	530500 181720

	11	12	13	14	15	16	17	18	19	20
<b>Reference</b>	01160012641	01160012740	01160014567	01160019866	01160024004	01160024189	01160024358	01160024371	01160024619	0116EK40159
<b>Day</b>	MONDAY	FRIDAY	WEDNESDAY	FRIDAY	MONDAY	SATURDAY	THURSDAY	MONDAY	WEDNESDAY	TUESDAY
<b>Date</b>	05/09/2016	02/09/2016	16/11/2016	02/09/2016	31/10/2016	08/10/2016	06/10/2016	17/10/2016	05/10/2016	08/03/2016
<b>Time</b>	21:40	15:45	19:00	13:40	07:30	11:10	09:15	09:40	21:00	18:35
<b>Light Conds</b>	DARK	LIGHT	DARK	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK	DARK
<b>Road Surface</b>	DRY	DRY	WET/DAMP	DRY	DRY	DRY	DRY	DRY	DRY	WET/DAMP
<b>Severity</b>	SLIGHT	SERIOUS	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
<b>Conflict</b>										
<b>Ped Location</b>			X							
<b>Contributory</b> (* denotes pre-2005)	406 V001 A 308 V001 A 602 V001 B	602 V001 B 405 V001 A		405 V001 A 305 V001 A 602 V001 A 403 V001 A	405 V001 A 408 V002 B 406 V001 A 602 V001 A			405 V002 A 403 V002 B		403 V002 A 405 V002 A 407 V002 A 602 V002 A
<b>Easting/Northing</b>	530690 181840	531000 181980	530510 181540	531430 182050	531260 182040	530670 181890	531390 182050	530800 181890	530670 181840	530750 181870











	21	22	23	24	25	26	27	28	29	30
<b>Reference</b>	0116EK40163	0116EK40164	0116EK40168	0116EK40303	0116EK40327	0116EK40340	0116EK40365	0116EK40371	0116EK40375	0116EK40377
<b>Day</b>	THURSDAY	THURSDAY	FRIDAY	SUNDAY	SATURDAY	MONDAY	WEDNESDAY	FRIDAY	WEDNESDAY	TUESDAY
<b>Date</b>	17/03/2016	17/03/2016	18/03/2016	01/05/2016	07/05/2016	16/05/2016	25/05/2016	27/05/2016	04/05/2016	31/05/2016
<b>Time</b>	16:30	13:35	20:45	22:05	19:45	18:10	12:35	02:50	18:00	14:40
<b>Light Conds</b>	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT
<b>Road Surface</b>	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT
<b>Conflict</b>										
<b>Ped Location</b>					0					
<b>Contributory</b>	403 V001 A	802 U000 A	405 V001 A	405 V001 A	701 V001 A	403 V002 A	408 V001 A	301 V001 B	405 V002 A	405 V001 A
(* denotes pre-2005)	406 V002 A	808 U000 A	406 V001 A	406 V001 A	801 C001 A	405 V002 A		405 V001 B	602 V002 A	308 V001 A
		408 V001 A	403 V001 A	405 V002 A	802 C001 A	406 V001 A		301 V002 B	407 V002 A	602 V001 A
			306 V002 B	406 V002 A	808 C001 A			405 V002 A		
<b>Easting/Northing</b>	530500 181530	531050 182010	531480 182060	530980 181970	530420 181640	530470 181660	530500 181530	530450 181670	530500 181720	530600 181560

	31	32	33	34	35	36	37	38	39	40
<b>Reference</b>	0116EK40400	0116EK40428	0116EK40433	0116EK40439	0116EK40445	0116EK40488	0116EK40492	0116EK40509	0116EK40526	0116EK40540
<b>Day</b>	WEDNESDAY	FRIDAY	TUESDAY	TUESDAY	THURSDAY	FRIDAY	FRIDAY	MONDAY	WEDNESDAY	WEDNESDAY
<b>Date</b>	08/06/2016	17/06/2016	21/06/2016	21/06/2016	23/06/2016	08/07/2016	01/07/2016	18/07/2016	20/07/2016	27/07/2016
<b>Time</b>	22:40	17:00	08:40	09:53	14:00	15:54	17:15	00:58	15:46	10:45
<b>Light Conds</b>	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT
<b>Road Surface</b>	DRY	DRY	DRY	DRY	WET/DAMP	DRY	DRY	DRY	DRY	DRY
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
<b>Conflict</b>										
<b>Ped Location</b>					X					
<b>Contributory</b> (* denotes pre-2005)	408 V001 A	405 V002 A 602 V002 B	405 V002 A	405 V001 A 406 V001 A 403 V001 A 403 V002 A	405 V001 A 801 C001 A 804 C001 A 808 C001 A	405 V002 A 403 V002 A 602 V002 A	404 V002 A 405 V002 A 602 V002 A 403 V002 A 406 V001 A	301 V002 A 307 V002 A 501 V002 B 602 V002 A	408 V001 A 999 C001 A	102 V001 A 410 V001 A
<b>Easting/Northing</b>	530400 181630	530980 181970	530600 181560	530940 182060	530520 181530	530530 181750	530790 181810	531420 182060	530510 181510	531130 181620











	41	42	43	44	45	46	47	48	49	50
<b>Reference</b>	0116EK40547	0116EK40556	0116EK40580	0116EK40601	0116EK40613	0116EK40622	0116EO40135	0116EO40160	0116EO40238	0116EO40274
<b>Day</b>	SATURDAY	TUESDAY	WEDNESDAY	FRIDAY	TUESDAY	TUESDAY	MONDAY	SUNDAY	THURSDAY	THURSDAY
<b>Date</b>	30/07/2016	02/08/2016	10/08/2016	19/08/2016	23/08/2016	30/08/2016	07/03/2016	13/03/2016	24/03/2016	17/03/2016
<b>Time</b>	14:51	17:02	17:35	16:00	20:45	18:20	09:45	09:55	21:28	13:00
<b>Light Conds</b>	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK	LIGHT
<b>Road Surface</b>	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
<b>Conflict</b>										
<b>Ped Location</b>									50M	0
<b>Contributory</b> (* denotes pre-2005)	999 C001 A	999 C001 A	406 V001 A 308 V001 A	410 V003 A 603 V003 A	403 V002 A 405 V002 A 406 V002 A 407 V002 A	405 V001 A 407 V001 A 409 V002 B	402 V001 A 405 V001 A 710 V001 B	403 V001 A 405 V001 A 406 V001 A 602 V001 A 404 V002 B	808 C001 A 806 C001 A 801 C001 A 802 C001 A 803 C001 A 701 V001 A	701 V001 A 801 C001 A 802 C001 A 808 C001 A
<b>Easting/Northing</b>	530700 181840	530654 181822	530820 182250	530450 181690	530980 181970	530550 181530	531360 182150	531480 181940	531520 181800	531420 182070











	51	52	53	54	55	56	57	58	59	60
<b>Reference</b>	0116EO40295	0116EO40440	0116EO40467	0116EO40537	01170010668	01170013603	01170013703	01170014547	01170015055	01170016061
<b>Day</b>	THURSDAY	WEDNESDAY	THURSDAY	THURSDAY	MONDAY	SUNDAY	MONDAY	THURSDAY	FRIDAY	FRIDAY
<b>Date</b>	21/04/2016	06/07/2016	07/07/2016	28/07/2016	09/01/2017	22/01/2017	09/01/2017	26/01/2017	27/01/2017	03/02/2017
<b>Time</b>	16:55	12:05	14:55	21:15	15:10	15:40	17:40	22:11	09:10	20:00
<b>Light Conds</b>	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK	DARK	LIGHT	DARK
<b>Road Surface</b>	WET/DAMP	DRY	DRY	DRY	WET/DAMP	DRY	WET/DAMP	WET/DAMP	UNKNOWN (S/R)	UNKNOWN (S/R)
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
<b>Conflict</b>										
<b>Ped Location</b>								0		X
<b>Contributory</b>	402 V001 A	403 V002 A	403 V002 A	405 V001 A		306 V002 B		406 V001 B		
(* denotes pre-2005)	405 V001 A	405 V002 A	405 V002 A	602 V001 A		405 V001 B		802 C002 A		
	602 V001 A	602 V002 A	602 V002 A	302 V001 A		405 V002 B		806 C002 A		
		710 V001 A				406 V001 B				
						602 V002 B				
<b>Easting/Northing</b>	531430 182040	531480 181930	531400 182050	531360 182150	530950 181950	530690 181840	531550 181660	531411 182089	530980 181980	530490 181530

	61	62	63	64	65	66	67	68	69	70
<b>Reference</b>	01170017536	01170017957	01170018250	01170018882	01170018997	01170019099	01170020048	01170022724	01170022868	01170023435
<b>Day</b>	FRIDAY	TUESDAY	FRIDAY	THURSDAY	MONDAY	FRIDAY	TUESDAY	FRIDAY	SATURDAY	THURSDAY
<b>Date</b>	10/02/2017	31/01/2017	27/01/2017	16/02/2017	13/02/2017	17/02/2017	21/02/2017	03/03/2017	04/03/2017	02/03/2017
<b>Time</b>	16:00	13:40	13:30	19:00	16:15	11:53	20:44	13:35	11:45	18:30
<b>Light Conds</b>	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK
<b>Road Surface</b>	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	UNKNOWN
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	FATAL	SLIGHT	SLIGHT	(S/R) SLIGHT
<b>Conflict</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Ped Location Contributory</b> (* denotes pre- 2005)	305 V002 A			406 V001 A		710 V002 A 605 V001 B	403 V002 A 406 V001 B 307 V001 B	405 V001 A	903 V001 A 405 V002 B	0
<b>Easting/Northing</b>	531420 182050	530461 181683	531500 181870	530510 181520	530735 181865	531051 181835	531410 182080	531060 181780	531420 182050	531548 181656











	71	72	73	74	75	76	77	78	79	80
<b>Reference</b>	01170023437	01170023544	01170023671	01170024553	01170024645	01170024778	01170027105	01170028393	01170028687	01170028988
<b>Day</b>	THURSDAY	THURSDAY	WEDNESDAY	SATURDAY	SATURDAY	MONDAY	WEDNESDAY	MONDAY	WEDNESDAY	THURSDAY
<b>Date</b>	16/02/2017	23/02/2017	08/03/2017	11/03/2017	11/03/2017	13/03/2017	22/03/2017	27/03/2017	08/03/2017	30/03/2017
<b>Time</b>	22:10	18:00	09:02	20:15	21:25	07:45	08:01	23:40	08:55	07:45
<b>Light Conds</b>	DARK	DARK	LIGHT	DARK	DARK	LIGHT	LIGHT	DARK	LIGHT	LIGHT
<b>Road Surface</b>	DRY	DRY	WET/DAMP	DRY	DRY	DRY	WET/DAMP	DRY	UNKNOWN (S/R)	DRY
<b>Severity</b>	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT
<b>Conflict</b>										
<b>Ped Location Contributory</b> (* denotes pre-2005)			X 804 C001 A 802 C001 A	405 V002 B	X 807 C001 A 802 C001 A 803 C001 A	0 305 V001 A 406 V001 B 803 C001 B 808 C001 A	405 V001 A 701 V001 B	405 V002 B	0	407 V001 A 403 V001 A 405 V001 A
<b>Easting/Northing</b>	531520 182070	531360 182140	530500 181520	531130 182020	530520 181510	530500 181530	530900 182040	531018 181977	531540 181650	530810 181890























	81	82	83	84	85	86	87	88	89	90
<b>Reference</b>	01170031808	01170032302	01170032691	01170032830	01170034296	01170034536	01170035134	01170035500	01170035594	01170036036
<b>Day</b>	WEDNESDAY	SATURDAY	WEDNESDAY	THURSDAY	THURSDAY	FRIDAY	TUESDAY	THURSDAY	THURSDAY	MONDAY
<b>Date</b>	12/04/2017	15/04/2017	19/04/2017	20/04/2017	27/04/2017	28/04/2017	02/05/2017	04/05/2017	23/02/2017	08/05/2017
<b>Time</b>	08:53	20:57	06:55	06:20	13:15	16:20	16:53	12:10	17:01	11:05
<b>Light Conds</b>	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
<b>Road Surface</b>	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	WET/DAMP	DRY
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
<b>Conflict</b>										
<b>Ped Location</b>				X			X		X	0
<b>Contributory</b> (* denotes pre-2005)	406 V001 A 406 V002 B	501 V001 A 406 V003 A 406 V001 A 607 V001 A	403 V001 A 405 V001 A	802 C001 A	405 V002 B 602 V002 B	505 V001 A	802 C001 A	405 V001 B 405 V002 B		405 V001 B
<b>Easting/Northing</b>	531510 181740	531440 182130	531350 182160	531426 182061	531159 182032	530500 181750	531520 181800	531606 181680	531150 181610	531100 181600











	91	92	93	94	95	96	97	98	99	100
<b>Reference</b>	01170038088	01170038558	01170039046	01170039155	01170040037	01170040654	01170040828	01170041428	01170042406	01170043377
<b>Day</b>	WEDNESDAY	FRIDAY	WEDNESDAY	TUESDAY	SATURDAY	MONDAY	FRIDAY	TUESDAY	MONDAY	TUESDAY
<b>Date</b>	17/05/2017	19/05/2017	17/05/2017	23/05/2017	27/05/2017	08/05/2017	02/06/2017	06/06/2017	12/06/2017	16/05/2017
<b>Time</b>	19:20	18:12	12:00	10:35	00:06	06:30	07:58	10:25	09:25	17:15
<b>Light Conds</b>	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
<b>Road Surface</b>	WET/DAMP	DRY	WET/DAMP	DRY	DRY	UNKNOWN (S/R)	DRY	WET/DAMP	DRY	DRY
<b>Severity</b>	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
<b>Conflict</b>										
<b>Ped Location</b>				X			X	0		
<b>Contributory</b>	103 V001 B	406 V002 A		406 V001 A	405 V002 B		802 C001 A	405 V001 A	407 V002 A	405 V002 B
(* denotes pre-2005)	103 V002 B	201 V002 B		803 C001 A		808 C001 A	406 V001 A			
<b>Eastings/Northing</b>	531140 181620	531130 182020	530920 182100	531100 181600	531350 182150	530920 182110	530520 181520	531600 181870	530695 181842	531200 182040











	101	102	103	104	105	106	107	108	109	110
<b>Reference</b>	01170044047	01170044059	01170044891	01170045515	01170045705	01170045933	01170047230	01170047375	01170048091	01170049495
<b>Day</b>	TUESDAY	WEDNESDAY	MONDAY	MONDAY	THURSDAY	FRIDAY	FRIDAY	SUNDAY	WEDNESDAY	THURSDAY
<b>Date</b>	13/06/2017	14/06/2017	19/06/2017	08/05/2017	01/06/2017	30/06/2017	07/07/2017	09/07/2017	12/07/2017	20/07/2017
<b>Time</b>	18:30	06:40	08:40	16:00	13:08	16:00	17:39	03:55	22:45	11:01
<b>Light Conds</b>	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	DARK	LIGHT
<b>Road Surface</b>	DRY	DRY	DRY	DRY	UNKNOWN	DRY	DRY	DRY	DRY	DRY
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	(S/R) SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT
<b>Conflict</b>										
<b>Ped Location Contributory</b> (* denotes pre- 2005)				401 V002 B 405 V002 B 406 V002 B 401 V001 B 406 V001 B		0 405 V001 B	406 V001 B	403 V001 B 403 V002 B	406 V002 A 306 V001 A	405 V001 A
<b>Easting/Northing</b>	530980 181980	531207 181601	530680 181840	531440 182060	531460 182060	530560 181650	530510 181530	531550 181650	531350 182160	531360 182150

	111	112	113	114	115	116	117	118	119	120
<b>Reference</b>	01170050184	01170050247	01170050515	01170051081	01170051801	01170053870	01170056094	01170056183	01170057495	01170057680
<b>Day</b>	THURSDAY	MONDAY	THURSDAY	SATURDAY	WEDNESDAY	FRIDAY	SATURDAY	SATURDAY	WEDNESDAY	WEDNESDAY
<b>Date</b>	20/07/2017	17/07/2017	06/07/2017	29/07/2017	02/08/2017	28/07/2017	26/08/2017	26/08/2017	30/08/2017	06/09/2017
<b>Time</b>	12:30	20:10	17:50	08:03	17:15	19:40	15:37	14:45	08:30	23:22
<b>Light Conds</b>	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK
<b>Road Surface</b>	DRY	DRY	DRY	DRY	WET/DAMP	WET/DAMP	DRY	DRY	DRY	DRY
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
<b>Conflict</b>										
<b>Ped Location</b>						X		0		
<b>Contributory</b>				406 V001 A 406 V002 A 701 V001 A 701 V002 A	104 V001 A 405 V001 B 407 V002 B 707 V001 A 707 V002 A		403 V001 A 405 V001 A 706 V001 B	409 V001 B		501 V002 A 701 V002 B 701 V001 B
<b>Easting/Northing</b>	530510 181500	530550 181538	531100 182070	531470 181940	530524 181754	530880 182180	530780 181880	530730 181850	531300 182040	530990 181970











	121	122	123	124	125	126	127	128	129	130
<b>Reference</b>	01170057994	01170058766	01170060649	01170061313	01170062701	01170062739	01170062831	01170062908	01170063391	01170063690
<b>Day</b>	FRIDAY	SATURDAY	SUNDAY	WEDNESDAY	FRIDAY	THURSDAY	THURSDAY	MONDAY	SUNDAY	SUNDAY
<b>Date</b>	08/09/2017	09/09/2017	24/09/2017	27/09/2017	08/09/2017	05/10/2017	05/10/2017	25/09/2017	08/10/2017	08/10/2017
<b>Time</b>	14:30	21:40	21:51	21:00	22:28	10:25	23:04	09:20	12:39	00:45
<b>Light Conds</b>	DARK	DARK	DARK	DARK	DARK	LIGHT	DARK	LIGHT	LIGHT	DARK
<b>Road Surface</b>	WET/DAMP	DRY	WET/DAMP	WET/DAMP	UNKNOWN (S/R)	DRY	DRY	UNKNOWN (S/R)	DRY	DRY
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
<b>Conflict</b>										
<b>Ped Location Contributory</b> (* denotes pre-2005)	309 V002 A		409 V002 A 501 V002 A	705 V002 B 707 V002 B 404 V002 B		X 802 C001 B	408 V001 B 406 V001 B		403 V001 B	0
<b>Easting/Northing</b>	530690 181830	531529 182082	531240 182040	530530 181750	530610 181470	531410 182060	530500 181530	531427 182053	531120 181610	531360 182160











	131	132	133	134	135	136	137	138	139	140
<b>Reference</b>	01170063817	01170064517	01170065768	01170066626	01170067190	01170069610	01170070792	01170071913	01170072044	01170072166
<b>Day</b>	TUESDAY	SATURDAY	SATURDAY	THURSDAY	THURSDAY	WEDNESDAY	THURSDAY	WEDNESDAY	THURSDAY	THURSDAY
<b>Date</b>	03/10/2017	14/10/2017	21/10/2017	26/10/2017	19/10/2017	25/10/2017	16/11/2017	22/11/2017	23/11/2017	26/10/2017
<b>Time</b>	18:45	01:30	07:25	11:16	09:05	18:56	11:15	11:17	02:23	12:40
<b>Light Conds</b>	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK	LIGHT
<b>Road Surface</b>	DRY	DRY	WET/DAMP	WET/DAMP	UNKNOWN (S/R)	DRY	DRY	DRY	WET/DAMP	DRY
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT
<b>Conflict</b>										
<b>Ped Location Contributory</b> (* denotes pre-2005)		405 V002 A	408 V001 A 103 V001 A	409 V002 B				406 V001 B	405 V001 A 103 V001 B 301 V001 A 902 V001 A 405 V002 B	
<b>Easting/Northing</b>	531530 182080	530510 181530	530510 181520	530700 181840	530674 181836	531490 181910	530760 181890	531082 181614	530990 181970	530457 181692











	141	142	143	144	145	146	147	148	149	150
<b>Reference</b>	01170072177	01170073274	01170075501	01170077394	01170078066	01180081025	01180081281	01180083732	01180084899	01180086400
<b>Day</b>	THURSDAY	MONDAY	MONDAY	TUESDAY	THURSDAY	MONDAY	WEDNESDAY	MONDAY	SUNDAY	THURSDAY
<b>Date</b>	23/11/2017	27/11/2017	04/12/2017	12/12/2017	07/12/2017	01/01/2018	03/01/2018	15/01/2018	21/01/2018	18/01/2018
<b>Time</b>	09:06	16:33	06:45	23:20	06:50	12:45	11:00	18:10	11:48	19:41
<b>Light Conds</b>	LIGHT	DARK	LIGHT	DARK	DARK	LIGHT	LIGHT	DARK	LIGHT	DARK
<b>Road Surface</b>	DRY	DRY	DRY	WET/DAMP	DRY	DRY	DRY	WET/DAMP	WET/DAMP	DRY
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT
<b>Conflict</b>										
<b>Ped Location</b>	50M							0		0
<b>Contributory</b> (* denotes pre-2005)	802 C001 A	405 V002 A 606 V002 A		601 V003 A 510 V003 B		406 V001 B 403 V002 B 406 V002 B	408 V002 B	407 V001 B 808 C001 B	103 V002 B 405 V002 B	
<b>Easting/Northing</b>	530731 181860	530630 181810	531310 182040	531555 181661	531380 182130	530690 181840	531263 182123	530520 181510	530460 181680	531510 182070











	151	152	153	154	155	156	157	158	159	160
<b>Reference</b>	01180090110	01180091325	01180091660	01180094050	01180094123	01180095071	01180095601	01180096919	01180097395	01180099363
<b>Day</b>	WEDNESDAY	FRIDAY	TUESDAY	SUNDAY	MONDAY	FRIDAY	MONDAY	THURSDAY	WEDNESDAY	THURSDAY
<b>Date</b>	14/02/2018	09/02/2018	20/02/2018	04/03/2018	05/03/2018	09/03/2018	12/03/2018	08/03/2018	21/03/2018	29/03/2018
<b>Time</b>	08:58	06:47	10:30	16:08	14:40	08:38	08:35	06:15	08:50	14:10
<b>Light Conds</b>	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
<b>Road Surface</b>	WET/DAMP	DRY	WET/DAMP	DRY	DRY	DRY	WET/DAMP	DRY	DRY	DRY
<b>Severity</b>	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SERIOUS
<b>Conflict</b>										
<b>Ped Location</b>	0	0		0	X					X
<b>Contributory</b>	403 V001 A						406 V001 B		802 C001 B	802 C001 A
(* denotes pre-2005)	405 V001 A						406 V002 B			804 C001 A
<b>Easting/Northing</b>	530770 181870	531590 181670	531057 182024	530720 181800	530559 181678	531000 181980	531560 181660	530920 182100	531230 182030	531490 182070























	161	162	163	164	165	166	167	168	169	170
<b>Reference</b>	01180102383	01180102773	01180102995	01180103208	01180103708	01180104133	01180105955	01180106059	01180107941	01180109335
<b>Day</b>	FRIDAY	THURSDAY	FRIDAY	SATURDAY	TUESDAY	WEDNESDAY	FRIDAY	SATURDAY	MONDAY	WEDNESDAY
<b>Date</b>	06/04/2018	19/04/2018	20/04/2018	21/04/2018	24/04/2018	18/04/2018	04/05/2018	05/05/2018	14/05/2018	16/05/2018
<b>Time</b>	17:23	21:15	18:45	22:30	08:45	17:10	12:11	13:23	17:16	12:30
<b>Light Conds</b>	LIGHT	DARK	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
<b>Road Surface</b>	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT
<b>Conflict</b>										
<b>Ped Location</b>			0					X		
<b>Contributory</b>			405 V001 A	405 V001 A	405 V001 A		406 V002 A	802 C001 A		
(* denotes pre-2005)			403 V001 B				408 V002 B	803 C001 A		
			406 V001 A				602 V002 B	808 C001 A		
							405 V001 B	804 C001 A		
<b>Easting/Northing</b>	530490 181510	531440 182130	531060 181820	531550 181650	530890 181930	531420 182060	531320 182040	531510 181800	531420 182060	531500 182070

	171	172	173	174	175	176	177	178	179	180
<b>Reference</b>	01180109852	01180110259	01180110260	01180110370	01180113651	01180114460	01180115619	01180115683	01180116475	01180116963
<b>Day</b>	WEDNESDAY	FRIDAY	THURSDAY	FRIDAY	SUNDAY	FRIDAY	WEDNESDAY	THURSDAY	SUNDAY	TUESDAY
<b>Date</b>	23/05/2018	25/05/2018	24/05/2018	25/05/2018	27/05/2018	15/06/2018	20/06/2018	21/06/2018	24/06/2018	26/06/2018
<b>Time</b>	11:11	00:04	22:15	13:40	01:00	08:10	19:50	07:45	15:30	17:00
<b>Light Conds</b>	LIGHT	DARK	DARK	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
<b>Road Surface</b>	DRY	DRY	DRY	DRY	WET/DAMP	DRY	DRY	DRY	DRY	DRY
<b>Severity</b>	SERIOUS	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT
<b>Conflict</b>										
<b>Ped Location</b>	X	50M		0	0	X			0	
<b>Contributory</b>	802 C001 A	406 V001 A	406 V002 A	403 V001 A			706 V001 A	405 V001 B	802 C001 A	405 V001 B
(* denotes pre-2005)	801 C001 A	802 C001 B							805 C001 A	406 V002 B
	999 C001 A									
<b>Easting/Northing</b>	530450 181710	531350 182160	531520 181790	530480 181700	530920 182000	531520 181780	531480 182070	530520 181510	530420 181650	530860 182200











	181	182	183	184	185	186	187	188	189	190
<b>Reference</b>	01180118104	01180122584	01180125950	01180126078	01180127265	01180129264	01180129705	01180131201	01180132014	01180132239
<b>Day</b>	MONDAY	SUNDAY	WEDNESDAY	THURSDAY	WEDNESDAY	TUESDAY	THURSDAY	FRIDAY	TUESDAY	WEDNESDAY
<b>Date</b>	02/07/2018	22/07/2018	08/08/2018	09/08/2018	15/08/2018	03/07/2018	30/08/2018	07/09/2018	11/09/2018	12/09/2018
<b>Time</b>	07:15	19:45	19:20	15:25	18:00	06:45	09:45	17:08	22:50	18:45
<b>Light Conds</b>	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT
<b>Road Surface</b>	DRY	DRY	DRY	WET/DAMP	DRY	UNKNOWN (S/R)	DRY	DRY	WET/DAMP	DRY
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SERIOUS	SLIGHT	SLIGHT
<b>Conflict</b>										
<b>Ped Location</b>		X		0	X				50M	
<b>Contributory</b>		405 V001 A 406 V001 A 602 V001 B 104 V001 A		802 C001 A				405 V002 A 602 V002 A 405 V001 B	103 V001 A 802 C001 A 806 C001 A 809 C001 A 804 C001 A 803 C001 A	403 V002 B 404 V002 B
(* denotes pre-2005)										
<b>Easting/Northing</b>	531450 181990	530590 181540	530870 182200	531300 181994	530610 181540	530820 182250	531060 182000	531480 181930	531160 181600	530873 181924

	191	192	193	194	195	196	197	198	199	200
<b>Reference</b>	01180132622	01180132731	01180133404	01180133416	01180133828	01180135043	01180137292	01180137856	01180138027	01180138364
<b>Day</b>	FRIDAY	FRIDAY	TUESDAY	TUESDAY	THURSDAY	WEDNESDAY	SATURDAY	TUESDAY	SATURDAY	THURSDAY
<b>Date</b>	14/09/2018	14/09/2018	18/09/2018	18/09/2018	20/09/2018	26/09/2018	06/10/2018	09/10/2018	06/10/2018	11/10/2018
<b>Time</b>	18:49	18:25	22:30	22:47	14:24	11:47	18:39	15:38	05:53	13:30
<b>Light Conds</b>	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT
<b>Road Surface</b>	DRY	DRY	DRY	DRY	DRY	DRY	WET/DAMP	DRY	DRY	DRY
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT
<b>Conflict</b>										
<b>Ped Location</b>					0			0		
<b>Contributory</b> (* denotes pre-2005)	710 V001 A		501 V001 B 502 V001 B 503 V001 B	403 V002 B 602 V002 B		405 V001 A 406 V001 B 406 V002 B	405 V002 A 406 V002 A	801 C001 A	603 V001 B	808 C001 B
<b>Easting/Northing</b>	530390 181630	530390 181640	531350 182150	530520 181750	531110 181690	530450 181650	530980 181970	531370 182050	530530 181530	531026 181899











	201	202	203	204	205	206	207	208	209	210
<b>Reference</b>	01180139155	01180139787	01180141325	01180141425	01180142220	01180142506	01180142780	01180142844	01180142926	01180143672
<b>Day</b>	MONDAY	WEDNESDAY	THURSDAY	FRIDAY	MONDAY	TUESDAY	THURSDAY	FRIDAY	THURSDAY	TUESDAY
<b>Date</b>	15/10/2018	17/10/2018	25/10/2018	26/10/2018	29/10/2018	30/10/2018	01/11/2018	02/11/2018	01/11/2018	06/11/2018
<b>Time</b>	12:00	18:00	21:00	08:40	20:50	17:25	17:10	07:45	23:45	08:11
<b>Light Conds</b>	LIGHT	DARK	DARK	LIGHT	DARK	DARK	LIGHT	LIGHT	DARK	LIGHT
<b>Road Surface</b>	DRY	WET/DAMP	DRY	WET/DAMP	DRY	DRY	WET/DAMP	DRY	DRY	DRY
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
<b>Conflict</b>										
<b>Ped Location</b>			X	50M						
<b>Contributory</b>	305 V002 A		802 C001 A	999 V001 B			103 V001 B			
(* denotes pre-2005)	602 V002 A		804 C001 A				408 V001 A			
	301 V002 A		603 V001 A							
<b>Easting/Northing</b>	530500 181530	530990 181970	531520 181800	530980 182020	531486 182073	531530 182080	531340 182040	531430 182060	530690 181850	531369 182160











	211	212	213	214	215	216	217	218	219	220
<b>Reference</b>	01180144125	01180144489	01180144799	01180147517	01180150900	01180170615	01190156704	01190157828	01190159160	01190159281
<b>Day</b>	THURSDAY	FRIDAY	SUNDAY	THURSDAY	SATURDAY	SATURDAY	THURSDAY	WEDNESDAY	WEDNESDAY	THURSDAY
<b>Date</b>	08/11/2018	09/11/2018	11/11/2018	22/11/2018	08/12/2018	17/11/2018	10/01/2019	16/01/2019	23/01/2019	24/01/2019
<b>Time</b>	09:00	19:45	09:44	15:35	21:45	15:00	09:10	10:19	18:28	09:20
<b>Light Conds</b>	LIGHT	DARK	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK	LIGHT
<b>Road Surface</b>	DRY	WET/DAMP	DRY	DRY	WET/DAMP	DRY	DRY	DRY	DRY	WET/DAMP
<b>Severity</b>	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SERIOUS	SLIGHT	SLIGHT	SLIGHT
<b>Conflict</b>										
<b>Ped Location</b>						X				
<b>Contributory</b> (* denotes pre-2005)	904 V001 A	405 V002 A	408 V001 B				405 V002 A 710 V002 B 307 V002 B 305 V002 A		307 V002 A	405 V001 A 308 V001 B 406 V001 B 408 V001 A 408 V002 A
<b>Easting/Northing</b>	531190 182030	531300 182050	530450 181690	530770 181860	530970 181970	531130 181590	530893 181938	530928 182190	531478 182069	530511 181505

	221	222	223	224	225	226	227	228	229	230
<b>Reference</b>	01190160117	01190160175	01190161129	01190161354	01190161919	01190163571	01190167007	01190169556	01190170001	01190171637
<b>Day</b>	FRIDAY	MONDAY	THURSDAY	MONDAY	WEDNESDAY	FRIDAY	TUESDAY	SATURDAY	TUESDAY	TUESDAY
<b>Date</b>	25/01/2019	28/01/2019	31/01/2019	04/02/2019	06/02/2019	15/02/2019	05/03/2019	16/03/2019	19/03/2019	26/03/2019
<b>Time</b>	17:41	18:50	08:50	08:15	18:36	08:55	09:00	23:24	13:00	19:00
<b>Light Conds</b>	DARK	DARK	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK	LIGHT	DARK
<b>Road Surface</b>	DRY	DRY	WET/DAMP	WET/DAMP	DRY	DRY	DRY	WET/DAMP	DRY	UNKNOWN
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SERIOUS	SLIGHT	(S/R) SLIGHT
<b>Conflict</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Ped Location Contributory</b> (* denotes pre- 2005)				X 103 V001 B	603 V001 B 406 V001 B 407 V002 B		405 V002 A	405 V001 B		
<b>Easting/Northing</b>	530472 181680	530461 181688	531429 182061	530937 182076	531533 182080	531533 182081	530396 181639	531481 182073	531557 181673	530981 181972











	231	232	233	234	235	236	237	238	239	240
<b>Reference</b>	01190172950	01190173043	01190174681	01190175816	01190175817	01190176509	01190176957	01190179270	01190180510	01190180729
<b>Day</b>	TUESDAY	WEDNESDAY	THURSDAY	THURSDAY	THURSDAY	TUESDAY	THURSDAY	MONDAY	SUNDAY	MONDAY
<b>Date</b>	02/04/2019	03/04/2019	11/04/2019	18/04/2019	18/04/2019	23/04/2019	25/04/2019	01/04/2019	12/05/2019	13/05/2019
<b>Time</b>	17:07	11:15	20:58	12:55	11:30	09:00	11:25	09:00	14:30	20:41
<b>Light Conds</b>	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
<b>Road Surface</b>	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
<b>Conflict</b>										
<b>Ped Location</b>	0	X			50M			X		0
<b>Contributory</b>		802 C001 B 405 V001 B	903 V002 A 406 V001 B	510 V001 A	405 V001 A		404 V001 B 403 V002 B			
<small>(* denotes pre-2005)</small>										
<b>Easting/Northing</b>	530422 181557	531399 182106	530455 181689	530465 181684	530909 182103	531382 182160	531254 182044	531368 182162	530990 181974	530409 181738























	241	242	243	244	245	246	247	248	249	250
<b>Reference</b>	01190181061	01190181783	01190182408	01190184833	01190185145	01190188415	01190188489	01190189968	01190190246	01190190828
<b>Day</b>	WEDNESDAY	SATURDAY	WEDNESDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	FRIDAY	MONDAY
<b>Date</b>	15/05/2019	18/05/2019	22/05/2019	15/04/2019	04/06/2019	19/06/2019	20/06/2019	28/06/2019	28/06/2019	01/07/2019
<b>Time</b>	23:15	07:00	09:30	13:00	16:45	19:20	15:31	11:20	08:30	15:20
<b>Light Conds</b>	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
<b>Road Surface</b>	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SERIOUS	SERIOUS	SLIGHT	SLIGHT	SLIGHT
<b>Conflict</b>										
<b>Ped Location</b>				X						
<b>Contributory</b>	405 V002 B		407 V001 B		410 V002 B		406 V001 A	406 V001 A	403 V001 A	
(* denotes pre-2005)	701 V002 B				602 V002 B		406 V002 A		306 V001 A	407 V001 A
<b>Easting/Northing</b>	530964 181968	530404 181749	531161 182031	531524 181803	530993 181975	531519 181790	531538 182065	530872 182167	530627 181815	531136 181628











	251	252	253	254	255	256	257	258	259	260
<b>Reference</b>	01190194530	01190194992	01190202290	01190202341	01190202593	01190203111	01190203149	01190205384	01190209687	01190212027
<b>Day</b>	THURSDAY	SUNDAY	FRIDAY	THURSDAY	SATURDAY	TUESDAY	TUESDAY	SATURDAY	SATURDAY	TUESDAY
<b>Date</b>	18/07/2019	21/07/2019	30/08/2019	15/08/2019	31/08/2019	03/09/2019	03/09/2019	14/09/2019	05/10/2019	08/10/2019
<b>Time</b>	21:34	17:42	11:10	19:01	02:00	19:25	19:17	18:10	04:31	12:26
<b>Light Conds</b>	DARK	LIGHT	LIGHT	LIGHT	DARK	DARK	LIGHT	LIGHT	DARK	DARK
<b>Road Surface</b>	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	UNKNOWN
<b>Severity</b>	SLIGHT	SERIOUS	SLIGHT	SERIOUS	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	(S/R) SLIGHT
<b>Conflict</b>										
<b>Ped Location Contributory</b> (* denotes pre- 2005)		405 V002 A 602 V002 A 301 V002 A 310 V002 B	405 V002 A			405 V001 A 406 V001 A 402 V002 A 406 V002 A 408 V002 A 408 V001 A		406 V001 B	X 405 V001 A	
<b>Easting/Northing</b>	530659 181811	531011 182007	530893 181934	531301 182048	530482 181701	530898 181936	531533 182080	531530 182086	530533 181724	530613 181551

	261	262	263	264	265	266	267	268	269	270
<b>Reference</b>	01190213270	01190213727	01190215730	01190216539	01190216658	01190220293	01190220476	01190220563	01190220741	01190221262
<b>Day</b>	MONDAY	SUNDAY	SATURDAY	TUESDAY	TUESDAY	SATURDAY	SUNDAY	SATURDAY	MONDAY	THURSDAY
<b>Date</b>	21/10/2019	06/10/2019	02/11/2019	05/11/2019	17/09/2019	23/11/2019	24/11/2019	23/11/2019	25/11/2019	28/11/2019
<b>Time</b>	12:00	15:15	18:58	08:15	12:00	12:34	13:36	11:16	17:35	01:30
<b>Light Conds</b>	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK	DARK
<b>Road Surface</b>	DRY	DRY	DRY	DRY	UNKNOWN	WET/DAMP	DRY	UNKNOWN	DRY	DRY
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	(S/R) SERIOUS	SLIGHT	SLIGHT	(S/R) SLIGHT	SLIGHT	SERIOUS
<b>Conflict</b>										
<b>Ped Location Contributory</b> (* denotes pre- 2005)						X 802 C001 A	0 405 V001 B 803 C001 B		602 V001 A 403 V001 A	403 V001 A 405 V001 A 306 V002 B
<b>Easting/Northing</b>	531473 182065	530956 181948	530641 181545	531364 182159	531107 182015	530476 181703	531394 181895	530430 181720	531137 181612	530992 181975

	271	272	273	274	275	276	277	278	279	280
<b>Reference</b>	01190221739	01190222610	01190222650	01190222938	01190225919	01190226582	01190227661	01190227674	01200228732	01200229711
<b>Day</b>	FRIDAY	MONDAY	WEDNESDAY	THURSDAY	WEDNESDAY	SATURDAY	SATURDAY	SUNDAY	MONDAY	FRIDAY
<b>Date</b>	29/11/2019	11/11/2019	04/12/2019	05/12/2019	18/12/2019	21/12/2019	28/12/2019	29/12/2019	06/01/2020	10/01/2020
<b>Time</b>	21:52	07:50	11:54	09:10	20:15	18:45	16:00	17:20	10:45	23:33
<b>Light Conds</b>	DARK	LIGHT	LIGHT	LIGHT	DARK	DARK	LIGHT	DARK	LIGHT	DARK
<b>Road Surface</b>	DRY	UNKNOWN	DRY	DRY	WET/DAMP	WET/DAMP	DRY	DRY	DRY	DRY
<b>Severity</b>	SLIGHT	(S/R) SERIOUS	SERIOUS	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS
<b>Conflict</b>										
<b>Ped Location</b>					X			50M	0	
<b>Contributory</b>			802 U001 A	403 V001 B 302 V001 B 405 V002 B	802 C001 A 803 C001 A	0 707 V001 A		710 V001 B	801 C001 A 802 C001 A	306 V002 B 307 V002 B 403 V001 B 405 V001 B
<b>Easting/Northing</b>	531402 182159	530697 181840	531443 182061	530460 181684	530444 181664	530439 181533	531495 182072	530929 182076	531096 181642	530994 181974











	281	282	283	284	285	286	287	288	289	290
<b>Reference</b>	01200229923	01200236902	01200237526	01200238164	01200238838	01200239501	01200239603	01200240171	01200240260	01200241310
<b>Day</b>	SUNDAY	TUESDAY	WEDNESDAY	SUNDAY	THURSDAY	MONDAY	TUESDAY	THURSDAY	THURSDAY	TUESDAY
<b>Date</b>	12/01/2020	28/01/2020	19/02/2020	23/02/2020	27/02/2020	02/03/2020	11/02/2020	05/03/2020	05/03/2020	10/03/2020
<b>Time</b>	06:00	23:50	22:17	18:15	11:23	09:30	13:30	12:40	09:55	20:34
<b>Light Conds</b>	DARK	DARK	DARK	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK
<b>Road Surface</b>	DRY	DRY	WET/DAMP	DRY	WET/DAMP	DRY	DRY	WET/DAMP	WET/DAMP	DRY
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
<b>Conflict</b>										
<b>Ped Location</b>		0								
<b>Contributory</b>			405 V001 A		405 V001 A 406 V002 A	405 V001 A		103 V001 A 403 V002 A 602 V001 A 408 V002 A 601 V001 B 508 V002 B		405 V002 A 406 V002 A 406 V001 A 601 V001 A
<b>Easting/Northing</b>	530989 181977	531135 181632	530991 181976	530459 181682	531252 182039	530979 182022	530446 181695	531188 181609	530508 181529	531512 181852






	291	292	293	294	295	296	297	298	299	300
<b>Reference</b>	01200241406	01200242175	01200244434	01200244996	01200249474	01200249625	01200250797	01200251303	01200253115	01200254343
<b>Day</b>	WEDNESDAY	SUNDAY	MONDAY	TUESDAY	THURSDAY	FRIDAY	MONDAY	THURSDAY	WEDNESDAY	WEDNESDAY
<b>Date</b>	11/03/2020	15/03/2020	06/04/2020	14/04/2020	28/05/2020	29/05/2020	08/06/2020	11/06/2020	24/06/2020	01/07/2020
<b>Time</b>	09:47	14:00	07:45	12:10	16:15	17:05	08:00	06:55	10:02	14:50
<b>Light Conds</b>	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
<b>Road Surface</b>	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	WET/DAMP
<b>Severity</b>	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SERIOUS
<b>Conflict</b>										
<b>Ped Location</b>	X									
<b>Contributory</b>	802 C001 A			405 V002 B 406 V002 B	403 V001 B	509 V001 B 510 V001 B	403 V002 A		404 V001 A 405 V001 A	101 V001 A 410 V001 A
<b>Easting/Northing</b>	530636 181547	530989 181977	530511 181523	531483 182067	530893 181935	530993 181976	530461 181668	531375 182160	530599 181553	530468 181685

	301	302	303	304	305	306	307	308	309	310
<b>Reference</b>	01200254647	01200254910	01200258037	01200259633	01200260165	01200261791	01200262260	01200262597	01200264156	01200266324
<b>Day</b>	FRIDAY	SATURDAY	THURSDAY	SATURDAY	TUESDAY	THURSDAY	SUNDAY	TUESDAY	WEDNESDAY	MONDAY
<b>Date</b>	03/07/2020	04/07/2020	23/07/2020	01/08/2020	04/08/2020	13/08/2020	16/08/2020	18/08/2020	26/08/2020	07/09/2020
<b>Time</b>	11:10	23:40	09:35	07:56	08:30	07:34	05:50	08:54	16:50	17:55
<b>Light Conds</b>	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT
<b>Road Surface</b>	DRY	DRY	DRY	DRY	DRY	DRY	WET/DAMP	DRY	DRY	DRY
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
<b>Conflict</b>										
<b>Ped Location</b>										X
<b>Contributory</b> (* denotes pre-2005)	405 V001 A 602 V001 B			410 V002 B	403 V001 A 710 V001 A	405 V001 A	103 V001 B 305 V002 A 403 V002 A 405 V002 A	403 V001 A 405 V001 A 602 V001 A	407 V001 B	405 V001 B
<b>Easting/Northing</b>	530741 181862	531550 181651	531430 182057	530453 181680	530473 181682	531346 182042	531450 182061	530634 181898	531269 182038	530941 182078

	311	312	313	314	315	316	317	318	319	320
<b>Reference</b>	01200268183	01200269586	01200270906	01200271040	01200272546	01200273759	01200274333	01200275102	01200275758	01200277102
<b>Day</b>	TUESDAY	WEDNESDAY	SUNDAY	WEDNESDAY	THURSDAY	TUESDAY	SATURDAY	WEDNESDAY	SUNDAY	FRIDAY
<b>Date</b>	15/09/2020	23/09/2020	13/09/2020	30/09/2020	08/10/2020	13/10/2020	17/10/2020	21/10/2020	25/10/2020	30/10/2020
<b>Time</b>	19:45	12:08	14:00	20:00	09:30	18:08	13:23	15:40	12:35	12:52
<b>Light Conds</b>	DARK	LIGHT	LIGHT	DARK	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT
<b>Road Surface</b>	DRY	DRY	UNKNOWN (S/R)	WET/DAMP	WET/DAMP	WET/DAMP	DRY	WET/DAMP	WET/DAMP	DRY
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT
<b>Conflict</b>										
<b>Ped Location Contributory</b> (* denotes pre-2005)				403 V002 A 404 V002 A 405 V002 A 406 V002 A	X 801 C001 A 804 C001 A 802 C001 A	602 V002 A 707 V002 A	406 V001 A	0 406 V001 B 802 C001 B 803 C001 B	103 V001 B 804 U001 A 804 U001 A	
<b>Easting/Northing</b>	530770 181878	530468 181683	530808 182261	530586 181608	531502 182072	530697 181840	530568 181778	530442 181529	530692 181828	530889 181933



	321	322	323	324	325	326	327	328	329	330
<b>Reference</b>	01200281135	01200281894	01200283700	01200283796	01200284544	01210293065	01210294141	01210295198	48160076357	48160133062
<b>Day</b>	WEDNESDAY	MONDAY	WEDNESDAY	THURSDAY	THURSDAY	TUESDAY	WEDNESDAY	SUNDAY	TUESDAY	FRIDAY
<b>Date</b>	25/11/2020	30/11/2020	09/12/2020	10/12/2020	10/12/2020	16/02/2021	24/02/2021	21/02/2021	24/05/2016	28/10/2016
<b>Time</b>	14:10	16:00	18:00	07:25	08:40	14:20	19:50	13:30	16:25	12:35
<b>Light Conds</b>	LIGHT	DARK	DARK	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT
<b>Road Surface</b>	DRY	WET/DAMP	DRY	DRY	DRY	WET/DAMP	DRY	UNKNOWN (S/R)	DRY	DRY
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT
<b>Conflict</b>										
<b>Ped Location Contributory</b> (* denotes pre-2005)		403 V001 A 404 V001 B 406 V001 B 406 V002 B 405 V001 A	404 V002 A	0		X 802 C001 A 808 C001 A		0	405 V002 A	405 V001 B 405 V002 B
<b>Easting/Northing</b>	530764 181886	530736 181866	531434 182058	530641 181822	531488 182065	531556 181631	531519 182083	530489 181696	531550 181660	531030 181620

	331	332	333	334	335
<b>Reference</b>	48170207270	48170228385	48180804575	48190911331	48200943354
<b>Day</b>	MONDAY	TUESDAY	THURSDAY	FRIDAY	SUNDAY
<b>Date</b>	24/07/2017	29/08/2017	19/07/2018	07/06/2019	19/01/2020
<b>Time</b>	06:25	06:18	10:20	14:50	03:05
<b>Light Conds</b>	LIGHT	DARK	LIGHT	LIGHT	DARK
<b>Road Surface</b>	WET/DAMP	DRY	DRY	DRY	DRY
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
<b>Conflict</b>					
<b>Ped Location</b>				0	
<b>Contributory</b> (* denotes pre-2005)	405 V002 B	406 V001 B 406 V002 B 602 V001 B 602 V002 B	405 V001 B 403 V002 B	405 V001 B 802 C001 B	405 V001 A 602 V001 A
<b>Easting/Northing</b>	531140 181610	531650 181710	531210 181590	531203 181556	531509 181630



## APPENDIX F: TRICS OUTPUT

Calculation Reference: AUDIT-307901-220920-0908

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : C - FLATS PRIVATELY OWNED  
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BM BROMLEY	1 days
	HM HAMMERSMITH AND FULHAM	2 days
	IS ISLINGTON	3 days
	SK SOUTHWARK	1 days
	WF WALTHAM FOREST	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
 Actual Range: 14 to 194 (units: )  
 Range Selected by User: 6 to 493 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 30/06/21

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	2 days
Thursday	2 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Town Centre	3
Edge of Town Centre	5

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Development Zone	1
Residential Zone	2
Built-Up Zone	4
High Street	1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

NRP The Picture House Bristol

Licence No: 307901

Secondary Filtering selection:

Use Class:

C3 8 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 1 days  
50,001 to 100,000 3 days  
100,001 or More 4 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

500,001 or More 8 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.5 or Less 5 days  
0.6 to 1.0 3 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

Yes 3 days  
No 5 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

5 Very Good 3 days  
6a Excellent 3 days  
6b (High) Excellent 2 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	BM-03-C-01 RINGER'S ROAD BROMLEY	BLOCKS OF FLATS		BROMLEY
	Town Centre Built-Up Zone Total No of Dwellings:		160	
	<i>Survey date: MONDAY</i>		<i>12/11/18</i>	<i>Survey Type: MANUAL</i>
2	HM-03-C-01 VANSTON PLACE FULHAM	BLOCK OF FLATS		HAMMERSMITH AND FULHAM
	Town Centre High Street Total No of Dwellings:		42	
	<i>Survey date: WEDNESDAY</i>		<i>16/07/14</i>	<i>Survey Type: MANUAL</i>
3	HM-03-C-02 GLENTHORNE ROAD HAMMERSMITH	BLOCKS OF FLATS		HAMMERSMITH AND FULHAM
	Town Centre Built-Up Zone Total No of Dwellings:		194	
	<i>Survey date: TUESDAY</i>		<i>30/04/19</i>	<i>Survey Type: MANUAL</i>
4	IS-03-C-05 LEVER STREET FINSBURY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		15	
	<i>Survey date: WEDNESDAY</i>		<i>29/06/16</i>	<i>Survey Type: MANUAL</i>
5	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Residential Zone Total No of Dwellings:		14	
	<i>Survey date: MONDAY</i>		<i>27/06/16</i>	<i>Survey Type: MANUAL</i>
6	IS-03-C-07 CITY ROAD ISLINGTON	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Development Zone Total No of Dwellings:		185	
	<i>Survey date: THURSDAY</i>		<i>06/06/19</i>	<i>Survey Type: MANUAL</i>
7	SK-03-C-02 LAMB WALK BERMONDSEY	BLOCK OF FLATS		SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		29	
	<i>Survey date: THURSDAY</i>		<i>23/04/15</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8 WF-03-C-01 BLOCKS OF FLATS WALTHAM FOREST  
ERSKINE ROAD  
WALTHAMSTOW

Edge of Town Centre  
Residential Zone

Total No of Dwellings:

97

Survey date: TUESDAY

05/11/19

Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*



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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 4.83

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	92	0.022	8	92	0.039	8	92	0.061
08:00 - 09:00	8	92	0.027	8	92	0.045	8	92	0.072
09:00 - 10:00	8	92	0.041	8	92	0.039	8	92	0.080
10:00 - 11:00	8	92	0.037	8	92	0.031	8	92	0.068
11:00 - 12:00	8	92	0.026	8	92	0.041	8	92	0.067
12:00 - 13:00	8	92	0.037	8	92	0.043	8	92	0.080
13:00 - 14:00	8	92	0.030	8	92	0.033	8	92	0.063
14:00 - 15:00	8	92	0.015	8	92	0.019	8	92	0.034
15:00 - 16:00	8	92	0.037	8	92	0.033	8	92	0.070
16:00 - 17:00	8	92	0.048	8	92	0.041	8	92	0.089
17:00 - 18:00	8	92	0.043	8	92	0.024	8	92	0.067
18:00 - 19:00	8	92	0.065	8	92	0.057	8	92	0.122
19:00 - 20:00	7	99	0.055	7	99	0.045	7	99	0.100
20:00 - 21:00	7	99	0.026	7	99	0.027	7	99	0.053
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.509			0.517			1.026

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

Trip rate parameter range selected:	14 - 194 (units: )
Survey date range:	01/01/14 - 30/06/21
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	92	0.008	8	92	0.008	8	92	0.016
08:00 - 09:00	8	92	0.007	8	92	0.007	8	92	0.014
09:00 - 10:00	8	92	0.015	8	92	0.018	8	92	0.033
10:00 - 11:00	8	92	0.011	8	92	0.011	8	92	0.022
11:00 - 12:00	8	92	0.004	8	92	0.004	8	92	0.008
12:00 - 13:00	8	92	0.008	8	92	0.008	8	92	0.016
13:00 - 14:00	8	92	0.005	8	92	0.005	8	92	0.010
14:00 - 15:00	8	92	0.001	8	92	0.001	8	92	0.002
15:00 - 16:00	8	92	0.004	8	92	0.004	8	92	0.008
16:00 - 17:00	8	92	0.007	8	92	0.007	8	92	0.014
17:00 - 18:00	8	92	0.007	8	92	0.005	8	92	0.012
18:00 - 19:00	8	92	0.022	8	92	0.022	8	92	0.044
19:00 - 20:00	7	99	0.013	7	99	0.013	7	99	0.026
20:00 - 21:00	7	99	0.009	7	99	0.007	7	99	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.121			0.120			0.241

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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Licence No: 307901

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	92	0.000	8	92	0.000	8	92	0.000
08:00 - 09:00	8	92	0.001	8	92	0.001	8	92	0.002
09:00 - 10:00	8	92	0.003	8	92	0.003	8	92	0.006
10:00 - 11:00	8	92	0.001	8	92	0.000	8	92	0.001
11:00 - 12:00	8	92	0.004	8	92	0.005	8	92	0.009
12:00 - 13:00	8	92	0.001	8	92	0.000	8	92	0.001
13:00 - 14:00	8	92	0.000	8	92	0.001	8	92	0.001
14:00 - 15:00	8	92	0.003	8	92	0.003	8	92	0.006
15:00 - 16:00	8	92	0.000	8	92	0.000	8	92	0.000
16:00 - 17:00	8	92	0.000	8	92	0.000	8	92	0.000
17:00 - 18:00	8	92	0.000	8	92	0.000	8	92	0.000
18:00 - 19:00	8	92	0.000	8	92	0.000	8	92	0.000
19:00 - 20:00	7	99	0.000	7	99	0.000	7	99	0.000
20:00 - 21:00	7	99	0.000	7	99	0.000	7	99	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.013			0.026

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	92	0.000	8	92	0.000	8	92	0.000
08:00 - 09:00	8	92	0.000	8	92	0.001	8	92	0.001
09:00 - 10:00	8	92	0.000	8	92	0.001	8	92	0.001
10:00 - 11:00	8	92	0.000	8	92	0.000	8	92	0.000
11:00 - 12:00	8	92	0.000	8	92	0.003	8	92	0.003
12:00 - 13:00	8	92	0.000	8	92	0.004	8	92	0.004
13:00 - 14:00	8	92	0.000	8	92	0.001	8	92	0.001
14:00 - 15:00	8	92	0.000	8	92	0.000	8	92	0.000
15:00 - 16:00	8	92	0.000	8	92	0.001	8	92	0.001
16:00 - 17:00	8	92	0.000	8	92	0.001	8	92	0.001
17:00 - 18:00	8	92	0.000	8	92	0.000	8	92	0.000
18:00 - 19:00	8	92	0.000	8	92	0.000	8	92	0.000
19:00 - 20:00	7	99	0.000	7	99	0.000	7	99	0.000
20:00 - 21:00	7	99	0.000	7	99	0.000	7	99	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.012			0.012

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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Licence No: 307901

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	92	0.000	8	92	0.001	8	92	0.001
08:00 - 09:00	8	92	0.000	8	92	0.014	8	92	0.014
09:00 - 10:00	8	92	0.000	8	92	0.001	8	92	0.001
10:00 - 11:00	8	92	0.001	8	92	0.008	8	92	0.009
11:00 - 12:00	8	92	0.000	8	92	0.000	8	92	0.000
12:00 - 13:00	8	92	0.000	8	92	0.000	8	92	0.000
13:00 - 14:00	8	92	0.003	8	92	0.000	8	92	0.003
14:00 - 15:00	8	92	0.004	8	92	0.003	8	92	0.007
15:00 - 16:00	8	92	0.001	8	92	0.001	8	92	0.002
16:00 - 17:00	8	92	0.003	8	92	0.001	8	92	0.004
17:00 - 18:00	8	92	0.004	8	92	0.001	8	92	0.005
18:00 - 19:00	8	92	0.003	8	92	0.001	8	92	0.004
19:00 - 20:00	7	99	0.014	7	99	0.004	7	99	0.018
20:00 - 21:00	7	99	0.004	7	99	0.001	7	99	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.036			0.073

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
 MULTI-MODAL VEHICLE OCCUPANTS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	92	0.018	8	92	0.046	8	92	0.064
08:00 - 09:00	8	92	0.023	8	92	0.060	8	92	0.083
09:00 - 10:00	8	92	0.033	8	92	0.045	8	92	0.078
10:00 - 11:00	8	92	0.031	8	92	0.035	8	92	0.066
11:00 - 12:00	8	92	0.023	8	92	0.041	8	92	0.064
12:00 - 13:00	8	92	0.041	8	92	0.039	8	92	0.080
13:00 - 14:00	8	92	0.029	8	92	0.034	8	92	0.063
14:00 - 15:00	8	92	0.015	8	92	0.022	8	92	0.037
15:00 - 16:00	8	92	0.046	8	92	0.034	8	92	0.080
16:00 - 17:00	8	92	0.053	8	92	0.043	8	92	0.096
17:00 - 18:00	8	92	0.049	8	92	0.026	8	92	0.075
18:00 - 19:00	8	92	0.102	8	92	0.045	8	92	0.147
19:00 - 20:00	7	99	0.056	7	99	0.053	7	99	0.109
20:00 - 21:00	7	99	0.029	7	99	0.023	7	99	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.548			0.546			1.094

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	92	0.015	8	92	0.050	8	92	0.065
08:00 - 09:00	8	92	0.038	8	92	0.151	8	92	0.189
09:00 - 10:00	8	92	0.024	8	92	0.090	8	92	0.114
10:00 - 11:00	8	92	0.041	8	92	0.052	8	92	0.093
11:00 - 12:00	8	92	0.052	8	92	0.039	8	92	0.091
12:00 - 13:00	8	92	0.039	8	92	0.034	8	92	0.073
13:00 - 14:00	8	92	0.050	8	92	0.058	8	92	0.108
14:00 - 15:00	8	92	0.049	8	92	0.057	8	92	0.106
15:00 - 16:00	8	92	0.086	8	92	0.072	8	92	0.158
16:00 - 17:00	8	92	0.106	8	92	0.067	8	92	0.173
17:00 - 18:00	8	92	0.087	8	92	0.067	8	92	0.154
18:00 - 19:00	8	92	0.126	8	92	0.084	8	92	0.210
19:00 - 20:00	7	99	0.097	7	99	0.050	7	99	0.147
20:00 - 21:00	7	99	0.059	7	99	0.053	7	99	0.112
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.869			0.924			1.793

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	92	0.004	8	92	0.043	8	92	0.047
08:00 - 09:00	8	92	0.007	8	92	0.075	8	92	0.082
09:00 - 10:00	8	92	0.010	8	92	0.045	8	92	0.055
10:00 - 11:00	8	92	0.008	8	92	0.034	8	92	0.042
11:00 - 12:00	8	92	0.010	8	92	0.011	8	92	0.021
12:00 - 13:00	8	92	0.016	8	92	0.011	8	92	0.027
13:00 - 14:00	8	92	0.014	8	92	0.015	8	92	0.029
14:00 - 15:00	8	92	0.014	8	92	0.012	8	92	0.026
15:00 - 16:00	8	92	0.035	8	92	0.023	8	92	0.058
16:00 - 17:00	8	92	0.029	8	92	0.022	8	92	0.051
17:00 - 18:00	8	92	0.043	8	92	0.016	8	92	0.059
18:00 - 19:00	8	92	0.063	8	92	0.016	8	92	0.078
19:00 - 20:00	7	99	0.048	7	99	0.013	7	99	0.061
20:00 - 21:00	7	99	0.012	7	99	0.009	7	99	0.021
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.312			0.345			0.657

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*



TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	92	0.018	8	92	0.154	8	92	0.172
08:00 - 09:00	8	92	0.018	8	92	0.192	8	92	0.210
09:00 - 10:00	8	92	0.027	8	92	0.064	8	92	0.091
10:00 - 11:00	8	92	0.027	8	92	0.035	8	92	0.062
11:00 - 12:00	8	92	0.016	8	92	0.027	8	92	0.043
12:00 - 13:00	8	92	0.022	8	92	0.029	8	92	0.051
13:00 - 14:00	8	92	0.029	8	92	0.027	8	92	0.056
14:00 - 15:00	8	92	0.023	8	92	0.027	8	92	0.050
15:00 - 16:00	8	92	0.033	8	92	0.019	8	92	0.052
16:00 - 17:00	8	92	0.034	8	92	0.031	8	92	0.065
17:00 - 18:00	8	92	0.073	8	92	0.029	8	92	0.102
18:00 - 19:00	8	92	0.149	8	92	0.038	8	92	0.187
19:00 - 20:00	7	99	0.115	7	99	0.010	7	99	0.125
20:00 - 21:00	7	99	0.053	7	99	0.012	7	99	0.065
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.637			0.694			1.331

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	92	0.022	8	92	0.197	8	92	0.219
08:00 - 09:00	8	92	0.024	8	92	0.266	8	92	0.290
09:00 - 10:00	8	92	0.037	8	92	0.109	8	92	0.146
10:00 - 11:00	8	92	0.035	8	92	0.069	8	92	0.104
11:00 - 12:00	8	92	0.026	8	92	0.038	8	92	0.064
12:00 - 13:00	8	92	0.038	8	92	0.039	8	92	0.077
13:00 - 14:00	8	92	0.042	8	92	0.042	8	92	0.084
14:00 - 15:00	8	92	0.037	8	92	0.039	8	92	0.076
15:00 - 16:00	8	92	0.068	8	92	0.042	8	92	0.110
16:00 - 17:00	8	92	0.063	8	92	0.053	8	92	0.115
17:00 - 18:00	8	92	0.117	8	92	0.045	8	92	0.162
18:00 - 19:00	8	92	0.212	8	92	0.054	8	92	0.266
19:00 - 20:00	7	99	0.163	7	99	0.023	7	99	0.186
20:00 - 21:00	7	99	0.065	7	99	0.020	7	99	0.085
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.948			1.036			1.984

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 4.83

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	92	0.054	8	92	0.295	8	92	0.349
08:00 - 09:00	8	92	0.086	8	92	0.490	8	92	0.576
09:00 - 10:00	8	92	0.094	8	92	0.245	8	92	0.339
10:00 - 11:00	8	92	0.109	8	92	0.164	8	92	0.273
11:00 - 12:00	8	92	0.101	8	92	0.118	8	92	0.219
12:00 - 13:00	8	92	0.118	8	92	0.113	8	92	0.231
13:00 - 14:00	8	92	0.124	8	92	0.135	8	92	0.259
14:00 - 15:00	8	92	0.105	8	92	0.121	8	92	0.226
15:00 - 16:00	8	92	0.201	8	92	0.149	8	92	0.350
16:00 - 17:00	8	92	0.224	8	92	0.164	8	92	0.388
17:00 - 18:00	8	92	0.257	8	92	0.139	8	92	0.396
18:00 - 19:00	8	92	0.443	8	92	0.185	8	92	0.628
19:00 - 20:00	7	99	0.330	7	99	0.131	7	99	0.461
20:00 - 21:00	7	99	0.157	7	99	0.098	7	99	0.255
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.403			2.547			4.950

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	92	0.011	8	92	0.029	8	92	0.040
08:00 - 09:00	8	92	0.010	8	92	0.031	8	92	0.041
09:00 - 10:00	8	92	0.011	8	92	0.005	8	92	0.016
10:00 - 11:00	8	92	0.007	8	92	0.010	8	92	0.017
11:00 - 12:00	8	92	0.008	8	92	0.015	8	92	0.023
12:00 - 13:00	8	92	0.015	8	92	0.015	8	92	0.030
13:00 - 14:00	8	92	0.014	8	92	0.011	8	92	0.025
14:00 - 15:00	8	92	0.005	8	92	0.008	8	92	0.013
15:00 - 16:00	8	92	0.020	8	92	0.012	8	92	0.032
16:00 - 17:00	8	92	0.020	8	92	0.011	8	92	0.031
17:00 - 18:00	8	92	0.029	8	92	0.011	8	92	0.040
18:00 - 19:00	8	92	0.026	8	92	0.019	8	92	0.045
19:00 - 20:00	7	99	0.024	7	99	0.014	7	99	0.038
20:00 - 21:00	7	99	0.012	7	99	0.013	7	99	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.212			0.204			0.416

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

NRP The Picture House Bristol

Licence No: 307901

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	92	0.003	8	92	0.003	8	92	0.006
08:00 - 09:00	8	92	0.008	8	92	0.003	8	92	0.011
09:00 - 10:00	8	92	0.012	8	92	0.012	8	92	0.024
10:00 - 11:00	8	92	0.012	8	92	0.008	8	92	0.020
11:00 - 12:00	8	92	0.010	8	92	0.012	8	92	0.022
12:00 - 13:00	8	92	0.011	8	92	0.014	8	92	0.025
13:00 - 14:00	8	92	0.008	8	92	0.011	8	92	0.019
14:00 - 15:00	8	92	0.003	8	92	0.004	8	92	0.007
15:00 - 16:00	8	92	0.008	8	92	0.011	8	92	0.019
16:00 - 17:00	8	92	0.012	8	92	0.014	8	92	0.026
17:00 - 18:00	8	92	0.003	8	92	0.001	8	92	0.004
18:00 - 19:00	8	92	0.004	8	92	0.004	8	92	0.008
19:00 - 20:00	7	99	0.007	7	99	0.009	7	99	0.016
20:00 - 21:00	7	99	0.000	7	99	0.000	7	99	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.101			0.106			0.207

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	92	0.000	8	92	0.000	8	92	0.000
08:00 - 09:00	8	92	0.001	8	92	0.001	8	92	0.002
09:00 - 10:00	8	92	0.000	8	92	0.000	8	92	0.000
10:00 - 11:00	8	92	0.005	8	92	0.003	8	92	0.008
11:00 - 12:00	8	92	0.000	8	92	0.001	8	92	0.001
12:00 - 13:00	8	92	0.001	8	92	0.003	8	92	0.004
13:00 - 14:00	8	92	0.003	8	92	0.003	8	92	0.006
14:00 - 15:00	8	92	0.003	8	92	0.003	8	92	0.006
15:00 - 16:00	8	92	0.004	8	92	0.004	8	92	0.008
16:00 - 17:00	8	92	0.008	8	92	0.008	8	92	0.016
17:00 - 18:00	8	92	0.005	8	92	0.007	8	92	0.012
18:00 - 19:00	8	92	0.014	8	92	0.012	8	92	0.026
19:00 - 20:00	7	99	0.010	7	99	0.009	7	99	0.019
20:00 - 21:00	7	99	0.006	7	99	0.007	7	99	0.013
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.061			0.121

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Calculation Reference: AUDIT-102301-210616-0619

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 02 - EMPLOYMENT  
 Category : A - OFFICE

**MULTI-MODAL TOTAL VEHICLES**Selected regions and areas:

<b>01 GREATER LONDON</b>	
CN CAMDEN	1 days
HM HAMMERSMITH AND FULHAM	1 days
LB LAMBETH	2 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

**Primary Filtering selection:**

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
 Actual Range: 2036 to 26639 (units: sqm)  
 Range Selected by User: 178 to 80000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 13/11/19

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Town Centre	3
Edge of Town Centre	1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Built-Up Zone	3
High Street	1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

**Secondary Filtering selection:**Use Class:

Not Known 4 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

**Secondary Filtering selection (Cont.):**Population within 1 mile:

50,001 to 100,000	2 days
100,001 or More	2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

500,001 or More	4 days
-----------------	--------

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

Yes	1 days
No	3 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

6a Excellent	1 days
6b (High) Excellent	3 days

*This data displays the number of selected surveys with PTAL Ratings.*



LIST OF SITES relevant to selection parameters

1	<b>CN-02-A-03</b> FITZROY STREET FITZROVIA	<b>PLANNING &amp; ENGINEERING</b>	<b>CAMDEN</b>
	Town Centre Built-Up Zone Total Gross floor area:	26639 sqm	
	Survey date: WEDNESDAY	06/12/17	Survey Type: MANUAL
2	<b>HM-02-A-01</b> QUEEN CAROLINE STREET HAMMERSMITH	<b>REGUS OFFICES</b>	<b>HAMMERSMITH AND FULHAM</b>
	Town Centre Built-Up Zone Total Gross floor area:	2036 sqm	
	Survey date: MONDAY	13/11/17	Survey Type: MANUAL
3	<b>LB-02-A-01</b> DURHAM STREET VAUXHALL	<b>START UP OFFICES &amp; STUDIOS</b>	<b>LAMBETH</b>
	Edge of Town Centre Built-Up Zone Total Gross floor area:	10200 sqm	
	Survey date: MONDAY	19/11/18	Survey Type: MANUAL
4	<b>LB-02-A-02</b> STREATHAM HIGH ROAD STREATHAM	<b>MUSIC COMPANY</b>	<b>LAMBETH</b>
	Town Centre High Street Total Gross floor area:	3054 sqm	
	Survey date: TUESDAY	05/11/19	Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL TOTAL VEHICLES**

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	10482	0.019	4	10482	0.005	4	10482	0.024
07:30 - 08:00	4	10482	0.021	4	10482	0.012	4	10482	0.033
08:00 - 08:30	4	10482	0.041	4	10482	0.017	4	10482	0.058
08:30 - 09:00	<b>4</b>	<b>10482</b>	<b>0.074</b>	4	10482	0.012	<b>4</b>	<b>10482</b>	<b>0.086</b>
09:00 - 09:30	4	10482	0.024	4	10482	0.017	4	10482	0.041
09:30 - 10:00	4	10482	0.052	4	10482	0.026	4	10482	0.078
10:00 - 10:30	4	10482	0.031	4	10482	0.031	4	10482	0.062
10:30 - 11:00	4	10482	0.043	4	10482	0.029	4	10482	0.072
11:00 - 11:30	4	10482	0.036	<b>4</b>	<b>10482</b>	<b>0.043</b>	4	10482	0.079
11:30 - 12:00	4	10482	0.029	4	10482	0.024	4	10482	0.053
12:00 - 12:30	4	10482	0.041	4	10482	0.029	4	10482	0.070
12:30 - 13:00	4	10482	0.017	4	10482	0.024	4	10482	0.041
13:00 - 13:30	4	10482	0.014	4	10482	0.012	4	10482	0.026
13:30 - 14:00	4	10482	0.014	4	10482	0.024	4	10482	0.038
14:00 - 14:30	4	10482	0.017	4	10482	0.024	4	10482	0.041
14:30 - 15:00	4	10482	0.017	4	10482	0.029	4	10482	0.046
15:00 - 15:30	4	10482	0.021	4	10482	0.026	4	10482	0.047
15:30 - 16:00	4	10482	0.007	4	10482	0.021	4	10482	0.028
16:00 - 16:30	4	10482	0.014	4	10482	0.019	4	10482	0.033
16:30 - 17:00	4	10482	0.014	4	10482	0.033	4	10482	0.047
17:00 - 17:30	4	10482	0.007	4	10482	0.031	4	10482	0.038
17:30 - 18:00	4	10482	0.005	4	10482	0.036	4	10482	0.041
18:00 - 18:30	4	10482	0.002	4	10482	0.033	4	10482	0.035
18:30 - 19:00	4	10482	0.007	4	10482	0.019	4	10482	0.026
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.567			0.576			1.143

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP * FACT$ . Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

Trip rate parameter range selected:	2036 - 26639 (units: sqm)
Survey date date range:	01/01/13 - 13/11/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL TAXIS**

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
07:30 - 08:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
08:00 - 08:30	4	10482	0.007	4	10482	0.000	4	10482	0.007
08:30 - 09:00	<b>4</b>	<b>10482</b>	<b>0.012</b>	4	10482	0.002	4	10482	0.014
09:00 - 09:30	4	10482	0.007	4	10482	0.002	4	10482	0.009
09:30 - 10:00	4	10482	0.010	4	10482	0.002	4	10482	0.012
10:00 - 10:30	4	10482	0.002	4	10482	0.002	4	10482	0.004
10:30 - 11:00	4	10482	0.010	4	10482	0.007	4	10482	0.017
11:00 - 11:30	4	10482	0.012	4	10482	0.010	<b>4</b>	<b>10482</b>	<b>0.022</b>
11:30 - 12:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
12:00 - 12:30	4	10482	0.005	4	10482	0.005	4	10482	0.010
12:30 - 13:00	4	10482	0.000	4	10482	0.002	4	10482	0.002
13:00 - 13:30	4	10482	0.005	4	10482	0.002	4	10482	0.007
13:30 - 14:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
14:00 - 14:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
14:30 - 15:00	4	10482	0.002	4	10482	0.005	4	10482	0.007
15:00 - 15:30	4	10482	0.002	4	10482	0.005	4	10482	0.007
15:30 - 16:00	4	10482	0.005	<b>4</b>	<b>10482</b>	<b>0.012</b>	4	10482	0.017
16:00 - 16:30	4	10482	0.000	4	10482	0.005	4	10482	0.005
16:30 - 17:00	4	10482	0.002	4	10482	0.007	4	10482	0.009
17:00 - 17:30	4	10482	0.000	4	10482	0.010	4	10482	0.010
17:30 - 18:00	4	10482	0.002	4	10482	0.005	4	10482	0.007
18:00 - 18:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
18:30 - 19:00	4	10482	0.002	4	10482	0.002	4	10482	0.004
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.085			0.085			0.170

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP * FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL OGVS****Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
07:30 - 08:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
08:00 - 08:30	4	10482	0.005	4	<b>10482</b>	<b>0.005</b>	4	<b>10482</b>	<b>0.010</b>
08:30 - 09:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
09:00 - 09:30	<b>4</b>	<b>10482</b>	<b>0.007</b>	4	10482	0.002	4	10482	0.009
09:30 - 10:00	4	10482	0.002	4	10482	0.002	4	10482	0.004
10:00 - 10:30	4	10482	0.002	4	10482	0.005	4	10482	0.007
10:30 - 11:00	4	10482	0.005	4	10482	0.002	4	10482	0.007
11:00 - 11:30	4	10482	0.000	4	10482	0.005	4	10482	0.005
11:30 - 12:00	4	10482	0.002	4	10482	0.002	4	10482	0.004
12:00 - 12:30	4	10482	0.002	4	10482	0.000	4	10482	0.002
12:30 - 13:00	4	10482	0.000	4	10482	0.002	4	10482	0.002
13:00 - 13:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
13:30 - 14:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
14:00 - 14:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
14:30 - 15:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
15:00 - 15:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
15:30 - 16:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
16:00 - 16:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
16:30 - 17:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
17:00 - 17:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
17:30 - 18:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
18:00 - 18:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
18:30 - 19:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.025			0.025			0.050

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP * FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL CYCLISTS**

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	10482	0.029	4	10482	0.000	4	10482	0.029
07:30 - 08:00	4	10482	0.033	4	10482	0.002	4	10482	0.035
08:00 - 08:30	4	10482	0.100	4	10482	0.000	4	10482	0.100
08:30 - 09:00	<b>4</b>	<b>10482</b>	<b>0.172</b>	4	10482	0.000	<b>4</b>	<b>10482</b>	<b>0.172</b>
09:00 - 09:30	4	10482	0.131	4	10482	0.010	4	10482	0.141
09:30 - 10:00	4	10482	0.043	4	10482	0.002	4	10482	0.045
10:00 - 10:30	4	10482	0.048	4	10482	0.021	4	10482	0.069
10:30 - 11:00	4	10482	0.002	4	10482	0.002	4	10482	0.004
11:00 - 11:30	4	10482	0.019	4	10482	0.014	4	10482	0.033
11:30 - 12:00	4	10482	0.012	4	10482	0.005	4	10482	0.017
12:00 - 12:30	4	10482	0.012	4	10482	0.007	4	10482	0.019
12:30 - 13:00	4	10482	0.007	4	10482	0.029	4	10482	0.036
13:00 - 13:30	4	10482	0.014	4	10482	0.021	4	10482	0.035
13:30 - 14:00	4	10482	0.000	4	10482	0.007	4	10482	0.007
14:00 - 14:30	4	10482	0.002	4	10482	0.005	4	10482	0.007
14:30 - 15:00	4	10482	0.007	4	10482	0.002	4	10482	0.009
15:00 - 15:30	4	10482	0.010	4	10482	0.010	4	10482	0.020
15:30 - 16:00	4	10482	0.002	4	10482	0.019	4	10482	0.021
16:00 - 16:30	4	10482	0.005	4	10482	0.010	4	10482	0.015
16:30 - 17:00	4	10482	0.000	4	10482	0.026	4	10482	0.026
17:00 - 17:30	4	10482	0.000	4	10482	0.072	4	10482	0.072
17:30 - 18:00	4	10482	0.002	<b>4</b>	<b>10482</b>	<b>0.153</b>	4	10482	0.155
18:00 - 18:30	4	10482	0.000	4	10482	0.148	4	10482	0.148
18:30 - 19:00	4	10482	0.000	4	10482	0.074	4	10482	0.074
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.650			0.639			1.289

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP * FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL VEHICLE OCCUPANTS**

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	10482	0.019	4	10482	0.005	4	10482	0.024
07:30 - 08:00	4	10482	0.021	4	10482	0.012	4	10482	0.033
08:00 - 08:30	4	10482	0.048	4	10482	0.019	4	10482	0.067
08:30 - 09:00	<b>4</b>	<b>10482</b>	<b>0.079</b>	4	10482	0.012	<b>4</b>	<b>10482</b>	<b>0.091</b>
09:00 - 09:30	4	10482	0.031	4	10482	0.017	4	10482	0.048
09:30 - 10:00	4	10482	0.052	4	10482	0.024	4	10482	0.076
10:00 - 10:30	4	10482	0.041	4	10482	0.033	4	10482	0.074
10:30 - 11:00	4	10482	0.045	4	10482	0.026	4	10482	0.071
11:00 - 11:30	4	10482	0.043	<b>4</b>	<b>10482</b>	<b>0.048</b>	4	10482	0.091
11:30 - 12:00	4	10482	0.031	4	10482	0.026	4	10482	0.057
12:00 - 12:30	4	10482	0.050	4	10482	0.029	4	10482	0.079
12:30 - 13:00	4	10482	0.019	4	10482	0.026	4	10482	0.045
13:00 - 13:30	4	10482	0.024	4	10482	0.021	4	10482	0.045
13:30 - 14:00	4	10482	0.014	4	10482	0.024	4	10482	0.038
14:00 - 14:30	4	10482	0.021	4	10482	0.026	4	10482	0.047
14:30 - 15:00	4	10482	0.017	4	10482	0.031	4	10482	0.048
15:00 - 15:30	4	10482	0.024	4	10482	0.026	4	10482	0.050
15:30 - 16:00	4	10482	0.007	4	10482	0.026	4	10482	0.033
16:00 - 16:30	4	10482	0.017	4	10482	0.019	4	10482	0.036
16:30 - 17:00	4	10482	0.021	4	10482	0.041	4	10482	0.062
17:00 - 17:30	4	10482	0.007	4	10482	0.036	4	10482	0.043
17:30 - 18:00	4	10482	0.005	4	10482	0.048	4	10482	0.053
18:00 - 18:30	4	10482	0.002	4	10482	0.033	4	10482	0.035
18:30 - 19:00	4	10482	0.012	4	10482	0.021	4	10482	0.033
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.650			0.629			1.279

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP * FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL PEDESTRIANS**

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	10482	0.038	4	10482	0.021	4	10482	0.059
07:30 - 08:00	4	10482	0.122	4	10482	0.060	4	10482	0.182
08:00 - 08:30	4	10482	0.179	4	10482	0.103	4	10482	0.282
08:30 - 09:00	4	10482	0.212	4	10482	0.117	4	10482	0.329
09:00 - 09:30	4	10482	0.236	4	10482	0.122	4	10482	0.358
09:30 - 10:00	4	10482	0.236	4	10482	0.126	4	10482	0.362
10:00 - 10:30	4	10482	0.176	4	10482	0.219	4	10482	0.395
10:30 - 11:00	4	10482	0.205	4	10482	0.227	4	10482	0.432
11:00 - 11:30	4	10482	0.124	4	10482	0.093	4	10482	0.217
11:30 - 12:00	4	10482	0.198	4	10482	0.198	4	10482	0.396
12:00 - 12:30	4	10482	0.143	4	10482	0.270	4	10482	0.413
12:30 - 13:00	4	10482	0.391	4	10482	0.413	4	10482	0.804
13:00 - 13:30	4	10482	0.377	4	10482	0.377	4	10482	0.754
13:30 - 14:00	4	<b>10482</b>	<b>0.436</b>	4	<b>10482</b>	<b>0.439</b>	4	<b>10482</b>	<b>0.875</b>
14:00 - 14:30	4	10482	0.367	4	10482	0.217	4	10482	0.584
14:30 - 15:00	4	10482	0.167	4	10482	0.136	4	10482	0.303
15:00 - 15:30	4	10482	0.088	4	10482	0.103	4	10482	0.191
15:30 - 16:00	4	10482	0.055	4	10482	0.095	4	10482	0.150
16:00 - 16:30	4	10482	0.052	4	10482	0.083	4	10482	0.135
16:30 - 17:00	4	10482	0.036	4	10482	0.112	4	10482	0.148
17:00 - 17:30	4	10482	0.045	4	10482	0.117	4	10482	0.162
17:30 - 18:00	4	10482	0.036	4	10482	0.126	4	10482	0.162
18:00 - 18:30	4	10482	0.014	4	10482	0.136	4	10482	0.150
18:30 - 19:00	4	10482	0.014	4	10482	0.072	4	10482	0.086
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.947			3.982			7.929

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP * FACT$ . Trip rates are then rounded to 3 decimal places.



TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL BUS/ TRAM PASSENGERS**

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	10482	0.021	4	10482	0.002	4	10482	0.023
07:30 - 08:00	4	10482	0.072	4	10482	0.007	4	10482	0.079
08:00 - 08:30	4	10482	0.165	4	10482	0.002	4	10482	0.167
08:30 - 09:00	4	10482	0.215	4	10482	0.012	4	10482	0.227
09:00 - 09:30	<b>4</b>	<b>10482</b>	<b>0.243</b>	4	10482	0.007	<b>4</b>	<b>10482</b>	<b>0.250</b>
09:30 - 10:00	4	10482	0.119	4	10482	0.026	4	10482	0.145
10:00 - 10:30	4	10482	0.074	4	10482	0.029	4	10482	0.103
10:30 - 11:00	4	10482	0.045	4	10482	0.021	4	10482	0.066
11:00 - 11:30	4	10482	0.029	4	10482	0.012	4	10482	0.041
11:30 - 12:00	4	10482	0.024	4	10482	0.031	4	10482	0.055
12:00 - 12:30	4	10482	0.031	4	10482	0.064	4	10482	0.095
12:30 - 13:00	4	10482	0.074	4	10482	0.069	4	10482	0.143
13:00 - 13:30	4	10482	0.062	4	10482	0.057	4	10482	0.119
13:30 - 14:00	4	10482	0.050	4	10482	0.050	4	10482	0.100
14:00 - 14:30	4	10482	0.026	4	10482	0.026	4	10482	0.052
14:30 - 15:00	4	10482	0.024	4	10482	0.050	4	10482	0.074
15:00 - 15:30	4	10482	0.021	4	10482	0.043	4	10482	0.064
15:30 - 16:00	4	10482	0.010	4	10482	0.064	4	10482	0.074
16:00 - 16:30	4	10482	0.017	4	10482	0.064	4	10482	0.081
16:30 - 17:00	4	10482	0.012	4	10482	0.069	4	10482	0.081
17:00 - 17:30	4	10482	0.019	4	10482	0.136	4	10482	0.155
17:30 - 18:00	4	10482	0.010	<b>4</b>	<b>10482</b>	<b>0.236</b>	4	10482	0.246
18:00 - 18:30	4	10482	0.002	4	10482	0.148	4	10482	0.150
18:30 - 19:00	4	10482	0.005	4	10482	0.057	4	10482	0.062
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.370			1.282			2.652

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP * FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL TOTAL RAIL PASSENGERS****Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	10482	0.105	4	10482	0.000	4	10482	0.105
07:30 - 08:00	4	10482	0.289	4	10482	0.002	4	10482	0.291
08:00 - 08:30	4	10482	0.649	4	10482	0.010	4	10482	0.659
08:30 - 09:00	4	10482	1.138	4	10482	0.026	4	10482	1.164
09:00 - 09:30	<b>4</b>	<b>10482</b>	<b>1.195</b>	4	10482	0.041	<b>4</b>	<b>10482</b>	<b>1.236</b>
09:30 - 10:00	4	10482	0.522	4	10482	0.045	4	10482	0.567
10:00 - 10:30	4	10482	0.308	4	10482	0.057	4	10482	0.365
10:30 - 11:00	4	10482	0.157	4	10482	0.045	4	10482	0.202
11:00 - 11:30	4	10482	0.141	4	10482	0.083	4	10482	0.224
11:30 - 12:00	4	10482	0.093	4	10482	0.067	4	10482	0.160
12:00 - 12:30	4	10482	0.110	4	10482	0.110	4	10482	0.220
12:30 - 13:00	4	10482	0.086	4	10482	0.172	4	10482	0.258
13:00 - 13:30	4	10482	0.105	4	10482	0.181	4	10482	0.286
13:30 - 14:00	4	10482	0.112	4	10482	0.103	4	10482	0.215
14:00 - 14:30	4	10482	0.055	4	10482	0.064	4	10482	0.119
14:30 - 15:00	4	10482	0.060	4	10482	0.148	4	10482	0.208
15:00 - 15:30	4	10482	0.086	4	10482	0.207	4	10482	0.293
15:30 - 16:00	4	10482	0.041	4	10482	0.188	4	10482	0.229
16:00 - 16:30	4	10482	0.055	4	10482	0.301	4	10482	0.356
16:30 - 17:00	4	10482	0.038	4	10482	0.372	4	10482	0.410
17:00 - 17:30	4	10482	0.052	4	10482	0.675	4	10482	0.727
17:30 - 18:00	4	10482	0.033	<b>4</b>	<b>10482</b>	<b>1.157</b>	4	10482	1.190
18:00 - 18:30	4	10482	0.021	4	10482	0.804	4	10482	0.825
18:30 - 19:00	4	10482	0.007	4	10482	0.377	4	10482	0.384
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.458			5.235			10.693

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP * FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL COACH PASSENGERS**

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
07:30 - 08:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
08:00 - 08:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
08:30 - 09:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
09:00 - 09:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
09:30 - 10:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
10:00 - 10:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
10:30 - 11:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
11:00 - 11:30	4	<b>10482</b>	<b>0.002</b>	4	10482	0.000	4	<b>10482</b>	<b>0.002</b>
11:30 - 12:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
12:00 - 12:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
12:30 - 13:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
13:00 - 13:30	4	10482	0.002	4	10482	0.000	4	10482	0.002
13:30 - 14:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
14:00 - 14:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
14:30 - 15:00	4	10482	0.000	4	<b>10482</b>	<b>0.002</b>	4	10482	0.002
15:00 - 15:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
15:30 - 16:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
16:00 - 16:30	4	10482	0.000	4	10482	0.002	4	10482	0.002
16:30 - 17:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
17:00 - 17:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
17:30 - 18:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
18:00 - 18:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
18:30 - 19:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.004			0.004			0.008

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP * FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
**MULTI-MODAL PUBLIC TRANSPORT USERS**  
**Calculation factor: 100 sqm**  
**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	10482	0.126	4	10482	0.002	4	10482	0.128
07:30 - 08:00	4	10482	0.360	4	10482	0.010	4	10482	0.370
08:00 - 08:30	4	10482	0.813	4	10482	0.012	4	10482	0.825
08:30 - 09:00	4	10482	1.352	4	10482	0.038	4	10482	1.390
09:00 - 09:30	<b>4</b>	<b>10482</b>	<b>1.438</b>	4	10482	0.048	<b>4</b>	<b>10482</b>	<b>1.486</b>
09:30 - 10:00	4	10482	0.642	4	10482	0.072	4	10482	0.714
10:00 - 10:30	4	10482	0.382	4	10482	0.086	4	10482	0.468
10:30 - 11:00	4	10482	0.203	4	10482	0.067	4	10482	0.270
11:00 - 11:30	4	10482	0.172	4	10482	0.095	4	10482	0.267
11:30 - 12:00	4	10482	0.117	4	10482	0.098	4	10482	0.215
12:00 - 12:30	4	10482	0.141	4	10482	0.174	4	10482	0.315
12:30 - 13:00	4	10482	0.160	4	10482	0.241	4	10482	0.401
13:00 - 13:30	4	10482	0.169	4	10482	0.238	4	10482	0.407
13:30 - 14:00	4	10482	0.162	4	10482	0.153	4	10482	0.315
14:00 - 14:30	4	10482	0.081	4	10482	0.091	4	10482	0.172
14:30 - 15:00	4	10482	0.083	4	10482	0.200	4	10482	0.283
15:00 - 15:30	4	10482	0.107	4	10482	0.250	4	10482	0.357
15:30 - 16:00	4	10482	0.050	4	10482	0.253	4	10482	0.303
16:00 - 16:30	4	10482	0.072	4	10482	0.367	4	10482	0.439
16:30 - 17:00	4	10482	0.050	4	10482	0.441	4	10482	0.491
17:00 - 17:30	4	10482	0.072	4	10482	0.811	4	10482	0.883
17:30 - 18:00	4	10482	0.043	<b>4</b>	<b>10482</b>	<b>1.393</b>	4	10482	1.436
18:00 - 18:30	4	10482	0.024	4	10482	0.952	4	10482	0.976
18:30 - 19:00	4	10482	0.012	4	10482	0.434	4	10482	0.446
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.831			6.526			13.357

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP * FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL TOTAL PEOPLE**

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	10482	0.212	4	10482	0.029	4	10482	0.241
07:30 - 08:00	4	10482	0.537	4	10482	0.083	4	10482	0.620
08:00 - 08:30	4	10482	1.140	4	10482	0.134	4	10482	1.274
08:30 - 09:00	4	10482	1.815	4	10482	0.167	4	10482	1.982
09:00 - 09:30	<b>4</b>	<b>10482</b>	<b>1.836</b>	4	10482	0.196	<b>4</b>	<b>10482</b>	<b>2.032</b>
09:30 - 10:00	4	10482	0.973	4	10482	0.224	4	10482	1.197
10:00 - 10:30	4	10482	0.646	4	10482	0.360	4	10482	1.006
10:30 - 11:00	4	10482	0.456	4	10482	0.322	4	10482	0.778
11:00 - 11:30	4	10482	0.358	4	10482	0.250	4	10482	0.608
11:30 - 12:00	4	10482	0.358	4	10482	0.327	4	10482	0.685
12:00 - 12:30	4	10482	0.346	4	10482	0.479	4	10482	0.825
12:30 - 13:00	4	10482	0.577	4	10482	0.708	4	10482	1.285
13:00 - 13:30	4	10482	0.584	4	10482	0.658	4	10482	1.242
13:30 - 14:00	4	10482	0.613	4	10482	0.622	4	10482	1.235
14:00 - 14:30	4	10482	0.472	4	10482	0.339	4	10482	0.811
14:30 - 15:00	4	10482	0.274	4	10482	0.370	4	10482	0.644
15:00 - 15:30	4	10482	0.229	4	10482	0.389	4	10482	0.618
15:30 - 16:00	4	10482	0.114	4	10482	0.394	4	10482	0.508
16:00 - 16:30	4	10482	0.145	4	10482	0.479	4	10482	0.624
16:30 - 17:00	4	10482	0.107	4	10482	0.620	4	10482	0.727
17:00 - 17:30	4	10482	0.124	4	10482	1.035	4	10482	1.159
17:30 - 18:00	4	10482	0.086	4	<b>10482</b>	<b>1.720</b>	4	10482	1.806
18:00 - 18:30	4	10482	0.041	4	10482	1.269	4	10482	1.310
18:30 - 19:00	4	10482	0.038	4	10482	0.601	4	10482	0.639
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			12.081			11.775			23.856

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP * FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL CARS**

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	10482	0.010	4	10482	0.000	4	10482	0.010
07:30 - 08:00	4	10482	0.014	4	10482	0.007	4	10482	0.021
08:00 - 08:30	4	10482	0.014	4	10482	0.005	4	10482	0.019
08:30 - 09:00	<b>4</b>	<b>10482</b>	<b>0.036</b>	4	10482	0.007	<b>4</b>	<b>10482</b>	<b>0.043</b>
09:00 - 09:30	4	10482	0.002	4	10482	0.007	4	10482	0.009
09:30 - 10:00	4	10482	0.026	4	10482	0.010	4	10482	0.036
10:00 - 10:30	4	10482	0.007	4	10482	0.007	4	10482	0.014
10:30 - 11:00	4	10482	0.017	4	10482	0.007	4	10482	0.024
11:00 - 11:30	4	10482	0.019	4	10482	0.021	4	10482	0.040
11:30 - 12:00	4	10482	0.014	4	10482	0.012	4	10482	0.026
12:00 - 12:30	4	10482	0.010	4	10482	0.012	4	10482	0.022
12:30 - 13:00	4	10482	0.007	4	10482	0.007	4	10482	0.014
13:00 - 13:30	4	10482	0.005	4	10482	0.000	4	10482	0.005
13:30 - 14:00	4	10482	0.005	4	10482	0.010	4	10482	0.015
14:00 - 14:30	4	10482	0.002	4	10482	0.005	4	10482	0.007
14:30 - 15:00	4	10482	0.002	4	10482	0.005	4	10482	0.007
15:00 - 15:30	4	10482	0.010	4	10482	0.005	4	10482	0.015
15:30 - 16:00	4	10482	0.002	4	10482	0.010	4	10482	0.012
16:00 - 16:30	4	10482	0.002	4	10482	0.002	4	10482	0.004
16:30 - 17:00	4	10482	0.005	4	10482	0.012	4	10482	0.017
17:00 - 17:30	4	10482	0.002	4	10482	0.012	4	10482	0.014
17:30 - 18:00	4	10482	0.002	<b>4</b>	<b>10482</b>	<b>0.024</b>	4	10482	0.026
18:00 - 18:30	4	10482	0.000	4	10482	0.017	4	10482	0.017
18:30 - 19:00	4	10482	0.005	4	10482	0.010	4	10482	0.015
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.218			0.214			0.432

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP * FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL LGVS****Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	10482	0.005	4	10482	0.002	4	10482	0.007
07:30 - 08:00	4	10482	0.007	4	10482	0.005	4	10482	0.012
08:00 - 08:30	4	10482	0.010	4	10482	0.007	4	10482	0.017
08:30 - 09:00	4	10482	0.012	4	10482	0.002	4	10482	0.014
09:00 - 09:30	4	10482	0.005	4	10482	0.005	4	10482	0.010
09:30 - 10:00	4	10482	0.005	4	10482	0.010	4	10482	0.015
10:00 - 10:30	4	10482	0.012	4	10482	0.014	4	10482	0.026
10:30 - 11:00	4	10482	0.010	4	10482	0.012	4	10482	0.022
11:00 - 11:30	4	10482	0.005	4	10482	0.007	4	10482	0.012
11:30 - 12:00	4	10482	0.012	4	10482	0.010	4	10482	0.022
12:00 - 12:30	4	<b>10482</b>	<b>0.019</b>	4	10482	0.010	4	10482	0.029
12:30 - 13:00	4	10482	0.005	4	10482	0.007	4	10482	0.012
13:00 - 13:30	4	10482	0.005	4	10482	0.010	4	10482	0.015
13:30 - 14:00	4	10482	0.007	4	10482	0.010	4	10482	0.017
14:00 - 14:30	4	10482	0.014	4	<b>10482</b>	<b>0.017</b>	4	<b>10482</b>	<b>0.031</b>
14:30 - 15:00	4	10482	0.012	4	10482	0.014	4	10482	0.026
15:00 - 15:30	4	10482	0.007	4	10482	0.014	4	10482	0.021
15:30 - 16:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
16:00 - 16:30	4	10482	0.012	4	10482	0.012	4	10482	0.024
16:30 - 17:00	4	10482	0.005	4	10482	0.012	4	10482	0.017
17:00 - 17:30	4	10482	0.002	4	10482	0.005	4	10482	0.007
17:30 - 18:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
18:00 - 18:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
18:30 - 19:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.171			0.185			0.356

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP * FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL MOTOR CYCLES****Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	10482	0.005	4	10482	0.002	4	10482	0.007
07:30 - 08:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
08:00 - 08:30	4	10482	0.005	4	10482	0.000	4	10482	0.005
08:30 - 09:00	<b>4</b>	<b>10482</b>	<b>0.014</b>	4	10482	0.000	4	10482	0.014
09:00 - 09:30	4	10482	0.002	4	10482	0.000	4	10482	0.002
09:30 - 10:00	4	10482	0.010	4	10482	0.002	4	10482	0.012
10:00 - 10:30	4	10482	0.007	4	10482	0.002	4	10482	0.009
10:30 - 11:00	4	10482	0.002	4	10482	0.000	4	10482	0.002
11:00 - 11:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
11:30 - 12:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
12:00 - 12:30	4	10482	0.005	4	10482	0.002	4	10482	0.007
12:30 - 13:00	4	10482	0.005	4	10482	0.005	4	10482	0.010
13:00 - 13:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
13:30 - 14:00	4	10482	0.002	4	10482	0.005	4	10482	0.007
14:00 - 14:30	4	10482	0.000	4	10482	0.002	4	10482	0.002
14:30 - 15:00	4	10482	0.000	4	10482	0.005	4	10482	0.005
15:00 - 15:30	4	10482	0.002	4	10482	0.002	4	10482	0.004
15:30 - 16:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
16:00 - 16:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
16:30 - 17:00	4	10482	0.002	4	10482	0.002	4	10482	0.004
17:00 - 17:30	4	10482	0.002	4	10482	0.005	4	10482	0.007
17:30 - 18:00	4	10482	0.000	4	10482	0.007	4	10482	0.007
18:00 - 18:30	4	10482	0.002	<b>4</b>	<b>10482</b>	<b>0.017</b>	<b>4</b>	<b>10482</b>	<b>0.019</b>
18:30 - 19:00	4	10482	0.000	4	10482	0.007	4	10482	0.007
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.065			0.065			0.130

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP * FACT$ . Trip rates are then rounded to 3 decimal places.



TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL Underground Passengers****Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	10482	0.069	4	10482	0.000	4	10482	0.069
07:30 - 08:00	4	10482	0.200	4	10482	0.002	4	10482	0.202
08:00 - 08:30	4	10482	0.386	4	10482	0.005	4	10482	0.391
08:30 - 09:00	4	10482	0.732	4	10482	0.026	4	10482	0.758
09:00 - 09:30	<b>4</b>	<b>10482</b>	<b>0.754</b>	4	10482	0.036	<b>4</b>	<b>10482</b>	<b>0.790</b>
09:30 - 10:00	4	10482	0.317	4	10482	0.029	4	10482	0.346
10:00 - 10:30	4	10482	0.212	4	10482	0.038	4	10482	0.250
10:30 - 11:00	4	10482	0.105	4	10482	0.029	4	10482	0.134
11:00 - 11:30	4	10482	0.105	4	10482	0.069	4	10482	0.174
11:30 - 12:00	4	10482	0.057	4	10482	0.045	4	10482	0.102
12:00 - 12:30	4	10482	0.076	4	10482	0.074	4	10482	0.150
12:30 - 13:00	4	10482	0.045	4	10482	0.110	4	10482	0.155
13:00 - 13:30	4	10482	0.062	4	10482	0.126	4	10482	0.188
13:30 - 14:00	4	10482	0.069	4	10482	0.072	4	10482	0.141
14:00 - 14:30	4	10482	0.033	4	10482	0.048	4	10482	0.081
14:30 - 15:00	4	10482	0.045	4	10482	0.093	4	10482	0.138
15:00 - 15:30	4	10482	0.048	4	10482	0.138	4	10482	0.186
15:30 - 16:00	4	10482	0.026	4	10482	0.131	4	10482	0.157
16:00 - 16:30	4	10482	0.036	4	10482	0.165	4	10482	0.201
16:30 - 17:00	4	10482	0.021	4	10482	0.193	4	10482	0.214
17:00 - 17:30	4	10482	0.036	4	10482	0.360	4	10482	0.396
17:30 - 18:00	4	10482	0.017	<b>4</b>	<b>10482</b>	<b>0.715</b>	4	10482	0.732
18:00 - 18:30	4	10482	0.014	4	10482	0.501	4	10482	0.515
18:30 - 19:00	4	10482	0.002	4	10482	0.248	4	10482	0.250
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.467			3.253			6.720

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP * FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL DLR Passengers**

**Calculation factor: 100 sqm**

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
07:30 - 08:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
08:00 - 08:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
08:30 - 09:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
09:00 - 09:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
09:30 - 10:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
10:00 - 10:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
10:30 - 11:00	<b>4</b>	<b>10482</b>	<b>0.002</b>	4	10482	0.000	<b>4</b>	<b>10482</b>	<b>0.002</b>
11:00 - 11:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
11:30 - 12:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
12:00 - 12:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
12:30 - 13:00	4	10482	0.002	4	10482	0.000	4	10482	0.002
13:00 - 13:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
13:30 - 14:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
14:00 - 14:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
14:30 - 15:00	4	10482	0.000	<b>4</b>	<b>10482</b>	<b>0.002</b>	4	10482	0.002
15:00 - 15:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
15:30 - 16:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
16:00 - 16:30	4	10482	0.000	4	10482	0.002	4	10482	0.002
16:30 - 17:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
17:00 - 17:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
17:30 - 18:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
18:00 - 18:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
18:30 - 19:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			<b>0.004</b>			<b>0.004</b>			<b>0.008</b>

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\* FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL Overground Passengers**

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	10482	0.000	4	10482	0.000	4	10482	0.000
07:30 - 08:00	4	10482	0.010	4	10482	0.000	4	10482	0.010
08:00 - 08:30	4	10482	0.007	4	10482	0.000	4	10482	0.007
08:30 - 09:00	4	10482	0.017	4	10482	0.000	4	10482	0.017
09:00 - 09:30	<b>4</b>	<b>10482</b>	<b>0.019</b>	4	10482	0.000	4	10482	0.019
09:30 - 10:00	4	10482	0.007	4	10482	0.000	4	10482	0.007
10:00 - 10:30	4	10482	0.007	4	10482	0.000	4	10482	0.007
10:30 - 11:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
11:00 - 11:30	4	10482	0.002	4	10482	0.002	4	10482	0.004
11:30 - 12:00	4	10482	0.000	4	10482	0.000	4	10482	0.000
12:00 - 12:30	4	10482	0.010	4	10482	0.005	4	10482	0.015
12:30 - 13:00	4	10482	0.010	4	10482	0.017	4	10482	0.027
13:00 - 13:30	4	10482	0.010	4	10482	0.002	4	10482	0.012
13:30 - 14:00	4	10482	0.005	4	10482	0.002	4	10482	0.007
14:00 - 14:30	4	10482	0.002	4	10482	0.000	4	10482	0.002
14:30 - 15:00	4	10482	0.000	4	10482	0.002	4	10482	0.002
15:00 - 15:30	4	10482	0.002	4	10482	0.007	4	10482	0.009
15:30 - 16:00	4	10482	0.002	4	10482	0.002	4	10482	0.004
16:00 - 16:30	4	10482	0.000	4	10482	0.012	4	10482	0.012
16:30 - 17:00	4	10482	0.000	4	10482	0.031	4	10482	0.031
17:00 - 17:30	4	10482	0.000	<b>4</b>	<b>10482</b>	<b>0.041</b>	<b>4</b>	<b>10482</b>	<b>0.041</b>
17:30 - 18:00	4	10482	0.000	4	10482	0.033	4	10482	0.033
18:00 - 18:30	4	10482	0.000	4	10482	0.021	4	10482	0.021
18:30 - 19:00	4	10482	0.000	4	10482	0.010	4	10482	0.010
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.110			0.187			0.297

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP * FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL National Rail Passengers****Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	10482	0.036	4	10482	0.000	4	10482	0.036
07:30 - 08:00	4	10482	0.079	4	10482	0.000	4	10482	0.079
08:00 - 08:30	4	10482	0.255	4	10482	0.005	4	10482	0.260
08:30 - 09:00	4	10482	0.389	4	10482	0.000	4	10482	0.389
09:00 - 09:30	<b>4</b>	<b>10482</b>	<b>0.422</b>	4	10482	0.005	<b>4</b>	<b>10482</b>	<b>0.427</b>
09:30 - 10:00	4	10482	0.198	4	10482	0.017	4	10482	0.215
10:00 - 10:30	4	10482	0.088	4	10482	0.019	4	10482	0.107
10:30 - 11:00	4	10482	0.050	4	10482	0.017	4	10482	0.067
11:00 - 11:30	4	10482	0.033	4	10482	0.012	4	10482	0.045
11:30 - 12:00	4	10482	0.036	4	10482	0.021	4	10482	0.057
12:00 - 12:30	4	10482	0.024	4	10482	0.031	4	10482	0.055
12:30 - 13:00	4	10482	0.029	4	10482	0.045	4	10482	0.074
13:00 - 13:30	4	10482	0.033	4	10482	0.052	4	10482	0.085
13:30 - 14:00	4	10482	0.038	4	10482	0.029	4	10482	0.067
14:00 - 14:30	4	10482	0.019	4	10482	0.017	4	10482	0.036
14:30 - 15:00	4	10482	0.014	4	10482	0.050	4	10482	0.064
15:00 - 15:30	4	10482	0.036	4	10482	0.062	4	10482	0.098
15:30 - 16:00	4	10482	0.012	4	10482	0.055	4	10482	0.067
16:00 - 16:30	4	10482	0.019	4	10482	0.122	4	10482	0.141
16:30 - 17:00	4	10482	0.017	4	10482	0.148	4	10482	0.165
17:00 - 17:30	4	10482	0.017	4	10482	0.274	4	10482	0.291
17:30 - 18:00	4	10482	0.017	4	<b>10482</b>	<b>0.408</b>	4	10482	0.425
18:00 - 18:30	4	10482	0.007	4	10482	0.281	4	10482	0.288
18:30 - 19:00	4	10482	0.005	4	10482	0.119	4	10482	0.124
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.873			1.789			3.662

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP * FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL Bus Passengers****Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	10482	0.021	4	10482	0.002	4	10482	0.023
07:30 - 08:00	4	10482	0.072	4	10482	0.007	4	10482	0.079
08:00 - 08:30	4	10482	0.165	4	10482	0.002	4	10482	0.167
08:30 - 09:00	4	10482	0.215	4	10482	0.012	4	10482	0.227
09:00 - 09:30	<b>4</b>	<b>10482</b>	<b>0.243</b>	4	10482	0.007	<b>4</b>	<b>10482</b>	<b>0.250</b>
09:30 - 10:00	4	10482	0.119	4	10482	0.026	4	10482	0.145
10:00 - 10:30	4	10482	0.074	4	10482	0.029	4	10482	0.103
10:30 - 11:00	4	10482	0.045	4	10482	0.021	4	10482	0.066
11:00 - 11:30	4	10482	0.029	4	10482	0.012	4	10482	0.041
11:30 - 12:00	4	10482	0.024	4	10482	0.031	4	10482	0.055
12:00 - 12:30	4	10482	0.031	4	10482	0.064	4	10482	0.095
12:30 - 13:00	4	10482	0.074	4	10482	0.069	4	10482	0.143
13:00 - 13:30	4	10482	0.062	4	10482	0.057	4	10482	0.119
13:30 - 14:00	4	10482	0.050	4	10482	0.050	4	10482	0.100
14:00 - 14:30	4	10482	0.026	4	10482	0.026	4	10482	0.052
14:30 - 15:00	4	10482	0.024	4	10482	0.050	4	10482	0.074
15:00 - 15:30	4	10482	0.021	4	10482	0.043	4	10482	0.064
15:30 - 16:00	4	10482	0.010	4	10482	0.064	4	10482	0.074
16:00 - 16:30	4	10482	0.017	4	10482	0.064	4	10482	0.081
16:30 - 17:00	4	10482	0.012	4	10482	0.069	4	10482	0.081
17:00 - 17:30	4	10482	0.019	4	10482	0.136	4	10482	0.155
17:30 - 18:00	4	10482	0.010	<b>4</b>	<b>10482</b>	<b>0.236</b>	4	10482	0.246
18:00 - 18:30	4	10482	0.002	4	10482	0.148	4	10482	0.150
18:30 - 19:00	4	10482	0.005	4	10482	0.057	4	10482	0.062
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			<b>1.370</b>			<b>1.282</b>			<b>2.652</b>

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP * FACT$ . Trip rates are then rounded to 3 decimal places.

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