



South Hampstead Junior School

Transport Note

Client: GDST

i-Transport Ref: VP/MD/ITL16746-006A

Date: 02 December 2022

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITL16746-006A	Issue	02/12/2022	MD	VP

File Ref: L:\PROJECTS\16000 SERIES\16746 - South Hampstead Junior School\Admin\Report and Tech
Notes\ITL16746-006 Transport Note.docx

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SECTION 1 Introduction

1.1 Overview

1.1.1 The Girls' Day School Trust (GDST) has appointed i-Transport LLP to provide transport and highways advice to support a planning application for works at South Hampstead High Junior School (SHJS), Netherhall Gardens, Hampstead, NW3 5RN.

1.1.2 The proposal is for landscaping works at both Nos 5 and 12 Netherhall Gardens. The proposals will provide a range of landscape improvement works across both school sites at Nos 5 and 12 Netherhall Gardens, including new biodiverse planting, a discovery garden, an edible garden, Early Years play, resurfaced play spaces and new seating areas. These proposed changes across the site will result in the loss of three on-site car parking spaces (currently located at No.5) and provision of additional, new cycle and scooter parking on-site. The changes outlined above will provide a better environment for pupils.

1.2 Site Location

1.2.1 The school is located on Netherhall Gardens and consists of two buildings, located on either side of the carriageway. The school is located within the South Hampstead area and the London Borough of Camden (LBC) is the local planning and highway authority. A site location plan is shown in Image 1.1.

Image 1.1 Site Location Plan



Source: Google Maps

- 1.2.2 Both of the school buildings are located at the southern end of Netherhall Gardens, to the south of the junction with Nutley Terrace. Netherhall Gardens is a cul-de-sac with a vehicle restriction at the southern end.

1.3 Purpose and Structure

- 1.3.1 This transport technical note has been produced to support the planning application at the school. This note sets out the existing operation of the school, details of the proposed development and the likely transport impact of the reduction in on-site parking, arising from the proposal.

- 1.3.2 The remainder of this note is structured as follows:

- Section 2: Policy Context;
- Section 3: Site Assessment;
- Section 4: School Assessment;
- Section 5: Development Proposal;
- Section 6: Transport Impact; and

- Section 7: Summary and Conclusions.

SECTION 2 Policy Context

2.1 National Policy

National Planning Policy Framework (July 2021)

2.1.1 The National Planning Policy Framework (NPPF) published in July 2021 sets out the Government's planning policies for England and how these are expected to be applied.

2.1.2 The NPPF requires all developments that generate significant amounts of movement provide a travel plan, and to be supported by either a Transport Statement or Transport Assessment. The four key transport tests, to which new developments will be assessed, are set out in Paragraph 110:

2.1.3 **"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:**

- ***Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
- ***Safe and suitable access to the site can be achieved for all users;***
- ***The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and***
- ***Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*** (ref: NPPF, Paragraph 110)

2.1.4 With regards to highways matters, it is clear that development **"should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."** (ref: NPPF, Paragraph 111)

2.2 Regional Policy

London Plan (March 2021)

2.2.1 Strategic planning policy in London is set out in the London Plan. It identifies the spatial development strategy for Greater London within which the Boroughs' Local Development Documents should be in general conformity.

2.2.2 Policy T1 Strategic Approach to Transport states that all development should facilitate the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041. Developments should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

2.2.3 The London Plan also sets out the cycle parking standards for developments across London. A summary of the cycle parking standards for education developments are provided in Table 2.1.

Table 2.1 The London Plan Cycle Parking Standards

Land Use	Long-Stay	Short-Stay
Primary Schools	1 space per 8 FTE staff	1 space per 100 students
	1 space per 8 students	

Source: The London Plan Cycle Parking Standards

Mayor's Transport Strategy (2018)

2.2.4 In March 2018, the Mayor published his transport strategy, which sets out the future of transport in London. The strategy includes a target for 80% of all trips in London to be made by sustainable modes of transportation by 2041.

2.2.5 In relation to development, the strategy states that new development should be designed so that walking and cycling are the most appealing choices for getting about locally. The Strategy sets out the Vision Zero ambition – the Mayor's aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.

2.3 Local Policy

Camden Local Plan (July 2017)

2.3.1 Camden's Local Plan was adopted in July 2017. It sets out the Council's key planning policies for delivering new development to 2031.

2.3.2 The Local Plan states that the following with regard to school planning applications in the area:

“Hampstead and Belsize Park have a very high concentration of schools where significant issues exist concerning the ‘school run’. We will refuse applications for new schools or the expansion of existing schools in these areas, unless it can be demonstrated the number of traffic movements will not increase. “Policy A1 Managing the impact of development” refers to how the Council will manage the impact of traffic movements”.

2.3.3 The Policy A1 ‘Managing the impact of development’ seeks to protect the quality of life of occupiers and neighbours surrounding new developments. This sets out how LBC will seek to protect the quality of life of occupiers and neighbours through the following, but not limited to, measures:

- Resisting development that fails to adequately assess and address transport impacts affecting communities, occupiers, neighbours and the existing transport network;
- Requesting the transport impacts, including the use of Transport Assessments, Travel Plans and Delivery and Servicing Management Plans are clearly set out; and
- Details to be provided of the impacts of the construction phase, including the use of Construction Management Plans.

Camden Transport Strategy (April 2019)

2.3.4 The Camden Transport Strategy aims to transform transport and mobility in the borough, to enable and encourage the healthy and sustainable transportation of people and goods.

2.3.5 Objective 2 of the Transport Strategy is to reduce car ownership and use as well as motor traffic in Camden. The sets out policy 2c in support of this objective which states:

‘Develop and implement a range of initiatives that promote and provide attractive, convenient and safe alternatives to private cars and other forms of motor traffic ’

2.3.6 Among others, the Strategy identifies the following measure 2m to deliver this objective:

2.3.7 Implement a range of behaviour change and complementary measures programmes that contribute to reducing inessential motor traffic and increasing the use of sustainable modes, including:

- (i) Continue to deliver a School Travel Plan behaviour change programme, engaging with Camden schools and their involvement in the STARS accreditation process, providing measures to reduce school-run traffic, and encourage healthy routes to school.***

(ii) Implement the behaviour change initiatives outlined in the accompanying Cycling Action Plan, Walking & Accessibility Action Plan and Road Safety Action Plan, including the Borough's cycle loan scheme, Community Cycling Programme and Pedestrian Skills programmes.

Camden Planning Guidance – Transport (January 2021)

- 2.3.8 Camden Planning Guidance on Transport has been developed to support the policies in the Camden Local Plan.
- 2.3.9 The guidance provides information on the various transport aspects of a development which should be considered such as assessing transport impact, cycling facilities, travel plans, parking and pedestrian and cycle movement.

SECTION 3 Site Assessment

3.1 Overview

- 3.1.1 This section provides details with respect to the site location, the local highway network, walking and cycling infrastructure, and existing public transport services.

3.2 Site Location

- 3.2.1 The school is located on Netherhall Gardens and consists of two buildings, located on either side of the carriageway. Both of the school buildings are located at the southern end of Netherhall Gardens, to the south of the junction with Nutley Terrace. Netherhall Gardens is a cul-de-sac with a vehicle restriction at the southern end.

3.3 Walking and Cycling

- 3.3.1 There are wide footways located along both sides of Netherhall Gardens which provide direct access into the school buildings. The footways connect with the existing provision within the surrounding residential area, as well as the bus stops on Finchley Road and for access to Finchley Road London Underground Limited (LUL) station. In addition, pedestrian access to Finchley Road is located at the end of Netherhall Gardens.
- 3.3.2 Netherhall Gardens, Nutley Terrace and Maresfield Gardens are identified in Transport for London's (TfL) cycling map as routes signed or marked for use by cyclists on a mixture of quiet or busier roads within the vicinity of the site. In addition, Fitzjohn's Avenue to the north of Netherhall Gardens is identified as 'other roads recommended by other cyclists. These routes provide linkages to the surrounding residential areas.

3.4 Public Transport

Public Transport Accessibility Level

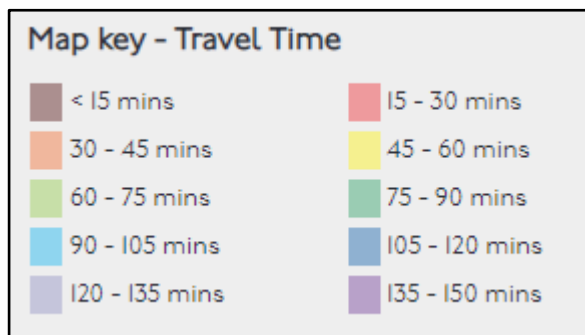
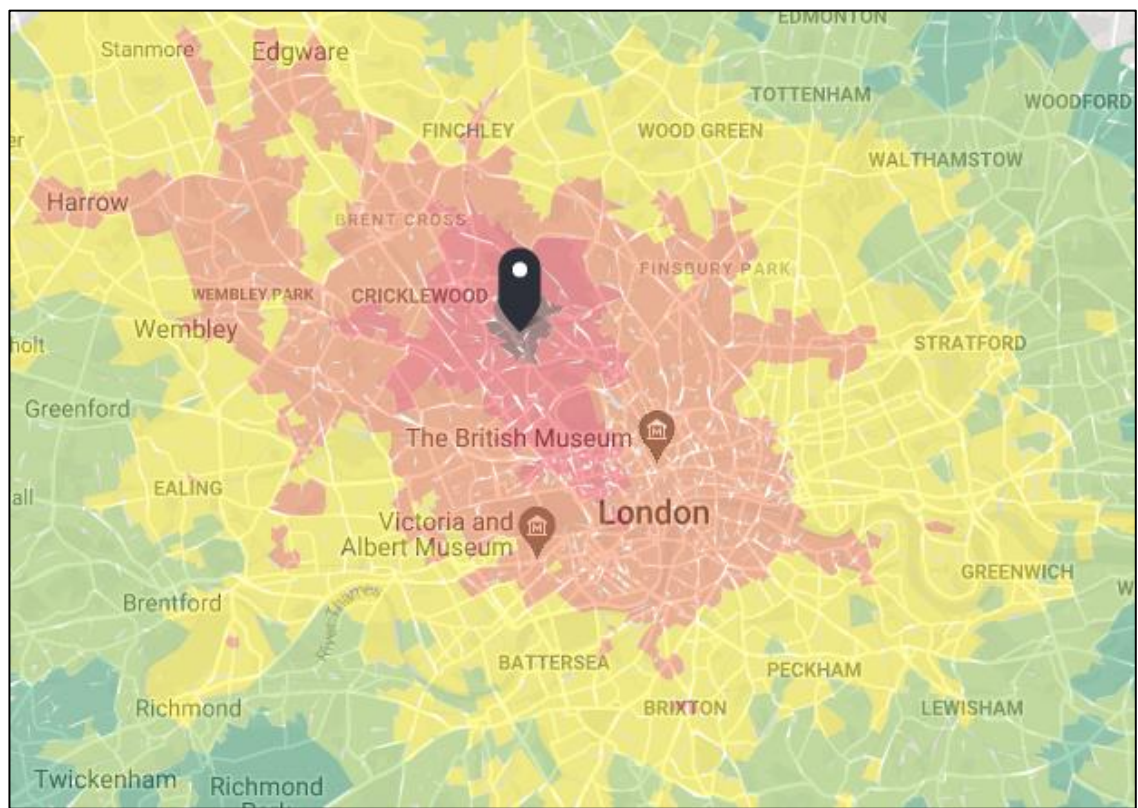
- 3.4.1 The accessibility of the site to public transport can be measured through TfL's Public Transport Accessibility Level (PTAL) calculation tool. The site has been assessed to have a PTAL of 6a, which is at the top of the range, and classified as 'excellent'. It is therefore considered that the site is in an extremely accessible location in London to travel to by a range of modes of public transport.

3.4.2 The full PTAL report is provided at Appendix A.

TIM Mapping

3.4.3 TfL's WebCAT resource also provides travel time mapping (TIM) which reflects the travel time to the site from surrounding areas in London by public transport. Image 3.1 shows the average travel times to the site, demonstrating that the wider local area, including the majority of Central London and North London, is accessible to the site, via public transport, within 30 – 45 minutes in the morning peak hour.

Image 3.1 Travel Mapping



Source: TfL

London Underground Limited (LUL)

- 3.4.4 The closest LUL stations to the site are Finchley Road (circa 330m walk distance from the school) and Swiss Cottage (750m walk distance from the school). These stations provide access to the Jubilee line (from both Swiss Cottage and Finchley Road) and the Metropolitan Line from Finchley Road.

London Overground

- 3.4.5 Finchley Road and Frognaal London Overground station is located circa 500m from the site. The station provides access to services between Richmond/ Clapham Junction and Stratford with up to eight services per hour, in both directions.

Bus

- 3.4.6 The closest bus stops to the site are located on the A41 Finchley Road, less than 400m from the site. The bus stops provide access to a number of services serving destinations such as North Finchley, Edgware, Victoria, Oxford Circus, and Golders Green.

3.5 Local Highway Network

- 3.5.1 Netherhall Gardens is a residential road, forming a cul-de-sac at its southern end and connecting with Nutley Terrace, via a priority junction, to the north. There is no vehicular access to the A41 Finchley Road via its southern end.
- 3.5.2 The road is subject to a 20mph speed limit and a raised table is provided outside of two school buildings, to aid pedestrian crossing between the two school sites (as shown in Image 3.2).

Image 3.2 Raised Table – Netherhall Gardens



Source: Google Maps

On-Street Restrictions

- 3.5.3** Directly outside of both school sites there are 'School Keep Clear' markings, preventing parking and or any dropping off or picking up. There are then on-street parking bays and double yellow lines (with no loading restrictions) on both sides of the carriageway within the vicinity of the site.
- 3.5.4** The school is located within the Controlled Parking Zone (CPZ) CA-B which is operation between Monday-Friday (0900-1830) and Saturday (0930-1330). During these hours parking within the on-street parking bays is limited to resident permit holders only. To the south of the school, there are a number of shared on-street parking bays which allow pay by phone parking. These bays are subject to a maximum stay of four hours.

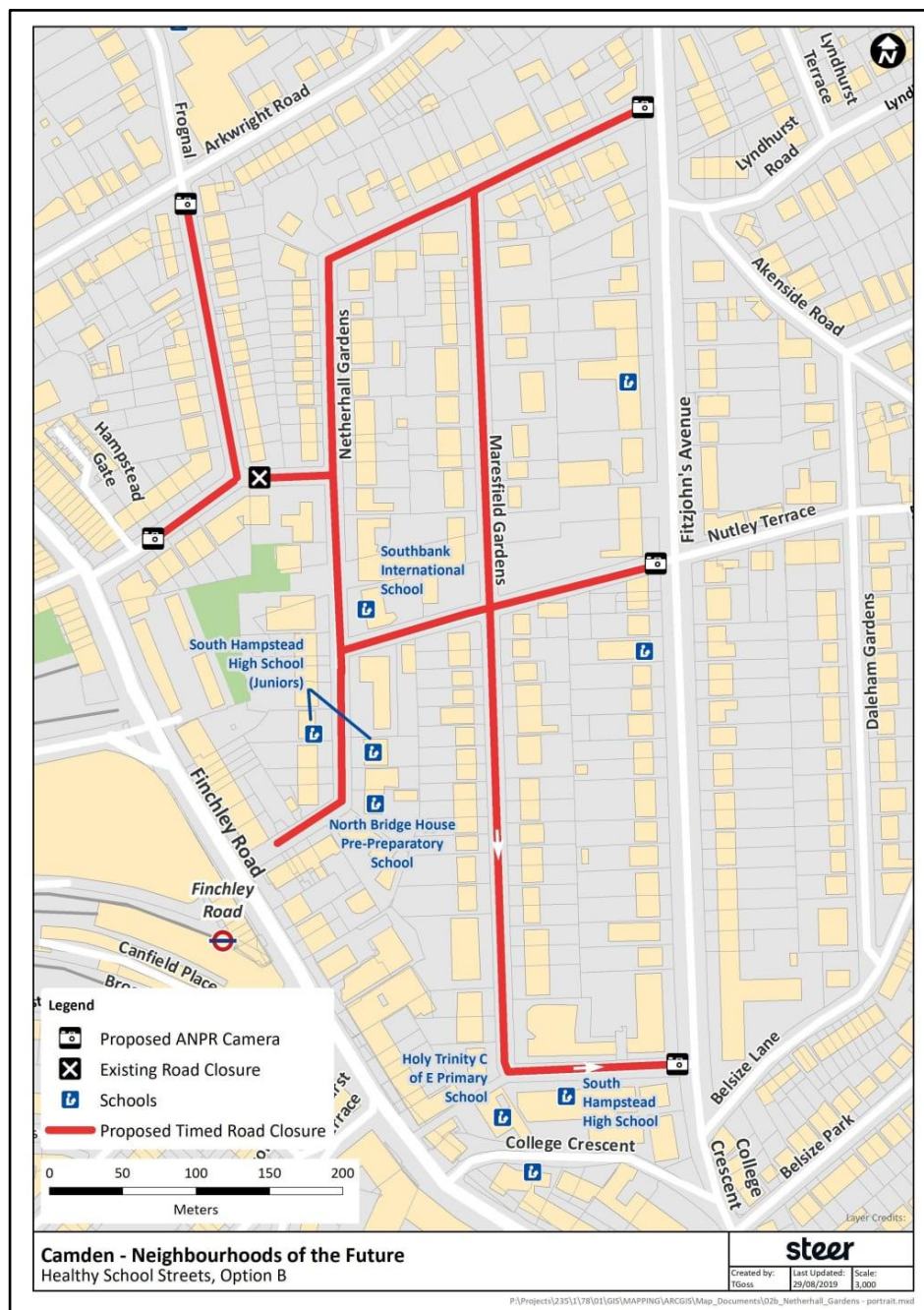
3.6 Healthy School Streets Scheme

- 3.6.1** In 2020, LBC implemented a Healthy School Street (HSS) zone in the local area. The HSS captures five schools in the local area, including South Hampstead Junior School, and implements a series of timed road closures on the local highway network during the morning drop off and afternoon pick up periods. The HSS is operational between the hours of 0800-0900 and 1500-1615 Monday to Friday. During these times, motor vehicles are restricted from entering the area, with

exemptions for electric vehicles and permit holders. The HSS zone was made permanent in January 2022.

3.6.2 The local HSS zone is shown in Image 3.3.

Image 3.3 Camden's HSS Zone

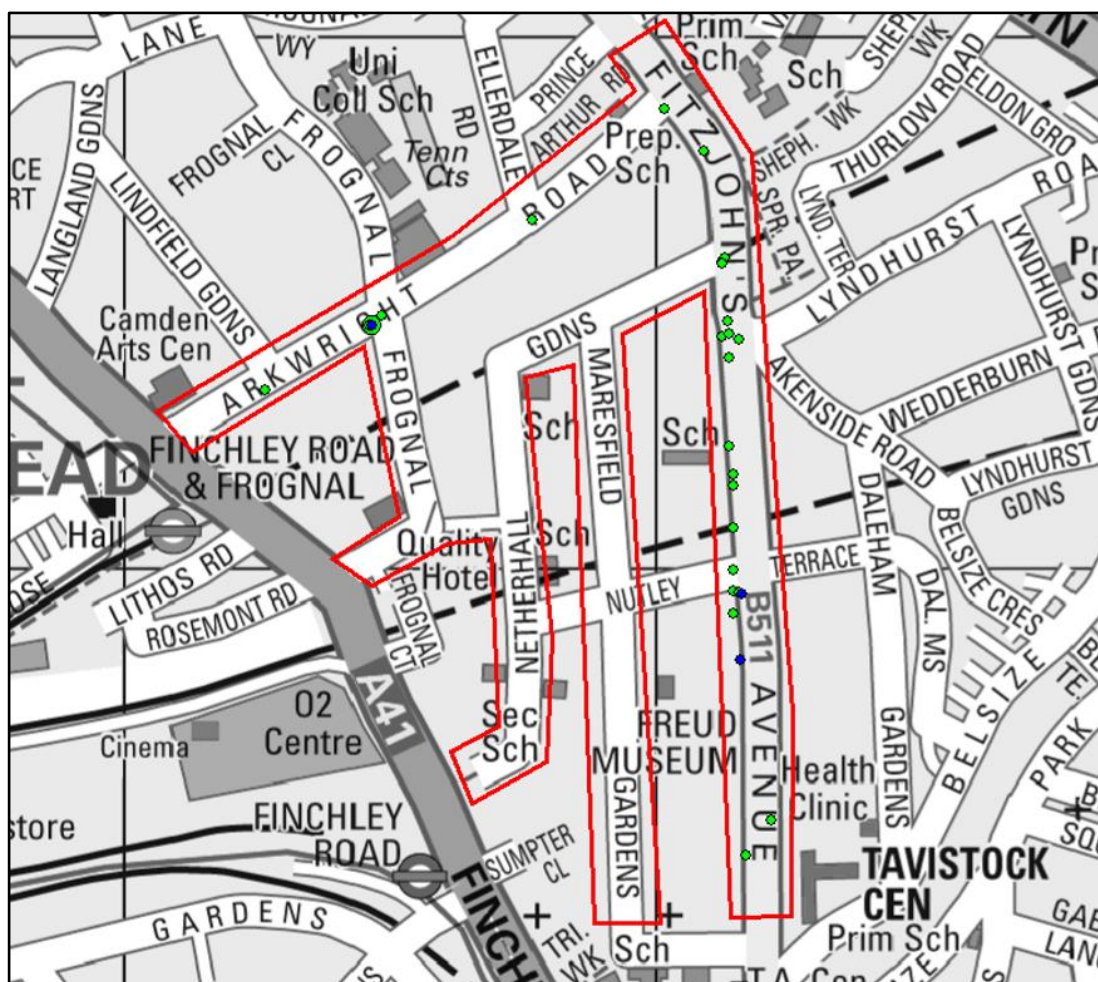


Source: Camden

3.7 Road Safety

- 3.7.1 Personal Injury Accident (PIA) data has been obtained from TfL for a five year period up to May 2021 and includes the length of Netherhall Gardens outside of the school buildings up to Maresfield Gardens and Nutley Terrace as shown in Image 3.4.

Image 3.4 PIA Extent



Source: TfL

- 3.7.2 The full accident data is provided at Appendix B and a summary of the accidents is set out below.
- 3.7.3 A total of 29 collisions have been recorded in the latest five-year period within the study area comprising of 26 slight and 3 severities.
- 3.7.4 There were five collisions recorded at the junction of the Arkwright Road with Frognal of which one was classified as serious. On two occasions the collisions have been between a car and a motorcyclist and on another two occasions they have been between a car and a cyclist. The

predominant contributory factors to collisions at this location include driver recklessness, exceeding speed limit and failing to look properly.

- 3.7.5 Image 3.4 shows a cluster of 5 collisions on Fitzjohn's Avenue in close proximity to Lyndhurst Road all which are classified as slight and three of which involved cyclists.
- 3.7.6 There were nine collisions recorded along Fitzjohn's Avenue in close proximity to Nutley Terrace. Three collisions involved motorcyclists, two involved cyclists and one involved a pedestrian. The predominant contributory factors to collisions at this location was failing to look properly or judge other person's path or speed.
- 3.7.7 There were no collisions recorded along Netherhall Gardens nor were there any pupils involved in the recorded collisions during school pick up and drop off times.

SECTION 4 School Assessment

4.1 Overview

4.1.1 This section provides details in relation to the existing school, including staff and pupil numbers, the school day, arrangements during the school drop off and pick up period and existing travel patterns.

4.1.2 The school consists of two buildings which accommodate the following:

- No. 5 Netherhall Gardens – Years 5 and 6 with specialist rooms; and
- No. 12 Netherhall Gardens – Early Years plus Years 1-4 with specialist rooms.

4.1.3 The site has a sister school, South Hampstead High School (for pupils aged 11-18 years), which is located some 500m walking distance from the junior school on Maresfield Gardens.

4.2 Access Arrangements

Pedestrians and Cyclists

4.2.1 Pedestrian access to both school buildings is taken directly from Netherhall Gardens. At no. 12 a gated pedestrian and cyclist access is provided within the northern corner of the school. At no. 5, access to the school is taken from an open forecourt and parking area access directly from Netherhall Gardens.

4.2.2 The school currently provides some eight cycle parking spaces and 20 scooter parking spaces, all located outside of no. 12.

Vehicles

4.2.3 There is no vehicular access to no. 12. The open forecourt area outside no.5 provides dropped kerbs and two vehicular crossovers for up to four vehicles, including parking for the school minibus. The parking area allows, on occasions, for an element of double parking on the forecourt area.

4.2.4 The on-site parking spaces are for the sole use of the school only and are managed by the school.

4.3 **The School Day**

- 4.3.1 The school day starts at 08:15 and finishes at 15:30. The school also provides wrap around care with a breakfast club operating from 07:45 and after school clubs running until 18:00.

4.4 **Pupil and Staff Numbers**

- 4.4.1 The school currently has a capacity of 264 girls aged 4-11 years, with up to 38 members of staff.

School Composition

- 4.4.2 A review of the number of siblings at the school has been undertaken based on the pupil roll for the academic year 2020/2021. This reveals the school has a relatively high sibling composition with some 32% of pupils across the school are from sibling households.

SECTION 5 Development Proposal

5.1 Overview

5.1.1 This section sets out the proposed development at the school.

5.1.2 The proposal is for landscaping works at both school sites which includes the following:

No.5

- A new 'Welcome Garden' at the entrance to the school with biodiverse planting and street trees;
- A resurfaced flexible outdoor play space;
- A discovery garden which includes woodland style planting and habitat features;
- An edible garden with raised beds for food growing;

No.12

- Provision of an Early Years play area including moveable seating, mud kitchen and sensory planting;
- A resurfaced flexible outdoor play space; and
- New seating steps with planters for play and/ or teaching sessions.

5.1.3 As a result of the above, the proposal will result in a reduction of three, of the four, on-site car parking spaces currently at no.5. The proposals will also provide 10 new cycle parking spaces and 40 scooter parking spaces, to be located across the two sites.

5.2 Access Arrangements

5.2.1 The existing access arrangements to both school buildings will remain as per the existing arrangements). The main entrances to the school will be direct into no.5 and no.12.

5.3 Parking Provision

Vehicular

5.3.1 The proposal will result in the reduction of three car parking spaces outside of No.5, reducing the provision from four car parking spaces to one car parking space. The proposal will retain one

car parking space, accessed via the southern vehicular crossover. As a result, the northern vehicular crossover access will close.

Cycle

- 5.3.2 The proposal will provide additional cycle and scooter parking spaces across the site. The proposal includes the provision of 10 new cycle parking spaces and 40 new scooter parking spaces, split across the two sites.

5.4 Servicing

- 5.4.1 Deliveries to the school will be continue to be of a similar frequency and kind to the existing school site and are not anticipated to increase as a result of the development proposal.
- 5.4.2 As per the existing arrangements, deliveries to the school will take place on Netherhall Gardens and undertaken outside of the peak drop off and pick up periods. Refuse will be continue to be collected on-street from Netherhall Gardens, as per the arrangements outlined above.

SECTION 6 Transport Impact

6.1 Parking

6.1.1 The proposal will result in the reduction of three car parking spaces on-site. The spaces are currently used by staff only and managed by the school accordingly. The reduction of car parking spaces, arising from the development proposal, will not have a material impact on the local highway network and will result in fewer vehicle trips which is a positive change due to the following:

- The spaces are currently used by a small proportion of staff, with the majority of staff already travelling by public transport, walking or cycling;
- Of those small proportion of staff driving to work, staff are encouraged to park off-site at public car parks, such as the O2 centre (a circa six-minute walk); and
- As set out in Section 3, the local CPPZ surrounding the school prohibits staff from parking on-street within the vicinity of the site.

6.1.2 The proposed reduction in on-site parking spaces is therefore considered to be acceptable and will not result in a 'severe' impact on the local highway network. In fact, the proposal will result in a positive effect on the highway network through removal of on-site car parking spaces to encourage uptake in sustainable travel modes.

SECTION 7 **Summary and Conclusions**

7.1 **Summary**

- 7.1.1 The GDST has appointed i-Transport LLP to provide transport and highways advice regarding the proposed works at South Hampstead School, Camden. The proposal includes landscaping works at both school sites to support and improve the public realm and general environment for pupils.
- 7.1.2 The school is located on Netherhall Gardens and consists of two buildings, located on either side of the carriageway. The site has been assessed to have a PTAL of 6a, which is at the top of the range, and classified as having 'excellent' access to public transport services. The school is located within 800m of a number of rail stations, including Finchley Road and Swiss Cottage LUL stations, and Finchley Road and Frognal London Overground station. The closest bus stops to the site are located on the A41 Finchley Road, less than 400m from the site.
- 7.1.3 The school is located within the Controlled Parking Zone (CPZ) CA-B which is operation between Monday-Friday (0900-1830) and Saturday (0930-1330). During these hours parking within the on-street parking bays is limited to resident permit holders only. In 2020, LBC implemented a Healthy School Street (HSS) zone in the local area which includes a series of timed road closures on the local highway network during the morning drop off and afternoon pick up periods. The HSS is operational between the hours of 0800-0900 and 1500-1615 Monday to Friday. During these times, motor vehicles are restricted from entering the area, with exemptions for electric vehicles and permit holders. This HSS zone was made permanent in 2022.
- 7.1.4 Pedestrian access to both school buildings is taken directly from Netherhall Gardens. At No. 12 a gated pedestrian and cyclist access is provided within the northern corner of the school with associated cycle and scooter parking for pupils and staff. At No. 5, access to the school is taken from an open forecourt and parking area access directly from Netherhall Gardens.
- 7.1.5 The proposal will result in the reduction of three car parking spaces outside of No.5, reducing the provision from four car parking spaces to one. The proposal will retain one car parking space, accessed via the southern vehicular crossover. As a result, the northern vehicular crossover access will close. The existing parking spaces that will be removed from the site arise from the proposed landscaping works and improvements.

7.1.6 The proposal will provide additional cycle parking spaces across the site. The proposal includes the provision of 10 new cycle parking spaces and 40 new scooter parking spaces, which will be split across the two sites.

7.1.7 The car parking spaces being removed are currently used by staff only and managed by the school accordingly. The reduction of car parking spaces, as a result of the development proposal, will not have a material impact on the local highway network due to the following:

- The spaces are currently used by a small proportion of staff, with the majority of staff travelling by public transport, walking or cycling;
- Of those small proportion of staff driving to work, staff are encouraged to park off-site at public car parks, such as the O2 centre (a circa six minute walk); and
- As set out in Section 3, the local CPPZ surrounding the school prohibits staff from parking on-street within the vicinity of the site.

7.1.8 The proposed reduction in on-site parking spaces will provide a beneficial impact on the local highway safety, encourage sustainable travel and the impact is considered not to result in a 'severe' impact on the local highway network.

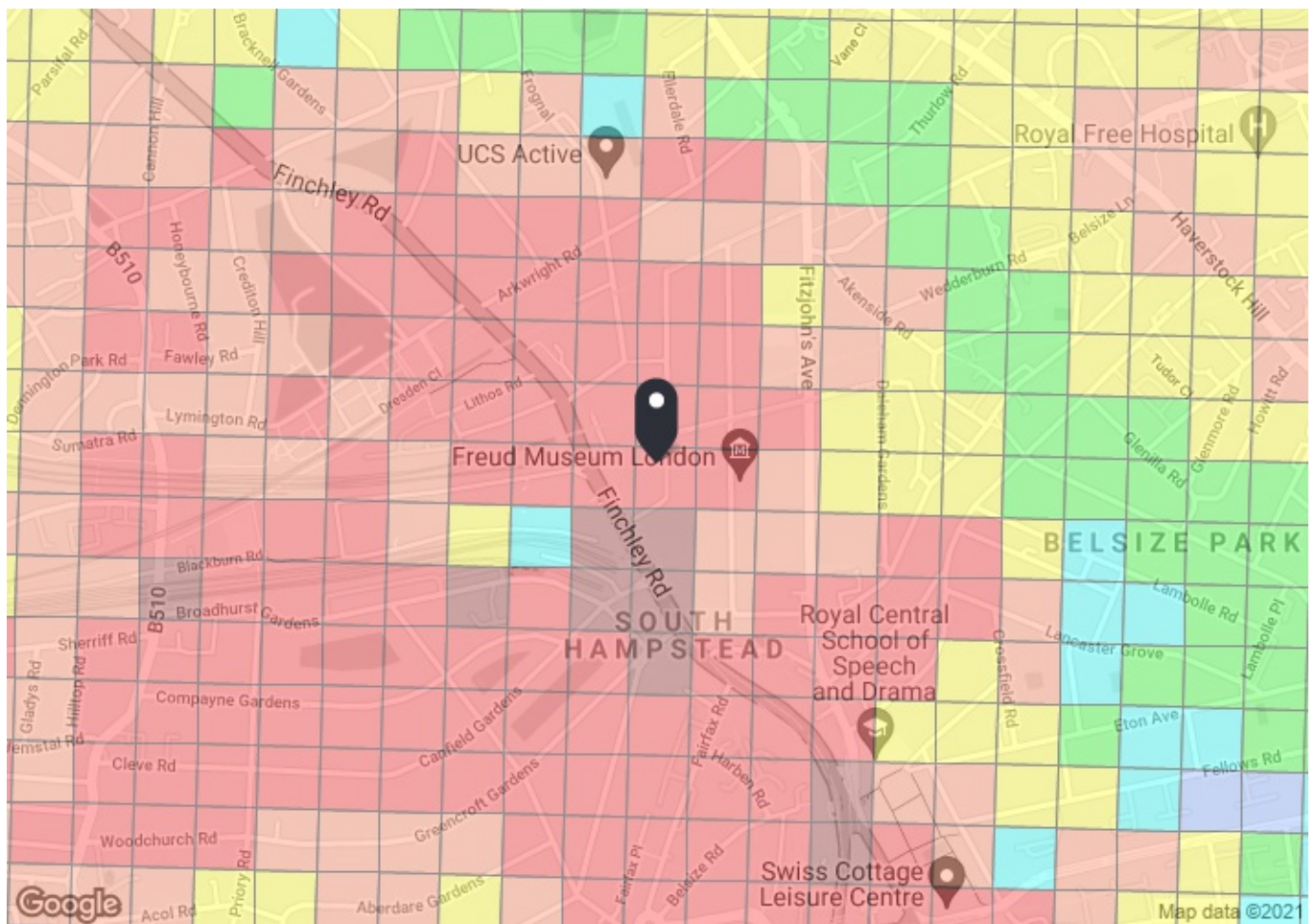
7.2 Conclusions

7.2.1 With reference to the key transport tests set out in the NPPF, the main conclusions of this report are:

- The school is located in a very sustainable location in transport terms, with access to a range of public transport services within a reasonable walk from the site.
- The proposal includes safe and appropriate access for all people. The proposal will improve and enhance access around the school and will result in the closure of one vehicular access to support pedestrian and cyclist access to the site.
- The proposal includes the provision of new cycle and scooter parking spaces for pupils which will be located and designed to encourage pupils to cycle to school.
- With regards to the transport impact, there will be a beneficial impact on highway safety through the reduction of parking on-site. The resultant impact of the reduction of car parking is not anticipated to result in a 'severe' impact on the local highway network.

7.2.2 In conclusion, the proposal is acceptable in transport and highways terms and will result in an important benefit in transport terms.

APPENDIX A. PTAL Report



PTAL output for Base Year 6a

5 Netherhall Gardens, London NW3 5RN, UK
Easting: 526333, Northing: 184862

Grid Cell: 103064

Report generated: 29/10/2021

Calculation Parameters

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

Map key - PTAL

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

Map layers

 PTAL (cell size: 100m)

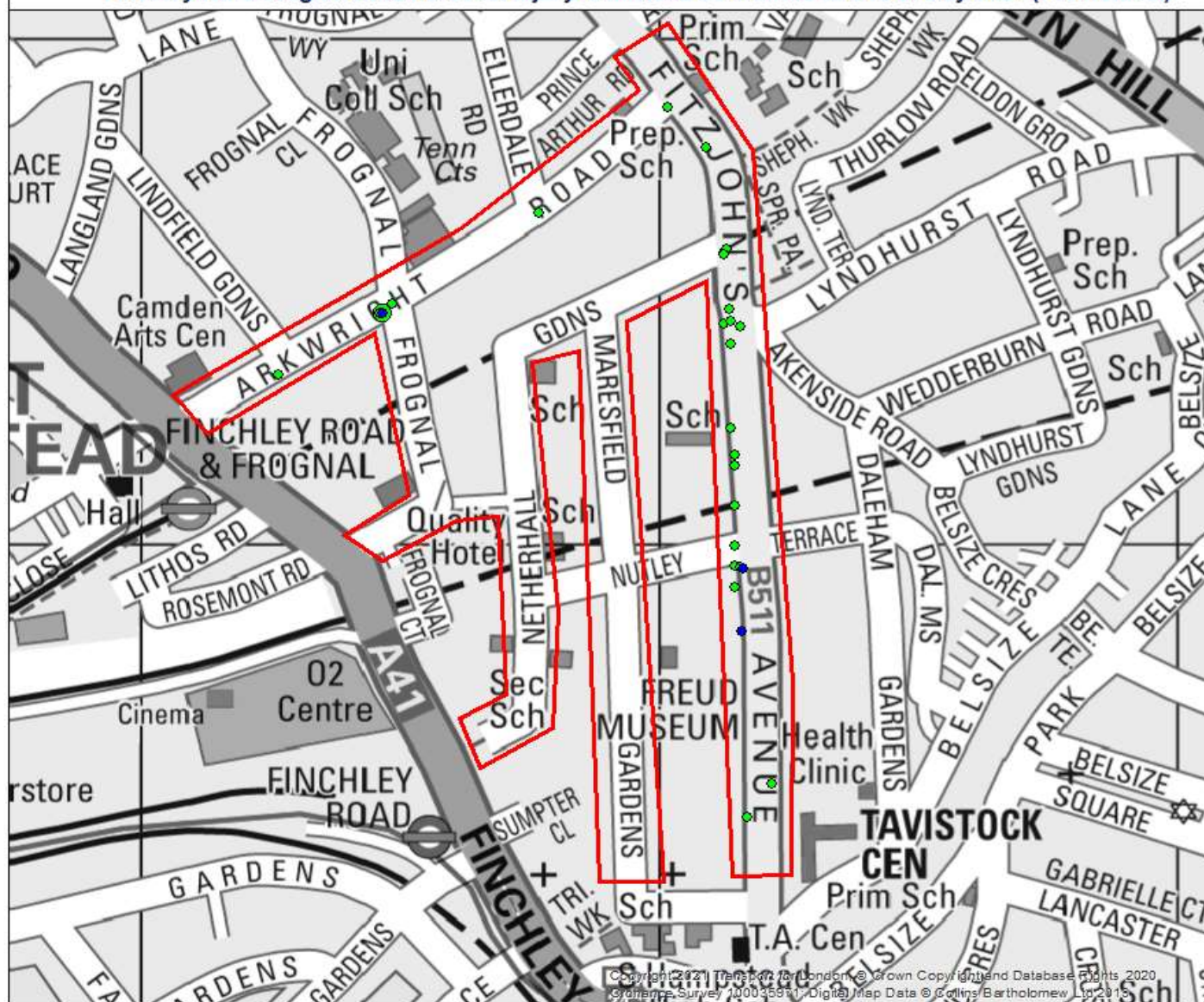
Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	FINCHLEY RD STN S/B	C11	248.57	7.5	3.11	6	9.11	3.29	0.5	1.65
Bus	FINCHLEY RD STN S/B	113	248.57	7	3.11	6.29	9.39	3.19	0.5	1.6
Bus	FINCHLEY RD STN S/B	82	248.57	8.75	3.11	5.43	8.54	3.51	1	3.51
Bus	FINCHLEY RD STN S/B	13	248.57	8	3.11	5.75	8.86	3.39	0.5	1.69
Bus	FINCHLEY RD STN S/B	268	248.57	5	3.11	8	11.11	2.7	0.5	1.35
Bus	FINCHLEY RD STN S/B	187	248.57	5.5	3.11	7.45	10.56	2.84	0.5	1.42
Bus	FITZJOHNS AV/ NUTLEY TERR	46	345.5	6	4.32	7	11.32	2.65	0.5	1.33
Bus	FAIRFAX RD FINCHLEY RD	31	504.29	10	6.3	5	11.3	2.65	0.5	1.33
Rail	Finchley Road & Frognal	'CLPHMJ2-STFD 2L50 '	499.78	3.67	6.25	8.92	15.17	1.98	1	1.98
Rail	Finchley Road & Frognal	'STFD-CLPHMJ2 2Y11 '	499.78	3.67	6.25	8.92	15.17	1.98	0.5	0.99
LUL	Finchley Road	'Stratford-WembleyPa '	286.67	3.67	3.58	8.92	12.51	2.4	0.5	1.2
LUL	Finchley Road	'WillesdenGreen-Stratford '	286.67	4.33	3.58	7.68	11.26	2.66	0.5	1.33
LUL	Finchley Road	'Stanmore-Stratford '	286.67	17.65	3.58	2.45	6.03	4.97	1	4.97
LUL	Finchley Road	'Amer-AldgateFast '	286.67	1	3.58	30.75	34.33	0.87	0.5	0.44
LUL	Finchley Road	'Ches-AldgateFast '	286.67	2	3.58	15.75	19.33	1.55	0.5	0.78
LUL	Finchley Road	'Uxbridge-AldSlow '	286.67	5.33	3.58	6.38	9.96	3.01	0.5	1.51
LUL	Finchley Road	'BakerSt-AmerFast '	286.67	1.33	3.58	23.31	26.89	1.12	0.5	0.56
LUL	Finchley Road	'Watford-BStreetSF '	286.67	2.33	3.58	13.63	17.21	1.74	0.5	0.87
LUL	Finchley Road	'Watford-AldFast '	286.67	3.67	3.58	8.92	12.51	2.4	0.5	1.2
LUL	Finchley Road	'Aldg-WatfordSlow '	286.67	3.67	3.58	8.92	12.51	2.4	0.5	1.2
LUL	Finchley Road	'BakStr-WatfordSlow '	286.67	1.67	3.58	18.71	22.3	1.35	0.5	0.67
LUL	Finchley Road	'BkStr-UxbridgeSFast '	286.67	2.33	3.58	13.63	17.21	1.74	0.5	0.87
LUL	Finchley Road	'Uxbridge-BStreetSl '	286.67	3.67	3.58	8.92	12.51	2.4	0.5	1.2
LUL	Finchley Road	'Ald-HarrowHill '	286.67	1.33	3.58	23.31	26.89	1.12	0.5	0.56
LUL	Finchley Road	'BStreet-WembleyPk '	286.67	0.33	3.58	91.66	95.24	0.31	0.5	0.16
LUL	Finchley Road	'BakerSt-HarrowHill '	286.67	0.67	3.58	45.53	49.11	0.61	0.5	0.31
Rail	South Hampstead	'WATFJDC-EUSTON 2C06 '	901.08	2.67	11.26	11.99	23.25	1.29	0.5	0.65
Rail	South Hampstead	'EUSTON-WATFJDC 2D86 '	901.08	3	11.26	10.75	22.01	1.36	0.5	0.68

Total Grid Cell AI: 36.01

APPENDIX B. Personal Injury Accident Data

Finchley Rd & Frognal Area Personal Injury Collisions 60 months to end of May 2021 (Provisional)



Severity of collision		
Slight	Serious	Fatal
1 (24)	1 (3)	1 (0)
2 (2)	2 (0)	2 (0)
3 (0)	3 (0)	3 (0)
4 (0)	4 (0)	4 (0)
5 (0)	5 (0)	5 (0)



0 0.075 0.15 Km

PRINTED BY:
COLLSTATS 3 - TfL City Planning

DATE:
13/09/2021



Finchley Road & Frognal Area Personal Injury Collisions 60 months to end of May 2021
(Provisional)

SUMMARY OF COLLISIONS SELECTED	DATE PERIOD	COLLISION COUNT
SITE REFERENCE AND DESCRIPTION		
FINCHLEY ROAD & FROGNAL AREA GIS AREA B02 - FINCHLEY ROAD & FROGNAL AREA(P)	60MTS TO MAY/2021	29

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.

1

01160012383	WED 28/09/2016 15:50	LIGHT	ARKWRIGHT RD, NR JUNCT WTH FROGNAL LANE .			02 LINK 184-186	526230/185230
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(28 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(46 YRS - F - REDACT)		WAITING - TURN RIGHT	(SW TO SE) O/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	MC 51-125CC BT - NOT REQ	(28 YRS - M - REDACT)		O/TAKING - NON MOVING VEH	(SW TO NE) N/S HIT FIRST	J/P - UNKN JCT MID
V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)			V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002	A	410 (LOSS OF CONTROL)					

2

0116EK40538	WED 27/07/2016 11:00	LIGHT	NFL- FITZJOHN'S AVENUE 102M N OF J/W NUTLEY TERRACE			02 LINK 145-186	526570/185080
POLICE - AT SCENE	ROAD-DRY	WEATHER-UNKNOWN	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
V1 OVERTAKING STAT CARS WHEN V2 PULLED OUT TO U-TURN CAUSING COLLISION							
CASUALTY	001 (001)	(66 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	PED CYCLE BT - N/A	(66 YRS - M - REDACT)		O/TAKING - NON MOVING VEH	(S TO N) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (001)	VAN/GOODS => 3.5T BT - NOT REQ	(51 YRS - M - REDACT)		U-TURN	(S TO S) O/S HIT FIRST	JOURNEY P/O WORK
V002	A	405 (FAILED TO LOOK PROPERLY)			V002	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)
V002	A	403 (POOR TURN OR MANOEUVRE)					

3

01170013407	SAT 21/01/2017 13:08		LIGHT	FITZJOHN'S AVENUE J/W NETHERHALL GARDENS			02 LINK 145-186		526560/185290
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)	(40 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(24 YRS - F - REDACT)	U-TURN		(P TO P) FRONT HIT FIRST	J/P - UNKN JCT APP	
VEHICLE	002 (000)	M/C 126-500CC BT - NOT REQ		(40 YRS - M - REDACT)	G/AHEAD - OTHER		(N TO S) N/S HIT FIRST	J/P - UNKN JCT APP	
V001	B	405 (FAILED TO LOOK PROPERLY)							

4

01170020002	MON 20/02/2017 14:40		LIGHT	ARKWRIGHT RD NW3 J/W FROGNAL NW3			02 LINK 184-186		526230/185230
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
CASUALTY	001 (001)	(39 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (002)	(28 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PHV - LICENCED BT - NEG		(39 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) N/S HIT FIRST	JOURNEY P/O WORK JCT APP	
VEHICLE	002 (000)	CAR BT - NOT REQ		(28 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP	
V002	B	302 (DISOBEYED 'GIVE WAY' OR 'STOP' SIGN OR MARKINGS)				V001	B	306 (EXCEEDING SPEED LIMIT)	
V002	B	306 (EXCEEDING SPEED LIMIT)				V002	B	401 (JUNCTION OVERSHOOT)	
V001	B	405 (FAILED TO LOOK PROPERLY)				V002	B	405 (FAILED TO LOOK PROPERLY)	

5

01170038524	FRI 19/05/2017 08:05		LIGHT	FITZJOHN'S AVENUE 15M N OF J/W NUTLEY TERRACE			02 LINK 145-186		526570/185000
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
CASUALTY	001 (001)	(53 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 126-500CC BT - NEG		(53 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) N/S HIT FIRST	COMMUTING JCT CLEARED	
VEHICLE	002 (000)	CAR BT - NEG		(57 YRS - M - REDACT)		U-TURN	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT CLEARED	
V002	B	403 (POOR TURN OR MANOEUVRE)				V001	A	405 (FAILED TO LOOK PROPERLY)	
V002	A	405 (FAILED TO LOOK PROPERLY)				V002	A	701 (STATIONARY OR PARKED VEHICLE(S))	
V001	A	701 (STATIONARY OR PARKED VEHICLE(S))							

6

01170053544	SUN 13/08/2017 17:43	LIGHT	FITZJOHN'S AVENUE 10M E OF J/W LYNDHURST RD			02 LINK 145-186	526560/185220	
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
CASUALTY	001 (001)	(28 YRS - M - REDA)		SLIGHT	PEDESTRIAN	SE BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		SLOWING/STOPPING	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)				C001	B	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

7

01170062453	FRI 08/09/2017 17:30	LIGHT	ARKWRIGHT RD J/W FROGNAL			02 LINK 184-186		526240/185240
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(31 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - NOT REQ	(31 YRS - M - REDACT)		O/TAKING - MOVING VEH	(E TO W) N/S HIT FIRST	J/P - UNKN JCT MID	
VEHICLE	002 (000)	CAR BT - NOT REQ	(27 YRS - M - REDACT)		TURNING RIGHT	(E TO NW) O/S HIT FIRST	J/P - UNKN JCT MID	

8

01180083373	THU 11/01/2018 18:40	DARK	NFL ARKWRIGHT RD JW LINDFIELD GARDENS			02 LINK 184-186		526130/185170
SELF-REPORTED		ROAD-WET	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	UNKNOWN S/R	UNKNOWN S/R
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)	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) UNKNOWN S/R	J/P - UNKN	

9

01180097289	TUE 20/03/2018 16:40		LIGHT	FITZJOHN'S AVENUE J/W NUTLEY TERRACE			02 LINK 145-186		526570/184980
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	ZEBRA XING		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(31 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(18 YRS - M - REDACT)			G/AHEAD - OTHER	(E TO W) N/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ		(31 YRS - F - REDACT)			G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				V002	B	306 (EXCEEDING SPEED LIMIT)	

10

01180097554	WED 21/03/2018 05:50		LIGHT	FITZJOHN'S AVENUE 50M S OF J/W NUTTLEY TERRACE NREST CLASSIF			02 LINK 145-186	526570/185040
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(17 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(17 YRS - F - REDA)		SLIGHT	PEDESTRIAN	W BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	PED CYCLE BT - N/A		(17 YRS - M - REDACT)	G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	COMMUTING
C002	A	802 (FAILED TO LOOK PROPERLY)			V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	

11

01180137403	SUN 07/10/2018 10:40		LIGHT	FITZJOHN'S AVENUE J/W NUTTLEY TERRACE			02 LINK 145-186		526570/184960
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	CROSSROADS	GIVEWAY /UNCONT	ZEBRA XING		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		(42 YRS - M - REDACT)	G/AHEAD - OTHER		(SE TO NW) FRONT HIT FIRST	J/P - UNKN E/MAIN RD	
VEHICLE	002 (000)	PHV - LICENCED BT - NOT REQ		(38 YRS - M - REDACT)	G/AHEAD - OTHER		(S TO N) O/S HIT FIRST	JOURNEY P/O WORK JCT APP	
V001	A	405 (FAILED TO LOOK PROPERLY)				V001	B	704 (BUILDINGS, ROAD SIGNS, STREET FURNITURE)	
V002	A	405 (FAILED TO LOOK PROPERLY)							

12

01180141423	FRI 26/10/2018 10:54	LIGHT	FITZJOHN'S AVENUE 60M S OF J/W NUTLEY TERRACE			02 LINK 145-186	526577/184916
POLICE - AT SCENE	ROAD-WET	WEATHER-OTHER	DUAL CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
APPARENTLY THE DRIVER OF THE (REDACTED) WAS DRIVING AT SPEED SOUTHBOUND ONTO FITZJOHN'S AVENUE ON A WET ROAD. THE (REDACTED) PULLED OUT FROM A PARKING POSITON AND THE (REDACTED) HIT THE (REDACTED) IN THE BACK. THIS PROJECTED THE CAR ON THE OPPOSITE SIDE OF THE ROAD, ON THE PAVEMENT REACHING A WALL WHERE THE VEHICLE FINALLY STOPPED. THE (REDACTED) WHILE STOPPING ALSO HIT A (REDACTED) AND A (REDACTED) LOCATED ON THE LEFT SIDE OF THE ROAD. THE (REDACTED) DID 2 360 TURNS, BUMPING A WHITE VAN WHICH WAS PARKED ON THE OTHER LANE, BEFORE REACHING THE WALL.							
CASUALTY	001 (002)	(38 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(25 YRS - M - REDACT)	G/AHEAD - L-HAND BEND		(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	CAR BT - NOT PROVD	(38 YRS - M - REDACT)	TURNING RIGHT		(P TO S) BACK HIT FIRST	J/P - UNKN
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	PARKED		(P TO P) O/S HIT FIRST	J/P - UNKN
VEHICLE	004 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	PARKED		(P TO P) O/S HIT FIRST	J/P - UNKN
VEHICLE	005 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	CARAVAN	PARKED	(P TO P) FRONT HIT FIRST	J/P - UNKN
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)			V001	A	103 (SLIPPERY ROAD (DUE TO WEATHER))

13

01180142376	WED 31/10/2018 07:46	LIGHT	FITZJOHN'S AVENUE 106M S OF J/W LYNDHURST RD			02 LINK 145-186	526570/185090
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(23 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT PROVD	(23 YRS - M - REDACT)	G/AHEAD - OTHER		(W TO E) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	PARKED		(P TO P) BACK HIT FIRST	J/P - UNKN
V001	A	505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)					

14

01180150772	SAT 08/12/2018 15:00	LIGHT	ARKWRIGHT RD NW3 J/W FROGNAL NW3			02 LINK 184-186	526230/185230
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(37 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(50 YRS - M - REDACT)	MOVING OFF		(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT CLEARED
VEHICLE	002 (000)	MC 51-125CC BT - NOT REQ	(37 YRS - M - REDACT)	G/AHEAD - OTHER		(E TO W) FRONT HIT FIRST	J/P - UNKN JCT MID
V002	A	306 (EXCEEDING SPEED LIMIT)			V001 A	703 (ROAD LAYOUT (EG. BEND, WINDING ROAD, HILL CREST)	

15

01190157033	FRI 11/01/2019 20:12	DARK	FITZJOHNS AVENUE, NR JUNCT WTH NUTLEY TERRACE.			02 LINK 145-186	526576/184979
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(19 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(52 YRS - F - REDACT)	G/AHEAD - OTHER		(N TO S) O/S HIT FIRST	J/P - UNKN E/SLIP RD
VEHICLE	002 (000)	MC 51-125CC BT - NOT REQ	(19 YRS - M - REDACT)	G/AHEAD - OTHER		(W TO E) FRONT HIT FIRST	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)

16

01190164562	WED 20/02/2019 14:25		LIGHT	FITZJOHN'S AVENUE, 200 METRES NORTH OF JUNCT WTH FINCHLEY RD.. NREST CLASSIFIED RD WAS A41			02 LINK 145-186	526606/184765
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(75 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(75 YRS - F - REDACT)	G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	PARKED		(P TO P) DID NOT IMPACT	J/P - UNKN
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	PARKED		(P TO P) FRONT HIT FIRST	J/P - UNKN
V001	B	410 (LOSS OF CONTROL)						

17

01190174161	MON 08/04/2019 20:10	LIGHT	ELLERDALE RD, 25 METRES NORTH OF JUNCT WTH ARKWRIGHT RD.			02 CELL 526000/185000	526381/185329
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)	(35 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	MC 51-125CC BT - DRV NOT CONTACTED	(35 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN

18

01190203982	SAT 07/09/2019 22:20	DARK	FITZJOHN'S AVENUE, NR JUNCT WTH NETHERHALL GARDENS.			02 LINK 145-186	526563/185294
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)	(64 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(21 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(64 YRS - M - REDACT)		WAITING - HELD UP	(N TO S) BACK HIT FIRST	JCT APP
VEHICLE	002 (000)	MC 51-125CC BT - NOT REQ	(21 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JCT APP
V002	B	409 (SWERVED)					

19

01190225699	TUE 17/12/2019 20:14	DARK	FITZJOHNS AVENUE, NR JUNCT WTH ARKWRIGHT RD.			02 NODE 186	526506/185434
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(51 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(55 YRS - M - REDACT)		TURNING RIGHT	(N TO W) O/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ	(51 YRS - M - REDACT)	CARAVAN	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID
V001	A	403 (POOR TURN OR MANOEUVRE)					

20

01200235275	SAT 08/02/2020 06:12	DARK	FITZJOHN'S AVENUE, NR JUNCT WTH LYNDHURST RD.			02 LINK 145-186	526565/185235
SELF-REPORTED	ROAD-WET	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(29 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(29 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	GOODS ? T BT - DRV NOT CONTACTED	(42 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

21

01200237653	THU 20/02/2020 18:34	DARK	FITZJOHN'S AVENUE, 50 METRES SOUTH OF JUNCT WTH NUTLEY TERRACE.			02 LINK 145-186	526582/184732
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(29 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(31 YRS - F - REDACT)		U-TURN	(S TO S) BACK HIT FIRST	COMMUTING
VEHICLE	002 (000)	MC 51-125CC BT - NOT REQ	(29 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	
V002	B	103 (SLIPPERY ROAD (DUE TO WEATHER))			V001	A	405 (FAILED TO LOOK PROPERLY)

22

01200247729	THU 14/05/2020 10:00	LIGHT	LOCATION UNCERTAIN: ON FITZJOHN'S AVENUE, 100 METRES NORTH OF JUNCT WTH LYMINGTON RD.			02 LINK 145-186	526567/185117
SELF-REPORTED	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)	(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	
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

23

01200252049	TUE 16/06/2020 06:50	LIGHT	FITZJOHN'S AVENUE, NR JUNCT WTH LINDHURST RD.			02 LINK 145-186	526566/185222
SELF-REPORTED	ROAD-DRY	WEATHER-OTHER	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(29 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(29 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

24

01200257668	THU 16/07/2020 22:30	LIGHT	FITZJOHN'S AVENUE, NR JUNCT WTH NUTLEY TERRACE.			02 LINK 145-186	526578/184978
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(35 YRS - M - REDA)	SERIOUS	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	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

25

01200259573	FRI 31/07/2020 17:40	DARK	NETHERHALL GARDENS, NR JUNCT WTH FITZJOHN AVENUE.			02 LINK 145-186	526560/185288
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	CNTL REFUGE N/O CTRLS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(49 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(40 YRS - M - REDACT)		TURNING RIGHT	(W TO S) O/S HIT FIRST	COMMUTING E/MAIN RD
VEHICLE	002 (000)	WC 126-500CC BT - NOT REQ	(49 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V001	A	703 (ROAD LAYOUT (EG. BEND, WINDING ROAD, HILL CREST)			V002	A	703 (ROAD LAYOUT (EG. BEND, WINDING ROAD, HILL CREST)

26

01200259866	SUN 02/08/2020 11:30	LIGHT	FITZJOHN'S AVENUE, NR JUNCT WTH LYNDHURST RD.			02 LINK 145-186	526575/185217
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 (002)	(27 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(35 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	(27 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

27

01200282866	SAT 05/12/2020 13:00	LIGHT	ARKWRIGHT RD, NR JUNCT WTH FROGNAL.			02 LINK 184-186	526228/185231
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN	CROSSROADS	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(15 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(15 YRS - M - REDACT)	UNKNOWN S/R	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

28

01200287215	THU 31/12/2020 20:31	DARK	FITZJOHN'S AVENUE, 110 METRES NORTH OF JUNCT WTH NETHERHALL GARDENS.			02 LINK 145-186	526543/185395
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		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	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(51 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN

01210310607	MON 31/05/2021 08:20		LIGHT	FITZJOHN'S AVENUE, NR JUNCT WTH LYNDHURST RD.			02 LINK 145-186		526567/185200
SELF-REPORTED	ROAD-DRY		WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	ZEBRA XING		NONE IN 50M
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	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	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	

