vectos.

Appendix F

TRICS Outputs

TRICS 7.6.4
Trip Rate P: Gross floor area

convenience stores
greater london
weekdays
data from last 5 years

Filtering Summary
Land Use 01/O RETAIL/CONVENIENCE STORE

Selected Tr 120-795 sqm GFA

Actual Trip 257-795 sqm GFA

Date Range Minimum: Maximum: 16/11/17

Parking Spa All Surveys Included

Days of the	Monday	2	
	Tuesday	1	
	Wednesda	1	
	Thursday	3	
Main Locat	Town Cent	2	
	Suburban A	3	
	Neighbourl	2	

Population	25	001 to 50	0	3
	50	001 to 100	0	3
	100	001 or Mor	1	
Population	500	001 or Mor	7	

Car Owners	0.5 or Less	1
	0.6 to 1.0	6
PTAL Ratin	1b Very po	1
	2 Poor	1
	3 Moderat	2
	5 Very Goo	1
	6b (High) E	2

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 01 - RETAIL
Category O - CONVENIENCE STORE
LGVS

Selected regions and areas:

1	GREATER LONDON		
	BT	BRENT	1 days
	EG	EALING	1 days
	EN	ENFIELD	2 days
	KI	KINGSTON	1 days
	KN	KENSINGTC	1 days
	WE	WESTMINS	1 days

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

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are inclu
Parameter: Gross floor area
Actual Ran 257 to 795 (units: sqm)
Range Sele 120 to 795 (units: sqm)

Public Transport Provision:
Selection b Include all surveys

Date Range 01/01/15 to 16/11/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in tl
Selected survey days:
Monday 2 days
Tuesday 1 days
Wednesda 1 days
Thursday 3 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual cou 7 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Cent 2
Edge of Tov 0
Suburban A 3
Edge of Tov 0
Neighbourl 2
Free Standi 0
Not Known 0
This data d Edge of To Suburban A Neighbour Edge of To Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Z 0
Commercia 0
Developme 1
Residential 3
Retail Zone 0
Built-Up Zo 2
Village 0
Out of Tow 0
High Street 1
No Sub Cat 0
This data d Industrial Z Developm Residentia Retail Zone Built-Up Zc Village Out of Tow High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
A1 7 days
This data d which can be found within the Library module of TRICS®.

Population within 1 mile:
25,001 to 5 3 days
50,001 to 1 3 days
100,001 or 1 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
500,001 or 7 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 6 days
This data d within a radius of 5-miles of selected survey sites.

Petrol filling station:
Included in 0 days
Excluded fr 7 days
This data d and the number of surveys that do not.

Travel Plan:
Yes 1 days
No 6 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
1b Very po 1 days
2 Poor 1 days
3 Moderat 2 days
5 Very Goo 1 days
6b (High) E 2 days
This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

Site(1):	BT-01-O-01	Gross floor	310 sqm
Developme	TESCO EXP	Retail floor	230 sqm
Location:	WEMBLEY		
Postcode:	HA9 0EQ	Number of	18
Main Locat	Suburban A	Survey Dat	########
Sub-Locatic	Developme	Survey Day	Thursday
PTAL:	5 Very Goo	Parking Spaces:	
Site(2):	EG-01-O-0	Gross floor	370 sqm
Developme	TESCO EXP	Retail floor	300 sqm
Location:	SOUTHALL		
Postcode:	UB1 2QQ	Number of	14
Main Locat	Suburban A	Survey Dat	########
Sub-Locatic	Residential	Survey Day	Monday
PTAL:	2 Poor	Parking Spa	5
Site(3):	EN-01-O-0	Gross floor	375 sqm
Developme	CO-OPERA	Retail floor	200 sqm
Location:	ENFIELD		
Postcode:	EN2 0JW	Number of	24
Main Locat	Neighbourl	Survey Dat	########
Sub-Locatic	High Street	Survey Day	Wednesday
PTAL:	3 Moderat	Parking Spaces:	
Site(4):	EN-01-O-0	Gross floor	795 sqm
Developme	LITTLE WAI	Retail floor	522 sqm
Location:	ENFIELD		

Postcode:	EN2 7AW	Number of	12
Main Locat	Neighbourl	Survey Dat	########
Sub-Locatic	Residential	Survey Day	Thursday
PTAL:	3 Moderat	Parking Spa	44
Site(5):	KI-01-O-01	Gross floor	257 sqm
Developme	THE CO-OP	Retail floor	210 sqm
Location:	KINGSTON UPON THAI		
Postcode:	KT2 5JG	Number of	10
Main Locat	Suburban A	Survey Dat	########
Sub-Locatic	Residential	Survey Day	Thursday
PTAL:	1b Very po	Parking Spaces:	
Site(6):	KN-01-O-0	Gross floor	300 sqm
Developme	SAINSBURY	Retail floor	200 sqm
Location:	BAYSWATER		
Postcode:	W2 4SB	Number of	25
Main Locat	Town Cent	Survey Dat	########
Sub-Locatic	Built-Up Zo	Survey Day	Monday
PTAL:	6b (High) E	Parking Spaces:	
Site(7):	WE-01-O-0	Gross floor	550 sqm
Developme	SAINSBURY	Retail floor	360 sqm
Location:	FITZROVIA		
Postcode:	W1T 3JG	Number of	36
Main Locat	Town Cent	Survey Dat	########
Sub-Locatic	Built-Up Zo	Survey Day	Tuesday
PTAL:	6b (High) E	Parking Spa	0

This sectior it displays the selecte the day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
Calculation Factor: 100 sqm
Count Type: OGVS

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-01:0	1	370	0	1	370	0	1	370	0
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:0	1	370	0.27	1	370	0.27	1	370	0.54
06:00-07:0	1	370	0.27	1	370	0.27	1	370	0.54
07:00-08:0	7	422	0.169	7	422	0.101	7	422	0.27
08:00-09:0	7	422	0.101	7	422	0.135	7	422	0.236
09:00-10:0	7	422	0.101	7	422	0.135	7	422	0.236
10:00-11:0	7	422	0.169	7	422	0.135	7	422	0.304
11:00-12:0	7	422	0.068	7	422	0.034	7	422	0.102
12:00-13:0	7	422	0	7	422	0.068	7	422	0.068
13:00-14:0	7	422	0.034	7	422	0	7	422	0.034
14:00-15:0	7	422	0	7	422	0.034	7	422	0.034
15:00-16:0	7	422	0.034	7	422	0	7	422	0.034
16:00-17:0	7	422	0.101	7	422	0.101	7	422	0.202
17:00-18:0	7	422	0.068	7	422	0.068	7	422	0.136
18:00-19:0	7	422	0.068	7	422	0.101	7	422	0.169
19:00-20:0	7	422	0.034	7	422	0.034	7	422	0.068
20:00-21:0	7	422	0	7	422	0	7	422	0
21:00-22:0	7	422	0	7	422	0	7	422	0
22:00-23:0	1	370	0	1	370	0	1	370	0
23:00-24:0	1	370	0	1	370	0	1	370	0
Daily Trip Rates:			1.487			1.486			2.973

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
Calculation Factor: 100 sqm
Count Type: LGVS

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-01:0	1	370	0	1	370	0	1	370	0
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:0	1	370	0	1	370	0	1	370	0
06:00-07:0	1	370	0.27	1	370	0	1	370	0.27
07:00-08:0	7	422	0.271	7	422	0.203	7	422	0.474
08:00-09:0	7	422	0.304	7	422	0.304	7	422	0.608
09:00-10:0	7	422	0.271	7	422	0.271	7	422	0.542
10:00-11:0	7	422	0.507	7	422	0.203	7	422	0.71
11:00-12:0	7	422	0.304	7	422	0.507	7	422	0.811
12:00-13:0	7	422	0.44	7	422	0.44	7	422	0.88
13:00-14:0	7	422	0.237	7	422	0.271	7	422	0.508
14:00-15:0	7	422	0.169	7	422	0.203	7	422	0.372
15:00-16:0	7	422	0.068	7	422	0.135	7	422	0.203
16:00-17:0	7	422	0.237	7	422	0.237	7	422	0.474
17:00-18:0	7	422	0.135	7	422	0.169	7	422	0.304
18:00-19:0	7	422	0.169	7	422	0.135	7	422	0.304
19:00-20:0	7	422	0.034	7	422	0.101	7	422	0.135
20:00-21:0	7	422	0.034	7	422	0	7	422	0.034
21:00-22:0	7	422	0	7	422	0.034	7	422	0.034
22:00-23:0	1	370	0	1	370	0	1	370	0
23:00-24:0	1	370	0	1	370	0	1	370	0
Daily Trip Rates:			3.45			3.213			6.663

TRICS 7.6.4
Trip Rate P Number of dwellings

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

1	GREATER LONDON		
	BE	BEXLEY	1 days
	BM	BROMLEY	1 days
	BT	BRENT	2 days
	HG	HARINGEY	1 days
	HM	HAMMERS	1 days
	HO	HOUNSLOV	2 days
	IS	ISLINGTON	1 days
	KI	KINGSTON	1 days
	RD	RICHMONI	1 days
	SK	SOUTHWA	1 days
	TH	TOWER HA	1 days

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

Secondary 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: Number of dwellings
Actual Ran 20 to 472 (units:)
Range Sele 9 to 493 (units:)

Public Transport Provision:
Selection b Include all surveys

Date Range 01/01/15 to 21/06/19

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 3 days
Wednesda 4 days
Thursday 2 days
Friday 2 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual co 13 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Cent 2
Edge of To 5
Suburban A 3
Edge of To 0
Neighbourh 3
Free Standi 0
Not Known 0
This data d Edge of To Suburban , Neighbour Edge of To Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Z 0
Commercia 0
Developme 4
Residential 5
Retail Zone 0
Built-Up Zo 3
Village 0
Out of Tow 0
High Street 0
No Sub Cat 1
This data d Industrial Z Developm Residentia Retail Zone Built-Up Z Village Out of Tov High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
C3 13 days
This data d which can be found within the Library module of TRICS®.

Population within 1 mile:
25,001 to 5 9 days
50,001 to 1 2 days
100,001 or 2 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
125,001 to 1 days
250,001 to 1 days
500,001 or 11 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 3 days
0.6 to 1.0 9 days
1.1 to 1.5 1 days
This data d within a radius of 5-miles of selected survey sites.

Travel Plan:
Yes 7 days
No 6 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
1a (Low) V 1 days
1b Very po 1 days
2 Poor 2 days
3 Moderat 3 days
5 Very Goo 3 days
6a Excellen 1 days
6b (High) E 2 days
This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BE-03-C-01 BLOCKS OF BEXLEY
CROOK LOG

BEXLEYHEATH
Edge of Town Centre
Residential Zone
Total Number of dwell 79
Survey dat WEDNESD ######## Survey Typ MANUAL

2 BM-03-C-0 BLOCKS OF BROMLEY
RINGER'S ROAD

BROMLEY
Town Centre
Built-Up Zone
Total Number of dwell 160
Survey dat MONDAY ######## Survey Typ MANUAL

3 BT-03-C-01 BLOCKS OF BRENT
LAKESIDE DRIVE

PARK ROYAL
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Number of dwell 170
Survey dat WEDNESD ######## Survey Typ MANUAL

4 BT-03-C-02 BLOCKS OF BRENT
ENGINEERS WAY

WEMBLEY
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Number of dwell 472
Survey dat WEDNESD ######## Survey Typ MANUAL

5 HG-03-C-0 BLOCKS OF HARINGEY
BREAM CLOSE

TOTTENHAM HALE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwell 255
Survey dat TUESDAY ######## Survey Typ MANUAL

6 HM-03-C-0 BLOCKS OF HAMMERSMITH AND FULHAM
GLENTHORNE ROAD

HAMMERSMITH
Town Centre

Built-Up Zone
Total Number of dwell 194
Survey dat TUESDAY ######## Survey Typ MANUAL
7 HO-03-C-0 BLOCKS OF HOUNSLOW
COMMERCE ROAD

BRENTFORD
Edge of Town Centre
Development Zone
Total Number of dwell 150
Survey dat FRIDAY ######## Survey Typ MANUAL
8 HO-03-C-0 BLOCKS OF HOUNSLOW
LONDON ROAD

ISLEWORTH
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwell 203
Survey dat TUESDAY ######## Survey Typ MANUAL
9 IS-03-C-07 BLOCK OF I ISLINGTON
CITY ROAD

ISLINGTON
Edge of Town Centre
Development Zone
Total Number of dwell 185
Survey dat THURSDAY ######## Survey Typ MANUAL
10 KI-03-C-03 BLOCK OF I KINGSTON
PORTSMOUTH ROAD

SURBITON
Edge of Town Centre
Residential Zone
Total Number of dwell 20
Survey dat MONDAY ######## Survey Typ MANUAL
11 RD-03-C-0 BLOCKS OF RICHMOND
BESSANT DRIVE

KEW
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwell 170
Survey dat WEDNESD ######## Survey Typ MANUAL
12 SK-03-C-02 BLOCK OF I SOUTHWARK
LAMB WALK

BERMONDSEY
Edge of Town Centre
Built-Up Zone
Total Number of dwell 29
Survey dat THURSDAY ######## Survey Typ MANUAL
13 TH-03-C-0 BLOCK OF I TOWER HAMLETS
LEVEN ROAD
ABERFELDY VILLAGE
POPLAR
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Number of dwell 83
Survey dat FRIDAY ######## Survey Typ MANUAL

This sectio it displays the selecte the day of and whether the survey was a manual classified count or an ATC count.

Manually Deselected Sites

Site Ref	Reason for Deselection
EN-03-C-03	low units
HV-03-C-02	no servicing data
IS-03-C-05	low units
IS-03-C-06	low units

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: VEHICLES

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
07:00-08:0	13	167	0.023	13	167	0.063	13	167	0.086
08:00-09:0	13	167	0.026	13	167	0.068	13	167	0.094
09:00-10:0	13	167	0.034	13	167	0.043	13	167	0.077
10:00-11:0	13	167	0.042	13	167	0.049	13	167	0.091
11:00-12:0	13	167	0.037	13	167	0.047	13	167	0.084
12:00-13:0	13	167	0.036	13	167	0.048	13	167	0.084
13:00-14:0	13	167	0.036	13	167	0.047	13	167	0.083
14:00-15:0	13	167	0.028	13	167	0.024	13	167	0.052
15:00-16:0	13	167	0.045	13	167	0.043	13	167	0.088
16:00-17:0	13	167	0.058	13	167	0.039	13	167	0.097
17:00-18:0	13	167	0.072	13	167	0.047	13	167	0.119
18:00-19:0	13	167	0.077	13	167	0.053	13	167	0.13
19:00-20:0	12	160	0.072	12	160	0.052	12	160	0.124
20:00-21:0	12	160	0.043	12	160	0.033	12	160	0.076
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.629			0.656			1.285

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: Servicing Vehicles

544 units

	ARRIVALS			DEPARTURES			TOTALS				
Time Range	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											
07:00-08:0	13	167	0.004	13	167	0.003	13	167	0.007	2	
08:00-09:0	13	167	0.006	13	167	0.004	13	167	0.01	3	
09:00-10:0	13	167	0.011	13	167	0.008	13	167	0.019	6	
10:00-11:0	13	167	0.014	13	167	0.012	13	167	0.026	8	
11:00-12:0	13	167	0.008	13	167	0.009	13	167	0.017	4	
12:00-13:0	13	167	0.009	13	167	0.012	13	167	0.021	5	
13:00-14:0	13	167	0.012	13	167	0.013	13	167	0.025	7	
14:00-15:0	13	167	0.006	13	167	0.006	13	167	0.012	3	
15:00-16:0	13	167	0.009	13	167	0.009	13	167	0.018	5	
16:00-17:0	13	167	0.011	13	167	0.011	13	167	0.022	6	
17:00-18:0	13	167	0.006	13	167	0.008	13	167	0.014	3	
18:00-19:0	13	167	0.008	13	167	0.008	13	167	0.016	4	
19:00-20:0	12	160	0.006	12	160	0.007	12	160	0.013	3	
20:00-21:0	12	160	0.002	12	160	0.002	12	160	0.004	1	
21:00-22:00											
22:00-23:00											
23:00-24:00											
Daily Trip Rates:			0.112			0.112			0.224	61	61

Parameter summary

Trip rate pa	20 - 472 (units:)
Survey dat	01/01/15 - 21/06/19
Number of	13
Number of	0
Number of	0
Surveys au	2

This sectio followed b the total n the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are display

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: OGVS

	ARRIVALS			DEPARTURES			TOTALS					
Time Range	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										544	units	
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:0	11	193	0.001	11	193	0.001	11	193	0.002	1	1	1
08:00-09:0	11	193	0.001	11	193	0	11	193	0.001	1	0	1
09:00-10:0	11	193	0.003	11	193	0.002	11	193	0.005	2	1	3
10:00-11:0	11	193	0.005	11	193	0.003	11	193	0.008	3	2	4
11:00-12:0	11	193	0.002	11	193	0.003	11	193	0.005	1	2	3
12:00-13:0	11	193	0	11	193	0.001	11	193	0.001	0	1	1
13:00-14:0	11	193	0.002	11	193	0.003	11	193	0.005	1	2	3
14:00-15:0	11	193	0	11	193	0	11	193	0	0	0	0
15:00-16:0	11	193	0	11	193	0	11	193	0	0	0	0
16:00-17:0	11	193	0	11	193	0	11	193	0	0	0	0
17:00-18:0	11	193	0	11	193	0	11	193	0	0	0	0
18:00-19:0	11	193	0	11	193	0	11	193	0	0	0	0
19:00-20:0	10	187	0	10	187	0.001	10	187	0.001	0	1	1
20:00-21:0	10	187	0	10	187	0	10	187	0	0	0	0
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			0.014			0.014			0.028	8	8	15

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: LGVS

	ARRIVALS			DEPARTURES			TOTALS					
Time Range	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												
07:00-08:0	11	193	0.003	11	193	0.005	11	193	0.008	2	3	4
08:00-09:0	11	193	0.006	11	193	0.003	11	193	0.009	3	2	5
09:00-10:0	11	193	0.008	11	193	0.008	11	193	0.016	4	4	9
10:00-11:0	11	193	0.009	11	193	0.012	11	193	0.021	5	7	11
11:00-12:0	11	193	0.009	11	193	0.009	11	193	0.018	5	5	10
12:00-13:0	11	193	0.01	11	193	0.011	11	193	0.021	5	6	11
13:00-14:0	11	193	0.009	11	193	0.013	11	193	0.022	5	7	12
14:00-15:0	11	193	0.005	11	193	0.005	11	193	0.01	3	3	5
15:00-16:0	11	193	0.008	11	193	0.008	11	193	0.016	4	4	9
16:00-17:0	11	193	0.011	11	193	0.007	11	193	0.018	6	4	10
17:00-18:0	11	193	0.006	11	193	0.006	11	193	0.012	3	3	7
18:00-19:0	11	193	0.006	11	193	0.003	11	193	0.009	3	2	5
19:00-20:0	10	187	0.004	10	187	0.004	10	187	0.008	2	2	4
20:00-21:0	10	187	0.001	10	187	0	10	187	0.001	1	0	1
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			0.095			0.094			0.189	52	51	103

TRICS 7.6.4
Trip Rate P Number of dwellings

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
1 GREATER LONDON
HO HOUNSLO\ 2 days
HV HAVERING 1 days
TH TOWER HA 1 days
This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary 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 Number of dwellings
Actual Ran 83 to 493 (units:)
Range Sele 9 to 493 (units:)

Public Transport Provision:
Selection b Include all surveys

Date Rang 01/01/15 to 21/06/19

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:
Tuesday 2 days
Friday 2 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual co 4 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Cent 0
Edge of To 1
Suburban A 1
Edge of To 0
Neighbourl 2
Free Stand 0
Not Known 0
This data d Edge of Tc Suburban Neighbour Edge of Tc Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Z 0
Commercia 0
Developme 1
Residential 1
Retail Zone 0
Built-Up Zc 1
Village 0
Out of Tow 0
High Street 0
No Sub Cat 1
This data d Industrial . Developm Residentia Retail Zon Built-Up Z Village Out of Tov High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
C3 4 days
This data d which can be found within the Library module of TRICS®.

Population within 1 mile:
10,001 to 1 1 days
25,001 to 5 2 days
50,001 to 1 1 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
125,001 to 2 days
250,001 to 1 days
500,001 or 1 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.6 to 1.0 3 days
1.1 to 1.5 1 days
This data d within a radius of 5-miles of selected survey sites.

Travel Plan:
Yes 3 days
No 1 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
1b Very po 1 days
2 Poor 2 days
3 Moderat 1 days
This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 HO-03-C-0: BLOCKS OF HOUNSLOW
COMMERCE ROAD

BRENTFORD
Edge of Town Centre
Development Zone
Total Number of dwell 150
Survey dat FRIDAY ######## Survey Typ MANUAL

2 HO-03-C-0 BLOCKS OF HOUNSLOW
LONDON ROAD

ISLEWORTH
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwell 203
Survey dat TUESDAY ######## Survey Typ MANUAL

3 HV-03-C-0 BLOCKS OF HAVERING
WATERLOO ROAD

ROMFORD
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of dwell 493
Survey dat TUESDAY ######## Survey Typ MANUAL

4 TH-03-C-0 BLOCK OF I TOWER HAMLETS
LEVEN ROAD
ABERFELDY VILLAGE
POPLAR
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Number of dwell 83
Survey dat FRIDAY ######## Survey Typ MANUAL

This sectio it displays the select the day of and whether the survey was a manual classified count or an ATC count.

Manually Deselected Sites

Site Ref	Reason for Deselection
BE-03-C-01	Parking High
BM-03-C-0	PTAL High
BT-03-C-01	Parking High
BT-03-C-02	PTAL High
EN-03-C-0:	Parking High
HG-03-C-0	PTAL High
HM-03-C-0	PTAL High
IS-03-C-05	PTAL High
IS-03-C-06	PTAL High
IS-03-C-07	PTAL High
KI-03-C-03	Parking High
RD-03-C-0	Parking High
SK-03-C-02	PTAL High

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: TOTAL PEOPLE

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	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									
07:00-08:0	4	232	0.054	4	232	0.245	4	232	0.299
08:00-09:0	4	232	0.072	4	232	0.408	4	232	0.48
09:00-10:0	4	232	0.11	4	232	0.14	4	232	0.25
10:00-11:0	4	232	0.07	4	232	0.127	4	232	0.197
11:00-12:0	4	232	0.097	4	232	0.124	4	232	0.221
12:00-13:0	4	232	0.112	4	232	0.113	4	232	0.225
13:00-14:0	4	232	0.103	4	232	0.108	4	232	0.211
14:00-15:0	4	232	0.093	4	232	0.114	4	232	0.207
15:00-16:0	4	232	0.201	4	232	0.137	4	232	0.338
16:00-17:0	4	232	0.21	4	232	0.118	4	232	0.328
17:00-18:0	4	232	0.285	4	232	0.117	4	232	0.402
18:00-19:0	4	232	0.31	4	232	0.14	4	232	0.45
19:00-20:0	3	145	0.289	3	145	0.142	3	145	0.431
20:00-21:0	3	145	0.197	3	145	0.089	3	145	0.286
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			2.203			2.122			4.325

vectos.

Appendix G

Healthy Streets Designers Check

Project Summary

Name of scheme*

Victoria Quarter, Barnet

Segment number*

1

Where multiple segments are being assessed for a scheme, please attach an overview plan as part of your submission, showing the areas defined for each segment.

Segment description*

Albert Road West and East

From (Side Street)*

Victoria Road

To (Side Street)*

Albert Road

Client name and organisation*

Citystyle Fairview VQ LLP

Designer name and organisation*

Stuart Morse - Vectos

Drawing number reference*

ERP Proposed Site layout

Check originator*

Stuart Morse

Date*

21/06/2021

Check moderator*

Alice Murray

Date*

21/06/2021

Complete the Check ›

Key scoring rules >

Healthy Streets Check

		Scoring System					Enter score here		Notes
		3	2	1	0	More info on each question	Existing layout	Proposed layout	Please supplement your answers with detailed notes where possible
1	**Total volume of two way motorised traffic**	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	**There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.**	ⓘ	**3**	**3**	
2	**Interaction between large vehicles and people cycling**	No large vehicles are using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. **or** The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	**The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either:** **- in a nearside general traffic lane or bus lane less than 4.5m wide, or** **- in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.**	ⓘ	**1**	**1**	
3	**Speed of motorised traffic**	85th percentile speed is less than 20mph. **or** Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further. **or** Existing 85th percentile speed is over 25 mph but a complete redesign of the street environment should reduce this to below 20mph.	85th percentile speed is 20 to 25mph. **or** Existing 85th percentile speed is 25 to 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is 25 to 30mph. **or** Existing 85th percentile speed is greater than 30 mph, but there are some proposals to reduce speed further.	**85th percentile speed is greater than 30mph.** **or** **Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.**	ⓘ	**1**	**3**	
4	**Traffic noise based on peak hour motorised traffic volumes**	There are fewer than 55 vehicles per hour (c. <58 DB).	There are 55 to 450 vehicles per hour (c. 58-70 DB).	There are more than 450 vehicles per hour (c. >70 DB).	_	ⓘ	**2**	**2**	
5	**Noise from large vehicles**	The proportion of large vehicles is less than 5% (c. +0 to +3DB).	The proportion of large vehicles is 5 to 10% (c. +3 to +5 DB).	The proportion of large vehicles is greater than 10% (c. +5 DB and over).	_	ⓘ	**3**	**3**	

6	**NO2 concentration** (from London Atmospheric Emission Inventory)	**If assessing existing:** The NO2 concentration is less than 32µg/m3. **If assessing proposal:** The existing NO2 concentration is less than 32µg/m3 **or** the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	**If assessing existing:** The NO2 concentration is 32 to 40µg/m3. **If assessing proposal:** The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume **or** the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction measures proposed.	**If assessing existing:** The NO2 concentration is greater than 40µg/m3 (legal limit value). **If assessing proposal:** The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	–	ⓘ	1	2	
7	**Reducing private car use**	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	–	ⓘ	1	2	
8	**Ease of crossing side roads for people walking**	Side roads are closed to motor traffic. **or** Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	**Side roads have no dropped kerbs.**	ⓘ	1	2	
9	**Mid-link crossings, to meet pedestrian desire lines**	All main pedestrian desire lines are provided for with crossings.	Only some of the main pedestrian desire lines are provided for with crossings.	No main pedestrian desire lines are provided for with pedestrian crossings.	–	ⓘ	2	3	
10	**Type and suitability of pedestrian crossings away from junctions**	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour. **or** A Zebra or parallel crossing is provided. **or** Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour. **or** Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. **or** Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+ speed limit.	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour. **or** Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+ speed limit.	–	ⓘ	1	1	
11	**Technology to optimise efficiency of movement** (pedestrians, cyclists, buses and general motor traffic)	All appropriate detection and optimisation technology has been applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	No detection and optimisation technology applied to traffic signals.	–	ⓘ	1	1	

12	**Additional features to support people using controlled crossings**	Controlled crossings have many additional features to enhance their quality (please see scoring guidance).	Controlled crossings have some additional features to enhance their quality (please see scoring guidance).	Controlled crossings have no additional features to enhance their quality (please see scoring guidance). **or** There is no step-free access at the crossing point and/or there is no physical delineation between the footway and carriageway away from crossing points.	–	ⓘ	**1**	**1**	
13	**Width of clear continuous walking space**	There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour). **or** There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). **or** There is 3m or more in busy locations (flows of >1200 pedestrians an hour).	There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). **or** There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).	There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour). **or** There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).	**There is less than 1.5m clear width for walking.**	ⓘ	**1**	**3**	
14	**Sharing of footway with people cycling**	No part of the footway is designated as shared use for walking and cycling.	Part or all of a footway wider than 3m with fewer than 200 pedestrians per hour is designated as shared use.	Part or all of a footway used by more than 200 pedestrians per hour is designated as shared use. **or** Part or all of a footway less than 3m wide is designated as shared use.	–	ⓘ	**3**	**3**	
15	**Collision risk between people cycling and turning motor vehicles**	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised. **and** At signal-controlled junctions, all conflicting movements between cycle traffic and turning motor traffic are separated.	Some measures are in place to reduce turning movements by motor vehicles at priority junctions. **and** At signal-controlled junctions, cycle movements are not separated and fewer than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	There are no restrictions on turning movements by motor vehicles at side roads and other uncontrolled accesses. **and** At signal-controlled junctions, cycle movements are not separated and more than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	**At signal-controlled junctions, cycle movements are not separated, more than 5% of turning vehicle movements are made by larger vehicles and there are no mitigation measures in place.**	ⓘ	**2**	**2**	

16	**Effective width for cycling**	**Where cycles are separated from other traffic,** the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 4.5m or more.	**Where cycles are separated from other traffic,** the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 4m and 4.5m.	**Where cycles are separated from other traffic,** the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is less than 3.2m.	**Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 3.2m and 3.9m.**	ⓘ	**1**	**1**	
17	**Impact of kerbside activity on cycling**	There is no kerbside activity. **or** People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	**People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading.**	ⓘ	**1**	**2**	
18	**Quality of carriageway surface**	The carriageway surface is even and smooth, with sufficient skid resistance. **or** There are defects but resurfacing of the whole carriageway is proposed.	There are a few minor defects in the carriageway surface (please see scoring guidance).	There are many minor defects in the carriageway surface (please see scoring guidance).	**There are major defects in the carriageway surface (please see scoring guidance).**	ⓘ	**1**	**3**	
19	**Quality of footway surface**	There is an even and level surface for walking on footways. **or** There are defects but resurfacing of the whole footway is proposed.	There are a few minor defects in the footway surface (please see scoring guidance).	There are many minor defects in the footway surface (please see scoring guidance).	**There are major defects in the footway surface (please see scoring guidance).**	ⓘ	**1**	**3**	
20	**Surveillance of public spaces**	There is constant surveillance – because mixed use buildings overlook the street or space, or because there are many people using the space or walking through.	There is intermittent surveillance – because surrounding buildings are single-use or do not completely overlook the street, or because there are few people using the space or walking through.	There is poor surveillance – because few buildings overlook the street or space, there is little activity.	–	ⓘ	**1**	**3**	
21	**Lighting**	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201. **and** Lighting of off-carriageway facilities for walking or cycling exceeds the same standards.	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201 but lighting of off-carriageway spaces for walking or cycling does not.	Street lighting does not meet the British Standard 5489:2003 and the European Standard CEN/TR 13201.	–	ⓘ	**2**	**2**	

22	**Provision of cycle parking**	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand and is accessible by all.	Cycle parking does not meet existing demand. **or** Cycle parking meets existing demand but is not accessible by all.	–	ⓘ	1	3	
23	**Street trees**	**If assessing existing:** There are multiple trees, with canopies spaced less than 15m apart on average. **If assessing proposal:** All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies. **or** All existing trees are to be retained, with planting of new trees designed to reduce the average canopy spacing to less than 15m.	**If assessing existing:** There are multiple trees, with canopies spaced more than 15m apart on average. **If assessing proposal:** Not all existing trees are to be retained, however new planting will ensure the overall number of trees is maintained or increased. **or** All existing trees are to be retained, however the canopy spacing will remain more than 15m on average.	**If assessing existing:** There are no trees, or only one tree. **If assessing proposal:** There are no existing or proposed trees. **or** The number of trees has been reduced.	–	ⓘ	2	2	
24	**Planting at footway-level** (excluding trees)	**If assessing existing:** There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). **If assessing proposal:** Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.	**If assessing existing:** There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. **If assessing proposal:** Existing standalone greenery is to be retained.	**If assessing existing:** There is no planting, or existing planting is in a poor condition. **If assessing proposal:** No green infrastructure is proposed, or the size of existing greenery is to be reduced.	–	ⓘ	1	3	
25	**Walking distance between resting points** (benches and other informal seating)	There is less than 50m between resting points.	There is between 50m and 150m between resting points.	There is more than 150m between resting points.	–	ⓘ	1	2	
26	**Walking distance between sheltered areas protecting from rain.** Including fixed awning or other shelter provided by buildings/infrastructure	There is less than 50m between sheltered areas.	There is between 50m and 150m between sheltered areas.	There is more than 150m between sheltered areas.	–	ⓘ	1	3	

					Are there any bus services running on this street? (Y/N) If not, do not complete metrics 27-28		N	N	An answer is required here in order to generate results
27	**Factors influencing bus passenger journey time**	There are positive influences on bus journey time, e.g. bus lanes, and/or exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, e.g. unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	–	ⓘ			
28	**Bus stop accessibility**	Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.	Bus stop is wheelchair accessible but either there is limited clear space around the bus stop for boarding and alighting or, for borough roads, there is no clearway in place.	Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.	–	ⓘ			

					Are there any rail/underground/bus stations accessible from this street? (Y/N) If not, do not complete metrics 29-31		N	N	An answer is required here in order to generate results
29	**Bus stop connectivity with other public transport services**	The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	–	ⓘ			
30	**Street-to-station step-free access**	All entry points to the station are step-free.	The main entry point to the station is not step-free but step-free alternatives are provided.	There is no step-free access to the station.	–	ⓘ			
31	**Support for interchange between cycling and underground/rail**	Secure cycle parking is provided close to station access points, and exceeding existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	–	ⓘ			
					If 'zero' scores (known road danger issues) remain, please explain why opposite:		**0**	**0**	***Insert design response for 'zero' scores here***

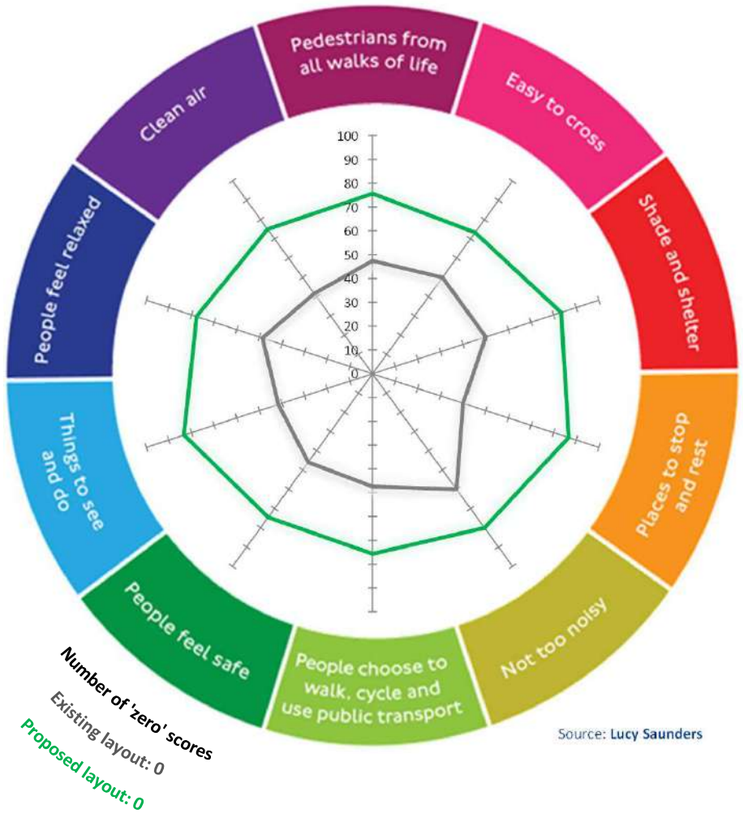
Healthy Streets Check Summary Results

Indicators explained ›

An overview of how each metric aligns with different Indicators

Interpreting results ›

A summary of how to use and improve on your results



Healthy Streets Indicator scores (%)

(Results will only display once all metrics have been scored)

	Existing layout	Proposed layout
Pedestrians from all walks of life	47	76
Easy to cross	50	73
Shade and shelter	50	83
Places to stop and rest	40	87
Not too noisy	60	80
People choose to walk, cycle and use public transport	47	76
People feel safe	46	75
Things to see and do	42	83
People feel relaxed	49	78
Clean air	42	75
Overall Healthy Streets Check score	48	77
Number of 'zero' scores	0	0

vectos.

Appendix H

Road Safety Audit and Designer’s Response

Citystyle Fairview

Victoria Quarter
Barnet

Stage 1 Road Safety Audit

18th March 2020

Network Building, 97 Tottenham Court Road, London W1T 4TP www.vectos.co.uk
Registered address: Vectos (South) Limited, Network Building, 97 Tottenham Court Road, London W1T 4TP. Company no. 7591661

REPORT CONTROL

Document:	Stage 1 Road Safety Audit
Project:	Victoria Quarter
Client:	Fairview Citystyle
Job Number:	184234
File Origin:	X:\Projects\180000\184234 - Victoria Quarter (Fairview), Barnet\WORD\RSA\R01-PW- S1 RSA Victoria Quarter 200320.docx

Document Checking:

Primary Author	Patrick West	**Initialled:**	PW
Contributor	Ian Medd	**Initialled:**	IM
Review By	Ian Medd	**Initialled:**	IM

Issue	Date	Status	Checked for Issue
1			
2			
3			
4			

Contents

1 INTRODUCTION 1

2 QUALIFICATIONS AND EXPERIENCE OF THE REPORT WRITERS 2

3 MATTERS ARISING FROM THIS AUDIT 3

Departures from Standards 3

Audit Issues 3

4 AUDIT TEAM STATEMENT 5

Appendices

Appendix A - **Site Location Plan**

Appendix B - **Problem Location Plan**

1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on Wednesday 18th March 2020. The audit was carried out on the instructions of the Planning Team at Vectos (South), on behalf of Fairview Citystyle. The project sponsor is Fairview Citystyle. The overseeing organisation is the London Borough of Barnet.

1.2 A site visit was undertaken by the Audit Team together on Tuesday 18th February 2020 at 16:00. The weather was sunny and dry. The road surface was dry. Moderate levels of traffic and pedestrians were observed. A site location plan can be found at **Appendix A** of this report.

1.3 The terms of reference of the audit are as set out in GG 119. Where appropriate, cognisance has also been taken of the Manual for Streets 1 and 2 (MfS1 and MfS2) and of the guidelines for reducing mobility handicaps.

1.4 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit. A Problem Location Plan can be found in **Appendix B**.

1.5 The proposals are to provide a new uncontrolled crossing across the eastern arm of the mini-roundabout outside of the site as part of proposed residential development. Blue Badge parking is proposed on Albert Road. The Audit Team were provided with an Audit Brief that included a location plan, collision data, scaled plans, and swept paths.

1.6 The Audit Team were provided with the following drawings:

- 184234/A/09 – Proposed Surfacing Details
- 184234/AT/G01 – Swept Path Analysis

1.7 Whilst recommendations have been made within this report, there may be equally satisfactory alternatives. The Audit Team will be pleased to consider alternatives if required.

2 QUALIFICATIONS AND EXPERIENCE OF THE REPORT WRITERS

2.1 This Audit has been carried out by the following:

Patrick West MCIHT, MSoRSA, HE Certificate of Competency – Audit Team Leader
Associate
Vectos

I Medd, FSoRSA – Audit Team Member
Independent Road Safety Auditor

3 MATTERS ARISING FROM THIS AUDIT

DEPARTURES FROM STANDARDS

3.1 The Auditors were not made aware of any departures from standards.

AUDIT ISSUES

3.2 PROBLEM

Location: East Barnet Road Carriageway (Location A)

Summary: Service cover on the pedestrian desire line within carriageway

A service cover is present within the carriageway, on a pedestrian desire line/crossing. During wet weather periods, pedestrians could slip on the cover when crossing the carriageway and be susceptible to conflicts with oncoming traffic.

RECOMMENDATION

It is recommended that either the service cover is relocated out of the pedestrian desire line or a non-slip service cover is provided.

3.3 PROBLEM

Location: Proposed Blue Badge Parking on Albert Road (Location B)

Summary: Conflict between oncoming traffic and Blue Badge users exiting their vehicles

Blue Badge bays are proposed on the west of Albert Road (East). It is unknown if there is sufficient forward visibility to the bay for vehicles travelling northbound along Albert Road (East) in order see pedestrians exiting their vehicles. If there is insufficient visibility then this could lead to collisions between pedestrians exiting the vehicles and oncoming traffic on Albert Road (East).

RECOMMENDATION

It is recommended that sufficient forward visibility to the Blue Badge parking spaces can be achieved.

3.4 PROBLEM

Location: Albert Road (East)/Victoria Road junction (Location C)

Summary: No tactile paving at the junction of Albert Road (East)/Victoria Road junction

No tactile paving is present at the junction of Albert Road (East)/Victoria Road. If a visually impaired user approaches this junction then they could be unaware of the crossing and walk into the carriageway where they would be susceptible to collisions with oncoming traffic.

RECOMMENDATION

It is recommended that tactile paving is provided in order to aid visually impaired road users to cross the Albert Road (East)/Victoria Road junction.

4 AUDIT TEAM STATEMENT

4.1 I certify that this Audit has been carried out in accordance with the requirements of GG 119.

Signed:

P West (Audit Team Leader)

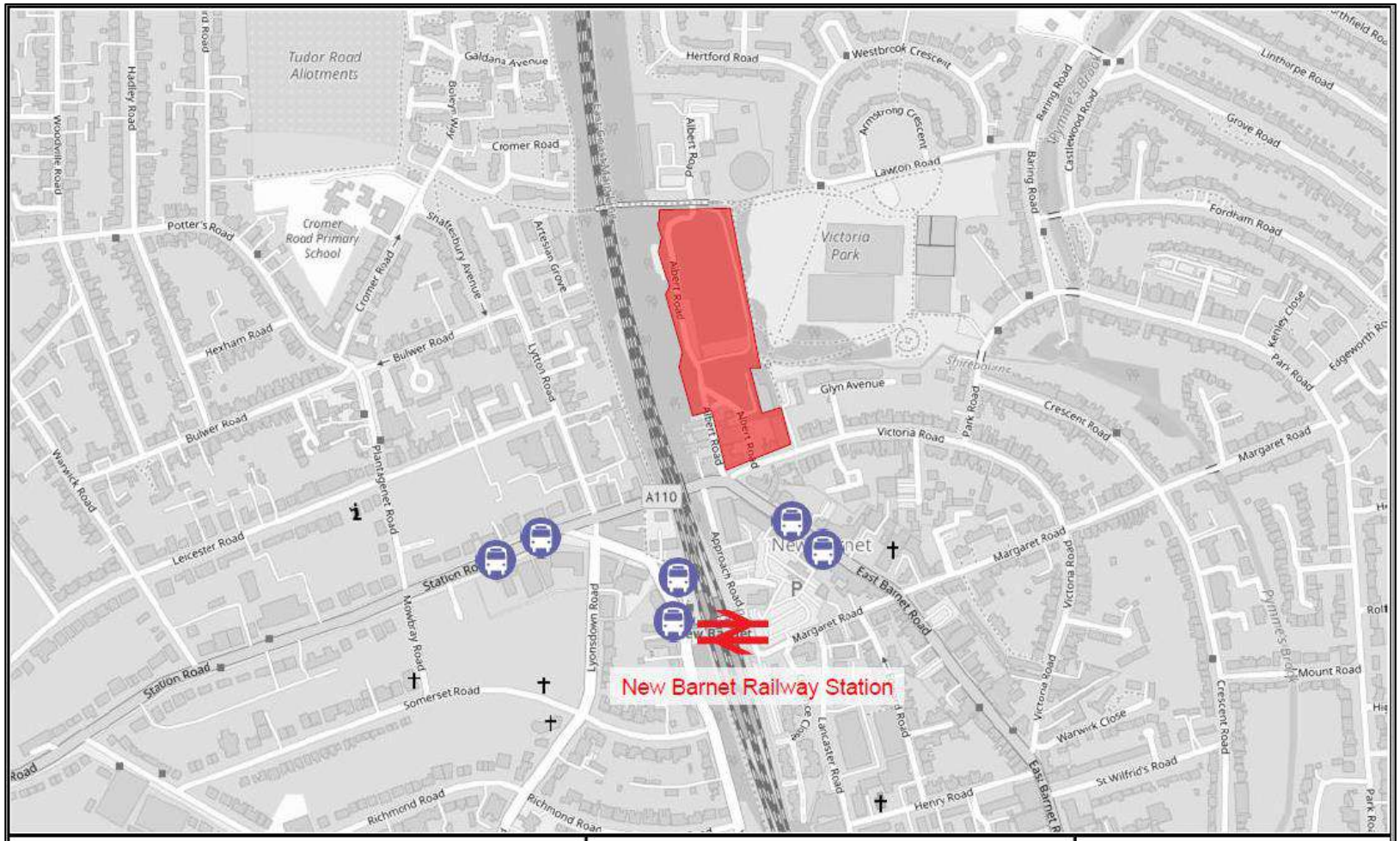
Date: 18th March 2020

Signed:

Ian Medd (Audit Team Member)

Date: 18th March 2020

APPENDIX A



Key:

- Site Boundary
- Railway Station
- Bus Stop

Victoria Quarter

Local Site Location

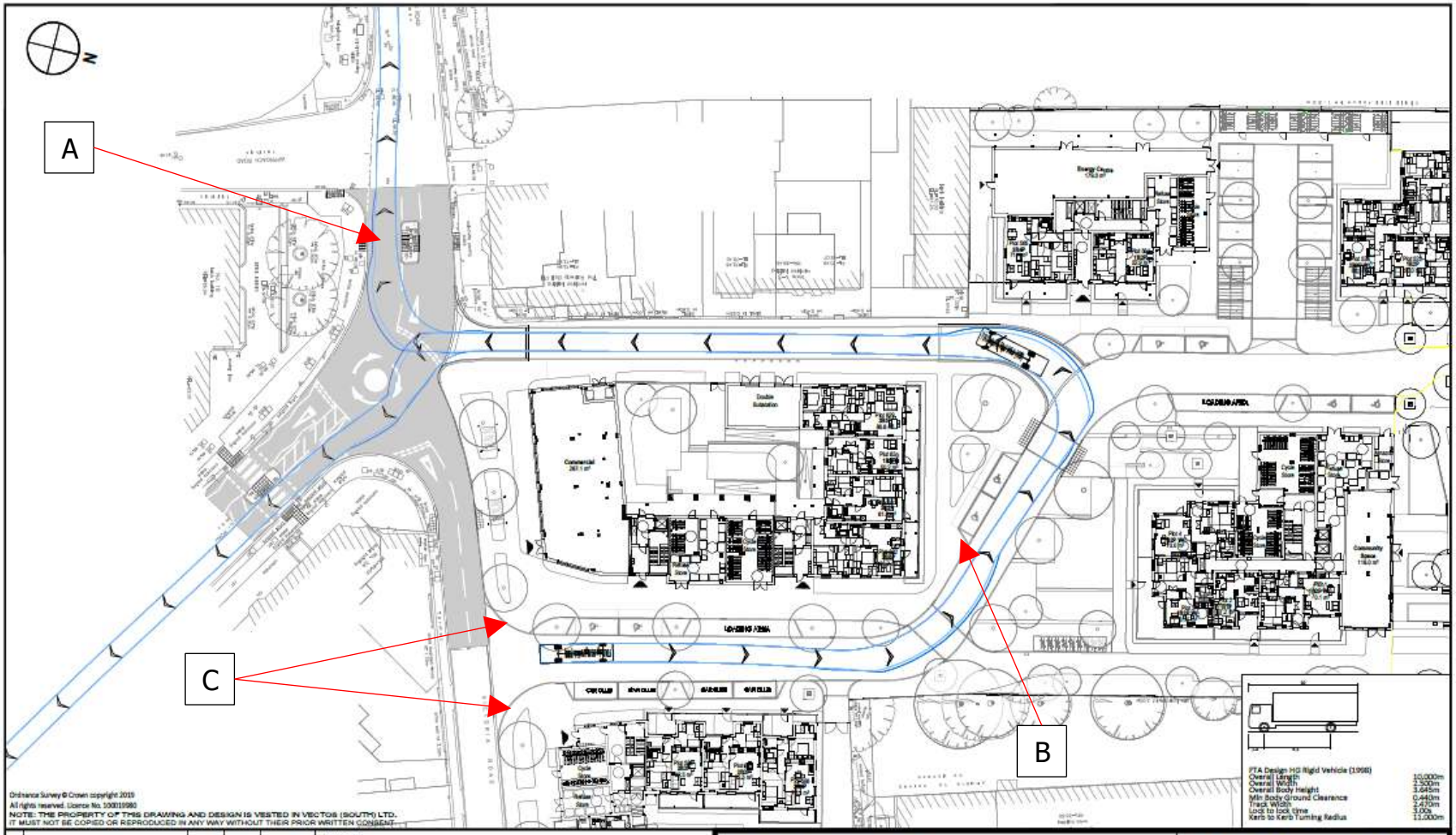
DRAWN:	CHECKED:	DATE:	SCALES:
SB	AM	03/03/2020	NTS

Fairview New Homes

vectos
Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWING REFERENCE: Figure 1.2

APPENDIX B



Ordnance Survey © Crown copyright 2019
All rights reserved. Licence No. 100019980
NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (SOUTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT

REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Proposed layout based on EPR drawing : 11049-EPR-00-00-DR-A-03-1001

Victoria Quarter Barnet

Swept Path Analysis
Albert Road Servicing
10m Rigid Vehicle

Citystyle Fairview VQ LLP

vectos
Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
JB	SM	18.03.2020	1:500 at A3	184234/AT/G01	-

Citystyle Fairview VQ LLP

Victoria Quarter, Albert Road, New Barnet

Stage 1 Road Safety Audit Designers Response

April 2020

Network Building, 97 Tottenham Court Road, London W1T 4TP www.vectos.co.uk
Registered address: Vectos (South) Limited, Network Building, 97 Tottenham Court Road, London W1T 4TP. Company no. 7591661

REPORT CONTROL

Document:	Stage 1 RSA designers response
Project:	Victoria Quarter, Albert Road, New Barnet
Client:	Citystyle Fairview VQ LLP
Job Number:	184234
File Origin:	X:\Projects\180000\184234 - Victoria Quarter (Fairview), Barnet\WORD\R03-EG-Deliveries and Servicing Management Plan-200317.docx

Document Checking:

Primary Author	Stuart Morse	**Initialled:**	SM

Contributor	**Initialled:**

Review By	**Initialled:**

Issue	Date	Status	Checked for Issue
1			
2			
3			
4			

Contents

1 INTRODUCTION 1

2 RESPONSE TO ITEMS RAISED IN SAFETY AUDIT REVIEW 2

PROBLEM 1 2

RECOMMENDATION 2

Designers Response 2

1 INTRODUCTION

1.1 Vectos is appointed by Citystyle Fairview VQ LLP (the Applicant) to provide transport advice in relation to the proposed redevelopment of a site at Victoria Quarter, Albert Road in New Barnet.

1.2 A Stage 1 Road Safety Audit was undertaken by Vectos South Ltd. and their findings detail in their report dated 18th March 2020.

1.3 The audit reviewed the proposals to modify access arrangements at Albert Road and Victoria Road in London Borough of Barnet.

1.4 This Designers Response has been prepared to provide comments against the problems identified in the Stage 1 Road Safety Audit.

2 RESPONSE TO ITEMS RAISED IN SAFETY AUDIT REVIEW

2.1 The Stage 1 Road Safety Audit identified three problems and each are commented on below, firstly setting out the problem identified in the audit before providing a response.

PROBLEM 1

2.2 Location: East Barnet Road Carriageway (Location A)

2.3 Summary: Service cover on the pedestrian desire line within carriageway

2.4 A service cover is present within the carriageway, on a pedestrian desire line/crossing. During wet weather periods, pedestrians could slip on the cover when crossing the carriageway and be susceptible to conflicts with oncoming traffic.

RECOMMENDATION

2.5 It is recommended that either the service cover is relocated out of the pedestrian desire line or a non-slip service cover is provided.

Designers Response

2.6 The service cover is present within the existing crossing. The proposed improvements will provide opportunity for this to be upgraded in-line with the recommendation and will be considered as part of the detailed design process.

PROBLEM

2.7 Location: Proposed Blue Badge Parking on Albert Road (Location B)

2.8 Summary: Conflict between oncoming traffic and Blue Badge users exiting their vehicles

2.9 Blue Badge bays are proposed on the west of Albert Road (East). It is unknown if there is sufficient forward visibility to the bay for vehicles travelling northbound along Albert Road (East) in order see pedestrians exiting their vehicles. If there is insufficient visibility then this could lead to collisions between pedestrians exiting the vehicles and oncoming traffic on Albert Road (East).

RECOMMENDATION

2.10 It is recommended that sufficient forward visibility to the Blue Badge parking spaces can be achieved.

Designers response

2.11 The forward visibility to the disabled bays has been checked. Forward visibility of 25 metres which is consistent with a 20mph design speed can be achieved and is considered to be adequate forward visibility.

PROBLEM

2.12 Location: Albert Road (East)/Victoria Road junction (Location C)

2.13 Summary: No tactile paving at the junction of Albert Road (East)/Victoria Road junction

2.14 No tactile paving is present at the junction of Albert Road (East)/Victoria Road. If a visually impaired user approaches this junction then they could be unaware of the crossing and walk into the carriageway where they would be susceptible to collisions with oncoming traffic.

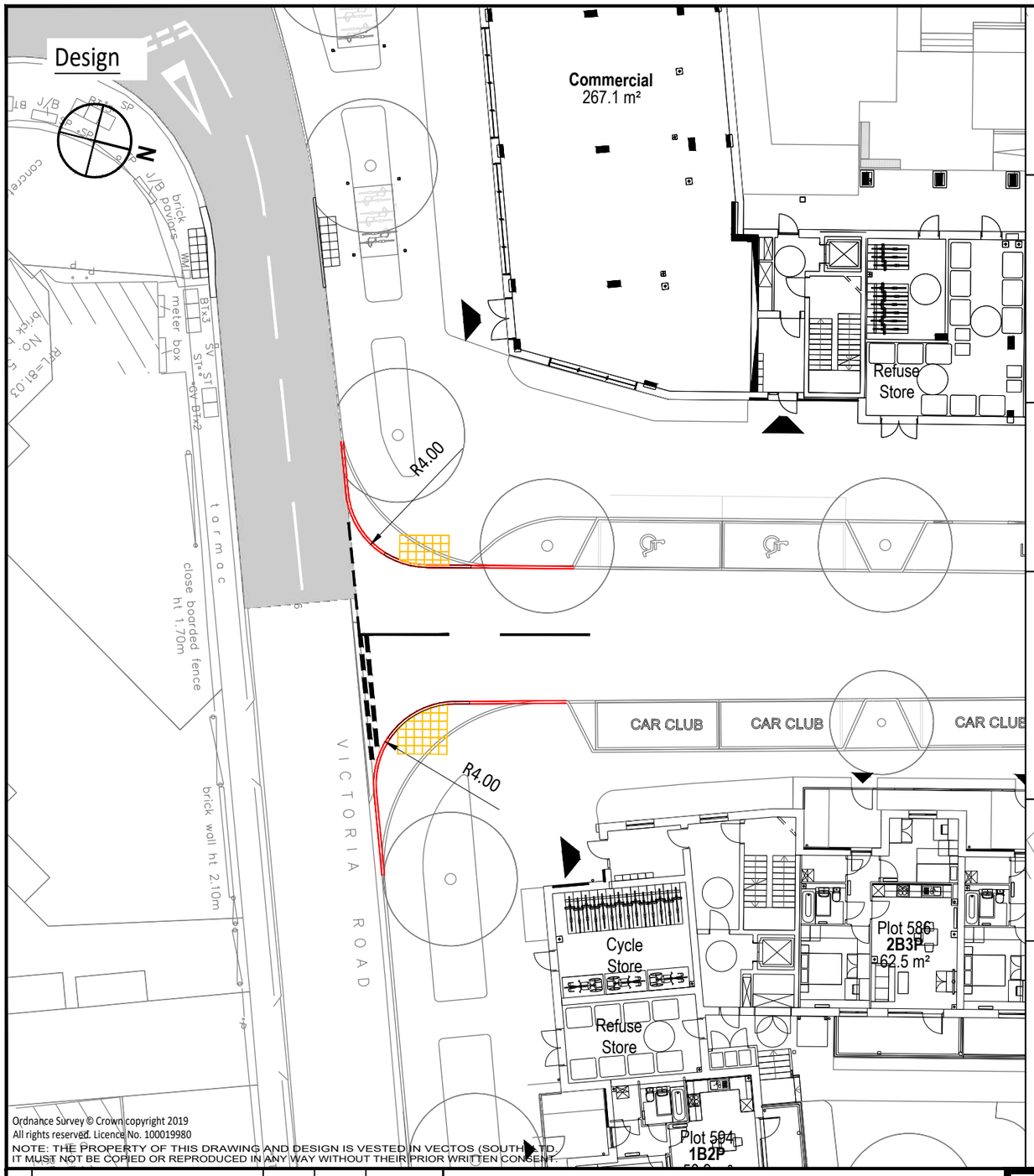
RECOMMENDATION

2.15 It is recommended that tactile paving is provided in order to aid visually impaired road users to cross the Albert Road (East)/Victoria Road junction

Designers response

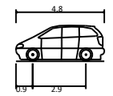
2.16 Tactile paving across the Albert Road arm of the junction has been incorporated in the preliminary design presented in drawing number 184234_A_11.

Design

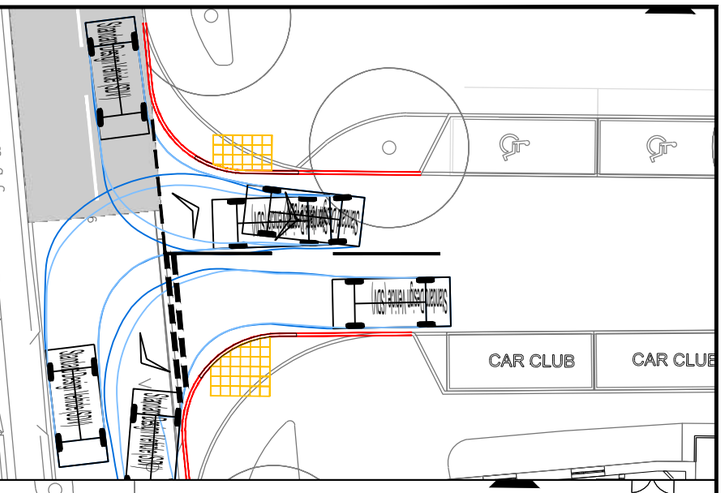


Ordnance Survey © Crown copyright 2019
All rights reserved. Licence No. 100019980
NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (SOUTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

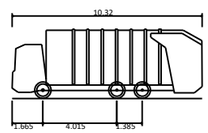
Swept Path - Car



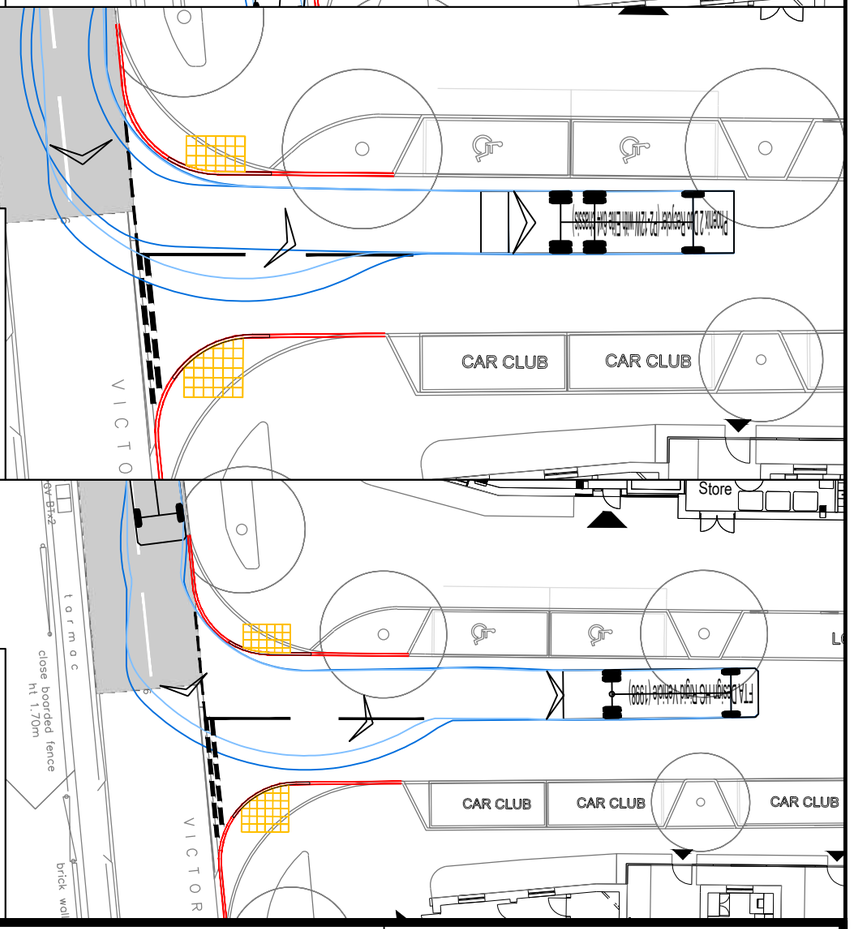
Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m



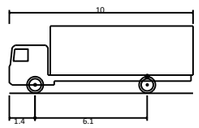
Swept Path - Refuse Vehicle



Phoenix 2 Duo Recycler (P2-12W with Elite 6x4 chassis)	
Overall Length	10.320m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.450m



Swept Path - 10m Rigid Vehicle



FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on EPR drawing : 11049-EPR-00-00-DR-A-03-1001

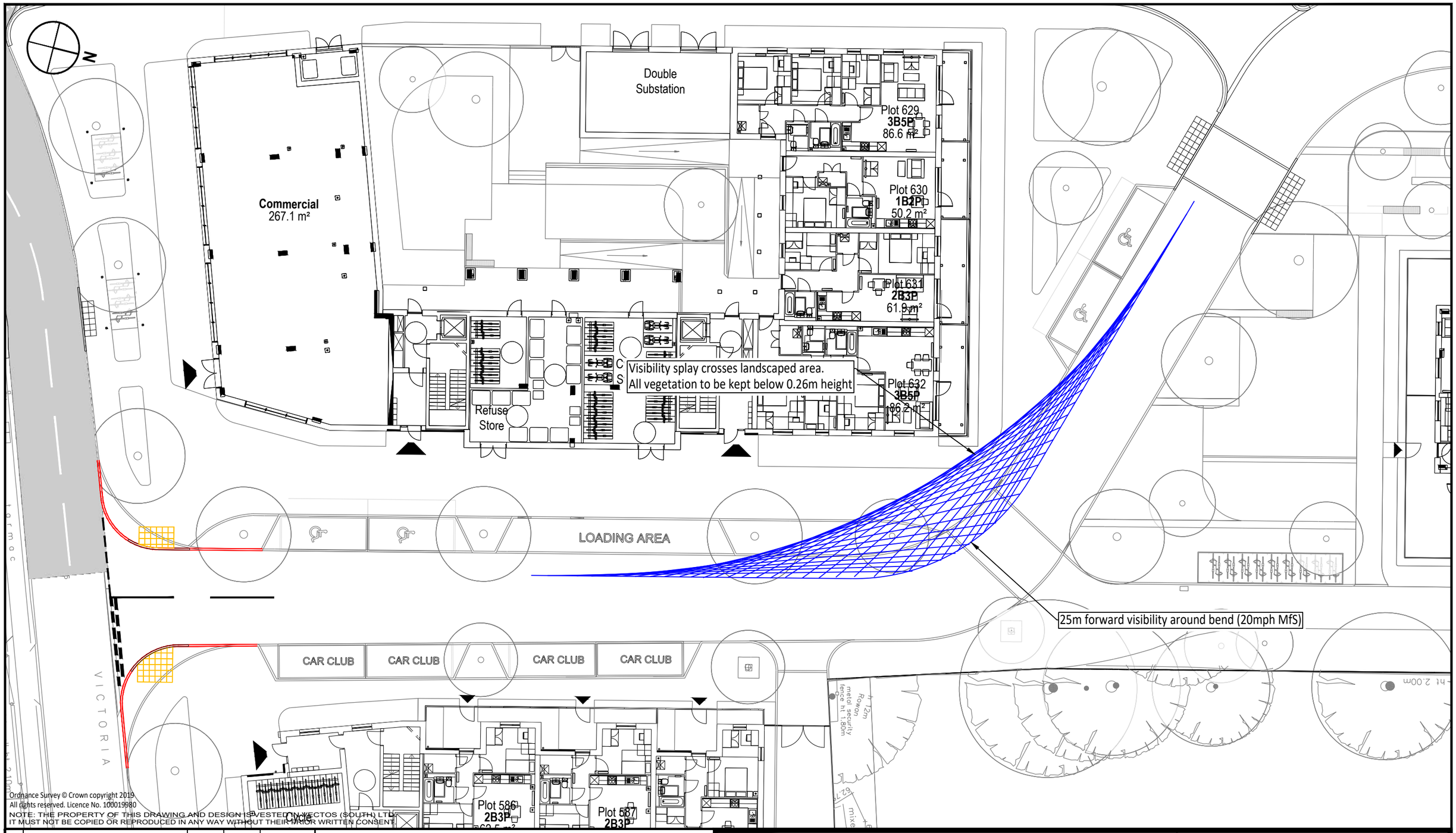
Victoria Quarter Barnet

Albert Road East Access

Citystyle Fairview VQ LLP

vectos
Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
CJM	JM	26.03.2020	1:250 at A3	184234/A/11	-



Ordnance Survey © Crown copyright 2019
All rights reserved. Licence No. 100019980
NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (SOUTH) LTD
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on EPR drawing : 11049-EPR-00-00-DR-A-03-1001

Victoria Quarter Barnet

Road Safety Audit Response
Problem B

Citystyle Fairview VQ LLP

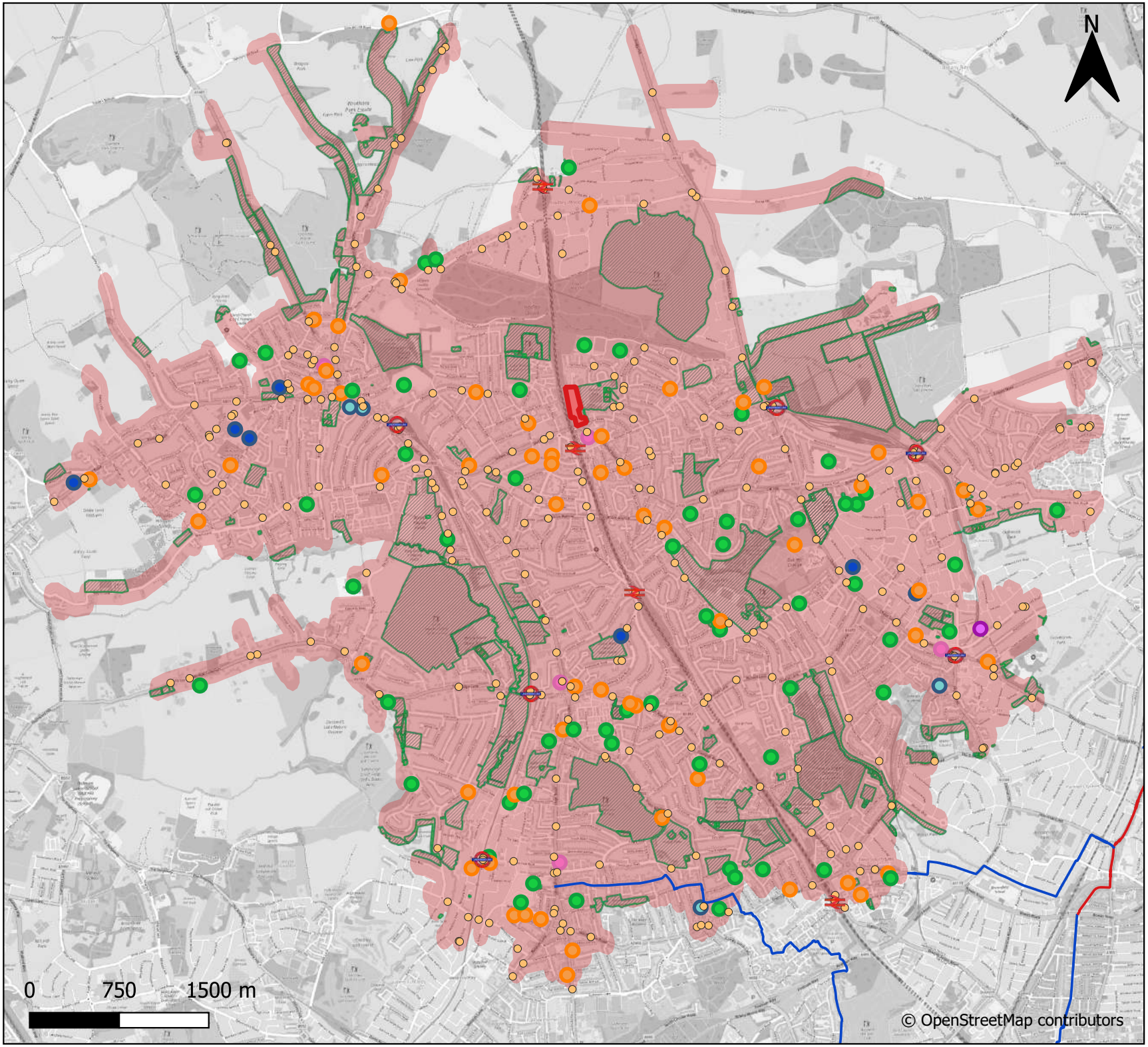
vectos
Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
CJM	JM	26.03.2020	1:250 at A3	184234/A/12	-

vectos.

Appendix I

ATZ Plans



Key

- Site Boundary
- 20 Minute Cycle Catchment

Railway Stations

- London Underground Station
- Railway Station
- Bus Stops

Strategic Cycle Network

- Existing Cycle Network
- Proposed Cycle Network

Functional Sites

- Education Facility - Higher
- Education Facility - School
- Leisure Or Sports Centre
- Medical Care
- Place Of Worship
- Town Centres
- Green Space

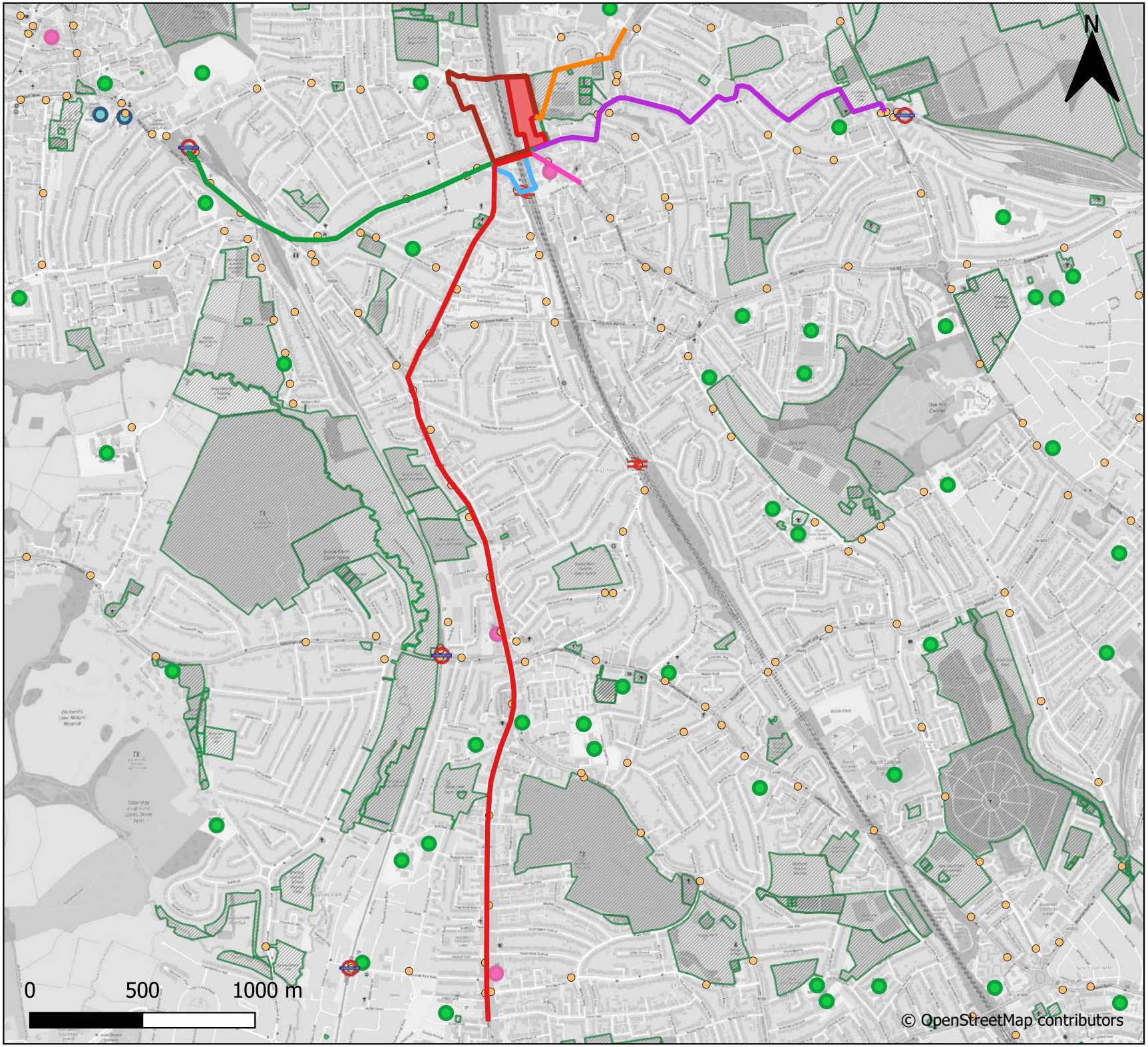
Fairview New Homes

Victoria Quarter

ATZ and All Potential Key Active Travel Destinations

vectos.

Drawn By:	Checked By:	16/06/2021
SB	AM	Figure 4.1



Key

Site Boundary

ATZ Routes

- Walking Route 1
- Walking Route 2
- Walking Route 3
- Walking Route 4
- Walking Route 5
- Walking Route 6
- Connection to Cycle Route (Route 7)

Railway Stations

- London Underground Station
- Railway Station
- Bus Stops

Functional Sites

- Education Facility - Higher
- Education Facility - School
- Town Centres
- Green Space

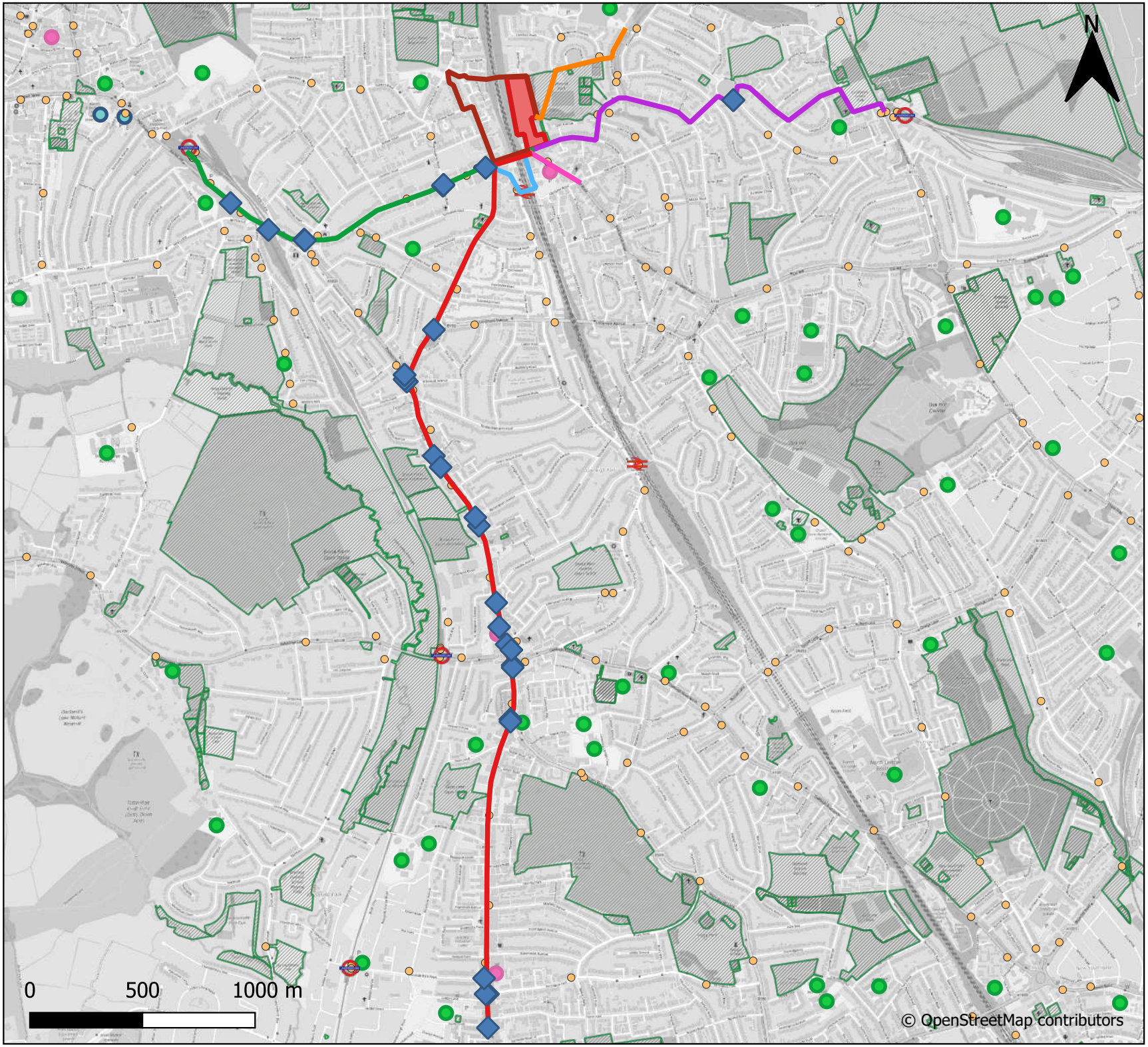
Fairview New Homes

Victoria Quarter

ATZ Most Important Journeys

vectos.

Drawn By:	Checked By:	16/06/2021
SB	AM	Figure 4.2



Key

Site Boundary

Collision Data

Serious Collision

ATZ Routes

Walking Route 1
Walking Route 2
Walking Route 3
Walking Route 4
Walking Route 5
Walking Route 6
Connection to Cycle Route (Route 7)

Railway Stations

London Underground Station
Railway Station
Bus Stops

Functional Sites

Education Facility - Higher
Education Facility - School
Town Centres
Green Space

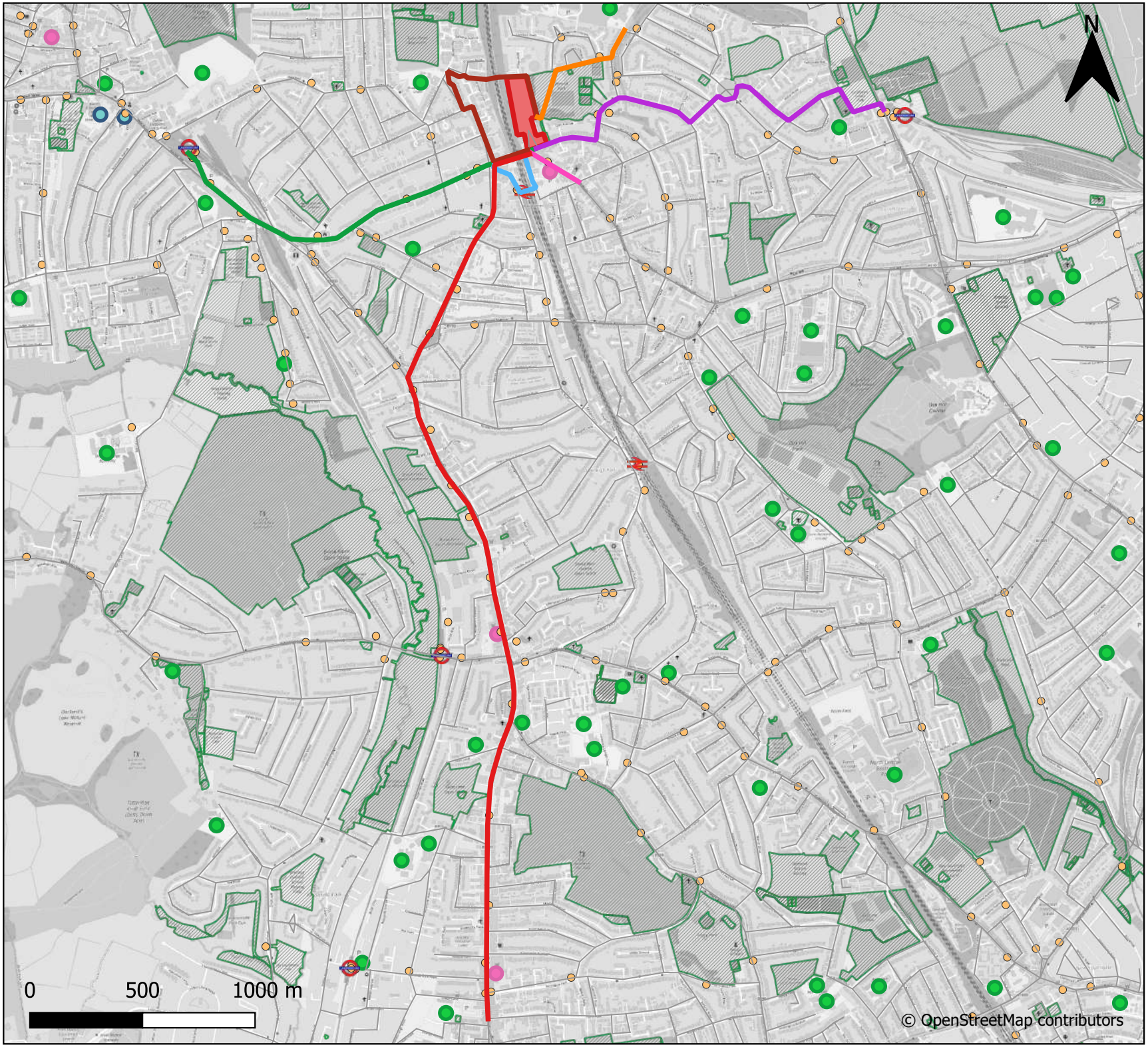
Fairview New Homes

Victoria Quarter

ATZ Most Important Journeys and Neighbourhood Safety

vectos.

Drawn By:	Checked By:	16/06/2021
SB	AM	Figure 4.3



Key

Site Boundary
Street Density

ATZ Routes

Walking Route 1
Walking Route 2
Walking Route 3
Walking Route 4
Walking Route 5
Walking Route 6
Connection to Cycle Route (Route 7)

Railway Stations

London Underground Station
Railway Station
Bus Stops

Functional Sites

Education Facility - Higher
Education Facility - School
Town Centres
Green Space

Fairview New Homes

Victoria Quarter

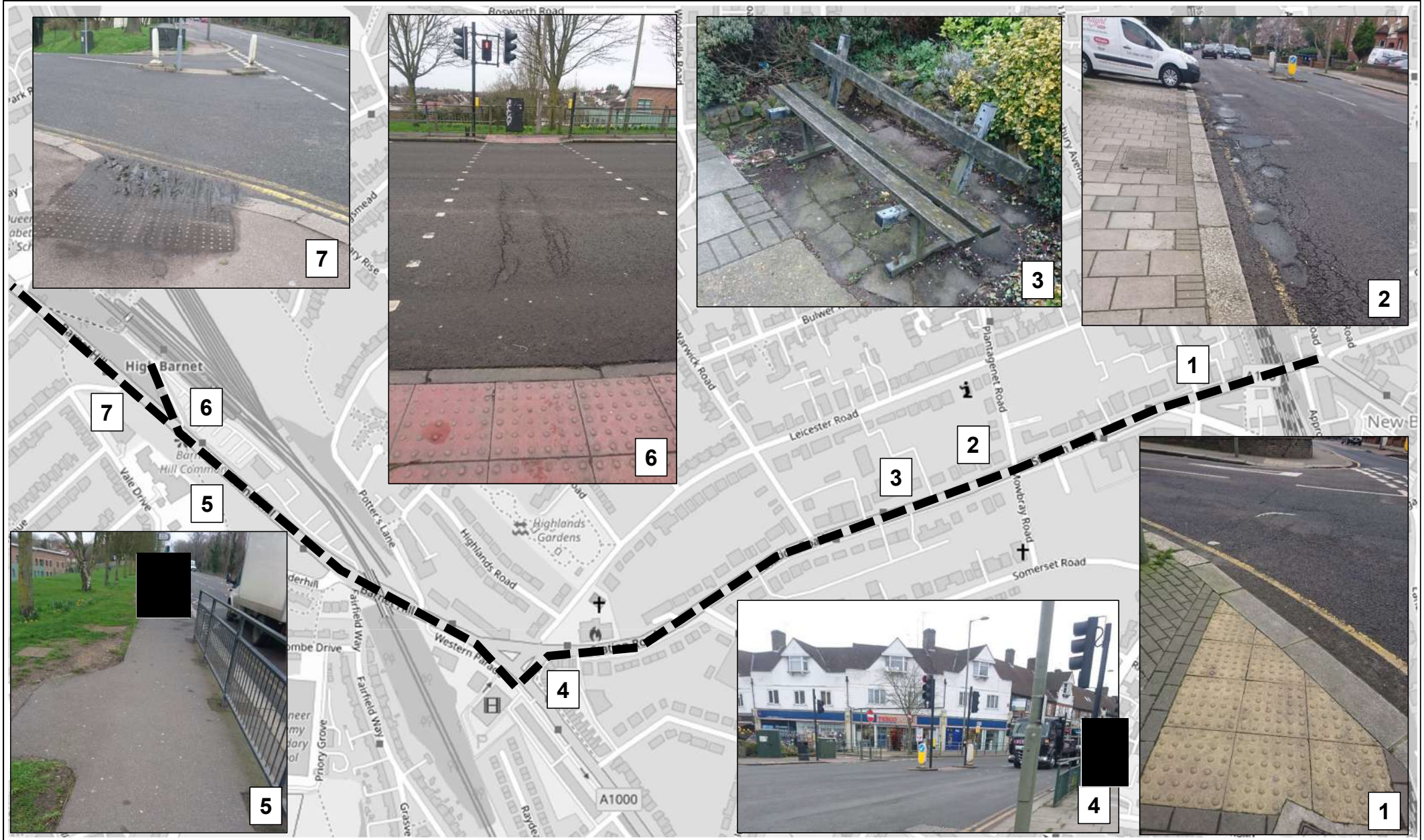
ATZ Healthy Streets Characteristics Check

vectos.

Drawn By:	Checked By:	16/06/2021
SB	AM	Figure 4.4

Appendix J

Photos of ATZ Routes



Key:

Victoria Quarter

Citystyle Fairview VQ LLP

ATZ Route Map 1

High Barnet Tube Station / High Barnet Town Centre

DRAWN:	CHECKED:	DATE:	SCALES:
SB	AM	21/06/21	NTS

DRAWING REFERENCE: Figure 1

vectos.

Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

Key:

Victoria Quarter

Citystyle Fairview VQ LLP

ATZ Route Map 2
New Barnet Station

vectos.
Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING REFERENCE:
SB	AM	21/06/21	NTS	Figure 2

Key:

Victoria Quarter

ATZ Route Map 3
New Barnet Town Centre

Citystyle Fairview VQ LLP

vectos.
Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING REFERENCE:
SB	AM	21/06/21	NTS	Figure 3

Key:

Victoria Quarter

Citystyle Fairview VQ LLP

ATZ Route Map 4
Livingstone Primary and Nursery School

vectos.

Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING REFERENCE:
SB	AM	21/06/21	NTS	Figure 4

Key:

Victoria Quarter

ATZ Route Map 5
Cromer Road Primary School

Citystyle Fairview VQ LLP

vectos.
Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING REFERENCE:
SB	AM	21/06/21	NTS	Figure 5

Key:

Victoria Quarter

Citystyle Fairview VQ LLP

ATZ Route Map 6
Cockfosters Station

vectos.
Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING REFERENCE:
SB	AM	21/06/21	NTS	Figure 6

Key:

Victoria Quarter

Citystyle Fairview VQ LLP

ATZ Route Map 7
Connection to Cycle Route

vectos.
Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

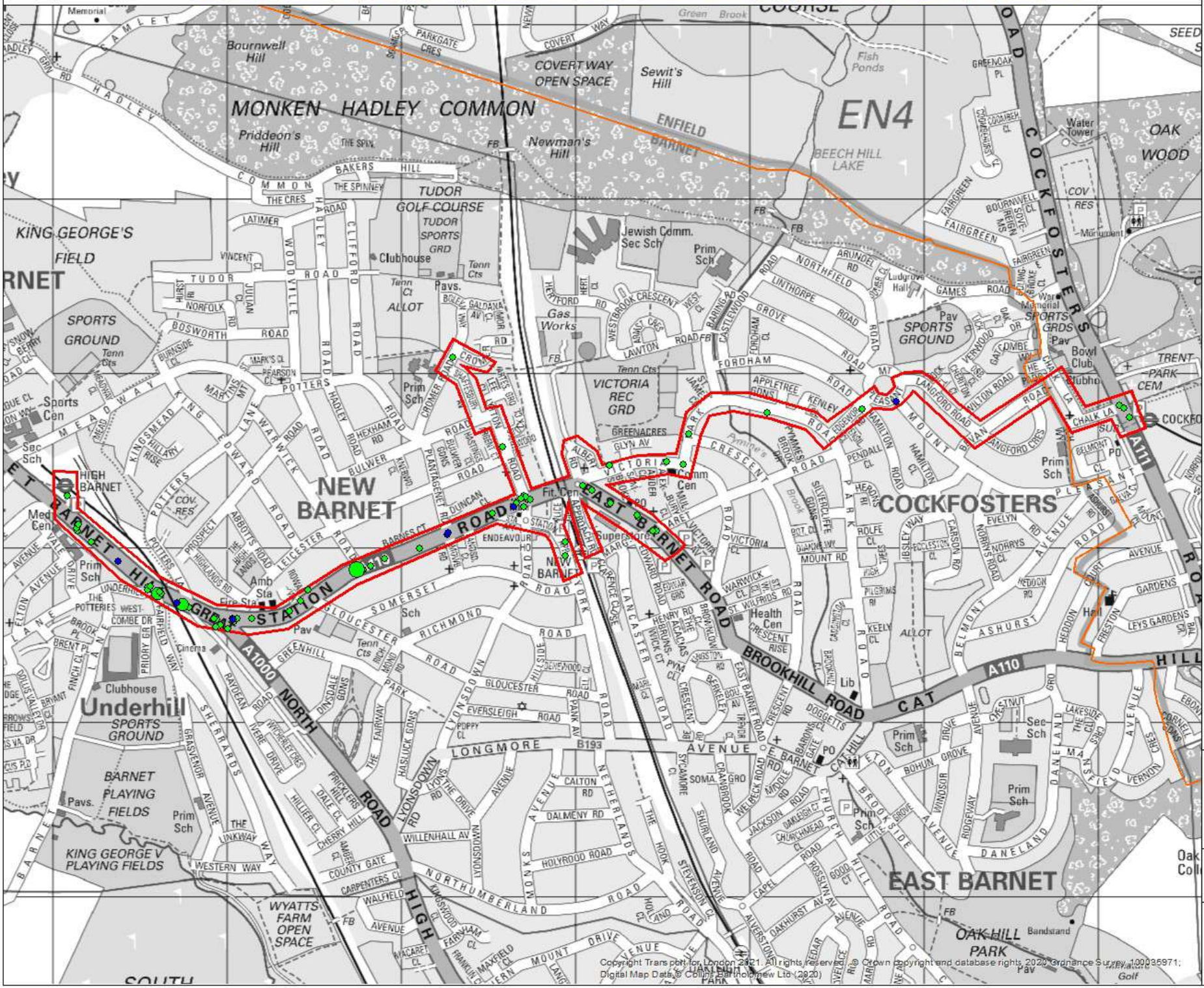
DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING REFERENCE:
SB	AM	21/06/21	NTS	Figure 7

vectos.

Appendix K

Accident Data

Barnet Area 1 Personal Injury Collisions 60 months to end of December 2020 (Provisional)



Severity of collision

Slight	Serious	Fatal
1 (58)	1 (8)	1 (0)
2 (4)	2 (0)	2 (0)
3 (3)	3 (0)	3 (0)
4 (0)	4 (0)	4 (0)
5 (0)	5 (0)	5 (0)

N

0 0.2 0.4 Km

PRINTED BY:

COLLSTATS 3 - TfL City Planning

DATE:

09/06/2021

Barnet Area 2 Personal Injury Collisions 60 months to end of December 2020 (Provisional)

Copyright Transport for London 2021. All rights reserved., © Crown copyright and database rights 2020 Ordnance Survey 100035971; Digital Map Data © Collins Bartholomew Ltd (2020)

Severity of collision

	1 (0)	2 (0)	3 (0)	4 (0)	5 (0)
Slight					
Serious					
Fatal					

N

0 0.045 0.09 Km

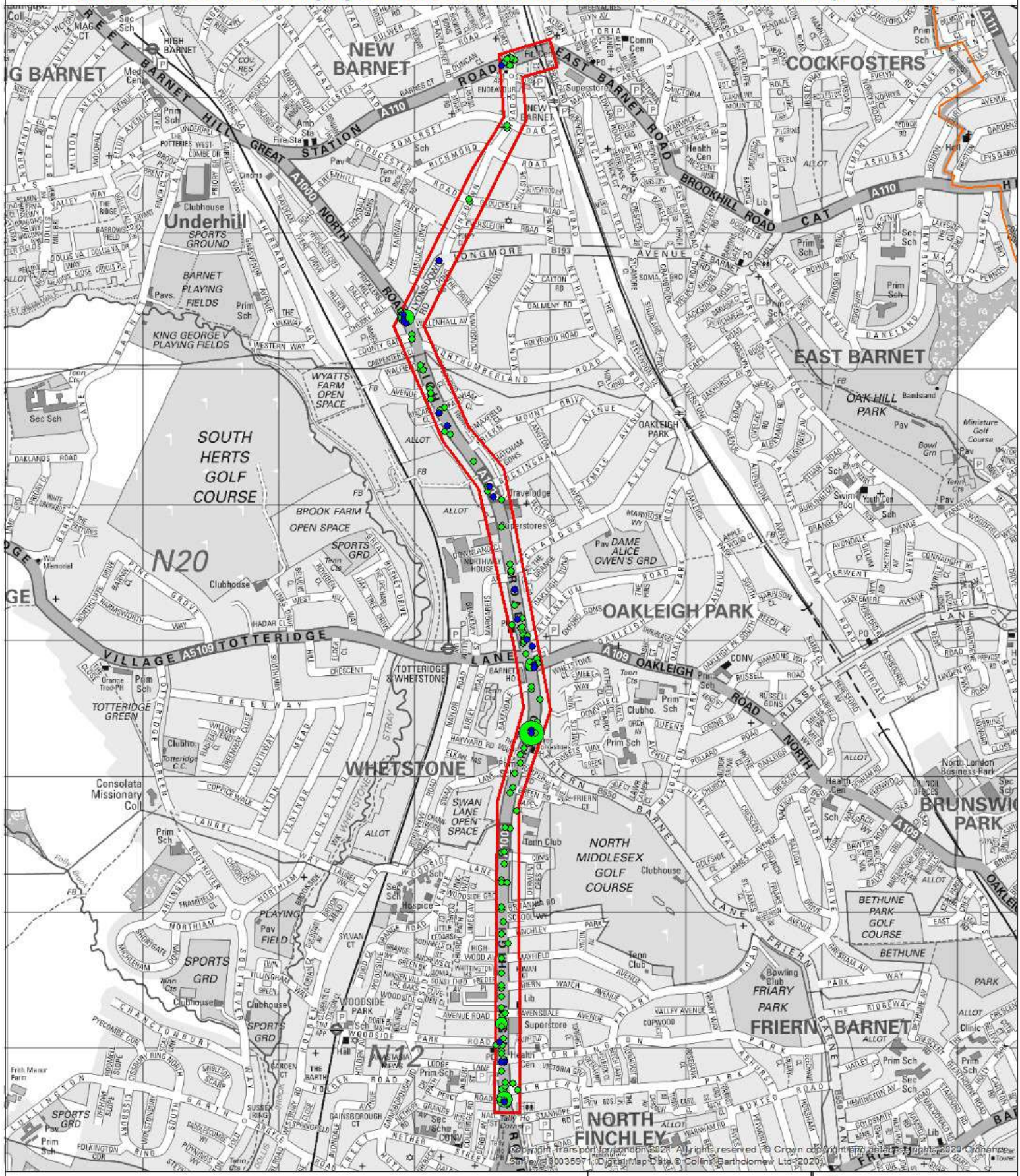
PRINTED BY:

COLLSTATS 3 - TfL City Planning

DATE:

09/06/2021

Barnet Area 3 Personal Injury Collisions 60 months to end of December 2020 (Provisional)



Severity of collision

Slight	1 (110)	2 (6)	3 (6)	4 (0)	5 (6)
Serious	1 (21)	2 (0)	3 (0)	4 (0)	5 (0)
Fatal	1 (0)	2 (0)	3 (0)	4 (0)	5 (0)

N

0 0.3 0.6 Km

PRINTED BY:
COLLSTATS 3 - TfL City Planning

DATE:
09/06/2021

Barnet Area 1 Personal Injury Collisions 60 months to end of December 2020 (Provisional) (Reissued)

SUMMARY OF COLLISIONS SELECTED

SITE REFERENCE AND DESCRIPTION	DATE PERIOD	COLLISION COUNT
BARNET AREA 1 (REISSUED) GIS AREA B30 - BARNET AREA 1(P)	60MTS TO DEC/2020	73

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

01160002208	FRI 18/11/2016 10:03		LIGHT	FAIRFIELD WAY J/W HIGH RD			30 NODE 386	525300/195870
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 (001)	(23 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (003)	(27 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(23 YRS - F - REDACT)		G/AHEAD - R-HAND BEND	(S TO E) BACK HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ		(41 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	COMMUTING JCT APP
VEHICLE	003 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(27 YRS - M - REDACT)		WAITING - HELD UP	(W TO N) O/S HIT FIRST	JOURNEY P/O WORK JCT APP
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				V002 B	602 (CARELESS, RECKLESS OR IN A HURRY)	

2

01160002397	SAT 19/11/2016 19:20		DARK	BARNET HILL J/W FAIRFIELD WAY			30 NODE 386	525300/195870
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 (002)	(5 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ		(52 YRS - M - REDACT)		MOVING OFF	(W TO S) N/S HIT FIRST	J/P - UNKN E/MAIN RD
VEHICLE	002 (000)	CAR BT - NOT REQ		(26 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)				V002 B	405 (FAILED TO LOOK PROPERLY)	

3

01160003552	SAT 26/11/2016 14:10		LIGHT	STATION RD J/W GLOUCESTER RD			30 NODE 392	525730/195880
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 (002)	(90 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(40 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) O/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ		(90 YRS - F - REDACT)		G/AHEAD - OTHER	(E TO W) O/S HIT FIRST	J/P - UNKN JCT MID
V002	A	706 (DAZZLING SUN)						

4

01160004022	TUE 29/11/2016 17:22		DARK	BARNET HILL 25M W OF J/W POTTERS LANE			30 LINK 386-391	525360/195840
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 (001)	(10 YRS - M - REDA)		SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ		(46 YRS - F - REDACT)		G/AHEAD - R-HAND BEND	(S TO N) FRONT HIT FIRST	J/P - UNKN
C001	A	802 (FAILED TO LOOK PROPERLY)						

5

01160004488	THU 01/12/2016 16:02		LIGHT	EAST BARNET RD J/W STATION RD			30 NODE 398	526360/196140
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	M ROUNDABOUT	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(24 YRS - F - REDA)	SLIGHT	PEDESTRIAN		UNKNOWN	FROM DRIVERS O/SIDE
VEHICLE	001 (000)	CAR BT - NOT REQ	(27 YRS - M - REDACT)		MOVING OFF	(N TO S) FRONT HIT FIRST	COMMUTING L/ROUNDABOUT

V001	B	103 (SLIPPERY ROAD (DUE TO WEATHER))	C001	A
C001	B	808 (CARELESS, RECKLESS OR IN A HURRY)	802 (FAILED TO LOOK PROPERLY)	

6

01160004767	SAT 03/12/2016 00:01		DARK	GREAT NORTH RD J/W LEICESTER RD			30 NODE 391	525480/195780
POLICE - AT SCENE		ROAD-WET	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)	(24 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(24 YRS - F - REDACT)		TURNING RIGHT	(NE TO S) N/S HIT FIRST	J/P - UNKN E/MAIN RD
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(22 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN E/MAIN RD

V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)

7

01160005635	WED 07/12/2016 14:15		LIGHT	BARNET HILL J/W POTTERS LANE			30 LINK 386-391	525370/195845
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(33 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(33 YRS - M - REDACT)		SLOWING/STOPPING	(N TO S) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(35 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	601 (AGGRESSIVE DRIVING)						

8

01160018699	SAT 03/09/2016 11:50		LIGHT	BARNET HILL, NR JUNCT WTH WESTERN PARADE.			30 LINK 386-391	525390/195830
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)	(66 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(66 YRS - F - REDACT)		G/AHEAD - OTHER	(NW TO SE) O/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		UNKNOWN S/R	(NW TO SE) N/S HIT FIRST	J/P - UNKN JCT MID

9

01160019798	SUN 25/09/2016 11:30		LIGHT	VICTORIA RD, 23 METRES EAST OF JUNCT WTH ALEXANDER CL			30 CELL 526500/196000		526760/196250
SELF-REPORTED		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 - DRV NOT CONTACTED		(23 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) N/S HIT FIRST	J/P - UNKN	
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		TURNING RIGHT	(S TO E) FRONT HIT FIRST	J/P - UNKN	

10

01160023386	SUN 02/10/2016 16:05		LIGHT	MOUNT PLEASANT J/W FORDHAM RD			30 CELL 527000/196000		527320/196400
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(6 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(? YRS - F - REDACT)		G/AHEAD - OTHER	(SE TO NW) N/S HIT FIRST	J/P - UNKN JCT MID	
VEHICLE	002 (000)	CAR BT - NOT REQ		(28 YRS - F - REDACT)		G/AHEAD - OTHER	(SW TO NE) FRONT HIT FIRST	J/P - UNKN JCT MID	
V001	A	302 (DISOBEYED 'GIVE WAY' OR 'STOP' SIGN OR MARKINGS)				V001	A	405 (FAILED TO LOOK PROPERLY)	
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)							

11

0116SX20126	SUN 17/01/2016 20:31		DARK	LYTTON RD J/W STATION RD				30 NODE 398	526350/196150
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M
V1 TURNED LEFT HITTING PED									
CASUALTY	001 (001)	(48 YRS - M - REDA)		SLIGHT	PEDESTRIAN		NE BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		TURNING - LEFT		(SW TO N) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V001	A	506 (NOT DISPLAYING LIGHTS AT NIGHT OR IN POOR VISIBILITY)				V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)	

12

0116SX20289	THU 10/03/2016 14:20		LIGHT	YORK RD 100M NORTH J/W SOMERSET RD				30 CELL 526000/195500	526470/195980
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A		NO XING FACIL IN 50M	NONE IN 50M
DRIVER V1 LOST CONTROL									
CASUALTY	001 (001)	(48 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(48 YRS - M - REDACT)		G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN
V001	A	410 (LOSS OF CONTROL)							

13

0116SX20348	MON 18/04/2016 12:05		LIGHT	EAST BARNET RD J/W VICTORIA RD			30 LINK 398-404	526520/196180
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M

PED STEPPED INTO PATH OF V1, CAUSING COLLISION.

CASUALTY	001 (001)	(? YRS - F - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	FROM DRIVERS N/SIDE - MASKED	
VEHICLE	001 (000)	CAR BT - NOT REQ	(63 YRS - M - REDACT)	G/AHEAD - OTHER		(NW TO SE) N/S HIT FIRST	JOURNEY P/O WORK JCT CLEARED
V001	A	701 (STATIONARY OR PARKED VEHICLE(S))		C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)	
C001	B	808 (CARELESS, RECKLESS OR IN A HURRY)		V001	B	304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)	

14

0116SX20608	SAT 25/06/2016 21:00		DARK	BARNET HILL J/W STATION RD			30 NODE 391	525470/195797
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	PRIV DRIVE	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

V1 TURNED RIGHT HITTING V2

CASUALTY	001 (002)	(29 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NOT REQ	(41 YRS - F - REDACT)	TURNING RIGHT		(NW TO S) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (001)	CAR BT - NOT REQ	(29 YRS - M - REDACT)	G/AHEAD - OTHER		(SE TO NW) O/S HIT FIRST	J/P - UNKN JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)		V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)	

15

0116SX20614	TUE 28/06/2016 14:05		LIGHT	BARNET HILL J/W UNDERHILL			30 NODE 386	525270/195890
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

VEHICLES 1 AND 2 COLLIDED AT JUNCTION

CASUALTY	001 (002)	(? YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(19 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (002)	CAR BT - NOT REQ	(31 YRS - M - REDACT)		TURNING RIGHT	(NW TO W) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (001)	CAR BT - NOT REQ	(? YRS - F - REDACT)		TURNING RIGHT	(W TO SE) N/S HIT FIRST	J/P - UNKN JCT MID

V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

16

0116SX20618	WED 15/06/2016 08:15		LIGHT	STATION RD J/W WARWICK RD			30 LINK 392-398	525870/195940
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

V1 TURNED RIGHT ACROSS PATH V2

CASUALTY	001 (002)	(32 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - DRV NOT CONTACTED	(? YRS - F - REDACT)		TURNING RIGHT	(N TO SW) O/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (001)	PED CYCLE BT - N/A	(32 YRS - M - REDACT)		G/AHEAD - OTHER	(SW TO NE) FRONT HIT FIRST	J/P - UNKN JCT MID

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

17

0116SX20675	SAT 21/05/2016 23:18		DARK	STATION RD 86M SOUTH WEST J/W PLANTAGENET RD			30 LINK 392-398	526050/196000
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	PRIV DRIVE	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
V1 MOVED OFF HITTING V2								
CASUALTY	001 (001)	(65 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NOT REQ		(65 YRS - M - REDACT)		MOVING OFF	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (001)	CAR BT - NOT REQ		(50 YRS - F - REDACT)		G/AHEAD - OTHER	(SW TO NE) N/S HIT FIRST	J/P - UNKN JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)				V001 A	602 (CARELESS, RECKLESS OR IN A HURRY)	

18

0116SX20749	FRI 22/07/2016 14:45		LIGHT	UNDERHILL J/W BARNET HILL			30 NODE 386	525270/195880
POLICE - OVER COU		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
V2 ATTEMPTING TO TURN LEFT HIT V1								
CASUALTY	001 (001)	(52 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - DRV NOT CONTACTED		(52 YRS - F - REDACT)		WAITING - TURN RIGHT	(W TO SE) O/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (001)	BUS/COACH >=17 PAX BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		TURNING - LEFT	(SE TO W) O/S HIT FIRST	JOURNEY P/O WORK JCT CLEARED
V002	A	403 (POOR TURN OR MANOEUVRE)				V002 A	605 (LEARNER OR INEXPERIENCED DRIVER)	

19

0116SX20816	TUE 16/08/2016 13:15		LIGHT	STATION RD, J/W WARWICK RD				30 LINK 392-398	525890/195940
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT		ZEBRA XING	NONE IN 50M

IT APPEARS V1 WAS MOMENTARILY DAZZLED BY THE SUN & HIT PARKED V2, V2 THEN HIT V3 & V3 HIT V4

CASUALTY	001 (001)	(92 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(91 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (002)	CAR BT - NOT REQ	(92 YRS - M - REDACT)		G/AHEAD - OTHER		(NE TO SW) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? YRS - F - REDACT)		PARKED		(P TO P) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	003 (002)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		PARKED		(P TO P) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	004 (003)	CAR BT - DRV NOT CONTACTED	(? YRS - F - REDACT)		PARKED		(P TO P) BACK HIT FIRST	J/P - UNKN JCT APP
V001	B	505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)			V001	A	706 (DAZZLING SUN)	
V001	A	410 (LOSS OF CONTROL)						

20

0116SX21030	TUE 19/07/2016 09:30		LIGHT	STATION APPROACH SLIP RD J/W STATION APPROACH				30 CELL 526000/196000	526470/196020
POLICE - OVER COU		ROAD-DRY	WEATHER-FINE	SLIP ROAD	SLIP RD	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M

V1 PULLED IN COLLIDING WITH PED WALKING ALONG THE PAVEMENT.

CASUALTY	001 (001)	(29 YRS - F - REDA)	SLIGHT	PEDESTRIAN		SE BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	BUS/COACH >=17 PAX BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		SLOWING/STOPPING		(NW TO SE) N/S HIT FIRST	JOURNEY P/O WORK JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)	

21

01170011883	FRI 13/01/2017 09:00		LIGHT	EAST BARNET RD 100M S OF J/W VICTORIA RD				30 LINK 398-404	526600/196130
SELF-REPORTED		ROAD-DRY	WEATHER-UNKNOWN	SINGLE CWY	NO JUN IN 20M	N/A		ZEBRA XING	NONE IN 50M
CASUALTY	001 (001)	(18 YRS - F - REDA)		SLIGHT	PEDESTRIAN		NE BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER		(NW TO SE) FRONT HIT FIRST	J/P - UNKN

22

01170021210	SUN 26/02/2017 15:30		LIGHT	BARNET HILL J/W ENTRANCE TO STATION				30 LINK 386-423	525070/196050
POLICE - AT SCENE		ROAD-DRY	FINE - H WIND	SINGLE CWY	SLIP RD	GIVEWAY /UNCONT		PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (002)	(55 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (002)	(9 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX				
VEHICLE	001 (000)	CAR BT - NOT REQ		(19 YRS - M - REDACT)		TURNING RIGHT		(E TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	M/C >500CC BT - NOT REQ		(55 YRS - M - REDACT)		O/TAKING - NON MOVING VEH		(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)							

23

01170021400	MON 27/02/2017 09:20		LIGHT	STATION RD J/W WARWICK RD			30 LINK 392-398	525870/195940
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(87 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ		(85 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	CAR BT - NOT REQ		(42 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) O/S HIT FIRST	J/P - UNKN E/MAIN RD
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				V002 B	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))	

24

01170021463	WED 22/02/2017 07:45		LIGHT	LYTTON RD J/W LYTTON RD			30 CELL 526000/196000	526290/196290
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	ZEBRA XING	NONE IN 50M
CASUALTY	001 (001)	(26 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(26 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) N/S HIT FIRST	J/P - UNKN UNKNOWN S/R

25

01170028880	SUN 05/02/2017 17:00		LIGHT	BARNET HILL J/W FAIRFIELD WAY			30 LINK 386-391		525310/195870
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	UNKNOWN	T/STAG JUN	UNKNOWN S/R	UNKNOWN S/R		NONE IN 50M
CASUALTY	001 (001)	(30 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(30 YRS - F - 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	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R	

26

01170046954	THU 08/06/2017 09:30		LIGHT	BARNET HILL J/W HIGH BARNET			30 LINK 386-423		525110/196020
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML		NONE IN 50M
CASUALTY	001 (002)	(46 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(48 YRS - F - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(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	G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

27

01170058187	SUN 10/09/2017 18:30		LIGHT	EAST BARNET RD J/W MARGERET RD				30 LINK 398-404	526730/196050
POLICE - AT SCENE		ROAD-WET	RAINING - H WIND	SINGLE CWY	CROSSROADS	AUTO SIG		NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(43 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (002)	(50 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(43 YRS - M - REDACT)		G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ		(50 YRS - M - REDACT)		TURNING - LEFT		(W TO N) N/S HIT FIRST	J/P - UNKN JCT MID
V001	B	501 (IMPAIRED BY ALCOHOL)				V001	B	707 (RAIN, SLEET, SNOW OR FOG)	
V001	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)							

28

01170060612	SUN 24/09/2017 10:30		LIGHT	STATION RD J/W STATION RD/APPROACH				30 NODE 398	526320/196120
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT		ZEBRA XING	NONE IN 50M
CASUALTY	001 (001)	(76 YRS - F - REDA)		SERIOUS	PEDESTRIAN		N BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ		(27 YRS - M - REDACT)		G/AHEAD - OTHER		(S TO N) N/S HIT FIRST	J/P - UNKN JCT CLEARED
C001	A	802 (FAILED TO LOOK PROPERLY)							

29

01170065227	SAT 30/09/2017 11:04		LIGHT	LYONSDOWN RD J/W STATION RD			30 NODE 398		526350/196120
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	M ROUNDABOUT	GIVEWAY /UNCONT	UNKNOWN S/R		UNKNOWN S/R
CASUALTY	001 (001)	(59 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(59 YRS - M - REDACT)	UNKNOWN S/R	WAITING - HELD UP	(MOVE UNKN) O/S HIT FIRST	J/P - UNKN	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(43 YRS - M - REDACT)	UNKNOWN S/R	REVERSING	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN	

30

01170066502	TUE 24/10/2017 20:20		DARK	STATION RD J/W HIGH RD			30 NODE 391		525520/195790
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)	(48 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(40 YRS - M - REDACT)		MOVING OFF	(NE TO SW) FRONT HIT FIRST	J/P - UNKN E/MAIN RD	
VEHICLE	002 (000)	CAR BT - NOT REQ		(48 YRS - F - REDACT)		SLOWING/STOPPING	(NE TO SW) BACK HIT FIRST	COMMUTING E/MAIN RD	
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)							

31

01170067551	WED 01/11/2017 11:40		LIGHT	PARK RD 50M W OF J/W APPLETREE GARDENS			30 CELL 527000/196000	527050/196390
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(72 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(72 YRS - F - REDACT)		G/AHEAD - OTHER	(SE TO NW) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) DID NOT IMPACT	J/P - UNKN
V001	B	410 (LOSS OF CONTROL)						

32

01170069206	THU 11/05/2017 17:00		LIGHT	STATION RD J/W LYONSDOWN RD			30 LINK 392-398	526330/196130
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
CASUALTY	001 (001)	(43 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(43 YRS - F - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) N/S HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	OTHER VEH BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	JOURNEY P/O WORK UNKNOWN S/R

33

01170074874	FRI 01/12/2017 16:38		DARK	STATION RD 30M E OF J/W WARWICK RD			30 LINK 392-398		525910/195950
SELF-REPORTED		UNKNOWN S/R	WEATHER-FINE	SINGLE CWY	PRIV DRIVE	UNKNOWN S/R	UNKNOWN S/R		NONE IN 50M
CASUALTY	001 (001)	(34 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR 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 - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R	

34

01170080558	THU 28/12/2017 18:45		DARK	STATION RD J/W PLANTAGENENT RD			30 LINK 392-398		526130/196040
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
CASUALTY	001 (002)	(17 YRS - M - REDA)		SERIOUS	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NEG		(21 YRS - M - REDACT)		TURNING RIGHT	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT MID	
VEHICLE	002 (000)	M/C 126-500CC BT - NOT PROVD		(17 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP	
V001	A	502 (IMPAIRED BY DRUGS (ILLICIT OR MEDICINAL))							

35

01170099501	TUE 21/03/2017 17:20		LIGHT	STATION RD J/W UNKNOWN			30 LINK 392-398		525950/195970
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R		UNKNOWN S/R
CASUALTY	001 (001)	(60 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(60 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(P TO P) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

36

01170102224	FRI 07/07/2017 18:00		LIGHT	BARNET HILL J/W POTTERS LANE			30 LINK 386-391		525370/195840
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS		NONE IN 50M
CASUALTY	001 (001)	(? YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		G/AHEAD - OTHER	(NW TO SE) BACK HIT FIRST	J/P - UNKN JCT APP	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		G/AHEAD - OTHER	(NW TO SE) FRONT HIT FIRST	J/P - UNKN JCT APP	

37

01180086194	SAT 27/01/2018 17:30		DARK	BARNET HILL J/W POTTERS LANE			30 LINK 386-391	525370/195840
POLICE - AT SCENE		ROAD-WET	RAINING	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(41 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG		(41 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V001	A	103 (SLIPPERY ROAD (DUE TO WEATHER))				V001 B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	

38

01180094610	WED 07/03/2018 16:05		LIGHT	STATION RD 10M W OF J/W GLOUCESTER RD			30 NODE 392	525710/195850
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)	(57 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(29 YRS - M - REDACT)		SLOWING/STOPPING	(SW TO NE) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
V001	B	408 (SUDDEN BRAKING)						

39

01180102664	THU 19/04/2018 09:27		LIGHT	NFL STATION RD 65M NE PRICKLERS HILL			30 LINK 391-392	525570/195800
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)	(25 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	M/C >500CC BT - NOT REQ	(25 YRS - M - REDACT)	TURNING RIGHT	(W TO E) O/S HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(31 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) N/S HIT FIRST	JOURNEY P/O WORK

V002	B	405 (FAILED TO LOOK PROPERLY)	V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)	V002	B	403 (POOR TURN OR MANOEUVRE)
V001	B	603 (NERVOUS, UNCERTAIN OR PANIC)	V001	B	607 (UNFAMILIAR WITH MODEL OF VEHICLE)

40

01180105993	FRI 04/05/2018 23:45		DARK	MARGARET RD J/W EAST BARNET RD			30 LINK 398-404	526720/196050
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)	(32 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NEG	(44 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) O/S HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	M/C 51-125CC BT - NOT PROVD	(32 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	COMMUTING JCT MID

V002	A	405 (FAILED TO LOOK PROPERLY)

41

01180107328	FRI 11/05/2018 10:10		LIGHT	STATION RD J/W STATION RD				30 LINK 392-398	526260/196100
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R		NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(27 YRS - F - REDA)	SLIGHT	PEDESTRIAN		N BOUND	FROM DRIVERS O/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

42

01180115168	MON 18/06/2018 14:09		LIGHT	MOUNT PLEASANT EN4 9HH J/W NORRYS RD				30 CELL 527000/196000	527420/196420
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M

APPARANTLY VEHICLES 1 AND 2 WERE BOTH TRAVELLING UP MOUNT PLEASANT TOWARDS THE BROW OF A HILL. VEHICLE 1 TRAVELLING TOWARDS THE BROW EASTBOUND, AND VEHICLE 2 HAD JUST GONE OVER THE BROW AND NOW DOWN THE HILL (MOUNT PLEASANT) WESTBOUND. VEHICLE 2 THEN COLLIDED WITH THE FRONT OF VEHICLE 1, VEHICLE 2 THEN COLLIDED WITH THE REAR OF VEHICLE 3, WHICH CAUSED IT TO MOVE FORWARD AND THEREFORE COLLIDE WITH THE REAR OF VEHICLE 4. (REDACTED) HE HAS ENCROACHED ONTO E WRONG SIDE OF THE ROAD AND COLLIDED WITH VEHICLE 1 WHO WAS ON THE RIGHT SIDE OF THE ROAD. (REDACTED)

CASUALTY	001 (001)	(68 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
CASUALTY	002 (002)	(90 YRS - M - REDA)	SERIOUS	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NEG	(68 YRS - M - REDACT)		G/AHEAD - OTHER		(SE TO E) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	CAR BT - NOT REQ	(90 YRS - M - REDACT)		G/AHEAD - OTHER		(E TO SW) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		PARKED		(P TO P) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	004 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		PARKED		(P TO P) BACK HIT FIRST	J/P - UNKN JCT APP
V002	A	307 (TRAVELLING TOO FAST FOR CONDITIONS)			V002	A	999 (OTHER - PLEASE SPECIFY BELOW)	

43

01180120853	FRI 13/07/2018 16:11		LIGHT	COCKFOSTERS RD 30M N OF J/W CHALK LANE			32 LINK 117-181	528060/196410
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)	(22 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(48 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	003 (003)	(51 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(22 YRS - F - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	COMMUTING
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(48 YRS - M - REDACT)		G/AHEAD - OTHER	(SE TO NW) BACK HIT FIRST	JOURNEY P/O WORK
VEHICLE	003 (000)	CAR BT - NOT REQ		(51 YRS - F - REDACT)		G/AHEAD - OTHER	(SE TO NW) BACK HIT FIRST	COMMUTING
V001	A	405 (FAILED TO LOOK PROPERLY)						

44

01180122818	MON 23/07/2018 23:30		DARK	STATION RD J/W HIGH RD			30 NODE 391	525500/195770
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)	(32 YRS - M - REDA)		SLIGHT	PEDESTRIAN	E BOUND	FROM DRIVERS O/SIDE - MASKED	
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ		(34 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
C001	A	802 (FAILED TO LOOK PROPERLY)				V001	B	405 (FAILED TO LOOK PROPERLY)
V001	B	701 (STATIONARY OR PARKED VEHICLE(S))						

45

01180129234	MON 27/08/2018 21:55		DARK	EAST BARNET RD 10M N OF J/W LYSONDOWN RD			30 NODE 398	526370/196140
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(62 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C >500CC BT - REFUSED		(62 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	A	410 (LOSS OF CONTROL)				V001 A	501 (IMPAIRED BY ALCOHOL)	

46

01180135115	WED 26/09/2018 16:15		LIGHT	GREAT NORTH RD 50M W OF J/W STATION RD NREST CLASSIFIED			30 LINK 386-391	525460/195800
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(39 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(27 YRS - F - REDACT)		G/AHEAD - OTHER	(SE TO NW) N/S HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - NOT PROVD		(39 YRS - M - REDACT)		G/AHEAD - OTHER	(SE TO NW) BACK HIT FIRST	J/P - UNKN
V001	A	601 (AGGRESSIVE DRIVING)				V001 A	510 (DISTRACTION OUTSIDE VEHICLE)	
V001	A	405 (FAILED TO LOOK PROPERLY)				V001 A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	
V001	A	409 (SWERVED)				V001 B	410 (LOSS OF CONTROL)	

47

01180138978	SAT 13/10/2018 16:30		LIGHT	HIGH BARNET (STOP R) 10M S OF J/W WOODFALL AVENUE			30 LINK 386-423		525070/196070
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	UNKNOWN S/R	PEDN PHASE ATS		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(31 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A		(31 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN 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	

48

01180147378	THU 22/11/2018 08:30		LIGHT	WARWICK RD J/W STATION RD			30 LINK 392-398		525870/195940
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	UNKNOWN S/R	ZEBRA XING		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(53 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(53 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(28 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R	

49

01180148954	SUN 25/11/2018 11:57		LIGHT	BARNET HILL J/W HIGH BARNET STATION			30 LINK 386-423		525040/196150
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	SLIP RD	AUTO SIG	PEDN PHASE ATS		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(59 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A		(59 YRS - F - 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	

50

01190160369	MON 28/01/2019 19:45		DARK	EAST BARNET RD, 50 METRES NORTH OF JUNCT WTH MARGARET RD.			30 LINK 398-404		526679/196089
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		ZEBRA XING		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(24 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (002)	(55 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NEG		(24 YRS - M - REDACT)		MOVING OFF	(N TO S) FRONT HIT FIRST		
VEHICLE	002 (000)	CAR BT - POS		(55 YRS - M - REDACT)		U-TURN	(P TO S) N/S HIT FIRST		
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) FRONT HIT FIRST	J/P - UNKN	
V002	A	501 (IMPAIRED BY ALCOHOL)							

51

01190169669	SUN 17/03/2019 18:10		DARK	BARNET HILL, 30 METRES NORTH OF JUNCT WTH UNDERHILL.			30 LINK 386-423	525187/195963
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M

THE (REDACTED) HAS BEEN TRAVELLING NORTHBOUND UP BARENT HILL. THE (REDACTED) HAS BEEN IN LANE TWO (2) . (REDACTED) HAS CHANGED FROM LANE TWO (2) INTO LANE ONE (1). THE (REDACTED) HAS COLLIDED WITH THE REAR OF THE (REDACTED). (REDACTED)

CASUALTY	001 (002)	(84 YRS - M - REDA)	SERIOUS	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NEG	(29 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - NOT REQ	(81 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) BACK HIT FIRST	
V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)					

52

01190171676	WED 27/03/2019 22:25		DARK	STATION RD, NR JUNCT WTH PLANTAGENENT RD.			30 LINK 392-398	526133/196044
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

VEHICLE 001 WAS TURNING RIGHT FROM STATION ROAD BARNET INTO PLANTAGENENT ROAD WHEN HE DIDN'T SEE VEHICLE 002 TRAVELLING IN THE OPPOSITE DIRECTION. VEHICLE 002 TRIED TO AVOID A COLLISION BUT WAS UNABLE TO DO SO AND COLLIDED WITH THE FRONT OF VEHICLE 001. THIS HAS CAUSED THE RIDER OF VEHICLE 002 TO FALL TO THE FLOOR AND INJURE HERE SHOULDER.

CASUALTY	001 (002)	(29 YRS - F - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(26 YRS - M - REDACT)		TURNING RIGHT	(NE TO NW) FRONT HIT FIRST	JCT APP
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(29 YRS - F - REDACT)		G/AHEAD - OTHER	(SW TO NE) FRONT HIT FIRST	JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)					

53

01190183338	THU 16/05/2019 10:15		LIGHT	STATION RD, 20 METRES NORTH OF JUNCT WTH GREAT NORTH RD.			30 NODE 391	525514/195800
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	SINGLE CWY	T/STAG JUN	AUTO SIG	UNKNOWN S/R	UNKNOWN S/R

APPARENTLY PED1 WAS CROSSING THE ROAD WHEN VEH1 HIT THEM KNOCKING THEM DOWN TO THE FLOOR. (REDACTED) DRIVER OF VEH1 HAS THEN LEFT THE SCENE LEAVING PED 1 IN THE MIDDLE OF THE ROAD.

CASUALTY	001 (001)	(14 YRS - F - REDA)	SERIOUS	PEDESTRIAN		UNKNOWN	UNKNOWN/OTHER
CASUALTY	002 (001)	(37 YRS - F - REDA)	SERIOUS	PEDESTRIAN		UNKNOWN	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(65 YRS - M - REDACT)	G/AHEAD - OTHER		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN JCT APP

54

01190185306	WED 05/06/2019 12:45		LIGHT	BARNET HILL, NR JUNCT WTH UNDERHILL.			30 NODE 386	525304/195877
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 (001)	(28 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(28 YRS - M - REDACT)	G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ	(56 YRS - M - REDACT)	WAITING - HELD UP		(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID

V001	B	509 (DISTRACTION IN VEHICLE)	V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001	B	405 (FAILED TO LOOK PROPERLY)	V001	A	308 (FOLLOWING TOO CLOSE)

55

01190185847	FRI 07/06/2019 18:35		LIGHT	BARNET HILL, NR JUNCT WTH STATION ENTRANCE.			30 LINK 386-423	525066/196058
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	DUAL CWY	OTHER JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(26 YRS - F - REDA)	SLIGHT	PEDESTRIAN	SE BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NEG	(53 YRS - M - REDACT)	G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	JCT APP
V001	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)		C001	A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)	
C001	A	999 (OTHER - PLEASE SPECIFY BELOW)					

56

01190186773	FRI 10/05/2019 08:17		LIGHT	NIGHTINGALE DAY NURSERY, VICTORIA RD, NR JUNCT WTH GLYN AVENUE.			30 CELL 526500/196000	526596/196238
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)	(37 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX			
CASUALTY	002 (001)	(41 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(41 YRS - M - REDACT)	UNKNOWN S/R		(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - F - REDACT)	UNKNOWN S/R		(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

57

01190187242	FRI 14/06/2019 14:57		LIGHT	LEICESTER RD, NR JUNCT WTH STATION RD BARNET .			30 NODE 391	525517/195797
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SLIP ROAD	T/STAG JUN	AUTO SIG	ZEBRA XING	NONE IN 50M

ON FRIDAY 14TH JUNE 2019 ON STATION ROAD AT THE ZEBRA CROSSING JUNCTION AN RTC OCCURRED INVOLVING A CAR HITTING INTO A BACK OF A MOTOR CYCLE AND THE MOTOR CYCLE HITTING A PEDESTRIAN CROSSING THE ZEBRA CROSSING. I BELIEVE THAT THE MOTOR CYCLE HAD STOPPED AT THE ZEBRA CROSSING TO ALLOW THE PEDESTRIAN TO CROSS THE ROAD AND THE CAR FOLLOWING BEHIND WASN'T PAYING FULL ATTENTION TO THE ROAD AND THE SURROUNDING AREA AND DIDN'T SEE THAT THE MOTOR CYCLE HAD STOPPED TO ALLOW THE PEDESTRIAN TO CROSS AND AT THE LAST SECOND REALISE HAD TO STOPPED AND AS THE CAR WAS ONLY METRES BEHIND THE MOTORCYCLE COULDN'T STOP IN ENOUGH TIME AND CRASHED INTO THE BACK OF THE MOTORCYCLE CAUSING THE MOTORCYCLE TO HIT THE WINDOW SCREEN OF THE CAR AND THEN CONTINUE FORWARD FROM THE IMPACT OF THE COLLISION AND HIT THE PEDESTRIAN WHO THEM FELL TO THE GROUND. THE MOTORCYCLES BRAKE LIGHTS WERE CHECKED AND WERE WORKING COMPLETELY FINE.

CASUALTY	001 (002)	(67 YRS - M - REDA)	SERIOUS	PEDESTRIAN	SE BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(34 YRS - F - REDACT)	G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(29 YRS - M - REDACT)	SLOWING/STOPPING		(S TO N) BACK HIT FIRST	JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)					

58

01190196020	WED 24/07/2019 13:55		LIGHT	BARNET HILL, NR JUNCT WTH STATION RD.			30 NODE 391	525526/195798
SELF-REPORTED		ROAD-DRY	WEATHER-OTHER	SLIP ROAD	SLIP RD	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(29 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(57 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(29 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(68 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

59

01190197772	SUN 04/08/2019 17:24	LIGHT	BARNET HILL, 10 METRES SOUTH OF JUNCT WTH FAIRFIELD RD.			30 LINK 386-391		525355/195844
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	AUTO SIG	PEDN PHASE ATS		NONE IN 50M

VEHICLE 1 ((REDACTED)) WAS TRAVELLING TOWARDS BARNET (FROM SOUTH TO NORTH) ON THE LEFT LANE BEHIND VEHICLE 2 (BUS 263) WHICH WAS TRAVELLING ON THE RIGHT LANE, THE BUS WAS A BLIND SPOT TO VEHICLE 1 AS THERE WAS A CROSSING (WHICH THE BUS COVERED), HOWEVER THE TRAFFIC LIGHTS WERE GREEN, AND IT WAS DIFFICULT TO SEE WHETHER ANYONE WAS CROSSING OR ABOUT TO CROSS DUE TO THE BUS BEING IN THE RIGHT HAND LANE. PEDESTRIAN 1 RAN OUT ONTO THE ROAD, THE BUS HAVING TO BRAKE SUDDENLY IN ORDER TO AVOID HITTING HER, HOWEVER, VEHICLE 1 COULD NOT SEE THIS DUE TO THE BLIND SPOT AND WAS TRAVELLING IN SPEED TOWARDS THE TRAFFIC LIGHTS, AND HIT PEDESTRIAN 1, LEAVING A 6CM WOUND ON HER LEFT FOOT, HEAVILY BLEEDING.

CASUALTY	001 (001)	(54 YRS - F - REDA)	SERIOUS	PEDESTRIAN	SW BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(54 YRS - M - REDACT)	G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	LONDON BUS BT - NOT REQ	(45 YRS - M - REDACT)	G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	JCT APP
C001	B	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)		C001	B	802 (FAILED TO LOOK PROPERLY)	

60

01190200107	WED 14/08/2019 20:30	DARK	COCKFOSTERS RD, NR JUNCT WTH CHALK LANE.			32 LINK 117-181		528089/196375
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	ROUNDABOUT	AUTO SIG	UNKNOWN S/R		UNKNOWN S/R

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(19 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(19 YRS - M - REDACT)	UNKNOWN S/R		(MOVE UNKN) O/S HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	UNKNOWN S/R		(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

61

01190205390	SAT 14/09/2019 14:25		LIGHT	LOCATION UNCERTAIN. ON STATION RD, 100 METRES NORTH OF JUNCT WTH GLOUCESTER RD.			30 LINK 391-392	525679/195821
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(72 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(72 YRS - M - REDACT)		G/AHEAD - L-HAND BEND	(N TO S) FRONT HIT FIRST	
VEHICLE	002 (000)	CAR BT - NOT REQ		(40 YRS - M - REDACT)		MOVING OFF	(N TO S) O/S HIT FIRST	JOURNEY P/O WORK
V002	A	405 (FAILED TO LOOK PROPERLY)				V002 A	403 (POOR TURN OR MANOEUVRE)	

62

01190213007	THU 17/10/2019 10:45		LIGHT	VICTORIA RD, 10 METRES SOUTH OF JUNCT WTH PARK RD.			30 CELL 526500/196000	526807/196242
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(33 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(33 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

63

01190220725	MON 25/11/2019 15:50		LIGHT	STATION RD, NR JUNCT WTH PLANTAGENET RD.			30 LINK 392-398	526132/196045
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(54 YRS - F - REDA)		SLIGHT	PEDESTRIAN	UNKNOWN	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(29 YRS - F - REDACT)		TURNING - LEFT	(NE TO S) N/S HIT FIRST	JCT APP
C001	B	802 (FAILED TO LOOK PROPERLY)						

64

01190220993	MON 25/11/2019 17:18		DARK	CROMER RD, NR JUNCT WTH BOLEYN WAY.			30 CELL 526000/196500	526147/196548
SELF-REPORTED		ROAD-WET	RAINING	DUAL CWY	UNKNOWN S/R	UNKNOWN S/R	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(35 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(35 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	COMMUTING 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

65

01190224977	SAT 14/12/2019 12:20		LIGHT	WESTERN PARADE, NR JUNCT WTH BARNET HILL.			30 LINK 386-391	525467/195776
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	SLIP RD	GIVEWAY /UNCONT	UNKNOWN S/R	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(22 YRS - M - REDA)	SLIGHT	PEDESTRIAN		UNKNOWN	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(44 YRS - UNKNOWN - REDACT)		UNKNOWN S/R		(MOVE UNKN) O/S HIT FIRST	J/P - UNKN UNKNOWN S/R

66

01200233890	FRI 31/01/2020 17:25		DARK	LYTTON RD, NR JUNCT WTH STATION RD.			30 NODE 398	526356/196148
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)	(22 YRS - F - REDA)	SLIGHT	PEDESTRIAN		S BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER		(E TO W) FRONT HIT FIRST	J/P - UNKN JCT MID

67

01200255710	THU 09/07/2020 16:00		LIGHT	BARNET HILL EN5 5PR, NR JUNCT WTH SLIP RD LEADING TO HIGH BARNET TRAIN STATION.			30 LINK 386-423	525072/196069
POLICE - AT SCENE		ROAD-WET	RAINING	ONE-WAY ST	SLIP RD	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(58 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(24 YRS - F - REDACT)		TURNING - LEFT	(NW TO N) N/S HIT FIRST	JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A		(58 YRS - M - REDACT)		G/AHEAD - OTHER	(NW TO SE) N/S HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)				V001 B	602 (CARELESS, RECKLESS OR IN A HURRY)	

68

01200259260	WED 29/07/2020 18:20		LIGHT	PARK RD, NR JUNCT WTH CRESCENT RD.			30 CELL 526500/196000	526823/196328
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)	(26 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(26 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 - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

69

01200259695	SAT 01/08/2020 03:55		DARK	STATION RD, NR JUNCT WTH LYTTON RD.			30 NODE 398	526341/196144
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	ZEBRA XING	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(29 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED		(29 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

70

01200260790	FRI 07/08/2020 10:40		LIGHT	BARNET HILL, NR JUNCT WTH UNDERHILL.			30 NODE 386	525279/195892
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)	(35 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(35 YRS - M - REDACT)		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

71

01200260888	FRI 07/08/2020 16:05		LIGHT	COCKFOSTERS RD EN4, NR JUNCT WTH CHALK LANE EN4.			32 LINK 117-181	528072/196402
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)	(31 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(52 YRS - F - REDACT)		SLOWING/STOPPING	(S TO N) BACK HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ		(31 YRS - F - REDACT)		SLOWING/STOPPING	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID
V002	A	408 (SUDDEN BRAKING)				V002 A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	

72

01200268750	SAT 19/09/2020 10:30		LIGHT	EAST BARNET RD, 20 METRES SOUTH OF JUNCT WTH MARGERET RD.			30 LINK 398-404	526676/196095
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	PRIV DRIVE	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (003)	(23 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(49 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT CLEARED
VEHICLE	002 (000)	CAR BT - NOT REQ		(18 YRS - F - REDACT)		TURNING RIGHT	(S TO NE) FRONT HIT FIRST	JCT APP
VEHICLE	003 (000)	M/C 51-125CC BT - NOT REQ		(23 YRS - M - REDACT)		O/TAKING - NON MOVING VEH	(E TO W) N/S HIT FIRST	J/P - UNKN E/MAIN RD
V003	A	701 (STATIONARY OR PARKED VEHICLE(S))						

73

01200285359	TUE 08/12/2020 17:21		DARK	EAST BARNET RD, NR JUNCT WTH N/K.				30 LINK 398-404	526545/196168
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	M ROUNDABOUT	GIVEWAY /UNCONT		ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(54 YRS - M - REDA)		SLIGHT	PEDESTRIAN		E BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	BUS/COACH >=17 PAX BT - DRV NOT CONTACTED		(38 YRS - UNKNOWN - REDACT)		UNKNOWN S/R		(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

Barnet Area 3 Personal Injury Collisions 60 months to end of December 2020 (Provisional)

SUMMARY OF COLLISIONS SELECTED

SITE REFERENCE AND DESCRIPTION	DATE PERIOD	COLLISION COUNT
BARNET AREA 3 GIS AREA B30 - BARNET AREA 3(P)	60MTS TO DEC/2020	149

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

01160002288	FRI 18/11/2016 18:45		DARK	HIGH RD J/W FRIERN PARK N12				30 LINK 241-242	526330/192339
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)	(36 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(36 YRS - F - REDACT)		G/AHEAD - OTHER		(S TO N) O/S HIT FIRST	COMMUTING JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ		(30 YRS - F - REDACT)		TURNING RIGHT		(E TO N) FRONT HIT FIRST	J/P - UNKN E/MAIN RD
V002	A	403 (POOR TURN OR MANOEUVRE)				V002	A	302 (DISOBEYED 'GIVE WAY' OR 'STOP' SIGN OR MARKINGS)	

2

01160002659	MON 21/11/2016 20:05		DARK	HIGH RD J/W CHANDOS AVENUE				30 LINK 338-393	526353/194252
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)	(26 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(26 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(26 YRS - F - REDACT)		U-TURN		(N TO S) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	BUS/COACH >=17 PAX BT - NOT REQ		(46 YRS - M - REDACT)		G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V001	A	403 (POOR TURN OR MANOEUVRE)				V001	A	709 (VISOR OR WINDSCREEN DIRTY, SCRATCHED OR FROSTEI	
V001	A	405 (FAILED TO LOOK PROPERLY)							

3

01160003598	SAT 26/11/2016 23:27	DARK	HIGH RD J/W OAKLEIGH RD NORTH			30 NODE 339		526420/193900
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)	(44 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(58 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
CASUALTY	003 (002)	(33 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(44 YRS - M - REDACT)		TURNING RIGHT	(S TO E) O/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ	(26 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	003 (000)	CAR BT - NOT REQ	(34 YRS - M - REDACT)		WAITING - TURN RIGHT	(E TO N) O/S HIT FIRST	JOURNEY P/O WORK JCT APP

V002	A	601 (AGGRESSIVE DRIVING)	V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)
V002	B	902 (VEHICLE IN COURSE OF CRIME)	V002	A	405 (FAILED TO LOOK PROPERLY)
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	V002	A	410 (LOSS OF CONTROL)

4

01160004488	THU 01/12/2016 16:02	LIGHT	EAST BARNET RD J/W STATION RD			30 NODE 398		526360/196140
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	M ROUNDABOUT	GIVEWAY /UNCONT	ZEBRA XING		NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(24 YRS - F - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	FROM DRIVERS O/SIDE		
VEHICLE	001 (000)	CAR BT - NOT REQ	(27 YRS - M - REDACT)		MOVING OFF	(N TO S) FRONT HIT FIRST	COMMUTING L/ROUNDABOUT	

V001	B	103 (SLIPPERY ROAD (DUE TO WEATHER))	C001	A	802 (FAILED TO LOOK PROPERLY)
C001	B	808 (CARELESS, RECKLESS OR IN A HURRY)			

5

01160004628	TUE 22/11/2016 17:31	DARK	HIGH RD 30M S OF J/W FRIERN WATCH AVENUE			30 LINK 242-302		526320/192690
SELF-REPORTED	ROAD-DRY	WEATHER-OTHER	SINGLE CWY	NO JUN IN 20M	N/A	ZEBRA XING		NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(36 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (003)	(68 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(36 YRS - F - REDACT)	UNKNOWN S/R	WAITING - HELD UP	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(29 YRS - M - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED	(68 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN

6

01160004752	FRI 02/12/2016 18:50	DARK	HIGH RD 75M S OF J/W FRIERN BARNET LANE			30 LINK 242-302		526350/193310
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	NO JUN IN 20M	N/A	CNTL REFUGE N/O CTRLS		NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(26 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 126-500CC BT - NOT REQ	(26 YRS - M - REDACT)		O/TAKING - MOVING VEH	(N TO S) FRONT HIT FIRST	COMMUTING	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(18 YRS - M - REDACT)		U-TURN	(N TO N) FRONT HIT FIRST	J/P - UNKN	
V002	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)			V002	B	403 (POOR TURN OR MANOEUVRE)	

7

01160006001	TUE 29/11/2016 19:38		DARK	HIGH RD J/W WALFIELD AVE			30 LINK 338-393	526054/194928
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	T/STAG JUN	UNKNOWN S/R	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(43 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR 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

8

01160010046	TUE 20/12/2016 10:00		LIGHT	HIGH RD N20 J/W BUCKINGHAM AVENUE			30 LINK 338-393	526270/194550
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(52 YRS - F - REDA)		SLIGHT	PEDESTRIAN	UNKNOWN	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	WAITING - HELD UP	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID

9

01160012324	FRI 23/12/2016 12:30		LIGHT	GREAT NORTH RD J/W COUNTY GATE			30 LINK 338-393	525990/195130
SELF-REPORTED		ROAD-WET	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(20 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(20 YRS - M - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		O/TAKING - MOVING VEH	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN JCT APP

10

01160019538	THU 08/09/2016 14:30		LIGHT	HIGH RD, NR JUNCT WTH FRIERN BARNET LANE.			30 NODE 302	526430/193660
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)	(51 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(51 YRS - F - REDACT)		O/TAKING - MOVING VEH	(N TO S) N/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	AGRICL VEH BT - NOT REQ		(18 YRS - M - REDACT)		TURNING RIGHT	(SE TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				V001 A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	

11

01160020100	SAT 03/09/2016 15:09		LIGHT	HIGH RD, NR JUNCT WTH DALRYMPLE CLOSE.			30 LINK 338-393	526130/194760
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)	(52 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(56 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
CASUALTY	003 (001)	(66 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NEG		(52 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V001	A	503 (FATIGUE)				V001 A	410 (LOSS OF CONTROL)	

12

01160020141	THU 29/09/2016 21:15		DARK	GREAT NORTH RD, 24 METRES NORTH OF JUNCT WTH LYONSDOW			30 LINK 391-393	525950/195210
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 (001)	(47 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(46 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(47 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - NOT REQ		(46 YRS - F - REDACT)		U-TURN	(N TO N) BACK HIT FIRST	J/P - UNKN
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)				V002 A	405 (FAILED TO LOOK PROPERLY)	

13

01160020358	MON 26/09/2016 13:00		LIGHT	LYONSDOWN RD, NR JUNCT WTH SOMERSET RD.			30 LINK 396-398	526340/195890
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(84 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(49 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(84 YRS - F - REDACT)		G/AHEAD - OTHER	(E TO W) N/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ		(49 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)				V001 A	405 (FAILED TO LOOK PROPERLY)	
V001	A	302 (DISOBEYED 'GIVE WAY' OR 'STOP' SIGN OR MARKINGS)						

14

01160024170	FRI 28/10/2016 09:42		LIGHT	HIGH RD J/W FRIERN WATCH AVENUE			30 LINK 242-302	526320/192720
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)	(32 YRS - M - REDA)		SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ		(62 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V001	A	304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)				V001 A	602 (CARELESS, RECKLESS OR IN A HURRY)	

15

01160025009	SUN 02/10/2016 12:45	LIGHT	HIGH RD 73M N OF J/W ATHENAEUM RD			30 LINK 338-393		526380/194080
SELF-REPORTED	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)	(46 YRS - M - REDA)	SERIOUS	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A	(46 YRS - M - REDACT)		O/TAKING - NON MOVING VEH	(S TO N) FRONT HIT FIRST	J/P - UNKN	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		U-TURN	(S TO S) O/S HIT FIRST	J/P - UNKN	

16

0116SX20026	SAT 09/01/2016 17:00	DARK	GREAT NORTH RD J/W LYONSDOWN RD			30 NODE 393		525970/195170
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
PED CROSSED ROAD AS V1 TURNED LEFT								
CASUALTY	001 (001)	(56 YRS - F - REDA)	SERIOUS	PEDESTRIAN	E BOUND	FROM DRIVERS O/SIDE		
VEHICLE	001 (000)	CAR BT - NOT REQ	(76 YRS - F - REDACT)		TURNING - LEFT	(NE TO S) O/S HIT FIRST	J/P - UNKN JCT MID	
C001	A	802 (FAILED TO LOOK PROPERLY)						

17

0116SX20048	SAT 30/01/2016 18:30		DARK	HIGH RD J/W FRIERN BARNET LANE			30 NODE 302	526430/193660
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

V1 TURNED RIGHT ACROSS PATH V2

CASUALTY	001 (001)	(23 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(48 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NOT REQ	(23 YRS - F - REDACT)		TURNING RIGHT	(SE TO N) O/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (001)	M/C 51-125CC BT - NOT REQ	(48 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)			V001 A	602 (CARELESS, RECKLESS OR IN A HURRY)	

18

0116SX20126	SUN 17/01/2016 20:31		DARK	LYTTON RD J/W STATION RD			30 NODE 398	526350/196150
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

V1 TURNED LEFT HITTING PED

CASUALTY	001 (001)	(48 YRS - M - REDA)	SLIGHT	PEDESTRIAN	NE BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		TURNING - LEFT	(SW TO N) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V001	A	506 (NOT DISPLAYING LIGHTS AT NIGHT OR IN POOR VISIBILITY)			V001 A	602 (CARELESS, RECKLESS OR IN A HURRY)	

19

0116SX20159	TUE 09/02/2016 13:15	LIGHT	HIGH RD, 34M SW OF J/W SWAN LANE			30 LINK 242-302		526370/193510
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	ZEBRA XING		NONE IN 50M

V1 HAS SLOWED & STOPPED FOR ZEBRA CROSSING & WAS HIT IN REAR BY V2

CASUALTY	001 (001)	(40 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NOT REQ	(40 YRS - M - REDACT)		SLOWING/STOPPING	(SW TO NE) BACK HIT FIRST	J/P - UNKN
VEHICLE	002 (001)	CAR BT - NOT REQ	(31 YRS - M - REDACT)		G/AHEAD - OTHER	(SW TO NE) FRONT HIT FIRST	J/P - UNKN

V001	B	408 (SUDDEN BRAKING)	V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002	B	308 (FOLLOWING TOO CLOSE)	V002	B	405 (FAILED TO LOOK PROPERLY)
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			

20

0116SX20170	MON 15/02/2016 07:00	LIGHT	HIGH RD, J/W AVENUE RD			30 LINK 242-302		526320/192590
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML		NONE IN 50M

C1 USING CRUTCHES WAS ALIGHTING V1 WHEN HE HAS LOST BALANCE AND FALLEN BACKWARDS - [ALIGHTING PASSENGER LOST BALANCE ON CRUTCHES (C001)]

CASUALTY	001 (001)	(32 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	ALIGHTING		
VEHICLE	001 (000)	BUS/COACH >=17 PAX BT - NOT REQ	(61 YRS - M - REDACT)		PARKED	(P TO P) DID NOT IMPACT	JOURNEY P/O WORK JCT CLEARED
C001	A	999 (OTHER - PLEASE SPECIFY BELOW)					

21

0116SX20392	THU 21/04/2016 15:19		LIGHT	HIGH RD, J/W RASPER RD			30 LINK 242-302	526390/193550
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M

C1 HAS RUN THROUGH MOVING TRAFFIC USING CRUTCHES BELONGING TO HIS FRIEND & RAN INTO PATH OF V1 & WAS HIT

CASUALTY	001 (001)	(14 YRS - M - REDA)	SLIGHT	PEDESTRIAN		SE BOUND	FROM DRIVERS O/SIDE
VEHICLE	001 (000)	CAR BT - NEG	(57 YRS - F - REDACT)		G/AHEAD - OTHER	(NE TO SW) FRONT HIT FIRST	J/P - UNKN JCT APP

V001	B	701 (STATIONARY OR PARKED VEHICLE(S))	C001	A	802 (FAILED TO LOOK PROPERLY)
C001	A	805 (DANGEROUS ACTION IN CARRIAGEWAY (EG PLAYING))	C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)

22

0116SX20422	THU 05/05/2016 17:20		LIGHT	HIGH RD 27M SOUTH J/W WOODSIDE PARK RD			30 LINK 242-302	526320/192490
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M

PED CROSSED ROAD INTO PATH OF V1 MASKED BY STATIONARY VEHICLE

CASUALTY	001 (001)	(28 YRS - F - REDA)	SLIGHT	PEDESTRIAN		E BOUND	FROM DRIVERS O/SIDE - MASKED
VEHICLE	001 (000)	M/C 126-500CC BT - NOT REQ	(25 YRS - M - REDACT)		O/TAKING - NON MOVING VEH	(N TO S) FRONT HIT FIRST	J/P - UNKN

C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)	C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)

23

0116SX20455	FRI 29/04/2016 18:00		LIGHT	HIGH RD J/W WOODSIDE PARK RD			30 LINK 242-302	526310/192510
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M

V1 TURNED RIGHT AS ONCOMING V2 UNDERTOOK A STAT VEHICLE. V1 AND V2 COLLIDED.

CASUALTY	001 (002)	(23 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NOT REQ	(66 YRS - F - REDACT)		TURNING RIGHT	(N TO W) N/S HIT FIRST	J/P - UNKN L/MAIN RD
VEHICLE	002 (001)	M/C 51-125CC BT - NOT REQ	(23 YRS - M - REDACT)		O/TAKING - NEARSIDE	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID

V001	A	701 (STATIONARY OR PARKED VEHICLE(S))	V002	A	701 (STATIONARY OR PARKED VEHICLE(S))
V002	A	401 (JUNCTION OVERSHOOT)	V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)

24

0116SX20514	FRI 27/05/2016 19:30		LIGHT	HIGH RD J/W WOODSIDE LANE			30 LINK 242-302	526320/193120
POLICE - OVER COU		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

V1 ATTEMPTING TO OVERTAKE V2 HIT REAR V2 THEN SWERVED ONTO ONCOMING CARRIAGEWAY AND HIT V3

CASUALTY	001 (003)	(51 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (003)	(27 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (002)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		O/TAKING - MOVING VEH	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) BACK HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	003 (001)	CAR BT - DRV NOT CONTACTED	(51 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP

V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)	V001	B	601 (AGGRESSIVE DRIVING)

25

0116SX20534	FRI 03/06/2016 19:40		LIGHT	WOODSIDE PARK RD J/W HIGH RD			30 LINK 242-302	526300/192510
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

V2 MOVED OFF FROM PARKED POSITION AND HIT V1

CASUALTY	001 (001)	(31 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (002)	CAR BT - NOT REQ	(31 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) N/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	MOVING OFF	(W TO E) O/S HIT FIRST	J/P - UNKN JCT APP
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)				

26

0116SX20566	THU 16/06/2016 18:53		LIGHT	HIGH RD J/W OAKLEIGH RD NORTH			30 NODE 339	526430/193910
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

V1 TURNED RIGHT ACROSS PATH V2

CASUALTY	001 (002)	(57 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	CAR BT - NOT REQ	(49 YRS - M - REDACT)	TURNING RIGHT		(S TO E) FRONT HIT FIRST	J/P - UNKN JCT MID	
VEHICLE	002 (001)	CAR BT - NOT REQ	(57 YRS - M - REDACT)	G/AHEAD - OTHER		(N TO S) O/S HIT FIRST	J/P - UNKN JCT MID	
V001	A	405 (FAILED TO LOOK PROPERLY)		V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)		

27

0116SX20593	MON 20/06/2016 09:05	LIGHT	NFL HIGH RD J/W ATHENAEUM RD			30 LINK 338-393		526400/193990
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M

PED CROSSED ROAD AS V1 REVERSED

CASUALTY	001 (001)	(46 YRS - F - REDA)	SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG	(42 YRS - M - REDACT)	REVERSING	(S TO N) BACK HIT FIRST	J/P - UNKN JCT CLEARED	
V001	A	405 (FAILED TO LOOK PROPERLY)		C001	A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)	

28

0116SX20689	FRI 15/07/2016 15:30	LIGHT	NFL HIGH RD J/W PERCY RD			30 LINK 241-242		526330/192310
POLICE - OVER COU	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M

PED CROSSED ROAD INTO PATH OF V1

CASUALTY	001 (001)	(12 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	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP	
C001	A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)		V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)	

29

0116SX20759	SAT 02/07/2016 17:30		LIGHT	NFL HIGH RD J/W GREEN RD			30 LINK 242-302	526350/193440
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
V1 HIT PARKED VEHICLE								
CASUALTY	001 (001)	(39 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(39 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)						

30

01170010234	SAT 07/01/2017 06:11		DARK	HIGH RD J/W FREDERICK'S PLACE			30 LINK 242-302	526320/192730
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	AUTH PER	ZEBRA XING	NONE IN 50M
CASUALTY	001 (002)	(51 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG		(43 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A		(51 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) BACK HIT FIRST	J/P - UNKN JCT APP

V002	B	101 (POOR OR DEFECTIVE ROAD SURFACE)	V001	B
V002	B	403 (POOR TURN OR MANOEUVRE)	V001	B
V001	B	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)		

406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
403 (POOR TURN OR MANOEUVRE)

31

01170014931	SAT 28/01/2017 14:20		LIGHT	HIGH RD J/W OAKLEIGH RD NORTH			30 NODE 339	526440/193900
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (002)	(38 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(28 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ		(38 YRS - F - REDACT)		TURNING - LEFT	(E TO S) FRONT HIT FIRST	J/P - UNKN E/MAIN RD
V001	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)						

32

01170015437	TUE 31/01/2017 16:45		DARK	HIGH RD N20 J/W FARNHAM CLOSE N20			30 LINK 338-393	526110/194860
SELF-REPORTED		ROAD-WET	RAINING	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(25 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(48 YRS - M - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ		(25 YRS - F - REDACT)		WAITING - TURN RIGHT	(MOVE UNKN) O/S HIT FIRST	J/P - UNKN JCT APP

33

01170016524	MON 06/02/2017 21:39		DARK	HIGH RD J/W DERWENT CRESCENT				30 LINK 242-302	526320/193220
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT		ZEBRA XING	NONE IN 50M
CASUALTY	001 (001)	(52 YRS - F - REDA)		SLIGHT	PEDESTRIAN		SW BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V001	B	405 (FAILED TO LOOK PROPERLY)							

34

01170019724	MON 20/02/2017 15:00		LIGHT	HIGH RD J/W FARNHAM CLOSE				30 LINK 338-393	526090/194840
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(26 YRS - F - REDA)		SERIOUS	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NEG		(51 YRS - M - REDACT)		TURNING RIGHT		(S TO E) O/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	M/C <= 50CC BT - NOT PROVD		(26 YRS - F - REDACT)		O/TAKING - MOVING VEH		(S TO N) N/S HIT FIRST	J/P - UNKN JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)							

35

01170024169	FRI 10/03/2017 08:30		LIGHT	HIGH RD 10M S OF J/W ATHENAEM RD				30 LINK 338-393	526400/194030
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	OTHER JUN	AUTO SIG		CNTL REFUGE N/O CTRLS	NONE IN 50M
CASUALTY	001 (001)	(19 YRS - M - REDA)		SLIGHT	PEDESTRIAN		E BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ		(18 YRS - F - REDACT)		SLOWING/STOPPING		(N TO S) O/S HIT FIRST	J/P - UNKN JCT MID
C001	A	802 (FAILED TO LOOK PROPERLY)				C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)	

36

01170024307	WED 08/03/2017 16:40		LIGHT	HIGH RD N20 J/W ATHENAEUM RD				30 LINK 338-393	526400/194020
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)	(32 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(72 YRS - M - REDACT)		TURNING RIGHT		(N TO E) N/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	M/C >500CC BT - NOT REQ		(32 YRS - M - REDACT)		G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	B	403 (POOR TURN OR MANOEUVRE)							

37

01170025422	WED 15/03/2017 07:45		LIGHT	HIGH RD J/W MOUNT			30 LINK 242-302	526390/193580
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)	(24 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG		(32 YRS - M - REDACT)		U-TURN	(N TO W) O/S HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	M/C >500CC BT - NOT REQ		(24 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)						

38

01170026090	FRI 17/03/2017 20:06		DARK	LONGMORE AVENUE J/W LYONSDOWN RD			30 NODE 394	526090/195400
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(15 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	BUS/COACH >=17 PAX BT - NOT REQ		(46 YRS - M - REDACT)		TURNING RIGHT	(NE TO N) O/S HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	PED CYCLE BT - NOT PROVD		(15 YRS - M - REDACT)		G/AHEAD - R-HAND BEND	(S TO NE) FRONT HIT FIRST	J/P - UNKN JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)						

39

01170026921	TUE 21/03/2017 12:20		LIGHT	HIGH RD J/W FRIERN BARNET LANE			30 NODE 302	526430/193660
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(66 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (003)	(61 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ		(66 YRS - F - REDACT)		TURNING RIGHT	(E TO N) FRONT HIT FIRST	J/P - UNKN E/MAIN RD
VEHICLE	003 (000)	CAR BT - NOT REQ		(61 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) N/S HIT FIRST	J/P - UNKN JCT MID
V002	B	403 (POOR TURN OR MANOEUVRE)						

40

01170027724	FRI 24/03/2017 07:50		LIGHT	OAKLEIGH RD NORTH J/W HIGH RD N20			30 NODE 339	526440/193910
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (002)	(27 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	OTHER VEH BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		TURNING RIGHT	(E TO N) O/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ		(27 YRS - M - REDACT)		TURNING RIGHT	(E TO N) N/S HIT FIRST	J/P - UNKN JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)						

41

01170028202	SUN 26/03/2017 21:25	DARK	LONGMORE AVENUE J/W LYONSDOWN RD			30 NODE 394		526090/195400
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)	(64 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(24 YRS - M - REDACT)		G/AHEAD - L-HAND BEND	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ		(64 YRS - M - REDACT)		G/AHEAD - R-HAND BEND	(N TO S) O/S HIT FIRST	J/P - UNKN JCT APP
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				V002 A	403 (POOR TURN OR MANOEUVRE)	

42

01170028641	TUE 28/03/2017 22:00	DARK	HIGH RD J/W FRIERN BARNET LANE			30 NODE 302		526430/193660
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(31 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(53 YRS - F - REDACT)		TURNING RIGHT	(E TO N) N/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ		(31 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) O/S HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)						

43

01170028965	MON 27/03/2017 18:20		LIGHT	HIGH RD J/W HIGH RD			30 LINK 338-393	526060/194890
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	UNKNOWN S/R	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(53 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(53 YRS - M - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) N/S HIT FIRST	J/P - UNKN UNKNOWN S/R

44

01170029493	SAT 01/04/2017 15:04		LIGHT	HIGH RD J/W FINCHLEY PARK			30 LINK 242-302	526320/192920
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (003)	(25 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(42 YRS - M - REDACT)		TURNING RIGHT	(W TO S) FRONT HIT FIRST	J/P - UNKN E/MAIN RD
VEHICLE	002 (000)	LONDON BUS BT - NOT REQ		(62 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
VEHICLE	003 (000)	CAR BT - NEG		(25 YRS - F - REDACT)		O/TAKING - NON MOVING VEH	(S TO N) N/S HIT FIRST	J/P - UNKN JCT APP
V001	A	701 (STATIONARY OR PARKED VEHICLE(S))				V003 A	701 (STATIONARY OR PARKED VEHICLE(S))	

45

01170029516	SUN 26/03/2017 05:00		DARK	HIGH RD J/W HIGH RD			30 LINK 242-302		526320/192650
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	DUAL CWY	T/STAG JUN	UNKNOWN S/R	UNKNOWN S/R		UNKNOWN S/R
CASUALTY	001 (001)	(28 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER			
VEHICLE	001 (000)	PHV - LICENCED BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) N/S HIT FIRST	JOURNEY P/O WORK UNKNOWN S/R	

46

01170032860	SAT 08/04/2017 19:20		LIGHT	HIGH RD J/W WALFIELD AVENUE			30 LINK 338-393		526020/195000
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	UNKNOWN S/R	UNKNOWN S/R		UNKNOWN S/R
CASUALTY	001 (001)	(25 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(25 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN E/MAIN RD	
VEHICLE	002 (000)	CAR BT - NOT REQ		(? YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

47

01170038021	WED 17/05/2017 13:13		LIGHT	HIGH RD 50M N OF J/W FRIERN BARNET LANE NREST CLASSIFIED R				30 LINK 302-339	526430/193660
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	NO JUN IN 20M	N/A		NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(58 YRS - F - REDA)		SLIGHT	PEDESTRIAN		W BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG		(64 YRS - M - REDACT)		REVERSING		(S TO N) BACK HIT FIRST	JOURNEY P/O WORK
V001	B	405 (FAILED TO LOOK PROPERLY)				V001	B	403 (POOR TURN OR MANOEUVRE)	
C001	A	802 (FAILED TO LOOK PROPERLY)				C001	B	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)	

48

01170039533	WED 24/05/2017 19:00		LIGHT	HIGH RD J/W WOODSIDE LANE				30 LINK 242-302	526320/193110
POLICE - AT SCENE		ROAD-DRY	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)	CAR BT - NEG		(53 YRS - F - REDACT)		WAITING - TURN RIGHT		(N TO W) BACK HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NEG		(26 YRS - F - REDACT)		G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN JCT MID
V002	A	405 (FAILED TO LOOK PROPERLY)				V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)	

49

01170042224	SAT 10/06/2017 10:40		LIGHT	HIGH RD 50M S OF J/W FRIERN PARK			30 LINK 241-242		526330/192310
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M		NONE IN 50M
CASUALTY	001 (001)	(29 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - NOT REQ		(29 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) O/S HIT FIRST	J/P - UNKN	
V002	A	405 (FAILED TO LOOK PROPERLY)							

50

01170042686	SUN 04/06/2017 07:35		LIGHT	HIGH RD J/W PERCY RD			30 LINK 241-242		526330/192300
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
CASUALTY	001 (001)	(43 YRS - F - REDA)		SERIOUS	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER		
VEHICLE	001 (000)	PED CYCLE BT - N/A		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT MID	

51

01170045566	WED 28/06/2017 08:37	LIGHT	HIGH RD N20 150M S OF J/W ST MARGARETS AVENUE N20			30 LINK 338-393		526397/194082
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M	N/A	PELICAN OR SIML		NONE IN 50M
CASUALTY	001 (001)	(44 YRS - M - REDA)	SLIGHT	PEDESTRIAN	N BOUND	UNKNOWN/OTHER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(38 YRS - M - REDACT)		O/TAKING - MOVING VEH	(S TO N) N/S HIT FIRST	J/P - UNKN	
V001	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)			V001	A	405 (FAILED TO LOOK PROPERLY)	
C001	B	805 (DANGEROUS ACTION IN CARRIAGEWAY (EG PLAYING))						

52

01170046302	MON 03/07/2017 23:46	DARK	TALLY HO CORNER J/W PERCY RD			30 LINK 241-242		526330/192300
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		CTRL - AUTH PERSON
CASUALTY	001 (001)	(65 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ	(65 YRS - M - REDACT)		U-TURN	(P TO S) O/S HIT FIRST	JOURNEY P/O WORK JCT APP	
VEHICLE	002 (000)	CAR BT - NOT REQ	(27 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT CLEARED	
V002	A	405 (FAILED TO LOOK PROPERLY)						

53

01170049637	FRI 21/07/2017 06:50		LIGHT	SOMERSET RD J/W LYNSDOWN RD			30 LINK 396-398	526340/195900
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(49 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (003)	(46 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG		(49 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	CAR BT - NEG		(85 YRS - F - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	003 (000)	CAR BT - NEG		(46 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
V003	A	401 (JUNCTION OVERSHOOT)						

54

01170049716	FRI 21/07/2017 12:58		LIGHT	HIGH RD J/W RAVENSDALE AVENUE			30 LINK 242-302	526325/192620
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (001)	(82 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(32 YRS - F - REDACT)		G/AHEAD - OTHER	(E TO W) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
V001	A	408 (SUDDEN BRAKING)						

55

01170053149	THU 10/08/2017 13:55		LIGHT	HIGH RD N12 J/W TORRINGTON PARK			30 NODE 242	526330/192450
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	GIVEWAY /UNCONT	ZEBRA XING	CTRL - AUTH PERSON
CASUALTY	001 (001)	(27 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(27 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ		(25 YRS - M - REDACT)		TURNING RIGHT	(S TO W) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)						

56

01170057487	SAT 05/08/2017 14:55		LIGHT	HIGH RD J/W HIGH RD			30 LINK 338-393	526110/194770
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	PRIV DRIVE	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(35 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG		(37 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN E/MAIN RD
VEHICLE	002 (000)	CAR BT - NEG		(35 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) O/S HIT FIRST	J/P - UNKN L/MAIN RD
V001	A	405 (FAILED TO LOOK PROPERLY)						

57

01170058207	SUN 10/09/2017 12:30		LIGHT	GREAT NORTH RD J/W LYONSDOWN RD			30 NODE 393	525960/195190
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (001)	(25 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C >500CC BT - NOT REQ		(25 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ		(80 YRS - M - REDACT)		WAITING - TURN RIGHT	(S TO E) N/S HIT FIRST	J/P - UNKN JCT APP

V002	A	405 (FAILED TO LOOK PROPERLY)	V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			

58

01170059812	TUE 19/09/2017 17:45		LIGHT	HIGH RD J/W FRIERN BARNET LANE N20			30 NODE 302	526430/193670
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	STOP SGN	ZEBRA XING	NONE IN 50M
CASUALTY	001 (002)	(50 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(48 YRS - F - REDACT)		WAITING - TURN RIGHT	(S TO N) FRONT HIT FIRST	J/P - UNKN E/MAIN RD
VEHICLE	002 (000)	M/C >500CC BT - NOT REQ		(50 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP

V001	B	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))	V001	B	703 (ROAD LAYOUT (EG. BEND, WINDING ROAD, HILL CREST)

59

01170060612	SUN 24/09/2017 10:30		LIGHT	STATION RD J/W STATION RD/APPROACH				30 NODE 398	526320/196120
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT		ZEBRA XING	NONE IN 50M
CASUALTY	001 (001)	(76 YRS - F - REDA)		SERIOUS	PEDESTRIAN		N BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ		(27 YRS - M - REDACT)		G/AHEAD - OTHER		(S TO N) N/S HIT FIRST	J/P - UNKN JCT CLEARED
C001	A	802 (FAILED TO LOOK PROPERLY)							

60

01170061334	THU 28/09/2017 05:57		DARK	HIGH RD 100M S OF J/W BUCKINGHAM AVENUE				30 LINK 338-393	526290/194530
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	NO JUN IN 20M	N/A		NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(32 YRS - M - REDA)		SERIOUS	PEDESTRIAN		N BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ		(28 YRS - F - REDACT)		G/AHEAD - OTHER		(SE TO NW) N/S HIT FIRST	J/P - UNKN
C001	A	806 (IMPAIRED BY ALCOHOL)							

61

01170061529	THU 28/09/2017 12:35		LIGHT	HIGH RD J/W BAXENDALE			30 LINK 302-339		526430/193820
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
CASUALTY	001 (001)	(39 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
CASUALTY	002 (001)	(11 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(35 YRS - F - REDACT)		TURNING RIGHT	(N TO W) N/S HIT FIRST	J/P - UNKN L/MAIN RD	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(43 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP	
V001	B	405 (FAILED TO LOOK PROPERLY)				V001 B	403 (POOR TURN OR MANOEUVRE)		
V002	B	403 (POOR TURN OR MANOEUVRE)							

62

01170062459	MON 25/09/2017 17:20		LIGHT	GREAT NORTH RD J/W LYONSDOWN RD			30 NODE 393		525950/195200
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	SINGLE CWY	T/STAG JUN	AUTO SIG	UNKNOWN S/R		UNKNOWN S/R
CASUALTY	001 (001)	(43 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(43 YRS - F - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(W TO E) BACK HIT FIRST	J/P - UNKN JCT MID	

63

01170064189	THU 12/10/2017 09:05		LIGHT	HIGH RD BARNET J/W TORRINGTON PARK LONDON N12			30 NODE 242		526330/192455
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SLIP ROAD	T/STAG JUN	UNKNOWN S/R	UNKNOWN S/R		UNKNOWN S/R
CASUALTY	001 (001)	(27 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(27 YRS - M - REDACT)	UNKNOWN S/R	TURNING RIGHT	(MOVE UNKN) O/S HIT FIRST	J/P - UNKN E/MAIN RD	

64

01170064386	FRI 13/10/2017 11:30		LIGHT	BAXENDALE J/W BAXENDALE			30 LINK 302-339		526430/193830
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
CASUALTY	001 (001)	(32 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (002)	(19 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ		(32 YRS - M - REDACT)		TURNING RIGHT	(S TO W) N/S HIT FIRST	J/P - UNKN JCT APP	
VEHICLE	002 (000)	CAR BT - NOT REQ		(19 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO N) FRONT HIT FIRST	J/P - UNKN L/MAIN RD	
V001	A	405 (FAILED TO LOOK PROPERLY)							

65

01170064439	FRI 13/10/2017 20:40		DARK	HIGH RD 50M S OF J/W CHANDOS AVE NREST CLASSIFIED RD WAS				30 LINK 338-393	526370/194130
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A		CNTL REFUGE N/O CTRLS	NONE IN 50M
CASUALTY	001 (001)	(28 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX				
VEHICLE	001 (000)	M/C 126-500CC BT - NOT REQ		(27 YRS - M - REDACT)		G/AHEAD - OTHER		(N TO S) 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	B	410 (LOSS OF CONTROL)				V001	B	403 (POOR TURN OR MANOEUVRE)	

66

01170064528	TUE 03/10/2017 07:30		LIGHT	GREAT NORTH RD J/W LYONSDOWN RD				30 NODE 393	525960/195190
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG		PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(8 YRS - F - REDA)		SLIGHT	PEDESTRIAN		E BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ		(27 YRS - M - REDACT)		G/AHEAD - L-HAND BEND		(S TO E) O/S HIT FIRST	J/P - UNKN JCT APP
V001	A	106 (TRAFFIC CALMING (EG. SPEED CUSHIONS, ROAD HUMPS, CHICANES))							

67

01170064953	TUE 17/10/2017 11:40		LIGHT	HIGH RD 5M N OF J/W FRIERN PARK N12				30 LINK 241-242	526330/192340
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(28 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(28 YRS - F - REDACT)		MOVING OFF		(P TO S) O/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ		(38 YRS - F - REDACT)		G/AHEAD - OTHER		(N TO S) N/S HIT FIRST	J/P - UNKN JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)				V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	
V002	B	306 (EXCEEDING SPEED LIMIT)							

68

01170065227	SAT 30/09/2017 11:04		LIGHT	LYONSDOWN RD J/W STATION RD				30 NODE 398	526350/196120
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	M ROUNDABOUT	GIVEWAY /UNCONT		UNKNOWN S/R	UNKNOWN S/R
CASUALTY	001 (001)	(59 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(59 YRS - M - REDACT)	UNKNOWN S/R	WAITING - HELD UP		(MOVE UNKN) O/S HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(43 YRS - M - REDACT)	UNKNOWN S/R	REVERSING		(MOVE UNKN) BACK HIT FIRST	J/P - UNKN

69

01170069206	THU 11/05/2017 17:00		LIGHT	STATION RD J/W LYONSDOWN RD			30 LINK 392-398	526330/196130
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
CASUALTY	001 (001)	(43 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(43 YRS - F - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) N/S HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	OTHER VEH BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	JOURNEY P/O WORK UNKNOWN S/R

70

01170075549	TUE 05/12/2017 15:35		LIGHT	OAKLEIGH RD NORTH J/W HIGH RD			30 NODE 339	526441/193916
POLICE - AT SCENE		ROAD-DRY	WEATHER-OTHER	DUAL CWY	MULTI JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(58 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(58 YRS - M - REDACT)		O/TAKING - MOVING VEH	(NE TO SW) O/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	LONDON BUS BT - NOT REQ		(36 YRS - M - REDACT)		MOVING OFF	(NE TO SW) FRONT HIT FIRST	JOURNEY P/O WORK E/MAIN RD
V002	B	503 (FATIGUE)				V002 B	710 (VEHICLE BLIND SPOT)	
V002	B	403 (POOR TURN OR MANOEUVRE)						

71

01170076921	MON 11/09/2017 09:00		LIGHT	HIGH RD J/W SERVICE RODS 60M S OF J/W BUCKINGHAM AVENUE			30 LINK 338-393		526320/194520
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	T/STAG JUN	UNKNOWN S/R	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	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

72

01170077687	WED 13/12/2017 19:10		DARK	HIGH RD 40M N OF J/W FRIERN BARNET LANE			30 LINK 302-339		526450/193700
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	SINGLE CWY	PRIV DRIVE	UNKNOWN S/R	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)	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	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

73

01170078002	THU 14/12/2017 16:03		LIGHT	GREAT NORTH RD J/W COUNTY GATE			30 LINK 338-393	525990/195110
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(34 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(67 YRS - M - REDACT)		TURNING RIGHT	(N TO S) FRONT HIT FIRST	J/P - UNKN L/MAIN RD
VEHICLE	002 (000)	M/C 51-125CC BT - NOT PROVD		(34 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) N/S HIT FIRST	J/P - UNKN JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)						

74

01180080983	MON 01/01/2018 01:52		DARK	HIGH RD 25M E OF J/W WALFIELD AVENUE			30 LINK 338-393	526060/194910
POLICE - AT SCENE		ROAD-WET	RAINING - H WIND	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(69 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
CASUALTY	002 (001)	(56 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
CASUALTY	003 (001)	(60 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
CASUALTY	004 (002)	(41 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(63 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) O/S HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - NOT REQ		(41 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) O/S HIT FIRST	J/P - UNKN
V001	B	103 (SLIPPERY ROAD (DUE TO WEATHER))						

75

01180085824	THU 25/01/2018 15:13		LIGHT	NFL HIGH RD WHETSTONE J/W BRITANNIA RD			30 LINK 242-302	526320/193010
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)	(15 YRS - M - REDA)	SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS O/SIDE - MASKED	
VEHICLE	001 (000)	CAR BT - NOT REQ	(73 YRS - M - REDACT)	G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
C001	A	802 (FAILED TO LOOK PROPERLY)					

76

01180088129	MON 05/02/2018 11:35		LIGHT	HIGH RD 10M S OF J/W RAVENSDALE RD			30 LINK 242-302	526320/192590
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	SLIP RD	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(70 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NEG	(54 YRS - M - REDACT)	G/AHEAD - OTHER		(N TO S) DID NOT IMPACT	JOURNEY P/O WORK JCT MID
V001	B	510 (DISTRACTION OUTSIDE VEHICLE)					

77

01180092025	FRI 23/02/2018 06:20	LIGHT	OAKLEIGH RD NORTH J/W HIGH RD				30 NODE 339	526440/193900
POLICE - AT SCENE	FROST/ICE	WEATHER-FINE	SINGLE CWY	MULTI JUN	AUTO SIG		PELICAN OR SIML	NONE IN 50M

APPARENTLY, V001 HAS BEEN TRAVELLING SOUTH ON THE HIGH ROAD WHEN IT HAS REACHED THE JUNCTION OF OAKLEIGH ROAD NORTH. AT THE TRAFFIC LIGHTS THE VEHICLE HAS TURNED LEFT ONTO OAKLEIGH ROAD WHEN DUE TO THE WEATHER CONDITIONS AND ICE ON THE ROAD THE BIKE HAS SLIPPED CAUSING A LOSS OF CONTROL. AS THIS HAS HAPPENED THE BIKE HAS FALLEN TO THE FLOOR, THROWING BOTH RIDER AND PILLION OFF AND CAUSING THE INJURY TO THE PILLION AND DAMAGE TO THE BIKE.

CASUALTY	001 (001)	(42 YRS - F - REDA)	SERIOUS	VEH/PILLION PAX			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(47 YRS - M - REDACT)		TURNING - LEFT	(N TO E) N/S HIT FIRST	J/P - UNKN JCT MID
V001	A	103 (SLIPPERY ROAD (DUE TO WEATHER))					

78

01180095186	FRI 09/03/2018 21:55	DARK	HIGH RD J/W FRIERN BARNET LANE				30 NODE 302	526430/193660
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M

APPARENTLY ON MARCH 9TH AT AROUND 2145HOURS THE DRIVER OF VEHICLE NUMBER 1 (MOTORBIKE) WAS DRIVING SOUTHBOUND ON HIGH ROAD WHETSTONE N20 WHEN THE DRIVER OF VEHICLE NUMBER 2 ((REDACTED)) PULLED OUT OF FRIEN BARNET LANE WHO WAS GIVEN WAY BY VEHICLE NUMBER 3 ((REDACTED)). VEHICLE NUMBER 2 PULLED OUT HALF WAY TO TURN RIGHT ONTO HIGH ROAD N20 NORTHBOUND WHEN VEHICLE NUMBER 1 LEFT SIDE COLLIDED WITH VEHICLE 2'S FRONT BUMPER CAUSING THE DRIVER OF VEHICLE 1 DRIVER TO BE THROWN OFF HIS BIKE AND LANDED IN THE MIDDLE OF THE CARRIAGE WAY ON THE HIGH ROAD N20.

CASUALTY	001 (001)	(18 YRS - M - REDA)	SERIOUS	DRIVER/RIDER					
VEHICLE	001 (000)	M/C 126-500CC BT - NOT REQ	(18 YRS - M - REDACT)		G/AHEAD - OTHER		(N TO S) N/S HIT FIRST	JOURNEY P/O WORK JCT APP	
VEHICLE	002 (000)	CAR BT - NOT REQ	(25 YRS - M - REDACT)		TURNING RIGHT		(SE TO N) FRONT HIT FIRST	J/P - UNKN JCT APP	
VEHICLE	003 (000)	CAR BT - NOT REQ	(30 YRS - F - REDACT)		SLOWING/STOPPING		(S TO N) DID NOT IMPACT	J/P - UNKN JCT APP	
V001	B	307 (TRAVELLING TOO FAST FOR CONDITIONS)			V002	B	403 (POOR TURN OR MANOEUVRE)		

79

01180099312	SAT 31/03/2018 10:17		LIGHT	HIGH RD J/W TORRINGTON PARK			30 NODE 242	526320/192450
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

APPARENTLY VEHICLE ONE (1) WAS STATIONARY AT A GIVE WAY UNCONTROLLED T JUNCTION OF TORRINGTON PARK AND A1000 HIGH ROAD. VEHICLE TWO (2) WAS TRAVELLING SOUTHBOUND AT APPROXIMATELY 25 MPH AND SAW VEHICLE ONE (1) EDGING OUT FACING WESTBOUND. VEHICLE ONE (1) KEPT EDGING OUT WHEN VEHICLE TWO (2) THEN COULDN'T STOP IN TIME AND COLLIDED WITH VEHICLE ONE (1).

CASUALTY	001 (002)	(35 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(23 YRS - F - REDACT)	TURNING RIGHT		(E TO N) O/S HIT FIRST	J/P - UNKN E/MAIN RD
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(35 YRS - M - REDACT)	G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)		V001	A	302 (DISOBEYED 'GIVE WAY' OR 'STOP' SIGN OR MARKINGS)	

80

01180104586	SAT 28/04/2018 12:36		LIGHT	HIGH RD 100M S OF J/W WELL GROVE NREST CLASSIFIED RD WAS			30 LINK 338-393	526320/194420
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(31 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG	(62 YRS - M - REDACT)	TURNING RIGHT		(P TO W) FRONT HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	PED CYCLE BT - N/A	(31 YRS - M - REDACT)	G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN
V002	B	405 (FAILED TO LOOK PROPERLY)		V001	B	405 (FAILED TO LOOK PROPERLY)	

81

01180105856	FRI 04/05/2018 13:02		LIGHT	HIGH RD J/W BRITANNIA RD			30 LINK 242-302	526320/193020
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)	(21 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(48 YRS - F - REDACT)	TURNING RIGHT	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK L/MAIN RD
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(21 YRS - M - REDACT)	O/TAKING - NON MOVING VEH	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP

V001	B	403 (POOR TURN OR MANOEUVRE)	V002	B	601 (AGGRESSIVE DRIVING)
V001	B	405 (FAILED TO LOOK PROPERLY)	V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

82

01180108882	FRI 18/05/2018 18:10		LIGHT	OAKLEIGH RD NORTH J/W HIGH RD			30 NODE 339	526430/193910
SELF-REPORTED		ROAD-DRY	WEATHER-OTHER	SINGLE CWY	T/STAG JUN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(42 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(42 YRS - F - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(21 YRS - F - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

83

01180109031	SAT 19/05/2018 16:10		LIGHT	HIGH RD J/W TORRINGTON PARK			30 NODE 242	526320/192480
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)	(45 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(45 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(40 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

84

01180113408	SUN 10/06/2018 19:00		LIGHT	HIGH RD J/W DALRYMPLE CLOSE			30 LINK 338-393	526120/194790
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

IT WOULD APPEAR THAT THE MOTORCYCLE WAS OVERTAKING A ROW OF CARS TRAVELING SOUTHBOUND, ON THE OFFSIDE. THE CAR INVOLVED WAS STATIONARY AND WAITING TO TURN RIGHT INTO AN ACCESS ROAD. A GAP HAS OPENED UP AND THE CAR HAS TURNED AS THE MOTORCYCLE WAS OVERTAKING. CONTACT WAS MADE ON THE FRONT OFFSIDE OF THE CAR CAUSING THE RIDER OF THE MOTORCYCLE TO COME OFF AND LAND IN THE ROADWAY. (REDACTED)

CASUALTY	001 (001)	(20 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(20 YRS - M - REDACT)		CHNG LANE - RIGHT	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(43 YRS - F - REDACT)		SLOWING/STOPPING	(SE TO NW) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V002	B	403 (POOR TURN OR MANOEUVRE)					

85

01180115954	THU 21/06/2018 14:55	LIGHT	GREAT NORTH RD J/W LYONSDOWN RD			30 NODE 393		525970/195190
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(20 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(20 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) O/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(33 YRS - M - REDACT)		TURNING RIGHT	(S TO N) DID NOT IMPACT	J/P - UNKN JCT APP

V002	B	405 (FAILED TO LOOK PROPERLY)	V001	B	403 (POOR TURN OR MANOEUVRE)
V001	B	307 (TRAVELLING TOO FAST FOR CONDITIONS)	V001	B	102 (DEPOSIT ON ROAD (EG. OIL, MUD, CHIPPINGS))

86

01180116221	FRI 22/06/2018 17:00	LIGHT	A1000 HIGH RD J/W FARNHAM CLOSE			30 LINK 338-393		526093/194848
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	UNKNOWN S/R	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) FRONT HIT FIRST	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

87

01180116958	TUE 26/06/2018 18:46	LIGHT	HIGH RD J/W GREEN RD			30 LINK 242-302		526360/193460
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)	(33 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
CASUALTY	002 (002)	(27 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(43 YRS - F - REDACT)		SLOWING/STOPPING	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP	
VEHICLE	002 (000)	CAR BT - NOT REQ	(33 YRS - M - REDACT)		SLOWING/STOPPING	(N TO S) DID NOT IMPACT	J/P - UNKN JCT APP	
V001	A	410 (LOSS OF CONTROL)						

88

01180119163	SAT 30/06/2018 12:10	LIGHT	HIGH RD J/W NONE			30 LINK 338-393		526390/194050
SELF-REPORTED	ROAD-DRY	WEATHER-OTHER	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(57 YRS - F - REDA)	SLIGHT	PEDESTRIAN	STILL	UNKNOWN/OTHER		
VEHICLE	001 (000)	MINIBUS 8-15 PAX BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R	

89

01180120145	SUN 08/07/2018 21:30		LIGHT	HIGH RD J/W FRIERN BARNET LANE			30 NODE 302	526429/193650
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)	(46 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(46 YRS - F - 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		(28 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

90

01180120568	THU 12/07/2018 10:12		LIGHT	HIGH RD J/W WOODSIDE LANE			30 LINK 242-302	526340/193110
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)	(32 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(39 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
V001	A	408 (SUDDEN BRAKING)						

91

01180122354	FRI 20/07/2018 23:11	DARK	HIGH RD J/W FRIERN PARK			30 LINK 241-242		526360/192370
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	PELICAN OR SIML		CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(37 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ	(20 YRS - M - REDACT)		TURNING RIGHT	(S TO N) O/S HIT FIRST	J/P - UNKN L/MAIN RD	
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(37 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) O/S HIT FIRST	J/P - UNKN JCT APP	
V001	B	405 (FAILED TO LOOK PROPERLY)						

92

01180129234	MON 27/08/2018 21:55	DARK	EAST BARNET RD 10M N OF J/W LYSONDOWN RD			30 NODE 398		526370/196140
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	GIVEWAY /UNCONT	ZEBRA XING		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(62 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C >500CC BT - REFUSED	(62 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT APP	
V001	A	410 (LOSS OF CONTROL)			V001 A	501 (IMPAIRED BY ALCOHOL)		

93

01180131340	SAT 08/09/2018 10:15		LIGHT	MAYFIELD AVENUE J/W HIGH RD				30 LINK 242-302	526320/192830
POLICE - AT SCENE		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)	(15 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(46 YRS - F - REDACT)		G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	SCHOOL - TAKING JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ		(47 YRS - M - REDACT)		TURNING RIGHT		(E TO N) FRONT HIT FIRST	J/P - UNKN E/MAIN RD
V002	A	405 (FAILED TO LOOK PROPERLY)				V002	B	401 (JUNCTION OVERSHOOT)	

94

01180132041	WED 12/09/2018 04:44		DARK	WILLENHALL AVENUE J/W LYONSDOWN RD J/W GREAT NORTH RD				30 NODE 393	525970/195190
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT		CNTL REFUGE N/O CTRLS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(36 YRS - F - REDA)		SLIGHT	PEDESTRIAN		SE BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ		(53 YRS - M - REDACT)		SLOWING/STOPPING		(E TO SW) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
C001	A	802 (FAILED TO LOOK PROPERLY)							

95

01180132185	TUE 11/09/2018 18:18		LIGHT	HIGH RD 30M S OF J/W FRIERN PARK			30 LINK 241-242	526340/192290
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)	(67 YRS - F - REDA)	SLIGHT	PEDESTRIAN		STILL	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - NOT REQ	(52 YRS - M - REDACT)		REVERSING	(S TO N) BACK HIT FIRST	J/P - UNKN
V001	A	405 (FAILED TO LOOK PROPERLY)					

96

01180132872	SUN 16/09/2018 08:56		LIGHT	LYONSDOWN RD J/W GREAT NORTH RD			30 NODE 393	525960/195200
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M

THE TWO INJURED PARTIES WERE RUNNING SOUTHBOUND ON A1000 COMING TO THE JUNCTION OF LYONSDOWN ROAD. THEY HAVE CROSSED TO THE CENTRAL RESERVATION. THE VEHICLE INVOLVED AS THEN BEEN APPROACHING THE JUNCTION FROM LYONDOWN ROAD. THE PAIR HAVE THEN GONE TO CROSS THE SECOND PART OF THE ROAD WITH THE ONCOMING CAR APPROACHING THE JUNCTION, THE PEDESTRIANS AND THE VEHICLE HAVE THEN COLLIDED WITH ONE ANOTHER RESULTING IN THE PEDESTRIANS ENDING UP ON THE FLOOR. (REDACTED)

CASUALTY	001 (001)	(49 YRS - F - REDA)	SERIOUS	PEDESTRIAN		S BOUND	FROM DRIVERS N/SIDE
CASUALTY	002 (001)	(45 YRS - F - REDA)	SLIGHT	PEDESTRIAN		S BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - NEG	(50 YRS - M - REDACT)		MOVING OFF	(P TO N) O/S HIT FIRST	J/P - UNKN JCT APP
C001	A	802 (FAILED TO LOOK PROPERLY)			C002	A	802 (FAILED TO LOOK PROPERLY)
V001	B	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))					

97

01180134214	SAT 22/09/2018 12:40		LIGHT	HIGH RD J/W FRIEN BARNET LANE			30 NODE 302	526430/193660
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 (002)	(27 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(23 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ		(35 YRS - M - REDACT)		MOVING OFF	(SE TO S) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ		(27 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) O/S HIT FIRST	J/P - UNKN JCT MID
V001	A	103 (SLIPPERY ROAD (DUE TO WEATHER))				V002 A	103 (SLIPPERY ROAD (DUE TO WEATHER))	

98

01180134625	MON 24/09/2018 08:40		LIGHT	HIGH RD J/W ATHENIUM RD			30 LINK 338-393	526410/194010
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 (001)	(21 YRS - F - REDA)		SLIGHT	PEDESTRIAN	N BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(E TO W) N/S HIT FIRST	J/P - UNKN JCT APP
C001	B	802 (FAILED TO LOOK PROPERLY)						

99

01180134843	TUE 25/09/2018 13:38		LIGHT	HIGH RD J/W FRIERN PARK				30 LINK 241-242	526320/192350
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)	(41 YRS - F - REDA)		SLIGHT	PEDESTRIAN		E BOUND	FROM DRIVERS N/SIDE - MASKED	
VEHICLE	001 (000)	CAR BT - NOT REQ		(36 YRS - M - REDACT)		TURNING RIGHT		(E TO N) FRONT HIT FIRST	COMMUTING JCT MID
C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)				V001 C001	B B	405 (FAILED TO LOOK PROPERLY) 802 (FAILED TO LOOK PROPERLY)	

100

01180141489	FRI 26/10/2018 17:15		LIGHT	GREAT NORTH RD J/W LYONSDOWN RD				30 NODE 393	525970/195190
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)	VAN/GOODS => 3.5T BT - NOT PROVD		(27 YRS - M - REDACT)		G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ		(34 YRS - M - REDACT)		TURNING - LEFT		(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	A	505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)							

101

01180146788	TUE 20/11/2018 09:30		LIGHT	LYONSDOWN RD J/W GREAT NORTH RD			30 NODE 393	525960/195180
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML	CTRL - AUTH PERSON

APPARENTLY VEHICLE 1 WAS OVERTAKING VEHICLE 2 WHICH WAS STATIONARY AT TRAFFIC LIGHTS WHEN RIDER (CASUALTY 1) HAS SKIDDED ON SOME MUD IN THE MIDDLE OF THE ROAD CAUSING HIM TO LOSE CONTROL AND FALL OFF. VEHICLE 2 HAS THEN PULLED OFF AND CASUALTIES HAND HAS WENT UNDER THE REAR WHEEL. NEITHER VEHICLE APPEAR TO HAVE COLLIDED.

CASUALTY	001 (001)	(38 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 126-500CC BT - NOT REQ	(38 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) DID NOT IMPACT	J/P - UNKN JCT APP	
VEHICLE	002 (000)	LONDON BUS BT - NOT REQ	(33 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) DID NOT IMPACT	JOURNEY P/O WORK JCT APP	
V001	B	405 (FAILED TO LOOK PROPERLY)		V001	A	101 (POOR OR DEFECTIVE ROAD SURFACE)	

102

01180147088	TUE 20/11/2018 15:40		DARK	HIGH RD 10M S OF J/W CHURCH PATH			30 LINK 242-302	526333/193313
POLICE - AT SCENE		ROAD-WET	RAINING	DUAL CWY	PRIV DRIVE	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(74 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(74 YRS - M - REDACT)	MOVING OFF	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT CLEARED	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	PARKED	(P TO P) O/S HIT FIRST	J/P - UNKN JCT CLEARED	
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	PARKED	(P TO P) BACK HIT FIRST	J/P - UNKN JCT CLEARED	
V001	A	605 (LEARNER OR INEXPERIENCED DRIVER)					

103

01180147756	SAT 24/11/2018 10:04		LIGHT	HIGH RD J/W TORRINGTON PARK			30 NODE 242	526330/192450
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 (002)	(22 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(74 YRS - M - REDACT)		TURNING RIGHT	(S TO E) FRONT HIT FIRST	J/P - UNKN L/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A		(22 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) O/S HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)				V001 B	504 (UNCORRECTED, DEFECTIVE EYESIGHT)	

104

01180150187	WED 05/12/2018 17:31		DARK	HIGH RD J/W PERCY RD			30 LINK 241-242	526330/192310
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)	(23 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(23 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ		(52 YRS - M - REDACT)		TURNING RIGHT	(W TO E) O/S HIT FIRST	J/P - UNKN JCT MID
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				V001 A	405 (FAILED TO LOOK PROPERLY)	

105

01180151120	MON 10/12/2018 13:00		LIGHT	TOTTERIDGE LANE J/W HIGH RD			30 NODE 338	526411/193953
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(34 YRS - M - REDA)		SLIGHT	PEDESTRIAN	W BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	OTHER VEH BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT MID
C001	A	802 (FAILED TO LOOK PROPERLY)						

106

01180153503	THU 20/12/2018 17:27		DARK	HIGH RD J/W ATHENAEUM RD			30 LINK 338-393	526400/194000
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	OTHER JUN	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)	CAR BT - NOT REQ		(47 YRS - M - REDACT)		WAITING - TURN RIGHT	(N TO E) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	M/C <= 50CC BT - NOT REQ		(37 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING JCT MID
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						

107

01190168130	SAT 09/03/2019 13:53		LIGHT	LYONSDOWN RD, NR JUNCT WTH GLOUCESTER RD.			30 NODE 396		526203/195618
SELF-REPORTED		ROAD-DRY	WEATHER-OTHER	SINGLE CWY	CROSSROADS	UNKNOWN S/R	UNKNOWN S/R		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(34 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	OTHER VEH BT - DRV NOT CONTACTED		(34 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R	

108

01190172162	WED 20/03/2019 18:46		LIGHT	UNCERTAIN LOCATION - ON HIGH RD, 915 METRES NORTH OF JUNCT WTH HIGH RD.			30 LINK 242-302		526335/192627
SELF-REPORTED		ROAD-DRY	WEATHER-UNKNOWN	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	UNKNOWN S/R		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(72 YRS - M - 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) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

109

01190184907	MON 03/06/2019 17:51		LIGHT	GREAT NORTH RD, NR JUNCT WTH WALFIELD AVENUE.			30 LINK 338-393	526030/194996
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)	(68 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(67 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ		(? YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ		(68 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) N/S HIT FIRST	JCT APP
V002	B	505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)						

110

01190187961	TUE 18/06/2019 12:29		LIGHT	HIGH RD, NR JUNCT WTH DERWENT CRESCENT.			30 LINK 242-302	526329/193222
POLICE - AT SCENE		ROAD-WET	WEATHER-UNKNOWN	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(48 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(48 YRS - M - REDACT)		SLOWING/STOPPING	(S TO N) BACK HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	CAR BT - NOT REQ		(26 YRS - F - REDACT)		SLOWING/STOPPING	(S TO N) FRONT HIT FIRST	COMMUTING JCT CLEARED
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				V002 A	408 (SUDDEN BRAKING)	

111

01190188975	SAT 22/06/2019 22:30		DARK	LODGE LANE JUNCT WTH WHESTONE HIGH RD			30 LINK 241-242	526320/192415
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	CTRL - SCH XING PTRL
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(39 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ		(29 YRS - M - REDACT)		TURNING RIGHT	(N TO SW) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	M/C <= 50CC BT - NOT REQ		(39 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V002	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)				V002 B	306 (EXCEEDING SPEED LIMIT)	

112

01190189326	MON 24/06/2019 13:43		LIGHT	FRIERN PARK, 15 METRES WEST OF JUNCT WTH HIGH RD.			30 LINK 241-242	526379/192347
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)	(27 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(28 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NEG		(27 YRS - M - REDACT)		O/TAKING - NON MOVING VEH	(W TO E) FRONT HIT FIRST	JCT CLEARED
VEHICLE	002 (000)	CAR BT - NEG		(60 YRS - F - REDACT)		SLOWING/STOPPING	(W TO E) O/S HIT FIRST	JCT CLEARED
V002	A	405 (FAILED TO LOOK PROPERLY)				V002 B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	

113

01190189768	WED 26/06/2019 17:47		LIGHT	HIGH RD, 35 METRES SOUTH OF JUNCT WTH ST MARGARETS AVENUE.			30 LINK 338-393	526367/194188
POLICE - AT SCENE		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 (002)	(11 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(51 YRS - M - REDACT)		SLOWING/STOPPING	(N TO S) FRONT HIT FIRST	COMMUTING
VEHICLE	002 (000)	PED CYCLE BT - N/A	(11 YRS - M - REDACT)		SLOWING/STOPPING	(N TO S) FRONT HIT FIRST	SCHOOL - RIDING
V001	A	108 (ROAD LAYOUT (EG. BEND, HILL, NARROW CARRIAGEWAY))					

114

01190199654	THU 15/08/2019 10:20		LIGHT	HIGH RD, NR JUNCT WTH ATHENAEUM RD.			30 LINK 338-393	526414/194003
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	CNTL REFUGE N/O CTRLS	NONE IN 50M

THIS MATTER IS CURRENTLY UNDER THE INVESTIGATION OF THE SCIU AT TDQ. THIS IS A COLLISION BETWEEN A PEDESTRIAN AND VEHICLE1. PEDESTRIAN WAS CROSSING THE A1000 FROM WEST TO EAST AND VEHICLE1 HAS COLLIDED WITH HER TAKING HER UNDER THE FRONT OFFSIDE WHEEL CAUSING INJURIES.

CASUALTY	001 (001)	(80 YRS - F - REDA)	SERIOUS	PEDESTRIAN		S BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	GOODS > 7.5T BT - NEG	(47 YRS - M - REDACT)		MOVING OFF	(N TO S) O/S HIT FIRST	JOURNEY P/O WORK JCT APP	
V001	B	999 (OTHER - PLEASE SPECIFY BELOW)						

115

01190200629	FRI 16/08/2019 12:00		LIGHT	HIGH RD, NR JUNCT WTH N/K.			30 LINK 241-242	526334/192359
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	AUTO SIG	UNKNOWN S/R	UNKNOWN S/R

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(26 YRS - F - REDA)	SLIGHT	PEDESTRIAN	STILL	UNKNOWN/OTHER	
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R		(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

116

01190202957	MON 02/09/2019 15:06		LIGHT	HIGH RD, 5 METRES WEST OF JUNCT WTH HIGH RD.			30 LINK 338-393	526416/194017
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	OTHER JUN	STOP SGN	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(84 YRS - F - REDA)	SLIGHT	PEDESTRIAN	S BOUND	FROM DRIVERS O/SIDE - MASKED		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(39 YRS - M - REDACT)	SNGL TRAILER	G/AHEAD - OTHER	(W TO E) O/S HIT FIRST	JOURNEY P/O WORK JCT CLEARED	
V001	A	701 (STATIONARY OR PARKED VEHICLE(S))						

117

01190203055	TUE 03/09/2019 12:30		LIGHT	HIGH RD, NR JUNCT WTH WOODSIDE PARK RD.			30 LINK 242-302	526344/192885
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SLIP ROAD	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)	CAR BT - NOT REQ		(56 YRS - F - REDACT)		TURNING RIGHT	(W TO S) FRONT HIT FIRST	JCT APP
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ		(22 YRS - M - REDACT)		WAITING - HELD UP	(S TO N) FRONT HIT FIRST	JCT APP
V001	B	403 (POOR TURN OR MANOEUVRE)						

118

01190215023	TUE 29/10/2019 19:49		DARK	OAKLEIGH RD NORTH, NR JUNCT WTH HIGH RD.			30 NODE 339	526452/193934
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	AUTO SIG	NO XING FACIL IN 50M	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(65 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(65 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R

119

01190218705	FRI 15/11/2019 22:40		DARK	GREAT NORTH RD, NR JUNCT WTH WALFIELD RD.			30 LINK 338-393	526022/195014
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(59 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(71 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	003 (002)	(71 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
CASUALTY	004 (002)	(77 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ		(59 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ		(71 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	004 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) BACK HIT FIRST	J/P - UNKN JCT APP

V001	A	103 (SLIPPERY ROAD (DUE TO WEATHER))	V001	A	307 (TRAVELLING TOO FAST FOR CONDITIONS)
V001	A	410 (LOSS OF CONTROL)	V001	A	409 (SWERVED)

120

01190224873	WED 11/12/2019 13:50		LIGHT	PERCY RD, NR JUNCT WTH HIGH RD.			30 LINK 241-242	526314/192312
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SLIP ROAD	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(42 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(42 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK 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

121

01200228820	MON 06/01/2020 17:35		DARK	HIGH RD, NR JUNCT WTH PERCY RD, N12.			30 LINK 241-242	526332/192307
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(33 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(43 YRS - M - REDACT)		TURNING RIGHT	(W TO SE) O/S HIT FIRST	JOURNEY P/O WORK E/MAIN RD
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ		(33 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP

V002	A	103 (SLIPPERY ROAD (DUE TO WEATHER))	V002	B	306 (EXCEEDING SPEED LIMIT)
V001	A	405 (FAILED TO LOOK PROPERLY)	V001	A	403 (POOR TURN OR MANOEUVRE)
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	V002	B	707 (RAIN, SLEET, SNOW OR FOG)

122

01200229382	THU 09/01/2020 12:31		LIGHT	HIGH RD, 100 METRES NORTH OF JUNCT WTH FRIEN BARNET LANE.. NREST CLASSIFIED RD WAS B550			30 LINK 302-339	526462/193782
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)	(83 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT PROVD		(83 YRS - F - REDACT)		WAITING - TURN RIGHT	(S TO NE) BACK HIT FIRST	
VEHICLE	002 (000)	OTHER VEH BT - NOT REQ		(44 YRS - M - REDACT)		SLOWING/STOPPING	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK

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

123

01200232124	WED 22/01/2020 17:30		DARK	HIGH RD, 50 METRES SOUTH OF JUNCT WTH DERWENT CRESCENT .			30 LINK 242-302	526331/193178
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)	(39 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(27 YRS - M - REDACT)		WAITING - HELD UP	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK
VEHICLE	002 (000)	CAR BT - NOT REQ		(39 YRS - M - REDACT)		SLOWING/STOPPING	(N TO S) O/S HIT FIRST	
VEHICLE	003 (000)	CAR BT - NOT REQ		(28 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) N/S HIT FIRST	
V003	A	405 (FAILED TO LOOK PROPERLY)				V003 A	403 (POOR TURN OR MANOEUVRE)	

124

01200233890	FRI 31/01/2020 17:25		DARK	LYTTON RD, NR JUNCT WTH STATION RD.			30 NODE 398	526356/196148
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)	(22 YRS - F - REDA)		SLIGHT	PEDESTRIAN	S BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT MID

125

01200236201	WED 12/02/2020 21:40		DARK	HIGH RD, NR JUNCT WTH WOODSIDE PARK RD.			30 LINK 242-302	526323/192511
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 (001)	(51 YRS - F - REDA)		SLIGHT	PEDESTRIAN	E BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(46 YRS - F - REDACT)		TURNING RIGHT	(E TO N) O/S HIT FIRST	J/P - UNKN E/MAIN RD
V001	B	509 (DISTRACTION IN VEHICLE)				V001	B	710 (VEHICLE BLIND SPOT)
V001	A	405 (FAILED TO LOOK PROPERLY)				V001	B	403 (POOR TURN OR MANOEUVRE)

126

01200236743	SAT 15/02/2020 18:46		DARK	HIGH RD, 20 METRES SOUTH OF JUNCT WTH CHANDOS AVENUE.			30 LINK 338-393	526355/194258
POLICE - AT SCENE		ROAD-WET	RAINING - H WIND	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(25 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ		(29 YRS - M - REDACT)		SLOWING/STOPPING	(N TO S) BACK HIT FIRST	JCT APP
VEHICLE	002 (000)	M/C ? CC BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				V002	B	103 (SLIPPERY ROAD (DUE TO WEATHER))

127

01200239768	MON 02/03/2020 15:20		LIGHT	HIGH RD, NR JUNCT WTH AVENUE RD .			30 LINK 242-302	526320/192581
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(48 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(48 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R

128

01200240537	FRI 06/03/2020 19:55		DARK	HIGH RD, 100 METRES NORTH OF JUNCT WTH DERWENT CRESCENT.			30 LINK 242-302	526375/193375
POLICE - AT SCENE		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 (002)	(26 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(36 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) DID NOT IMPACT	
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ		(26 YRS - M - REDACT)		O/TAKING - NEARSIDE	(N TO S) DID NOT IMPACT	
V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)						

129

01200243740	SUN 22/03/2020 07:00		LIGHT	HIGH RD, NR JUNCT WTH N/K.			30 NODE 338	526422/193923
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)	(33 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(33 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

130

01200246772	TUE 05/05/2020 10:23		LIGHT	HIGH RD, 48 METRES SOUTH OF JUNCT WTH LODGE LANE.			30 LINK 241-242	526334/192374
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(33 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(35 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	003 (003)	(60 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(33 YRS - M - REDACT)		SLOWING/STOPPING	(N TO S) DID NOT IMPACT	JOURNEY P/O WORK
VEHICLE	002 (000)	PED CYCLE BT - N/A		(35 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK
VEHICLE	003 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(60 YRS - M - REDACT)		WAITING - HELD UP	(N TO S) N/S HIT FIRST	JOURNEY P/O WORK
V001	B	405 (FAILED TO LOOK PROPERLY)						

131

01200255730	THU 09/07/2020 16:20		LIGHT	HIGH RD, 40 METRES NORTH OF JUNCT WTH ATHENAEUM RD.			30 LINK 338-393	526395/194051
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(37 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(37 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(31 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) BACK HIT FIRST	COMMUTING
V001	A	408 (SUDDEN BRAKING)				V001 A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)	

132

01200256106	SAT 11/07/2020 16:30		LIGHT	HIGH RD, NR JUNCT WTH WOODSIDE PARK RD.			30 LINK 242-302	526313/192520
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)	(47 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG		(33 YRS - M - REDACT)		WAITING - TURN RIGHT	(N TO W) FRONT HIT FIRST	JOURNEY P/O WORK E/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A		(47 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) BACK HIT FIRST	JCT MID
V001	B	405 (FAILED TO LOOK PROPERLY)						

133

01200256568	TUE 14/07/2020 17:15		LIGHT	HIGH RD, NR JUNCT WTH HIGHWOOD AVENUE.			30 LINK 242-302	526321/192777
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	UNKNOWN	UNKNOWN S/R	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(49 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(49 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

134

01200256604	TUE 14/07/2020 19:50		LIGHT	HIGH RD, NR JUNCT WTH BUCKINGHAM AVENUE.			30 LINK 338-393	526270/194567
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)	(33 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(75 YRS - F - REDACT)		TURNING RIGHT	(S TO NE) FRONT HIT FIRST	L/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A		(33 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JCT MID
V001	B	405 (FAILED TO LOOK PROPERLY)						

135

01200257371	SUN 19/07/2020 12:57		LIGHT	HIGH RD, 46 METRES NORTH OF JUNCT WTH FINCHLEY PARK, N12.			30 LINK 242-302	526326/192965
POLICE - AT SCENE		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)	(48 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(48 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) BACK HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	M/C ? CC BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN
V002	B	405 (FAILED TO LOOK PROPERLY)						

136

01200257544	SAT 18/07/2020 10:30		LIGHT	LOCATION UNCERTAIN HIGH RD			30 NODE 242	526326/192460
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
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) 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

137

01200257591	MON 20/07/2020 18:20		LIGHT	OAKLEIGH RD NORTH, NR JUNCT WTH HIGH RD.			30 NODE 339	526456/193918
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)	(64 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(34 YRS - M - REDACT)		TURNING RIGHT	(W TO S) N/S HIT FIRST	L/MAIN RD
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ		(64 YRS - M - REDACT)		WAITING - HELD UP	(W TO E) BACK HIT FIRST	JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)						

138

01200257675	TUE 21/07/2020 09:00		LIGHT	ATHENAEUM RD, NR JUNCT WTH HIGH RD.			30 NODE 338	526434/193978
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)	(86 YRS - F - REDA)		SERIOUS	PEDESTRIAN	N BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - NOT REQ		(47 YRS - M - REDACT)		WAITING - HELD UP	(E TO W) FRONT HIT FIRST	COMMUTING E/MAIN RD
C001	A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)				V001 A	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))	

139

01200259695	SAT 01/08/2020 03:55		DARK	STATION RD, NR JUNCT WTH LYTTON RD.			30 NODE 398	526341/196144
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	ZEBRA XING	UNKNOWN S/R

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(29 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(29 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

140

01200263761	MON 24/08/2020 17:48		LIGHT	HIGH RD, 55 METRES NORTH OF JUNCT WTH ATHENAEUM RD.			30 LINK 338-393	526359/194060
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		PELICAN OR SIML	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(53 YRS - M - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	FROM DRIVERS N/SIDE - MASKED	
VEHICLE	001 (000)	CAR BT - NOT REQ	(24 YRS - M - REDACT)	WAITING - HELD UP	(S TO N) N/S HIT FIRST	J/P - UNKN	
C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)		C001	A	805 (DANGEROUS ACTION IN CARRIAGEWAY (EG PLAYING))	

141

01200264212	WED 26/08/2020 22:35		DARK	HIGH RD, NR JUNCT WTH FRIERN BARNET LANE.			30 NODE 302	526444/193660
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)	(26 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(26 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(24 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

142

01200264793	SUN 30/08/2020 11:45		LIGHT	HIGH RD, NR JUNCT WTH ATHENAEUM RD.			30 LINK 338-393	526402/193997
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)	(43 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(43 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(35 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

143

01200268137	WED 26/08/2020 18:30		LIGHT	HIGH RD, NR JUNCT WTH BUCKINGHAM AVENUE.			30 LINK 338-393	526274/194567
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)	(53 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(53 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JCT MID
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(68 YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JCT MID

144

01200269532	WED 23/09/2020 11:13		LIGHT	HIGH RD, 100 METRES NORTH OF JUNCT WTH FRIERN MOUNT DRIVE.			30 LINK 338-393	526218/194662
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 (003)	(57 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(S TO N) N/S HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	LONDON BUS BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) N/S HIT FIRST	J/P - UNKN
VEHICLE	003 (000)	PED CYCLE BT - N/A		(57 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) N/S HIT FIRST	J/P - UNKN
V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)						

145

01200270146	SAT 26/09/2020 00:46		DARK	HIGH RD, NR JUNCT WTH WOODSIDE PARK RD.				30 LINK 242-302	526326/192534
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	PEDESTRIAN		W BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER		(N TO S) N/S HIT FIRST	J/P - UNKN JCT APP
C001	B	809 (PEDESTRIAN WEARING DARK CLOTHING AT NIGHT)							

146

01200275705	SUN 25/10/2020 20:30		DARK	HIGH RD, 10 METRES NORTH OF JUNCT WTH MOUNT.				30 LINK 242-302	526402/193604
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)	(25 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (002)	(28 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - NOT PROVD		(25 YRS - M - REDACT)		O/TAKING - NON MOVING VEH		(N TO S) FRONT HIT FIRST	JCT APP
VEHICLE	002 (000)	PHV - LICENCED BT - NOT PROVD		(41 YRS - M - REDACT)		G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	JCT CLEARED
V001	A	307 (TRAVELLING TOO FAST FOR CONDITIONS)				V001	A	305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)	
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)							

147

01200279585	SUN 15/11/2020 16:00		LIGHT	LYONSDOWN RD, NR JUNCT WTH GLOUCESTER RD.			30 NODE 396	526200/195628
SELF-REPORTED		ROAD-WET	WEATHER-OTHER	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(72 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(72 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) O/S 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

148

01200281002	TUE 24/11/2020 17:30		DARK	HIGH RD, NR JUNCT WTH HIGH RD.			30 NODE 302	526428/193667
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	CTRL - AUTH PERSON
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)		WAITING - HELD UP	(SW TO NE) BACK HIT FIRST	JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ		(43 YRS - M - REDACT)		TURNING RIGHT	(NW TO SW) BACK HIT FIRST	SCHOOL - TAKING JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)						

149

01200287972	MON 28/12/2020 14:15		LIGHT	HIGH RD, 30 METRES NORTH OF JUNCT WTH CHANDOS AVENUE.			30 LINK 338-393		526350/194283
POLICE - AT SCENE		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)	(40 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(40 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	COMMUTING	
VEHICLE	002 (000)	CAR BT - NOT REQ		(66 YRS - F - REDACT)		MOVING OFF	(P TO N) FRONT HIT FIRST		
V002	A	405 (FAILED TO LOOK PROPERLY)							

vectos.

Appendix L

Census Data Analysis

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 4 February 2019]

Population: All usual residents aged 16 to 74
Units: Persons
Date: 2011
Rural urban: Total

Total units **544**
Units with parking **330** (assuming one space per unit, based on proposed parking spaces),
Units without parking **214**

Method of Travel to Work	E00000825	E00000830	E00001248	E00001332	Total	Total for calcs for units with parking	Total for calcs for units without parking
All categories: Method of travel to work	179	295	258	365	1,097	711	
Work mainly at or from home	5	10	7	14	36	-	
Underground, metro, light rail, tram	18	18	22	39	97	14%	21%
Train	26	37	39	55	157	22%	35%
Bus, minibus or coach	23	31	9	31	94	13%	21%
Taxi	0	2	1	1	4	1%	1%
Motorcycle, scooter or moped	1	3	4	1	9	1%	2%
Driving a car or van	43	84	59	72	258	36%	
Passenger in a car or van	0	4	6	7	17	2%	4%
Bicycle	3	2	1	7	13	2%	3%
On foot	16	15	10	15	56	8%	12%
Other method of travel to work	2	2	0	2	6	1%	1%
Not in employment	42	87	100	121	350	-	
					Total	**100%**	

453 non-car total

	Trips of units with parking						Trips of units without parking						Total							
	AM peak			PM peak			AM peak			PM peak			AM peak			PM peak			% mode share	
	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	AM	PM
Underground, metro, light rail, tram	3	18	22	13	5	18	3	19	22	13	5	18	7	37	44	26	11	37	16.7%	16.7%
Train	5	30	35	21	9	29	5	30	36	21	9	30	11	60	71	42	17	59	27.0%	27.0%
Bus, minibus or coach	3	18	21	12	5	18	3	18	21	13	5	18	6	36	42	25	10	35	16.2%	16.2%
Taxi	0	1	1	1	0	1	0	1	1	1	0	1	0	2	2	1	0	2	0.7%	0.7%
Motorcycle, scooter or moped	0	2	2	1	0	2	0	2	2	1	0	2	1	3	4	2	1	3	1.5%	1.5%
Driving a car or van	9	49	57	34	14	48	0	0	0	0	0	0	9	49	57	34	14	48	22.0%	22.0%
Passenger in a car or van	1	3	4	2	1	3	1	3	4	2	1	3	1	6	8	5	2	6	2.9%	2.9%
Bicycle	0	2	3	2	1	2	0	3	3	2	1	2	1	5	6	3	1	5	2.2%	2.2%
On foot	2	11	12	7	3	10	2	11	13	8	3	11	4	21	25	15	6	21	9.6%	9.6%
Other method of travel to work	0	1	1	1	0	1	0	1	1	1	0	1	0	2	3	2	1	2	1.0%	1.0%
Total	24	135	158	94	39	133	15	87	103	61	25	86	39	222	261	155	64	219	100.0%	100.0%

vectos.

Appendix M

Public Transport Impact Assessment Scope Agreement

Alice Murray

From: Brady Conor [redacted]
Sent: 17 June 2020 09:30
To: Alice Murray
Cc: Pak-Lim Wong; Stuart Morse; Dresner Melvyn (ST)
Subject: RE: Query - GLA comments regarding LUL station pinch points

Hi Alice

Thanks for setting out your approach to your assessment, and for being proactive in collaborating with TfL on this – much appreciated. I've passed this on to my colleagues in LU who have made the following in-line comments in red. Any questions, feel free to get in touch.

All the best
Conor

- Based on desktop research we understand both stations to have stairs (and no lifts or escalators). Thus, we would anticipate that we are required to assess the lineloading, the gatelines and the stairs for capacity. [Yes, this is correct other than the stairs (see comment below).]
- We have started the analysis of lineloading and gatelines for both High Barnet and Cockfosters Stations, we propose using the following methodology:
    - For the lineloading we propose looking at the capacity and demand between Cockfosters & Oakwood stations and High Barnet & Totteridge&Whetstone stations. We seek guidance as to whether this is acceptable or whether larger extents of the underground network are required to be assessed. [Yes, that's acceptable.]
    - We shall use the latest RODS lineloading and entry/exit data available to undertake the lineloading and gateline assessments. The latest data is from 2018, is there any growth which should be applied or is it acceptable to use this latest data as is within the assessment? [Numbat 2018 data is fine.]
    - Assessments will be undertaken for AM and PM peak hours. [Noted.]
    - From desktop research it is understood that both stations have 3 gates +1 wide gate for disabled access (or access with pushchair/suitcases etc). [Correct] We assume that only the standard width gates would be considered within the gateline assessment. [Correct – one would only include wide aisle gates if they are in uni-directional mode, which they wouldn't be at these two stations.] Based on online photographs of both stations it appears that each has 2 gates allowing entry and 1 for exit, it is however noted that these photos may not be up to date and that some of the gates may be bi-directional. Can information on the current gate setup be sourced without visiting the site? [All modern gates are reversible to cope with changes of flow. For doing the calculations, you don't need to know how many are for entry and exit – it's the total number of gates that counts.]
- I am not well acquainted with either station and do not live in proximity to them, thus making it difficult to confirm some of the information required. It is noted that for an assessment of the stairways we would need to know the exact number of stairways there are, whether they are one-way or two-way and their width. Is there a source of information which could assist with these criteria? Alternatively could some basic assumptions be made regarding width? [I wouldn't bother with the staircase calculations. Cockfosters has got wide staircases with plenty of capacity. High Barnet hasn't got particularly wide staircases but the problem is that the station has got both an island and a side platform, with trains arriving and departing from both. Therefore it would be quite difficult to calculate the numbers using a particular staircase.]
- While it would not be possible to undertake any surveys to inform the stairway analysis, it is anticipated that the RODS entry/exit data could be used to provide in this instance to complete the assessment, would this be acceptable? Additionally, we understand that Cockfosters Station has been identified for redevelopment, as part of a TfL led scheme, is TfL in possession of data which could be utilised? [As noted above, there's no need to undertake an assessment of staircase capacity. Just to clarify, the station itself isn't being redeveloped but there are proposals to redevelop its car parks.]

- The comments in relation to potential pinch points outside the stations are noted and we will consider how to approach these further.

Conor Brady | Area Planner (North)
Spatial Planning | City Planning
Transport for London, 9th Floor, 5 Endeavour Square, London E20 1JN
[redacted]

During these unprecedented times we aim to provide our usual service with our planning team working remotely. However many of our TfL colleagues have been furloughed. Our responses therefore may not be as timely or as complete as usual and we will adapt our arrangements to minimise disruption to you. Where possible we will replace our face-to-face pre application service and other meetings with video and conference calling. Please contact us by email and mobile phone only and do not do not send anything by post or courier to our offices. As we will continue to monitor SpatialPlanning@tfl.gov.uk please always cc in this address as well as sending direct to individuals.

For more information regarding the TfL Spatial Planning team, including TfL's *Transport assessment best practice guidance* and pre-application advice please visit
https://www.tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guidance

vectos.

Appendix N

Public Transport Impact Assessment

Public Transport Frequency

Buses

Departure Destinations	Direction of Travel	Bus Stop	Frequency	Per Hour
107 - Edgware Station to New Barnet Station	Eastbound	New Barnet Station/Station Road Stop D	15 minutes	4
107 - New Barnet Station to Edgware Station	Westbound	New Barnet Station/Station Road Stop E	15 minutes	4
184 - Turnpike Lane Station to Chesterfield Road	Northbound	New Barnet Sainsbury's Stop B	9 minutes	7
184 - Chesterfield Road to Turnpike Lane Station	Southbound	New Barnet Sainsbury's Stop C	9 minutes	7
307 - Brimsdown Station to Barnet Hospital	Westbound	New Barnet Sainsbury's Stop B	10 minutes	6
307 - Barnet Hospital to Brimsdown Station	Eastbound	New Barnet Sainsbury's Stop C	11 minutes	5
326 - The Spires to Brent Cross Shopping Centre	Southbound	New Barnet Sainsbury's Stop C	11 minutes	5
326 - Brent Cross Shopping Centre to The Spires	Northbound	New Barnet Sainsbury's Stop B	11 minutes	5
383 - The Spires to Woodside Park Station	Southbound	New Barnet Sainsbury's Stop C	30 minutes	2
383 - Woodside Park Station to The Spires	Northbound	New Barnet Sainsbury's Stop B	30 minutes	2
384 - Quinta Drive to Cockfosters Station	Eastbound	New Barnet Sainsbury's Stop C	20 minutes	3
384 - Cockfosters Station to Quinta Drive	Westbound	New Barnet Sainsbury's Stop B	20 minutes	3

Trains

Departure Destinations	Arrivals - Origins	Direction of Travel	Type of Service	Station	Frequency	Per Hour
New Barnet - Welwyn Garden City	Welwyn Garden City - New Barnet	Northbound	National Rail	New Barnet	15 minutes	4
New Barnet - Moorgate	Moorgate - New Barnet	Southbound	National Rail	New Barnet	15 minutes	4

Tube

Departure Destinations	Arrivals - Origins	Direction of Travel	Type of Service	Station	Frequency	Per Hour
High Barnet - Morden	Morden - High Barnet	Southbound (via Bank)	Northern Line	High Barnet	6 minutes	10
High Barnet - Kennington	Kennington - High Barnet	Southbound (via Charing Cross)	Northern Line	High Barnet	8 minutes	8
Cockfosters - Heathrow Terminal 5	Heathrow Terminal 5 - Cockfosters	Westbound	Piccadilly Line	Cockfosters	15 minutes	6
Cockfosters - Hatton Cross	Hatton Cross - Cockfosters	Westbound	Piccadilly Line	Cockfosters	10 minutes	4
Cockfosters - Northfields	Northfields - Cockfosters	Westbound	Piccadilly Line	Cockfosters	10 minutes	2
Cockfosters - Rayners Lane	Rayners Lane - Cockfosters	Westbound	Piccadilly Line	Cockfosters	30 minutes	2
Cockfosters - Uxbridge	Uxbridge - Cockfosters	Westbound	Piccadilly Line	Cockfosters	30 minutes	4

Journey Demand - Train

All Census Data		
Place of Work	Train	% Distribution
E02000024 : Barnet 001	1	0%
E02000025 : Barnet 002	0	0%
E02000026 : Barnet 003	0	0%
E02000027 : Barnet 004	0	0%
E02000028 : Barnet 005	1	0%
E02000029 : Barnet 006	15	2%
E02000030 : Barnet 007	1	0%
E02000031 : Barnet 008	3	0%
E02000032 : Barnet 009	0	0%
E02000033 : Barnet 010	1	0%
E02000034 : Barnet 011	0	0%
E02000035 : Barnet 012	0	0%
E02000036 : Barnet 013	0	0%
E02000037 : Barnet 014	0	0%
E02000038 : Barnet 015	0	0%
E02000039 : Barnet 016	0	0%
E02000040 : Barnet 017	0	0%
E02000041 : Barnet 018	0	0%
E02000042 : Barnet 019	0	0%
E02000043 : Barnet 020	0	0%
E02000044 : Barnet 021	0	0%
E02000045 : Barnet 022	1	0%
E02000046 : Barnet 023	0	0%
E02000047 : Barnet 024	0	0%
E02000048 : Barnet 025	0	0%
E02000049 : Barnet 026	0	0%
E02000050 : Barnet 027	0	0%
E02000051 : Barnet 028	1	0%
E02000052 : Barnet 029	0	0%
E02000053 : Barnet 030	1	0%
E02000054 : Barnet 031	0	0%
E02000055 : Barnet 032	0	0%
E02000056 : Barnet 033	1	0%
E02000057 : Barnet 034	0	0%
E02000058 : Barnet 035	0	0%
E02000059 : Barnet 036	0	0%
E02000060 : Barnet 037	0	0%
E02000061 : Barnet 038	0	0%
E02000062 : Barnet 039	0	0%
E02000063 : Barnet 040	0	0%
E02000064 : Barnet 041	0	0%
Barking and Dagenham	0	0%
Bexley	0	0%
Brent	2	0%
Bromley	0	0%
Camden	96	15%
Croydon	0	0%
Ealing	1	0%
Enfield	7	1%
Greenwich	0	0%
Hackney	20	3%
Hammersmith and Fulham	6	1%
Haringey	14	2%
Harrow	0	0%
Havering	1	0%
Hillingdon	1	0%
Hounslow	3	0%
Islington	73	12%
Kensington and Chelsea	5	1%
Kingston upon Thames	0	0%
Lambeth	13	2%
Lewisham	1	0%
Merton	1	0%
Newham	6	1%
Redbridge	2	0%
Richmond upon Thames	1	0%
Southwark	26	4%
Sutton	0	0%
Tower Hamlets	35	6%
Waltham Forest	1	0%
Wandsworth	1	0%
Westminster,City of London	242	39%
East	27	4%
East Midlands	0	0%
North East	0	0%
North West	0	0%
Northern Ireland	0	0%
Scotland	1	0%
South East	9	1%
South West	0	0%
Wales	1	0%
West Midlands	0	0%
Yorkshire and The Humber	0	0%
Total	**622**	**100%**

Excluding Place of Work under 1%			% Distribution per Station	Services		AM Peak			PM Peak		
Place of Work	Train	% Distribution		Departures	Arrivals	Arr	Dep	2-way	Arr	Dep	2-way
E02000029 : Barnet 006	15	3%	New Barnet	New Barnet - Moorgate	Moorgate - New Barnet	0	2	2	1	0	1
Camden	96	16%	New Barnet	New Barnet - Moorgate	Moorgate - New Barnet	2	10	11	7	3	10
Enfield	7	1%	New Barnet	New Barnet - Moorgate	Moorgate - New Barnet	0	1	1	0	0	1
Hackney	20	3%	New Barnet	New Barnet - Moorgate	Moorgate - New Barnet	0	2	2	1	1	2
Hammersmith and Fulham	6	1%	New Barnet	New Barnet - Moorgate	Moorgate - New Barnet	0	1	1	0	0	1
Haringey	14	2%	New Barnet	New Barnet - Moorgate	Moorgate - New Barnet	0	1	2	1	0	1
Islington	73	12%	New Barnet	New Barnet - Moorgate	Moorgate - New Barnet	1	7	9	5	2	7
Kensington and Chelsea	5	1%	New Barnet	New Barnet - Moorgate	Moorgate - New Barnet	0	1	1	0	0	0
Lambeth	13	2%	New Barnet	New Barnet - Moorgate	Moorgate - New Barnet	0	1	2	1	0	1
Newham	6	1%	New Barnet	New Barnet - Moorgate	Moorgate - New Barnet	0	1	1	0	0	1
Southwark	26	4%	New Barnet	New Barnet - Moorgate	Moorgate - New Barnet	0	3	3	2	1	3
Tower Hamlets	35	6%	New Barnet	New Barnet - Moorgate	Moorgate - New Barnet	1	4	4	2	1	3
Westminster,City of London	242	41%	New Barnet	New Barnet - Moorgate	Moorgate - New Barnet	4	24	29	17	7	24
East	27	5%	New Barnet	New Barnet - Moorgate	Moorgate - New Barnet	0	3	3	2	1	3
South East	9	2%	New Barnet	New Barnet - Moorgate	Moorgate - New Barnet	0	1	1	1	0	1
Total	**594**	**100%**				11	60	71	42	17	59

AM peak			PM peak		
Arr	Dep	2-way	Arr	Dep	2-way
11	60	71	42	17	59

							Trips per Route						Trips per Service					
							AM Peak			PM Peak			AM Peak			PM Peak		
Departure Destination	Arrivals - Origins	Direction of Travel	Type of Service	Station	Frequency	Per Hour	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
New Barnet - Welwyn Garden City	Welwyn Garden City - New Barnet	Northbound	National Rail	New Barnet	15 minutes	4	0	0	0	0	0	0	0	0	0	0	0	0
New Barnet - Moorgate	Moorgate - New Barnet	Southbound	National Rail	New Barnet	15 minutes	4	11	60	71	42	17	59	3	15	18	10	4	15
							11	60	71	42	17	59	3	15	18	10	4	15
							11	*60*	*71*	*42*	*17*	*59*	*TRUE*			*TRUE*		

Journey Demand - Tube

All Census Data		
Place of Work	**Tube**	**% Distribution**
E02000024 : Barnet 001	3	1%
E02000025 : Barnet 002	1	0%
E02000026 : Barnet 003	0	0%
E02000027 : Barnet 004	0	0%
E02000028 : Barnet 005	0	0%
E02000029 : Barnet 006	10	2%
E02000030 : Barnet 007	1	0%
E02000031 : Barnet 008	1	0%
E02000032 : Barnet 009	1	0%
E02000033 : Barnet 010	1	0%
E02000034 : Barnet 011	0	0%
E02000035 : Barnet 012	1	0%
E02000036 : Barnet 013	0	0%
E02000037 : Barnet 014	0	0%
E02000038 : Barnet 015	3	1%
E02000039 : Barnet 016	0	0%
E02000040 : Barnet 017	0	0%
E02000041 : Barnet 018	0	0%
E02000042 : Barnet 019	0	0%
E02000043 : Barnet 020	0	0%
E02000044 : Barnet 021	0	0%
E02000045 : Barnet 022	0	0%
E02000046 : Barnet 023	0	0%
E02000047 : Barnet 024	1	0%
E02000048 : Barnet 025	0	0%
E02000049 : Barnet 026	0	0%
E02000050 : Barnet 027	0	0%
E02000051 : Barnet 028	0	0%
E02000052 : Barnet 029	1	0%
E02000053 : Barnet 030	1	0%
E02000054 : Barnet 031	0	0%
E02000055 : Barnet 032	0	0%
E02000056 : Barnet 033	2	0%
E02000057 : Barnet 034	0	0%
E02000058 : Barnet 035	0	0%
E02000059 : Barnet 036	0	0%
E02000060 : Barnet 037	0	0%
E02000061 : Barnet 038	0	0%
E02000062 : Barnet 039	1	0%
E02000063 : Barnet 040	0	0%
E02000064 : Barnet 041	0	0%
Barking and Dagenham	0	0%
Bexley	0	0%
Brent	3	1%
Bromley	0	0%
Camden	85	18%
Croydon	0	0%
Ealing	6	1%
Enfield	6	1%
Greenwich	2	0%
Hackney	8	2%
Hammersmith and Fulham	20	4%
Haringey	13	3%
Harrow	3	1%
Havering	1	0%
Hillingdon	1	0%
Hounslow	3	1%
Islington	29	6%
Kensington and Chelsea	19	4%
Kingston upon Thames	0	0%
Lambeth	5	1%
Lewisham	1	0%
Merton	2	0%
Newham	0	0%
Redbridge	0	0%
Richmond upon Thames	1	0%
Southwark	23	5%
Sutton	0	0%
Tower Hamlets	20	4%
Waltham Forest	0	0%
Wandsworth	7	1%
Westminster,City of London	173	37%
East	6	1%
East Midlands	0	0%
North East	0	0%
North West	0	0%
Northern Ireland	0	0%
Scotland	0	0%
South East	3	1%
South West	0	0%
Wales	0	0%
West Midlands	1	0%
Yorkshire and The Humber	0	0%
Total	**469**	100%

Excluding Place of Work under 1%			% Distribution per Station	Services		AM Peak			PM Peak		
Place of Work	**Tube**	**% Distribution**		**Departures**	**Arrivals**	**Arr**	**Dep**	**2-way**	**Arr**	**Dep**	**2-way**
E02000038 : Barnet 015	3	1%	Cockfosters	Cockfosters - Heathrow Terminal 5	Heathrow Terminal 5 - Cockfosters	0	0	0	0	0	0
Brent	3	1%	High Barnet	High Barnet - Kennington	Kennington - High Barnet	0	0	0	0	0	0
Camden	85	20%	High Barnet	High Barnet - Kennington	Kennington - High Barnet	1	7	9	5	2	7
Ealing	6	1%	Cockfosters	Cockfosters - Heathrow Terminal 5	Heathrow Terminal 5 - Cockfosters	0	1	1	0	0	1
Enfield	6	1%	Cockfosters	Cockfosters - Heathrow Terminal 5	Heathrow Terminal 5 - Cockfosters	0	1	1	0	0	1
Hackney	8	2%	Cockfosters	Cockfosters - Heathrow Terminal 5	Heathrow Terminal 5 - Cockfosters	0	1	1	0	0	1
Hammersmith and Fulham	20	5%	Cockfosters	Cockfosters - Heathrow Terminal 5	Heathrow Terminal 5 - Cockfosters	0	2	2	1	0	2
Haringey	13	3%	Cockfosters	Cockfosters - Heathrow Terminal 5	Heathrow Terminal 5 - Cockfosters	0	1	1	1	0	1
Harrow	3	1%	High Barnet	High Barnet - Morden	Morden - High Barnet	0	0	0	0	0	0
Hounslow	3	1%	Cockfosters	Cockfosters - Heathrow Terminal 5	Heathrow Terminal 5 - Cockfosters	0	0	0	0	0	0
Islington	29	7%	High Barnet	High Barnet - Morden	Morden - High Barnet	0	2	3	2	1	2
Kensington and Chelsea	19	4%	Cockfosters	Cockfosters - Uxbridge	Uxbridge - Cockfosters	0	2	2	1	0	2
Lambeth	5	1%	High Barnet	High Barnet - Morden	Morden - High Barnet	0	0	1	0	0	0
Southwark	23	5%	High Barnet	High Barnet - Morden	Morden - High Barnet	0	2	2	1	1	2
Tower Hamlets	20	5%	Cockfosters	Cockfosters - Uxbridge	Uxbridge - Cockfosters	0	2	2	1	0	2
Wandsworth	7	2%	High Barnet	High Barnet - Morden	Morden - High Barnet	0	1	1	0	0	1
Westminster,City of London	173	40%	High Barnet	High Barnet - Kennington	Kennington - High Barnet	3	15	17	10	4	15
East	6	1%	High Barnet	High Barnet - Morden	Morden - High Barnet	0	1	1	0	0	1
South East	3	1%	High Barnet	High Barnet - Morden	Morden - High Barnet	0	0	0	0	0	0
Total	**435**	**100%**				7	37	44	26	11	37

Despite having Place of Work percentages above 1%, Barnet 001 and Barnet 006 have been excluded as it is not possible to travel to these destinations using the tube

AM peak			PM peak		
Arr	**Dep**	**2-way**	**Arr**	**Dep**	**2-way**
7	37	44	26	11	37

							Trips per Route						Trips per Service					
							AM Peak			PM Peak			AM Peak			PM Peak		
Departure Destination	Arrivals - Origins	Direction of Travel	Type of Service	Station	Frequency	Per Hour	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
High Barnet - Morden	Morden - High Barnet	Southbound (via Bank)	Northern Line	High Barnet	6 minutes	10	1	6	8	5	2	6	0	1	1	0	0	1
High Barnet - Kennington	Kennington - High Barnet	Southbound (via Charing Cross)	Northern Line	High Barnet	8 minutes	8	4	22	26	16	6	22	0	3	3	2	1	3
Cockfosters - Heathrow Terminal 5	Heathrow Terminal 5 - Cockfosters	Westbound	Piccadilly Line	Cockfosters	15 minutes	6	1	5	6	4	1	5	0	1	1	1	0	1
Cockfosters - Hatton Cross	Hatton Cross - Cockfosters	Westbound	Piccadilly Line	Cockfosters	10 minutes	4	0	0	0	0	0	0	0	0	0	0	0	0
Cockfosters - Northfields	Northfields - Cockfosters	Westbound	Piccadilly Line	Cockfosters	10 minutes	2	0	0	0	0	0	0	0	0	0	0	0	0
Cockfosters - Rayners Lane	Rayners Lane - Cockfosters	Westbound	Piccadilly Line	Cockfosters	30 minutes	2	0	0	0	0	0	0	0	0	0	0	0	0
Cockfosters - Uxbridge	Uxbridge - Cockfosters	Westbound	Piccadilly Line	Cockfosters	30 minutes	4	1	3	4	2	1	3	0	1	1	1	0	1
							7	37	44	26	11	37	1	5	6	4	1	5
							7	*37*	*44*	*26*	*11*	*37*		*TRUE*			*TRUE*	

	Trips per Route (only considering direction of travel)						Trips by Service (only considering direction of travel)					
	AM Peak			PM Peak			AM Peak			PM Peak		
	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
Northern Line South (High Barnet)	5	29	34	20	8	28	1	3	4	2	1	3
Piccadilly Line West (Cockfosters)	1	8	10	6	2	8	0	2	2	1	0	2

This table presented in the TA is more realistic that people will get on any tube and change rather than a direct line

Journey Demand - Bus

All Census Data		
Place of Work	**Bus**	**% Distribution**
E02000024 : Barnet 001	34	11%
E02000025 : Barnet 002	5	2%
E02000026 : Barnet 003	2	1%
E02000027 : Barnet 004	20	6%
E02000028 : Barnet 005	5	2%
E02000029 : Barnet 006	13	4%
E02000030 : Barnet 007	8	2%
E02000031 : Barnet 008	7	2%
E02000032 : Barnet 009	2	1%
E02000033 : Barnet 010	9	3%
E02000034 : Barnet 011	2	1%
E02000035 : Barnet 012	7	2%
E02000036 : Barnet 013	0	0%
E02000037 : Barnet 014	1	0%
E02000038 : Barnet 015	4	1%
E02000039 : Barnet 016	2	1%
E02000040 : Barnet 017	7	2%
E02000041 : Barnet 018	1	0%
E02000042 : Barnet 019	10	3%
E02000043 : Barnet 020	0	0%
E02000044 : Barnet 021	0	0%
E02000045 : Barnet 022	4	1%
E02000046 : Barnet 023	8	2%
E02000047 : Barnet 024	0	0%
E02000048 : Barnet 025	3	1%
E02000049 : Barnet 026	2	1%
E02000050 : Barnet 027	4	1%
E02000051 : Barnet 028	4	1%
E02000052 : Barnet 029	2	1%
E02000053 : Barnet 030	0	0%
E02000054 : Barnet 031	2	1%
E02000055 : Barnet 032	7	2%
E02000056 : Barnet 033	0	0%
E02000057 : Barnet 034	0	0%
E02000058 : Barnet 035	1	0%
E02000059 : Barnet 036	0	0%
E02000060 : Barnet 037	0	0%
E02000061 : Barnet 038	1	0%
E02000062 : Barnet 039	10	3%
E02000063 : Barnet 040	0	0%
E02000064 : Barnet 041	0	0%
Barking and Dagenham	0	0%
Bexley	0	0%
Brent	6	2%
Bromley	0	0%
Camden	6	2%
Croydon	0	0%
Ealing	1	0%
Enfield	47	15%
Greenwich	0	0%
Hackney	0	0%
Hammersmith and Fulham	0	0%
Haringey	23	7%
Harrow	2	1%
Havering	0	0%
Hillingdon	0	0%
Hounslow	0	0%
Islington	4	1%
Kensington and Chelsea	1	0%
Kingston upon Thames	0	0%
Lambeth	0	0%
Lewisham	0	0%
Merton	0	0%
Newham	0	0%
Redbridge	0	0%
Richmond upon Thames	0	0%
Southwark	0	0%
Sutton	0	0%
Tower Hamlets	1	0%
Waltham Forest	0	0%
Wandsworth	0	0%
Westminster,City of London	10	3%
East	29	9%
East Midlands	1	0%
North East	0	0%
North West	0	0%
Northern Ireland	0	0%
Scotland	0	0%
South East	2	1%
South West	0	0%
Wales	0	0%
West Midlands	1	0%
Yorkshire and The Humber	0	0%
Total	**321**	100%

Excluding Place of Work under 1%			% Distribution per Station	Services		Stop	AM Peak			PM Peak		
Place of Work	**Bus**	**% Distribution**		**Departures**	**Arrivals**		**Arr**	**Dep**	**2-way**	**Arr**	**Dep**	**2-way**
E02000024 : Barnet 001	34	11%	New Barnet Sainsbury's Stop B	307 - Brimsdown Station to Barnet Hospital	307 - Barnet Hospital to Brimsdown Station	New Barnet Sainsbury's Stop C	1	4	5	3	1	4
E02000025 : Barnet 002	5	2%	New Barnet Sainsbury's Stop B	184 - Turnpike Lane Station to Chesterfield Road	184 - Chesterfield Road to Turnpike Lane Station	New Barnet Sainsbury's Stop C	0	1	1	0	0	1
E02000026 : Barnet 003	2	1%	New Barnet Sainsbury's Stop C	307 - Barnet Hospital to Brimsdown Station	307 - Brimsdown Station to Barnet Hospital	New Barnet Sainsbury's Stop B	0	0	0	0	0	0
E02000027 : Barnet 004	20	6%	New Barnet Sainsbury's Stop B	307 - Brimsdown Station to Barnet Hospital	307 - Barnet Hospital to Brimsdown Station	New Barnet Sainsbury's Stop C	0	2	3	2	1	2
E02000028 : Barnet 005	5	2%	New Barnet Sainsbury's Stop B	384 - Cockfosters Station to Quinta Drive	384 - Quinta Drive to Cockfosters Station	New Barnet Sainsbury's Stop C	0	1	1	0	0	1
E02000029 : Barnet 006	13	4%	New Barnet Sainsbury's Stop C	184 - Chesterfield Road to Turnpike Lane Station	184 - Turnpike Lane Station to Chesterfield Road	New Barnet Sainsbury's Stop B	0	1	2	1	0	1
E02000030 : Barnet 007	8	3%	New Barnet Station/Station Road Stop E	107 - New Barnet Station to Edgware Station	107 - Edgware Station to New Barnet Station	New Barnet Station/Station Road Stop D	0	1	1	1	0	1
E02000031 : Barnet 008	7	2%	New Barnet Sainsbury's Stop C	383 - The Spires to Woodside Park Station	383 - Woodside Park Station to The Spires	New Barnet Sainsbury's Stop B	0	1	1	1	0	1
E02000032 : Barnet 009	2	1%	New Barnet Sainsbury's Stop C	184 - Chesterfield Road to Turnpike Lane Station	184 - Turnpike Lane Station to Chesterfield Road	New Barnet Sainsbury's Stop B	0	0	0	0	0	0
E02000033 : Barnet 010	9	3%	New Barnet Sainsbury's Stop C	383 - The Spires to Woodside Park Station	383 - Woodside Park Station to The Spires	New Barnet Sainsbury's Stop B	0	1	1	1	0	1
E02000034 : Barnet 011	2	1%	New Barnet Sainsbury's Stop C	383 - The Spires to Woodside Park Station	383 - Woodside Park Station to The Spires	New Barnet Sainsbury's Stop B	0	0	0	0	0	0
E02000035 : Barnet 012	7	2%	New Barnet Sainsbury's Stop C	383 - The Spires to Woodside Park Station	383 - Woodside Park Station to The Spires	New Barnet Sainsbury's Stop B	0	1	1	1	0	1
E02000038 : Barnet 015	4	1%	New Barnet Sainsbury's Stop C	383 - The Spires to Woodside Park Station	383 - Woodside Park Station to The Spires	New Barnet Sainsbury's Stop B	0	0	1	0	0	0
E02000039 : Barnet 016	2	1%	New Barnet Sainsbury's Stop C	383 - The Spires to Woodside Park Station	383 - Woodside Park Station to The Spires	New Barnet Sainsbury's Stop B	0	0	0	0	0	0
E02000040 : Barnet 017	7	2%	New Barnet Sainsbury's Stop C	326 - The Spires to Brent Cross Shopping Centre	326 - Brent Cross Shopping Centre to The Spires	New Barnet Sainsbury's Stop B	0	1	1	1	0	1
E02000042 : Barnet 019	10	3%	New Barnet Sainsbury's Stop C	383 - The Spires to Woodside Park Station	383 - Woodside Park Station to The Spires	New Barnet Sainsbury's Stop B	0	1	1	1	0	1
E02000045 : Barnet 022	4	1%	New Barnet Sainsbury's Stop C	383 - The Spires to Woodside Park Station	383 - Woodside Park Station to The Spires	New Barnet Sainsbury's Stop B	0	0	1	0	0	0
E02000046 : Barnet 023	8	3%	New Barnet Sainsbury's Stop C	326 - The Spires to Brent Cross Shopping Centre	326 - Brent Cross Shopping Centre to The Spires	New Barnet Sainsbury's Stop B	0	1	1	1	0	1
E02000048 : Barnet 025	3	1%	New Barnet Sainsbury's Stop C	326 - The Spires to Brent Cross Shopping Centre	326 - Brent Cross Shopping Centre to The Spires	New Barnet Sainsbury's Stop B	0	0	0	0	0	0
E02000049 : Barnet 026	2	1%	New Barnet Sainsbury's Stop C	326 - The Spires to Brent Cross Shopping Centre	326 - Brent Cross Shopping Centre to The Spires	New Barnet Sainsbury's Stop B	0	0	0	0	0	0
E02000050 : Barnet 027	4	1%	New Barnet Sainsbury's Stop C	326 - The Spires to Brent Cross Shopping Centre	326 - Brent Cross Shopping Centre to The Spires	New Barnet Sainsbury's Stop B	0	0	1	0	0	0
E02000051 : Barnet 028	4	1%	New Barnet Sainsbury's Stop C	326 - The Spires to Brent Cross Shopping Centre	326 - Brent Cross Shopping Centre to The Spires	New Barnet Sainsbury's Stop B	0	0	1	0	0	0
E02000052 : Barnet 029	2	1%	New Barnet Sainsbury's Stop C	383 - The Spires to Woodside Park Station	383 - Woodside Park Station to The Spires	New Barnet Sainsbury's Stop B	0	0	0	0	0	0
E02000054 : Barnet 031	2	1%	New Barnet Sainsbury's Stop C	326 - The Spires to Brent Cross Shopping Centre	326 - Brent Cross Shopping Centre to The Spires	New Barnet Sainsbury's Stop B	0	0	0	0	0	0
E02000055 : Barnet 032	7	2%	New Barnet Sainsbury's Stop C	326 - The Spires to Brent Cross Shopping Centre	326 - Brent Cross Shopping Centre to The Spires	New Barnet Sainsbury's Stop B	0	1	1	1	0	1
E02000062 : Barnet 039	10	3%	New Barnet Sainsbury's Stop C	326 - The Spires to Brent Cross Shopping Centre	326 - Brent Cross Shopping Centre to The Spires	New Barnet Sainsbury's Stop B	0	1	1	1	0	1
Brent	6	2%	New Barnet Sainsbury's Stop C	326 - The Spires to Brent Cross Shopping Centre	326 - Brent Cross Shopping Centre to The Spires	New Barnet Sainsbury's Stop B	0	1	1	0	0	1
Camden	6	2%	New Barnet Sainsbury's Stop C	326 - The Spires to Brent Cross Shopping Centre	326 - Brent Cross Shopping Centre to The Spires	New Barnet Sainsbury's Stop B	0	1	1	0	0	1
Enfield	47	15%	New Barnet Sainsbury's Stop C	307 - Barnet Hospital to Brimsdown Station	307 - Brimsdown Station to Barnet Hospital	New Barnet Sainsbury's Stop B	1	5	6	4	2	5
Haringey	23	7%	New Barnet Sainsbury's Stop C	184 - Chesterfield Road to Turnpike Lane Station	184 - Turnpike Lane Station to Chesterfield Road	New Barnet Sainsbury's Stop B	0	3	3	2	1	3
Harrow	2	1%	New Barnet Sainsbury's Stop C	326 - The Spires to Brent Cross Shopping Centre	326 - Brent Cross Shopping Centre to The Spires	New Barnet Sainsbury's Stop B	0	0	0	0	0	0
Islington	4	1%	New Barnet Sainsbury's Stop C	383 - The Spires to Woodside Park Station	383 - Woodside Park Station to The Spires	New Barnet Sainsbury's Stop B	0	0	1	0	0	0
Westminster,City of London	10	3%	New Barnet Sainsbury's Stop C	326 - The Spires to Brent Cross Shopping Centre	326 - Brent Cross Shopping Centre to The Spires	New Barnet Sainsbury's Stop B	0	1	1	1	0	1
East	29	9%	New Barnet Sainsbury's Stop C	326 - The Spires to Brent Cross Shopping Centre	326 - Brent Cross Shopping Centre to The Spires	New Barnet Sainsbury's Stop B	1	3	4	2	1	3
South East	2	1%	New Barnet Sainsbury's Stop C	326 - The Spires to Brent Cross Shopping Centre	326 - Brent Cross Shopping Centre to The Spires	New Barnet Sainsbury's Stop B	0	0	0	0	0	0
Total	**312**	100%					6	36	42	25	10	35

	AM peak			PM peak		
	Arr	**Dep**	**2-way**	**Arr**	**Dep**	**2-way**
Trips by bus (excluding those whose main mode is tube)	6	36	42	25	10	35

Trips where bus is main mode

					Trips per Route						Trips per Service					
					AM Peak			PM Peak			AM Peak			PM Peak		
Departure Destinations	Direction of Travel	Bus Stop	Frequency	Per Hour	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
107 - Edgware Station to New Barnet Station	Eastbound	New Barnet Station/Station Road Stop D	15 minutes	4	0	0	0	1	0	1	0	0	0	0	0	0
107 - New Barnet Station to Edgware Station	Westbound	New Barnet Station/Station Road Stop E	15 minutes	4	0	1	1	0	0	0	0	0	0	0	0	0
184 - Turnpike Lane Station to Chesterfield Road	Northbound	New Barnet Sainsbury's Stop B	9 minutes	7	1	1	1	3	0	3	0	0	0	0	0	0
184 - Chesterfield Road to Turnpike Lane Station	Southbound	New Barnet Sainsbury's Stop C	9 minutes	7	0	4	4	0	1	2	0	1	1	0	0	0
307 - Brimsdown Station to Barnet Hospital	Westbound	New Barnet Sainsbury's Stop B	10 minutes	6	1	6	7	4	2	6	0	1	1	1	0	1
307 - Barnet Hospital to Brimsdown Station	Eastbound	New Barnet Sainsbury's Stop C	11 minutes	5	1	6	7	4	2	6	0	1	1	1	0	1
326 - The Spires to Brent Cross Shopping Centre	Southbound	New Barnet Sainsbury's Stop C	11 minutes	5	0	12	12	0	3	3	0	2	2	0	1	1
326 - Brent Cross Shopping Centre to The Spires	Northbound	New Barnet Sainsbury's Stop B	11 minutes	5	2	0	2	8	0	8	0	0	0	2	0	2
383 - The Spires to Woodside Park Station	Southbound	New Barnet Sainsbury's Stop C	30 minutes	2	0	6	6	0	2	2	0	3	3	0	1	1
383 - Woodside Park Station to The Spires	Northbound	New Barnet Sainsbury's Stop B	30 minutes	2	1	0	1	4	0	4	1	0	1	2	0	2
384 - Quinta Drive to Cockfosters Station	Eastbound	New Barnet Sainsbury's Stop C	20 minutes	3	0	0	0	0	0	0	0	0	0	0	0	0
384 - Cockfosters Station to Quinta Drive	Westbound	New Barnet Sainsbury's Stop B	20 minutes	3	0	1	1	0	0	0	0	0	0	0	0	0
					6	36	42	25	10	35	2	9	10	6	2	8
					6	*36*	*42*	*25*	*10*	*35*		*TRUE*			*TRUE*	

Trips where Tube is main mode

These trips has been distributed according to what services serve each tube station and then distributed according to frequency of each service

					Tripsper route going via High Barnet						Trips per route going via Cockfosters					
					AM Peak			PM Peak			AM Peak			PM Peak		
Departure Destinations	Direction of Travel	Bus Stop	Frequency	Per Hour	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
107 - Edgware Station to New Barnet Station	Eastbound	New Barnet Station/Station Road Stop D	15 minutes	4	1		1	4		4			0			0
107 - New Barnet Station to Edgware Station	Westbound	New Barnet Station/Station Road Stop E	15 minutes	4		5	5		1	1			0			0
184 - Turnpike Lane Station to Chesterfield Road	Northbound	New Barnet Sainsbury's Stop B	9 minutes	7		9	9		3	3	1		1	3		3
184 - Chesterfield Road to Turnpike Lane Station	Southbound	New Barnet Sainsbury's Stop C	9 minutes	7	2		2	7		7		4	4		1	1
307 - Brimsdown Station to Barnet Hospital	Westbound	New Barnet Sainsbury's Stop B	10 minutes	6		8	8		2	2	1		1	2		2
307 - Barnet Hospital to Brimsdown Station	Eastbound	New Barnet Sainsbury's Stop C	11 minutes	5	1		1	5		5		3	3		1	1
326 - The Spires to Brent Cross Shopping Centre	Southbound	New Barnet Sainsbury's Stop C	11 minutes	5			0			0			0			0
326 - Brent Cross Shopping Centre to The Spires	Northbound	New Barnet Sainsbury's Stop B	11 minutes	5			0			0			0			0
383 - The Spires to Woodside Park Station	Southbound	New Barnet Sainsbury's Stop C	30 minutes	2	0		0	2		2			0			0
383 - Woodside Park Station to The Spires	Northbound	New Barnet Sainsbury's Stop B	30 minutes	2		3	3		1	1			0			0
384 - Quinta Drive to Cockfosters Station	Eastbound	New Barnet Sainsbury's Stop C	20 minutes	3	1		1	3		3		2	2		0	0
384 - Cockfosters Station to Quinta Drive	Westbound	New Barnet Sainsbury's Stop B	20 minutes	3		4	4		1	1	0		0	1		1
					5	*29*	34	*20*	*8*	28	*1*	*8*	10	*6*	*2*	8

Trips where bus is main mode

					Total Trips per Route						Total Trips per Service					
					AM Peak			PM Peak			AM Peak			PM Peak		
Departure Destinations	Direction of Travel	Bus Stop	Frequency	Per Hour	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
107 - Edgware Station to New Barnet Station	Eastbound	New Barnet Station/Station Road Stop D	15 minutes	4	1	0	1	4	0	4	0	0	0	1	0	1
107 - New Barnet Station to Edgware Station	Westbound	New Barnet Station/Station Road Stop E	15 minutes	4	0	6	6	0	2	2	0	2	2	0	0	0
184 - Turnpike Lane Station to Chesterfield Road	Northbound	New Barnet Sainsbury's Stop B	9 minutes	7	1	10	11	6	3	8	0	1	2	1	0	1
184 - Chesterfield Road to Turnpike Lane Station	Southbound	New Barnet Sainsbury's Stop C	9 minutes	7	2	8	10	7	2	9	0	1	1	1	0	1
307 - Brimsdown Station to Barnet Hospital	Westbound	New Barnet Sainsbury's Stop B	10 minutes	6	2	14	16	6	4	10	0	2	3	1	1	2
307 - Barnet Hospital to Brimsdown Station	Eastbound	New Barnet Sainsbury's Stop C	11 minutes	5	2	8	11	9	2	12	0	2	2	2	0	2
326 - The Spires to Brent Cross Shopping Centre	Southbound	New Barnet Sainsbury's Stop C	11 minutes	5	0	12	12	0	3	3	0	2	2	0	1	1
326 - Brent Cross Shopping Centre to The Spires	Northbound	New Barnet Sainsbury's Stop B	11 minutes	5	2	0	2	8	0	8	0	0	0	2	0	2
383 - The Spires to Woodside Park Station	Southbound	New Barnet Sainsbury's Stop C	30 minutes	2	0	6	6	2	2	4	0	3	3	1	1	2
383 - Woodside Park Station to The Spires	Northbound	New Barnet Sainsbury's Stop B	30 minutes	2	1	3	4	4	1	5	1	1	2	2	0	2
384 - Quinta Drive to Cockfosters Station	Eastbound	New Barnet Sainsbury's Stop C	20 minutes	3	1	2	2	3	0	4	0	1	1	1	0	1
384 - Cockfosters Station to Quinta Drive	Westbound	New Barnet Sainsbury's Stop B	20 minutes	3	0	4	5	1	1	2	0	1	2	0	0	1
					13	*73*	*86*	*51*	*21*	*72*	*3*	*17*	*20*	*12*	*5*	*17*

	AM Peak			PM Peak		
Bus Stop	Arr	Dep	2-way	Arr	Dep	2-way
New Barnet Station/Station Road Stop E	0	6	6	0	2	2
New Barnet Station/Station Road Stop D	1	0	1	4	0	4
New Barnet Sainsbury's Stop B	6	31	37	25	9	34
New Barnet Sainsbury's Stop C	5	36	41	21	10	32
Total	13	73	86	51	21	72

NUMBAT 2019 Monday-Thursday

Produced by TfL Public Transport Service Planning (2020)

Publishing Version	Date of Publish	Internal Reference	Comments
v1	18/12/2020	9	First published version of NUMBAT 2019 dataset

Link Loads

hour (hr)											*8*	*8*	*8*	*8*	*17*	*17*	*17*	*17*						
quarter hour (qhr)											*33*	*34*	*35*	*36*	*69*	*70*	*71*	*72*						
Link	**Line**	**Dir**	**Order**	**From NLC**	**From ASC**	**From Station**	**To NLC**	**To ASC**	**To Station**	**Total**	**Early**	**AM Peak**	**Midday**	**PM Peak**	**Evening**	**Late**	**0800-0815**	**0815-0830**	**0830-0845**	**0845-0900**	**1700-1715**	**1715-1730**	**1730-1745**	**1745-1800**
TOTu_NOR_NB>HBTu_NOR_NB@NOR	Northern	NB	42	**730**	TOTu	Totteridge & Whetstone	**602**	HBTu	High Barnet	6,448	23	991	1,102	2,152	1,515	665	116	137	135	120	162	174	195	202
HBTu_NOR_SB>TOTu_NOR_SB@NOR	Northern	SB	10	**602**	HBTu	High Barnet	**730**	TOTu	Totteridge & Whetstone	6,961	572	3,286	1,657	1,103	269	75	402	394	356	283	106	105	104	97
TOTu_NOR_SB>WSPu_NOR_SB@NOR	Northern	SB	11	**730**	TOTu	Totteridge & Whetstone	**771**	WSPu	Woodside Park	11,215	913	5,575	2,561	1,646	405	115	654	660	607	492	159	152	163	148
OAKu_PIC_EB>CFSu_PIC_EB@PIC	Piccadilly	EB	52	**664**	OAKu	Oakwood	**550**	CFSu	Cockfosters	2,823	15	303	620	993	588	304	33	32	32	29	81	86	95	96
CFSu_PIC_WB>OAKu_PIC_WB@PIC	Piccadilly	WB	1	**550**	CFSu	Cockfosters	**664**	OAKu	Oakwood	2,898	308	1,066	864	460	141	58	114	112	102	90	43	40	40	40
OAKu_PIC_WB>SGTu_PIC_WB@PIC	Piccadilly	WB	2	**664**	OAKu	Oakwood	**706**	SGTu	Southgate	7,105	693	2,865	2,034	1,085	322	106	316	315	274	244	101	104	102	98

Station Entries

											hour (hr)	*8*	*8*	*8*	*8*	*17*	*17*	*17*	*17*
											quarter hour (qhr)	*33*	*34*	*35*	*36*	*69*	*70*	*71*	*72*
NLC	**ASC**	**Station**	**Fare Zone**	**Total**	**Early**	**AM Peak**	**Midday**	**PM Peak**	**Evening**	**Late**		**0800-0815**	**0815-0830**	**0830-0845**	**0845-0900**	**1700-1715**	**1715-1730**	**1730-1745**	**1745-1800**
550	CFSu	Cockfosters	5	2,897	313	1,071	862	457	139	56		116	112	100	86	43	42	42	39
602	HBTu	High Barnet	5	6,959	612	3,268	1,656	1,095	255	72		401	380	332	265	104	105	104	96

Station Exits

											hour (hr)	*8*	*8*	*8*	*8*	*17*	*17*	*17*	*17*
											quarter hour (qhr)	*33*	*34*	*35*	*36*	*69*	*70*	*71*	*72*
NLC	**ASC**	**Station**	**Fare Zone**	**Total**	**Early**	**AM Peak**	**Midday**	**PM Peak**	**Evening**	**Late**		**0800-0815**	**0815-0830**	**0830-0845**	**0845-0900**	**1700-1715**	**1715-1730**	**1730-1745**	**1745-1800**
550	CFSu	Cockfosters	5	2,823	11	302	619	971	608	312		33	33	33	29	77	89	90	96
602	HBTu	High Barnet	5	6,448	18	987	1,092	2,134	1,537	679		118	133	139	132	154	179	188	209

	Line
High Barnet	Northern
Cockfosters	Piccadily

High Barnet	**Northern**									
	AM Peak					**PM Peak**				
	0800-0815	**0815-0830**	**0830-0845**	**0845-0900**	**Total**	**1700-1715**	**1715-1730**	**1730-1745**	**1745-1800**	**Total**
Arrivals (from Totteridge & Whetstone)	116	137	135	120	508	162	174	195	202	733
Departures (to Totteridge & Whetsone)	402	394	356	283	1,435	106	105	104	97	412

Cockfosters	**Piccadily**									
	AM Peak					**PM Peak**				
	0800-0815	**0815-0830**	**0830-0845**	**0845-0900**	**Total**	**1700-1715**	**1715-1730**	**1730-1745**	**1745-1800**	**Total**
Arrivals (from Oakwood)	33	32	32	29	126	81	86	95	96	358
Departures (to Oakwood)	114	112	102	90	418	43	40	40	40	163

Barrier Assessment - Existing	**AM Peak Period (0800-0900)**		**PM Peak Period (1700-1800)**	
	Access	**Egress**	**Access**	**Egress**
High Barnet	1378	521	167	730
Cockfosters	414	127	409	351

Proposed Development Underground Trips

Time	Arrivals at Site	Departures from Site	Total
0800-0900	7	37	44
1700-1800	26	11	37

High Barnet Station Existing

Gateline Counts

Time	Enter at Station	Exit Station	Total
0800-0900	1378	521	1899
1700-1800	167	730	897

High Barnet - Development Assumptions

Time	Enter Station	Exit Station	Total
0800-0900	29	5	34
1700-1800	8	20	28

High Barnet Station - Existing + Dev

Existing + Dev

Time	Enter Station	Exit Station	Total
0800-0900	1407	526	1933
1700-1800	175	750	925

High Barnet Station - Percentage Impact

Existing + Dev

Time	Enter Station	Exit Station	Total
0800-0900	2.1%	1.0%	1.8%
1700-1800	4.9%	2.7%	3.2%

Cockfosters Station Existing

Gateline Counts

Time	Enter at Station	Exit Station	Total
0800-0900	414	127	542
1700-1800	409	351	760

Cockfosters - Development Assumptions

Time	Enter Station	Exit Station	Total
0800-0900	8	1	10
1700-1800	2	6	8

Cockfosters Station Development Assumptions

Existing + Dev

Time	Enter Station	Exit Station	Total
0800-0900	422	129	551
1700-1800	411	357	768

Cockfosters Station Percentage Impact

Existing + Dev

Time	Enter Station	Exit Station	Total
0800-0900	2.0%	1.2%	1.8%
1700-1800	0.6%	1.7%	1.1%

Summary Table for TA

Station Gateline	Weekday AM Peak - 08:00-09:00			Weekday PM Peak - 17:00-18:00		
	Existing Flow	Development Only	Percentage Change	Existing Flow	Development Only	Percentage Change
High Barnet						
Arrival	1378	29	2.1%	167	8	4.9%
Departure	521	5	1.0%	730	20	2.7%
Total	1899	34	1.8%	897	28	3.2%
Cockfosters						
Arrival	414	8	2.0%	409	2	0.6%
Departure	127	1	1.2%	351	6	1.7%
Total	542	10	1.8%	760	8	1.1%

Impact on Stations Gateline

No. of Gates	**High Barnet Station**	**Cockfosters Station**
	3	3
People per gate per minute	25	25
Max Capcaity of Gateline (per hour)	4500	4500
Peak People at Station (1 hour) - AM Peak	1899	542
Capacity of Gateline currently used	42%	12%
Peak People at Station (1 Hour) - PM Peak	897	760
Capacity of Gateline currently used	20%	17%
Proposed Development Trips - AM Peak	34	28
Impact on Capacity	0.8%	0.6%
Proposed Development Trips - PM Peak	10	8
Impact on Capacity	0.2%	0.2%

Note: both stations have 3 standard width gates and one wide aisle gate, the standard width gates have only been considered as the wide aisle gates are not uni-directional

LINELOADING ASSESSMENT

Arrivals at Site

Origin	AM Peak	PM Peak
Totteridge & Whetsone	5	20
Oakwood	1	6

Departures from Site

Destination	AM Peak	PM Peak
Totteridge & Whetsone	29	8
Oakwood	8	2

from S05-AM-Method of travel to work spreadsheet

		Existing		Arrival at Site		Departure from Site		Total		Existing + Dev		Percentage Increase as a result of Development	
Start	**Direction**	**0800-0900**	**1700-1800**	**0800-0900**	**1700-1800**	**0800-0900**	**1700-1800**	**0800-0900**	**1700-1800**	**0800-0900**	**1700-1800**	**0800-0900**	**1700-1800**
High Barnet	Southbound	1,435	412			29	8	29	8	1464	420	2.0%	2.0%
Totteridge & Whetstone	Northbound	508	733	5	20			5	20	513	753	1.0%	2.7%
Cockfosters	Southbound	418	163			8	2	8	2	426	166	2.0%	1.5%
Oakwood	Northbound	126	358	1	6			1	6	127	364	1.2%	1.6%

Picaddily Line

Capacity of a Piccadily Line Train	684 pax
Services in AM Peak Hour	17
Services in PM Peak Hour	17

Northern Line

Capacity of a Northern Line Train	800 pax
Services in AM Peak Hour	18
Services in PM Peak Hour	18

Impact on Capacity

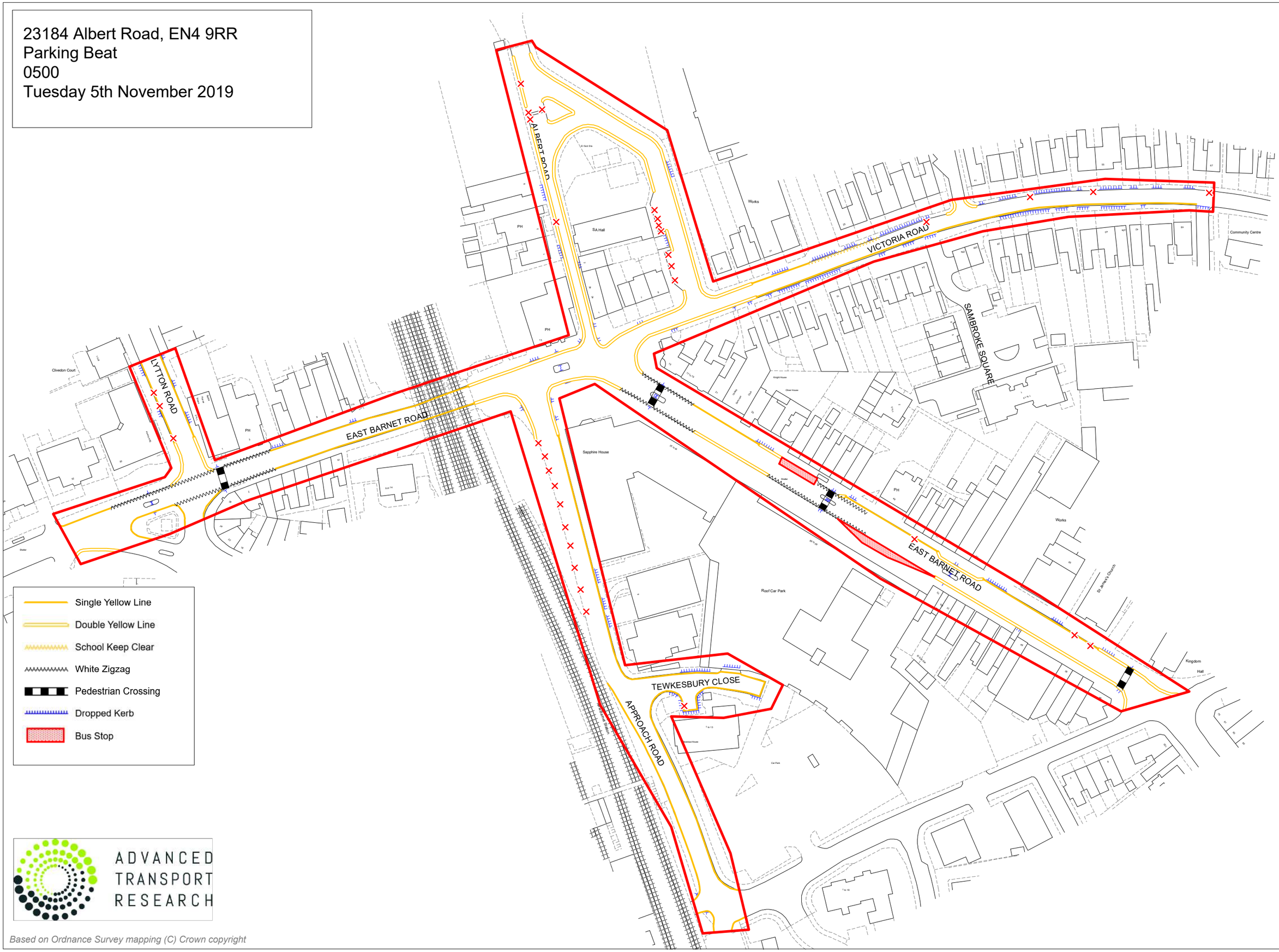
		Existing		Existing + Dev		Change in Capacity as a result of Development	
Start	**Direction**	**0800-0900**	**1700-1800**	**0800-0900**	**1700-1800**	**0800-0900**	**1700-1800**
High Barnet	Southbound	10.0%	2.9%	10.2%	2.9%	0.2%	0.1%
Totteridge & Whetstone	Northbound	3.5%	5.1%	3.6%	5.2%	0.0%	0.1%
Cockfosters	Southbound	3.6%	1.4%	3.7%	1.4%	0.1%	0.0%
Oakwood	Northbound	1.1%	3.1%	1.1%	3.1%	0.0%	0.1%

vectos.

Appendix O

Parking Survey Data

23184 Albert Road, EN4 9RR
Parking Beat
0500
Tuesday 5th November 2019

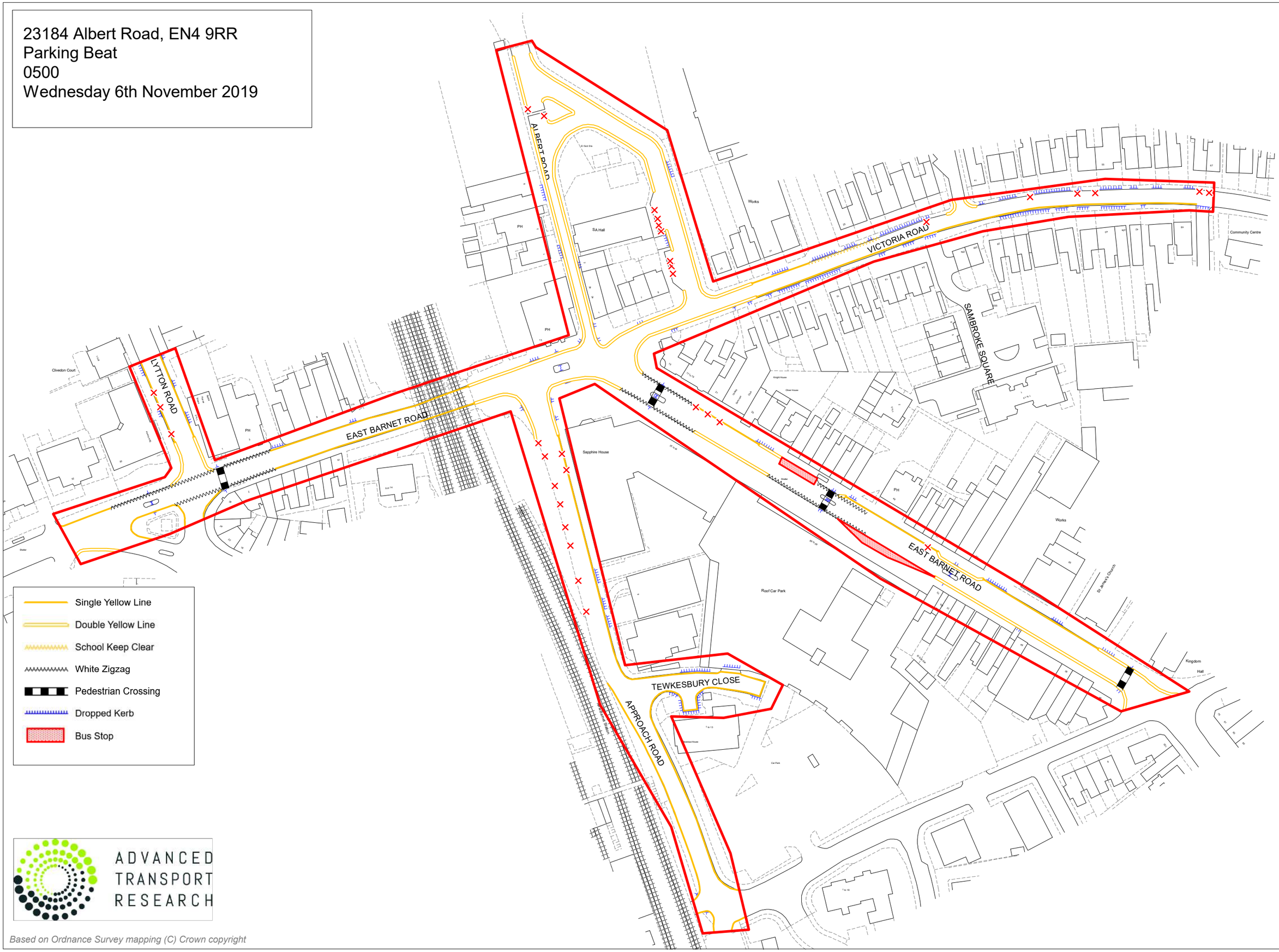


- Single Yellow Line
- Double Yellow Line
- School Keep Clear
- White Zigzag
- Pedestrian Crossing
- Dropped Kerb
- Bus Stop

ADVANCED TRANSPORT RESEARCH

Based on Ordnance Survey mapping (C) Crown copyright

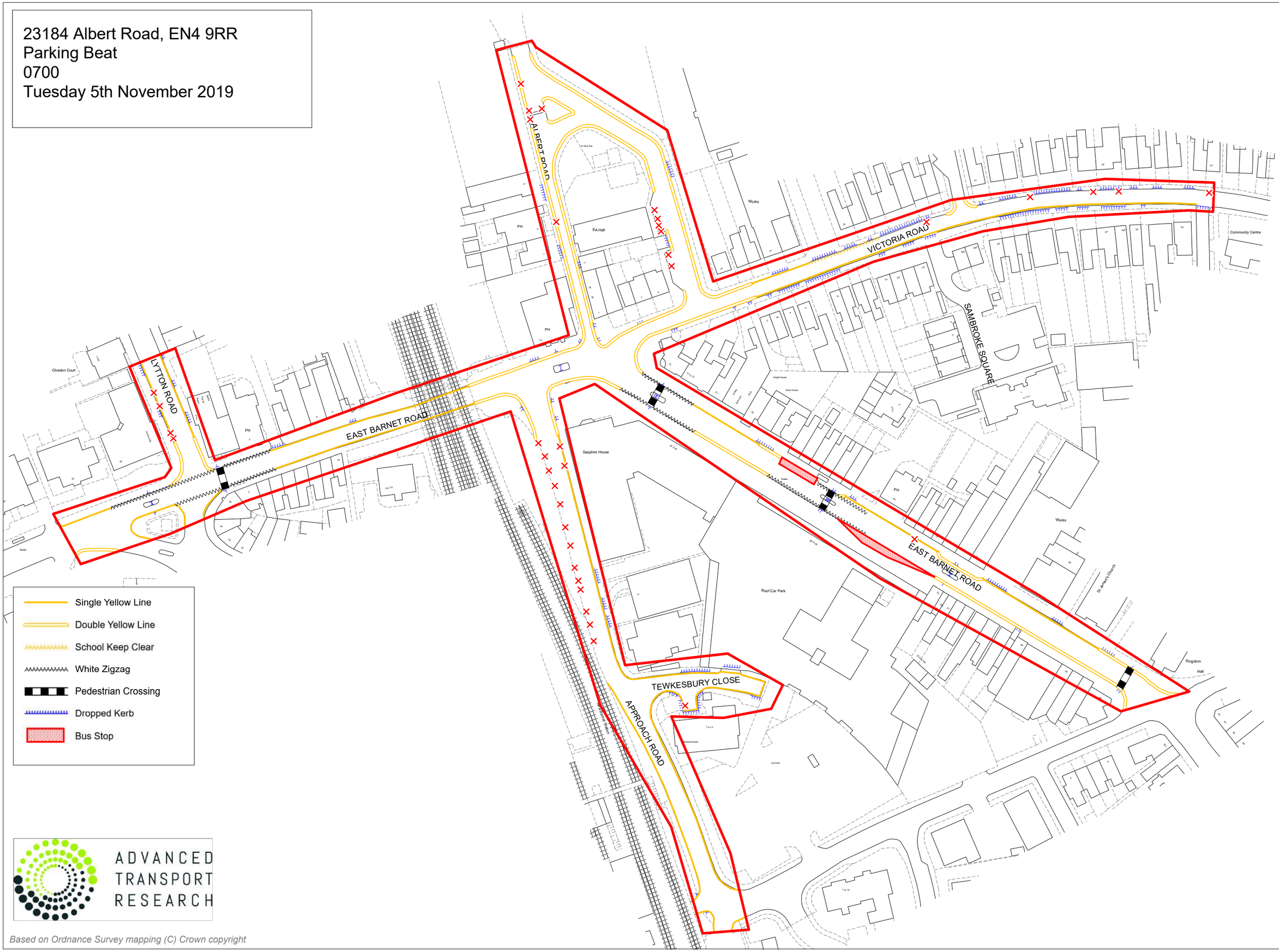
23184 Albert Road, EN4 9RR
Parking Beat
0500
Wednesday 6th November 2019



ADVANCED TRANSPORT RESEARCH

Based on Ordnance Survey mapping (C) Crown copyright

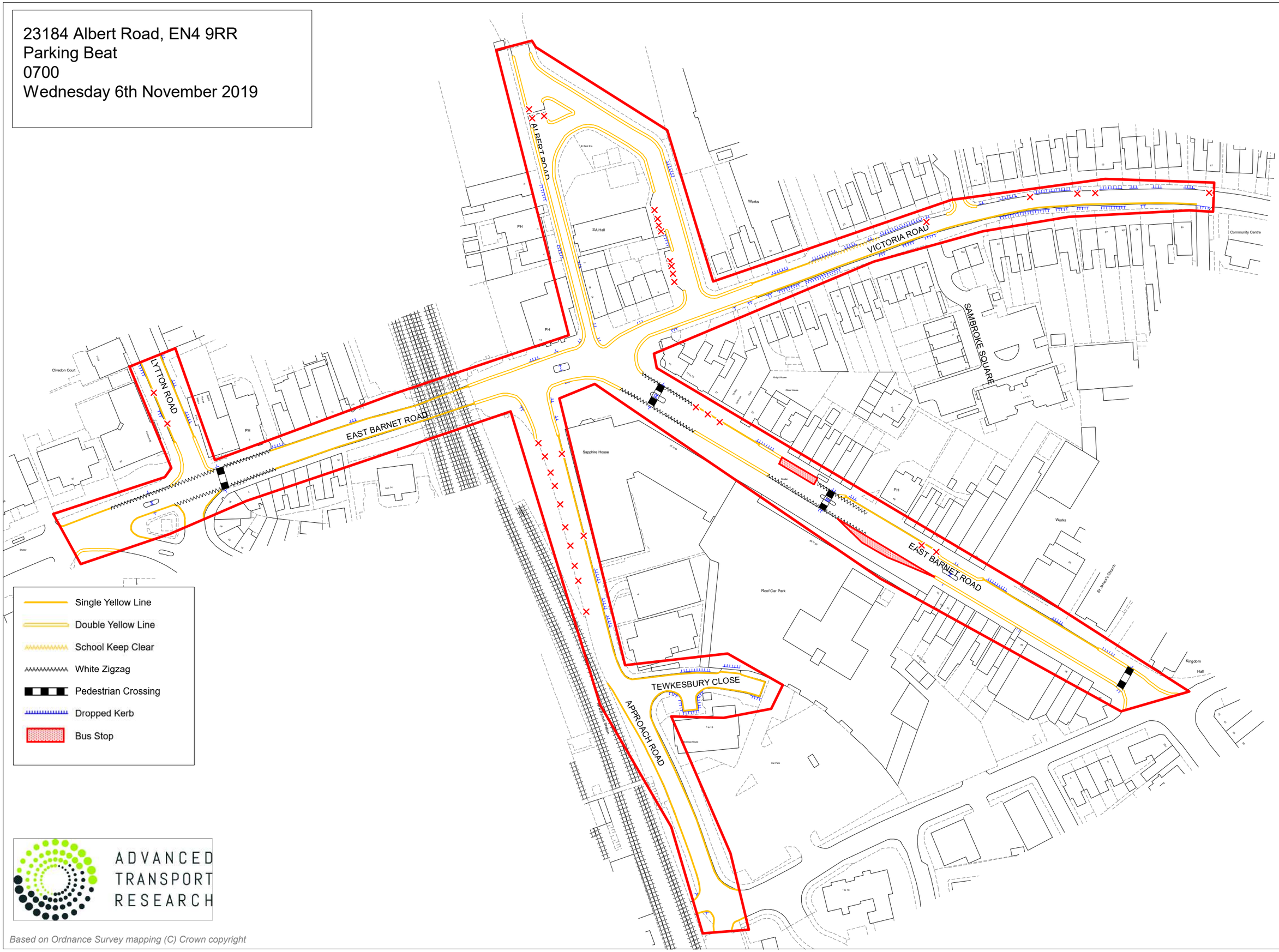
23184 Albert Road, EN4 9RR
Parking Beat
0700
Tuesday 5th November 2019



ADVANCED TRANSPORT RESEARCH

Based on Ordnance Survey mapping (C) Crown copyright

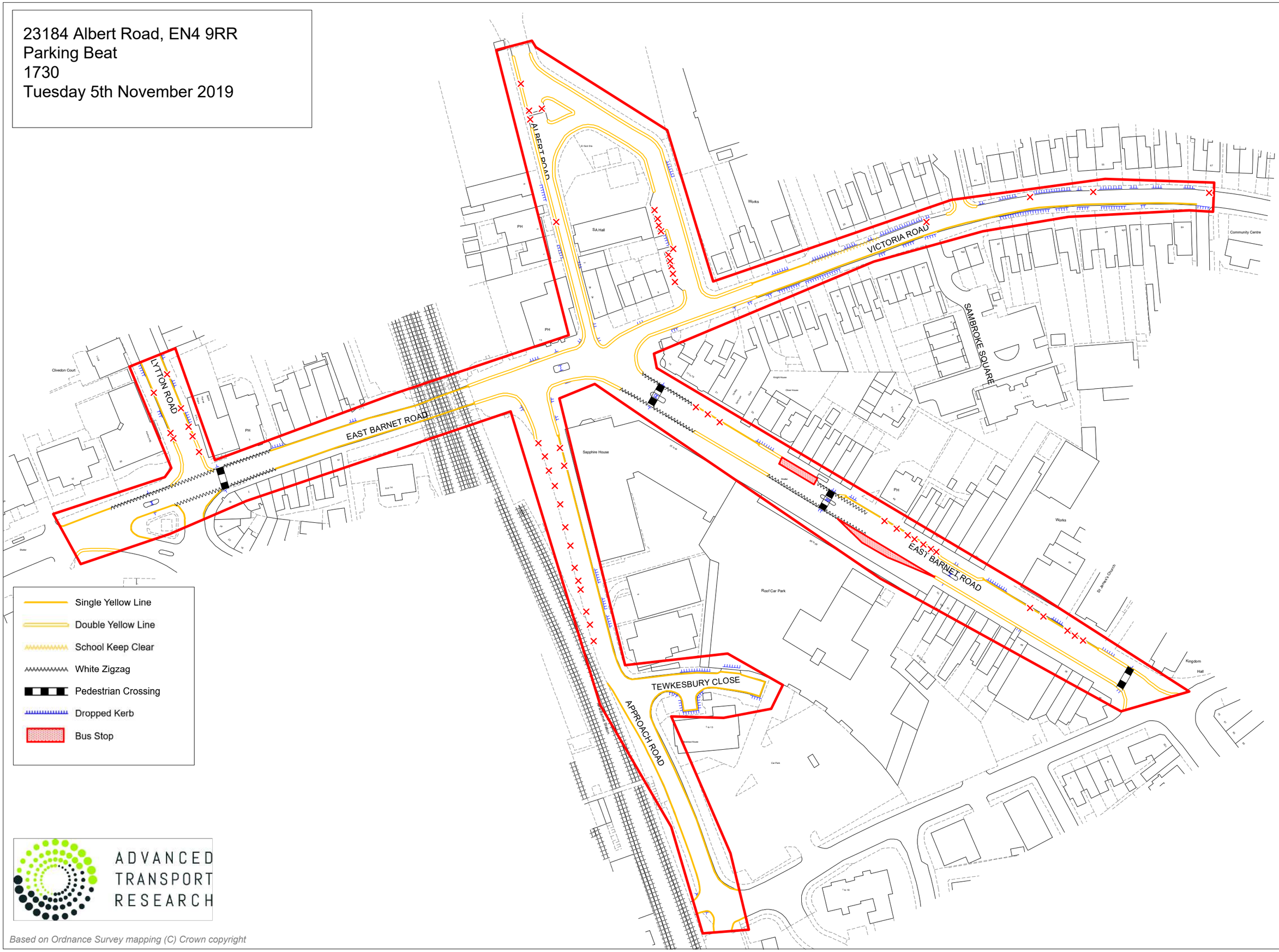
23184 Albert Road, EN4 9RR
Parking Beat
0700
Wednesday 6th November 2019



ADVANCED TRANSPORT RESEARCH

Based on Ordnance Survey mapping (C) Crown copyright

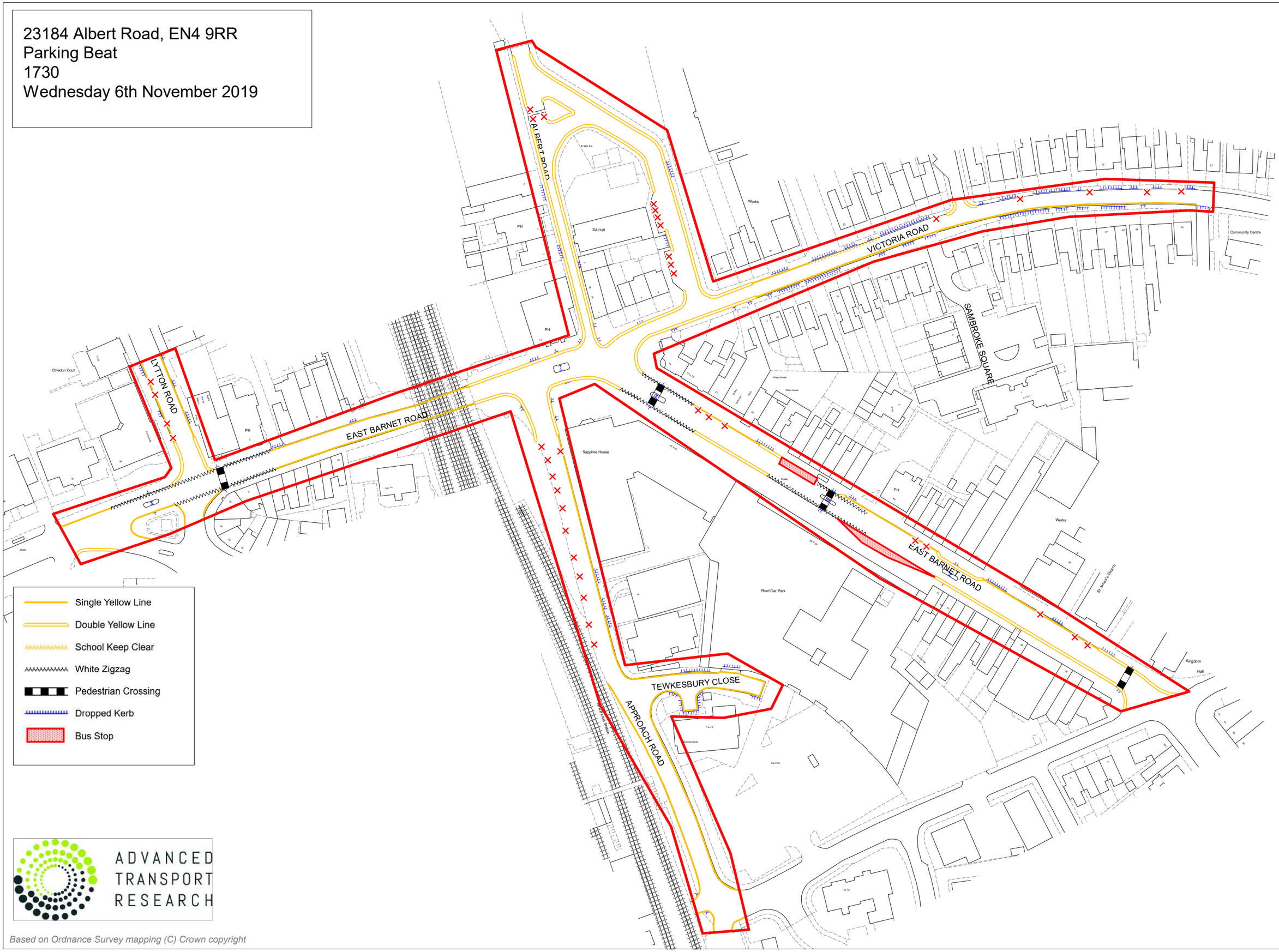
23184 Albert Road, EN4 9RR
Parking Beat
1730
Tuesday 5th November 2019



ADVANCED TRANSPORT RESEARCH

Based on Ordnance Survey mapping (C) Crown copyright

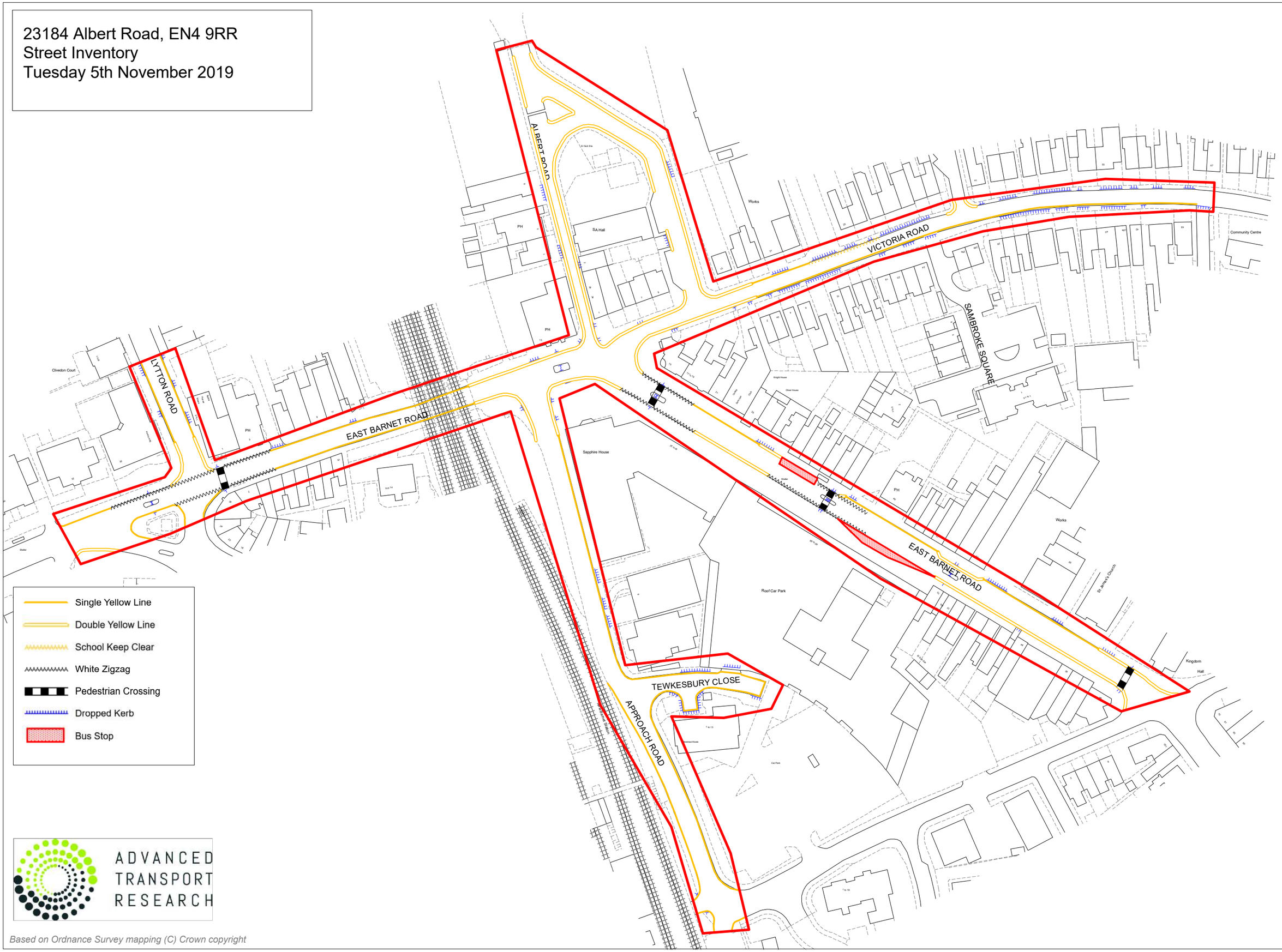
23184 Albert Road, EN4 9RR
Parking Beat
1730
Wednesday 6th November 2019



ADVANCED TRANSPORT RESEARCH

Based on Ordnance Survey mapping (C) Crown copyright

23184 Albert Road, EN4 9RR
Street Inventory
Tuesday 5th November 2019



ADVANCED TRANSPORT RESEARCH

Based on Ordnance Survey mapping (C) Crown copyright

Advanced Transport Research
Albert Road, Barnet
Parking Demand

Job Number & Name: **23184 Albert Road, Barnet**
Client: **Vectos**
Date: **5th & 6th November 2019**

0500 Tuesday 5th November 2019					Unrestricted Kerb Space				Single Yellow Line				Single yellow line restriction 2				Double Yellow Line			
	Street	Total Length of Available Kerb Space	Length of Junctions	Length of Bus stops/other	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress					Length (m)	Calculated Spaces	Cars Parked	Stress
	East Barnet Road	803	45	313					253	50	3	6%					192	38	0	0%
	Lytton Road	95	10	24					41	8	3	38%					20	4	0	0%
	Approach Road	384	30	20	98	19	10	53%	219	43	0	0%	note both restrictions not active at this time				17	3	0	0%
	Tewkesbury Close	62	5	12					45	9	1	11%								
	Albert Road	178	10	5	45	18	10	56%									118	23	2	9%
	Victoria Road	236	25	109	42	8	4	50%	10	2	0	0%					50	10	0	0%
	Total per Beat by restriction					45	24	53%		112	7	6%						78	2	3%
	Total per Beat					45	33	73%												

0700 Tuesday 5th November 2019					Unrestricted Kerb Space				Single Yellow Line restriction 1				Single Yellow Line restriction 2				Double Yellow Line			
	Street	Total Length of Available Kerb Space	Length of Junctions	Length of Bus stops/other	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress
	East Barnet Road	803	45	313					253	50	1	2%					192	38	0	0%
	Lytton Road	95	10	24					41	8	4	50%					20	4	0	0%
	Approach Road	384	30	20	98	19	13	68%	8	1	1	100%	211	42	1	2%	17	3	0	0%
	Tewkesbury Close	62	5	12					45	9	1	11%								
	Albert Road	178	10	5	45	18	9	50%									118	23	2	9%
	Victoria Road	236	25	109	42	8	5	63%	10	2	0	0%					50	10	0	0%
	Total per Beat by restriction					45	27	60%		70	7	10%						78	2	3%
	Total per Beat					45	36	80%												

1730 Tuesday 5th November 2019					Unrestricted Kerb Space				Single Yellow Line								Double Yellow Line			
	Street	Total Length of Available Kerb Space	Length of Junctions	Length of Bus stops/other	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress					Length (m)	Calculated Spaces	Cars Parked	Stress
	East Barnet Road	803	45	313					253	50	15	30%					192	38	0	0%
	Lytton Road	95	10	24					41	8	6	75%					20	4	2	0%
	Approach Road	384	30	20	98	19	13	68%	219	43	2	5%	note both restrictions active at this time				17	3	0	0%
	Tewkesbury Close	62	5	12					45	9	0	0%								
	Albert Road	178	10	5	45	18	12	67%									118	23	3	13%
	Victoria Road	236	25	109	42	8	4	50%	10	2	0	0%					50	10	0	0%
	Total per Beat by restriction					45	29	64%		112	23	21%						78	5	6%
	Total per Beat					45	57	127%												

0500 Wednesday 6th November 2019					Unrestricted Kerb Space				Single Yellow Line								Double Yellow Line			
	Street	Total Length of Available Kerb Space	Length of Junctions	Length of Bus stops/other	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress					Length (m)	Calculated Spaces	Cars Parked	Stress
	East Barnet Road	803	45	313					253	50	4	8%					192	38	0	0%
	Lytton Road	95	10	24					41	8	3	38%					20	4	0	0%
	Approach Road	384	30	20	98	19	8	42%	219	43	2	5%					17	3	0	0%
	Tewkesbury Close	62	5	12					45	9	0	0%								
	Albert Road	178	10	5	45	18	9	50%									118	23	0	0%
	Victoria Road	236	25	109	42	8	6	75%	10	2	0	0%					50	10	0	0%
	Total per Beat by restriction					45	23	51%		112	9	8%						78	0	0%
	Total per Beat					45	32	71%												

Advanced Transport Research	*Job Number & Name:*	**23184 Albert Road, Barnet**
Albert Road, Barnet	*Client:*	**Vectos**
Parking Demand	*Date:*	**5th & 6th November 2019**

0700 Wednesday 6th November 2019					Unrestricted Kerb Space				Single Yellow Line				Single Yellow Line restriction 2				Double Yellow Line			
Street	**Total Length of Available Kerb Space**	**Length of Junctions**	**Length of Bus stops/other**	Length (m)	Calculated Spaces	Cars Parked	**Stress**	Length (m)	Calculated Spaces	Cars Parked	**Stress**	Length (m)	Calculated Spaces	Cars Parked	**Stress**	Length (m)	Calculated Spaces	Cars Parked	**Stress**
East Barnet Road	803	45	313					253	50	5	**10%**					192	38	0	**0%**
Lytton Road	95	10	24					41	8	2	**25%**					20	4	0	**0%**
Approach Road	384	30	20	98	19	10	**53%**	8	1	0	**0%**	**211**	42	**2**	**5%**	17	3	0	**0%**
Tewkesbury Close	62	5	12					45	9	0	**0%**								
Albert Road	178	10	5	45	18	11	**61%**									118	23	0	**0%**
Victoria Road	236	25	109	42	8	5	**63%**	10	2	0	**0%**					50	10	0	**0%**
Total per Beat by restriction					45	26	**58%**		70	7	**10%**						78	0	**0%**
Total per Beat					45	33	**73%**												

1730 Wednesday 6th November 2019					Unrestricted Kerb Space				Single Yellow Line								Double Yellow Line			
Street	**Total Length of Available Kerb Space**	**Length of Junctions**	**Length of Bus stops/other**	Length (m)	Calculated Spaces	Cars Parked	**Stress**	Length (m)	Calculated Spaces	Cars Parked	**Stress**					Length (m)	Calculated Spaces	Cars Parked	**Stress**
East Barnet Road	803	45	313					253	50	8	**16%**					192	38	0	**0%**
Lytton Road	95	10	24					41	8	4	**50%**					20	4	0	**0%**
Approach Road	384	30	20	98	19	11	**58%**	219	43	1	**2%**	**note both restrictions active at this time**				17	3	0	**0%**
Tewkesbury Close	62	5	12					45	9	0	**0%**								
Albert Road	178	10	5	45	18	10	**56%**									118	23	0	**0%**
Victoria Road	236	25	109	42	8	5	**63%**	10	2	0	**0%**					50	10	0	**0%**
Total per Beat by restriction					45	26	**58%**		112	13	**12%**						78	0	**0%**
Total per Beat					45	39	**87%**												

vectos.

Appendix P

Traffic Flow Analysis and Diagrams

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 23184 Albert Road, Barnet

Site Number/Name: Site 2 - Victoria Road/East Barnet Road

Client: Vectos

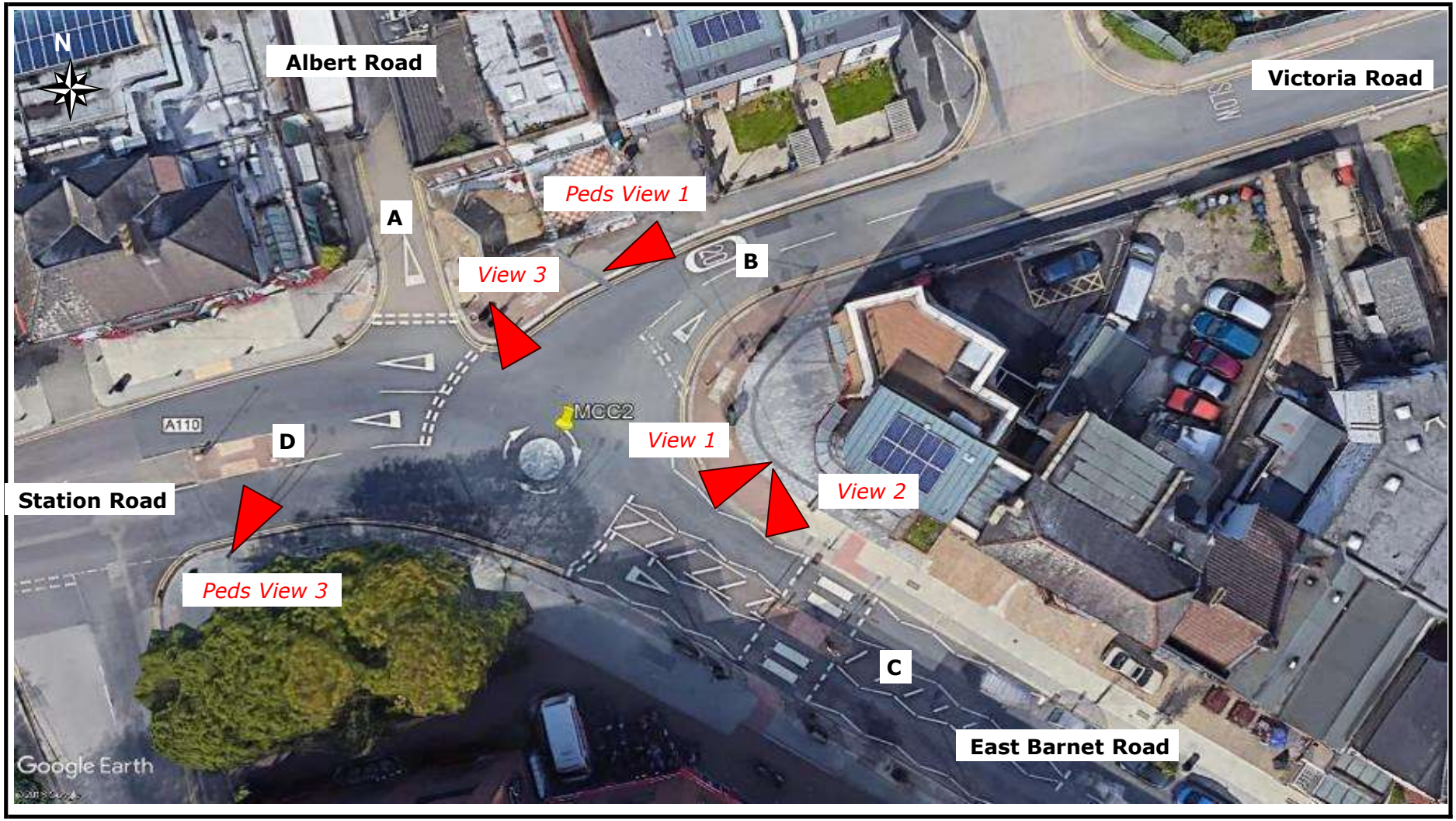
Date: 05/11/2019

Weather: dry

Comments: none

Advanced Transport Research	*Job Number & Name:*	23184 Albert Road, Barnet
Site 2 - Victoria Road/East Barnet Road	*Date:*	Tuesday 05 Nov 2019

Job Type:	Junction Count				
Co-ordinates:	51° 39' 1.01"N, 0° 10' 21.42"W	*Postcode:*	EN4 8RN	*Times:*	0700-1000 1600-1900



Advanced Transport Research

Site 2 - Victoria Road/East Barnet Road

Classified Counts

	A to A							A to B							A to C							A to D							B to A						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 08:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:15 - 08:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:30 - 08:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:45 - 08:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:00 - 09:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*1*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:15 - 09:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*1*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:30 - 09:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:45 - 09:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
09:00 - 10:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:00 - 17:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*1*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*4*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:15 - 17:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*2*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*4*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:30 - 17:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*1*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:45 - 17:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*1*	*0*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:00 - 18:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:15 - 18:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:30 - 18:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:45 - 18:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
18:00 - 19:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

B to B							B to C							B to D							C to A							C to B						
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
0	0	0	0	0	0	0	6	0	0	0	0	0	0	32	3	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0
0	0	0	0	0	0	0	5	1	0	0	0	0	0	40	8	1	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0
0	0	0	0	0	0	0	3	0	0	1	0	0	0	54	5	0	0	0	0	1	0	0	0	0	0	0	0	3	1	0	0	0	0	0
0	0	0	0	0	0	0	4	2	0	0	0	0	0	58	0	0	0	0	1	1	0	0	0	0	0	0	0	5	0	2	0	0	0	0
0	0	0	0	0	0	0	1	1	0	0	0	0	0	62	7	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0
0	0	0	0	0	0	0	5	0	0	1	0	0	0	62	2	0	0	2	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0
0	0	0	0	0	0	0	1	3	0	0	0	0	0	63	7	3	0	3	0	1	0	0	0	0	0	0	0	3	2	0	0	0	0	0
0	0	0	0	0	0	0	4	1	0	0	0	0	0	70	4	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
1	0	0	0	0	0	0	6	4	2	0	0	0	0	52	4	0	0	0	1	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0
0	0	0	0	0	0	0	4	1	0	0	0	1	0	51	2	1	0	0	1	1	0	0	0	0	0	0	0	8	3	0	0	0	0	0
0	0	0	0	0	0	0	3	3	0	0	0	1	1	36	5	0	0	0	1	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0
0	0	0	0	0	0	0	4	2	0	0	0	0	0	44	5	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0

0	0	0	0	0	0	0	3	1	0	0	0	0	0	66	6	1	0	0	0	2	0	0	0	0	0	0	0	9	0	0	0	0	0	0
0	0	0	0	0	0	0	6	0	1	0	0	0	0	50	8	1	0	1	1	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0
0	0	0	0	0	0	0	5	0	0	0	0	0	0	46	11	0	0	1	1	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0
0	0	0	0	0	0	0	6	2	0	0	0	0	0	50	4	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1	0
0	0	0	0	0	0	0	8	0	0	0	0	1	0	51	4	0	0	0	3	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
0	0	0	0	0	0	0	8	0	0	0	0	0	0	63	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
0	0	0	0	0	0	0	8	0	1	0	0	1	0	49	2	0	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0
0	0	0	0	0	0	0	5	0	0	0	0	0	0	45	3	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0
0	0	0	0	0	0	0	10	0	0	0	0	0	0	47	0	0	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
0	0	0	0	0	0	0	7	0	0	0	0	0	0	34	1	1	0	0	1	1	0	0	0	0	0	0	0	11	0	0	0	0	0	0
0	0	0	0	0	0	0	3	0	0	0	0	0	0	35	1	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	1	0	0	0	0	0	0	0	0	0	7	0	0	0	0	1	0

0	*0*	*0*	*0*	*0*	*0*	*0*	*18*	*3*	*0*	*1*	*0*	*0*	*0*	*184*	*16*	*1*	*0*	*0*	*1*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*15*	*1*	*3*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*13*	*4*	*0*	*1*	*0*	*0*	*0*	*214*	*20*	*2*	*0*	*0*	*1*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*15*	*2*	*2*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*13*	*3*	*0*	*2*	*0*	*0*	*0*	*236*	*14*	*1*	*0*	*2*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*12*	*3*	*2*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*11*	*6*	*0*	*1*	*0*	*0*	*0*	*245*	*16*	*4*	*0*	*5*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*12*	*4*	*2*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*11*	*5*	*0*	*1*	*0*	*0*	*0*	*257*	*20*	*5*	*0*	*5*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*9*	*6*	*0*	*0*	*0*	*0*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*16*	*8*	*2*	*1*	*0*	*0*	*0*	*247*	*17*	*4*	*0*	*5*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*14*	*6*	*0*	*0*	*0*	*0*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*15*	*9*	*2*	*0*	*0*	*1*	*0*	*236*	*17*	*5*	*0*	*3*	*2*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*20*	*8*	*0*	*0*	*0*	*0*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*17*	*9*	*2*	*0*	*0*	*2*	*1*	*209*	*15*	*2*	*0*	*0*	*3*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*19*	*6*	*0*	*0*	*0*	*0*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*17*	*10*	*2*	*0*	*0*	*2*	*1*	*183*	*16*	*4*	*0*	*0*	*3*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*21*	*4*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*20*	*3*	*1*	*0*	*0*	*0*	*0*	*212*	*29*	*2*	*0*	*2*	*2*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*32*	*3*	*0*	*0*	*0*	*1*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*25*	*2*	*1*	*0*	*0*	*1*	*0*	*197*	*27*	*1*	*0*	*2*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*24*	*3*	*1*	*0*	*0*	*1*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*27*	*2*	*0*	*0*	*0*	*1*	*0*	*210*	*21*	*0*	*0*	*1*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*16*	*1*	*1*	*0*	*0*	*1*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*30*	*2*	*1*	*0*	*0*	*2*	*0*	*213*	*12*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*14*	*0*	*1*	*0*	*0*	*2*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*29*	*0*	*1*	*0*	*0*	*2*	*0*	*208*	*11*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*14*	*0*	*1*	*0*	*0*	*1*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*31*	*0*	*1*	*0*	*0*	*1*	*0*	*204*	*7*	*0*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*18*	*0*	*0*	*0*	*0*	*1*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*30*	*0*	*1*	*0*	*0*	*1*	*0*	*175*	*6*	*1*	*0*	*0*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*27*	*0*	*0*	*0*	*0*	*1*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*25*	*0*	*0*	*0*	*0*	*0*	*0*	*161*	*5*	*1*	*0*	*0*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*29*	*1*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*20*	*0*	*0*	*0*	*0*	*0*	*0*	*156*	*2*	*1*	*0*	*1*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*30*	*1*	*0*	*0*	*0*	*1*	*0*

Job Number & Name:	**23184 Albert Road, Barnet**
Client:	**Vectos**
Date:	**Tuesday 05 November 2019**

C to C							C to D							D to A							D to B							D to C							D to D						
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
0	0	0	0	0	0	0	60	13	2	0	6	1	0	0	0	0	0	0	0	0	16	3	0	0	0	1	0	57	23	1	0	5	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	105	21	3	0	6	0	4	0	0	0	0	0	0	0	23	7	1	0	0	0	0	82	23	1	2	7	1	1	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	99	14	1	0	7	0	1	0	0	0	0	0	0	0	40	5	1	0	0	0	0	105	19	2	0	5	2	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	106	21	5	0	9	1	1	0	0	0	0	0	0	0	76	8	0	0	0	0	2	109	27	6	0	7	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	75	9	2	1	6	0	0	0	0	0	0	0	0	0	95	8	1	0	0	2	1	93	22	3	0	5	1	1	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	73	11	0	1	6	0	0	0	0	0	0	0	0	0	77	10	1	0	1	1	0	108	9	5	0	6	0	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	64	10	1	0	9	0	0	0	0	0	0	0	0	0	69	5	0	0	0	0	1	117	8	1	0	6	1	1	1	0	0	0	0	0	0	0
2	1	0	0	0	0	0	91	9	5	0	5	1	1	0	0	1	0	0	0	0	59	7	1	0	0	1	0	85	14	1	0	4	0	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	90	13	2	0	6	2	0	0	0	0	0	0	0	0	35	7	1	0	0	1	0	92	12	2	0	6	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	102	10	2	0	6	0	1	0	0	0	0	0	0	0	54	9	3	0	0	2	1	80	14	3	0	6	0	0	2	0	0	0	0	0	0	0
0	0	0	0	0	0	0	73	11	3	0	7	0	0	0	0	0	0	0	0	0	31	5	1	0	0	1	0	76	15	2	0	6	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	88	12	0	0	6	0	1	0	0	0	0	0	0	0	29	6	0	0	1	0	0	78	11	4	0	7	0	1	2	0	0	0	0	0	0	0
1	0	0	0	0	0	0	90	11	2	2	8	2	0	0	0	0	0	0	0	0	41	3	0	0	1	0	0	89	8	1	0	6	2	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	91	22	1	0	9	3	0	0	0	0	0	0	0	0	53	6	0	0	1	1	0	96	14	0	0	10	1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	99	15	1	0	6	3	0	0	0	0	0	0	0	0	55	4	1	0	0	0	0	97	14	2	0	3	3	0	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	88	11	2	0	7	2	1	0	0	0	0	0	0	0	84	6	1	0	1	4	0	109	12	0	0	9	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	64	11	0	0	2	0	1	0	0	0	0	0	1	0	61	9	0	0	0	0	2	96	13	0	0	5	0	0	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	76	5	0	0	7	1	0	0	0	0	0	0	0	0	73	7	0	0	0	0	0	75	13	0	0	8	5	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	81	8	0	0	5	0	0	0	0	0	0	0	0	0	84	6	0	0	0	2	1	102	9	1	0	5	0	1	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	105	5	1	0	6	1	0	0	0	0	0	0	0	0	108	3	1	0	0	1	0	104	12	0	0	4	1	1	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	94	9	1	0	9	2	0	0	0	0	0	0	0	0	94	3	0	0	1	1	1	98	11	0	1	5	0	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	97	6	0	0	5	2	0	0	0	0	0	0	0	0	86	3	0	0	0	2	0	95	6	1	0	5	0	0	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	93	8	0	1	6	0	0	0	0	0	0	0	0	0	74	1	0	0	0	0	0	103	8	0	0	6	1	1	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	79	4	0	0	5	1	0	0	0	0	0	0	0	0	61	4	0	0	0	2	2	97	6	1	0	7	0	0	0	0	0	0	0	0	0	0
1	*0*	*0*	*0*	*0*	*0*	*0*	*370*	*69*	*11*	*0*	*28*	*2*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*155*	*23*	*2*	*0*	*0*	*1*	*2*	*353*	*92*	*10*	*2*	*24*	*3*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*385*	*65*	*11*	*1*	*28*	*1*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*234*	*28*	*3*	*0*	*0*	*2*	*3*	*389*	*91*	*12*	*2*	*24*	*4*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*353*	*55*	*8*	*2*	*28*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*288*	*31*	*3*	*0*	*1*	*3*	*3*	*415*	*77*	*16*	*0*	*23*	*3*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*318*	*51*	*8*	*2*	*30*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*317*	*31*	*2*	*0*	*1*	*3*	*4*	*427*	*66*	*15*	*0*	*24*	*2*	*3*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2	*1*	*0*	*0*	*0*	*0*	*0*	*303*	*39*	*8*	*2*	*26*	*1*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*300*	*30*	*3*	*0*	*1*	*4*	*2*	*403*	*53*	*10*	*0*	*21*	*2*	*4*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2	*1*	*0*	*0*	*0*	*0*	*0*	*318*	*43*	*8*	*1*	*26*	*3*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*240*	*29*	*3*	*0*	*1*	*3*	*1*	*402*	*43*	*9*	*0*	*22*	*1*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2	*1*	*0*	*0*	*0*	*0*	*0*	*347*	*42*	*10*	*0*	*26*	*3*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*217*	*28*	*5*	*0*	*0*	*4*	*2*	*374*	*48*	*7*	*0*	*22*	*1*	*2*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2	*1*	*0*	*0*	*0*	*0*	*0*	*356*	*43*	*12*	*0*	*24*	*3*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*179*	*28*	*6*	*0*	*0*	*5*	*1*	*333*	*55*	*8*	*0*	*22*	*0*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
0	*0*	*0*	*0*	*0*	*0*	*0*	*353*	*46*	*7*	*0*	*25*	*2*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*149*	*27*	*5*	*0*	*1*	*4*	*1*	*326*	*52*	*11*	*0*	*25*	*0*	*1*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2	*1*	*0*	*0*	*0*	*0*	*0*	*368*	*59*	*6*	*2*	*30*	*10*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*233*	*19*	*2*	*0*	*3*	*5*	*0*	*391*	*48*	*3*	*0*	*28*	*6*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
1	*1*	*0*	*0*	*0*	*0*	*0*	*342*	*59*	*4*	*0*	*24*	*8*	*2*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*253*	*25*	*2*	*0*	*2*	*5*	*2*	*398*	*53*	*2*	*0*	*27*	*4*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*327*	*42*	*3*	*0*	*22*	*6*	*2*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*273*	*26*	*2*	*0*	*1*	*4*	*2*	*377*	*52*	*2*	*0*	*25*	*8*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*309*	*35*	*2*	*0*	*21*	*3*	*2*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*302*	*28*	*1*	*0*	*1*	*6*	*3*	*382*	*47*	*1*	*0*	*27*	*5*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*326*	*29*	*1*	*0*	*20*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*326*	*25*	*1*	*0*	*0*	*3*	*3*	*377*	*47*	*1*	*0*	*22*	*6*	*2*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*356*	*27*	*2*	*0*	*27*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*359*	*19*	*1*	*0*	*1*	*4*	*2*	*379*	*45*	*1*	*1*	*22*	*6*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*377*	*28*	*2*	*0*	*25*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*372*	*15*	*1*	*0*	*1*	*6*	*2*	*399*	*38*	*2*	*1*	*19*	*1*	*3*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*389*	*28*	*2*	*1*	*26*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*362*	*10*	*1*	*0*	*1*	*4*	*1*	*400*	*37*	*1*	*1*	*20*	*2*	*3*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
1	*0*	*0*	*0*	*0*	*0*	*0*	*363*	*27*	*1*	*1*	*25*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*315*	*11*	*0*	*0*	*1*	*5*	*3*	*393*	*31*	*2*	*1*	*23*	*1*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

Advanced Transport Research

Site 2 - Victoria Road/East Barnet Road

PCU Values

	A to A								A to B								A to C								A to D								B to A							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
07:00 - 07:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 07:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 07:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.4	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:15 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.4	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:30 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:45 - 10:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 16:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 16:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.4	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.4	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 16:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.4	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.4	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:15 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:30 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:45 - 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	A to A								A to B								A to C								A to D								B to A							
07:00 - 08:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*0.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
07:15 - 08:15	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*0.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
07:30 - 08:30	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*1.5*	*0.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.8*	*0.0*	*1.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
07:45 - 08:45	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*1.5*	*0.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.8*	*0.0*	*1.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
08:00 - 09:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*	*1.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*2.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
08:15 - 09:15	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*1.5*	*1.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*2.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
08:30 - 09:30	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*1.5*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*2.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
08:45 - 09:45	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*1.5*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*2.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
09:00 - 10:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*1.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
16:00 - 17:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*3.4*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*	*4.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*5.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
16:15 - 17:15	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.8*	*0.0*	*2.8*	*4.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*4.0*	*4.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*5.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
16:30 - 17:30	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*1.4*	*5.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*5.0*	*5.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*5.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
16:45 - 17:45	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*1.4*	*4.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*5.0*	*4.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*4.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
17:00 - 18:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*0.4*	*4.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*5.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*2.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
17:15 - 18:15	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*2.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*1.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
17:30 - 18:30	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*	*1.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*	*2.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
17:45 - 18:45	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*3.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*4.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
18:00 - 19:00	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*4.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*4.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*	*3.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*4.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*

AM Total	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1.0**	**0.0**	**3.0**	**0.0**	**0.0**	**0.0**	**0.0**	**4.0**	**2.0**	**1.0**	**0.0**	**0.0**	**0.0**	**1.2**	**0.0**	**4.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
PM Total	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**7.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.8**	**0.0**	**7.8**	**8.0**	**1.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**9.0**	**9.0**	**2.0**	**0.0**	**0.0**	**0.0**	**0.8**	**0.0**	**11.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
Daily Total	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**7.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.8**	**0.0**	**7.8**	**9.0**	**1.0**	**3.0**	**0.0**	**0.0**	**0.0**	**0.0**	**13.0**	**11.0**	**3.0**	**0.0**	**0.0**	**0.0**	**2.0**	**0.0**	**16.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
07:45 - 08:45	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***1.5***	***0.0***	***0.0***	***0.0***	***0.0***	***1.5***	***0.0***	***1.0***	***0.0***	***0.0***	***0.0***	***0.8***	***0.0***	***1.8***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***
17:30 - 18:30	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***3.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***3.0***	***1.0***	***1.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***2.0***	***2.0***	***1.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***3.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***

B to B								B to C								B to D								C to A								C to B							
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	6.0	0.0	0.0	0.0	0.0	0.0	0.0	**6.0**	32.0	3.0	0.0	0.0	0.0	0.0	0.2	**35.2**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	2.0	0.0	1.5	0.0	0.0	0.0	0.0	**3.5**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	5.0	1.0	0.0	0.0	0.0	0.0	0.0	**6.0**	40.0	8.0	1.5	0.0	0.0	0.0	0.2	**49.7**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	5.0	0.0	0.0	0.0	0.0	0.0	0.0	**5.0**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	3.0	0.0	0.0	2.3	0.0	0.0	0.0	**5.3**	54.0	5.0	0.0	0.0	0.0	0.0	0.2	**59.2**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	3.0	1.0	0.0	0.0	0.0	0.0	0.0	**4.0**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	4.0	2.0	0.0	0.0	0.0	0.0	0.0	**6.0**	58.0	0.0	0.0	0.0	0.0	0.4	0.2	**58.6**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	5.0	0.0	3.0	0.0	0.0	0.0	0.0	**8.0**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	1.0	1.0	0.0	0.0	0.0	0.0	0.0	**2.0**	62.0	7.0	1.5	0.0	0.0	0.0	0.0	**70.5**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	2.0	1.0	0.0	0.0	0.0	0.0	0.0	**3.0**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	5.0	0.0	0.0	2.3	0.0	0.0	0.0	**7.3**	62.0	2.0	0.0	0.0	4.0	0.0	0.0	**68.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	2.0	1.0	0.0	0.0	0.0	0.0	0.0	**3.0**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	1.0	3.0	0.0	0.0	0.0	0.0	0.0	**4.0**	63.0	7.0	4.5	0.0	6.0	0.0	0.2	**80.7**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	3.0	2.0	0.0	0.0	0.0	0.0	0.0	**5.0**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	4.0	1.0	0.0	0.0	0.0	0.0	0.0	**5.0**	70.0	4.0	1.5	0.0	0.0	0.0	0.0	**75.5**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	2.0	2.0	0.0	0.0	0.0	0.0	0.0	**4.0**
1.0	0.0	0.0	0.0	0.0	0.0	0.0	**1.0**	6.0	4.0	3.0	0.0	0.0	0.0	0.0	**13.0**	52.0	4.0	0.0	0.0	0.0	0.4	0.0	**56.4**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	7.0	1.0	0.0	0.0	0.0	0.0	0.0	**8.0**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	4.0	1.0	0.0	0.0	0.0	0.4	0.0	**5.4**	51.0	2.0	1.5	0.0	0.0	0.4	0.2	**55.1**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	8.0	3.0	0.0	0.0	0.0	0.0	0.0	**11.0**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	3.0	3.0	0.0	0.0	0.0	0.4	0.2	**6.6**	36.0	5.0	0.0	0.0	0.0	0.4	0.4	**41.8**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	2.0	0.0	0.0	0.0	0.0	0.0	0.0	**2.0**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	4.0	2.0	0.0	0.0	0.0	0.0	0.0	**6.0**	44.0	5.0	4.5	0.0	0.0	0.0	0.0	**53.5**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	4.0	0.0	0.0	0.0	0.0	0.0	0.0	**4.0**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	3.0	1.0	0.0	0.0	0.0	0.0	0.0	**4.0**	66.0	6.0	1.5	0.0	0.0	0.0	0.4	**73.9**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	9.0	0.0	0.0	0.0	0.0	0.0	0.0	**9.0**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	6.0	0.0	1.5	0.0	0.0	0.0	0.0	**7.5**	50.0	8.0	1.5	0.0	2.0	0.4	0.0	**61.9**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	10.0	2.0	0.0	0.0	0.0	0.0	0.0	**12.0**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	5.0	0.0	0.0	0.0	0.0	0.0	0.0	**5.0**	46.0	11.0	0.0	0.0	2.0	0.4	0.0	**59.4**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	7.0	1.0	0.0	0.0	0.0	0.0	0.0	**8.0**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	6.0	2.0	0.0	0.0	0.0	0.0	0.0	**8.0**	50.0	4.0	0.0	0.0	0.0	0.0	0.0	**54.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	6.0	0.0	0.0	0.0	0.0	0.4	0.0	**6.4**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	8.0	0.0	0.0	0.0	0.0	0.4	0.0	**8.4**	51.0	4.0	0.0	0.0	0.0	1.2	0.0	**56.2**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	1.0	0.0	1.5	0.0	0.0	0.0	0.0	**2.5**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	8.0	0.0	0.0	0.0	0.0	0.0	0.0	**8.0**	63.0	2.0	0.0	0.0	0.0	0.0	0.0	**65.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	2.0	0.0	0.0	0.0	0.0	0.0	0.0	**2.0**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	8.0	0.0	1.5	0.0	0.0	0.4	0.0	**9.9**	49.0	2.0	0.0	0.0	0.0	0.8	0.0	**51.8**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	5.0	0.0	0.0	0.0	0.0	0.4	0.0	**5.4**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	5.0	0.0	0.0	0.0	0.0	0.0	0.0	**5.0**	45.0	3.0	0.0	0.0	0.0	0.0	0.0	**48.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	6.0	0.0	0.0	0.0	0.0	0.0	0.0	**6.0**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	10.0	0.0	0.0	0.0	0.0	0.0	0.0	**10.0**	47.0	0.0	0.0	0.0	0.0	0.8	0.0	**47.8**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	5.0	0.0	0.0	0.0	0.0	0.0	0.0	**5.0**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	7.0	0.0	0.0	0.0	0.0	0.0	0.0	**7.0**	34.0	1.0	1.5	0.0	0.0	0.4	0.2	**37.1**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	11.0	0.0	0.0	0.0	0.0	0.0	0.0	**11.0**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	3.0	0.0	0.0	0.0	0.0	0.0	0.0	**3.0**	35.0	1.0	0.0	0.0	0.0	0.0	0.0	**36.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	7.0	1.0	0.0	0.0	0.0	0.0	0.0	**8.0**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	40.0	0.0	0.0	0.0	2.0	0.0	0.0	**42.0**	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**	7.0	0.0	0.0	0.0	0.0	0.4	0.0	**7.4**
B to B								B to C								B to D								C to A								C to B							
0.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*18.0*	*3.0*	*0.0*	*2.3*	*0.0*	*0.0*	*0.0*	*23.3*	*184.0*	*16.0*	*1.5*	*0.0*	*0.0*	*0.4*	*0.8*	*202.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*15.0*	*1.0*	*4.5*	*0.0*	*0.0*	*0.0*	*0.0*	*20.5*
0.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*13.0*	*4.0*	*0.0*	*2.3*	*0.0*	*0.0*	*0.0*	*19.3*	*214.0*	*20.0*	*3.0*	*0.0*	*0.0*	*0.4*	*0.6*	*238.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*15.0*	*2.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*20.0*
0.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*13.0*	*3.0*	*0.0*	*4.6*	*0.0*	*0.0*	*0.0*	*20.6*	*236.0*	*14.0*	*1.5*	*0.0*	*4.0*	*0.4*	*0.4*	*256.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*12.0*	*3.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*18.0*
0.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*11.0*	*6.0*	*0.0*	*2.3*	*0.0*	*0.0*	*0.0*	*19.3*	*245.0*	*16.0*	*6.0*	*0.0*	*10.0*	*0.4*	*0.4*	*277.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*12.0*	*4.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*19.0*
0.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*11.0*	*5.0*	*0.0*	*2.3*	*0.0*	*0.0*	*0.0*	*18.3*	*237.0*	*20.0*	*7.5*	*0.0*	*10.0*	*0.0*	*0.2*	*294.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*9.0*	*6.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*15.0*
1.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*16.0*	*8.0*	*3.0*	*2.3*	*0.0*	*0.0*	*0.0*	*29.3*	*247.0*	*17.0*	*6.0*	*0.0*	*10.0*	*0.4*	*0.2*	*280.6*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*14.0*	*6.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*20.0*
1.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*15.0*	*9.0*	*3.0*	*0.0*	*0.0*	*0.4*	*0.0*	*27.4*	*236.0*	*17.0*	*7.5*	*0.0*	*6.0*	*0.8*	*0.4*	*267.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*20.0*	*8.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*28.0*
1.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*17.0*	*9.0*	*3.0*	*0.0*	*0.0*	*0.8*	*0.2*	*30.0*	*209.0*	*15.0*	*3.0*	*0.0*	*0.0*	*1.2*	*0.6*	*228.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*19.0*	*6.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*25.0*
1.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*17.0*	*10.0*	*3.0*	*0.0*	*0.0*	*0.8*	*0.2*	*31.0*	*183.0*	*16.0*	*6.0*	*0.0*	*0.0*	*1.2*	*0.6*	*206.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*21.0*	*4.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*25.0*
0.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*20.0*	*3.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*24.5*	*212.0*	*29.0*	*3.0*	*0.0*	*4.0*	*0.8*	*0.4*	*249.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*32.0*	*3.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*35.4*
0.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*25.0*	*2.0*	*1.5*	*0.0*	*0.0*	*0.4*	*0.0*	*28.9*	*197.0*	*27.0*	*1.5*	*0.0*	*4.0*	*2.0*	*0.0*	*231.5*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*24.0*	*3.0*	*1.5*	*0.0*	*0.0*	*0.4*	*0.0*	*28.9*
0.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*27.0*	*2.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*29.4*	*210.0*	*21.0*	*0.0*	*0.0*	*2.0*	*1.6*	*0.0*	*234.6*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*16.0*	*1.0*	*1.5*	*0.0*	*0.0*	*0.4*	*0.0*	*18.9*
0.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*30.0*	*2.0*	*1.5*	*0.0*	*0.0*	*0.8*	*0.0*	*34.3*	*213.0*	*12.0*	*0.0*	*0.0*	*0.0*	*2.0*	*0.0*	*227.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*14.0*	*0.0*	*1.5*	*0.0*	*0.0*	*0.8*	*0.0*	*16.3*
0.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*29.0*	*0.0*	*1.5*	*0.0*	*0.0*	*0.8*	*0.0*	*31.3*	*208.0*	*11.0*	*0.0*	*0.0*	*0.0*	*2.0*	*0.0*	*221.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*14.0*	*0.0*	*1.5*	*0.0*	*0.0*	*0.4*	*0.0*	*15.9*
0.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*31.0*	*0.0*	*1.5*	*0.0*	*0.0*	*0.4*	*0.0*	*32.9*	*204.0*	*7.0*	*0.0*	*0.0*	*0.0*	*1.6*	*0.0*	*212.6*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*18.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*18.4*
0.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*30.0*	*0.0*	*1.5*	*0.0*	*0.0*	*0.4*	*0.0*	*31.9*	*175.0*	*6.0*	*1.5*	*0.0*	*0.0*	*2.0*	*0.2*	*184.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*27.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*27.4*
0.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*25.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*25.0*	*161.0*	*5.0*	*1.5*	*0.0*	*0.0*	*1.2*	*0.2*	*168.9*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*29.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*30.0*
0.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*20.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*20.0*	*156.0*	*2.0*	*1.5*	*0.0*	*2.0*	*1.2*	*0.2*	*162.9*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*30.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*31.4*
1.0	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1.0**	**46.0**	**18.0**	**3.0**	**4.6**	**0.0**	**0.8**	**0.2**	**72.6**	**624.0**	**52.0**	**15.0**	**0.0**	**10.0**	**1.6**	**1.6**	**704.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**45.0**	**11.0**	**4.5**	**0.0**	**0.0**	**0.0**	**0.0**	**60.5**
0.0	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**69.0**	**3.0**	**3.0**	**0.0**	**0.0**	**0.8**	**0.0**	**75.8**	**576.0**	**42.0**	**4.5**	**0.0**	**6.0**	**4.0**	**0.6**	**633.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**76.0**	**4.0**	**1.5**	**0.0**	**0.0**	**1.2**	**0.0**	**82.7**
1.0	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1.0**	**116.0**	**21.0**	**6.0**	**4.6**	**0.0**	**1.6**	**0.2**	**148.4**	**1200.0**	**94.0**	**19.5**	**0.0**	**16.0**	**5.6**	**2.2**	**1337.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**121.0**	**15.0**	**6.0**	**0.0**	**0.0**	**1.2**	**0.0**	**143.2**
0.0	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***11.0***	***6.0***	***0.0***	***2.3***	***0.0***	***0.0***	***0.0***	***19.3***	***245.0***	***16.0***	***6.0***	***0.0***	***10.0***	***0.4***	***0.4***	***277.8***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***12.0***	***4.0***	***3.0***	***0.0***	***0.0***	***0.0***	***0.0***	***19.0***
0.0	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***30.0***	***0.0***	***1.5***	***0.0***	***0.0***	***0.4***	***0.0***	***31.9***	***175.0***	***6.0***	***1.5***	***0.0***	***0.0***	***2.0***	***0.2***	***184.7***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***27.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.4***	***0.0***	***27.4***

Job Number & Name: 23184 Albert Road, Barnet
Client: Vectos
Date: Tuesday 05 November 2019

C to C								C to D								D to A								D to B							
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	13.0	3.0	0.0	12.0	0.4	0.0	88.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	3.0	0.0	0.0	0.0	0.4	0.0	19.4
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	105.0	21.0	4.5	0.0	12.0	0.0	0.8	143.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	7.0	1.5	0.0	0.0	0.0	0.0	31.5
1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	99.0	14.0	1.5	0.0	14.0	0.0	0.2	128.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	5.0	1.5	0.0	0.0	0.0	0.0	46.5
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	106.0	21.0	7.5	0.0	18.0	0.4	0.2	153.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	76.0	8.0	0.0	0.0	0.0	0.0	0.4	84.4
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	9.0	3.0	2.3	12.0	0.0	0.0	101.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.0	8.0	1.5	0.0	0.0	0.8	0.2	105.6
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	73.0	11.0	0.0	2.3	12.0	0.0	0.0	98.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	10.0	1.5	0.0	2.0	0.4	0.0	90.9
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.0	10.0	1.5	0.0	18.0	0.0	0.0	93.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	69.0	5.0	0.0	0.0	0.0	0.0	0.2	74.2
2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	91.0	9.0	7.5	0.0	10.0	0.4	0.2	118.1	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5	59.0	7.0	1.5	0.0	0.0	0.4	0.0	67.9
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	90.0	13.0	3.0	0.0	12.0	0.8	0.0	118.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	7.0	1.5	0.0	0.0	0.4	0.0	43.9
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	102.0	10.0	3.0	0.0	12.0	0.0	0.2	127.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	54.0	9.0	4.5	0.0	0.0	0.8	0.2	68.5
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	73.0	11.0	4.5	0.0	14.0	0.0	0.0	102.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.0	5.0	1.5	0.0	0.0	0.4	0.0	37.9
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	88.0	12.0	0.0	0.0	12.0	0.0	0.2	112.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0	6.0	0.0	0.0	2.0	0.0	0.0	37.0

1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	90.0	11.0	3.0	4.6	16.0	0.8	0.0	125.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.0	3.0	0.0	0.0	2.0	0.0	0.0	46.0
0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	91.0	22.0	1.5	0.0	18.0	1.2	0.0	133.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	53.0	6.0	0.0	0.0	2.0	0.4	0.0	61.4
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.0	15.0	1.5	0.0	12.0	1.2	0.0	128.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.0	4.0	1.5	0.0	0.0	0.0	0.0	60.5
1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	88.0	11.0	3.0	0.0	14.0	0.8	0.2	117.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	84.0	6.0	1.5	0.0	2.0	1.6	0.0	95.1
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.0	11.0	0.0	0.0	4.0	0.0	0.2	79.2	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	61.0	9.0	0.0	0.0	0.0	0.0	0.4	70.4
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	76.0	5.0	0.0	0.0	14.0	0.4	0.0	96.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	73.0	7.0	0.0	0.0	0.0	0.0	0.0	80.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	81.0	8.0	0.0	0.0	10.0	0.0	0.0	99.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	84.0	6.0	0.0	0.0	0.0	0.8	0.2	91.0
1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	105.0	5.0	1.5	0.0	12.0	0.4	0.0	123.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	108.0	3.0	1.5	0.0	0.0	0.4	0.0	112.9
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.0	9.0	1.5	0.0	18.0	0.8	0.0	123.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.0	3.0	0.0	0.0	2.0	0.4	0.2	99.6
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.0	6.0	0.0	0.0	10.0	0.8	0.0	113.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	86.0	3.0	0.0	0.0	0.0	0.8	0.0	89.8
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	93.0	8.0	0.0	2.3	12.0	0.0	0.0	115.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	74.0	1.0	0.0	0.0	0.0	0.0	0.0	75.0
1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	79.0	4.0	0.0	0.0	10.0	0.4	0.0	93.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	61.0	4.0	0.0	0.0	0.0	0.8	0.4	66.2

C to C								C to D								D to A								D to B							
1.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*370.0*	*69.0*	*16.5*	*0.0*	*56.0*	*0.8*	*1.2*	*513.5*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*155.0*	*23.0*	*3.0*	*0.0*	*0.0*	*0.4*	*0.4*	*181.8*
1.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*385.0*	*65.0*	*16.5*	*2.3*	*56.0*	*0.4*	*1.2*	*526.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*234.0*	*28.0*	*4.5*	*0.0*	*0.0*	*0.8*	*0.6*	*267.9*
1.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*353.0*	*55.0*	*12.0*	*4.6*	*56.0*	*0.4*	*0.4*	*481.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*288.0*	*31.0*	*4.5*	*0.0*	*2.0*	*1.2*	*0.6*	*327.3*
0.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*318.0*	*51.0*	*12.0*	*4.6*	*60.0*	*0.4*	*0.2*	*446.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*317.0*	*31.0*	*3.0*	*0.0*	*2.0*	*1.2*	*0.8*	*355.0*
2.0	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*	*303.0*	*39.0*	*12.0*	*4.6*	*52.0*	*0.4*	*0.2*	*411.2*	*0.0*	*0.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*1.5*	*300.0*	*30.0*	*4.5*	*0.0*	*2.0*	*1.6*	*0.4*	*338.5*
2.0	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*	*318.0*	*43.0*	*12.0*	*2.3*	*52.0*	*1.2*	*0.2*	*428.7*	*0.0*	*0.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*1.5*	*240.0*	*29.0*	*4.5*	*0.0*	*2.0*	*1.2*	*0.2*	*276.9*
2.0	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*	*347.0*	*42.0*	*15.0*	*0.0*	*52.0*	*1.2*	*0.4*	*457.6*	*0.0*	*0.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*1.5*	*217.0*	*28.0*	*7.5*	*0.0*	*0.0*	*1.6*	*0.4*	*254.5*
2.0	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*	*356.0*	*43.0*	*18.0*	*0.0*	*48.0*	*1.2*	*0.4*	*466.6*	*0.0*	*0.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*1.5*	*179.0*	*28.0*	*9.0*	*0.0*	*0.0*	*2.0*	*0.2*	*218.2*
0.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*353.0*	*46.0*	*10.5*	*0.0*	*50.0*	*0.8*	*0.4*	*460.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*149.0*	*27.0*	*7.5*	*0.0*	*2.0*	*1.6*	*0.2*	*187.3*
2.0	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*	*368.0*	*59.0*	*9.0*	*4.6*	*60.0*	*4.0*	*0.2*	*504.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*233.0*	*19.0*	*3.0*	*0.0*	*6.0*	*2.0*	*0.0*	*263.0*
1.0	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*	*342.0*	*59.0*	*6.0*	*0.0*	*48.0*	*3.2*	*0.4*	*458.6*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*0.4*	*253.0*	*25.0*	*3.0*	*0.0*	*4.0*	*2.0*	*0.4*	*287.4*
1.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*327.0*	*42.0*	*4.5*	*0.0*	*44.0*	*2.4*	*0.4*	*420.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*0.4*	*273.0*	*26.0*	*3.0*	*0.0*	*2.0*	*1.6*	*0.4*	*306.0*
1.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*309.0*	*35.0*	*3.0*	*0.0*	*42.0*	*1.2*	*0.4*	*390.6*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*0.4*	*302.0*	*28.0*	*1.5*	*0.0*	*2.0*	*2.4*	*0.6*	*336.5*
1.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*326.0*	*29.0*	*1.5*	*0.0*	*40.0*	*0.8*	*0.2*	*397.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*0.4*	*326.0*	*25.0*	*1.5*	*0.0*	*0.0*	*1.2*	*0.6*	*354.3*
1.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*356.0*	*27.0*	*3.0*	*0.0*	*54.0*	*1.6*	*0.0*	*441.6*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*359.0*	*19.0*	*1.5*	*0.0*	*2.0*	*1.6*	*0.4*	*383.5*
1.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*377.0*	*28.0*	*3.0*	*0.0*	*50.0*	*2.0*	*0.0*	*460.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*372.0*	*15.0*	*1.5*	*0.0*	*2.0*	*2.4*	*0.4*	*393.3*
1.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*389.0*	*28.0*	*3.0*	*2.3*	*52.0*	*2.0*	*0.0*	*476.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*362.0*	*10.0*	*1.5*	*0.0*	*2.0*	*1.6*	*0.2*	*377.3*
1.0	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*363.0*	*27.0*	*1.5*	*2.3*	*50.0*	*2.0*	*0.0*	*445.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*315.0*	*11.0*	*0.0*	*0.0*	*2.0*	*2.0*	*0.6*	*330.6*

C to C								C to D								D to A								D to B							
3.0	**1.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**4.0**	**1026.0**	**154.0**	**39.0**	**4.6**	**158.0**	**2.0**	**1.8**	**1385.4**	**0.0**	**0.0**	**1.5**	**0.0**	**0.0**	**0.0**	**0.0**	**1.5**	**604.0**	**80.0**	**15.0**	**0.0**	**4.0**	**3.6**	**1.0**	**707.6**
4.0	**1.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**5.0**	**1057.0**	**115.0**	**12.0**	**6.9**	**150.0**	**6.8**	**0.4**	**1348.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.4**	**0.0**	**0.4**	**874.0**	**55.0**	**4.5**	**0.0**	**8.0**	**5.2**	**1.2**	**947.9**
7.0	**2.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**9.0**	**2083.0**	**269.0**	**51.0**	**11.5**	**308.0**	**8.8**	**2.2**	**2733.5**	**0.0**	**0.0**	**1.5**	**0.0**	**0.0**	**0.4**	**0.0**	**1.9**	**1478.0**	**135.0**	**19.5**	**0.0**	**12.0**	**8.8**	**2.2**	**1655.5**
0.0	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***318.0***	***51.0***	***12.0***	***4.6***	***60.0***	***0.4***	***0.2***	***446.2***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***317.0***	***31.0***	***3.0***	***0.0***	***2.0***	***1.2***	***0.8***	***355.0***
1.0	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***1.0***	***377.0***	***28.0***	***3.0***	***0.0***	***50.0***	***2.0***	***0.0***	***460.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***372.0***	***15.0***	***1.5***	***0.0***	***2.0***	***2.4***	***0.4***	***393.3***

D to C								D to D							
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
57.0	23.0	1.5	0.0	10.0	0.0	0.0	91.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
82.0	23.0	1.5	4.6	14.0	0.4	0.2	126.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
105.0	19.0	3.0	0.0	10.0	0.8	0.2	138.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
109.0	27.0	9.0	0.0	14.0	0.0	0.0	159.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
93.0	22.0	4.5	0.0	10.0	0.4	0.2	130.1	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
108.0	9.0	7.5	0.0	12.0	0.0	0.2	136.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
117.0	8.0	1.5	0.0	12.0	0.4	0.2	139.1	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
85.0	14.0	1.5	0.0	8.0	0.0	0.2	108.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
92.0	12.0	3.0	0.0	12.0	0.0	0.0	119.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
80.0	14.0	4.5	0.0	12.0	0.0	0.0	110.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
76.0	15.0	3.0	0.0	12.0	0.0	0.0	106.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
78.0	11.0	6.0	0.0	14.0	0.0	0.2	109.2	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0

89.0	8.0	1.5	0.0	12.0	0.8	0.0	111.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
96.0	14.0	0.0	0.0	20.0	0.4	0.0	130.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
97.0	14.0	3.0	0.0	6.0	1.2	0.0	121.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
109.0	12.0	0.0	0.0	18.0	0.0	0.0	139.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
96.0	13.0	0.0	0.0	10.0	0.0	0.0	119.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
75.0	13.0	0.0	0.0	16.0	2.0	0.0	106.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
102.0	9.0	1.5	0.0	10.0	0.0	0.2	122.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
104.0	12.0	0.0	0.0	8.0	0.4	0.2	124.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
98.0	11.0	0.0	2.3	10.0	0.0	0.2	121.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
95.0	6.0	1.5	0.0	10.0	0.0	0.0	112.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
103.0	8.0	0.0	0.0	12.0	0.4	0.2	123.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
97.0	6.0	1.5	0.0	14.0	0.0	0.0	118.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

D to C								D to D							
353.0	*92.0*	*15.0*	*4.6*	*48.0*	*1.2*	*0.4*	*514.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
389.0	*91.0*	*18.0*	*4.6*	*48.0*	*1.6*	*0.6*	*552.8*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*
415.0	*77.0*	*24.0*	*0.0*	*46.0*	*1.2*	*0.6*	*563.8*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*
427.0	*66.0*	*22.5*	*0.0*	*48.0*	*0.8*	*0.6*	*564.9*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*
403.0	*53.0*	*15.0*	*0.0*	*42.0*	*0.8*	*0.8*	*514.6*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*
402.0	*43.0*	*13.5*	*0.0*	*44.0*	*0.4*	*0.6*	*503.5*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*
374.0	*48.0*	*10.5*	*0.0*	*44.0*	*0.4*	*0.4*	*477.3*	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*3.0*
333.0	*55.0*	*12.0*	*0.0*	*44.0*	*0.0*	*0.2*	*444.2*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*
326.0	*52.0*	*16.5*	*0.0*	*50.0*	*0.0*	*0.2*	*444.7*	*4.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*4.0*
391.0	*48.0*	*4.5*	*0.0*	*56.0*	*2.4*	*0.0*	*501.9*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*
398.0	*53.0*	*3.0*	*0.0*	*54.0*	*1.6*	*0.0*	*509.6*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*
377.0	*52.0*	*3.0*	*0.0*	*50.0*	*3.2*	*0.0*	*485.2*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*
382.0	*47.0*	*1.5*	*0.0*	*54.0*	*2.0*	*0.2*	*486.7*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*
377.0	*47.0*	*1.5*	*0.0*	*44.0*	*2.4*	*0.4*	*472.3*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*
379.0	*45.0*	*1.5*	*2.3*	*44.0*	*2.4*	*0.6*	*474.8*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*
399.0	*38.0*	*3.0*	*2.3*	*38.0*	*0.4*	*0.6*	*481.3*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*
400.0	*37.0*	*1.5*	*2.3*	*40.0*	*0.8*	*0.6*	*482.2*	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*2.0*
393.0	*31.0*	*3.0*	*2.3*	*46.0*	*0.4*	*0.4*	*476.1*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*

D to C								D to D							
1082.0	**197.0**	**46.5**	**4.6**	**140.0**	**2.0**	**1.4**	**1473.5**	**6.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**6.0**
1161.0	**126.0**	**9.0**	**2.3**	**146.0**	**5.2**	**0.8**	**1450.3**	**4.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**4.0**
2243.0	**323.0**	**55.5**	**6.9**	**286.0**	**7.2**	**2.2**	**2923.8**	**10.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**10.0**
427.0	***66.0***	***22.5***	***0.0***	***48.0***	***0.8***	***0.6***	***564.9***	***2.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***2.0***
399.0	***38.0***	***3.0***	***2.3***	***38.0***	***0.4***	***0.6***	***481.3***	***2.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***0.0***	***2.0***

Advanced Transport Research	*Job Number & Name:*	23184 Albert Road, Barnet
Site 2 - Victoria Road/East Barnet Road	*Client:*	Vectos
Queue Lengths	*Date:*	Tuesday 05 November 2019

	Albert Road		Station Road		Victoria Road		East Barnet Road	
Times	Lane 1		Lane 1	Lane 2	Lane 1		Lane 1	
07:00 - 07:05	0		0	0	0		1	
07:05 - 07:10	0		0	2	1		0	
07:10 - 07:15	0		0	0	1		3	
07:15 - 07:20	0		0	0	3		9	
07:20 - 07:25	0		0	0	1		4	
07:25 - 07:30	0		0	0	1		1	
07:30 - 07:35	0		0	1	1		14	
07:35 - 07:40	0		1	0	1		1	
07:40 - 07:45	0		1	2	4		2	
07:45 - 07:50	0		0	4	1		2	
07:50 - 07:55	0		0	4	2		8	
07:55 - 08:00	0		0	4	3		0	
08:00 - 08:05	0		0	1	4		2	
08:05 - 08:10	0		0	1	4		19+	
08:10 - 08:15	0		0	0	4		18+	
08:15 - 08:20	0		0	3	4		21+	
08:20 - 08:25	1		0	3	4		21+	
08:25 - 08:30	0		0	0	4		22+	
08:30 - 08:35	0		0	2	4		22+	
08:35 - 08:40	0		0	4	4		21+	
08:40 - 08:45	0		0	3	4		21+	
08:45 - 08:50	0		0	0	3		21+	
08:50 - 08:55	1		0	1	4		14	
08:55 - 09:00	0		0	0	4		18	
09:00 - 09:05	0		1	2	4		20	
09:05 - 09:10	0		1	0	2		3	
09:10 - 09:15	0		0	2	4		3	
09:15 - 09:20	1		0	4	2		6	
09:20 - 09:25	0		0	1	3		6	
09:25 - 09:30	0		0	0	1		3	
09:30 - 09:35	0		0	0	2		1	
09:35 - 09:40	0		0	0	1		1	
09:40 - 09:45	0		0	1	2		2	
09:45 - 09:50	0		0	0	2		5	
09:50 - 09:55	1		0	2	3		3	
09:55 - 10:00	0		0	1	2		1	

Advanced Transport Research	*Job Number & Name:*	23184 Albert Road, Barnet
Site 2 - Victoria Road/East Barnet Road	*Client:*	Vectos
Queue Lengths	*Date:*	Tuesday 05 November 2019

	Albert Road		Station Road		Victoria Road		East Barnet Road	
Times	Lane 1		Lane 1	Lane 2	Lane 1		Lane 1	
16:00 - 16:05	0		1	0	4		7	
16:05 - 16:10	0		2	4	4		8	
16:10 - 16:15	0		0	4	4		12	
16:15 - 16:20	0		1	0	4		9	
16:20 - 16:25	1		0	2	1		5	
16:25 - 16:30	1		1	1	4		7	
16:30 - 16:35	1		1	0	1		5	
16:35 - 16:40	0		0	1	2		10	
16:40 - 16:45	0		1	1	1		5	
16:45 - 16:50	1		2	3	3		4	
16:50 - 16:55	0		0	1	4		20+	
16:55 - 17:00	2		0	1	4		19+	
17:00 - 17:05	1		0	0	4		22+	
17:05 - 17:10	0		0	1	4		20+	
17:10 - 17:15	1		2	0	4		19+	
17:15 - 17:20	0		2	0	4		20+	
17:20 - 17:25	0		0	0	4		19+	
17:25 - 17:30	1		2	0	4		19+	
17:30 - 17:35	1		2	0	4		20+	
17:35 - 17:40	0		2	2	4		19+	
17:40 - 17:45	0		2	2	4		18+	
17:45 - 17:50	0		1	1	4		20+	
17:50 - 17:55	0		2	4	4		18+	
17:55 - 18:00	0		1	0	3		18+	
18:00 - 18:05	0		0	0	2		19+	
18:05 - 18:10	0		1	4	4		18+	
18:10 - 18:15	1		2	2	2		18+	
18:15 - 18:20	1		2	1	2		6	
18:20 - 18:25	1		2	2	3		4	
18:25 - 18:30	1		1	2	3		3	
18:30 - 18:35	2		1	2	2		8	
18:35 - 18:40	0		2	2	1		5	
18:40 - 18:45	0		1	2	3		5	
18:45 - 18:50	1		0	2	1		1	
18:50 - 18:55	1		2	2	4		7	
18:55 - 19:00	0		2	1	4		5	

AM PEAK GROWTH FACTOR

Dataset Version:	7.2
Result Type:	Trip ends by time period
Base Year:	2019
Future Year:	2026
Trip Purpose Group:	All purposes
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/Destination
Current Assumptions:	

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
E02000029	Barnet 006	1.095	1.0711

Adjusted Local Growth Factor		**Adjusted Local Growth Factor**	
NTM Dataset		NTM Dataset	
Area Type	Urban	Area Type	Urban
Road Type	Principle	Road Type	Minor
Adjusted Growth Factor	1.0863	Adjusted Growth Factor	1.0859

PM PEAK GROWTH FACTOR

Dataset Version:	7.2
Result Type:	Trip ends by time period
Base Year:	2019
Future Year:	2026
Trip Purpose Group:	All purposes
Time Period:	Weekday PM peak period (1600-1859)
Trip End Type:	Origin/Destination
Current Assumptions:	

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
E02000029	Barnet 006	1.078	1.0904

Adjusted Local Growth Factor		**Adjusted Local Growth Factor**	
NTM Dataset		NTM Dataset	
Area Type	Urban	Area Type	Urban
Road Type	Principle	Road Type	Minor
Adjusted Growth Factor	1.0897	Adjusted Growth Factor	1.0894

dev flows

in pcus

	AM Peak			PM Peak			
	Arr	Dep	Tot	Arr	Dep	Tot	
Resident Vehs	9.3	52.8	62.1	36.9	15.1	52.0	from S05 spreadsheet
Resi D+S vehs	4.3	1.6	5.9	3.3	3.3	6.5	from S01 spreadsheet
Commercial D+S vehs	1.3	1.5	2.8	0.7	0.8	1.5	from S02 spreadsheet
Total	**14.9**	**55.9**	**70.8**	**40.8**	**19.2**	**60.0**	

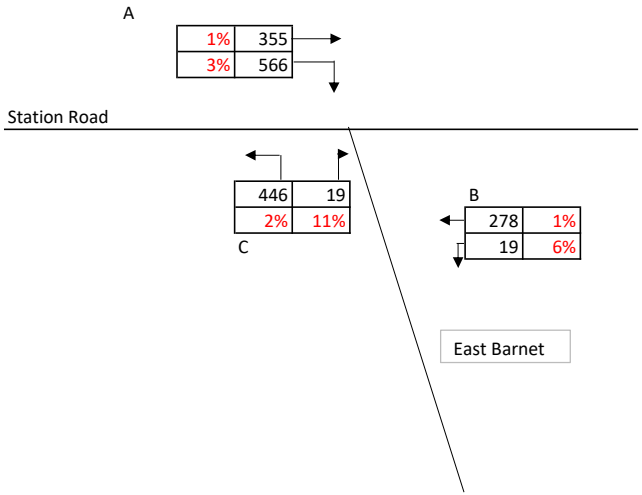
1. Observed (07:45 - 08:45)

Site 1 (All Vehicles)

From / To	A	B	C	Total
A - Station Road	4	355	566	925
B - Victoria Road	278	0	19	297
C - East Barnet Road	446	19	0	465
Total	728	374	586	1688

Site 1 (HDVs)

From / To	A	B	C	Total
A	0%	1%	3%	
B	1%	0%	6%	
C	2%	11%	0%	
Total				



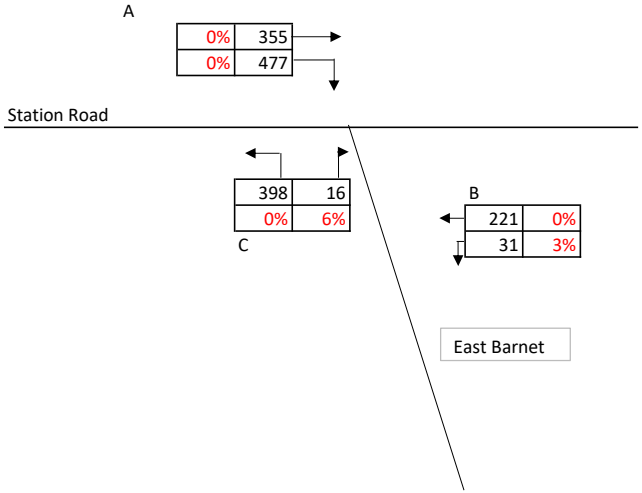
2. Observed (17:00-18:00)

Site 1 (All Vehicles)

From / To	A	B	C	Total
A - Station Road	4	355	477	836
B - Victoria Road	221	0	31	252
C - East Barnet Road	398	16	1	414
Total	623	371	510	1503

Site 1 (HDVs)

From / To	A	B	C	Total
A	0%	0%	0%	
B	0%	#DIV/0!	3%	
C	0%	6%	0%	
Total				



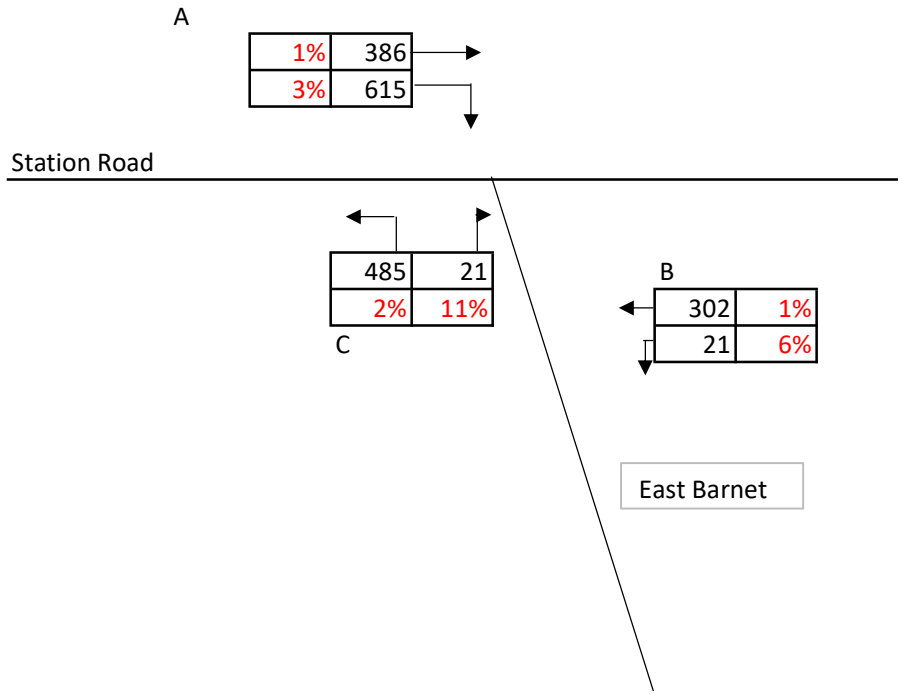
3. Growthed 2026 (07:45 - 08:45)

Tempro Factor
2019-2026

1.086	minor road
1.086	principal road

Site 1 (All Vehicles)

From / To	A	B	C	Total
A - Station Road	0	386	615	1001
B - Victoria Road	302	0	21	323
C - East Barnet Road	485	21	0	505
Total	786	406	636	1829



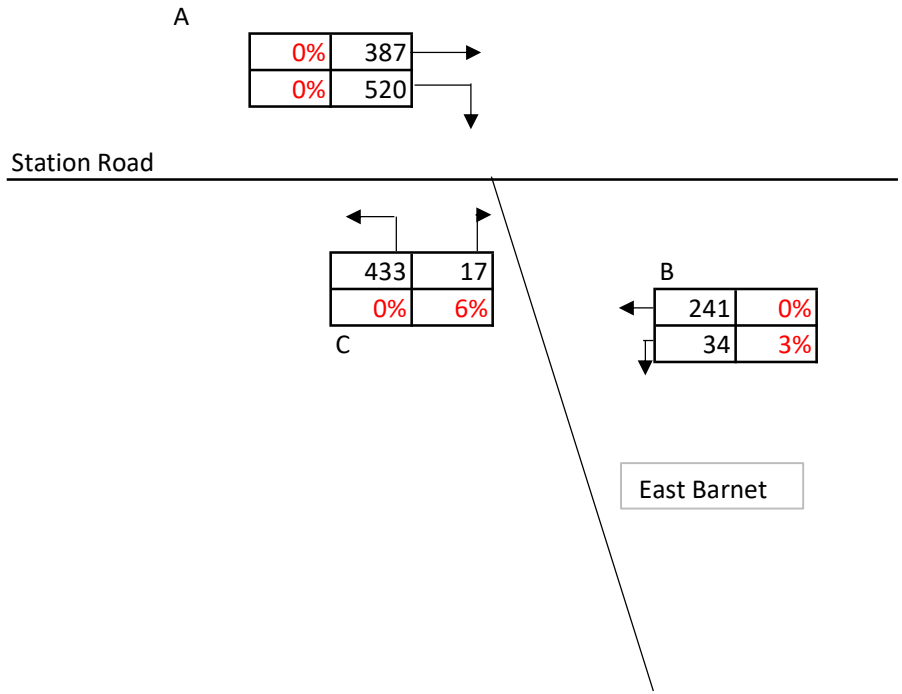
4. Growthed 2026 (17:00-18:00)

Tempro Factor
2019-2026

1.089	minor road
1.09	principal road

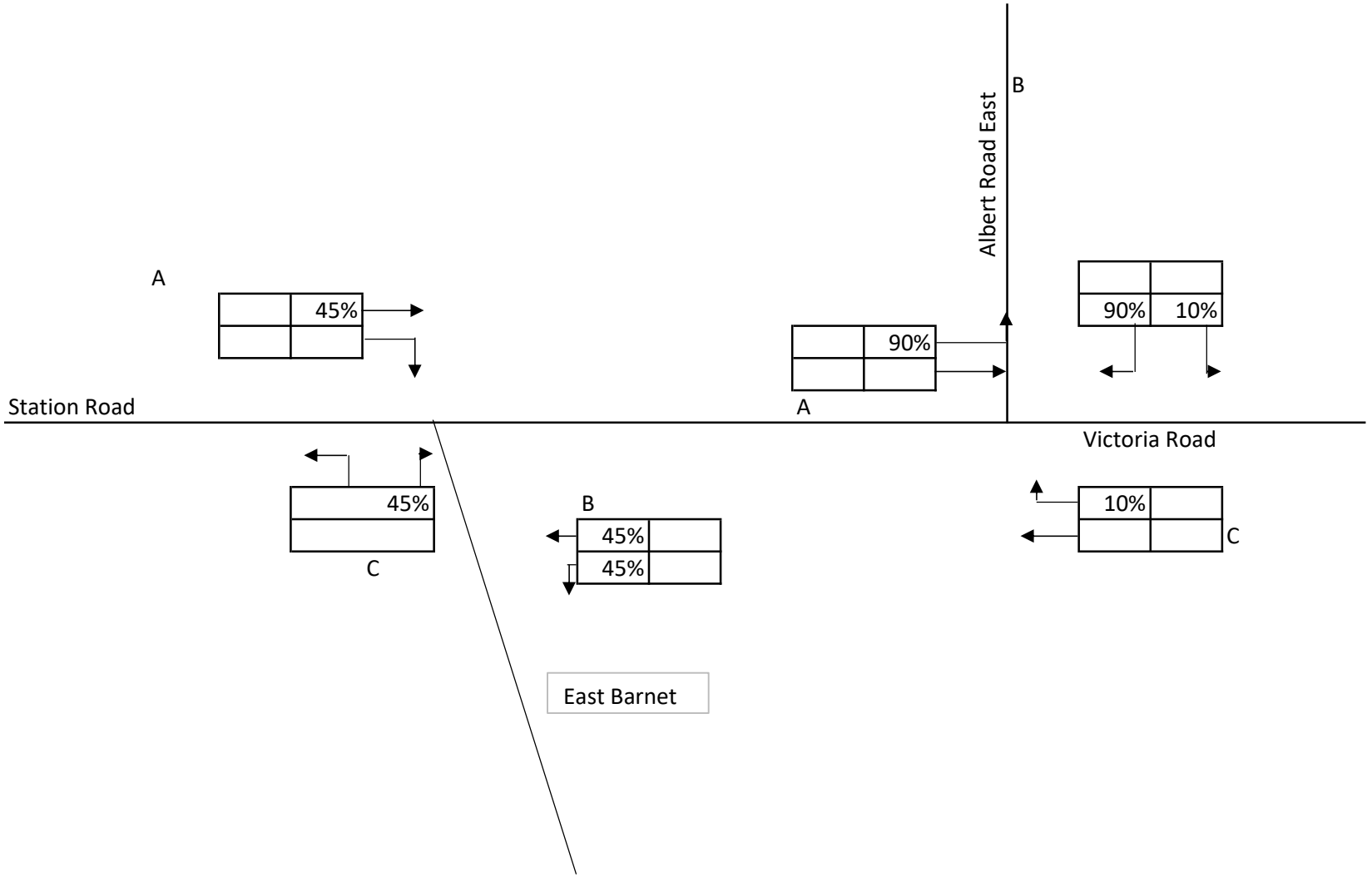
Site 1 (All Vehicles)

From / To	A	B	C	Total
A - Station Road	0	387	520	907
B - Victoria Road	241	0	34	275
C - East Barnet Road	433	17	0	450
Total	674	404	554	1632



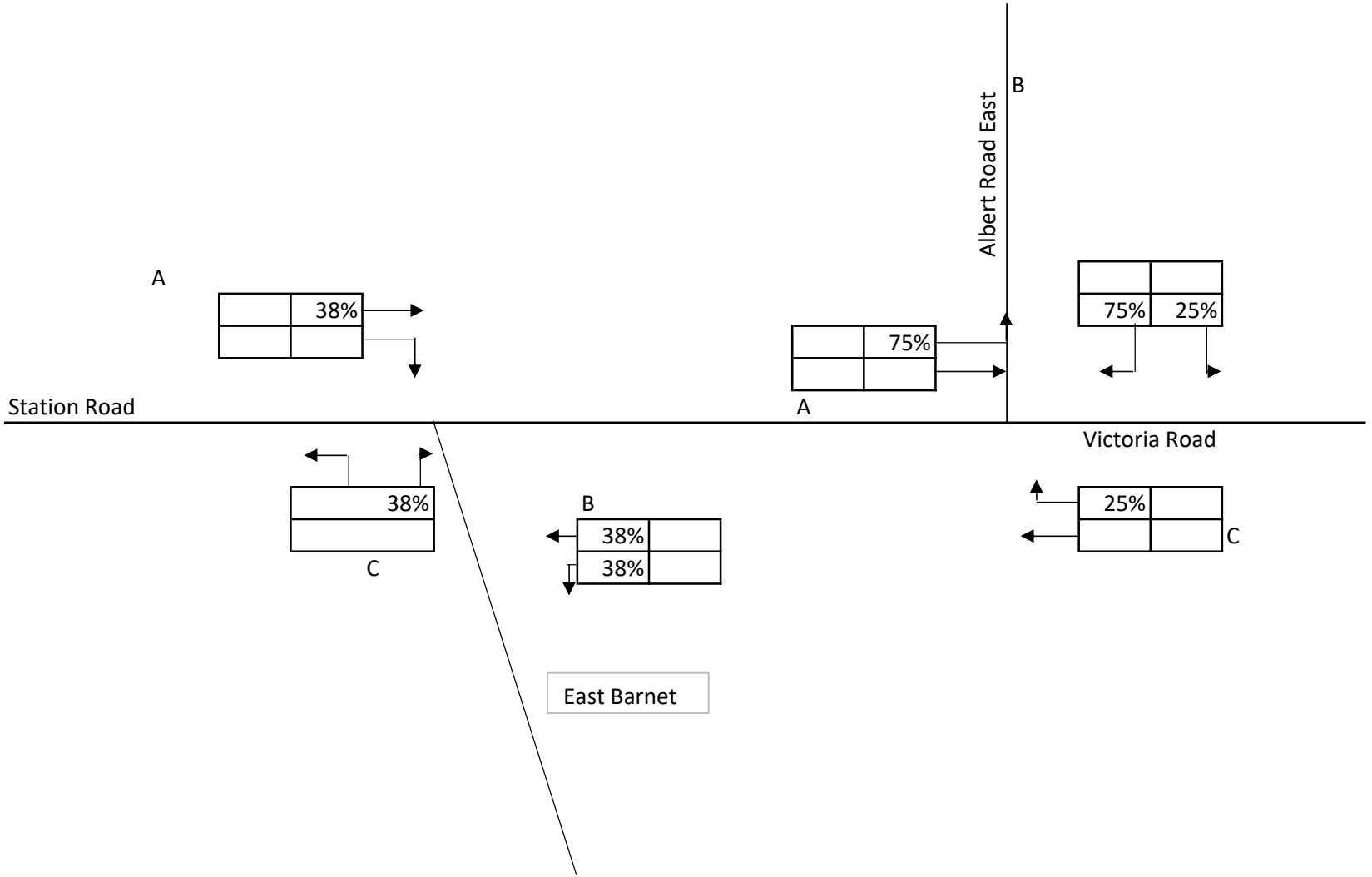
5. Residential Distribution 1: (90% west / 10% east)

Applies to AM and PM peaks



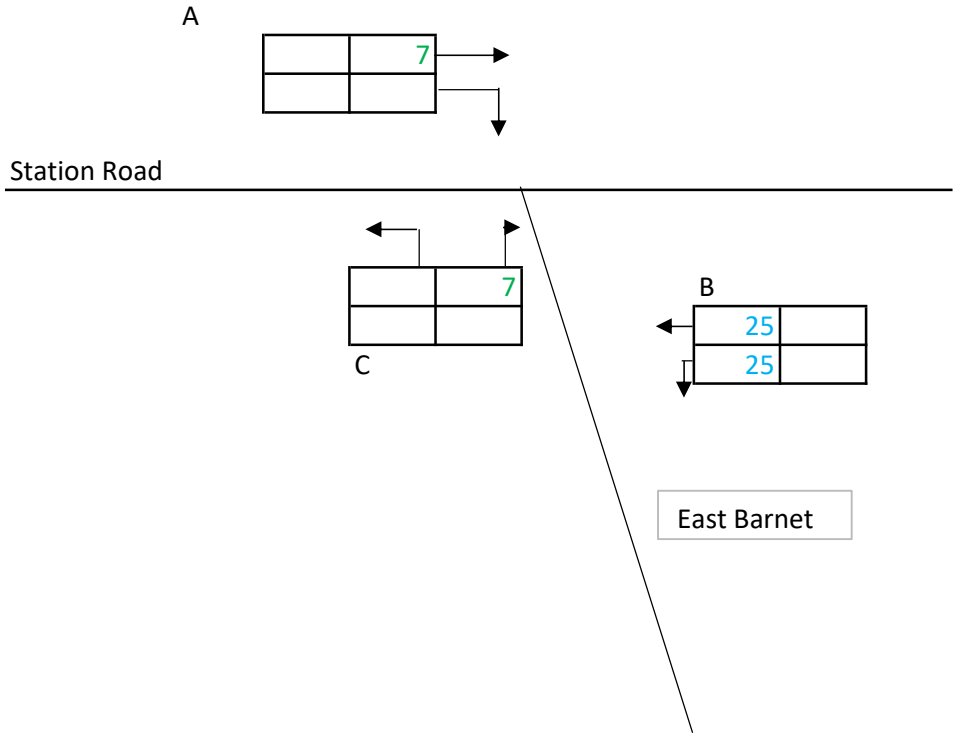
6. Residential Distribution 2: (75% west / 25% east)

Applies to AM and PM peaks



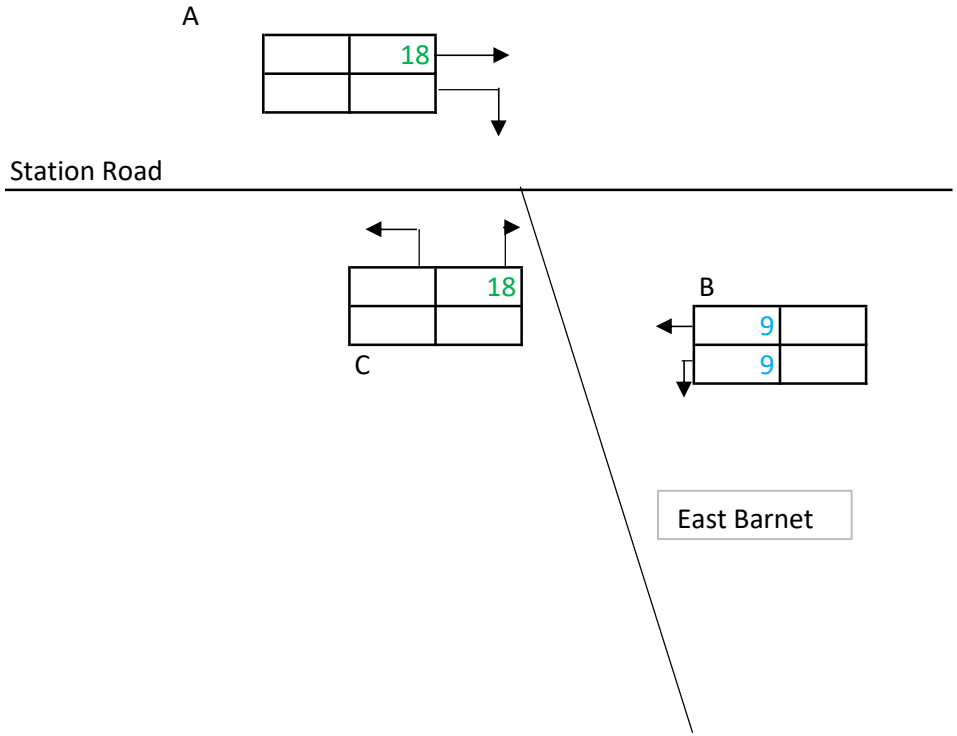
7. Residential Distribution 1: 10% east / 90% west (07:45 - 08:45)

	Arrivals
	Departures



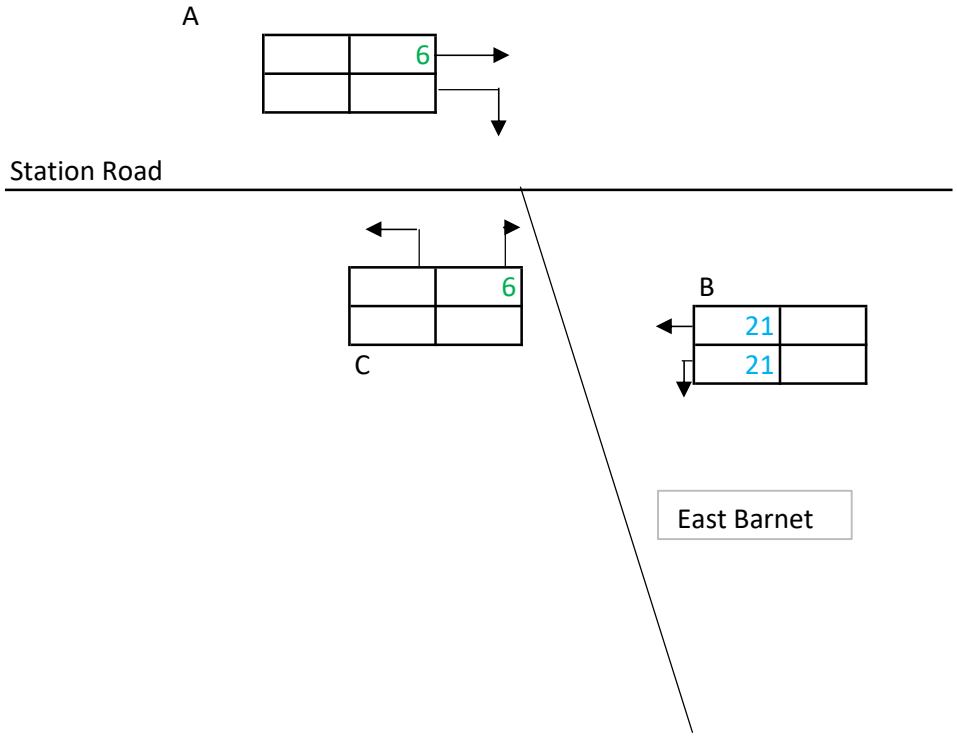
8. Residential Distribution 1: 10% east / 90% west (17:00-18:00)

	Arrivals
	Departures



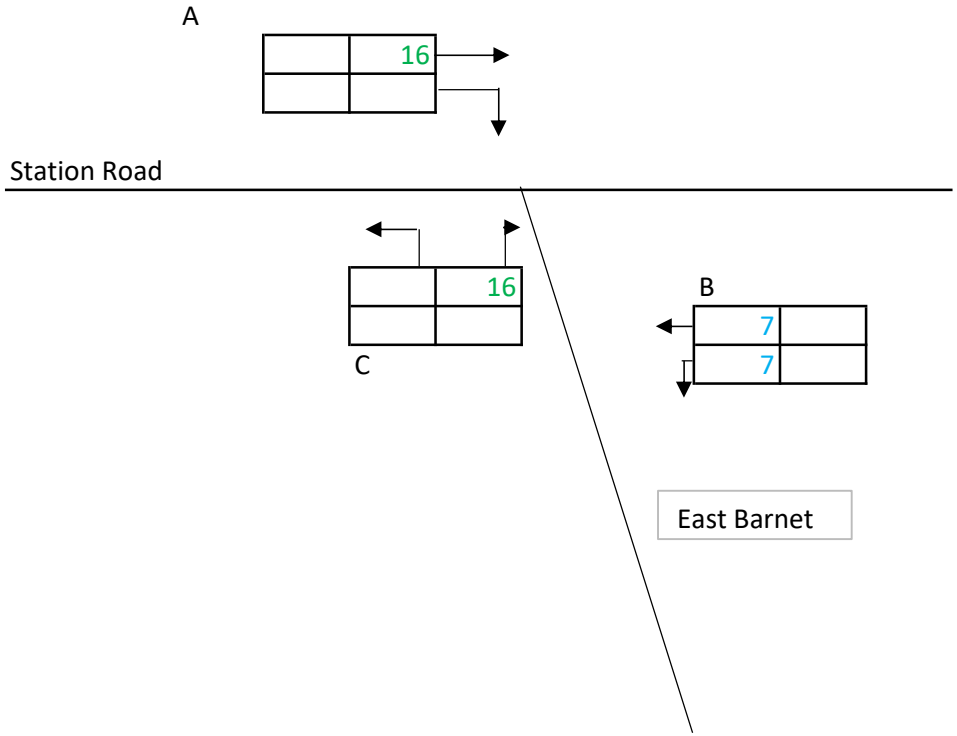
9. Residential Distribution 2: 25% east / 75% west (07:45 - 08:45)

	Arrivals
	Departures



10. Residential Distribution 2: 25% east / 75% west (17:00-18:00)

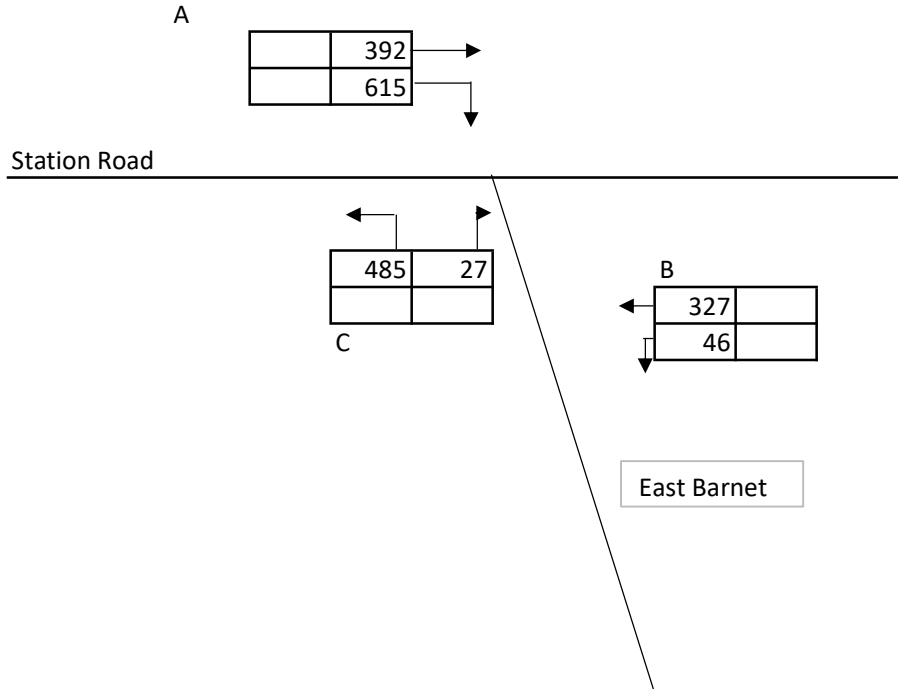
	Arrivals
	Departures



11. Growthed 2026 + Victoria Quarter: Distribution 1 AM (07:45 - 08:45)

Site 1 (All Vehicles)

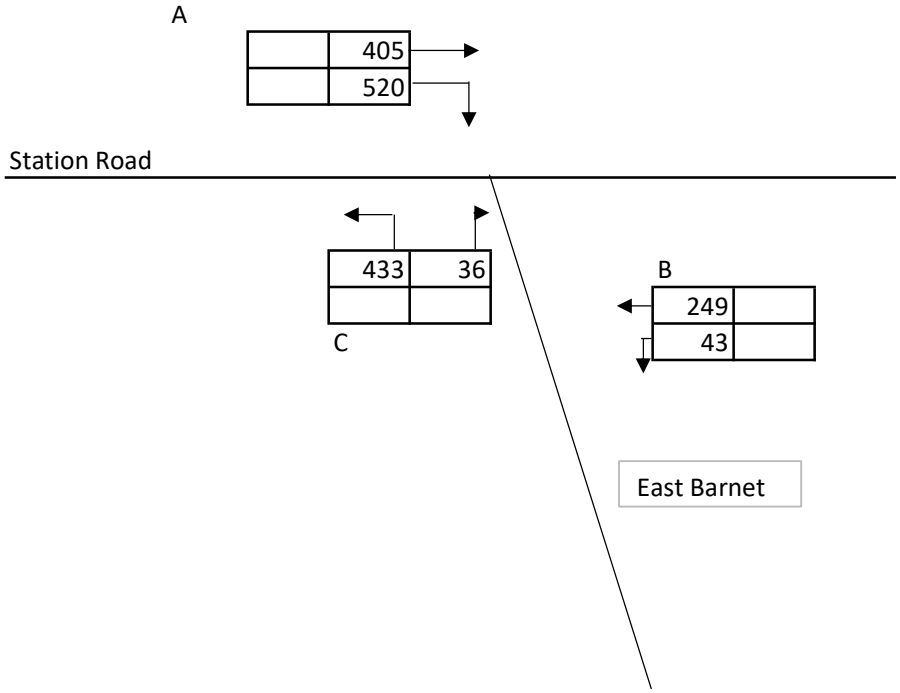
From / To	A	B	C	Total
A - Station Road	0	392	615	1008
B - Victoria Road	327	0	46	373
C - East Barnet Road	485	27	0	512
Total	812	420	661	1893



12. Growthed 2026 + Victoria Quarter: Distribution 1 PM (17:00 - 18:00)

Site 1 (All Vehicles)

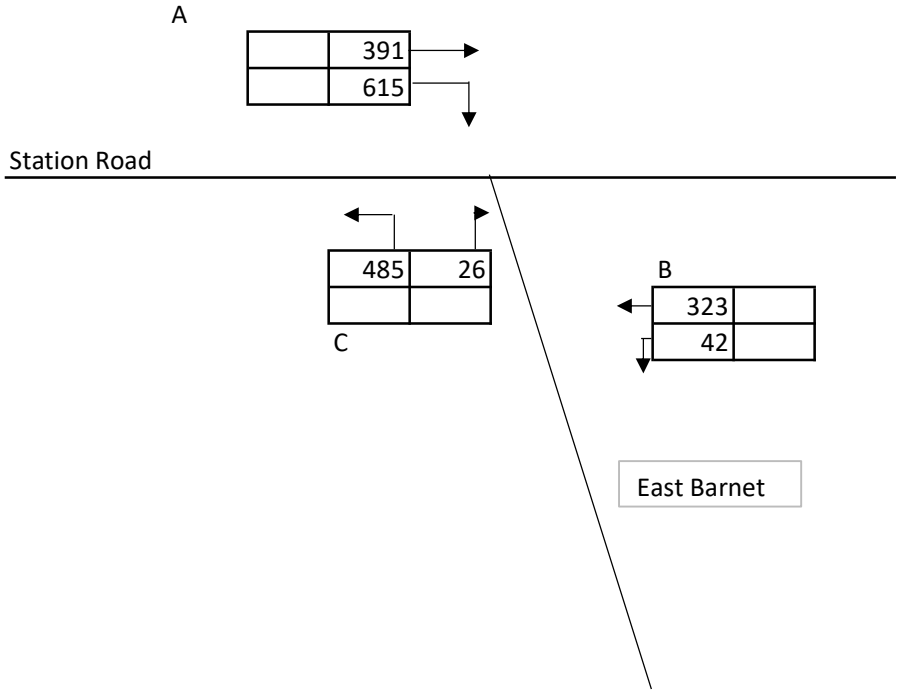
From / To	A	B	C	Total
A - Station Road	0	405	520	925
B - Victoria Road	249	0	43	292
C - East Barnet Road	433	36	0	469
Total	683	441	563	1686



13. Growthed 2026 + Victoria Quarter: Distribution 2 AM (07:45 - 08:45)

Site 1 (All Vehicles)

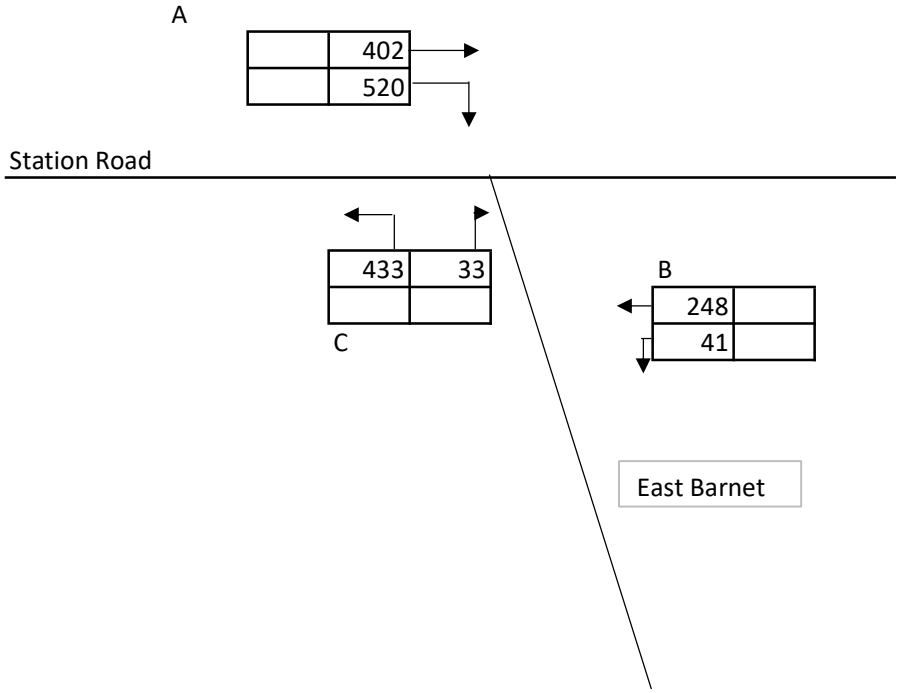
From / To	A	B	C	Total
A - Station Road	0	391	615	1007
B - Victoria Road	323	0	42	365
C - East Barnet Road	485	26	0	511
Total	807	418	657	1882



14. Growthed 2026 + Victoria Quarter: Distribution 2 PM (17:00 - 18:00)

Site 1 (All Vehicles)

From / To	A	B	C	Total
A - Station Road	0	402	520	922
B - Victoria Road	248	0	41	289
C - East Barnet Road	433	33	0	466
Total	681	435	561	1677



Appendix Q

Junctions 9 Output

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
© Copyright TRL Limited, 2019

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: M01-DSS-A110 + Victoria Road ARCADY 210610 Calibrated AM - Calibrated Observed.j9
Path: X:\Projects\210000\216001 - Victoria Quarter, Barnet\MODELLING
Report generation date: 22/06/2021 12:21:28

»A110 / Victoria Road - 2019 Observed, AM
»A110 / Victoria Road - 2026 Growthed, AM
»A110 / Victoria Road - 2026 Growthed + Development Scenario 1, AM
»A110 / Victoria Road - 2026 Growthed + Development Scenario 2, AM

Summary of junction performance

	AM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	A110 / Victoria Road - 2019 Observed				
Arm 1	D1	2.8	9.99	0.73	A
Arm 2		3.7	43.18	0.80	E
Arm 3		15.8	112.08	1.00	F
	A110 / Victoria Road - 2026 Growthed				
Arm 1	D3	3.8	12.91	0.80	B
Arm 2		9.0	96.62	0.95	F
Arm 3		37.6	229.25	1.13	F
	A110 / Victoria Road - 2026 Growthed + Development Scenario 1				
Arm 1	D5	4.0	13.39	0.80	B
Arm 2		25.3	211.75	1.09	F
Arm 3		46.5	355.02	1.14	F
	A110 / Victoria Road - 2026 Growthed + Development Scenario 2				
Arm 1	D7	4.0	13.30	0.80	B
Arm 2		21.9	189.03	1.07	F
Arm 3		43.2	332.67	1.14	F

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	10/03/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\david.smith
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 Observed	AM	ONE HOUR	07:30	09:00	15
D3	2026 Growthed	AM	ONE HOUR	07:30	09:00	15
D5	2026 Growthed + Development Scenario 1	AM	ONE HOUR	07:30	09:00	15
D7	2026 Growthed + Development Scenario 2	AM	ONE HOUR	07:30	09:00	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	A110 / Victoria Road	100.000

A110 / Victoria Road - 2019 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	43.98	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Station Road	
2	Victoria Road	
3	East Barnet Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.65	3.65	7.24	11.4	15.38	12.53	0.0	
2	2.57	2.57	4.15	2.0	13.85	8.07	0.0	
3	3.54	3.54	4.13	3.0	13.06	11.40	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final slope	Final intercept (PCU/hr)
1	✓	0.710	1400	0.710	1400
2	✓	0.650	815	0.650	815
3	✓	1.100	850	1.100	850

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 Observed	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	925	100.000
2		✓	297	100.000
3		✓	465	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	4	355	566
	2	278	0	19
	3	446	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	3
	2	1	0	6
	3	2	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.73	9.99	2.8	A
2	0.80	43.18	3.7	E
3	1.00	112.08	15.8	F

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	696	14	1390	0.501	692	1.0	5.243	A
2	224	426	538	0.416	221	0.7	11.407	B
3	350	209	620	0.565	345	1.3	13.184	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	831	17	1388	0.599	829	1.5	6.563	A
2	267	511	483	0.553	265	1.2	16.587	C
3	418	251	573	0.729	413	2.5	22.286	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1018	20	1386	0.735	1013	2.7	9.742	A
2	327	624	409	0.799	318	3.4	37.143	E
3	512	302	518	0.989	480	10.6	67.455	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1018	20	1386	0.735	1018	2.8	9.989	A
2	327	627	407	0.803	326	3.7	43.178	E
3	512	309	510	1.004	491	15.8	112.082	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	831	19	1386	0.600	836	1.6	6.747	A
2	267	515	480	0.556	276	1.3	18.661	C
3	418	262	562	0.744	468	3.4	50.785	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	696	15	1390	0.501	698	1.0	5.340	A
2	224	430	535	0.418	226	0.7	11.872	B
3	350	214	614	0.570	358	1.4	14.789	B

A110 / Victoria Road - 2026 Growthed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	87.50	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Growthed	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1001	100.000
2		✓	323	100.000
3		✓	506	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	386	615
	2	302	0	21
	3	485	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	3
	2	1	0	6
	3	2	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.80	12.91	3.8	B
2	0.95	96.62	9.0	F
3	1.13	229.25	37.6	F

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	754	16	1389	0.543	749	1.2	5.707	A
2	243	460	516	0.471	240	0.9	13.042	B
3	381	224	604	0.631	374	1.7	15.652	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	900	19	1387	0.649	897	1.8	7.475	A
2	290	551	457	0.636	287	1.7	21.129	C
3	455	269	555	0.820	446	3.9	31.496	D

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1102	20	1386	0.795	1095	3.7	12.330	B
2	356	672	378	0.941	335	6.9	65.420	F
3	557	313	506	1.102	490	20.7	110.936	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1102	20	1386	0.795	1102	3.8	12.905	B
2	356	677	375	0.948	347	9.0	96.620	F
3	557	325	493	1.130	490	37.6	229.254	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	900	21	1385	0.650	907	1.9	7.826	A
2	290	558	453	0.642	319	2.0	31.990	D
3	455	298	522	0.871	508	24.2	220.065	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	754	20	1386	0.544	756	1.2	5.871	A
2	243	465	513	0.474	247	0.9	13.924	B
3	381	231	596	0.639	470	2.0	48.082	E

A110 / Victoria Road - 2026 Growthed + Development Scenario 1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	144.94	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Growthed + Development Scenario 1	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1007	100.000
2		✓	373	100.000
3		✓	512	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	392	615
	2	327	0	46
	3	485	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	3
	2	1	0	6
	3	2	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.80	13.39	4.0	B
2	1.09	211.75	25.3	F
3	1.14	355.02	46.5	F

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	758	20	1386	0.547	753	1.2	5.774	A
2	281	460	516	0.544	276	1.2	14.976	B
3	385	242	584	0.660	378	1.9	17.349	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	905	24	1383	0.654	903	1.9	7.611	A
2	335	551	457	0.734	330	2.5	27.704	D
3	460	289	532	0.865	448	5.0	39.032	E

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1109	26	1382	0.802	1101	3.9	12.744	B
2	411	672	378	1.086	360	15.1	111.705	F
3	564	316	503	1.122	490	23.4	124.790	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1109	26	1382	0.802	1108	4.0	13.392	B
2	411	677	375	1.095	370	25.3	211.747	F
3	564	324	493	1.143	491	41.7	261.080	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	905	23	1383	0.654	913	2.0	7.956	A
2	335	558	452	0.741	421	3.8	122.677	F
3	460	369	444	1.037	441	46.5	355.015	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	758	29	1379	0.550	761	1.3	5.979	A
2	281	465	513	0.547	291	1.3	17.184	C
3	385	255	569	0.677	557	3.6	172.210	F

A110 / Victoria Road - 2026 Growthed + Development Scenario 2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	134.10	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2026 Growthed + Development Scenario 2	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1006	100.000
2		✓	365	100.000
3		✓	511	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	391	615
	2	323	0	42
	3	485	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	3
	2	1	0	6
	3	2	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.80	13.30	4.0	B
2	1.07	189.03	21.9	F
3	1.14	332.67	43.2	F

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	757	19	1386	0.546	753	1.2	5.762	A
2	275	460	516	0.533	270	1.1	14.632	B
3	385	239	587	0.656	377	1.8	17.054	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	904	23	1384	0.654	902	1.9	7.589	A
2	328	551	457	0.718	323	2.4	26.428	D
3	459	286	535	0.858	448	4.8	37.663	E

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1108	25	1382	0.801	1100	3.9	12.672	B
2	402	672	378	1.063	357	13.5	102.966	F
3	563	316	502	1.121	489	23.1	123.313	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1108	25	1382	0.801	1107	4.0	13.304	B
2	402	677	375	1.071	368	21.9	189.034	F
3	563	326	492	1.145	489	41.6	258.710	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	904	23	1384	0.654	912	2.0	7.937	A
2	328	558	452	0.725	403	3.3	96.244	F
3	459	356	458	1.003	453	43.2	332.670	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	757	28	1380	0.549	760	1.3	5.961	A
2	275	465	513	0.536	283	1.2	16.420	C
3	385	250	575	0.670	547	2.7	147.781	F

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
© Copyright TRL Limited, 2019

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: M01-DSS-A110 + Victoria Road ARCADY 210610 Calibrated PM - Calibrated Observed.j9
Path: X:\Projects\210000\216001 - Victoria Quarter, Barnet\MODELLING
Report generation date: 22/06/2021 12:29:54

»A110 / Victoria Road - 2019 Observed, PM
»A110 / Victoria Road - 2026 Growthed, PM
»A110 / Victoria Road - 2026 Growthed + Development Scenario 1, PM
»A110 / Victoria Road - 2026 Growthed + Development Scenario 2, PM

Summary of junction performance

	PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	A110 / Victoria Road - 2019 Observed				
Arm 1	D2	1.9	7.71	0.66	A
Arm 2		3.0	40.83	0.76	E
Arm 3		14.7	117.80	1.00	F
	A110 / Victoria Road - 2026 Growthed				
Arm 1	D4	2.5	9.22	0.72	A
Arm 2		7.2	91.26	0.92	F
Arm 3		33.8	232.73	1.13	F
	A110 / Victoria Road - 2026 Growthed + Development Scenario 1				
Arm 1	D6	2.8	10.03	0.74	B
Arm 2		10.6	123.07	0.98	F
Arm 3		45.7	351.69	1.19	F
	A110 / Victoria Road - 2026 Growthed + Development Scenario 2				
Arm 1	D8	2.7	9.89	0.74	A
Arm 2		9.9	116.73	0.97	F
Arm 3		44.1	331.34	1.18	F

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

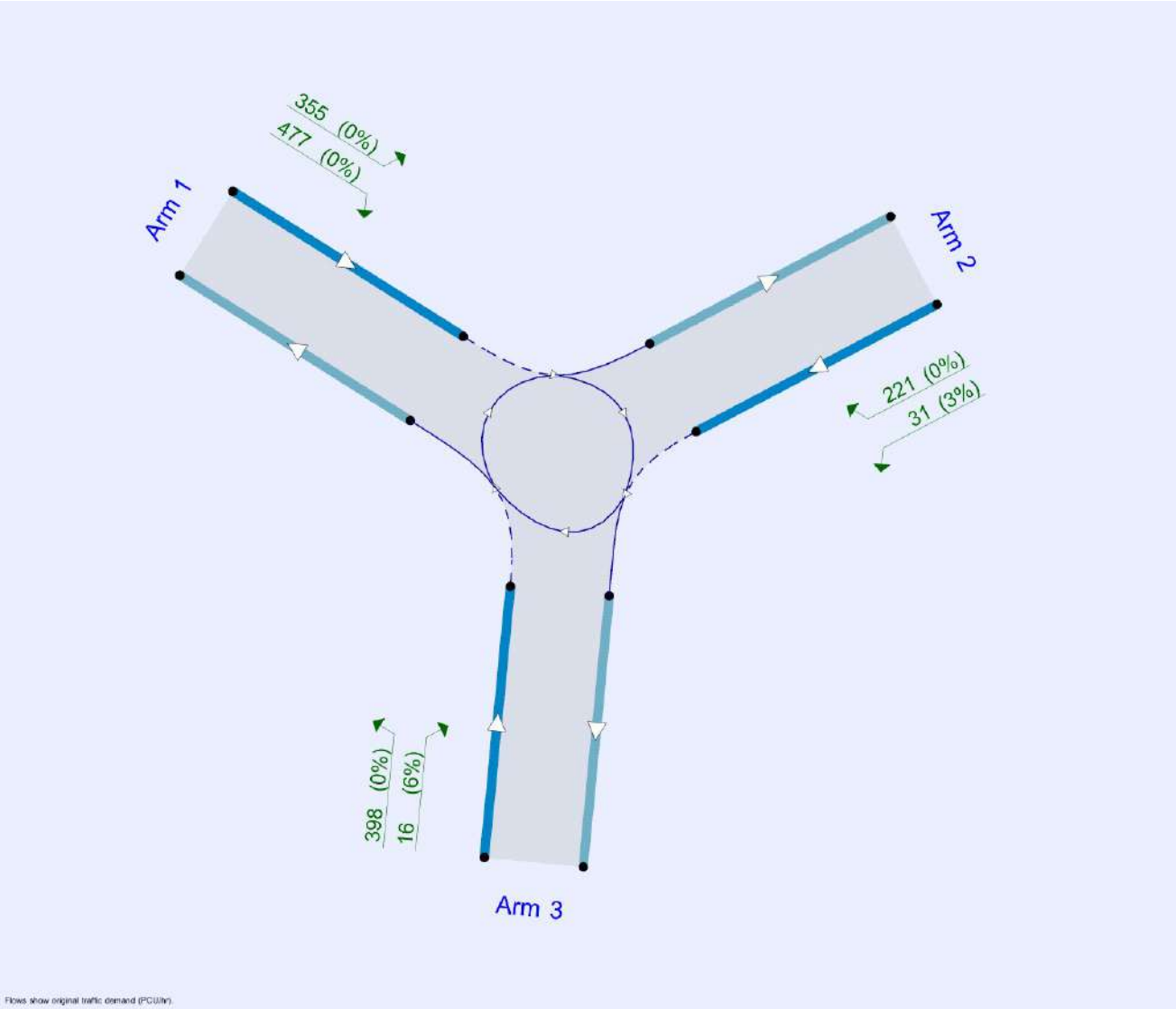
File summary

File Description

Title	
Location	
Site number	
Date	10/03/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\david.smith
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2019 Observed	PM	ONE HOUR	16:45	18:15	15
D4	2026 Growthed	PM	ONE HOUR	16:45	18:15	15
D6	2026 Growthed + Development Scenario 1	PM	ONE HOUR	16:45	18:15	15
D8	2026 Growthed + Development Scenario 2	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	A110 / Victoria Road	100.000

A110 / Victoria Road - 2019 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	43.62	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Station Road	
2	Victoria Road	
3	East Barnet Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.65	3.65	7.24	11.4	15.38	12.53	0.0	
2	2.57	2.57	4.15	2.0	13.85	8.07	0.0	
3	3.54	3.54	4.13	3.0	13.06	11.40	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final slope	Final intercept (PCU/hr)
1	✓	0.710	1400	0.710	1400
2	✓	0.850	815	0.850	815
3	✓	1.259	766	1.259	766

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2019 Observed	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	836	100.000
2		✓	252	100.000
3		✓	414	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	4	355	477
	2	221	0	31
	3	398	16	1

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	3
	3	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.66	7.71	1.9	A
2	0.76	40.83	3.0	E
3	1.00	117.80	14.7	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	630	13	1391	0.453	626	0.8	4.688	A
2	190	362	508	0.374	188	0.6	11.207	B
3	312	168	555	0.562	307	1.2	14.284	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	752	15	1389	0.541	751	1.2	5.622	A
2	227	433	447	0.508	225	1.0	16.176	C
3	373	201	513	0.727	368	2.4	24.103	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	921	17	1388	0.664	918	1.9	7.612	A
2	278	530	365	0.761	271	2.7	36.050	E
3	456	242	461	0.989	426	10.0	71.357	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	921	18	1387	0.664	921	1.9	7.711	A
2	278	531	363	0.765	277	3.0	40.826	E
3	456	247	455	1.004	437	14.7	117.805	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	752	17	1388	0.542	755	1.2	5.715	A
2	227	436	445	0.510	234	1.1	17.754	C
3	373	209	503	0.741	418	3.3	55.045	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	630	13	1391	0.453	631	0.8	4.749	A
2	190	364	505	0.376	192	0.6	11.591	B
3	312	171	550	0.567	320	1.4	16.126	C

A110 / Victoria Road - 2026 Growthed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	84.67	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Growthed	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	907	100.000
2		✓	275	100.000
3		✓	450	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	387	520
	2	241	0	34
	3	433	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	3
	3	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.72	9.22	2.5	A
2	0.92	91.26	7.2	F
3	1.13	232.73	33.8	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	683	13	1391	0.491	679	1.0	5.030	A
2	207	389	484	0.428	204	0.7	12.777	B
3	339	179	541	0.626	332	1.6	16.839	C

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	815	15	1389	0.587	814	1.4	6.213	A
2	247	466	419	0.591	245	1.4	20.475	C
3	405	214	496	0.815	396	3.7	33.508	D

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	999	16	1388	0.719	994	2.5	9.037	A
2	303	570	330	0.916	285	5.7	64.505	F
3	495	250	451	1.098	436	18.6	113.992	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	999	16	1388	0.719	998	2.5	9.222	A
2	303	572	328	0.922	297	7.2	91.257	F
3	495	260	438	1.130	435	33.8	232.727	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	815	17	1388	0.588	820	1.4	6.382	A
2	247	470	416	0.595	270	1.6	28.067	D
3	405	236	468	0.864	455	21.2	219.260	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	683	16	1389	0.492	685	1.0	5.127	A
2	207	393	481	0.430	210	0.8	13.473	B
3	339	184	534	0.634	416	1.9	48.091	E

A110 / Victoria Road - 2026 Growthed + Development Scenario 1, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	124.65	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Growthed + Development Scenario 1	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	925	100.000
2		✓	292	100.000
3		✓	469	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	405	520
	2	249	0	43
	3	433	36	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	1	2	3
1	0	0	0
2	0	0	3
3	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.74	10.03	2.8	B
2	0.98	123.07	10.6	F
3	1.19	351.69	45.7	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	696	27	1381	0.504	692	1.0	5.197	A
2	220	389	484	0.454	217	0.8	13.359	B
3	353	185	533	0.662	346	1.8	18.598	C

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	832	31	1378	0.604	830	1.5	6.544	A
2	263	466	419	0.627	259	1.6	22.280	C
3	422	221	488	0.865	410	4.8	41.220	E

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1018	34	1376	0.740	1013	2.7	9.791	A
2	321	570	331	0.972	297	7.7	78.443	F
3	516	253	447	1.155	437	24.6	143.143	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1018	33	1376	0.740	1018	2.8	10.033	B
2	321	572	328	0.979	310	10.6	123.071	F
3	516	264	434	1.191	432	45.7	308.585	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	832	34	1376	0.604	836	1.6	6.731	A
2	263	470	415	0.632	298	1.9	38.097	E
3	422	254	447	0.944	437	41.9	351.695	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	696	39	1372	0.507	698	1.0	5.358	A
2	220	393	481	0.457	224	0.9	14.253	B
3	353	191	526	0.672	509	3.0	164.908	F

A110 / Victoria Road - 2026 Growthed + Development Scenario 2, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	117.63	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2026 Growthed + Development Scenario 2	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	922	100.000
2		✓	289	100.000
3		✓	466	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	402	520
	2	248	0	41
	3	433	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	3
	3	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.74	9.89	2.7	A
2	0.97	116.73	9.9	F
3	1.18	331.34	44.1	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	694	24	1383	0.502	690	1.0	5.170	A
2	218	389	484	0.449	214	0.8	13.252	B
3	351	184	534	0.657	344	1.8	18.321	C

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	829	29	1380	0.601	827	1.5	6.491	A
2	260	466	419	0.621	257	1.5	21.940	C
3	419	220	489	0.857	408	4.6	39.943	E

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1015	31	1378	0.737	1010	2.7	9.661	A
2	318	570	331	0.962	295	7.3	75.747	F
3	513	253	447	1.148	437	23.7	138.932	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1015	31	1378	0.737	1015	2.7	9.893	A
2	318	572	328	0.969	308	9.9	116.734	F
3	513	264	434	1.183	432	44.1	297.857	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	829	31	1378	0.602	834	1.5	6.674	A
2	260	470	415	0.626	292	1.8	35.714	E
3	419	251	450	0.930	440	38.7	331.344	F

18:00 - 18:15

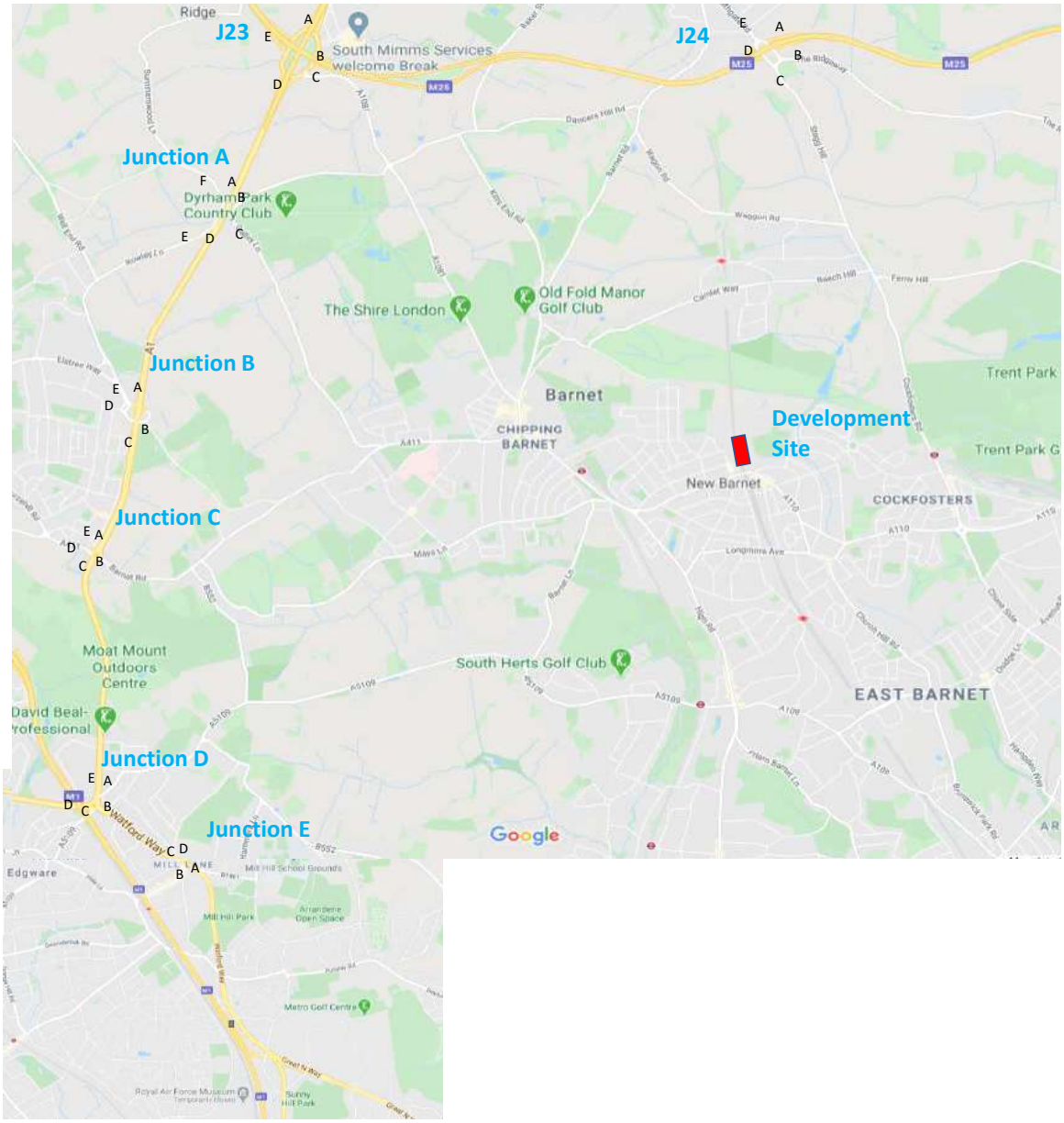
Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	694	35	1375	0.505	696	1.0	5.317	A
2	218	393	481	0.452	221	0.9	14.104	B
3	351	190	527	0.666	496	2.6	142.901	F

vectos.

Appendix R

Strategic Road Network Analysis

Junctions Assessed and Arm Labelling



WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 8 June 2020]

population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
usual residence E02000029 : Barnet 006 (2011 super output area - middle layer)

Table R.1: All Vehicle Trips to All Areas

place of work	All categories: Method of travel to work (2001 specification)	Taxi	Motorcycle, scooter or moped	Driving a car or van	Total Veh Users	% Distribution	
E02000024 : Barnet 001	109	0	0	62	62	4%	
E02000025 : Barnet 002	26	0	0	11	11	1%	
E02000026 : Barnet 003	16	0	0	9	9	1%	
E02000027 : Barnet 004	55	0	0	27	27	2%	
E02000028 : Barnet 005	68	0	0	27	27	2%	
E02000029 : Barnet 006	231	1	2	57	60	4%	
E02000030 : Barnet 007	22	0	0	10	10	1%	
E02000031 : Barnet 008	62	0	0	37	37	2%	
E02000032 : Barnet 009	10	0	0	6	6	0%	
E02000033 : Barnet 010	65	0	0	36	36	2%	
E02000034 : Barnet 011	15	0	1	11	12	1%	
E02000035 : Barnet 012	30	0	0	20	20	1%	
E02000036 : Barnet 013	3	0	0	2	2	0%	
E02000037 : Barnet 014	1	0	0	0	0	0%	
E02000038 : Barnet 015	24	0	0	14	14	1%	
E02000039 : Barnet 016	11	0	0	9	9	1%	
E02000040 : Barnet 017	29	0	2	17	19	1%	
E02000041 : Barnet 018	9	0	0	7	7	0%	
E02000042 : Barnet 019	52	0	0	37	37	2%	
E02000043 : Barnet 020	2	0	0	2	2	0%	
E02000044 : Barnet 021	5	0	0	5	5	0%	
E02000045 : Barnet 022	19	0	0	13	13	1%	
E02000046 : Barnet 023	23	0	0	13	13	1%	
E02000047 : Barnet 024	6	0	0	3	3	0%	
E02000048 : Barnet 025	6	0	0	3	3	0%	
E02000049 : Barnet 026	14	0	0	12	12	1%	
E02000050 : Barnet 027	17	0	0	12	12	1%	
E02000051 : Barnet 028	16	0	0	10	10	1%	
E02000052 : Barnet 029	17	0	0	12	12	1%	
E02000053 : Barnet 030	12	0	0	9	9	1%	
E02000054 : Barnet 031	8	0	0	6	6	0%	
E02000055 : Barnet 032	25	0	0	16	16	1%	
E02000056 : Barnet 033	10	0	0	7	7	0%	
E02000057 : Barnet 034	1	0	0	0	0	0%	
E02000058 : Barnet 035	10	0	0	5	5	0%	
E02000059 : Barnet 036	8	0	1	7	8	1%	
E02000060 : Barnet 037	2	0	0	2	2	0%	
E02000061 : Barnet 038	3	0	0	2	2	0%	
E02000062 : Barnet 039	29	0	0	17	17	1%	
E02000063 : Barnet 040	0	0	0	0	0	0%	
E02000064 : Barnet 041	0	0	0	0	0	0%	
Barking and Dagenham	6	0	0	6	6	0%	
Bexley	2	0	0	2	2	0%	
Brent	59	0	1	43	44	3%	
Bromley	0	0	0	0	0	0%	
Camden	243	2	3	42	47	3%	
Croydon	1	0	0	1	1	0%	
Ealing	20	0	0	9	9	1%	
Enfield	293	0	0	207	207	13%	
Greenwich	4	0	0	2	2	0%	
Hackney	45	0	1	13	14	1%	
Hammersmith and Fulham	35	0	0	9	9	1%	
Haringey	167	0	1	106	107	7%	
Harrow	35	0	0	27	27	2%	
Havering	5	0	0	3	3	0%	
Hillingdon	15	0	0	13	13	1%	
Hounslow	15	0	0	9	9	1%	
Islington	147	0	2	34	36	2%	
Kensington and Chelsea	27	0	0	2	2	0%	
Kingston upon Thames	0	0	0	0	0	0%	
Lambeth	21	0	2	1	3	0%	
Lewisham	5	0	0	3	3	0%	
Merton	3	0	0	0	0	0%	
Newham	14	0	0	8	8	1%	
Redbridge	15	0	0	11	11	1%	
Richmond upon Thames	5	0	0	3	3	0%	
Southwark	56	0	2	4	6	0%	
Sutton	0	0	0	0	0	0%	
Tower Hamlets	66	0	1	9	10	1%	
Waltham Forest	20	0	0	19	19	1%	
Wandsworth	18	0	1	9	10	1%	
Westminster,City of London	486	0	7	43	50	3%	
East	354	0	3	280	283	18%	East England
East Midlands	3	0	0	2	2	0%	Separated below
North East	1	0	0	1	1	0%	
North West	5	0	0	4	4	0%	
Scotland	4	1	0	1	2	0%	
South East	53	0	0	38	38	2%	
South West	4	0	0	2	2	0%	
Wales	4	0	0	2	2	0%	
West Midlands	5	0	0	2	2	0%	
Yorkshire and The Humber	4	0	0	4	4	0%	
				total	1,563		

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected

place of work	All categories: Method of travel to work (2001 specification)	Taxi	Motorcycle, scooter or moped	Driving a car or van	Total	% Distribution
Babergh	0	0	0	0	0	0%
Basildon	1	0	0	1	1	0%
Bedford	0	0	0	0	0	0%
Braintree	0	0	0	0	0	0%
Breckland	0	0	0	0	0	0%
Brentwood	2	0	0	2	2	0%
Broadland	1	0	0	0	0	0%
Broxbourne	26	0	0	22	22	1%
Cambridge	1	0	0	1	1	0%
Castle Point	0	0	0	0	0	0%
Central Bedfordshire	7	0	0	4	4	0%
Chelmsford	3	0	0	2	2	0%
Colchester	0	0	0	0	0	0%
Dacorum	12	0	0	12	12	1%
East Cambridgeshire	0	0	0	0	0	0%
East Hertfordshire	6	0	0	6	6	0%
Epping Forest	8	0	0	6	6	0%
Fenland	0	0	0	0	0	0%
Forest Heath	0	0	0	0	0	0%
Great Yarmouth	0	0	0	0	0	0%
Harlow	1	0	0	0	0	0%
Hertsmere	133	0	3	95	98	6%
Huntingdonshire	0	0	0	0	0	0%
Ipswich	1	0	0	0	0	0%
King's Lynn and West Norfolk	0	0	0	0	0	0%
Luton	12	0	0	12	12	1%
Maldon	0	0	0	0	0	0%
Mid Suffolk	1	0	0	1	1	0%
North Hertfordshire	8	0	0	7	7	0%
North Norfolk	0	0	0	0	0	0%
Norwich	0	0	0	0	0	0%
Peterborough	1	0	0	0	0	0%
Rochford	0	0	0	0	0	0%
South Cambridgeshire	2	0	0	2	2	0%
South Norfolk	0	0	0	0	0	0%
Southend-on-Sea	1	0	0	1	1	0%
St Albans	30	0	0	26	26	2%
St Edmundsbury	1	0	0	1	1	0%
Stevenage	11	0	0	9	9	1%
Suffolk Coastal	0	0	0	0	0	0%
Tendring	0	0	0	0	0	0%
Three Rivers	6	0	0	6	6	0%
Thurrock	1	0	0	1	1	0%
Uttlesford	0	0	0	0	0	0%
Watford	18	0	0	18	18	1%
Waveney	0	0	0	0	0	0%
Welwyn Hatfield	60	0	0	45	45	3%

Table R.2: Vehicle Trips to Selected Areas and Junctions they pass through

Excluding Place of Work under 1%						
Place of Work	**Veh Mode**	**% Distribution**	**Key Junctions Assumed to use**	**Arms Used**	**Notes**	**Factor**
E02000024 : Barnet 001	62	4%	None	None	Not anticipated to use any of the junctions invesitgated	
E02000025 : Barnet 002	11	1%	None	None	Not anticipated to use any of the junctions invesitgated	
E02000026 : Barnet 003	9	1%	None	None	Not anticipated to use any of the junctions invesitgated	
E02000027 : Barnet 004	27	2%	None	None	Not anticipated to use any of the junctions invesitgated	
E02000028 : Barnet 005	27	2%	None	None	Not anticipated to use any of the junctions invesitgated	
E02000029 : Barnet 006	60	4%	None	None	Not anticipated to use any of the junctions invesitgated	
E02000030 : Barnet 007	10	1%	None	None	Small portion of area crosses A1, area is mostly open space beyond it	
E02000031 : Barnet 008	37	3%	None	None	Not anticipated to use any of the junctions invesitgated	
E02000033 : Barnet 010	36	3%	None	None	Not anticipated to use any of the junctions invesitgated	
E02000034 : Barnet 011	12	1%	None	None	Not anticipated to use any of the junctions invesitgated	
E02000035 : Barnet 012	20	1%	None	None	Not anticipated to use any of the junctions invesitgated	
E02000038 : Barnet 015	14	1%	None	None	Not anticipated to use any of the junctions invesitgated	
E02000039 : Barnet 016	9	1%	D	1-2	Assume 50% goes through junction, assume the rest do not travel on A1 or through junct and instead turn off before reaching it	50%
E02000040 : Barnet 017	19	1%	None	None	Not anticipated to use any of the junctions invesitgated	
E02000042 : Barnet 019	37	3%	None	None	Not anticipated to use any of the junctions invesitgated	
E02000045 : Barnet 022	13	1%	None	None	Not anticipated to use any of the junctions invesitgated	
E02000046 : Barnet 023	13	1%	None	None	Not anticipated to use any of the junctions invesitgated	
E02000049 : Barnet 026	12	1%	E	4-2	Quickest route according to Google Maps used	100%
E02000050 : Barnet 027	12	1%	None	None	Not anticipated to use any of the junctions invesitgated	
E02000051 : Barnet 028	10	1%	None	None	Not anticipated to use any of the junctions invesitgated	
E02000052 : Barnet 029	12	1%	None	None	Not anticipated to use any of the junctions invesitgated	
E02000053 : Barnet 030	9	1%	E	4-2	Quickest route according to Google Maps used	100%
E02000055 : Barnet 032	16	1%	E	4-1	Quickest route according to Google Maps used	100%
E02000059 : Barnet 036	8	1%	E	4-1	Quickest route according to Google Maps used	100%
E02000062 : Barnet 039	17	1%	E	4-1	Quickest route according to Google Maps used	100%
Brent	44	3%	None	None	Not anticipated to use any of the junctions invesitgated	
Camden	47	3%	None	None	Not anticipated to use any of the junctions invesitgated	
Ealing	9	1%	None	None	Not anticipated to use any of the junctions invesitgated	
Enfield	207	15%	None	None	Not anticipated to use any of the junctions invesitgated	
Hackney	14	1%	None	None	Not anticipated to use any of the junctions invesitgated	
Hammersmith and Fulham	9	1%	None	None	Not anticipated to use any of the junctions invesitgated	
Haringey	107	8%	None	None	Not anticipated to use any of the junctions invesitgated	
Harrow	27	2%	D	1-4	Quickest route according to Google Maps used	100%
Hillingdon	13	1%	J23	3-5	2 routes with same drive time, 50% to go through J23	50%
Hounslow	9	1%	J23	3-5	2 routes with similar drive time, one is via J23, split 50%	50%
Islington	36	3%	None	None	Not anticipated to use any of the junctions invesitgated	
Newham	8	1%	J24	3-1	2 routes with similar drive time, one is via J24, split 50%	50%
Redbridge	11	1%	J24	3-1	2 routes with similar drive time, one is via J24, split 50%	50%
Tower Hamlets	10	1%	J24	3-1	3 routes with similar drive time, one is via J24, split 33%	33%
Waltham Forest	19	1%	None	None	Not anticipated to use any of the junctions invesitgated	
Wandsworth	10	1%	None	None	Not anticipated to use any of the junctions invesitgated	
Westminster,City of London	50	4%	None	None	Not anticipated to use any of the junctions invesitgated	
Broxbourne	22	2%	J24	3-1	Quickest route according to Google Maps used	100%
Dacorum	12	1%	J23	3-5	Quickest route according to Google Maps used	100%
Hertsmere	98	7%	C	2-5	Quickest route according to Google Maps used	100%
Luton	12	1%	J23	3-5	Quickest route according to Google Maps used	100%
St Albans	26	2%	J23	3-5	Quickest route according to Google Maps used	100%
Stevenage	9	1%	J23	3-1	Quickest route according to Google Maps used	100%
Watford	18	1%	D	1-4	Quickest route according to Google Maps used	100%
Welwyn Hatfield	45	3%	J23	3-1	3 routes with similar drive time, two of which go through relevant junctions	33%
			J24	3-5	3 routes with similar drive time, two of which go through relevant junctions	33%
South East	38	3%	J23	3-5	Assumed to be a location west of London (i.e. Slough, High Wycombe or Oxford)	100%
Total	1,422	100%				

Note that wherever it was not clear how drivers would reach an area Google Maps was used to find the shortest route

I, particularly small counts at the lowest geographies.

Table R.3: Distribution of Movements through junctions

Key Junction	Departure Movement	Arrival Movement	% Distribution
A			
B			
C	B-E	E-B	6.9%
D	A-B	B-A	0.3%
D	A-D	D-A	3.2%
E	D-B	B-D	1.5%
E	D-A	A-D	2.9%
J23	C-E	E-C	7.0%
J23	C-A	A-C	1.7%
J24	C-A	A-C	2.4%
J24	C-E	E-C	1.0%

Table R.4: Peak Hour Trips

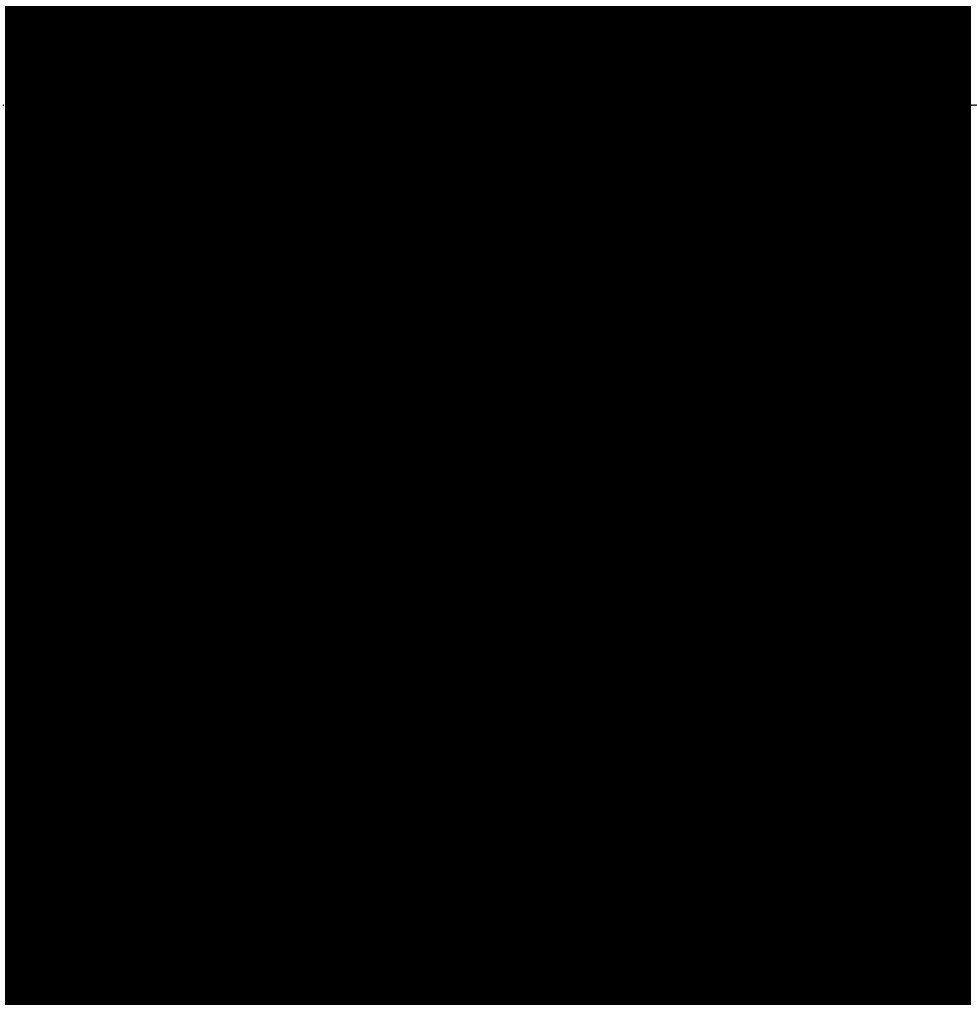
Mode	AM Peak (8AM-9AM)			PM Peak (5PM-6PM)		
	Arrive	Depart	Total	Arrive	Depart	Total
Residential						
Car driver	9	49	57	34	14	48
Taxi	0	2	2	1	0	2
Motorcycle, scooter or moped	1	3	4	2	1	3
Deliveries and Servicing	4	2	5	3	3	7
Commercial						
Deliveries and Servicing	1	1	2	1	1	1
Total						
Total Vehicles	14	57	71	41	19	61

Resi trip gen from S05 spreadsheet, resi d+s from S01, commercial d+s from S02

Junctions:

A= Barnet By-Pass/ Trotters Bottom/ Galley Lane/Rowley Lane/Holmshill Lane
B= Barnet By-Pass/ Rowley Lane/ Newark Green/ Rowley Lane
C= Barnet By-Pass/ Barnet Road/ Barnet Way/ Barnet Lane
D= Barnet Way/ Watford Way/ Selvage Lane / Edgware Way
E= Watford Way/ The Broadway/ Watford Way/ Lawrence Street
J23 of M25
J24 of M25

Table R.5: Resultant Movements per Junction by Peak Period

		AM Peak			PM Peak		
Key Junction	**Movement**	**Arrivals**	**Departures**	**Total Mvmts through Jct**	**Arrivals**	**Departures**	**Total Mvmts through Jct**
C	B-E		4	5		1	4
	E-B	1			3		
D	A-B		0	2		0	2
	B-A	0			0		
	A-D		2			1	
	D-A	0			1		
E	D-B		1	3		0	3
	B-D	0			1		
	D-A		2			1	
	A-D	0			1		
J23	C-E		4	6		1	5
	E-C	1			3		
	C-A		1			0	
	A-C	0			1		
J24	C-A		1	2		0	2
	A-C	0			1		
	C-E		1			0	
	E-C	0			0		

Ref	Junction	Anticipated Development Trips Through Junction	
		AM Peak	**PM Peak**
A	Barnet By-Pass/ Trotters Bottom/ Galley Lane/Rowley Lane/Holmshill Lane	0	0
B	Barnet By-Pass/ Rowley Lane/ Newark Green/ Rowley Lane	0	0
C	Barnet By-Pass/ Barnet Road/ Barnet Way/ Barnet Lane	5	4
D	Barnet Way/ Watford Way/ Selvage Lane / Edgware Way	2	2
E	Watford Way/ The Broadway/ Watford Way/ Lawrence Street	3	3
J23	J23 of M25	6	5
J24	J24 of M25	2	2