



Former Victoria Public House & Sandow Garage Site, Hayes
Transport Statement

Client: North Hyde Investments Ltd & FJC Developments Ltd

i-Transport Ref: BH/LC/ITB17034-001A R

Date: 17 December 2021

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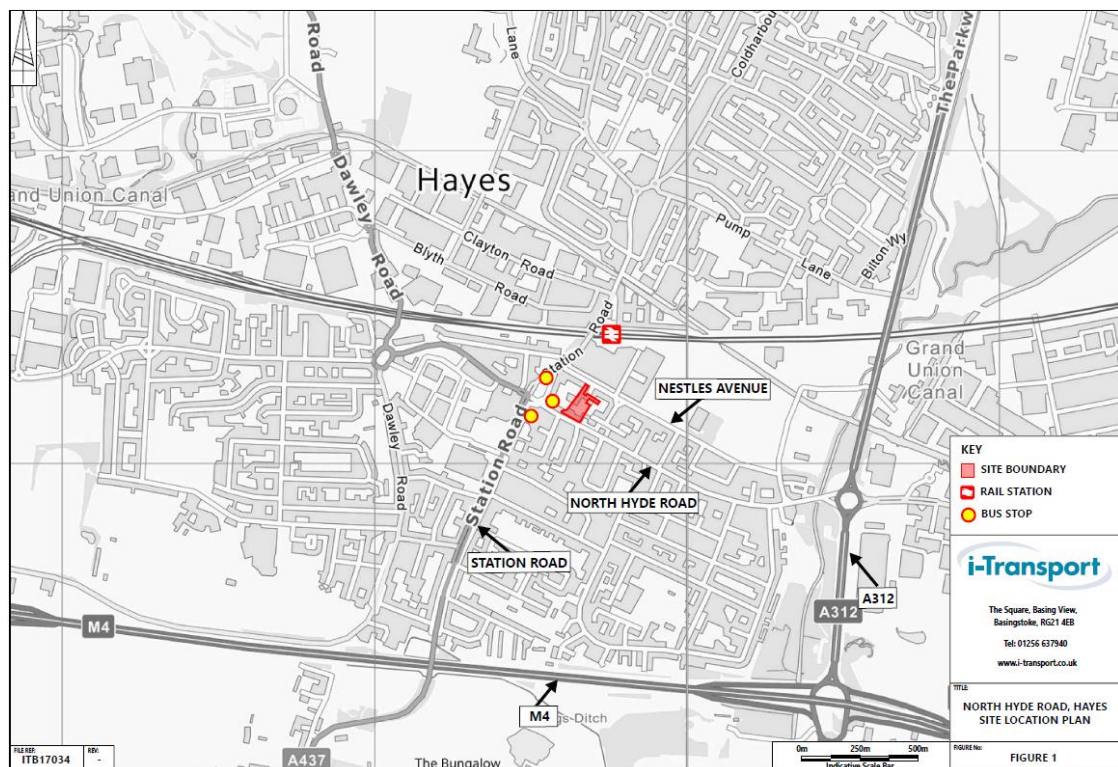
SECTION 1 INTRODUCTION

1.1 Overview

1.1.1 North Hyde Investments Ltd & FJC Developments Ltd (the 'Applicant') proposes to redevelop the former Victoria Public House, 32 North Hyde Road and Sandow Garage Site, Sandow Crescent, Hayes, within the London Borough of Hillingdon (LBH). i-Transport LLP has been appointed to assess the proposals in transport and highways terms and to prepare a Transport Statement (TS) to accompany a planning application.

1.1.2 The site is located along North Hyde Road, circa 350m south of Hayes and Harlington railway station. It is bordered by residential units to the north, east and west and North Hyde Road to the south. A site location plan is included a **Figure 1** and an extract is shown below in Image 1.1.

Image 1.1: Site Location Plan



1.1.3 The proposed development comprises 41 residential flats, with a mix of one-, two- and three-bedroom units, split into two blocks. The scheme is proposed to be "car-free" with the exception of five disabled parking spaces. No standard car parking spaces are proposed to be provided on-site.

- 1.1.4 The site is located in a sustainable location, in close proximity to Hayes and Harlington railway station and a number of local bus stops. This is demonstrated by the Public Transport Accessibility Level (PTAL) rating of the site being 5.

1.2 Scope and Structure of Report

- 1.2.1 Pre-application advice on two options for development (one for 41 units and one for 39 units) has been undertaken with planning officers at LBH. The transport related comments revolved around ensuring the site is 'car-free', with the exception of disabled parking, to be in line with the London Plan maximum car parking standards for sites with PTAL 5 or 6 rating. However, the Council requires assurances that the residents living in a car-free/car-lite development have "genuine travel choice" so they do not resort to owning a car and parking on-street.
- 1.2.2 This TS has been prepared to assess the proposal in highways/transport terms against the national, regional and local policy and takes LBH comments into consideration.
- 1.2.3 The remainder of this TS is structured as follows:
- Section 2 reviews the relevant national and local transport policy against which the proposals will be assessed;
 - Section 3 sets out the existing transport conditions in the vicinity of the site, including the walking, cycling and public transport opportunities and a brief review of accidents in the local area;
 - Section 4 details the development proposals, including the access and accessibility strategy, car and cycle parking provision and servicing arrangements;
 - Section 5 provides an assessment of the likely trip generation of the proposed development; and
 - Section 6 summarises and concludes the report.

SECTION 2 POLICY CONTEXT

2.1 Overview

- 2.1.1 This section provides an evaluation of the national, regional and local transport policy and guidance against which the proposal is being assessed.

2.2 National Transport Policy

National Planning Policy Framework (July 2021)

- 2.2.1 The National Planning Policy (NPPF), most recently revised in July 2021, sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for developments can be produced.
- 2.2.2 Section 9 of the NPPF outlines the policies to promote sustainable transport, which sets out the importance of focusing developments on locations which are or can be sustainable. This is achieved through limiting the need to travel and offering a genuine choice of transport modes.
- 2.2.3 For developments that are going to generate a significant amount of movement are required to produce a travel plan and be supported by either a Transport Statement or Transport Assessment. Paragraph 110 sets out the key transport requirements:

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

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

- 2.2.4 Paragraph 111 outlines that the development ***"should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*** (ref: NPPF Paragraph 111).

2.3 Regional Transport Policy

The London Plan (March 2021)

2.3.1 The London Plan, adopted in March 2021, replaces the 2016 London Plan and is the new spatial development strategy for Greater London. From a transport perspective, the plan aims to contribute toward making developments car-free, help Londoners be less dependent on cars and help toward delivering the Mayor's strategic target of 80% of all trips to be made on foot, by cycle or public transport by 2041.

2.3.2 The following policies are of particular interest to the proposed site:

- Policy T2 D – Developments should reduce the dominance of vehicles on London Streets and be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport;
- Policy T4 B – In accordance with national or local guidance, transport statements/assessments should be submitted with development proposals to ensure impacts on the transport network (including pedestrian and cyclist networks) are fully assessed. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required with regard to Transport for London guidance;
- Policy T5 A – Appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in the London Plan;
- Policy T5 D – Where it is not possible to provide suitable short-stay cycle parking, the borough should work with the stakeholder to identify an appropriate on-street location for the required provision;
- Policy T6 A – Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity;
- Policy T6 B – Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').

- Policy T6 C – An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

2.3.3 Car-free development is expected in all areas with PTAL 5-6 ratings.

2.3.4 The current cycle parking standards relevant to the site are summarised in Table 2.1.

Table 2.1: London Plan Cycle Parking Standards

Land Use	Minimum Cycle Parking	
	Long Stay	Short Stay
Residential (Land Use C3)	Studio/1 person 1 bed dwelling: 1 space 2 person 1 bed dwelling: 1.5 spaces All other dwellings: 2 spaces	5 to 40 dwellings: 2 spaces

Source: London Plan 2021

2.4 Local Transport Policy

London Borough of Hillingdon Local Plan: Part 1 – Strategic Policies (November 2012)

2.4.1 The Hillingdon Local Plan - Part 1 - Strategic Policies is the key strategic planning document for Hillingdon and will support delivery of the spatial elements of the Sustainable Community Strategy. It sets out a long-term vision and objectives for the Borough. The primary matter relating to Transport notes Hillingdon has an overall aim of improving quality of life and reducing private car dependency.

London Borough of Hillingdon Local Plan: Part 2 – Development Management Policies (January 2020)

2.4.2 The Local Plan Part 2, adopted in January 2020, provides revised development management policies and replaces the Unitary Development Plan (1998) saved policies. The relevant policies are as follows:

- ***Policy DMT 1 – Managing Transport Impacts – Development will be required to be accessible by sustainable modes of travel, adequately address delivery, servicing and drop-off requirements and have no significant adverse transport or associated air quality and noise impacts on the local and wider environment. Developments of more than 80 units will be required to prepare a Transport Assessment and Travel Plan.***
- ***Policy DMT 2 – Highways Impacts – Development must provide safe and suitable access for all users;***

- ***Policy DMT 4 – Public Transport - The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services;***
- ***Policy DMT 5 – Pedestrians and Cyclists - Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network.***
- ***Policy DMT 6 – Vehicle Parking – Development must comply with the standards outlined at Appendix C in order to facilitate sustainable development. The Council may agree to vary these requirements when:***
 - ***the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or***
 - ***a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.***
 - ***All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council’s Accessible Hillingdon SPD.***

London Borough of Hillingdon Third Local Implementation Plan (LIP3) (March 2019)

2.4.3 Local Implementation Plans are a statutory document, required by the Greater London Authority Act 1999 and set out how the London boroughs intend to implement the Mayor of London’s Transport Strategy within their respective boroughs. Boroughs define their strategy and secure funding for its delivery.

2.4.4 Page 101 of LIP3 continues to state that the overarching aim of the borough’s policies i.e. those within their Local Plan Part Two (January 2020);

‘is to ensure development in Hillingdon is adequately managed and integrated with its transport networks, including public transport, pedestrian and cycle networks, to enable it to accommodate growth in a sustainable manner’.

2.4.5 It goes on to state that Policies which will contribute towards sustainable travel in new development include:

- ***‘locating new development where access by public transport, walking and cycling is possible to serve the developments anticipated needs;***
- ***Requirement of developers to mitigate transport impacts, such as improving public transport facilities;***

- **High quality pedestrian and cycle facilities;**
- **A restrained and balanced approach to car parking, based on the London Plan standards with some variance to reflect local circumstances;**
- **Travel Plans, where required, following TfL good practice guidelines; and**
- **Delivery and Service Plans and Construction and Logistic Plans to aim the efficient and consolidated movement of goods with minimum disruption to local amenity’.**

2.4.6 The local implementation plan continues;

‘Hillingdon will support car-free and car-lite development in areas within the borough that are well connected to sustainable travel options, i.e. Uxbridge station, Hayes and Heathrow. Car-free development facilitates behaviour change for residents from the onset of occupying a dwelling or working in an area that has limited or no parking provision. As such, car free and car-lite development will enable more ‘social streets’ in new development areas, supporting Hillingdon’s objectives and the Mayor’s Vision to make London streets more active. Supporting such developments, will not only address issues of congestion and pollution, but help reduce noise pollution and long-term maintenance of highways’.

2.5 Summary

2.5.1 Paragraph 110 of the NPPF identifies four key transport criteria for new development which are as follows:

- The opportunities for sustainable travel should be appropriately taken up;
- Safe and acceptable access should be provided;
- The design of street, parking and other transport elements reflect national guidance; and
- The traffic impact should not be ‘severe’.

2.5.2 These criteria are reflected in regional and local policy, as above, against which the Development Proposal is assessed in this TS.

2.5.3 National policy is clear that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are deemed to be ‘severe’.

SECTION 3 EXISTING CONDITIONS

3.1 Overview

- 3.1.1 This section outlines the baseline transport conditions within the vicinity of the site, including walking and cycling and public transport opportunities along with accessibility to local facilities. A review of the road safety record has also been undertaken.

3.2 Site Location and Existing Site

- 3.2.1 The site consists of the former Victoria Public House, 32 North Hyde Road and Sandow Garage Site, Sandow Crescent. The site is on the northern side of North Hyde Road close to its intersection with Station Road, which is the main road leading into Hayes Town Centre. The site is irregular in shape and is surrounded by:

- The rear gardens of the two-storey maisonettes fronting Nestles Avenue to the north;
- The rear gardens of the two-storey maisonettes fronting Sandow Crescent to the north-east together with a two-storey block of flats with associated parking and amenity space to the south-east fronting North Hyde Road;
- North Hyde Road to the south on the other side of which are some two-storey detached and semi-detached houses;
- A three-storey block of flats to the west fronting North Hyde Road, to the north of which is the two-storey Hayes Medical Centre fronting Old Station Road and a children's nursery at the corner of Old Station Road and Nestles Avenue.

- 3.2.2 Further beyond the site to the east is an Esso garage and a series of 4-storey blocks of flats fronting North Hyde Road

- 3.2.3 The northern portion of the site is L-shaped and comprises a series of mostly vacant single-storey garages and office/workshops accessed off Sandow Crescent while the southern portion is accessed off North Hyde Road and comprises the former Victoria Public House which has been converted into seven flats.

3.3 Walking and Cycling Opportunities

Walking Environment

- 3.3.1 Wide, good quality footways are provided on both sides of North Hyde Road along with street lighting on both sides of the carriageway. There are dropped kerbs and tactile paving at all

vehicle crossovers to allow for safe and easy crossing for all pedestrians. There is an informal crossing point, also with dropped kerbs and tactile paving, with a refuge island situated directly in front of the site. There are pelican crossing points, fitted with dropped kerbs and tactile paving to the west of the site at the junction with Station Road.

- 3.3.2 Hayes High Street benefits from recent improvements to the pedestrian and vehicle infrastructure as a result of securing a £4.5 million bid to regenerate the area with street lighting. Additional improvements have also been made to Station Road and Station Approach as a result of the investment associated with the Elizabeth Line calling at Hayes & Harlington station.

Cycle Network

- 3.3.3 The local area benefits from an extensive network of cycle routes which provide convenient routes to local facilities and train and London Underground stations, as well as Heathrow Airport to the south-west. These are detailed in full in the TfL Local Cycling Guide 6. In the vicinity of the site, shared footway/cycleways are now provided along most of Station Road onto Botwell Lane to the north and the High Street to the south. The cycle paths along the High Street connect to a designated off-road cycle route running parallel to the A4. This extends east towards London and west towards Heathrow Airport.
- 3.3.4 Another off-road cycle route has been designated alongside the Grand Union Canal. This route can be taken west towards Uxbridge.
- 3.3.5 There are also various routes that have been recommended by other cyclists, along quieter or safer roads. These routes can be used to connect designated cycle routes, acting as undesignated continuations of the cycle network. As a result, cyclists can head east into Ealing using a variety of designated off-road, marked and undesignated cycle routes.
- 3.3.6 Within the vicinity of the site, recommended cycle routes along North Hyde Road, Crane Gardens and Cranford Drive can be used to access Cranford Park Academy. Additional facilities that can be directly accessed via the cycle network include Khalsa Primary School and Cranford Primary School. Locations that can be directly accessed via the cycle network include Greenford, Hounslow, West Drayton, Southall and Hayes.

3.4 Public Transport Opportunities

Public Transport Accessibility Level (PTAL)

- 3.4.1 The accessibility of the site has been assessed using the TfL Public Transport Accessibility Level (PTAL) methodology. PTALs are a detailed measure of accessibility of a site to the public transport network, taking into account the combination of walking time and service frequency.
- 3.4.2 The site currently has a PTAL rating of 5, indicating very good level of public transport accessibility. This good PTAL score is a result of close proximity to Hayes & Harlington railway station and local bus stops. Full PTAL output is included as **Appendix A**.
- 3.4.3 As detailed in Section 3.3, the introduction of the Elizabeth Line will deliver a marginal increase in rail service frequency as well as the introduction of an additional bus service to the local area which could increase the PTAL rating slightly.

Bus Services

- 3.4.4 The nearest bus stop is 50m west from the site, along North Hyde Road (Old Station Road (Stop G)) and is served by bus 195. Fairey Corner (Stop F) is circa 200m from the site on Station Road and is served by eight different southbound bus services to a range of destinations, including Heathrow Airport, Feltham and Hounslow. The stop is provided with a shelter and equipped with real-time countdown information. The bus stop Fairey Corner (Stop K), circa 230m from the site, is the closest stop providing northbound services. All services which serve these stops are summarised in Table 3.1.

Table 3.1: Local Bus Services

Bus No.	Route	Typical Frequency (per hour, per direction)		
		Mon – Fri	Sat	Sun
90	Feltham – Hayes – Northolt	6 buses per hour	4 buses per hour	4 buses per hour
140 (24 hr)	Harrow – Northolt – Hayes	8 buses per hour	8 buses per hour	6 buses per hour
195	Wood End – Hayes – Southall – Brentford	9 buses per hour	5 buses per hour	4 buses per hour
278	Ruislip – Hillingdon – Hayes – Heathrow	4 buses per hour	4 buses per hour	3 buses per hour
350	Hayes – West Drayton – Heathrow (T5)	3 buses per hour	3 buses per hour	3 buses per hour

Bus No.	Route	Typical Frequency (per hour, per direction)		
		Mon – Fri	Sat	Sun
E6	Bulls Bridge – Hayes – Greenford	5 buses per hour	5 buses per hour	4 buses per hour
H98	Hayes – Hounslow West – Hounslow	6 buses per hour	6 buses per hour	4 buses per hour
U4	Hayes – Hillingdon Hospital – Uxbridge	6 buses per hour	6 buses per hour	4 buses per hour
U5	Uxbridge – Cowley – Hillingdon Hospital – West Drayton – Stockley Estate – Hayes & Harlington	5 buses per hour	5 buses per hour	3 buses per hour
N140 (express)	Harrow – Hayes – Heathrow	2 buses per hour	2 buses per hour	2 buses per hour

Source: Traveline – Accessed: November 2021

Future Bus Services

- 3.4.5 In addition to the bus services listed above, an extension H32 (which currently operates between Southall and Hounslow) from Southall to Hayes and Harlington Station (subject to completion of the Southall Gasworks link road) is proposed.

Rail Services

- 3.4.6 National Rail services can be accessed from Hayes & Harlington railway station, circa 400m from the site, operated by TfL Rail and located within Travelcard Zone 5. Approximately eight trains per hour operate between London Paddington and Reading/Didcot/Heathrow Airport.
- 3.4.7 Hayes & Harlington station will benefit from introduction of the Elizabeth Line. The Elizabeth Line is a significant piece of new railway infrastructure adding approximately 10% of new railway capacity and new/easier journey opportunities.
- 3.4.8 Stations along the route have been upgraded with Hayes & Harlington station having benefitted from receiving a new footbridge with four new lifts to provide step free access to every platform, platform extensions and new replacement canopies with new lighting, customer information screen, station signage, help points, CCTV and a clean modern look.
- 3.4.9 From December 2022, when the full route opens, up to ten Elizabeth Line services an hour will allow passengers from Hayes & Harlington to travel to Reading or Heathrow in the west or through central London tunnels to Essex and southeast London via Liverpool Street and Canary Wharf.

3.5 Local Highway Network

- 3.5.1 North Hyde Road is a single carriageway road subject to a speed limit of 30mph. Double yellow lines are present on both sides of the carriageway for the majority of North Hyde Road, including along the site frontage indicating no waiting time. Toward the south-east of the site occasionally there are marked-up parking bays, along the northern side of the road.
- 3.5.2 Circa 125m north-west of the site, North Hyde Road connects to Station Road via a signalised junction. To the north, Station Road is a single carriageway road leading to Hayes & Harlington railway station and Hayes Town Centre, while to the south it heads towards the ASDA Hayes Superstore. Separate ghost island right turn junctions are provided for southbound traffic. Street lighting is provided along the entire road on both sides of the carriageway.
- 3.5.3 There are parking restrictions on North Hyde Road, Sandow Crescent and Nestles Avenue. There is also a Controlled Parking Zone (CPZ) on a residential street directly opposite the site to the south (Fairey Avenue). This restricts parking to resident permit holders only between 0900 – 2200, Monday to Friday. On North Hyde Road to east of the site there are some areas with no parking restrictions. There are also some residential culs-de-sac to the south of the site (including Northfield Park and Hyde Way) which do not have parking restrictions.

3.6 Road Safety

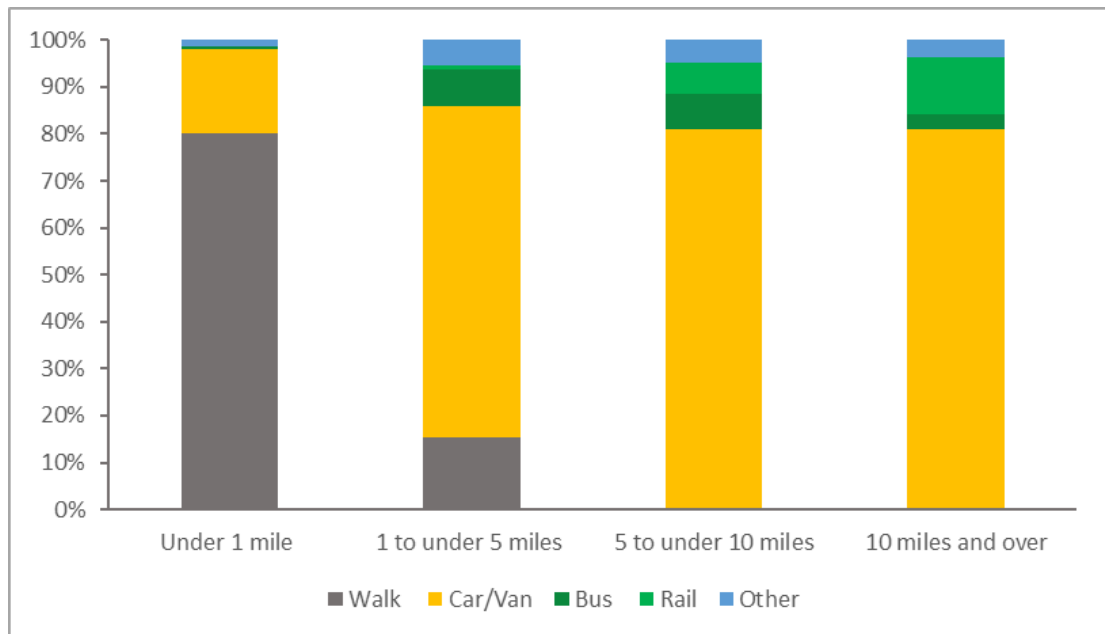
- 3.6.1 The raw PIA data, with a map showing the locations, is included as **Appendix B**. Near the site there have been six accidents along North Hyde Road. Whilst any accident is regrettable, the location, type and frequency of accidents in the vicinity of the site is not considered to identify any issues with the design of the local transport network that will be unduly exacerbated by the proposed development.

3.7 Local Facilities

- 3.7.1 A key aim of regional and local policy is the delivery of sustainable development. This in part, is achieved by the accessibility of sites to a good range of everyday services and facilities.
- 3.7.2 In this regard, Manual for Streets states that 'Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.' (*Ref: Manual for Streets paragraph 4.4.1*). However, this is not an upper limit.

- 3.7.3 The National Travel Survey: England 2019 has identified the mode share of journeys of different lengths (as shown in image 3.1) and found that walking was the most frequent mode for short trips in 2019, where 80% of trips under one mile (c. 1,600m), and 31% of trips between one and two miles (c. 3,200m) were walks (*Ref: NTS Table 0308*).

Image 3.1: Mode Share of Trips by Main Mode for Different Trip Lengths: England, 2019



Source: National Travel Survey: England 2019

- 3.7.4 A summary of the local facilities and services within the vicinity of the site and their respective walking and cycling distance is provided in Table 3.2. The colour coding highlights the locations within 800m, 1,600m and 3,200m walking distance.

Table 3.2: Local Facilities

Type of Facility	Destination	Approximate Distance from Site (m)	Walking Time (minutes)	Cycling Time (minutes)
Retail	Tesco Esso Express	110m	1 min	>1 min
	Asda Superstore	250m	3 mins	1 min
	Nearest ATM (Barclays)	550m	7 mins	2 mins
	Hayes Town Centre	700m	8 mins	3 mins
	Iceland	700m	8 mins	3 mins
	Post Office	750m	9 mins	3 mins
	Lidl	1,000m	12 mins	4 mins
Education	Cranford Park Academy	950m	11 mins	4 mins
	The Global Academy	1,000m	12 mins	4 mins
	Harlington School	1,300m	15 mins	5 mins
	Minet Nursery and Infant School	1,900m	23 mins	7 mins
	Minet Junior School	2,000m	24 mins	7 mins
	Uxbridge College – Hayes Community Campus	2,000m	24 mins	8 mins
Leisure	Botwell Green Sports and Leisure Centre	1,000m	12 mins	4 mins
	Botwell Green Library	1,000m	12 mins	4 mins
	Lake Farm Country Park	1,600m	18 mins	6 mins
	Grand Union Canal Walk	1,700m	20 mins	6 mins
Health	Hayes Medical Centre	140m	2 mins	>1 min
	The Hayes Dental Practice	400m	5 mins	1 min
	Hayes Town Medical Centre	600m	7 mins	2 mins
	Hayes Town Pharmacy	1,000m	12 mins	4 mins

Source: Consultants Estimate. Note: Walk journey times assume a walk speed of 1.4m/s with cycle journey times based on an average cycling speed of 16km/h (ref: MFS 2). Journey times are measured via the shortest practicable route from the site.

Key:



Within 800m – a 'walkable neighbourhood'

Within 1.6km – a distance where most people (circa 81%) will walk

Within 3.2km – a distance where walking is a realistic alternative to car use and where some people (circa 30%) are still prepared to walk

3.8 Summary

- 3.8.1 The site is located in a PTAL 5 area, indicating very good access to public transport, including rail and a number of local bus services (with the closest bus stop under 100m).
- 3.8.2 In addition, there is very good accessibility to local facilities and services, with the vast majority of key destinations within a distance most people will walk to (1,600m) and the remaining still within a realistic distance where some people will walk (3,200m), indicating that future occupiers of the site will have significant opportunities to utilise sustainable travel modes.

SECTION 4 DEVELOPMENT PROPOSAL

4.1 Overview

- 4.1.1 The Applicant proposes to provide 41 flats, split across two blocks, with associated landscaping, blue badge and cycle parking.
- 4.1.2 The development mix is as follows:
- Studio flats – 4 units;
 - 1-bed flats – 7 units;
 - 2-bed flats – 20 units; and
 - 3-bed flats – 10 units.
- 4.1.3 Pedestrian and vehicular access to the site will be taken directly from North Hyde Road. A separate pedestrian access will be taken from Sandow Crescent and Nestles Avenue.
- 4.1.4 The emerging site plan is provided as **Appendix C**.

4.2 Access Strategy

- 4.2.1 The site has two existing vehicular accesses onto North Hyde Road and an existing vehicular access onto Sandow Crescent. It is proposed to upgrade and widen the existing vehicle crossover on the eastern side of the site frontage onto North Hyde Road, allowing the existing vehicle access on the western side of the site frontage and onto Sandow Crescent to be closed to vehicular traffic and only be used for access by sustainable modes.
- 4.2.2 The vehicle access is proposed to be in the form of a vehicle crossover and will be 4.8m in width to allow two cars to pass by one another. Drawing ITB17034-GA-001 shows the proposed vehicle access and that 2.4 x 43m visibility splays can be achieved in both directions (appropriate for 30mph vehicle speeds in accordance with the guidance in Manual for Streets). Swept path analysis has been undertaken to demonstrate that the site access can accommodate a refuse vehicle turning into and out of the site. This is shown on drawing ITB17034-GA-002.
- 4.2.3 A public pedestrian path will route along the whole western boundary of the site to connect North Hyde Road to Nestles Avenue, as well as providing direct pedestrian access to the rear block of flats. The current vehicular access to the garages and commercial uses from Sandow Crescent will also be upgraded to provide a separate pedestrian access to the rear of the site.

4.2.4 As a result of improving and widening the vehicular access on the eastern boundary, the current uncontrolled pedestrian crossing with refuge island on North Hyde Road directly outside the site will need to be relocated. It is proposed to re-provide the crossing and refuge island circa 10m to the west of its current location to allow for better visibility of pedestrians for vehicles accessing/egressing the site and for large vehicles to turn in and out of the site.

4.2.5 Drawing ITB17034-GA-001 shows the proposed relocation of the crossing and demonstrates that the relocated pedestrian crossing achieves the appropriate pedestrian visibility splays. Drawing ITB17034-GA-003 also demonstrates that a large car can still access the driveway opposite following the relocation of the crossing island.

4.3 **Parking**

Car Parking

4.3.1 The only car parking on-site will be five blue badge parking spaces, which equates to 12% of dwellings being provided disabled parking. This is in accordance with the London Plan requirement to provide 10% of units with one disabled space (with 10% equating to 4.1 spaces).

4.3.2 All other residents will not have car parking. This is considered acceptable on the basis that:

- The London Plan requires all developments that are PTAL 5 or PTAL 6 to be car free (with the exception of disabled parking). The pre-application comments from LBH confirm that it is the Council's requirement for the site to be car free in accordance with the London Plan, provided that new residents will have genuine opportunities to travel by sustainable modes;
- The site is in a highly accessible location to bus services, with services to a range of destinations including Heathrow Airport, Feltham and Hounslow. This is recognised by the sites very good Public Transport Accessibility Level (PTAL 5). This will help to contribute to low levels of car ownership and use;
- National Rail services can be accessed from Hayes & Harlington railway station, circa 400m from the site. Approximately eight trains per hour operate between London Paddington and Reading/Didcot/Heathrow Airport. This will help to contribute to low levels of car ownership and use;
- The site is located within a short walk of everyday services and facilities to cater for everyday needs. The site will therefore appeal to individuals who do not want to be reliant on owning a car for everyday use;

- Flats typically attract younger buyers and the priority for people choosing this type of property will be the location. Car ownership and use is declining for young people in particular and according to the Commission on Travel Demand, 17 – 29 year olds are now making between 26% - 44% fewer trips than they did in 1992/94 and the number of 17 – 20 year olds with a driving license has fallen by 19% whilst the number of 21-29 year olds with a driving license has fallen by 12%;
- There are Car Club cars provided as part of the Hayes Village development circa 400m walk from the site. The Car Club cars are operated by Enterprise. This will enable those who only need occasional access to a car to live at the site without owning one; and
- To further encourage occupants of the proposed development to adopt more sustainable travel patterns, a Travel Plan Statement has been produced to accompany the planning application and will be issued to new residents.

Cycle Parking

- 4.3.3 A total of 86 cycle parking spaces will be provided on site, comprising 38 two tier racks and five Sheffield Stands. Whilst external, the 38 two tier racks can be conditioned to be sheltered and secure. This would exceed the cycle parking requirements set out in the London Plan.

4.4 Delivery and Servicing Strategy

- 4.4.1 All servicing is proposed to be undertaken on site. Swept path analysis on Drawing ITB17034-GA-004 demonstrates that a refuse vehicle is able to access and manoeuvre using the provided turning head and egress the site safely. The access road and parking area is of sufficient width to allow a grocery store/other delivery van to stand whilst they are unloading and for cars and other smaller delivery vehicles to pass.

SECTION 5 TRIP GENERATION AND TRAFFIC IMPACT

5.1 Overview

5.1.1 This section provides an assessment of the potential total person trip generation of the proposed development.

5.1.2 The trips generated by the current uses on site have not yet been quantified, therefore this assessment assumes that all trips to the proposed development will be new in the area. This provides a robust assessment of the number of additional person trips that could potentially be added to the transport network.

5.2 Proposed Trip Generation

5.2.1 To derive the likely trip generation of the proposed development, total person trip rates have been obtained from the TRICS trip generation database for comparable mixed affordable/private residential flatted sites with the following selection criteria:

- **Land use category:** Residential – Mixed Private/Affordable Housing;
- **Size Range:** 40 to 200 units;
- **Date Range:** Only sites surveyed recently from January 2013 were included; and
- **Location:** Only Suburban Area locations in Greater London were included.

5.2.2 Table 5.1 summarises the total person trip rates and subsequent trip generation of the proposed 41 dwellings for the morning and evening peak hours. The full TRICS output is included as **Appendix D**.

Table 5.1: Trip Rates and Trip Generation – 41 Flats (Total Person)

	Morning Peak (0800 – 0900)			Evening Peak (1700 – 1800)		
	In	Out	Two-Way	In	Out	Two-Way
Trip Rate (per unit)	0.123	0.667	0.790	0.378	0.227	0.605
Trip Generation (41 Dwellings)	5	27	32	15	9	25

Source: TRICS v.7.8.3 and Consultant's Calculations. Note: Numbers may not sum due to rounding.

5.2.3 The above table demonstrates that the proposed flats could potentially generate around 32 two-way person trips in the morning peak hour and some 25 two-way person trips in the evening peak hour.

Mode Share

5.2.4 To determine the likely mode share of the future residents, Census 2011 Method of Travel to Work data has been obtained for the Hillingdon 030 Middle Super Output Area (MSOA) as a usual place of residence. Since the scheme is proposed to be almost exclusively car-free, the proportion of car drivers has been equally redistributed across the other modes. However, as a worst-case assessment, it has been assumed all five disabled parking spaces result in an outbound trip in the morning peak hour and an inbound trip in the evening peak.

5.2.5 Table 5.2 summarises the modal split for residents traveling to work applied to the total person trip generation presented in Table 5.1. This methodology allows for a robust analysis of the modes of travel used by existing residents of the area, which are likely to be replicated by the new occupiers.

Table 5.2: Modal Split – Hillingdon 030 MSOA (Usual Place of Residence)

Mode and % Split		Morning Peak Hour (0800 – 0900)			Evening Peak Hour (1700 – 1800)		
		Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Bus	29.5%	1	6	8	3	3	6
Train	17.0%	1	4	5	2	2	3
Disabled Car Driver	-	0	5	5	5	0	5
Underground	13.5%	1	3	4	1	1	3
On Foot	12.5%	1	3	3	1	1	3
Car Passenger	10.8%	1	2	3	1	1	2
Bicycle	8.7%	0	2	2	1	1	2
Taxi	7.6%	0	2	2	1	1	2
Other	0.4%	0	0	0	0	0	0
TOTAL		5	27	32	15	9	25

Source: NOMIS Census 2011 WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level). Note: Numbers may not sum due to rounding.

5.2.6 Table 5.2 demonstrates that the majority (60%) of future residents are likely to travel from/to the site using public transport, equating to around 17 two-way public transport trips in the morning peak hour and 12 two-way public transport trips in the evening peak hour.

- 5.2.7 As set out in Section 3, there are around 48 bus services per hour and some eight rail services per hour to multiple destinations. There will therefore be more than enough capacity on these services to accommodate the additional public transport users.

Delivery and Servicing Trips

- 5.2.8 Additional vehicular trips are likely to be made to the development for the purpose of deliveries and servicing. This will be in the form of refuse collection and ad hoc deliveries such as post and online shopping.
- 5.2.9 For many multi-modal surveys in the TRICS database servicing vehicles are now recorded, allowing a servicing vehicle trip rate to be calculated. The same parameters used to obtain the residential total person trip rates have been used again to obtain the servicing trip rate for the proposed 41 units.
- 5.2.10 The anticipated number of daily servicing/delivery trips to the site is summarised in Table 5.3.

Table 5.3: Anticipated Number of Daily Servicing / Delivery Vehicles

Proposed Land Use	Factor	Anticipated Number of Delivery and Servicing Trips (typical worst-case)
Residential (41 Units)	0.12 per unit	5, predominantly LGV

5.3 **Summary**

Vehicular Trips

- 5.3.1 As per para. 5.2.4, a worst-case assumption has been made that all the disabled car parking spaces are occupied, and each of them generates an outbound trip in the morning peak hour and an inbound trip in the evening peak hour. This equates to five two-way vehicle trips in both the morning and evening peak hours only.
- 5.3.2 A delivery/servicing vehicle trip rate has suggested that for 41 units, around five delivery and servicing trips can be expected across a day.
- 5.3.3 Given the limited vehicular movements associated with the site, the proposed development will not have a severe impact on the local highway network and therefore the proposal is acceptable in highway terms.

Public Transport Trips

5.3.4 A multi-modal trip generation has been undertaken and is set out within Table 5.2. To summarise, the proposed scheme is likely to result in the following additional trips on the public transport network:

- An additional 8 trips on the bus network in the morning peak hour and 6 trips in the evening peak hour; and
- An additional 9 trips on the National Rail network in the morning peak hour and 6 in the evening peak hour.

SECTION 6 SUMMARY AND CONCLUSION

6.1 Summary

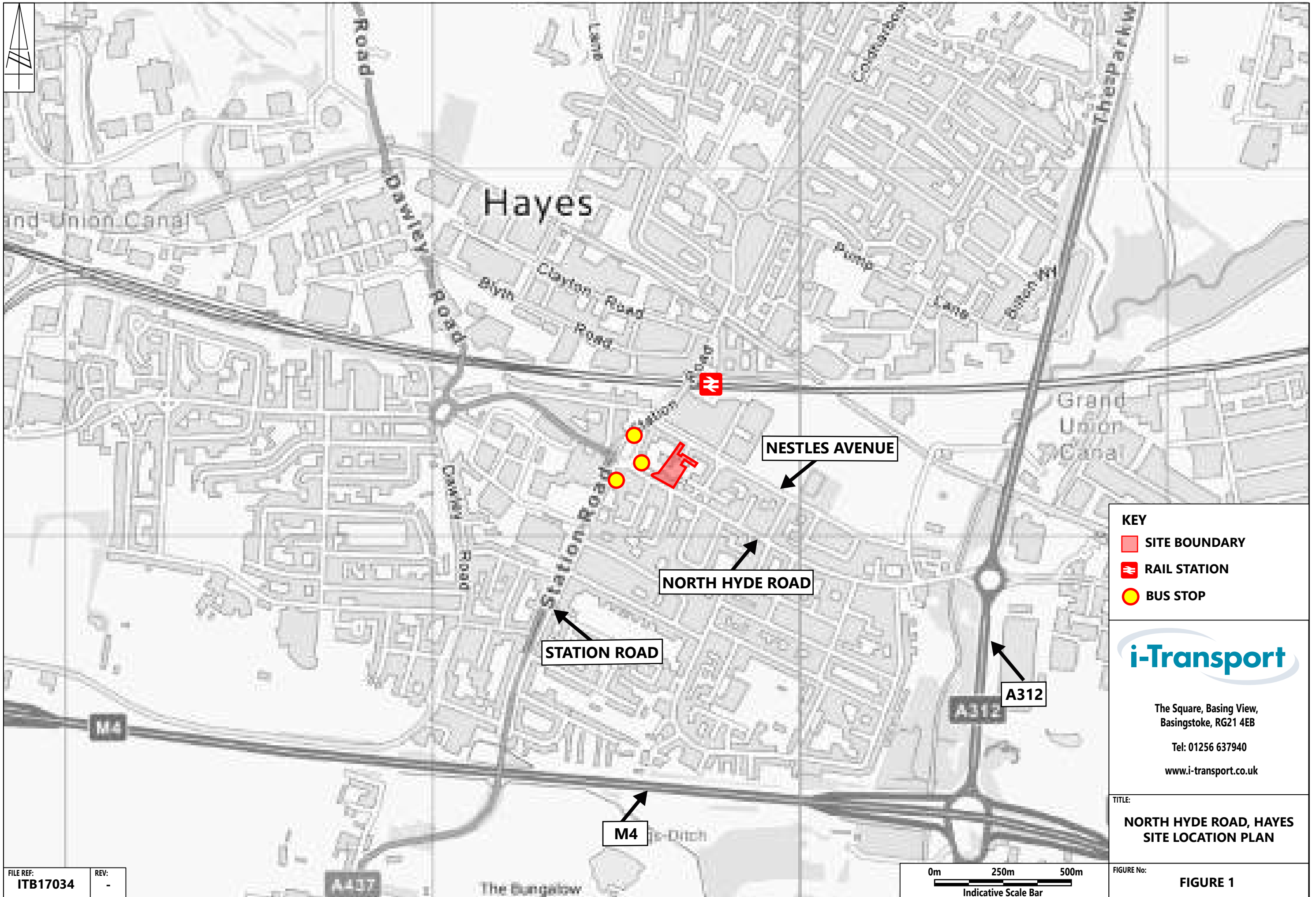
- 6.1.1** North Hyde Investments Ltd & FJC Developments Ltd (the 'Applicant') proposes to redevelop the former Victoria Public House, 32 North Hyde Road and Sandow Garage Site, Sandow Crescent, Hayes,, within the London Borough of Hillingdon (LBH). i-Transport LLP has been appointed to assess the proposals in transport and highways terms and to prepare a Transport Statement (TS) to accompany a planning application.
- 6.1.2** The site is on the northern side of North Hyde Road close to its intersection with Station Road, which is the main road leading into Hayes Town Centre. The northern portion of the site is L-shaped and comprises a series of mostly vacant single-storey garages and office/workshops accessed off Sandow Crescent while the southern portion is accessed off North Hyde Road and comprises the former Victoria Public House which has been converted into seven flats.
- 6.1.3** The site is in a highly sustainable location, in close proximity to Hayes & Harlington railway station and local bus stops, providing a high number of services to local and further afield destinations. In addition, there is very good accessibility to local facilities and services, with the vast majority of key destinations within a distance most people will walk to (1,600m) and the remaining still within a realistic distance where some people will walk (3,200m), indicating that future occupiers of the site will have significant opportunities to utilise sustainable travel modes.
- 6.1.4** The proposed development comprises 41 residential flats, with a mix of studio, one-, two- and three-bedroom units, split into two blocks. The scheme is proposed to be "car-free" with the exception of five disabled parking spaces. No standard car parking spaces are proposed to be provided on-site. This is in accordance with the London Plan and it has been demonstrated in accordance with LBH comments on the pre-application submission, that there are genuine opportunities for new residents to travel by sustainable modes and thus not need to own a car.
- 6.1.5** Vehicular access is to be taken directly from North Hyde Road at the eastern end of the site frontage. Separate pedestrian accesses are to be provided from the western end of the site frontage on North Hyde Road, with a path connecting to Nestles Avenue, and Sandow Crescent.
- 6.1.6** A total of 86 cycle parking spaces will be provided on site, comprising 38 two tier racks and five Sheffield Stands. Whilst external, they can be conditioned to be sheltered and secure. This exceeds the cycle parking requirements set out in the London Plan.

- 6.1.7 A worst-case assumption has been made that all the disabled car parking spaces are occupied, and each of them generates an outbound trip in the morning peak hour and an inbound trip in the evening peak hour. This equates to five two-way vehicle trips in both the morning and evening peak hours only. A delivery/servicing vehicle trip rate has suggested that for 41 units around five delivery and servicing trips can be expected across a day.
- 6.1.8 Given the limited vehicular movements associated with the site, the proposed development will not have a severe impact on the local highway network and therefore the proposal is acceptable in highway terms.
- 6.1.9 A multi-modal trip generation has been undertaken. To summarise, the proposed scheme is likely to result in the following additional trips on the public transport network:
- An additional 8 trips on the bus network in the morning peak hour and 6 trips in the evening peak hour; and
 - An additional 9 trips on the National Rail network in the morning peak hour and 6 in the evening peak hour.

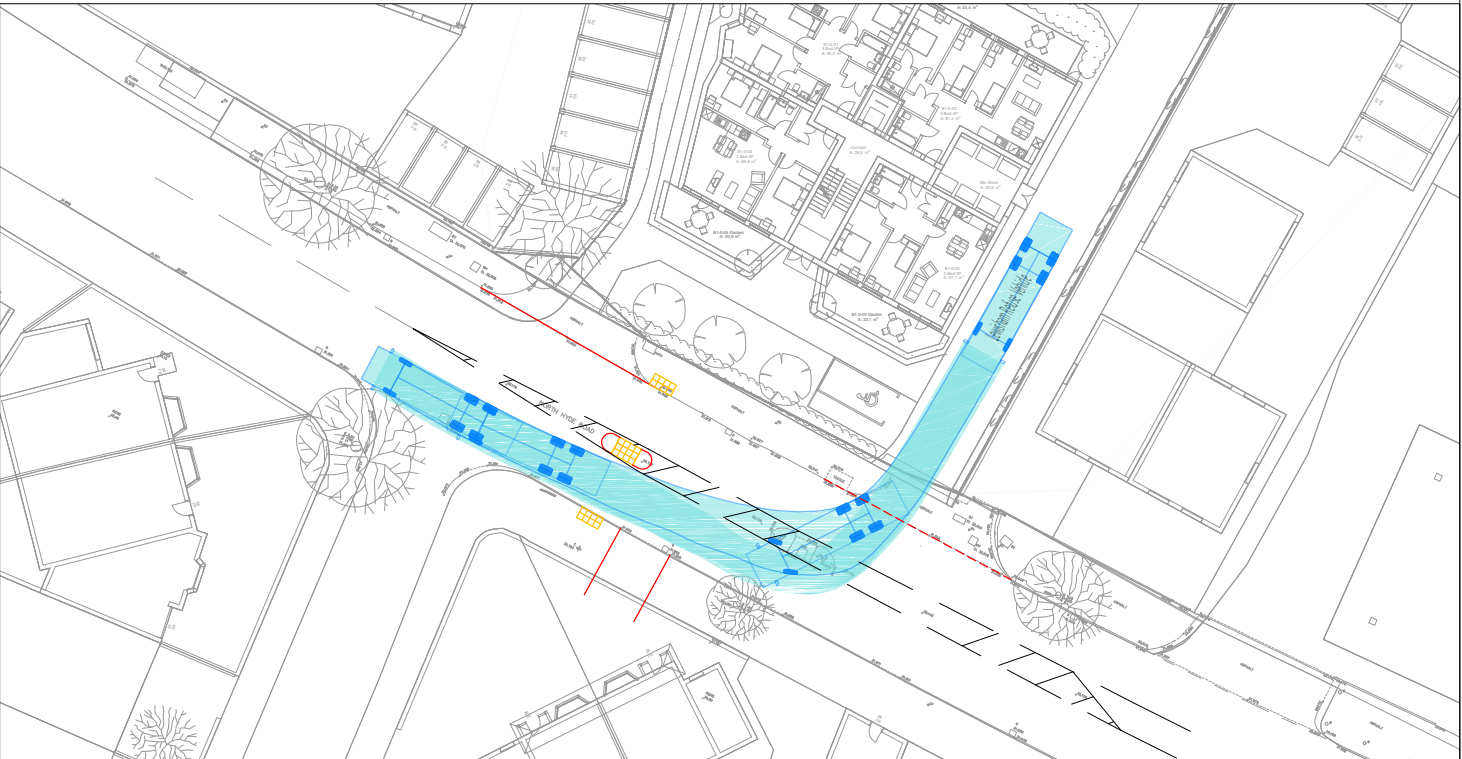
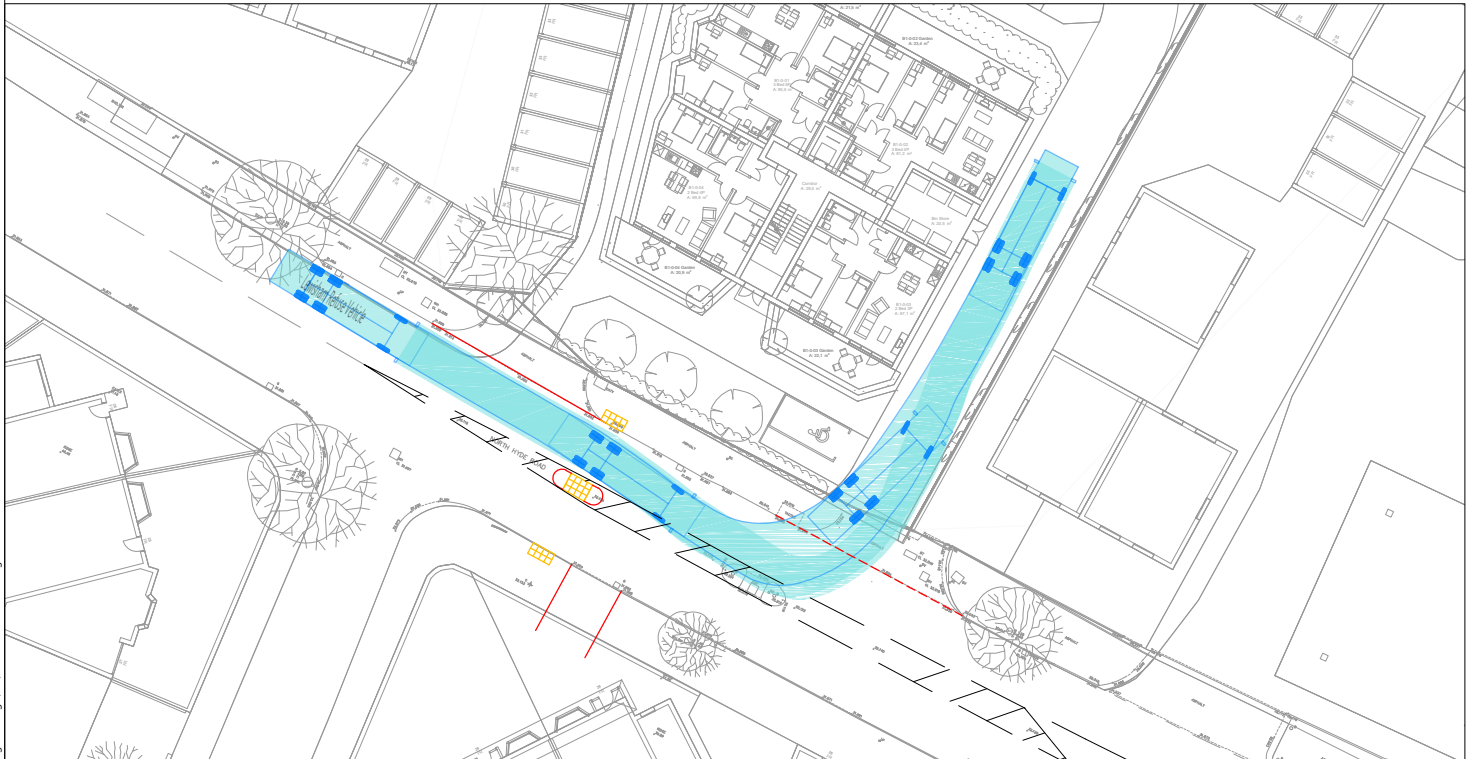
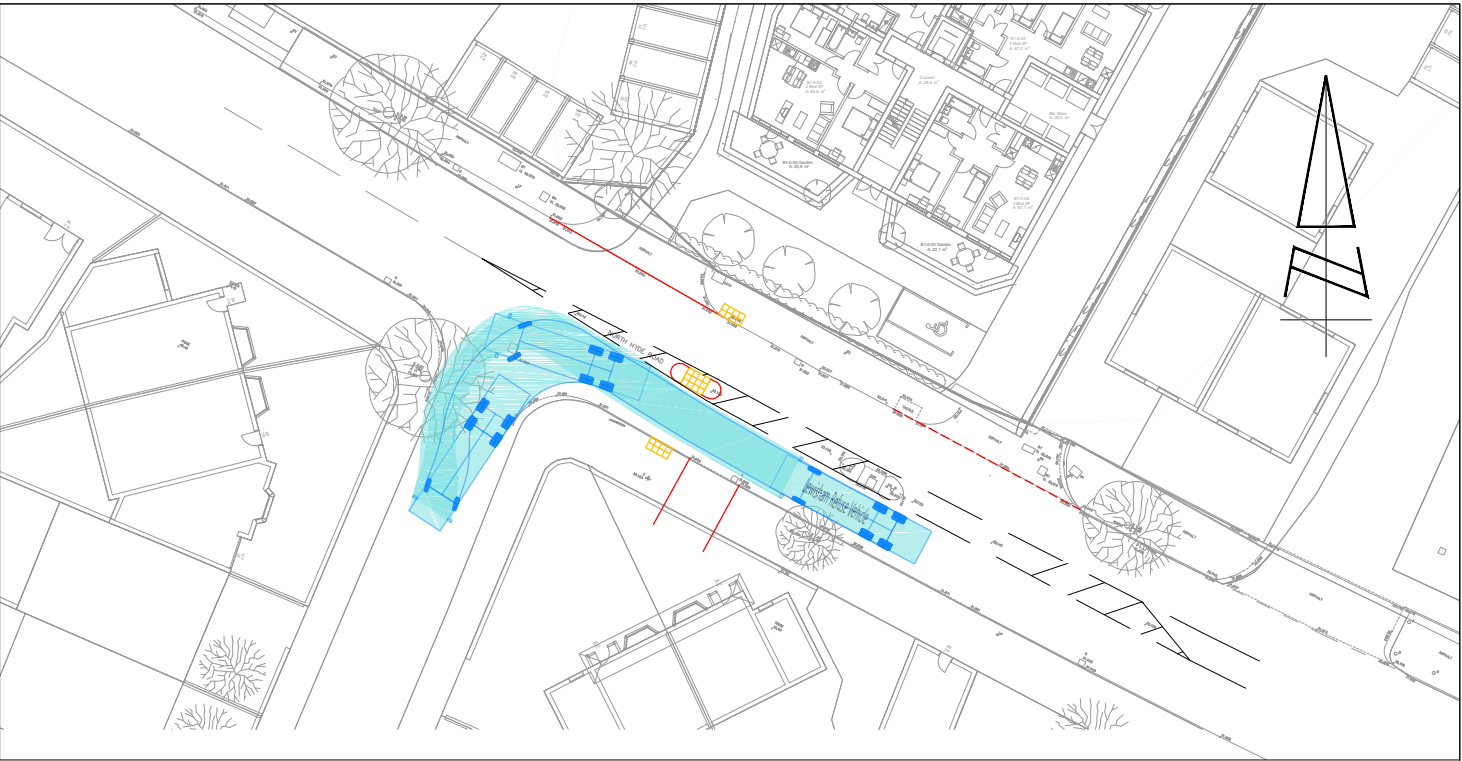
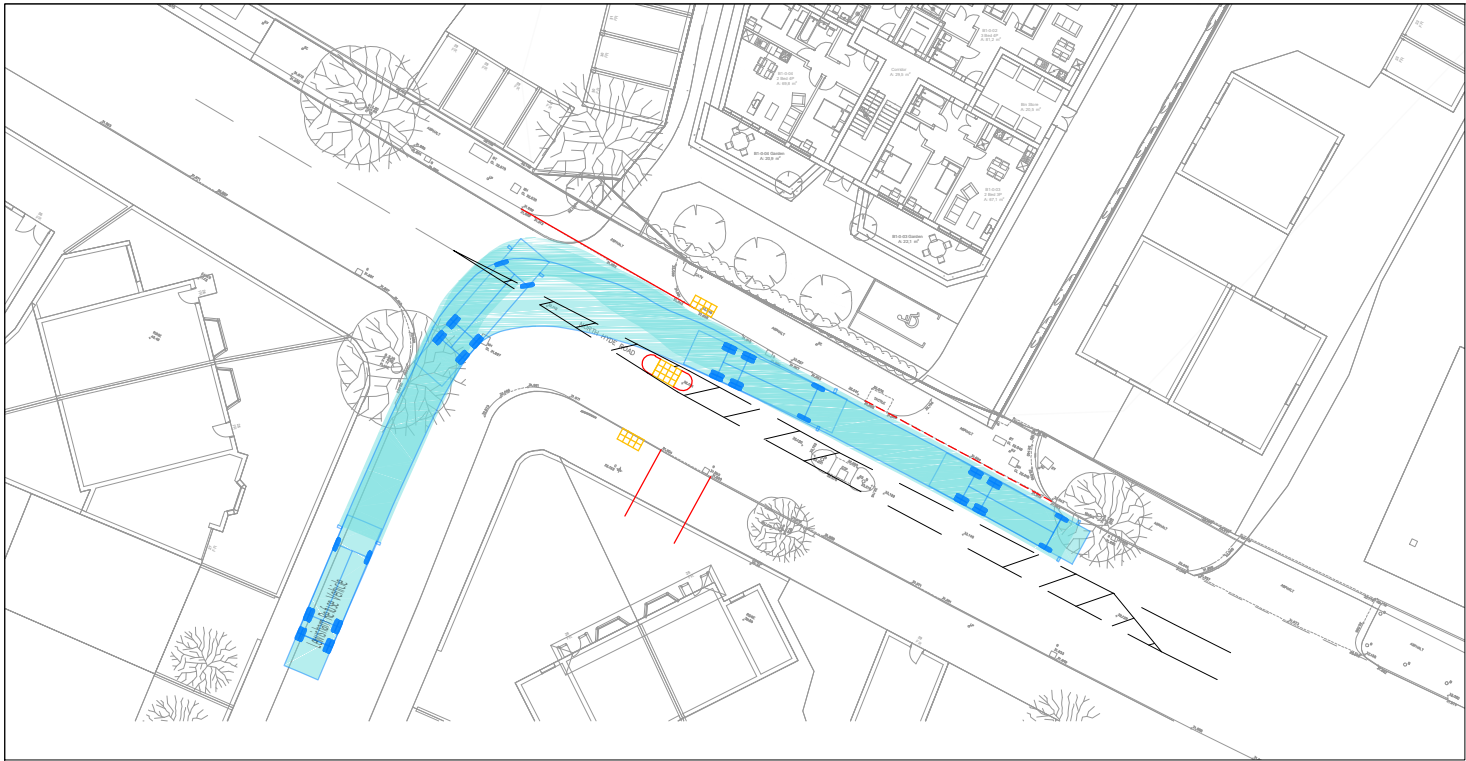
6.2 Conclusion

- 6.2.1 At national level, the proposal has to meet the tests in the NPPF, in particular, paragraphs 110 and 111. It has been demonstrated that the site meets all of these tests, since appropriate opportunities to promote sustainable transport modes can be taken up, safe and suitable access to the site can be achieved for all users, all transport elements are provided in line with design guidance and there will not be any significant impacts from the development on the transport network.
- 6.2.2 The proposed development therefore accords with the local and national transport planning policy and thus is acceptable in transport and highways terms.

FIGURES

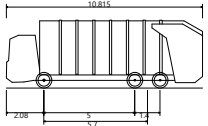
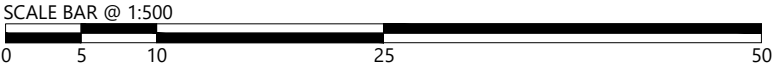


DRAWINGS



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Lewisham Refuse Vehicle
Overall Length 10.815m
Overall Width 2.450m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.200m

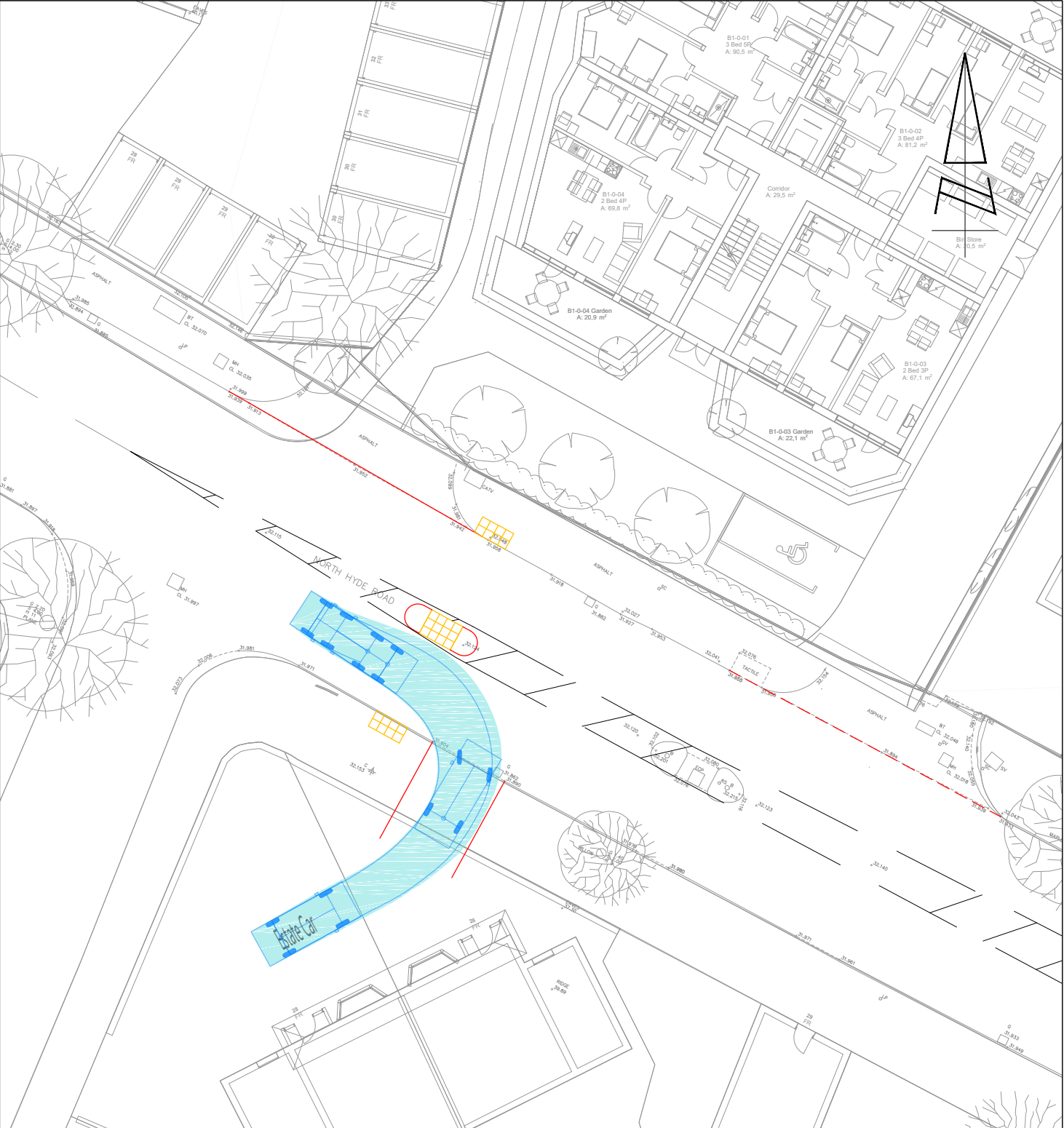
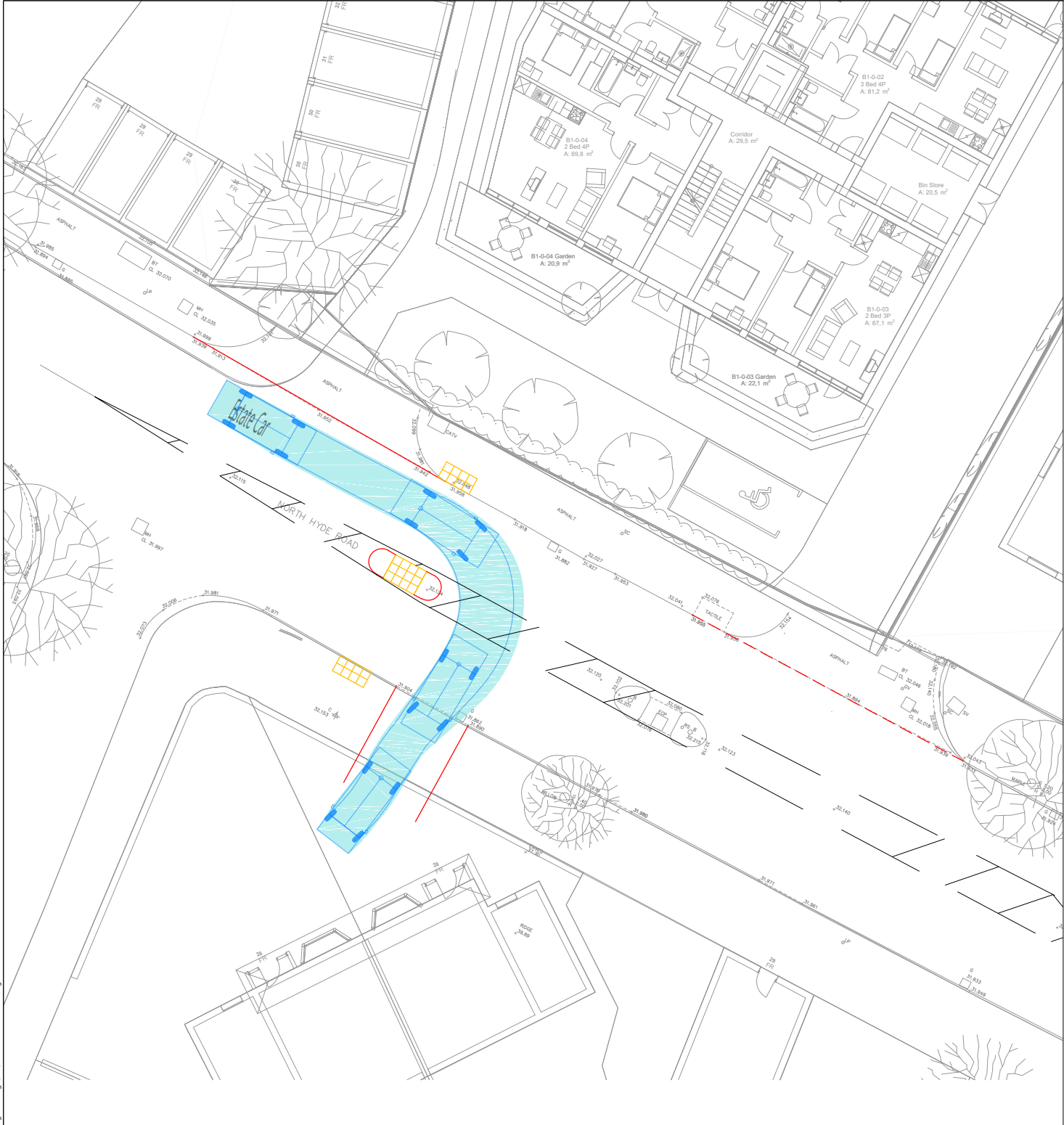


Centurion House, 129 Deansgate
Manchester, M3 3WR
www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
D	17.12.21	JB	SITE LAYOUT UPDATED	BH	BH
C	29.11.21	JB	SITE LAYOUT UPDATED	BH	BH
B	05.11.21	JB	SITE LAYOUT ADDED	BH	BH
A	14.05.21	JB	TOPO SURVEY ADDED	BH	BH
STATUS:			FOR INFORMATION		

TITLE: SWEPT PATH ANALYSIS - REFUSE COLLECTION VEHICLE		
PROJECT: NORTH HYDE ROAD, HAYES	CLIENT: FJC DEVELOPMENTS LTD & NORTH HYDE INVESTMENTS LTD	

DRAWN: JB	CHECKED: BH	APPROVED: BH
PROJECT No: ITB17034	SCALE @ A3: 1:500	DATE: 04.05.21
DRAWING No: ITB17034-GA-002		REV: D



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SCALE BAR @ 1:250

0 1 2 5 10 25



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REV	DATE	BY	DESCRIPTION	CHK	APD
D	17.12.21	JB	SITE LAYOUT UPDATED	BH	BH
C	29.11.21	JB	SITE LAYOUT UPDATED	BH	BH
B	05.11.21	JB	SITE LAYOUT ADDED	BH	BH
A	14.05.21	JB	TOPO SURVEY ADDED	BH	BH

STATUS:

FOR INFORMATION

TITLE:

SWEPT PATH ANALYSIS - ESTATE CAR

PROJECT:

NORTH HYDE ROAD, HAYES

CLIENT:

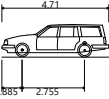
FJC DEVELOPMENTS LTD &
NORTH HYDE INVESTMENTS LTD

DRAWN:	CHECKED:	APPROVED:
JB	BH	BH

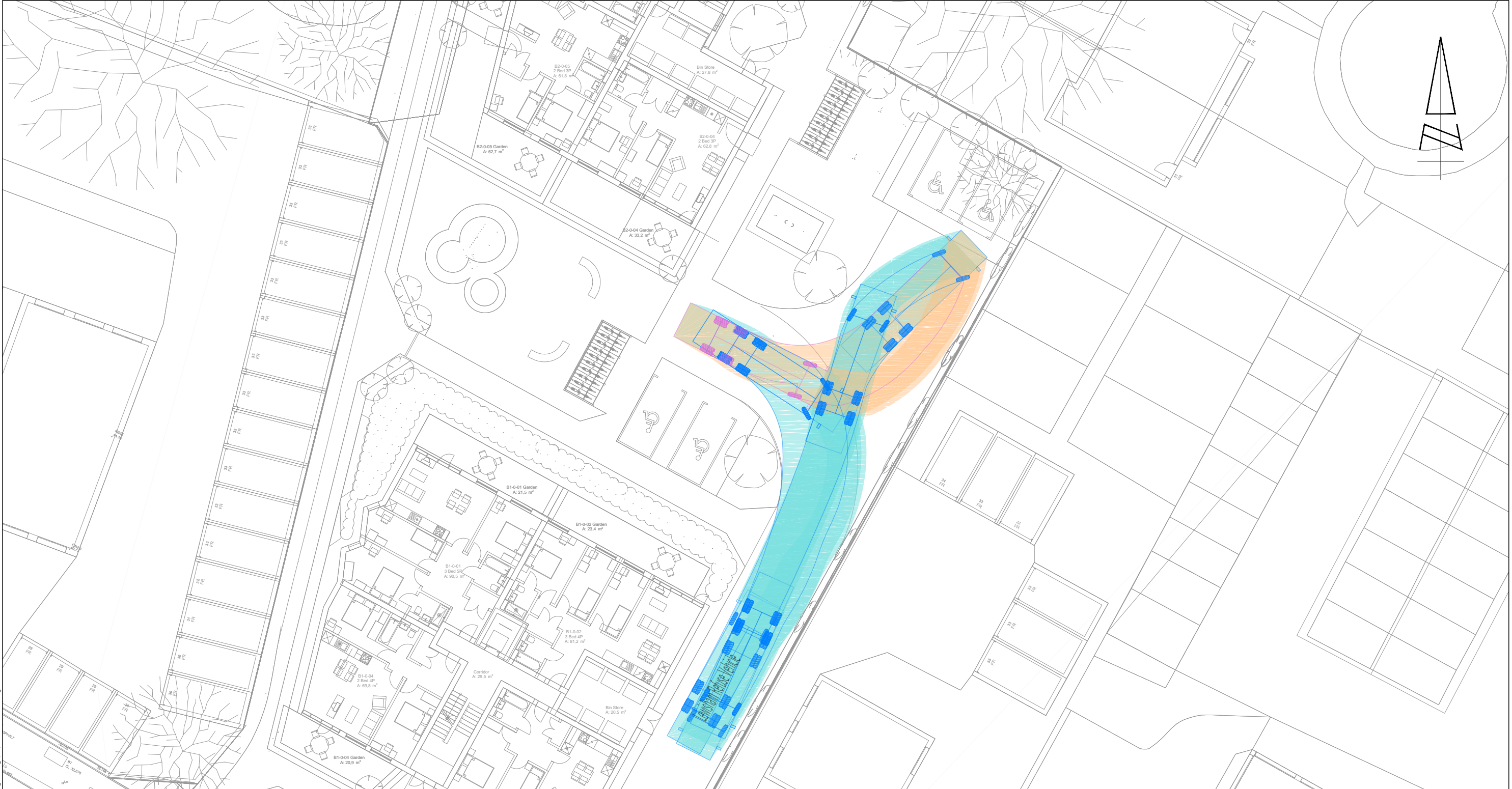
PROJECT No:	SCALE @ A3:	DATE:
ITB17034	1:250	04.05.21

DRAWING No:	REV:
ITB17034-GA-003	D

Estate Car including wing mirrors
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock-time 4.00s
Kerb to kerb Turning Radius 5.950m



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SCALE BAR @ 1:250

0 1 2 5 10 25

Lewisham Refuse Vehicle
Overall Length 10.815m
Overall Width 2.450m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.200m

		C 17.12.21 JB SITE LAYOUT UPDATED B 29.11.21 JB SITE LAYOUT UPDATED A 05.11.21 JB SITE LAYOUT ADDED		BH BH BH BH BH BH		TITLE: SWEPT PATH ANALYSIS - REFUSE COLLECTION VEHICLE TURNING HEAD		DRAWN: JB		CHECKED: BH		APPROVED: BH					
REV		DATE		BY		DESCRIPTION		PROJECT: NORTH HYDE ROAD, HAYES		CLIENT: FJC DEVELOPMENTS LTD & NORTH HYDE INVESTMENTS LTD		PROJECT No: ITB17034		SCALE @ A3: 1:250		DATE: 17.05.21	
STATUS:		FOR INFORMATION		CHK		APD		DRAWING No: ITB17034-GA-004		REV: C							

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APPENDIX A. PTAL OUTPUT

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

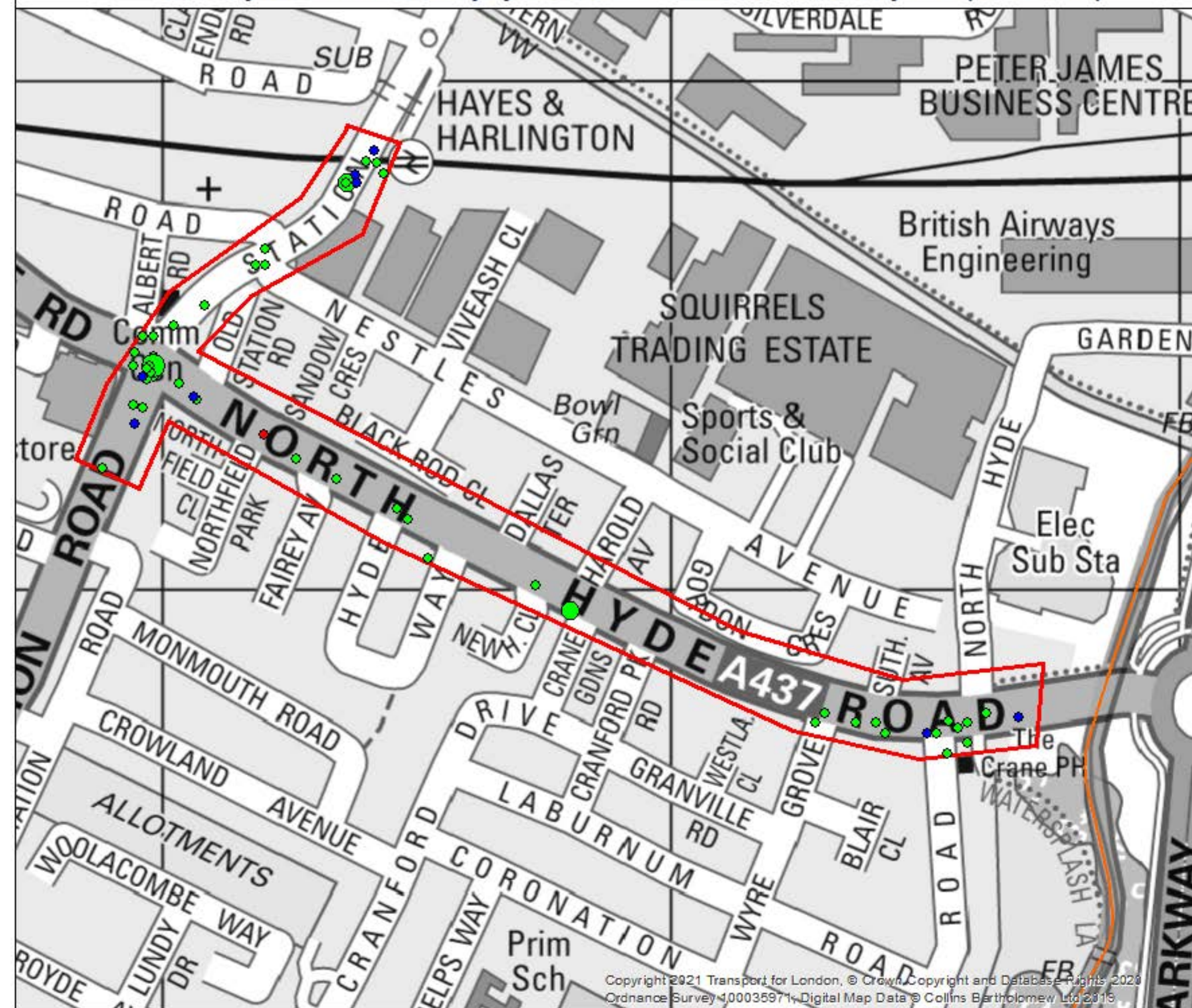
Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	STATION RD NORTH HYDE RD	E6	199.98	6	2.5	7	9.5	3.16	0.5	1.58
Bus	STATION RD NORTH HYDE RD	U5	199.98	5	2.5	8	10.5	2.86	0.5	1.43
Bus	STATION RD NORTH HYDE RD	90	199.98	6	2.5	7	9.5	3.16	0.5	1.58
Bus	STATION RD NORTH HYDE RD	350	199.98	5	2.5	8	10.5	2.86	0.5	1.43
Bus	STATION RD NORTH HYDE RD	H98	199.98	7.5	2.5	6	8.5	3.53	0.5	1.76
Bus	STATION RD NORTH HYDE RD	U4	199.98	7.5	2.5	6	8.5	3.53	0.5	1.76
Bus	STATION RD NORTH HYDE RD	140	199.98	8.5	2.5	5.53	8.03	3.74	1	3.74
Bus	N HYDE RD OLD STATION RD	195	101.7	5	1.27	8	9.27	3.24	0.5	1.62
Rail	Hayes & Harlington	'PADTON-HTRWAPT 2T18'	505.61	2	6.32	15.75	22.07	1.36	1	1.36
Rail	Hayes & Harlington	'HTRWAPT-PADTON 2Y14'	505.61	2	6.32	15.75	22.07	1.36	0.5	0.68
Rail	Hayes & Harlington	'PADTON-OXFD 2N14'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'PADTON-OXFD 2N16'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'PADTON-OXFD 2N18'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'PADTON-OXFD 2N22'	505.61	0.67	6.32	45.53	51.85	0.58	0.5	0.29
Rail	Hayes & Harlington	'PADTON-OXFD 2N24'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P09'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'OXFD-PADTON 2P11'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P12'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P14'	505.61	1.33	6.32	23.31	29.63	1.01	0.5	0.51
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P17'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'OXFD-PADTON 2P18'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'BNBR-PADTON 2P20'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'SLOUGH-PADTON 2P25'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'SLOUGH-PADTON 2P32'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'PADTON-RDNGSTN 2R13'	505.61	1.67	6.32	18.71	25.03	1.2	0.5	0.6
Rail	Hayes & Harlington	'PADTON-RDNGSTN 2R19'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15
Rail	Hayes & Harlington	'PADTON-TWYFORD 2R21'	505.61	0.33	6.32	91.66	97.98	0.31	0.5	0.15

Total Grid Cell AI: 20.44

APPENDIX B. PIA DATA

North Hyde Road Personal Injury Collisions 60 months to end of July 2021 (Provisional)



Severity of collision		
Slight	Serious	Fatal
1 (43)	1 (8)	1 (1)
2 (4)	2 (0)	2 (0)
3 (3)	3 (0)	3 (0)
4 (0)	4 (0)	4 (0)
5 (0)	5 (0)	5 (0)



0 0.075 0.15 Km

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COLLSTATS 3 - TfL City Planning

DATE:
26/11/2021





SUMMARY OF COLLISIONS SELECTED	DATE PERIOD	COLLISION COUNT
SITE REFERENCE AND DESCRIPTION		
HAYES GIS AREA B26 - NORTH HYDE ROAD(P)	60MTS TO JUL/2021	59

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

01160003483	FRI 25/11/2016 21:12	DARK	NORTH HYDE RD J/W SUTHERLAND AVENUE			26 LINK 371-726	510210/178860
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)	(15 YRS - M - REDA)	SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(40 YRS - M - REDACT)	G/AHEAD - OTHER		(W TO E) FRONT HIT FIRST	COMMUTING JCT CLEARED
C001	A	802 (FAILED TO LOOK PROPERLY)					

2

01160004225	WED 30/11/2016 08:47	LIGHT	NORTH HYDE RD J/W CRANE GARDENS			26 NODE 371	509900/178980
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(30 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(36 YRS - M - REDACT)	TURNING RIGHT		(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	MC 51-125CC BT - NOT REQ	(30 YRS - M - REDACT)	SLOWING/STOPPING		(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	403 (POOR TURN OR MANOEUVRE)					

3

01160010690	SAT 31/12/2016 12:00	LIGHT	NORTH HYDE RD J/W WATERSPLASH LANE			26 LINK 371-726	510290/178870
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	CROSSROADS	UNKNOWN S/R	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(31 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(31 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

4

01160021992	MON 12/09/2016 22:10	DARK	NORTH HYDE RD, NR JUNCT WTH HAROLD AVENUE.			26 NODE 371	509900/178980
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)	(68 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(22 YRS - F - REDACT)		G/AHEAD - OTHER	(NW TO SE) FRONT HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(68 YRS - F - REDACT)		TURNING - LEFT	(NE TO SE) O/S HIT FIRST	J/P - UNKN JCT CLEARED
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)		V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	
V001	A	405 (FAILED TO LOOK PROPERLY)		V002	A	302 (DISOBEYED 'GIVE WAY' OR 'STOP' SIGN OR MARKINGS)	

5

01160023398	SUN 09/10/2016 06:00	LIGHT	NORTH HYDE RD J/W FAIREY AVENUE			26 LINK 67-371	509630/179130
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	PRIV DRIVE	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(55 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	TAXI/PHV BT - NEG	(41 YRS - M - REDACT)		TURNING RIGHT	(SE TO NE) FRONT HIT FIRST	JOURNEY P/O WORK L/MAIN RD
VEHICLE	002 (000)	MC 51-125CC BT - NOT PROVD	(55 YRS - M - REDACT)		O/TAKING - MOVING VEH	(SE TO NW) N/S HIT FIRST	J/P - UNKN JCT MID
V001	B	509 (DISTRACTION IN VEHICLE)			V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)
V001	A	403 (POOR TURN OR MANOEUVRE)			V001	A	405 (FAILED TO LOOK PROPERLY)

6

01170011295	TUE 10/01/2017 12:44	LIGHT	STATION RD 10M S OF J/W NORTH HYDE RD			26 NODE 67	509480/179180
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (001)	(71 YRS - M - REDA)	SLIGHT	PEDESTRIAN		W BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - NOT REQ	(36 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING JCT CLEARED
C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)			V001	B	405 (FAILED TO LOOK PROPERLY)

7

01170012345	TUE 17/01/2017 17:15	DARK	STATION RD 105M N OF J/W KEITH RD			26 LINK 67-68	509680/179400
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	ZEBRA XING	NONE IN 50M
CASUALTY	001 (001)	(37 YRS - F - REDA)	SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(71 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN
V001	B	405 (FAILED TO LOOK PROPERLY)					

8

01170015555	TUE 17/01/2017 17:30	DARK	NORTH HYDE RD J/W SUTHERLAND AVENUE			26 LINK 371-726	510180/178870
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(41 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(41 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) N/S HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		CHNG LANE - LEFT	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT CLEARED

9

01170026004	SAT 11/03/2017 13:00	LIGHT	STATION RD 50M SW OF J/W OLD STATION RD				26 LINK 67-68	509540/179280
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	NO JUN IN 20M	N/A	UNKNOWN S/R	UNKNOWN S/R
CASUALTY	001 (001)	(26 YRS - M - REDA)		SLIGHT	PEDESTRIAN	UNKNOWN	FROM DRIVERS N/SIDE - MASKED	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(42 YRS - F - REDACT)		O/TAKING - NON MOVING VEH	(MOVE UNKN) N/S HIT FIRST	J/P - UNKN

10

01170026977	WED 08/03/2017 09:00		DARK	STATION RD J/W NORTH HYDE RD			26 NODE 67		509490/179220
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	UNKNOWN	CROSSROADS	AUTO SIG	PELICAN OR SIML		UNKNOWN S/R
CASUALTY	001 (001)	(58 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(58 YRS - M - REDACT)	TURNING RIGHT		(MOVE UNKN) N/S HIT FIRST	J/P - UNKN JCT MID	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	G/AHEAD - OTHER		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN JCT MID	

11

01170027574	THU 23/03/2017 16:15	LIGHT	ROSEVILLE RD J/W NORTH HYDE RD			26 LINK 371-726	510260/178860
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)	(24 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(24 YRS - F - REDACT)		WAITING - TURN RIGHT	(S TO N) BACK HIT FIRST	JOURNEY P/O WORK JCT CLEARED
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	B	405 (FAILED TO LOOK PROPERLY)					

12

01170028496	SAT 11/03/2017 18:23	DARK	NORTH HYDE RD J/W HYDE WAY			26 LINK 67-371	509730/179080
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	T/STAG JUN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
CASUALTY	001 (001)	(46 YRS - F - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	LONDON BUS BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

13

01170035350	WED 03/05/2017 18:00		LIGHT	STATION RD J/W NORTH HYDE RD HAYES			26 NODE 67		509490/179220	
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	MULTI JUN	AUTO SIG	PELICAN OR SIML		NONE IN 50M	
CASUALTY	001 (001)	(21 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER				
VEHICLE	001 (000)	CAR BT - NOT REQ	(24 YRS - F - REDACT)		TURNING RIGHT		(S TO E) FRONT HIT FIRST	J/P - UNKN JCT CLEARED		
V001	A	607 (UNFAMILIAR WITH MODEL OF VEHICLE)				V001	B	103 (SLIPPERY ROAD (DUE TO WEATHER))		

14

01170044719	SAT 24/06/2017 09:06		LIGHT	WATERSPLASH LANE J/W NORTH HYDE RD			26 LINK 371-726		510290/178850
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	AUTO SIG	NO XING FACIL IN 50M		NONE IN 50M
CASUALTY	001 (001)	(69 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(69 YRS - F - REDACT)		WAITING - HELD UP	(W TO E) BACK HIT FIRST	J/P - UNKN JCT CLEARED	
VEHICLE	002 (000)	CAR BT - NOT REQ		(45 YRS - M - REDACT)		WAITING - HELD UP	(W TO E) BACK HIT FIRST	J/P - UNKN JCT APP	
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED		(44 YRS - F - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP	
V003	B	306 (EXCEEDING SPEED LIMIT)				V003	A	405 (FAILED TO LOOK PROPERLY)	

15											
01170055325	MON 21/08/2017 13:20		LIGHT	STATION RD J/W NORTH HYDE RD			26 NODE 67		509480/179210		
POLICE - AT SCENE		ROAD-WET	WEATHER-OTHER	SINGLE CWY	OTHER JUN	AUTO SIG	PEDN PHASE ATS		NONE IN 50M		
CASUALTY	001 (001)	(77 YRS - F - REDA)		SERIOUS	PEDESTRIAN	UNKNOWN		FROM DRIVERS N/SIDE			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG		(51 YRS - M - REDACT)	OTHER TOW	TURNING RIGHT		(P TO P) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP		
V001 C001	A B	405 (FAILED TO LOOK PROPERLY) 810 (DISABILITY OR ILLNESS, MENTAL OR PHYSICAL)				C001	A	802 (FAILED TO LOOK PROPERLY)			
16											
01170056348	TUE 29/08/2017 17:35		LIGHT	STATION RD J/W NORTH HYDE RD			26 NODE 67		509490/179230		
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	AUTO SIG	PELICAN OR SIML		NONE IN 50M		
CASUALTY	001 (001)	(59 YRS - F - REDA)		SLIGHT	DRIVER/RIDER						
CASUALTY	002 (001)	(54 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER					
VEHICLE	001 (000)	CAR BT - NOT REQ		(59 YRS - F - REDACT)	G/AHEAD - OTHER		(E TO W) O/S HIT FIRST	J/P - UNKN JCT MID			
VEHICLE	002 (000)	CAR BT - NOT REQ		(35 YRS - F - REDACT)	G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	SCHOOL - TAKING JCT MID			
V002	B	403 (POOR TURN OR MANOEUVRE)									

17

01170059867	SAT 19/08/2017 21:29	LIGHT	STATION RD J/W STATION RD			26 NODE 67	509510/179260
SELF-REPORTED		UNKNOWN S/R	WEATHER-OTHER	UNKNOWN	MULTI JUN	UNKNOWN S/R	UNKNOWN S/R
CASUALTY	001 (001)	(39 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(39 YRS - M - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - REFUSED	(? YRS - M - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	003 (000)	CAR BT - NOT PROVD	(? YRS - M - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	004 (000)	CAR BT - NOT REQ	(? YRS - M - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

18

01180082069	MON 08/01/2018 06:03	LIGHT	NORTH HYDE RD J/W OLD STATION RD			26 NODE 67	509530/179190
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
APPARENTLY THE BIKE HAS BEEN TRAVELLING WEST ON NORTH HYDE ROAD AROUND 30MPH WHEN THE PEDESTRIAN HAS STEPPED OUT FROM BEHIND A BUS CROSSING NORTH TO SOUTH, NOT AT A DESIGNATED CROSSING. SHE HAS FROZEN WHEN SHE HAS SEEN THE BIKE COMING TOWARDS HER AND THE BIKE HAS COLLIDED WITH HER FRONT TO THE FRONT END OF THE BIKE. (REDACTED) THE BIKE HAS SUPERFICIAL DAMAGE TO THE FRONT LIGHTS, SPEEDOMETER AND CLUTCH.							
CASUALTY	001 (001)	(47 YRS - F - REDA)	SERIOUS	PEDESTRIAN	SW BOUND	FROM DRIVERS O/SIDE - MASKED	
VEHICLE	001 (000)	M/C >500CC BT - NOT REQ	(63 YRS - M - REDACT)		G/AHEAD - OTHER	(SE TO NW) FRONT HIT FIRST	COMMUTING JCT CLEARED
C001	A	802 (FAILED TO LOOK PROPERLY)					

19

01180087029	WED 31/01/2018 21:50	DARK	NORTH HYDE RD J/W WYRE GROVE	26 LINK 371-726	510140/178870	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN AUTH PER	NO XING FACIL IN 50M	NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (001)	(26 YRS - M - REDA)	SLIGHT DRIVER/RIDER			
CASUALTY	002 (002)	(38 YRS - M - REDA)	SLIGHT DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(26 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NEG	(38 YRS - M - REDACT)	TURNING - LEFT	(N TO W) O/S HIT FIRST	J/P - UNKN JCT MID
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				

20

01180102356	WED 18/04/2018 09:05	LIGHT	NORTH HYDE RD J/W WYRE GROVE	26 LINK 371-726	510150/178880	
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)	(23 YRS - M - REDA)	SLIGHT DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(23 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) O/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	B	706 (DAZZLING SUN)		V001	B	409 (SWERVED)
V001	B	306 (EXCEEDING SPEED LIMIT)		V002	A	501 (IMPAIRED BY ALCOHOL)
V002	A	502 (IMPAIRED BY DRUGS (ILLCIT OR MEDICINAL))				

21

01180115482	FRI 20/04/2018 11:43	LIGHT	NORTH HYDE RD J/W ROSEVILLE RD			26 LINK 371-726	510250/178860
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
VEHICLE 1 WAS GOING STRAIGHT AHEAD. VEHICLE 2 WAS TURNING RIGHT, TURNED RIGHT TOO SOON AND HIT VEHICLE ONE. VEHICLE 2 DROVE OFF.							
CASUALTY	001 (002)	(35 YRS - F - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		TURNING RIGHT	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN E/SLIP RD
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(35 YRS - F - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT MID

22

01180117006	WED 27/06/2018 02:40	DARK	NORTH HYDE RD 5M E OF J/W FAIREY AVENUE			26 LINK 67-371	509670/179110
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(21 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(21 YRS - F - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) BACK HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	004 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) N/S HIT FIRST	J/P - UNKN JCT CLEARED
V001	B	204 (DEFECTIVE STEERING OR SUSPENSION)			V001	A	409 (SWERVED)
V001	B	503 (FATIGUE)					

23

01180117565	FRI 29/06/2018 11:58	LIGHT	STATION RD J/W NORTHYDE RD			26 NODE 67	509490/179250
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(22 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
CASUALTY	002 (001)	(59 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(40 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO SE) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
V001	B	408 (SUDDEN BRAKING)			V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001	B	308 (FOLLOWING TOO CLOSE)					

24

01180118458	TUE 03/07/2018 08:20	LIGHT	ALBERT RD J/W N HYDE RD			26 NODE 67	509480/179250
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SLIP ROAD	SLIP RD	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(31 YRS - F - REDA)	SLIGHT	PEDESTRIAN	STILL	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - NOT REQ	(53 YRS - F - REDACT)		TURNING - LEFT	(W TO N) FRONT HIT FIRST	COMMUTING JCT CLEARED
C001	B	802 (FAILED TO LOOK PROPERLY)			C001	B	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

25

01180119663	SUN 08/07/2018 14:10		LIGHT	STATION RD J/W NESTLES AVENUE			26 LINK 67-68		509590/179320
SELF-REPORTED	ROAD-DRY		WEATHER-OTHER	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	CNTL REFUGE N/O CTRLS		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(30 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(30 YRS - F - REDACT)	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	

26

01180121842	TUE 17/07/2018 16:30		LIGHT	STATION RD 40M S OF J/W CLAYTON RD			26 LINK 67-68	509710/179420
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)	(14 YRS - F - REDA)	SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE - MASKED		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(N TO S) N/S HIT FIRST	J/P - UNKN	
V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)		C001	A	802 (FAILED TO LOOK PROPERLY)		

27

01180124593	WED 01/08/2018 21:04	LIGHT	NORTH HYDE RD J/W STATION RD			26 NODE 67	509490/179210
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(22 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(15 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(22 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ	(38 YRS - M - REDACT)		TURNING - LEFT	(W TO E) O/S HIT FIRST	J/P - UNKN JCT MID
V002	B	405 (FAILED TO LOOK PROPERLY)			V001	A	999 (OTHER - PLEASE SPECIFY BELOW)
V002	A	999 (OTHER - PLEASE SPECIFY BELOW)					

28

01180124968	FRI 03/08/2018 20:16	DARK	NORTH HYDE RD J/W STATION RD			26 NODE 67	509470/179220
POLICE - AT SCENE	ROAD-DRY	WEATHER-OTHER	DUAL CWY	CROSSROADS	AUTO SIG	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(58 YRS - M - REDA)	SLIGHT	PEDESTRIAN	E BOUND	FROM DRIVERS O/SIDE	
CASUALTY	002 (001)	(25 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(25 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT MID
C001	A	806 (IMPAIRED BY ALCOHOL)			C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)

29

01180126524	SAT 11/08/2018 00:15	DARK	NORTH HYDE RD J/W NORTH HYDE GARDENS			26 LINK 371-726	510340/178875
SELF-REPORTED	ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	UNKNOWN S/R	NO XING FACIL IN 50M	NONE IN 50M
THE INJURED PARTY (PEDESTRIAN) HAS BEEN WALKING ALONG NORTH HYDE ROAD NEAR TO THE JUNCTION OF NORTH HYDE GARDENS WHEN HE HAS SUDDENLY BEEN HIT BY A VEHICLE FROM BEHIND KNOCKING HIM DOWN. THE DRIVER HAS STOPPED AND PUT THE PEDESTRIAN INTO THE CAR AND DRIVEN HIM HOME. (REDACTED)							
CASUALTY	001 (001)	(62 YRS - M - REDA)	SERIOUS	PEDESTRIAN	STILL	UNKNOWN/OTHER	
VEHICLE	001 (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

30

01180134680	MON 24/09/2018 19:10	DARK	NESTLES AVENUE J/W KEITH RD			26 LINK 67-68	509600/179320
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 (002)	(35 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(17 YRS - M - REDACT)	TURNING RIGHT		(NE TO N) N/S HIT FIRST	J/P - UNKN L/MAIN RD
VEHICLE	002 (000)	MC >500CC BT - NEG	(35 YRS - M - REDACT)	G/AHEAD - L-HAND BEND		(W TO NE) FRONT HIT FIRST	J/P - UNKN JCT MID
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

31

01180135062	TUE 25/09/2018 18:25	LIGHT	NFL NORTH HYDE RD J/W HYDE WAY (WESTERN ARM)			26 LINK 67-371	509740/179070
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	UNKNOWN S/R	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(38 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(38 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	OTHER VEH BT - DRV NOT CONTACTED	(56 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

32

01180136892	THU 04/10/2018 15:40	LIGHT	STATION RD HARLINGTON J/W NORTH HYDE RD			26 NODE 67	509490/179220
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	MULTI JUN	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(19 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
CASUALTY	002 (001)	(70 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(66 YRS - M - REDACT)		SLOWING/STOPPING	(P TO P) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(44 YRS - F - REDACT)		SLOWING/STOPPING	(P TO P) BACK HIT FIRST	JOURNEY P/O WORK JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)					

33	01180143436	MON 05/11/2018 09:31	LIGHT	STATION RD 100M N OF J/W KEITH RD			26 LINK 67-68	509690/179400
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	ZEBRA XING	NONE IN 50M
APPARENTLY CASUALTY 001 WAS WALKING ON THE PAVEMENT TOWARDS THE ZEBRA CROSSING ON THE BRIDGE OUTSIDE HAYES AND HARLINGTON, HE LOOKED TO HIS LEFT (THE DIRECTION OF THE ONCOMING TRAFFIC) AND SAW V001 APPROACHING BUT IT WAS SOME WAY BACK SO HE STARTED TO CROSS. CASUALTY 001 WAS ALMOST ACROSS TO THE CENTRAL RESERVATION/PEDESTRIAN REFUGE IN THE MIDDLE WHEN HE WAS STRUCK BY V001. (REDACTED)								
CASUALTY	001 (001)	(19 YRS - M - REDA)	SERIOUS	PEDESTRIAN	NW BOUND	FROM DRIVERS O/SIDE		
VEHICLE	001 (000)	CAR BT - NEG	(47 YRS - M - REDACT)	G/AHEAD - OTHER	(SW TO NE) FRONT HIT FIRST	J/P - UNKN		
V001	B	405 (FAILED TO LOOK PROPERLY)		V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		

34	01180143829		TUE 06/11/2018 18:58		DARK		NORTH HYDE RD J/W SUTHERLAND AVENUE		26 LINK 371-726		510200/178870					
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)		(39 YRS - M - REDA)				SLIGHT		DRIVER/RIDER						
VEHICLE		001 (000)		CAR BT - NOT REQ				(39 YRS - M - REDACT)		TURNING RIGHT		(S TO W) FRONT HIT FIRST		J/P - UNKN JCT APP		
VEHICLE		002 (000)		CAR BT - NOT REQ				(21 YRS - M - REDACT)		G/AHEAD - OTHER		(W TO E) FRONT HIT FIRST		J/P - UNKN JCT CLEARED		
V001		A		403 (POOR TURN OR MANOEUVRE)						V001		B		602 (CARELESS, RECKLESS OR IN A HURRY)		

35

01180146125	FRI 16/11/2018 19:46	DARK	ROSEVILLE RD J/W ROSEVILLE RD			26 CELL 510000/178500		510270/178840
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	AUTO SIG	PEDN PHASE ATS		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(19 YRS - F - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(19 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	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R		(MOVE UNKN) DID NOT IMPACT	J/P - UNKN UNKNOWN S/R	

36

01180149984	WED 05/12/2018 00:22		DARK	STATION RD 200M S OF J/W STATION APPROACH			26 LINK 67-68	509690/179400
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 (001)	(20 YRS - M - REDA)		SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	M/C 51-125CC BT - NEG		(19 YRS - M - REDACT)	G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN
C001	A	802 (FAILED TO LOOK PROPERLY)				V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)
C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)				C001	A	809 (PEDESTRIAN WEARING DARK CLOTHING AT NIGHT)

37

01180153395	WED 19/12/2018 18:40	DARK	STATION APPROACH 100M N OF J/W KEITH RD			26 LINK 67-68	509680/179400
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(22 YRS - M - REDA)	SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - F - REDACT)		WAITING - HELD UP	(S TO N) FRONT HIT FIRST	J/P - UNKN

38

01180153500	WED 19/12/2018 18:00	DARK	NORTH HYDE RD HAYES J/W ALBERT RD HAYES			26 NODE 67	509472/179234
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(38 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(38 YRS - F - REDACT)		MOVING OFF	(N TO S) O/S HIT FIRST	JOURNEY P/O WORK E/MAIN RD
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(38 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)			V002	B	405 (FAILED TO LOOK PROPERLY)
V002	A	103 (SLIPPERY ROAD (DUE TO WEATHER))			V002	A	307 (TRAVELLING TOO FAST FOR CONDITIONS)
V001	B	701 (STATIONARY OR PARKED VEHICLE(S))			V002	B	701 (STATIONARY OR PARKED VEHICLE(S))

39

01190160306	TUE 29/01/2019 17:39	DARK	STATION APPROACH, NR JUNCT WTH STATION RD.			26 LINK 67-68	509689/179409
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
APPARENTLY, C001 WAS LISTENING MUSIC, JUST GOT OFF A BUS ON THE OPPOSING SIDE OF THE ROAD TO HARLINGTON TRAIN STATION, JOGGED UP TO AND ACROSS THE ZEBRA CROSSING, ON THIS CROSSING V001 HAS AT A LOW SPEED IMPACT. C001 HAS DROPPED TO THE FLOOR, HIT HER HEAD, PEOPLE HELPED HER UP AND OUT OF THE ROAD. C001 HAD NO RECOLLECTION OF CROSSING THE ROAD, LET ALONE BEING HIT BY A CAR. (REDACTED)							
CASUALTY	001 (001)	(30 YRS - F - REDA)	SERIOUS	PEDESTRIAN	S BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(44 YRS - F - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	JCT CLEARED
V001	A	103 (SLIPPERY ROAD (DUE TO WEATHER))			C001	A	802 (FAILED TO LOOK PROPERLY)
C001	A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)			C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)
C001	B	999 (OTHER - PLEASE SPECIFY BELOW)					

40

01190168245	SAT 09/03/2019 11:00	LIGHT	NORTH HYDE RD, NR JUNCT WTH NORTH HYDE GARDENS.			26 LINK 371-726	510281/178865
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)	(36 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(36 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(27 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP

41

01190171490	WED 27/03/2019 08:05	LIGHT	NORTH HYDE RD, NR JUNCT WTH STATION RD.			26 NODE 67	509486/179221
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(25 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(25 YRS - M - REDACT)		TURNING RIGHT	(N TO W) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ	(40 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) O/S HIT FIRST	J/P - UNKN JCT MID
V001	B	405 (FAILED TO LOOK PROPERLY)			V002	B	307 (TRAVELLING TOO FAST FOR CONDITIONS)

42

01190204786	MON 09/09/2019 05:50	LIGHT	NORTH HYDE RD, 25 METRES WEST OF JUNCT WTH NORTH HYDE RD .			26 LINK 371-726	510271/178872
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	ROUNDAABOUT	T/STAG JUN	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(55 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(55 YRS - M - REDACT)		SLOWING/STOPPING	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(29 YRS - M - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT APP

43

01190211001	FRI 11/10/2019 11:24	LIGHT	NORTH HYDE RD, 5 METRES EAST OF JUNCT WTH NORTHFIELD RD.			26 LINK 67-371	509598/179153
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
CASUALTY HAS STEPPED INTO THE PATH OF THE MOTORCYCLE WITHOUT LOOKING, LEAVING THE RIDER TOO LITTLE TIME TO STOP OR AVOID HIM.							
CASUALTY	001 (001)	(85 YRS - M - REDA)	FATAL	PEDESTRIAN	S BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	M/C >500CC BT - NEG	(54 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) N/S HIT FIRST	JCT CLEARED
C001	A	802 (FAILED TO LOOK PROPERLY)			V001	A	306 (EXCEEDING SPEED LIMIT)

44

01190213064	MON 21/10/2019 09:17	LIGHT	NORTH HYDE RD, NR JUNCT WTH STATION RD.			26 NODE 67	509484/179208
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(33 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(24 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT PROVD	(33 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) N/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ	(24 YRS - F - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT MID
V001	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)					

45

01190216095	MON 04/11/2019 14:25	LIGHT	NORTH HYDE RD, NR JUNCT WTH OLD STATION RD.			26 LINK 67-371	509532/179187
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(26 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(26 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ	(45 YRS - M - REDACT)		WAITING - HELD UP	(W TO E) DID NOT IMPACT	J/P - UNKN JCT APP
V001	B	502 (IMPAIRED BY DRUGS (ILLCIT OR MEDICINAL))			V001 A	602 (CARELESS, RECKLESS OR IN A HURRY)	

46

01190218678	FRI 15/11/2019 18:30	DARK	STATION RD , 25 METRES SOUTH OF JUNCT WTH STATION RD HAYES.			26 LINK 67-68	509716/179410
SELF-REPORTED	ROAD-WET	RAINING	DUAL CWY	NO JUN IN 20M		UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(46 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(46 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED	(39 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN

47

01190220869	SUN 24/11/2019 15:23	LIGHT	MILLINGTON RD (STOP P), NR JUNCT WTH STATION RD.			26 LINK 59-67	509440/179120
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN	CROSSROADS	AUTO SIG	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(49 YRS - M - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

48

01200237678	THU 20/02/2020 06:50	LIGHT	NORTH HYDE RD, NR JUNCT WTH HYDE RD.			26 LINK 67-371	509760/179032
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)	(43 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(43 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

49

01200241299	TUE 10/03/2020 16:30		LIGHT	NORTH HYDE RD, HAYES, NR JUNCT WTH STATION RD, HAYES.			26 NODE 67		509487/179214
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PELICAN OR SIML		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(30 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(14 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
CASUALTY	003 (002)	(26 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NEG	(30 YRS - F - REDACT)		G/AHEAD - OTHER		(SE TO NW) O/S HIT FIRST	J/P - UNKN JCT MID	
VEHICLE	002 (000)	CAR BT - NEG	(26 YRS - F - REDACT)		G/AHEAD - OTHER		(NE TO SW) FRONT HIT FIRST	J/P - UNKN JCT MID	
V002	A	405 (FAILED TO LOOK PROPERLY)				V002	A	701 (STATIONARY OR PARKED VEHICLE(S))	
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)							

50

01200248188	MON 18/05/2020 22:01	DARK	STATION RD, 10 METRES SOUTH OF JUNCT WTH NORTH HYDE RD.			26 NODE 67	509470/179182
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(29 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(29 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) O/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		TURNING - LEFT	(S TO W) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)			V002	A	405 (FAILED TO LOOK PROPERLY)

51

01200257075	FRI 17/07/2020 17:00	LIGHT	NORTH HYDE GARDENS, NR JUNCT WTH NORTH HYDE RD.			26 LINK 371-726	510308/178880
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	SLIP RD	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(24 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(35 YRS - M - REDACT)		TURNING RIGHT	(S TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	OTHER VEH BT - NOT REQ	(24 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)					

52

01200257951	WED 22/07/2020 18:12	LIGHT	NORTH HYDE RD, NR JUNCT WTH NEWHAVEN CLOSE.			26 LINK 67-371	509866/179005
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)	(23 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(33 YRS - M - REDACT)		WAITING - TURN RIGHT	(W TO SE) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	CAR BT - NOT REQ	(23 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) O/S HIT FIRST	JCT MID
V002	B	401 (JUNCTION OVERSHOOT)					

53	01200264858	SUN 30/08/2020 16:45	LIGHT	NORTH HYDE RD, NR JUNCT WTH OLD STATION RD.			26 NODE 67	509515/179204
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 (001)	(48 YRS - M - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN		FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	G/AHEAD - OTHER		(SE TO NW) DID NOT IMPACT	J/P - UNKN JCT APP	
C001	A	802 (FAILED TO LOOK PROPERLY)						
54	01200267800	MON 14/09/2020 17:34	LIGHT	STATION RD, 55 METRES SOUTH OF JUNCT WTH NORTH HYDE RD.. NREST CLASSIFIED RD WAS A437			26 LINK 59-67	509472/179164
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(12 YRS - M - REDA)	SERIOUS	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A	(12 YRS - M - REDACT)	G/AHEAD - OTHER		(S TO N) DID NOT IMPACT	J/P - UNKN	
VEHICLE	002 (000)	PED CYCLE BT - N/A	(40 YRS - M - REDACT)	G/AHEAD - OTHER		(N TO S) DID NOT IMPACT	COMMUTING	
V002	B	408 (SUDDEN BRAKING)			V001	B	410 (LOSS OF CONTROL)	

55	01200272378	WED 07/10/2020 09:40	LIGHT	STATION RD, HAYES, 127 METRES NORTH OF JUNCT WTH KEITH RD.			26 LINK 67-68	509679/179401
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(52 YRS - M - REDA)	SLIGHT	PEDESTRIAN		STILL	UNKNOWN/OTHER	
VEHICLE	001 (000)	LONDON BUS BT - DRV NOT CONTACTED	(63 YRS - M - REDACT)		SLOWING/STOPPING		(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK
C001	B	808 (CARELESS, RECKLESS OR IN A HURRY)						

56	01200273879	MON 07/09/2020 14:53	LIGHT	FAIREY CORNER, NR JUNCT WTH NORTH HYDE RD.			26 NODE 67	509484/179218
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(30 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(30 YRS - M - REDACT)		UNKNOWN S/R		(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	MINIBUS 8-15 PAX BT - DRV NOT CONTACTED	(58 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

57		01210305676		WED 05/05/2021 15:57		LIGHT		STATION RD, HAYES, 137 METRES SOUTH OF JUNCT WTH STATION APPROACH, HAYES.				26 LINK 67-68		509707/179432			
POLICE - AT SCENE				ROAD-WET		RAINING		SINGLE CWY		NO JUN IN 20M		ZEBRA XING				NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED																	
CASUALTY		001 (001)		(27 YRS - M - REDA)				SERIOUS		PEDESTRIAN		W BOUND		FROM DRIVERS O/SIDE			
VEHICLE		001 (000)		PHV - LICENCED BT - DRV NOT CONTACTED				(49 YRS - M - REDACT)		SLOWING/STOPPING		(W TO E) FRONT HIT FIRST		J/P - UNKN			
V001		B		103 (SLIPPERY ROAD (DUE TO WEATHER))				V001		A		405 (FAILED TO LOOK PROPERLY)					
58		01210319622		SUN 18/07/2021 02:34		DARK		STATION RD, 130 METRES NORTH OF JUNCT WTH NESTLES AVENUE.				26 LINK 67-68		509699/179422			
POLICE - AT SCENE				ROAD-DRY		WEATHER-FINE		SINGLE CWY		NO JUN IN 20M		PELICAN OR SIML				CTRL - SCH XING PTRL	
NOT KNOWN HOW COLLISION OCCURRED																	
CASUALTY		001 (001)		(29 YRS - F - REDA)				SLIGHT		DRIVER/RIDER							
CASUALTY		002 (001)		(36 YRS - M - REDA)				SLIGHT		VEH/PILLION PAX		FRONT SEAT PASSENGER					
VEHICLE		001 (000)		CAR BT - NOT REQ				(29 YRS - F - REDACT)		G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST					
VEHICLE		002 (000)		CAR BT - DRV NOT CONTACTED				(31 YRS - M - REDACT)		O/TAKING - MOVING VEH		(S TO N) FRONT HIT FIRST		J/P - UNKN			
V002		A		410 (LOSS OF CONTROL)				V002		A		306 (EXCEEDING SPEED LIMIT)					
V002		A		601 (AGGRESSIVE DRIVING)				V002		A		602 (CARELESS, RECKLESS OR IN A HURRY)					

01210320641	FRI 23/07/2021 19:46		LIGHT	KEITH RD, NR JUNCT WTH STATION RD.			26 LINK 67-68		509600/179336
SELF-REPORTED	ROAD-DRY		WEATHER-FINE	SINGLE CWY	OTHER JUN	AUTO SIG	ZEBRA XING		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(32 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(32 YRS - M - REDACT)			UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)			UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

APPENDIX C. SITE PLANS



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N 1:300 0 5 10 15m

04	Planning Submission	AA	BB	14/12/2021
03	Design Freeze Issue	AA	BB	26/11/2021
02	Planning Interim Issue	AA	BB	22/11/2021
00	FOR INFORMATION	AA	BB	09/09/2021
REV	DESCRIPTION	DRAWN	CHECKED	DATE

CREATE
DESIGN + ARCHITECTURE
Wiglesworth House 69 Southwark Bridge Road London SE1 9HH
+44 207 021 0267 info@createdesign.org www.createdesign.org

CLIENT: CLIENT COMPANY

PROJECT: ABC01
BUILDING: #Site Name
ADDRESS: AS1 2CD

DRAWING NAME: SITE PLAN

DRAWING SERIES: SITE LOCATION PLAN

CDA REF: 000 SCALE(S): 1:300 ORIGINAL PAPER SIZE: A1

REVISION: 04 REVISION DESCRIPTION: Planning Submission

PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	CLASS	NUMBER
637	- CDA	- A	- 00	- DR	- A	- 00	- 0100

APPENDIX D. TRICS OUTPUT

Calculation Reference: AUDIT-236603-211119-1108

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
BT	BRENT	1 days
EG	EALING	2 days
RD	RICHMOND	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 74 to 167 (units:)
 Range Selected by User: 40 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 22/11/18

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	1 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
------------------------------------	---

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

Selected Location Sub Categories:

Residential Zone	2
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3 4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 1 days

50,001 to 100,000 3 days

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

Population within 5 miles:

500,001 or More 4 days

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

Car ownership within 5 miles:

0.6 to 1.0 4 days

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

Travel Plan:

Yes 4 days

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

PTAL Rating:

1a (Low) Very poor 1 days

1b Very poor 1 days

3 Moderate 1 days

4 Good 1 days

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

LIST OF SITES relevant to selection parameters

1	BT-03-M-03 HIGH ROAD NEASDEN	BLOCKS OF FLATS	BRENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 74 Survey date: THURSDAY 19/05/16 Survey Type: MANUAL		
2	EG-03-M-04 BOLLO BRIDGE ROAD ACTON SOUTH ACTON	BLOCKS OF FLATS	EALING
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 167 Survey date: TUESDAY 13/06/17 Survey Type: MANUAL		
3	EG-03-M-05 BOLLO BRIDGE ROAD ACTON SOUTH ACTON	BLOCKS OF FLATS & HOUSES	EALING
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 106 Survey date: WEDNESDAY 14/06/17 Survey Type: MANUAL		
4	RD-03-M-01 WILLIAMS LANE RICHMOND MORTLAKE	MIXED FLATS & HOUSES	RICHMOND
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 76 Survey date: THURSDAY 10/03/16 Survey Type: MANUAL		

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	106	0.028	4	106	0.090	4	106	0.118
08:00 - 09:00	4	106	0.043	4	106	0.104	4	106	0.147
09:00 - 10:00	4	106	0.050	4	106	0.057	4	106	0.107
10:00 - 11:00	4	106	0.038	4	106	0.052	4	106	0.090
11:00 - 12:00	4	106	0.057	4	106	0.057	4	106	0.114
12:00 - 13:00	4	106	0.040	4	106	0.057	4	106	0.097
13:00 - 14:00	4	106	0.047	4	106	0.045	4	106	0.092
14:00 - 15:00	4	106	0.043	4	106	0.045	4	106	0.088
15:00 - 16:00	4	106	0.073	4	106	0.054	4	106	0.127
16:00 - 17:00	4	106	0.073	4	106	0.059	4	106	0.132
17:00 - 18:00	4	106	0.083	4	106	0.066	4	106	0.149
18:00 - 19:00	4	106	0.111	4	106	0.066	4	106	0.177
19:00 - 20:00	4	106	0.085	4	106	0.085	4	106	0.170
20:00 - 21:00	4	106	0.076	4	106	0.045	4	106	0.121
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.847			0.882			1.729

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

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

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Parameter summary

Trip rate parameter range selected:	74 - 167 (units:)
Survey date range:	01/01/13 - 22/11/18
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	106	0.000	4	106	0.000	4	106	0.000
08:00 - 09:00	4	106	0.000	4	106	0.000	4	106	0.000
09:00 - 10:00	4	106	0.000	4	106	0.000	4	106	0.000
10:00 - 11:00	4	106	0.000	4	106	0.000	4	106	0.000
11:00 - 12:00	4	106	0.000	4	106	0.000	4	106	0.000
12:00 - 13:00	4	106	0.002	4	106	0.002	4	106	0.004
13:00 - 14:00	4	106	0.000	4	106	0.000	4	106	0.000
14:00 - 15:00	4	106	0.000	4	106	0.000	4	106	0.000
15:00 - 16:00	4	106	0.000	4	106	0.000	4	106	0.000
16:00 - 17:00	4	106	0.000	4	106	0.000	4	106	0.000
17:00 - 18:00	4	106	0.000	4	106	0.000	4	106	0.000
18:00 - 19:00	4	106	0.000	4	106	0.000	4	106	0.000
19:00 - 20:00	4	106	0.000	4	106	0.000	4	106	0.000
20:00 - 21:00	4	106	0.000	4	106	0.000	4	106	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	106	0.057	4	106	0.376	4	106	0.433
08:00 - 09:00	4	106	0.123	4	106	0.667	4	106	0.790
09:00 - 10:00	4	106	0.137	4	106	0.253	4	106	0.390
10:00 - 11:00	4	106	0.106	4	106	0.151	4	106	0.257
11:00 - 12:00	4	106	0.168	4	106	0.189	4	106	0.357
12:00 - 13:00	4	106	0.135	4	106	0.147	4	106	0.282
13:00 - 14:00	4	106	0.168	4	106	0.161	4	106	0.329
14:00 - 15:00	4	106	0.106	4	106	0.163	4	106	0.269
15:00 - 16:00	4	106	0.366	4	106	0.177	4	106	0.543
16:00 - 17:00	4	106	0.312	4	106	0.187	4	106	0.499
17:00 - 18:00	4	106	0.378	4	106	0.227	4	106	0.605
18:00 - 19:00	4	106	0.437	4	106	0.201	4	106	0.638
19:00 - 20:00	4	106	0.298	4	106	0.196	4	106	0.494
20:00 - 21:00	4	106	0.206	4	106	0.111	4	106	0.317
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.997			3.206			6.203

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

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

