PEOPLE | PASSION | PLACES

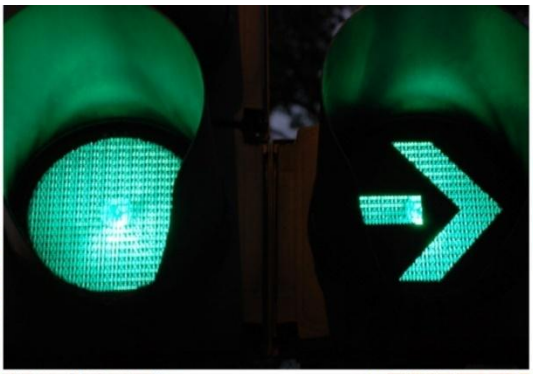
PROJECT CENTRE

Transport Statement

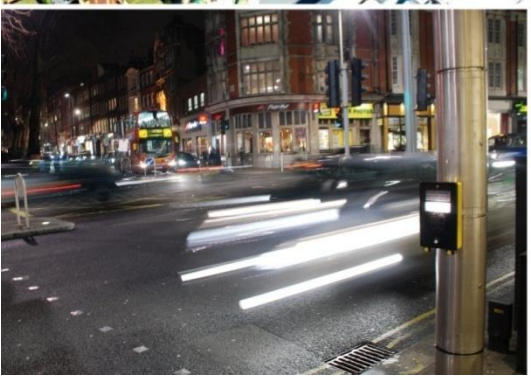
Hampton Road Apartments

Byrne Group

March 2015



INVESTORS IN PEOPLE | Gold

DOCUMENT CONTROL

Project Centre has prepared this report in accordance with instructions from the Byrne Group. Project Centre shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Report Reference	Issue	Description	Originator	Checked	Authorised
1000002280_TS	01	Initial draft for client	Jo Brooksbank 20.03.15		Ben Meekings 24.03.2015
1000002280_TS	02	draft issued to client	Jo Brooksbank 25.03.15	Ben Meekings 24.03.2015	Ben Meekings 24.03.2015

CONTACT

Jo Brooksbank
Transport Planner
Jo.brooksbank@projectcentre.co.uk
(01273) 627186

38 Foundry Street
Brighton
BN1 4AT

1. EXECUTIVE SUMMARY

1.1 This report provides a Transport Statement (TS) in support of a planning application to support a change of use application under permitted development rights for a conversion of the existing office use to residential, at 38-42 Hampton Road, Teddington. The proposed development will contain 35 residential units.

1.2 It is understood that the existing building is currently occupied by Byrne Group as their head office. It is also understood that planning permission was achieved in 2008 on appeal (07/1172/FUL) for an office building on the western part of the site. This consent contains a condition to maintain the existing access and egress arrangement from Hampton Road and Anlaby Road, respectively.

1.3 This TS provides an overview of the proposals, existing situation, trip generation and likely impact of the proposals on the transportation network.

1.4 Parking is provided at the site at a rate of one space per dwelling in line with Further Alterations to the London Plan 2015 and LBRuT's DMP 2011 guidance. According to census 2011 data car ownership in the ward is higher than one car per dwelling, however, on closer examination the census data also shows that over 41% of flat owners in the borough do not own cars. This pattern of car ownership suggests that the parking provision of one car per dwelling will accommodate the parking levels for the new development and may offer parking spaces for visitors. In addition, the census 2011 shows that walking and cycling rates are higher in this ward than the rest of the borough and London as a whole.

1.5 The site will be accessed via an existing entrance off Hampton Road and vehicles will exit via Anlaby Road. Delivery and refuse vehicles will be able to enter and exit the site in forward gear as per the existing arrangements.

1.6 A trip generation exercise has been undertaken and indicates that the proposed development will have a positive impact in this respect and contribute to a reduction in trips compared to the permitted use.

1.7 This TS concludes that the development proposals are in accordance with local and national policy from a transport perspective. As such, there is not considered to be reason to refuse the planning application on transportation grounds.

CONTENTS PAGE PAGE NO.

2. INTRODUCTION

Overview

2.1 Project Centre has been commissioned by the Byrne Group to produce a Transport Statement (TS) to support of a planning application to support a change of use application under permitted development rights for a conversion of the existing office use to residential use at 38-42 Hampton Road, Teddington.

2.2 The application is to convert the head office for the Byrne Group into 35 privately owned flats. It is understood that planning permission was achieved in 2008 on appeal (07/1172/FUL) for an office building on the western part of the site. This consent contains a condition to maintain the existing access and egress arrangement from Hampton Road and Anlaby Road, respectively.

2.3 This TS has been prepared with reference to Planning Practice Guidance 42 on Travel Plans and Transport Assessments, issued by the Department of Communities and Local Government (DCLG) in March 2014.

Scope

2.4 As a permitted development a scoping document has not been submitted to the Highways Team at the London Borough of Richmond upon Thames (LBRuT), however, they have been contacted to enquire whether there were any particular transport issues in relation to the planning application at this site which need to be addressed. At the time of writing the report no response has been received from LBRuT.

Layout of the Report

2.5 Where applicable, this TS has been prepared in accordance with the Transport Assessment Best Practice Guidance issued by Transport for London (TfL) (April 2010).

2.6 This report has been divided into the following chapters:

- Chapter 3 describes the existing conditions at the development site, transport provisions within the surrounding area and existing use;
- Chapter 4 provides an overview of relevant national, regional and local policy;
- Chapter 5 sets out the development proposals and plans for the site, including parking provision and servicing arrangements;
- Chapter 6 estimates and compares the existing and proposed trip generations and assesses the transportation impacts of the development proposals upon the highway;
- Chapter 7 concludes the report.

3. EXISTING CONDITIONS

Overview

3.1 This chapter of the report provides an assessment of existing transport conditions surrounding the site, including walking, cycling and public transport facilities.

The site

3.2 The site is currently used as the head office for the Byrne Group with associated car parking. A location plan is provided in Appendix A together with a plan of the existing site in Appendix B.

Local Highway Network

3.3 The site is situated on Hampton Road (A313), with a single entrance from this road and egress onto Anlaby Road, as shown in Appendix B. Hampton Road has a 30 mph speed limit and is a main route linking Teddington to the A316.

The site is not located within a Controlled Parking Zone (CPZ). Anlaby Road is a residential street with on and off street parking while Hampton Road is a busy main 'A' road. There are no parking or loading restrictions in place on Hampton Road or Anlaby Road alongside the site boundary except for those associated with the adjacent pedestrian crossing. There are bollards preventing pavement parking on Hampton Road on a short stretch of footway directly opposite the site.

Public Transport

3.4 The site has a Public Transport Accessibility Level (PTAL) of 2 which is a poor rating. PTAL takes into account bus services within 640m of the site and rail services within 960m of the site and is measured on a scale ranging from one, lowest accessibility, to six, highest accessibility.

3.5 There are six bus routes servicing several bus stops in the PTAL catchment area, the closest stop is directly outside the site on Hampton Road. Local bus services are summarised in Table 3.1. The plan included in Appendix C provides an overview of bus stops and crossing facilities within the vicinity of the site whilst TfL's map showing all bus routes serving the Teddington area is included in Appendix D.

3.6 As shown on the plan in Appendix C, the nearest bus stops to the site are located on Hampton Road (L) and (K) for eastbound and westbound services, respectively. The bus stops on Hampton Road are equipped with a shelter.

3.7 Teddington and Fulwell railway station are within a 12 minute walk of the development, offering mainline services to Clapham Junction and Waterloo to the east and

Shepperton to the west. Frequent services run approximately every 7 minutes to Waterloo with a journey time of around 35 minutes.

Table 3.1: Bus Services Accessible from Hampton Road

Route	Destination and Approximate Journey Time (including walk to bus stop based on leaving at 08.45)				Approximate Daytime Frequency
	South/ west bound (min)		North / east bound (min)		
Services from Hampton Road					
285	Heathrow	70	Teddington Station	11	Six per hour
R68	Hampton Court	25	Richmond Station	40	Four per hour
Services from Broad Street					
X26	Heathrow	46	East Croydon Station	74	Two per hour
Services from Stanley Road					
481	Church Grove	18	Fulwell Station	18	One per hour
281	Kingston	42	Fulwell Station	18	Seven per hour
33	Strawberry Vale	16	Fulwell Station	18	Seven per hour

Source: TfL (2015) online timetables and journey planner. Correct as of 25/3/2015

3.8 It is, therefore, evident that public transport offers a convenient transport option for residents.

Walking and Cycling

3.9 The site is located approximately 1km or approximately a 12 minute walk[1] to Teddington town centre. There are cycle links nearby with a number of quieter roads that have been recommended by other cyclists close to the site. These link to Teddington to the east. Other routes marked or signed for use by cyclists including the London Cycle Network Routes 75 and 32 are within the area of the site. Off road routes in Bushy Park to the south link to Hampton. These routes are detailed in Tfl's local cycling guide 9 and shown in Appendix E.

Car Clubs

3.10 There are a number of car club vehicles located within walking distance of the site as shown on the plan provided in Appendix C. These provide an alternative to car ownership whilst catering for those journeys where a car is more convenient or necessary.

Local Car Ownership and Use

[1] Based on walk speed of 1.4 m/s as referenced in IHT (2000) Guidelines for Providing for Journeys on Foot

3.11 Data on car ownership levels and mode of travel to work for the Fulwell and Hampton Hill ward together with that for the borough and London more generally provides useful context in understanding travel patterns.

3.12 The summary provided in Table 3.2 indicates that car ownership and use within the Fulwell and Hampton Hill Ward is slightly higher than the borough average and higher than that for London as a whole. However, walking and cycle rates are also higher than both the borough and London averages, as is bus use when compared with Richmond.

Table 3.2: 2011 Census Travel to Work and Car Ownership Statistics

Mode	% Mode Split		
	Fulwell and Hampton Hill Ward	LB Richmond	London
Work mainly from home	8.2	8.9	5.1
Underground / light rail	3.6	10.7	22.6
Train	21.4	21.9	13.3
Bus	8.1	7.6	14.0
Taxi	0.1	0.2	0.5
Motorcycle	1.7	1.7	1.1
Car or Van Driver	38.1	32.5	28.0
Car or Van Passenger	1.8	1.4	1.7
Bicycle	7.0	6.1	4.0
Walk	9.6	8.2	8.8
Other	0.5	0.7	0.7
Car ownership (per household)	1.13	1.06	0.82

Source: Census 2011 (Office for National Statistics, 2013)

3.13 In terms of the relationship of car ownership with dwelling type, 2011 census data indicate that 41.2% of the borough's flats are home to non-car owning households compared to 14.2% of its houses. This supports the argument that car ownership for a development such as that proposed can be expected to be lower than for developments consisting of larger units.

3.14 The data presented in this section will complement the trip generation exercise presented in Chapter 6 which considers current travel patterns for this site.

Personal Injury Collision Data

3.15 Three years of collision data covering the area in the vicinity of the site has been obtained from TfL. At the time of the request, the most recent statistics were available until end of November 2014; therefore, data for the 36 months preceding this date have been provided[1]. A plot together with the full data set is provided in Appendix F.

[1] NB. Data for 2014 is provisional at time of writing

3.16 A total of 26 collisions occurred in the data request area, all of which resulted in slight personal injury. No serious or fatal collisions were recorded, which brings the severity ratio (number of serious and fatal casualties compared to a total number of casualties recorded) to 0, which is well below the 9% average for Greater London. Four collisions occurred on Hampton Road close to the development site, however, none of these collisions were associated with the site.

Summary

The chapter has provided an overview of the transport context for the site. This will be further considered in Chapter 6 which assesses the impact of the proposals upon the highway.

4. POLICY

Overview

4.1 This chapter provides an overview of relevant local and national policy.

National Policy

4.2 The proposed development complies with guidance and requirements set out in the National Planning Policy Framework (NPPF). This outlines the Government's planning policies for England and how they are expected to be applied. Sustainable transport policies are outlined in Section 4 of the NPPF and include the following key points of relevance to the current application:

- Paragraph 30: Planning authorities are required to support a pattern of development which facilitates the use of sustainable modes;
- Paragraph 32: Development should only be refused on transport grounds where the cumulative impacts of development are deemed to be "severe";
- Paragraph 34: Developments generating significant movements should be located where the need to travel can be minimised and the use of sustainable transport modes can be maximised;
- Paragraph 39: Car parking provision should take account of the accessibility of the development, type of development, opportunities for sustainable transport, car ownership and the need to reduce the use of high-emission vehicles.

Regional Policy - The London Plan

4.3 Planning policy in London is informed by the Mayor's London Plan, the latest version of which was published in 2011 with Revised Early Minor Alterations issued in October 2013 and then Further Alterations to the London Plan (FALP) in March 2015.

4.4 The key transport policies outlined in the London Plan that are applicable to the proposed development are as follows:

- Policy 6.1- Strategic Approach: Seeks to encourage development which is conducive to travel by sustainable modes.
- Policy 6.3 - Assessing Effects of Development on Transport Capacity: Requires all development proposals to fully assess the likely impacts upon the transport network, including with reference to capacity and safety.
- Policy 6.9 - Cycling: Provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards for residential dwellings

and should provide a minimum of one cycle parking space per 1 bedroom dwelling, 2 spaces per all other dwellings plus 1 short stay space per 40 units.

- Policy 6.13 - Parking: The provision of car parking at new development should strike a balance between promoting new development and providing excessive car parking which provides greater incentive for car use over that of sustainable modes. Developments should also allow appropriate provision for disabled users. Provision for electric vehicles should be at 20% of all spaces with an additional 20% passive provision for electric vehicles in the future. Parking standards should be in line with the maximum for residential developments of this size in urban areas with a PTAL between 2 to 4 of up to one space per unit.

Local Policy

4.5 The LBRuT formally adopted local planning policy is The Core Strategy adopted in 2009 and the Development Management Plan (DMP) adopted November 2011 which builds on the Core Strategy and includes more detailed policies for managing development. As such, these documents are referred to in the remainder of this TS. The key policies from a transport perspective are as follows:

4.6 CP5 Sustainable Travel seeks to promote sustainable travel by means of appropriate location, encouragement of the more sustainable modes of travel and other means to reduce the need to travel by private vehicle, with the aim of improving accessibility and reducing congestion and pollution.

4.7 LBRuT's DMP 2011 outlines car and cycle parking standards for the borough. This states that both the minimum and maximum car parking provision for residential units of one or two bedrooms is one space per dwelling. Therefore, in accordance with this policy, one car parking space will be allocated to each of the residential units.

4.8 LBRuT's DMP 2011 also outlines the Borough's cycle parking standard as one per residential unit, although it is not technically a requirement in this case as the proposed scheme does not require planning permission.

Summary

4.9 This policies discussed in this chapter will be referred to again later in this TS in its assessment of the compliance of the development proposals with planning policy from a transport perspective.

5. PROPOSED DEVELOPMENT

Overview

5.1 This chapter provides details of the development proposals, with additional information provided in relation to parking and on-site management of vehicles, access, refuse collection and servicing.

Proposed Development

5.2 The development proposals are to convert offices to 35 privately owned residential flats. Plans of the development proposals are provided in Appendix G.

Vehicle Parking Provision

5.3 It is proposed to provide car parking in line with the London Plan FALP (2015) standards, and the LBRuT's DMP 2011 maximum and minimum parking standards referred to in Chapter 4, of one parking space per residential unit.

Cycle Parking Provision

5.4 Cycle parking for the development will also be provided in accordance with the London Plan FALP (2015) standards, with long term spaces at a rate of one per 1 bed unit, 2 spaces for all other dwellings plus 1 short term space per 40 units. Assuming a total 17 one bed and 18 two bed dwellings with a total of 35 units this gives a total of 54 cycle spaces to meet the minimum cycle standards. The new provision will, therefore, be made in accordance with the summary below.

- Cycle parking provision for long term use = 53
- Cycle parking provision short / stay visitors = 1
- Total overall cycle storage provision = 54

5.5 Cycle parking will be provided in the form of secure, covered Sheffield stands, located in close proximity to the main building as shown on the plan provided in Appendix G.

Access

5.6 Vehicles will enter the site from Hampton Road and exit through gates provided on Anlaby Road. It is understood that planning permission was achieved in 2008 on appeal (07/1172/FUL) for an office building on the western part of the site. This consent contains a condition to maintain the existing access and egress arrangement from Hampton Road and Anlaby Road, respectively.

Servicing

5.7 The location of the bin storage area does not allow for direct access by a refuse vehicle in order that operatives are able to reach within a 20m drag distance of the bin store in accordance with the LBRuT's draft SPD guidelines. Therefore, a refuse management plan developed for the site will include provision of a bin collection area, designated closer to the entrance from Hampton Road, as shown in Appendix G, whereby a refuse vehicle will be able to enter and exit the site in forward gear, in order to meet the required guidelines.

5.8 Currently delivery vehicles access the site through the Hampton Road entrance and exit via the access on Anlaby Road. This arrangement will continue when the site comprises residential units.

5.9 It is possible for a fire appliance to reach within 45m of the buildings as is a requirement of Building Regulation 2531 cited in Manual for Streets (2007), using the access on Hampton Road.

Summary

5.10 This chapter has provided an overview of the proposed development and the relevant aspects in need of consideration from a transport perspective. The following chapter will consider the likely trip generation for the development and assesses the impact of the above proposals upon the local highway.

6. TRIP GENERATION AND IMPACTS

Introduction

6.1 This chapter provides a summary of the trip generation methodology and calculations. The chapter will identify the total number of trips associated with the proposed development and also consider the highway and transportation impacts of the proposals.

Methodology

6.2 The TRICS and TRAVL databases have been examined for appropriate matches to the existing and proposed uses with the following site selection parameters being applied:

- Post 2007 surveys;
- Regions in Greater London and the south east;
- Residential use: sites with 50 units or under have been selected from the 'private flats' category.

Some sites were manually deselected owing to their high PTAL rates and incomparable location. Details of the selected sites are provided in Table 6.1 whilst Appendix H provides a full TRICS output report.

Table 6.1: Site Selection

Site Reference	Description	Location	Units/ sqm	Survey Year
Residential use				
HG-03-C-01	Block of flats	Hornsey	25	2009
IS-03-C-01	Flats	Islington	31	2008
RD-03-C-02	Block of flats	Barnes	31	2008
SC-03-C-02	Flats	Woking	36	2008
TD-03-C-01	Block of flats	Aldgate	32	2008
Existing office use				
IS-02-A-01	Offices	Islington	5500	2008
KC-02-A-06	Land Registry	Tunbridge Wells	5677	2009
SC-02-A-17	Pharmaceuticals	Weybridge	10293	2011
SO-02-A-02	Offices	Slough	5050	2014

6.3 Table 6.2 provides a summary of the current weekday trip generation calculated using TRICS for the traditional highway peak periods and for the day as a whole.

Table 6.2: Existing Vehicle Trip Generation (Weekday TRICS)

Mode	AM (08:00-09:00)			PM (17:00-18:00)			Total		
	In	Out	Total	In	Out	Total	In	Out	Total
All Vehicles	61	7	68	7	65	72	309	303	612
Vehicle Occupants	63	5	69	4	69	74	327	318	645
Walk	8	1	9	1	11	12	86	81	168
Bus	4	0	4	1	9	10	28	23	50
Train	10	0	10	0	8	9	0	8	9
Cycle	2	0	2	0	3	3	8	11	19
Other	1	1	3	0	0	0	0	0	13
Total	86	7	94	6	101	108	481	461	942

Proposed Use Trips

Table 6.3 provides a summary of the forecast trip generation for the proposed development based upon the above site selection. A summary of the net trip calculations is provided in Table 6.4. This indicates that a significant reduction in all trips, including vehicular trips in both the AM and PM peaks, can be expected as a result of the development proposals.

Forecast 6.3: Forecast Trip Generation (Weekday)

Mode	AM (08:00-09:00)			PM (17:00-18:00)			Total		
	In	Out	Total	In	Out	Total	In	Out	Total
All Vehicles	1	2	3	3	1	4	18	19	36
Vehicle Occupants	1	4	5	3	1	4	22	25	47
Walk	1	4	6	4	2	6	25	30	55
Bus	0	3	3	1	0	1	7	6	14
Train	0	3	3	1	0	1	9	16	25
Cycle	1	1	2	0	0	0	5	5	10
Other	0	0	0	0	0	0	1	1	3
Total	3	15	19	9	3	12	69	82	151

Table 6.4: Net Trip Generation (Weekday)

Mode	AM (08:00-09:00)			PM (17:00-18:00)			Total		
	In	Out	Total	In	Out	Total	In	Out	Total
All Vehicles	-59	-5	-65	-4	-64	-68	-292	-284	-576
Vehicle Occupants	-62	-1	-63	-1	-69	-70	-304	-293	-598
Walk	-7	3	-3	2	-9	-7	-62	-51	-112
Bus	-4	2	-1	0	-9	-9	-20	-16	-37
Train	-10	3	-7	0	-8	-8	9	7	16
Cycle	-1	1	0	0	-3	-3	-4	-6	-10
Other	-1	-1	-2	0	0	0	1	1	-10
Total	-83	8	-75	2	-98	-96	-412	-379	-791

Assessment of Impacts

The trip generation exercise presented in this chapter indicates that a significant net reduction in trips can be expected and as such the development proposals are considered to have a positive impact on the local highway and transport networks.

Summary

6.4 The trip generation exercise presented in this chapter indicates that a significant net reduction in trips can be expected. Consequently, it is considered that there will be a positive impact upon the surrounding highway network.

7. CONCLUSIONS AND RECOMMENDATIONS

7.1 This TS has summarised the existing situation from a transportation perspective and has provided an overview of the proposed development.

7.2 This assessment concludes that the trip generation of the proposed development would have a positive impact on the surrounding transport network in comparison to the site remaining as office use.

7.3 Parking is provided at the site at a rate of one space per dwelling in line with The London Plan (FALP) 2015 and LBRuT's DMP 2011 guidance. According to census 2011 data, car owner ship in the ward is higher than one car per dwelling, however, a closer examination of the census data also shows that over 41% of flat owners in the borough do not own cars. This pattern of car ownership suggests that the parking provision of one car per dwelling will accommodate the parking levels for the new development and may offer parking spaces for visitors. In addition, the census 2011 shows walking and cycling rates are higher for this ward than the borough and London as a whole.

7.4 Cycle storage is also provided in line with The London Plan (FALP) 2015 and LBRuT's DMP 2011 guidance.

7.5 It will be possible for servicing to take place from within the site and vehicles up to the size of a refuse vehicle are able to enter and exit in forward gear.

7.6 It is concluded that the proposals are in accordance with LBRuT's DMP 2011, London Plan Policies 6.1 and 6.3, as well as Section 4 of the NPPF. Furthermore, it is considered that the proposed change of use will have a positive impact upon the transportation network in the vicinity of the site and as such there is not considered to be reason to recommend refusal of the proposals on transportation grounds.

Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

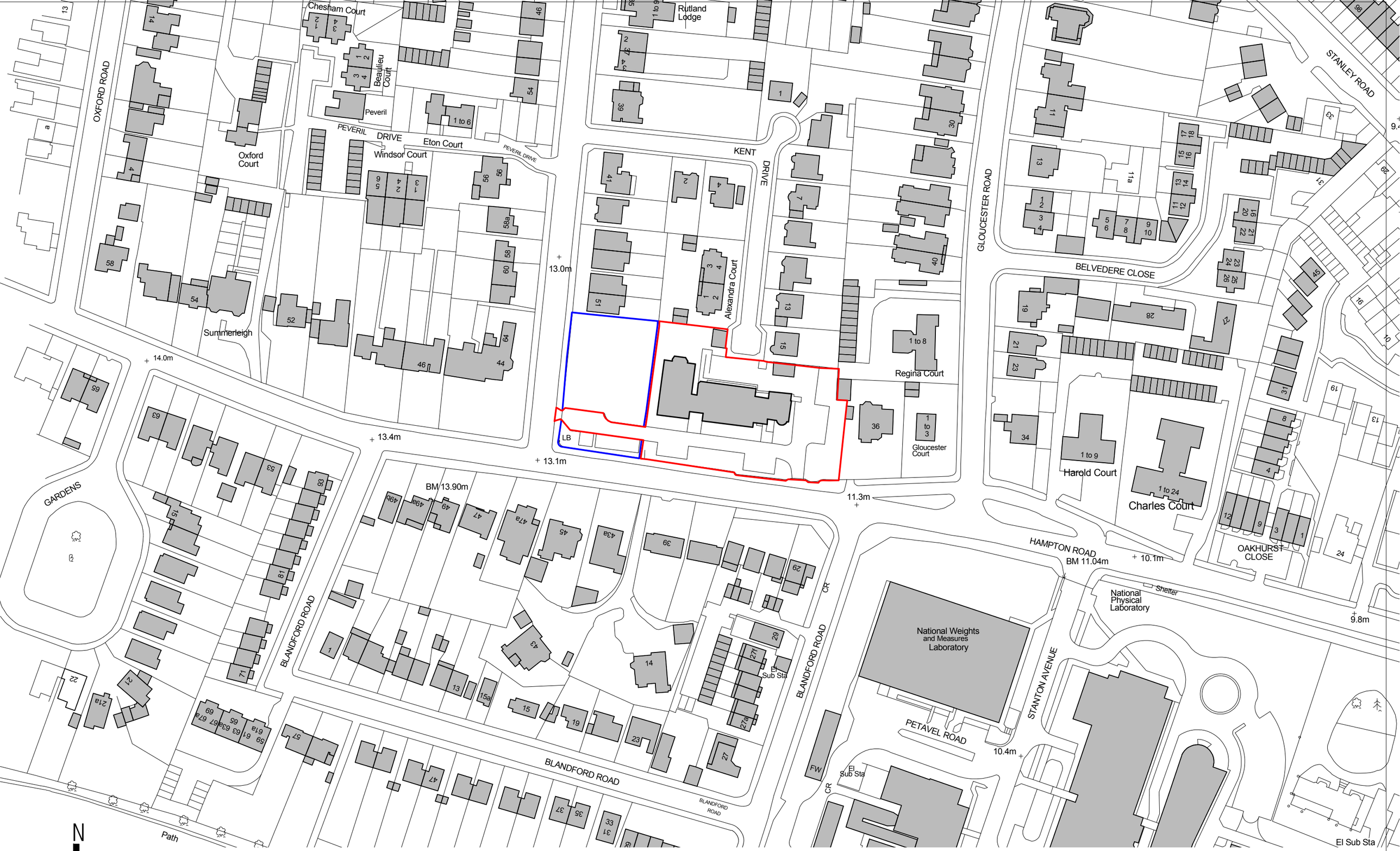
By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.

APPENDIX A - LOCATION PLAN



N

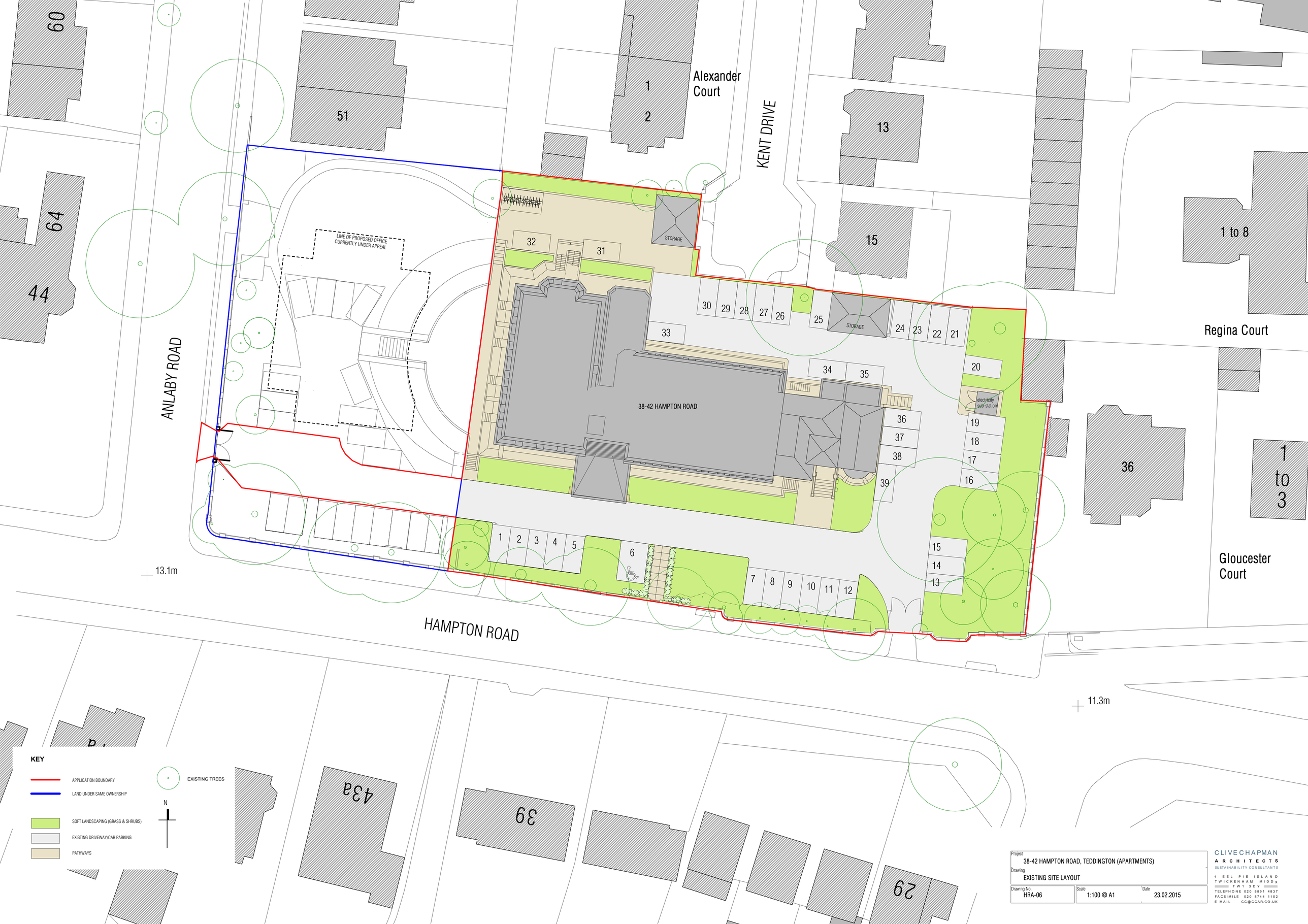
APPLICATION BOUNDARY

Revisions

Project	38-42 HAMPTON ROAD, TEDDINGTON (APARTMENTS)
Drawing	SITE LOCATION PLAN
Drawing No.	HRA-01
Scale	1:1250 @ A3
Date	27.02.15

CLIVE CHAPMAN
ARCHITECTS
SUSTAINABILITY CONSULTANTS
4 EEL PIE ISLAND
TWICKENHAM MIDDX
TW1 3DY
TELEPHONE 020 8891 4837
FACSIMILE 020 8744 1152
E MAIL CC@CCAR.CO.UK

APPENDIX B – EXISTING SITE PLAN



Project
38-42 HAMPTON ROAD, TEDDINGTON (APARTMENTS)

Drawing
EXISTING SITE LAYOUT

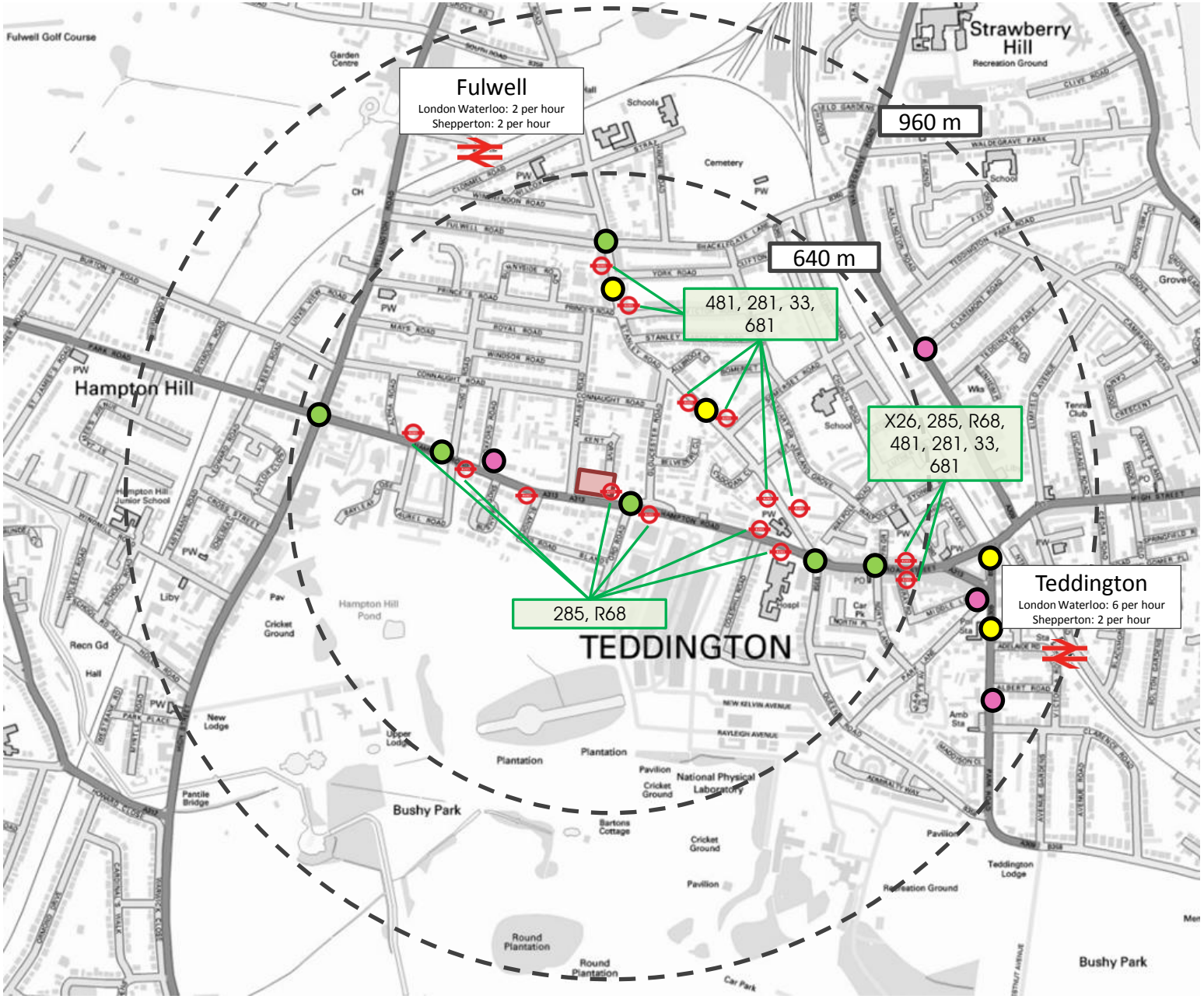
Drawing No.
HRA-06

Scale
1:100 @ A1

Date
23.02.2015

CLIVE CHAPMAN
ARCHITECTS
SUSTAINABILITY CONSULTANTS
4 EEL PIE ISLAND
TWICKENHAM MIDDx
TW1 3DY
TELEPHONE 020 8891 4837
FACSIMILE 020 8744 1152
E MAIL CC@CCAR.CO.UK

APPENDIX C – TRANSPORT FACILITIES PLAN



SITE LOCATION

National Rail

Bus Stop

Pedestrian Crossing (Signalised)

Pedestrian Crossing (zebra)

Car club parking bay

PROJECT CENTRE

38 Foundry Street,
Brighton
BN1 4AT
Tel: +44 (0)1273-627-183
Fax: +44 (0)1273-627-199
Email: info@projectcentre.co.uk

Client
Byrne Group

Project
Hampton Road Apartments

Drawing Title
TRANSPORT AND WALKING FACILITIES

Drawing Status
FOR INFOMATION

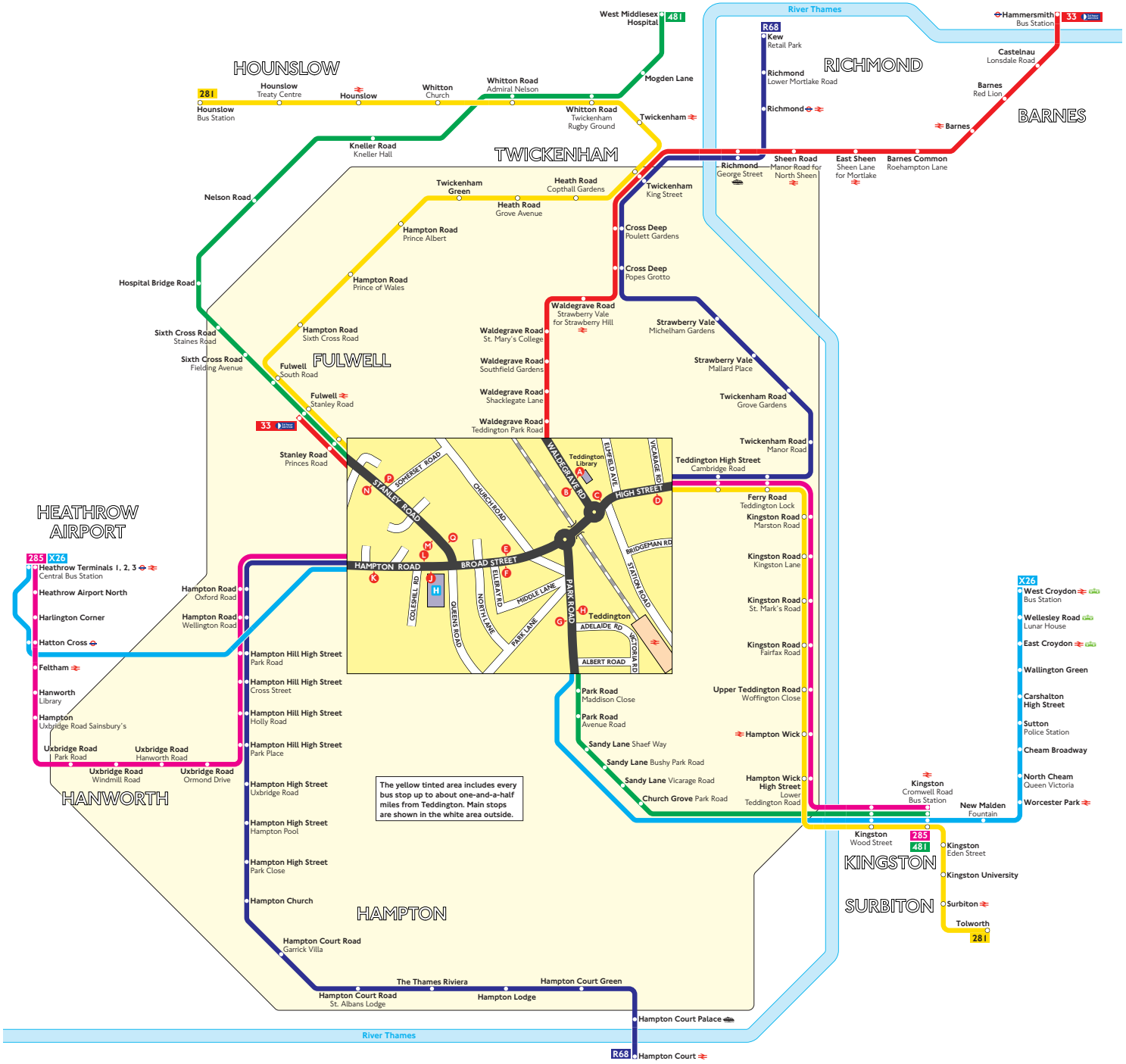
Drawn	Designed	Date	Scale	Size
JB	-	03/15	NTS	A4

Drawing No. APPENDIX C

Rev. A

APPENDIX D – TEDDINGTON BUS ROUTE SPIDER MAP

Buses from Teddington



Key

- Connections with Underground
- Connections with National Rail
- Connections with river boats
- Connections with Tramlink

Red discs show the bus stop you need for your chosen bus service. The disc (A) appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

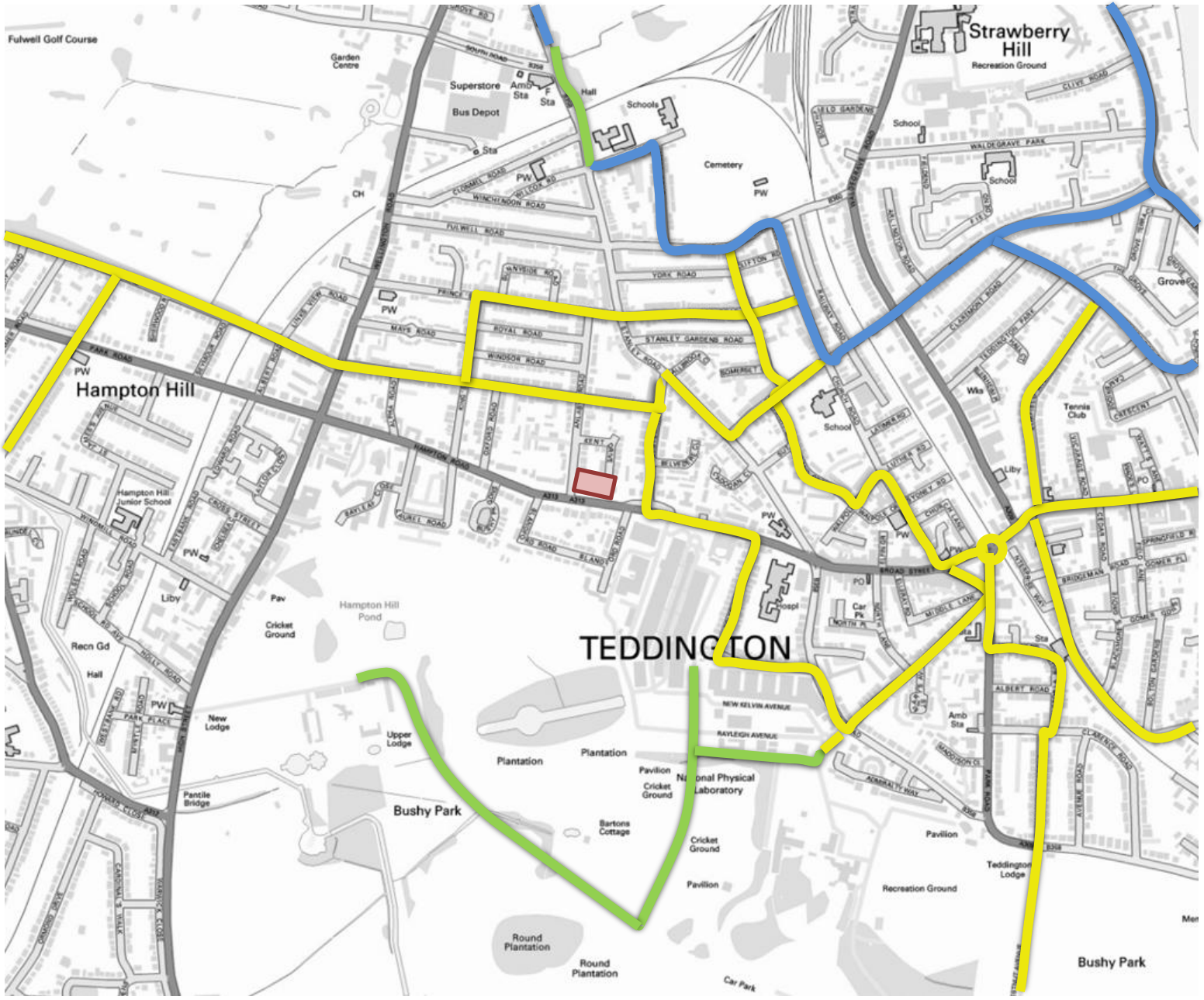
Route finder

Day buses including 24-hour routes

Bus route	Towards	Bus stops
33 (24 hour service)	Fulwell	A F M N
	Hammersmith	B E P Q
281 (24 hour service)	Hounslow	D F M N
	Tolworth	C E P Q
285 (24 hour service)	Heathrow Terminals 1, 2, 3	D F J K
	Kingston	C E L
481	Kingston	E H P Q
	West Middlesex Hospital	F G M N
R68	Hampton Court	D F J K
	Kew	C E L
X26	Heathrow Terminals 1, 2, 3	F
	West Croydon	B

TFL 17193.01.10 (P)

APPENDIX E – CYCLING INFRASTRUCTURE



SITE LOCATION

QUIET STREETS SUITABLE FOR CYCLING

ROUTES SIGNED OR MARKED FOR USE BY CYCLISTS

OFF ROAD ROUTES

N

PROJECT CENTRE

38 Foundry Street,
Brighton
BN1 4AT
Tel: +44 (0)1273-627-183
Fax: +44 (0)1273-627-199
Email: info@projectcentre.co.uk

Client
Byrne Group

Project
Hampton Road Apartments

Drawing Title
CYCLING INFRASTRUCTURE

Drawing Status
FOR INFOMATION

Drawn	Designed	Date	Scale	Size
VB	-	03/15	NTS	A4

Drawing No.
APPENDIX E

Rev.
A

APPENDIX F – COLLISION DATA

SITE LOCATION

ACCIDENT DATA REQUEST AREA

N

PROJECT CENTRE

38 Foundry Street,
Brighton
BN1 4AT
Tel: +44 (0)1273-627-183
Fax: +44 (0)1273-627-199
Email: info@projectcentre.co.uk

Client
Byrne Group

Project
Hampton Road Apartments

Drawing Title
COLLISION DATA REQUEST AREA

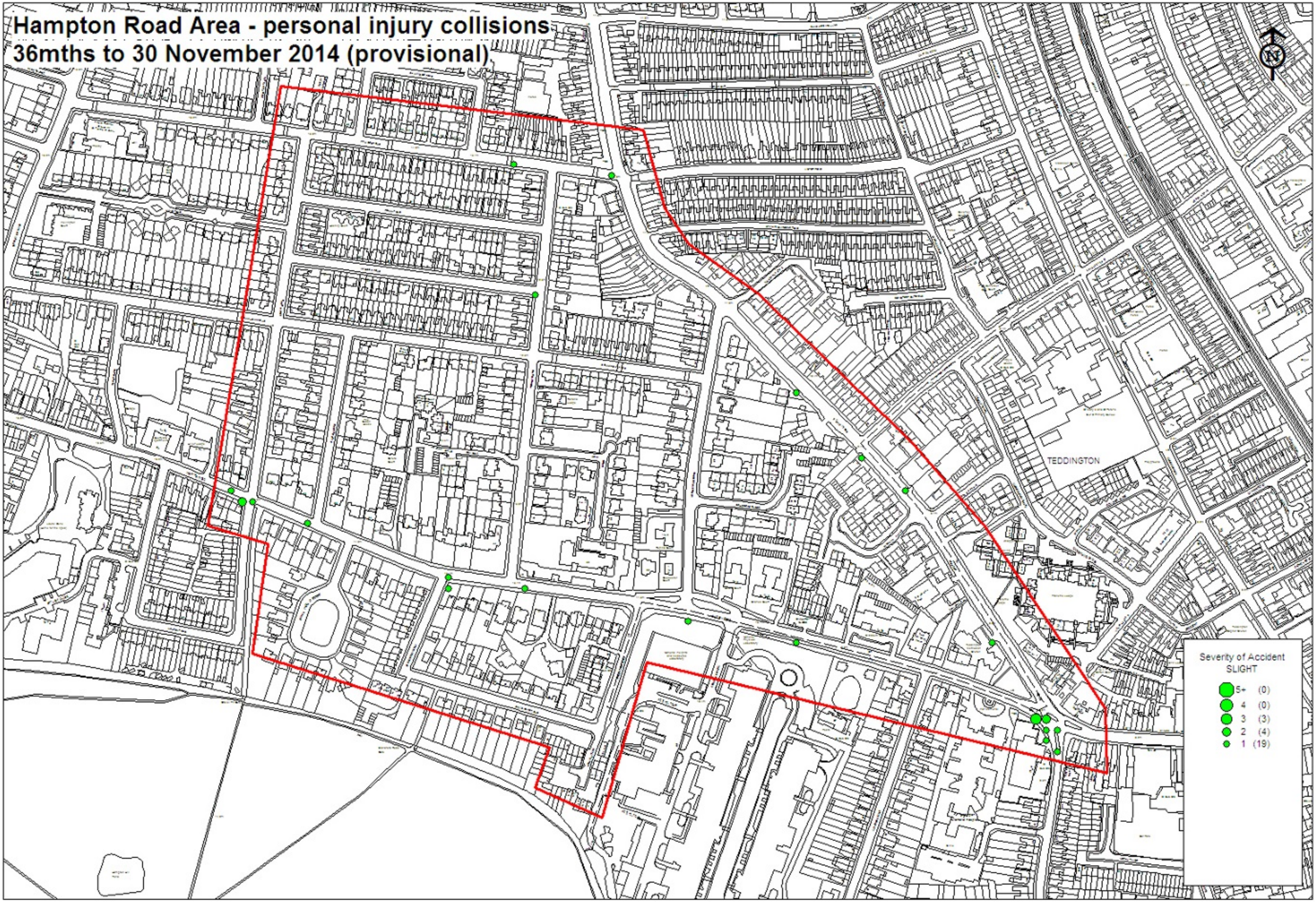
Drawing Status
FOR INFOMATION

Drawn	Designed	Date	Scale	Size
JB	-	03/15	NTS	A4

Drawing No. APPENDIX F

Rev. A

Hampton Road Area - personal injury collisions
36mths to 30 November 2014 (provisional)



Scale : 1:3000 Created: 24-MAR-2015

Hampton Road Area - personal injury collisions - 36mths to 30 November 2014 (provisional)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
SC01 GIS AREA B24 Hampton Road Area (P)	36 MTS TO NOV-2014	26

The description of how the accident 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

Hampton Road Area - personal injury collisions - 36mths to 30 November 2014 (provisional)

SC01 GIS AREA B24 Hampton Road Area (P) — 36 MTS TO NOV-2014 SORTED BY DATE

1 0112TW60054 FRI 27/01/12 20:25 DARK HAMPTON ROAD J/W KINGS ROAD 24 LINK 42-86 514770 / 171200

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 PULLED OUT ANBD TURNED RIGHT HITTING PASSSING V1

CASUALTY 001 (001) (52 Yrs - F TW12) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - NEGATIVE	(52 Yrs - F TW12)	GOING AHEAD OTHER	NW TO SE N/S HIT FIRST		JCT MID
VEHICLE	002 (001)	CAR BT - NEGATIVE	(25 Yrs - M TW3)	TURNING RIGHT	NE TO NW PUPIL RIDING TO/FROM SCH FRONT HIT FIRST		JCT MID

V002 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)
V002 A 403 (POOR TURN OR MANOEUVRE)
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

---

2 0112TW60113 SAT 24/03/12 02:24 DARK QUEEN'S ROAD 20M SOUTH J/W BROAD STREET 24 NODE 86 515520 / 170970

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT NO XING FACILITY IN 50M

UNK V2 PASSED TO CLOSE TO V1 (CYCLIST) & CAUSED RIDER TO FALL OFF

CASUALTY 001 (001) (21 Yrs - M TW11) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	PEDAL CYCLE BT - NOT APPLICABLE	(21 Yrs - M TW11)	GOING AHEAD OTHER	S TO N O/S HIT FIRST		JCT APP
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? Yrs - U UNKN)	OVERTAKE MOVE VEH O/S	S TO N N/S HIT FIRST		JCT APP

V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)
V002 A 405 (FAILED TO LOOK PROPERLY)

Hampton Road Area - personal injury collisions - 36mths to 30 November 2014 (provisional)

SC01 GIS AREA B24 Hampton Road Area (P) 36 MTS TO NOV-2014 SORTED BY DATE

3 0112TW60161 SUN 13/05/12 19:45 DARK HAMPTON ROAD J/W STANLEY ROAD 24 NODE 86 515510 / 171000

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V2 TURNED RIGHT @ RED FILTER LIGHT & COLLIDED WITH V1 IN THE JUNCTION

CASUALTY 001 (002) (31 Yrs - M TW12) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (4 Yrs - F TW12) SLIGHT PASSENGER BACK SEAT

Sch Attended : N/K

VEHICLE 001 (002) CAR (31 Yrs - M TW13) GOING AHEAD OTHER W TO E JCT MID

BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (001) CAR (31 Yrs - M TW12) TURNING RIGHT E TO NW JCT MID

BT - NOT REQUESTED FRONT HIT FIRST

V002 A 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

---

4 0112TW60225 MON 25/06/12 14:05 LIGHT NFL BROAD ST J/W STANLEY RD 24 NODE 86 515520 / 170990

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 SLOWED, CAUSING PASSENGER TO FALL - [PASSENGER FELL OVER ON BUS (C001)]

CASUALTY 001 (001) (? Yrs - F TW11) SLIGHT PASSENGER STANDING ON PSV

VEHICLE 001 (000) BUS/COACH (? Yrs - M KT19) SLOWING OR STOPPING E TO W JNY PART OF WORK JCT APP

BT - DRV NOT CONTACTED DID NOT IMPACT

V001 A 408 (SUDDEN BRAKING)

C001 A 999 (OTHER FACTOR)

Hampton Road Area - personal injury collisions - 36mths to 30 November 2014 (provisional)

SC01 GIS AREA B24 Hampton Road Area (P) — 36 MTS TO NOV-2014 SORTED BY DATE

5 0112TW60300 MON 13/08/12 15:00 LIGHT ANLABY ROAD J/W WINDSOR ROAD 24 CELL 515000/171000 515040 / 171390

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 HAS FAILED TO GIVE WAY AND PULLED OUT INTO PATH OF CYCLIST V1 CAUSING COLLISION.

CASUALTY 001 (001) (18 Yrs - M TW11) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	M/C 50-125CC (18 Yrs - M TW11) BT - DRV NOT CONTACTED	SLOWING OR STOPPING	S TO N N/S HIT FIRST	COMM TO/FROM WORK	JCT MID	
VEHICLE	002 (001)	CAR (? Yrs - U UNKN) BT - DRV NOT CONTACTED	TURNING LEFT	W TO N DID NOT IMPACT		JCT MID	

V002 A 602 (CARELESS/RECKLESS/IN A HURRY)
V002 A 405 (FAILED TO LOOK PROPERLY)
V002 A 401 (JUNCTION OVERSHOOT)
V001 A 408 (SUDDEN BRAKING)

---

6 0112TW60280 TUE 14/08/12 16:50 LIGHT HAMPTON ROAD J/W BLANDFORD ROAD 24 LINK 42-86 514960 / 171120

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 (MOBILITY SCOOTER) HAS TRAVELLED FROM THE PAVEMENT INTO THE MAIN ROAD INTO PATH OF V1 CAUSING COLLISION.

CASUALTY 001 (002) (75 Yrs - M TW11) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR (36 Yrs - M MK2) BT - NEGATIVE	GOING AHEAD RIGHT BEND	E TO NW N/S HIT FIRST		JCT APP	
VEHICLE	002 (001)	OTH MOT VEH (75 Yrs - M TW11) BT - DRV NOT CONTACTED	GOING AHEAD RIGHT BEND	E TO NW O/S HIT FIRST		JCT APP	

V002 A 505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)
V001 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 A 409 (SWERVED)

Hampton Road Area - personal injury collisions - 36mths to 30 November 2014 (provisional)

SC01 GIS AREA B24 Hampton Road Area (P) — 36 MTS TO NOV-2014 SORTED BY DATE

7 0112TW60306 WED 29/08/12 14:00 LIGHT BROAD STREET J/W QUEEN'S ROAD 24 NODE 86 515510 / 170990

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M

V1 HAS POSSIBLY DISOBEYED ATS AND CONTINUED INTO PATH OF V2 CAUSING COLLISION.

CASUALTY 001 (002) (? Yrs - M UNKN) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - DRV NOT CONTACTED	(62 Yrs - M BA1)	GOING AHEAD OTHER	E TO W FRONT HIT FIRST	JCT MID	
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? Yrs - M UNKN)	GOING AHEAD OTHER	S TO N O/S HIT FIRST	JCT MID	

V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) V001 A 401 (JUNCTION OVERSHOOT)
V001 B 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

---

8 0112TW60327 MON 17/09/12 19:50 DARK STANLEY ROAD J.W PRINCES ROAD 24 LINK 86-94 515110 / 171500

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 TURNED RIGHT ACROSS PATH OF OVERTAKING V2

CASUALTY 001 (002) (24 Yrs - M TW7) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - NOT REQUESTED	(48 Yrs - M TW13)	TURNING RIGHT	N TO W O/S HIT FIRST	JCT MID	
VEHICLE	002 (001)	M/C 50-125CC BT - NOT REQUESTED	(24 Yrs - M TW7)	TURNING RIGHT	N TO W N/S HIT FIRST	JCT MID	

V001 A 405 (FAILED TO LOOK PROPERLY) V002 B 602 (CARELESS/RECKLESS/IN A HURRY)

Hampton Road Area - personal injury collisions - 36mths to 30 November 2014 (provisional)

SC01 GIS AREA B24 Hampton Road Area (P) — 36 MTS TO NOV-2014 SORTED BY DATE

9 0112TW60381 WED 07/11/12 17:10 LIGHT QUEEN'S ROAD J/W HAMPTON ROAD 24 NODE 86 515510 / 170980

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M

V2 HAS FAILED TO SLOW IN TIME AND COLLIDED WITH REAR OF V1.

CASUALTY 001 (001) (56 Yrs - F KT3) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	TAXI BT - DRV NOT CONTACTED	(56 Yrs - F KT3)	GOING AHEAD HELD UP	S TO N BACK HIT FIRST	JNY PART OF WORK	JCT APP
VEHICLE	002 (001)	GDS =< 3.5T BT - DRV NOT CONTACTED	(? Yrs - U UNKN)	GOING AHEAD OTHER	S TO N FRONT HIT FIRST		JCT APP

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 308 (FOLLOWING TOO CLOSE)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

---

10 0112TW60392 WED 21/11/12 21:25 DARK STANLEY ROAD J/W CADOGAN CLOSE 24 LINK 86-94 515380 / 171210

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 EXITED DRIVEWAY INTO PATH OF V1 CAUSING COLLISION FORCING V2 INTO PARKED V4 AND V5. V1 WAS FORCED INTO ONCOMING V3.

CASUALTY 001 (001) (34 Yrs - M TW11) SLIGHT DRIVER/RIDER
CASUALTY 002 (003) (53 Yrs - M KT6) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	M/C 125-500CC BT - DRV NOT CONTACTED	(34 Yrs - M TW11)	GOING AHEAD OTHER	NW TO SE FRONT HIT FIRST	JCT APP
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(39 Yrs - M KT1)	MOVING OFF	NE TO SW O/S HIT FIRST	JCT CLEARED
VEHICLE	003 (001)	GDS 3.5-7.5T BT - DRV NOT CONTACTED	(53 Yrs - M KT6)	GOING AHEAD OTHER	SE TO NW FRONT HIT FIRST	JCT CLEARED
VEHICLE	004 (002)	CAR BT - DRV NOT CONTACTED	(? Yrs - U UNKN)	PARKED	P TO P O/S HIT FIRST	JCT CLEARED
VEHICLE	005 (002)	CAR BT - DRV NOT CONTACTED	(? Yrs - U UNKN)	PARKED	P TO P N/S HIT FIRST	JCT CLEARED

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

Hampton Road Area - personal injury collisions - 36mths to 30 November 2014 (provisional)

SC01 GIS AREA B24 Hampton Road Area (P) — 36 MTS TO NOV-2014 SORTED BY DATE

11 0112TW60419 THU 06/12/12 17:45 DARK NFL STANLEY ROAD 70M N/W J/W SOMERSET ROAD 24 LINK 86-94 515280 / 171300

POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

SOLO V1 HAS BRAKED, SKIDDED AND LOST CONTROL CAUSING V1 TO HIT REAR OF V2.

CASUALTY 001 (001) (23 Yrs - M KT5) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (23 Yrs - M KT5) SLOWING OR STOPPING SE TO NW COMM TO/FROM WORK
BT - DRV NOT CONTACTED FRONT HIT FIRST

VEHICLE 002 (001) CAR (44 Yrs - F CR7) GOING AHEAD HELD UP SE TO NW COMM TO/FROM WORK
BT - DRV NOT CONTACTED BACK HIT FIRST

V001 A 408 (SUDDEN BRAKING) V001 A 410 (LOSS OF CONTROL)
V001 A 103 (SLIPPERY ROAD (DUE TO WEATHER))

---

12 0112TW60436 MON 24/12/12 23:33 DARK HAMPTON ROAD J/W STANLEY ROAD 24 NODE 86 515500 / 171000

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V1 HAS DISOBEYED RED ATS AND COLLIDED WITH V2.

CASUALTY 001 (002) (74 Yrs - F KT2) SLIGHT DRIVER/RIDER
CASUALTY 002 (002) (30 Yrs - M TW5) SLIGHT PASSENGER FRONT SEAT
CASUALTY 003 (002) (31 Yrs - F TW5) SLIGHT PASSENGER BACK SEAT
CASUALTY 004 (002) (52 Yrs - F N15) SLIGHT PASSENGER BACK SEAT

VEHICLE 001 (002) CAR (44 Yrs - M KT9) GOING AHEAD OTHER NW TO SE JCT MID
BT - NEGATIVE O/S HIT FIRST

VEHICLE 002 (001) TAXI (74 Yrs - F KT2) GOING AHEAD OTHER S TO N JNY PART OF WORK JCT MID
BT - NEGATIVE FRONT HIT FIRST

V001 A 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL) V001 A 401 (JUNCTION OVERSHOOT)
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

Hampton Road Area - personal injury collisions - 36mths to 30 November 2014 (provisional)

SC01 GIS AREA B24 Hampton Road Area (P) — 36 MTS TO NOV-2014 SORTED BY DATE

13 0113TW60032 THU 31/01/13 08:16 LIGHT HAMPTON ROAD J/W KING'S ROAD 24 LINK 42-86 514760 / 171210
POLICE - AT SCENE ROAD-WET FINE/HIGH WINDS SINGLE CWY CROSSROADS GIVE WAY/UNCONT NO XING FACILITY IN 50M
PED HAS CROSSED THE ROAD FROM INFRONT OF A BUS INTO PATH OF SOLO V1 CAUSING COLLISION.

CASUALTY 001 (001) (25 Yrs - M TW15) SLIGHT DRIVER/RIDER
CASUALTY 002 (001) (15 Yrs - M TW12) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) S BOUND FROM DRIVERS N/SIDE
VEHICLE 001 (000) M/C 50-125CC (25 Yrs - M TW15) GOING AHEAD OTHER NW TO SE JCT APP
BT - NEGATIVE N/S HIT FIRST

C002 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE) C002 A 802 (FAILED TO LOOK PROPERLY)
V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

---

14 0113TW60181 MON 27/05/13 08:05 LIGHT STANLEY ROAD J/W QUEEN'S ROAD 24 NODE 86 515500 / 171000
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M
V2 HAS FAILED TO GIVE WAY AND CONTINUED INTO JUNCTION INTO PATH OF V1 WHO WAS TURNING RIGHT CAUSING COLLISION.

CASUALTY 001 (001) (21 Yrs - M SM4) SLIGHT DRIVER/RIDER
VEHICLE 001 (002) CAR (21 Yrs - M SM4) TURNING RIGHT NW TO S JCT MID
BT - DRV NOT CONTACTED O/S HIT FIRST

VEHICLE 002 (001) CAR (17 Yrs - M KT9) GOING AHEAD OTHER S TO N JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST

---

15 0113TW60247 SAT 06/07/13 20:27 LIGHT STANLEY RD J/W SOMERSET RD 24 LINK 86-94 515340 / 171240
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
PASSENGER FELL OFF SEAT ON V1 - [PASSENGER FELL OVER ON BUS (C001)]

CASUALTY 001 (001) (61 Yrs - M TW11) SLIGHT PASSENGER SEATED ON PSV
VEHICLE 001 (000) BUS/COACH (63 Yrs - M TW13) GOING AHEAD OTHER SE TO NW JNY PART OF WORK JCT APP
BT - NEGATIVE FRONT HIT FIRST

C001 A 999 (OTHER FACTOR)

Hampton Road Area - personal injury collisions - 36mths to 30 November 2014 (provisional)

SC01 GIS AREA B24 Hampton Road Area (P) — 36 MTS TO NOV-2014 SORTED BY DATE

16 0113TW60325 FRI 16/08/13 14:11 LIGHT HAMPTON ROAD J/W GLOUCESTER ROAD 24 LINK 42-86 515180 / 171090
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
PASSENGER FELL AS V1 BRAKED SHARPLY TO AVOID ANOTHER VEHICLE. - [PASSENGER FELL AS V1 BRAKED SUDDENLY (V001)]

CASUALTY 001 (001) (87 Yrs - F TW11) SLIGHT PASSENGER STANDING ON PSV

VEHICLE 001 (000) BUS/COACH (25 Yrs - M TW7) SLOWING OR STOPPING E TO W JNY PART OF WORK JCT APP
BT - DRV NOT CONTACTED DID NOT IMPACT

V001 A 408 (SUDDEN BRAKING) V001 A 999 (OTHER FACTOR)

---

17 0113TW60385 THU 10/10/13 16:53 LIGHT HAMPTON ROAD J/W BLANDFORD ROAD 24 LINK 42-86 514960 / 171130
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
EASTBD V1 SWERVED TO AVOID CAT, LOST CONTROL AND CRASHED

CASUALTY 001 (001) (19 Yrs - F TW16) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (19 Yrs - F TW16) GOING AHEAD OTHER W TO E COMM TO/FROM WORK JCT MID
BT - NOT REQUESTED SKIDDED FRONT HIT FIRST

V001 A 410 (LOSS OF CONTROL) V001 A 409 (SWERVED)
V001 A 103 (SLIPPERY ROAD (DUE TO WEATHER))

---

18 0113TW60376 SAT 12/10/13 09:05 LIGHT HAMPTON ROAD J/W LAUREL ROAD 24 LINK 42-86 514770 / 171200
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT NO XING FACILITY IN 50M
SE-BD V1 TURNED RIGHT OFF MAIN ROAD, V2 COLLIDED WITH V1 O/S

CASUALTY 001 (001) (40 Yrs - M TW12) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (40 Yrs - M TW12) TURNING RIGHT NW TO S JCT MID
BT - DRV NOT CONTACTED O/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (? Yrs - U 1) GOING AHEAD OTHER NW TO SE JCT MID
BT - NOT APPLICABLE FRONT HIT FIRST

V001 B 405 (FAILED TO LOOK PROPERLY) V002 B 405 (FAILED TO LOOK PROPERLY)

Hampton Road Area - personal injury collisions - 36mths to 30 November 2014 (provisional)

SC01 GIS AREA B24 Hampton Road Area (P) — 36 MTS TO NOV-2014 SORTED BY DATE

19 0113TW69030 SUN 24/11/13 12:00 LIGHT HAMPTON ROAD J/W QUEEN'S ROAD. 24 NODE 86 515500 / 171000

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

A CHILD RAN INTO THE ROAD & HIT THE SIDE OF ON-COMING V.1. - [TWO YEAR CHILD RAN ACROSS ROAD. (C001)]

CASUALTY 001 (001) (2 Yrs - M TW11) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING S BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) CAR (? Yrs - F UNKN) GOING AHEAD OTHER E TO W JCT CLEARED
BT - DRV NOT CONTACTED O/S HIT FIRST

C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)
C001 A 999 (OTHER FACTOR)

---

20 0113TW60459 SAT 14/12/13 18:43 DARK HAMPTON ROAD/BROAD STREET J/W QUEEN'S ROAD/STANLEY ROAD 24 NODE 86 515510 / 171000

POLICE - AT SCENE ROAD-WET WEATHER-OTHER SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

DRV V2 WAS CONFUSED BY THE ATS & DROVE ACROSS THE JUNCTION COLLIDING WITH V1

CASUALTY 001 (001) (22 Yrs - F TW11) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (60 Yrs - M TW11) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (002) CAR (22 Yrs - F TW11) GOING AHEAD OTHER W TO E JCT MID
BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (001) CAR (55 Yrs - M KT12) GOING AHEAD LEFT BEND S TO NW JCT MID
BT - NOT REQUESTED N/S HIT FIRST

V002 A 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)
V002 A 405 (FAILED TO LOOK PROPERLY)
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

Hampton Road Area - personal injury collisions - 36mths to 30 November 2014 (provisional)

SC01 GIS AREA B24 Hampton Road Area (P) — 36 MTS TO NOV-2014 SORTED BY DATE

21 0113TW60470 THU 19/12/13 08:13 LIGHT STANLEY ROAD 90M NORTH WEST J/W HAMPTON ROAD/BROAD STREET 24 LINK 86-94 515460 / 171070

POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

V1 PASSED TO CLOSE TO V2 & CLIPPED RIDERS HANDLEBARS KNOCKING RIDER OFF

CASUALTY 001 (002) (13 Yrs - M TW2) SLIGHT DRIVER/RIDER
JOURNEY TO/FROM SCHOOL Sch Attended : TEDDINGTON SCHOOL

VEHICLE 001 (002) CAR (22 Yrs - F TW2) OVERTAKE MOVE VEH O/S NW TO S
BT - NOT REQUESTED N/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (13 Yrs - M TW2) GOING AHEAD RIGHT BEND NW TO S
BT - NOT APPLICABLE O/S HIT FIRST

V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)
V001 A 403 (POOR TURN OR MANOEUVRE)
V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

---

22 0114TW60012 TUE 14/01/14 08:40 LIGHT HAMPTON ROAD J/W KING'S ROAD. 24 LINK 42-86 514780 / 171200

POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT PELICAN OR SIMILAR

V.1 SLOWLY PULLED OUT OF JUNCTION & COLLIDED WITH ON-COMING V.2. BOTH V.S LEFT CARRIAGEWAY & HIT A WALL.

CASUALTY 001 (002) (60 Yrs - F TW20) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (37 Yrs - M TW12) MOVING OFF S TO N TAKING PUPIL TO/FROM SC JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST
LEFT CWY NEARSIDE HIT KERB HIT OTH OBJECT

VEHICLE 002 (001) CAR (60 Yrs - F TW20) GOING AHEAD OTHER NW TO SE JNY PART OF WORK JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST
LEFT CWY NEARSIDE HIT KERB HIT OTH OBJECT

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

Hampton Road Area - personal injury collisions - 36mths to 30 November 2014 (provisional)

SC01 GIS AREA B24 Hampton Road Area (P) 36 MTS TO NOV-2014 SORTED BY DATE

23 0114TW60035 THU 23/01/14 06:41 DARK HAMPTON RD J/W OAKHURST CLOSE 24 LINK 42-86 515280 / 171070

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT CENTRAL REFUGE

V1 DROVE AROUND WRONG SIDE OF A TRAFFIC ISLAND, COLLIDING WITH PED.

CASUALTY 001 (001) (36 Yrs - F KT4) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) N BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) CAR (36 Yrs - M TW11) GOING AHEAD OTHER NW TO SE JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

V001 A 305 (ILLEGAL TURN OR DIRECTION OF TRAVEL) V001 A 403 (POOR TURN OR MANOEUVRE)
V001 A 405 (FAILED TO LOOK PROPERLY) V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

---

24 0114TW60312 THU 10/07/14 17:35 LIGHT NFL: HAMPTON ROAD 34M E J/W ANLABY ROAD 24 LINK 42-86 515030 / 171120

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

E/B V3 SHUNTED V1 INTO V2

CASUALTY 001 (001) (70 Yrs - F TW16) SLIGHT DRIVER/RIDER
CASUALTY 002 (003) (6 Yrs - M TW1) SLIGHT PASSENGER BACK SEAT
Sch Attended : N/K

VEHICLE 001 (002) CAR (70 Yrs - F TW16) SLOWING OR STOPPING W TO E COMM TO/FROM WORK
BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (003) CAR (44 Yrs - M TW11) GOING AHEAD HELD UP W TO E COMM TO/FROM WORK
BT - NEGATIVE BACK HIT FIRST

VEHICLE 003 (002) CAR (45 Yrs - M TW1) SLOWING OR STOPPING W TO E
BT - NOT REQUESTED FRONT HIT FIRST

V003 A 405 (FAILED TO LOOK PROPERLY) V003 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

Hampton Road Area - personal injury collisions - 36mths to 30 November 2014 (provisional)

SC01 GIS AREA B24 Hampton Road Area (P) 36 MTS TO NOV-2014 SORTED BY DATE

25 0114TW60387 WED 06/08/14 19:00 LIGHT NFL: PRINCES ROAD 30M W J/W ANLABY ROAD 24 CELL 515000/171500 515020 / 171510
POLICE - AT SCENE ROAD-DRY WEATHER-UNKNOWN SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
CHILD PED RAN INTO ROAD AND WAS HIT BY PASSING V1

CASUALTY 001 (001) (3 Yrs - M TW11) SLIGHT PEDESTRIAN UNKNOWN

VEHICLE 001 (000) OTH MOT VEH (62 Yrs - M 1) GOING AHEAD OTHER E TO W
BT - NOT REQUESTED FRONT HIT FIRST

C001 B 802 (FAILED TO LOOK PROPERLY)
C001 B 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)
V001 B 405 (FAILED TO LOOK PROPERLY)

---

26 0114TW60484 MON 27/10/14 07:55 LIGHT HAMPTON ROAD J/W OXFORD ROAD 24 LINK 42-86 514830 / 171180
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
NW-BD V1 BEGAN RIGHT TURN TO MINOR ROAD BUT V2 OVERTAKING ON HIS O/S COLLIDED

CASUALTY 001 (002) (45 Yrs - M KT2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (29 Yrs - M KT6) TURNING RIGHT SE TO NE COMM TO/FROM WORK JCT MID
BT - NOT REQUESTED O/S HIT FIRST

VEHICLE 002 (001) M/C > 500CC (45 Yrs - M KT2) OVERTAKE MOVE VEH O/S SE TO NW COMM TO/FROM WORK JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

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

End of Accidents for SC01 GIS AREA B24 Hampton Road Area (P)

End of Report

Hampton Road Area - personal injury collisions - 36mths to 30 November 2014 (provisional)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
SC01 GIS AREA B24 Hampton Road Area (P)	36 MTS TO NOV-2014	26

The description of how the accident 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

Hampton Road Area - personal injury collisions - 36mths to 30 November 2014 (provisional)

SC01 GIS AREA B24 Hampton Road Area (P) — 36 MTS TO NOV-2014 SORTED BY DATE

	1	2	3	4	5	6	7	8	9	10
Accident Reference	0112TW60054	0112TW60113	0112TW60161	0112TW60225	0112TW60300	0112TW60280	0112TW60306	0112TW60327	0112TW60381	0112TW60392
Day	FRIDAY	SATURDAY	SUNDAY	MONDAY	MONDAY	TUESDAY	WEDNESDAY	MONDAY	WEDNESDAY	WEDNESDAY
Date	27/01/2012	24/03/2012	13/05/2012	25/06/2012	13/08/2012	14/08/2012	29/08/2012	17/09/2012	07/11/2012	21/11/2012
Time	20:25	02:24	19:45	14:05	15:00	16:50	14:00	19:50	17:10	21:25
Light Conditions	DARK	DARK	DARK	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	DARK
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	WET
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location										
Contributory Factors (* denotes pre 2005)	302 V002 A 403 V002 A 406 V002 A 602 V002 A	407 V002 A 405 V002 A	301 V002 A 403 V002 A 405 V002 A 602 V002 A	408 V001 A 999 C001 A	602 V002 A 401 V002 A 405 V002 A 408 V001 A	505 V002 A 409 V002 A 406 V001 B	406 V001 A 401 V001 A 301 V001 B	405 V001 A 602 V002 B	405 V002 A 308 V002 A 602 V002 A	405 V002 A 602 V002 A
Easting/Northing	514770 171200	515520 170970	515510 171000	515520 170990	515040 171390	514960 171120	515510 170990	515110 171500	515510 170980	515380 171210

Pedestrian	4	15 %
Wet	8	31 %
Dark	9	35 %

Site Diagram

Severity / Months To	12 11/2012	12 11/2013	12 11/2014	Total	Pct
Fatal	0	0	0	**0**	**0.0 %**
Serious	0	0	0	**0**	**0.0 %**
Slight	10	9	7	**26**	**100.0 %**
Total	**10**	**9**	**7**	**26**	
Pct	**38.5 %**	**34.6 %**	**26.9 %**		

Hampton Road Area - personal injury collisions - 36mths to 30 November 2014 (provisional)

SC01 GIS AREA B24 Hampton Road Area (P) — 36 MTS TO NOV-2014 SORTED BY DATE

	11	12	13	14	15	16	17	18	19	20
Accident Reference	0112TW60419	0112TW60436	0113TW60032	0113TW60181	0113TW60247	0113TW60325	0113TW60385	0113TW60376	0113TW69030	0113TW60459
Day	THURSDAY	MONDAY	THURSDAY	MONDAY	SATURDAY	FRIDAY	THURSDAY	SATURDAY	SUNDAY	SATURDAY
Date	06/12/2012	24/12/2012	31/01/2013	27/05/2013	06/07/2013	16/08/2013	10/10/2013	12/10/2013	24/11/2013	14/12/2013
Time	17:45	23:33	08:16	08:05	20:27	14:11	16:53	09:05	12:00	18:43
Light Conditions	DARK	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK
Road Surface	WET	WET	WET	DRY	DRY	DRY	WET	DRY	DRY	WET
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location			0						X	
Contributory Factors (* denotes pre 2005)	408 V001 A 410 V001 A 103 V001 A	301 V001 A 401 V001 A 602 V001 A	801 C002 A 802 C002 A 701 V001 A		999 C001 A	408 V001 A 999 V001 A	410 V001 A 409 V001 A 103 V001 A	405 V001 B 405 V002 B	804 C001 A 999 C001 A	301 V002 A 405 V002 A 406 V002 A 602 V002 A
Easting/Northing	515280 171300	515500 171000	514760 171210	515500 171000	515340 171240	515180 171090	514960 171130	514770 171200	515500 171000	515510 171000

Hampton Road Area - personal injury collisions - 36mths to 30 November 2014 (provisional)

SC01 GIS AREA B24 Hampton Road Area (P) — 36 MTS TO NOV-2014 SORTED BY DATE

	21	22	23	24	25	26
Accident Reference	0113TW60470	0114TW60012	0114TW60035	0114TW60312	0114TW60387	0114TW60484
Day	THURSDAY	TUESDAY	THURSDAY	THURSDAY	WEDNESDAY	MONDAY
Date	19/12/2013	14/01/2014	23/01/2014	10/07/2014	06/08/2014	27/10/2014
Time	08:13	08:40	06:41	17:35	19:00	07:55
Light Conditions	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT
Road Surface	WET	WET	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict						
Pedestrian Location			0		0	
Contributory Factors (* denotes pre 2005)	407 V001 A 405 V001 A 403 V001 A 602 V001 A	403 V001 A 405 V001 A 406 V001 A 405 V002 B	305 V001 A 403 V001 A 405 V001 A 602 V001 A	405 V003 A 406 V003 A	802 C001 B 803 C001 B 405 V001 B	406 V002 A 405 V001 B 403 V001 A
Easting/Northing	515460 171070	514780 171200	515280 171070	515030 171120	515020 171510	514830 171180

LRSU ACCSTATS System

AREFNO	Easting	Northing	Boro		Borough	Highway	Year	Accident D	Time
0112TW60	515500	171000		24	RICHMONI	3 Bor	01/01/12	12/24/12	2333
0112TW60	515520	170970		24	RICHMONI	3 Bor	01/01/12	03/24/12	0224
0112TW60	515520	170990		24	RICHMONI	3 Bor	01/01/12	06/25/12	1405
0112TW60	515510	171000		24	RICHMONI	3 Bor	01/01/12	05/13/12	1945
0112TW60	515510	170980		24	RICHMONI	3 Bor	01/01/12	11/07/12	1710
0113TW69	515500	171000		24	RICHMONI	3 Bor	01/01/13	11/24/13	1200
0113TW60	515500	171000		24	RICHMONI	3 Bor	01/01/13	05/27/13	0805
0112TW60	515510	170990		24	RICHMONI	3 Bor	01/01/12	08/29/12	1400
0113TW60	515510	171000		24	RICHMONI	3 Bor	01/01/13	12/14/13	1843
0112TW60	515380	171210		24	RICHMONI	3 Bor	01/01/12	11/21/12	2125
0112TW60	515110	171500		24	RICHMONI	3 Bor	01/01/12	09/17/12	1950
0112TW60	515280	171300		24	RICHMONI	3 Bor	01/01/12	12/06/12	1745
0113TW60	515460	171070		24	RICHMONI	3 Bor	01/01/13	12/19/13	0813
0113TW60	515340	171240		24	RICHMONI	3 Bor	01/01/13	07/06/13	2027
0113TW60	515180	171090		24	RICHMONI	3 Bor	01/01/13	08/16/13	1411
0114TW60	515030	171120		24	RICHMONI	3 Bor	01/01/14	07/10/14	1735
0113TW60	514960	171130		24	RICHMONI	3 Bor	01/01/13	10/10/13	1653
0114TW60	514830	171180		24	RICHMONI	3 Bor	01/01/14	10/27/14	0755
0113TW60	514770	171200		24	RICHMONI	3 Bor	01/01/13	10/12/13	0905
0112TW60	514960	171120		24	RICHMONI	3 Bor	01/01/12	08/14/12	1650
0113TW60	514760	171210		24	RICHMONI	3 Bor	01/01/13	01/31/13	0816
0114TW60	514780	171200		24	RICHMONI	3 Bor	01/01/14	01/14/14	0840
0112TW60	514770	171200		24	RICHMONI	3 Bor	01/01/12	01/27/12	2025
0114TW60	515280	171070		24	RICHMONI	3 Bor	01/01/14	01/23/14	0641
0114TW60	515020	171510		24	RICHMONI	3 Bor	01/01/14	08/06/14	1900
0112TW60	515040	171390		24	RICHMONI	3 Bor	01/01/12	08/13/12	1500

Location	Assigned T	Description	Accident Se	Road Surfa	Accident Da	Light Cond	Junction De	Weather
HAMPTON	NODE 86 (	V1 HAS DI	3 Slight	2 Road-We	1 (MONDA	2 Dark	6 Crossroa	2 Raining
QUEEN'S R	NODE 86 (	UNK V2 PA	3 Slight	1 Road-Dry	6 (SATURD	2 Dark	6 Crossroa	1 Fine
NFL BROAI	NODE 86 (	V1 SLOWE	3 Slight	1 Road-Dry	1 (MONDA	1 Daylight	6 Crossroa	1 Fine
HAMPTON	NODE 86 (	V2 TURNEI	3 Slight	1 Road-Dry	7 (SUNDAY	2 Dark	6 Crossroa	1 Fine
QUEEN'S R	NODE 86 (	V2 HAS FA	3 Slight	1 Road-Dry	3 (WEDNES	1 Daylight	6 Crossroa	1 Fine
HAMPTON	NODE 86 (	A CHILD R	3 Slight	1 Road-Dry	7 (SUNDAY	1 Daylight	6 Crossroa	1 Fine
STANLEY R	NODE 86 (	V2 HAS FA	3 Slight	1 Road-Dry	1 (MONDA	1 Daylight	6 Crossroa	1 Fine
BROAD STI	NODE 86 (	V1 HAS PO	3 Slight	1 Road-Dry	3 (WEDNES	1 Daylight	6 Crossroa	1 Fine
HAMPTON	NODE 86 (	DRV V2 W/	3 Slight	2 Road-We	6 (SATURD	2 Dark	6 Crossroa	8 Other
STANLEY R	LINK 86-94	V2 EXITED	3 Slight	2 Road-We	3 (WEDNES	2 Dark	3 T/Stag Ju	2 Raining
STANLEY R	LINK 86-94	V1 TURNEI	3 Slight	1 Road-Dry	1 (MONDA	2 Dark	3 T/Stag Ju	1 Fine
NFL STANL	LINK 86-94	SOLO V1 H	3 Slight	2 Road-We	4 (THURSD	2 Dark	0 No Jun In	1 Fine
STANLEY R	LINK 86-94	V1 PASSED	3 Slight	2 Road-We	4 (THURSD	1 Daylight	0 No Jun In	1 Fine
STANLEY R	LINK 86-94	PASSENGE	3 Slight	1 Road-Dry	6 (SATURD	1 Daylight	3 T/Stag Ju	1 Fine
HAMPTON	LINK 42-86	PASSENGE	3 Slight	1 Road-Dry	5 (FRIDAY)	1 Daylight	3 T/Stag Ju	1 Fine
NFL: HAMF	LINK 42-86	E/B V3 SH	3 Slight	1 Road-Dry	4 (THURSD	1 Daylight	0 No Jun In	1 Fine
HAMPTON	LINK 42-86	EASTBD V1	3 Slight	2 Road-We	4 (THURSD	1 Daylight	3 T/Stag Ju	2 Raining
HAMPTON	LINK 42-86	NW-BD V1	3 Slight	1 Road-Dry	1 (MONDA	1 Daylight	3 T/Stag Ju	1 Fine
HAMPTON	LINK 42-86	SE-BD V1 T	3 Slight	1 Road-Dry	6 (SATURD	1 Daylight	6 Crossroa	1 Fine
HAMPTON	LINK 42-86	V2 (MOBIL	3 Slight	1 Road-Dry	2 (TUESDA	1 Daylight	3 T/Stag Ju	1 Fine
HAMPTON	LINK 42-86	PED HAS C	3 Slight	2 Road-We	4 (THURSD	1 Daylight	6 Crossroa	4 Fine/High
HAMPTON	LINK 42-86	V.1 SLOWI	3 Slight	2 Road-We	2 (TUESDA	1 Daylight	6 Crossroa	1 Fine
HAMPTON	LINK 42-86	V2 PULLED	3 Slight	1 Road-Dry	5 (FRIDAY)	2 Dark	6 Crossroa	1 Fine
HAMPTON	LINK 42-86	V1 DROVE	3 Slight	1 Road-Dry	4 (THURSD	2 Dark	3 T/Stag Ju	1 Fine
NFL: PRIN(	CELL 5150(	CHILD PED	3 Slight	1 Road-Dry	3 (WEDNES	1 Daylight	0 No Jun In	9 Unknown
ANLABY R(	CELL 5150(	V2 HAS FA	3 Slight	1 Road-Dry	1 (MONDA	1 Daylight	3 T/Stag Ju	1 Fine

APPENDIX G – DEVELOPMENT PLANS

60
51
1
2
Alexander Court
KENT DRIVE
13
15
1 to 8
Regina Court
64
44
ANLABY ROAD
LINE OF PROPOSED OFFICE CURRENTLY UNDER APPEAL
CYCLE STORAGE 54nr
1000
STORAGE
REFUSE AND RECYCLING STORAGE
38-42 HAMPTON ROAD
30 29 28 27
31
32
26
25
electricity sub-station
33
34
35
24
23
22
21
6000
REFUSE/ RECYCLING COLLECTION (BIN DAYS ONLY)
20
19
18
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
6000
6000
36
1 to 3
Gloucester Court
13.1m
HAMPTON ROAD
11.3m
43a
39
29

KEY

- APPLICATION BOUNDARY
- LAND UNDER SAME OWNERSHIP
- SOFT LANDSCAPING (GRASS & SHRUBS)
- EXISTING DRIVEWAY/CAR PARKING
- PATHWAYS
- PROPOSED ADDITIONAL PARKING SPACES
- PROPOSED ADDITIONAL PARKING SPACES NO DIG CONTRUCTION WITH GRASSCRETE TO AVOID TPO ROOT PROTECTION ZONES
- EXISTING TREES
- PROPOSED TREES

N

Project	HAMPTON ROAD APARTMENTS, TEDDINGTON
Drawing	PROPOSED SITE LAYOUT
Drawing No.	HRA-07
Scale	1:100 @ A1
Date	23.02.2015

CLIVE CHAPMAN
ARCHITECTS
SUSTAINABILITY CONSULTANTS
4 EEL PIE ISLAND
TWICKENHAM MIDDx
TW1 3DY
TELEPHONE 020 8891 4837
FACSIMILE 020 8744 1152
E MAIL CC@CCAR.CO.UK

APPENDIX H – TRICS TRIP GENERATION OUTPUT

Calculation Reference: AUDIT-245601-150324-0336

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	IS	ISLINGTON	1 days
02	SOUTH EAST		
	KC	KENT	1 days
	SC	SURREY	1 days
	SO	SLOUGH	1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
Actual Range: 5050 to 9368 (units: sqm)
Range Selected by User: 4500 to 10000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/06 to 27/02/14

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

Selected survey days:

Tuesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	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.

Filtering Stage 3 selection:

Use Class:

A1	1 days
B1	3 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 1 mile:

10,001 to 15,000	2 days
25,001 to 50,000	1 days
101,000 or More	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
1.1 to 1.5	2 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	3 days
No	1 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.

LIST OF SITES relevant to selection parameters

1 IS-02-A-01 OFFICES ISLINGTON
ESSEX ROAD

ISLINGTON
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 5500 sqm
Survey date: FRIDAY 24/10/08 Survey Type: MANUAL

2 KC-02-A-06 LAND REGISTRY KENT
FOREST ROAD
CAMDEN PARK
TUNBRIDGE WELLS
Edge of Town
Residential Zone
Total Gross floor area: 5677 sqm
Survey date: TUESDAY 01/12/09 Survey Type: MANUAL

3 SC-02-A-17 PHARMACEUTICALS SURREY
ST GEORGE'S AVENUE
THE HEATH
WEYBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 10293 sqm
Survey date: TUESDAY 18/10/11 Survey Type: MANUAL

4 SO-02-A-02 COUNCIL OFFICES SLOUGH
BATH ROAD

SLOUGH
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 5050 sqm
Survey date: THURSDAY 27/02/14 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BT-02-A-02	High PTAL
CN-02-A-02	Location and too large

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 4276 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	4	6264	0.136	5.802	4	6264	0.012	0.512	4	6264	0.148	6.314
07:30 - 08:00	4	6264	0.419	17.918	4	6264	0.036	1.536	4	6264	0.455	19.454
08:00 - 08:30	4	6264	0.439	18.772	4	6264	0.052	2.218	4	6264	0.491	20.990
08:30 - 09:00	4	6264	0.571	24.403	4	6264	0.072	3.072	4	6264	0.643	27.475
09:00 - 09:30	4	6264	0.774	33.106	4	6264	0.124	5.290	4	6264	0.898	38.396
09:30 - 10:00	4	6264	0.459	19.625	4	6264	0.168	7.167	4	6264	0.627	26.792
10:00 - 10:30	4	6264	0.267	11.434	4	6264	0.120	5.120	4	6264	0.387	16.554
10:30 - 11:00	4	6264	0.128	5.461	4	6264	0.144	6.143	4	6264	0.272	11.604
11:00 - 11:30	4	6264	0.124	5.290	4	6264	0.140	5.973	4	6264	0.264	11.263
11:30 - 12:00	4	6264	0.112	4.778	4	6264	0.128	5.461	4	6264	0.240	10.239
12:00 - 12:30	4	6264	0.156	6.655	4	6264	0.251	10.751	4	6264	0.407	17.406
12:30 - 13:00	4	6264	0.176	7.509	4	6264	0.251	10.751	4	6264	0.427	18.260
13:00 - 13:30	4	6264	0.279	11.946	4	6264	0.184	7.850	4	6264	0.463	19.796
13:30 - 14:00	4	6264	0.172	7.338	4	6264	0.120	5.120	4	6264	0.292	12.458
14:00 - 14:30	4	6264	0.208	8.874	4	6264	0.112	4.778	4	6264	0.320	13.652
14:30 - 15:00	4	6264	0.148	6.314	4	6264	0.208	8.874	4	6264	0.356	15.188
15:00 - 15:30	4	6264	0.132	5.631	4	6264	0.263	11.263	4	6264	0.395	16.894
15:30 - 16:00	4	6264	0.116	4.949	4	6264	0.307	13.140	4	6264	0.423	18.089
16:00 - 16:30	4	6264	0.092	3.925	4	6264	0.423	18.089	4	6264	0.515	22.014
16:30 - 17:00	4	6264	0.072	3.072	4	6264	0.435	18.601	4	6264	0.507	21.673
17:00 - 17:30	4	6264	0.068	2.901	4	6264	0.698	29.864	4	6264	0.766	32.765
17:30 - 18:00	4	6264	0.048	2.048	4	6264	0.387	16.553	4	6264	0.435	18.601
18:00 - 18:30	4	6264	0.044	1.877	4	6264	0.307	13.140	4	6264	0.351	15.017
18:30 - 19:00	4	6264	0.016	0.683	4	6264	0.108	4.608	4	6264	0.124	5.291
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			5.156	220.311			5.050	215.874			10.206	436.185

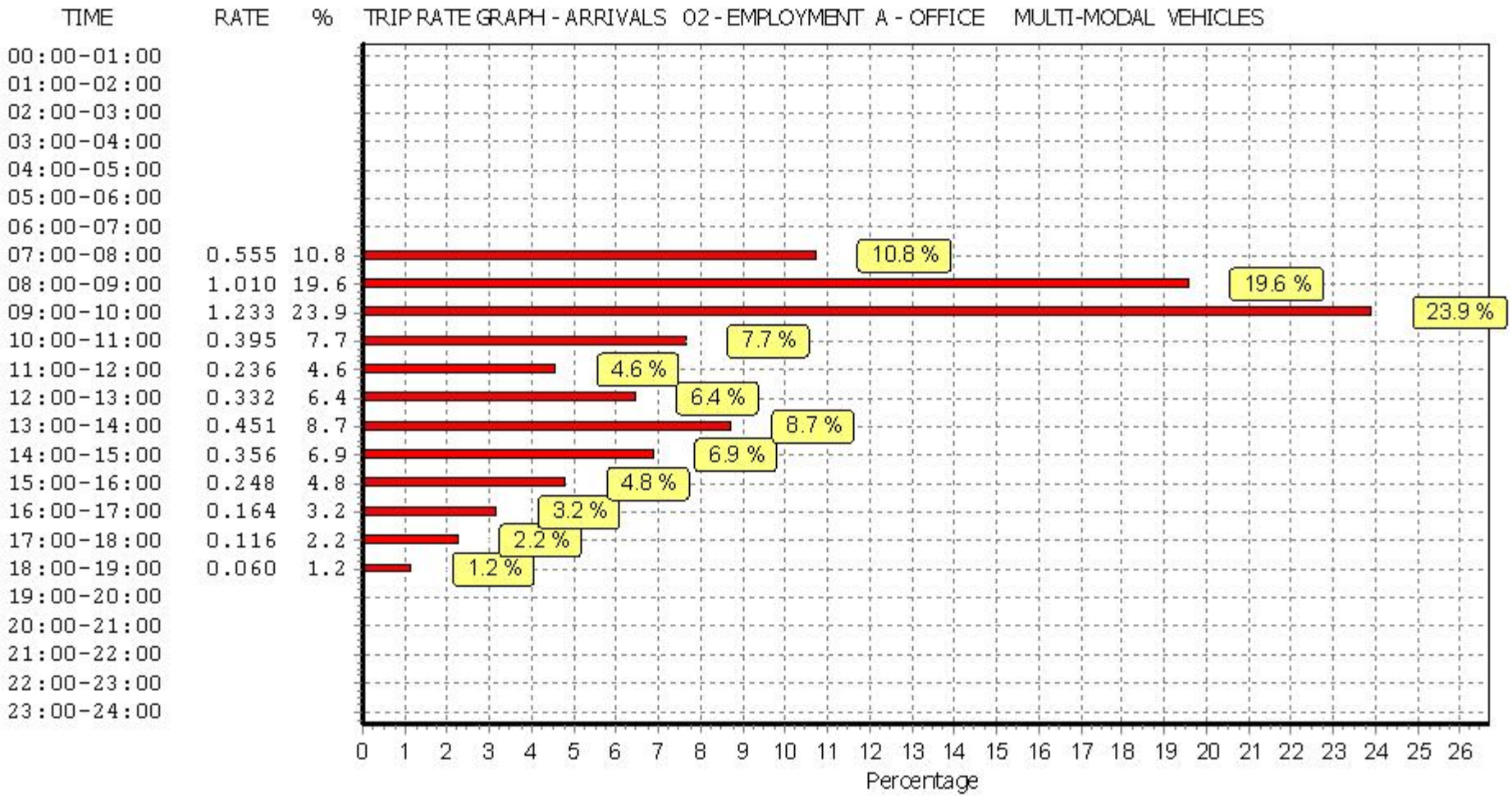
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

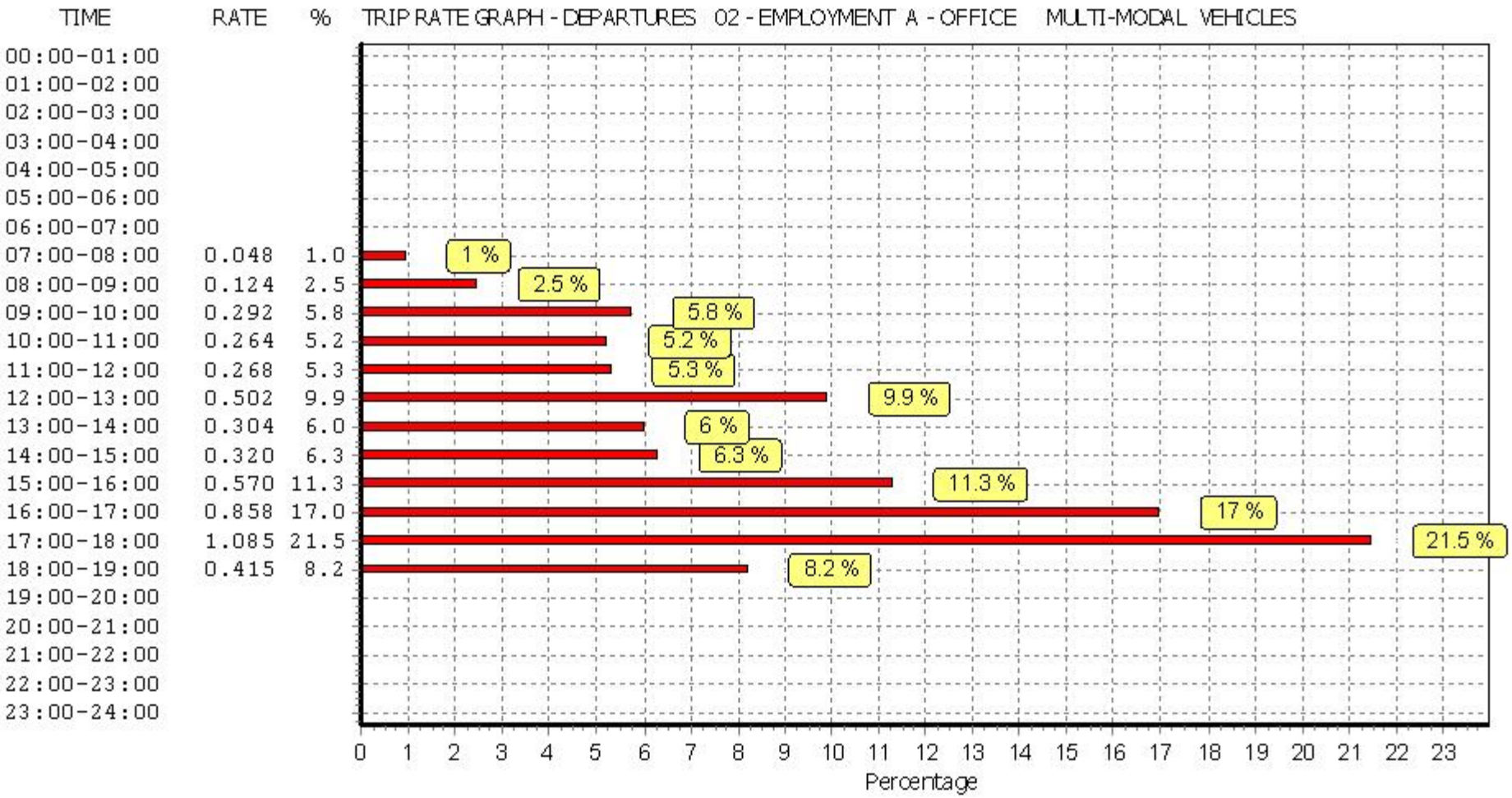
Parameter summary

Trip rate parameter range selected:	5050 - 9368 (units: sqm)
Survey date date range:	01/01/06 - 27/02/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

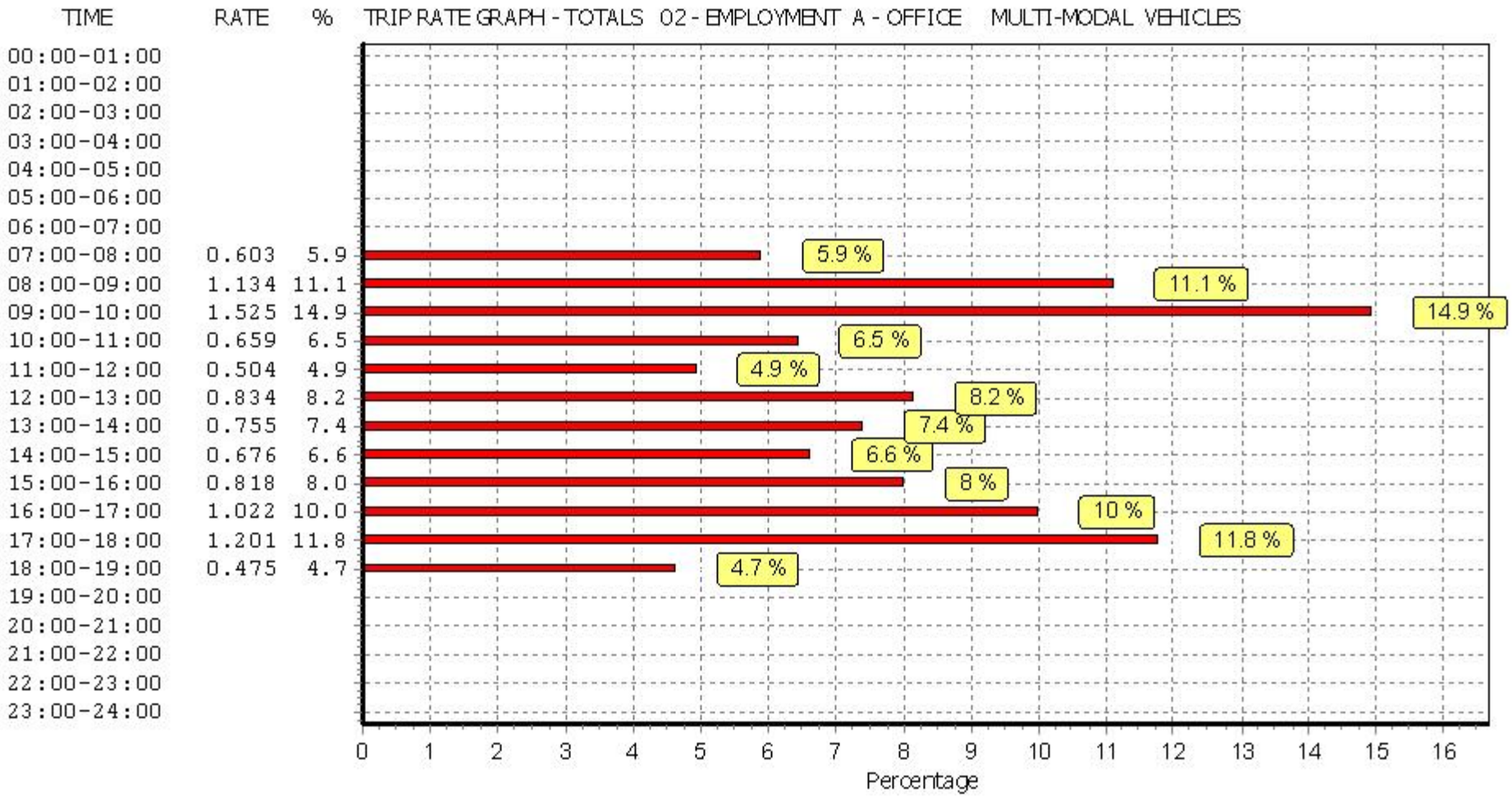
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Calculation Reference: AUDIT-245601-150324-0306

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	HG	HARINGEY	1 days
	IS	ISLINGTON	1 days
	RD	RICHMOND	1 days
	TH	TOWER HAMLETS	1 days
02	SOUTH EAST		
	SC	SURREY	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
Actual Range: 25 to 36 (units:)
Range Selected by User: 25 to 50 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/06 to 16/07/14

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	1 days
Sunday	1 days

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

Selected survey types:

Manual count	5 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 undertaking using machines.

Selected Locations:

Edge of Town Centre	1
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	3
Built-Up Zone	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.

Filtering Stage 3 selection:

Use Class:

C3	5 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 1 mile:

25,001 to 50,000	2 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:

125,001 to 250,000	1 days
500,001 or More	4 days

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

Car ownership within 5 miles:

0.5 or Less	3 days
0.6 to 1.0	1 days
1.1 to 1.5	1 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:

No	5 days

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

LIST OF SITES relevant to selection parameters

1	HG-03-C-01	BLOCK OF FLATS		HARINGEY
	CHADWELL LANE			
	NEW RIVER VILLAGE			
	HORNSEY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		25	
	Survey date: TUESDAY		27/10/09	Survey Type: MANUAL
2	IS-03-C-01	FLATS		ISLINGTON
	RAMSEY WALK			
	ISLINGTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		31	
	Survey date: TUESDAY		04/11/08	Survey Type: MANUAL
3	RD-03-C-02	BLOCK OF FLATS		RICHMOND
	B306 QUEENS RIDE			
	BARNES			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		28	
	Survey date: MONDAY		29/01/07	Survey Type: MANUAL
4	SC-03-C-02	FLATS		SURREY
	CONSTITUTION HILL			
	WOKING			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Number of dwellings:		36	
	Survey date: WEDNESDAY		23/07/08	Survey Type: MANUAL
5	TH-03-C-01	BLOCK OF FLATS		TOWER HAMLETS
	BACK CHURCH LANE			
	ALDGATE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:		32	
	Survey date: SUNDAY		09/11/08	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WH-03-C-01	Location high PTAL

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 35 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	5	30	0.007	0.230	5	30	0.053	1.842	5	30	0.060	2.072
08:00 - 09:00	5	30	0.033	1.151	5	30	0.066	2.303	5	30	0.099	3.454
09:00 - 10:00	5	30	0.026	0.921	5	30	0.059	2.072	5	30	0.085	2.993
10:00 - 11:00	5	30	0.046	1.612	5	30	0.053	1.842	5	30	0.099	3.454
11:00 - 12:00	5	30	0.053	1.842	5	30	0.039	1.382	5	30	0.092	3.224
12:00 - 13:00	5	30	0.066	2.303	5	30	0.092	3.224	5	30	0.158	5.527
13:00 - 14:00	5	30	0.033	1.151	5	30	0.053	1.842	5	30	0.086	2.993
14:00 - 15:00	5	30	0.039	1.382	5	30	0.033	1.151	5	30	0.072	2.533
15:00 - 16:00	5	30	0.033	1.151	5	30	0.026	0.921	5	30	0.059	2.072
16:00 - 17:00	5	30	0.026	0.921	5	30	0.013	0.461	5	30	0.039	1.382
17:00 - 18:00	5	30	0.079	2.763	5	30	0.026	0.921	5	30	0.105	3.684
18:00 - 19:00	5	30	0.059	2.072	5	30	0.020	0.691	5	30	0.079	2.763
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.500	17.499			0.533	18.652			1.033	36.151

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.

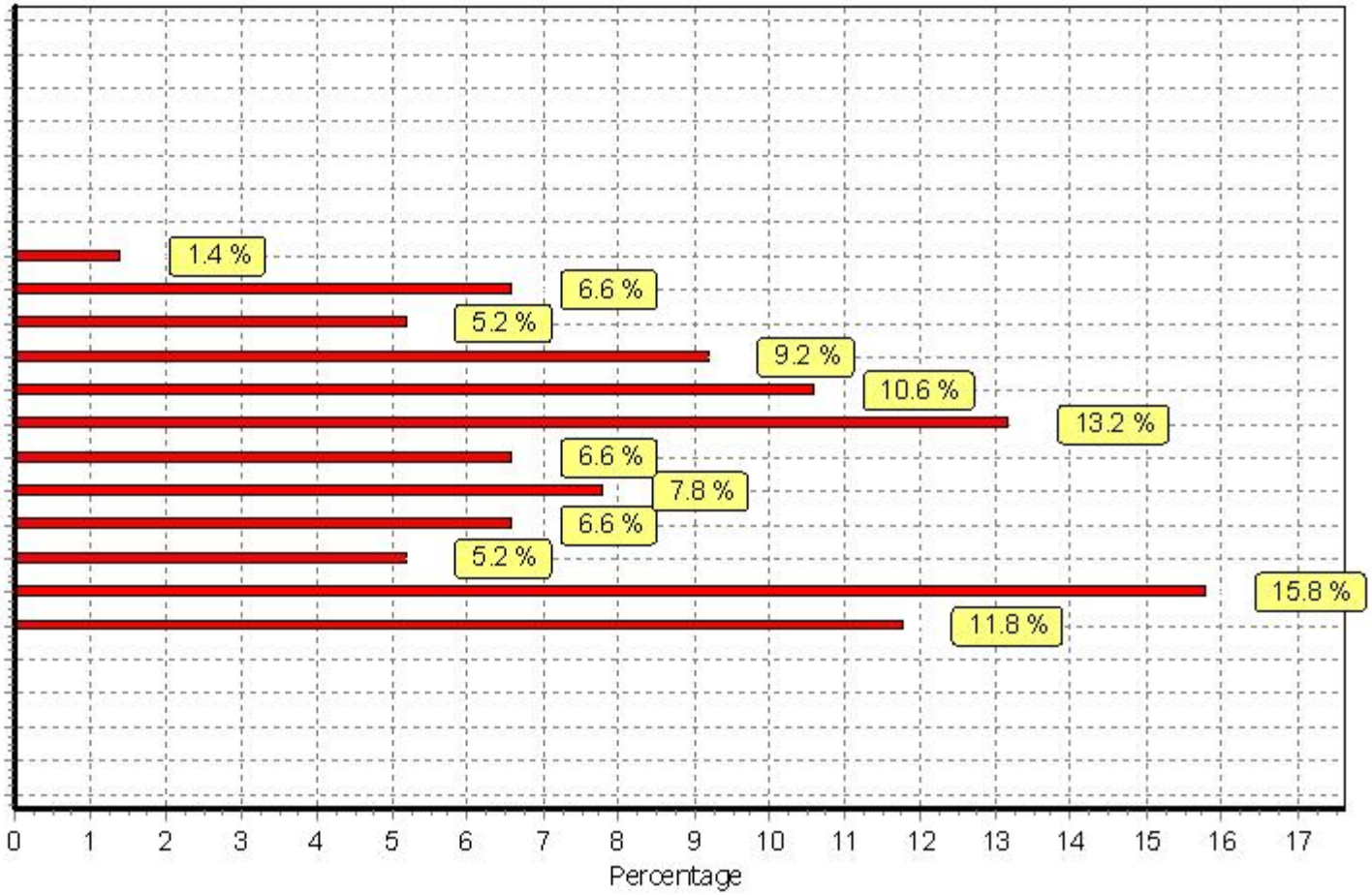
Parameter summary

Trip rate parameter range selected:	25 - 36 (units:)
Survey date date range:	01/01/06 - 16/07/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	1
Surveys manually removed from selection:	1

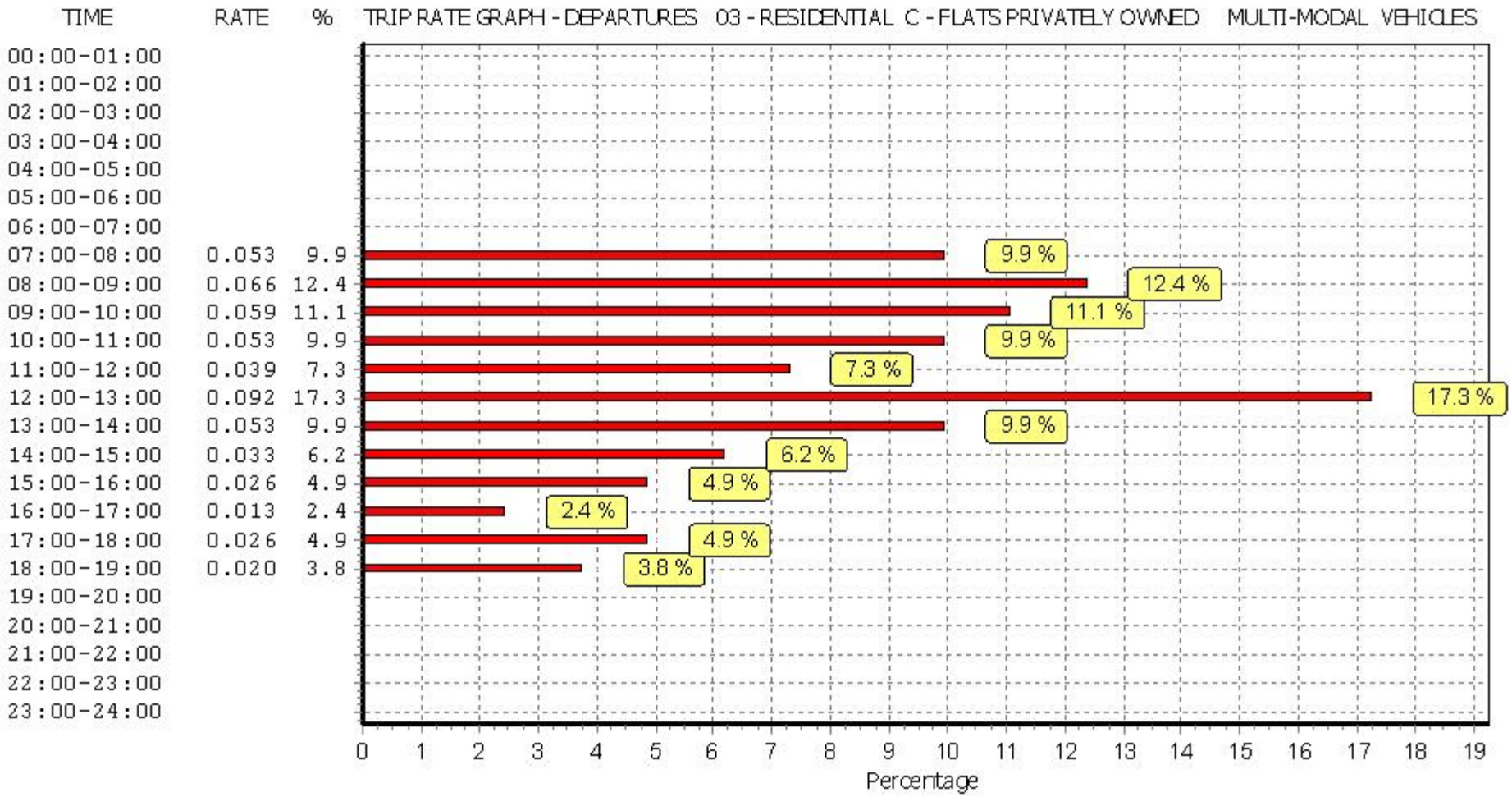
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

TRIP RATE GRAPH - ARRIVALS 03 - RESIDENTIAL C - FLATS PRIVATELY OWNED MULTI-MODAL VEHICLES

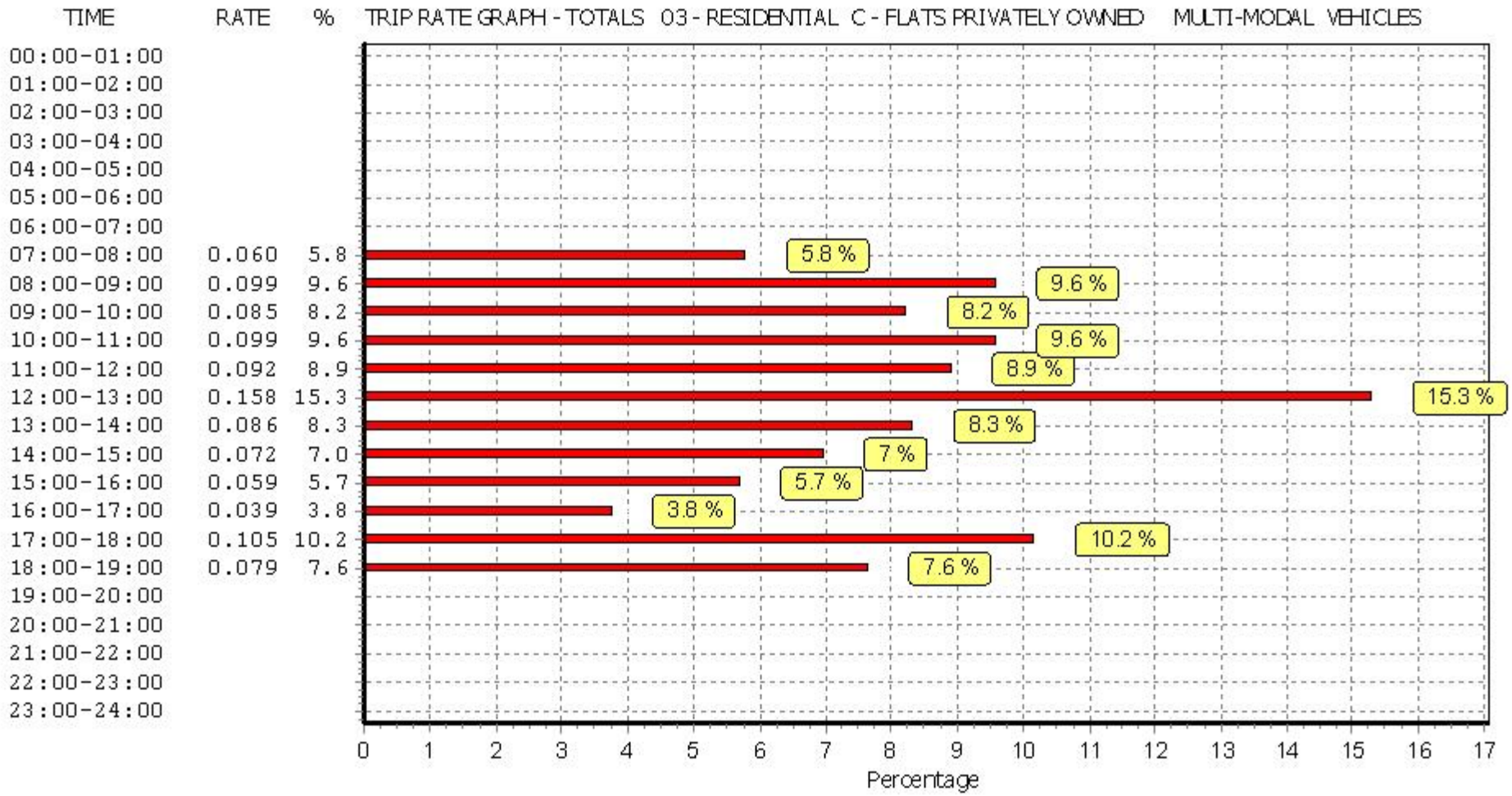
TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00	0.007	1.4
08:00-09:00	0.033	6.6
09:00-10:00	0.026	5.2
10:00-11:00	0.046	9.2
11:00-12:00	0.053	10.6
12:00-13:00	0.066	13.2
13:00-14:00	0.033	6.6
14:00-15:00	0.039	7.8
15:00-16:00	0.033	6.6
16:00-17:00	0.026	5.2
17:00-18:00	0.079	15.8
18:00-19:00	0.059	11.8
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Accreditations

Memberships