



Stag Brewery, Mortlake

Further Transport Assessment Addendum

On behalf of **Reselton Properties**

Project Ref: 38262/5501 | Rev: B | Date: July 2020

Registered Office: Buckingham Court Kingsmead Business Park, London Road, High Wycombe, Buckinghamshire, HP11 1JU
Office Address: 33 Bowling Green Lane, London, EC1R 0BJ
T: +44 (0)203 824 6600 E: London@stantec.com

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| | Name | Position | Signature | Date |
|--|----------------|-------------------|--------------------|----------|
| Prepared by: | Matt Bolshaw | Transport Planner | <i>M Bolshaw</i> | May 2020 |
| Reviewed by: | Peter Wadey | Associate | <i>P Wadey</i> | May 2020 |
| Approved by: | Greg Callaghan | Director | <i>G Callaghan</i> | May 2020 |
| For and on behalf of Stantec UK Limited | | | | |

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1 Introduction

1.1 Overview

- 1.1.1 This Transport Assessment Addendum has been prepared by Stantec as an addendum to the Transport Assessment submitted under Applications A, B and C (refs. 18/0547/FUL, 18/0548/FUL and 18/0549/FUL) ('the Applications'), in respect of the former Stag Brewery Site in Mortlake ('the Site') within the London Borough of Richmond Upon Thames ('LBRuT'). The Applications are for the comprehensive redevelopment of the Site. This document has been prepared on behalf of Reselton Properties Limited ('the Applicant'). A summary of the Applications is set out below:
- a) Application A – hybrid planning application for comprehensive mixed-use redevelopment of the former Stag Brewery site consisting of:
 - i. Land to the east of Ship Lane applied for in detail (referred to as 'Development Area 1' throughout); and
 - ii. Land to the west of Ship Lane (excluding the school) applied for in outline (referred to as 'Development Area 2' throughout).
 - b) Application B – detailed planning application for the school (on land to the west of Ship Lane).
 - c) Application C – detailed planning application for highways and landscape works at Chalkers Corner.
- 1.1.2 This document should be read alongside the information and assessment contained within the Transport Assessment (February 2018) and Transport Assessment Addendum (May 2019).
- 1.1.3 In addition to this Transport Assessment Addendum, the planning application is accompanied by a Framework Delivery & Servicing Plan, Waste Management Plan, Car Park Management Plan and Travel Plans, which should be read in conjunction with this document.
- 1.1.4 The Applications were submitted in February 2018 to LBRuT. The Applications are related and were proposed to be linked via a Section 106 Agreement. In May 2019, a package of substitutions was submitted to LBRuT for consideration, which sought to address comments raised by consultees during determination. On 29 January 2020, the Applications were heard at LBRuT's Planning Committee with a recommendation for approval. This scheme is thereafter referred to as "the Original Scheme".
- 1.1.5 The Committee resolved to grant Applications A and B, and refuse Application C. The granting of Applications A and B was subject to the following:
- d) Conditions and informatives as set out in the officer's report, published addendum and agreed verbally at the meeting;
 - e) Amendments to the Heads of Terms and completion of a Section 106 Legal Agreement which was delegated to the Assistant Director to conclude;
 - f) No adverse direction from the Greater London Authority ('GLA'); and
 - g) No call in by the Secretary of State for Housing, Communities and Local Government.

- 1.1.6 The Applications have been referred to the GLA and the Mayor has given a direction that he will take over the determination of the Applications and act as local planning authority in relation to all three applications.
- 1.1.7 The Applicant has engaged with the GLA in respect of the proposed amendments to the scheme, referred to throughout this document as the 'Revised Scheme'. As a result of these discussions, a number of changes have been made to the scheme proposals which are summarised as follows:
- h) Increase in residential unit provision from up to 813 units (this includes the up to 150 flexible assisted living and / or residential units) to up to 1,250 units;
 - i) Increase in affordable housing provision from up to 17% to up to 30%;
 - j) Increase in height for some buildings, of up to three storeys compared to the Original Scheme;
 - k) Change to the layout of Buildings 18 and 19, conversion of Block 20 from a terrace row of housing to two four storey buildings;
 - l) Reduction in the size of the western basement, resulting in an overall reduction in car parking spaces of 186 spaces, and introduction of an additional basement storey beneath Building 1 (the cinema);
 - m) Other amendments to the masterplan including amendments to internal layouts, re-location and change to the quantum and mix of uses across the Site, including the removal of the nursing home and assisted living in Development Area 2;
 - n) Landscaping amendments, including canopy removal of four trees on the north west corner of the Site; and
 - o) Associated highways works may be carried out on adopted highways land..
- 1.1.8 The submission documents have tested an affordable housing provision of 30%. However, it should be noted that the final affordable housing level is subject to further viability testing and discussions with the GLA.
- 1.1.9 Minor amendments have also been made to the road and pedestrian layouts for the school (Application B). No other amendments are proposed to Application B. No amendments are proposed to the physical works proposed under Application C, although alternative options within the highway boundaries for mitigating the highway impact of the amended proposals have been assessed within the relevant substitution documents for Applications A and B and are the subject of ongoing discussions with the GLA and TfL.
- 1.1.10 A more detailed summary is included within the Planning Statement Addendum and Design and Access Statement Addendum submitted with the Revised Scheme documents.
- 1.1.11 These changes are being brought forward as substitutions to Applications A, B and C (refs. 18/0547/FUL, 18/0548/FUL and 18/0549/FUL), which are related applications (to be linked via a Section 106 Agreement).
- 1.1.12 It is important to note that no changes are proposed to the physical works proposed under Application C – the only change to this application is that the supporting documents (which include all documents submitted under Applications A and B) have been updated in the context of the proposed changes to the scheme as sought under Applications A and B. Application C was resolved to be refused by LBRuT at Committee on 29 January 2020. As a

result, whilst the works proposed in Application C are still an available option, the Applicant has progressed alternative approaches for addressing and mitigating the impacts on surrounding highways, and these have been tested within the relevant substitution documents for Applications A and B. All of these options are subject to ongoing discussions and testing with TfL. They are all within the existing highway boundaries and if agreed would not, in themselves, require planning consent.

1.1.13 Accordingly, Application C remains 'live' within this substitution package.

1.2 Report Contents

1.2.1 The remainder of this TAA is set out as per the original Transport Assessment, as follows:

- Chapter 2 sets out the baseline conditions, including details of access to the site by the different traffic modes. It also includes a review of accident records on the surrounding highway network over the last 3 years;
- Chapter 3 reviews the current relevant transport planning policy, including national, London and Borough policies;
- Chapter 4 details the proposed development, including proposed car parking and access proposals and sets out the access strategy for the development and considers how the proposed development accords with relevant transport policies;
- Chapter 5 sets out the overall assessment methodology that has been adopted and which has been agreed with TfL through the various scoping discussions. It includes a detailed review of the agreed trip generation rates;
- Chapter 6 provides a summary of the highway impacts of the scheme and sets out a proposed highway mitigation strategy. The assessment of this mitigation strategy is also detailed;
- Chapter 7 sets out the impacts of the development on the public transport and walking and cycling networks and the proposed mitigation strategy;
- Chapter 8 sets out the overall transport and access strategy for the Site including the various measures that are designed to mitigate the impacts arising from the proposed development. This includes a summary of the provides a summary of the various travel plans, of the Framework Delivery and Servicing Management Plan (FDSMP) for the development and of the outline Car Park Management Plan; and
- Chapter 9 provides a summary and conclusions for the TA.

2 Existing Site Context

2.1 Overview

- 2.1.1 The original Transport Assessment included a detailed chapter setting out the existing site context. This included the site location, adjacent land uses, access arrangements, car and cycle parking, a review of all transport networks and collision analysis on the surrounding roads.
- 2.1.2 The first addendum did not provide any update on this information as there was no change in the existing site context.
- 2.1.3 The information set out below is a summary of the changes to the existing site conditions. In addition, an updated collision analysis exercise has been undertaken, due to the previous assessment being from 2018. This information is also included within this chapter.

2.2 Existing Transport Networks

Pedestrian and Cycling Networks

- 2.2.1 The pedestrian and cycle networks remain unchanged from that detailed in the original TA. The pedestrian network around the site includes footways along all carriageways surrounding the sites and pedestrian routes through Mortlake Green and along the Thames Path.
- 2.2.2 The Hammersmith bridge closure has not had any impact on pedestrians or cyclists and still remains open for these two modes of travel. Once the bridge is fully operational it will remain a key route for pedestrians and cyclists crossing over the Thames.

Bus Network

- 2.2.3 The bus network also remains unchanged with the exception of a temporary closure of Hammersmith Bridge. The services available immediately outside the site, including Routes 209 and 419 are affected by this and terminate to the southside of the river. Therefore, where there were previously services available to Hammersmith, these now terminate in Castelnau. An updated table showing the bus routes with the Hammersmith Bridge Closure is included in the table below. All other bus routes remain the same.

Table 2-1 Bus routes operating with Hammersmith Bridge Closure

| Bus No | Route | Closest Bus Stop to the Development | Weekday Bus Wait Times (mins) (07:00-19:00) | Saturday Bus Wait Times (mins) (07:00-19:00) | Sunday Bus Wait Times (mins) (07:00-19:00) |
|--------|--|---|---|--|--|
| 419 | Castelnau - Richmond Bus Station | Sheen Lane/ Mortlake Station (A/B) | 15-20 | 15-30 | 25-30 |
| 209 | Castelnau – Mortlake Bus Station | Avondale Road (X) Mortlake Bus Station (P) | 4-8 | 10-12 | 7-10 |
| 969 | Whitton – Roehampton Vale | Sheen Lane/ Mortlake Station (A/B) | Tuesday and Friday only 1 service per day in each direction | | |
| 190 | George Street – Empress State Bldg/ W Brompton Stn | Thames Bank (R/J) | 15-20 | 15 | 20 |
| R68 | Kew Retail Park – Hampton Court Railway Station | Chalker’s Corner (F) | 15 | 12-15 | 12-15 |
| 33 | Fulwell Station – Hammersmith Bus Station | East Sheen (C/D) | 6-9 | 7-10 | 15 |

Rail Network

2.2.4 The rail network is unchanged since the original submission. New trains with two additional carriages are now running on the route, resulting in an increase in capacity. The routes and train frequency however remain unchanged. This increase in length has a very small impact on the level crossing down time and is considered to be negligible.

Highway Network

2.2.5 The only significant change to the highway network in the surrounding area is the temporary closure of Hammersmith Bridge to vehicles. This closure has increased traffic through Chalkers Corner at peak times, with TfL stating that the Chiswick Bridge is experiencing an increase in vehicular traffic due to the reduction of the number of crossing points for vehicles over the river Thames.

2.2.6 Transport for London and Hammersmith & Fulham Council have agreed the works needed to repair Hammersmith Bridge. The closure is therefore considered as temporary and that the bridge will be re-open by the time the development is fully operational.

2.2.7 There are no other observed changes to the local highway network since the application.

2.3 Personal Injury Collision (PIC) Review

2.3.1 Stantec has obtained three-year Personal Injury Collision (PIC) data for the local highway network surrounding the site from TfL. The records cover a period from 14th November 2016 – 30th October 2019 and the full PIC data report is presented within Appendix A.

2.3.2 The collision casualties are classified into three categories, based on severity: Slight, Serious and Fatal, definitions of which are provided below:

- Slight Injury: Injuries of a minor nature, such as sprains, bruises, or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not a pre-requisite for an injury to be defined as slight);
- Serious Injury: Injuries for which a person is detained in hospital, as an in-patient, or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the accident. The serious category, therefore, covers a very broad range of injuries; and
- Fatal Injury: Injuries which cause death either immediately or any time up to 30 days after the accident.

2.3.3 The extent of data requested, and location of collisions is illustrated in Figure 2-1.

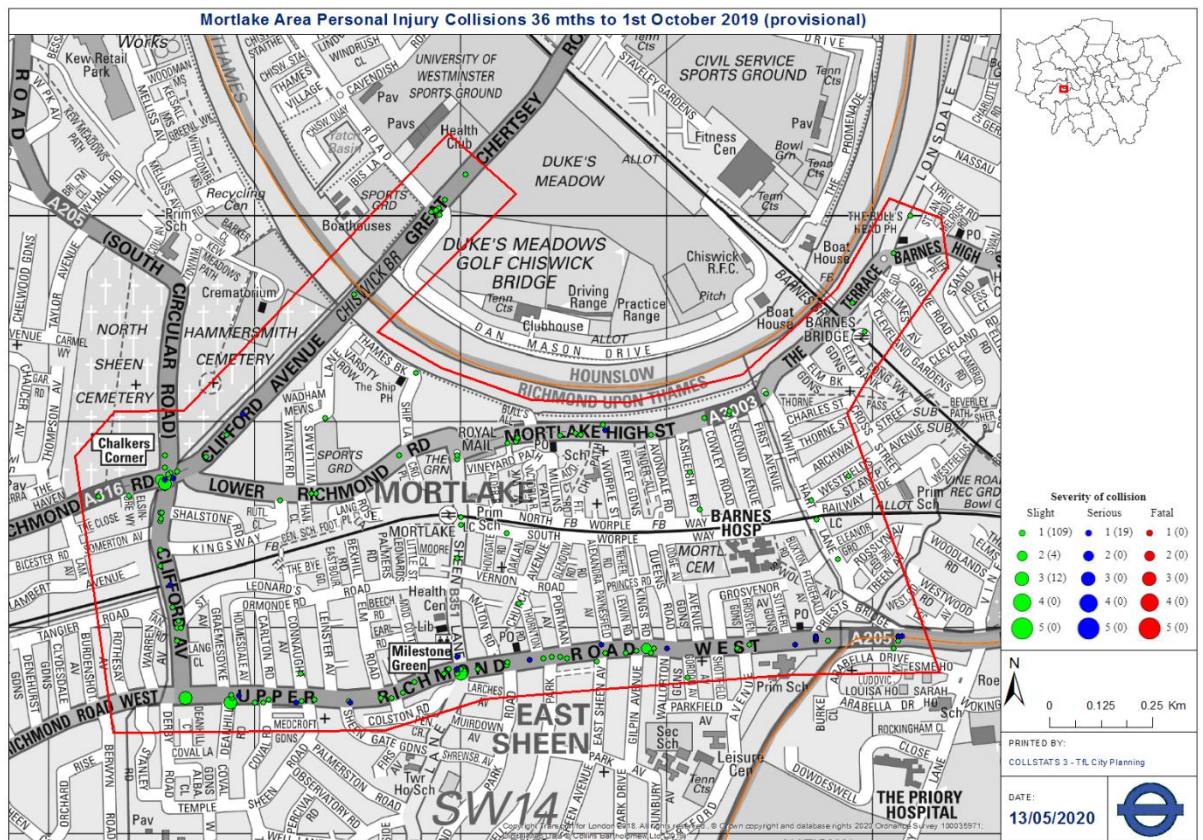


Figure 2-1 Location of Collisions

2.3.4 Figure 2-1 illustrates the clustering of collisions at key junctions within the vicinity of the site, which include Upper Richmond Road West/ Clifford Avenue and Chalkers Corner - Lower Richmond Road/ Clifford Avenue/ South Circular Road (A205). Collisions on the section of Lower Richmond Road adjacent to the Site, were all slight in nature.

2.3.5 A summary of the annual 12-month collision data (November to October) is provided in Table 2-2.

Table 2-2 Summary of Collisions and Casualties

| | Severity | Year | | | Total |
|----------------------|--------------|----------------------------------|----------------------------------|----------------------------------|------------|
| | | 1 (November 2016 – October 2017) | 2 (November 2017 – October 2018) | 3 (November 2018 – October 2019) | |
| Number of Collisions | Fatal | 0 | 0 | 0 | 0 |
| | Serious | 7 | 6 | 7 | 20 |
| | Slight | 55 | 26 | 55 | 136 |
| | Total | 62 | 32 | 62 | 156 |
| CASUALTIES | | | | | |
| Car Driver | Fatal | 0 | 0 | 0 | 0 |
| | Serious | 0 | 1 | 1 | 2 |
| | Slight | 13 | 5 | 19 | 37 |
| | Total | 13 | 6 | 20 | 39 |
| Car Passenger | Fatal | 0 | 0 | 0 | 0 |
| | Serious | 0 | 0 | 0 | 0 |
| | Slight | 10 | 1 | 7 | 18 |
| | Total | 10 | 1 | 7 | 18 |
| Pedestrian | Fatal | 0 | 0 | 0 | 0 |
| | Serious | 1 | 2 | 3 | 6 |
| | Slight | 12 | 4 | 5 | 21 |
| | Total | 13 | 6 | 8 | 27 |
| Cyclist | Fatal | 0 | 0 | 0 | 0 |
| | Serious | 4 | 1 | 1 | 6 |
| | Slight | 7 | 10 | 10 | 27 |
| | Total | 11 | 11 | 11 | 33 |
| Motorcycle | Fatal | 0 | 0 | 0 | 0 |
| | Serious | 2 | 1 | 1 | 4 |
| | Slight | 15 | 6 | 11 | 32 |
| | Total | 17 | 7 | 12 | 36 |
| Other | Fatal | 0 | 0 | 0 | 0 |
| | Serious | 0 | 1 | 1 | 2 |
| | Slight | 6 | 1 | 7 | 14 |
| | Total | 6 | 2 | 8 | 16 |

2.3.6 The other category comprises of the following vehicle types:

- Bus or Coach Passenger;
- Good Vehicle Driver & Passenger; and

- Taxi Driver & Passenger

- 2.3.7 Table 2.2 shows that during the 36-month period, there were a total of 156 collisions, resulting in no fatal injuries, 20 (13%) serious and 136 (87%) of a slight nature. As seen in Table 2.2 there were a total of 169 casualties, of which 149 (88% were of slight nature and 20 (12%) were of serious nature.
- 2.3.8 The results show that the highest proportion of casualties were car driver, with 2 serious (1%) and 37 slight (22%) casualties. The second highest casualties were to motorcyclists (4 serious (2%) and 32 slight (19%). The proportion of casualties by severity is outlined below:
- Serious Cyclist – 6 (4%);
 - Slight Cyclist – 27 (16%);
 - Serious Pedestrian – 6 (4%);
 - Slight Pedestrian – 21 (12%);
 - Serious Other – 2 (1%); and
 - Slight Other – 14 (8%).
- 2.3.9 As part of TfL's Vision zero by 2041, all deaths and serious injuries should be eliminated from London's transport network. While it is not possible to mitigate for bad driver behavior or other bad practices as a cause, any collisions that could have been prevented, through improvements to the highway should be considered. The highway proposals for the development have therefore been designed with safety as a forefront to the design.
- 2.3.10 All of the data provided by TfL unfortunately does not provide a detailed description of how the collision occurred, as they are no longer receiving a suitable, anonymised summary of the collision from the Police since November 2016. The report also states a number of the collisions were self-reported and no cause of collision was provided.
- 2.3.11 The severity of the collisions that were noted as serious and also any clusters of collisions are discussed in more detail below.
- 2.3.12 The collision (01170055103) which occurred on Mortlake High Street (100m west of junction with Avondale Road) resulted in serious motorcycle injury, caused by reckless driving, exceeding speed limit and loss of control.
- 2.3.13 Two collisions (01170058120 and 01190207338) occurred at the junction of Lower Richmond Road and Clifford Avenue. The first collision resulted in serious cyclist injury, caused by a car failing to signal and the cyclist failed to look properly. The cause of the second collision (01190207338) is unknown.
- 2.3.14 Notably four of the serious cycle collisions occurred at different locations on Upper Richmond Road, with one occurring at Chalkers Corner at the Mortlake Road / Lower Richmond Road western side of the junction. Without further details of the reasons for the serious collision along here no issues can be identified., however as part of the highway proposals an Advanced cycle lane is proposed on this side of the junction which will raise driver awareness of cyclists at Chalkers Corner. Notably, mandatory cycle lanes also exist along both sides of Upper Richmond Road,
- 2.3.15 Closer analysis of the serious pedestrian accidents shows that three were located at or close to existing pelican pedestrian crossings. In addition, the remaining three were located at

priority junctions, where tactile paving and dropped kerbs exist. Further details of the contributing factors would be required to identify if there were any improvements required at these junctions to prevent any further collisions. However, while collisions were not identified at the crossings surrounding the development it is proposed to raise crossings to raise awareness of pedestrians, slow traffic and reduce collision severity in line with the vision zero policy.

- 2.3.16 In summary, the analysis of the collision records provided by TfL has not identified any specific concern with regards to the geometric design and/ or road layout of the local highway network and in the vicinity of the proposed site access points. The development proposals do however provide a number of improvements for pedestrians and cyclists in the surrounding roads, which will assist with the Mayors vision zero target. These are considered in more detail in Chapter 9 of this TAA.

2.4 Summary

- 2.4.1 The only significant change observed to the existing site context is the temporary closure of Hammersmith Bridge. This impacts primarily to vehicular traffic including buses, however, is still accessible for pedestrians and cyclists. The closure is temporary while repairs are made to the bridge and news reports have suggested that it will be reopened by the time the development is fully operational.
- 2.4.2 As part of the Vision Zero policy it is a shared responsibility to reduce serious and fatal collisions within London to zero. The developments highway proposals seek to improve safety by raising awareness of pedestrians and cyclists and introducing measures to reduce traffic speeds and making active travel modes more attractive in the surrounding area. Further details of the Transport Strategy proposed are included in Chapter 9.

3 Policy Review

3.1 Overview

- 3.1.1 The previous TA addendum submitted in May 2019 included an update in policy from the original TA.
- 3.1.2 The policies subject to change and reassessed in this addendum include changes to the Mayor’s Transport Strategy (2018) and the Draft New London Plan Intend to Publish (2019) including comments from the secretary of state (SoS) (2020) from a regional perspective and the adoption of the London Borough of Richmond upon Thames Local Plan (2018). This included adoption of the site allocation, requiring a secondary school to be delivered at the site.
- 3.1.3 The Intend to Publish London Plan was published in 2019. The Revised Scheme will be determined in accordance with the development framework at the time of determination and therefore given the stage of the draft Plan, this addendum has considered the emerging London Plan policies. The updates are discussed below:

3.2 Cycle Parking

- 3.2.1 The residential cycle parking standard has changed as a result of the update. The standard is now as shown in Table 3.1.

Table 3-1 Updated cycle parking standard

| Land Use Code | Land Use | Long Stay | Short Stay |
|---------------|----------------|---|--|
| C3 – C4 | Dwelling (All) | 1 Space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2 person 1 bedroom dwelling 1.5 spaces for units over 2 bedrooms | 5 to 40 dwelling: 2 spaces Thereafter: 1 space per 40 dwellings |

- 3.2.2 The main change is that any one bedroom one person flats now only require one space, where previously it was 1.5 spaces. With the proposed development schedule there are no one person one-bedroom units, therefore the long stay cycling space demand will not be impacted.

3.3 Healthy Streets

- 3.3.1 Transport for London’s new guidance relates to the Healthy Streets Transport Assessment and Mayor’s Vision Zero approach to design. As this is an addendum to the original TA, a new Healthy Streets Transport Assessment and accompanying Active Travel Zone Audit have not been carried out. However, a healthy streets assessment was undertaken as part of the Original Scheme at Chalkers Corner (Application C), which included an assessment of the existing layout of the junction. In addition, as part of the Original Scheme, an extensive pedestrian environment review system (PERS) audit was carried out and discussions were

held with both cycling officers from LBRuT and local cycle groups. Following this a number of proposals have been proposed to encourage active travel with a significant investment from the developer for measures which have been agreed with LBRuT and TfL. Further details of the Transport Strategy proposed are included in Chapter 9.

- 3.3.2 An updated Healthy Streets assessment will also be undertaken for the proposed option at Chalkers Corner which will be included in the final modelling recommendation report.

3.4 Compliance with Policy

- 3.4.1 The assessment provided in the TAA has found that the proposed scheme changes are compliant with the relevant planning policy updates, which include the revised cycle parking standards.

4 Development Proposals

4.1 Overview

- 4.1.1 Details of the Revised Scheme and the relevant transport changes are provided in this chapter. Proposals for the surrounding transport improvements remain as per the original application and are detailed in Chapter 9 of this Addendum report.
- 4.1.2 A copy of the revised masterplan, which includes the proposed transport improvements is included in Appendix B.

4.2 Summary of Amendments

- 4.2.1 The table below indicates the changes in the Revised Scheme relevant to transport and the assessments made in this addendum, such as the development quantum.

Table 4-1 Summary of Amendments

| Original Scheme (i.e. February 2018 Submission, May 2019 Substitution and subsequent amendments), as taken to LBRuT Planning Committee 29 January 2020 | Revised Scheme (i.e. current substitution submission) |
|--|---|
| Land Use | |
| Up to 813 residential units (this includes up to 150 flexible assisted living and / or residential units) (of which up to 525 private and up to 138 affordable) | Up to 1,250 residential units (of which up to 894 private and up to 356 affordable) |
| 4,686 sqm flexible use floorspace for use as Class A1, A2, A3, A4, B1, D1, D2 and sui generis | 5,023 sqm flexible use floorspace for use as Class A1, A2, A3, A4, B1, D1, D2 and sui generis Location of flexible use changed (remains within Development Area 1) |
| 2,417 sqm office (Class B1) floorspace (in addition to space within flexible use floorspace) – 10% of all office space to be affordable workspace | 5,532 sqm office (Class B1) floorspace (in addition to space within flexible use floorspace) – 10% of all office space to be affordable workspace |
| Hotel / public house with accommodation (1,673 sqm) | Hotel / public house with accommodation (1,765 sqm) |
| Cinema (2,120 sqm) | Cinema (1,606 sqm) |
| Gym (740 sqm) | Gym use removed from scheme |
| Up to 150 units of flexible use living accommodation for either assisted living or | Assisted living element removed from scheme |

| Original Scheme (i.e. February 2018 Submission, May 2019 Substitution and subsequent amendments), as taken to LBRuT Planning Committee 29 January 2020 | Revised Scheme (i.e. current substitution submission) |
|--|---|
| residential use (flexible Class C2 and/or Class C3) | |
| Nursing and care home (up to 80 en-suite rooms) with associated communal and staff facilities | Nursing and care home removed from scheme |
| School (9,319 sqm) (1,200 students and 60 FTE staff) | School retained as part of revised scheme. No changes proposed. |
| Transport Changes, including Chalkers Corner | |
| Basement on east side of Ship Lane comprising 408 car parking spaces (331 residential, 77 commercial) plant and cycle parking | Since the original application the east basement has reduced very slightly as B10 no longer requires residential access to the basement. This does not change the number of car parking spaces, albeit there are now 330 residential and 78 commercial (total remains at 408) |
| Basement on west side of Ship Lane comprising 256 car parking spaces, plant and cycle parking | Basement extent reduced to provide 70 car parking spaces alongside plant, and cycle parking (reduction in 186 spaces overall) |
| Provision of 15 car parking spaces at grade for the school | No change |
| 20% of car parking spaces to be provided with active electric charging provision, and 100% provided with passive electric charging provision | No change to this approach |
| Provision of 1,754 cycle parking spaces across the Site | Provision of 2,833 cycle parking spaces across the Site |
| Highways mitigation at Chalkers Corner comprising reconfiguration of junction and works to existing landscaped area at Chertsey Court | In addition to the submitted scheme alternative options being explored to Chalkers Corner and elsewhere in order to mitigate highways impacts. |
| School access roads and pedestrian routes | Minor amendments to school access roads and pedestrian routes |

4.3 Proposed Revised Scheme

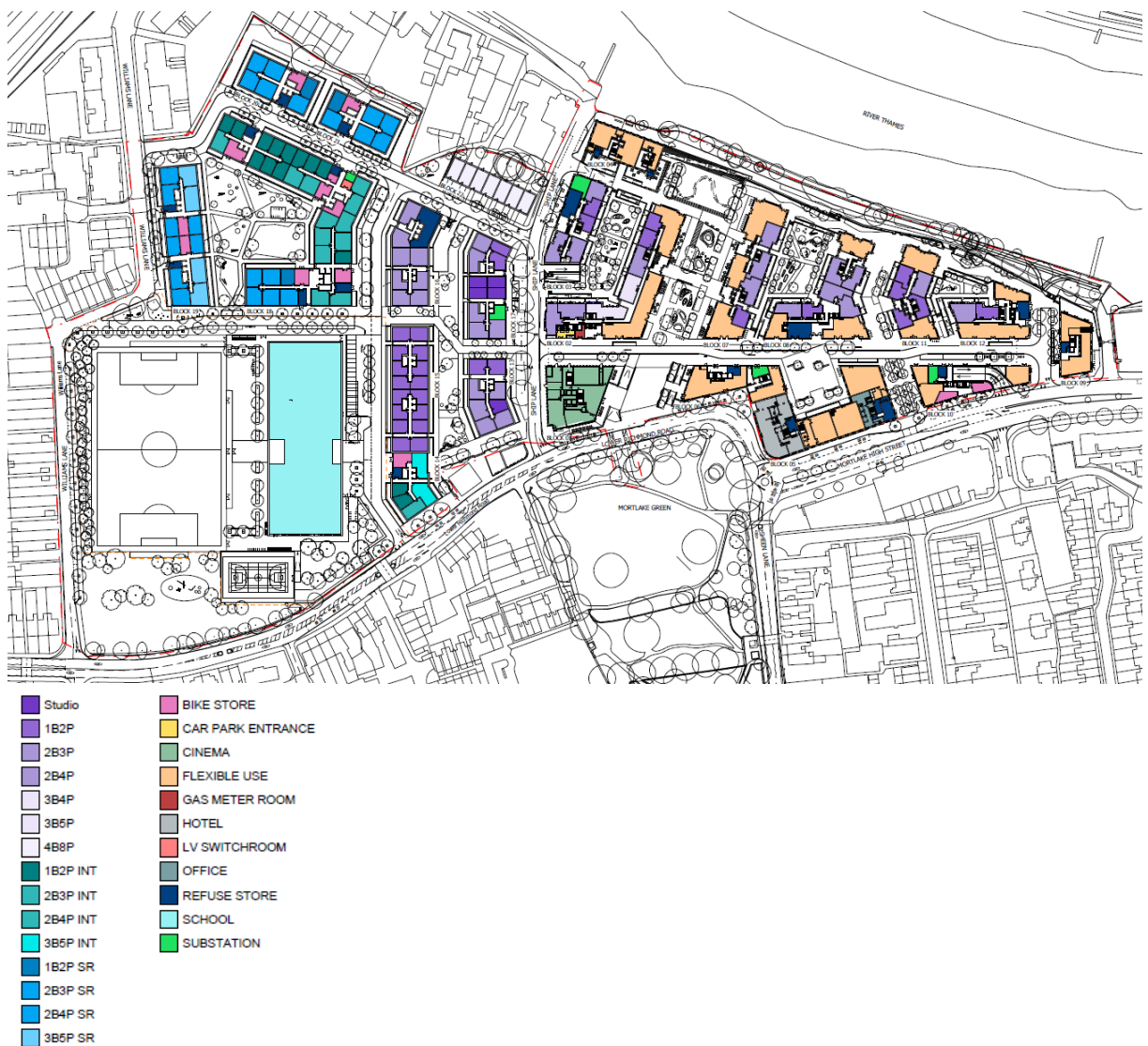
4.3.1 The Revised Scheme proposes an increase in residential units. To deliver this increase in residential units there have been significant changes to the western side of the development

with the flexible assisted living/residential units and care home facility proposed to become residential units and the originally proposed western basement car park being significantly reduced in size to align further with the Mayor’s strategy to reduce reliance on cars. The eastern basement remains largely the same with minor amendments which have not impacted on parking numbers.

4.3.2 The non-residential element of the eastern side of the development has also been updated with the proposed flexible use land use area increasing in size, the hotel increasing slightly and cinema reducing in size. The gym has since been removed and the standalone office has also increased in size.

4.3.3 The revised proposed masterplan is illustrated in Figure 4.1 below. While the layout of the majority of the buildings remains the same as the original application, there have been amendments to building heights and some adjustments made to the layout of north west corner of the site.

Figure 4-1 Indicative Development Masterplan – Ground Floor



4.3.4 The following table demonstrates the total floor area of each land use across the site.

Table 4-2 Proposed Land Use Schedule

| Land Use | Original Scheme (GFA / No.) | Proposed Revised Scheme (GFA / No.) |
|--|--|--|
| Total Residential, (inc. flexible assisted living and / or residential units for Original Application) | 813 units | 1,250 units |
| Detailed Application – Application A (Development Area 1) | | |
| Residential | 439 units | 576 units |
| Unspecified Flexible Floor Areas inc, Retail/Restaurant/Office/Community/Boathouse | 4,686 m ² | 5,023 m ² |
| Office | 2,417 m ² | 5,532 m ² |
| Cinema | 2,120 m ² | 1,606 m ² |
| Hotel | 1,673 m ² | 1,765 m ² |
| Gym | 740 m ² | - |
| Outline Application - Application A (Development Area 2) | | |
| Residential (inc. flexible assisted living and / or residential for Original Application) | 374 units | 674 units |
| Detailed School Application | | |
| School | 9,319 m ² (approximately 1,200 pupils) | 9,319 m ² (approximately 1,200 pupils) |
| Total Basement Car Parking | 679 Spaces | 493 Spaces |

4.3.5 The flexible use relates to a mixture of non-residential land uses that have been applied for as flexible, as the exact use is unknown until they are rented to the end user. This will include further office space, retail, cafes and restaurants. A number of maximum and minimum sizes have been applied to the flexible use land uses and these are shown in Table 4.3.

Table 4-3 Flexible Land Use Maximum / Minimum

| Land Use | Maximum Cap (GFA sqm or units) | Minimum Cap (GFA sqm or units) |
|--|--------------------------------|--------------------------------|
| Shop Class A1 | 2,200 | n/a |
| Financial and Professional Services Class A2 | 220 | n/a |
| Café/Restaurant Class A3 | 2,400 | n/a |
| Drinking Establishments Class A4 | 1,800 | n/a |
| Office Class B1 | 2,200 | 2,000 |
| Community Class D1 | 1,300 | n/a |
| Boathouse Sui Generis | 380 | n/a |

4.4 Access Strategy

- 4.4.1 The access strategy to the site remains as per the Original Scheme for the eastern side of the site with both car park accesses remaining. The principle of the controlled access route through the site also remains. Long stay cycle parking and vehicle parking both remain in the basement.
- 4.4.2 For the school, minor amendments have been made to the school pedestrian and cyclist access to remove the school access directly from Lower Richmond Road onto the new road adjacent to the school (eastern side). This was to prevent large numbers of students congregating on Lower Richmond Road close to the pedestrian crossing.
- 4.4.3 In the western section of the site, there is still access via Ship Lane and via the road adjacent to the school. There is however, a much smaller basement car park and the access leading into the car park now operates as an exit as well as an entrance to the car park.
- 4.4.4 The site can be accessed by pedestrians and cyclists from all sides of the development, with the main central spine providing a controlled access for delivery and servicing vehicles.

4.5 Cycle Parking

- 4.5.1 For the purpose of the Further TAA and to provide a robust analysis for the demand for cycle parking the worst-case split has been applied. This includes up to 750m² of retail, with the remaining being restaurant as anything over this has less short stay parking demand than restaurant use. In addition, a minimum of 2,000 m² of office space has applied. The splits used for the cycle parking calculation are provided in the table below.

Table 4-4 Flexible Land Use Schedule – Cycle Parking Calculation

| Land Use | Quantum (GFA sqm or units) | Long Stay Parking Standard | Short Stay Parking Standard | Comment |
|---------------------------|----------------------------|--|--|--|
| Office | 2,000 m ² | 1 space per 75sqm | First 5,000sqm: 1 space per 500sqm | Based on minimum GFA requirement for Office |
| Retail | 750 m ² | From a threshold of 100sqm: 1 space per 175sqm | 1 space per 20sqm (up to 750msqm then 1 per 150) | Based on over 750m ² having less short stay parking demand than restaurant. |
| Café/Restaurant | 2,273 m ² | From a threshold of 100sqm: 1 space per 175sqm | From a threshold of 100sqm: 1 space per 20sqm | Remaining GFA based on highest short stay cycle demand. |
| Total Flexible Use | 5,023 m² | | | |

- 4.5.2 As stated in chapter 3 the update in the Draft London Plan - Intend to publish December 2019 version has changed the cycle parking standards for residential with one bedroom one person units now only requiring 1 long stay cycle parking space.
- 4.5.3 This change in policy together with the new unit mix and amendments to the non-residential land uses requires the following number of cycle parking spaces to be provided.

Table 4-5 Cycle Parking Demand

| Land Use | Proposed Floor Area GIA (GEA) /No. of units (Revised Scheme) | Parking Numbers – Original Scheme | | Parking Numbers – Revised Scheme | |
|------------------------|--|-----------------------------------|------------|----------------------------------|------------|
| | | Long Stay | Short Stay | Long Stay | Short Stay |
| Residential | 1250 | 1,280 | 17 | 2,279 | 33 |
| Non-Residential | | | | | |
| Office | 5532 (6,068) | 35 | 5 | 81 | 13 |
| Cinema | 370 seats and 14 staff | 2 | 12 | 2 | 13 |
| Gym | N/A | 2 | 9 | 0 | 0 |
| Hotel | 15 rooms | 1 | 1 | 1 | 1 |
| Sub - Total | | 40 | 27 | 84 | 27 |
| Flexible Uses | | | | | |
| Retail | 750 (883) | 8 | 42 | 6 | 39 |
| Office | 2000 (2356) | 21 | 3 | 32 | 5 |
| Restaurant | 2273 (2678) | 9 | 77 | 16 | 134 |
| Community Space | N/A | 1 | 10 | 0 | 0 |
| Sub - Total | 5023 (5917) | 39 | 132 | 54 | 178 |
| School | | | | | |
| School | 1260 pupils 60 staff | 165 | 13 | 165 | 13 |
| Overall Total | | 1,754 | 197 | 2,582 | 251 |

- 4.5.4 Both the residential and non- residential short stay cycle parking will be accommodated within the landscaped areas surrounding the development.
- 4.5.5 Long stay residential cycle parking will be via secured parking facilities within the Ground Floor and basement. except for building 18 which is to be provided in a mixture of locations including within building 18 and the courtyard. Notably the cycle parking facilities provided in Building 18 will use the new compact design two tier racks from Bike Dock Solutions, which are gas operated and require less space than conventional cycle parking racks.
- 4.5.6 The commercial long stay parking will be provided in the eastern basement located under block 6.
- 4.5.7 The locations of the cycle parking storage areas are shown on the figures 4.2 – 4.3 below for the eastern and western basement and ground floor respectively.

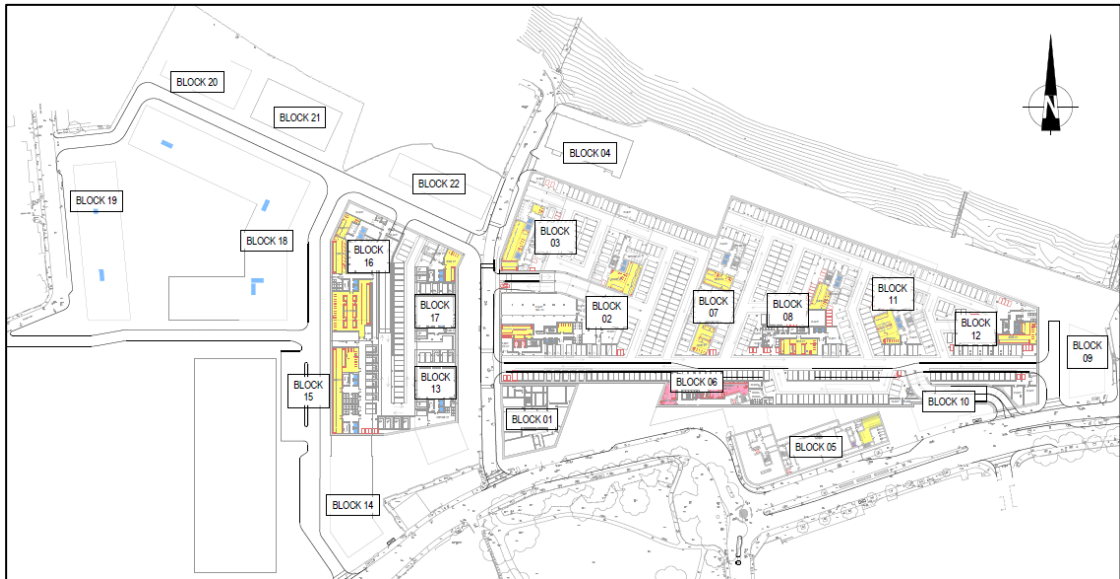


Figure 4.2 Basement Cycle Parking Stores

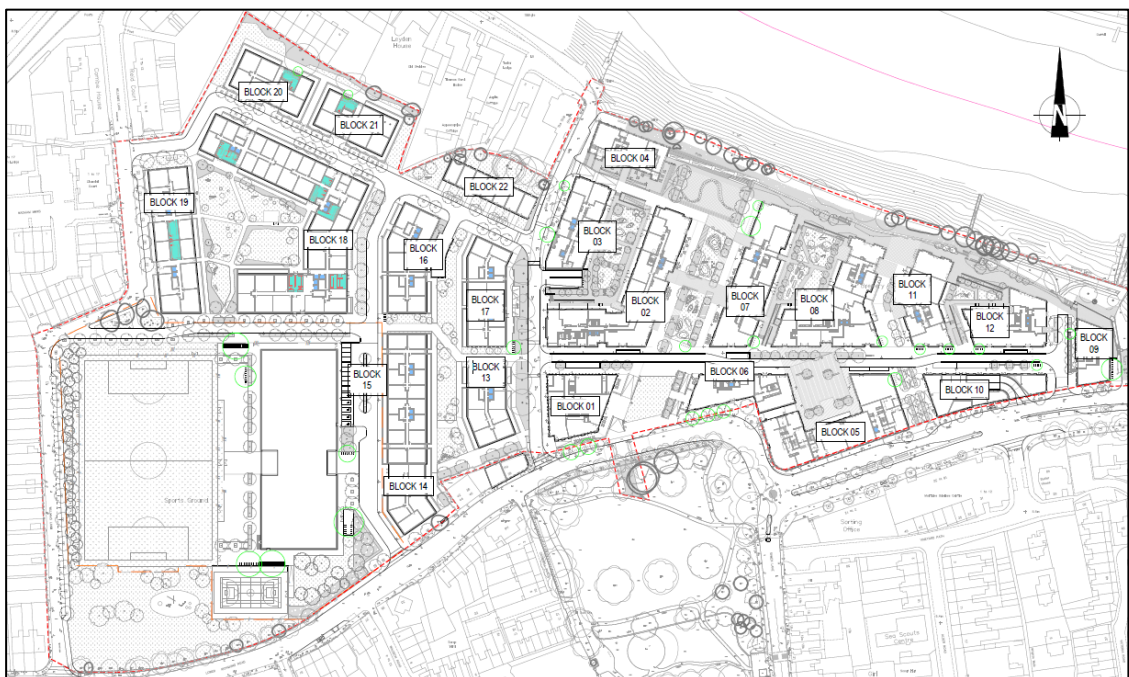


Figure 4.3 Ground Floor Level Cycle Parking Areas

4.5.8 Full details of the number of cycle parking spaces provided for each block and their locations are provided on the table below.

Table 4-6 Proposed Cycle Parking provided per Block

| Building | No. of Long Stay Spaces | Location |
|------------------------------------|-------------------------|-----------------------------------|
| Residential | | |
| Blocks 1, 2, 3, 4, 7, 8, 9, 11, 12 | 982 | Eastern Basement Car Park |
| Blocks 6, 10, 14 | 184 | Ground Floor |
| Block 13, 15, 16 and 17 | 561 | Western Basement Car Park |
| Blocks 18 and 19 | 446 | Ground Floor and within courtyard |
| Blocks 20 and 21 | 93 | Ground Floor |
| Block 22 | 14 | Within each Townhouse |
| Sub-Total | 2,279 | |
| Non – Residential | | |
| Commercial | 138 | Eastern Basement Car Park |
| School | 165 | Within School Premises |
| Sub-Total | 303 | |
| Total | 2,582 | |

4.5.9 The Revised Scheme proposes to provide a minimum of 2,582 long stay cycle parking spaces, which is in line with the minimum required number of spaces specified in the Intend to Publish London Plan. Notably where there is additional space available in some of the cycle parking storage rooms, additional oversize bike racks will be provided to ensure all the space is utilised. Cycle parking areas can be accessed from each block either from the basement or Ground Floor.

4.5.10 It is also proposed to provide 302 short stay cycle parking spaces located around the development, including 14 for the school, which is greater than the minimum 251 spaces required.

4.5.11 A minimum of 10% of oversized spaces will be provided in each cycle store. Full details of each cycle store are included in the plans provided in Appendix C.

4.6 Car Parking

4.6.1 All residential car parking for the development remains in the basement. There will be no parking provision for at street level for any land use, with the exception of 7 spaces for the terrace of town houses (Block 22), 15 spaces for the school and delivery and servicing bays.

4.6.2 Full details showing the layouts of the basement car parks together with vehicle swept paths for a large car are provided in Appendix D.

4.6.3 The basement car parking spaces are allocated as follows:

Table 4-7 Car Parking Provision by Basement

| Parking Area | Original Scheme | | Revised Scheme | | Net Change |
|--|-------------------------------|-----------------------------------|-------------------------------|-----------------------------------|-------------|
| | Residential Spaces (disabled) | Non-Residential Spaces (disabled) | Residential Spaces (disabled) | Non-Residential Spaces (disabled) | |
| Eastern Basement (Application A, Development Area 1) | 331 (35) | 77 (8) | 330 (18) | 78 (8) | 0 |
| Western Basement (Application A, Development Area 2) | 148 (16) | 108* (15) | 70 (24) | - | -186 |
| School (Application B) | N/A | 15 (2) | N/A | 15 (2) | |
| Sub - Total | 479 | 200 | 400 | 93 | |
| Total | 679 | | 493 | | -186 |

*Flexible assisted living/residential units within the eastern side of the development were considered non-residential

- 4.6.4 The 400 basement and 7 townhouse parking spaces compared to the 1,250 residential units represents a parking ratio of 0.33, which is well within the ITP London Plan standards for a development in Outer London, which has a maximum permitted parking ratio of 0.75 for a PTAL of 2-4.
- 4.6.5 A total of 3% of residential bays have been provided as disabled bays from the outset, with the provision for an increase of up to 10% of bays to be provided as disabled bays should they be required in the future. 10% of the non-residential parking bays will be provided for disabled parking from the outset.
- 4.6.6 In addition, 20% of car parking spaces will be provided with active electric charging provision, and 100% of the remaining spaces will be provided with passive electric charging provision.
- 4.6.7 In line with the Mayors strategy to reduce dependence on motorised vehicles, the reduction of the number of car parking spaces is a positive step to increase active travel and support the vision zero policy.

4.7 Delivery and Servicing

- 4.7.1 The strategy for delivering and servicing remains the same as the Original Scheme. An updated Framework Delivery and Servicing Plan has been prepared and will accompany this Further TAA as part of the Revised Scheme substitutions.

- 4.7.2 Due to the increase in the number of units and amendments to the non-residential land uses the number of delivery and servicing trips will increase, as shown in Table 4.8 below. Full details are included within the Delivery & Servicing Plan Report.

Table 4-8 Delivery and Servicing Trip Generation differences

| Vehicle Type | Daily | | | AM Peak Trips (0800-0900) | | | PM Peak Trips (1800-1900) | | |
|------------------------|------------|-----------|------------|------------------------------|----------|-----------|------------------------------|----------|-----------|
| | LGV | HGV | Total | LGV | HGV | Total | LGV | HGV | Total |
| Original Scheme | 354 | 61 | 415 | 40 | 10 | 50 | 18 | 3 | 21 |
| Revised Scheme | 525 | 81 | 606 | 55 | 11 | 67 | 28 | 5 | 33 |
| Difference | 171 | 20 | 191 | 15 | 1 | 17 | 10 | 2 | 12 |

- 4.7.3 This increase in the number of delivery and servicing vehicles is largely due to the increase in residential units and the deliveries associated with internet shopping, such as Amazon and supermarket deliveries.

4.8 Waste Strategy

- 4.8.1 The strategy for waste management remains the same as the Original Scheme. An updated Waste Management Plan has been prepared to accompany this Further TAA and will be included as part of the substituted planning submission.

5 Methodology for the Assessment of Transport Impacts

5.1 Overview

- 5.1.1 This methodology for the assessment of transport impacts chapter focuses on the change in trip numbers anticipated in the Revised Scheme and the impact on different modes of travel. As per the original TA, the number of person trips generated by the development has been calculated for all modes using the original person trip rates agreed with Transport for London (TfL).
- 5.1.2 A technical note (TN035a) has been produced to provide an update on the Trip Generation figures for the Revised Scheme. The note provided a response to TfL comments received on 10th and 22nd April 2020 regarding initial trip generation work undertaken. Full details of the Trip Generation analysis undertaken is included in the Technical note in Appendix E.
- 5.1.3 An email from TfL confirming approval of the Trip Generation figures for the Revised Scheme is included in Appendix F.

5.2 Updated Person Trip Generation

- 5.2.1 A summary of the Trip Generation figures for the Revised Scheme are provided in the Table below, together with details of the existing trip generation used previously.

Table 5-1 Total Peak Hour Trip Generation (8% Vehicle Mode Share for School)

| Mode | Original Scheme Application | | | | | | Revised Scheme Application | | | | | |
|--------------|-----------------------------|------------|-------------|-----------------------|------------|-------------|----------------------------|------------|-------------|-----------------------|-------------|-------------|
| | AM Peak 08:00 – 09:00 | | | PM Peak 17:00 – 18:00 | | | AM Peak 08:00 – 09:00 | | | PM Peak 17:00 – 18:00 | | |
| | Arr | Dep | 2-way | Arr | Dep | 2-way | Arr | Dep | 2-way | Arr | Dep | 2-way |
| Vehicle | 188 | 186 | 374 | 113 | 120 | 232 | 153 | 174 | 326 | 108 | 117 | 225 |
| Walk | 609 | 313 | 923 | 445 | 443 | 888 | 585 | 378 | 963 | 477 | 465 | 942 |
| Cycle | 38 | 21 | 59 | 26 | 27 | 52 | 39 | 29 | 69 | 28 | 32 | 59 |
| Bus | 573 | 114 | 687 | 106 | 154 | 261 | 539 | 150 | 689 | 118 | 164 | 282 |
| Train | 140 | 83 | 222 | 138 | 166 | 304 | 168 | 121 | 289 | 164 | 210 | 374 |
| Underground | 10 | 45 | 54 | 28 | 16 | 44 | 27 | 88 | 116 | 58 | 36 | 95 |
| Other | 37 | 35 | 71 | 36 | 43 | 79 | 54 | 53 | 107 | 48 | 57 | 105 |
| Total | 1596 | 796 | 2391 | 893 | 969 | 1862 | 1564 | 994 | 2559 | 1001 | 1079 | 2081 |

- 5.2.2 The Trip Generation assessment concludes that there will be an overall increase in the total number of trips generated by the Revised Scheme as a result of the proposed changes to the development. There will however, be a reduction in the number of vehicle trips due to the reduction in the size of the western car park.
- 5.2.3 Committee members, together with speakers from surrounding schools, considered the school trips used in the previous assessment were not realistic and showed a greater impact than

what would realistically be caused by a new school. This led to a review of the previous trip generation undertaken for the school. Following this it was agreed with TfL to remove one of the comparable school sites, which was considered to overestimate peak hour person trips. This resulted in a reduction in the overall school peak hour person trips by all modes. TfL requested that in order to be robust with the assessments that the mode share calculations used in the previous assessment were retained. Full details are provided in Technical note TN035a.

- 5.2.4 Notably following this reduction in person trips generated by the school there are less bus trips generated by the school in peak hours compared with what was shown in the original assessment. This reduction in school bus trips, together with the increase in bus trips as a result of the higher number of residential units has resulted in an overall similar number of peak hour bus trips for the development.

5.3 Summary

- 5.3.1 The trip generation assessment has been updated following comments from the Committee members and School representatives, resulting in a review of the predicted school trips generated by the development. In addition, a reduction in the size of the western car park has contributed to less vehicle peak hour trips being generated by the development, with other mode choices being utilised as an alternative. These trips have been agreed with TfL and are considered to be a worst case for the development as the targets for the school to reduce travel by car will be monitored and enforced through the School Travel Plan.
- 5.3.2 Overall, there is an increase in peak hour overall person trips added onto the transport network for the revised scheme in comparison with the Original Scheme application. This includes a decrease in vehicular trips and an increase in trips for all other modes, supporting active travel and the Mayor's vision zero policy.

6 Highway Network Assessment

6.1 General

- 6.1.1 The transport impacts have been updated to reflect revised trip generation figures. These figures have been amended following changes to quantum / development as proposed by the Revised Scheme.
- 6.1.2 This chapter provides a description of the modelling work currently being undertaken for the surrounding highway network. Following LBRuT Planning Committee meeting held on 29th January 2020, the proposed scheme at Chalkers Corner (Application C) had a resolution to refuse, however LBRuT recognised that work would be required at Chalkers Corner and instead sought for a S106 contribution from the developer for future work to the junction.
- 6.1.3 No amendments are proposed to the physical works proposed under Application C, although alternative options within the highway boundaries for mitigating the highway impact of the amended proposals have been assessed. This is following subsequent meetings held with TfL where they raised their concern for bus journey times along Lower Richmond Road and through Chalkers Corner. This has led Stantec to develop an option for a Chalkers Corner improvement scheme based on previous designs provided by TfL and a review of the potential for a bus lane to be implemented. Further details of the potential highway mitigation measures are provided in Chapter 7.
- 6.1.4 Notably any financial contribution for highway works will be considered against any works that the Applicant agrees to undertake under a s278 agreement.
- 6.1.5 This Chapter focuses on the development traffic distribution and work required for completion of the TfL VISSIM Model Auditing Process (VMAP) to understand the impact the development will have on Chalkers Corner.

6.2 Traffic Distribution

- 6.2.1 The traffic distribution, as part of the original scheme and used in the original TA, was taken from the TfL strategic Highway Assignment Model (HAM). This distribution has also been used for the updated assessment within this TAA. Figures 6.1 and 6.2 show the vehicle trip distribution from the proposed development.

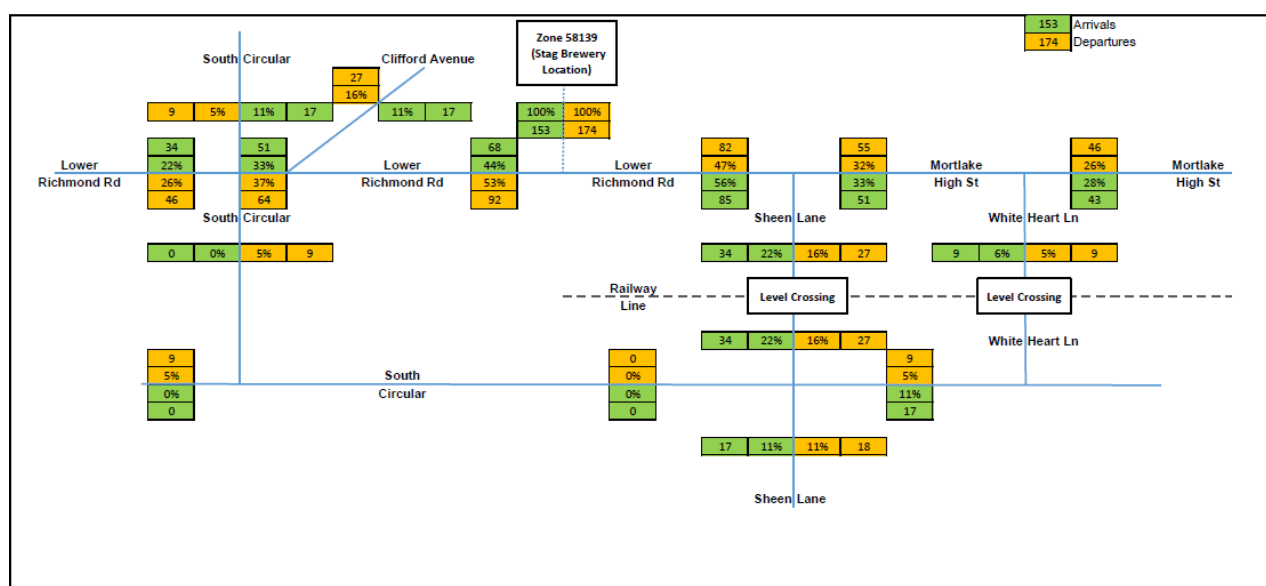


Figure 6-1 AM Peak Development Traffic Distribution

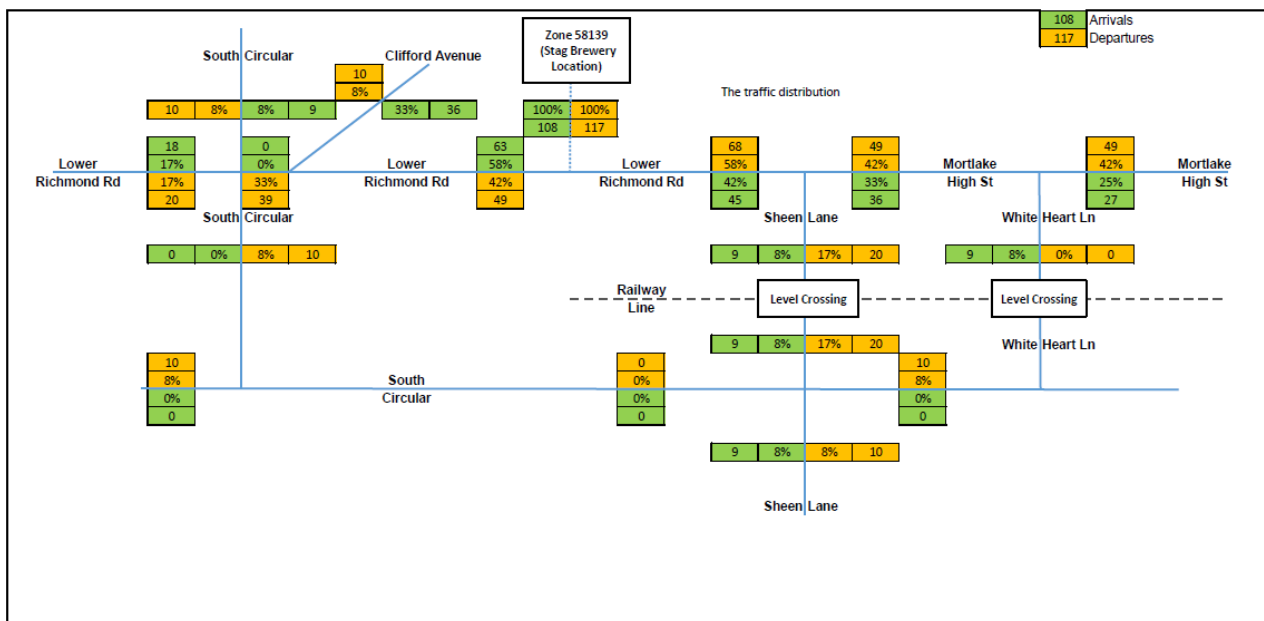


Figure 6-2 PM Peak Development Traffic Distribution

6.2.2 The traffic distribution indicates that approximately 50% of the traffic generated by the development travels through Chalkers Corner.

6.3 VISSIM Microsimulation Modelling

- 6.3.1 Initial modelling was undertaken using LINSIG modelling software, which includes the approved model at Chalkers Corner for the Original scheme, which was undertaken using 2017 data prior to the closure of Hammersmith Bridge. Due to limitations in the modelling software for modelling two junctions in close proximity to each other, a microsimulation model using VISSIM software has been requested by TfL.
- 6.3.2 VISSIM provides a real time analysis of the interaction between junctions and in this case would provide an accurate assessment of the benefits that would be obtained from any mitigations at Chalkers Corner or along Lower Richmond Road.
- 6.3.3 Notably, no further modelling was undertaken previously following the closure of Hammersmith Bridge as it was understood that the bridge would be re-opened prior to the development being fully operational. This is still the official understanding.
- 6.3.4 TfL issued a Modelling Expectations Report (MER) on 17th March 2020 and Stantec provided an initial response within a Technical Note (TN036) on 23/04/20. Later email discussions have taken place with TfL where the extent and methodology for modelling of Chalkers Corner following the VISSIM Modelling Approval Process (VMAP) has been agreed. Full details of all the above documents are included in Appendices H, I and J.
- 6.3.5 A full VMAP compliant microsimulation model for Chalkers Corner and surrounding junctions is therefore underway and running concurrently with the submission of the Transport Assessment.
- 6.3.6 As part of the assessment modelling will be undertaken for the existing layout for the following scenarios for each AM and PM peak period.

- 2017 Base – Existing Layout
- 2031 Future Base – Existing Layout
- 2031 Future Base + Development Flows – Existing Layout

6.3.7 The models will be calibrated and validated using data available from the 2017 surveys and video recording of the junction. Notably further validation will be undertaken using additional requested from TfL and third parties including IBus and Traffic Master data.

6.3.8 The results of the modelling will provide a base case for the impact of the development and for the proposed mitigation measures to be compared against.

7 Operational Review of Proposed Highway Improvements

7.1 Introduction

- 7.1.1 Early discussions with TfL have indicated a need for a mitigation at Chalkers Corner, centred around the need to preserve journey time for buses. In addition, LBRuT have identified the need for some improvements at Chalkers Corner. This chapter provides a review of the options that are being considered by TfL for Chalkers Corner and Lower Richmond Road to manage the development traffic. This includes details of the proposed options and the analysis to be undertaken to determine the recommended highway mitigation for the development using Microsimulation VISSIM modelling software.
- 7.1.2 Other highway options that were presented as part of the original TA still remain valid and the details of these proposed measures are included in Chapter 9.

7.2 Proposed Improvement Options

- 7.2.1 A number of indicative options have been considered as part of discussions with TfL, to mitigate the development traffic for both general traffic and buses through Chalkers Corner and along Lower Richmond Road. These include the following options:
- Option 1: No Change ('Do Nothing', LBRuT Proposal)
 - Option 2: Chalkers Corner 'Light'
 - Option 3: Lower Richmond Road Bus Lane
 - Option 4: Chalkers Corner 'Light' & Bus Lane
 - Option 5: Chalkers Corner Scheme (Application C)
- 7.2.2 Further details of each option are provided within this Chapter. In addition, it should be noted that the final details of the proposed option will be agreed with TfL / LBRuT in respect of any highways land via a section 278 agreement post the grant of any planning permission.

Option 1: No Change ('Do Nothing', LBRuT Proposal)

- 7.2.3 The outcome of the Committee meeting held on 29th January 2020 was a resolution to grant planning permission for the masterplan (Application A) and school (Application B) without the Chalkers Corner scheme (Application C). While the transport data that was put forward for the application was robust and agreed with LBRuT and TfL, during the Committee meeting Committee members, together with speakers from surrounding schools, considered the school trips used in the previous assessment were over estimating peak hour trips. In addition the encroachment of the public highway and footway towards and within Chertsey Court and the consequential loss of green nature and openness, was regarded as unacceptable and an unneighbourly form of development that would harm the green openness and character of both the grounds within Chertsey Court and the kerb side adjacent, to the detriment of the visual amenities of surrounding residents, streetscene and area in general.
- 7.2.4 Following the Committee meeting LBRuT requested that as an alternative to the Chalkers Corner scheme, a transport contribution was to be provided by the developer for a package of measures for the surrounding highway network. This contribution would include the previous

money allocated for the Chalkers Corner work and would be distributed for various Transport improvements. These include contributions for the following:

- Area Wide Traffic Management Contribution
- Highway Improvements Contribution
- Chalkers Corner Junction Contribution
- Main development Travel Plan and Travel Plan Bond.

- 7.2.5 The area wide traffic management contribution includes a wider more holistic review of the area considering factors such as (but not limited to) reduced trip numbers from the site, enhanced walking and cycling facilities, better understanding the wider trip generators and “feeders” of traffic to Chalkers Corner and reviewing more of the principles around ideas such as low traffic neighbourhoods, school streets, etc.
- 7.2.6 The highway improvements contribution is funding towards managing the impacts of the development on adjacent roads.
- 7.2.7 The Chalkers Corner Junction contribution is recommended by LBRuT to enable improvements to the junction within the existing highway boundary, which could include improvements to traffic signal phasing and improvements to the junction to encourage sustainable travel, such as improved facilities for pedestrians, cyclists and bus passengers.
- 7.2.8 Main development Travel Plan and Bond*¹ is provided for the LBRuT to monitor, enforce and provide measures to encourage sustainable travel.
- 7.2.9 As part of the LBRuT proposal option for the development these contributions would be provided as a mitigation for the development, with no additional Chalkers Corner or Lower Richmond Road highway proposals being progressed as part of the planning application. As an alternative TfL and LBRuT would be able to spend the money on the most appropriate highway works as the demand for these arises in the future.

Option 2: Chalkers Corner ‘Light’

- 7.2.10 Further to the resolution to refuse at Committee for the larger Chalkers Corner scheme, TfL have requested that further options to mitigate the development traffic at Chalkers Corner are assessed. An indicative option for Chalkers Corner has therefore been developed, which incorporates a previous TfL proposed scheme for the junction. The design avoids any land take from Chertsey Court and the consequential loss of ‘Other Open Land of Townscape Importance’, which was one of the reasons for the resolution to refuse at the Committee Meeting.
- 7.2.11 The Option 2 design is shown on Figure 7.1 below and a more detailed drawing is included in Appendix G. The key features of the design include the following:
- Provision for a left turn flare lane from Lower Richmond Road.
 - Relocation of stop lines on A205 closer to the junction.
 - Introduction of advanced stop lanes on Mortlake Road and Clifford Avenue South.
 - Widening of area between junctions by relocating stop line by 2m.
 - Removal of one tree and replacing with two trees.

- All work within adopted Highway Land secured via a s278 agreement.

*1 - The Applicant does not accept that a Travel Bond is necessary under any option on the basis that the LBRuT will be able to use the Travel Plan for any necessary enforcement.

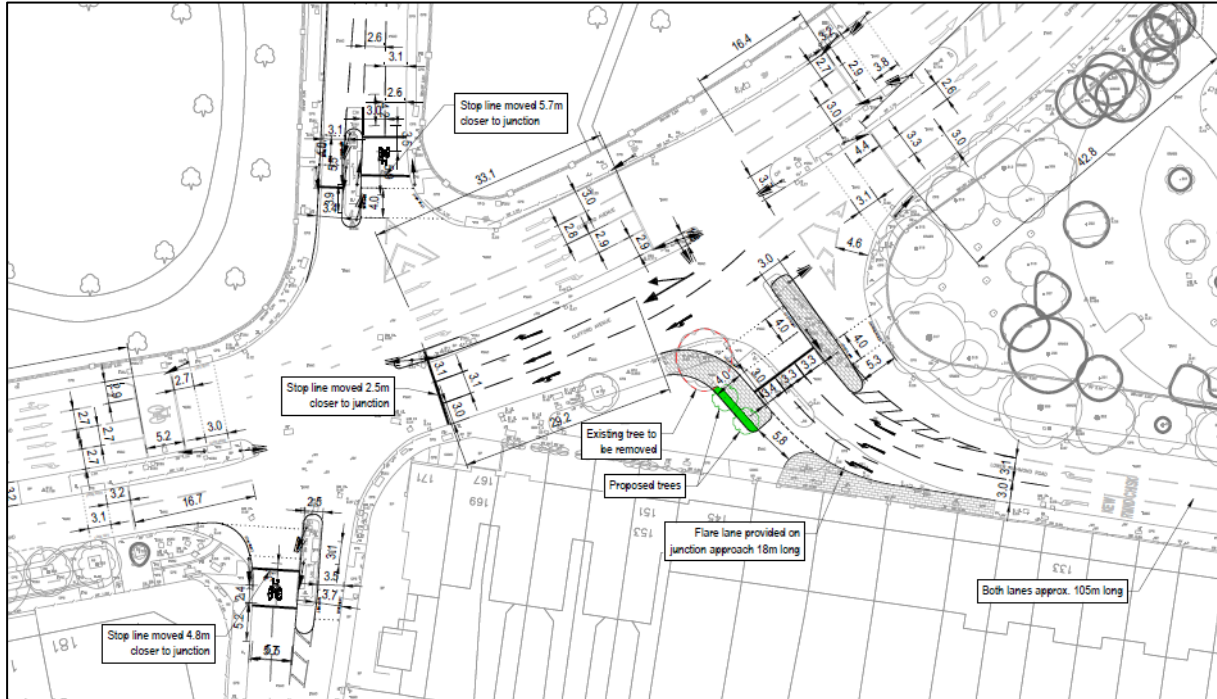


Figure 7-1 Option 2 – Chalkers Corner

7.2.12 The introduction of the left turn lane provides benefits to buses and general traffic travelling westbound along lower Richmond Road by allowing vehicles to pass queuing traffic travelling north towards the A205 through the junction. Currently vehicles queuing to turn onto A205 northbound block traffic along Lower Richmond Road travelling towards Richmond or A205 southbound. The addition of the left turn flare lane increases the number of vehicles than can pass through the junction before being blocked, which will be a positive for the junction.

Option 3: Lower Richmond Road Bus Lane

7.2.13 Option 3 proposes an indicative 350m westbound bus lane along Lower Richmond Road, with no other improvements at Chalkers Corner. The bus lane starts to the west of Rosemary Lane and extends up to a point approximately 60m from the stop line at Chalkers Corner.

7.2.14 The bus lane requires the loss of approximately 36 parking spaces along Lower Richmond Road. However, it is considered that vehicles would be able to park in the bus lane outside of operational hours, enforced through new waiting and loading restrictions.

7.2.15 All work would be located within adopted Highway Land secured via a s278 agreement.

7.2.16 The length of the bus lane is shown in Figure 7.2 and a detailed drawing of the proposal is included in Appendix G.

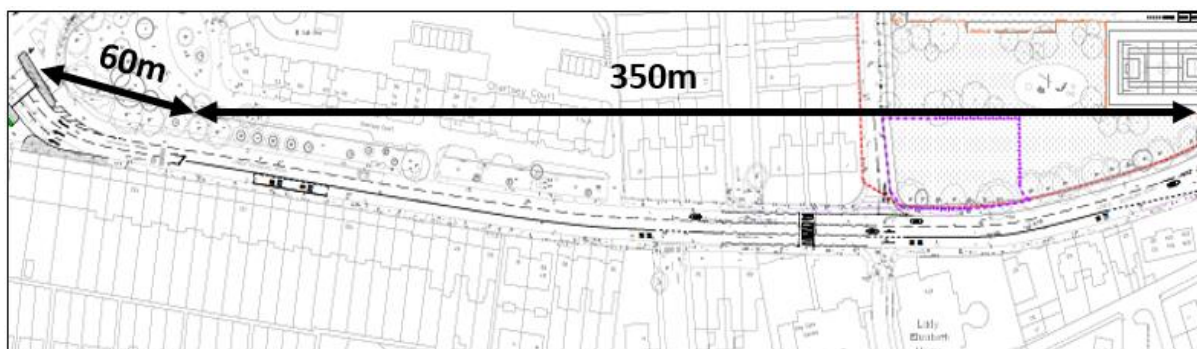


Figure 7-2 Option 3 – Bus Lane

Option 4: Chalkers Corner ‘Light’ & Bus Lane

- 7.2.17 Option 4 proposes a combination of the Chalkers Corner light’ option and introduction of the bus lane.
- 7.2.18 All work would be located within adopted Highway Land secured via a s278 agreement.
- 7.2.19 A detailed drawing of the proposal is included in Appendix G.

Option 5: Chalkers Corner Scheme (Application C)

- 7.2.20 While the previous Chalkers Corner scheme (Application C) was resolved to be refused at LBRuT’s Planning Committee, the Application is still live as a possible option to mitigate the impact of the development.
- 7.2.21 The proposed works involve the following:
- Realigning the Lower Richmond Road arm by moving it slightly closer to Chertsey Court. This is the most important feature from a traffic capacity perspective as it increases the storage area between Lower Richmond Road and the main crossroads allowing more vehicles to exit Lower Richmond Road each cycle of the signals. The increased reservoir length will also help to reduce the risk of traffic turning right into Lower Richmond Road queuing back into the main junction and blocking traffic movements at that junction;
 - Localised widening of Lower Richmond Road to provide an additional left turn flare on the entry to the junction. This will allow the middle lane to feed the subsequent right turn into the South Circular (northbound) with the left lane feeding the subsequent straight-ahead movement towards Richmond and the lightly used left turn to South Circular (southbound);
 - Improved pedestrian refuges and facilities for cyclists, including new “toucan” crossing facilities and provision of a feeder lane on the Lower Richmond Road approach arm to link with a future cycle scheme along the A316 corridor.
- 7.2.22 The scheme also incorporates a new wall and planting to address environmental impacts on Chertsey Court as well as the provision of a new “pocket park” on the south west corner of the secondary junction.
- 7.2.23 The LINSIG analysis undertaken previously for the Chalkers Corner proposed mitigation was based on higher development traffic figures as the western car park was considerably larger in the original scheme. The scheme was shown to fully mitigate the development traffic and as such can be considered as a worse case analysis for the junction and remains valid should this option be taken forward as the preferred scheme.

- 7.2.24 A detailed drawing of the proposed Chalkers Corner Application C scheme is included in Appendix G.

7.3 VISSIM Microsimulation Modelling Option Testing

- 7.3.1 The proposed options will be analysed using VISSIM microsimulation modelling software. Initial modelling has been undertaken using VISSIM which has suggested that more detailed modelling of these options are worth further consideration.
- 7.3.2 The detailed models are currently underway and will be subject to a full TfL VISSIM Model Auditing Process (VMAP) to determine the proposed option to mitigate the impact of the development on Chalkers Corner.

8 Operation of the Public Transport, Walking and Cycling Networks

8.1 Impacts

8.1.1 The trip generation results show that there is a reduction in vehicular trips whilst all other modes increase marginally. The following section outlines the anticipated impacts by other modes, including walking and cycling and public transport.

Walking and Cycling

8.1.2 The Revised Scheme, as a result of providing more car free units, is anticipated to increase the numbers of residents and visitors walking and cycling to and from the site. The changes result in an increase of 40 two-way trips in the AM peak by pedestrians and 54 in the PM peak. The number of cyclists is anticipated to increase by 10 two-way trips in the AM peak and 7 in the PM peak.

8.1.3 Notably there is a higher number of pedestrian trips in the PM Peak as compared to the original scheme. This difference is related to the increase in residential units together with the assumption used for the flexible use assessment with the increased GIA assumed to be restaurants / bars.

8.1.4 The number of trips by active modes is anticipated to increase, which will have a positive impact on the health of residents and staff. The more people travel actively and exercise the better their mental and physical health is likely to be. Good public realm with people travelling actively can also act as a multiplier and cause others to do the same, therefore an increase in active travel is positive for the surrounding area. It is anticipated that the facilities for pedestrians and cyclists proposed in the surrounding area and throughout the development are more than adequate to meet the increased demand.

8.1.5 There are also a number of improvements at the Level Crossing on Sheen Lane, which have since the original application been agreed with Network Rail. This include the following measures:

- Additional bridge signage;
- General improvements to the pedestrian bridge;
- Moving bollards back on both North and South Worple Way;
- Setting back vehicle stop lines.

Bus

8.1.6 The largest impact for the Revised Scheme is on the bus and rail / underground networks. In total it is anticipated that approximately 50% of the increased trips will be undertaken by Public Transport.

8.1.7 In discussion with TfL it has been agreed that a payment towards bus enhancements is appropriate for the increase in bus trips predicted from the development. This will be secured through the s106 agreement. These trips are mostly associated with the school, with over 70% of the bus trips at school peak times generated by the school.

Rail

- 8.1.8 The increase in Rail and Underground trips is considered to be accommodated by the increase in capacity with the new trains that have been introduced on the network for trains leaving Mortlake Train Station. The new trains have provided an increase in capacity from 8 carriages to 10 carriages on the network, while retaining journey times into London and other key destinations.
- 8.1.9 Previously there were assessments undertaken to assess the impact on the platforms, staircases and footbridge of the station. These assessments have been undertaken again as part of the addendum to confirm there is still sufficient capacity.

Platform

- 8.1.10 The platform width assessment calculations are calculated by splitting the platform into sections and working out the minimum width required based on the number of people waiting on the platform. Using the same measurements as the original TA the measurements are as follows:

Zone A – Yellow Line Zone Requirement – this is still assumed to be 1.0m

Zone B – Boarding/Alighting Zone Requirement – The same assumptions for this calculation have been retained where block length is equal to the average car length (20m) and block load is the maximum number of passengers that board a carriage on an individual train. This has been based on four trains per hour travelling towards Central London.

$$\text{Width (m)} = \frac{\text{block load} \times 0.93}{\text{block length}}$$

Zone C – Circulation Zone Requirement – this still assumed to not be relevant as Mortlake remains a station where interchange is not possible

Zone D – Activity Zone Requirement – this is assumed to be the required minimum of 0.3m

- 8.1.11 The table below shows the existing and future requirements for platform width based on existing and future flows.

Table 8-1 Existing and Future Platform Width Requirement

| Requirement | Existing Requirement (m) | Future Requirement (m) |
|--------------|--------------------------|------------------------|
| Zone A | 1 | 1 |
| Zone B | 2.91 | 3.17 |
| Zone C | 0.00 | 0.00 |
| Zone D | 0.30 | 0.30 |
| Total | 4.21 | 4.47 |

8.1.12 The critical width on the platform is 4.67m, which indicates that there is sufficient width available as the requirement would be 4.57m.

Staircase

8.1.13 The staircase comfort level analysis also retains the same methodology based on the National Rail (NR) guidance. This uses the formula below based on a Fruin Level of Service (LoS) level C. The scale for LoS ranges from A (free flow circulation) to F (complete breakdown in traffic flow). Noting that where the width does not exceed 1.6m in width NR recommend that this measurement should be applied as a minimum, the formula used within the calculation is as follows:

$$\text{Notional Two-way width (m)} = \frac{\text{Average Peak Minute Flow}}{40} + 0.6$$

8.1.14 Using this formula, the following widths required have been calculated and are shown in the table below.

Table 8-2 Notional and Required Width of the Staircase

| Scenario | Average Peak Minute Flow | Notional Two-Way Width (m) | Required Width (m) |
|---------------------------|--------------------------|----------------------------|--------------------|
| Existing | 15.40 | 1.288 | 1.6* |
| Future – With Development | 17.89 | 1.399 | 1.6* |

*1.6m is the minimum recommended by Network Rail

8.1.15 The staircases are currently 2.00m wide and therefore greater than the minimum 1.6m width required for the existing and both future scenarios.

Footbridge

8.1.16 The footbridge comfort level analysis also uses a formula provided in NR's guidance on comfort levels and is again based on a Fruin LoS C.

8.1.17 NR's guidance recommends a minimum passageway width for passageways with a central handrail of 1.6m plus 0.3m (to account for edge effects) either side of the handrail plus the width of the central handrail. This minimum width applies in circumstances where the notional two-way width required is less than this otherwise a wider passageway is required. The notational width for the existing and future scenarios is calculated below.

8.1.18 The average peak minute flow is the average flow per minute in the peak hour which is then increased by 25% to account for possible delays to trains services leading to fluctuations in passenger flows through the station. This factor is the same as that used to increase train loading at the station in the event of delays.

Table 8-3 Notional and Required Width of the Footbridge

| Scenario | Average Peak Minute Flow | Notional Two-Way Width (m) | Required Width (m) |
|---------------------------|--------------------------|----------------------------|--------------------|
| Existing | 19.32 | 1.204 | 3.85* |
| Future – With Development | 21.81 | 1.281 | 3.85* |

*3.85m is the minimum recommended by Network Rail

- 8.1.19 At present the footbridge is 4.00m wide with a central railing at waist height that is approximately 0.05m wide. Whilst the demand for the footbridge increases as a result of the new scheme, it does not go beyond the minimum required width set by NR, which is already provided for by the existing footbridge. Thus, the footbridge is within NR’s requirements for both the present and future peak hour loadings.
- 8.1.20 At all peak times both sides of the footbridge are open to members of the public as the station is manned and there are a number of improvements that have been agreed with NR to make improvements to the bridge, which are detailed in Chapter 9: Transport Strategy.

9 Transport Strategy

9.1 Overview

- 9.1.1 This transport strategy chapter provides an update of the latest strategy that is proposed for the Revised Scheme. The aim is to promote active and sustainable modes of travel in accordance with the Mayors vision zero policy and highlight how this is possible for residents, employees and visitors of the development.
- 9.1.2 Whilst the strategy largely remains as per the original transport assessment and addendum, there have been a number of alterations made following feedback and discussions with key stakeholders. This includes discussions that have taken place with officers of LBRuT and TfL, with members of the public through CLG meetings and through the two extensive formal public consultation events and with third party stakeholders, including NR.
- 9.1.3 The overall strategy for the Site is in line with the Planning Brief, the emerging Site Allocation and with the Mayor's Transport Strategy and the recently issued updated draft Strategy which places considerable emphasis on the creation of "Healthy Streets" and as such has given a high priority to the provision of a high quality public realm which will help to promote walking and cycling.
- 9.1.4 The Planning Brief for the Site and the emerging Site Allocation also places a high priority on the need to create a high quality public realm as part of a permeable development and in particular highlights the need to provide a high quality pedestrian link through the Site to connect Mortlake Green and the station with the riverside. It also recognised that there were a number of difficult transport issues that needed to be addressed within the TA including existing congestion and the need to consider improvements to public transport, including the possible provision of a bus turning facility to replace the existing one at Avondale Road.
- 9.1.5 The quantum and design of parking is also a key element of the Transport Strategy. Not only will excessive parking encourage car use and potentially increase existing levels of congestion in the area, but it will also challenge the provision of a high-quality public realm. Too little parking may cause overspill onto surrounding residential roads.
- 9.1.6 The remaining part of this chapter sets out the various elements of the Transport Strategy that seek to ensure good access by all modes but with priority to walking and cycling and to minimise adverse impacts on the existing community.
- 9.1.7 The Transport Strategy is very comprehensive and identifies improvements for all modes of transport, based on the planning brief and extensive discussions with key stakeholders, and proposes improvements in the area for all users. In summary it comprises the following elements:
- Overall design principles;
 - Walking and cycling strategy;
 - Public transport strategy;
 - Parking strategy and delivery and servicing strategy;
 - Highway access strategy; and
 - Travel planning/demand management strategy.

9.1.8 Each of these components is set out below. In addition, impacts during construction will be dealt with through a Framework Construction Management Statement. This is a separate document that has been prepared by AECOM.

9.1.9 As part of the overall strategy, the proposed parking for the development has been reduced and is below LBRuT's maximum standards for the location, but in accordance with GLA standards. It has been pitched at a level that is considered to achieve an appropriate balance between facilitating and encouraging the use of more sustainable modes of transport and ensuring that there is adequate parking to meet the needs of the various land uses proposed.

9.2 Overall design principles

9.2.1 The design principles for the site remain as per the previous reports. The overall principles are to promote active and sustainable travel by creating a development where walking and cycling has priority over all other modes.

9.2.2 The masterplan has been designed to provide sufficient space dedicated to active modes, including various public realm works. By placing the majority of vehicle parking in the basement of the site, this allows those walking and cycling to travel through the development with less risk of conflict with motor vehicles.

9.2.3 The scheme has two distinct elements:

- To the east of Ship Lane (Application A – Development Area 1), and in accordance with the Planning Brief and the emerging Site Allocation, the scheme seeks to create a vibrant new centre for Mortlake with new restaurants and bars, cafes, local retail and employment opportunities and community uses. This is reflected in the creation of a new “high street” running east to west parallel to Mortlake High Street as well as a series of new links to the riverside with a number of new public squares being created. The area will essentially be traffic free since all parking is underground with access points on the periphery. Whilst servicing will occur on street level, access to the area will be controlled physically and by time restriction to minimise conflicts with pedestrians and cycles;
- To the west of Ship Lane (Application A – Development Area 2), the development is more residential in nature. The school (Application B) is also coming forward to the west of Ship Lane. With the exception of pedestrian and cycle flows related to the school at the start and end of the school day this part of the site will be subject to much less intense movement. In addition, it has no direct access to the river. Therefore, the design involves a more traditional streetscape with footways. The key challenge for this part of the Site is to manage the flow of people, cycles and traffic associated with the school.

9.2.4 Full details of the proposed public realm are provided within Gillespies' submitted Landscape Design and Access Statement. This gives high priority to establishing a network of pedestrian and cycle routes which will be largely traffic free providing very high-quality access through the site, including excellent access routes to the river and towards Mortlake Green.

9.2.5 The proposed layout through the site and links to the surrounding roads, together with the proposed highway improvements are shown on drawing number 38262-5514-026, included in Appendix G.

9.3 Walking and Cycling Strategy

9.3.1 As per the previous TA and TAA walking and cycling are still the principal modes considered within the Transport Strategy. Street design is crucial in providing an appropriate environment for walking and cycling through the development and therefore streets have been designed to slow vehicle speeds, where they are permitted, and to provide areas where vehicles are either

not allowed or the access is controlled, such as along the riverfront, with no vehicle access with the exception of delivery and servicing vehicles, whose access will be strictly controlled both through design and management arrangements.

9.3.2 The walking and cycling strategy for the site is encompassed within the wider design and landscape of the site. It is envisaged that the site will have a high level of on street activity with walking and cycling providing the best way to travel through, to and from the development.

9.3.3 As part of the second addendum and as detailed in the development proposals chapter, cycle parking has been provided in line with the latest ITP London Plan standards. Long stay cycle parking is still provided in secure and sheltered areas within the basement and at ground floor and short stay spaces are provided amongst the public realm. In total the number of cycle parking spaces proposed for the development will be in excess of the minimum standards set out in the latest Draft London Plan.

9.3.4 Figures 9.1 and 9.2 show the proposed network of pedestrian and cycle routes through the Site and how this link into the wider networks. The key change is how cyclists travel through the eastern section of the development. Following meetings with key cycling stakeholders, which took place between the submission of this Addendum and the previous Addendum in May 2019 it is considered beneficial to keep cyclists off road for longer within the site. As such, the cycle route heading eastbound now exits the site in the very eastern corner rather than in line with the proposed crossing.

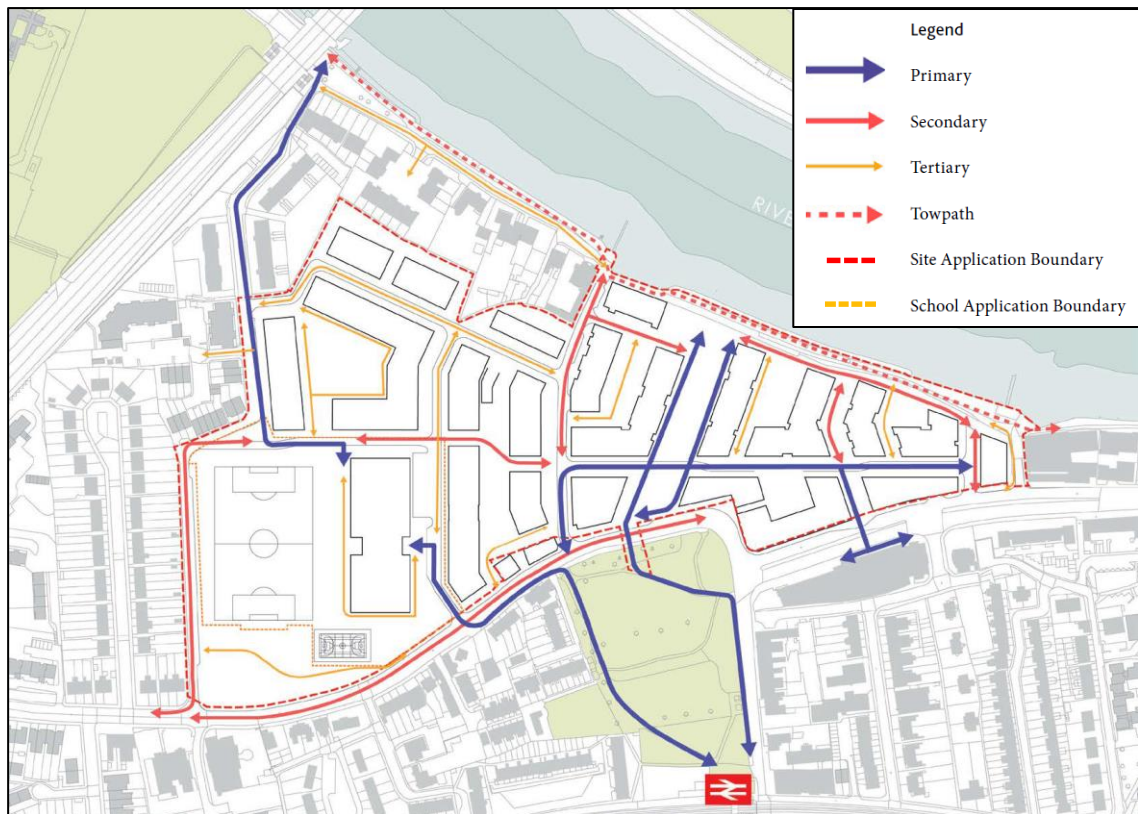


Figure 9-1 Internal Pedestrian Routes

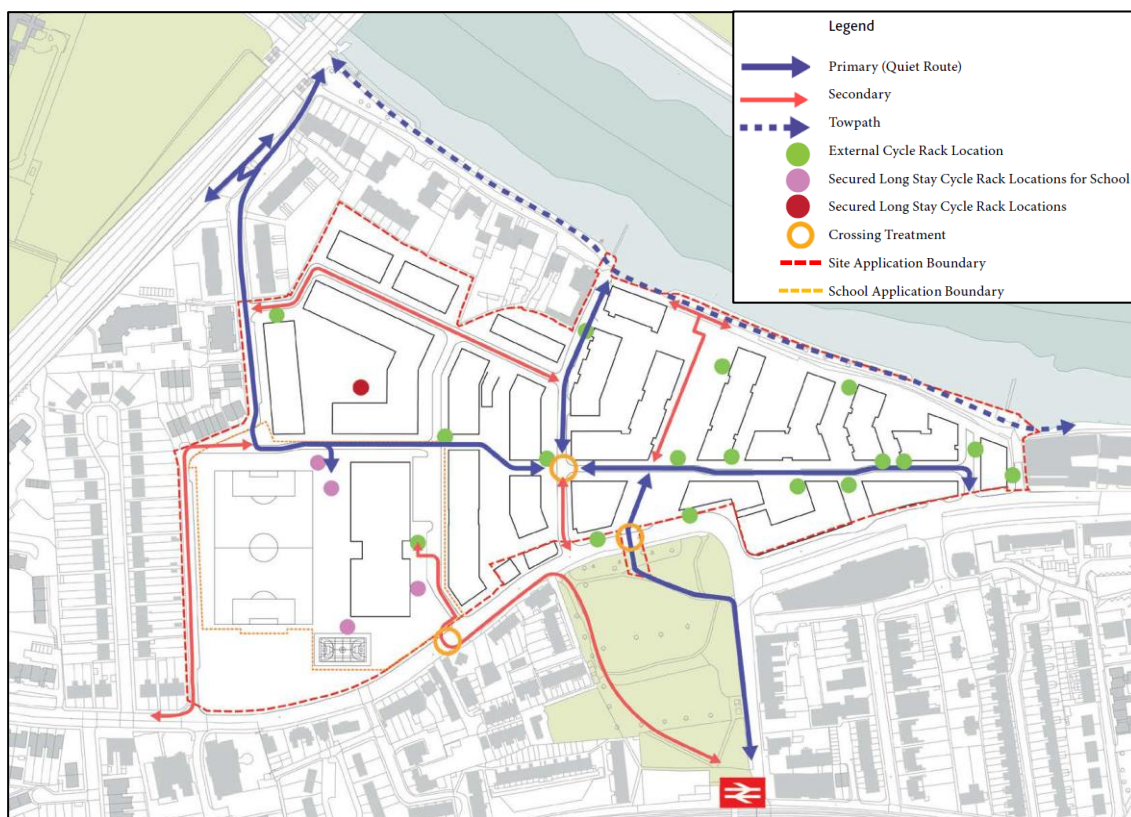


Figure 9-2 Internal Cycle Routes

9.3.5 Key features of the pedestrian network are as follows:

- The provision of the new “Green Link” which will run north-south through the Site providing a link between Mortlake Green and the River. This will have an overall width of between 30 and 38 metres and provide an important route for cycles as well as pedestrians.
- A new “high street” running east- west parallel to Mortlake High Street and linking Ship Lane in the west with Mortlake High Street at the eastern end of the Site. This will again be a wide street (14 metres between buildings). It will have a defined vehicular path of 4.1 metres together with a number of defined loading bays. Actual traffic flows will be low and limited to servicing vehicles. Traffic access will be from the eastern end only and will be controlled through barriers which will allow time limited access to be effectively managed. The design will allow cycles to use this as a through route in either direction.
- The existing towpath east of Ship Lane will be largely unaffected by the proposals. However, a new pedestrian promenade, (with a width of between 4 and 4.6 metres) will be provided parallel to the towpath but at a higher level above the flood level. This will be primarily a pedestrian route but will provide an informal route for cycles. Limited servicing activity will also take place along this route since there will be a series of bars, restaurants and other ‘flexible uses’ along the river frontage.
- Ship Lane, which bisects the Site, will continue as a public highway but will be considerably enhanced as a pedestrian route through the provision of a wider footway on the west side and a generous (3 metre) new footway on the east side. On street parking will be limited mainly to car club spaces (total 3 spaces);

- To the west of Ship Lane, a new east-west pedestrian cycle route will be constructed across the Site immediately to the north of the school. This will be essentially traffic free but there may be limited access for school service vehicles and buses. This will link with Williams Lane to the west and Ship Lane to the east and then in turn with the new east-west “high street” creating a new east-west route across the full site. A crossing treatment is proposed where this route crosses Ship Lane.

9.3.6 Figure 9.3 shows how the proposed local pedestrian and cycle network will interface with the wider networks.

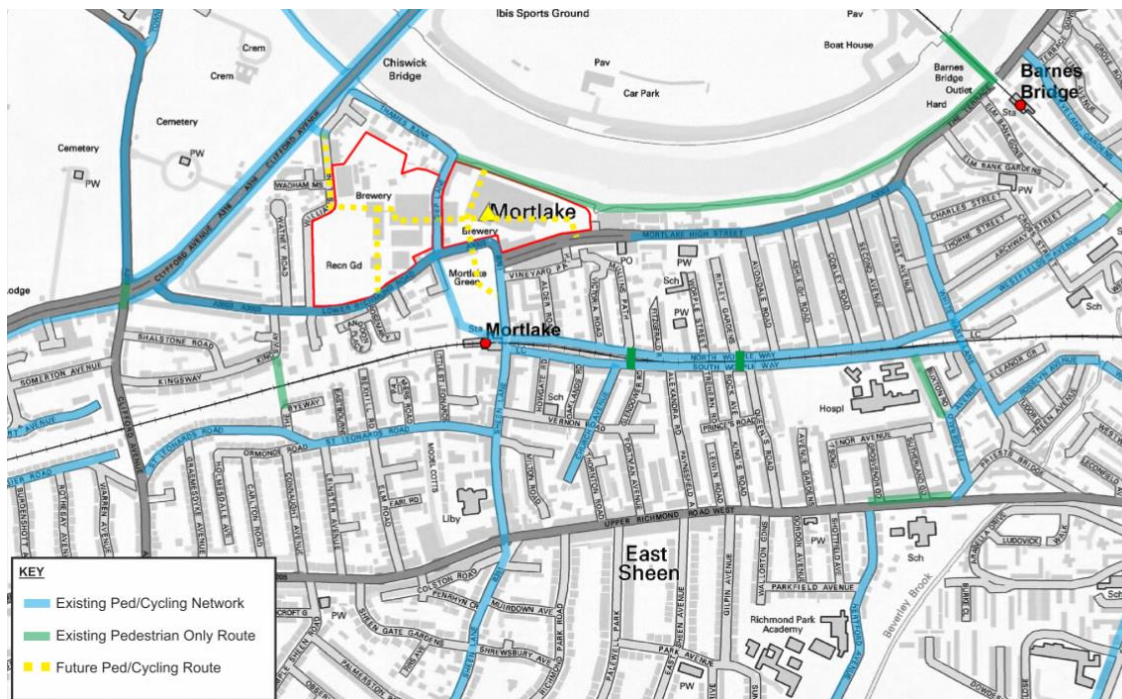


Figure 9.3 Wider pedestrian and cycle links

9.3.7 For pedestrians the main desire lines are considered as follows:

- To the station and south along Sheen Lane – this will be facilitated by providing a new toucan crossing at the southern end of the Green Link. The signalised toucan crossing was initially included although this has been widened as part of the Revised Scheme. It was considered that the updated route provided a more natural link through the site and enabled a safer option for entering and exiting the carriageway.
- To various bus stops located along Mortlake High Street and Lower Richmond Road – two new pedestrian crossings are proposed: one on Mortlake High Street which will connect to the new “high street” and one on Lower Richmond Road to the west of the new access road to the school. This will provide the main pedestrian access to the school and link in turn to Kingsway footbridge for pupils living to the south of the railway;
- To the river towpath, including Thames Path. There are various connections to this route, including via Williams Lane, Ship Lane and the “Green Link”. The towpath in turn provides a route to Barnes Bridge Station to the east and to Kew Riverside to the west as well as access onto Chiswick Bridge.

9.3.8 In terms of cycle access, the proposed east-west route connects with both the riverside route towards Kew and the TfL Quiet Way along the A316. This in turn provides access to Chiswick to the north across Chiswick Bridge and to Richmond to the South west. For north-south

movement the new “Green Link” would provide the main signposted route linking the riverside route with Mortlake Green and onward to the station and the signposted routes along South and North Worpole Way which run either side of the railway line.

- 9.3.9 Further detail on the highway changes such as the realigned crossings and modifications to the highway layout to benefit pedestrians and cyclists is included within the Highway Strategy section later in this chapter.
- 9.3.10 The developer has also agreed to a contribution towards the TfL pedestrian improvement scheme at the junction of Upper Richmond Road / Sheen Lane.
- 9.3.11 The proposed layout through the site and links to the surrounding roads, together with the proposed highway improvements are shown on drawing number 38262-5514-026, included in Appendix G.

Off-site Cycle Design

- 9.3.12 Offsite the strategy for cyclists remains as per the Original Scheme. The crossing on Lower Richmond Road is to be relocated to align with the Green Link through the site, with a new pathway through Mortlake Green to the station also provided. Notably as discussed earlier the toucan crossing located between the development and Mortlake Green is proposed to be widened to provide additional space for cyclists. This has been proposed as a result of the revised scheme and subsequent discussions with local cyclist groups.
- 9.3.13 The Thames Path has been identified as a key recreational route. While enhancement works are proposed, the strategy to not re-surface this route have been maintained, as feedback from users suggested better surfaces would lead to faster moving cyclists which would deter pedestrians.
- 9.3.14 As part of the transport strategy, further improvements to the cycle network have been considered but ruled out due to feedback from local residents, LBRuT and TfL. Other options included replacing parking on the southern side of Lower Richmond Road with a two-way segregated cycle track, cycle lanes in both directions on Lower Richmond Road and several iterations of the Chalkers Corner Junction Design. These designs were not carried further into the strategy due to issues relating to parking and the balance between cycling and motor vehicles. Whilst some local residents expressed a desire for greater cycle facilities in the area, there was also a high value placed on existing parking and accessibility to the highway network. Therefore, it is felt that the cycling strategy put forward enables the best balance between these two modes.

9.4 Public Transport Strategy

- 9.4.1 The public transport strategy for the development is based around the bus services operating on Lower Richmond Road and the rail network available from Mortlake Station. While the bus services and rail network remain the same as the original application the impact has changed based on the amendments to the proposed development.
- 9.4.2 The Site has an existing PTAL score of 2 indicating a poor level of accessibility by public transport. However, this is considered to underplay the accessibility of the location by public transport since the nearby Mortlake Station provides good access to central London and to the wider strategic network via interchange at Clapham Common, Vauxhall, Waterloo or Richmond.
- 9.4.3 The key issues identified in discussions with the transport authorities and the public have been:
 - The poor quality of the pedestrian access to the Station;

- Crowding of existing peak services from Mortlake towards London in the AM peak. This was raised by the public rather than the authorities;
- The relatively poor bus service that is accessible from the Site;
- The potential need for a bus turnaround facility with driver facilities within the Site with TfL considering their potential options.

Rail

- 9.4.4 The rail strategy is also retained as per the original TA. As concluded in chapter 8 there are no anticipated capacity issues in relation to either the peak hour trains or station infrastructure at Mortlake as a result of the development.
- 9.4.5 The access route between the Site and the station will be improved through the provision of a more direct route achieved by relocating the existing pedestrian crossing close to Ship Lane further west to align with the “Green Link”.
- 9.4.6 The possibility for improving the quality of the environ around the northern access to the station has also been investigated with Network Rail (NR). It has been shown from land ownership plans that NR are the owners of the land surrounding the north of the station but that the Timber Yard company have a leasehold on the land here. Whilst the current arrangements are considered to be unattractive there is no evidence that the Stag Brewery development has a significant impact on the area in terms of pedestrian capacity. In any case, options to improve the area around the station for those accessing trains have been explored.
- 9.4.7 The level crossing and footbridge were identified as the best ways of improving access to the station for those wanting to travel by train. The measures agreed by Network Rail and LBRuT were as follows:
- Additional bridge signage
 - General improvements to the pedestrian bridge
 - Moving bollards back on both North and South Worple Way
 - Setting back vehicle stop lines
 - Improvements to Sheen Lane (as per the original development proposals).
- 9.4.8 It should be noted that these measures were not previously considered necessary to mitigate the additional development trips, however the developer has agreed to fund these, noting the benefits that these measures will bring.

Buses

- 9.4.9 From discussions with both TfL and LBRuT, and with the exception of the school requirements, the main issue regarding buses for this Site is not one of capacity but of the relatively unattractive nature of the 419 service due to its relatively low frequency, up to 4 buses an hour. The service does however provide an important link to both Hammersmith (in the east) and to Richmond (in the west) which are considered to be the most important local destinations. In addition, there are a variety of other bus services that can be accessed from the different parts of the Site, albeit requiring a walk in excess of the preferred walking distance to a stop. Taken together these bus services provide direct access to a wide range of destinations.

9.4.10 As part of the original TA we have looked at a range of options for improving the local bus offer and these options can be summarised as follows:

- Diversion of the 209 bus service which provides a frequent service to Hammersmith but which currently terminates at the bus turn facility at Avondale Road to the south west of the Site. This was originally the Council's preferred option and would require the provision of a replacement bus turn facility within the Site;
- Upgrading the frequency of the 419 bus service. This would be the most straightforward option;
- Diverting or extending one of a number of other services to the Site that currently terminate in the Richmond area. Again, these options are likely to require the provision of a bus turnaround facility on the Site but would be provided to benefit the wider area and not directly as a result of the development, hence why the turnaround facility is not included within this application.

9.4.11 TfL's current position is that, given the uncertainties relating to the repair works at Hammersmith Bridge, they are not yet in a position to advise on their preferred strategy to meet the future requirements of the masterplan. They anticipate that, prior to the reopening of Hammersmith Bridge to double deck buses, they will undertake an extensive review of bus services throughout the Hammersmith and Richmond area.

9.4.12 As things stand, the diversion of the 209 bus service is unlikely to be TfL's preferred option since this would be costly and would remove the service from residents living in the Avondale Road area, including to the south of the rail line.

9.4.13 TfL agree that increasing the frequency of the 419 bus service, together with the provision of special school bus services as required once the school's catchment has been determined, would meet the needs of the Stag development proposals.

9.4.14 However, as TfL have not committed to any improvements for bus services they have instead sought a contribution from the development through a s106 contribution.

9.4.15 Whilst the need for a bus turn facility has not been established and will not be a direct requirement for this development and therefore part of a separate application, land has been reserved at the south west corner of the site at the junction of Williams Lane with Lower Richmond Road. Here a bus turn facility to accommodate up to 4 bus spaces together with driver facilities, could be provided. This is TfL's preferred location for such a facility since it provides them with the greatest flexibility in terms of the management of bus services in the area and would involve least redundant bus mileage. Figure 9.4 shows the location of the safeguarded land.

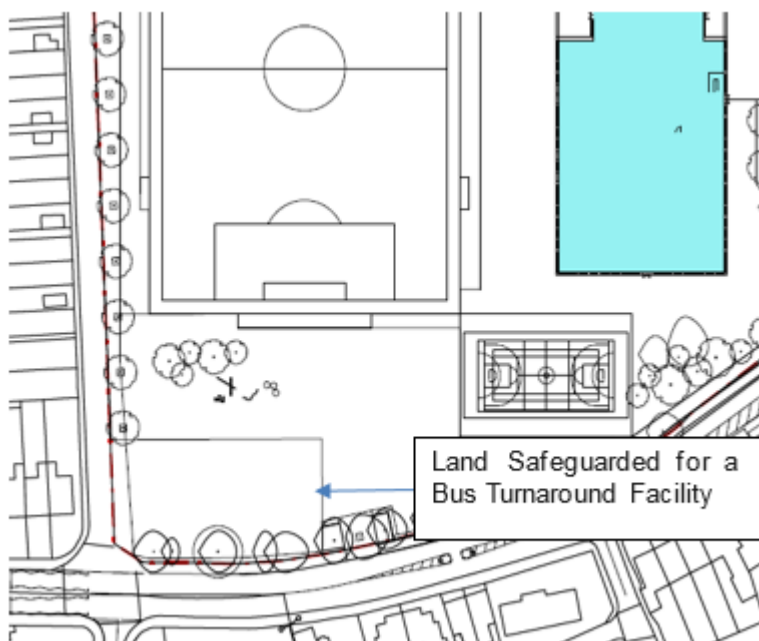


Figure 9.4 Location of Bus Turnaround Safeguarded Land

9.5 River Use

9.5.1 Notwithstanding the constraints regarding the commercial use of this part of the river, the potential for the possible extension of river boat services from Putney to the stag was discussed with officers of TfL and the Chief Operating Officer of Thames Clipper (TC). These discussions confirmed that the provision of a service from the Stag was unlikely to be viable. A number of factors were highlighted:

- Bridge height is a key issue. TC vessels (approx. 150 capacity) currently have some difficulty clearing both Wandsworth and Putney bridges at certain times of day due to a combination of low bridge height and high tide. Heading further west with existing TC vessels is not considered feasible as the channel depth worsens and navigating bridges at high tide is difficult and subsequently restricts the service timings. Hammersmith (south) bridge has a main navigational arch clearance of 3.6m, which is not sufficient for existing TC vessels. The use of smaller vessels was not considered to be viable;
- Unattractive Journey time due to the combination of the speed restriction and the river alignment. These would combine to give an unattractive journey time of circa 30 minutes between the Stag and Putney; and
- Difficulty of providing access to the Site from the navigable channel.

9.5.2 For these reasons the potential use of the river to provide a commercial river bus service was discounted.

9.5.3 It is considered however that as part of the Contractors Construction Logistic Plan (CLP) use of the River to bring and remove materials to / from the site will be investigated further.

9.6 Parking Strategy

9.6.1 The parking strategy for the site was originally derived to create a balance between providing appropriate parking and helping to reduce the number of vehicle trips generated by the development. As such a parking ratio of 0.74 spaces was applied. Since the uplift in units and

reduction of the western car park the parking ratio has significantly reduced. This reduces the impact of the development on the surrounding highway network and also further encourages residents and visitors to travel either actively or via public transport.

- 9.6.2 Overall, a total of 493 parking spaces is proposed for the development providing parking for residents at a ratio of approximately 0.33 spaces per dwelling. As per the original application 78 spaces are provided within the eastern car park (Development Area 1) to meet the needs of the non-residential development. The school has 15 spaces provided at surface level.
- 9.6.3 For the non-residential development a parking accumulation assessment has been undertaken based upon the agreed trip generation rates and this suggests that the quantum of non-residential parking should be sufficient to meet the needs of the proposed commercial and leisure uses.
- 9.6.4 The importance of ensuring that parking from the proposed development does not overspill onto the surrounding road network has been recognised. Baseline parking surveys have established that, whilst there are spaces available at all times of day on the surrounding road network relatively high stress levels do exist.
- 9.6.5 The car parking management plan submitted as part of the Original Scheme has been updated and forms part of the parking strategy. Within this parking management plan there are a number of objectives, including the following:
- To provide clear and effective management of all residential and non-residential parking across the development (but excluding the school which will be responsible for managing its own parking);
 - To actively discourage residents and visitors from parking on residential streets on the periphery of the Site;
 - To monitor the utilisation of both on and off-site parking in conjunction with the Framework Travel Plan and from first occupation of the commercial and 50% occupation of the residential units provide an annual report to the Local Planning Authority. This will provide a basis for determining if changes should be made to the management regime or potentially whether it might be appropriate to consider a Controlled Parking Zone (CPZ), which the developer has agreed to pay through a S106 contribution.
- 9.6.6 It is envisaged that the full CPMP will need to be agreed with the Planning Authority prior to first occupation of the development. It is recognised that the demand for non-residential parking spaces could exceed demand at busy times and therefore it is envisaged that the Management Plan will have some form of pre booking facility and measures to discourage visitors to turn up on a speculative basis to use the parking. Notwithstanding this, we expect the commercial and community uses to be quite local in nature so expect that a number of visitors will walk/cycle rather than drive to the Site.
- 9.6.7 It is anticipated that this will include the following detailed measures.:
- Residential parking spaces will be allocated to specific users through a leasing arrangement;
 - Detailed arrangements for the management of non-residential spaces within the main car park. This will include proposed charges and the method of charging;
 - Information regarding the availability of non-residential parking and any pre booking arrangements;
 - An agreed monitoring and reporting regime relating to both on-site and off-site parking.

- 9.6.8 It is also anticipated that the school, as part of its Travel Plan, will need to agree its own management arrangements for its parking and to discourage indiscriminate short term parking by parents seeking to drop off / pick up children at the start and end of the school day. This is reflected within the updated School Travel Plan.
- 9.6.9 It is also recognised that, should overspill parking occur and cannot be effectively managed then there may be a need to implement a controlled parking zone (CPZ) in the streets around the Site, which are currently uncontrolled and potentially modify the hours of existing CPZ's in the area. It is therefore anticipated that the potential costs associated with such measures would be addressed through the Section 106 agreement. This will also need to cover potential on-street parking related to the school. Whilst this CPZ is desirable for the area, it is not essential to the development.

9.7 Highway Strategy

- 9.7.1 As part of the previous highway proposals the improvements proposed were accepted by TfL and LBRuT officers. This included a number of improvements proposed along Mortlake High Street, Sheen Lane, Lower Richmond Road, Ship Lane, Williams Lane and other side roads connecting with the development.
- 9.7.2 The Chalkers Corner scheme (Application C) was however challenged by LBRuT members and subsequently resolved to be refused at Committee. However, following the Committee meeting LBRuT officers sought for s106 highway contributions for work to be undertaken at Chalkers Corner, recognising the need to mitigate the development traffic. This was also confirmed by TfL in relation to their concern on bus journey times along Lower Richmond Road and through Chalkers Corner, suggesting that Chalkers Corner works are required.
- 9.7.3 A number of options have been investigated for Chalkers Corner and Lower Richmond Road which are discussed in detail in Chapter 7.
- 9.7.4 Details of the proposed strategy for the highway network is summarised below and is focused on the following aspects:
- Strategic access to the area, recognising the need to ensure that the Stag development does not significantly add further to existing levels of congestion. This reflects the concerns expressed by the Council, including within the Planning Brief and emerging Site Allocation, and members of public through the various consultation exercises;
 - The operation of the local network, in particular, the site frontage of Lower Richmond Road and Mortlake High Street to ensure that it does not act as a barrier to pedestrian / cycle access to the Site and aligns with the Mayor's Policy for Health Streets; and
 - Ensuring safe and efficient access to the Site including to the two underground car parks and for servicing vehicles that does not prejudice through traffic movement or the movement of pedestrians and cycles through the Site.
- 9.7.5 For any offsite works that fall outside of the application red line boundary, they will be secured through a S278 agreement in the usual way.

Strategic Access – Chalkers Corner

- 9.7.6 Whilst the Transport Strategy gives priority to non-car modes it is recognised that the area is subject to existing high levels of congestion at busy times. This relates to the limited points of access to Mortlake due to the combined barriers created by the River Thames and the railway lines and the congested nature of the main access to the area via Chalkers Corner. Also, two of the main access points are across level crossings which are characterised by extended and unpredictable barrier down times (which average at around 45 minutes per hour).

- 9.7.7 The Planning Brief recognised the importance of addressing congestion as part of the TA. Whilst options for improving vehicular access over the level crossings has been examined, it is clear that improvements are not practical, certainly in the context of the proposed development. NR has confirmed that it has no plans to alter the level crossings or introduce any measures that would reduce or better regulate barrier down time. It has also been confirmed with LBRuT that there are no realistic options for replacing either of the crossings with an underpass or road bridge due to constraints of land availability, cost and environmental issues.
- 9.7.8 Therefore, the highway assessment has focussed on the option of improving the design of the Chalkers Corner junction as the main and most suitable way of ensuring that the proposed development does not further increase congestion levels in the area.
- 9.7.9 A number of indicative options have been considered to mitigate the development traffic for both general traffic and buses through Chalkers Corner and along Lower Richmond Road. These include the following options:
- Option 1: No Change ('Do Nothing', LBRuT Proposal)
 - Option 2: Chalkers Corner 'Light'
 - Option 3: Lower Richmond Road Bus Lane
 - Option 4: Chalkers Corner 'Light' & Bus Lane
 - Option 5: Chalkers Corner Scheme (Application C)
- 9.7.10 The key features of the proposed Chalkers Corner 'light' scheme include the following:
- Provision for a left turn flare lane from Lower Richmond Road.
 - Relocation of stop lines on A205 closer to the junction.
 - Introduction of advanced stop lanes on Mortlake Road and Clifford Avenue South to raise awareness of cyclists.
 - Improved crossing facilities.
 - Widening of area between junctions by relocating stop line by 2m.
 - Removal of one tree and replacing with two trees.
 - All work within adopted Highway Land secured via a s278 agreement.
- 9.7.11 The bus lane option would provide a westbound bus lane along Lower Richmond Road, requiring the loss of peak hour parking on the southern side of the carriageway.
- 9.7.12 Initial modelling by the application has identified that the proposed Chalkers Corner scheme is capable of mitigating the impacts of the revised scheme, however, all options are being investigated further as part of TfL VMAP process, which is running concurrently with the submitted application.

Lower Richmond Road / Mortlake High Street

- 9.7.13 In addition to the works at Chalkers Corner, a package of works is proposed along the Lower Richmond Road corridor including Mortlake High Street and extending down Sheen Lane towards the level crossing. These works focus on enhancing the pedestrian and cycle

environment and by slowing speeds and improving pedestrian and cycle crossing facilities, further enhancing the safety as part of vision zero and in particular creating a suitable environment for a new secondary school.

9.7.14 The specific proposals are shown on the drawings which are included in Appendix G and include the following:

- A New 20mph speed limit enforced between Williams Lane and Bulls Alley including Sheen Lane, between the Mortlake High Street / Lower Richmond Road junction and the Sheen Lane level crossing. A number of physical measures are proposed to help manage speeds including junction entry treatments, carriageway narrowing and provision of a textured tarmac resin to differentiate the area of speed restraint. Potentially, tabletops to comply with TfL requirements for buses could be installed at pedestrian crossing points by the school and on the “Green Link”.
- A new crossing provided just to the west of the new access road to the school to improve access for pupils needing to cross Lower Richmond Road. This is currently shown as a zebra crossing but could potentially be upgraded to a pelican crossing;
- Moving of Bus Stop P further to the east to align with the new crossing point and encourage them to cross at the crossing rather than informally;
- The existing signalised crossing point adjacent to Ship Lane is relocated to align better with the Green Link. This also requires the removal of one of the Bus Stops;
- Extension of the two lanes on the Lower Richmond Road arm of the Sheen Lane mini-roundabout so as to provide more capacity for those heading from west to east across the roundabout. This will reduce the tendency for the eastbound traffic movement through the junction to become blocked when the level crossing barriers are down;
- Provision of ‘KEEP CLEAR’ markings on the Sheen Lane mini-roundabout to free up the roundabout when the level crossing is down;
- Provision of an informal crossing point on the east side of the roundabout enabled by providing a kerb buildout on the corner to slow traffic and improve pedestrian/vehicle inter visibility at this location;
- Provision of a new zebra crossing to serve a desire line to the eastern portion of the development and help to reduce speeds on Mortlake High Street
- Possible enlargement of the central reserve and narrowing of traffic lanes, again to improve the pedestrian environment by slowing vehicle speeds.
- Provision of a new right turn lane on Mortlake High Street to provide for right turners into the development car park at the current junction with Vineyard Path.
- Tightening of radii and footway build-out at Vineyard Path Junction.
- Relocation of bus stops and bus stands on Mortlake High Street to allow for the new access points and the new crossing.
- Improve safety of surrounding roads to ensure the development targets TfL’s vision zero policy to reduce collisions on roads.

9.7.15 All these modifications whilst part of the highway strategy also widely benefit the walking and cycling strategy with many of the changes aimed at reducing vehicle speeds, increasing the

permeability across Lower Richmond Road and improving the public realm and safety within the surrounding area.

Upper Richmond Road / Sheen Lane

- 9.7.16 TfL have a pedestrian improvement scheme at the junction of Upper Richmond Road / Sheen Lane. The applicant has agreed to a contribution of £222,787 towards the scheme, which will further improve the pedestrian environment around the development and improve safety for pedestrians in line with the Mayors vision zero targets.

Site Access

- 9.7.17 The majority of car parking will be provided within two underground car parks. The main car park which will serve the mix of uses to the east of Ship Lane (Development Area 1) can be accessed at two locations, from Ship Lane and from Mortlake High Street. The second access onto Mortlake High Street was added following feedback from public consultation with a view to reducing the impacts of the development upon the Sheen Lane mini roundabout. The addition of this second access will mean that only traffic specifically wishing to use Sheen Lane will need to travel through the mini roundabout from this part of the development.
- 9.7.18 Since the original application the size of the western basement has reduced and the entry and exit has been consolidated into a single access point.
- 9.7.19 Access to the School (Application B) is from the new road connected to Lower Richmond Road. Vehicles will be able to use this road and then loop through the site exiting via either Ship Lane or Williams Lane.
- 9.7.20 Access for servicing vehicles is described within the section on servicing below.
- 9.7.21 The proposed Site access arrangements together with the proposed enhancements to the Site's highway frontage along Lower Richmond Road and Mortlake High Street, have been subject to an independent Stage One Safety Audit, undertaken by Alpha Consultants in December 2017. This remains valid as there have been no changes to the layout of the highway.

9.8 Travel Planning

- 9.8.1 Three travel plans are being submitted as part of the application, with the aim of promoting more sustainable patterns of travel and outlining the different travel options available to residents, employees, pupils etc. who will be using the site.
- 9.8.2 The three travel plans are as follows:
- Framework Travel Plan (FTP) setting out the overarching principles for travel planning across the full development with the exception of the school;
 - Residential Travel Plan (RTP) similar to the FTP but with a more detailed and focused approach on the residential aspect of the site; and
 - School Travel Plan (STP) focusing on the travel patterns of pupils, staff and visitors of the school.
- 9.8.3 The FTP is a site encompassing travel plan covering the overarching objectives of the development and how sustainable travel will be promoted.
- 9.8.4 All three travel plans will set out targets and measures of how best to promote sustainable travel and reduce the amount of private vehicle trips made. This is an integral part of the transport

strategy for the site as it is the principal way of communicating with residents and users of the site about their method of travel and the best way to promote walking and cycling as principal modes of travel.

9.8.5 The objective of the FTP is:

To encourage the use of sustainable transport and realise the benefits of walking and cycling to and from the proposed development.

9.8.6 To support the realisation of this overarching objective, the following sub-objectives have been set out:

- Increase awareness of the FTP and its constituent measures;
- Encourage greater use of sustainable transport modes, particularly cycling and walking;
- Promote smarter sustainable travel behaviour and reduce the need to travel overall / and / or in peak times;
- Improve the health of residents and minimise the development impacts on the surrounding environment.
- Promote sustainable modes of travel to all visitors of the site

9.8.7 The FTP also sets targets which will seek to achieve a shift in mode away from car, and in particular single occupancy car, towards the more sustainable modes of travel.

9.8.8 The school travel plan will also be aiming at delivering a car free school to encourage students to walk and cycle. While this is stated to be car free it is understood that this is not likely to be a realistic target therefore the STP is targeting 5% of students arriving by car, which is less than neighbouring schools and will reduce the impact of peak hour school traffic on the surrounding roads.

9.8.9 The targets will be reviewed once the initial TRICS travel survey of each individual land use is completed. The baseline data from the surveys will provide a better understanding about what is achievable and what measures will best suit each land use and their respective users.

9.9 Delivery and Servicing

9.9.1 A Framework Delivery and Servicing Management Plan (FDSMP) has also been produced as part of the developments Transport Strategy. The FDSMP outlines the management of delivery and servicing trips and how they will operate within the Site. Figure 9.7 shows the access routes for servicing vehicles.

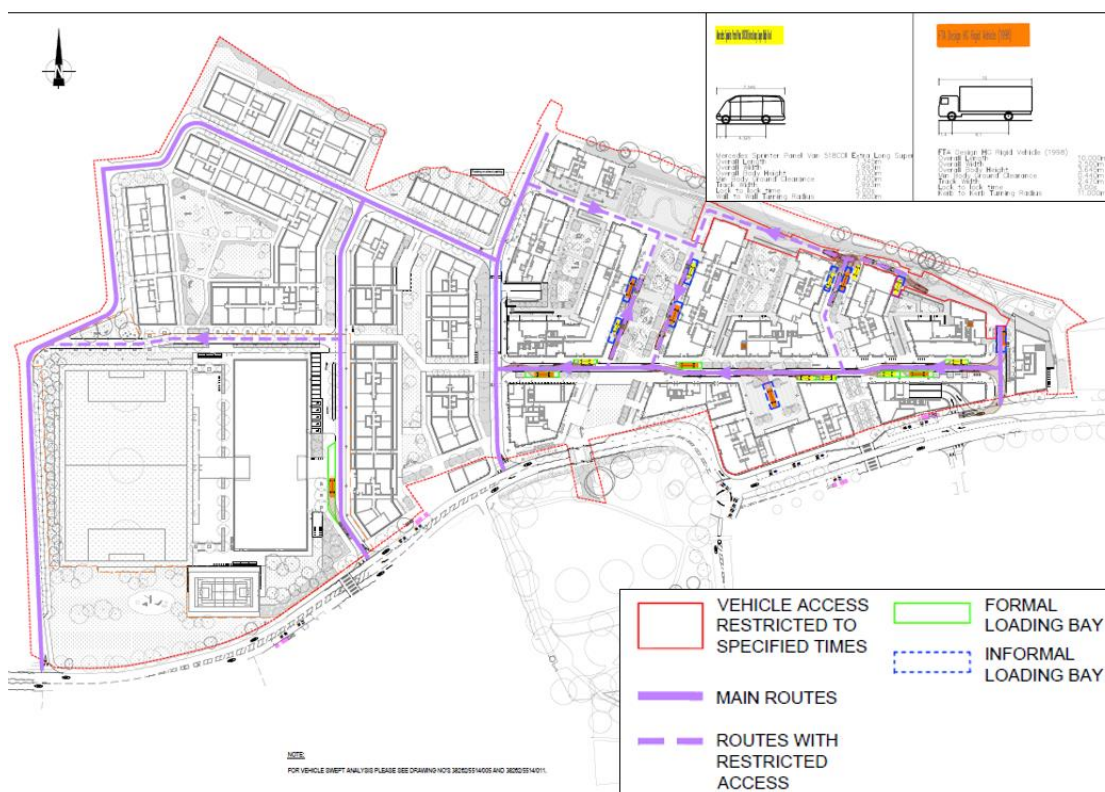


Figure 9.7 Delivery and Servicing Routes

- 9.9.2 The FDSMP factors in trips made to the residential aspect of the development as well as the school, retail units and all other land uses within the Site. A mix of formal and informal loading bays have been identified within the Site. These will accommodate service vehicles to both the residential and non-residential elements of the Site as well as refuse vehicles.
- 9.9.3 The main delivery and servicing area will be the 'new High Street' as this is where the main retail area will be. This will also provide access to the main restaurant/bar area on the river front. As part of the Delivery and Servicing strategy this area will be controlled by the estate management company through the use of rising bollards close to the entrance to the 'new High Street'.
- 9.9.4 The servicing and waste strategy for the detailed application (Application A – Development Area 1) involves the following elements:
- Entry to the area will be from the eastern end of the 'new High Street' and controlled by bollards close to the entry but allow for "u" turns for which arrive out of hours;
 - The management control room is located close to the bollards to improve the effective management of the entrance;
 - Loading bays of appropriate size identified throughout the Site. The capacity of these to accommodate the demand has been estimated based on industry data as set out in the FDSMP;
 - Bin stores have all been located appropriately within the site so as to make refuse collections more efficient, with all refuse then collected on the 'new High Street' for the eastern part of the site and from appropriate locations within the western side of the development in line with LBRuT's requirements;

- Access for servicing will be time controlled to minimise conflicts with pedestrians and cycles and to ensure servicing does not occur at unsociable hours; and
- All residential buildings will have a concierge service during agreed servicing times. The control room will offer a collection service out of hours.

9.9.5 Vehicle tracking for refuse vehicles and for appropriate service vehicles has been undertaken to ensure the highway layout is navigable by large refuse trucks and delivery vehicles.

9.9.6 An Operational Waste Management Strategy has been prepared by Stantec. Waste is a key consideration in the creation of sustainable community as it has environmental, social and economic impacts on the development, in terms of physical infrastructure provision and site operation. This Strategy discusses the relevant waste management policies and targets that the development needs to consider, identifies the expected waste arisings and servicing from the operational phase, and describes the on-site requirements for the storage and collection of waste from the development during its operation. The Strategy has been produced through consultation with LBRuT and will continue to be development in coordination with LBRuT going forward.

9.10 Construction and Logistics

9.10.1 A Framework Construction Management Statement (FCMS) which will include a draft Construction Logistics Plan (CLP), has been submitted in support of the planning applications. The CLP aims to reduce the impact of construction vehicle trips travelling to and from the Site. It sets out the following measures to reduce adverse effects generated by construction activities:

- Construction vehicle routes to site will be agreed with LBRuT and TfL and will seek to minimise impact on the local road network and community. Wherever possible routes will avoid local schools and where this is not possible time restrictions will be put in place to avoid school start and finish times.
- Commitment to use a Delivery Management System (DMS) to ensure contractors and suppliers forward plan and pre-book deliveries. This will enable site managers to control deliveries and vehicle flow to site including avoiding peak network times where possible.
- Investigate the use of construction consolidation centre to help maximise vehicle load efficiency and reduce vehicle trips.
- Investigate the use of the River for construction deliveries and waste.
- Commitment to use contractors and suppliers that are members of best practice schemes such as Considerate Constructors Scheme (CCS), Fleet Operators Recognition Scheme (FORS) and Construction Logistics and Community Safety (CLOCS).
- Ensure a sufficiently robust CLP management, monitoring and compliance regime is in place so that the CLP is implemented correctly, and remedial actions are taken when necessary.

9.11 Summary

9.11.1 The Strategy has been shaped by the detailed discussions that have taken place with officers of LBRuT and TfL, with members of the public through CLG meetings and through the two extensive formal public consultation events and with third party stakeholders, including NR.

- 9.11.2 The walking and cycling strategy for the site is encompassed within the wider design and landscape of the site. It is envisaged that the site will have a high level of on street activity with walking and cycling providing the best way to travel through, to and from the development.
- 9.11.3 Rail improvements have been explored with the possibility for improving the quality of the environ around the northern access to the station investigated with NR.
- 9.11.4 We have looked at a range of options for improving the local bus offer including delivering additional bus capacity as required. TfL have agreed to a financial contribution for buses secured via a s106 agreement.
- 9.11.5 Overall, a total of 493 parking spaces is proposed for the development providing parking for residents at a ratio of approximately 0.33 spaces per dwelling. 78 spaces are provided within the eastern car park (Development Area 1) to meet the needs of the non-residential development. The school has 15 spaces provided at surface level.
- 9.11.6 The highway access strategy has focussed on the following aspects:
- Strategic access to the area, recognising the need to ensure that the Stag development does not significantly add further to existing levels of congestion. This reflects the concerns expressed by the Council, including within the Planning Brief, and members of public through the various consultation exercises;
 - The operation of the local network, in particular, the site frontage of Lower Richmond Road and Mortlake High Street to ensure that it does not act as a barrier to pedestrian / cycle access to the Site and aligns with the Mayor's Policy for Health Streets; and
 - Ensuring safe and efficient access to the Site including to the two underground car parks and for servicing vehicles that does not prejudice through traffic movement or the movement of pedestrians and cycles through the Site.
- 9.11.7 Three travel plans have been produced to support the application. They include a Framework Travel Plan, Residential Travel Plan and School Travel Plan.
- 9.11.8 Both a FDSMP and CLP have also been produced as part of the Transport work and are included as part of the application.

10 Summary & Conclusions

10.1 Summary

- 10.1.1 In summary this Transport Assessment Addendum has been produced in order to reflect the amendments that have been made to the development proposals following the call in from GLA.
- 10.1.2 The original Transport Assessment for the Stag Brewery was submitted in February 2018 and a subsequent addendum was submitted in May 2019. The first addendum covered slight changes to the scheme as submitted in February 2018. This second addendum is to address further scheme amendments proposed in the Revised Scheme.
- 10.1.3 This addendum covers a review of the existing site context and the transport networks surrounding the site. The addendum also updates on any changes in policy. Most of these policy updates were covered in the May 2019 addendum, although the second addendum includes the updates to the London Plan (ITP December 2019).
- 10.1.4 The development proposals set out the changes to the scheme. These include an uplift in the number of residential units, changes to non-residential uses and a reduction in the number of car parking spaces.
- 10.1.5 While there are an increased number of trips made on foot, bicycle, by bus and by train, the increased number of trips are not considered to generate any capacity issues. TfL have requested a contribution for buses, will be adequate for the development. In addition, the train services and Mortlake Station have the required capacity to accommodate the increased demand. Furthermore, the increased numbers of pedestrian and cyclists can be accommodated within the surrounding area.
- 10.1.6 The Revised Scheme is anticipated to generate less traffic than the Original Scheme as a result of the reduced size of the western basement car park and reduction in school trips through lower car share targets in the school travel plan, therefore all conclusions relating to the local highway network in the Original scheme offer a robust and worst-case assessment for the development.
- 10.1.7 The Chalkers Corner scheme (Original Scheme - Application C), had a resolution to refuse at LBRuT Planning Committee meeting held on 29th January 2020, however LBRuT recognised that work would be required at Chalkers Corner and instead sought for a S106 contribution from the developer for future work to the junction. Subsequent meetings held with TfL raised their concern for bus journey times along Lower Richmond Road and through Chalkers Corner. This led to a review of options for Chalkers Corner improvements based on previous designs provided by TfL and a review of the potential for a bus lane to be implemented along Lower Richmond Road. This also includes the original Application C scheme as one of the proposed mitigations at Chalkers Corner.
- 10.1.8 The options being considered for Chalkers Corner and Lower Richmond Road, include the following options:
- Option 1: No Change ('Do Nothing', LBRuT Proposal)
 - Option 2: Chalkers Corner 'Light'
 - Option 3: Lower Richmond Road Bus Lane
 - Option 4: Chalkers Corner 'Light' & Bus Lane

- Option 5: Chalkers Corner Original Scheme (Application C).

10.1.9 Initial modelling has identified that the proposed options at Chalkers Corner will mitigate the development traffic and provide improvements for buses along Lower Richmond Road. These options are however being investigated further as part of TfL VMAP process, which is running concurrently with the submitted application.

10.1.10 The transport strategy for other modes remains similar to the strategy proposed under the Original Scheme. The focus remains on promoting walking and cycling, encouraging the use of public transport over motor vehicles and promoting TfL's vision zero to eliminate serious and fatal collisions on all roads. This is helped further by the reduction in the number of car parking spaces provided with the revised scheme.

10.2 Conclusions

10.2.1 To conclude, the transport measures proposed will mitigate the trips generated by the development, while also providing additional capacity and benefits for local residents. It is therefore considered that the proposals are adequate for the development.

Appendix A Personal Injury Collision (PIC) Data

Mortlake Area Personal Injury Collisions 36 mths to 1st October 2019 (provisional)



SUMMARY OF COLLISIONS SELECTED**SITE REFERENCE AND DESCRIPTION**

TOPIC BASED QUERY

DATE PERIOD**ACCIDENT COUNT**

144

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

1

| | | | | | |
|----------------------------------|----------------------|--|--|----------------------|--|
| 01160000357 | FRI 04/11/2016 12:41 | LIGHT | MORTLAKE RD 60M N OF J/W LOWER RICHMOND RD | LINK 198-218 | 519780/175920 |
| POLICE - AT SCENE | ROAD-WET | RAINING | SINGLE CWY NO JUN IN 20M N/A | NO XING FACIL IN 50M | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | |
| CASUALTY | 001 (002) | (26 YRS - M - REDA) | SLIGHT DRIVER/RIDER | | |
| VEHICLE | 001 (000) | VAN/GOODS => 3.5T BT - NOT REQ | (47 YRS - M - REDACT) | G/AHEAD - OTHER | (S TO NW) FRONT HIT FIRST JOURNEY P/O WORK |
| VEHICLE | 002 (000) | VAN/GOODS => 3.5T BT - NOT REQ | (26 YRS - M - REDACT) | U-TURN | (S TO NW) O/S HIT FIRST JOURNEY P/O WORK |
| V002 | A | 602 (CARELESS, RECKLESS OR IN A HURRY) | | | |

2

| | | | | | |
|----------------------------------|----------------------|--|--|-----------------------|--|
| 01160000652 | SUN 06/11/2016 18:10 | DARK | UPPER RICHMOND RD J/W RICHMOND PARK RD | LINK 184-706 | 520608/175416 |
| 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) | (29 YRS - M - REDA) | SLIGHT DRIVER/RIDER | | |
| VEHICLE | 001 (000) | CAR BT - NEG | (39 YRS - M - REDACT) | TURNING RIGHT | (W TO E) N/S HIT FIRST J/P - UNKN JCT MID |
| VEHICLE | 002 (000) | M/C <= 50CC BT - NOT PROVD | (29 YRS - M - REDACT) | O/TAKING - MOVING VEH | (W TO E) FRONT HIT FIRST COMMUTING JCT APP |
| V002 | A | 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) | | V002 | B 605 (LEARNER OR INEXPERIENCED DRIVER) |
| V002 | A | 602 (CARELESS, RECKLESS OR IN A HURRY) | | | |

3

| | | | | | |
|-------------------|----------------------|--------------|---|----------------------|---------------|
| 01160000677 | MON 07/11/2016 16:22 | LIGHT | UPPER RICHMOND RD WEST J/W PAYNESFIELD AVENUE | LINK 184-706 | 520850/175440 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY OTHER JUN GIVEWAY /UNCONT | NO XING FACIL IN 50M | NONE IN 50M |

NOT KNOWN HOW COLLISION OCCURRED

| | | | | | | |
|----------|-----------|--|-----------------------|---------------------------|-------------------------------|-------------------------------|
| CASUALTY | 001 (002) | (41 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (30 YRS - F - REDACT) | TURNING RIGHT | (E TO W) O/S HIT FIRST | COMMUTING JCT APP |
| VEHICLE | 002 (000) | MC 51-125CC BT - NOT PROVD | (41 YRS - M - REDACT) | O/TAKING - NON MOVING VEH | (E TO W) BACK HIT FIRST | J/P - UNKN JCT APP |
| V002 | A | 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) | | V001 | B | 405 (FAILED TO LOOK PROPERLY) |

4

| | | | | | |
|-------------------|----------------------|--------------|---------------------------------------|----------------------|---------------|
| 01160001567 | MON 14/11/2016 17:49 | DARK | LOWER RICHMOND RD J/W CLIFFORD AVENUE | NODE 198 | 519770/175860 |
| POLICE - AT SCENE | ROAD-WET | WEATHER-FINE | SINGLE CWY CROSSROADS AUTO SIG | NO XING FACIL IN 50M | NONE IN 50M |

NOT KNOWN HOW COLLISION OCCURRED

| | | | | | | |
|----------|-----------|-------------------------------|-----------------------|-----------------|----------------------------------|--|
| CASUALTY | 001 (002) | (28 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | |
| VEHICLE | 001 (000) | CAR BT - NEG | (39 YRS - M - REDACT) | G/AHEAD - OTHER | (NE TO NW) FRONT HIT FIRST | J/P - UNKN JCT APP |
| VEHICLE | 002 (000) | CAR BT - NEG | (28 YRS - M - REDACT) | G/AHEAD - OTHER | (NE TO NW) BACK HIT FIRST | J/P - UNKN JCT APP |
| V001 | B | 405 (FAILED TO LOOK PROPERLY) | | V001 | B | 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) |
| V002 | B | 408 (SUDDEN BRAKING) | | | | |

5

| | | | | | | | |
|----------------------------------|----------------------|------------------------------|---|-----------------|----------------------|--------------------------|------------------------------|
| 01160008696 | SAT 24/12/2016 17:40 | DARK | SOUTH CIRCULAR RD J/W UPPER RICHMOND RD | | | NODE 182 | 519830/175330 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY | T/STAG JUN | AUTO SIG | NO XING FACIL IN 50M | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (28 YRS - F - REDA) | SLIGHT | VEH/PILLION PAX | FRONT SEAT PASSENGER | | |
| VEHICLE | 001 (000) | CAR BT - NEG | (43 YRS - M - REDACT) | | WAITING - TURN RIGHT | (S TO N) FRONT HIT FIRST | J/P - UNKN JCT CLEARED |
| VEHICLE | 002 (000) | CAR BT - NEG | (32 YRS - M - REDACT) | | SLOWING/STOPPING | (N TO S) O/S HIT FIRST | J/P - UNKN JCT CLEARED |
| V002 | A | 403 (POOR TURN OR MANOEUVRE) | | | V001 | A | 403 (POOR TURN OR MANOEUVRE) |

6

| | | | | | | | |
|----------------------------------|----------------------|----------------------|---------------------------------------|-----------------|----------------------|----------------------------|--------------------------|
| 01160008781 | SUN 25/12/2016 22:53 | DARK | CHISWICK BRDG 50M N OF J/W CLIFORD RD | | | LINK 199-729 | 520240/176310 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | DUAL CWY | NO JUN IN 20M | N/A | NO XING FACIL IN 50M | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (19 YRS - F - REDA) | SLIGHT | VEH/PILLION PAX | FRONT SEAT PASSENGER | | |
| CASUALTY | 002 (001) | (25 YRS - F - REDA) | SLIGHT | VEH/PILLION PAX | REAR SEAT PASSENGER | | |
| CASUALTY | 003 (002) | (35 YRS - F - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - NEG | (19 YRS - M - REDACT) | | CHNG LANE - RIGHT | (SW TO NE) FRONT HIT FIRST | J/P - UNKN |
| VEHICLE | 002 (000) | CAR BT - NEG | (35 YRS - F - REDACT) | | CHNG LANE - LEFT | (SW TO NE) BACK HIT FIRST | J/P - UNKN |
| V002 | B | 408 (SUDDEN BRAKING) | | | V001 | B | 601 (AGGRESSIVE DRIVING) |

7

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|----------------------------------|----------------------|-------------------------------|--|---------------|---------------|------------------------------|-------------|
| 01160010965 | THU 15/12/2016 18:59 | DARK | UPPER RICHMOND RD WEST 30M W OF J/W SHEEN LANE | LINK 182-184 | 520458/175389 | | |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY | NO JUN IN 20M | N/A | NO XING FACIL IN 50M | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (17 YRS - M - REDA) | SLIGHT | PEDESTRIAN | N BOUND | FROM DRIVERS O/SIDE | |
| VEHICLE | 001 (000) | CAR BT - DRV NOT CONTACTED | (77 YRS - M - REDACT) | | UNKNOWN S/R | (N TO N) O/S HIT FIRST | J/P - UNKN |

8

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|-------------------|----------------------|---------------------------------|---|--------------|-----------------|--------------------------------|------------------------|
| 01170009664 | WED 04/01/2017 06:15 | DARK | SOUTH CIRCULAR RD J/W EAST SHEEN AVENUE | LINK 184-706 | 520840/175460 | | |
| POLICE - AT SCENE | ROAD-WET | WEATHER-FINE | SINGLE CWY | T/STAG JUN | GIVEWAY /UNCONT | NO XING FACIL IN 50M | NONE IN 50M |
| CASUALTY | 001 (002) | (33 YRS - M - REDA) | SERIOUS | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - NEG | (49 YRS - M - REDACT) | | TURNING RIGHT | (W TO E) FRONT HIT FIRST | COMMUTING L/MAIN RD |
| VEHICLE | 002 (000) | M/C 126-500CC BT - NOT PROVD | (33 YRS - M - REDACT) | | G/AHEAD - OTHER | (E TO W) FRONT HIT FIRST | COMMUTING JCT APP |
| V001 | A | 405 (FAILED TO LOOK PROPERLY) | | | | | |

9

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|-------------------|----------------------|-------------------------------|---------------------------------|------------|------------|--------------------------------|----------------------|
| 01170012853 | THU 19/01/2017 19:25 | DARK | SHEEN LANE J/W SOUTH WORPLE WAY | | | LINK 184-202 | 520500/175750 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY | T/STAG JUN | AUTO SIG | NO XING FACIL IN 50M | CTRL - AUTH PERSON |
| CASUALTY | 001 (001) | (19 YRS - F - REDA) | SLIGHT | PEDESTRIAN | | W BOUND | FROM DRIVERS N/SIDE |
| VEHICLE | 001 (000) | MC >500CC BT - NOT REQ | (45 YRS - M - REDACT) | | MOVING OFF | (N TO E) FRONT HIT FIRST | COMMUTING JCT APP |
| C001 | A | 802 (FAILED TO LOOK PROPERLY) | | | | | |

10

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|-------------------|----------------------|-------------------------------|--------------------------------|------------------|-----------------|----------------------------------|-----------------------------|
| 01170013417 | FRI 20/01/2017 20:20 | DARK | BARNES HIGH ST J/W LONSDALE RD | | | NODE 214 | 521550/176410 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | ROUNDAABOUT | M ROUNDAABOUT | GIVEWAY /UNCONT | NO XING FACIL IN 50M | NONE IN 50M |
| CASUALTY | 001 (002) | (32 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - NEG | (79 YRS - M - REDACT) | | MOVING OFF | (NE TO SE) FRONT HIT FIRST | J/P - UNKN |
| VEHICLE | 002 (000) | MC 126-500CC BT - NEG | (32 YRS - M - REDACT) | | TURNING RIGHT | (NE TO SE) FRONT HIT FIRST | J/P - UNKN L/ROUNDAABOUT |
| V001 | A | 405 (FAILED TO LOOK PROPERLY) | | | | | |

11

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|-------------------|----------------------|-------------------------------|---|---------------------|---|
| 01170013979 | TUE 24/01/2017 09:08 | LIGHT | UPPER RICHMOND RD WEST J/W PRIESTS BRDG | NODE 706 | 521390/175470 |
| POLICE - AT SCENE | ROAD-WET | WEATHER-FINE | SINGLE CWY T/STAG JUN AUTO SIG | PELICAN OR SIML | CTRL - AUTH PERSON |
| CASUALTY | 001 (001) | (7 YRS - M - REDA) | SLIGHT PEDESTRIAN | S BOUND | FROM DRIVERS O/SIDE |
| VEHICLE | 001 (000) | MC 126-500CC BT - NEG | (34 YRS - M - REDACT) | O/TAKING - NEARSIDE | (E TO W) J/P - UNKN FRONT HIT JCT APP FIRST |
| V001 | B | 405 (FAILED TO LOOK PROPERLY) | | V001 B | 701 (STATIONARY OR PARKED VEHICLE(S)) |

12

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|-------------------|----------------------|---|--|----------------------|---|
| 01170014076 | TUE 24/01/2017 17:40 | DARK | UPPER RICHMOND RD WEST J/W CLIFFORD AVENUE | NODE 182 | 519830/175330 |
| POLICE - AT SCENE | ROAD-WET | WEATHER-FINE | SINGLE CWY T/STAG JUN AUTO SIG | NO XING FACIL IN 50M | NONE IN 50M |
| CASUALTY | 001 (001) | (77 YRS - M - REDA) | SLIGHT DRIVER/RIDER | | |
| VEHICLE | 001 (000) | PED CYCLE BT - N/A | (77 YRS - M - REDACT) | WAITING - TURN RIGHT | (E TO N) COMMUTING BACK HIT JCT MID FIRST |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | TURNING RIGHT | (E TO N) J/P - UNKN FRONT HIT JCT MID FIRST |
| V002 | A | 302 (DISOBEYED 'GIVE WAY' OR 'STOP' SIGN OR MARKINGS) | | V002 A | 405 (FAILED TO LOOK PROPERLY) |
| V001 | B | 405 (FAILED TO LOOK PROPERLY) | | | |

13

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|-------------------|----------------------|-------------------------------|---|------------------------------|---|
| 01170016064 | FRI 03/02/2017 18:05 | DARK | UPPER RICHMOND RD WEST J/W RICHMOND PARK RD | LINK 184-706 | 520610/175410 |
| POLICE - AT SCENE | ROAD-WET | RAINING | SINGLE CWY T/STAG JUN GIVEWAY /UNCONT | ZEBRA XING | NONE IN 50M |
| CASUALTY | 001 (001) | (49 YRS - M - REDA) | SLIGHT PEDESTRIAN S BOUND | FROM DRIVERS N/SIDE - MASKED | |
| VEHICLE | 001 (000) | MC 51-125CC BT - NOT REQ | (23 YRS - M - REDACT) | O/TAKING - MOVING VEH | (W TO E) JOURNEY P/O WORK FRONT HIT JCT APP FIRST |
| C001 | B | 802 (FAILED TO LOOK PROPERLY) | V001 | B | 405 (FAILED TO LOOK PROPERLY) |

14

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|-------------------|----------------------|-------------------------------|--|----------------------|---|
| 01170018661 | MON 13/02/2017 10:50 | LIGHT | UPPER RICHMOND RD WEST J/W HERTFORD AVENUE SHEEN | LINK 184-706 | 521200/175460 |
| 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) | (37 YRS - F - REDA) | SLIGHT DRIVER/RIDER | | |
| VEHICLE | 001 (000) | MC 51-125CC BT - NEG | (37 YRS - F - REDACT) | G/AHEAD - OTHER | (W TO E) J/P - UNKN FRONT HIT JCT APP FIRST |
| VEHICLE | 002 (000) | CAR BT - NEG | (70 YRS - F - REDACT) | TURNING RIGHT | (W TO E) J/P - UNKN N/S HIT JCT APP FIRST |
| V002 | B | 405 (FAILED TO LOOK PROPERLY) | | | |

15

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|---------------|----------------------|-------------------------------|-------------------------------------|-----------------|--|
| 01170019034 | WED 01/02/2017 13:47 | LIGHT | MORTLAKE RD J/W CLIFFORD AVENUE | NODE 198 | 519790/175870 |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY MULTI JUN AUTO SIG | PEDN PHASE ATS | NONE IN 50M |
| CASUALTY | 001 (001) | (29 YRS - M - REDA) | SLIGHT DRIVER/RIDER | | |
| VEHICLE | 001 (000) | MC 51-125CC BT - REFUSED | (29 YRS - M - REDACT) | G/AHEAD - OTHER | (MOVE UNKN) J/P - UNKN FRONT HIT JCT APP FIRST |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (19 YRS - M - REDACT) | UNKNOWN S/R | (MOVE UNKN) J/P - UNKN O/S HIT JCT APP FIRST |

16

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|-------------------|----------------------|-------------------------------|---------------------------------------|-----------------|---|
| 01170019812 | TUE 21/02/2017 07:10 | LIGHT | LOWER RICHMOND RD J/W CLIFFORD AVENUE | NODE 198 | 519780/175850 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY MULTI JUN AUTO SIG | PEDN PHASE ATS | NONE IN 50M |
| CASUALTY | 001 (001) | (58 YRS - M - REDA) | SLIGHT DRIVER/RIDER | | |
| VEHICLE | 001 (000) | TAXI/PHV BT - NEG | (58 YRS - M - REDACT) | G/AHEAD - OTHER | (N TO S) JOURNEY P/O WORK FRONT HIT JCT MID FIRST |
| VEHICLE | 002 (000) | CAR BT - NEG | (33 YRS - M - REDACT) | TURNING RIGHT | (S TO N) J/P - UNKN FRONT HIT JCT MID FIRST |
| V001 | B | 405 (FAILED TO LOOK PROPERLY) | | V002 B | 405 (FAILED TO LOOK PROPERLY) |

17

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|-------------------|----------------------|--|---------------------------------------|--------------|-----------------|--------------------------------|-----------------------------|
| 01170020468 | THU 23/02/2017 10:29 | LIGHT | CLIFFORD AVENUE J/W LOWER RICHMOND RD | NODE 198 | 519780/175840 | | |
| POLICE - AT SCENE | ROAD-DRY | FINE - H WIND | SINGLE CWY | MULTI JUN | AUTO SIG | PEDN PHASE ATS | NONE IN 50M |
| CASUALTY | 001 (002) | (35 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | VAN/GOODS => 3.5T BT - NEG | (27 YRS - M - REDACT) | | G/AHEAD - OTHER | (S TO N) FRONT HIT FIRST | JOURNEY P/O WORK JCT APP |
| VEHICLE | 002 (000) | CAR BT - NEG | (35 YRS - M - REDACT) | | G/AHEAD - OTHER | (S TO N) BACK HIT FIRST | COMMUTING JCT APP |
| V001 | B | 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) | | | V002 | B | 408 (SUDDEN BRAKING) |

18

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|-------------------|----------------------|-------------------------------|-------------------------------------|--------------------|-------------------------|--------------------------------|--|
| 01170023784 | WED 08/03/2017 11:20 | LIGHT | UPPER RICHMOND RD WEST J/W KINGS RD | LINK 184-706 | 520950/175450 | | |
| POLICE - AT SCENE | ROAD-WET | RAINING | SINGLE CWY | OTHER JUN | GIVEWAY /UNCONT | ZEBRA XING | NONE IN 50M |
| CASUALTY | 001 (002) | (45 YRS - F - REDA) | SLIGHT | DRIVER/RIDER | | | |
| CASUALTY | 002 (003) | (65 YRS - F - REDA) | SLIGHT | VEH/PILLION PAX | FRONT SEAT PASSENGER | | |
| VEHICLE | 001 (000) | CAR BT - NEG | (32 YRS - M - REDACT) | | G/AHEAD - OTHER | (E TO W) FRONT HIT FIRST | JOURNEY P/O WORK JCT APP |
| VEHICLE | 002 (000) | CAR BT - NEG | (45 YRS - F - REDACT) | | G/AHEAD - OTHER | (E TO W) BACK HIT FIRST | J/P - UNKN JCT APP |
| VEHICLE | 003 (000) | CAR BT - NOT PROVD | (67 YRS - M - REDACT) | | G/AHEAD - OTHER | (E TO W) BACK HIT FIRST | J/P - UNKN JCT APP |
| V001 | A | 405 (FAILED TO LOOK PROPERLY) | | | V001 | A | 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) |

19

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|-------------------|----------------------|------------------------------------|---|------------------|---------------------------|--------------------------|
| 01170024873 | MON 13/03/2017 18:15 | DARK | UPPER RICHMOND RD WEST J/W SHEEN GATE GARDENS | LINK 182-184 | 520230/175320 | |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY T/STAG JUN GIVEWAY /UNCONT | ZEBRA XING | CTRL - AUTH PERSON | |
| CASUALTY | 001 (001) | (79 YRS - F - REDA) | SLIGHT | VEH/PILLION PAX | STANDING PASSENGER | |
| VEHICLE | 001 (000) | BUS/COACH >=17 PAX BT - NOT REQ | (58 YRS - M - REDACT) | SLOWING/STOPPING | (NE TO SE) DID NOT IMPACT | JOURNEY P/O WORK JCT APP |
| V001 | B | 999 (OTHER - PLEASE SPECIFY BELOW) | | | | |

20

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|-------------------|----------------------|-------------------------------|---|-----------------|--------------------------|---|
| 01170025340 | WED 15/03/2017 08:10 | LIGHT | UPPER RICHMOND RD WEST J/W SUTHERLAND GARDENS | LINK 184-706 | 521310/175460 | |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY T/STAG JUN GIVEWAY /UNCONT | PELICAN OR SIML | NONE IN 50M | |
| CASUALTY | 001 (001) | (12 YRS - F - REDA) | SLIGHT | PEDESTRIAN | S BOUND | FROM DRIVERS N/SIDE |
| CASUALTY | 002 (001) | (25 YRS - F - REDA) | SERIOUS | DRIVER/RIDER | | |
| VEHICLE | 001 (000) | PED CYCLE BT - NOT PROVD | (25 YRS - F - REDACT) | G/AHEAD - OTHER | (W TO E) FRONT HIT FIRST | J/P - UNKN JCT CLEARED |
| C001 | A | 802 (FAILED TO LOOK PROPERLY) | | C001 | B | 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED) |

21

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|---------------|----------------------|------------------------|-----------------------------------|-----------------|--|
| 01170029005 | TUE 21/03/2017 09:10 | LIGHT | MORTLAKE HIGH ST J/W AVONDALE RD | LINK 202-204 | 520960/175970 |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | DUAL CWY T/STAG JUN UNKNOWN S/R | UNKNOWN S/R | NONE IN 50M |
| CASUALTY | 001 (001) | (72 YRS - M - REDA) | SLIGHT DRIVER/RIDER | | |
| VEHICLE | 001 (000) | PED CYCLE BT - NOT REQ | (72 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 - NOT REQ | (? YRS - M - REDACT) UNKNOWN S/R | UNKNOWN S/R | (MOVE UNKN) UNKNOWN S/R J/P - UNKN UNKNOWN S/R |

22

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|-------------------|----------------------|--|---------------------------------------|----------------------|---|
| 01170029082 | THU 30/03/2017 08:00 | LIGHT | LUDOVICK WALK J/W ARABELLA DRIVE SW15 | CELL 521500/175000 | 521550/175450 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | DUAL CWY T/STAG JUN GIVEWAY /UNCONT | NO XING FACIL IN 50M | NONE IN 50M |
| CASUALTY | 001 (001) | (44 YRS - F - REDA) | SLIGHT PEDESTRIAN | N BOUND | FROM DRIVERS O/SIDE - MASKED |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (59 YRS - M - REDACT) | G/AHEAD - OTHER | (W TO E) O/S HIT FIRST J/P - UNKN JCT CLEARED |
| C001 | A | 801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE) | | | |

23

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|-------------------|----------------------|-------------------------------|---|------------------|--|
| 01170032047 | THU 13/04/2017 12:20 | LIGHT | UPPER RICHMOND RD WEST J/W PRIESTS BRDG | NODE 707 | 521570/175480 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY T/STAG JUN GIVEWAY /UNCONT | PEDN PHASE ATS | NONE IN 50M |
| CASUALTY | 001 (001) | (28 YRS - M - REDA) | SERIOUS DRIVER/RIDER | | |
| VEHICLE | 001 (000) | PED CYCLE BT - N/A | (28 YRS - M - REDACT) | G/AHEAD - OTHER | (E TO W) FRONT HIT FIRST COMMUTING JCT CLEARED |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (18 YRS - M - REDACT) | SLOWING/STOPPING | (E TO W) O/S HIT FIRST J/P - UNKN JCT CLEARED |
| V002 | A | 405 (FAILED TO LOOK PROPERLY) | | | |

24

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|-------------------|----------------------|--|---|----------------------|-------------------------------------|
| 01170034055 | SUN 16/04/2017 16:30 | LIGHT | TERRACE 35M SW OF J/W CLEVELAND GARDENS | LINK 204-214 | 521450/176290 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY NO JUN IN 20M N/A | NO XING FACIL IN 50M | NONE IN 50M |
| CASUALTY | 001 (001) | (13 YRS - M - REDA) | SLIGHT PEDESTRIAN | W BOUND | FROM DRIVERS O/SIDE - MASKED |
| VEHICLE | 001 (000) | CAR BT - NEG | (85 YRS - M - REDACT) | G/AHEAD - OTHER | (S TO N) FRONT HIT FIRST J/P - UNKN |
| C001 | A | 801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE) | | | |

25

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|-------------------|----------------------|---------------------------------|---------------------------------------|----------------------------------|--|
| 01170034907 | SUN 30/04/2017 12:45 | LIGHT | UPPER RICHMOND RD WEST J/W SHEEN LANE | NODE 184 | 520540/175400 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY CROSSROADS AUTO SIG | PEDN PHASE ATS | NONE IN 50M |
| CASUALTY | 001 (001) | (55 YRS - F - REDA) | SLIGHT | VEH/PILLION PAX SEATED PASSENGER | |
| VEHICLE | 001 (000) | BUS/COACH >=17 PAX BT - NOT REQ | (58 YRS - M - REDACT) | SLOWING/STOPPING | (E TO W) DID NOT IMPACT JOURNEY P/O WORK JCT APP |
| V001 | A | 408 (SUDDEN BRAKING) | | | |

26

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|-------------------|----------------------|--|----------------------------------|-----------------|---|-------------------------------|
| 01170035561 | THU 04/05/2017 22:30 | DARK | SHEEN LANE J/W UPPER RICHMOND RD | NODE 184 | 520500/175390 | |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY CROSSROADS AUTO SIG | PEDN PHASE ATS | NONE IN 50M | |
| CASUALTY | 001 (001) | (37 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | |
| CASUALTY | 002 (002) | (23 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | |
| VEHICLE | 001 (000) | CAR BT - NEG | (37 YRS - M - REDACT) | TURNING RIGHT | (E TO W) O/S HIT FIRST J/P - UNKN E/MAIN RD | |
| VEHICLE | 002 (000) | M/C 126-500CC BT - NEG | (23 YRS - M - REDACT) | G/AHEAD - OTHER | (E TO W) FRONT HIT FIRST J/P - UNKN L/MAIN RD | |
| V001 | A | 405 (FAILED TO LOOK PROPERLY) | | V002 | A | 405 (FAILED TO LOOK PROPERLY) |
| V002 | B | 602 (CARELESS, RECKLESS OR IN A HURRY) | | V001 | B | 403 (POOR TURN OR MANOEUVRE) |
| V002 | B | 308 (FOLLOWING TOO CLOSE) | | | | |

27

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|-------------------|----------------------|--|---|---------------|-----------------|--------------------------------|---------------|--|
| 01170038683 | SUN 21/05/2017 17:15 | LIGHT | SOUTH CIRCULAR RD 30M N OF J/W ST LEONARDS RD | | | LINK 182-198 | 519800/175550 | |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY | NO JUN IN 20M | N/A | NO XING FACIL IN 50M | NONE IN 50M | |
| CASUALTY | 001 (001) | (21 YRS - F - REDA) | SLIGHT | DRIVER/RIDER | | | | |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (21 YRS - F - REDACT) | | G/AHEAD - OTHER | (N TO S) BACK HIT FIRST | J/P - UNKN | |
| VEHICLE | 002 (000) | CAR BT - NOT REQ | (27 YRS - M - REDACT) | | G/AHEAD - OTHER | (N TO S) FRONT HIT FIRST | J/P - UNKN | |
| V002 | A | 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) | | | | | | |

28

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|-------------------|----------------------|-------------------------------|---------------------------------------|------------|-----------------|------------------------------|---|--|
| 01170041143 | MON 05/06/2017 07:38 | LIGHT | UPPER RICHMOND RD WEST J/W SHEEN LANE | | | NODE 184 | 520500/175390 | |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY | MULTI JUN | AUTO SIG | PEDN PHASE ATS | CTRL - AUTH PERSON | |
| CASUALTY | 001 (001) | (61 YRS - F - REDA) | SLIGHT | PEDESTRIAN | S BOUND | FROM DRIVERS O/SIDE | | |
| VEHICLE | 001 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | | G/AHEAD - OTHER | (W TO E) O/S HIT FIRST | J/P - UNKN E/MAIN RD | |
| V001 | A | 405 (FAILED TO LOOK PROPERLY) | | | C001 | B | 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED) | |

29

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|-------------------|----------------------|------------------------------|---------------------------------------|--------------|-------------------|--------------------------------|-----------------------|--|
| 01170046788 | WED 05/07/2017 17:50 | LIGHT | SHEEN LANE J/W UPPER RICHMOND RD WEST | | | NODE 184 | 520500/175390 | |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY | CROSSROADS | AUTO SIG | PEDN PHASE ATS | NONE IN 50M | |
| CASUALTY | 001 (004) | (61 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | | |
| VEHICLE | 001 (000) | CAR BT - NEG | (60 YRS - F - REDACT) | | WAITING - HELD UP | (S TO N) BACK HIT FIRST | J/P - UNKN JCT APP | |
| VEHICLE | 002 (000) | CAR BT - NEG | (43 YRS - F - REDACT) | | WAITING - HELD UP | (S TO N) BACK HIT FIRST | J/P - UNKN JCT APP | |
| VEHICLE | 003 (000) | CAR BT - NEG | (39 YRS - F - REDACT) | | G/AHEAD - OTHER | (S TO N) FRONT HIT FIRST | J/P - UNKN JCT APP | |
| VEHICLE | 004 (000) | PED CYCLE BT - N/A | (61 YRS - M - REDACT) | | WAITING - HELD UP | (S TO N) BACK HIT FIRST | J/P - UNKN JCT APP | |
| V003 | A | 509 (DISTRACTION IN VEHICLE) | | | | | | |

30

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|-------------------|----------------------|--|--|------------|----------------------|----------------------------------|---------------------------------------|
| 01170046795 | WED 05/07/2017 19:10 | LIGHT | UPPER RICHMOND RD J/W SHEEN GATE GARDENS | | | LINK 182-184 | 520230/175320 |
| 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) | (45 YRS - M - REDA) | SERIOUS | PEDESTRIAN | W BOUND | STATIONARY NOT CROSSING - MASKED | |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (51 YRS - F - REDACT) | | WAITING - TURN RIGHT | (W TO E) FRONT HIT FIRST | J/P - UNKN L/MAIN RD |
| C001 | A | 808 (CARELESS, RECKLESS OR IN A HURRY) | | | V001 | A | 701 (STATIONARY OR PARKED VEHICLE(S)) |

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|-------------------|----------------------|--|---|---------------|------------------|-----------------------------------|---------------|
| 01170047397 | SUN 09/07/2017 16:05 | LIGHT | SOUTH CIRCULAR RD 100M S OF J/W LOWER RICHMOND RD | | | LINK 182-198 | 519770/175760 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY | NO JUN IN 20M | N/A | NO XING FACIL IN 50M | NONE IN 50M |
| CASUALTY | 001 (001) | (27 YRS - F - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (27 YRS - F - REDACT) | | G/AHEAD - OTHER | (N TO S) FRONT HIT FIRST | J/P - UNKN |
| VEHICLE | 002 (000) | CAR BT - NOT REQ | (78 YRS - M - REDACT) | | CHNG LANE - LEFT | (S TO N) FRONT HIT FIRST | J/P - UNKN |
| VEHICLE | 003 (000) | CAR BT - NOT REQ | (48 YRS - F - REDACT) | | G/AHEAD - OTHER | (N TO S) FRONT HIT FIRST | J/P - UNKN |
| V002 | A | 409 (SWERVED) | | V002 | A | 510 (DISTRACTION OUTSIDE VEHICLE) | |
| V002 | B | 602 (CARELESS, RECKLESS OR IN A HURRY) | | | | | |

32

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|-------------------|----------------------|--|------------------------------------|------------|-----------------|--------------------------------|-------------------------|
| 01170049829 | SAT 22/07/2017 13:39 | LIGHT | UPPER RICHMOND RD J/W PRIESTS BRDG | | | NODE 706 | 521360/175480 |
| POLICE - AT SCENE | ROAD-WET | RAINING | SINGLE CWY | T/STAG JUN | GIVEWAY /UNCONT | NO XING FACIL IN 50M | NONE IN 50M |
| CASUALTY | 001 (001) | (34 YRS - F - REDA) | SLIGHT | PEDESTRIAN | E BOUND | UNKNOWN/OTHER | |
| VEHICLE | 001 (000) | CAR BT - NEG | (49 YRS - M - REDACT) | | TURNING RIGHT | (W TO E) FRONT HIT FIRST | J/P - UNKN L/MAIN RD |
| V001 | B | 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) | | V001 | B | 405 (FAILED TO LOOK PROPERLY) | |

33

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|-------------------|----------------------|--|--|------------|-----------------|-------------------------------|---------------------------|
| 01170050644 | WED 26/07/2017 17:52 | LIGHT | GORDON AVENUE J/W UPPER RICHMOND RD WEST | | | CELL 521000/175000 | 521050/175380 |
| POLICE - AT SCENE | ROAD-WET | WEATHER-FINE | SLIP ROAD | T/STAG JUN | GIVEWAY /UNCONT | NO XING FACIL IN 50M | NONE IN 50M |
| CASUALTY | 001 (001) | (6 YRS - M - REDA) | SLIGHT | PEDESTRIAN | E BOUND | FROM DRIVERS N/SIDE - MASKED | |
| VEHICLE | 001 (000) | CAR BT - NEG | (68 YRS - M - REDACT) | | G/AHEAD - OTHER | (N TO S) DID NOT IMPACT | J/P - UNKN JCT CLEARED |
| C001 | A | 801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE) | | | | | |

34

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|---------------|----------------------|-------------------------------------|----------------------------------|---------------|-----------------|----------------------------------|---------------|
| 01170052600 | TUE 01/08/2017 17:55 | LIGHT | LONSDALE RD 30MS OF J/W LYRIC RD | | | LINK 214-235 | 521590/176500 |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY | NO JUN IN 20M | N/A | NO XING FACIL IN 50M | NONE IN 50M |
| CASUALTY | 001 (002) | (40 YRS - F - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | PED CYCLE BT - DRV NOT CONTACTED | (? YRS - F - REDACT) | | G/AHEAD - OTHER | (MOVE UNKN) UNKNOWN S/R | J/P - UNKN |
| VEHICLE | 002 (000) | PED CYCLE BT - DRV NOT CONTACTED | (40 YRS - F - REDACT) | | G/AHEAD - OTHER | (MOVE UNKN) DID NOT IMPACT | COMMUTING |

35

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|-------------------|----------------------|-------------------------------|-------------------------------------|-----------------|----------------------|--------------------------------|-----------------------|--|
| 01170053456 | SAT 12/08/2017 17:05 | LIGHT | GREAT CHERTSEY RD J/W HARTINGTON RD | | | NODE 157 | 520430/176510 | |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | DUAL CWY | CROSSROADS | AUTO SIG | NO XING FACIL IN 50M | NONE IN 50M | |
| CASUALTY | 001 (002) | (83 YRS - F - REDA) | SLIGHT | VEH/PILLION PAX | FRONT SEAT PASSENGER | | | |
| VEHICLE | 001 (000) | CAR BT - NEG | (43 YRS - F - REDACT) | | WAITING - TURN RIGHT | (N TO W) N/S HIT FIRST | J/P - UNKN JCT APP | |
| VEHICLE | 002 (000) | CAR BT - NEG | (87 YRS - M - REDACT) | | G/AHEAD - OTHER | (S TO N) FRONT HIT FIRST | J/P - UNKN JCT APP | |
| V002 | A | 405 (FAILED TO LOOK PROPERLY) | | | | | | |

36

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|---------------|----------------------|-------------------------------------|--|---------------|---------------------|--------------------------------|---------------|
| 01170053999 | THU 27/07/2017 00:30 | DARK | LOWER RICHMOND RD 30M S OF J/W CROMWELL RD | | | LINK 199-202 | 520350/175920 |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY | NO JUN IN 20M | N/A | UNKNOWN S/R | UNKNOWN S/R |
| CASUALTY | 001 (001) | (39 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | PED CYCLE BT - DRV NOT CONTACTED | (39 YRS - M - REDACT) | | O/TAKING - NEARSIDE | (E TO E) FRONT HIT FIRST | J/P - UNKN |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | | PARKED | (E TO W) UNKNOWN S/R | J/P - UNKN |

37

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|-------------------|----------------------|-------------------------------|--|---------------|-----------------------|--|-------------|
| 01170055103 | SAT 19/08/2017 17:35 | LIGHT | MORTLAKE HIGH ST 100M W OF J/W AVONDALE RD | LINK 202-204 | 520850/175980 | | |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY | NO JUN IN 20M | N/A | ZEBRA XING | NONE IN 50M |
| CASUALTY | 001 (001) | (31 YRS - M - REDA) | SERIOUS | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | MC >500CC BT - NOT PROVD | (31 YRS - M - REDACT) | | O/TAKING - MOVING VEH | (E TO W) FRONT HIT FIRST | J/P - UNKN |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | | PARKED | (P TO P) BACK HIT FIRST | J/P - UNKN |
| V001 | A | 601 (AGGRESSIVE DRIVING) | | V001 | A | 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY) | |
| V001 | A | 306 (EXCEEDING SPEED LIMIT) | | V001 | A | 307 (TRAVELLING TOO FAST FOR CONDITIONS) | |
| V001 | A | 410 (LOSS OF CONTROL) | | V001 | A | 602 (CARELESS, RECKLESS OR IN A HURRY) | |

38

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|-------------------|----------------------|--|---|-----------------|----------------------|--------------------------------|---------------------------|
| 01170055659 | WED 23/08/2017 21:00 | DARK | UPPER RICHMOND RD WEST J/W GILPIN AVENUE SW14 | LINK 184-706 | 520900/175440 | | |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY | OTHER JUN | GIVEWAY /UNCONT | NO XING FACIL IN 50M | NONE IN 50M |
| CASUALTY | 001 (002) | (50 YRS - F - REDA) | SLIGHT | VEH/PILLION PAX | FRONT SEAT PASSENGER | | |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (57 YRS - M - REDACT) | | G/AHEAD - OTHER | (E TO W) FRONT HIT FIRST | COMMUTING JCT CLEARED |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | | PARKED | (P TO P) O/S HIT FIRST | J/P - UNKN JCT CLEARED |
| VEHICLE | 003 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | | PARKED | (P TO P) BACK HIT FIRST | J/P - UNKN JCT CLEARED |
| V001 | A | 201 (TYRES ILLEGAL, DEFECTIVE OR UNDER-INFLATED) | | | | | |

39

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|-------------------|----------------------|------------------------------|---|---------------|-----------------------|-------------------------------|--------------------|
| 01170057590 | WED 06/09/2017 08:40 | LIGHT | CLIFFORD AVENUE 40M NE OF J/W LOWER RICHMOND RD | LINK 199-729 | 519880/175915 | | |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | DUAL CWY | NO JUN IN 20M | N/A | PEDN PHASE ATS | CTRL - AUTH PERSON |
| CASUALTY | 001 (001) | (45 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | M/C >500CC BT - NEG | (45 YRS - M - REDACT) | | O/TAKING - MOVING VEH | (W TO E) N/S HIT FIRST | COMMUTING |
| VEHICLE | 002 (000) | TAXI/PHV BT - NEG | (66 YRS - M - REDACT) | | U-TURN | (W TO W) O/S HIT FIRST | JOURNEY P/O WORK |
| V002 | A | 403 (POOR TURN OR MANOEUVRE) | | V002 | A | 405 (FAILED TO LOOK PROPERLY) | |
| V001 | B | 403 (POOR TURN OR MANOEUVRE) | | V002 | B | 710 (VEHICLE BLIND SPOT) | |

40

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|-------------------|----------------------|-------------------------------|-----------------------------------|--------------|----------------------|---|-----------------------|
| 01170058120 | SAT 09/09/2017 19:50 | DARK | LOWER RICHMOND RD J/W MORTLAKE RD | NODE 198 | 519780/175860 | | |
| POLICE - AT SCENE | ROAD-WET | WEATHER-OTHER | DUAL CWY | T/STAG JUN | AUTO SIG | PELICAN OR SIML | NONE IN 50M |
| CASUALTY | 001 (002) | (24 YRS - M - REDA) | SERIOUS | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - NEG | (52 YRS - F - REDACT) | | WAITING - TURN RIGHT | (N TO E) FRONT HIT FIRST | J/P - UNKN JCT MID |
| VEHICLE | 002 (000) | PED CYCLE BT - N/A | (24 YRS - M - REDACT) | | G/AHEAD - OTHER | (E TO W) FRONT HIT FIRST | J/P - UNKN JCT MID |
| V002 | A | 405 (FAILED TO LOOK PROPERLY) | | V001 | B | 404 (FAILED TO SIGNAL OR MISLEADING SIGNAL) | |

41

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|---------------|----------------------|-------------------------------|---|----------------|-------------------|------------------------------|---------------------------|
| 01170058157 | SUN 10/09/2017 12:20 | LIGHT | DAN MASON DRIVE 0M N OF J/W CLIFFORD AVENUE | | | NODE 157 | 520440/176512 |
| SELF-REPORTED | ROAD-DRY | WEATHER-UNKNOWN | SLIP ROAD | CROSSROADS | GIVEWAY /UNCONT | NO XING FACIL IN 50M | NONE IN 50M |
| CASUALTY | 001 (001) | (51 YRS - M - REDA) | SLIGHT | PEDESTRIAN | STILL | WALKING - FACING TRAFFIC | |
| VEHICLE | 001 (000) | CAR BT - DRV NOT CONTACTED | (69 YRS - M - REDACT) | UNKNOWN S/R | WAITING - HELD UP | (N TO S) N/S HIT FIRST | J/P - UNKN UNKNOWN S/R |

42

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|-------------------|----------------------|-------------------------------|-------------------------------------|--------------|---------------------|------------------------------|-----------------------------|
| 01170058324 | MON 11/09/2017 09:34 | LIGHT | CLIFFORD AVENUE J/W SOMERTON AVENUE | | | LINK 182-198 | 519770/175650 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY | OTHER JUN | GIVEWAY /UNCONT | NO XING FACIL IN 50M | NONE IN 50M |
| CASUALTY | 001 (002) | (23 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - NEG | (52 YRS - F - REDACT) | | G/AHEAD - OTHER | (N TO S) O/S HIT FIRST | JOURNEY P/O WORK JCT APP |
| VEHICLE | 002 (000) | M/C >500CC BT - NOT REQ | (23 YRS - M - REDACT) | | O/TAKING - NEARSIDE | (N TO S) N/S HIT FIRST | J/P - UNKN JCT APP |
| V001 | B | 405 (FAILED TO LOOK PROPERLY) | | | V001 | B | 601 (AGGRESSIVE DRIVING) |
| V002 | B | 601 (AGGRESSIVE DRIVING) | | | | | |

43

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|-------------------|----------------------|-------------------------------|----------------------------------|-----------------|--|
| 01170059007 | THU 14/09/2017 09:15 | LIGHT | SHEEN LANE J/W UPPER RICHMOND RD | NODE 184 | 520490/175400 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | DUAL CWY CROSSROADS AUTO SIG | PEDN PHASE ATS | NONE IN 50M |
| CASUALTY | 001 (002) | (31 YRS - F - REDA) | SLIGHT DRIVER/RIDER | | |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (26 YRS - M - REDACT) | TURNING RIGHT | (E TO N) N/S HIT FIRST COMMUTING JCT MID |
| VEHICLE | 002 (000) | MC <= 50CC BT - NOT REQ | (31 YRS - F - REDACT) | G/AHEAD - OTHER | (W TO E) FRONT HIT FIRST COMMUTING JCT MID |
| V001 | A | 405 (FAILED TO LOOK PROPERLY) | | V001 A | 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) |

44

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|---------------|----------------------|-------------------------------|------------------------------------|-------------|--|
| 01170060759 | WED 20/09/2017 08:50 | LIGHT | SHEEN LANE J/W MORTLAKE RD | NODE 202 | 520490/175910 |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | ROUNDAABOUT T/STAG JUN UNKNOWN S/R | UNKNOWN S/R | UNKNOWN S/R |
| CASUALTY | 001 (001) | (44 YRS - M - REDA) | SLIGHT DRIVER/RIDER | | |
| VEHICLE | 001 (000) | PED CYCLE BT - N/A | (44 YRS - M - REDACT) | UNKNOWN S/R | G/AHEAD - OTHER (SW TO W) UNKNOWN S/R J/P - UNKN |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - F - REDACT) | UNKNOWN S/R | G/AHEAD - OTHER (W TO W) UNKNOWN S/R J/P - UNKN |

45

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|-------------------|----------------------|-------------------------------|---------------------------------------|----------------------|--------------------------------|-----------------------|
| 01170061215 | WED 27/09/2017 11:30 | LIGHT | MORTLAKE HIGH ST J/W SECOND AVENUE | LINK 202-204 | 521150/176020 | |
| 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) | (41 YRS - M - REDA) | SLIGHT DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (41 YRS - M - REDACT) | WAITING - HELD UP | (W TO E) BACK HIT FIRST | J/P - UNKN JCT MID |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (62 YRS - M - REDACT) | G/AHEAD - OTHER | (W TO E) FRONT HIT FIRST | J/P - UNKN JCT MID |
| V002 | A | 405 (FAILED TO LOOK PROPERLY) | | | | |

46

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|-------------------|----------------------|-------------------------------|--|-----------------------|--------------------------------|---------------------------|
| 01170063086 | SAT 07/10/2017 11:18 | LIGHT | MORTLAKE RD SW14 J/W LOWER RICHMOND RD | NODE 198 | 519780/175890 | |
| POLICE - AT SCENE | FLOOD | WEATHER-FINE | SINGLE CWY CROSSROADS AUTO SIG | NO XING FACIL IN 50M | NONE IN 50M | |
| CASUALTY | 001 (002) | (66 YRS - M - REDA) | SLIGHT DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - NEG | (39 YRS - F - REDACT) | U-TURN | (S TO N) N/S HIT FIRST | J/P - UNKN JCT APP |
| VEHICLE | 002 (000) | M/C >500CC BT - NEG | (66 YRS - M - REDACT) | G/AHEAD - R-HAND BEND | (E TO N) FRONT HIT FIRST | J/P - UNKN JCT CLEARED |
| V001 | A | 405 (FAILED TO LOOK PROPERLY) | | | | |

47

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|-------------------|----------------------|-------------------------------|---|----------------------|--|-----------------------------|
| 01170063194 | SUN 08/10/2017 14:55 | LIGHT | UPPER RICHMOND RD WEST LONDON SW14 J/W COVAL RD | LINK 182-184 | 520032/175327 | |
| 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) | (33 YRS - M - REDA) | SLIGHT DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | MC 51-125CC BT - NOT PROVD | (33 YRS - M - REDACT) | G/AHEAD - OTHER | (E TO W) O/S HIT FIRST | JOURNEY P/O WORK JCT MID |
| VEHICLE | 002 (000) | CAR BT - NOT REQ | (35 YRS - M - REDACT) | TURNING RIGHT | (W TO S) O/S HIT FIRST | J/P - UNKN JCT MID |
| V001 | B | 306 (EXCEEDING SPEED LIMIT) | | V001 A | 307 (TRAVELLING TOO FAST FOR CONDITIONS) | |

48

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|-------------------|----------------------|--------------------------------------|--------------------------------------|----------------------|-------------------------------|---------------------------|
| 01170063297 | MON 09/10/2017 09:39 | LIGHT | THAMES BANK J/W SHIP LANE | CELL 520000/176000 | 520390/176120 | |
| POLICE - AT SCENE | ROAD-WET | WEATHER-FINE | SINGLE CWY OTHER JUN GIVEWAY /UNCONT | NO XING FACIL IN 50M | NONE IN 50M | |
| CASUALTY | 001 (002) | (34 YRS - M - REDA) | SLIGHT DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | PARKED | (P TO P) DID NOT IMPACT | J/P - UNKN JCT APP |
| VEHICLE | 002 (000) | PED CYCLE BT - N/A | (34 YRS - M - REDACT) | G/AHEAD - OTHER | (E TO W) DID NOT IMPACT | J/P - UNKN JCT CLEARED |
| V002 | B | 103 (SLIPPERY ROAD (DUE TO WEATHER)) | | | | |

49

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|-------------------|----------------------|-------------------------------|---------------------------------------|-----------------|---|
| 01170065929 | SUN 22/10/2017 12:20 | LIGHT | UPPER RICHMOND RD J/W DEANHILL RD | LINK 182-184 | 519940/175320 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY T/STAG JUN GIVEWAY /UNCONT | PEDN PHASE ATS | CTRL - AUTH PERSON |
| CASUALTY | 001 (002) | (28 YRS - M - REDA) | SLIGHT DRIVER/RIDER | | |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (58 YRS - M - REDACT) | TURNING RIGHT | (E TO S) FRONT HIT FIRST J/P - UNKN L/MAIN RD |
| VEHICLE | 002 (000) | MC 51-125CC BT - NOT REQ | (28 YRS - M - REDACT) | G/AHEAD - OTHER | (W TO E) FRONT HIT FIRST J/P - UNKN JCT MID |
| V001 | A | 405 (FAILED TO LOOK PROPERLY) | | | |

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|-------------------|----------------------|--|--|-----------------|---|
| 01170066266 | TUE 24/10/2017 16:51 | LIGHT | UPPER RICHMOND RD WEST J/W DEANHILL RD | LINK 182-184 | 519940/175320 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY T/STAG JUN GIVEWAY /UNCONT | PELICAN OR SIML | NONE IN 50M |
| CASUALTY | 001 (001) | (42 YRS - F - REDA) | SLIGHT DRIVER/RIDER | | |
| CASUALTY | 002 (002) | (58 YRS - M - REDA) | SLIGHT DRIVER/RIDER | | |
| VEHICLE | 001 (000) | CAR BT - NEG | (42 YRS - F - REDACT) | TURNING RIGHT | (W TO S) FRONT HIT FIRST COMMUTING L/MAIN RD |
| VEHICLE | 002 (000) | VAN/GOODS => 3.5T BT - NEG | (58 YRS - M - REDACT) | G/AHEAD - OTHER | (E TO W) FRONT HIT FIRST COMMUTING JCT MID |
| VEHICLE | 003 (000) | VAN/GOODS => 3.5T BT - NOT REQ | (49 YRS - M - REDACT) | G/AHEAD - OTHER | (E TO W) BACK HIT FIRST COMMUTING JCT CLEARED |
| V002 | B | 307 (TRAVELLING TOO FAST FOR CONDITIONS) | | V002 B | 602 (CARELESS, RECKLESS OR IN A HURRY) |

51

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|-------------------|----------------------|-------------------------------|--|-----------------|--|
| 01170066403 | WED 25/10/2017 10:00 | LIGHT | UPPER RICHMOND RD J/W DEANHILL RD SW14 | LINK 182-184 | 519940/175320 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | DUAL CWY OTHER JUN GIVEWAY /UNCONT | PELICAN OR SIML | NONE IN 50M |
| CASUALTY | 001 (002) | (38 YRS - M - REDA) | SLIGHT DRIVER/RIDER | | |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (59 YRS - F - REDACT) | TURNING RIGHT | (W TO E) N/S HIT FIRST J/P - UNKN JCT APP |
| VEHICLE | 002 (000) | MC >500CC BT - NOT REQ | (38 YRS - M - REDACT) | G/AHEAD - OTHER | (E TO W) FRONT HIT FIRST J/P - UNKN JCT MID |
| V001 | A | 405 (FAILED TO LOOK PROPERLY) | | V001 | B |
| V002 | B | 306 (EXCEEDING SPEED LIMIT) | | | 703 (ROAD LAYOUT (EG. BEND, WINDING ROAD, HILL CREST)) |

52

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|-------------------|----------------------|--|--|-----------------|--|
| 01170066451 | TUE 24/10/2017 20:40 | DARK | MORTLAKE HIGH ST 100M E OF J/W VINEYARD PATH | LINK 202-204 | 520790/175970 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY NO JUN IN 20M N/A | ZEBRA XING | NONE IN 50M |
| CASUALTY | 001 (001) | (14 YRS - M - REDA) | SLIGHT PEDESTRIAN | N BOUND | FROM DRIVERS N/SIDE |
| VEHICLE | 001 (000) | CAR BT - NEG | (59 YRS - M - REDACT) | G/AHEAD - OTHER | (W TO E) FRONT HIT FIRST J/P - UNKN |
| C001 | A | 805 (DANGEROUS ACTION IN CARRIAGEWAY (EG PLAYING)) | | | |

53

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|-------------------|----------------------|-------------------------------|-----------------------|-------------------------------------|----------------------|--------------------------------|-----------------------|---------------|
| 0117006687 | THU 26/10/2017 18:50 | | DARK | UPPER RICHMOND RD WEST J/W COVAL RD | | | LINK 182-184 | 520020/175320 |
| POLICE - AT SCENE | ROAD-WET | WEATHER-FINE | SINGLE CWY | T/STAG JUN | GIVEWAY /UNCONT | NO XING FACIL IN 50M | NONE IN 50M | |
| CASUALTY | 001 (002) | (25 YRS - F - REDA) | SLIGHT | DRIVER/RIDER | | | | |
| CASUALTY | 002 (002) | (21 YRS - F - REDA) | SLIGHT | VEH/PILLION PAX | FRONT SEAT PASSENGER | | | |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (41 YRS - F - REDACT) | | G/AHEAD - OTHER | (E TO W) FRONT HIT FIRST | J/P - UNKN JCT APP | |
| VEHICLE | 002 (000) | CAR BT - NOT REQ | (25 YRS - F - REDACT) | | TURNING RIGHT | (E TO S) N/S HIT FIRST | J/P - UNKN JCT APP | |
| V002 | A | 405 (FAILED TO LOOK PROPERLY) | | | | | | |

54

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|-------------------|----------------------|---------------------|-----------------------|---------------------------------------|-----------------|------------------------------|-----------------------|---------------|
| 01170067001 | SUN 29/10/2017 03:00 | | DARK | UPPER RICHMOND RD J/W CLIFFORD AVENUE | | | NODE 182 | 519830/175330 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY | T/STAG JUN | AUTO SIG | NO XING FACIL IN 50M | NONE IN 50M | |
| CASUALTY | 001 (001) | (33 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | | |
| VEHICLE | 001 (000) | CAR BT - NEG | (33 YRS - M - REDACT) | | G/AHEAD - OTHER | (E TO W) O/S HIT FIRST | J/P - UNKN JCT MID | |
| V001 | A | 503 (FATIGUE) | | | | | | |

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|---------------|----------------------|--|---|----------------------|-------------------------------|---------------------------|
| 01170067094 | WED 18/10/2017 19:00 | DARK | KINGSWAY 20M S OF J/W LOWER RICHMOND RD | LINK 199-202 | 520060/175810 | |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY T/STAG JUN GIVEWAY /UNCONT | NO XING FACIL IN 50M | NONE IN 50M | |
| CASUALTY | 001 (001) | (44 YRS - M - REDA) | SLIGHT DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | MC 126-500CC BT - DRV NOT CONTACTED | (44 YRS - M - REDACT) | G/AHEAD - OTHER | (E TO W) DID NOT IMPACT | J/P - UNKN JCT APP |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - M - REDACT) | TURNING RIGHT | (S TO W) O/S HIT FIRST | J/P - UNKN JCT CLEARED |

56

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|-------------------|----------------------|---|------------------------------------|-----------------|--------------------------------|---------------------------|
| 01170068066 | FRI 03/11/2017 18:20 | DARK | CLIFFORD AVENUE J/W ST LEONARDS RD | LINK 182-198 | 519810/175500 | |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY T/STAG JUN AUTO SIG | PEDN PHASE ATS | NONE IN 50M | |
| CASUALTY | 001 (001) | (12 YRS - M - REDA) | SLIGHT PEDESTRIAN | E BOUND | FROM DRIVERS O/SIDE | |
| VEHICLE | 001 (000) | CAR BT - NEG | (33 YRS - M - REDACT) | G/AHEAD - OTHER | (N TO S) FRONT HIT FIRST | J/P - UNKN JCT CLEARED |
| C001 | A | 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED) | | | | |

57

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|-------------------|----------------------|--|---|-----------------------|------|--------------------------------|-------------------------------|
| 01170068539 | TUE 07/11/2017 08:49 | LIGHT | WILLIAMS LANE 45M S OF J/W WILLIAMS CLOSE | | | CELL 520000/176000 | 520170/176010 |
| POLICE - AT SCENE | ROAD-WET | WEATHER-FINE | SINGLE CWY | NO JUN IN 20M | N/A | NO XING FACIL IN 50M | NONE IN 50M |
| CASUALTY | 001 (002) | (24 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - NEG | (27 YRS - F - REDACT) | G/AHEAD - R-HAND BEND | | (N TO S) FRONT HIT FIRST | JOURNEY P/O WORK |
| VEHICLE | 002 (000) | PED CYCLE BT - N/A | (24 YRS - M - REDACT) | G/AHEAD - L-HAND BEND | | (S TO N) FRONT HIT FIRST | J/P - UNKN |
| V002 | A | 401 (JUNCTION OVERSHOOT) | | | V002 | A | 405 (FAILED TO LOOK PROPERLY) |
| V002 | A | 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) | | | | | |

58

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|-------------------|----------------------|------------------------------|---|----------------|----------|--------------------------------|-----------------------|
| 01170069570 | SUN 12/11/2017 19:24 | DARK | LOWER RICHMOND RD J/W LOWER RICHMOND RD | | | NODE 199 | 519810/175880 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | DUAL CWY | MULTI JUN | AUTO SIG | PEDN PHASE ATS | NONE IN 50M |
| CASUALTY | 001 (002) | (30 YRS - F - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (59 YRS - F - REDACT) | TURNING - LEFT | | (W TO E) O/S HIT FIRST | J/P - UNKN JCT APP |
| VEHICLE | 002 (000) | MC >500CC BT - NOT REQ | (30 YRS - F - REDACT) | TURNING RIGHT | | (W TO E) FRONT HIT FIRST | J/P - UNKN JCT MID |
| V002 | B | 403 (POOR TURN OR MANOEUVRE) | | | | | |

59

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|---------------|----------------------|----------------------------|---|---------------------------|------------------------|
| 01170071868 | TUE 21/11/2017 20:05 | DARK | SOUTH CIRCULAR RD 20M N OF J/W SHALSTONE RD | LINK 182-198 | 519770/175780 |
| SELF-REPORTED | ROAD-DRY | WEATHER-OTHER | SINGLE CWY T/STAG JUN UNKNOWN S/R | NO XING FACIL IN 50M | NONE IN 50M |
| CASUALTY | 001 (001) | (63 YRS - M - REDA) | SLIGHT DRIVER/RIDER | | |
| VEHICLE | 001 (000) | PED CYCLE BT - N/A | (63 YRS - M - REDACT) UNKNOWN S/R | (MOVE UNKN) UNKNOWN S/R | J/P - UNKN UNKNOWN S/R |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (37 YRS - F - REDACT) UNKNOWN S/R | (MOVE UNKN) N/S HIT FIRST | J/P - UNKN UNKNOWN S/R |

60

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|----------------------------------|----------------------|--------------------------|--|--------------------------|-------------------------------|
| 01180081818 | WED 03/01/2018 20:24 | DARK | SHEEN LANE 20M N OF J/W SOUTH CIRCULAR UPPER RICHMOND RD | NODE 184 | 520490/175430 |
| 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 (002) | (31 YRS - F - REDA) | SERIOUS DRIVER/RIDER | | |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (68 YRS - M - REDACT) SLOWING/STOPPING | (N TO S) FRONT HIT FIRST | J/P - UNKN JCT CLEARED |
| VEHICLE | 002 (000) | CAR BT - NOT REQ | (31 YRS - F - REDACT) SLOWING/STOPPING | (S TO N) FRONT HIT FIRST | J/P - UNKN JCT CLEARED |
| V001 | B | 401 (JUNCTION OVERSHOOT) | V002 | B | 405 (FAILED TO LOOK PROPERLY) |

61

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|----------------------------------|----------------------|--|-------------------------------|--------------------|---|
| 01180082957 | WED 10/01/2018 19:58 | DARK | THORNTON RD J/W CHURCH AVENUE | CELL 520500/175500 | 520640/175560 |
| 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) | (29 YRS - M - REDA) | SLIGHT | PEDESTRIAN | UNKNOWN FROM DRIVERS O/SIDE |
| VEHICLE | 001 (000) | VAN/GOODS => 3.5T BT - NOT REQ | (32 YRS - M - REDACT) | MOVING OFF | (N TO S) JOURNEY P/O WORK O/S HIT JCT CLEARED FIRST |
| V001 | A | 506 (NOT DISPLAYING LIGHTS AT NIGHT OR IN POOR VISIBILITY) | C001 | A | 802 (FAILED TO LOOK PROPERLY) |
| C001 | B | 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED) | C001 | A | 806 (IMPAIRED BY ALCOHOL) |
| C001 | A | 809 (PEDESTRIAN WEARING DARK CLOTHING AT NIGHT) | | | |

62

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|----------------------------------|----------------------|-------------------------------|-------------------------------------|--------------|---|
| 01180085805 | SUN 21/01/2018 19:00 | LIGHT | NFL SHEEN LANE J/W NORTH WORPLE WAY | LINK 184-202 | 520500/175770 |
| SELF-REPORTED | ROAD-DRY | WEATHER-UNKNOWN | UNKNOWN T/STAG JUN | UNKNOWN S/R | UNKNOWN S/R |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | |
| CASUALTY | 001 (001) | (71 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | |
| VEHICLE | 001 (000) | PED CYCLE BT - N/A | (71 YRS - M - REDACT) | UNKNOWN S/R | (MOVE UNKN) J/P - UNKN BACK HIT UNKNOWN S/R FIRST |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - F - REDACT) | UNKNOWN S/R | (MOVE UNKN) J/P - UNKN UNKNOWN UNKNOWN S/R S/R |

63

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|----------------------------------|----------------------|-------------------------------|------------------------------|--------------|----------------------|-------------------------------|----------------------------------|
| 01180085985 | FRI 26/01/2018 12:00 | LIGHT | TERRACE J/W MORTLAKE HIGH ST | | | NODE 204 | 521240/176070 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | ROUNDABOUT | ROUNDABOUT | GIVEWAY /UNCONT | 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) | CAR BT - NOT REQ | (78 YRS - M - REDACT) | | WAITING - TURN RIGHT | (E TO W) N/S HIT FIRST | J/P - UNKN L/ROUNDABOUT |
| VEHICLE | 002 (000) | MC 51-125CC BT - NOT REQ | (24 YRS - M - REDACT) | | TURNING RIGHT | (E TO W) BACK HIT FIRST | JOURNEY P/O WORK L/ROUNDABOUT |
| V001 | B | 405 (FAILED TO LOOK PROPERLY) | | | V002 | B | 405 (FAILED TO LOOK PROPERLY) |

64

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|----------------------------------|----------------------|------------------------------------|--------------------------------------|--------------------|-----------------------|-------------------------------|---------------------------------|
| 01180087160 | THU 01/02/2018 12:24 | LIGHT | UPPER RICHMOND RD WEST J/W QUEENS RD | | | LINK 184-706 | 521000/175450 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY | T/STAG JUN | GIVEWAY /UNCONT | ZEBRA XING | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (83 YRS - F - REDA) | SERIOUS | VEH/PILLION PAX | STANDING PASSENGER | | |
| VEHICLE | 001 (000) | BUS/COACH >=17 PAX BT - NOT REQ | (34 YRS - M - REDACT) | | G/AHEAD - OTHER | (E TO W) DID NOT IMPACT | JOURNEY P/O WORK JCT CLEARED |
| V001 | A | 408 (SUDDEN BRAKING) | | | | | |

65

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|----------------------------------|----------------------|-------------------------------|--|---------------|-----------------|----------------------------------|-------------|
| 01180090446 | THU 15/02/2018 15:32 | LIGHT | CLIFFORD AVENUE 100M E OF J/W LOWER RICHMOND RD NREST CLAS | LINK 199-729 | 519970/176020 | | |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | DUAL CWY | NO JUN IN 20M | N/A | NO XING FACIL IN 50M | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (68 YRS - F - REDA) | SERIOUS | PEDESTRIAN | SW BOUND | FROM DRIVERS N/SIDE | |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (48 YRS - F - REDACT) | | G/AHEAD - OTHER | (SW TO NE) FRONT HIT FIRST | J/P - UNKN |
| V001 | B | 405 (FAILED TO LOOK PROPERLY) | | C001 | B | 802 (FAILED TO LOOK PROPERLY) | |

66

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|----------------------------------|----------------------|---|----------------------------|--------------|-----------------|------------------------------|-----------------------------|
| 01180095477 | THU 08/03/2018 17:00 | LIGHT | SHEEN LANE J/W VERNON RD | LINK 184-202 | 520490/175670 | | |
| 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) | (35 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | | G/AHEAD - OTHER | (N TO S) N/S HIT FIRST | J/P - UNKN JCT MID |
| VEHICLE | 002 (000) | PED CYCLE BT - N/A | (35 YRS - M - REDACT) | | MOVING OFF | (N TO S) O/S HIT FIRST | JOURNEY P/O WORK JCT APP |
| V001 | A | 407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN) | | | | | |

67

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|----------------------------------|----------------------|-------------------------------|--|-------------------|--|
| 01180096479 | TUE 06/03/2018 16:20 | LIGHT | NFL GREAT CHERTSEY RD 110M NE OF J/W HARTINGTON RD | LINK 157-159 | 520510/176600 |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY NO JUN IN 20M N/A | PEDN PHASE ATS | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | |
| CASUALTY | 001 (001) | (61 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | |
| VEHICLE | 001 (000) | CAR BT - DRV NOT CONTACTED | (61 YRS - M - REDACT) | WAITING - HELD UP | (MOVE UNKN) COMMUTING BACK HIT FIRST |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | UNKNOWN S/R | (MOVE UNKN) J/P - UNKN FRONT HIT FIRST |

68

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|----------------------------------|----------------------|--|---------------------------------------|----------------------|---|-------------------------------|
| 01180105441 | WED 02/05/2018 16:41 | LIGHT | MORTLAKE HIGH ST J/W COWLEY RD | LINK 202-204 | 521090/176010 | |
| 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 | (59 YRS - M - REDACT) | TURNING RIGHT | (S TO E) COMMUTING FRONT HIT FIRST E/MAIN RD | |
| VEHICLE | 002 (000) | WC 51-125CC BT - NOT REQ | (30 YRS - M - REDACT) | G/AHEAD - OTHER | (W TO E) J/P - UNKN O/S HIT FIRST JCT MID | |
| V001 | B | 701 (STATIONARY OR PARKED VEHICLE(S)) | | V001 | B | 403 (POOR TURN OR MANOEUVRE) |
| V002 | B | 602 (CARELESS, RECKLESS OR IN A HURRY) | | V001 | B | 405 (FAILED TO LOOK PROPERLY) |
| V001 | B | 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) | | V002 | B | 601 (AGGRESSIVE DRIVING) |

69

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|---------------|----------------------|--------------|-----------------------------------|------------|----------|-----------------------|---------------|
| 01180108976 | SAT 19/05/2018 08:25 | LIGHT | DAN MASON DRIVE J/W CHISWICK BRDG | | | NODE 157 | 520447/176502 |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | DUAL CWY | CROSSROADS | AUTO SIG | CNTL REFUGE N/O CTRLS | NONE IN 50M |

NOT KNOWN HOW COLLISION OCCURRED

| | | | | | | | |
|----------|-----------|-------------------------------|-----------------------|----------------|-------------|-----------------------------------|---------------------------|
| CASUALTY | 001 (002) | (? YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - DRV NOT CONTACTED | (37 YRS - M - REDACT) | | UNKNOWN S/R | (MOVE UNKN) FRONT HIT FIRST | J/P - UNKN UNKNOWN S/R |
| VEHICLE | 002 (000) | PED CYCLE BT - N/A | (? YRS - M - REDACT) | UNKNOWN S/R | UNKNOWN S/R | (MOVE UNKN) UNKNOWN S/R | J/P - UNKN UNKNOWN S/R |

70

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|-------------------|----------------------|--------------|-------------------------------------|------------|-----------------|--------------|---------------|
| 01180109131 | SAT 19/05/2018 10:50 | LIGHT | UPPER RICHMOND RD WEST J/W COVAL RD | | | LINK 182-184 | 520000/175320 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY | T/STAG JUN | GIVEWAY /UNCONT | ZEBRA XING | NONE IN 50M |

NOT KNOWN HOW COLLISION OCCURRED

| | | | | | | | | |
|----------|-----------|-------------------------------|-----------------------|--------------|-----------------|--------------------------------|---------------------------|--|
| CASUALTY | 001 (001) | (71 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | | |
| CASUALTY | 002 (002) | (32 YRS - F - REDA) | SLIGHT | DRIVER/RIDER | | | | |
| VEHICLE | 001 (000) | CAR BT - NEG | (71 YRS - M - REDACT) | | G/AHEAD - OTHER | (E TO W) BACK HIT FIRST | J/P - UNKN JCT CLEARED | |
| VEHICLE | 002 (000) | CAR BT - NEG | (32 YRS - F - REDACT) | | G/AHEAD - OTHER | (E TO W) FRONT HIT FIRST | J/P - UNKN JCT CLEARED | |
| V002 | A | 405 (FAILED TO LOOK PROPERLY) | | | | | | |

71

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|----------------------------------|----------------------|-----------------------|---|----------------|---------------|----------------------------------|---------------------------|
| 01180109901 | MON 21/05/2018 08:30 | LIGHT | PRIESTS BRDG J/W UPPER RICHMOND RD WEST | NODE 706 | 521360/175480 | | |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | ONE-WAY ST | T/STAG JUN | UNKNOWN S/R | UNKNOWN S/R | |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (48 YRS - F - REDA) | SERIOUS | PEDESTRIAN | UNKNOWN | UNKNOWN/OTHER | |
| VEHICLE | 001 (000) | PED CYCLE BT - N/A | (? YRS - M - REDACT) | UNKNOWN S/R | UNKNOWN S/R | (MOVE UNKN) BACK HIT FIRST | J/P - UNKN UNKNOWN S/R |

72

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|----------------------------------|----------------------|-------------------------------|------------------------------------|----------------|-----------------|--------------------------------|-----------------------|
| 01180110989 | THU 17/05/2018 18:15 | LIGHT | CLIFFORD AVENUE J/W ST LEONARDS RD | LINK 182-198 | 519820/175500 | | |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY | T/STAG JUN | GIVEWAY /UNCONT | PEDN PHASE ATS | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (47 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | PED CYCLE BT - N/A | (47 YRS - M - REDACT) | UNKNOWN S/R | UNKNOWN S/R | (N TO S) UNKNOWN S/R | COMMUTING JCT APP |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - M - REDACT) | | UNKNOWN S/R | (N TO S) BACK HIT FIRST | J/P - UNKN JCT APP |
| VEHICLE | 003 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | | UNKNOWN S/R | (NE TO N) DID NOT IMPACT | J/P - UNKN JCT MID |

73

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|----------------------------------|----------------------|----------------------------|---------------------------------------|--------------|-----------------|--|
| 01180113760 | MON 14/05/2018 08:45 | LIGHT | UPPER RICHMOND RD WEST J/W SHEEN LANE | NODE 184 | 520490/175400 | |
| SELF-REPORTED | UNKNOWN S/R | WEATHER-UNKNOWN | DUAL CWY T/STAG JUN AUTO SIG | UNKNOWN S/R | UNKNOWN S/R | |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | |
| CASUALTY | 001 (001) | (59 YRS - F - REDA) | SERIOUS | DRIVER/RIDER | | |
| VEHICLE | 001 (000) | PED CYCLE BT - N/A | (59 YRS - F - REDACT) | UNKNOWN S/R | G/AHEAD - OTHER | (W TO E) DID NOT IMPACT J/P - UNKN JCT APP |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | UNKNOWN S/R | TURNING RIGHT | (S TO SE) DID NOT IMPACT J/P - UNKN E/MAIN RD |

74

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|----------------------------------|----------------------|---------------------------|---------------------------------------|--------------|-----------------|---|
| 01180116471 | SUN 24/06/2018 20:29 | LIGHT | UPPER RICHMOND RD WEST J/W KINGS RD | LINK 184-706 | 520950/175450 | |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY T/STAG JUN GIVEWAY /UNCONT | ZEBRA XING | NONE IN 50M | |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | |
| CASUALTY | 001 (002) | (57 YRS - F - REDA) | SLIGHT | DRIVER/RIDER | | |
| VEHICLE | 001 (000) | GOODS > 7.5T BT - NOT REQ | (52 YRS - M - REDACT) | SNGL TRAILER | G/AHEAD - OTHER | (E TO W) BACK HIT FIRST JOURNEY P/O WORK JCT CLEARED |
| VEHICLE | 002 (000) | CAR BT - NOT REQ | (57 YRS - F - REDACT) | | G/AHEAD - OTHER | (W TO E) FRONT HIT FIRST J/P - UNKN JCT CLEARED |
| V002 | A | 408 (SUDDEN BRAKING) | | | | |

75

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|----------------------------------|----------------------|------------------------------|---------------------------------------|-----------------------|---|
| 01180118606 | TUE 03/07/2018 22:10 | DARK | CLIFFORD AVENUE J/W LANGDALE PLACE | LINK 182-198 | 519810/175470 |
| 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) | (19 YRS - M - REDA) | SLIGHT DRIVER/RIDER | | |
| VEHICLE | 001 (000) | TAXI/PHV BT - NEG | (32 YRS - M - REDACT) | U-TURN | (N TO S) FRONT HIT FIRST J/P - UNKN JCT MID |
| VEHICLE | 002 (000) | PED CYCLE BT - N/A | (19 YRS - M - REDACT) | O/TAKING - MOVING VEH | (N TO S) FRONT HIT FIRST J/P - UNKN JCT MID |
| V001 | B | 403 (POOR TURN OR MANOEUVRE) | | | |

76

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|----------------------------------|----------------------|------------------------------------|---|----------------------|---|
| 01180123783 | SAT 28/07/2018 15:00 | LIGHT | CLIFFORD AVENUE 100M N OF J/W MORTLAKE RD NREST CLASSIFIED | LINK 199-729 | 519930/175970 |
| POLICE - AT SCENE | ROAD-DRY | FINE - H WIND | SINGLE CWY NO JUN IN 20M N/A | NO XING FACIL IN 50M | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | |
| CASUALTY | 001 (002) | (29 YRS - M - REDA) | SLIGHT DRIVER/RIDER | | |
| VEHICLE | 001 (000) | TAXI/PHV BT - NOT REQ | (48 YRS - M - REDACT) | SLOWING/STOPPING | (N TO S) BACK HIT FIRST JOURNEY P/O WORK |
| VEHICLE | 002 (000) | M/C 51-125CC BT - NOT PROVD | (29 YRS - M - REDACT) | G/AHEAD - OTHER | (N TO S) FRONT HIT FIRST J/P - UNKN |
| V001 | A | 999 (OTHER - PLEASE SPECIFY BELOW) | | V002 B | 706 (DAZZLING SUN) |

77

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|---------------|----------------------|--------------|---|-----------|-------------|--------------|---------------|
| 01180125894 | WED 08/08/2018 07:10 | LIGHT | SOUTH CIRCULAR RD 10M SW OF J/W PENRHYN CRESENT | | | LINK 182-184 | 520330/175330 |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY | OTHER JUN | UNKNOWN S/R | UNKNOWN S/R | NONE IN 50M |

NOT KNOWN HOW COLLISION OCCURRED

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|----------|-----------|-------------------------------|-----------------------------------|----------------|-------------|-----------------------------------|---------------------------|
| CASUALTY | 001 (001) | (24 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | PED CYCLE BT - N/A | (24 YRS - M - REDACT) | UNKNOWN S/R | UNKNOWN S/R | (MOVE UNKN) FRONT HIT FIRST | COMMUTING UNKNOWN S/R |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (54 YRS - UNKNOWN - REDACT) | | UNKNOWN S/R | (MOVE UNKN) N/S HIT FIRST | J/P - UNKN UNKNOWN S/R |

78

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|-------------------|----------------------|--------------|---|------------------|-----|----------------------|---------------|
| 01180128304 | TUE 21/08/2018 20:50 | DARK | SOUTH WORPLE WAY 23M W OF J/W OAKLANDS RD | | | CELL 520500/175500 | 520610/175730 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY | NO JUN IN 20M | N/A | NO XING FACIL IN 50M | NONE IN 50M |

NOT KNOWN HOW COLLISION OCCURRED

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|----------|-----------|---|--------------------------|------------|------------|--------------------------------|------------|
| CASUALTY | 001 (001) | (31 YRS - M - REDA) | SLIGHT | PEDESTRIAN | W BOUND | WALKING - BACK TO TRAFFIC | |
| VEHICLE | 001 (000) | CAR BT - NEG | (42 YRS - M - REDACT) | | MOVING OFF | (E TO W) FRONT HIT FIRST | J/P - UNKN |
| C001 | B | 809 (PEDESTRIAN WEARING DARK CLOTHING AT NIGHT) | | | | | |

79

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|----------------------------------|----------------------|-------------------------------|---|----------------|--|
| 01180128834 | FRI 24/08/2018 07:20 | LIGHT | UPPER RICHMOND RD WEST LONDON SW14 J/W SHEEN LANE | NODE 184 | 520490/175390 |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY CROSSROADS AUTO SIG | PEDN PHASE ATS | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | |
| CASUALTY | 001 (001) | (28 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | |
| VEHICLE | 001 (000) | PED CYCLE BT - N/A | (28 YRS - M - REDACT) | UNKNOWN S/R | (MOVE UNKN) COMMUTING UNKNOWN S/R |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (34 YRS - M - REDACT) | UNKNOWN S/R | (MOVE UNKN) J/P - UNKN FRONT HIT UNKNOWN S/R FIRST |

80

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|----------------------------------|----------------------|---|--------------------------------------|----------------|--|
| 01180130377 | WED 29/08/2018 09:30 | LIGHT | LOWER RICHMOND RD J/W SOUTH CIRCULAR | NODE 198 | 519770/175860 |
| SELF-REPORTED | ROAD-WET | RAINING | DUAL CWY CROSSROADS UNKNOWN S/R | PEDN PHASE ATS | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | |
| CASUALTY | 001 (001) | (33 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | |
| VEHICLE | 001 (000) | VAN/GOODS => 3.5T BT - DRV NOT CONTACTED | (33 YRS - M - REDACT) | UNKNOWN S/R | (MOVE UNKN) J/P - UNKN BACK HIT UNKNOWN S/R FIRST |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (56 YRS - UNKNOWN - REDACT) | UNKNOWN S/R | (MOVE UNKN) J/P - UNKN FRONT HIT UNKNOWN S/R FIRST |

81

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|----------------------------------|----------------------|-----------------------------------|-------------------------------------|------------------|---|
| 01180133348 | TUE 18/09/2018 18:50 | DARK | UPPER RICHMOND RD J/W PRIESTS BRDG | NODE 706 | 521360/175470 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | DUAL CWY T/STAG JUN GIVEWAY /UNCONT | ZEBRA XING | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | |
| CASUALTY | 001 (001) | (22 YRS - M - REDA) | SLIGHT DRIVER/RIDER | | |
| VEHICLE | 001 (000) | M/C 126-500CC BT - NOT REQ | (22 YRS - M - REDACT) | SLOWING/STOPPING | (W TO E) COMMUTING FRONT HIT JCT MID FIRST |
| VEHICLE | 002 (000) | VAN/GOODS => 3.5T BT - NOT REQ | (27 YRS - M - REDACT) | TURNING RIGHT | (N TO W) J/P - UNKN O/S HIT E/MAIN RD FIRST |
| V002 | A | 405 (FAILED TO LOOK PROPERLY) | | V001 A | 408 (SUDDEN BRAKING) |

82

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|----------------------------------|----------------------|---|--|----------------------|--|
| 01180137730 | WED 03/10/2018 08:50 | LIGHT | UPPER RICHMOND RD WEST J/W UPPER RICHMOND RD | NODE 184 | 520470/175400 |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY CROSSROADS UNKNOWN S/R | NO XING FACIL IN 50M | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | |
| CASUALTY | 001 (002) | (? YRS - M - REDA) | SLIGHT DRIVER/RIDER | | |
| VEHICLE | 001 (000) | VAN/GOODS => 3.5T BT - DRV NOT CONTACTED | (35 YRS - M - REDACT) | UNKNOWN S/R | (MOVE UNKN) J/P - UNKN UNKNOWN UNKNOWN S/R S/R |
| VEHICLE | 002 (000) | PED CYCLE BT - N/A | (? YRS - M - REDACT) | UNKNOWN S/R | (MOVE UNKN) J/P - UNKN UNKNOWN UNKNOWN S/R S/R |

83

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|----------------------------------|----------------------|--|--|-----------------|--------------------------------|-------------------------------|
| 01180139230 | MON 15/10/2018 18:14 | DARK | UPPER RICHMOND RD WEST LONDON SW14 J/W HERTFORD RD | LINK 184-706 | 521170/175450 | |
| POLICE - AT SCENE | ROAD-WET | WEATHER-FINE | SINGLE CWY OTHER JUN GIVEWAY /UNCONT | ZEBRA XING | NONE IN 50M | |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | |
| CASUALTY | 001 (002) | (35 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | |
| VEHICLE | 001 (000) | VAN/GOODS => 3.5T BT - NOT REQ | (42 YRS - M - REDACT) | TURNING RIGHT | (S TO E) FRONT HIT FIRST | JOURNEY P/O WORK E/MAIN RD |
| VEHICLE | 002 (000) | MC 126-500CC BT - NOT REQ | (35 YRS - M - REDACT) | G/AHEAD - OTHER | (E TO W) N/S HIT FIRST | COMMUTING JCT MID |
| V002 | A | 103 (SLIPPERY ROAD (DUE TO WEATHER)) | | V001 | A | 405 (FAILED TO LOOK PROPERLY) |
| V002 | B | 307 (TRAVELLING TOO FAST FOR CONDITIONS) | | | | |

84

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|----------------------------------|----------------------|-----------------------------------|---|----------------------|---------------------------------|--|
| 01180140568 | MON 22/10/2018 07:45 | LIGHT | UPPER RICHMOND RD J/W PRIESTS BRDG SW15 | NODE 707 | 521560/175480 | |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | DUAL CWY T/STAG JUN GIVEWAY /UNCONT | NO XING FACIL IN 50M | NONE IN 50M | |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | |
| CASUALTY | 001 (002) | (57 YRS - M - REDA) | SERIOUS | DRIVER/RIDER | | |
| VEHICLE | 001 (000) | VAN/GOODS => 3.5T BT - NOT REQ | (68 YRS - M - REDACT) | MOVING OFF | (N TO SE) O/S HIT FIRST | J/P - UNKN JCT APP |
| VEHICLE | 002 (000) | MC 126-500CC BT - NOT REQ | (57 YRS - M - REDACT) | MOVING OFF | (N TO SE) FRONT HIT FIRST | J/P - UNKN JCT APP |
| V002 | B | 405 (FAILED TO LOOK PROPERLY) | | V002 | B | 602 (CARELESS, RECKLESS OR IN A HURRY) |

85

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|----------------------------------|----------------------|--|------------------------------|------------------|--------------------------|
| 01180141510 | FRI 26/10/2018 18:47 | DARK | CLIFFORD AVENUE J/W KINGSWAY | LINK 182-198 | 519770/175690 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | ONE-WAY ST T/STAG JUN | GIVEWAY /UNCONT | NO XING FACIL IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | |
| CASUALTY | 001 (001) | (22 YRS - M - REDA) | SLIGHT | VEH/PILLION PAX | FRONT SEAT PASSENGER |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (43 YRS - M - REDACT) | SLOWING/STOPPING | (S TO N) BACK HIT FIRST |
| VEHICLE | 002 (000) | CAR BT - NOT REQ | (43 YRS - M - REDACT) | G/AHEAD - OTHER | (S TO N) FRONT HIT FIRST |
| V002 | A | 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) | | V001 B | 408 (SUDDEN BRAKING) |

86

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| 01180142122 | SAT 27/10/2018 18:36 | DARK | UPPER RICHMOND RD WEST 21M W OF J/W KINGS RD | LINK 184-706 | 520960/175440 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY | NO JUN IN 20M | N/A |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | |
| CASUALTY | 001 (001) | (15 YRS - M - REDA) | SLIGHT | PEDESTRIAN | N BOUND |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (33 YRS - F - REDACT) | G/AHEAD - OTHER | (E TO W) N/S HIT FIRST |
| C001 | A | 802 (FAILED TO LOOK PROPERLY) | | | |

87

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|----------------------------------|----------------------|--------------------------|---|-------------------|--------------------------------|-----------------------------|
| 01180143119 | SAT 03/11/2018 07:55 | LIGHT | UPPER RICHMOND RD WEST J/W PORTMAN AVENUE | LINK 184-706 | 520740/175430 | |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY SLIP RD GIVEWAY /UNCONT | ZEBRA XING | NONE IN 50M | |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | |
| CASUALTY | 001 (001) | (20 YRS - F - REDA) | SLIGHT | DRIVER/RIDER | | |
| CASUALTY | 002 (002) | (43 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | |
| VEHICLE | 001 (000) | CAR BT - POS | (20 YRS - F - REDACT) | G/AHEAD - OTHER | (E TO W) FRONT HIT FIRST | COMMUTING JCT CLEARED |
| VEHICLE | 002 (000) | TAXI/PHV BT - NOT REQ | (43 YRS - M - REDACT) | WAITING - HELD UP | (P TO P) BACK HIT FIRST | JOURNEY P/O WORK JCT APP |
| V001 | B | 409 (SWERVED) | | V001 A | 501 (IMPAIRED BY ALCOHOL) | |

88

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| 01180143452 | MON 05/11/2018 07:40 | LIGHT | WHITE HART LANE J/W SOUTH WORPLE WAY | LINK 189-204 | 521363/175764 | |
| POLICE - AT SCENE | ROAD-WET | WEATHER-FINE | SINGLE CWY MULTI JUN GIVEWAY /UNCONT | PELICAN OR SIML | NONE IN 50M | |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | |
| CASUALTY | 001 (002) | (44 YRS - F - REDA) | SLIGHT | VEH/PILLION PAX | FRONT SEAT PASSENGER | |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (46 YRS - M - REDACT) | SLOWING/STOPPING | (S TO N) FRONT HIT FIRST | J/P - UNKN JCT APP |
| VEHICLE | 002 (000) | CAR BT - NOT REQ | (44 YRS - M - REDACT) | SLOWING/STOPPING | (S TO N) BACK HIT FIRST | J/P - UNKN JCT APP |
| V001 | B | 103 (SLIPPERY ROAD (DUE TO WEATHER)) | | | | |

89

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|----------------------------------|----------------------|-------------------------------|---------------------------------------|-----------------|---------------------|--|---------------------------|
| 01180144708 | SAT 10/11/2018 17:40 | DARK | LOWER RICHMOND RD J/W CLIFFORD AVENUE | NODE 198 | 519780/175850 | | |
| POLICE - AT SCENE | ROAD-WET | RAINING | DUAL CWY | CROSSROADS | AUTO SIG | PELICAN OR SIML | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (7 YRS - F - REDA) | SLIGHT | VEH/PILLION PAX | REAR SEAT PASSENGER | | |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (43 YRS - M - REDACT) | | TURNING RIGHT | (W TO S) N/S HIT FIRST | J/P - UNKN JCT APP |
| VEHICLE | 002 (000) | CAR BT - NOT REQ | (26 YRS - M - REDACT) | | G/AHEAD - OTHER | (E TO W) FRONT HIT FIRST | J/P - UNKN JCT CLEARED |
| V001 | A | 405 (FAILED TO LOOK PROPERLY) | | V001 | A | 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) | |

90

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|----------------------------------|----------------------|-------------------------------|---|--------------------|---------------|-----------------------------------|-------------|
| 01180144817 | SUN 11/11/2018 09:05 | LIGHT | EAST SHEEN AVENUE 28M S OF J/W UPPER RICHMOND RD WEST | CELL 520500/175000 | 520830/175420 | | |
| SELF-REPORTED | ROAD-WET | WEATHER-FINE | SINGLE CWY | NO JUN IN 20M | N/A | NO XING FACIL IN 50M | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (67 YRS - M - REDA) | SLIGHT | PEDESTRIAN | W BOUND | FROM DRIVERS O/SIDE | |
| VEHICLE | 001 (000) | CAR BT - DRV NOT CONTACTED | (71 YRS - F - REDACT) | | UNKNOWN S/R | (MOVE UNKN) FRONT HIT FIRST | J/P - UNKN |

91

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|----------------------------------|----------------------|---------------------------------------|---------------------------------------|-----------------|----------------------------------|-----------------------|
| 01180145670 | WED 14/11/2018 17:20 | DARK | UPPER RICHMOND RD WEST J/W SHEEN LANE | NODE 184 | 520488/175399 | |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY | MULTI JUN | UNKNOWN S/R | |
| | | | | ZEBRA XING | UNKNOWN S/R | |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | |
| CASUALTY | 001 (001) | (52 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | |
| VEHICLE | 001 (000) | CAR BT - DRV NOT CONTACTED | (52 YRS - M - REDACT) | G/AHEAD - OTHER | (MOVE UNKN) BACK HIT FIRST | J/P - UNKN JCT MID |
| VEHICLE | 002 (000) | MC 51-125CC BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | G/AHEAD - OTHER | (MOVE UNKN) BACK HIT FIRST | J/P - UNKN JCT MID |

92

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|----------------------------------|----------------------|---|-------------------------------------|-----------------|--------------------------------|-----------------------|
| 01180145811 | THU 15/11/2018 11:00 | LIGHT | HARTINGTON RD J/W GREAT CHERSTEY RD | NODE 157 | 520428/176510 | |
| 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) | (52 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (52 YRS - M - REDACT) | TURNING - LEFT | (N TO E) FRONT HIT FIRST | J/P - UNKN JCT APP |
| VEHICLE | 002 (000) | PED CYCLE BT - N/A | (? YRS - M - REDACT) | G/AHEAD - OTHER | (N TO S) FRONT HIT FIRST | J/P - UNKN JCT APP |
| V002 | A | 310 (CYCLIST ENTERING ROAD FROM PAVEMENT) | | | | |

93

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|---------------|----------------------|--------------|-------------------------------------|-----------|-------------|----------------------|---------------|
| 01180146474 | SUN 18/11/2018 13:40 | LIGHT | GREAT CHERTSEY RD J/W HARTINGTON RD | | | NODE 157 | 520460/176540 |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY | OTHER JUN | UNKNOWN S/R | NO XING FACIL IN 50M | NONE IN 50M |

NOT KNOWN HOW COLLISION OCCURRED

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|----------|-----------|-------------------------------|----------------------------|--------------|-------------------|-----------------------------------|---------------------------|
| CASUALTY | 001 (001) | (35 YRS - F - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - DRV NOT CONTACTED | (35 YRS - F - REDACT) | | WAITING - HELD UP | (MOVE UNKN) BACK HIT FIRST | COMMUTING JCT MID |
| 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 |

94

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|---------------|----------------------|--------------|---------------------------------------|------------|-----------------|-----------------------|---------------|
| 01180146832 | MON 05/11/2018 09:20 | LIGHT | UPPER RICHMOND RD J/W PRIESTS BRDG RD | | | NODE 707 | 521560/175470 |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY | T/STAG JUN | GIVEWAY /UNCONT | CNTL REFUGE N/O CTRLS | NONE IN 50M |

NOT KNOWN HOW COLLISION OCCURRED

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|----------|-----------|--------------------------------------|----------------------------|----------------|-----------------|-------------------------------|---------------------------|
| CASUALTY | 001 (001) | (29 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | MC <= 50CC BT - DRV NOT CONTACTED | (29 YRS - M - REDACT) | | G/AHEAD - OTHER | (MOVE UNKN) UNKNOWN S/R | J/P - UNKN UNKNOWN S/R |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | UNKNOWN S/R | G/AHEAD - OTHER | (MOVE UNKN) UNKNOWN S/R | J/P - UNKN JCT APP |

95

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|----------------------------------|----------------------|----------------------------|---|-----------------|--|
| 01180149907 | TUE 04/12/2018 17:37 | DARK | LOWER RICHMOND RD 311M E OF J/W BICESTER RD | LINK 196-198 | 519620/175820 |
| SELF-REPORTED | ROAD-DRY | WEATHER-OTHER | SLIP ROAD NO JUN IN 20M N/A | PEDN PHASE ATS | UNKNOWN S/R |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | |
| CASUALTY | 001 (001) | (28 YRS - F - REDA) | SLIGHT DRIVER/RIDER | | |
| VEHICLE | 001 (000) | PED CYCLE BT - N/A | (28 YRS - F - REDACT) | UNKNOWN S/R | (MOVE UNKN) COMMUTING BACK HIT FIRST |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | G/AHEAD - OTHER | (MOVE UNKN) J/P - UNKN FRONT HIT FIRST |

96

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|----------------------------------|----------------------|------------------------------------|---------------------------------------|----------------------|---|
| 01180150742 | FRI 07/12/2018 18:30 | DARK | WHITE HART LANE J/W WESTFIELDS AVENUE | LINK 189-204 | 521350/175810 |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY T/STAG JUN UNKNOWN S/R | NO XING FACIL IN 50M | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | |
| CASUALTY | 001 (001) | (40 YRS - F - REDA) | SLIGHT DRIVER/RIDER | | |
| VEHICLE | 001 (000) | MC <= 50CC BT - DRV NOT CONTACTED | (40 YRS - F - REDACT) | UNKNOWN S/R | (MOVE UNKN) J/P - UNKN UNKNOWN S/R S/R |
| VEHICLE | 002 (000) | MC 51-125CC BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | UNKNOWN S/R | (MOVE UNKN) J/P - UNKN DID NOT UNKNOWN S/R IMPACT |

97

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|----------------------------------|----------------------|--|---------------------------------|-----------------|------------------|--------------------------------|----------------------------|
| 01180150854 | SAT 08/12/2018 18:55 | DARK | MORTLAKE HIGH ST J/W SHEEN LANE | | | NODE 202 | 520490/175920 |
| POLICE - AT SCENE | ROAD-WET | RAINING | ROUNDABOUT | M ROUNDABOUT | GIVEWAY /UNCONT | CNTL REFUGE N/O CTRLS | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (002) | (21 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (49 YRS - M - REDACT) | | SLOWING/STOPPING | (E TO W) FRONT HIT FIRST | J/P - UNKN L/ROUNDABOUT |
| VEHICLE | 002 (000) | MC 51-125CC BT - NOT REQ | (21 YRS - M - REDACT) | | SLOWING/STOPPING | (P TO N) BACK HIT FIRST | J/P - UNKN L/ROUNDABOUT |
| V001 | A | 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) | | | | | |

98

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| 01180151742 | WED 12/12/2018 22:50 | DARK | CLIFFORD AVENUE LONDON SW14 J/W MORTLAKE RD | | | NODE 198 | 519780/175850 | |
| POLICE - AT SCENE | ROAD-DRY | WEATHER- FINE | DUAL CWY | MULTI JUN | AUTO SIG | PELICAN OR SIML | NONE IN 50M | |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | | |
| CASUALTY | 001 (001) | (50 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | | |
| CASUALTY | 002 (002) | (65 YRS - F - REDA) | SLIGHT | VEH/PILLION PAX | FRONT SEAT PASSENGER | | | |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (50 YRS - M - REDACT) | | WAITING - TURN RIGHT | (S TO N) FRONT HIT FIRST | J/P - UNKN JCT MID | |
| VEHICLE | 002 (000) | CAR BT - NOT REQ | (30 YRS - F - REDACT) | | G/AHEAD - OTHER | (N TO S) FRONT HIT FIRST | J/P - UNKN JCT MID | |
| V001 | A | 401 (JUNCTION OVERSHOOT) | | | V001 | A | 403 (POOR TURN OR MANOEUVRE) | |
| V001 | A | 405 (FAILED TO LOOK PROPERLY) | | | V002 | A | 405 (FAILED TO LOOK PROPERLY) | |

99

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| 01180152269 | SAT 15/12/2018 09:02 | LIGHT | PALEWELL PARK J/W UPPER RICHMOND RD WEST | | | LINK 184-706 | 520720/175430 |
| POLICE - AT SCENE | ROAD-DRY | FINE - H WIND | SINGLE CWY | T/STAG JUN | AUTO SIG | PELICAN OR SIML | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (26 YRS - F - REDA) | SLIGHT | PEDESTRIAN | NE BOUND | FROM DRIVERS N/SIDE | |
| VEHICLE | 001 (000) | PED CYCLE BT - N/A | (54 YRS - M - REDACT) | | G/AHEAD - OTHER | (N TO S) FRONT HIT FIRST | J/P - UNKN JCT APP |
| C001 | B | 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED) | | | | | |

100

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|----------------------------------|----------------------|-------------------------------|---|---------------|-----------------|----------------------------|---------------|
| 01180154123 | THU 13/12/2018 11:00 | LIGHT | WESTFIELDS AVENUE 30M W OF J/W WHITE HART | | | CELL 521000/175500 | 521440/175870 |
| SELF-REPORTED | UNKNOWN S/R | WEATHER-UNKNOWN | UNKNOWN | NO JUN IN 20M | N/A | UNKNOWN S/R | UNKNOWN S/R |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (39 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - DRV NOT CONTACTED | (39 YRS - M - REDACT) | UNKNOWN S/R | G/AHEAD - OTHER | (MOVE UNKN) UNKNOWN S/R | J/P - UNKN |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | UNKNOWN S/R | UNKNOWN S/R | (MOVE UNKN) UNKNOWN S/R | J/P - UNKN |

101

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|----------------------------------|----------------------|---------------------------|---|-----------------|--------------------------------|
| 01180154792 | SAT 29/12/2018 01:05 | DARK | UPPER RICHMOND RD WEST J/W CONNAUGHT AVENUE | LINK 182-184 | 520100/175320 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY T/STAG JUN GIVEWAY /UNCONT | ZEBRA XING | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | |
| CASUALTY | 001 (001) | (26 YRS - M - REDA) | SERIOUS | DRIVER/RIDER | |
| VEHICLE | 001 (000) | M/C 51-125CC BT - POS | (26 YRS - M - REDACT) | G/AHEAD - OTHER | (W TO E) FRONT HIT FIRST |
| V001 | B | 501 (IMPAIRED BY ALCOHOL) | | | J/P - UNKN JCT CLEARED |

102

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|----------------------------------|----------------------|-----------------------------------|---|----------------------|--------------------------------|
| 01180155734 | THU 13/12/2018 13:30 | LIGHT | CONNAUGHT AVENUE 70M N OF J/W UPPER RICHMOND RD | CELL 520000/175000 | 520110/175390 |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY NO JUN IN 20M N/A | NO XING FACIL IN 50M | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | |
| CASUALTY | 001 (001) | (30 YRS - F - REDA) | SLIGHT | DRIVER/RIDER | |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (30 YRS - F - REDACT) | UNKNOWN S/R | G/AHEAD - OTHER |
| VEHICLE | 002 (000) | VAN/GOODS => 3.5T BT - NOT REQ | (? YRS - M - REDACT) | G/AHEAD - OTHER | (N TO S) FRONT HIT FIRST |
| | | | | | (N TO S) FRONT HIT FIRST |

103

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|----------------------------------|----------------------|-------------------------------|---|--------------|-------------|-----------------------------------|---------------------------|
| 01190156991 | THU 10/01/2019 08:30 | LIGHT | UPPER RICHMOND RD WEST, LONDON SW14, NR JUNCT WTH SHEEN LANE. | | | NODE 184 | 520500/175400 |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | DUAL CWY | T/STAG JUN | AUTO SIG | UNKNOWN S/R | UNKNOWN S/R |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (27 YRS - F - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | PED CYCLE BT - N/A | (27 YRS - F - REDACT) | UNKNOWN S/R | UNKNOWN S/R | (MOVE UNKN) UNKNOWN S/R | COMMUTING UNKNOWN S/R |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (35 YRS - UNKNOWN - REDACT) | UNKNOWN S/R | | (MOVE UNKN) FRONT HIT FIRST | J/P - UNKN UNKNOWN S/R |

104

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|----------------------------------|----------------------|--|--|---------------|--|----------------------------|---------------|
| 01190158789 | MON 21/01/2019 16:53 | DARK | CLIFFORD AVENUE, LONDON SW14, 26 METRES SOUTH OF JUNCT WTH SHALSTONE RD. | | | LINK 182-198 | 519772/175765 |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY | NO JUN IN 20M | | NO XING FACIL IN 50M | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (31 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | M/C 51-125CC BT - DRV NOT CONTACTED | (31 YRS - M - REDACT) | UNKNOWN S/R | | (MOVE UNKN) UNKNOWN S/R | J/P - UNKN |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (54 YRS - UNKNOWN - REDACT) | UNKNOWN S/R | | (MOVE UNKN) UNKNOWN S/R | J/P - UNKN |

105

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|----------------------------------|----------------------|-------------------------------|---|--------------|-----------------|--------------------------------|---------------------------------|
| 01190159324 | THU 24/01/2019 12:20 | LIGHT | UPPER RICHMOND RD WEST, 10 METRES WEST OF JUNCT WTH KINGS RD. | LINK 184-706 | 520968/175450 | | |
| POLICE - AT SCENE | ROAD-WET | WEATHER-FINE | SINGLE CWY | T/STAG JUN | GIVEWAY /UNCONT | ZEBRA XING | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (17 YRS - F - REDA) | SLIGHT | PEDESTRIAN | N BOUND | FROM DRIVERS N/SIDE | |
| VEHICLE | 001 (000) | VAN/GOODS => 3.5T BT - NEG | (65 YRS - M - REDACT) | | G/AHEAD - OTHER | (W TO E) FRONT HIT FIRST | JOURNEY P/O WORK JCT CLEARED |
| C001 | B | 802 (FAILED TO LOOK PROPERLY) | | | C001 | B | 802 (FAILED TO LOOK PROPERLY) |
| V001 | B | 405 (FAILED TO LOOK PROPERLY) | | | | | |

106

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|----------------------------------|----------------------|---------------------------------------|---|--------------------|---------------|-------------------------------|-------------|
| 01190160486 | WED 30/01/2019 14:52 | LIGHT | MALHOUSE PASSAGE, LONDON SW13, 65 METRES EAST OF JUNCT WTH TERRACE. | CELL 521000/176000 | 521480/176219 | | |
| SELF-REPORTED | ROAD-WET | WEATHER-FINE | SINGLE CWY | NO JUN IN 20M | | ZEBRA XING | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (43 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | MC 51-125CC BT - DRV NOT CONTACTED | (43 YRS - M - REDACT) | | UNKNOWN S/R | (MOVE UNKN) UNKNOWN S/R | COMMUTING |

107

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|----------------------------------|----------------------|-------------------------------|---|----------------------|---|
| 01190160866 | THU 31/01/2019 17:00 | DARK | CLIFFORD AVENUE, NR JUNCT WTH SHALSTONE RD. | LINK 182-198 | 519774/175780 |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY T/STAG JUN GIVEWAY /UNCONT | PEDN PHASE ATS | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | |
| CASUALTY | 001 (001) | (44 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | |
| VEHICLE | 001 (000) | CAR BT - DRV NOT CONTACTED | (44 YRS - M - REDACT) | WAITING - TURN RIGHT | (S TO E) BACK HIT FIRST COMMUTING JCT APP |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (24 YRS - F - REDACT) | G/AHEAD - OTHER | (S TO N) FRONT HIT FIRST J/P - UNKN JCT APP |

108

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|----------------------------------|----------------------|-----------------------------------|---|---------------------------|---|
| 01190164834 | THU 21/02/2019 15:56 | LIGHT | UPPER RICHMOND RD WEST, NR JUNCT WTH PRIESTS BRDGS. | NODE 706 | 521361/175472 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY OTHER JUN GIVEWAY /UNCONT | PEDN PHASE ATS | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | |
| CASUALTY | 001 (001) | (39 YRS - M - REDA) | SERIOUS | DRIVER/RIDER | |
| VEHICLE | 001 (000) | CAR BT - NOT PROVD | (39 YRS - M - REDACT) | O/TAKING - NON MOVING VEH | (E TO W) FRONT HIT FIRST JOURNEY P/O WORK JCT APP |
| VEHICLE | 002 (000) | VAN/GOODS => 3.5T BT - NOT REQ | (47 YRS - M - REDACT) | WAITING - TURN RIGHT | (E TO NE) O/S HIT FIRST COMMUTING JCT MID |
| V001 | A | 710 (VEHICLE BLIND SPOT) | | | |

109

01190166037 THU 28/02/2019 13:00 DARK A316 GREAT CHERTSEY RD , NR JUNCT WTH HARTINGTON RD. NODE 157 520446/176519
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PEDN PHASE ATS NONE IN 50M
 NOT KNOWN HOW COLLISION OCCURRED
 CASUALTY 001 (002) (52 YRS - M - REDA) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) CAR (42 YRS - M - REDACT) G/AHEAD - OTHER (E TO W) COMMUTING
 BT - NOT REQ FRONT HIT JCT APP
 VEHICLE 002 (000) MC >500CC (52 YRS - M - REDACT) SLOWING/STOPPING (E TO W) COMMUTING
 BT - NOT REQ BACK HIT JCT APP
 FIRST
 V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

110

01190166170 SUN 24/02/2019 11:50 LIGHT LOCATION UNCERTAIN. ON WHITE HART LANE, 35 METRES EAST OF LINK 189-204 521414/175668
 JUNCT WTH ROSSLYN AVE.
 SELF-REPORTED ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACIL IN 50M NONE IN 50M
 NOT KNOWN HOW COLLISION OCCURRED
 CASUALTY 001 (001) (29 YRS - M - REDA) SLIGHT PEDESTRIAN STILL UNKNOWN/OTHER
 VEHICLE 001 (000) VAN/GOODS => 3.5T (? YRS - UNKNOWN - REDACT) UNKNOWN S/R (MOVE UNKN) J/P - UNKN
 BT - DRV NOT CONTACTED FRONT HIT UNKNOWN S/R
 FIRST

111

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|----------------------------------|----------------------|------------------------------|--|--------------|-----------------|----------------------------------|---------------|
| 01190167129 | TUE 05/03/2019 13:40 | LIGHT | GREAT CHERTSEY RD, NR JUNCT WTH HARTINGTON RD. | | | NODE 157 | 520438/176513 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | DUAL CWY | T/STAG JUN | AUTO SIG | PEDN PHASE ATS | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (34 YRS - F - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (34 YRS - F - REDACT) | | TURNING RIGHT | (NE TO NW) FRONT HIT FIRST | JCT MID |
| VEHICLE | 002 (000) | CAR BT - NOT REQ | (37 YRS - M - REDACT) | | G/AHEAD - OTHER | (SW TO NE) FRONT HIT FIRST | JCT MID |
| V001 | A | 403 (POOR TURN OR MANOEUVRE) | | | | | |

112

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|----------------------------------|----------------------|---|---|----------------|-----------------|-----------------------------------|---------------------------|
| 01190171025 | MON 11/03/2019 08:00 | LIGHT | LOWER RICHMOND RD, NR JUNCT WTH HANSON CLOSE. | | | LINK 199-202 | 520148/175826 |
| SELF-REPORTED | UNKNOWN S/R | WEATHER- UNKNOWN | UNKNOWN | UNKNOWN S/R | UNKNOWN S/R | UNKNOWN S/R | UNKNOWN S/R |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (22 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - DRV NOT CONTACTED | (22 YRS - M - REDACT) | UNKNOWN S/R | UNKNOWN S/R | (MOVE UNKN) BACK HIT FIRST | J/P - UNKN UNKNOWN S/R |
| VEHICLE | 002 (000) | VAN/GOODS => 3.5T BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | UNKNOWN S/R | G/AHEAD - OTHER | (MOVE UNKN) FRONT HIT FIRST | UNKNOWN S/R |

113

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|----------------------------------|----------------------|--|--|---------------|-----------------|--------------------------------|------------------|
| 01190174824 | FRI 12/04/2019 15:05 | LIGHT | MORTLAKE HIGH ST, 30 METRES EAST OF JUNCT WTH TINDERBOX ALLEY.. NREST CLASSIFIED RD WAS A3003. NREST CLASSIFIED RD WAS A3003 | | | LINK 202-204 | 520740/175967 |
| 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 (002) | (50 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - NEG | (25 YRS - M - REDACT) | | U-TURN | (P TO E) FRONT HIT FIRST | JOURNEY P/O WORK |
| VEHICLE | 002 (000) | MC <= 50CC BT - NEG | (50 YRS - M - REDACT) | | G/AHEAD - OTHER | (E TO W) FRONT HIT FIRST | |
| V001 | B | 602 (CARELESS, RECKLESS OR IN A HURRY) | | | | | |

114

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|----------------------------------|----------------------|-------------------------------|--|--------------|-------------------|------------------------------|-------------------------|
| 01190175881 | THU 18/04/2019 11:05 | LIGHT | UPPER RICHMOND RD WEST, NR JUNCT WTH RICHMOND PARK RD. | | | LINK 184-706 | 520613/175417 |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY | T/STAG JUN | GIVEWAY /UNCONT | NO XING FACIL IN 50M | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (002) | (57 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - DRV NOT CONTACTED | (44 YRS - F - REDACT) | | TURNING RIGHT | (S TO E) O/S HIT FIRST | J/P - UNKN E/MAIN RD |
| VEHICLE | 002 (000) | PED CYCLE BT - N/A | (57 YRS - M - REDACT) | | WAITING - HELD UP | (E TO W) O/S HIT FIRST | JCT APP |

115

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|----------------------------------|----------------------|---|---|-----------------------|-----------------|--------------------------------|--|
| 01190176016 | FRI 19/04/2019 19:50 | DARK | UPPER RICHMOND RD WEST, NR JUNCT WTH TEMPLE SHEEN RD. | | | LINK 182-184 | 520112/175323 |
| 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) | (35 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - DRV NOT CONTACTED | (34 YRS - M - REDACT) | TURNING RIGHT | | (W TO E) FRONT HIT FIRST | J/P - UNKN JCT CLEARED |
| VEHICLE | 002 (000) | MC 51-125CC BT - NEG | (35 YRS - M - REDACT) | O/TAKING - MOVING VEH | | (W TO E) FRONT HIT FIRST | JCT CLEARED |
| V001 | A | 403 (POOR TURN OR MANOEUVRE) | | | V002 | A | 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) |
| V001 | A | 404 (FAILED TO SIGNAL OR MISLEADING SIGNAL) | | | | | |

116

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|----------------------------------|----------------------|---|--|---------------------------|----------|--------------------------------|-----------------------|
| 01190176833 | WED 24/04/2019 16:22 | LIGHT | UPPER RICHMOND RD WEST, 10 METRES WEST OF JUNCT WTH THORNTON RD. | | | LINK 184-706 | 520667/175422 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY | OTHER JUN | AUTO SIG | PELICAN OR SIML | CTRL - AUTH PERSON |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (79 YRS - M - REDA) | SERIOUS | PEDESTRIAN | UNKNOWN | | UNKNOWN/OTHER |
| VEHICLE | 001 (000) | MC >500CC BT - NEG | (50 YRS - M - REDACT) | O/TAKING - NON MOVING VEH | | (E TO W) FRONT HIT FIRST | COMMUTING JCT APP |
| VEHICLE | 002 (000) | MC >500CC BT - NEG | (58 YRS - M - REDACT) | WAITING - HELD UP | | (W TO E) FRONT HIT FIRST | J/P - UNKN JCT APP |
| C001 | A | 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY) | | | | | |

117

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|----------------------------------|----------------------|---|---|----------------------|--|
| 01190176942 | THU 25/04/2019 10:35 | LIGHT | MORTLAKE HIGH ST, NR JUNCT WTH VINEYARD PATH. | LINK 202-204 | 520632/175953 |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY SLIP RD GIVEWAY /UNCONT | NO XING FACIL IN 50M | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | |
| CASUALTY | 001 (001) | (40 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | |
| VEHICLE | 001 (000) | CAR BT - DRV NOT CONTACTED | (40 YRS - M - REDACT) | WAITING - HELD UP | (MOVE UNKN) COMMUTING BACK HIT JCT MID FIRST |
| VEHICLE | 002 (000) | VAN/GOODS => 3.5T BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | G/AHEAD - OTHER | (MOVE UNKN) JCT MID FRONT HIT FIRST |

118

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|----------------------------------|----------------------|-------------------------------|--|----------------------|--|
| 01190178119 | TUE 30/04/2019 16:45 | LIGHT | LOWER RICHMOND RD, 100 METRES WEST OF JUNCT WTH CLIFFORD AVENUE.. NREST CLASSIFIED RD WAS A205. NREST CLASSIFIED RD WAS A205 | LINK 196-198 | 519693/175821 |
| SELF-REPORTED | 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) | (65 YRS - F - REDA) | SLIGHT | DRIVER/RIDER | |
| VEHICLE | 001 (000) | CAR BT - DRV NOT CONTACTED | (65 YRS - F - REDACT) | UNKNOWN S/R | (MOVE UNKN) UNKNOWN S/R |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | UNKNOWN S/R | (MOVE UNKN) J/P - UNKN UNKNOWN S/R |

119

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|----------------------------------|----------------------|---------------------------------------|---|----------------------|--------------------------------|---------------------------------------|
| 01190180430 | SUN 12/05/2019 16:10 | DARK | MORTLAKE HIGH ST, NR JUNCT WTH VINEYARD PATH. | LINK 202-204 | 520613/175948 | |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY CROSSROADS GIVEWAY /UNCONT | NO XING FACIL IN 50M | NONE IN 50M | |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | |
| CASUALTY | 001 (002) | (15 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | |
| VEHICLE | 001 (000) | PHV - LICENCED BT - NOT REQ | (54 YRS - M - REDACT) | TURNING - LEFT | (S TO W) N/S HIT FIRST | JOURNEY P/O WORK JCT APP |
| VEHICLE | 002 (000) | PED CYCLE BT - N/A | (15 YRS - M - REDACT) | G/AHEAD - OTHER | (W TO E) FRONT HIT FIRST | JCT APP |
| V001 | A | 701 (STATIONARY OR PARKED VEHICLE(S)) | | V002 | A | 701 (STATIONARY OR PARKED VEHICLE(S)) |
| V001 | B | 706 (DAZZLING SUN) | | | | |

120

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|----------------------------------|----------------------|-------------------------------|--|----------------|-----------------------------------|---------------------------------|
| 01190180710 | SUN 28/04/2019 13:00 | LIGHT | LOWER RICHMOND RD, NR JUNCT WTH HANSON COURT RD. | LINK 199-202 | 520136/175827 | |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY OTHER JUN UNKNOWN S/R | ZEBRA XING | NONE IN 50M | |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | |
| CASUALTY | 001 (001) | (43 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | |
| VEHICLE | 001 (000) | PED CYCLE BT - N/A | (43 YRS - M - REDACT) | UNKNOWN S/R | UNKNOWN S/R | (MOVE UNKN) N/S HIT FIRST |
| 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 |

121

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|----------------------------------|----------------------|-------------------------------|---|--------------|-----------------------------------|
| 01190180807 | SUN 31/03/2019 06:15 | LIGHT | MORTLAKE HIGH ST, NR JUNCT WTH SECOND AVENUE. | LINK 202-204 | 521152/176026 |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | DUAL CWY | UNKNOWN S/R | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | |
| CASUALTY | 001 (001) | (? YRS - M - REDA) | SLIGHT | DRIVER/RIDER | |
| VEHICLE | 001 (000) | PED CYCLE BT - N/A | (? YRS - M - REDACT) | UNKNOWN S/R | (MOVE UNKN) UNKNOWN S/R |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | UNKNOWN S/R | (MOVE UNKN) FRONT HIT FIRST |

122

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|----------------------------------|----------------------|-------------------------------|---|-----------------|--------------------------------|
| 01190183326 | SUN 26/05/2019 16:15 | LIGHT | MORTLAKE HIGH ST, 100 METRES WEST OF JUNCT WTH TINDERBOX ALLEY. | LINK 202-204 | 520844/175993 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY | NO JUN IN 20M | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | |
| CASUALTY | 001 (002) | (54 YRS - F - REDA) | SLIGHT | VEH/PILLION PAX | FRONT SEAT PASSENGER |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (54 YRS - M - REDACT) | U-TURN | (W TO E) FRONT HIT FIRST |
| VEHICLE | 002 (000) | CAR BT - NOT REQ | (33 YRS - F - REDACT) | G/AHEAD - OTHER | (W TO E) FRONT HIT FIRST |
| VEHICLE | 003 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | PARKED | (P TO P) O/S HIT FIRST |
| V001 | B | 405 (FAILED TO LOOK PROPERLY) | | | J/P - UNKN |

123

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|----------------------------------|----------------------|-------------------------------|---|---------------|-----------------|--------------------------|---------------|
| 01190183371 | SUN 26/05/2019 19:55 | LIGHT | ASHLEIGH RD, 50 METRES SOUTH OF JUNCT WTH MORTLAKE HIGH SREET .. NREST CLASSIFIED RD WAS A3003. NREST CLASSIFIED RD WAS A3003 | | | CELL 521000/175500 | 521055/175878 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY | NO JUN IN 20M | | NO XING FACIL IN 50M | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (79 YRS - F - REDA) | SLIGHT | PEDESTRIAN | STILL | STATIONARY NOT CROSSING | |
| VEHICLE | 001 (000) | PED CYCLE BT - N/A | (39 YRS - F - REDACT) | | G/AHEAD - OTHER | (E TO W) FRONT HIT FIRST | J/P - UNKN |
| V001 | A | 405 (FAILED TO LOOK PROPERLY) | | | | | |

124

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|----------------------------------|----------------------|-----------------------|---|--------------|-----------------|--------------------------|------------------------|
| 01190183417 | SUN 26/05/2019 23:12 | DARK | CLIFFORD AVENUE, NR JUNCT WTH ST LEONARDS RD. | | | LINK 182-198 | 519815/175517 |
| 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) | (50 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - NEG | (50 YRS - M - REDACT) | | G/AHEAD - OTHER | (S TO N) FRONT HIT FIRST | J/P - UNKN JCT CLEARED |
| V001 | A | 410 (LOSS OF CONTROL) | | | | | |

125

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|----------------------------------|----------------------|---|--|-----------------|--------------------------------|-------------------------------|
| 01190184300 | FRI 31/05/2019 13:40 | LIGHT | LOWER RICHMOND RD, NR JUNCT WTH CHALKERS CORNER. | NODE 198 | 519791/175866 | |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | DUAL CWY MULTI JUN AUTO SIG | ZEBRA XING | NONE IN 50M | |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | |
| CASUALTY | 001 (001) | (45 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | |
| CASUALTY | 002 (002) | (32 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | |
| VEHICLE | 001 (000) | VAN/GOODS => 3.5T BT - NOT REQ | (45 YRS - M - REDACT) | G/AHEAD - OTHER | (S TO N) FRONT HIT FIRST | J/P - UNKN JCT MID |
| VEHICLE | 002 (000) | VAN/GOODS => 3.5T BT - NOT REQ | (32 YRS - M - REDACT) | TURNING RIGHT | (N TO W) N/S HIT FIRST | SCHOOL - TAKING JCT MID |
| V002 | A | 305 (ILLEGAL TURN OR DIRECTION OF TRAVEL) | | V001 | A | 405 (FAILED TO LOOK PROPERLY) |

126

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|----------------------------------|----------------------|------------------------------------|--|----------------|------------------------------|-----------------------|
| 01190186185 | SUN 09/06/2019 16:23 | LIGHT | CLIFFORD AVENUE , NR JUNCT WTH LOWER RICHMOND RD . | NODE 198 | 519793/175877 | |
| POLICE - AT SCENE | ROAD-WET | RAINING | DUAL CWY T/STAG JUN AUTO SIG | PEDN PHASE ATS | NONE IN 50M | |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | |
| CASUALTY | 001 (001) | (51 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | |
| VEHICLE | 001 (000) | M/C 51-125CC BT - NEG | (51 YRS - M - REDACT) | TURNING RIGHT | (E TO N) O/S HIT FIRST | JCT MID |
| VEHICLE | 002 (000) | TAXI/PHV BT - DRV NOT CONTACTED | (? YRS - M - REDACT) | TURNING RIGHT | (E TO N) N/S HIT FIRST | J/P - UNKN JCT MID |
| V002 | B | 403 (POOR TURN OR MANOEUVRE) | | | | |

127

01190188056 MON 17/06/2019 12:46 LIGHT UPPER RICHMOND RD WEST, 10 METRES EAST OF JUNCT WTH DEANHILL RD. LINK 182-184 519960/175335

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVEWAY /UNCONT PELICAN OR SIML CTRL - AUTH PERSON

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (83 YRS - F - REDA) SERIOUS PEDESTRIAN UNKNOWN UNKNOWN/OTHER

VEHICLE 001 (000) M/C >500CC (? YRS - M - REDACT) SLOWING/STOPPING (E TO W) JOURNEY P/O WORK
BT - NEG BT - NEG (E TO W) N/S HIT JCT APP
FIRST

V001 B 999 (OTHER - PLEASE SPECIFY BELOW)

128

01190188695 FRI 21/06/2019 09:15 LIGHT LOWER RICHMOND RD, NR JUNCT WTH MORTLAKE RD. NODE 198 519789/175873

POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PEDN PHASE ATS NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (30 YRS - M - REDA) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) VAN/GOODS => 3.5T (44 YRS - M - REDACT) TURNING RIGHT (E TO N) JOURNEY P/O WORK
BT - NOT REQ BT - NOT REQ (E TO N) N/S HIT JCT MID
FIRST

VEHICLE 002 (000) PED CYCLE (30 YRS - M - REDACT) O/TAKING - NON MOVING VEH (W TO E) J/P - UNKN
BT - N/A BT - N/A (W TO E) FRONT HIT JCT APP
FIRST

V002 B 999 (OTHER - PLEASE SPECIFY BELOW)

129

| | | | | | | |
|----------------------------------|----------------------|---------------------------------------|---|----------------------|--------------------------------|---------------------------------------|
| 01190188751 | FRI 21/06/2019 17:40 | LIGHT | UPPER RICHMOND RD, NR JUNCT WTH SHEEN GATE GARDENS. | LINK 182-184 | 520228/175323 | |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | ONE-WAY ST T/STAG JUN GIVEWAY /UNCONT | NO XING FACIL IN 50M | NONE IN 50M | |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | |
| CASUALTY | 001 (002) | (34 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (42 YRS - F - REDACT) | TURNING RIGHT | (W TO S) FRONT HIT FIRST | JCT APP |
| VEHICLE | 002 (000) | PED CYCLE BT - N/A | (34 YRS - M - REDACT) | O/TAKING - NEARSIDE | (E TO W) FRONT HIT FIRST | JCT APP |
| V001 | A | 701 (STATIONARY OR PARKED VEHICLE(S)) | | V002 | A | 701 (STATIONARY OR PARKED VEHICLE(S)) |

130

| | | | | | | |
|----------------------------------|----------------------|---|---|---------------------|--------------------------------|---------------------------------|
| 01190190324 | SAT 29/06/2019 07:21 | LIGHT | UPPER RICHMOND RD, 10 METRES EAST OF JUNCT WTH THORNTON RD. | LINK 184-706 | 520699/175426 | |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY T/STAG JUN GIVEWAY /UNCONT | PELICAN OR SIML | NONE IN 50M | |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | |
| CASUALTY | 001 (001) | (25 YRS - M - REDA) | SLIGHT | VEH/PILLION PAX | | |
| VEHICLE | 001 (000) | VAN/GOODS => 3.5T BT - NEG | (38 YRS - M - REDACT) | O/TAKING - NEARSIDE | (E TO W) FRONT HIT FIRST | JOURNEY P/O WORK JCT CLEARED |
| VEHICLE | 002 (000) | VAN/GOODS => 3.5T BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | PARKED | (P TO P) BACK HIT FIRST | J/P - UNKN JCT CLEARED |
| V001 | A | 701 (STATIONARY OR PARKED VEHICLE(S)) | | V001 | B | 403 (POOR TURN OR MANOEUVRE) |
| V001 | B | 602 (CARELESS, RECKLESS OR IN A HURRY) | | | | |

131

| | | | | | | | |
|----------------------------------|----------------------|-------------------------------|--|---------------|-------------------|--|---------------|
| 01190191766 | FRI 05/07/2019 17:01 | LIGHT | MORTLAKE HIGH ST, LONDON SW14, 120 METRES WEST OF JUNCT WTH AVONDALE RD. | | | LINK 202-204 | 520778/175973 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY | NO JUN IN 20M | | NO XING FACIL IN 50M | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (77 YRS - F - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (77 YRS - F - REDACT) | | MOVING OFF | (W TO E) FRONT HIT FIRST | |
| VEHICLE | 002 (000) | CAR BT - NOT REQ | (29 YRS - F - REDACT) | | WAITING - HELD UP | (W TO E) BACK HIT FIRST | |
| V001 | A | 405 (FAILED TO LOOK PROPERLY) | | | V001 A | 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) | |

132

| | | | | | | | |
|----------------------------------|----------------------|-------------------------------|---|--------------|-------------|----------------------------------|---------------------------|
| 01190193445 | SAT 13/07/2019 21:58 | DARK | UPPER RICHMOND RD WEST, NR JUNCT WTH DEANHILL RD. | | | LINK 182-184 | 519944/175331 |
| SELF-REPORTED | UNKNOWN S/R | WEATHER-OTHER | UNKNOWN | UNKNOWN S/R | AUTO SIG | UNKNOWN S/R | UNKNOWN S/R |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (45 YRS - F - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - DRV NOT CONTACTED | (45 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 |

133

| | | | | | | |
|----------------------------------|----------------------|--------------------------------|--|----------------------|-------------------------------|---------|
| 01190200125 | SAT 17/08/2019 20:14 | LIGHT | UPPER RICHMOND RD WEST, NR JUNCT WTH ELM RD. | LINK 182-184 | 520305/175330 | |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | SINGLE CWY T/STAG JUN GIVEWAY /UNCONT | PELICAN OR SIML | NONE IN 50M | |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | |
| CASUALTY | 001 (001) | (35 YRS - F - REDA) | SLIGHT | VEH/PILLION PAX | SEATED PASSENGER | |
| VEHICLE | 001 (000) | LONDON BUS BT - NOT REQ | (57 YRS - M - REDACT) | G/AHEAD - OTHER | (W TO E) FRONT HIT FIRST | JCT APP |
| VEHICLE | 002 (000) | VAN/GOODS => 3.5T BT - NOT REQ | (60 YRS - M - REDACT) | WAITING - TURN RIGHT | (N TO W) FRONT HIT FIRST | JCT APP |
| V002 | A | 405 (FAILED TO LOOK PROPERLY) | | V001 A | 405 (FAILED TO LOOK PROPERLY) | |

134

| | | | | | | |
|----------------------------------|----------------------|------------------------------|--|----------------------|-------------------------------|----------------------------|
| 01190200368 | MON 19/08/2019 08:40 | LIGHT | UPPER RICHMOND RD WEST, NR JUNCT WTH PRIESTS BRDG. | LINK 706-707 | 521361/175476 | |
| 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) | (37 YRS - M - REDA) | SERIOUS | DRIVER/RIDER | | |
| VEHICLE | 001 (000) | OTHER VEH BT - NEG | (50 YRS - M - REDACT) | TURNING - LEFT | (E TO S) N/S HIT FIRST | JOURNEY P/O WORK L/MAIN RD |
| VEHICLE | 002 (000) | PED CYCLE BT - N/A | (37 YRS - M - REDACT) | G/AHEAD - OTHER | (W TO E) O/S HIT FIRST | JCT APP |
| V001 | B | 403 (POOR TURN OR MANOEUVRE) | | V002 A | 405 (FAILED TO LOOK PROPERLY) | |

135

| | | | | | | | | |
|----------------------------------|----------------------|-------------------------------|--------------------------|--|-----------------|----------------------|---------------------------------|-----------------------------|
| 01190206674 | FRI 20/09/2019 19:14 | | DARK | UPPER RICHMOND RD WEST, LONDON, SW14, NR JUNCT WTH UPPER RICHMOND RD. | | | LINK 182-184 | 520358/175343 |
| 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) | M/C 51-125CC BT - NOT REQ | (23 YRS - M - REDACT) | G/AHEAD - OTHER | | | (W TO E) FRONT HIT FIRST | JOURNEY P/O WORK JCT APP |
| VEHICLE | 002 (000) | CAR BT - NOT REQ | (47 YRS - F - REDACT) | WAITING - TURN RIGHT | | | (E TO NW) FRONT HIT FIRST | JCT APP |
| V002 | B | 405 (FAILED TO LOOK PROPERLY) | | | | | | |

136

| | | | | | | | | |
|----------------------------------|----------------------|-------------------------------|----------------------------------|--|-----------------|----------------|----------------------------|---------------|
| 01190207338 | THU 04/07/2019 17:30 | | LIGHT | LOWER RICHMOND RD, NR JUNCT WTH MORTLAKE RD. | | | NODE 198 | 519802/175863 |
| SELF-REPORTED | UNKNOWN S/R | WEATHER- FINE | UNKNOWN | CROSSROADS | AUTO SIG | PEDN PHASE ATS | UNKNOWN S/R | |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | | |
| CASUALTY | 001 (001) | (52 YRS - F - REDA) | SERIOUS | PEDESTRIAN | UNKNOWN | | UNKNOWN/OTHER | |
| VEHICLE | 001 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | UNKNOWN S/R | G/AHEAD - OTHER | | (E TO W) UNKNOWN S/R | UNKNOWN S/R |

137

| | | | | | | | |
|----------------------------------|----------------------|--|--|--------------|-------------|-----------------------------|------------------------|
| 01190207610 | FRI 20/09/2019 17:30 | LIGHT | UPPER RICHMOND RD WEST, LONDON SW14, NR JUNCT WTH GILPIN AVENUE. | | | LINK 184-706 | 520926/175446 |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY | UNKNOWN S/R | UNKNOWN S/R | ZEBRA XING | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (45 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | PED CYCLE BT - N/A | (45 YRS - M - REDACT) | UNKNOWN S/R | UNKNOWN S/R | (MOVE UNKN) UNKNOWN S/R | COMMUTING UNKNOWN S/R |
| VEHICLE | 002 (000) | VAN/GOODS => 3.5T BT - DRV NOT CONTACTED | (27 YRS - M - REDACT) | UNKNOWN S/R | | (MOVE UNKN) FRONT HIT FIRST | J/P - UNKN UNKNOWN S/R |

138

| | | | | | | | |
|----------------------------------|----------------------|-------------------------------|---|-----------------|-----------------|--------------------------|------------------------------|
| 01190208718 | TUE 24/09/2019 17:20 | LIGHT | ASHLEIGH RD, NR JUNCT WTH NORTH WORPLE WAY. | | | CELL 521000/175500 | 521079/175788 |
| POLICE - AT SCENE | ROAD-WET | RAINING | SINGLE CWY | T/STAG JUN | GIVEWAY /UNCONT | NO XING FACIL IN 50M | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (002) | (30 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - NOT REQ | (34 YRS - F - REDACT) | REVERSING | | (W TO E) BACK HIT FIRST | E/MAIN RD |
| VEHICLE | 002 (000) | CAR BT - NOT REQ | (30 YRS - M - REDACT) | G/AHEAD - OTHER | | (N TO S) FRONT HIT FIRST | J/P - UNKN E/MAIN RD |
| V001 | B | 405 (FAILED TO LOOK PROPERLY) | | | V002 | B | 509 (DISTRACTION IN VEHICLE) |

139

| | | | | | | | |
|----------------------------------|----------------------|-------------------------------|--|-----------------|---------------------------|--------------------------------|-----------------------|
| 01190209120 | WED 02/10/2019 15:20 | LIGHT | UPPER RICHMOND RD, 21 METRES WEST OF JUNCT WTH MODEL COTTAGES. NREST CLASSIFIED RD WAS A205. | | | LINK 182-184 | 520387/175369 |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY | T/STAG JUN | GIVEWAY /UNCONT | UNKNOWN S/R | UNKNOWN S/R |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (34 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| CASUALTY | 002 (001) | (? YRS - F - REDA) | SLIGHT | VEH/PILLION PAX | FRONT SEAT PASSENGER | | |
| VEHICLE | 001 (000) | CAR BT - DRV NOT CONTACTED | (34 YRS - M - REDACT) | | O/TAKING - NON MOVING VEH | (W TO E) FRONT HIT FIRST | JCT APP |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - M - REDACT) | | TURNING RIGHT | (N TO W) FRONT HIT FIRST | J/P - UNKN JCT MID |

140

| | | | | | | | |
|----------------------------------|----------------------|-------------------------------|--|---------------|-------------|-----------------------------------|---------------------------|
| 01190210593 | MON 07/10/2019 17:25 | LIGHT | LOCATION UNCERTAIN. ON UPPER RICHMOND RD WEST, 30 METRES SOUTH OF JUNCT WTH TEMPLE SHEEN RD. | | | LINK 182-184 | 520144/175326 |
| SELF-REPORTED | ROAD-WET | RAINING | ONE-WAY ST | NO JUN IN 20M | | ZEBRA XING | NONE IN 50M |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | | |
| CASUALTY | 001 (001) | (20 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| VEHICLE | 001 (000) | CAR BT - DRV NOT CONTACTED | (20 YRS - M - REDACT) | | UNKNOWN S/R | (MOVE UNKN) FRONT HIT FIRST | |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (? YRS - M - REDACT) | | UNKNOWN S/R | (MOVE UNKN) FRONT HIT FIRST | J/P - UNKN UNKNOWN S/R |

141

| | | | | | | |
|----------------------------------|----------------------|---|---|----------------------|-----------------------------------|---------------------------|
| 01190211199 | FRI 04/10/2019 17:10 | LIGHT | CLIFFORD AVENUE, 71 METRES SOUTH OF JUNCT WTH KINGSWAY. | LINK 182-198 | 519794/175605 | |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | DUAL CWY | NO XING FACIL IN 50M | UNKNOWN S/R | |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | |
| CASUALTY | 001 (001) | (41 YRS - M - REDA) | SERIOUS | DRIVER/RIDER | | |
| VEHICLE | 001 (000) | VAN/GOODS => 3.5T BT - DRV NOT CONTACTED | (41 YRS - M - REDACT) | UNKNOWN S/R | (MOVE UNKN) BACK HIT FIRST | COMMUTING |
| VEHICLE | 002 (000) | CAR BT - DRV NOT CONTACTED | (28 YRS - M - REDACT) | UNKNOWN S/R | (MOVE UNKN) FRONT HIT FIRST | J/P - UNKN UNKNOWN S/R |

142

| | | | | | | |
|----------------------------------|----------------------|---|---|--------------|-------------------------------|---------------------------|
| 01190212068 | FRI 11/10/2019 09:15 | LIGHT | UPPER RICHMOND RD WEST, NR JUNCT WTH PORTMAN AVENUE . | LINK 184-706 | 520756/175427 | |
| SELF-REPORTED | ROAD-WET | RAINING | SINGLE CWY | T/STAG JUN | UNKNOWN S/R | |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | |
| CASUALTY | 001 (001) | (49 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | |
| VEHICLE | 001 (000) | M/C >500CC BT - DRV NOT CONTACTED | (49 YRS - M - REDACT) | UNKNOWN S/R | (MOVE UNKN) UNKNOWN S/R | COMMUTING UNKNOWN S/R |
| VEHICLE | 002 (000) | VAN/GOODS => 3.5T BT - DRV NOT CONTACTED | (? YRS - UNKNOWN - REDACT) | UNKNOWN S/R | (MOVE UNKN) UNKNOWN S/R | J/P - UNKN UNKNOWN S/R |

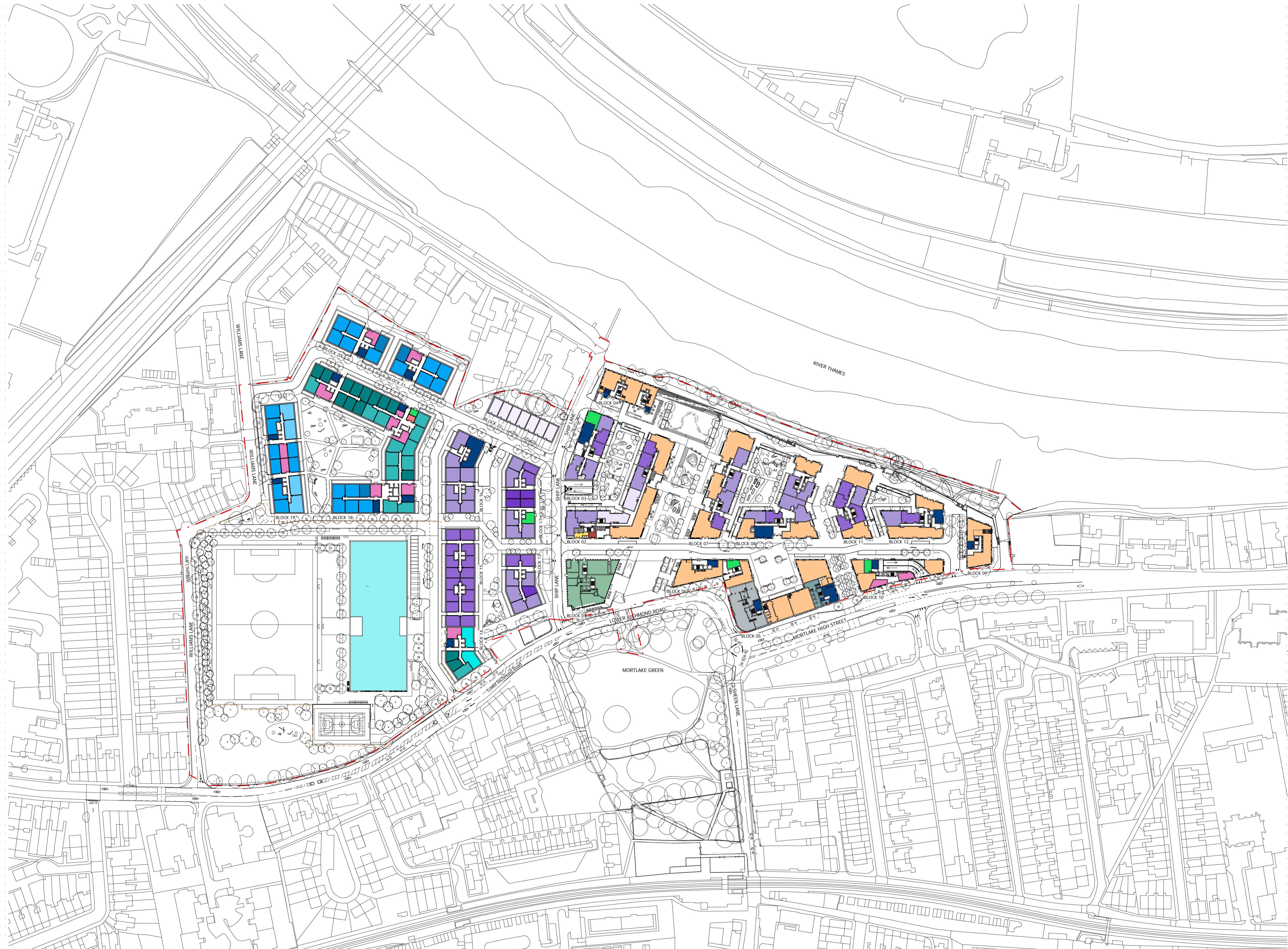
143

| | | | | | | |
|----------------------------------|----------------------|-------------------------------|---|--------------|-----------------------------------|---------------------------|
| 01190214336 | FRI 25/10/2019 18:25 | DARK | MORTLAKE HIGH ST, NR JUNCT WTH VINEYARD PATH. | LINK 202-204 | 520637/175962 | |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY T/STAG JUN GIVEWAY /UNCONT | ZEBRA XING | UNKNOWN S/R | |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | |
| CASUALTY | 001 (001) | (37 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | |
| VEHICLE | 001 (000) | CAR BT - DRV NOT CONTACTED | (37 YRS - M - REDACT) | UNKNOWN S/R | (MOVE UNKN) BACK HIT FIRST | JCT MID |
| 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 |

144

| | | | | | | |
|----------------------------------|----------------------|-------------------------------|---|--------------|-------------------------------|---------------------------|
| 01190214936 | WED 30/10/2019 08:35 | LIGHT | UPPER RICHMOND RD WEST, NR JUNCT WTH GRAEMESDYKE RD . | LINK 182-184 | 519941/175337 | |
| SELF-REPORTED | ROAD-DRY | WEATHER-FINE | SINGLE CWY T/STAG JUN GIVEWAY /UNCONT | UNKNOWN S/R | NONE IN 50M | |
| NOT KNOWN HOW COLLISION OCCURRED | | | | | | |
| CASUALTY | 001 (001) | (41 YRS - F - REDA) | SLIGHT | DRIVER/RIDER | | |
| VEHICLE | 001 (000) | PED CYCLE BT - N/A | (41 YRS - F - REDACT) | UNKNOWN S/R | (MOVE UNKN) UNKNOWN S/R | 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 |

Appendix B Masterplan Layout



NOTES:
DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS TO BE CHECKED ON SITE. ALL OMISSIONS AND DISCREPANCIES TO BE REPORTED TO THE ARCHITECT IMMEDIATELY.

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NOTE: UNIT MIX AND LAYOUT FOR DEVELOPMENT AREA 2 IS INDICATIVE AT THIS STAGE.

- | | |
|----------|-------------------|
| Studio | BIKE STORE |
| 1B2P | CAR PARK ENTRANCE |
| 2B3P | CINEMA |
| 2B4P | FLEXIBLE USE |
| 3B4P | GAS METER ROOM |
| 3B5P | HOTEL |
| 4B8P | LV SWITCHROOM |
| 1B2P INT | OFFICE |
| 2B3P INT | REFUSE STORE |
| 2B4P INT | SCHOOL |
| 3B5P INT | SUBSTATION |
| 1B2P SR | |
| 2B3P SR | |
| 2B4P SR | |
| 3B5P SR | |

| | | | |
|----------------------------------|----------|-------|-----|
| GLA SUBMISSION | 06/04/20 | BJ | C |
| DRAFT GLA SUBMISSION | 24/01/20 | KH | B |
| FINAL DRAFT PLANNING APPLICATION | 21/10/19 | KH | A |
| LEGAL REVIEW | 13/09/19 | KH | - |
| Revision description | Date | Check | Rev |

SQUIRE & PARTNERS

The Department Store
248 Ferndale Road London SW9 8FR
T: 020 7278 5555 F: 020 7239 0495

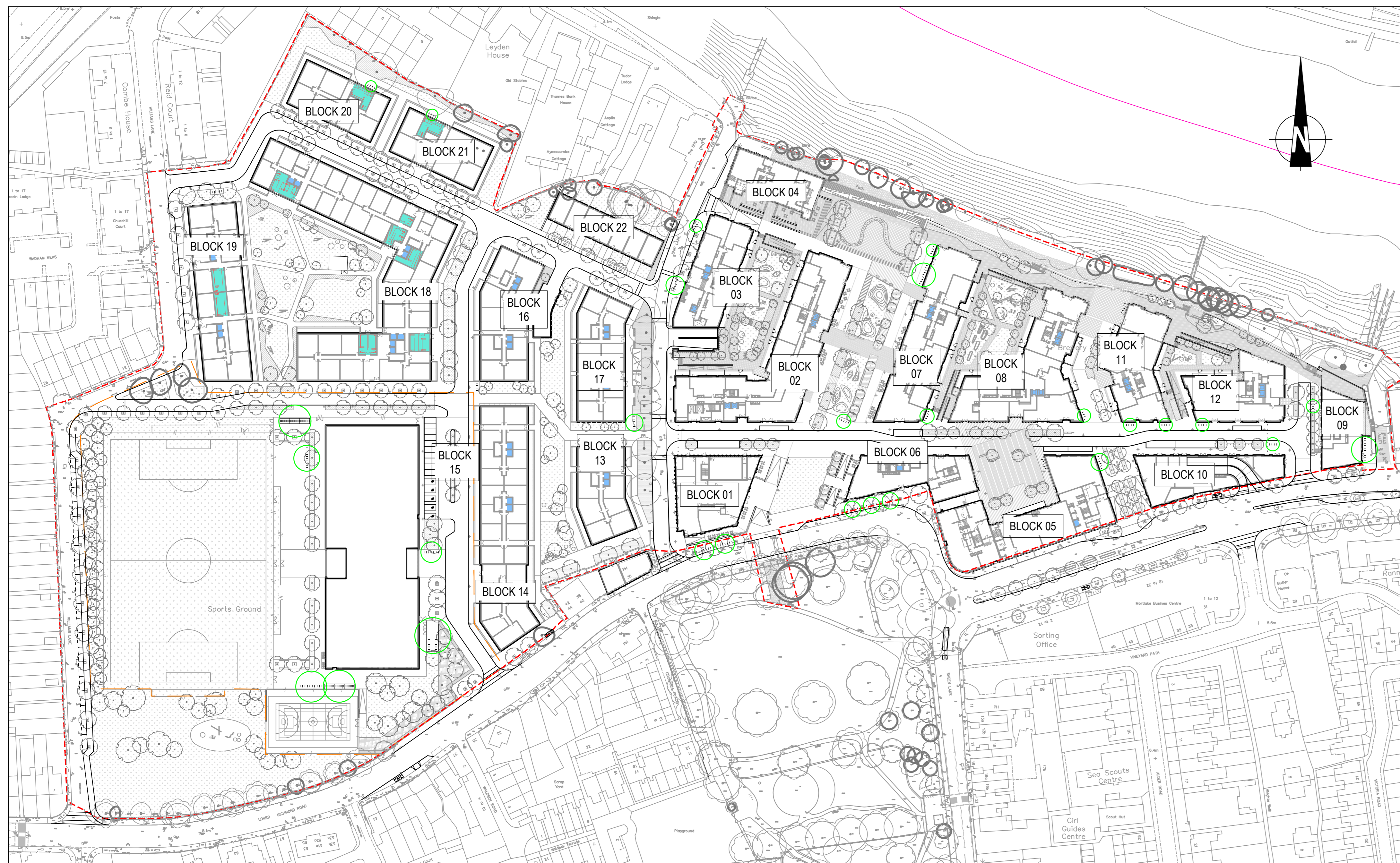
info@squireandpartners.com
www.squireandpartners.com

Project
Stag Brewery
Richmond

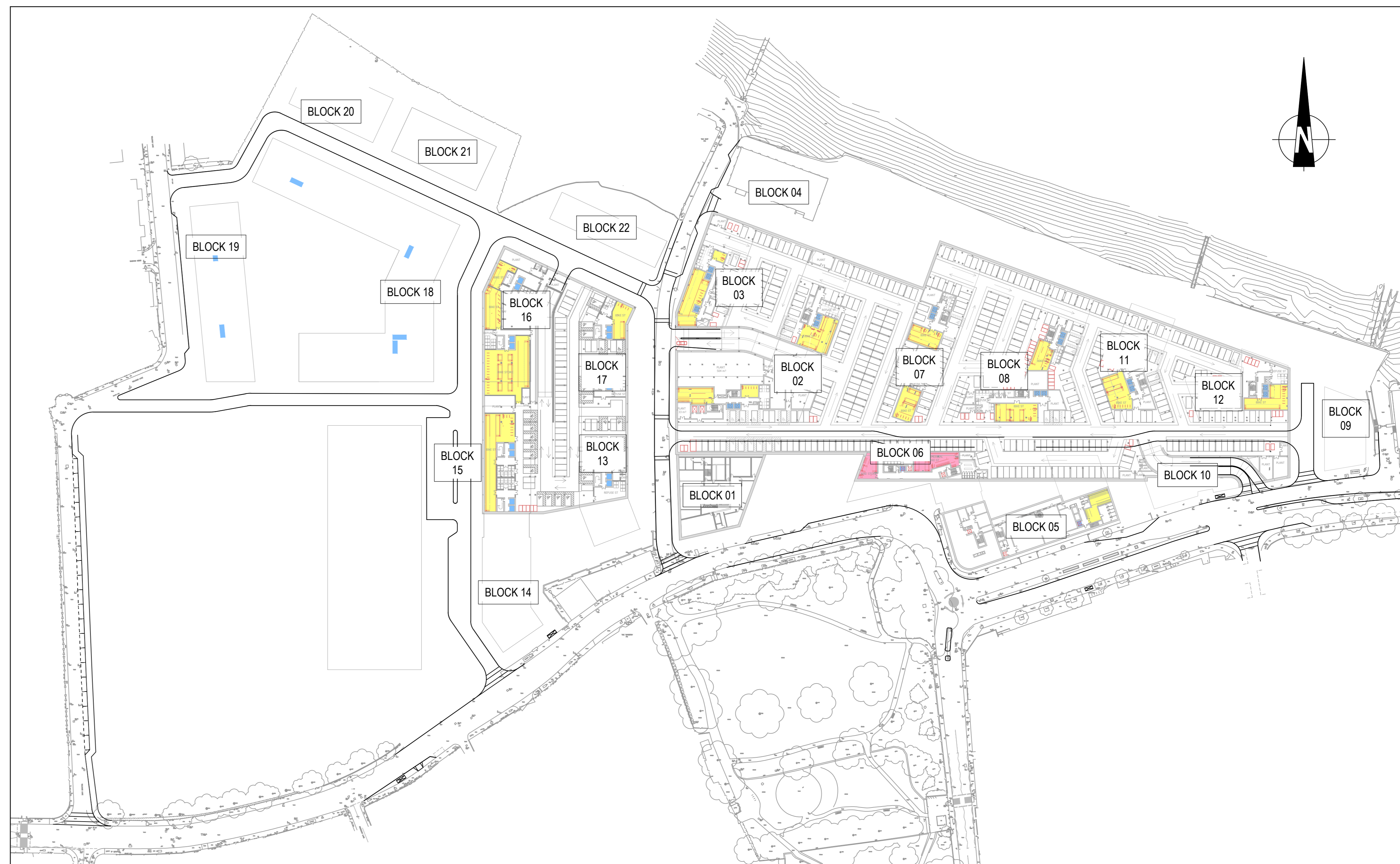
PROPOSED MASTERPLAN GROUND FLOOR LEVEL

| | | |
|------------|------------------|----------------------------|
| Drawn | Date | Scale |
| TC | 18/01/18 | 1:1250 @ A1 1:2500 @ A3 |
| Job Number | Drawing number | Revision |
| 18125 | C645_MP_P_00_001 | C |

Appendix C Cycle Parking Details



CYCLE PARKING LOCATIONS AT GROUND LEVEL



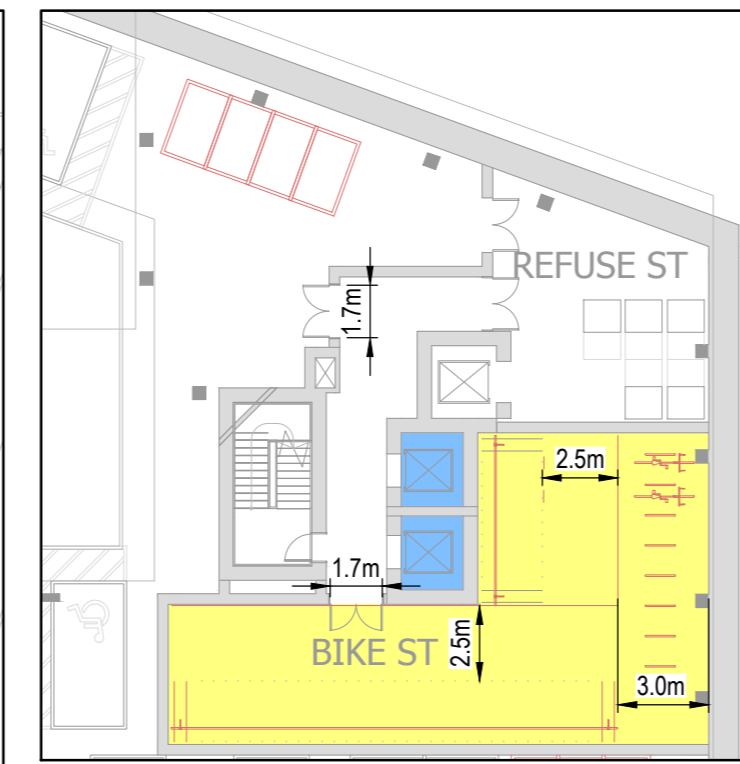
CYCLE PARKING LOCATIONS AT BASEMENT LEVEL



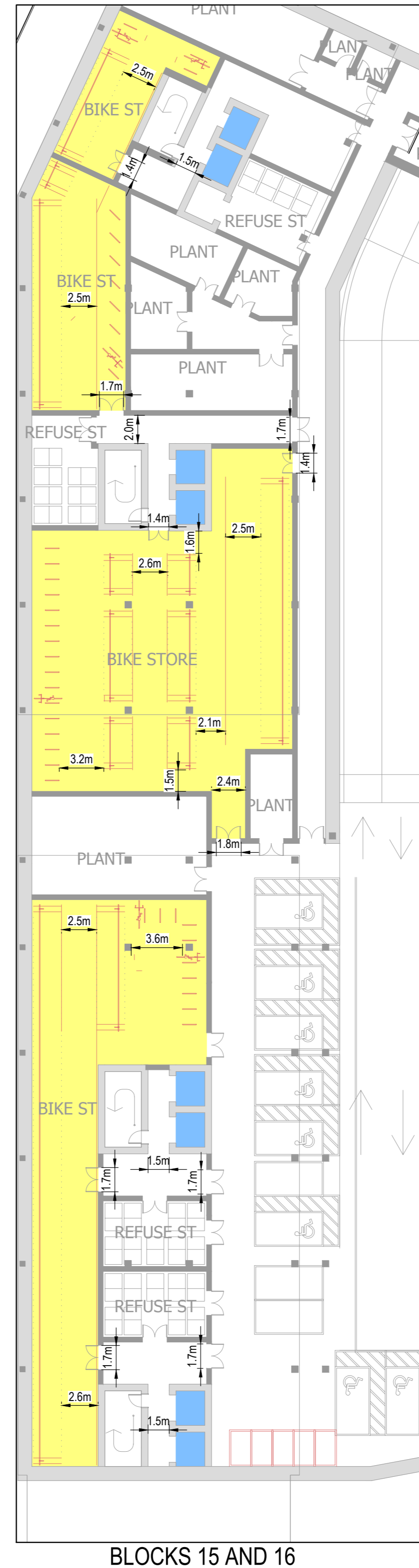
BLOCKS 02 AND 03



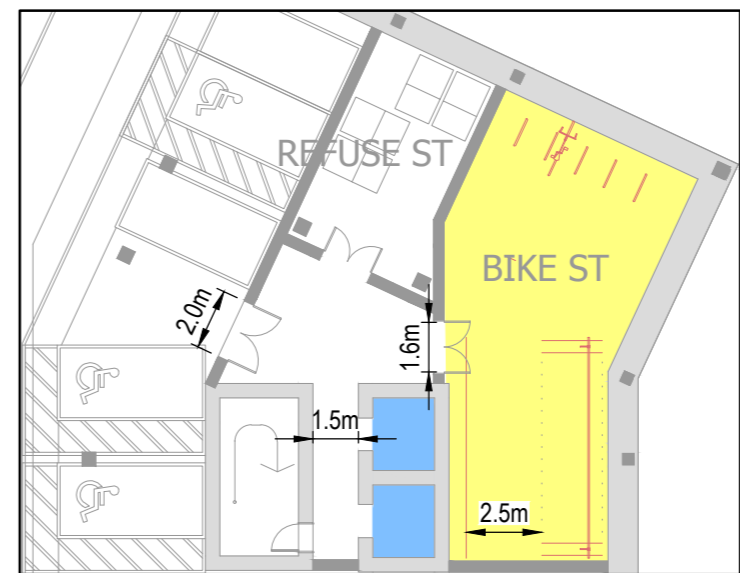
BLOCK 08



BLOCK 12



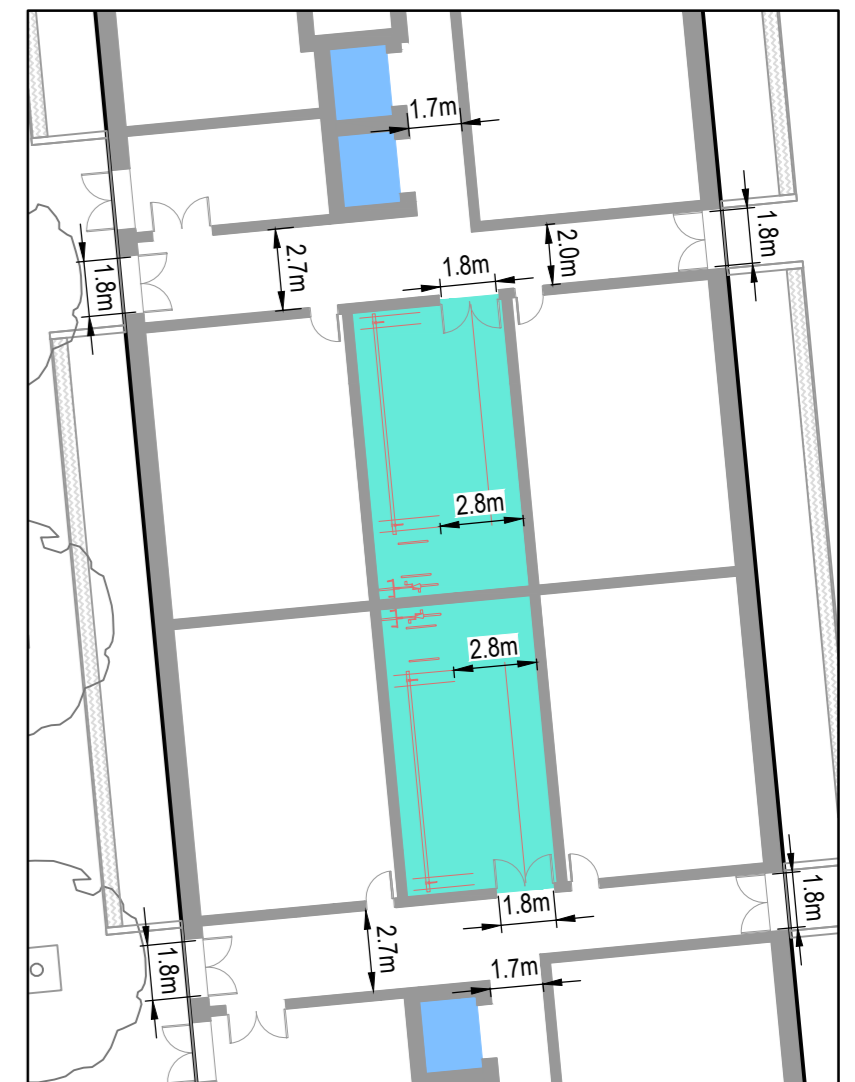
BLOCKS 15 AND 16



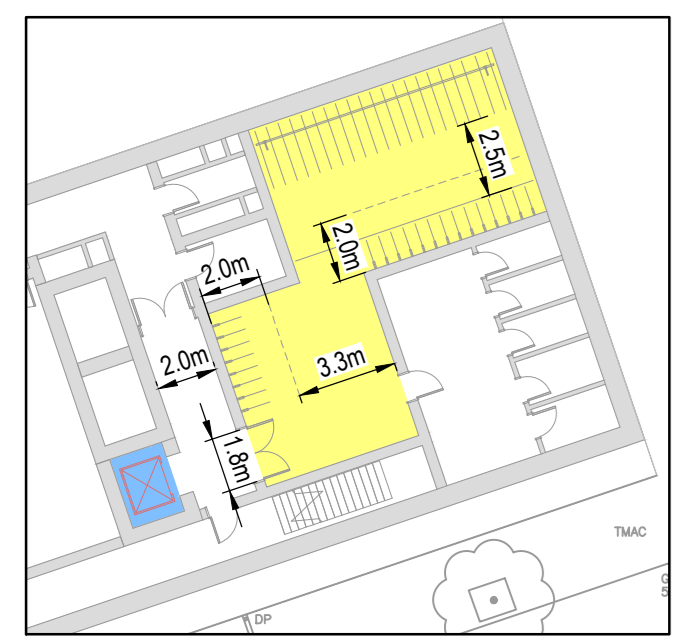
BLOCK 17



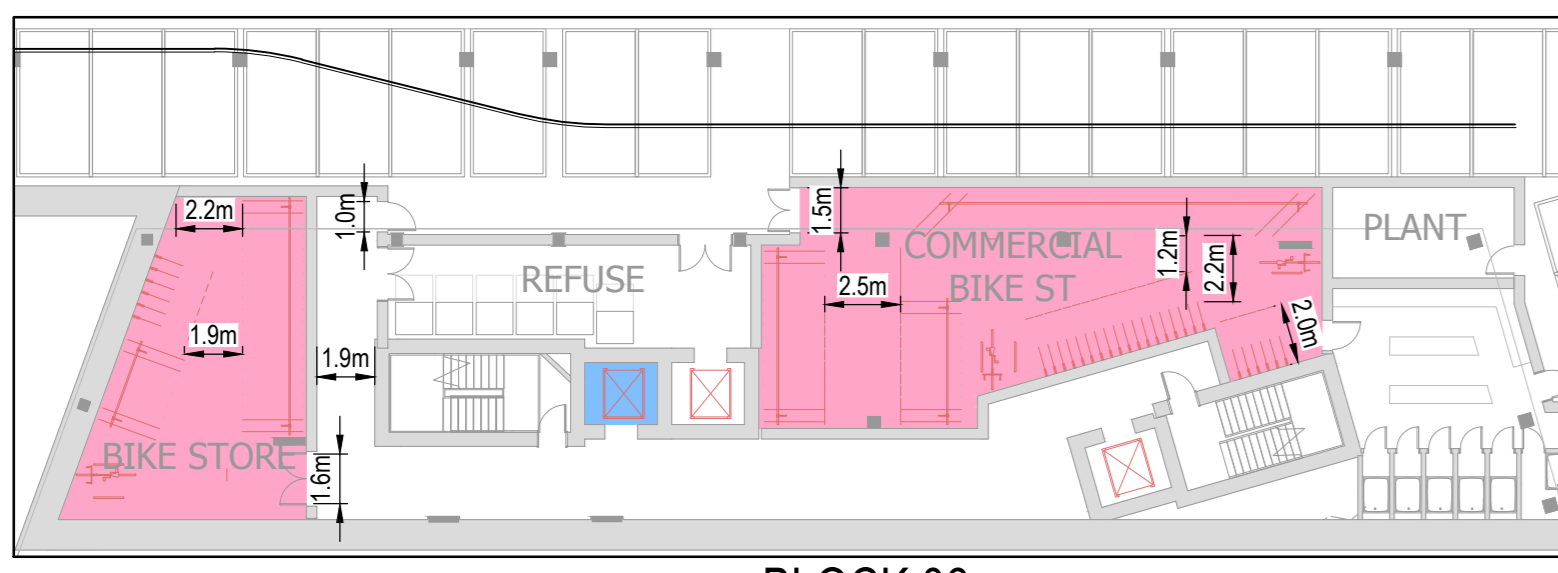
BLOCK 18



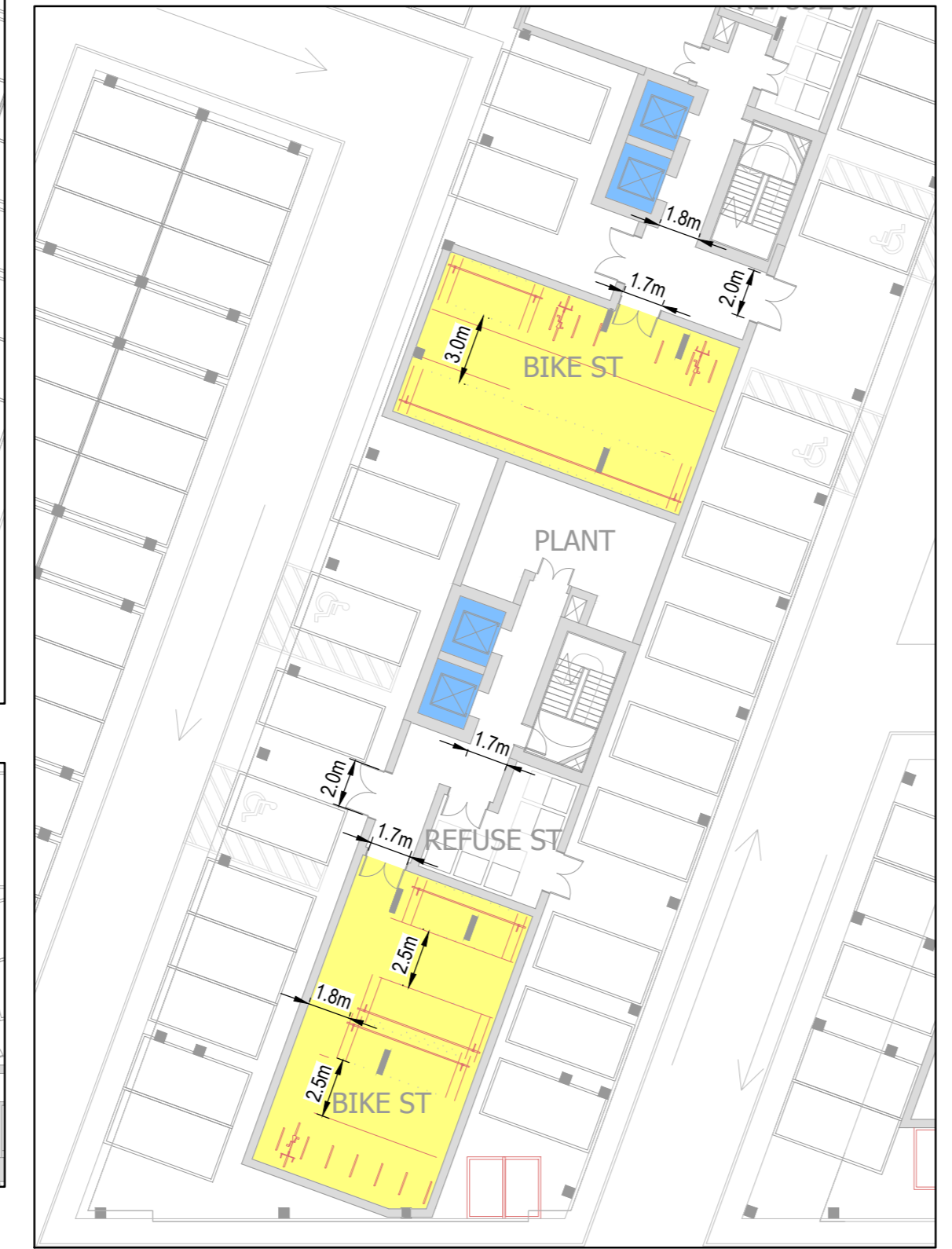
BLOCK 19



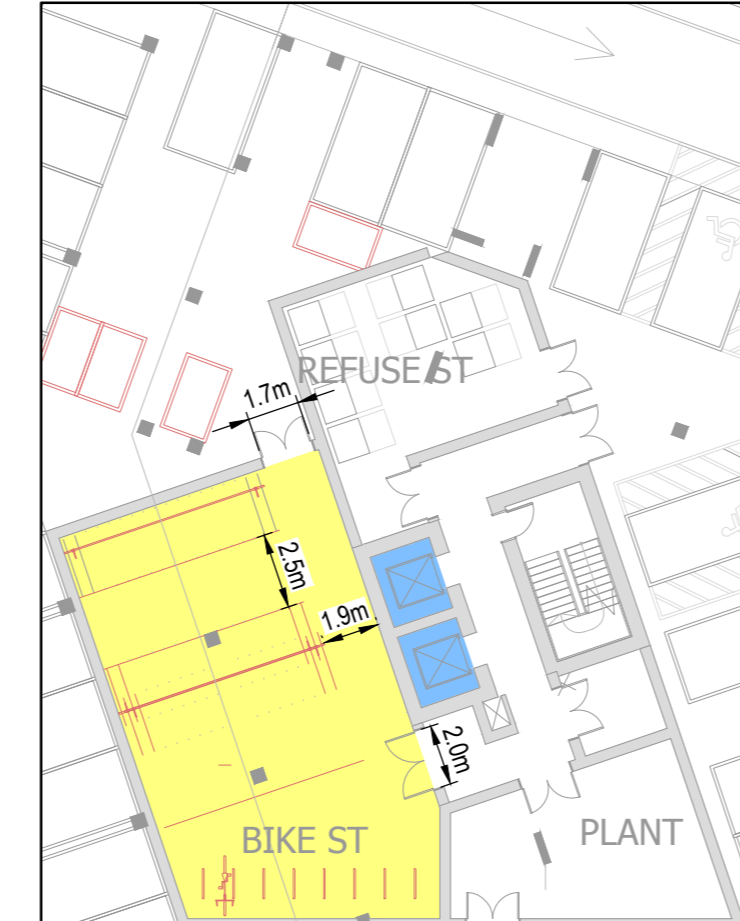
BLOCK 05



BLOCK 06



BLOCK 07



BLOCKS 02 AND 03

| BLOCK NUMBER | TOTAL UNITS | RESIDENTIAL | | | CYCLE PARKING SPACES |
|--------------|-------------|-------------|-------|---------|----------------------|
| | | STUDIO | 1 BED | 2 BED + | |
| 01 | - | - | - | - | - |
| 02 | 130 | - | 26 | 104 | 247 |
| 03 | 57 | - | 9 | 48 | 110 |
| 04 | 20 | - | - | 20 | 40 |
| 05 | - | - | - | - | - |
| 06 | 25 | - | 4 | 21 | 48 |
| 07 | 93 | - | 19 | 74 | 177 |
| 08 | 101 | - | 21 | 80 | 192 |
| 09 | 13 | - | - | 13 | 26 |
| 10 | 38 | 4 | 8 | 30 | 72 |
| 11 | 55 | - | 11 | 44 | 105 |
| 12 | 44 | 0 | 3 | 41 | 87 |
| 13 | 43 | 25 | 15 | 24 | 75 |
| 14 | 34 | 29 | 8 | 26 | 64 |
| 15 | 122 | - | 92 | 30 | 198 |
| 16 | 91 | - | 24 | 42 | 145 |
| 17 | 93 | - | 27 | 37 | 144 |
| 18 | 192 | - | 53 | 139 | 358 |
| 19 | 44 | - | - | 44 | 88 |
| 20 | 24 | - | 3 | 21 | 47 |
| 21 | 31 | - | 3 | 28 | 47 |
| 22 | - | - | - | - | 14 |
| TOTAL | 1250 | 58 | 326 | 866 | 2279 |

| LAND USE | CYCLE PARKING BY LAND USE | |
|-----------------|---------------------------|-------------------------|
| | LONG STAY CYCLE SPACES | SHORT STAY CYCLE SPACES |
| RESIDENTIAL | | |
| Residential | 2279 | 33 |
| Sub-total | 2279 | 33 |
| NON-RESIDENTIAL | | |
| Office | 81 | 13 |
| Cinema | 2 | 13 |
| Hotel | 1 | 1 |
| Sub-total | 84 | 27 |
| FLEXIBLE USES | | |
| Retail | 6 | 39 |
| Office (B1) | 32 | 5 |
| A3 and A4 | 16 | 134 |
| Sub-total | 54 | 178 |
| TOTAL | 2417 | 238 |
| EDUCATION | | |
| School | 165 | 13 |
| TOTAL | 2582 | 251 |

- KEY**
- GROUND LEVEL CYCLE PARKING (EXTERNAL)
 - GROUND FLOOR CYCLE PARKING (INTERNAL)
 - BASEMENT CYCLE PARKING (RESIDENTIAL)
 - BASEMENT CYCLE PARKING (NON-RESIDENTIAL)
 - LIFTS FOR ACCESS TO CYCLE STORES
 - SHEFFIELD STANDS
 - CYCLE STORAGE - STACKING SYSTEM
 - CYCLE STORAGE - VERTICAL RACK

| Mark | Revision | Date | Drawn | Chkd | Appd |
|------|----------|------|-------|------|------|
| | | | | | |

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty is made as to its accuracy or completeness. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status: **FOR PLANNING**

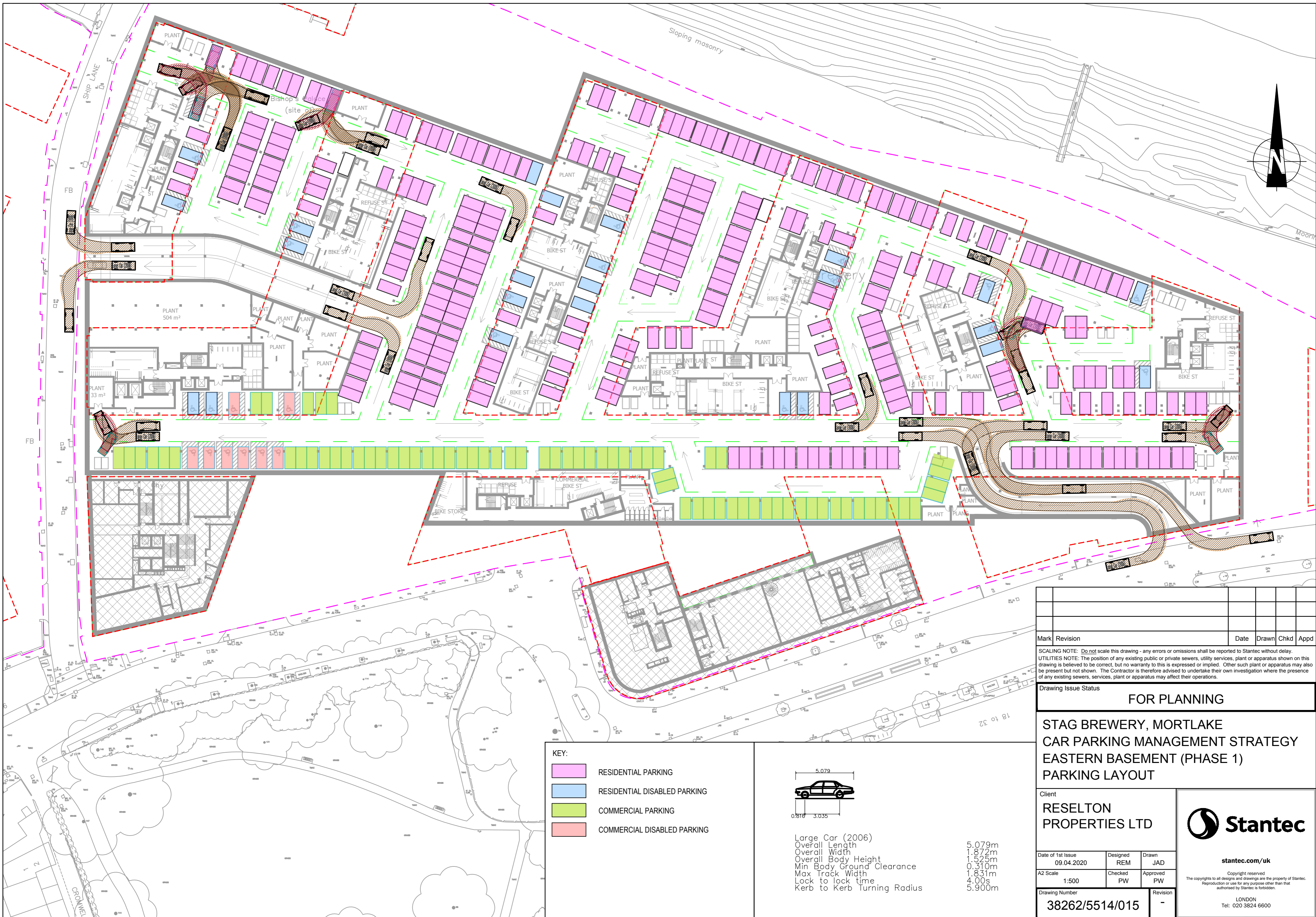
**STAG BREWERY, MORTLAKE
CYCLE PARKING PROVISION**

Client: **RESELTON PROPERTIES LTD**



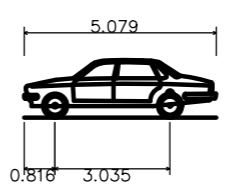
| Date of 1st Issue | Designed | Drawn |
|--------------------|----------|----------|
| 18.05.2020 | REM | REM |
| AD Scale | Checked | Approved |
| 1:1000 / 1:250 @A0 | MB | PW |
| Drawing Number | Revision | |
| 38262/5514/025 | - | |

Appendix D Car Park & Swept Path Drawings



KEY:

| | |
|--|------------------------------|
| | RESIDENTIAL PARKING |
| | RESIDENTIAL DISABLED PARKING |
| | COMMERCIAL PARKING |
| | COMMERCIAL DISABLED PARKING |



Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m

| Mark | Revision | Date | Drawn | Chkd | Appd |
|------|----------|------|-------|------|------|
| | | | | | |

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.
 UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status
FOR PLANNING

**STAG BREWERY, MORTLAKE
 CAR PARKING MANAGEMENT STRATEGY
 EASTERN BASEMENT (PHASE 1)
 PARKING LAYOUT**

Client
**RESELTON
 PROPERTIES LTD**

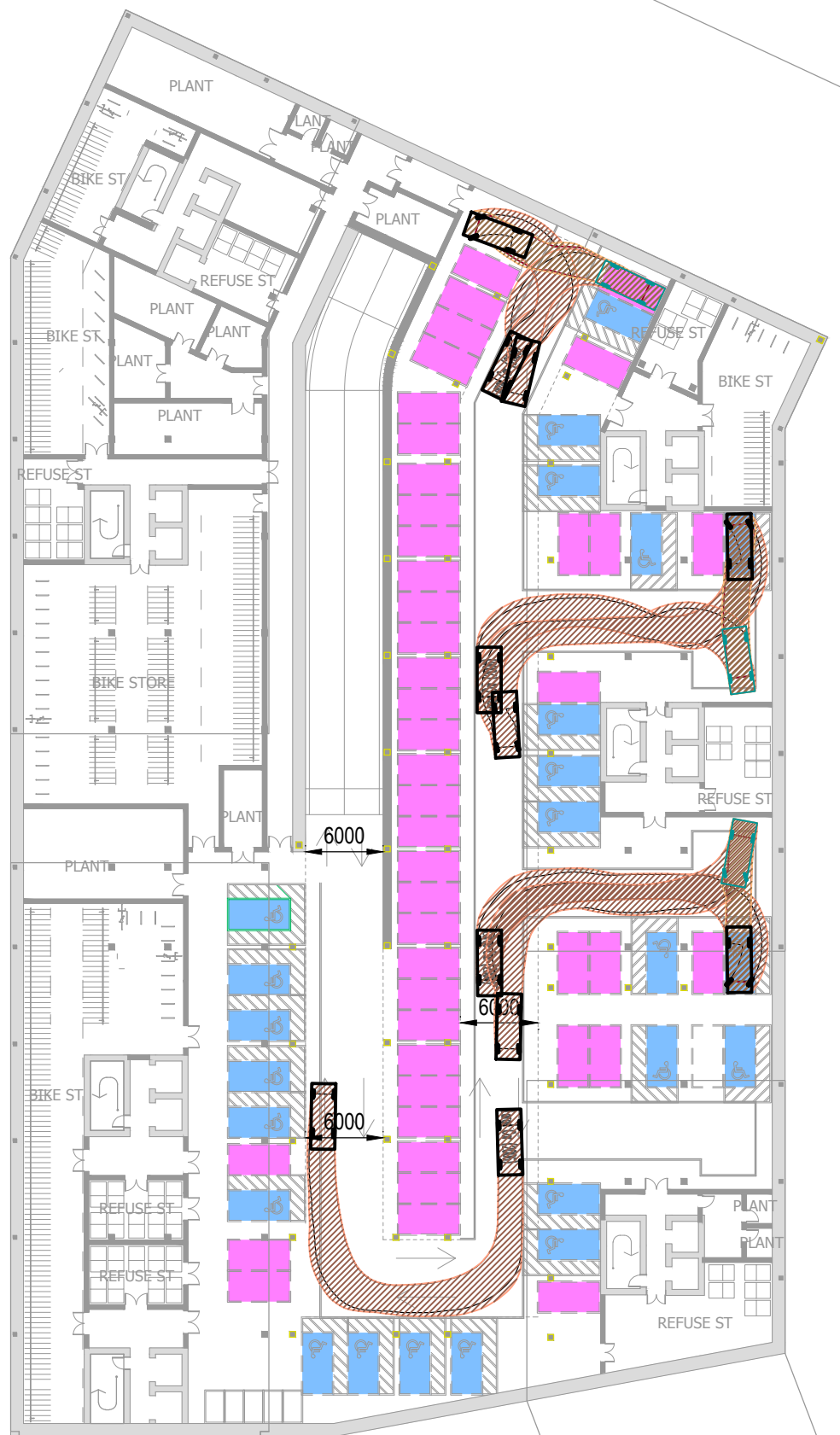


| | | |
|---------------------------------|-----------------|----------------|
| Date of 1st Issue 09.04.2020 | Designed REM | Drawn JAD |
| A2 Scale 1:500 | Checked PW | Approved PW |

Drawing Number
38262/5514/015

Revision
 -

LONDON
 Tel: 020 3824 6600

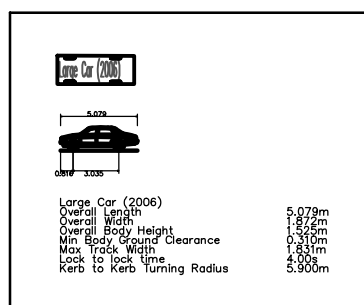


KEY:



RESIDENTIAL PARKING

RESIDENTIAL DISABLED PARKING



| Mark | Revision | Date | Drawn | Chkd | Appd |
|------|----------|------|-------|------|------|
| | | | | | |

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 UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status
FOR PLANNING

**STAG BREWERY, MORTLAKE
 CAR PARKING MANAGEMENT STRATEGY
 WESTERN BASEMENT (PHASE 2)
 PARKING LAYOUT**

| | | |
|---|-----------------|----------------|
| Client RESELTON PROPERTIES | | |
| Date of 1st Issue 09.04.2020 | Designed REM | Drawn REM |
| A3 Scale 1:500 | Checked PW | Approved PW |
| Drawing Number 38262/5514/016 | Revision - | |

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Appendix E Trip Generation Methodology

Technical Note 35a

TECHNICAL NOTE

Job Name: Stag Brewery, Mortlake
Job No: 38262
Note No: TN035
Date: April 2020
Prepared By: Matt Bolshaw / Peter Wadey
Subject: Trip Generation Enlarged Scheme

1. Introduction

- 1.1. This technical note has been produced by Stantec on behalf of Resleton Properties to provide an update on the Trip Generation figures for the updated Stag Development project. This note also provides a response to TfL comments received on 10th and 22nd April 2020 regarding initial trip generation work undertaken.
- 1.2. Following the LBRuT Planning Committee meeting held on 29th January 2020 and resolution to grant planning permission for the original masterplan (Application A) and school (Application B) without the Chalkers Corner scheme (Application C), the Applicant is discussing amendments to the scheme with the GLA, with a view to shortly submitting substitutions to the current scheme, likely to be determined by the GLA following the call in of the Applications. This will include a greater level of affordable housing and reduced car parking. The amended scheme will reduce school vehicle trips following comments from the LBRuT Planning Committee meeting and a review of the operation of the school.
- 1.3. The LBRuT Planning Committee members resolved to refuse the Chalkers Corner proposals on the basis that the mitigation measures secured under Applications A and B adequately mitigated the adverse impacts to the highway network. Therefore, the Committee considered the Chalkers Corner scheme unnecessary, and that any benefits the scheme may have delivered is outweighed by the negative impacts. In coming to this conclusion, the Committee members, together with speakers from surrounding schools, considered the school trips used in the previous assessment were not realistic and showed a greater impact than what would realistically be caused by a new school.
- 1.4. This technical note details the proposed changes to the scheme post planning Committee and discusses how the transport strategy has changed in relation to the revised scheme. This includes the proposed trip generation for the development which is discussed in this technical note and includes the following information:
 - Existing Site Operation
 - Proposed Development
 - Development Trip Generation
 - Total Trip Generation
 - Next Steps

2. Response to TfL Comments

- 2.1. Stantec received a number of comments on the Trip Generation included in TN034. These include the following together with our response to each.
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TECHNICAL NOTE

Table 1: TfL Comments and Stantec Response

| Date | TfL Comment | Stantec Response |
|----------|---|---|
| 09/04/20 | <p>1. Existing Site Operation</p> <p>The TN states that in order to better understand the peak hour flows for the development and to ensure that the daily trips generated by the existing brewery site are robust, additional trip rates have been derived from the TRICS database which have a similar size to Stag. Comparing these peak hour trips with the data provided for the existing Stag Brewery site in terms of total number of vehicles per day, these trips correspond well with 255 vehicles (one-way trips) compared with 277 arriving and 286 departing from the TRICS sites</p> <p>However, the TA clearly states that the figures provided in Table 1 of the TN are from a typical day when the brewery was in full operation. Furthermore, the TRICS survey sites used are between 16-19 years old and are well beyond what is considered to be robust. Please use TRICS to determine the arrival and departure profile and use the Stag Brewery vehicle trips detailed in Table 1. This will result in 28 two-way trips in the Am peak hour and 28 two way trips in the peak hour.</p> | <p>Comment noted. The arrival and departure profiles from the TRICS sites have been used together with the existing Stag Brewery daily vehicle survey data to determine the numbers of peak hour trips on the network.</p> <p>The results are discussed in detail in Chapter 3 of this technical note.</p> <p>Notably the peak hour two-way trips are greater than 28 based on 23% of vehicles arriving and 7% leaving in the AM peak hour. The results have also been compared against the trip rates from the TRICS sites and provide a close comparison indicating that the data represents a good representation of the operation for the Stag Brewery.</p> |
| 09/04/20 | <p>2. Proposed Development</p> <p>The reduction in residential / non-residential vehicle trips (excluding the school) are logical and are a result in a reduction in car parking spaces. However, it would be useful to have this broken down by use along with the trip rate by use for ease of reference. I would like to see the total person trip generation also.</p> | <p>Noted, trip rates and total person trip generation provided for each land use in section 5 below.</p> |
| 09/04/20 | <p>3. School Trip Generation</p> <p>In terms of the secondary school trips I've re-read the original methodology and in my mind this was robust. Total person trips based on TRICS then modes share determined by 3 secondary school sites within Richmond as identified by the borough as being compatible.</p> | <p>Noted, we have used the existing methodology with our updated assessment. One of the TRICS sites however has been discounted due to the reasons detailed in Section 5 – School Trip Generation chapter. In addition, two additional schools found on TRICS have been included in the assessment.</p> |

TECHNICAL NOTE

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| | <p>Mode share based on averaged travel plan targets, which have been supplemented with actual travel to school data for two of three schools.</p> <p>For the revised secondary school trips only one of the three previously used schools has been used. A discount has then been applied as it is stated that travel by car will be discouraged. The school already has a travel plan so presumably car travel is already discouraged. The TN states that the future school operator has confirmed that they have experience operating a zero-car travel plan at schools in their current portfolio. There is no information as to where these schools are based or how successful they are, but I don't believe that a school can operate with zero pupil vehicle trips especially at this location. They are likely to be transferred to an alternative location.</p> <p>The TN provides two scenarios for the secondary school vehicle trips. The first is the discounted secondary school trips, the second is the zero pupil vehicle trips. Neither scenario is considered to be acceptable and the resultant net development vehicle trips have been underestimated</p> | <p>The zero school trips were shown as a reference however this is not proposed to be used for any detailed analysis. We also agree that zero car trips are unlikely even with measures in place.</p> <p>We have undertaken research into 'car free' schools in other boroughs and have not found data which we can use for comparison. We have however reviewed the information provided for Grey Court School and Christ's School and consider that the Grey Court School car trips is achievable at the proposed Stag Brewery school. Also considering the lack of parking provided on site at the Stag Brewery school and in the surrounding roads following the introduction of the proposed CPZ by LBRuT, this will encourage both staff and students to use alternative means of travel.</p> <p>The school Travel Plan will also be monitored closely with the developer contributing towards the monitoring process to be fully paid. In addition, a Travel Plan bond will be provided as part of the S106, to ensure if the school and development does not meet their targets further investment is made to encourage sustainable travel.</p> |
| 22/04/20 | <p>4. General</p> <p>The TN includes the trip rates for each use which is helpful however it is noted that the PM trip rate for the residential house does not correspond with the rates detailed in Technical Note 8b. This will need to be updated.</p> | <p>Noted, this has been updated.</p> |
| 22/04/20 | <p>5. Residential Trip Generation</p> <p>The TN states that residential trips by mode for the proposed enlarged scheme also includes an adjustment for the reduced number of car parking spaces, which includes a 16% reduction in residential car parking spaces within the development. This has resulted in a similar reduction of 16% trips by car from the approved trips, with any additional trips all distributed to other modes based on the existing mode share proportions.</p> <p>However, whilst there is a 16% reduction in residential car parking spaces there will also be a 35% uplift in residential units.</p> | <p>The residential vehicle trip generation has been updated to reflect comments from TfL. This has been based on the arrival and departure profile for residential developments with a low car parking ratio and PTAL of 2 or below.</p> <p>Notably there is higher vehicle movements associated with lower car parking ratios, which has been captured in the analysis.</p> <p>In addition, a 7.5% uplift has also been applied to these figures in line with further recommendations from TfL.</p> |

TECHNICAL NOTE

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| | <p>The reduction in trips by cars referred to above, appears to have been applied to the current application car trips rather than the proposed enlarged application. The reduction between the proposed enlarged application (no adjustment) car trips and the proposed enlarged scheme (with adjustment) (see Table 9) equates to a 54% reduction in car trips in both the AM and PM peak hours. Therefore, the assessment only appears to take account of the reduction in car parking and doesn't make any allowance for car trips associated with the increase in units.</p> | <p>Further details of the calculations used have been provided to TfL by email on 28-04-20.</p> |
| 22/04/20 | <p>6. School Trip Generation</p> <p>For the secondary school total person trip assessment, the same TRICS/TRAVL survey sites have been used from the original assessment but with the removal of the Southgate school TRAVL site and the inclusion of two additional TRICS sites (HM-04-B-01 and BN-04-B-01). The resultant total person trips are acceptable.</p> <p>For the secondary school mode share only one (Grey Court School) of the three previously used schools has been used. The TN states that there was also data for one other school provided by LBRuT, Christ's School, however this school is approximately 50% of the size and showed that 10.1% of students arrive by car. Due to the proposed school at the Stag Brewery site proposing to introduce measures to encourage less people to drive as part of their Travel Plan and this to be enforced through a S106 contribution. It is considered that the new proposed school will be able to target a much lower car driver %. As highlighted in TfL's previous response the Christ's School already has a Travel Plan which actively seek to discourage car use and is STARS accredited, furthermore the size of the school shouldn't influence mode share. Therefore, TfL would like to see a comparison using the revised total person trips using and previously agreed mode share compared to the 6.2% detailed in the TN.</p> | <p>Noted a comparison has been provided using the previously agreed mode share of 8%.</p> |
| 22/04/20 | <p>7. Other Trip Generation</p> <p>Based on Table 7 of the TN, it is difficult to establish if the other uses' trips are robust. It is unclear what retail and restaurant floor areas have been used to determine the resultant trips. Where flexible uses are</p> | <p>Further details for the flexible use split are provided on Table 8.</p> |

TECHNICAL NOTE

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| | <p>proposed, TfL expect the worst-case scenario trip rates to be provided for the flexible use classes.</p> <p>The TN states the Gym, Community, Extra Care & Care Home are no longer proposed as part of the updated enlarged scheme; and that for the purposes of the study they have been omitted from the trip generation calculation. As above it is difficult to establish if these are robust given we are unclear what floor areas have been applied to the current scheme. Furthermore, TfL never accepted the car parking associated with the extra care and care home uses so the peak hour vehicle trips are likely to have been over estimated.</p> | <p>Floor areas applied to the current scheme together with person trip rates are provided in Table 7 and 8 respectively. The Gym, Community, Extra Care & Care Home are shown for completeness as the numbers that were used in the current application. Noted that the numbers may have been overestimated previously.</p> |
|--|--|---|

- 2.1. The following sections include the revised trip generations based on the revised scheme, comments from the LBRuT planning committee and in response to the further comments received from TfL.

3. Existing Site Operation

- 3.1. As highlighted at the LBRuT Planning Committee it is feasible that the existing site could reopen as a brewery, without the need for planning permission. It was noted by LBRuT Committee members that these trips should be factored into the assessment. These trips were not previously discounted as both TfL and LBRuT wanted to test the most robust assessment. This note however, considers these trips in more detail. This approach was discussed with TfL and the comments received have also been taken into account in regard to the methodology for calculating these trips.
- 3.2. A snapshot of the daily trips generated by the site, whilst it was operational, were provided by the previous operator to Reselton Properties, based on the operation in 2015, and are shown below.

Table 2: Existing Site Operation – Total No. of Daily One-Way Vehicles

| Trip Generator | HGV | Vans | Cars | Total |
|-----------------|-----|------|------|-------|
| Brewing | 33 | 3 | 55 | 91 |
| Packaging | 8 | 32 | 0 | 40 |
| Staff and Other | 4 | 9 | 111 | 124 |
| Total | 45 | 44 | 166 | 255 |

- 3.3. In order to better understand the peak arrival / departure flows for the development and to ensure that the above data is robust, trip rates have been derived from the TRICS database and have included the following comparable Brewery sites (Table 2). Notably these include all Brewery sites that exist on the database that are a similar size to the Stag Brewery. TRICS output data is included as an Appendix to this note.