

APPENDIX 8.1 TRANSPORT ASSESSMENT



Stag Brewery, Mortlake

Transport Assessment

For Reselton Properties

March 2022

Document Control Sheet

Project Name: Stag Brewery, Mortlake

Project Ref: 38262

Report Title: Transport Assessment

Doc Ref: Rev C

Date: March 2022

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Revision	Date	Description	Prepared	Reviewed	Approved
A	Jan 2022	Update following comments from Gerald Eve	OA	PW	GC
B	Feb 2022	Update following comments from Town Legal	OA	PW	GC
C	Mar 2022	Update following amendment to Buildings 10, 18 and 19	OA	PW	GC

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1 Introduction

1.1 Overview

1.1.1 This Transport Assessment (TA) has been prepared by Stantec on behalf of Reselton Properties Limited (“the Applicant”) in support of two linked planning applications (“the Applications”) for the comprehensive redevelopment of the former Stag Brewery Site in Mortlake (“the Site”) within the London Borough of Richmond upon Thames (LBRuT).

1.1.2 A summary of the Applications is set out below:

- **Application A** - “Hybrid application to include the demolition of existing buildings to allow for comprehensive phased redevelopment of the site:

Planning permission is sought in detail for works to the east side of Ship Lane which comprise:

- a) Demolition of existing buildings (except the Maltings and the façade of the Bottling Plant and former Hotel), walls, associated structures, site clearance and groundworks.
- b) Alterations and extensions to existing buildings and erection of buildings varying in height from 3 to 9 storeys plus a basement of one to two storeys below ground.
- c) Residential apartments
- d) Flexible use floorspace for:
 - i. Retail, financial and professional services, café/restaurant and drinking establishment uses
 - ii. Offices
 - iii. Non-residential institutions and community use
 - iv. Boathouse
- e) Hotel / public house with accommodation
- f) Cinema
- g) Offices
- h) New pedestrian, vehicle and cycle accesses and internal routes, and associated highway works
- i) Provision of on-site cycle, vehicle and servicing parking at surface and basement level
- j) Provision of public open space, amenity and play space and landscaping
- k) Flood defence and towpath works
- l) Installation of plant and energy equipment

Planning permission is also sought in outline with all matters reserved for works to the west of Ship Lane which comprise:

- a) The erection of a single storey basement and buildings varying in height from 3 to 8 storeys
- b) Residential development
- c) Provision of on-site cycle, vehicle and servicing parking
- d) Provision of public open space, amenity and play space and landscaping
- e) New pedestrian, vehicle and cycle accesses and internal routes, and associated highways works”

- **Application B** - “Detailed planning permission for the erection of a three-storey building to provide a new secondary school with sixth form; sports pitch with floodlighting, external MUGA and play space; and associated external works including landscaping, car and cycle parking, new access routes and other associated works”

- 1.1.3 Together, Applications A and B described above comprise the 'Proposed Development'.
- 1.1.4 In addition to this TA, 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.

1.2 Planning History

- 1.2.1 The current applications follow earlier planning applications which were refused by the Greater London Authority and the GLA. The refused applications were for:
- **Application A** – hybrid planning application for comprehensive mixed-use redevelopment of the former Stag Brewery site consisting of:
 - Land to the east of Ship Lane applied for in detail (referred to as 'Development Area 1' throughout); and
 - Land to the west of Ship Lane (excluding the school) applied for in outline (referred to as 'Development Area 2' throughout).
 - **Application B** – detailed planning application for the school (on land to the west of Ship Lane).
 - **Application C** – detailed planning application for highways and landscape works at Chalkers Corner.
- 1.2.2 The LBRuT (the Council) resolved to grant planning permission for Applications A and B but refuse Application C.
- 1.2.3 Following the LBRuT's resolution to approve the Applications A and B, the Mayor called-in the Applications and became the determining authority. The Mayor's reasons for calling in the Applications were set out in his Stage II letter (dated 4 May 2020) but specifically related to concerns regarding what he considered was a low percentage of affordable housing being proposed for the Site and the need to secure a highways solution for the scheme following the LBRuT's refusal of Application C.
- 1.2.4 Working with the Mayor's team, the Applicant sought to meaningfully respond to the Mayor's concerns on the Applications. A summary of the revisions to the scheme made and submitted to the GLA in July 2020 is as follows:
- Increase in residential unit provision from up to 813 units to up to 1,250 units;
 - Increase in affordable housing provision from (up to) 17%, to 30%;
 - Increase in height for some buildings of up to three storeys;
 - Change to the layout of Blocks 18 and 19, conversion of Block 20 from a terrace row of housing to two four storey buildings;
 - Reduction in the size of the western basement, resulting in an overall car parking spaces reduction of 186 spaces and introduction of an additional basement storey under Block 1;
 - Internal layout changes and removal of the nursing home and assisted living in Development Area 2;
 - Landscaping amendments, including canopy removal of four trees on the north west corner of the Site; and

- Alternative options to Chalkers Corner, in order to mitigate traffic impacts through works to highway land only and allow the withdrawal of Application C.
- 1.2.5 The application was amended to reflect these changes.
- 1.2.6 Notwithstanding this, and despite GLA officers recommending approval, the Mayor refused the applications in August 2021.
- 1.2.7 The Mayor's reasons for refusal in respect of Application A were:
- height, bulk and mass, which would result in an unduly obtrusive and discordant form of development in this 'arcadian' setting which would be harmful to the townscape, character and appearance of the surrounding area;
 - heritage impact. The proposals, by reason of its height, scale, bulk and massing would result in less than substantial harm to the significance of several listed buildings and conservation areas in the vicinity. The Mayor considered that the less than substantial harm was not clearly and convincingly outweighed by the public benefits, including Affordable Housing, that the proposals would deliver;
 - neighbouring amenity issues. The proposal, by reason of the excessive bulk, scale and siting of Building 20 and 21 in close proximity to the rear of neighbouring residential properties in Parliament Mews and the rear gardens of properties on Thames Bank, would result in an unacceptable overbearing an unneighbourly impact, including direct overlooking of private amenity spaces. The measures in the Design Code would not sufficiently mitigate these impacts; and
 - no section 106 agreement in place.
- 1.2.8 Application B was also refused because it is intrinsically linked with Application A and therefore could not be bought forward in isolation.

The Proposed New Scheme

- 1.2.9 This 3rd iteration of the scheme seeks to respond directly to the Mayors reasons for refusal and in doing so also addresses number of the concerns raised by the LBRuT.
- 1.2.10 The amendments can be summarised as follows:
- A revised energy strategy is proposed in order to address the London Plan (2021) requirements;
 - Several residential blocks have been reduced in height to better respond to the listed buildings along the Thames riverfront and to respect the setting of the Maltings building, identified as a Building of Townscape Merit (BTM) by the LBRuT;
 - Reconfiguration of layout of Buildings 20 and 21 has been undertaken to provide lower rise buildings to better respond to the listed buildings along the Thames riverfront; and
 - Chalkers Corner light highways mitigation works.
- 1.2.11 The school proposals (submitted under 'Application B') are unchanged. The Applicant acknowledges LBRuT's identified need for a secondary school at the Site and the applications continue to support the delivery of a school. It is expected that the principles to be agreed under the draft Community Use Agreement (CUA) will be the same as those associated with the refused school application (LBRuT ref: 18/0548/FUL, GLA ref: GLA/4172a/07)..

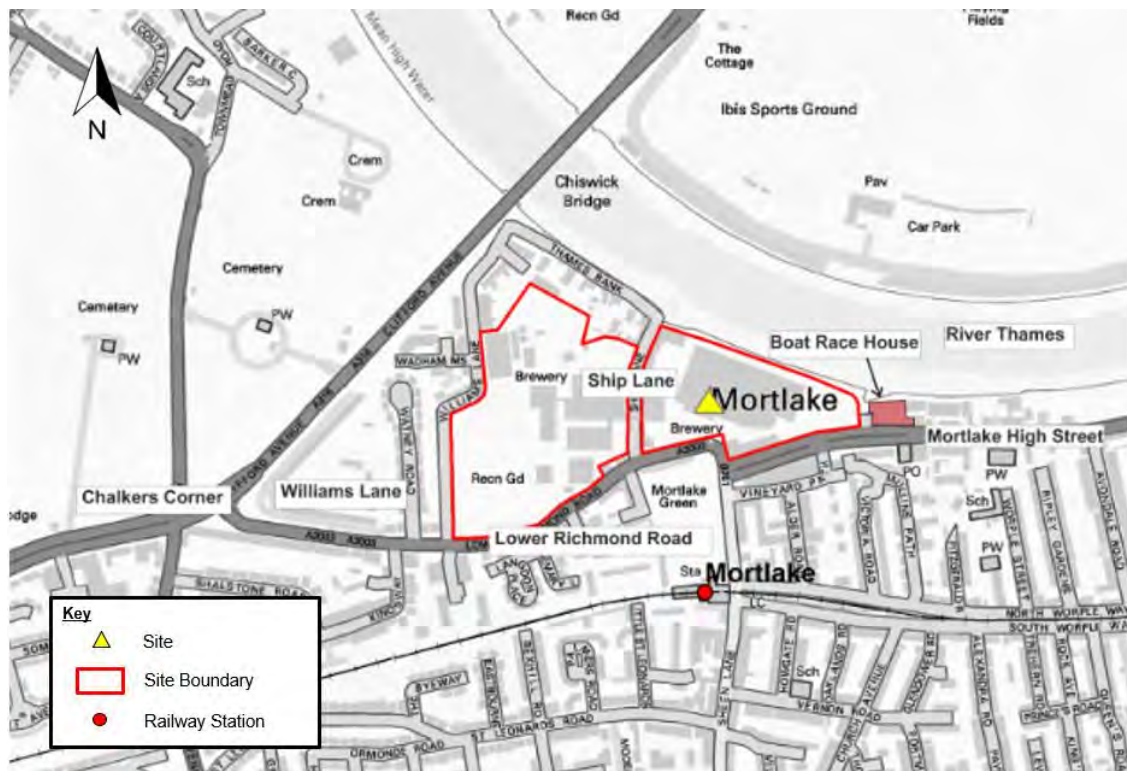
1.2.12 Overall, it is considered that together, the Applications respond successfully to the concerns raised by the GLA which also reflect some of the concerns raised by stakeholders in respect of the previous schemes and during pre-application discussions on the revised Proposed Development. As a result, it is considered that the scheme now represents a balanced development that delivers the principle LBRuT objectives from the Site.

1.2.13 A copy of the revised Masterplan can be found in Appendix A.

1.3 Site Location and Local Area

1.3.1 The Stag Brewery main site is located in Mortlake in southwest London within the LBRuT and Figure 1-1 identifies the site boundaries within Mortlake. The main site has a frontage onto the River Thames and is approximately 250m to the north of Mortlake Rail Station and immediately north of Mortlake Green. The main site is in two parts, separated by Ship Lane which is a public highway. The surrounding area is primarily residential but there are also a wide range of local facilities, including primary and nursery schools, local shops and restaurants and the Barnes Hospital, all within easy walking distance of the site.

Figure 1-1: Indicative Site Boundary



1.3.2 The site benefits from a number of existing public transport links. These include rail services from the nearby Mortlake Station, which provides frequent services into central London (Waterloo via Clapham Junction) and connections with the London Underground networks at both Richmond (District Line services), Vauxhall (Victoria Line services) and Waterloo (Northern, Bakerloo, Jubilee and Waterloo and City Line services). Additional rail services are available from Barnes Station which is also within easy walking distance of the site.

1.3.3 There are also local bus services, lines 419 and 533, which operates past the site frontage providing a link to Richmond to the southwest and to Hammersmith to the northeast. A number of other bus services are available within a reasonable walking distance of the site.

- 1.3.4 The combination of the range of public transport services that are available together with the wide range of local facilities provide a good basis for the creation of a development that is sustainable in transport terms and which does not need to be reliant upon the use of a car.
- 1.3.5 The area surrounding the Site is subject to some existing traffic congestion, as identified in the Stag Brewery, Mortlake Supplementary Planning Document Planning Brief (2011). This reflects the fact that there are limited vehicular access points to Mortlake with the capacity of two of them being constrained by level crossings that are heavily used by rail services. In addition, the Chalkers Corner Junction which provides the main highway access to Mortlake with access onto London's Strategic Highway Network, is a very busy and constrained junction and recognised as a traffic hotspot.

1.4 Healthy Streets Indicator

- 1.4.1 The Site proposals have been formulated in line with TfL's Healthy Streets Indicators and the Mayor's Transport Strategy, March 2018. The development proposals will look to meet the following indicators:
- Pedestrians from all walks of life.
 - Easy to cross.
 - Not too noisy.
 - People choose to walk, cycle and use public transport.
 - People feel safe.
 - Clean air.
 - Things to see and do.
 - Places to stop and rest.

1.5 Consultation and Community Engagement

- 1.5.1 There have been substantial pre-application discussions with the planning and highway authorities and with the local community since 2016. These discussions have been the course of the original LBRuT applications (including the GLA call in scheme) and the new proposed hybrid scheme. Meetings were also recently held on 3rd December 2021 with LBRuT.
- 1.5.2 This includes pre-application discussions with both the LBRuT and with Transport for London (TfL). Two formal pre application meetings were held with TfL in 2017 together with a number of technical meetings relating to traffic modelling and future bus provision during the past applications. There has also been a series of pre application meetings and ad hoc technical meetings with officers of LBRuT and, in addition, a number of briefing sessions held with Council Members as part of the previous scheme development.
- 1.5.3 Extensive public consultation has been carried out to date, including two formal consultation events, the first in March 2017 to set out the initial proposals and the second in July 2017 to feedback to the public the changes to the proposals based on responses from the initial consultation and from a series of meetings held with representatives of the local community through a Community Liaison Group (CLG). The CLG meetings were held as a way of providing scheme updates throughout the application process and to allow the design team to better understand the concerns of the local community. One on one sessions were then also held with specific members of the CLG, who has specific technical knowledge on transport, to

further discuss the details of the application. This is discussed further within Chapter 4 and in the Statement of Community Involvement.

- 1.5.4 Meetings have also been held with Network Rail (NR) regarding the potential impacts of the development both on the station and rail services and on the operation of the Mortlake level crossing.
- 1.5.5 Online community webinars also took place on the 26th and 27th January 2022, giving the community a chance to review the scheme.

1.6 Structure of the Report

1.6.1 Chapter 1 forms the introduction to the report, the remainder of the TA is structured as follows:

- **Chapter 2:** Policy Review – this chapter will set out the relevant national, regional and local planning policies and guidance documents that have been reviewed in preparation of this TA.
- **Chapter 3:** Transport Planning for People – this chapter sets out the anticipated users of the site based on existing local characteristics, how they will travel and their propensity to changing the way they travel.
- **Chapter 4:** Existing Site Conditions – this chapter establishes the baseline site conditions, including a review of the site accessibility across all modes, including pedestrian, cyclists and public transport. It will also include a review of the current site use and access arrangements as well as a review of accident records on the surrounding highway network over the last 3 years.
- **Chapter 5:** Active Travel Zone – this chapter provides the key routes and destinations to local amenities, the safety of the neighbourhood and neighbourhood's health characteristics and recommended improvements.
- **Chapter 6:** Development Proposals – this chapter will present the main elements of the proposed development, including description of land quantum, access proposals and parking provision.
- **Chapter 7:** Proposed Trip Generation and Distribution – this chapter sets out the approach and methodology adopted for deriving the trip generation for the proposed development. Including the distribution and assignment of trips. The chapter will also assess the impact of the proposed trips on the local highway network.
- **Chapter 8:** Highway Network Impact Assessment –. this chapter will set out the proposed impact of the development on local the highway network.
- **Chapter 9:** Operational Review of Proposed Highway Improvements – this chapter 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 10:** Operational Review of the Public Transport, Walking and Cycling Networks – this chapter sets out the impacts of the development on the public transport and walking and cycling networks and the proposed mitigation strategy;
- **Chapter 11:** Transport Strategy – 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 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 12:** Summary and Conclusions – this chapter provides a summary and conclusions for the TA.

2 Policy Review

2.1 Overview

2.1.1 This chapter provides a review of the current national, regional and local planning transport policy relevant to the Stag Brewery Development. The following policy documents are the documents that make up the review of the national, regional and local policies:

- National Planning Policy Framework (NPPF), July 2021.
- National Planning Practice Guidance (PPG), 2019.
- The London Plan, March 2021.
- Mayor's Transport Strategy, March 2018.
- Strategic Cycling Analysis - Identifying future cycling demand in London, 2017.
- London Borough of Richmond upon Thames Local Plan, July 2018.
- London Borough of Richmond upon Thames Transport Supplementary Planning Document, June 2020
- Stag Brewery, Mortlake Supplementary Planning Document, 2011.

2.2 National Planning Policy

National Planning Policy Framework (NPPF), July 2021

2.2.1 The National Planning Policy Framework (NPPF) was first published in 2012. Since then, there have been two iterations, with the latest NPPF adopted in July 2021. The presumption in favour of sustainable development remains the core objective of the NPPF (Paragraph 11 states that "*Plans and decisions should apply a presumption in favour of sustainable development.*" "The NPPF seeks to facilitate sustainable development. In respect of transport, the NPPF advocates that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed.
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated.
- c) opportunities to promote walking, cycling and public transport use are identified and pursued.
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

2.2.2 At a more detailed level, the NPPF states that developments should be located and designed in order to:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport.
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles.
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.2.3 Additionally, In Section 9 Paragraph 104 of the NPPF states *“Transport issues should be considered from the earliest stages of plan-making and development proposals.”*

National Planning Practice Guidance (PPG)

2.2.4 The PPG, first published in March 2014 by the Department for Communities and Local Government, supports the policies outlined within the NPPF.

2.2.5 The guidance relevant to Transport is the ‘Travel Plans, Transport Assessments and Statements in decision-taking’. The guidance defines Travel Plans, Transport Assessments and Transport Statements and lays out how these are related to each other, why they are important and what should be considered when preparing a TP, TA and TS.

2.2.6 Paragraph 32 of the PPG states *“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”*.

2.3 Regional Planning Policy

The London Plan, March 2021

2.3.1 The London Plan sets out the strategic plan for London, including an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. With population set to increase by 70,000 per year, demand on new homes along with space for employment will increase. The policies set within the London Plan are to provide an appropriate spatial strategy that plans growth within London in a sustainable way.

2.3.2 Chapter 10 of the plan sets out the policies in relation to Transport, the core aim of which is to reduce the dependency on cars and encourage increased uptake of sustainable and active modes of travel, in particular walking and cycling. An emphasis is placed on the requirement to shift away from car use, in turn supporting sustainable growth of the city.

2.3.3 Policy T1 “Strategic approach to Transport” states development should help to deliver the Mayor’s target of 80% of trips in London to be made by foot, cycle, or public transport by 2041.

2.3.4 Policy T4 “Assessing and mitigating transport impacts” highlights the requirements for Transport Assessments/ Statements to ensure impacts on the capacity of the transport network (including pedestrian/ cycling) at local and network-wide level are fully assessed.

Other documents such as Travel Plans, Parking Management Plans, Construction Logistics Plans and Delivery and Servicing Plans may also be required to support planning applications.

- 2.3.5 Policy T5 “Cycling” states that new developments should be well served by cycle infrastructure and include appropriate levels of quality cycling parking provision. Table 10.2 of the London Plan sets out the minimum cycle parking standards and the table below presents the standards for the relevant proposed uses across the proposed development. This should be designed in accordance with London Cycle Design Standards (LCDS). Chapter 8 (Cycle Parking) of the LCDS, recommends that at least 5% of all cycle parking spaces can accommodate larger cycle/ parking spaces for disabled users.

Table 2-1: London Plan (2021) Cycle Parking Standards

Use		Long-Stay	Short-Stay
A1	Food Retail	from a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: first 750 sqm: 1 space per 20 sqm thereafter: 1 space per 150 sqm
	Non-Food Retail	from a threshold of 100 sqm: first 1000 sqm: 1 space per 250 sqm thereafter: 1 space per 1000 sqm	from a threshold of 100 sqm: first 1000 sqm: 1 space per 60 sqm thereafter: 1 space per 500 sqm
A2-A5	Cafés and Restaurants	from a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: 1 space per 20 sqm
B1	Offices	1 space per 75 sqm	first 5,000 sqm: 1 space per 500 sqm thereafter: 1 space per 5,000 sqm
C3-C4	Dwellings (all)	1 space per studio or 1 person 1-bedroom dwelling	1 space per 40 units thereafter: 1 space per 40 dwellings
		1.5 spaces per 2-person 1 bedroom dwelling	
		2 spaces per all other dwellings	
D1	Nurseries / Schools (primary and secondary)	1 space per 8 staff +	1 space per 100 students
D2	Other (e.g., cinema, bingo, etc.)	1 space per 8 staff	1 per 30 seats

- 2.3.6 Policy T6 “Car Parking” sets out the standards within new developments, with emphasis placed on car-free developments to be considered for those well connected to public transport networks. Disabled persons parking bays should be located on firm and level ground, as close as possible to the building entrance or facility they are associated with.

- 2.3.7 Policy T6.1 “Residential Parking” outlines the car parking provision within residential developments. Disabled parking requirements for new residential developments (of >10 units), as a minimum should provide:

- “Ensure that for 3% of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset.
 - Demonstrate as part of the Parking Design and Management Plan, how an additional 7% of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon The London Plan 2021 – Chapter 10 Transport. This should be secured at planning stage”.
- 2.3.8 Policy T7 “Deliveries, servicing and construction” sets out measures to facilitate sustainable movement of freight. This includes use of safer vehicles, sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles. Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time.
- 2.3.9 The London Plan (2021) further confirms in Policy SD7 (*‘Town centres: development principles and Development Plan Documents’*) that development proposals should “*support efficient delivery and servicing in town centres... that minimises [the] negative impacts on the environment, public realm, the safety of all road users, and the amenity of neighbouring residents*”.
- 2.3.10 The TfL *‘Freight and Servicing Action Plan’* (2019) further confirms that “*new developments will be expected to be designed to encourage safe, low emission, and efficient delivery and servicing trips*”.

Mayor’s Transport Strategy, March 2018

- 2.3.11 The Mayor’s Transport Strategy, adopted in March 2018, sets out the Transport policies for up to 2041, with a strong emphasis placed on reducing car dependency and improving cycling / walking, improving public transport interchanges, providing better information to travellers and delivery of affordable, reliable and safe transport network.
- 2.3.12 One core aim within the Strategy is for 80% of all trips in London to be made by foot, cycle or using public transport by 2041. This places an emphasis to ensure new developments are providing the adequate infrastructure to support walking and cycling trips, in the form of improvements to public realm, or high-quality cycle parking spaces and within proximity to public transport networks.
- 2.3.13 The MTS places an emphasis on healthy streets and promoting sustainable travel, with three main themes comprising of:
- Healthy streets and healthy people.
 - A good public transport experience.
 - New homes and jobs.
- 2.3.14 ‘Healthy streets and healthy people’ is about creating streets and routes that encourage walking, cycling and public transport use to reduce car dependency and the resultant adverse health effects it has. Streets and neighbourhoods should be designed to make them pleasant places, with walking and cycling prioritised. Road danger will be reduced to help make people feel safer and more comfortable when walking and cycling. A shift away from car use will be pursued to help London’s streets work more efficiently and reduce congestion.
- 2.3.15 ‘A good public transport experience’ ensures that public transport is the most efficient way for people to travel distances that are too long to walk or cycle and enables a shift from private car which could reduce the number of vehicles on London’s streets. The whole journey will be made more attractive, including the station experience and onward journeys.

- 2.3.16 'New homes and jobs' is about ensuring that the ever-increasing number of people living and working in London are well-connected. The growth must be 'good growth', which provides more opportunities, delivers affordable homes and improves the quality of life. People should be able to live in areas where many of the places they want to go to are within walking and cycling distance, and good public transport connections are available for longer trips.

Strategic Cycling Analysis - Identifying future cycling demand in London, 2017

- 2.3.17 This document presents what the latest datasets, forecasts and models show about potential corridors and locations where current and future cycling demand could justify future investment. In doing so it seeks to identify:
- Where are the cycling connections with the greatest potential to contribute to cycling growth in London;
 - How could these connections be prioritised;
 - How could these connections contribute towards achieving Healthy Streets goals; and
 - What opportunities are there to deliver area-wide cycling improvements.
- 2.3.18 Within LBRuT, the South Circular, A316 and Lower Richmond Road through Mortlake are all identified as current well used cycle corridors. Figure 2.4 identifies the South Circular corridor, in addition to the A316 corridor which has already been identified as a future Quiet Way, as being potential future priority corridors for cycle movement.

2.4 Local Planning Policy

London Borough of Richmond upon Thames Local Plan, July 2018 and March 2020

- 2.4.1 The London Borough of Richmond upon Thames Local Plan, adopted in July 2018 and March 2020, sets out policies and guidance to develop the borough over the next 15 years up to 2033. This document identifies how places within the borough will change, or be protected from change, over the set period.
- 2.4.2 The Local Plan Strategic Vision recognises that cars will still be a significant part of the borough's future. However, the "borough's improved transport network and interchanges will encourage residents as well as those who work and visit the borough to make journeys using high quality public transport and walking and cycling routes. The built environment, spaces and public realm will be attractive and pleasant, and residents will have increasingly adopted active and healthy lifestyles and enjoy the borough's cycling and walking networks"
- 2.4.3 Stag Brewery is mentioned as a Site Allocation in the Local Plan (Policy SA 24). The Council supports the comprehensive redevelopment of this site and favours a mixed-use development that will deliver a new village heart and centre for Mortlake.
- 2.4.4 Policy LP44 from the Local Plan discusses the benefits of implementing a sustainable travel network in the borough of Richmond upon Thames. The local Council, and associated partners, pledges to promote sustainable travel modes such as walking, cycling and public transport and "will ensure that new development is designed to maximise permeability within and to the immediate vicinity of the development site through the of provision of safe and convenient walking and cycling routes, and to provide opportunities for walking and cycling, including through the provision of links and enhancements to existing networks"

- 2.4.5 Furthermore, this policy states that new developments should “maximise opportunities to provide safe and convenient access to public transport services.
- 2.4.6 Paragraph 11.1.4 states that developments should “encourage the use of modes other than the car by making it as easy as possible through provision of good pedestrian facilities, clear layout and signage, provision of cycling facilities and improving access to public transport interchanges”.
- 2.4.7 Policy LP45 discusses the Parking Standards and Servicing. The Council “will require new development to make provision for the accommodation of vehicles in order to provide for the needs of the development while minimising the impact of car-based travel including on the operation of the road network and local environment, and ensuring making the best use of land”.

London Borough of Richmond upon Thames Transport Supplementary Planning Document (SPD), June 2020

- 2.4.8 This Supplementary Planning Document (SPD) complements the LBRuT Local Plan and the Local Implementation Plan approved in 2019. This SPD promotes best practice in transport provision and highway design in the borough, to maintain or improve the quality of its environment.
- 2.4.9 In regard to cycle parking, it states the LBRuT has adopted the London Plan however has identified the borough as “*an area where more cycle parking than set out in parking standards is desirable, given the number of journeys that have been calculated as potentially being transferable to bike.*”
- 2.4.10 LBRuT car parking standards are in line with the London Plan and emphasises developments should strive for an appropriate balance between minimising car use and ensuring efficient operation, avoiding on-street parking pressure.

Stag Brewery, Mortlake Supplementary Planning Document, 2011

- 2.4.11 The supplementary planning brief for the Stag Brewery Site is set out to provide guidance for the development and what it should contain and represent. The brief also demonstrates the opportunities and constraints surrounding the proposed development.
- 2.4.12 The Brief indicates the desire for a village feel to the Mortlake area to be enhanced by the new development on the Stag Brewery site focused on a mix of land uses particularly to the east of Ship Lane.
- 2.4.13 Transport, including access and linkages, are identified as being key constraints to the development of the site. The Transport and Parking section calls for a Transport Assessment to consider the impact of vehicular traffic from the development in addition to accounting for the existing levels of congestion in the area.
- 2.4.14 The Brief also highlights the need to consider how the existing bus network can be enhanced and identifies the possible provision of a new bus stopping area within the site for the 209 bus service to replace the existing Avondale Road Bus terminus.
- 2.4.15 The relationship between the site and public transport is noted as a key consideration and the links from the site to key bus stops and the rail station are to be explored and potentially enhanced as part of the development. As a part of this but also with wider benefits the brief also states the need to create new pedestrian routes and improve cycle infrastructure in the area to aligns with the Brief’s wish to minimise impacts but also to provide transport choice.

- 2.4.16 A particular focus of the walking and cycling infrastructure is to increase the amount of links between Mortlake (specifically Mortlake Green, Sheen Lane and the station) and the river. At present the brewery and its outer walls provide a barrier between the river and Mortlake and the Brief states that it is an opportunity to imaginatively improve the relationship between the site and the surrounding area.
- 2.4.17 Proposals are also to include car and cycle parking provision including for car clubs and visitors in accordance with the standards set out by LBRuT with an emphasis on there being no impact on the local area. For residential it suggests a requirement for at least one car parking space per unit.
- 2.4.18 The appendix to the Brief provides an image showing the Council's vision for site. This identifies a bold new green link through the site to link Mortlake Green with the river and as part of this a repositioned pedestrian crossing over Lower Richmond Road.

2.5 Summary

- 2.5.1 The above sets out the relevant national, regional and local policy relevant to the Stag Brewery site. The NPPF provides nationwide policies, the London Plan and Mayor's Transport Strategies the regional policy whilst the local policy is set out within the Local Plan and Transport SPD.
- 2.5.2 For the Stag Development, a key policy document is the Planning Brief which was adopted in 2011 as supplementary planning guidance. The Brief was subject to extensive public consultation undertaken by the Council and has since been developed into the emerging site allocation, from which the proposals for the site have been developed.

3 Transport Planning for People

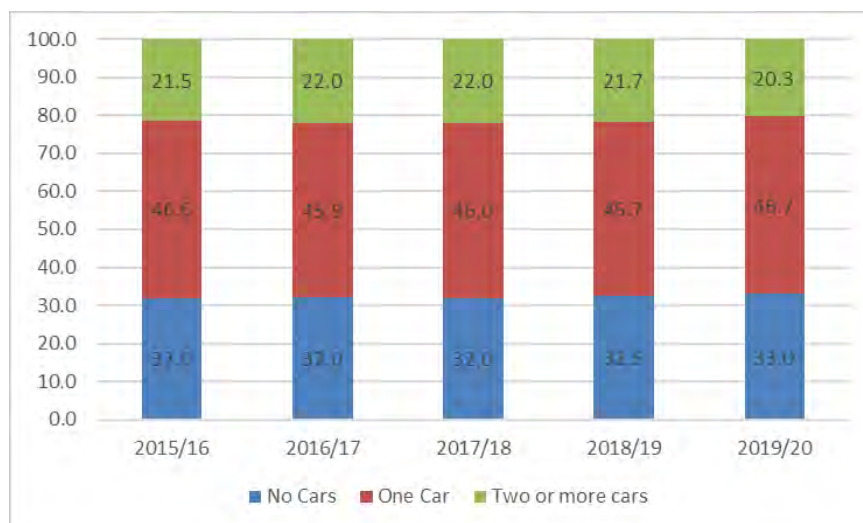
3.1 Introduction

- 3.1.1 This chapter examines the demographics of people within the local area, reviews the most utilised transport modes and the capacity for behaviour changes in terms of transport mode.
- 3.1.2 Transport for London (TfL) has designed a Transport Classification of Londoners (TCoL) (<http://content.tfl.gov.uk/transport-classification-of-londoners-presenting-the-segments.pdf>), released in February 2017. The TCoL is a multi-modal customer segmentation tool that has been designed to categorise Londoners based on travel choices made and the motivations for making those decisions.

3.2 Classification of Londoners

- 3.2.1 According to the Transport Classification of Londoners (TCoL), the site is located within a 'Urban Mobility' area, which is categorised as an area with typically young working adults with no children and reasonable incomes living in inner (though not central) London. This segment has low car use and relatively high levels of cycle use. Bus use is also high, while walking and Underground use is average.
- 3.2.2 The TCoL report highlights that, of the car ownership levels within these areas, 57% of people have no car, 38% own one car and 5% own two or more cars. The current car driver mode use is below average in the area, with most resident using public transport and active modes of travel, in particular cycling as opposed to private cars.
- 3.2.3 Based on the 2011 Census data 'Car or van availability' for the Richmond upon Thames 003 (middle super output area), in which the site is located, shows that 53% of residents own 1 or more cars and 14% own two or more cars.
- 3.2.4 The London Travel Demand Survey, conducted in 2019/2020 provides the latest car ownership data for Greater London, Inner London and Outer London. illustrates the car ownership level for Outer London for the period from 2015 to 2020.

Figure 3-1: Car Ownership Levels in Outer London¹

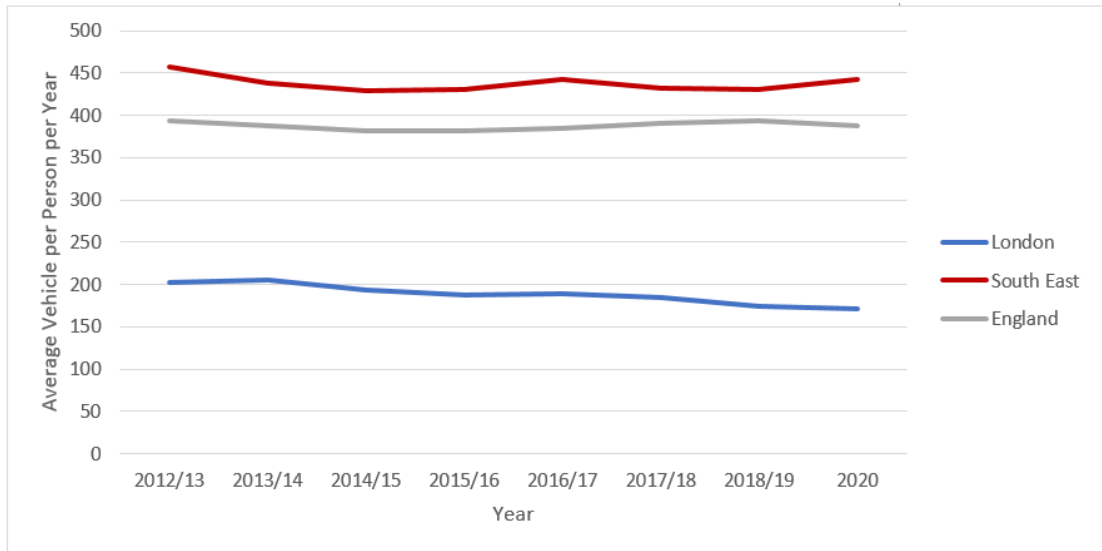


¹ London Travel Demand Survey (2019/ 2020) <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/consultations-and-surveys>

3.2.5 It has also highlighted that there has been a steady decline in the number of cars licensed in London since 2008 and factors associated with higher car ownership within Outer London are lower levels of PTAL, higher income, children at home and more adults in the household.

3.2.6 The Department for Transport (DfT) provides statistics on the average number of trips per mode for all regions within England. Data from the National Travel Survey Table NTS9903 was extracted and Figure 3-2 presents the average vehicle trips per person across England.

Figure 3-2: Average Vehicle Trips per Person across England²



3.2.7 Based on the trends of car ownership and car driver trips, the location of the site and potential improvements to PTAL, there is an opportunity to reduce the area's reliance on car use and influence behaviour change to encourage a more positive outlook on the use of public transport and active travel modes. TfL have noted that the main motivations for behaviour change within the TCoL area in which the Site is located include:

- Changes to roads and driving.
- Money.
- Changes to public transport.
- Health and fitness.
- Lifestyle changes.

3.2.8 Behaviour changes with regards to increasing walking is 'well above average' similarly to increase in cycling. Behaviour changes with regards to reducing car usage is 'above average'.

3.2.9 Considering the characteristics highlighted by the TCoL, the TA assesses the key routes that include the surrounding bus stops and train stations, nearby town centre and the surrounding schools and amenities.

² National Travel Survey, DfT (2021)

3.3 Proposed Users

- 3.3.1 The development will accommodate residents, staff, visitors and students. Amongst the residents there will be families, couples and individuals.
- 3.3.2 4% of all units are proposed to be studio units, 26% are 1 bed units, while 44% are 2 beds, 23% are 3 bed units, 3% are 4 bed units. This indicates the wide variety of residential users to the site. The school and commercial aspects of the site will also mean people from elsewhere will be using the site. In terms of the school; staff and students, and in terms of commercial; staff and visitors.

3.4 Summary

- 3.4.1 The proposed development is located within an area classified by TfL as 'Urban Mobility' an area which is undergoing above average level of change, below average use of cars and relatively high levels of public transport and active modes. The characteristics of these areas are mainly found in inner London, although it is not central.
- 3.4.2 The typical residents in this area include young adults with no children and reasonable incomes, however it should be noted that majority of the surrounding areas are classified as 'Detached Retirement'. These areas are undergoing well below average level of change, well above average use of cars and below average levels of public transport and active modes use. Typically, these residents are "empty nesters" or at the retired life stage. Therefore, it is expected that the development will include a wide demographic among its residents.

4 Existing Site Context

4.1 Overview

4.1.1 This chapter describes the current transport conditions in and around the Site. The purpose of this chapter is to set out the existing issues and the range of transport options available to those using or living within the area.

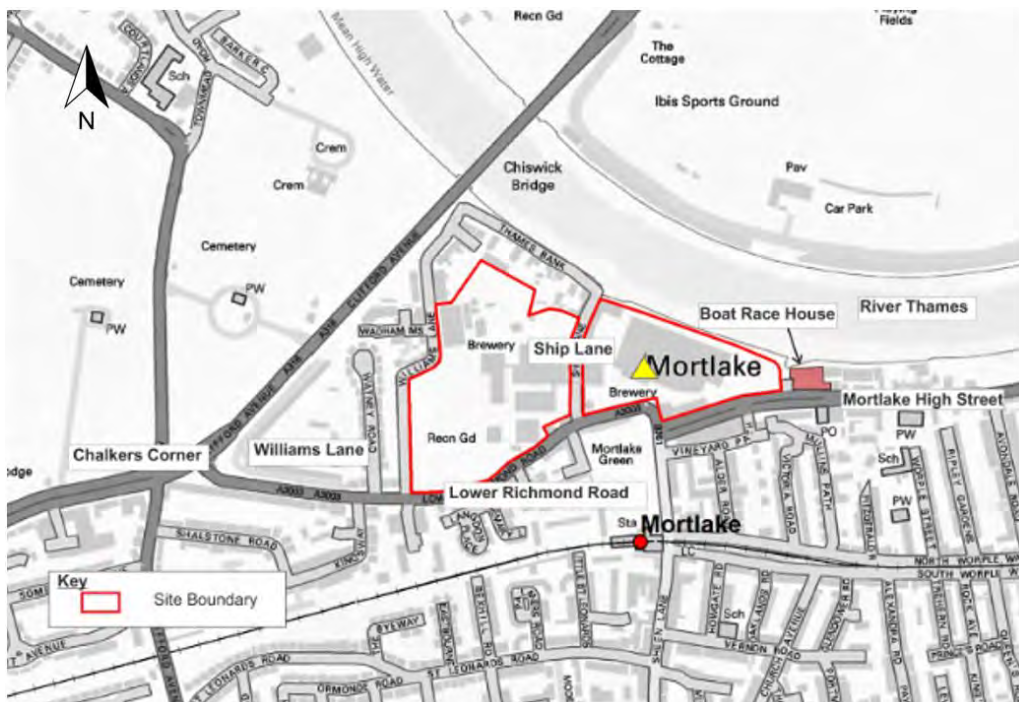
4.1.2 In order to provide a detailed picture of existing conditions pre-Covid 19 a number of baseline surveys were previously undertaken as part of previous applications. These included traffic surveys, extensive parking surveys and an extensive audit of pedestrian and cycle access routes. A further assessment of the current pedestrian and cycling routes in the surrounding area is also covered in the Active Travel Zone section of the TA. No further traffic surveys have been undertaken since Covid-19, except for parking stress surveys which were undertaken as part of the GLA's determination of the previous applications. The parking surveys during Covid 19 were considered a worst case as they represented a time when more people were working from home and parking their vehicles in the evening on local roads to their residence. The outcome of these surveys is summarised within this section.

4.1.3 This section also includes a review of the latest collision data for the area.

4.2 Site Location

4.2.1 The Site is located in Mortlake and lies between the River Thames and A3003 Lower Richmond Road and Mortlake High Street in the LBRuT. It comprises two distinct parts separated by Ship Lane, a public highway. The eastern section of the Site fronts onto Mortlake High Street and backs onto the River Thames, whilst Lower Richmond Road borders the western section, and this part of the site does not have direct access to the River. Williams Lane borders the site to the west, whilst Boat Race House is located to the east of the site. The site location is shown below in Figure 4.1

Figure 4-1: Site Location Plan



4.3 On-Site and Adjacent Land Uses

- 4.3.1 The proposed development is located on the site of the former Stag Brewery which occupied both sections of the site with two pedestrian walkways over Ship Lane linking them together. The brewery ceased operating in December 2015, but up until that time retained a significant workforce and generated a significant number of HGV movements in the form of articulated tanker vehicles. Decommissioning works were then undertaken until late 2017. Whilst the brewery is no longer operational the brewery buildings still remain, and the site could in theory be returned to its previous use. In terms of traffic generation across a 12-hour day the majority of trips generated by the brewery were car trips by staff. The section of the site where the brewery building is located produced the second highest number of trips with the majority being cars or HGVs.
- 4.3.2 On the western section of the site, there is also a sports club and playing fields. The sports pitch has always been privately owned by the brewery and remains so by Reselton Properties. However, through agreement, Reselton Properties allows the sports field to be used at weekends by a local sports team and on some weekdays by a local school.
- 4.3.3 Buildings adjacent to the site on Mortlake High Street include residential, retail and office land use; there is a post office sorting office immediately opposite the Site. The surrounding land use to the west of the Site comprises mainly residential use with some local facilities including small shops, and a nursery school.

4.4 Site Access Arrangements

- 4.4.1 The brewery site has a number of existing access points as follows:
- Lower Richmond Road (east of Ship Lane) – main operational access used by HGVs (Fig 4.2);
 - Lower Richmond Road (west of Ship Lane) - access to the sports ground and car park and to buildings west of Ship Lane;
 - Williams Lane – secondary operational access used by HGVs and other vehicles; and
 - Ship Lane – access to the staff car park providing about 130 parking spaces. (Figure 4-3)

These are shown in Figure 4.2 below. The main operational access for HGVs is located just to the west of the Sheen Lane mini roundabout and would likely have adversely affected the operation of the roundabout.

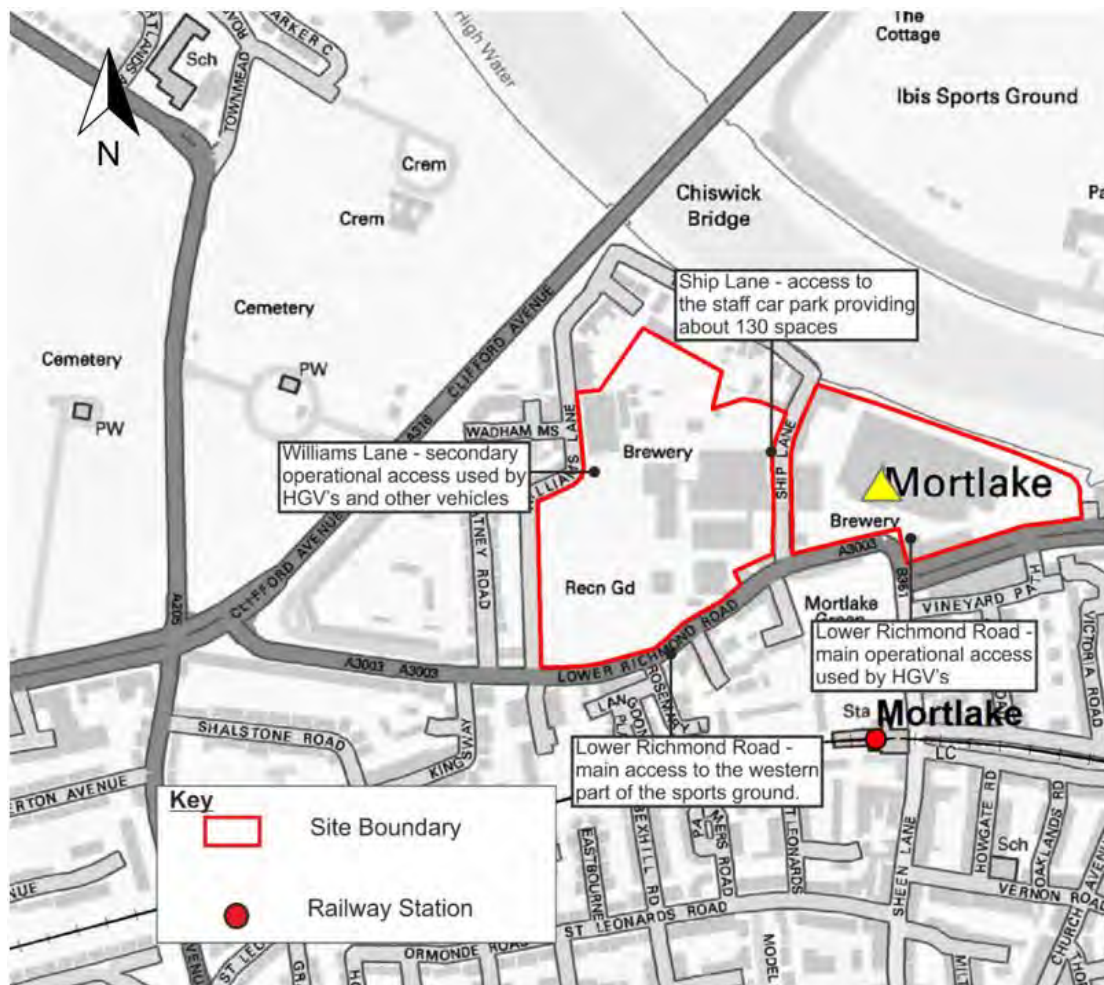
Figure 4-2: Main HGV access and egress on Lower Richmond Road on bend close to Sheen Lane mini roundabout



Figure 4-3: Main access to Buildings to west of Ship Lane from Lower Richmond Road; Access to Sports Ground on left



Figure 4-4: Existing Site Access Points



4.4.2 There are no additional dedicated pedestrian access points, with pedestrians sharing the various vehicular access points.

4.5 Pedestrian and Cycling Networks

Pedestrian

4.5.1 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.

4.5.2 Footways are provided on both sides of the carriageway for most roads in the surrounding area with the main exceptions being Ship Lane, Thames Bank, Williams Lane and the corner of Mortlake Green. The majority of footways within the area are over 2 metres in width and are well lit and maintained. The exceptions to this are Ship Lane, Sheen Lane in the lead up to the level crossing and over the crossing, Williams Lane and at the pinch point near the mini roundabout at the northern end of Sheen Lane, where there are variable footways along the length of these links with some footways being less than 2 metres.

4.5.3 Additionally, there are several footpaths through Mortlake Green which are approximately 2 metres in width. These footways are well maintained and act as a recreational asset as well as providing links between Lower Richmond Road and Mortlake Station. Lighting within Mortlake Green is provided although it is not to the standard provided on footways adjacent to the carriageway.

- 4.5.4 Several formal pedestrian crossings are located in the area. There are two zebra crossings on Sheen Lane, approximately 70 metres to the north of the crossing and about 120 metres to the south. There are currently no formal crossings on Mortlake High Street in the immediate vicinity of the Site, the closest is a zebra crossing approximately 140 metres to the west of the Site. There is an existing signalised pedestrian/cycle crossing on Lower Richmond Road just to the east of the Ship Lane junction which provides access between Ship Lane and the northern entrance to Mortlake Green. There is also an existing zebra crossing just to the west of the junction with Williams Lane. Additional signal-controlled crossings are then located at the Chalkers Corner junction as well as at the Sheen Lane/South Circular junction.
- 4.5.5 A level crossing is also present adjacent to Mortlake Station on Sheen Lane. The crossing is also notably shut for vehicles for approximately 45 mins during peak hours. However pedestrians do have access to a footbridge.
- 4.5.6 The Thames Path is located to the north of the site between the site boundary and the River Thames. This provides an unlit path along the south bank of the river leading towards Kew to the west and Barnes to the east. The footway is a mixture of unpaved and cobbled surfaces.
- 4.5.7 The Hammersmith bridge closure currently does not have 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.

4.6 Cycle

- 4.6.1 Figure 4.5 shows that cycle facilities in the area can be found on the A316 corridor including both Lower Richmond Road (west of Chalkers Corner) and Clifford Avenue (east of Chalkers Corner). A two-way cycle path runs intermittently on both sides of the carriageway over Chiswick Bridge towards Chalkers Corner and then further southwest along the Lower Richmond Road towards Richmond.

Figure 4-5: Local Cycle Routes³



³ TfL Local Cycling Guides

- 4.6.2 Other routes towards Richmond are also signed and described by TfL's local cycling guide as along a mixture of quiet or busier roads. This includes a route via St Leonards Road, Lambert Avenue, Manor Grove, Townsend Terrace and Kings Road or using Tangier Road and the busier Sheen Road between Denehurst Gardens and Church Street.
- 4.6.3 A series of more local cycle routes are available to both the north and south of the proposed development. To the north there is an off-road cycle path that forms part of the Thames Path that runs along both the northern and southern banks of the River Thames. On the southern bank of the River Thames this provides a link between Barnes Bridge to the east and towards Kew Bridge to the west.
- 4.6.4 Ship Lane, which bisects the Site, forms part of a key north south route which connects the Thames Path (west of Chiswick Bridge) to the London City Network (LCN) Route 4. The route which is marked as either an off-road path or along quiet or busier roads runs along the River Thames (to the northwest of the site) then through the development along Ship Lane and Mortlake Green. The route then divides with an east-west connection via South Worpole Way towards the White Hart Lane Level Crossing or continues in a north-south direction along the busier Sheen Lane into Richmond Park.
- 4.6.5 Although there is a reasonable amount of cycle infrastructure around Mortlake and the surrounding area, there are some notable barriers potentially reducing the number of people prepared to cycle. Key issues are considered to be:
- The lack of cycle infrastructure at the Chalkers Corner junction;
 - The lack of cycle infrastructure along Lower Richmond Road and Mortlake High Street;
 - Existing poor connections to the south of the Stag site; and
 - The barrier created by the railway line.
- 4.6.6 Whilst there are existing cycle facilities on a number of the approaches to the Chalkers Corner junction including cycle lanes on Mortlake Road, an existing shared use cycle facility on either footway on the existing A316 Clifford Avenue approach, and a segregated cycle path on the south side of Lower Richmond Road, it has very poor provision at the junction itself.
- 4.6.7 There is currently no provision for cyclists along Lower Richmond Road, one of the main access routes to the site and which has been observed as a well-used cycle route.
- 4.6.8 Whilst there is an existing signalled toucan cycle crossing on Lower Richmond Road which is intended to provide linkage between Ship Lane and the cycle paths through Mortlake Green this does not currently link well with either and has been observed to be largely ignored by cycles.
- 4.6.9 Whilst the railway does have a number of crossing points, including the level crossing at Sheen Lane and a number of pedestrian bridges none of the bridges are specifically designed to accommodate cycles

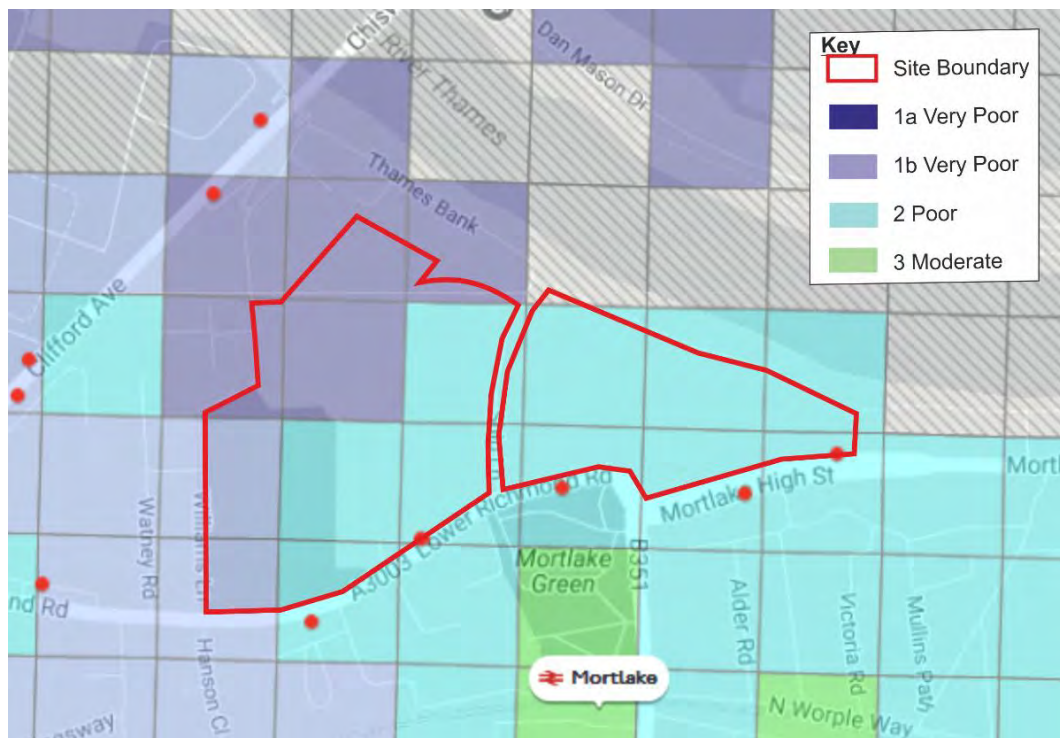
4.7 Public Transport Network

Public Transport Accessibility Level (PTAL)

- 4.7.1 In order to determine the existing Public Transport Accessibility Levels (PTAL), the TfL WebCAT tool was used. The PTAL is a detailed measure of the accessibility of a site to the public transport network, taking into account walk access times and service availability and frequency. A PTAL can range from 1a to 6b, where a score of 1 indicates a "very poor" level of accessibility and 6b indicates "excellent" provision.

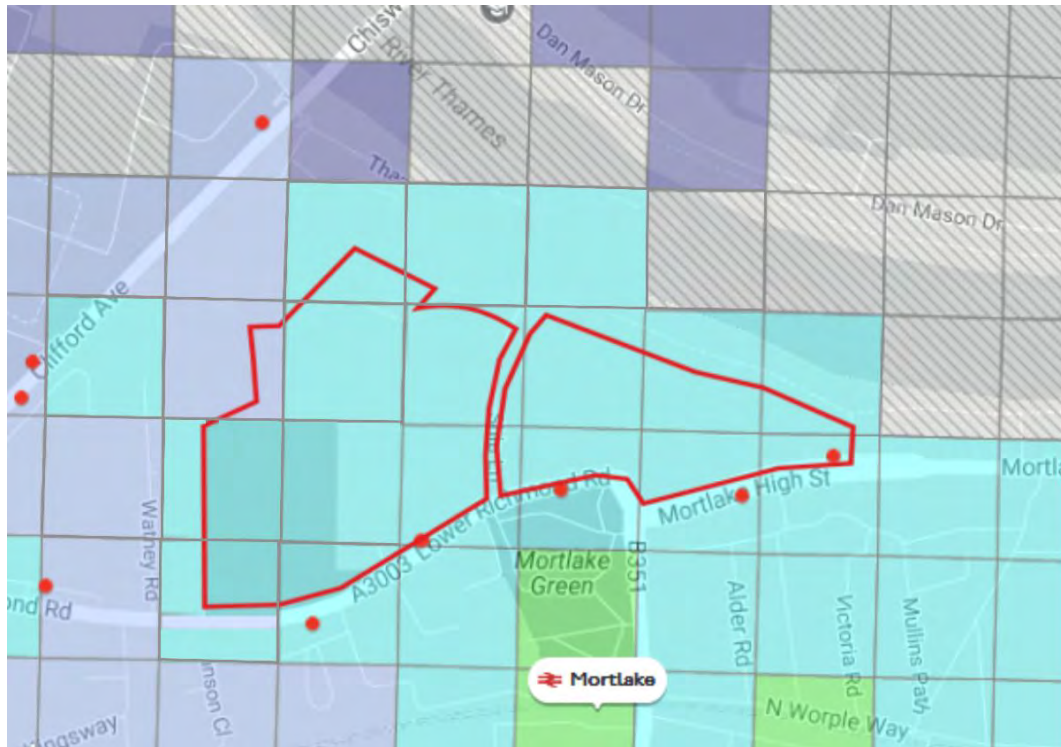
- 4.7.2 As illustrated in Figure 4.6, majority of the site has a PTAL rating of 2, a significant part of the area in the northwest corner has a lower rating of 1. In practice it has been acknowledged by TfL that the rating in the northwest corner is incorrect as it ignores the bus services that operate along Clifford Avenue. If these services are taken into account, then the existing PTAL for the Site improves slightly with virtually the whole Site falling within the PTAL 2 category. This is shown in Figure 4.7.
- 4.7.3 A PTAL rating of 2 still represents a 'poor' level of accessibility to public transport services. In reality though, as demonstrated earlier in the chapter, the public transport accessibility can be considered to be much better. PTAL does not take into account the wide variety of locations that can be easily accessed from the Site and the interchange facilities available which provide easy access to the wider strategic network serving London and the wider Southeast Region. The rail services from Mortlake provide for easy access to a very extensive area through interchange at Clapham Junction, Richmond, Victoria or Waterloo whilst the various bus services that serve the area provide links to a very extensive area of London and again provide access to a number of important strategic interchanges, including Hammersmith.

Figure 4-6: PTAL of Existing Site⁴



⁴ WebCAT Tool, 2022

Figure 4-7: Alternative Updated PTAL



Bus Network

- 4.7.4 The nearest bus stop to the Site is located on Lower Richmond Road on the southern boundary of the Site. This bus stop is served by Routes 419, 533 and N22.
- 4.7.5 The temporary closure of the Hammersmith Bridge has not affected the bus network, except Route 209 which now terminates in Castelnau (on the southside of the river) and Route 419 which now redirects towards Roehampton. Previously these services provided connections to Hammersmith. As a result, Route 533 was introduced as a temporary service to serve both sides of the Hammersmith Bridge by operating via Chiswick Bridge. Notably TfL are closely monitoring the situation to ensure that bus networks are fully utilised and meeting the demand of their passengers.
- 4.7.6 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 4-1: Bus Routes Operating with Hammersmith Bridge Closure⁵

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	Norley Vale - George Street	Ship Lane/ Stag Brewery (N/Z)	10-14	9-12	20-25

⁵ TfL Bus Timetables, (January 2022)

209	Castelnau/ Lonsdale Road – Mortlake Bus Station	Avondale Road (X) Mortlake Bus Station (P)	15	15	20
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	15	20
533	Castelnau/ Lonsdale Road – Hammersmith Bus Station	Ship Lane/ Stag Brewery (N/Z)	10-13	15	15
378	Mortlake Bus Station – Putney Bridge Station/ Gonville Street	Avondale Road (X) Mortlake Bus Station (P)	7-11	11-12	9-15
R68	Kew Retail Park – Hampton Court Railway Station	Chalker’s Corner (F)	15	15	15-20
33	Fulwell Station – Castelnau/ Lonsdale Road	East Sheen (C/D)	4-9	7-11	15-20
337	Northcote Road - Richmond	East Sheen (C/D)	9-13	11-14	15-20
493	St George’s/University of London – Richmond/Manor Road	East Sheen (C/D)	10-14	10-14	20
N22	South Road/ Fulwell – Margaret Street/ Oxford Circus	Ship Lane/ Stag Brewery (N/Z)	2 services per hour every day (00:00-05:30)		

Rail Network

- 4.7.7 The nearest National Rail stations to the site are Mortlake station and Barnes Bridge station located approximately 0.34 km and 1.2 km respectively from the southern end of Ship Lane. Given the relative locations Mortlake Station therefore provides the most convenient station for people wishing to travel towards central London.
- 4.7.8 Both stations lie on the “Windsor Lines” as shown in Figure 4.8 below, however, Mortlake station lies on the loop via Richmond whereas Barnes Bridge lies on the loop via Hounslow. The “Windsor Lines” currently operate at full line capacity given current infrastructure constraints. The trains operate the same service pattern and frequency at both peak and off-peak time.

Figure 4-8: The Full Extent of the Windsor Lines



4.7.9 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 will of had a very small impact on the level crossing down time and is considered to be negligible.

4.7.10 In the morning peak hour between 08:00 and 09:00 8 trains call at Mortlake which are:

- 4 fast services to London Waterloo;
- 2 slow services to London Waterloo via Kingston; and,
- 2 slow services to London Waterloo via Hounslow.

4.7.11 In the morning peak hour between 08:00 to 09:00 the Barnes Bridge station offers:

- 4 fast services to London Waterloo;
- 2 slow services to London Waterloo via Richmond;
- 2 services to Weybridge.

4.7.12 Table 4-2 summarises the services available from Mortlake during the peak hours which is the same as that during typical off-peak times. Notably the numbers shown below and subsequent assessments are based on pre-Covid conditions, due to SW trains currently reducing their services because of a lack of demand on the network. Once demand increases it is expected that train services will increase again back to the pre-Covid service frequency, which is expected by the time the development is fully operational in 2029.

Table 4-2: Services from Mortlake Station throughout the Day

Service	Calling Points	Fastest Journey Time (mins)	Frequency (trains per hour)
London Waterloo (fast)	Barnes – Putney – Wandsworth Town – Clapham Junction – Queenstown Road - Vauxhall	25	4

London Waterloo via Hounslow (slow)	North Sheen – Richmond – St Margarets – Twickenham – Whitton – Hounslow – Isleworth – Syon Lane – Brentford – Kew Bridge – Chiswick – Barnes Bridge – Barnes – Putney – Wandsworth Town – Clapham Junction – Queenstown Road - Vauxhall	66	2
London Waterloo via Kingston (slow)	North Sheen – Richmond – St Margarets – Twickenham – Twickenham – Strawberry Hill – Teddington – Hampton Wick – Kingston – Norbiton – New Malden – Raynes Park – Wimbledon – Earlsfield – Clapham Junction - Vauxhall	57	2

4.7.13 Table 4-3 below demonstrates the journey times by National Rail from Mortlake Station to key locations and the interchange opportunities.

Table 4-3: National Rail Destinations, Interchanges and Journey Times⁶

Destination	Interchange	Journey Time
Richmond	District Line	4 mins
Putney	District Line (east Putney, 500m)	6 mins
Clapham Junction	Southern, South Western Rail and London Overground	12 mins
Vauxhall	Victoria Line	18 mins
London Waterloo	Northern Line, Bakerloo Line, Jubilee Line and Waterloo and City Lines	23 mins

4.7.14 Mortlake Station, shown in Figure 4.9 below, contains two platforms with a canopy partially covering each. There is a footbridge to connect both platforms and a small station building on the southern platform that includes a ticket office. There are no waiting rooms or toilet facilities. There is a level crossing immediately to the east of the stations' platforms. There is a station car park with 13 parking bays abutting the southern platform. The station lies within Zone 3 and is a heavily used commuter station with approximately 1.8 million annual entries and exits in 2018-19. Mortlake Station is classed by the Department for Transport (DfT) as a Category C2, "Important Feeder"⁷ station. There are no station upgrades planned before at least 2040.

⁶ National Rail, January 2022

⁷ Department for Transport (2009). *Better Rail Stations*, London: Department for Transport

Figure 4-9: Mortlake Station Platforms and Its Southern Entrance



- 4.7.15 There are separate pedestrian access points to the station from the north and the south with the double-aspect footbridge, located at the far eastern end of the platforms by the level crossing, providing access between the platforms. The footbridge can also be accessed from its stairways leading to Sheen Lane which are also used by pedestrians travelling along Sheen Lane when the level crossing barriers are down.
- 4.7.16 Both Mortlake Station and Barnes Bridge Station are served by the new South Western Railway franchise. As part of line upgrades, 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.
- 4.7.17 It is not foreseen that there will be any investment to increase line capacity via Richmond (as opposed to train or station capacities) until at least the 2030s. At this point there is potential that either Crossrail 2 or the Heathrow Southern Railway will be constructed -both of which will have different direct and indirect impacts on the Windsor Lines capacity.

London Underground

- 4.7.18 The closest London Underground service from the Site is the District Line at Kew Gardens station and the District Line also serves Richmond station. It is likely that most people would access this service at Richmond, either by using the rail service to Richmond from Mortlake or by taking the 419 bus service. The walking distance to Kew from the western end of the site is approximately 1.56 kilometres but the R68 service (nearest stops being within 400 metres walk of the site) also provides access to this station.

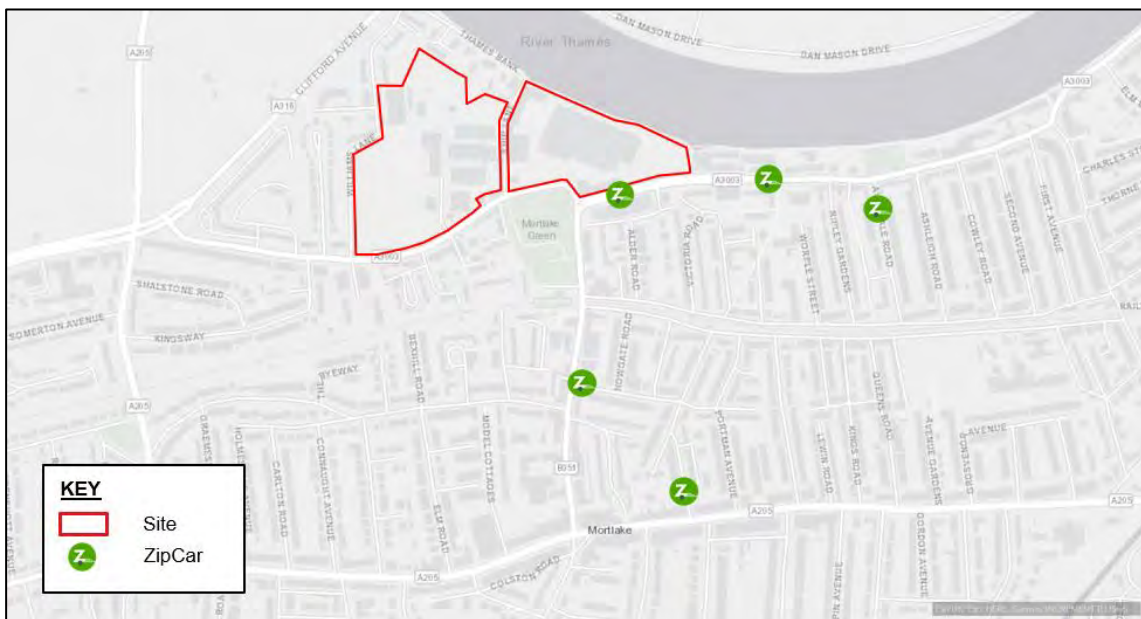
4.8 Car Clubs

- 4.8.1 Car Clubs provide a car sharing option for people wishing to use a car occasionally but without having to own and maintain a vehicle. The current location of the car club vehicles is shown in Figure 4-10 below.
- 4.8.2 There are 5 car club spaces within approximately 600m of the site offering one space each with the exception of the Western Mortlake High Street space where there is provision for two vehicles. All five are ZipCar club spaces and the locations of each are listed below:

- Mortlake High Street (East) – 1 Vehicle

- Vernon Road – 1 Vehicle
- Mortlake High Street (West) – 2 Vehicles
- Thornton Road (Sheen) – 1 Vehicle
- Avondale Road – 1 Vehicle

Figure 4-10: Locations of Local Car Clubs



4.9 Access to the River

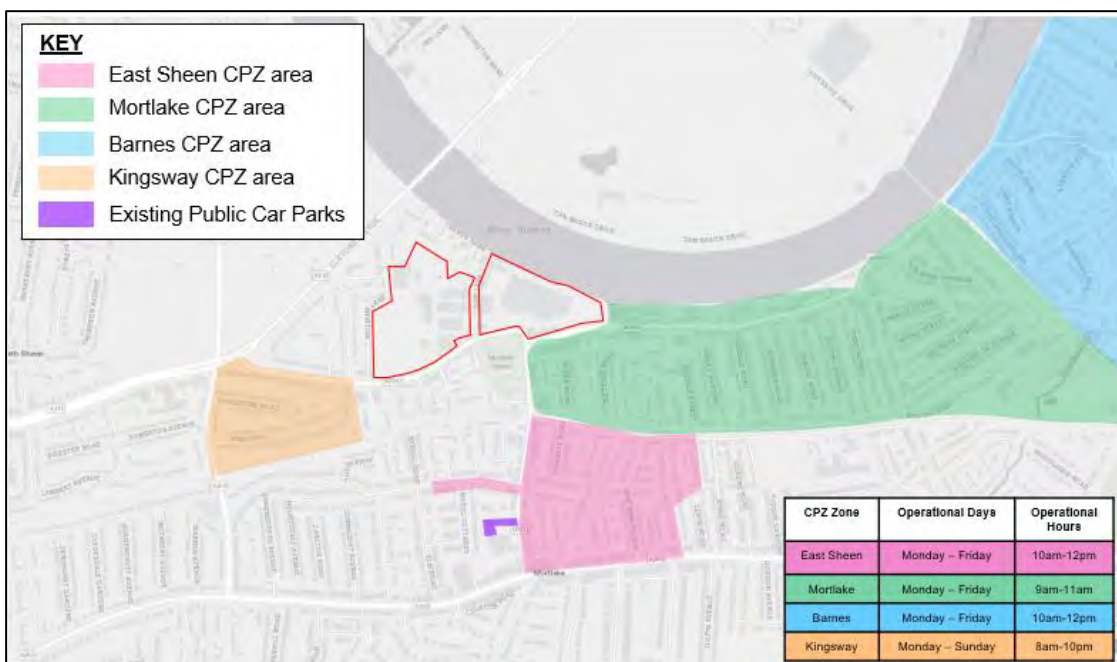
- 4.9.1 To the east of Ship Lane, the Site has frontage access to the River Thames across the towpath over a distance of approximately 270 metres. An old wharf, which has not been in use for many years, is located at the northeast corner of the Site and to the east of this there is a limited slipway access to Bulls Alley. From site inspection the river wall of this wharf appears to be in poor condition.
- 4.9.2 The overall width of the river in the proximity of the Site is approximately 120m. At low water the foreshore is exposed, meaning river craft can only move to and from the wharf for a limited time either side of high water. Port of London (PLA) charts indicate that at low water the main channel has a minimum depth of typically 1.4m. The dry height of the foreshore at the wharf wall is 2.5m above chart datum (i.e. above the level below which the lowest tide never falls).
- 4.9.3 At this point on the river there are few regular commercial services. Existing 'River Bus' (RB) services (deemed as fast and frequent) currently terminate at Putney Pier, approximately 6.2 kilometres up river of the Stag Brewery. RB route 6 starts at Putney Pier and ends at Blackfriars, although a small number of services carry on east to London Bridge and Canary Wharf including a limited stop express service. There are existing tourist boat services between Westminster and Hampton Court that operate past the Site.
- 4.9.4 The limited commercial use of this part of the River reflects a number of constraints including:
- Combined effect of speed restrictions (8 knots) and general alignment of the river between Putney (to the east) and Kingston (to the west) with the consequent increase to travel times;

- Difficulty of accessing the shoreline due to the tidal factors; and
- Potential conflict with rowing and sailing users, which are the prime users of this part of the river

4.10 Parking Provision

- 4.10.1 The existing Site has approximately 130 parking spaces on site for both staff and visitors within its main car park off Ship Lane, plus around 12 to 15 spaces within its sports club car park. A further 48 lorry parking spaces are provided to accommodate the brewery’s operational traffic within the eastern part of the site. In addition, the layout of the site provides ample additional opportunities for informal parking, including for HGV’s.
- 4.10.2 The development site is adjacent to, but does not fall within, an existing controlled parking zone (CPZ). The nearest CPZ to the site is CPZ M (Mortlake and Barnes Common Ward), which lies adjacent to the east of the site. The CPZ Parking restrictions in this area are in place Monday to Friday between 09:00 and 11:00.
- 4.10.3 Another CPZ – CPZ ES – exists to the southeast of Mortlake Station. Restrictions within this zone are in place 10:00 till Noon, Monday to Friday. The locations of these CPZs’ are shown in Figure 4.11 below.
- 4.10.4 Consequently, there is uncontrolled on-street parking available close to the site. This includes Ship Lane which separates the two parts of the site and residential roads to the southwest of the proposed development, including along Lower Richmond Road. Uncontrolled parking is also available along Williams Lane, and the river frontage although parts of the latter are subject to flooding. From site visits and confirmed by parking surveys, it is known that the existing on-street parking in the area is well utilised during the day. This in part reflects the fact that there are a significant number of residential properties in this area that do not have off-street parking.

Figure 4-11: Location of Controlled Parking Zones (CPZ) in proximity to the proposed Development



Public Car Parking

- 4.10.5 Public car parking within an appropriate walking distance to the site is very limited with only a small number of appropriately located off street spaces available. Spaces are available at the locations detailed below and shown in Figure 2.5.
- LBRuT Car Park - Sheen Lane Centre 40 spaces (2 disabled) - Restrictions in place Monday - Friday 09:30 – 18:00 Maximum Stay 3 hours;
 - Mortlake Station Car Park – 13 spaces (1 disabled) Monday - Friday 24 hrs £6 per day;
 - Pig and Whistle Car Park – 35 spaces (approx.) – this is private parking free for customers, otherwise £8 per day.
- 4.10.6 Further away, approximately 800 metres from the Site, the Waitrose food store, accessed off the South Circular Road, provides parking, but again with restricted hours.
- 4.10.7 Due to the restrictions in terms of the number of spaces available and time restrictions, these car parks do not provide viable parking locations for current visitors to the site.

4.11 Parking Surveys

- 4.11.1 At the request of TfL / LBRuT further parking stress surveys were undertaken as part of the previous applications (refs: 18/0547/FUL and 18/0548/FUL) surrounding the development, to determine the impact of Covid 19 and more people working from home. The parking stress survey was undertaken on both a weekday and weekend.
- 4.11.2 As agreed with TfL at that time, parking stress surveys were undertaken on Thursday 3rd and Saturday 5th December 2020, both between 10am – midday and 1am and 4am to take a snapshot of parking stress on both days. This is considered to be a robust survey as due to Covid-19 more people are working from home and parking on residential roads is higher than pre-Covid levels. The area included in the parking stress surveys is shown in Figure 4-12.

Figure 4-12: Parking Stress Survey Location



NB, Mapping provided by Nationwide Data Collection

- 4.11.3 The results of the parking stress surveys for each road are shown in Table 4-4 below for the weekday and weekend surveys. Any sections of the road with dropped kerbs, Single Yellow, Double Yellow / Red 'no waiting' restrictions, No loading restriction, bus stops or areas with less than 5m spaces have been excluded from the parking survey results, to ensure a robust analysis of the actual parking available has been captured.
- 4.11.4 Notably new parking permit bays are located on Lower Richmond Road, Shalstone Road, Kingsway and Rutland Close and all of these have been included as available parking bays. Disabled parking bays have also been included in the available parking.
- 4.11.5 Private parking located at Hanson Close, Wadham Mews, Rosemary Terrace and Watney Road have also been excluded from the parking survey results as only residents of these housing estates are eligible to park here. Notably the highest level of parking stress was recorded as 61% (159 of 262 spaces) for all private parking.

Table 4-4: Parking Stress Survey Results

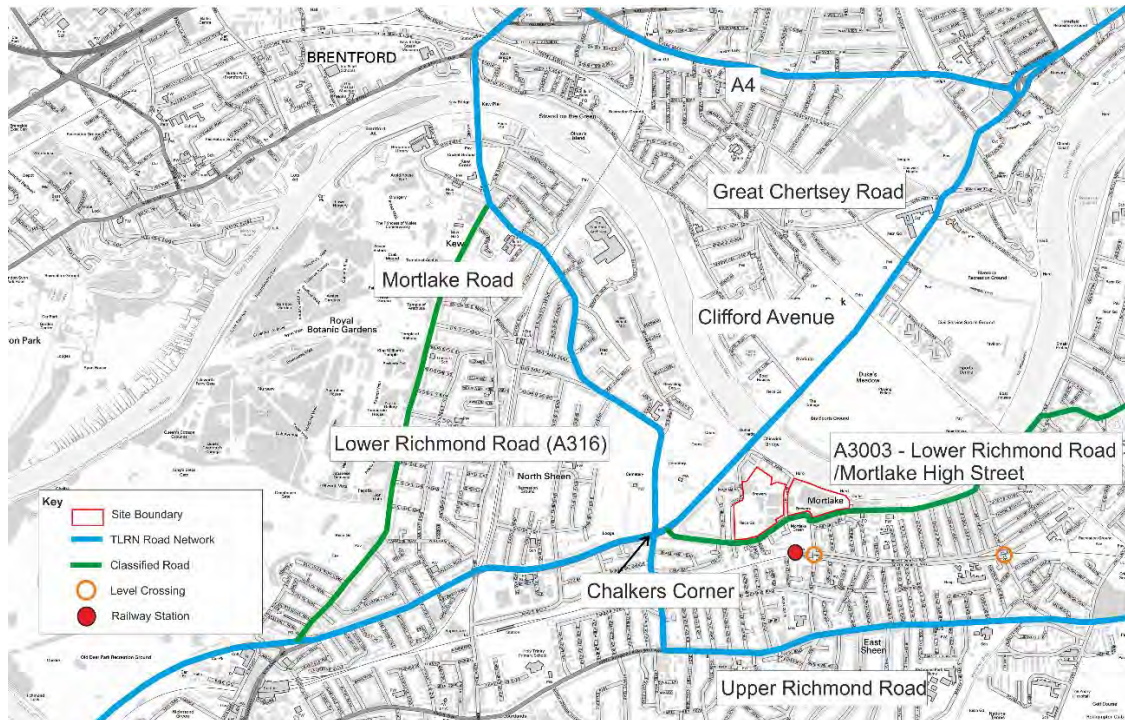
Road	Total Spaces Available	Weekday Daytime Parking Number	Weekday Night Parking Number	Weekend Daytime Parking Number	Weekend Night Parking Number	Weekday Daytime Parking Stress (%)	Weekday Night Parking Stress (%)	Weekend Daytime Parking Stress (%)	Weekend Night Parking Stress (%)	Worst Case Parking Number	Worst Case Parking Stress(%)
Cromwell Place	8	7	8	6	7	88%	100%	75%	88%	8	100%
Hanson Close	20	6	6	6	6	30%	30%	30%	30%	6	30%
Kingsway	118	94	110	82	110	80%	93%	69%	93%	110	93%
Langdon Place	34	15	23	19	21	44%	68%	56%	62%	23	68%
Lower Richmond Rd	36	30	24	25	25	83%	67%	69%	69%	30	83%
Rosemary Lane	16	10	8	10	15	63%	50%	63%	94%	15	94%
Rosemary Terrace	6	4	5	4	4	67%	83%	67%	67%	5	83%
Shalstone Road	67	50	66	38	62	75%	99%	57%	93%	66	99%
Ship Lane	26	23	20	17	17	88%	77%	65%	65%	23	77%
Thames Bank	23	11	3	4	3	48%	13%	17%	13%	11	48%
Waldeck Road	8	5	7	7	7	63%	88%	88%	88%	7	88%
Williams Lane	90	55	57	56	62	61%	63%	62%	69%	62	69%
Total	492	310	337	274	339	63%	68%	56%	69%	366	81%

- 4.11.6 The results of the parking stress surveys indicate that there is spare parking capacity on roads surrounding Lower Richmond Road in the vicinity of a potential bus lane. In total, as a worst-case scenario across all times surveyed there was a parking stress of 81% (366 of 492 spaces).
- 4.11.7 The highest parking demand on Lower Richmond Road was during the weekday between 10am – midday. This suggests that commuters are parking here for access to Mortlake Train Station, which would be controlled with the proposed introduction of a CPZ. Residential parking demand is more likely to be indicated in the overnight parking demand which suggested that 69% (25 of 36 spaces) are utilised. Notably this data for overnight parking is not likely to be impacted by Covid and would remain relevant for January 2022.

4.12 Existing Highway Network

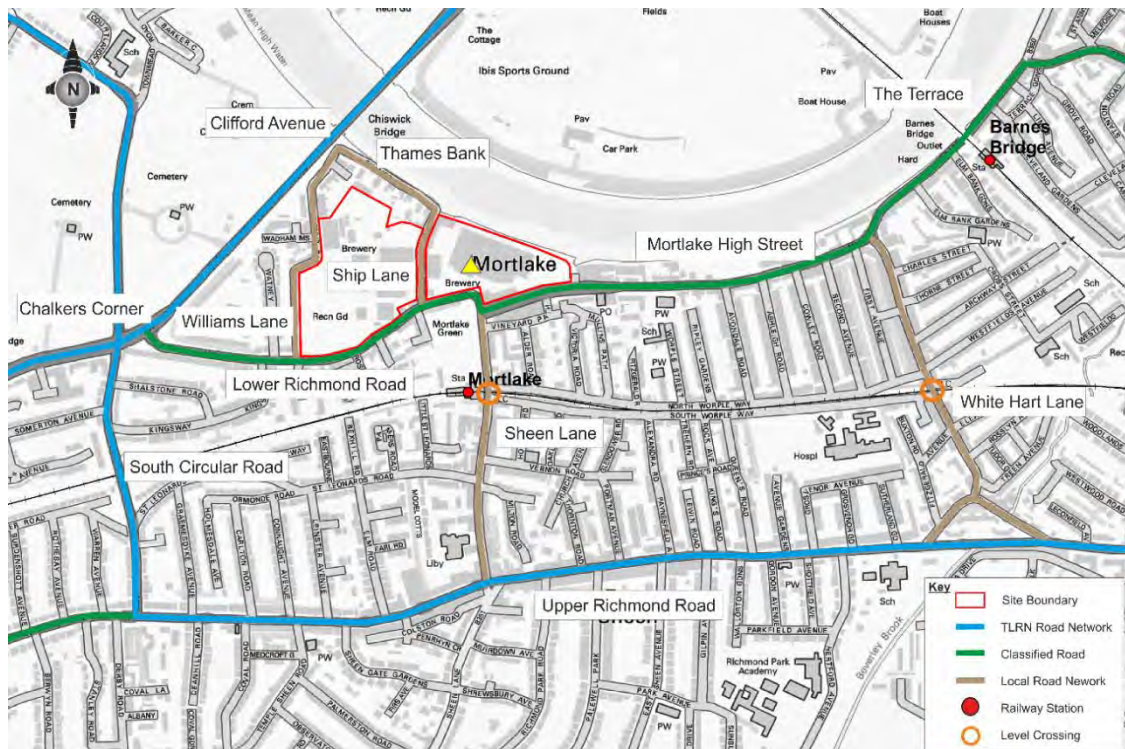
- 4.12.1 Highway access to the Site is affected by a number of physical constraints. In particular, the presence of the river to the north and the railway line to the south causing severance and limiting the number of highway access points to the area.
- 4.12.2 Figure 4.13 shows the wider area around Mortlake and highlights the various strategic roads which provide access to the area. Both the South Circular and the A316 Clifford Avenue/ A316 Lower Richmond Road form part of the Transport for London Road Network (TLRN). The South Circular passes the site approximately 600m to the south of the Stag Brewery Site and then crosses the A316 at the Chalkers Corner junction approximately 300m west of the western part of the site. The A3003 Lower Richmond Road forms a fifth arm to this junction which provides the main highway access to the Site from the strategic network.
- 4.12.3 The A316 provides a link to the southwest towards Richmond and Twickenham, whilst to the north it provides a link towards Chiswick and the A4, also a part of the TLRN. The South Circular/Upper Richmond Road/Mortlake Road provides a link to the north through Kew and towards Brentford as well as to the east towards Barnes and Putney.
- 4.12.4 This part of the TLRN network is subject to congestion at peak times and this affects access to and from the Site. Queuing, mainly during the weekday morning and evening peak periods, is observed on the A3003 approach to Chalkers Corner, although it has been observed that the extent of queuing and delay is very variable depending upon conditions on both the strategic network and on the operation of the local railway level crossings.

Figure 4-13: Plan of Key Strategic Roads



4.12.5 Figure 4-14 shows the location of the local roads discussed within this report.

Figure 4-14: Plan of Local Road Network



4.12.6 All local roads within Mortlake are currently subject to a 30 mph speed limit. There are four highway access points to Mortlake as follows:

- Chalkers Corner – subject to periodic congestion;

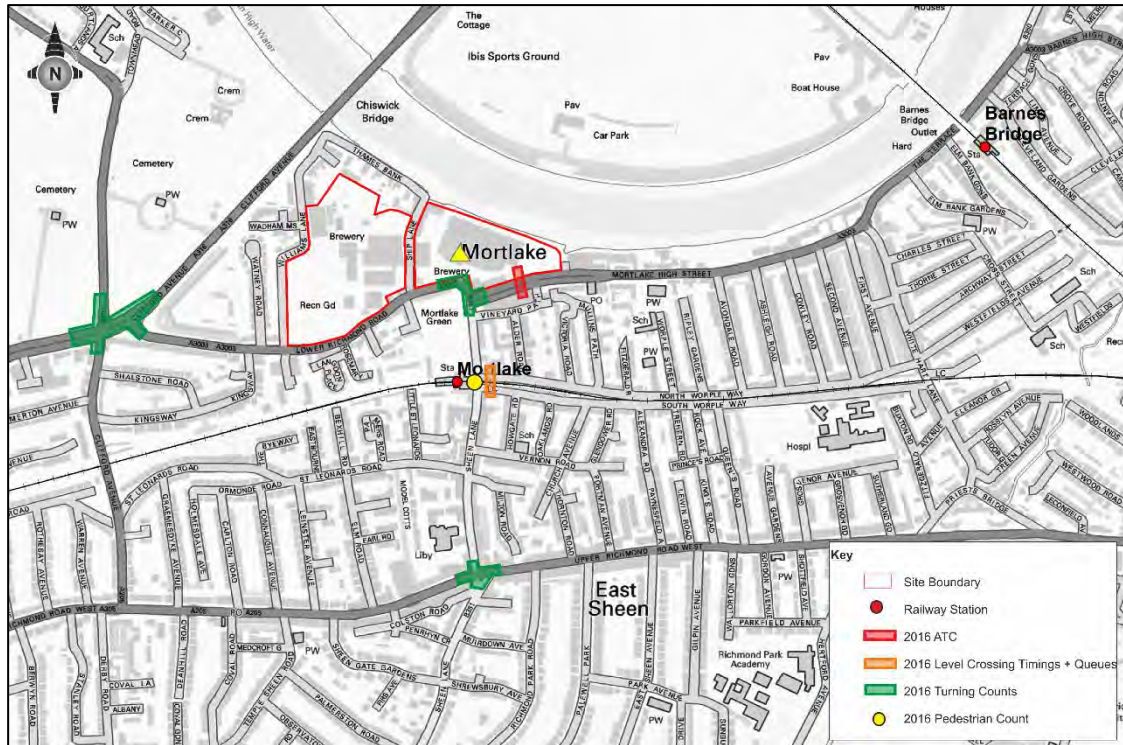
- Sheen Lane – capacity constrained by the presence of the railway level crossing at Mortlake Station;
 - White Hart Lane – capacity constrained by the presence of the railway level crossing; and
 - The Terrace – the combination of bus stops to the west of the bridge and a slight narrowing of the road under the bridge plus a slight curve in the road alignment, serve to slow traffic on this section. Capacity is also slightly constrained by the narrowness of the road under the railway bridge.
- 4.12.7 The area can also be accessed from the South Circular via Shalston Road and Kingsway. However, this access is subject to existing traffic management measures that effectively limit the use of this route to very local traffic only.
- 4.12.8 The A3003 Lower Richmond Road – Mortlake High Street – The Terrace, runs east west through Mortlake linking Chalkers Corner in the west with Barnes Bridge and provides a frontage to the Site. The road is mainly a single carriageway road of varying width providing a clear running lane in either direction. To the west of Sheen Lane there is a short length of dual two-lane carriageway. Where practical, on street parking is allowed, where this does not prevent provision of a free running lane in either direction. A section of Lower Richmond Road adjacent to the Mortlake Green, has no footway on the south side. Also a section of the Terrace, between White Hart Lane and Barnes Bridge has no footway on the north side, although the river towpath provides an alternative pedestrian facility.
- 4.12.9 Sheen Lane is a single carriageway road which links the A3003 with the South Circular. It has an active frontage including many local shops and restaurants as well as access to the railway station. To the north of the level crossing it is particularly narrow (approximately 4.5 metres) and is subject to no waiting controls at all times. Thomson House infants school is located just to the north of the level crossing. To the south of the railway line the road is wider in parts and this allows some on-street parking and loading facilities.
- 4.12.10 Sheen Lane connects with the A3003 at a three-arm mini roundabout which provides limited pedestrian crossing facilities. At its southern end it connects to the South Circular via a four-arm traffic light controlled junction.
- 4.12.11 White Hart Lane provides a connection between the A3003 towards the South Circular. It is a single carriageway road with a mainly residential frontage but some local shops and with some on-street parking. At its norther end it connects with the A3003 at a three-arm mini roundabout. At its southern end it connects with Priests Bridge via a priority junction. Priests Bridge is a one-way crescent that links with the South Circular via two separate priority junctions.

Highway Network Surveys

- 4.12.12 As part of the review of the existing highway network, a number of traffic counts were carried out in the previous applications in order to assess the existing conditions on the network. Nationwide Data Collection (NDC) were commissioned to carry out the traffic surveys on behalf of PBA (now Stantec) in June 2016 and further surveys were commissioned to be carried out by Advanced Transport Research (ATR) in June 2017. Notably all the survey data that has been used for analysis of the surrounding junctions has also included any more recent data available from TfL as part of the VMAP process.
- 4.12.13 No further surveys have been conducted post Covid-19, due to the change in current traffic conditions with more people working from home and changes in government advice for travelling in London. The historic surveys are therefore considered the most appropriate to use for studying the impact of the development while it is unknown and difficult to predict what the future of travel behaviour will be in London.

4.12.14 Figures 4.15 and 4.16 below show the location and different types of surveys carried out across the Mortlake area.

Figure 4-15: Location of Traffic Surveys undertaken in June 2016

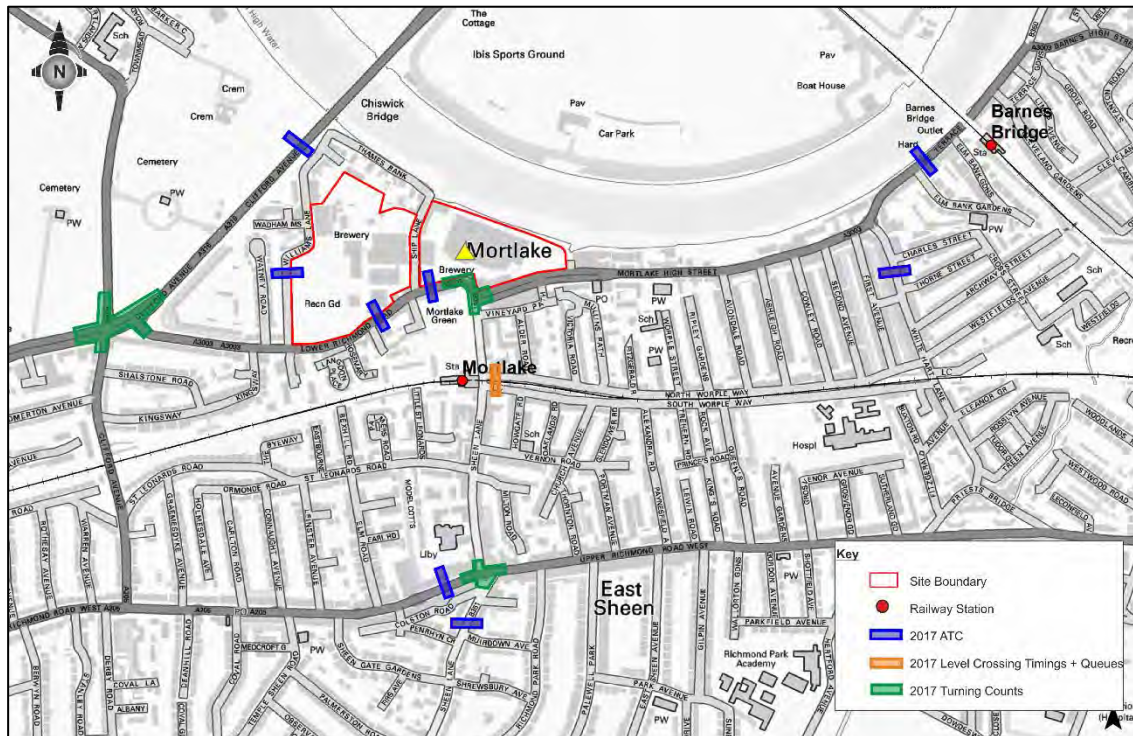


4.12.15 The June 2016 surveys included the following:

- Fully Classified Turning Counts and Queue Length Surveys, from 07:00 – 10:00 and 15:00 to 19:00 on Wednesday 15th June 2016;
- Mortlake Station Pedestrian Counts, from 07:00 to 10:00 and 16:00 to 19:00 on Wednesday 15th June 2016;
- Level Crossing Timings and Queues, from 07:00 to 10:00 and 14:30 to 19:00 on Wednesday 15th June 2016; and
- 7 Day Automatic Traffic Counts (ATC) between Sunday 12th and Saturday 18th June 2016.

4.12.16 The extent and methodology for these surveys was agreed with LBRuT as providing a suitable basis for the assessment of the highway impacts arising from the development.

Figure 4-16: ATR traffic Survey Location Plan



4.12.17 A summary of the surveys carried out in June 2017 is as follows:

- Fully Classified Turning Counts (Tuesday 27th June 2017 - 07:00 – 10:00 and 15:00 – 19:00);
- Fully Classified Turning Counts, including Queue Length Surveys (Tuesday 27th June - 07:00 – 10:00 and 15:00 – 19:00);
- 7 Day Automatic Traffic Counts (26th June – 3rd July); and
- Level Crossing Downtime Counts - 7am – 7pm.

4.12.18 The 2017 surveys were undertaken following discussion with TfL and were intended primarily to provide detailed data with which to validate the local junction models.

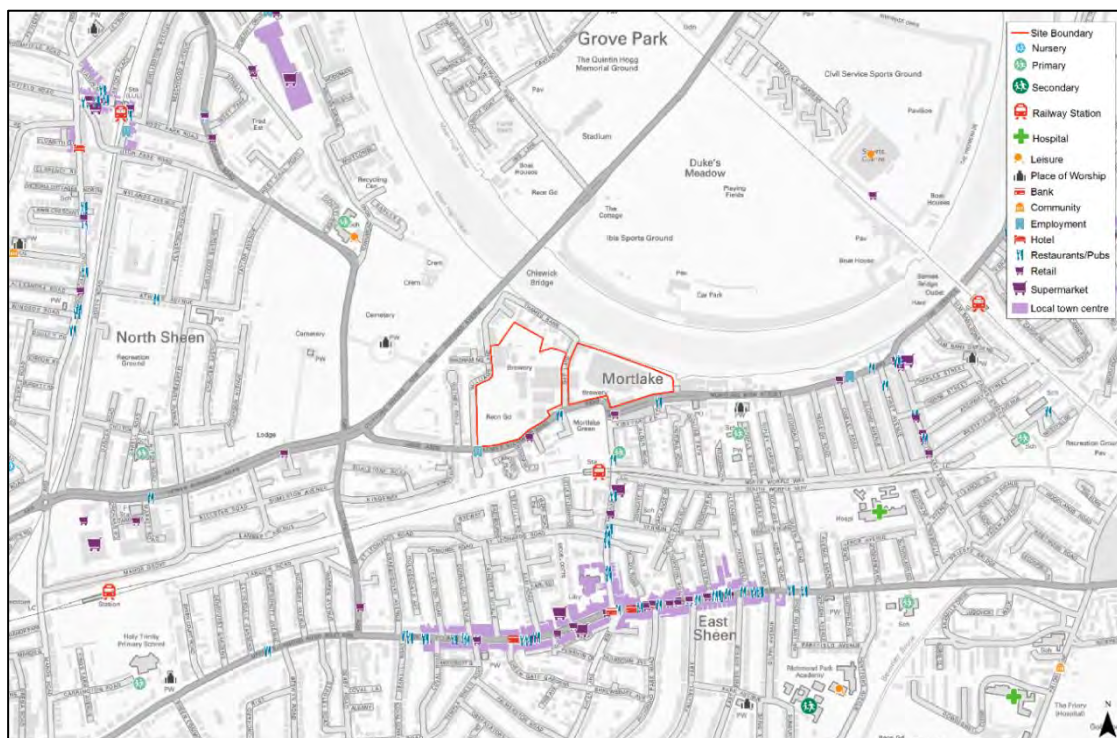
Highway Network Data

4.12.19 It was agreed with TfL that their South London Highway Assessment Model (SOLHAM) would also be used as the basis for assessing the potential impacts of the proposed development on the strategic highway network. Accordingly, TfL has supplied the base year of 2017 and 2031 forecast models for this work. In addition, traffic signal data and journey time data has been provided by TfL. This is discussed in further detail within Chapter 8.

4.13 Existing Local Amenities

4.13.1 Figure 4-17 identifies the wide range of local amenities that are available in the Mortlake area, and which are easily accessible by foot and cycle from the Site. These include public houses, corner shops and employment opportunities along Lower Richmond Road. Sheen Lane provides access to more food/drink establishments as well as both supermarket and non-food retail stores. The nearest local centre, denoted by the purple on the figure, is to the south of the site centred on the junction of Upper Richmond Road (South Circular) and Sheen Lane.

Figure 4-17: Plan of Local Amenities in Mortlake



- 4.13.2 In the wider Mortlake area there are several primary schools, and a secondary school. The closest primary school to the site is Thomson House School located adjacent to the Sheen Lane Level Crossing an approximate 220m walk from the southern end of Ship Lane. The other primary school which has a catchment area extending to within close proximity of the site is Kew Riverside Primary school, a one form entry primary school.
- 4.13.3 Other primary schools in the area include Barnes Primary, Sheen Mount Primary School and East Sheen Primary. Richmond Park Academy secondary school is located to the south of Upper Richmond Road.
- 4.13.4 Other facilities in the area include Barnes Hospital (approximately 880m walking distance), leisure facilities at Sheen Fitness Centre (1.2km) and Chiswick Racquets Club (1.3km) and places of worship (St Mary's Church - 350m, Elim Pentecostal Church, East Sheen). Alternative retail facilities are also available at Kew Bridge Retail Park, including stores such as Next, M&S and Boots among others (2.1km) and along the Lower Richmond Road towards Richmond, including numerous high street shops (580m). The majority of all these facilities are within an appropriate walking or cycling distance from the site.

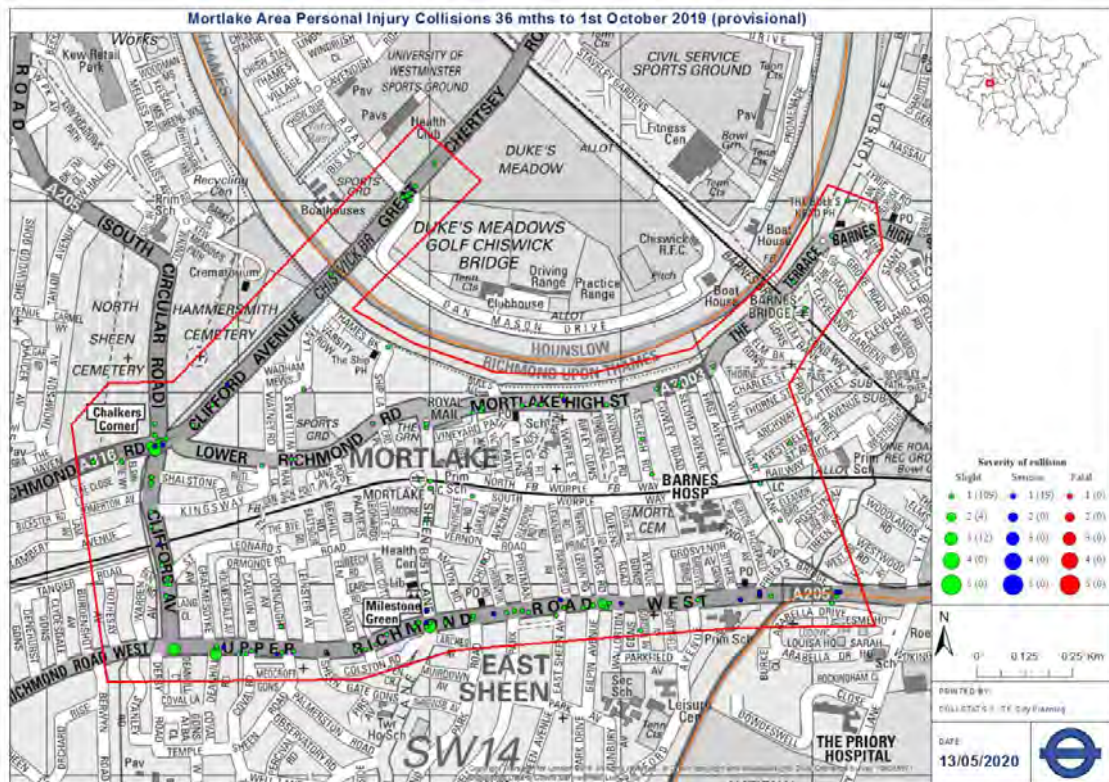
4.14 Personal Injury Collision (PIC) Review

- 4.14.1 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 1st September 2018 – 31st August 2021 and the full PIC data report is presented within Appendix B.
- 4.14.2 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.

4.14.3 The extent of data requested, and location of collisions is illustrated in Figure 4-18.

Figure 4-18: Locations of Collisions



4.14.4 Figure 4-18 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.

4.14.5 A summary of the annual 12-month collision data (September to August) is provided below in Table 4.5.

Table 4-5: Summary of Collisions and Casualties

	Severity	Year			Total
		1 (Sept 2018 - Aug 2019)	2 (Sept 2019 – Aug 2020)	3 (Sept 2020 – Aug 2021)	
Number of Collisions	Fatal	0	1	0	1
	Serious	7	6	11	24
	Slight	48	41	31	120
	Total	55	48	42	145
CASUALTIES					
Car Driver	Fatal	0	0	0	0
	Serious	1	1	0	2
	Slight	15	11	8	34
	Total	16	12	8	36
Car Passenger	Fatal	0	0	0	0
	Serious	0	0	0	0
	Slight	5	3	2	10
	Total	5	3	2	10
Pedestrian	Fatal	0	1	0	1
	Serious	3	2	2	7
	Slight	6	7	4	17
	Total	9	10	6	25
Cyclist	Fatal	0	0	0	0
	Serious	1	1	5	7
	Slight	9	16	6	31
	Total	10	17	11	38
Motorcycle	Fatal	0	0	0	0
	Serious	2	1	4	7
	Slight	11	8	10	29
	Total	13	9	14	36
Other	Fatal	0	0	0	0
	Serious	0	1	0	1
	Slight	5	2	5	12
	Total	5	3	5	13
All Casualties					
	Fatal	0	1	0	1
	Serious	7	6	11	24
	Slight	51	47	35	133
	Grand Total	58	54	46	158

4.14.6 The other category comprises of the following vehicle types:

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

- Private Hire Driver & Passenger; and
 - Taxi Passenger
- 4.14.7 The results shows that a total of 145 collisions occurred, of which 1 (1%) was fatal, 24 (17%) serious collisions and 120 (83%) slight collisions.
- 4.14.8 Of these 145 collisions, it resulted in 158 casualties, of which 1 (1%) was fatal, 24 (15%) serious casualties and 133 (84%) slight casualties. Cyclist casualties accounted for the highest proportion (24%), with 7 serious and 31 slight casualties recorded. The second highest casualties were to Car Drivers (2 serious (1%) and 34 slight (22%)) and Motorcyclists (7 serious (4%) and 29 slight (18%)).
- 4.14.9 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 difficult 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.
- 4.14.10 The highway proposals for the development have therefore been designed with safety as a forefront to the design.
- 4.14.11 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 September 2018. The report also states a number of the collisions were self-reported and no cause of collision was provided.
- 4.14.12 The severity of the collisions that were noted as fatal and also any clusters of collisions are discussed in more detail below:
- The collision (1190217223) occurred at the junction of Elm Bank Gardens and The Terrace. This resulted in a fatal pedestrian casualty. A car driver was sitting stationary on The Terrace waiting to turn left onto Elm Bank Gardens. After waiting a while, a bus flashed its headlights signalling for the car driver to turn. As the car turn, it collided with pedestrians causing one fatality.
 - The collision (1200272892) occurred on Sheen Lane, 68m south of the junction with Mortlake High Street. This collision resulted in two slight car passenger casualties and 1 slight pedestrian casualty. A detailed description of how the collision occurred is not provided, however it states contributory factors include failing to look properly.
 - The collision (01190184300) occurred at the junction between Lower Richmond Road and Chalkers Corner. This collision resulted in two slight goods vehicle driver casualties. A detailed description of how the collision occurred is not provided, however it states contributory factors include an illegal turn from direction of travel.
- 4.14.13 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 Mayor's Vision Zero target. These are discussed in further detail in the transport strategy.

4.15 Summary

- 4.15.1 The Proposed Development is located on the site of the former Stag Brewery site within Mortlake, southwest London. It is adjacent to the River Thames and comprises two distinct parts separated by Ship Lane.
- 4.15.2 The brewery occupied both sections of the site with two pedestrian walkways over Ship Lane linking them together. The brewery ceased operating in December 2015, but up until that time retained a significant workforce and generated a significant number of HGV movements. Decommissioning works were then undertaken until late 2017.
- 4.15.3 The brewery site has a number of access points including on Lower Richmond Road, Williams Lane and Ship Lane. The main HGV access/egress is located on the bend close to the Sheen Lane mini roundabout and would almost certainly have had a detrimental effect on the operation of that junction. The Stag Brewery site currently has approximately 130 parking spaces on site for both staff and visitors within its main car park off Ship Lane plus around 12-15 spaces within its sports club car park. A further 48 lorry parking spaces are provided to accommodate the brewery's operational traffic within the eastern part of the site and there is in addition substantial opportunity for informal parking of cars and goods vehicles within the Site.
- 4.15.4 The highway network which serves the area has a number of constraints. There are limited access points due to the barrier effects of the River Thames and the South West railway line. The latter also means that two of the four access points to Mortlake are subject to delays related to the operation of the railway level crossings on Sheen Lane and White Hart Lane. In addition, Chalkers Corner, which provides the main highway access to the area is a recognised traffic hot spot and subject to congestion during the morning and evening peak periods.
- 4.15.5 A wide range of existing facilities are available within Mortlake. These amenities include public houses, corner shops and employment opportunities along Lower Richmond Road. Sheen Lane provides access to more food/drink establishments as well as both supermarket and non-food retail stores.
- 4.15.6 Both Mortlake (2-5 mins) and Barnes Bridge (10-15 mins) stations are both accessible within easy walking distance of the Site as are the retail facilities along the Upper Richmond Road (5-10 mins). Numerous destinations are reachable within a maximum of a 20-minute cycle. Richmond, Chiswick, Hammersmith and Putney as well as Richmond Park are all shown to be reachable within 20 minutes' cycle time
- 4.15.7 The Site is well connected with a variety of public transport options available with a wide variety of destinations or interchanges accessible from Mortlake and it is considered that the PTAL rating of the Site (primarily a 2) substantially underestimates the actual accessibility of the area by public transport. The nearest National Rail stations to the site are Mortlake Rail Station and Barnes Bridge Rail Station located approximately 0.34 km and 1.2 km respectively from the proposed site entrance at Ship Lane. Bus stops on Clifford Avenue, Lower Richmond Road and the South Circular all provide services to Hammersmith and Richmond via various different routes, with the South Circular stops also being served by routes towards Fulham and Tooting.
- 4.15.8 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.

5 Active Travel Zone

5.1.1 This chapter details the Active Travel Zone (ATZ) surrounding the proposed Site through a collection of maps and the use of online tools. The maps present the key routes and destinations, the safety of the neighbourhood and the neighbourhood's healthy characteristics within the ATZ.

5.1.2 This section includes ATZ neighbourhood photographs of key routes and areas surrounding the development in order to provide evidence on how the area meets TfL's 'Healthy Streets' indicators. The Healthy Streets indicators based on TfL guidance are as follows:

- People choose to walk, cycle and use public transport
- Pedestrians from all walks of life
- Easy to cross
- People feel safe
- Things to see and do
- Places to stop and rest
- People feel relaxed
- Not too noisy
- Clean air
- Shade and shelter.

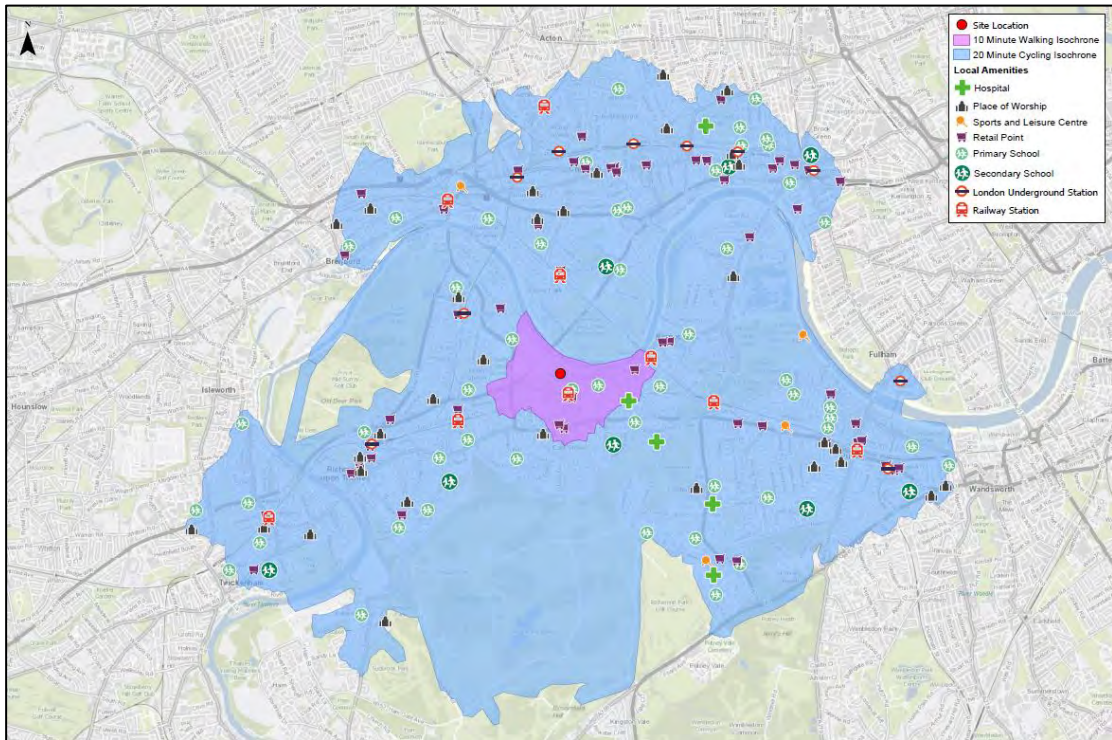
5.2 Methodology

5.2.1 In accordance with the Healthy Streets methodology, four maps have been produced to understand and assess the characteristics of the ATZ surrounding the Site. The requirements and contents of each map are detailed below. All maps shown below are contained in Appendix C, at a larger scale.

5.3 Key Destinations of the ATZ

5.3.1 Figure 5.1 shows the key amenities and destinations surrounding the Site within the ATZ. In accordance with TfL methodology, a 20-minute cycle isochrone was identified surrounding the Site.

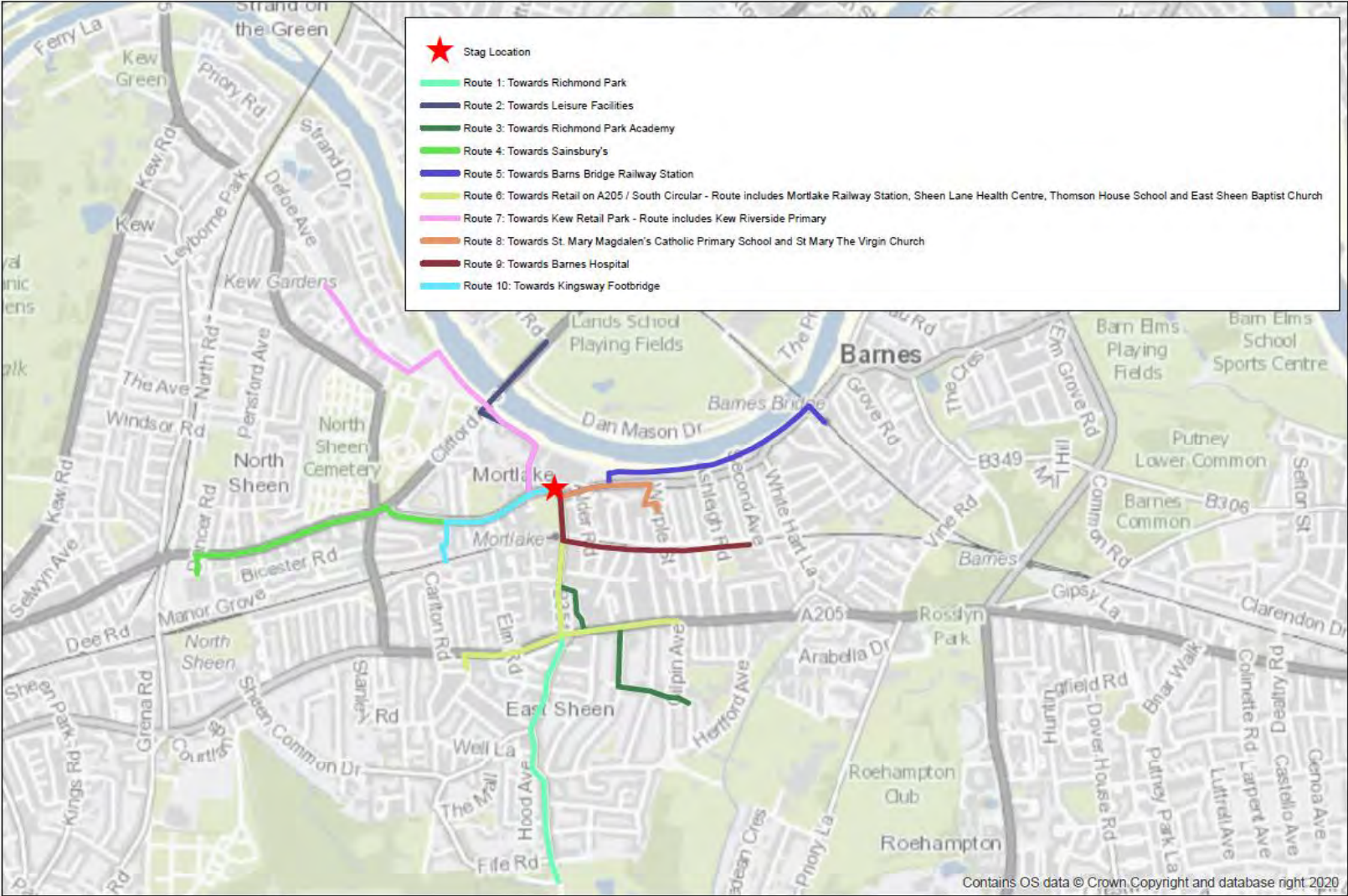
Figure 5-1: 20-minute Cycling Isochrone



5.3.2 Within this 20-minute cycle isochrone, the closest and most significant amenities and destinations were identified, including public transport interchanges, cycle routes, green spaces, schools and colleges, places of worship, hospitals, supermarkets, and town centres.

5.3.3 The ATZ routes have been chosen based on the key amenities surrounding the Site, which future residents, employees and visitors of the Site would travel to. Figure 5-2 shows the following ten routes that have been identified and agreed with LBRuT on 3rd December 2021:

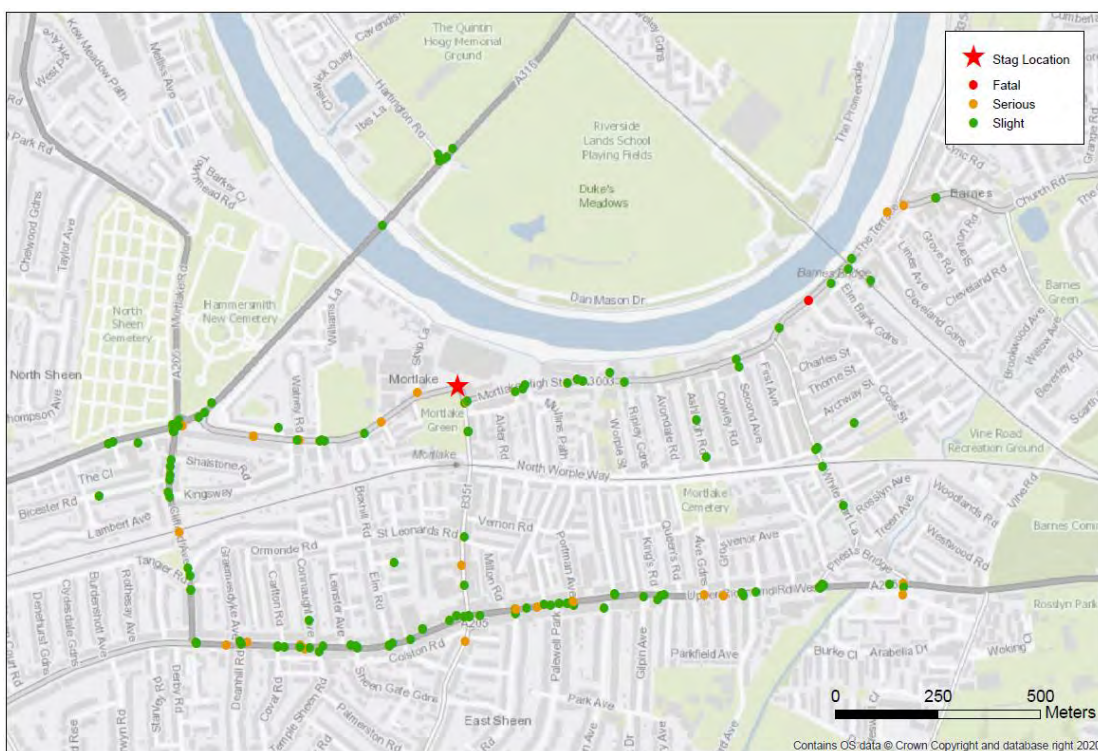
Figure 5-2: ATZ Routes



5.4 ATZ Neighbourhood Safety

- 5.4.1 This section identifies the most efficient walking and cycling routes to each of the key destinations. This included those that had the shortest walking and cycling time, and that were safest and the most accessible in terms of the quality of pedestrian and cycle environment.
- 5.4.2 Figure 5-3 highlights road safety in the neighbourhood surrounding the proposed development site, through identifying clusters of collisions which resulted in those involved being Killed or Seriously Injured (KSIs).

Figure 5-3: KSI Map



- 5.4.3 Stantec obtained KSI dataset directly from TfL for the latest available 3-year period (2018-2021), the extent is illustrated in Figure 4.18 and the raw data is provided in Appendix B. Full details of the collision analysis are provided in Section 4.13.

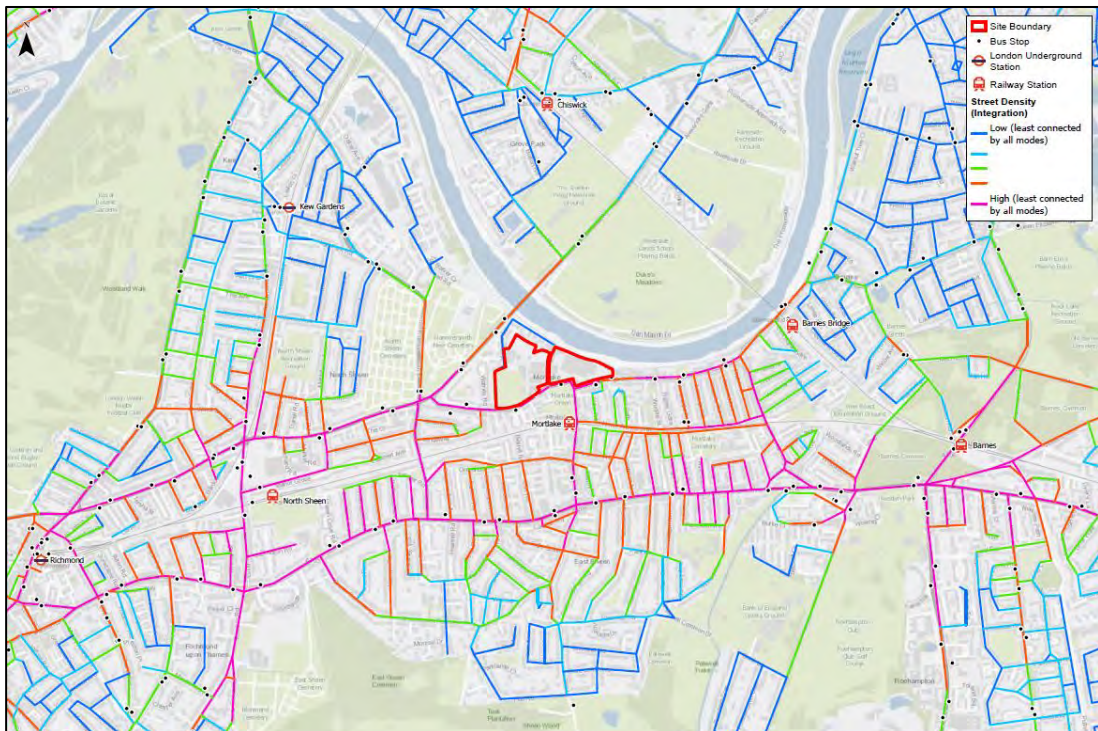
5.5 ATZ Neighbourhood Healthy Characteristics

- 5.5.1 To understand the characteristics of a healthy neighbourhood, four parameters were taken into consideration: land use and density; street density; the availability of public transport; and green space within the ATZ surrounding the Site. These are shown in Figures 5-4 to Figure 5-6.

Land Use and Street Density

- 5.5.2 The street density refers to the number of routes available to pedestrians and is a measure of the permeability of the environment and indication of connectivity to / from the Site.
- 5.5.3 Figure 5-4 illustrates that the Site is located to the north of Lower Richmond Road and Mortlake High Street, which are both classified as high street density. This shows that the southern section of the Site is within close and comfortable walking distance to Mortlake Railway Station and also within close proximity to bus stops. Ship Lane, which intersects the site, and Thames Bank to the north of the Site, are low density, which could be due to a good provision of pedestrian and cycle infrastructure not being provided along these roads

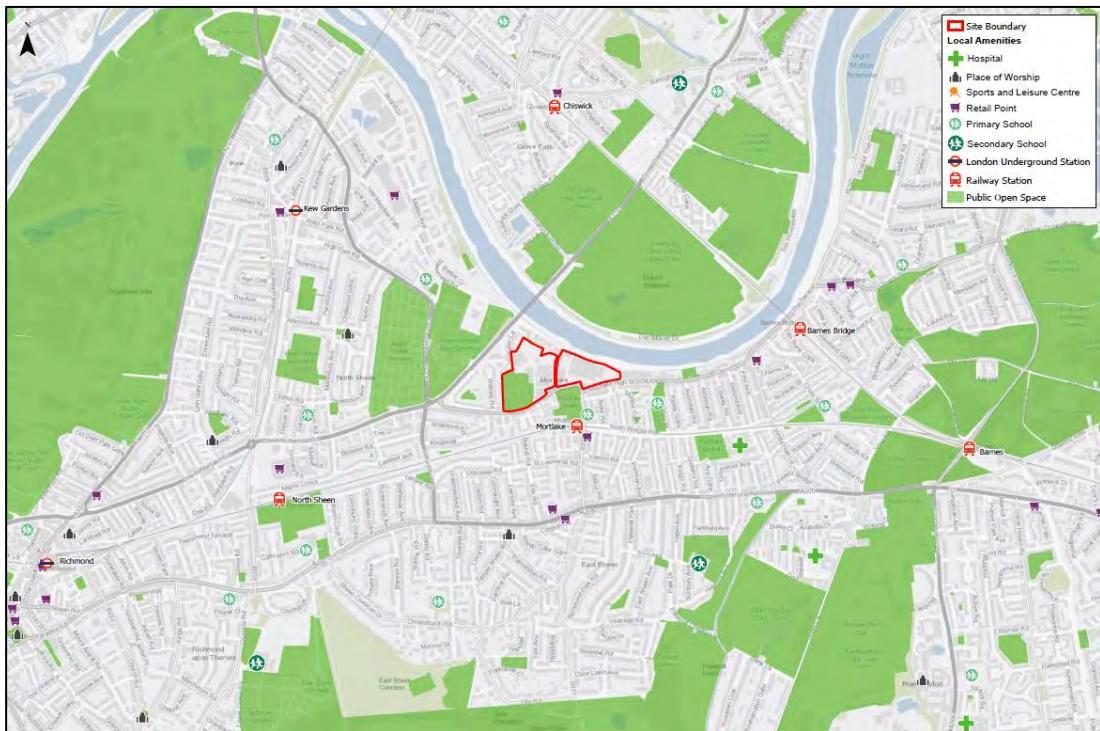
Figure 5-4: Street Density



Surrounding Public Green Space

- 5.5.4 Figure 5.5 illustrates the proximity of public green spaces surrounding the Site, which can be accessed within walking and cycling distance. This includes Mortlake Green Park just south of the site (1-minute walk), Sheen Common Park and Richmond Park (both 20-minute cycle journey). It also illustrates the location of Mortlake Railway Station in relation to the Site and the local amenities that future occupants of the Site can benefit from.

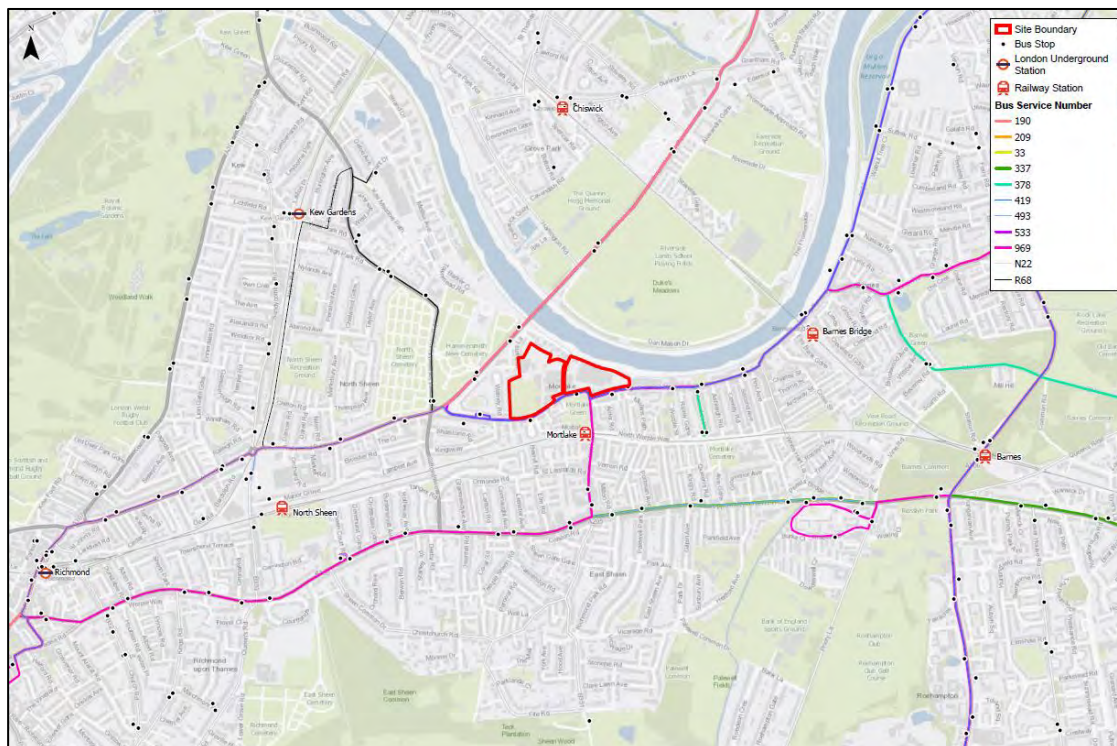
Figure 5-5: Public Open Spaces



The Availability of Public Transport

- 5.5.5 The Site is well connected to the public transport network, particularly in regard to bus and rail. As presented in
- 5.5.6 Figure 5-6, the Site's connectivity to the public transport network will allow users of the proposed development to utilise sustainable travel methods to / from the Site, thus reducing the dependency on car usage.

Figure 5-6: Public Transport



Summary of Healthy Streets Neighbourhood

- 5.5.7 The maps show that there is no critical severance, other than the severance identified with the Stag Brewery site. Also there is no deficiency in terms of how the development coincides with TfL's Healthy Streets neighbourhood approach as each of the key ATZ routes identified are well connected to the surrounding area.
- 5.5.8 The accessibility and proximity of the public transport modes and key amenities aims to encourage proposed users of the site to adopt a healthy lifestyle and encourage the use of active travel modes.

5.6 ATZ Neighbourhood Photography

Methodology

- 5.6.1 Stantec completed an ATZ audit on 9th December 2021 along all of the key routes identified (as shown in Figure 5-2) to observe and analyse the characteristics of the area surrounding the Site within the agreed ATZ extent. This involved travelling along the routes and taking a Point of View (POV) photograph along each of the ATZ routes.

5.6.2 Figure 5.7 shows each of the POV points where issues were identified taken along each of the ATZ routes, showing locations that can be considered for improvements.

5.6.3 Table 5.1 presents the outputs of the ATZ audit, along with the main issue found at each location where the Healthy Streets indicators are not met and the suggestions on how the existing situation can be improve or resolved. A full set of the POV photographs are included in Appendix D.

Figure 5-7: ATZ Audit Locations

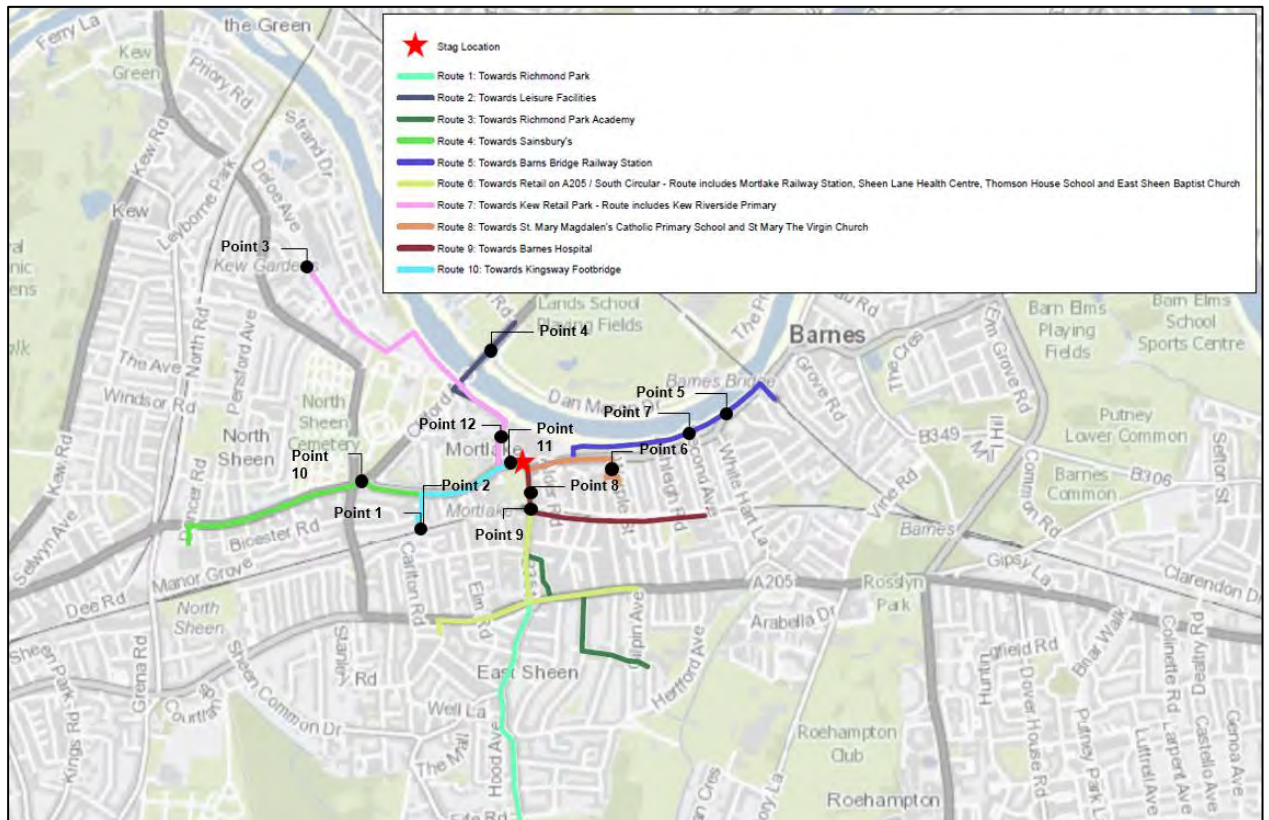
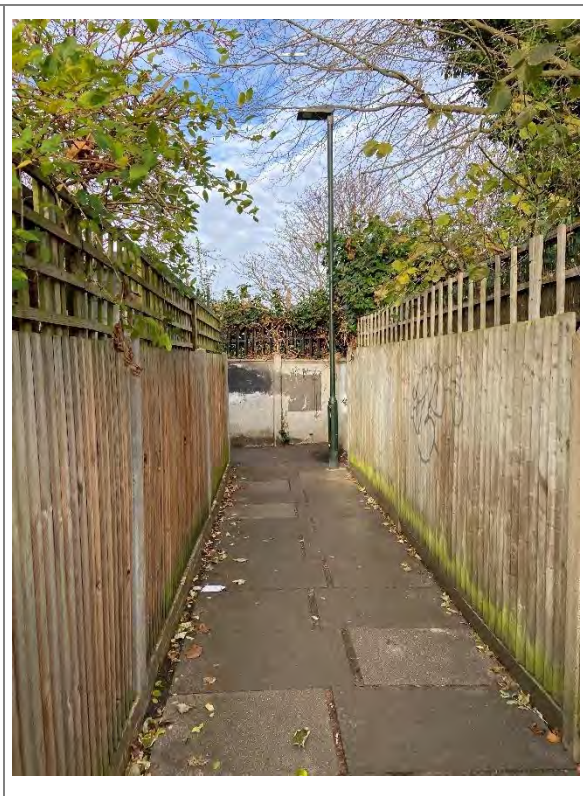


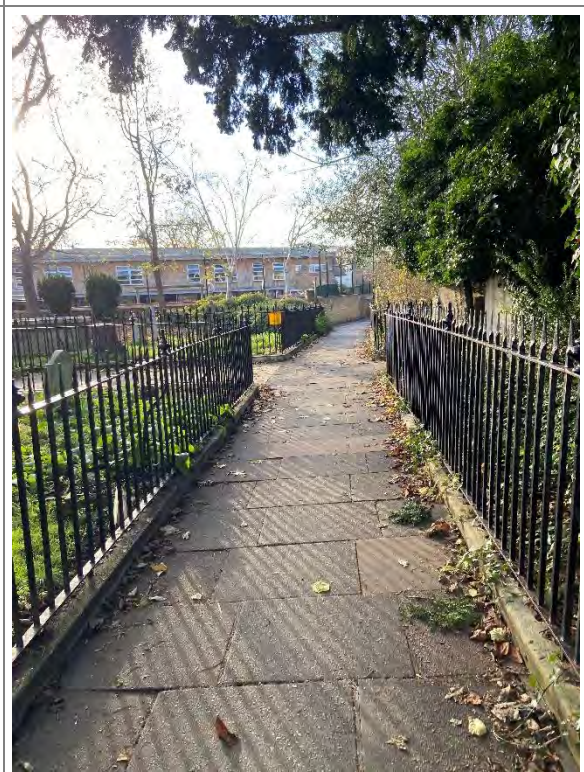




Table 5-1: ATZ Audit and Potential Improvements

<p>Point 1</p> <p>Obstruction of View / Blind Spot</p> <p>Healthy Streets indicator(s) not met:</p> <ul style="list-style-type: none"> - People feel safe - People choose to walk, cycle and use public transport. - Pedestrians from all walks of life <p>Issue(s):</p> <ul style="list-style-type: none"> - No view of incoming traffic from either side of the footway making it difficult to navigate easily <p>Suggested improvement(s):</p> <ul style="list-style-type: none"> - Introduce a convex mirror in the corner to expand field of vision. 	
<p>Point 2</p> <p>Difficulty moving bike on stairs and broken lighting</p> <p>Healthy Streets indicator(s) not met:</p> <ul style="list-style-type: none"> - People feel safe - People choose to walk, cycle and use public transport. - Pedestrians from all walks of life <p>Issue(s):</p> <ul style="list-style-type: none"> - No stair bike track making it difficult to move bike up and down the stairs - Footpath and stairwell not well lit <p>Suggested improvement(s):</p> <ul style="list-style-type: none"> - Implement stair track for bikes and repair lighting 	

<p>Point 3</p> <p>No designated pedestrian path through car park</p> <p>Healthy Streets indicator(s) not met:</p> <ul style="list-style-type: none">- People feel safe- People choose to walk, cycle and use public transport.- Pedestrians from all walks of life <p>Issue(s):</p> <ul style="list-style-type: none">- No footpath leading to retail park in car park.- This may make is difficult / unsafe for pedestrians walking through car park. <p>Suggested improvement(s):</p> <ul style="list-style-type: none">- Clearly mark a footpath through car park	
<p>Point 4</p> <p>Shared Path</p> <p>Healthy Streets indicator(s) not met:</p> <ul style="list-style-type: none">- People feel safe- People choose to walk, cycle and use public transport.- Pedestrians from all walks of life <p>Issue(s):</p> <ul style="list-style-type: none">- Segregated walking and cycle lanes combine at the end of the bridge, forcing shared space. <p>Suggested improvement(s):</p> <ul style="list-style-type: none">- Continue segregated footpath and cycle lane.	

<p>Point 5</p> <p>No Pedestrian Crossing</p> <p>Healthy Streets indicator(s) not met:</p> <ul style="list-style-type: none">- People feel safe- People choose to walk, cycle and use public transport.- Pedestrians from all walks of life- Easy to cross <p>Issue(s):</p> <ul style="list-style-type: none">- The Terrace only has a pedestrian footway provided on one side.- No pedestrian crossing at point leading to the stairs down to Thames Path- Only pedestrian crossing 40m away is narrow <p>Suggested improvement(s):</p> <ul style="list-style-type: none">- Introduce pedestrian crossing	
<p>Point 6</p> <p>Minimal lighting on footpath</p> <p>Healthy Streets indicator(s) not met:</p> <ul style="list-style-type: none">- People feel safe- People choose to walk, cycle and use public transport.- Pedestrians from all walks of life <p>Issue(s):</p> <ul style="list-style-type: none">- Footpath is not well lit, making it difficult to walk when it's dark.- Could feel unsafe for students from school walking home after school during winter. <p>Suggested improvement(s):</p> <ul style="list-style-type: none">- Could introduce additional street lighting on footpath.	

<p>Point 7</p> <p>Slippery footpath</p> <p>Healthy Streets indicator(s) not met:</p> <ul style="list-style-type: none">- People feel safe- People choose to walk, cycle and use public transport.- Pedestrians from all walks of life <p>Issue(s):</p> <ul style="list-style-type: none">- Footpath is slippery after rainfall <p>Suggested improvement(s):</p> <ul style="list-style-type: none">- Repave footpath or clean section of brick path at a gradient reduce loose soil that is slippery.	
<p>Point 8</p> <p>Narrow pedestrian footpath</p> <p>Healthy Streets indicator(s) not met:</p> <ul style="list-style-type: none">- People feel safe- People choose to walk, cycle and use public transport.- Pedestrians from all walks of life- Easy to cross <p>Issue(s):</p> <ul style="list-style-type: none">- Narrow footway- No tactile paving on either side of the access- This may make it difficult / unsafe for people with partial sight to cross from one side of the kerb to the other <p>Suggested improvement(s):</p> <ul style="list-style-type: none">- Introduce tactile paving along desire line at access	



Point 9

Sheen Lane Level Crossing

Healthy Streets indicator(s) not met:

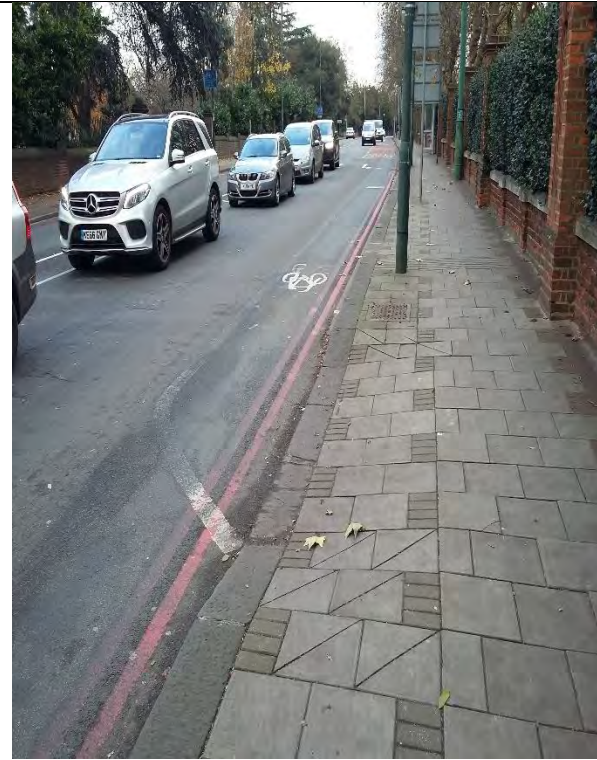
- People feel safe
- People choose to walk, cycle and use public transport.
- Pedestrians from all walks of life
- Easy to cross

Issue(s):

- Lack of cycle facilities
- Signage indicating alternative route through footbridge is small and minimal
- Poor lighting of footbridge
- Bollards reduce area that pedestrians use to wait for barriers

Suggested improvement(s):

- Set back stop lines to create advanced areas for cyclists
- Additional signage to indicate alternative route for pedestrians to use footbridge instead of wait for barriers
- Improve lighting of footbridge
- Move back bollards to increase area for pedestrians to wait while barriers are down



Point 10

Difficult crossing at Chalkers Corner and lack of cycle facilities

Healthy Streets indicator(s) not met:

- People feel safe
- People choose to walk, cycle and use public transport.
- Pedestrians from all walks of life
- Easy to cross

Issue(s):

- Narrow pedestrian refuge island, possibly difficulty for a wheelchair to navigate
- Lack of cycle facilities through junction, forced shared space with pedestrians

Suggested improvement(s):

- Widen island or remove guard railing and align crossing
- Introduce cycle advanced stop lines

Point 11

Obstruction of footway

Healthy Streets indicator(s) not met:

- People feel safe
- People choose to walk, cycle and use public transport.
- Pedestrians from all walks of life

Issue(s):

- The trees are positioned in the centre of the path, making it narrow

Suggested improvement(s):

- Routes through the park are going to change as part of the proposal, therefore less need to use this route.



Point 12

Healthy Streets indicator(s) not met:

- People feel safe
- People choose to walk, cycle and use public transport.
- Pedestrians from all walks of life

Issue(s):

- Narrow footway
- No tactile paving on either side of the access
- This may make it difficult / unsafe for people with partial sight to cross from one side of the kerb to the other

Suggested improvement(s):

- Introduce tactile paving along desire line at access



5.7 Summary

- 5.7.1 In summary, the audit suggests a number of issues for pedestrians and cyclists along the key walking and cycling routes within the ATZ extent. In some locations the quality of the footways, crossings and carriageways are of poor quality.
- 5.7.2 The ATZ audit suggests recommendations to improve the identified issues that would comply with the 10 'Healthy Streets' indicators, for example, through streetscape improvements, implementing street lighting, providing tactile paving to make walking and cycling around the Site more pleasant and safe experience. These recommendations have been captured in the highway strategy for the roads surrounding the development, detailed in Section 11.
- 5.7.3 Overall, the quality of the footways, crossings and facilities for pedestrians and cyclists are of a good quality, except for the locations highlighted within this ATZ audit. However improvements through Chalkers Corner and across Lower Richmond Road would be welcomed.

6 Development Proposals

6.1 Overview

- 6.1.1 This chapter sets out in detail the proposals for the site of the former Stag Brewery site including proposed parking arrangements and includes a description of access proposals for all modes.
- 6.1.2 The chapter also outlines how the development proposals accord with transport policy and, in particular with the guidance provided by the Stag Planning Brief, which was adopted as Supplementary Planning Guidance in July 2011 and the emerging Site Allocation contained within the Local Plan (2018 and 2020) (Policy SA 24). The proposals have also developed through numerous rounds of stakeholder engagement.
- 6.1.3 The proposed access arrangements for the Site are set out in detail. Keeping with current transport policies, priority is given to minimising the impact that development traffic will have both on the development itself but also on the wider community. This is reflected in reduced parking provision, and an access strategy that priorities the movement of pedestrians and cycles through the Site and which ensures that this will not be a car dominated development.

6.2 Development Proposals

- 6.2.1 The redevelopment proposals for the Site are for a mixed use, residential led development closely reflecting the aspirations of the Council's Planning Brief and the emerging Site Allocation. The main change from the Planning Brief is the inclusion of a large secondary school as opposed to a primary school indicated within the Brief. This is because, since the Brief was adopted, the Council has determined that there is a greater need in the area for a new secondary facility and has therefore made this a priority. The adopted Site Allocation (SA 24) in the Local Plan reflects this. This in turn has had significant implications for the transport and access strategy for the development, since the travel impacts of a large secondary school are substantially greater than for a local primary school.
- 6.2.2 As set out in the Introduction, there are two separate applications:
- Application A – Hybrid planning application for comprehensive mixed-use redevelopment of the former Stag Brewery site consisting of:
 - Land to the east of Ship Lane applied for in detail referred to as 'Development Area 1' throughout); and
 - Land to the west of Ship Lane (excluding the school) applied for in outline (referred to as 'Development Area 2' throughout).
 - Application B – Detailed planning application for the school (on land to the west of Ship Lane)
- 6.2.3 Figure 6.1 below identifies the different elements of the site and Figure 6-2 shows the illustrative masterplan for the new development and indicates the type and location of the land uses proposed. A copy of the revised masterplan is included in Appendix A.

Figure 6-1: Site Red Line Application Plan

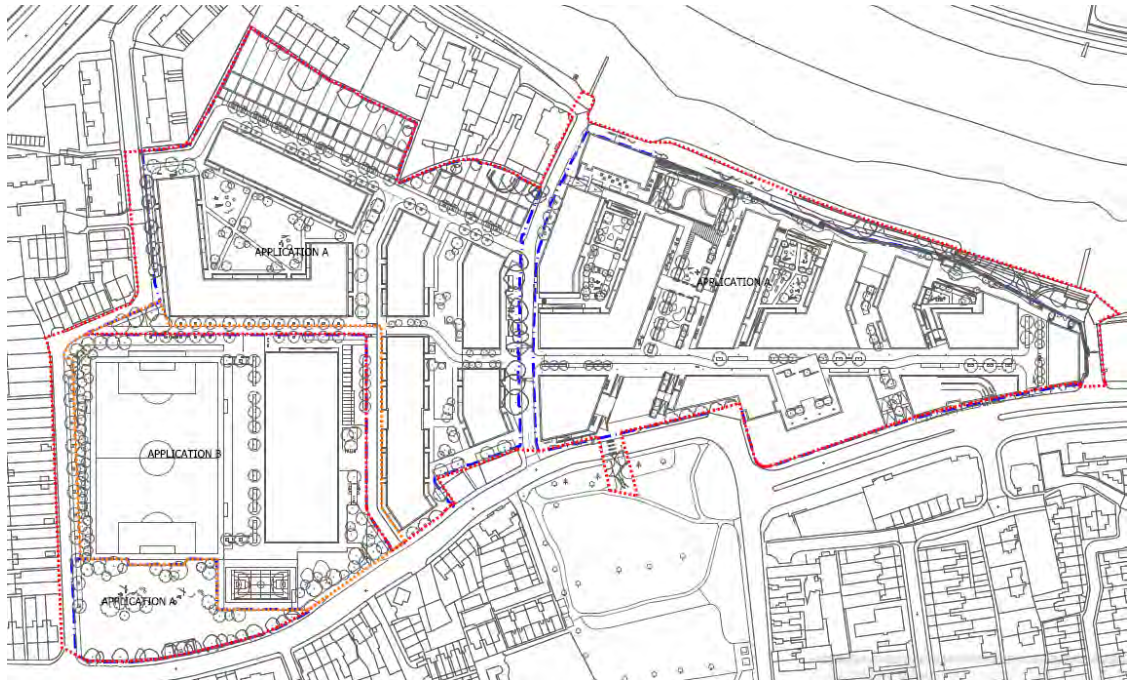
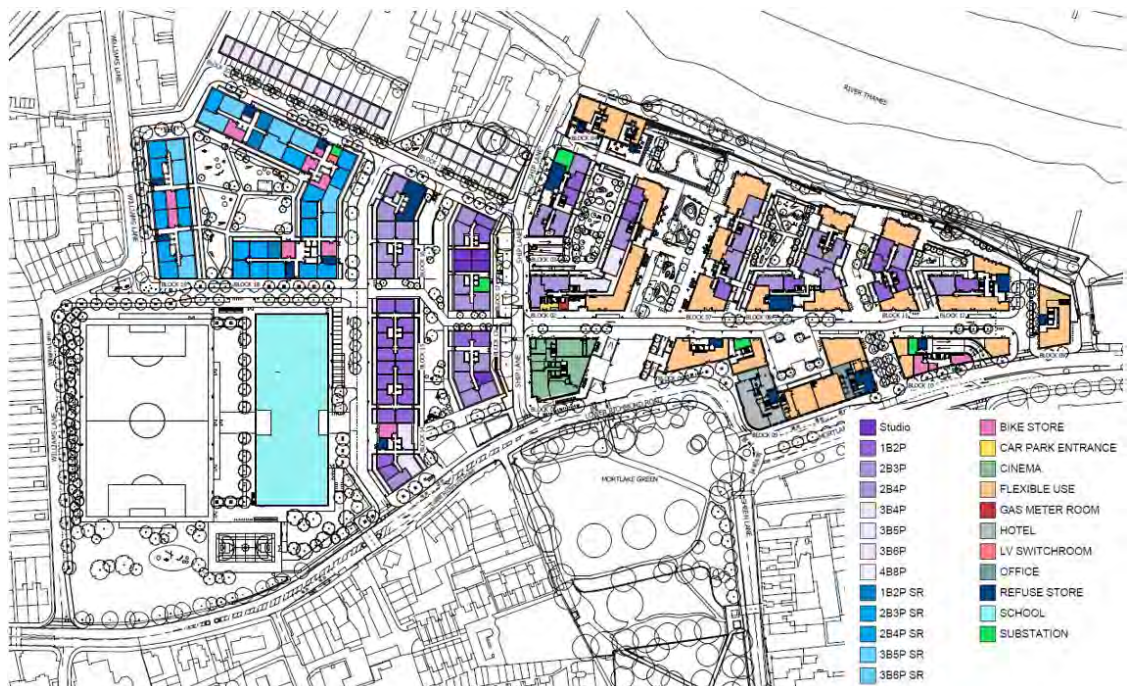


Figure 6-2: Illustrative Masterplan



6.2.4 Table 6.1 provides a summary of the development proposals for the hybrid application and the separate application for the school

Table 6-1: Stag Brewery Development Quanta (GIA)

Land Use	Development Quanta
Total Residential	1,085 units
Detailed Application – Application A (Development Area 1)	
Residential	558 units
Unspecified Flexible Floor Areas inc, Retail/Restaurant/Office/Community/Boathouse	4,839 m ²
Hotel	1,765 m ² (15 rooms)
Office	4,547 m ²
Cinema	1,606 m ² (3 screens, 370 seats)
Outline Application – Application A (Development Area 2)	
Residential	527 units
Detailed Application – Application B	
School	9,319 m ² (1,200 students)

Detailed Application (Application A, Development Area 1)

- 6.2.5 The detailed application, which relates to the area to the east of Ship Lane (Development Area 1), would provide 558 residential units as well as the non-residential uses within the site, including local shops, restaurants and bars, and leisure and community uses. This is in keeping with the Planning Brief and Site Allocation which sought the creation of a new vibrant centre for Mortlake in this area.
- 6.2.6 Accordingly, the main retail uses will be centred around a new “high street” running parallel to Mortlake High Street through the centre of the Site and the development will also create a more active frontage to the river including new bars and restaurants. The development includes a new 370 seat cinema with three screens, a small hotel / pub with 16 bedrooms and office floor space all of which are located along the Mortlake High Street/Lower Richmond Road frontage. It is also anticipated that this frontage will include a new local convenience store.
- 6.2.7 Table 6.2 provides a breakdown of the residential development within the detailed application. All residential accommodation in this part of the development will be in the form of apartments.

Table 6-2: Detailed Application Residential Summary (Development Area 1)

	1-bed	2-bed	3-bed	4-bed	Total
Total Residential units	116	295	140	7	558

- 6.2.8 The detailed application (Application A, Development Area 1) reflects the need to maintain a degree of flexibility regarding the end use of some of the non-residential space to allow for the land use to take account of market forces. Accordingly, an area amounting to 4,839m² at lower floor levels has been identified for flexible uses for provision of local retail, restaurants and bars, community floor space, office and other services. In order to ensure sufficient variety and the vitality of the area maxima floor areas have been identified within this overall flexible space as set out in Table 6.3.
- 6.2.9 Figure 6.3 identifies the areas set aside for flexible uses. For retail only a minimum floor area of 750m² has also been identified for the new 'High Street Zone' in order to ensure that the new high street provides an appropriate amount of A1 retail use as part of any mix.
- 6.2.10 The community use is expected to occupy two buildings, the ground floor and part of the first floor of the restored Maltings building (472m² – Building 5) and the Boathouse (347 m² – Building 9). At this stage the exact use of the space has not been identified although it is anticipated that the Boathouse is likely to be occupied by a rowing club and with Building 5 used for more general community purposes. Whilst these spaces are applied for within the wider flexible use format, the expectation is that they will be occupied for the aforementioned community uses.
- 6.2.11 Chapter 7 which provides the trip generation estimates for the development proposals, sets out the assumed use of flexible floor space in order to ensure a robust assessment based upon a realistic mix.

Figure 6-3: Flexible Use Area

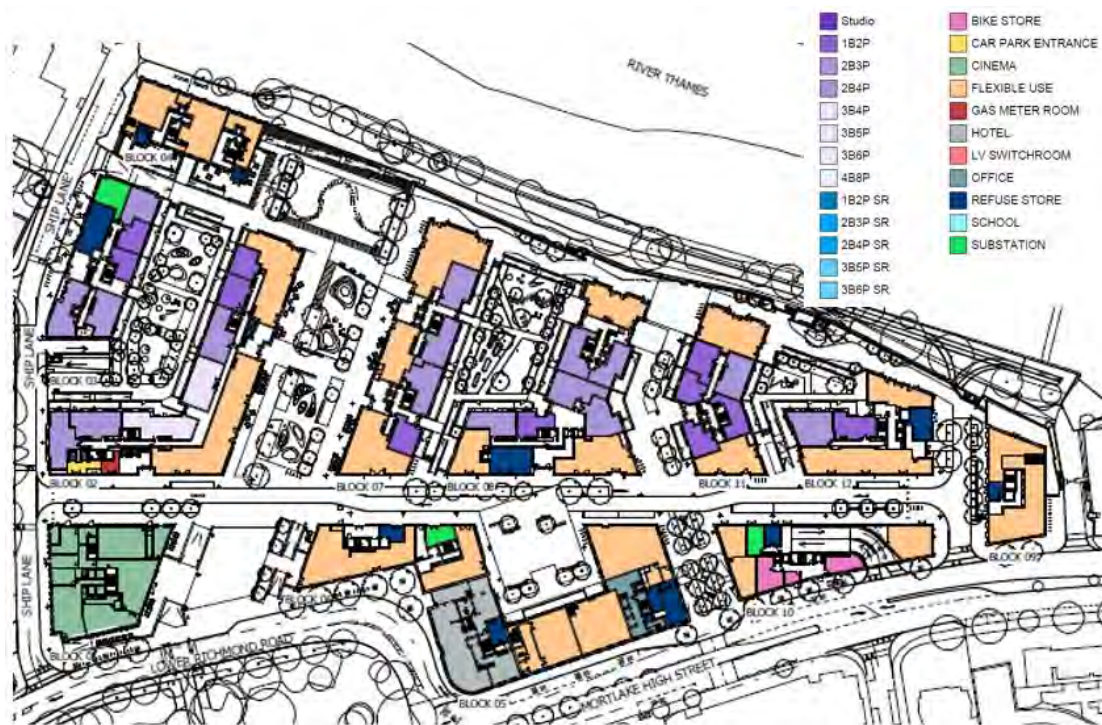


Table 6-3: Maximum / Minimum Floor Areas for Flexible Land Uses

Land Use	Max Caps Floor Space (m ²)	Min Caps Floor Space (m ²)
Shop Class E	2,200	n/a
Financial and Professional Services Class E	220	n/a
Café/Restaurant Class E	2,400	n/a
Drinking Establishments Class sui generis	1,800	n/a
Office Class E	2,200	2,000
Community Class F1	1,300	n/a
Boathouse Sui Generis	380	n/a
Total	4865m²	

Outline Application (Application A, Development Area 2)

6.2.12 The western section of the site will comprise two elements: the new secondary school (Application B) and residential development. As with the eastern development, it is anticipated that most of the residential accommodation will be in the form of apartments, however a small terrace of town houses has been identified at the northern end of the Site (Building 20 and 21) to provide additional variety and to act as a transition between the existing uses to the north of the Site and the new development. In total the Outline application allows for a provision of up to 527 residential units. Table 6-4 provides a possible breakdown of the mix of residential units which is consistent with the indicative Masterplan.

Table 6-4: Outline Application Residential Summary (Development Area 2)

	Studio	1-bed	2-bed	3-bed	4-bed	Total
Total Residential units	48	166	185	109	19	527

School Application (Application B)

6.2.13 Application B is for a six form entry secondary school and sixth form comprising of approximately 1,200 pupils. This is anticipated to be a school with a local catchment and is located in the western part of the development on the site of the existing playing fields. As part of the school, sports playing facilities will be re-provided in the form of an Astro turf and court facilities. This application is being applied for in detail.

6.3 Access Strategy

6.3.1 In accordance with policy at a national, regional and local level, including the adopted Planning Brief and the Site Allocation, priority has been given to integrating high quality pedestrian and cycle access routes into the development. The on-site access strategy is complemented by proposals to introduce a 20-mph zone along the Lower Richmond Road – Mortlake High Street frontage as well as onto the northern end of Sheen Lane. The access arrangements for both cars and servicing vehicles has been designed as far as possible to promote a traffic free

development, except for servicing and emergency use with the central spine road and one which will not be dominated by parked vehicles.

6.3.2 The highway layout of the site has been tested for turning and parking circles. The turning circles for the car parks are included within Appendix H. Tracking of Delivery and Servicing Vehicles is discussed in more detail within the outline Delivery and Servicing Plan (DSP and in the Transport Strategy in Chapter 11.

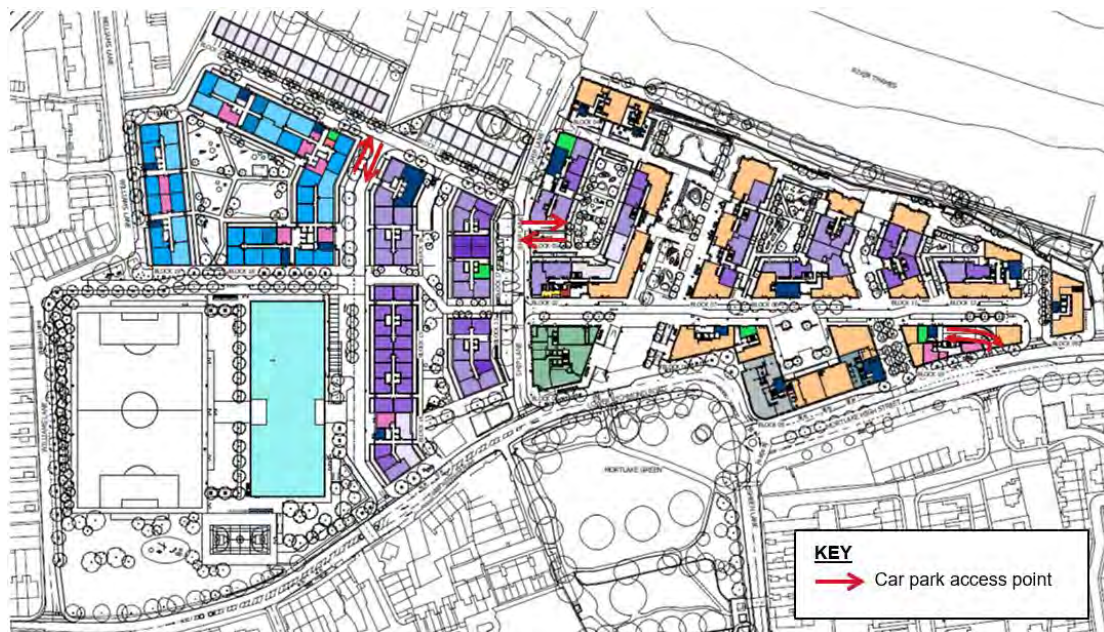
Car Park Access

6.3.3 A key feature of the design has been to ensure minimal conflict with vehicular traffic within the site. Therefore, for the Detailed part of the application (Application A, Development Area 1) all car parking is provided within the basement with none at ground level. This means that only servicing traffic and refuse and emergency vehicles will need to travel into Development Area 1. Parking for the Outline application (Development Area 2) is also mainly provided within a basement car park. Parking for the school and for the terrace of town houses will be at surface level.

6.3.4 Initially, a single access point was proposed to the eastern car park from Ship Lane to serve Development Area 1. However, following feedback from a public exhibition an additional access was added from Mortlake High Street. It was considered that this would provide more flexible access arrangements and reduce the impacts of the development upon the operation of the Sheen Lane mini roundabout. The main access to the parking at the western end of the Site, including the underground car park and the School, will be from a new access road connecting with Lower Richmond Road; this will be broadly at the location of the current access to the Stag sports club. Ship Lane and Williams Lane will act as secondary access points to this area.

6.3.5 Figure 6-4 identifies the location of car parking and the associated access routes.

Figure 6-4: Car Park Access Points



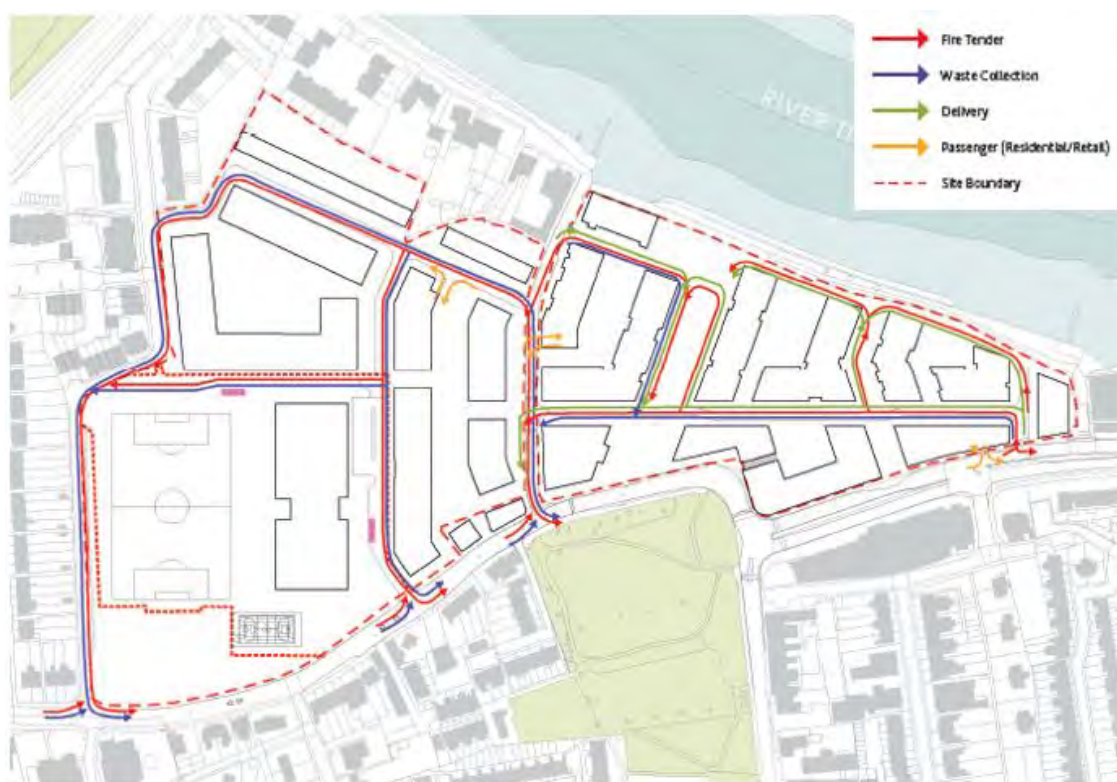
Delivery and Servicing

6.3.6 Delivery and servicing to the Site will also be closely managed in order to minimise any adverse impacts including conflicts with pedestrians and cycles. Detailed arrangements are

set out in a separate Framework Delivery and Servicing Plan that will accompany this TA as part of the planning application.

- 6.3.7 Figure 6-5 provides a plan showing the proposed servicing routes through the site and identifies the location of service bays and refuse collection points. For the detailed application the majority of service vehicles will enter the Site from Mortlake High Street onto the new “high street” via a controlled access.
- 6.3.8 For the western part of the Site provision has been made for parking coaches associated with the school. Two service bays are shown on the new school access road; these can be used both by service vehicles, coaches and potentially by TfL special school buses serving the school, should these be required.
- 6.3.9 Emergency services vehicles will also use these routes. All delivery and servicing routes have been tracked for both delivery and servicing vehicles and emergency services vehicles, with the routes included in Appendix E and tracks shown in Appendix F.

Figure 6-5: Delivery and Servicing Routes



Pedestrian and Cycle Access

- 6.3.10 The access strategy provides priority to pedestrian and cycle movements through the site. The proposals include the provision of a new 20 mph zone along the A3003 frontage and on Sheen Lane, to the north of the railway crossing together with new pedestrian crossing facilities. These measures are again in accordance with the Planning Brief and the emerging Site Allocation. Within the Site itself, priority for pedestrian / cycle movement is achieved by limiting vehicular access and movement at ground level and by carefully managing the movement of service vehicles.
- 6.3.11 The development is also characterised by a large amount of very high quality of public realm which is described in detail within the Design and Access Statement. Key features are the

creation of a wide 'Green Link' access route between Lower Richmond Road and the riverside. A further link is then provided to and into Mortlake Green from the southern end of the 'Green Link'. The development would also provide a new "high street" to the east of Ship lane running parallel to Mortlake High Street which also act as part of a new east to west cycle route that will link Clifford Avenue in the west with Mortlake High Street at the eastern end of the Site and will provide direct access to the new secondary school.

- 6.3.12 Figure 6.6 and Figure 6.7 identify the proposed network of pedestrian and cycle routes through the site. The overall pedestrian and cycle access strategy is described in further detail within Chapter 10 which also shows how the on-site proposals link into the wider networks serving the area.

Figure 6-6: Pedestrian Routes through the Site

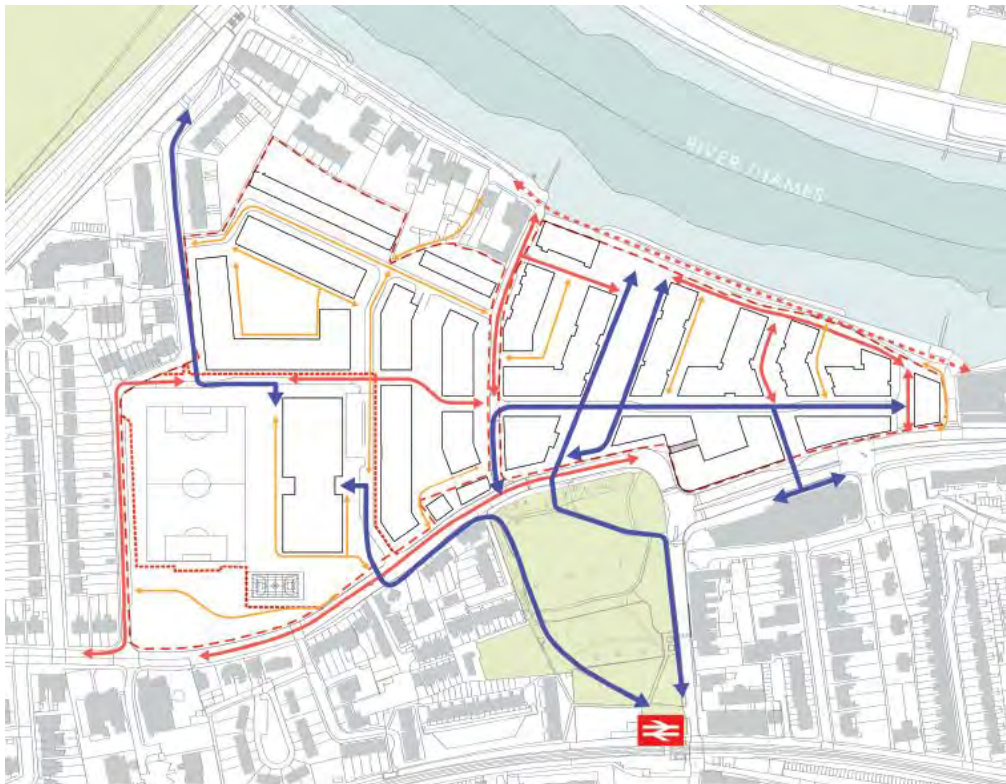
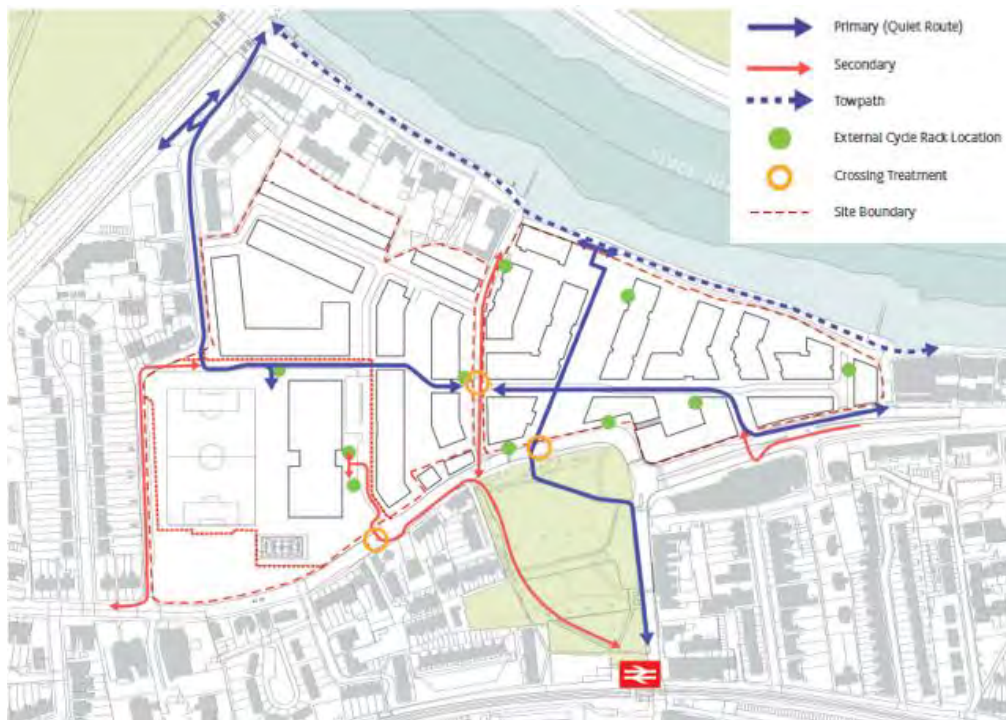


Figure 6-7: Cycle Routes through the Site



6.4 Cycle Parking

- 6.4.1 The provision of high-quality cycle parking has been accorded a high priority as this will assist in encouraging more sustainable modes of travel to and from the site. Cycle parking will be provided in accordance with the standards set out in the London Plan (2021) and London Cycling Design Standards (LCDS, September 2016). Additionally, it should be noted that although LBRuT adopts the London Plan standards, the LBRuT Transport SPD states that more cycle parking than set out in the London Plan is desirable. The London Plan cycle parking standards are set out below in Table 6.5.

Table 6-5: Cycle Parking Demand (London Plan, 2021)

Land Use	Long Stay (Residents)		Short Stay (Visitors)
C3 (Residential Dwellings)	Studio 1-bed (1 person)	1 space	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings
	1-bed (2 persons)	1.5 space	
	2-bed and above	2 spaces	
B1 (Office)	1 space per 75sqm		First 5,000sqm: 1 space per 500sqm Thereafter: 1 space per 5,000sqm
D2 (Cinema)	1 space per 8 staff		1 space per 30 seats
C1 (Hotel)	1 space per 20 bedrooms		1 space per 50 bedrooms
A1 (Retail)	From a threshold of 100sqm: 1 space per 175sqm		First 750sqm: 1 space per 20sqm Thereafter: 1 space per 150sqm
A3 (Café/Restaurant)	From a threshold of 100sqm: 1 space per 175sqm		From a threshold of 100sqm: 1 space per 20sqm
D1 (School)	1 space per 8 staff + 1 space per 8 students		1 space per 100 students

- 6.4.2 For the Detailed application (Application A, Development Area 1), cycle parking for residents, and long-term parking for the non-residential uses (employees and visitors to the cinema and gym and other non-residential uses) will be provided within secure locations within the basement. This will include a cycle hub providing showers and changing facilities. Cycle access to the basement will be either via one of the two access ramps or via a bespoke cycle lift.
- 6.4.3 For the Outline application (Application A, Development Area 2) the majority of parking will again be provided within the basement car park but with short stay provision and provision for non-standard bikes at ground level.
- 6.4.4 For the purpose of the TA to calculate the cycle parking demand for the flexible land uses and to provide a robust analysis 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 6-6 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	2,089 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	4,839 m²			

6.4.5 Using the above flexible use split and parking rates as outlined in Table 6.7 the cycle parking demand for the development has been calculated as is shown in the table below.

Table 6-7 Cycle Parking Demand

Land Use	Proposed Floor Area GIA sqm (GEA sqm) /No. of units	Parking Numbers – Proposed Development	
		Long Stay	Short Stay
Residential	1,085	1,981	29
Non-Residential			
Office	4,547 (5,019)	67	11
Cinema	370 seats and 14 staff	2	13
Hotel	15 rooms	1	1
Sub - Total		70	25
Flexible Uses			
Retail	750 (884)	6	39
Office	2,000 (2356)	32	5
Restaurant	2,089 (2,460)	15	124
Sub - Total	4979 (5869)	53	168
School			
School	1,200 pupils 60 staff	165	13
Overall Total		2,269	235

6.4.6 Both the residential and non-residential short stay cycle parking will be accommodated within the landscaped areas surrounding the development.

Table 6-8: Proposed Cycle Parking per Building Block

Building Number	Cycle Parking Demand	Two Tier Cycle Spaces Provided	Sheffield Stands 1m Provided	Sheffield Stands 1.8m Provided	Total	Difference
2	225	178	51	11	240	15
3	92	69	18	5	92	0
4	40	31	9	2	42	2
6	46	34	10	2	46	0
7	165	126	32	8	166	2
8	190	142	38	10	190	1
9	26	21	5	2	28	2
10	83	62	18	3	83	1
11	99	74	21	4	99	1
12	94	71	19	5	95	1
13	75	70	21	14	105	31
14	64	50	11	3	64	0
15	186	154	44	9	207	22
16	114	86	23	6	115	1
17	115	108	28	22	158	43
18	238	191	51	12	254	16
19	86	72	17	6	95	9
20	32*		32		32	0
21	14*		14		14	0
Total	1,981	1,539	462	124	2,125	+144

*Spaces provided within each residential townhouse plot

6.4.7 Long stay residential cycle parking will be via secured parking facilities within the Ground Floor and basement. except for building 18 and 19 which is to be provided in a mixture of locations including within building 18 and the courtyard. This will include secure and sheltered parking in the courtyard for 43 cycles.

6.4.8 A communal commercial long stay parking area will be provided within the eastern basement located under block 6 and additional cycle parking will be provided within each individual unit which is present in Table 6-11.

Table 6-9: Proposed Commercial Store Cycle Parking

	Two Tier Cycle Spaces Provided	Sheffield Stands 1m Provided	Sheffield Stands 1.8m Provided	Total
Communal Cycle Parking in Block 6	86	12	2	100
Additional Parking within Units			23	23
Total				123

6.4.9 The locations of the cycle parking storage areas are shown on Figures 6.8 and 6.9 below for the eastern and western basement and ground floor respectively. Larger scale plans are provided in Appendix G.

Figure 6-8: Basement Cycle Parking Stores (eastern basement, Development Area 1)



Figure 6-9: Basement Cycle Parking Stores (western basement, Development Area 2)



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

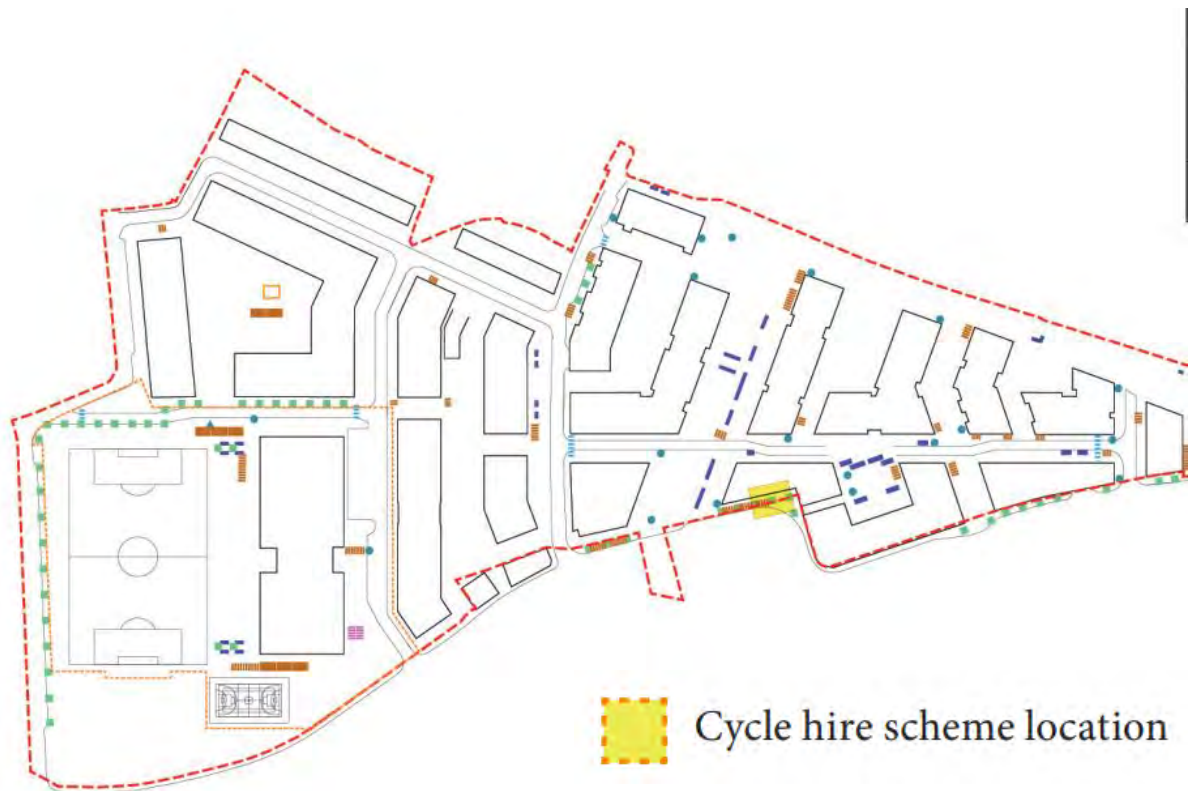
Table 6-10 Proposed Cycle Parking provided per Block

Building	No. of Long Stay Spaces	Location
Residential		
Blocks 2, 3, 4, 6, 7, 8, 9, 10, 11, 12	998	Eastern Basement Car Park
Block 10	83	Ground Floor
Block 13, 15, 16 and 17	585	Western Basement Car Park
Blocks 14, 18 and 19	413	Ground Floor and within courtyard
Blocks 20 and 21	46	Within each Townhouse
Sub-Total	2,125	
Non – Residential		
Commercial	123	Eastern Basement Car Park

School	165	Within School Premises
Sub-Total	288	
Total	2,413	

- 6.4.11 The Hybrid Scheme proposes to provide a minimum of 2,413 long stay cycle parking spaces, which is above the minimum required number of spaces specified in the Published 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.
- 6.4.12 It is also proposed to provide 284 short stay cycle parking spaces located around the development, including 14 for the school, which is considerably greater than the minimum 235 spaces required.
- 6.4.13 A minimum of 25% of Sheffield stands are proposed in each cycle parking store, which includes a minimum of 5% spaced at 1.8m for oversized and accessible cycle parking. Full details of each cycle store are included in the plans provided in Appendix G.
- 6.4.14 An area has also been provided within the landscape area on the ground floor for future provision for the London Cycle Hire Scheme once this reaches Mortlake. To date TfL have not provided any dates for when the cycle hire scheme would be extended into Mortlake. The indicative area provided is shown on Figure 6.10.

Figure 6-10: Location for Cycle Hire Scheme



NB, Plan provided by Gillespie's

6.5 Car Parking

- 6.5.1 During the design and consultation process of the previous applications there has been considerable thought given to the level of car parking that should be provided at this location. Based on these discussions the car parking has been lowered by reducing the size of the western car park.
- 6.5.2 The development proposals will provide an excellent mix of local facilities that will supplement those already available in the area. In addition, whilst the Site has a relatively low PTAL, the rail services from the nearby Mortlake Station provide good access to the strategic network serving London and to the wider southeast Region. It is therefore considered that this is an area where car free living can be attractive and therefore reduced car parking provision can be supported as part of an overall access strategy that will help to manage traffic demand. This is considered to be particularly important given the existing constraints of the highway network. This approach has been supported by TfL and in discussions with LBRuT officers and at Members briefings. The Community Liaison Group (CLG) has also supported this approach. Accordingly, it is proposed to provide parking at below the maximum LBRuT standards and with less residential parking than proposed within the Planning Brief.
- 6.5.3 All residential car parking for the development remains in the basement. There will be no parking provision at street level for any land use, with the exception of off-street parking spaces for the townhouses in Blocks 21 and 22 and 15 spaces for the school and delivery and servicing bays.
- 6.5.4 Full details showing the layouts of the basement car parks together with vehicle swept paths for a large car are provided in Appendix H.
- 6.5.5 The basement car parking spaces are allocated as follows:

Table 6-11 Car Parking Provision by Basement

Parking Area	LBRuT Resolved Position (2020)		GLA Determined Position (2021)		Now Proposed Scheme (2022)		Net Change (LBRuT Resolved to 2022 scheme)
	Residential Spaces (disabled)	Non-Residential Spaces (disabled)	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)	330 (18)	78 (8)	0
Western Basement (Application A, Development Area 2)	148 (16)	108* (15)	70 (24)	-	70 (24)	-	-186
Townhouse Parking	23	-	7	-	23	-	0

School (Application B)	N/A	15 (2)	N/A	15 (2)	N/A	15 (2)	0
Sub - Total	502	200	407	93	423	93	
Total	702		500		516		-186

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

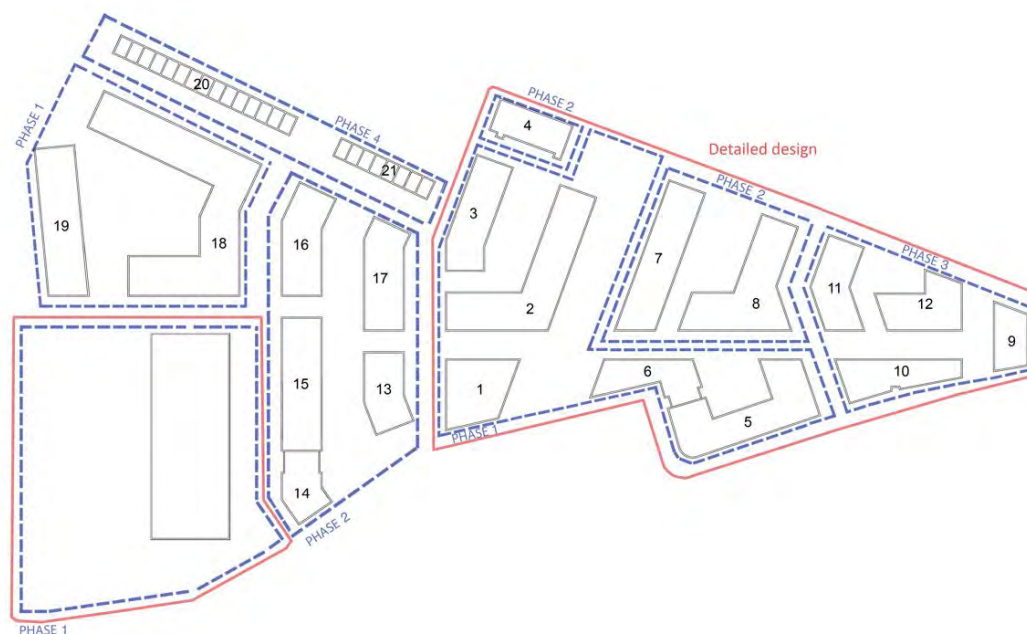
- 6.5.6 The 400 basement and 23 townhouse parking spaces compared to the 1,085 residential units represents a parking ratio of 0.39, which is well within the London Plan standards for a development in Outer London, which has a maximum permitted parking ratio of 0.75 for a PTAL of 2-4.
- 6.5.7 A total of 3% of residential bays have been provided as disabled bays from the outset, with the provision for an increase of up to 7% 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.
- 6.5.8 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.
- 6.5.9 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.

6.6 Anticipated Development Phasing

- 6.6.1 Given the scale of the development, construction will be carried out in phases on a plot-by-plot basis. Some elements of the scheme will be coming forward in outline detail and therefore it is envisaged that these will be delivered later in the construction phase. The below shown Plot Plan (Figure 4.5) sets out that Plots 1A, 1B, 1C and the School will be brought forward in detail, and Plots 2A, 2B and 2C will be brought forward in outline.
- The site is currently split into three plots of works as follows and shown in Figure 6.11.
 - Plot 1 - Construction Phase 1 (Detailed Application, Application A, Development Area 1)
 - Implementation of the development to the east of Ship Lane and s278 junction improvement works to Chalkers Corner. Improvements to Chalkers Corner will be built out at the start of the development in order to ensure that the highway improvements are available before operational traffic is generated by the regeneration scheme.
 - Plot 2 - Construction Phase 2 (Outline Application, Application A, Development Area 2)
 - Implementation of the development proposals to the west of Ship Lane.
 - Plot 3 – Proposed Secondary School Plot 3 will be handed over to LBRuT at a reasonable time. The delivery of the new school will be brought forward by LBRuT, probably in conjunction with the Education & Skills Funding Agency ('ESFA'), an executive agency who supports the Department of Education. As the school will be brought forward separately from the main masterplan, it has an independent timeline. It is expected that delivery of the school will be an early phase alongside works on the

east of the site. As there is an independent timeline for the school, it is felt that the school will be able to be delivered in any event, regardless of the main scheme works.

Figure 6-11: Construction Plots



Construction Routes

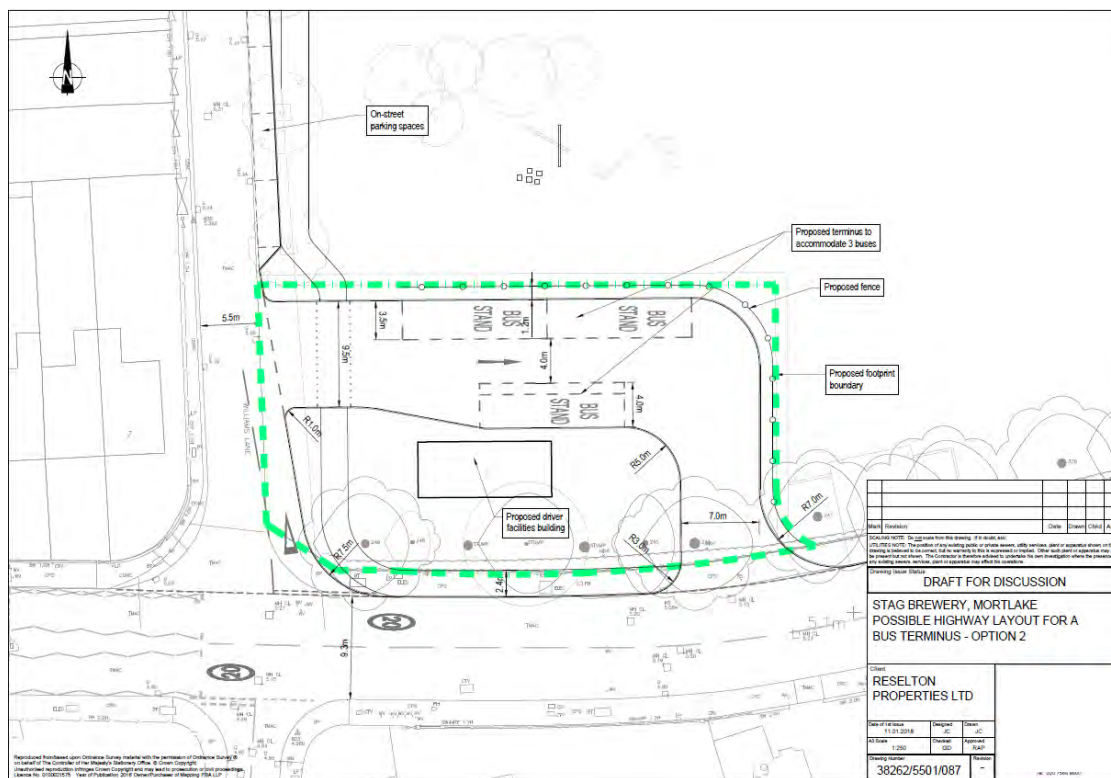
- 6.6.2 All deliveries to and removals from site will, where possible, be via A Roads to a specified entrance point. Where possible, an established single entry point with a separate exit point will be adopted in order to prevent HGVs reversing whilst on site, regulate traffic on and off the connecting roads and minimise the impact on local traffic.
- 6.6.3 A separate set of detailed plans showing on site construction routes is to be provided by AECOM as part of Construction Logistics Plan, which will form part of the planning application documents. These plans will detail access routes and how the management of access will be carried out so as to minimise impacts on the highway network.

6.7 Bus Turning Facility

- 6.7.1 The Planning Brief and emerging Site Allocation identified the potential need to provide a bus turn with driver facilities within the scheme; this was with a view to replace the existing facility at Avondale Road and to facilitate the possible extension of the 209 bus service to the Site. Whilst subsequent discussions with TfL have indicated that the extension of the 209 service may not be their preferred means for improving bus access to the Site, TfL has indicated that they would still favour safeguarding for such a facility, to accommodate three stands and driver facilities, within the applications since they consider that the provision of such a facility would greatly improve their options for enhancing bus services in this area. As it stands though the application provides three spaces within the site for buses/coaches, two to the west of the school and one to the north meaning the scheme is compliant with or without the bus turnaround facility.
- 6.7.2 Accordingly, an area has been identified within the southwest corner of the Site to accommodate such a facility (Figure 6-12). TfL has confirmed that the location shown is their

preferred location within the Site since it provides maximum flexibility to use for a variety of alternative bus services and will minimise excess mileage and therefore costs. This, however, is not part of the application and has been shown as an indicative plan of how the bus turnaround could operate, should it be required.

Figure 6-12: Indicative Bus Turnaround Facility



6.8 Summary

- 6.8.1 The redevelopment proposals for the Stag Brewery site are for a mixed use, residential led development which, in accordance with LBRuT’s Planning Brief and the emerging Site Allocation will provide a vibrant new centre for Mortlake including a mix of leisure and retail facilities together with bars and restaurants and community uses. The proposals provide up to 1,092 residential units, predominantly as new apartments.
- 6.8.2 The proposals consist of two planning applications. A detailed application for a new secondary school (Application B), and a hybrid application for the remainder of the former Brewery site (Application A), including detailed elements for the area to the east of Ship Lane (Development Area 1) and outline elements for the area to the west of Ship Lane (Development Area 2).
- 6.8.3 The development proposals, including the access strategy, have been shaped through an extensive consultation process with LBRuT, TfL and with the local community since 2016. The provision of the new secondary school is a departure from the Planning Brief but has been included rather than a primary school, at the request of LBRuT.
- 6.8.4 The access strategy gives priority to pedestrian and cycle movement. The proposals include the provision of a new 20 mph zone along the A3003 frontage and on Sheen Lane, to the north of the railway crossing together with new pedestrian crossing facilities. These measures are again in accordance with the Planning Brief and the emerging Site Allocation. Within the Site itself, priority for pedestrian / cycle movement is achieved by limiting vehicular access. Almost all parking is contained within basement car parks. To the east of Ship Lane (Development

Area 1) there is no surface car parking and to the west (Development Area 2) surface parking is limited to that for the school and for a small terrace of town houses. Servicing traffic will also be highly controlled. All of these measures will help to minimise conflicts between pedestrians and cycles.

- 6.8.5 The development is also characterised by a very high quality of public realm which is described in detail within the submitted Design and Access Statement, prepared by Squire & Partners. Key features are the creation of a wide access route between Lower Richmond Road and the riverside which is then linked to Mortlake station through a relocated pedestrian crossing and new pedestrian route through Mortlake Green. The development would also provide a new “high street” to the east of Ship Lane running parallel to Mortlake High Street which also acts as part of a new east to west cycle route that will link existing cycle routes on Clifford Avenue and along the River in the west with Mortlake High Street at the eastern end of the Site and will provide direct access to the new secondary school.
- 6.8.6 The Development Proposals also safeguard for the possible future provision of a bus stand area and driver facilities within the southwest corner of the site (corner of Lower Richmond Road and Williams Lane). This follows discussions with both TfL and LBRuT and would allow the extension of the 209 to the Site or facilitate an extension of a different bus service should that be required by TfL in the future.
- 6.8.7 Proposed parking provision for the development seeks to strike a balance between the need to provide sufficient parking to meet the commercial requirements of the development and to ensure that excessive overspill parking does not occur onto surrounding streets and the desire to limit traffic generation in an area identified as suffering from existing congestion.
- 6.8.8 Whilst the access strategy gives priority to the movement of pedestrians and cycles and to the enhancement of bus services, the developer has been mindful of the need to ensure that the proposals do not further increase traffic congestion in the area.
- 6.8.9 Cycle parking is provided in accordance with the London Plan standards with secure long term parking provided within the basement car parks for residents and short stay parking provided on-street for the non-residential uses.

7 Proposed Trip Generation and Distribution

7.1 Overview

7.1.1 This chapter sets out the overall methodology that has been adopted in order to assess the likely impacts arising from the proposed development. The methodology encompasses trip generation, mode share and the distribution and assignment of trips onto the various transport networks. The methodology, including that adopted for the operational assessment of the highway network has been agreed with both TfL and LBRuT, for both the Original LBRuT and GLA call in applications and through subsequent technical meetings with LBRuT officers.

7.2 Existing Site Operation

7.2.1 A snapshot of the daily trips generated by the site, whilst it was operational, were provided by the previous operator to the Applicant, based on the operation in 2015, and are shown in the table below.

Table 7-1: 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

7.2.2 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. Notably these include all Brewery sites that exist on the database that are a similar size to the Stag Brewery.

Table 7-2: Table 3: TRICS – Brewery Sites

TRICS Code	Land Use	Location	GFA
DC-02-C-04	Brewery (B2)	Dorchester	19,857
GM-02-C-02	Brewery (B2)	Manchester	33,470
LC-02-C-01	Brewery (B2)	Blackburn	34,581
Stag Brewery	Brewery (B2)	London	36,541

7.2.3 The arrival / departure pattern for the TRICS Brewery sites are shown in the table below:

Table 7-3: TRICS Brewery Sites – Arrival / Departure Profile

Time Period	Arrival	Departure
07:00-08:00	10%	2%
08:00-09:00	23%	7%

09:00-10:00	12%	6%
10:00-11:00	7%	7%
11:00-12:00	7%	7%
12:00-13:00	6%	7%
13:00-14:00	11%	10%
14:00-15:00	6%	10%
15:00-16:00	6%	7%
16:00-17:00	4%	14%
17:00-18:00	5%	18%
18:00-19:00	2%	4%
Daily	100%	100%

7.2.4 Applying the arrival / departure patterns from TRICS to the Stag Brewery Development trips provides the following existing vehicular peak hour trips for the development:

Table 7-4: Existing Development Peak Hour Trips

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily Trips		
	Arrival	Depart	Two-way	Arrival	Depart	Two-way	Arrival	Depart	Two-way
Brewing	21	1	22	5	16	21	91	91	182
Packaging	9	1	10	2	7	9	40	40	80
Staff and Other	29	2	31	6	22	29	124	124	248
Total	59	4	63	13	46	59	255	255	510

7.2.5 To confirm the accuracy of the trips shown in Table 7.4 a comparison has been made with the TRICS trip rates for Brewery sites in the peak hours. This is included in the table below.

Table 7-5: Comparison with TRICS Trip Rates

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily Trips		
	Arrival	Depart	Two-way	Arrival	Depart	Two-way	Arrival	Depart	Two-way
TRICS sites - Average Trip Rate	0.173	0.052	0.225	0.036	0.14	0.176	0.758	0.783	1.541
Stag Brewery (36,541 sqm) – Trip Generation	63	19	82	13	51	64	277	286	563
Calculated Existing Development Trips (Table 4)	59	4	63	13	46	59	255	255	510
Difference	-4	-15	-19	0	-5	-5	-22	-31	-53

7.2.6 The comparison of the Stag Brewery calculated peak hour trips, compares well with the trips extracted from TRICS Brewery sites. The results show that the trips calculated from the daily surveyed flows are less than the trips calculated using the TRICS trip rates and development GFA. Therefore, for the purposes of any analysis these figures would be represented as worse case figures in terms of net impact and have been used for the future vehicular impact assessments.

7.3 Proposed Development Trip Rates

7.3.1 A trip generation assessment has been undertaken to estimate the number of trips to be generated from the development.

7.3.2 Trip rates for the development were approved by LBRuT and TfL as part of the previous applications. A review of the TRICS database does not show any further comparable sites, therefore these trip rates have been retained, except for the school trip rates which have been updated and are discussed in the School section of this Chapter.

7.3.3 The total person trip rates are provided in the table below for each land use. Further details of the sites used to calculate these trip rates are provided in Appendix I.

Table 7-6: Development Person Trip Rates

Land Use		Calculation Factor	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
			Arr	Dep	Two Way	Arr	Dep	Two Way
Residential	Private Flat	Per Unit	0.080	0.417	0.497	0.267	0.146	0.413
	Affordable Flat		0.180	0.850	1.030	0.533	0.278	0.811
	Houses		0.239	0.914	1.153	0.239	0.914	1.153
Education*		Per Pupil	0.922	0.189	1.111	0.040	0.119	0.158
Retail - Convenience Store		Per 100sqm	41.959	41.443	83.402	57.113	56.289	113.40
Restaurant		Per 100sqm	0.000	0.000	0.000	9.205	8.057	17.262
Hotel		Per Bedroom	0.166	0.438	0.604	0.300	0.252	0.552
Office		Per 100sqm	2.072	0.183	2.255	0.311	2.572	2.883
Cinema		Per Seat	0.000	0.000	0.000	0.204	0.276	0.481
Gym		Per 100sqm	1.535	2.112	3.647	3.996	1.793	5.789
Community Space		Per 100sqm	0.865	0.079	0.944	0.786	0.76	1.546
Health Care		Per 100sqm	1.218	0.295	1.513	0.701	1.366	2.067

*Education Trip rates not used – Explanation included in School section.

7.4 Proposed Development Mode Shares

7.4.1 The mode shares for each land use have also been retained from the original study. The methodology for calculating mode shares varies depending upon the land use and is detailed below.

Residential Mode Share

7.4.2 Vehicular trip rates were originally based upon an agreed selection of sites, which were surveyed as part of the original applications in 2017 by Stantec (formerly PBA). These sites included the following:

- Kew Riverside
- Kew Riverside Park
- Kew Bridge Road and
- Wadham Mews (survey undertaken by Aecom as part of their review of parking behaviour within the Borough – Research to Support the London Borough of Richmond-upon-Thames' Review of their Local Parking Standards, 2016)

7.4.3 Notably these surveyed sites had a high parking ratio therefore it was agreed with TfL as part of the GLA call in application that the calculation for the vehicle trips for the residential land use would be calculated using the arrival and departure profiles for comparative sites within London, working out the number of vehicles entering / exiting the developments car

parks based on the number of car parking spaces available. This methodology is detailed below:

- 1 Vehicle trip rates extracted from residential sites on TRICS with PTAL 2 or below and car parking ratio less than 1.5. This included the following sites:

Table 7-7: Sites used for Residential Vehicular Trips Calculations

Site	Location	Borough	Units	Parking Spaces	Ratio	PTAL
Private						
BE-03-C-02	Belvedere	Bexley	402	550	1.37	2
HO-03-C-03	Brentford	Hounslow	150	106	0.71	2
HV-03-C-02	Romford	Havering	493	246	0.50	2
RD-03-C-04	Kew	Richmond	170	171	1.01	1a
TH-03-C-04	Polar	Tower Hamlets	83	25	0.30	1b
Affordable						
BT-03-D-01	Dollis Hill	Brent	160	162	1.01	2
Sites Surveyed						
Kew Riverside Park	Kew	Richmond	192	202	1.05	2
Kew Riverside	Kew	Richmond	550	650	1.18	2
Kew Bridge Road	Kew	Richmond	313	325	1.04	2
Wadham Mews	Mortlake	Richmond	76	68	0.89	2

- 2 Vehicle trip rates and total vehicular trips extracted for all developments for each hour for both arrivals and departures and total trips.
- 3 Car park accumulation assessment undertaken for each development based on the total number of car parking spaces and total number of vehicles arriving and departing for each hour throughout the day. i.e. Kew Riverside had 100 vehicles departing in AM peak hour 8-9am with a total number of parking spaces of 650 representing a 15% departure rate.
- 4 Arrival and departure rates calculated for the average of all sites, average for sites with less than 0.5 parking ratio and only LBRuT sites and the results shown in table below.

Table 7-8: % of Vehicles Arriving / Departing in each hour

Time Period	Average from all Sites		Average for Sites with Parking Ratio less than 0.5		LBRuT sites only	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
08:00-09:00	6%	16%	7%	22%	6%	11%
17:00-18:00	12%	8%	17%	8%	9%	6%

- 5 Using the above arrival and departures rates the number of vehicular trips calculated for the residential number of car parking spaces for the Stag Brewery site (423 spaces) was undertaken with the results shown in the table below. Notably 7.5% has also been added as agreed with TfL to ensure a worst-case assessment of any impact of the development is undertaken.

Table 7-9: Vehicles arriving / departing in each peak hour for Stag Brewery Car Park

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrival	Depart	Two-way	Arrival	Depart	Two-way
Based on Average Profile of all sites	27	66	93	52	32	84
Based on sites with low car parking ratio less than 0.5	30	92	121	71	34	105
LBRuT sites only	27	48	75	38	26	64
Sites with low parking ratio + 7.5%	32	99	130	76	37	113

- 6 As agreed with TfL the worst case set of figures + 7.5% was used for the purposes of the impact assessment.

7.4.4 In order to obtain an estimate of trips by other modes, vehicular trips were subtracted from total person trips. The remaining trips were then divided between the remaining modes based upon the 2011 Census Journey to Work data for the Richmond upon Thames 003 area.

Hotel, Office and Cinema land uses

7.4.5 For the Hotel, Office and Cinema land uses the 2011 Census Journey to work data was also used but with Richmond upon Thames 003 selected as the place of work and all other areas the usual place or residence to reflect the proposed development as a place of work rather than residence.

7.4.6 The non-residential mode shares have been adjusted in order to allow for the restrictions and adaptations made to the car driver mode share. In order to increase the bus and rail mode shares proportionately, the car driver mode share used in the vehicle assessment has been subtracted from the census car driver mode share and the difference subtracted from 100%.

The census bus and rail mode share has then been divided by this number in order to provide an increased mode share for these modes.

Secondary School

- 7.4.7 The Education mode share has been taken as an average of three travel plan targets for local schools provided by LBRuT. These schools, Richmond Park Academy, Christ's Secondary School and Grey Court Secondary, all have an existing PTAL (2) similar to that of the proposed development site at the moment.

7.5 Trip Generation Methodology

- 7.5.1 In order to forecast the number of trips likely to be generated from the proposed development, surveys from the Trip Rate Information Computer System (TRICS) database version 7.8.4, have been analysed to obtain the person trip rates for the proposed land uses. The site surveys were selected based on similar locational characteristics, comparable PTAL ratings, and comparable land use quantum.
- 7.5.2 The calculated person trips have been split by mode of travel based on local 2011 census data and mode shares that have been agreed with both TfL and LBRuT as part of previous applications.
- 7.5.3 As highlighted at the LBRuT Planning Committee on 29 January 2020 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. Notably these trips were not previously discounted in the previous LBRuT application as both TfL and LBRuT wanted to test the most robust assessment. For the previous applications it was agreed with TfL that the total vehicle trips would take into account the net impact, for the purposes of modelling the impact on the surrounding highway network. These existing trips have therefore been calculated with the results included as part of this chapter.
- 7.5.4 The proposed trip generation calculations have been based upon the anticipated floor areas set out in Section 6 of this report.
- 7.5.5 The TRICS outputs are included in Appendix I.

Local Retail, Restaurants and Bars

- 7.5.6 It is anticipated that the retail and restaurant uses within the development will primarily be used by the local population i.e. new residents / employees within the Stag site and the existing local Mortlake community. Therefore, most trips would be made by foot or by cycle with limited use made of motorised modes of transport including rail and bus. As such TRICS data has been used to provide separate mode shares for the retail and restaurant land uses. As only the convenience store component of the retail contributes to the trip generation the mode share is specific to the convenience store.

7.6 Proposed Development Trip Generation

Residential Trip Generation

- 7.6.1 The trip generation for the residential has been calculated using the TfL and LBRuT approved person trip rates from the original application and an exercise has been undertaken to calculate the vehicle trips based on the reduction in the size of the car park as detailed above in the mode share section. Any additional trips as a result of the increased number of units were re-distributed to other modes of travel.

7.6.2 The residential trips by mode are shown on the table below for both the original applications and now proposed scheme.

Table 7-10: Residential Peak Hour Trip Generation

Mode	LBRuT Resolved Position (2020)						GLA Determined Position (2021)						Now Proposed Scheme (2022)					
	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00			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	Arr	Dep	2-way	Arr	Dep	2-way
Vehicle	51	82	133	69	44	112	30	93	123	72	35	107	32	99	130	76	37	113
Walk	17	83	100	52	28	80	50	164	214	109	65	174	40	129	169	84	54	139
Cycle	2	12	14	7	4	11	7	23	30	15	9	24	6	18	24	12	8	19
Bus	9	42	51	27	15	42	25	82	107	55	33	87	20	65	85	42	27	70
Train	10	45	55	29	16	44	27	88	114	58	35	93	21	69	90	45	29	74
Underground	10	45	54	28	16	44	27	87	114	58	35	93	21	69	90	45	29	74
Other	5	24	29	15	8	24	14	47	61	31	19	50	11	37	48	24	16	40
Total	105	332	437	227	131	358	180	584	764	399	230	629	151	486	637	329	200	529

7.6.3 The results show that there will be an increase in the total number of residential trips for all modes of travel, with the exception of vehicles where trips will be reduced when comparing with the original LBRuT scheme.

School Trip Generation

7.6.4 Following the LBRuT’s Planning Committee meeting on 29th January 2020, and the comments heard during the meeting, further analysis was undertaken of other secondary schools in London, which showed a number of initiatives being introduced to reduce traffic generated by schools. This includes “school streets” in Hackney and a public space protection order (PSPO) scheme in Havering where vehicle trips to schools are discouraged through differing measures.

7.6.5 The nominated operator for the new secondary school is the Aspiration Academies Trust. They have confirmed that they have experience operating a zero-car travel plan at schools in their current portfolio and advocated that at the Richmond Council planning committee meeting held on 29th January 2020. The applicant has agreed to incorporate a travel plan in the Section 106 Agreement which binds the land for the new school proposed at the subject site.

7.6.6 Taking the comments on board the design team consider that it is realistic to consider the car trips could be reduced for the school in the future once the travel plan is established. However for the purposes of the study and to remain robust the distribution of trips over the day have been calculated using comparable schools on TRICS for secondary schools. Details of the schools together with the peak hour person trip generation is provided on the table below.

Table 7-11: Person Trips Rates TRICS data for Schools

Ref. Code	School	No. of Students	No. of Staff	Car Parking Spaces	Date of Survey	AM Peak - 08:00 - 09:00			PM Peak - 17:00 - 18:00		
						Arr	Dep	2-way	Arr	Dep	2-way
TRAVL - 850	Crest	1461	152	75	2009	0.986	0.105	1.092	0.038	0.170	0.207
TRAVL - 375	Southgate	1600	141	133	2002	1.383	0.474	1.856	0.080	0.084	0.164
IS-04-B-01	Finsbury Park	850	120	22	2009	0.770	0.028	0.798	0.012	0.091	0.103
LB-04-B-01	Vauxhall	624	34	25	2009	0.750	0.141	0.891	0.029	0.130	0.159
HM-04-B-01	Fulham	610	62	Not known	2002	0.770	0.028	0.798	0.008	0.051	0.059
BN-04-B-01	Barnet	1200	76	Not known	2005	0.821	0.062	0.883	0.013	0.026	0.039
Average (exc. Southgate)						0.819	0.073	0.892	0.020	0.094	0.113

- 7.6.7 Notably Southgate school, which was used in the assessment previously has a significantly higher peak hour person trip rate and is not comparable with the other schools. This school was taken from TRAVL data and there is limited information for how the trip rate was derived. Closer analysis of the data shows that with 1,600 students and 141 teachers, it would not be possible to have a person trip rate arrival rate greater than 1.088 even if every teacher and student arrived between 8-9am. It is therefore clear that there must have been another contributing factor to the trip rate. For this reason, it has been agreed with LBRuT officers and TfL that Southgate has been discounted and the average of the other 5 schools has been used for the assessment.
- 7.6.8 Data has also been obtained from LBRuT for Grey Court School, which is situated in Ham, in the London Borough of Richmond upon Thames. Grey Court School is a similar size to the new school being proposed with 1,246 pupils, although there are 65 parking spaces available for staff, whereas the new school in the Stag development only provides 15 spaces. The results of a travel survey undertaken at the school suggested that 77 pupils (representing 6.2%) travel as a passenger in a car being dropped off. All car parking spaces are used by staff.
- 7.6.9 There was also data for one other school provided by LBRuT, Christ's School, which 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 agreement that the applicant is obligated to agree with LBRuT. It is considered that the new proposed school will be able to target a much lower car driver percentage.
- 7.6.10 In addition, while LBRuT committee members and school representatives believe that the car driver trips should be significantly less, it is noted that TfL do not support this approach. In order to provide a more balanced approach it is proposed to use and average of both Grey Court School and Christs School for the trip generation calculation, which equates to 8% of pupils arrive by car.

7.6.11 The proposed school trip generation for the school calculated using the average person trips and applying the 8% vehicle mode share is provided on the table below. Notably the overall trips during the peak hours has reduced marginally, which is as a result of removing the Southgate school from the analysis.

Table 7-12: School Peak Hour Trip Generation – 8.0% Vehicle Mode Share

Mode	LBRuT Resolved Position (2020)						GLA determined position (2021)/ Now Proposed Scheme (2022)					
	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	105	85	191	12	27	39	81	71	152	9	14	23
Walk	372	30	402	16	48	64	333	30	362	8	38	46
Cycle	23	2	25	1	3	4	21	2	23	1	2	3
Bus	523	43	566	22	67	90	468	42	510	11	53	65
Train	70	6	75	3	9	12	62	6	68	2	7	9
Underground	0	0	0	0	0	0	0	1	2	0	1	2
Other	15	1	16	1	2	3	21	2	23	1	2	3
Total	1108	167	1275	55	156	211	985	152	1139	31	118	150

Retail Trip Generation

7.6.12 The table below shows the retail trips calculated for the original application and new Scheme.

Table 7-13: Retail Peak Hour Trip Generation

Mode	LBRuT Resolved Position (2020)						GLA determined position (2021)/ Now Proposed Scheme (2022)					
	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	7	6	13	8	10	18	7	6	13	8	10	18
Walk	185	183	368	252	248	500	185	183	368	252	248	500
Cycle	3	3	7	5	4	9	3	3	7	5	4	9

Mode	LBRuT Resolved Position (2020)						GLA determined position (2021)/ Now Proposed Scheme (2022)					
	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
Bus	23	23	45	31	31	62	23	23	45	31	31	62
Train	21	20	41	28	28	56	21	20	41	28	28	56
Underground	0	0	0	0	0	0	0	0	0	0	0	0
Other	1	1	3	2	2	4	1	1	3	2	2	4
Total	241	237	477	326	323	649	241	237	477	326	323	649

7.6.13 The results indicate that there is no change in the number of trips as the retail element forms part of the flexible use and has been based on a convenience store, with the same Gross Floor Area (GFA) as previous.

Restaurant Trip Generation

7.6.14 The table below shows the restaurant trips calculated for the original application and new Scheme.

7.6.15 Notably the restaurant GFA as part of the flexible use is considered to increase from the original LBRuT and has decreased from the GLA determined position. This has resulted in a difference in the development trips for restaurant land use.

Table 7-14: Restaurant Peak Hour Trip Generation

Mode	LBRuT Resolved Position (2020)						GLA determined position (2021)						Now Proposed Scheme (2022)					
	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00			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	Arr	Dep	2-way	Arr	Dep	2-way
Vehicle	0	0	0	3	2	5	0	0	0	7	6	14	7	6	13	7	6	13
Walk	0	0	0	51	45	96	0	0	0	70	62	132	66	58	124	66	58	124
Cycle	0	0	0	2	1	3	0	0	0	2	2	4	2	2	4	2	2	4
Bus	0	0	0	6	5	12	0	0	0	8	7	16	8	7	15	8	7	15
Train	0	0	0	33	29	62	0	0	0	46	40	86	43	38	80	43	38	80
Underground	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	4	3	7	0	0	0	5	5	10	5	4	9	5	4	9

Mode	LBRuT Resolved Position (2020)						GLA determined position (2021)						Now Proposed Scheme (2022)					
	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00			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	Arr	Dep	2-way	Arr	Dep	2-way
Total	0	0	0	99	86	185	0	0	0	139	122	261	131	114	245	131	114	245

Hotel Trip Generation

7.6.16 The table below shows the hotel trips calculated for the original application and new Scheme. Due to the proposed number of rooms remaining the same there is no change to the hotel trips than previously assessed under the previous application.

Table 7-15: Hotel Peak Hour Trip Generation

Mode	LBRuT Resolved Position (2020)						GLA determined position (2021)/ Now Proposed Scheme (2022)					
	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	0	1	1	1	0	1	0	1	1	1	0	1
Walk	0	1	1	0	0	1	0	1	1	0	0	1
Cycle	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	1	1	1	1	1	0	1	1	1	1	1
Train	1	2	3	2	1	3	1	2	3	2	1	3
Underground	0	0	0	0	0	0	0	0	0	0	0	0
Other	1	2	2	1	1	2	1	2	2	1	1	2
Total	3	7	9	5	4	8	3	7	9	5	4	8

Office Trip Generation

7.6.17 The table below shows the office trips calculated for the original application and new Scheme.

Table 7-16: Office Peak Hour Trip Generation

Mode	LBRuT Resolved Position (2020)						GLA determined position (2021)						Now Proposed Scheme (2022)					
	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00			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	Arr	Dep	2-way	Arr	Dep	2-way
Vehicle	17	3	20	5	18	23	34	3	37	5	43	48	30	3	32	4	37	42
Walk	13	1	14	1	13	15	17	1	18	2	20	23	14	1	16	2	18	20
Cycle	6	0	7	1	7	7	8	1	9	1	10	11	7	1	8	1	9	10
Bus	14	1	15	2	17	19	23	2	25	3	29	32	20	2	22	3	25	28
Train	34	3	37	5	42	47	57	5	63	9	71	80	50	4	54	7	62	69
Underground	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	8	1	9	1	10	11	16	1	18	2	20	23	14	1	16	2	18	20
Total	92	10	101	16	107	122	156	14	170	23	194	217	136	12	148	20	168	189

7.6.18 The office land use has increased in size from the original LBRuT application however has reduced from the GLA scheme.

Cinema Trip Generation

7.6.19 The table below shows the cinema trips calculated for the original application and new Scheme.

Table 7-17: Cinema Peak Hour Trip Generation

Mode	LBRuT Resolved Position (2020)						GLA determined position (2021)/ Now Proposed Scheme (2022)					
	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	0	0	0	8	11	20	0	0	0	6	9	15
Walk	0	0	0	46	40	86	0	0	0	35	31	65
Cycle	0	0	0	5	4	9	0	0	0	4	3	7
Bus	0	0	0	11	14	25	0	0	0	8	11	19
Train	0	0	0	26	36	62	0	0	0	20	27	47

Mode	LBRuT Resolved Position (2020)						GLA determined position (2021)/ Now Proposed Scheme (2022)					
	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
Underground	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	8	10	18	0	0	0	6	8	13
Total	0	0	0	104	116	220	0	0	0	79	88	167

Total Trip Generation

7.6.20 The total trip generation for the site has been calculated by adding all of the development land uses together. This includes a comparison of the original application and new Scheme development trips. This is provided on the table below:

Table 7-18: Total Peak Hour Trip Generation

Mode	LBRuT Resolved Position (2020)						GLA determined position (2021)						Now Proposed Scheme (2022)					
	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00			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	Arr	Dep	2-way	Arr	Dep	2-way
Vehicle	188	186	374	113	120	232	153	174	326	108	117	225	150	179	328	111	113	224
Walk	609	313	923	445	443	888	585	378	963	477	465	942	572	344	916	448	447	895
Cycle	38	21	59	26	27	52	39	29	69	28	32	59	37	24	61	24	29	53
Bus	573	114	687	106	154	261	539	150	689	118	164	282	531	132	663	105	155	260
Train	140	83	222	138	166	304	168	121	289	164	210	374	155	102	257	147	192	339
Underground	10	45	54	28	16	44	27	88	116	58	36	95	21	70	92	45	30	76
Other	37	35	71	36	43	79	54	53	107	48	57	105	49	43	92	40	51	91
Total	1596	796	2391	893	969	1862	1564	994	2559	1001	1079	2081	1516	893	2410	920	1016	1938

7.6.21 The existing development trips calculated earlier are proposed to be used for the purposes of traffic modelling the baseline condition in the future year. No existing development trips by any other modes, except vehicles are proposed to be used in any other assessments.

7.7 Summary

7.7.1 The trip generation assessment has been updated following the Original Application (2020). This included 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.

- 7.7.2 Overall, there is a decrease in peak hour vehicular trips added onto the network for the new scheme in comparison with the original application and a comparable level of vehicular trips with the GLA determined position. There is also notably a decrease in trips for all other modes from the GLA determined scheme and an increase across other modes for the LBRuT original application.
- 7.7.3 With the resultant reduction in peak hour vehicular trips it is estimated that there would be 328 two way vehicular trips in the AM peak and 224 two way vehicular trips in the PM peak period.
- 7.7.4 The majority of trips produced by the development are by people walking with a total of 916 and 895 two way trips in the AM and PM peak respectively. In addition, there is estimated to be 1013 and 675 two way public transport trips in the AM and PM peak hours respectively.

8 Highway Network Impact Assessment

8.1 General

- 8.1.1 The transport impacts have been assessed to reflect the now proposed application trip generation figures.
- 8.1.2 This chapter provides a description of the modelling work that has been undertaken to understand the impact on the surrounding highway network
- 8.1.3 The impacts have been considered for each mode and an appropriate mitigation has been developed. Further details of the potential highway mitigation measures are provided in Chapter 10.
- 8.1.4 Notably any financial contribution for highway works will be considered against any works that the Applicant agrees to undertake under a s278 agreement.
- 8.1.5 As part of the previous planning applications highway modelling has been undertaken as requested by LBRuT and TfL. This has led to a set of proposals being developed to mitigate the impact of the development, which are considered appropriate for the latest hybrid scheme.. This Chapter focuses on the development traffic distribution and work undertaken for completion of the TfL VISSIM Model Auditing Process (VMAP) to understand the impact the development will have on Chalkers Corner.

8.2 Traffic Distribution

- 8.2.1 The traffic distribution, as part of the original scheme and used in both the original application and TfL call in was taken from the TfL strategic Highway Assignment Model (HAM). This distribution has also been used for the updated assessments within this TA. Figures 8.1 and 8.2 show the vehicle trip distribution from the proposed development

Figure 8-1 AM Peak Development Traffic Distribution

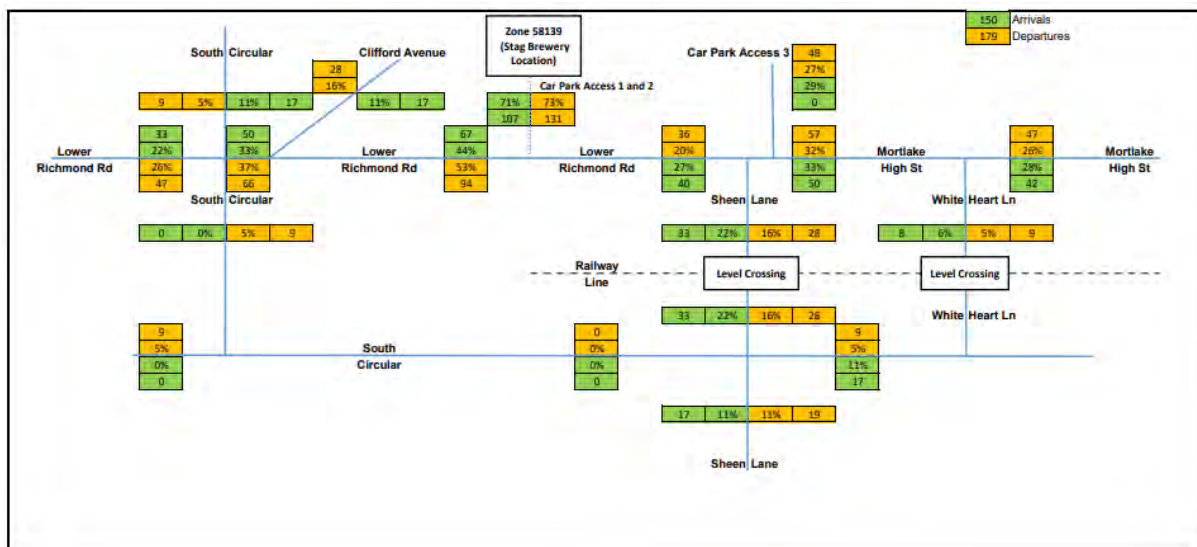
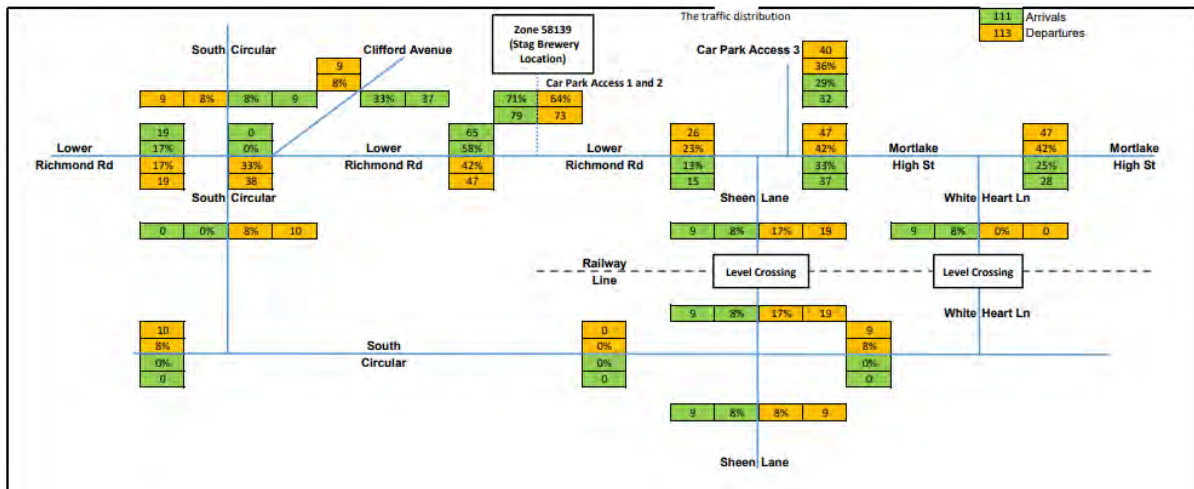


Figure 8-2 PM Peak Development Traffic Distribution



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

8.3 VISSIM Microsimulation Modelling

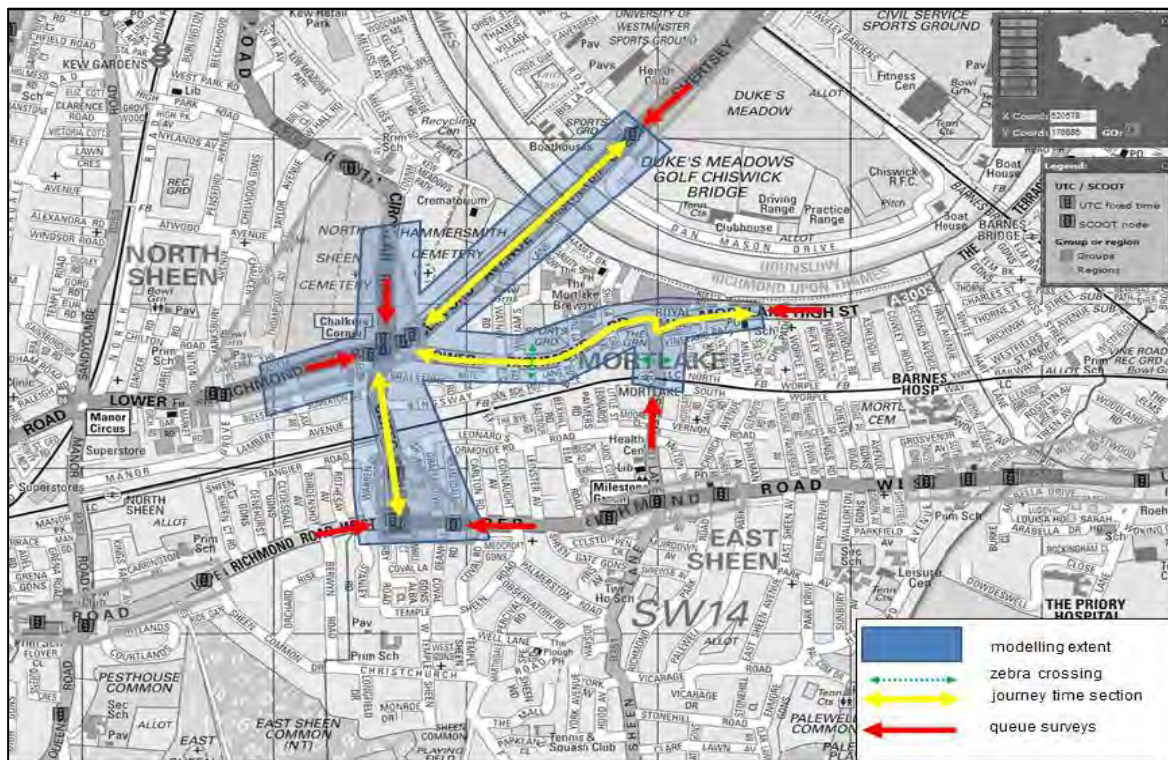
8.3.1 Initial modelling was undertaken using LINSIG modelling software as part of the original application, which includes the approved model at Chalkers Corner for the Original scheme, which was undertaken using 2017 data prior to the closure of Hammersmith Bridge. Due to limitations in the modelling software for modelling two junctions in close proximity to each other, a microsimulation model using VISSIM software has been requested by TfL.

8.3.2 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.

8.3.3 Notably, no further modelling was undertaken following the closure of Hammersmith Bridge, which was an approach agreed with TfL. Furthermore, data was provided from TfL for the traffic levels before and after the closure of Hammersmith Bridge, which highlighted that the modelling undertaken was still considered robust.

8.3.4 Initial consultation was undertaken with TfL to confirm the modelling extents. Subsequently, a Modelling Expectations Document was received from TfL on 17.03.20 which indicated the extent illustrated in the figure below.

Figure 8-3 Modelling Extents (Extracted from TfL MED)



8.3.5 The TfL MED indicated the inclusion of the following junctions within the VISSIM model:

- 20/011, 24/201 & 24/202 - A205 Clifford Avenue/Mortlake Road/A316 Lower Richmond Road/Chalkers Corner
- 24/199 & 24/200 - A316 Clifford Avenue/A3003 Lower Richmond Road/Chalkers Corner
- 25/068 - Great Chertsey Road/Hartington Road/Dan Mason Way
- 24/147 - A205 Clifford Avenue by Tangier Road
- 24/004 - A205 Upper Richmond Road West/A205 Clifford Avenue
- 24/215 - A205 Upper Richmond Road/Deanhill Road by Graemesdyke
- Sheen Lane/Lower Richmond Road/Mortlake High Street Roundabout
- Existing development access road – Lower Richmond Road/Ship Lane Junction
- Lower Richmond Road/Hanson Close Junction

8.3.6 A full TfL VISSIM Model Auditing Process (VMAP) was undertaken on the above junctions to determine the proposed mitigation for Chalkers Corner and confirm the other highway mitigations along Lower Richmond Road, Mortlake High Street and Sheen Lane are adequate for the development. This has included use of TfL Strategic Model to determine growth factors for future year models and to calculate the distribution of development trips throughout the local network.

- 8.3.7 As part of the assessment modelling for the existing layout for the following scenarios for each AM and PM peak period was undertaken.
- 2017 Base – Existing Layout
 - 2031 Future Base – Existing Layout
 - 2031 Future Base + Development Flows – Existing Layout
- 8.3.8 The models were calibrated and validated using data available from the 2017 surveys and video recording of the junction. Notably further validation was undertaken using additional data requested from TfL and third parties including iBus and Traffic Master data.
- 8.3.9 VMAP Stages 1 -3, which include the validation and calibration of the base models were approved by TfL on 08/10/2020. The modelling work undertaken as part of these stages used data captured for the study area, including junction counts, bus journey times and bus stop dwell times from iBus data and pedestrian crossing counts. This data was used to produce a calibrated and validated base model.
- 8.3.10 The results of the modelling provided a base case for the impact of the Proposed Development and for the proposed mitigation measures to be compared against. Further details of the results are discussed in Chapter 9.

9 Operational Review of Proposed Highway Improvements

9.1 General

- 9.1.1 Early discussions with TfL in March 2020 indicated a need for a mitigation strategy 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 proposed options 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.
- 9.1.2 Notably while the detailed modelling was undertaken following the GLA's call in of the applications the number of vehicle trips has remained within 2 vehicles in the AM peak and 1 vehicle in the PM peak of the GLA scheme. This represents a difference of 0.6% and 0.4% in the AM and PM peaks in terms of development trips, which is considered to be a negligible difference. The previous modelling work undertaken is therefore considered robust and has been used for the new hybrid application.
- 9.1.3 In addition, due to Covid 19 which has had an impact on travel behaviour in London with more people working from home and with government advice changing on travelling in London, the assessment which is based on historic survey data is considered to be the most logical set of data to base the study until travel patterns are back to normal. Furthermore, with the introduction of the Ultra-Low Emission Zone (ULEZ), this would also likely reduce traffic within the study area with vehicles attempting to avoid paying the charge. Use of the existing baseline data would therefore represent higher traffic volumes and represent a worst-case assessment.
- 9.1.4 Other highway options that were presented as part of the original TA, document reference no. 38262/5501/GC/RP/MB/001 still remain valid and the details of these proposed measures are included in Chapter 11.

9.2 Background

- 9.2.1 A number of indicative options were considered as part of the previous applications' determination following the GLA's call in during discussions with TfL, to mitigate the development traffic for both general traffic and buses through Chalkers Corner and along Lower Richmond Road. While a number of options were discussed two options were taken forward to be studied in more detail which were:
- Option 2: Chalkers Corner 'Light'
 - Option 4: Chalkers Corner 'Light' & Bus Lane
- 9.2.2 Other Options included Option 1 which was a contribution for Area Wide Traffic Management, Highway Improvements, Chalkers Corner Junction Contribution and Main development Travel Plan and Travel Plan Bond. Also Option 3 a bus lane along Lower Richmond Road and Option 5 the original Application C scheme.
- 9.2.3 Options 1, 3 and 5 were considered unfeasible as part of the review process and only Options 2 and 4 were taken forward and presented to the mayor as part of the determination of the previous applications.
- 9.2.4 Following discussions with LBRuT Option 4 which includes a bus lane option along Lower Richmond Road has not been considered as a proposed highway improvement for the

Proposed Development. Instead, it is understood that this could be implemented in future by TfL should it be considered a benefit to buses in the area.

- 9.2.5 Further details of the chosen proposed Chalkers Corner 'light' option (2) 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.

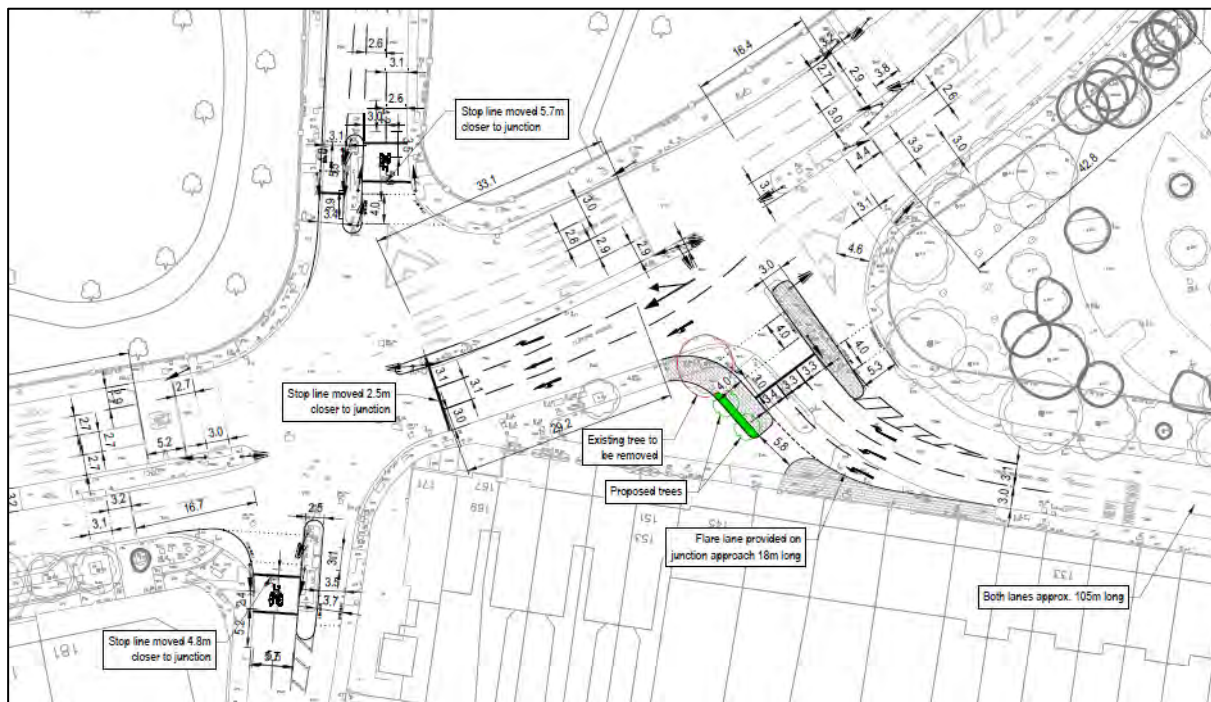
9.3 Proposed Option: Chalkers Corner 'Light'

- 9.3.1 Further to the LBRuT Planning Committee resolution to refuse the Applicant's previous planning Application C in 2021., TfL requested that further options to mitigate the development traffic at Chalkers Corner were assessed following the GLA's call-in or the original scheme. An indicative option for Chalkers Corner was therefore 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 directly addresses one of the reasons for the resolution to refuse at the Committee Meeting.

- 9.3.2 The proposed design is shown on Figure 9.1 below and a more detailed drawing is included in Appendix J. 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.

Figure 9-1 Proposed Option– Chalkers Corner ‘Light’



9.3.3 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.

9.3.4 Further consultation with LBRuT officers has confirmed that this option is preferred to mitigate the impact of the development at Chalkers Corner.

9.4 VISSIM Microsimulation Modelling Option Testing

9.4.1 Detailed modelling was undertaken for the existing Chalkers Corner layout and Options 2 and 4 using microsimulation software, which was taken through a full TfL VISSIM Model Auditing Process (VMAP) to determine whether any of the options were feasible and would best mitigate the impact of the development on Chalkers Corner.

9.4.2 The proposed highway option also provides several benefits to the wider area, including bus, pedestrian, cycle and highway improvement works. The highway works package includes proposed improvements along the Lower Richmond Road corridor including Mortlake High Street and extending down Sheen Lane towards the level crossing. Details of the improvements include the following and are discussed in further detail in Chapter 11. In addition plans showing the proposals are included in Appendix M:

- 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 new signalised crossing provided just to the west of the new access road to the school
- Relocation of bus stops to key pedestrian desire lines

- Relocation and widening of existing signalised crossing adjacent to Ship Lane to align better with key pedestrian desire lines
- 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
- 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
- Enlargement of the central reserve and narrowing of traffic lanes on Mortlake High Street 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.

9.4.3 As part of the VMAP Stages 4 and 5, Future Year Scenario Models have been produced. This includes a 2031 forecast travel demand on the network for each modelled scenario to test the proposed Chalkers Corner options and highway mitigation package which have been listed below.

- 2031 Reference Case – Base + Existing Traffic development traffic (AM & PM peaks)
- 2031 Do Something – Base + Proposed developments + Highway Mitigation package + No change at Chalkers Corner (AM & PM peaks)
- 2031 Do Something – Base + Proposed developments + Highway Mitigation package + Option 2 Chalkers Corner 'Light' Mitigation (AM & PM peaks)

9.4.4 The results of the modelling work undertaken for general traffic and bus journey times are provided on the Tables 9.1 and 9.2 below.

Table 9-1: General Traffic Journey Time Summary (seconds)

	From	To	VMAP Stage 3 approved Base Models	Future Base (FB) (A)	FB + Stag Dev (B)	FB + Stag + Option 2 (C)	Diff B-A	Diff C-A
AM General Traffic	Clifford Ave South/Upper Richmond Road Jn	Chalkers Corner NB approach	327	316	547	372	231	56

	From	To	VMAP Stage 3 approved Base Models	Future Base (FB) (A)	FB + Stag Dev (B)	FB + Stag + Option 2 (C)	Diff B-A	Diff C-A
	Chalkers Corner	Clifford Ave South/Upper Richmond Road Jn	135	106	95	110	-11	5
	Chalkers Corner	Hartington Road Jn	80	82	79	81	-3	0
	Hartington Road Jn	Chalkers Corner	132	160	376	176	217	16
	Mortlake Roundabout	Chalkers Corner	341	458	680	433	222	-25
	Chalkers Corner	Mortlake Roundabout	144	155	347	231	192	77
	A316 EB Entry	Chalkers Corner A316 EB approach	1142	1339	1469	1373	130	34
	Mortlake Road North Entry	Chalkers Corner Mortlake Road SB approach	219	227	369	296	142	69
	A316 Great Chertsey Road Entry	Chalkers Corner A316 WB approach	396	388	393	389	4	1
	Lower Richmond Road Entry	Mortlake Roundabout	597	686	1109	773	423	87
	Sheen Lane Entry	Mortlake Roundabout	905	1350	1370	1388	20	37
	Upper Richmond Road WB Entry	Upper Richmond Road/Clifford Ave Junction	657	631	966	692	336	61
	Upper Richmond Road EB Entry	Upper Richmond Road/Clifford Ave Junction	613	657	858	758	201	101
PM General Traffic	Clifford Ave South/Upper Richmond Road Jn	Chalkers Corner NB approach	366	333	354	365	20	31
	Chalkers Corner	Clifford Ave South/Upper Richmond Road Jn	131	124	128	132	4	8

	From	To	VMAP Stage 3 approved Base Models	Future Base (FB) (A)	FB + Stag Dev (B)	FB + Stag + Option 2 (C)	Diff B-A	Diff C-A
	Chalkers Corner	Hartington Road Jn	80	80	80	80	0	0
	Hartington Road Jn	Chalkers Corner	226	416	421	415	6	0
	Mortlake Roundabout	Chalkers Corner	510	728	733	648	6	-79
	Chalkers Corner	Mortlake Roundabout	115	115	191	175	76	60
	A316 EB Entry	Chalkers Corner A316 EB approach	1091	1096	1098	1099	2	3
	Mortlake Road North Entry	Chalkers Corner Mortlake Road SB approach	400	232	229	231	-3	-1
	A316 Great Chertsey Road Entry	Chalkers Corner A316 WB approach	404	417	425	419	7	2
	Lower Richmond Road Entry	Mortlake Roundabout	637	913	1027	865	114	-48
	Sheen Lane Entry	Mortlake Roundabout	419	453	460	474	7	21
	Upper Richmond Road WB Entry	Upper Richmond Road/Clifford Ave Junction	688	655	673	684	18	29
	Upper Richmond Road EB Entry	Upper Richmond Road/Clifford Ave Junction	824	779	812	809	33	29

Table 9-2: – Bus Journey Time Summary (seconds)

Bus Route	VMAP Stage 3 approved Base Models	Future Base (A)	FB + Stag Dev (B)	FB + Stag + Option 2 (C)	Diff B-A	Diff C-A
AM PT	190 NB	272	262	270	8	-10
	190 SB	237	263	504	240	20

Bus Route		VMAP Stage 3 approved Base Models	Future Base (A)	FB + Stag Dev (B)	FB + Stag + Option 2 (C)	Diff B-A	Diff C-A
	33 EB	133	149	160	160	10	11
	337 EB	140	149	143	163	-5	14
	419 NB	344	354	572	432	217	78
	419 SB	453	563	787	535	225	-27
	493 EB	128	139	165	140	26	1
	R68 NB	140	137	140	135	4	-1
	R68 SB	144	149	271	184	122	35
PM PT	190 NB	232	240	242	244	2	4
	190 SB	329	523	540	532	18	9
	33 EB	195	193	197	196	4	3
	337 EB	188	174	183	183	9	9
	419 NB	259	257	340	339	83	83
	419 SB	567	731	730	647	-1	-84
	493 EB	190	192	191	193	-1	1
	R68 NB	117	123	125	129	2	6
	R68 SB	164	139	146	149	7	10

9.4.5 A comparison of the journey time results above indicates that there is an increase in both general traffic and bus journey times with the addition of the development traffic and highway mitigations without any improvements at Chalkers Corner. This suggests that improvements are required at Chalkers Corner junction to mitigate the impact of the Proposed Development.

9.4.6 Option 2 – Chalkers Corner Light shows significant improvements to the future base + development scenario in both peak periods for general traffic. In addition, comparing the future base without development and proposed mitigation options for general traffic there is a mix of improvements and increased delays for journey times along different routes through Chalkers Corner. The greatest benefits are to journey times along Lower Richmond Road between Mortlake Roundabout and Chalkers Corner Junction in the PM peak with over a minute saving to general traffic provided with the inclusion of the left turn flare lane.

9.4.7 Overall, the impact on general traffic is considered to not be significant on any routes with the proposed option and TfL have confirmed that this provides adequate general traffic mitigation for the development.

9.4.8 Bus journey times are shown to improve with both options for all bus routes except for Route 419 NB in both peak periods. Notably this increase in delay can be largely attributed to the

increased dwell times at bus stops, which has increased from 5 - 10 seconds to 30 - 40 seconds at each bus stop as a result of the increased bus demand in the area.

9.4.9 The greatest benefits to bus journey times are for Route 419 SB (westbound buses on Lower Richmond Road).

9.4.10 A copy of the full VMAP report is included in Appendix K.

9.5 Hammersmith Bridge Closure

9.5.1 A technical note has been prepared by Stantec, which provides detailed analysis of the Hammersmith bridge closure on the Stag Development during both the operational and construction phases. A copy of the technical note is included in Appendix L and a summary of the key findings is provided below.

9.5.2 A Task Force was set up by Department for Transport (DfT), which includes members of Transport for London (TfL), Greater London Authority (GLA), LBHF and LBRuT for the reopening of the bridge. While no start dates have been confirmed, the Task Force were confident that they would be able to agree on a funding package and begin work shortly. Studies undertaken to date for the bridge re-opening have suggested that construction on the bridge would take 5 years and 4 months before it would be fully operational and open to all traffic. Details of an earlier programme are shown below:

- 66 Working days to start of ferry contract – service commencement targeted for spring 2021.
- 4 months to understand condition of all pedestals – possible controlled opening to pedestrians and cyclists.
- 7 months emergency stabilisation – Open to pedestrians and cyclists for a limited period.
- 21 months permanent stabilisation – open to pedestrians and cyclists.
- 30 months strengthening – open to previous traffic loading.
- **Total time to full bridge re-opening – 64 months (5 years and 4 months)**

9.5.3 Notably the programme above is based on information shared at a steering group meeting on 28th October 2020 and is the latest publicly available information available. Since this meeting the bridge has reopened for pedestrian and cyclists however funding has still not been secured for the full works required.

9.5.4 Our technical note concluded the following points

- Total traffic increase through Chalkers Corner is low with an increase of 1.4% and 1.3% in the AM and PM peaks respectively following the Hammersmith Bridge closure.
- Development traffic predicted to use Hammersmith Bridge is minimal in both peak periods.
- School Catchment suggests no school children would use Hammersmith Bridge.
- Chalkers Corner proposals provide adequate mitigation for the fully constructed development.
- Bridge likely to be open before the development is fully operational if funding is agreed before May 2022.

- Phased opening of the development will begin in 2023, however majority of vehicle trips not on network until 2028.
- Phased development trips and construction trips will be less than total trips generated for fully operational development.

9.5.5 With the mitigation proposed at Chalkers Corner, highway improvements proposed along Lower Richmond Road, Mortlake High Street and Sheen Lane, the suggested limited number of vehicles that would use Hammersmith Bridge and small overall impact on traffic volume through Chalkers Corner, the implications of the bridge closure are considered to be no significant change to that presented in this TA and accompanying Environmental Statement (ES) document, which is based on a worse case full development traffic distribution.

9.5.6 While the bridge is likely to be re-opened before the development is fully operational, this would not be the case during the construction period. However, during the construction phase the routes available to the development show that a low number of construction vehicles will be impacted by the closure of Hammersmith Bridge. In addition, after the peak construction year (2028), the amount of development construction traffic will reduce and will be outside of peak hours. Based on the phasing and yearly accumulation of predicted development traffic, the traffic generated by the development once fully operational would not be greater than any time during construction when less of the development is operational. Therefore, the conclusions that the mitigation for Chalkers Corner are adequate for the scheme once fully operational would also remain for the construction phases of the development.

9.6 Summary

9.6.1 The Highway Mitigation Proposals include a package of measures along Lower Richmond Road, Mortlake High Street and Sheen Lane, together with various options for Chalkers Corner. As part of the detailed VMAP modelling exercise undertaken Chalkers Corner 'light' was tested. Both options provide an overall benefit at Chalkers Corner with regards to general traffic journey times and network performance in comparison with the proposed development scenario, which includes the package of highway measures without any proposals at Chalkers Corner. In comparison with the future base with no development the greatest benefits to journey times for general traffic and buses are shown to be along Lower Richmond Road between Mortlake Roundabout and Chalkers Corner junction in the PM peak.

9.6.2 It has been possible to reallocate green time to other movements through Chalkers Corner junction and provide better overall junction balance in terms of journey times for all highway mitigation proposals. However, a slight increase in journey times is noted on other approach arms to Chalkers Corner junction with the introduction of the proposed Stag Brewery development.

9.6.3 The bus journey time results indicate that the introduction of the Proposed Development is alleviated through the highway mitigation proposals. However, due to the agreed bus contribution (£3,675,000) additional bus services could be added to Route 419 in each direction, which would reduce dwell times further at bus stops along the route. The figures generated in the modelling work are therefore considered a robust worst case for the assessment and were acceptable to TfL.

9.6.4 Furthermore, it is noted that with the closure of Hammersmith Bridge, bus route 533 has been re-routed to travel along Mortlake High Street, Lower Richmond Road, through Chalkers Corner and across Chiswick Bridge. While this has not formed part of the modelling work, the Chalkers Corner improvements with / without the implementation of the bus lane will therefore provide added benefits to both Routes 419 and 533 in the westbound direction along Lower Richmond Road.

- 9.6.5 Based on the assessment undertaken, it is considered that the proposed highway package together with the Chalkers Corner light proposals sufficiently alleviate the impact of the proposed Stag Brewery development.

10 Operational Review of the Public Transport, Walking and Cycling Networks

10.1 General

- 10.1.1 This chapter sets out the likely impacts of the development proposals on the public transport, walking and cycling networks, and includes an assessment of the Sheen Lane level crossing.
- 10.1.2 The assessment is based upon the trip generation for the proposed development which were set out within Chapter 7. The key issues examined are:
- The likely increase in demand to board trains at Mortlake Station during the critical AM peak hour;
 - The capacity of the existing station infrastructure, including platforms, station entrances and the footbridge, to accommodate the additional demand;
 - The capacity of the rail services through Mortlake to accommodate the additional demand, including additional carriages on trains;
 - The additional demand that the development will generate on local bus services. In accordance with TfL requirements this focusses on likely increased demand on the relevant bus corridors rather than providing a detailed assessment of the capacities of individual services;
 - The key impacts of the proposed development on the pedestrian and cycle networks and the ability of those networks to accommodate the flows.
- 10.1.3 Baseline data for the public transport analysis from the original applications has been used for assessment based on pre-Covid 19 conditions, which are considered worst case due to the significant reduction in the number of people using public transport due to Covid. This is considered a robust approach to review the impact of the development once fully operational.
- 10.1.4 Chapter 11 then sets out the overall Transport strategy which aims to encourage residents and visitors to the new development to adopt sustainable patterns of travel. This includes proposals to enhance access by non-car modes as well as measures to mitigate the impacts of the development on the transport infrastructure.

10.2 Assessment of Rail Impacts

- 10.2.1 An assessment has been undertaken of the rail impacts of the development and includes the following elements:
- A review of baseline conditions. This has been based upon site visits to the station undertaken as part of the original application at both peak and off-peak times, desktop study of available data, discussions with Network Rail (NR) and review of data provided by NR plus surveys of pedestrian flows at station entrances commissioned by Stantec.
 - The predicted increased demand based upon the trip generation assessment set out in Chapter 7.
 - A review of station capacity with the proposed development.
 - A review of the likely train capacity with the proposed development.

- 10.2.7 Passenger flows within the station itself are bi-directional with only minor conflict between passengers boarding and alighting. As there is only one entrance/exit point at the eastern end of each platform this reduces the number of passenger movements possible and therefore reduces conflict within the station.
- 10.2.8 The movement of pedestrians is also not impeded by gate lines. This means that the movement of pedestrians within Mortlake station should be significantly more free flowing than for a typical station that NR's guidance is based on. The assessment has taken account of the detailed characteristics of the station, including the tendency to board the front carriages of any train.
- 10.2.9 The assessment of station capacity has been undertaken for the AM peak hour (08:00 to 09:00) since this is the critical hour due to the peaked nature of commuter trips during the morning.
- 10.2.10 NR provided data on passenger numbers for 2016 in order to inform station requirement calculations (Table 10.1). It is understood that these are based upon recorded boardings and alightings at the nearby Putney Station since there was no actual survey information available for Mortlake.
- 10.2.11 Stantec commissioned additional surveys of the numbers of pedestrians entering and leaving Mortlake Station. These were carried out on Wednesday, 15th June 2016 and since these surveys indicated higher numbers of passengers at the station, than the estimates provided by NR for Putney, these have been used as the basis for estimating existing demand.

Table 10-1: Number of passengers boarding and alighting per hour – AM peak (Existing)

Source	Platform 1 - Eastbound		Platform 2 Westbound	
	Boarding	Alighting	Boarding	Alighting
Network Rail Estimates	482	67	133	227
Stantec Surveyed Data	979	75	291	281

- 10.2.12 With the Proposed Development trips then added, this results in the following number of passengers boarding and alighting by hour across the AM peak period based on the surveyed figures.

Table 10-2: Number of passengers boarding and alighting per hour – AM peak (Existing + Development)

Source	Platform 1 - Eastbound		Platform 2 Westbound	
	Boarding	Alighting	Boarding	Alighting
Existing	979	75	291	281
Development Trips	73	112	29	43

- 10.2.13 An assessment was carried out, based on-site visit observations, as to the proportion of passengers boarding in each carriage. The pedestrian entry surveys suggest that the peak loading occurs between 08:00 and 08:15 with approximately 33% of the hourly (08:00 to 09:00) demand. Based on this, boardings and alighting at the “critical” carriage have been calculated for the base and future situations. The latter are reproduced within Table 10.3 below.

Table 10-3: Total Future Loading into the Critical Carriage onto busiest train during the AM Peak Hour

			Platform 1 - Eastbound			Platform 2 - Westbound		
Time			Boarding	Alighting	Total	Boarding	Alighting	Total
08:00	-	08:15	67	12	79	33	21	54
08:15	-	08:30	61	11	72	30	19	49
08:30	-	08:45	53	9	62	26	16	42
08:45	-	09:00	32	6	37	15	10	25
08:00		09:00	210	37	248	103	65	168

10.2.14 In accordance with the NR's Station Capacity Assessment Guidance, the ability of the platforms to accommodate both the existing and future demand taking account of the different zones (Zone A - Yellow Line (safety) Zone, Zone B - Boarding/Alighting Zone, Zone C - Circulation Zone and Zone D - the Activity Zone) taking account of the uneven platform loading has been assessed.

10.2.15 The outcome of this analysis is summarised within Table 10.4 below. This gives a minimum requirement for the overall platform width of 4.43m.

Table 10-4: Existing and Future Platform Width Requirement

Requirement	Existing Requirement (m)	Future Requirement (m)
Zone A	1	1
Zone B	2.91	3.13
Zone C	0.00	0.00
Zone D	0.30	0.3
Total	4.21	4.43

10.2.16 The change in requirements for Zone B is as a result of increased patronage on trains as a result of the Proposed Development.

10.2.17 The station meets both the existing and future requirements as it has a critical platform width of 4.67m which is 0.24m wider than the minimum requirement.

Footbridge, Stairways and Entrances

10.2.18 The suitability of the capacities of these elements has been assessed based upon Fruin's Level of Service (LoS) which is NR's standard for calculating comfort levels. It provides a range of service levels ranging from A (free flow circulation) to the worst F (complete breakdown in traffic flow). The Fruin LoS includes separate criteria for assessing stairways and passageways. NR guidance suggests that a Fruin LoS of C should normally be achieved. This is because it is deemed to provide a certain level of comfort within the confines of the station.

10.2.19 Based on the predicted volume of pedestrian flows and the Fruin analysis the following is concluded:

- The internal stairways, which have a width of 2.0m are more than sufficient in width to meet the future demand based on the required Fruin Level of Service C. Based on this the minimum future width should be 1.39m;
- The bridge itself, which comprises of a total width of 4.0 m requires a minimum width of 1.28m to meet future requirements and is therefore satisfactory;
- The northern station entrance, which will be the main focus for the additional demand generated by the Stag development proposals, has sufficient width to accommodate the increased demand.

Summary

10.2.20 The rail assessments carried out indicate that there is sufficient capacity for both the existing and forecasted future passenger numbers in terms of station infrastructure and train capacity.

10.2.21 The trip generation was used to calculate the number of new trips anticipated to be made by train and using these numbers combined with existing flows, platform widths, staircase capacity, footbridge capacity and station entrances were all assessed and indicated they were sufficient for future needs.

10.3 Assessment of Bus Impacts

10.3.1 The bus network around the Site is extensive with a wide variety of services available along a number of corridors providing access to a range of key destinations, including Hammersmith, Richmond and Wimbledon. Whilst the 419 Hammersmith to Richmond bus service, which operates along Mortlake High Street and Lower Richmond Road, past the Site frontage is the closest service other services can be accessed through a relatively short walk depending upon the specific location within the Site. These include the 209 (Richmond to Hammersmith) service, which currently terminates at the Avondale Road bus turn facility, but which can be accessed from stops by the junction of Mortlake High Street/Avondale Road, the 190 (West Brompton to Richmond) bus service that operates along the A316 corridor, the R68 that provides access to Kew Gardens. In addition, there are a number of services that operate along the South Circular to the south of the Site.

10.3.2 The impact of the development proposals on the bus network has been assessed based on the trip generation estimates set out in Chapter 7. Figure 10-2 shows the estimate of new bus trips, arrivals and departures, on an hourly basis between 07:00 and 19:00 hrs, with school related and other trips shown separately. Notably the assessment has been based on pre-Covid data to represent a worst case assessment of bus patronage as levels of bus use has significantly reduced since Covid 19 began.

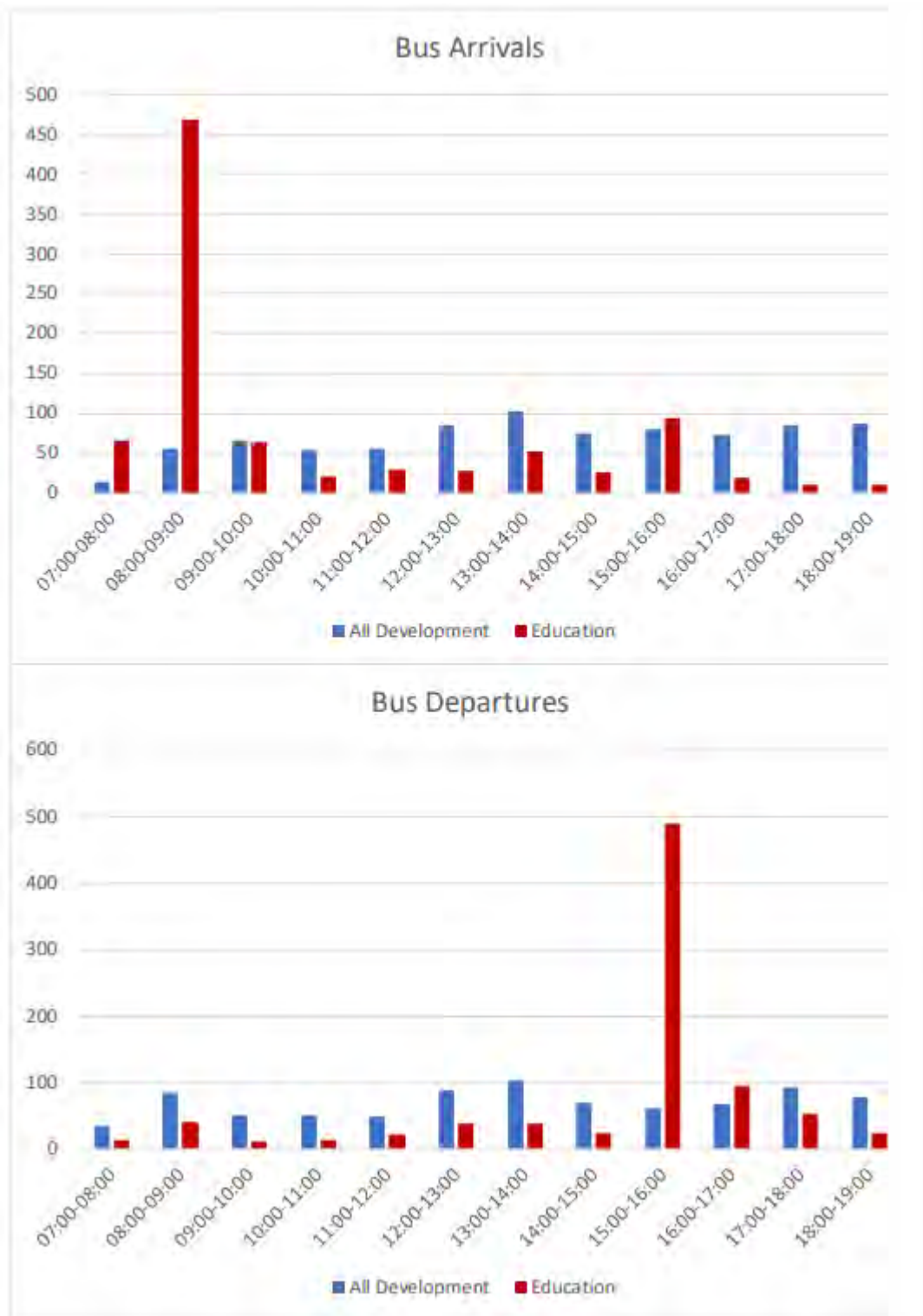


Figure 10-2 Graphs showing anticipated development and education arrivals and departures by bus across the day

10.3.3 Figure 10-2 shows that the secondary school (Application B) is predicted to generate high numbers of bus trips during the AM peak (468 arrivals) and at the end of the school day (490 departures) with relatively few trips at other times of the day. In contrast, the demand profile for the remainder of the development (Application A) is quite flat over the full day reflecting the mixed nature of the development.

- 10.3.4 Table 10-5 provides a more detailed analysis of expected arrivals and departures by bus of non-school trips during the AM and PM peak hours. The breakdown of trips by direction is based upon the estimated trip distribution of bus trips which reflects Census journey to work data. Based on the current service pattern, trips shown as being to/from the west are likely to utilise the 419 service whilst “other” trips would be spread between the other services, in particular the R68 to Kew Gardens and Riverside and the 190 service towards West Brompton.
- 10.3.5 In terms of the 419 service this currently provides 4 buses in each direction in each of the two peak hours, each bus providing 28 seats i.e. a total of 112 seats in either direction past the development Site. The additional demand generated by the proposed non education development (Application A) is therefore equivalent to just more than one additional bus in either peak (not allowing for standing room).

Table 10-5: Boarding and Alighting bus numbers excluding School trips

Peak		To/From East	To/From West	Other	Total
AM Peak	Arrivals	36	15	13	63
	Departures	45	19	26	90
PM Peak	Arrivals	50	22	23	94
	Departures	57	23	22	102

- 10.3.6 Current loadings on the 419 bus service are not known, although based on observation and discussions with TfL, are thought to be quite low on this part of the route. At most, a modest increase in the frequency of this service would provide the required capacity to meet the future requirements of the Proposed Development i.e. two additional peak hour buses increasing the service frequency from every 15 minutes to every 10 minutes.

Discussions with TfL and LBRuT

- 10.3.7 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 provides 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. Taken together these bus services provide direct access to a wide range of destinations.
- 10.3.8 As part of the previous applications 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.

- 10.3.9 TfL's current position is that, given the uncertainties relating to the repair works at Hammersmith Bridge, they are not yet able 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.
- 10.3.10 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.
- 10.3.11 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 development proposals.
- 10.3.12 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. The flexible nature of bus network in this area means that the network is capable of being changed to suit the demands of existing and proposed users, therefore, this approach is appropriate.
- 10.3.13 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 southwest 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 6.11 shows the location of the safeguarded land.

10.4 Impact of Manor Road Development

- 10.4.1 The impact of the approved Manor Road development adjacent to North Sheen Station, was raised during the consultation process for the GLA call in application. A review of the previously submitted Transport Assessment (Ref:10596/002/03) and Addendum (Ref: 300025/001) showed that the development is only predicted to generate 62 and 56 two-way vehicular trips in the AM and PM peaks respectively. The low vehicular trip generation can be largely attributed to the car-lite nature of the development. Due to the proximity of the development (over 1.5km) and traffic distribution in all directions only a proportion of these development trips will impact on Chalkers Corner and Lower Richmond Road. It is therefore considered to be a negligible impact on roads and junction adjacent to the Stag Brewery development.
- 10.4.2 The Manor Road development will also generate additional rail trips on the South Western Railway train line, via North Sheen Station, with the trips shown to be 72 and 55 two-way train trips in AM and PM peaks respectively.
- 10.4.3 Assuming a worst-case scenario where all development generated trips are travelling from North Sheen Station towards London Waterloo, this would equate to an additional 9 and 7 passengers per train or less than 1 per carriage in the AM Peak and PM Peak respectively. With the additional capacity on the rail network the additional development trips for both the Manor Road and Stag Development will be able to be accommodated on the network.

10.5 Cycle Network

10.5.1 Chapter 2 described the existing cycle network serving the area, which includes the main strategic route which runs along the A316 linking Chiswick in the Northwest with Richmond in the southeast. It concludes that the Site is already well connected into the existing network via the existing route that runs along Ship Lane and which therefore bisects the Site. This in turn connects to the strategic route via Thamesbank and to the local routes that run east towards the City along South and North Worpole Way via an existing shared use path through Mortlake Green.

10.5.2 Figure 10-3 shows the anticipated cycle trips that will be generated by the development during a typical weekday. There is a significant peak in demand during the morning peak and in the late afternoon associated with the proposed secondary school.

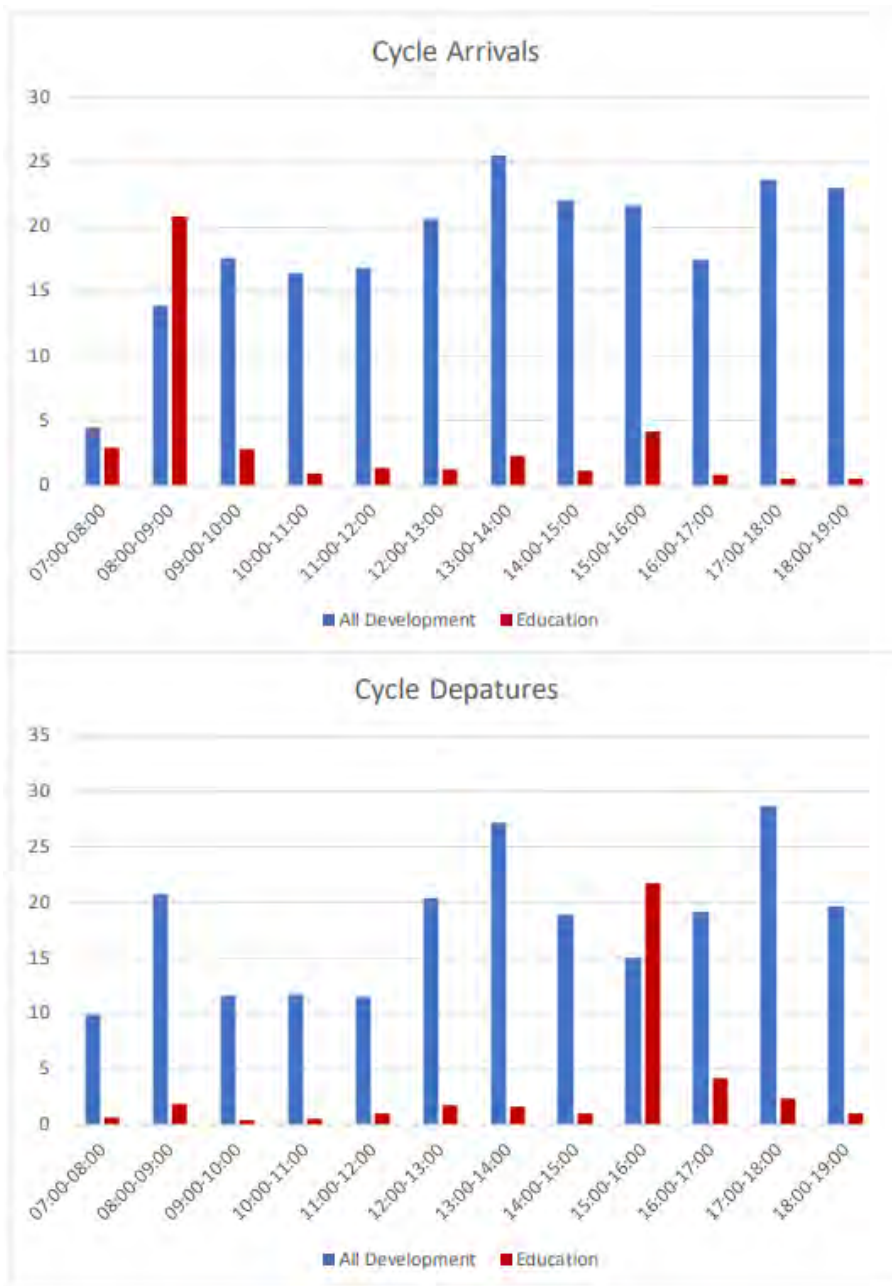


Figure 10-3: Cycle arrivals and departures by hour

- 10.5.3 Whilst higher levels of cycling will be encouraged through the various travel plans it is considered that the level of additional flow should be accommodated by the existing off-site infrastructure. The development proposals outlined within Chapter 6 provide a high emphasis on the provision of a cycle friendly infrastructure within the Site and includes details of how the on-site cycle network will link into the wider network including through the provision of new pedestrian crossings over Mortlake High Street and Lower Richmond Road and enhanced provision at the Chalkers Corner junction to access the TfL Quiet Way scheme.
- 10.5.4 The importance of linking the school into the network has been recognised with the creation of a new east – west cycle route immediately north of the school providing a link with Williams Lane and Ship Lane and thence onward to Mortlake High Street at the eastern end.
- 10.5.5 The Transport Strategy, Chapter 11, sets out in further details the proposals to improve the connectivity of the Site by cycle, which have been consulted with local cycle groups throughout the historic application process.

10.6 Pedestrian Network

- 10.6.1 As with the cycle network the on-site infrastructure and public realm will be designed to a very high quality with very generous dimensions that will facilitate pedestrian movement through the Site. The key pedestrian connections from the Site are through Mortlake Green towards the station and along the river towards Barnes.
- 10.6.2 It is considered that, in general, the existing off-site infrastructure has sufficient capacity to accommodate the additional flows associated with the Proposed Development.
- 10.6.3 One matter that has emerged during the design process has been the capacity of the level crossing at Mortlake Station, together with the associated infrastructure, to accommodate the additional demand associated with the Proposed Development. A NR risk assessment (July 2017) has highlighted a number of concerns. The report highlights that the main risk relates to conflicts between traffic and pedestrians and cycles at the crossing mainly as a result of driver frustration due to the long and variable barrier down times at this location. These concerns have been discussed at length with LBRuT and NR and at their request, a detailed technical assessment has been undertaken to provide a better understanding of the likely impacts of the development proposals on this infrastructure.
- 10.6.4 The assessment has concluded that the Proposed Development will have only a modest impact upon the level crossing. In particular, the footbridge appears to have sufficient capacity to accommodate both station demand and through movements along Sheen Lane, whilst the width of the marked pedestrian areas on the crossing appears sufficient to meet NR guidelines both now and in the future with the proposed development. In addition, there is no evidence that the delays experienced by drivers and pedestrians and cyclists has affected road safety along Sheen Lane.
- 10.6.5 Notwithstanding the above conclusions it is considered that there would be benefits in considering improvements to the infrastructure to make access to the station and across the railway line a better experience. These improvements are discussed further as part of the Transport Strategy in Chapter 11.

10.7 River Use

- 10.7.1 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 site 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 Brewery site 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 Site and Putney; and
- Difficulty of providing access to the Site from the navigable channel.

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

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

10.8 Summary

10.8.1 In summary, assessments have been carried out on the bus, rail, walking and cycling networks/infrastructure.

10.8.2 The main impacts of the development on the rail network relate to Mortlake Station. As a worst case, it has been assumed that all rail demand from the Proposed Development will all be focussed on that station. We have also based our assessment upon the higher existing demand flows based on surveys commissioned by Stantec, as compared with existing boarding and alighting figures provided by NR. The assessment has shown that on that basis the infrastructure, including the station entrances, platforms and footbridge have sufficient capacity to accommodate the additional demand generated by the proposed development.

10.8.3 In terms of line capacity, new trains with two additional carriages are now running on the route, resulting in more than sufficient additional capacity to accommodate the proposed development. In addition, new higher capacity rolling stock is also to be introduced to the line and will further increase the capacity of the peak hour services at Mortlake.

10.8.4 With the exception of the proposed secondary school, the Proposed Development will generate only a modest increase in demand on the bus network. It is considered that, as a worst case, this could be accommodated by a modest increase in the frequency of the 419 bus service which provides a link to both Richmond and Hammersmith.

10.8.5 As a very worst case, TfL has indicated that the additional demand generated by the proposed school might require up to 8 special buses (double decker) to operate in the AM and afternoon peaks only. These would require up to three bus stops, either within a dedicated bus turn facility or on street within the Site.

10.8.6 From a walking and cycling perspective, our assessment demonstrates that there is enough capacity at the level crossing and on the surrounding footways and bridges in order to accommodate the additional walking and cycling traffic. The development proposals provide a very high-quality public realm to encourage walking and cycling and the on-site networks are well connected into the off-site networks with new crossing facilities proposed on Lower Richmond Road and Mortlake High Street.

- 10.8.7 This includes the Level Crossing where a further assessment demonstrates there is capacity for pedestrians from the development and there is only a modest impact and that the footbridge appears to have sufficient capacity to accommodate both station demand and through movements along Sheen Lane. Additionally, the width of the marked pedestrian areas on the crossing appears sufficient to meet NR guidelines both now and in the future. Nor is there any evidence that driver frustration has led to a poor accident record in the area based on a review of injury accident records. However, while this has been the conclusion of the study the applicant has still agreed to fund a number of measures at the level crossing, which are discussed in the Transport Strategy.
- 10.8.8 The overall Sustainable Transport Strategy for the development is set out in Chapter 11 of this TA. This identifies the specific measures that are proposed to mitigate the identified impacts for the proposed development as well as identify a wider range of measures aimed at enhancing access by non-car modes and at encouraging the take up of more sustainable patterns of travel.

11 Transport Strategy

- 11.1.1 This Transport Strategy chapter provides details of the latest strategy that is proposed for the Proposed Development. The aim is to promote active and sustainable modes of travel in accordance with Healthy Streets and the Mayors vision zero policy and highlight how this is possible for residents, employees and visitors of the development.
- 11.1.2 Whilst the strategy largely remains as per the original Transport Assessment (doc ref: 38262/5501/GC/RP/MB/001) and Addendum (doc ref: TA Addendum 003), they are now superseded by this report. There have also 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.
- 11.1.3 The overall strategy for the Site is in line with the Planning Brief, the Site Allocation and with the Mayor's Transport Strategy and the LBRuT Transport SPD 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.
- 11.1.4 The Planning Brief for the Site and the 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 excising one at Avondale Road.
- 11.1.5 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.
- 11.1.6 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.
- 11.1.7 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.
- 11.1.8 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. Further details are discussed below.

11.2 Overall design principles

11.2.1 The design principles for the Site remain as per the previous applications (refs: 18/0547/FUL and 18/0547/FUL). The overall principles are to promote active and sustainable travel by creating a development where walking and cycling has priority over all other modes.

11.2.2 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.

11.2.3 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 Site Allocation, the scheme seeks to create a vibrant new heart 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.

11.2.4 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.

11.2.5 The proposed layout through the site and links to the surrounding roads, together with the proposed highway improvements are shown on drawing number 38262/5520/01 and 38262/5520/02, included in Appendix M.

11.3 Walking and Cycling Strategy

11.3.1 As per the previous applications 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.

- 11.3.2 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.
- 11.3.3 Cycle parking has been provided in line with the published London Plan standards. Long stay cycle parking is 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 London Plan.
- 11.3.4 Figures 11-1 and 11-2 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 the previous Addendums (May 2019 – July 2020), which were submitted in support of the previous applications, 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 11-1 Internal Pedestrian Routes

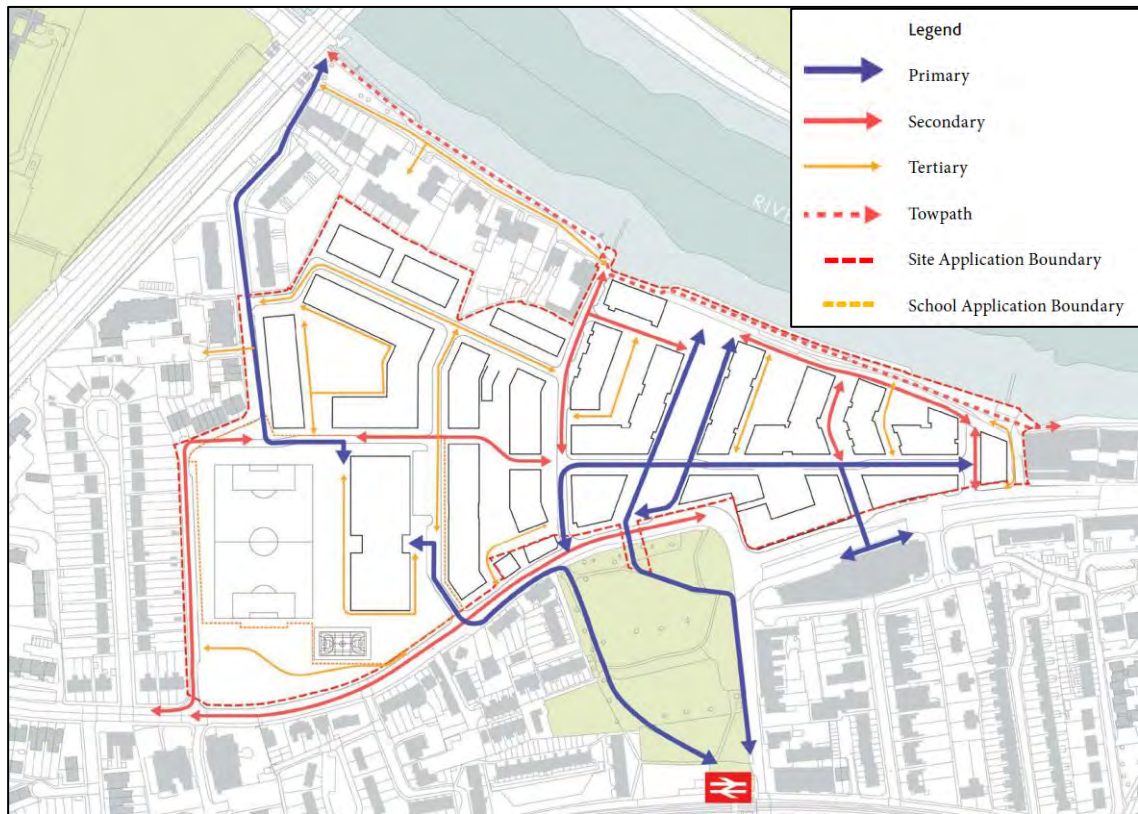
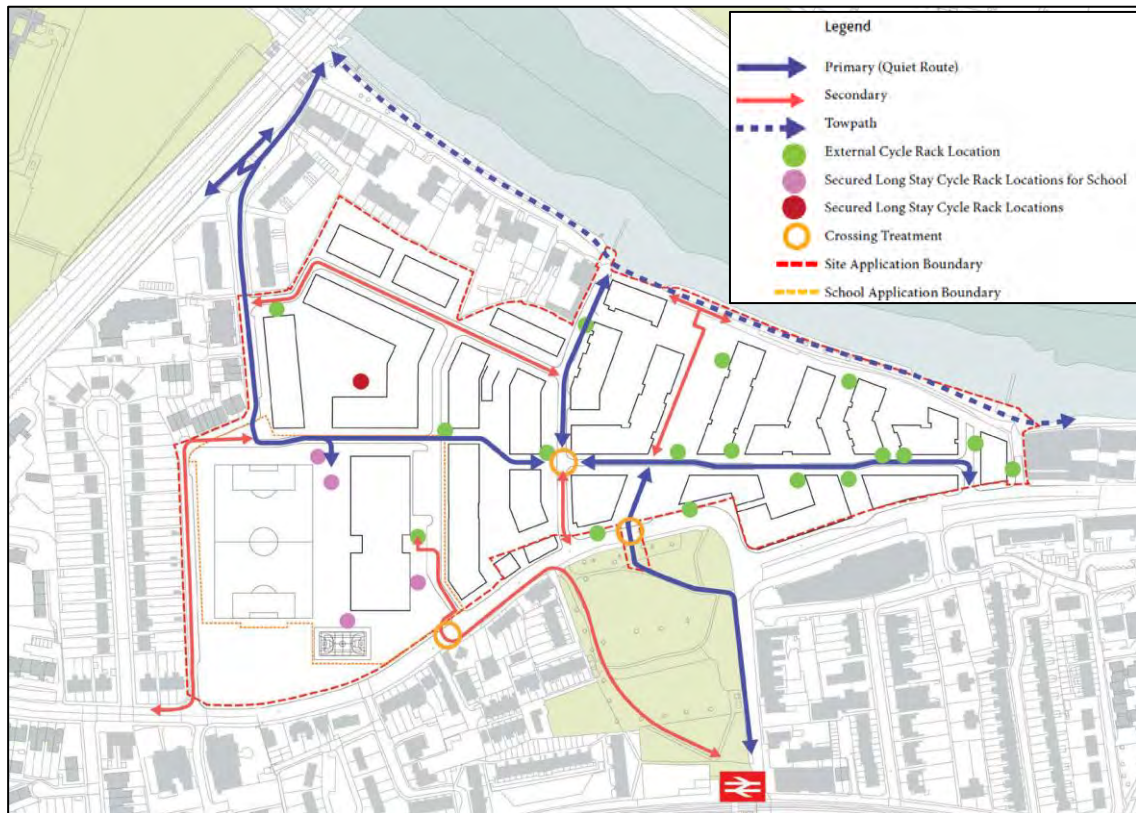


Figure 11-2 Internal Cycle Routes



11.3.5 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. This will provide a link towards Mortlake Green.
- 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 though 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.

11.3.6 Figure 11-3 shows how the proposed local pedestrian and cycle network will interface with the wider networks.

Figure 11-3: Wider Pedestrian and Cycle Links



11.3.7 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” to Mortlake Green. 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.

11.3.8 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 southwest. 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.

- 11.3.9 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.
- 11.3.10 The developer has also agreed to a contribution towards the TfL pedestrian improvement scheme at the junction of Upper Richmond Road / Sheen Lane.
- 11.3.11 The proposed layout through the site and links to the surrounding roads, together with the proposed highway improvements are shown on drawing numbers 38262/5520/01 and 02, included in Appendix M.

Off-site Cycle Design

- 11.3.12 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 10m to provide additional space for cyclists. This has been proposed as a result of the subsequent discussions with local cyclist groups.
- 11.3.13 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.
- 11.3.14 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 the loss of resident 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.

11.4 Public Transport Strategy

- 11.4.1 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 for pre-Covid conditions.
- 11.4.2 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.
- 11.4.3 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 train peak services from Mortlake towards London in the AM peak. This was raised during the public consultation 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

- 11.4.4 As concluded in chapter 10 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.
- 11.4.5 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”.
- 11.4.6 The possibility for improving the quality of the environ around the northern access to Mortlake Station has also been investigated with 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.
- 11.4.7 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 NR 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).
- 11.4.8 The measures are shown on the level crossing plan included in Appendix M.
- 11.4.9 It should be noted that these measures were not previously considered necessary to mitigate the additional development trips, however the applicant has considered the benefits that would be achieved through the introduction of these measures and has agreed to fund these in full as part of the s278 works.

Buses

- 11.4.10 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.
- 11.4.11 Therefore, as TfL have not committed to any improvements for bus services they have instead sought a contribution from the development through a s106 contribution.
- 11.4.12 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.

11.5 Towpath Improvements

11.5.1 The character of the Towpath is to be retained and it was also concluded through consultation with LBRuT and Towpath Group that no re-surfacing should be undertaken for the Towpath to prevent high speed cyclists travelling along this route. Instead the developer has agreed to a contribution to LBRuT for improvements to be made to the Towpath.

11.6 Parking Strategy

11.6.1 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 to 0.39 per unit. 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.

11.6.2 Overall, a total of 493 parking spaces is proposed for the development within the basement with a further parking space available for each of the 23 townhouses, providing parking for residents at a ratio of approximately 0.39 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.

11.6.3 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.

11.6.4 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.

11.6.5 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.

11.6.6 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 provision 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.

11.6.7 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.

11.6.8 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.

11.6.9 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.

11.7 Highway Strategy

11.7.1 The previous highway proposals 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.

11.7.2 The Chalkers Corner scheme (Application C) was however not supported by LBRuT members and subsequently resolved to be refused at Committee and was ultimately withdrawn by the Applicant in November 2020. Alternative designs were reviewed as there was an acknowledgement, 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.

11.7.3 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 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.

11.7.4 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

11.7.5 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).

11.7.6 Part of the highway assessment has focussed on the option of improving the design of the Chalkers Corner junction ensuring that the proposed development does not further increase congestion levels in the area.

11.7.7 A number of indicative options have been considered to mitigate the development traffic for both general traffic and buses through Chalkers Corner and the preferred option is a Chalkers Corner light scheme, which includes 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.

11.7.8 VMAP modelling has identified that the proposed Chalkers Corner scheme is capable of mitigating the impacts of the hybrid scheme.

Lower Richmond Road / Mortlake High Street

11.7.9 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.

11.7.10 The specific proposals are shown on the drawings which are included in Appendix M 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.

11.7.11 All these modifications whilst part of the highway strategy also widely benefit the Healthy Streets agenda and will encourage active travel, including walking and cycling. Many of the proposed changes are aimed at reducing vehicle speeds, increasing the permeability across Lower Richmond Road and improving the public realm and safety within the surrounding area. As part of the original application a Healthy Streets assessment was undertaken for Chalkers Corner, Lower Richmond Road and Mortlake High Street and this was agreed as appropriate with TfL and LBRuT. This Healthy Streets Assessment has subsequently been updated for the Chalkers Corner ‘light’ scheme and surrounding highway proposals.

11.7.12 The Healthy Streets tool was used to compare the existing layout with the proposed development highway improvements. Due to the size of Chalkers Corner this was divided into two, to provide an assessment of the eastern and western sections of the junction. The

proposed improvements have been assessed against the 10 healthy streets indicators and the results are detailed in Figure 11.4.

Figure 11-4 Healthy Streets Assessment

Healthy Streets Indicator	Mortlake High Street (East)		Mortlake High Street (West)		Lower Richmond Road		Chalkers Corner (East)		Chalkers Corner (West)	
	Existing layout	Proposed layout	Existing layout	Proposed layout	Existing layout	Proposed layout	Existing layout	Proposed layout	Existing layout	Proposed layout
Pedestrians from all walks of life	45	45	48	56	46	56	46	54	42	45
Easy to cross	40	40	43	57	47	63	43	53	43	50
Shade and shelter	50	50	50	67	50	50	33	50	33	33
Places to stop and rest	53	53	60	67	53	53	47	67	33	33
Not too noisy	40	40	33	40	53	53	40	53	40	40
People choose to walk, cycle and use public transport	45	45	48	56	46	56	46	54	42	45
People feel safe	45	45	50	59	48	59	48	58	42	45
Things to see and do	58	58	42	50	50	50	33	50	33	33
People feel relaxed	46	46	49	56	47	55	46	53	41	42
Clean Air	42	42	33	50	50	58	33	50	33	42
Overall Healthy Streets Check score	46	46	47	56	48	56	45	54	41	44
Number of 'zero' scores	5	5	4	3	4	4	2	2	4	4

11.7.13 The new proposals at Chalkers Corner seek to improve on all of the Healthy Streets indicators. The design of the junction is anticipated to reduce queuing on Lower Richmond Road and improves crossing points for pedestrians and cyclists. This helps to provide a safer environment, encourage walking and cycling and make it easier to cross the junction.

11.7.14 There have been a few additional improvements introduced to the Lower Richmond Road and Mortlake High Street proposals since the original application, which include signalisation of the pedestrian crossing by the school and widening of the crossing by Mortlake Green. The results show that the proposals result in an improvement to the Healthy Streets indicators on all roads, except for the eastern side of Mortlake High Street, where the indicators have not changed. This is however notably further away from the development. In addition, further work will be undertaken as part of the Detailed Design stage, which will identify if further pedestrian and cycle improvements could be implemented, which would improve on the Healthy Streets design check undertaken as part of the Concept Design.

Upper Richmond Road / Sheen Lane

11.7.15 TfL have a pedestrian improvement scheme at the junction of Upper Richmond Road / Sheen Lane. The applicant has agreed to a contribution 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

11.7.16 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.

11.7.17 Since the original LBRuT applications the size of the western basement has reduced and the entry and exit has been consolidated into a single access point. Notably this is the same design that was used for the GLA call in application.

11.7.18 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.

11.7.19 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.

11.8 Travel Planning

11.8.1 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.

11.8.2 The three travel plans are as follows:

- Site Wide Travel Plan (SWTP) 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.

11.8.3 The SWTP is a site encompassing travel plan covering the overarching objectives of the development and how sustainable travel will be promoted.

11.8.4 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.

11.8.5 The objective of the SWTP is:

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

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

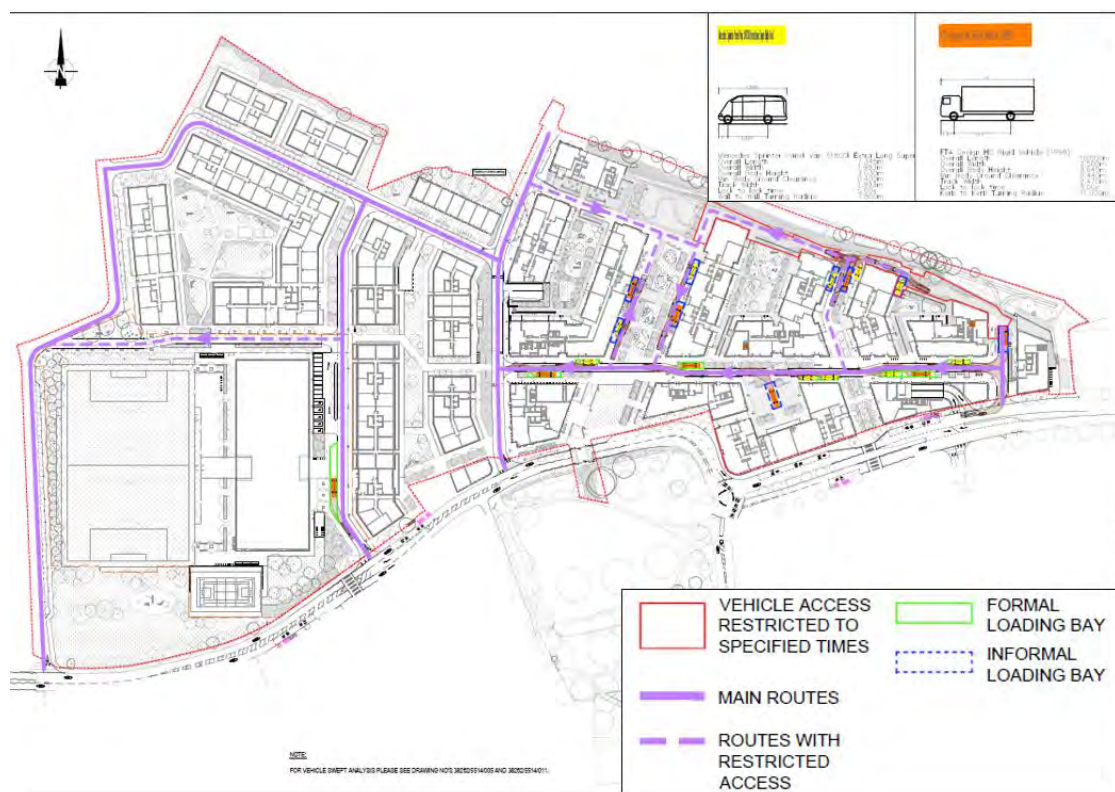
- Increase awareness of the SWTP and its constituent measures;
- Encourage greater use of sustainable transport modes, particularly cycling and walking;
- Promote smarter sustainable travel behaviour and reduce the need to travel overall / and / or in peak times;
- Improve the health of residents and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

- 11.8.7 The SWTP 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.
- 11.8.8 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.
- 11.8.9 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.

11.9 Delivery and Servicing

- 11.9.1 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 11-5 shows the access routes for servicing vehicles.

Figure 11-5: Delivery and Servicing Routes



- 11.9.2 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.
- 11.9.3 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'.

11.9.4 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.

11.9.5 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. These are included in Appendix F.

11.9.6 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 developed in coordination with LBRuT going forward.

11.10 Construction and Logistics

11.10.1 A Framework Construction Management Statement (FCMS) which will include a draft Construction Logistics Plan (CLP), prepared by Aecom, 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.

12 Summary and Conclusions

12.1 Summary

- 12.1.1 This Transport Assessment (TA) has been prepared by Stantec on behalf of Reselton Properties Limited ('the Applicant') in support of two linked planning applications for the comprehensive redevelopment of the former Stag Brewery Site in Mortlake ('the Site') within the London Borough of Richmond Upon Thames ('LBRuT').
- 12.1.2 The redevelopment proposals, which have been guided by the Council's Planning Brief for the Site which was adopted as Supplementary Planning Guidance in July 2011 and the adopted Site Allocation, will provide homes (including affordable homes), complementary commercial uses, community facilities, a new secondary school alongside new open and green spaces throughout.
- 12.1.3 In accordance with the Brief, the development will provide a new village centre for Mortlake providing a range of local shops, restaurants and bars as well as a local cinema and local jobs. It will also provide much enhanced access to the river, in particular from the station/Mortlake Green, through the creation of a new green link. As such, the proposals will reduce the need for the community to travel further afield to meet many of their day to day needs.
- 12.1.4 The community engagement together with the discussions with officers of LBRuT and TfL have helped to shape the transport and access strategy for the Site which has prioritised the movement of pedestrians, cycles and access by public transport. The streets within the development will operate largely traffic free, since development parking is virtually wholly contained within basements and servicing will be subject to close control.
- 12.1.5 These factors, have allowed the creation of a highly attractive network of streets that will allow easy and safe access for pedestrians and cycles. The development proposals therefore accord with the principles of "Healthy Streets" which is a key part of the mayors London Plan and Transport Strategy. The cycle strategy includes new routes through the site connecting to the existing cycle network.
- 12.1.6 The key components of the multi-modal transport strategy for the site are listed below:
- Development Layout Principles – including public realm/environmental measures to increase the attractiveness of walking and cycling in the site;
 - A Walking and Cycling Strategy – including new cycle routes and cycle parking facilities as well as new walking routes coupled with new crossing points and access points;
 - Public Transport enhancements – such as improvements to the bus network and ease of access to the rail station;
 - Parking Strategy – keeping parking space numbers low in order to discourage car ownership;
 - Highway Strategy – enhancements to the network including Chalkers Corner and on Lower Richmond Road as well as new site access arrangements; and
 - Travel Planning – to encourage more sustainable and healthy modes of transport.

12.2 Public Transport

- 12.2.1 Options for enhancing the existing access to public transport have been discussed with TfL, LBRuT and Network Rail. With regard to buses, whilst the original development brief has

earmarked the 209 bus service for extension, the developers preferred option is to enhance the frequency of the 419 bus service since this provides good access to all parts of the Site and provides a good link to both Hammersmith (to the west) and to Richmond (in the east). Both of these options are important destinations in themselves but also provide connectivity to the wider public transport network. However, at this stage, TfL wish to retain flexibility regarding future bus service upgrades since they are planning a wider review of bus services in the area to take effect once planned works to Hammersmith Bridge have been completed.

- 12.2.2 In order to maximise TfL's potential future operational flexibility in this location, the Applicant has agreed to TfL's request to safeguard an area of land within the Site at the corner of Lower Richmond Road / Williams Lane, for a possible new bus turn facility. This could accommodate three bus stands as well as driver facilities. Should TfL wish to pursue this option then this would be subject to a further planning application.

12.3 Highway Enhancements

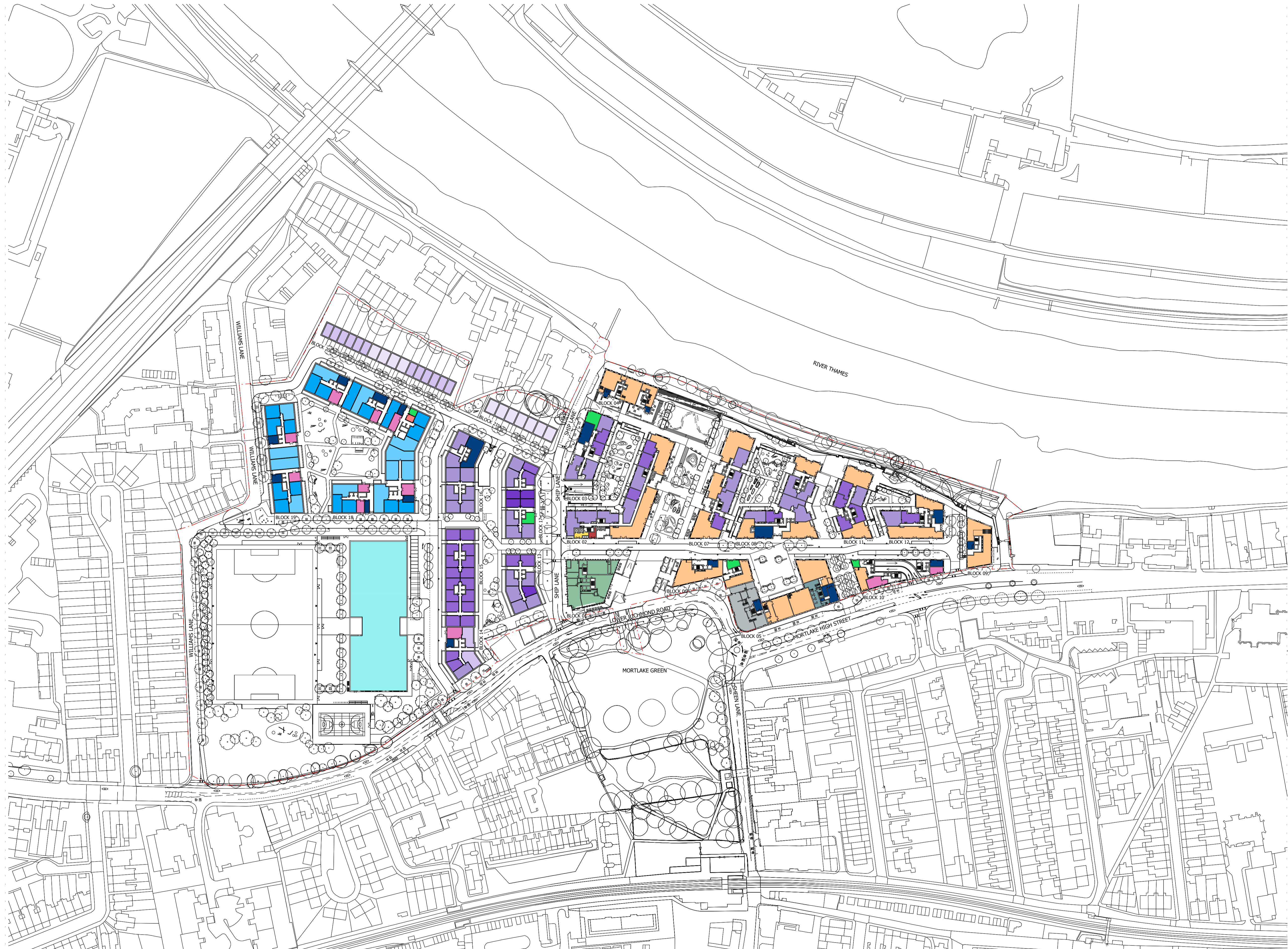
- 12.3.1 The on-site development proposals are complemented by proposed enhancement works to the Lower Richmond Road / Mortlake High Street corridor. The aim of these works is to provide a safer environment, in particular for pedestrians and cycles by managing traffic speeds and by providing improved pedestrian crossing facilities. The proposed works include provision of a 20 mph zone along the Site frontage and extending down Sheen Lane. It is also proposed to relocate the existing pelican crossing at Ship lane so that it better aligns with the new Green Link between the station and the river. Three new crossings are proposed, two to provide safe access to the school and the other a convenient crossing over Mortlake High Street.
- 12.3.2 The development proposals include a scheme to upgrade the Chalkers Corner junction which serves as the main highway access to the Mortlake area. The proposals seek to improve the operational efficiency of the junction, making it easier for traffic to exit Lower Richmond Road and therefore helping to reduce existing queuing and delays on the approach to the junction. The proposals will improve the resilience of the junction making it less prone to becoming blocked by queuing traffic. The scheme also incorporates measures to improve cycle movement through the junction, as agreed with TfL.
- 12.3.3 It is considered that the assessment work undertaken has been extremely robust. Trip rates for the proposed development have been agreed with both LBRuT and TfL which reflect current day travel behaviour rather than emerging, more sustainable travel trends.
- 12.3.4 In order to assess the likely effects of the proposed development on the operation of the local highway network a full VISSIM model has been undertaken on the surrounding highway network which has concluded that the proposed highway mitigation measures are suitable for the development. This was agreed with TfL as part of the previous applications for which the traffic volumes were the same as the new Proposed Development.
- 12.3.5 Traffic generation from the development will be subject to demand management through a series of Travel Plans that have been drafted in accordance with best practice guidance. These include an overarching Plan for the site as a whole, as well as separate plans for the Residential and the school. The TA also includes framework plans for the management of the development's car parks, and to manage delivery and serving. It has also been agreed with LBRuT that provision should be made for the development to fund a suitable extension of controlled parking zones in the area should that prove necessary to control parking associated with the development from over spilling onto surrounding residential roads.

12.4 Conclusions

- 12.4.1 The proposed development is demonstrated to accord well with both local and national policy and guidance. It is concluded that the proposed development, taking into account the proposed mitigation set out above, will have no severe residual impacts on the operation of

the transport networks serving the site and will provide major benefits in the form of enhanced pedestrian and cycle linkages and much enhanced access for the wider community to the riverside.

Appendix A 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
- 1B2P
- 2B3P
- 2B4P
- 3B5P
- 3B6P
- 4B8P
- 2B3P SR
- 2B4P SR
- 3B5P SR
- 3B6P SR
- BIKE STORE
- CAR PARK ENTRANCE
- CINEMA
- FLEXIBLE USE
- GAS METER ROOM
- HOTEL
- LV SWITCHROOM
- OFFICE
- REFUSE STORE
- SCHOOL
- SUBSTATION

LBRUT 2 APPLICATION	25/02/22	BJ	E
FINAL DRAFT HYBRID SUBMISSION	07/01/22	RKB	D
GLA SUBMISSION	27/04/20	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
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Project
Stag Brewery
 Richmond

Drawing
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	E

Appendix B Personal Injury Collision (PIC) Data

Mortlake Area Personal Injury Collisions 36 months to end of August 2021 (Provisional)



SUMMARY OF COLLISIONS SELECTED

SITE REFERENCE AND DESCRIPTION

MORTLAKE AREA GIS AREA B24 MORTLAKE AREA_PBA(P)

DATE PERIOD

36MTS TO AUG/2021

COLLISION COUNT

145

THE DESCRIPTION OF HOW THE COLLISION OCCURRED AND THE CONTRIBUTORY FACTORS ARE THE REPORTING OFFICER'S OPINION AT THE TIME OF REPORTING AND MAY NOT BE THE RESULT OF EXTENSIVE INVESTIGATION. NOTE THAT SELF-REPORTED COLLISIONS (INTRODUCED IN SEPTEMBER 2016) MAY HAVE LIMITED INFORMATION. DESCRIPTIONS HAVE BEEN AUTOMATICALLY REDACTED TO REMOVE ALL PERSONALLY IDENTIFIABLE INFORMATION, BUT SHOULD YOU RECEIVE ANY IN ERROR PLEASE INFORM THE COLLISIONS DATA TEAM AS SOON AS PRACTICAL. SELF-REPORTED COLLISIONS INTRODUCED IN SEPTEMBER 2016 MAY HAVE LIMITED INFORMATION AND TEND TO BE LOWER IN QUALITY THAN POLICE REPORTS. THE INTRODUCTION OF ONLINE SELF-REPORTING HAS MADE IT EASIER FOR MEMBERS OF THE PUBLIC TO REPORT COLLISIONS TO THE POLICE. THERE HAVE BEEN YEAR ON YEAR INCREASES IN SELF-REPORTS SINCE THIS WAS INTRODUCED. THIS HAS CONTRIBUTED TO AN OVERALL INCREASE IN THE NUMBER OF CASUALTIES REPORTED ON LONDON'S ROADS.

1

01180133348	TUE 18/09/2018 18:50	DARK	UPPER RICHMOND RD J/W PRIESTS BRDG	24 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)

2

01180137730	WED 03/10/2018 08:50	LIGHT	UPPER RICHMOND RD WEST J/W UPPER RICHMOND RD	24 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

3

01180139230	MON 15/10/2018 18:14	DARK	UPPER RICHMOND RD WEST LONDON SW14 J/W HERTFORD RD	24 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)				

4

01180140568	MON 22/10/2018 07:45	LIGHT	UPPER RICHMOND RD J/W PRIESTS BRDG SW15	24 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	
VEHICLE 001 WAS FILTERING THROUGH A TRAFFIC JAM ON RICHMOND ROAD, WHEN THEY MADE CONTACT WITH A VEHICLE 002. THIS COLLISION WAS THE FRONT OF BOTH VEHICLES, HOWEVER THE V002 WAS UNDAMAGED. THIS WAS AT SPEED ENOUGH TO THROW THE BIKE V001 TO THE OPPOSITE SIDE OF THE ROAD, AND THE DRIVER TO THE CENTRE OF THE CARRIAGE WAY. THIS WAS LIKELY BECAUSE OF THE SPEED OF THE BIKE, SINCE HE ADMITS HE SAW THE BONNET OF THE TRUCK AS HE FILTERED THROUGH STAND STILL TRAFFIC.						
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)

5

01180141510	FRI 26/10/2018 18:47	DARK	CLIFFORD AVENUE J/W KINGSWAY			24 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	NONE 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	COMMUTING JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(43 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			V001	B	408 (SUDDEN BRAKING)

6

01180142122	SAT 27/10/2018 18:36	DARK	UPPER RICHMOND RD WEST 21M W OF J/W KINGS RD			24 LINK 184-706	520960/175440
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(15 YRS - M - REDA)	SLIGHT	PEDESTRIAN	N BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(33 YRS - F - REDACT)		G/AHEAD - OTHER	(E TO W) N/S HIT FIRST	J/P - UNKN
C001	A	802 (FAILED TO LOOK PROPERLY)					

7

01180143119	SAT 03/11/2018 07:55	LIGHT	UPPER RICHMOND RD WEST J/W PORTMAN AVENUE	24 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)	PHV - LICENCED 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)	

8

01180143452	MON 05/11/2018 07:40	LIGHT	WHITE HART LANE J/W SOUTH WORPLE WAY	24 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))				

9

01180144708	SAT 10/11/2018 17:40	DARK	LOWER RICHMOND RD J/W CLIFFORD AVENUE	24 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)	

10

01180144817	SUN 11/11/2018 09:05	LIGHT	EAST SHEEN AVENUE 28M S OF J/W UPPER RICHMOND RD WEST	24 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

11

01180145670	WED 14/11/2018 17:20	DARK	UPPER RICHMOND RD WEST J/W SHEEN LANE	24 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

12

01180145811	THU 15/11/2018 11:00	LIGHT	HARTINGTON RD J/W GREAT CHERSTEY RD	25 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)			

13

01180146474	SUN 18/11/2018 13:40	LIGHT	GREAT CHERTSEY RD J/W HARTINGTON RD			25 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							
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

14

01180146832	MON 05/11/2018 09:20	LIGHT	UPPER RICHMOND RD J/W PRIESTS BRDG RD			24 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							
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

15

01180149907	TUE 04/12/2018 17:37	DARK	LOWER RICHMOND RD 311M E OF J/W BICESTER RD	24 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) BACK HIT FIRST	COMMUTING
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN

16

01180150742	FRI 07/12/2018 18:30	DARK	WHITE HART LANE J/W WESTFIELDS AVENUE	24 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) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	MC 51-125CC BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) DID NOT IMPACT	J/P - UNKN UNKNOWN S/R

17

01180150854	SAT 08/12/2018 18:55	DARK	MORTLAKE HIGH ST J/W SHEEN LANE	24 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)			

18

01180151742	WED 12/12/2018 22:50	DARK	CLIFFORD AVENUE LONDON SW14 J/W MORTLAKE RD	24 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
V001	A	405 (FAILED TO LOOK PROPERLY)		V002	A
					403 (POOR TURN OR MANOEUVRE)
					405 (FAILED TO LOOK PROPERLY)

19

01180152269	SAT 15/12/2018 09:02	LIGHT	PALEWELL PARK J/W UPPER RICHMOND RD WEST			24 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)					

20

01180154123	THU 13/12/2018 11:00	LIGHT	WESTFIELDS AVENUE 30M W OF J/W WHITE HART			24 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

21

01180154792 SAT 29/12/2018 01:05 DARK UPPER RICHMOND RD WEST J/W CONNAUGHT AVENUE 24 LINK 182-184 520100/175320

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVEWAY /UNCONT ZEBRA XING NONE IN 50M

RIDER 1 STATED AS THEY WERE RIDING THEIR BIKE ABOUT 35MPH ALONG UPPER RICHMOND ROAD WEST FROM THE DIRECTION OF RICHMOND TOWARDS PUTNEY. RIDER 1 LOOKED OVER THERE SHOULDER AT A FRIENDS HOUSE AND THEN WHEN RIDER 1 TURNED ROUND TO FACE THE ROAD, AND THE DIRECTION HE WAS TRAVELING IN, RIDER 1 HIT THE CENTRE TRAFFIC ISLAND WITH THE LOWER OFFSIDE OF VEHICLE 1 AS THERE WERE CLEAR MARKS ON THE KERB LINE, AND WENT OVER THE HANDLE BARS OF VEHICLE 1 LANDING IN THE MIDDLE IF THE ROAD AT THE JUNCTION OF CONNAUGHT AVENUE. (REDACTED).

CASUALTY 001 (001) (26 YRS - M - REDA) SERIOUS DRIVER/RIDER

VEHICLE 001 (000) MC 51-125CC (26 YRS - M - REDACT) G/AHEAD - OTHER (W TO E) J/P - UNKN
 FRONT HIT JCT CLEARED
 FIRST

V001 B 501 (IMPAIRED BY ALCOHOL)

22

01180155734 THU 13/12/2018 13:30 LIGHT CONNAUGHT AVENUE 70M N OF J/W UPPER RICHMOND RD 24 CELL 520000/175000 520110/175390

SELF-REPORTED ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 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 (30 YRS - F - REDACT) UNKNOWN S/R G/AHEAD - OTHER (N TO S) J/P - UNKN
 BT - NOT REQ FRONT HIT
 FIRST

VEHICLE 002 (000) VAN/GOODS => 3.5T (? YRS - M - REDACT) G/AHEAD - OTHER (N TO S) J/P - UNKN
 BT - NOT REQ FRONT HIT
 FIRST

23

01190156991	THU 10/01/2019 08:30	LIGHT	UPPER RICHMOND RD WEST, LONDON SW14, NR JUNCT WTH SHEEN LANE.			24 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

24

01190158789	MON 21/01/2019 16:53	DARK	CLIFFORD AVENUE, LONDON SW14, 26 METRES SOUTH OF JUNCT WTH SHALSTONE RD.			24 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

25

01190159324	THU 24/01/2019 12:20	LIGHT	UPPER RICHMOND RD WEST, 10 METRES WEST OF JUNCT WTH KINGS RD.	24 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)					

26

01190160486	WED 30/01/2019 14:52	LIGHT	MALHOUSE PASSAGE, LONDON SW13, 65 METRES EAST OF JUNCT WTH TERRACE.	24 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)	M/C 51-125CC BT - DRV NOT CONTACTED	(43 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING

27

01190160866	THU 31/01/2019 17:00	DARK	CLIFFORD AVENUE, NR JUNCT WTH SHALSTONE RD.	24 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

28

01190164834	THU 21/02/2019 15:56	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH PRIESTS BRDGS.	24 NODE 706	521361/175472
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY OTHER JUN	GIVEWAY /UNCONT	PEDN PHASE ATS
NONE IN 50M					

APPARENTLY V002 WAS TRAVELLING WEST ALONG UPPER RICHMOND ROAD WEST. V002 WAS STATIONARY AND INDICATING TO TURN RIGHT ON TO PRIESTS BRIDGE. V001 WAS ALSO HEADING WEST ON UPPER RICHMOND ROAD WEST. V001 WAS RESPONDING TO AND URGENT ASSISTANCE AND HAS GONE TO OVERTAKE ON THE ON SIDE OF V002. V001 HAS THEN TURNED RIGHT AND COLLIDED WITH THE REAR LEFT SIDE OF V002 (REDACTED)

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)				

29

01190166037	THU 28/02/2019 13:00		DARK	A316 GREAT CHERTSEY RD , NR JUNCT WTH HARTINGTON RD.			25 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 BT - NOT REQ	(42 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	COMMUTING JCT APP	
VEHICLE	002 (000)	MC >500CC BT - NOT REQ	(52 YRS - M - REDACT)		SLOWING/STOPPING	(E TO W) BACK HIT FIRST	COMMUTING JCT APP	
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						

30

01190166170	SUN 24/02/2019 11:50		LIGHT	LOCATION UNCERTAIN. ON WHITE HART LANE, 35 METRES EAST OF JUNCT WTH ROSSLYN AVE.			24 LINK 189-204	521414/175668
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 BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R	

31

01190167129	TUE 05/03/2019 13:40	LIGHT	GREAT CHERTSEY RD, NR JUNCT WTH HARTINGTON RD.			25 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)					

32

01190171025	MON 11/03/2019 08:00	LIGHT	LOWER RICHMOND RD, NR JUNCT WTH HANSON CLOSE.			24 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	J/P - UNKN UNKNOWN S/R

33

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	24 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)				

34

01190175881	THU 18/04/2019 11:05	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH RICHMOND PARK RD.	24 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	

35

01190176016	FRI 19/04/2019 19:50	DARK	UPPER RICHMOND RD WEST, NR JUNCT WTH TEMPLE SHEEN RD.	24 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
V001	A	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)			406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

36

01190176833	WED 24/04/2019 16:22	LIGHT	UPPER RICHMOND RD WEST, 10 METRES WEST OF JUNCT WTH THORNTON RD.	24 LINK 184-706	520667/175422	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY OTHER JUN AUTO SIG	PELICAN OR SIML	CTRL - AUTH PERSON	
UPPER RICHMOND ROAD IS WHERE THE COLLISION HAS OCCURRED THIS IS AN A ROAD WITH ONE LANE OF TRAFFIC TRAVELLING EITHER WAY, USUAL SPEED LIMIT BEING 30MPH, THE TRAFFIC AT THE TIME WAS HEAVY WITH CARS STATIONARY. APPARENTLY AT AROUND 16:20 HOURS, RIDER OF VEH1 WAS RIDING ON UPPER RICHMOND ROAD FROM EAST TO WEST, AND WAS FILTERING THROUGH TRAFFIC OVERTAKING STATIONARY CARS ON THEIR OFFSIDE. VEH1 WAS TRAVELLING AT AROUND 20/25MPH ON THE OFFSIDE OF THE STATIONARY CARS, AND AROUND 10 METERS AFTER THE JUNCTION WITH THORNTON RD APPROACHED A SET OF PEDESTRIAN CONTROLLED ATS. (REDACTED) HIS VISION TO THE LEFT OF THE CROSSING WAS OBSCURED BY A SINGLE DECKER BUS AS HE PASSED ITS OFFSIDE, WHICH WAS STATIONARY. AS HE PASSED THE FRONT OF THE BUS (WHICH WAS THE LEAD VEHICLE IN THE QUEUE OF TRAFFIC, AND WAS AT THE FRONT OF THE LIGHTS) AND DIRECTLY ON THE CROSSING, THE FRONT LEFT SIDE OF HIS BIKE SUDDENLY STRUCK THE PEDESTRIAN, SWERVING, BREAKING AND HITTING VEH2 WHICH WAS STATIONARY. (REDACTED)						
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)				

37

01190176942	THU 25/04/2019 10:35	LIGHT	MORTLAKE HIGH ST, NR JUNCT WTH VINEYARD PATH.	24 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) J/P - UNKN FRONT HIT JCT MID FIRST

38

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	24 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

39

01190180430	SUN 12/05/2019 16:10	DARK	MORTLAKE HIGH ST, NR JUNCT WTH VINEYARD PATH.	24 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
V001	B	706 (DAZZLING SUN)		701 (STATIONARY OR PARKED VEHICLE(S))	

40

01190180710	SUN 28/04/2019 13:00	LIGHT	LOWER RICHMOND RD, NR JUNCT WTH HANSON COURT RD.	24 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 UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST J/P - UNKN UNKNOWN S/R

41

01190180807	SUN 31/03/2019 06:15	LIGHT	MORTLAKE HIGH ST, NR JUNCT WTH SECOND AVENUE.	24 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

42

01190183326	SUN 26/05/2019 16:15	LIGHT	MORTLAKE HIGH ST, 100 METRES WEST OF JUNCT WTH TINDERBOX ALLEY.	24 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

43

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			24 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)					

44

01190183417	SUN 26/05/2019 23:12	DARK	CLIFFORD AVENUE, NR JUNCT WTH ST LEONARDS RD.			24 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)					

45

01190184300	FRI 31/05/2019 13:40	LIGHT	LOWER RICHMOND RD, NR JUNCT WTH CHALKERS CORNER.	24 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)	

46

01190186185	SUN 09/06/2019 16:23	LIGHT	CLIFFORD AVENUE , NR JUNCT WTH LOWER RICHMOND RD .	24 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)	PHV - LICENCED 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)				

47

01190188056	MON 17/06/2019 12:46	LIGHT	UPPER RICHMOND RD WEST, 10 METRES EAST OF JUNCT WTH DEANHILL RD.	24 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
POLICE SEG RIDER ON SEG MOTORCYCLE IN COURSE OF ESCORTING PRINCIPAL COLLIDED WITH PEDESTRIAN IOPC INVESTIGATION ONGOING							
CASUALTY	001 (001)	(83 YRS - F - REDA)	SERIOUS	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	M/C >500CC BT - NEG	(? YRS - M - REDACT)		SLOWING/STOPPING	(E TO W) N/S HIT FIRST	JOURNEY P/O WORK JCT APP
V001	B	999 (OTHER - PLEASE SPECIFY BELOW)					

48

01190188695	FRI 21/06/2019 09:15	LIGHT	LOWER RICHMOND RD, NR JUNCT WTH MORTLAKE RD.	24 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 BT - NOT REQ	(44 YRS - M - REDACT)		TURNING RIGHT	(E TO N) N/S HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A	(30 YRS - M - REDACT)		O/TAKING - NON MOVING VEH	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	B	999 (OTHER - PLEASE SPECIFY BELOW)					

49

01190188751	FRI 21/06/2019 17:40	LIGHT	UPPER RICHMOND RD, NR JUNCT WTH SHEEN GATE GARDENS.	24 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))

50

01190190324	SAT 29/06/2019 07:21	LIGHT	UPPER RICHMOND RD, 10 METRES EAST OF JUNCT WTH THORNTON RD.	24 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)			

51

01190191766	FRI 05/07/2019 17:01	LIGHT	MORTLAKE HIGH ST, LONDON SW14, 120 METRES WEST OF JUNCT WTH AVONDALE RD.	24 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)

52

01190193445	SAT 13/07/2019 21:58	DARK	UPPER RICHMOND RD WEST, NR JUNCT WTH DEANHILL RD.	24 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	

53

01190200125	SAT 17/08/2019 20:14	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH ELM RD.	24 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)

54

01190200368	MON 19/08/2019 08:40	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH PRIESTS BRDG.	24 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
APPARENTLY VEHICLE 1 WAS DRIVING ALONG UPPER RICHMOND ROAD WEST, RICHMOND TOWARDS PUTNEY. VEHICLE 1 WAS PERFORMING A LEFT HAND TURN INTO PRIESTS BRIDGE. AT THIS POINT A CASUALTY 1, RIDING A BICYCLE, APPROACHED ON HIS NEAR SIDE, LIKELY IN HIS BLIND SPOT. AS VEHICLE 1 WAS NOT AWARE OF THE PRESENCE OF THE BICYCLE THEY COLLIDED AS VEHICLE 1 WAS TURNING LEFT CAUSING CASUALTY 1 TO COME OFF HIS BICYCLE AND INJURE HIS ARM.					
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)

55

01190206632	FRI 20/09/2019 17:00	LIGHT	LOCATION UNCERTAIN. ON MORTLAKE HIGH ST, 50 METRES EAST OF JUNCT WTH AVONDALE RD. (GEO-CODED WEST OF AVONDALE RD)			24 LINK 202-204	520764/175976
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		CNTL REFUGE N/O CTRLS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (003)	(58 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(39 YRS - M - REDACT)		SLOWING/STOPPING	(W TO E) BACK HIT FIRST	COMMUTING
VEHICLE	002 (000)	CAR BT - NOT REQ	(25 YRS - F - REDACT)		SLOWING/STOPPING	(W TO E) FRONT HIT FIRST	COMMUTING
VEHICLE	003 (000)	CAR BT - NOT REQ	(61 YRS - M - REDACT)		WAITING - HELD UP	(W TO E) BACK HIT FIRST	
V002	A	408 (SUDDEN BRAKING)			V002 A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	

56

01190206674	FRI 20/09/2019 19:14	DARK	UPPER RICHMOND RD WEST, LONDON, SW14, NR JUNCT WTH UPPER RICHMOND RD.			24 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)					

57

01190207338	THU 04/07/2019 17:30	LIGHT	LOWER RICHMOND RD, NR JUNCT WTH MORTLAKE RD.	24 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	J/P - UNKN UNKNOWN S/R

58

01190207610	FRI 20/09/2019 17:30	LIGHT	UPPER RICHMOND RD WEST, LONDON SW14, NR JUNCT WTH GILPIN AVENUE.	24 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) COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(27 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST J/P - UNKN UNKNOWN S/R

59

01190208718	TUE 24/09/2019 17:20	LIGHT	ASHLEIGH RD, NR JUNCT WTH NORTH WORPLE WAY.	24 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)	

60

01190209120	WED 02/10/2019 15:20	LIGHT	UPPER RICHMOND RD, 21 METRES WEST OF JUNCT WTH MODEL COTTAGES. NREST CLASSIFIED RD WAS A205.	24 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

61

01190209748	SAT 05/10/2019 11:30	LIGHT	ROSEMARY LANE, NR JUNCT WTH LOWER RICHMOND RD .	24 LINK 199-202	520245/175845
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(31 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(31 YRS - M - REDACT) UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(54 YRS - UNKNOWN - REDACT) UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

62

01190210593	MON 07/10/2019 17:25	LIGHT	LOCATION UNCERTAIN. ON UPPER RICHMOND RD WEST, 30 METRES SOUTH OF JUNCT WTH TEMPLE SHEEN RD.	24 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

63

01190211199	FRI 04/10/2019 17:10	LIGHT	CLIFFORD AVENUE, 71 METRES SOUTH OF JUNCT WTH KINGSWAY.	24 LINK 182-198	519794/175605		
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	NO XING FACIL IN 50M	UNKNOWN S/R	
(REDACTED)							
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

64

01190212068	FRI 11/10/2019 09:15	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH PORTMAN AVENUE .	24 LINK 184-706	520756/175427		
SELF-REPORTED	ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	UNKNOWN S/R	UNKNOWN S/R	
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(49 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C >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

65

01190214336	FRI 25/10/2019 18:25	DARK	MORTLAKE HIGH ST, NR JUNCT WTH VINEYARD PATH.	24 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) JCT MID BACK HIT FIRST
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) J/P - UNKN FRONT HIT UNKNOWN S/R FIRST

66

01190214936	WED 30/10/2019 08:35	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH GRAEMESDYKE RD .	24 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) COMMUTING UNKNOWN S/R S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) J/P - UNKN UNKNOWN S/R S/R

67

01190215938 MON 04/11/2019 06:23 DARK LOWER RICHMOND RD, NR JUNCT WTH WALDECK RD. 24 LINK 199-202 520287/175872

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVEWAY /UNCONT NO XING FACIL IN 50M NONE IN 50M

VEHICLE 001 (CAR) WAS TRAVELLING ALONG LOWER RICHMOND ROAD HEADING IN THE DIRECTION OF MORTLAKE HIGH STREET WHEN REALISING THEY WERE HEADING IN THE WRONG DIRECTION. VEHICLE 001 AT THE TIME WAS AT THE JUNCTION WITH WALDECK ROAD WHERE THE DRIVER HAS SEEN AN OPPORTUNITY TO TURN RIGHT TO THEN ALLOW THEM TO TURN AROUND. VEHICLE 001 HAS THEN MADE THE RIGHT HAND TURN BUT HAS INDICATED LATE. VEHICLE 002 (RIDER) HAS THEN MADE DIRECT CONTACT TO THE OFFSIDE DOOR OF VEHICLE 001 WHICH HAS TRIGGERED THE SIDE AIRBAGS TO ACTIVATE ON THE CAR. (REDACTED)

CASUALTY	001 (002)	(58 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(29 YRS - F - REDACT)		U-TURN	(SW TO SW) O/S HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	MC >500CC BT - NOT REQ	(58 YRS - M - REDACT)		O/TAKING - NON MOVING VEH	(SW TO NE) FRONT HIT FIRST	COMMUTING JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	A	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)
V001	A	403 (POOR TURN OR MANOEUVRE)					

68

01190216991 FRI 08/11/2019 21:30 DARK CLIFFORD AVENUE, NR JUNCT WTH LOWER RICHMOND RD. 24 NODE 198 519789/175863

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

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(25 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(57 YRS - M - REDACT)		TURNING RIGHT	(S TO E) N/S HIT FIRST	COMMUTING JCT MID
VEHICLE	002 (000)	MC <= 50CC BT - NOT REQ	(25 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					

69

01190217223	SAT 09/11/2019 17:05	DARK	ELM BANK GARDENS, NR JUNCT WTH TERRACE.	24 LINK 204-214	521329/176168		
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
DRIVER OF V001 WAS SITTING STATIONARY ON THE TERRACE WAITING TO TURN LEFT ONTO ELM BANK GARDENS. HE HAD BEEN WAITING A WHILE WHEN A BUS HAS FLASHED HIS HEADLIGHTS FOR V001 TO TURN RIGHT. AS V001 HAS TURNED INTO ELM BANK GARDENS HE HAS COLLIDED WITH THE INJURED PARTIES CAUSING THEM TO FALL OVER. ONE OF THE PATIENTS HAS FALLEN TO THE FLOOR, HIT HIS HEAD AND DUE TO THE INJURIES, DIED AT THE SCENE. (REDACTED)							
CASUALTY	001 (001)	(77 YRS - M - REDA)	FATAL	PEDESTRIAN	S BOUND	FROM DRIVERS O/SIDE	
CASUALTY	002 (001)	(75 YRS - M - REDA)	SLIGHT	PEDESTRIAN	S BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NEG	(55 YRS - M - REDACT)		TURNING RIGHT	(SW TO SE) FRONT HIT FIRST	JCT MID
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)		V001	B	601 (AGGRESSIVE DRIVING)	
C001	A	809 (PEDESTRIAN WEARING DARK CLOTHING AT NIGHT)					

70

01190217740	SUN 10/11/2019 15:30	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH SHEEN COURT GATE GARDENS .	24 LINK 182-184	520227/175325		
SELF-REPORTED	ROAD-DRY	WEATHER- UNKNOWN	UNKNOWN	T/STAG JUN	AUTO SIG	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(23 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED	(23 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(43 YRS - M - REDACT)		TURNING RIGHT	(W TO E) O/S HIT FIRST	JOURNEY P/O WORK JCT MID

71

01190218664	FRI 15/11/2019 18:00	DARK	CLIFFORD AVENUE, NR JUNCT WTH LOWER RICHMOND RD.	24 NODE 199	519873/175920		
SELF-REPORTED	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)	(72 YRS - UNKNOWN - REDA)	SLIGHT	PEDESTRIAN	W BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	MC <= 50CC BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN JCT MID

72

01190221089	WED 27/11/2019 07:55	LIGHT	SHEEN LANE, NR JUNCT WTH MILTON RD.	24 LINK 184-202	520489/175593		
SELF-REPORTED	ROAD-DRY	WEATHER- FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(35 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(35 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) O/S HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	MC 51-125CC BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(N TO S) UNKNOWN S/R	J/P - UNKN JCT APP

73

01190222470	TUE 03/12/2019 08:52	LIGHT	CLIFFORD AVENUE, NR JUNCT WTH ST LEONARDS RD.	24 LINK 182-198	519820/175499	
SELF-REPORTED	ROAD-WET	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	UNKNOWN S/R	NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (001)	(66 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(66 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JCT MID
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(70 YRS - F - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN JCT MID

74

01190222703	MON 04/11/2019 17:15	DARK	LOWER RICHMOND RD, NR JUNCT WTH HANSON CLOSE.	24 LINK 199-202	520141/175829		
SELF-REPORTED	UNKNOWN S/R	WEATHER- UNKNOWN	UNKNOWN T/STAG JUN UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R		
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(77 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(77 YRS - M - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(N TO S) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - F - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP

75

01190223625	SUN 08/12/2019 14:05	LIGHT	LOWER RICHMOND RD, 90 METRES WEST OF JUNCT WTH KINGSWAY.. NREST CLASSIFIED RD WAS A316. NREST CLASSIFIED RD WAS A316	24 LINK 199-202	519975/175839	
POLICE - AT SCENE	ROAD-WET	FINE - H WIND	SINGLE CWY	NO JUN IN 20M	NO XING FACIL IN 50M	NONE IN 50M
APPARENTLY THE PEDESTRIAN HAS BEEN ON THE ROUTE 533 BUS WHICH HAS STOPPED NEAR TO 103 LOWER RICHMOND ROAD, THE PEDESTRIAN HAS GOT OFF THE BUS AND HAS WALKED AROUND THE FRONT TO CROSS THE ROAD. THE PEDESTRIAN HAS CROSSED FROM IN FRONT OF THE BUS AND HAS BEEN STRUCK BY A MOTORCYCLE THAT HAS BEEN OVER TAKING THE STATIONARY BUS.						
CASUALTY	001 (001)	(36 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
CASUALTY	002 (001)	(18 YRS - F - REDA)	SERIOUS	PEDESTRIAN	N BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	MC >500CC BT - NEG	(36 YRS - M - REDACT)	G/AHEAD - OTHER		(W TO E) FRONT HIT FIRST
C002	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)		V001	B	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

76

01200231230	SAT 18/01/2020 12:06	LIGHT	UPPER RICHMOND RD, NR JUNCT WTH HERTFORD AVENUE.	24 LINK 184-706	521200/175459		
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 (003)	(48 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	MC 51-125CC BT - NEG	(30 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	(44 YRS - F - REDACT)	WAITING - HELD UP		(W TO E) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	003 (000)	PED CYCLE BT - N/A	(48 YRS - F - REDACT)	G/AHEAD - OTHER		(S TO N) N/S HIT FIRST	J/P - UNKN JCT APP
V003	A	310 (CYCLIST ENTERING ROAD FROM PAVEMENT)					

77

01200231392	SUN 19/01/2020 13:00	LIGHT	LOWER RICHMOND RD, NR JUNCT WTH WATNEY RD.	24 LINK 199-202	520087/175829
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY OTHER JUN GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(65 YRS - M - REDA)	SERIOUS	PEDESTRIAN	STILL FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	TURNING - LEFT	(N TO E) J/P - UNKN FRONT HIT E/MAIN RD FIRST
V001	A	405 (FAILED TO LOOK PROPERLY)		V001 A	602 (CARELESS, RECKLESS OR IN A HURRY)

78

01200234059	SUN 02/02/2020 05:37	LIGHT	TERRACE, 32 METRES NORTH OF JUNCT WTH ELM BANK GARDENS.	24 LINK 204-214	521425/176245
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY NO JUN IN 20M	FOOTBRIDGE/SUBWAY	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(65 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	CAR BT - NOT PROVD	(65 YRS - M - REDACT)	G/AHEAD - OTHER	(NE TO SW) FRONT HIT FIRST
VEHICLE	002 (000)	CAR BT - NOT REQ	(? YRS - M - REDACT)	G/AHEAD - OTHER	(SW TO NE) J/P - UNKN FRONT HIT FIRST
V002	B	103 (SLIPPERY ROAD (DUE TO WEATHER))		V002 A	601 (AGGRESSIVE DRIVING)

79

01200236161	WED 12/02/2020 16:00	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH SHEEN LANE .	24 NODE 184	520501/175398
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(90 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(33 YRS - M - REDACT)	TURNING RIGHT	(W TO SE) COMMUTING FRONT HIT JCT APP FIRST
VEHICLE	002 (000)	PED CYCLE BT - N/A	(90 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) JCT MID FRONT HIT FIRST
V002	B	307 (TRAVELLING TOO FAST FOR CONDITIONS)		V001 B	405 (FAILED TO LOOK PROPERLY)

80

01200238050	SUN 23/02/2020 09:00	LIGHT	SECOND AVENUE, NR JUNCT WTH SECOND AVENUE.	24 LINK 202-204	521159/176008
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(49 YRS - F - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(49 YRS - F - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R UNKNOWN S/R
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) J/P - UNKN UNKNOWN S/R UNKNOWN S/R

81

01200238895	THU 27/02/2020 23:38	DARK	UPPER RICHMOND RD WEST, NR JUNCT WTH PAYNESFIELD AVENUE SW14.	24 LINK 184-706	520856/175452		
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SLIP ROAD	T/STAG JUN	STOP SGN	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(51 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(51 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) N/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		REVERSING	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	003 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(E TO W) DID NOT IMPACT	J/P - UNKN JCT APP
V002	A	405 (FAILED TO LOOK PROPERLY)		V002	B	501 (IMPAIRED BY ALCOHOL)	

82

01200239919	WED 26/02/2020 07:55	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH PRIESTS BRDG.	24 NODE 707	521526/175478		
SELF-REPORTED	UNKNOWN S/R	WEATHER- UNKNOWN	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(30 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(30 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) O/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) N/S HIT FIRST	JCT MID

83

01200240170	THU 05/03/2020 11:52	LIGHT	TERRACE, NR JUNCT WTH MORTLAKE HIGH ST.	24 NODE 204	521257/176101		
POLICE - AT SCENE	ROAD-WET	RAINING	ROUNDABOUT M ROUNDABOUT	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(53 YRS - F - REDA)	SLIGHT	PEDESTRIAN	NE BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - NOT REQ	(78 YRS - F - REDACT)		G/AHEAD - R-HAND BEND	(N TO W) FRONT HIT FIRST	JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(85 YRS - F - REDACT)		G/AHEAD - R-HAND BEND	(NE TO W) BACK HIT FIRST	
VEHICLE	003 (000)	CAR BT - NOT REQ	(58 YRS - M - REDACT)		WAITING - TURN LEFT	(S TO NW) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	004 (000)	CAR BT - NOT REQ	(68 YRS - F - REDACT)		TURNING RIGHT	(NE TO W) BACK HIT FIRST	
VEHICLE	005 (000)	CAR BT - NOT REQ	(30 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	JCT APP
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)			V001	A	410 (LOSS OF CONTROL)
V001	B	509 (DISTRACTION IN VEHICLE)					

84

01200242110	FRI 13/03/2020 18:40	DARK	CLIFFORD AVENUE, NR JUNCT WTH SOMERTON AVE.	24 LINK 182-198	519772/175744		
SELF-REPORTED	ROAD-DRY	WEATHER-OTHER	SINGLE CWY	T/STAG JUN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(38 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(38 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) O/S HIT FIRST	COMMUTING JCT MID
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) O/S HIT FIRST	JCT MID

85

01200245922	SAT 25/04/2020 16:16	LIGHT	UPPER RICHMOND RD WEST, 44 METRES WEST OF JUNCT WTH SHEEN LANE.. NREST CLASSIFIED RD WAS B351			24 LINK 182-184	520453/175388
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 (003)	(27 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(29 YRS - M - REDACT)		SLOWING/STOPPING	(E TO W) O/S HIT FIRST	
VEHICLE	002 (000)	PED CYCLE BT - N/A	(28 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	
VEHICLE	003 (000)	PED CYCLE BT - N/A	(27 YRS - F - REDACT)		G/AHEAD - OTHER	(W TO E) DID NOT IMPACT	
V001	A	405 (FAILED TO LOOK PROPERLY)					

86

01200246539	SAT 02/05/2020 17:10	LIGHT	UPPER RICHMOND RD, NR JUNCT WTH PRIESTS BRDG.			24 NODE 706	521357/175468
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)	(28 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(27 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(28 YRS - F - REDACT)		TURNING RIGHT	(E TO N) DID NOT IMPACT	JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)					

87

01200248389	WED 20/05/2020 14:40	LIGHT	LOWER RICHMOND RD, NR JUNCT WTH CLIFFORD AVE.	24 NODE 199	519841/175884
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	DUAL CWY T/STAG JUN AUTO SIG	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(39 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(39 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST

88

01200249633	FRI 29/05/2020 13:45	LIGHT	CLIFFORD AVENUE, 25 METRES SOUTH OF JUNCT WTH LANGDALE CLOSE.	24 LINK 182-198	519822/175462
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)	(31 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
CASUALTY	002 (002)	(23 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	CAR BT - NOT REQ	(31 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST
VEHICLE	002 (000)	CAR BT - NOT REQ	(23 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST
VEHICLE	003 (000)	CAR BT - NOT REQ	(63 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST
V002	A	307 (TRAVELLING TOO FAST FOR CONDITIONS)		V002	B
V002	A	409 (SWERVED)		V002	A
V002	B	306 (EXCEEDING SPEED LIMIT)			
					508 (DRIVER USING MOBILE PHONE)
					410 (LOSS OF CONTROL)

89

01200251829	MON 15/06/2020 03:30	LIGHT	TERRACE, 54 METRES NORTH OF JUNCT WTH ELM BANK GARDENS.	24 LINK 204-214	521434/176271	
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY NO JUN IN 20M	PEDN PHASE ATS	NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (001)	(30 YRS - M - REDA)	SLIGHT	PEDESTRIAN	STILL	UNKNOWN/OTHER
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(39 YRS - F - REDACT)	G/AHEAD - OTHER		(E TO W) UNKNOWN S/R

90

01200252685	MON 22/06/2020 08:06	LIGHT	UPPER RICHMOND RD WEST , NR JUNCT WTH PORTMAN AVENUE.	24 LINK 184-706	520753/175436	
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 - NOT REQ	(55 YRS - M - REDACT)	TURNING RIGHT		(E TO N) N/S HIT FIRST
VEHICLE	002 (000)	PED CYCLE BT - N/A	(29 YRS - M - REDACT)	G/AHEAD - OTHER		(W TO E) FRONT HIT FIRST
V001	B	405 (FAILED TO LOOK PROPERLY)		V002	A	306 (EXCEEDING SPEED LIMIT)

91

01200252882	TUE 23/06/2020 08:30	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH AVENUE GARDENS.	24 LINK 184-706	521074/175451	
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)	(59 YRS - M - REDA)	SERIOUS	DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(59 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	JCT MID
VEHICLE	002 (000)	CAR BT - NEG	(30 YRS - F - REDACT)	TURNING RIGHT	(W TO SW) FRONT HIT FIRST	COMMUTING JCT MID
V002	A	405 (FAILED TO LOOK PROPERLY)		V002 A	605 (LEARNER OR INEXPERIENCED DRIVER)	

92

01200253239	WED 24/06/2020 19:30	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH SHOTTFIELD AVE.	24 LINK 184-706	521121/175450	
SELF-REPORTED	ROAD-DRY	WEATHER-OTHER	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (001)	(24 YRS - M - REDA)	SERIOUS	DRIVER/RIDER		
CASUALTY	002 (001)	(? YRS - UNKNOWN - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(24 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) O/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	MC 51-125CC BT - DRV NOT CONTACTED	(18 YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN JCT MID
VEHICLE	003 (000)	MC 51-125CC BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) O/S HIT FIRST	J/P - UNKN JCT MID

93

01200253301	THU 25/06/2020 12:10		LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH SHEEN GATE GARDENS.		24 LINK 182-184	520224/175327
POLICE - AT SCENE	ROAD-DRY	WEATHER-OTHER	DUAL CWY	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(52 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(32 YRS - M - REDACT)		TURNING RIGHT	(W TO SW) O/S HIT FIRST	J/P - UNKN L/MAIN RD
VEHICLE	002 (000)	M/C 51-125CC BT - NOT PROVD	(52 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)			V002	B	405 (FAILED TO LOOK PROPERLY)
V002	B	403 (POOR TURN OR MANOEUVRE)					

94

01200255028	SUN 05/07/2020 19:36		LIGHT	PRIESTS BRDG, NR JUNCT WTH UPPER RICHMOND RD WEST.		24 LINK 706-707	521362/175478
POLICE - AT SCENE	ROAD-DRY	FINE - H WIND	SINGLE CWY	T/STAG JUN	STOP SGN	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(63 YRS - M - REDA)	SLIGHT	PEDESTRIAN	E BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - NOT REQ	(43 YRS - M - REDACT)		TURNING RIGHT	(E TO N) FRONT HIT FIRST	L/MAIN RD
V001	B	403 (POOR TURN OR MANOEUVRE)			V001	B	703 (ROAD LAYOUT (EG. BEND, WINDING ROAD, HILL CREST)
V001	B	405 (FAILED TO LOOK PROPERLY)			C001	A	802 (FAILED TO LOOK PROPERLY)
C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)					

95

01200256019	SAT 11/07/2020 09:00	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH WALLORTON GARDENS.	24 LINK 184-706	520976/175451		
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	STOP SGN	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(71 YRS - M - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - NEG	(84 YRS - F - REDACT)		MOVING OFF	(W TO E) FRONT HIT FIRST	JCT APP
V001	B	999 (OTHER - PLEASE SPECIFY BELOW)					

96

01200257058	FRI 17/07/2020 18:45	LIGHT	UPPER RICHMOND RD WEST, 10 METRES NORTH OF JUNCT WTH SHEEN GATE GARDENS SW14.	24 LINK 182-184	520212/175328		
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)	(34 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(56 YRS - M - REDACT)		SLOWING/STOPPING	(S TO N) BACK HIT FIRST	JCT APP
VEHICLE	002 (000)	CAR BT - NOT PROVD	(34 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
V001	A	408 (SUDDEN BRAKING)			V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002	A	308 (FOLLOWING TOO CLOSE)			V001	A	510 (DISTRACTION OUTSIDE VEHICLE)

97

01200257186	THU 16/07/2020 18:40	LIGHT	RICHMOND PARK RD, NR JUNCT WTH UPPER RICHMOND RD W SW14.			24 LINK 184-706	520614/175406
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(24 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED	(24 YRS - F - REDACT)		WAITING - HELD UP	(N TO S) UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - NOT REQ	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

98

01200257571	MON 20/07/2020 18:20	LIGHT	UPPER RICHMOND RD WEST, NR GROSVENOR AVENUE			24 LINK 184-706	521166/175456
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(38 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(50 YRS - UNKNOWN - REDA)	SLIGHT	PEDESTRIAN	N BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(38 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	COMMUTING UNKNOWN S/R

99

01200258271	THU 23/07/2020 18:20	LIGHT	CLIFFORD AVENUE, NR JUNCT WTH KINGSWAY.	24 LINK 182-198	519766/175701
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN OTHER JUN UNKNOWN S/R	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(33 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	MC 51-125CC BT - DRV NOT CONTACTED	(33 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R
VEHICLE	002 (000)	MC 51-125CC BT - DRV NOT CONTACTED	(30 YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST

100

01200258606	SAT 25/07/2020 17:50	LIGHT	SHEEN LANE, 150 METRES NORTH OF JUNCT WTH UPPER RICHMOND RD WEST SW14.	24 LINK 184-202	520489/175475
SELF-REPORTED	ROAD-WET	WEATHER-FINE	SINGLE CWY NO JUN IN 20M	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(18 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(18 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(37 YRS - M - REDACT)	MOVING OFF	(N TO S) FRONT HIT FIRST

101

01200259844	SUN 02/08/2020 12:15	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH PREIST BRDG.	24 NODE 706	521354/175469
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)	(45 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(48 YRS - M - REDACT)		WAITING - TURN RIGHT	(E TO NW) FRONT HIT FIRST JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(45 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)				

102

01200260206	TUE 04/08/2020 11:40	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH ELM RD.	24 LINK 182-184	520306/175327
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)	(61 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NEG	(59 YRS - M - REDACT)		U-TURN	(W TO W) O/S HIT FIRST JCT CLEARED
VEHICLE	002 (000)	CAR BT - NEG	(61 YRS - F - REDACT)		G/AHEAD - OTHER	(E TO W) N/S HIT FIRST JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)				

103

01200260386	WED 05/08/2020 10:40	LIGHT	MORTLAKE HIGH ST, 43 METRES WEST OF JUNCT WTH TINDERBOX ALLEY.	24 LINK 202-204	520879/175969	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	CNTL REFUGE N/O CTRLS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (002)	(27 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(33 YRS - F - REDACT)	MOVING OFF	(P TO W) FRONT HIT FIRST	
VEHICLE	002 (000)	PED CYCLE BT - N/A	(27 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	
V001	A	405 (FAILED TO LOOK PROPERLY)		V002	B	408 (SUDDEN BRAKING)
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V001	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)

104

01200267158	FRI 11/09/2020 16:30	LIGHT	LOWER RICHMOND RD, 113 METRES NORTH OF JUNCT WTH BICESTER RD TW9.	24 LINK 196-198	519632/175824	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (002)	(27 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(39 YRS - M - REDACT)	U-TURN	(SW TO SW) FRONT HIT FIRST	COMMUTING
VEHICLE	002 (000)	MC 51-125CC BT - NOT REQ	(27 YRS - M - REDACT)	G/AHEAD - OTHER	(SW TO NE) FRONT HIT FIRST	COMMUTING
V001	A	405 (FAILED TO LOOK PROPERLY)				

105

01200270416	SUN 27/09/2020 17:56	LIGHT	BEECHCROFT RD, NR JUNCT WTH ELM RD.	24 CELL 520000/175500	520318/175530	
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)	(34 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER	
VEHICLE	001 (000)	CAR BT - NOT REQ	(23 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	PARKED	(P TO P) O/S HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	PARKED	(P TO P) O/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	004 (000)	CAR BT - NOT REQ	(40 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) DID NOT IMPACT	JCT CLEARED
V001	A	901 (STOLEN VEHICLE)		V001	A	902 (VEHICLE IN COURSE OF CRIME)

106

01200272060	MON 05/10/2020 17:58	LIGHT	UPPER RICHMOND RD WEST, 30 METRES EAST OF JUNCT WTH GRAEMESDYKE AVENUE.	24 LINK 182-184	519909/175330	
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)	(29 YRS - F - REDA)	SERIOUS	DRIVER/RIDER		
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(29 YRS - F - REDACT)	MOVING OFF	(E TO W) FRONT HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	MOVING OFF	(E TO W) FRONT HIT FIRST	J/P - UNKN
V002	B	403 (POOR TURN OR MANOEUVRE)				

107

01200272833	THU 08/10/2020 08:50	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH SHEEN LANE.	24 NODE 184	520500/175399
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)	(42 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(42 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(40 YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R
				(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

108

01200272892	FRI 09/10/2020 17:42	LIGHT	SHEEN LANE, 68 METRES SOUTH OF JUNCT WTH MORTLAKE HIGH ST .. NREST CLASSIFIED RD WAS A3003	24 LINK 184-202	520498/175849
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY NO JUN IN 20M	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(26 YRS - F - REDA)	SLIGHT	DRIVER/RIDER	
CASUALTY	002 (002)	(25 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER
CASUALTY	003 (002)	(39 YRS - F - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN FROM DRIVERS O/SIDE
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG	(49 YRS - M - REDACT)	WAITING - HELD UP	(N TO S) FRONT HIT FIRST
VEHICLE	002 (000)	CAR BT - NEG	(26 YRS - F - REDACT)	WAITING - HELD UP	(N TO S) BACK HIT FIRST
V001	B	405 (FAILED TO LOOK PROPERLY)		V001 B	103 (SLIPPERY ROAD (DUE TO WEATHER))

109

01200273723	WED 14/10/2020 07:06	DARK	SHEEN LANE, NR JUNCT WTH MORTLAKE HIGH ST.	24 NODE 202	520494/175921
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY ROUNDABOUT GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(53 YRS - F - REDA)	SERIOUS	DRIVER/RIDER	
VEHICLE	001 (000)	CAR BT - NOT REQ	(59 YRS - M - REDACT)	TURNING RIGHT	(N TO SW) COMMUTING O/S HIT FIRST
VEHICLE	002 (000)	PED CYCLE BT - N/A	(53 YRS - F - REDACT)	G/AHEAD - OTHER	(N TO S) COMMUTING O/S HIT FIRST
V002	A	103 (SLIPPERY ROAD (DUE TO WEATHER))		V001	A
V001	A	403 (POOR TURN OR MANOEUVRE)		V001	A
					405 (FAILED TO LOOK PROPERLY)
					406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

110

01200278895	WED 11/11/2020 08:45	LIGHT	SHEEN LANE, NR JUNCT WTH MORTLAKE HIGH ST.	24 NODE 202	520496/175924
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	ROUNDABOUT M ROUNDABOUT GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(25 YRS - F - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(25 YRS - F - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R O/S HIT FIRST
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) J/P - UNKN FRONT HIT UNKNOWN S/R FIRST

111

01200278917	WED 11/11/2020 19:39	DARK	LOWER RICHMOND RD, NR JUNCT WTH A205.	24 NODE 198	519779/175853
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	DUAL CWY T/STAG JUN AUTO SIG	PEDN PHASE ATS	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(22 YRS - F - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(22 YRS - F - REDACT)	UNKNOWN S/R	(MOVE UNKN) JCT MID O/S HIT FIRST
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) J/P - UNKN UNKNOWN JCT MID S/R

112

01200279268	FRI 13/11/2020 14:25	LIGHT	LOWER RICHMOND RD, NR JUNCT WTH WATNEY RD.	24 LINK 199-202	520081/175828
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)	(53 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(53 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) JOURNEY P/O WORK BACK HIT JCT APP FIRST
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	G/AHEAD - OTHER	(E TO W) J/P - UNKN FRONT HIT JCT APP FIRST
V002	B	203 (DEFECTIVE BRAKES)			

113

01200282426	THU 03/12/2020 17:12	DARK	UPPER RICHMOND RD, NR JUNCT WTH TEMPLE SHEEN RD.	24 LINK 182-184	520135/175313
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)	(39 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NEG	(56 YRS - M - REDACT)	TURNING RIGHT	(W TO SE) FRONT HIT FIRST COMMUTING L/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A	(39 YRS - M - REDACT)	O/TAKING - NEARSIDE	(E TO W) O/S HIT FIRST J/P - UNKN JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)			

114

01200282661	FRI 04/12/2020 14:15	LIGHT	BARNES HIGH ST, 50 METRES SOUTH OF JUNCT WTH TERRACE.. NREST CLASSIFIED RD WAS A3003	24 LINK 214-216	521639/176419
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY NO JUN IN 20M	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(33 YRS - M - REDA)	SLIGHT VEH/PILLION PAX	REAR SEAT PASSENGER	
CASUALTY	002 (002)	(29 YRS - F - REDA)	SLIGHT VEH/PILLION PAX	REAR SEAT PASSENGER	
VEHICLE	001 (000)	CAR BT - NOT REQ	(80 YRS - M - REDACT)	MOVING OFF	(P TO N) FRONT HIT FIRST J/P - UNKN
VEHICLE	002 (000)	PHV - LICENCED BT - NOT REQ	(38 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST JOURNEY P/O WORK
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			

115

01200283210	MON 07/12/2020 08:46	LIGHT	UPPER RICHMOND RD, NR JUNCT WTH PRIESTS BRDG.	24 NODE 706	521366/175474
POLICE - AT SCENE	ROAD-WET	FOG/MIST	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(26 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(39 YRS - F - REDACT)	TURNING RIGHT	(NE TO W) N/S HIT FIRST COMMUTING L/MAIN RD
VEHICLE	002 (000)	MC 51-125CC BT - NOT REQ	(26 YRS - M - REDACT)	O/TAKING - NEARSIDE	(NE TO SW) N/S HIT FIRST J/P - UNKN E/SLIP RD
V001	B	710 (VEHICLE BLIND SPOT)		V001	B
V002	B	405 (FAILED TO LOOK PROPERLY)			405 (FAILED TO LOOK PROPERLY)

116

01200285280	THU 17/12/2020 17:45	DARK	UPPER RICHMOND RD WEST, NR JUNCT WTH THORNHILL RD.	24 LINK 184-706	520683/175428
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)	(32 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(43 YRS - F - REDACT)	TURNING RIGHT	(E TO N) O/S HIT FIRST JOURNEY P/O WORK L/MAIN RD
VEHICLE	002 (000)	MC 51-125CC BT - NOT REQ	(32 YRS - M - REDACT)	TURNING RIGHT	(E TO N) FRONT HIT FIRST JOURNEY P/O WORK L/MAIN RD
V001	A	405 (FAILED TO LOOK PROPERLY)		V002	A
					403 (POOR TURN OR MANOEUVRE)

117

01200285523	FRI 18/12/2020 22:15	DARK	LOWER RICHMOND RD, NR JUNCT WTH CLIFFORD AVE.	24 NODE 198	519791/175863
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)	(71 YRS - F - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NEG	(31 YRS - M - REDACT)	TURNING RIGHT	(W TO S) N/S HIT FIRST COMMUTING JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ	(71 YRS - F - REDACT)	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST JCT MID
V001	B	108 (ROAD LAYOUT (EG. BEND, HILL, NARROW CARRIAGEWAY))		V001	A
V001	B	403 (POOR TURN OR MANOEUVRE)		301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)	

118

01200285585	SAT 19/12/2020 11:30	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH CARLTON RD.	24 LINK 182-184	520089/175329
POLICE - AT SCENE	ROAD-WET	FINE - H WIND	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(32 YRS - M - REDA)	SERIOUS DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST J/P - UNKN E/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A	(32 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) N/S HIT FIRST COMMUTING JCT APP
V001	B	403 (POOR TURN OR MANOEUVRE)		V001	A
				405 (FAILED TO LOOK PROPERLY)	

119

01210291260	TUE 02/02/2021 13:20	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH UPPER RICHMOND RD WEST.			24 NODE 184	520527/175400
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SLIP ROAD	CROSSROADS	AUTO SIG	ZEBRA XING	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(17 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(17 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

120

01210293512	SAT 20/02/2021 12:15	LIGHT	BARNES HIGH ST, 10 METRES EAST OF JUNCT WTH LONSDALE RD.			24 NODE 214	521561/176401
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(48 YRS - F - REDA)	SERIOUS	PEDESTRIAN	N BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(50 YRS - M - REDACT)		SLOWING/STOPPING	(E TO W) FRONT HIT FIRST	
C001	B	810 (DISABILITY OR ILLNESS, MENTAL OR PHYSICAL)					

121

01210293722	MON 22/02/2021 06:15	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH CLIFFORD AVENUE.	24 NODE 182	519836/175334		
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 (002)	(51 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (003)	(39 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(67 YRS - M - REDACT)		SLOWING/STOPPING	(S TO N) BACK HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(51 YRS - M - REDACT)		SLOWING/STOPPING	(S TO N) FRONT HIT FIRST	COMMUTING JCT APP
VEHICLE	003 (000)	CAR BT - NOT REQ	(39 YRS - M - REDACT)		SLOWING/STOPPING	(S TO N) FRONT HIT FIRST	COMMUTING JCT CLEARED
VEHICLE	004 (000)	CAR BT - NOT REQ	(36 YRS - M - REDACT)		SLOWING/STOPPING	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V001	B	408 (SUDDEN BRAKING)					

122

01210296446	FRI 12/03/2021 19:02	DARK	UPPER RICHMOND RD WEST, NR JUNCT WTH PAYNESFIELD AVENUE.	24 LINK 184-706	520855/175454			
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)	(40 YRS - F - REDA)	SLIGHT	PEDESTRIAN	NE BOUND	FROM DRIVERS O/SIDE		
VEHICLE	001 (000)	CAR BT - NOT REQ	(48 YRS - M - REDACT)		TURNING RIGHT	(NE TO W) O/S HIT FIRST	JCT APP	
V001	B	705 (DAZZLING HEADLIGHTS)			C001	B	809 (PEDESTRIAN WEARING DARK CLOTHING AT NIGHT)	

123

01210302311	SAT 17/04/2021 18:20	LIGHT	ARABELLA DRIVE, NR JUNCT WTH LUDOVICK WALK, LONDON SW15.			10 CELL 521500/175000	521559/175451
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)	(28 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	M/C >500CC BT - NOT REQ	(28 YRS - M - REDACT)	G/AHEAD - OTHER		(E TO W) FRONT HIT FIRST	JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(22 YRS - M - REDACT)	TURNING - LEFT		(S TO W) N/S HIT FIRST	JCT MID
V001	A	306 (EXCEEDING SPEED LIMIT)			V002	A	701 (STATIONARY OR PARKED VEHICLE(S))

124

01210302678	TUE 20/04/2021 16:12	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH COVAL RD.			24 LINK 182-184	520034/175326
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)	(38 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(57 YRS - M - REDACT)	TURNING RIGHT		(NE TO W) FRONT HIT FIRST	COMMUTING L/MAIN RD
VEHICLE	002 (000)	M/C 126-500CC BT - NOT REQ	(38 YRS - M - REDACT)	O/TAKING - NEARSIDE		(E TO W) O/S HIT FIRST	JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)			V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

125

01210303203	WED 21/04/2021 12:45	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH CARLTON RD.	24 LINK 182-184	520050/175324
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(22 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(22 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST COMMUTING JCT MID
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

126

01210303218	SAT 17/04/2021 20:00	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH RICHMOND PARK RD.	24 LINK 184-706	520641/175418
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN UNKNOWN S/R AUTO SIG	UNKNOWN S/R	UNKNOWN S/R

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(23 YRS - F - REDA)	SLIGHT	PEDESTRIAN	SE BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	MC 51-125CC BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R J/P - UNKN UNKNOWN S/R

127

01210304071	TUE 27/04/2021 14:30	LIGHT	KINGSWAY, NR JUNCT WTH LOWER RICHMOND RD.			24 LINK 199-202	520035/175859
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)	(26 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(54 YRS - M - REDACT)	MOVING OFF		(E TO W) FRONT HIT FIRST	JOURNEY P/O WORK E/MAIN RD
VEHICLE	002 (000)	MC 51-125CC BT - NOT REQ	(26 YRS - M - REDACT)	O/TAKING - NON MOVING VEH		(N TO S) O/S HIT FIRST	J/P - UNKN JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)			V002	B	405 (FAILED TO LOOK PROPERLY)

128

01210305398	TUE 04/05/2021 07:30	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH ELM RD.			24 LINK 182-184	520314/175333
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(27 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	MC 51-125CC BT - DRV NOT CONTACTED	(27 YRS - M - REDACT)	UNKNOWN S/R		(MOVE UNKN) FRONT HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

129

01210307495	THU 13/05/2021 18:55	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH COVAL RD .	24 LINK 182-184	520034/175324
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY OTHER JUN UNKNOWN S/R	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(35 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(35 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(43 YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST

130

01210307781	SAT 15/05/2021 12:20	LIGHT	CHISWICK BRDG, NR JUNCT WTH CLIFFORD AVENUE .	24 NODE 729	520289/176352
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)	(41 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(59 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST

131

01210308675	FRI 21/05/2021 17:14	LIGHT	SOMERTON AVENUE, NR JUNCT WTH BICESTER RD.	24 CELL 519500/175500	519598/175693		
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(53 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(35 YRS - M - REDACT)	G/AHEAD - OTHER		(S TO N) BACK HIT FIRST	JCT APP
VEHICLE	002 (000)	CAR BT - NOT PROVD	(53 YRS - F - REDACT)	G/AHEAD - OTHER		(W TO E) BACK HIT FIRST	JOURNEY P/O WORK JCT CLEARED
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	PARKED		(P TO P) N/S HIT FIRST	J/P - UNKN JCT APP
V002	A	302 (DISOBEYED 'GIVE WAY' OR 'STOP' SIGN OR MARKINGS)		V002	B	306 (EXCEEDING SPEED LIMIT)	

132

01210309917	THU 27/05/2021 20:30	DARK	CLIFFORD AVENUE, NR JUNCT WTH LOWER RICHMOND RD.	24 NODE 199	519856/175895		
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(30 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	MC >500CC BT - NOT REQ	(30 YRS - M - REDACT)	MOVING OFF		(SW TO NE) FRONT HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(33 YRS - M - REDACT)	G/AHEAD - OTHER		(SW TO NE) BACK HIT FIRST	JCT APP
VEHICLE	003 (000)	CAR BT - NOT REQ	(56 YRS - M - REDACT)	MOVING OFF		(SW TO NE) BACK HIT FIRST	JCT APP
V001	B	505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)		V001	A	410 (LOSS OF CONTROL)	
V001	A	306 (EXCEEDING SPEED LIMIT)					

133

01210310117	FRI 28/05/2021 15:50	LIGHT	CLIFFORD AVENUE, NR JUNCT WTH SOMERTON AVENUE.			24 LINK 182-198	519770/175732
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)	(23 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(23 YRS - F - REDACT)		TURNING RIGHT	(S TO E) FRONT HIT FIRST	COMMUTING E/MAIN RD
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(23 YRS - M - REDACT)		O/TAKING - NON MOVING VEH	(E TO W) N/S HIT FIRST	COMMUTING JCT APP
V001	A	701 (STATIONARY OR PARKED VEHICLE(S))			V002	A	701 (STATIONARY OR PARKED VEHICLE(S))
V001	B	405 (FAILED TO LOOK PROPERLY)			V002	B	403 (POOR TURN OR MANOEUVRE)

134

01210312072	MON 07/06/2021 17:45	LIGHT	UPPER RICHMOND RD WEST, 30 METRES WEST OF JUNCT WTH CONNAUGHT AVENUE.			24 LINK 182-184	520088/175325
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(16 YRS - M - REDA)	SLIGHT	PEDESTRIAN	S BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(42 YRS - F - REDACT)		MOVING OFF	(E TO W) FRONT HIT FIRST	SCHOOL - TAKING
C001	A	802 (FAILED TO LOOK PROPERLY)			C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)

135

01210314762	SUN 20/06/2021 14:15	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH PORTMAN RD.			24 LINK 184-706	520754/175436
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)	(32 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(37 YRS - M - REDACT)	TURNING RIGHT		(E TO N) O/S HIT FIRST	JCT MID
VEHICLE	002 (000)	MC 51-125CC BT - NOT REQ	(32 YRS - M - REDACT)	O/TAKING - MOVING VEH		(E TO W) N/S HIT FIRST	JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	A	405 (FAILED TO LOOK PROPERLY)
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					

136

01210315167	SAT 19/06/2021 06:30	LIGHT	UPPER RICHMOND RD WEST, NR JUNCT WTH RICHMOND PARK RD .			24 LINK 184-706	520615/175416
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(43 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(43 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	MC ? CC BT - DRV NOT CONTACTED	(36 YRS - M - REDACT)	UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

137

01210317022	FRI 02/07/2021 18:50	LIGHT	SHEEN LANE, 57 METRES SOUTH OF JUNCT WTH MILTON RD.			24 LINK 184-202	520483/175524
POLICE - AT SCENE	ROAD-DRY	WEATHER-OTHER	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(92 YRS - F - REDA)	SERIOUS	PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(28 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	
C001	A	802 (FAILED TO LOOK PROPERLY)					

138

01210317115	SAT 03/07/2021 10:30	LIGHT	GREAT CHERTSEY RD, NR JUNCT WTH HARTINGTON RD.			25 NODE 157	520425/176526
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	ROUNDAABOUT	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(42 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(42 YRS - M - REDACT)		SLOWING/STOPPING	(SW TO NE) BACK HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		WAITING - HELD UP	(SW TO NE) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					

139

01210318199	FRI 09/07/2021 15:05	LIGHT	TERRACE, NR JUNCT WTH BARNES BRDG .	24 LINK 204-214	521384/176210
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	PEDN PHASE ATS
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(48 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(48 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST

140

01210318310	SAT 10/07/2021 02:45	DARK	LOWER RICHMOND RD, NR JUNCT WTH SHIP LANE.	24 LINK 199-202	520375/175945
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	AUTO SIG
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(22 YRS - M - REDA)	SERIOUS	DRIVER/RIDER	
VEHICLE	001 (000)	MC 51-125CC BT - NOT REQ	(22 YRS - M - REDACT)	G/AHEAD - L-HAND BEND	(E TO W) FRONT HIT FIRST
V001	A	503 (FATIGUE)			J/P - UNKN JCT APP

141	01210318574	MON 12/07/2021 00:33	DARK	LOWER RICHMOND RD, NR JUNCT WTH CHALKERS CORNER.	24 NODE 198	519777/175866		
POLICE - AT SCENE	ROAD-WET	RAINING	DUAL CWY	MULTI JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(32 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER			
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ	(28 YRS - M - REDACT)		WAITING - HELD UP	(E TO W) BACK HIT FIRST	JOURNEY P/O WORK JCT APP	
VEHICLE	002 (000)	CAR BT - NEG	(40 YRS - M - REDACT)		SLOWING/STOPPING	(E TO W) FRONT HIT FIRST	COMMUTING JCT APP	
V002	A	103 (SLIPPERY ROAD (DUE TO WEATHER))						

142	01210319253	THU 15/07/2021 18:00	LIGHT	TERRACE, NR JUNCT WTH BARNES HIGH ST .	24 NODE 214	521521/176385	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	M ROUNDABOUT	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(30 YRS - F - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(79 YRS - M - REDACT)		G/AHEAD - OTHER	(NE TO SW) N/S HIT FIRST	JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(30 YRS - F - REDACT)		O/TAKING - NEARSIDE	(SW TO NE) FRONT HIT FIRST	JCT APP
V001	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)			V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

143	01210322724	WED 04/08/2021 17:10	LIGHT	WHITE HART LANE, NR JUNCT WTH NORTH WORPLE WAY.	24 LINK 189-204	521346/175806
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (002)	(59 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(52 YRS - M - REDACT)		WAITING - TURN LEFT	(SE TO SW) FRONT HIT FIRST
VEHICLE	002 (000)	PED CYCLE BT - N/A	(59 YRS - M - REDACT)		G/AHEAD - OTHER	(SW TO NE) FRONT HIT FIRST
V001	A	403 (POOR TURN OR MANOEUVRE)				JCT APP

144	01210325672	SAT 21/08/2021 12:00	LIGHT	SHEEN LANE, NR JUNCT WTH COLSTON RD .	24 LINK 184-187	520491/175337
SELF-REPORTED	ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (001)	(46 YRS - M - REDA)	SERIOUS	DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(46 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R

01210327743	THU 26/08/2021 20:26	DARK	UPPER RICHMOND RD WEST, NR JUNCT WTH CLIFFORD AVENUE.	24 NODE 182	519834/175336		
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(29 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED	(29 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

1.2E+09	2020	Qtr 1	February	#####	Sunday	Richmond-	521425	176245	51.47215	-0.25313	On The Ter	Slight	1	Bor	Daylight	Road-Wet	Raining	Unknown	No Jun In 2 Non-Pedes Single Cwy Footbridge	1.2E+09	01200234 01200234	65	60+	Slight	Male	Car	Driver/Ridi/NW1 8	Asian Or A Worn But I	Other				
1.2E+09	2020	Qtr 1	February	#####	Wednesday	Richmond-	520501	175398	51.46473	-0.26671	On Upper	Slight	1	TLRN	Daylight	Road-Dry	Fine	Auto Sig	Crossroac Non-Pedes Single Cwy Pedn Phas	1.2E+09	01200236 01200236	90	60+	Slight	Male	Pedal Cychl Driver/Ridi/SW14 8	White	Not	Applic	Other			
1.2E+09	2020	Qtr 1	February	#####	Sunday	Richmond-	521159	176008	51.47008	-0.25704	On Second	Slight	1	Bor	Daylight	Road-Dry	Fine	Give Way/ T/	Stag Jun Non-Pedes Single Cwy No Xing Fa	1.2E+09	01200238 01200238	49	25-59	Slight	Female	Car	Driver/Ridi/SW6 4	Not	Stated	Unknown	Other		
1.2E+09	2020	Qtr 1	February	#####	Thursday	Richmond-	520856	175452	51.46514	-0.26159	On Upper	Slight	1	TLRN	Dark	Road-Dry	Fine	Stop Sign	T/	Stag Jun Non-Pedes Slip Rd No Xing Fa	1.2E+09	01200238 01200238	51	25-59	Slight	Male	Private Hir Driver/Ridi/SW6 4	Black, Blac	Unknown	Other			
1.2E+09	2020	Qtr 1	February	#####	Wednesday	Richmond-	521526	175478	51.46523	-0.25194	On Upper	Slight	1	TLRN	Daylight	Unknown	(Unknown	Give Way/ T/	Stag Jun Non-Pedes Single Cwy Zebra	1.2E+09	01200239 01200239	30	25-59	Slight	Male	Pedal Cychl Driver/Ridi/SW3 5	Not	Stated	Not	Applic	Other		
1.2E+09	2020	Qtr 1	March	#####	Thursday	Richmond-	521257	176101	51.47089	-0.2556	On The Ter	Slight	1	Bor	Daylight	Road-Wet	Raining	Give Way/ Mini	Pedestrian Roundabout Zebra	1.2E+09	01200240 01200240	53	25-59	Slight	Female	Pedestrian Pedestrian E1 0	White	Not	Applic	Other			
1.2E+09	2020	Qtr 1	March	#####	Friday	Richmond-	519772	175744	51.468	-0.27709	On Clifford	Slight	1	TLRN	Dark	Road-Dry	Other	Unknown	T/	Stag Jun Non-Pedes Single Cwy No Xing Fa	1.2E+09	01200242 01200242	38	25-59	Slight	Female	Pedal Cychl Driver/Ridi/SW14 7	Not	Stated	Not	Applic	Other	
1.2E+09	2020	Qtr 2	April	#####	Saturday	Richmond-	520453	175388	51.46465	-0.26741	On Upper	Slight	1	TLRN	Daylight	Road-Dry	Fine	Unknown	No Jun In 2 Non-Pedes Single Cwy No Xing Fa	1.2E+09	01200245 01200245	27	25-59	Slight	Female	Pedal Cychl Driver/Ridi/NW6 7	White	Not	Applic	Other			
1.2E+09	2020	Qtr 2	May	#####	Saturday	Richmond-	521357	175468	51.46518	-0.25437	On Upper	Slight	1	TLRN	Daylight	Road-Dry	Fine	Give Way/ Other	Jun Non-Pedes Single Cwy No Xing Fa	1.2E+09	01200246 01200246	28	25-59	Slight	Female	Pedal Cychl Driver/Ridi/W4 2	White	Not	Applic	Other			
1.2E+09	2020	Qtr 2	May	#####	Wednesday	Richmond-	519841	175884	51.46924	-0.27605	On Lower	Slight	1	TLRN	Daylight	Road-Dry	Fine	Auto Sig	T/	Stag Jun Non-Pedes Dual Cwy Pedn Phas	1.2E+09	01200248 01200248	39	25-59	Slight	Male	Goods Veh Driver/Ridi/GU18 5	Not	Stated	Worn	But I	Other	
1.2E+09	2020	Qtr 2	May	#####	Friday	Richmond-	519822	175462	51.46545	-0.27646	On Clifford	Slight	1	TLRN	Daylight	Road-Dry	Fine	Unknown	No Jun In 2 Non-Pedes Single Cwy No Xing Fa	1.2E+09	01200249 01200249	31	25-59	Slight	Male	Car	Driver/Ridi/UB5 6	Asian Or A Worn But I	Other				
1.2E+09	2020	Qtr 2	May	#####	Monday	Richmond-	521434	176271	51.47238	-0.25299	On The Ter	Slight	1	Bor	Daylight	Road-Dry	Fine	Unknown	No Jun In 2 Non-Pedes Single Cwy No Xing Fa	1.2E+09	01200251 01200251	30	25-59	Slight	Male	Pedestrian Pedestrian W9 0	Not	Stated	Not	Applic	Other		
1.2E+09	2020	Qtr 2	June	#####	Monday	Richmond-	520753	175436	51.46502	-0.26308	On Upper	Slight	1	TLRN	Daylight	Road-Dry	Fine	Give Way/ T/	Stag Jun Non-Pedes Single Cwy No Xing Fa	1.2E+09	01200252 01200252	29	25-59	Slight	Male	Pedal Cychl Driver/Ridi/TW7 7	Other	Ethn	Not	Applic	Other		
1.2E+09	2020	Qtr 2	June	#####	Tuesday	Richmond-	521074	175451	51.46509	-0.25845	On Upper	Serious	1	TLRN	Daylight	Road-Dry	Fine	Give Way/ T/	Stag Jun Non-Pedes Single Cwy No Xing Fa	1.2E+09	01200252 01200252	59	25-59	Serious	Male	Pedal Cychl Driver/Ridi/SW15 6	White	Not	Applic	Other			
1.2E+09	2020	Qtr 2	June	#####	Wednesday	Richmond-	521121	175450	51.46507	-0.25778	On Upper	Serious	1	TLRN	Daylight	Road-Dry	Other	Give Way/ T/	Stag Jun Non-Pedes Single Cwy No Xing Fa	1.2E+09	01200253 01200253	24	16-24	Serious	Male	Car	Driver/Ridi/NW10 5	Not	Stated	Worn	But I	Other	
1.2E+09	2020	Qtr 2	June	#####	Thursday	Richmond-	521121	175450	51.46507	-0.25778	On Upper	Serious	1	TLRN	Daylight	Road-Dry	Other	Give Way/ T/	Stag Jun Non-Pedes Single Cwy No Xing Fa	1.2E+09	01200253 01200253	24	16-24	Serious	Male	Car	Driver/Ridi/NW10 5	Not	Stated	Worn	But I	Other	
1.2E+09	2020	Qtr 2	June	#####	Thursday	Richmond-	520224	175327	51.46415	-0.27072	On Upper	Slight	1	TLRN	Daylight	Road-Dry	Other	Give Way/ Crossroac	Non-Pedes Dual Cwy No Xing Fa	1.2E+09	01200253 01200253	52	25-59	Slight	Male	Powered 2 Driver/Ridi/SW13 0	White	Not	Applic	Other			
1.2E+09	2020	Qtr 3	July	#####	Sunday	Richmond-	521362	175478	51.46527	-0.2543	On Priests	Slight	1	TLRN	Daylight	Road-Dry	Fine/High	Stop Sign	T/	Stag Jun Pedestrian Single Cwy No Xing Fa	1.2E+09	01200256 01200256	63	60+	Slight	Male	Pedestrian Pedestrian TW10 0	Not	Stated	Not	Applic	Other	
1.2E+09	2020	Qtr 3	July	#####	Saturday	Richmond-	520976	175451	51.46511	-0.25986	On Upper	Slight	1	TLRN	Daylight	Road-Dry	Fine	Stop Sign	T/	Stag Jun Pedestrian Dual Cwy Zebra	1.2E+09	01200256 01200256	71	60+	Slight	Male	Pedestrian Pedestrian SW14 8	Asian Or A	Not	Applic	Other		
1.2E+09	2020	Qtr 3	July	#####	Friday	Richmond-	520212	175328	51.46417	-0.2709	On Upper	Slight	1	TLRN	Daylight	Road-Dry	Fine	Give Way/ Other	Jun Non-Pedes Single Cwy No Xing Fa	1.2E+09	01200257 01200257	34	25-59	Slight	Male	Car	Driver/Ridi/SW11 5	White	Worn	But I	Other		
1.2E+09	2020	Qtr 3	July	#####	Thursday	Richmond-	520614	175406	51.46478	-0.26509	On Richte	Slight	1	TLRN	Daylight	Road-Dry	Fine	Give Way/ Other	Jun Non-Pedes Single Cwy No Xing Fa	1.2E+09	01200257 01200257	24	16-24	Slight	Female	Powered 2 Driver/Ridi/SW19 6	Not	Stated	Not	Applic	Other		
1.2E+09	2020	Qtr 3	July	#####	Monday	Richmond-	521166	175456	51.46511	-0.25713	On Upper	Slight	1	TLRN	Daylight	Road-Dry	Fine	Auto Sig	T/	Stag Jun Pedestrian Single Cwy Unknown	1.2E+09	01200257 01200257	38	25-59	Slight	Male	Pedal Cychl Driver/Ridi/TW12 2	Not	Stated	Not	Applic	Other	
1.2E+09	2020	Qtr 3	July	#####	Monday	Richmond-	521166	175456	51.46511	-0.25713	On Upper	Slight	1	TLRN	Daylight	Road-Dry	Fine	Auto Sig	T/	Stag Jun Pedestrian Single Cwy Unknown	1.2E+09	01200257 01200257	50	25-59	Slight	Unknown	Pedestrian Pedestrian UNKNOWN	Not	Stated	Not	Applic	Other	
1.2E+09	2020	Qtr 3	July	#####	Thursday	Richmond-	519766	175701	51.46761	-0.27719	On Sheen	Slight	1	TLRN	Daylight	Road-Dry	Fine	Unknown	Other	Jun Non-Pedes Unknown Pedn Phas	1.2E+09	01200258 01200258	33	25-59	Slight	Male	Powered 2 Driver/Ridi/CR4 1	Not	Stated	Not	Applic	Other	
1.2E+09	2020	Qtr 3	July	#####	Saturday	Richmond-	520489	175475	51.46543	-0.26686	On Clifford	Slight	1	Bor	Daylight	Road-Wet	Fine	Unknown	No Jun In 2 Non-Pedes Single Cwy No Xing Fa	1.2E+09	01200258 01200258	18	16-24	Slight	Male	Pedal Cychl Driver/Ridi/SW14 7	Not	Stated	Not	Applic	Other		
1.2E+09	2020	Qtr 3	August	#####	Sunday	Richmond-	521354	175469	51.46519	-0.25442	On Upper	Slight	1	TLRN	Daylight	Road-Dry	Fine	Give Way/ Other	Jun Non-Pedes Single Cwy No Xing Fa	1.2E+09	01200259 01200259	45	25-59	Slight	Male	Pedal Cychl Driver/Ridi/UB6 4	White	Not	Applic	Other			
1.2E+09	2020	Qtr 3	August	#####	Tuesday	Richmond-	520306	175327	51.46414	-0.26954	On Upper	Slight	1	TLRN	Daylight	Road-Dry	Fine	Give Way/ Other	Jun Non-Pedes Single Cwy No Xing Fa	1.2E+09	01200260 01200260	61	60+	Slight	Female	Car	Driver/Ridi/UB3 1	Asian Or A	Unknown	Other			
1.2E+09	2020	Qtr 3	August	#####	Wednesday	Richmond-	520879	175969	51.46979	-0.26108	On Mortal	Slight	1	Bor	Daylight	Road-Dry	Fine	Unknown	No Jun In 2 Non-Pedes Single Cwy No Xing Fa	1.2E+09	01200260 01200260	27	25-59	Slight	Male	Pedal Cychl Driver/Ridi/CT2 6	White	Not	Applic	Other			
1.2E+09	2020	Qtr 3	September	#####	Friday	Richmond-	519632	175824	51.46875	-0.27907	On Lower	Slight	1	TLRN	Daylight	Road-Dry	Fine	Unknown	No Jun In 2 Non-Pedes Dual Cwy Pelican Cr	1.2E+09	01200267 01200267	27	25-59	Slight	Male	Powered 2 Driver/Ridi/TW3 2	White	Not	Applic	Other			
1.2E+09	2020	Qtr 3	September	#####	Sunday	Richmond-	520318	175530	51.46596	-0.2693	On Beech	Slight	1	Bor	Daylight	Road-Dry	Fine	Give Way/ T/	Stag Jun Non-Pedes Single Cwy No Xing Fa	1.2E+09	01200270 01200270	34	25-59	Slight	Female	Car	Passenger SW14 7	White	Unknown	Other			
1.2E+09	2020	Qtr 4	October	#####	Monday	Richmond-	519909	175330	51.46425	-0.27526	On Upper	Serious	1	TLRN	Daylight	Road-Dry	Fine	Unknown	No Jun In 2 Non-Pedes Single Cwy No Xing Fa	1.2E+09	01200272 01200272	29	25-59	Serious	Female	Powered 2 Driver/Ridi/TW14 0	Asian Or A	Not	Applic	Other			
1.2E+09	2020	Qtr 4	October	#####	Thursday	Richmond-	520500	175399	51.46474	-0.26673	On Upper	Slight	1	TLRN	Daylight	Road-Dry	Fine	Auto Sig	Crossroac Non-Pedes Single Cwy Pedn Phas	1.2E+09	01200272 01200272	42	25-59	Slight	Male	Pedal Cychl Driver/Ridi/SW14 8	Not	Stated	Not	Applic	Other		
1.2E+09	2020	Qtr 4	October	#####	Friday	Richmond-	520498	175849	51.46879	-0.2666	On Sheen	Slight	1	Bor	Daylight	Road-Wet	Raining	Unknown	No Jun In 2 Pedestrian Single Cwy Zebra	1.2E+09	01200272 01200272	26	25-59	Slight	Female	Car	Driver/Ridi/TW1 3	White	Worn	And	Other		
1.2E+09	2020	Qtr 4	October	#####	Friday	Richmond-	520498	175849	51.46879	-0.2666	On Sheen	Slight	1	Bor	Daylight	Road-Wet	Raining	Unknown	No Jun In 2 Pedestrian Single Cwy Zebra	1.2E+09	01200272 01200272	25	25-59	Slight	Male	Car	Passenger TW1 3	White	Worn	And	Other		
1.2E+09	2020	Qtr 4	October	#####	Friday	Richmond-	520498	175849	51.46879	-0.2666	On Sheen	Slight	1	Bor	Daylight	Road-Wet	Raining	Unknown	No Jun In 2 Pedestrian Single Cwy Zebra	1.2E+09	01200272 01200272	39	25-59	Slight	Female	Pedestrian Pedestrian UB3 1	White	Not	Applic	Other			
1.2E+09	2020	Qtr 4	October	#####	Wednesday	Richmond-	520494	175921	51.46944	-0.26664	On Sheen	Serious	1	Bor	Dark	Road-Wet	Fine	Give Way/ Roundabout	Non-Pedes Single Cwy No Xing Fa	1.2E+09	01200273 01200273	53	25-59	Serious	Female	Pedal Cychl Driver/Ridi/TW2 1	White	Not	Applic	Other			
1.2E+09	2020	Qtr 4	November	#####	Wednesday	Richmond-	520496	175924	51.46946	-0.26661	On Sheen	Slight	1	Bor	Daylight	Road-Dry	Fine	Give Way/ Mini	Non-Pedes Roundabout Zebra	1.2E+09	01200278 01200278	25	25-59	Slight	Female	Car	Driver/Ridi/K1T 1	Not	Stated	Unknown	Other		
1.2E+09	2020	Qtr 4	November	#####	Wednesday	Richmond-	519779	175853	51.46898	-0.27695	On Lower	Slight	1	TLRN	Dark	Road-Dry	Fine	Auto Sig	T/	Stag Jun Non-Pedes Dual Cwy Pedn Phas	1.2E+09	01200278 01200278	22	16-24	Slight	Female	Car	Driver/Ridi/CR7 3	Not	Stated	Worn	But I	Other
1.2E+09	2020	Qtr 4	November	#####	Friday	Richmond-	520081	175828	51.46869	-0.27261	On Lower	Slight	1	Bor	Daylight																		

Appendix C ATZ Maps