



Drawings



T:\30000_Projects\31051 The Green, Southall\ACAD\033_B - 034_B.dwg

Vehicle used

FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

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Based on drawing number M9516-HUN-ZZ-00-DR-A- 02-0003
- Proposed Site Plan, TPP REF - IN_46.

THE GREEN, SOUTHALL

Swept path analysis of 10m rigid HGV servicing Block A

SCALE @ A3 1:500

DATE 18/03/21

DRAWN BY LD

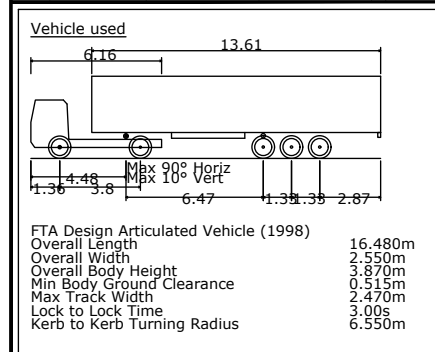
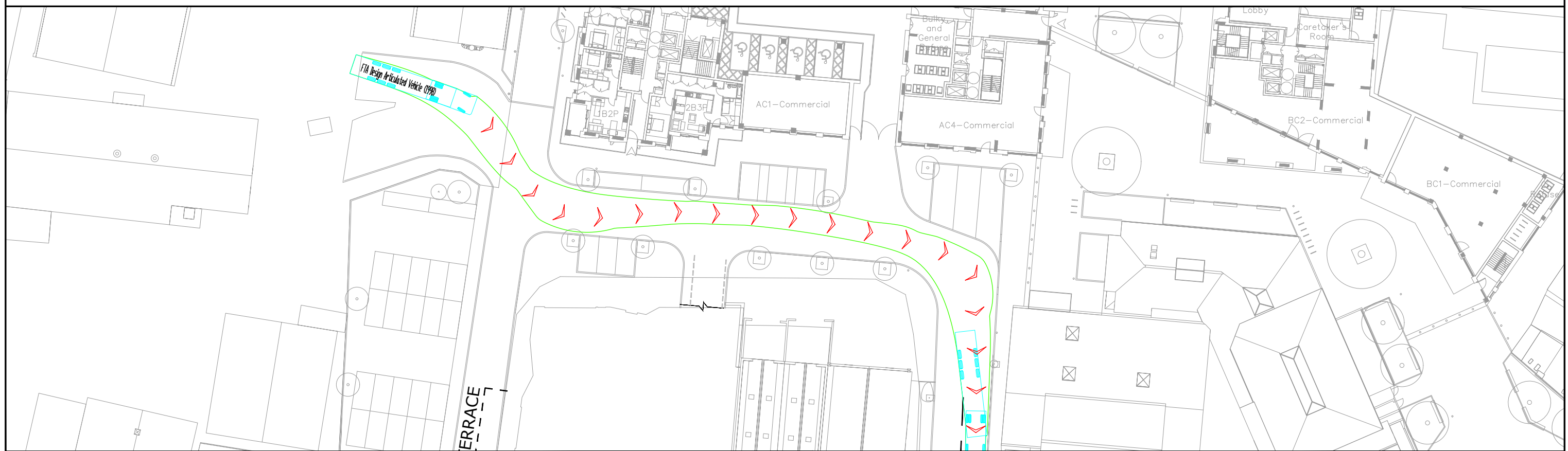
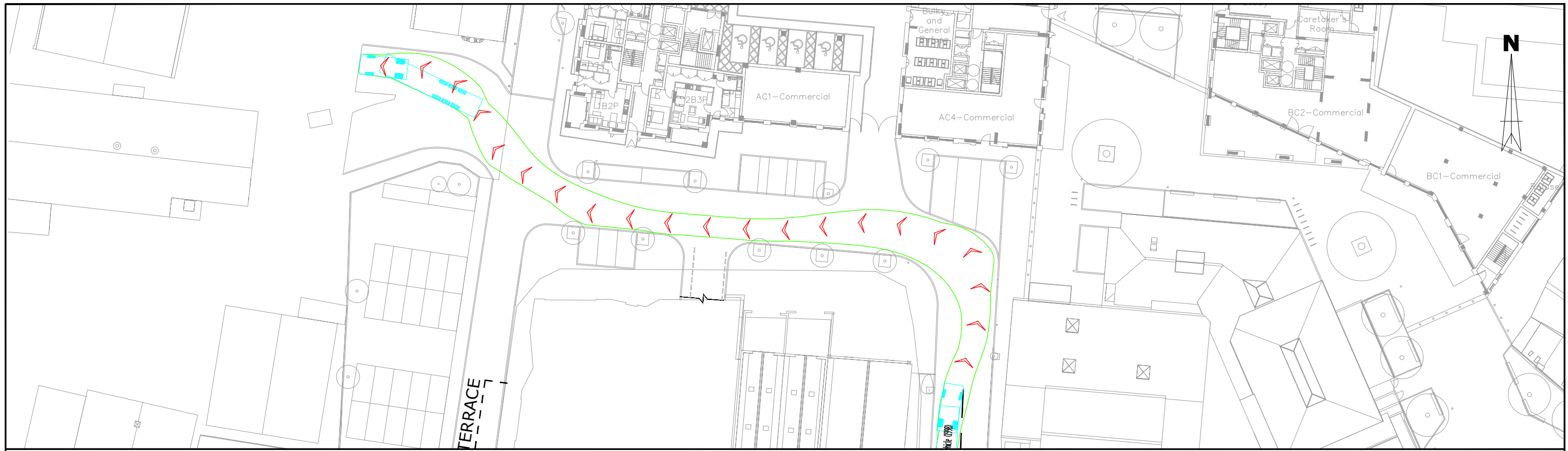
CHECKED CVR

TRANSPORT PLANNING PRACTICE

70 Cowcross Street
London, EC1M 6EL
t: 020 7608 0008
w: www.tppweb.co.uk



DRAWING NUMBER	REV
31051/AC/033	B



T:\30000_Projects\31051 The Green, Southhall\ACAD\033_B - 034_B.dwg

Based on drawing number M9516-HUN-ZZ-00-DR-A- 02-0003
- Proposed Site Plan. TPP REF - IN_46

THE GREEN, SOUTHALL

Swept path analysis of 16.5m articulated HGV
accessing/egressing Featherstone
Industrial Estate

SCALE @ A3 1:500
0 5 10m

DATE 18/03/21

DRAWN BY LD

CHECKED CVR

TRANSPORT PLANNING PRACTICE

70 Cowcross Street
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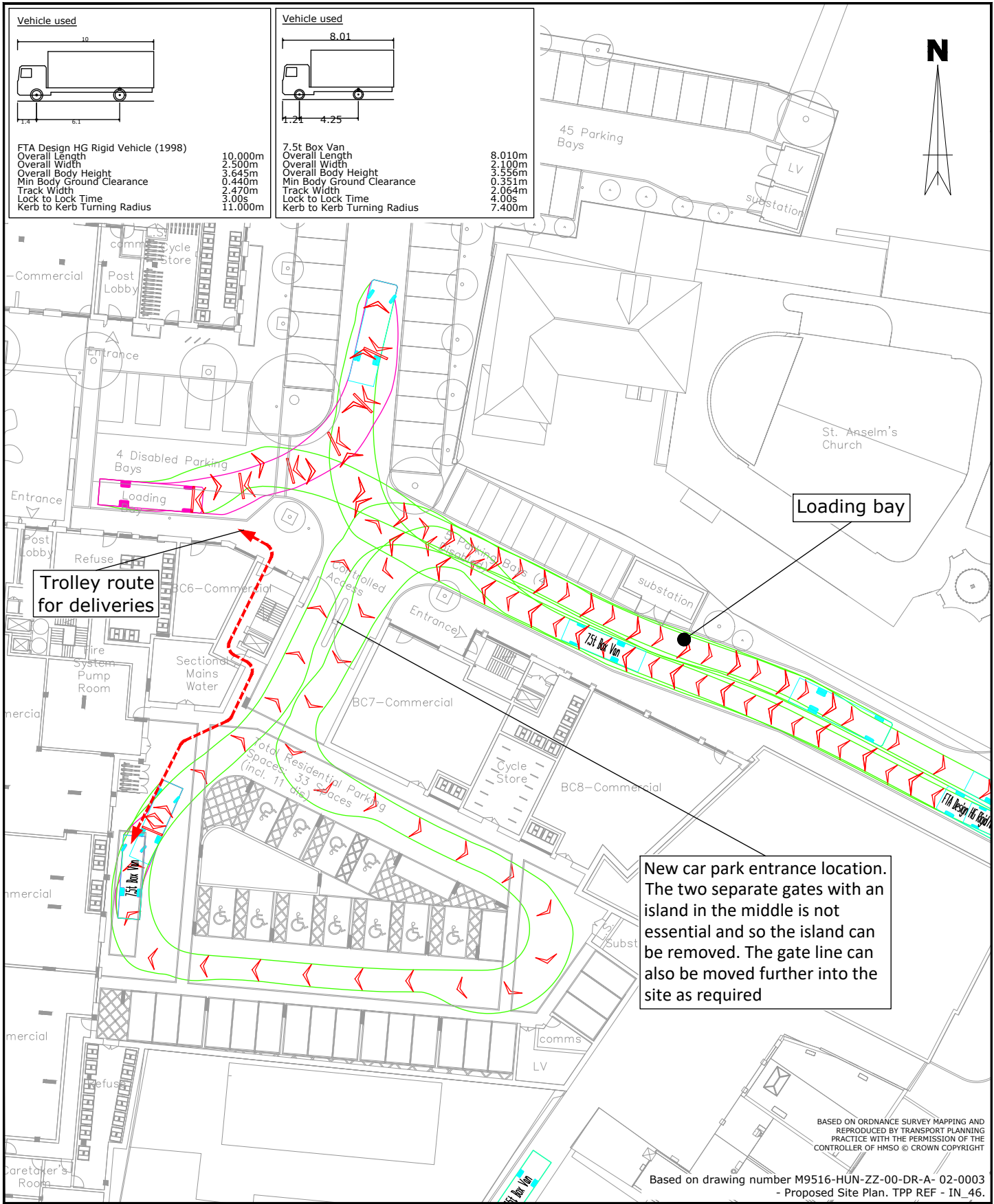
t: 020 7608 0008
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DRAWING NUMBER

31051/AC/034



REV B



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

Vehicle used	
7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

Trolley route for deliveries

Loading bay

New car park entrance location.
The two separate gates with an island in the middle is not essential and so the island can be removed. The gate line can also be moved further into the site as required

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THE GREEN, SOUTHALL

Swept path analysis of vehicles servicing Blocks B and C

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SCALE @ A4 1:500
0 5 10m

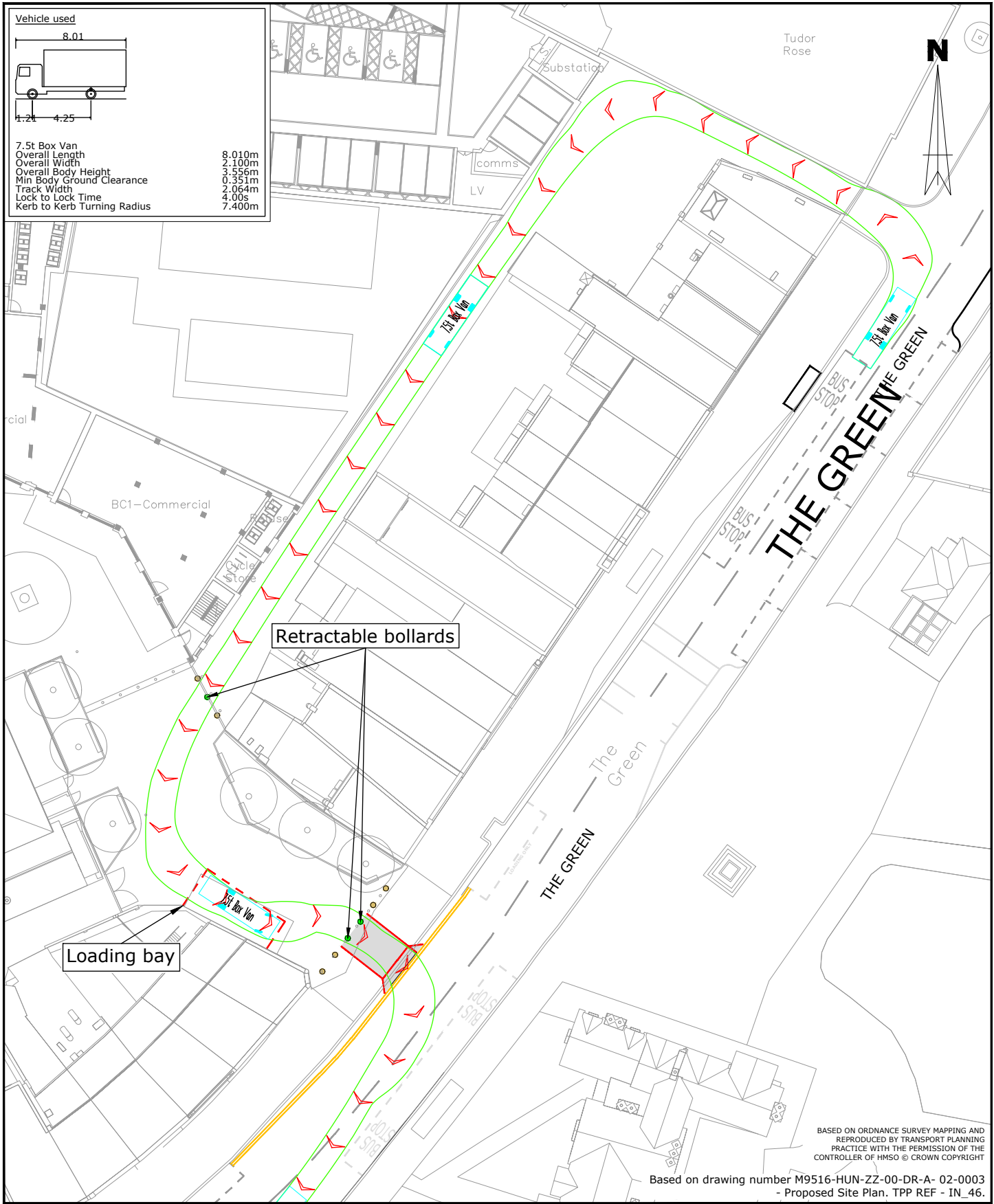
DATE 18/03/21

DRAWN BY LD

CHECKED CVR

DRAWING NUMBER 31051/AC/035

REV B



Vehicle used	
7.5t Box Van	8.010m
Overall Length	2.100m
Overall Width	3.550m
Overall Body Height	0.551m
Min Body Ground Clearance	2.064m
Track Width	4.00s
Lock to Lock Time	7.400m
Kerb to Kerb Turning Radius	

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THE GREEN, SOUTHALL

Swept path analysis of 8.0m rigid HGV accessing service route to rear of 70 - 98 The Green and the south-east of block B

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SCALE @ A4 1:500
0 5 10m

DATE 18/03/221

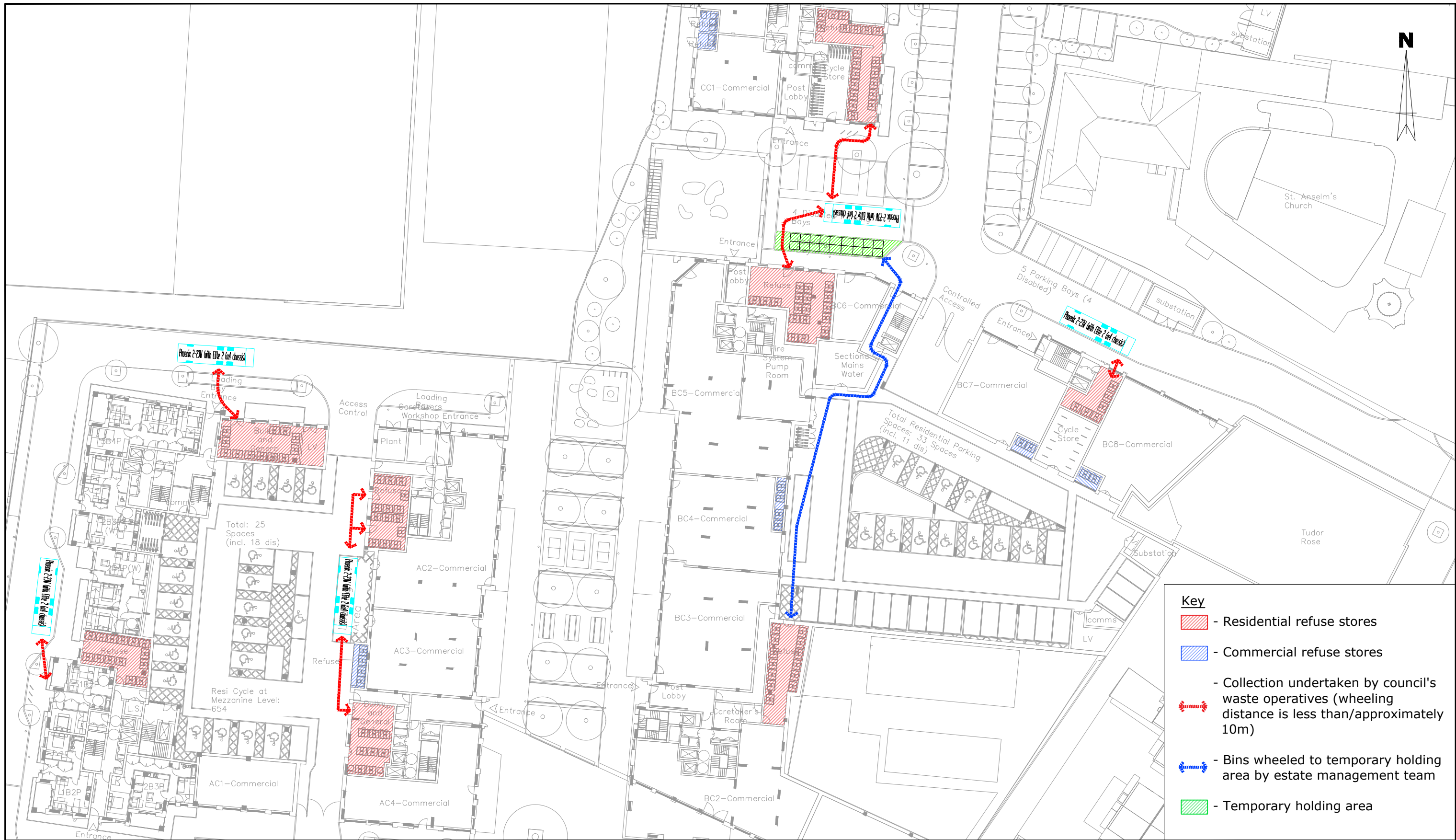
DRAWN BY LD

CHECKED CVR

DRAWING NUMBER 31051/AC/036

REV B

T:\30000_Projects\31051_The Green, Southall\ACAD\035_B - 036_B.dwg



T:\30000_Projects\31051 The Green, Southall\ACAD\037_B.dwg

Vehicle used	
Phoenix 2-23W (with Elite 2 6x4 chassis)	10.520m
Overall Length	2.530m
Overall Width	3.211m
Overall Body Height	0.416m
Min Body Ground Clearance	2.530m
Track Width	4.00s
Lock to lock time	9.950m
Kerb to Kerb Turning Radius	

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Based on drawing number M9516-HUN-ZZ-00-DR-A-02-0100-Proposed Ground & Mezzanine Floor Plans-1_500-A1. TPP REF - IN_39.

THE GREEN, SOUTHALL

Servicing locations for collection of residential waste

SCALE @ A3	DATE	DRAWN BY	CHECKED
1:500	18/03/21	LD	CVR

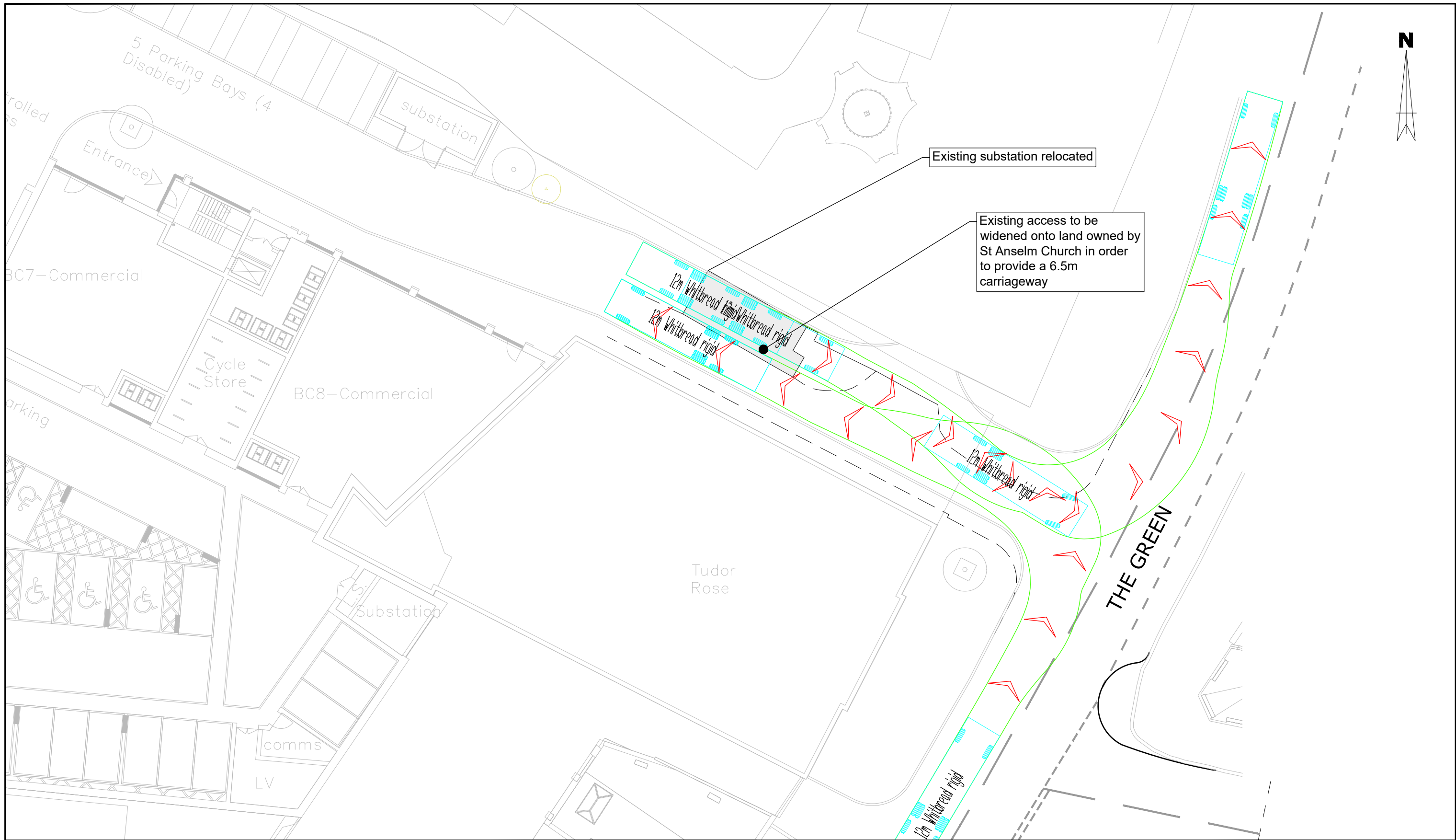
TRANSPORT PLANNING PRACTICE

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DRAWING NUMBER	REV
31051/AC/037	B



Vehicle used	
12m Whitbread rigid	11.760m
Overall Length	2.550m
Overall Width	3.495m
Overall Body Height	0.200m
Min Body Ground Clearance	2.494m
Track Width	6.00s
Lock to lock time	49.00°
Max Wheel Angle	

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 Based on drawing number M9516-HUN-ZZ-00-DR-A-02-0100-Proposed Ground & Mezzanine Floor Plans-1 _ 500-A1. TPP REF - IN_39.

THE GREEN, SOUTHALL		TRANSPORT PLANNING PRACTICE	
Proposed improvements to site access on The Green		70 Cowcross Street London, EC1M 6EL	
SCALE @ A3 1:250		t: 020 7608 0008 w: www.tppweb.co.uk	
DATE 22/03/21	DRAWN BY LD	CHECKED CVR	DRAWING NUMBER 31051/AC/043
			REV B



T:\30000_Projects\31051 The Green, Southall\ACAD\043_B.dwg



1.8m wide footway

Existing street lighting column and telegraph pole on the western side of Featherstone Terrace to be resited to the back of the footway

3.0m wide carriageway

Existing street lighting column and telegraph pole on the western side of Featherstone Terrace to be resited to the back of the footway

6m of on-street parking should be removed to maintain 3m carriageway width

Footway widened to 1.8m

Footway widened to 1.8m

3000mm

3000mm

This drawing has been prepared for planning purposes and should not be used for construction.

THE GREEN, SOUTHALL

Parking and footway proposals on Featherstone Terrace

TRANSPORT PLANNING PRACTICE

70 Cowcross Street
London, EC1M 6EL

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SCALE @ A3 1:250
0 2.5 5m

DATE 20/03/21

DRAWN BY LB

CHECKED CVR

DRAWING NUMBER 31051/AC/044

REV B

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Appendices

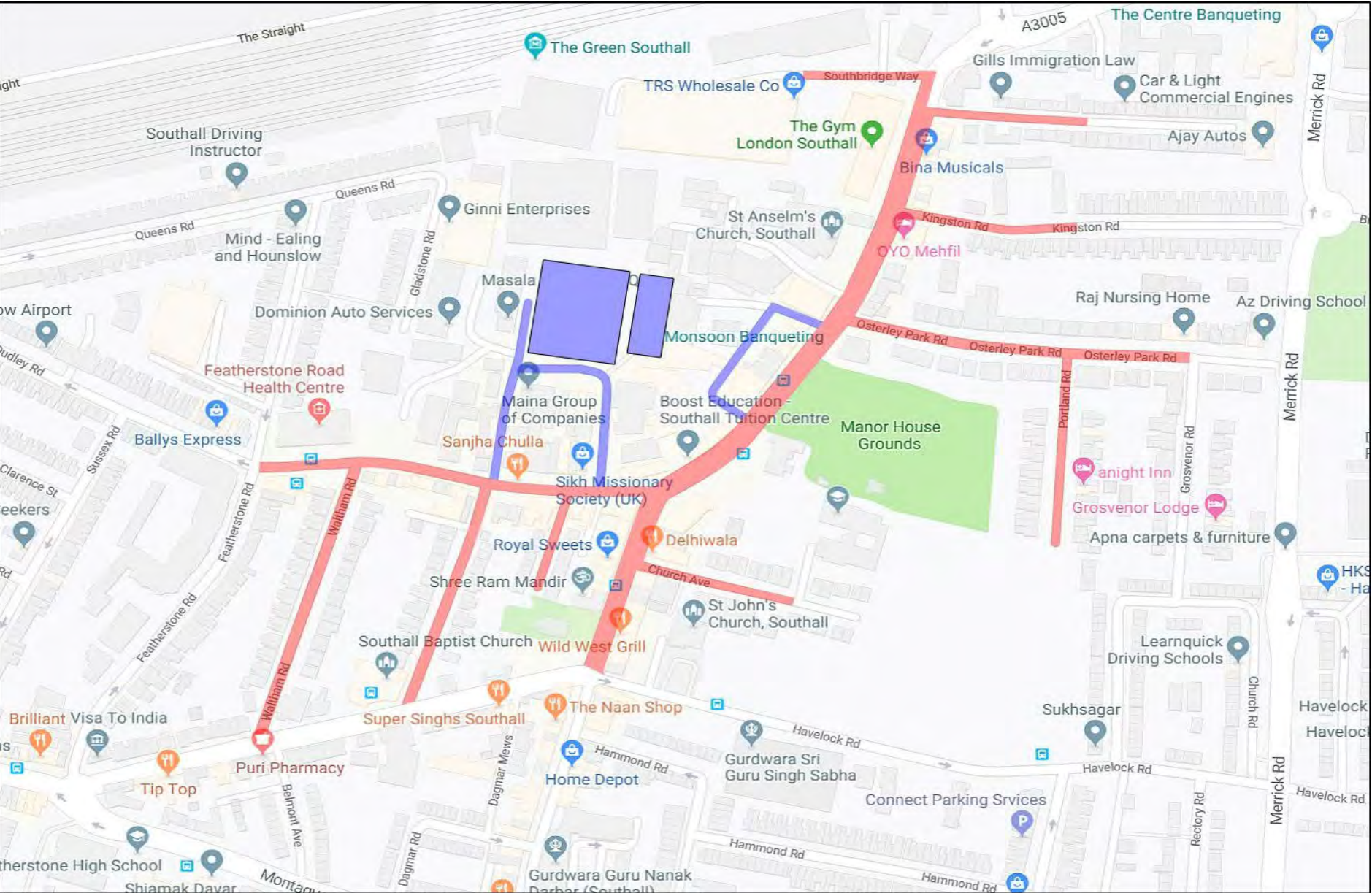
Appendix A

Parking beat survey results

Southall Parking Survey

June 2019

Survey Area



Blue areas above were surveyed hourly, with red areas surveyed bi-hourly.

Southall Parking Survey

June 2019

Notes

For the purposes of this survey a parking space length of 5m has been used, in accordance with the Lambeth Methodology, however this can produce stress values of over 100%. Smaller cars, as well as parking aids on vehicles, mean that some vehicles can park in smaller spaces than 5m. Conversely larger vehicles or inefficient parking may mean a space larger than 5m is occupied. The parking space length value can be changed on the parking inventory page of the spreadsheet and all values should update.

Junction protection of 5m has been used as requested in the brief, although this value can also be changed at the top of the parking inventory sheet.

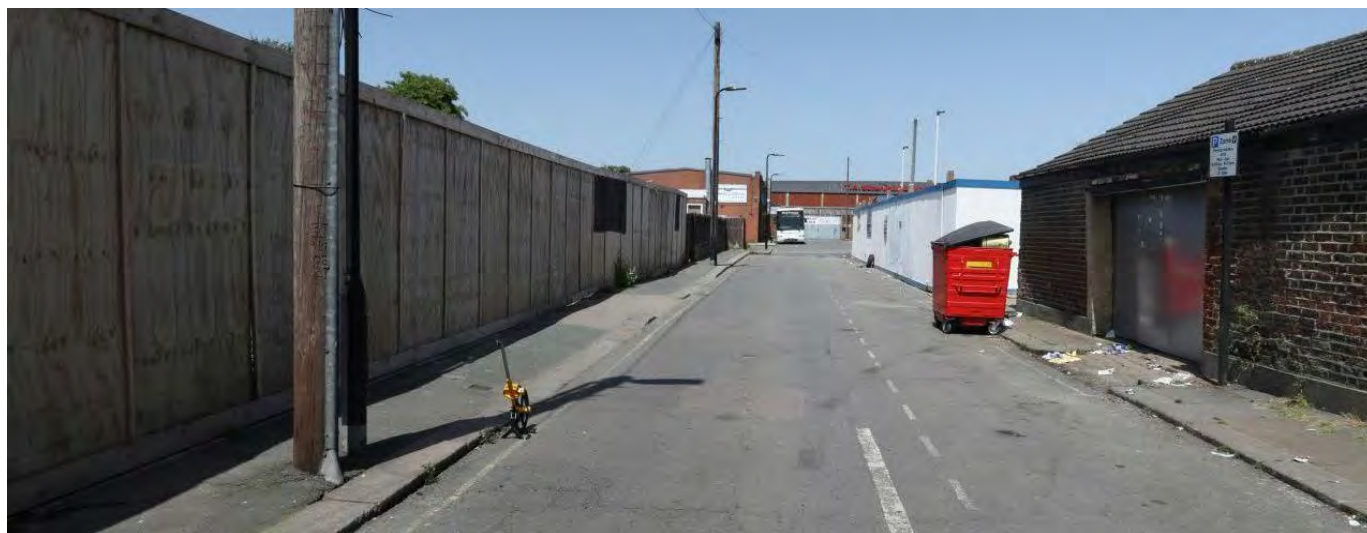


Above can be seen signage indicating the various parking restrictions in place in the area.

Southall Parking Survey

June 2019

Notes



There were works underway on Featherstone Terrace and Dominion Road however these didn't affect the availability of parking. Where road width prohibited parking on both sides and footway parking hadn't become established, one side was excluded. This was only the case on Featherstone Terrace and the private road accessed from The Green.



There were numerous examples of what is commonly referred to as 'garden parking', where residents are using their front garden or yard for parking without a crossover being present. It's customary to treat these as formal crossovers for parking surveys although it's not always easy to determine whether garden parking is taking place if no vehicle is present.



Some crossovers, such as the one above, appeared to be defunct and a relic left over after redevelopment. These were treated as normal unrestricted kerb.

Southall Parking Survey

June 2019

Notes



On the south side of Osterley Park Road there are a number of bays that are not only less than 5m in length but also unsigned. After reviewing historic Streetview images it appears they are intended to be 60Min bays and they have been treated as such for this survey, although whether that restriction is currently enforceable is unclear. Even though some of the bays are less than 5m in length they are clearly intended to be used as spaces and therefore have been included in



There was a section of the private car park on Dominion Road that was gated and never opened. It's unclear what the status of this section and when it is used.



On the unnamed private road west of The Green there is a section where angled parking takes place. A sign indicates that this is private land and permit restrictions apply and it has been designated as private parking in the tabulation. Parking on this road was often chaotic with vehicles double parked and blocking the through route.

There appeared to be a wedding on the 29th of June with attendees using the Featherstone Terrace and Dominion Road car parks, however large weddings aren't unusual or infrequent in British south Asian communities.

Southall Parking Survey

June 2019

Parking Inventory

Standard Junction Protection in metres

5

Standard Parking Space Length in metres

5

Parking Inventory																												
Road Name	Side	Section	Parking Type	Length (m)	Bays	Individual Measured Lengths (m)																						
Featherstone Terrace	East	Featherstone Road to Dominion Road	Crossover/Access	7.5	-			3.5		4.0																		
			Double Yellow	33.7	-	20.0																						
			Permit Only	31.2	5		11.5		4.0		15.7	13.7																
		Dominion Road to Northern Extent	Crossover/Access	11	-		11.0																					
			Double Yellow	28.7	-	28.7																						
	West	Featherstone Road to Northern Extent	No Restriction	4	-		4.0																					
			Crossover/Access	16.7	-		4.3			12.4																		
			Double Yellow	43.9	-	17.0			22.3		4.6																	
			Permit Only	15.5	3							15.5																
				Single Yellow	61	3			45.5						15.5													
Featherstone Terrace Car Park (FTCP)			Disabled (FTCP)	-	7																							
			EV Charging (FTCP)	-	4																							
			Gym Group Permit (FTCP)	-	15																							
			Standard (FTCP)	-	124																							
Hortus Road	North	The Green to No.15 Hortus Road	30 Mins	11	2					11.0																		
			Crossover/Access	10.3	-			10.3																				
			Double Yellow	8.5	-	8.5																						
			Pay	21	4		21.0																					
			Permit Only	35.5	7				35.5																			
	South	The Green to No.10 Hortus Road	Single Yellow	1.2	0					1.2																		
			Crossover/Access	21.2	-		4.4		4.3		6.0		6.5															
			Double Yellow	10	-	10.0																						
			Pay	24.5	5				10.0				14.5															
			Permit Only	35	7											35.0												
			Single Yellow	7.7	0			2.5			4.2		1.0															
King Street	East	Havelock Road to Church Avenue	30 Mins	17	3			17.0																				
			Crossover/Access	4	-	4.0																						
			Disabled	7	1			7.0																				
			Double Yellow	48.5	-	25.3			23.2																			
		Church Avenue to The Green	Crossover/Access	6.6	-			6.6																				
	West	Western Road to Featherstone Road	Double Yellow	14	-	14.0																						
			White Zig-Zag	16	-		16.0																					
			30 Mins	12	2						12.0																	
			Bus Stop	43.3	-		23.3		20.0																			
			Crossover/Access	9.8	-	3.8							6.0															
Kingston Road	North	The Green to No.25 Kingston Road	Disabled	7	1																							
			Double Yellow	48.5	-	25.3			23.2																			
			Permit Only	36.3	7										36.3													
		The Green to No.34 Kingston Road	30 Mins	15	3			10.0		5.0																		
			Crossover/Access	22.9	-	2.6						6.3			4.0		10.0											
	South	The Green to No.34 Kingston Road	Disabled	7	1							7.0																
			Double Yellow	13.6	-	4.6		9.0																				
			Permit Only	53	9								18.8		8.0		26.2											
			Single Yellow	12	2				10.0		2.0																	
Osterley Park Road	North	The Green to No.37 Osterley Park Road	Crossover/Access	28.3	-		2.6		15.6		5.6		4.5															
			Double Yellow	52.3	-	4.0		21.2		6.7		20.4																
			Permit Only	36.3	7																							
			30 Mins	15	3			10.0		5.0																		
			Crossover/Access	22.9	-	2.6						6.3			4.0		10.0											
	South	The Green to Portland Road	Disabled	7	1							7.0																
			Double Yellow	13.6	-	4.6		9.0																				
			Permit Only	53	9								18.8		8.0		26.2											
			Single Yellow	12	2				10.0		2.0																	
Portland Road to Grosvenor Road	Portland Road to Grosvenor Road	Crossover/Access	35.8	-		26.7			3.8		5.3																	
		Disabled	11.7	2			5.7		6.0																			
		Double Yellow	7.2	-	3.0							4.2																
		Permit Only	18.3	3			1.8					16.5																

Southall Parking Survey

June 2019

Parking Inventory

Southall Parking Survey

June 2019

Parking Inventory

Standard Junction Protection in metres
Standard Parking Space Length in metres

5
5

Parking Inventory																													
Road Name	Side	Section	Parking Type	Length (m)	Bays	Individual Measured Lengths (m)																							
Waltham Road	East	Western Road to Featherstone Road	30 Mins or Permit	27	5			27.0																					
			Crossover/Access	71.7	-					5.6			3.0																
			Disabled	18	3			6.0							6.0														
			Double Yellow	22.6	-			7.3			1.6																		
			Permit Only	62	12								10.0			20.0													
			Single Yellow	6.7	1									1.0															
	West	Western Road to Featherstone Road	30 Mins or Permit	6	1				6.0																				
			Crossover/Access	135.1	-			9.3			4.6			52.5		15.0													
			Disabled	12.1	2											6.3													
			Double Yellow	13.6	-			2.0			2.6																		
			Permit Only	34.9	6									11.1		6.5													
			Single Yellow	5.3	0																								
Totals			30 Mins	146.4	27	Loading Only ¹ - 07:00 - 19:00 / 60 Mins																							
			30 Mins or Pay	98.1	18	Loading Only ² - Loading Only																							
			30 Mins or Permit	33	6																								
			60 Mins	66.1	13																								
			Bus Stop	152.3	-																								
			Crossover/Access	1126.1	-																								
			Disabled	118.2	19																								
			Disabled (DCCP)	-	7																								
			Disabled (FTCP)	-	7																								
			Double Yellow	1090.1	-																								
			EV Charging (DCCP)	-	5																								
			EV Charging (FTCP)	-	4																								
			Gym Group Permit (FTCP)	-	15																								
			Loading Only ¹	23	4																								
			Loading Only ²	12.2	2																								
			No Marking (Private Road)	210.7	12																								
			No Restriction	4	0																								
			Pay	45.5	9																								
			Permit Only	842.8	153																								
			Permit or Pay	50.2	10																								
		Private Parking	23	9																									
		School	7.6	1																									
		Single Yellow	271.5	36																									
		Standard (DCCP)	-	27																									
		Standard (FTCP)	-	124																									
		White Zig-Zag	175	-																									

Southall Parking Survey

Tuesday 25th of June 2019

Data

Standard Junction Protection in metres
Standard Parking Space Length in metres

5
5

Parking Inventory						Beat Period																											
						05:00			06:00			07:00			08:00			09:00			10:00			11:00			12:00						
Road Name	Side	Section	Parking Type	Length (m)	Bays	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress				
Church Avenue	North	King Street to School Access	30 Mins	15	3	3	0	100%				1	2	33%				3	0	100%				2	1	67%							
			Crossover/Access	17.8	-	0	-	-	-	-				0	-	-				0	-	-				0	-	-					
			Double Yellow	7	-	0	-	-	-	-				0	-	-				0	-	-				0	-	-					
			Loading Only ¹	8	1	0	1	0%						0	1	0%				0	1	0%				0	1	0%					
			Permit Only	50	10	8	2	80%						7	3	70%				6	4	60%				5	5	50%					
			School	7.6	1	0	1	0%						0	1	0%				0	1	0%				0	1	0%					
	South	King Street to School Access	Crossover/Access	15	-	0	-	-	-				0	-	-				0	-	-				0	-	-						
			Disabled	10.3	2	0	2	0%						0	2	0%				0	2	0%				1	1	50%					
			Double Yellow	11	-	0	-	-	-	-				0	-	-				0	-	-				0	-	-					
			Loading Only ¹	15	3	0	3	0%						0	3	0%				0	3	0%				0	3	0%					
			Permit or Pay	50.2	10	5	5	50%						4	6	40%				2	8	20%				3	7	30%					
			Single Yellow	2	0	0	0	-	-	-				0	0	-				0	0	-				0	0	-					
Dominion Road	East	Featherstone Road to Featherstone Terrace	Crossover/Access	37.8	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-		
			Double Yellow	76.2	-	0	-	-	-	0	-	-	1	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	
			Single Yellow	32.6	6	0	6	0%			0	6	0%	0	6	0%	0	6	0%	0	6	0%	1	5	17%	1	5	17%	2	4	33%		
	West	Featherstone Road to Featherstone Terrace	Crossover/Access	38.2	-	0	-	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	
			Double Yellow	42.8	-	0	-	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	
			Single Yellow	51.3	9	1	8	11%			2	7	22%	1	8	11%	0	9	0%	0	9	0%	0	9	0%	1	8	11%	1	8	11%		
Dominion Centre and Library Staff Car Park (DCCP)	South Section	Disabled (DCCP)	-	7	0	7	0%			0	7	0%	0	7	0%	0	7	0%	1	6	14%	1	6	14%	2	5	29%	3	4	43%			
		EV Charging (DCCP)	-	5	0	5	0%			0	5	0%	0	5	0%	0	5	0%	0	5	0%	3	2	60%	4	1	80%	4	1	80%			
		Standard (DCCP)	-	7	0	7	0%			0	7	0%	0	7	0%	0	7	0%	7	0	100%	7	0	100%	8	-1	114%	8	-1	114%			
	North Section (Closed)	Standard (DCCP)	-	20	0	20	0%			0	20	0%	0	20	0%	0	20	0%	0	20	0%	0	20	0%	0	20	0%	0	20	0%			
Elmfield Road	East	Southern Extent to Featherstone Road	Crossover/Access	6.2	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-		
			Double Yellow	7.6	-	0	-	-	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	
			Permit Only	63.2	12	7	5	58%			8	4	67%			5	7	42%			7	5	58%										
	West	Southern Extent to Featherstone Road	Crossover/Access	5.8	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	
			Double Yellow	7.5	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-
			Permit Only	63.2	12	8	4	67%			9	3	75%			6	6	50%			7	5	58%										
Featherstone Road	North	Hartington Road to Featherstone Terrace	Bus Stop	33	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-		
			Crossover/Access	24.3	-	0	-	-	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	
			Double Yellow	50.8	-	0	-	-	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	
			Single Yellow	11.7	2	0	2	0%			0	2	0%			0	2	0%			0	2	0%			0	2	0%					
			White Zig-Zag	27.7	-	0	-	-	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	
		Featherstone Terrace to Dominion Road	Crossover/Access	7.6	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	
			Double Yellow	9.8	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	
			Single Yellow	35.6	7	0	7	0%			0	7	0%			0	7	0%			0	7	0%			0	7	0%					
			White Zig-Zag	2.8	-	0	-	-	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	
	Dominion Road to The Green	Crossover/Access	5.2	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-		
		White Zig-Zag	20.5	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-		
	South	Hartington Road to Waltham Road	Bus Stop	27	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	
			Crossover/Access	4.3	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	
			Double Yellow	11.3	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	
			Single Yellow	14.5	2	0	2	0%			0	2	0%			0	2	0%			0	2	0%			0	2	0%					
		Waltham Road to St Johns Road	Crossover/Access	5	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	
			Double Yellow	31.3	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	
			White Zig-Zag	32.3	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	
		St Johns Road to Elmfield Road	Crossover/Access	25	-	1	-	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	-	-	
			Double Yellow	5	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	-	-	
	Elmfield Road to King Street	Single Yellow	12.5	2	2	0	100%			2	0	100%			2	0	100%			2	0	100%			2	0	100%						
White Zig-Zag		3.3	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-			
Crossover/Access		10.3	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-			
Double Yellow		5.3	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-			
Single Yellow	11.5	2	0	2	0%			0	2	0%			0	2	0%			0	2	0%			0	2	0%								
White Zig-Zag	17	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	-				

Southall Parking Survey

Tuesday 25th of June 2019

Data

Standard Junction Protection in metres
Standard Parking Space Length in metres

5
5

Parking Inventory						Beat Period																										
Road Name	Side	Section	Parking Type	Length (m)	Bays	13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00		
						Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress
Church Avenue	North	King Street to School Access	30 Mins	15	3	1	2	33%				2	1	67%				2	1	67%				2	1	67%				2	1	67%
			Crossover/Access	17.8	-	0	-	-				0	-	-				0	-	-				1	-	-				0	-	-
			Double Yellow	7	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Loading Only¹	8	1	1	0	100%				1	0	100%				0	1	0%				0	1	0%				0	1	0%
			Permit Only	50	10	7	3	70%				7	3	70%				9	1	90%				6	4	60%				8	2	80%
	School	7.6	1	0	1	0%				0	1	0%				0	1	0%				0	1	0%				0	1	0%		
	South	King Street to School Access	Crossover/Access	15	-	0	-	-				1	-	-				1	-	-				0	-	-				0	-	-
			Disabled	10.3	2	1	1	50%				1	1	50%				1	1	50%				0	2	0%				0	2	0%
			Double Yellow	11	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Loading Only¹	15	3	0	3	0%				1	2	33%				2	1	67%				2	1	67%				1	2	33%
Permit or Pay			50.2	10	5	5	50%				6	4	60%				7	3	70%				8	2	80%				6	4	60%	
Single Yellow	2	0	0	0	-				0	0	-				0	0	-				0	0	-				0	0	-			
Dominion Road	East	Featherstone Road to Featherstone Terrace	Crossover/Access	37.8	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-
			Double Yellow	76.2	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-
			Single Yellow	32.6	6	3	3	50%	3	3	50%	2	4	33%	3	3	50%	4	2	67%	0	6	0%	3	3	50%	2	4	33%	1	5	17%
	West	Featherstone Road to Featherstone Terrace	Crossover/Access	38.2	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-
			Double Yellow	42.8	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-
Single Yellow	51.3	9	0	9	0%	0	9	0%	0	9	0%	0	9	0%	1	8	11%	0	9	0%	5	4	56%	5	4	56%	3	6	33%			
Dominion Centre and Library Staff Car Park (DCCP)	South Section		Disabled (DCCP)	-	7	5	2	71%	3	4	43%	2	5	29%	0	7	0%	1	6	14%	2	5	29%	1	6	14%	0	7	0%	0	7	0%
			EV Charging (DCCP)	-	5	4	1	80%	3	2	60%	3	2	60%	3	2	60%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%
			Standard (DCCP)	-	7	6	1	86%	8	-1	114%	6	1	86%	4	3	57%	5	2	71%	2	5	29%	2	5	29%	0	7	0%	0	7	0%
	North Section (Closed)	-	20	0	20	0%	0	20	0%	0	20	0%	0	20	0%	0	20	0%	0	20	0%	0	20	0%	0	20	0%	0	20	0%		
Elmfield Road	East	Southern Extent to Featherstone Road	Crossover/Access	6.2	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Double Yellow	7.6	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Permit Only	63.2	12	8	4	67%				7	5	58%				5	7	42%				7	5	58%				7	5	58%
	West	Southern Extent to Featherstone Road	Crossover/Access	5.8	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Double Yellow	7.5	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
Permit Only	63.2	12	8	4	67%				6	6	50%				6	6	50%				9	3	75%				10	2	83%			
Featherstone Road	North	Hartington Road to Featherstone Terrace	Bus Stop	33	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Crossover/Access	24.3	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Double Yellow	50.8	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Single Yellow	11.7	2	0	2	0%				0	2	0%				0	2	0%				0	2	0%				2	0	100%
			White Zig-Zag	27.7	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
		Crossover/Access	7.6	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-	
		Double Yellow	9.8	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-	
	Featherstone Terrace to Dominion Road	Single Yellow	35.6	7	0	7	0%				0	7	0%				0	7	0%				0	7	0%				0	7	0%	
		White Zig-Zag	2.8	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-	
	Dominion Road to The Green	Crossover/Access	5.2	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-	
		White Zig-Zag	20.5	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-	
	South	Hartington Road to Waltham Road	Bus Stop	27	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Crossover/Access	4.3	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Double Yellow	11.3	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Single Yellow	14.5	2	0	2	0%				0	2	0%				0	2	0%				0	2	0%				0	2	0%
		Waltham Road to St Johns Road	Crossover/Access	5	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Double Yellow	31.3	-	0	-	-				2	-	-				1	-	-				2	-	-				2	-	-
			White Zig-Zag	32.3	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
St Johns Road to Elmfield Road		Crossover/Access	25	-	1	-	-				1	-	-				1	-	-				0	-	-				0	-	-	
		Double Yellow	5	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-	
Single Yellow	12.5	2	2	0	100%				2	0	100%				0	2	0%				1	1	50%				1	1	50%			
White Zig-Zag	3.3	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-			
Elmfield Road to King Street	Crossover/Access	10.3	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-		
	Double Yellow	5.3	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-		
	Single Yellow	11.5	2	0	2	0%				0	2	0%				0	2	0%				0	2	0%				0	2	0%		
White Zig-Zag	17	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-			

Southall Parking Survey

Tuesday 25th of June 2019

Data

Standard Junction Protection in metres
Standard Parking Space Length in metres

5
5

Parking Inventory						Beat Period																										
						05:00			06:00			07:00			08:00			09:00			10:00			11:00			12:00					
Road Name	Side	Section	Parking Type	Length (m)	Bays	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress			
Featherstone Terrace	East	Featherstone Road to Dominion Road	Crossover/Access	7.5	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0		
			Double Yellow	33.7	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	1	-	-
			Permit Only	31.2	5	2	3	40%	1	4	20%	1	4	20%	1	4	20%	2	3	40%	1	4	20%	1	4	20%	1	4	20%	1	4	20%
		Dominion Road to Northern Extent	Crossover/Access	11	-	0	-	-	0	-	-	1	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-
			Double Yellow	28.7	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-
			No Restriction	4	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-
	West	Featherstone Road to Northern Extent	Crossover/Access	16.7	-	0	-	-	1	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-
			Double Yellow	43.9	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-
			Permit Only	15.5	3	2	1	67%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	2	1	67%
Featherstone Terrace Car Park (FTCP)			Disabled (FTCP)	-	7	0	7	0%	0	7	0%	0	7	0%	0	7	0%	0	7	0%	0	7	0%	1	6	14%	3	4	43%			
			EV Charging (FTCP)	-	4	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%	4	0	100%			
			Gym Group Permit (FTCP)	-	15	0	15	0%	0	15	0%	1	14	7%	1	14	7%	5	10	33%	6	9	40%	4	11	27%	0	15	0%			
			Standard (FTCP)	-	124	7	117	6%	8	116	6%	8	116	6%	9	115	7%	13	111	10%	21	103	17%	29	95	23%	30	94	24%			
Hortus Road	North	The Green to No.15 Hortus Road	30 Mins	11	2	1	1	50%				1	1	50%				0	2	0%				1	1	50%						
			Crossover/Access	10.3	-	0	-	-	0	-	-	0	-	-	0	-	-	1	-	-	0	-	-	0	-	-						
			Double Yellow	8.5	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-						
			Pay	21	4	3	1	75%				3	1	75%				0	4	0%				2	2	50%						
			Permit Only	35.5	7	5	2	71%				6	1	86%				5	2	71%				5	2	71%						
	South	The Green to No.10 Hortus Road	Single Yellow	1.2	0	0	0	-	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-					
			Crossover/Access	21.2	-	2	-	-	0	-	-	2	-	-	0	-	-	2	-	-	0	-	-	1	-	-						
			Double Yellow	10	-	1	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-						
			Pay	24.5	5	3	2	60%				2	3	40%				4	1	80%				4	1	80%						
King Street	East	Havelock Road to Church Avenue	Permit Only	35.5	7	5	2	71%				6	1	86%				5	2	71%				5	2	71%						
			Single Yellow	1.2	0	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-						
			Crossover/Access	21.2	-	2	-	-	0	-	-	2	-	-	0	-	-	2	-	-	0	-	-	1	-	-						
			Double Yellow	10	-	1	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-						
	West	Western Road to Featherstone Road	Pay	35	7	7	0	100%				4	3	57%				3	4	43%				2	5	29%						
			Permit Only	7.7	0	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-						
			Single Yellow	7.7	0	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-						
			Crossover/Access	6.6	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-						
			Double Yellow	14	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-						
Kingston Road	North	The Green to No.25 Kingston Road	White Zig-Zag	16	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-						
			Double Yellow	48.5	-	0	-	-	0	-	-	0	-	-	0	-	-	1	-	-	0	-	-	0	-	-						
			Disabled	7	1	0	1	0%				1	0	100%				0	1	0%				0	1	0%						
	South	The Green to No.34 Kingston Road	Crossover/Access	6.6	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-						
			Double Yellow	14	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-						
			White Zig-Zag	16	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-						
			30 Mins	12	2	1	1	50%				2	0	100%				2	0	100%				2	0	100%						
			Bus Stop	43.3	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-						
			Crossover/Access	9.8	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-						
Osterley Park Road	North	The Green to No.37 Osterley Park Road	Disabled	7	1	1	0	100%				1	0	100%				1	0	100%				1	0	100%						
			Double Yellow	13.6	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-						
			Permit Only	53	9	7	2	78%				5	4	56%				3	6	33%				4	5	44%						
			Single Yellow	12	2	0	2	0%				0	2	0%				0	2	0%				0	2	0%						
			60 Mins	36.7	7	3	4	43%				2	5	29%				2	5	29%				2	5	29%						
	South	The Green to Portland Road	Crossover/Access	108.8	-	3	-	-	0	-	-	3	-	-	0	-	-	2	-	-	0	-	-	2	-	-						
			Disabled	5.5	1	0	1	0%				0	1	0%				0	1	0%				0	1	0%						
			Double Yellow	9	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-						
			Permit Only	61.5	11	3	8	27%				3	8	27%				2	9	18%				1	10	9%						
Portland Road to Grosvenor Road	Portland Road to Grosvenor Road	Single Yellow	1.6	0	0	0	-	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-						
		60 Mins	29.4	6	1	5	17%				1	5	17%				1	5	17%				1	5	17%							
		Crossover/Access	47.2	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-							
		Double Yellow	17.8	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-							
		Permit Only	52.7	10	3	7	30%				4	6	40%				0	10	0%				3	7	30%							

Southall Parking Survey

Tuesday 25th of June 2019

Data

Standard Junction Protection in metres 5
 Standard Parking Space Length in metres 5

Parking Inventory						Beat Period																											
						13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			
Road Name	Side	Section	Parking Type	Length (m)	Bays	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress				
Featherstone Terrace	East	Featherstone Road to Dominion Road	Crossover/Access	7.5	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	
			Double Yellow	33.7	-	0	-	-	1	-	-	0	-	-	1	-	-	0	-	-	0	-	-	1	-	-	1	-	-	1	-	-	
			Permit Only	31.2	5	2	3	40%	2	3	40%	1	4	20%	1	4	20%	0	5	0%	0	5	0%	3	2	60%	3	2	60%	4	1	80%	
		Dominion Road to Northern Extent	Crossover/Access	11	-	0	-	-	0	-	-	1	-	-	1	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	
	Double Yellow		28.7	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-		
	No Restriction		4	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-		
	West	Featherstone Road to Northern Extent	Crossover/Access	16.7	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	
Double Yellow			43.9	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-		
Permit Only			15.5	3	2	1	67%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	0	3	0%	1	2	33%	1	2	33%	1	2	33%		
Single Yellow			61	3	0	3	0%	0	3	0%	0	3	0%	0	3	0%	1	2	33%	0	3	0%	0	3	0%	0	3	0%	0	3	0%		
Featherstone Terrace Car Park (FTCP)		Disabled (FTCP)	-	7	3	4	43%	3	4	43%	0	7	0%	0	7	0%	1	6	14%	0	7	0%	0	7	0%	0	7	0%	0	7	0%		
		EV Charging (FTCP)	-	4	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%		
		Gym Group Permit (FTCP)	-	15	4	11	27%	7	8	47%	6	9	40%	8	7	53%	7	8	47%	7	8	47%	4	11	27%	4	11	27%	3	12	20%		
		Standard (FTCP)	-	124	33	91	27%	29	95	23%	18	106	15%	20	104	16%	29	95	23%	23	101	19%	13	111	10%	20	104	16%	11	113	9%		
Hortus Road	North	The Green to No.15 Hortus Road	30 Mins	11	2	1	1	50%				1	1	50%				2	0	100%				2	0	100%				2	0	100%	
			Crossover/Access	10.3	-	0	-	-				0	-	-				1	-	-				1	-	-				0	-	-	
			Double Yellow	8.5	-	1	-	-				0	-	-				0	-	-				0	-	-				0	-	-	
			Pay	21	4	4	0	100%				1	3	25%				2	2	50%				4	0	100%				4	0	100%	
			Permit Only	35.5	7	6	1	86%				6	1	86%				6	1	86%				6	1	86%				6	1	86%	
	South	The Green to No.10 Hortus Road	Single Yellow	1.2	0	0	0	-	-				0	0	-				0	0	-				0	0	-				0	0	-
			Crossover/Access	21.2	-	1	-	-				1	-	-				2	-	-				2	-	-				2	-	-	
			Double Yellow	10	-	1	-	-				0	-	-				0	-	-				0	-	-				0	-	-	
West	The Green to No.10 Hortus Road	Pay	24.5	5	5	0	100%				5	0	100%				4	1	80%				5	0	100%				5	0	100%		
		Permit Only	35	7	3	4	43%				4	3	57%				4	3	57%				5	2	71%				6	1	86%		
		Single Yellow	7.7	0	0	0	-				0	0	-				0	0	-				0	0	-				0	0	-		
		White Zig-Zag	16	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-		
King Street	East	Havelock Road to Church Avenue	30 Mins	17	3	3	0	100%				3	0	100%				3	0	100%				3	0	100%				2	1	67%	
			Crossover/Access	4	-	0	-	-				0	-	-				2	-	-				0	-	-				0	-	-	
			Disabled	7	1	1	0	100%				1	0	100%				1	0	100%				0	1	0%				0	1	0%	
			Double Yellow	48.5	-	2	-	-				0	-	-				0	-	-				2	-	-				1	-	-	
		Church Avenue to The Green	Crossover/Access	6.6	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-	
	West	Western Road to Featherstone Road	30 Mins	12	2	2	0	100%				1	1	50%				2	0	100%				2	0	100%				2	0	100%	
			Bus Stop	43.3	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-	
			Crossover/Access	9.8	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-	
			Disabled	7	1	1	0	100%				1	0	100%				1	0	100%				0	1	0%				0	1	0%	
			Double Yellow	35.6	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-	
White Zig-Zag	16	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-				
Kingston Road	North	The Green to No.25 Kingston Road	Crossover/Access	28.3	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-	
			Double Yellow	52.3	-	1	-	-				0	-	-				0	-	-				0	-	-				0	-	-	
			Permit Only	36.3	7	1	6	14%				1	6	14%				1	6	14%				3	4	43%				6	1	86%	
	South	The Green to No.34 Kingston Road	30 Mins	15	3	1	2	33%				2	1	67%				0	3	0%				2	1	67%				1	2	33%	
			Crossover/Access	22.9	-	1	-	-				0	-	-				1	-	-				0	-	-				3	-	-	
			Disabled	7	1	1	0	100%				1	0	100%				1	0	100%				1	0	100%				1	0	100%	
			Double Yellow	13.6	-	0	-	-				0	-	-				0	-	-				1	-	-				0	-	-	
Permit Only	53	9	4	5	44%				4	5	44%				3	6	33%				7	2	78%				6	3	67%				
	Single Yellow	12	2	0	2	0%				1	1	50%				0	2	0%				0	2	0%				0	2	0%			
Osterley Park Road	North	The Green to No.37 Osterley Park Road	60 Mins	36.7	7	7	0	100%				7	0	100%				7	0	100%				4	3	57%				4	3	57%	
			Crossover/Access	108.8	-	2	-	-				4	-	-				2	-	-				4	-	-				3	-	-	
			Disabled	5.5	1	0	1	0%				0	1	0%				1	0	100%				1	0	100%				0	1	0%	
			Double Yellow	9	-	0	-	-				0	-	-				1	-	-				0	-	-				0	-	-	
			Permit Only	61.5	11	3	8	27%				1	10	9%				1	10	9%				3	8	27%				4	7	36%	
			Single Yellow	1.6	0	0	0	-				0	0	-				0	0	-				0	0	-				0	0	-	
	South	The Green to Portland Road	60 Mins	29.4	6	5	1	83%				3	3	50%				5	1	83%				5	1	83%				2	4	33%	
			Crossover/Access	47.2	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-	
			Double Yellow	17.8	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-	
			Permit Only	52.7	10	1	9	10%				1	9	10%				1	9	10%				5	5	50%				5	5	50%	
Portland Road to Grosvenor Road	Crossover/Access	35.8	-	0	-	-				0	-	-				0	-	-															

Southall Parking Survey

Tuesday 25th of June 2019

Data

Standard Junction Protection in metres

5

Standard Parking Space Length in metres

5

Parking Inventory						Beat Period																												
						05:00			06:00			07:00			08:00			09:00			10:00			11:00			12:00							
Road Name	Side	Section	Parking Type	Length (m)	Bays	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress					
Portland Road	East	Southern Extent to Osterley Park Road	Crossover/Access	80.6	-	3	-	-				2	-	-				1	-	-				3	-	-								
			Disabled	6	1	0	1	0%				0	1	0%				2	-1	200%				0	1	0%								
			Double Yellow	5.7	-	0	-	-				0	-	-				0	-	-				0	-	-								
			Permit Only	44.3	8	3	5	38%				3	5	38%				0	8	0%				2	6	25%								
	West	Southern Extent to Osterley Park Road	Crossover/Access	93.3	-	4	-	-				4	-	-				2	-	-				2	-	-								
			Double Yellow	5.6	-	0	-	-				0	-	-				0	-	-				0	-	-								
			Permit Only	33.9	6	3	3	50%				2	4	33%				5	1	83%				2	4	33%								
Southbridge Way	North	Western Extent to The Green	Crossover/Access	9.3	-	0	-	-				0	-	-				0	-	-				0	-	-								
			Double Yellow	40.8	-	0	-	-				0	-	-				0	-	-				0	-	-								
Southbridge Way	South	Western Extent to The Green	Crossover/Access	16	-	0	-	-				0	-	-				0	-	-				0	-	-								
			Double Yellow	38	-	1	-	-				0	-	-				0	-	-				0	-	-								
St John's Road	East	Western Road to Featherstone Road	Crossover/Access	47.6	-	3	-	-				3	-	-				2	-	-				2	-	-								
			Double Yellow	31.6	-	0	-	-				0	-	-				0	-	-				0	-	-								
			Permit Only	87.1	15	10	5	67%				8	7	53%				7	8	47%				8	7	53%								
	West	Western Road to Featherstone Road	30 Mins	31.4	6	5	1	83%				2	4	33%				3	3	50%				1	5	17%								
			Crossover/Access	44.9	-	2	-	-				3	-	-				1	-	-				1	-	-								
			Double Yellow	25.8	-	0	-	-				0	-	-				0	-	-				0	-	-								
			Permit Only	65.2	10	8	2	80%				9	1	90%				7	3	70%				8	2	80%								
The Green	East	King Street to Osterley Park Road	30 Mins or Pay	45	8	0	8	0%				2	6	25%				3	5	38%				5	3	63%								
			Bus Stop	24	-	0	-	-				0	-	-				0	-	-				0	-	-								
The Green	East	Osterley Park Road to Kingston Road	Crossover/Access	13.8	-	0	-	-				0	-	-				0	-	-				0	-	-								
			Disabled	7	1	0	1	0%				0	1	0%				0	1	0%				0	1	0%								
			Double Yellow	69.8	-	0	-	-				0	-	-				0	-	-				0	-	-								
			White Zig-Zag	18.2	-	0	-	-				0	-	-				0	-	-				0	-	-								
			30 Mins or Pay	36.5	7	3	4	43%				7	0	100%				4	3	57%				4	3	57%								
			Crossover/Access	11	-	0	-	-				0	-	-				0	-	-				0	-	-								
			Disabled	6.8	1	0	1	0%				0	1	0%				0	1	0%				0	1	0%								
The Green	West	Featherstone Road to Southbridge Way	Double Yellow	15.1	-	0	-	-				0	-	-				0	-	-				0	-	-								
			White Zig-Zag	7.7	-	0	-	-				0	-	-				0	-	-				0	-	-								
			30 Mins	45	8	5	3	63%				7	1	88%				4	4	50%				3	5	38%								
			Disabled	13	2	1	1	50%				1	1	50%				1	1	50%				1	1	50%								
			Double Yellow	8.5	-	0	-	-				0	-	-				0	-	-				0	-	-								
			30 Mins or Pay	16.6	3	2	1	67%				3	0	100%				1	2	33%				2	1	67%								
			Bus Stop	25	-	0	-	-				0	-	-				0	-	-				0	-	-								
Unnamed Private Service Road (West of The Green)	East	The Green (South) to The Green (North)	Crossover/Access	3	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-			
			No Marking (Private Road)	88.4	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-			
			Private Parking	23	9	3	6	33%	3	6	33%	6	3	67%	7	2	78%	8	1	89%	8	1	89%	10	-1	111%	7	2	78%					
Unnamed Private Service Road (West of The Green)	West	The Green (South) to The Green (North)	Crossover/Access	21.3	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-			
			No Marking (Private Road)	122.3	12	4	8	33%	5	7	42%	5	7	42%	4	8	33%	4	8	33%	5	7	42%	6	6	50%	11	1	92%					

Southall Parking Survey

Tuesday 25th of June 2019

Data

Standard Junction Protection in metres
Standard Parking Space Length in metres

5
5

Parking Inventory						Beat Period																										
						13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00		
Road Name	Side	Section	Parking Type	Length (m)	Bays	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress			
Portland Road	East	Southern Extent to Osterley Park Road	Crossover/Access	80.6	-	0	-	-				1	-	-				1	-	-				2	-	-				0	-	-
			Disabled	6	1	0	1	0%				0	1	0%				0	1	0%				0	1	0%				0	1	0%
			Double Yellow	5.7	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Permit Only	44.3	8	3	5	38%				2	6	25%				2	6	25%				4	4	50%				5	3	63%
	West	Southern Extent to Osterley Park Road	Crossover/Access	93.3	-	2	-	-				4	-	-				1	-	-				6	-	-				4	-	-
			Double Yellow	5.6	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Permit Only	33.9	6	2	4	33%				2	4	33%				3	3	50%				2	4	33%				3	3	50%
			Single Yellow	2.7	0	0	0	-				0	0	-				0	0	-				0	0	-				0	0	-
Southbridge Way	North	Western Extent to The Green	Crossover/Access	9.3	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Double Yellow	40.8	-	0	-	-				0	-	-				0	-	-				3	-	-				0	-	-
	South	Western Extent to The Green	Crossover/Access	16	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Double Yellow	38	-	0	-	-				0	-	-				1	-	-				1	-	-				0	-	-
St John's Road	East	Western Road to Featherstone Road	Crossover/Access	47.6	-	2	-	-				2	-	-				3	-	-				2	-	-				3	-	-
			Double Yellow	31.6	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Permit Only	87.1	15	7	8	47%				6	9	40%				8	7	53%				12	3	80%				13	2	87%
	West	Western Road to Featherstone Road	30 Mins	31.4	6	3	3	50%				2	4	33%				4	2	67%				5	1	83%				5	1	83%
			Crossover/Access	44.9	-	1	-	-				1	-	-				2	-	-				1	-	-				4	-	-
			Double Yellow	25.8	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Permit Only	65.2	10	7	3	70%				6	4	60%				9	1	90%				11	-1	110%				9	1	90%
			Single Yellow	1.6	0	0	0	-				0	0	-				0	0	-				0	0	-				0	0	-
The Green	East	King Street to Osterley Park Road	30 Mins or Pay	45	8	8	0	100%				6	2	75%				8	0	100%				6	2	75%				6	2	75%
			Bus Stop	24	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Crossover/Access	13.8	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Disabled	7	1	0	1	0%				0	1	0%				1	0	100%				1	0	100%				0	1	0%
			Double Yellow	69.8	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			White Zig-Zag	18.2	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
		Osterley Park Road to Kingston Road	30 Mins or Pay	36.5	7	6	1	86%				4	3	57%				4	3	57%				7	0	100%				6	1	86%
			Crossover/Access	11	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Disabled	6.8	1	1	0	100%				1	0	100%				1	0	100%				1	0	100%				0	1	0%
	Kingston Road to Hortus Road	Double Yellow	15.1	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-	
		White Zig-Zag	7.7	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-	
		30 Mins	45	8	4	4	50%				3	5	38%				5	3	63%				8	0	100%				8	0	100%	
	West	Featherstone Road to Southbridge Way	Disabled	13	2	1	1	50%				1	1	50%				1	1	50%				1	1	50%				2	0	100%
			Double Yellow	8.5	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			30 Mins or Pay	16.6	3	1	2	33%				2	1	67%				2	1	67%				2	1	67%				2	1	67%
			Bus Stop	25	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Crossover/Access	45.9	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Disabled	6.8	1	0	1	0%				1	0	100%				0	1	0%				1	0	100%				0	1	0%
Double Yellow			224.6	-	0	-	-				0	-	-				0	-	-				1	-	-				1	-	-	
Loading Only ²	12.2	2	1	1	50%				0	2	0%				1	1	50%				1	1	50%				0	2	0%			
White Zig-Zag	13.5	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-			
Unnamed Private Service Road (West of The Green)	East	The Green (South) to The Green (North)	Crossover/Access	3	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-
			No Marking (Private Road)	88.4	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-
			Private Parking	23	9	10	-1	111%	10	-1	111%	10	-1	111%	10	-1	111%	10	-1	111%	9	0	100%	6	3	67%	4	5	44%	5	4	56%
West	The Green (South) to The Green (North)	Crossover/Access	21.3	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	
		No Marking (Private Road)	122.3	12	8	4	67%	7	5	58%	6	6	50%	7	5	58%	5	7	42%	7	5	58%	8	4	67%	7	5	58%	6	6	50%	

Southall Parking Survey

Tuesday 25th of June 2019

Data

Standard Junction Protection in metres
Standard Parking Space Length in metres

5
5

Parking Inventory						Beat Period																										
						13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00		
Road Name	Side	Section	Parking Type	Length (m)	Bays	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress			
Waltham Road	East	Western Road to Featherstone Road	30 Mins or Permit	27	5	1	4	20%				1	4	20%				1	4	20%				2	3	40%				4	1	80%
			Crossover/Access	71.7	-	0	-	-				3	-	-				2	-	-				3	-	-				5	-	-
			Disabled	18	3	0	3	0%				0	3	0%				1	2	33%				1	2	33%				2	1	67%
			Double Yellow	22.6	-	0	-	-				0	-	-				0	-	-				2	-	-				2	-	-
			Permit Only	62	12	6	6	50%				2	10	17%				6	6	50%				9	3	75%				7	5	58%
			Single Yellow	6.7	1	0	1	0%				0	1	0%				0	1	0%				0	1	0%				0	1	0%
	West	Western Road to Featherstone Road	30 Mins or Permit	6	1	0	1	0%				0	1	0%				0	1	0%				1	0	100%				1	0	100%
			Crossover/Access	135.1	-	2	-	-				1	-	-				2	-	-				3	-	-				5	-	-
			Disabled	12.1	2	1	1	50%				0	2	0%				0	2	0%				1	1	50%				1	1	50%
			Double Yellow	13.6	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Permit Only	34.9	6	5	1	83%				2	4	33%				3	3	50%				6	0	100%				5	1	83%
			Single Yellow	5.3	0	0	0	-				0	0	-				0	0	-				0	0	-				0	0	-
			30 Mins	146.4	27	15	12	56%				14	13	52%				18	9	67%				24	3	89%				22	5	81%
			30 Mins or Pay	98.1	18	15	3	83%				12	6	67%				14	4	78%				15	3	83%				14	4	78%
			30 Mins or Permit	33	6	1	5	17%				1	5	17%				1	5	17%				3	3	50%				5	1	83%
			60 Mins	66.1	13	12	1	92%				10	3	77%				12	1	92%				9	4	69%				6	7	46%
			Bus Stop	152.3	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Crossover/Access	1126.1	-	12	-	-	0	-	-	20	-	-	1	-	-	21	-	-	0	-	-	26	-	-	0	-	-	29	-	-
			Disabled	118.2	19	7	12	37%				7	12	37%				9	10	47%				8	11	42%				6	13	32%
			Disabled (DCCP)	-	7	5	2	71%	3	4	43%	2	5	29%	0	7	0%	1	6	14%	2	5	29%	1	6	14%	0	7	0%	0	7	0%
			Disabled (FTCP)	-	7	3	4	43%	3	4	43%	0	7	0%	0	7	0%	1	6	14%	0	7	0%	0	7	0%	0	7	0%	0	7	0%
			Double Yellow	1090.1	-	5	-	-	1	-	-	2	-	-	1	-	-	3	-	-	0	-	-	13	-	-	1	-	-	7	-	-
			EV Charging (DCCP)	-	5	4	1	80%	3	2	60%	3	2	60%	3	2	60%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%
			EV Charging (FTCP)	-	4	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%
			Gym Group Permit (FTCP)	-	15	4	11	27%	7	8	47%	6	9	40%	8	7	53%	7	8	47%	7	8	47%	4	11	27%	4	11	27%	3	12	20%
			Loading Only ¹	23	4	0	4	0%				0	4	0%				0	4	0%				0	4	0%				0	4	0%
			Loading Only ²	12.2	2	1	1	50%				0	2	0%				1	1	50%				1	1	50%				0	2	0%
			No Marking (Private Road)	210.7	12	8	4	67%	7	5	58%	6	6	50%	7	5	58%	5	7	42%	7	5	58%	8	4	67%	7	5	58%	6	6	50%
			No Restriction	4	0	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
			Pay	45.5	9	9	0	100%				6	3	67%				6	3	67%				9	0	100%				9	0	100%
			Permit Only	842.8	153	75	78	49%	4	4	3%	60	93	39%	3	5	2%	69	84	45%	0	8	0%	99	54	65%	4	4	3%	105	48	69%
			Permit or Pay	50.2	10	5	5	50%				6	4	60%				7	3	70%				8	2	80%				6	4	60%
			Private Parking	23	9	10	-1	111%	10	-1	111%	10	-1	111%	10	-1	111%	10	-1	111%	9	0	100%	6	3	67%	4	5	44%	5	4	56%
			School	7.6	1	0	1	0%				0	1	0%				0	1	0%				0	1	0%				0	1	0%
			Single Yellow	271.5	36	5	31	14%	3	15	8%	5	31	14%	3	15	8%	6	30	17%	0	18	0%	9	27	25%	7	11	19%	7	27	19%
			Standard (DCCP)	-	27	6	21	22%	8	19	30%	6	21	22%	4	23	15%	5	22	19%	2	25	7%	2	25	7%	0	27	0%	0	27	0%
			Standard (FTCP)	-	124	33	91	27%	29	95	23%	18	106	15%	20	104	16%	29	95	23%	23	101	19%	13	111	10%	20	104	16%	11	113	9%
			White Zig-Zag	175	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-

Southall Parking Survey

Saturday 29th of June 2019

Data

Standard Junction Protection in metres
Standard Parking Space Length in metres

5
5

Parking Inventory						Beat Period																							
						05:00			06:00			07:00			08:00			09:00			10:00			11:00			12:00		
Road Name	Side	Section	Parking Type	Length (m)	Bays	Parke	Spaces	Stress	Parke	Spaces	Stress	Parke	Spaces	Stress	Parke	Spaces	Stress	Parke	Spaces	Stress	Parke	Spaces	Stress	Parke	Spaces	Stress			
Church Avenue	North	King Street to School Access	30 Mins	15	3	1	2	33%				2	1	67%				2	1	67%				3	0	100%			
			Crossover/Access	17.8	-	0	-	-				0	-	-				0	-	-				0	-	-			
			Double Yellow	7	-	0	-	-				0	-	-				0	-	-				0	-	-			
			Loading Only ¹	8	1	0	1	0%				0	1	0%				0	1	0%				1	0	100%			
			Permit Only	50	10	9	1	90%				7	3	70%				6	4	60%				6	4	60%			
	School	7.6	1	0	1	0%				0	1	0%				0	1	0%				0	1	0%					
	South	King Street to School Access	Crossover/Access	15	-	0	-	-					1	-	-				1	-	-			1	-	-			
			Disabled	10.3	2	0	2	0%				0	2	0%				0	2	0%			0	2	0%				
			Double Yellow	11	-	0	-	-				0	-	-				0	-	-				0	-	-			
			Loading Only ¹	15	3	0	3	0%				0	3	0%				0	3	0%				2	1	67%			
Permit or Pay			50.2	10	6	4	60%				6	4	60%				6	4	60%				4	6	40%				
Single Yellow	2	0	0	0	-				0	0	-				0	0	-				0	0	-						
Dominion Road	East	Featherstone Road to Featherstone Terrace	Crossover/Access	37.8	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-
			Double Yellow	76.2	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-
			Single Yellow	32.6	6	0	6	0%	0	6	0%	0	6	0%	0	6	0%	1	5	17%	2	4	33%	1	5	17%	5	1	83%
	West	Featherstone Road to Featherstone Terrace	Crossover/Access	38.2	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-
			Double Yellow	42.8	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-
Single Yellow	51.3	9	1	8	11%	1	8	11%	1	8	11%	1	8	11%	5	4	56%	5	4	56%	4	5	44%	3	6	33%			
Dominion Centre and Library Staff Car Park (DCCP)	South Section	Disabled (DCCP)	-	7	0	7	0%	0	7	0%	0	7	0%	1	6	14%	2	5	29%	4	3	57%	4	3	57%	4	3	57%	
		EV Charging (DCCP)	-	5	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	1	4	20%	1	4	20%	2	3	40%	
		Standard (DCCP)	-	7	0	7	0%	0	7	0%	0	7	0%	0	7	0%	1	6	14%	4	3	57%	6	1	86%	7	0	100%	
North Section (Closed)	Standard (DCCP)	-	20	0	20	0%	0	20	0%	0	20	0%	0	20	0%	0	20	0%	0	20	0%	0	20	0%	0	20	0%		
Elmfield Road	East	Southern Extent to Featherstone Road	Crossover/Access	6.2	-	0	-	-				0	-	-				0	-	-			0	-	-				
			Double Yellow	7.6	-	0	-	-				0	-	-				0	-	-			0	-	-				
			Permit Only	63.2	12	7	5	58%				5	7	42%				3	9	25%			7	5	58%				
	West	Southern Extent to Featherstone Road	Crossover/Access	5.8	-	0	-	-				0	-	-				0	-	-			0	-	-				
			Double Yellow	7.5	-	0	-	-				0	-	-				0	-	-			0	-	-				
Permit Only	63.2	12	10	2	83%				8	4	67%				6	6	50%				8	4	67%						
Featherstone Road	North	Hartington Road to Featherstone Terrace	Bus Stop	33	-	0	-	-				0	-	-				0	-	-			0	-	-				
			Crossover/Access	24.3	-	0	-	-				0	-	-				0	-	-			0	-	-				
			Double Yellow	50.8	-	0	-	-				0	-	-				0	-	-			0	-	-				
			Single Yellow	11.7	2	0	2	0%				0	2	0%				0	2	0%			0	2	0%				
		White Zig-Zag	27.7	-	0	-	-				0	-	-				0	-	-			0	-	-					
		Featherstone Terrace to Dominion Road	Crossover/Access	7.6	-	0	-	-				0	-	-				0	-	-			0	-	-				
			Double Yellow	9.8	-	0	-	-				0	-	-				0	-	-			0	-	-				
	Single Yellow		35.6	7	0	7	0%				0	7	0%				0	7	0%			0	7	0%					
	White Zig-Zag	2.8	-	0	-	-				0	-	-				0	-	-			0	-	-						
	Dominion Road to The Green	Crossover/Access	5.2	-	0	-	-				0	-	-				0	-	-			0	-	-					
		White Zig-Zag	20.5	-	0	-	-				0	-	-				0	-	-			0	-	-					
	South	Hartington Road to Waltham Road	Bus Stop	27	-	0	-	-				0	-	-				0	-	-			0	-	-				
			Crossover/Access	4.3	-	0	-	-				0	-	-				0	-	-			0	-	-				
			Double Yellow	11.3	-	0	-	-				0	-	-				0	-	-			0	-	-				
			Single Yellow	14.5	2	0	2	0%				0	2	0%				0	2	0%			0	2	0%				
		Waltham Road to St Johns Road	Crossover/Access	5	-	0	-	-				0	-	-				0	-	-			0	-	-				
			Double Yellow	31.3	-	0	-	-				0	-	-				0	-	-			0	-	-				
White Zig-Zag			32.3	-	0	-	-				0	-	-				0	-	-			0	-	-					
St Johns Road to Elmfield Road	Crossover/Access	25	-	1	-	-				1	-	-				0	-	-			0	-	-						
	Double Yellow	5	-	0	-	-				0	-	-				0	-	-			0	-	-						
	Single Yellow	12.5	2	1	1	50%				0	2	0%				2	0	100%			2	0	100%						
	White Zig-Zag	3.3	-	0	-	-				0	-	-				0	-	-			0	-	-						
Elmfield Road to King Street	Crossover/Access	10.3	-	0	-	-				0	-	-				0	-	-			0	-	-						
	Double Yellow	5.3	-	0	-	-				0	-	-				0	-	-			0	-	-						
	Single Yellow	11.5	2	0	2	0%				0	2	0%				0	2	0%			0	2	0%						
	White Zig-Zag	17	-	0	-	-				0	-	-				0	-	-			0	-	-						

Southall Parking Survey

Saturday 29th of June 2019

Data

Standard Junction Protection in metres
Standard Parking Space Length in metres

5
5

Parking Inventory						Beat Period																													
						13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00					
Road Name	Side	Section	Parking Type	Length (m)	Bays	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress						
Church Avenue	North	King Street to School Access	30 Mins	15	3	3	0	100%				3	0	100%				3	0	100%				3	0	100%				1	2	33%			
			Crossover/Access	17.8	-	0	-	-	-	-				0	-	-				0	-	-				0	-	-				0	-	-	
			Double Yellow	7	-	0	-	-	-	-				0	-	-				0	-	-				0	-	-				0	-	-	
			Loading Only ¹	8	1	0	1	0%						1	0	100%				0	1	0%				2	-1	200%				1	0	100%	
			Permit Only	50	10	7	3	70%						8	2	80%				5	5	50%				7	3	70%				7	3	70%	
	School	7.6	1	0	1	0%						0	1	0%				0	1	0%				0	1	0%				1	0	100%			
	South	King Street to School Access	Crossover/Access	15	-	1	-	-	-				1	-	-				0	-	-				2	-	-				1	-	-		
			Disabled	10.3	2	0	2	0%						0	2	0%				0	2	0%				0	2	0%				0	2	0%	
			Double Yellow	11	-	0	-	-	-	-				0	-	-				0	-	-				0	-	-				0	-	-	
			Loading Only ¹	15	3	1	2	33%						1	2	33%				0	3	0%				2	1	67%				2	1	67%	
Permit or Pay			50.2	10	6	4	60%						9	1	90%				8	2	80%				6	4	60%				6	4	60%		
Single Yellow	2	0	0	0	-						0	0	-				0	0	-				0	0	-				0	0	-				
Dominion Road	East	Featherstone Road to Featherstone Terrace	Crossover/Access	37.8	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			Double Yellow	76.2	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	1	-	-	1	-	-
			Single Yellow	32.6	6	1	5	17%	4	2	67%	0	6	0%	1	5	17%	1	5	17%	4	2	67%	4	2	67%	5	1	83%	4	2	67%			
	West	Featherstone Road to Featherstone Terrace	Crossover/Access	38.2	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			Double Yellow	42.8	-	0	-	-	0	-	-	0	-	-	1	-	-	2	-	-	0	-	-	0	-	-	0	-	-	1	-	-			
Single Yellow	51.3	9	2	7	22%	2	7	22%	3	6	33%	2	7	22%	4	5	44%	2	7	22%	2	7	22%	5	4	56%	6	3	67%						
Dominion Centre and Library Staff Car Park (DCCP)	South Section	Disabled (DCCP)	-	7	5	2	71%	5	2	71%	4	3	57%	2	5	29%	0	7	0%	0	7	0%	2	5	29%	6	1	86%	6	1	86%				
		EV Charging (DCCP)	-	5	4	1	80%	1	4	20%	1	4	20%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	5	0	100%	0	5	0%				
		Standard (DCCP)	-	7	7	0	100%	1	6	14%	1	6	14%	0	7	0%	0	7	0%	0	7	0%	2	5	29%	8	-1	114%	11	-4	157%				
		North Section (Closed)	Standard (DCCP)	-	20	0	20	0%	0	20	0%	0	20	0%	0	20	0%	0	20	0%	0	20	0%	0	20	0%	0	20	0%	0	20	0%			
Elmfield Road	East	Southern Extent to Featherstone Road	Crossover/Access	6.2	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			Double Yellow	7.6	-	0	-	-	0	-	-	1	-	-	0	-	-	0	-	-	0	-	-	1	-	-	0	-	-	0	-	-			
			Permit Only	63.2	12	4	8	33%	8	4	67%	8	4	67%	7	5	58%	8	4	67%	8	4	67%	9	3	75%	9	3	75%	9	3	75%			
	West	Southern Extent to Featherstone Road	Crossover/Access	5.8	-	0	-	-	0	-	-	1	-	-	0	-	-	0	-	-	0	-	-	1	-	-	0	-	-	0	-	-			
			Double Yellow	7.5	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	1	-	-	0	-	-	0	-	-			
Permit Only	63.2	12	8	4	67%	8	4	67%	8	4	67%	8	4	67%	9	3	75%	9	3	75%	9	3	75%	9	3	75%	9	3	75%						
Featherstone Road	North	Hartington Road to Featherstone Terrace	Bus Stop	33	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			Crossover/Access	24.3	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			Double Yellow	50.8	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	2	-	-			
			Single Yellow	11.7	2	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%			
			White Zig-Zag	27.7	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
		Featherstone Terrace to Dominion Road	Crossover/Access	7.6	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			Double Yellow	9.8	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			Single Yellow	35.6	7	0	7	0%	0	7	0%	0	7	0%	0	7	0%	0	7	0%	0	7	0%	0	7	0%	0	7	0%	0	7	0%			
			White Zig-Zag	2.8	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			Permit Only	63.2	12	8	4	67%	8	4	67%	8	4	67%	8	4	67%	9	3	75%	9	3	75%	9	3	75%	9	3	75%	9	3	75%			
	South	Dominion Road to The Green	Crossover/Access	5.2	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			White Zig-Zag	20.5	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			Bus Stop	27	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			Crossover/Access	4.3	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			Double Yellow	11.3	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
		Single Yellow	14.5	2	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%				
		Waltham Road to St Johns Road	Crossover/Access	5	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			Double Yellow	31.3	-	1	-	-	3	-	-	3	-	-	3	-	-	1	-	-	1	-	-	1	-	-	2	-	-	2	-	-			
			White Zig-Zag	32.3	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			Crossover/Access	25	-	2	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
Double Yellow	5		-	0	-	-	1	-	-	1	-	-	1	-	-	1	-	-	1	-	-	1	-	-	1	-	-	1	-	-					
St Johns Road to Elmfield Road	Single Yellow	12.5	2	2	0	100%	2	0	100%	2	0	100%	1	1	50%	2	0	100%	2	0	100%	2	0	100%	1	1	50%	1	1	50%					
	White Zig-Zag	3.3	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-					
	Crossover/Access	10.3	-	0	-	-	1	-	-	1	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-					
	Double Yellow	5.3	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-					
	Single Yellow	11.5	2	0	2	0%	1	1	50%	1	1	50%	1	1	50%	0	2	0%	0	2	0%	0	2	0%	1	1	50%	1	1	50%					
White Zig-Zag	17	-	0	-	-	0	-																												

Southall Parking Survey

Saturday 29th of June 2019

Data

Standard Junction Protection in metres 5
 Standard Parking Space Length in metres 5

Parking Inventory						Beat Period																									
						05:00			06:00			07:00			08:00			09:00			10:00			11:00			12:00				
Road Name	Side	Section	Parking Type	Length (m)	Bays	Parke	Spaces	Stress	Parke	Spaces	Stress	Parke	Spaces	Stress	Parke	Spaces	Stress	Parke	Spaces	Stress	Parke	Spaces	Stress	Parke	Spaces	Stress					
Featherstone Terrace	East	Featherstone Road to Dominion Road	Crossover/Access	7.5	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-		
			Double Yellow	33.7	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-
			Permit Only	31.2	5	1	4	20%	1	4	20%	2	3	40%	0	5	0%	0	5	0%	1	4	20%	1	4	20%	0	5	0%	0	5
		Dominion Road to Northern Extent	Crossover/Access	11	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-
			Double Yellow	28.7	-	0	-	-	0	-	-	1	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-
			No Restriction	4	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-
	West	Featherstone Road to Northern Extent	Crossover/Access	16.7	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-
			Double Yellow	43.9	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-
			Permit Only	15.5	3	1	2	33%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	2	1
			Single Yellow	61	3	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%		
Featherstone Terrace Car Park (FTCP)			Disabled (FTCP)	-	7	1	6	14%	1	6	14%	1	6	14%	1	6	14%	1	6	14%	1	6	14%	1	6	14%	3	4	43%		
			EV Charging (FTCP)	-	4	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%		
			Gym Group Permit (FTCP)	-	15	0	15	0%	0	15	0%	0	15	0%	1	14	7%	1	14	7%	5	10	33%	5	10	33%	5	10	33%		
			Standard (FTCP)	-	124	5	119	4%	4	120	3%	5	119	4%	8	116	6%	11	113	9%	41	83	33%	50	74	40%	61	63	49%		
Hortus Road	North	The Green to No.15 Hortus Road	30 Mins	11	2	1	1	50%				1	1	50%				0	2	0%				0	2	0%					
			Crossover/Access	10.3	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	
			Double Yellow	8.5	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	
			Pay	21	4	2	2	50%				3	1	75%				3	1	75%				1	3	25%					
			Permit Only	35.5	7	3	4	43%				3	4	43%				5	2	71%				7	0	100%					
			Single Yellow	1.2	0	0	0	-				0	0	-				0	0	-				0	0	-					
	South	The Green to No.10 Hortus Road	Crossover/Access	21.2	-	1	-	-	-				1	-	-				1	-	-				1	-	-				
			Double Yellow	10	-	1	-	-	-				0	-	-				0	-	-				1	-	-				
			Pay	24.5	5	4	1	80%				4	1	80%				2	3	40%				4	1	80%					
			Permit Only	35	7	2	5	29%				3	4	43%				4	3	57%				5	2	71%					
			Single Yellow	7.7	0	0	0	-				0	0	-				0	0	-				0	0	-					
King Street	East	Havelock Road to Church Avenue	30 Mins	17	3	1	2	33%				3	0	100%				2	1	67%				3	0	100%					
			Crossover/Access	4	-	0	-	-	-	-				0	-	-				0	-	-				0	-	-			
			Disabled	7	1	0	1	0%				0	1	0%				0	1	0%				1	0	100%					
			Double Yellow	48.5	-	0	-	-	-	-				0	-	-				1	-	-				1	-	-			
		Church Avenue to The Green	Crossover/Access	6.6	-	0	-	-	-	-				0	-	-				0	-	-				0	-	-			
	West	Western Road to Featherstone Road	30 Mins	12	2	2	0	100%				2	0	100%				2	0	100%				2	0	100%					
			Bus Stop	43.3	-	0	-	-	-	-				0	-	-				0	-	-				0	-	-			
			Crossover/Access	9.8	-	0	-	-	-	-				0	-	-				0	-	-				0	-	-			
			Disabled	7	1	0	1	0%				1	0	100%				0	1	0%				1	0	100%					
			Double Yellow	35.6	-	0	-	-	-	-				0	-	-				0	-	-				0	-	-			
			White Zig-Zag	16	-	0	-	-				0	-	-				0	-	-				0	-	-					
Kingston Road	North	The Green to No.25 Kingston Road	Crossover/Access	28.3	-	0	-	-				0	-	-				0	-	-				0	-	-					
			Double Yellow	52.3	-	0	-	-	-				0	-	-				0	-	-				0	-	-				
			Permit Only	36.3	7	4	3	57%				3	4	43%				3	4	43%				4	3	57%					
	South	The Green to No.34 Kingston Road	30 Mins	15	3	2	1	67%				2	1	67%				2	1	67%				1	2	33%					
			Crossover/Access	22.9	-	2	-	-	-				0	-	-				0	-	-				0	-	-				
			Disabled	7	1	1	0	100%				1	0	100%				0	1	0%				1	0	100%					
			Double Yellow	13.6	-	0	-	-	-	-				0	-	-				0	-	-				0	-	-			
			Permit Only	53	9	7	2	78%				6	3	67%				6	3	67%				4	5	44%					
			Single Yellow	12	2	0	2	0%				0	2	0%				0	2	0%				0	2	0%					
Osterley Park Road	North	The Green to No.37 Osterley Park Road	60 Mins	36.7	7	0	7	0%				0	7	0%				2	5	29%				1	6	14%					
			Crossover/Access	108.8	-	1	-	-	-				0	-	-				1	-	-				1	-	-				
			Disabled	5.5	1	0	1	0%				0	1	0%				0	1	0%				0	1	0%					
			Double Yellow	9	-	0	-	-	-	-				0	-	-				0	-	-				0	-	-			
			Permit Only	61.5	11	7	4	64%				6	5	55%				4	7	36%				1	10	9%					
			Single Yellow	1.6	0	0	0	-				0	0	-				0	0	-				0	0	-					
	South	The Green to Portland Road	60 Mins	29.4	6	0	6	0%				0	6	0%				0	6	0%				0	6	0%					
			Crossover/Access	47.2	-	0	-	-	-				0	-	-				0	-	-				0	-	-				
			Double Yellow	17.8	-	0	-	-	-	-				0	-	-				0	-	-				0	-	-			
		Portland Road to Grosvenor Road	Permit Only	52.7	10	2	8	20%				0	10	0%				5	5	50%				1	9	10%					
			Crossover/Access	35.8	-	1	-	-	-				1	-	-				1	-	-				1	-	-				
			Disabled	11.7	2	1	1	50%				1	1	50%				1	1	50%				1	1	50%					
			Double Yellow	7.2	-	0	-	-				0	-	-				0	-	-				0	-	-					
			Permit Only	18.3	3	2	1	67%				2	1	67%				1	2	33%				1	2	33%					

Southall Parking Survey

Saturday 29th of June 2019

Data

Standard Junction Protection in metres
Standard Parking Space Length in metres

5
5

Parking Inventory						Beat Period																													
						13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00					
Road Name	Side	Section	Parking Type	Length (m)	Bays	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress						
Featherstone Terrace	East	Featherstone Road to Dominion Road	Crossover/Access	7.5	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			Double Yellow	33.7	-	2	-	-	0	-	-	0	-	-	0	-	-	1	-	-	0	-	-	0	-	-	0	-	-	0	-	-	1	-	-
			Permit Only	31.2	5	0	5	0%	1	4	20%	3	2	60%	3	2	60%	1	4	20%	2	3	40%	3	2	60%	5	0	100%	4	1	80%	4	1	80%
		Crossover/Access	11	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	
	Dominion Road to Northern Extent	Double Yellow	28.7	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	
		No Restriction	4	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	
		Crossover/Access	16.7	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	
West	Featherstone Road to Northern Extent	Double Yellow	43.9	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	
		Permit Only	15.5	3	2	1	67%	0	3	0%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	1	2	33%	2	1	67%	2	1	67%	2	1	67%	
		Single Yellow	61	3	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	
		Disabled (FTCP)	-	7	3	4	43%	4	3	57%	5	2	71%	0	7	0%	1	6	14%	0	7	0%	1	6	14%	3	4	43%	2	5	29%				
Featherstone Terrace Car Park (FTCP)		EV Charging (FTCP)	-	4	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%	3	1	75%	3	1	75%				
		Gym Group Permit (FTCP)	-	15	5	10	33%	6	9	40%	4	11	27%	5	10	33%	5	10	33%	5	10	33%	0	15	0%	0	15	0%	0	15	0%				
		Standard (FTCP)	-	124	67	57	54%	80	44	65%	101	23	81%	70	54	56%	55	69	44%	52	72	42%	85	39	69%	116	8	94%	105	19	85%				
Hortus Road	North	The Green to No.15 Hortus Road	30 Mins	11	2	0	2	0%	-	-	-	0	2	0%	-	-	-	0	2	0%	-	-	-	1	1	50%	-	-	-	1	1	50%			
			Crossover/Access	10.3	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
			Double Yellow	8.5	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
			Pay	21	4	3	1	75%	-	-	-	3	1	75%	-	-	-	2	2	50%	-	-	-	-	-	1	3	25%	-	-	-	4	0	100%	
			Permit Only	35.5	7	7	0	100%	-	-	-	7	0	100%	-	-	-	5	2	71%	-	-	-	-	-	5	2	71%	-	-	-	7	0	100%	
	Single Yellow	1.2	0	0	0	-	-	-	-	0	0	-	-	-	0	0	-	-	-	-	-	-	-	0	0	-	-	-	0	0	-				
	South	The Green to No.10 Hortus Road	Crossover/Access	21.2	-	1	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-	2	-	-	-	-	-	1	-	-		
			Double Yellow	10	-	1	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
			Pay	24.5	5	4	1	80%	-	-	-	4	1	80%	-	-	-	2	3	40%	-	-	-	-	-	4	1	80%	-	-	-	4	1	80%	
			Permit Only	35	7	6	1	86%	-	-	-	3	4	43%	-	-	-	3	4	43%	-	-	-	-	-	6	1	86%	-	-	-	5	2	71%	
Single Yellow			7.7	0	0	0	-	-	-	-	0	0	-	-	-	0	0	-	-	-	-	-	-	1	-1	-	-	-	-	1	-1	-			
King Street	East	Havelock Road to Church Avenue	30 Mins	17	3	3	0	100%	-	-	-	2	1	67%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	3	0%			
			Crossover/Access	4	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	-	0	-	-			
			Disabled	7	1	1	0	100%	-	-	-	0	1	0%	-	-	-	1	0	100%	-	-	-	-	-	0	1	0%	-	-	1	0	100%		
			Double Yellow	48.5	-	3	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-			
	West	Western Road to Featherstone Road	Crossover/Access	6.6	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0	-	-			
			Double Yellow	14	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	-	0	-	-				
			White Zig-Zag	16	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	-	0	-	-				
			30 Mins	12	2	2	0	100%	-	-	-	2	0	100%	-	-	-	2	0	100%	-	-	-	-	-	2	0	100%	-	-	2	0	100%		
			Bus Stop	43.3	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0	-	-			
			Crossover/Access	9.8	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	-	0	-	-				
Kingston Road	North	The Green to No.25 Kingston Road	Disabled	7	1	1	0	100%	-	-	-	0	1	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	0%					
			Double Yellow	14	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	0	-	-					
			White Zig-Zag	16	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	0	-	-					
	South	The Green to No.34 Kingston Road	30 Mins	15	3	0	3	0%	-	-	-	1	2	33%	-	-	-	2	1	67%	-	-	-	2	1	67%	-	-	3	0	100%				
			Crossover/Access	22.9	-	0	-	-	-	-	0	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	2	-	-				
			Disabled	7	1	1	0	100%	-	-	-	1	0	100%	-	-	-	1	0	100%	-	-	-	-	-	0	1	0%	-	-	1	0	100%		
			Double Yellow	13.6	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-				
			Permit Only	53	9	4	5	44%	-	-	-	5	4	56%	-	-	-	5	4	56%	-	-	-	-	-	6	3	67%	-	-	3	6	33%		
			Single Yellow	12	2	0	2	0%	-	-	-	0	2	0%	-	-	-	0	2	0%	-	-	-	-	-	1	1	50%	-	-	1	1	50%		
			60 Mins	36.7	7	2	5	29%	-	-	-	4	3	57%	-	-	-	7	0	100%	-	-	-	-	-	6	1	86%	-	-	7	0	100%		
Osterley Park Road	North	The Green to No.37 Osterley Park Road	Crossover/Access	108.8	-	1	-	-	-	1	-	-	-	-	1	-	-	-	-	-	-	-	-	2	-	-	-	6	-	-					
			Disabled	5.5	1	0	1	0%	-	-	-	1	0	100%	-	-	-	1	0	100%	-	-	-	-	-	0	1	0%	-	-	1	0	100%		
			Double Yellow	9	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	0	-	-					
			Permit Only	61.5	11	2	9	18%	-	-	-	3	8	27%	-	-	-	3	8	27%	-	-	-	-	-	5	6	45%	-	-	9	2	82%		
			Single Yellow	1.6	0	0	0	-	-	-	0	0	-	-	-	0	0	-	-	-	-	-	-	-	-	0	0	-	-	0	0	-			
	South	The Green to Portland Road	60 Mins	29.4	6	3	3	50%	-	-	-	4	2	67%	-	-	-	2	4	33%	-	-	-	-	-	5	1	83%	-	-	5	1	83%		
			Crossover/Access	47.2	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-			
			Double Yellow	17.8	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-				
			Permit Only	52.7	10	2	8	20%	-	-	-	2	8	20%	-	-	-	9	1	90															

Southall Parking Survey

Saturday 29th of June 2019

Data

Standard Junction Protection in metres 5
 Standard Parking Space Length in metres 5

Parking Inventory						Beat Period																							
						05:00			06:00			07:00			08:00			09:00			10:00			11:00			12:00		
Road Name	Side	Section	Parking Type	Length (m)	Bays	Parke	Spaces	Stress	Parke	Spaces	Stress	Parke	Spaces	Stress	Parke	Spaces	Stress	Parke	Spaces	Stress	Parke	Spaces	Stress	Parke	Spaces	Stress			
Portland Road	East	Southern Extent to Osterley Park Road	Crossover/Access	80.6	-	0	-	-				1	-	-				1	-	-				1	-	-			
			Disabled	6	1	0	1	0%				0	1	0%				0	1	0%				0	1	0%			
			Double Yellow	5.7	-	0	-	-				0	-	-				0	-	-				0	-	-			
			Permit Only	44.3	8	5	3	63%				3	5	38%				2	6	25%				3	5	38%			
	West	Southern Extent to Osterley Park Road	Crossover/Access	93.3	-	2	-	-				2	-	-				0	-	-				1	-	-			
			Double Yellow	5.6	-	0	-	-				0	-	-				0	-	-				0	-	-			
			Permit Only	33.9	6	2	4	33%				2	4	33%				2	4	33%				1	5	17%			
			Single Yellow	2.7	0	0	0	-				0	0	-				0	0	-				0	0	-			
Southbridge Way	North	Western Extent to The Green	Crossover/Access	9.3	-	0	-	-				0	-	-				0	-	-				0	-	-			
			Double Yellow	40.8	-	0	-	-				0	-	-				0	-	-				0	-	-			
	South	Western Extent to The Green	Crossover/Access	16	-	0	-	-				0	-	-				0	-	-				0	-	-			
			Double Yellow	38	-	0	-	-				0	-	-				0	-	-				0	-	-			
St John's Road	East	Western Road to Featherstone Road	Crossover/Access	47.6	-	2	-	-				2	-	-				0	-	-				2	-	-			
			Double Yellow	31.6	-	0	-	-				0	-	-				0	-	-				0	-	-			
			Permit Only	87.1	15	11	4	73%				11	4	73%				11	4	73%				6	9	40%			
			30 Mins	31.4	6	4	2	67%				3	3	50%				3	3	50%				4	2	67%			
	West	Western Road to Featherstone Road	Crossover/Access	44.9	-	0	-	-				2	-	-				0	-	-				0	-	-			
			Double Yellow	25.8	-	0	-	-				0	-	-				0	-	-				0	-	-			
			Permit Only	65.2	10	8	2	80%				8	2	80%				9	1	90%				9	1	90%			
			Single Yellow	1.6	0	0	0	-				0	0	-				0	0	-				0	0	-			
The Green	East	King Street to Osterley Park Road	30 Mins or Pay	45	8	0	8	0%				3	5	38%				3	5	38%				5	3	63%			
			Bus Stop	24	-	0	-	-				0	-	-				0	-	-				0	-	-			
			Crossover/Access	13.8	-	0	-	-				0	-	-				0	-	-				0	-	-			
			Disabled	7	1	0	1	0%				0	1	0%				0	1	0%				1	0	100%			
			Double Yellow	69.8	-	0	-	-				0	-	-				0	-	-				0	-	-			
			White Zig-Zag	18.2	-	0	-	-				0	-	-				0	-	-				0	-	-			
		Osterley Park Road to Kingston Road	30 Mins or Pay	36.5	7	0	7	0%				0	7	0%				0	7	0%				2	5	29%			
			Crossover/Access	11	-	0	-	-				0	-	-				0	-	-				0	-	-			
			Disabled	6.8	1	0	1	0%				0	1	0%				0	1	0%				0	1	0%			
	Kingston Road to Hortus Road	30 Mins	45	8	5	3	63%				6	2	75%				3	5	38%				3	5	38%				
		Disabled	13	2	1	1	50%				0	2	0%				0	2	0%				0	2	0%				
		Double Yellow	8.5	-	0	-	-				0	-	-				0	-	-				0	-	-				
	West	Featherstone Road to Southbridge Way	30 Mins or Pay	16.6	3	1	2	33%				2	1	67%				2	1	67%				2	1	67%			
			Bus Stop	25	-	0	-	-				0	-	-				0	-	-				0	-	-			
			Crossover/Access	45.9	-	0	-	-				0	-	-				0	-	-				0	-	-			
			Disabled	6.8	1	0	1	0%				0	1	0%				0	1	0%				0	1	0%			
			Double Yellow	224.6	-	0	-	-				0	-	-				0	-	-				1	-	-			
			Loading Only ²	12.2	2	0	2	0%				1	1	50%				0	2	0%				1	1	50%			
White Zig-Zag	13.5	-	0	-	-				0	-	-				0	-	-				0	-	-						
Unnamed Private Service Road (West of The Green)	East	The Green (South) to The Green (North)	Crossover/Access	3	-	0	-	-				0	-	-				0	-	-				0	-	-			
			No Marking (Private Road)	88.4	-	0	-	-				0	-	-				0	-	-				0	-	-			
	West	The Green (South) to The Green (North)	Private Parking	23	9	5	4	56%				5	4	56%				6	3	67%				7	2	78%			
			Crossover/Access	21.3	-	0	-	-				0	-	-				0	-	-				0	-	-			
No Marking (Private Road)	122.3	12	3	9	25%				4	8	33%				4	8	33%				7	5	58%						

Southall Parking Survey

Saturday 29th of June 2019

Data

Standard Junction Protection in metres 5
 Standard Parking Space Length in metres 5

Parking Inventory						Beat Period																							
						05:00			06:00			07:00			08:00			09:00			10:00			11:00			12:00		
Road Name	Side	Section	Parking Type	Length (m)	Bays	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress			
Waltham Road	East	Western Road to Featherstone Road	30 Mins or Permit	27	5	3	2	60%				3	2	60%				2	3	40%				2	3	40%			
			Crossover/Access	71.7	-	1	-	-				0	-	-				2	-	-				5	-	-			
			Disabled	18	3	2	1	67%				1	2	33%				1	2	33%				0	3	0%			
			Double Yellow	22.6	-	0	-	-				0	-	-				0	-	-				1	-	-			
			Permit Only	62	12	9	3	75%				11	1	92%				9	3	75%				8	4	67%			
			Single Yellow	6.7	1	0	1	0%				0	1	0%				0	1	0%				0	1	0%			
			30 Mins or Permit	6	1	1	0	100%				1	0	100%				1	0	100%				1	0	100%			
	Crossover/Access	135.1	-	6	-	-				5	-	-				6	-	-				4	-	-					
	Disabled	12.1	2	1	1	50%				1	1	50%				0	2	0%				0	2	0%					
	Double Yellow	13.6	-	0	-	-				0	-	-				0	-	-				0	-	-					
	Permit Only	34.9	6	2	4	33%				3	3	50%				3	3	50%				3	3	50%					
	Single Yellow	5.3	0	0	0	-				0	0	-				0	0	-				0	0	-					
	30 Mins	146.4	27	16	11	59%				19	8	70%				14	13	52%				16	11	59%					
	30 Mins or Pay	98.1	18	1	17	6%				5	13	28%				5	13	28%				9	9	50%					
30 Mins or Permit	33	6	4	2	67%				4	2	67%				3	3	50%				3	3	50%						
60 Mins	66.1	13	0	13	0%				0	13	0%				2	11	15%				1	12	8%						
Bus Stop	152.3	-	0	-	-				0	-	-				0	-	-				0	-	-						
Crossover/Access	1126.1	-	17	-	-	0	-	-	16	-	-	0	-	-	13	-	-	0	-	-	17	-	-	0	-	-			
Disabled	118.2	19	6	13	32%				5	14	26%				2	17	11%				5	14	26%						
Disabled (DCCP)	-	7	0	7	0%		0	7	0%	0	7	0%	1	6	14%	2	5	29%	4	3	57%	4	3	57%	4	3	57%		
Disabled (FTCP)	-	7	1	6	14%		1	6	14%	1	6	14%	1	6	14%	1	6	14%	1	6	14%	1	6	14%	3	4	43%		
Double Yellow	1090.1	-	1	-	-	0	-	-	1	-	-	0	-	-	1	-	-	0	-	-	4	-	-	0	-	-			
EV Charging (DCCP)	-	5	0	5	0%		0	5	0%	0	5	0%	0	5	0%	0	5	0%	1	4	20%	1	4	20%	2	3	40%		
EV Charging (FTCP)	-	4	0	4	0%		0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%		
Gym Group Permit (FTCP)	-	15	0	15	0%		0	15	0%	0	15	0%	1	14	7%	1	14	7%	5	10	33%	5	10	33%	5	10	33%		
Loading Only ¹	23	4	0	4	0%				0	4	0%				0	4	0%				0	4	0%						
Loading Only ²	12.2	2	0	2	0%				1	1	50%				0	2	0%				1	1	50%						
No Marking (Private Road)	210.7	12	3	9	25%		4	8	33%	4	8	33%	7	5	58%	7	5	58%	7	5	58%	9	3	75%	8	4	67%		
No Restriction	4	0	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-			
Pay	45.5	9	6	3	67%				7	2	78%				5	4	56%				5	4	56%						
Permit Only	842.8	153	92	61	60%		3	5	2%	85	68	56%	2	6	1%	81	72	53%	3	5	2%	77	76	50%	1	7	1%		
Permit or Pay	50.2	10	6	4	60%				6	4	60%				6	4	60%				4	6	40%						
Private Parking	23	9	5	4	56%		5	4	56%	6	3	67%	6	3	67%	7	2	78%	7	2	78%	9	0	100%	8	1	89%		
School	7.6	1	0	1	0%				0	1	0%				0	1	0%				0	1	0%						
Single Yellow	271.5	36	2	34	6%		1	17	3%	1	35	3%	1	17	3%	4	32	11%	7	11	19%	7	29	19%	8	10	22%		
Standard (DCCP)	-	27	0	27	0%		0	27	0%	0	27	0%	0	27	0%	1	26	4%	4	23	15%	6	21	22%	7	20	26%		
Standard (FTCP)	-	124	5	119	4%		4	120	3%	5	119	4%	8	116	6%	11	113	9%	41	83	33%	50	74	40%	61	63	49%		
White Zig-Zag	175	-	0	-	-				0	-	-				0	-	-				0	-	-						

Southall Parking Survey

Saturday 29th of June 2019

Data

Standard Junction Protection in metres
Standard Parking Space Length in metres

5
5

Parking Inventory						Beat Period																										
Road Name	Side	Section	Parking Type	Length (m)	Bays	13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00		
						Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress
Waltham Road	East	Western Road to Featherstone Road	30 Mins or Permit	27	5	1	4	20%				0	5	0%				1	4	20%				3	2	60%				5	0	100%
			Crossover/Access	71.7	-	3	-	-				5	-	-				1	-	-				4	-	-				6	-	-
			Disabled	18	3	0	3	0%				0	3	0%				1	2	33%				0	3	0%				1	2	33%
			Double Yellow	22.6	-	0	-	-				0	-	-				0	-	-				0	-	-				1	-	-
			Permit Only	62	12	9	3	75%				10	2	83%				10	2	83%				10	2	83%				8	4	67%
			Single Yellow	6.7	1	0	1	0%				0	1	0%				0	1	0%				1	0	100%				0	1	0%
	West	Western Road to Featherstone Road	30 Mins or Permit	6	1	1	0	100%				1	0	100%				1	0	100%				1	0	100%				1	0	100%
			Crossover/Access	135.1	-	2	-	-				2	-	-				3	-	-				9	-	-				5	-	-
			Disabled	12.1	2	0	2	0%				0	2	0%				0	2	0%				1	1	50%				1	1	50%
			Double Yellow	13.6	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-
			Permit Only	34.9	6	4	2	67%				5	1	83%				3	3	50%				6	0	100%				6	0	100%
			Single Yellow	5.3	0	0	0	-				0	0	-				0	0	-				0	0	-				0	0	-
			30 Mins	146.4	27	18	9	67%				15	12	56%				19	8	70%				23	4	85%				20	7	74%
			30 Mins or Pay	98.1	18	13	5	72%				16	2	89%				15	3	83%				17	1	94%				17	1	94%
30 Mins or Permit	33	6	2	4	33%				1	5	17%				2	4	33%				4	2	67%				6	0	100%			
60 Mins	66.1	13	5	8	38%				8	5	62%				9	4	69%				11	2	85%				12	1	92%			
Bus Stop	152.3	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-			
Crossover/Access	1126.1	-	17	-	-	0	-	-	20	-	-	0	-	-	12	-	-	0	-	-	29	-	-	0	-	-	32	-	-			
Disabled	118.2	19	6	13	32%				8	11	42%				8	11	42%				3	16	16%				10	9	53%			
Disabled (DCCP)	-	7	5	2	71%	5	2	71%	4	3	57%	2	5	29%	0	7	0%	0	7	0%	2	5	29%	6	1	86%	6	1	86%			
Disabled (FTCP)	-	7	3	4	43%	4	3	57%	5	2	71%	0	7	0%	1	6	14%	0	7	0%	1	6	14%	3	4	43%	2	5	29%			
Double Yellow	1090.1	-	8	-	-	0	-	-	7	-	-	2	-	-	11	-	-	0	-	-	7	-	-	1	-	-	14	-	-			
EV Charging (DCCP)	-	5	4	1	80%	1	4	20%	1	4	20%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	5	0	100%	0	5	0%			
EV Charging (FTCP)	-	4	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%	0	4	0%	3	1	75%	3	1	75%			
Gym Group Permit (FTCP)	-	15	5	10	33%	6	9	40%	4	11	27%	5	10	33%	5	10	33%	5	10	33%	0	15	0%	0	15	0%	0	15	0%			
Loading Only ¹	23	4	0	4	0%				0	4	0%				0	4	0%				0	4	0%				0	4	0%			
Loading Only ²	12.2	2	1	1	50%				0	2	0%				1	1	50%				2	0	100%				0	2	0%			
No Marking (Private Road)	210.7	12	7	5	58%	8	4	67%	9	3	75%	9	3	75%	9	3	75%	10	2	83%	10	2	83%	13	-1	108%	9	3	75%			
No Restriction	4	0	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-			
Pay	45.5	9	7	2	78%				7	2	78%				4	5	44%				5	4	56%				8	1	89%			
Permit Only	842.8	153	81	72	53%	1	7	1%	93	60	61%	5	3	3%	92	61	60%	4	4	3%	100	53	65%	7	1	5%	116	37	76%			
Permit or Pay	50.2	10	6	4	60%				9	1	90%				8	2	80%				6	4	60%				6	4	60%			
Private Parking	23	9	10	-1	111%	9	0	100%	9	0	100%	9	0	100%	7	2	78%	8	1	89%	4	5	44%	4	5	44%	5	4	56%			
School	7.6	1	0	1	0%				0	1	0%				0	1	0%				0	1	0%				1	0	100%			
Single Yellow	271.5	36	5	31	14%	6	12	17%	6	30	17%	3	15	8%	7	29	19%	6	12	17%	11	25	31%	10	8	28%	14	22	39%			
Standard (DCCP)	-	27	7	20	26%	1	26	4%	1	26	4%	0	27	0%	0	27	0%	0	27	0%	2	25	7%	8	19	30%	11	16	41%			
Standard (FTCP)	-	124	67	57	54%	80	44	65%	101	23	81%	70	54	56%	55	69	44%	52	72	42%	85	39	69%	116	8	94%	105	19	85%			
White Zig-Zag	175	-	0	-	-				0	-	-				0	-	-				0	-	-				0	-	-			

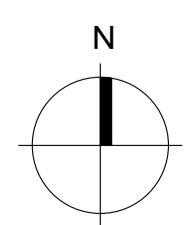
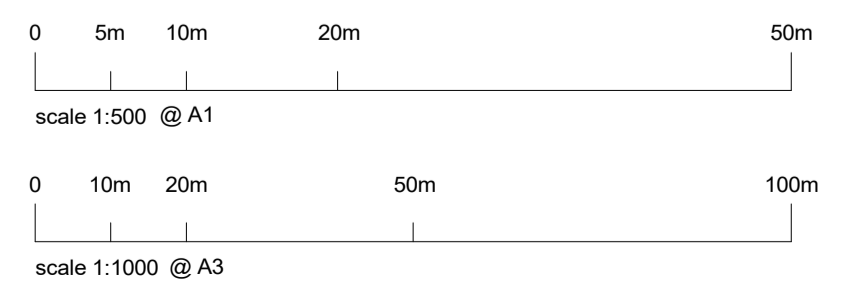
Appendix B

Proposed site layout

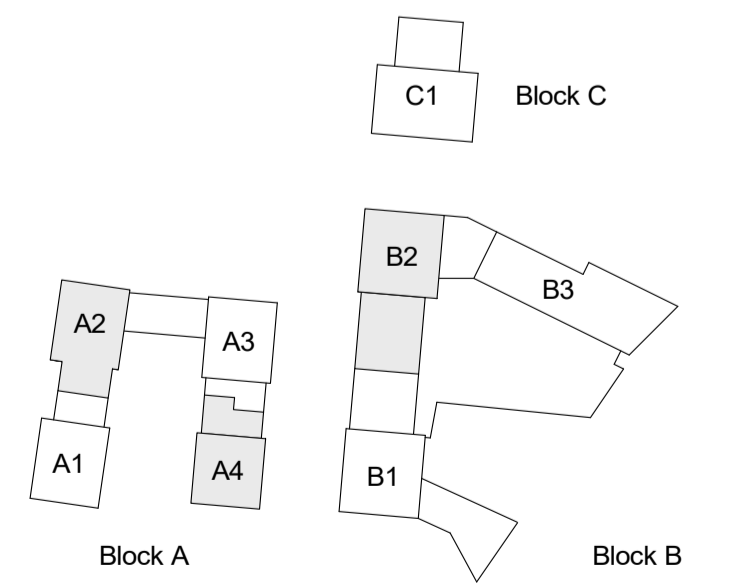


01 Proposed Site Plan
1 : 500

Revisions	



project name: **The Green, Southall**
drawing reference: Proposed Site Plan
document reference: M9516-HUN-ZZ-DR-A-02-0003
status: **PLANNING**
date: 12.03.21
sheet: 1 : 500 @ A1
scale: 1 : 500 @ A1
date: 12.03.21
sheet: 1 : 500 @ A1
scale: 1 : 500 @ A1



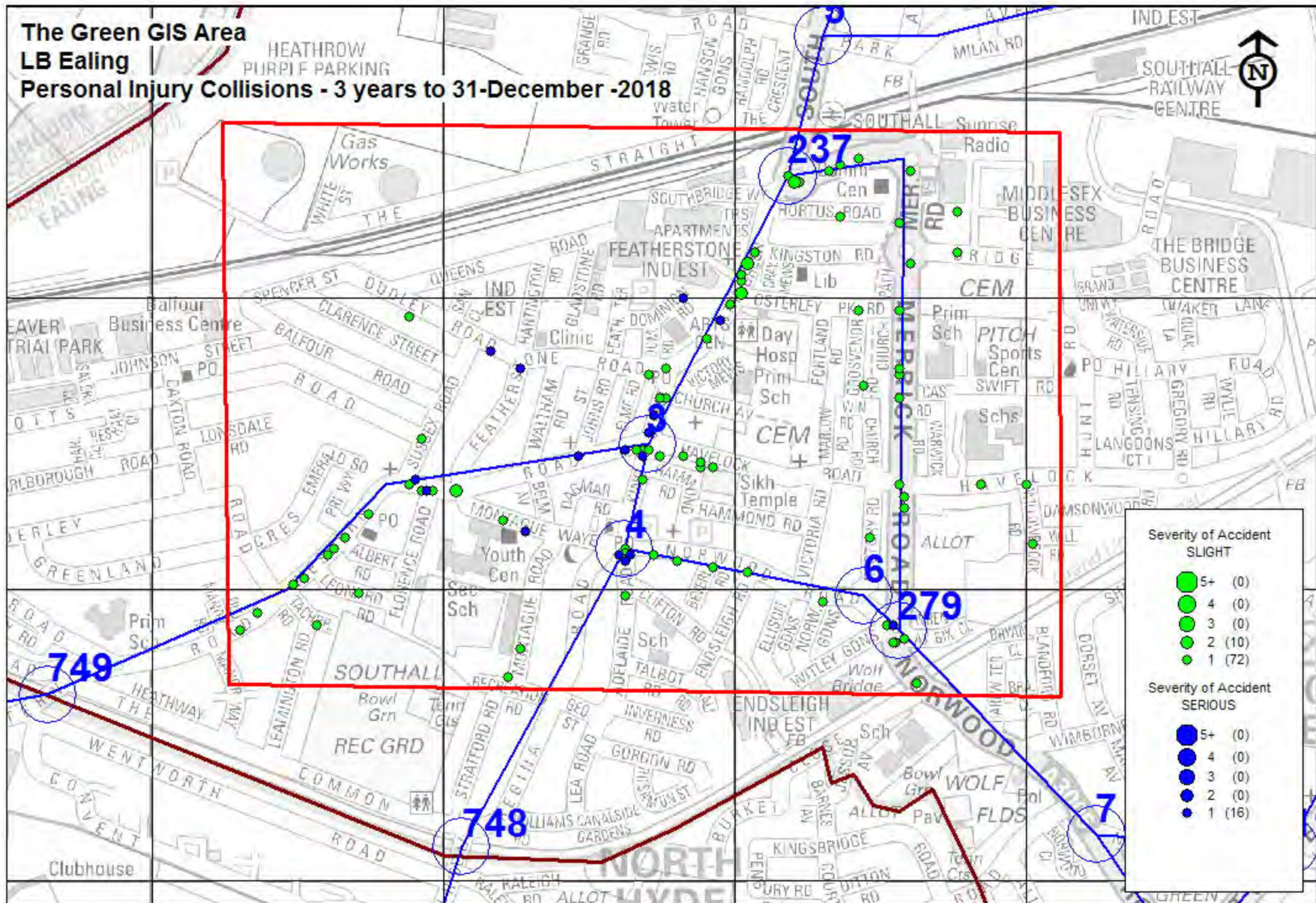
date: 12.03.21
sheet: 1 : 500 @ A1
scale: 1 : 500 @ A1
date: 12.03.21
sheet: 1 : 500 @ A1
scale: 1 : 500 @ A1

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Appendix C

Accident data

The Green GIS Area
LB Ealing
Personal Injury Collisions - 3 years to 31-December -2018



Severity of Accident	
SLIGHT	
● 5+ (0)	
● 4 (0)	
● 3 (0)	
● 2 (10)	
● 1 (72)	
SERIOUS	
● 5+ (0)	
● 4 (0)	
● 3 (0)	
● 2 (0)	
● 1 (16)	



The Green GIS Area Collisions - 3 years to 31-December -2018

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
MD01 GIS AREA B27_The_Green (P)	36 MTS TO DEC-2018	98

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P) 36 MTS TO DEC-2018 SORTED BY DATE

1 0116XD80342 MON 04/01/16 19:08 DARK THE GREEN J/W KINGSTON RD 27 LINK 3-237 512520 / 179560
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA
 V2 COLLIDED WITH REAR OF V1.

CASUALTY 001 (002) (37 Yrs - M UB2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) GDS =< 3.5T (55 Yrs - M UB1) SLOWING OR STOPPING S TO N COMM TO/FROM WORK JCT APP
 BT - NEGATIVE BACK HIT FIRST

VEHICLE 002 (001) CAR (37 Yrs - M UB2) SLOWING OR STOPPING S TO N JCT APP
 BT - NEGATIVE FRONT HIT FIRST

V002 A 308 (FOLLOWING TOO CLOSE)

V002 A 405 (FAILED TO LOOK PROPERLY)

2 0116XD80355 WED 06/01/16 15:30 LIGHT WESTERN ROAD J/W FLORENCE ROAD 27 LINK 3-749 511960 / 179170
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN STOP SIGN NO XING FACILITY IN 50M
 PED CAS CROSSING ROAD STRUCK BY V2 REVERSING

CASUALTY 001 (001) (61 Yrs - F UB2) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) N BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (? Yrs - M 1) REVERSING W TO E JCT MID
 BT - DRV NOT CONTACTED BACK HIT FIRST

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

3 0116XD80058 TUE 02/02/16 14:42 LIGHT HAVELOCK ROAD J/W KING STREET 27 NODE 3 512340 / 179240
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
 W/B V1 CROSSED MAIN ROAD, COLLIDED WITH PED CAS

CASUALTY 001 (001) (73 Yrs - F UB1) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING N BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (50 Yrs - M UB1) GOING AHEAD OTHER E TO W JCT MID
 BT - NOT REQUESTED FRONT HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

V001 A 405 (FAILED TO LOOK PROPERLY)

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


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P)										36 MTS TO DEC-2018 SORTED BY DATE	
4	0116XD80224	THU 04/02/16 09:05	LIGHT	THE GREEN 85M NORTH EAST J/W FEATHERSTONE ROAD	27	LINK 3-237			512450 / 179430		
POLICE - OVER COU ROAD-DRY			WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M					
PED ALIGHTED UNK BUS & WALKED AROUND IT & CROSSED ROAD & WAS HIT BY V1 WHO FTS											
CASUALTY 001 (001) (59 Yrs - F UB6)			SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)	SE BOUND	FROM DRIVERS N/SIDE				
VEHICLE	001 (000)	CAR	(? Yrs - U UNKN)	GOING AHEAD OTHER	SW TO NE	FRONT HIT FIRST					
BT - DRV NOT CONTACTED											
C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)						C001 A 802 (FAILED TO LOOK PROPERLY)					
C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)						C001 A 808 (CARELESS/RECKLESS/IN A HURRY)					
V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))						V001 A 602 (CARELESS/RECKLESS/IN A HURRY)					
5	0116XD80115	SAT 20/02/16 12:30	LIGHT	NFL- SUSSEX ROAD J/W SCOTTS ROAD	27	CELL 511500/179000			511960 / 179260		
POLICE - OVER COU ROAD-WET			RAINING	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT		NO XING FACILITY IN 50M			
V2 WAS FOLLOWING TO CLOSE & DROVE INTO REAR OF V1											
CASUALTY 001 (001) (37 Yrs - M UB1)			SLIGHT	DRIVER/RIDER							
VEHICLE	001 (002)	CAR	(37 Yrs - M UB1)	GOING AHEAD OTHER	NE TO SW	JCT MID		BACK HIT FIRST			
BT - DRV NOT CONTACTED											
VEHICLE	002 (001)	CAR	(? Yrs - M UNKN)	GOING AHEAD OTHER	NE TO SW	JCT MID		FRONT HIT FIRST			
BT - DRV NOT CONTACTED											
V002 A 308 (FOLLOWING TOO CLOSE)						V002 A 405 (FAILED TO LOOK PROPERLY)					
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						V002 A 602 (CARELESS/RECKLESS/IN A HURRY)					


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P)	36 MTS TO DEC-2018 SORTED BY DATE
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6 0116XD80227 SUN 28/02/16 09:25 LIGHT HAVELOCK ROAD 120M SOUTH EAST J/W KING STREET 27 CELL 512000/179000 512460 / 179210

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

INTOXICATED DRV V2 DROVE INTO REAR OF V1 WHO WAS STATIONARY WAITING TO PULL IN TO PARKING SPACE

CASUALTY 001 (001) (38 Yrs - M UB2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (38 Yrs - M UB2) GOING AHEAD HELD UP W TO E
BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (001) GDS =< 3.5T (28 Yrs - M UB6) GOING AHEAD OTHER W TO E JNY PART OF WORK
BT - POSITIVE FRONT HIT FIRST

V002 A 501 (IMPAIRED BY ALCOHOL)

V002 A 405 (FAILED TO LOOK PROPERLY)

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

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

7 0116XD80230 THU 03/03/16 20:10 DARK WESTERN ROAD JW FLORENCE ROAD 27 LINK 3-749 511980 / 179170

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

V1 OPENED DOOR AND HIT V2

CASUALTY 001 (002) (53 Yrs - M UB3) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (51 Yrs - M UB4) PARKED P TO P JCT MID
BT - NOT REQUESTED N/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (53 Yrs - M UB3) GOING AHEAD OTHER W TO E JCT MID
BT - NOT APPLICABLE O/S HIT FIRST

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P)	36 MTS TO DEC-2018 SORTED BY DATE
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8	0116XD80164	FRI 04/03/16 07:30	LIGHT	MONTAGUE WAYE JW KING STREET	27	NODE 4	512310 / 179060
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POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT ZEBRA

V2 HIT V1

CASUALTY 001 (001) (32 Yrs - M W5) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (32 Yrs - M W5) GOING AHEAD OTHER E TO W COMM TO/FROM WORK JCT MID
BT - DRV NOT CONTACTED O/S HIT FIRST

VEHICLE 002 (001) BUS/COACH (? Yrs - M) GOING AHEAD OTHER N TO S JNY PART OF WORK JCT MID
BT - DRV NOT CONTACTED N/S HIT FIRST

V002 A 401 (JUNCTION OVERSHOOT)

V002 A 405 (FAILED TO LOOK PROPERLY)

9	0116XD80182	TUE 22/03/16 07:45	LIGHT	GROSVENOUR ROAD JW OSTERLEY PARK ROAD	27	CELL 512500/179000	512710 / 179480
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 HIT PEDS TURNING RIGHT, BUT V1 CANNOT RECALL USING INDICATORS.

CASUALTY 001 (001) (16 Yrs - F UB2) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) E BOUND FROM DRIVERS O/SIDE
Sch Attended : DORMERS WELLS HIGH SCHOO

CASUALTY 002 (001) (18 Yrs - F UB2) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) E BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) CAR (26 Yrs - F B15) TURNING RIGHT W TO S JCT MID
BT - NEGATIVE FRONT HIT FIRST

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

10	0116XD80315	MON 04/04/16 12:10	LIGHT	WESTERN ROAD J/W SUSSEX ROAD	27	LINK 3-749	511940 / 179180
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POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

E/B V1 PARKED ON NORTH SIDE SHUNTED BY V2

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

VEHICLE 001 (002) CAR (52 Yrs - F TW12) PARKED P TO P JNY PART OF WORK JCT MID
BT - DRV NOT CONTACTED BACK HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M UNKN) SLOWING OR STOPPING W TO E JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST

HIT PARKED VEH

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 405 (FAILED TO LOOK PROPERLY)


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P)

36 MTS TO DEC-2018 SORTED BY DATE

11 0116XD80439 THU 05/05/16 10:45 LIGHT BRIDGE ROAD 240M EAST J/W MERRICK ROAD 27 CELL 512500/179500 512880 / 179650

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

V2 FAILED TO STOP & LOOK & PULLED OUT COLLIDING WITH PASSING V1

CASUALTY 001 (002) (41 Yrs - M TW4) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) GDS =< 3.5T (20 Yrs - M TW4) GOING AHEAD OTHER W TO E JNY PART OF WORK JCT MID
BT - NOT REQUESTED N/S HIT FIRST

VEHICLE 002 (001) GDS =< 3.5T (41 Yrs - M TW4) TURNING RIGHT N TO W JNY PART OF WORK JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

V002 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 405 (FAILED TO LOOK PROPERLY)

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

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

12 0116XD80417 FRI 06/05/16 23:08 DARK KING STREET J/W NORWOOD ROAD 27 NODE 4 512310 / 179070

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

UNK V2 WHO DID NOT STAY @ SCENE STOPPED SUDDENLY & PASSENGER OPENED DOOR INTO PATH OF V1

CASUALTY 001 (001) (60 Yrs - M UB2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (60 Yrs - M UB2) GOING AHEAD OTHER N TO S JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - U UNKN) SLOWING OR STOPPING N TO S JCT MID
BT - DRV NOT CONTACTED O/S HIT FIRST

V002 A 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)

V002 A 405 (FAILED TO LOOK PROPERLY)

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


The Green GIS Area Collisions - 3 years to 31-December -2018
MD01 GIS AREA B27_The_Green (P)
36 MTS TO DEC-2018 SORTED BY DATE
13 0116XD80485 TUE 24/05/16 20:05 DARK HORTUS ROAD 130M EAST J/W THE GREEN 27 CELL 512500/179500 512680 / 179640

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

CHILD PED RAN INTO ROAD & COLLIDED WITH V1

CASUALTY 001 (001) (9 Yrs - M UB2) SLIGHT PEDESTRIAN IN ROAD - NOT CROSSING UNKNOWN

Sch Attended : NK

VEHICLE 001 (000) TAXI (37 Yrs - M UB2)

GOING AHEAD OTHER W TO E

BT - NOT REQUESTED

N/S HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

14 0116XD80525 SUN 29/05/16 22:00 DARK HAVELOCK ROAD J/W WILLOWBROOK ROAD 27 CELL 513000/179000 513000 / 179180

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

V1 WAS PREPARING TO TURN RIGHT & WAS HIT BY PASSING V2 WHO WAS TRAVELLING @ SPEED & FTS

CASUALTY 001 (001) (42 Yrs - F UB2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (42 Yrs - F UB2)

WAITING TO TURN RIGHT W TO S

BT - DRV NOT CONTACTED

FRONT HIT FIRST

JCT MID

VEHICLE 002 (001) CAR (? Yrs - M UNKN)

GOING AHEAD OTHER E TO W

BT - DRV NOT CONTACTED

FRONT HIT FIRST

JCT MID

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 405 (FAILED TO LOOK PROPERLY)

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

V002 A 306 (EXCEEDING SPEED LIMIT)

V002 A 601 (AGGRESSIVE DRIVING)



The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P) 36 MTS TO DEC-2018 SORTED BY DATE

15 0116XD80503 TUE 31/05/16 16:25 LIGHT MERRICK ROAD 120M EAST J/W SOUTH ROAD & THE GREEN 27 LINK 237-279 512710 / 179740

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

EXACT DETS UNK @ TIME OF REPORTING - IT APPEARS V2 DROVE INTO REAR OF V1

CASUALTY 001 (001) (46 Yrs - M UB5) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (002) CAR (46 Yrs - M NW10) GOING AHEAD OTHER E TO W
BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (001) CAR (49 Yrs - M UB1) GOING AHEAD OTHER E TO W
BT - NOT REQUESTED FRONT HIT FIRST

V002 A 308 (FOLLOWING TOO CLOSE)

V002 A 405 (FAILED TO LOOK PROPERLY)

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

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

16 0116XD80537 TUE 14/06/16 18:55 LIGHT MONTAGUE ROAD 75M NORTH J/W RECREATION ROAD 27 CELL 512000/178500 512130 / 178900

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

CHILD PED RAN INTO ROAD & COLLIDED WITH PASSING V1 WHO HAD NO TIME TO STOP

CASUALTY 001 (001) (3 Yrs - F W7) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) E BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) TAXI (50 Yrs - M W7) GOING AHEAD OTHER S TO N JNY PART OF WORK
BT - NOT REQUESTED N/S HIT FIRST

V001 A 410 (LOSS OF CONTROL)

V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

17 0116XD80598 FRI 01/07/16 14:47 LIGHT HAVELOCK ROAD 67M SE OF J/W KING STREET 27 CELL 512000/179000 512410 / 179230

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST NO JUN IN 20M NO XING FACILITY IN 50M

PED RAN OUT INTO PATH OF V1 FROM INBETWEEN PARKED CARS

CASUALTY 001 (001) (11 Yrs - M UB2) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) N BOUND FROM DRIVERS O/SIDE MSK
JOURNEY TO/FROM SCHOOL Sch Attended : N/K

VEHICLE 001 (000) CAR (75 Yrs - M UB2) GOING AHEAD OTHER NW TO SE
BT - NOT REQUESTED FRONT HIT FIRST

C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P)	36 MTS TO DEC-2018 SORTED BY DATE
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18 0116XD81043 FRI 01/07/16 20:00 DARK SOUTH ROAD J/W ROABOUT @ MERRICK ROAD & THE GREEN	27 NODE 237	512590 / 179710
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POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 WHO REFUSED TO GIVE DETAILS & D/A DROVE INTO REAR OF V1 WHO WAS GIVING WAY @ R/ABOUT

CASUALTY 001 (001) (41 Yrs - M TW5) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (002) CAR (? Yrs - M TW5)	GOING AHEAD LEFT BEND N TO E	JCT MID
BT - DRV NOT CONTACTED	BACK HIT FIRST	

VEHICLE 002 (001) CAR (? Yrs - M UNKN)	GOING AHEAD RIGHT BEND N TO SW	JCT MID
BT - DRV NOT CONTACTED	FRONT HIT FIRST	

V002 A 308 (FOLLOWING TOO CLOSE)

V002 A 405 (FAILED TO LOOK PROPERLY)

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

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

19 01160020662 THU 01/09/16 18:25 LIGHT ON MERRICK ROAD, NEAR THE JUNCTION WITH HAVELOCK ROAD.	27 LINK 237-279	512790 / 179160
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PELICAN OR SIMILAR

V1 TURNED LEFT AND COLLIDED WITH CROSSING PED

CASUALTY 001 (001) (79 Yrs - F UB25) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING W BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (77 Yrs - F UB24)	TURNING LEFT E TO S	JCT CLEARED
BT - NOT REQUESTED	FRONT HIT FIRST	

C001 B 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

V001 B 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)

V001 B 710 (VISION AFFECTED - VEHICLE BLIND SPOT)

20 01160020656 SUN 11/09/16 14:28 LIGHT ON KING STREET, NEAR THE JUNCTION WITH CHURCH AVENUE.	27 LINK 3-237	512370 / 179330
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA

V1 WAS GIVEN WAY TO TURN RIGHT AND COLLIDED WITH ONCOMING V2

CASUALTY 001 (002) (19 Yrs - M UB11) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (29 Yrs - M TW59)	TURNING RIGHT S TO E	JCT MID
BT - NOT REQUESTED	FRONT HIT FIRST	

VEHICLE 002 (000) M/C 50-125CC (19 Yrs - M UB11)	GOING AHEAD OTHER N TO S	JCT APP
BT - NOT REQUESTED	FRONT HIT FIRST	

V002 B 405 (FAILED TO LOOK PROPERLY)

V001 B 405 (FAILED TO LOOK PROPERLY)



The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P)

36 MTS TO DEC-2018 SORTED BY DATE

21 01160021319 SUN 11/09/16 12:23 LIGHT ON HAVELOCK ROAD, 97 METRES SOUTH OF THE JUNCTION WITH KING STREET 27 CELL 512000/179000 512440 / 179210
 POLICE - AT SCENE ROAD-DRY WEATHER-UNKNOWN ONE-WAY ST NO JUN IN 20M NO XING FACILITY IN 50M
 PED IN ROAD TALKING TO A CAR, V1 OVERTOOK THS CAR AND HIT PED

CASUALTY 001 (001) (29 Yrs - M UB24) SLIGHT PEDESTRIAN IN ROAD - NOT CROSSING STANDING IN RD NOT CROSSING

VEHICLE 001 (000) M/C 50-125CC (? Yrs - U) OVERTAKE STAT VEH O/S NW TO SE
 BT - DRV NOT CONTACTED FRONT HIT FIRST

C001 A 999 (OTHER FACTOR)

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

22 01160021119 THU 15/09/16 13:50 LIGHT ON MONTAGUE WAYE, 60 METRES WEST OF THE JUNCTION WITH MONTAGUE ROA 27 CELL 512000/179000 512140 / 179100
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M ZEBRA
 AN ELDERLY PED CROSSED THE ROAD WITHOUT LOOKING AND WAS HIT BY V1.

CASUALTY 001 (001) (79 Yrs - M UB24) SERIOUS PEDESTRIAN CROSSING ROAD WITHIN 50M XING N BOUND FROM DRIVERS N/SIDE MSK

VEHICLE 001 (000) GDS =< 3.5T (72 Yrs - M UB24) GOING AHEAD OTHER SE TO NE JNY PART OF WORK
 BT - DRV NOT CONTACTED N/S HIT FIRST

V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)

C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

23 01160021107 SUN 18/09/16 10:00 LIGHT ON NORWOOD ROAD, NEAR THE JUNCTION WITH WITLEY GARDENS. 27 NODE 279 512760 / 178940
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M
 PED IN CWY - NOT INJ

A PED CROSSED THE ROAD IN-FRONT OF V1. V1 BRAKED SHARPLY CAUSING PASSENGER TO FALL OFF SEAT.

CASUALTY 001 (001) (68 Yrs - M TW34) SLIGHT PASSENGER SEATED ON PSV

VEHICLE 001 (000) BUS/COACH (29 Yrs - M UB48) SLOWING OR STOPPING SE TO NW JNY PART OF WORK JCT APP
 BT - DRV NOT CONTACTED DID NOT IMPACT

V001 A 408 (SUDDEN BRAKING)


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P) **36 MTS TO DEC-2018 SORTED BY DATE**

24 01160020970 SAT 24/09/16 20:20 LIGHT ON MERRICK ROAD, 96 METRES SOUTH OF THE JUNCTION WITH BRIDGE ROAD 27 LINK 237-279 512780 / 179480
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PELICAN OR SIMILAR
 V2 MISJUDGED AND HIT REAR OF STAT V1

CASUALTY 001 (001) (44 Yrs - F TW47) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (44 Yrs - F TW47) GOING AHEAD HELD UP S TO N
 BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (000) CAR (21 Yrs - M UB56) SLOWING OR STOPPING S TO N
 BT - NOT REQUESTED FRONT HIT FIRST

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

V002 B 405 (FAILED TO LOOK PROPERLY)

25 01160029611 SAT 01/10/16 23:53 LIGHT FEATHERSTONE ROAD J/W DOMINION ROAD 27 CELL 512000/179000 512350 / 179370
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 PED CROSSING ROAD WAS HIT BY V1 WHO FTS

CASUALTY 001 (001) (20 Yrs - M UNKN) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) S BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (? Yrs - M UNKN) GOING AHEAD OTHER W TO E JCT MID
 BT - DRV NOT CONTACTED FRONT HIT FIRST

FOOTWAY

C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

V001 A 306 (EXCEEDING SPEED LIMIT)

V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

V001 A 601 (AGGRESSIVE DRIVING)

26 01160030833 SUN 02/10/16 11:45 LIGHT NORWOOD ROAD J/W KING STREET 27 NODE 4 512320 / 179060
 SELF COMPLETION ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 V1 MOUNTED THE KERB & HIT PED KNOCKING THEM OVER

CASUALTY 001 (001) (81 Yrs - F TW5) SERIOUS PEDESTRIAN ON FOOTPATH - VERGE STANDING

VEHICLE 001 (000) CAR (? Yrs - M TW3) GOING AHEAD OTHER E TO W JCT MID
 BT - DRV NOT CONTACTED FRONT HIT FIRST


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P)	36 MTS TO DEC-2018 SORTED BY DATE
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27 01160029990 MON 10/10/16 18:55 DARK MERRICK ROAD J/W THE GREEN	27 LINK 237-279	512800 / 179720
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M
 RIDER ON V2 WHO HAD NO LIGHTS RODE OFF THE FOOT PATH & COLLIDED WITH N/S OF V1 THERE WERE NO STREET LIGHTS

CASUALTY 001 (002) (19 Yrs - M UB2) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (? Yrs - M UNKN)	TURNING LEFT	S TO W JNY PART OF WORK	JCT MID
BT - DRV NOT CONTACTED		N/S HIT FIRST	

VEHICLE 002 (000) PEDAL CYCLE (19 Yrs - M UB2)	GOING AHEAD OTHER	W TO E	JCT MID
BT - NOT APPLICABLE		FRONT HIT FIRST	

V002 A 506 (NOT DISPLAYING LIGHTS AT NIGHT OR IN POOR VISIBILITY)

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

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

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 310 (CYCLIST ENTERING ROAD FROM PAVEMENT)

28 01160030610 THU 20/10/16 16:01 LIGHT NORWOOD ROAD J/W NORWOOD GARDENS	27 LINK 4-6	512650 / 178980
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POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 IN WET CONDITIONS E/B V1 COLLIDED WITH W/B V2 U-TURNING INTO HIS PATH

CASUALTY 001 (002) (26 Yrs - M SL0) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (29 Yrs - M UB1)	GOING AHEAD OTHER	E TO E JNY PART OF WORK	JCT MID
BT - NOT REQUESTED		FRONT HIT FIRST	

VEHICLE 002 (000) M/C > 500CC (26 Yrs - M SL0)	U-TURNING	W TO E	JCT MID
BT - NOT REQUESTED		FRONT HIT FIRST	

V001 A 403 (POOR TURN OR MANOEUVRE)


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P)	36 MTS TO DEC-2018 SORTED BY DATE
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29 01160001461 SUN 13/11/16 20:45 DARK NORWOOD ROAD J/W BURKET CLOSE	27 LINK 7-279	512810 / 178840
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (25 Yrs - F UB6) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (25 Yrs - F UB4) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (000) CAR (? Yrs - U)	OVERTAKE MOVE VEH O/S	N TO S	JCT APP
BT - DRV NOT CONTACTED		FRONT HIT FIRST	

VEHICLE 002 (000) CAR (25 Yrs - F UB6)	GOING AHEAD OTHER	N TO S	JCT APP
BT - NOT REQUESTED		O/S HIT FIRST	

VEHICLE 003 (000) CAR (? Yrs - U)	HIT PARKED VEH	P TO P	JCT APP
BT - DRV NOT CONTACTED	PARKED	BACK HIT FIRST	

V001 A 403 (POOR TURN OR MANOEUVRE)

30 01160003152 WED 23/11/16 18:20 DARK WESTERN ROAD J/W ALBERT ROAD	27 LINK 3-749	511830 / 179090
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY OTHER JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

PED IN CWY - NOT INJ

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (51 Yrs - M UB2) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (51 Yrs - M UB2)	SLOWING OR STOPPING	N TO S	JCT APP
BT - NOT REQUESTED		BACK HIT FIRST	

VEHICLE 002 (000) CAR (25 Yrs - M UNKN)	GOING AHEAD OTHER	N TO S	JCT APP
BT - DRV NOT CONTACTED		BACK HIT FIRST	

HIT PARKED VEH

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


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P) 36 MTS TO DEC-2018 SORTED BY DATE

31 01160003232 THU 24/11/16 15:05 LIGHT MERRICK ROAD 25M N OF J/W BRIDGE ROAD, 27 LINK 237-279 512780 / 179630
 POLICE - AT SCENE ROAD-DRY WEATHER-OTHER SLIP RD NO JUN IN 20M CENTRAL REFUGE
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (36 Yrs - M W3) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C 50-125CC (36 Yrs - M W3) MOVING OFF W TO E JNY PART OF WORK
 BT - NOT REQUESTED DID NOT IMPACT

VEHICLE 002 (000) CAR (? Yrs - U) PARKED P TO P
 BT - DRV NOT CONTACTED DID NOT IMPACT

V001 A 101 (POOR OR DEFECTIVE ROAD SURFACE)

V001 A 410 (LOSS OF CONTROL)

32 01160004208 WED 30/11/16 12:40 LIGHT A3005 J/W THE GREEN SOUTHALL 27 NODE 237 512600 / 179700
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MINI GIVE WAY/UNCONT ZEBRA
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (47 Yrs - M UNKN) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING W BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) CAR (42 Yrs - M LE5) GOING AHEAD OTHER N TO S ENTERING MAIN RD
 BT - NOT REQUESTED FRONT HIT FIRST

V001 A 706 (VISION AFFECTED - DAZZLING SUN)

33 01170010326 SUN 08/01/17 14:10 LIGHT WESTERN ROAD J/W TACHBROOK ROAD 27 LINK 3-749 511740 / 179010
 POLICE - AT SCENE ROAD-WET WEATHER-OTHER SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (54 Yrs - M UB2) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING NW BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (25 Yrs - M UB1) GOING AHEAD OTHER NE TO SW JCT APP
 BT - NOT REQUESTED FRONT HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P) 36 MTS TO DEC-2018 SORTED BY DATE

34 01170015865 THU 02/02/17 15:03 DARK WESTERN ROAD 100M SW OF J/W DERLEY ROAD 27 LINK 3-749 511650 / 178930
 POLICE - AT SCENE ROAD-WET WEATHER-OTHER SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (83 Yrs - F UB2) SLIGHT PASSENGER SEATED ON PSV
 VEHICLE 001 (000) BUS/COACH (57 Yrs - M UNKN) GOING AHEAD OTHER W TO E JNY PART OF WORK
 BT - DRV NOT CONTACTED DID NOT IMPACT

V001 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)

35 01170018359 TUE 14/02/17 15:00 LIGHT KING STREET 5M S OF J/W HAMMOND ROAD 27 LINK 3-4 512340 / 179190
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (37 Yrs - F BS14) SLIGHT PASSENGER STANDING ON PSV
 VEHICLE 001 (000) BUS/COACH (58 Yrs - M UB5) MOVING OFF W TO E JCT APP
 BT - NOT REQUESTED DID NOT IMPACT

BUS LANE

V001 B 402 (JUNCTION RESTART)

V001 B 509 (DISTRACTION IN VEHICLE)

36 01170020234 WED 22/02/17 12:25 LIGHT GROSVENOR ROAD 40M N OF J/W WINDSOR ROAD 27 CELL 512500/179000 512720 / 179350
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (78 Yrs - M UB2) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) CAR (78 Yrs - M UB2) MOVING OFF P TO S O/S HIT FIRST
 BT - NOT PROVD (MEDCL REASONS) HIT PARKED VEH FOREIGN REG LHD
 VEHICLE 002 (000) CAR (? Yrs - U) PARKED P TO P DID NOT IMPACT
 BT - DRV NOT CONTACTED

V001 A 410 (LOSS OF CONTROL)

V001 A 505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)

V001 B 602 (CARELESS/RECKLESS/IN A HURRY)



The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P) 36 MTS TO DEC-2018 SORTED BY DATE

37 01170020726 FRI 24/02/17 08:15 LIGHT MONTAGUE WAYE J/W KINGS STREET 27 NODE 4 512300 / 179060
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT ZEBRA
 NOT KNOWN HOW COLLISION OCCURRED
 CASUALTY 001 (001) (64 Yrs - M UNKN) SERIOUS PEDESTRIAN CROSSING ROAD WITHIN 50M XING N BOUND FROM DRIVERS N/SIDE
 VEHICLE 001 (000) CAR (25 Yrs - M UB2) TURNING RIGHT N TO W COMM TO/FROM WORK ENTERING MAIN RD
 BT - NOT REQUESTED FRONT HIT FIRST

V001 A 706 (VISION AFFECTED - DAZZLING SUN) C001 A 802 (FAILED TO LOOK PROPERLY)

38 01170031322 THU 02/03/17 18:44 LIGHT MERRICK ROAD 60M N OF J/W CASTLE ROAD 27 LINK 237-279 512780 / 179370
 SELF COMPLETION UNKNOWN (S/R) WEATHER-UNKNOWN UNKNOWN NO JUN IN 20M UNKNOWN (S/R) UNKNOWN (S/R)
 UNKNOWN (S/R) UNKNOWN (S/R)

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (28 Yrs - M UNKN) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) CAR (28 Yrs - M UNKN) UNKNOWN (S/FGOING AHEAD OTHER U(TO U(JNY PART OF WORK
 BT - NOT REQUESTED UNKNOWN (S/R) UNKNOWN (S/R)
 UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)
 VEHICLE 002 (000) CAR (? Yrs - M NW10) UNKNOWN (S/FUNKNOWN (S/R) U(TO U(JNY PART OF WORK
 BT - NOT REQUESTED UNKNOWN (S/R) UNKNOWN (S/R)
 UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)

39 01170023032 SUN 05/03/17 00:05 DARK NORWOOD ROAD J/W BEVERLEY ROAD 27 LINK 4-6 512460 / 179040
 POLICE - AT SCENE ROAD-WET FINE/HIGH WINDS SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (48 Yrs - M UB2) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) N BOUND FROM DRIVERS O/SIDE
 VEHICLE 001 (000) CAR (? Yrs - U) GOING AHEAD OTHER E TO W JCT MID
 BT - DRV NOT CONTACTED FRONT HIT FIRST

C001 A 806 (IMPAIRED BY ALCOHOL) C001 A 802 (FAILED TO LOOK PROPERLY)
 V001 A 405 (FAILED TO LOOK PROPERLY)


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P)										36 MTS TO DEC-2018 SORTED BY DATE	
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40	01170047969	THU 09/03/17 00:01	LIGHT	DUDLEY ROAD 30M E OF J/W SUSSEX ROAD						27	CELL 512000/179000	512080 / 179410
SELF COMPLETION UNKNOWN (S/R) WEATHER-UNKNOWN SINGLE CWY NO JUN IN 20M										UNKNOWN (S/R)		
NOT KNOWN HOW COLLISION OCCURRED												

CASUALTY	001 (001)	(76 Yrs - F UB2)	SERIOUS	PASSENGER	ALIGHTING PSV							
VEHICLE	001 (000)	BUS/COACH	(? Yrs - U)		MOVING OFF	SE TO NW						
BT - DRV NOT CONTACTED										DID NOT IMPACT		

41	01170025031	MON 13/03/17 01:00	LIGHT	WESTERN ROAD J/W ALBERT ROAD						27	LINK 3-749	511810 / 179070
SELF COMPLETION ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS										GIVE WAY/UNCONT NO XING FACILITY IN 50M		
NOT KNOWN HOW COLLISION OCCURRED (VEH 1 HIRE BIKE)												

CASUALTY	001 (001)	(21 Yrs - F UB2)	SLIGHT	DRIVER/RIDER								
VEHICLE	001 (000)	PEDAL CYCLE	(21 Yrs - F UB2)		GOING AHEAD OTHER	NE TO SW	JNY PART OF WORK					JCT CLEARED
BT - NOT APPLICABLE										O/S HIT FIRST		

42	01170025509	WED 15/03/17 17:05	LIGHT	WESTERN ROAD J/W SUSSEX ROAD						27	LINK 3-749	511950 / 179190
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MINI										GIVE WAY/UNCONT NO XING FACILITY IN 50M		
NOT KNOWN HOW COLLISION OCCURRED												

CASUALTY	001 (002)	(29 Yrs - M HA9)	SERIOUS	DRIVER/RIDER								
VEHICLE	001 (000)	CAR	(53 Yrs - M W13)		GOING AHEAD HELD UP	W TO E	COMM TO/FROM WORK					JCT CLEARED
BT - NOT REQUESTED										N/S HIT FIRST		
VEHICLE	002 (000)	PEDAL CYCLE	(29 Yrs - M HA9)		GOING AHEAD OTHER	W TO E	COMM TO/FROM WORK					JCT CLEARED
BT - NOT REQUESTED										FRONT HIT FIRST		

V002 A 405 (FAILED TO LOOK PROPERLY)


The Green GIS Area Collisions - 3 years to 31-December -2018
MD01 GIS AREA B27_The_Green (P)
36 MTS TO DEC-2018 SORTED BY DATE

43 01170028177 SUN 26/03/17 17:30 LIGHT CHURCH AVENUE J/W KING STREET 27 LINK 3-237 512380 / 179330
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (39 Yrs - F UB2) SLIGHT DRIVER/RIDER

 VEHICLE 001 (000) CAR (39 Yrs - F UB2) GOING AHEAD OTHER N TO S JCT MID
 BT - NOT REQUESTED OVERTURN FRONT HIT FIRST

 VEHICLE 002 (000) CAR (? Yrs - U) HIT PARKED VEH P TO P JCT MID
 BT - DRV NOT CONTACTED PARKED BACK HIT FIRST

 VEHICLE 003 (000) CAR (? Yrs - U) PARKED P TO P JCT MID
 BT - DRV NOT CONTACTED FRONT HIT FIRST

V001 A 410 (LOSS OF CONTROL)

44 01170029159 THU 30/03/17 21:15 DARK WESTERN ROAD J/W FEATHERSTONE ROAD 27 LINK 3-749 512020 / 179170
 POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (40 Yrs - F UB1) SLIGHT PASSENGER BACK SEAT

 VEHICLE 001 (000) CAR (25 Yrs - M UB1) GOING AHEAD HELD UP W TO E JCT MID
 BT - NOT REQUESTED BACK HIT FIRST

 VEHICLE 002 (000) CAR (44 Yrs - M UB2) GOING AHEAD OTHER W TO E FOREIGN REG LHD JCT MID
 BT - NOT REQUESTED FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P)	36 MTS TO DEC-2018 SORTED BY DATE
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45 01170036316 TUE 09/05/17 16:55 LIGHT FEATHERSTONE ROAD SOUTHALL J/W DUDLEY ROAD SOUTHALL 27 CELL 512000/179000 512130 / 179380

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

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (58 Yrs - M UB2) SLIGHT DRIVER/RIDER

CASUALTY 002 (004) (35 Yrs - M UB3) SLIGHT DRIVER/RIDER

CASUALTY 003 (004) (41 Yrs - F TW4) SERIOUS PASSENGER FRONT SEAT

CASUALTY 004 (004) (35 Yrs - M UB1) SERIOUS PASSENGER BACK SEAT

VEHICLE 001 (000) CAR (? Yrs - U) PARKED P TO P JCT APP
BT - DRV NOT CONTACTED FRONT HIT FIRST

VEHICLE 002 (000) CAR (58 Yrs - M UB2) GOING AHEAD OTHER E TO W COMM TO/FROM WORK JCT APP
BT - NEGATIVE FRONT HIT FIRST

VEHICLE 003 (000) CAR (42 Yrs - M W3) GOING AHEAD OTHER S TO N JNY PART OF WORK JCT APP
BT - NEGATIVE DID NOT IMPACT

VEHICLE 004 (000) CAR (35 Yrs - M UB3) GOING AHEAD OTHER S TO N JCT APP
BT - NEGATIVE OVERTURN FRONT HIT FIRST
LEFT CWY OFFSIDE HIT PARKED VEH HIT LAMP POST

V004 A 601 (AGGRESSIVE DRIVING)

V004 A 502 (IMPAIRED BY DRUGS (ILLICIT OR MEDICINAL))

V004 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)

V004 A 306 (EXCEEDING SPEED LIMIT)

46 01170036360 TUE 09/05/17 11:58 LIGHT ADELAIDE ROAD J/W CLIFTON ROAD 27 CELL 512000/178500 512310 / 178990

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

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (39 Yrs - M UB1) SLIGHT PEDESTRIAN IN ROAD - NOT CROSSING STANDING IN RD NOT CROSSING

VEHICLE 001 (000) MINIBUS (50 Yrs - M UB2) GOING AHEAD OTHER P TO P JNY PART OF WORK JCT APP
BT - NOT REQUESTED FRONT HIT FIRST

V001 B 403 (POOR TURN OR MANOEUVRE)

V001 B 405 (FAILED TO LOOK PROPERLY)


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P)							36 MTS TO DEC-2018 SORTED BY DATE	
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47	01170039221	TUE 23/05/17 12:40	LIGHT	THE GREEN J/W KINGSTON ROAD	27	LINK 3-237	512520 / 179560
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (90 Yrs - M UB2) SLIGHT PEDESTRIAN IN ROAD - NOT CROSSING STANDING

VEHICLE 001 (000) GDS =< 3.5T (38 Yrs - M EN2) GOING AHEAD OTHER N TO S JNY PART OF WORK JCT APP

BT - NEGATIVE N/S HIT FIRST

C001 A 810 (DISABILITY OR ILLNESS, MENTAL OR PHYSICAL)

48	01170047244	FRI 07/07/17 16:35	LIGHT	ALLEYWAY OF THE GREEN SOUTHALL J/W ALLEYWAY OF THE GREEN SOUTHALL	27	CELL 512000/179500	512410 / 179500
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY OTHER JUN STOP SIGN NO XING FACILITY IN 50M

TRAF SIG OUT

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (37 Yrs - M N20) SERIOUS PEDESTRIAN IN ROAD - NOT CROSSING STANDING

VEHICLE 001 (000) CAR (44 Yrs - F TW4) SLOWING OR STOPPING S TO N JCT CLEARED

BT - REFUSED TO PROVIDE FRONT HIT FIRST

FOOTWAY

V001 A 410 (LOSS OF CONTROL)

49	01170055962	FRI 21/07/17 21:45	DARK	WESTERN ROAD 22M NE OF J/W LEONARD ROAD	27	LINK 3-749	511800 / 179060
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SELF COMPLETION UNKNOWN (S/R) WEATHER-UNKNOWN UNKNOWN NO JUN IN 20M UNKNOWN (S/R) UNKNOWN (S/R)

UNKNOWN (S/R) UNKNOWN (S/R)

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (36 Yrs - F UB05) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (36 Yrs - F UB05) UNKNOWN (S/F) UNKNOWN (S/R) U(TO U(

BT - NOT REQUESTED UNKNOWN (S/R) UNKNOWN (S/R)

UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)

VEHICLE 002 (000) GDS =< 3.5T (? Yrs - M UB02) UNKNOWN (S/F) GOING AHEAD OTHER U(TO U(

BT - NOT REQUESTED UNKNOWN (S/R) UNKNOWN (S/R)

UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P) **36 MTS TO DEC-2018 SORTED BY DATE**

50 01170049820 SAT 22/07/17 12:20 LIGHT THE GREEN J/W OSTERLEY PARK ROAD 27 LINK 3-237 512510 / 179510

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

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (41 Yrs - M TW4) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (33 Yrs - M UB2) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (41 Yrs - M TW4) SLOWING OR STOPPING N TO S JCT APP
BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (000) CAR (33 Yrs - M UB2) SLOWING OR STOPPING N TO S JCT APP
BT - NOT REQUESTED FRONT HIT FIRST

V001 B 408 (SUDDEN BRAKING)

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

51 01170050875 THU 27/07/17 22:10 DARK FEATHERSTONE ROAD J/W WESTERN ROAD 27 LINK 3-749 512020 / 179170

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

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (29 Yrs - M UB2) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) E BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (61 Yrs - M UB2) TURNING LEFT W TO N LEAVING R'ABOUT
BT - NOT REQUESTED DID NOT IMPACT

C001 A 802 (FAILED TO LOOK PROPERLY)

V001 A 103 (SLIPPERY ROAD (DUE TO WEATHER))

52 01170051040 FRI 28/07/17 19:12 LIGHT LEONARD ROAD 76M WEST FLORENCE RD 27 CELL 511500/178500 511852 / 178994

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

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (60 Yrs - F UB2) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) S BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (27 Yrs - M UB2) REVERSING N TO SE JCT APP
BT - NOT REQUESTED BACK HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P) **36 MTS TO DEC-2018 SORTED BY DATE**

53 01170052707 TUE 08/08/17 16:50 LIGHT HAVELOCK ROAD J/W RECTORY ROAD 27 CELL 512500/179000 512730 / 179090
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST OTHER JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (59 Yrs - M UB2) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (44 Yrs - M UB2) TURNING RIGHT W TO E JCT CLEARED
 BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (000) M/C 50-125CC (59 Yrs - M UB2) OVERTAKE MOVE VEH O/S W TO E JCT MID
 BT - NOT REQUESTED N/S HIT FIRST

V001 B 405 (FAILED TO LOOK PROPERLY)

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

54 01170064070 THU 12/10/17 11:45 LIGHT KING STREET 100M S OF J/W CHURCH AVENUE 27 LINK 3-237 512360 / 179300
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M ZEBRA
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (82 Yrs - F KT9) SERIOUS PEDESTRIAN CROSSING ROAD (NOT ON XING) NW BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) GDS =< 3.5T (33 Yrs - M WF9) SINGLE MOVING OFF NE TO SW JNY PART OF WORK
 BT - NEGATIVE FRONT HIT FIRST

C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

C001 A 802 (FAILED TO LOOK PROPERLY)

55 01170064120 THU 12/10/17 07:00 LIGHT THE GREEN 50M S OF J/W OSTERLEY PARK ROAD 27 LINK 3-237 512474 / 179463
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PEDN PHASE AT ATS
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (56 Yrs - M UNKN) SERIOUS PEDESTRIAN CROSSING ROAD WITHIN 50M XING E BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (61 Yrs - M UB1) GOING AHEAD OTHER N TO S COMM TO/FROM WORK
 BT - NEGATIVE FRONT HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY)



The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P) 36 MTS TO DEC-2018 SORTED BY DATE

56 01170066341 THU 12/10/17 13:07 LIGHT FEATHERSTONE ROAD J/W KINGS STREET 27 LINK 3-237 512380 / 179380
 SELF COMPLETION UNKNOWN (S/R) WEATHER-UNKNOWN SINGLE CWY T/STAG JUN UNKNOWN (S/R) ZEBRA OTH AUTH PER UNKNOWN (S/R)

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (67 Yrs - F TW13) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING N BOUND
 VEHICLE 001 (000) CAR (? Yrs - U) UNKNOWN (S/FGOING AHEAD OTHER E TO W JCT CLEARED
 BT - DRV NOT CONTACTED UNKNOWN (S/R) UNKNOWN (S/R)
 UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)

57 01170064508 SAT 14/10/17 19:25 DARK MERRICK ROAD J/W HAVELOCK ROAD 27 LINK 237-279 512780 / 179180
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (36 Yrs - M UB1) SLIGHT DRIVER/RIDER
 CASUALTY 002 (002) (23 Yrs - F TW20) SLIGHT DRIVER/RIDER
 CASUALTY 003 (002) (24 Yrs - F UB2) SLIGHT PASSENGER FRONT SEAT
 CASUALTY 004 (003) (41 Yrs - F KT12) SLIGHT DRIVER/RIDER
 CASUALTY 005 (003) (34 Yrs - F KT12) SLIGHT PASSENGER FRONT SEAT
 CASUALTY 006 (003) (62 Yrs - F KT12) SLIGHT PASSENGER BACK SEAT
 VEHICLE 001 (000) CAR (36 Yrs - M UB1) GOING AHEAD OTHER E TO W JCT APP
 BT - NOT REQUESTED FRONT HIT FIRST
 VEHICLE 002 (000) CAR (23 Yrs - F TW20) GOING AHEAD OTHER W TO E JCT APP
 BT - NOT REQUESTED BACK HIT FIRST
 VEHICLE 003 (000) CAR (41 Yrs - F KT12) GOING AHEAD OTHER W TO E JCT APP
 BT - NOT REQUESTED FRONT HIT FIRST

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

V001 A 306 (EXCEEDING SPEED LIMIT)



The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P) 36 MTS TO DEC-2018 SORTED BY DATE

58 01170064781 MON 16/10/17 16:05 LIGHT THE GREEN 15M S OF J/W OSTERLEY PARK ROAD SOUTHALL 27 LINK 3-237 512490 / 179490
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST PRIV DRIVE GIVE WAY/UNCONT NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (2 Yrs - M UB2) SLIGHT PEDESTRIAN ON FOOTPATH - VERGE S BOUND
 VEHICLE 001 (000) CAR (45 Yrs - M UB3) REVERSING W TO E JNY PART OF WORK ENTERING MAIN RD
 BT - NOT REQUESTED FRONT HIT FIRST

V001 B 510 (DISTRACTION OUTSIDE VEHICLE)

59 01170067457 WED 18/10/17 11:10 LIGHT DUDLEY ROAD J/W DUDLEY ROAD 27 CELL 511500/179000 511940 / 179470
 SELF COMPLETION UNKNOWN (S/R) WEATHER-UNKNOWN UNKNOWN UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)
 UNKNOWN (S/R) UNKNOWN (S/R)

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (43 Yrs - M TW19) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) CAR (43 Yrs - M TW19) UNKNOWN (S/R) U(TO U(UNKNOWN (S/R)
 BT - DRV NOT CONTACTED UNKNOWN (S/R) UNKNOWN (S/R)
 UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)

60 01170065637 FRI 20/10/17 09:03 LIGHT MERRICK ROAD 100M S OF J/W BRIDGE ROAD 27 LINK 237-279 512780 / 179380
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M ZEBRA
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (10 Yrs - F UB2) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING E BOUND FROM DRIVERS N/SIDE MSK
 JOURNEY TO/FROM SCHOOL Sch Attended : DAIRY MEADOW PRIMARY SCHO
 VEHICLE 001 (000) CAR (47 Yrs - F UB1) GOING AHEAD OTHER S TO N TAKING PUPIL TO/FROM SC
 BT - NOT REQUESTED N/S HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

61 01170067109 WED 25/10/17 16:30 LIGHT KING STREET J/W HAVELOCK ROAD 27 NODE 3 512350 / 179270
 SELF COMPLETION UNKNOWN (S/R) WEATHER-UNKNOWN SINGLE CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M
 UNKNOWN (S/R)

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (27 Yrs - M UB2) SERIOUS PASSENGER FRONT SEAT
 VEHICLE 001 (000) CAR (35 Yrs - F UB02) UNKNOWN (S/F SLOWING OR STOPPING NE TO SW JCT APP
 BT - DRV NOT CONTACTED UNKNOWN (S/R) BACK HIT FIRST


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P)										36 MTS TO DEC-2018 SORTED BY DATE	
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62	01170067031	SUN 29/10/17 13:30	LIGHT	MERRICK ROAD J/W HAVELOCK ROAD	27	LINK 237-279	512790 / 179140				
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVE WAY/UNCONT NO XING FACILITY IN 50M					

VEHICLE LOAD IN CWY

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (19 Yrs - F BH8) SLIGHT DRIVER/RIDER

VEHICLE	001 (000)	CAR	(19 Yrs - F BH8)	TURNING LEFT	NE TO W	JCT MID
BT - NOT REQUESTED					N/S HIT FIRST	

VEHICLE	002 (000)	CAR	(26 Yrs - M TW5)	TURNING RIGHT	NE TO E	JCT MID
BT - NOT REQUESTED					FRONT HIT FIRST	

V001 B 405 (FAILED TO LOOK PROPERLY)

63	01170068537	MON 06/11/17 15:30	LIGHT	NORWOOD ROAD 90M E OF J/W KING STREET	27	LINK 4-6	512400 / 179050				
SELF COMPLETION ROAD-DRY			WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M					

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (7 Yrs - F UB2) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) N BOUND

VEHICLE	001 (000)	CAR	(47 Yrs - M UB2)	GOING AHEAD OTHER	E TO W	FRONT HIT FIRST
BT - DRV NOT CONTACTED						

UNKNOWN (S/R)

64	01170068675	MON 06/11/17 09:30	LIGHT	ADELAIDE ROAD J/W MONTAGUE WAYE	27	NODE 4	512310 / 179050				
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	ONE-WAY ST	CROSSROADS	GIVE WAY/UNCONT ZEBRA					

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (74 Yrs - M UB2) SERIOUS PEDESTRIAN CROSSING ROAD (NOT ON XING) W BOUND FROM DRIVERS N/SIDE

VEHICLE	001 (000)	CAR	(? Yrs - U)	TURNING RIGHT	W TO S	ENTERING MAIN RD
BT - DRV NOT CONTACTED					FRONT HIT FIRST	

V001 A 405 (FAILED TO LOOK PROPERLY)


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P)	36 MTS TO DEC-2018 SORTED BY DATE
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65 01170071224 SUN 19/11/17 19:15 DARK WESTERN ROAD J/W LEONARD ROAD 27 LINK 3-749 511760 / 179020
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (47 Yrs - F UNKN) SLIGHT PASSENGER SEATED ON PSV
 VEHICLE 001 (000) BUS/COACH (22 Yrs - M NW10) GOING AHEAD OTHER E TO W JNY PART OF WORK JCT APP
 BT - NOT REQUESTED DID NOT IMPACT

V001 B 408 (SUDDEN BRAKING)

66 01170074864 FRI 01/12/17 15:15 LIGHT TACHBROOK ROAD 5M S OF J/W LEAMINGTON ROAD 27 CELL 511500/178500 511780 / 178940
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (59 Yrs - F GU22) SLIGHT PASSENGER BACK SEAT
 VEHICLE 001 (000) CAR (35 Yrs - M GU22) GOING AHEAD HELD UP S TO N JCT CLEARED
 BT - NOT REQUESTED DID NOT IMPACT
 VEHICLE 002 (000) CAR (? Yrs - U) GOING AHEAD OTHER W TO SE FOOTWAY JCT CLEARED
 BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 403 (POOR TURN OR MANOEUVRE)

67 01170075252 SAT 02/12/17 16:01 LIGHT THE GREEN 50M E OF J/W SOUTH ROAD 27 LINK 237-279 512610 / 179700
 SELF COMPLETION UNKNOWN (S/R) WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
 ROADWORKS

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (26 Yrs - M UB1) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) PEDAL CYCLE (26 Yrs - M UB1) UNKNOWN (S/F)UNKNOWN (S/R) U(TO U(
 BT - DRV NOT CONTACTED UNKNOWN (S/R) FRONT HIT FIRST
 UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)
 VEHICLE 002 (000) CAR (? Yrs - M UNKN) UNKNOWN (S/R) U(TO U(
 BT - DRV NOT CONTACTED UNKNOWN (S/R) DID NOT IMPACT
 UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P) 36 MTS TO DEC-2018 SORTED BY DATE

68 01170074959 SUN 03/12/17 01:58 DARK THE GREEN SOUTHALL J/W KINGSTON ROAD 27 LINK 3-237 512534 / 179580
 POLICE - AT SCENE ROAD-DRY WEATHER-OTHER SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA SCH XING PTRL
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (52 Yrs - M UB2) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (27 Yrs - M TW8) SLIGHT DRIVER/RIDER

CASUALTY 003 (002) (19 Yrs - F TW5) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (000) CAR (52 Yrs - M UB2) TURNING LEFT N TO W JCT APP
 BT - NOT PROVD (MEDCL REASONS) N/S HIT FIRST

VEHICLE 002 (000) CAR (27 Yrs - M TW8) GOING AHEAD OTHER S TO S JCT APP
 BT - POSITIVE FRONT HIT FIRST

V001 A 401 (JUNCTION OVERSHOOT)

V001 B 705 (VISION AFFECTED - DAZZLING HEADLIGHTS)

V002 A 405 (FAILED TO LOOK PROPERLY)

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

V002 A 902 (VEHICLE IN COURSE OF CRIME)

69 01170077193 TUE 12/12/17 10:21 LIGHT NORWOOD ROAD J/W WITLEY GARDENS 27 NODE 279 512770 / 178910
 POLICE - AT SCENE ROAD-FROST/ICE WEATHER-OTHER ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (45 Yrs - F TW4) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (45 Yrs - F TW4) SLOWING OR STOPPING N TO S
 BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (000) CAR (? Yrs - U) SLOWING OR STOPPING N TO S
 BT - DRV NOT CONTACTED FRONT HIT FIRST

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


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P)										36 MTS TO DEC-2018 SORTED BY DATE			
70	01170080735	FRI 29/12/17 12:00	LIGHT	WESTERN ROAD 65M E OF J/W OLD MANOR ROAD						27	LINK 3-749	511680 / 178960	
SELF COMPLETION ROAD-WET			WEATHER-FINE	UNKNOWN	NO JUN IN 20M			UNKNOWN (S/R)			UNKNOWN (S/R)		
NOT KNOWN HOW COLLISION OCCURRED													
CASUALTY 001 (001) (41 Yrs - F B20)			SLIGHT	DRIVER/RIDER									
VEHICLE	001 (000)	CAR	(41 Yrs - F B20)			UNKNOWN (S/R)		U(TO U(
		BT - DRV NOT CONTACTED				UNKNOWN (S/R)		UNKNOWN (S/R)					
		UNKNOWN (S/R)				UNKNOWN (S/R)		UNKNOWN (S/R)			UNKNOWN (S/R)		
VEHICLE	002 (000)	CAR	(? Yrs - U)			UNKNOWN (S/FUNKNOWN (S/R)		U(TO U(
		BT - DRV NOT CONTACTED				UNKNOWN (S/R)		UNKNOWN (S/R)					
		UNKNOWN (S/R)				UNKNOWN (S/R)		UNKNOWN (S/R)			UNKNOWN (S/R)		
71	01180081756	FRI 05/01/18 17:30	LIGHT	NORWOOD ROAD J/W KINGS STREET						27	NODE 4	512310 / 179060	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	CROSSROADS			GIVE WAY/UNCONT ZEBRA					
NOT KNOWN HOW COLLISION OCCURRED													
CASUALTY 001 (002) (48 Yrs - M UB2)			SLIGHT	DRIVER/RIDER									
VEHICLE	001 (000)	CAR	(35 Yrs - F TW4)			MOVING OFF		E TO S				ENTERING MAIN RD	
		BT - NOT REQUESTED						N/S HIT FIRST					
VEHICLE	002 (000)	M/C 125-500CC	(48 Yrs - M UB2)			GOING AHEAD OTHER		N TO E	JNY PART OF WORK			JCT APP	
		BT - NOT REQUESTED				SKID/OVER		FRONT HIT FIRST					
V001 A	405	(FAILED TO LOOK PROPERLY)					V002 A	405	(FAILED TO LOOK PROPERLY)				
V001 A	403	(POOR TURN OR MANOEUVRE)					V002 B	602	(CARELESS/RECKLESS/IN A HURRY)				
72	01180096010	TUE 13/03/18 20:20	DARK	NORWOOD ROAD J/W ENDSLEIGH ROAD						27	LINK 4-6	512520 / 179030	
SELF COMPLETION ROAD-WET			WEATHER-FINE	UNKNOWN	T/STAG JUN			UNKNOWN (S/R)	NO XING FACILITY IN 50M				
											UNKNOWN (S/R)		
NOT KNOWN HOW COLLISION OCCURRED													
CASUALTY 001 (001) (? Yrs - F UNKN)			SLIGHT	PEDESTRIAN				UNKNOWN					
VEHICLE	001 (000)	PEDAL CYCLE	(? Yrs - M UB2)			UNKNOWN (S/FUNKNOWN (S/R)		U(TO U(UNKNOWN (S/R)	
		BT - NOT APPLICABLE				UNKNOWN (S/R)		UNKNOWN (S/R)					
		UNKNOWN (S/R)				UNKNOWN (S/R)		UNKNOWN (S/R)			UNKNOWN (S/R)		


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P)	36 MTS TO DEC-2018 SORTED BY DATE
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73 01180096174 TUE 13/03/18 19:15 DARK KING STREET J/W HAVELOCK ROAD 27 NODE 3 512340 / 179230

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

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (50 Yrs - M UB2) SERIOUS PEDESTRIAN CROSSING ROAD (NOT ON XING) S BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (24 Yrs - F TW4) GOING AHEAD OTHER NE TO S JCT CLEARED

BT - NOT REQUESTED

N/S HIT FIRST

C001 A 806 (IMPAIRED BY ALCOHOL)

74 01180096593 FRI 16/03/18 15:20 LIGHT MERRICK ROAD 100M S OF J/W BRIDGE ROAD 27 LINK 237-279 512780 / 179330

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY NO JUN IN 20M ZEBRA

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (32 Yrs - F UB5) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (32 Yrs - F UB5) SLOWING OR STOPPING S TO N
BT - NOT REQUESTED DID NOT IMPACT

VEHICLE 002 (000) CAR (32 Yrs - M UB3) SLOWING OR STOPPING S TO N
BT - NOT REQUESTED FRONT HIT FIRST

V002 A 103 (SLIPPERY ROAD (DUE TO WEATHER))

V001 A 408 (SUDDEN BRAKING)

75 01180096889 SUN 18/03/18 12:00 LIGHT NORWOOD ROAD J/W WREN AVENUE 27 LINK 7-279 512774 / 178910

POLICE - AT SCENE ROAD-WET WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (67 Yrs - M UB1) SLIGHT PASSENGER STANDING ON PSV

VEHICLE 001 (000) BUS/COACH (22 Yrs - M HA0) GOING AHEAD OTHER NW TO SE JNY PART OF WORK LEAVING R'ABOUT
BT - NEGATIVE DID NOT IMPACT

C001 A 999 (OTHER FACTOR)


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P) 36 MTS TO DEC-2018 SORTED BY DATE

76 01180104489 FRI 27/04/18 19:40 LIGHT GEORGE STREET 21M E OF J/W REGINA ROAD 27 CELL 512000/178500 512110 / 178850
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST NO JUN IN 20M NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (19 Yrs - M OL12) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (31 Yrs - M TW5) GOING AHEAD OTHER E TO W
 BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (000) PEDAL CYCLE (19 Yrs - M OL12) GOING AHEAD OTHER E TO W
 BT - NOT APPLICABLE FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)

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

V002 A 999 (OTHER FACTOR)

77 01180114072 FRI 18/05/18 21:50 DARK WESTERN ROAD J/W KING STREET 27 NODE 3 512330 / 179240
 SELF COMPLETION ROAD-DRY WEATHER-UNKNOWN SINGLE CWY CROSSROADS UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (50 Yrs - M TW5) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (? Yrs - U) TURNING RIGHT U(TO U(JCT MID
 BT - DRV NOT CONTACTED FRONT HIT FIRST

VEHICLE 002 (000) PEDAL CYCLE (50 Yrs - M TW5) UNKNOWN (S/R) GOING AHEAD HELD UP U(TO U(JCT MID
 BT - NOT APPLICABLE FRONT HIT FIRST

78 01180118693 TUE 03/07/18 12:45 LIGHT MERRICK ROAD J/W BRIDGE ROAD 27 LINK 237-279 512800 / 179560
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (25 Yrs - M UB1) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (? Yrs - U) GOING AHEAD OTHER W TO E LEAVING R'ABOUT
 BT - DRV NOT CONTACTED FRONT HIT FIRST

VEHICLE 002 (000) PEDAL CYCLE (25 Yrs - M UB1) SLOWING OR STOPPING W TO E COMM TO/FROM WORK LEAVING R'ABOUT
 BT - NOT APPLICABLE BACK HIT FIRST
 LEFT CWY NEARSIDE

V001 A 601 (AGGRESSIVE DRIVING)



The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P)										36 MTS TO DEC-2018 SORTED BY DATE		
79	01180121038	SAT 14/07/18 17:55	LIGHT	NFL WESTERN ROAD 50M NE OF J/W ALBERT ROAD						27	LINK 3-749	511870 / 179130
SELF COMPLETION ROAD-DRY WEATHER-OTHER SINGLE CWY NO JUN IN 20M										UNKNOWN (S/R)		UNKNOWN (S/R)
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (28 Yrs - F UB1) SLIGHT DRIVER/RIDER												
VEHICLE	001 (000)	CAR	(28 Yrs - F UB1)		UNKNOWN (S/R)			U(TO U(
		BT - DRV NOT CONTACTED			UNKNOWN (S/R)			UNKNOWN (S/R)				
		UNKNOWN (S/R)			UNKNOWN (S/R)			UNKNOWN (S/R)			UNKNOWN (S/R)	
VEHICLE	002 (000)	CAR	(? Yrs - M SL1)		UNKNOWN (S/F)UNKNOWN (S/R)			U(TO U(
		BT - DRV NOT CONTACTED			UNKNOWN (S/R)			UNKNOWN (S/R)				
		UNKNOWN (S/R)			UNKNOWN (S/R)			UNKNOWN (S/R)			UNKNOWN (S/R)	
80	01180121375	MON 16/07/18 15:25	LIGHT	HAVELOCK ROAD J/W WILLOWBROOK ROAD						27	CELL 512500/179000	512920 / 179180
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT ZEBRA										SCH XING PTRL		
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (5 Yrs - M UB2) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING S BOUND FROM DRIVERS O/SIDE												
VEHICLE	001 (000)	CAR	(34 Yrs - M UB2)		MOVING OFF			E TO W				JCT APP
		BT - NEGATIVE						O/S HIT FIRST				
C001 A 808 (CARELESS/RECKLESS/IN A HURRY)												
81	01180126619	SAT 11/08/18 20:30	DARK	A3005 SOUTH ROAD J/W SOUTH ROAD						27	NODE 237	512600 / 179700
SELF COMPLETION ROAD-WET RAINING ROUNDABOUT MINI										GIVE WAY/UNCONT NO XING FACILITY IN 50M		
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (39 Yrs - M W4) SLIGHT DRIVER/RIDER												
VEHICLE	001 (000)	CAR	(39 Yrs - M W4)		UNKNOWN (S/R)			U(TO U(UNKNOWN (S/R)
		BT - DRV NOT CONTACTED			UNKNOWN (S/R)			BACK HIT FIRST				
		UNKNOWN (S/R)			UNKNOWN (S/R)			UNKNOWN (S/R)			UNKNOWN (S/R)	
VEHICLE	002 (000)	CAR	(? Yrs - U UNKN)		UNKNOWN (S/R)			U(TO U(UNKNOWN (S/R)
		BT - DRV NOT CONTACTED			UNKNOWN (S/R)			FRONT HIT FIRST				
		UNKNOWN (S/R)			UNKNOWN (S/R)			UNKNOWN (S/R)			UNKNOWN (S/R)	



The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P) 36 MTS TO DEC-2018 SORTED BY DATE

82 01180128072 MON 20/08/18 14:18 LIGHT SAINT JOHN'S ROAD J/W WESTERN ROAD 27 LINK 3-749 512230 / 179230
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED
 CASUALTY 001 (001) (56 Yrs - F N8) SERIOUS PEDESTRIAN CROSSING ROAD (NOT ON XING) W BOUND FROM DRIVERS N/SIDE MSK
 VEHICLE 001 (000) GDS =< 3.5T (42 Yrs - M TW19) GOING AHEAD OTHER N TO S JNY PART OF WORK JCT APP
 BT - NOT REQUESTED N/S HIT FIRST

C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE) C001 A 802 (FAILED TO LOOK PROPERLY)
 C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

83 01180130932 THU 06/09/18 12:12 LIGHT WILLOWBROOK ROAD J/W WILLOWBROOK ROAD 27 CELL 513000/179000 513010 / 179080
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (58 Yrs - M UB2) SLIGHT DRIVER/RIDER
 CASUALTY 002 (001) (27 Yrs - M UB2) SLIGHT PASSENGER BACK SEAT
 CASUALTY 003 (001) (26 Yrs - M UB2) SLIGHT PASSENGER FRONT SEAT
 CASUALTY 004 (002) (32 Yrs - M UB5) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) CAR (58 Yrs - M UB2) GOING AHEAD HELD UP N TO S ENTERING MAIN RD
 BT - NOT REQUESTED FRONT HIT FIRST
 VEHICLE 002 (000) TAXI (32 Yrs - M UB5) TURNING RIGHT E TO N JNY PART OF WORK ENTERING MAIN RD
 BT - NOT REQUESTED FRONT HIT FIRST

V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S)) V002 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))
 V001 B 602 (CARELESS/RECKLESS/IN A HURRY) V002 B 602 (CARELESS/RECKLESS/IN A HURRY)

84 01180132085 TUE 11/09/18 18:15 LIGHT NFL THE GREEN 23M N OF J/W OSTERLEY PARK ROAD 27 LINK 3-237 512510 / 179530
 SELF COMPLETION ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN UNKNOWN (S/R) ZEBRA
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (29 Yrs - M UB2) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) M/C 50-125CC (29 Yrs - M UB2) UNKNOWN (S/R) U(TO U(UNKNOWN (S/R)
 BT - DRV NOT CONTACTED UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)
 UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)
 VEHICLE 002 (000) CAR (? Yrs - U UB1) UNKNOWN (S/R) U(TO U(UNKNOWN (S/R)
 BT - DRV NOT CONTACTED UNKNOWN (S/R) FRONT HIT FIRST
 UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P) 36 MTS TO DEC-2018 SORTED BY DATE

85 01180139655 FRI 21/09/18 17:20 LIGHT THE GREEN 10M W OF J/W OSTERLEY PARK ROAD 27 LINK 3-237 512510 / 179510

SELF COMPLETION ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN UNKNOWN (S/R) UNKNOWN (S/R)

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (36 Yrs - F SM6) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (000) CAR (34 Yrs - M SM06) UNKNOWN (S/R) N TO S JCT APP
BT - DRV NOT CONTACTED N/S HIT FIRST

VEHICLE 002 (000) CAR (? Yrs - U) UNKNOWN (S/FUNKNOWN (S/R) N TO S UNKNOWN (S/R)
BT - DRV NOT CONTACTED N/S HIT FIRST

86 01180137140 FRI 05/10/18 21:34 DARK NORWOOD ROAD SOUTHALL UB2 40M E OF J/W KING STREET SOUTHALL 27 LINK 4-6 512360 / 179060

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M ZEBRA

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (15 Yrs - M UB2) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (47 Yrs - M UB1) GOING AHEAD HELD UP W TO E JNY PART OF WORK
BT - NOT REQUESTED O/S HIT FIRST

VEHICLE 002 (000) PEDAL CYCLE (15 Yrs - M UB2) GOING AHEAD OTHER W TO E
BT - NOT APPLICABLE FRONT HIT FIRST

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

V002 A 605 (INEXPERIENCED OR LEARNER DRIVER/RIDER)

V002 A 405 (FAILED TO LOOK PROPERLY)

V001 A 405 (FAILED TO LOOK PROPERLY)

87 01180141304 THU 25/10/18 19:06 DARK NORWOOD ROAD SOUTHALL J/W WREN AVENUE 27 NODE 279 512789 / 178917

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

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (40 Yrs - M TW3) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (36 Yrs - M MK4) MOVING OFF E TO W
BT - NOT REQUESTED O/S HIT FIRST

VEHICLE 002 (000) PEDAL CYCLE (40 Yrs - M TW3) GOING AHEAD OTHER N TO S COMM TO/FROM WORK LEAVING R'ABOUT
BT - NOT APPLICABLE FRONT HIT FIRST

V001 B 405 (FAILED TO LOOK PROPERLY)

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

V002 A 507 (CYCLIST WEARING DARK CLOTHING AT NIGHT)



The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P) 36 MTS TO DEC-2018 SORTED BY DATE

88 01180143392 MON 05/11/18 04:38 DARK KING STREET J/W HAVELOCK ROAD 27 NODE 3 512370 / 179230

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST CROSSROADS AUTO SIG PEDN PHASE AT ATS

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (30 Yrs - M UNKN) SLIGHT PASSENGER FRONT SEAT

CASUALTY 002 (001) (21 Yrs - M X-UK) SLIGHT PASSENGER BACK SEAT

VEHICLE 001 (000) CAR (23 Yrs - M UNKN) GOING AHEAD LEFT BEND W TO E JCT CLEARED
BT - DRV NOT CONTACTED FRONT HIT FIRST

V001 A 901 (STOLEN VEHICLE)

V001 A 902 (VEHICLE IN COURSE OF CRIME)

89 01180145856 THU 15/11/18 13:50 LIGHT NFL - MERRICK ROAD 74M NE OF J/W A3005 SOUTH ROAD 27 LINK 237-279 512680 / 179730

POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M ZEBRA

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (41 Yrs - M UB3) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (41 Yrs - M UB3) SLOWING OR STOPPING W TO E
BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (000) CAR (? Yrs - U) GOING AHEAD OTHER E TO W
BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 B 405 (FAILED TO LOOK PROPERLY)

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

V002 B 408 (SUDDEN BRAKING)

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

V002 B 601 (AGGRESSIVE DRIVING)

90 01180145921 THU 15/11/18 14:35 LIGHT WESTERN ROAD J/W FLORENCE ROAD 27 LINK 3-749 511970 / 179170

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

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (11 Yrs - M UB2) SERIOUS PEDESTRIAN CROSSING ROAD (NOT ON XING) N BOUND FROM DRIVERS O/SIDE
JOURNEY TO/FROM SCHOOL Sch Attended : featherstone high school

VEHICLE 001 (000) CAR (68 Yrs - M UB2) GOING AHEAD OTHER E TO W JCT APP
BT - NOT REQUESTED O/S HIT FIRST

C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P)										36 MTS TO DEC-2018 SORTED BY DATE		
91	01180148322	TUE 27/11/18 11:06	LIGHT	THE GREEN 050M S OF J/W KINGSTON ROAD						27	LINK 3-237	512510 / 179540
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	NO JUN IN 20M			ZEBRA				
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (35 Yrs - F UB2)			SLIGHT	PASSENGER	STANDING ON PSV							
VEHICLE 001 (000) BUS/COACH (20 Yrs - F W5)					SLOWING OR STOPPING	S TO N	JNY PART OF WORK					
BT - NOT REQUESTED						DID NOT IMPACT						
V001 A 408 (SUDDEN BRAKING)												
92	01180148873	THU 29/11/18 17:55	DARK	BRIDGE ROAD 40M E OF J/W MERRICK ROAD						27	CELL 512500/179500	512880 / 179580
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	NO JUN IN 20M			NO XING FACILITY IN 50M				
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (19 Yrs - M UB2)			SLIGHT	PEDESTRIAN			W BOUND					
VEHICLE 001 (000) CAR (? Yrs - U)					GOING AHEAD OTHER	E TO W						
BT - DRV NOT CONTACTED						FRONT HIT FIRST						
V001 B 510 (DISTRACTION OUTSIDE VEHICLE)												
93	01180149019	FRI 30/11/18 08:50	DARK	NORWOOD ROAD J/W WITLEY GARDENS						27	NODE 279	512770 / 178940
SELF COMPLETION ROAD-DRY			WEATHER-FINE	ROUNDAABOUT	ROUNDAABOUT	UNKNOWN (S/R)	CENTRAL REFUGE					
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (36 Yrs - M UB2)			SERIOUS	DRIVER/RIDER								
VEHICLE 001 (000) PEDAL CYCLE (36 Yrs - M UB2)					GOING AHEAD OTHER	W TO E	COMM TO/FROM WORK				JCT MID	
BT - NOT APPLICABLE						UNKNOWN (S/R)						
VEHICLE 002 (000) CAR (? Yrs - U UB2)					GOING AHEAD OTHER	W TO E					JCT MID	
BT - DRV NOT CONTACTED						FRONT HIT FIRST						


The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P) 36 MTS TO DEC-2018 SORTED BY DATE

94 01180149989 WED 05/12/18 03:45 DARK CHURCH ROAD 50M W OF J/W THE GREEN 27 CELL 512000/179000 512440 / 179220
 POLICE - AT SCENE ROAD-WET RAINING ONE-WAY ST NO JUN IN 20M NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (42 Yrs - M UB2) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) N BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (? Yrs - U) GOING AHEAD OTHER W TO E
 BT - DRV NOT CONTACTED DID NOT IMPACT

V001 B 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

C001 A 802 (FAILED TO LOOK PROPERLY)

95 01180152011 THU 13/12/18 21:45 DARK WESTERN ROAD J/W KING STREET 27 NODE 3 512310 / 179240
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (52 Yrs - M UB2) SERIOUS PEDESTRIAN ON FOOTPATH - VERGE UNKNOWN

VEHICLE 001 (000) CAR (19 Yrs - M UB01) OVERTAKE MOVE VEH O/S W TO E JCT APP
 BT - NEGATIVE FRONT HIT FIRST
 LEFT CWY NEARSIDE HIT KERB HIT OTH OBJECT FOOTWAY

VEHICLE 002 (000) CAR (24 Yrs - M UB3) OVERTAKE STAT VEH O/S W TO E JCT APP
 BT - NOT REQUESTED DID NOT IMPACT

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

V001 B 601 (AGGRESSIVE DRIVING)

V001 A 309 (VEHICLE TRAVELLING ALONG PAVEMENT)

96 01180152340 SAT 15/12/18 14:50 DARK MERRICK ROAD 57M E OF J/W SOUTH ROAD THE NEAREST CLASSIFIED ROAD W 27 LINK 237-279 512660 / 179720
 POLICE - AT SCENE ROAD-WET RAINING/HIGH WINDS SINGLE CWY NO JUN IN 20M ZEBRA
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (36 Yrs - M W12) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING E BOUND

VEHICLE 001 (000) MINIBUS (50 Yrs - M HA4) GOING AHEAD OTHER E TO W JNY PART OF WORK
 BT - NOT REQUESTED FRONT HIT FIRST

V001 A 707 (VISION AFFECTED - RAIN, SLEET, SNOW, OR FOG)

C001 A 999 (OTHER FACTOR)



The Green GIS Area Collisions - 3 years to 31-December -2018

MD01 GIS AREA B27_The_Green (P) 36 MTS TO DEC-2018 SORTED BY DATE

97 01180152663 SUN 16/12/18 17:40 DARK FEATHERSTONE HIGH SCHOOL 150M W OF J/W MONTAGUE ROAD 27 CELL 512000/179000 512100 / 179120
 SELF COMPLETION ROAD-WET RAINING SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (43 Yrs - F UB2) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (43 Yrs - F UB2) UNKNOWN (S/R) U(TO U(BACK HIT FIRST
 BT - DRV NOT CONTACTED UNKNOWN (S/R) UNKNOWN (S/R)
 UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)

98 01180154355 MON 24/12/18 18:00 DARK KING STREET J/W WESTERN ROAD 27 NODE 3 512350 / 179240
 POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG ZEBRA
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (67 Yrs - F UB2) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING S BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) CAR (? Yrs - U) TURNING RIGHT N TO SW JCT MID
 BT - DRV NOT CONTACTED FRONT HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

V001 B 602 (CARELESS/RECKLESS/IN A HURRY)

End of Accidents for MD01 GIS AREA B27_The_Green (P)

End of Report

Appendix D

TRICS data

Calculation Reference: AUDIT-237601-191211-1233

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	IS ISLINGTON	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 185 to 472 (units:)
 Range Selected by User: 9 to 493 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 21/06/19

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

Selected survey days:

Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Development Zone	2
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	2 days
----	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

500,001 or More	2 days
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This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days

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

Travel Plan:

Yes	1 days
No	1 days

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

PTAL Rating:

5 Very Good	2 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BT-03-C-02 ENGINEERS WAY WEMBLEY	BLOCKS OF FLATS	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone		
	Total Number of dwellings:	472	
	Survey date: WEDNESDAY	30/11/16	Survey Type: MANUAL
2	IS-03-C-07 CITY ROAD ISLINGTON	BLOCK OF FLATS	ISLINGTON
	Edge of Town Centre Development Zone		
	Total Number of dwellings:	185	
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BE-03-C-01	Filtering
BE-03-C-02	Filtering
BM-03-C-01	Filtering
BT-03-C-01	Filtering
EN-03-C-02	Filtering
EN-03-C-03	Filtering
HG-03-C-01	Filtering
HG-03-C-02	Filtering
HK-03-C-03	Filtering
HM-03-C-01	Filtering
HM-03-C-02	Filtering
HO-03-C-02	Filtering
HO-03-C-03	Filtering
HO-03-C-04	Filtering
HV-03-C-02	Filtering
IS-03-C-03	Filtering
IS-03-C-05	Filtering
IS-03-C-06	Filtering
KI-03-C-03	Filtering
KN-03-C-03	Filtering
NH-03-C-01	Filtering
RD-03-C-04	Filtering
SK-03-C-01	Filtering
SK-03-C-02	Filtering
TH-03-C-04	Filtering
WH-03-C-01	Filtering

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	329	0.005	2	329	0.012	2	329	0.017
08:00 - 09:00	2	329	0.023	2	329	0.026	2	329	0.049
09:00 - 10:00	2	329	0.024	2	329	0.026	2	329	0.050
10:00 - 11:00	2	329	0.024	2	329	0.027	2	329	0.051
11:00 - 12:00	2	329	0.015	2	329	0.017	2	329	0.032
12:00 - 13:00	2	329	0.021	2	329	0.024	2	329	0.045
13:00 - 14:00	2	329	0.026	2	329	0.029	2	329	0.055
14:00 - 15:00	2	329	0.018	2	329	0.012	2	329	0.030
15:00 - 16:00	2	329	0.012	2	329	0.017	2	329	0.029
16:00 - 17:00	2	329	0.027	2	329	0.030	2	329	0.057
17:00 - 18:00	2	329	0.038	2	329	0.020	2	329	0.058
18:00 - 19:00	2	329	0.043	2	329	0.033	2	329	0.076
19:00 - 20:00	2	329	0.024	2	329	0.027	2	329	0.051
20:00 - 21:00	2	329	0.017	2	329	0.023	2	329	0.040
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.317			0.323			0.640

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

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

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Parameter summary

Trip rate parameter range selected: 185 - 472 (units:)
 Survey date range: 01/01/11 - 21/06/19
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 Surveys manually removed from selection: 26

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	329	0.050	2	329	0.195	2	329	0.245
08:00 - 09:00	2	329	0.064	2	329	0.327	2	329	0.391
09:00 - 10:00	2	329	0.072	2	329	0.161	2	329	0.233
10:00 - 11:00	2	329	0.097	2	329	0.148	2	329	0.245
11:00 - 12:00	2	329	0.140	2	329	0.113	2	329	0.253
12:00 - 13:00	2	329	0.126	2	329	0.166	2	329	0.292
13:00 - 14:00	2	329	0.135	2	329	0.169	2	329	0.304
14:00 - 15:00	2	329	0.151	2	329	0.154	2	329	0.305
15:00 - 16:00	2	329	0.135	2	329	0.151	2	329	0.286
16:00 - 17:00	2	329	0.187	2	329	0.170	2	329	0.357
17:00 - 18:00	2	329	0.213	2	329	0.129	2	329	0.342
18:00 - 19:00	2	329	0.239	2	329	0.104	2	329	0.343
19:00 - 20:00	2	329	0.177	2	329	0.104	2	329	0.281
20:00 - 21:00	2	329	0.120	2	329	0.087	2	329	0.207
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.906			2.178			4.084

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

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

Calculation Reference: AUDIT-237601-191211-1247

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	WH WANDSWORTH	1 days

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

Secondary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	920 to 1215 (units: sqm)
Range Selected by User:	408 to 120000 (units: sqm)

Parking Spaces Range:	All Surveys Included
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Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/11 to 17/06/19
-------------	----------------------

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

Selected survey days:

Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

B1	2 days
----	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
------------	--------

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

Travel Plan:

Yes	1 days
No	1 days

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

PTAL Rating:

5 Very Good	1 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	BT-02-A-03 EMPIRE WAY WEMBLEY	OFFICES	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone		
	Total Gross floor area:	920 sqm	
	Survey date: WEDNESDAY	03/06/15	Survey Type: MANUAL
2	WH-02-A-02 BATTERSEA PARK ROAD BATTERSEA	OFFICES	WANDSWORTH
	Town Centre Built-Up Zone		
	Total Gross floor area:	1215 sqm	
	Survey date: THURSDAY	10/05/12	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BT-02-A-04	Filtering
CI-02-A-02	Filtering
CI-02-A-03	Filtering
CN-02-A-03	Filtering
HD-02-A-09	Filtering
HM-02-A-01	Filtering
HO-02-A-01	Filtering
KN-02-A-01	Filtering
LB-02-A-01	Filtering
TH-02-A-01	Filtering

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1068	0.187	2	1068	0.094	2	1068	0.281
08:00 - 09:00	2	1068	0.375	2	1068	0.094	2	1068	0.469
09:00 - 10:00	2	1068	0.281	2	1068	0.000	2	1068	0.281
10:00 - 11:00	2	1068	0.047	2	1068	0.094	2	1068	0.141
11:00 - 12:00	2	1068	0.047	2	1068	0.094	2	1068	0.141
12:00 - 13:00	2	1068	0.187	2	1068	0.141	2	1068	0.328
13:00 - 14:00	2	1068	0.141	2	1068	0.141	2	1068	0.282
14:00 - 15:00	2	1068	0.141	2	1068	0.141	2	1068	0.282
15:00 - 16:00	2	1068	0.047	2	1068	0.141	2	1068	0.188
16:00 - 17:00	2	1068	0.094	2	1068	0.047	2	1068	0.141
17:00 - 18:00	2	1068	0.187	2	1068	0.468	2	1068	0.655
18:00 - 19:00	2	1068	0.141	2	1068	0.281	2	1068	0.422
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.875			1.736			3.611

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

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

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Parameter summary

Trip rate parameter range selected:	920 - 1215 (units: sqm)
Survey date date range:	01/01/11 - 17/06/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	10

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1068	1.639	2	1068	0.094	2	1068	1.733
08:00 - 09:00	2	1068	3.607	2	1068	0.187	2	1068	3.794
09:00 - 10:00	2	1068	1.499	2	1068	0.047	2	1068	1.546
10:00 - 11:00	2	1068	0.937	2	1068	0.609	2	1068	1.546
11:00 - 12:00	2	1068	0.375	2	1068	0.281	2	1068	0.656
12:00 - 13:00	2	1068	0.984	2	1068	1.733	2	1068	2.717
13:00 - 14:00	2	1068	1.593	2	1068	0.984	2	1068	2.577
14:00 - 15:00	2	1068	1.218	2	1068	0.796	2	1068	2.014
15:00 - 16:00	2	1068	0.703	2	1068	1.499	2	1068	2.202
16:00 - 17:00	2	1068	0.562	2	1068	1.546	2	1068	2.108
17:00 - 18:00	2	1068	0.562	2	1068	3.888	2	1068	4.450
18:00 - 19:00	2	1068	0.187	2	1068	2.014	2	1068	2.201
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.866			13.678			27.544

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

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

Calculation Reference: AUDIT-237601-191211-1225

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 MULTI-MODAL VEHICLES

Selected regions and areas:

01 GREATER LONDON
 BT BRENT 1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 620 to 620 (units: sqm)
 Range Selected by User: 620 to 6100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 10/09/14

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

Selected survey days:

Tuesday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Built-Up Zone 1

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

Secondary Filtering selection:

Use Class:

B1 1 days

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

Population within 1 mile:

50,001 to 100,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

500,001 or More 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

0.6 to 1.0 1 days

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

Not Known 1 days

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

No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1 BT-02-C-01 INDUSTRIAL UNIT BRENT
 CLAREMONT ROAD
 KILBURN
 QUEEN'S PARK
 Neighbourhood Centre (PPS6 Local Centre)
 Built-Up Zone
 Total Gross floor area: 620 sqm
Survey date: TUESDAY 18/09/01 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BT-02-C-02	Filtering

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	1	620	0.000	1	620	0.000	1	620	0.000
07:30 - 08:00	1	620	0.161	1	620	0.000	1	620	0.161
08:00 - 08:30	1	620	0.323	1	620	0.000	1	620	0.323
08:30 - 09:00	1	620	0.000	1	620	0.000	1	620	0.000
09:00 - 09:30	1	620	0.000	1	620	0.000	1	620	0.000
09:30 - 10:00	1	620	0.323	1	620	0.323	1	620	0.646
10:00 - 10:30	1	620	0.323	1	620	0.161	1	620	0.484
10:30 - 11:00	1	620	0.323	1	620	0.000	1	620	0.323
11:00 - 11:30	1	620	0.000	1	620	0.000	1	620	0.000
11:30 - 12:00	1	620	0.161	1	620	0.161	1	620	0.322
12:00 - 12:30	1	620	0.161	1	620	0.000	1	620	0.161
12:30 - 13:00	1	620	0.161	1	620	0.161	1	620	0.322
13:00 - 13:30	1	620	0.000	1	620	0.161	1	620	0.161
13:30 - 14:00	1	620	0.000	1	620	0.000	1	620	0.000
14:00 - 14:30	1	620	0.161	1	620	0.000	1	620	0.161
14:30 - 15:00	1	620	0.000	1	620	0.000	1	620	0.000
15:00 - 15:30	1	620	0.000	1	620	0.000	1	620	0.000
15:30 - 16:00	1	620	0.161	1	620	0.161	1	620	0.322
16:00 - 16:30	1	620	0.000	1	620	0.323	1	620	0.323
16:30 - 17:00	1	620	0.000	1	620	0.323	1	620	0.323
17:00 - 17:30	1	620	0.000	1	620	0.323	1	620	0.323
17:30 - 18:00	1	620	0.000	1	620	0.161	1	620	0.161
18:00 - 18:30	1	620	0.000	1	620	0.000	1	620	0.000
18:30 - 19:00	1	620	0.000	1	620	0.000	1	620	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.258			2.258			4.516

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

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

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Parameter summary

Trip rate parameter range selected:	620 - 620 (units: sqm)
Survey date date range:	01/01/00 - 10/09/14
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	1	620	0.000	1	620	0.000	1	620	0.000
07:30 - 08:00	1	620	0.161	1	620	0.000	1	620	0.161
08:00 - 08:30	1	620	0.323	1	620	0.000	1	620	0.323
08:30 - 09:00	1	620	0.000	1	620	0.000	1	620	0.000
09:00 - 09:30	1	620	0.000	1	620	0.000	1	620	0.000
09:30 - 10:00	1	620	0.323	1	620	0.323	1	620	0.646
10:00 - 10:30	1	620	0.323	1	620	0.161	1	620	0.484
10:30 - 11:00	1	620	0.323	1	620	0.000	1	620	0.323
11:00 - 11:30	1	620	0.000	1	620	0.000	1	620	0.000
11:30 - 12:00	1	620	0.161	1	620	0.161	1	620	0.322
12:00 - 12:30	1	620	0.161	1	620	0.000	1	620	0.161
12:30 - 13:00	1	620	0.161	1	620	0.161	1	620	0.322
13:00 - 13:30	1	620	0.000	1	620	0.161	1	620	0.161
13:30 - 14:00	1	620	0.000	1	620	0.000	1	620	0.000
14:00 - 14:30	1	620	0.323	1	620	0.000	1	620	0.323
14:30 - 15:00	1	620	0.000	1	620	0.000	1	620	0.000
15:00 - 15:30	1	620	0.000	1	620	0.000	1	620	0.000
15:30 - 16:00	1	620	0.161	1	620	0.323	1	620	0.484
16:00 - 16:30	1	620	0.000	1	620	0.323	1	620	0.323
16:30 - 17:00	1	620	0.000	1	620	0.323	1	620	0.323
17:00 - 17:30	1	620	0.000	1	620	0.484	1	620	0.484
17:30 - 18:00	1	620	0.000	1	620	0.645	1	620	0.645
18:00 - 18:30	1	620	0.000	1	620	0.000	1	620	0.000
18:30 - 19:00	1	620	0.000	1	620	0.000	1	620	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.420			3.065			5.485

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	1	620	0.000	1	620	0.000	1	620	0.000
07:30 - 08:00	1	620	0.000	1	620	0.000	1	620	0.000
08:00 - 08:30	1	620	0.000	1	620	0.000	1	620	0.000
08:30 - 09:00	1	620	0.323	1	620	0.161	1	620	0.484
09:00 - 09:30	1	620	0.000	1	620	0.000	1	620	0.000
09:30 - 10:00	1	620	0.000	1	620	0.000	1	620	0.000
10:00 - 10:30	1	620	0.000	1	620	0.161	1	620	0.161
10:30 - 11:00	1	620	0.161	1	620	0.000	1	620	0.161
11:00 - 11:30	1	620	0.323	1	620	0.323	1	620	0.646
11:30 - 12:00	1	620	0.000	1	620	0.000	1	620	0.000
12:00 - 12:30	1	620	0.000	1	620	0.000	1	620	0.000
12:30 - 13:00	1	620	0.000	1	620	0.000	1	620	0.000
13:00 - 13:30	1	620	0.484	1	620	0.323	1	620	0.807
13:30 - 14:00	1	620	0.161	1	620	0.161	1	620	0.322
14:00 - 14:30	1	620	0.161	1	620	0.000	1	620	0.161
14:30 - 15:00	1	620	0.000	1	620	0.000	1	620	0.000
15:00 - 15:30	1	620	0.000	1	620	0.000	1	620	0.000
15:30 - 16:00	1	620	0.000	1	620	0.000	1	620	0.000
16:00 - 16:30	1	620	0.161	1	620	0.161	1	620	0.322
16:30 - 17:00	1	620	0.000	1	620	0.000	1	620	0.000
17:00 - 17:30	1	620	0.000	1	620	0.161	1	620	0.161
17:30 - 18:00	1	620	0.000	1	620	0.000	1	620	0.000
18:00 - 18:30	1	620	0.000	1	620	0.161	1	620	0.161
18:30 - 19:00	1	620	0.000	1	620	0.000	1	620	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.774			1.612			3.386

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	1	620	0.000	1	620	0.000	1	620	0.000
07:30 - 08:00	1	620	0.000	1	620	0.000	1	620	0.000
08:00 - 08:30	1	620	0.000	1	620	0.000	1	620	0.000
08:30 - 09:00	1	620	0.000	1	620	0.000	1	620	0.000
09:00 - 09:30	1	620	0.161	1	620	0.000	1	620	0.161
09:30 - 10:00	1	620	0.000	1	620	0.000	1	620	0.000
10:00 - 10:30	1	620	0.000	1	620	0.000	1	620	0.000
10:30 - 11:00	1	620	0.000	1	620	0.000	1	620	0.000
11:00 - 11:30	1	620	0.161	1	620	0.000	1	620	0.161
11:30 - 12:00	1	620	0.000	1	620	0.000	1	620	0.000
12:00 - 12:30	1	620	0.000	1	620	0.000	1	620	0.000
12:30 - 13:00	1	620	0.000	1	620	0.000	1	620	0.000
13:00 - 13:30	1	620	0.000	1	620	0.000	1	620	0.000
13:30 - 14:00	1	620	0.000	1	620	0.000	1	620	0.000
14:00 - 14:30	1	620	0.000	1	620	0.000	1	620	0.000
14:30 - 15:00	1	620	0.000	1	620	0.000	1	620	0.000
15:00 - 15:30	1	620	0.000	1	620	0.000	1	620	0.000
15:30 - 16:00	1	620	0.000	1	620	0.161	1	620	0.161
16:00 - 16:30	1	620	0.000	1	620	0.000	1	620	0.000
16:30 - 17:00	1	620	0.000	1	620	0.000	1	620	0.000
17:00 - 17:30	1	620	0.000	1	620	0.000	1	620	0.000
17:30 - 18:00	1	620	0.000	1	620	0.161	1	620	0.161
18:00 - 18:30	1	620	0.000	1	620	0.161	1	620	0.161
18:30 - 19:00	1	620	0.000	1	620	0.000	1	620	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.322			0.483			0.805

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	1	620	0.000	1	620	0.000	1	620	0.000
07:30 - 08:00	1	620	0.161	1	620	0.000	1	620	0.161
08:00 - 08:30	1	620	0.323	1	620	0.000	1	620	0.323
08:30 - 09:00	1	620	0.323	1	620	0.161	1	620	0.484
09:00 - 09:30	1	620	0.161	1	620	0.000	1	620	0.161
09:30 - 10:00	1	620	0.323	1	620	0.323	1	620	0.646
10:00 - 10:30	1	620	0.323	1	620	0.323	1	620	0.646
10:30 - 11:00	1	620	0.484	1	620	0.000	1	620	0.484
11:00 - 11:30	1	620	0.484	1	620	0.323	1	620	0.807
11:30 - 12:00	1	620	0.161	1	620	0.161	1	620	0.322
12:00 - 12:30	1	620	0.161	1	620	0.000	1	620	0.161
12:30 - 13:00	1	620	0.161	1	620	0.161	1	620	0.322
13:00 - 13:30	1	620	0.484	1	620	0.484	1	620	0.968
13:30 - 14:00	1	620	0.161	1	620	0.161	1	620	0.322
14:00 - 14:30	1	620	0.484	1	620	0.000	1	620	0.484
14:30 - 15:00	1	620	0.000	1	620	0.000	1	620	0.000
15:00 - 15:30	1	620	0.000	1	620	0.000	1	620	0.000
15:30 - 16:00	1	620	0.161	1	620	0.484	1	620	0.645
16:00 - 16:30	1	620	0.161	1	620	0.484	1	620	0.645
16:30 - 17:00	1	620	0.000	1	620	0.323	1	620	0.323
17:00 - 17:30	1	620	0.000	1	620	0.645	1	620	0.645
17:30 - 18:00	1	620	0.000	1	620	0.806	1	620	0.806
18:00 - 18:30	1	620	0.000	1	620	0.323	1	620	0.323
18:30 - 19:00	1	620	0.000	1	620	0.000	1	620	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.516			5.162			9.678

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

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

Calculation Reference: AUDIT-237601-191211-1200

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 MULTI-MODAL VEHICLES

Selected regions and areas:

01 GREATER LONDON
 WH WANDSWORTH 1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 600 to 600 (units: sqm)
 Range Selected by User: 600 to 600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 19/06/02

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

Selected survey days:

Wednesday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 1

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

Selected Location Sub Categories:

Built-Up Zone 1

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

Secondary Filtering selection:

Use Class:

A1 1 days

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

Population within 1 mile:

25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

250,001 to 500,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 1 days

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

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 1 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known 1 days

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

PTAL Rating:

No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1	WH-01-G-01	WINE WAREHOUSE	WANDSWORTH
	UPPER RICHMOND ROAD		
	PUTNEY		
	EAST PUTNEY		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	600 sqm	
	Survey date: WEDNESDAY	19/06/02	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	600	0.667	1	600	0.667	1	600	1.334
11:00 - 12:00	1	600	0.667	1	600	0.333	1	600	1.000
12:00 - 13:00	1	600	0.500	1	600	0.833	1	600	1.333
13:00 - 14:00	1	600	0.500	1	600	0.333	1	600	0.833
14:00 - 15:00	1	600	0.500	1	600	0.500	1	600	1.000
15:00 - 16:00	1	600	0.167	1	600	0.167	1	600	0.334
16:00 - 17:00	1	600	0.167	1	600	0.167	1	600	0.334
17:00 - 18:00	1	600	0.667	1	600	0.667	1	600	1.334
18:00 - 19:00	1	600	0.333	1	600	0.500	1	600	0.833
19:00 - 20:00	1	600	0.333	1	600	0.167	1	600	0.500
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.501			4.334			8.835

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

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

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Parameter summary

Trip rate parameter range selected:	600 - 600 (units: sqm)
Survey date range:	01/01/00 - 19/06/02
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	600	0.667	1	600	0.667	1	600	1.334
11:00 - 12:00	1	600	0.833	1	600	0.333	1	600	1.166
12:00 - 13:00	1	600	0.833	1	600	1.167	1	600	2.000
13:00 - 14:00	1	600	1.000	1	600	0.833	1	600	1.833
14:00 - 15:00	1	600	0.833	1	600	0.833	1	600	1.666
15:00 - 16:00	1	600	0.333	1	600	0.333	1	600	0.666
16:00 - 17:00	1	600	0.167	1	600	0.167	1	600	0.334
17:00 - 18:00	1	600	0.833	1	600	0.833	1	600	1.666
18:00 - 19:00	1	600	0.333	1	600	0.500	1	600	0.833
19:00 - 20:00	1	600	0.333	1	600	0.167	1	600	0.500
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.165			5.833			11.998

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

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	600	0.333	1	600	0.333	1	600	0.666
11:00 - 12:00	1	600	0.333	1	600	0.333	1	600	0.666
12:00 - 13:00	1	600	0.167	1	600	0.167	1	600	0.334
13:00 - 14:00	1	600	0.333	1	600	0.333	1	600	0.666
14:00 - 15:00	1	600	0.000	1	600	0.000	1	600	0.000
15:00 - 16:00	1	600	0.500	1	600	0.500	1	600	1.000
16:00 - 17:00	1	600	0.167	1	600	0.167	1	600	0.334
17:00 - 18:00	1	600	0.500	1	600	0.500	1	600	1.000
18:00 - 19:00	1	600	0.167	1	600	0.167	1	600	0.334
19:00 - 20:00	1	600	0.167	1	600	0.167	1	600	0.334
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.667			2.667			5.334

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

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	600	1.000	1	600	1.000	1	600	2.000
11:00 - 12:00	1	600	1.167	1	600	0.667	1	600	1.834
12:00 - 13:00	1	600	1.000	1	600	1.333	1	600	2.333
13:00 - 14:00	1	600	1.333	1	600	1.167	1	600	2.500
14:00 - 15:00	1	600	0.833	1	600	0.833	1	600	1.666
15:00 - 16:00	1	600	0.833	1	600	0.833	1	600	1.666
16:00 - 17:00	1	600	0.333	1	600	0.333	1	600	0.666
17:00 - 18:00	1	600	1.333	1	600	1.333	1	600	2.666
18:00 - 19:00	1	600	0.500	1	600	0.667	1	600	1.167
19:00 - 20:00	1	600	0.500	1	600	0.333	1	600	0.833
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.832			8.499			17.331

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

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

Calculation Reference: AUDIT-237601-191211-1228

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
 Category : D - NURSERY
 MULTI-MODAL VEHICLES

Selected regions and areas:

02 SOUTH EAST
 ES EAST SUSSEX 1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 185 to 185 (units: sqm)
 Range Selected by User: 176 to 750 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 21/05/19

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

Selected survey days:

Friday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Residential Zone 1

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

Secondary Filtering selection:

Use Class:

D1 1 days

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

Population within 1 mile:

50,001 to 100,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

250,001 to 500,000

1 days

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

Car ownership within 5 miles:

1.1 to 1.5

1 days

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

Travel Plan:

No

1 days

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

PTAL Rating:

No PTAL Present

1 days

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

LIST OF SITES relevant to selection parameters

1 ES-04-D-01 NURSERY EAST SUSSEX
 CONNAUGHT ROAD
 BRIGHTON
 HOVE
 Neighbourhood Centre (PPS6 Local Centre)
 Residential Zone
 Total Gross floor area: 185 sqm
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-04-D-02	Filtering
CH-04-D-01	Filtering
LN-04-D-01	Filtering
SF-04-D-03	Filtering
TW-04-D-02	Filtering
TW-04-D-03	Filtering

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	185	2.703	1	185	1.081	1	185	3.784
08:00 - 09:00	1	185	7.027	1	185	7.027	1	185	14.054
09:00 - 10:00	1	185	1.622	1	185	1.081	1	185	2.703
10:00 - 11:00	1	185	0.000	1	185	0.000	1	185	0.000
11:00 - 12:00	1	185	0.000	1	185	0.000	1	185	0.000
12:00 - 13:00	1	185	1.081	1	185	1.081	1	185	2.162
13:00 - 14:00	1	185	2.162	1	185	2.162	1	185	4.324
14:00 - 15:00	1	185	0.000	1	185	0.000	1	185	0.000
15:00 - 16:00	1	185	2.703	1	185	2.703	1	185	5.406
16:00 - 17:00	1	185	1.622	1	185	1.622	1	185	3.244
17:00 - 18:00	1	185	3.243	1	185	3.784	1	185	7.027
18:00 - 19:00	1	185	0.541	1	185	2.162	1	185	2.703
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			22.704			22.703			45.407

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

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

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Parameter summary

Trip rate parameter range selected:	185 - 185 (units: sqm)
Survey date range:	01/01/11 - 21/05/19
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	6

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	185	4.324	1	185	1.081	1	185	5.405
08:00 - 09:00	1	185	14.054	1	185	7.027	1	185	21.081
09:00 - 10:00	1	185	3.784	1	185	1.081	1	185	4.865
10:00 - 11:00	1	185	0.000	1	185	0.000	1	185	0.000
11:00 - 12:00	1	185	0.000	1	185	0.000	1	185	0.000
12:00 - 13:00	1	185	2.162	1	185	1.081	1	185	3.243
13:00 - 14:00	1	185	2.703	1	185	3.243	1	185	5.946
14:00 - 15:00	1	185	0.000	1	185	0.000	1	185	0.000
15:00 - 16:00	1	185	2.703	1	185	6.486	1	185	9.189
16:00 - 17:00	1	185	1.622	1	185	3.784	1	185	5.406
17:00 - 18:00	1	185	3.243	1	185	8.108	1	185	11.351
18:00 - 19:00	1	185	0.541	1	185	3.243	1	185	3.784
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			35.136			35.134			70.270

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	185	1.081	1	185	0.000	1	185	1.081
08:00 - 09:00	1	185	0.000	1	185	0.000	1	185	0.000
09:00 - 10:00	1	185	0.000	1	185	0.541	1	185	0.541
10:00 - 11:00	1	185	0.000	1	185	0.000	1	185	0.000
11:00 - 12:00	1	185	0.000	1	185	0.000	1	185	0.000
12:00 - 13:00	1	185	1.622	1	185	0.000	1	185	1.622
13:00 - 14:00	1	185	0.541	1	185	0.541	1	185	1.082
14:00 - 15:00	1	185	0.000	1	185	0.000	1	185	0.000
15:00 - 16:00	1	185	2.703	1	185	3.784	1	185	6.487
16:00 - 17:00	1	185	0.541	1	185	1.081	1	185	1.622
17:00 - 18:00	1	185	2.703	1	185	2.162	1	185	4.865
18:00 - 19:00	1	185	0.541	1	185	1.622	1	185	2.163
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.732			9.731			19.463

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	185	1.081	1	185	0.000	1	185	1.081
08:00 - 09:00	1	185	0.000	1	185	1.081	1	185	1.081
09:00 - 10:00	1	185	0.000	1	185	0.000	1	185	0.000
10:00 - 11:00	1	185	0.000	1	185	0.000	1	185	0.000
11:00 - 12:00	1	185	0.000	1	185	0.000	1	185	0.000
12:00 - 13:00	1	185	0.541	1	185	0.000	1	185	0.541
13:00 - 14:00	1	185	0.541	1	185	0.000	1	185	0.541
14:00 - 15:00	1	185	0.000	1	185	0.000	1	185	0.000
15:00 - 16:00	1	185	0.000	1	185	0.000	1	185	0.000
16:00 - 17:00	1	185	0.000	1	185	1.081	1	185	1.081
17:00 - 18:00	1	185	0.000	1	185	0.000	1	185	0.000
18:00 - 19:00	1	185	0.000	1	185	0.000	1	185	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.163			2.162			4.325

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	185	1.081	1	185	0.000	1	185	1.081
08:00 - 09:00	1	185	0.000	1	185	1.081	1	185	1.081
09:00 - 10:00	1	185	0.000	1	185	0.000	1	185	0.000
10:00 - 11:00	1	185	0.000	1	185	0.000	1	185	0.000
11:00 - 12:00	1	185	0.000	1	185	0.000	1	185	0.000
12:00 - 13:00	1	185	0.541	1	185	0.000	1	185	0.541
13:00 - 14:00	1	185	0.541	1	185	0.000	1	185	0.541
14:00 - 15:00	1	185	0.000	1	185	0.000	1	185	0.000
15:00 - 16:00	1	185	0.000	1	185	0.000	1	185	0.000
16:00 - 17:00	1	185	0.000	1	185	1.081	1	185	1.081
17:00 - 18:00	1	185	0.000	1	185	0.000	1	185	0.000
18:00 - 19:00	1	185	0.000	1	185	0.000	1	185	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.163			2.162			4.325

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	185	6.486	1	185	1.081	1	185	7.567
08:00 - 09:00	1	185	14.054	1	185	8.108	1	185	22.162
09:00 - 10:00	1	185	3.784	1	185	1.622	1	185	5.406
10:00 - 11:00	1	185	0.000	1	185	0.000	1	185	0.000
11:00 - 12:00	1	185	0.000	1	185	0.000	1	185	0.000
12:00 - 13:00	1	185	4.324	1	185	1.081	1	185	5.405
13:00 - 14:00	1	185	3.784	1	185	3.784	1	185	7.568
14:00 - 15:00	1	185	0.000	1	185	0.000	1	185	0.000
15:00 - 16:00	1	185	5.405	1	185	10.270	1	185	15.675
16:00 - 17:00	1	185	2.162	1	185	5.946	1	185	8.108
17:00 - 18:00	1	185	5.946	1	185	10.270	1	185	16.216
18:00 - 19:00	1	185	1.081	1	185	4.865	1	185	5.946
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			47.026			47.027			94.053

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

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

Appendix E

Junction modelling results

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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Filename: Access from The Green Rev.j9
Path: T:\30000_Projects\31051 The Green, Southall\Calculations\PICADY\Access from The Green
Report generation date: 18/03/2021 19:35:49

- »2026 + Development - 2026, AM
- »2026 + Development - 2026, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2026 + Development - 2026								
Stream B-C	0.0	6.87	0.02	A	0.0	0.00	0.00	A
Stream B-A	0.0	12.11	0.05	B	0.0	0.00	0.00	A
Stream C-A	1.0	6.32	0.35	A	0.5	4.43	0.19	A
Stream C-B	0.0	6.02	0.35	A	0.0	4.22	0.20	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	06/11/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPP111\techuser
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2026 + Development	✓	100.000	100.000

2026 + Development - 2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Green - Site Access	T-Junction	Two-way		3.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	The Green (s)		Major
B	Site Access		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	9.00			80.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	6.60	2.80	2.80	2.70	2.70	✓	1.00	24	30

Zebra Crossings

Arm	Space between crossing and junction entry (Right / All) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
C	1.00	1.00		Distance	7.00	5.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	494	0.078	0.198	0.125	0.283
1	B-C	654	0.087	0.220	-	-
1	C-B	620	0.209	0.209	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	409	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	529	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B		
C	[ONEHOUR]	200.00

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	8	401
	B	13	0	12
	C	518	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	12
	B	0	0	0
	C	13	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	6.87	0.0	A	11	17
B-A	0.05	12.11	0.0	B	12	18
C-A	0.35	6.32	1.0	A	475	713
C-B	0.35	6.02	0.0	A	10	15
A-B					7	11
A-C					368	552

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2		575	0.016	9	0.0	0.0	6.362	A
B-A	10	2		370	0.026	10	0.0	0.0	9.992	A
C-A	390	97	150.57	1710	0.228	388	0.0	0.6	5.094	A
C-B	8	2	150.57	36	0.233	8	0.0	0.0	4.825	A
A-B	6	2				6				
A-C	302	75				302				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3		559	0.019	11	0.0	0.0	6.566	A
B-A	12	3		345	0.034	12	0.0	0.0	10.789	B
C-A	466	116	179.80	1678	0.278	465	0.6	0.7	5.556	A
C-B	10	2	179.80	35	0.282	10	0.0	0.0	5.276	A
A-B	7	2				7				
A-C	360	90				360				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3		537	0.025	13	0.0	0.0	6.868	A
B-A	14	4		312	0.046	14	0.0	0.0	12.098	B
C-A	570	143	220.20	1634	0.349	569	0.7	1.0	6.311	A
C-B	12	3	220.20	34	0.353	12	0.0	0.0	6.011	A
A-B	9	2				9				
A-C	442	110				442				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3		537	0.025	13	0.0	0.0	6.870	A
B-A	14	4		312	0.046	14	0.0	0.0	12.107	B
C-A	570	143	220.20	1634	0.349	570	1.0	1.0	6.325	A
C-B	12	3	220.20	34	0.353	12	0.0	0.0	6.025	A
A-B	9	2				9				
A-C	442	110				442				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3		559	0.019	11	0.0	0.0	6.573	A
B-A	12	3		345	0.034	12	0.0	0.0	10.802	B
C-A	466	116	179.80	1678	0.278	467	1.0	0.8	5.572	A
C-B	10	2	179.80	35	0.282	10	0.0	0.0	5.291	A
A-B	7	2				7				
A-C	360	90				360				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2		574	0.016	9	0.0	0.0	6.371	A
B-A	10	2		369	0.026	10	0.0	0.0	10.012	B
C-A	390	97	150.57	1710	0.228	391	0.8	0.6	5.117	A
C-B	8	2	150.57	36	0.232	8	0.0	0.0	4.849	A
A-B	6	2				6				
A-C	302	75				302				

2026 + Development - 2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Pedestrian Crossing	Arm C - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Green - Site Access	T-Junction	Two-way		2.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	320	100.000
B		ONE HOUR	✓	4	100.000
C		ONE HOUR	✓	343	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B		
C	[ONEHOUR]	0.00

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	6	314
	B	2	0	2
	C	336	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	12	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-A	0.19	4.43	0.5	A	308	462
C-B	0.20	4.22	0.0	A	6	10
A-B					6	8
A-C					288	432

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0		605	0.000	0	0.0	0.0	0.000	A
B-A	0	0		406	0.000	0	0.0	0.0	0.000	A
C-A	253	63	0.00	1906	0.133	252	0.0	0.3	4.104	A
C-B	5	1	0.00	39	0.136	5	0.0	0.0	3.896	A
A-B	5	1				5				
A-C	236	59				236				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0		594	0.000	0	0.0	0.0	0.000	A
B-A	0	0		389	0.000	0	0.0	0.0	0.000	A
C-A	302	76	0.00	1905	0.159	302	0.3	0.4	4.237	A
C-B	6	2	0.00	39	0.163	6	0.0	0.0	4.029	A
A-B	5	1				5				
A-C	282	71				282				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0		578	0.000	0	0.0	0.0	0.000	A
B-A	0	0		365	0.000	0	0.0	0.0	0.000	A
C-A	370	92	0.00	1903	0.194	370	0.4	0.5	4.427	A
C-B	8	2	0.00	39	0.199	8	0.0	0.0	4.220	A
A-B	7	2				7				
A-C	346	86				346				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0		578	0.000	0	0.0	0.0	0.000	A
B-A	0	0		365	0.000	0	0.0	0.0	0.000	A
C-A	370	92	0.00	1903	0.194	370	0.5	0.5	4.429	A
C-B	8	2	0.00	39	0.199	8	0.0	0.0	4.223	A
A-B	7	2				7				
A-C	346	86				346				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0		594	0.000	0	0.0	0.0	0.000	A
B-A	0	0		388	0.000	0	0.0	0.0	0.000	A
C-A	302	76	0.00	1905	0.159	302	0.5	0.4	4.240	A
C-B	6	2	0.00	39	0.163	6	0.0	0.0	4.032	A
A-B	5	1				5				
A-C	282	71				282				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0		605	0.000	0	0.0	0.0	0.000	A
B-A	0	0		405	0.000	0	0.0	0.0	0.000	A
C-A	253	63	0.00	1906	0.133	253	0.4	0.3	4.112	A
C-B	5	1	0.00	39	0.136	5	0.0	0.0	3.903	A
A-B	5	1				5				
A-C	236	59				236				

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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Filename: Featherstone Terrace - Featherstone Road.j9
Path: T:\30000_Projects\31051 The Green, Southall\Calculations\PICADY\Access from Featherstone Road
Report generation date: 18/03/2021 19:46:12

- »2026 + Development - 2026, AM
- »2026 + Development - 2026, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2026 + Development - 2026								
Stream B-C	0.0	6.64	0.01	A	0.0	6.59	0.01	A
Stream B-A	0.0	9.22	0.01	A	0.0	9.50	0.01	A
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	06/11/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPP111\techuser
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2026 + Development	✓	✓	D1,D2	100.000	100.000

2026 + Development - 2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Featherstone Road - Site Access	T-Junction	Two-way		0.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Featherstone Road (w)		Major
B	Site Access		Minor
C	Featherstone Road (e)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.70			80.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	4.40	3.70	3.70	3.70	3.70	✓	1.00	29	27

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	460	0.078	0.196	0.123	0.280
1	B-C	590	0.084	0.212	-	-
1	C-B	620	0.223	0.223	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	166	100.000
B		ONE HOUR	✓	8	100.000
C		ONE HOUR	✓	186	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	0	166
	B	4	0	4
	C	186	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	7
	B	0	0	0
	C	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	6.64	0.0	A	4	6
B-A	0.01	9.22	0.0	A	4	6
C-A					171	256
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					152	228

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.75	560	0.005	3	0.0	0.0	6.459	A
B-A	3	0.75	415	0.007	3	0.0	0.0	8.731	A
C-A	140	35			140				
C-B	0	0	591	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	125	31			125				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.90	554	0.006	4	0.0	0.0	6.534	A
B-A	4	0.90	407	0.009	4	0.0	0.0	8.930	A
C-A	167	42			167				
C-B	0	0	585	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	149	37			149				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	547	0.008	4	0.0	0.0	6.639	A
B-A	4	1	395	0.011	4	0.0	0.0	9.225	A
C-A	205	51			205				
C-B	0	0	577	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	183	46			183				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	1	546	0.008	4	0.0	0.0	6.640	A
B-A	4	1	395	0.011	4	0.0	0.0	9.224	A
C-A	205	51			205				
C-B	0	0	577	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	183	46			183				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.90	554	0.006	4	0.0	0.0	6.535	A
B-A	4	0.90	407	0.009	4	0.0	0.0	8.929	A
C-A	167	42			167				
C-B	0	0	585	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	149	37			149				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.75	560	0.005	3	0.0	0.0	6.464	A
B-A	3	0.75	415	0.007	3	0.0	0.0	8.728	A
C-A	140	35			140				
C-B	0	0	591	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	125	31			125				

2026 + Development - 2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Featherstone Road - Site Access	T-Junction	Two-way		0.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	172	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	158	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	0	172
	B	5	0	6
	C	158	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	15
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.01	6.59	0.0	A	6	8
B-A	0.01	9.50	0.0	A	5	7
C-A					145	217
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					158	237

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	569	0.008	4	0.0	0.0	6.377	A
B-A	4	0.94	405	0.009	4	0.0	0.0	8.967	A
C-A	119	30			119				
C-B	0	0	587	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	129	32			129				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	562	0.010	5	0.0	0.0	6.464	A
B-A	4	1	397	0.011	4	0.0	0.0	9.180	A
C-A	142	36			142				
C-B	0	0	581	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	155	39			155				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	553	0.012	7	0.0	0.0	6.585	A
B-A	6	1	385	0.014	5	0.0	0.0	9.497	A
C-A	174	43			174				
C-B	0	0	572	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	189	47			189				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	553	0.012	7	0.0	0.0	6.586	A
B-A	6	1	385	0.014	6	0.0	0.0	9.496	A
C-A	174	43			174				
C-B	0	0	572	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	189	47			189				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	562	0.010	5	0.0	0.0	6.468	A
B-A	4	1	397	0.011	5	0.0	0.0	9.181	A
C-A	142	36			142				
C-B	0	0	581	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	155	39			155				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	569	0.008	5	0.0	0.0	6.383	A
B-A	4	0.94	405	0.009	4	0.0	0.0	8.965	A
C-A	119	30			119				
C-B	0	0	587	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	129	32			129				



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