

Project Title
Selwyn Primary School

Report Title
Transport Statement

Document Reference:
4479/003/R01

Prepared For
Galliford Try Construction

Date
December 2015

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Status	Details of Amendments	Date	Checked	Approved
First Issue	Transport Statement	07/12/2015	ML	AMS

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1.0 INTRODUCTION

- 1.1 Robert West were appointed by Galliford Try Construction in July 2015 to provide transport planning advice in relation to the re-development of Selwyn Primary School.
- 1.2 The School is located at Cavendish Road, Highams Park, E4 9NG within the London Borough of Waltham Forest (LBWF). The location of the School is illustrated on Figure 1 (below).

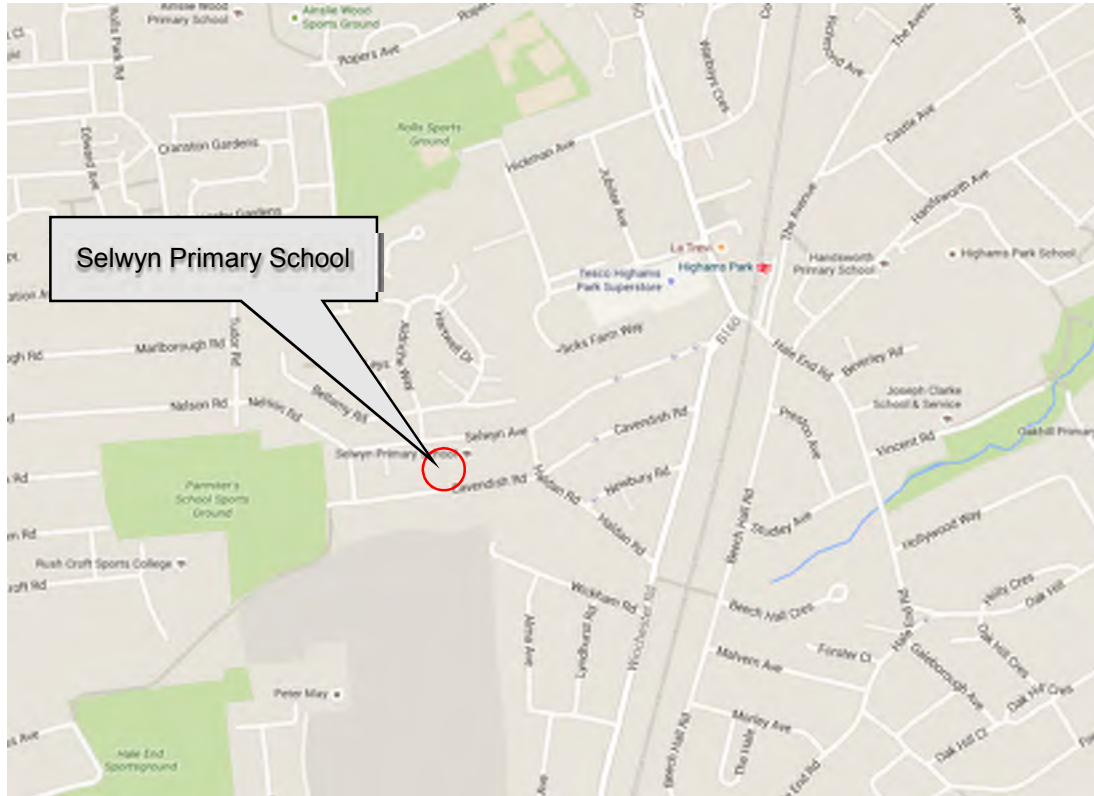


Figure 1.1: Site Location Plan

Existing School

- 1.3 Selwyn Primary School is a 3FE community School for pupils aged 2 – 11 years. The School currently have 647 pupils (including 573 primary pupils and 74 nursery pupils) and employs a total of 111 members of staff including 41 teaching staff (38 full-time and 3 part-time) and 50 supporting staff (5 full-time and 45 part-time). The School also employees 20 contracted staff. This equates to 43 full-time-equivalent (FTE).

Development Proposals

- 1.4 It is proposed to demolish the existing School buildings and build a new School building. This would provide better teaching facilities and playing areas for pupils. The proposed Site layout is shown in Appendix A.
- 1.5 No increase in the consented pupil places is proposed in association with the development and the School will continue to operate as 3FE. However, as the School is currently undersubscribed, ultimately an increase of 57 primary pupils and 16 nursery pupils (8FTE) will occur in due course. No increase in staff number is expected in allocation within natural increase in pupils up to consented capacity. This is within the consented capacity of the School and as such should be considered natural increase.
- 1.6 As the School will remain fully operational while the construction will be taking place on Site, a phased programme will be required and proportion of pupils would require to be relocated to temporary accommodation. The proposal is to provide temporary classrooms the north-west corner of the Site following which the existing School buildings will be demolished to make a room for a new sport and playing areas. The masterplan prepared by Hyland Edgar Driver Landscape Architects for the proposal is attached in Appendix A.

Scope of Work

- 1.7 This Transport Statement (TS) report is intended to review the existing transport and highway in the area surrounding the School. It identifies the transport impacts of the development proposal, determines whether the proposal would have an impact on the local highway network, and outlines any mitigation measures necessary to address the impacts identified.
- 1.8 The approach to the preparation of the TS was agreed with the Highway Officer in pre-application discussions held on 6th August 2015. The discussions informed the extent of the assessment required. A further pre-app meeting was held on 20th November and subsequently a meeting with highways was held on Tuesday 1st December 2015.
- 1.9 Development will not change the consented number of pupil places after redevelopment and thus it was concluded that proposal would not have a material impact on the capacity of the local highway network or parking conditions in the area. As such it was agreed that a junction capacity assessment using traffic modelling techniques and parking impact assessments were not required.

Report content

1.10 Following this introduction, the remainder of this TS is structured as follows:

- i. Relevant transport planning policy at Government, Regional and Local levels are reviewed in Section 2.0;
- ii. The Site and conditions in the wider area, including the accessibility of the School by non-car modes of transport, are outlined in Section 3.0;
- iii. The local highway network and road conditions in the surrounding area, including analysis of personal injury accident data, is described in Section 4.0;
- iv. The operation of the School and travel patterns of existing pupils and staff are examined in Section 5.0;
- v. The development proposal is described in Section 6.0;
- vi. The transport related impacts from construction traffic is outlined in Section 7.0;
- vii. The mitigation strategy for the development proposals are outlined in Section 8.0;
and
- viii. The report is concluded in Section 9.0.

2.0 POLICY CONTEXT

2.1 This Section considers relevant transport and planning policy as follows:

- i. National Planning Policy Framework (NPPF);
- ii. Regional policy, namely the Consolidated London Plan, Mayor's Transport Strategy and Department for Communities and Local Government (DCLG) Policy Statement; and
- iii. Local or Borough Development Planning Documents (DPDs) forming either part of the saved sections of the Unitary Development Plan (UDP) or the Local Development Framework (LDF) which encompasses policy from the emerging Core Strategy.

NPPF

2.2 The NPPF was published by the Department for Communities and Local Government (DCLG) on 27th March 2012. The NPPF replaces and consolidates a number of Planning Policy Guidance notes (PPGs), Planning Policy Statements (PPSs), Minerals Planning Guidance notes (MPGs), Circulars and Letters to Chief Planning Officers. This includes PPG13: Transport.

2.3 The aim of the NPPF is to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth.

*“At the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development**, which should be seen as a golden thread running through both plan-making and decision taking”.*

2.4 The NPPF has a set of 12 core planning principles that underpin both plan-making and decision-taking. This includes a principle that should:

“...actively manage the patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable...”

2.5 Section 4 of the NPPF, covering paragraphs 29 through 41, sets out the Government's guidance on promoting sustainable transport. It recognises that the smarter use of technologies can reduce the need to travel.

2.6 Paragraph 32 states that development that generate a significant amount of movement should be supported by a Transport Statement or TA and should take into account whether:

“the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;

Safe and suitable access to the site can be achieved for all people; and

Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where residual cumulative impacts of development are severe.”

2.7 Paragraph 35 states that, where practical, developments should be located and designed to:

“accommodate the efficient delivery of goods and supplies;

give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;

create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;

incorporate facilities for charging plug-in and other ultra-low emission vehicles; and

consider the needs of people with disabilities by all modes of transport.”

2.8 It is recognised that a key tool to delivering sustainable travel, and the principles set out in the NPPF, will be the implementation of Travel Plans. Paragraph 36 states;

“All developments which generate significant amounts of movements should be required to provide a Travel Plan.”

2.9 The NPPF does not provide guidance on vehicle or cycle parking; however, it does provide guidance on what local authorities should take into account when setting their local parking standards. This includes:

“the accessibility of the development;

the type, mix and use of development;

the availability of and opportunities for public transport;

local car ownership levels; and

an overall need to reduce the use of high-emission vehicles.”

DCLG Policy Statement - Planning for Schools Development

2.10 This Policy Statement confirms the Government's commitment to ensuring that there is sufficient provision to meet demand for state funded school places (including Academies, Free Schools and local authority maintained schools). It is expected that new schools will need to be opened, and existing schools will be expanded and/or provided with improved facilities.

2.11 The Policy Statement highlights that the creation and development of schools is in the national interest and that this should be supported by planning decision makers. It is stated that the Government expect

"...all parties to work together proactively from an early stage to help plan for state-School development and to shape strong planning applications...to ensure that the answer to proposals for the development of state-funded Schools should be, wherever possible "yes"..."

2.12 The following principles should apply to school developments and planning decisions:

- i. Presumption in favour of development of state funded schools;
- ii. Full and thorough consideration to the importance of enabling development of state funded schools in making planning decisions;
- iii. Use of planning powers to support state funded school applications;
- iv. Conditions only to be imposed where they clearly and demonstrably meet the tests set out in Circular 11/95;
- v. The process for submitting and determining state-funded school applications should be as streamlined as possible;
- vi. A refusal of any application for a school development will have to be clearly justifiable by the local planning authority;
- vii. Appeals against refusals for planning permission for schools should be treated with priority; and
- viii. The Secretary of State will consider whether to recover for his own determination appeals against the refusal of planning permission for a school.

The Consolidated London Plan, August 2015

- 2.13 The London Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2036. It forms part of the development plan for Greater London. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications by councils and the Mayor.
- 2.14 On 11th March 2015, the Mayor published (i.e. adopted) the Further Alterations to the London Plan (FALP). From this date, the FALP are operative as formal alterations to the London Plan (the Mayor's spatial development strategy) and form part of the development plan for Greater London.
- 2.15 The London Plan has been updated to incorporate the Further Alterations. It also incorporates the Revised Early Minor Alterations to the London Plan (REMA), which were published in October 2013.
- 2.16 The Policy 1.1 (delivery of the strategic vision and objectives for London) states that the vision and objectives should be reflected in other Mayoral plans and strategies, decisions on development proposals and investment priorities, Borough DPDs and development decisions.
- 2.17 Chapter 2 of the London Plan contains strategic policy for the sub-areas of London. Policy 2.6 states that the vision and strategy for outer London should be to enhance the quality of life of current and future residents.
- 2.18 Chapter 3 of the London Plan contains policy for London's people. These will be realised by ensuring that people living in London have the homes, opportunities, facilities and social infrastructure required to support a good and improving quality of life.
- 2.19 Chapter 6 of the London Plan provides transport policy. Policy 6.3 makes recommendations in relation to the effects of development on transport capacity. It is stated that the impacts of development on transport capacity should be fully assessed. Where insufficient transport capacity exists to accommodate demand generated from new development and there are no proposals to increase capacity, development proposals should be phased or refused. TAs in accordance with TfL guidance should be produced to support planning applications for new development.
- 2.20 Policy 6.9 provides policy on cycling and it is recommended that planning decisions should ensure that new developments have secure, integrated and accessible cycle parking facilities in line with the minimum standards outlined in the plan. Developments should also contribute to a cycling network that is integrated and linked to existing and planned cycle infrastructure.
- 2.21 Policy 6.10 provides policy on walking and recommends that planning decisions should ensure that developments have a high quality pedestrian environment and emphasise the quality of pedestrian and street space.

- 2.22 Although the London Plan does not provide specific requirements for general car or disabled parking provision for education facilities paragraph 6A.2 notes that developments should provide a minimum of one accessible space for Blue Badge Holders either as an on- or off- street parking bay. Disabled parking bays should be provided even when general parking is not included within the development scheme.
- 2.23 The cycle parking standards for developments include providing spaces for short-term and long-term users. It is considered that a member of staff would require long-term cycle parking while short term parking should be provided for any visitors to the development site.
- 2.24 Table 6.3 of the London Plan provides minimum standards for cycle parking provision. For Primary and Secondary schools the provision (Use Class D1) is as follows;
- i. Long-Stay Cycle Parking; 1 space per 8 staff + 1 space per 8 pupils; and
 - ii. Short-Stay Cycle Parking; first 5,000sqm: 1 space per 100 pupils.

Mayor's Transport Strategy (May 2010)

- 2.25 Final consultation on the Mayor's Transport Strategy was completed in January 2010. The Strategy was published in May 2010 and sets out the Mayor's transport policies for the period up until 2031. The main goals of the strategy include supporting economic and population growth, and enhancing the quality of life and transport opportunities for Londoners. A modal shift away from private motorised transport to more sustainable modes, including public transport, walking and cycling, is sought.
- 2.26 The importance of 'local travel' is highlighted in section 3.1.5 of the Strategy. 'Local travel' represents 70% of trips made by London's residents and constitutes trips made on a daily basis to local facilities within 5km from home, including schools. It is highlighted that the majority of trips for 'International' or 'Sub-regional' travel also begin as trips on the local level. Walking and cycling are the most important modes for local trips up to 500m or 1km and thereafter private car and bus are important modes for trips between 1km and 5km.
- 2.27 The Mayor's Transport Strategy includes proposals that will be brought about by the Mayor through working with TfL, the London Boroughs, developers and stakeholders. Proposal 60 supports walking to local facilities and includes the following:

"Development of a 'key walking route' approach, to encourage walking and improve corridors between local destinations where people want to travel..."

"Providing direct and convenient pedestrian access..."

"Enhancing pavement space for pedestrians and removing guardrails and other obstacles..."

“Supporting developments that emphasise the quality and permeability of the pedestrian environment...”.

- 2.28 Proposal 62 outlines how the benefits of walking will be promoted through information campaigns, events to raise the profile of walking, and smarter travel initiatives including School and Workplace Travel Plans.
- 2.29 In terms of educating children, paragraph 494 of the Transport Strategy highlights the importance of ensuring that messages associated with road safety reach children and other vulnerable users who may not interact with transport authorities. It is noted that TfL road safety campaigns commence with the involvement of children aged 3 years in the ‘Children’s Traffic Club’ and evolve as the target group ages.
- 2.30 The Transport Strategy places emphasis on the increased use of Travel Plans as a means of achieving modal shift at workplaces and Schools.

Waltham Forest Local Plan - Core Strategy (March 2012)

- 2.31 The Waltham Forest Core Strategy, the overarching document of the Local Plan, was formally adopted in March 2012. The Core Strategy was developed and approved following studies and public consultation that will guide development within the LBWF up to 2026.
- 2.32 To achieve ‘The Spatial Vision: Waltham Forest in 2026’ a number of Strategic Objectives have been identified, such as Strategic Objective SO9 *‘Provide a quality of education and vocational training that ensures that the young people of the Borough can capitalise on the opportunities in Waltham Forest and London, and are able to succeed and prosper now and in the future’*.
- 2.33 Policy CS7 ‘Developing Sustainable Transport’ states to ‘Ensure Waltham Forest is a safe, vibrant and healthy place to live and work by enhancing connectivity across the Borough, facilitating regeneration and growth in a sustainable manner, minimising congestion and pollution, and providing a range of attractive travel options to access jobs, opportunities and facilities within the Borough and beyond’.
- 2.34 Policy CS7 also states:
- i. D) requiring Transport Assessment and Travel Plans where appropriate in support of planning application to determine potential transport impacts and to demonstrate how the development minimises and mitigates the expected impacts and working and encouraging existing high trip generating organisation to prepare a Travel Plan;
 - ii. E) actively encouraging walking and cycling by providing an attractive public realm and safe, convenience and accessible routes and facilities throughout the Borough;

- iii. G) managing traffic flow and speed and implementing public realm and streetscape improvements, including the relocation of road space in both cases by reference to: the importance of streets for particular modes (within a road hierarchy and road user hierarchy to be defined in the Development Management Policies DPD); road safety; location of high pedestrian demand; the need for pedestrian, cycle and public transport infrastructure; regeneration priorities.
- iv. I) managing parking requirements effectively across the Borough to minimise the negative impacts of traffic and reducing reliance on car journeys by requiring car, motorcycle and cycle parking facilities in accordance with the maximum car and minimum cycle parking standards set out in the Development Management Policies DPD, managing on street parking, and promoting car free and car-capped developments.

Waltham Forest Development Management Policies Local Plan - 2013

- 2.35 Waltham Forest Development Management Policies Local Plan contains proposed planning policies used mainly to guide and determine planning applications within the Borough along with other Local Plan documents.
- 2.36 The Development Management Policies Local Plan was approved for adoption at the Full Council Meeting on 24 October 2013. The adopted Development Management Policies Local Plan contains the Inspector's recommendations that are binding on the Council.
- 2.37 The Waltham Forest Development Management Policies 'translates the strategic policies in the Core Strategy into more detail to be used in assessing planning applications'.
- 2.38 Policy DM14 'Sustainable Transport Network' states the Council will actively encourage sustainable travel by:
 - i. A) prioritising the needs of sustainable transport modes in accordance with the following street user hierarchy: pedestrians, cyclists, public transport users, special vehicle services (including taxis, delivery and servicing needs) and other motorised transport;
 - ii. C) ensuring that development does not have a harmful impact on the walking and cycling environment;
 - iii. D) requiring proposals for transport infrastructure to take full account of the requirements for walking and cycling, ensuring that pedestrian and cycle facilities are high quality, safe and comfortable and consider provision of complementary infrastructure including lighting, wayfinding and signage;

- iv. E) requiring development to contribute towards creating activity and natural surveillance and thereby contributing to an attractive and safe environment for pedestrians, cyclists, and the wider community; and
- v. F) requiring development to provide features associated with pedestrian and cycle access such as seating, safe road crossings where appropriate, secure and convenient cycle parking, and workplace showers and lockers.

2.39 Policy DM16 'Parking' states the Council will see to effective manage parking and ensure the provision of safe and attractive parking facilities by:

- i. A) encouraging car-free and car-capped development in locations that are highly accessible by public transport; are accessible to opportunities and services, and/or have high levels of parking stress;
- ii. D) requiring development proposals to provide for well designed, high quality parking facilities in accordance with the Council's maximum car parking and minimum cycle parking standards as set out in Appendix 4; as a general guide, the Council will encourage lower car parking provision than the stated maximum standards; and
- iii. G) requiring parking to be designed to be safe and secure, to achieve place-making objectives, to minimise land take and to minimise the urban heat island effect by providing adequate soft landscaping, permeable surfaces and other treatments to offset adverse impacts of surface water run-off.

2.40 Policy DM17 'Social and Physical Infrastructure' states that regarding educational facilities;

- i. New developments must be fit for purpose, which could include being acceptable in terms of appropriate space standards, located in proximity to playing fields that can be used and In buildings which are flexible and sited to maximise the shared community use of premises and associated facilities;

2.41 The above policy also provides requirements for cycle parking provision in Appendix 4, which for D1 land use is specified as follows:

- ii. 1 space per 4 staff; and
- iii. 1 space per 7 students.

3.0 SITE CONTEXT AND ACCESSIBILITY

3.1 This section provides a description of the development Site and its accessibility by non-car modes, including walking, cycling and public transport.

Site Location

3.2 The Site is located in the centre of the LBWF administrative area and the streets surrounding the Site are primarily residential. Highams Park lies behind the residences directly opposite the School to the south of the Site on Cavendish Road.

3.3 There are some commercial units to the east of the Site on Winchester Road and in the wider area there are further commercial units, areas of parkland, a synagogue and sports fields. Highams Park Station, which is operated by Greater Anglia, is located to the north east of the School.

3.4 The area surrounding the Site is bordered by the North Circular Road (A406) to the south, the railway line terminating at Chingford to the east, the River Lea and several reservoirs to the west and parkland to the north.

3.5 There are other Schools in the area which would be expected to generate travel demand on the transport network surrounding Selwyn Primary School, however none of the schools is expected to generate impact on Selwyn Avenue or Cavendish Road directly. These schools are listed below:

- i. Chingford Hall Community Primary School;
- ii. Sir Winston Churchill Academy and College;
- iii. Oakhill Primary School;
- iv. Brookfield House School;
- v. Joseph Clarke School & Service
- vi. Handsworth Primary School; and
- vii. Ainslie Wood Primary School.

Site Accessibility*Walking*

- 3.6 The footway network in the vicinity of the School is comprehensive. Streets surrounding the School have footways on both sides of the road. Footways are 2 to 2.5m wide and of a moderate to good standard.
- 3.7 The area in the vicinity of the School has a number of uncontrolled crossings with dropped kerbs. At the eastern ends of Selwyn Avenue and Cavendish Road there are raised crossings at the junctions with Winchester Road. These crossings are level with the carriageway and have tactile paving.
- 3.8 There is a barrier consisting of bollards across the carriageway preventing through access for vehicles at the junction of Selwyn Avenue and Nelson Road. In addition there is a refuge island across this crossing with dropped kerbs.

Cycle Network

- 3.9 There are dedicated cycle facilities in the immediate area surrounding the school. The TfL Local Cycling Guide Volume 2 designates Cavendish Road to Empress Avenue (to the south west of the Site) which traverses around the Peter May Sports Centre and Hale End Sportsground as a green route i.e. 'Off-road routes: Either alongside roads, through parks, or along towpaths. Some routes may not be available or suitable for use at night. Routes may be shared with pedestrians.
- 3.10 Selwyn Avenue (to the north of the Site), Tudor Road (to the north west of the Site) and Larkshall Road (to the north east of the Site) are designated as blue routes i.e. 'Routes signed for use by cyclists on a mixture of quiet and busier roads. Other roads in the immediate area such as Cavendish Road to the south of the Site is designated as a yellow route i.e. 'Quieter roads that have been recommended by other cyclists'.

Public Transport

- 3.11 The closest bus routes are the 212 and W16 services; these can be accessed from the bus stops on Winchester Road, which are approximately 325m from the School (4 minute walk). Facilities at the bus stops include a bus shelter, flags and timetables.
- 3.12 Access to other bus routes (97, 158, 215, 357, 385, 397, 657, N26 and W11) is available from bus stops located on Chingford Road - A112, which are located approximately 770m from the School (9 minute walk). The bus tops facilities are of the same standards as on Winchester Road.
- 3.13 The 275 service can be accessed from bus stops found on Hale End Road approximately 8 minutes' walk from the School.

3.14 A summary of the bus services and approximate frequencies available in the locality is provided in Table 3.1.

Bus Route	Destination	Morning Frequency (08:00 - 09:00)	Afternoon Frequency (15:00 - 16:00)
97	Chingford Station - Stratford City Bus Station	6 - 10 Minutes	6 - 10 minutes
158	Stratford Bus Station - Chingford Mount	6 - 10 minutes	6 - 10 minutes
212	Chingford Station - St James Street Station	9 - 10 minutes	9 - 10 minutes
215	Lee Valley Campsite - Walthamstow Bus Station	18 - minutes	19 - minutes
275	St James Street Station - Barkingside Tesco	9 - 13 minutes	10 - 14 minutes
357	Chingdale Road - Whipps Cross	15 - minutes	15 - minutes
385	Chingford Station - Salisbury Hall Sainsbury's	-	60 - minutes
397	Salisbury Hall Sainsbury's - Burton Road	10 - 29 minutes	30 - minutes
657	Salisbury Hall Sainsbury's - Bancroft's School	-	-
N26	Trafalgar Square / Charing Cross Station - Chingford Station	-	-
W11	Chingford Hall Estate - Walthamstow Bus Station	10 - minutes	10 - minutes
W16	Chingford Mount - Leytonstone Station / Grove Green Road	11 - 13 minutes	11 - 13 minutes

Table 3.1 Bus Services from Bus Stops, close to the School

London Underground and National Rail

- 3.15 The closest London Underground station to the Site is Walthamstow Central, which is located 3.4km to the south (approximately 42 minutes' walk away). Walthamstow Central is served by the Victoria Line.
- 3.16 Highams Park railway station and is located 600m (7 minute walk) to the north east of the Site. The station is located on the Chingford Branch Line and is part of the London Overground network. The station is managed by London Overground and offers services to London Liverpool Street, Walthamstow Central and Chingford.

Public Transport Accessibility Level (PTAL)

- 3.17 A Site specific public transport accessibility level (PTAL) assessment has been undertaken using the TfL database www.webptals.org. The output is contained in Appendix B of this report. This identifies that the School has a PTAL of 2, which is classified as 'Poor' public transport accessibility.

Summary

- 3.18 The Site is situated within a residential area and the pedestrian network is comprehensive and of a good quality with wide footways and frequent uncontrolled crossing points.
- 3.19 While the Site is classified as having poor public transport accessibility level it is recognised that there are frequent bus routes and a London Overground Station in close proximity. It is anticipated that majority of pupils will live within a reasonable walk, cycle or scooter distance to the School, thus capacity constraints are not a specific concern.

4.0 LOCAL HIGHWAY NETWORK

- 4.1 A site visit was undertaken to observe travel patterns and behaviours associated with the School peak period drop off and pick up periods and determine the current conditions on the local highway network. It was noted that the majority of pupils arrived to the School on foot, accompanied by parents.
- 4.2 Based on site visit observations, the roads likely to be most affected were identified and a functional description of these streets is provided below.
- 4.3 This section reviews the local highway network, road conditions in the area surrounding the School and provides an analysis of the personal injury accident data.

Site Visit Observations

- 4.4 A site visit observation undertaken identified the following issues in the area:
- i. High parking demand generated by the School heavily focus on Cavendish Road and Selwyn Avenue;
 - ii. Inappropriate parking by parents occurs on school keep clear lines, in front of dropped kerbs and stop in the middle of the carriageway to conduct pick-ups; and
 - iii. U-turn conducted outside of the Site result in restriction of traffic flows and cause congestion.

Local Highway Network

- 4.5 The key roads serving the Site are: Selwyn Avenue, Cavendish Road, Newbury Road, Halden Road, Winchester Road, Nelson Road, Marlborough Road and Chingford Road.

Selwyn Avenue

- 4.6 Selwyn Avenue is an east to west orientated road which provides access to the School. It connects with Winchester Road to the east and Nelson Road to the west. It also forms junctions with Haldan Road, Aldriche Way and Nelson Road. Haldan Road and Aldriche Way form priority junctions with Selwyn Avenue.
- 4.7 Traffic management feature in form of a physical island with bollards is implemented on Nelson Road in the vicinity of the junction with Selwyn Avenue. This feature prevent vehicular access and effectively through rat-running traffic on these road. Cycle access at this junction is retained.

- 4.8 All junctions are protected by double yellow lines waiting restrictions to prevent parking from obscuring visibility. Between the junction with Winchester Road and the junction with Haldan Road there is a section of one-way road which allows only west-bound traffic.

Cavendish Road

- 4.9 Cavendish Road is an east to west orientated road which connects with Winchester Road in a priority junction to the east and ends in a no through road to the west. Between the junction with Haldan Road and the junction with Winchester Road the street has a one-way section which only allows east-bound travel.

- 4.10 The street forms junctions with; Winchester Road, Haldan Road and Selwyn Avenue. All junctions are protected by double yellow line waiting restrictions to prevent parking from obscuring visibility. The street ends with a raised crossing at the junction with Winchester Road to the east.

Newbury Road

- 4.11 Newbury Road is an east to west orientated road which is one-way, allowing only west bound traffic. The street forms a junction with Winchester Road to the east and with Haldan Road to the west. Its junctions have double yellow line waiting restrictions to prevent visibility from being obscured. There are frequent speed humps on this road.

Haldan Road

- 4.12 Haldan Road is a north-west to south-east bearing road which has a one-way section between the junction with Newbury Road and the junction with Winchester Road. This section of road only permits south-east bound traffic. The street forms priority junctions with Selwyn Avenue, Cavendish Road, Newbury Road and Winchester Road. All junctions are protected by double yellow line waiting restrictions to prevent parking from obscuring visibility. There are frequent speed cushions on this road.

Winchester Road

- 4.13 Winchester Road is a north-south orientated road which provides access to the previously mentioned roads which lead to the School Site. The street has two zebra crossings which have tactile paving, one is a raised crossing and the other has dropped kerbs. These crossings have white zig-zag markings on either side of the crossing in order to prevent parking and retain visibility at the crossing. There are also 'SLOW' markings on the carriageway. Selwyn Avenue, Cavendish Road, Newbury Road and Haldan Road form priority junctions with Winchester Road.

Nelson Road

- 4.14 Nelson Road is an east to west orientated road which connects with Chingford Road and Selwyn Avenue. The street operates as two-way street, but due to provision of the traffic management features at its east end, the street do not operate as through traffic road. Nelson Road connects to the west with Chingford Road via a priority junction. All junctions along its length are protected by double yellow line waiting restrictions to prevent parking from obscuring visibility.

Marlborough Road

- 4.15 Marlborough Road is an east to west orientated road which connects with Chingford Road and Tudor Road. The street operates as two-way and connects with Tudor Road and Chingford Road via a priority junctions. The junctions are protected by double yellow line waiting restrictions to prevent parking from obscuring visibility.

Chingford Road

- 4.16 Chingford Road is a north-south orientated road which provides access to the previously mentioned roads which lead to the School Site. The street has advisory cycle lanes on both sides of the road and is used by buses. The bus stops markings are facilitated on the carriageway. An uncontrolled pedestrian crossing is located between the junction with Marlborough Road and Nelson Road. Other pedestrian crossing in form of a zebra crossings is located further to the south and a puffin crossing is located to the north by the junction with Morrison Avenue.
- 4.17 The road is marked with single or double yellow lines which prevent parking along its length. Parking bays are marked on the eastern footways.

On-street Parking

- 4.18 The majority of on-street parking in the area surrounding the School appears to be unrestricted, there are however double yellow lines on the corners at junctions which prevent stopping at any time and also 'School Keep Clear' lines outside the pedestrian entrances to the School which prevent stopping or parking.
- 4.19 There is no formal on-Site parking for staff. As parking in the area is unrestricted, staff are not prevented from parking on-street during the day. Furthermore during peak times there are issues with parents parking on School Keep Clear lines on Selwyn Avenue and Cavendish Road which is of concern from a road safety perspective.

Personal Injury Accident Data

4.20 Personal injury accident (PIA) data for the three year period ending 30th April 2015 has been obtained from TfL for the roads in the immediate vicinity of the Site. The full data record is contained in Appendix C of this report, including a plan showing the study area and the location of accidents occurring within this area. A summary of the total number of accidents that occurred in the study area by severity are outlined in Table 4.1.

Year/ Severity	Severity			Total
	Fatal	Serious	Slight	
2012 (8 months)	0	0	18	18
2013	0	2	16	18
2014	0	1	26	27
2015 (4 months)	0	0	5	5
Total	0	3	65	68

Table 4.1 Summary of Accidents (by severity)

4.21 Table 4.1 demonstrates that the majority of the accidents (65) that occurred were classified as being slight in severity, the remaining three were classified as serious and no fatal accidents were recorded. The 68 accidents resulted in 87 casualties.

Pedestrians and cyclists

4.22 A total of 12 accidents involved 14 pedestrian casualties. One of those accidents was classified as serious. Out of those 12 accidents, one slight accidents occurred during the morning School peak and four during the afternoon peak periods. Three of those slight accidents involved School age child and are likely to be School related. Details of those accidents are listed below:

- i. The accident occurred on Tuesday 18th March 2014 at 15:20 and involved a 11 year old pedestrian on the journey from School. The pedestrian was allowed to cross the road by a car driver, but the driver rolled forward before pedestrian finish crossing the road;
- ii. The accident occurred on Thursday 5th February 2015 at 08:41 and involved a 11 year old pedestrian crossing the road not at pedestrian crossing. The pedestrian walked into the path of a vehicle from between stationary cars; and
- iii. The accident occurred on Monday 23rd February 2015 at 15:45 and involved a 5 year old pedestrian crossing the road 50m away from a pedestrian crossing. The pedestrian walked into the path of a vehicle.

4.23 Ten accidents involved cyclists, none of which were serious in nature. It is noted that one accident occurred in the morning peak and two in the afternoon peak. No primary School age cyclists were involved in accidents.

School related accidents

4.24 In addition to the three accidents listed above, two other slight accidents were identified as School related and these are listed below:

- i. The accident occurred on Thursday 6th March 2014 at 15:15 and involved a 11 year old passenger of a car. Both a driver and a passenger resulted in slight injuries due to sudden breaking and hitting a car in from; and
- ii. The accident occurred on Monday 24th March 2014 at 16:20 and involved a 12 year old passenger of a bus. A passenger resulted in slight injuries due to sudden breaking of a bus and being forced forward on the stairs.

Collision Clusters

4.25 Chingford Mount Road and its various priority junctions with Leonard Road, George Road, Frances Road, Rolls Park Avenue and Bateman Road respectively has a record of fifteen accidents, all of which were slight in severity. One of the slight accidents occurred in the afternoon peak. Three of the accidents resulted in pedestrian casualties, all of which were slight in severity and occurred outside the morning and afternoon peak periods.

4.26 The roundabout junction of Wadham Road and Hale End Road had a record of four slight accidents and the junction of Larkshall Road, The Broadway and Hale End Road had a record of seven slight accidents.

Serious Injuries

4.27 There were three casualties who were deemed to have received serious injuries as a result of an accident. These accidents have been analysed and are summarised below:

- i. The accident which involved vehicles occurred at the Chingford Mount Road junction with Higham Station Avenue on Thursday 4th July 2013 at 18:43 resulting in one casualty. The causes of the accident were failure to look properly and a poor turn or manoeuvre;
- ii. The accident which involved vehicles occurred at the Chingford Mount Road 23m south of Frances Road on Saturday 16th March 2013 at 04:50 resulting in one casualty. The cause of the accident was driving under the influence of alcohol; and

- iii. The accident which involved a pedestrian and vehicles occurred at the Jubilee Avenue junction with Larkshall Road on Monday 21st July 2014 at 11:04 resulting in one serious casualty and two slight casualties. The causes of the accident were failure to look properly, disobeying a pedestrian crossing facility, exceeding the speed limit and acting in a careless / reckless fashion.

Accidents Contributory Factors

4.28 The most common causes of the incidents were found to be the following:

- i. Failure to look properly - Vehicles (44);
- ii. Careless / Reckless / In a Hurry (22);
- iii. Poor Turn or Manoeuvre (16);
- iv. Failure to judge other persons path or speed (14);
- v. Failure to look properly - pedestrians (9);
- vi. Exceeding speed limit (7); and
- vii. Loss of Control (7).

Personal Injury Accident Data Overview

4.29 Whilst it is acknowledged that any incident is unfortunate, the propensity of personal injuries is not unusual with the context of the area and it is noted that that most common cause of the accidents is related to behaviour of road users rather than the operation of the highway network.

4.30 Of the pedestrians that were injuries it was noted that stationary traffic and not using crossing facilities were a factor in the cause of accidents.

4.31 The School is expected to take precautionary measures to encourage road safety awareness amongst pupils through the School Travel Plan (STP). In particular this would educate pupils regarding highway conditions in the area and promote considerate parking to parents to address any residual risk of injury associated with the vision of road users being affected by parked vehicles.

Summary

4.32 The School is surrounded by residential streets with generally low traffic flows. Some of the roads in the area operate as one way and physical measures in form of a physical Island is in place on Nelson Road to prevent through traffic. On-street parking within the area surrounding the School is unrestricted and there are double yellow lines on the corners at junctions which prevent stopping at any time.

- 4.33 It is believed that the accidents which occurred in the wider area during the School opening and closing time and involved School age pupils were mostly caused by behaviour of road users rather than the operation of the highway network.

5.0 EXISTING SCHOOL OPERATION

- 5.1 This section describes the operation of the existing School and current travel behaviour of pupils and staff.
- 5.2 Selwyn is a 3 form of entry (FE) Primary School with the nursery facilities. It is currently attended by 647 pupils including 573 primary pupils and 74 nursery pupils.
- 5.3 There are 91 full and part time staff employed at the School, including teaching and support staff (43 -full time staff and 48 part time staff). Additionally the School has 20 persons who are employed by services contracted out (e.g. catering or activities). This total to 111 staff or 43FTE.

School Site

Existing Layout

- 5.4 The School has frontage on Selwyn Avenue and Cavendish Road. The Site is bounded by residential properties along its western and eastern boundary. The School buildings lie in the centre, east and west of the Site. No formal car park is provided on Site. A vehicle access on Selwyn Avenue leads to a small unmarked area which has been used for parking in the past.

Pedestrian Access

- 5.5 The School can be accessed from Selwyn Avenue and Cavendish Road. Selwyn Avenue and Cavendish Road have three and one pedestrian access points respectively which serve the primary and nursery facilities.

Vehicular Access

- 5.6 There are two points of vehicular access on Cavendish Road and one point of vehicular access on Selwyn Avenue. The accesses lead onto the School playground and as the School does not use the formal area for car parking it is assumed that the accesses are used for emergency or grounds maintenance access only.

Cycling Facilities

- 5.7 Cycle parking is provided for pupils and staff. There are 8 cycle parking spaces and 18 scooter spaces provided in the playgrounds of the School. Showers and changing facilities are provided along with storage lockers for staff.

Parking

- 5.8 There is no on-Site car parking for staff, visitors or disabled drivers. Staff or visitors park along Cavendish Road, Selwyn Avenue, Halden Road and Newbury Road. There is no mini-bus or coach parking on-Site, weekly pick up occurs on-street from either Nelson Road or Cavendish Road.

School Operation

School Timetable

- 5.9 The School Site is open from 07:00 - 18:00. Staff typically begin to arrive from 07:00 and begin leaving at 17:00. Pupils begin arriving from 07:45 and are typically on-Site until the end of the School day at 15:25 unless they attend after School clubs or activities. The typical daily timetable is outlined in Table 5.1 below.

Activity	Time
Breakfast Club	07:45 – 08:45
School Day	08:00 – 15:25
Nursery (Morning Session)	09:10 – 12:00
Nursery (Afternoon Session)	12.30 – 15:30
After School Club	15:20 – 18:00
After School Activities	15:30 – 16:30

Table 5.1: Existing School Timetable

- 5.10 Currently 40 pupils a day attend the School for a breakfast club. Up to three after School activities take place on an average day attended by up to 15 to 20 pupils per session (60 pupils in total). The after School club is attended by 30 pupils. This demonstrates that before and after School facilities assist in staggering the arrival and departure of pupils.
- 5.11 The School is used during the evenings, at weekends and during holidays between 16:00 - 22:00 for School use only.

Deliveries / servicing

- 5.12 Unloading of deliveries is made at Cavendish Road outside of the School or within the School playground. The largest delivery vehicles used are 7.5 tonnes.
- 5.13 On average five deliveries are made per day. There is no delivery schedule or management regime in place at present and deliveries are made at any time between 08:00 - 16:00.
- 5.14 Refuse collections occur outside the School two times a week in the morning peak periods.

Travel Behaviour

Pupils Travel

5.15 This section considers how pupils and staff currently travel to and from Selwyn Primary School. The last STP was written in 2013 and is in the TfL STARS Accreditation format, which is standard in London. The STP had a reliable response rate from pupils, it is considered that the data is still relevant.

5.16 The results of the pupil surveys undertaken for the 2013/14 School Travel Plan are summarised in Tables 5.2 below. The surveys were undertaken on the 1st September 2013 for pupils and staff. 96% of pupils responded and 100% of full and part time staff responded.

Mode	To/ From School		Existing Pupils	Consented Pupils
	Surveyed	Mode Share (%)		
Car alone	144	24.6%	159	177
Car share	11	1.9%	12	14
Park & Stride	36	6.1%	39	44
School Bus	1	0.2%	1	1
Walk	300	51.2%	331	369
Bus	58	9.9%	64	71
Train/Tube	0	0.0%	0	0
Bicycle	17	2.9%	19	21
Other	19	3.2%	21	23
Total	586	100%	647	720

Table 5.2: Pupil Travel Behaviour (September 2013)

5.17 It is demonstrated that the mode share of pupils travelling by non-car modes in September 2013 was 75.4% with 24.6% travelling by car. Car sharing and park & stride took place which limits the number of vehicle trips made. High proportions of pupils walked to School, which is consistent with observations from Site visits.

Staff Travel

5.18 The results of the staff surveys undertaken for the 2013/14 School Travel Plan are summarised in Tables 5.3 below.

Mode	To/ From School		Existing School Staff Travel Mode
	Surveyed	Mode Share (%)	
Car alone	41	50.0%	56
Car share	0	0.0%	0
Park & Stride	3	3.7%	4
School Bus	1	1.2%	1
Walk	26	31.7%	35
Bus	6	7.3%	8
Train/Tube	0	0.0%	0
Bicycle	2	2.4%	3
Other	3	3.7%	4
Total	82	100%	111

Table 5.3: Staff Travel Behaviour (September 2013)

- 5.19 Table 5.3 demonstrates that half of staff drove to School in September 2013 with low use of public transport reflecting the relative remoteness of the Site from rail and tube services.
- 5.20 If the percentage mode share of staff travelling in a car alone is applied to the total number of staff including all Nursery, support and agency/contract staff then the demand for parking would be *circa* 56 vehicles per day.
- 5.21 The 2013/14 School Travel Plan has identified the following issues or problems that were of concern to the School Community in relation to travel/ transport:
- i. Visitors have difficulty in finding parking spaces; and
 - ii. Parking by parents/carers at the beginning and end of School day.
- 5.22 This suggests there are capacity and availability constraints in relation to parking. This is consistent with Site visit observations.

Summary

- 5.23 The School currently has 573 pupils on the School roll and a total of 111 members of staff (43FTE). It is consented to operate with 630 primary age pupils and 90 (45FTE) nursery age pupils.

- 5.24 The School runs breakfast, after School clubs and after School activities. These are regularly attended by a number of pupils and assist in spreading the peak parking demand across longer peak period at the beginning and end of the School day.
- 5.25 The School has no on-Site car parking and generates on-street parking demand by both staff and parents / pupils. The School has no loading bay within the School ground and servicing and deliveries take place on-street or within the School playground.
- 5.26 The majority of pupils and half of staff travel by non-car modes. Walking, cycling and use of scooters is popular.

6.0 DEVELOPMENT PROPOSALS

6.1 This section describes the development proposals for the School Site. The proposed Site layout is illustrated in Appendix A of this report.

Proposed Development

6.2 Planning permission is sought to re-develop the existing School Site and provide a new School building with new playing areas. The School currently operates as 3FE and this will remain following the re-development of the School. There is no proposal to increase the number of pupil places, beyond its consented capacity.

6.3 At full occupation, the school will have a total of 720 pupils including 630 primary School pupils, 90 (45 FTE) nursery pupils and 43 FTE staff.

Pedestrian Access

6.4 No changes to the existing accesses arrangement are proposed. The School will operate three pedestrian accesses from Selwyn Avenue and one access point from Cavendish Road. The main entrance to the building reception will be relocated Cavendish Road to Selwyn Avenue, but this will not have a significant impact on pedestrian circulation in the peak periods.

6.5 The existing on Selwyn Avenue to the north-west corner of the Site will be reused and will provide access to a small car park.

Car Parking

6.6 The new School will have a car park with 4 parking spaces, including one disabled space and which be accessed from Selwyn Avenue. Swept path analysis for the car park is presented in Appendix D.

6.7 The provision of a car park in this location formalise an existing informal arrangement although it is noted that the School has not used this area for parking in the recent past.

Cycle Parking

6.8 The proposed cycle parking provision is required to be in accordance with LBWF Local Plan standards i.e. 1space per 4 staff and 1space per 7 pupils. This would require 11 cycle spaces for 43 FTE staff and 90 cycle/scooter spaces for 630 pupils. This total to 101 cycle spaces.

6.9 The development provision includes 64 cycle spaces and 24 scooter spaces for pupils and 12 cycle spaces for staff and these are allocated on site at the following locations:

- i. 6 covered Sheffield stands (12 cycle spaces) is located within the car park accessed from Selwyn Avenue;

- ii. Cycle stands including shelter (40 cycle spaces) is located by the School gate entrance from Selwyn Avenue;
- iii. Three cycle pods (24 cycle spaces and 24 cycle scooters) are located by the School entrance gate from Cavendish Road and Selwyn Avenue.

Servicing

- 6.10 Servicing and deliveries to the School will continue to take place as per current arrangement. Deliveries will take place from Cavendish Road from where goods will be rolled to the School building.
- 6.11 Some deliveries made by small vans or cars will be allowed to access the car park area for deliveries. Swept path analysis is presented in Appendix D.

Drop off

- 6.12 Pupils drop off currently take on the residential streets in the area surrounding the School. This will continue following the re-development of the School.

Summary

- 6.13 The proposed School will operate as 3FE as per current arrangements. No significant changes to the existing accesses, pupil drop-off and delivery and servicing arrangements are proposed. The new School will benefit from car parking provision for staff and greater cycle and scooter parking spaces facilities for staff and pupils.

7.0 TRANSPORT IMPACTS

7.1 This section considers the impact of the proposal in terms of construction traffic. As the development does not increase pupil numbers above consented level other highway matters related to pupil and staff travel have not been considered.

Construction Traffic Impact

7.2 The School will remain fully operational, while the construction activities for the new building will be taking place. The construction of the new School building will take place in phases and would require implementation of temporary classrooms/ facilities (subject to planning permission currently being sought).

7.3 Access on Selwyn Avenue will be used for vehicles for the purpose of unloading flat pack fabric of the temporary classrooms which will be assembled within the Site. Temporary parking restrictions would be required to ensure the vehicles can access and egress effectively. School Keep Clear lines extend across the access but unrestricted parking is located to the east of the access and on the opposite side of the road. The temporary restrictions have been discussed with highways and future details will be submitted in due course.

7.4 For the permanent building it is proposed that construction delivery vehicles will approach from the primary road network (A112 Chingford Road) via either Nelson Road or Marlborough Road and Tudor Road. The peak in Site deliveries will occur when concrete is being poured. Ten inbound and outbound movements are anticipated per day. These would be managed to occur outside School peak times to avoid conflict with young children arriving and departing.

7.5 Nelson Road is approximately 7m with intermittent unrestricted vehicle parking on both sides of the road. Few cases exist where vehicles park on both sides of the road opposite one another and there are a large number of empty stretches which could be used by vehicles in a give way situation. Nonetheless when this does occur the effective carriageway width is reduced to 3m. The conditions on Marlborough Road and Tudor are similar. Therefore it is proposed for the Contractor to manage the routes used to gain access to the Site from Chingford Road with one street being used for access and the other for egress in order to ensure that conflicting delivery vehicle movements are minimised.

7.6 Furthermore, there is an existing traffic management measures at the junction of Nelson Road and Selwyn Avenue. It is proposed to temporarily replace this with a gate to allow access to the Site from Chingford Road. It was identified that the gate would be managed by a construction operative, vehicle deliveries would be timed and a one in two out system or similar would apply to avoid congestion. Elsewhere temporary restrictions may be required at the temporary Site access and at junctions to ensure sufficient visibility for oncoming traffic/ road users. This has been discussed with highways and further details will be submitted in due course.

- 7.7 Details on the contraction traffic strategy including diagrams identifying access points and routes of access, a programme of works, number of movements and peaks in movements, and requirements for temporary traffic regulation orders will be submitted in the Construction Management Plan.

Summary

- 7.1 Details on the contraction traffic strategy will be submitted in the Construction Management Plan. This will include further details on access, routing and mitigation measures to ensure safe operation of the local highway network while development takes place.

8.0 MITIGATION

8.1 Although it has been identified that no change in the consented capacity of the School is proposed and therefore School would not have a material impact, it is recognised that there is an opportunity to revise the STP and continue to seek resolution of existing issues.

Physical Measures

8.2 The School proposal will provide four car parking spaces for staff including one disabled space which is a benefit as this is not currently available. The School will also benefit from a provision of cycle and scooter spaces.

School Travel Plan

8.3 In order to address the existing issues as the natural increase in pupil number occurs, it is recommended that 2% mode shift by pupils and 4% by staff from car to sustainable modes should be sought as part of the STP.

8.4 STP will introduce a set of measures to encourage walking, cycling and road safety such as the following:

- i. Promotion of road safety measures to reduce risks will include the following:
- ii. Appointment of Junior Road Safety Officer (JRSO) and Junior Travel Ambassador (JTA) Summary;
- iii. Road safety talks;
- iv. Promote the Highway Code; and
- v. Work with Police / Safer Neighbourhood Team (SNT).

8.5 Demand for cycle and scooter parking should be monitored to ensure that demand is accommodated within the School Site. The STP should ensure that the pedestrian accesses from Cavendish Road and Selwyn Avenue are promoted to parents to encourage walking and supervised by staff in the morning and afternoon to reduce footway congestion.

Demand Management Measures

8.6 It is recommended that demand management measures be promoted that would further smooth the profile of arrivals and departures across the peak periods. The measures are summarised below:

- i. Promotion of car sharing and 'Park and Stride';
- ii. Promotion and expansion of breakfast clubs and after School clubs / activities; and

- iii. The School will be required to demonstrate commitment to active management or supervision of the School frontage and delivery and servicing management;

Summary

- 8.7 It is concluded that continued promotion of travel by sustainable modes and good safety awareness through the STP, supported by demand management measures would be the most effective way of addressing existing issues and any future issues that occur due to natural increase.

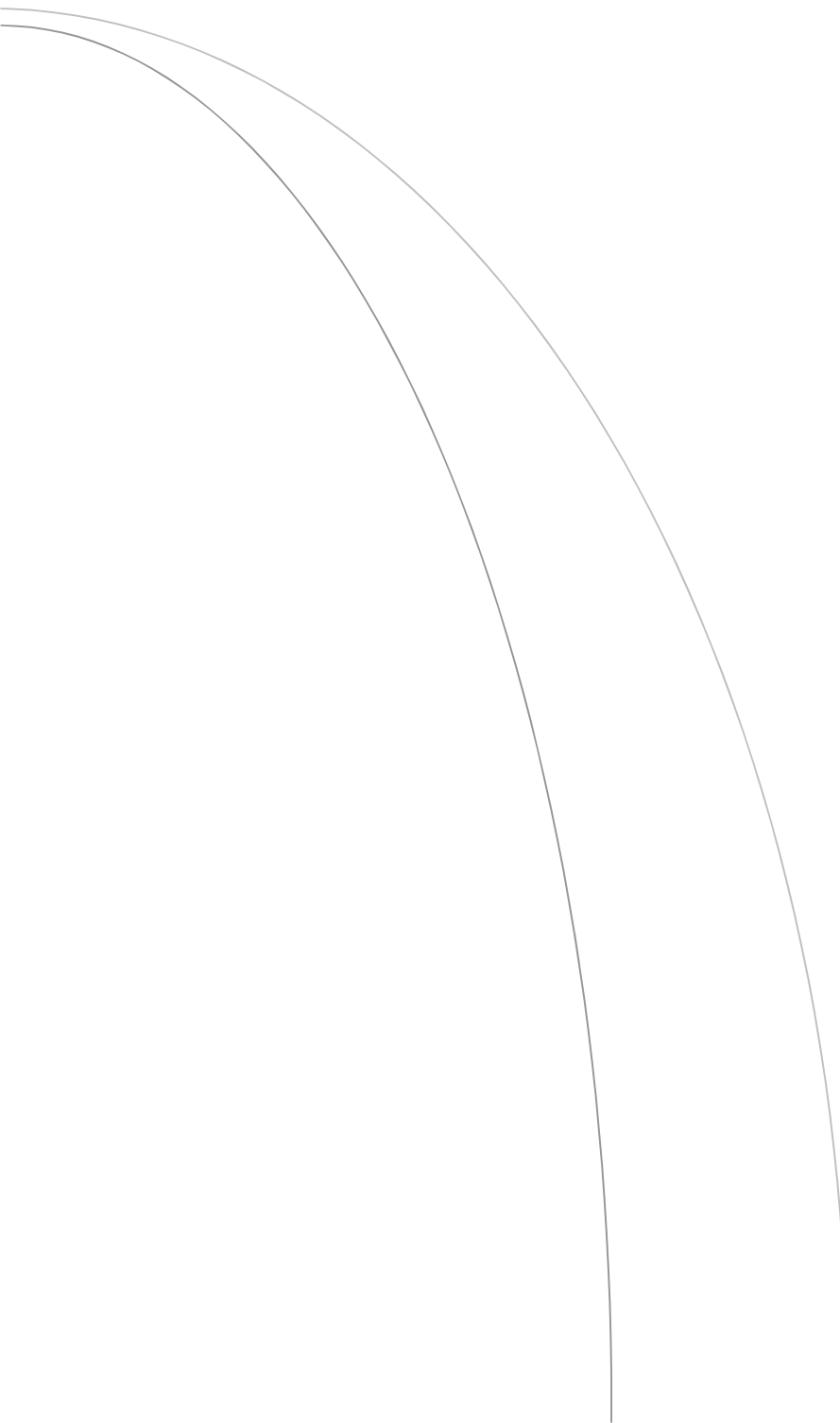
9.0 CONCLUSION

9.1 The main conclusions of this TS report are summarised below:

- i. Selwyn Primary School is situated within a residential area of LBWF. The Site can be accessed from Cavendish Road and Selwyn Avenue. The School provides education for pupils aged 2 – 11, and has 647 pupils on Site;
- ii. The pedestrian network is comprehensive and of a good quality with wide footways and uncontrolled crossing points. The School has 'poor' public transport accessibility (PTAL 2), however the majority of pupils are expected to walk and as such this is not considered as significant constraint;
- iii. The School is surrounded by residential streets with generally low traffic flows. Some of the roads in the area operate as one way and physical measures in form of a physical Island is in place to prevent through traffic;
- iv. On-street parking within the area surrounding the School is unrestricted and there are double yellow lines on the corners at junctions which prevent stopping at any time;
- v. Accidents were recorded during the School opening and closing time and involved primary School age casualties in the wider area of the School. The recorded cause of those accidents was behaviour of road users rather than the operation of the highway network;
- vi. The School currently has 647 pupils on the School roll and employs a total of 111 (43FTE) members of staff. The School has no parking and staff park on-streets in the area. Pupils are dropped and collected from residential streets in the vicinity of the School;
- vii. Following the School re-development, a natural increase in pupil places is expected due to the fact that currently the School is undersubscribed. The increase in number of pupils on Site is estimated to be 57 primary pupils and 16 (8FTE) nursery pupils. This is within the consented capacity of the School and not as a result of the development;
- viii. As the development does not change the consented capacity of the School a material impact on the highway network is not expected;
- ix. The level of vehicular trips and demand for car parking expected from the re-developed School will not result in any increase in parking or traffic congestion;

- x. The School will continue to operate demand management measures such as breakfast club, after-School activities to spread the School demand and delivery and servicing management to ensure safety; and
- xi. The School will benefit from provision of on-Site car parking for staff and disabled drivers and provision of cycle and scooter storage. Additionally, it is recommended that the STP is renewed to address existing issues.

Appendix A – Proposed Site Layout





KEY-

- | | | | |
|--|------------------------|--|-----------------------------------|
| | Pedestrian tarmac | | Existing wooden bench |
| | Vehicular tarmac | | Existing picnic table |
| | PCC paving slabs | | Existing cycle pods |
| | Weipour rubber crumb | | Existing bin |
| | Bark Mulch | | Shed |
| | Grass | | Existing play tables |
| | Shrub planting | | Raised planters |
| | Native screen planting | | Existing cycle shelter and stands |
| | Long meadow grass | | Cycle shelter and stands |
| | Hedge | | Scooter pod |
| | Existing planting | | |
| | Proposed tree | | |
| | Existing tree | | |

NOTES:
 1. This plan is the property of Hyland Edgar Driver. It must not be copied or reproduced without written consent. Only printed dimensions are to be taken from this drawing. All contractors must visit the site and be responsible for taking and checking all dimensions related to the works shown on this drawing.

B. Cycle stands and scooter pods added. 04.12.15. ZC
 A. Updated for planning. 20.11.15. ZC
 REVISIONS

H | E | D
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 Landscape Architects and Urban Designers
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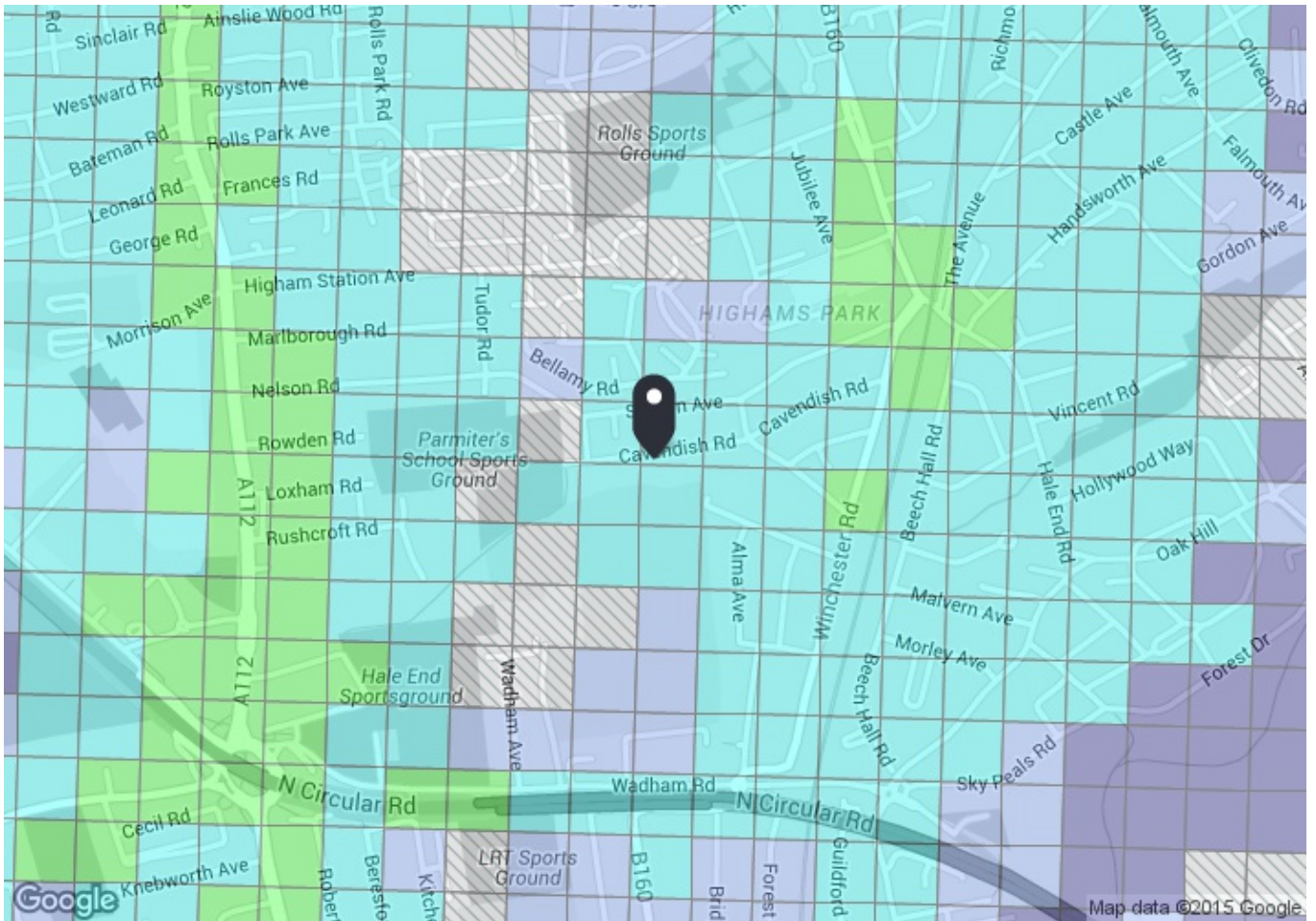
PROJECT
 Selwyn Primary School

SUBJECT
 Landscape Layout Plan
Planning

DATE	05/09/15	DRAWN BY	ZC
SCALE	1:300@A1	CHECKED BY	IN
DRAWING NUMBER	HED.1189.200	REVISION	B
DRAWING STATUS	B	C - CHECK FOR WORK PREPARATION	B
A - PRELIMINARY		F - CONTRACTOR APPROVAL	
C - CHECK FOR WORK PREPARATION		G - AS BUILT	
F - CONTRACTOR APPROVAL			
G - AS BUILT			

1 Layout plan
 1:300@A1

Appendix B – PTAL Assessment



PTAL output for 2011 (Base year)
2

E4 9NG
London E4 9NG, UK

Easting: 538120, Northing: 191495

Grid Cell: 139256

Report generated: 02/12/2015

Calculation Parameters

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

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WINCHESTER RD HALDEN RD	W16	405.54	5	5.07	8	13.07	2.3	0.5	1.15
Bus	WINCHESTER RD HALDEN RD	212	405.54	6	5.07	7	12.07	2.49	1	2.49
Rail	Highams Park	'LIVST-CHINGFD 2T08'	713.83	3.67	8.92	8.92	17.85	1.68	1	1.68
Rail	Highams Park	'CHINGFD-LIVST 2T13'	713.83	2	8.92	15.75	24.67	1.22	0.5	0.61
Rail	Highams Park	'CHINGFD-LIVST 2T15'	713.83	2	8.92	15.75	24.67	1.22	0.5	0.61
Rail	Highams Park	'CHINGFD-LIVST 2T99'	713.83	0.33	8.92	91.66	100.58	0.3	0.5	0.15
Total Grid Cell AI:										6.68

Appendix C –Personal Injury Account Data

Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
MD01 GIS AREA B13_Selwyn (P)	36 MTS TO APR-2015	68

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





Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

1 0114JC30505 THU 17/07/14 20:00 LIGHT WADHAM ROAD J/W WINCHESTER ROAD 13 NODE 134 538260 / 190970

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT FOOTBRIDGE OR SUBWAY

V MOVED FORWARD AS DID V2, V2 COLLIDED WITH V1'S REAR

CASUALTY 001 (001) (65 Yrs - F BN1) SLIGHT PASSENGER FRONT SEAT

CASUALTY 002 (001) (11 Yrs - M BN1) SLIGHT PASSENGER BACK SEAT

VEHICLE 001 (002) CAR (66 Yrs - M BN1) MOVING OFF

BT - NOT REQUESTED

VEHICLE 002 (001) CAR (25 Yrs - M E17) MOVING OFF

BT - NOT REQUESTED

V002 A 901 (STOLEN VEHICLE) V002 A 601 (AGGRESSIVE DRIVING)

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

2 0112JC30240 TUE 22/05/12 16:43 LIGHT WADHAM ROAD J/W HALE END ROAD 13 NODE 136 538510 / 190980

POLICE - OVER COU ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT ZEBRA

V1 MOVED OFF INTO ROUNDABOUTBEARING LEFT, V2 SHUNTED HIM

CASUALTY 001 (001) (33 Yrs - M E4) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (33 Yrs - M E4) GOING AHEAD LEFT BEND W TO N

BT - DRV NOT CONTACTED

VEHICLE 002 (001) CAR (? Yrs - M UNKN) GOING AHEAD LEFT BEND W TO N

BT - DRV NOT CONTACTED

V002 B 405 (FAILED TO LOOK PROPERLY) V002 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

BT - DRV NOT CONTACTED

VEHICLE 002 (001) CAR (? Yrs - M UNKN) GOING AHEAD LEFT BEND W TO N

BT - DRV NOT CONTACTED

V002 B 405 (FAILED TO LOOK PROPERLY)

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



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

13 NODE 136 538510 / 190960

13 NODE 136

0112JC30322 MON 16/07/12 16:45 LIGHT HALE END ROAD J/W WADHAM ROAD
POLICE - OVER COU ROAD-WET RAINING SINGLE CWY ROUNDABOUT GIVE WAY/UNCONT ZEBRA

V2 FAILED TO GIVEWAY AND COLLIDED WITH V1(CYCLE)

CASUALTY 001 (001) (32 Yrs - M E4) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDALCYCLE (32 Yrs - M E4)
BT - NOT APPLICABLE

GOING AHEAD OTHER SW TO NE
N/S HIT FIRST

JCT MID

VEHICLE 002 (001) CAR (? Yrs - U UNKN)
BT - DRV NOT CONTACTED

GOING AHEAD OTHER NW TO SE
FRONT HIT FIRST

JCT MID

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

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

4 0112JC30380 FRI 10/08/12 19:35 LIGHT HALE END ROAD J/W WADHAM ROAD 13 NODE 136 538510 / 190970

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M
DRIVER OF V1'S VISION WAS AFFECTED BY THE SUN AND FAILED TO SEE V2 COLLIDING WITH THEM.

CASUALTY 001 (002) (25 Yrs - M IG8) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (45 Yrs - M E4)
BT - NEGATIVE

GOING AHEAD OTHER N TO S
FRONT HIT FIRST

JCT MID

VEHICLE 002 (001) M/C 50-125CC (25 Yrs - M IG8)
BT - NEGATIVE

GOING AHEAD OTHER W TO E
N/S HIT FIRST

JCT MID

V001 A 706 (VISION AFFECTED - DAZZLING SUN)

V001 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

5 0113JC30662 MON 16/12/13 15:00 LIGHT HALE END ROAD J.W WADHAM ROAD 13 NODE 136 538500 / 190960

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

V2 PULLED OUT INTO THE PATH OF V1

CASUALTY 001 (001) (31 Yrs - F N9) SLIGHT PASSENGER BACK SEAT

CASUALTY 002 (002) (30 Yrs - F UNKN) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (002) CAR (34 Yrs - M N9)

BT - NEGATIVE

TURNING RIGHT

N TO W
N/S HIT FIRST

JCT MID

VEHICLE 002 (001) CAR (36 Yrs - M UNKN)

BT - NEGATIVE

GOING AHEAD OTHER

S TO N
FRONT HIT FIRST

JCT MID

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

V001 B 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)

V002 A 405 (FAILED TO LOOK PROPERLY)

6 0112JC30307 TUE 10/07/12 19:17 LIGHT CHINGFORD MOUNT RD J/W MORRISON AVENUE 13 NODE 140 537410 / 191760

POLICE - OVER COU ROAD-WET WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

V2 TURNED LEFT AND COLLIDED WITH REAR OF STATIONARY V1 (CAS1).

CASUALTY 001 (001) (50 Yrs - F E4) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (50 Yrs - F E4)

BT - DRV NOT CONTACTED

GOING AHEAD HELD UP

S TO N
BACK HIT FIRST

JCT CLEARED

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

BT - DRV NOT CONTACTED

TURNING LEFT

W TO N
FRONT HIT FIRST

ENTERING MAIN RD

V002 A 403 (POOR TURN OR MANOEUVRE)

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

V002 A 405 (FAILED TO LOOK PROPERLY)



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

7 0112JC30514 SAT 27/10/12 15:05 LIGHT CHINGFORD ROAD J.W HIGHAM STATION AVENUE 13 NODE 140 537410 / 191740

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
DRIVER V3 SNEEZED AND COLLIDED REAR STAT V1

CASUALTY 001 (001) (45 Yrs - M E4) SLIGHT DRIVER/RIDER FRONT SEAT
CASUALTY 002 (001) (45 Yrs - M E4) SLIGHT PASSENGER

VEHICLE 001 (002) CAR (45 Yrs - M E4) GOING AHEAD HELD UP S TO N JCT APP
BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (001) CAR (45 Yrs - M CO15) GOING AHEAD OTHER S TO N JCT APP
BT - NOT REQUESTED FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)
V002 A 410 (LOSS OF CONTROL)

8 0113JC30217 SAT 25/05/13 10:55 LIGHT HIGHAM STATION AVE JAW CHINGFORD RD 13 NODE 140 537410 / 191750

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS
V1 TURNED LEFT AND GOT HIT BY V2

CASUALTY 001 (002) (46 Yrs - F E17) SLIGHT DRIVER/RIDER TURNING LEFT E TO S JCT MID
VEHICLE 001 (002) CAR (40 Yrs - M E4) BT - NEGATIVE O/S HIT FIRST

VEHICLE 002 (001) CAR (46 Yrs - F E17) GOING AHEAD OTHER N TO S JCT MID
BT - NEGATIVE FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY) V001 B 403 (POOR TURN OR MANOEUVRE)
V001 B 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL) V002 B 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

9 0113JC30302 THU 04/07/13 18:43 LIGHT NFL HIGHAM STATION AVE J/W CHINGFORD MOUNT RD 13 NODE 140 537430 / 191760

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

V2 MOVED OFF AND HIT V1

CASUALTY 001 (001) (53 Yrs - F E18) SERIOUS DRIVER/RIDER

VEHICLE 001 (002) CAR (53 Yrs - F E18) GOING AHEAD OTHER E TO W JCT APP

BT - NEGATIVE N/S HIT FIRST

VEHICLE 002 (001) CAR (20 Yrs - F E4) MOVING OFF E TO W JCT APP

BT - NEGATIVE O/S HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 403 (POOR TURN OR MANOEUVRE)

10 0113JC30459 WED 11/09/13 19:00 LIGHT CHINGFORD MOUNT RD J/W HIGHAM STATION AVE 13 NODE 140 537410 / 191750

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

V2 TURNED RIGHT AND GOT HIT BY V1. V2 FTS

CASUALTY 001 (001) (43 Yrs - F E17) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (43 Yrs - F E17) GOING AHEAD OTHER N TO S JCT MID

BT - DRV NOT CONTACTED FRONT HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - U UNKN) TURNING RIGHT S TO E JCT MID

BT - DRV NOT CONTACTED N/S HIT FIRST

V002 A 403 (POOR TURN OR MANOEUVRE) V002 A 405 (FAILED TO LOOK PROPERLY)



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

11 0114JC30387 FRI 30/05/14 13:48 LIGHT CHINGFORD ROAD J/W MORRISON AVENUE 13 NODE 140 537410 / 191750

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

V2 ENTERED ROAD FROM PAVEMENT INTO PATH OF V1

CASUALTY 001 (002) (16 Yrs - M E4) SLIGHT DRIVER/RIDER N TO S JNY PART OF WORK JCT APP

VEHICLE 001 (002) CAR (54 Yrs - M IG10) GOING AHEAD OTHER N/S HIT FIRST

BT - NEGATIVE

VEHICLE 002 (001) PEDAL CYCLE (16 Yrs - M E4) GOING AHEAD OTHER N TO S JCT APP

BT - NOT APPLICABLE

V002 A 310 (CYCLIST ENTERING ROAD FROM PAVEMENT) V002 A 602 (CARELESS/RECKLESS/IN A HURRY) FOOTWAY

V002 A 405 (FAILED TO LOOK PROPERLY)

12 0113JC30446 WED 04/09/13 17:10 LIGHT LARKSHALL RD J/W THE BROADWAY 13 NODE 143 538540 / 191770

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

V2 TURNED RIGHT AND GOT HIT BY V1

CASUALTY 001 (001) (36 Yrs - M E4) SLIGHT DRIVER/RIDER N TO S JCT MID

VEHICLE 001 (002) PEDAL CYCLE (36 Yrs - M E4) GOING AHEAD OTHER FRONT HIT FIRST

BT - NOT APPLICABLE

VEHICLE 002 (001) CAR (? Yrs - U UNKN) TURNING RIGHT S TO SE JCT MID

BT - DRV NOT CONTACTED

V002 A 403 (POOR TURN OR MANOEUVRE) V002 A 405 (FAILED TO LOOK PROPERLY)

13 0114JC30038 FRI 31/01/14 15:30 LIGHT LARKSHALL ROAD J/W HALE END ROAD 13 NODE 143 538530 / 191780

POLICE - OVER COU ROAD-WET RAINING SINGLE CWY MULTI JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

PED CROSSED ACROSS STAT TRAFFIC INTO PATH OF V1

CASUALTY 001 (001) (16 Yrs - M E4) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) W BOUND FROM DRIVERS N/SIDE MSK JCT APP

VEHICLE 001 (000) CAR (? Yrs - U UNKN) GOING AHEAD OTHER N TO S

BT - DRV NOT CONTACTED

V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S)) V001 A 405 (FAILED TO LOOK PROPERLY)

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)



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

14 0114JC30145 TUE 18/03/14 15:20 LIGHT LARSHALL ROAD J/W THE BROADWAY 13 NODE 143 538550 / 191760

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

V1 ALLOWED PED TO CROSS AND WHEN PED NEARLY FINISHED CROSSING V1 ROLLED FORWARD HITTING PED

CASUALTY 001 (001) (13 Yrs - M E4) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) SW BOUND FROM DRIVERS O/SIDE

JOURNEY TO/FROM SCHOOL Sch Attended : HIGHAMS PARK SECONDARY

VEHICLE 001 (000) CAR (47 Yrs - M E4) SE TO NW JNY PART OF WORK JCT APP

BT - NOT REQUESTED FRONT HIT FIRST

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

V001 A 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED) V001 A 405 (FAILED TO LOOK PROPERLY)

15 0114JC30330 TUE 13/05/14 17:15 LIGHT LARKSHALL ROAD J/W WINCHESTER GROVE 13 NODE 143 538540 / 191760

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

PED 1 AND 2 CROSSED ACROSS STAT TRAFFIC INTO PATH OF V1 WHO WAS ON INSIDE LANE

CASUALTY 001 (001) (23 Yrs - F E4) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) NE BOUND FROM DRIVERS O/SIDE MSK

CASUALTY 002 (001) (22 Yrs - F UNKN) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) NE BOUND FROM DRIVERS O/SIDE MSK

VEHICLE 001 (000) CAR (22 Yrs - M E11) GOING AHEAD OTHER NW TO SE JCT APP

BT - NOT REQUESTED FRONT HIT FIRST

C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE) C001 A 802 (FAILED TO LOOK PROPERLY)

C002 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE) C002 A 802 (FAILED TO LOOK PROPERLY)

16 0112JC30187 TUE 15/05/12 07:06 LIGHT WINCHESTER ROAD 34M N OF SWANAGE ROAD 13 LINK 134-144 538390 / 191220

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

V1 AND PEDAL CYCLIST V2 HIT EACH OTHER HEAD ON

CASUALTY 001 (002) (? Yrs - M PL3) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (46 Yrs - M E4) GOING AHEAD OTHER S TO N

BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (000) PEDAL CYCLE (? Yrs - M PL3) GOING AHEAD OTHER N TO S

BT - NOT APPLICABLE FRONT HIT FIRST

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



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

17 0112JC30421 SAT 25/08/12 15:52 LIGHT WINCHESTER ROAD 40M S J.W NEWBURY ROAD 13 LINK 134-144 538460 / 191510

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

V1 LOST CONTROL AND COLLIDED WITH ONCOMING V2, V2 THEN COLLIDED STAT V3 & V4

CASUALTY 001 (001) (21 Yrs - M E17) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (43 Yrs - F E17) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (21 Yrs - M E17) GOING AHEAD OTHER S TO N

BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (001) CAR (43 Yrs - F E17) GOING AHEAD OTHER N TO S

BT - NEGATIVE FRONT HIT FIRST

VEHICLE 003 (002) GDS =< 3.5T (? Yrs - U PARKED) PARKED P TO P

BT - DRV NOT CONTACTED N/S HIT FIRST

VEHICLE 004 (002) CAR (? Yrs - U PARKED) PARKED P TO P

BT - DRV NOT CONTACTED O/S HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY) V001 A 307 (TRAVELLING TOO FAST FOR CONDITIONS)

V001 A 410 (LOSS OF CONTROL)

18 0112JC30607 SAT 15/12/12 13:15 LIGHT WINCHESTER ROAD JW NEWBURY ROAD 13 LINK 134-144 538460 / 191540

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

V1 NORTH-BD SLOWED FOR PEDS AHEAD TO CROSS AND WAS SHUNTED BY V2

CASUALTY 001 (001) (21 Yrs - F E17) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) TAXI (21 Yrs - F E17) GOING AHEAD HELD UP S TO N

BT - NOT REQUESTED BACK HIT FIRST JCT MID

VEHICLE 002 (001) CAR (? Yrs - M E10) GOING AHEAD OTHER S TO N

BT - NOT REQUESTED FRONT HIT FIRST JCT MID

V002 B 308 (FOLLOWING TOO CLOSE) V002 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

19	0113JC30275	SAT 15/06/13 10:15	LIGHT WINCHESTER RD J/W SWANAGE RD	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M	13	LINK 134-144	538380 / 191170
			POLICE - AT SCENE ROAD-DRY	WEATHER-FINE					
			V2 MOVED OFF AND HIT V1. V1 THEN HIT PARKED V3 AND V4						
			CASUALTY 001 (002) (22 Yrs - M E4)	SLIGHT DRIVER/RIDER					
			VEHICLE 001 (002) CAR	(22 Yrs - M E4)	GOING AHEAD OTHER	S TO N			JCT APP
				BT - NEGATIVE	HIT PARKED VEH	N/S HIT FIRST			
			VEHICLE 002 (001) CAR	(22 Yrs - M E4)	MOVING OFF	S TO N			JCT APP
				BT - NEGATIVE		O/S HIT FIRST			
			VEHICLE 003 (001) CAR	(? Yrs - U PARKED)	PARKED	P TO P			JCT APP
				BT - DRV NOT CONTACTED		O/S HIT FIRST			
			VEHICLE 004 (001) CAR	(? Yrs - U PARKED)	PARKED	P TO P			JCT APP
				BT - DRV NOT CONTACTED		O/S HIT FIRST			
			V002 A 405 (FAILED TO LOOK PROPERLY)		V002 A 403 (POOR TURN OR MANOEUVRE)				
			V001 A 410 (LOSS OF CONTROL)						

20	0113JC30447	MON 09/09/13 18:35	LIGHT WINCHESTER RD J/W CAVENTDISH RD	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M	13	LINK 134-144	538490 / 191630
			POLICE - AT SCENE ROAD-WET	WEATHER-FINE					
			V2 TURNED RIGHT AND GOT HIT BY V1						
			CASUALTY 001 (001) (20 Yrs - M UNKN)	SLIGHT DRIVER/RIDER					
			VEHICLE 001 (002) M/C 50-125CC	(20 Yrs - M UNKN)	GOING AHEAD OTHER	S TO N			JCT MID
				BT - NEGATIVE		FRONT HIT FIRST			
			VEHICLE 002 (001) CAR	(38 Yrs - F UNKN)	TURNING RIGHT	N TO W			JCT MID
				BT - NEGATIVE		N/S HIT FIRST			
			V002 A 405 (FAILED TO LOOK PROPERLY)		V002 A 403 (POOR TURN OR MANOEUVRE)				



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13_Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

21	0114JC30357	FRI 23/05/14 19:37	LIGHT WINCHESTER ROAD J/W CAVENDISH ROAD	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M	13	LINK 134-144	538480 / 191630
			POLICE - AT SCENE ROAD-DRY	WEATHER-FINE					
			PED CROSSED INTO PATH OF V1 FROM IN BETWEEN STA CARS						
			CASUALTY 001 (001) (22 Yrs - F IG5)	SLIGHT PEDESTRIAN	CROSSING ROAD (NOT ON XING)	W BOUND FROM DRIVERS N/SIDE MSK			JCT APP
			VEHICLE 001 (000) CAR	(24 Yrs - M CM17)	OVERTAKE STAT VEH O/S	N TO S			
				BT - NEGATIVE	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))				
22	0115JC30054	THU 05/02/15 08:41	LIGHT WINCHESTER ROAD J/W HALDEN ROAD	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT ZEBRA	13	LINK 134-144	538430 / 191400
			POLICE - AT SCENE ROAD-WET	WEATHER-OTHER					
			PED RAN OUT ONTO CROSSING INTO V1'S PATH, V1 BRAKED BUT COLLIDED						
			CASUALTY 001 (001) (11 Yrs - F E4)	SLIGHT PEDESTRIAN	CROSSING ROAD ON PED XING	UNKNOWN			JCT CLEARED
			VEHICLE 001 (000) CAR	(73 Yrs - M E17)	GOING AHEAD OTHER	N TO S			
				BT - NOT REQUESTED	FRONT HIT FIRST				
			V001 A 405 (FAILED TO LOOK PROPERLY)		V001 A 408 (SUDDEN BRAKING)				
			C001 A 802 (FAILED TO LOOK PROPERLY)		C001 B 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)				
23	0112JC30302	FRI 29/06/12 17:20	LIGHT HALE END ROAD J/W MORLEY AVENUE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M	13	LINK 136-143	538685 / 191153
			POLICE - AT SCENE ROAD-DRY	WEATHER-FINE					
			V1 BROKE SHARPLY CAUSING INJURIES TO A PASS ONBOARD						
			CASUALTY 001 (001) (62 Yrs - F IG8)	SLIGHT PASSENGER	STANDING ON PSV				JCT APP
			VEHICLE 001 (000) BUS/COACH	(41 Yrs - M)	GOING AHEAD OTHER	SW TO NE JNY PART OF WORK			
				BT - NOT REQUESTED	DID NOT IMPACT				
			V001 A 408 (SUDDEN BRAKING)						



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

24 0112JC30411 THU 06/09/12 13:05 LIGHT OAK HILL JW HALE END ROAD 13 LINK 136-143 538814 / 191343

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

THE DRIVER OF PARKED V1 OPENED THE DOOR INTO PEDAL CYCLIST V2'S PATH

CASUALTY 001 (002) (22 Yrs - M E17) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (55 Yrs - M EN2) BT - NEGATIVE

PARKED P TO P JNY PART OF WORK JCT APP

GOING AHEAD OTHER E TO W JCT APP

BT - NOT APPLICABLE FRONT HIT FIRST

HIT OPEN DOOR

V001 A 405 (FAILED TO LOOK PROPERLY) V001 B 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)

25 0112JC30562 MON 26/11/12 15:40 LIGHT LARKSHALL ROAD 22M NW OF THE AVENUE 13 LINK 136-143 538560 / 191750

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

V2 WENT INTO THE BACK OF STAT V1 NO XING FACILITY IN 50M

CASUALTY 001 (002) (58 Yrs - M E4) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (53 Yrs - M IG8)

BT - NOT REQUESTED GOING AHEAD HELD UP SE TO NW BACK HIT FIRST

GOING AHEAD OTHER SE TO NW FRONT HIT FIRST

V002 A 505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

26 0112JC30610 TUE 04/12/12 15:02 LIGHT HALE END ROAD J/W FOREST MOUNT ROAD 13 LINK 136-143 538717 / 191221

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

V1 [CYCLE]CROSSED ROAD BETWEEN PARKED VEHICLES AND WAS STRUCK O/S BY V2

CASUALTY 001 (001) (18 Yrs - M E4) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (18 Yrs - M E4)

BT - NOT APPLICABLE

MOVING OFF

E TO W
O/S HIT FIRST

JCT MID

VEHICLE 002 (001) CAR (? Yrs - U 1)

BT - DRV NOT CONTACTED

GOING AHEAD OTHER

N TO S
FRONT HIT FIRST

JCT MID

V001 B 405 (FAILED TO LOOK PROPERLY)

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

V002 B 405 (FAILED TO LOOK PROPERLY)

V002 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)

27 0114JC30134 FRI 14/03/14 07:59 LIGHT HALE END ROAD J/W THE AVENUE 13 LINK 136-143 538580 / 191740

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

V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2

CASUALTY 001 (002) (27 Yrs - M N5) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (49 Yrs - F E4)

BT - NEGATIVE

TURNING RIGHT

SE TO N
FRONT HIT FIRST

JCT MID

VEHICLE 002 (001) PEDAL CYCLE (27 Yrs - M N5)

BT - NOT APPLICABLE

GOING AHEAD OTHER

NW TO SE
O/S HIT FIRST

JCT MID

V001 A 405 (FAILED TO LOOK PROPERLY)

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

28 0114JC30178 WED 01/01/14 00:09 DARK OAK HILL J/W HALE END ROAD 13 LINK 136-143 538800 / 191330

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY OTHER JUN AUTH PERSON NO XING FACILITY IN 50M SCH XING PTRL

PED STANDING IN ROAD WAS HIT BY V1 DISTRACTED BY FIREWORKS

CASUALTY 001 (001) (25 Yrs - F E6) SLIGHT PEDESTRIAN

VEHICLE 001 (000) CAR (36 Yrs - F E4)

BT - NEGATIVE

IN ROAD - NOT CROSSING

STANDING

JCT APP

V001 A 510 (DISTRACTION OUTSIDE VEHICLE)

C001 A 802 (FAILED TO LOOK PROPERLY)

V001 A 405 (FAILED TO LOOK PROPERLY)

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

NE TO SW

N/S HIT FIRST

Date: 25 AUG 2015 10:59

Interpreted Listing

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Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)



MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

29 0114JC30204 SUN 30/03/14 03:40 DARK HALE END ROAD J/W THE AVENUE 13 LINK 136-143 538610 / 191720

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

PED IN MIDDLE OF ROAD CROSSING WAS CLIPPED BY PASSING V1

CASUALTY 001 (001) (21 Yrs - M E4) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) SW BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) CAR (? Yrs - U UNKN) BT - DRV NOT CONTACTED GOING AHEAD OTHER SE TO NW JCT CLEARED

O/S HIT FIRST

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

V001 B 306 (EXCEEDING SPEED LIMIT)

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

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

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

30 0114JC30713 SAT 04/10/14 17:00 LIGHT HALE END ROAD J/W SILVERDALE ROAD 13 LINK 136-143 538700 / 191640

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

V2 TURNED ACROSS ONCOMING V1

CASUALTY 001 (001) (18 Yrs - M E4) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (58 Yrs - F E4) SLIGHT DRIVER/RIDER

CASUALTY 003 (002) (? Yrs - M SG10) SLIGHT PASSENGER

VEHICLE 001 (002) CAR (18 Yrs - M E4)

BT - NOT REQUESTED

FRONT SEAT

GOING AHEAD OTHER

NW TO SE

JCT MID

VEHICLE 002 (001) CAR (58 Yrs - F E4)

BT - NOT REQUESTED

TURNING RIGHT

SE TO NE

JCT MID

N/S HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)

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

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



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

31 0114JC30759 WED 22/10/14 09:27 LIGHT WALDHAM ROAD 30M E OF J/W HALL END ROAD 13 LINK 136-137 538530 / 190950

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

V2 DID A U-TURN AS V2 WAS OVERTAKING

CASUALTY 001 (001) (31 Yrs - M E4) SLIGHT DRIVER/RIDER
 CASUALTY 002 (002) (29 Yrs - M WN1) SLIGHT DRIVER/RIDER
 CASUALTY 003 (001) (23 Yrs - M E4) SLIGHT PASSENGER BACK SEAT
 CASUALTY 004 (002) (35 Yrs - M E17) SLIGHT PASSENGER BACK SEAT
 CASUALTY 005 (001) (24 Yrs - M E17) SLIGHT PASSENGER BACK SEAT

VEHICLE 001 (002) CAR (31 Yrs - M E4) OVERTAKE MOVE VEH O/S SE TO NW FRONT HIT FIRST
 BT - NEGATIVE

VEHICLE 002 (001) CAR (29 Yrs - M WN1) U-TURNING SE TO SE O/S HIT FIRST
 BT - NEGATIVE

V002 A 405 (FAILED TO LOOK PROPERLY)
 V002 A 403 (POOR TURN OR MANOEUVRE) V002 A 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)

32 0113JC30569 THU 07/11/13 19:30 DARK CHINGFORD ROAD J/W RUSHCROFT ROAD 13 LINK 139-145 537450 / 191360

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

F.T.S V1 TURNED RIGHT AND HIT THE PED CROSSING THE ROAD

CASUALTY 001 (001) (42 Yrs - F E10) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) W BOUND FROM DRIVERS O/SIDE
 VEHICLE 001 (000) CAR (? Yrs - U) TURNING RIGHT E TO N FRONT HIT FIRST
 BT - DRV NOT CONTACTED JCT CLEARED

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



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

33 0113JC30690 TUE 31/12/13 23:03 DARK NELSON ROAD 80M W J.W TUDOR ROAD 13 LINK 139-144 537750 / 191620

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

V2 BRAKED TO AVOID REVERSING V1 AND RIDER FELL OFF

CASUALTY 001 (002) (24 Yrs - M E4) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (51 Yrs - F UNKN)

BT - NOT REQUESTED

REVERSING

S TO E

DID NOT IMPACT

JCT MID

VEHICLE 002 (000) M/C 50-125CC (24 Yrs - M E4)

BT - NOT REQUESTED

GOING AHEAD OTHER

E TO W

DID NOT IMPACT

JCT MID

V001 B 405 (FAILED TO LOOK PROPERLY)

V002 A 410 (LOSS OF CONTROL)

V002 A 307 (TRAVELLING TOO FAST FOR CONDITIONS)

34 0114JC30124 THU 06/03/14 15:55 LIGHT CHINGFORD ROAD J/W MARLBOROUGH ROAD 13 LINK 139-140 537420 / 191690

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

V1 STOPPED SUDDENLY DUE TO A CAR IN FRONT DOING THE SAME CAUSING V2 TO COLLIDE WITH V1'S REAR

CASUALTY 001 (001) (50 Yrs - F E17) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (11 Yrs - F UNKN) SLIGHT PASSENGER

VEHICLE 001 (002) CAR (50 Yrs - F E17)

BT - DRV NOT CONTACTED

BACK SEAT

SLOWING OR STOPPING

S TO N

BACK HIT FIRST

JCT CLEARED

VEHICLE 002 (001) CAR (? Yrs - F E17)

BT - DRV NOT CONTACTED

SLOWING OR STOPPING

S TO N

FRONT HIT FIRST

JCT CLEARED

V002 A 405 (FAILED TO LOOK PROPERLY)

V001 A 408 (SUDDEN BRAKING)

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



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13_Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

35 0114JC30326 TUE 13/05/14 17:45 LIGHT SELWYN AVENUE 26M E OF J/W NELSON ROAD 13 LINK 139-144 538020 / 191570

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY PRIV DRIVE GIVE WAY/UNCONT NO XING FACILITY IN 50M

V3 MOVING OFF FROM DRIVE INTO PATH OF V1 WHICH SPUN HITTING PARKED V2

CASUALTY 001 (001) (23 Yrs - M IG8) SLIGHT DRIVER/RIDER

VEHICLE 001 (003) CAR (23 Yrs - M IG8) GOING AHEAD OTHER W TO E JCT APP

BT - NOT REQUESTED N/S HIT FIRST

VEHICLE 002 (001) TAXI (61 Yrs - M E4) PARKED P TO P JNY PART OF WORK ENTERING MAIN RD

BT - DRV NOT CONTACTED O/S HIT FIRST

VEHICLE 003 (002) CAR (62 Yrs - M E4) MOVING OFF N TO S JCT CLEARED

BT - NOT REQUESTED FRONT HIT FIRST

V003 A 405 (FAILED TO LOOK PROPERLY)

V001 B 306 (EXCEEDING SPEED LIMIT)

V003 B 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

36 0114JC30559 MON 04/08/14 11:15 LIGHT CHINGFORD ROAD J/W RUSHCROFT ROAD 13 LINK 139-145 537440 / 191330

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

V2 COLLIDED WITH REAR OF STAT V1'S REAR

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

VEHICLE 001 (002) CAR (50 Yrs - M UNKN) GOING AHEAD HELD UP S TO N JCT APP

BT - NOT REQUESTED

VEHICLE 002 (001) CAR (? Yrs - U UNKN) GOING AHEAD OTHER S TO N JCT APP

BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)

V002 B 509 (DISTRACTION IN VEHICLE)

V002 A 405 (FAILED TO LOOK PROPERLY)



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

37 0114JC30873 SAT 06/12/14 04:00 DARK CHINGFORD ROAD JW RUSHCROFT ROAD 13 LINK 139-145 537460 / 191350

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

V2 PULLED OUT AND WAS HIT IN REAR BY V1

CASUALTY 001 (001) (20 Yrs - M E17) SLIGHT DRIVER/RIDER
 CASUALTY 002 (002) (42 Yrs - M RM10) SLIGHT DRIVER/RIDER
 CASUALTY 003 (001) (18 Yrs - F E17) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (002) CAR (20 Yrs - M E17) GOING AHEAD OTHER N TO S JCT CLEARED
 BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (001) CAR (42 Yrs - M RM10) TURNING LEFT E TO S JCT CLEARED
 BT - NEGATIVE BACK HIT FIRST

V001 B 203 (DEFECTIVE BRAKES)
 V001 A 306 (EXCEEDING SPEED LIMIT) V001 A 707 (VISION AFFECTED - RAIN, SLEET, SNOW, OR FOG)

38 0112JC30170 THU 03/05/12 06:40 LIGHT CHINGFORD MOUNT ROAD JW LEONARD ROAD 13 LINK 140-156 537360 / 191930
 POLICE - AT SCENE ROAD-WET WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 NORTH-BD MAJOR ROAD WAS STRUCK BY V1 ENTERING MAJOR RD FROM V1 LEFT SIDE

CASUALTY 001 (001) (50 Yrs - M E4) SLIGHT DRIVER/RIDER MOVING OFF S TO N JNY PART OF WORK JCT MID
 VEHICLE 001 (002) GDS =< 3.5T (50 Yrs - M E4) BT - NEGATIVE N/S HIT FIRST

VEHICLE 002 (001) CAR (52 Yrs - F E5) GOING AHEAD OTHER W TO E JNY PART OF WORK JCT MID
 BT - NOT PROVID (MEDCL REASONS) FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY) V001 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

39	0112JC30235	MON 11/06/12 16:30	LIGHT GEORGE ROAD JW CHINGFORD MOUNT ROAD	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M	13	LINK 140-156	537380 / 191850
			POLICE - OVER COU ROAD-WET	RAINING					
			F.T.S V1 TURNED LEFT AND HIT THE PED CROSSING THE ROAD						
			CASUALTY 001 (001) (19 Yrs - F E4)	SLIGHT PEDESTRIAN		CROSSING ROAD (NOT ON XING)	UNKNOWN		
			VEHICLE 001 (000) CAR	(? Yrs - F)		TURNING LEFT	S TO W		JCT CLEARED
				BT - DRV NOT CONTACTED			FRONT HIT FIRST		
			V001 A 405 (FAILED TO LOOK PROPERLY)			V001 A 403 (POOR TURN OR MANOEUVRE)			
			V001 A 602 (CARELESS/RECKLESS/IN A HURRY)						
40	0112JC30339	FRI 20/07/12 03:47	DARK CHINGFORD MOUNT ROAD JW GEORGE ROAD	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M	13	LINK 140-156	537390 / 191850
			POLICE - AT SCENE ROAD-DRY	WEATHER-FINE					
			V1 LOST CONTROL AND WENT INTO THE BACK OF PARKED V2						
			CASUALTY 001 (001) (22 Yrs - M IG6)	SLIGHT DRIVER/RIDER		GOING AHEAD OTHER	S TO N		JCT APP
			VEHICLE 001 (000) CAR	(22 Yrs - M IG6)		HIT PARKED VEH	FRONT HIT FIRST		
				BT - NEGATIVE		PARKED	P TO P		JCT APP
			VEHICLE 002 (000) GDS =< 3.5T	(45 Yrs - M E4)			BACK HIT FIRST		
				BT - NOT REQUESTED					
			V001 A 306 (EXCEEDING SPEED LIMIT)			V001 A 602 (CARELESS/RECKLESS/IN A HURRY)			
			V001 A 410 (LOSS OF CONTROL)						



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

41 0112JC30350 MON 30/07/12 09:30 LIGHT CHINGFORD MOUNT ROAD JW GEORGE ROAD 13 LINK 140-156 537390 / 191850

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY MINI AUTO SIG PEDN PHASE AT ATS TRAF SIG OUT

V1 SOUTH-BD STRUCK BY V2 TURNING RIGHT FROM SIDE ROAD

CASUALTY 001 (001) (24 Yrs - F E17) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (25 Yrs - F E17) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (002) CAR (24 Yrs - F E17) SLOWING OR STOPPING N TO S COMM TO/FROM WORK JCT MID
BT - DRV NOT CONTACTED SKIDDED O/S HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M UNKN) TURNING RIGHT W TO S JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) V002 B 602 (CARELESS/RECKLESS/IN A HURRY)

42 0112JC30461 MON 24/09/12 01:55 DARK CHINGFORD MOUNT ROAD JW FRANCES ROAD 13 LINK 140-156 537370 / 191910

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

V2 SWERVED AND HIT ONCOMING V1 HEAD ON

CASUALTY 001 (001) (25 Yrs - F E4) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (25 Yrs - F E4) GOING AHEAD OTHER S TO N COMM TO/FROM WORK JCT CLEARED
BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (000) BUS/COACH (32 Yrs - M E6) GOING AHEAD OTHER N TO S JNY PART OF WORK JCT APP
BT - NEGATIVE FRONT HIT FIRST

V002 A 409 (SWERVED) V002 B 503 (FATIGUE)

43 0112JC30596 FRI 30/11/12 20:50 DARK CHINGFORD MOUNT ROAD 25M S OF ROLLS PARK AVENUE 13 LINK 140-156 537350 / 191960

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

MOTORCYCLIST V1 LOST CONTROL CAUSING THE RIDER TO FALL OFF

CASUALTY 001 (001) (22 Yrs - M E10) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C <= 50CC (22 Yrs - M E10) GOING AHEAD OTHER N TO S DID NOT IMPACT
BT - NOT REQUESTED

V001 A 410 (LOSS OF CONTROL)



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) **36 MTS TO APR-2015 SORTED NETWORK ORDER**

44 0113JC30045 SAT 09/02/13 19:05 DARK CHINGFORD MOUNT ROAD JW BATEMAN ROAD 13 LINK 140-156 537330 / 192020

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

V1 FAILED TO GIVEWAY AND CROSSED THE PATH OF MOTORCYCLIST V2

CASUALTY 001 (002) (24 Yrs - M E10) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (51 Yrs - M E6) TURNING RIGHT SW TO S JCT MID

BT - NEGATIVE O/S HIT FIRST

VEHICLE 002 (000) M/C 50-125CC (24 Yrs - M E10) GOING AHEAD OTHER S TO N JNY PART OF WORK JCT MID

BT - NEGATIVE FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY) V001 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)

V001 A 403 (POOR TURN OR MANOEUVRE)

45 0113JC30100 SAT 16/03/13 04:50 DARK CHINGFORD MOUNT ROAD 23M S OF FRANCES ROAD 13 LINK 140-156 537380 / 191890

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

V1 WENT INTO THE BACK OF PARKED V2. V2 HIT V3. V3 THEN HIT PARKED V4

CASUALTY 001 (001) (25 Yrs - F CR0) SERIOUS DRIVER/RIDER

VEHICLE 001 (000) CAR (25 Yrs - F CR0) GOING AHEAD OTHER S TO N FRONT HIT FIRST

BT - POSITIVE

VEHICLE 002 (000) CAR (44 Yrs - M E4) HIT PARKED VEH HIT PARKED VEH

BT - DRV NOT CONTACTED PARKED

VEHICLE 003 (000) CAR (43 Yrs - F E4) HIT PARKED VEH HIT PARKED VEH

BT - DRV NOT CONTACTED PARKED

VEHICLE 004 (000) CAR (70 Yrs - M E4) HIT PARKED VEH HIT PARKED VEH

BT - DRV NOT CONTACTED PARKED

V001 A 501 (IMPAIRED BY ALCOHOL)

Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

46 0113JC30179 MON 29/04/13 17:00 LIGHT CHINGFORD MOUNT RD J/W LEONARD RD 13 LINK 140-156 537368 / 191931

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

V2 HIT THE REAR OF STATIONARY V1. V2 FTS

CASUALTY 001 (001) (67 Yrs - M E4) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (67 Yrs - M E4)

BT - DRV NOT CONTACTED

WAITING TO TURN RIGHT

N TO W

BACK HIT FIRST

JCT MID

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

BT - DRV NOT CONTACTED

GOING AHEAD OTHER

N TO S

FRONT HIT FIRST

JCT MID

V002 A 405 (FAILED TO LOOK PROPERLY)

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

V002 A 308 (FOLLOWING TOO CLOSE)

47 0113JC30187 THU 02/05/13 18:54 LIGHT CHINGFORD MOUNT RD J/W ROLLS PARK AVE 13 LINK 140-156 537350 / 191970

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY PRIV DRIVE GIVE WAY/UNCONT ZEBRA

V2 TURNED LEFT INTO PRIVATE DRIVE AND HIT V1

CASUALTY 001 (001) (42 Yrs - F E4) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (42 Yrs - F E4)

BT - NOT APPLICABLE

GOING AHEAD OTHER

S TO N

O/S HIT FIRST

JCT APP

VEHICLE 002 (001) CAR (25 Yrs - F E4)

BT - NEGATIVE

TURNING LEFT

S TO W

N/S HIT FIRST

JCT APP

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 403 (POOR TURN OR MANOEUVRE)



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

48 0113JC30479 SAT 28/09/13 13:10 LIGHT NFL CHINGFORD MOUNT RD J/W FRANCES RD 13 LINK 140-156 537370 / 191910

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

V2 TURNED RIGHT AND GOT HIT BY V1

CASUALTY 001 (001) (15 Yrs - M E4) SLIGHT DRIVER/RIDER

Sch Attended : N/K

VEHICLE 001 (002) PEDAL CYCLE (15 Yrs - M E4) GOING AHEAD OTHER N TO S JCT MID
BT - NOT APPLICABLE FRONT HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - U UNKN) TURNING RIGHT S TO E JCT MID
BT - DRV NOT CONTACTED N/S HIT FIRST

V002 A 403 (POOR TURN OR MANOEUVRE) V002 A 405 (FAILED TO LOOK PROPERLY)

49 0113JC30572 SAT 09/11/13 05:32 LIGHT CHINGFORD MOUNT ROAD 22M S OF FRANCES ROAD 13 LINK 140-156 537380 / 191890

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

V1 SWERVED AND HIT THE O/S OF ONCOMING V2

CASUALTY 001 (001) (51 Yrs - M E17) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (54 Yrs - M RM3) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (51 Yrs - M E17) GOING AHEAD OTHER N TO S FRONT HIT FIRST
BT - NEGATIVE

VEHICLE 002 (000) GDS 3.5-7.5T (54 Yrs - M RM3) GOING AHEAD OTHER S TO N JNY PART OF WORK
BT - NOT REQUESTED O/S HIT FIRST

V001 A 409 (SWERVED) V001 A 503 (FATIGUE)



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

50 0114JC30064 FRI 07/02/14 23:51 DARK CHINGFORD MOUNT ROAD JW LEONARD ROAD 13 LINK 140-156 537360 / 191930

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

V1 PULLED OUT TO TURN RIGHT AND WAS HIT ON OFFSIDE BY V2

CASUALTY 001 (001) (21 Yrs - M E9) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (25 Yrs - M E10) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (21 Yrs - M E9) TURNING RIGHT SW TO SE JNY PART OF WORK JCT MID
 BT - NEGATIVE O/S HIT FIRST

VEHICLE 002 (001) CAR (25 Yrs - M E10) GOING AHEAD OTHER NW TO SE JCT MID
 BT - NOT REQUESTED FRONT HIT FIRST

V001 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) V001 A 502 (IMPAIRED BY DRUGS (ILLCIT OR MEDICINAL))

V002 A 103 (SLIPPERY ROAD (DUE TO WEATHER)) V001 A 707 (VISION AFFECTED - RAIN, SLEET, SNOW, OR FOG)

V001 A 405 (FAILED TO LOOK PROPERLY)

51 0114JC30275 SAT 26/04/14 12:55 LIGHT CHINGFORD MOUNT ROAD JW LEONARD ROAD 13 LINK 140-156 537360 / 191940

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 PED STEPPED IN ROAD AS V1 SLIGHTLY ROLLED BACK COLLIDING WITH PED IN ROAD

CASUALTY 001 (001) (68 Yrs - F E4) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) W BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) GDS =< 3.5T (36 Yrs - M CM7) MOVING OFF N TO S JNY PART OF WORK JCT APP
 BT - NOT REQUESTED BACK HIT FIRST

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

V001 A 710 (VISION AFFECTED - VEHICLE BLIND SPOT)



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P)		36 MTS TO APR-2015 SORTED NETWORK ORDER	
52	0114JC30306	SAT 03/05/14 14:45	13 LINK 140-156
POLICE - AT SCENE ROAD-DRY		WEATHER-FINE	GIVE WAY/UNCONT NO XING FACILITY IN 50M
V2 PULLED OUT ANN TURNED RIGHT ACROSS PATH OF V1		SINGLE CWY	
CASUALTY 001 (001) (17 Yrs - M E4)		SLIGHT DRIVER/RIDER	
VEHICLE 001 (002) M/C 50-125CC (17 Yrs - M E4)		GOING AHEAD OTHER	JCT MID
		BT - NOT REQUESTED	
VEHICLE 002 (001) CAR (23 Yrs - M E4)		TURNING RIGHT	JCT MID
		BT - NOT REQUESTED	
V002 A 405 (FAILED TO LOOK PROPERLY)			
53		FRI 13/06/14 18:50	13 LINK 140-156
POLICE - AT SCENE ROAD-DRY		WEATHER-FINE	GIVE WAY/UNCONT NO XING FACILITY IN 50M
V1 SLOWING TO TURN LEFT ALSO ALLOWED ONCOMING CARS TO TURN, V2 HIT V1'S REAR		SINGLE CWY	
CASUALTY 001 (001) (49 Yrs - M E17)		SLIGHT DRIVER/RIDER	
VEHICLE 001 (002) CAR (49 Yrs - M E17)		TURNING LEFT	JCT APP
		BT - NOT REQUESTED	
VEHICLE 002 (001) CAR (23 Yrs - M UNKN)		GOING AHEAD OTHER	JCT APP
		BT - NOT REQUESTED	
V002 A 405 (FAILED TO LOOK PROPERLY)		V002 A 308 (FOLLOWING TOO CLOSE)	
54		MON 23/02/15 15:45	13 LINK 140-156
POLICE - OVER COU ROAD-DRY		WEATHER-FINE	GIVE WAY/UNCONT ZEBRA
PED CROSSING ROAD HAS FOOT RUN OVER BY PASSING V1		SINGLE CWY	
CASUALTY 001 (001) (5 Yrs - F E4)		SLIGHT PEDESTRIAN	FROM DRIVERS N/SIDE
VEHICLE 001 (000) CAR (? Yrs - U UNKN)		GOING AHEAD OTHER	JCT APP
		BT - DRV NOT CONTACTED	
V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)		V001 A 405 (FAILED TO LOOK PROPERLY)	
V001 B 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)		C001 A 802 (FAILED TO LOOK PROPERLY)	



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

55 0115JC30198 SAT 04/04/15 22:15 DARK CHINGFORD MOUNT ROAD J/W FRANCES ROAD 13 LINK 140-156 537370 / 191910

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

V2 TURNED RIGHT ACROSS PATH V1 KNOCKING RIDER OFF

CASUALTY 001 (001) (24 Yrs - M E16) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (24 Yrs - M E16) GOING AHEAD OTHER N TO S JCT MID

BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (001) CAR (56 Yrs - M E4) TURNING RIGHT S TO E JCT MID

BT - NOT REQUESTED

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)

56 0113JC30481 FRI 27/09/13 08:04 LIGHT LARKSHALL RD J/W HICKMAN AVE 13 LINK 143-167 538420 / 192070

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

V2 HIT THE REAR OF SLOWING V1

CASUALTY 001 (002) (32 Yrs - M E4) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (34 Yrs - F E4) SLOWING OR STOPPING N TO S JCT APP

BT - NEGATIVE BACK HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (32 Yrs - M E4) SLOWING OR STOPPING N TO S JCT APP

BT - NOT APPLICABLE FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 308 (FOLLOWING TOO CLOSE)

57 0114JC30163 MON 24/03/14 16:20 LIGHT LARKSHALL ROAD J/W JUBILEE AVENUE 13 LINK 143-167 538490 / 191850

POLICE - OVER COU ROAD-DRY WEATHER-UNKNOWN SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR

C1 PASSENGER STANDING TO WALK TO THE STARIS GOT FORCED FORWARD BY THE BUS POSSIBLY BRAKING

CASUALTY 001 (001) (12 Yrs - F E4) SLIGHT PASSENGER STANDING ON PSV

VEHICLE 001 (000) BUS/COACH (? Yrs - U UNKN) GOING AHEAD OTHER NW TO SE JNY PART OF WORK JCT CLEARED

BT - DRV NOT CONTACTED DID NOT IMPACT

V001 B 408 (SUDDEN BRAKING)



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

58 0114JC30193 FRI 28/03/14 11:04 LIGHT LARKSHALL ROAD 50 SE OF JW JUBILEE AVENUE 13 LINK 143-167 538510 / 191830

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PELICAN OR SIMILAR
 V1 FAILED AT S AND COLLIDED WITH CROSSING PED AND PED IN BUGGY
 CASUALTY 001 (001) (84 Yrs - M E4) SLIGHT DRIVER/RIDER CROSSING ROAD ON PED XING SW BOUND FROM DRIVERS N/SIDE
 CASUALTY 002 (001) (25 Yrs - F UNKN) SERIOUS PEDESTRIAN CROSSING ROAD ON PED XING SW BOUND FROM DRIVERS N/SIDE
 CASUALTY 003 (001) (0 Yrs - F IG8) SLIGHT PEDESTRIAN GOING AHEAD OTHER NW TO SE
 VEHICLE 001 (000) CAR (84 Yrs - M E4) BT - NEGATIVE FRONT HIT FIRST

V001 A 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY) V001 A 602 (CARELESS/RECKLESS/IN A HURRY)
 V001 A 306 (EXCEEDING SPEED LIMIT) V001 A 405 (FAILED TO LOOK PROPERLY)

59 0114JC30514 MON 21/07/14 11:04 LIGHT JUBILEE AVENUE JW LARKSHALL ROAD 13 LINK 143-167 538491 / 191880
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT CENTRAL REFUGE
 V1 PULLED AWAY FROM BEING PARKED TO U-TURN CAUSING V2 TO SWERVE AND COLLIDE
 CASUALTY 001 (002) (18 Yrs - F IG8) SLIGHT PASSENGER FRONT SEAT
 VEHICLE 001 (002) CAR (76 Yrs - F E4) BT - NEGATIVE U-TURNING E TO E
 O/S HIT FIRST JCT CLEARED

VEHICLE 002 (001) CAR (39 Yrs - F IG8) BT - NEGATIVE GOING AHEAD OTHER E TO W
 N/S HIT FIRST JCT CLEARED

V001 A 405 (FAILED TO LOOK PROPERLY) V001 B 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)
 V001 A 403 (POOR TURN OR MANOEUVRE) V001 A 602 (CARELESS/RECKLESS/IN A HURRY)
 V002 A 409 (SWERVED)

Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

60 0114JC30769 FRI 24/10/14 20:49 DARK LARKSHALL ROAD J/W JUBILEE AVENUE 13 LINK 143-167 538490 / 191880

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

V2 PULLED OUT TO TURN RIGTH ACROSS V1'S PATH WHO LOST CONTROL

CASUALTY 001 (001) (55 Yrs - M IG10) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (55 Yrs - M IG10)

BT - NEGATIVE

GOING AHEAD OTHER

S TO N
O/S HIT FIRST

JCT MID

VEHICLE 002 (001) CAR (27 Yrs - M E4)

BT - NEGATIVE

TURNING RIGHT

W TO S
DID NOT IMPACT

JCT MID

V001 A 408 (SUDDEN BRAKING)

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

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

V001 A 410 (LOSS OF CONTROL)

V002 A 405 (FAILED TO LOOK PROPERLY)

61 0115JC30142 TUE 10/03/15 07:30 LIGHT LARKSHALL ROAD 45M N OF J/W JUBILEE AVENUE 13 LINK 143-167 538470 / 191920

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

V1 WAITING TO TURN RIGHT WHEN V2 PULLED OUT HITTING OFFSIDE OF V1

CASUALTY 001 (001) (23 Yrs - F EN9) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (23 Yrs - F EN9)

BT - DRV NOT CONTACTED

WAITING TO TURN RIGHT

S TO NE
O/S HIT FIRST

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

BT - DRV NOT CONTACTED

TURNING RIGHT

NE TO N
FRONT HIT FIRST

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

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 405 (FAILED TO LOOK PROPERLY)

Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P) **36 MTS TO APR-2015 SORTED NETWORK ORDER**

62 0113JC30594 SAT 16/11/13 13:26 LIGHT ROLLS PARK AVENUE 64M E OF CHINGFORD MOUNT ROAD 13 CELL 537000/191500 537410 / 191990

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

V2 MOVED OFF AND HIT MOTORCYCLIST V1

CASUALTY 001 (001) (30 Yrs - F E17) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C > 500CC (30 Yrs - F E17) GOING AHEAD OTHER W TO E

BT - NOT PROVD (MEDCL REASONS) N/S HIT FIRST

VEHICLE 002 (000) CAR (24 Yrs - M E4) MOVING OFF W TO E

BT - NEGATIVE O/S HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)

63 0114JC30442 MON 26/05/14 03:30 DARK TUDOR ROAD JW MARLBOROUGH ROAD 13 CELL 537500/191500 537830 / 191710

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

V2 PULLED OUT AND TURNED RIGHT

CASUALTY 001 (001) (20 Yrs - F N18) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (22 Yrs - F E4) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (002) CAR (20 Yrs - F N18) GOING AHEAD OTHER N TO S

BT - DRV NOT CONTACTED BACK HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M UNKN) TURNING RIGHT W TO S

BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 403 (POOR TURN OR MANOEUVRE) V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

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

JCT CLEARED

JCT CLEARED

Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)**MD01 GIS AREA B13 - Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER**

64 0114JC30567 MON 11/08/14 20:05 LIGHT JUBILEE AVENUE 74M SW OF JW LARKSHALL ROAD 13 CELL 538000/191500 538410 / 191850

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

V2 PULLED OUT AND TURNED RIGHT ACROSS V1'S PATH

CASUALTY 001 (001) (15 Yrs - F IG8) SLIGHT PASSENGER BACK SEAT

VEHICLE 001 (002) CAR (54 Yrs - F IG8) GOING AHEAD OTHER NE TO SW

BT - NOT REQUESTED N/S HIT FIRST

VEHICLE 002 (001) CAR (54 Yrs - M E17) TURNING RIGHT SE TO NE JNY PART OF WORK

BT - NOT REQUESTED FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)

65 0115JC30119 WED 04/03/15 18:20 DARK JUBILEE AVENUE 95M SW OF JW LARKSHALL ROAD 13 CELL 538000/191500 538400 / 191840

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

V2 CAME ROUND BEND AND COLLIDED WITH ONCOMING V1

CASUALTY 001 (001) (42 Yrs - M RM8) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (42 Yrs - M RM8) GOING AHEAD RIGHT BEND NE TO NW

BT - DRV NOT CONTACTED FRONT HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M UNKN) GOING AHEAD LEFT BEND NW TO NE

BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 108 (ROAD LAYOUT (EG BEND, HILL, NARROW CARRIAGEWAY)) V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

V002 A 306 (EXCEEDING SPEED LIMIT)





Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13 - Selwyn (P)		36 MTS TO APR-2015 SORTED NETWORK ORDER	
66	0113JC30406	THU 15/08/13 16:52	LIGHT NFL: BEECH HALL ROAD 35M SW JW BEECH HALL CRESCENT POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M V1 NORTH-BD UNDERTAKEN BYB V2; V2 STRUCK N/S OF V1
	CASUALTY 001 (001)	(22 Yrs - M E4)	SLIGHT DRIVER/RIDER
	VEHICLE 001 (002)	CAR (22 Yrs - M E4)	GOING AHEAD OTHER BT - DRV NOT CONTACTED
	VEHICLE 002 (001)	CAR (? Yrs - F 1)	OVERTAKING NEARSIDE BT - DRV NOT CONTACTED LEFT CWY NEARSIDE
	V002 A 403	(POOR TURN OR MANOEUVRE)	V002 A 602 (CARELESS/RECKLESS/IN A HURRY)
	V002 A 307	(TRAVELLING TOO FAST FOR CONDITIONS)	V001 B 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))
67	0114JC30493	FRI 11/07/14 14:55	LIGHT BEECH HALL ROAD JW STUDLEY AVENUE POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M V2 PULLED OUT AND TURNED RIGHT INTO PATH V1
	CASUALTY 001 (002)	(19 Yrs - M E4)	SLIGHT DRIVER/RIDER
	VEHICLE 001 (002)	CAR (31 Yrs - M E17)	GOING AHEAD OTHER BT - NOT REQUESTED
	VEHICLE 002 (001)	M/C 50-125CC (19 Yrs - M E4)	TURNING RIGHT BT - NOT REQUESTED
	V002 A 405	(FAILED TO LOOK PROPERLY)	V001 B 306 (EXCEEDING SPEED LIMIT)



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

MD01 GIS AREA B13_Selwyn (P) 36 MTS TO APR-2015 SORTED NETWORK ORDER

68 0114JC30784 WED 29/10/14 12:08 LIGHT BEECH HALL ROAD JW STUDLEY AVENUE 13 CELL 538500/191000 538550 / 191470

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

V2 PULLED OUT TO TURN RIGHT ACROSS PATH OF V1

CASUALTY 001 (001) (21 Yrs - M E17) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C <= 50CC (21 Yrs - M E17) BT - NOT PROVD (MEDCL REASONS)

GOING AHEAD OTHER N TO S JCT MID

FRONT HIT FIRST

VEHICLE 002 (001) CAR (23 Yrs - M E4) BT - NEGATIVE

TURNING RIGHT NE TO N JCT MID

O/S HIT FIRST

V001 A 103 (SLIPPERY ROAD (DUE TO WEATHER)) V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

End of Accidents for MD01 GIS AREA B13_Selwyn (P)

End of Report



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

Summary of Accidents Selected

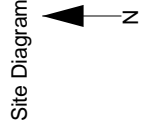
Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
MD01 GIS AREA B13_Selwyn (P)	36 MTS TO APR-2015	68

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



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

36 MTS TO APR-2015 SORTED NETWORK ORDER										
MD01 GIS AREA B13_Selwyn (P)										
Accident Reference	1	2	3	4	5	6	7	8	9	10
Day	THURSDAY	TUESDAY	MONDAY	FRIDAY	MONDAY	TUESDAY	SATURDAY	SATURDAY	THURSDAY	WEDNESDAY
Date	17/07/2014	22/05/2012	16/07/2012	10/08/2012	16/12/2013	10/07/2012	27/10/2012	25/05/2013	04/07/2013	11/09/2013
Time	20:00	16:43	16:45	19:35	15:00	19:17	15:05	10:55	18:43	19:00
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	WET	DRY	WET	WET	WET	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT
Conflict										
Pedestrian Location										
Contributory Factors (* denotes pre 2005)	901 V002 A 601 V002 A 602 V002 A	405 V002 B 406 V002 B	302 V002 A 602 V002 A	706 V001 A 302 V001 A	302 V002 A 405 V002 A 404 V001 B	403 V002 A 405 V002 A 602 V002 A	405 V002 A 505 V002 A 410 V002 A	405 V001 A 403 V001 B 301 V001 B 301 V002 B	405 V002 A 403 V002 A	403 V002 A 405 V002 A
Easting/Northing	538260 190970	538510 190980	538510 190960	538510 190970	538500 190960	537410 191760	537410 191740	537410 191750	537430 191760	537410 191750



Severity / Months To	12 04/2013	12 04/2014	12 04/2015	Total	Pct
Fatal	0	0	0	0	0.0 %
Serious	1	2	0	3	4.4 %
Slight	20	23	22	65	95.6 %
Total	21	25	22	68	
Pct	30.9 %	36.8 %	32.4 %		



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

		36 MTS TO APR-2015 SORTED NETWORK ORDER									
		11	12	13	14	15	16	17	18	19	20
Accident Reference		0114JC30387	0113JC30446	0114JC30038	0114JC30145	0114JC30330	0112JC30187	0112JC30421	0112JC30607	0113JC30275	0113JC30447
Day		FRIDAY	WEDNESDAY	FRIDAY	TUESDAY	TUESDAY	TUESDAY	SATURDAY	SATURDAY	SATURDAY	MONDAY
Date		30/05/2014	04/09/2013	31/01/2014	18/03/2014	13/05/2014	15/05/2012	25/08/2012	15/12/2012	15/06/2013	09/09/2013
Time		13:48	17:10	15:30	15:20	17:15	07:06	15:52	13:15	10:15	18:35
Light Conditions		LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface		WET	DRY	WET	DRY	DRY	DRY	WET	DRY	DRY	WET
Severity		SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict											
Pedestrian Location											
Contributory Factors		310 V002 A 602 V002 A 405 V002 A	403 V002 A 405 V002 A	0 701 V001 A 405 V001 A 801 C001 A 802 C001 A	0 802 C001 A 803 C001 B 406 V001 A 405 V001 A	0 801 C001 A 802 C001 A 801 C002 A 802 C002 A	405 V001 A 405 V002 A	405 V001 A 307 V001 A 410 V001 A	308 V002 B 406 V002 B	405 V002 A 403 V002 A 410 V001 A	405 V002 A 403 V002 A
Easting/Northing		537410 191750	538540 191770	538530 191780	538550 191760	538540 191760	538390 191220	538460 191510	538460 191540	538380 191170	538490 191630



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

36 MTS TO APR-2015 SORTED NETWORK ORDER										
MD01 GIS AREA B13_Selwyn (P)										
Accident Reference	21	22	23	24	25	26	27	28	29	30
Day	0114JC30357 FRIDAY	0115JC30054 THURSDAY	0112JC30302 FRIDAY	0112JC30411 THURSDAY	0112JC30562 MONDAY	0112JC30610 TUESDAY	0114JC30134 FRIDAY	0114JC30178 WEDNESDAY	0114JC30204 SUNDAY	0114JC30713 SATURDAY
Date	23/05/2014	05/02/2015	29/06/2012	06/09/2012	26/11/2012	04/12/2012	14/03/2014	01/01/2014	30/03/2014	04/10/2014
Time	19:37	08:41	17:20	13:05	15:40	15:02	07:59	00:09	03:40	17:00
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	DARK	LIGHT
Road Surface	DRY	WET	DRY	DRY	WET	DRY	DRY	WET	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location	0	X							0	
Contributory Factors (* denotes pre 2005)	801 C001 A 802 C001 A 808 C001 A 701 V001 A	405 V001 A 408 V001 A 802 C001 A 803 C001 B	408 V001 A	405 V001 A 904 V001 B	505 V002 A	405 V001 B 405 V002 B 602 V001 B 307 V002 B	405 V001 A 602 V001 A	510 V001 A 405 V001 A 802 C001 A 808 C001 A	602 V001 A 406 V001 A 306 V001 B 407 V001 A 803 C001 A	405 V002 A 406 V002 B 602 V002 A
Easting/Northing	538480 191630	538430 191400	538685 191153	538814 191343	538560 191750	538717 191221	538580 191740	538800 191330	538610 191720	538700 191640



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

		36 MTS TO APR-2015 SORTED NETWORK ORDER												
		31	32	33	34	35	36	37	38	39	40			
Accident Reference		0114JC30759	0113JC30569	0113JC30690	0114JC30124	0114JC30326	0114JC30559	0114JC30873	0112JC30170	0112JC30235	0112JC30339			
Day		WEDNESDAY	THURSDAY	TUESDAY	THURSDAY	TUESDAY	MONDAY	SATURDAY	THURSDAY	MONDAY	FRIDAY			
Date		22/10/2014	07/11/2013	31/12/2013	06/03/2014	13/05/2014	04/08/2014	06/12/2014	03/05/2012	11/06/2012	20/07/2012			
Time		09:27	19:30	23:03	15:55	17:45	11:15	04:00	06:40	16:30	03:47			
Light Conditions		LIGHT	DARK	DARK	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK			
Road Surface		DRY	DRY	DRY	DRY	WET	DRY	FROST/ICE	WET	WET	DRY			
Severity		SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT			
Conflict														
Pedestrian Location														
Contributory Factors		405 V002 A	405 V001 A	405 V001 B	405 V002 A	405 V003 A	406 V002 A	203 V001 B	405 V001 A	405 V001 A	306 V001 A			
(* denotes pre 2005)		404 V002 A	403 V001 A	307 V002 A	602 V002 A	701 V003 B	405 V002 A	707 V001 A	406 V001 B	403 V001 A	602 V001 A			
		403 V002 A	602 V001 A	410 V002 A	408 V001 A	306 V001 B	509 V002 B	306 V001 A		602 V001 A	410 V001 A			
Easting/Northing		538530 190950	537450 191360	537750 191620	537420 191690	538020 191570	537440 191330	537460 191350	537360 191930	537380 191850	537390 191850			



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

		36 MTS TO APR-2015 SORTED NETWORK ORDER									
		41	42	43	44	45	46	47	48	49	50
Accident Reference		0112JC30350	0112JC30461	0112JC30596	0113JC30045	0113JC30100	0113JC30179	0113JC30187	0113JC30479	0113JC30572	0114JC30064
Day		MONDAY	MONDAY	FRIDAY	SATURDAY	SATURDAY	MONDAY	THURSDAY	SATURDAY	SATURDAY	FRIDAY
Date		30/07/2012	24/09/2012	30/11/2012	09/02/2013	16/03/2013	29/04/2013	02/05/2013	28/09/2013	09/11/2013	07/02/2014
Time		09:30	01:55	20:50	19:05	04:50	17:00	18:54	13:10	05:32	23:51
Light Conditions		LIGHT	DARK	DARK	DARK	DARK	LIGHT	LIGHT	LIGHT	LIGHT	DARK
Road Surface		DRY	WET	FROST/ICE	DRY	WET	DRY	DRY	WET	DRY	WET
Severity		SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict											
Pedestrian Location											
Contributory Factors		406 V002 B 602 V002 B	409 V002 A 503 V002 B	410 V001 A	405 V001 A 302 V001 A 403 V001 A	501 V001 A	405 V002 A 308 V002 A 602 V002 A	405 V002 A 403 V002 A	403 V002 A 405 V002 A	409 V001 A 503 V001 A	406 V001 B 502 V001 A 103 V002 A 707 V001 A 405 V001 A
Easting/Northing		537390 191850	537370 191910	537350 191960	537330 192020	537380 191890	537368 191931	537350 191970	537370 191910	537380 191890	537360 191930



Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

36 MTS TO APR-2015 SORTED NETWORK ORDER										
MD01 GIS AREA B13_Selwyn (P)										
Accident Reference	51	52	53	54	55	56	57	58	59	60
Day	0114JC30275	0114JC30306	0114JC30415	0115JC30110	0115JC30198	0113JC30481	0114JC30163	0114JC30193	0114JC30514	0114JC30769
Date	26/04/2014	03/05/2014	13/06/2014	23/02/2015	04/04/2015	27/09/2013	24/03/2014	28/03/2014	21/07/2014	24/10/2014
Time	12:55	14:45	18:50	15:45	22:15	08:04	16:20	11:04	11:04	20:49
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	DARK
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	WET
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT
Conflict										
Pedestrian Location	0			50M						
Contributory Factors (* denotes pre 2005)	802 C001 A 803 C001 A 710 V001 A	405 V002 A	405 V002 A 308 V002 A	407 V001 A 405 V001 A 406 V001 B 802 C001 A	403 V002 A 405 V002 A 406 V002 A 602 V002 A	405 V002 A 308 V002 A	408 V001 B	X 304 V001 A 602 V001 A 306 V001 A 405 V001 A	405 V001 A 404 V001 B 403 V001 A 602 V001 A 409 V002 A	408 V001 A 410 V001 A 103 V001 A 405 V002 A 406 V002 A
Easting/Northing	537360 191940	537360 191930	537390 191850	537341 192022	537370 191910	538420 192070	538490 191850	538510 191830	538491 191880	538490 191880

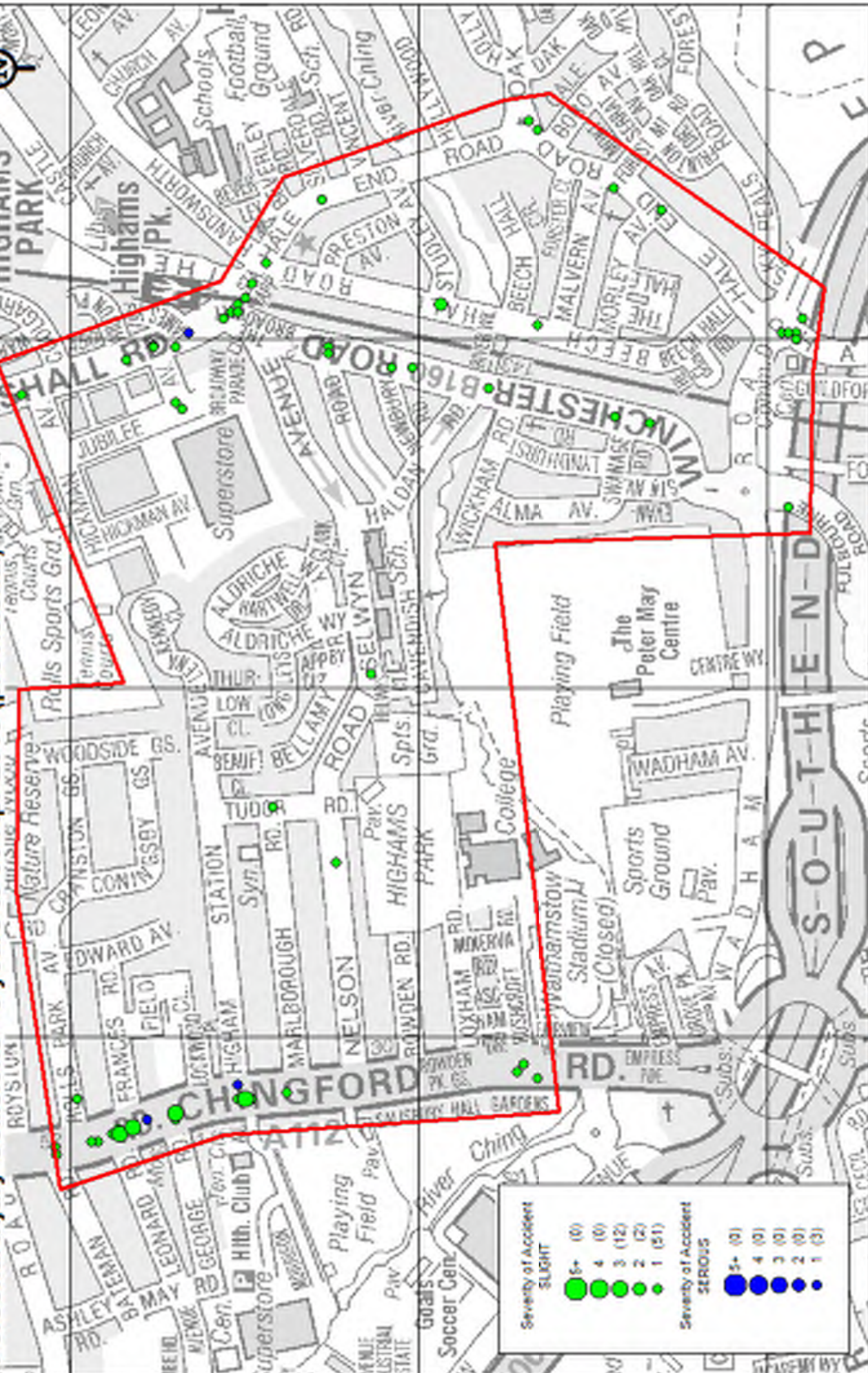


Selwyn Primary School GIS Area Collisions - 3 years to 30-Apr-2015 (provisional)

36 MTS TO APR-2015 SORTED NETWORK ORDER									
MD01 GIS AREA B13_Selwyn (P)									
Accident Reference	61	62	63	64	65	66	67	68	
Day	TUESDAY	SATURDAY	MONDAY	MONDAY	WEDNESDAY	THURSDAY	FRIDAY	WEDNESDAY	
Date	10/03/2015	16/11/2013	26/05/2014	11/08/2014	04/03/2015	15/08/2013	11/07/2014	29/10/2014	
Time	07:30	13:26	03:30	20:05	18:20	16:52	14:55	12:08	
Light Conditions	LIGHT	LIGHT	DARK	LIGHT	DARK	LIGHT	LIGHT	LIGHT	
Road Surface	DRY	DRY	DRY	WET	DRY	DRY	DRY	WET	
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	
Conflict									
Pedestrian Location									
Contributory Factors (* denotes pre 2005)	602 V002 A 405 V002 A 403 V002 A	405 V002 A	403 V002 A 406 V002 A 602 V002 A	405 V002 A	108 V002 A 602 V002 A 306 V002 A	403 V002 A 602 V002 A 307 V002 A 701 V001 B	405 V002 A 306 V001 B	103 V001 A 701 V001 A 405 V002 A 701 V002 A	
Easting/Northing	538470 191920	537410 191990	537830 191710	538410 191850	538400 191840	538520 191330	538550 191470	538550 191470	

Selwyn Primary School GIS Area, LB Waltham Forest

Personal Injury Collisions - 3 years to 30-Apr-2015 (provisional)



Appendix D – Swept Path Analysis

ACCESS

EGRESS

DO NOT SCALE OFF THIS DRAWING

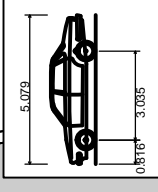
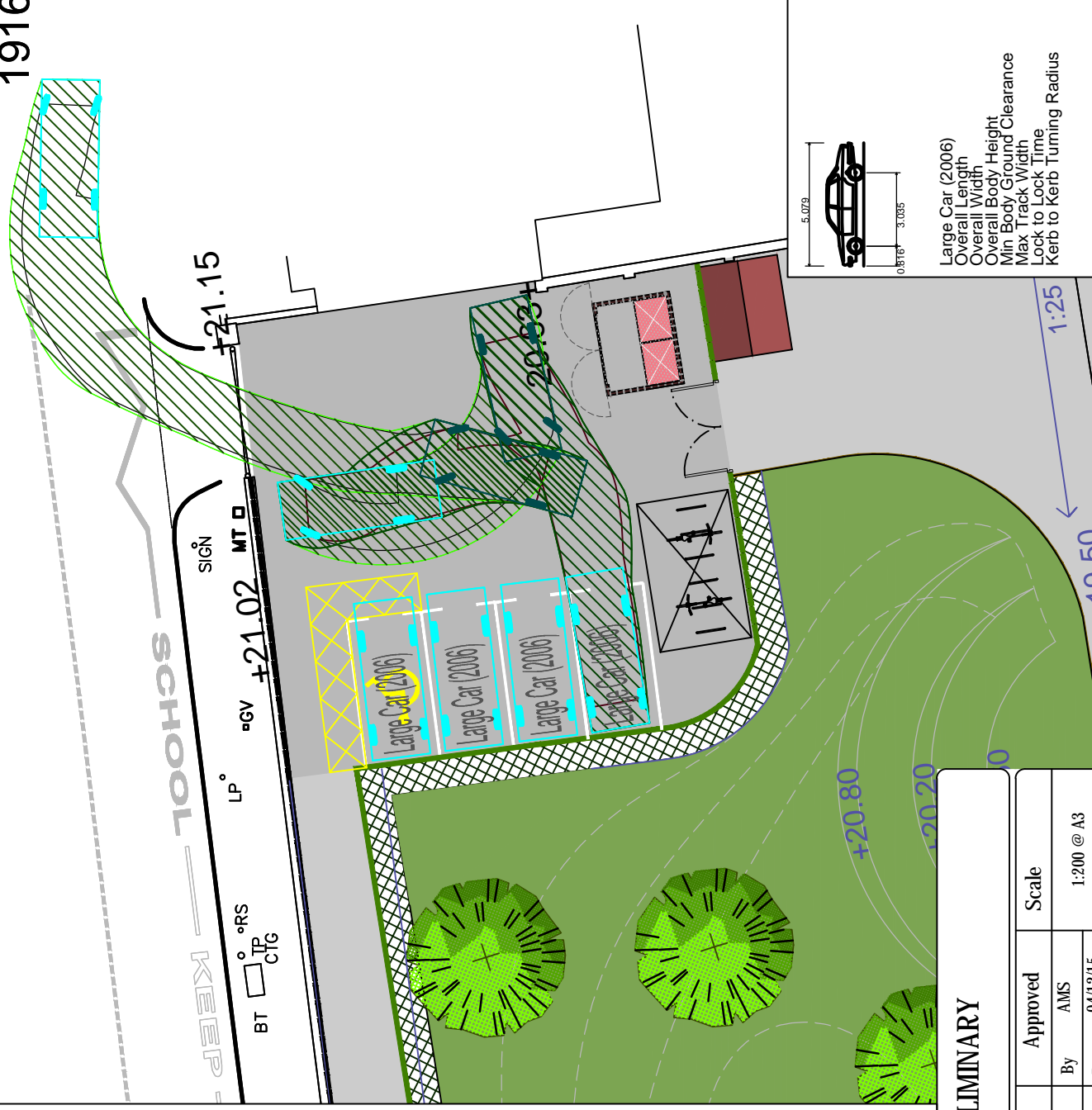
Notes:

1. The contractor is responsible for verifying all site & setting out dimensions before commencing work.
2. This drawing is to be read in conjunction with all relevant Architectural and M & E drawings.
3. All dimensions in millimeters unless stated otherwise.

191600 N



191600 N



Client
GALLIFORD TRY CONSTRUCTION

Dellia House
175-177
Borough High St
London SE1 1HR
t: 020 7939 9916
f: 020 7939 9909
www.robertwest.co.uk

Project
SELWYN PRIMARY SCHOOL

Drawing Title
SWEEP PATH ANALYSIS OF A LARGE CAR -
INBOUND AND OUTBOUND MOVEMENT

Status		PRELIMINARY	
Drawn	Checked	Approved	Scale
By LB	By ML	By AMS	1:200 @ A3
Date 04/12/15	Date 04/12/15	Date 04/12/15	
Client No. 4479	Project No. 003	Discipline T	Drawing No. SK-001
Rev	Date	By	Comment
-	-	-	-

ACCESS

EGRESS

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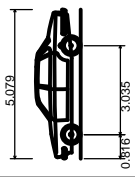
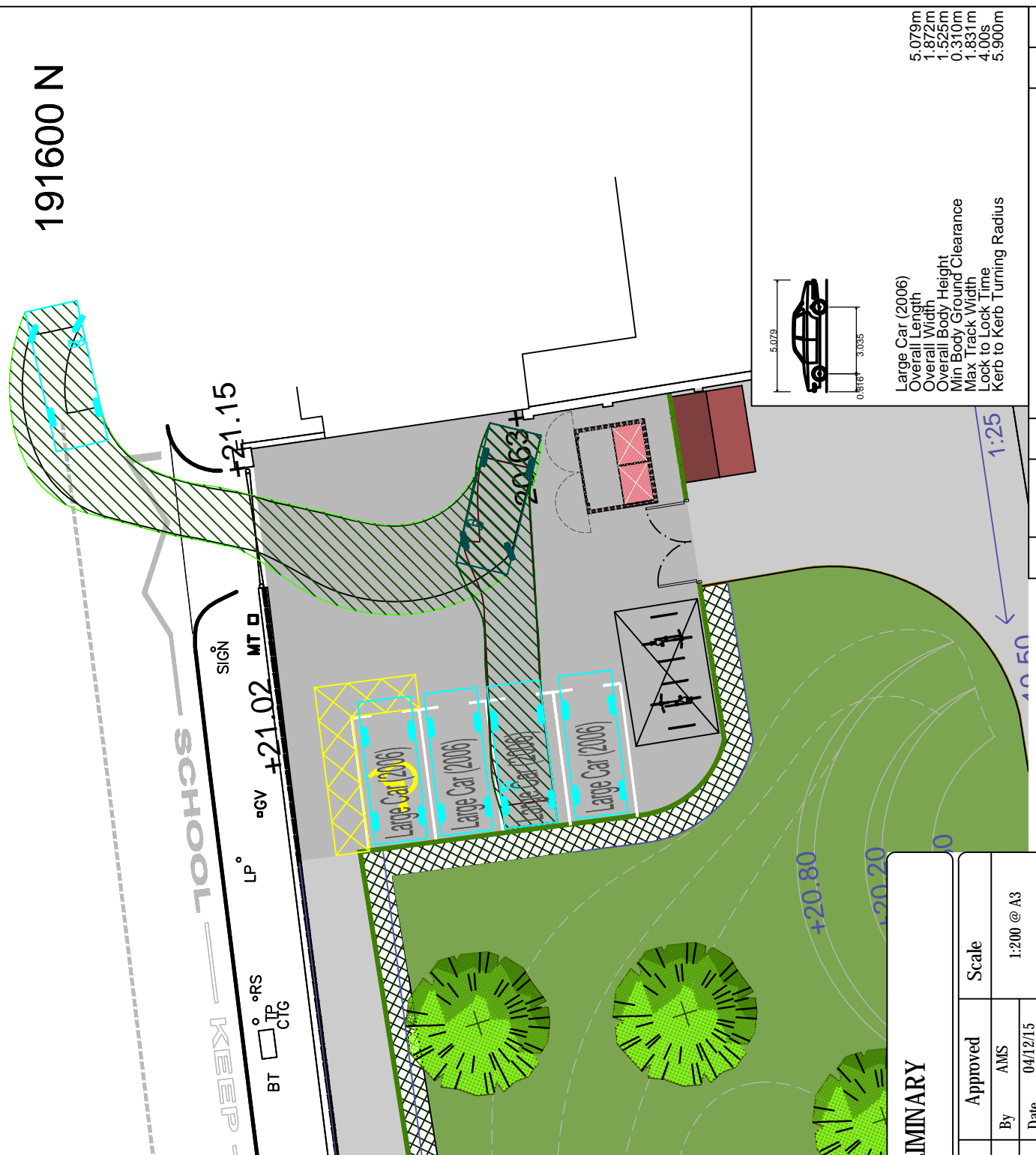
Notes:

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191600 N



191600 N



Large Car (2006)	5.079m
Overall Length	1.872m
Overall Width	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock	4.005m
Kerb to Kerb Turning Radius	5.900m

Status			
PRELIMINARY			
Drawn	Checked	Approved	Scale
By LB	By ML	By AMS	1:200 @ A3
Date 04/12/15	Date 04/12/15	Date 04/12/15	
Client No. 4479	Project No. 003	Discipline T	Drawing No. SK-002

Project	SELWYN PRIMARY SCHOOL
Status	PRELIMINARY
Drawing Title	SWEPT PATH ANALYSIS OF A LARGE CAR - INBOUND AND OUTBOUND MOVEMENT

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Rev	-	Date	-	By	-	Comment	-
Chkd	-						
Appr	-						

ACCESS

EGRESS

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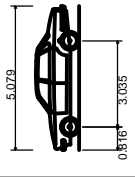
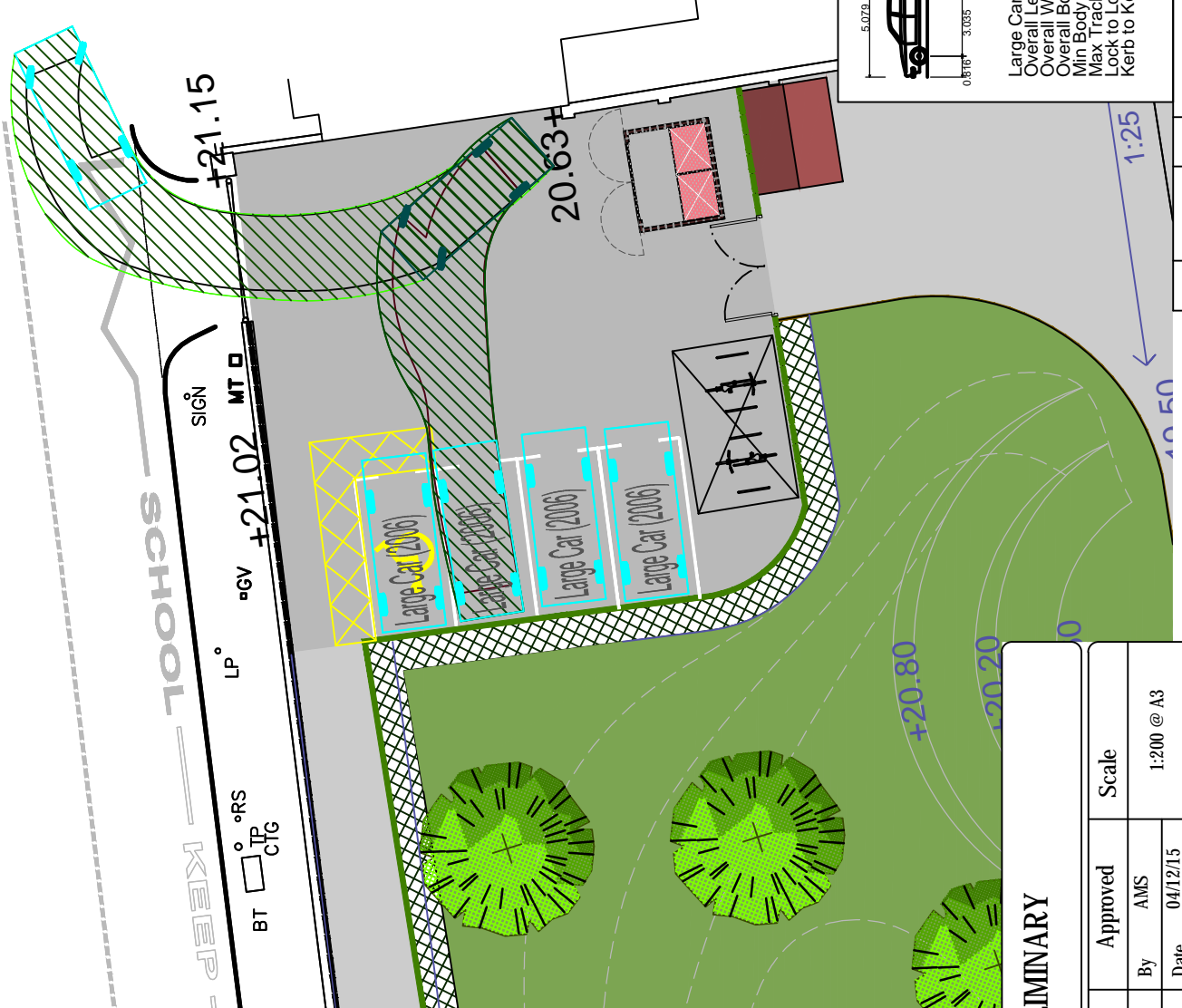
Notes:

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3. All dimensions in millimeters unless stated otherwise.

191600 N



191600 N



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Project
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Drawing Title
SWEEP PATH ANALYSIS OF A LARGE CAR -
INBOUND AND OUTBOUND MOVEMENT

Status		PRELIMINARY	
Drawn	Checked	Approved	Scale
By LB	By ML	By AMS	1:200 @ A3
Date 04/12/15	Date 04/12/15	Date 04/12/15	
Client No. 4479	Project No. 003	Discipline T	Drawing No. SK-003
Rev	Date	By	Comment
-	-	-	-
-	-	-	-
-	-	-	-

ACCESS

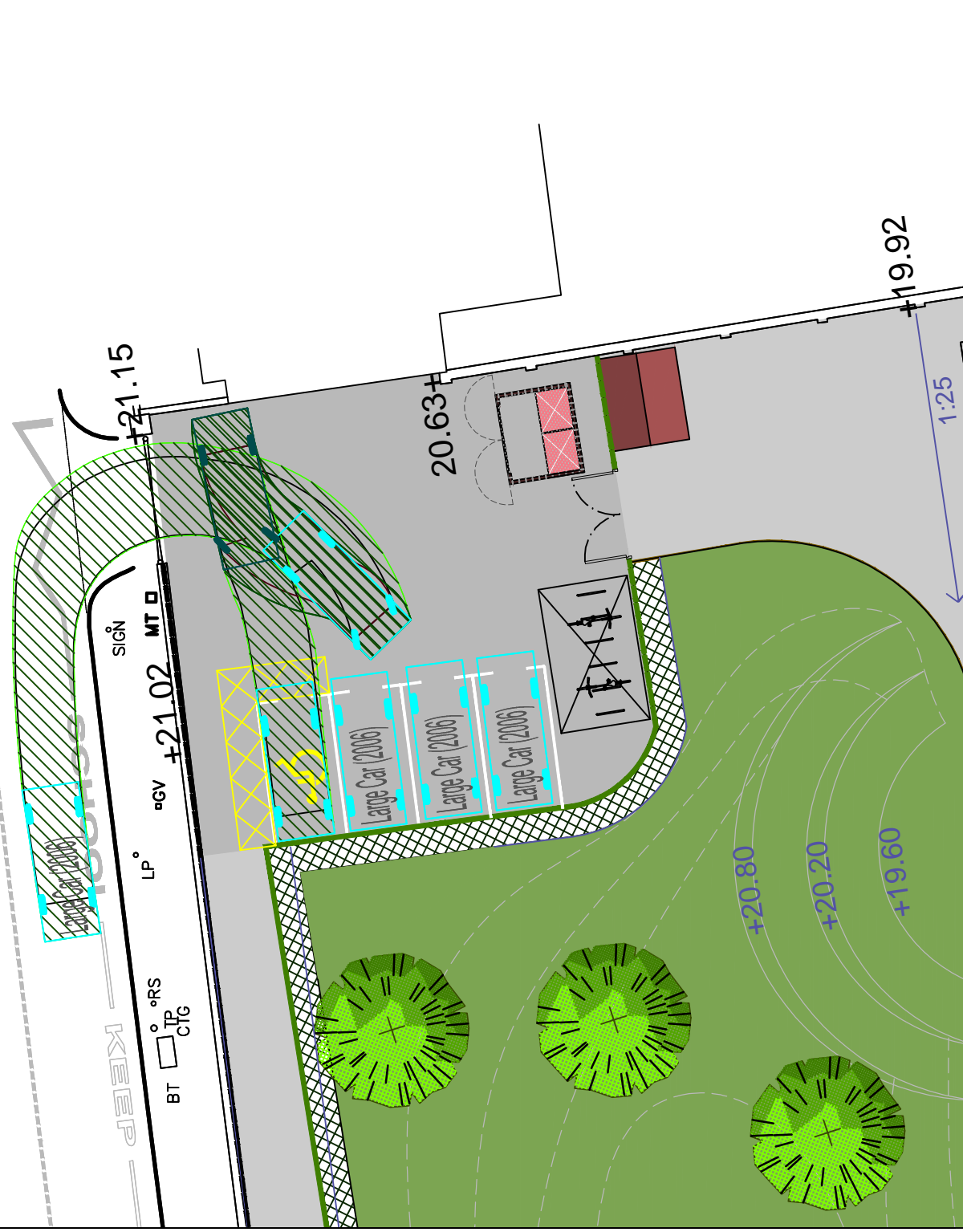
EGRESS

DO NOT SCALE OFF THIS DRAWING

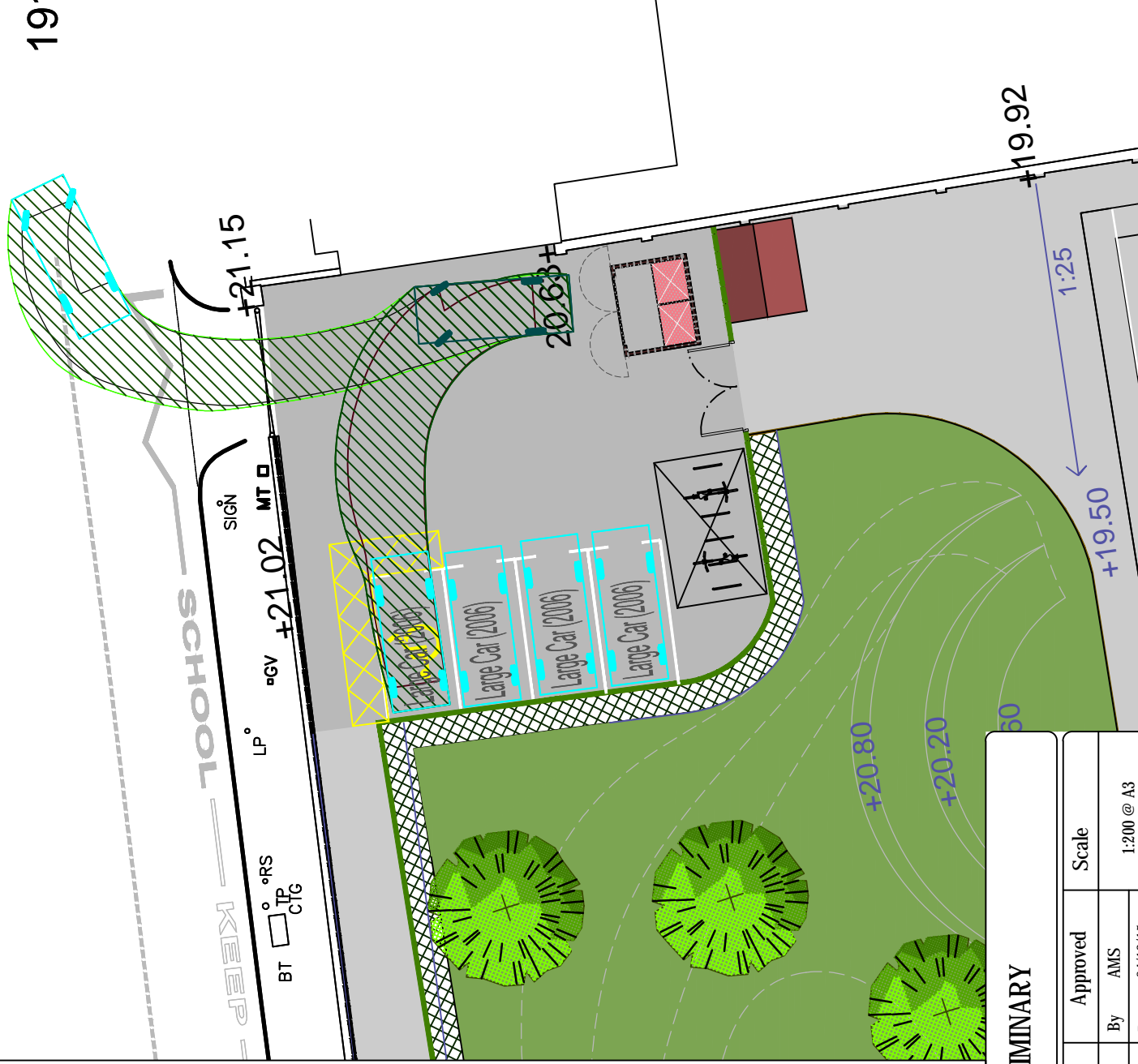
Notes:

1. The contractor is responsible for verifying all site & setting out dimensions before commencing work.
2. This drawing is to be read in conjunction with all relevant Architectural and M & E drawings.
3. All dimensions in millimeters unless stated otherwise.

191600 N



191600 N



Client

GALLIFORD TRY CONSTRUCTION

Project
SELWYN PRIMARY SCHOOL

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Robert West

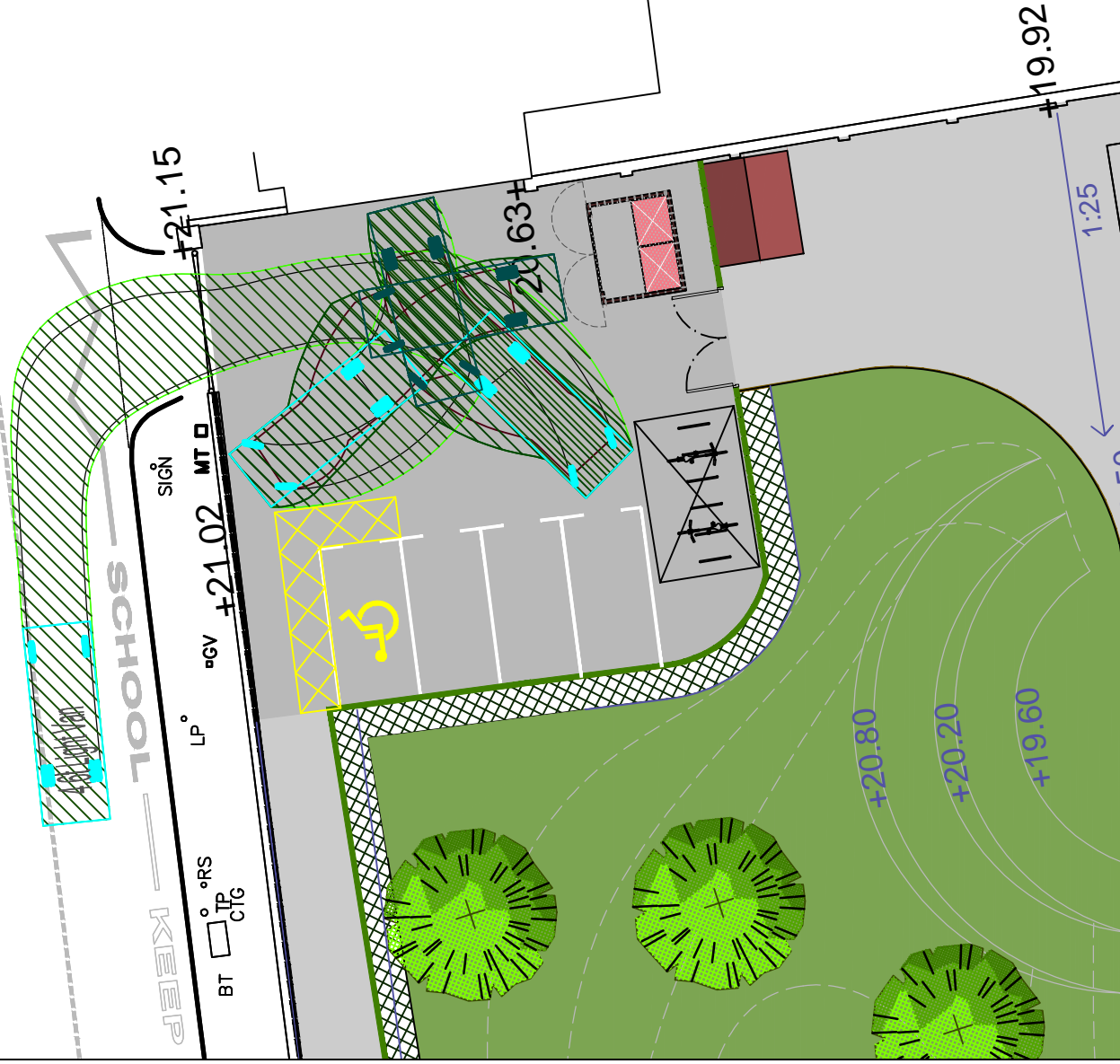
Drawing Title
SWEEP PATH ANALYSIS OF A LARGE CAR -
INBOUND AND OUTBOUND MOVEMENT

Drawn	Checked	Approved	Scale
By LB	By ML	By AMS	1:200 @ A3
Date 04/12/15	Date 04/12/15	Date 04/12/15	
Client No. 4479	Project No. 003	Discipline T	Drawing No. SK-004

Rev	Date	By	Comment
-	-	-	-
-	-	-	-
-	-	-	-

ACCESS

191600 N



EGRESS

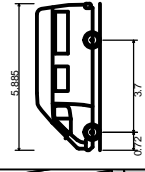
191600 N



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Notes:

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2. This drawing is to be read in conjunction with all relevant Architectural and M & E drawings.
3. All dimensions in millimeters unless stated otherwise.



4.6T Light Van	5.885m
Overall Length	2.000m
Overall Width	2.526m
Min Body Ground Clearance	0.239m
Track Width	1.768m
Lock to Lock Time	3.7
Kerb to Kerb Turning Radius	6.000m

Client GALLIFORD TRY CONSTRUCTION		Project SELWYN PRIMARY SCHOOL		Status PRELIMINARY	
 Delta House 175-177 Borough High St London SE1 1HR t: 020 7939 9916 f: 020 7939 9909 www.robertwest.co.uk		Drawing Title SWEPT PATH ANALYSIS OF A 4.6T VAN - INBOUND AND OUTBOUND MOVEMENT		Drawing No. SK-005	
Drawn By LB Date 04/12/15		Checked By ML Date 04/12/15		Approved By AMS Date 04/12/15	
Client No. 4479		Project No. 003		Discipline T	
Scale 1:200 @ A3		Drawing No. SK-005		Rev Rev	
Rev	-	Date	-	By	-
Comment	-	-	-	-	-