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SYON GARDENS

HOMEBASE BRENTFORD SITE, TW7 5QE

Healthy Streets Transport Assessment

Consultant: RHDHV



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1 Synopsis

- 1.1.1 Royal HaskoningDHV has been commissioned by St Edward Homes Limited to prepare a Transport Assessment (TA) associated with the proposed development of land at Syon Lane, Brentford, Isleworth TW7 5QE (the 'site'). The site is currently occupied by a Homebase retail store (4,180 sqm Gross Floor Area - GFA), and a surface level car park.
- 1.1.2 This 'Healthy Streets' Transport Assessment (TA) has been prepared in association with a *“full planning application for the demolition of the existing building and car park, and erection of buildings to provide residential units, a replacement retail foodstore, with additional commercial, business and service space, and a flexible community space, and ancillary plant, access, servicing and car parking, landscaping and associated works”*.
- 1.1.3 In preparing this TA the Transport for London (TfL) Healthy Streets approach has been used and this report highlights, for discussion, any constraints on the local transport network that could have implications for access to the site. Subsequent and significant mitigation measures or improvements and benefits of the proposed development have been put forward as detailed within this TA.
- 1.1.4 As required by TfL, this document presents an Active Travel Zone (ATZ) assessment for the site that covers an area equivalent to a 20-minute cycle from the site's boundary. The purpose of the ATZ assessment is to establish what transport connections and local amenities would be accessible to future site residents and to establish whether the site is suitably located for residents to live a car free lifestyle. Where appropriate, mitigation measures / improvements have been proposed including significant improvements to the pedestrian environment within and around the site.
- 1.1.5 The site is located within the 'Great West Road Opportunity Area', an area designated for higher density development. To facilitate higher density development in the Opportunity Area, improvements to the local transport network are anticipated, and these include the development of:
- **The West London Orbital** - A new London Overground service that would run from Hounslow and Kew Bridge, towards Hendon and West Hampstead in the north.
 - **Southall Rail Link** – A passenger train service, operating on an existing freight line, linking Brentford with the planned Crossrail station at Southall. A new station would be created at Transport Avenue, Brentford, close to the existing Sky campus, and this route could in due course be connected to Brentford station.
 - **Improved and extended bus accessibility** to the area, which would include an extension of the existing E1 bus service. The development of the Homebase site plays an important role in securing the improved extension to the E1 bus service. The provision of a new E1 bus route 'turnaround' at Tesco Osterley would not be possible without Tesco being reprovided at Homebase, Brentford.
 - **A substantial financial contribution** from the applicant to increased bus services will also bring significant benefits for existing and proposed residents, Sky workers and other workers in the local area.

- **Improved cycle infrastructure** – this could comprise of Phase 2 of Cycleway 9 which would route to the south of the site, along London Road, and the development of improved cycle routes alongside the A4 Great West Road. .
- **Boston Manor Boardwalk** – A new pedestrian connection to Boston Manor Station.

1.1.6 Notwithstanding the above, this TA establishes that the site is already accessible by public transport services; the site is located within 100m of Syon Lane Station and bus stops are located on the site's Syon Lane frontage. Osterley Underground Station (Piccadilly Line) which is located approximately 2km from the site, is also within walking distance or accessible by bus.

1.1.7 The Homebase site is a rectangular plot of land of approximately 1.4 hectares. The site is located on the southern side of the intersection of Syon Lane and the A4 Great West Road (Gillette Corner). The site's location is illustrated in **Insert 1.1**.

Insert 1.1: Site Location Plan



1.1.8 The proposed development would provide a new Tesco store at ground floor level with 473 residential units above. The Tesco store would be provided with 400 on-site customer car parking spaces, with the residential development provided with 105 on-site car parking spaces (including 2 dedicated car club parking spaces and 3 visitor parking spaces). Car parking would be located over two levels above the Tesco store, with some residential parking also provided in a basement.

1.1.9 At present the public realm in the area is car dominated, discouraging pedestrian trips. The proposal provides an opportunity to make significant improvements, with a particular focus on the Healthy Streets indicators "People choose to walk, cycle and use public transport", "Pedestrians from all walks of life", "Easy to cross" and "People feel safe". As a result several improvements

are proposed to improve accessibility for people from all walks of life, making the nearby roads easier to cross and ensuring that people feel safe while doing so.

- 1.1.10 Improvements will be made to the public realm, in terms of upgrades to footways, the underpass beneath the Great West Road and to the overall pedestrian environment and amenity. The pedestrian improvements will encourage walking and also improve the first / last leg of public transport trips. The proposed cycle infrastructure improvements will provide a continuous link across the northern frontage of the site.
- 1.1.11 The site's primary vehicular access from Syon Lane will be improved via a new traffic signal control junction, located approximately 7 metres to the south (centre to centre) to replace the existing priority controlled Homebase site access. As well as improving traffic flow (and therefore air quality), this gives greater safety for pedestrians wishing to cross in this location with the implementation of dedicated crossing 'green man' signals for those on foot.
- 1.1.12 The site access incorporates improved pedestrian crossing facilities has therefore been designed with reference to the reflect healthy streets principles. It also gives greater safety for the existing high pedestrian demand that occurs from Syon Lane station to and from the Sky campus.
- 1.1.13 The proposed traffic signal control site access junction would be linked to the operation of the adjacent Syon Lane/ Great West Road (A4) traffic signal control junction (Gillette Corner) so that the two would operate with coordinated signal timings. This linkage will improve traffic flow and safety, again reflecting healthy streets principles.
- 1.1.14 To improve access into the new store, improvements will be made to the junction layout at Gillette Corner. These changes include an additional right turn lane from A4 eastbound into Syon Lane. This is detailed within 'Section 11 – Modelling' to mitigate the traffic impact of the development and give an overall net benefit to junction capacity and reduce driver delay.
- 1.1.15 St Edward Homes Limited is bringing forward the redevelopment of both the Tesco Osterley and Homebase Brentford sites. The existing Tesco store would be re-provided on the Homebase site as part of a mixed-use development with residential above, which releases the opportunity to deliver a comprehensive residential-led mixed-use development on the Tesco site. The existing Tesco Osterley store has a floor area of circa 11,582sq.m GFA, a petrol filling station (PFS) and circa 625 surface-level customer parking spaces. The Tesco store is situated approximately 500 metres (m) to the north of the site. The location of the existing Tesco store is illustrated in **Insert 1.2**.

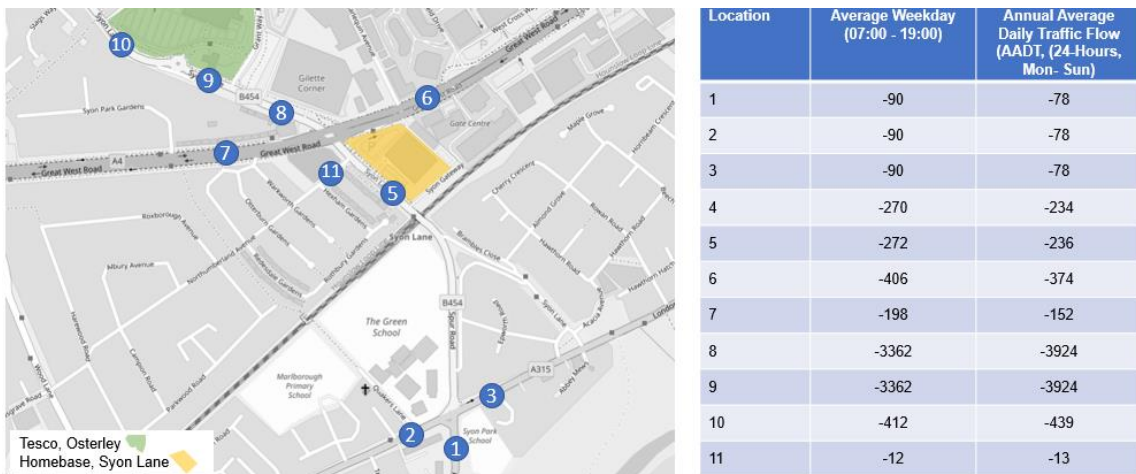
Insert 1.2 : Homebase and Tesco Development Sites



- 1.1.16 A planning application for the proposed redevelopment of Tesco Osterley will be submitted to the London Borough of Hounslow (LBH) as a standalone planning application which will propose a residential-led mixed-use development, comprised of the following:
- 1,677 residential units;
 - Between 3,000 sqm and 5,000 sqm of flexible non-residential floorspace comprising commercial, business and service space, and/ or learning and non-residential institution space, and/or local community space, and/or a public house/ drinking establishment, and/or mobility hub;
 - Public open public space and public realm; and
 - Up to 400 car parking spaces for use by site residents, including a minimum of 10 car club bays.
- 1.1.17 The redevelopment of Tesco Osterley would mean the removal of the existing PFS. The PFS would not be re-provided on the site as part of the development project. The removal of the PFS will result in the removal of some traffic from the local highway, because a proportion of trips to the PFS are 'petrol only' and do not connect with the Tesco store. Some 'petrol only' trips will in future route away from the local area and would no longer impact on the operation of the Gillette Corner junction. .
- 1.1.18 As a result of the development of the Homebase and Tesco sites retail car parking provision in the area will reduce, significantly. Providing car parking for the new Tesco store at a level below the existing Tesco Osterley provision is in line with approach of policy contained within the New London Plan, which states "*existing parking provision should be reduced to reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy.*"
- 1.1.19 The proposed residential development would be 'low car' and would provide residential car parking at an average ratio of 0.21 spaces per unit. This level of provision is below the maximum car parking standards defined by the draft London Plan (2019). These car parking proposals have been informed by the outcome of the ATZ assessment and by the future operational requirements of the foodstore.

- 1.1.20 This level of provision is below the maximum car parking standards defined by the 'Intend to Publish' version of the London Plan (2019).
- 1.1.21 With regard to cycling, the Homebase Brentford development would provide 204 spaces for use by site visitors and Tesco staff, and 896 spaces for use by site residents. This is in line with the minimum requirements of the 'Intend to Publish' version of the London Plan.
- 1.1.22 This TA has established that as a result of the proposed developments at Homebase Brentford and Tesco Osterley, an overall reduction in traffic numbers is anticipated when compared to existing development traffic attraction. This is caused by the removal of the Homebase store, the removal of the Tesco PFS, the reduced car parking capacity of the new Tesco store and the low car nature of the proposed development.
- 1.1.23 This reduction is particularly pronounced on Syon Lane north of the A4 Great West Road, which will experience an overall traffic reduction due to the relocation of the Tesco store to a site located south of the A4.

Insert 1.3: 2035, Predicted Changes to Traffic Flows as a result of Development



- 1.1.24 Highway works are proposed at the Gillette Corner traffic signal control junction to support the two proposed developments, with the works focused on providing adequate vehicular access to the new Tesco store on the Homebase site. The works include the provision of a second right turn lane for traffic approaching Gillette Corner from the west.
- 1.1.25 While the development would result in a redistribution of trips on the local highway, the TA concludes that the proposed development would not result in a significant impact on the operation of the local highway.
- 1.1.26 The TA concludes that the proposed development will have a beneficial impact across all modes of transport. This includes greater capacity and infrastructure provision for pedestrians and cyclists, improvements to public transport services and capacity and betterment in terms of the operation of the local highway network.

2 Introduction

2.1 Overview

2.1.1 Royal HaskoningDHV has been commissioned by St Edward Homes Limited to prepare a TA associated with the proposed development of land at Syon Lane, Brentford, Isleworth TW7 5QE (the 'site'). The site is currently occupied by a Homebase retail store (4,180 sqm Gross Floor Area - GFA), and a surface level car park. The planning application seeks the following:

"Full planning application for the demolition of existing building and car park and erection of buildings to provide residential units, a replacement retail foodstore, with additional commercial, business and service space, and a flexible community space, and ancillary plant, access, servicing and car parking, landscaping and associated works"

2.1.2 Throughout this report 'the site' refers to the land located at the aforementioned address and the 'development' refers to the buildings that are proposed to be constructed in the future.

2.1.3 The proposed development would provide a new Tesco store at ground floor level with 473 residential units above. The Tesco store would be provided with 400 customer car parking spaces, with the residential development provided 105 dedicated car parking spaces. The proposed residential car parking provision includes 100 resident spaces, 3 spaces for use by site visitors and 2 spaces for use by Car Club vehicles.

2.1.4 The location of the proposed development site is indicated in **Insert 1.1**.

2.2 Parallel Application – Tesco Osterley Site

2.2.1 The Homebase site, Syon Lane, is being developed in parallel with redevelopment proposals for the Tesco Osterley site. The site's redevelopment would facilitate the relocation of the operational Tesco, Osterley store (circa 11,582sq.m GFA and circa 625 parking spaces) which is currently situated approximately 500m north of the site. The development of both sites is being progressed by St Edward Homes Limited and the proposals are intrinsically linked.

2.2.2 The Tesco Osterley site is a 5.45-hectare plot of land located along the northern side of Syon Lane. MacFarlane Lane and Grant Way bound the western and eastern sides of Tesco Osterley, respectively. The Sky campus and playing fields (including a five-a-side football complex) adjoin Tesco Osterley site's northern boundary.

2.2.3 Tesco Osterley is afforded vehicular access from Syon Lane via a roundabout junction that serves an internal road, from which access is taken to a bus stop and terminus (route H28), the Tesco customer car park, the Tesco service yard and the Tesco PFS.

2.2.4 The location of Tesco Osterley, in relation to the site, is presented in **Insert 1.2**.

2.2.5 The redevelopment of Tesco Osterley will be submitted to LBH as a standalone planning application for a residential-led mixed-use development, comprised of the following:

- Up to 1,677 residential units;
- Between 3,000 sqm and 5,000 sqm of flexible non-residential floorspace comprising commercial, business and service space, and/ or learning and non-residential institution

space, and/or local community space, and/or a public house/ drinking establishment, and/or mobility hub;

- Public open public space and public realm; and
- Up to 400 car parking spaces for use by site residents, including a minimum of 10 car club bays.

2.2.6 While the Tesco store would be re-provided from Tesco Osterley to the Homebase site, the PFS associated with the existing Tesco, and the existing Homebase use will not be re-provided as part of the proposed scheme at the site.

2.2.7 As outlined above, the proposed development scheme that forms the subject of this report (at the site) has been developed with consideration of the parallel application coming forward. In combination, the two sites currently provide in excess of 12,500sq.m of retail floor area (GFA) and over 900 retail car parking spaces. Both sites are currently operational and attract traffic movements throughout the day.

2.2.8 The implementation of the development sites would be phased so that a Tesco store is always open and operational, locally. This means that the new Tesco store would be constructed first, and would become operational on the site before the existing Tesco Osterley store is closed for redevelopment. The existing and proposed Tesco stores would not be open simultaneously at any time during the development.

2.2.9 It is anticipated that subject to the granting of planning consent, construction work will commence at the Homebase site in the third quarter of 2021. A six-year construction build programme is envisaged with completion of works on site by the third quarter of 2026.

2.2.10 Following the completion of the new Tesco store at the Homebase site, construction works will commence at the Tesco Osterley site in Quarter 2 2025. The construction of the proposed 1,677 residential units is anticipated to be undertaken with a five-phase, 10-year construction programme, with development completion anticipated by Quarter 2 2035

2.3 Pre-application Consultation

2.3.1 This TA has been informed by pre-application consultation discussions with LBH and TfL. While the pre-application consultation has been undertaken with a focus on the site, the responses received by both LBH and TfL consider the wider development scenario whereby the existing Tesco store is relocated to the Homebase site, with the Tesco Osterley site being redeveloped for predominately residential purposes.

2.3.2 Initial pre-application correspondence from LBH, dated 20th December 2018, identified a need for a formal TfL pre-application process. This request was reiterated in TfL's Initial Screening Opinion, dated 7th March 2019. Further to these requests, a pre-application meeting was held with TfL and LBH on the 9th May 2019, and a follow up pre-application meeting was held with TfL on the 31st July 2019.

2.3.3 Formal pre-application comments were received from TfL in correspondence dated 3rd October 2019 and the key points raised with regard to the development proposals were as follows:

- ***Walking and Cycling Improvements:*** *The scheme should enhance safety and be developed to incorporate improvements to walking and cycling infrastructure, due to the expected future increases in pedestrian and cyclist traffic.*

- **Vision Zero:** *The TA should consider mitigation measures as a means to eliminate serious and fatal collisions on the transport network, and should demonstrate how the scheme will contribute towards TfL's Vision Zero approach.*
- **Active Travel Zone Assessment (ATZ):** *Requirement for an ATZ assessment as part of the application submission - This assessment should cover key routes to the nearest rail stations, bus stops, parks and amenities and should identify deficiencies in the local pedestrian environment.*
- **Cycle Parking:** *All cycle parking is required to be designed and laid out in accordance with the guidance contained in Chapter 8 of the London Cycling Design Standards (LCDS).*
- **Public transport accessibility:** *TfL requires bus trip generation figures by time and by direction, with the peak hour indicated separately. TfL would use this information to assess the impact of the development on local bus services.*
- **Residential Car parking provision:** *A residential car parking ratio of 0.25 spaces per unit is deemed to be in accordance with the London Plan and Draft New London Plan.*
- **Retail Car parking provision:** *The proposed retail parking provision [400 spaces] is deemed to be in excess of the Draft New London Plan parking standards. TfL acknowledges that the car parking floors have been designed for future repurposing.*
- **Car Park Access:** *It is recommended that barrier controls are not used to access the car park, as they may increase the risk of 'blocking back'*
- **Servicing:** *The TA is required to present the trip generation analysis for servicing and delivery vehicles and demonstrate that the proposed loading bays are adequate to meet the needs of the development. A Delivery and Servicing Plan is requested as part of the application.*
- **Construction:** *The application must be accompanied by a Construction and Logistics Plan (CLP) that details construction programme, routes for HGVs; frequency of deliveries and loading/unloading locations.*
- **Travel Planning:** *A framework travel plan covering all elements of the development, which sets out the targets and the measures to be implemented, will need to be submitted as part of the application. TfL expects that the full travel plan will be secured and monitored as part of a Section 106 Agreement.*

2.3.4 TfL informed the applicant of emerging TfL schemes for addressing road safety and improving pedestrian and cycle facilities at Gillette Corner, including decommissioning the subway and introducing at grade crossings for pedestrians and cyclists. The proposed development will play a key role to deliver these type of improvements to the pedestrian environment within and around the site. The proposed development is expected to open up new clean air routes and the new pedestrian crossings on Grant Way and Syon Lane. The proposed development will provide improvements to pedestrian connections between the Tesco site and Homebase site (and Syon Lane station), regardless of whether this may be superseded later by the at grade crossings.

2.3.5 Furthermore, it is noted that TfL is in the process of changing local bus routes in the area. Bus route E1 will be extended to serve the Tesco Osterley site. TfL have requested that the applicant details specifically how the development will deliver these improvements to bus accessibility for the E1 service in relation to the site (notwithstanding the substantial financial contribution that will

also be made by the applicant to increase the frequency of the local bus service).

- 2.3.6 The proposed structure and content of this TA has been developed with regard to TfL's most recent guidance on Transport Assessment preparation, and with reference to the comments made by TfL, referred to above.
- 2.3.7 Further to the above-mentioned discussions with LBH and TfL, the following transport planning documents have been prepared by RHDHV in association with the proposed development, and these form part of the planning submission, presented as stand-alone documents:
- Transport Assessment Scoping Study (TASS);
 - Residential Travel Plan (RTP);
 - Framework Retail Travel Plan (FWTP);
 - Delivery and Servicing Plan (DSP);
 - Outline Construction Logistics Plan (CLP); and
 - Car Park Management Plan (CPMP).

2.4 Report Structure

- 2.4.1 As outlined above, this TA has been prepared in respect of TfL's suggested Healthy Streets format, as set out within TfL's publication 'TfL Healthy Streets Transport Assessments Contents & Chapters' (last updated 17/06/2019). As such, following this introduction the TA is structured as follows:
- **Section 3** presents a review of relevant land use and transport planning policy;
 - **Section 4** outlines the 'Site and Surroundings' and provides a description of the local context;
 - **Section 5** considers 'Transport Planning for People' within the context of a defined Active Travel Zone (ATZ);
 - **Section 6** provides a review of site accessibility by non-car modes of travel;
 - **Section 7** describes the proposed development with reference to the site's proposed arrangements;
 - **Section 8** presents the methodology and findings of a multi-modal trip generation exercise for the proposed development;
 - **Section 9** outlines the methodology for, and presents the results, of capacity modelling, carried out in respect of the proposed scheme;
 - **Section 10** discusses the transport impacts resulting from the operational phase of the proposed development;
 - **Section 11** sets out proposed measures for mitigating residual transport impacts of the proposed scheme;
 - **Section 12** presents considerations relating to the construction phase of the proposed development; and
 - **Section 13** provides a summary and conclusion to the report.

3 Policy Review

3.1 Preface

3.1.1 This section provides an overview of the relevant national, regional and local policy requirements relevant to the proposed development.

3.2 National Policy

National Planning Policy Framework (June 2019)

3.2.1 The National Planning Policy Framework (NPPF) is defined as being the document that “*sets the Government’s planning policies for England and how these are expected to be applied*”.

3.2.2 The NPPF is not a transport-specific document, rather it sets out the Government’s general requirements for the planning system. The NPPF incorporates guidance for local planning authorities when defining their local plans and in determining planning applications. The purpose of the planning system, as identified in the NPPF, is to contribute to the achievement of sustainable development, with three ‘dimensions’ identified as supporting this:

- **An economic objective:** to help build a strong, responsive and competitive economy, by identifying and coordinating the provision of infrastructure.
- **A social objective:** to support strong, vibrant and healthy communities, by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being.
- **An environmental objective:** to contribute to protecting and enhancing our natural, built and historic environment.

3.2.3 With regard to transport considerations for new developments, the NPPF states that “*all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed*”. This should also take into account that:

- *“Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

3.2.4 With specific respects to planning decisions based on transport considerations, at paragraph 109 the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

3.3 Regional Policy

London Plan, March 2016

- 3.3.1 The London Plan is a statutory development strategy for Greater London that is published by the Greater London Authority (GLA). The current London Plan was published and adopted March 2016 and chapter six 'London's Transport' aims to address capital's transport challenges.
- 3.3.2 The sixth objective of the London Plan which relates to transport defines London's future as:
- "A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames, and supports delivery of all the objectives of this Plan."*
- 3.3.3 Policy 6.3 "Assessing Effects of Development on Transport Capacity" requires new developments to "Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network". "Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications".
- 3.3.4 Policy 6.9 "Cycling" states "Developments should: a) provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards... and the guidance set out in the London Cycle Design Standards (or subsequent revisions); b) provide on-site changing facilities and showers for cyclists"
- 3.3.5 Within the context of the above, the London Plan's minimum cycle parking standards are summarised in respect of the proposed land uses in **Table 3.1**.

Table 3.1: London Plan Cycle Parking Standards

Use Class		Long-stay	Short-stay
A1	Food retail	From a threshold of 100 sqm: 1 space per 175 sqm	From a threshold of 100 sqm: first 750 sqm: 1 space per 40 sqm thereafter: 1 space per 300 sqm
	Non-food retail	From a threshold of 100 sqm: first 1000 sqm: 1 space per 250 sqm thereafter: 1 space per 1000 sqm	From a threshold of 100 sqm: first 1000 sqm: 1 space per 125 sqm thereafter: 1 space per 1000 sqm
A2-A5	Cafes & restaurants / drinking establishments	From a threshold of 100 sqm: 1 space per 175 sqm	From a threshold of 100 sqm: 1 space per 40 sq.m
C3	Residential – dwellings	1 space per studio and 1 bedroom unit; 2 spaces per all other dwellings	1 space per 40 units

- 3.3.6 Further to the above, the London Plan states that “*cycle parking provided for staff should be suitable for long-stay parking, particularly in terms of location, security and protection from the elements*”. In respect of short-stay parking the policy document states such facilities “*should be available for shoppers, customers, messengers and other visitors to a site, and should be convenient and readily accessible. Short-stay cycle parking should have step-free access and be located within 15 metres of the main site entrance, where possible.*”
- 3.3.7 This TA, at **Section 6.6.7**, presents a schedule of proposed long-stay and short-stay cycle parking as allocated by land use.
- 3.3.8 In respect of car parking, the London Plan presents maximum standards for retail and residential uses as summarised in **Table 3.2** and **Table 3.3** respectively.

Table 3.2: London Plan Maximum Standards - Retail

Maximum standards for retail uses: space per sqm of gross floor space (GIA)		
Use	PTAL 6 and 5	PTAL 4 and 2
Food retail: up to 500 m ²	75	50-35
Food retail: up to 2500 m ²	45-30	30-20
Non-food retail	60-40	50-30

Table 3.3: London Plan Maximum Standards - Residential

Number of beds	4 or more	3	1-2
Parking spaces	Up to 2 per unit	Up to 1.5 per unit	Less than 1 per unit

Notes:

- All developments in areas of good public transport accessibility in all parts of London should aim for significantly less than 1 space per unit
- Adequate parking spaces for disabled people must be provided preferably on-site
- 20 per cent of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future.

London Plan (December 2019) – Intend to Publish (ItP) Version

- 3.3.9 The Draft New London Plan was published in November 2017 and has been subject to public consultation. The consolidated suggested changes revision of the document were published in July 2019. The New London Plan will provide the context for development planning decisions in the Greater London region, once the draft is formally adopted.
- 3.3.10 The Draft New London Plan identifies the ‘Great West Corridor’, a 2.5 mile stretch of the A4 Great West Road in which the site is located, as an Opportunity Area or Area of Intensification, and supports the growth of employment in the area by designating it as a potential ‘Strategic Outer London Development Centre’ and a ‘Strategic Industrial Location’.
- 3.3.11 Transport policies are set out in Chapter 10 of the draft document. Policy T1 of the document states that: “*Development Plans should support and development proposals should facilitate:*
- *The delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041.*

- *All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."*

"The integration of land use and transport, and the provision of a robust and resilient public transport network are essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way. In order to help facilitate this, an integrated strategic approach to transport is needed, with an ambitious aim to reduce Londoners' dependency on cars in favour of increased walking, cycling and public transport use."

3.3.12 Policy T5 'Cycling' states: *"Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:*

- *supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure.*
- *securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards."*

3.3.13 A key concept of the new Draft New London Plan is the Mayor's 'Healthy Streets Approach' which has been adopted to:

- improve health and reduce health inequalities;
- reduce car dominance, car ownership and use, road danger, severance, vehicle emissions and noise;
- increase walking, cycling and public transport use;
- improve street safety, comfort, convenience and amenity; and
- support these outcomes through sensitively designed freight facilities.

3.3.14 Policy T2 of the Draft New London Plan requires all new developments to promote and demonstrate the application of Healthy Street and Active Travel approach, and this is discussed in further detail below.

3.3.15 The Draft New London Plan provides a revision to cycle parking standards that currently form part of the adopted London Plan. In respect of retail land uses there is no material change to the currently applicable standards, however, the minimum cycle parking requirements for residential development would increase as a result of the adopted of the New London Plan.

3.3.16 **Table 3.4** presents a summary of the Draft New London Plan's minimum cycle parking standards in respect of retail land uses that are of relevance to the proposed development.

Table 3.4: Draft New London Plan Minimum Cycle Parking Standards – Retail

Use Class	Description of use	Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
A1	Food retail	From a threshold of 100 sqm: 1 space per 175 sqm gross external area (GEA)	From a threshold of 100 sqm: First 750 sqm: 1 space per 20 sqm; thereafter: 1 space per 150 sqm (GEA)
	Non-food retail	From a threshold of 100 sqm: first 1,000 sqm: 1 space per 250 sqm. Thereafter: 1 space per 1,000 sqm (GEA)	From a threshold of 100sqm: First 1,000 sqm: 1 space per 60 sqm; thereafter: 1 space per 500 sq.m (GEA).
A2 - A5	Financial / professional services; cafés & restaurants; drinking establishments; takeaways	From a threshold of 100 sqm: 1 space per 175 sqm (GEA)	From a threshold of 100 sqm: 1 space per 20 sqm (GEA).

3.3.17 **Table 3.5** presents the Draft New London Plan’s minimum residential cycle parking standards.

Table 3.5: Draft New London Plan Minimum Cycle Parking Standards - Residential

Use Class	Description of use	Long-stay (e.g. for residents)	Short-stay (e.g. for visitors)
C3-C4	Dwellings (all)	1 space per studio and 1 bedroom/1 person unit 1.5 spaces per 1-bedroom 2-person unit 2 spaces per all other dwellings	1 space per 40 units

3.3.18 Policy T6 of the Draft New London Plan states that “*car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.*” In relation to re-developed sites, it is stipulated that “*existing parking provision should be reduced to reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy.*”

3.3.19 Updated parking standards presented in the Draft New London Plan, in respect of retail and residential uses are summarised at **Table 3.6** and **Table 3.7**.

Table 3.6: Draft New London Plan Maximum Parking Standards - Retail

Location	Maximum parking provision
Inner London, Outer London Opportunity Areas, Outer London retail below 500 sqm	Up to 1 space per 75 sqm gross internal area (GIA)
Rest of outer London	Up to 1 space per 50 sqm (GIA)

Table 3.7: Draft New London Plan Maximum Parking Standards - Residential

Location	Maximum parking provision
Outer London Opportunity Areas	Up to 0.5 spaces per unit

Healthy Streets for London (TfL, February 2017)

3.3.20 TfL's Healthy Streets for London document outlines their new approach to transport and land use planning, introducing a system of policies and strategies that prioritise walking, cycling and the use of public transport. The Healthy Streets approach provides the framework for putting human health and experience at the heart of planning for the future of the city. It uses ten evidence-based indicators, as follows:

- **“Pedestrians from all walks of life** - London's streets should be welcoming places for everyone to walk, spend time in and engage in community life.
- **People choose to walk, cycle and use public transport** - Walking and cycling are the healthiest and most sustainable ways to travel. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets.
- **Clean air** - Improving air quality delivers benefits for everyone and reduces unfair health inequalities.
- **People feel safe** - The whole community should feel comfortable and safe on our streets at all times.
- **Not too noisy** - Reducing the noise impacts of motor traffic will directly benefit health.
- **Easy to cross** - Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make the streets difficult to cross.
- **Places to stop and rest** - A lack of resting places can limit mobility for certain groups of people.
- **Shade and shelter** - Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather.
- **People feel relaxed** - A wider range of people will choose to walk or cycle if our streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair.
- **Things to see and do** - People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within a short distance.”

3.3.21 Chapter 2 of Healthy Streets for London highlights that car ownership is the key factor that influences how often Londoners walk and cycle. The document states that car ownership has a bigger impact than gender, income, employment, ethnicity and disability on travel habits. The document establishes that most car trips made by Londoners could be undertaken on foot, or by cycle with nearly half of all trips made by London residents being possible by no more than a 10-minute cycle.

3.3.22 The Healthy Streets approach seeks to find design solutions to minimise road danger, delivering streets where everyone feels safe walking, cycling and using public transport. Road danger disproportionately affects the number of people travelling on foot, by cycle or by motorcycle. Adopting a Vision Zero approach (working towards the elimination of road traffic deaths by reducing the dominance of motor vehicles on our streets) will serve to put the needs of vulnerable road users first.

Transport for London, Vision Zero Action Plan (July 2018)

- 3.3.23 The Mayor of London aims to eliminate deaths and serious injuries from the transport network, by 2041. This Vision Zero approach is based on the fundamental conviction that loss of life and serious injuries are neither acceptable nor inevitable. The Vision Zero ambition is inextricably linked to the Healthy Streets approach, which puts human health and experience at the heart of city planning.
- 3.3.24 The document identifies that Londoners face an even greater challenge to their health and wellbeing than that posed by traffic collisions. A lack of physical activity is now one of the biggest threats to our health, increasing the risk of developing a range of chronic diseases including diabetes, dementia, depression, heart disease and cancer. The Healthy Streets approach, alongside Vision Zero, seeks to tackle inactive lifestyles and encourage journeys to be made on foot or by cycle, in an environment that is conducive to these modes of travel.
- 3.3.25 The Vision Zero Action Plan goes on to detail strategies that target reducing the likelihood and severity of collisions, by lowering vehicle speeds and focusing action on the most dangerous locations, particularly junctions. In addition, the Action Plan employs a framework of interventions around five pillars of action, namely:
- Safe speeds;
 - Safe streets;
 - Safe vehicles;
 - Safe behaviours; and
 - Post-collision response.
- 3.3.26 The Development seeks to incorporate reasonable measures within its design to reduce risk to people, and in doing so it is intended that the Development will support TfL's Vision Zero Action Plan.

3.4 Local Policy

London Borough of Hounslow Local Plan 2015 to 2030 (September 2015)

- 3.4.1 The Borough's Local Plan (2015) sets out their adopted development control policies.
- 3.4.2 The Local Plan identifies that the Borough's over-arching transport objective is to "*enable all those who live in or visit the area to travel safely and conveniently, whilst supporting environmentally sustainable economic growth and improving health*".
- 3.4.3 Policy EC2 sets out the Borough's aims to develop an increasingly sustainable local transport network. This would be achieved by:
- "*Promoting 'car-free' or 'low car' development where appropriate, as well as car clubs and car-sharing schemes;*
 - *Promoting the active management of car parking and travel demand in the borough*
 - *Using the standards established in the London Plan for car parking, cycle parking, motorcycle parking, coach parking, and electric vehicle charging (or as updated by alterations to the London Plan).*"
- 3.4.4 New development proposals would need to:

- Demonstrate that they “are located appropriately with regard to public transport accessibility and capacity, road capacity and access to good quality walking and cycling networks.
- Demonstrate that adverse impacts on the transport network are avoided.
- Developments should provide a minimum number of cycle parking spaces and an appropriate maximum number of car parking spaces consistent with the standards in the London Plan.
- Incorporate design measures and facilities to promote cycling, in line with the London Plan.”

Local Implementation Plan 2019-2041 (February 2019)

- 3.4.5 The Local Implementation Plan (LIP) is a statutory document that sets out how the borough proposes to deliver the Mayor’s Transport Strategy (MTS) in its area, as well as contributing to other local and sub-regional goals.
- 3.4.6 The council’s objectives are for a transport network that is healthy, clean and green, which can be achieved by:
- “Reducing transport related emissions; improving the quality and accessibility of the public realm and maximising the opportunity for the transport system to improve health outcomes by removing barriers to the uptake of active travel;
 - By reducing the number of people killed and seriously injured on our roads, contributing to the Mayor’s Vision Zero target;
 - And by ensuring that the transport network operates in an efficient manner facilitating economic growth in the borough and unlocks space for new homes and jobs for all users, particularly through a shift from private to public transport.”
- 3.4.7 Hounslow’s LIP also underlines how the borough plans on meeting growing demands on the public transport network. Key ambitions to improve public transport accessibility (and hence reduce reliance on single occupancy car journeys) include:
- “05a. To work with TfL and other transport operators to improve bus and rail connectivity in those areas with the lowest PTAL and those with the highest potential for growth.
 - 05b. To work with TfL to improve bus connections to new strategic infrastructure such as the Crossrail (Elizabeth Line).
 - 05c. To work with TfL to enhance orbital and cross-borough bus services that provide residents access to employment and local services, including to Heathrow and health facilities, in a way that is competitive with the private car.
 - 05d. To work with train operators to ensure that the frequencies of services meet demand without excessive crowding.”

Draft Great West Corridor Local Plan Review (October 2017)

3.4.8 The Draft Great West Corridor Local Plan Review (2017), written by LBH, sets out the vision, objectives and options to help guide future development in the area over the next 15 years. It sets out a range of planning policies that will support housing delivery, job creation and the provision of new infrastructures to serve the local community and new development.

3.4.9 In reference to Policy GWC5 Transport and Connectivity, the Borough has outlined a number of key improvements in order to support sustainable development and growth along the Great West Corridor:

- *“Actively supporting and facilitating the delivery of new transport interchange sites. This could include safeguarding land for future station development proposed at: i. Golden Mile Station: Brentford - Mainline to Southall Crossrail Link ii. Lionel Road Station: Old Oak Common - Hounslow Overground Link.*
- *Improving cycling infrastructure throughout the area, specifically along the A315 (Cycle Superhighway 9) and other ‘quietway’ routes*
- *Working in partnership with TfL and bus service providers to improve the frequency and efficiency of the bus network to and through the Corridor*
- *Improving connectivity to the London Underground network through supporting the development of better links to the Piccadilly line, for example through the ‘Boston Manor Boardwalk’.*
- *Actively encouraging walking and cycling through the provision of an attractive public realm that helps to link the Great West Corridor and surrounding neighbourhoods such as Brentford Town Centre, Brentford East and the River Brent Quarter better for those travelling on foot or by bike.”*

3.4.1 The Plan also includes commitments to support the expansion of bus services along and across the corridor. A key issue noted is the existing reliance on limited bus services into the area, with the exception of Brentford, Chiswick and Brentford East town centres. Increased bus services would help to reduce private vehicle traffic and increase the Public Transport Accessibility Levels (PTAL).

Great West Corridor Masterplan and Capacity Study (March 2019)

3.4.2 The Great West Corridor Masterplan and Capacity Study (March 2019) sets out a vision and spatial framework for the Great West Corridor. Chapter 7 of the document considers ‘transport and movement’.

3.4.3 The Masterplan has been produced with reference to the TfL Healthy Streets Approach and with reference to the healthy streets indicators.

3.4.4 To support the Masterplan two rail improvement projects have been identified which include:

- Golden Mile Rail Link – A link between the Crossrail station at Southall and a new station on the Great West Road.
- West London Orbital – A new overground service creating a route linking Crossrail and HS2. The route would serve Syon Lane and Brentford Station.

3.4.5 The Masterplan proposes significant improvements to bus services along the Great West Corridor.

- 3.4.6 Cycle improvements are also included within the Masterplan. The Masterplan proposes cycle improvements along the A4, which could include:
- Improved surfacing;
 - Improved crossing facilities and cycle priority; and
 - The use of planting or barriers to mitigate air/noise pollution.
- 3.4.7 The Masterplan sets out the need for all new streets and public realm to consider cycle routes and for secure cycle parking to be provided within areas of public realm.
- 3.4.8 To create places that are considered walkable, the Masterplan proposes to use the Healthy Streets approach. To improve walking connections along the Great West Corridor the following is proposed:
- Clean air routes parallel to the A4;
 - New bridge links across the railway and River Brent;
 - New walking route across the West Cross Quarter, linking the Golden Mile Station to Site A;
 - New walking route from Boston Manor Station to the Sky campus;
 - Better integration and enhancement of the Grand Union Canal Walk;
 - New connection from the Grand Union Canal Walk with Boston Manor Station;
 - Internal connections within the Brentford Stadium Quarter;
 - Improved access into Gunnersbury Park from the Brentford Stadium Quarter.

3.5 Summary

- 3.5.1 A range of local, regional and national policy applies to the proposed development of the site. The design of the scheme has been informed by these policies, especially the Healthy Streets approach and associated indicators. This TA reflects the NPPF, setting out the opportunities available to promote sustainable travel, provide safe access for all, and establishing there are no severe residual impacts on the road network. As such there are no reasons in transport terms for why the proposed development should be refused planning permission.

4 Site and Surroundings

4.1 Preface

- 4.1.1 The site is a rectangular plot of land located on the corner of Syon Lane and the Great West Road (A4), at Gillette Corner. It has an area of approximately 1.4 ha. The site is developed with a large single level Homebase store (4,180sqm), and a surface level car park which occupies the northern and western sides of the site. There is also an undercroft car park along the southern flank of the site. A total of circa 295 car parking spaces are currently provided at the site.
- 4.1.2 The site is bounded by the A4 Great West Road to the north and Syon Lane to the south-west. A car showroom is situated immediately to the east of the site, while a service road, Syon Gate way, extends along the south-eastern boundary.
- 4.1.3 The surrounding area is comprised of a mix of uses, including commercial and residential development. There are semi-detached houses on the western side of Syon Lane, opposite the site. Along the Great West Road, there is a variety of commercial and industrial uses, as well as some residential properties, and further along Syon Lane the uses are predominantly residential.
- 4.1.4 Syon Lane Railway Station is situated approximately 100m to the south of the site, along Syon Lane. The station provides National Rail services that operate to London Waterloo, via locations including Brentford, Chiswick, Putney, Clapham Junction and Vauxhall. Destinations and journey times are detailed within **Section 6.6**. A traffic signal controlled crossing is provided on Syon Lane, to provide access to the station (**Insert 4.1**).

Insert 4.1: Syon Lane, Controlled Pedestrian Crossing at Syon Lane Station



- 4.1.5 Osterley Station provides access to the London Underground Piccadilly line service and is located within a 2km walk of the site.

- 4.1.6 The existing pedestrian network in the vicinity of the site predominantly caters for movements across the northern and western frontages of the site, on Syon Lane and Great West Road respectively. The footways are generally wide, and street lighting is provided throughout the surrounding area. Pedestrian connectivity to the southern frontage of the site is through a private access road (Syon Gate Way) whilst the eastern frontage is bound directly by the adjacent car showroom access road.
- 4.1.7 The public realm is generally in poor condition in the vicinity of Gillette Corner / at the northern boundary / north west corner of the site. In the context of Healthy Streets, the public realm currently detracts from all ten indicators:
- People choose to walk, cycle and use public transport;
 - Pedestrians from all walks of life;
 - Easy to cross;
 - People feel safe;
 - Things to see and do;
 - Places to stop and rest;
 - People feel relaxed;
 - Not too noisy;
 - Clean air; and
 - Shade and shelter.
- 4.1.8 The development proposals will make significant improvements to the public realm in accordance with Healthy Streets principles. The specific issues include:
- the dominance of the A4;
 - the worn condition of footway / uneven surfaces;
 - the wide uncontrolled pedestrian crossing of the existing Homebase site access;
 - lack of tactile paving at the existing Homebase site access;
 - off-road cycle lane ending / entering the busy A4 at an inappropriate / unsafe location; and
 - the unsafe appearance / condition of the existing subway.
- 4.1.9 In summary, the local highway in this location does not accord with Healthy Streets objectives and is generally not provided to recognised design standards. This will be significantly improved as a result of the proposed development.

4.2 Local Highway Context

Syon Lane

- 4.2.1 Syon Lane is a local distributor road, which in the vicinity of the site has a north-west/ south-east alignment. Syon Lane is a single carriageway two-way road which extends between Osterley Park in the north and the A315 London Road at its southern extent. In the vicinity of the site, a 30 miles per hour (m.p.h.) speed restriction operates on Syon Lane.
- 4.2.2 The site is afforded a single point of vehicular access from Syon Lane.
- 4.2.3 In the vicinity of the site access, Syon Lane carriageway widens to around 13m in width. A turning lane for traffic turning right into the site from Syon Lane is provided, and two ahead traffic lanes are provided for northbound vehicles. North and southbound bus stops are provided in the vicinity of the access, and Syon Lane is sufficiently wide to allow a car to navigate around a waiting bus.

Insert 4.2: Syon Lane – Looking North towards Homebase Site Access



- 4.2.4 The Homebase site access is located between Syon Lane Station and the A4 Great West Road, which are separated by around 220m. In this section of Syon Lane carriageway, two traffic signal controlled pedestrian crossings are provided. A direct crossing is provided directly to the north of Syon Lane Station, approximately 100m from the site (refer to **Inserts 4.1** and **4.2**), and a staggered signalised pedestrian crossing is provided approximately 30m north of the Homebase site access junction (**Insert 4.3**).

Insert 4.3: Looking South towards Staggered Crossing and Homebase Site Access



- 4.2.5 The Homebase site access road provides a carriageway width of approximately 14m at its junction with Syon Lane and includes a central reservation segregating inbound and outbound traffic. Dropped kerbs and tactile paving are provided at the existing site access junction.
- 4.2.6 On the western side of Syon Lane, opposite the Homebase site, there is resident permit holder parking, operating from Monday – Friday, 9am-6pm. This is part of the Syon Lane South (SLS) Controlled Parking Zone (CPZ). There are 11 spaces, including a Blue Badge holder space, along the western edge of Syon Lane, located between Syon Gate Way and the signalised crossing adjacent to the existing Homebase access.

Great West Road (A4)

- 4.2.7 The A4 Great West Road is a two-way dual carriageway road, which forms part of the Transport for London Road Network (TLRN). The A4 Great West Road connects with the M4 at Brentford and routes towards Central London to the east, and with Heathrow Airport to the west.
- 4.2.8 There are wide, level footways provided on both sides of the Great West Road. Both flanks of the A4 are provided with street lighting.
- 4.2.9 A segregated cycleway connects Osterley station to the junction of Syon Lane/Great West Road (Gillette Corner). A segregated cycleway is also provided on the southern side of the Great West Road, and these cycleways extend to the eastern side of the junction. While the cycleways are located to the east and west of Gillette Corner, the cycleways do not extend through Gillette Corner, and instead, they terminate and recommence either side of the junction.
- 4.2.10 Pedestrian crossing facilities are provided across the Great West Road at Gillette Corner. On the eastern side of the junction, an underpass is provided to allow pedestrians safe crossing. The underpass is illustrated in **Insert 4.4**.

Insert 4.4: A4 Great West Road, Pedestrian Underpass



- 4.2.11 A staggered toucan crossing is provided to the north-west of the site which facilitates a north-south crossing of the A4 for pedestrians and cyclists. The crossing is illustrated in **Insert 4.5**.

Insert 4.5: A4 Great West Road, Toucan Crossing

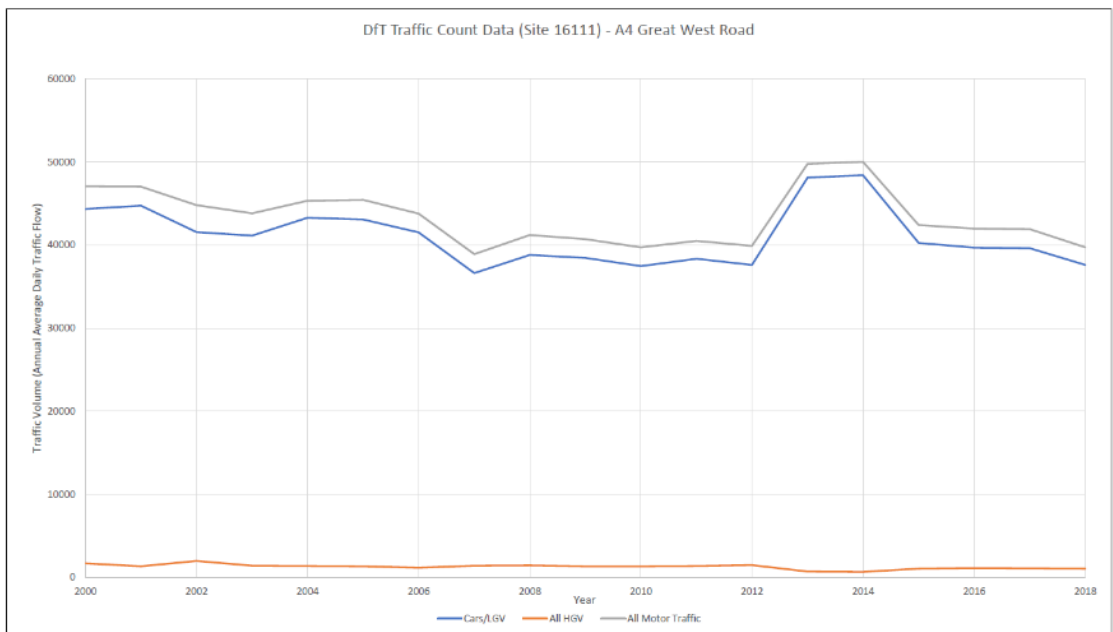


- 4.2.12 At the north-east corner of the site, at the junction of the Great West Road (A4) and Harlequin Avenue, a traffic signal junction is provided that incorporates a staggered traffic signal controlled Toucan crossing across the A4. This junction also incorporates a signalised pedestrian crossing for east-west movements at the northern side of the junction, across Harlequin Avenue.
- 4.2.13 Approximately 400m to the east of the site, a pedestrian footbridge with stepped access only is provided across the A4 Great West Road, providing access to Transport Avenue on the northern side of the carriageway.
- 4.2.14 A 40m.p.h. speed limit operates at the A4 in the vicinity of the site.
- 4.2.15 In seeking to identify trends in local traffic growth, reference can be made to traffic count data published by the Department for Transport (DfT). The DfT publishes annual traffic counts for the A4 Great West Road and these data sets have been reviewed to establish changes in travel

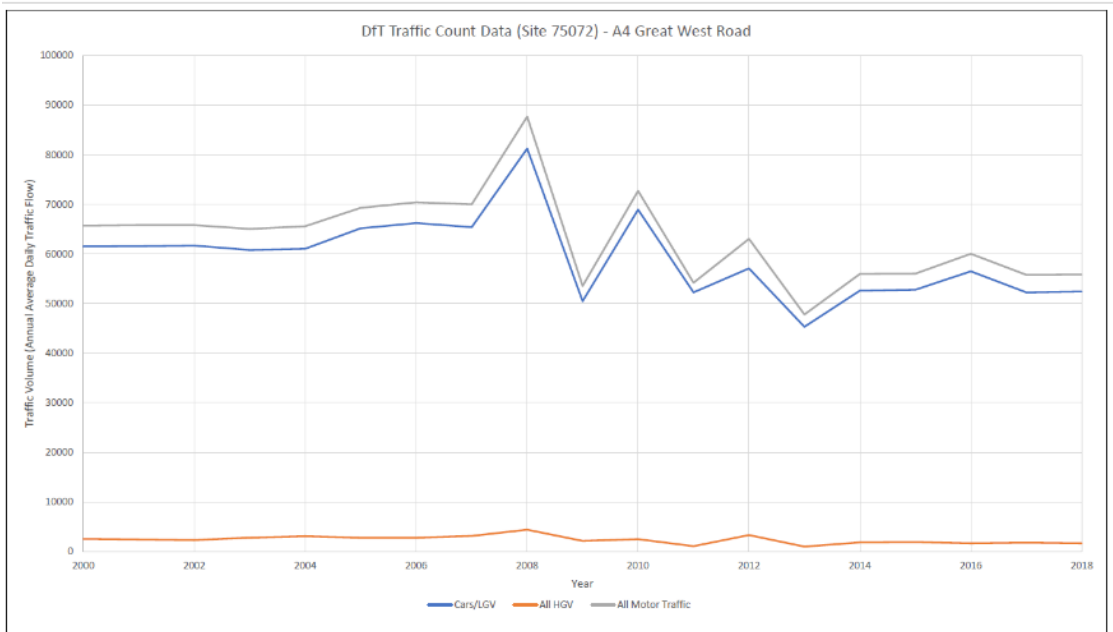
demand on this highway from 2000 to 2018, the most recent data set published.

4.2.16 **Inserts 4.6 and 4.7**, illustrate the trend in traffic volumes on the A4 Great West Road at DfT traffic count sites 16111 and 75072. The data is presented in the form of Annual Average Daily Traffic (AADT) flow, and the data sets indicate that overall traffic flows on the A4 have declined between the year 2000 and 2018. A summary of total traffic volumes, disaggregated in respect of all vehicles and heavy goods vehicles, is presented in **Appendix A**.

Insert 4.6: DfT Count Data, A4 Great West Road (Count Site 16111 – West of Syon Lane)



Insert 4.7: DfT Count Data, A4 Great West Road (Count Site 16111 – East of Syon Lane)



Syon Gate Way

- 4.2.17 Through the Mayor's Air Quality Fund, the Mayor has supported the Cleaner Air Better Business (CABB) project to develop an interactive map of London that provides a low pollution walking option for any given journey specified. CABB undertook monitoring of clean air routes which showed between 30-60 per cent lower air pollutant concentrations on the clean air walking routes compared to main street routes.
- 4.2.18 Syon Gate Way has been identified as a "clean air route" in connecting journeys between Syon Lane and the A4.
- 4.2.19 Syon Gate Way is a privately managed access road, with a typical carriageway width of around 5.5m, which routes along the southern perimeter of the site. This road provides access to parking facilities associated with commercial properties that are situated to the east of the site.
- 4.2.20 Syon Gate Way forms a junction with Syon Lane at a point approximately 90m south of the existing Homebase site access junction. The intersection of Syon Gate Way and Syon Lane forms a simple priority junction and is illustrated in **Insert 4.1**.

Northumberland Avenue

- 4.2.21 Northumberland Avenue is a two-way single carriageway road which forms a junction with Syon Lane on its western side, between Gillette Corner and the existing Homebase site access. Northumberland Avenue operates with a 20m.p.h. zone and incorporates on-street car parking, which are subject to CPZ restrictions. Keep Clear road markings are provided on Syon Lane at its junction with Northumberland Avenue, as shown in **Insert 4.8**.
- 4.2.22 There are wide, level footways provided on Northumberland Avenue. Both sides of the carriageway are provided with street lighting.

Insert 4.8: Northumberland Avenue junction with Syon Lane



London Road (A315)

- 4.2.23 The A315 London Road is an arterial road that routes with an approximate east-west alignment approximately 500m south of the site. To the east London Road connects to the A205 at Kew Bridge, and provides a connection with the M4 and A406 North Circular Road at Chiswick Roundabout. To the east, the A315 extends approximately 14km to Staines-upon-Thames and connects to the A30 and A308.

Car Dealership Access Road

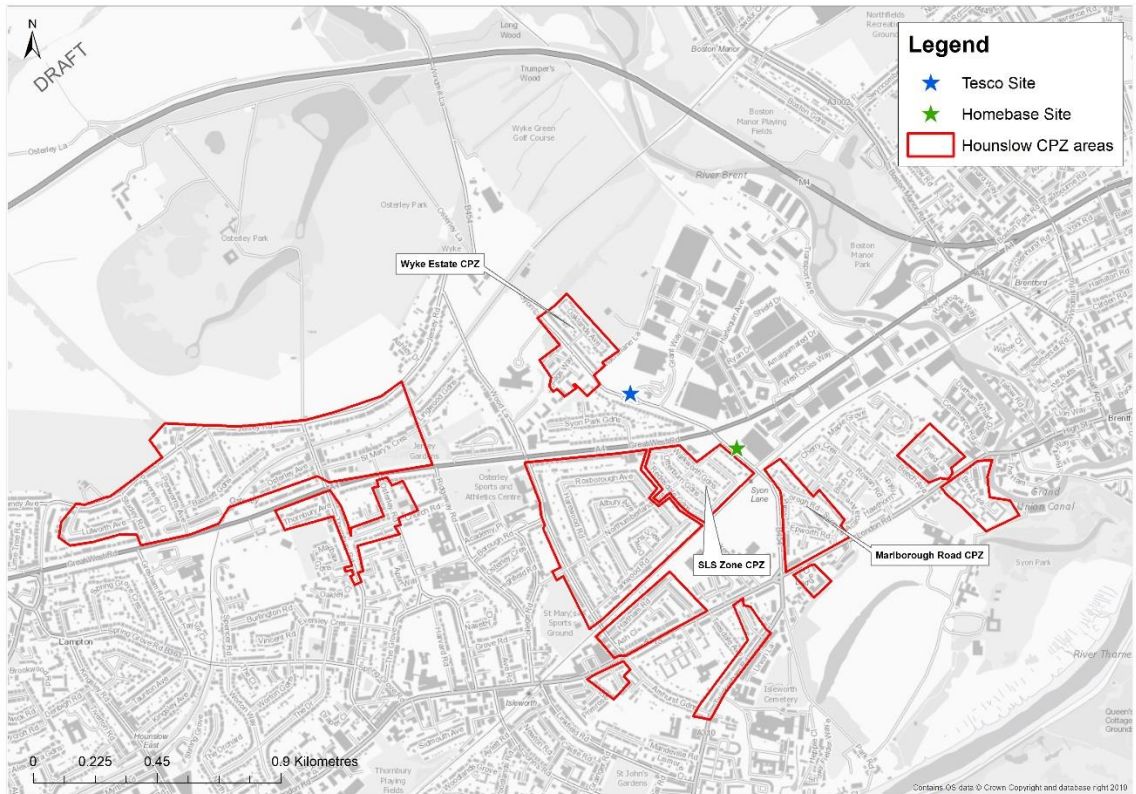
- 4.2.24 A Skoda car dealership operates immediately to the east of the site, which is served by a two-way access from the A4, Great West Road. The access road flanks the eastern perimeter of the Homebase site. The access road forms a priority junction with the westbound carriageway of the A4 and operates as a left-in and left-out junction. **Insert 4.9: Car Dealership Access Road – Left-in/ Left-out Junction with A4**



On-street Parking (Waiting) Restrictions

- 4.3.1 The site is surrounded by various categories of road, including strategic highway (A4), distributor road (Syon Lane) and residential access roads (Northumberland Avenue). Parking (waiting) restrictions are in place on some roads locally and these either prevent parking from taking place in areas that are not appropriate for this purpose, or they control who is permitted to park on-street.
- 4.3.2 The A4 Great West Corridor (GWC) forms part of TLRN and is therefore a 'red route' which is subject to 'no stopping at any time'.
- 4.3.3 Syon Lane (B454), from the junction with A4 up to Northumberland Avenue, forms part of the A4 'red route' and is hence subject to the same parking (waiting) restrictions as A4.

- 4.3.4 To the south-east of Northumberland Avenue, parking on Syon Lane is controlled by a mixture of double yellow line waiting restrictions, zig-zag markings associated with the pedestrian crossings, bus stops or defined parking bays in the residents parking zone SLS (on the western side of the carriageway only).
- 4.3.5 To the south, from the railway bridge, Syon Lane is not provided with on-street parking (waiting restrictions), however the carriageway width and traffic volume make it impractical to park on the carriageway during the day. No on-street car parking has been observed by RHDHV on this section of Syon Lane in the course of the preparation of this TA.
- 4.3.6 The Northumberland Estate road network; of which Northumberland Avenue forms its main distributing road, located to the south of the site from Syon Lane, is predominantly subject to single yellow line road markings that restrict waiting between the hours of 9:00am to 6:00pm Monday to Friday. Double yellow lines are provided to the entry of Northumberland Avenue and all its branches prohibiting waiting at any time.
- 4.3.7 Syon Gate Way, to the east of the site, is a private road and incorporates double yellow line-markings at its intersection with Syon Lane.
- 4.3.8 The site is not located within an existing Controlled Parking Zone (CPZ) but is situated within the immediate adjacencies of an existing CPZ which, combined with the red route restrictions operational at the A4 and Syon Lane, significantly limit opportunities for on-street (kerbside) parking in the vicinity of the site.
- 4.3.9 A CPZ (Zone SLS) is operated by Hounslow Council between 9:00am-6:00pm Monday to Friday on streets to the south of Syon Lane, within Northumberland Estate 'area'. Parking within this zone consists of resident permit holder bays. On the western edge of Syon Lane, opposite the site, there is resident permit holder parking that forms part of the SLS CPZ.
- 4.3.10 A CPZ (Marlborough Road Zone) is enforced to the south of the site, in the area surround the southern section of Syon Lane. The hours of operation are Monday – Friday 9.30am-5.30pm.
- 4.3.11 A CPZ is also enforced at the Wyke Estate, between Tesco Osterley and Nishkam School. The hours of operation are Monday – Friday 9.30am-5:30pm.
- 4.3.12 There are also CPZs enforced in the area surrounding Osterley station. A map of relevant CPZ restrictions is shown in **Insert 4.10**.

Insert 4.10: Local CPZ Map

- 4.3.13 There is no on-street 'pay and display' parking scheme in operation in the vicinity of the site, and no public car parks are provided locally, other than those serving the Homebase and Tesco development sites.
- 4.3.14 Free parking for customers on-site at Homebase is restricted to a maximum of two hours, and free parking within the Tesco development is restricted to a maximum of three hours.
- 4.3.15 Overall, the provision and use of car parking at the site and in the wider area is highly controlled. As a result there is little opportunity for free or long-stay public car parking to take place in the vicinity of the site.

Loading and Weight Restrictions

- 4.4.1 Kerbside road markings (such as Traffic Signs Regulations and General Directions 2016 Diagram 1020.1 or 1019) that restrict loading are not provided on the streets surrounding the site.
- 4.4.2 An existing restriction on vehicles that weigh in excess of 5 tonnes is in operation on Syon Lane and Northumberland Avenue, between the hours of 6:30pm and 8am.

4.5 Existing Site Access

- 4.5.1 The site is provided with a dedicated site access from Syon Lane. The site access currently operates with priority control (a give-way junction) and two exit lanes are provided from Homebase, accommodating left and right turning movements respectively.

4.5.2 Pedestrian access to the Homebase site is also primarily taken from the site vehicular access at Syon Lane. Additionally, a pedestrian access point is available at the northern perimeter of the site which accommodates access from the footway on the Great West Road.

4.5.3 Service vehicles currently use the site's only vehicular access, sharing this access with customer traffic. Service vehicles are provided with a dedicated on-site service yard.

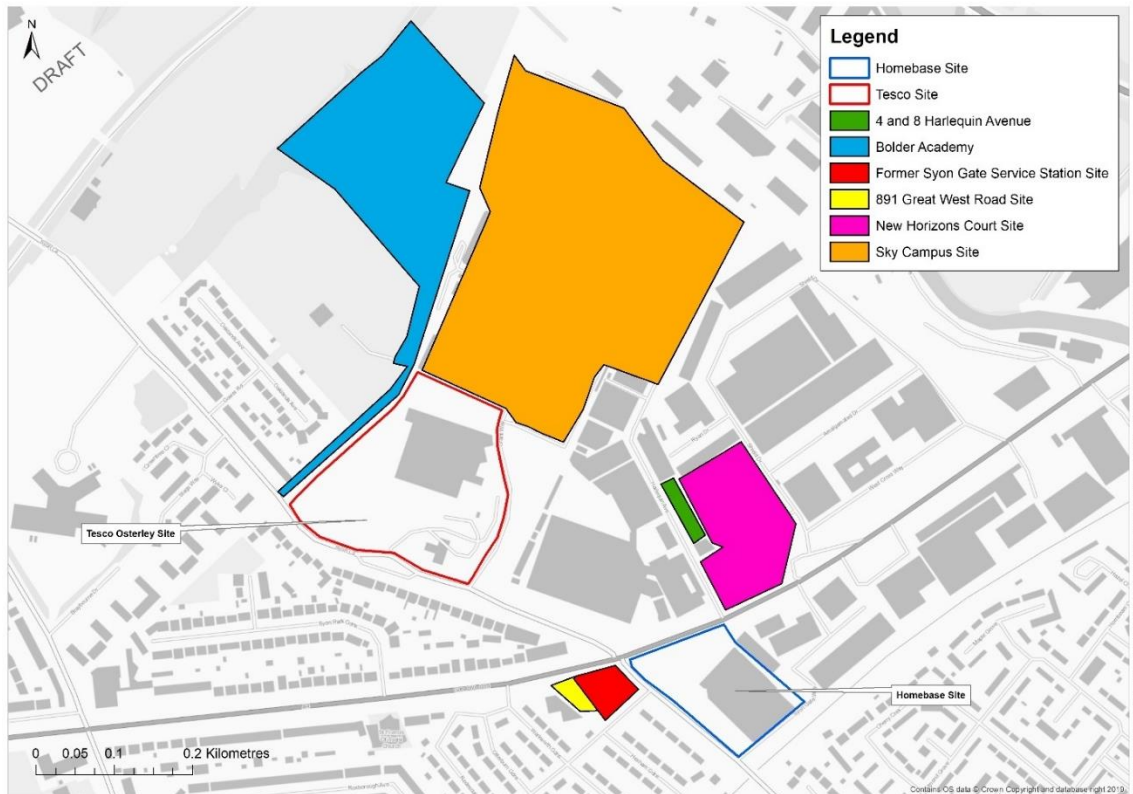
4.6 Local Emerging Developments

4.6.1 In consideration of the development project, a review has been undertaken of other emerging or committed development sites in the local area. These are developments that have received planning consent but are not constructed or those that are constructed but not fully occupied. LBH has advised on the committed development sites to be included in this assessment, and site details are provided in **Appendix B**. The committed development sites considered in this assessment are listed below. Reference is made here to the land use classes that related to the planning consent, rather than the land use classes that have been newly introduced.

- Former Syon Gate Service Station, Land at South of Gillette Corner, Great West Road, Isleworth TW7 5NP (Ref: 00505/AF/P28) – Erection of up to six storey building to provide Class B1 (Office) and Class B8 (self-storage) uses, with associated car parking and landscaping.
- New Horizons Court, Ryan Drive, Brentford, TW8 9EP (Ref: 02912/A/P1) – alterations and extensions to existing buildings – removal of café kiosk and security hut; change of use of D8/9 to ancillary café and/or gym (classes A3/D2).
- 891 Great West Road, Isleworth London, TW7 5PD (Ref: 00505/891/P4) – Erection of four-storey building to provide 15 flats and associated landscaping.
- 4 and 8 Harlequin Avenue, Brentford, TW8 9EW (Ref: 00558/4-8/P1) – Construction of a six-storey building for Class B1b/B1c office use with car parking.
- Tesco Superstore, Syon Lane, Isleworth, TW7 5NZ (Ref: 01106/B/SCOPE1)
- Sky, Sites 6 & 7, Grant Way, Isleworth, TW7 5QD (Ref: 00558/A/P69) - Non material amendment to allow alterations to Sky Labs building by accommodating photovoltaic panels, increase in height of the gantry, removal of the basement, removal of the link between Sky Labs and BiBB, increase number of trees to be planted.
- Bolder Academy, 1 MacFarlane Lane, Isleworth, TW7 5PN (Ref: 01106/W/P9) Demolition of club house and associated car park and MUGA, construction of a new part 2 - part 4 storey secondary school.
- 1 Commerce Road, Brentford, London, TW8 8LE (Ref: 00297/H/P13) - Redevelopment to provide a five to seven-storey building comprising 76 flats and 138 square metres of square metres flexible industrial, research and development or office floorspace in use classes B1a, B1b, or B1c, with associated parking and landscaping.

4.6.2 For each committed development site, the associated planning application documentation has been reviewed and the associated traffic data extracted, in order that the associated traffic movements can be considered as part of the assessment of future traffic conditions on the highway. **Insert 4.11** details the locations of the identified committed development sites.

Insert 4.11: Committed Development Sites



4.6.3 The planning documentation for all emerging development projects detailed above shows a commitment to walking, cycling and public transport modes, in accordance with Healthy Streets principles. The provision of an attractive public realm is also a general theme that can provide improved connectivity for pedestrians and cyclists and generally strengthen the active travel network in the locality.

4.6.3.1 The Great West Corridor Opportunity Area

4.6.4 The 'Great West Corridor Opportunity Area is identified in the New London Plan as providing the potential for around 7,500 new homes and 14,000 new jobs. Both the site and Tesco Osterley are located within this Opportunity Area

4.6.5 The London Plan states that “*The Mayor will provide the **support and leadership** to ensure Opportunity Areas deliver their growth potential for Londoners. He will promote and champion the areas as key locations for investment, and will intervene where required so that an ambitious, imaginative and inclusive approach is taken to accelerate and realise their growth and development.*”

4.6.6 It is therefore recognised that additional development sites, in addition to those detailed above, are likely to come forward in the area, in due course. All new development that comes forward as part of the Opportunity Area would be subject to individual planning application submission, which would include an assessment of development transport impacts.

4.6.7 To support the development of the Opportunity Area, transport infrastructure improvements are being considered by LBH and TfL, and these are summarised in **Section 8** of this report.

5 Transport Planning for People

5.1 Preface

5.1.1 The core principles of the 'Healthy Streets' Approach are putting people first, prioritising walking, cycling and public transport over private vehicles. This approach seeks to take account of the various classifications of people; their travel characteristics and their propensity to change their mode of travel over time.

5.1.2 Within the context of the above, in this Section reliance is made on the Transport Classification of Londoners (TCoL) multi-modal customer segmentation tool developed by TfL. The TCoL has been designed to categorise Londoners on the basis of the travel choices they make, and the motivations for making those decisions.

5.1.3 In total there are nine customer segments described in the TCoL report. The customers segments that are considered to be likely users of the development are listed below:

- **Suburban moderation** – Families with children, High car, some bus. Average level of change.
- **Settled suburbia** – Lower income families, high car. Below average level of change.
- **Family challenge** – Low income families, high bus, average others. Higher level of change.
- **Detached Retirement** – 'Empty Nest'/retired, very high car. Very low levels of change
- **Students and Graduates** – Students and young grads. Low car, high bus/walk. Average level of change.

5.1.4 The TfL classification tool assessment report suggests that the Borough has a mixed profile in terms of user types and transport usage. Car usage is generally high with an 'average' propensity towards change (i.e. mode shift).

5.1.5 Notwithstanding the above, in view of the significant emerging developments in the local area, both in terms of employment and transport options, there is potential for a change in attitudes towards sustainable transport options. This is particularly relevant for new development schemes, where car parking provision will be low and an emphasis will be placed on the ability for residents to live car free lifestyles.

5.2 Active Travel Zone

5.2.1 The purpose of an Active Travel Zone (ATZ) assessment is to establish what transport connections and local amenities would be accessible to future residents and employees at the site, and to establish whether these facilities would be sufficient for employees to live a 'car free' lifestyle.

5.2.2 The ATZ for the site is presented as a series of illustrated maps demonstrating how people of all abilities can make every day journeys from the site using the Active Travel network. The **ATZ Assessment** is contained within **Appendix C** of this document.

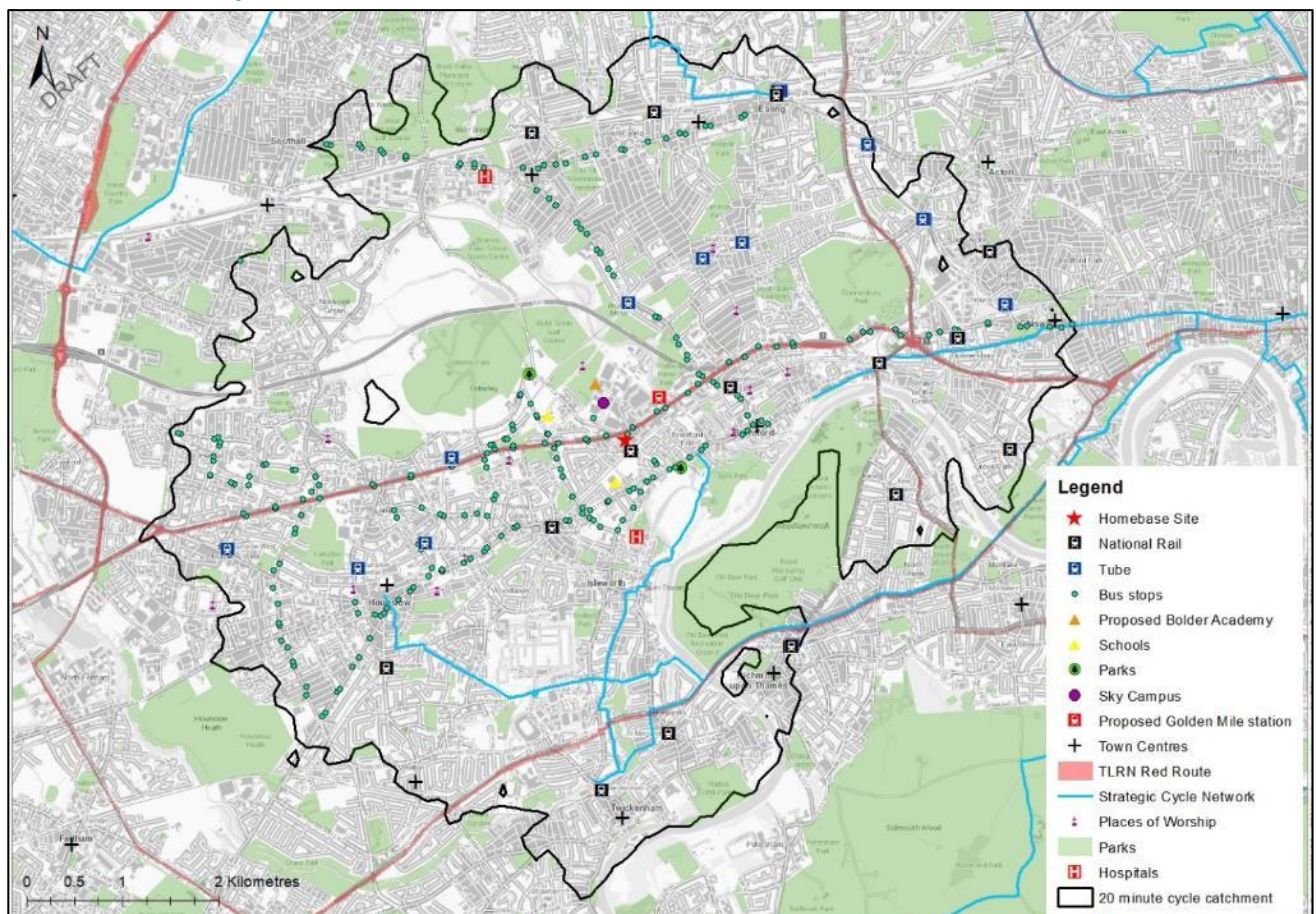
5.2.3 The ATZ assessment considers an area covered by a 20-minute cycle from the site, and considers pedestrian isochrones. The assessment considers access to local public transport connections, including bus stops and local stations.

5.2.4 **ATZ Map 1** illustrates a 20-minute cycle isochrone from the site, with the following key points of interest identified:

- London Underground stations;
- National Rail;
- Bus stops;
- Local Schools;
- Proposed Bolder Academy;
- Proposed Golden Mile Station;
- Places of Worship;
- Strategic Cycle Network;
- Transport for London Road Network (TLRN);
- London 2015 town centres; and
- Greenspace.

5.2.5 The **ATZ Map 1** underlines that a variety of services, amenities and local transports links are accessible within a 20-minute cycle catchment of the site. **ATZ Map 1** can be seen in **Insert 5.1**, and is provided at a higher resolution at **Appendix D**.

Insert 5.1: ATZ Map 1

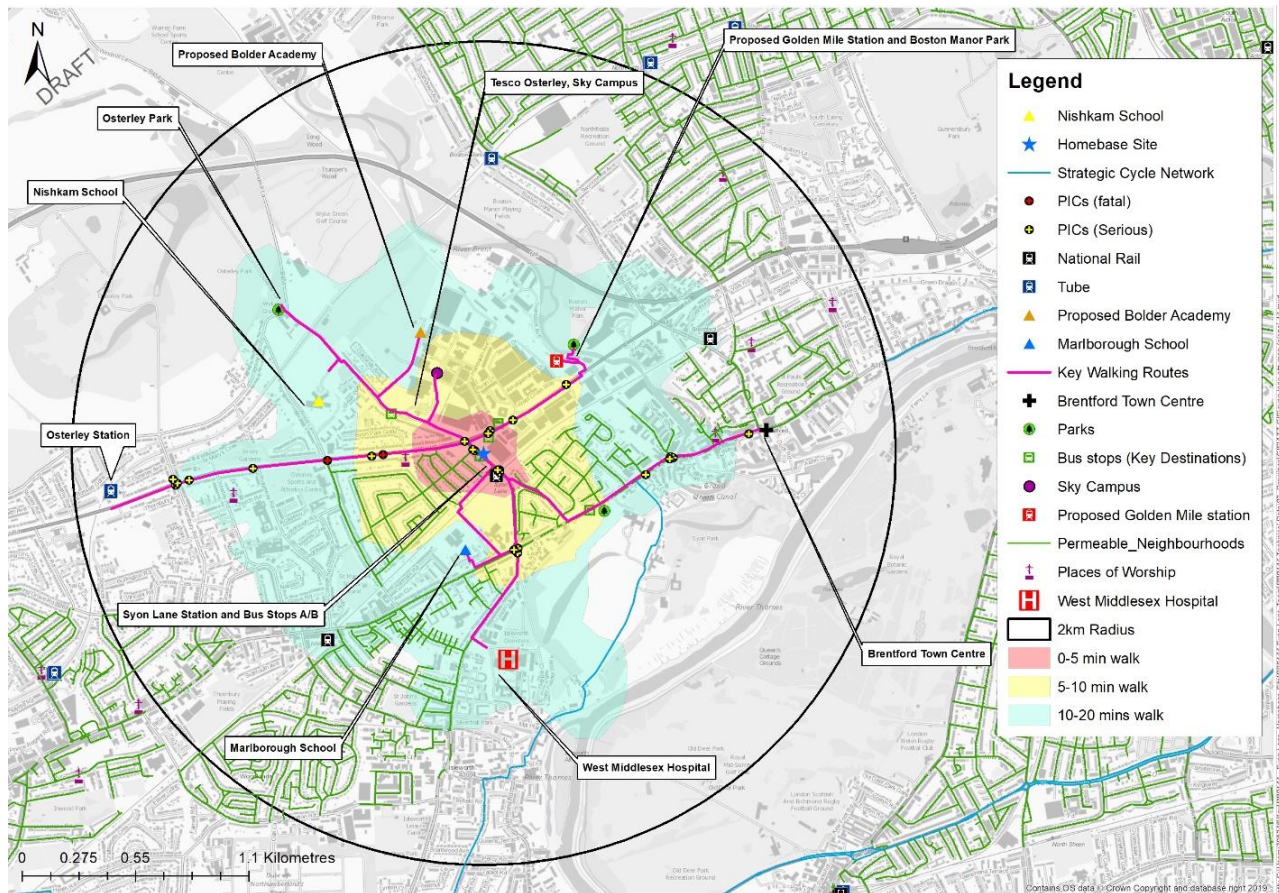


5.2.6 **ATZ Map 2** is a more localised map showing the closest and most convenient stations, bus stops, facilities, amenities and green spaces. Also shown on this plan are:

- Personal injury collision data derived from TfL;
- Routes to key destinations; and
- Local bus stops

5.2.7 **ATZ Map 2** can be found in **Insert 5.2** and **Appendix D**.

Insert 5.2: ATZ Map 2



5.2.8 A total of ten Key Destination Routes have been identified within the ATZ study area. The key destinations and the routes to the destinations have been identified as:

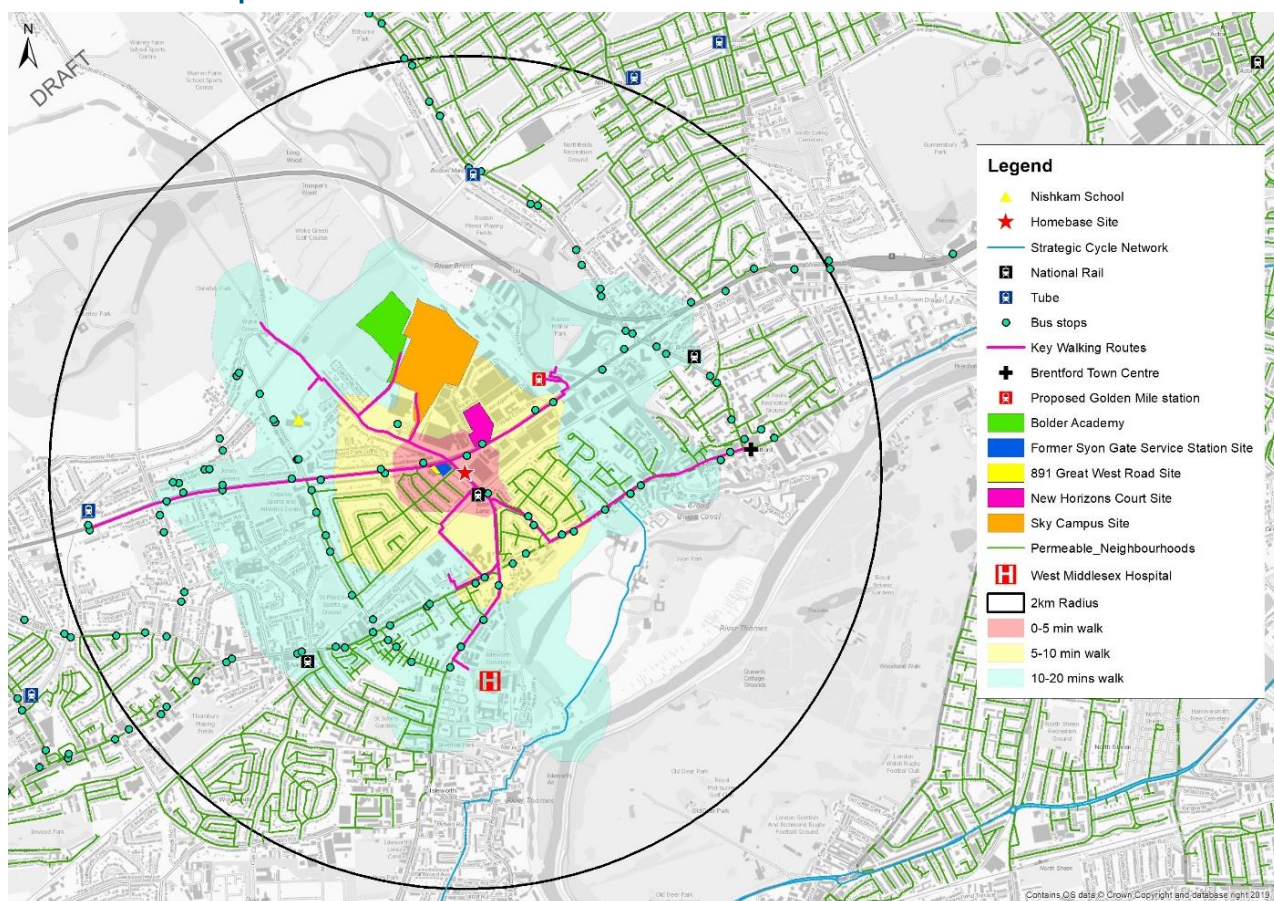
- Syon Lane Station and Bus Stops A/B – Syon Lane Station provides access to National Rail services direct to London Waterloo, Richmond and Weybridge. The station is approximately 100m south of the site.
- Marlborough School;
- Bus Stops X/W on London Road/Syon Park;
- Bus Stops C/D on Great West Road;
- Brentford Town Centre/proposed C9 cycle route – Brentford Town Centre provides a range of services and amenities easily accessible to the site;
- West Middlesex Hospital;
- Proposed Golden Mile Station - A link between the Crossrail station at Southall and a new station on the Great West Road;

- Boston Manor Park;
- Proposed Bolder Academy;
- Sky Campus – a key employment centre in the local area;
- Osterley Station – provides access to Piccadilly line service;
- Place of Worship;
- Nishkam School;
- Bus Stop L/Tesco Osterley.

5.2.9 **ATZ Map 3** depicts the area surrounding the site, the key walking routes, 5, 10 and 15 minute walking catchments, committed developments in the local area and TfL permeable neighbourhoods in the vicinity of the site.

5.2.10 **ATZ Map 3** can be seen in **Insert 5.3** and **Appendix D**.

Insert 5.3: ATZ Map 3



5.2.11 **ATZ Maps 2 and 3** establish that public transport connections are accessible on foot from the site. There are bus stops directly adjacent to the site on Great West Road and Syon Lane, within a 50m walk distance. Bus stops on London Road, adjacent to Syon Park, are also accessible to the site, approximately 600m to the south.

- 5.2.12 Syon Lane Station is located approximately 100m to the south of the site. Furthermore, Osterley Underground Station provides access to the Piccadilly Line service and is within 2km of the site. The H91 service, to the west of the site along Great West Road, from Gillette Corner, provides a direct bus route to the station.
- 5.2.13 Within a 2km radius of the site there are a number of services and amenities. As noted throughout, Tesco Osterley is within a 500m distance of the site. There are shops and cafes available on Gillette Corner, on London Road, as well as towards Brentford High Street.
- 5.2.14 In respect of access to healthcare facilities, West Middlesex University Hospital sits within 1km to the south of the site.
- 5.2.15 Further to the above, there are a number of places of worship situated within a 1km distance from the site.
- 5.2.16 In summary, the maps demonstrate that the site is located within a walking distance of a number of local centres, public transport infrastructure, food, shopping, healthcare facilities and places of worship.

5.3 ATZ Neighbourhood Photography

- 5.3.1 A detailed site visit with neighbourhood photography, including 'point of view' (POV) photographs was undertaken in September 2019. The POV neighbourhood photography, taken at 150m intervals along the Key Destination Routes is provided within the ATZ Assessment report provided in **Appendix C**.
- 5.3.2 One of the key areas identified for improvement was the underpass at Gillette Corner, which provides a crossing of the A4 on the eastern side of the junction. This is observed to be a highly trafficked route.
- 5.3.3 The Key Destination Routes have been critiqued with references to TfL's ten Healthy Streets indicators and the full review is presented within the ATZ report in **Appendix C**.

5.4 Highways Safety

- 5.4.1 The personal injury collision record for the local highway has been reviewed, with data obtained from TfL. The data covers a five-year period up to the 31st December 2018. An analysis of the Personal Injury Collision (PIC) data has been undertaken to ascertain if there are any highway safety issues on the local highway network in the vicinity in the site. The full data is contained within **Appendix E**.
- 5.4.2 For the purpose of this assessment, the study will focus on the ATZ Key Destination Routes. As a number of Key Destination Routes follow the same paths, these routes and their associated PICs have been evaluated together. A Key Destination Route along Quakers Lane (over the train line to Marlborough School has been omitted as the route is largely removed from the highway and also overlaps with Route 4.

Key Destination Routes 1, 2 and 3

- 5.4.3 The following three Key Destination Routes are identified along with an anticipated desire to south and east of the site following Syon Lane south, and left onto London Road, towards Brentford.

- Key Destination 1: Syon Lane station and bus stops A/B;
- Key Destination 2, Syon Park, Bus stops X/W; and
- Key Destination 3, Brentford town centre/proposed C9 cycle route.

5.4.4 A total of 83 PICs were recorded on the route from the site to Brentford town centre. Of these PICs, 77 were recorded as slight severity incidents, while and 6 were identified as serious collisions. No fatal injuries were recorded on these routes. A summary of recorded collisions is presented in **Table 5.1**.

Table 5.1: Route 1,2,3 PIC Data

Cluster location	Accident severity			Total
	Slight	Serious	Fatal	
Syon Lane J/W Spur Road	11	3	0	14
Syon Lane J/W London Road	14	0	0	14
London Road J/W Field Lane/Brent Lea	13	1	0	14
London Road J/W Commerce Road	2	3	0	5
Brentford High Street (from The Ham to Alexandra Road)	35	1	0	36
Total	77	6	0	83

5.4.5 The recorded collisions can be summarised as followed:

- 15 PICs involved pedestrians (13/15 were slight, two were serious)
- 19 PICs involved cyclists (17/19 were slight, two were serious)
- 18/83 occurred when it was dark, 65/83 occurred during daylight

5.4.6 Of the eight serious PICs, two were recorded as incidents involving cyclists and two involved pedestrians. The description of these collisions is summarised below.

- A collision involving a pedestrian was recorded in April 2014. The location was at Syon Lane junction with (J/W) Spur Road. The incident occurred in daylight, the weather was fine and the road was dry. All three recorded serious PICs at this location resulted from this incident. The incident was described as a **vehicle 1 stopping for a pedestrian at the pedestrian crossing, being hit from behind by vehicle 2, pushing vehicle 1 into the pedestrian**. The cause of vehicle 2 colliding with vehicle 1 was noted as a combination of carelessness, recklessness, failure to judge speed and distraction outside the vehicle.
- A collision involving a pedestrian was recorded in February 2018. The location was at Commerce Road's J/W London Road. The conditions were daylight, the weather was fine and the road was dry. The collision was described as **pedestrian hit at pelican crossing by a driver who failed to look properly**.

- A collision involving a cyclist was recorded in June 2018. The location was London Road J/W Brent Lea. The conditions were daylight, the weather was fine and the road dry. The only information regarding this incident was that the ***cyclist skidded***.
- A collision involving a cyclist was recorded in June 2018. The location was High Street J/W Alexandra Road. The conditions were recorded as daylight, the weather was fine and the road was dry. No description of the event has been logged.

5.4.7 Regarding highways infrastructure and safety for pedestrians and cyclists, there does not appear to be any common causality for collisions based on the existing highway layout.

5.4.8 Furthermore, no specific locations have been identified at these routes that demonstrate higher rates of PICs. It is noted that 11 of the 35 slight PICs recorded on Brentford High Street that to form a cluster were involved in a single incident involving a bus.

5.4.9 Improvements to crossing facilities on Syon Lane, adjacent to the station, appears to have also aided pedestrian safety. Of the 14 recorded PICs, 8 were recorded at this location, including the three serious incidents described at paragraph 5.4.6 occurred at the zebra crossing adjacent to Syon Lane station. A signal-controlled pelican crossing replaced the zebra crossing in 2016 and since then only a single slight PIC has been recorded at this location.

5.4.10 Due to the nature of the incidents described above and overall analysis of the PIC data, it can be concluded that there are no causal factors that the proposed development would exacerbate.

Key Destination Route 4

5.4.11 Key Destination Route 4, to Marlborough School, follows a desire line from Syon Lane, south along Spur Road, onto London Road, then turning right into Darcy Road towards the School. A total of 47 PICs were recorded on the route.

Of the 47 PICs, 41 were logged as being of slight severity and 4 were recorded as serious collisions. No fatal injuries were recorded within the study area. A summary of the recorded collisions is presented in **Table 5.2**.

Table 5.2: Route 4 PIC data

Cluster Location	Accident Severity			Total
	Slight	Serious	Fatal	
Syon Lane (from site) and Spur Road	15	3	0	18
Spur Road J/W London Road/Twickenham Road	17	3	0	20
London Road J/W Darcy/Turnpike/Teaside Road	9	0	0	9
Total	41	6	0	47

5.4.12 The recorded collisions can be summarised as follows:

- 10 PICs involved pedestrians (eight were slight, two were serious).
- 9 PICs involved cyclists (eight were slight, one was serious).

- Of the 47 PICs, 11 occurred when it was dark and 36 occurred during the hours of daylight.

5.4.13 Of the six recorded serious PICs, two involved pedestrians, one involved a cyclist. A description of these collisions was recorded:

- A collision involving a pedestrian was recorded in April 2014. The location was at Syon Lane junction with (J/W) Spur Road. The incident occurred in daylight, the weather was fine and the road was dry. All three recorded serious PICs at this location resulted from this incident. The incident was described as a **vehicle 1 stopping for a pedestrian at the pedestrian crossing, being hit from behind by vehicle 2, pushing vehicle 1 into the pedestrian**. The cause of vehicle 2 colliding with vehicle 1 was noted as a combination of carelessness, recklessness, failure to judge speed and distraction outside the vehicle. **NOTE:** This incident is also associated with Route 1, 2 and 3 discussed above.
- A collision involving a cyclist was recorded in 2015. The location of the incident was at the J/W London Road, Spur Road and Twickenham Road. The collision occurred during daylight hours when the weather was fine and the road was dry. The collision was described as a **vehicle turning into a private entrance across the cyclist who had insufficient reaction time to stop**.
- A collision involving a pedestrian was recorded in 2017. The incident occurred at the J/W London Road, Spur Road and Twickenham Road. The collision occurred in daylight when the weather was fine and the road was dry. The description of this collision concluded that **the pedestrian did not cross at provided signal crossing and failed to look properly**.

5.4.14 Regarding highway infrastructure and safety for pedestrians and cyclists, there does not appear to be any common causality for collisions based on existing highways design. Furthermore, as described in section 5.4.9, amendments to the pedestrian crossing at Syon Lane J/W Spur Road has led to fewer PICs.

5.4.15 At the relatively highly-trafficked junction of London Road, Twickenham Road and Spur Road, the cluster of 'slight' pedestrian and cyclist PICs appear largely to be caused by individual mistakes – four of the six incident records note pedestrians as stepping out unsafely onto the carriageway. Therefore, due to the nature of the incidents described, it can be concluded that there are no causal factors that the proposed development would exacerbate.

Key Destination Route 6

5.4.16 Route 6 includes three Key Destinations in relation to the site; bus stops C/D, proposed Golden Mile Station and Boston Manor Park.

5.4.17 The proposed Golden Mile station (refer to **Section 7**) and Boston Manor Park both follow a desire line along Great West Road and are directly adjacent to one another. Boston Manor Park is accessed at Transport Avenue, where a path allows pedestrians to walk along the Grand Union Canal and over Boston Manor Footbridge to the park.

5.4.18 This desire line includes bus stops C/D adjacent to the site, which provide access to the H91 bus service. Stop D which serves the eastbound H91 service requires crossing the A4 at the signal-controlled crossing adjacent to the site. The closest and relevant study area for PICs at this location is at Harlequin Avenue J/W the A4. The PIC data further along this route is only relevant for access to the proposed Golden Mile Station and Boston Manor Park.

5.4.19 During the study period, 17 PICs were recorded along Route 6, 13 of which were identified as resulting in a 'slight' injury, while four were considered to result in a 'serious' injury. No fatal collisions were recorded on this route. A summary of recorded collisions is presented in **Table 5.3**.

Table 5.3: Route 6 PIC data

Cluster Location	Accident Severity			Total
	Slight	Serious	Fatal	
A4 J/W Harlequin Avenue	4	2	0	6
A4 J/W Shield Drive/West Cross Way	7	2	0	9
A4 J/W Transport Avenue	2	0	0	2
Total	13	4	0	17

5.4.20 The recorded collisions can be summarised as follows:

- One PICs involved a pedestrian, the incident was slight.
- Five PICs involved cyclists, of which all were slight.
- 14 of the 17 PICs occurred during daylight hours.
- The two serious PIC incidents, involving car driver and passenger, recorded at A4 J/W Harlequin Avenue occurred at night in wet weather. Car was travelling at excess speed and the driver lost control.

5.4.21 Regarding the cycling and pedestrian PICs, three of the five collisions involving cyclists were described as ***cyclists being clipped by vehicles entering or exiting Shield Drive, Harlequin Avenue or Transport Avenue***. It is considered that clear demarcation of the segregated cycle lanes, clear lane and stop sign markings, and a suitable indication of right of way could help reduce risk of cyclist incidents.

5.4.22 Given that the dual carriageway of the A4 Great West Road comprises seven lanes of 40m.p.h. traffic, safe crossing must be undertaken at defined points, which in this case would be at the junction of Syon Lane and Great West Road, or over the pedestrian footbridge provided close to Transport Avenue. This is reflected by low frequency of pedestrian/cyclist PICs for the volume of traffic along this route. Therefore, it can be concluded that this route is considered safe for active travel modes.

Key Destination Route 7

5.4.23 This route has two Key Destinations along its desire line, Osterley Station and a local place of worship.

- 5.4.24 Key Destination Route 7 connects the site with Osterley station and, which follows the desire line west from the site along Great West Road.
- 5.4.25 A local place of worship, St Francis of Assisi Church is also located along this desire line. In relation to this analysis, the place of worship is located in close proximity to the A4 J/W Syon Park Gardens. Therefore, any PICs which occur after this point are not relevant for this Key Destination.
- 5.4.26 Within the study's period of time, 62 PICs have been recorded along this Key Destination Route, of which 54 were slight, six were serious with two fatal collisions. A summary of recorded collisions is presented in **Table 5.4**

Table 5.4: Route 7 PIC data

Cluster Location	Accident Severity			Total
	Slight	Serious	Fatal	
A4 J/W Syon Park Gardens	7	1	1	9
A4 J/W Wood Lane	16	0	1	17
A4 J/W Ridgeway Road	7	1	0	8
A4 J/W St Mary's Crescent	2	0	0	2
A4 J/W Thornbury Road	15	4	0	19
A4 J/W Osterley Court/Station	7	0	0	7
Total	54	6	2	62

- 5.4.27 The recorded PIC can be summarised as follows:
- Eight PICs involved pedestrians, five of which were slight, one serious and two were fatal collisions.
 - Three PICs involved cyclists, all three of these collisions were deemed slight.
 - 33 of the 62 PICs were recorded in daylight hours, with the remaining 29 taking place during hours of darkness.
- 5.4.28 The two fatal collisions both involved pedestrians, the description of these events is as follows:
- A collision occurred on the Great West Road J/W Wood Lane, in 2015. The collision took place at night, the weather was fine and the road was dry. It is understood that the collision was caused **by a vehicle travelling on the wrong side of the road, colliding with a pedestrian stepping into the road**. This collision took place at a pedestrian crossing.
 - A collision occurred on the Great West Road J/W Syon Gardens, in 2015. The collision took place at night when the weather was fine and the road surface was dry. It is understood that **the incident took place as a result of two vehicles racing, which led to vehicle 1 colliding with a crossing pedestrian**.

- 5.4.29 While there is a cluster of collisions at the junction between Great West Road and Wood Lane, only three involved pedestrians or cyclists. Other than the 'fatal' incident described above the other two incidents were defined as resulting in 'slight' injury. Of the 17 collisions at this junction, 12 involved cars. As a result, there does not appear to be any noticeable trend leaning towards any pedestrian/cycling safety issues at this junction.
- 5.4.30 On the section of highway between Syon Lane and Wood Lane, where Great West Road intersects Syon Park Gardens, a relatively low frequency of PICs is observed.
- 5.4.31 In general, as noted in the collision descriptions, it is reckless driving, as opposed to highway layout, that is logged as the key causality for the serious/fatal incidents.
- 5.4.32 There were six serious collisions along this route, one of which involved a pedestrian. This incident is described below.
- The pedestrian collision occurred at Great West Road J/W Syon Park Gardens, in 2017. The collision occurred at night when the roads were wet. There was no collision description available for review, however, key contributing factors indicated that a ***pedestrian failed to look properly while crossing and was not using a formal crossing facility.***
- 5.4.33 Overall, this route has a relatively low frequency of pedestrian and cyclist PICs. While there have been serious and fatal incidents, the description of these events suggests that a failure to look properly, crossing the road/not at a crossing and reckless driving were the main causes of the collisions recorded at this Key Destination Route.

Key Destination Routes 8, 9, 10 and 11

- 5.4.34 Key Destination Routes 8, 9, 10 and 11 provides access to the Sky Campus, Proposed Bolder Academy, Nishkam School and Osterley Park respectively.
- 5.4.35 Key Destination Routes 8, 9, 10 and 11 all follow a desire line north along Syon Lane. There were no recorded PICs on Grant Way or Macfarlane Lane, on which the Sky campus and proposed Bolder Academy are or will be located.
- 5.4.36 Contained within the records of the studied period of time, 76 documented PICs were recorded, of which 73 were slight, three were serious and no fatal incidents were recorded. A summary of recorded PICs is presented in **Table 5.5**.

Table 5.5: Route 8,9,10,11 PIC Data

Cluster Location	Accident Severity			Total
	Slight	Serious	Fatal	
Syon Lane J/W Northumberland Avenue	7	2	0	9
Syon Lane/Great West Road Junction	43	1	0	44
Syon Lane J/W Grant Way	10	0	0	10
Syon Lane J/W Macfarlane Lane	6	0	0	6
Syon Lane J/W Windmill Lane/Jersey Road	7	0	0	7
Total	74	3	0	76

5.4.37 The PIC data can be summarised as follows:

- Seven PICs along these routes involved pedestrians, of which six were slight and one was a serious collision.
- Three PICs involved cyclists, of which all three were recorded as resulting in 'slight' injury.
- Of the 11 incidents, six collisions involving pedestrian or cyclists on this route occurred at the junction of Syon Lane and Great West Road.
- Three 'slight' active travel mode PICs were recorded at Grant Way.
- No active travel mode PICs were recorded at Macfarlane Lane, or in the vicinity of Nishkam School.
- One slight pedestrian PIC was recorded at the junction where Syon Lane J/W Jersey Lane, adjacent to Osterley Park.
- 24 of 76 PICs occurred at night, with the remaining 52 occurring in daylight hours.

5.4.38 There were three serious collisions along these four routes, of which one involved a pedestrian:

- The pedestrian collision occurred on the junction of Syon Lane and Great West Road, in 2015. The collision occurred in daylight when the weather was fine and the road was dry. The incident was described ***as the vehicle being unable to avoid drunken pedestrian wandering across live traffic north to south.***

5.4.39 Overall, the PIC data indicates that the route from the site north along Syon Lane is relatively safe for walking and cycling modes. Only one serious active travel mode collision was recorded during the study period and in this particular instance, it was a pedestrian who had their judgement impaired by alcohol.

5.4.40 Furthermore, while there is a large cluster of collisions recorded at the heavily trafficked Syon Lane/Great West Road junction, 38 of the 44 PICs involved motor vehicles. The crossing facilities at this junction, moving south to north, include a signal-controlled pelican crossing and an underpass. As a result conflict between pedestrians and motor vehicles is low.

5.4.41 On the remainder of the desire line, from Great West Road through to Osterley Park, along Syon Lane, there is only an additional four slight active travel mode PICs. As a result, there are no substantial concerns regarding pedestrian or cycle safety along this route.

Key Destination Route 12

5.4.42 Key Destination Route 12 provides a route from the site West Middlesex Hospital. The route follows a desire line south along Syon Lane/Spur Road, across London Road, then south along Twickenham Road towards the hospital.

5.4.43 Contained within the study period, 58 PICs were recorded, of which 52 were slight and 6 were serious incidents. No fatal PICs were recorded along this route. A summary of recorded PICs is shown in **Table 5.6**.

Table 5.6: Route 12 PIC Data

Cluster Location	Accident Severity			Total
	Slight	Serious	Fatal	
Syon Lane (from site) and Spur Road	15	3	0	18
Spur Road J/W London Road/Twickenham Road	17	3	0	20
Twickenham Road J/W Park Road	7	0	0	7
Twickenham Road J/W Amhurst Gardens/Hospital Entrance	13	0	0	13
Total	52	6	0	58

5.4.44 Of the six recorded serious PICs, two were pedestrians, one was a cyclist. All of these incidents are described in section **5.4.13**, as the two routes follow the same desire line from the site.

5.4.45 In relation to PICs involving active travel modes at Twickenham J/W Park Lane and the Hospital entrance:

- At Park Lane three slight incidents were recorded, two involving cyclists, and one pedestrian incident. One incident involving a cyclist was caused by poor conditions – snow/fog/sleet, impairing judgment, leading to a collision. Another was caused by a stationary vehicle obstructing the view of the cyclist. The other incident did not have a description.
- At the Hospital Entrance eight slight incidents were recorded, five cyclist PICs and three pedestrian PICs. From the eight collisions, five descriptions were available. The causes of the incidents include defect to vehicle, sudden braking/careless driving and illness of driver, leading to a PIC.

5.4.46 Regarding highway infrastructure and safety for pedestrians and cyclists, there does not appear to be any common causality for collisions based on existing highways design. Furthermore, as described in section **5.4.9**, amendments to the pedestrian crossing at Syon Lane J/W Spur Road has led to fewer PICs.

- 5.4.47 At the relatively highly-trafficked junction of London Road, Twickenham Road and Spur Road, the cluster of 'slight' pedestrian and cyclist PICs appear largely to be caused by individual mistakes – four of the six incident records note pedestrians as stepping out unsafely onto the carriageway.
- 5.4.48 There were no serious PICs recorded between the London Road junction and West Middlesex Hospital. Of the 11 overall slight PICs, there were no common causalities leading to incidents. As a result there are no observable factors negatively affecting pedestrian/cyclist safety.
- 5.4.49 In conclusion due to the nature of the incidents described above and overall analysis of the PIC data (including a review of accident causation factors), it can be concluded that there are no observable accident trends that point to defects in the design of the highway that can be directly linked to negatively affecting highway safety. As such the evidence presented by the PIC data suggests that there are no causal factors that the proposed development would exacerbate. Notwithstanding this outcome, this report has set out ways in which the study area would be improved from a highway design perspective in order to further reduce the risk of PICs, and improve the "People feel safe" Healthy Streets indicator.

6 Non-car Modes of Travel

6.1 Preface

6.1.1 The planning process at the national and local level aims to ensure that development sites are accessible by a range of sustainable transport modes. Accessibility to attractive non-car modes is at the core of the Healthy Streets approach. In this instance, the site is well-positioned in terms of proximity to public transport services, as well as access to good pedestrian and cycle infrastructure.

6.2 Opportunities for Walking and Cycling

6.2.1 The Institution of Highways and Transportation guidance 'Providing for Journeys on Foot' 2000 provides guidance of widely considered acceptable walk distances in relation to local amenities and key services. The document suggests that the average length of a walking journey is 1 kilometre (km). It further recommends a preferred maximum walking distance of 2 km for commuting journeys and 1.2km for other journey destinations.

6.2.2 The National Travel Survey (NTS) (2017) guidance states that walking is particularly significant in urban areas due to close proximity to basic amenities. Walking statistics in London support this, as around 33% of all journeys are made on foot. This is largely due to high population density and low car-use in London, relative to the rest of the UK.

6.2.3 Syon Lane railway station is considered to be a key destination for pedestrians. The route to Syon Lane railway station is along Syon Lane, where approximate 2m wide street lit footways are located on both sides of the carriageway. Large sections of the footway on Syon Lane are separated from the carriageway by a grass verge.

6.2.4 In terms of access on foot to local stations, it is relevant to consider data published in the National Travel Survey (NTS) relating to multi-stage trips. A summary of that data is presented in **Insert 6.1** below and this confirms that 84% of trips of up to one mile (1,600m) to stations are undertaken on foot, with 14% of trips of over one mile also being undertaken on foot. In view of this and the Institution of Highways and Transportation guidance referenced above, it is considered that Osterley Underground Station, located approximately 1,800m west of the site along Great West Road, would be a feasible option for pedestrian access by some future residents and staff based at the site.

Insert 6.1: NTS Data –Journeys to Stations on Foot, as Part of a Multi-Stage Trip



- 6.2.5 Pedestrians routing southbound towards the proposed Tesco store would use the underpass beneath the Great West Road. The underpass enables pedestrians to cross the carriageway without having to wait for traffic to stop. It is observed that the underpass is well used and the facility means that pedestrians can cross a busy carriageway without delay or intimidation from high volumes of fast moving traffic. Section 10.6 of this report considers the operation of the underpass in terms of pedestrian comfort levels.
- 6.2.6 Brentford is the closest town centre to the proposed development and is an approximate 1.5km walk distance away from the site. A number of local shops and services are located in Brentford and it is considered to be a key destination for future occupiers of the site.
- 6.2.7 There are a number of green spaces that are accessible on foot from the development sites and these are likely to be key destinations for pedestrians. Examples of green spaces within the vicinity of the sites include Syon Park and Osterley Park.
- 6.2.8 A summary of local services and facilities is provided within **Table 6.1**.

Table 6.1: Summary of Local Facilities

Facilities	Location	Approximate walking distance – metres (m)
Syon Lane Station	Syon Lane	100m
Osterley Station	Great West Road	1,800m
Marlborough School	Syon Lane	800m
Syon Park	London Road	650m
Nishkam School	Syon Lane	850m
West Middlesex Hospital	Twickenham Road	1,000m
Sky Campus	Syon Lane	550m
Brentford Town Centre	High Street	1500m

- 6.2.9 A key element of planning at a national and local level is to ensure that development is accessible by public transport, walking and cycling to a range of amenities. This includes food services, healthcare and places of worship for example. These have been presented in the **ATZ maps** discussed in **Section 5**.
- 6.2.10 Observations are that there are many current and proposed opportunities for cyclists in the vicinity of the site.
- 6.2.11 Syon Lane operates under a 30m.p.h. speed limit and there is no dedicated cyclist infrastructure on this route. However, there is dedicated cycling infrastructure alongside the A4, enabling links between the site and Osterley town centre to the west, and Boston Manor Park and Chiswick to the east.
- 6.2.12 Brentford neighbourhood centre is considered to be a key destination for cyclists and the main route along London Road has cycle lanes and cycle/bus lanes present, separating cyclists from traffic.

- 6.2.13 Construction of Cycleway 9 is planned to start in 2019 (refer to **Section 7**) with the route expected to be completed by 2021; providing a 7 kilometre (km) section of cycleway between Kensington Olympia and Brentford. As of March 2020, work is being undertaken at the Kew Bridge Junction section of the Cycleway. The new cycle superhighway would support journeys by cycle from the development sites towards Central London.
- 6.2.14 A range of services can be accessed from the site by cyclists, as shown in **ATZ Map 1**, which depicts the key destinations within a 20-minute cycle of the site.
- 6.2.15 In summary, the site is accessible for those using non-car modes. A number of key services and amenities are located within walking and cycling distance of the site. Further walking and cycling infrastructure improvements are envisaged in the area, as discussed in **Section 7**. The proposed improvements will further encourage the uptake of sustainable modes of travel in future.

6.3 Public Transport Accessibility

Public Transport Accessibility Levels (PTAL)

- 6.3.1 The Public Transport Accessibility Level (PTAL) methodology has been adopted by the GLA and TfL as a means of quantifying and comparing accessibility by public transport for a given site. It takes into account the time taken to access the public transport network, including:
- The walk time to various public transport services;
 - The average waiting time for each service; and,
 - The reliability of each service.
- 6.3.2 The methodology is based on a walking speed of 4.8km/h and considers Underground and rail stations within a 12-minute walk (960m) and bus stops within an 8-minute walk (640m), with the PTAL assessment being undertaken using the AM peak hour operating patterns of existing public transport services.
- 6.3.3 An Equivalent Doorstep Frequency (EDF) is calculated for each of the public transport services accessible from the site based on the criteria described above. These individual EDF values are then weighted to provide an accessibility index (AI) value for each service accessible from the Site. The sum of the AI's for each mode is then aggregated to provide a single measure of accessibility.
- 6.3.4 The total AI value is then compared against the PTAL bands given in **Table 6.2**. A summary of the assessment is provided in **Appendix F**.

Table 6.2: PTAL Banding

PTAL Score	Range of Index (AI)	Description
1a	0.01-2.50	Very Poor
1b	2.51-5.00	Very Poor
2	5.01-10.00	Poor
3	10.01-15.00	Moderate
4	15.01-20.00	Good
5	20.01-25.00	Very Good
6a	25.01-40.00	Excellent
6b	>40.01	Excellent

6.3.5 Based on the TfL PTAL calculator, the site has a PTAL AI of 6.84, which equates to a **‘Poor to Moderate’ public transport accessibility of 2/3**. The southern part of the site falls into a PTAL 3 area , due to its proximity to bus service on London Road.

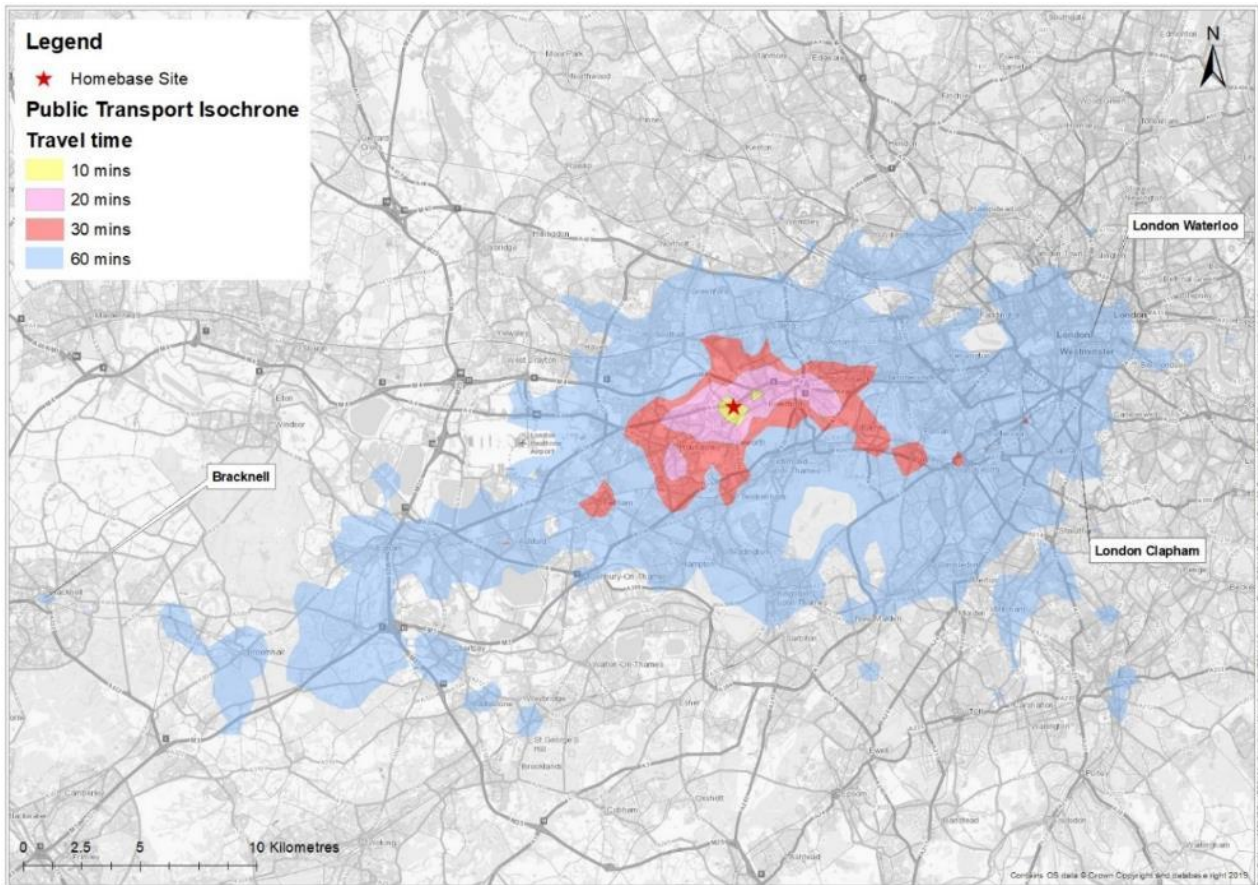
6.3.6 It should be noted that PTAL is only one measure of public transport accessibility. The PTAL methodology does not take account of the interchange opportunities provided by local routes, nor the catchment of the routes. Furthermore research has proven that commuters will travel much further than the prescribed cut off distances to reach public transport. In the case of the site, public transport accessibility is considered good, due to a combination of the frequency of services, and the destinations served by those services. The connectivity available from the site is set out in the following section.

6.4 Public Transport Connectivity

6.4.1 The site is well-positioned to be accessed by public transport, due to its proximity to Syon Lane station, Osterley Station and a number of frequent bus services.

6.4.2 An assessment of the public transport accessibility has been undertaken using TRACC software. The analysis determines areas that can be reached from the site within a 10, 20, 30 and 60 minute journey time using public transport. A map showing the result of the assessment is shown in **Insert 6.2** and in **Appendix G**.

Insert 6.2: Public Transport Accessibility Map



6.4.3 The public transport accessibility map demonstrates that the site is accessible from large parts west and central London within a commuting distance. Westminster and Waterloo are located within a 60 minute journey time of the site. This assessment does not account for any emerging rail and bus proposals which are planned in the Golden Mile opportunity area, which would improve accessibility to the site (refer to **Section 7**).

6.5 Bus

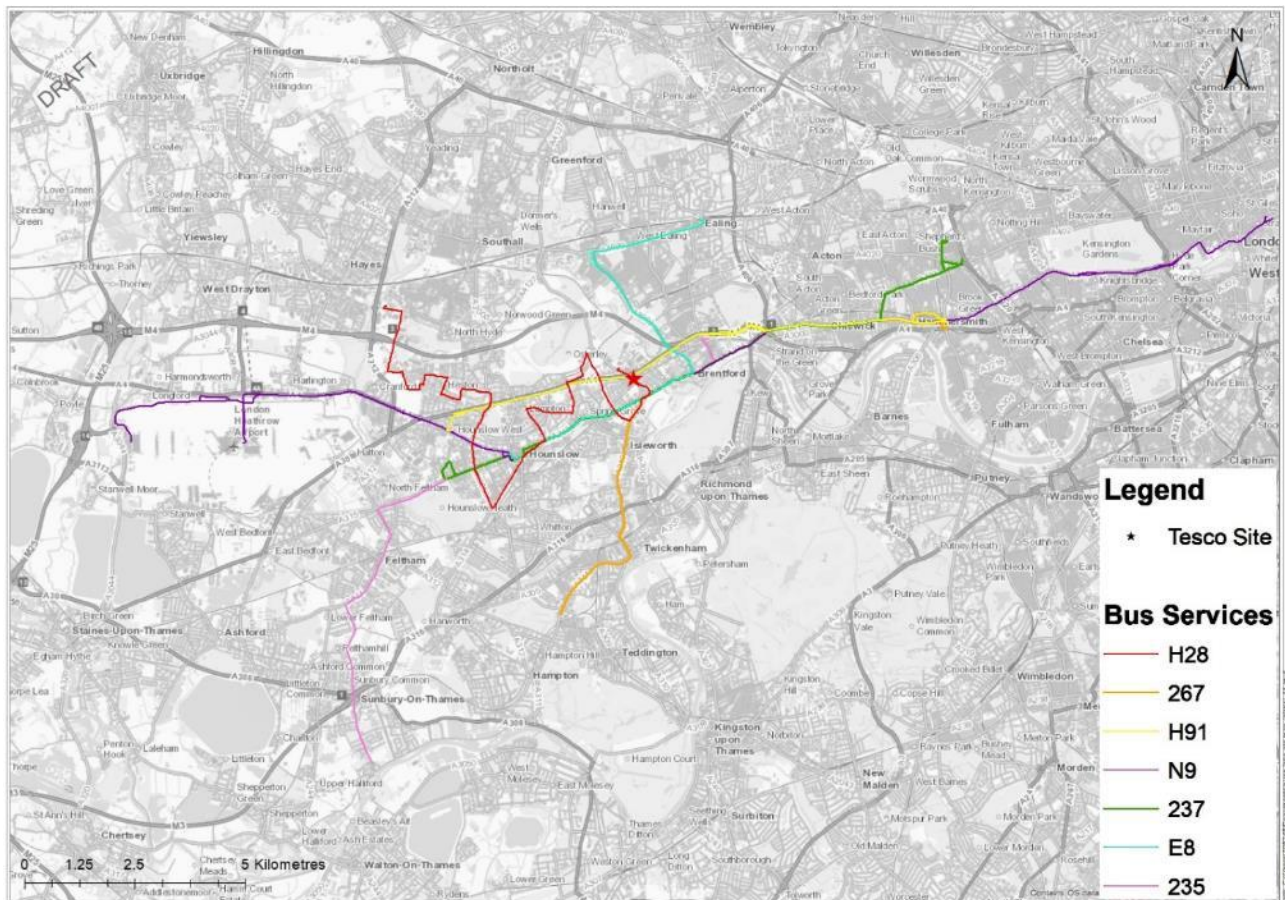
6.5.1 There are a number of bus stops in close proximity to the site. The key stops and their destinations are presented in **Table 6.3**.

Table 6.3: Key Local Bus Services (Frequency per hour – ph)

Service	Route	Direction (Towards)	First Bus	Last Bus	AM Peak	PM Peak	Sat	Sun
H91 (Great West Road)	Hounslow West Station – Osterley Station – Wood Lane – Gillette Corner – West Cross Centre – Boston Manor Road – Gunnersbury Station – Hammersmith Bus Station	Hounslow West Station	05.10	23.50	6ph	6ph	5ph	4ph
		Hammersmith Bus Station	05.00	23:40	6ph	6ph	5ph	4ph
H28 (Syon Lane)	Bulls Bridge Tesco – Beaufort Gardens – Bath Road – Hounslow High Street – Hounslow East Station – Thornbury Avenue/Great West Road – West Middlesex Hospital – Syon Lane Station – Tesco Osterley	Bulls Bridge Tesco	05:50	23:30	3ph	3ph	3ph	2ph
		Tesco Osterley	05:50	23:30	3ph	3ph	3ph	2ph
235 (London Road)	Three Fishes – Sunbury Station – Feltham Tesco – Hounslow High Street – Thornbury Road – Isleworth Station – Wood Lane – Syon Lane – Brentford County Court – Great West Quarter	Three Fishes	05.05	00.00	7ph	7ph	6ph	5ph
		Great West Quarter	05:05	00:05	7ph	7ph	6ph	5ph
237 (London Road)	Frampton Road – Hounslow High Street – Isleworth Station – Syon Lane – Brentford County Court – Kew Bridge Station – Shepherd's Bush Green – White City Bus Station	Frampton Road	04.55	00.25	7ph	7ph	7ph	5ph
		White City Bus Station	05.05	23:55	7ph	7ph	7ph	5ph
267 (London Road)	Hammersmith Bus Station – Gunnersbury Station – Kew Bridge Station – Brentford County Court – Syon Lane – West Middlesex Hospital – Fullwell Bus Station	Hammersmith Bus Station	05:01	23:41	5ph	5ph	5ph	4ph
		Fullwell Bus Station	05:49	00:31	5ph	5ph	5ph	4ph
E8 (London Road)	The Bell – Isleworth Station – Syon Lane – Brentford Station – Boston Manor Station – Ealing Broadway Station	The Bell	04:00	00:50	7ph	7ph	7ph	7ph
		Ealing Broadway Station	04:50	01:15	7ph	7ph	7ph	6ph
N9 (London Road)	Heathrow T5 – Hounslow West Station – Wood Lane – Syon Lane – Brentford County Court – Gunnersbury Station – Hammersmith Station – High Street Kensington – Hyde Park Corner – Charing Cross Station – Aldwych	Heathrow T5	23:55	04:55	3ph	3ph	3ph	3ph
		Aldwych	23:30	05:20	3ph	3ph	3ph	3ph

- 6.5.2 There are seven regular bus services within walking distance of the site. The H28 bus route runs along Syon Lane and stops and turns around at Tesco Osterley. The H91 can be accessed from the A4 at bus stops K/C respectively, while the 235, 237, 267, E8 and N9 bus routes can be accessed from London Road, at bus stops X/W. All routes provide at least three services per hour, while the most frequent services, routes 235, 237 and E8, provide seven services per hour.
- 6.5.3 A map showing the buses and their routes accessible from the site is provided in **Insert 6.3 and Appendix G**.

Insert 6.3: Bus Catchment Map



6.6 Rail

- 6.6.1 Syon Lane Station provides National Rail services direct to London Waterloo, via Brentford, Putney, Clapham Junction and Vauxhall. To the west, the service connects with Windsor and Eton.
- 6.6.2 Syon Lane railway station is on the Brentford loop of the South Western Railway network. At Syon Lane Station, there is a frequent service connecting the site with Central London. There are approximately seven trains per hour to London Waterloo and Mortlake, respectively. There are three trains per hour towards Weybridge.
- 6.6.3 Clapham Junction is a major railway station on the South Western Railway network and is accessible via a train journey of approximately 20 minutes from Syon Lane. Clapham Junction is served by London Overground, Southern and Gatwick Express services.

6.6.4 A summary of services from Syon Lane Station can be seen in **Table 6.4**.

Table 6.4: Syon Lane Station Rail Links

Destination	First Train	Last Train	Frequency	Approximate Journey Time (mins)
London Waterloo	05:36	23:21	7ph	35m
Weybridge	06:55	23:55	3ph	44m
Mortlake	05:36	23:21	7ph	33m

6.6.5 Osterley Station provides access to the Piccadilly Line service and is within 2km of the site. Bus service H91 provides a connection from the site to the station.

6.6.6 At Osterley Station, the Piccadilly line has a peak frequency of 12 trains per hour in each direction, with trains timetabled approximately every five minutes.

6.6.7 The site benefits from close proximity to a total of 10 peak hour National Rail services from Syon Lane station, with up to 24 peak hour London Underground services available from Osterley Station.

6.6.8 In conclusion, whilst the site has a PTAL rating of 2 / 3, the site is well served by cycle routes, and is close to a local rail station and also bus routes that link the site to a number of key destinations. As previously stated, PTAL is only one measure of public transport accessibility. The PTAL methodology does not take account of the interchange opportunities provided by local routes, nor the catchment of the routes. Furthermore research has proven that commuters will travel much further than the prescribed cut off distances to reach public transport. In the case of the site, public transport accessibility is considered good, due to a combination of the frequency of services, and the key destinations served by those services.

7 Proposed Public Transport Improvements

7.1 Preface

7.1.1 A number of proposals have been put forward by the GLA and LBH to enhance the non-car accessibility of the Opportunity Area. These are referred to in the Mayor's adopted Transport Strategy (March 2018) and/or the Borough's adopted Local Implementation Plan (February 2019).

7.1.2 The proposed measures include improved rail connections, bus routes and cycleways. As a result of the proposals, the PTAL for the site and its surrounds is likely to increase, and the measures being considered as a means to improve the connectivity of the area by non-car modes is summarised below.

7.2 Proposed Walking and Cycling Improvements

Syon Lane to Boston Manor Road Cycle Track

7.2.1 Amendments to the A4 Great West Road cycle track and footway were proposed by TfL and LBH in 2017 and would run between Syon Lane and Boston Manor Road. On review of collision data (refer to **Section 5**) it was found that there were a number of collisions and near misses involving cyclists and motor vehicles along this stretch of the A4, especially where shared-use areas of segregated cycle track passed through junction. The changes are intended to improve safety for all road users and make cycling a safer, and more appealing, travel option for employees and local residents.

7.2.2 The cycle track changes were informed by the Mayor's Transport Strategy and the Healthy Streets Approach, which aim to encourage walking, cycling and using public transport to make London greener, healthier and more pleasant.

7.2.3 In the immediate vicinity of the site, the following is proposed:

- Syon Lane / Shield Drive Junction
- Resurface existing raised table
- Build out the existing footway
- Convert the cycle paths to a shared-use footway
- Proposed traffic island reconstruction.

7.2.4 Details of the proposed changes to pedestrian and cycle infrastructure, including the Boston Manor pedestrian and cycle connection, and Cycleway 9 (see below) is presented in **Appendix H**.

Cycleway 9

7.2.5 It is intended that Cycleway 9 would provide improvements for all road users, offering a clearer and safer route for people to cycle in west London, making it easier to cross busy roads and removing through traffic on some residential streets. Cycleway 9 would form part of the emerging network of Cycle Superhighways, in line with the Mayor's Transport Strategy and the Healthy Streets Approach.

7.2.6 Cycleway 9 would route between Kensington Olympia and Brentford, connecting through town centres in Hammersmith and Chiswick. Plans were consulted on in autumn 2017, with two new parts (Kew Bridge to Wellesley Road and Duke Road to Chiswick High Road), were consulted on in winter 2019. The route to Brentford has now been approved by Hounslow Council.

- 7.2.7 Phase 2 of the route, from Brentford to Hounslow, will be subject to a future public consultation and would extend the route along London Road, to the south of the site.
- 7.2.8 Complementary work includes - As part of the Hounslow Priority Cycle Network programme, the route of the Cycleway 9 will be analysed with the aim of providing connecting routes north into Brentford and Chiswick residential areas and on to Ealing. The project will also ensure that cyclists can join Cycleway 9 safely and quickly.
- 7.2.9 The LBH LIP outlines a number of Priority Cycle Networks which would improve cycle accessibility across the borough. Route 10, Syon Lane to Ealing, is one of the proposed routes and would connect the future CS9 to Ealing via Osterley on primarily off-road or Quietway level provision, running parallel to Syon Lane. The route would run through the western extent of the Great West Corridor and continue northward towards Ealing.
- 7.2.10 A key challenge exists in adapting and/or rebuilding the Quaker Lane footbridge over the Piccadilly Line to make it suitable for cyclists.

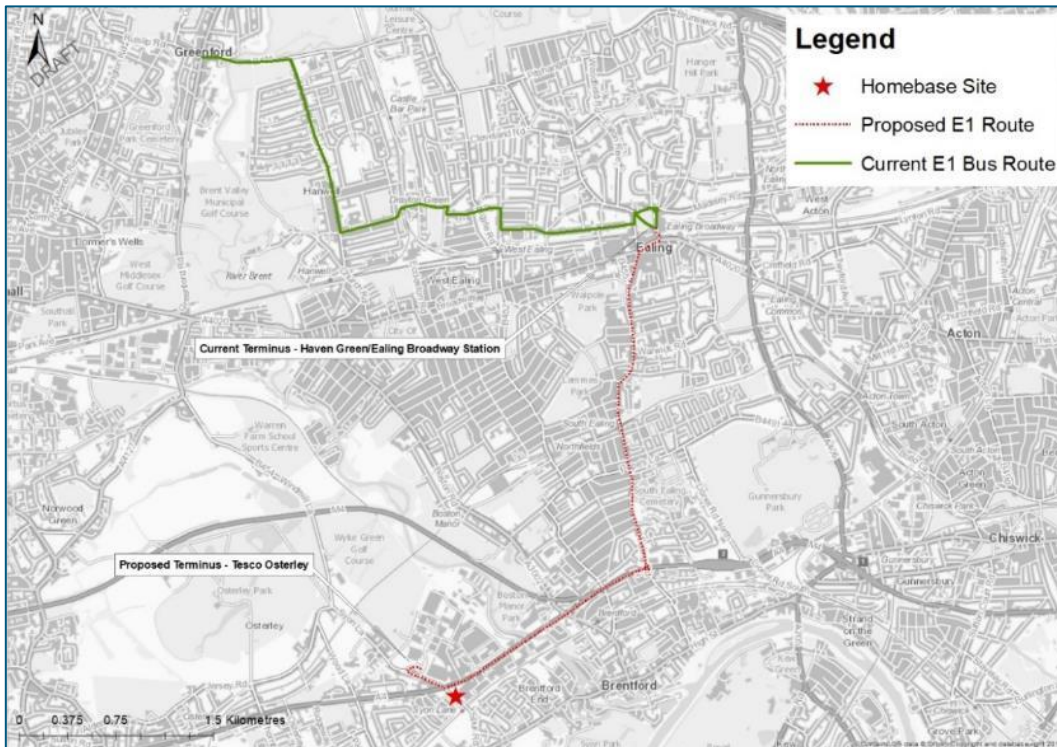
Boston Manor Boardwalk

- 7.2.11 The Boston Manor Link would use a boardwalk to provide a direct pedestrian and cycle link to the Great West Corridor from Boston Manor station (Piccadilly Line). Within the GWC Strategic Transport Study, it is noted that while this proposed development is still undergoing feasibility studies, it is considered medium/highly deliverable.

7.3 Proposed Bus Improvements

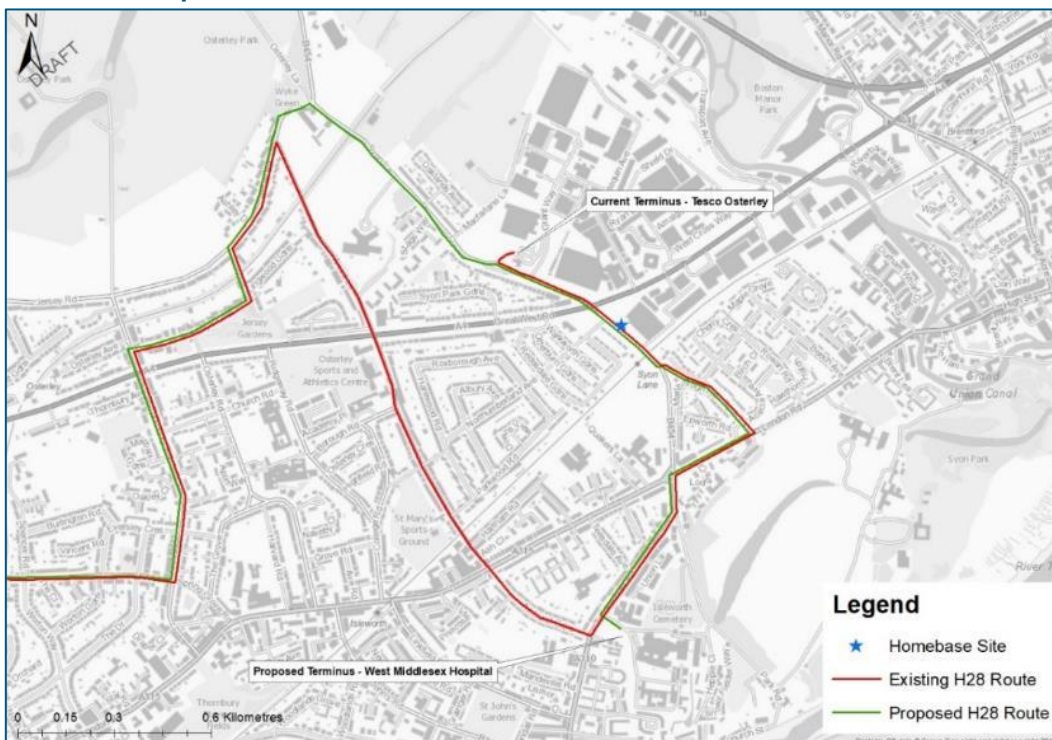
- 7.3.1 Bus routes are not static and can be altered to suit new demand. By working with TfL and using developer contributions, north-south bus routes can be improved.
- 7.3.2 Increase in capacity of the Piccadilly and District Lines in the next 3 years creates the opportunity to expand bus links and active travel infrastructure to stations.
- 7.3.3 The West London section of the Elizabeth Line, which is due mid-2022, would offer opportunities for new rail connections from the borough; from Heathrow and Reading in the west, to Central London, Abbey Wood and Shenfield in the East.
- 7.3.4 An additional E1 service is proposed to serve the site at Tesco Osterley. This service would be an extension of the existing service which currently runs between Greenford and Ealing. This service provide an additional 6 buses an hour. A map depicting the re-routing of this service can be seen in **Insert 7.1** and **Appendix I**.

Insert 7.7.1: Proposed E1 Bus Route



7.3.5 TfL proposed to re-route H28 bus service, making it a more practical school service, servicing Nishkam School and the proposed Bolder Academy more directly. A map of planned route changes can be seen in **Insert 7.2** and **Appendix I**.

Insert 7.2: Proposed H28 Bus Route



- 7.3.6 Proposals for a Bus Rapid Transit (BRT) scheme have been outlined within the GWC Strategic Transport Study. This scheme would use standard London buses, but would operate a service with high reliability, fast journey time, operating within dedicated road space not shared with private vehicles. This would also allow the extension of the existing 195 and 235 bus services.
- 7.3.7 BRT option 1 assumes provision of a dedicated two-way bus lane in the centre of Great West Road, between Syon Lane and Gunnersbury Avenue. Option 2 covers the same study area, but bus lanes would be provided in the outside lanes of the Great West Road.

7.4 Proposed Rail Improvements

Southall Rail Link (Golden Mile station at Transport Avenue)

- 7.4.1 LBH is supporting plans to create a new rail line that would connect a new station in Brentford's 'Golden Mile' on the A4 Great West Road, to Southall Station, in the London Borough of Ealing.
- 7.4.2 Under the proposals, a new station would be built on the 'Golden Mile's' Transport Avenue (TW8) in Brentford, which would allow passenger services to be restored from Southall Station on an existing line currently used to transport freight. This would:
- Provide a strategic interchange to Transport for London's (TfL) Elizabeth Line. Under the proposals, the borough would have a direct rail link to the Elizabeth Line at Southall Station where onward destinations include Heathrow Airport, Central London, Reading and Shenfield.
 - Provide a strategic interchange to the Great Western Mainline. The borough would have a direct rail link to Southall Station which is served by Great Western Railway and provides services to London Paddington, Reading and Swindon and the south-west.
- 7.4.3 The Southall Rail Link is currently at the options assessment stage. Network Rail is due to report on a preferred option to take forward in autumn 2020.
- 7.4.4 The council is investigating a number of funding streams to support the proposal including public sector borrowing, the introduction of a workplace car parking levy and developer contributions.

Southern Rail Access to Heathrow Airport

- 7.4.5 Part of the DfT's long-term plan to develop the UK's rail infrastructure is the delivery of a new rail link that connects the south and south-west more directly to Heathrow Airport.
- 7.4.6 The LBH support proposals for a new rail line to Heathrow Airport that includes a new station serving Bedfont, connecting to Feltham and London Waterloo.
- 7.4.7 Direct journey times from London Waterloo to Heathrow T5 would take between 43 and 56 minutes, and journeys from Bedfont to Heathrow T5 would take approximately 9 minutes.

West London Orbital (WLO) Railway – (Overground line expansion)

- 7.4.8 Proposal 88 of the Mayor's Transport Strategy states that TfL, the West London Alliance Boroughs and Network Rail, will work towards the delivery of a new London Overground 'West London Orbital' line, connecting Hounslow with Cricklewood and Hendon via Old Oak, Neasden and Brent Cross.

- 7.4.9 A new Overground service creating a route linking Crossrail and HS2. The route would serve Syon Lane and Brentford Stations. LBH also support a proposal to create a rail link that would see passenger services restored to the Dudding Hill Line and the Kew-Acton Link (currently used to transport occasional rail freight/chartered trains), and a new station built at Lionel Road (TW8) in Brentford.
- 7.4.10 Proposed WLO stations include Hounslow, Isleworth, Syon Lane and Brentford, with potential stations extending to Lionel Road and Kew Bridge. Operations are forecasted to start in 2026 (phase 1) and 2029 (phase 2).
- 7.4.11 The WLO scheme will result in improved Public Transport Accessibility Levels at the site due to the increased frequency of services. It will also provide further direct and connecting journey opportunities. Public Transport Accessibility will increase around the new station at Lionel Road (currently rated by TfL as 'very low'), leading to an increased level of regeneration and accommodating the predicted population and employment growth in the area.
- 7.4.12 The provision of new public transport and connectivity could deliver benefits to the wider transport system. The WLO could encourage mode shift to active, efficient and sustainable modes which would help to reduce congestion. The scheme would provide crowding relief on some of the busiest rail lines in the sub-region, such as the Piccadilly line.

Piccadilly Line

- 7.4.13 Improvements to the Piccadilly Line's signalling systems, and new stock, would allow reduced journey times, increases in capacity and a higher service frequency.
- 7.4.14 The Elizabeth Line will increase London's rail network capacity by 10 per cent, cutting journey times substantially and relieving congestion on other rail and Tube lines, particularly the Piccadilly line.
- 7.4.15 Four-line modernisation (surface tube lines) – Up to 32 trains per hour on Circle, District, Hammersmith and city and Metropolitan lines. The TfL Business Plan 2019-24 states this will increase service by 33% and will be in service by 2024.

7.5 Improved Public Transport Accessibility

- 7.5.1 As a result of the emerging transport connectivity in the local area, the PTAL rating of the site will increase.
- 7.5.2 The E1 bus service, which would stop adjacent to the site, would provide 6 additional services per hour. The WLO rail link would provide between 4-8 services per hour, subject to further consultation.
- 7.5.3 These changes would increase the PTAL score for the site and this is conformed in the anticipated future PTAL levels summarised in the Great West Corridor Strategic Transport Study, Full Report (May 2019) – this is a joint LBH and TfL document. In discussing both bus and rail public transport capacity improvement options, the report says that *“both packages are effective in reducing bus and rail crowding levels and in improving public transport connectivity and accessibility levels (PTAL) in the GWC area. The level of increase in PTAL achieved with each package is very similar in the central and western sectors - levels increase from 2 to 3 in the 2015 base year to 3 to 4 with both intervention packages.”*

- 7.5.4 The report suggests the following changes to PTAL levels in the area would take place, based on bus and rail improvement packages.

Insert 7.2: PTAL Level Upgrade Plan

Figure 36: PTAL Site Locations

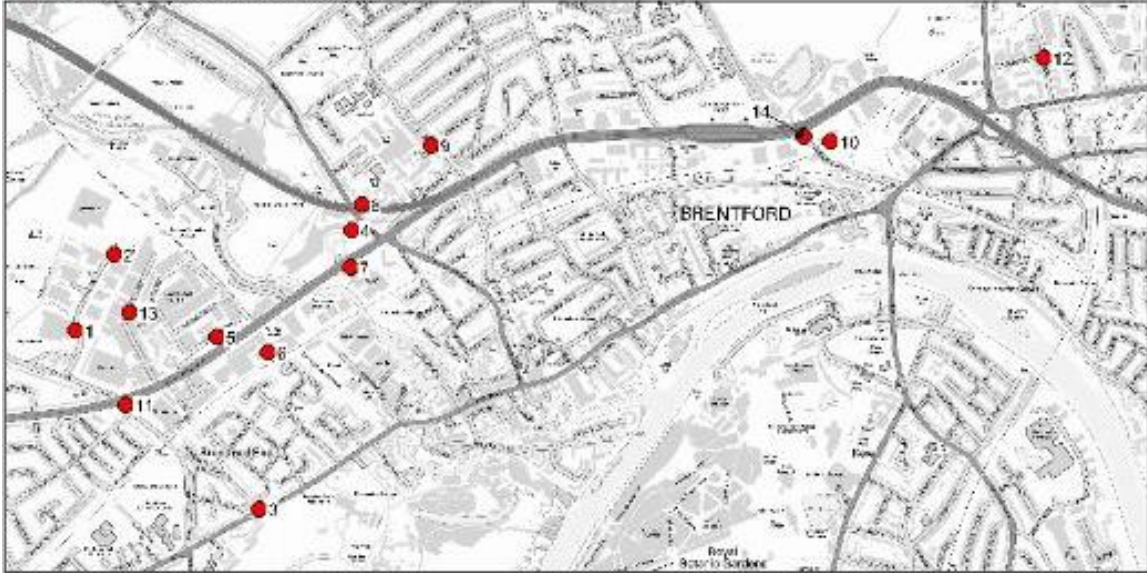


Table 13: Impact of intervention packages on PTAL at selected site locations

Site ID	Site Name	2015 Base	Package 1 (Bus)	Package 2 (Rail)
Eastern sector				
10	Lionel Road station	3	3	5
12	Power Road	4	4	5
14	GW Rd/Lionel Rd South	2	3	5
Central sector				
4	GSK	2	4	4
7	Riverbank Way	3	4	4
8	University of West London	3	4	4
9	Junction of Windmill Rd and Reynard Way	3	4	4
Western sector				
1	Tesco	2	3	3
2	Sky Campus	1b	3	3
3	Site 3 - Syon Lane	3	4	4
5	West Cross	2	4	4
6	Safestore site	2	5	5
11	Syon Lane/GWR	2	4	4
13	Harlequin Ave	1b	3	3

- 7.5.5 The table and plan infer a future PTAL level of 4 for the Homebase site. However, we are aware that bus improvements are to be implemented (E1 and H28) and the rail service improvement also has potential to come forward. The combined bus and rail improvements could further inflate PTAL rates for the site above those referred to above.

- 7.5.6 Therefore, this should be considered a conservative estimate of prospective PTAL improvement, as other emerging public transport improvements which do not have details of hourly service figures have not been included in this calculation.
- 7.5.7 The proposed measures will provide more frequent public transport services in the vicinity of the site, serving a wider series of destinations. This step change in provision will encourage future residents and visitors to the site to travel by public transport, thus reducing the need to travel by private car. The forecast increase in PTAL score reflects this change.

8 Existing Travel Patterns

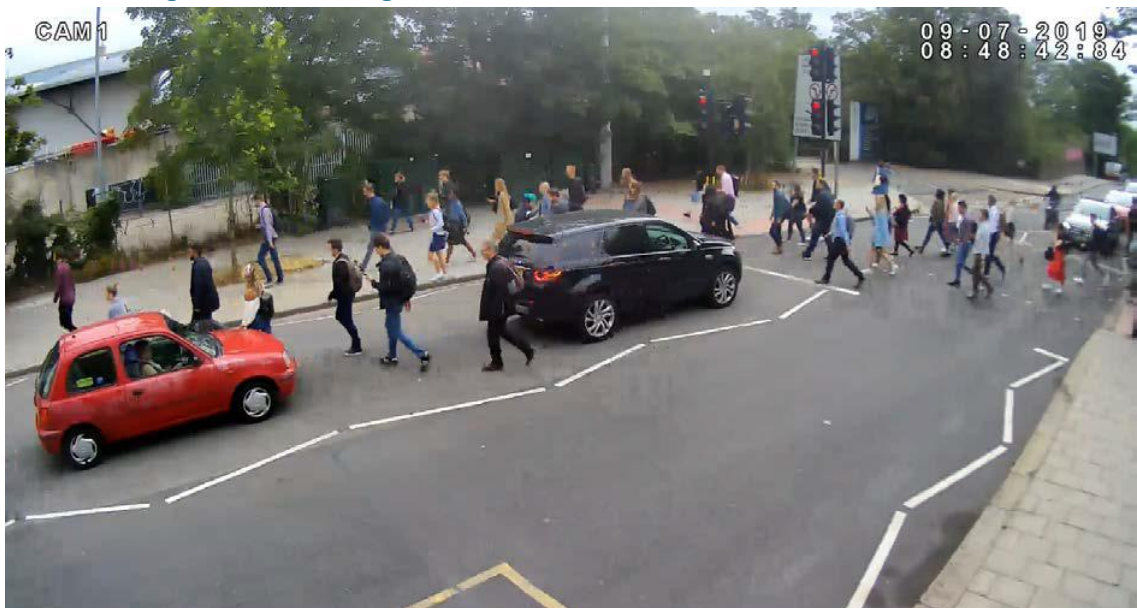
8.1 Pedestrian Demand

8.1.1 Pedestrian surveys were undertaken in the vicinity of the site on Tuesday 9th July 2019 between the hours of 07:00-10:00 and 15:00-19:00. The results of the surveys have been summarised and assessed in order to gain an appreciation of the existing peak hour pedestrian footfall. The survey methodology and survey outputs are provided in **Appendix J**.

Syon Lane (Western Frontage)

8.1.2 In and around the weekday morning peak hour, the surveys identify platoons of pedestrians crossing Syon Lane, in the vicinity of Syon Lane station. It is understood that the majority of these platoons are workers alighting trains at the station walking towards the Sky Campus. Peak demand takes place from 08:45 to 09:00, when 346 pedestrians were observed to cross Syon Lane from the direction of the station and walk northbound, on the eastern side of the Syon Lane carriageway, heading towards the Homebase site access and the A4. **Insert 8.1** depicts the extent of pedestrian footfall during the AM peak across the pedestrian crossing adjacent to Syon Lane Station.

Insert 8.1: Signalised Crossing Pedestrian Demand, South of the Site Access - AM Peak



8.1.3 In the opposite direction, peak pedestrian movements occur in the early evening from 17:45 to 18:00, at which time 139 pedestrians cross the carriageway routing towards Syon Lane station.

8.1.4 Comparatively few pedestrians cross the carriageway at the existing staggered signal control crossing in the vicinity of Northumberland Avenue. From 07:00 to 10:00 (a 3-hour period) on a weekday morning, 35 pedestrians crossed the Syon Lane carriageway in this location. From 16:00 to 19:00, 137 pedestrians crossed the carriageway in this location.

Gillette Corner

- 8.1.5 The underpass, beneath the A4, is observed to be well used. On a weekday morning, from 08:45 to 09:00 (15 minute period), 206 pedestrians were observed to exit the underpass on the northern side of the A4. In the same time period, nine pedestrians routed across the A4 via the surface crossing, located on the western side of the A4/ Syon Lane junction.

Great West Road (Northern Frontage)

- 8.1.6 The Toucan crossing situated at the north-western corner, connecting the site with Harlequin Avenue has been observed to accommodate 173 northbound pedestrian movements and one southbound movement during the 08:45-09:00 peak period of demand.
- 8.1.7 In the afternoon, the 15-minute periods of 17:30-17:45 and 17:45-18:00 are observed to experience the largest flows of 109 and 107 southbound, and 10 and seven northbound movements, respectively.

8.2 Homebase Development Traffic Attraction

- 8.2.1 In order to obtain an understanding of the traffic volumes and movement profile in the vicinity of the site, traffic surveys have been undertaken at the site from Wednesday 3rd July 2019 to Tuesday 9th July 2019. The survey methodology report and survey outputs are provided in **Appendix K**. **Table 8.1** provides a summary of total traffic movements observed to and from the Homebase car park.
- 8.2.2 Over the course of the week-long survey, it was established that between 1% and 2% of vehicle movements could be described as a Heavy Goods Vehicle (HGV) movement.
- 8.2.3 In terms of parking demand, the following maximum parking accumulations have been identified from the surveys. Parking survey outputs are provided in full at **Appendix K**.
- Thursday 4th July 2019 – **82 cars** at 12:15
 - Saturday 6th July – **63 cars** at 09:45
 - Tuesday 9th July – **97 cars** at 14:15
- 8.2.4 As a result of the site's redevelopment, existing Homebase trips would be removed from the local highway network.

Table 8.1: Homebase Traffic Attraction

Time Period	Wed 3rd July 2019		Thurs 4th July 2019		Fri 5th July 2019		Sat 6th July 2019		Sun 7th July 2019		Mon 8th July 2019		Tues 9th July 2019	
	Arrivals	Departs	Arrivals	Departs	Arrivals	Departs	Arrivals	Departs	Arrivals	Departs	Arrivals	Departs	Arrivals	Departs
00:00-01:00	0	0	0	1	1	1	0	0	1	1	0	0	1	1
01:00-02:00	0	0	2	2	0	0	0	0	0	0	1	1	0	0
02:00-03:00	1	0	0	0	0	0	0	0	0	0	0	0	1	1
03:00-04:00	0	1	1	1	1	1	1	1	0	0	0	0	0	0
04:00-05:00	0	0	1	1	1	1	0	0	1	1	0	0	0	0
05:00-06:00	0	0	0	0	0	0	2	0	1	1	1	0	2	1
06:00-07:00	3	1	2	3	0	1	2	3	0	0	5	2	6	5
07:00-08:00	14	9	13	6	6	8	6	2	1	1	14	12	21	14
07:45-08:45*	30	17	23	13	28	19	44	23	1	2	24	18	32	22
08:00-09:00	27	19	23	15	29	22	54	31	3	1	20	14	28	25
09:00-10:00	52	40	44	35	47	33	77	41	14	6	72	52	58	36
10:00-11:00	69	57	75	60	80	64	75	84	67	57	65	66	70	62
11:00-12:00	78	70	77	78	80	82	104	102	90	82	67	61	83	80
12:00-13:00	74	85	89	89	86	87	90	110	115	100	81	88	81	86
13:00-14:00	79	81	79	85	67	77	92	99	111	104	85	67	76	74
14:00-15:00	73	75	74	81	76	67	101	98	134	126	80	83	78	72
15:00-16:00	69	73	60	65	72	75	90	94	123	142	76	78	62	64
16:00-17:00	64	66	52	55	55	54	82	89	32	68	61	72	69	81
17:00-18:00	60	56	67	51	56	64	64	73	8	12	67	69	53	57
18:00-19:00	54	70	54	65	63	71	61	61	6	7	67	72	49	59
19:00-20:00	45	55	40	57	39	46	31	39	3	3	48	69	43	54
20:00-21:00	13	17	15	17	16	22	10	12	7	7	11	15	8	15
21:00-22:00	2	2	6	7	8	7	3	1	2	3	4	4	6	5
22:00-23:00	0	0	0	0	4	6	2	3	1	1	2	1	5	5
23:00-24:00	5	4	1	1	4	4	0	0	1	1	0	1	1	2
23:00 - 07:00	9	6	7	9	7	8	5	4	4	4	7	4	11	10
07:00 - 19:00	713	701	707	685	717	704	896	884	704	706	755	734	728	710
07:00 - 23:00	773	775	768	766	784	785	942	939	717	720	820	823	790	789
06:00 - 24:00	781	780	771	770	788	790	944	942	718	721	825	826	797	796
24-Hour	782	781	775	775	791	793	947	943	721	724	827	827	801	799

*AM Weekday Network Peak

8.3 Tesco Development Traffic Attraction

8.3.1 In addition to carrying out surveys at the existing Homebase store, surveys have been undertaken at the existing Tesco Osterley site. These surveys provide guidance on the future travel demand to the new Tesco store proposed for the Homebase site. **Table 8.2** provides a summary of total traffic movements observed to and from the Tesco customer car park. This data set, therefore, excludes buses that access the site but do not access the Tesco car park and excludes traffic that visits the Tesco petrol filling station without visiting the Tesco store.

8.3.2 While Homebase has a relatively low traffic attraction in and around the traditional weekday morning peak period of travel demand, traffic attraction to the Tesco store is at a higher level for the majority of the day.

8.3.3 As part development proposals, Tesco commissioned parking accumulation surveys in

November/December of 2018. RHDHV, on behalf of St Edward Limited, commissioned further parking surveys in June/July. A comparison of the outputs can be seen below. Existing parking demand for the Tesco Osterley car park is summarised below. Parking survey outputs are provided in full at **Appendix K**.

- Saturday 29th June 2019 – **420 cars** at 10:30
- Thursday 4th July 2019 – **414 cars** at 11:30
- Saturday 6th July 2019 – **415 cars** at 14:30
- Tuesday 9th July 2019 – **499 cars** at 11:15

8.3.4 For comparison purposes, surveyed parking accumulations counted at Tesco Osterley in November 2018 are as follows:

- Tuesday 27th November 2018 – **469 cars** at 11:30
- Saturday 1st December 2018 – **495 cars** at 15:00

Table 8.2: Tesco Osterley Traffic Attraction

Time Period	Wed 3rd July 2019		Thurs 4th July 2019		Fri 5th July 2019		Sat 6th July 2019		Sun 7th July 2019		Mon 8th July 2019		Tues 9th July 2019	
	Arrivals	Departs	Arrivals	Departs	Arrivals	Departs	Arrivals	Departs	Arrivals	Departs	Arrivals	Departs	Arrivals	Departs
00:00-01:00	0	0	1	0	2	2	0	1	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0
02:00-03:00	4	0	8	5	4	1	2	1	0	0	4	0	4	0
03:00-04:00	6	4	0	0	2	2	0	0	3	3	4	1	1	0
04:00-05:00	6	7	6	6	4	1	3	3	4	2	5	8	6	5
05:00-06:00	10	4	13	5	10	7	15	4	3	0	11	6	9	3
06:00-07:00	32	22	37	15	40	21	39	10	10	6	33	17	36	13
07:00-08:00	189	116	152	96	134	96	160	92	17	9	172	123	148	95
07:45-08:45*	252	198	230	165	252	176	244	172	15	13	236	170	252	179
08:00-09:00	253	209	249	177	287	197	269	179	15	15	277	175	282	183
09:00-10:00	431	223	387	227	439	284	378	312	206	22	426	237	407	212
10:00-11:00	346	310	383	330	380	355	489	393	517	330	383	295	368	280
11:00-12:00	359	328	392	368	437	426	522	507	555	535	375	402	354	370
12:00-13:00	414	476	407	476	430	452	503	496	587	588	444	501	430	484
13:00-14:00	404	426	386	385	445	442	481	481	579	579	416	466	403	445
14:00-15:00	398	360	376	391	402	425	489	484	533	563	436	394	413	389
15:00-16:00	360	433	394	396	357	382	417	472	468	600	375	448	376	412
16:00-17:00	358	407	366	428	377	418	413	420	70	305	399	421	349	435
17:00-18:00	380	383	338	357	429	398	382	425	10	24	383	418	381	386
18:00-19:00	351	428	357	365	385	412	346	400	0	2	422	406	345	410
19:00-20:00	343	353	324	353	296	349	319	358	1	1	348	421	328	344
20:00-21:00	271	326	302	331	313	350	247	292	2	1	236	316	222	281
21:00-22:00	160	230	174	278	172	260	134	243	19	13	147	190	165	228
22:00-23:00	17	74	23	79	16	78	15	52	7	5	17	69	15	57
23:00-24:00	0	0	0	0	2	1	1	3	3	2	0	0	1	0
23:00 - 07:00	58	37	65	31	64	35	60	23	23	13	57	32	57	21
07:00 - 19:00	4243	4099	4187	3996	4502	4287	4849	4661	3557	3572	4508	4286	4256	4101
07:00 - 23:00	5034	5082	5010	5037	5299	5324	5564	5606	3586	3592	5256	5282	4986	5011
06:00 - 24:00	5066	5104	5047	5052	5341	5346	5604	5619	3599	3600	5289	5299	5023	5024
24-Hour	5092	5119	5075	5068	5363	5359	5624	5629	3609	3605	5313	5314	5043	5032

*AM Weekday Network Peak

8.3.5

8.3.5 **Table 8.2** includes traffic that would visit the Tesco car park before or after visiting the Tesco PFS. However, surveys of the PFS access, undertaken on Saturday 6th July and Tuesday 9th July 2019, identify that the PFS attracts independent traffic movements, not visiting the Tesco store. The development scheme would not re-provide a PFS on the Homebase site and therefore it can be expected that a proportion of these existing 'PFS only' trips would be removed from the local highway network as a result of the two linked development projects.

8.3.6 PFS only trips are summarised in **Table 8.3**.

Table 8.3: Tesco Osterley – PFS Only Traffic Attraction

Day/ Time Period	Arrivals	Departures	Total	
Weekday	07:00-08:00	86	79	165
	07:45-08:45	79	71	150
	08:00-09:00	79	80	159
	09:00-10:00	86	77	163
	16:00-17:00	97	85	182
	17:00-18:00	91	92	183
	18:00-19:00	91	85	176
Saturday	10:00-11:00	104	112	216
	11:00-12:00	116	102	218
	12:00-13:00	87	86	173
	13:00-14:00	111	103	214
	14:00-15:00	104	102	206
	15:00-16:00	116	96	212

8.3.7 In addition to traffic surveys, a multi-modal survey has been undertaken for the existing Tesco, Osterley store. The results are presented in full in **Appendix U**, and **Table 8.4** provides a summary of the results.

Table 8.4: Tesco Osterley – Multi-modal Trip Attraction (Tesco Foodstore)

Mode of Travel	Saturday 6 th July 2020			Tuesday 9 th July 2020		
	Arrivals	Departures	Modal Split	Arrivals	Departures	Modal Split
Pedestrian	936	821	10.9%	1428	1218	18.8%
Cycle	46	55	0.6%	44	42	0.6%
Bus (H28)	104	100	1.3%	82	799	1.1%
Vehicle Driver	4849	4661	58.8%	42356	4101	57.8%
Vehicle Passenger	2295	2253	28.1%	1589	1570	21.7%
Motorcycle	27	29	0.3%	20	26	0.3%
Total	8257	7919	100%	7419	7116	100%

8.4 Homebase and Tesco Traffic Distribution

8.4.1 For the traffic periods reviewed in the preparation of this note, between 66% and 75% of Tesco

traffic approaches the site from the south, from the direction of the A4 Great West Road. Similarly, for the Homebase site, between 73% and 78% of site traffic approaches the side from the north, from the direction of the A4, Great West Road.

8.5 On-street Car Parking Demand

8.5.1 Lambeth style car parking beat surveys have been undertaken to establish on-street parking demand, in the vicinity of the Tesco and Homebase development sites. For an approximate 200m walk distance from the sites, on-street parking demand data has been obtained for all local streets. The kerbside parking beat surveys were carried out at Wednesday 3rd and Thursday 4th July 2019. As required by the Lambeth methodology, the surveys were undertaken overnight, at times when resident car parking can be expected to be at its peak.

8.5.2 **Table 8.5** presents the car parking capacity for local streets in the study area, located to the south of the A4, Great West Road. **Table 8.6** presents the observed parking demand and **Table 8.7** presents the parking stress (% occupation). This analysis excludes the B454 Syon Way, which is considered separately beneath these tables.

Table 8.5: On-street Parking Capacity, South of the A4 Great West Road

Street	Syon Lane		Brambles Close		B454 Spur Road		Marlborough Road		Northumberland Avenue		Hexham Gardens		Rothbury Gardens		Redesdale Gardens		Warkworth Gardens		Otterburn Gardens		All Streets		
	Length (m)	Capacity (Veh)	Length (m)	Capacity (Veh)	Length (m)	Capacity (Veh)	Length (m)	Capacity (Veh)	Length (m)	Capacity (Veh)	Length (m)	Capacity (Veh)	Length (m)	Capacity (Veh)	Length (m)	Capacity (Veh)	Length (m)	Capacity (Veh)	Length (m)	Capacity (Veh)	Length (m)	Capacity (Veh)	
Red Route Clearway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0
Zigzag Lines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0
Double Yellow	-	-	11	1	-	-	2.7	-	100	14	13	2	16	2	63	9	54	8	40	6	0	0	
Bus Stop / Bus Stand	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0
Unrestricted	164	32	128	22	496	98	261	44	-	-	-	-	-	-	-	-	1.5	-	-	-	1049	196	
Narrow	164	32	147	27	-	-	212	42	-	-	137	26	199	37	341	62	235	36	242	39	1677	301	
Drop Kerb	-	-	31	2	-	-	31	2	70	10	5	-	44	7	33	4	48	7	17	3	274	35	
Single Yellow	-	-	-	-	-	-	-	-	20	2	-	-	15	2	10	1	19	3	16	3	80.5	11	
White Line / Drop Kerb	-	-	11	1	-	-	5.4	1	5.6	1	-	-	-	-	-	-	-	-	5.5	1	27.4	4	
Parking Bay	-	-	-	-	-	-	65	12	-	-	-	-	-	-	-	-	-	-	-	-	65	12	
Disabled Bay	-	-	-	-	-	-	26	4	5.4	1	-	-	-	-	-	-	-	-	6.1	1	37.4	6	
Resident Permit Holders	-	-	-	-	-	-	-	-	154	26	103	20	145	26	261	49	193	36	164	31	1020	188	
Red Route Parking Bay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0
Double Red	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0
Single Red	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0
Total	328	64	328	53	496	98	604	105	356	54	259	48	419	74	708	125	551	90	490	84	4230	753	

Table 8.6: On-street Parking Demand, South of the A4 Great West Road

Street	Syon Lane		Brambles Close		B454 Spur Road		Marlborough Road		Northumberland Avenue		Hexham Gardens		Rothbury Gardens		Redesdale Gardens		Warkworth Gardens		Otterburn Gardens		All Streets		
	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	
Red Route Clearway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0
Zigzag Lines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0
Double Yellow	-	-	0	0	-	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus Stop / Bus Stand	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0
Unrestricted	0	0	19	21	0	0	25	25	-	-	-	-	-	-	-	-	-	-	-	-	-	44	46
Narrow	0	0	1	1	-	-	0	0	-	-	0	0	0	0	1	0	1	2	2	1	5	4	
Drop Kerb	-	-	0	0	-	-	1	1	0	0	-	-	0	0	0	0	0	0	0	0	1	1	
Single Yellow	-	-	-	-	-	-	-	-	0	0	-	-	0	0	0	0	2	1	1	1	3	2	
White Line / Drop Kerb	-	-	0	0	-	-	0	0	0	0	-	-	-	-	-	-	-	-	0	0	0	0	
Parking Bay	-	-	-	-	-	-	6	5	-	-	-	-	-	-	-	-	-	-	-	-	6	5	
Disabled Bay	-	-	-	-	-	-	4	4	0	0	-	-	-	-	-	-	-	-	1	1	5	5	
Resident Permit Holders	-	-	-	-	-	-	-	-	22	20	17	15	19	18	42	41	30	29	25	26	155	149	
Red Route Parking Bay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	
Double Red	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	
Single Red	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	
Total	0	0	20	22	0	0	36	35	22	20	17	15	19	18	43	41	33	32	29	29	219	212	

Table 8.7: On-street Parking Occupancy (Street Stress %), South of the A4 Great West Road

Street	Syon Lane		Brambles Close		B454 Spur Road		Marlborough Road		Northumberland Avenue		Hexham Gardens		Rothbury Gardens		Redesdale Gardens		Warkworth Gardens		Otterburn Gardens		All Streets		
	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	
Restriction / Survey Day (T - Tues, W - Wed)																							
Red Route Clearway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Zigzag Lines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrian Crossing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Double Yellow	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bus Stop / Bus Stand	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Unrestricted	0%	0%	86%	95%	0%	0%	57%	57%	-	-	-	-	-	-	-	-	-	-	-	-	22%	23%	
Narrow	0%	0%	4%	4%	-	-	0%	0%	-	-	0%	0%	0%	0%	2%	0%	3%	6%	5%	3%	2%	1%	
Drop Kerb	-	-	0%	0%	-	-	50%	50%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	0%	3%	3%	
Single Yellow	-	-	-	-	-	-	-	-	0%	0%	-	-	0%	0%	0%	0%	67%	33%	33%	33%	27%	18%	
White Line / Drop Kerb	-	-	0%	0%	-	-	0%	0%	0%	0%	-	-	-	-	-	-	-	-	0%	0%	0%	0%	
Parking Bay	-	-	-	-	-	-	50%	42%	-	-	-	-	-	-	-	-	-	-	-	-	50%	42%	
Disabled Bay	-	-	-	-	-	-	100%	100%	0%	0%	-	-	-	-	-	-	-	-	100%	100%	83%	83%	
Resident Permit Holders	-	-	-	-	-	-	-	-	85%	77%	75%	75%	73%	69%	86%	84%	83%	81%	81%	84%	82%	79%	
Red Route Parking Bay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Double Red	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Single Red	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

8.5.3 Residents permit holder parking bays have been observed to operate with a parking stress of 79% to 82%. It can be concluded that the surveys demonstrate a 'moderate' level of kerbside parking stress, indicating some available spare capacity of on-street visitor parking associated with the residential units. A detailed analysis of proposed measures to control parking at the development site can be found in **Section 9.4**.

8.6 Summary

8.6.1 This section has provided a study of existing pedestrian movements on the local highway network which has been used to inform the design of the proposed development, both in terms of access to the proposed development itself (proposed new signal junction replacing the old Homebase priority control access on Syon Lane), and the associated proposed off-site highway improvements. This section also provides a study of existing traffic movements to the existing Osterley Tesco and the Homebase sites which have been used later in this report (Sections 10 and 11) to assess / model the net changes in traffic on the local highway network resulting from the proposed development. A study of existing on street car parking stress has also been undertaken within this section which shows a moderate level of kerbside parking stress; however the development proposals are not likely to impact on this. Car parking for the proposed development will be provided in line with London Plan standards resulting in a slight decrease in the total amount of car parking provided on site overall compared to the existing situation.

Proposed Development

9 Development Description

9.1.1 The proposed development forms the topic of a planning application that seeks permission for the following:

“The demolition of existing building and car park and erection of buildings to provide residential units, a replacement retail foodstore, with additional commercial, business and service space, and a flexible community space, and ancillary plant, access, servicing and car parking, landscaping and associated works”

9.1.2 Specifically, the application includes:

- Delivery of 473 high quality homes;
- 38% affordable housing (on a habitable room basis);
- A new and modern Tesco retail store of circa 10,550 sqm (GIA);
- Community space of 200 sqm;
- 137 sqm (GIA) of flexible commercial, business and service space;
- 400 retail car parking spaces;
- 100 residential car parking spaces;
- 3 residential visitor car parking spaces and 2 car club spaces;
- 204 retail cycle parking spaces;
- 896 residential cycle parking spaces;
- Building heights include a four-storey podium with blocks ranging up to seventeen storeys;
- Communal residential amenity space with biodiverse podium gardens including open space and children’s play space;
- New active frontages and improved, safer public realm along Syon Lane and the Great West Road;
- Dedicated new pedestrian and cycle friendly ‘clean air’ route provided between Syon Lane Station and the Great West Road via Syon Gate Way and new eastern street, Syon Gate Lane.

9.1.3 It is noted that the existing Tesco store, on the Tesco, Osterley site, is 11,582 sq.m GIA, and is therefore circa 1,000sq.m larger than the proposed Tesco store. While the size of the replacement store on the Homebase, Brentford site is smaller than existing, the assessment contained in this document does not discount trips as a result of the floor area reduction, and instead reassigns existing Tesco trips to the new site. The assessment contained in this document can therefore be considered a worst case assessment of future Tesco travel demand.

9.1.4 The scheme has been designed in accordance with Healthy Streets principles, prioritising pedestrian and cycle movement (more details regarding these principles are provided in **Section**

3). Public realm improvements are proposed at the Syon Lane and the A4 Great West Road frontages of the site, whilst improving pedestrian infrastructure on the southern perimeter of the site (Syon Gate Way). The proposed improvements incorporate enhancements to existing cycle infrastructure in the vicinity of the site by providing a continuous cycle lane link across the northern frontage of the site. This is in line with the proposed Syon Lane to Boston Manor Road Cycle Track (refer to **Section 7**).

- 9.1.5 Pedestrian access to the proposed Tesco store will be served by a dedicated access at the north-western corner of the site, adjacent to Gillette Corner. Pedestrian access for the residential units would be provided on all four frontages of the site.
- 9.1.6 The development's vehicular access to the car parking area is taken from the location of the existing site access junction, from Syon Lane. A two-way ramp will serve a two-storey car park. It is proposed that the junction of main vehicular access with Syon Lane will take the form of a three-arm signalised junction.
- 9.1.7 It is proposed that the Tesco store would be provided with 400 customer car parking spaces, with the residential development provided with 105 car parking spaces (including 2 dedicated car club spaces and 3 visitor parking spaces).
- 9.1.8 Proposed on-site servicing facilities are located at the southern perimeter of the site. Additionally, a servicing layby is proposed at the site interface with Syon Gate way.
- 9.1.9 **Insert 9.1** presents an overview of the proposed ground floor layout indicating key features relating to access and servicing.

Insert 9.1: Proposed Ground Floor Layout Overview



- 9.1.10 Architectural plans of the proposed development are contained in **Appendix L**.

9.2 Proposed Site Access Strategy

- 9.2.1 The proposed development has been developed to consider access opportunities at all frontages, to create active streetscape with natural surveillance. The focal point for the Tesco store access is provided at the north-western corner of the site, adjacent to Gillette Corner. The prominent retail site frontages would be on Syon Lane and Great West Road.
- 9.2.2 Syon Gate Way provides a quieter and more controlled environment for servicing access, whilst the formation of an emergency access route at the eastern perimeter of the site would allow for further permeability within the adjacencies of the proposed development.
- 9.2.3 The key access functions of the site frontages are summarised as follows:
- Syon Lane (western frontage):
 - Car parking vehicular access;
 - Tesco Store pedestrian access;
 - Pedestrian access to three (Blocks C, D and E) residential cores
 - Café access (via Tesco entrance);
 - Retail unit pedestrian access;
 - Concierge.
 - Great West Road (northern frontage):
 - Tesco Store pedestrian access (northern approach);
 - Pedestrian access to two residential cores;
 - Means of escape.
 - Syon Gate Way (southern frontage):
 - On-site service yard vehicular access;
 - Pedestrian access to a residential core;
 - Dedicated on-street loading bay.
 - Syon Gate Lane (eastern frontage):
 - Pedestrian access to two residential cores
 - Means of escape.

Pedestrian Access

- 9.2.4 The main focal point for pedestrian access will be at the north-western frontage of the site at the junction of Syon Lane and Great West Road (Gillette Corner). Stepped and ramped approaches would be provided at both the Syon Lane and Great West Road frontages.
- 9.2.5 **Insert 9.2** presents the proposed location of each residential core, in relation to the site's four frontages. This plan is also attached within **Appendix L**.

Insert 9.2: Proposed Residential Core Location Plan



9.2.6 Pedestrian access routes to residential cores are provided at all four frontages of the site distributing pedestrian access/egress patterns across the peripheries of the site:

- Syon Lane (western frontage):
 - Pedestrian Core C north of Syon Gateway;
 - Pedestrian Core D south of vehicle ramp;
 - Pedestrian Core E north of the vehicle ramp.
- Great West Road (northern frontage):
 - Pedestrian Core A east of the Tesco store access;
 - Pedestrian Core B1 east of the Tesco store access.
- Syon Gate Way (southern frontage):
 - Pedestrian Core C west of the service yard access
- Emergency Access Road (eastern frontage):
 - Pedestrian Core B2 and B3

9.2.7 The proposed development would provide public realm improvements in the adjacencies of the site, which would result in an attractive pedestrian environment for future site and residents, as well as pedestrians that traverse the site frontages as part of local access routes. The public realm improvements have also been proposed with consideration of the wider aspirations presented within the Great West Corridor Local Plan which, as referenced in **Section 7**, encourage designers and developers to “actively encouraging walking and cycling through the provision of an attractive public realm”.

9.2.8 **Insert 9.3** presents proposed public realm improvements that rationalise and enhance the pedestrian and cycling environment at the Syon Lane and Great West Road frontages of the site.

Insert 9.3: Proposed Public Realm Improvements, Syon Lane and Great West Road Frontages



Cycle Access

- 9.2.9 As discussed in **Section 4**, a partially off-road cycle route, in the adjacencies of the A4, operates along the site's northern perimeter and as such the proposed development will benefit from direct access to London's strategic cycle network, which provides a wide range of route options. The proposed development includes improvements to an existing cycle route operating along the A4 at the northern perimeter of the site. At present the off-road cycle lane merges with the vehicular traffic immediately to the east of the site and as such use the main carriageway at Gillette Corner. The proposed cycle infrastructure improvements associated with the development provide a continuous link across the northern frontage of the site, guiding cyclists to the front of the stop lines at the signalised junction of Great West Road and Syon Lane (Gillette Corner).
- 9.2.10 Cycle parking facilities for the residential units are discussed in further detail below. Cycle access for the residential units is primarily taken from the lifts at each pedestrian core, which incorporates lift dimensions which are suitable for cycle access.. All 896 cycle stores spaces would be located on the upper three floors, on levels mezzanine to third. The cycle lift would be accessed from street level along Syon Gate Way. The ramped vehicle access from Syon Lane also provides an opportunity for residential cycle access. The location of proposed cycle parking spaces is shown on architectural drawings contained in **Appendix L**.

Servicing Access

- 9.2.11 All site servicing is to be undertaken from Syon Gate Way, or from within defined service yards.
- 9.2.12 Tesco would be provided with their own dedicated service yard, with all vehicles able to enter and exit the site in a forward gear.
- 9.2.13 The residential development would be serviced from a loading bay on Syon Gate Way, or from an on-site delivery bay for use by home delivery vehicles.

9.2.14 Associated vehicle tracking is contained in **Appendix M**.

9.3 Site Vehicular Access

9.3.1 The proposed development would retain vehicular access from Syon Lane, close to the location of the existing Homebase site access, as shown in **Insert 9.4**. This is considered to be the best location for access in terms of highway design in order to incorporate the existing Syon Lane staggered signal pedestrian crossing into the proposed site access junction signal timing operation. The location also allows for the existing pedestrian crossing to the east of the site access to be retained in its current location and for the site access to remain an appropriate distance away from the A4 / Gillette Corner. Syon Lane is considered to be the best location for the site access junction as any alternative site access junction with the A4 for example is deemed inappropriate given the significantly higher volume / speed of traffic on this route. More specifically, the proposed site access junction design has been developed in its chosen location to achieve the following objectives:

- To develop a junction layout which can accommodate safe and efficient passage for pedestrians and cyclists, and one that avoids unnecessary delay to bus services.
- To facilitate suitable operation in accordance with the requirements of Tesco (i.e. such as to avoid an unattractive/ burdensome junction that may discourage customers from using the proposed store).
- To derive a junction design which does not generate a significant risk of excessive queuing from the new Tesco junction back to the Gillette Corner junction.
- To develop the geometric design of the site access junction within the constraints of the currently proposed design of the site.
- To present a junction design that operates efficiently for all user groups.

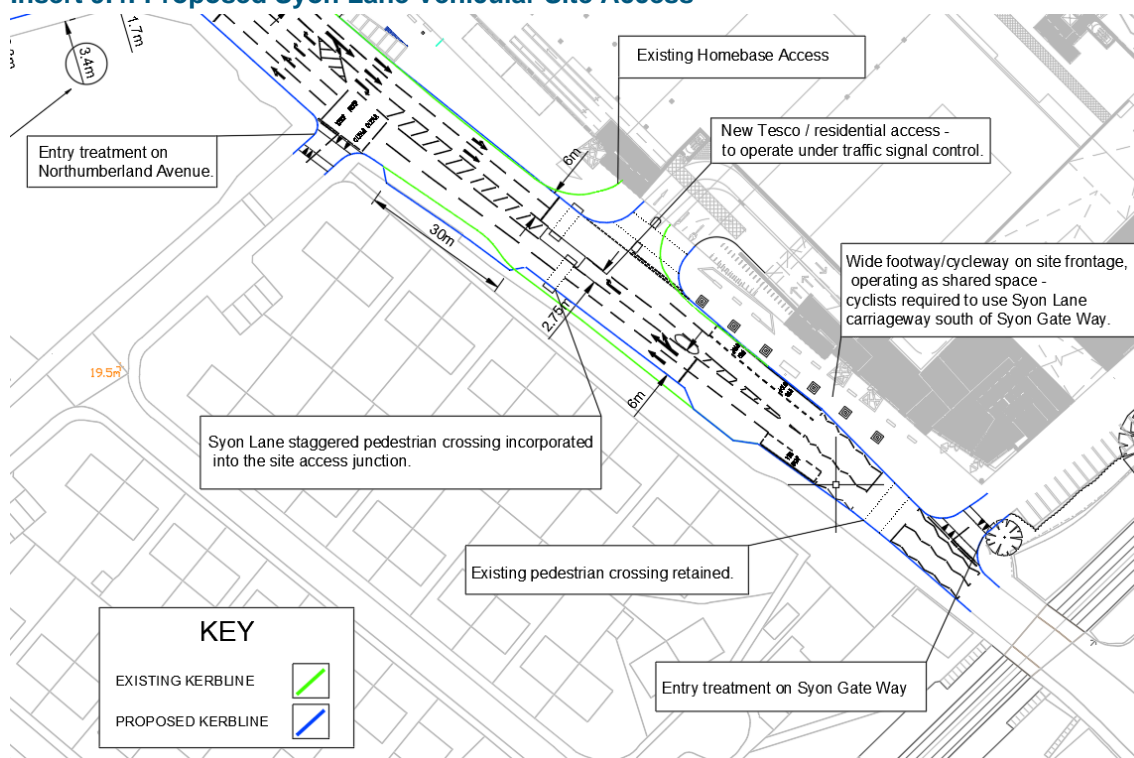
9.3.2 The design of the proposed site access has been developed to accommodate access and egress to/from the two-storey car parking facility, which will accommodate the Tesco customer parking as well as parking for the residential element of the scheme.

9.3.3 Given the car parking turnover rate associated with food retail use is generally significantly higher than that of the existing Homebase use, and in view of the addition of residential parking, the proposed site access arrangements consider the provision of a signalised three-arm junction in place of the existing priority junction.

9.3.4 The proposed vehicular access design for the site would comprise of a ramped access to the car parking, incorporating two exit lanes and one entry lane at the site interface with Syon Lane. Tracking for this access is provided in **Appendix M**.

9.3.5 Some residential car parking (33 spaces) and a home shopping delivery bay is provided in the basement, access from Syon Gate Way. This access would be a low traffic environment and would operate with one-way shuttle working, controlled by traffic signals.

Insert 9.4: Proposed Syon Lane Vehicular Site Access



- 9.3.6 With reference to the proposed site access solutions, a Stage 1 Road Safety Audit has been undertaken. This is provided in **Appendix V** of this document and a Designer's Response to the Audit is provided in **Appendix W**.

Pedestrian Crossing Facilities

- 9.3.7 In view of the notable levels of pedestrian movement observed across the site access on Syon Lane (discussed in **Section 8**), and in accordance with the requirements of the Healthy Streets approach, the design of the proposed site access has been developed with due consideration of safe pedestrian crossing to provide suitable pedestrian capacity for users of all abilities.
- 9.3.8 During pre-application discussions with LBH, the local authority expressed a preference for the provision of a direct 'straight-across' pedestrian facility at the site access arm of the junction and this is therefore incorporated into the design.

9.4 Car Parking Provision

- 9.4.1 Proposed car parking at the development would be provided in the form of a two storey car park above the Tesco store, together with further residential parking within a separate basement facility.
- 9.4.2 The proposed Tesco store would be provided with 400 customer car parking spaces, with the residential development provided with up to 105 parking spaces (including 2 dedicated car club spaces and 3 visitor parking spaces). Customer car parking will be provided across both floors of parking whereas the residential car parking will be provided in a segregated gated area in the second tier of the proposed car park and also in the basement.
- 9.4.3 The proposed car parking provisions are discussed below in respect of a reduction in existing Tesco car parking and the maximum car parking standards set out in the currently adopted, and

Draft New, London Plan.

Tesco Car Parking

- 9.4.4 The proposed quantum of on-site car parking would result in a net reduction of 225 car parking spaces when compared to the existing Tesco Osterley store.
- 9.4.5 The current adopted local plan would permit the Tesco store to be provided with between 358 and 536 customer car parking spaces. The proposed level of provision (400 spaces) is towards the lower end of this permissible range and would hence be acceptable in regard to the adopted local plan.
- 9.4.6 The Draft New London Plan parking standards for an Outer London Opportunity Area (PTAL rating 2-4) require a reduced level of parking in comparison to the adopted London Plan. The application of the Draft New London Plan parking standards to a food retail site of 10,550 sqm (GIA) would result in a maximum parking provision of 141 parking spaces, which is below the car parking provision that is considered in this application.
- 9.4.7 However, with consideration of the removal of the Tesco Osterley site (circa 625 car parking spaces) and effectively the 295 car parking spaces associated with Homebase, the proposed retail car parking provision accords with the principle of the draft new plan which states that “*existing parking provision should be reduced to reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy.*”
- 9.4.8 With regard to management and monitoring of the car parking facility, as set out in the introduction, a dedicated Car Parking Management Plan (CPMP) has been prepared by RHDHV that accompanies this application as a stand-alone document. The CPMP includes measures and initiatives that aim to limit car park use to short stay parking associated with the development site, only. The measures considered within the CPMP are also supported by standalone Travel Plan documents that have been prepared for the development’s proposed retail and residential uses.
- 9.4.9 Within the context of the above, it is noted that hourly car parking demand at Tesco Osterley exceeded 400 spaces (the proposed quantum of Tesco car parking as part of this application) based on empirical survey data (refer to **Section 8**). Given that there is a direct correlation between car parking provision and the potential traffic attraction to the development, the reduction of 225 spaces (36% reduction) would act to constrain car driver trips and encourage a shift towards non-car modes. This approach is in accordance with the sustainable travel principles underpinning policy.
- 9.4.10 In seeking to further align the proposals with the emerging London plan policies, it is acknowledged and agreed in principle with TfL that a flexible approach will be considered, whereby further retail parking spaces can be repurposed at a later date in tandem with improvements to local public transport services and measures to encourage trips by walking and cycling.
- 9.4.11 Electric vehicle car charge points will be provided for 10% of all parking spaces on first site occupation, with passive provision made such that all car parking on-site could have access to an electric car charge point in the future if required.

Residential Car Parking

- 9.4.12 With regards to residential parking at the site, the proposed development has been designed with consideration of maximum standards contained within the Draft New London Plan. **Table 9.1**

summarises the relevant standards.

Table 9.1: Draft New London Plan Maximum Residential Parking Standards

Location	Maximum parking provision
Outer London PTAL 4 Outer London Opportunity Areas	Up to 0.5 spaces per dwelling
Outer London PTAL 3	Up to 0.75 spaces per dwelling
Outer London PTAL 2	Up to 1 space per dwelling

- 9.4.13 Based on the proposed 473 residential units, the application of the Draft New London Plan standards, considering an Outer London Opportunity Area, the maximum number of parking allowance would be 237 residential car parking spaces.
- 9.4.14 The proposed provision of 105 parking spaces (including car club and visitor parking) is significantly lower than the level permissible by the Draft New London Plan maximum parking standards, underlining the commitment of the development to encouraging the use of active travel and public transport modes.
- 9.4.15 Electric vehicle car charge points will be provided for 20% of all residential parking spaces on first site occupation, with passive provision made such that all car parking on-site could have access to an electric car charge point in the future if required. This provision is in accordance with policy.
- 9.4.16 This low car environment will be supported by local on-street car parking controls. Parking in the local area is managed through the LBH operated Controlled Parking Zone SLS, which allows permit holders only to park on-street in defined areas from 09:00 to 18:00, Monday to Friday. It is not envisaged that any residents at the proposed development will be eligible to obtain an on-street car parking permit.
- 9.4.17 The CPMP discussed above considers the management of residential car parking spaces and considers that the allocation of parking spaces to residents will be considered in line with the requirements of the Draft New London Plan, which stipulate:
- All parking spaces to be leased rather than sold;
 - Disabled persons parking bays associated with residential development not to be allocated to specific dwellings;
 - At least one designated disabled persons parking bay per dwelling, for 3% of all dwellings, to be available from the outset; and
 - The provision one designated disabled persons parking bay per dwelling, for 10% of all dwellings, to be made available if or when required.

Blue Badge Holders/Disabled Parking Space Provision

- 9.4.18 The respective land uses would be expected to provide a percentage of disabled persons parking.
- 9.4.19 For the retail land use, 6% of the total is required, which would equate to 24 spaces. These spaces would be located adjacent to the main entrance for ease of use.
- 9.4.20 The residential development is required to provide blue badge holder parking for 3% of dwellings

at day one. This requirement equates to 14 spaces, however the scheme allows for up to 24 such spaces.

On Street Car Parking

- 9.4.21 The introduction of the site's traffic signal-controlled site access junction will conflict with on-street parking that exists opposite the site in Syon Lane. Currently space exists for 11 cars to park on Syon Lane opposite the site, within CPZ zone SLS. This includes one space reserved for a disabled driver. As a consequence of the development, it is proposed that space for eight cars is retained on Syon Lane within defined car parking bays. These bays would be retained within CPZ zone SLS.
- 9.4.22 To make up the shortfall in parking spaces, it is proposed that three additional defined parking spaces are provided in Northumberland Avenue, in the vicinity of its junction with Syon Lane. The proposed location of these spaces, and spaces retained on Syon Lane, is detailed in **Appendix N** and these would also be contained within CPZ zone SLS. As a consequence of this provision 11 car parking spaces would be provided in place of the 11 spaces that currently exist.
- 9.4.23 It is worthy of note that there are additional opportunities to provide additional on-street parking on Northumberland Avenue, in the vicinity of Warkworth Gardens. Furthermore, on-street car parking surveys of streets within CPZ Zone SLS identified that these streets retain a reserve capacity, meaning that cars displaced from Syon Lane have the ability to park elsewhere, within a short walk distance of the existing parking provision.
- 9.4.24 In summary, impact on on-street car parking located opposite the site on Syon Lane can be adequately mitigated as part of the development proposals. Any changes to the location of on-street car parking provision would be made subject to the changes to the local traffic regulation order.

9.5 Cycle Parking

- 9.5.1 Cycle parking for both land uses would be provided in accordance with the draft New London Plan minimum cycle parking standards. The TfL cycle parking standards set out in the draft London Plan requires 'long stay' parking (for site residents and Tesco staff) and 'short stay' parking for site visitors (including Tesco customers). The standards are summarised below.
- **Food Retail** – Long Stay: 1 space per 175sqm gross external area (GEA); Short Stay: First 750sqm, 1 space per 20sqm and thereafter 1 space per 150sqm (GEA).
 - **Non-food Retail** – Long Stay: 1 space per 250 sqm (GEA); Short Stay: 1 space per 60 sqm
 - **Café** – Long Stay: 1 space per 175sqm GEA; Short Stay: 1 space per 20sqm GEA;
 - **Residential** – Long Stay: 1 space per studio apartment, 1.5 spaces per 1-bedroom apartment and 2 spaces for all other dwellings; Short Stay: 1 space per 40 dwellings.
- 9.5.2 Existing guidance and good practice suggest that long-stay parking should be no further than 50m from entrances, however, it should be closer than the nearest nondisabled car parking bay. Cycle parking should be no more than one floor from the ground floor and well signposted. All long-stay cycle parking must be covered and secure.
- 9.5.3 In developing the detailed design of any long-stay cycle parking facilities current good practice

guidance stating that for two-tier stands, a recommended spacing between cycles of 500mm, height 2600mm and isle width 2500mm are to be considered.

- 9.5.4 Similarly, existing good practice guidance as published by WestTrans advises that short-stay parking should be adjacent and no further than 15m from the main entrance. As a general rule, it should be closer than the nearest non-disabled car parking bay or adjacent to the entrance. It should be clearly signed and preferably covered.
- 9.5.5 The design of the short-stay cycle parking spaces proposed within the public realm area in the vicinity of the site, will respect a minimum recommended spacing between Sheffield stands of 1000mm measured from the centre line of the stand.

Retail Cycle Parking

- 9.5.6 In accordance with TfL cycle parking standards, for 10,550sqm of food retail floor space, the proposed development includes the provision of 62 secured and covered long-stay cycle parking spaces. The detailed design of the internal layout of the Tesco store will be developed subsequent to granting of planning consent and the provision of the long-stay cycle parking spaces for staff will be incorporated into the back-of-house areas in an area that is secured and readily available for staff. The location of showers, lockers and changing facilities will be considered in proximity to the long-stay cycle parking spaces.
- 9.5.7 Further to the above provision, short-stay spaces will be provided for Tesco customers in a publicly accessible location. These spaces will be primarily incorporated into the proposed public realm in the vicinity of the Tesco customer entrance at the northwest corner of the site. In order to reduce potential cluttering of the public realm and to avoid obstructing pedestrian desire lines, a proportion of the short-stay cycle parking will be provided within the Tesco store building in an area which does not obstruct shopper movements in and out of the main site entrance. Overall, 204 cycle parking spaces are proposed to support the retail development.
- 9.5.8 In respect of the kiosk/flexible retail and café uses that are considered as part of the proposed development it is noted that long-stay cycle parking provisions will need to be incorporated into the internal design of the relevant unit, with the quantum being defined in respect of the Draft New London Plan minimum cycle parking standards discussed above.
- 9.5.9 Short-stay cycle parking bays for the kiosk/flexible retail and café uses will be provided in the adjacent public realm improvements in the peripheries of the site. For non-food retail, short-stay cycle parking will be provided at a rate of 1 space per 60 sqm (GIA), whilst for the café, a higher provision rate of 1 space per 20 sqm (GIA) is to be provided.
- 9.5.10 Furthermore, it is noted that spaces for non-standard cycles, including adapted cycles for disabled people are to be considered as part of the total provision.

Residential Cycle Parking

- 9.5.11 The proposed development would provide 896 residential cycle parking spaces. In respect of the residential element of the scheme, in adherence with Draft New London Plan cycle parking standards, based on a unit mix of 39 no. studio/1-bed flats, 162 no. 2person/1-bedroom units and 272 no. 2+-bedroom units, a minimum of 826 secured and covered long-stay spaces are required. The number of spaces required for the residential units is dependent on the type and proportion of dwelling which is ultimately decided upon.

9.5.12 With consideration of short-stay cycle parking spaces for visitors to the residential units, a total of six Sheffield Stands (12 cycle parking spaces – based on one space per 40 units for 473 no. residential units) are provided in publicly accessible locations.

9.6 Delivery and Servicing

9.6.1 Syon Gate Way will serve as the point of access for all servicing vehicles accessing the site. The junction of Syon Gate Way with Syon Lane takes the form of a simple priority junction.

9.6.2 The proposed on-site servicing facility has been designed to accommodate access by large servicing vehicles. In assessing the suitability of the existing junction swept path analysis has been carried out for various servicing vehicles accessing Syon Gate Way via Syon Lane, and similarly egressing Syon Gate Way onto Syon Lane. The proposed on-site servicing yard facilitates vehicle turning on-site and as such it is possible for servicing vehicles to access and egress Syon Gate Way and Syon Lane in forwards gear.

9.6.3 **Appendix M** provides vehicle tracking drawings associated with access and site servicing.

9.6.4 Within **Appendix M**, presents the swept path assessment of a large refuse vehicle entering Syon Gate Way and turning to exit the site in forward gear. Refuse vehicles can of course continue ahead to route onto the A4, without the need to turn.

9.6.5 **Appendix M** demonstrates that a maximum legal articulated vehicle (16.5m) can also access Syon Gate Way and the proposed Tesco service yard and depart the site in forward gear. The appendix demonstrates that the proposed service yard provides sufficient clearance for 3 no. maximum legal articulated vehicle (16.5m) to access, load/unload and egress in forward gear independently of each other.

9.6.6 **Appendix M** presents swept path analysis for a 7.5t Box Van to access the proposed servicing layby adjacent to the site via Syon Gate Way and execute a three-point turning manoeuvre to egress onto Syon Lane in forward gear. The appendix also illustrates a large home delivery vehicle accessing the basement.

9.6.7 A comprehensive review of proposed delivery and servicing arrangements is presented within the Delivery and Servicing Plan which accompanies the planning application as a stand-alone document.

Residential Deliveries and Collections

9.6.8 Based on general servicing requirements, the majority of items delivered to the residential will be in the form of mail and small packages that can be posted into the mailboxes on the ground level of each residential building. Suppliers delivering mail and small packages will be allowed to access the ground floor of each residential core to access the post boxes by the site management staff via video intercom. In order to keep the building secure, access to the lifts, stairs and upper floors will not be permitted except for residents and accompanied guests. Deliveries of larger parcels, food and takeaways will be made to the ground floor reception area where the resident will collect their delivery at ground level.

9.6.9 The development scheme has been designed to include residential reception areas which will allow parcels to be delivered to site at times when residents may not be at home. This will avoid the need for delivery companies to make return journeys to the site in association with the delivery of a single parcel. The site management staff will store these items within either an automatic

locker (for residents to self-collect) or a locked storeroom for larger deliveries.

- 9.6.10 The servicing bay proposed at the site interface with Syon Gate Way provides a suitable opportunity for delivery vehicles to load/unload away from the public highway adjacent to a network of on-site pathways that facilitate access to the on-site buildings. A further delivery bay is provided within the building basement.
- 9.6.11 Deliveries of larger items such as furniture will require the site management staff to supervise access to the resident's apartment at a prearranged time.

Retail Deliveries and Collections

- 9.6.12 All food retail deliveries and collections will be carried out from the dedicated on-site servicing facility. The service yard is afforded internal access to the Tesco back-of-house (BOH) areas and, as such, all deliveries will be accepted and managed through the building interior.
- 9.6.13 Given that Tesco deliveries will be carried out by pre-approved and established suppliers there is scope for efficient implementation of scheduling procedures. Where practicable, deliveries will be subject to a suitably even temporal distribution such as to allow sufficient spare service yard capacity for residential deliveries that will be more sporadic and unpredictable by nature.
- 9.6.14 Tesco staff will attend all deliveries and accept all goods for dissemination through the BOH areas. Internal procedures will be established such as to ensure that the service yard is not obstructed by delivered goods that are to be transferred to appropriate stocking locations.
- 9.6.15 Other smaller retail units will be required to coordinate deliveries with Tesco such as to, as far as practicable, avoid conflicts and where possible avoid transferring any goods via the external peripheries of the buildings.
- 9.6.16 It should be noted that the service yard has been designed to allow capacity for vehicles awaiting loading or unloading to wait off street, to avoid issues with parking or blocking back onto the public highway.

9.7 Refuse Collection

- 9.7.1 Full details of refuse collection are provided within the Waste Management Plan accompanying the planning application, prepared by others.
- 9.7.2 All refuse collection will be carried out via Syon Gate Way. The retail element of the scheme will be served by commercial waste collection contractors while the residential units will be served by Local Authority waste collection services.

Residential Refuse Collection

- 9.7.3 The proposed development has been designed with consideration of the Local Authority waste collection services attending the site on a weekly basis. To enable this to take place the site's waste collection stores have been designed with reference to the guidance contained within BS5906 (2005).
- 9.7.4 Waste will be collected from a presentation area located adjacent to Syon Gate Way, with bins moved to and from the area by an electric tow vehicle, from the bin store.

Retail Refuse Collection

- 9.7.5 The Tesco store will have arrangements for private refuse to be undertaken. The refuse will be collected from within their proposed service yard with vehicles entering and exiting in a forward gear.
- 9.7.6 Given that the Tesco store will commission a private refuse collection contractor it is reasonably feasible to ensure their refuse collections are scheduled such as to avoid any conflicts with deliveries, whilst avoiding peak traffic hours and adhering to TfL's 'Code of Practice for quieter deliveries' (TfL, May 2018).
- 9.7.7 In view of the above, it is possible for the refuse generated by the store to be collated, compacted and consolidated in allocated BOH locations prior to scheduled collection times. Tesco staff will oversee the refuse collection process and ensure that wheeled bins are rearranged such as to avoid obstruction of manoeuvring and procedural logistics for other uses at the service yard.

10 Multi-modal Trip Generation and Attraction

10.1 Preface

10.1.1 This section of the report details the trip generation exercise that provides an estimate of the anticipated travel patterns for the operational phase of the development, providing the basis for assessing the impact of the proposed development. The primary sources of trip generation and attraction at the proposed development is the provision of 473 residential units, a replacement Tesco foodstore of 10,550sqm (GIA) and 135sqm of flexible commercial, business and service floorspace. The trips associated with these proposed uses are considered within the context of trips that will be removed or reassigned as a result of the removal of the following:

- Existing Homebase operating at the proposed development site.
- Tesco Osterley store (circa 11,582sq.m GFA and circa 625 parking spaces);
- The associated Petrol Filling Station (PFS)

10.1.2 The new Tesco store at the Homebase site would be provided with 400 customer car parking spaces, with the residential element of the scheme providing 105 parking spaces. Overall, the new Tesco would be provided with significantly fewer car parking spaces than the existing Tesco Osterley store; resulting in a reduction of approximately 225 parking spaces.

10.1.3 As part of a parallel planning application, it is understood that the Tesco Osterley site would be developed to provide around 1,677 residential units, with some local commercial development at ground floor level and up to 400 on-site residential car parking spaces. Any proposed commercial/retail offer at the Tesco Osterley site's would be effectively car free.

10.1.4 Within the context of the above, **Table 10.1** below provides a summary of the trips that will be added, reassigned or removed as a result of the proposed applications at the Homebase Brentford (this application) and Tesco Osterley (parallel application) sites.

Table 10.1: Additional, Removed and Re-Assigned Trips Summary

Development Site	Proposed Removal	Proposed Addition
Homebase Site (this planning application)	Homebase Store (4,180sq.m GFA) – 295 car parking spaces	Tesco Store 10,550sqm (GIA) – 400 Car Parking Spaces 473 residential units – 105 car parking spaces (Inc. Car Club and visitor parking) 135sqm flexible retail/office floor space
Tesco Osterley Site (parallel planning application)	Tesco store 8,412sq.m GFA – 625 car parking spaces; and Petrol Filling Station	1,677 residential units – up to 400 car parking spaces Ancillary commercial use

10.1.5 Table 10.1 shows that as a result of the development of the Homebase and Tesco Osterley sites, overall / total car parking will reduce slightly from 920 to 909 spaces. Retail car parking provision specifically will reduce significantly from 920 to 400 spaces.

10.1.6 Despite the proposed developments at the Homebase Brentford and Tesco Osterley sites forming separate planning applications, due to the relatively close proximity of the sites, and the inherent inter-relation between the removal and re-provision of the Tesco use, the trip generation exercise

herein relies on the estimation of trips relating to both proposals.

10.1.7 Supporting calculations and TRICS analysis and reporting output are contained in **Appendix O**.

10.2 Retail Vehicle Trip Attraction

10.2.1 As outlined earlier in this Section, the proposed development will result in a significant net reduction in retail car parking provisions at the proposed development site and the site of the parallel planning application at Tesco Osterley. To this end, this section provides an estimate of the reduction in trips associated with the reduced parking resulting from the re-provision of the Tesco store at the proposed development site.

10.2.2 Further to the above, this trip generation/attraction exercise will quantify existing Homebase traffic that will be removed from the network and those relating to the PFS at the Tesco Osterley site that will not be re-provided as part of the proposed development or parallel application.

Tesco Trips

10.2.3 Given the relatively close proximity of the Tesco Osterley site to the proposed development site, it is anticipated that the current customer patronage would broadly transfer over to the Tesco store that will be provided at the Homebase site.

10.2.4 The proposed Tesco store makes provision of significantly fewer car parking spaces than the existing Tesco Osterley site and, as such, the development of both sites would result in a reduction in car parking spaces from circa 625 to 400 car parking spaces. Given that the availability of car parking directly influences customer propensity towards driving to/from the store, it is considered that the reduction in car parking will reduce the quantum of car trips that can be feasibly attracted during the peak hours where the car park will commonly operate close to, or at, capacity.

10.2.5 Within the context of the above, it is noted that customer car parking space turnover rates will vary meaning that the reduction in vehicle trips is not necessarily a direct function of the reduction in car parking spaces. It is likely that the main modal shift will occur at times of peak car park demand.

10.2.6 In seeking to derive a suitable estimate of the impact of reducing the Tesco car parking capacity from circa 625 to 400 (a 36% reduction) reliance has been made on surveys of the arrivals and departures at the existing Tesco Osterley car park. The hourly inbound and outbound trips have been used to carry out a parking accumulation exercise which caps the car parking capacity at 400 vehicles.

10.2.7 **Table 10.2** presents the results of the trip generation exercise in respect of the proposed 400 capacity Tesco car park. The data is based on a 7-day average across the surveyed data and is included in **Appendix O**.

Table 10.2: Tesco Daily Trip Rates – Existing and Proposed

Time	Existing Tesco Trips	Proposed Tesco Trips	Net Change
07:00-08:00	228	228	0
08:00-09:00	395	395	0
09:00-10:00	599	598	0
10:00-11:00	737	687	-50
11:00-12:00	847	778	-69
12:00-13:00	955	911	-44
13:00-14:00	905	860	-45
14:00-15:00	865	856	-8
15:00-16:00	841	833	-8
16:00-17:00	738	738	0
17:00-18:00	671	671	0
18:00-19:00	661	661	0
19:00-20:00	591	591	0
20:00-21:00	499	499	0
21:00-22:00	345	345	0
23:00 - 07:00	82	82	0
07:00 - 19:00	8443	8218	-226
07:00 - 23:00	9953	9727	-226
06:00 – 24:00	10002	9776	-226
24-Hour	10035	9809	-226

10.2.8 In summary, over the course of an average day, the proposed Tesco site would provide fewer parking spaces and attract 226 fewer dedicated car/vehicle trips. This is considered a conservative estimate of the trip reduction, equating to only 2% of total trips. It is anticipated that these trips would be redistributed amongst other modes, as part of a wider shift away from car journeys, in accordance with policy.

Homebase Traffic

10.2.9 As a result of the development proposals, the existing Homebase traffic would be removed from the local highway network. The potential traffic attraction of a new retail occupier within the existing Homebase unit would also be removed as a consequence of the proposed development. The quantum of traffic to be removed from the existing site is detailed in **Table 8.1** of this report.

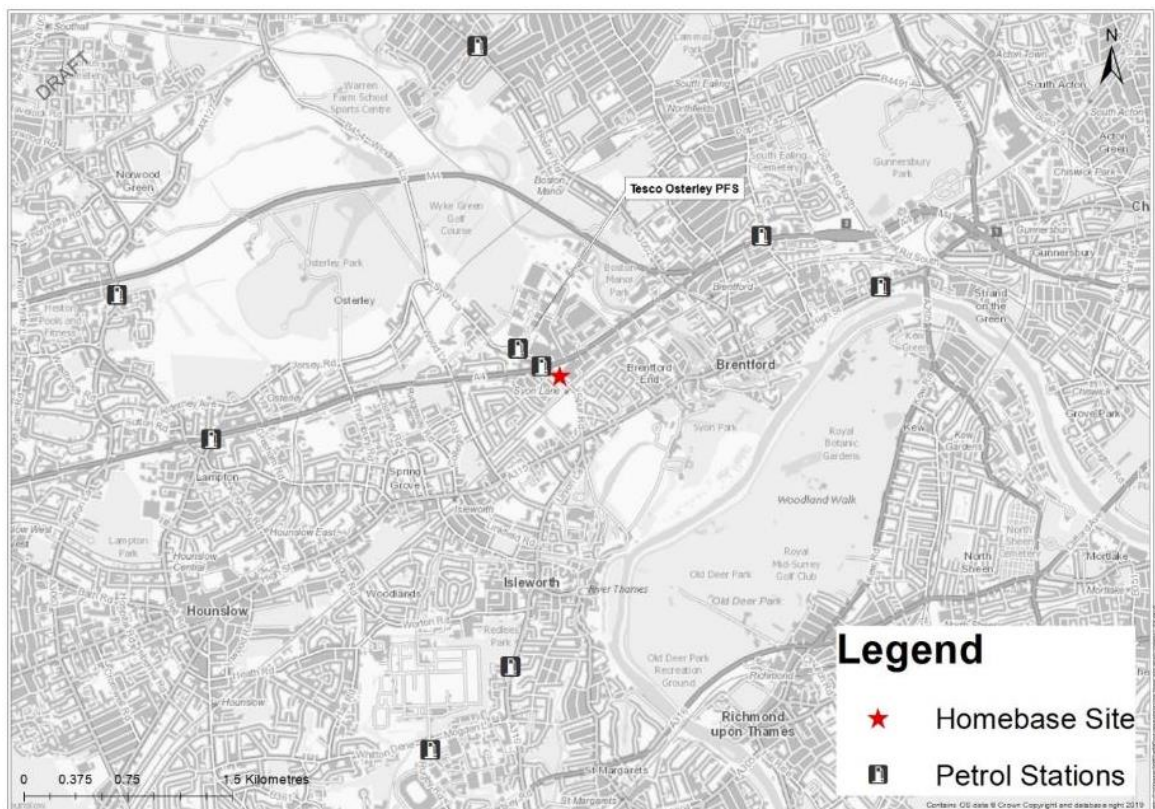
10.2.10 Based on the surveyed data, over a 12-hour period, there are approximately 1,478 retail trips associated with the existing Homebase use that will be removed from the local highway as a result of the development of the proposed scheme.

PFS Traffic

10.2.11 The existing Tesco petrol filling station will not be re-provided as part of the proposed development or parallel application.

- 10.2.12 A 'Petrol Filling Stations Research' document was prepared in association with the inquiry into the anticipated merger between Sainsbury's and ASDA supermarket chains, by 'djs research' in February 2019. The research established that a high proportion of supermarket PFS customers were purchasing fuel but not visiting the associated foodstore. A large proportion of customers who were purchasing fuel and undertaking a supermarket shop stated that the PFS closure would mean they would divert their fuel spend but not their supermarket spend.
- 10.2.13 In practice, the trips associated with the PFS will be either removed or reassigned to another nearby PFS. The existing Tesco Osterley survey data has been interrogated in respect of the proportion of trips that enter the site to access the PFS and depart without accessing the Tesco car park; these would represent 'PFS Only' trips.
- 10.2.14 Inspection of the survey data indicates that the reduction in traffic movements that could result from the removal of the PFS would be in the order of 80 to 100 two-way 'PFS only' traffic movements observed to take place in and around the traditional peak hours of weekday travel demand with approximately 120 two-way trips being reduced during the Saturday lunchtime peak hour. The removal of this traffic represents the potential desire of Tesco PFS customers to utilise stations that offer petrol and diesel at a reduced rate. It is also recognised that some customers would prefer to shop at a foodstore that provides both a retail outlet and a PFS.
- 10.2.15 As presented at **Insert 10.1** there are a number of petrol filling stations in the surrounding area which would uptake the trips lost by removing the station at Tesco Osterley.

Insert 10.1: PFS location plan



10.2.16 Based on the 2019 research conducted in association with ASDA and Sainsbury's operated petrol stations traffic movements in the vicinity of Tesco, Osterley are likely to reduce as a result of the removal of the Tesco petrol station. It is anticipated that:

- The diversion behaviour likely to result from the closure of the existing Tesco PFS would mean 10% to 14% of linked PFS and foodstore linked trips (**12% average**) would divert to an alternative foodstore location, and would no longer route through the local highway network; and
- In the order of **19%** of the customers who undertake a fuel only shop at the existing Tesco PFS would in future route to an alternative PFS site, located greater than 10 minutes away from the existing store, and would therefore no longer route through the local highway network.

10.2.17 Based on the proportions identified above it is anticipated that the total traffic diversion from the local highway resulting from the closure of the Tesco PFS would be as detailed in **Table 11.5**.

Table 10.3 PFS Traffic Diversion from Local Highway

Time Period	Total Traffic Diversion from Local Highway		
	Arrivals	Departures	Total Traffic
Weekday 07:45-08:45*	16	15	31
Weekday 17:00-18:00	23	22	46
Saturday 13:00-14:00	28	26	54

*Weekday AM Peak hour considered for the purpose of traffic modelling

10.2.18 Trips to the PFS originating from the A4 are assumed to continue straight on, not turning onto Syon Lane. In the AM peak, this equates to 76% of trips continuing along the A4, as opposed to turning onto Syon Lane. this figure is 71% in the PM peak and 73% on the weekend peak.

10.2.19 The existing PFS trips originating from Syon Lane, either coming from the north or the south would continue on this route, either stopping at the PFS at Gillette Corner or continuing straight on.

Retail Vehicle Trip Generation - Summary

10.2.20 In summary, over the course of a 12-hour day, it can be expected that relocation of the Tesco store and removal of PFS and Homebase sites would result in approximately 2,783 fewer retail trips on the local highways.

10.2.21 Importantly, Tesco traffic already exists on the local highway network and while the relocation of the Tesco store onto the Homebase site would result in a reassignment of trips locally, it is anticipated that the relocation of the Tesco store would result in an overall net decrease in traffic movements in and around the Syon Lane/ Great West Road (A4) junction.

10.2.22 In summary, the relocation of the Tesco store, with 225 fewer parking spaces will lead to a reduction in overall retail vehicle trips. In addition to this, removal of the existing Homebase site and PFS will lead to further reductions in traffic on the local highway. On this basis, the development proposals would act to reduce retail traffic movements on the local highway network.

10.3 Residential Person Trip Generation

- 10.3.1 The development will include up to 473 residential units, with car parking to be provided at a ratio of around 0.21 spaces per dwelling. This, in combination with local on-street parking controls, will act to restrict car travel to and from the site.
- 10.3.2 The 'low car' approach has been developed in accordance with Policy T6.1 of the draft London Plan, which prescribes a maximum provision of 0.5 spaces per dwelling for development sites located in an Outer London Opportunity area.
- 10.3.3 In order to derive a realistic estimate of trip generation for the residential element of the proposed development, in the first instance, reliance has been made on surveys of residential sites contained within the TRICS database. A review of the TRICS database has not identified any residential (flatted units) sites in Outer London that include a car parking provision that is similar to the proposed scheme.
- 10.3.4 In light of the above, in seeking to establish a suitable means of estimating trip generation for such sites, reference has been made to TfL's 'Residential Car Parking' document which formed part of the London Plan evidence base, which concludes that there is a relationship between car ownership, car parking provision and car use. In this regard, a study of 'trips generated per car parking space', for a range of residential developments located in Greater London, as contained within the TRICS database, has been carried out. Based on this exercise it can be expected that in the order of one weekday peak hour traffic movement would be generated for every five residential car parking spaces provided at the sites.
- 10.3.5 In consultation with TfL and LBH, it has however been agreed that this assessment will consider that during the peak hour of travel demand each car parking space would generate 0.33 two-way car trips. This assessment is therefore likely to overestimate residential travel demand by car and this provides some assurance that the transport impact of the development would be within the bounds of this assessment.
- 10.3.6 In order to assess the residential trip generation of the sites by non-car modes, the following methodology is proposed:
- Residential person trips are to be generated from the 'included' TRICS sites listed in **Appendix O**. This methodology assumes that site location, and access to public transport services, does not influence the frequency of residents entering and leaving their homes.
 - The 2011 'Method of Travel to Work' Census data for the local area is used to distribute trips by non-car modes of travel.
- 10.3.7 In terms of the Method of Travel to Work Census data, the assessment makes reference to travel patterns for existing residential development in the local area, specifically development located in the following lower layer super output areas: Hounslow 006E, Hounslow 009B, Hounslow 009C and Hounslow 014D. These areas encompass the Homebase and Tesco sites and would allow a focused assessment of existing travel patterns to be undertaken. The boundaries of these Census

areas is provided in **Appendix O**. The modal split for the assessed data is summarised in **Table 10.4**.

Table 10.4: Local Census Method of Travel to Work – Modal Split

Mode of Travel	Mode Share* (%)
Underground, metro, light rail, tram	20%
Train	21%
Bus, minibus or coach	23%
Taxi	1%
Motorcycle, scooter or moped	2%
A passenger in a car or van	4%
Bicycle	6%
On foot	15%
Other methods of travel to work	1%

10.3.8 The assessment of trip generation is presented in full in **Appendix O** and is summarised in **Table 10.5**. The assessment is based on 473 residential units and 105 associated car parking spaces, which includes three visitor parking spaces and two Car Club parking spaces, all of which would be provided on-site.

Table 10.5: Homebase Site Residential Trips (473 Units/ 105 Parking Spaces, inc. Car Club parking)

Mode of Travel	Weekday 08:00-09:00		Weekday 17:00-18:00		Weekday 07:00-19:00		Saturday Peak*	
	Arrivals	Departs	Arrivals	Departs	Arrivals	Departs	Arrivals	Departs
Underground, metro, light rail, tram	10	54	33	17	184	213	21	35
Train	11	58	35	18	199	231	23	38
Bus, minibus or coach	12	62	38	19	213	247	25	41
Taxi	0	2	1	1	7	8	1	1
Motorcycle, scooter or moped	1	6	4	2	20	23	2	4
Driving a car or van	6	29	23	12	106	122	14	20
Passenger in a car or van	2	11	7	4	39	45	5	7
Bicycle	3	17	10	5	59	68	7	11
On foot	8	41	25	13	142	165	17	27
Other method of travel to work	1	4	2	1	12	14	1	2
Total	54	285	179	92	981	1134	116	188

10.3.9 It is estimated that the development of 473 residential units would generate some 339 and 270 two-way person trips during the weekday AM and PM peak hours, respectively. In both the AM and PM peak periods, 35 two-way trips would be made by car.

Pedestrian Demand

10.3.10 **Table 10.4** of this report provides the ‘main mode’ of travel for journeys to work for future site residents, and this modal split can be considered representative of travel patterns at times when the adjacent transport network is operating at its peak.

10.3.11 It is however recognised that many journeys to and from the site would be multi-modal and would start by a journey on foot. **Table 10.6** provides an estimate of the journeys on foot to and from the site, based on a proportion of site residents walking to and from Syon Lane station, Osterley station and local bus services. Parts of a multi-modal journey made on foot are in addition to journeys whose ‘main mode’ of travel would be on foot.

Table 10.6: Homebase Site Residential Trips – Journeys on Foot

Mode of Travel	Weekday 08:00-09:00		Weekday 17:00-18:00		Weekday 07:00-19:00		Saturday Peak*	
	Arrivals	Departs	Arrivals	Departs	Arrivals	Departs	Arrivals	Departs
Underground (Osterley Station)	5	27	16	8	92	106	11	18
Train (Syon Lane Station)	11	58	35	18	199	231	23	38
Bus	12	62	38	19	213	247	25	41
Taxi	-	-	-	-	-	-	-	-
Motorcycle, scooter or moped	-	-	-	-	-	-	-	-
Driving a car or van	-	-	-	-	-	-	-	-
Passenger in a car or van	-	-	-	-	-	-	-	-
Bicycle	-	-	-	-	-	-	-	-
On foot	8	41	25	13	142	165	17	27
Other method of travel to work	1	4	2	1	12	14	1	2
Total Pedestrian Trips	37	192	117	60	658	762	77	126

NOTE: The assessment assumes:

- All residents routing to and from Syon Lane station do so on foot;
- All journeys made to or from a mainline rail station route to and from Syon Lane station;
- All journeys made to or from an Underground station route to and from Osterley station;
- All passengers of bus services E1, H28 and H91 connect with the service on foot;
- 50% of Passengers that use London Underground service at Osterley station, connect on foot

10.3.12 The majority of pedestrian journeys are expected to route to and from public transport services.

10.3.13 Based on a two-way weekday pedestrian demand of 1,420 trips (07:00-19:00), journeys on foot would represent approximately 67% of journeys made at the development site boundary.

Impact on Bus Services

- 10.3.14 For the purpose of the assessment, it has been assumed that all development related bus trips will route, in the first instance, on bus services E1, H28 or service H91.
- 10.3.15 While the impact of development related bus trips has been assessed with regard to three bus services only, it should be recognised that the sites will not be fully constructed and occupied until 2026 and it can be expected that additional (or higher frequency) bus services could become operational locally to support the development of the Opportunity Area. This assessment is therefore likely to overestimate development related impact on any one of the three bus services referred to above.
- 10.3.16 This assessment has assumed that development related bus trips will include some connecting journeys to local mainline railway and underground stations. Specifically, this assessment assumes that 50% of journeys made to Osterley Underground station would be made by bus.
- 10.3.17 The distribution of trips, by bus service, has been determined by Census data, presented in **Appendix P**. The results of the bus impact assessment are summarised in **Table 10.7**.

Table 10.7: Bus Travel Demand – Homebase Site Development

Service Used	Direction of Travel	%e Split	Weekday 08:00-09:00		Weekday 17:00-18:00		Weekday 07:00-19:00		Saturday Peak Hour	
			Arrivals	Departs	Arrivals	Departs	Arrivals	Departs	Arrivals	Departs
E1	East	8.4%	1	8	5	2	26	30	3	5
H28	North	40.3%	7	36	22	11	124	144	14	24
H28	South	12.9%	2	12	7	4	40	46	5	8
H91	East	28.8%	5	26	16	8	89	103	10	17
H91	West	9.6%	2	9	5	3	30	34	3	6
Total	-	100.0%	17	90	55	28	308	357	36	59

NOTE: The assessment assumes:

- 50% of journeys made to or from an Underground station route to and from Osterley station (via service H28);
- A nominal impact is predicted on service E1 to support connections to rail services further afield;
- All other bus journeys route in directions indicated by 'travel to work' Census data (refer to Appendix P)
- It is recognised that this assessment includes an element of double counting with pedestrian trips, and this is included to ensure the resident related travel demand would fall within the bounds of this assessment.

- 10.3.18 Based on a two-way weekday bus journey travel demand of 665 trips (07:00-19:00), a journey by bus would form all (or part) of approximately 31% of all journeys made to and from the development site.

Impact on Rail Services

Due to the location of services it can be assumed that the majority of rail trips would route to and from the site via Syon Lane Station, and the majority of underground trips would route to and from Osterley Station.

10.3.19 **Table 10.8** provides a summary of the associated travel demand.

Table 10.8: Rail Travel Demand – Homebase Site Development

Mode of Travel	Weekday 08:00-09:00		Weekday 17:00-18:00		Weekday 07:00-19:00		Saturday Peak*	
	Arrivals	Departs	Arrivals	Departs	Arrivals	Departs	Arrivals	Departs
Underground (Osterley Station)	10	54	33	17	184	213	21	35
Train (Syon Lane Station)	11	58	35	18	199	231	23	38
Total	21	112	68	35	383	443	45	73

Future Changes to Travel Patterns

- 10.3.20 This assessment has considered the impact of development related trips on existing transport infrastructure. It is however worthy of note that the development is not scheduled to be constructed and fully occupied until 2026, and significant changes to transport infrastructure could take place locally to support the development of the Opportunity Area.
- 10.3.21 This document has discussed transport proposals to support the development of the Opportunity Area, including new bus and rail connections that could influence the modal split of journeys. The development of infrastructure to support the Opportunity Area would also act to reduce the development impact on any one public transport service.
- 10.3.22 Furthermore, the delivery of Cycleway 9 and subsequent connections to and from this route, would encourage a greater proportion of residents to cycle.
- 10.3.23 The Mayor's Transport Strategy (2018) includes "a bold aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041." Based on the assessment provides above, 5,326 two-way trips would enter and exit the site boundary (weekday 07:00-19:00) on foot or by cycle and this represents approximately 73% of all trips to be undertaken. As high quality alternative public transport connections are made locally, and cycle infrastructure is provided, it might be expected that the proportion of pedestrian and cycle trips to and from the site boundary would increase, with 80 percent trips to be undertaken on foot or by cycle by 2041 being a genuine possibility, in accordance with the Mayor's Transport Strategy

10.4 Servicing and Delivery Trips

- 10.4.1 This Section presents an assessment of service vehicle trip attraction for the proposed development in order to provide a baseline estimate of the typical daily servicing activity at the site once the scheme is fully operational.
- 10.4.2 This assessment considers all proposed land uses, based on the following schedule of development:
- Residential development – 473 units;
 - Tesco Food Retail Store – 10,550sqm (GIA);
 - Flexible commercial, business and service space – 135 sqm.
- 10.4.3 Given the fact that the exact nature of the flexible use is unknown, in the interest of carrying out a robust service vehicle trip attraction exercise, this proposed floorspace is included within the food retail offer.

- 10.4.4 Reliance has been made on surveys of the existing Tesco Osterley and Homebase Brentford sites in estimating servicing trips generated by these uses.
- 10.4.5 The assessment is further informed by surveys of sites that include a record of service vehicle trips as contained in the TRICS database. The TRICS database has been interrogated in respect of food retail and residential sites in order to derive suitably representative trip generation rates that can be applied to the proposed development.

Residential Servicing Trips

- 10.4.6 Through interrogation of the TRICS database in respect of surveys of residential developments with similar locational and accessibility characteristics, four sites have been identified as suitably representative of the residential element of the proposed scheme. A breakdown of similar surveys that have been used as part of this assessment, and the associated servicing trip rates, are contained at **Appendix O**.
- 10.4.7 The estimated number of servicing trips associated with the residential element of the proposed development, by vehicle type, is presented in **Table 10.9**.

Table 10.9: Proposed Residential Servicing Trips

Time	INBOUND					OUTBOUND				
	Car	LGV	OGV1	OGV2	Total	Car	LGV	OGV1	OGV2	Total
07:00-08:00	0	1	0	0	1	0	1	0	0	1
08:00-09:00	1	1	1	0	3	1	1	0	0	1
09:00-10:00	1	1	1	1	3	1	2	1	0	3
10:00-11:00	0	2	3	0	4	0	2	1	1	3
11:00-12:00	1	3	1	0	4	0	2	3	0	5
12:00-13:00	1	3	0	0	4	1	3	1	0	4
13:00-14:00	1	0	0	0	1	1	1	0	0	2
14:00-15:00	0	2	1	0	2	0	1	1	0	2
15:00-16:00	0	2	1	0	2	0	1	0	0	1
16:00-17:00	1	0	0	0	1	1	1	1	0	3
17:00-18:00	2	1	0	0	3	2	2	0	0	3
18:00-19:00	1	2	0	0	2	1	2	0	0	2
19:00-20:00	0	2	0	0	2	0	2	0	0	2
20:00-21:00	0	0	0	0	0	0	0	0	0	0
Total	6	17	6	1	29	6	17	6	1	29

- 10.4.8 The servicing trip generation exercise identifies that the proposed 473 unit residential development could attract in the order of 29 service vehicle arrivals over the course of a typical day (07:00-21:00). Of these, the majority will be Light Goods Vans (LGVs) or cars. The peak times of residential deliveries are shown to be between 10:00-13:00, which does not coincide with the wider network traffic peaks. On average, this would equate to four deliveries per hour.

Retail Development

- 10.4.9 As discussed throughout this report, the proposed Tesco Superstore is largely similar to the existing store at the Tesco, Osterley site that will be removed at that site, to the north of the A4. With specific reference to service trips, it is however noted that the proposed Tesco use, unlike the existing use at the Osterley site, will not include vehicles servicing online deliveries.
- 10.4.10 The assessment of Tesco service vehicle trip attraction is presented in **Appendix O**.
- 10.4.11 The servicing trips to the proposed Tesco are estimated based on surveys of the currently operating Tesco, Osterley store which has a comparable floor space. The Tesco Osterley surveys have carried out between the hours of 10:00 and 17:00 for a representative weekday. TRICS database surveys for representative sites within the sub-category 'Food Superstore' have been used to complement the Tesco Osterley surveys in order to derive an estimate of the quantum and temporal distribution of trips beyond the surveyed hours.
- 10.4.12 It has been established that the Tesco potential servicing hours would be between 07:00-22:00. The estimated weekday servicing trips to the proposed Tesco site is presented in **Table 10.10**.

Table 10.10: Proposed Tesco Servicing Trip

Time	Arrivals	Departures	Total
07:00-08:00	0	1	1
08:00-09:00	2	2	4
09:00-10:00	2	3	5
10:00-11:00	1	2	3
11:00-12:00	1	2	3
12:00-13:00	1	1	1
13:00-14:00	0	0	0
14:00-15:00	0	0	0
15:00-16:00	0	1	1
16:00-17:00	0	1	1
17:00-18:00	1	1	2
18:00-19:00	0	1	1
19:00-20:00	1	1	2
20:00-21:00	0	1	1
21:00-22:00	0	0	0
Total	8	17	25

- 10.4.13 The estimated trip generation exercise indicates that the peak hours of servicing trips are between 08:00 and 12:00. The proposed Tesco could generate in the order of 25 two-way trips over the course of a typical weekday.
- 10.4.14 The combined peak service vehicle demand would take place between 10:00 and 13:00, during which approximately seven vehicles may attend the site.
- 10.4.15 The proposed Tesco service yard can accommodate access by 3 no. maximum legal articulated

vehicles and additionally the proposed servicing layby at Syon Gate Way can accommodate a further 1-2 servicing vehicles. Given that a large proportion of servicing trips generated by the residential element of the scheme will be by cars and light goods vehicles with short dwell times (<15 minutes), it is considered that the proposed servicing facilities will suitably accommodate the estimated demand. Nonetheless, management measures set out in the DSP will be of significance in ensuring the efficient operation of the proposed scheme.

10.4.16 Of relevance to measures presented within the DSP, the above exercise demonstrates that there is tangible scope for managing deliveries and servicing movements at the proposed development, via a dedicated scheduling system, in order to transfer servicing trips out of peak traffic periods. Other measures such as consolidating and back-loading deliveries, that seek to reduce the number of service trips generated/attracted by/to the site, in addition to environmental benefits, can result in benefits such as more efficient use of the available servicing facility/capacity.

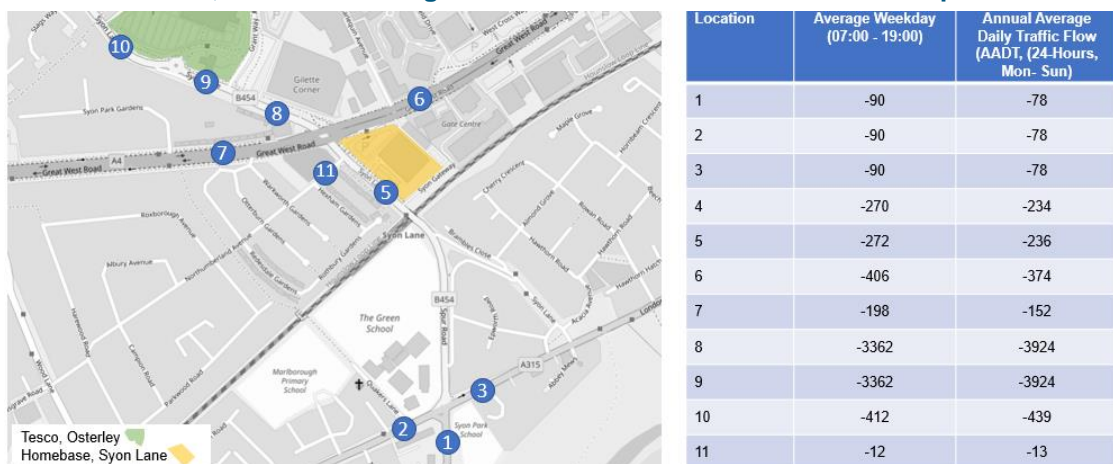
10.5 Net Development Traffic Impact

10.5.1 The sections above summarise the anticipated trip generation figures for the proposed development. It is however recognised that the development is not coming forward in isolation, and this TA assesses the cumulative effects of both the Tesco and Homebase developments.

10.5.2 The cumulative impact of the Tesco, Osterley and Homebase, Brentford developments has therefore been assessed both at times of peak traffic demand and over the course of a typical day. What is evident is that over the course of a typical day, the combination of the removal of Homebase store traffic from the road network, the removal of the Tesco Petrol Filling Station from the road network and the reduction in customer car parking for Tesco would in combination act to reduce traffic flows. The assessment of the change in traffic flows at defined locations on the highway is presented in **Insert 10.2** below.

10.5.3 The reduction in traffic movements is particularly pronounced on Syon Lane to the north of the A4 Great West Road, which will experience an overall traffic reduction due to the relocation of the Tesco store to a site located south of the A4.

Insert 10.2: 2035, Predicted Changes to Traffic Flows as a result of Development



10.5.4 The reductions in traffic flows are not as pronounced at peak times of traffic demand, times at which residential (commuter) traffic movements are at their peak. Peak hour traffic flows for the highway network, before and after the development are provided in **Appendix R** and **Table 11.6** to **11.8** of this document summarises these peak hour changes to traffic flow.

10.6 Pedestrian Comfort – A4 Underpass

10.6.1 A pinch point for pedestrian movement locally is the existing underpass beneath the A4, at the Gillette corner junction. This underpass provides a connection between the development and Syon Lane station. This pedestrian comfort assessment has been prepared to establish if development-related pedestrian movements would result in a material impact on the operation of the underpass.

10.6.2 The assessment has been undertaken in accordance with TfL's 'Pedestrian Comfort Guidance for London' guidance document. The document is accompanied by a spreadsheet which allows anyone involved in the planning of London's streets (in this case consultants assessing the impact of development proposals) to calculate the comfort level for a given pedestrian route based on the width of the route and pedestrian flow.

10.6.3 A Pedestrian Comfort Level (PCL) has been calculated for the underpass for the existing and proposed number of pedestrians using this route (i.e. with and without the proposed development). For the purposes of the assessment the following assumptions have been made:

- The width of the underpass route remains the same between the existing and proposed scenario assessments;
- The width of the underpass is 1.8 metres, as measured on the access ramp; and
- Baseline pedestrian demand through the underpass is as surveyed in 2019 (reference Section 8.1).

10.6.4 The surveyed pedestrian flows for the underpass beneath the A4 at Gillette Corner have been utilised based on pedestrian demand in the busiest surveyed hour, and in the peak 15 minutes of demand within that peak hour. It is noted that the directional pedestrian flows through the underpass are tidal, as workers cross between Syon Lane station and the Sky campus (and adjacent employment destinations). The impact of additional pedestrian movement generated by the proposed development has then been added to both the peak hour and peak 15 minute assessments in order to determine the existing and future PCL.

10.6.5 This assessment considers potential pedestrian demand from both the Tesco, Osterley and Homebase Syon For the purposes of this assessment it has been assumed that:

- 100% of pedestrian trips, where a journey on foot is the main mode of travel, undertaken by residents of the Homebase site would in future utilise the underpass;
- 10% of pedestrian trips, where a journey on foot is the main mode of travel, undertaken by residents of the Tesco, Osterley site would in future utilise the underpass;
- The majority of rail journeys undertaken by residents of the Tesco, Osterley development connect to the station via the underpass; and
- Some bus passengers for both the Tesco, Osterley development site and the Homebase development site connect to services via the underpass.

- 10.6.6 This assessment considers peak pedestrian demand in the Weekday AM and Weekday PM peak periods of demand. The full PCL assessment is included at **Appendix K**.
- 10.6.7 In summary the existing / surveyed pedestrian underpass route at Gillette Corner scores a PCL ranging between B- and A- both for the peak hour and for the peak 15 minute assessments.
- 10.6.8 The PCL score range lowers to between C- and B+ for the proposed peak hour and peak 15 minute assessments once development related trips are included.
- 10.6.9 The TfL guidance notes that with regard to the PCL at peak hour flow during the proposed scenario that the underpass *“should be comfortable for its intended use at most times. However, you may need to reassess the site in future.”* In regard to the PCL at times of maximum activity the impact assessment notes that *“this level of comfort is appropriate for periods of additional stress in Office and Retail and Transport Interchange sites.”*
- 10.6.10 As such it is concluded that the A4 underpass would remain fit for purpose in the proposed development scenario.

10.7 Summary

- 10.7.1 A comprehensive trip generation exercise has been undertaken, utilising data from the existing land uses wherever possible. This exercise has carefully and conservatively considered the impacts of the proposed development. To conduct a robust assessment, limited account has been made of the modal shift at the new Tesco store, despite the more sustainable location, increased local population from the dwellings above and Healthy Streets approach taken. It is likely that a greater modal shift will be achieved; the Travel Plans accompanying this document set out measures to achieve this.
- 10.7.2 The trip generation concludes that there will be an increase in trips at the Homebase site as a consequence of the development. However when the impact of developing both the Homebase Brentford and associated Tesco Osterley site are considered there will be an overall reduction in vehicle trips, as shown in **Insert 10.2.**

11 Modelling

11.1 Preface

11.1.1 A traffic model has been developed to assess the impact of the combined development projects at Homebase., Syon Lane and Tesco, Osterley. While traffic flows will reduce significantly to and from Tesco Osterley site as a result of the development, some of this traffic will redistribute to the Homebase site, where the replacement Tesco store will be developed.

11.1.2 The scope of the traffic modelling exercise has been agreed with TfL and the LBH in advance of this planning submission. It has been agreed that the highway network illustrated in **Insert 11.1** will be modelled using the microsimulation package VISSIM and that the VISSIM model will consider the operation of the local highway network in the following periods:

- Weekday AM Peak 07:45-08:45
- Weekday PM Peak: 17:00-18:00
- Saturday Peak: 13:00-14:00

11.1.3 The model has sought to consider traffic conditions in 2035, the year during which both Homebase, Brentford and Tesco, Osterley are anticipated to be occupied and operational.

11.1.4 The network of traffic signals modelled using the VISSIM software would be operated by SCOOT (Split Cycle Offset Optimisation Technique) software. SCOOT is a real-time adaptive traffic control system that adjusts junction cycle times, green times and traffic signal off-sets, depending on traffic demand, to make the traffic signal network operate as efficiently as possible. The Transport Research Laboratory (TRL) states that SCOOT can offer typical delay reductions of up to 15%. The VISSIM model results presented in this report are based on the requirements of TfL's Model Audit Process (MAP). MAP requires the proposed traffic signal network to be modelled using a surveyed traffic profile, which means that traffic demand fluctuates within the VISSIM model over the course of the modelled peak hours in a way that seeks to replicate what happens on the ground. It is important to recognise that the VISSIM software does not, however, adjust junction cycle times, green times or traffic signal off-sets to cater for these fluctuations and as such the model does not fully replicate the way the traffic signals would operate on the ground. For this reason, the model results presented in this report can be considered a worse case in terms of driver delays.

11.2 Study Area

11.2.1 The VISSIM model agreed by TfL covers an area between Osterley and Brentford, and its boundaries are generally the Osterley Tesco Extra Superstore to the north, Spur Road to the south, Wood Lane to the west and Harlequin Avenue to the east. The VISSIM model study area includes the following junctions:

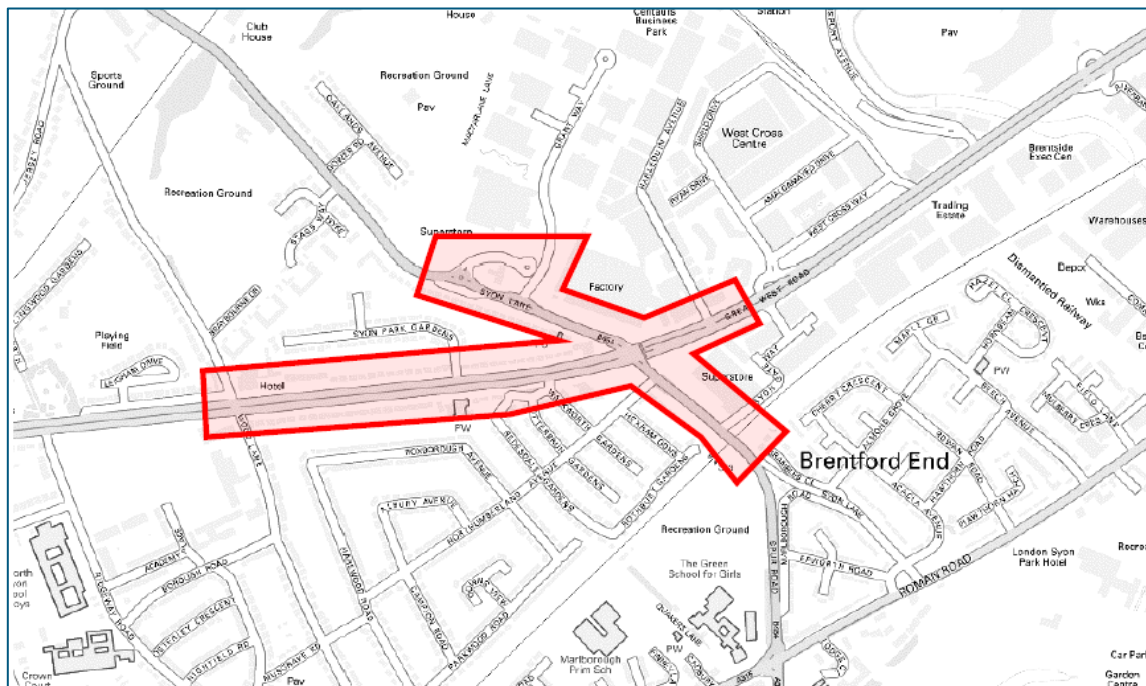
- Junction 02-013 – A4 Great West Road - B454 Syon Lane
- Junction 02-287 – A4 Great West Road - B454 Syon Lane Exit Westbound
- Junction 02-286 – A4 Great West Road – Harlequin Avenue
- Junction 02-287 – A4 Great West Road - Harlequin Avenue Westbound Exit Peds
- Junction 02-014 – A4 Great West Road – Wood Lane.

This junction is not part of the model but has been included at the request of TfL in order to provide the correct arrival pattern of vehicles on the eastbound approach of junction 02/013.

- Junction 01-156 – Syon Lane by Northumberland Avenue Southbound
- Junction 01-157 – Syon Lane by Northumberland Avenue Northbound

11.2.2 The model extent can be seen in **Insert 11.1** within the red line boundary.

Insert 11.1: VISSIM Model study Area



11.3 Transport for London Model Audit Process

- 11.3.1 The VISSIM Model has been prepared with reference to TfL's Model Audit Process (MAP). The MAP process requires base traffic models (existing traffic conditions) to be prepared and submitted to TfL, to ensure that the basis of the model validates against existing traffic conditions.
- 11.3.2 Further to the agreement of base traffic conditions within the traffic model, the applicant is required to agree on the methodology for the assessment of traffic in the proposed design year, in this case, 2035.
- 11.3.3 TfL has suggested that background traffic flows in the design year 2035 would be higher than existing and have asked the applicant to make reference to TfL's London Highway Assignment model (LoHAM). Whilst evidence from DfT counts suggest traffic levels have fallen, for robustness TfL's requested approach has been adopted.
- 11.3.4 TfL also requested that residential trip distribution is assessed with reference to the outputs of LoHAM.

11.4 Background Traffic Growth

11.4.1 **Inserts 4.6 and 4.7** identify that traffic volumes on the A4 Great West Road have fluctuated year on year since 2000, however, the DfT data suggests that no material traffic growth has been experienced on the A4 in the last 20-years.

11.4.2 Notwithstanding the above, it is recognised that the development sites are now located in an Opportunity Area, where higher density development is encouraged. Traffic growth estimates have therefore been applied to 2019 traffic survey data, based on LoHAM.

11.5 LoHAM Strategic Model

11.5.1 LoHAM (London Highway Assignment Model) is a strategic model representing routeing and congestion of motorised highway trips using London's highway network. LoHAM is described as:

“LoHAM takes information on the number of trips and their expected origins and destinations from LTS and calculates their routes through the highway network based on journey times and distance. It is used to provide an overall impression of the impact of major highway schemes or large residential or employment developments. The model splits highway users into different vehicle types including car, taxi, light goods vehicles and other goods vehicles. There are also representations of buses and cycles included to make sure that the road space required by these users is taken into account”.

11.5.2 LoHAM considers traffic growth from 2012 to 2031, and this data forms the basis of traffic growth estimates for both the A4 Great West Road and Syon Lane.

11.5.3 In summary, the methodology adopted for the application of background traffic growth is as follows.

- LoHAM Traffic growth rates have been applied to the 2019 surveyed traffic flows on the highway network. The growth rates assume a design year of 2031, which is the future year of LoHAM . TfL has agreed that no additional background traffic growth should be applied from 2031 to 3035.
- It is assumed that all 'committed development' traffic, including school staff trips, are catered for within the LoHAM traffic growth rates. The exception is school Park and Stride trips, which have been applied to base traffic flows in addition to the LoHAM traffic growth rates.
- The LoHAM model splits traffic growth rates by vehicle type. Within the VISSIM model vehicle types are not split in the same way and it is therefore proposed that the LoHAM growth rates for cars, taxis and LGVs are combined to create a single growth rate that is suitable for application within the VISSIM model's 'cars/LGV' classification. A separate LoHAM growth rate has been applied to Heavy Goods Vehicles (HGVs).
- School 'Park and Stride' trips that are not currently on the highway network have been added to the local road network and assigned to routes based on the traffic distribution provided in school related Transport Assessments.

- The applied Park and Stride traffic flows assume that future year Travel Plan targets are achieved, with these targets taken from the associated school planning application documentation. For the Nishkam School, this means that only a small increase in Park and Stride trips is anticipated over and above the existing Park and Stride demand at Tesco, Osterley.
- The 'future base' traffic model assumes all Park and Stride trips are undertaken to the existing Tesco customer car park. This reflects existing conditions in relation to the Nishkam School.
- It is understood that Tesco would not enter into an agreement with Nishkam School or the Bolder Academy to permit 'Park and Stride' trips to utilise their car park when they relocate to the Homebase site. For the 'with development' traffic models all Park and Stride trips have therefore been distributed to the Garden centre car park on Windmill Lane and not to the proposed Tesco store car park. It should be noted that this is not the most efficient distribution of traffic for the operation of the Gillette Corner traffic signal junction because it requires traffic from Syon Lane (South) to route through the junction. If it was in the future assumed that some Park and Stride traffic did route to the new Tesco store car park, then this should improve network performance.

11.5.4 What is evident from the data is that overall, at the A4/Syon Lane (Gillette Corner) junction the LoHAM traffic model predicts an overall increase in traffic flow from 2019 to 2031. Within this overall traffic growth rate, the LoHAM model's rates vary by vehicle type and by traffic movement. The agreed background traffic growth rates applied to the 2019 surveys traffic flows for the junction are as detailed in **Tables 11.1, 11.2 and 11.3.**

Table 11.1: Car/ Taxi and LGV, Combined Traffic Growth (2019-2031) – Weekday AM Peak

A4/Syon Lane Junction		Predicted Flows, 2019				Predicted Flows, 2031				Traffic Growth (cars, taxis, LGV)
From	To	Car	Taxi	LGV	Total	Car	Taxi	LGV	Total	
A4 (West)	Syon Lane (North)	89	0	4	93	96	0	7	104	11.1%
	A4 (East)	1044	18	150	1211	1000	6	207	1213	0.2%
	Syon Lane (South)	60	1	11	71	92	1	19	112	57.0%
Syon Lane (North)	A4 (East)	451	2	91	544	493	2	104	599	10.0%
	Syon Lane (South)	188	1	29	218	229	1	46	276	26.5%
	A4 (West)	34	0	3	37	46	0	6	52	42.6%
A4 (East)	Syon Lane (South)	184	0	22	206	129	0	14	143	-30.6%
	A4 (West)	1375	7	123	1505	1465	7	187	1658	10.2%
	Syon Lane (North)	183	3	27	213	221	3	43	267	25.2%
Syon Lane (South)	A4 (West)	46	1	4	51	44	1	4	49	-3.9%
	Syon Lane (North)	216	0	20	236	249	0	54	304	28.8%
	A4 (East)	325	4	24	353	255	3	31	288	-18.3%
Totals		4194	36	507	4738	4319	24	721	5064	6.9%

Table 11.2: Car/ Taxi and LGV, Combined Traffic Growth (2019-2031) – Weekday PM Peak

A4/Syon Lane Junction		Predicted Flows, 2019				Predicted Flows, 2031				Traffic Growth (cars, taxis, LGV)
From	To	Car	Taxi	LGV	Total	Car	Taxi	LGV	Total	
A4 (West)	Syon Lane (North)	72	0	1	74	85	0	5	90	22.1%
	A4 (East)	945	34	80	1059	921	30	112	1063	0.3%
	Syon Lane (South)	90	3	12	105	119	3	20	142	35.3%
Syon Lane (North)	A4 (East)	436	6	60	502	462	6	79	546	8.9%
	Syon Lane (South)	238	0	16	255	222	0	26	247	-2.8%
	A4 (West)	49	0	3	53	42	0	5	48	-8.5%
A4 (East)	Syon Lane (South)	188	1	22	212	145	1	23	170	-19.9%
	A4 (West)	1568	10	197	1775	1481	10	272	1763	-0.6%
	Syon Lane (North)	159	1	44	204	140	1	40	180	-11.7%
Syon Lane (South)	A4 (West)	107	0	13	120	123	0	18	141	17.9%
	Syon Lane (North)	250	1	35	286	268	1	64	333	16.7%
	A4 (East)	216	3	21	240	197	3	30	230	-4.1%
Totals		4319	60	504	4882	4204	55	695	4954	1.5%

- 11.5.5 Traffic growth rates have been applied to surveyed traffic flow, by turning movement, as identified by the TfL LoHAM data.
- 11.5.6 The VISSIM model considers traffic conditions for a Weekday AM Peak traffic period, a Weekday PM Peak traffic period and a Saturday Peak traffic period. The LoHAM model does not provide traffic growth data for a Saturday. It has been agreed that traffic growth for a Saturday should be an average of the growth rates from the Weekday AM and PM Peak LoHAM data. This methodology would result in the following traffic growth rates for cars, taxis and LGVs.

Table 11.3: Car/ Taxi and LGV, Combined Traffic Growth (2019-2031) – Saturday Peak

A4/Syon Lane Junction		Predicted Flows, 2019				Predicted Flows, 2031				Traffic Growth (cars, taxis, LGV)
From	To	Car	Taxi	LGV	Total	Car	Taxi	LGV	Total	
A4 (West)	Syon Lane (North)	81	0	3	83	90	0	6	97	15.9%
	A4 (East)	994	26	115	1135	961	18	159	1138	0.2%
	Syon Lane (South)	75	2	11	88	106	2	19	127	44.1%
Syon Lane (North)	A4 (East)	443	4	76	523	477	4	91	572	9.5%
	Syon Lane (South)	213	0	23	236	226	0	36	262	10.7%
	A4 (West)	41	0	3	45	44	0	6	50	12.6%
A4 (East)	Syon Lane (South)	186	1	22	209	137	1	19	156	-25.2%
	A4 (West)	1472	8	160	1640	1473	8	229	1711	4.3%
	Syon Lane (North)	171	2	36	208	180	2	41	223	7.2%
Syon Lane (South)	A4 (West)	77	0	8	85	83	0	11	95	11.4%
	Syon Lane (North)	233	1	27	261	258	1	59	319	22.2%
	A4 (East)	271	4	22	296	226	3	31	259	-12.6%
Totals		4256	48	506	4810	4261	40	708	5009	4.1%

11.5.7 For HGV traffic, LoHAM suggests the following traffic growth rates should be applied

- Weekday AM Peak, 2019-2031: +12.7% traffic growth
- Weekday PM Peak, 2019-2031: +18.6% traffic growth
- Saturday Peak, 2019-2031: +14.6% traffic growth

11.5.8 No 'Park and Stride' traffic associated with local schools has been applied to the Saturday data.

11.5.9 The traffic growth assessment is presented in full in **Appendix Q**.

11.6 Redistribution of Tesco Trips

11.6.1 It is proposed that the existing Tesco Osterley store will be relocated onto the Homebase site, such that operation of the superstore will not cease at any point throughout the proposed redevelopment of the sites. In order to establish the traffic impact of the relocation of the Tesco use, surveyed traffic movements for the existing Tesco Osterley store have been redistributed from the existing Tesco site to its proposed location at the Homebase site.

11.6.2 The origin-destination data for the existing peak hour Tesco trips, as derived from the ANPR surveys of the existing Tesco use, have been used to identify an estimated directional distribution of arrival and departure trips on the A4 and on Syon Lane.

11.6.3 This surveyed traffic distribution has been used to reassign the existing Tesco trips to the Homebase site.

11.7 Distribution of Residential Trips

- 11.7.1 The LoHAM model has been used to establish a residential traffic distribution for a defined residential zone.
- 11.7.2 An extract of the TfL model (LoHAM) zonal plan is provided in **Insert 11.2**, with the two development sites (Tesco and Homebase) defined by orange shading. The zones in which the development sites are located predominately contain commercial development and it is understood that LoHAM cannot differentiate between commercial and residential development. We cannot, therefore, obtain a residential only traffic distribution from LoHAM for the zones in which the development sites are located. The closest and most relevant zone (no. 60124) straddles the A4 and is highlighted in **Insert 2.1** below.

Insert 11.2: Homebase and Tesco Development Sites, and LoHAM Zone 60124



- 11.7.3 The LoHAM traffic distribution output for zone 60124 has been adopted within the VISSIM model to distribute residential car trips. **Table 11.4** presents the associated traffic distribution data.

Table 11.4: Residential Development Trip Rate Analysis (LoHAM Model, Zone 60124)

Location	Weekday AM Peak		Weekday PM Peak		Saturday Peak*	
A4 East	104	36.8%	152	30.0%	256	32.4%
A4 West	60	21.4%	181	35.7%	242	30.6%
Syon Lane (N)	21	7.5%	57	11.3%	79	9.9%
Syon Lane (S)	97	34.3%	116	23.0%	214	27.0%
Total	283	100.0%	507	100.0%	790	100.0%

*LoHAM does not provide distribution data for a Saturday – the VMAP Stage 5 model for a Saturday, therefore, uses an average traffic distribution, based on the Weekday AM and PM peak hour periods.

11.8 Distribution of Homebase Trips – Removed from Network

- 11.8.1 The origin-destination data for the existing peak hour Homebase trips, as derived from the ANPR surveys of the existing use at the proposed development site, have been used to identify the directional distribution of arrival and departure trips.
- 11.8.2 The existing Homebase trips have been removed from the modelled junctions for the ‘full development’ modelling scenario in accordance with the above-mentioned distribution/assignment methodology.

11.9 Distribution of Existing PFS Trips – Removed from Network

- 11.9.1 The existing Tesco PFS would be removed as a result of the development projects and would not be replaced on the Homebase site.
- 11.9.2 It is recognised that some existing Tesco ‘PFS’ car trips would remain on the local highway network after the existing Tesco PFS has been removed, to use other local PFS facilities. However, for other Tesco customers, the combined offer of a foodstore and a PFS is the attraction of the current Tesco site. This is evidenced by data stored in the TRICS database and in other research papers.
- 11.9.3 Based on the 2019 research conducted in association with ASDA and Sainsbury’s operated petrol stations traffic movements in the vicinity of Tesco, Osterley are likely to reduce as a result of the removal of the Tesco petrol station. It is anticipated that:
- The diversion behaviour likely to result from the closure of the existing Tesco PFS would mean 10% to 14% of linked PFS and foodstore linked trips (**12%** average) would divert to an alternative foodstore location, and would no longer route through the local highway network; and
 - In the order of **19%** of the customers who undertake a fuel only shop at the existing Tesco PFS would in future route to an alternative PFS site, located greater than 10 minutes away from the existing store, and would therefore no longer route through the local highway network.
- 11.9.4 Based on the proportions identified above it is anticipated that the total traffic diversion from the local highway resulting from the closure of the Tesco PFS would be as detailed in **Table 11.5** below.

Table 11.5: PFS Traffic Diversion from Local Highway

Time Period	Total Traffic Diversion from Local Highway		
	Arrivals	Departures	Total Traffic
Weekday 07:45-08:45*	16	15	31
Weekday 17:00-18:00	23	22	46
Saturday 13:00-14:00	28	26	54

*Weekday AM Peak hour considered for the purpose of traffic modelling

11.10 Resultant Traffic Flows - 2035

- 11.10.1 The traffic flows derived for use in the VISSIM models are provided in full in **Appendix R** of this document.

- 11.10.2 **Appendix R** presents the derivation of 2035 'future base' traffic flows. These are baseline flows, including traffic growth to 2035 based on the LoHAM model growth rates. This scenario assumes that Tesco, Homebase and the PFS all operate as existing.
- 11.10.3 **Appendix R also** presents the derivation of future 'operational traffic flows, that assumes both development sites are implemented and occupied.
- 11.10.4 **Tables 11.6 to 11.8** sets out the modelled traffic flows for the morning and evening network peaks respectively. From the peak flow data it is possible to derive the net change in traffic flows, both between the 2019 and 2035 Baselines, and also between 2035 Baseline and 2035 with Development scenarios. It is apparent that there is an overall reduction in traffic at the Gillette Corner junction as a consequence of the scheme. Syon Lane North experiences the greatest reduction in traffic, with smaller changes in flow on other approaches.

Table 11.6: Net Change In Traffic Flows – Weekday Morning Peak Hour

Site (Ref: Insert 10.2)	Description	Baseline Flows	With Development Flows	Change (No.)	Change (%)
5	Syon Lane South	1621	1652	31	1.9%
6	A4 East	4342	4386	44	1.0%
7	A4 West	3405	3427	22	0.6%
8	Syon Lane North	1953	1844	-109	-5.6%
9	Syon Lane North	1977	1856	-121	-6.1%
10	Syon Lane North	1648	1730	81	4.9%
11	Northumberland Av	270	270	0	0.0%

Table 11.7: Net Change In Traffic Flows – Weekday Evening Peak Hour

Site (Ref: Insert 10.2)	Description	Baseline Flows	With Development Flows	Change (No.)	Change (%)
5	Syon Lane South	1360	1375	15	1.1%
6	A4 East	4010	4022	11	0.3%
7	A4 West	3446	3470	24	0.7%
8	Syon Lane North	1693	1489	-204	-12.1%
9	Syon Lane North	1629	1411	-218	-13.4%
10	Syon Lane North	1309	1311	3	0.2%
11	Northumberland Av	250	249	-1	-0.4%

Table 11.8: Net Change In Traffic Flows – Weekday Saturday Peak Hour

Site (Ref: Insert 10.2)	Description	Baseline Flows	With Development Flows	Change (No.)	Change (%)
5	Syon Lane South	1701	1658	-42	-2.5%
6	A4 East	3355	3343	-12	-0.3%
7	A4 West	2543	2563	21	0.8%
8	Syon Lane North	1757	1390	-367	-20.9%
9	Syon Lane North	1742	1346	-396	-22.7%
10	Syon Lane North	1253	1168	-85	-6.8%
11	Northumberland Av	157	155	-2	-1.3%

11.11 Proposed Highway Layout

11.11.1 The 'operational' traffic model has been based on the proposed future layout for the Gillette Corner junction, and the provision of a new traffic signal controlled site access to the Homebase site.

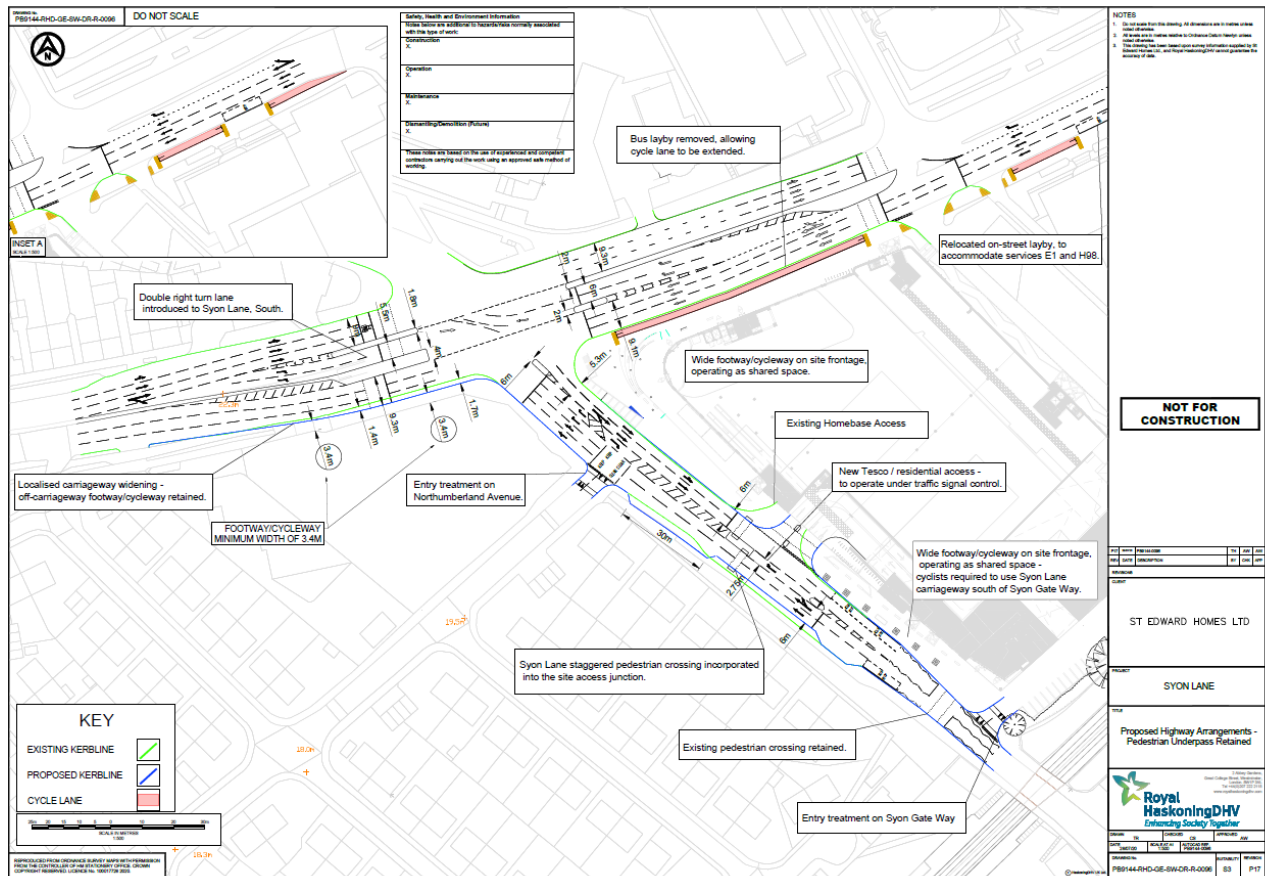
11.11.2 The proposed junction layout has been derived from a preliminary 'sifting' of design options, to ensure that the options tested through the MAP process are likely to accommodate traffic demands. These options and chosen final layout have been developed through extensive consultation with TfL and LBH.

11.11.3 The proposed Gillette Corner and Homebase site access arrangement is illustrated in **Insert 11.3** and in **Appendix S**. Within this document, this highway layout is referred to as Design Option 1.

11.11.4 In summary, the highway works illustrated in **Insert 11.3** include:

- A new traffic signal control junction for the Homebase site – the site access being located approximately 7 metres (centre to centre to the south of the existing Homebase access).
- The addition of a second right turning lane on the A4 for traffic turning into Syon Lane (towards the new Homebase site access) from the west.
- Proposal to remove the existing bus stop layby on the A4 Great West Road (Westbound) to allow the pedestrian footway to be widened and the cycle lane extended in the vicinity of the Homebase site frontage.
- The bus stop would be relocated to the east to better facilitate the operation of the H91 and E1 bus services.

Insert 11.3: Gillette Corner and Homebase Access Highway Proposal (Design Option 1)

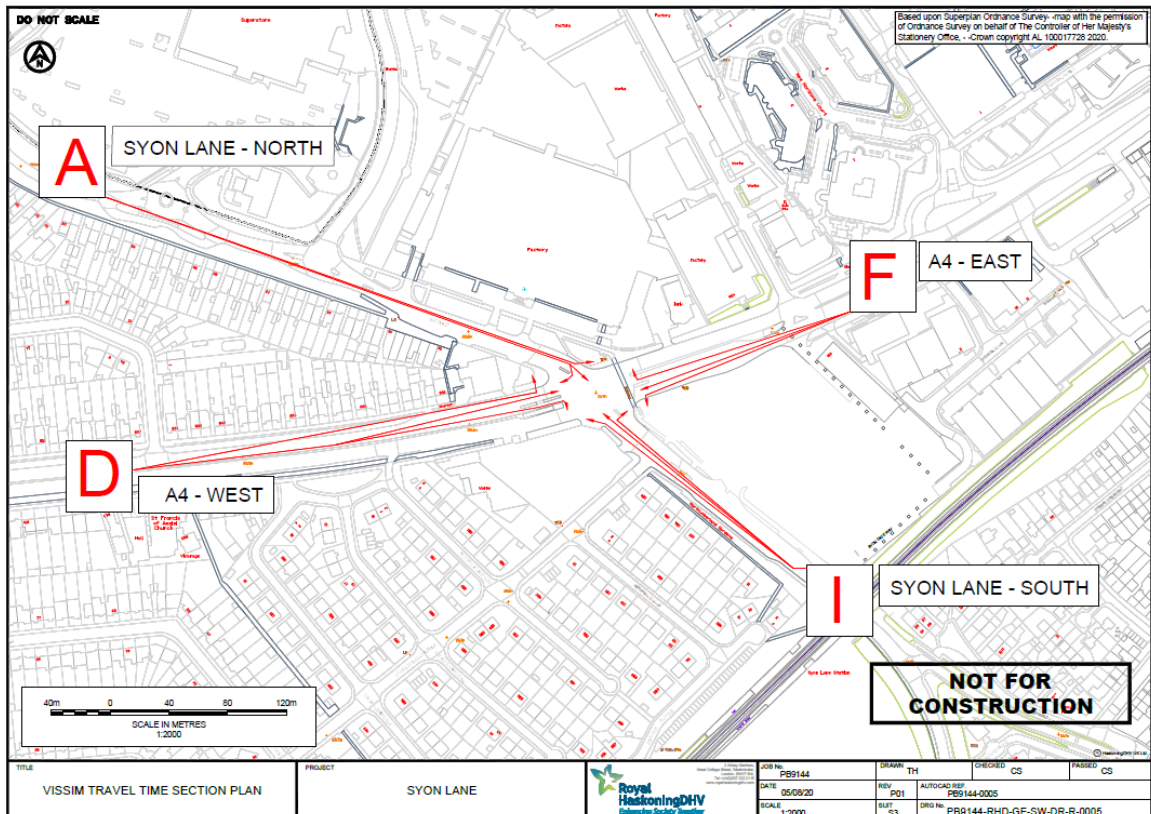


- 11.11.5 The traffic model assumes that the new site access junction to Homebase would be linked to the operation of the Gillette Corner junction. It is also assumed that the Gillette Corner junction links to the operation of the A4 Great West Road/ Harlequin Avenue junction, located to the east.
- 11.11.6 It is worthy of note that two alternative layout scenarios for the Gillette Corner junction are also being considered by TfL and LBH. The first of these alternative design solutions (Design Option 2) would introduce surface level pedestrian crossings on the A4 Great West Road in place of the existing pedestrian underpass. Other than the underpass becoming a 'staggered' surface crossing the layout of the Gillette Corner for Design Option 2 would replicate the arrangement detailed in Insert 11.3 above.
- 11.11.7 The second alternative would replace the underpass with surface level crossings **and** create new 'green man' controlled crossings across Syon Lane, both north and south of the A4, within the confines of the Gillette Corner junction.
- 11.11.8 Design Options 2 and 3 are illustrated in **Appendix Z** of this document, and a comparison between the journey times through the study area is provided in **Appendix A1**.
- 11.11.9 While these alternative solutions would have some detriment to journey times through the highway network compared to the proposed highway layout, TfL and LBH are considering these alternative options based on their benefits to pedestrian and cycle movement.

11.12 VISSIM Model Assessments, Journey Time Comparison (all vehicles)

11.12.1 The VISSIM results are presented in terms of travel journey time for specific directions of travel for vehicles entering and exiting the study area. **Insert 11.4** provides a plan which indicates the 12 travel time section routes.

Insert 11.4: VISSIM Travel Time Section Plan



11.12.2 The results of the VISSIM model, for 2035, are presented in **Tables 11.9, 11.10 and 11.11**. These tables compare journey times through the network for the 'future base' and the 'operational' traffic conditions. The tables highlight where journey time savings are likely as a result of the development schemes.

11.12.3 For clarity, the "future base" and "Design Option 1" scenarios are described below:

- **Future Base** – Existing Highway Layout + Traffic Growth to 2035 (LoHAM model growth rates) Tesco, Homebase and the PFS all operate as existing.
- **Proposed Design Option 1** - Improved highway layout as per layout + Traffic Growth to 2035 (LoHAM model growth rates) + development proposals fully operational.

Table 11.9: 2035 Weekday AM Peak Hour – VISSIM Model (Journey Time) Results

Travel Time section	Section reference	Future Base VISSIM (seconds)	Proposed Option 1 VISSIM (seconds)	Difference (seconds)	Difference (%)
A to D	Syon Lane - North to A4 West	236	262	26	11%
D to A	A4 West to Syon Lane - North	93	101	8	9%
A to F	Syon Lane - North to A4 East	203	161	-42	-20%
F to A	A4 East to Syon Lane - North	273	158	-115	-42%
A to I	Syon Lane - North to Syon Lane - East	240	259	19	8%
I to A	Syon Lane - East to Syon Lane - North	154	149	-5	-3%
D to F	A4 West to A4 East	83	95	12	15%
F to D	A4 East to A4 West	57	67	10	18%
D to I	A4 West to Syon Lane - East	295	156	-139	-47%
I to D	Syon Lane - East to A4 West	119	116	-2	-2%
I to F	Syon Lane - East to A4 East	152	173	21	14%
F to I	A4 East to Syon Lane - East	82	166	84	102%

- 11.12.4 The VISSIM journey time comparison results during the modelled weekday AM Peak hour demonstrates that five of the 12 movements report journey time reductions when comparing the journey time results following the reassignment of vehicular traffic associated with the development proposals. Of these two of the reductions are substantial, being in excess of 100 seconds.
- 11.12.5 The greatest reduction in journey time recorded is the movement from D to I, representing the vehicle movements from A4 (West) to Syon Lane (South). The right turn link from D benefits from the additional right turning lane on the proposed option, allowing for a 47% reduction in journey time when compared to the Future Base scenario. This equates to a reduction in journey time of over two minutes per vehicle.
- 11.12.6 Significant Journey time reductions (>20%) are also demonstrated in relation to the A to F and F to A vehicle turning movements, representing vehicle movements from Syon Lane (North) to A4 (East) and vice versa.
- 11.12.7 The reassignment of vehicle trips associated with the relocation of the Tesco store would result in a reduction in movements from D to A and F to A, with trips reassigning to result in increased movements from D to I and F to I.
- 11.12.8 The results of **Table 11.9** indicate a modest increase (<10%) in journey times across several links, with an increase in journey time of up to 18% recorded from F to D (A4 East to A4 West), representing a journey time increase of 10 seconds.
- 11.12.9 An 84 second increase in journey time is recorded from F to I as a result of a greater proportion of left turning vehicles from A4 East towards Syon Lane South.
- 11.12.10 In summary, the weekday morning VISSIM results indicate that some links experience substantial journey time reductions, with the increase in journey time on other links comparatively modest. The change in journey times has arisen from the reassignment of traffic through the junction, implementation of improved highway capacity on link D for right turning traffic, and the adjustment

of traffic signal timings in order to optimise the operation of the junction in minimising delay to traffic on all approaches and turning movements.

Table 11.10: 2035 Weekday PM Peak Hour – VISSIM Model (Journey Time) Results

Travel Time section	Section reference	Future Base VISSIM	Proposed Option 1 VISSIM	Difference (s)	Difference (%)
A to D	Syon Lane - North to A4 West	242	117	-125	-52%
D to A	A4 West to Syon Lane - North	83	76	-7	-8%
A to F	Syon Lane - North to A4 East	132	108	-24	-18%
F to A	A4 East to Syon Lane - North	129	136	7	5%
A to I	Syon Lane - North to Syon Lane - East	148	116	-32	-21%
I to A	Syon Lane - East to Syon Lane - North	129	142	13	10%
D to F	A4 West to A4 East	61	60	-2	-2%
F to D	A4 East to A4 West	65	83	17	27%
D to I	A4 West to Syon Lane - East	243	267	24	10%
I to D	Syon Lane - East to A4 West	86	108	22	26%
I to F	Syon Lane - East to A4 East	109	126	17	16%
F to I	A4 East to Syon Lane - East	92	135	43	47%

11.12.11 The VISSIM journey time comparison results during the modelled weekday PM Peak hour also demonstrate that five of the 12 movements report journey time reductions when compared to the future base scenario. Link A to D (Syon Lane North to A4 West) demonstrates a substantial reduction in journey time of 125 seconds (52%) when compared to the future base scenario.

11.12.12 Of the seven links which demonstrate an increase in journey times, only movement F to I records an increase of more than 27%. Link movement F to I records a journey time increase of 43 seconds (47%) associated with the increase in vehicular traffic undertaking this turning movement.

11.12.13 In summary, the weekday evening VISSIM results indicate that some links will experience a decrease in journey times whilst there will be an increase in journey time on some other links which are comparatively modest.

Table 11.11: 2035 Saturday Peak Hour – VISSIM Model (Journey Time) Results

Travel Time section	Section reference	Future Base VISSIM	Proposed Option 1 VISSIM	Difference (s)	Difference (%)
A to D	Syon Lane - North to A4 West	281	156	-125	-45%
D to A	A4 West to Syon Lane - North	86	81	-5	-6%
A to F	Syon Lane - North to A4 East	131	118	-13	-10%
F to A	A4 East to Syon Lane - North	112	108	-5	-4%
A to I	Syon Lane - North to Syon Lane - East	152	149	-3	-2%
I to A	Syon Lane - East to Syon Lane - North	114	127	13	11%
D to F	A4 West to A4 East	67	63	-4	-6%
F to D	A4 East to A4 West	66	64	-2	-3%
D to I	A4 West to Syon Lane - East	112	130	17	15%
I to D	Syon Lane - East to A4 West	78	103	25	32%
I to F	Syon Lane - East to A4 East	103	123	20	20%
F to I	A4 East to Syon Lane - East	90	141	51	56%

11.12.14 The VISSIM journey time comparison results during the modelled Saturday Peak hour demonstrates that seven of the 12 movements report journey time reductions when compared to the future base scenario. Link A to D (Syon Lane North to A4 West) and demonstrates a substantial reduction in journey time of 125 seconds (45%) when compared to the future base scenario.

11.12.15 The link movements which demonstrate an increase in journey times, relate to the increased number of Tesco related vehicle movements to and from Syon Lane South. Link movement F to I records a journey time increase of 51 seconds when compared to the future base scenario.

11.12.16 In summary, the VISSIM results for the three time periods (weekday AM, PM and Saturday peak hours), indicate that the reassignment of vehicle trips through the local highway network associated with the development proposals would result in some links movements increasing in journey times, with journey times on other links reducing.

11.12.17 Recognising that a SCOOT system would operate the traffic signal control network in a way that continually optimises the traffic signal control network, the VISSIM results provided in Tables 11.9 to 11.11 should be considered as a worst case scenario. It can be expected that neither the journey time reductions or the journey time additions would be as extreme as identified in the above tables. Overall, it is concluded that the traffic signal network would not be materially impacted on by the development proposals.

11.12.18 It should be noted that discussions with TfL and LBH are ongoing in seeking to optimise the traffic signal timings within the VISSIM model highway network to minimise delay to traffic on all approaches and turning movements.

11.13 VISSIM Model Assessments – Journey Time Comparison – Buses

11.13.1 Following extensive discussions and liaison with TfL and LBH, it has been agreed that taking a Healthy Streets approach means that minimising delay to bus journey times, would be prioritised to ensure consistent bus journey times can be achieved. This in turn facilitates and encourages sustainable travel choices within the locality of the sites.

- 11.13.2 The VISSIM models have been considered with respect to bus service operations in the area, as the highway works will not be permitted to result in a significant delay to bus operations. **Tables 11.12 to 11.14** below summarise future bus journey times through the network for service numbers E1 and H91.
- 11.13.3 The H91 bus service routes through the Gillette Corner junction from the A4 East to A4 West.
- 11.13.4 The E1 bus service is indicated in **Appendix J** and would connect the Tesco Osterley site to Ealing Broadway station via the A4 (East). The proposed removal and relocation of the bus layby on A4 East as indicated in the highway layout plan (refer to Insert A of Insert 11.3), would serve to reduce delay to the E1 bus service in turning right to Syon Lane North. The on-carriageway bus stop would also reduce delay to H91 bus services in the westbound direction.
- 11.13.5 The results indicate that for the majority of bus movements through the study area, buses would receive a journey time saving as a result of the development proposals and highway infrastructure mitigation measures

Table 11.12: 2035 Weekday AM Peak Hour – VISSIM Model (Journey Time) Results

Travel Time section	Section reference	Future Base VISSIM	Proposed Option 0+ VISSIM	Difference (s)	Difference (%)
H91	Wood Lane to West Cross Way	415	394	-21	-5%
	West Cross Way to Wood Lane	209	227	19	9%
E1	West Cross Way to Syon Lane	401	282	-119	-30%
	Syon Lane to West Cross Way	392	246	-146	-37%

Table 11.13: 2035 Weekday PM Peak Hour – VISSIM Model (Journey Time) Results

Travel Time section	Section reference	Future Base VISSIM	Proposed Option 0+ VISSIM	Difference (s)	Difference (%)
H91	Wood Lane to West Cross Way	283	279	-4	-1%
	West Cross Way to Wood Lane	271	270	-1	-0%
E1	West Cross Way to Syon Lane	195	262	66	34%
	Syon Lane to West Cross Way	260	209	-52	-20%

Table 11.14: 2035 Saturday Peak Hour – VISSIM Model (Journey Time) Results

Travel Time section	Section reference	Future Base VISSIM	Proposed Option 0+ VISSIM	Difference (s)	Difference (%)
H91	Wood Lane to West Cross Way	251	244	-7	-3%
	West Cross Way to Wood Lane	243	233	-11	-4%
E1	West Cross Way to Syon Lane	177	229	51	29%
	Syon Lane to West Cross Way	221	187	-34	-15%

- 11.13.6 The results demonstrate that the H91 would experience very minor journey time increases westbound of up to 19 seconds in the weekday AM Peak hour, while eastbound, a saving of 21 seconds has been recorded. Bus journey time savings have also been recorded of up to 11 seconds during the weekday PM Peak and Saturday Peak periods.

11.13.7 The results demonstrate substantial journey time savings for the E1 bus service in both directions of up to 146 seconds in the weekday AM Peak hour, with minor journey time reductions eastbound (towards Ealing Broadway) during both the weekday PM Peak and Saturday Peak periods and minor increases in bus journey times in the westbound direction.

11.14 Summary

11.14.1 A VISSIM microsimulation traffic model has been developed to assess the traffic impact of the proposed development. The model has been developed in accordance with TfL's guidelines and has utilised outputs from TfL's LoHAM strategic model.

11.14.2 Analysis of future traffic flows reveals that background traffic is forecast to grow in the study area, however the net change in traffic from the proposed development is negative. A detailed traffic redistribution exercise has been undertaken to reflect the changes in traffic flows.

Proposals to mitigate the impact of the development on the Gillette Corner junction have been developed, and tested using the VISSIM model. The model results reveal a series of positive and negative changes in journey times as a consequence of the scheme. Separate assessment of bus movements reveal an overall improvement in bus journey times as a consequence of the scheme. Overall the assessment demonstrates that the residual cumulative impact of the development on the road network would not be severe. As such there is no reason in terms of its impact on highway capacity why the developments should not be delivered.

12 Construction

12.1 Preface

12.1.1 Full consideration of the construction phase of the development is given in an associated Outline Construction Logistics Plan (CLP) and the key outcomes of the Outline CLP document are summarised below.

12.1.2 It is anticipated that subject to the granting of planning consent, The anticipated start date for the construction works is the third quarter of 2021, with completion envisaged for the third quarter of 2026. An outline construction programme for the proposed development at the Homebase site is shown in **Table 12.1**.

Table 12.1: Outline Construction Programme

Phase	Development	Anticipated Commencement of Phase	Anticipated Completion of Phase
1	Vacant Possession/Demolition of Homebase	Q3 2021	Q2 2023
2	Construction of Tesco	Q3 2021	Q2 2023
3	Construction of Block C	Q2 2023	Q4 2024
4	Construction of Block D	Q2 2023	Q1 2025
5	Construction of Block B	Q4 2023	Q1 2026
6	Construction of Block E	Q2 2024	Q2 2026
7	Construction of Block A	Q2 2024	Q3 2026

12.2 Construction Vehicle Access

12.2.1 In order that the construction traffic associated with the Homebase site circulates the development in an efficient manner, it is proposed that construction traffic would enter Syon Gate Way from Syon Lane, and route around the development site one-way to exit onto the A4 Great Western Road. All construction activity would be subject to Construction Management Plan controls and best practice as a means to manage potential vehicle, pedestrian and cycle conflicts.

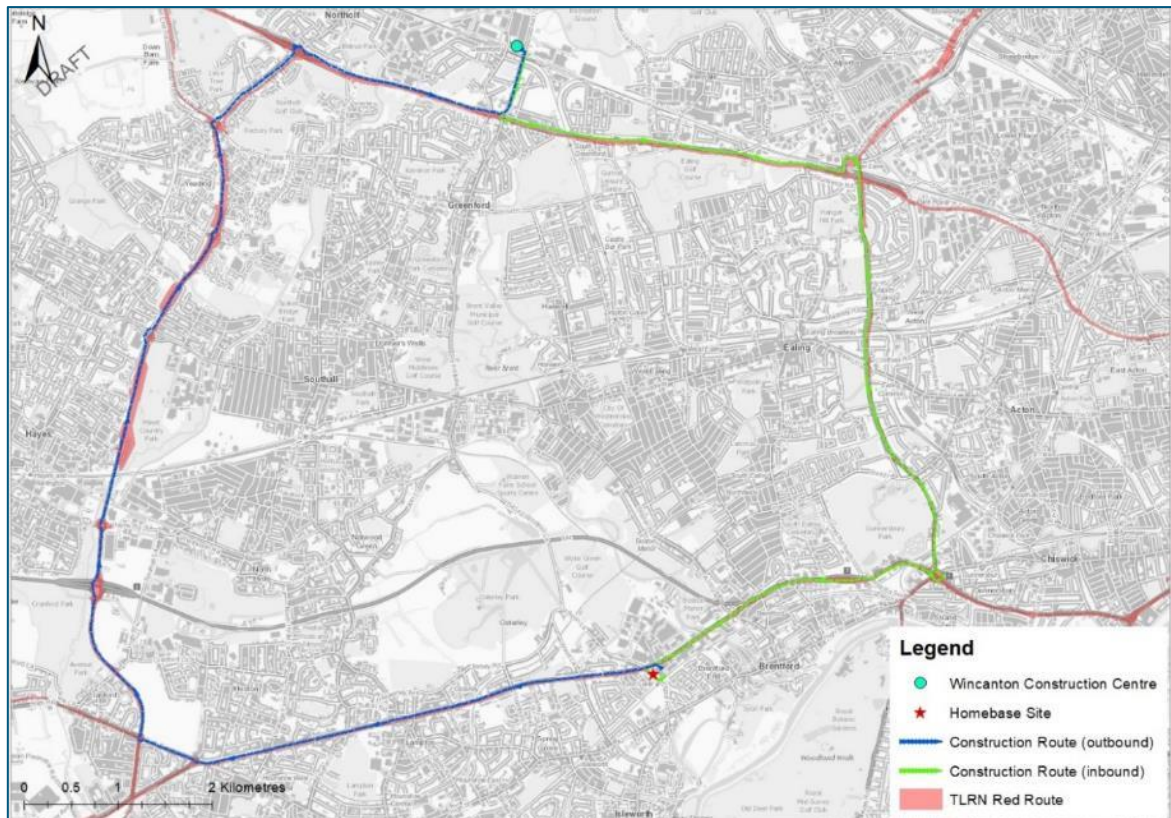
12.2.2 The key principle will be ensuring freight drivers use the Transport for London Road Network red route and Strategic Road Network (SRN) routes, where the design for road safety with freight use has been considered.

12.2.3 In general, suppliers and contractors will be advised to approach the site from the north (i.e. via the A4), unless the practicality of such would result in a detrimental impact on-site access efficiency, or notably greater amount of distance travelled.

12.2.4 Any routing instructions that are instructed to suppliers and contractors will include notice of the weight restriction on vehicles above 5 tonnes that operates along Syon Lane between 6pm and 8:30am.

- 12.2.5 For phases and work packages where the consolidation of trips can be undertaken (in particular practicable for demolition and any excavation works), construction vehicles would be routed from the closest Construction Consolidation Centre (CCC), where bulk material would be stored and transported. The Wincanton Greenford Consolidation Centre was established as the closest centre in relation to the site. **Insert 12.1** details the proposed construction vehicles arrival and departure routes along the TLRN red route. The plans can also be found in **Appendix T**.

Insert 12.1: Construction route (Inbound/Outbound)



- 12.2.6 It is envisaged that the construction programme will extend for 260 working weeks, with works being undertaken from 08:00 to 18:00, Monday to Friday, and from 08:00 to 13:00 on a Saturday.
- 12.2.7 The number of HGVs that can be held on-site will vary through different stages of construction. The CLP presents a series of access configurations that are proposed in respect of various constraints that will be imposed by elements of the on-site works. For each access configuration, there will be opportunities for holding some vehicles on-site and a vehicle call up procedure will therefore be in operation that will be informed by, and coordinated with, the available on-site capacity. If required, HGVs will be held at Heston Services prior to being called to Site.

12.3 Construction Vehicle Trips

- 12.3.1 In addition to the estimated trips after the completion of the development at the Homebase site, construction vehicle trips are also to be considered.
- 12.3.2 It is understood that the construction phase would be carried out over a five-year period.

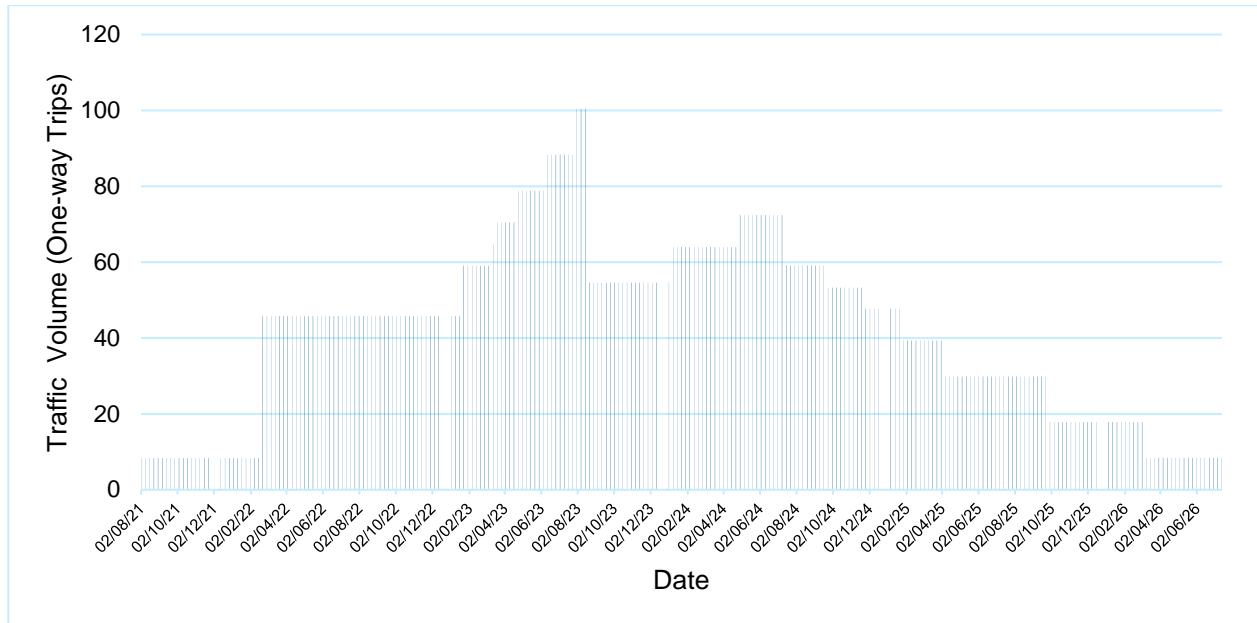
- 12.3.3 The TRICS 'Construction Traffic – Research Report' states that a *“The varieties of activities that may take place during construction require the use of a wide range of vehicle types. These may be identified and grouped according to their size”*. Based on the content of this document it is estimated that 71.56% of construction trips to site would be undertaken by HGV. The full methodology is summarised within Appendix U.
- 12.3.4 The estimated number of construction vehicle trips by development block is summarised in **Table 12.2**.

Table 12.2 : Construction Vehicle trips

Activity	Weeks	Days	Units	One-way Trips	One-way Trips HGV	Trips per day	Trips per day - HGV
Enabling Works	5.0	27.5	N/A	230	164	8	6
Demolition	22.0	121.0	N/A	1011	723	8	6
Basement to Podium	76.0	418.0	N/A	19136	13694	46	33
Tesco Works	86.4	475.2	N/A	3970	2841	8	6
Block A	89.4	491.7	69	4666	3339	9	7
Block B1	107.1	589.1	105	7100	5081	12	9
Block B2	107.3	590.2	82	5545	3968	9	7
Block B3	110.8	609.4	76	5139	3678	8	6
Block C	73.2	402.6	79	5342	3823	13	9
Block D	73.6	404.8	35	2367	1694	6	4
Block E	75.0	412.5	34	2299	1645	6	4
Totals	n/a	n/a	480	56804	40649	n/a	n/a

- 12.3.5 Based on the construction programme **Insert 12.1** shows the profile of construction trips anticipated to and from the Homebase site.

Insert 12.1: Homebase Site Construction Traffic Profile



12.3.6 **Insert 12.1.** shows that for the majority of the construction programme, the number of one-way construction traffic movements will be in the region of 50 vehicles or less per day. Assuming a 10 hour working day, this would equate to approximately five construction vehicles an hour which is less than the vehicle trips associated with the existing Homebase use of the site (if operational). (Table 8.1 of this report shows that the traffic attraction of the existing Homebase use ranges between 700 – 900 one way vehicle movements per day).

12.4 Highway Safety and Considerate Behaviour

- 12.4.1 The appointed contractor will prioritise sustainable modes of transport for contractors to visit the site. Lockers will be provided for staff who wish to travel by public transport and need to store tools on site.
- 12.4.2 Contractors will be informed that parking will not be permitted along the adjacent roads. Where parking is essential, contractors will park within the site compound. The site compound will be gated and remain locked at all times to ensure pedestrians cannot enter the live construction site. The site must be a safe place to work on and also a safe place for pedestrians to pass by.
- 12.4.3 All construction deliveries must take place from within the site. Special arrangements for abnormal loads, cranes and other heavy lifting equipment deliveries will be made separately by the appointed Contractor with LBH. The key principles of the routing, access and loading points are outlined above, noise implications will be considered by the appointed Contractor.
- 12.4.4 Engines of vehicles must be switched off wherever practicable when the vehicle is not in use, to ensure unnecessary noise is kept to a minimum. The contractor will ensure wheel washing facilities are provided within the site to minimise the carry of dust, mud and debris to the public highway.
- 12.4.5 Where possible, multiple deliveries will be consolidated into fewer vehicles in order to reduce the number of times vehicles will be accessing the site. Contractors must not store goods or other construction materials on the public highway at any time.

13 Summary and Conclusion

13.1 Summary

- 13.1.1 This TA has been prepared on behalf of St Edward Homes Limited in relation to the proposed development of the Homebase Brentford site located to the east of Syon Lane and to the south of the A4 Great West Road. This report has provided a comprehensive review of any implications the proposed development may have on people in terms of highways and transport. The proposals seek to develop the site in order to provide a new Tesco store at ground floor level with 400 parking spaces, and 473 residential units above served by 105 parking spaces (including 2 Car Club spaces and 3 visitor parking spaces). A summary of the positive outcomes resulting from the TA is provided within **Table 13.1**.

Table 13.1: Summary of Positive Outcomes

Chapter	Key transport Impacts/issues	Solutions/Mechanisms
Proposed Development	The current retail stores have considerable car parking and are perceived as car orientated	<ul style="list-style-type: none"> The new Tesco store will be located adjacent to Gillette Corner, a busy pedestrian route. The public realm in the vicinity of the site will be significantly upgraded, creating an attractive pedestrian environment. Visitor cycle parking will be provided at convenient locations within the public realm, to London Plan standards. The scheme removes the Homebase store and would not re-provide the Tesco PFS, and there would be associated traffic reductions. The development would not re-provide car parking at the level of the existing Tesco, Osterley site and overall the development of the site, and the Tesco, Osterley site, would result in a significant reduction in retail car parking numbers.
Site and Surroundings	The existing Tesco site is car dominated and there are a number of emerging developments in the area.	<ul style="list-style-type: none"> It is recognised that a high pedestrian demand exists to/from Syon Lane station, towards the Sky Campus in the morning and evening peak periods of travel demand. As a consequence the existing underpass beneath the A4 is well used. All emerging developments discussed show a commitment to walking, cycling and public transport modes. These developments look to provide ample cycle parking provision, both on-site and in the public realm. There are a number of public transport and pedestrian/cycle infrastructure improvements committed in the local area. This includes the proposed Golden Mile Station, an extension of the West London Orbital rail line, as well as improvements to Piccadilly and Southern rail services. These commitments will improve the PTAL rating of the site to a level 4. These measures are likely to come forward to support the Opportunity Area, regardless of the outcome of the planning application to which this report relates.

Chapter	Key transport Impacts/issues	Solutions/Mechanisms
		<ul style="list-style-type: none"> Improved pedestrian and cycle routes, including the Boston Manor Boardwalk and CS9, will encourage active travel modes in the area. As a result of the development, and the associated redevelopment of Homebase, Brentford, an overall reduction in traffic movements can be expected. This reduction would be particularly pronounced on Syon Lane north of the A4 Great West Road, where the reduction in traffic can be expected to be in excess of 3000 trips over the course of a typical day. The proposed Tesco foodstore will be provided with a floor area of circa 1,000sq.m less than the existing store at Tesco, Osterley.
Transport Planning for People	<p>The development supports the Healthy Streets approach of putting people at the heart of the development.</p> <p>TfL classification tool suggests the borough has a mixed profile in terms of transport usage. Car usage remains high and attitude towards change appears to be average.</p>	<ul style="list-style-type: none"> The ATZ assessment has concluded that there is good access to public transport and local services and facilities from the site. This indicates a potential for the majority of trips to/from the site to be undertaken by sustainable modes. However, considering the significant emerging developments in the local area, both in terms of employment and transport options, there is potential to change the mindset towards sustainable transport options.
London-wide Network	The site is on the border of PTAL 2/3	<ul style="list-style-type: none"> While the site falls in an area of PTAL 2/3 there are a number of bus services, rail and tube within walking distance of the site. Furthermore, London road, within 500m of the site has pockets of PTAL 4. In addition to this, there are significant public transport improvements emerging in the local area associated with the Golden Mile masterplan. This includes the new Golden Mile station and wider improvements to local bus and rail services. Consequently, the site's public transport accessibility will improve over time to a PTAL 4.
Multi-modal Trip Generation and Attraction	Changes to traffic volumes as a result of the combined development of Tesco, Osterley and Homebase, Brentford	<ul style="list-style-type: none"> It is estimated that the development of 473 residential units at the Homebase site would generate some 339 and 270 two-way person trips during the weekday AM and PM peak hours respectively. In the AM and PM peaks, 35 two-way trips would be made by car. The Mayor's Transport Strategy (2018) includes <i>"a bold aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041."</i> Based on the assessment provides above, 4,186 two-way trips would enter and exit the site boundary (weekday 07:00-19:00) on foot or by cycle and this represents approximately 67% of all trips to be undertaken. In the context of significant proposed improvements to the public transport infrastructure to support

Chapter	Key transport Impacts/issues	Solutions/Mechanisms
		<p>the Opportunity Area, the ability to meet TfL’s 2041 target of 80% of trips to be made on foot or by cycle is feasible.</p> <ul style="list-style-type: none"> • Based on a two-way weekday bus journey travel demand of 665 trips (07:00-19:00), a journey by bus would form all (or part) of approximately 31% of all journeys made to and from the development site. • Over the course of a 12-hour week day (07:00-19:00) 826 two-way residential trips would be undertaken by Underground service or by mainline rail. • On-site loading facilities are provided to support the site’s residential and non-residential development, with provision made to a level that would accommodate the estimated demand. • As a result of the development, and the associated development of Homebase, Brentford, an overall reduction in car trips is predicted locally. This reduction is significant on Syon Lane, north of the A4, where the reduction in trips is as a result of the Tesco store being relocated to the south of the A4.
Modelling	The 2035 future year baseline provided by TfL reveals increases in background traffic growth	<ul style="list-style-type: none"> • Proposals have been put forward to increase traffic capacity at the Gillette Corner junction. • The model has been prepared with reference to the guidelines published by TfL and the model is subject to TfL’s Model Audit (MAP) process. • At the request of TfL, the assessment considers background traffic growth on the highway, to 2035, based on data published in LoHAM. LoHAM data has also been used to determine the distribution of residential traffic movements. • While traffic growth has been applied within the model to surveyed traffic flows, it is noted that DfT data for the A4 has not identified any material traffic growth on the A4 since 2000. • The methodology for the assessment of a defined traffic network, centred on the Gillette Corner junction, has been discussed and agreed with TfL in advance of the planning submission. • The VISSIM model identifies that there would be slight increases in journey time on some routes through the network and decreases on others but in most cases these changes are less than 30 seconds, and in each of the AM peak, the PM peak and the Saturday peak, the reductions in journey time (up to a maximum of 139 seconds) would far outweigh the increases (up to a maximum of 82 seconds).

Chapter	Key transport Impacts/issues	Solutions/Mechanisms
		<ul style="list-style-type: none"> Overall, the journey time analysis reveals that the junction of Syon Lane with the Great West Road would not be adversely affected and overall there would be a positive effect on how the junction operates. <p>The assessment has been based on a revised highway arrangement, that includes the provision of a second right hand turn from the A4 (west) to Syon Lane (south). This is referred to as Design Option 1 and is the applicants preferred design solution for the Gillette Corner junction, however in parallel TfL have requested that additional highway arrangements are tested through the VMAP process. These additional scenarios seek to add additional pedestrian and cycle priority at the junction.</p>
Construction	Increased HGV and construction vehicle traffic during the construction phase	<ul style="list-style-type: none"> The key principle of will be ensuring that freight drivers stick to the TLRN red route, where the design for road safety with freight use has been considered. The appointed contractor will prioritise sustainable modes of transport for contractors to visit the site. An Outline Construction and Logistics Plan has been developed and this highlights the use of a consolidation centre as a means to reduce the number of construction trips.

13.2 Conclusion

13.2.1 The development scheme has been designed to reflect the expectations of the Healthy Streets approach, the London Plan, Vision Zero and other relevant national, regional and local planning policy.

13.2.2 This document has identified that the development would not result in an adverse transport impact and the development is therefore supported by transport planning policies at a national, regional and local level. Specifically, this document has demonstrated that:

- Significant improvements will be made to the local pedestrian and cycling environment in line with the latest Healthy Streets guidance which ensures that the development proposals have been designed to prioritise cyclists and pedestrians.
- The scheme will provide cycle parking in accordance with the Intend to Publish London Plan standards.
- The site already has connectivity to public transport and further improvements are planned, which will increase the PTAL to 4.
- Significant improvements will be made to the local bus services, including the provision of a bus route extension and a substantial financial contribution from the applicant towards increasing the level of bus services more generally.
- In conjunction with the Tesco Osterley development the total amount of retail car parking will reduce significantly.
- The trip generation / attraction calculations show a decrease in vehicle trips overall.

- The modelling shows that there would not be a severe residual impact in terms of junction capacity and delay to vehicles on the local highway network.

13.2.3 The National Planning Policy Framework (June 2019) paragraph 109 states that “*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*” This report has established that there would not be a severe impact.

13.2.4 In light of the above and the preceding assessment, it is concluded that the development proposals are in accordance with the principles of sustainable development set out within the National Planning Policy Framework, and are therefore fully acceptable in transport planning terms.

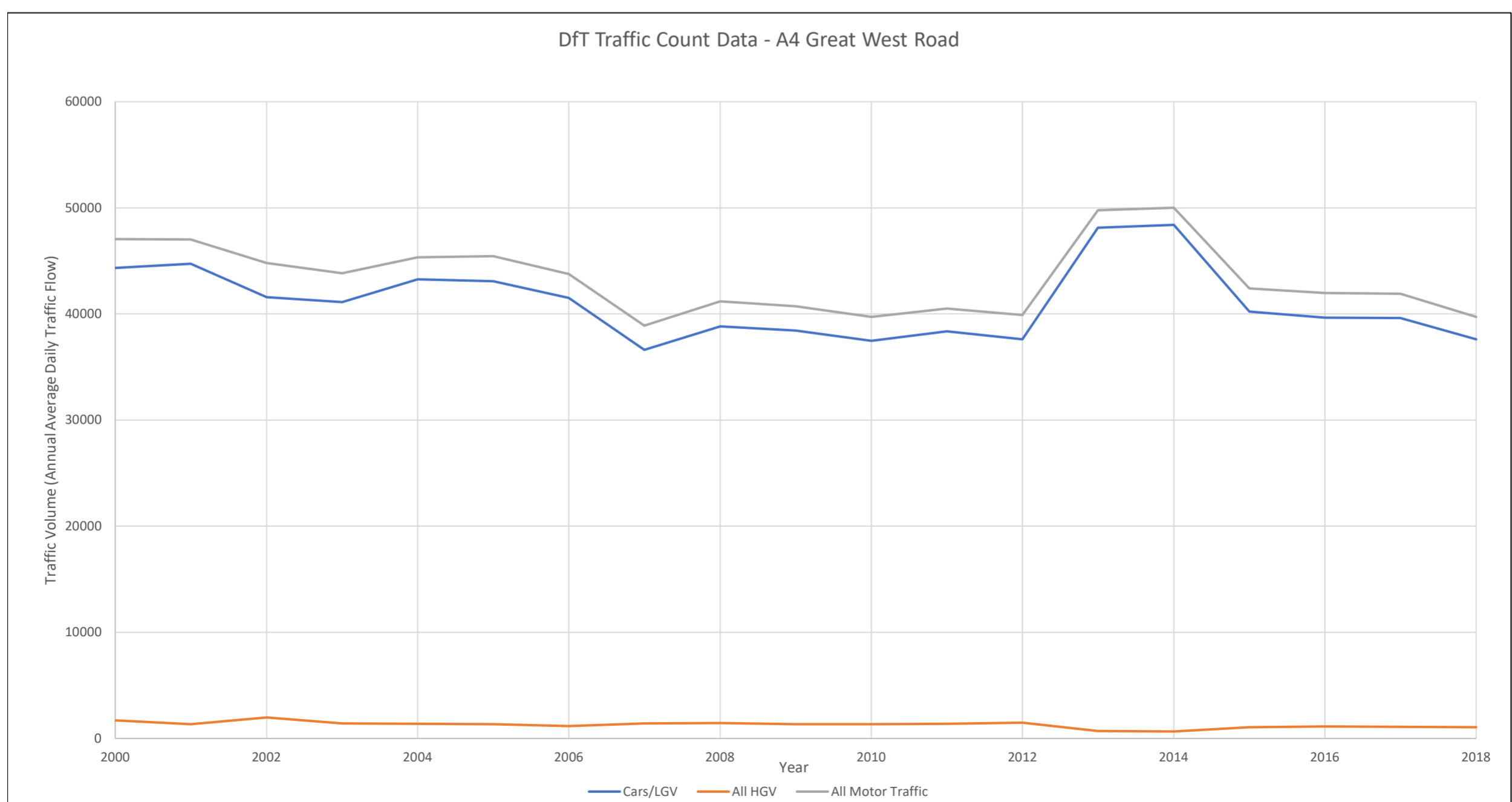
Appendix A – AADT Data

Department for Transport (DfT) Traffic Count Site Data - A4, Great West Road

DfT Count Point 16111



Year	easting	northing	Estimation Method	Pedal Cycles	Powered Two Wheelers	Cars/ Taxis	Buses and Coaches	LGVs	HGV - 2 Axle Rigid	HGV - 3 Axle Rigid	HGV - 3/4 Axle Articulated	HGV - 4+ Axle Rigid	HGV - 5 Axle Articulated	HGV - 6 Axle Articulated	All HGV	All Motor Traffic
2018	515000	177200	Counted	324	639	32017	387	5595	429	129	49	283	100	78	1069	39707
2017	515000	177200	Estimated	324	779	34589	424	5024	456	130	36	259	112	91	1084	41900
2016	515000	177200	Estimated	332	751	34600	442	5066	463	122	40	302	112	94	1134	41993
2015	515000	177200	Counted	321	700	35329	418	4912	472	130	39	215	111	83	1050	42409
2014	515000	177200	Estimated	72	591	44169	359	4224	408	43	17	146	14	34	663	50007
2013	515000	177200	Counted	64	571	44042	374	4086	446	44	18	149	16	32	705	49778
2012	515000	177200	Estimated	16	454	33962	357	3645	815	218	32	252	79	94	1491	39909
2011	515000	177200	Counted	18	418	34622	362	3733	773	192	38	212	74	82	1371	40506
2010	515000	177200	Estimated	166	473	33919	443	3539	704	245	97	138	74	78	1336	39710
2009	515000	177200	Estimated	171	504	34860	417	3579	677	248	92	162	86	85	1350	40710
2008	515000	177200	Counted	158	534	35141	396	3674	722	243	111	166	112	98	1452	41197
2007	515000	177200	Counted	179	559	32622	304	3997	1020	74	41	122	57	105	1419	38901
2006	515000	177200	Counted	199	535	36535	583	4971	701	99	65	150	87	53	1155	43779
2005	515000	177200	Counted	117	615	39383	400	3685	937	80	44	157	84	52	1354	45437
2004	515000	177200	Counted	196	436	39790	258	3478	952	87	49	188	73	29	1378	45340
2003	515000	177200	Counted	160	666	36870	597	4259	867	171	49	221	54	65	1427	43819
2002	515000	177200	Counted	136	829	38143	407	3426	1522	119	39	198	63	41	1982	44787
2001	515000	177200	Counted	192	599	39435	314	5303	919	82	61	130	107	53	1352	47003
2000	515000	177200	Counted	287	600	41121	430	3213	1270	107	35	144	83	66	1705	47069

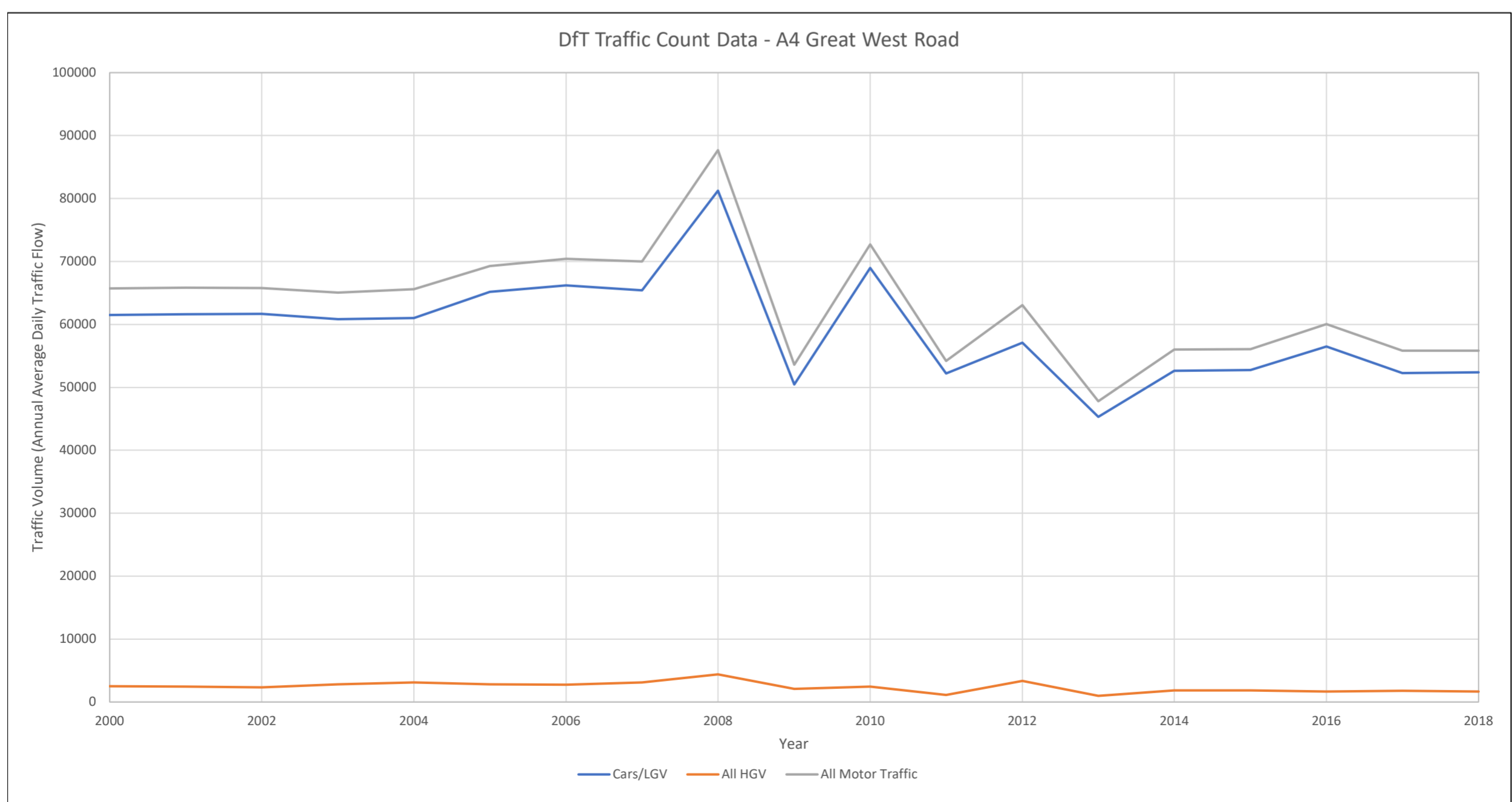


Department for Transport (DfT) Traffic Count Site Data - A4, Great West Road

DfT Count Point 75072



Year	easting	northing	Estimation Method	Pedal Cycles	Powered Two Wheelers	Cars/ Taxis	Buses and Coaches	LGVs	HGV - 2 Axle Rigid	HGV - 3 Axle Rigid	HGV - 3/4 Axle Articulated	HGV - 4+ Axle Rigid	HGV - 5 Axle Articulated	HGV - 6 Axle Articulated	All HGV	All Motor Traffic
2018	517000	177810	Estimated	695	1248	43730	504	8678	608	330	23	417	128	160	1667	55827
2017	517000	177810	Counted	704	1239	43768	524	8504	605	334	23	517	132	166	1778	55813
2016	517000	177810	Counted	900	1354	47499	517	9002	649	305	27	465	100	127	1673	60046
2015	517000	177810	Estimated	799	955	45639	462	7117	774	285	34	579	87	104	1863	56035
2014	517000	177810	Counted	696	1009	45793	482	6840	779	266	29	582	91	109	1856	55979
2013	517000	177810	Counted	298	892	39061	613	6247	427	183	0	187	42	139	978	47791
2012	517000	177810	Counted	407	1364	50653	1294	6428	1294	621	93	749	245	326	3328	63066
2011	517000	177810	Counted	165	558	47320	333	4904	504	189	13	234	52	101	1093	54208
2010	517000	177810	Counted	248	880	63006	406	5945	1532	169	4	449	68	244	2466	72703
2009	517000	177810	Counted	169	702	45170	285	5305	1042	273	187	322	142	144	2110	53572
2008	517000	177810	Counted	332	1203	72834	844	8410	2677	450	240	536	206	283	4392	87683
2007	517000	177810	Estimated	620	989	59610	427	5817	1841	316	102	671	100	97	3127	69970
2006	517000	177810	Estimated	480	1008	60518	425	5692	1645	283	106	546	94	84	2758	70401
2005	517000	177810	Counted	387	926	59428	405	5740	1656	292	123	520	110	81	2782	69281
2004	517000	177810	Estimated	111	870	53606	608	7413	2012	315	153	410	112	87	3089	65586
2003	517000	177810	Counted	129	911	52972	533	7828	1823	270	159	340	124	79	2795	65039
2002	517000	177810	Estimated	430	1254	56549	520	5146	1241	362	51	512	87	64	2317	65786
2001	517000	177810	Counted	413	1310	56549	477	5045	1335	360	60	509	106	62	2432	65813
2000	517000	177810	Estimated	376	1211	56493	446	5030	1429	328	64	534	114	51	2520	65700



Appendix B – Committed Developments

HOMEBASE, SYON LANE - CUMULATIVE SCHEMES










Table 1: Cumulative Schemes

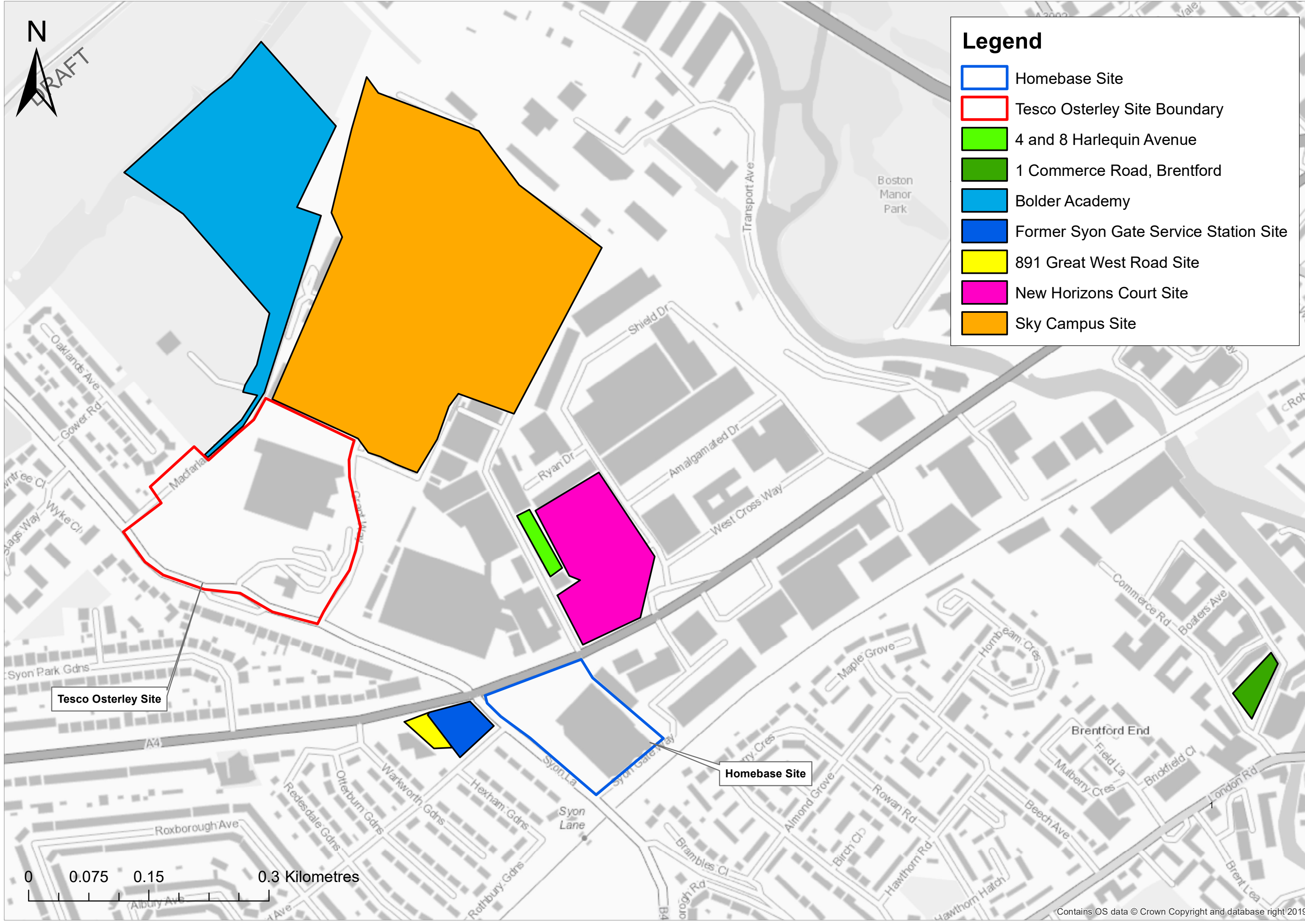
Scheme Name & Application Number	Scheme Details	Planning Status	Approximate Distance from the site
Former Syon Gate Service Station, Land at South of Gillette Corner, Great West Road, Isleworth TW7 5NP (Ref: 00505/AF/P28)	Erection of up to six storey building to provide Class B1 (office) and Class B8 (self-storage) uses, with associated car parking and landscaping.	Approved at Planning Committee 2 May 2019	Approximately 50m west of the site.
New Horizons Court, Ryan Drive, Brentford, TW8 9EP (Ref: 02912/A/P1)	Various alterations and extensions to existing buildings known as NHC1, NHC2, NHC3, NHC4, D1 to D7 and D8/D9, including some limited deconstruction works and removal/replacement of rooftop plant; removal/replacement of ancillary cafe kiosk and security hut / vehicle barriers; change of use of D8/D9 to ancillary cafe and/or gym (Use Classes A3/D2); internal estate highway, footway and landscaping works and formation of new southern pedestrian access route.	Approved 15 th August 2017	Approximately 50m north of the site.
891 Great West Road, Isleworth London TW7 5PD (Ref: 00505/891/P4)	Demolition of existing buildings and erection of a four-storey building to provide 15 self-contained flats, provision of private and shared amenity space, cycle parking, hard and soft landscaping and associated development.	Allowed on appeal 4 April 2019	Approximately 100m west of the site.
4 and 8 Harlequin Avenue, Brentford, TW8 9EW (Ref: 00558/4-8/P1)	Demolition of existing building and construction of a six-storey building for Class B1b /B1c office use with associated car parking.	Planning permission granted on 21 st December 2018	Approximately 250m north of the site.
Tesco Superstore, Syon Lane, Isleworth, TW7 5NZ (Ref: 01106/B/SCOPE1)	Scoping opinion for proposed residential led, mixed-use development of the Osterley Tesco site.	Planning application to be submitted	Approximately 300m northwest of the site
Sky, Sites 6 & 7, Grant Way, Isleworth TW7 5QD (Ref: 00558/A/P69)	Reserved matters (layout, scale, access, landscaping and appearance for Parcel F) application for the erection of two buildings comprising a single storey pavilion and a ground plus three storey building office and ancillary food and beverage with associated landscaping, servicing, plant and all ancillary enabling works within Parcel F following approval of an outline application ref 00558/A/P64 dated 18/08/2015 for variation of condition 7 (approved plans) to allow for B8 use within Parcel D, reallocation of parking and changes to Parcel D height parameters along with pedestrian and vehicular access and accessible space to planning permission dated 2 April 2015 for Section 73 application seeking a minor material amendment to planning permission 00558/A/P55 which granted approval for a section 73 application seeking minor material amendment (reduce site boundary, reduction of B1 floor space, reallocation of parking, changing position of link	Approved on 4 th September 2019	Approximately 350m north west of the site.

Scheme Name & Application Number	Scheme Details	Planning Status	Approximate Distance from the site
	road and changes to parameters of plots) to planning permission 00558/A/P51 which granted approval for an Outline application for the demolition of existing buildings and structures and the development for a media broadcasting and production campus of up to 104,670 sq m (GIA) (now reduced to 95,934 sq m - excluding parking floor space) comprising office (Class B1a), studio production and research and development facilities (Class B1b) and warehouse/storage (Class B8); hard and soft landscaping; reconfigured and new vehicle and pedestrian accesses and works to the public highway; the provision of parking; and all necessary ancillary and enabling works, plant and equipment.		
Bolder Academy, 1 MacFarlane Lane, Isleworth, TW7 5PN (Ref: 01106/W/P9)	Demolition of club house and associated car park and MUGA, construction of a new part 2 - part 4 storey secondary school (Use Class D1) with ancillary car parking, cycle parking, Multi-Use Games Area, hard and soft landscaping and associated works, together with improvements to MacFarlane Lane.	Approved on 4 th September 2019	Approximately 500m north west of the site.
1 Commerce Road, Brentford, London, TW8 8LE (Ref: 00297/H/P13)	Redevelopment of the site involving the retention, restoration and alteration of the existing Art Deco facade, demolition of the remainder of the buildings on the site and redevelopment to provide a five to seven-storey building comprising 76 flats and 138 square metres of square metres flexible industrial, research and development or office floorspace in use classes B1a, B1b, or B1c, with associated parking and landscaping.	Planning permission granted on 10 th January 2019	Approximately 750m east of the site.



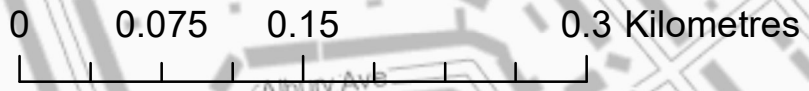
Legend

-  Homebase Site
-  Tesco Osterley Site Boundary
-  4 and 8 Harlequin Avenue
-  1 Commerce Road, Brentford
-  Bolder Academy
-  Former Syon Gate Service Station Site
-  891 Great West Road Site
-  New Horizons Court Site
-  Sky Campus Site



Tesco Osterley Site

Homebase Site



Appendix C – ATZ Assessment

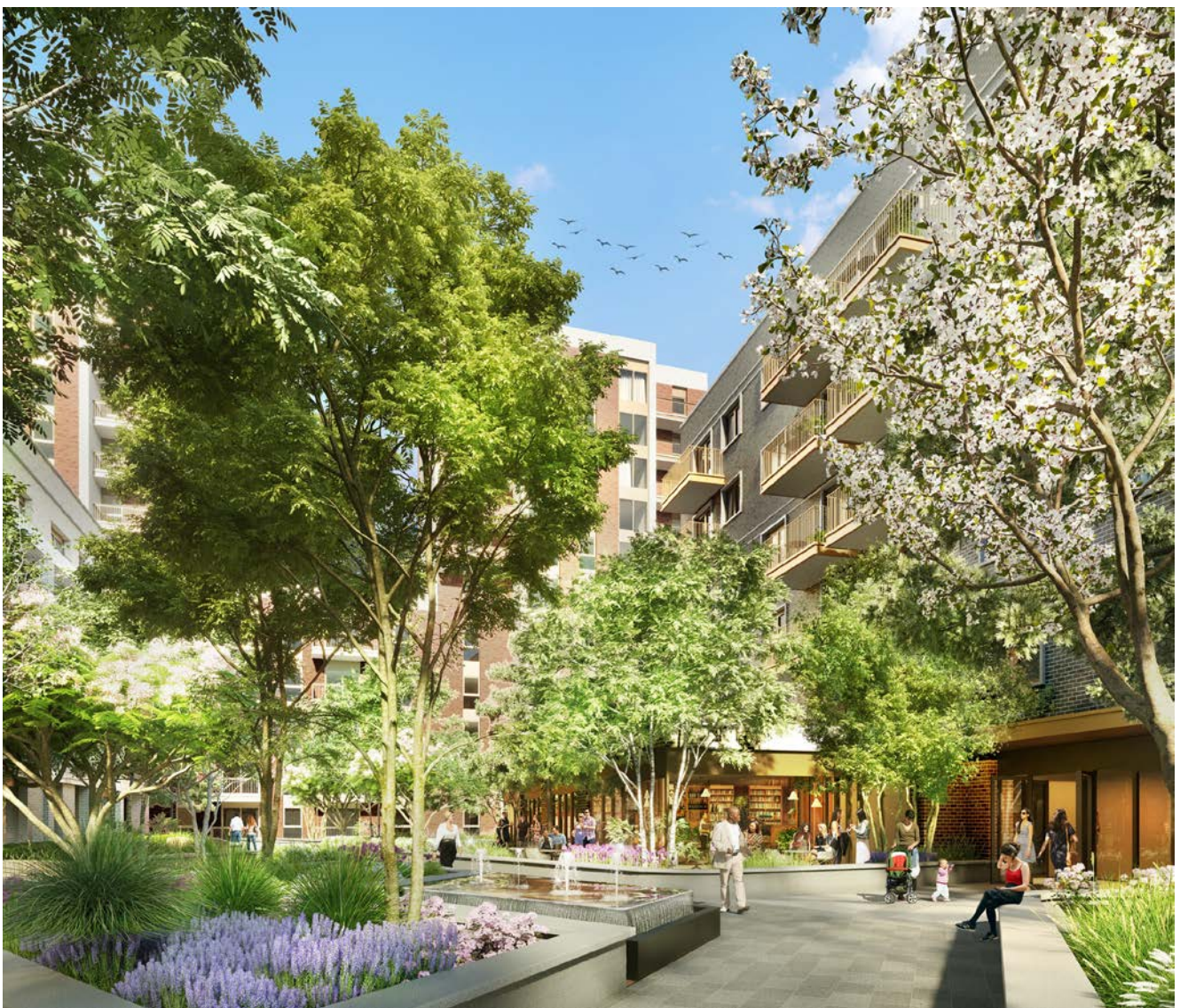
July 2020

SYON GARDENS

HOMEBASE BRENTFORD SITE, TW7 5QE

Healthy Streets Active Travel Zones Assessment

Consultant: RHDHV



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1 Introduction

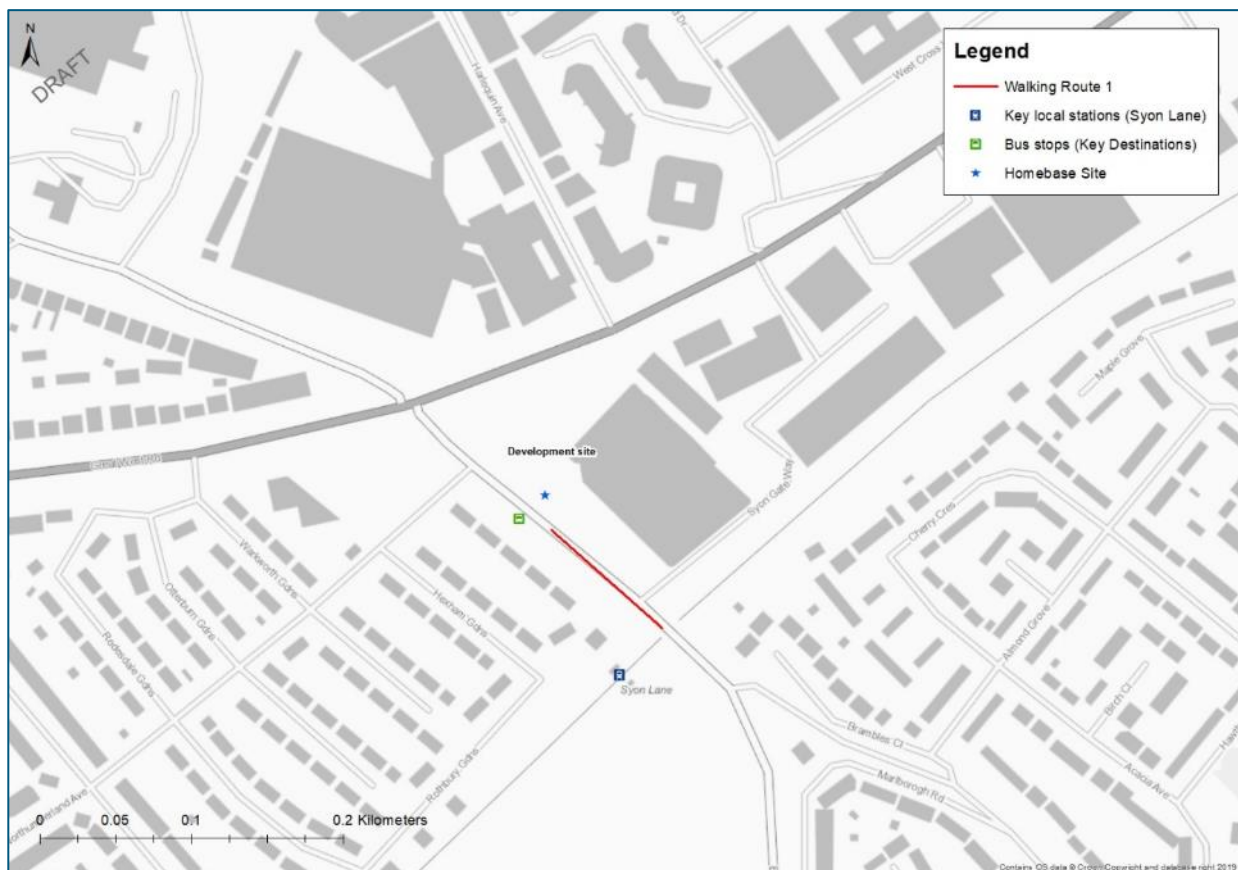
- 1.1.1 This Technical Note has been prepared by Royal HaskoningDHV (RHDHV), on behalf of St Edward Homes Ltd, in association with a planning application for a proposed Tesco foodstore measuring circa 8,400 sqm (GEA) and 470 residential apartments, on land occupied by Homebase, adjacent to Syon Lane, Brentford.
- 1.1.2 This Technical Note summarises the findings of the Active Travel Zone (ATZ) Assessment site visit and point of view (POV) photography undertaken in association with the preparation of the planning application's Transport Assessment for the scheme.
- 1.1.3 The purpose of the ATZ assessment is to establish what transport connections and local amenities would be accessible to future employees at the site, and establish whether these facilities would be sufficient to support car free living.
- 1.1.4 A number of key destinations have been identified in relation to the site. These routes have been considered likely to be frequently used by active travel modes:
- The Bus Stops A/B located on Syon Lane and X/W on London Road;
 - The Bus stops C/D adjacent to Harlequin Avenue, along the A4;
 - Syon Lane Station;
 - The Sky Campus (employment area)
 - The Bolder Academy;
 - Nishkam School;
 - The Marlborough Primary School;
 - Syon Park, Boston Manor Park and Osterley Park;
 - Osterley Underground Station;
 - The proposed Golden Mile Station;
 - Brentford Town Centre;
 - Proposed C9 cycle route;
 - West Middlesex Hospital;
 - And local place of worship.

2 Key Destination Route 1 – Homebase site to Syon Lane Station and Bus stops A/B

2.1 Description

- 2.1.1 Key Destination Route 1 connects the site with bus stops adjacent to the site, and Syon Lane railway station. The route follows Syon Lane for approximately 100 metres (m), passing bus Transport for London (TfL) bus stops A/B, before reaching the station. Syon Lane is provided with footways to both sides of the road.
- 2.1.2 **Insert 2.1** shows the route from the site to Syon Lane Station. The station is within a 100m walk distance of the site boundary.

Insert 2.1: Key Destination Route 1



2.2 Photographs

- 2.2.1 Pedestrian point of view photographs were taken at a number of locations along the route. The point of view photographs are presented in **Inserts 2.2 to 2.5**.

Insert 2.2: Route 1 - Photo Location 1



Insert 2.3: Route 1 - Photo Location 2



Insert 2.4: Route 1: Photo Location 3



Insert 2.5: Route 1: Photo Location 4



2.3 Worst Journey Location

2.3.1 TfL's Healthy Streets criteria suggest highlighting the most unpleasant or potentially unsafe location for people along each Key Destination Route. In the case of Route 1, the route is approximately 100m in length and so an assessment of the entire route is possible.

2.3.2 This route is described below in the context of the Healthy Streets indicators, in addition to suggestions for how the location could be improved for pedestrians and cyclists.

Clean air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

2.3.3 The route depicted above runs adjacent to Syon Lane, on a section of road in close proximity to the highly trafficked Great West Road (A4). It is unlikely that air quality could be drastically improved without changes to reduce traffic volume through the area.

2.3.4 The footway is wide on both sides of the road, and sections of the highway and footway are separated by trees and vegetation, as seen in Location 1.

2.3.5 Furthermore, the Design and Access Strategy (DAS) outlines provision of a new pedestrian and cycle friendly clean air route, via Syon Gateway and the new eastern street (Syon Gate Lane) as envisaged in the Great West Road Masterplan.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

2.3.6 The route leads towards Syon Lane station, bypassing Bus stop A, and as a result, there is high volumes of pedestrian flows and cars and buses bypassing the area. Furthermore, street lighting is provided along the route.

2.3.7 It is considered that people would not feel worried about road danger, due to the adequate provision of pedestrian footways and signalised crossings.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

2.3.8 Syon Lane is a moderately trafficked route, any improvements to noise levels would need to be centred on reduced levels of traffic on this road.

2.3.9 It is proposed that the planting of Pleached trees will provide natural green screens from Syon Lane, helping to mitigate potential noise and visual pollution issues.

2.3.10

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

- 2.3.11 Pedestrian crossings in the form of signalised crossings with suitable dropped kerbs and tactile paving are provided in close proximity to Syon Lane station. The crossing facilities provide good quality and well-located pedestrian crossings in relation to the site.

Places to stop and rest

'A lack of resting places can limit mobility for certain groups of people.'

- 2.3.12 There were no places to stop and rest between the site, Bus stop A and Syon Lane station, however as the station was within 100m of the site, it is not considered that the lack of resting places would hinder access to the site.
- 2.3.13 It is proposed that a number of benches would be introduced between the site and Syon Lane Station, alongside additional planting and trees, as part of wider landscape enhancements.

Shade and Shelter

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

- 2.3.14 Shade and shelter on this route are provided in the form of trees lining both sides of Syon Lane. The route is well shaded and would provide shelter in the event of adverse weather conditions. Furthermore, the bus stop provides shelter for those taking advantage of bus links nearby to the site.
- 2.3.15 Furthermore, additional trees would be planted as part of the development, subsequently improving the pedestrian environment. This would include the planting of Stone Pine, which has an elevated-spreading crown making it an ideal species to create an urban tree glade, providing natural shelter for the whole year.
- 2.3.16

People feel relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 2.3.17 The site is located within a short, convenient walk from bus stop A and Syon Lane station. Whilst Syon Lane is a relatively trafficked route, the footways alongside the road are wide, allowing for free movement of pedestrian and greenery lines both edges of Syon Lane, making for a reasonably pleasant environment.
- 2.3.18 In addition to aforementioned tree planting, the section of footway from the underpass on the corner of the Syon Lane/A4 Great West Road to Syon Gateway would be upgraded with block paving. This proposal would further enhance the pedestrian experience along this section of footway. Benches and planters would also be introduced along this section of footway.

Things to see and do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 2.3.19 There is plenty of greenery on both sides of Syon Lane on the route to the station. Any lack of things to do and see isn't considered to be a hindrance to this route, as the site is within 100m of the station.
- 2.3.20 As part of the development proposals new paving to footways, street tree re-planting and a new off-road cycleway to Great West Road would be provided. Uplighting to trees, benches and planters would also line the western edge of the site, along this section of footway. This would improve the experience for pedestrians and cyclists.

3 Key Destination Route 2 – Homebase site to Syon Park and London Road Bus stops X and W

3.1 Description

- 3.1.1 Key Destination Route 2 connects the site with Syon Park and TfL bus stops X and W on London Road. The bus stops are directly adjacent to the entrance to Syon Park. The route follows a desire line from Syon Lane then left along London Road towards the destinations. Footways of varying quality are provided along the entire route. **Insert 3.1** shows the route from the site to Syon Park and TfL bus stops X and W.

Insert 3.1: Key Destination Route 2



3.2 Photographs

- 3.2.1 Pedestrian point of view photographs were taken every 150m along the route. The pedestrian point of view photographs are presented in **Inserts 3.2 to 3.8**.

Insert 3.2: Route 2 - Photo Location 1



Insert 3.3: Route 2 - Photo Location 2



Insert 3.4: Route 2 - Photo Location 3



Insert 3.5: Route 2 - Photo Location 4



Insert 3.6: Route 2 - Photo Location 5



Insert 3.7: Route 2 - Photo Location 6



Insert 3.8: Route 2 - Photo Location 7



3.3 Worst Journey Location

- 3.3.1 In line with the TfL Healthy Streets criteria, the following section provides a detailed description of the most unpleasant or potentially unsafe location for people along Key Destination Route 2 – Location 3.
- 3.3.2 The photographs presented between Insert 3.3 and 3.4 above, show the characteristics of Location 3, which is considered to be the most unpleasant of potentially unsafe for people on the street.
- 3.3.3 Location 3 is described below in the context of Healthy Streets indicators 3-10, in addition to suggestions for how the location could be improved for pedestrians.
- 3.3.4 There was an alternative footpath running onto Brambles Close which converges with the Key Destination Route at Location 4. Syon Lane presented the most direct route to London Road however.

Clean Air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

- 3.3.5 Location 3 is the south-eastern section of Syon Lane, which leads onto London Road. This section of Syon Lane is less trafficked, away from the busier Spur Road, and in turn, the air quality is improved.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

- 3.3.6 While this section of Syon Lane is less trafficked, the footway is significantly narrower, meaning pedestrians are closer to the road. As a result, Location 3 feels louder and less pleasant as a pedestrian route. Improvements could be made by cutting back vegetation encroaching the footway and widening the path to allow an increased buffered between vehicle and pedestrian.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

- 3.3.7 There were a number of safety concerns on this section of the route. Firstly, the footway was very narrow, only safely allowing for single-file pedestrian flows. The footway was also very uneven and was difficult to walk on and vegetation encroached the path. There was no footway available on the western edge of the road. While there was street lighting present, the vegetation encroaching the footpath would likely diminish the effectiveness of these provisions. To improve safety, the footway would need to be resurfaced, vegetation cut back and the footway potentially widened.

Things to See and Do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 3.3.8 The route leading towards Syon Park and bus stops X and W is varied, with plenty of greenery evident throughout the journey. Location 3 could be improved with some soft landscaping, and removal of litter, and repair of the footway.

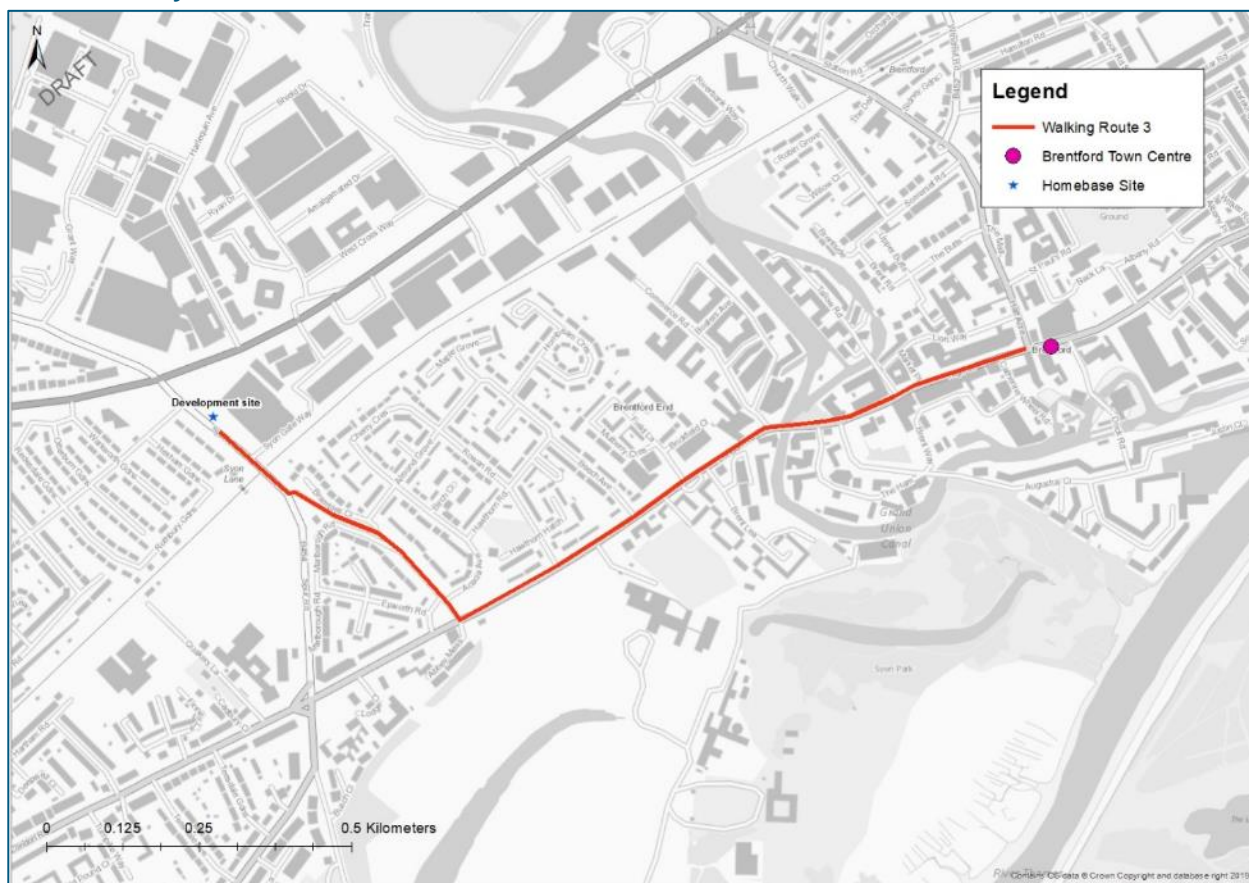
4 Key Destination Route 3 – Homebase site to Brentford town centre / along proposed C9 Cycleway

4.1 Description

4.1.1 Key Destination Route 3 connects the site with Brentford town centre. The route follows a desire line from Syon Lane then left along London Road, which becomes Brentford High Street further along the route. Footways of varying quality are provided along the entire route. The proposed C9 cycle route would follow a desire line along London Road, towards Brentford town centre to the east.

4.1.2 **Insert 4.1** shows the route from the site to Brentford town centre.

Insert 4.1: Key Destination Route 3



4.2 Photographs

4.2.1 Pedestrian point of view photographs were taken every 150m along the route. The pedestrian point of view photographs are presented below between **Inserts 4.2 and 4.12**.

Insert 4.2: Route 3 - Photo Location 1



Insert 4.3: Photo Location 2



Insert 4.4: Route 3 - Photo Location 3



Insert 4.5: Route 3 - Photo Location 4



Insert 4.6: Route 3 - Photo Location 5



Insert 4.7: Route 3 - Photo Location 6



Insert 4.8: Route 3 - Photo Location 7



Insert 4.9: Route 3 - Photo Location 8



Insert 4.10: Route 3 - Photo Location 9



Insert 4.11: Route 3 - Photo Location 10



Insert 4.12: Route 3 - Photo Location 11



4.3 Worst Journey Location

- 4.3.1 In line with the TfL Healthy Streets criteria, the following section provides a detailed description of the most unpleasant or potentially unsafe location for people along Key Destination Route 3 – Location 6.
- 4.3.2 The most potential unsafe and unpleasant location on this route was Location 3, however as this location is discussed during the Key Destination Route 2 analysis, a different location has been chosen in this section.
- 4.3.3 The photographs presented at **Insert 4.7** show the characteristics of Location 6 on Key Destination Route 3, which was considered the most unpleasant or unsafe, besides Location 3.
- 4.3.4 Location 6 is described below in the context of Healthy Streets indicators 3-10, in addition to suggestions for how the location could be improved for pedestrians.

Clean Air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

- 4.3.5 Location 6 is not considered to have poor levels of air quality. While London Road is a major road, the presence of bus and cycle lanes, favouring public and active travel modes, meant the road was not heavily trafficked. Furthermore, footpaths were wide and vegetation lies both sides of the road, improving the pedestrian experience.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

- 4.3.6 The cycle lane design, in context to the pelican crossing, was deemed as potentially unsafe. The cycle lane merges with the footway at this section for approximately 15m, crossing over a pedestrian signal-light crossing. To avoid cyclist/pedestrian collisions at this location, removing this section of cycle lane infrastructure would improve safety.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

- 4.3.7 The section of London Road/Brentford High Street on which Location 6 is located is not particularly noisy. The footways are wide throughout the majority of the route and trees often segregate the road and footway.

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

- 4.3.8 At Location 6 the pedestrian crossing safety could be improved by rearranging the cycle path, which currently unnecessarily merges with the footway. Besides this location, a number of crossing provisions are evident along this route.

Places to Stop and Rest

'A lack of resting places can limit mobility for certain groups of people.'

- 4.3.9 While there aren't any places to stop and rest at Location 6, as the route nears Brentford town centre, a number of pleasant (Location 10) rest areas are present.

Shade and Shelter

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

- 4.3.10 The route is lined with trees on both sides of London Road, which provide plenty of shade and shelter for those walking this route.

People feel Relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 4.3.11 Improving the crossing safety at Location 6 and wider improvements to the footway at Location 3 would improve the route as a whole. Besides these two locations, the route was pleasant, providing wide footways and plenty of greenery throughout.

Things to See and Do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 4.3.12 Location 6 is in the direct vicinity of a few shops and cafes, and the number of amenities increases as the route nears Brentford town centre.

5 Key Destination Route 4 and 5 – Homebase site to Marlborough School

5.1 Description

5.1.1 Key Destination Route 4 and 5 both connect the site with Marlborough School. Two desire lines were identified one following Spur Road onto London Road, then turning right onto Darcy Road towards the school. The from Rothbury Gardens, over a pedestrian rail bridge onto Quakers Lane, which leads south onto London Road, then right onto Darcy Road towards the school.

5.1.2 **Insert 5.1** shows the routes from the site to Marlborough School.

Insert 5.1: Key Destination Routes 4 and 5



5.2 Photographs

Pedestrian point of view photographs were taken every 150m along the chosen routes. The pedestrian point of view photographs are presented for below between Inserts 5.2 and 5.6 for Route 4 and Inserts 5.7 and 5.12 for Route 5.

Insert 5.2: Route 4 - Photo Location 1



Insert 5.3: Route 4 - Photo Location 2



Insert 5.4: Route 4 - Photo Location 3



Insert 5.5: Route 4 - Photo Location 4



Insert 5.6: Route 4 - Photo Location 5



Insert 5.7: Route 5 - Photo Location 1



Insert 5.8: Route 5 - Photo Location 2



Insert 5.9: Route 5 - Photo Location 3



Insert 5.10: Route 5 - Photo Location 4



Insert 5.11: Route 5 - Photo Location 5



Insert 5.12: Route 5 - Photo Location 6



5.3 Worst Journey Location

5.3.1 In line with the TfL Healthy Streets criteria, the following section provides a detailed description of the most unpleasant or potentially unsafe location for people walking to Marlborough School on either Key Destination Route 4 or 5 – Route 5, Location 4.

5.3.2 The photographs presented in **Insert 5.9** and **Insert 5.10** best show the characteristics of Location 4 on Key Destination Route 5, which is considered the most unpleasant or potentially unsafe for people walking to and from the school.

5.3.3 Location 5 is described in the context of Healthy Streets indicators 3-10, in addition to suggestions for how the location could be improved for pedestrians.

Clean Air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

5.3.4 Location 4 is located away from any roads major roads, as the route passes through Rothbury Gardens, a quiet residential street and over a pedestrian rail bridge towards London Road. Therefore, air quality is not a significant issue at this location.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

5.3.5 As the route leaves Rothbury Gardens, there is a narrow alleyway leading to the rail bridge, which leads towards London Road. While there is street lighting on the north side of the railway tracks, the surrounding vegetation may limit their effectiveness. Street lighting on Quaker's Lane also seemed to be obstructed by vegetation at the time of the site walk. This, alongside the graffiti and litter, made this location less pleasant. Improvements could be made by controlling the vegetation on the north and south of the railway tracks. This would help open the alley and improve street lighting.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

5.3.6 As this route is located away from busy roads, noise pollution is not an issue at this location. Syon Lane is provided by approximately 8 trains per hour, noise from rail connections is minimal.

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

5.3.7 Due to Location 4 being located away from the road, crossing is not an issue; Rothbury Gardens to the north is a quiet residential area and Quaker's Lane, on the south side of the railway line, does not allow vehicular access between 8:45-9:15 and 15:15-15:45 during school term time.

Places to stop and rest

'A lack of resting places can limit mobility for certain groups of people.'

- 5.3.8 There were not any places to stop and rest on either Route 4 or 5. This is not seen as a major issue as the site is approximately 1km from Marlborough School following either desire line.

People feel relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 5.3.9 While Location 4 is located away from any vehicular traffic, this section of the route is not likely to allow pedestrians to feel relaxed. There was graffiti and litter present during the time of the visit. Furthermore, the alleyway to the north of the railway tracks was narrow and the vegetation was overgrown. The overall environment could be improved by cutting back the vegetation and cleaning the graffiti and litter at this location.

Things to see and do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 5.3.10 Both routes from the site to the school are surrounded by greenery, particularly Route 5. Location 4 could be improved with inclusion of street art and control of vegetation in the alleyway. Some planting in this area would improve the overall environment on Route 5.

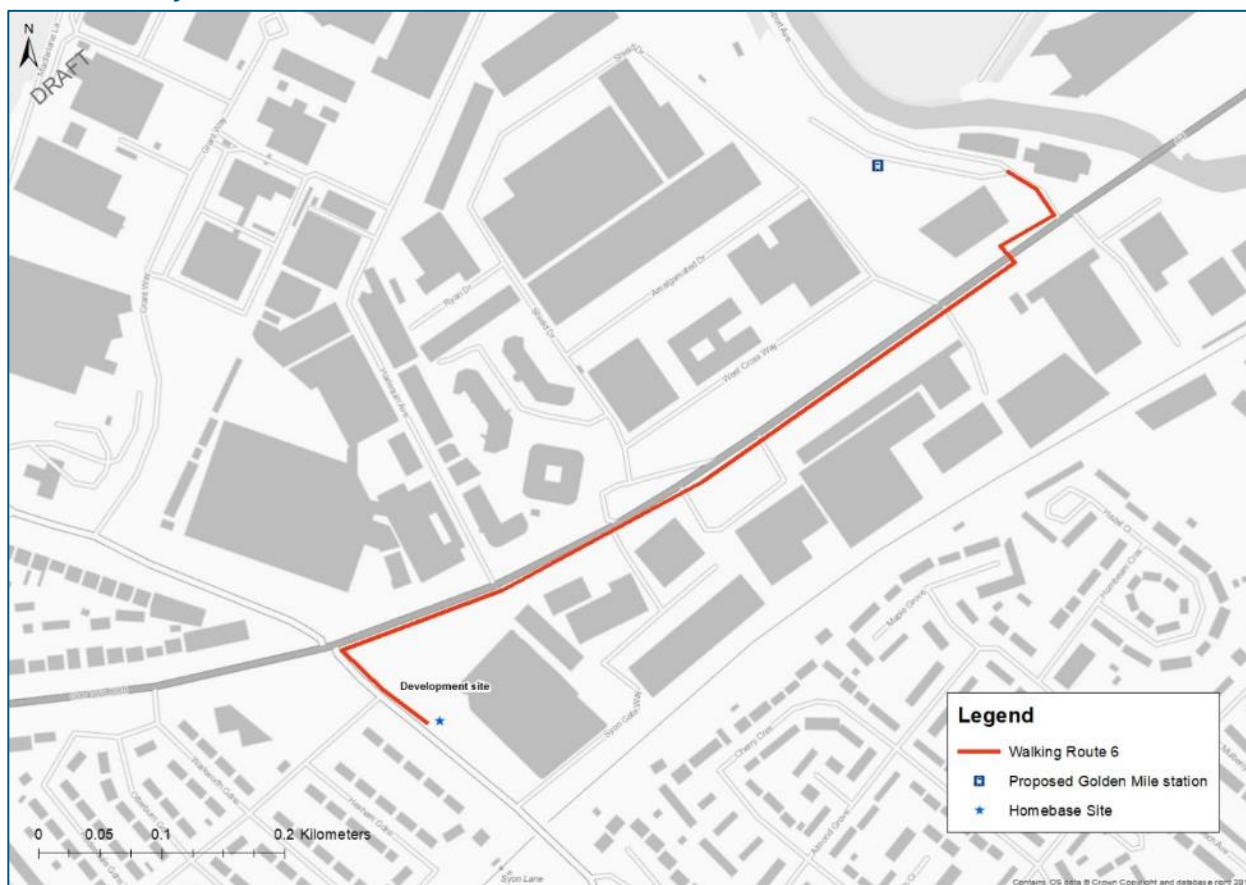
6 Key Destination Route 6 – Homebase site to Bus Stops C/D, Proposed Golden Mile Station and Boston Manor Park.

6.1 Description

6.1.1 The sixth Key Destination Route connects the site with bus stops C/D, the proposed Golden Mile station and Boston Manor Park, which follows a desire line alongside Great West Road, provided by a footway and footbridge along its southern flank. Bus stops C/D are located adjacent to the site, along the A4. The proposed station and Boston Manor Park are located to the northeast of the site.

6.1.2 **Insert 6.1** shows the route from the site to the proposed Golden Mile station.

Insert 6.1: Key Destination Route 6



6.2 Photographs

6.2.1 Pedestrian point of view photographs were taken every 150m along the chosen routes. The pedestrian point of view photographs are presented below between **Inserts 6.2** and **6.10**.

Insert 6.2: Route 6- Photo Location 1



Insert 6.3: Route 6 - Photo Location 2



Insert 6.4: Route 6 - Photo Location 3



Insert 6.5: Route 6 - Photo Location 4



Insert 6.6: Route 6 - Photo Location 5



Insert 6.7: Route 6 - Photo Location 6



Insert 6.8: Route 6 – Photo Location 7



Insert 6.9: Route 6 – Photo Location 8



Insert 6.10: Route 6 – Photo Location 9



6.3 Worst Journey Location

- 6.3.1 TfL's Healthy Streets criteria suggests highlighting the most unpleasant or potentially unsafe location for people along each Key Destination Route. In the case of Route 6, the route is approximately 500m, so an assessment of the entire route is possible.
- 6.3.2 Key Destination Route 6 is described in the context of Healthy Streets indicators 3-10, in addition to suggestions for how the location could be improved for pedestrians.

Clean Air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

- 6.3.3 The route depicted above runs adjacent to Great West Road, a major arterial road running through Central London. It is unlikely that air quality could be improved without drastic changes to reduce traffic volumes through the area.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

- 6.3.4 The route follows Great West Road, which is a key route within Central London with significant volumes of vehicular and pedestrian flows and a number of overlooking buildings. As such, the route can be considered to feel safe. Furthermore, street lighting is provided along the route.
- 6.3.5 It is considered that people would not feel worried about road danger, due to the adequate provision of pedestrian footways, signalised crossing and footbridge directly adjacent to the proposed station.
- 6.3.6 As part of the proposed development, a new segregated cycle route which would run along the southern edge of the A4, adjacent to the site, would be introduced. This would improve the experience for cyclists along this section of the A4.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

- 6.3.7 Due to this route running directly alongside the heavily trafficked Great West Road, noise pollution was clearly evident. While it is unlikely traffic levels will decrease on this arterial road, the experience along this route could be improved by planting trees, segregating pedestrians from the carriageway, and taking advantage of the wide footways on either side of the road.

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

- 6.3.8 Pedestrian crossings in the form of signalised crossings with suitable dropped kerbs and tactile paving are provided at the junction between Syon Lane and Great West Road, in close proximity to the site. A pedestrian footbridge is also provided directly adjacent to the proposed station.

Places to stop and rest

'A lack of resting places can limit mobility for certain groups of people.'

- 6.3.9 There were no places to stop and rest between the site and the proposed station, however, as the destination is located within 500m of the site, it is not considered that the lack of resting places would severely hinder access to the site.

Shade and Shelter

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

- 6.3.10 There are no public places to take shelter within the vicinity of Route 6. Location 6, the location at which Golden Mile station is proposed, would offer the best opportunity for the addition of shelter and benches. It is considered that the lack of shelters would not overly inhibit access to the site from Golden Mile station due to the proximity to the site.

People feel relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 6.3.11 Whilst the footways at this location is wide enough to allow for the free-flowing movement of people and cyclists, the lack of green space and presence of busy motor traffic along Great West Road is unlikely to encourage people to feel particularly relaxed. The Key Destination Route is located alongside a major arterial road means that it is unlikely traffic volume could be reduced to improve the pedestrian experience.

Things to see and do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 6.3.12 The route could be made more appealing with additional planting. The width of the footway would allow for this addition, and this would also help segregate pedestrians from the busy carriageway.

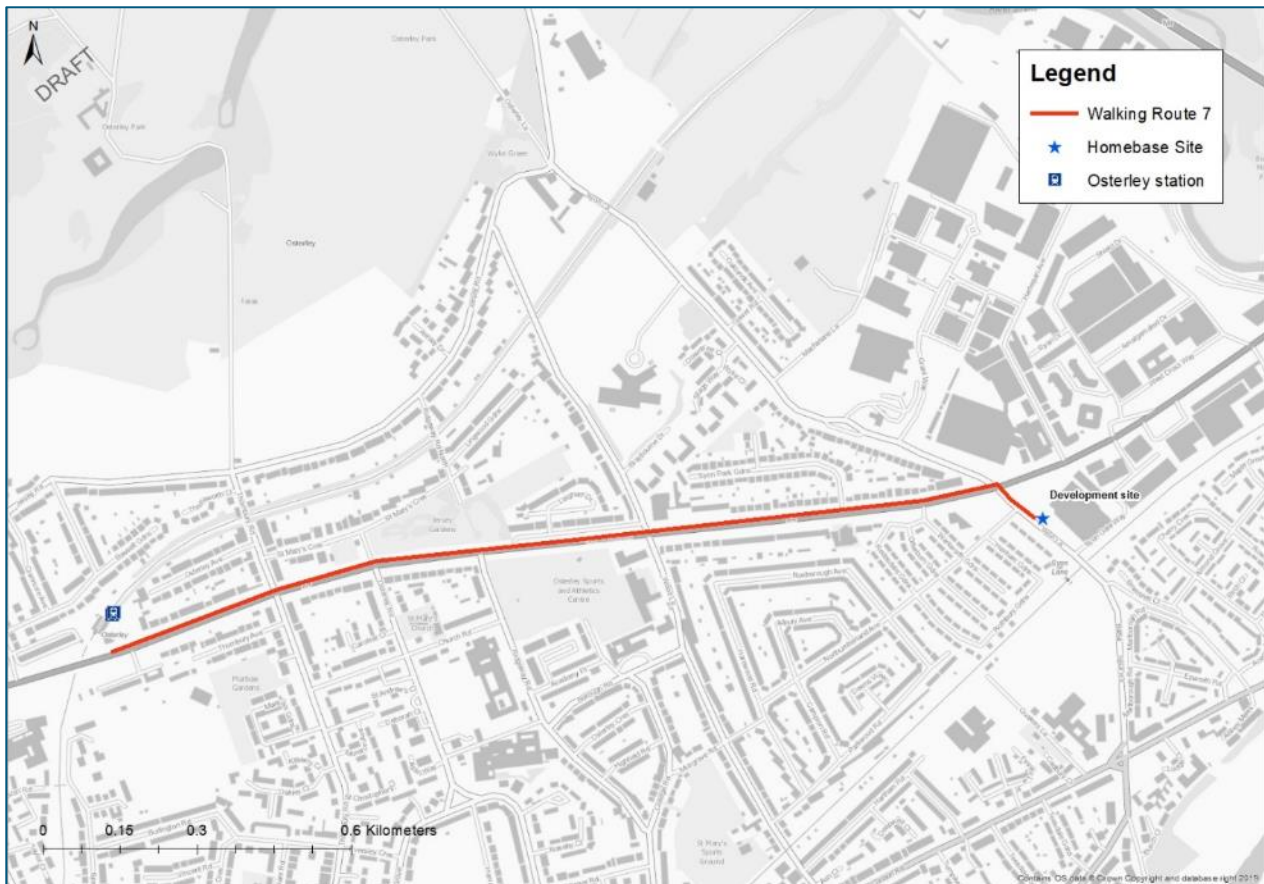
7 Key Destination Route 7 – Homebase site to Osterley Station / Local Place of Worship

7.1 Description

7.1.1 Key Destination Route 7 connects the site with Osterley station, which is serviced by the Piccadilly line. The desire line follows Great West Road, and segregated pedestrian and cycle paths are provided on both flanks. St Francis of Assisi Church is the place of worship nearest the site, which is located along the A4, Syon Park Gardens.

7.1.2 Insert 7.1 shows the Key Destination Route from the site to Osterley Station.

Insert 7.1: Key Destination Route 7



7.2 Photographs

7.2.1 Pedestrian point of view photographs were taken at a number of locations along the route. The point of view photographs are presented in **Inserts 7.2 to 7.13**.

Insert 7.2: Route 7 - Photo Location 1



Insert 7.3: Route 7 - Photo Location 2



Insert 7.4: Route 7 - Photo Location 3



Insert 7.5: Route 7 - Photo Location 4



Insert 7.6: Route 7 - Photo Location 5



Insert 7.7: Route 7 - Photo Location 6



Insert 7.8: Route 7 - Photo Location 7



Insert 7.9: Route 7 - Photo Location 8



Insert 7.10: Route 7 - Photo Location 9



Insert 7.11: Route 7 - Photo Location 10



Insert 7.12: Route 7 - Photo Location 11



Insert 7.13: Route 7 – Photo Location 12



7.3 Worst Journey Location

- 7.3.1 In line with the TfL Healthy Streets criteria, the following section provides a detailed description of the most unpleasant or potentially unsafe location for people along Key Destination Route 7. Location 11 was deemed the least pleasant location along this route.
- 7.3.2 It should also be noted that Location 2, the crossing of Northumberland Road is not provided with tactile paving and dropped kerbs.
- 7.3.3 The photograph presented in **Insert 7.13** shows the characteristics of what was considered to be the most unpleasant or potentially unsafe for people on the street.
- 7.3.4 Location 11 is described below in the context of Healthy Streets indicators 3-10, in addition to suggestions for how the location could be improved for pedestrians.

Clean Air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

- 7.3.5 Location 10 is directly adjacent to Great West Road, which is major multiple lane arterial road running from east to west. Despite the presence of plenty of greenery and wide footways on this route and at this location, it is unlikely air quality could be further improved unless drastic changes to reduce traffic flows were taken.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

- 7.3.6 The subway at this location allows pedestrians to cross Great West Road to access Osterley station. While this infrastructure provides safe crossing segregated from traffic, the underpass was relatively dark and narrow, and there was litter evident. This location would have felt safer for pedestrians if the environment surrounding was more well-kept and the underpass was illuminated effectively.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

- 7.3.7 Due to the underpass being located slightly away from the carriageway, the noise was not a significant issue. Furthermore, Key Destination Route 7, while directly alongside the busy Great West Road, is equipped with wide footway and cycleways on both flanks, meaning pedestrians are well segregated from the traffic.

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

- 7.3.8 While the subway in Location 10 is the crossing facility associated with Osterley station, it acts as the only place to cross over to the station within approximately 400m. This crossing could be made more pleasant for pedestrians if the lighting was improved and graffiti and litter were removed.

Places to stop and rest

'A lack of resting places can limit mobility for certain groups of people.'

- 7.3.9 There were no places to stop and rest evident at this location. There were also very few places to stop on Route 7 as a whole. Due to the wide footways and presence of plenty of greenery, places to stop would be pleasant for those walking this route. Furthermore, benches could be installed nearby to the station to allow those walking this route to stop and rest.

Shelter and Shade

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

Location 10 being a subway naturally provides shade and shelter. In addition to this, this route is lined with trees and greenery on both flanks, which provide natural shade and shelter for those walking and cycling.

People feel relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 7.3.10 While the subway is away from Great West Road, this location was dark and there was litter and graffiti present, meaning it is unlikely people would feel particularly relaxed. Pedestrians crossing over to the station at this location would feel more relaxed if lighting was improved, litter and graffiti removed. The graffiti could be replaced with some street art/mural to improve the local environment.

Things to see and do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 7.3.11 During the time of the visit, there was litter and graffiti present, making this one of the least pleasant locations on this route. Alongside cleaning up the appearance, the addition of planting and street art would make this location far more attractive for pedestrians. This would be worthwhile, particularly as this is the only crossing to the station.

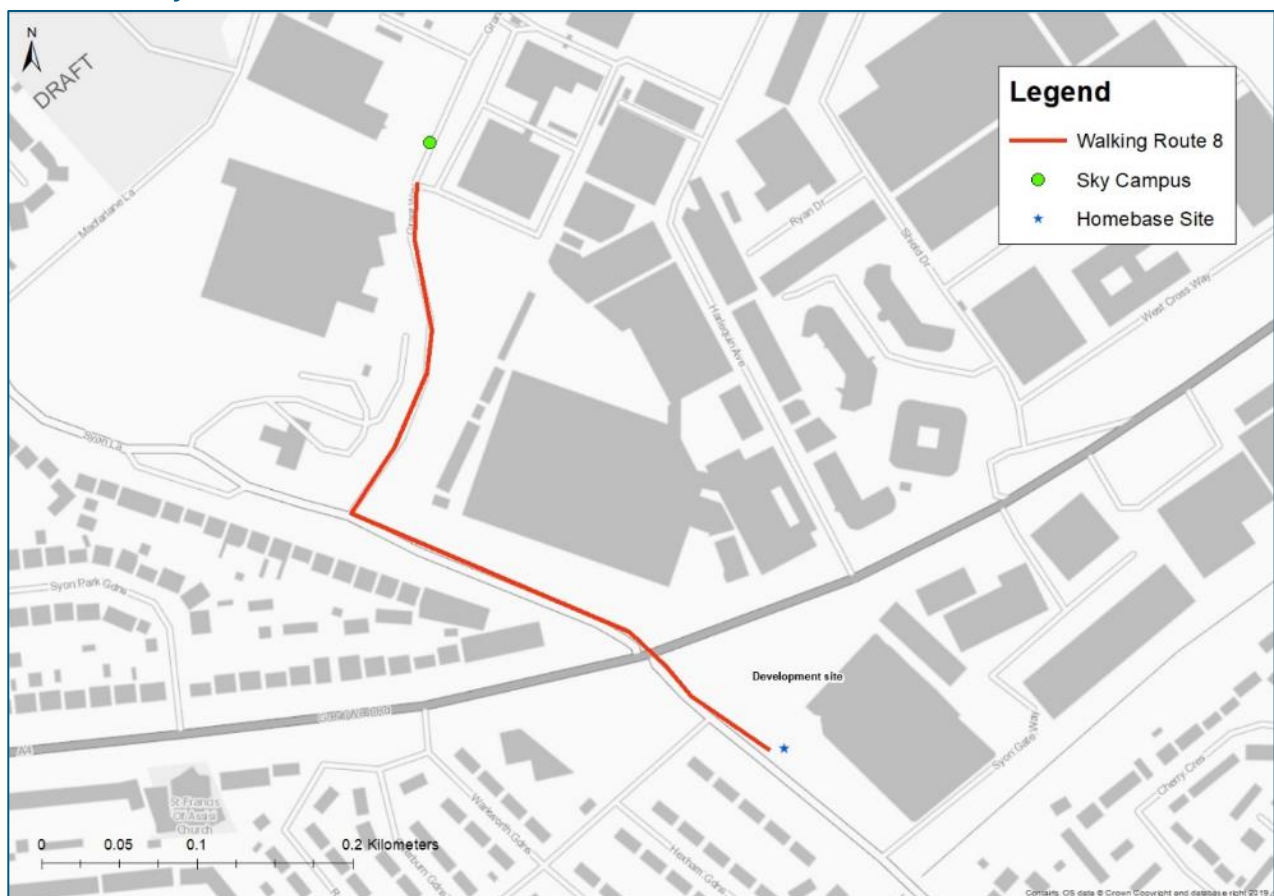
8 Key Destination Route 8 – Homebase site to Sky Campus

8.1 Description

8.1.1 Key Destination Route 8 connects the site with Sky Campus, following a desire line along Syon Lane, and right along Grant Way. Footways are provided along the entire route. It should be noted that there were two options crossing Great West Road from the site, either a signal light crossing at the junction or via an underpass. Both routes will be taken into account.

8.1.2 **Insert 8.1** shows the Key Destination Route from the site to the Sky Campus.

Insert 8.1: Key Destination Route 8



8.2 Photographs

8.2.1 Pedestrian point of view photographs were taken at a number of locations along the route. The photographs are presented in **Inserts 8.2 to 8.6**.

Insert 8.2: Route 8 - Photo Location 1



Insert 8.3: Route 8 - Photo Location 2



Insert 8.4: Route 8 - Photo Location 3



Insert 8.5: Route 8 - Photo Location 4



Insert 8.6: Route 8 - Photo Location 5



8.3 Worst Journey Locations

- 8.3.1 In line with TfL Healthy Streets criteria, the following section provides a detailed description of the most unpleasant or potentially unsafe locations for people along Key Destination Route 8. As the route is only approximately 600m, a full analysis of the route will be undertaken.
- 8.3.2 This route is described below in the context of the Healthy Streets indicators, in addition to suggestions for how the location could be improved for pedestrians and cyclists.

Clean Air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

- 8.3.3 The first section of the route was undertaken at the junction of Syon Lane and Great West Road. This major junction is heavily trafficked and is unlikely air quality could be improved without dramatic changes to traffic volumes. As the route follows Syon Lane, then right onto Grant Way traffic is greatly reduced, the speed limit is reduced to 20mph and the footway is both segregated and lined with greenery. Consequently, this section of the route has good air quality.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

- 8.3.4 Noise pollution is far greater at Locations 1 and 2, as they are within close proximity of Great West Road. As the route follows Syon Lane and Grant Way, noise from traffic is greatly reduced. The section of Syon Lane close to the main junction, as seen in Location 3, is well provided with vegetation and the footway is also distanced from the carriageway.

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

- 8.3.5 The crossing of Great West Road from the site can be achieved either by signal light junction (Location 1) or through the underpass (Location 2). The pelican crossing is equipped with tactile paving and dropped kerbs. The underpass was well lit and clean, however, perhaps passing though this route could have been made more pleasant with repainting or installing street art.

Places to stop and rest

'A lack of resting places can limit mobility for certain groups of people.'

- 8.3.6 There were a number of places to stop and rest on this route. Location 3, north of Great West Road, had several benches to stop and rest on route to Sky Campus.

Shade and Shelter

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

- 8.3.7 This route is well provided with shade and shelter. The underpass offers a sheltered crossing of Great West Road, and Syon Lane through to Grant Way is lined with a number of trees which provide natural shade and shelter for pedestrians.

People feel relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 8.3.8 Locations 1 and 2 present the least pleasant sections of this route. Due to the heavily trafficked Great West Road, people are not likely to feel relaxed at these locations. Furthermore, the appearance of the underpass in Location 2 could be improved, perhaps with the addition of street art or repainting. The latter section of the route, along Syon Lane and right onto Grant Way is significantly less trafficked and is provided with places to rest, shelter and greenery.

Things to see and do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 8.3.9 The majority of the route is pleasant, there are shops and cafés on the western flank of Syon Lane and plenty of greenery on both sides of the Syon Lane and Grant Way. Location 2, the underpass, could benefit from some planting or street art to make it more appealing for pedestrians walking that route.

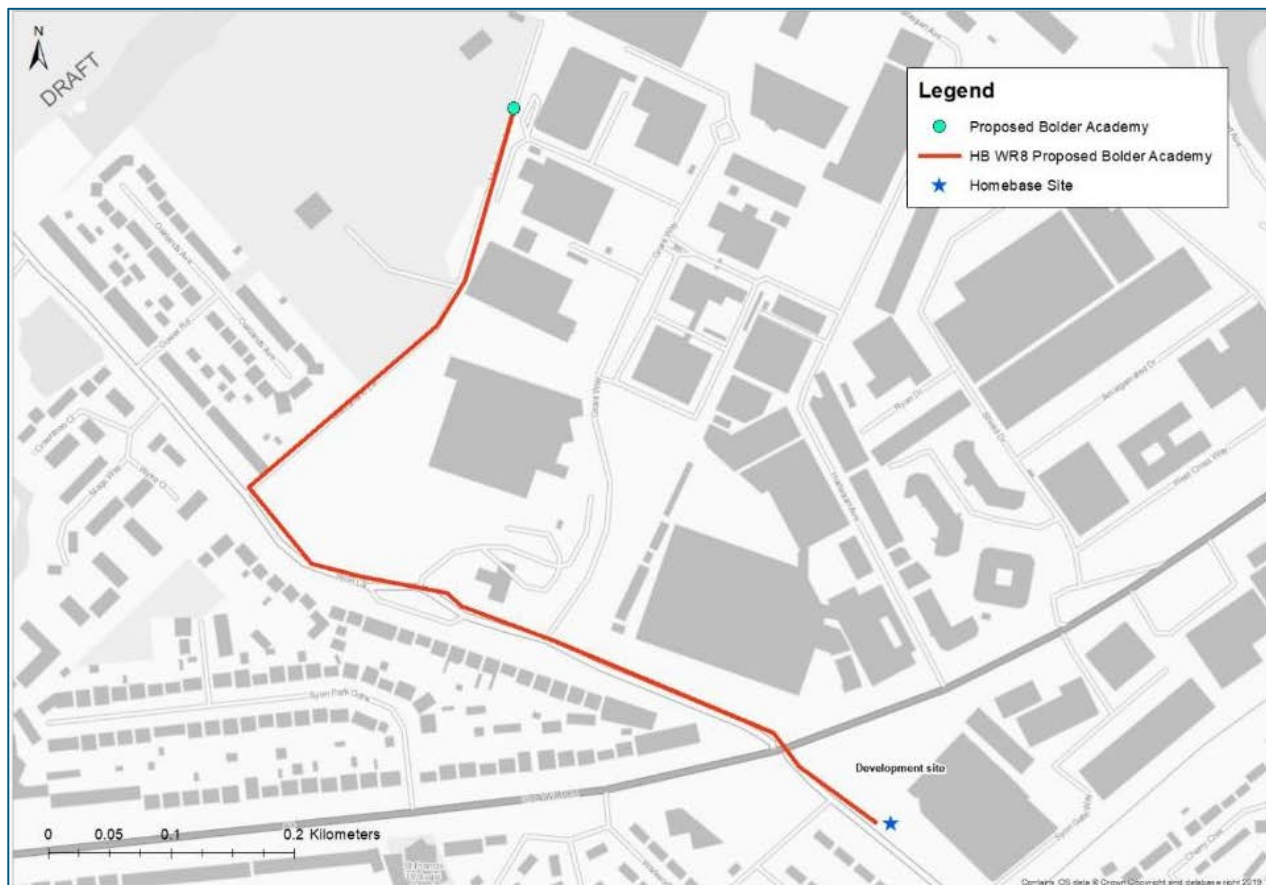
9 Key Destination Route 9 – Homebase site to proposed Bolder Academy

9.1 Description

9.1.1 Key Destination Route 9 connects the site with the proposed Bolder Academy, following a desire line along Syon Lane, then right along Macfarlane Lane. The route is approximately 800m. Footways are provided along the entire route. It should be noted that there were two options crossing Great West Road from the site, either a signal light crossing at the junction or via an underpass. Both routes will be taken into account.

9.1.2 **Insert 9.1** depicts the Key Destination Route from the site to the proposed Bolder Academy.

Insert 9.1: Key Destination Route 9



9.2 Photographs

9.2.1 Pedestrian point of view photographs were taken at a number of locations along the route. These photographs are presented in **Insert 9.2** to **Insert 9.6**.

Insert 9.2: Route 9 - Photo Location 1



Insert 9.3: Route 9 - Photo Location 2



Insert 9.4: Route 9 - Photo Location 3



Insert 9.5: Route 9 - Photo Location 4



Insert 9.6: Route 9 - Photo Location 5



Insert 9.7: Route 9 - Photo Location 6



9.3 Worst Journey Location

- 9.3.1 TfL's Healthy Streets criteria suggest highlighting the most unpleasant or potentially unsafe location for people along Key Destination Route 9. The location deemed least pleasant or potentially unsafe was crossing of Great West Road, which is depicted in Location 1 and Location 2.
- 9.3.2 This route is described below in the context of Healthy Streets indicators 3-10, in addition to suggestions for how the location could be improved for pedestrians.

Clean Air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

- 9.3.3 The first section of the route involves crossing Great West Road, a busy arterial road. It is unlikely that air quality in Locations 1 and 2 could be improved without drastic changes to reduce traffic volumes through the area.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

- 9.3.4 Location 2 depicts an underpass which allows pedestrians and cyclists to cross Great West Road, along the desire line safely. However, the overall environment at this location could be improved. The underpass could be made safer and more appealing by installing CCTV, allowing people to feel safer using this route. Furthermore, ensuring the lighting in this underpass is maintained, and repainting and/or adding street art to this location would improve the walking experience of this route.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

- 9.3.5 While the rest of Route 9 is relatively quiet, Locations 1 and 2, due to the close proximity to Great West Road, suffer from significant noise pollution from this busy route. It is unlikely this could be drastically improved without altering traffic volume through the area,

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

- 9.3.6 This route is equipped with two convenient crossing options of the Great West Road. The pelican crossing, adjacent to the site, is equipped with tactile paving and dropped kerbs, while the underpass also allows for ease of crossing. The underpass could be made a more attractive option with some maintenance, improved lighting and addition of planting and street art for example.

Places to stop are rest

'A lack of resting places can limit mobility for certain groups of people.'

- 9.3.7 There are a number of places to stop and rest on Route 9. As seen in Location 3, there are a number of benches provided along the northern flank of Syon Lane, which are also sufficiently segregated from the carriageway.

Shade and Shelter

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

- 9.3.8 The route has a number of areas where shade and shelter are available. Shade is provided naturally from trees lining both flanks of Syon Lane. Furthermore, the underpass also provides a sheltered crossing option across Great West Road.

People feel relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 9.3.9 Route 9 is provided with wide footways, places to rest and plenty of greenery on both flanks of Syon Lane. Location 2 is perhaps where pedestrians would feel least relaxed. Improvements could be made by maintaining and improving lighting through the underpass and installing street art and planting to make people feel more relaxed through this section of the route.

Things to see and do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 9.3.10 Location 2 could benefit from visual improvements and maintenance, to improve the overall pedestrian experience walking this route. The addition of street art/murals through the underpass, and/or planting would make this section of the route more appealing. Furthermore, ensuring the underpass is sufficiently lit at all times would make this location more attractive and interesting for walkers.

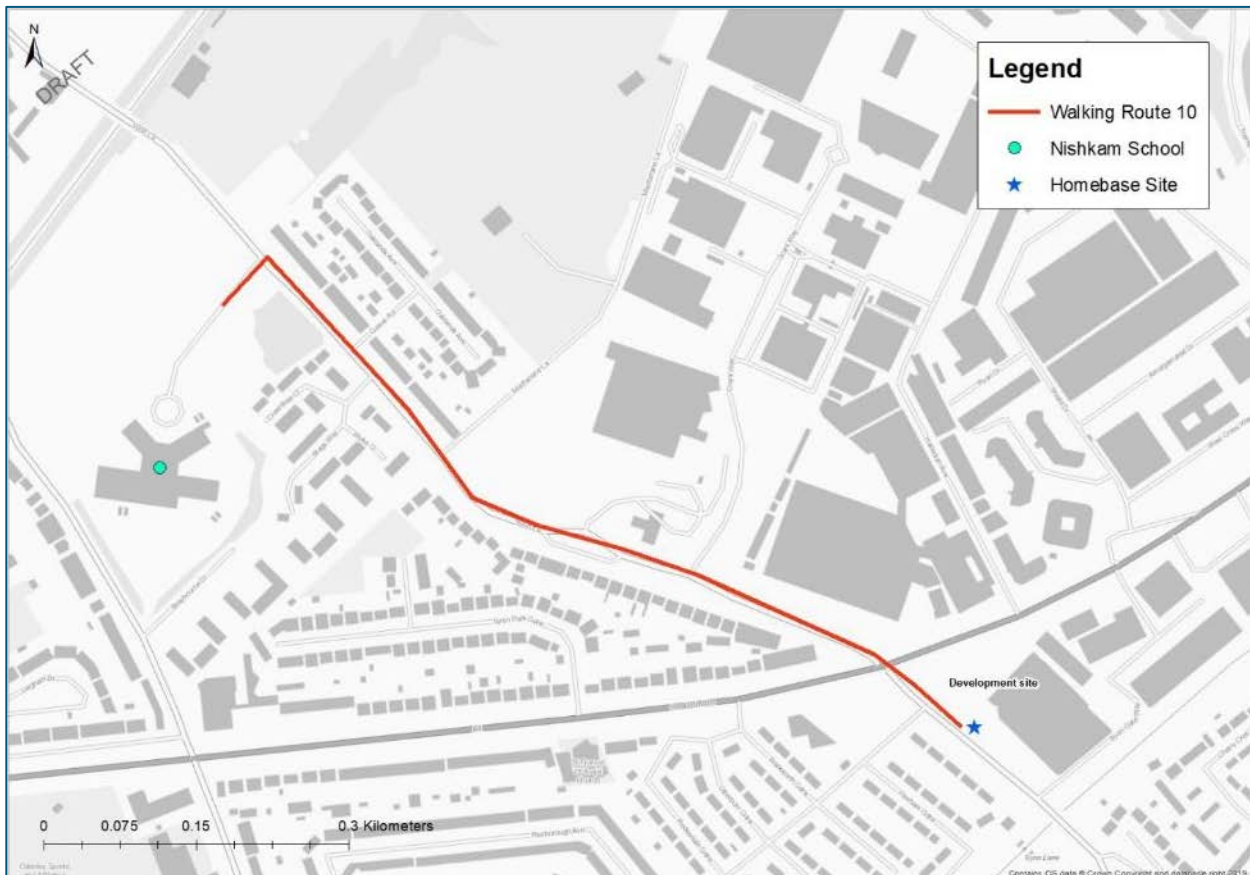
10 Key Destination Route 10 – Homebase Site to Nishkam School

10.1 Description

10.1.1 Key Destination Route 10 connects the site with Nishkam School, following a desire line along Syon Lane. The route is approximately 950m and footways are provided throughout.

10.1.2 **Insert 10.1** shows the route from the site to Nishkam School.

Insert 10.1: Key Destination Route 10



10.2 Photographs

10.2.1 Pedestrian point of view photographs were taken at a number of locations along the route. The photographs are presented in **Inserts 10.2 to 10.8**.

Insert 10.2: Route 10 - Photo Location 1



Insert 10.3: Route 10 - Photo Location 2



Insert 10.4: Route 10 - Photo Location 3



Insert 10.5: Route 10 - Photo Location 4



Insert 10.6: Route 10 - Photo Location 5



Insert 10.7: Route 10 - Photo Location 6



Insert 10.8: Route 10 - Photo Location 7



10.3 Worst Journey Location

10.3.1 TfL's Healthy Streets criteria suggest highlighting the most unpleasant or potentially unsafe location for people along Key Destination Route 10. The location deemed least pleasant or potentially unsafe was crossing of Great West Road, which is depicted in Location 1 and Location 2.

10.3.2 This route is described below in context to suggestions for how the location could be improved for pedestrians and cyclists.

Clean Air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

10.3.3 The first section of the route involves crossing Great West Road, a busy arterial road. It is unlikely that air quality in Locations 1 and 2 could be improved without drastic changes to reduce traffic volumes through the area.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

10.3.4 Location 2 depicts an underpass which allows pedestrians and cyclists to cross Great West Road, along the desire line safely. However, the overall environment at this location could be improved. The underpass could be made safer and more appealing by installing CCTV, allowing people to feel safer using this route. Furthermore, ensuring the lighting in this underpass is maintained, and repainting and/or adding street art to this location would improve the walking experience of this route.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

10.3.5 While the rest of Route 10 is relatively quiet, Locations 1 and 2, due to the close proximity to Great West Road, suffer from significant noise pollution from this busy route. It is unlikely this could be drastically improved without altering traffic volume through the area,

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

10.3.6 This route is equipped with two convenient crossing options of the Great West Road. The pelican crossing, adjacent to the site, is equipped with tactile paving and dropped kerbs, while the underpass also allows for ease of crossing. The underpass could be made a more attractive option with some maintenance, improved lighting and addition of planting and street art for example.

- 10.3.7 The section of the route closer to the school is provided with crossing facilities, including a zebra crossing, all of which are equipped with dropped kerbs and tactile paving.

Places to stop are rest

'A lack of resting places can limit mobility for certain groups of people.'

- 10.3.8 There are a number of places to stop and rest on Route 10. As seen in Location 3, there are a number of benches provided along the northern flank of Syon Lane, which are also sufficiently segregated from the carriageway.

Shade and Shelter

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

- 10.3.9 The route has a number of areas where shade and shelter are available. Shade is provided naturally from trees lining both flanks of Syon Lane. Furthermore, the underpass also provides a sheltered crossing option across Great West Road.

People feel relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 10.3.10 Route 9 is provided with wide footways, places to rest and plenty of greenery on both flanks of Syon Lane. Location 2 is perhaps where pedestrians would feel least relaxed. Improvements could be made by maintaining and improving lighting through the underpass and installing street art and planting to make people feel more relaxed through this section of the route.

Things to see and do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 10.3.11 Location 2 could benefit from visual improvements and maintenance, to improve the overall pedestrian experience walking this route. The addition of street art/murals through the underpass, and/or planting would make this section of the route more appealing. Furthermore, ensuring the underpass is sufficiently lit at all times would make this location more attractive and interesting for walkers.

'A lack of resting places can limit mobility for certain groups of people.'

- 10.3.12 There are a number of places to stop and rest on Route 10. As seen in Location 3, there are a number of benches provided along the northern flank of Syon Lane, which are also sufficiently segregated from the carriageway.

Shade and Shelter

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

- 10.3.13 The route has a number of areas where shade and shelter are available. Shade is provided naturally from trees lining both flanks of Syon Lane. Furthermore, the underpass also provides a sheltered crossing option across Great West Road.

People feel relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 10.3.14 Route 10 is provided with wide footways, places to rest and plenty of greenery on both flanks of Syon Lane. Location 2 is perhaps where pedestrians would feel least relaxed. Improvements could be made by maintaining and improving lighting through the underpass and installing street art and planting to make people feel more relaxed through this section of the route.

Things to see and do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 10.3.15 Location 2 could benefit from visual improvements and maintenance, to improve the overall pedestrian experience walking this route. The addition of street art/murals through the underpass, and/or planting would make this section of the route more appealing. Furthermore, ensuring the underpass is sufficiently lit at all times would make this location more attractive and interesting for walkers.

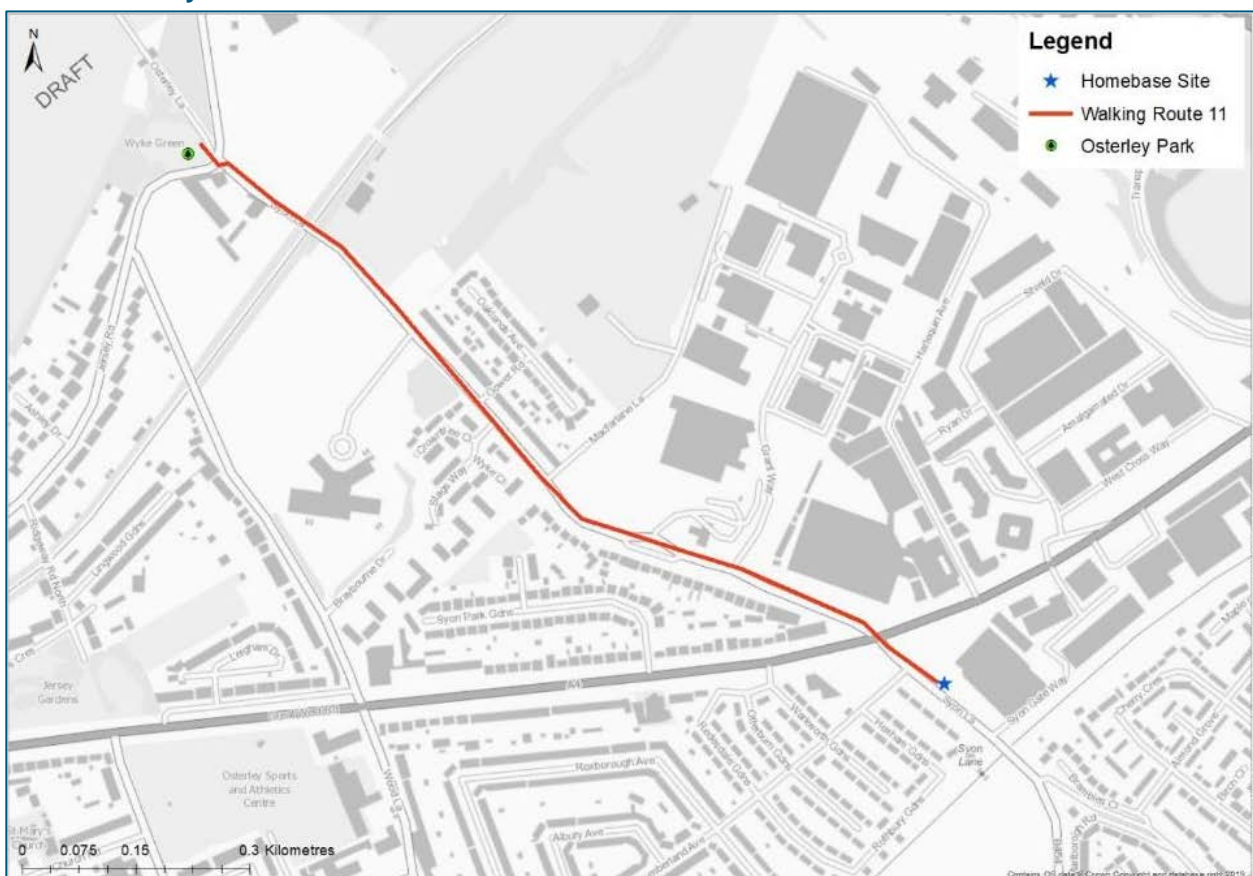
11 Key Destination Route 11 – Homebase Site to Osterley Park

11.1 Description

11.1.1 Key Destination Route 11 connects the site with Osterley Park. The route follows a desire line along Syon Lane north towards Osterley Park. Footways are provided along the entire route. The route from the site to the park is approximately 1.3km.

11.1.2 **Insert 11.1** shows the route from the site to Osterley Park.

Insert 11.1: Key Destination Route 11



11.2 Photographs

11.2.1 Pedestrian point of view photographs were taken every 150m along the route. The pedestrian point of view photographs are presented in **Insert 11.2 to 11.10**.

Insert 11.2: Route 11 - Photo Location 1



Insert 11.3: Route 11 - Photo Location 2



Insert 11.4: Route 11 - Photo Location 3



Insert 11.5: Route 11 - Photo Location 4



Insert 11.6: Route 11 - Photo Location 5



Insert 11.7: Route 11 - Photo Location 6



Insert 11.8: Route 11- Photo Location 7



Insert 11.9: Route 11- Photo Location 8



Insert 11.10: Route 11-Photo Location 9



11.3 Worst Journey Location

- 11.3.1 In line with the TfL Healthy Streets criteria, the following section provides a detailed description of the most unpleasant or potentially unsafe location for people walking to Osterley Park from the site.
- 11.3.2 As the least pleasant location on this route (Locations 1 and 2) have been discussed in previous sections, a wider assessment of the route will be undertaken.

Clean air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

- 11.3.3 The route follows a desire line along Syon Lane towards Osterley Park. Air quality was considered good on this route, as the route was not heavily trafficked and the 20mph speed limit meant vehicles were not travelling too quickly. Furthermore, there was plenty of greenery present along both flanks of Syon Lane.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

- 11.3.4 The route was equipped with wide, well-maintained footways and plenty of good quality crossing facilities, as seen in Location 6. Vehicular traffic on Syon Lane is also limited to 20mph at this section, allowing pedestrians to feel safer crossing. In addition, street lighting was provided throughout the pedestrian route.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

- 11.3.5 Due to the lower vehicle speeds on this section of Syon Lane, the noise was not a significant issue. The footways are generally wide along this route, which also allows for space between pedestrians and the road.

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

- 11.3.6 There are a number of good quality crossing facilities along this route. Between Locations 1-3 there numerous crossing facilities, including a zebra crossing. All crossings were equipped with tactile paving and dropped kerbs.

Places to stop and rest

'A lack of resting places can limit mobility for certain groups of people.'

- 11.3.7 There were no places to stop and rest along this route. Benches could be provided between Locations 1-3 and/or Location 5-6, as the footways are wide and could facilitate areas to stop and rest. Furthermore, there is plenty of greenery present at these locations and the footways and road are relatively quiet. These factors would contribute to pleasant spaces to potentially stop and rest.

Shade and Shelter

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

- 11.3.8 Shade and shelter along this route are provided by trees lining both flanks of Syon Lane. The route is well shaded and would provide shelter in the event of adverse weather conditions.

People feel relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 11.3.9 This section of Syon Lane was not too heavily trafficked and the footways provided for pedestrians were wide, allowing for free movement. There is also plenty of greenery present on route to Osterley Park. The footways and crossing facilities are also in good condition. As a result, people using this route are not likely to feel stressed.

Things to see and do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 11.3.10 There is plenty of greenery present on both flanks of Syon Lane on route to Osterley Park. The addition of places to stop and rest along the route would be welcomed. Ensuring that vegetation lining the route doesn't become overgrown would keep the route attractive for walking and cycling.

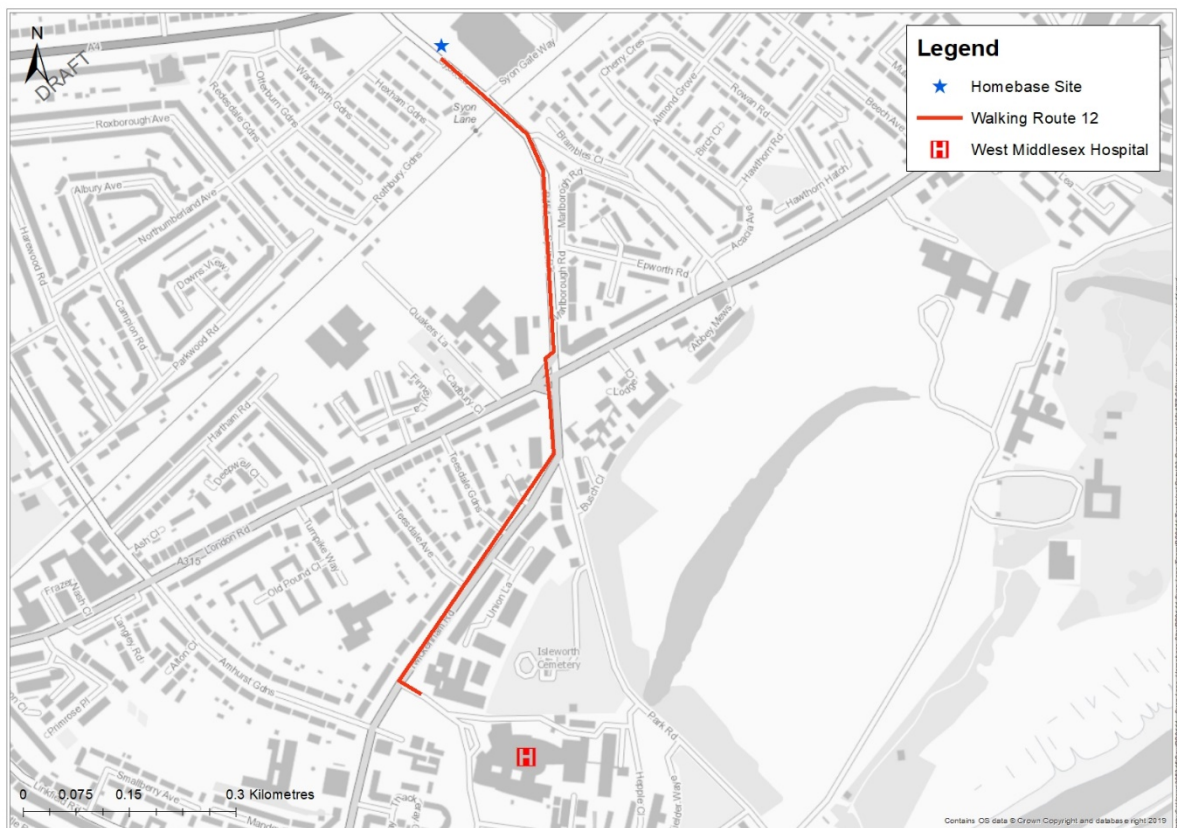
12 Key Destination Route 12 – Homebase Site to West Middlesex Hospital

12.1 Description

12.1.1 Key Destination Route 12 connects the site with West Middlesex Hospital. The route follows a desire line south along Syon Lane/ Spur Road, across the junction at London Road, then south along Twickenham Road towards the Hospital.

12.1.2 **Insert 12.1** provides a plan showing the desire line from the site to West Middlesex Hospital

Insert 12.1: Key Destination Route 12



12.2 Photographs

12.2.1 Pedestrian point of view photographs were taken every 150m along the route. The pedestrian point of view photographs are presented in **Insert 12.2 to Insert 12.9**.

Insert 12.2: Route 12 – Photo Location 1



Insert 12.3: Route 12 – Photo Location 2



Insert 12.4: Route 12 – Photo Location 3



Insert 12.5: Route 12 – Photo Location 4



Insert 12.6: Route 12 – Photo Location 5



Insert 12.7: Route 12 – Photo Location 6



Insert 12.8: Route 12 – Photo Location 7



Insert 12.9: Route 12 – Photo Location 8



12.3 Worst Journey Location

- 12.3.1 In line with the TfL Healthy Streets criteria, the following section provides a detailed description of the most unpleasant or potentially unsafe location for people along Key Destination Route 12. Location 4 was deemed the least pleasant location along this route.
- 12.3.2 The photograph presented in **Insert 12.5** shows the characteristics of what was considered to be the most unpleasant or potentially unsafe for people on the street.
- 12.3.3 Location 4 is described below in the context of Healthy Streets indicators 3-10, in addition to suggestions for how the location could be improved for pedestrians.

Clean Air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

- 12.3.4 Location 4 is directly adjacent to London Road, which is a highly trafficked A-road running from east to west. Despite the presence of plenty of greenery and wide footways on this route and at this location, it is unlikely air quality could be further improved unless drastic changes to reduce traffic flows were taken.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

- 12.3.5 The crossing at this location allows pedestrians to cross London Road, leading south towards West Middlesex Hospital. The central pedestrian island at this crossing is not equipped with tactile paving, which aid those with visual impairment cross the road safely.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

- 12.3.6 Due to Location 4 being situated at the junction between London Road/Spur Road and Twickenham Road, there was significant flows of traffic, leading to noise pollution. In relation to this location it is unlikely any drastic improvements could be made.

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

- 12.3.7 The crossing facilities at this location would be safer for those with visual impairment if the central pedestrian island was equipped with tactile paving.

Places to stop and rest

'A lack of resting places can limit mobility for certain groups of people.'

- 12.3.8 There were no places to stop and rest evident at this location. There were also very few places to stop on Route 12 as a whole. Due to the wide footways and presence of plenty of greenery, places to stop could be instated along this route. Location 5 is one example where benches could be added, as well as some greenery, which would improve the environment along this route.

Shelter and Shade

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

This route is lined with trees and greenery on both flanks, which provide natural shade and shelter for those walking and cycling. There are also a number of bus shelters along this route which could provide shelter.

People feel relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

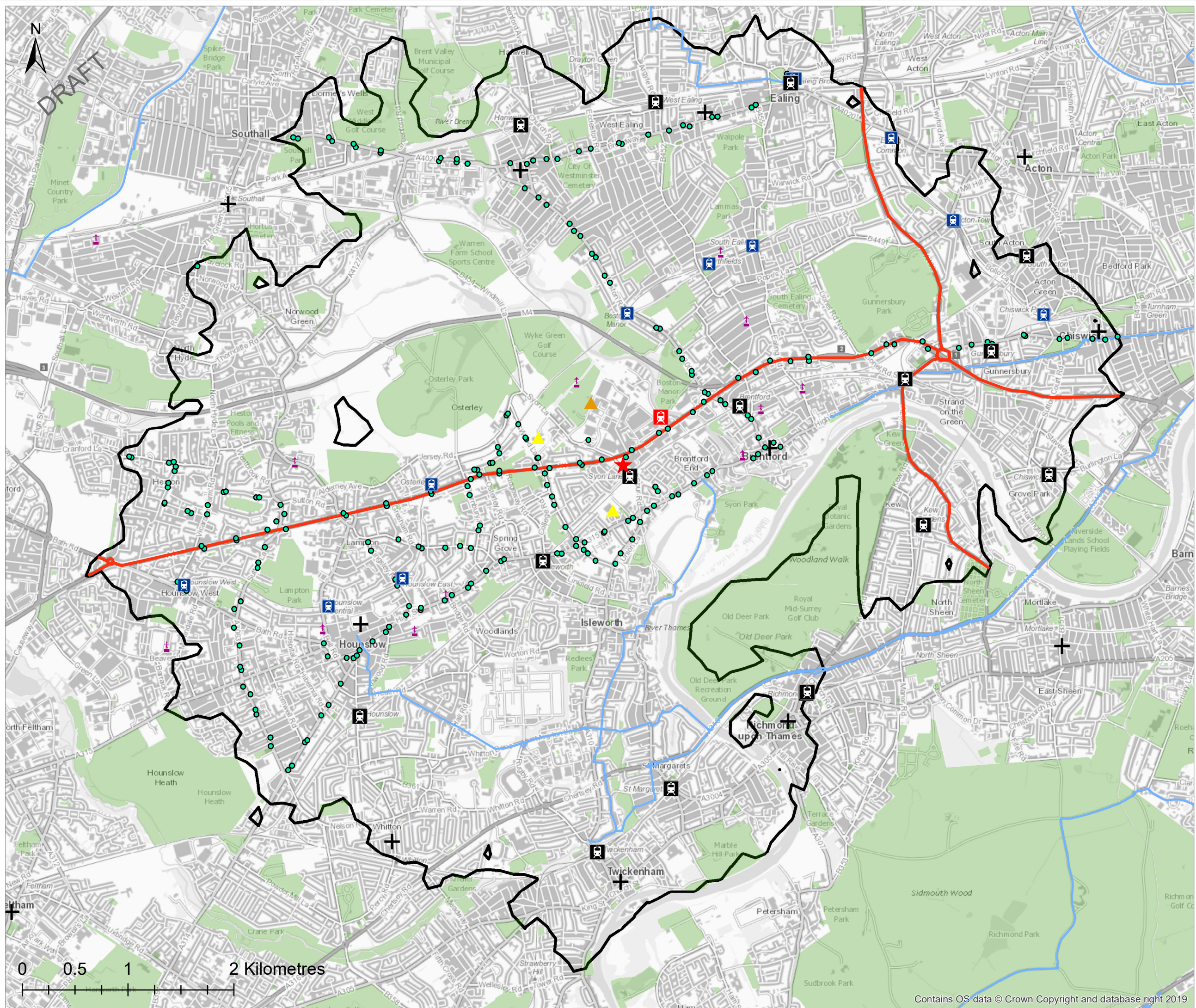
- 12.3.9 Due to the busy nature of the junction in Location 4, it is unlikely pedestrians and cyclist would feel relaxed at this location. However, considering the route in its entirety, there is plenty of greenery on both flanks of the highway and the footways provided are level and wide. Additional areas to stop and rest, at Location 5 for instance, would enable pedestrians to feel more relaxed.

Things to see and do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 12.3.10 There is plenty of greenery along the entirety of the route. Furthermore, there are some shops and amenities at the London Road junction. Potential areas for pedestrians to stop and rest along this route would improve the overall pedestrian experience.

Appendix – ATZ Maps



Legend

- ★ Homebase Site
- National Rail
- Tube
- Bus stops
- ▲ Proposed Bolder Academy
- ▲ Schools
- Proposed Golden Mile station
- + Town Centres
- TLRN red route
- Strategic Cycle Network
- Places of Worship
- Parks
- 20 minute cycle catchment

Title
Active Travel Zone Map 1

Project
Homebase site, Syon Lane

Client
St Edward Homes

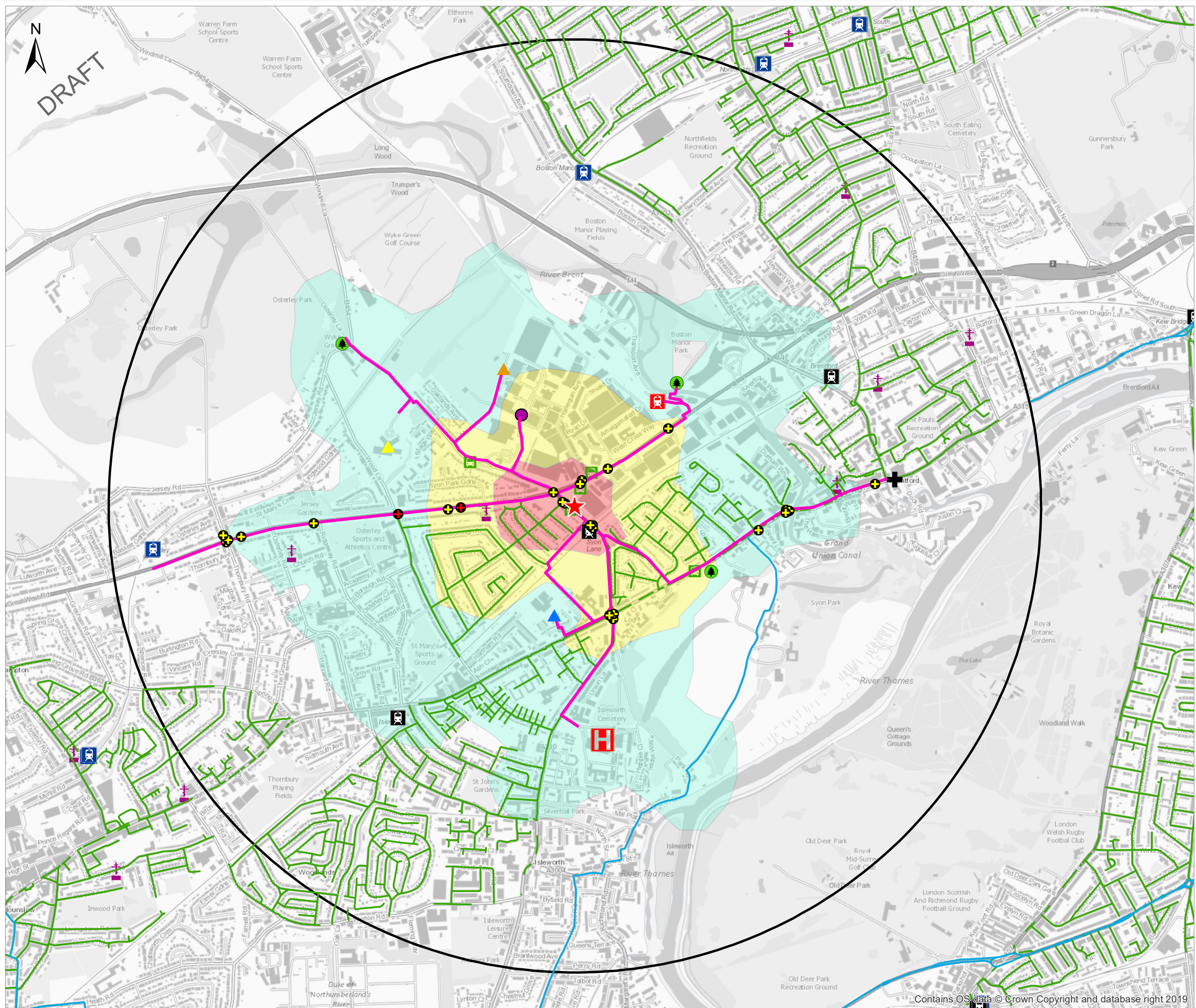
Date 16/09/2019	Scale 1:33000
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Figure
5.1

Checked by AW	Number 1
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Royal HaskoningDHV
Enhancing Society Together

N
DRAFT



- ### Legend
- Nishkam School
 - Homebase Site
 - Strategic Cycle Network
 - PICs (fatal)
 - PICs (Serious)
 - National Rail
 - Tube
 - Proposed Bolder Academy
 - Marlborough School
 - Key Walking Routes
 - Brentford Town Centre
 - Parks
 - Bus stops (Key Destinations)
 - Sky Campus
 - Proposed Golden Mile station
 - Permeable_Neighbourhoods
 - Places of Worship
 - West Middlesex Hospital
 - 2km Radius
 - 0-5 min walk
 - 5-10 min walk
 - 10-20 mins walk

Title
ATZ Map 2

Project
Homebase Site, Syon Lane

Client
St Edward Homes Ltd

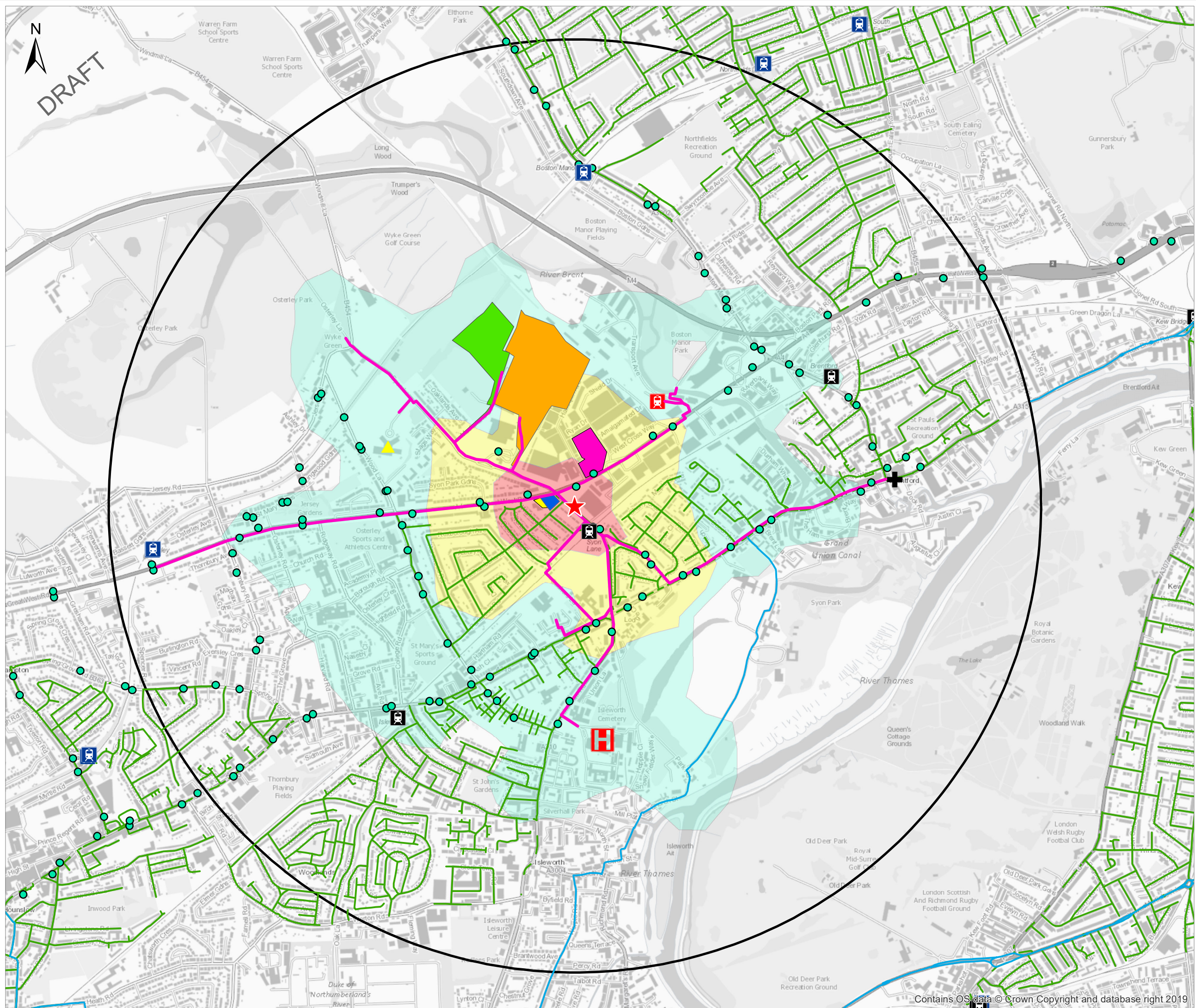
Date 17/02/2020	Scale 1:15000
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Figure
Insert 5.2

Checked by AW	Number 1
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N
DRAFT



- Legend**
- Nishkam School
 - Homebase Site
 - Strategic Cycle Network
 - National Rail
 - Tube
 - Bus stops
 - Key Walking Routes
 - Brentford Town Centre
 - Proposed Golden Mile station
 - Bolder Academy
 - Former Syon Gate Service Station Site
 - 891 Great West Road Site
 - New Horizons Court Site
 - Sky Campus Site
 - Permeable_Neighbourhoods
 - West Middlesex Hospital
 - 2km Radius
 - 0-5 min walk
 - 5-10 min walk
 - 10-20 mins walk

Title
ATZ Map 3

Project
Homebase Site, Syon Lane

Client
St Edward Homes
Ltd

Date 17/02/2020	Scale 1:15000
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Figure
5.3

Checked by AW	Number 1
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Appendix E – Personal Injury Collision Data



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018	320

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)							60 MTS TO DEC-2018 SORTED BY DATE	
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1	0114TX20018	FRI 10/01/14 15:48	LIGHT	GREAT WEST RD J/W SYON LANE	25	NODE 146	516260 / 177370
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POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG	NO XING FACILITY IN 50M
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AS V2 BRAKED V1 HIT V2'S REAR.

CASUALTY 001 (002) (49 Yrs - F TW7) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR	(62 Yrs - M TW5)	GOING AHEAD OTHER	NW TO SE	JCT MID
		BT - NEGATIVE			FRONT HIT FIRST	

VEHICLE	002 (001)	CAR	(49 Yrs - F TW7)	SLOWING OR STOPPING	NW TO SE	JCT MID
		BT - NEGATIVE			BACK HIT FIRST	

V002 B 408 (SUDDEN BRAKING)

V001 A 308 (FOLLOWING TOO CLOSE)

2	0114TX20019	FRI 10/01/14 17:40	DARK	NFL - GREAT WEST RD J/W RIVERBANK WAY	25	LINK 146-177	517090 / 177850
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POLICE - OVER COU	ROAD-DRY	WEATHER-FINE	DUAL CWY	OTHER JUN	AUTO SIG	NO XING FACILITY IN 50M
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V1 HESITATED THEN BRAKED HARD. V2 HIT V1'S REAR.

CASUALTY 001 (001) (44 Yrs - F TW7) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR	(44 Yrs - F TW7)	SLOWING OR STOPPING	NE TO SW	JCT APP
		BT - DRV NOT CONTACTED			BACK HIT FIRST	

VEHICLE	002 (001)	CAR	(31 Yrs - F TW7)	GOING AHEAD OTHER	NE TO SW	JCT APP
		BT - DRV NOT CONTACTED			FRONT HIT FIRST	

V001 A 603 (NERVOUS/UNCERTAIN/ PANIC)

V001 A 408 (SUDDEN BRAKING)

V002 A 308 (FOLLOWING TOO CLOSE)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)							60 MTS TO DEC-2018 SORTED BY DATE	
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3	0114TX20040	TUE 21/01/14 07:21	DARK	HIGH STREET J/W AUGUSTUS CLOSE	25	LINK 143-148	517380 / 177290
POLICE - AT SCENE ROAD-WET			FOG/MIST	SINGLE CWY T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M		
V1 TURNED RIGHT ACROSS PATH V2							

CASUALTY	001 (002)	(51 Yrs - M W7)	SLIGHT	DRIVER/RIDER			
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VEHICLE	001 (002)	CAR	(67 Yrs - M TW8)	TURNING RIGHT	S TO E	JCT MID
		BT - NOT REQUESTED		O/S HIT FIRST		

VEHICLE	002 (001)	PEDAL CYCLE	(51 Yrs - M W7)	GOING AHEAD OTHER	E TO W	JCT MID
		BT - NOT APPLICABLE		FRONT HIT FIRST		

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

4	0114TX20037	FRI 24/01/14 06:41	DARK	GREAT WEST RD 100M SOUTH WEST OF J/W SYON LANE	25	LINK 125-146	516170 / 177330
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	DUAL CWY NO JUN IN 20M	NO XING FACILITY IN 50M		
PED RAN INTO PATH OF V1, CAUSING COLLISION.							

CASUALTY	001 (001)	(65 Yrs - M TW7)	SLIGHT	PEDESTRIAN	UNKNOWN FROM DRIVERS N/SIDE		
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VEHICLE	001 (000)	M/C > 500CC	(? Yrs - M UNKN)	GOING AHEAD OTHER	NE TO SW	JNY PART OF WORK
		BT - NEGATIVE		FRONT HIT FIRST		

C001 B 806 (IMPAIRED BY ALCOHOL)

C001 A 802 (FAILED TO LOOK PROPERLY)

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

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

5	0114TX20048	TUE 28/01/14 13:34	LIGHT	GREAT WEST ROAD J/W BOSTON MANOR ROAD.	25	NODE 177	517200 / 177940
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	DUAL CWY CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	
V.1 TURNED RIGHT, ACROSS PATH OF ON-COMING V.2 CAUSING COLLISION.							

CASUALTY	001 (001)	(53 Yrs - M SL6)	SLIGHT	DRIVER/RIDER			
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CASUALTY	002 (002)	(39 Yrs - M UB6)	SLIGHT	DRIVER/RIDER			
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VEHICLE	001 (002)	CAR	(53 Yrs - M SL6)	TURNING RIGHT	SE TO NE	COMM TO/FROM WORK	JCT MID
		BT - NEGATIVE		FRONT HIT FIRST			

VEHICLE	002 (001)	CAR	(39 Yrs - M UB6)	GOING AHEAD OTHER	NW TO SE	COMM TO/FROM WORK	JCT MID
		BT - NEGATIVE		FRONT HIT FIRST			

V001 A 403 (POOR TURN OR MANOEUVRE)

V001 A 405 (FAILED TO LOOK PROPERLY)

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

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)							60 MTS TO DEC-2018 SORTED BY DATE	
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6	0114TX20073	SAT 08/02/14 20:15	DARK	GREAT WEST ROAD J/W BOSTON MANOR ROAD	25	NODE 177	517190 / 177930
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POLICE - AT SCENE ROAD-WET WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M

N/W-BD V1 ON CALL CROSSED DUAL CARRIAGEWAY; EAST-BD V2 FAILED TO GIVE V1 THE ROAD AND COLLIDED

CASUALTY 001 (001) (41 Yrs - M 1) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	MINIBUS (41 Yrs - M 1)	GOING AHEAD OTHER	NE TO SW	JNY PART OF WORK	JCT MID
		BT - NEGATIVE	SKIDDED	N/S HIT FIRST		

VEHICLE	002 (001)	CAR (29 Yrs - M TW3)	GOING AHEAD OTHER	SE TO NW		JCT MID
		BT - NEGATIVE	SKIDDED	FRONT HIT FIRST		
			HIT BOLLARD			

V001 A 405 (FAILED TO LOOK PROPERLY)

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

V001 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)

7	0114TX20096	TUE 11/02/14 09:12	LIGHT	LONDON ROAD J/W SPUR ROAD	25	NODE 142	516530 / 176840
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V3 MISJUDGED TRAFFIC AND MOVED OFF HITTING V2'S REAR, PUSHING V2 INTO V1'S REAR

CASUALTY 001 (001) (32 Yrs - M TW8) SLIGHT DRIVER/RIDER

VEHICLE	001 (003)	CAR (32 Yrs - M TW8)	GOING AHEAD HELD UP	NE TO SW		JCT APP
		BT - NOT PROVD (MEDCL REASONS)		BACK HIT FIRST		

VEHICLE	002 (001)	CAR (? Yrs - U UNKN)	GOING AHEAD HELD UP	NE TO SW		JCT APP
		BT - DRV NOT CONTACTED		BACK HIT FIRST		

VEHICLE	003 (002)	CAR (45 Yrs - M GU19)	MOVING OFF	NE TO SW	JNY PART OF WORK	JCT APP
		BT - NOT REQUESTED		FRONT HIT FIRST		

V003 A 509 (DISTRACTION IN VEHICLE)

V003 A 602 (CARELESS/RECKLESS/IN A HURRY)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)							60 MTS TO DEC-2018 SORTED BY DATE	
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8	0114TX20084	WED 12/02/14 09:59	LIGHT	SPUR ROAD J/W MARLBOROUGH ROAD	25	LINK 142-144	516510 / 176920
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 SLOWNG TO TURN RIGHT AND IS HIT IN REAR BY V2

CASUALTY 001 (002) (37 Yrs - M UB1) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR	(44 Yrs - M TW18)	WAITING TO TURN RIGHT	S TO NE	JCT APP
		BT - NEGATIVE			BACK HIT FIRST	

VEHICLE	002 (001)	M/C 50-125CC	(37 Yrs - M UB1)	SLOWING OR STOPPING	S TO N	JCT APP
		BT - NEGATIVE			FRONT HIT FIRST	

V002 A 408 (SUDDEN BRAKING)

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

V002 A 405 (FAILED TO LOOK PROPERLY)

9	0114TX20107	WED 12/02/14 07:14	LIGHT	GREAT WEST ROAD J/W WEST CROSS WAY	25	LINK 146-177	516490 / 177460
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POLICE - AT SCENE ROAD-WET WEATHER-OTHER SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PEDN PHASE AT ATS

V1 TURNED RIGHT AND WAS HALF WAY ACROSS WHEN V2 COLLIDED WITH V1

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

VEHICLE	001 (002)	GDS => 7.5T	(55 Yrs - M UB6)	TURNING RIGHT	NE TO NW JNY PART OF WORK	JCT MID
		BT - NEGATIVE			N/S HIT FIRST	

VEHICLE	002 (001)	M/C > 500CC	(24 Yrs - M TW7)	GOING AHEAD OTHER	SW TO NE	JCT MID
		BT - NOT PROVD (MEDCL REASONS)			FRONT HIT FIRST	

V002 A 306 (EXCEEDING SPEED LIMIT)

V002 B 601 (AGGRESSIVE DRIVING)

V002 A 405 (FAILED TO LOOK PROPERLY)



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

10 0114TX20110 FRI 14/02/14 08:42 LIGHT LONDON ROAD J/W DARCY ROAD 25 LINK 137-142 516310 / 176740

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT CENTRAL REFUGE

V1 PULLED OUT AND TURNED RIGHT AND COLLIDED WITH V2 REVERSING

CASUALTY 001 (001) (25 Yrs - F TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (25 Yrs - F TW7) TURNING RIGHT N TO SW JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (001) CAR (28 Yrs - F TW7) REVERSING SE TO NE JCT MID
BT - NOT REQUESTED BACK HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

V002 A 405 (FAILED TO LOOK PROPERLY)

11 0114TX20105 SAT 15/02/14 00:20 DARK GREAT WEST ROAD J/W BOSTON MANOR ROAD 25 NODE 177 517170 / 177930

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

V1 CHANGED LANE ACROSS V2'S PATH CAUSING COLLISION

CASUALTY 001 (002) (50 Yrs - F SW16) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (20 Yrs - F SW16) SLIGHT PASSENGER BACK SEAT

CASUALTY 003 (002) (52 Yrs - M SW16) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (002) CAR (18 Yrs - M HA9) TURNING LEFT SW TO NW JCT APP
BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (001) CAR (50 Yrs - F SW16) GOING AHEAD OTHER SW TO NE JNY PART OF WORK JCT APP
BT - NEGATIVE O/S HIT FIRST

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

V001 A 403 (POOR TURN OR MANOEUVRE)

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

V001 B 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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12 0114TX20112 WED 19/02/14 18:05 LIGHT LONDON ROAD J/W TURNPIKE WAY	25 LINK 137-142	516170 / 176670
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POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 DRIVER AND A BOARDING C1 WERE HAVING A ALTERCATION, V1 TRIED TO SHUT DOORS AND TRAPPED C1 - [LOST BALANCE (C001)]

CASUALTY 001 (001) (16 Yrs - F TW13) SLIGHT PASSENGER BOARDING PSV

VEHICLE 001 (000) BUS/COACH (? Yrs - U UNKN)	MOVING OFF	NE TO SW	JCT APP
BT - DRV NOT CONTACTED		N/S HIT FIRST	

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

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 B 601 (AGGRESSIVE DRIVING)

C001 A 999 (OTHER FACTOR)

13 0114TX20154 THU 20/02/14 19:45 DARK GREAT WEST ROAD 133M SW OF J/W THORNBURY ROAD	25 LINK 99-145	514730 / 177120
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POLICE - AT SCENE ROAD-WET WEATHER-OTHER SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

V3 COLLIDED WITH REAR OF STAT V2 PUSHING V2 INTO REAR OF STAT V1

CASUALTY 001 (002) (20 Yrs - M TW14) SLIGHT DRIVER/RIDER

VEHICLE 001 (003) CAR (43 Yrs - F HP5)	GOING AHEAD HELD UP	SW TO NE
BT - NEGATIVE		BACK HIT FIRST

VEHICLE 002 (001) CAR (20 Yrs - M TW14)	GOING AHEAD HELD UP	SW TO NE
BT - NEGATIVE		BACK HIT FIRST

VEHICLE 003 (002) CAR (22 Yrs - F TW13)	GOING AHEAD OTHER	SW TO NE
BT - NEGATIVE		FRONT HIT FIRST

V003 A 405 (FAILED TO LOOK PROPERLY)

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

14 0114TX20124 FRI 21/02/14 15:40 LIGHT LION WAY J/W MARKET PLACE	25 CELL 517000/177000	517490 / 177420
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 DRIVER ALLOWED HIS AUTOMATIC CAR TO CREEP FORWARD AND COLLIDE WITH PED CAS

CASUALTY 001 (001) (92 Yrs - F TW8) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) E BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) CAR (91 Yrs - M TW8)	TURNING RIGHT	SW TO SE	JCT MID
BT - NOT REQUESTED		O/S HIT FIRST	

V001 B 405 (FAILED TO LOOK PROPERLY)

C001 B 802 (FAILED TO LOOK PROPERLY)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018
WX GIS AREA B25 Syon Lane Area (P)
60 MTS TO DEC-2018 SORTED BY DATE
15 0114TX20132 WED 26/02/14 06:55 LIGHT LONDON ROAD J/W COMMERCE ROAD 25 LINK 143-148 517260 / 177280
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS
V1 W/B MAIN ROAD INTENDED RIGHT TURN WAITED FOR V2 TO PASS; V2 SAW HIM AND FELL OFF
CASUALTY 001 (002) (56 Yrs - M BH24) SLIGHT DRIVER/RIDER
**VEHICLE 001 (000) CAR (34 Yrs - M HA7) TURNING RIGHT E TO N JNY PART OF WORK JCT MID
BT - NOT REQUESTED DID NOT IMPACT**
**VEHICLE 002 (000) PEDAL CYCLE (56 Yrs - M BH24) GOING AHEAD OTHER W TO E JNY PART OF WORK JCT MID
BT - NOT APPLICABLE DID NOT IMPACT**
V002 A 405 (FAILED TO LOOK PROPERLY)
V002 B 401 (JUNCTION OVERSHOOT)
V002 B 410 (LOSS OF CONTROL)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)

60 MTS TO DEC-2018 SORTED BY DATE

16 0114TX20140 WED 26/02/14 17:47 LIGHT NFL- GREAT WEST ROAD 200M W OF J/W THORNBURY ROAD 25 LINK 99-145 514670 / 177090

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

V1 CHANGED LANE TO RIGHT COLLIDING WITH V2, V1 LOST CONTROL HIT ONCOMING V3, V3 HIT PARKED V2 AND V5

CASUALTY 001 (001) (44 Yrs - F W13) SLIGHT DRIVER/RIDER

CASUALTY 002 (003) (43 Yrs - M UNKN) SLIGHT DRIVER/RIDER

VEHICLE 001 (005) CAR (44 Yrs - F W13) CHANGE LANE TO RIGHT W TO E
BT - NEGATIVE O/S HIT FIRST
LEFT CWY CROSS CENT/RES

VEHICLE 002 (004) CAR (37 Yrs - M UB7) GOING AHEAD OTHER W TO E JNY PART OF WORK
BT - NEGATIVE N/S HIT FIRST

VEHICLE 003 (002) CAR (43 Yrs - M UNKN) GOING AHEAD OTHER W TO E
BT - NEGATIVE FRONT HIT FIRST
LEFT CWY ONTO CENTRAL RES HIT PARKED VEH

VEHICLE 004 (003) CAR (? Yrs - U PARKED) PARKED P TO P
BT - DRV NOT CONTACTED O/S HIT FIRST

VEHICLE 005 (001) CAR (? Yrs - U PARKED) PARKED P TO P
BT - DRV NOT CONTACTED O/S HIT FIRST

V001 A 403 (POOR TURN OR MANOEUVRE)

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 601 (AGGRESSIVE DRIVING)

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

V001 A 410 (LOSS OF CONTROL)

V002 A 410 (LOSS OF CONTROL)

17 0114TX20164 THU 06/03/14 07:20 LIGHT GREAT WEST ROAD J/W BOSTON MANOR ROAD 25 NODE 177 517170 / 177930

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

V1 CHANGED LANE TO LEFT AND COLLIDED WITH V1

CASUALTY 001 (001) (27 Yrs - M TW13) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (27 Yrs - M TW13) GOING AHEAD OTHER SW TO NE JCT APP
BT - DRV NOT CONTACTED O/S HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - U UNKN) CHANGE LANE TO LEFT SW TO NE JCT APP
BT - DRV NOT CONTACTED N/S HIT FIRST

V002 A 403 (POOR TURN OR MANOEUVRE)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

18 0114TX20236 MON 17/03/14 20:45 DARK HIGH STREET J/W HALF ACRE 25 NODE 148 517690 / 177410

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

V1 TURNED RIGHT ACROSS PATH V2

CASUALTY 001 (002) (36 Yrs - M W3) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (25 Yrs - M W7) TURNING RIGHT E TO N JCT MID
BT - NEGATIVE N/S HIT FIRST

VEHICLE 002 (001) M/C > 500CC (36 Yrs - M W3) GOING AHEAD OTHER W TO E JCT MID
BT - NEGATIVE FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

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

19 0114TX20246 WED 19/03/14 19:52 DARK LONDON ROAD J/W TWICKENHAM ROAD 25 NODE 142 516510 / 176830

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

N/B V1 ENTERED JUNCTION; V2 WESTBD HAD FTC ATS AND COLLIDED WITH F/O/S OF V1

CASUALTY 001 (002) (30 Yrs - M TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (30 Yrs - M UB1) GOING AHEAD OTHER S TO N JCT MID
BT - NEGATIVE O/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (30 Yrs - M TW7) GOING AHEAD OTHER E TO W JCT MID
BT - NOT APPLICABLE FRONT HIT FIRST

V002 A 310 (CYCLIST ENTERING ROAD FROM PAVEMENT)

V002 A 403 (POOR TURN OR MANOEUVRE)

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



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

20 0114TX20250 THU 20/03/14 20:36 DARK GREAT WEST ROAD J/W BOSTON MANOR ROAD 25 NODE 177 517220 / 177930
 POLICE - AT SCENE ROAD-WET RAINING DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
 SW-BD TRAFFIC IN HEAVY RAIN AND DARKNESS; V1 OVERSHOOTS AT ATS, BRAKES AND IS SHUNTED BY V2

CASUALTY 001 (001) (48 Yrs - M W13) SLIGHT DRIVER/RIDER
 CASUALTY 002 (001) (43 Yrs - M 1) SLIGHT PASSENGER FRONT SEAT
 VEHICLE 001 (002) CAR (48 Yrs - M W13) GOING AHEAD HELD UP NE TO SW JCT MID
 BT - NEGATIVE BACK HIT FIRST
 VEHICLE 002 (001) CAR (41 Yrs - M NW2) SLOWING OR STOPPING NE TO SW COMM TO/FROM WORK JCT MID
 BT - NEGATIVE FRONT HIT FIRST

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

21 0114TX20192 FRI 21/03/14 18:10 DARK LONDON ROAD J/W WOOD LANE 25 LINK 137-142 515950 / 176550
 POLICE - AT SCENE ROAD-WET WEATHER-OTHER DUAL CWY CROSSROADS GIVE WAY/UNCONT ZEBRA
 NORTHBD V1 WAS STRUCK BY V2 MID-JUNCTION WHEN CROSSING DUAL CARRIAGEWAY

CASUALTY 001 (002) (24 Yrs - M UB6) SLIGHT DRIVER/RIDER
 VEHICLE 001 (002) CAR (24 Yrs - M UB6) SLOWING OR STOPPING SE TO NW COMM TO/FROM WORK JCT MID
 BT - NEGATIVE O/S HIT FIRST
 VEHICLE 002 (001) M/C 50-125CC (24 Yrs - M UB6) SLOWING OR STOPPING NE TO SW COMM TO/FROM WORK JCT MID
 BT - NEGATIVE FRONT HIT FIRST

V002 B 306 (EXCEEDING SPEED LIMIT)

V001 B 403 (POOR TURN OR MANOEUVRE)

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

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

22 0114TX20242 SUN 23/03/14 23:14 DARK LONDON RD J/W BRENT LEA 25 LINK 143-148 517160 / 177220
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 V1 TURNED RIGHT AS PED CROSSING RD, CAUSING COLLISION.

CASUALTY 001 (001) (31 Yrs - M TW7) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) UNKNOWN FROM DRIVERS N/SIDE
 VEHICLE 001 (000) CAR (64 Yrs - M TW8) TURNING RIGHT SW TO SE LEAVING MAIN RD
 BT - NEGATIVE FRONT HIT FIRST

V001 A 403 (POOR TURN OR MANOEUVRE)

V001 A 405 (FAILED TO LOOK PROPERLY)

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

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE	
23	0114TX20299	MON 21/04/14 11:55	LIGHT	SYON LANE J/W SPUR ROAD	25	NODE 144					516490 / 177180
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT		ZEBRA			
V1 STAT FROR PED TO CROSS, V2 HIT V1'S REAR PUSHING V1 TO PED											
CASUALTY 001 (001) (31 Yrs - M SW19)			SERIOUS	PEDESTRIAN	CROSSING ROAD ON PED XING		UNKNOWN				
CASUALTY 002 (001) (20 Yrs - F TW7)			SLIGHT	PASSENGER	FRONT SEAT						
CASUALTY 003 (001) (19 Yrs - F TW4)			SLIGHT	PASSENGER	BACK SEAT						
VEHICLE	001 (002)	CAR	(21 Yrs - M TW4)	GOING AHEAD HELD UP		SE TO NW		JCT APP			
BT - NEGATIVE						BACK HIT FIRST					
VEHICLE	002 (001)	CAR	(66 Yrs - F W5)	GOING AHEAD OTHER		SE TO NW		JCT APP			
BT - NEGATIVE						FRONT HIT FIRST					
V002 A 510 (DISTRACTION OUTSIDE VEHICLE)						V002 A 602 (CARELESS/RECKLESS/IN A HURRY)					
V002 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)											
24	0114TX20365	TUE 06/05/14 16:25	LIGHT	GREAT WEST ROAD [A4] J/W THORNBURY ROAD	25	NODE 145					514840 / 177160
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS				
NE-BD V1 WAITING AT ATS WAS SHUNTED BY V2											
CASUALTY 001 (001) (30 Yrs - F TW5)			SLIGHT	DRIVER/RIDER							
VEHICLE	001 (002)	CAR	(30 Yrs - F TW5)	GOING AHEAD HELD UP		SW TO NE		JCT MID			
BT - NOT REQUESTED						BACK HIT FIRST					
VEHICLE	002 (001)	CAR	(? Yrs - M 1)	GOING AHEAD OTHER		SW TO NE		JCT MID			
BT - DRV NOT CONTACTED						FRONT HIT FIRST					
V002 A 410 (LOSS OF CONTROL)						V002 A 405 (FAILED TO LOOK PROPERLY)					
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)											
V002 A 601 (AGGRESSIVE DRIVING)											
						V002 A 602 (CARELESS/RECKLESS/IN A HURRY)					


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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25 0114TX20360 WED 14/05/14 20:12 LIGHT LONDON ROAD J/W SYON LANE	25 NODE 143	516760 / 176970
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

NE-BD V1 OVERTOOK A STOPPING BUS; BUS WAS LETTING V2 JOIN MAIN ROAD TURNING RIGHT AND V2 COLLIDED HEAD-ON WITH V1

CASUALTY 001 (001) (22 Yrs - M TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (22 Yrs - M TW7)	TURNING RIGHT	NW TO SW PUPIL RIDING TO/FROM SCH	JCT MID
BT - NOT REQUESTED		FRONT HIT FIRST	

VEHICLE 002 (001) CAR (35 Yrs - F TW7)	OVERTAKE STAT VEH O/S	SW TO NE	JCT MID
BT - NOT REQUESTED		FRONT HIT FIRST	

V001 A 305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)

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

V001 A 403 (POOR TURN OR MANOEUVRE)

26 0114TX20377 THU 22/05/14 12:51 LIGHT NFL: LONDON ROAD 78M SW J/W PUMP ALLEY	25 LINK 148-152	517820 / 177450
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

SW-BD V1 OFFSIDED BUS AT BUS STOP AND BEYOND BUS COLLIDED WITH V2 EDGING OUT TO JOIN MAIN ROAD

CASUALTY 001 (001) (21 Yrs - M W7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (21 Yrs - M W7)	CHANGE LANE TO LEFT	NE TO SW JNY PART OF WORK
BT - NOT REQUESTED		FRONT HIT FIRST

VEHICLE 002 (001) CAR (53 Yrs - M TW20)	MOVING OFF	SE TO NW JNY PART OF WORK
BT - NOT REQUESTED		O/S HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

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

V002 B 403 (POOR TURN OR MANOEUVRE)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)

60 MTS TO DEC-2018 SORTED BY DATE

27	0114TX20437	THU 22/05/14 07:57	LIGHT	LONDON ROAD J/W BRENT LEA	25	LINK 143-148	517170 / 177220
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M							
V1 NE-BD WAITED TO TURN RIGHT; SW-BD VEHS GAVE V1 THE ROAD BUT V2 SW-BD UNDERTOOK THESE AND COLLIDED WITH V1							
CASUALTY 001 (002) (23 Yrs - M TW13) SLIGHT DRIVER/RIDER							
VEHICLE	001 (002)	CAR (37 Yrs - M TW3)		TURNING RIGHT	SW TO SE	COMM TO/FROM WORK	JCT MID
					N/S HIT FIRST		
VEHICLE	002 (001)	M/C 50-125CC (23 Yrs - M TW13)		OVERTAKING NEARSIDE	NE TO SW	COMM TO/FROM WORK	JCT MID
					FRONT HIT FIRST		
							FOREIGN REG 2WL
V002 B 606 (INEXPERIENCE OF DRIVING ON THE LEFT)							
28	0114TX20415	SAT 24/05/14 15:45	LIGHT	NFL: GREAT WEST ROAD 42M E J/W BOSTON MANOR ROAD	25	LINK 146-177	517170 / 177910
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M PEDN PHASE AT ATS							
SW-BD V1 CHANGED LANE FROM CENTRE TO OVERTAKE LANE, COLLIDED WITH V2 ALREADY IN OVERTAKE LANE							
CASUALTY 001 (002) (34 Yrs - M W5) SLIGHT DRIVER/RIDER							
VEHICLE	001 (002)	CAR (23 Yrs - M RG26)		CHANGE LANE TO RIGHT	NE TO SW		
					O/S HIT FIRST		
VEHICLE	002 (001)	M/C > 500CC (34 Yrs - M W5)		GOING AHEAD OTHER	NE TO SW		
					FRONT HIT FIRST		
					LEFT CWY NEARSIDE		
V001 A	403 (POOR TURN OR MANOEUVRE)			V001 A	405 (FAILED TO LOOK PROPERLY)		
V001 B	404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)			V002 B	306 (EXCEEDING SPEED LIMIT)		


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

29 0114TX20390 FRI 30/05/14 01:56 DARK GREAT WEST ROAD J/W WOOD LANE 25 NODE 125 515590 / 177270

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

V1 W/B TURNING RIGHT COLLIDED WITH V2 E/B ALSO TURNING RIGHT ACROSS V1 PATH

CASUALTY 001 (001) (30 Yrs - M TW5) SLIGHT PASSENGER BACK SEAT

CASUALTY 002 (001) (30 Yrs - M TW3) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (002) CAR (48 Yrs - M W13) TURNING RIGHT E TO N JCT MID
BT - NOT REQUESTED N/S HIT FIRST

VEHICLE 002 (001) TAXI (40 Yrs - M TW4) TURNING RIGHT W TO S JNY PART OF WORK JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

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

V002 A 403 (POOR TURN OR MANOEUVRE)

30 0114TX20407 FRI 06/06/14 23:45 DARK GREAT WEST ROAD J/W SYON LANE. 25 NODE 146 516240 / 177360

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

V2 LOST CONTROL & HIT A TRAFFIC LIGHT, THEN HIT V1, V3 & V4.

CASUALTY 001 (001) (32 Yrs - M UB2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (32 Yrs - M UB2) WAITING TO TURN RIGHT W TO SE JNY PART OF WORK JCT APP
BT - NOT PROVD (MEDCL REASONS) FRONT HIT FIRST

VEHICLE 002 (001) CAR (23 Yrs - M TW8) GOING AHEAD OTHER E TO W JCT MID
BT - NEGATIVE SKIDDED N/S HIT FIRST
LEFT CWY OFFSIDE HIT KERB HIT RD SIGN/ATS

VEHICLE 003 (001) CAR (42 Yrs - F TW7) GOING AHEAD HELD UP E TO W JCT APP
BT - NEGATIVE O/S HIT FIRST

VEHICLE 004 (002) GDS =< 3.5T (31 Yrs - M SE18) WAITING TO TURN RIGHT W TO SE JCT APP
BT - NEGATIVE FRONT HIT FIRST

V002 A 502 (IMPAIRED BY DRUGS (ILLICIT OR MEDICINAL))

V002 A 410 (LOSS OF CONTROL)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)

60 MTS TO DEC-2018 SORTED BY DATE

31 0114TX20418 TUE 10/06/14 18:15 LIGHT SYON LANE J/W JERSEY ROAD. 25 LINK 146-746 515410 / 177970

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

UNKNOWN V2 SWERVED IN PATH OF V1. V1 SWERVED TO AVOID V2 & HIT THE KERB AND A WALL.

CASUALTY 001 (001) (35 Yrs - F TW5) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (35 Yrs - F TW5) GOING AHEAD RIGHT BEND SE TO N COMM TO/FROM WORK JCT APP

BT - NEGATIVE

N/S HIT FIRST

LEFT CWY NEARSIDE

HIT KERB

HIT OTH OBJECT

VEHICLE 002 (000) CAR (? Yrs - U UNKN)

GOING AHEAD LEFT BEND N TO SE

JCT CLEARED

BT - DRV NOT CONTACTED

DID NOT IMPACT

V001 A 409 (SWERVED)

V001 A 410 (LOSS OF CONTROL)

V002 A 409 (SWERVED)

V002 B 306 (EXCEEDING SPEED LIMIT)

32 0114TX20447 MON 16/06/14 14:14 LIGHT GREAT WEST ROAD, 105 METRES EAST OF OSTERLEY COURT. 25 LINK 99-145 514680 / 177080

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

V1 BRAKED SUDDENLY DUE TO TRAFFIC AHEAD. V3 HIT REAR OF V2 & V2 WAS PUSHED INTO REAR OF V1.

CASUALTY 001 (002) (43 Yrs - F TW9) SLIGHT DRIVER/RIDER

CASUALTY 002 (003) (51 Yrs - F UB2) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (002) CAR (34 Yrs - M W14) GOING AHEAD OTHER NE TO SW
BT - DRV NOT CONTACTED BACK HIT FIRST

VEHICLE 002 (003) CAR (43 Yrs - F TW9) GOING AHEAD OTHER NE TO SW JNY PART OF WORK
BT - NEGATIVE BACK HIT FIRST

VEHICLE 003 (002) CAR (59 Yrs - M UB3) GOING AHEAD OTHER NE TO SW
BT - NEGATIVE FRONT HIT FIRST

V001 A 408 (SUDDEN BRAKING)

V002 A 308 (FOLLOWING TOO CLOSE)

V003 A 308 (FOLLOWING TOO CLOSE)

V003 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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33	0114TX20436	THU 19/06/14 14:00	LIGHT	LONDON ROAD, 28 METRES NE OF HARTHAM ROAD.	25	LINK 137-142	516220 / 176690
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY NO JUN IN 20M	ZEBRA		

PED IN CWY - NOT INJ

V1 STOPPED AT ZEBRA CROSSING. V2 TRAVELLING BEHIND HIT REAR OF V1.

CASUALTY 001 (001) (21 Yrs - F TW7) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (44 Yrs - M TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (21 Yrs - F TW7)
BT - DRV NOT CONTACTEDGOING AHEAD HELD UP SW TO NE
BACK HIT FIRSTVEHICLE 002 (001) CAR (44 Yrs - M TW7)
BT - DRV NOT CONTACTEDSLOWING OR STOPPING SW TO NE
FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 308 (FOLLOWING TOO CLOSE)

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

34	0114TX20462	TUE 24/06/14 17:35	LIGHT	LONDON ROAD J/W TEESDALE AVENUE.	25	LINK 137-142	516260 / 176700
POLICE - OVER COU ROAD-DRY			WEATHER-FINE	SINGLE CWY T/STAG JUN	GIVE WAY/UNCONT ZEBRA		

V2 PULLED OUT OF JUNCTION, IN PATH OF ON-COMING V1 CAUSING COLLISION.

CASUALTY 001 (001) (36 Yrs - F TW3) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (36 Yrs - F TW3)
BT - NOT APPLICABLEGOING AHEAD OTHER NE TO SW COMM TO/FROM WORK JCT MID
FRONT HIT FIRSTVEHICLE 002 (001) CAR (? Yrs - M TW7)
BT - DRV NOT CONTACTEDTURNING RIGHT SE TO NE JCT MID
FRONT HIT FIRST

CYCLE LANE (ON CWY)

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)



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

35 0114TX20473 TUE 24/06/14 08:40 LIGHT NFL: SYON LANE 50M SE J/W NORTHUMBERLAND AVENUE 25 LINK 144-146 516340 / 177298
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
 NW-BD V1 TURNED RIGHT AS V2 BEGAN OVERTAKE TO V1 O/S, AND COLLIDED

CASUALTY 001 (001) (29 Yrs - M TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 125-500CC (29 Yrs - M TW7) OVERTAKE MOVE VEH O/S SE TO NW JNY PART OF WORK
 BT - NEGATIVE O/S HIT FIRST

VEHICLE 002 (001) CAR (44 Yrs - F TW1) TURNING RIGHT SE TO NE JNY PART OF WORK
 BT - NOT REQUESTED O/S HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

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

V001 A 408 (SUDDEN BRAKING)

36 0114TX20496 SAT 12/07/14 00:49 DARK NFL: LONDON ROAD 45M NE J/W BRENT LEA 25 LINK 143-148 517205 / 177250
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
 SW-BND V2 SWERVED, LOST CONTROL AND COLLIDED WITH BACK OF PARKED V1

CASUALTY 001 (002) (30 Yrs - M W3) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (49 Yrs - M TW8) PARKED P TO P
 BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (30 Yrs - M W3) GOING AHEAD OTHER NE TO SW
 BT - NOT APPLICABLE FRONT HIT FIRST
 LEFT CWY NEARSIDE HIT PARKED VEH

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

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 405 (FAILED TO LOOK PROPERLY)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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37 0114TX20499 MON 14/07/14 07:28 LIGHT LONDON ROAD J/W SYON LANE	25 NODE 143	516750 / 176970
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MINI STOP SIGN NO XING FACILITY IN 50M

V2 NE-BD MAIN ROAD BRAKED HARD AVOIDING COLLIDING WITH V1 WHO TURNED RIGHT JOINING MAIN ROAD

CASUALTY 001 (002) (55 Yrs - M TW9) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (36 Yrs - M TW8)	TURNING RIGHT	NW TO SW COMM TO/FROM WORK	JCT MID
BT - NEGATIVE		DID NOT IMPACT	

VEHICLE 002 (000) PEDAL CYCLE (55 Yrs - M TW9)	GOING AHEAD OTHER	NE TO SW JNY PART OF WORK	JCT MID
BT - NOT APPLICABLE		DID NOT IMPACT	

V001 B 405 (FAILED TO LOOK PROPERLY)

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

V001 A 403 (POOR TURN OR MANOEUVRE)

38 0114TX20587 THU 07/08/14 14:30 LIGHT NFL: SYON LANE 140M SE J/W MACFARLANE LANE	25 LINK 146-746	515950 / 177500
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POLICE - AT SCENE ROAD-DRY WEATHER-OTHER ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M

E/B V2 BRAKED ENTERING ROUNDABT TO AVOID LGV ALREADY ON RDABT; V1 SHUNTED V2

CASUALTY 001 (001) (27 Yrs - M W3) SLIGHT DRIVER/RIDER

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

CASUALTY 003 (001) (30 Yrs - M 1) SLIGHT PASSENGER BACK SEAT

CASUALTY 004 (002) (31 Yrs - M 1) SLIGHT PASSENGER BACK SEAT

VEHICLE 001 (002) CAR (27 Yrs - M W3)	SLOWING OR STOPPING	W TO E	JCT APP
BT - NOT REQUESTED		FRONT HIT FIRST	

VEHICLE 002 (001) CAR (27 Yrs - F TW8)	GOING AHEAD HELD UP	W TO E	JCT APP
BT - NOT REQUESTED		BACK HIT FIRST	

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

V001 B 405 (FAILED TO LOOK PROPERLY)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

39 0114TX20619 FRI 15/08/14 20:41 DARK SYON LANE J/W GRANT WAY [IVO GILLETTE BUILDING] 25 LINK 146-746 516060 / 177460
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 SE-BD V1 WAS UNCLEAR ABOUT PED CAS INTENTIONS AS HE APPROACHED PEDX; PED CAS CROSSED DIRECT INTO PATH OF V1, COLLIDED
 CASUALTY 001 (001) (65 Yrs - M TW8) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) SW BOUND FROM DRIVERS N/SIDE
 VEHICLE 001 (000) CAR (65 Yrs - M TW8) SLOWING OR STOPPING NW TO SE JCT MID
 BT - NEGATIVE FRONT HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY)

V001 B 405 (FAILED TO LOOK PROPERLY)

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

40 0114TX20750 WED 20/08/14 18:24 LIGHT LONDON ROAD J/W FIELD LANE 25 LINK 143-148 517120 / 177190
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR
 SW-BD V1 MOVED OFF FROM BUS STOP BUT CAS1 GETTING ON WAS STUCK IN DOORS - [CHILD GOT HEAD STUCK IN BUS DOORS (C001)]
 CASUALTY 001 (001) (9 Yrs - M TW8) SLIGHT PASSENGER STANDING ON PSV
 Sch Attended : N/K
 VEHICLE 001 (000) BUS/COACH (? Yrs - M 1) MOVING OFF NE TO SW JNY PART OF WORK JCT MID
 BT - NOT REQUESTED DID NOT IMPACT

C001 A 999 (OTHER FACTOR)

41 0114TX20647 FRI 22/08/14 13:10 LIGHT NFL: A4 48M NE J/W BOSTON MANOR ROAD 25 LINK 177-178 517240 / 177960
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M
 SW/B V1 CHANGED LANE TO RIGHT, INTO O/S LANE, COLLIDED WITH SW/B V2
 CASUALTY 001 (002) (28 Yrs - F TW4) SLIGHT DRIVER/RIDER
 VEHICLE 001 (002) CAR (40 Yrs - F W5) CHANGE LANE TO RIGHT NE TO SW
 BT - NOT REQUESTED BACK HIT FIRST
 VEHICLE 002 (001) M/C 50-125CC (28 Yrs - F TW4) GOING AHEAD OTHER NE TO SW JNY PART OF WORK
 BT - NOT REQUESTED O/S HIT FIRST

V001 B 405 (FAILED TO LOOK PROPERLY)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE	
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42	0114TX20661	SAT 23/08/14 00:43	DARK	LONDON ROAD J/W TURNPIKE WAY	25	LINK 137-142	516140 / 176660			
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M										
W/B V1 LOST CONTROL AND CRASHED O/S INTO LAMP POST										
CASUALTY 001 (001) (41 Yrs - M W4) SLIGHT DRIVER/RIDER										
VEHICLE 001 (000) CAR (41 Yrs - M W4) GOING AHEAD OTHER NE TO SW PUPIL RIDING TO/FROM SCH JCT MID										
BT - NEGATIVE FRONT HIT FIRST										
LEFT CWY OFFSIDE HIT KERB HIT LAMP POST										
V001 A 410 (LOSS OF CONTROL)										

43	0114TX20653	SUN 24/08/14 14:14	LIGHT	A4 J/W TRANSPORT AVENUE	25	LINK 146-177	516840 / 177710			
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M										
NE-BND V2 WAS SHUNTED BY V1										
CASUALTY 001 (001) (28 Yrs - M TW14) SLIGHT DRIVER/RIDER										
VEHICLE 001 (002) CAR (28 Yrs - M TW14) SLOWING OR STOPPING SW TO NE JCT MID										
BT - NEGATIVE BACK HIT FIRST										
VEHICLE 002 (001) CAR (26 Yrs - M TW5) SLOWING OR STOPPING SW TO NE JCT MID										
BT - NEGATIVE FRONT HIT FIRST										
V001 A 408 (SUDDEN BRAKING)										

44	0114TX20674	SAT 30/08/14 14:13	LIGHT	LONDON ROAD J/W ROWAN ROAD	25	LINK 143-148	516910 / 177060			
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT CENTRAL REFUGE										
NE-BD V1 TURNED LEFT ACROSS PATH OF NE-BD V2 IN BUS LANE AND COLLIDED										
CASUALTY 001 (002) (29 Yrs - M TW8) SLIGHT DRIVER/RIDER										
CASUALTY 002 (002) (34 Yrs - M TW8) SLIGHT PASSENGER										
VEHICLE 001 (002) CAR (47 Yrs - M TW8) TURNING LEFT SW TO NW JCT MID										
BT - NOT REQUESTED N/S HIT FIRST										
BUS LANE										
VEHICLE 002 (001) M/C 125-500CC (29 Yrs - M TW8) GOING AHEAD OTHER SW TO NE JCT MID										
BT - NOT REQUESTED FRONT HIT FIRST										
BUS LANE										
V001 A 403 (POOR TURN OR MANOEUVRE)										
V001 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)										
V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)										


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018
WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE
45 0114TX20740 TUE 09/09/14 16:45 LIGHT NFL: A4 100M E J/W SYON LANE [GILLETTE CORNER] 25 LINK 146-177 516350 / 177400
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M
ALL E/B; V1 OVERREACTED TO V2 [TRANSIT] BRAKING, V1 COLLIDED BACK OF V3 [CORSA], PUSHING V3 INTO BACK OF V4
CASUALTY 001 (003) (29 Yrs - F W4) SLIGHT DRIVER/RIDER
CASUALTY 002 (001) (7 Yrs - F W4) SLIGHT PASSENGER FRONT SEAT
JOURNEY TO/FROM SCHOOL Sch Attended : N/K
**VEHICLE 001 (003) CAR (28 Yrs - M UB3) CHANGE LANE TO RIGHT W TO E COMM TO/FROM WORK
BT - NEGATIVE FRONT HIT FIRST**
**VEHICLE 002 (001) GDS =< 3.5T (29 Yrs - M W12) GOING AHEAD OTHER W TO E COMM TO/FROM WORK
BT - NEGATIVE FRONT HIT FIRST**
**VEHICLE 003 (002) CAR (29 Yrs - F W4) GOING AHEAD OTHER W TO E COMM TO/FROM WORK
BT - NOT REQUESTED BACK HIT FIRST**
**VEHICLE 004 (003) MINIBUS (54 Yrs - M TW4) SLOWING OR STOPPING W TO E JNY PART OF WORK
BT - NOT REQUESTED BACK HIT FIRST**
46 0114TX20985 THU 18/09/14 14:00 LIGHT TEESDALE AVENUE J/W LONDON ROAD 25 LINK 137-142 516260 / 176700
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN STOP SIGN NO XING FACILITY IN 50M
V1 WAITING TO JOIN MAIN CARRIAGEWAY SHUNTED BY V2
CASUALTY 001 (001) (39 Yrs - F TW4) SLIGHT PASSENGER BACK SEAT
CASUALTY 002 (001) (1 Yrs - M TW4) SLIGHT PASSENGER BACK SEAT
**VEHICLE 001 (002) TAXI (? Yrs - M 1) MOVING OFF SE TO NW JNY PART OF WORK JCT MID
BT - DRV NOT CONTACTED BACK HIT FIRST**
**VEHICLE 002 (001) CAR (? Yrs - U 1) SLOWING OR STOPPING SE TO NW JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST**
V002 A 403 (POOR TURN OR MANOEUVRE)
V002 B 308 (FOLLOWING TOO CLOSE)
V002 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

47 0114TX20734 SUN 21/09/14 20:06 DARK GREAT WEST RD J/W BOSTON MANOR RD 25 NODE 177 517210 / 177950
 POLICE - OVER COU ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
 V2 HIT THE REAR OF SLOWING V1 AND FTS

CASUALTY 001 (001) (41 Yrs - F TW13) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (41 Yrs - F TW13) SLOWING OR STOPPING SW TO NE JCT CLEARED
 BT - NEGATIVE BACK HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - U UNKN) SLOWING OR STOPPING SW TO NE JCT CLEARED
 BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 308 (FOLLOWING TOO CLOSE)

48 0114TX20749 MON 22/09/14 11:34 LIGHT LONDON ROAD 65M SW J/W ROWAN ROAD 25 LINK 143-148 516860 / 177020
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
 V2 PERFORMED U TURN ACROSS PATH OF V1

CASUALTY 001 (001) (52 Yrs - M TW14) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (52 Yrs - M TW14) OVERTAKE MOVE VEH O/S NE TO SW N/S HIT FIRST
 BT - NEGATIVE

VEHICLE 002 (001) TAXI (72 Yrs - M SG13) U-TURNING NE TO NE O/S HIT FIRST
 BT - NEGATIVE

V002 A 405 (FAILED TO LOOK PROPERLY)

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

V001 A 405 (FAILED TO LOOK PROPERLY)

49 0114TX20963 SAT 04/10/14 13:34 LIGHT HALF ACRE J/W ST PAUL'S ROAD 25 LINK 148-151 517660 / 177520
 POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 S/B V1 [BUS] COLLIDED WITH CONFUSED PED IN ROAD

CASUALTY 001 (001) (64 Yrs - F 1) SLIGHT PEDESTRIAN ON REFUGE E BOUND IN RD NOT CROSSING

VEHICLE 001 (000) BUS/COACH (? Yrs - U 1) SLOWING OR STOPPING N TO S JNY PART OF WORK JCT MID
 BT - DRV NOT CONTACTED FRONT HIT FIRST

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

C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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50 0114TX20887 MON 20/10/14 08:35 LIGHT NFL: HAWTHORN ROAD 38M NE J/W ROWAN ROAD	25 CELL 516500/177000	516860 / 177220
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M	NO XING FACILITY IN 50M
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CHILD ON SCOOTER [CAS1] CROSSED INTO ROAD AND WAS STRUCK BY V1

CASUALTY 001 (001) (8 Yrs - M TW13)	SLIGHT PEDESTRIAN	CROSSING ROAD (NOT ON XING)	E BOUND	FROM DRIVERS N/SIDE
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Sch Attended : N/K

VEHICLE 001 (000) CAR	(? Yrs - U 1)
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GOING AHEAD OTHER	SW TO NE
BT - DRV NOT CONTACTED	FRONT HIT FIRST

51 0114TX20844 FRI 24/10/14 14:16 LIGHT SYON LANE J/W LONDON ROAD	25 NODE 143	516760 / 176970
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M
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V1 PULLED OUT INFRONT OF V2, V2 HIT V1

CASUALTY 001 (001) (36 Yrs - M TW4)	SLIGHT DRIVER/RIDER
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CASUALTY 002 (002) (40 Yrs - M TW4)	SLIGHT DRIVER/RIDER
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CASUALTY 003 (002) (70 Yrs - F TW7)	SLIGHT PASSENGER	FRONT SEAT
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CASUALTY 004 (002) (65 Yrs - F TW5)	SLIGHT PASSENGER	BACK SEAT
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VEHICLE 001 (002) BUS/COACH	(36 Yrs - M TW4)	MOVING OFF	NW TO SE	JNY PART OF WORK	JCT MID
BT - NOT REQUESTED			O/S HIT FIRST		

VEHICLE 002 (001) CAR	(40 Yrs - M TW4)	GOING AHEAD OTHER	NW TO SE	JCT MID
BT - NOT REQUESTED			FRONT HIT FIRST	

V001 A 405 (FAILED TO LOOK PROPERLY)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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52 0114TX20838 SAT 01/11/14 14:01 LIGHT LONDON ROAD J/W ROWAN ROAD	25 LINK 143-148	516910 / 177050
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POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

NE-BD V1 ABOUT TO TURN LEFT WAS OVERTAKEN BY V2 WHO COLLIDED WITH HER

CASUALTY 001 (001) (40 Yrs - F TW8) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (7 Yrs - F TW8) SLIGHT PASSENGER FRONT SEAT

JOURNEY TO/FROM SCHOOL Sch Attended : n/k

VEHICLE 001 (002) CAR (40 Yrs - F TW8) BT - DRV NOT CONTACTED

TURNING LEFT SW TO NW TAKING PUPIL TO/FROM SC JCT MID
O/S HIT FIRST

VEHICLE 002 (001) M/C <= 50CC (? Yrs - M 1) BT - DRV NOT CONTACTED

OVERTAKE MOVE VEH O/S SW TO NE JCT MID
N/S HIT FIRST

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 B 601 (AGGRESSIVE DRIVING)

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

53 0114TX20920 SAT 08/11/14 18:28 DARK SYON LANE J/W GRANT WAY	25 LINK 146-746	516070 / 177460
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POLICE - AT SCENE ROAD-WET SNOWING ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT ZEBRA

NW-BD V2 TURNED RIGHT ON ROUNDABOUT; SE-BD V1 WENT AHEAD INTO ROUNDABOUT AND COLLIDED WITH N/S OF V2

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

VEHICLE 001 (002) CAR (21 Yrs - M TW7) BT - NOT REQUESTED

GOING AHEAD OTHER SE TO NW JCT MID
FRONT HIT FIRST

VEHICLE 002 (001) CAR (25 Yrs - M UB1) BT - NOT REQUESTED

TURNING RIGHT SE TO NE JCT MID
N/S HIT FIRST

V001 A 403 (POOR TURN OR MANOEUVRE)

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

V001 A 405 (FAILED TO LOOK PROPERLY)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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54 0114TX20903 TUE 11/11/14 14:41 LIGHT NFL: GREAT WEST ROAD A4 100M E J/W THORNBURY ROAD	25 LINK 125-145	514950 / 177190
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M

W/B V1 DRIVER PASSED OUT DRIVING IN LN 2/2, SWERVED, CROSSED CENTRE RESERVATION INTO E/B LANES, COLLIDED WITH E/B V2

CASUALTY 001 (001) (79 Yrs - M TW3) SERIOUS DRIVER/RIDER

VEHICLE 001 (002) CAR (79 Yrs - M TW3)	GOING AHEAD OTHER	E TO W
BT - NOT REQUESTED	SKIDDED	O/S HIT FIRST
LEFT CWY CROSS CENT/RES	HIT KERB	HIT OTH OBJECT

VEHICLE 002 (001) GDS 3.5-7.5T (49 Yrs - M TW8)	GOING AHEAD OTHER	W TO E JNY PART OF WORK
BT - NOT REQUESTED		O/S HIT FIRST

V001 A 410 (LOSS OF CONTROL)

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

V001 A 409 (SWERVED)

55 0114TX20893 SAT 15/11/14 07:55 LIGHT HIGH STREET J/W PUMP ALLEY	25 LINK 148-152	517870 / 177480
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POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

OIL OR DIESEL

SW-BD V1 LOST CONTROL OF HIS CYCLE ON OIL PATCH IN ROAD AND CRASHED

CASUALTY 001 (001) (32 Yrs - M TW8) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) PEDAL CYCLE (32 Yrs - M TW8)	GOING AHEAD OTHER	NE TO SW COMM TO/FROM WORK	JCT MID
BT - NOT APPLICABLE	SKIDDED	DID NOT IMPACT	

V001 A 102 (DEPOSIT ON ROAD (EG. OIL, MUD, CHIPPINGS))

V001 A 410 (LOSS OF CONTROL)

56 0114TX20917 TUE 18/11/14 14:30 LIGHT HIGH STREET J/W TALLOW ROAD	25 LINK 143-148	517490 / 177350
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

NE-BD V1 PULLED INTO PARKING SPACE TO LEFT; NE-BD V2 UNDERTAKING HIM COLLIDED

CASUALTY 001 (002) (39 Yrs - M TW8) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (50 Yrs - M UB2)	CHANGE LANE TO LEFT	SW TO NE	JCT MID
BT - NEGATIVE		N/S HIT FIRST	
LEFT CWY NEARSIDE			

VEHICLE 002 (001) PEDAL CYCLE (39 Yrs - M TW8)	OVERTAKING NEARSIDE	SW TO NE	JCT MID
BT - NOT APPLICABLE		FRONT HIT FIRST	

V001 A 403 (POOR TURN OR MANOEUVRE)

V001 B 405 (FAILED TO LOOK PROPERLY)

V002 B 405 (FAILED TO LOOK PROPERLY)

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



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

57 0114TX20902 MON 24/11/14 22:00 DARK A4 GREAT WEST ROAD J/W SYON LANE [GILLETTE CORNER] 25 NODE 146 516213 / 177350

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

W/B V1 DISTRACTED WHEN DRIVING COLLIDED WITH V2 AHEAD

CASUALTY 001 (001) (52 Yrs - F CT19) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (52 Yrs - F CT19) SLOWING OR STOPPING E TO W JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (001) CAR (19 Yrs - M UB7) SLOWING OR STOPPING E TO W JCT MID
BT - NEGATIVE BACK HIT FIRST

V001 A 509 (DISTRACTION IN VEHICLE)

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 B 308 (FOLLOWING TOO CLOSE)

58 0114TX29005 FRI 12/12/14 16:25 LIGHT SYON LANE J/W SYON GATE WAY 25 LINK 144-146 516430 / 177220

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA

SE-BD V2 WAITED AT ZEBRA IN WET CONDITIONS; WAS STRUCK BY PED CAS WHO HAD BEEN HIT BY NW-BD V1

CASUALTY 001 (001) (15 Yrs - F 1) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING SW BOUND FROM DRIVERS O/SIDE
Sch Attended : N/K

CASUALTY 002 (001) (24 Yrs - F TW7) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING SW BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) CAR (? Yrs - U 1) GOING AHEAD OTHER SE TO NW JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST

VEHICLE 002 (000) CAR (76 Yrs - M NW6) GOING AHEAD HELD UP NW TO SE JCT MID
BT - NOT REQUESTED O/S HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

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



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

59 0114TX21001 WED 17/12/14 17:35 DARK NFL: SYON LANE 65M W J/W GRANT LANE 25 LINK 146-746 516010 / 177470
 POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY NO JUN IN 20M ZEBRA
 E/B V1 COLLIDED ON ZEBRA X WITH PED CAS
 CASUALTY 001 (001) (88 Yrs - F 1) SLIGHT DRIVER/RIDER
 CASUALTY 002 (001) (? Yrs - M 1) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING S BOUND FROM DRIVERS N/SIDE
 VEHICLE 001 (000) CAR (88 Yrs - F 1) SLOWING OR STOPPING W TO E
 BT - NEGATIVE FRONT HIT FIRST

C002 B 809 (PEDESTRIAN WEARING DARK CLOTHING AT NIGHT) V001 B 405 (FAILED TO LOOK PROPERLY)
 V001 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

60 0114TX20992 MON 22/12/14 14:10 LIGHT NFL: A4 GREAT WEST ROAD 30M W J/W SYON PARK GARDENS 25 LINK 125-146 515930 / 177310
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M

E/B V1 MIRROR CHECK, LOOKED TO FRONT, SHUNTED V2 WHO HAD STOPPED BEHIND TRAFFIC ON RED ATS
 CASUALTY 001 (002) (51 Yrs - M E6) SLIGHT DRIVER/RIDER
 VEHICLE 001 (002) CAR (33 Yrs - M NW10) SLOWING OR STOPPING W TO E
 BT - NOT REQUESTED FRONT HIT FIRST
 VEHICLE 002 (001) CAR (51 Yrs - M E6) GOING AHEAD HELD UP W TO E
 BT - NOT REQUESTED BACK HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

61 0114TX29019 WED 24/12/14 07:55 LIGHT SYON LANE J/W GREAT WEST ROAD [A4] 25 NODE 146 516250 / 177380
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MINI AUTO SIG PEDN PHASE AT ATS

SE-BD V1 MOVED OFF FROM ATS, ASSUMED V2 AHEAD HAD MOVED; V1 SHUNTED V2
 CASUALTY 001 (002) (30 Yrs - M UB6) SLIGHT DRIVER/RIDER
 VEHICLE 001 (002) CAR (45 Yrs - F TW3) MOVING OFF NW TO SE JNY PART OF WORK JCT MID
 BT - NEGATIVE FRONT HIT FIRST
 VEHICLE 002 (001) CAR (30 Yrs - M UB6) MOVING OFF NW TO SE JNY PART OF WORK JCT MID
 BT - NEGATIVE BACK HIT FIRST
 LEFT CWY NEARSIDE

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)

60 MTS TO DEC-2018 SORTED BY DATE

62 0114TX20988 SUN 28/12/14 14:19 LIGHT SYON LANE, 58 METRES SE OF NORTHUMBERLAND AVENUE. 25 LINK 144-146 516350 / 177290

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

V2 PULLED OUT OF JUNCTION IN PATH OF V1 CAUSING COLLISION.

CASUALTY 001 (002) (85 Yrs - F TW4) SERIOUS DRIVER/RIDER

CASUALTY 002 (002) (81 Yrs - F TW4) SERIOUS PASSENGER FRONT SEAT

VEHICLE 001 (002) CAR (53 Yrs - M TW7) GOING AHEAD OTHER NW TO SE JCT APP
BT - NEGATIVE N/S HIT FIRST

VEHICLE 002 (001) CAR (85 Yrs - F TW4) TURNING RIGHT NE TO NW JCT APP
BT - NOT PROVD (MEDCL REASONS) O/S HIT FIRST

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)

V002 A 403 (POOR TURN OR MANOEUVRE)

63 0114TX29006 TUE 30/12/14 12:38 LIGHT NFL: HIGH STREET 60M W J/W CATHERINE WHEEL STREET 25 LINK 143-148 517590 / 177380

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

W/B V1 UNABLE TO AVOID PED CAS RUNNING INTO HIS PATH TO CATCH BUS

CASUALTY 001 (001) (14 Yrs - M TW8) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING S BOUND FROM DRIVERS N/SIDE
Sch Attended : N/K

VEHICLE 001 (000) CAR (31 Yrs - M W3) SLOWING OR STOPPING E TO W
BT - NOT REQUESTED N/S HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY)

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

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



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

64 0115TX20010 TUE 06/01/15 16:55 LIGHT NFL: A4 50M E J/W WOOD LANE 25 LINK 125-146 515640 / 177270

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

W/B V2 CLOSELY FOLLOWED V1 AND COLLIDED WITH HIM WHEN V1 BRAKED

CASUALTY 001 (001) (32 Yrs - M TW5) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (32 Yrs - M TW5) SLOWING OR STOPPING E TO W JNY PART OF WORK
BT - DRV NOT CONTACTED BACK HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M 1) SLOWING OR STOPPING E TO W
BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 601 (AGGRESSIVE DRIVING)

65 0115TX20020 SUN 11/01/15 16:15 LIGHT NFL: GREAT WEST ROAD 45M SW J/W SYON LANE 25 LINK 125-146 516220 / 177340

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

W/B V1 IN LANE 2/3 STRUCK BY W/B V2 CHANGING LANE TO LEFT

CASUALTY 001 (001) (34 Yrs - F TW4) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (34 Yrs - F TW4) GOING AHEAD OTHER E TO W
BT - DRV NOT CONTACTED FRONT HIT FIRST

VEHICLE 002 (001) TAXI (? Yrs - F 1) CHANGE LANE TO LEFT E TO W
BT - DRV NOT CONTACTED N/S HIT FIRST

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)



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

66 0115TX20033 FRI 16/01/15 15:15 LIGHT NFL: LONDON ROAD 70M NE J/W SPUR ROAD 25 LINK 142-143 516580 / 176870
 POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
 NE-BD V1 ON MAIN ROAD SHUNTED BY V2

CASUALTY 001 (001) (48 Yrs - F TW3) SLIGHT DRIVER/RIDER
 CASUALTY 002 (001) (48 Yrs - F TW3) SLIGHT PASSENGER FRONT SEAT
 CASUALTY 003 (001) (14 Yrs - F TW3) SLIGHT PASSENGER BACK SEAT

Sch Attended : N/K
 VEHICLE 001 (002) CAR (48 Yrs - F TW3) SLOWING OR STOPPING SW TO NE COMM TO/FROM WORK
 BT - DRV NOT CONTACTED BACK HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M 1) SLOWING OR STOPPING SW TO NE JNY PART OF WORK
 BT - DRV NOT CONTACTED SKIDDED FRONT HIT FIRST

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

V002 A 403 (POOR TURN OR MANOEUVRE)

67 0115TX20029 MON 19/01/15 15:25 LIGHT GREAT WEST ROAD J/WBOSTON MANOR ROAD. 25 NODE 177 517180 / 177930
 POLICE - OVER COU ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
 V1 & V2 MOVED OFF FROM ATS. V2 SUDDENLY BRAKED & VI HIT REAR OF V2.

CASUALTY 001 (001) (41 Yrs - F TW12) SLIGHT DRIVER/RIDER
 CASUALTY 002 (001) (16 Yrs - F TW12) SLIGHT PASSENGER FRONT SEAT
 Sch Attended : N/R

CASUALTY 003 (001) (19 Yrs - F TW12) SLIGHT PASSENGER BACK SEAT
 VEHICLE 001 (002) CAR (41 Yrs - F TW12) MOVING OFF SW TO NE JCT APP
 BT - DRV NOT CONTACTED FRONT HIT FIRST

VEHICLE 002 (001) GDS =< 3.5T (? Yrs - M UNKN) MOVING OFF SW TO NE JCT APP
 BT - DRV NOT CONTACTED BACK HIT FIRST

V002 A 408 (SUDDEN BRAKING)

V001 A 308 (FOLLOWING TOO CLOSE)

V001 A 405 (FAILED TO LOOK PROPERLY)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)							60 MTS TO DEC-2018 SORTED BY DATE	
68	0115TX20062	MON 19/01/15 11:02	LIGHT	GREAT WEST ROAD J/W BOSTON MANOR ROAD.	25	NODE 177	517240 / 177950	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	
V1 & V2 WERE TRAVELLING SIDE BY SIDE. V2 CHANGED LANE & HIT V1, THEN HIT THE RAILINGS.								
CASUALTY 001 (001) (42 Yrs - F W4)			SLIGHT	DRIVER/RIDER				
CASUALTY 002 (002) (26 Yrs - F WR5)			SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	CAR	(42 Yrs - F W4)	GOING AHEAD OTHER	NE TO SW	COMM TO/FROM WORK	JCT APP	
			BT - NEGATIVE			O/S HIT FIRST		
VEHICLE	002 (001)	CAR	(26 Yrs - F WR5)	CHANGE LANE TO LEFT	NE TO SW	JCT APP		
			BT - NEGATIVE			N/S HIT FIRST		
			LEFT CWY NEARSIDE	HIT KERB	HIT OTH OBJECT			
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)	
69	0115TX20059	TUE 20/01/15 20:22	DARK	HIGH STREET J/W DOCK ROAD	25	LINK 148-152	517760 / 177430	
POLICE - AT SCENE ROAD-WET			WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	PELICAN OR SIMILAR		
N/B V1 TURNED RIGHT, COLLIDED WITH PED CAS								
CASUALTY 001 (001) (20 Yrs - M TW8)			SLIGHT	PEDESTRIAN	CROSSING ROAD ON PED XING	UNKNOWN FROM DRIVERS N/SIDE		
VEHICLE	001 (000)	CAR	(? Yrs - M 1)	TURNING RIGHT	S TO E	FRONT HIT FIRST		
			BT - DRV NOT CONTACTED					
			LEFT CWY NEARSIDE					
V001	A	602 (CARELESS/RECKLESS/IN A HURRY)						
70	0115TX20087	THU 05/02/15 18:55	DARK	SYON GATE WAY J/W SYON LANE	25	LINK 144-146	516420 / 177240	
POLICE - AT SCENE ROAD-WET			WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT ZEBRA		
V1 TURNED RIGHT JOINING MAIN ROAD N/B, COLLIDED WTH SE-BD V2 IN MAIN ROAD - [FILTERING BETWN MOVING VEHS (V002)]								
CASUALTY 001 (002) (31 Yrs - M TW2)			SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	CAR	(47 Yrs - M UB8)	TURNING RIGHT	NE TO NW	COMM TO/FROM WORK	JCT CLEARED	
			BT - NOT REQUESTED			O/S HIT FIRST		
VEHICLE	002 (001)	PEDAL CYCLE	(31 Yrs - M TW2)	GOING AHEAD OTHER	NW TO SE	COMM TO/FROM WORK	JCT MID	
			BT - NOT APPLICABLE			FRONT HIT FIRST		
			LEFT CWY NEARSIDE					
V001	A	703 (VISION AFFECTED - ROAD LAYOUT (EG. BEND, WINDING ROAD, HILL CREST)			V002	A	999 (OTHER FACTOR)	


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018
WX GIS AREA B25 Syon Lane Area (P)
60 MTS TO DEC-2018 SORTED BY DATE

71 0115TX20072 FRI 06/02/15 13:38 LIGHT LONDON ROAD J/W TWICKENHAM ROAD 25 NODE 142 516510 / 176840
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY MULTI JUN AUTO SIG PEDN PHASE AT ATS
 NE-BD V3 WITH EQUIPMENT RUNNING, ENTERED JUNCTION, WAS HIT FROM HER RIGHT BY N/B V2 WHO BOUNCED INTO V1
 CASUALTY 001 (002) (35 Yrs - M W7) SLIGHT DRIVER/RIDER
 VEHICLE 001 (002) GDS =< 3.5T (29 Yrs - M AL10) GOING AHEAD OTHER S TO N JNY PART OF WORK JCT MID
 BT - NOT REQUESTED FRONT HIT FIRST
 VEHICLE 002 (003) CAR (35 Yrs - M W7) GOING AHEAD OTHER S TO N JNY PART OF WORK JCT MID
 BT - NOT REQUESTED BACK HIT FIRST
 VEHICLE 003 (001) CAR (27 Yrs - F RH11) GOING AHEAD OTHER SW TO NE JNY PART OF WORK JCT MID
 BT - NOT REQUESTED O/S HIT FIRST

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

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 405 (FAILED TO LOOK PROPERLY)

72 0115TX20099 SAT 07/02/15 15:48 LIGHT NFL: GREAT WEST ROAD 78M W J/W SYON LANE 25 LINK 146-177 516330 / 177390
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M
 E/B V1 UNABLE TO AVOID PED CAS WITH DRINK TAKEN WANDERING ACROSS LIVE TRAFFIC LANES NORTH TO SOUTH
 CASUALTY 001 (001) (? Yrs - M 1) SERIOUS PEDESTRIAN CROSSING ROAD (NOT ON XING) S BOUND FROM DRIVERS N/SIDE
 VEHICLE 001 (000) CAR (35 Yrs - M TW11) GOING AHEAD OTHER W TO E COMM TO/FROM WORK
 BT - NEGATIVE FRONT HIT FIRST

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

C001 A 806 (IMPAIRED BY ALCOHOL)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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73 0115TD00028 SUN 08/02/15 04:57 DARK GREAT WEST ROAD J/W WOOD LANE	25	NODE 125	515610 / 177270
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS			
V1 TRAVELLING ON WRONG SIDE OF ROAD COLLIDED WITH PED STEPPING INTO ROAD			

CASUALTY 001 (001) (31 Yrs - M TW7)	FATAL	PEDESTRIAN	CROSSING ROAD WITHIN 50M XING S BOUND FROM DRIVERS N/SIDE
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VEHICLE 001 (000) CAR (28 Yrs - M TW5)	GOING AHEAD OTHER	W TO E	JCT CLEARED
BT - DRV NOT CONTACTED		FRONT HIT FIRST	

V001 A 305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)	V001 A 602 (CARELESS/RECKLESS/IN A HURRY)
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V001 B 601 (AGGRESSIVE DRIVING)	C001 A 802 (FAILED TO LOOK PROPERLY)
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C001 B 806 (IMPAIRED BY ALCOHOL)	
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74 0115TX20121 THU 12/02/15 16:45 LIGHT LONDON ROAD J/W TEESDALE AVENUE	25	LINK 137-142	516240 / 176700
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M			
W/B V2 JOINED MAIN ROAD AHEAD OF W/B V2; V1 OVERTOOK AND BRAKED IN FRONT OF V2 TO LEAD HIM TO COLLIDE			

CASUALTY 001 (001) (45 Yrs - M TW7)	SLIGHT	DRIVER/RIDER	
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VEHICLE 001 (002) CAR (45 Yrs - M TW7)	MOVING OFF	NE TO SW JNY PART OF WORK	JCT MID
BT - NOT REQUESTED		FRONT HIT FIRST	

VEHICLE 002 (001) M/C 50-125CC (36 Yrs - F TW7)	SLOWING OR STOPPING	NE TO SW TAKING PUPIL TO/FROM SC	JCT MID
BT - NOT REQUESTED		BACK HIT FIRST	

V001 B 602 (CARELESS/RECKLESS/IN A HURRY)	V001 A 408 (SUDDEN BRAKING)
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V002 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	
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75 0115TX20104 TUE 17/02/15 17:30 LIGHT SPUR ROAD J/W LONDON ROAD	25	NODE 142	516520 / 176850
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS			
S/B V1 MOVED OFF FROM ATS PASSING V2 ALSO MOVING; V2 CLIPPED SIDE OF V1 AND FELL OFF			

CASUALTY 001 (002) (30 Yrs - F TW7)	SLIGHT	DRIVER/RIDER	
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VEHICLE 001 (002) GDS =< 3.5T (35 Yrs - M TW8)	OVERTAKE MOVE VEH O/S	N TO S JNY PART OF WORK	JCT MID
BT - NEGATIVE		N/S HIT FIRST	

VEHICLE 002 (001) PEDAL CYCLE (30 Yrs - F TW7)	MOVING OFF	N TO S COMM TO/FROM WORK	JCT MID
BT - NOT APPLICABLE		FRONT HIT FIRST	

V001 A 405 (FAILED TO LOOK PROPERLY)	V001 B 305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)
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Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

76 0115TX20135 TUE 17/02/15 13:05 LIGHT GREAT WEST ROAD J/W SYON LANE 25 NODE 146 516260 / 177370

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

N/B V1 TURNED RIGHT INTO MAJOR ROAD, INTO PATH OF S/B V2 WHO HAD RIGHT OF WAY

CASUALTY 001 (002) (75 Yrs - F TW10) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (002) CAR (29 Yrs - F GU21) TURNING RIGHT SE TO NE JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (001) CAR (73 Yrs - M TW10) GOING AHEAD OTHER NW TO SE JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

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

V001 B 405 (FAILED TO LOOK PROPERLY)

V001 B 603 (NERVOUS/UNCERTAIN/ PANIC)

77 0115TX20109 THU 19/02/15 15:15 LIGHT GREAT WEST ROAD J/W BOSTON MANOR ROAD 25 NODE 177 517190 / 177940

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

SW-BD V1, V2 LEADING IN CENTRE LANE; V2 BRAKED, V1 SHUNTED HIM

CASUALTY 001 (001) (62 Yrs - F TW5) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (002) CAR (43 Yrs - M TN24) GOING AHEAD OTHER NE TO SW JCT MID
BT - NEGATIVE SKIDDED FRONT HIT FIRST

VEHICLE 002 (001) CAR (63 Yrs - M TW5) GOING AHEAD OTHER NE TO SW COMM TO/FROM WORK JCT MID
BT - NEGATIVE SKIDDED FRONT HIT FIRST

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

V001 A 403 (POOR TURN OR MANOEUVRE)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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78 0115TX20138 TUE 24/02/15 08:40 LIGHT A4 GREAT WEST ROAD J/W WOOD LANE	25 NODE 125	515590 / 177280
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POLICE - OVER COU ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

S/B V1 [CYCLE] IN JUNCTION WAS STRUCK BY N/B V2 TURNING RIGHT INTO DUAL CARRIAGEWAY

CASUALTY 001 (001) (33 Yrs - M TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (33 Yrs - M TW7)	GOING AHEAD OTHER	N TO S	COMM TO/FROM WORK	JCT MID
BT - DRV NOT CONTACTED		FRONT HIT FIRST		

VEHICLE 002 (001) CAR (? Yrs - F 1)	TURNING RIGHT	S TO E	COMM TO/FROM WORK	JCT MID
BT - DRV NOT CONTACTED		N/S HIT FIRST		

V002 B 403 (POOR TURN OR MANOEUVRE)

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

79 0115TX20210 TUE 10/03/15 20:20 DARK LONDON ROAD J/W THE HAM	25 LINK 143-148	517360 / 177290
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA

W/B V1 STOPPED AT PED X FOR PEDS TO CROSS, WAS SHUNTED BY V2

CASUALTY 001 (001) (43 Yrs - F TW8) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (43 Yrs - F TW8)	GOING AHEAD HELD UP	E TO W		JCT MID
BT - NEGATIVE		BACK HIT FIRST		

VEHICLE 002 (001) CAR (? Yrs - M 1)	GOING AHEAD OTHER	E TO W		JCT MID
BT - DRV NOT CONTACTED		FRONT HIT FIRST		

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

V001 B 403 (POOR TURN OR MANOEUVRE)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE	
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80	0115TX20177	WED 18/03/15 19:34	DARK	GREAT WEST ROAD J/W UNNAMED ACCESS ROAD INTO GREAT WEST TRADING ES	25	LINK 146-177	516770 / 177630			
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN STOP SIGN NO XING FACILITY IN 50M

SW0-BD V4 SLOWED TO TURN LEFT OFF MAIN ROAD; V2, V3 BRAKED TO CONFORM; V1 DID NOT BRAKE, SHUNTED V3 INTO V2

CASUALTY 001 (002) (? Yrs - M W7) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (45 Yrs - F W2) SLIGHT PASSENGER FRONT SEAT

CASUALTY 003 (004) (54 Yrs - F UB6) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (003) GDS => 7.5T (39 Yrs - M TW13) GOING AHEAD OTHER NE TO SW JNY PART OF WORK JCT MID
BT - NEGATIVE BACK HIT FIRST

VEHICLE 002 (003) CAR (? Yrs - M W7) SLOWING OR STOPPING NE TO SW COMM TO/FROM WORK JCT MID
BT - NEGATIVE FRONT HIT FIRST

VEHICLE 003 (002) CAR (55 Yrs - F GU15) SLOWING OR STOPPING NE TO SW JCT MID
BT - NEGATIVE FRONT HIT FIRST

VEHICLE 004 (003) CAR (56 Yrs - M UB6) SLOWING OR STOPPING NE TO SW PUPIL RIDING TO/FROM SCH JCT MID
BT - NEGATIVE FRONT HIT FIRST
LEFT CWY NEARSIDE

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

81	0115TX20182	WED 18/03/15 08:30	LIGHT	LONDON ROAD J/W CADBURY CLOSE	25	LINK 137-142	516410 / 176790			
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

SW-BD V1 FILTEREDE IN HEAVY TRAFFIC; V2 JOINED MAIN ROAD TURNED RIGHT, V1 UNABLE TO AVOID COLLISION

CASUALTY 001 (001) (26 Yrs - M TW13) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (26 Yrs - M TW13) GOING AHEAD OTHER NE TO SW COMM TO/FROM WORK JCT MID
BT - NOT REQUESTED O/S HIT FIRST

VEHICLE 002 (001) CAR (23 Yrs - M TW7) TURNING RIGHT NW TO SW COMM TO/FROM WORK JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

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

V002 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

V001 A 405 (FAILED TO LOOK PROPERLY)

V002 A 405 (FAILED TO LOOK PROPERLY)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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82 0115TX20218 MON 30/03/15 15:29 LIGHT NFL: BRENTFORD HIGH STREET 30M E J/W ALEXANDRA ROAD	25 LINK 148-152	517850 / 177480
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

NE-FACING V1 PARKED ON N/S LEFT GAP TO KERB; NE-BD V2 [CYCLE] UNDERTOOK V1, V1 OPENED F/N/S DOOR, COLLIDED

CASUALTY 001 (002) (36 Yrs - M TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (41 Yrs - M TW7)	GOING AHEAD HELD UP	SW TO NE	COMM TO/FROM WORK
BT - NEGATIVE		N/S HIT FIRST	

VEHICLE 002 (001) PEDAL CYCLE (36 Yrs - M TW7)	OVERTAKING NEARSIDE	SW TO NE	COMM TO/FROM WORK
BT - NOT APPLICABLE		FRONT HIT FIRST	

HIT PARKED VEH

V001 A 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)

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

V002 A 307 (TRAVELLING TOO FAST FOR CONDITIONS)

83 0115TX20224 TUE 31/03/15 09:11 LIGHT SYON LANE J/W MARLBOROUGH ROAD	25 LINK 143-144	516630 / 177110
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

NW-BD V1 BEGAN RIGHT TURN; NW-BD V2 HAD STARTED OVERTAKE AND COLLIDED WITH V1

CASUALTY 001 (002) (45 Yrs - M GU24) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (31 Yrs - F KT6)	TURNING RIGHT	SE TO NE	COMM TO/FROM WORK	JCT MID
BT - NOT REQUESTED		BACK HIT FIRST		

VEHICLE 002 (001) M/C > 500CC (45 Yrs - M GU24)	OVERTAKE MOVE VEH O/S	SE TO NW	COMM TO/FROM WORK	JCT MID
BT - NOT REQUESTED		FRONT HIT FIRST		

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 308 (FOLLOWING TOO CLOSE)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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84 0115TX20284 TUE 31/03/15 16:38 LIGHT SPUR ROAD J/W SYON LANE	25 NODE 144	516480 / 177170
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

N/B V1 JOINED MAIN ROAD; N/B V2 WAS STRUCK O/S BY V1

CASUALTY 001 (002) (25 Yrs - M TW14) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (40 Yrs - F TW8)	TURNING RIGHT	E TO N O/S HIT FIRST	JCT MID
BT - NOT REQUESTED			

VEHICLE 002 (001) M/C 50-125CC (25 Yrs - M TW14)	GOING AHEAD OTHER	S TO N FRONT HIT FIRST	JCT MID
BT - NOT REQUESTED			

V002 A 403 (POOR TURN OR MANOEUVRE)

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

85 0115TX20317 FRI 03/04/15 09:56 LIGHT LONDON ROAD J/W BRENT LEA	25 LINK 143-148	517170 / 177230
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR

V1 REVERSED BACK INTO ROAD FROM CAR PARK, COLLIDED ON ROAD WITH PED CAS

CASUALTY 001 (001) (53 Yrs - F W3) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING S BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) CAR (28 Yrs - M TW8)	REVERSING	NW TO SE BACK HIT FIRST	JCT MID
BT - NEGATIVE			

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 403 (POOR TURN OR MANOEUVRE)

86 0115TX20233 FRI 10/04/15 17:15 LIGHT LONDON ROAD 50M NORTH EAST J/W FIELD LANE	25 LINK 143-148	517170 / 177220
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY PRIV DRIVE GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 WAS TURNING RIGHT INTO PRIV ENT THROUGH STATIC TRAFFIC & WAS HIT BY V2 WHO WAS IN THE BUS LANE & OBSCURED BY TRAFFIC

CASUALTY 001 (002) (31 Yrs - M UB4) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (32 Yrs - M GU27)	TURNING RIGHT	NE TO NW N/S HIT FIRST	JCT MID
BT - NOT REQUESTED			

VEHICLE 002 (001) M/C > 500CC (31 Yrs - M UB4)	GOING AHEAD OTHER	SW TO NE FRONT HIT FIRST	JCT MID
BT - NOT REQUESTED			

BUS LANE

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

V001 A 405 (FAILED TO LOOK PROPERLY)

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

V002 A 405 (FAILED TO LOOK PROPERLY)

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

V002 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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87 0115TX20254 WED 15/04/15 15:45 LIGHT LONDON ROAD 40M SOUTH WEST J/W SPUR ROAD	25 LINK 137-142	516480 / 176820
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POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY PRIV DRIVE GIVE WAY/UNCONT PEDN PHASE AT ATS

V2 WAS TURNING INTO PRIV ENTRANCE ACROSS PATH V1 WHO HAD NO TIME TO STOP

CASUALTY 001 (001) (28 Yrs - F TW8) SERIOUS DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (28 Yrs - F TW8)	GOING AHEAD OTHER	SW TO NE	JCT MID
BT - NOT APPLICABLE		FRONT HIT FIRST	

VEHICLE 002 (001) CAR (? Yrs - F UNKN)	TURNING RIGHT	NE TO NW COMM TO/FROM WORK	JCT MID
BT - DRV NOT CONTACTED		FRONT HIT FIRST	

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)

88 0115TX20516 WED 15/04/15 20:40 DARK GREAT WEST ROAD J/W SYON LANE.	25 NODE 146	516240 / 177360
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V1 STOPPED AT RED ATS. V2 TRAVELLING BEHIND FAILED TO STOP IN TIME & HIT REAR OF V1.

CASUALTY 001 (001) (25 Yrs - M TW7) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (21 Yrs - M TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (25 Yrs - M TW7)	WAITING TO TURN RIGHT	W TO SE	JCT APP
BT - DRV NOT CONTACTED		BACK HIT FIRST	

VEHICLE 002 (001) CAR (21 Yrs - M TW7)	GOING AHEAD OTHER	W TO E	JCT APP
BT - DRV NOT CONTACTED		FRONT HIT FIRST	

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)



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

89 0115TX20286 TUE 21/04/15 17:50 LIGHT GREAT WEST ROAD J/W WOOD LANE 25 NODE 125 515570 / 177260

POLICE - OVER COU ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

W/B V1 WAITING IN TRAFFIC SHUNTED BY V2

CASUALTY 001 (001) (45 Yrs - M SL3) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (45 Yrs - M SL3) GOING AHEAD HELD UP E TO W COMM TO/FROM WORK JCT MID
BT - DRV NOT CONTACTED BACK HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M TW13) SLOWING OR STOPPING E TO W JCT MID
BT - DRV NOT CONTACTED SKIDDED FRONT HIT FIRST

V002 B 405 (FAILED TO LOOK PROPERLY)

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

V002 A 408 (SUDDEN BRAKING)

90 0115TX20299 TUE 28/04/15 21:07 DARK GREAT WEST ROAD J/W RIVERBANK 25 LINK 146-177 517020 / 177830

POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY MULTI JUN AUTO SIG PEDN PHASE AT ATS

NE-BD V1 STOPPED AT RED ATS; V2 FOLLOWING SHUNTED HIM

CASUALTY 001 (001) (23 Yrs - M W10) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (23 Yrs - M W10) GOING AHEAD HELD UP SW TO NE COMM TO/FROM WORK JCT MID
BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (001) CAR (26 Yrs - F TW8) GOING AHEAD OTHER SW TO NE JNY PART OF WORK JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

V002 A 308 (FOLLOWING TOO CLOSE)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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91 0115TX20289 MON 04/05/15 16:09 LIGHT SYON LANE, 50 METRES SE OF NORTHUMBERLAND AVENUE.	25 LINK 144-146	516340 / 177290
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY PRIV DRIVE GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 PULLED OUT OF CAR PARK & HIT ON-COMING V1.

CASUALTY 001 (001) (34 Yrs - M TW13) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C > 500CC (34 Yrs - M TW13)	GOING AHEAD OTHER	SE TO NW	JCT MID
BT - DRV NOT CONTACTED		O/S HIT FIRST	

VEHICLE 002 (001) CAR (27 Yrs - M TW7)	TURNING RIGHT	NE TO NW	JCT MID
BT - DRV NOT CONTACTED		FRONT HIT FIRST	

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)

92 0115TX20368 FRI 08/05/15 20:56 DARK GREAT WEST ROAD J/W WOOD STREET	25 NODE 125	515590 / 177270
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POLICE - OVER COU ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V2 COLLIDED WITH REAR OF STAT V1

CASUALTY 001 (001) (30 Yrs - M TW14) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (30 Yrs - M TW14)	GOING AHEAD HELD UP	E TO W	JCT APP
BT - DRV NOT CONTACTED		BACK HIT FIRST	

VEHICLE 002 (001) CAR (? Yrs - M UB5)	GOING AHEAD OTHER	E TO W	JCT APP
BT - DRV NOT CONTACTED		FRONT HIT FIRST	

V002 A 405 (FAILED TO LOOK PROPERLY)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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93 0115TX20345 SUN 10/05/15 11:15 LIGHT GREAT WEST ROAD, J/W HARLEQUIN AVENUE	25 LINK 146-177	516380 / 177410
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

V1 STOPPED FOR RED ATS & WAS HIT IN REAR BY FOLLOWING V2

CASUALTY 001 (002) (25 Yrs - M TW3) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (84 Yrs - M SW1)	SLOWING OR STOPPING	SW TO NE	JCT APP
BT - NOT REQUESTED		BACK HIT FIRST	

VEHICLE 002 (001) M/C <= 50CC (25 Yrs - M TW3)	GOING AHEAD OTHER	SW TO NE COMM TO/FROM WORK	JCT APP
BT - NOT REQUESTED		FRONT HIT FIRST	

V001 B 408 (SUDDEN BRAKING)

V002 B 308 (FOLLOWING TOO CLOSE)

V002 A 405 (FAILED TO LOOK PROPERLY)

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

V002 A 605 (INEXPERIENCED OR LEARNER DRIVER/RIDER)

94 0115TD00071 SUN 17/05/15 21:54 DARK GREAT WEST ROAD 104M W OF J/W SYON PARK GARDENS	25 LINK 125-146	515860 / 177290
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M

V1 RACING ANOTHER CAR COLLIDED WITH CROSSING PED

CASUALTY 001 (001) (53 Yrs - M TW7) FATAL PEDESTRIAN CROSSING ROAD (NOT ON XING) S BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) CAR (20 Yrs - M TW7)	GOING AHEAD OTHER	E TO W
BT - NEGATIVE		FRONT HIT FIRST

V001 A 306 (EXCEEDING SPEED LIMIT)

V001 A 405 (FAILED TO LOOK PROPERLY)

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

C001 A 802 (FAILED TO LOOK PROPERLY)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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95 0115TX20355 TUE 19/05/15 23:15 DARK GREAT WEST ROAD, J/W SYON LANE	25 NODE 146	516290 / 177360
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY MULTI JUN AUTO SIG NO XING FACILITY IN 50M

V1 & V2 BLAME EACH OTHER FOR DRIFTING INTO EACH OTHERS LANE & CAUSING COLLISION, V1 ARRESTED FOR DRINK DRIVE

CASUALTY 001 (001) (30 Yrs - M TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 125-500CC (30 Yrs - M TW7)	GOING AHEAD OTHER	NE TO SW O/S HIT FIRST	JCT APP
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VEHICLE 002 (001) CAR (35 Yrs - M TW4)	GOING AHEAD OTHER	NE TO SW N/S HIT FIRST	JCT APP
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V001 A 501 (IMPAIRED BY ALCOHOL)

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

V001 A 410 (LOSS OF CONTROL)

96 0115TX20440 FRI 29/05/15 17:00 LIGHT COMMERCE ROAD J/W LONDON ROAD.	25 LINK 143-148	517270 / 177290
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 LOST CONTROL OF BIKE & FELL OFF.

CASUALTY 001 (001) (35 Yrs - F TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C 50-125CC (35 Yrs - F TW7)	SLOWING OR STOPPING SKIDDED	N TO S N/S HIT FIRST	JCT APP
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V001 A 410 (LOSS OF CONTROL)

97 0115TX20392 MON 01/06/15 15:50 LIGHT LONDON ROAD J.W WOOD LANE	25 LINK 137-142	515940 / 176550
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT ZEBRA

V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2

CASUALTY 001 (002) (40 Yrs - M SW13) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (37 Yrs - F TW7)	TURNING RIGHT	NE TO NW FRONT HIT FIRST	JCT MID
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VEHICLE 002 (001) PEDAL CYCLE (40 Yrs - M SW13)	GOING AHEAD OTHER	SW TO NE FRONT HIT FIRST	JCT MID
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V001 A 405 (FAILED TO LOOK PROPERLY)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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98 0115TX20418 WED 17/06/15 16:39 LIGHT NFL- BOSTON MANOR ROAD J/W SIDNEY GARDENS	25 LINK 151-177	517470 / 177810
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR

V1 FAILED PED CROSSING AND COLLIDED WITH PED ON CROSSING

CASUALTY 001 (001) (34 Yrs - M W7) SERIOUS PEDESTRIAN CROSSING ROAD ON PED XING UNKNOWN

VEHICLE 001 (000) M/C 50-125CC (? Yrs - U UNKN) GOING AHEAD OTHER SE TO NW JCT CLEARED
BT - DRV NOT CONTACTED FRONT HIT FIRST

V001 A 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)

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

99 0115TX20474 THU 02/07/15 18:30 LIGHT HALF ACRE, 40 METRES NW OF ST PAUL'S ROAD.	25 LINK 148-151	517640 / 177550
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M ZEBRA

V1 STOPPED AT ZEBRA CROSSING. V2 TRAVELLING BEHIND HIT REAR OF V1. V1 WAS PUSHED INTO PED.

CASUALTY 001 (001) (63 Yrs - F W5) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (? Yrs - F PO10) SERIOUS PEDESTRIAN CROSSING ROAD ON PED XING W BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (002) CAR (63 Yrs - F W5) SLOWING OR STOPPING SE TO NW
BT - NEGATIVE BACK HIT FIRST

VEHICLE 002 (001) CAR (30 Yrs - M W7) GOING AHEAD OTHER SE TO NW
BT - NEGATIVE FRONT HIT FIRST

V001 B 408 (SUDDEN BRAKING)

V002 A 308 (FOLLOWING TOO CLOSE)

V002 B 306 (EXCEEDING SPEED LIMIT)

C002 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

100 0115TX20630 WED 08/07/15 18:25 LIGHT LONDON ROAD J/W WOOD LANE	25 LINK 137-142	515940 / 176550
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT ZEBRA

V1 TURNED RIGHT, ACROSS PATH OF ON-COMING V2 CAUSING COLLISION.

CASUALTY 001 (002) (29 Yrs - M UB3) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) GDS =< 3.5T (27 Yrs - M TW14) TURNING RIGHT NE TO NW JNY PART OF WORK JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (29 Yrs - M UB3) GOING AHEAD OTHER SW TO NE JCT MID
BT - NOT APPLICABLE FRONT HIT FIRST

V001 A 403 (POOR TURN OR MANOEUVRE)

V001 A 405 (FAILED TO LOOK PROPERLY)

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

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



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

101 0115TX20488 THU 09/07/15 09:15 LIGHT GREAT WEST ROAD J/W SYON GATE WAY 25 LINK 146-177 516490 / 177440
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 SW-BD V1 ON CYCLE TRACK STRUCK BY V2 TURNING LEFT INTO MAIN ROAD
 CASUALTY 001 (001) (38 Yrs - F TW2) SLIGHT DRIVER/RIDER
 VEHICLE 001 (002) PEDAL CYCLE (38 Yrs - F TW2) GOING AHEAD OTHER NE TO SW COMM TO/FROM WORK JCT MID
 BT - NOT APPLICABLE N/S HIT FIRST
 CYCLE LANE (ON CWY)
 VEHICLE 002 (001) CAR (? Yrs - M 1) TURNING LEFT SE TO SW JCT MID
 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 B 405 (FAILED TO LOOK PROPERLY) V002 A 601 (AGGRESSIVE DRIVING)

102 0115TX20496 THU 09/07/15 10:40 LIGHT NFL: SYON LANE 67M SE J/W JERSEY ROAD 25 LINK 146-746 515460 / 177950
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
 PED CAS STARTED CROSSING ROAD AT ENTRANCE, V1 TURNING COLLIDED WITH HER
 CASUALTY 001 (001) (47 Yrs - F W4) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) NW BOUND FROM DRIVERS N/SIDE
 VEHICLE 001 (000) CAR (? Yrs - F SW20) TURNING RIGHT SE TO NE
 BT - DRV NOT CONTACTED FRONT HIT FIRST
 FOREIGN REG LHD
 V001 A 403 (POOR TURN OR MANOEUVRE)

103 0115TX20529 FRI 17/07/15 11:00 LIGHT SHIELD DRIVE J/W GREAT WEST ROAD 25 LINK 146-177 516520 / 177500
 POLICE - OVER COU ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 NE-BD V1 ON CYCLE TRACK STRUCK ON N/S BY V2 JOINING MAIN ROAD
 CASUALTY 001 (001) (32 Yrs - M S35) SLIGHT DRIVER/RIDER
 VEHICLE 001 (002) PEDAL CYCLE (32 Yrs - M S35) GOING AHEAD OTHER SW TO NE JCT MID
 BT - NOT APPLICABLE N/S HIT FIRST
 LEFT CWY NEARSIDE
 VEHICLE 002 (001) CAR (? Yrs - F 1) GOING AHEAD LEFT BEND N TO SE JCT MID
 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)



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

104 0115TX20536 TUE 21/07/15 18:39 LIGHT LONDON ROAD J/W BRENT LEA 25 LINK 143-148 517160 / 177220
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 NE-BD V2 STRUCK BY SW-BD V1 TURNING RIGHT

CASUALTY 001 (002) (28 Yrs - M W5) SLIGHT DRIVER/RIDER
 VEHICLE 001 (002) PEDAL CYCLE (30 Yrs - M UB7) GOING AHEAD OTHER SW TO NE JCT MID
 BT - NOT APPLICABLE FRONT HIT FIRST

VEHICLE 002 (001) CAR (28 Yrs - M W5) TURNING RIGHT NE TO NW JCT MID
 BT - NOT REQUESTED FRONT HIT FIRST

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

105 0115TX20576 THU 06/08/15 16:30 LIGHT A4 J/W BOSTON MANOR ROAD 25 NODE 177 517210 / 177930
 POLICE - OVER COU ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
 NW-BD V1 MOVED OFF OFF ATS CHANGE; MID-JUNCTION V2 OVERTOOK HIM, TURNED LEFT INTO HIM

CASUALTY 001 (001) (56 Yrs - M W13) SLIGHT DRIVER/RIDER
 VEHICLE 001 (002) PEDAL CYCLE (56 Yrs - M W13) MOVING OFF SE TO NW JCT MID
 BT - NOT APPLICABLE O/S HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - F 1) TURNING LEFT SE TO SW JCT MID
 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)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)

60 MTS TO DEC-2018 SORTED BY DATE

106 0115TX20614 FRI 07/08/15 14:24 LIGHT GREAT WEST ROAD J/W BOSTON MANOR ROAD 25 NODE 177 517180 / 177930
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M
 ALL VEHS NE-BD HEAVY TRAFFIC; V1 DISTRACTED COLLIDED WITH V2, V2 SUBNTED V3, V4, V5

CASUALTY 001 (002)	(28 Yrs - M TW3)	SLIGHT	DRIVER/RIDER			
CASUALTY 002 (003)	(56 Yrs - F W3)	SLIGHT	DRIVER/RIDER			
CASUALTY 003 (003)	(58 Yrs - F W4)	SLIGHT	PASSENGER	FRONT SEAT		
CASUALTY 004 (003)	(95 Yrs - F NW10)	SLIGHT	PASSENGER	FRONT SEAT		
CASUALTY 005 (003)	(34 Yrs - M 1)	SLIGHT	PASSENGER	FRONT SEAT		
CASUALTY 006 (005)	(34 Yrs - F TW7)	SLIGHT	DRIVER/RIDER			
CASUALTY 007 (005)	(63 Yrs - F 1)	SLIGHT	PASSENGER	FRONT SEAT		
VEHICLE 001 (002)	CAR (45 Yrs - M W2)			GOING AHEAD OTHER	SW TO NE COMM TO/FROM WORK	JCT MID
	BT - NEGATIVE				FRONT HIT FIRST	
VEHICLE 002 (001)	CAR (28 Yrs - M TW3)			SLOWING OR STOPPING	SW TO NE	JCT MID
	BT - NEGATIVE				BACK HIT FIRST	
VEHICLE 003 (002)	CAR (56 Yrs - F W3)			SLOWING OR STOPPING	SW TO NE	JCT MID
	BT - NEGATIVE				BACK HIT FIRST	
VEHICLE 004 (003)	CAR (37 Yrs - F TW13)			SLOWING OR STOPPING	SW TO NE	JCT MID
	BT - NEGATIVE				BACK HIT FIRST	
VEHICLE 005 (004)	CAR (34 Yrs - F TW7)			SLOWING OR STOPPING	SW TO NE	JCT MID
	BT - NEGATIVE				BACK HIT FIRST	

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 308 (FOLLOWING TOO CLOSE)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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107 0115TX20663 MON 31/08/15 10:15 LIGHT WOOD LANE J/W GREAT WEST ROAD	25	NODE 125	515590 / 177250
POLICE - AT SCENE ROAD-WET RAINING/HIGH WINDS SINGLE CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M			
IN WET CONDITIONS N/B V1 MOVED OFF; CAS STANDING ON BOARD FELL OVER - [V1 STANDING PAX FELL ON WET DECK (C001)]			
CASUALTY 001 (001) (49 Yrs - F TW7) SLIGHT PASSENGER STANDING ON PSV			
VEHICLE 001 (000) BUS/COACH (28 Yrs - M UB4)	MOVING OFF	S TO N JNY PART OF WORK	JCT MID
BT - NOT REQUESTED		DID NOT IMPACT	

C001 A 999 (OTHER FACTOR)

108 0115TX20694 TUE 01/09/15 17:50 LIGHT NFL: GREAT WEST ROAD 64M SW J/W BOSTON MANOR ROAD	25	LINK 146-177	517150 / 177900
POLICE - AT SCENE ROAD-WET RAINING DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M			
SW-BD V1 CHANGED LANE TO LEFT TO N/S LANE AND COLLIDED WITH V2 JOINING FROM LEFT			
CASUALTY 001 (002) (64 Yrs - F W7) SLIGHT DRIVER/RIDER			
VEHICLE 001 (002) CAR (22 Yrs - F SW15)	CHANGE LANE TO LEFT	NE TO SW JNY PART OF WORK	
BT - NOT REQUESTED		N/S HIT FIRST	
VEHICLE 002 (001) CAR (64 Yrs - F W7)	MOVING OFF	NE TO SW	
BT - NOT REQUESTED		O/S HIT FIRST	

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

109 0115TX20751 MON 07/09/15 14:50 LIGHT GREAT WEST ROAD J/W SYON LANE [GILLETTE CORNER]	25	NODE 146	516250 / 177370
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS			
N/B V1 TURNING RIGHT IN JUNCTION COLLIDED WITH V2 ALSO TURNING RIGHT IN 2-LANE ROAD LAYOUT			
CASUALTY 001 (001) (34 Yrs - M UB2) SLIGHT DRIVER/RIDER			
CASUALTY 002 (001) (32 Yrs - F UB2) SLIGHT PASSENGER FRONT SEAT			
VEHICLE 001 (002) CAR (34 Yrs - M UB2)	TURNING RIGHT	S TO E	JCT MID
BT - DRV NOT CONTACTED		O/S HIT FIRST	
VEHICLE 002 (001) GDS 3.5-7.5T (? Yrs - M 1)	TURNING RIGHT	S TO E JNY PART OF WORK	JCT MID
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)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE		
110	0115TX20634	TUE 08/09/15 19:05	DARK	E/B A4 J/W WOOD LANE						25	NODE 125	515560 / 177280
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTH PERSON PEDN PHASE AT ATS												
E/B V1 BEHIND V2; V2 BRAKED FOR ATS, V1 TOO CLOSE, COLLIDED												
CASUALTY 001 (001) (29 Yrs - M HA5) SLIGHT DRIVER/RIDER												
VEHICLE	001 (002)	M/C <= 50CC	(29 Yrs - M HA5)		SLOWING OR STOPPING	W TO E						JCT MID
BT - NOT REQUESTED												
VEHICLE	002 (001)	CAR	(39 Yrs - F NW2)		SLOWING OR STOPPING	W TO E						JCT MID
BT - NOT REQUESTED												
V001 A 308 (FOLLOWING TOO CLOSE)						V001 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						
111	0115TX20710	THU 10/09/15 14:15	LIGHT	HIGH STREET J/W MARKET PLACE						25	LINK 143-148	517520 / 177360
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR												
NE-BD V1 ON O/S OF TRAFFIC QUEUE COLLIDED WITH SW-BD V2 TURNING RIGHT												
CASUALTY 001 (001) (19 Yrs - M TW7) SLIGHT DRIVER/RIDER												
VEHICLE	001 (002)	M/C <= 50CC	(19 Yrs - M TW7)		OVERTAKE STAT VEH O/S	SW TO NE	COMM TO/FROM WORK					JCT MID
BT - NOT REQUESTED												
VEHICLE	002 (001)	GDS =< 3.5T	(? Yrs - M 1)		TURNING RIGHT	NE TO NW	JNY PART OF WORK					JCT MID
BT - DRV NOT CONTACTED												
V002 A 403 (POOR TURN OR MANOEUVRE)						V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)							60 MTS TO DEC-2018 SORTED BY DATE		
112	0115TX20714	TUE 15/09/15 07:05	LIGHT NFL: SYON LANE 65M SE J/W GRANT WAY				25	LINK 146-746	516130 / 177420
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M							ZEBRA		
NW-BD V1 TURNED RIGHT TO PREMISES, V2 UNDERTOOK HIM AND COLLIDED									
CASUALTY 001 (002) (25 Yrs - M UB10) SLIGHT DRIVER/RIDER									
VEHICLE 001 (002) CAR (21 Yrs - M W13) TURNING RIGHT SE TO NE COMM TO/FROM WORK BT - NOT REQUESTED BACK HIT FIRST									
VEHICLE 002 (001) M/C 50-125CC (25 Yrs - M UB10) OVERTAKING NEARSIDE SE TO NW COMM TO/FROM WORK BT - NOT REQUESTED FRONT HIT FIRST									
V002 A 403 (POOR TURN OR MANOEUVRE)					V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				
V002 A 605 (INEXPERIENCED OR LEARNER DRIVER/RIDER)									
113	0115TX20676	MON 21/09/15 18:05	DARK NFL: GREAT WEST ROAD 42M W J/W WOOD LANE				25	LINK 125-145	515540 / 177270
POLICE - AT SCENE ROAD-WET RAINING DUAL CWY NO JUN IN 20M							NO XING FACILITY IN 50M		
E/B V1 BRAKED FOR RED ATS, WAS SHUNTED BY V2									
CASUALTY 001 (001) (37 Yrs - F TW13) SLIGHT DRIVER/RIDER									
VEHICLE 001 (002) CAR (37 Yrs - F TW13) SLOWING OR STOPPING W TO E JNY PART OF WORK BT - NOT REQUESTED BACK HIT FIRST									
VEHICLE 002 (001) CAR (32 Yrs - F TW13) SLOWING OR STOPPING W TO E JNY PART OF WORK BT - NOT REQUESTED FRONT HIT FIRST LEFT CWY NEARSIDE									
V002 B 707 (VISION AFFECTED - RAIN, SLEET, SNOW, OR FOG)					V002 A 103 (SLIPPERY ROAD (DUE TO WEATHER))				
114	0115TX20733	WED 23/09/15 13:20	LIGHT NFL: GREAT WEST ROAD 37M W J/W WOOD LANE				25	LINK 125-145	515550 / 177280
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M							NO XING FACILITY IN 50M		
E/B V1 DISTRACTED IN CAR AND NOT LOOKING AHEAD DRIFTED INTO N/S LANE AND COLLIDED WITH RAILINGS									
CASUALTY 001 (001) (24 Yrs - F TW14) SLIGHT DRIVER/RIDER									
VEHICLE 001 (000) CAR (24 Yrs - F TW14) GOING AHEAD OTHER W TO E BT - NEGATIVE N/S HIT FIRST LEFT CWY NEARSIDE									
V001 A 509 (DISTRACTION IN VEHICLE)									


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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115 0115TX20770 SUN 04/10/15 14:03 LIGHT THORNBURY ROAD J/W ST MARY'S CRESCENT	25 CELL 514500/177000	514830 / 177240
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M		
V1 REVERSED INTO PARKING BAY, COLLIDED WITH PED CAS STOOD BEHIND IN HIS BLIND SPOT		
CASUALTY 001 (001) (53 Yrs - F UB5) SLIGHT PEDESTRIAN IN ROAD - NOT CROSSING	STANDING IN RD NOT CROSSING	
VEHICLE 001 (000) CAR (47 Yrs - M TW7) REVERSING	SE TO NW COMM TO/FROM WORK	JCT MID
BT - NEGATIVE	BACK HIT FIRST	

V001 A 710 (VISION AFFECTED - VEHICLE BLIND SPOT)

116 0115TX20736 MON 05/10/15 21:28 DARK NFL: SYON LANE 100M N J/W GREAT WEST ROAD	25 LINK 146-746	516170 / 177410
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M	NO XING FACILITY IN 50M	
SE-BD V2 PASSED PARKED V1, V1 OPENED F/N/S DOOR TO DANGER, COLLIDED WITH V2		
CASUALTY 001 (002) (30 Yrs - M TW7) SLIGHT DRIVER/RIDER		
VEHICLE 001 (002) CAR (? Yrs - F TW3) PARKED	P TO P PUPIL RIDING TO/FROM SCH	
BT - DRV NOT CONTACTED	O/S HIT FIRST	
LEFT CWY NEARSIDE		
VEHICLE 002 (001) PEDAL CYCLE (30 Yrs - M TW7) OVERTAKE STAT VEH O/S	NW TO SE	
BT - NOT APPLICABLE	FRONT HIT FIRST	
	HIT PARKED VEH	

V001 A 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)

117 0115TX20749 TUE 06/10/15 16:50 LIGHT JERSEY ROAD J/W THORNBURY ROAD	25 CELL 514500/177000	514790 / 177400
POLICE - OVER COU ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M		
E/B V1 ENTERING PARKING BAY WAS SHUNTED BY E/B V2		
CASUALTY 001 (001) (39 Yrs - F TW7) SLIGHT DRIVER/RIDER		
VEHICLE 001 (002) CAR (39 Yrs - F TW7) CHANGE LANE TO LEFT	W TO E COMM TO/FROM WORK	JCT MID
BT - DRV NOT CONTACTED	BACK HIT FIRST	
VEHICLE 002 (001) CAR (? Yrs - M GU5) CHANGE LANE TO LEFT	W TO E COMM TO/FROM WORK	JCT MID
BT - DRV NOT CONTACTED	FRONT HIT FIRST	
	HIT PARKED VEH	

V002 A 403 (POOR TURN OR MANOEUVRE)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)

60 MTS TO DEC-2018 SORTED BY DATE

118 0115TX20801 SAT 10/10/15 11:50 LIGHT TWICKENHAM ROAD J/W SPUR ROAD 25 NODE 142 516510 / 176840

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

V1 N/B IN MID-JUNCTION COLLIDED WITH S/B V2 MAKING ILLEGAL RIGHT TURN

CASUALTY 001 (001) (25 Yrs - F UB3) SLIGHT DRIVER/RIDER

 VEHICLE 001 (002) M/C 125-500CC (25 Yrs - F UB3) GOING AHEAD OTHER S TO N COMM TO/FROM WORK JCT MID
 BT - NOT REQUESTED FRONT HIT FIRST

 VEHICLE 002 (001) CAR (35 Yrs - F TW4) TURNING RIGHT N TO SW TAKING PUPIL TO/FROM SC JCT MID
 BT - NOT REQUESTED N/S HIT FIRST

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)

119 0115TX20783 SUN 11/10/15 17:09 LIGHT A4 GREAT WEST ROAD J/W SYON LANE 25 NODE 146 516260 / 177370

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

SE-BD V1 ENTERED JUNCTION, INTENDED AHEAD; NW-BD V2 TURNED RIGHT AND COLLIDED

CASUALTY 001 (002) (21 Yrs - M W5) SLIGHT DRIVER/RIDER

 VEHICLE 001 (002) CAR (32 Yrs - M PL8) GOING AHEAD OTHER SW TO NE JCT MID
 BT - NOT REQUESTED FRONT HIT FIRST

 VEHICLE 002 (001) CAR (21 Yrs - M W5) TURNING RIGHT SE TO NE JCT MID
 BT - NOT REQUESTED FRONT HIT FIRST

V001 B 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

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

V002 B 405 (FAILED TO LOOK PROPERLY)

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

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

120 0115TX20798 SAT 17/10/15 14:47 LIGHT GRANT WAY J/W SYON LANE 25 LINK 146-746 516090 / 177470
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MINI GIVE WAY/UNCONT NO XING FACILITY IN 50M
 V1 STOPPED , PICKED UP FARES; S/B V2 SHUNTED HIM

CASUALTY 001 (002) (34 Yrs - M TW8) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) TAXI (38 Yrs - M UB3) GOING AHEAD HELD UP N TO S JNY PART OF WORK JCT MID
 BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (34 Yrs - M TW8) GOING AHEAD OTHER N TO S COMM TO/FROM WORK JCT MID
 BT - NOT APPLICABLE FRONT HIT FIRST
 HIT PARKED VEH

V002 A 403 (POOR TURN OR MANOEUVRE)

121 0115TX20923 FRI 06/11/15 09:30 LIGHT SYON LANE J/W SYON GATE WAY 25 LINK 144-146 516410 / 177230
 POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR
 NW-BD V1 CROSSED VACANT PELICAN X COULD NOT AVOID PED CAS CROSSING AGAINST RED MAN

CASUALTY 001 (001) (23 Yrs - F TW10) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING NE BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (80 Yrs - M TW7) SLOWING OR STOPPING SE TO NW JCT MID
 BT - NOT REQUESTED N/S HIT FIRST

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

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

122 0115TX20877 SAT 21/11/15 12:51 LIGHT GREAT WEST ROAD J/W SYON LANE 25 NODE 146 516260 / 177370
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
 V2 DROVE INTO REAR OF V1 WHO SLOWED FOR ATS JUNC DUE TO UNK EMERGENCY VEH CROSSING JUNC

CASUALTY 001 (001) (49 Yrs - F SW5) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (49 Yrs - F SW5) SLOWING OR STOPPING NE TO SW JCT MID
 BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (001) CAR (47 Yrs - M NN3) GOING AHEAD OTHER NE TO SW JCT MID
 BT - NOT REQUESTED FRONT HIT FIRST

V002 A 308 (FOLLOWING TOO CLOSE)

V002 A 405 (FAILED TO LOOK PROPERLY)

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

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

V001 A 903 (EMERGENCY VEHICLE ON CALL)



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

123 0115TX20903 TUE 24/11/15 12:05 LIGHT R/ABOUT JERSEY ROAD J/W RIDGEWAY ROAD NORTH 25 CELL 515000/177500 515140 / 177540

POLICE - AT SCENE ROAD-WET RAINING ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M
 V1 SLOWED/BRAKED APPROACHING THE R/ABOUT & LOST CONTROL ON THE WET ROAD & SKIDDED INTO V2 WHO WAS WAITING TO TURN RIGHT

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

VEHICLE 001 (002) M/C 50-125CC (24 Yrs - M TW7) SLOWING OR STOPPING NE TO SW JCT MID
 BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (001) OTH MOT VEH (25 Yrs - F TW7) WAITING TO TURN RIGHT SE TO NE JCT MID
 BT - NEGATIVE O/S HIT FIRST

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

V001 A 408 (SUDDEN BRAKING)

V001 A 410 (LOSS OF CONTROL)

V001 A 405 (FAILED TO LOOK PROPERLY)

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

124 0115TX20928 TUE 24/11/15 14:00 LIGHT GREAT WEST ROAD J/W SYON LANE 25 NODE 146 516230 / 177360

POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
 V1 STOPPED AT ATS V2 COLLIDED REAR V1

CASUALTY 001 (002) (78 Yrs - F TW14) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (002) CAR (58 Yrs - M B31) GOING AHEAD HELD UP SW TO NE JCT MID
 BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (001) CAR (75 Yrs - M TW14) SLOWING OR STOPPING SW TO NE JCT MID
 BT - NOT REQUESTED FRONT HIT FIRST

V002 A 308 (FOLLOWING TOO CLOSE)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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125 0115TX20972 TUE 15/12/15 17:15 DARK LONDON ROAD J/W BRENT LEA	25 LINK 143-148	517160 / 177220
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POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

RIDER ON V1 BRAKED FOR UNK UN-INJ PED CROSSING ROAD & LOST CONTROL ON WET ROAD SURFACE & FELL OFF

CASUALTY 001 (001) (48 Yrs - M TW12) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C 50-125CC (48 Yrs - M TW12)	GOING AHEAD OTHER	SW TO NE	JCT MID
BT - NOT REQUESTED		FRONT HIT FIRST	

U000 A 802 (FAILED TO LOOK PROPERLY)

U000 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

U000 A 808 (CARELESS/RECKLESS/IN A HURRY)

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

V001 A 408 (SUDDEN BRAKING)

V001 A 410 (LOSS OF CONTROL)

126 0115TX20989 TUE 15/12/15 20:25 DARK SYON LANE J/W SPUR ROAD	25 NODE 144	516480 / 177170
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POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY MINI GIVE WAY/UNCONT ZEBRA

NW-BD V1 PULLED OUT INTO MAIN ROAD, COLLIDED WITH S/B V2

CASUALTY 001 (002) (44 Yrs - M KT13) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (58 Yrs - M TW7)	TURNING RIGHT	E TO NW JNY PART OF WORK	JCT MID
BT - NEGATIVE		FRONT HIT FIRST	

VEHICLE 002 (001) PEDAL CYCLE (44 Yrs - M KT13)	GOING AHEAD OTHER	NE TO SW	JCT MID
BT - NOT APPLICABLE		N/S HIT FIRST	

V001 A 403 (POOR TURN OR MANOEUVRE)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)							60 MTS TO DEC-2018 SORTED BY DATE	
127	0115TX20951	SUN 20/12/15 19:10	DARK	SYON LANE 70M NORTH WEST J/W GOWER ROAD	25	LINK 146-746	515690 / 177730	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M		
INTOXICATED DRV V1 SWERVED ACROSS THE ROAD & HIT PARKED V1								
CASUALTY 001 (001) (49 Yrs - M TW7)			SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	CAR	(49 Yrs - M TW7)	PARKED	P TO P			
BT - NOT REQUESTED			O/S HIT FIRST					
VEHICLE	002 (001)	CAR	(65 Yrs - F TW7)	CHANGE LANE TO RIGHT	SE TO NW			
BT - POSITIVE			FRONT HIT FIRST					
				HIT PARKED VEH				
V002 A	501 (IMPAIRED BY ALCOHOL)			V002 A	410 (LOSS OF CONTROL)			
V002 A	409 (SWERVED)			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)			
128	0115TX20949	MON 21/12/15 14:45	LIGHT	GREAT WEST ROAD J/W THORNBURY ROAD	25	NODE 145	514860 / 177160	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	
PED CROSSING ROAD WHILE READING A MAP COLLIDED WITH V1 WHOSE VIEW WAS OBSTRUCTED BY OTHER TRAFFIC								
CASUALTY 001 (001) (38 Yrs - M NW2)			SLIGHT	PEDESTRIAN	CROSSING ROAD ON PED XING	S BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR	(56 Yrs - M SN16)	TURNING RIGHT	SW TO SE		JCT MID	
BT - NOT REQUESTED			FRONT HIT FIRST					
V001 A	701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))			V001 A	407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)			
V001 A	405 (FAILED TO LOOK PROPERLY)			C001 A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)			
C001 A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)			C001 A	801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)			
129	0115TX20991	THU 24/12/15 20:15	DARK	GREAT WEST ROAD 175M WEST J/W SYON LANE	25	LINK 125-146	516080 / 177320	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	DUAL CWY	NO JUN IN 20M	NO XING FACILITY IN 50M		
DRV V1 LOST CONTROL FOR REASONS UNKNOWN & COLLIDED WITH A LAMP POST ON THE CENTRAL RESERVATION								
CASUALTY 001 (001) (35 Yrs - M W3)			SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR	(35 Yrs - M W3)	GOING AHEAD OTHER	W TO E			
BT - NEGATIVE			FRONT HIT FIRST					
LEFT CWY ONTO CENTRAL RES			HIT KERB		HIT LAMP POST			
V001 A	410 (LOSS OF CONTROL)			V001 B	509 (DISTRACTION IN VEHICLE)			
V001 A	405 (FAILED TO LOOK PROPERLY)			V001 B	503 (FATIGUE)			
V001 A	602 (CARELESS/RECKLESS/IN A HURRY)							


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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130 0116TX20202 FRI 08/01/16 18:55 DARK WOOD LANE J/W GREAT WEST ROAD	25	NODE 125	515580 / 177290
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS			
S/B V1 MOVED OFF, PED CAS DRINK TAKEN FELL INTO HIS N/S			
CASUALTY 001 (001) (19 Yrs - M 1) SLIGHT PEDESTRIAN	CROSSING ROAD WITHIN 50M XING W BOUND FROM DRIVERS N/SIDE		
VEHICLE 001 (000) CAR (59 Yrs - M TW2)	MOVING OFF	N TO S	JCT MID
BT - NOT REQUESTED		N/S HIT FIRST	

C001 A 806 (IMPAIRED BY ALCOHOL)

131 0116TX20280 SAT 09/01/16 10:35 LIGHT NFL: GREAT WEST ROAD 77M W J/W RIDGEWAY ROAD	25	LINK 125-145	515180 / 177220
POLICE - AT SCENE ROAD-WET RAINING DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M			
W/B V1 PULLED IN TO STOP; CAS1 ON BOARD STOOD BUT MISSED HANDRAIL AND FELL - [ELDERLY PAX MISSED HANDGRIP ON RAIL, FELL (C001)]			
CASUALTY 001 (001) (95 Yrs - M W5) SLIGHT PASSENGER	STANDING ON PSV		
VEHICLE 001 (000) BUS/COACH (47 Yrs - M TW14)	SLOWING OR STOPPING	E TO W	JNY PART OF WORK
BT - NOT REQUESTED		DID NOT IMPACT	

C001 A 999 (OTHER FACTOR)

132 0116TX20274 WED 13/01/16 07:52 LIGHT E/B GREAT WEST ROAD J/W UN-NAMED ENTRANCE TO OSTERLEY PARK TUBE ST	25	LINK 99-145	514540 / 177050
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M			
HEAVY TRAFFIC, E/B V1 IN N/S LANE UNABLE TO AVOID PED CAS EXITING V2 IN LANE 2 - [PED STEPPED BACK INTO V1 PATH (C001)]			
CASUALTY 001 (001) (49 Yrs - F TW5) SLIGHT PEDESTRIAN	IN ROAD - NOT CROSSING STANDING IN RD NOT CROSSING		
VEHICLE 001 (000) CAR (30 Yrs - F TW5)	SLOWING OR STOPPING	SW TO NE	COMM TO/FROM WORK
BT - NOT REQUESTED		FRONT HIT FIRST	JCT MID
VEHICLE 002 (000) CAR (26 Yrs - F TW5)	GOING AHEAD HELD UP	SW TO NE	COMM TO/FROM WORK
BT - NOT REQUESTED		N/S HIT FIRST	JCT MID

C001 A 999 (OTHER FACTOR)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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133 0116TX20042 SAT 16/01/16 11:30 LIGHT NFL: A4 75M W J/W SYON LANE	25 LINK 125-146	516190 / 177350
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M	NO XING FACILITY IN 50M
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E/B V1 IN LN1/3 WAS SHUNTED BY V2

CASUALTY 001 (001) (30 Yrs - M SN2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (30 Yrs - M SN2)	SLOWING OR STOPPING	W TO E
BT - NEGATIVE		BACK HIT FIRST

VEHICLE 002 (001) CAR (25 Yrs - M SL2)	GOING AHEAD OTHER	W TO E
BT - DRV NOT CONTACTED		FRONT HIT FIRST

V002 A 501 (IMPAIRED BY ALCOHOL)

134 0116TX20059 SAT 16/01/16 22:25 DARK GREAT WEST ROAD J/W THORNBURY ROAD	25 NODE 145	514860 / 177150
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POLICE - AT SCENE ROAD-WET RAINING DUAL CWY CROSSROADS AUTO SIG	NO XING FACILITY IN 50M
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NE-BD V1 TURNED RIGHT INTO MINOR ROAD, COLLIDED WITH SW-BD V2

CASUALTY 001 (002) (31 Yrs - M UB3) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) TAXI (30 Yrs - M TW8)	TURNING RIGHT	SW TO SE	COMM TO/FROM WORK	JCT MID
BT - NOT REQUESTED		FRONT HIT FIRST		

VEHICLE 002 (001) M/C 50-125CC (31 Yrs - M UB3)	GOING AHEAD OTHER	SE TO NW	JCT MID
BT - NOT REQUESTED		FRONT HIT FIRST	

V001 A 403 (POOR TURN OR MANOEUVRE)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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135 0116TX20024 TUE 19/01/16 18:57 DARK TWICKENHAM ROAD J/W LONDON ROAD	25 NODE 142	516510 / 176830
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

N/B V1 TURNED RIGHT TO MAIN ROAD; SW-BD V2 OVERTOOK WAITING VEHICLES, COLLIDED V1 O/S

CASUALTY 001 (002) (22 Yrs - M TW3) SERIOUS DRIVER/RIDER

VEHICLE 001 (002) CAR (43 Yrs - F TW7)	TURNING RIGHT	S TO NE	COMM TO/FROM WORK	JCT MID
BT - NOT REQUESTED		O/S HIT FIRST		

VEHICLE 002 (001) M/C 50-125CC (22 Yrs - M TW3)	OVERTAKE STAT VEH O/S	NE TO SW	JNY PART OF WORK	JCT MID
BT - NOT REQUESTED		FRONT HIT FIRST		

V002 A 403 (POOR TURN OR MANOEUVRE)

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

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

136 0116TX20043 THU 21/01/16 14:30 LIGHT LONDON ROAD J/W BRENT LEA	25 LINK 143-148	517150 / 177210
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR

E/B V2 SHUNTED V1

CASUALTY 001 (001) (32 Yrs - M TW8) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (32 Yrs - M TW8)	SLOWING OR STOPPING	SW TO NE		JCT MID
BT - NOT APPLICABLE		FRONT HIT FIRST		

VEHICLE 002 (001) TAXI (? Yrs - M TW7)	SLOWING OR STOPPING	SW TO NE		JCT MID
BT - NOT REQUESTED		BACK HIT FIRST		

V001 B 403 (POOR TURN OR MANOEUVRE)

V002 B 403 (POOR TURN OR MANOEUVRE)

V002 B 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

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



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

137 0116TX20044 THU 21/01/16 13:12 LIGHT NFL: LONDON ROAD 32M SW J/W SPUR ROAD 25 LINK 137-142 516480 / 176830
 POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

NE-BD V1 INTENDED LEFT TURN WAS SHUNTED WHEN HELD ON RED ATS

CASUALTY 001 (001) (23 Yrs - F TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (23 Yrs - F TW7) TURNING LEFT SW TO W
 BT - DRV NOT CONTACTED BACK HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M 1) GOING AHEAD OTHER SW TO NE
 BT - DRV NOT CONTACTED FRONT HIT FIRST

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

V002 A 403 (POOR TURN OR MANOEUVRE)

138 0116TX20040 TUE 26/01/16 07:48 LIGHT HIGH STREET J/W ALEXANDRA ROAD 25 LINK 148-152 517870 / 177480
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

SW-BD V1 EDGED FORWARD TO TURN RIGHT; NE-BD V2 CYCLIST COLLIDED

CASUALTY 001 (002) (24 Yrs - M GU4) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) TAXI (46 Yrs - M UB2) TURNING RIGHT NE TO NW JNY PART OF WORK JCT MID
 BT - NOT REQUESTED N/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (24 Yrs - M GU4) GOING AHEAD OTHER SW TO NE COMM TO/FROM WORK JCT MID
 BT - NOT APPLICABLE FRONT HIT FIRST

V001 B 405 (FAILED TO LOOK PROPERLY)

139 0116TX20086 TUE 26/01/16 17:40 DARK HIGH STREET J/W PUMP ALLEY 25 LINK 148-152 517890 / 177500
 POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

NW-BD V1 TURNED RIGHT INTO MAIN ROAD; SW-BD V2 COLLIDED WITH V1 O/S

CASUALTY 001 (002) (39 Yrs - M SL4) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (27 Yrs - F TW7) TURNING RIGHT SE TO NE COMM TO/FROM WORK JCT MID
 BT - NOT REQUESTED O/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (39 Yrs - M SL4) GOING AHEAD OTHER NE TO SW JNY PART OF WORK JCT MID
 BT - NOT APPLICABLE FRONT HIT FIRST

CYCLE LANE (ON CWY)

V001 B 403 (POOR TURN OR MANOEUVRE)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE	
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140	0116TX20069	FRI 29/01/16 20:30	DARK	SYON LANE J/W NORTHUMBERLAND AVENUE	25	LINK 144-146					516310 / 177310
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POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

NW-BD V1 MAIN ROAD GAVE WAY TO ANON VEHICLE, WAS SHUNTED BY V2

CASUALTY 001 (001) (24 Yrs - M TW19) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (21 Yrs - F TW19) SLIGHT PASSENGER FRONT SEAT

VEHICLE	001 (002)	CAR	(24 Yrs - M TW19)	GOING AHEAD HELD UP	SE TO NW	COMM TO/FROM WORK	JCT MID
			BT - NOT REQUESTED			BACK HIT FIRST	

VEHICLE	002 (001)	CAR	(? Yrs - F 1)	MOVING OFF	SE TO NW		JCT MID
			BT - DRV NOT CONTACTED		FRONT HIT FIRST		

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)

141	0116TX20150	SAT 13/02/16 18:25	DARK	LONDON ROAD, J/W TWICKENHAM ROAD	25	NODE 142					516510 / 176840
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POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

IT APPEARS V1 HAS RUN A RED ATS BELIEVING IT HAD TURNED GREEN IN HER FAVOUR, V1 THEN HIT O/S OF V2 CONTINUING ON GREEN

CASUALTY 001 (001) (31 Yrs - F TW3) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (28 Yrs - M TW10) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR	(31 Yrs - F TW3)	MOVING OFF	NE TO SW		JCT MID
			BT - NEGATIVE		FRONT HIT FIRST		

VEHICLE	002 (001)	CAR	(28 Yrs - M TW10)	GOING AHEAD OTHER	S TO N		JCT MID
			BT - NEGATIVE		O/S HIT FIRST		

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

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

V001 B 510 (DISTRACTION OUTSIDE VEHICLE)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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142 0116TX20137 FRI 19/02/16 09:20 LIGHT NFL: HAWTHORN ROAD 42M NE J/W ROWAN ROAD	25 CELL 516500/177000	516860 / 177220
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M	NO XING FACILITY IN 50M	
NE-BD V1 SELECTED WRONG GEAR IN HIS AUTO VEHICLE; ACCIDENTALLY REVERSED, COLLIDED WITH PED CAS BEHIND HIM		
CASUALTY 001 (001) (53 Yrs - F TW13) SLIGHT PEDESTRIAN	CROSSING ROAD (NOT ON XING)	NW BOUND FROM DRIVERS O/SIDE
VEHICLE 001 (000) CAR (25 Yrs - M UB6)	REVERSING	SW TO NE COMM TO/FROM WORK
BT - NOT REQUESTED	BACK HIT FIRST	

V001 A 403 (POOR TURN OR MANOEUVRE)

V001 A 509 (DISTRACTION IN VEHICLE)

143 0116TX20112 THU 25/02/16 10:33 LIGHT GREAT WEST ROAD J/W THORNBURY ROAD	25 NODE 145	514860 / 177150
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG	PEDN PHASE AT ATS	
V1 W/B COLLIDED WITH E/B V2 IN JUNCTION AS V2 TURNED RIGHT AND CONTRAVENED RIGHT TURN FILTER		
CASUALTY 001 (002) (79 Yrs - F TW5) SERIOUS DRIVER/RIDER		
VEHICLE 001 (002) CAR (45 Yrs - F TW14)	GOING AHEAD OTHER	E TO W FRONT HIT FIRST
BT - NOT REQUESTED	JCT MID	
VEHICLE 002 (001) CAR (79 Yrs - F TW5)	TURNING RIGHT	W TO S N/S HIT FIRST
BT - NOT REQUESTED	JCT MID	

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

144 0116TX20166 THU 25/02/16 17:30 DARK LONDON ROAD, J/W TWICKENHAM ROAD	25 NODE 142	516530 / 176840
POLICE - AT SCENE ROAD-WET WEATHER-OTHER SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE AT ATS	
V2 HAS CROSSED ON PED CROSSING AGAINST RED MAN SIGNAL INTO PATH OF V1 & WAS HIT		
CASUALTY 001 (002) (23 Yrs - M W5) SLIGHT DRIVER/RIDER		
VEHICLE 001 (002) CAR (23 Yrs - M TW2)	GOING AHEAD OTHER	NE TO SW COMM TO/FROM WORK
BT - NOT REQUESTED	FRONT HIT FIRST	
VEHICLE 002 (001) PEDAL CYCLE (23 Yrs - M W5)	GOING AHEAD OTHER	S TO N COMM TO/FROM WORK
BT - NOT APPLICABLE	O/S HIT FIRST	

V002 A 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)

V002 A 310 (CYCLIST ENTERING ROAD FROM PAVEMENT)

V002 A 405 (FAILED TO LOOK PROPERLY)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)							60 MTS TO DEC-2018 SORTED BY DATE	
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145	0116TX20194	TUE 15/03/16 20:00	DARK	GREAT WEST ROAD J/W WOOD LANE	25	NODE 125	515570 / 177280
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POLICE - OVER COU ROAD-DRY FINE/HIGH WINDS DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

E/B V1 TURNING LEFT WAS SHUNTED BY V2

CASUALTY 001 (001) (27 Yrs - M W11) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR (27 Yrs - M W11)	TURNING LEFT	W TO N	COMM TO/FROM WORK	JCT MID
		BT - DRV NOT CONTACTED		O/S HIT FIRST		

VEHICLE	002 (001)	CAR (? Yrs - M TW7)	OVERTAKE MOVE VEH O/S	W TO E	COMM TO/FROM WORK	JCT MID
		BT - DRV NOT CONTACTED		N/S 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)

146	0116TX20270	MON 21/03/16 17:35	LIGHT	GREAT WEST ROAD 50M SOUTH WEST J/W OSTERLEY ROAD	25	LINK 125-145	515000 / 177190
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY PRIV DRIVE GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 TURNED LEFT INTO PRIV DRIVE ACROSS PATH OF V1 CAUSING A COLLISION & RIDER TO FALL OFF

CASUALTY 001 (001) (47 Yrs - M TW5) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	PEDAL CYCLE (47 Yrs - M TW5)	GOING AHEAD LEFT BEND	E TO SW	FRONT HIT FIRST	JCT MID
		BT - NOT APPLICABLE				

VEHICLE	002 (001)	CAR (31 Yrs - M TW7)	TURNING LEFT	E TO S	N/S HIT FIRST	JCT MID
		BT - DRV NOT CONTACTED				

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

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

147	0116TX20219	THU 24/03/16 12:05	LIGHT	BOSTON MANOR ROAD J/W WINDMILL ROAD	25	NODE 151	517560 / 177740
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

N/B V1 BRAKED FOR ATS, CAUSED STANDING CAS1 ON BOARD TO FALL

CASUALTY 001 (001) (47 Yrs - F TW8) SLIGHT PASSENGER STANDING ON PSV

VEHICLE	001 (000)	BUS/COACH (40 Yrs - M W3)	SLOWING OR STOPPING	SE TO NW	JNY PART OF WORK	JCT MID
		BT - NEGATIVE		DID NOT IMPACT		

V001 A 408 (SUDDEN BRAKING)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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148 0116TX20229 THU 24/03/16 18:57 DARK NFL: A4 32M NW J/W HARLEQUIN AVENUE	25 LINK 146-177	516370 / 177420
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POLICE - AT SCENE ROAD-WET RAINING DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M

SW-BD V1 EXCESS SPEED IN WET WEATHER, DARKNESS, LOST CONTROL, CROSSED ALL NE LANES, IMPACTED NORTH WALL OF ROAD

CASUALTY 001 (001) (26 Yrs - M TW5) SERIOUS DRIVER/RIDER

CASUALTY 002 (001) (20 Yrs - M TW7) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (000) CAR (26 Yrs - M TW5) CHANGE LANE TO LEFT SW TO NE
 BT - NOT PROVD (MEDCL REASONS) SKIDDED FRONT HIT FIRST
 LEFT CWY NEARSIDE/REBOUND HIT OTH OBJECT

V001 A 502 (IMPAIRED BY DRUGS (ILLCIT OR MEDICINAL)) V001 A 306 (EXCEEDING SPEED LIMIT)

149 0116TX20216 TUE 29/03/16 23:10 DARK NFL: GREAT WEST ROAD 90M SW SHIELD DRIVE	25 LINK 146-177	516680 / 177580
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M FOOTBRIDGE OR SUBWAY

SW-BD V1 CHANGED LANE TO AVOID V2, STRUCK DEBRIS ON CARRIAGEWAY, LOST CONTROL, CRASHED

CASUALTY 001 (001) (27 Yrs - M UB2) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C 50-125CC (27 Yrs - M UB2) CHANGE LANE TO LEFT NE TO SW
 BT - NOT PROVD (MEDCL REASONS) SKIDDED DID NOT IMPACT
 LEFT CWY NEARSIDE

VEHICLE 002 (000) OTH MOT VEH (? Yrs - U UNKN) GOING AHEAD OTHER NE TO SW
 BT - DRV NOT CONTACTED DID NOT IMPACT
 LEFT CWY NEARSIDE

V002 A 403 (POOR TURN OR MANOEUVRE) V001 A 102 (DEPOSIT ON ROAD (EG. OIL, MUD, CHIPPINGS))

V001 A 410 (LOSS OF CONTROL)

150 0116TX20238 WED 30/03/16 11:10 LIGHT TWICKENHAM ROAD J/W LONDON ROAD	25 NODE 142	516530 / 176840
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MULTI JUN AUTO SIG PEDN PHASE AT ATS

PED CAS RAN ACROSS MAIN RD BELIEVED ALL LANES STOPPED; LN3 [RIGHT TURN FILTER] STILL LIVE, V1 COLLIDED WITH PED

CASUALTY 001 (001) (29 Yrs - F SW6) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING N BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (32 Yrs - M UB2) TURNING RIGHT NE TO NW COMM TO/FROM WORK JCT MID
 BT - NOT REQUESTED FRONT HIT FIRST

C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED) C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)

60 MTS TO DEC-2018 SORTED BY DATE

151 0116TX20234 TUE 05/04/16 08:56 LIGHT TWICKENHAM RD JW AMHURST GARDENS 25 LINK 137-142 515950 / 176550
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT PEDN PHASE AT ATS
 V1 LOST CONTROL DUE TO VEHICAL DEFECT
 CASUALTY 001 (001) (52 Yrs - M TW13) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) M/C > 500CC (52 Yrs - M TW13) GOING AHEAD OTHER W TO E JCT MID
 BT - NOT REQUESTED DID NOT IMPACT
 HIT KERB

V001 A 410 (LOSS OF CONTROL)

152 0116TX20263 FRI 15/04/16 19:27 DARK NFL SYON LANE 67M NW JW GRANT WAY 25 LINK 146-746 516150 / 177410
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
 V2 PULLED OUT INTO THE PATH OF V1
 CASUALTY 001 (001) (32 Yrs - M KT5) SLIGHT DRIVER/RIDER
 VEHICLE 001 (002) M/C <= 50CC (32 Yrs - M KT5) GOING AHEAD OTHER NW TO SE FRONT HIT FIRST
 BT - NOT REQUESTED

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

V002 A 405 (FAILED TO LOOK PROPERLY)

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

153 0116TX20331 SUN 17/04/16 00:13 DARK LONDON RD JW HARTHAM RD 25 LINK 137-142 516200 / 176680
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M SURFACE DEFECT

V1'S RIDER FELL OF BIKE DUE TO UN-EVEN ROAD SURFACE

CASUALTY 001 (001) (28 Yrs - M TW10) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) PEDAL CYCLE (28 Yrs - M TW10) GOING AHEAD OTHER NE TO SW JCT MID
 BT - NOT APPLICABLE DID NOT IMPACT

V001 A 101 (POOR OR DEFECTIVE ROAD SURFACE)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018
WX GIS AREA B25 Syon Lane Area (P)
60 MTS TO DEC-2018 SORTED BY DATE

154 0116TX20338 FRI 22/04/16 21:07 DARK HALF ACRE JW HALF ACRE MEWS 25 LINK 148-151 517660 / 177510
 POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN AUTH PERSON NO XING FACILITY IN 50M
 V1 TURNED LEFT INTO PATH OF V2

CASUALTY 001 (001) (29 Yrs - M TW8) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (29 Yrs - M TW8) GOING AHEAD OTHER S TO N JCT MID
 BT - NOT REQUESTED O/S HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - F UB1) TURNING LEFT S TO W JCT MID
 BT - NOT REQUESTED FRONT HIT FIRST

V002 A 605 (INEXPERIENCED OR LEARNER DRIVER/RIDER)

V002 A 405 (FAILED TO LOOK PROPERLY)

155 0116TX20305 MON 25/04/16 08:50 LIGHT GREAT WEST RD JW BOSTON MANOR RD 25 NODE 177 517210 / 177930
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MULTI JUN AUTO SIG NO XING FACILITY IN 50M
 V2 WENT INTO THE BACK OF V1 APPROACHING ATS

CASUALTY 001 (001) (21 Yrs - F W5) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (21 Yrs - F W5) GOING AHEAD OTHER SW TO NE JCT MID
 BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (001) GDS =< 3.5T (33 Yrs - M UB1) GOING AHEAD OTHER SW TO NE JNY PART OF WORK JCT MID
 BT - NOT REQUESTED FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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156 0116TX20385 FRI 20/05/16 16:49 LIGHT SYON LANE J/W NORTHUMBERLAND AVENUE	25 LINK 144-146	516300 / 177320
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 TURNED RIGHT ACROSS LANE 3 AND 2 OF TRAFFIC INTO PATH OF V2 IN LANE 1

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

CASUALTY 002 (002) (33 Yrs - M GU51) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (24 Yrs - M TW7)
BT - NOT REQUESTED

TURNING RIGHT NW TO SW
N/S HIT FIRST

LEAVING MAIN RD

VEHICLE 002 (001) CAR (33 Yrs - M GU51)
BT - NOT REQUESTED

GOING AHEAD OTHER SE TO NW
FRONT HIT FIRST

JCT MID

V001 A 405 (FAILED TO LOOK PROPERLY)

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)

157 0116TX20400 TUE 24/05/16 15:28 LIGHT LONDO ROAD J/W TEESDALE AVENUE	25 LINK 137-142	516250 / 176710
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA

V1 MOVED LEFT AS V2 WAS ON THE NEARSIDE AND COLLIDED

CASUALTY 001 (002) (14 Yrs - M TW8) SLIGHT DRIVER/RIDER
JOURNEY TO/FROM SCHOOL

Sch Attended : K/N

VEHICLE 001 (002) CAR (31 Yrs - F UB1)
BT - NOT REQUESTED

OVERTAKE MOVE VEH O/S SW TO NE COMM TO/FROM WORK
N/S HIT FIRST

JCT APP

VEHICLE 002 (001) PEDAL CYCLE (14 Yrs - M TW8)
BT - NOT APPLICABLE

GOING AHEAD OTHER SW TO NE PUPIL RIDING TO/FROM SCH
O/S HIT FIRST

JCT APP

CYCLE LANE (ON CWY)

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

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 403 (POOR TURN OR MANOEUVRE)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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158 0116TX20427 THU 02/06/16 09:00 LIGHT NFL SYON LANE 53M NW OF J/W GREAT WESTERN ROAD	25 LINK 146-746	516210 / 177390
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

UNINJURED PED RAN INTO V1 CAUSING UNJURY TO RIDER

CASUALTY 001 (001) (26 Yrs - M SE18) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C > 500CC (26 Yrs - M SE18) GOING AHEAD OTHER NW TO SE TAKING PUPIL TO/FROM SC
BT - NEGATIVE FRONT HIT FIRST

U000 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)

U000 A 802 (FAILED TO LOOK PROPERLY)

U000 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

159 0116TX20425 FRI 03/06/16 17:14 LIGHT LONDON ROAD J/W SPUR ROAD	25 NODE 142	516490 / 176830
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

PED HAS STEPPED OUT INTO PATH OF CYCLIST

CASUALTY 001 (001) (63 Yrs - M TW9) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING S BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) PEDAL CYCLE (? Yrs - M UNKN) GOING AHEAD OTHER W TO E JCT APP
BT - NOT APPLICABLE FRONT HIT FIRST

CYCLE LANE (ON CWY)

V001 A 403 (POOR TURN OR MANOEUVRE)

V001 A 405 (FAILED TO LOOK PROPERLY)

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

C001 A 802 (FAILED TO LOOK PROPERLY)

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

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

160 0116TX20444 SUN 05/06/16 13:20 LIGHT LONDON ROAD J/W SYON LANE	25 NODE 143	516760 / 176970
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POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

FTS V2 COLLIDED WITH REAR OF V1

CASUALTY 001 (001) (23 Yrs - F TW8) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (? Yrs - M UNKN) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (002) CAR (23 Yrs - F TW8) TURNING RIGHT NW TO SW JCT APP
BT - DRV NOT CONTACTED BACK HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - U UNKN) TURNING LEFT NW TO NE JCT APP
BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 601 (AGGRESSIVE DRIVING)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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161 0116TX20446 FRI 10/06/16 19:29 LIGHT LONDON ROAD J/W BRENT LEA	25 LINK 143-148	517160 / 177210
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

PED HAS WALKED OUT INTO PATH OF V1

CASUALTY 001 (001) (28 Yrs - F UNKN) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) NE BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (25 Yrs - M TW8) MOVING OFF SE TO NW JCT APP
BT - NOT REQUESTED FRONT HIT FIRST

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

C001 A 802 (FAILED TO LOOK PROPERLY)

162 0116TX20478 SUN 19/06/16 17:09 LIGHT GREAT WEST ROAD J/W SYON LANE	25 NODE 146	516280 / 177360
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V1 HAS STOPPED TO ALLOW EMERGENCY VEHICLE TO PASS CAUSING V2 TO HIT REAR OF V1

CASUALTY 001 (001) (6 Yrs - F UNKN) SLIGHT PASSENGER BACK SEAT

VEHICLE 001 (002) CAR (34 Yrs - M SL2) SLOWING OR STOPPING NE TO SW JCT APP
BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (001) BUS/COACH (27 Yrs - M UB5) GOING AHEAD OTHER NE TO SW JNY PART OF WORK JCT APP
BT - NOT REQUESTED FRONT HIT FIRST

V002 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)

V002 B 308 (FOLLOWING TOO CLOSE)

V002 B 405 (FAILED TO LOOK PROPERLY)

163 0116TX20476 MON 20/06/16 06:07 LIGHT GREAT WEST ROAD, 50M E J/W SYON LANE	25 LINK 146-177	516310 / 177380
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POLICE - AT SCENE ROAD-WET RAINING DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M

RIDER OF V1 DECIDED TO CHANGE LANES TO RIGHT & COLLIDED WITH ONCOMING V2

CASUALTY 001 (001) (30 Yrs - M TW14) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (30 Yrs - M TW14) CHANGE LANE TO RIGHT W TO E COMM TO/FROM WORK
BT - NEGATIVE SKIDDED BACK HIT FIRST

VEHICLE 002 (001) GDS =< 3.5T (21 Yrs - M TW3) GOING AHEAD OTHER W TO E JNY PART OF WORK
BT - NEGATIVE FRONT HIT FIRST

V001 A 403 (POOR TURN OR MANOEUVRE)

V001 A 405 (FAILED TO LOOK PROPERLY)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)

60 MTS TO DEC-2018 SORTED BY DATE

164 0116TX20491 TUE 28/06/16 16:01 LIGHT SPUR ROAD J/W SYON LANE 25 NODE 144 516470 / 177170

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

V1 BRAKED AND LOST CONTROL EXPECTING V2 TO FAIL TO GIVE WAY

CASUALTY 001 (001) (51 Yrs - M TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C <= 50CC (51 Yrs - M TW7) TURNING LEFT N TO E JCT APP
BT - NEGATIVE SKIDDED DID NOT IMPACT

VEHICLE 002 (000) CAR (21 Yrs - M TW8) TURNING RIGHT E TO N JCT APP
BT - NOT REQUESTED DID NOT IMPACT

V001 A 408 (SUDDEN BRAKING)

165 0116TX20509 FRI 01/07/16 07:50 LIGHT GREAT WEST ROAD 168M E OF J/W PENWERRIS AVENUE 25 LINK 99-145 514510 / 177040

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

V1 STOPPED, V2 UNDERTOOK WOBBLLED AND PUT HAND THROUGH BACK OF WINDOW

CASUALTY 001 (002) (38 Yrs - M TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (44 Yrs - F TW5) GOING AHEAD HELD UP W TO E BACK HIT FIRST
BT - NOT REQUESTED

VEHICLE 002 (001) PEDAL CYCLE (38 Yrs - M TW7) OVERTAKING NEARSIDE W TO E ENTERING LAY-BY/HARD SHI
BT - NOT APPLICABLE O/S HIT FIRST

V002 A 410 (LOSS OF CONTROL)

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



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

166 0116TX20537 FRI 08/07/16 08:00 LIGHT GREAT WEST ROAD 128M SW OF J/W TRANSPORT AVENUE 25 LINK 146-177 516750 / 177630
 POLICE - OVER COU ROAD-DRY WEATHER-UNKNOWN DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M

V2 EXITING TURNING LEFT COLLIDED WITH PASSING V1

CASUALTY 001 (001) (37 Yrs - M TW4) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (37 Yrs - M TW4) GOING AHEAD OTHER NE TO SW
 BT - NOT APPLICABLE O/S HIT FIRST

CYCLEWAY/FOOTWAY (SEPA

VEHICLE 002 (001) CAR (? Yrs - M UNKN) TURNING LEFT NW TO NE
 BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)

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

V001 A 405 (FAILED TO LOOK PROPERLY)

167 0116TX20544 FRI 15/07/16 08:15 LIGHT HIGH STREET J/W MARKET PLACE 25 LINK 143-148 517530 / 177360

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

V1 OVERTOOK A BUS AND FAILED PED CROSSING COLLIDING WITH PED AND A EXTENDED DOG LEAD ATTACHED TO A DOG

CASUALTY 001 (001) (33 Yrs - F TW8) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING UNKNOWN

VEHICLE 001 (000) M/C 50-125CC (29 Yrs - M TW8) OVERTAKE MOVE VEH O/S SW TO NE JCT CLEARED
 BT - NOT REQUESTED FRONT HIT FIRST

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

V001 A 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)

168 0116TX20562 WED 20/07/16 07:30 LIGHT HIGH STREET J/W HALF ACRE 25 NODE 148 517690 / 177410

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

V1 UNDERTOOK STAT V2 AND STOPPED, BOTH MOVED OFF, V1 GOT IN FRONT, V2 BEEPED AND OVERTOOK SWERVING INTO V1

CASUALTY 001 (001) (44 Yrs - M TW19) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (44 Yrs - M TW19) GOING AHEAD OTHER W TO E JCT CLEARED
 BT - NOT APPLICABLE O/S HIT FIRST

VEHICLE 002 (001) GDS 3.5-7.5T (? Yrs - U UNKN) OVERTAKE MOVE VEH O/S W TO E JCT CLEARED
 BT - DRV NOT CONTACTED N/S HIT FIRST

FOREIGN REG RHD

V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

V002 A 601 (AGGRESSIVE DRIVING)

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

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

V002 A 409 (SWERVED)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE	
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169	0116TX20630	TUE 09/08/16 17:50	LIGHT	THE BUTTS J/W UPPER BUTTS	25	CELL 517500/177500	517500 / 177540			
POLICE - OVER COU ROAD-WET			RAINING	SINGLE CWY	CROSSROADS	GIVE WAY/UNCONT NO XING FACILITY IN 50M				
NE-BD V1 STRUCK BY NW-BD V2 TURNING RIGHT										

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

VEHICLE	001 (002)	PEDAL CYCLE	(35 Yrs - M TW8)	GOING AHEAD OTHER	SW TO NE	JNY PART OF WORK	JCT MID
BT - NOT APPLICABLE					O/S HIT FIRST		

VEHICLE	002 (001)	CAR	(? Yrs - F UNKN)	TURNING RIGHT	SE TO NE	FRONT HIT FIRST	JCT MID
BT - DRV NOT CONTACTED							

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 405 (FAILED TO LOOK PROPERLY)

170	0116TX20612	SAT 13/08/16 15:37	LIGHT	GREAT WEST ROAD J/W BOSTON MANOR ROAD	25	NODE 177	517190 / 177940			
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS			
V1 HIT REAR OF V2										

CASUALTY 001 (002) (34 Yrs - M TW14) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR	(43 Yrs - M TW5)	GOING AHEAD OTHER	SW TO NE	FRONT HIT FIRST	JCT APP
BT - NOT REQUESTED							

VEHICLE	002 (001)	M/C 125-500CC	(34 Yrs - M TW14)	SLOWING OR STOPPING	SW TO NE	N/S HIT FIRST	JCT APP
BT - NOT REQUESTED							

V001 A 308 (FOLLOWING TOO CLOSE)

171	0116TX20680	MON 15/08/16 17:22	LIGHT	NFL: LONDON ROAD 70M NE J/W AMHURST GARDENS	25	LINK 137-142	516000 / 176590			
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M				
V1 NE-BD STARTED U-TURN; V2 ON HIS O/S COLLIDED										

CASUALTY 001 (002) (50 Yrs - M TW3) SLIGHT DRIVER/RIDER

VEHICLE	001 (000)	CAR	(? Yrs - M UNKN)	U-TURNING	SW TO SW	O/S HIT FIRST	
BT - NEGATIVE							

VEHICLE	002 (001)	M/C 125-500CC	(50 Yrs - M TW3)	OVERTAKE MOVE VEH O/S	SW TO NE	FRONT HIT FIRST	
BT - NEGATIVE							

V001 A 403 (POOR TURN OR MANOEUVRE)

V001 A 405 (FAILED TO LOOK PROPERLY)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)							60 MTS TO DEC-2018 SORTED BY DATE	
172	0116TX20634	THU 18/08/16 21:40	DARK	GREAT WEST ROAD J/W BOSTON MANOR ROAD	25	NODE 177	517210 / 177940	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	PEDN PHASE AT ATS	
V1 LOST CONTROL								
CASUALTY 001 (001) (14 Yrs - F W5)			SLIGHT	PASSENGER	FRONT SEAT			
VEHICLE 001 (000) CAR			(51 Yrs - M W5)	GOING AHEAD OTHER		SW TO NE	JCT CLEARED	
			BT - NOT REQUESTED			FRONT HIT FIRST		
			LEFT CWY ONTO RES/REBOUND	HIT BOLLARD		HIT RD SIGN/ATS		
V001 A 503 (FATIGUE)				V001 A 410 (LOSS OF CONTROL)				
173	0116TX20637	FRI 19/08/16 17:00	LIGHT	NFL: GREAT WEST ROAD 32M SE J/W SYON PARK GARDENS	25	LINK 125-146	515890 / 177310	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M	NO XING FACILITY IN 50M		
W/B V1 TURNED LEFT, COLLIDED WITH V2 IN CYCLE LANE ON HIS N/S								
CASUALTY 001 (002) (40 Yrs - F TW7)			SLIGHT	DRIVER/RIDER				
VEHICLE 001 (002) CAR			(36 Yrs - M TW7)	TURNING LEFT		E TO SE	JNY PART OF WORK	
			BT - NEGATIVE			N/S HIT FIRST		
VEHICLE 002 (001) PEDAL CYCLE			(40 Yrs - F TW7)	GOING AHEAD OTHER		E TO W	COMM TO/FROM WORK	
			BT - NOT APPLICABLE			O/S HIT FIRST		
V001 A 403 (POOR TURN OR MANOEUVRE)				V001 A 405 (FAILED TO LOOK PROPERLY)				
174	0116TX20640	THU 25/08/16 15:30	LIGHT	NFL: A4 GREAT WEST ROAD 79M E J/W SYON LANE	25	LINK 125-146	516180 / 177350	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	DUAL CWY	NO JUN IN 20M	PELICAN OR SIMILAR		
NE-BD V1 AT BUS STOP PARTLY STICKING OUT INTO CARRIAGEWAY CLIPPED BY V2 PASSING								
CASUALTY 001 (001) (44 Yrs - M UB5)			SLIGHT	DRIVER/RIDER				
VEHICLE 001 (002) BUS/COACH			(44 Yrs - M UB5)	GOING AHEAD HELD UP		SW TO NE	JNY PART OF WORK	
			BT - NOT REQUESTED			O/S HIT FIRST		
						BUS LANE		
VEHICLE 002 (001) OTH MOT VEH			(26 Yrs - M UB7)	OVERTAKE STAT VEH O/S		SW TO NE	JNY PART OF WORK	
			BT - NOT REQUESTED	SKIDDED		N/S HIT FIRST		
V002 B 405 (FAILED TO LOOK PROPERLY)								


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)							60 MTS TO DEC-2018 SORTED BY DATE	
175	0116TX20646	TUE 30/08/16 08:06	LIGHT NFL: SPUR ROAD 35M S J/W MARLBOROUGH ROAD	25	LINK 142-144	516510 / 176880		
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M		
S/B V1 COULD NOT AVOID SHUNTING V2 WHEN IT SUDDENLY STOPPED CLOSE IN FRONT OF HIM								
CASUALTY 001 (001) (47 Yrs - M KT3) SLIGHT DRIVER/RIDER								
VEHICLE	001 (002)	CAR	(47 Yrs - M KT3)	GOING AHEAD OTHER	N TO S	COMM TO/FROM WORK		
		BT - NEGATIVE				FRONT HIT FIRST		
VEHICLE	002 (001)	CAR	(? Yrs - F UNKN)	SLOWING OR STOPPING	N TO S	BACK HIT FIRST		
		BT - NOT REQUESTED						
V002 B 403 (POOR TURN OR MANOEUVRE)				V002 B 405 (FAILED TO LOOK PROPERLY)				
V002 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)								
176	01160017318	THU 01/09/16 23:35	DARK ON TWICKENHAM ROAD, NEAR THE JUNCTION WITH LONDON ROAD .	25	NODE 142	516510 / 176820		
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	
V1 MOVED OFF, V2 UNDERTOOK AND COLLIDED WITH V1 WING MIRROR								
CASUALTY 001 (002) (19 Yrs - M TW75) SLIGHT DRIVER/RIDER								
VEHICLE	001 (000)	CAR	(39 Yrs - M TW19)	MOVING OFF	S TO N	JCT APP		
		BT - NOT REQUESTED				N/S HIT FIRST		
VEHICLE	002 (000)	PEDAL CYCLE	(19 Yrs - M TW75)	OVERTAKING NEARSIDE	S TO N	JCT APP		
		BT - NOT APPLICABLE				O/S HIT FIRST		
V002 B 310 (CYCLIST ENTERING ROAD FROM PAVEMENT)				V001 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				
V002 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)								
177	01160017564	WED 07/09/16 14:43	LIGHT ON LONDON ROAD, NEAR THE JUNCTION WITH WOOD LANE .	25	LINK 137-142	515940 / 176550		
SELF COMPLETION UNKNOWN (S/R)			WEATHER-UNKNOWN	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT ZEBRA		
V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2								
CASUALTY 001 (002) (23 Yrs - M TW30) SLIGHT DRIVER/RIDER								
VEHICLE	001 (000)	CAR	(56 Yrs - F TW75)	TURNING RIGHT	NE TO NW	JCT MID		
		BT - DRV NOT CONTACTED				N/S HIT FIRST		
VEHICLE	002 (000)	PEDAL CYCLE	(23 Yrs - M TW30)	GOING AHEAD OTHER	SW TO NE	JCT APP		
		BT - NOT APPLICABLE				FRONT HIT FIRST		


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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178 01160017889 THU 08/09/16 18:36 LIGHT ON LONDON ROAD, NEAR THE JUNCTION WITH WOOD LANE .	25 LINK 137-142	515930 / 176540
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA

PED ON ZEBRA CROSSING, V1 OVERTOOK STAT CARS AND FAILED CROSSING HITTING PED

CASUALTY 001 (001) (? Yrs - F TW75) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING SE BOUND FROM DRIVERS N/SIDE MSK

VEHICLE 001 (000) M/C 50-125CC (? Yrs - U) OVERTAKE STAT VEH O/S SW TO NE JCT APP

BT - DRV NOT CONTACTED FRONT HIT FIRST

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

V001 A 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)

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

179 01160017989 WED 14/09/16 17:20 LIGHT ON LONDON ROAD, NEAR THE JUNCTION WITH WOOD LANE .	25 LINK 137-142	515940 / 176550
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA

V1 SUN IN EYES TURNED RIGHT ACROSS PATH OF ONCOMING V2

CASUALTY 001 (002) (47 Yrs - F TW98) SERIOUS DRIVER/RIDER

VEHICLE 001 (000) CAR (40 Yrs - F TW76) TURNING RIGHT NE TO NW LEAVING MAIN RD

BT - NEGATIVE N/S HIT FIRST

VEHICLE 002 (000) PEDAL CYCLE (47 Yrs - F TW98) GOING AHEAD OTHER SW TO NE JCT MID

BT - NOT APPLICABLE FRONT HIT FIRST

V001 B 706 (VISION AFFECTED - DAZZLING SUN)

V001 B 405 (FAILED TO LOOK PROPERLY)

180 01160017394 MON 19/09/16 23:25 DARK ON TWICKENHAM ROAD, NEAR THE JUNCTION WITH SPUR ROAD .	25 NODE 142	516520 / 176840
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PELICAN OR SIMILAR

V2 PASSED TO CLOSE TO V1 AND COLLIDED

CASUALTY 001 (001) (50 Yrs - M HA37) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C 50-125CC (50 Yrs - M HA37) GOING AHEAD OTHER S TO N COMM TO/FROM WORK JCT MID

BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (000) CAR (? Yrs - U) GOING AHEAD OTHER S TO N JCT MID

BT - DRV NOT CONTACTED N/S HIT FIRST

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

V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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181 01160017882 THU 29/09/16 07:00 DARK ON GREAT WEST ROAD, NEAR THE JUNCTION WITH ST MARY'S CRESCENT .	25 LINK 125-145	515050 / 177210
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 SLOWING TO TURN RIGHT WAS HIT BY V2 ENTERING ROAD

CASUALTY 001 (002) (39 Yrs - M W139) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (26 Yrs - M TW50)	TURNING LEFT	N TO E	JNY PART OF WORK	JCT MID
BT - NOT REQUESTED		O/S HIT FIRST		

VEHICLE 002 (000) PEDAL CYCLE (39 Yrs - M W139)	GOING AHEAD OTHER	E TO W	JNY PART OF WORK	ENTERING MAIN RD
BT - NOT APPLICABLE		FRONT HIT FIRST		

CYCLEWAY/FOOTWAY (SEP#

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

V002 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)

182 01160017877 FRI 30/09/16 11:51 LIGHT ON HIGH STREET, NEAR THE JUNCTION WITH COMMERCE ROAD .	25 LINK 143-148	517280 / 177280
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN AUTO SIG PELICAN OR SIMILAR

PED GOT OUT OF A VAN AS V1 WAS ON N/S MOVING OFF AND COLLIDING

CASUALTY 001 (001) (38 Yrs - M UNKN) SERIOUS PEDESTRIAN CROSSING ROAD WITHIN 50M XING S BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) CAR (43 Yrs - M TW76)	OTH TOW	MOVING OFF	E TO W	JNY PART OF WORK	JCT APP
BT - NEGATIVE			O/S HIT FIRST		

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

C001 A 802 (FAILED TO LOOK PROPERLY)

183 01160023363 SAT 01/10/16 17:20 LIGHT SYON LANE J/W NORTHUMBERLAND AVENUE	25 LINK 144-146	516300 / 177330
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POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

S/B V1 HELD ON RED ATS WAS SHUNTED BY V2

CASUALTY 001 (001) (35 Yrs - M HA2) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (35 Yrs - M HA2)	GOING AHEAD HELD UP	N TO S		JCT MID
BT - NOT REQUESTED		BACK HIT FIRST		

VEHICLE 002 (000) CAR (24 Yrs - M TW7)	SLOWING OR STOPPING	N TO S	COMM TO/FROM WORK	JCT MID
BT - NOT REQUESTED		FRONT HIT FIRST		

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 308 (FOLLOWING TOO CLOSE)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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184 01160023241 WED 05/10/16 15:12 LIGHT SYON LANE J/W SPUR ROAD	25 NODE 144	516480 / 177180
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

SE-BD V1 BEGAN TO TURN LEFT, COLLIDED WITH V2 [CYCLE] ON HIS N/S

CASUALTY 001 (002) (44 Yrs - F TW11) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (42 Yrs - F TW8)	TURNING LEFT	W TO E N/S HIT FIRST	JCT MID
BT - NOT REQUESTED			

VEHICLE 002 (000) PEDAL CYCLE (44 Yrs - F TW11)	GOING AHEAD OTHER	W TO E COMM TO/FROM WORK	JCT MID
BT - NOT APPLICABLE			

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

185 01160025357 WED 19/10/16 17:30 LIGHT GREAT WEST ROAD J/W SYON LANE	25 NODE 146	516280 / 177360
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V1 HIT REAR OF SLOWING DOWN V2

CASUALTY 001 (002) (31 Yrs - F BR1) SLIGHT PASSENGER BACK SEAT

CASUALTY 002 (002) (34 Yrs - M SE13) SLIGHT PASSENGER BACK SEAT

VEHICLE 001 (000) CAR (53 Yrs - M UNKN)	SLOWING OR STOPPING	NE TO SW FRONT HIT FIRST	JCT APP
BT - NOT REQUESTED			

VEHICLE 002 (000) CAR (35 Yrs - F E9)	SLOWING OR STOPPING	NE TO SW BACK HIT FIRST	JCT APP
BT - NOT REQUESTED			

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

V001 B 405 (FAILED TO LOOK PROPERLY)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)							60 MTS TO DEC-2018 SORTED BY DATE	
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186	01160024957	THU 20/10/16 08:51	LIGHT	GREAT WEST ROAD J/W SYON ROAD	25	NODE 146	516260 / 177360
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V1 FAILED ATS AND COLLIDED WITH V2 TURNING RIGHT

CASUALTY 001 (001) (36 Yrs - F UB5) SLIGHT DRIVER/RIDER

VEHICLE	001 (000)	CAR	(36 Yrs - F UB5)	GOING AHEAD OTHER	SW TO NE	COMM TO/FROM WORK	JCT MID
			BT - NOT REQUESTED			FRONT HIT FIRST	

VEHICLE	002 (000)	CAR	(28 Yrs - F TW16)	TURNING RIGHT	SE TO NE	COMM TO/FROM WORK	JCT MID
			BT - NOT REQUESTED			N/S HIT FIRST	

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

V001 A 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

187	01160025310	SAT 22/10/16 15:13	LIGHT	BOSTON MANOR ROAD 43M S OF J/W SOMERSET ROAD	25	LINK 148-151	517600 / 177690
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M ZEBRA

V1 PULLED OUT OF A TURNING AND CARRIED ON AND COLLIDED WITH CROSSIG PED

CASUALTY 001 (001) (63 Yrs - M TW8) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING NE BOUND FROM DRIVERS O/SIDE

VEHICLE	001 (000)	CAR	(30 Yrs - F TW4)	GOING AHEAD OTHER	NW TO SE	JNY PART OF WORK	
			BT - NEGATIVE			FRONT HIT FIRST	

V001 B 601 (AGGRESSIVE DRIVING)

V001 A 405 (FAILED TO LOOK PROPERLY)

188	01160025848	MON 24/10/16 16:08	LIGHT	SYON LANE J/W GREAT WEST ROAD	25	NODE 146	516280 / 177340
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M

V1 AND V2 TURNED RIGHT, V2 MISJUDGED V1 AND SWERVED LOSING CONTROL

CASUALTY 001 (002) (42 Yrs - M KT1) SLIGHT DRIVER/RIDER

VEHICLE	001 (000)	GDS =< 3.5T	(? Yrs - M GL4)	TURNING RIGHT	SE TO NE	JNY PART OF WORK	JCT MID
			BT - DRV NOT CONTACTED			DID NOT IMPACT	

VEHICLE	002 (000)	M/C 125-500CC	(42 Yrs - M KT1)	TURNING RIGHT	SE TO NE		JCT MID
			BT - NOT REQUESTED	SKIDDED	N/S HIT FIRST		

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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189 01160026120 MON 24/10/16 07:20 DARK GREAT WEST ROAD J/W SYON LANE	25 NODE 146	516270 / 177350
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SELF COMPLETION ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V1 TURNED RIGHT AS ONCOMINGV2 TURNED LEFT BOTH COLLIDING

CASUALTY 001 (001) (49 Yrs - M TW12) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (49 Yrs - M TW12)	TURNING RIGHT	SW TO SE	JCT MID
BT - DRV NOT CONTACTED		N/S HIT FIRST	

VEHICLE 002 (000) CAR (? Yrs - M UNKN)	TURNING LEFT	NE TO SE	JCT MID
BT - DRV NOT CONTACTED		O/S HIT FIRST	

190 01160000343 THU 03/11/16 13:27 LIGHT GREAT WEST ROAD J/W HARLEQUIN AVENUE	25 LINK 146-177	516430 / 177440
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PELICAN OR SIMILAR

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (30 Yrs - M NW10) SLIGHT DRIVER/RIDER

CASUALTY 002 (003) (38 Yrs - F W4) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (55 Yrs - F W3)	SLOWING OR STOPPING	W TO E	JCT CLEARED
BT - NOT REQUESTED		O/S HIT FIRST	

VEHICLE 002 (000) CAR (30 Yrs - M NW10)	OVERTAKE STAT VEH O/S	W TO E	JCT CLEARED
BT - NOT REQUESTED		O/S HIT FIRST	

VEHICLE 003 (000) CAR (38 Yrs - F W4)	GOING AHEAD OTHER	W TO E	JCT CLEARED
BT - NOT REQUESTED	OVERTURN	FRONT HIT FIRST	

V002 A 403 (POOR TURN OR MANOEUVRE)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)							60 MTS TO DEC-2018 SORTED BY DATE	
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191	01160000391	FRI 04/11/16 17:56	DARK	CHURCH WALK J/W CHURCH ROAD	25	LINK 151-177	517270 / 177900
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POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT PEDN PHASE AT ATS
NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (41 Yrs - M W7) SERIOUS DRIVER/RIDER

VEHICLE	001 (000)	CAR	(23 Yrs - F UB3)	WAITING TO TURN LEFT	W TO N	JCT MID
		BT - NOT REQUESTED			FRONT HIT FIRST	

VEHICLE	002 (000)	M/C 50-125CC	(41 Yrs - M W7)	GOING AHEAD OTHER	S TO N	JCT MID
		BT - NOT REQUESTED			FRONT HIT FIRST	

V001 A 405 (FAILED TO LOOK PROPERLY)

V002 B 405 (FAILED TO LOOK PROPERLY)

192	01160000648	SUN 06/11/16 16:38	DARK	LONDON ROAD J/W FIELD LANE	25	LINK 143-148	517120 / 177190
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POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR
NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (74 Yrs - F TW8) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING STANDING

VEHICLE	001 (000)	M/C 50-125CC	(? Yrs - U)	GOING AHEAD OTHER	SW TO NE	JCT MID
		BT - DRV NOT CONTACTED			FRONT HIT FIRST	

C001 B 999 (OTHER FACTOR)

193	01160004625	SAT 12/11/16 19:35	DARK	GREAT WEST ROAD J/W OSTERLY COURT	25	LINK 99-145	514580 / 177040
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SELF COMPLETION ROAD-WET RAINING SINGLE CWY CROSSROADS AUTO SIG UNKNOWN (S/R)
UNKNOWN (S/R)

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (56 Yrs - M TW3) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (47 Yrs - F TW3) SLIGHT PASSENGER FRONT SEAT

VEHICLE	001 (000)	CAR	(56 Yrs - M TW3)	SLOWING OR STOPPING	U(TO U(COMM TO/FROM WORK	JCT CLEARED
		BT - NOT REQUESTED			N/S HIT FIRST	

				HIT KERB	UNKNOWN (S/R)	
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VEHICLE	002 (000)	CAR	(? Yrs - U)	UNKNOWN (S/FCHANGE LANE TO LEFT	U(TO U(UNKNOWN (S/R)
		BT - DRV NOT CONTACTED		UNKNOWN (S/R)	UNKNOWN (S/R)	UNKNOWN (S/R)
		UNKNOWN (S/R)		UNKNOWN (S/R)	UNKNOWN (S/R)	UNKNOWN (S/R)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)

60 MTS TO DEC-2018 SORTED BY DATE

194 01160001616 TUE 15/11/16 05:17 DARK GREAT WEST ROAD 105M W OF J/W BOSTON MANOR ROAD 25 LINK 146-177 517090 / 177860
 POLICE - AT SCENE ROAD-DRY WEATHER-UNKNOWN DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (45 Yrs - F EN5) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (45 Yrs - F EN5) GOING AHEAD HELD UP P TO E
 BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (000) CAR (29 Yrs - M TW4) MOVING OFF W TO E
 BT - NOT REQUESTED FRONT HIT FIRST

HIT PARKED VEH

V002 A 410 (LOSS OF CONTROL)

V002 A 405 (FAILED TO LOOK PROPERLY)

195 01160002489 SUN 20/11/16 18:36 DARK SPUR ROAD J/W MARLBOROUGH ROAD 25 LINK 142-144 516510 / 176920
 POLICE - AT SCENE ROAD-WET WEATHER-FINE SLIP RD T/STAG JUN AUTO SIG PEDN PHASE AT ATS
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (26 Yrs - M SW18) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (61 Yrs - M TW7) GOING AHEAD OTHER N TO S JCT APP
 BT - POSITIVE FRONT HIT FIRST

VEHICLE 002 (000) CAR (26 Yrs - M SW18) GOING AHEAD HELD UP N TO S JCT APP
 BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 003 (000) CAR (34 Yrs - M TW4) GOING AHEAD HELD UP N TO S COMM TO/FROM WORK JCT APP
 BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 004 (000) CAR (45 Yrs - F TW7) GOING AHEAD HELD UP N TO S COMM TO/FROM WORK JCT APP
 BT - NOT REQUESTED BACK HIT FIRST

V001 A 501 (IMPAIRED BY ALCOHOL)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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196 01160004020 TUE 29/11/16 16:00 LIGHT WINDMILL LANE 50M N OF J/W SYON LANE	25 LINK 146-746	515390 / 178060
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (80 Yrs - M TW8) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (29 Yrs - M UB6)	SLOWING OR STOPPING	N TO N	JNY PART OF WORK
BT - NOT REQUESTED			FRONT HIT FIRST

VEHICLE 002 (000) CAR (80 Yrs - M TW8)	SLOWING OR STOPPING	N TO N	
BT - NOT REQUESTED			BACK HIT FIRST

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

197 01160004509 THU 01/12/16 18:09 DARK LONDON ROAD J/W LODGE CLOSE	25 LINK 142-143	516590 / 176880
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (35 Yrs - M TW8) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C <= 50CC (35 Yrs - M TW8)	GOING AHEAD OTHER	W TO E	COMM TO/FROM WORK	
BT - NEGATIVE			FRONT HIT FIRST	JCT APP

VEHICLE 002 (000) CAR (20 Yrs - M TW7)	U-TURNING	P TO SE		
BT - NEGATIVE			N/S HIT FIRST	JCT APP

V001 A 403 (POOR TURN OR MANOEUVRE)

198 01160006075 THU 08/12/16 15:52 DARK SYON LANE J/W GREAT WEST ROAD	25 NODE 146	516260 / 177380
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POLICE - AT SCENE ROAD-WET RAINING DUAL CWY CROSSROADS AUTO SIG CENTRAL REFUGE

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (12 Yrs - M TW8) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) E BOUND FROM DRIVERS O/SIDE
JOURNEY TO/FROM SCHOOL Sch Attended : Isleworth and Syon School

VEHICLE 001 (000) CAR (32 Yrs - M TW9)	WAITING TO TURN LEFT	NW TO SE	COMM TO/FROM WORK	
BT - NEGATIVE			FRONT HIT FIRST	JCT APP

C001 A 809 (PEDESTRIAN WEARING DARK CLOTHING AT NIGHT)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018
WX GIS AREA B25 Syon Lane Area (P)
60 MTS TO DEC-2018 SORTED BY DATE

199 01160006601 TUE 13/12/16 08:30 LIGHT WINDMIL LANE J/W JERSEY ROAD 25 LINK 146-746 515400 / 178040
 POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY MINI GIVE WAY/UNCONT NO XING FACILITY IN 50M
 ROADWORKS OTHER OBJECT IN CWY

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (28 Yrs - M LU04) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C 50-125CC (28 Yrs - M LU04) OVERTAKE STAT VEH O/S N TO S PUPIL RIDING TO/FROM SCH JCT APP
 BT - NOT REQUESTED N/S HIT FIRST

VEHICLE 002 (000) GDS =< 3.5T (52 Yrs - M W13) OVERTAKE STAT VEH O/S N TO S JCT APP
 BT - NOT REQUESTED O/S HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)

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

200 01160007386 FRI 16/12/16 18:44 DARK HIGH STREET 50M S OF J/W TALLOW ROAD 25 LINK 143-148 517450 / 177320
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (20 Yrs - M TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) OTH MOT VEH (20 Yrs - M TW7) GOING AHEAD HELD UP P TO P
 BT - NOT REQUESTED DID NOT IMPACT

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

V002 A 410 (LOSS OF CONTROL)

V002 A 409 (SWERVED)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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201 01160008242 WED 21/12/16 13:10 LIGHT SAINT MARY'S CRESCENT J/W OSTERLEY ROAD	25 CELL 515000/177000	515030 / 177270
POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M		
NOT KNOWN HOW COLLISION OCCURRED		

CASUALTY 001 (002) (29 Yrs - M UB1) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (26 Yrs - M TW3)
BT - NOT REQUESTED

TURNING LEFT

N TO S
FRONT HIT FIRST

JCT CLEARED

VEHICLE 002 (000) TAXI (29 Yrs - M UB1)
BT - NOT REQUESTED

GOING AHEAD OTHER

S TO N
FRONT HIT FIRST

JCT APP

V001 B 403 (POOR TURN OR MANOEUVRE)

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

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

202 01160008623 FRI 23/12/16 16:55 DARK LONDON ROAD J/W FIELD LANE	25 LINK 143-148	517133 / 177202
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M		
NOT KNOWN HOW COLLISION OCCURRED		

CASUALTY 001 (001) (24 Yrs - M TW8) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (24 Yrs - M TW8)
BT - NEGATIVE

GOING AHEAD OTHER

W TO E
FRONT HIT FIRST

JCT MID

VEHICLE 002 (000) CAR (48 Yrs - M TW7)
BT - NEGATIVE

TURNING RIGHT

E TO W
N/S HIT FIRST

JCT APP

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

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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203 01160008827 TUE 27/12/16 00:20 DARK GREAT WEST ROAD WEST BOUND J/W RIDGEWAY ROAD	25 LINK 125-145	515260 / 177235
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (53 Yrs - F TW4) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (51 Yrs - M NW10) SLIGHT DRIVER/RIDER

CASUALTY 003 (003) (41 Yrs - F TW4) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (53 Yrs - F TW4)	GOING AHEAD OTHER	W TO W FRONT HIT FIRST	JCT APP
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BT - NEGATIVE

VEHICLE 002 (000) TAXI (51 Yrs - M NW10)	TURNING LEFT	W TO S BACK HIT FIRST	JCT MID
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BT - NEGATIVE

VEHICLE 003 (000) CAR (41 Yrs - F TW4)	GOING AHEAD OTHER	W TO W BACK HIT FIRST	JCT APP
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BT - NEGATIVE

V001 A 405 (FAILED TO LOOK PROPERLY)

204 01170009804 THU 05/01/17 02:56 DARK SPUR ROAD J/W MALBOROUGH ROAD	25 LINK 142-144	516510 / 176930
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POLICE - AT SCENE ROAD-FROST/ICE WEATHER-OTHER SLIP RD T/STAG JUN AUTH PERSON NO XING FACILITY IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (39 Yrs - M UB1) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) TAXI (39 Yrs - M UB1)	SLOWING OR STOPPING	P TO P O/S HIT FIRST	JCT APP
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BT - NOT REQUESTED

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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205 01170010250 SAT 07/01/17 11:25 LIGHT GREAT WEST ROAD J/W BOSTON MANOR ROAD	25	NODE 177	517210 / 177940
SELF COMPLETION ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS			
NOT KNOWN HOW COLLISION OCCURRED			

CASUALTY 001 (001) (57 Yrs - M W6)	SLIGHT	DRIVER/RIDER	
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CASUALTY 002 (001) (61 Yrs - F W6)	SLIGHT	PASSENGER	FRONT SEAT
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CASUALTY 003 (002) (70 Yrs - F W7)	SLIGHT	DRIVER/RIDER	
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VEHICLE 001 (000) CAR (57 Yrs - M W6)	GOING AHEAD OTHER	E TO W	JCT CLEARED
BT - NOT PROVD (MEDCL REASONS)		FRONT HIT FIRST	

VEHICLE 002 (000) CAR (70 Yrs - F W7)	GOING AHEAD OTHER	N TO S	JCT CLEARED
BT - NOT PROVD (MEDCL REASONS)		FRONT HIT FIRST	

206 01170010256 SAT 07/01/17 15:35 LIGHT HIGH STREET J/W THE HAM	25	LINK 143-148	517350 / 177280
POLICE - AT SCENE ROAD-WET WEATHER-OTHER SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA			OTH AUTH PER
NOT KNOWN HOW COLLISION OCCURRED			

CASUALTY 001 (001) (61 Yrs - M TW4)	SLIGHT	PASSENGER	SEATED ON PSV
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CASUALTY 002 (001) (7 Yrs - F TW8)	SLIGHT	PASSENGER	SEATED ON PSV
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CASUALTY 003 (001) (62 Yrs - F W4)	SLIGHT	PASSENGER	SEATED ON PSV
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CASUALTY 004 (001) (36 Yrs - F TW4)	SLIGHT	PASSENGER	SEATED ON PSV
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CASUALTY 005 (001) (17 Yrs - F TW4)	SLIGHT	PASSENGER	SEATED ON PSV
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CASUALTY 006 (001) (7 Yrs - M TW8)	SLIGHT	PASSENGER	SEATED ON PSV
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CASUALTY 007 (001) (4 Yrs - F TW7)	SLIGHT	PASSENGER	SEATED ON PSV
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CASUALTY 008 (002) (47 Yrs - M TW8)	SLIGHT	DRIVER/RIDER	
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CASUALTY 009 (002) (21 Yrs - F TW8)	SLIGHT	PASSENGER	SEATED ON PSV
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CASUALTY 010 (002) (19 Yrs - F TW13)	SLIGHT	PASSENGER	SEATED ON PSV
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CASUALTY 011 (002) (12 Yrs - M UB6)	SLIGHT	PASSENGER	SEATED ON PSV
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VEHICLE 001 (000) BUS/COACH (49 Yrs - M RM17)	SLOWING OR STOPPING	E TO W	JCT APP
BT - NOT REQUESTED		FRONT HIT FIRST	

VEHICLE 002 (000) BUS/COACH (47 Yrs - M TW8)	SLOWING OR STOPPING	W TO E	JCT APP
BT - NOT REQUESTED		BACK HIT FIRST	

V001 A 308 (FOLLOWING TOO CLOSE)



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

207 01170014625 FRI 27/01/17 08:30 LIGHT GREAT WEST ROAD J/W HARLEQUIN AVENUE 25 LINK 146-177 516430 / 177410

POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN AUTO SIG PELICAN OR SIMILAR

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (38 Yrs - F TW3) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (18 Yrs - M TW3) GOING AHEAD OTHER NE TO SW TAKING PUPIL TO/FROM SC JCT APP
 BT - NOT REQUESTED SKIDDED FRONT HIT FIRST
 LEFT CWY NEARSIDE HIT KERB HIT OTH OBJECT

VEHICLE 002 (000) PEDAL CYCLE (38 Yrs - F TW3) GOING AHEAD OTHER NE TO SW JCT APP
 BT - NOT APPLICABLE DID NOT IMPACT

CYCLEWAY/FOOTWAY (SEP#

V001 A 306 (EXCEEDING SPEED LIMIT)

V001 B 405 (FAILED TO LOOK PROPERLY)

V001 A 410 (LOSS OF CONTROL)

V001 B 605 (INEXPERIENCED OR LEARNER DRIVER/RIDER)

208 01170015452 TUE 31/01/17 20:18 DARK GREAT WEST ROAD J/W SYON LANE 25 NODE 146 516300 / 177360

POLICE - AT SCENE ROAD-WET RAINING DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS OTH AUTH PER

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (23 Yrs - M UB10) SLIGHT DRIVER/RIDER

CASUALTY 002 (003) (32 Yrs - F TW14) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (000) CAR (23 Yrs - M UB10) SLOWING OR STOPPING E TO W JCT MID
 BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (000) CAR (38 Yrs - F TW3) SLOWING OR STOPPING E TO W ENTERING MAIN RD
 BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 003 (000) CAR (53 Yrs - M KT6) GOING AHEAD OTHER E TO W JCT MID
 BT - DRV NOT CONTACTED FRONT HIT FIRST

V003 B 501 (IMPAIRED BY ALCOHOL)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)

60 MTS TO DEC-2018 SORTED BY DATE

209 01170016350 SUN 05/02/17 20:20 DARK HIGH STREET 50M E OF J/W HALF ACRE 25 LINK 148-152 517780 / 177440

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

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (46 Yrs - M TW8) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (24 Yrs - M TW17) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (46 Yrs - M TW8)
BT - POSITIVE

GOING AHEAD OTHER E TO W
FRONT HIT FIRST

LEFT CWY NEARSIDE/REBOUND

HIT KERB HIT LAMP POST

VEHICLE 002 (000) M/C 50-125CC (24 Yrs - M TW17)
BT - NEGATIVE

GOING AHEAD OTHER E TO W JNY PART OF WORK
FRONT HIT FIRST

V001 A 403 (POOR TURN OR MANOEUVRE)

V001 A 501 (IMPAIRED BY ALCOHOL)

210 01170017292 TUE 07/02/17 19:45 DARK HALF ACRE J/W BEEHIVE PUB 25 NODE 148 517690 / 177420

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

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (19 Yrs - M N8) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (46 Yrs - M YO21)
BT - NOT REQUESTED

GOING AHEAD HELD UP N TO E JNY PART OF WORK JCT MID
FRONT HIT FIRST

VEHICLE 002 (000) M/C <= 50CC (19 Yrs - M N8)
BT - NOT REQUESTED

GOING AHEAD OTHER N TO E JNY PART OF WORK ENTERING MAIN RD
FRONT HIT FIRST

V001 A 401 (JUNCTION OVERSHOOT)



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

211 01170018403 TUE 14/02/17 22:55 DARK GREAT WEST ROAD J/W SYON LANE 25 NODE 146 516300 / 177380
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M ROADWORKS

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (28 Yrs - M CR0) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C 50-125CC (28 Yrs - M CR0) GOING AHEAD OTHER W TO E JCT MID
 BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (000) CAR (42 Yrs - M W12) GOING AHEAD OTHER W TO E JCT MID
 BT - NEGATIVE BACK HIT FIRST

V001 B 201 (TYRES ILLEGAL, DEFECTIVE OR UNDER INFLATED) V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

212 01170019087 FRI 17/02/17 09:00 LIGHT SYON LANE J/W GRANT WAY 25 LINK 146-746 516070 / 177450
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M VEHICLE LOAD IN CWY

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (49 Yrs - M W3) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) TAXI (46 Yrs - M UB3) MOVING OFF NE TO SE JNY PART OF WORK
 BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (000) TAXI (49 Yrs - M W3) TURNING RIGHT SE TO NW JNY PART OF WORK JCT MID
 BT - NEGATIVE N/S HIT FIRST

V001 A 706 (VISION AFFECTED - DAZZLING SUN) V002 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
 V001 A 405 (FAILED TO LOOK PROPERLY)



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

213 01170023275 MON 06/03/17 16:48 LIGHT SYON LANE J/W MAC FARLANE LANE 25 LINK 146-746 515830 / 177570
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (18 Yrs - M W6) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) TAXI (27 Yrs - M E3) REVERSING NE TO SW JNY PART OF WORK ENTERING MAIN RD
 BT - NEGATIVE BACK HIT FIRST

VEHICLE 002 (000) M/C 50-125CC (18 Yrs - M W6) GOING AHEAD OTHER NW TO SE JCT APP
 BT - NEGATIVE FRONT HIT FIRST

V001 A 403 (POOR TURN OR MANOEUVRE) V001 A 405 (FAILED TO LOOK PROPERLY)

214 01170023820 TUE 07/03/17 15:40 LIGHT HIGH STREET J/W CATHERINE WHEEL ROAD 25 LINK 143-148 517640 / 177400
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 OTHER OBJECT IN CWY

NOT KNOWN HOW COLLISION OCCURRED
 CASUALTY 001 (003) (68 Yrs - M BA21) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) CAR (39 Yrs - M TW8) TURNING RIGHT S TO N ENTERING MAIN RD
 BT - NOT REQUESTED HIT OTH OBJECT FRONT HIT FIRST

VEHICLE 002 (000) CAR (30 Yrs - M SW11) GOING AHEAD OTHER W TO E JCT APP
 BT - NOT REQUESTED HIT OTH OBJECT O/S HIT FIRST

VEHICLE 003 (000) M/C > 500CC (68 Yrs - M BA21) GOING AHEAD OTHER E TO W JCT APP
 BT - NOT REQUESTED HIT OTH OBJECT FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

215 01170024228 THU 09/03/17 07:33 LIGHT GREAT WEST ROAD 50M E OF J/W THORNBURY ROAD ISLEWORTH 25 LINK 99-145 514450 / 177010
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (52 Yrs - M E4) SLIGHT PEDESTRIAN IN ROAD - NOT CROSSING S BOUND

VEHICLE 001 (000) M/C > 500CC (25 Yrs - M KT8) OVERTAKE MOVE VEH O/S E TO W COMM TO/FROM WORK
 BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (000) CAR (47 Yrs - M RM6) GOING AHEAD OTHER E TO W JNY PART OF WORK
 BT - NOT REQUESTED N/S HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 805 (DANGEROUS ACTION IN CARRIAGEWAY (EG PLAYING))

216 01170025359 WED 15/03/17 08:20 LIGHT BEECH AVENUE J/W LONDON ROAD 25 LINK 143-148 517030 / 177160
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (18 Yrs - F TW8) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) SE BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) CAR (? Yrs - U) SLOWING OR STOPPING NW TO SE JCT APP
 BT - DRV NOT CONTACTED FRONT HIT FIRST

V001 B 408 (SUDDEN BRAKING)

217 01170025528 WED 15/03/17 18:00 LIGHT SYON LANE J/W MACFARLANE LANE 25 LINK 146-746 515820 / 177570
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (19 Yrs - M TW5) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C 125-500CC (19 Yrs - M TW5) OVERTAKE MOVE VEH O/S S TO N COMM TO/FROM WORK JCT APP
 BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (000) CAR (39 Yrs - M SL2) HIT KERB TURNING RIGHT E TO N COMM TO/FROM WORK JCT CLEARED
 BT - NOT REQUESTED DID NOT IMPACT

FOREIGN REG LHD

V002 B 403 (POOR TURN OR MANOEUVRE)

V001 A 409 (SWERVED)



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

218 01170027226 WED 22/03/17 07:32 LIGHT LONDON ROAD 80M E OF J/W WOOD LANE 25 LINK 137-142 516060 / 176640
 POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (32 Yrs - M TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (61 Yrs - M TW7) TURNING RIGHT N TO W COMM TO/FROM WORK
 BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (000) M/C 50-125CC (32 Yrs - M TW7) OVERTAKE STAT VEH O/S W TO E COMM TO/FROM WORK
 BT - NOT REQUESTED FRONT HIT FIRST

V001 B 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL) V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))
 V002 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S)) V001 A 405 (FAILED TO LOOK PROPERLY)
 V002 A 405 (FAILED TO LOOK PROPERLY) V002 B 602 (CARELESS/RECKLESS/IN A HURRY)

219 01170028056 WED 22/03/17 19:01 DARK HIGH STREET J/W TALLOW ROAD 25 LINK 143-148 517480 / 177340
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY OTHER JUN AUTO SIG PELICAN OR SIMILAR OTH AUTH PER
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (48 Yrs - F W5) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (48 Yrs - F W5) GOING AHEAD OTHER S TO N COMM TO/FROM WORK JCT APP
 BT - NOT REQUESTED FRONT HIT FIRST

V001 A 410 (LOSS OF CONTROL)

220 01170028811 THU 23/03/17 16:30 LIGHT LONDON ROAD 21M N OF J/W HIGH STREET 25 LINK 143-148 517220 / 177260
 SELF COMPLETION UNKNOWN (S/R) WEATHER-UNKNOWN SINGLE CWY NO JUN IN 20M UNKNOWN (S/R) UNKNOWN (S/R)
 UNKNOWN (S/R) UNKNOWN (S/R)

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (46 Yrs - F TW8) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (46 Yrs - F TW8) UNKNOWN (S/FGOING AHEAD HELD UP U(TO U(
 BT - DRV NOT CONTACTED UNKNOWN (S/R) UNKNOWN (S/R)
 UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)

VEHICLE 002 (000) CAR (? Yrs - U) UNKNOWN (S/FGOING AHEAD HELD UP U(TO U(
 BT - DRV NOT CONTACTED UNKNOWN (S/R) UNKNOWN (S/R)
 UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

221 01170028539 TUE 28/03/17 08:10 LIGHT GREAT WEST ROAD 0M E OF J/W N/A 25 LINK 146-177 516830 / 177690

POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY OTHER JUN AUTO SIG NO XING FACILITY IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (50 Yrs - M TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C 125-500CC (50 Yrs - M TW7) OVERTAKE MOVE VEH O/S W TO E COMM TO/FROM WORK JCT APP
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (000) CAR (50 Yrs - M BN15) MOVING OFF W TO E JNY PART OF WORK JCT APP
BT - NOT REQUESTED BACK HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 B 409 (SWERVED)

V002 B 710 (VISION AFFECTED - VEHICLE BLIND SPOT)

222 01170029467 SAT 01/04/17 10:58 LIGHT GREAT WEST ROAD J/W SYON LANE - GILLETTE CORNER 25 NODE 146 516270 / 177360

POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG FOOTBRIDGE OR SUBWAY

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (72 Yrs - F TW7) SLIGHT PASSENGER SEATED ON PSV

VEHICLE 001 (000) BUS/COACH (55 Yrs - M TW3) GOING AHEAD OTHER N TO S JNY PART OF WORK JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (000) CAR (34 Yrs - F SO53) TURNING RIGHT N TO E JCT MID
BT - NOT REQUESTED N/S HIT FIRST

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



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

223 01170030984 FRI 07/04/17 17:00 LIGHT HALF ACRE J/W HIGH STREET BRENTFORD 25 NODE 148 517690 / 177420

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

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (25 Yrs - F SW6) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (53 Yrs - M HA2) TURNING RIGHT E TO W JCT APP
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (000) PEDAL CYCLE (25 Yrs - F SW6) GOING AHEAD OTHER W TO E COMM TO/FROM WORK JCT APP
BT - NOT APPLICABLE FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

224 01170031187 FRI 07/04/17 17:30 LIGHT LONDON ROAD J/W DARCY ROAD 25 LINK 137-142 516310 / 176730

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

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (23 Yrs - M UB10) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C 125-500CC (23 Yrs - M UB10) OVERTAKE MOVE VEH O/S E TO W JCT APP
BT - NEGATIVE N/S HIT FIRST

VEHICLE 002 (000) CAR (33 Yrs - F TW7) TURNING RIGHT E TO W JCT APP
BT - NEGATIVE O/S HIT FIRST

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

V002 B 403 (POOR TURN OR MANOEUVRE)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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225 01170031010 SAT 08/04/17 09:35 LIGHT WINDMILL LANE J/W ENTRANCE TO OSTERLEY GARDEN CENTRE	25 LINK 146-746	515380 / 178150
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY PRIV DRIVE GIVE WAY/UNCONT NO XING FACILITY IN 50M		
NOT KNOWN HOW COLLISION OCCURRED		

CASUALTY 001 (001) (75 Yrs - M W7)	SLIGHT DRIVER/RIDER
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CASUALTY 002 (002) (68 Yrs - F W13)	SLIGHT DRIVER/RIDER
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CASUALTY 003 (003) (22 Yrs - M UB1)	SLIGHT DRIVER/RIDER
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VEHICLE 001 (000) CAR (75 Yrs - M W7)	TURNING RIGHT	E TO S	LEAVING MAIN RD
BT - NEGATIVE		FRONT HIT FIRST	

VEHICLE 002 (000) CAR (68 Yrs - F W13)	WAITING TO TURN LEFT	S TO W	JCT APP
BT - NEGATIVE		FRONT HIT FIRST	

VEHICLE 003 (000) CAR (22 Yrs - M UB1)	GOING AHEAD OTHER	E TO W	JNY PART OF WORK	JCT APP
BT - NEGATIVE		FRONT HIT FIRST		
LEFT CWY NEARSIDE		HIT TREE		

V001 A 403 (POOR TURN OR MANOEUVRE)

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

V003 B 306 (EXCEEDING SPEED LIMIT)

226 01170033765 TUE 25/04/17 08:40 LIGHT LONDON ROAD J/W TWICKENHAM ROAD	25 NODE 142	516530 / 176840
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SELF COMPLETION ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M
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NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (16 Yrs - F W4)	SLIGHT PEDESTRIAN	CROSSING ROAD (NOT ON XING)	S BOUND	FROM DRIVERS N/SIDE
JOURNEY TO/FROM SCHOOL		Sch Attended : The Green School		

VEHICLE 001 (000) CAR (44 Yrs - F TW8)	SLOWING OR STOPPING	E TO W	TAKING PUPIL TO/FROM SC	JCT APP
BT - NOT REQUESTED		FRONT HIT FIRST		

UNKNOWN (S/R)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)

60 MTS TO DEC-2018 SORTED BY DATE

227 01170034487 FRI 28/04/17 10:45 LIGHT SYON LANE 25M SE OF J/W GRANT WAY 25 LINK 146-746 516090 / 177430
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M ZEBRA
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (65 Yrs - F W5) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (79 Yrs - M UB8) GOING AHEAD HELD UP S TO N
 BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (000) CAR (65 Yrs - F W5) GOING AHEAD OTHER S TO N
 BT - NOT REQUESTED FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)

228 01170034864 SUN 30/04/17 17:30 LIGHT GREAT WEST ROAD J/W BOSTON MANOR ROAD 25 NODE 177 517190 / 177930
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (63 Yrs - M W7) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (53 Yrs - F W7) SERIOUS PASSENGER FRONT SEAT

CASUALTY 003 (003) (32 Yrs - M TW7) SERIOUS DRIVER/RIDER

VEHICLE 001 (000) CAR (35 Yrs - M W3) MOVING OFF E TO SE JCT APP
 BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (000) CAR (63 Yrs - M W7) MOVING OFF NE TO SE JCT APP
 BT - NEGATIVE FRONT HIT FIRST

VEHICLE 003 (000) CAR (32 Yrs - M TW7) MOVING OFF NE TO SE JCT APP
 BT - NOT PROVD (MEDCL REASONS) FRONT HIT FIRST

V003 A 105 (DEFECTIVE TRAFFIC SIGNALS)

V002 A 405 (FAILED TO LOOK PROPERLY)

V001 A 405 (FAILED TO LOOK PROPERLY)

V003 A 405 (FAILED TO LOOK PROPERLY)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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229 01170036736 WED 03/05/17 09:40 LIGHT GREAT WEST ROAD 100M E OF J/W SYON PARK GARDENS	25 LINK 125-146	516060 / 177320
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SELF COMPLETION ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M	NO XING FACILITY IN 50M
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NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (1 Yrs - F TW5) SLIGHT PASSENGER BACK SEAT

CASUALTY 002 (002) (30 Yrs - F TW5) SLIGHT PEDESTRIAN IN ROAD - NOT CROSSING STANDING IN RD NOT CROSSING MSK

VEHICLE 001 (000) CAR (? Yrs - U)	PARKED	P TO P
BT - DRV NOT CONTACTED		DID NOT IMPACT

VEHICLE 002 (000) GDS => 7.5T (? Yrs - M UNKN)	GOING AHEAD OTHER	W TO E
BT - DRV NOT CONTACTED		N/S HIT FIRST

HIT PARKED VEH

230 01170039382 MON 08/05/17 08:05 LIGHT GREAT WEST ROAD J/W UNKNOWN	25 LINK 146-177	517070 / 177860
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SELF COMPLETION UNKNOWN (S/R) WEATHER-UNKNOWN SLIP RD OTHER JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M
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UNKNOWN (S/R)

NOT KNOWN HOW COLLISION OCCURRED

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

VEHICLE 001 (000) CAR (28 Yrs - M SL0)	GOING AHEAD OTHER	U(TO U(	JCT APP
BT - NOT REQUESTED		N/S HIT FIRST	

VEHICLE 002 (000) PEDAL CYCLE (? Yrs - M UNKN)	GOING AHEAD OTHER	U(TO U(	JCT APP
BT - NOT REQUESTED		N/S HIT FIRST	

231 01170036608 WED 10/05/17 21:30 DARK GREAT WEST ROAD J/W THORNBURY ROAD	25 LINK 125-145	514910 / 177170
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG	PEDN PHASE AT ATS
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NOT KNOWN HOW COLLISION OCCURRED

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

VEHICLE 001 (000) CAR (24 Yrs - M TW7)	TURNING RIGHT	W TO S	JCT MID
BT - NEGATIVE		N/S HIT FIRST	
LEFT CWY NEARSIDE		HIT RD SIGN/ATS	

VEHICLE 002 (000) CAR (45 Yrs - M UNKN)	GOING AHEAD OTHER	E TO W	JCT CLEARED
BT - DRV NOT CONTACTED		FRONT HIT FIRST	
LEFT CWY NEARSIDE			

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

V002 B 306 (EXCEEDING SPEED LIMIT)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)

60 MTS TO DEC-2018 SORTED BY DATE

232 01170037796 TUE 16/05/17 15:54 LIGHT JERSEY ROAD 5M E OF J/W ASHLEY DRIVE 25 CELL 515000/177500 515200 / 177620
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (89 Yrs - M TW7) SERIOUS DRIVER/RIDER

VEHICLE 001 (000) CAR (89 Yrs - M TW7) GOING AHEAD OTHER NE TO SW JCT MID
 BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (000) CAR (? Yrs - U) HIT PARKED VEH GOING AHEAD OTHER SW TO NE JCT MID
 BT - DRV NOT CONTACTED DID NOT IMPACT

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

V001 A 409 (SWERVED)

V002 A 601 (AGGRESSIVE DRIVING)

233 01170038705 SUN 21/05/17 15:23 LIGHT LONDON ROAD J/W WOOD LANE ISLEWORTH 25 LINK 137-142 515940 / 176550
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (45 Yrs - M UB2) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C 125-500CC (45 Yrs - M UB2) GOING AHEAD OTHER W TO E JNY PART OF WORK JCT APP
 BT - NOT REQUESTED SKIDDED O/S HIT FIRST

VEHICLE 002 (000) CAR (25 Yrs - F TW5) MOVING OFF S TO N JCT APP
 BT - NOT REQUESTED FRONT HIT FIRST

V002 A 403 (POOR TURN OR MANOEUVRE)

234 01170038716 SUN 21/05/17 16:05 LIGHT GREAT WEST ROAD 30M S OF J/W SHIELD DRIVE 25 LINK 146-177 516730 / 177630
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (36 Yrs - M W7) SERIOUS DRIVER/RIDER

VEHICLE 001 (000) M/C <= 50CC (36 Yrs - M W7) GOING AHEAD OTHER SW TO NE FRONT HIT FIRST
 BT - REFUSED TO PROVIDE

HIT KERB

V001 A 410 (LOSS OF CONTROL)



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

235 01170038949 MON 22/05/17 15:40 LIGHT BOSTON MANOR ROAD J/W SIDNEY GARDENS 25 LINK 151-177 517480 / 177800
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (45 Yrs - F TW4) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) BUS/COACH (62 Yrs - M UB10) TURNING LEFT N TO S JNY PART OF WORK JCT CLEARED
 BT - NEGATIVE FRONT HIT FIRST
 VEHICLE 002 (000) CAR (45 Yrs - F TW4) SLOWING OR STOPPING N TO S JCT CLEARED
 BT - NEGATIVE BACK HIT FIRST

V001 A 308 (FOLLOWING TOO CLOSE)

236 01170043270 SAT 27/05/17 08:15 LIGHT GREAT WEST ROAD J/W SHIELD DRIVE BRENTFORD 25 LINK 146-177 516760 / 177640
 SELF COMPLETION ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (32 Yrs - M W7) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) PEDAL CYCLE (32 Yrs - M W7) GOING AHEAD OTHER SW TO NE COMM TO/FROM WORK JCT MID
 BT - NOT APPLICABLE UNKNOWN (S/R)
 VEHICLE 002 (000) CAR (38 Yrs - M TW5) TURNING LEFT SW TO NW JCT MID
 BT - DRV NOT CONTACTED UNKNOWN (S/R)

237 01170042126 FRI 09/06/17 10:10 LIGHT GREAT WEST ROAD 15M W OF J/W RIDGEWAY ROAD 25 LINK 125-145 515170 / 177220
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY OTHER JUN AUTH PERSON PELICAN OR SIMILAR OTH AUTH PER
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (30 Yrs - M UB4) SERIOUS DRIVER/RIDER
 VEHICLE 001 (000) CAR (43 Yrs - M TW3) SLOWING OR STOPPING W TO E JCT MID
 BT - NEGATIVE BACK HIT FIRST
 VEHICLE 002 (000) M/C 50-125CC (30 Yrs - M UB4) SLOWING OR STOPPING W TO E COMM TO/FROM WORK FOREIGN REG LHD
 BT - NEGATIVE SKIDDED FRONT HIT FIRST JCT MID

V001 B 408 (SUDDEN BRAKING)

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



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

238 01170045432 FRI 23/06/17 17:11 LIGHT JERSEY ROAD 40M S OF J/W WOOD LANE 25 CELL 515000/177500 515270 / 177820
 SELF COMPLETION ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M UNKNOWN (S/R) UNKNOWN (S/R)
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (33 Yrs - M SL6) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (33 Yrs - M SL6) SLOWING OR STOPPING U(TO U(BACK HIT FIRST
 BT - DRV NOT CONTACTED

VEHICLE 002 (000) CAR (27 Yrs - M OX44) GOING AHEAD OTHER U(TO U(FRONT HIT FIRST
 BT - DRV NOT CONTACTED

239 01170047575 FRI 23/06/17 18:20 LIGHT BOSTON MANOR ROAD J/W THE DELL 25 LINK 151-177 517430 / 177850
 SELF COMPLETION ROAD-DRY WEATHER-UNKNOWN UNKNOWN T/STAG JUN UNKNOWN (S/R) NO XING FACILITY IN 50M UNKNOWN (S/R)
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (42 Yrs - F W5) SLIGHT PEDESTRIAN IN ROAD - NOT CROSSING STANDING IN RD NOT CROSSING MSK

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

240 01170046045 SAT 01/07/17 23:27 DARK SYON LANE J/W A4 GREAT WEST ROAD 25 NODE 146 516250 / 177380
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (22 Yrs - M UB1) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (22 Yrs - M UB1) MOVING OFF SE TO NW COMM TO/FROM WORK JCT CLEARED
 BT - NOT REQUESTED SKIDDED N/S HIT FIRST

VEHICLE 002 (000) CAR (? Yrs - U) MOVING OFF S TO NW JCT CLEARED
 BT - DRV NOT CONTACTED FRONT HIT FIRST

LEAVING LAY-BY/HARD SHLD

V002 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)

V002 B 405 (FAILED TO LOOK PROPERLY)

V002 A 501 (IMPAIRED BY ALCOHOL)

V002 A 605 (INEXPERIENCED OR LEARNER DRIVER/RIDER)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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241 01170046082 SUN 02/07/17 14:27 LIGHT TWICKENHAM ROAD J/W LONDON ROAD	25 NODE 142	516520 / 176830
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG CENTRAL REFUGE		
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NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (15 Yrs - M TW8) SERIOUS PEDESTRIAN CROSSING ROAD (NOT ON XING) W BOUND FROM DRIVERS O/SIDE MSK

VEHICLE 001 (000) CAR (49 Yrs - M N22) GOING AHEAD OTHER S TO N JCT MID

BT - NOT REQUESTED

DID NOT IMPACT

C001 A 802 (FAILED TO LOOK PROPERLY)

242 01170047736 SUN 02/07/17 19:30 LIGHT GREAT WEST ROAD 70M SW OF J/W BOSTON MANOR ROAD	25 LINK 146-177	517140 / 177890
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SELF COMPLETION UNKNOWN (S/R) WEATHER-UNKNOWN SINGLE CWY NO JUN IN 20M	UNKNOWN (S/R)	UNKNOWN (S/R)
	UNKNOWN (S/R)	UNKNOWN (S/R)

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (29 Yrs - M TW13) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C 125-500CC (29 Yrs - M TW13) UNKNOWN (S/FGOING AHEAD HELD UP	U(TO U(
BT - DRV NOT CONTACTED UNKNOWN (S/R)	UNKNOWN (S/R)	
UNKNOWN (S/R)	UNKNOWN (S/R)	UNKNOWN (S/R)

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

243 01170049546 MON 03/07/17 18:25 DARK SYON LANE 21M SE OF J/W NORTHUMBERLAND AVENUE	25 LINK 144-146	516320 / 177310
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SELF COMPLETION ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M	PEDN PHASE AT ATS	
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NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (39 Yrs - M SW15) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) PEDAL CYCLE (39 Yrs - M SW15) GOING AHEAD OTHER	U(TO U(
BT - DRV NOT CONTACTED	UNKNOWN (S/R)	

VEHICLE 002 (000) CAR (? Yrs - F UNKN) MOVING OFF	U(TO U(
BT - DRV NOT CONTACTED	UNKNOWN (S/R)	
		UNKNOWN (S/R)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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244 01170050098 MON 10/07/17 07:04 LIGHT GREAT WEST ROAD J/W SHIELD DRIVE	25 LINK 146-177	516510 / 177460
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SELF COMPLETION ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (46 Yrs - F TW8) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (46 Yrs - F TW8)	GOING AHEAD OTHER	N TO S	JCT MID
BT - DRV NOT CONTACTED	UNKNOWN (S/R)	BACK HIT FIRST	

VEHICLE 002 (000) CAR (? Yrs - U)	GOING AHEAD OTHER	NE TO SW	JCT MID
BT - DRV NOT CONTACTED		FRONT HIT FIRST	

245 01170048552 SAT 15/07/17 15:59 LIGHT HORNBEAM CRESCENT J/W HORNBEAM CRESCENT	25 CELL 516500/177000	516920 / 177370
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY OTHER JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (64 Yrs - M TW8) SLIGHT PEDESTRIAN IN ROAD - NOT CROSSING STANDING IN RD NOT CROSSING

VEHICLE 001 (000) CAR (33 Yrs - F TW7)	MOVING OFF	NW TO SE	JCT CLEARED
BT - NOT REQUESTED		N/S HIT FIRST	

HIT OPEN DOOR

V001 A 108 (ROAD LAYOUT (EG BEND, HILL, NARROW CARRIAGEWAY)) C001 A 802 (FAILED TO LOOK PROPERLY)

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

246 01170052261 SAT 05/08/17 18:00 LIGHT WOOD LANE J/W LONDON ROAD	25 LINK 137-142	515940 / 176550
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT NO XING FACILITY IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (36 Yrs - M W7) SLIGHT PEDESTRIAN IN CENTRE OF CARRIAGEWAY E BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) BUS/COACH (42 Yrs - M GU22)	MOVING OFF	S TO N	LEAVING MAIN RD
BT - NEGATIVE		FRONT HIT FIRST	

V001 B 405 (FAILED TO LOOK PROPERLY)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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247 01170053478 SAT 12/08/17 18:58 LIGHT A4 GREAT WEST ROAD J/W SHIELD DRIVE BRENTFORD 25 LINK 146-177 516770 / 177640
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY OTHER JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (30 Yrs - M NW2) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (20 Yrs - M UB7) GOING AHEAD OTHER E TO W JCT MID
BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (000) M/C > 500CC (30 Yrs - M NW2) GOING AHEAD OTHER E TO W JCT MID
BT - NOT REQUESTED SKIDDED FRONT HIT FIRST
HIT KERB

V001 B 405 (FAILED TO LOOK PROPERLY)

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

248 01170053931 TUE 15/08/17 15:50 LIGHT HIGH STREET J/W TALLOW ROAD 25 LINK 143-148 517470 / 177330
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY OTHER JUN AUTO SIG PEDN PHASE AT ATS
NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (41 Yrs - F W4) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) GDS => 7.5T (58 Yrs - M HP13) ARTIC GOING AHEAD OTHER E TO W JNY PART OF WORK JCT CLEARED
BT - NEGATIVE N/S HIT FIRST

VEHICLE 002 (000) PEDAL CYCLE (41 Yrs - F W4) GOING AHEAD OTHER E TO W FOREIGN REG LHD JCT CLEARED
BT - NOT APPLICABLE N/S HIT FIRST
LEFT CWY NEARSIDE

V001 A 405 (FAILED TO LOOK PROPERLY)

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

249 01170056042 TUE 15/08/17 15:54 LIGHT GREAT WEST ROAD J/W SYON GATE WAY 25 LINK 146-177 516510 / 177460
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY OTHER JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (35 Yrs - F W5) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) PEDAL CYCLE (35 Yrs - F W5) GOING AHEAD OTHER E TO W JCT APP
BT - NOT APPLICABLE DID NOT IMPACT

V001 A 102 (DEPOSIT ON ROAD (EG. OIL, MUD, CHIPPINGS))



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

250 01170056377 TUE 29/08/17 21:21 DARK SYON LANE J/W GREAT WEST ROAD 25 NODE 146 516260 / 177370

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

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (79 Yrs - F TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (79 Yrs - F TW7) REVERSING P TO P JCT APP
BT - NEGATIVE BACK HIT FIRST

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

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

V001 B 410 (LOSS OF CONTROL)

FOOTWAY

FOOTWAY

FOOTWAY

251 01170056935 SAT 02/09/17 10:20 LIGHT LONDON ROAD J/W SYON LANE 25 NODE 142 516520 / 176840

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

VEHICLE LOAD IN CWY

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (44 Yrs - M TW3) SLIGHT PEDESTRIAN IN ROAD - NOT CROSSING E BOUND

VEHICLE 001 (000) CAR (64 Yrs - F TW7) TURNING LEFT S TO E ENTERING MAIN RD
BT - NEGATIVE FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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252 01170058160 SUN 10/09/17 17:00 LIGHT HIGH STREET BRENTFORD MIDDLESEX 20M W OF J/W HALF ACRE	25 NODE 148	517673 / 177412
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN AUTO SIG NO XING FACILITY IN 50M		
NOT KNOWN HOW COLLISION OCCURRED		

CASUALTY 001 (001) (25 Yrs - M MK4) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (25 Yrs - M MK4)	OVERTAKE STAT VEH O/S	W TO E	JCT APP
BT - NEGATIVE		FRONT HIT FIRST	

VEHICLE 002 (000) BUS/COACH (38 Yrs - M NW10)	SLOWING OR STOPPING	W TO E JNY PART OF WORK	JCT CLEARED
BT - NEGATIVE		FRONT HIT FIRST	

FOREIGN REG LHD

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

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

253 01170060992 TUE 26/09/17 09:50 LIGHT WINDMILL LANE 10M N OF J/W JERSEY ROAD	25 LINK 146-746	515400 / 178020
POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M		
NOT KNOWN HOW COLLISION OCCURRED		

CASUALTY 001 (002) (33 Yrs - F UB3) SLIGHT DRIVER/RIDER

CASUALTY 002 (003) (34 Yrs - M UB2) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (42 Yrs - M TW7)	GOING AHEAD OTHER	S TO N JNY PART OF WORK	JCT APP
BT - NEGATIVE		FRONT HIT FIRST	

VEHICLE 002 (000) CAR (33 Yrs - F UB3)	GOING AHEAD HELD UP	S TO N COMM TO/FROM WORK	JCT APP
BT - NEGATIVE		BACK HIT FIRST	

VEHICLE 003 (000) CAR (34 Yrs - M UB2)	GOING AHEAD HELD UP	S TO N	JCT APP
BT - NEGATIVE		BACK HIT FIRST	

VEHICLE 004 (000) CAR (49 Yrs - M W13)	GOING AHEAD HELD UP	S TO N JNY PART OF WORK	JCT APP
BT - NEGATIVE		BACK HIT FIRST	

V001 A 503 (FATIGUE)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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254 01170062061 MON 02/10/17 10:30 LIGHT GREAT WEST ROAD J/W SHIELD DRIVE	25 LINK 146-177	516750 / 177600
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POLICE - AT SCENE ROAD-DRY FINE/HIGH WINDS DUAL CWY T/STAG JUN STOP SIGN NO XING FACILITY IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (39 Yrs - M TW19) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (28 Yrs - M TW3)	MOVING OFF	N TO E	JNY PART OF WORK	ENTERING MAIN RD
BT - NEGATIVE		O/S HIT FIRST		

VEHICLE 002 (000) PEDAL CYCLE (39 Yrs - M TW19)	GOING AHEAD OTHER	W TO E	COMM TO/FROM WORK	JCT MID
BT - NOT APPLICABLE	OVERTURN	FRONT HIT FIRST		

V001 A 405 (FAILED TO LOOK PROPERLY)

255 01170062354 TUE 03/10/17 15:00 LIGHT TWICKENHAM ROAD J/W LONDON ROAD	25 NODE 142	516510 / 176820
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POLICE - AT SCENE ROAD-DRY WEATHER-OTHER DUAL CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (2 Yrs - M TW5) SLIGHT PASSENGER SEATED ON PSV

VEHICLE 001 (000) BUS/COACH (56 Yrs - M KT19)	TURNING RIGHT	E TO W	JNY PART OF WORK	LEAVING MAIN RD
BT - NOT REQUESTED		DID NOT IMPACT		

V001 B 999 (OTHER FACTOR)

256 01170065725 THU 19/10/17 17:19 LIGHT BOSTON MANOR ROAD 30M S OF J/W MANOR VALE	25 LINK 177-744	517140 / 177970
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (27 Yrs - M UNKN) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) W BOUND FROM DRIVERS N/SIDE MSK

VEHICLE 001 (000) CAR (43 Yrs - M TW2)	GOING AHEAD LEFT BEND	N TO S	COMM TO/FROM WORK
BT - NOT REQUESTED		N/S HIT FIRST	

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



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

257 01170065699 FRI 20/10/17 19:00 DARK LONDON ROAD 57M N OF J/W AVENUE ROAD 25 LINK 137-142 516000 / 176580
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M PEDN PHASE AT ATS
 NOT KNOWN HOW COLLISION OCCURRED
 CASUALTY 001 (001) (40 Yrs - M TW7) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING STANDING FROM DRIVERS N/SIDE MSK
 VEHICLE 001 (000) M/C <= 50CC (17 Yrs - M UB1) GOING AHEAD OTHER S TO N JNY PART OF WORK
 BT - NOT REQUESTED FRONT HIT FIRST

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

258 01170067248 MON 30/10/17 15:15 LIGHT GREAT WEST ROAD 200M W OF J/W SYON PARK GARDENS 25 LINK 125-146 515770 / 177300

POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (36 Yrs - F W7) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) GDS => 7.5T (25 Yrs - M KT19) CHANGE LANE TO LEFT W TO E JNY PART OF WORK
 BT - NEGATIVE N/S HIT FIRST
 VEHICLE 002 (000) CAR (36 Yrs - F W7) GOING AHEAD OTHER W TO E
 BT - NOT PROVD (MEDCL REASONS) O/S HIT FIRST
 LEFT CWY NEARSIDE HIT KERB HIT OTH OBJECT
 VEHICLE 003 (000) CAR (? Yrs - U) PARKED P TO P
 BT - DRV NOT CONTACTED N/S HIT FIRST
 VEHICLE 004 (000) CAR (? Yrs - U) PARKED P TO P
 BT - DRV NOT CONTACTED O/S HIT FIRST

FOOTWAY

FOOTWAY

V001 A 405 (FAILED TO LOOK PROPERLY)

V002 B 410 (LOSS OF CONTROL)

V002 B 306 (EXCEEDING SPEED LIMIT)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018
WX GIS AREA B25 Syon Lane Area (P)
60 MTS TO DEC-2018 SORTED BY DATE

259 01170067314 TUE 31/10/17 06:34 LIGHT OSTERLEY AVENUE J/W THORNBERRY ROAD 25 CELL 514500/177000 514820 / 177250
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN STOP SIGN NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (55 Yrs - F UB3) SLIGHT DRIVER/RIDER

 VEHICLE 001 (000) CAR (84 Yrs - M TW7) TURNING RIGHT N TO S JCT APP
 BT - NEGATIVE FRONT HIT FIRST

 VEHICLE 002 (000) PEDAL CYCLE (55 Yrs - F UB3) GOING AHEAD OTHER S TO N JCT APP
 BT - NOT APPLICABLE FRONT HIT FIRST

V001 A 403 (POOR TURN OR MANOEUVRE)

260 01170069910 TUE 14/11/17 07:50 LIGHT LONDON ROAD BRENTFORD J/W BRENT LEA 25 LINK 143-148 517010 / 177110
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR
 TRAF SIG OUT

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (33 Yrs - M W5) SLIGHT DRIVER/RIDER

 VEHICLE 001 (000) GDS =< 3.5T (45 Yrs - M W2) TURNING LEFT E TO W JNY PART OF WORK JCT APP
 BT - NEGATIVE N/S HIT FIRST

 VEHICLE 002 (000) PEDAL CYCLE (33 Yrs - M W5) GOING AHEAD OTHER E TO W JCT APP
 BT - NOT APPLICABLE FRONT HIT FIRST

CYCLE LANE (ON CWY)

V001 B 405 (FAILED TO LOOK PROPERLY)

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



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

261 01170070424 WED 15/11/17 23:53 DARK THORNBURY ROAD J/W ST MARY' CRESCENT 25 CELL 514500/177000 514830 / 177220
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M OTH AUTH PER
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (42 Yrs - M TW2) SERIOUS DRIVER/RIDER

VEHICLE 001 (000) BUS/COACH (42 Yrs - M TW2) TURNING LEFT S TO N JCT MID
 BT - NOT PROVD (MEDCL REASONS) FRONT HIT FIRST

VEHICLE 002 (000) CAR (? Yrs - U) GOING AHEAD OTHER S TO N JCT MID
 BT - DRV NOT CONTACTED FRONT HIT FIRST

V001 B 403 (POOR TURN OR MANOEUVRE)

262 01170071142 SAT 18/11/17 21:26 DARK GREAT WEST ROAD J/W WOOD LANE 25 NODE 125 515590 / 177280
 POLICE - AT SCENE ROAD-WET WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PELICAN OR SIMILAR
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (32 Yrs - M NW10) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (47 Yrs - F TW2) SLIGHT PASSENGER FRONT SEAT

CASUALTY 003 (002) (19 Yrs - F UB3) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (000) CAR (32 Yrs - M NW10) GOING AHEAD OTHER W TO E JCT APP
 BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (000) CAR (18 Yrs - F TW3) TURNING RIGHT W TO E JCT APP
 BT - NOT REQUESTED N/S HIT FIRST

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

V002 A 403 (POOR TURN OR MANOEUVRE)



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

263 01170075855 TUE 21/11/17 18:30 DARK WOOD LANE HOUNSLOW 400M S OF J/W A4 GREAT WEST ROAD HOUNSLOW THE N 25 CELL 515500/177000 515630 / 177160
 SELF COMPLETION UNKNOWN (S/R) WEATHER-UNKNOWN SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
 UNKNOWN (S/R)

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (003) (36 Yrs - M TW16) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) GDS =< 3.5T (22 Yrs - M TW7) GOING AHEAD OTHER S TO N JNY PART OF WORK
 BT - DRV NOT CONTACTED N/S HIT FIRST

VEHICLE 002 (000) CAR (? Yrs - U) HIT PARKED VEH
 PARKED

BT - DRV NOT CONTACTED P TO P
 O/S HIT FIRST

VEHICLE 003 (000) PEDAL CYCLE (36 Yrs - M TW16) GOING AHEAD OTHER P TO N COMM TO/FROM WORK
 BT - NOT APPLICABLE BACK HIT FIRST

264 01170072392 FRI 24/11/17 09:00 LIGHT SYON LANE J/W SPUR ROAD 25 NODE 144 516450 / 177200
 SELF COMPLETION ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG UNKNOWN (S/R) UNKNOWN (S/R)
 UNKNOWN (S/R)

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (26 Yrs - F SW15) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING N BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (? Yrs - U) UNKNOWN (S/R) U(TO U(UNKNOWN (S/R)
 BT - DRV NOT CONTACTED UNKNOWN (S/R) FRONT HIT FIRST
 UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)

265 01170073247 MON 27/11/17 16:30 DARK GREAT WEST ROAD 50M W OF J/W SYON PARK GARDENS 25 LINK 125-146 515820 / 177290
 POLICE - AT SCENE ROAD-WET WEATHER-OTHER DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (49 Yrs - M TW4) SERIOUS PEDESTRIAN IN CENTRE OF CARRIAGEWAY N BOUND

VEHICLE 001 (000) CAR (45 Yrs - M KT12) GOING AHEAD OTHER E TO W COMM TO/FROM WORK
 BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (000) CAR (52 Yrs - M TW15) GOING AHEAD OTHER E TO W
 BT - NEGATIVE FRONT HIT FIRST

C001 A 809 (PEDESTRIAN WEARING DARK CLOTHING AT NIGHT)

C001 A 802 (FAILED TO LOOK PROPERLY)

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

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE		
266	01170076653	SUN 10/12/17 03:45	LIGHT	GREAT WEST ROAD 25M W OF J/W SYON GATE WAY						25	LINK 146-177	516470 / 177445
SELF COMPLETION ROAD-WET			RAINING	DUAL CWY	NO JUN IN 20M	PEDN PHASE AT ATS						
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (36 Yrs - M TW7)			SLIGHT	DRIVER/RIDER								
VEHICLE	001 (000)	CAR	(36 Yrs - M TW7)	UNKNOWN (S/R)		U(TO U(	COMM TO/FROM WORK				
BT - DRV NOT CONTACTED			UNKNOWN (S/R)		UNKNOWN (S/R)							
UNKNOWN (S/R)			UNKNOWN (S/R)		UNKNOWN (S/R)	UNKNOWN (S/R)						
VEHICLE	002 (000)	CAR	(? Yrs - M UNKN)	UNKNOWN (S/R)		U(TO U(
BT - DRV NOT CONTACTED			UNKNOWN (S/R)		UNKNOWN (S/R)							
UNKNOWN (S/R)			UNKNOWN (S/R)		UNKNOWN (S/R)	UNKNOWN (S/R)						
267	01170078107	WED 13/12/17 11:30	LIGHT	HIGH STREET J/W THE HAM						25	LINK 143-148	517350 / 177280
SELF COMPLETION UNKNOWN (S/R)			RAINING	SINGLE CWY	NO JUN IN 20M	ZEBRA						
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (40 Yrs - M W7)			SLIGHT	DRIVER/RIDER								
VEHICLE	001 (000)	CAR	(40 Yrs - M W7)	UNKNOWN (S/R)		U(TO U(
BT - DRV NOT CONTACTED			UNKNOWN (S/R)		UNKNOWN (S/R)	BACK HIT FIRST						
UNKNOWN (S/R)			UNKNOWN (S/R)		UNKNOWN (S/R)	UNKNOWN (S/R)		UNKNOWN (S/R)				
VEHICLE	002 (000)	CAR	(? Yrs - U UNKN)	UNKNOWN (S/R)		U(TO U(
BT - DRV NOT CONTACTED			UNKNOWN (S/R)		UNKNOWN (S/R)	BACK HIT FIRST						
UNKNOWN (S/R)			UNKNOWN (S/R)		UNKNOWN (S/R)	UNKNOWN (S/R)		UNKNOWN (S/R)				
268	01170079624	THU 21/12/17 18:06	DARK	LONDON ROAD J/W BRENT LEA						25	LINK 143-148	517160 / 177220
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M						
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (34 Yrs - F TW7)			SLIGHT	DRIVER/RIDER								
CASUALTY 002 (002) (52 Yrs - M SW14)			SLIGHT	DRIVER/RIDER								
VEHICLE	001 (000)	CAR	(34 Yrs - F TW7)	TURNING RIGHT		N TO W			ENTERING MAIN RD			
BT - NOT REQUESTED					FRONT HIT FIRST							
VEHICLE	002 (000)	TAXI	(52 Yrs - M SW14)	TURNING RIGHT		S TO E			ENTERING MAIN RD			
BT - NOT REQUESTED					FRONT HIT FIRST							
V001 A 405 (FAILED TO LOOK PROPERLY)						V002 A 405 (FAILED TO LOOK PROPERLY)						


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE	
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269	01170079968	SAT 23/12/17 16:05	LIGHT	GREAT WEST ROAD J/W THORNBY ROAD						25	NODE 145	514870 / 177150
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SELF COMPLETION	ROAD-DRY	WEATHER-FINE	DUAL CWY	OTHER JUN	AUTO SIG	NO XING FACILITY IN 50M						
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NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001)	(? Yrs - F SL4)	SLIGHT	PASSENGER	BACK SEAT								
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VEHICLE 001 (000)	CAR	(47 Yrs - M SL4)		UNKNOWN (S/R)	U(TO U(UNKNOWN (S/R)					
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BT - DRV NOT CONTACTED

UNKNOWN (S/R)

N/S HIT FIRST

UNKNOWN (S/R)

UNKNOWN (S/R)

UNKNOWN (S/R)

UNKNOWN (S/R)

270	01180082462	TUE 09/01/18 17:54	DARK	GREAT WEST ROAD HOUNSLOW MIDDLESEX 50M E OF J/W OSTERLEY COURT						25	LINK 99-145	514590 / 177040
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POLICE - AT SCENE	ROAD-WET	WEATHER-OTHER	DUAL CWY	NO JUN IN 20M	NO XING FACILITY IN 50M						
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NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002)	(24 Yrs - M TW4)	SLIGHT	DRIVER/RIDER									
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VEHICLE 001 (000)	CAR	(25 Yrs - F TW15)		GOING AHEAD OTHER	E TO W	COMM TO/FROM WORK					
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BT - NOT REQUESTED

DID NOT IMPACT

VEHICLE 002 (000)	M/C 50-125CC	(24 Yrs - M TW4)		GOING AHEAD OTHER	E TO W						
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BT - NOT REQUESTED

SKIDDED

DID NOT IMPACT

V002 A 410 (LOSS OF CONTROL)

271	01180087389	FRI 02/02/18 07:39	LIGHT	HIGH STREET J/W THE HAM						25	CELL 517000/177000	517351 / 177293
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	PEDN PHASE AT ATS					
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NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002)	(55 Yrs - M TW16)	SLIGHT	DRIVER/RIDER									
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VEHICLE 001 (000)	CAR	(24 Yrs - F TW4)		GOING AHEAD HELD UP	P TO E	JCT APP					
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BT - NOT REQUESTED

BACK HIT FIRST

VEHICLE 002 (000)	M/C <= 50CC	(55 Yrs - M TW16)		GOING AHEAD OTHER	W TO E	JCT APP					
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BT - NOT REQUESTED

FRONT HIT FIRST

V002 A 108 (ROAD LAYOUT (EG BEND, HILL, NARROW CARRIAGEWAY))

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 408 (SUDDEN BRAKING)



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

272 01180090278 WED 14/02/18 23:02 DARK GREAT WEST ROAD 5M W OF J/W SYON LANE 25 NODE 146 516270 / 177340
 POLICE - AT SCENE ROAD-WET RAINING DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

OTHER OBJECT IN CWY

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (24 Yrs - M HA2) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (24 Yrs - M HA2) GOING AHEAD OTHER W TO E JCT APP

BT - REFUSED TO PROVIDE FRONT HIT FIRST
 LEFT CWY NEARSIDE HIT OTH OBJECT HIT LAMP POST

VEHICLE 002 (000) CAR (43 Yrs - M W4) GOING AHEAD HELD UP W TO E JCT APP
 BT - NOT REQUESTED N/S HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 306 (EXCEEDING SPEED LIMIT)

V001 A 501 (IMPAIRED BY ALCOHOL)

273 01180090820 SAT 17/02/18 12:10 LIGHT COMMERCE ROAD J/W LONDON ROAD 25 LINK 143-148 517270 / 177290
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PELICAN OR SIMILAR

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (74 Yrs - F TW3) SERIOUS PEDESTRIAN CROSSING ROAD ON PED XING E BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) CAR (48 Yrs - F TW8) GOING AHEAD RIGHT BEND N TO S JCT APP
 BT - NEGATIVE FRONT HIT FIRST

V001 B 405 (FAILED TO LOOK PROPERLY)



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

274 01180092761 MON 26/02/18 23:08 DARK GREAT WEST ROAD ISLEWORTH MIDDLESEX J/W THORNBURY ROAD 25 NODE 145 514870 / 177160

POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PELICAN OR SIMILAR

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (29 Yrs - M TW3) SERIOUS PASSENGER BACK SEAT

CASUALTY 002 (002) (52 Yrs - F W5) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (37 Yrs - M TW3) GOING AHEAD OTHER W TO E JCT CLEARED
BT - NEGATIVE O/S HIT FIRST

VEHICLE 002 (000) CAR (52 Yrs - F W5) TURNING RIGHT S TO E JCT MID
BT - POSITIVE FRONT HIT FIRST

V002 A 501 (IMPAIRED BY ALCOHOL)

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 B 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

V001 B 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

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

V002 B 405 (FAILED TO LOOK PROPERLY)

275 01180094001 SUN 04/03/18 16:24 LIGHT GREAT WEST ROAD J/W THORNBURY ROAD 25 NODE 145 514860 / 177150

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

VEHICLE LOAD IN CWY

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (48 Yrs - F TW5) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (48 Yrs - F TW5) TURNING RIGHT E TO S JCT MID
BT - NOT REQUESTED N/S HIT FIRST

VEHICLE 002 (000) M/C 125-500CC (? Yrs - U) GOING AHEAD OTHER W TO E JCT MID
BT - DRV NOT CONTACTED SKID/OVER FRONT HIT FIRST

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 901 (STOLEN VEHICLE)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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276 01180094798 THU 08/03/18 07:45 LIGHT SHIELD DRIVE J/W GREAT WEST ROAD	25 LINK 146-177	516540 / 177510
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POLICE - AT SCENE ROAD-DRY WEATHER-OTHER ONE-WAY ST T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (57 Yrs - F SE22) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) E BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) GDS =< 3.5T (31 Yrs - M UB3) SLOWING OR STOPPING S TO E JNY PART OF WORK JCT APP
BT - NOT REQUESTED FRONT HIT FIRST

V001 A 706 (VISION AFFECTED - DAZZLING SUN)

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

277 01180096095 TUE 13/03/18 13:50 LIGHT BRENTFORD HIGH STREET J/W CATHERINE WHEEL ROAD	25 LINK 143-148	517640 / 177400
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (32 Yrs - M RG12) SERIOUS DRIVER/RIDER

VEHICLE 001 (000) M/C > 500CC (32 Yrs - M RG12) OVERTAKE MOVE VEH O/S NE TO SW JCT APP
BT - NOT PROVD (MEDCL REASONS) N/S HIT FIRST

VEHICLE 002 (000) CAR (71 Yrs - M UB2) TURNING RIGHT SE TO NE ENTERING MAIN RD
BT - NOT REQUESTED FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

V002 A 405 (FAILED TO LOOK PROPERLY)

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

V002 B 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

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

V001 A 403 (POOR TURN OR MANOEUVRE)

278 01180097295 TUE 20/03/18 16:15 LIGHT SYON LANE J/W SPUR ROAD ISLEWORTH	25 NODE 144	516480 / 177180
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (33 Yrs - M TW10) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (39 Yrs - M TW7) WAITING TO TURN RIGHT SE TO N JCT MID
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (000) M/C 50-125CC (33 Yrs - M TW10) GOING AHEAD OTHER N TO S COMM TO/FROM WORK JCT MID
BT - NOT REQUESTED N/S HIT FIRST

V001 A 403 (POOR TURN OR MANOEUVRE)



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

279 01180098554 TUE 27/03/18 09:10 LIGHT GREAT WEST ROAD J/W BOSTON MANOR ROAD 25 NODE 177 517200 / 177940
 POLICE - AT SCENE ROAD-WET RAINING DUAL CWY MULTI JUN AUTO SIG PEDN PHASE AT ATS
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (22 Yrs - M TW4) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) M/C 50-125CC (22 Yrs - M TW4) GOING AHEAD OTHER W TO E JCT APP
 BT - NEGATIVE SKIDDED BACK HIT FIRST
 VEHICLE 002 (000) TAXI (44 Yrs - M SG14) GOING AHEAD HELD UP W TO E JCT APP
 BT - DRV NOT CONTACTED DID NOT IMPACT

V001 B 308 (FOLLOWING TOO CLOSE) V001 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

280 01180098726 TUE 27/03/18 22:20 DARK LONDON ROAD 56M W OF J/W COMMERCE ROAD 25 LINK 143-148 517240 / 177270
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PEDN PHASE AT ATS
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (27 Yrs - M W6) SERIOUS DRIVER/RIDER
 CASUALTY 002 (001) (26 Yrs - M UNKN) SERIOUS PASSENGER
 VEHICLE 001 (000) M/C 125-500CC (27 Yrs - M W6) GOING AHEAD OTHER E TO W
 BT - NOT PROVD (MEDCL REASONS) SKIDDED FRONT HIT FIRST

V001 A 602 (CARELESS/RECKLESS/IN A HURRY) V001 A 305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)

281 01180099030 THU 29/03/18 09:40 LIGHT LONDON ROAD J/W SYON LANE 25 NODE 143 516760 / 176970
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MULTI JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (37 Yrs - M TW3) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) TAXI (72 Yrs - M CM16) WAITING TO TURN RIGHT E TO W JNY PART OF WORK JCT MID
 BT - NOT REQUESTED FRONT HIT FIRST
 VEHICLE 002 (000) PEDAL CYCLE (37 Yrs - M TW3) GOING AHEAD OTHER N TO S JCT APP
 BT - NOT APPLICABLE FRONT HIT FIRST

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



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

282 01180099797 TUE 03/04/18 22:00 DARK WOOD LANE 54M S OF J/W NORTHUMBERLAND AVENUE 25 CELL 515500/176500 515767 / 176820
 POLICE - AT SCENE ROAD-WET RAINING/HIGH WINDS DUAL CWY NO JUN IN 20M PEDN PHASE AT ATS
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (22 Yrs - M TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (22 Yrs - M TW7) SLOWING OR STOPPING P TO P
 BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (000) CAR (? Yrs - U) GOING AHEAD OTHER SE TO NE
 BT - DRV NOT CONTACTED FRONT HIT FIRST
 HIT PARKED VEH

V002 B 201 (TYRES ILLEGAL, DEFECTIVE OR UNDER INFLATED)

283 01180100173 FRI 06/04/18 22:18 DARK LONDON ROAD 20M SW OF J/W QUAKERS LANE 25 LINK 137-142 516425 / 176795
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (17 Yrs - M TW13) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C 50-125CC (17 Yrs - M TW13) SLOWING OR STOPPING E TO W JCT APP
 BT - NOT REQUESTED SKIDDED FRONT HIT FIRST

VEHICLE 002 (000) CAR (39 Yrs - M TW7) SLOWING OR STOPPING E TO W JNY PART OF WORK JCT APP
 BT - NOT REQUESTED BACK HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE	
284	01180102712	THU 19/04/18 16:52	LIGHT	LONDON ROAD J/W TWICKENHAM ROAD	25	NODE 142			516520 / 176850		
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS				
NOT KNOWN HOW COLLISION OCCURRED											
CASUALTY 001 (001) (36 Yrs - F TW16)			SLIGHT	DRIVER/RIDER							
VEHICLE	001 (000)	CAR (36 Yrs - F TW16)	GOING AHEAD OTHER		N TO S	COMM TO/FROM WORK		JCT MID			
BT - NOT REQUESTED					FRONT HIT FIRST						
VEHICLE	002 (000)	CAR (38 Yrs - M UB6)	GOING AHEAD OTHER		S TO N	COMM TO/FROM WORK		JCT MID			
BT - NOT REQUESTED					FRONT HIT FIRST						
LEFT CWY NEARSIDE					HIT RD SIGN/ATS						
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)					V002 A 306 (EXCEEDING SPEED LIMIT)						
V001 A 403 (POOR TURN OR MANOEUVRE)											
285	01180104201	WED 25/04/18 14:00	LIGHT	GREAT WEST ROAD 21M N OF J/W THORNBURY ROAD	25	LINK 125-145			514870 / 177140		
SELF COMPLETION ROAD-DRY			WEATHER-FINE	DUAL CWY	NO JUN IN 20M	UNKNOWN (S/R)		UNKNOWN (S/R)			
NOT KNOWN HOW COLLISION OCCURRED											
CASUALTY 001 (001) (31 Yrs - M TW20)			SLIGHT	DRIVER/RIDER							
VEHICLE	001 (000)	M/C > 500CC (31 Yrs - M TW20)	UNKNOWN (S/R)		U(TO U(	COMM TO/FROM WORK				
BT - DRV NOT CONTACTED			UNKNOWN (S/R)		BACK HIT FIRST						
UNKNOWN (S/R)			UNKNOWN (S/R)		UNKNOWN (S/R)		UNKNOWN (S/R)				
VEHICLE	002 (000)	CAR (? Yrs - M UNKN)	UNKNOWN (S/FUNKNOWN (S/R)		U(TO U(
BT - DRV NOT CONTACTED			UNKNOWN (S/R)		FRONT HIT FIRST						
UNKNOWN (S/R)			UNKNOWN (S/R)		UNKNOWN (S/R)		UNKNOWN (S/R)				
286	01180106472	THU 26/04/18 07:45	LIGHT	BOSTON MANOR ROAD J/W WINDMILL ROAD	25	NODE 151			517540 / 177760		
SELF COMPLETION ROAD-DRY			WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M					
NOT KNOWN HOW COLLISION OCCURRED											
CASUALTY 001 (001) (27 Yrs - M CR2)			SLIGHT	DRIVER/RIDER							
VEHICLE	001 (000)	CAR (27 Yrs - M CR2)	GOING AHEAD HELD UP		U(TO U(	COMM TO/FROM WORK		UNKNOWN (S/R)		
BT - DRV NOT CONTACTED					BACK HIT FIRST						
VEHICLE	002 (000)	CAR (? Yrs - F UNKN)	GOING AHEAD OTHER		U(TO U(			UNKNOWN (S/R)	
BT - DRV NOT CONTACTED					FRONT HIT FIRST						


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)

60 MTS TO DEC-2018 SORTED BY DATE

287 01180106862 WED 09/05/18 15:20 LIGHT LONDON ROAD J/W SYON LANE 25 NODE 143 516760 / 176970

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

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (31 Yrs - M HA2) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (43 Yrs - F TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (31 Yrs - M HA2)
BT - NOT REQUESTEDSLOWING OR STOPPING W TO E JNY PART OF WORK
BACK HIT FIRST

JCT APP

VEHICLE 002 (000) CAR (43 Yrs - F TW7)
BT - NOT REQUESTEDSLOWING OR STOPPING W TO E
FRONT HIT FIRST

JCT APP

VEHICLE 003 (000) CAR (37 Yrs - F TW13)
BT - NOT REQUESTEDTURNING RIGHT N TO W
O/S HIT FIRST

ENTERING MAIN RD

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

V001 B 408 (SUDDEN BRAKING)

288 01180107674 SUN 13/05/18 19:15 LIGHT GREAT WEST ROAD 100M W OF J/W THORNBURY ROAD THE NEAREST CLASSIFIE 25 LINK 99-145 514800 / 177120

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

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (23 Yrs - M KT1) SLIGHT PASSENGER FRONT SEAT

CASUALTY 002 (001) (29 Yrs - F KT3) SLIGHT PASSENGER BACK SEAT

CASUALTY 003 (002) (17 Yrs - F NW6) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (000) CAR (23 Yrs - M KT1)
BT - NOT REQUESTEDSLOWING OR STOPPING E TO W
BACK HIT FIRSTVEHICLE 002 (000) CAR (33 Yrs - F TW3)
BT - NOT REQUESTEDGOING AHEAD OTHER E TO W
FRONT HIT FIRST

V001 B 203 (DEFECTIVE BRAKES)

V002 B 408 (SUDDEN BRAKING)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)							60 MTS TO DEC-2018 SORTED BY DATE	
289	01180107787	MON 14/05/18 07:10	LIGHT	SYON LANE J/W LONDON ROAD ISLEWORTH MIDDLESEX	25	NODE 143	516760 / 176970	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M		
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY 001 (002) (37 Yrs - M W4)			SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR	(62 Yrs - M TW8)	MOVING OFF	P TO E	COMM TO/FROM WORK		JCT APP
BT - NOT REQUESTED			FRONT HIT FIRST					
VEHICLE	002 (000)	PEDAL CYCLE	(37 Yrs - M W4)	TURNING LEFT	E TO W	COMM TO/FROM WORK		JCT APP
BT - NOT APPLICABLE			FRONT HIT FIRST					
V001 A 510 (DISTRACTION OUTSIDE VEHICLE)				V001 B 405 (FAILED TO LOOK PROPERLY)				
290	01180109604	TUE 22/05/18 07:20	LIGHT	SPUR ROAD J/W SYON LANE	25	NODE 144	516470 / 177190	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M		
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY 001 (001) (40 Yrs - M SW16)			SLIGHT	PEDESTRIAN	IN CENTRE OF CARRIAGEWAY	STANDING FROM DRIVERS O/SIDE		
VEHICLE	001 (000)	M/C 50-125CC	(34 Yrs - M UB6)	OVERTAKE MOVE VEH O/S	N TO S	COMM TO/FROM WORK		JCT CLEARED
BT - NOT REQUESTED			FRONT HIT FIRST					
V001 A 403 (POOR TURN OR MANOEUVRE)				V001 B 602 (CARELESS/RECKLESS/IN A HURRY)				
C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)								
291	01180110491	FRI 25/05/18 18:13	LIGHT	LONDON ROAD J/W QUAKERS LANE	25	LINK 137-142	516444 / 176808	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT ZEBRA		
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY 001 (002) (25 Yrs - M TW3)			SERIOUS	DRIVER/RIDER				
VEHICLE	001 (000)	TAXI	(43 Yrs - M TW3)	TURNING LEFT	E TO W	JCT APP		
BT - DRV NOT CONTACTED			N/S HIT FIRST					
LEFT CWY NEARSIDE								
VEHICLE	002 (000)	PEDAL CYCLE	(25 Yrs - M TW3)	GOING AHEAD OTHER	E TO W	JCT APP		
BT - NOT APPLICABLE			FRONT HIT FIRST					
LEFT CWY NEARSIDE			BUS LANE					
V001 B 405 (FAILED TO LOOK PROPERLY)				V002 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				
V002 B 706 (VISION AFFECTED - DAZZLING SUN)				V001 A 509 (DISTRACTION IN VEHICLE)				
V002 A 510 (DISTRACTION OUTSIDE VEHICLE)								


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

292 01180110707 SAT 26/05/18 17:35 LIGHT HIGH STREET 88M W OF J/W HALF ACRE THE NEAREST CLASSIFIED ROAD WAS 25 LINK 143-148 517600 / 177380
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PELICAN OR SIMILAR
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (70 Yrs - F TW7) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) N BOUND

VEHICLE 001 (000) CAR (? Yrs - U) REVERSING P TO W
 BT - DRV NOT CONTACTED BACK HIT FIRST

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

293 01180111205 TUE 29/05/18 18:55 LIGHT HALF ACRE J/W LION WAY 25 LINK 148-151 517670 / 177470
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (37 Yrs - F TW2) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (57 Yrs - M TW4) MOVING OFF E TO S ENTERING MAIN RD
 BT - NEGATIVE N/S HIT FIRST

VEHICLE 002 (000) PEDAL CYCLE (37 Yrs - F TW2) TURNING RIGHT N TO W LEAVING MAIN RD
 BT - NOT APPLICABLE FRONT HIT FIRST

V001 B 405 (FAILED TO LOOK PROPERLY)

294 01180117558 FRI 01/06/18 04:30 LIGHT LONDON ROAD J/W LODGE CLOSE 25 LINK 142-143 516590 / 176890
 SELF COMPLETION ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (35 Yrs - M EN3) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (35 Yrs - M EN3) WAITING TO TURN LEFT U(TO U(JCT APP
 BT - DRV NOT CONTACTED N/S HIT FIRST

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

295 01180122955 SAT 02/06/18 07:20 LIGHT LONDON ROAD BRENTFORD MIDDLESEX 21M E OF J/W BRENT LEA 25 LINK 143-148 517180 / 177220
 SELF COMPLETION ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PELICAN OR SIMILAR UNKNOWN (S/R)
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (49 Yrs - M W5) SERIOUS DRIVER/RIDER

VEHICLE 001 (000) PEDAL CYCLE (49 Yrs - M W5) GOING AHEAD OTHER U(TO U(
 BT - NOT APPLICABLE SKID/OVER UNKNOWN (S/R)

VEHICLE 002 (000) GDS =< 3.5T (? Yrs - U) UNKNOWN (S/F)UNKNOWN (S/R) U(TO U(
 BT - DRV NOT CONTACTED UNKNOWN (S/R)

296 01180113269 SAT 09/06/18 17:00 LIGHT GREAT WEST ROAD J/W SYON LANE 25 NODE 146 516270 / 177350
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (48 Yrs - F UB2) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (48 Yrs - F UB2) SLOWING OR STOPPING E TO S JCT APP
 BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (000) GDS =< 3.5T (? Yrs - M GL01) GOING AHEAD OTHER E TO S JCT APP
 BT - DRV NOT CONTACTED FRONT HIT FIRST

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

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

297 01180114130 WED 13/06/18 18:50 LIGHT NFL HIGH STREET J/W PUMP ALLEY 25 LINK 148-152 517890 / 177500
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (36 Yrs - F TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (? Yrs - F HA7) SLOWING OR STOPPING E TO SW JCT MID
 BT - NOT REQUESTED O/S HIT FIRST

VEHICLE 002 (000) PEDAL CYCLE (36 Yrs - F TW7) OVERTAKE STAT VEH O/S E TO W COMM TO/FROM WORK JCT MID
 BT - NOT APPLICABLE O/S HIT FIRST

V002 B 410 (LOSS OF CONTROL)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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298 01180115356 TUE 19/06/18 15:55 LIGHT B454 SYON LANE J/W GRANT WAY	25 LINK 146-746	516060 / 177450
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT MINI GIVE WAY/UNCONT NO XING FACILITY IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (54 Yrs - M UB6) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (57 Yrs - F UB1)	MOVING OFF	S TO N
BT - NOT REQUESTED		N/S HIT FIRST

VEHICLE 002 (000) PEDAL CYCLE (54 Yrs - M UB6)	TURNING RIGHT	E TO N	COMM TO/FROM WORK
BT - NOT APPLICABLE		FRONT HIT FIRST	

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

V002 A 403 (POOR TURN OR MANOEUVRE)

299 01180115917 WED 20/06/18 17:15 LIGHT AMHURST GARDENS J/W LONDON ROAD	25 LINK 137-142	515950 / 176550
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT NO XING FACILITY IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (35 Yrs - F TW3) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (80 Yrs - F TW2)	MOVING OFF	S TO N	ENTERING MAIN RD
BT - NOT REQUESTED		FRONT HIT FIRST	

VEHICLE 002 (000) PEDAL CYCLE (35 Yrs - F TW3)	GOING AHEAD OTHER	E TO W	COMM TO/FROM WORK	FOREIGN REG LHD
BT - NOT APPLICABLE		N/S HIT FIRST		JCT CLEARED

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

V001 A 405 (FAILED TO LOOK PROPERLY)

300 01180121442 WED 20/06/18 18:20 LIGHT HIGH STREET J/W ALEXANDRA ROAD	25 LINK 148-152	517860 / 177480
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SELF COMPLETION ROAD-DRY WEATHER-FINE SINGLE CWY UNKNOWN (S/R) UNKNOWN (S/R) PEDN PHASE AT ATS

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (30 Yrs - M SW20) SERIOUS DRIVER/RIDER

VEHICLE 001 (000) PEDAL CYCLE (30 Yrs - M SW20)	GOING AHEAD OTHER	U(TO U(	COMM TO/FROM WORK	JCT APP
BT - NOT APPLICABLE	UNKNOWN (S/R)	FRONT HIT FIRST		

VEHICLE 002 (000) CAR (? Yrs - F TW8)	TURNING RIGHT	U(TO U(	JCT APP
BT - DRV NOT CONTACTED		N/S HIT FIRST	



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

301 01180120609 THU 12/07/18 14:53 LIGHT HIGH STREET J/W HALF ACRE 25 NODE 148 517660 / 177410

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MULTI JUN AUTO SIG PELICAN OR SIMILAR

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (54 Yrs - M W4) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (30 Yrs - F TW8) TURNING LEFT SW TO NE JCT APP
BT - NOT PROVD (MEDCL REASONS) DID NOT IMPACT

VEHICLE 002 (000) PEDAL CYCLE (54 Yrs - M W4) CHANGE LANE TO RIGHT SW TO NE JCT APP
BT - NOT APPLICABLE DID NOT IMPACT

V001 A 410 (LOSS OF CONTROL)

302 01180121390 MON 16/07/18 19:26 LIGHT BOSTON MANOR ROAD J/W A4 GREAT WEST ROAD 25 NODE 177 517180 / 177955

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

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (32 Yrs - M TW8) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (44 Yrs - M W17) SLOWING OR STOPPING N TO S JCT APP
BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (000) PEDAL CYCLE (32 Yrs - M TW8) GOING AHEAD OTHER N TO S JCT APP
BT - NOT APPLICABLE FRONT HIT FIRST

V002 A 308 (FOLLOWING TOO CLOSE)

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


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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303 01180123772 SAT 28/07/18 13:40 LIGHT WINDMILL LANE ISLEWORTH MIDDLESEX 100M N OF J/W SYON LANE	25 LINK 146-746	515390 / 178110
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M	NO XING FACILITY IN 50M	
NOT KNOWN HOW COLLISION OCCURRED		

CASUALTY 001 (002) (30 Yrs - M SL2)	SLIGHT DRIVER/RIDER
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CASUALTY 002 (003) (20 Yrs - M UB2)	SLIGHT PASSENGER	FRONT SEAT
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VEHICLE 001 (000) CAR (39 Yrs - F TW7)	WAITING TO TURN RIGHT	S TO N
BT - NOT REQUESTED		BACK HIT FIRST

VEHICLE 002 (000) GDS =< 3.5T (30 Yrs - M SL2)	GOING AHEAD HELD UP	S TO N	JNY PART OF WORK
BT - NOT REQUESTED		BACK HIT FIRST	

VEHICLE 003 (000) CAR (51 Yrs - M UB2)	GOING AHEAD OTHER	S TO N
BT - NOT REQUESTED		FRONT HIT FIRST

V001 B 403 (POOR TURN OR MANOEUVRE)

V003 B 405 (FAILED TO LOOK PROPERLY)

V003 A 306 (EXCEEDING SPEED LIMIT)

V003 B 602 (CARELESS/RECKLESS/IN A HURRY)

V003 B 601 (AGGRESSIVE DRIVING)

304 01180130440 MON 03/09/18 16:00 LIGHT A4 GREAT WEST ROAD J/W RIDGEWAY ROAD ISLEWORTH	25 LINK 125-145	515260 / 177230
SELF COMPLETION ROAD-DRY WEATHER-FINE DUAL CWY UNKNOWN (S/R) AUTO SIG	PEDN PHASE AT ATS	
NOT KNOWN HOW COLLISION OCCURRED		

CASUALTY 001 (001) (30 Yrs - F TW3)	SLIGHT DRIVER/RIDER
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CASUALTY 002 (001) (? Yrs - F TW8)	SLIGHT PASSENGER	BACK SEAT
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CASUALTY 003 (001) (? Yrs - M TW3)	SLIGHT PASSENGER	FRONT SEAT
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VEHICLE 001 (000) CAR (30 Yrs - F TW3)	UNKNOWN (S/R)	U(TO U(UNKNOWN (S/R)
BT - DRV NOT CONTACTED	UNKNOWN (S/R)	BACK HIT FIRST	
UNKNOWN (S/R)	UNKNOWN (S/R)	UNKNOWN (S/R)	UNKNOWN (S/R)



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

305 01180130457 MON 03/09/18 21:55 DARK A4 GREAT WEST ROAD J/W RIVERBANK WAY BRENTFORD 25 LINK 146-177 517040 / 177830

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

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (35 Yrs - M TW8) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (27 Yrs - M TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (35 Yrs - M TW8)
BT - NOT REQUESTED

GOING AHEAD OTHER S TO N
FRONT HIT FIRST

JCT MID

FOREIGN REG LHD

VEHICLE 002 (000) CAR (27 Yrs - M TW7)
BT - NEGATIVE

GOING AHEAD OTHER E TO W
FRONT HIT FIRST

JCT MID

V001 B 403 (POOR TURN OR MANOEUVRE)

V001 A 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

306 01180137677 MON 08/10/18 15:40 LIGHT LONDON ROAD J/W BRENT LEA 25 LINK 143-148 517180 / 177230

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

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (66 Yrs - M IG2) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (40 Yrs - F UB2)
BT - NOT REQUESTED

MOVING OFF N TO S
FRONT HIT FIRST

JCT APP

VEHICLE 002 (000) CAR (66 Yrs - M IG2)
BT - NOT REQUESTED

OVERTAKE MOVE VEH O/S W TO E
N/S HIT FIRST

JCT APP

V001 A 405 (FAILED TO LOOK PROPERLY)

V002 B 405 (FAILED TO LOOK PROPERLY)



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

307 01180137915 TUE 09/10/18 15:25 LIGHT NFL GREAT WEST ROAD J/W SYON LANE 25 NODE 146 516291 / 177364
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (34 Yrs - M W7) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) CAR (34 Yrs - M W7) SLOWING OR STOPPING E TO W JCT APP
 BT - NEGATIVE BACK HIT FIRST
 VEHICLE 002 (000) TAXI (34 Yrs - M TW8) SLOWING OR STOPPING E TO W JNY PART OF WORK JCT APP
 BT - NEGATIVE SKIDDED FRONT HIT FIRST

V002 B 602 (CARELESS/RECKLESS/IN A HURRY) V002 B 509 (DISTRACTION IN VEHICLE)

308 01180138342 WED 10/10/18 07:15 LIGHT FIELD LANE 21M E OF J/W FIELD LANE 25 CELL 517000/177000 517030 / 177300
 SELF COMPLETION ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M UNKNOWN (S/R) UNKNOWN (S/R)
 UNKNOWN (S/R)

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (35 Yrs - M TW8) SLIGHT DRIVER/RIDER
 CASUALTY 002 (001) (? Yrs - F TW8) SLIGHT PASSENGER FRONT SEAT
 CASUALTY 003 (001) (? Yrs - F TW8) SLIGHT PASSENGER BACK SEAT
 CASUALTY 004 (001) (? Yrs - M TW8) SERIOUS PASSENGER BACK SEAT
 VEHICLE 001 (000) CAR (35 Yrs - M TW8) UNKNOWN (S/F)UNKNOWN (S/R) U(TO U(BACK HIT FIRST
 BT - DRV NOT CONTACTED UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)
 UNKNOWN (S/R) UNKNOWN (S/R)
 VEHICLE 002 (000) CAR (? Yrs - U) UNKNOWN (S/F)UNKNOWN (S/R) U(TO U(UNKNOWN (S/R) UNKNOWN (S/R)
 BT - DRV NOT CONTACTED UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)
 UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)

309 01180138825 THU 11/10/18 19:35 DARK BOSTON MANOR ROAD J/W GLENHURST ROAD 25 LINK 151-177 517320 / 177880
 SELF COMPLETION ROAD-WET RAINING SINGLE CWY UNKNOWN (S/R) UNKNOWN (S/R) ZEBRA UNKNOWN (S/R)
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (28 Yrs - F TW8) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING UNKNOWN
 VEHICLE 001 (000) CAR (? Yrs - U UNKN) UNKNOWN (S/R) U(TO U(UNKNOWN (S/R)
 BT - DRV NOT CONTACTED UNKNOWN (S/R) FRONT HIT FIRST
 UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)							60 MTS TO DEC-2018 SORTED BY DATE	
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310	01180140721	MON 22/10/18 19:55	DARK	HIGH STREET BRENTFORD 40M E OF J/W HALF ACRE THE NEAREST CLASSIFIE	25	LINK 148-152	517740 / 177430
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY NO JUN IN 20M	NO XING FACILITY IN 50M		
NOT KNOWN HOW COLLISION OCCURRED							

CASUALTY 001 (001) (53 Yrs - F TW4) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (74 Yrs - M W13) SLIGHT DRIVER/RIDER

VEHICLE	001 (000)	CAR	(53 Yrs - F TW4)	GOING AHEAD OTHER	W TO E
BT - NOT REQUESTED				FRONT HIT FIRST	

VEHICLE	002 (000)	CAR	(74 Yrs - M W13)	GOING AHEAD OTHER	E TO W
BT - NOT REQUESTED				FRONT HIT FIRST	

V001 B 409 (SWERVED)

311	01180148255	SUN 04/11/18 15:30	LIGHT	BACK LANE J/W ST PAULS ROAD	25	CELL 517500/177500	517710 / 177530
SELF COMPLETION		ROAD-WET	WEATHER-UNKNOWN	ONE-WAY ST T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M		
NOT KNOWN HOW COLLISION OCCURRED							

CASUALTY 001 (002) (9 Yrs - M TW8) SLIGHT DRIVER/RIDER

VEHICLE	001 (000)	CAR	(72 Yrs - F TW9)	UNKNOWN (S/R)	U(TO U(	JCT MID
BT - DRV NOT CONTACTED				FRONT HIT FIRST		

VEHICLE	002 (000)	PEDAL CYCLE	(9 Yrs - M TW8)	GOING AHEAD OTHER	U(TO U(	JCT MID
BT - NOT APPLICABLE				BACK HIT FIRST		

312	01180144037	WED 07/11/18 20:00	DARK	SYON LANE 30M W OF J/W GRANT WAY	25	LINK 146-746	516040 / 177460
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY NO JUN IN 20M	NO XING FACILITY IN 50M		
NOT KNOWN HOW COLLISION OCCURRED							

CASUALTY 001 (002) (65 Yrs - M UB1) SLIGHT DRIVER/RIDER

VEHICLE	001 (000)	CAR	(37 Yrs - F TW5)	TURNING LEFT	S TO N
BT - NOT REQUESTED				N/S HIT FIRST	

VEHICLE	002 (000)	CAR	(65 Yrs - M UB1)	GOING AHEAD OTHER	S TO N
BT - NOT REQUESTED				FRONT HIT FIRST	

FOREIGN REG LHD

V002 A 308 (FOLLOWING TOO CLOSE)



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P) 60 MTS TO DEC-2018 SORTED BY DATE

313 01180144247 THU 08/11/18 18:16 DARK BOSTON MANOR ROAD 70M S OF J/W SOMERSET ROAD 25 LINK 148-151 517620 / 177660
 POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY NO JUN IN 20M ZEBRA
 NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (47 Yrs - M W3) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (76 Yrs - F W14) SLOWING OR STOPPING S TO N
 BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 002 (000) PEDAL CYCLE (47 Yrs - M W3) GOING AHEAD OTHER S TO N JNY PART OF WORK
 BT - NOT APPLICABLE FRONT HIT FIRST

V001 A 108 (ROAD LAYOUT (EG BEND, HILL, NARROW CARRIAGEWAY))

314 01180145430 TUE 13/11/18 18:30 DARK GREAT WEST ROAD 100M W OF J/W BOSTON MANOR ROAD 25 LINK 146-177 517020 / 177820
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M PELICAN OR SIMILAR

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (36 Yrs - F TW19) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (36 Yrs - M TW7) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING S BOUND FROM DRIVERS O/SIDE

CASUALTY 003 (001) (42 Yrs - M TW5) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING S BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (000) M/C 50-125CC (36 Yrs - F TW19) GOING AHEAD OTHER E TO W COMM TO/FROM WORK
 BT - NOT REQUESTED FRONT HIT FIRST

C002 A 802 (FAILED TO LOOK PROPERLY)

C003 A 802 (FAILED TO LOOK PROPERLY)

315 01180146403 SAT 17/11/18 13:45 LIGHT TWICKENHAM ROAD J/W LONDON ROAD 25 NODE 142 516517 / 176814
 SELF COMPLETION ROAD-DRY WEATHER-FINE UNKNOWN CROSSROADS AUTO SIG NO XING FACILITY IN 50M UNKNOWN (S/R)

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (38 Yrs - M KT8) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (38 Yrs - M KT8) UNKNOWN (S/R) U(TO U(JCT MID
 BT - DRV NOT CONTACTED UNKNOWN (S/R) FRONT HIT FIRST
 UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)

VEHICLE 002 (000) CAR (? Yrs - U UNKN) UNKNOWN (S/R) U(TO U(JCT MID
 BT - DRV NOT CONTACTED UNKNOWN (S/R) FRONT HIT FIRST
 UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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316 01180146966 TUE 20/11/18 20:05 DARK A4 GREAT WEST ROAD J/W THORNBURY ROAD ISLEWORTH	25 NODE 145	514880 / 177170
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POLICE - AT SCENE ROAD-WET RAINING DUAL CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (39 Yrs - F TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (68 Yrs - F TW9)	GOING AHEAD HELD UP	P TO E	JCT APP
BT - NOT REQUESTED		BACK HIT FIRST	

VEHICLE 002 (000) CAR (39 Yrs - F TW7)	SLOWING OR STOPPING	W TO E	JCT APP
BT - NOT REQUESTED		FRONT HIT FIRST	

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

V002 A 707 (VISION AFFECTED - RAIN, SLEET, SNOW, OR FOG)

317 01180147713 FRI 23/11/18 21:51 DARK WOOD LANE J/W PARKWOOD ROAD	25 CELL 515500/176500	515830 / 176700
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (35 Yrs - M TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) GDS =< 3.5T (25 Yrs - M UB5)	GOING AHEAD OTHER	SE TO NW JNY PART OF WORK	JCT APP
BT - NOT REQUESTED		FRONT HIT FIRST	

VEHICLE 002 (000) CAR (35 Yrs - M TW7)	GOING AHEAD OTHER	SE TO NW	JCT APP
BT - NOT REQUESTED		BACK HIT FIRST	

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

VEHICLE 004 (000) CAR (? Yrs - U)	PARKED	P TO P	JCT APP
BT - DRV NOT CONTACTED		N/S HIT FIRST	

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

V001 A 405 (FAILED TO LOOK PROPERLY)

V002 A 408 (SUDDEN BRAKING)


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018 SORTED BY DATE
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318	01180148432	TUE 27/11/18 18:20	DARK	HALF ACRE J/W ST PAULS ROAD	25	LINK 148-151	517670 / 177530
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M							
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY 001 (001) (81 Yrs - F TW8) SERIOUS PEDESTRIAN CROSSING ROAD (NOT ON XING) NE BOUND FROM DRIVERS O/SIDE							
VEHICLE 001 (000) CAR (46 Yrs - F TW9) TURNING RIGHT P TO N ENTERING MAIN RD							
BT - NOT REQUESTED DID NOT IMPACT FOREIGN REG LHD							
C001 B 805 (DANGEROUS ACTION IN CARRIAGEWAY (EG PLAYING))							

319	01180150018	WED 05/12/18 08:26	LIGHT	GREAT WEST ROAD J/W BOSTON MANOR ROAD	25	NODE 177	517205 / 177939
SELF COMPLETION ROAD-WET RAINING ONE-WAY ST CROSSROADS AUTO SIG UNKNOWN (S/R) UNKNOWN (S/R)							
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY 001 (001) (41 Yrs - F TW9) SERIOUS DRIVER/RIDER							
VEHICLE 001 (000) PEDAL CYCLE (41 Yrs - F TW9) UNKNOWN (S/R) E TO W COMM TO/FROM WORK JCT APP							
BT - NOT APPLICABLE UNKNOWN (S/R) UNKNOWN (S/R)							
VEHICLE 002 (000) CAR (? Yrs - U W7) UNKNOWN (S/R) E TO W JCT APP							
BT - DRV NOT CONTACTED BACK HIT FIRST							

320	01180154713	THU 27/12/18 16:30	LIGHT	LONDON ROAD 40M E OF J/W HARTHAM ROAD	25	LINK 137-142	516220 / 176700
SELF COMPLETION ROAD-DRY WEATHER-FINE ONE-WAY ST NO JUN IN 20M ZEBRA UNKNOWN (S/R)							
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY 001 (001) (34 Yrs - F SL3) SLIGHT DRIVER/RIDER							
CASUALTY 002 (001) (? Yrs - F TW3) SLIGHT PASSENGER FRONT SEAT							
CASUALTY 003 (001) (? Yrs - F SL3) SLIGHT PASSENGER BACK SEAT							
VEHICLE 001 (000) CAR (34 Yrs - F SL3) GOING AHEAD HELD UP U(TO U(
BT - DRV NOT CONTACTED BACK HIT FIRST							
UNKNOWN (S/R)							
VEHICLE 002 (000) CAR (35 Yrs - U W4) GOING AHEAD OTHER U(TO U(
BT - DRV NOT CONTACTED FRONT HIT FIRST							
UNKNOWN (S/R)							

End of Accidents for WX GIS AREA B25 Syon Lane Area (P)

End of Report



Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
WX GIS AREA B25 Syon Lane Area (P)	60 MTS TO DEC-2018	320

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

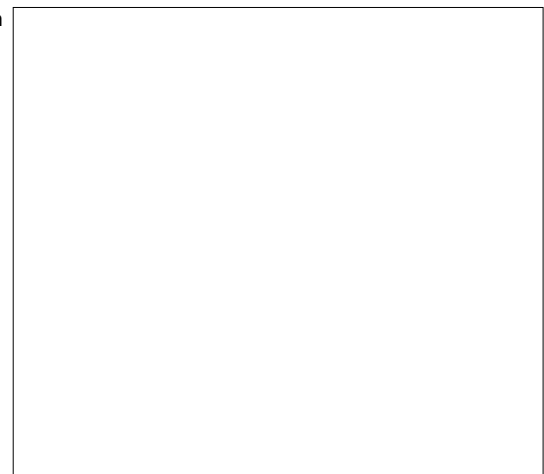


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)											60 MTS TO DEC-2018 SORTED BY DATE										
	1	2	3	4	5	6	7	8	9	10											
Accident Reference	0114TX20018	0114TX20019	0114TX20040	0114TX20037	0114TX20048	0114TX20073	0114TX20096	0114TX20084	0114TX20107	0114TX20110											
Day	FRIDAY	FRIDAY	TUESDAY	FRIDAY	TUESDAY	SATURDAY	TUESDAY	WEDNESDAY	WEDNESDAY	FRIDAY											
Date	10/01/2014	10/01/2014	21/01/2014	24/01/2014	28/01/2014	08/02/2014	11/02/2014	12/02/2014	12/02/2014	14/02/2014											
Time	15:48	17:40	07:21	06:41	13:34	20:15	09:12	09:59	07:14	08:42											
Light Conditions	LIGHT	DARK	DARK	DARK	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT											
Road Surface	WET	DRY	WET	DRY	DRY	WET	DRY	DRY	WET	WET											
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT											
Conflict																					
Pedestrian Location				0																	
Contributory Factors (* denotes pre 2005)	408 V002 B 308 V001 A	603 V001 A 408 V001 A 308 V002 A	707 V001 A	806 C001 B 802 C001 A 808 C001 A 406 V001 A	403 V001 A 405 V001 A 406 V001 A 602 V001 A	405 V001 A 406 V001 A 307 V001 B	509 V003 A 602 V003 A 406 V003 A	408 V002 A 406 V002 A 405 V002 A	306 V002 A 601 V002 B 405 V002 A	405 V001 A 405 V002 A											
Easting/Northing	516260 177370	517090 177850	517380 177290	516170 177330	517200 177940	517190 177930	516530 176840	516510 176920	516490 177460	516310 176740											

Pedestrian	53	17 %
Wet	63	20 %
Dark	96	30 %

Site Diagram



Severity / Months To	12 12/2014	12 12/2015	12 12/2016	12 12/2017	12 12/2018	Total	Pct
Fatal	0	2	0	0	0	2	0.6 %
Serious	4	4	6	7	10	31	9.7 %
Slight	59	60	68	59	41	287	89.7 %
Total	63	66	74	66	51	320	
Pct	19.7 %	20.6 %	23.1 %	20.6 %	15.9 %		


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	11	12	13	14	15	16	17	18	19	20
Accident Reference	0114TX20105	0114TX20112	0114TX20154	0114TX20124	0114TX20132	0114TX20140	0114TX20164	0114TX20236	0114TX20246	0114TX20250
Day	SATURDAY	WEDNESDAY	THURSDAY	FRIDAY	WEDNESDAY	WEDNESDAY	THURSDAY	MONDAY	WEDNESDAY	THURSDAY
Date	15/02/2014	19/02/2014	20/02/2014	21/02/2014	26/02/2014	26/02/2014	06/03/2014	17/03/2014	19/03/2014	20/03/2014
Time	00:20	18:05	19:45	15:40	06:55	17:47	07:20	20:45	19:52	20:36
Light Conditions	DARK	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	DARK	DARK	DARK
Road Surface	DRY	DRY	WET	DRY	DRY	DRY	DRY	DRY	DRY	WET
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location				0						
Contributory Factors (* denotes pre 2005)	406 V001 A 403 V001 A 602 V001 A 404 V001 B	602 V001 A 405 V001 A 601 V001 B 999 C001 A	405 V003 A 406 V002 A	405 V001 B 802 C001 B	405 V002 A 401 V002 B 410 V002 B	403 V001 A 405 V001 A 601 V001 A 602 V001 A 410 V001 A 410 V002 A	403 V002 A 602 V002 A	405 V001 A 602 V001 A	310 V002 A 403 V002 A 406 V002 A	103 V002 B
Easting/Northing	517170 177930	516170 176670	514730 177120	517490 177420	517260 177280	514670 177090	517170 177930	517690 177410	516510 176830	517220 177930


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	21	22	23	24	25	26	27	28	29	30
Accident Reference	0114TX20192	0114TX20242	0114TX20299	0114TX20365	0114TX20360	0114TX20377	0114TX20437	0114TX20415	0114TX20390	0114TX20407
Day	FRIDAY	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	THURSDAY	SATURDAY	FRIDAY	FRIDAY
Date	21/03/2014	23/03/2014	21/04/2014	06/05/2014	14/05/2014	22/05/2014	22/05/2014	24/05/2014	30/05/2014	06/06/2014
Time	18:10	23:14	11:55	16:25	20:12	12:51	07:57	15:45	01:56	23:45
Light Conditions	DARK	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	DARK
Road Surface	WET	DRY	DRY	DRY	DRY	DRY	DRY	DRY	WET	DRY
Severity	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location		0	X							
Contributory Factors (* denotes pre 2005)	306 V002 B 403 V001 B 406 V001 B 406 V002 B	403 V001 A 405 V001 A 407 V001 A 602 V001 A	510 V002 A 602 V002 A 406 V002 B	410 V002 A 405 V002 A 406 V002 A 602 V002 A 601 V002 A	305 V001 A 602 V001 A 403 V001 A	405 V001 A 406 V001 A 403 V002 B	606 V002 B	403 V001 A 405 V001 A 404 V001 B 306 V002 B	406 V001 A 403 V002 A	502 V002 A 410 V002 A 602 V002 A
Easting/Northing	515950 176550	517160 177220	516490 177180	514840 177160	516760 176970	517820 177450	517170 177220	517170 177910	515590 177270	516240 177360


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	31	32	33	34	35	36	37	38	39	40
Accident Reference	0114TX20418	0114TX20447	0114TX20436	0114TX20462	0114TX20473	0114TX20496	0114TX20499	0114TX20587	0114TX20619	0114TX20750
Day	TUESDAY	MONDAY	THURSDAY	TUESDAY	TUESDAY	SATURDAY	MONDAY	THURSDAY	FRIDAY	WEDNESDAY
Date	10/06/2014	16/06/2014	19/06/2014	24/06/2014	24/06/2014	12/07/2014	14/07/2014	07/08/2014	15/08/2014	20/08/2014
Time	18:15	14:14	14:00	17:35	08:40	00:49	07:28	14:30	20:41	18:24
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location									0	
Contributory Factors (* denotes pre 2005)	409 V001 A 410 V001 A 409 V002 A 306 V002 B	408 V001 A 308 V002 A 308 V003 A 307 V003 B	405 V002 A 308 V002 A 602 V002 A	403 V002 A 405 V002 A 406 V002 A 602 V002 A	405 V001 A 406 V001 A 408 V001 A	406 V002 A 403 V002 A 405 V002 A	405 V001 B 406 V001 A 403 V001 A	406 V001 B 405 V001 B	802 C001 A 405 V001 B 406 V001 B	999 C001 A
Easting/Northing	515410 177970	514680 177080	516220 176690	516260 176700	516340 177298	517205 177250	516750 176970	515950 177500	516060 177460	517120 177190


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	41	42	43	44	45	46	47	48	49	50
Accident Reference	0114TX20647	0114TX20661	0114TX20653	0114TX20674	0114TX20740	0114TX20985	0114TX20734	0114TX20749	0114TX20963	0114TX20887
Day	FRIDAY	SATURDAY	SUNDAY	SATURDAY	TUESDAY	THURSDAY	SUNDAY	MONDAY	SATURDAY	MONDAY
Date	22/08/2014	23/08/2014	24/08/2014	30/08/2014	09/09/2014	18/09/2014	21/09/2014	22/09/2014	04/10/2014	20/10/2014
Time	13:10	00:43	14:14	14:13	16:45	14:00	20:06	11:34	13:34	08:35
Light Conditions	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	WET	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location									0	0
Contributory Factors (* denotes pre 2005)	405 V001 B	410 V001 A	408 V001 A	403 V001 A 407 V001 A 406 V001 B		403 V002 A 308 V002 B 406 V002 B	405 V002 A 308 V002 A	405 V002 A 602 V002 A 405 V001 A	803 C001 A 804 C001 A	
Easting/Northing	517240 177960	516140 176660	516840 177710	516910 177060	516350 177400	516260 176700	517210 177950	516860 177020	517660 177520	516860 177220


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	51	52	53	54	55	56	57	58	59	60
Accident Reference	0114TX20844	0114TX20838	0114TX20920	0114TX20903	0114TX20893	0114TX20917	0114TX20902	0114TX29005	0114TX21001	0114TX20992
Day	FRIDAY	SATURDAY	SATURDAY	TUESDAY	SATURDAY	TUESDAY	MONDAY	FRIDAY	WEDNESDAY	MONDAY
Date	24/10/2014	01/11/2014	08/11/2014	11/11/2014	15/11/2014	18/11/2014	24/11/2014	12/12/2014	17/12/2014	22/12/2014
Time	14:16	14:01	18:28	14:41	07:55	14:30	22:00	16:25	17:35	14:10
Light Conditions	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK	LIGHT	DARK	LIGHT
Road Surface	DRY	DRY	WET	DRY	WET	DRY	DRY	WET	WET	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location								X	X	
Contributory Factors (* denotes pre 2005)	405 V001 A 602 V001 A	403 V002 A 601 V002 B 602 V002 B	403 V001 A 406 V001 A 405 V001 A	410 V001 A 505 V001 B 409 V001 A	102 V001 A 410 V001 A	403 V001 A 405 V001 B 405 V002 B 406 V002 B	509 V001 A 405 V001 A 308 V001 B	405 V001 A 707 V001 B	809 C002 B 405 V001 B 406 V001 B	405 V001 A
Easting/Northing	516760 176970	516910 177050	516070 177460	514950 177190	517870 177480	517490 177350	516213 177350	516430 177220	516010 177470	515930 177310


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	61	62	63	64	65	66	67	68	69	70
Accident Reference	0114TX29019	0114TX20988	0114TX29006	0115TX20010	0115TX20020	0115TX20033	0115TX20029	0115TX20062	0115TX20059	0115TX20087
Day	WEDNESDAY	SUNDAY	TUESDAY	TUESDAY	SUNDAY	FRIDAY	MONDAY	MONDAY	TUESDAY	THURSDAY
Date	24/12/2014	28/12/2014	30/12/2014	06/01/2015	11/01/2015	16/01/2015	19/01/2015	19/01/2015	20/01/2015	05/02/2015
Time	07:55	14:19	12:38	16:55	16:15	15:15	15:25	11:02	20:22	18:55
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	DARK
Road Surface	DRY	DRY	DRY	DRY	DRY	WET	DRY	DRY	WET	WET
Severity	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location			50M						X	
Contributory Factors (* denotes pre 2005)	405 V001 A 406 V001 A	405 V002 A 406 V002 A 602 V002 A 403 V002 A	802 C001 A 808 C001 A 803 C001 A	601 V002 A	403 V002 A 405 V002 A 406 V002 A	406 V002 A 403 V002 A	408 V002 A 308 V001 A 405 V001 A	403 V002 A 405 V002 A 406 V002 A 602 V002 A	602 V001 A	703 V001 A 999 V002 A
Easting/Northing	516250 177380	516350 177290	517590 177380	515640 177270	516220 177340	516580 176870	517180 177930	517240 177950	517760 177430	516420 177240


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	71	72	73	74	75	76	77	78	79	80
Accident Reference	0115TX20072	0115TX20099	0115TD00028	0115TX20121	0115TX20104	0115TX20135	0115TX20109	0115TX20138	0115TX20210	0115TX20177
Day	FRIDAY	SATURDAY	SUNDAY	THURSDAY	TUESDAY	TUESDAY	THURSDAY	TUESDAY	TUESDAY	WEDNESDAY
Date	06/02/2015	07/02/2015	08/02/2015	12/02/2015	17/02/2015	17/02/2015	19/02/2015	24/02/2015	10/03/2015	18/03/2015
Time	13:38	15:48	04:57	16:45	17:30	13:05	15:15	08:40	20:20	19:34
Light Conditions	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	DARK
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	WET	DRY	DRY	DRY
Severity	SLIGHT	SERIOUS	FATAL	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location		0	50M							
Contributory Factors (* denotes pre 2005)	406 V002 A 403 V002 A 405 V002 A	803 C001 A 806 C001 A 808 C001 B	305 V001 A 602 V001 A 601 V001 B 802 C001 A 806 C001 B	602 V001 B 408 V001 A 406 V002 B	405 V001 A 305 V001 B	701 V001 B 405 V001 B 603 V001 B	406 V001 A 403 V001 A	403 V002 B 406 V002 B	406 V002 A 403 V001 B	406 V001 A
Easting/Northing	516510 176840	516330 177390	515610 177270	516240 176700	516520 176850	516260 177370	517190 177940	515590 177280	517360 177290	516770 177630


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	81	82	83	84	85	86	87	88	89	90
Accident Reference	0115TX20182	0115TX20218	0115TX20224	0115TX20284	0115TX20317	0115TX20233	0115TX20254	0115TX20516	0115TX20286	0115TX20299
Day	WEDNESDAY	MONDAY	TUESDAY	TUESDAY	FRIDAY	FRIDAY	WEDNESDAY	WEDNESDAY	TUESDAY	TUESDAY
Date	18/03/2015	30/03/2015	31/03/2015	31/03/2015	03/04/2015	10/04/2015	15/04/2015	15/04/2015	21/04/2015	28/04/2015
Time	08:30	15:29	09:11	16:38	09:56	17:15	15:45	20:40	17:50	21:07
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	DARK
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location					50M					
Contributory Factors (* denotes pre 2005)	701 V001 A 701 V002 A 405 V001 A 405 V002 A	904 V001 A 602 V002 A 307 V002 A	403 V002 A 405 V002 A 308 V002 A	403 V002 A 406 V002 B	405 V001 A 403 V001 A	701 V001 A 405 V001 A 406 V001 A 405 V002 A 406 V002 A 701 V002 A	403 V002 A 405 V002 A 406 V002 A 602 V002 A	405 V002 A 406 V002 A 602 V002 A	405 V002 B 406 V002 A 408 V002 A	308 V002 A 406 V002 A
Easting/Northing	516410 176790	517850 177480	516630 177110	516480 177170	517170 177230	517170 177220	516480 176820	516240 177360	515570 177260	517020 177830


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	91	92	93	94	95	96	97	98	99	100
Accident Reference	0115TX20289	0115TX20368	0115TX20345	0115TD00071	0115TX20355	0115TX20440	0115TX20392	0115TX20418	0115TX20474	0115TX20630
Day	MONDAY	FRIDAY	SUNDAY	SUNDAY	TUESDAY	FRIDAY	MONDAY	WEDNESDAY	THURSDAY	WEDNESDAY
Date	04/05/2015	08/05/2015	10/05/2015	17/05/2015	19/05/2015	29/05/2015	01/06/2015	17/06/2015	02/07/2015	08/07/2015
Time	16:09	20:56	11:15	21:54	23:15	17:00	15:50	16:39	18:30	18:25
Light Conditions	LIGHT	DARK	LIGHT	DARK	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	FATAL	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SERIOUS	SLIGHT
Conflict										
Pedestrian Location				0				X	X	
Contributory Factors (* denotes pre 2005)	403 V002 A 405 V002 A 406 V002 A 602 V002 A	405 V002 A 602 V002 A	408 V001 B 308 V002 B 405 V002 A 406 V002 A 605 V002 A	306 V001 A 405 V001 A 602 V001 A 802 C001 A 808 C001 B	501 V001 A 602 V001 A 410 V001 A	410 V001 A	405 V001 A 602 V001 A	304 V001 A 602 V001 A	408 V001 B 308 V002 A 306 V002 B 803 C002 A	403 V001 A 405 V001 A 406 V001 A 602 V001 A
Easting/Northing	516340 177290	515590 177270	516380 177410	515860 177290	516290 177360	517270 177290	515940 176550	517470 177810	517640 177550	515940 176550


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	101	102	103	104	105	106	107	108	109	110
Accident Reference	0115TX20488	0115TX20496	0115TX20529	0115TX20536	0115TX20576	0115TX20614	0115TX20663	0115TX20694	0115TX20751	0115TX20634
Day	THURSDAY	THURSDAY	FRIDAY	TUESDAY	THURSDAY	FRIDAY	MONDAY	TUESDAY	MONDAY	TUESDAY
Date	09/07/2015	09/07/2015	17/07/2015	21/07/2015	06/08/2015	07/08/2015	31/08/2015	01/09/2015	07/09/2015	08/09/2015
Time	09:15	10:40	11:00	18:39	16:30	14:24	10:15	17:50	14:50	19:05
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	WET	WET	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location		0								
Contributory Factors (* denotes pre 2005)	403 V002 A 406 V002 A 405 V002 B 601 V002 A	403 V001 A	403 V002 A 406 V002 A	701 V002 B 602 V002 B	403 V002 A 406 V002 A 602 V002 A	405 V001 A 308 V001 A 406 V001 A	999 C001 A	406 V001 A	403 V002 A 406 V002 A	308 V001 A 406 V001 B
Easting/Northing	516490 177440	515460 177950	516520 177500	517160 177220	517210 177930	517180 177930	515590 177250	517150 177900	516250 177370	515560 177280


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	111	112	113	114	115	116	117	118	119	120
Accident Reference	0115TX20710	0115TX20714	0115TX20676	0115TX20733	0115TX20770	0115TX20736	0115TX20749	0115TX20801	0115TX20783	0115TX20798
Day	THURSDAY	TUESDAY	MONDAY	WEDNESDAY	SUNDAY	MONDAY	TUESDAY	SATURDAY	SUNDAY	SATURDAY
Date	10/09/2015	15/09/2015	21/09/2015	23/09/2015	04/10/2015	05/10/2015	06/10/2015	10/10/2015	11/10/2015	17/10/2015
Time	14:15	07:05	18:05	13:20	14:03	21:28	16:50	11:50	17:09	14:47
Light Conditions	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	WET	DRY	DRY	DRY	WET	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location					0					
Contributory Factors (* denotes pre 2005)	403 V002 A 406 V002 A	403 V002 A 406 V002 A 605 V002 A	707 V002 B 103 V002 A	509 V001 A	710 V001 A	904 V001 A	403 V002 A 406 V002 B	403 V002 A 305 V002 A	301 V001 B 602 V001 B 405 V002 B 406 V002 B 602 V002 B	403 V002 A
Easting/Northing	517520 177360	516130 177420	515540 177270	515550 177280	514830 177240	516170 177410	514790 177400	516510 176840	516260 177370	516090 177470


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	121	122	123	124	125	126	127	128	129	130
Accident Reference	0115TX20923	0115TX20877	0115TX20903	0115TX20928	0115TX20972	0115TX20989	0115TX20951	0115TX20949	0115TX20991	0116TX20202
Day	FRIDAY	SATURDAY	TUESDAY	TUESDAY	TUESDAY	TUESDAY	SUNDAY	MONDAY	THURSDAY	FRIDAY
Date	06/11/2015	21/11/2015	24/11/2015	24/11/2015	15/12/2015	15/12/2015	20/12/2015	21/12/2015	24/12/2015	08/01/2016
Time	09:30	12:51	12:05	14:00	17:15	20:25	19:10	14:45	20:15	18:55
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	DARK	DARK	DARK	LIGHT	DARK	DARK
Road Surface	WET	DRY	WET	DRY	WET	WET	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location	X							X		50M
Contributory Factors (* denotes pre 2005)	808 C001 A 803 C001 A	308 V002 A 405 V002 A 406 V002 A 602 V002 A 903 V001 A	103 V001 A 408 V001 A 410 V001 A 405 V001 A 602 V001 A	308 V002 A 602 V002 A	802 U00C A 803 U00C A 808 U00C A 103 V001 A 408 V001 A 410 V001 A	403 V001 A 406 V001 A	501 V002 A 410 V002 A 409 V002 A 405 V002 A 406 V002 A 602 V002 A	701 V001 A 407 V001 A 405 V001 A 804 C001 A 803 C001 A 801 C001 A	410 V001 A 509 V001 B 405 V001 A 503 V001 B 602 V001 A	806 C001 A
Easting/Northing	516410 177230	516260 177370	515140 177540	516230 177360	517160 177220	516480 177170	515690 177730	514860 177160	516080 177320	515580 177290


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)		60 MTS TO DEC-2018 SORTED BY DATE								
	131	132	133	134	135	136	137	138	139	140
Accident Reference	0116TX20280	0116TX20274	0116TX20042	0116TX20059	0116TX20024	0116TX20043	0116TX20044	0116TX20040	0116TX20086	0116TX20069
Day	SATURDAY	WEDNESDAY	SATURDAY	SATURDAY	TUESDAY	THURSDAY	THURSDAY	TUESDAY	TUESDAY	FRIDAY
Date	09/01/2016	13/01/2016	16/01/2016	16/01/2016	19/01/2016	21/01/2016	21/01/2016	26/01/2016	26/01/2016	29/01/2016
Time	10:35	07:52	11:30	22:25	18:57	14:30	13:12	07:48	17:40	20:30
Light Conditions	LIGHT	LIGHT	LIGHT	DARK	DARK	LIGHT	LIGHT	LIGHT	DARK	DARK
Road Surface	WET	DRY	DRY	WET	DRY	DRY	DRY	DRY	WET	WET
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location		0								
Contributory Factors (* denotes pre 2005)	999 C001 A	999 C001 A	501 V002 A	403 V001 A 406 V001 A	403 V002 A 406 V002 B 602 V002 B	403 V001 B 403 V002 B 407 V002 B 602 V001 B	406 V002 A 403 V002 A	405 V001 B	403 V001 B 406 V002 B	403 V002 A 405 V002 A 406 V002 A
Easting/Northing	515180 177220	514540 177050	516190 177350	514860 177150	516510 176830	517150 177210	516480 176830	517870 177480	517890 177500	516310 177310


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)		60 MTS TO DEC-2018 SORTED BY DATE								
	141	142	143	144	145	146	147	148	149	150
Accident Reference	0116TX20150	0116TX20137	0116TX20112	0116TX20166	0116TX20194	0116TX20270	0116TX20219	0116TX20229	0116TX20216	0116TX20238
Day	SATURDAY	FRIDAY	THURSDAY	THURSDAY	TUESDAY	MONDAY	THURSDAY	THURSDAY	TUESDAY	WEDNESDAY
Date	13/02/2016	19/02/2016	25/02/2016	25/02/2016	15/03/2016	21/03/2016	24/03/2016	24/03/2016	29/03/2016	30/03/2016
Time	18:25	09:20	10:33	17:30	20:00	17:35	12:05	18:57	23:10	11:10
Light Conditions	DARK	LIGHT	LIGHT	DARK	DARK	LIGHT	LIGHT	DARK	DARK	LIGHT
Road Surface	WET	DRY	DRY	WET	DRY	DRY	DRY	WET	DRY	DRY
Severity	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT
Conflict										
Pedestrian Location		0								X
Contributory Factors (* denotes pre 2005)	707 V001 B 405 V001 A 301 V001 A 510 V001 B 602 V001 A	403 V001 A 509 V001 A	403 V002 A 301 V002 A	304 V002 A 310 V002 A 405 V002 A 602 V002 A	403 V002 A 406 V002 A 602 V002 A	403 V002 A 405 V002 A 407 V002 A 602 V002 A	408 V001 A	502 V001 A 306 V001 A	403 V002 A 102 V001 A 410 V001 A	803 C001 A 804 C001 A 808 C001 B
Easting/Northing	516510 176840	516860 177220	514860 177150	516530 176840	515570 177280	515000 177190	517560 177740	516370 177420	516680 177580	516530 176840


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	151	152	153	154	155	156	157	158	159	160
Accident Reference	0116TX20234	0116TX20263	0116TX20331	0116TX20338	0116TX20305	0116TX20385	0116TX20400	0116TX20427	0116TX20425	0116TX20444
Day	TUESDAY	FRIDAY	SUNDAY	FRIDAY	MONDAY	FRIDAY	TUESDAY	THURSDAY	FRIDAY	SUNDAY
Date	05/04/2016	15/04/2016	17/04/2016	22/04/2016	25/04/2016	20/05/2016	24/05/2016	02/06/2016	03/06/2016	05/06/2016
Time	08:56	19:27	00:13	21:07	08:50	16:49	15:28	09:00	17:14	13:20
Light Conditions	LIGHT	DARK	DARK	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	WET	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location									50M	
Contributory Factors (* denotes pre 2005)	410 V001 A	405 V002 A 602 V002 A	101 V001 A	605 V002 A 405 V002 A	405 V002 A	405 V001 A 405 V002 A 307 V002 B	407 V001 A 405 V001 A 403 V001 A 602 V002 B	801 U00C A 802 U00C A 803 U00C A	403 V001 A 405 V001 A 602 V001 A 802 C001 A 803 C001 A 801 C001 A	601 V002 A 602 V002 A
Easting/Northing	515950 176550	516150 177410	516200 176680	517660 177510	517210 177930	516300 177320	516250 176710	516210 177390	516490 176830	516760 176970


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)		60 MTS TO DEC-2018 SORTED BY DATE								
	161	162	163	164	165	166	167	168	169	170
Accident Reference	0116TX20446	0116TX20478	0116TX20476	0116TX20491	0116TX20509	0116TX20537	0116TX20544	0116TX20562	0116TX20630	0116TX20612
Day	FRIDAY	SUNDAY	MONDAY	TUESDAY	FRIDAY	FRIDAY	FRIDAY	WEDNESDAY	TUESDAY	SATURDAY
Date	10/06/2016	19/06/2016	20/06/2016	28/06/2016	01/07/2016	08/07/2016	15/07/2016	20/07/2016	09/08/2016	13/08/2016
Time	19:29	17:09	06:07	16:01	07:50	08:00	08:15	07:30	17:50	15:37
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	WET	DRY	DRY	DRY	DRY	DRY	WET	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location	0						X			
Contributory Factors (* denotes pre 2005)	808 C001 A 802 C001 A	307 V002 B 308 V002 B 405 V002 B	403 V001 A 405 V001 A 602 V001 A	408 V001 A	410 V002 A 406 V002 B	405 V002 A 602 V001 A 405 V001 A	602 V001 A 304 V001 A	407 V002 A 601 V002 A 406 V002 A 602 V002 A 409 V002 A	403 V002 A 405 V002 A	308 V001 A
Easting/Northing	517160 177210	516280 177360	516310 177380	516470 177170	514510 177040	516750 177630	517530 177360	517690 177410	517500 177540	517190 177940


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	171	172	173	174	175	176	177	178	179	180
Accident Reference	0116TX20680	0116TX20634	0116TX20637	0116TX20640	0116TX20646	01160017318	01160017564	01160017889	01160017989	01160017394
Day	MONDAY	THURSDAY	FRIDAY	THURSDAY	TUESDAY	THURSDAY	WEDNESDAY	THURSDAY	WEDNESDAY	MONDAY
Date	15/08/2016	18/08/2016	19/08/2016	25/08/2016	30/08/2016	01/09/2016	07/09/2016	08/09/2016	14/09/2016	19/09/2016
Time	17:22	21:40	17:00	15:30	08:06	23:35	14:43	18:36	17:20	23:25
Light Conditions	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	UNKN (S/R)	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT
Conflict										
Pedestrian Location								X		
Contributory Factors (* denotes pre 2005)	403 V001 A 405 V001 A	503 V001 A 410 V001 A	403 V001 A 405 V001 A	405 V002 B	403 V002 B 405 V002 B 406 V002 B	310 V002 B 406 V001 B 406 V002 B		701 V001 A 304 V001 A 602 V001 A	706 V001 B 405 V001 B	602 V002 B 407 V002 A
Easting/Northing	516000 176590	517210 177940	515890 177310	516180 177350	516510 176880	516510 176820	515940 176550	515930 176540	515940 176550	516520 176840


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	181	182	183	184	185	186	187	188	189	190
Accident Reference	01160017882	01160017877	01160023363	01160023241	01160025357	01160024957	01160025310	01160025848	01160026120	01160000343
Day	THURSDAY	FRIDAY	SATURDAY	WEDNESDAY	WEDNESDAY	THURSDAY	SATURDAY	MONDAY	MONDAY	THURSDAY
Date	29/09/2016	30/09/2016	01/10/2016	05/10/2016	19/10/2016	20/10/2016	22/10/2016	24/10/2016	24/10/2016	03/11/2016
Time	07:00	11:51	17:20	15:12	17:30	08:51	15:13	16:08	07:20	13:27
Light Conditions	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT
Road Surface	DRY	DRY	WET	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location		50M					X			
Contributory Factors (* denotes pre 2005)	302 V001 B 307 V002 B	808 C001 B 802 C001 A	405 V002 A 308 V002 A	407 V001 A	406 V001 B 405 V001 B	602 V001 B 301 V001 A	601 V001 B 405 V001 A	406 V002 A		403 V002 A
Easting/Northing	515050 177210	517280 177280	516300 177330	516480 177180	516280 177360	516260 177360	517600 177690	516280 177340	516270 177350	516430 177440


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	191	192	193	194	195	196	197	198	199	200
Accident Reference	01160000391	01160000648	01160004625	01160001616	01160002489	01160004020	01160004509	01160006075	01160006601	01160007386
Day	FRIDAY	SUNDAY	SATURDAY	TUESDAY	SUNDAY	TUESDAY	THURSDAY	THURSDAY	TUESDAY	FRIDAY
Date	04/11/2016	06/11/2016	12/11/2016	15/11/2016	20/11/2016	29/11/2016	01/12/2016	08/12/2016	13/12/2016	16/12/2016
Time	17:56	16:38	19:35	05:17	18:36	16:00	18:09	15:52	08:30	18:44
Light Conditions	DARK	DARK	DARK	DARK	DARK	LIGHT	DARK	DARK	LIGHT	DARK
Road Surface	WET	WET	WET	DRY	WET	DRY	DRY	WET	WET	DRY
Severity	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location		50M						0		
Contributory Factors (* denotes pre 2005)	405 V001 A 405 V002 B	999 C001 B		410 V002 A 405 V002 A	501 V001 A	406 V001 A	403 V001 A	809 C001 A	405 V002 A 602 V002 A	410 V002 A 409 V002 A
Easting/Northing	517270 177900	517120 177190	514580 177040	517090 177860	516510 176920	515390 178060	516590 176880	516260 177380	515400 178040	517450 177320


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	201	202	203	204	205	206	207	208	209	210
Accident Reference	01160008242	01160008623	01160008827	01170009804	01170010250	01170010256	01170014625	01170015452	01170016350	01170017292
Day	WEDNESDAY	FRIDAY	TUESDAY	THURSDAY	SATURDAY	SATURDAY	FRIDAY	TUESDAY	SUNDAY	TUESDAY
Date	21/12/2016	23/12/2016	27/12/2016	05/01/2017	07/01/2017	07/01/2017	27/01/2017	31/01/2017	05/02/2017	07/02/2017
Time	13:10	16:55	00:20	02:56	11:25	15:35	08:30	20:18	20:20	19:45
Light Conditions	LIGHT	DARK	DARK	DARK	LIGHT	LIGHT	LIGHT	DARK	DARK	DARK
Road Surface	WET	WET	DRY	FROST/ICE	DRY	WET	DRY	WET	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location										
Contributory Factors (* denotes pre 2005)	403 V001 B 406 V001 B 103 V001 B	406 V001 A 406 V002 A	405 V001 A	707 V001 B		308 V001 A	306 V001 A 405 V001 B 410 V001 A 605 V001 B	501 V003 B	403 V001 A 501 V001 A	401 V001 A
Easting/Northing	515030 177270	517133 177202	515260 177235	516510 176930	517210 177940	517350 177280	516430 177410	516300 177360	517780 177440	517690 177420


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	211	212	213	214	215	216	217	218	219	220
Accident Reference	01170018403	01170019087	01170023275	01170023820	01170024228	01170025359	01170025528	01170027226	01170028056	01170028811
Day	TUESDAY	FRIDAY	MONDAY	TUESDAY	THURSDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY	THURSDAY
Date	14/02/2017	17/02/2017	06/03/2017	07/03/2017	09/03/2017	15/03/2017	15/03/2017	22/03/2017	22/03/2017	23/03/2017
Time	22:55	09:00	16:48	15:40	07:33	08:20	18:00	07:32	19:01	16:30
Light Conditions	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	WET	DRY	UNKN (S/R)
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location					0	0				
Contributory Factors (* denotes pre 2005)	201 V001 B 406 V001 A	706 V001 A 406 V002 B 405 V001 A	403 V001 A 405 V001 A	405 V001 A	802 C001 A 805 C001 A	408 V001 B	403 V002 B 409 V001 A	404 V001 B 701 V001 A 701 V002 A 405 V001 A 405 V002 A 602 V002 B	410 V001 A	
Easting/Northing	516300 177380	516070 177450	515830 177570	517640 177400	514450 177010	517030 177160	515820 177570	516060 176640	517480 177340	517220 177260


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	221	222	223	224	225	226	227	228	229	230
Accident Reference	01170028539	01170029467	01170030984	01170031187	01170031010	01170033765	01170034487	01170034864	01170036736	01170039382
Day	TUESDAY	SATURDAY	FRIDAY	FRIDAY	SATURDAY	TUESDAY	FRIDAY	SUNDAY	WEDNESDAY	MONDAY
Date	28/03/2017	01/04/2017	07/04/2017	07/04/2017	08/04/2017	25/04/2017	28/04/2017	30/04/2017	03/05/2017	08/05/2017
Time	08:10	10:58	17:00	17:30	09:35	08:40	10:45	17:30	09:40	08:05
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	UNKN (S/R)
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT
Conflict										
Pedestrian Location						0			0	
Contributory Factors (* denotes pre 2005)	405 V002 A 409 V002 B 710 V002 B	406 V002 A	405 V001 A	406 V001 A 403 V002 B	403 V001 A 406 V001 A 306 V003 B		405 V002 A	105 V003 A 405 V002 A 405 V001 A 405 V003 A		
Easting/Northing	516830 177690	516270 177360	517690 177420	516310 176730	515380 178150	516530 176840	516090 177430	517190 177930	516060 177320	517070 177860


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	231	232	233	234	235	236	237	238	239	240
Accident Reference	01170036608	01170037796	01170038705	01170038716	01170038949	01170043270	01170042126	01170045432	01170047575	01170046045
Day	WEDNESDAY	TUESDAY	SUNDAY	SUNDAY	MONDAY	SATURDAY	FRIDAY	FRIDAY	FRIDAY	SATURDAY
Date	10/05/2017	16/05/2017	21/05/2017	21/05/2017	22/05/2017	27/05/2017	09/06/2017	23/06/2017	23/06/2017	01/07/2017
Time	21:30	15:54	15:23	16:05	15:40	08:15	10:10	17:11	18:20	23:27
Light Conditions	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SERIOUS	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location									0	
Contributory Factors (* denotes pre 2005)	405 V002 A 301 V002 A 306 V002 B	409 V001 A 601 V002 A	403 V002 A	410 V001 A	308 V001 A		408 V001 B 406 V002 B			307 V002 B 405 V002 B 501 V002 A 605 V002 A
Easting/Northing	514910 177170	515200 177620	515940 176550	516730 177630	517480 177800	516760 177640	515170 177220	515270 177820	517430 177850	516250 177380


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										
	60 MTS TO DEC-2018 SORTED BY DATE									
	241	242	243	244	245	246	247	248	249	250
Accident Reference	01170046082	01170047736	01170049546	01170050098	01170048552	01170052261	01170053478	01170053931	01170056042	01170056377
Day	SUNDAY	SUNDAY	MONDAY	MONDAY	SATURDAY	SATURDAY	SATURDAY	TUESDAY	TUESDAY	TUESDAY
Date	02/07/2017	02/07/2017	03/07/2017	10/07/2017	15/07/2017	05/08/2017	12/08/2017	15/08/2017	15/08/2017	29/08/2017
Time	14:27	19:30	18:25	07:04	15:59	18:00	18:58	15:50	15:54	21:21
Light Conditions	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK
Road Surface	DRY	UNKN (S/R)	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location	0				0	0				
Contributory Factors (* denotes pre 2005)	802 C001 A				108 V001 A 802 C001 A 808 C001 A	405 V001 B	405 V001 B 602 V002 B	405 V001 A 407 V001 A	102 V001 A	410 V001 B
Easting/Northing	516520 176830	517140 177890	516320 177310	516510 177460	516920 177370	515940 176550	516770 177640	517470 177330	516510 177460	516260 177370


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	251	252	253	254	255	256	257	258	259	260
Accident Reference	01170056935	01170058160	01170060992	01170062061	01170062354	01170065725	01170065699	01170067248	01170067314	01170069910
Day	SATURDAY	SUNDAY	TUESDAY	MONDAY	TUESDAY	THURSDAY	FRIDAY	MONDAY	TUESDAY	TUESDAY
Date	02/09/2017	10/09/2017	26/09/2017	02/10/2017	03/10/2017	19/10/2017	20/10/2017	30/10/2017	31/10/2017	14/11/2017
Time	10:20	17:00	09:50	10:30	15:00	17:19	19:00	15:15	06:34	07:50
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT
Road Surface	DRY	WET	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location	0					0	50M			
Contributory Factors (* denotes pre 2005)	405 V001 A	505 V001 A 406 V001 B	503 V001 A	405 V001 A	999 V001 B	801 C001 A	701 V001 A	405 V001 A 410 V002 B 306 V002 B 406 V001 A	403 V001 A	405 V001 B 406 V002 B
Easting/Northing	516520 176840	517673 177412	515400 178020	516750 177600	516510 176820	517140 177970	516000 176580	515770 177300	514820 177250	517010 177110


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	261	262	263	264	265	266	267	268	269	270
Accident Reference	01170070424	01170071142	01170075855	01170072392	01170073247	01170076653	01170078107	01170079624	01170079968	01180082462
Day	WEDNESDAY	SATURDAY	TUESDAY	FRIDAY	MONDAY	SUNDAY	WEDNESDAY	THURSDAY	SATURDAY	TUESDAY
Date	15/11/2017	18/11/2017	21/11/2017	24/11/2017	27/11/2017	10/12/2017	13/12/2017	21/12/2017	23/12/2017	09/01/2018
Time	23:53	21:26	18:30	09:00	16:30	03:45	11:30	18:06	16:05	17:54
Light Conditions	DARK	DARK	DARK	LIGHT	DARK	LIGHT	LIGHT	DARK	LIGHT	DARK
Road Surface	DRY	WET	UNKN (S/R)	DRY	WET	WET	UNKN (S/R)	DRY	DRY	WET
Severity	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location				X	0					
Contributory Factors (* denotes pre 2005)	403 V001 B	406 V002 A 403 V002 A			809 C001 A 802 C001 A 810 C001 B 803 C001 B			405 V001 A 405 V002 A		410 V002 A
Easting/Northing	514830 177220	515590 177280	515630 177160	516450 177200	515820 177290	516470 177445	517350 177280	517160 177220	514870 177150	514590 177040


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	271	272	273	274	275	276	277	278	279	280
Accident Reference	01180087389	01180090278	01180090820	01180092761	01180094001	01180094798	01180096095	01180097295	01180098554	01180098726
Day	FRIDAY	WEDNESDAY	SATURDAY	MONDAY	SUNDAY	THURSDAY	TUESDAY	TUESDAY	TUESDAY	TUESDAY
Date	02/02/2018	14/02/2018	17/02/2018	26/02/2018	04/03/2018	08/03/2018	13/03/2018	20/03/2018	27/03/2018	27/03/2018
Time	07:39	23:02	12:10	23:08	16:24	07:45	13:50	16:15	09:10	22:20
Light Conditions	LIGHT	DARK	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK
Road Surface	DRY	WET	DRY	DRY	DRY	DRY	DRY	DRY	WET	DRY
Severity	SLIGHT	SLIGHT	SERIOUS	SERIOUS	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SERIOUS
Conflict										
Pedestrian Location			X			0				
Contributory Factors (* denotes pre 2005)	108 V002 A 405 V002 A 408 V002 A	405 V001 A 306 V001 A 501 V001 A	405 V001 B	501 V002 A 403 V002 A 301 V002 B 301 V001 B 602 V002 B 405 V002 B	403 V002 A 901 V002 A	706 V001 A 801 C001 A	405 V001 A 405 V002 A 701 V001 B 701 V002 B 602 V002 A 403 V001 A	403 V001 A	308 V001 B 406 V001 B	602 V001 A 305 V001 A
Easting/Northing	517351 177293	516270 177340	517270 177290	514870 177160	514860 177150	516540 177510	517640 177400	516480 177180	517200 177940	517240 177270


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	281	282	283	284	285	286	287	288	289	290
Accident Reference	01180099030	01180099797	01180100173	01180102712	01180104201	01180106472	01180106862	01180107674	01180107787	01180109604
Day	THURSDAY	TUESDAY	FRIDAY	THURSDAY	WEDNESDAY	THURSDAY	WEDNESDAY	SUNDAY	MONDAY	TUESDAY
Date	29/03/2018	03/04/2018	06/04/2018	19/04/2018	25/04/2018	26/04/2018	09/05/2018	13/05/2018	14/05/2018	22/05/2018
Time	09:40	22:00	22:18	16:52	14:00	07:45	15:20	19:15	07:10	07:20
Light Conditions	LIGHT	DARK	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	WET	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location										0
Contributory Factors (* denotes pre 2005)	701 V001 A	201 V002 B	405 V001 A 406 V002 B	602 V002 A 306 V002 A 403 V001 A			406 V002 A 408 V001 B	203 V001 B 408 V002 B	510 V001 A 405 V001 B	403 V001 A 602 V001 B 804 C001 A
Easting/Northing	516760 176970	515767 176820	516425 176795	516520 176850	514870 177140	517540 177760	516760 176970	514800 177120	516760 176970	516470 177190


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										
										60 MTS TO DEC-2018 SORTED BY DATE
	291	292	293	294	295	296	297	298	299	300
Accident Reference	01180110491	01180110707	01180111205	01180117558	01180122955	01180113269	01180114130	01180115356	01180115917	01180121442
Day	FRIDAY	SATURDAY	TUESDAY	FRIDAY	SATURDAY	SATURDAY	WEDNESDAY	TUESDAY	WEDNESDAY	WEDNESDAY
Date	25/05/2018	26/05/2018	29/05/2018	01/06/2018	02/06/2018	09/06/2018	13/06/2018	19/06/2018	20/06/2018	20/06/2018
Time	18:13	17:35	18:55	04:30	07:20	17:00	18:50	15:55	17:15	18:20
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS
Conflict										
Pedestrian Location		0								
Contributory Factors (* denotes pre 2005)	405 V001 B 406 V002 B 706 V002 B 509 V001 A 510 V002 A	602 V001 A	405 V001 B			406 V002 A 602 V002 B	410 V002 B	406 V001 A 403 V002 A	406 V001 A 405 V001 A	
Easting/Northing	516444 176808	517600 177380	517670 177470	516590 176890	517180 177220	516270 177350	517890 177500	516060 177450	515950 176550	517860 177480

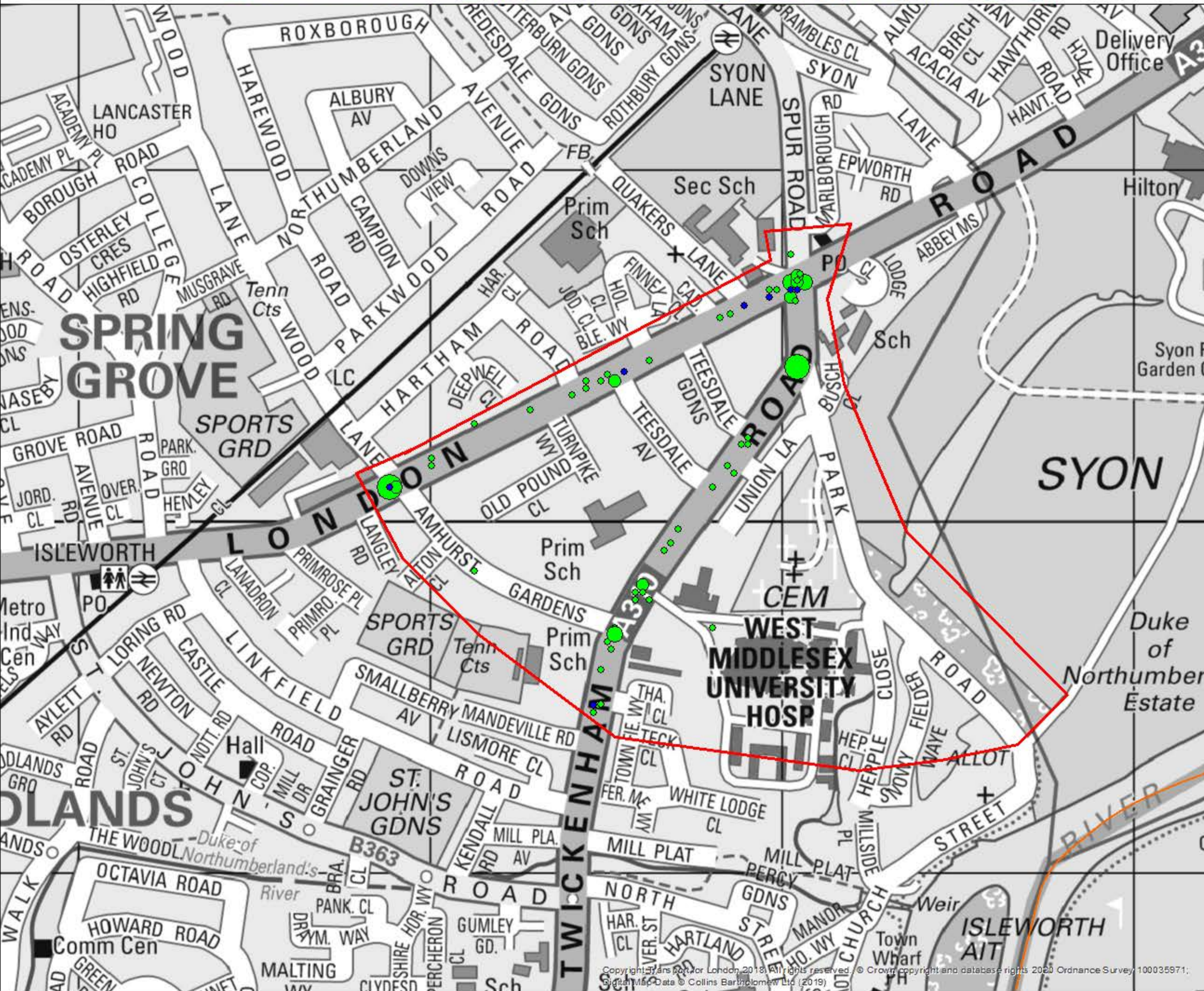

Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE
	301	302	303	304	305	306	307	308	309	310
Accident Reference	01180120609	01180121390	01180123772	01180130440	01180130457	01180137677	01180137915	01180138342	01180138825	01180140721
Day	THURSDAY	MONDAY	SATURDAY	MONDAY	MONDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	MONDAY
Date	12/07/2018	16/07/2018	28/07/2018	03/09/2018	03/09/2018	08/10/2018	09/10/2018	10/10/2018	11/10/2018	22/10/2018
Time	14:53	19:26	13:40	16:00	21:55	15:40	15:25	07:15	19:35	19:55
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK	DARK
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	WET	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT
Conflict										
Pedestrian Location									X	
Contributory Factors (* denotes pre 2005)	410 V001 A	308 V002 A 406 V002 A	403 V001 B 405 V003 B 306 V003 A 602 V003 B 601 V003 B		403 V001 B 301 V001 A	405 V001 A 405 V002 B	602 V002 B 509 V002 B			409 V001 B
Easting/Northing	517660 177410	517180 177955	515390 178110	515260 177230	517040 177830	517180 177230	516291 177364	517030 177300	517320 177880	517740 177430


Syon Lane Area Personal Injury Collisions 60 mths to 31st December 2018

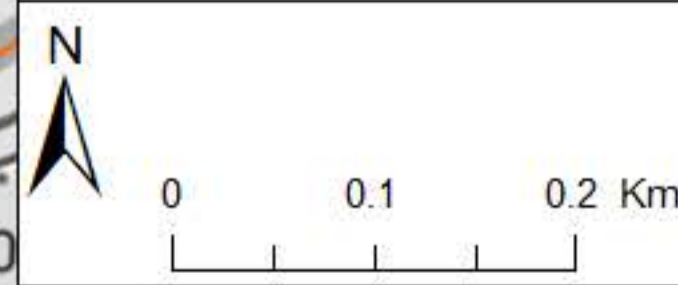
WX GIS AREA B25 Syon Lane Area (P)										60 MTS TO DEC-2018 SORTED BY DATE										
	311	312	313	314	315	316	317	318	319	320										
Accident Reference	01180148255	01180144037	01180144247	01180145430	01180146403	01180146966	01180147713	01180148432	01180150018	01180154713										
Day	SUNDAY	WEDNESDAY	THURSDAY	TUESDAY	SATURDAY	TUESDAY	FRIDAY	TUESDAY	WEDNESDAY	THURSDAY										
Date	04/11/2018	07/11/2018	08/11/2018	13/11/2018	17/11/2018	20/11/2018	23/11/2018	27/11/2018	05/12/2018	27/12/2018										
Time	15:30	20:00	18:16	18:30	13:45	20:05	21:51	18:20	08:26	16:30										
Light Conditions	LIGHT	DARK	DARK	DARK	LIGHT	DARK	DARK	DARK	LIGHT	LIGHT										
Road Surface	WET	WET	WET	DRY	DRY	WET	DRY	WET	WET	DRY										
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SERIOUS										
Conflict																				
Pedestrian Location				X				0												
Contributory Factors (* denotes pre 2005)		308 V002 A	108 V001 A	802 C002 A 802 C003 A		707 V001 A 707 V002 A	406 V001 A 405 V001 A 408 V002 A	805 C001 B												
Easting/Northing	517710 177530	516040 177460	517620 177660	517020 177820	516517 176814	514880 177170	515830 176700	517670 177530	517205 177939	516220 176700										

London Rd Area Personal Injury Collisions 60 mths to end of May 2019 (Provisional)



Severity of collision

Slight	Serious	Fatal
● 1 (42)	● 1 (7)	● 1 (0)
● 2 (14)	● 2 (0)	● 2 (0)
● 3 (9)	● 3 (0)	● 3 (0)
● 4 (0)	● 4 (0)	● 4 (0)
● 5 (10)	● 5 (0)	● 5 (0)



PRINTED BY:
COLLSTATS 3 - TFL City Planning

DATE:
10/02/2020

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London Rd Area Personal Injury Collisions 60 mths to end of May 2019 (Provisional)



SUMMARY OF COLLISIONS SELECTED

SITE REFERENCE AND DESCRIPTION

DATE PERIOD

ACCIDENT COUNT

TOPIC BASED QUERY

82

THE DESCRIPTION OF HOW THE COLLISION OCCURRED AND THE CONTRIBUTORY FACTORS ARE THE REPORTING OFFICER'S OPINION AT THE TIME OF REPORTING AND MAY NOT BE THE RESULT OF EXTENSIVE INVESTIGATION

1

0114TX20436	THU 19/06/2014 14:00	LIGHT	LONDON RD, 28 METRES NE OF HARTHAM RD.			LINK 137-142	516220/176690
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	ZEBRA XING	NONE IN 50M
V1 STOPPPED AT ZEBRA CROSSING. V2 TRAVELLING BEHIND HIT REAR OF V1.							
CASUALTY	001 (001)	(21 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(44 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - DRV NOT CONTACTED	(21 YRS - F - REDACT)		WAITING - HELD UP	(SW TO NE) BACK HIT FIRST	J/P - UNKN
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(44 YRS - M - REDACT)		SLOWING/STOPPING	(SW TO NE) FRONT HIT FIRST	J/P - UNKN
V002	A	405 (FAILED TO LOOK PROPERLY)			V002	A	308 (FOLLOWING TOO CLOSE)
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)					

2

0114TX20462	TUE 24/06/2014 17:35	LIGHT	LONDON RD J/W TEESDALE AVENUE.			LINK 137-142	516260/176700
POLICE - OVER COU	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
V2 PULLED OUT OF JUNCTION, IN PATH OF ON-COMING V1 CAUSING COLLISION.							
CASUALTY	001 (001)	(36 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	PED CYCLE BT - N/A	(36 YRS - F - REDACT)		G/AHEAD - OTHER	(NE TO SW) FRONT HIT FIRST	COMMUTING JCT MID
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		TURNING RIGHT	(SE TO NE) FRONT HIT FIRST	J/P - UNKN JCT MID
V002	A	403 (POOR TURN OR MANOEUVRE)			V002	A	405 (FAILED TO LOOK PROPERLY)
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)

3

0114TX20661	SAT 23/08/2014 00:43	DARK	LONDON RD J/W TURNPIKE WAY	LINK 137-142	516140/176660	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
W/B V1 LOST CONTROL AND CRASHED O/S INTO LAMP POST						
CASUALTY	001 (001)	(41 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NEG	(41 YRS - M - REDACT)	G/AHEAD - OTHER	(NE TO SW) FRONT HIT FIRST	SCHOOL - RIDING JCT MID
V001	A	410 (LOSS OF CONTROL)				

4

0114TX20985	THU 18/09/2014 14:00	LIGHT	TEESDALE AVENUE J/W LONDON RD	LINK 137-142	516260/176700	
POLICE - OVER COU	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN	STOP SGN	NO XING FACIL IN 50M	NONE IN 50M
V1 WAITING TO JOIN MAIN CARRIAGEWAY SHUNTED BY V2						
CASUALTY	001 (001)	(39 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER	
CASUALTY	002 (001)	(1 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER	
VEHICLE	001 (002)	TAXI/PHV BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	MOVING OFF	(SE TO NW) BACK HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	SLOWING/STOPPING	(SE TO NW) FRONT HIT FIRST	J/P - UNKN JCT MID
V002	A	403 (POOR TURN OR MANOEUVRE)		V002	B	308 (FOLLOWING TOO CLOSE)
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				

5

0115TX20049	FRI 23/01/2015 10:45	LIGHT	TWICKENHAM RD J/W AMHURST GARDENS			LINK 129-141	516260/176340
POLICE - AT SCENE	FROST/ICE	WEATHER-OTHER	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
S/B V2 TURNED RIGHT; V1 SHUNTED HIM							
CASUALTY	001 (002)	(36 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (002)	CAR BT - NEG	(33 YRS - M - REDACT)		TURNING RIGHT	(N TO W) BACK HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (001)	CAR BT - NEG	(58 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	SCHOOL - RIDING JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	B	103 (SLIPPERY ROAD (DUE TO WEATHER))

6

0115TX20072	FRI 06/02/2015 13:38	LIGHT	LONDON RD J/W TWICKENHAM RD			NODE 142	516510/176840
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	MULTI JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NE-BD V3 WITH EQUIPMENT RUNNING, ENTERED JUNCTION, WAS HIT FROM HER RIGHT BY N/B V2 WHO BOUNCED INTO V1							
CASUALTY	001 (002)	(35 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	VAN/GOODS => 3.5T BT - NOT REQ	(29 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (003)	CAR BT - NOT REQ	(35 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) BACK HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	003 (001)	CAR BT - NOT REQ	(27 YRS - F - REDACT)		G/AHEAD - OTHER	(SW TO NE) O/S HIT FIRST	JOURNEY P/O WORK JCT MID
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			V002	A	403 (POOR TURN OR MANOEUVRE)
V002	A	405 (FAILED TO LOOK PROPERLY)					

7

0115TX20104	TUE 17/02/2015 17:30	LIGHT	SPUR RD J/W LONDON RD	NODE 142	516520/176850
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS	AUTO SIG	PEDN PHASE ATS NONE IN 50M
S/B V1 MOVED OFF FROM ATS PASSING V2 ALSO MOVING; V2 CLIPPED SIDE OF V1 AND FELL OFF					
CASUALTY	001 (002)	(30 YRS - F - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (002)	VAN/GOODS => 3.5T BT - NEG	(35 YRS - M - REDACT)	O/TAKING - MOVING VEH	(N TO S) JOURNEY P/O WORK N/S HIT FIRST JCT MID
VEHICLE	002 (001)	PED CYCLE BT - N/A	(30 YRS - F - REDACT)	MOVING OFF	(N TO S) COMMUTING FRONT HIT JCT MID FIRST
V001	A	405 (FAILED TO LOOK PROPERLY)		V001 B	305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)

8

0115TX20121	THU 12/02/2015 16:45	LIGHT	LONDON RD J/W TEESDALE AVENUE	LINK 137-142	516240/176700
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M NONE IN 50M
W/B V2 JOINED MAIN ROAD AHEAD OF W/B V2; V1 OVERTOOK AND BRAKED IN FRONT OF V2 TO LEAD HIM TO COLLIDE					
CASUALTY	001 (001)	(45 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (002)	CAR BT - NOT REQ	(45 YRS - M - REDACT)	MOVING OFF	(NE TO SW) JOURNEY P/O WORK FRONT HIT JCT MID FIRST
VEHICLE	002 (001)	M/C 51-125CC BT - NOT REQ	(36 YRS - F - REDACT)	SLOWING/STOPPING	(NE TO SW) SCHOOL - TAKING BACK HIT JCT MID FIRST
V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)		V001 A	408 (SUDDEN BRAKING)
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			

9

0115TX20182	WED 18/03/2015 08:30	LIGHT	LONDON RD J/W CADBURY CLOSE	LINK 137-142	516410/176790	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M NONE IN 50M	
SW-BD V1 FILTEREDE IN HEAVY TRAFFIC; V2 JOINED MAIN ROAD TURNED RIGHT, V1 UNABLE TO AVOID COLLISION						
CASUALTY	001 (001)	(26 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (002)	M/C 51-125CC BT - NOT REQ	(26 YRS - M - REDACT)	G/AHEAD - OTHER	(NE TO SW) COMMUTING O/S HIT FIRST JCT MID	
VEHICLE	002 (001)	CAR BT - NOT REQ	(23 YRS - M - REDACT)	TURNING RIGHT	(NW TO SW) COMMUTING FRONT HIT JCT MID FIRST	
V001	A	701 (STATIONARY OR PARKED VEHICLE(S))		V002	A	701 (STATIONARY OR PARKED VEHICLE(S))
V001	A	405 (FAILED TO LOOK PROPERLY)		V002	A	405 (FAILED TO LOOK PROPERLY)

10

0115TX20254	WED 15/04/2015 15:45	LIGHT	LONDON RD 40M SOUTH WEST J/W SPUR RD	LINK 137-142	516480/176820	
POLICE - OVER COU	ROAD-DRY	WEATHER-FINE	SINGLE CWY PRIV DRIVE	GIVEWAY /UNCONT	PEDN PHASE ATS NONE IN 50M	
V2 WAS TURNING INTO PRIV ENTRANCE ACROSS PATH V1 WHO HAD NO TIME TO STOP						
CASUALTY	001 (001)	(28 YRS - F - REDA)	SERIOUS	DRIVER/RIDER		
VEHICLE	001 (002)	PED CYCLE BT - N/A	(28 YRS - F - REDACT)	G/AHEAD - OTHER	(SW TO NE) J/P - UNKN FRONT HIT JCT MID FIRST	
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? YRS - F - REDACT)	TURNING RIGHT	(NE TO NW) COMMUTING FRONT HIT JCT MID FIRST	
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 OR IN A HURRY)

11

0115TX20377	WED 03/06/2015 07:50	LIGHT	PARK RD J/W TWICKENHAM RD	NODE 141	516520/176730
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M NONE IN 50M
V1 PULLED OUT TURNING LEFT VIEW OBSTRUCTED BY CAR PULLING OUT TURNING RIGHT , V1 COLLIDED WITH PASSING V2					
CASUALTY	001 (002)	(26 YRS - F - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (002)	CAR BT - NOT REQ	(33 YRS - M - REDACT)	TURNING - LEFT	(SE TO SW) O/S HIT FIRST JOURNEY P/O WORK JCT MID
VEHICLE	002 (001)	PED CYCLE BT - N/A	(26 YRS - F - REDACT)	G/AHEAD - OTHER	(NE TO SW) N/S HIT FIRST J/P - UNKN JCT MID
V001	A	701 (STATIONARY OR PARKED VEHICLE(S))		V002 A	701 (STATIONARY OR PARKED VEHICLE(S))

12

0115TX20392	MON 01/06/2015 15:50	LIGHT	LONDON RD J.W WOOD LANE	LINK 137-142	515940/176550
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT ZEBRA XING NONE IN 50M
V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2					
CASUALTY	001 (002)	(40 YRS - M - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (002)	CAR BT - NOT REQ	(37 YRS - F - REDACT)	TURNING RIGHT	(NE TO NW) FRONT HIT FIRST J/P - UNKN JCT MID
VEHICLE	002 (001)	PED CYCLE BT - N/A	(40 YRS - M - REDACT)	G/AHEAD - OTHER	(SW TO NE) FRONT HIT FIRST J/P - UNKN JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)		V001 A	602 (CARELESS, RECKLESS OR IN A HURRY)

13

0115TX20520	THU 23/07/2015 18:12	LIGHT	TWICKENHAM RD J/W TEESDALE GARDENS	LINK 129-141	516440/176610
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NE-BD V1 BRAKED HARD AND FELL OFF AVOIDING U/K V2 TURNING RIGHT VERY CLOSE IN FRONT					
CASUALTY	001 (001)	(34 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	M/C >500CC BT - NOT REQ	(34 YRS - M - REDACT)	SLOWING/STOPPING	(SW TO NE) COMMUTING DID NOT JCT MID IMPACT
V001	A	408 (SUDDEN BRAKING)		V001 A	405 (FAILED TO LOOK PROPERLY)
V001	A	409 (SWERVED)			

14

0115TX20618	THU 03/09/2015 15:40	LIGHT	TWICKENHAM RD J/W MAIN ENTRANCE RD TO WEST MIDDLESEX HOSPITAL	LINK 129-141	516290/176390
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
SW-BD V2 WAITING IN HEAVY TRAFFIC HIT BY V1 LEAVING HOSPITAL BEING TAKEN ILL WHILE DRIVING					
CASUALTY	001 (001)	(81 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
CASUALTY	002 (002)	(65 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (002)	CAR BT - NOT PROVD	(81 YRS - M - REDACT)	TURNING - LEFT	(E TO SW) J/P - UNKN FRONT HIT JCT MID FIRST
VEHICLE	002 (001)	VAN/GOODS => 3.5T BT - NOT REQ	(65 YRS - M - REDACT)	WAITING - HELD UP	(NE TO SW) JOURNEY P/O WORK N/S HIT FIRST JCT MID
V001	A	505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)			

15

0115TX20630	WED 08/07/2015 18:25	LIGHT	LONDON RD J/W WOOD LANE	LINK 137-142	515940/176550	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M	
V1 TURNED RIGHT, ACROSS PATH OF ON-COMING V2 CAUSING COLLISION.						
CASUALTY	001 (002)	(29 YRS - M - REDA)	SLIGHT DRIVER/RIDER			
VEHICLE	001 (002)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(27 YRS - M - REDACT)	TURNING RIGHT	(NE TO NW) FRONT HIT FIRST JOURNEY P/O WORK JCT MID	
VEHICLE	002 (001)	PED CYCLE BT - N/A	(29 YRS - M - REDACT)	G/AHEAD - OTHER	(SW TO NE) FRONT HIT FIRST J/P - UNKN JCT MID	
V001	A	403 (POOR TURN OR MANOEUVRE)		V001	A	405 (FAILED TO LOOK PROPERLY)
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)

16

0115TX20707	WED 30/09/2015 08:50	LIGHT	TWICKENHAM RD J/W THACKERAY CLOSE	LINK 129-141	516230/176240
POLICE - OVER COU	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
S/B V1 LAWFULLY IN CYCLE LANE PASSED STOPPED V2 IN VEHICLE LANE; V2 OPENED F/N/S DOOR TO DANGER, V1 COLLIDED					
CASUALTY	001 (001)	(43 YRS - F - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (002)	PED CYCLE BT - N/A	(43 YRS - F - REDACT)	O/TAKING - NEARSIDE	(N TO S) FRONT HIT FIRST COMMUTING JCT MID
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? YRS - F - REDACT)	PARKED	(P TO P) N/S HIT FIRST SCHOOL - TAKING JCT MID
V002	A	904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)			

17

0115TX20740	TUE 13/10/2015 15:45	LIGHT	TWICKENHAM OAD J/W UNNAMED ENTRANCE TO WEST MIDDLESEX HOSPITAL	LINK 129-141	516300/176410		
POLICE - AT SCENE	ROAD-DRY	WEATHER-UNKNOWN	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
SW-BD V1 ABOUT TO ENTER HOSPITAL CLIPPED PED CAS ON PED X							
CASUALTY	001 (001)	(50 YRS - M - REDA)	SLIGHT	PEDESTRIAN	SE BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		TURNING - LEFT	(NE TO SE) N/S HIT FIRST	J/P - UNKN JCT MID
C001	A	802 (FAILED TO LOOK PROPERLY)			V001	A	403 (POOR TURN OR MANOEUVRE)
C001	A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)					

18

0115TX20779	WED 07/10/2015 07:15	LIGHT	TWICKENHAM RD J/W TOWN FIELD WAY	LINK 129-141	516230/176230		
POLICE - AT SCENE	ROAD-WET	WEATHER-OTHER	DUAL CWY	T/STAG JUN	STOP SGN	NO XING FACIL IN 50M	NONE IN 50M
S/B V1 [CYCLIST] IN CYCLE LANE COULD NOT AVOID V2 TURNING RIGHT INTO MAIN ROAD							
CASUALTY	001 (001)	(18 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	PED CYCLE BT - N/A	(18 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING JCT MID
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(32 YRS - F - REDACT)		TURNING RIGHT	(E TO N) O/S HIT FIRST	COMMUTING JCT MID
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

19

0115TX20801	SAT 10/10/2015 11:50	LIGHT	TWICKENHAM RD J/W SPUR RD			NODE 142	516510/176840
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
V1 N/B IN MID-JUNCTION COLLIDED WITH S/B V2 MAKING ILLEGAL RIGHT TURN							
CASUALTY	001 (001)	(25 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	M/C 126-500CC BT - NOT REQ	(25 YRS - F - REDACT)	G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	COMMUTING JCT MID
VEHICLE	002 (001)	CAR BT - NOT REQ	(35 YRS - F - REDACT)	TURNING RIGHT		(N TO SW) N/S HIT FIRST	SCHOOL - TAKING JCT MID
V002	A	403 (POOR TURN OR MANOEUVRE)			V002	A	305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)

20

01160000903	WED 09/11/2016 15:37	LIGHT	AMHURST GARDENS 200M N OF J/W LONDON RD			CELL 516000/176000	516060/176430
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(49 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(49 YRS - F - REDACT)	WAITING - HELD UP		(SW TO NE) FRONT HIT FIRST	COMMUTING
VEHICLE	002 (000)	MINIBUS >=17 PAX BT - NEG	(55 YRS - M - REDACT)	WAITING - HELD UP		(NE TO SW) BACK HIT FIRST	JOURNEY P/O WORK
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					

21

01160003754	TUE 15/11/2016 06:50	DARK	TWICKENHAM RD J/W AMHURST GARDENS	LINK 129-141	516250/176330
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN UNKNOWN S/R	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(49 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(49 YRS - M - REDACT)	G/AHEAD - OTHER	(MOVE UNKN) O/S HIT FIRST COMMUTING JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(17 YRS - M - REDACT)	TURNING RIGHT	(MOVE UNKN) FRONT HIT FIRST J/P - UNKN JCT APP

22

01160007520	SAT 17/12/2016 15:25	DARK	TWICKENHAM RD J/W PARK RD	NODE 141	516520/176720
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	CNTL REFUGE N/O CTRLS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (002)	(24 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(49 YRS - F - REDACT)	TURNING RIGHT	(SE TO N) FRONT HIT FIRST J/P - UNKN JCT MID
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(24 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) JOURNEY P/O WORK N/S HIT FIRST JCT MID
V001	A	108 (ROAD LAYOUT (EG. BEND, HILL, NARROW CARRIAGEWAY))			

23

01160009218	TUE 20/12/2016 17:30	DARK	TWICKENHAM RD 20M S OF J/W AMHURST GARDENS	LINK 129-141	516255/176320		
SELF-REPORTED	UNKNOWN S/R	WEATHER-FINE	SINGLE CWY UNKNOWN S/R	UNKNOWN S/R	ZEBRA XING	NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(30 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 126-500CC BT - DRV NOT CONTACTED	(30 YRS - M - REDACT)	UNKNOWN S/R	O/TAKING - NON MOVING VEH	(MOVE UNKN) FRONT HIT FIRST	COMMUTING UNKNOWN S/R

24

01160017318	THU 01/09/2016 23:35	DARK	TWICKENHAM RD, NR JUNCT WTH LONDON RD .	NODE 142	516510/176820		
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
V1 MOVED OFF, V2 UNDERTOOK AND COLLIDED WITH V1 WING MIRROR							
CASUALTY	001 (002)	(19 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(39 YRS - M - REDACT)		MOVING OFF	(S TO N) N/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(19 YRS - M - REDACT)		O/TAKING - NEARSIDE	(S TO N) O/S HIT FIRST	J/P - UNKN JCT APP
V002	B	310 (CYCLIST ENTERING ROAD FROM PAVEMENT)		V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					

25

01160017394	MON 19/09/2016 23:25	DARK	TWICKENHAM RD, NR JUNCT WTH SPUR RD .	NODE 142	516520/176840
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PELICAN OR SIML	NONE IN 50M
V2 PASSED TO CLOSE TO V1 AND COLLIDED					
CASUALTY	001 (001)	(50 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(50 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) BACK HIT FIRST COMMUTING JCT MID
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	G/AHEAD - OTHER	(S TO N) N/S HIT FIRST J/P - UNKN JCT MID
V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)		V002 A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

26

01160017564	WED 07/09/2016 14:43	LIGHT	LONDON RD, NR JUNCT WTH WOOD LANE .	LINK 137-142	515940/176550
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2					
CASUALTY	001 (002)	(23 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(56 YRS - F - REDACT)	TURNING RIGHT	(NE TO NW) N/S HIT FIRST J/P - UNKN JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A	(23 YRS - M - REDACT)	G/AHEAD - OTHER	(SW TO NE) FRONT HIT FIRST J/P - UNKN JCT APP

27

01160017889	THU 08/09/2016 18:36	LIGHT	LONDON RD, NR JUNCT WTH WOOD LANE .	LINK 137-142	515930/176540	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M	
PED ON ZEBRA CROSSING, V1 OVERTOOK STAT CARS AND FAILED CROSSING HITTING PED						
CASUALTY	001 (001)	(? YRS - F - REDA)	SLIGHT PEDESTRIAN	SE BOUND	FROM DRIVERS N/SIDE - MASKED	
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	O/TAKING - NON MOVING VEH	(SW TO NE) J/P - UNKN FRONT HIT JCT APP FIRST	
V001	A	701 (STATIONARY OR PARKED VEHICLE(S))		V001	A	304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)				

28

01160017989	WED 14/09/2016 17:20	LIGHT	LONDON RD, NR JUNCT WTH WOOD LANE .	LINK 137-142	515940/176550	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M	
V1 SUN IN EYES TURNED RIGHT ACROSS PATH OF ONCOMING V2						
CASUALTY	001 (002)	(47 YRS - F - REDA)	SERIOUS DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(40 YRS - F - REDACT)	TURNING RIGHT	(NE TO NW) J/P - UNKN N/S HIT FIRST L/MAIN RD	
VEHICLE	002 (000)	PED CYCLE BT - N/A	(47 YRS - F - REDACT)	G/AHEAD - OTHER	(SW TO NE) J/P - UNKN FRONT HIT JCT MID FIRST	
V001	B	706 (DAZZLING SUN)		V001	B	405 (FAILED TO LOOK PROPERLY)

29

0116TX20024	TUE 19/01/2016 18:57	DARK	TWICKENHAM RD J/W LONDON RD	NODE 142	516510/176830
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS	AUTO SIG	PEDN PHASE ATS
N/B V1 TURNED RIGHT TO MAIN ROAD; SW-BD V2 OVERTOOK WAITING VEHICLES, COLLIDED V1 O/S					
CASUALTY	001 (002)	(22 YRS - M - REDA)	SERIOUS	DRIVER/RIDER	
VEHICLE	001 (002)	CAR BT - NOT REQ	(43 YRS - F - REDACT)	TURNING RIGHT	(S TO NE) O/S HIT FIRST
VEHICLE	002 (001)	M/C 51-125CC BT - NOT REQ	(22 YRS - M - REDACT)	O/TAKING - NON MOVING VEH	(NE TO SW) FRONT HIT FIRST
V002	A	403 (POOR TURN OR MANOEUVRE)		V002	B
V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)			406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

30

0116TX20044	THU 21/01/2016 13:12	LIGHT	NFL: LONDON RD 32M SW J/W SPUR RD	LINK 137-142	516480/176830
POLICE - OVER COU	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A
NE-BD V1 INTENDED LEFT TURN WAS SHUNTED WHEN HELD ON RED ATS					
CASUALTY	001 (001)	(23 YRS - F - REDA)	SLIGHT	DRIVER/RIDER	
VEHICLE	001 (002)	CAR BT - DRV NOT CONTACTED	(23 YRS - F - REDACT)	TURNING - LEFT	(SW TO W) BACK HIT FIRST
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	G/AHEAD - OTHER	(SW TO NE) FRONT HIT FIRST
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V002	A
					403 (POOR TURN OR MANOEUVRE)

31

0116TX20150	SAT 13/02/2016 18:25	DARK	LONDON RD, J/W TWICKENHAM RD	NODE 142	516510/176840		
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
IT APPEARS V1 HAS RUN A RED ATS BELIEVING IT HAD TURNED GREEN IN HER FAVOUR, V1 THEN HIT O/S OF V2 CONTINUING ON GREEN							
CASUALTY	001 (001)	(31 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(28 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NEG	(31 YRS - F - REDACT)	MOVING OFF		(NE TO SW) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (001)	CAR BT - NEG	(28 YRS - M - REDACT)	G/AHEAD - OTHER		(S TO N) O/S HIT FIRST	J/P - UNKN JCT MID
V001	B	707 (RAIN, SLEET, SNOW OR FOG)		V001	A	405 (FAILED TO LOOK PROPERLY)	
V001	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)		V001	B	510 (DISTRACTION OUTSIDE VEHICLE)	
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)					

32

0116TX20166	THU 25/02/2016 17:30	DARK	LONDON RD, J/W TWICKENHAM RD	NODE 142	516530/176840		
POLICE - AT SCENE	ROAD-WET	WEATHER- OTHER	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
V2 HAS CROSSED ON PED CROSSING AGAINST RED MAN SIGNAL INTO PATH OF V1 & WAS HIT							
CASUALTY	001 (002)	(23 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NOT REQ	(23 YRS - M - REDACT)	G/AHEAD - OTHER		(NE TO SW) FRONT HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (001)	PED CYCLE BT - N/A	(23 YRS - M - REDACT)	G/AHEAD - OTHER		(S TO N) O/S HIT FIRST	COMMUTING JCT APP
V002	A	304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)		V002	A	310 (CYCLIST ENTERING ROAD FROM PAVEMENT)	
V002	A	405 (FAILED TO LOOK PROPERLY)		V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)	

33

0116TX20209	SAT 12/03/2016 07:45	LIGHT	TWICKENHAM RD JW AMHURST GARDENS	LINK 129-141	516260/176340		
POLICE - AT SCENE	FROST/ICE	FOG/MIST	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
S/B V1 BEGAN RIGHT TURN; S/B V2 ON HIS R/O/S COLLIDED							
CASUALTY	001 (002)	(33 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(39 YRS - M - REDACT)	TURNING RIGHT		(N TO W) O/S HIT FIRST	COMMUTING JCT MID
VEHICLE	002 (001)	M/C 51-125CC BT - NEG	(33 YRS - M - REDACT)	O/TAKING - MOVING VEH		(N TO S) FRONT HIT FIRST	COMMUTING JCT MID
V002	A	403 (POOR TURN OR MANOEUVRE)					

34

0116TX20234	TUE 05/04/2016 08:56	LIGHT	TWICKENHAM RD JW AMHURST GARDENS	LINK 137-142	515950/176550		
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
V1 LOST CONTROL DUE TO VEHICAL DEFECT							
CASUALTY	001 (001)	(52 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C >500CC BT - NOT REQ	(52 YRS - M - REDACT)	G/AHEAD - OTHER		(W TO E) DID NOT IMPACT	J/P - UNKN JCT MID
V001	A	410 (LOSS OF CONTROL)					

35

0116TX20238 WED 30/03/2016 11:10 LIGHT TWICKENHAM RD J/W LONDON RD NODE 142 516530/176840
 POLICE - AT SCENE ROAD-DRY WEATHER- SINGLE CWY MULTI JUN AUTO SIG PEDN PHASE ATS NONE IN 50M
 FINE
 PED CAS RAN ACROSS MAIN RD BELIEVED ALL LANES STOPPED; LN3 [RIGHT TURN FILTER] STILL LIVE, V1 COLLIDED WITH PED
 CASUALTY 001 (001) (29 YRS - F - REDA) SLIGHT PEDESTRIAN N BOUND FROM DRIVERS N/SIDE
 VEHICLE 001 (000) CAR (32 YRS - M - REDACT) TURNING RIGHT (NE TO NW) COMMUTING
 BT - NOT REQ BT - NOT REQ REDACT FRONT HIT JCT MID
 FIRST
 C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED) C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)
 C001 B 808 (CARELESS, RECKLESS OR IN A HURRY)

36

0116TX20268 SUN 24/01/2016 16:40 LIGHT TWICKENHAM RD J/W AMHURST GARDENS LINK 129-141 516260/176350
 POLICE - AT SCENE ROAD-DRY WEATHER- SINGLE CWY T/STAG JUN GIVEWAY /UNCONT NO XING FACIL IN 50M NONE IN 50M
 FINE
 S/B V2 SHUNTED V1 WHEN BRAKING
 CASUALTY 001 (001) (45 YRS - F - REDA) SLIGHT DRIVER/RIDER
 VEHICLE 001 (002) CAR (45 YRS - F - REDACT) G/AHEAD - OTHER (NE TO SW) COMMUTING
 BT - NOT REQ BT - NOT REQ REDACT REDACT BACK HIT JCT MID
 FIRST
 VEHICLE 002 (001) TAXI/PHV (43 YRS - M - REDACT) SLOWING/STOPPING (NE TO SW) JOURNEY P/O WORK
 BT - DRV NOT CONTACTED BT - DRV NOT CONTACTED REDACT REDACT FRONT HIT JCT MID
 FIRST
 V002 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) V002 B 408 (SUDDEN BRAKING)

37

0116TX20328	FRI 15/04/2016 17:30	LIGHT	NFL TWICKENHAM RD 29M STH JW AMHURST GDNS	LINK 129-141	516240/176290
POLICE - OVER COU	ROAD-DRY	WEATHER-FINE	SINGLE CWY NO JUN IN 20M N/A	NO XING FACIL IN 50M	NONE IN 50M
V2 WENT INTO THE BACK OF V1					
CASUALTY	001 (001)	(47 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (002)	PED CYCLE BT - N/A	(47 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) BACK HIT FIRST J/P - UNKN
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST J/P - UNKN
V002	A	408 (SUDDEN BRAKING)			

38

0116TX20331	SUN 17/04/2016 00:13	DARK	LONDON RD JW HARTHAM RD	LINK 137-142	516200/176680
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M NONE IN 50M
V1'S RIDER FELL OF BIKE DUE TO UN-EVEN ROAD SURFACE					
CASUALTY	001 (001)	(28 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(28 YRS - M - REDACT)	G/AHEAD - OTHER	(NE TO SW) DID NOT IMPACT J/P - UNKN JCT MID
V001	A	101 (POOR OR DEFECTIVE ROAD SURFACE)			

39

0116TX20400	TUE 24/05/2016 15:28	LIGHT	LONDO RD J/W TEESDALE AVENUE	LINK 137-142	516250/176710	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
V1 MOVED LEFT AS V2 WAS ON THE NEARSIDE AND COLLIDED						
CASUALTY	001 (002)	(14 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (002)	CAR BT - NOT REQ	(31 YRS - F - REDACT)	O/TAKING - MOVING VEH	(SW TO NE) N/S HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (001)	PED CYCLE BT - N/A	(14 YRS - M - REDACT)	G/AHEAD - OTHER	(SW TO NE) O/S HIT FIRST	SCHOOL - RIDING JCT APP
V001	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)		V001	A	405 (FAILED TO LOOK PROPERLY)
V001	A	403 (POOR TURN OR MANOEUVRE)		V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)

40

0116TX20425	FRI 03/06/2016 17:14	LIGHT	LONDON RD J/W SPUR RD	NODE 142	516490/176830		
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
PED HAS STEPPED OUT INTO PATH OF CYCLIST							
CASUALTY	001 (001)	(63 YRS - M - REDA)	SLIGHT	PEDESTRIAN	S BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(? YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP	
V001	A	403 (POOR TURN OR MANOEUVRE)		V001	A	405 (FAILED TO LOOK PROPERLY)	
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)		C001	A	802 (FAILED TO LOOK PROPERLY)	
C001	A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)		C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED	

41

0116TX20459	WED 15/06/2016 08:15	LIGHT	TWICKENHAM RD J/W TEESDALE GARDENS	LINK 129-141	516450/176610	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M	
V2 WAS O/T ON O/S AS V1 HAS TURNED RIGHT CAUSING COLLISION						
CASUALTY	001 (002)	(55 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (002)	CAR BT - NOT REQ	(55 YRS - F - REDACT)	TURNING RIGHT	(NE TO NW) JOURNEY P/O WORK O/S HIT FIRST JCT MID	
VEHICLE	002 (001)	M/C >500CC BT - NOT REQ	(55 YRS - M - REDACT)	O/TAKING - MOVING VEH	(NE TO SW) JOURNEY P/O WORK N/S HIT FIRST JCT MID	
V001	A	403 (POOR TURN OR MANOEUVRE)		V002	A	403 (POOR TURN OR MANOEUVRE)
V001	A	405 (FAILED TO LOOK PROPERLY)		V002	A	405 (FAILED TO LOOK PROPERLY)
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)		V002	A	601 (AGGRESSIVE DRIVING)

42

0116TX20542	SAT 16/07/2016 17:47	LIGHT	TWICKENHAM RD 85M NE OF J/W AMHURST GARDENS	LINK 129-141	516300/176410	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY NO JUN IN 20M N/A	ZEBRA XING	NONE IN 50M	
V1 POSSIBLY BLACKED OUT AND LOST CONTROL						
CASUALTY	001 (001)	(59 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(59 YRS - M - REDACT)	G/AHEAD - OTHER	(NE TO SW) J/P - UNKN FRONT HIT FIRST	
V001	B	505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)		V001	A	410 (LOSS OF CONTROL)

43

0116TX20646	TUE 30/08/2016 08:06	LIGHT	NFL: SPUR RD 35M S J/W MARLBOROUGH RD	LINK 142-144	516510/176880		
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
S/B V1 COULD NOT AVOID SHUNTING V2 WHEN IT SUDDENLY STOPPED CLOSE IN FRONT OF HIM							
CASUALTY	001 (001)	(47 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NEG	(47 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING
VEHICLE	002 (001)	CAR BT - NOT REQ	(? YRS - F - REDACT)		SLOWING/STOPPING	(N TO S) BACK HIT FIRST	J/P - UNKN
V002	B	403 (POOR TURN OR MANOEUVRE)		V002	B	405 (FAILED TO LOOK PROPERLY)	
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					

44

0116TX20680	MON 15/08/2016 17:22	LIGHT	NFL: LONDON RD 70M NE J/W AMHURST GARDENS	LINK 137-142	516000/176590		
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
V1 NE-BD STARTED U-TURN; V2 ON HIS O/S COLLIDED							
CASUALTY	001 (002)	(50 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(? YRS - M - REDACT)		U-TURN	(SW TO SW) O/S HIT FIRST	J/P - UNKN
VEHICLE	002 (001)	M/C 126-500CC BT - NEG	(50 YRS - M - REDACT)		O/TAKING - MOVING VEH	(SW TO NE) FRONT HIT FIRST	J/P - UNKN
V001	A	403 (POOR TURN OR MANOEUVRE)		V001	A	405 (FAILED TO LOOK PROPERLY)	

45

01170010680	TUE 10/01/2017 07:00	DARK	TWICKENHAM RD 60M W OF JW TEESDALE AVENUE			LINK 129-141	516350/176490
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(17 YRS - F - REDA)	SLIGHT	PEDESTRIAN	S BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(45 YRS - M - REDACT)	G/AHEAD - OTHER		(NE TO SW) FRONT HIT FIRST	JOURNEY P/O WORK
C001	A	802 (FAILED TO LOOK PROPERLY)					

46

01170025421	WED 15/03/2017 11:00	LIGHT	TWICKENHAM RD 30M W OF JW TEESDALE AVENUE			LINK 129-141	516340/176470
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(68 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	MINIBUS >=17 PAX BT - NOT REQ	(59 YRS - M - REDACT)	G/AHEAD - OTHER		(E TO W) DID NOT IMPACT	JOURNEY P/O WORK
V001	B	408 (SUDDEN BRAKING)					

47

01170025908	SAT 11/03/2017 13:30	LIGHT	TWICKENHAM RD 21M N OF J/W WEST MIDDX HOSPITAL				LINK 129-141	516400/176550
SELF-REPORTED	ROAD-WET	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	ZEBRA XING	UNKNOWN S/R	
CASUALTY	001 (001)	(32 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - DRV NOT CONTACTED	(32 YRS - M - REDACT)	G/AHEAD - OTHER		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(27 YRS - M - REDACT)	WAITING - TURN RIGHT		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN	

48

01170027226	WED 22/03/2017 07:32	LIGHT	LONDON RD 80M E OF J/W WOOD LANE				LINK 137-142	516060/176640
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M	
CASUALTY	001 (002)	(32 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ	(61 YRS - M - REDACT)	TURNING RIGHT		(N TO W) FRONT HIT FIRST	COMMUTING	
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(32 YRS - M - REDACT)	O/TAKING - NON MOVING VEH		(W TO E) FRONT HIT FIRST	COMMUTING	
V001	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)			V001	A	701 (STATIONARY OR PARKED VEHICLE(S))	
V002	A	701 (STATIONARY OR PARKED VEHICLE(S))			V001	A	405 (FAILED TO LOOK PROPERLY)	
V002	A	405 (FAILED TO LOOK PROPERLY)			V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)	

49

01170031187	FRI 07/04/2017 17:30	LIGHT	LONDON RD J/W DARCY RD			LINK 137-142	516310/176730
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(23 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 126-500CC BT - NEG	(23 YRS - M - REDACT)	O/TAKING - MOVING VEH		(E TO W) N/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NEG	(33 YRS - F - REDACT)	TURNING RIGHT		(E TO W) O/S HIT FIRST	J/P - UNKN JCT APP
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			V002	B	403 (POOR TURN OR MANOEUVRE)

50

01170033765	TUE 25/04/2017 08:40	LIGHT	LONDON RD J/W TWICKENHAM RD			NODE 142	516530/176840
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(16 YRS - F - REDA)	SLIGHT	PEDESTRIAN	S BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(44 YRS - F - REDACT)	SLOWING/STOPPING		(E TO W) FRONT HIT FIRST	SCHOOL - TAKING JCT APP

51

01170037774	TUE 16/05/2017 17:45	LIGHT	TEESDALE GARDENS J/W TWICKENHAM RD	LINK 129-141	516450/176620
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(36 YRS - F - REDA)	SLIGHT PEDESTRIAN	SW BOUND	UNKNOWN/OTHER
VEHICLE	001 (000)	CAR BT - NOT REQ	(42 YRS - M - REDACT)	U-TURN	(NE TO SW) O/S HIT FIRST COMMUTING JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)			

52

01170038705	SUN 21/05/2017 15:23	LIGHT	LONDON RD J/W WOOD LANE ISLEWORTH	LINK 137-142	515940/176550
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
CASUALTY	001 (001)	(45 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	M/C 126-500CC BT - NOT REQ	(45 YRS - M - REDACT)	G/AHEAD - OTHER	(W TO E) O/S HIT FIRST JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(25 YRS - F - REDACT)	MOVING OFF	(S TO N) FRONT HIT J/P - UNKN JCT APP FIRST
V002	A	403 (POOR TURN OR MANOEUVRE)			

53

01170046082	SUN 02/07/2017 14:27	LIGHT	TWICKENHAM RD J/W LONDON RD			NODE 142	516520/176830
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG	CNTL REFUGE N/O CTRLS	NONE IN 50M
CASUALTY	001 (001)	(15 YRS - M - REDA)	SERIOUS	PEDESTRIAN	W BOUND	FROM DRIVERS O/SIDE - MASKED	
VEHICLE	001 (000)	CAR BT - NOT REQ	(49 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) DID NOT IMPACT	J/P - UNKN JCT MID
C001	A	802 (FAILED TO LOOK PROPERLY)					

54

01170047938	TUE 11/07/2017 20:32	LIGHT	TWICKENHAM RD J/W PARK RD			NODE 141	516520/176730
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(55 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(34 YRS - M - REDACT)		G/AHEAD - L-HAND BEND	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	CAR BT - NOT REQ	(55 YRS - F - REDACT)		TURNING RIGHT	(S TO N) N/S HIT FIRST	J/P - UNKN E/MAIN RD
V002	A	707 (RAIN, SLEET, SNOW OR FOG)			V002	A	405 (FAILED TO LOOK PROPERLY)

55

01170050363	TUE 25/07/2017 14:40	LIGHT	TWICKENHAM RD J/W TWICKENHAM RD			CELL 516000/176000	516400/176350
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SLIP ROAD	SLIP RD	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
CASUALTY	001 (001)	(48 YRS - F - REDA)	SLIGHT	PEDESTRIAN	STILL	UNKNOWN/OTHER	
VEHICLE	001 (000)	MINIBUS >=17 PAX BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		SLOWING/STOPPING	(E TO W) N/S HIT FIRST	J/P - UNKN JCT MID
V001	B	403 (POOR TURN OR MANOEUVRE)					

56

01170051099	FRI 28/07/2017 15:10	LIGHT	TWICKENHAM RD J/W AMHURST GARDENS			LINK 129-141	516260/176340
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(29 YRS - F - REDA)	SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		O/TAKING - NEARSIDE	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)					

57

01170052261	SAT 05/08/2017 18:00	LIGHT	WOOD LANE J/W LONDON RD	LINK 137-142	515940/176550
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M
					NONE IN 50M
CASUALTY	001 (001)	(36 YRS - M - REDA)	SLIGHT PEDESTRIAN	E BOUND	FROM DRIVERS O/SIDE
VEHICLE	001 (000)	MINIBUS >=17 PAX BT - NEG	(42 YRS - M - REDACT)	MOVING OFF	(S TO N) J/P - UNKN FRONT HIT L/MAIN RD FIRST
V001	B	405 (FAILED TO LOOK PROPERLY)			

58

01170056935	SAT 02/09/2017 10:20	LIGHT	LONDON RD J/W SYON LANE	NODE 142	516520/176840
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M
					NONE IN 50M
CASUALTY	001 (001)	(44 YRS - M - REDA)	SLIGHT PEDESTRIAN	E BOUND	UNKNOWN/OTHER
VEHICLE	001 (000)	CAR BT - NEG	(64 YRS - F - REDACT)	TURNING - LEFT	(S TO E) J/P - UNKN FRONT HIT E/MAIN RD FIRST
V001	A	405 (FAILED TO LOOK PROPERLY)			

59

01170058004	FRI 08/09/2017 15:10	LIGHT	TWICKENHAM RD J/W RD LEADING TO WEST MIDDLESEX HOSPITAL			LINK 129-141	516290/176400
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(54 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - NEG	(54 YRS - F - REDACT)	G/AHEAD - OTHER		(E TO W) O/S HIT FIRST	COMMUTING JCT MID
VEHICLE	002 (000)	CAR BT - NEG	(44 YRS - M - REDACT)	TURNING - LEFT		(W TO E) N/S HIT FIRST	J/P - UNKN JCT MID
V002	A	403 (POOR TURN OR MANOEUVRE)			V002	A	405 (FAILED TO LOOK PROPERLY)
V002	A	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)			V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)

60

01170062354	TUE 03/10/2017 15:00	LIGHT	TWICKENHAM RD J/W LONDON RD			NODE 142	516510/176820	
POLICE - AT SCENE	ROAD-DRY	WEATHER- OTHER	DUAL CWY	CROSSROADS	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M	
CASUALTY	001 (001)	(2 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER			
VEHICLE	001 (000)	MINIBUS >=17 PAX BT - NOT REQ	(56 YRS - M - REDACT)	TURNING RIGHT		(E TO W) DID NOT IMPACT	JOURNEY P/O WORK L/MAIN RD	
V001	B	999 (OTHER - PLEASE SPECIFY BELOW)						

61

01170062621	WED 04/10/2017 17:24		LIGHT	TWICKENHAM RD J/W PARK RD			NODE 141	516520/176720
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M	
CASUALTY	001 (002)	(30 YRS - F - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NEG	(43 YRS - M - REDACT)		WAITING - HELD UP	(S TO N) FRONT HIT FIRST	COMMUTING E/MAIN RD	
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(30 YRS - F - REDACT)		O/TAKING - MOVING VEH	(N TO S) FRONT HIT FIRST	COMMUTING JCT MID	
V001	B	405 (FAILED TO LOOK PROPERLY)			V002	B	701 (STATIONARY OR PARKED VEHICLE(S))	

62

01170065699	FRI 20/10/2017 19:00		DARK	LONDON RD 57M N OF J/W AVENUE RD			LINK 137-142	516000/176580
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	N/A	PEDN PHASE ATS	NONE IN 50M	
CASUALTY	001 (001)	(40 YRS - M - REDA)	SLIGHT	PEDESTRIAN	STILL	FROM DRIVERS N/SIDE - MASKED		
VEHICLE	001 (000)	M/C <= 50CC BT - NOT REQ	(17 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK	
V001	A	701 (STATIONARY OR PARKED VEHICLE(S))						

63

01170071682	TUE 21/11/2017 15:30	LIGHT	TWICKENHAM RD 51M W OF JW TEESDALE AVENUE			LINK 129-141	516330/176460	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	ZEBRA XING	NONE IN 50M	
CASUALTY	001 (001)	(61 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER			
VEHICLE	001 (000)	MINIBUS >=17 PAX BT - NOT REQ	(52 YRS - M - REDACT)		SLOWING/STOPPING	(SW TO NE) DID NOT IMPACT	J/P - UNKN	
V001	A	408 (SUDDEN BRAKING)						

64

01170072727	SAT 25/11/2017 12:54	LIGHT	TWICKENHAM RD JW MAIN ENTRANCE RD WEST MIDDLESEX HOSPITAL			LINK 129-141	516300/176400
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
CASUALTY	001 (002)	(37 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(61 YRS - M - REDACT)		TURNING RIGHT	(S TO E) N/S HIT FIRST	J/P - UNKN L/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A	(37 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)			V002	A	701 (STATIONARY OR PARKED VEHICLE(S))

65

01180096773	SAT 17/03/2018 13:40	LIGHT	PARK RD J/W TWICKENHAM RD				NODE 141	516520/176720
POLICE - AT SCENE	ROAD-WET	SNOWING	SINGLE CWY	T/STAG JUN	AUTO SIG		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(23 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ	(34 YRS - M - REDACT)		G/AHEAD - OTHER		(NE TO S) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(23 YRS - M - REDACT)		SLOWING/STOPPING		(NE TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	B	307 (TRAVELLING TOO FAST FOR CONDITIONS)			V002	A	405 (FAILED TO LOOK PROPERLY)	

66

01180096793	SAT 17/03/2018 16:48	LIGHT	NFL TWICKENHAM RD J/W PARK RD				CELL 516500/176500	516520/176720
POLICE - AT SCENE	SNOW	SNOWING	SINGLE CWY	T/STAG JUN	AUTO SIG		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(25 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ	(28 YRS - F - REDACT)		U-TURN		(SE TO NE) O/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	M/C 126-500CC BT - NOT REQ	(25 YRS - M - REDACT)		G/AHEAD - OTHER		(NE TO NE) O/S HIT FIRST	J/P - UNKN JCT APP
V001	A	403 (POOR TURN OR MANOEUVRE)			V001	B	103 (SLIPPERY ROAD (DUE TO WEATHER))	
V001	A	305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)			V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)	

67

01180100173	FRI 06/04/2018 22:18	DARK	LONDON RD 20M SW OF J/W QUAKERS LANE	LINK 137-142	516425/176795
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(17 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(17 YRS - M - REDACT)	SLOWING/STOPPING	(E TO W) FRONT HIT FIRST J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(39 YRS - M - REDACT)	SLOWING/STOPPING	(E TO W) BACK HIT FIRST JOURNEY P/O WORK JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)		V002 B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

68

01180102712	THU 19/04/2018 16:52	LIGHT	LONDON RD J/W TWICKENHAM RD	NODE 142	516520/176850
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(36 YRS - F - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(36 YRS - F - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST COMMUTING JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ	(38 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST COMMUTING JCT MID
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)		V002 A	306 (EXCEEDING SPEED LIMIT)
V001	A	403 (POOR TURN OR MANOEUVRE)			

69

01180110491 FRI 25/05/2018 18:13 LIGHT LONDON RD J/W QUAKERS LANE LINK 137-142 516444/176808
 POLICE - AT SCENE ROAD-DRY WEATHER- SINGLE CWY T/STAG JUN GIVEWAY /UNCONT ZEBRA XING NONE IN 50M
 FINE

VEHICLE TRAVELLING ALONG ON MAIN CARRIAGEWAY WITH A BUS LANE ON NEARSIDE TRAVELLING EAST TO WEST. ANOTHER VEHICLE WAS TRAVELLING ALONG IN BUS LANE ON NEARSIDE OF OTHER VEHICLE ALSO TRAVELLING EAST TO WEST. VEHICLE ONE PASSES VEHICLE TWO AND DECIDED TO TURN LEFT INTO A PRIVATE COMMERCIAL ENTRANCE, HOWEVER, VEHICLE TWO, HAS FAILED TO NOTICE VEHICLE ONE TURNING LEFT AND COLLIDES WITH THE REAR END OF VEHICLE ONE. CYCLIST FAILED TO INFORM POLICE THAT HE WAS WEARING EAR PLUGS WHEN CYCLING ALONG AND WAS APPARENTLY SITTING UPRIGHT LOOKING STRAIGHT AHEAD - COLLISION SECTION HANDLE BARS.

CASUALTY	001 (002)	(25 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(43 YRS - M - REDACT)	TURNING - LEFT		(E TO W) N/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(25 YRS - M - REDACT)	G/AHEAD - OTHER		(E TO W) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)		V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	
V002	B	706 (DAZZLING SUN)		V001	A	509 (DISTRACTION IN VEHICLE)	
V002	A	510 (DISTRACTION OUTSIDE VEHICLE)					

70

01180115917 WED 20/06/2018 17:15 LIGHT AMHURST GARDENS J/W LONDON RD LINK 137-142 515950/176550
 POLICE - AT SCENE ROAD-DRY WEATHER- SINGLE CWY CROSSROADS GIVEWAY /UNCONT NO XING FACIL IN 50M NONE IN 50M
 FINE

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(35 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(80 YRS - F - REDACT)	MOVING OFF		(S TO N) FRONT HIT FIRST	J/P - UNKN E/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A	(35 YRS - F - REDACT)	G/AHEAD - OTHER		(E TO W) N/S HIT FIRST	COMMUTING JCT CLEARED
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V001	A	405 (FAILED TO LOOK PROPERLY)	

71

01180134779	SUN 23/09/2018 09:25	LIGHT	TWICKENHAM RD J/W PARK RD ISLEWORTH	NODE 141	516520/176720		
SELF-REPORTED	ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(16 YRS - M - REDA)	SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

72

01180140095	FRI 19/10/2018 15:20	LIGHT	TWICKENHAM RD J/W UNION LANE	LINK 129-141	516420/176580		
POLICE - AT SCENE	ROAD-DRY	WEATHER- FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(23 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(32 YRS - F - REDACT)		TURNING RIGHT	(NW TO NE) O/S HIT FIRST	J/P - UNKN E/MAIN RD
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(23 YRS - M - REDACT)		G/AHEAD - OTHER	(NE TO SW) N/S HIT FIRST	JOURNEY P/O WORK JCT APP
V002	A	403 (POOR TURN OR MANOEUVRE)					

73

01180145623	TUE 13/11/2018 14:30	LIGHT	TWICKENHAM RD 60M NE OF J/W AMHURST GARDENS (CAR PARK)			LINK 129-141	516310/176390
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN	PRIV DRIVE	UNKNOWN S/R	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(54 YRS - F - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(40 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

74

01180146403	SAT 17/11/2018 13:45	LIGHT	TWICKENHAM RD J/W LONDON RD			NODE 142	516517/176814
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN	CROSSROADS	AUTO SIG	NO XING FACIL IN 50M	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(38 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(38 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT MID

75

01180148744	THU 29/11/2018 07:40	LIGHT	UNION LANE J/W TWICKENHAM RD ISLEWORTH	LINK 129-141	516430/176570		
SELF-REPORTED	ROAD-WET	RAINING	SINGLE CWY	SLIP RD	UNKNOWN S/R	CNTL REFUGE N/O CTRLS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(56 YRS - F - REDA)	SLIGHT	PEDESTRIAN	S BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R	

76

01180154713	THU 27/12/2018 16:30	LIGHT	LONDON RD 40M E OF J/W HARTHAM RD	LINK 137-142	516220/176700		
SELF-REPORTED	ROAD-DRY	WEATHER- FINE	ONE-WAY ST	NO JUN IN 20M	N/A	ZEBRA XING	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(34 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(? YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
CASUALTY	003 (001)	(? YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(34 YRS - F - REDACT)	WAITING - HELD UP	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(35 YRS - UNKNOWN - REDACT)	G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN	

77

01180156892 MON 31/12/2018 12:00 LIGHT TWICKENHAM RD J/W THACKERAY CLOSE LINK 129-141 516230/176240
 SELF-REPORTED ROAD-WET WEATHER-FINE UNKNOWN T/STAG JUN UNKNOWN S/R NO XING FACIL IN 50M NONE IN 50M

I WAS DRIVING ALONG THE RD WHEN I FELT A BUMP ON THE REAR OF MY MOTORBIKE I WENT SIDEWAYS AND GOT MY ANKLE TRAPPED UNDER THE MOTORBIKE AND COULD NOT MOVE ALL I CAN REMEMBER IS A WHITE C WAS STOPPED AT THE KERB SIDE I HAD JUST OVERTOOK AND THEN THE BUMP TO THE BIKE THE BIKE FALLING OVER AND THEN THE CAR STOPPED THEN PULLED AWAY QUICKLY

CASUALTY 001 (001) (65 YRS - M - REDA) SERIOUS DRIVER/RIDER
 VEHICLE 001 (000) M/C >500CC (65 YRS - M - REDACT) UNKNOWN S/R (MOVE UNKN) J/P - UNKN UNKNOWNS/R
 BT - DRV NOT CONTACTED
 VEHICLE 002 (000) CAR (? YRS - UNKNOWN - REDACT) UNKNOWN S/R (MOVE UNKN) J/P - UNKN UNKNOWNS/R
 BT - DRV NOT CONTACTED BACK HIT FIRST

78

01190173162 WED 03/04/2019 16:15 LIGHT TWICKENHAM RD, NR JUNCT WTH TOWN FIELD RD. LINK 129-141 516236/176240
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE ATS NONE IN 50M

ON WEDNESDAY 3 APRIL 2019 AT 16:15 A COLLISION OCCURED ON TWICKENHAM ROAD, NEAR THE JUNCTION WITH TOWN FIELD ROAD. IN HOUNSLOW INVOLVING THREE CARS

CASUALTY 001 (002) (60 YRS - F - REDA) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) CAR (50 YRS - F - REDACT) WAITING - HELD UP (E TO W) JCT APP
 BT - NEG
 DID NOT IMPACT
 VEHICLE 002 (000) CAR (60 YRS - F - REDACT) WAITING - HELD UP (E TO W) COMMUTING
 BT - NEG
 DID NOT JCT APP
 IMPACT
 VEHICLE 003 (000) CAR (45 YRS - M - REDACT) G/AHEAD - OTHER (E TO W) JCT APP
 BT - NEG
 FRONT HIT FIRST
 V003 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

79

01190178065	WED 01/05/2019 00:30	DARK	LONDON RD, NR JUNCT WTH SPUR RD.	NODE 142	516520/176843
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M
ON WEDNESDAY 1 MAY 2019 AT 00:30 A COLLISION OCCURED ON LONDON ROAD, NEAR THE JUNCTION WITH SPUR ROAD. IN HOUNSLOW INVOLVING ONE CAR AND ONE TAXI / PRIVATE HIRE CAR					
CASUALTY	001 (001)	(49 YRS - F - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(49 YRS - F - REDACT)	G/AHEAD - OTHER	(W TO E) JCT MID FRONT HIT FIRST
VEHICLE	002 (000)	TAXI/PHV BT - NOT REQ	(36 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) JOURNEY P/O WORK O/S HIT FIRST JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)		V001 A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

80

01190178261	WED 01/05/2019 21:02	DARK	LOCATION UNCERTAIN - ON LONDON RD, NR JUNCT WTH TWICKENHAM RD.	NODE 142	516524/176852
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M
ON WEDNESDAY 1 MAY 2019 AT 21:02 A COLLISION OCCURED ON LOCATION UNCERTAIN - ON LONDON ROAD, NEAR THE JUNCTION WITH TWICKENHAM ROAD. IN HOUNSLOW INVOLVING ONE BUS OR COACH (17 OR MORE PASSENGER SEATS) AND ONE CAR					
CASUALTY	001 (001)	(57 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
CASUALTY	002 (001)	(41 YRS - F - REDA)	SLIGHT VEH/PILLION PAX	SEATED PASSENGER	
CASUALTY	003 (002)	(27 YRS - M - REDA)	SLIGHT DRIVER/RIDER		
CASUALTY	004 (002)	(25 YRS - F - REDA)	SLIGHT VEH/PILLION PAX	FRONT SEAT PASSENGER	
VEHICLE	001 (000)	LONDON BUS BT - NEG	(57 YRS - M - REDACT)	TURNING RIGHT	(S TO E) JOURNEY P/O WORK FRONT HIT JCT MID FIRST
VEHICLE	002 (000)	CAR BT - NEG	(27 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) COMMUTING FRONT HIT JCT MID FIRST
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V002 B	401 (JUNCTION OVERSHOOT)
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			

81

01190182937 WED 22/05/2019 19:30 LIGHT LONDON RD, NR JUNCT WTH TEESDALE AVENUE. LINK 137-142 516274/176714
 SELF-REPORTED ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN UNKNOWN S/R ZEBRA XING NONE IN 50M

ON WEDNESDAY 22 MAY 2019 AT 19:30 A COLLISION OCCURED ON LONDON ROAD, NEAR THE JUNCTION WITH TEESDALE AVENUE. IN HOUNSLOW INVOLVING ONE CAR AND ONE PEDAL CYCLE

CASUALTY 001 (001) (30 YRS - M - REDA) SERIOUS DRIVER/RIDER
 VEHICLE 001 (000) PED CYCLE (30 YRS - M - REDACT) UNKNOWN S/R (MOVE UNKN) COMMUTING
 BT - N/A FRONT HIT UNKNOWN S/R
 FIRST
 VEHICLE 002 (000) CAR (? YRS - UNKNOWN - REDACT) UNKNOWN S/R (MOVE UNKN) J/P - UNKN
 BT - DRV NOT CONTACTED FRONT HIT UNKNOWN S/R
 FIRST

82

01190184404 FRI 31/05/2019 23:45 DARK TWICKENHAM RD, NR JUNCT WTH TOWNFIELD WAY. LINK 129-141 516241/176241
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVEWAY /UNCONT NO XING FACIL IN 50M NONE IN 50M

ON FRIDAY 31 MAY 2019 AT 23:45 A COLLISION OCCURED ON TWICKENHAM ROAD, NEAR THE JUNCTION WITH TOWNFIELD WAY. IN HOUNSLOW INVOLVING ONE CAR AND ONE PEDAL CYCLE

CASUALTY 001 (002) (40 YRS - M - REDA) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) CAR (26 YRS - M - REDACT) TURNING RIGHT (S TO E) JCT MID
 BT - NOT REQ FRONT HIT
 FIRST
 VEHICLE 002 (000) PED CYCLE (40 YRS - M - REDACT) G/AHEAD - OTHER (N TO S) JCT APP
 BT - N/A O/S HIT FIRST
 V001 A 405 (FAILED TO LOOK PROPERLY) V001 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)

London Rd Area Personal Injury Collisions 60 mths to end of May 2019 (Provisional)



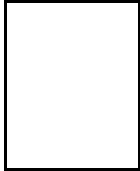


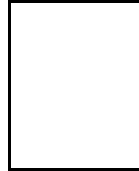
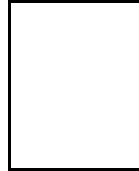
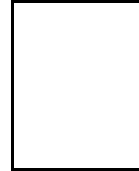
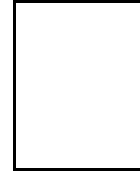

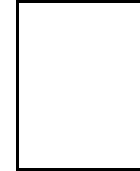

Summary of Collisions Selected Site Reference and Description Topic Based Query	Date Period	Accident Count
		82

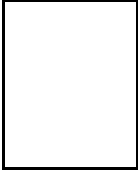
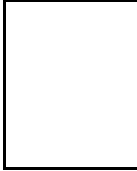



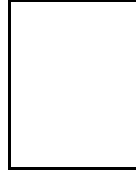
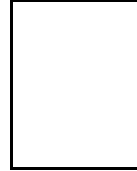
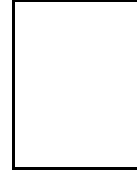


The description of how the collision occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

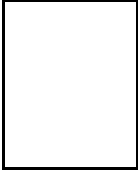
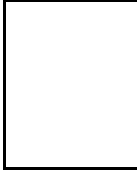



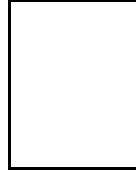
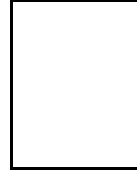
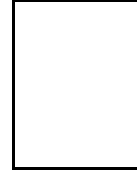


Pedestrian	16	20%
Wet	11	13%
Dark	16	20%

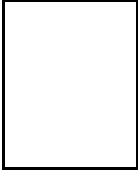
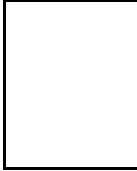



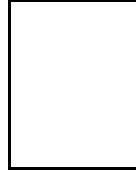
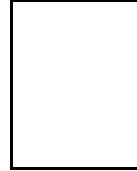
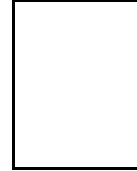


Fatal	0	0%
Serious	7	9%
Slight	75	91%

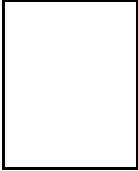
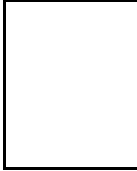



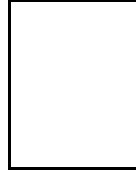
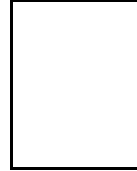
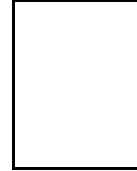


Please note that these figures represent the number of collisions that resulted in each type of casualty.

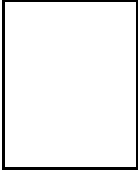
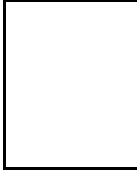



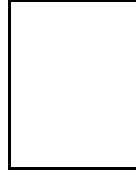
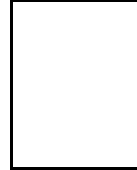
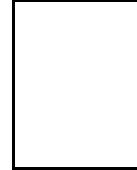


	1	2	3	4	5	6	7	8	9	10
Reference	0114TX20436	0114TX20462	0114TX20661	0114TX20985	0115TX20049	0115TX20072	0115TX20104	0115TX20121	0115TX20182	0115TX20254
Day	THURSDAY	TUESDAY	SATURDAY	THURSDAY	FRIDAY	FRIDAY	TUESDAY	THURSDAY	WEDNESDAY	WEDNESDAY
Date	19/06/2014	24/06/2014	23/08/2014	18/09/2014	23/01/2015	06/02/2015	17/02/2015	12/02/2015	18/03/2015	15/04/2015
Time	14:00	17:35	00:43	14:00	10:45	13:38	17:30	16:45	08:30	15:45
Light Conds	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road	DRY	DRY	DRY	DRY	FROST/ICE	DRY	DRY	DRY	DRY	DRY
Surface	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Severity										
Conflict										
Ped										
Location	405 V002 A	403 V002 A	410 V001 A	403 V002 A	405 V001 A	406 V002 A	405 V001 A	602 V001 B	701 V001 A	403 V002 A
Contributory	308 V002 A	405 V002 A		308 V002 B	103 V001 B	403 V002 A	305 V001 B	408 V001 A	701 V002 A	405 V002 A
(* denotes pre-2005)	602 V002 A	406 V002 A		406 V002 B		405 V002 A		406 V002 B	405 V001 A	406 V002 A
		602 V002 A							405 V002 A	602 V002 A
Easting/Northing	516220 176690	516260 176700	516140 176660	516260 176700	516260 176340	516510 176840	516520 176850	516240 176700	516410 176790	516480 176820

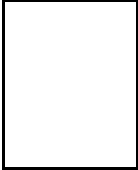
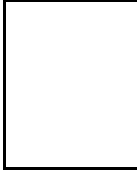



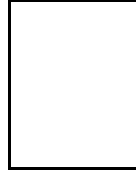
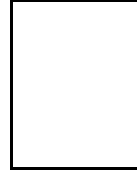
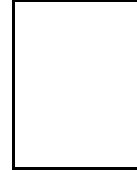


	11	12	13	14	15	16	17	18	19	20
Reference	0115TX20377	0115TX20392	0115TX20520	0115TX20618	0115TX20630	0115TX20707	0115TX20740	0115TX20779	0115TX20801	01160000903
Day	WEDNESDAY	MONDAY	THURSDAY	THURSDAY	WEDNESDAY	WEDNESDAY	TUESDAY	WEDNESDAY	SATURDAY	WEDNESDAY
Date	03/06/2015	01/06/2015	23/07/2015	03/09/2015	08/07/2015	30/09/2015	13/10/2015	07/10/2015	10/10/2015	09/11/2016
Time	07:50	15:50	18:12	15:40	18:25	08:50	15:45	07:15	11:50	15:37
Light Conds	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road	DRY	DRY	DRY	DRY	DRY	DRY	DRY	WET/DAMP	DRY	DRY
Surface	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Severity										
Conflict										
Ped							0			
Location	701 V001 A	405 V001 A	408 V001 A	505 V001 A	403 V001 A	904 V002 A	802 C001 A	406 V001 B	403 V002 A	406 V001 B
Contributory	701 V002 A	602 V001 A	405 V001 A		405 V001 A		403 V001 A	406 V002 B	305 V002 A	
(* denotes pre-2005)			409 V001 A		406 V001 A		803 C001 A			
					602 V001 A					
Easting/Northing	516520 176730	515940 176550	516440 176610	516290 176390	515940 176550	516230 176240	516300 176410	516230 176230	516510 176840	516060 176430

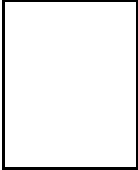
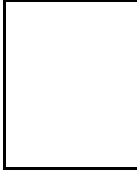



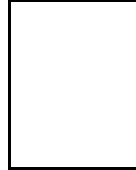
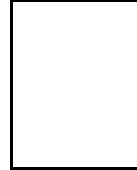
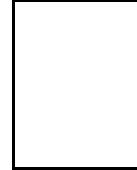


	21	22	23	24	25	26	27	28	29	30
Reference	01160003754	01160007520	01160009218	01160017318	01160017394	01160017564	01160017889	01160017989	0116TX20024	0116TX20044
Day	TUESDAY	SATURDAY	TUESDAY	THURSDAY	MONDAY	WEDNESDAY	THURSDAY	WEDNESDAY	TUESDAY	THURSDAY
Date	15/11/2016	17/12/2016	20/12/2016	01/09/2016	19/09/2016	07/09/2016	08/09/2016	14/09/2016	19/01/2016	21/01/2016
Time	06:50	15:25	17:30	23:35	23:25	14:43	18:36	17:20	18:57	13:12
Light Conds	DARK	DARK	DARK	DARK	DARK	LIGHT	LIGHT	LIGHT	DARK	LIGHT
Road	DRY	DRY	UNKNOWN	DRY	DRY	UNKNOWN	DRY	DRY	DRY	DRY
Surface	SLIGHT	SLIGHT	(S/R)	SLIGHT	SLIGHT	(S/R)	SLIGHT	SERIOUS	SERIOUS	SLIGHT
Severity			SLIGHT			SLIGHT				
Conflict										
Ped Location		108 V001 A		310 V002 B	602 V002 B		X 701 V001 A	706 V001 B	403 V002 A	406 V002 A
Contributory				406 V001 B	407 V002 A		304 V001 A	405 V001 B	406 V002 B	403 V002 A
(* denotes pre-2005)				406 V002 B			602 V001 A		602 V002 B	
Easting/Northing	516250 176330	516520 176720	516255 176320	516510 176820	516520 176840	515940 176550	515930 176540	515940 176550	516510 176830	516480 176830

	31	32	33	34	35	36	37	38	39	40
Reference	0116TX20150	0116TX20166	0116TX20209	0116TX20234	0116TX20238	0116TX20268	0116TX20328	0116TX20331	0116TX20400	0116TX20425
Day	SATURDAY	THURSDAY	SATURDAY	TUESDAY	WEDNESDAY	SUNDAY	FRIDAY	SUNDAY	TUESDAY	FRIDAY
Date	13/02/2016	25/02/2016	12/03/2016	05/04/2016	30/03/2016	24/01/2016	15/04/2016	17/04/2016	24/05/2016	03/06/2016
Time	18:25	17:30	07:45	08:56	11:10	16:40	17:30	00:13	15:28	17:14
Light Conds	DARK	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT
Road	WET/DAMP	WET/DAMP	FROST/ICE	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Surface	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Severity										
Conflict										
Ped					X					50M
Location	707 V001 B	304 V002 A	403 V002 A	410 V001 A	803 C001 A	406 V002 B	408 V002 A	101 V001 A	407 V001 A	403 V001 A
Contributory	405 V001 A	310 V002 A			804 C001 A	408 V002 B			405 V001 A	405 V001 A
(* denotes pre-2005)	301 V001 A	405 V002 A			808 C001 B				403 V001 A	602 V001 A
	510 V001 B	602 V002 A							602 V002 B	802 C001 A
	602 V001 A									803 C001 A
										801 C001 A
Easting/Northing	516510 176840	516530 176840	516260 176340	515950 176550	516530 176840	516260 176350	516240 176290	516200 176680	516250 176710	516490 176830

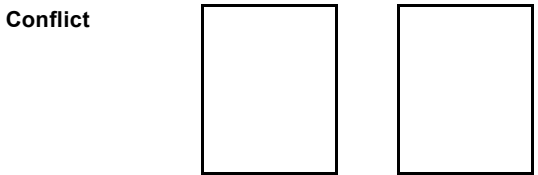
	41	42	43	44	45	46	47	48	49	50
Reference	0116TX20459	0116TX20542	0116TX20646	0116TX20680	01170010680	01170025421	01170025908	01170027226	01170031187	01170033765
Day	WEDNESDAY	SATURDAY	TUESDAY	MONDAY	TUESDAY	WEDNESDAY	SATURDAY	WEDNESDAY	FRIDAY	TUESDAY
Date	15/06/2016	16/07/2016	30/08/2016	15/08/2016	10/01/2017	15/03/2017	11/03/2017	22/03/2017	07/04/2017	25/04/2017
Time	08:15	17:47	08:06	17:22	07:00	11:00	13:30	07:32	17:30	08:40
Light Conds	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road	DRY	DRY	DRY	DRY	DRY	DRY	WET/DAMP	WET/DAMP	DRY	DRY
Surface	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Severity										
Conflict										
Ped					0					0
Location	403 V001 A	505 V001 B	403 V002 B	403 V001 A	802 C001 A	408 V001 B		404 V001 B	406 V001 A	
Contributory	403 V002 A	410 V001 A	405 V002 B	405 V001 A				701 V001 A	403 V002 B	
(* denotes pre-2005)	405 V001 A		406 V002 B					701 V002 A		
	405 V002 A							405 V001 A		
	602 V001 A							405 V002 A		
	601 V002 A							602 V002 B		
Easting/Northing	516450 176610	516300 176410	516510 176880	516000 176590	516350 176490	516340 176470	516400 176550	516060 176640	516310 176730	516530 176840

	51	52	53	54	55	56	57	58	59	60
Reference	01170037774	01170038705	01170046082	01170047938	01170050363	01170051099	01170052261	01170056935	01170058004	01170062354
Day	TUESDAY	SUNDAY	SUNDAY	TUESDAY	TUESDAY	FRIDAY	SATURDAY	SATURDAY	FRIDAY	TUESDAY
Date	16/05/2017	21/05/2017	02/07/2017	11/07/2017	25/07/2017	28/07/2017	05/08/2017	02/09/2017	08/09/2017	03/10/2017
Time	17:45	15:23	14:27	20:32	14:40	15:10	18:00	10:20	15:10	15:00
Light Conds	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road	DRY	DRY	DRY	WET/DAMP	DRY	DRY	DRY	DRY	WET/DAMP	DRY
Surface	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Severity										
Conflict										
Ped	0		0		0	0	0	0		
Location	405 V001 B	403 V002 A	802 C001 A	707 V002 A	403 V001 B	405 V001 B	405 V001 B	405 V001 A	403 V002 A	999 V001 B
Contributory				405 V002 A					405 V002 A	
(* denotes pre-2005)									404 V002 A	
									602 V002 A	
Easting/Northing	516450 176620	515940 176550	516520 176830	516520 176730	516400 176350	516260 176340	515940 176550	516520 176840	516290 176400	516510 176820

	61	62	63	64	65	66	67	68	69	70
Reference	01170062621	01170065699	01170071682	01170072727	01180096773	01180096793	01180100173	01180102712	01180110491	01180115917
Day	WEDNESDAY	FRIDAY	TUESDAY	SATURDAY	SATURDAY	SATURDAY	FRIDAY	THURSDAY	FRIDAY	WEDNESDAY
Date	04/10/2017	20/10/2017	21/11/2017	25/11/2017	17/03/2018	17/03/2018	06/04/2018	19/04/2018	25/05/2018	20/06/2018
Time	17:24	19:00	15:30	12:54	13:40	16:48	22:18	16:52	18:13	17:15
Light Conds	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT
Road	DRY	DRY	DRY	DRY	WET/DAMP	SNOW	DRY	DRY	DRY	DRY
Surface	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT
Severity										
Conflict										
Ped		50M								
Location	405 V001 B	701 V001 A	408 V001 A	405 V001 A	307 V002 B	403 V001 A	405 V001 A	602 V002 A	405 V001 B	406 V001 A
Contributory	701 V002 B			701 V002 A	405 V002 A	103 V001 B	406 V002 B	306 V002 A	406 V002 B	405 V001 A
(* denotes pre-2005)						305 V001 A		403 V001 A	706 V002 B	
						406 V001 A			509 V001 A	
						405 V001 A			510 V002 A	
						602 V001 A				
Easting/Northing	516520 176720	516000 176580	516330 176460	516300 176400	516520 176720	516520 176720	516425 176795	516520 176850	516444 176808	515950 176550

	71	72	73	74	75	76	77	78	79	80
Reference	01180134779	01180140095	01180145623	01180146403	01180148744	01180154713	01180156892	01190173162	01190178065	01190178261
Day	SUNDAY	FRIDAY	TUESDAY	SATURDAY	THURSDAY	THURSDAY	MONDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY
Date	23/09/2018	19/10/2018	13/11/2018	17/11/2018	29/11/2018	27/12/2018	31/12/2018	03/04/2019	01/05/2019	01/05/2019
Time	09:25	15:20	14:30	13:45	07:40	16:30	12:00	16:15	00:30	21:02
Light Conds	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	DARK
Road	WET/DAMP	DRY	DRY	DRY	WET/DAMP	DRY	WET/DAMP	DRY	DRY	DRY
Surface	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT
Severity										
Conflict										
Ped	0		0		0					
Location		403 V002 A						406 V003 A	405 V001 A	406 V002 B
Contributory								301 V001 A	401 V002 B	406 V001 B
(* denotes pre-2005)										
Easting/Northing	516520 176720	516420 176580	516310 176390	516517 176814	516430 176570	516220 176700	516230 176240	516236 176240	516520 176843	516524 176852

	81	82
Reference	01190182937	01190184404
Day	WEDNESDAY	FRIDAY
Date	22/05/2019	31/05/2019
Time	19:30	23:45
Light Conds	LIGHT	DARK
Road	DRY	DRY
Surface	SERIOUS	SLIGHT
Severity		



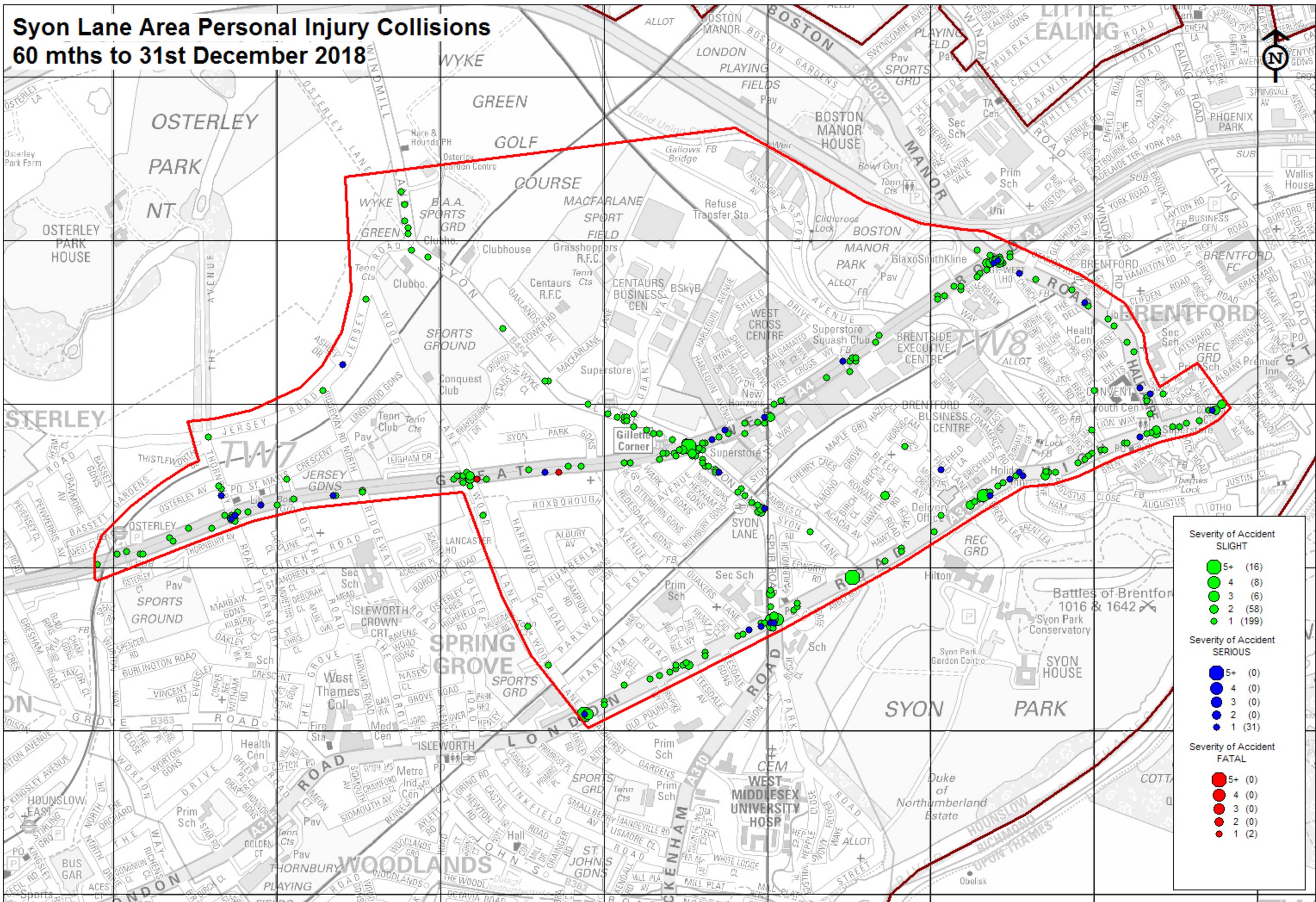
Ped	81	82
Location		405 V001 A
Contributory		307 V001 B

(* denotes pre-2005)

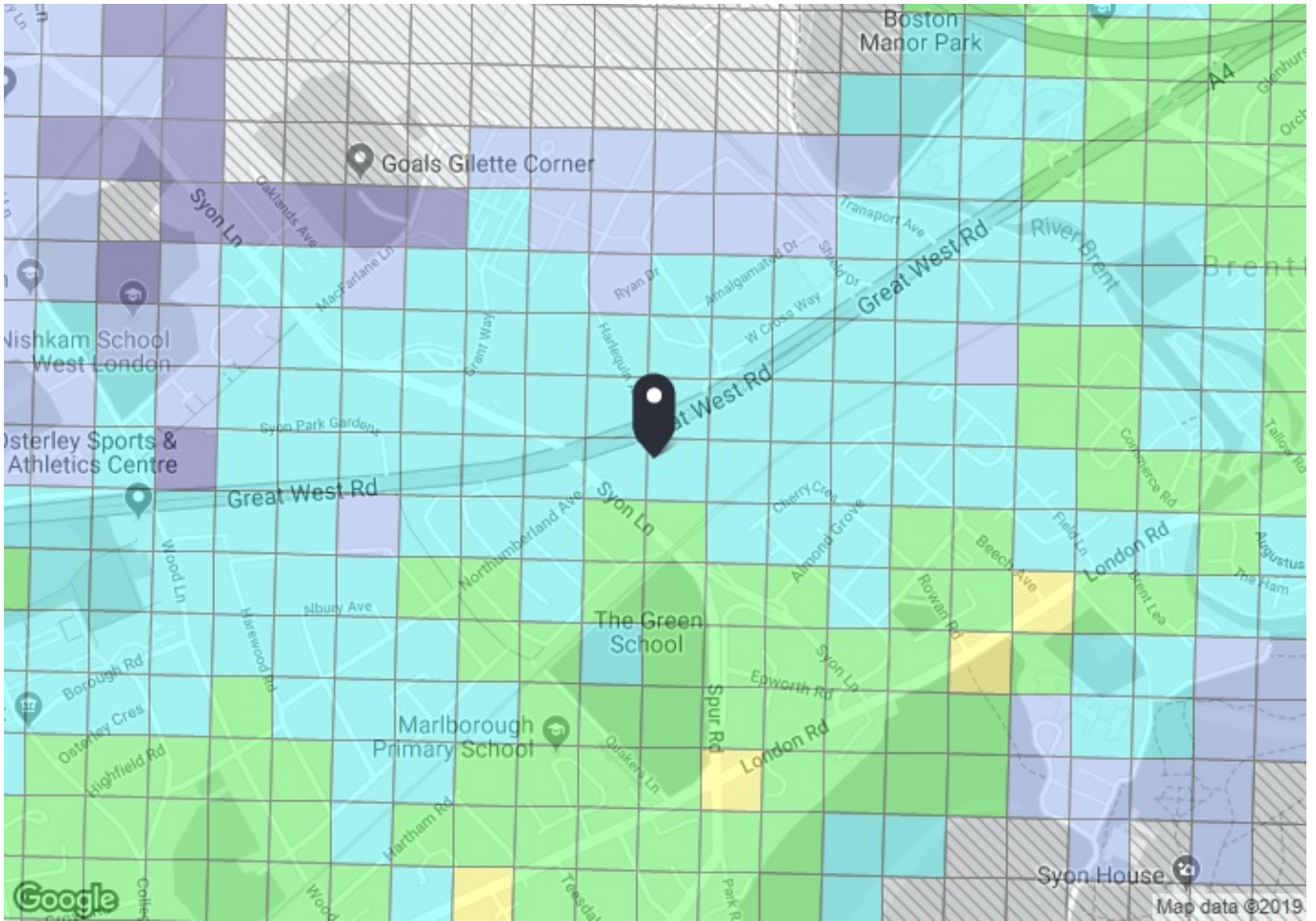
Easting/Northing	81	82
	516274 176714	516241 176241

Syon Lane Area Personal Injury Collisions

60 mths to 31st December 2018



Appendix F – PTAL Report



PTAL output for Base Year 2

TW7 5QE
Brentford, Isleworth TW7 5QE, UK
Easting: 516409, Northing: 177356

Grid Cell: 64962

Report generated: 30/08/2019

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)	

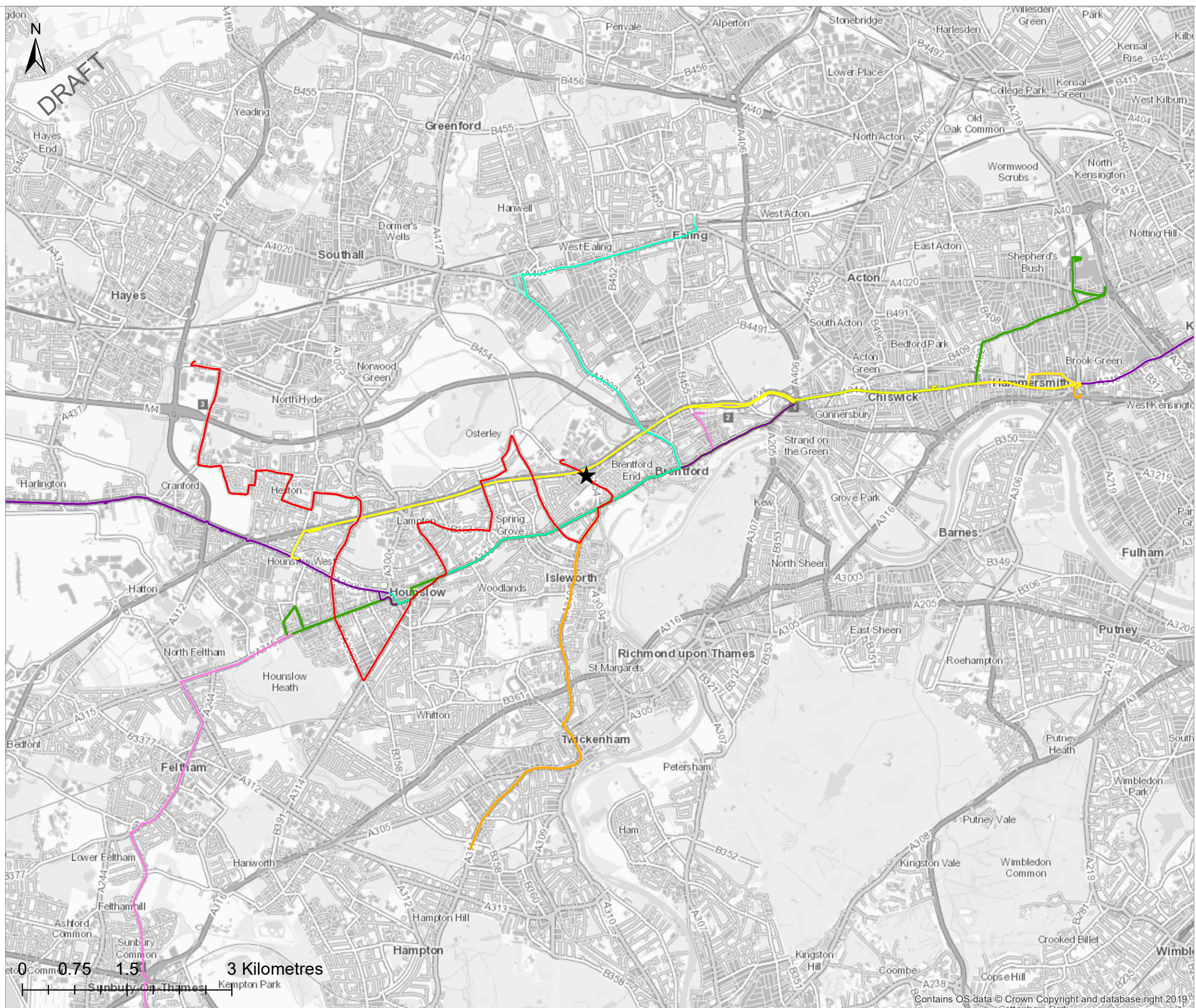
Map layers

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	OSTERLEY GILLETTE CORNER	H91	457.26	6	5.72	7	12.72	2.36	1	2.36
Bus	SYON LANE STATION	H28	255.91	3	3.2	12	15.2	1.97	0.5	0.99
Rail	Syon Lane	'TWACKNHM-WATRLMN 2R03'	280.88	0.33	3.51	91.66	95.17	0.32	0.5	0.16
Rail	Syon Lane	'WATRLMN-WATRLMN 2R09'	280.88	2	3.51	15.75	19.26	1.56	1	1.56
Rail	Syon Lane	'STAINES-WATRLMN 2S10'	280.88	0.33	3.51	91.66	95.17	0.32	0.5	0.16
Rail	Syon Lane	'WEYBDGB-WATRLMN 2S12'	280.88	1.67	3.51	18.71	22.23	1.35	0.5	0.67
Rail	Syon Lane	'WATRLMN-WEYBDGB 2S13'	280.88	2	3.51	15.75	19.26	1.56	0.5	0.78
Rail	Syon Lane	'WATRLMN-HOUNSLW 2S91'	280.88	0.33	3.51	91.66	95.17	0.32	0.5	0.16
Total Grid Cell AI: 6.84										

Appendix G – Public Transport Accessibility Plans



DRAFT

Legend
 ★ Homebase Site
Bus Catchment Route Plan

- Bus Services**
- H28
 - 267
 - H91
 - N9
 - 237
 - E8
 - 235

Title
 Bus Catchment Route Plan

Project
 Homebase site, Syon Lane

Client
 St Edward Homes Ltd

Date	Scale
08/10/2019	1:50000

Figure
 Insert 6.3

Checked by	Number
CheckedBy	1



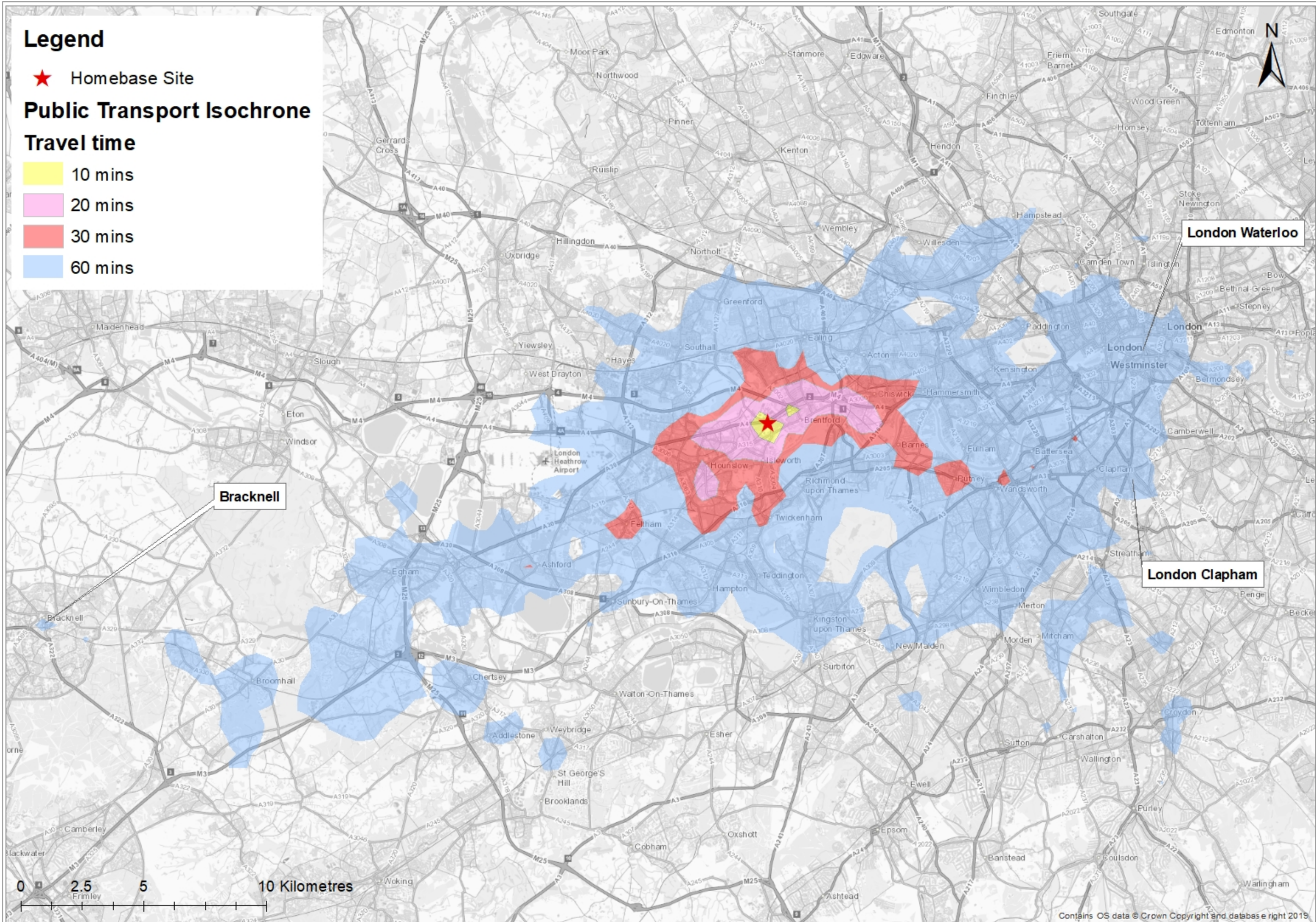
Legend

★ Homebase Site

Public Transport Isochrone

Travel time

- 10 mins
- 20 mins
- 30 mins
- 60 mins



Appendix H – Proposed Pedestrian and Cycle Infrastructure

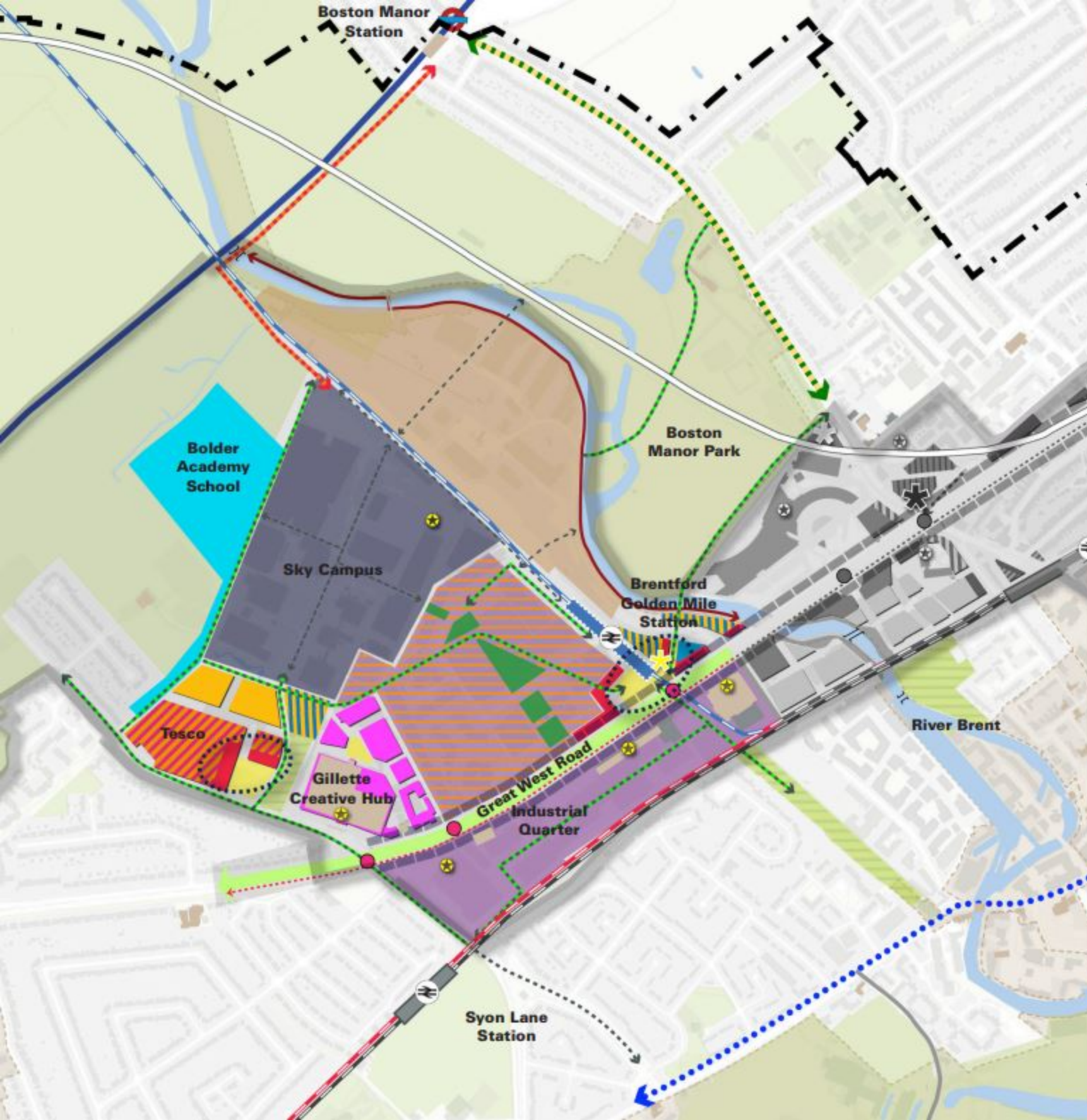







Figure 5.4:
Spatial Strategy for Great West Corridor West

- Context**
- London Borough of Hounslow boundary
 - Great West Corridor study area
 - Building contributing to character and legibility
 - Conservation Area
 - Listed Buildings
 - Open space
 - Waterbody
 - Preferred Industrial Location
 - Motorway
 - National railway line
 - Station
 - Existing taller building/structure
 - River Brent walk pedestrian/cycle route
 - Cycle Superhighway 9 (TfL proposed route)
 - Great West Road Cycleway
- Proposed**
- Office
 - Office-led mixed-use with residential
 - Employment-led mixed-use
 - Residential
 - Residential-led mixed-use
 - Light industrial/commercial use
 - Creative industries with ancillary retail uses
 - Retail frontage
 - School
 - Sky campus
 - Non-residential frontage
 - Southall to Brentford Rail Link
 - New Station (Brentford-Golden Mile)
 - Potential local landmark
 - Great West Corridor Improvement
 - Proposed new open space
 - Enhanced open space
 - Proposed public space
 - Pedestrian/cycle route
 - Desirable future pedestrian/cycle route
 - Boston Manor Boardwalk
 - Boston Manor Cycle Route improvement
 - Focal area
 - Pedestrian/Cycle railway bridge
 - Crossing improvement

Cycle Superhighway 9 Kensington Olympia to Hounslow

Cycle Superhighway 9 (CS9)
Kensington Olympia to Brentford town centre

CS9 Brentford to Hounslow
(subject to future consultation)

-  Segregated two-way cycle track replaces traffic/bus lane and/or narrows footway
-  Segregated one-way cycle track replaces traffic lane and/or narrows footway
-  Cyclists use 24-hour bus lane
-  Cyclists use quieter roads
-  Off-carriageway cycle facility



No access to South Circular from Wellesley Road for all vehicles except cyclists

New signal-controlled pedestrian crossing outside Kew Bridge Station

CS9 Brentford to Hounslow (subject to future consultation)

Westbound cyclists use Watermans Park

New signal-controlled pedestrian crossings

No right turn from Chiswick High Road into Heathfield Terrace for all vehicles except buses and cyclists

No left or right turn into British Grove from King Street/Chiswick High Road

Duke Road exit only

Duke's Avenue entry only

No access to South Circular from Stile Hall Gardens for all vehicles except cyclists

Mini-roundabout converted to give-way junction

New signal-controlled junction with pedestrian crossings

Connection to proposed Quietway on St. Peter's Square Garden

No access to Studland Street from Nigel Playfair Avenue for all vehicles including cyclists

Cycle track switches to other side of road at proposed signalised crossing (existing zebra crossing)

Improvements to Hammersmith Gyrotory previously consulted on in 2016

New signal-controlled junction with pedestrian crossings

Access to North End Road from cycle track via Southcombe Street

Taxi rank relocated from Hammersmith Road by Kensington Olympia to Avonmore Road

Right turns into and out of Russell Road permitted for cyclists

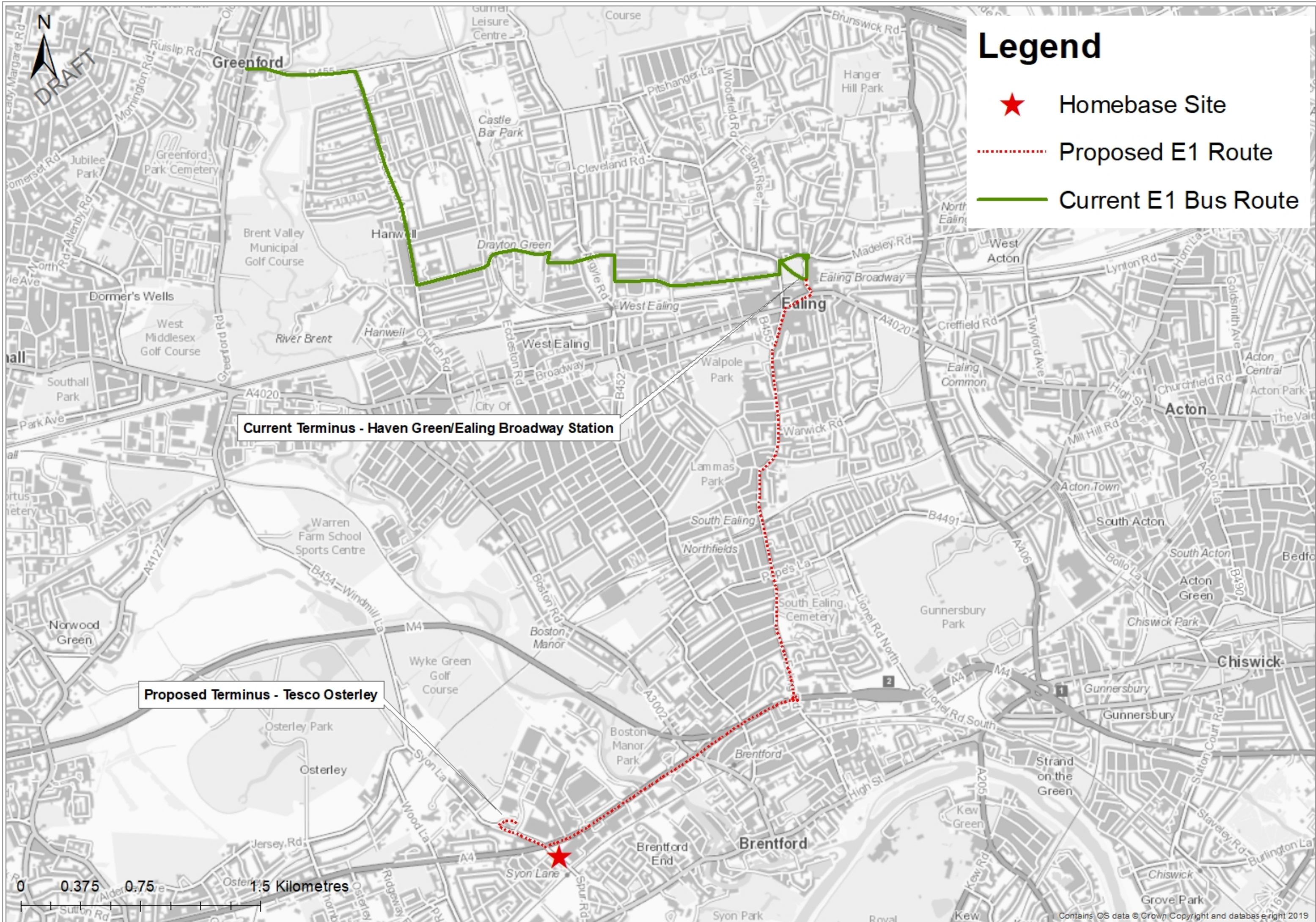
We are also proposing changes to bus and coach stops, bus lanes, and parking and loading on (or close to) the CS9 alignment (except Wellesley Road / Heathfield Terrace) including:

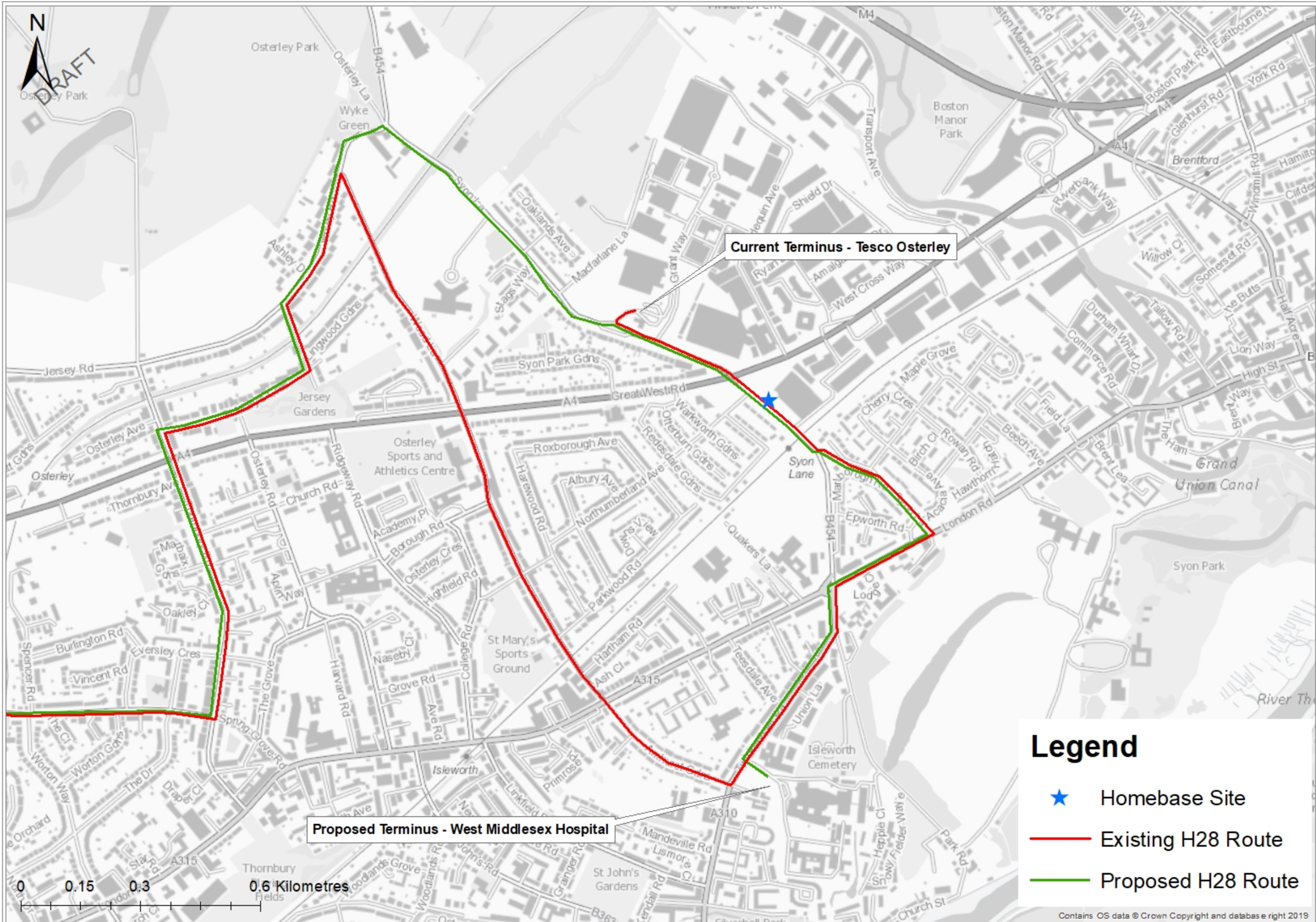
- Bus and coach stop bypasses
- Relocation of some bus and coach stops
- Relocation / removal of some bus lanes. Remaining bus lanes would operate 24-hours, 7 days when used by cyclists, otherwise 0700-1000 and 1600-2000, 7 days
 - Some single yellow lines replaced with double yellow lines, no parking at any time except in marked bays
- Changes to some parking and loading provision

Further details of proposed changes, including parking and loading maps are available at tfl.gov.uk/cs9



Appendix I – Proposed E1 and H28 Bus Routes








Current Terminus - Tesco Osterley

Proposed Terminus - West Middlesex Hospital

Legend

-  Homebase Site
-  Existing H28 Route
-  Proposed H28 Route

0 0.15 0.3 0.6 Kilometres

Path: C:\Users\305249\Documents\syon lane a1z map (psd) 17.mxd

Appendix J – Pedestrian Flow Surveys

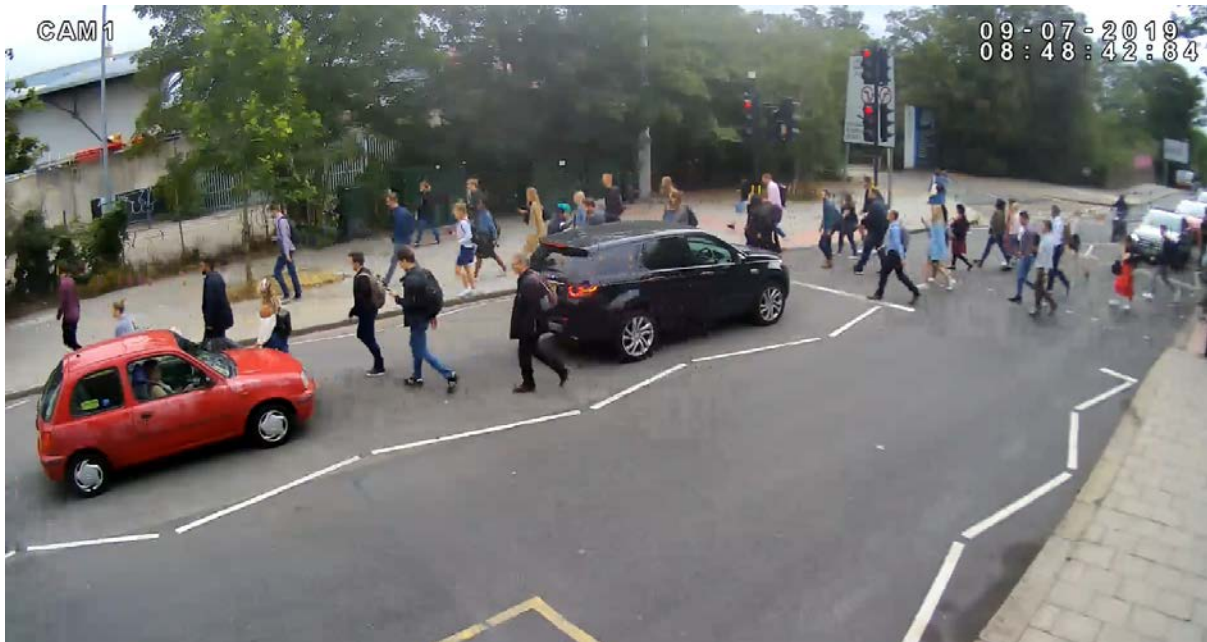
Tesco and Homebase Development Sites, Syon Lane, Osterley

Survey Overview

Please find below a high level summary of the pedestrian surveys undertaken in association with the development projects at the Homebase and Tesco sites, Syon Lane. The surveys were undertaken from Saturday 29th June to Tuesday 9th July 2019.

Pedestrian Demand – In and around the Homebase Site

In and around the weekday morning peak hour, the surveys identify platoons of pedestrians crossing Syon Lane, in the vicinity of Syon Lane station. Peak demand takes place from 08:45 to 09:00, when 346 pedestrian cross the road from the direction of the station and walk northbound, on the eastern side of the Syon Lane carriageway, heading towards the Homebase site access and the A4.



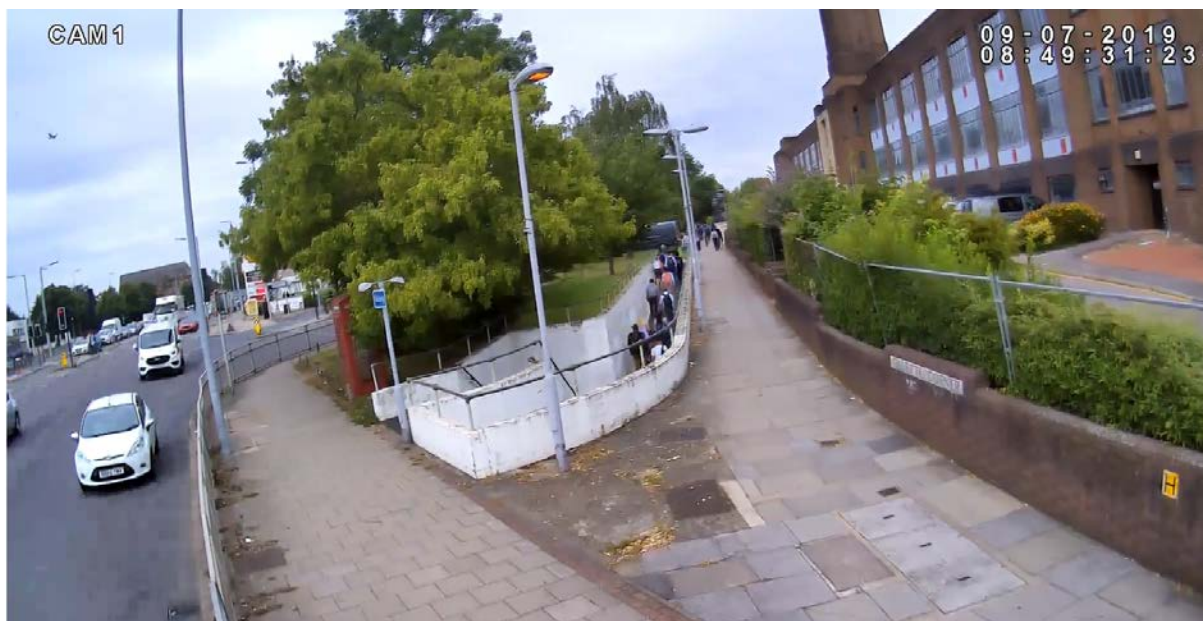
In the opposite direction, peak pedestrian movements occur in the early evening from 17:45 to 18:00, at which time 139 pedestrians cross the carriageway routing towards Syon Lane station.

Comparatively few pedestrians cross the carriageway at the existing staggered signal control crossing in the vicinity of Northumberland Avenue. From 07:00 to 10:00 (a 3-hour period) on a weekday morning, 35 pedestrians crossed the Syon Lane carriageway in this location. From 16:00 to 19:00, 137 pedestrians crossed the carriageway in this location.



Pedestrian Demand – Across A4 Great West Road

The underpass, beneath the A4, is observed to be well used. On a weekday morning, from 08:45 to 09:00 (15 minute period), 206 pedestrians were observed to exit the underpass on the northern side of the A4.



In the same time period, only 9 pedestrians routed across the A4 via the at surface crossing, located on the western side of the A4/ Syon Lane junction.



On-street Car Parking Demand Surveys

Lambeth style surveys have been undertaken to establish on-street car parking demand, in the vicinity of the Tesco and Homebase development sites. For an approximate 200 metre walk distance from both the Tesco and Homebase sites combined, the following on-street car parking demand data has been obtained.

Day Restriction	Occupancy (%)		Jul-2019 Capacity
	Wed 00:30	Thu 00:30	
Red Route Clearway	0%	0%	27
Zigzag Lines	0%	0%	35
Pedestrian Crossing	-	-	0
Double Yellow	1%	0%	170
Bus Stop / Bus Stand	0%	0%	24
Unrestricted	20%	20%	225
Narrow	3%	3%	364
Drop Kerb	2%	2%	96
Single Yellow	23%	15%	13
White Line / Drop Kerb	0%	0%	5
Parking Bay	50%	42%	12
Disabled Bay	75%	63%	8
Resident Permit Holders	74%	72%	310
Red Route Parking Bay	0%	25%	8
Double Red	0%	0%	175
Single Red	0%	0%	8
All	20%	20%	1480

The surveys have established that ‘permit holder’ car parking bays retain an overall reserved capacity within the study area.

Appendix K – Pedestrian Comfort (A4 underpass)

Sign Off		Assessed By		Date		
		Reviewed By		Date		
Summary Info	Location Name		Surveyed AM Peak Hour	Surveyed AM Peak 15 Mins	Proposed AM Peak Hour	Proposed AM Peak 15 Mins
	Location Type		Full Footway Width	Full Footway Width	Full Footway Width	Full Footway Width
	Area Type		High Street	High Street	High Street	High Street
	Average Flow (PPH)		312	599	664	951
	Peak Hour Flow (PPH)		599	836	955	1,192
	Total Footway Width		1.8m	1.8m	1.8m	1.8m
	Clear Footway Width		1.8m	1.8m	1.8m	1.8m
	Total Street Furniture Impact		0m	0m	0m	0m
Pedestrian Comfort (At peak hour flow levels)	Pedestrian Comfort Level (PCL)		A- : 6 ppm	A- : 8 ppm	B+ : 9 ppm	B+ : 11 ppm
	Total Width Required for PCL B+		1.50	1.50	1.50	1.66
	Clear Width Required For PCL B+		1.50	1.50	1.50	1.66
Pedestrian Comfort (Average of Maximum Activity)	Pedestrian Comfort Level (PCL)		B+ : 9 ppm	B- : 17 ppm	C+ : 18 ppm	C- : 26 ppm
	Total Width Required for PCL B+		1.50	2.50	2.77	3.97
	Clear Width Required For PCL B+		1.50	2.50	2.77	3.97
Impact	Pedestrian Comfort at Peak Hour Flow		The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.
Impact	Pedestrian Comfort at Average of Maximum Activity		Even when under additional stress, the footway on this site should be comfortable.	This level of comfort is appropriate for periods of additional stress for all Area Types	This level of comfort is appropriate for periods of additional stress in Office and Retail and Transport Interchange sites.	This level of comfort is appropriate for periods of additional stress in Office and Retail and Transport Interchange sites.
Impact	Notes					
Impact	Mitigation					

Sign Off	Assessed By		Date	
	Reviewed By		Date	

Summary Info	Location Name
	Location Type
	Area Type
	Average Flow (PPH)
	Peak Hour Flow (PPH)
	Total Footway Width
	Clear Footway Width
	Total Street Furniture Impact

Pedestrian Comfort (At peak hour flow levels)	Pedestrian Comfort Level (PCL)
	Total Width Required for PCL B+
	Clear Width Required For PCL B+

Pedestrian Comfort (Average of Maximum Activity)	Pedestrian Comfort Level (PCL)
	Total Width Required for PCL B+
	Clear Width Required For PCL B+

Impact	Pedestrian Comfort at Peak Hour Flow
--------	--------------------------------------

Impact	Pedestrian Comfort at Average of Maximum Activity
--------	---

Impact	Notes
--------	-------

Impact	Mitigation
--------	------------

Sign Off		Assessed By		Date		
		Reviewed By		Date		
Summary Info	Location Name		Surveyed PM Peak Hour	Surveyed PM Peak 15 Mins	Proposed PM Peak Hour	Proposed PM Peak 15 Mins
	Location Type		Full Footway Width	Full Footway Width	Full Footway Width	Full Footway Width
	Area Type		High Street	High Street	High Street	High Street
	Average Flow (PPH)		228	446	514	732
	Peak Hour Flow (PPH)		446	524	734	812
	Total Footway Width		1.8m	1.8m	1.8m	1.8m
	Clear Footway Width		1.8m	1.8m	1.8m	1.8m
	Total Street Furniture Impact		0m	0m	0m	0m
Pedestrian Comfort (At peak hour flow levels)	Pedestrian Comfort Level (PCL)		A : 4 ppmm	A : 5 ppmm	A- : 7 ppmm	A- : 8 ppmm
	Total Width Required for PCL B+		1.50	1.50	1.50	1.50
	Clear Width Required For PCL B+		1.50	1.50	1.50	1.50
Pedestrian Comfort (Average of Maximum Activity)	Pedestrian Comfort Level (PCL)		A- : 6 ppmm	B : 12 ppmm	B : 14 ppmm	C+ : 20 ppmm
	Total Width Required for PCL B+		1.50	1.86	2.15	3.06
	Clear Width Required For PCL B+		1.50	1.86	2.15	3.06
Impact	Pedestrian Comfort at Peak Hour Flow		The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.
Impact	Pedestrian Comfort at Average of Maximum Activity		Even when under additional stress, the footway on this site should be comfortable.	This level of comfort is appropriate for periods of additional stress for all Area Types	This level of comfort is appropriate for periods of additional stress for all Area Types	This level of comfort is appropriate for periods of additional stress in Office and Retail and Transport Interchange sites.
Impact	Notes					
Impact	Mitigation					

Sign Off	Assessed By		Date	
	Reviewed By		Date	

Summary Info	Location Name
	Location Type
	Area Type
	Average Flow (PPH)
	Peak Hour Flow (PPH)
	Total Footway Width
	Clear Footway Width
	Total Street Furniture Impact

Pedestrian Comfort (At peak hour flow levels)	Pedestrian Comfort Level (PCL)
	Total Width Required for PCL B+
	Clear Width Required For PCL B+

Pedestrian Comfort (Average of Maximum Activity)	Pedestrian Comfort Level (PCL)
	Total Width Required for PCL B+
	Clear Width Required For PCL B+

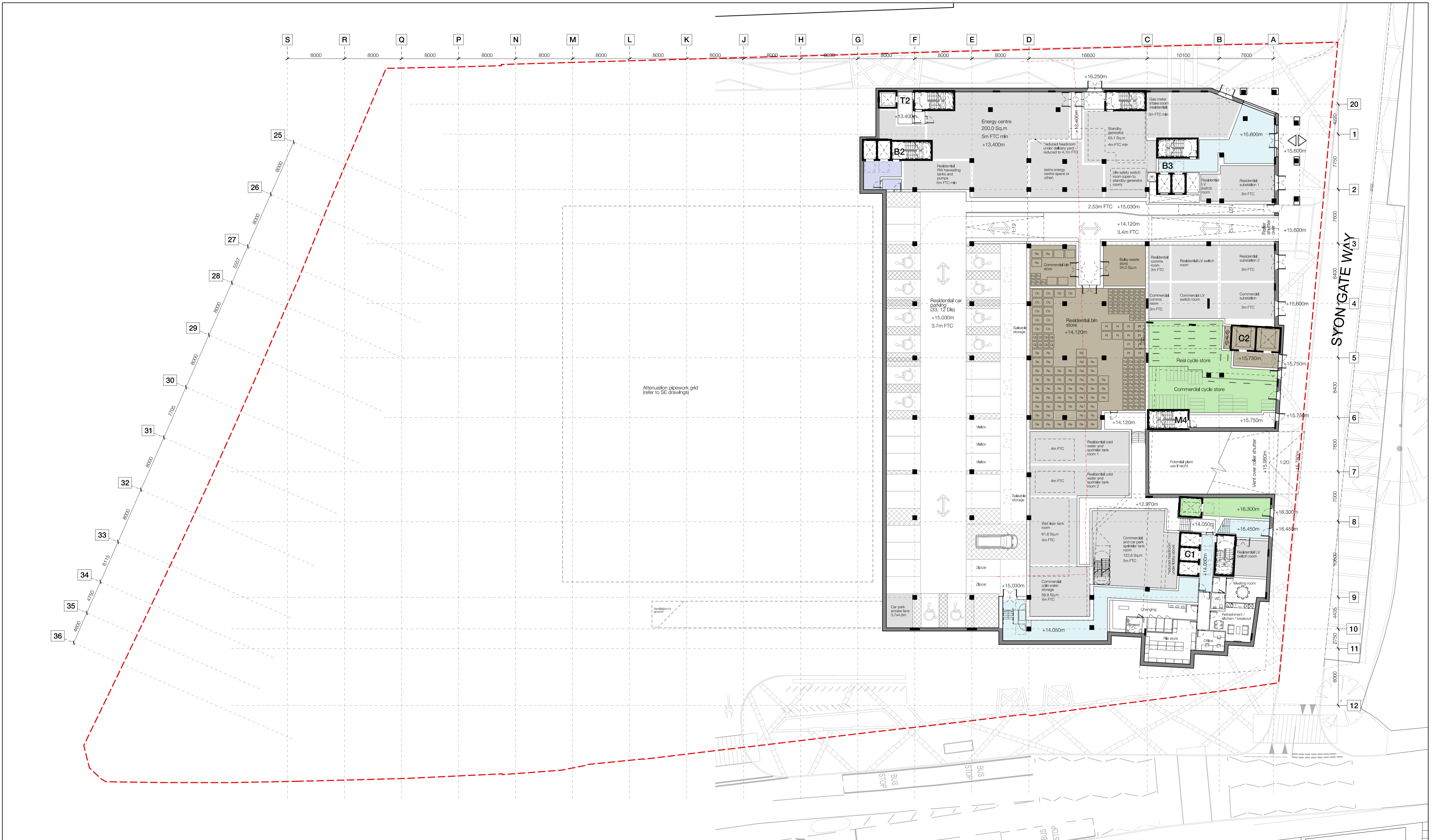
Impact	Pedestrian Comfort at Peak Hour Flow
--------	--------------------------------------

Impact	Pedestrian Comfort at Average of Maximum Activity
--------	---

Impact	Notes
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Impact	Mitigation
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Appendix L – Architectural Layouts



General Notes

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Contractors must ensure that cross referenced drawings and specifications noted on these drawings are checked on a regular basis to ensure that the latest revisions are used.

Title
General arrangement plan
Lower ground floor

Project
Syon Lane
Scale
1:250 @ A1 1:500 @ A3

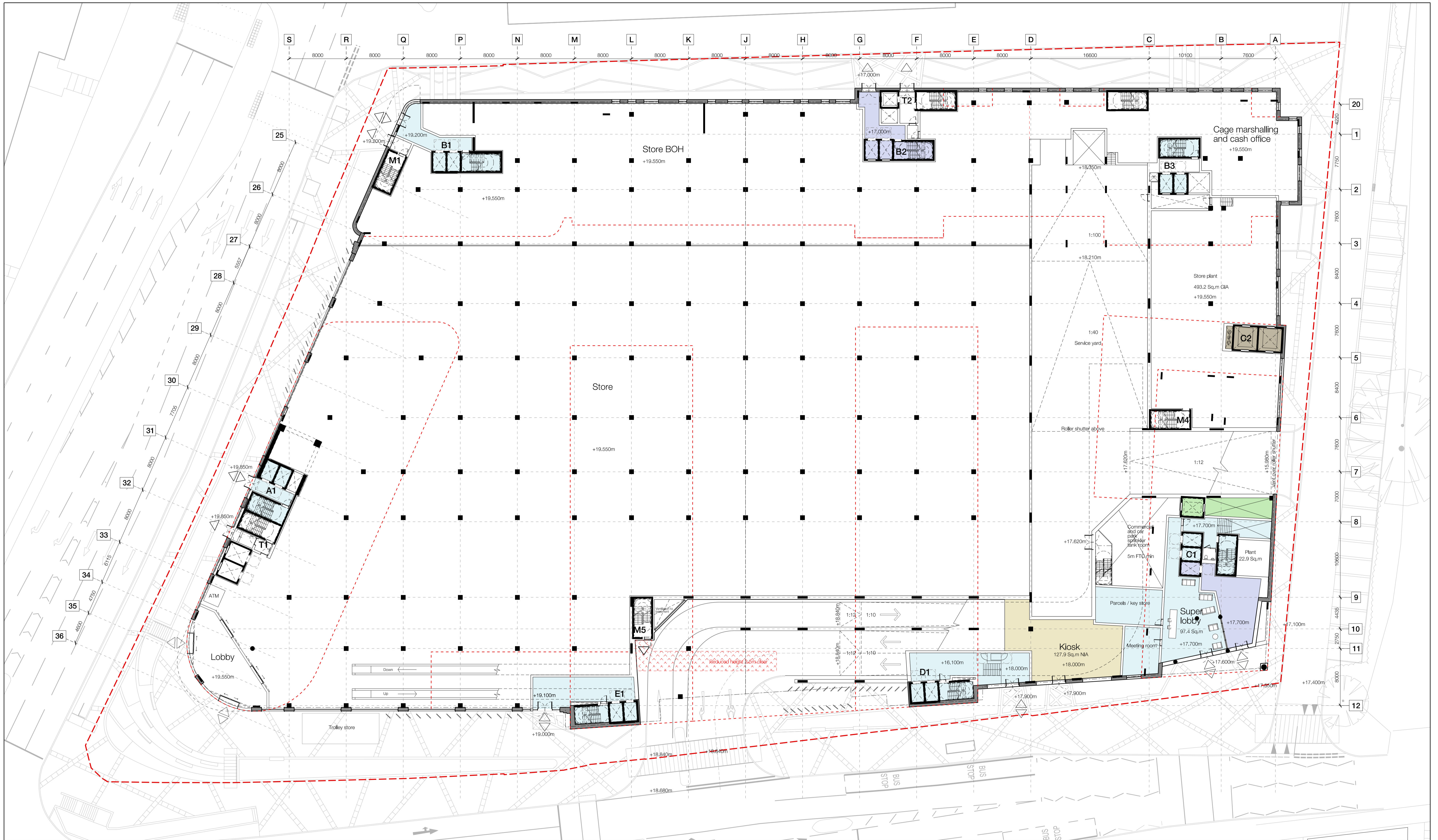
Issue Record	By	Chk	Date
P26 Planning Issue	MA	AC	02.09.2020
P25 Planning Issue	MA	AC	27.08.2020
P24 Updated block plans & B3 layouts	AP	AC	21.08.2020
P23 Planning Issue	MA	AC	28.07.2020
P22 Planning Draft	TG	AC	17.07.2020
P21 Design Freeze 3	TG	AC	10.07.2020

Drawing Number
579-PTA-ZZ-B1-DR-A-1001
Revision
P26

Status
For Planning

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Title
General arrangement plan
Ground floor

Project
Syon Lane
Scale
1:250 @ A1 1:500 @ A3

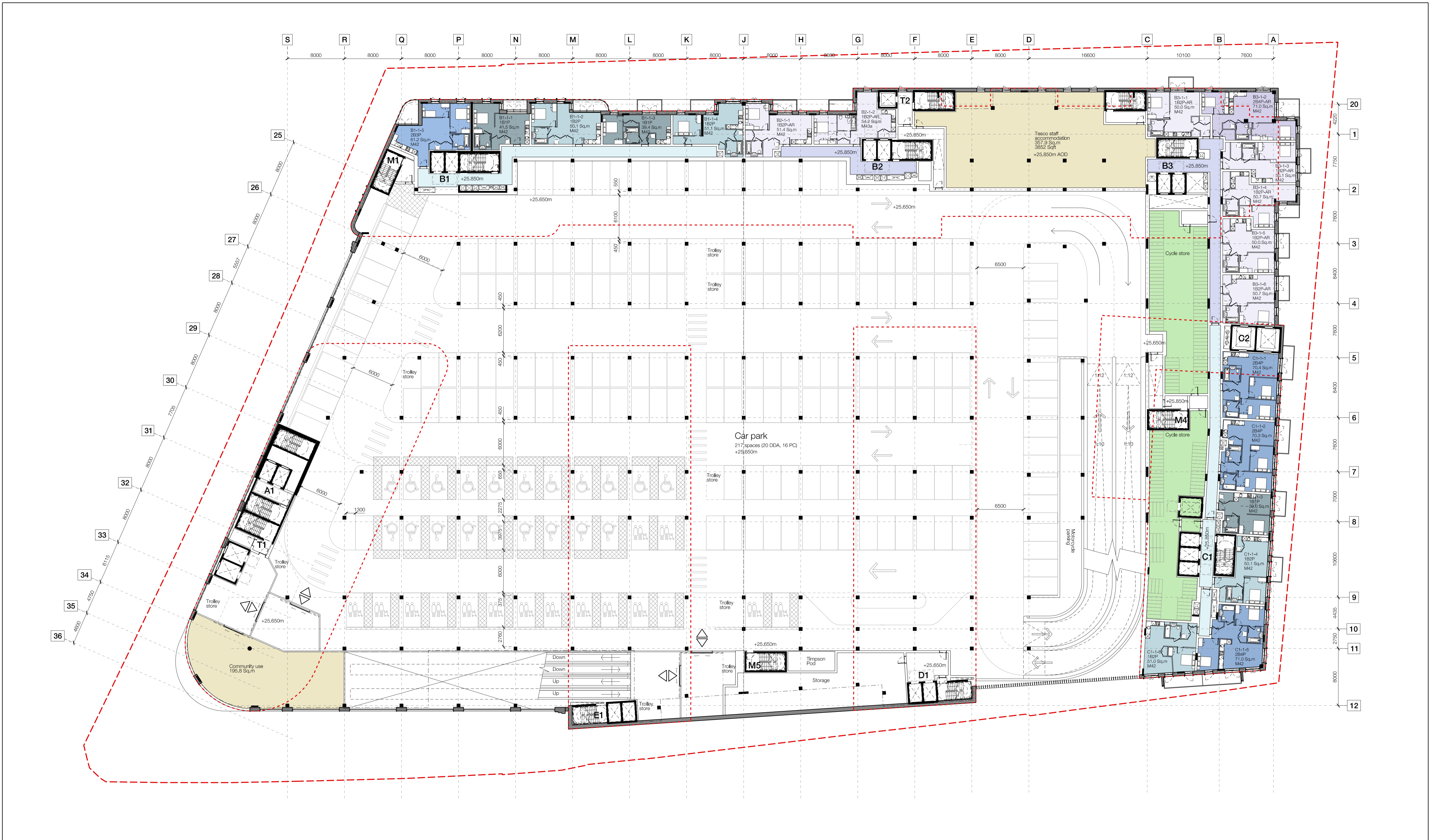
Issue Record	By	Chk	Date
P34 Planning Issue	MA	AC	27.08.2020
P33 For Information	TG	AC	24.08.2020
P32 Planning Issue	TG	AC	29.07.2020
P31 Planning Issue	TG	AC	28.07.2020
P30 Planning Issue	MA	AC	28.07.2020
P29 Planning Draft	TG	AC	17.07.2020

Drawing Number
579-PTA-ZZ-00-DR-A-1001 Revision
P34

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Title
General arrangement plan
Level 01

Project
Syon Lane

Scale
1:250 @ A1 1:500 @ A3

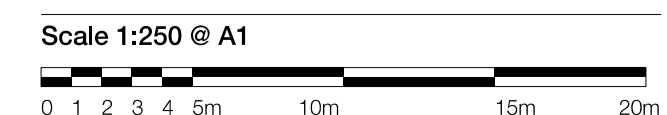
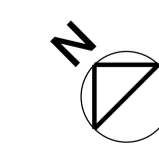
Issue Record	By	Chk	Date
P34 Planning Issue	MA	AC	02.09.2020
P33 Planning Issue	MA	AC	27.08.2020
P32 Updated staff accommodation area	MA	AC	24.08.2020
P31 Updated block plans & B3 layouts	MA	AC	21.08.2020
P30 Planning Issue	MA	AC	28.07.2020
P29 Planning Draft	TG	AC	17.07.2020

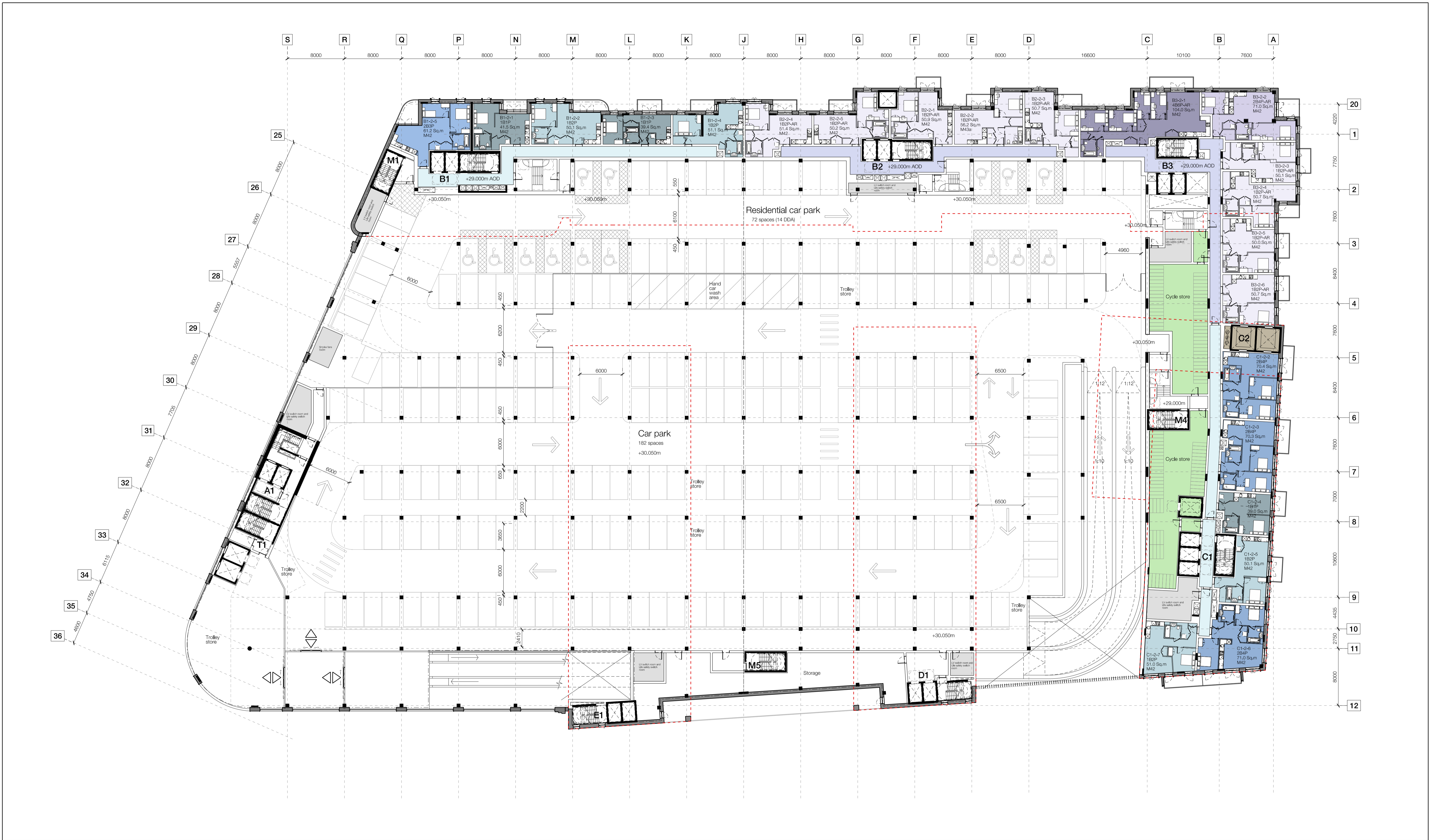
Drawing Number
579-PTA-ZZ-01-DR-A-1001

Revision
P34

Status
For Planning

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Title
General arrangement plan
Level 02

Project
Syon Lane

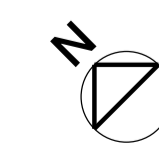
Scale
1:250 @ A1 1:500 @ A3

Issue Record	By	Chk	Date
P21 Planning Issue	MA	AC	04.09.2020
P40 Planning Issue	MA	AC	02.09.2020
P39 Planning Issue	MA	AC	27.08.2020
P38 Updated carpark	MA	AC	26.08.2020
P37 Updated carpark hatched area	MA	AC	24.08.2020
P36 Updated block plans & BG layouts	MA	AC	21.08.2020

Drawing Number
579-PTA-ZZ-02-DR-A-1001 Revision
P41

Status
For Planning

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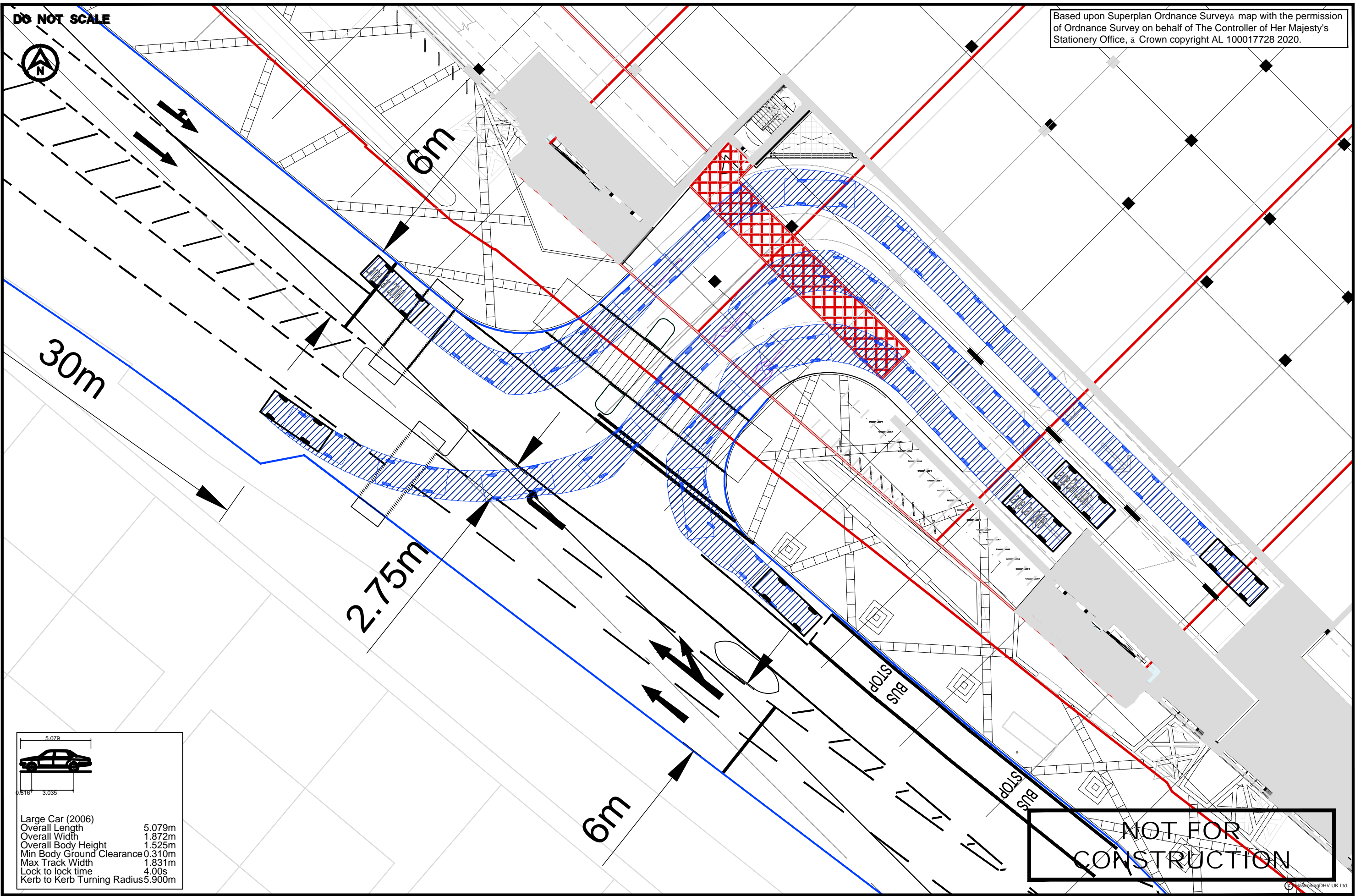


Appendix M – Vehicle Swept Path Analysis

DO NOT SCALE



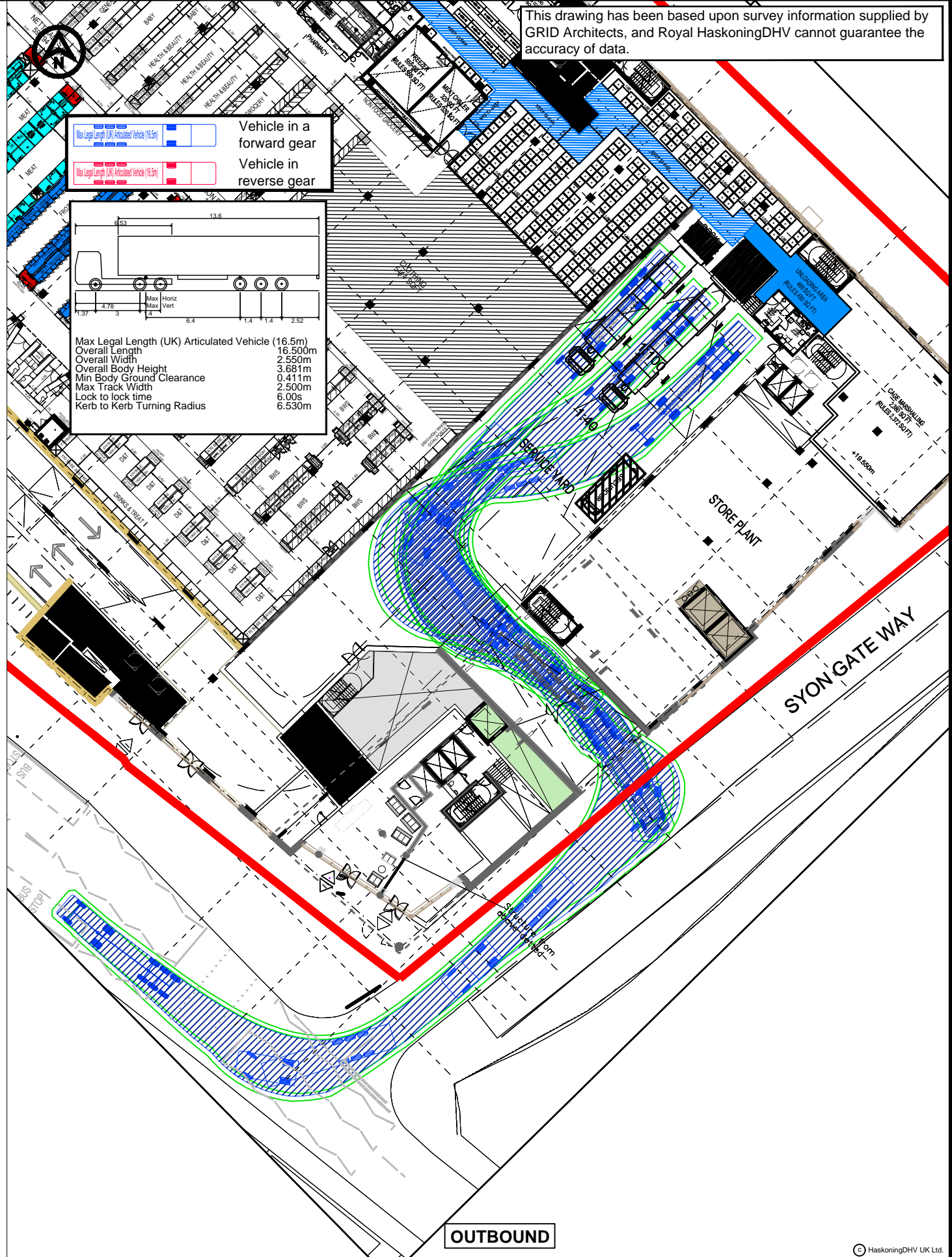
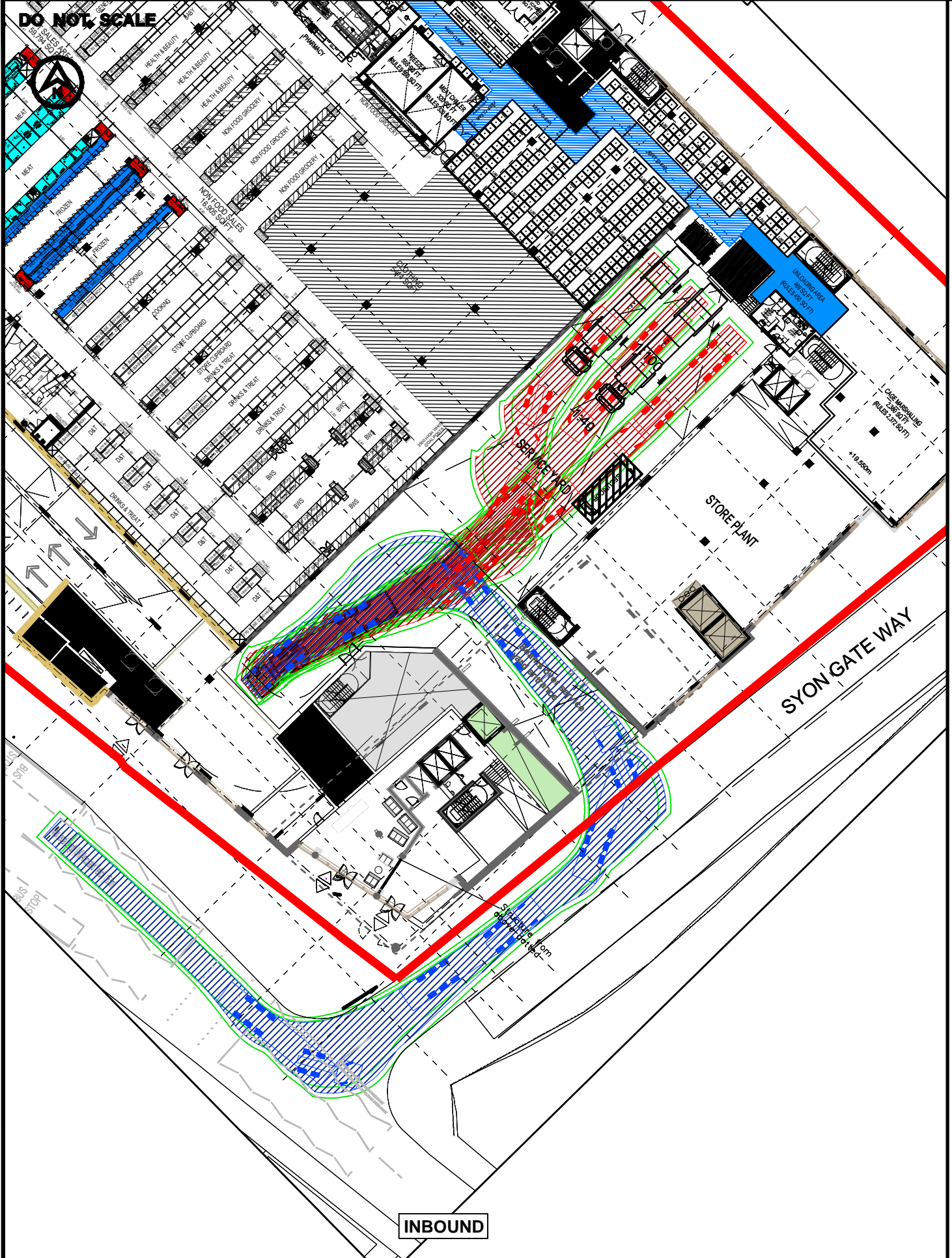
Based upon Superplan Ordnance Survey map with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office, a Crown copyright AL 100017728 2020.



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

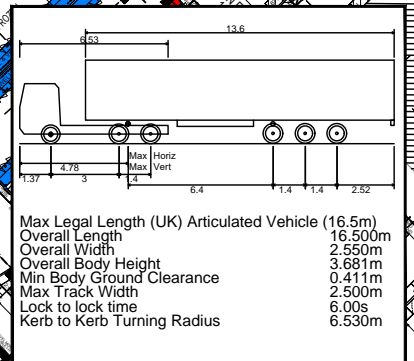
NOT FOR CONSTRUCTION

TITLE ACCESS SWEEP PATH ANALYSIS - LARGE CAR	PROJECT SYON LANE		JOB No. PB9144	DRAWN TH	CHECKED AW	PASSED AW
			DATE 24/07/20	REV P01	AUTOCAD REF. PB9144-0112	
			SCALE 1:250	SUIT S3	DRG No. PB9144-RHD-GE-SW-DR-R-0112	



This drawing has been based upon survey information supplied by GRID Architects, and Royal HaskoningDHV cannot guarantee the accuracy of data.

■ Vehicle in a forward gear
■ Vehicle in reverse gear



INBOUND

OUTBOUND

TITLE
SWEPT PATH ANALYSIS
 16.5m ARTIC

PROJECT
HOMEBASE SYON LANE
 BRENTFORD

JOB No.
PB9144
 DATE
 29/07/20
 SCALE
 1:500

DRAWN
 KM
 REV
 P05
 SUIT
 S3

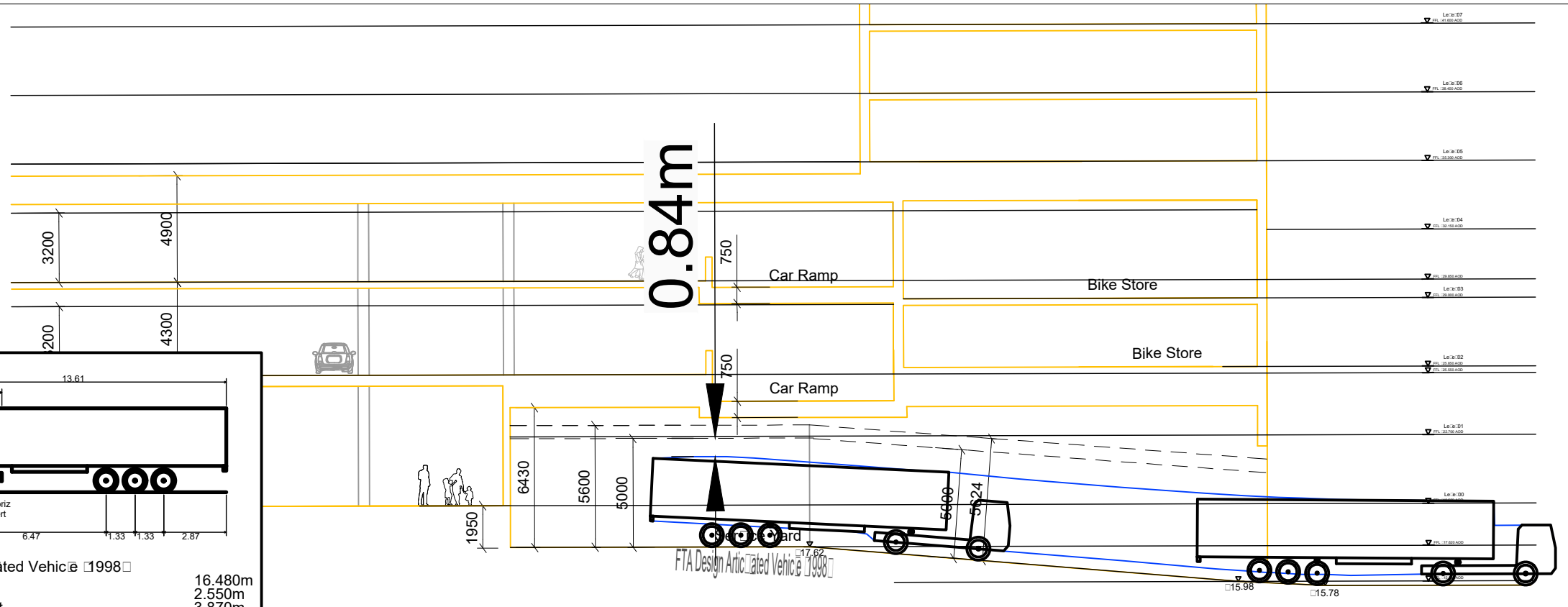
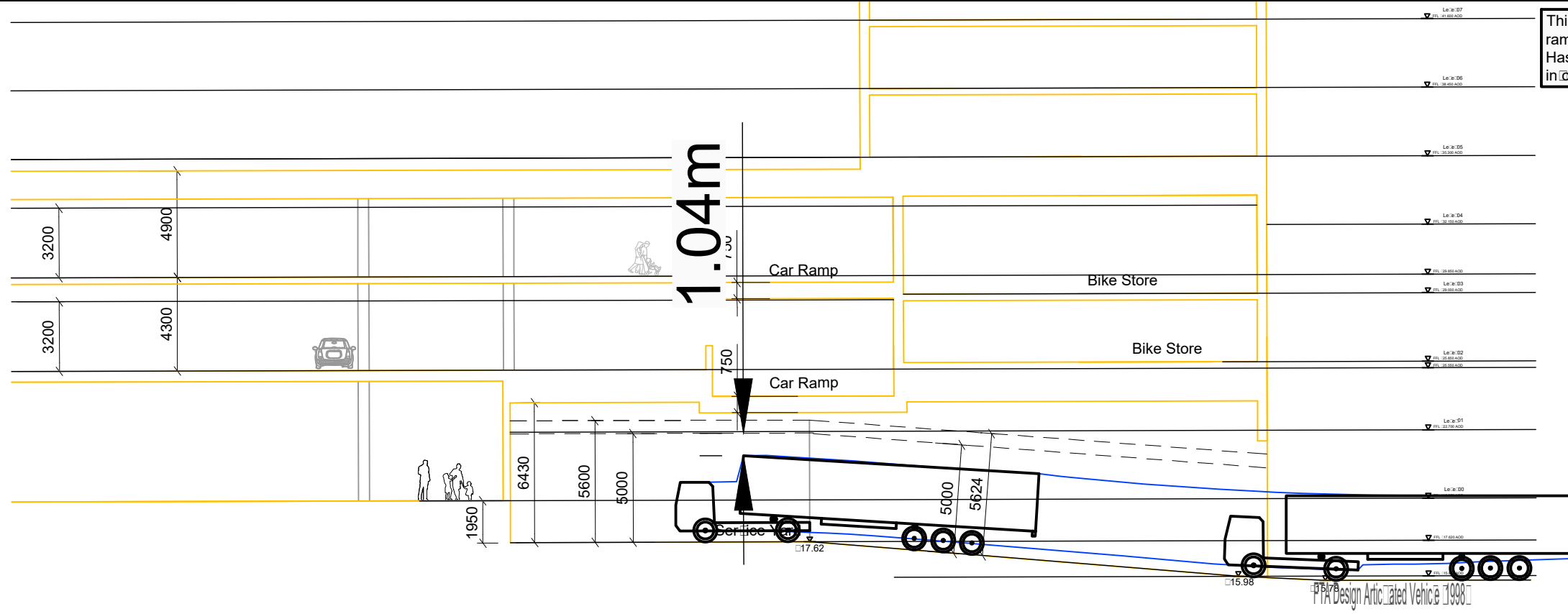
CHECKED
 AW
 PASSED
 AW
 AUTOCAD REF.
 PB9144-0050
 DRG No.
 PB9144-RHD-GE-SW-DR-R-0050

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DO NOT SCALE



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FTA Design Articulated Vehicle 1998

- Overall Length 16.480m
- Overall Width 2.550m
- Overall Body Height 3.870m
- Min Body Ground Clearance 0.515m
- Max Track Width 2.470m
- Lock to lock time 3.00s
- Kerb to Kerb Turning Radius 6.550m

TITLE
VEHICLE SWEEP PATH ANALYSIS -
16.5m ARTICULATED VEHICLE

PROJECT
SYON LANE



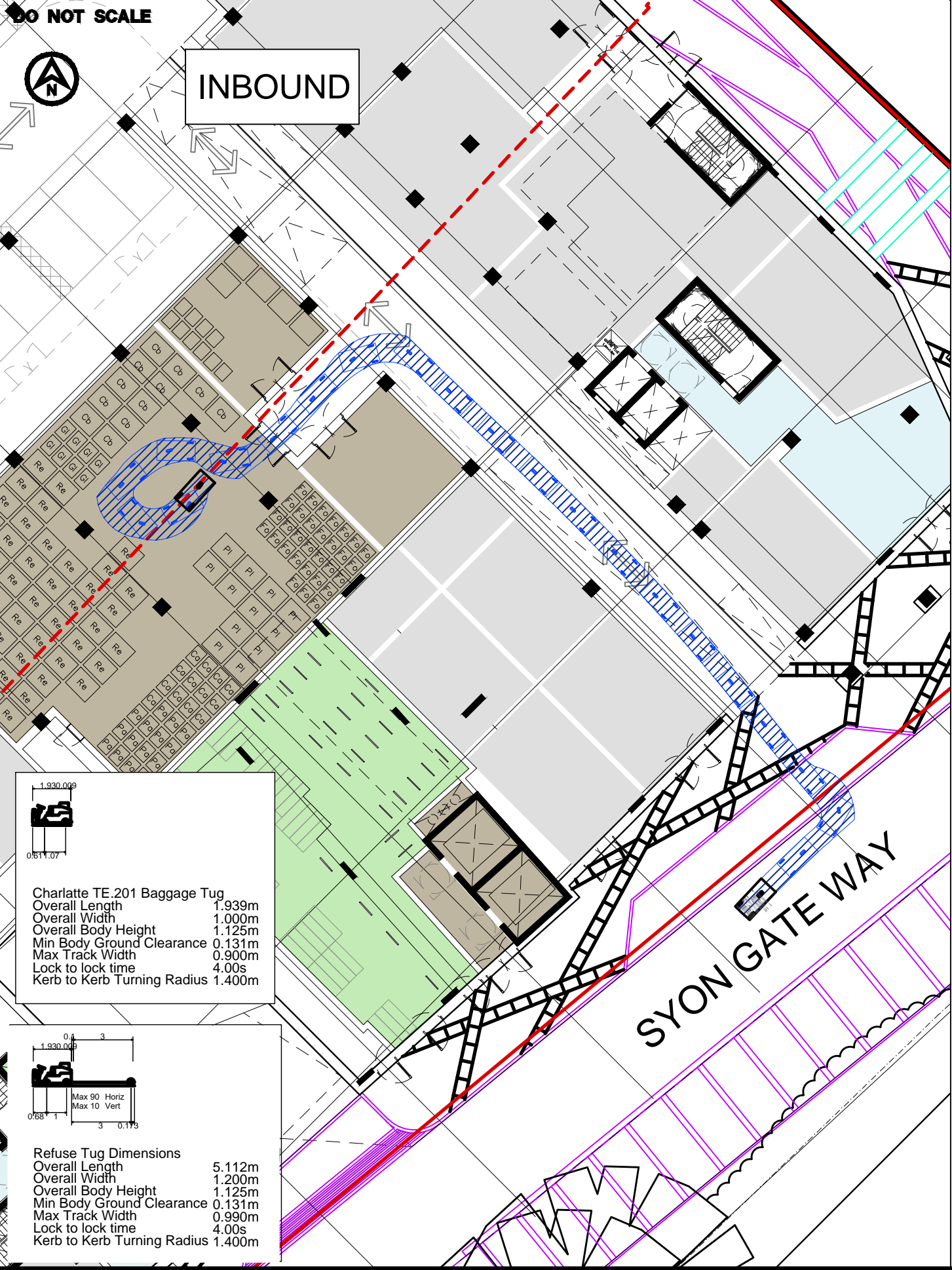
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DRAWN	JW	CHECKED	CS	PASSED	CS
DRG No.	PB9144-RHD-GE-SW-DR-R-0062			REV	P01

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DO NOT SCALE



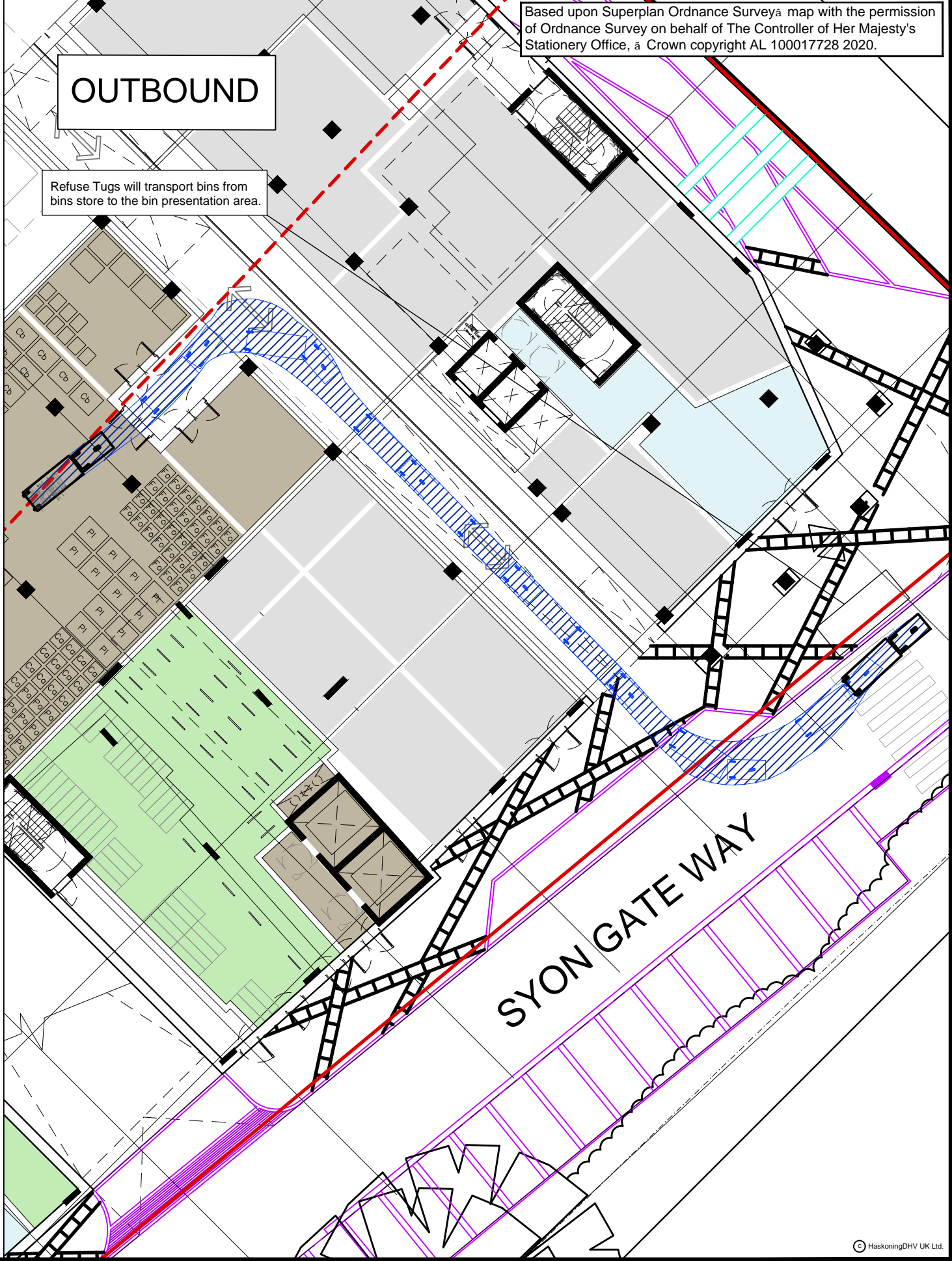
INBOUND



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OUTBOUND

Refuse Tugs will transport bins from bins store to the bin presentation area.



1:930.009
0.911.07

Charlotte TE.201 Baggage Tug
 Overall Length 1.939m
 Overall Width 1.000m
 Overall Body Height 1.125m
 Min Body Ground Clearance 0.131m
 Max Track Width 0.900m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 1.400m

0.68 1 3 0.113

1:930.009
0.911.07

Refuse Tug Dimensions
 Overall Length 5.112m
 Overall Width 1.200m
 Overall Body Height 1.125m
 Min Body Ground Clearance 0.131m
 Max Track Width 0.990m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 1.400m

TITLE
SWEPT PATH ANALYSIS -
ELECTRIC REFUSE TOW

PROJECT
SYON LANE



JOB No.
PB9144

DATE
29/07/20

SCALE
1:250

DRAWN
TH

REV
P02

SUIT
S3

CHECKED
CS

PASSED
CS

AUTOCAD REF.
PB9144-108

DRG No.
PB9144-RHD-GE-SW-DR-R-0108

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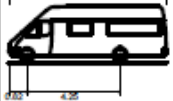
DO NOT SCALE



INBOUND

NOTE: Medium service vehicle, larger than typical home shopping delivery lorry

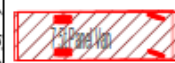
SYON GATEWAY



7.5t Panel Van
 Overall Length 7.210m
 Overall Width 2.192m
 Overall Body Height 2.544m
 Min Body Ground Clearance 0.316m
 Track Width 1.965m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.400m



VEHICLE IN A FORWARD GEAR



VEHICLE IN A REVERSE GEAR

TITLE
SYON GATEWAY ACCESS -
SWEEP PATH ANALYSIS -
7.5T PANEL VAN

PROJECT
SYON LANE

OUTBOUND

NOTE: 33 car parking spaces (inc. 2 x car club and 3 x visitor parking bays) 1 home delivery bay located in basement.

SYON GATEWAY

The General arrangement plan lower ground floor

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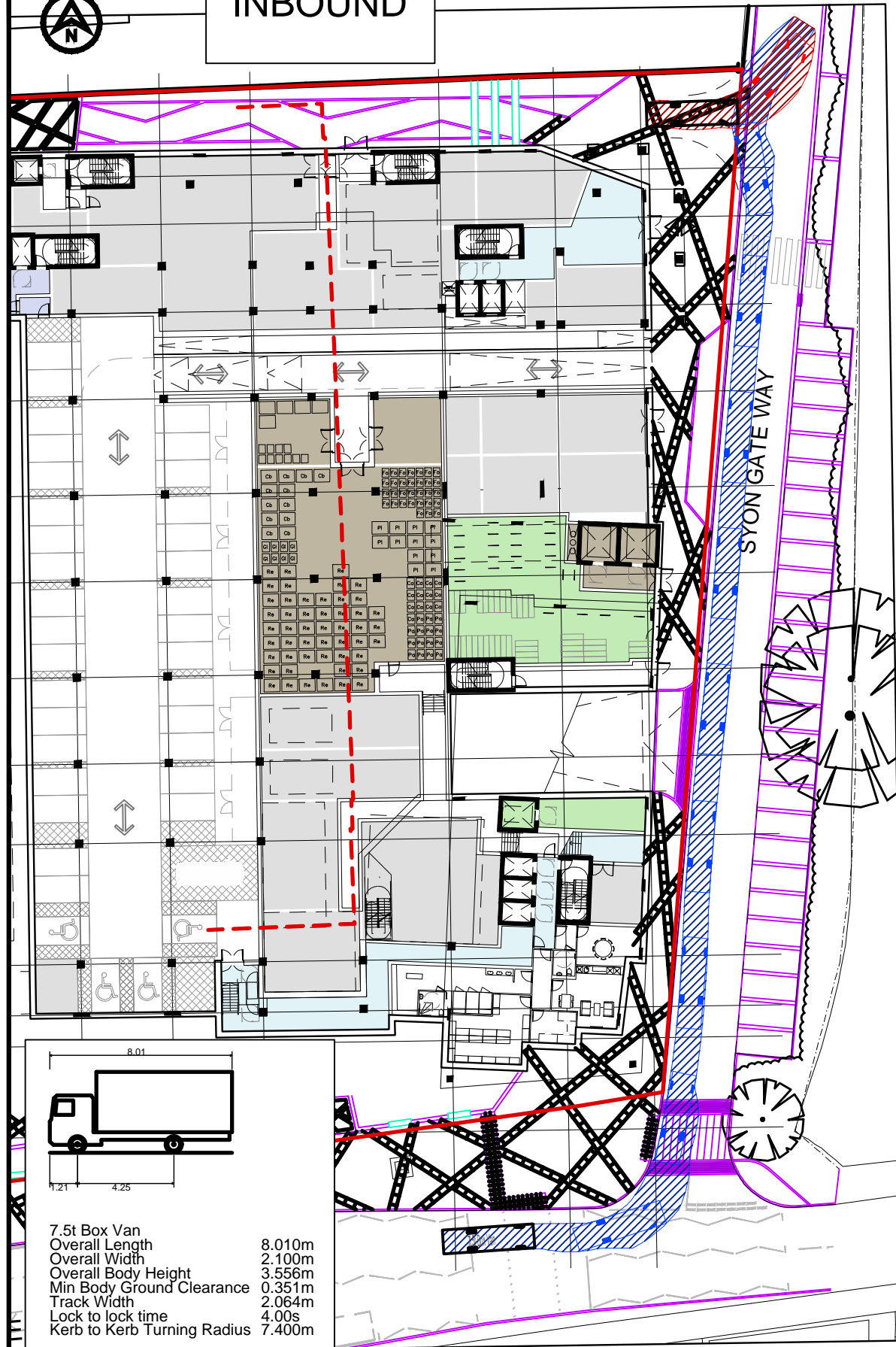


JOB No. PB9144	DRAWN TH	CHECKED AW	PASSED AW
DATE 14/07/20	REV P02	AUTOCAD REF PB9144-105	
SCALE 1:500	SUIT S3	DRG No. PB9144-RHD-GE-SW-DR-R-0105	

DO NOT SCALE

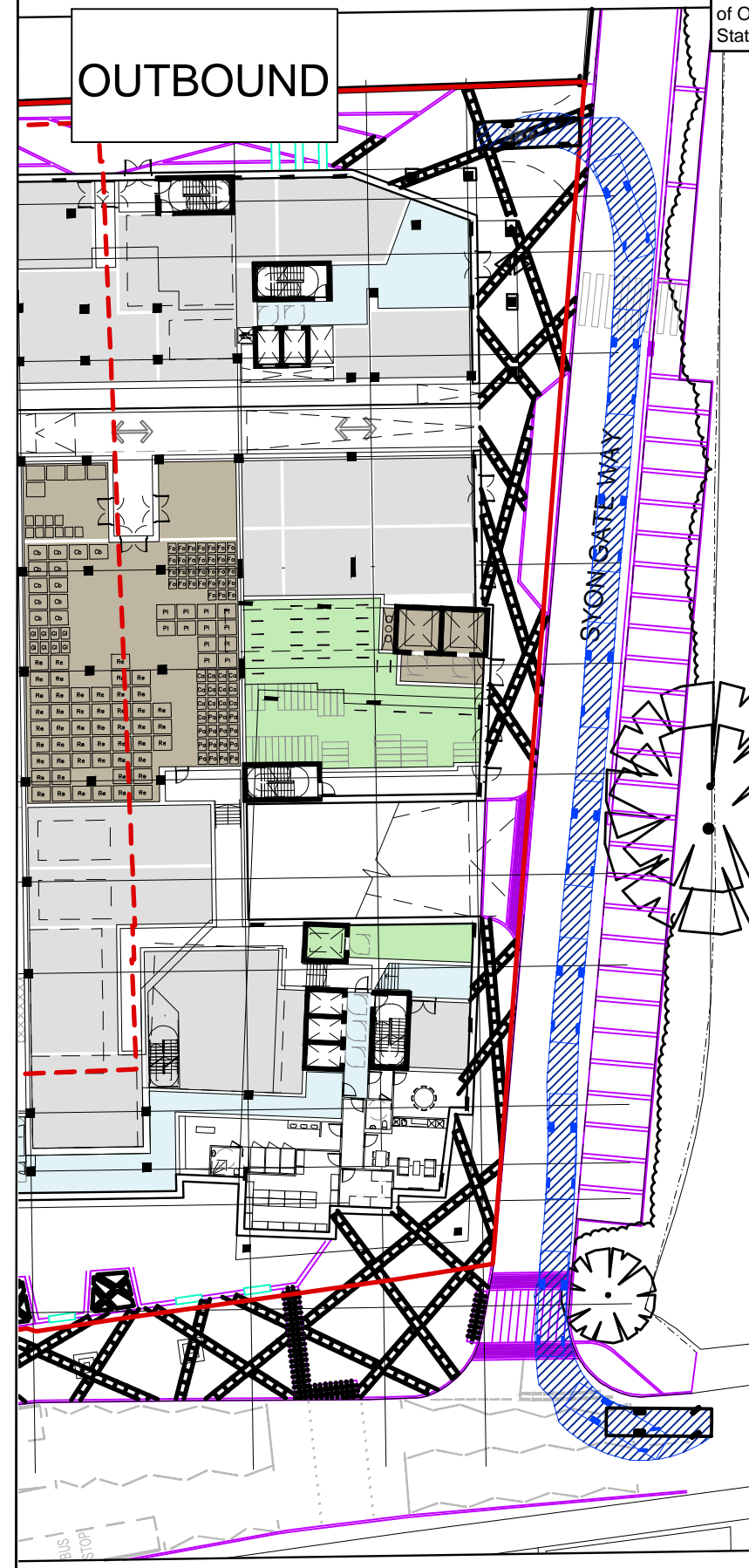


INBOUND



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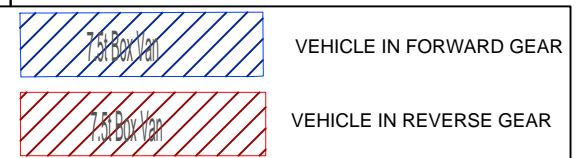
OUTBOUND



Title
General arrangement plan
Lower ground floor

Drawing Number
DRAWING1
Status
For information

Revis
P20



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TITLE
**ACCESS CONFIGURATION 4 -
SWEEP PATH ANALYSIS -
7.5T BOX VAN**

PROJECT
SYONGATE WAY

 **Royal HaskoningDHV**
Enhancing Society Together

JOB No.
PB9144
DATE
28/07/20
SCALE
1:500

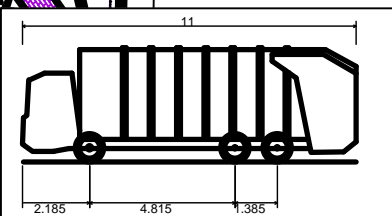
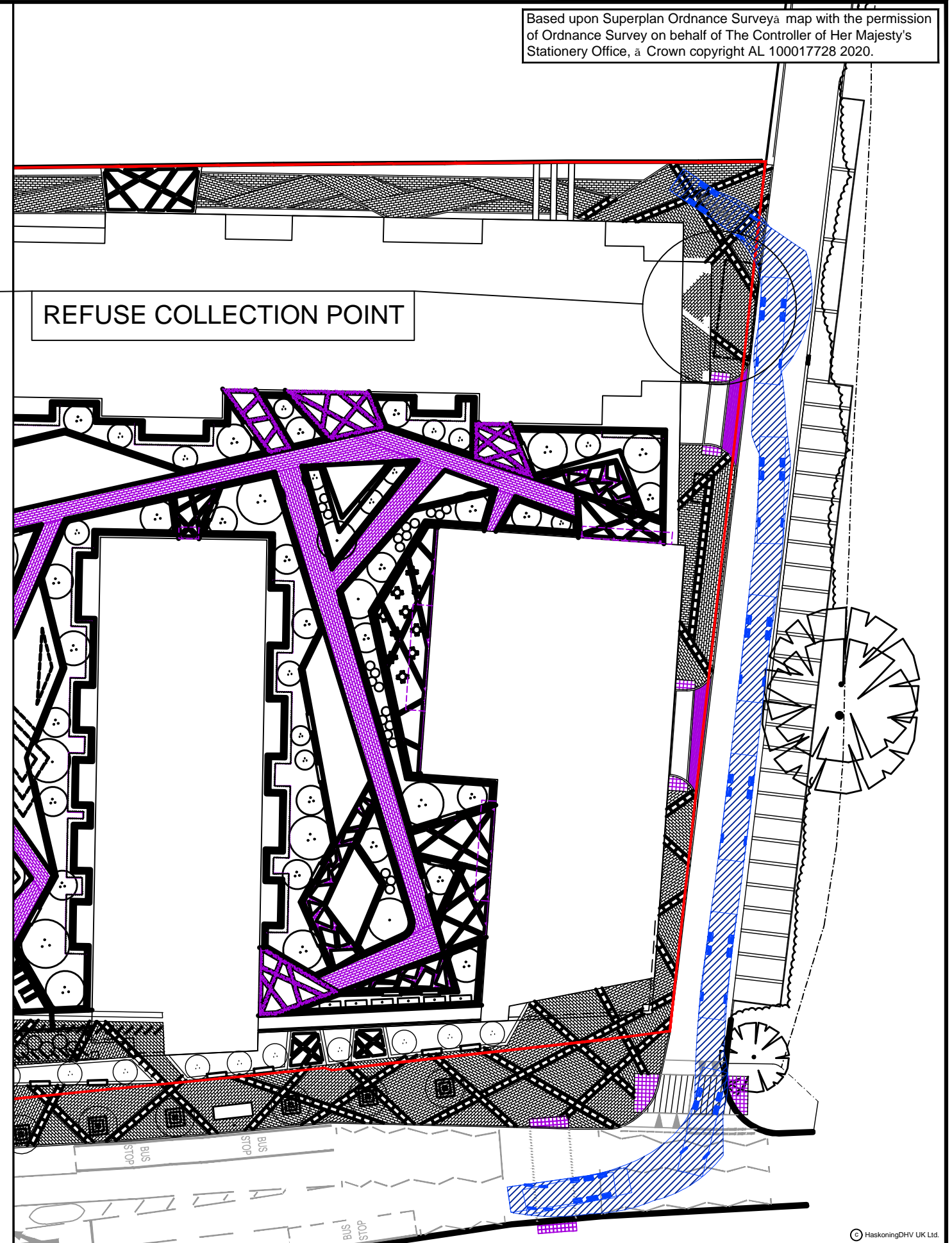
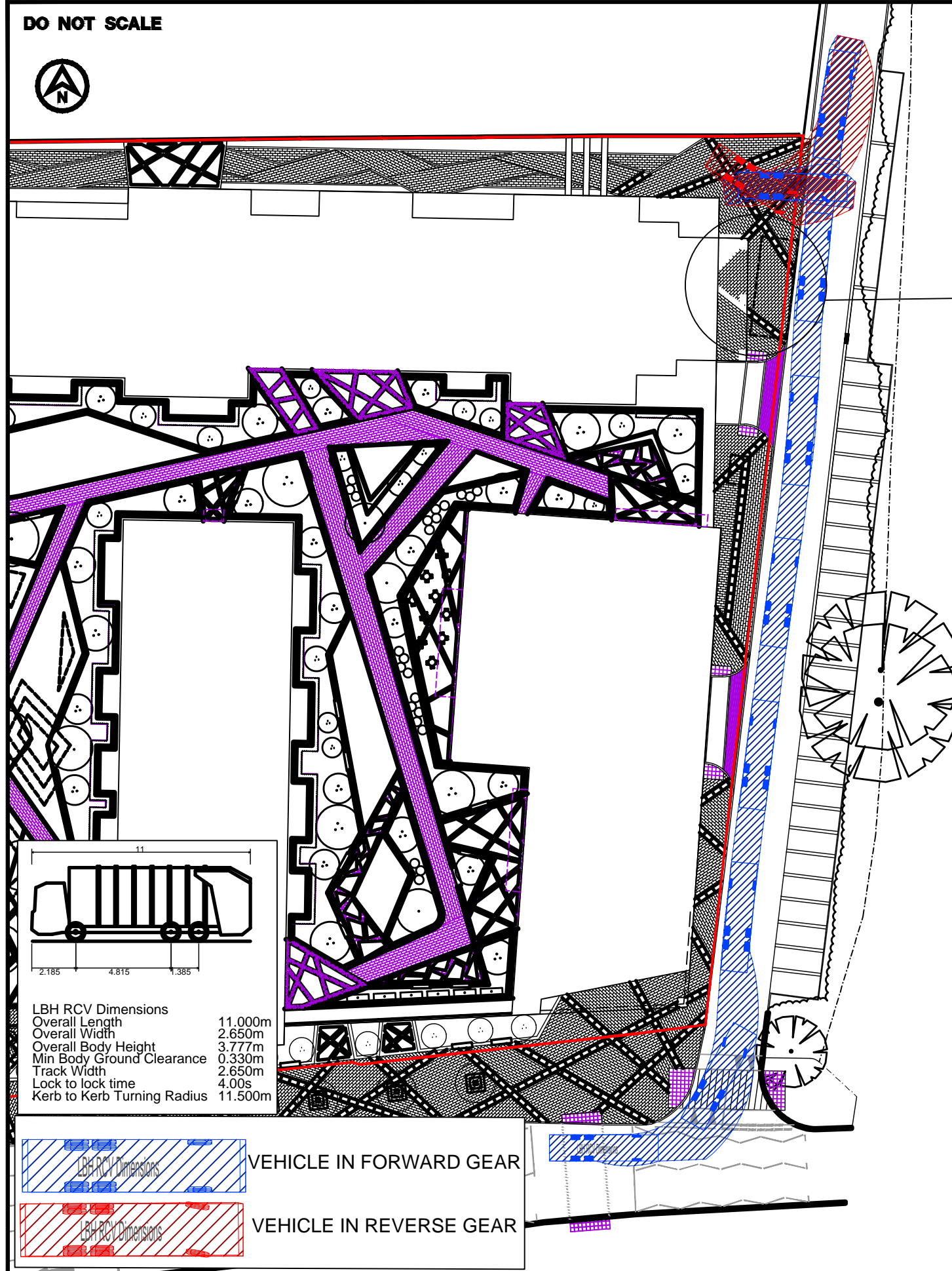
DRAWN
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P02
SUIT
S3

CHECKED
AW
PASSED
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AUTOCAD REF.
PB9144-RHD-0084
DRG No.
PB9144-RHD-GE-SW-DR-R-0084

DO NOT SCALE



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LBH RCV Dimensions
 Overall Length 11.000m
 Overall Width 2.650m
 Overall Body Height 3.777m
 Min Body Ground Clearance 0.330m
 Track Width 2.650m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 11.500m



VEHICLE IN FORWARD GEAR

VEHICLE IN REVERSE GEAR

TITLE
**SWEPT PATH ANALYSIS - 11M REFUSE
 VEHICLE (LBH RCV)**

PROJECT
SYON LANE



JOB No.
PB9144
 DATE
29/07/20
 SCALE
1:500

DRAWN
TH
 REV
P01
 SUIT
S3

CHECKED
CS
 PASSED
CS
 AUTOCAD REF.
PB9144-0115
 DRG No.
PB9144-RHD-GE-SW-DR-R-0115

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Appendix N – On-Street Car Parking Plan

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Total of 7 spaces recovered with committed storage facility proposals.

3 new parking bays proposed.

Total of 3 spaces lost due to committed storage facility access

Indicative access location to serve committed storage facility

Removal of existing buildouts, replaced with central speed cushion would create 3 additional spaces

Parking beat survey indicates a spare capacity of 4 spaces on Northumberland Avenue.

One spaces removed and double yellow lines extended

6 new parking bays proposed.

11 car parking bays, including one blue badge space removed.

2 parking bays to be recovered.







Parking beat survey indicates a spare capacity of 5 spaces on Redesdale Gardens

Parking beat survey indicates a spare capacity of 5 spaces on Otterburn Gardens

Parking beat survey indicates a spare capacity of 6 spaces on Warkworth Gardens

Parking beat survey indicates a spare capacity of 3 spaces on Haxham Gardens.

Parking beat survey indicates a spare capacity of 7 spaces on Rothbury Gardens.

KEY	
Existing Kerbline	  Lost spaces due to storage unit proposals
Proposed Kerbline	  New parking layout from storage unit proposals
Cycle Lane	  Proposed additional on-street parking

TITLE
PROPOSED ON-STREET PARKING ARRANGEMENT

PROJECT
TESCO, SYON LANE



2 Abbey Gardens,
Great College Street,
London, SW1P 3NL
Tel: +44(0)207 222 115
www.royalhaskoningdhv.com

STATUS	S3	DATE	24.07.20	SCALE	1:1,000
DRAWN	TH	CHECKED	AW	PASSED	AW
DRG No.	PB9144-RHD-GE-SW-DR-R-0073			REV	P04

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Appendix O – TRICS Assessment

Syon Lane, TRICS Site Analysis - Flatted Development located in Greater London

Reference	Description	Town/City	Area	Location	Survey Date	Dwellings	PTAL Rating	Car Parking Provision	Car Parking Ratio (spaces per dwelling)	Surveyed Vehicle Trips - AM Peak	Surveyed Vehicle Trips - PM Peak	Surveyed Vehicle Trips - 07:00-19:00	Vehicle trips per car parking space - AM Peak	Vehicle trips per car parking space - PM Peak	Vehicle trips per car parking space - 07:00-19:00	Person trips per unit - AM Peak		Person trips per unit - PM Peak		Person trips - 07:00-19:00	
																Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
BE-03-C-01	BLOCKS OF FLATS	BEXLEYHEATH	BEXLEY	Edge of Town Centre	19/09/2018	79	3	84	1.06	11	38	-	-	-	-	12	46	37	29	-	-
BE-03-C-02	BLOCKS OF FLATS	BELVEDERE	BEXLEY	Edge of Town	19/09/2018	402	2	550	1.37	68	77	-	-	-	-	26	205	131	80	-	-
BT-03-C-01	BLOCKS OF FLATS	PARK ROYAL	BRENT	Suburban Area (PPS6 Out of Centre)	28/09/2016	170	3	212	1.25	12	21	210	-	-	0.991	11	77	29	28	310	399
BT-03-C-02	BLOCKS OF FLATS	WEMBLEY	BRENT	Suburban Area (PPS6 Out of Centre)	30/11/2016	472	5	151	0.32	14	20	118	-	-	0.781	24	154	116	70	756	948
EN-03-C-01	BLOCK OF FLATS	ENFIELD	ENFIELD	Suburban Area (PPS6 Out of Centre)	16/11/2015	16	2	16	1.00	4	5	26	-	-	1.625	-	-	-	-	-	-
EN-03-C-02	BLOCKS OF FLATS	ENFIELD	ENFIELD	Edge of Town	10/11/2017	76	1a	175	2.30	102	52	670	-	-	3.829	63	237	144	63	1035	1269
EN-03-C-03*	BLOCKS OF FLATS	PALMERS GREEN	ENFIELD	Suburban Area (PPS6 Out of Centre)	08/11/2017	18	2	18	1.00	12	14	85	-	-	4.722	14	33	25	16	156	162
HG-03-C-02	BLOCK OF FLATS	WOOD GREEN	HARINGEY	Suburban Area (PPS6 Out of Centre)	01/10/2014	30	4	25	0.83	1	5	38	-	-	1.520	3	14	14	13	82	91
HK-03-C-03	BLOCK OF FLATS	FINSBURY PARK	HACKNEY	Suburban Area (PPS6 Out of Centre)	24/09/2014	10	6a	12	1.20	2	0	24	-	-	2.000	0	14	3	1	42	42
HM-03-C-01	BLOCK OF FLATS	FULHAM	HAMMERSMITH AND FULHAM	Town Centre	16/07/2014	42	5	38	0.90	1	2	20	-	-	0.526	4	11	7	6	52	83
HO-03-C-02	BLOCK OF FLATS	BRENTFORD	HOUNSLOW	Town Centre	03/09/2014	86	3	64	0.74	7	6	83	-	-	1.297	7	31	27	15	173	184
HO-03-C-03	BLOCKS OF FLATS	BRENTFORD	HOUNSLOW	Edge of Town Centre	18/11/2016	150	2	106	0.71	26	44	325	-	-	3.066	29	84	62	34	405	474
HO-03-C-04	BLOCKS OF FLATS	ISLEWORTH	HOUNSLOW	Neighbourhood Centre (PPS6 Local Centre)	03/07/2018	203	3	142	0.70	26	39	338	-	-	2.380	11	112	81	35	439	513
HV-03-C-01	BLOCKS OF FLATS	ROMFORD	HAVERING	Suburban Area (PPS6 Out of Centre)	25/06/2014	293	2	246	0.84	33	75	517	-	-	2.102	38	131	138	77	708	745
HV-03-C-02	BLOCKS OF FLATS	ROMFORD	HAVERING	Suburban Area (PPS6 Out of Centre)	22/11/2016	493	2	246	0.50	63	73	666	-	-	2.707	25	148	114	36	668	657
IS-03-C-03	BLOCK OF FLATS	ISLINGTON	ISLINGTON	Suburban Area (PPS6 Out of Centre)	21/11/2013	9	6a	8	0.89	1	0	7	-	-	0.875	1	5	0	0	16	19
IS-03-C-04	BLOCKS OF FLATS	ISLINGTON	ISLINGTON	Edge of Town Centre	14/07/2016	157	6a	42	0.27	3	4	62	-	-	1.476	4	23	21	7	142	185
IS-03-C-05	BLOCK OF FLATS	PINSBURY	ISLINGTON	Edge of Town Centre	29/06/2016	15	6a	0	0.00	0	0	10	-	-	-	0	9	2	0	22	30
IS-03-C-06	BLOCK OF FLATS	HOLLOWAY	ISLINGTON	Edge of Town Centre	27/06/2016	14	6a	0	0.00	1	0	15	-	-	-	1	8	6	1	24	37
KI-03-C-03	BLOCK OF FLATS	SURBITON	KINGSTON	Edge of Town Centre	11/07/2016	20	2	25	1.25	4	4	42	-	-	1.680	2	10	7	1	45	45
KN-03-C-03	BLOCK OF FLATS	KENSINGTON	KENSINGTON AND CHELSEA	Edge of Town Centre	11/05/2012	72	5	60	0.83	22	9	82	-	-	1.367	3	19	8	1	124	131
NH-03-C-01	BLOCK OF FLATS	STRATFORD	NEWHAM	Neighbourhood Centre (PPS6 Local Centre)	14/11/2013	12	3	16	1.33	2	1	20	-	-	1.250	0	2	1	0	44	46
RD-03-C-03	BLOCKS OF FLATS	KEW	RICHMOND	Suburban Area (PPS6 Out of Centre)	26/04/2018	120	1b	171	1.43	18	11	108	-	-	0.632	15	46	32	13	239	306
SK-03-C-01	BLOCK OF FLATS	SOUTHWARK	SOUTHWARK	Edge of Town Centre	19/09/2014	53	6b	59	1.11	2	6	65	-	-	1.102	8	34	7	15	160	168
SK-03-C-02	BLOCK OF FLATS	BERMONDSEY	SOUTHWARK	Edge of Town Centre	13/04/2015	29	6b	2	0.07	0	0	10	-	-	5.000	3	12	9	4	36	46
WH-03-C-01	BLOCKS OF FLATS	CLAPHAM JUNCTION	WANDSWORTH	Edge of Town Centre	09/05/2012	30	6b	36	1.20	17	7	73	-	-	2.028	6	29	12	3	73	79
BT-03-D-01	BLOCKS OF FLATS	DOLLIS HILL	BRENT	Suburban Area (PPS6 Out of Centre)	26/06/2014	160	2	162	1.01	54	29	395	-	-	2.438	18	199	67	35	537	634
EN-03-D-01	BLOCKS OF FLATS	EDMONTON	ENFIELD	Suburban Area (PPS6 Out of Centre)	16/11/2015	66	2	21	0.32	7	4	41	-	-	1.952	-	-	-	-	-	-
HA-03-D-01	BLOCKS OF FLATS	KINGSBURY	HARROW	Neighbourhood Centre (PPS6 Local Centre)	17/07/2014	88	3	110	1.25	23	10	166	-	-	1.509	18	97	41	29	263	330
HG-03-D-03	BLOCKS OF FLATS	WOOD GREEN	HARINGEY	Suburban Area (PPS6 Out of Centre)	26/09/2014	90	4	73	0.81	12	5	95	-	-	1.301	4	58	25	12	270	288
IS-03-D-02	BLOCKS OF FLATS	ISLINGTON	ISLINGTON	Neighbourhood Centre (PPS6 Local Centre)	28/11/2013	250	5	72	0.29	28	20	35	-	-	0.486	42	135	107	70	676	692
IS-03-D-03	BLOCK OF FLATS	ISLINGTON	ISLINGTON	Suburban Area (PPS6 Out of Centre)	21/11/2013	36	61	8	0.22	7	6	55	-	-	6.875	6	31	10	14	110	107
IS-03-D-04	BLOCKS OF FLATS	HIGHBURY	ISLINGTON	Edge of Town Centre	27/06/2016	247	5	0	0.00	20	23	201	-	-	-	23	119	67	40	666	709
Totals (included Sites only)						2221	-	2201	0.99	425	431	3395	0.330	0.330	2.161	254	1336	839	430	4604	5327
Person Trip Rate (per dwelling)																0.114	0.602	0.378	0.194	2.073	2.398

Key

TRICS Category: Residential, Flats Privately Owned
TRICS Category: Residential, Affordable/ Local Authority Flats
Average trip rate calculated (included sites only)
Grey text - TRICS sites omitted from assessment
- those with 50, or fewer, dwellings
- sites with zero reported car parking
- sites with PTAL 4, 5 and 6 omitted
- town centre Sites omitted

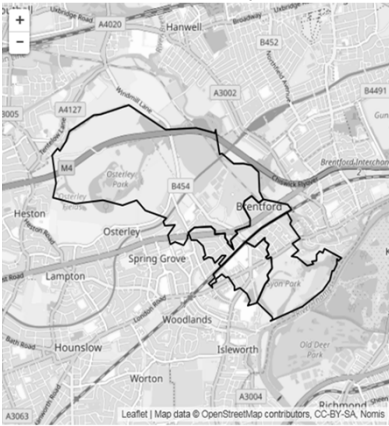
Development Site	No. Parking Spaces	Two-way Vehicle Trips - AM Peak	Two-way Vehicle Trips - PM Peak	Two-way Vehicle Trips 07:00-19:00
Proposed Development - Homebase Site	120	40	40	259
Proposed Development - Tesco Site	400	132	132	864

*Calculations based on a trip rate per parking space

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 29 April 2019]

2011 Travel to Work Census - Study Area



Population All usual residents aged 16 to 74
 Units Persons
 Date 2011

Method of Travel to Work	E01002686 : Hounslow 006E	E01002678 : Hounslow 009B	E01002679 : Hounslow 009C	E01002682 : Hounslow 014D	Total	2011 Census Modal Split
Underground, metro, light rail, tram	78	166	115	105	464	21.0%
Train	60	122	127	194	503	22.8%
Bus, minibus or coach	124	78	100	236	538	24.3%
Taxi	7	6	0	5	18	0.8%
Motorcycle, scooter or moped	15	9	7	20	51	2.3%
Driving a car or van	-	-	-	-	-	-
Passenger in a car or van	28	23	27	20	98	4.4%
Bicycle	24	22	38	64	148	6.7%
On foot	90	72	80	117	359	16.2%
Other method of travel to work	4	10	6	11	31	1.4%
Total	430	508	500	772	2,210	100.0%

Proposed residential unit numbers, Homebase site	473
Proposed residential unit numbers, Tesco site	1677
Proposed residential car parking provision, Homebase site (spaces)	105
Proposed residential car parking provision, Tesco site (spaces)	400

826

Potential Residential Trip Generation - Homebase Site

Mode of Travel	Weekday 08:00-09:00		Weekday 17:00-18:00		Weekday 07:00-19:00		Saturday Peak*	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Underground, metro, light rail, tram	10	54	33	17	184	213	21	35
Train	11	58	35	18	199	231	23	38
Bus, minibus or coach	12	62	38	19	213	247	25	41
Taxi	0	2	1	1	7	8	1	1
Motorcycle, scooter or moped	1	6	4	2	20	23	2	4
Driving a car or van	6	29	23	12	106	122	14	20
Passenger in a car or van	2	11	7	4	39	45	5	7
Bicycle	3	17	10	5	59	68	7	11
On foot	8	41	25	13	142	165	17	27
Other method of travel to work	1	4	2	1	12	14	1	2
Total	54	285	179	92	981	1134	116	188

Total Pedestrian trips - inc. those associated with multi-modal trips

Mode of Travel	Weekday 08:00-09:00		Weekday 17:00-18:00		Weekday 07:00-19:00		Saturday Peak*	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Pedestrian Trips	37	192	117	60	658	762	77	126

Appendix P – Bus Service Trip Distribution

Bus Trip Distribution - Bus as main mode of travel

Homebase, Syon Lane Development Site

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 4 June 2020]

Population All usual residents aged 16 and over in employment the week before the census
 Units Persons
 Date 2011
 Usual residence E02000534 : Hounslow 009 (2011 super output area - middle layer)

Place of work	Bus, minibus or coach (2011 Census Raw Data)	% of all journeys -		Direction of Travel	% Split of bus journeys	
		Bus as main mode of travel	Bus Service Used			
Ealing	37	10.3%	E1	East	10.3%	
Hillingdon	21	5.8%	H28	North	15.6%	
E02000543 : Hounslow 018	15	4.2%	H28	North		
E02000540 : Hounslow 015	12	3.3%	H28	North		
E02000542 : Hounslow 017	6	1.7%	H28	North		
E02000545 : Hounslow 020	1	0.3%	H28	North		
E02000535 : Hounslow 010	1	0.3%	H28	North		
Richmond upon Thames	53	14.7%	H28	South	18.6%	
E02000539 : Hounslow 014	7	1.9%	H28	South		
E02000552 : Hounslow 027	5	1.4%	H28	South		
E02000534 : Hounslow 009	1	0.3%	H28	South		
E02000551 : Hounslow 026	1	0.3%	H28	South		
E02000531 : Hounslow 006	6	1.7%	H91	East		41.7%
E02000528 : Hounslow 003	5	1.4%	H91	East		
Brent	4	1.1%	H91	East		
Hammersmith and Fulham	36	10.0%	H91	East		
E02006792 : Hounslow 029	25	6.9%	H91	East		
Wandsworth	18	5.0%	H91	East		
Westminster, City of London	16	4.4%	H91	East		
Kingston upon Thames	10	2.8%	H91	East		
E02000526 : Hounslow 001	8	2.2%	H91	East		
Kensington and Chelsea	6	1.7%	H91	East		
E02000532 : Hounslow 007	3	0.8%	H91	East		
Tower Hamlets	2	0.6%	H91	East		
Merton	2	0.6%	H91	East		
E02000533 : Hounslow 008	2	0.6%	H91	East		
Camden	1	0.3%	H91	East		
Southwark	1	0.3%	H91	East		
Newham	1	0.3%	H91	East		
Barnet	1	0.3%	H91	East		
E02000530 : Hounslow 005	1	0.3%	H91	East		
Greenwich	1	0.3%	H91	East		
Redbridge	1	0.3%	H91	East		
E02000536 : Hounslow 011	3	0.8%	H91	West	13.9%	
E02000537 : Hounslow 012	2	0.6%	H91	West		
Slough	9	2.5%	H91	West		
Spelthorne	8	2.2%	H91	West		
E02000547 : Hounslow 022	6	1.7%	H91	West		
E02000541 : Hounslow 016	5	1.4%	H91	West		
E02000538 : Hounslow 013	4	1.1%	H91	West		
Runnymede	3	0.8%	H91	West		
E02000529 : Hounslow 004	3	0.8%	H91	West		
E02000548 : Hounslow 023	2	0.6%	H91	West		
E02000549 : Hounslow 024	1	0.3%	H91	West		
South Bucks	1	0.3%	H91	West		
Isle of Wight	1	0.3%	H91	West		
Elmbridge	1	0.3%	H91	West		
Chichester	1	0.3%	H91	West		
Total	360	100.0%	-	-		100.0%

Bus Trip Distribution - Train as main mode of travel

Homebase, Syon Lane Development Site

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 4 June 2020]

Population All usual residents aged 16 and over in employment the week before the census
 Units Persons
 Date 2011
 Usual residence E02000534 : Hounslow 009 (2011 super output area - middle layer)

Place of work	Train (2011 Census Raw Data)	% of all journeys - Train as main mode of travel	Bus Service Used to connect to rail	Direction of Travel	% Split of bus journeys
Slough	1	0.2%	E1	East	1.1%
Swindon	1	0.2%	E1	East	
Reading	3	0.7%	E1	East	
Merton	7	1.5%	N/A	N/A	98.9%
Ealing	6	1.3%	N/A	N/A	
Westminster, City of London	149	32.5%	N/A	N/A	
Camden	33	7.2%	N/A	N/A	
Wandsworth	32	7.0%	N/A	N/A	
Southwark	25	5.4%	N/A	N/A	
Lambeth	23	5.0%	N/A	N/A	
Tower Hamlets	21	4.6%	N/A	N/A	
Richmond upon Thames	19	4.1%	N/A	N/A	
Hammersmith and Fulham	14	3.1%	N/A	N/A	
Islington	11	2.4%	N/A	N/A	
Spelthorne	10	2.2%	N/A	N/A	
Kensington and Chelsea	8	1.7%	N/A	N/A	
Hackney	8	1.7%	N/A	N/A	
Hillingdon	7	1.5%	N/A	N/A	
E02000534 : Hounslow 009	6	1.3%	N/A	N/A	
Kingston upon Thames	5	1.1%	N/A	N/A	
Runnymede	5	1.1%	N/A	N/A	
Croydon	5	1.1%	N/A	N/A	
E02000531 : Hounslow 006	3	0.7%	N/A	N/A	
E02006792 : Hounslow 029	3	0.7%	N/A	N/A	
E02000528 : Hounslow 003	3	0.7%	N/A	N/A	
Lewisham	3	0.7%	N/A	N/A	
Barnet	2	0.4%	N/A	N/A	
E02000536 : Hounslow 011	2	0.4%	N/A	N/A	
E02000539 : Hounslow 014	2	0.4%	N/A	N/A	
E02000542 : Hounslow 017	2	0.4%	N/A	N/A	
E02000545 : Hounslow 020	2	0.4%	N/A	N/A	
E02000549 : Hounslow 024	2	0.4%	N/A	N/A	
Bracknell Forest	2	0.4%	N/A	N/A	
E02000532 : Hounslow 007	2	0.4%	N/A	N/A	
Greenwich	2	0.4%	N/A	N/A	
Chichester	2	0.4%	N/A	N/A	
Chelmsford	2	0.4%	N/A	N/A	
Newham	1	0.2%	N/A	N/A	
Haringey	1	0.2%	N/A	N/A	
Three Rivers	1	0.2%	N/A	N/A	
Sutton	1	0.2%	N/A	N/A	
E02000526 : Hounslow 001	1	0.2%	N/A	N/A	
E02000533 : Hounslow 008	1	0.2%	N/A	N/A	
E02000551 : Hounslow 026	1	0.2%	N/A	N/A	
Redbridge	1	0.2%	N/A	N/A	
Elmbridge	1	0.2%	N/A	N/A	
Newcastle upon Tyne	1	0.2%	N/A	N/A	
Coventry	1	0.2%	N/A	N/A	
Epping Forest	1	0.2%	N/A	N/A	
Welwyn Hatfield	1	0.2%	N/A	N/A	
Bromley	1	0.2%	N/A	N/A	
Windsor and Maidenhead	1	0.2%	N/A	N/A	
Brighton and Hove	1	0.2%	N/A	N/A	
Rushmoor	1	0.2%	N/A	N/A	
Tonbridge and Malling	1	0.2%	N/A	N/A	
Vale of White Horse	1	0.2%	N/A	N/A	
Epsom and Ewell	1	0.2%	N/A	N/A	
Mole Valley	1	0.2%	N/A	N/A	
Horsham	1	0.2%	N/A	N/A	
Brent	3	0.7%	N/A	N/A	
E02000547 : Hounslow 022	1	0.2%	N/A	N/A	
Total	459	100.0%	-	-	100%

Bus Trip Distribution - Underground as main mode of travel

Homebase, Syon Lane Development Site

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 4 June 2020]

Population All usual residents aged 16 and over in employment the week before the census
 Units Persons
 Date 2011
 Usual residence E02000534 : Hounslow 009 (2011 super output area - middle layer)

Place of work	Underground/ Light Rail (2011 Census Raw Data)	% of all journeys - U'gd as main mode of travel	Bus Service Used	Direction of Travel	% Split of bus journeys
E02000531 : Hounslow 006	5	1.0%	E1	East	1.0%
E02000534 : Hounslow 009	7	1.3%	H88	West	
E02000539 : Hounslow 014	1	0.2%	H89	West	
E02000545 : Hounslow 020	1	0.2%	H90	West	
Westminster, City of London	173	33.1%	H91	West	
Hammersmith and Fulham	46	8.8%	H91	West	
Hillingdon	45	8.6%	H91	West	
Camden	35	6.7%	H91	West	
Tower Hamlets	33	6.3%	H91	West	
Kensington and Chelsea	32	6.1%	H91	West	
Ealing	27	5.2%	H91	West	
Islington	15	2.9%	H91	West	
Richmond upon Thames	12	2.3%	H91	West	
Southwark	10	1.9%	H91	West	
Brent	9	1.7%	H91	West	
Newham	5	1.0%	H91	West	
E02000543 : Hounslow 018	4	0.8%	H91	West	
E02000537 : Hounslow 012	4	0.8%	H91	West	
Barnet	4	0.8%	H91	West	
Hackney	4	0.8%	H91	West	
Wandsworth	3	0.6%	H91	West	
E02000536 : Hounslow 011	3	0.6%	H91	West	
E02000530 : Hounslow 005	3	0.6%	H91	West	
Haringey	3	0.6%	H91	West	
E02006792 : Hounslow 029	2	0.4%	H91	West	
E02000540 : Hounslow 015	2	0.4%	H91	West	
Merton	2	0.4%	H91	West	
Hertsmere	2	0.4%	H91	West	99.0%
Waltham Forest	2	0.4%	H91	West	
Wokingham	2	0.4%	H91	West	
Crawley	2	0.4%	H91	West	
Slough	1	0.2%	H91	West	
E02000542 : Hounslow 017	1	0.2%	H91	West	
E02000538 : Hounslow 013	1	0.2%	H91	West	
E02000549 : Hounslow 024	1	0.2%	H91	West	
South Bucks	1	0.2%	H91	West	
Leeds	1	0.2%	H91	West	
Amber Valley	1	0.2%	H91	West	
Warwick	1	0.2%	H91	West	
Basildon	1	0.2%	H91	West	
Dacorum	1	0.2%	H91	West	
Three Rivers	1	0.2%	H91	West	
Enfield	1	0.2%	H91	West	
Harrow	1	0.2%	H91	West	
Lambeth	1	0.2%	H91	West	
Sutton	1	0.2%	H91	West	
Bracknell Forest	1	0.2%	H91	West	
Reading	1	0.2%	H91	West	
Lewes	1	0.2%	H91	West	
Spelthorne	2	0.4%	H92	West	
E02000544 : Hounslow 019	2	0.4%	H93	West	
Kingston upon Thames	1	0.2%	H94	West	
Runnymede	1	0.2%	H95	West	
Total	522	100.0%	-	-	100.0%

Appendix Q – Traffic Growth

TfL Strategic Model - Traffic Growth Estimate Summary

Gillette Corner - AM Peak

A4/Syon Lane Junction Turning Counts		2012 Base (Actual) Flows (veh/h)					2031 Syon Lane/A4 Great West Road (Source: LoHAM 3.10)					2012 - 2031 Percentage Change				
From	To	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total
A4 (West)	Syon Lane (North)	85	0	3	4	92	96	0	7	3	106	12%	-27%	183%	-26%	15%
	A4 (East)	1,070	33	124	59	1,286	1,000	6	207	58	1,271	-6%	-81%	67%	-2%	-1%
	Syon Lane (South)	46	1	8	1	56	92	1	19	7	119	100%	-1%	139%	486%	112%
Syon Lane (North)	A4 (East)	428	2	85	3	518	493	2	104	10	609	15%	3%	22%	190%	17%
	Syon Lane (South)	167	1	23	2	193	229	1	46	4	280	37%	-9%	101%	75%	45%
	A4 (West)	28	0	2	1	31	46	0	6	1	53	65%	28%	233%	-25%	70%
A4 (East)	Syon Lane (South)	227	0	28	9	264	129	0	14	7	150	-43%	-42%	-50%	-24%	-43%
	A4 (West)	1,325	6	97	33	1,461	1,465	7	187	47	1,705	10%	2%	93%	45%	17%
	Syon Lane (North)	164	3	21	3	191	221	3	43	6	273	35%	5%	107%	113%	43%
Syon Lane (South)	A4 (West)	48	1	4	3	54	44	1	4	1	49	-8%	0%	16%	-79%	-10%
	Syon Lane (North)	198	0	11	2	211	249	0	54	8	312	26%	-16%	388%	385%	48%
	A4 (East)	375	5	20	22	422	255	3	31	9	298	-32%	-44%	51%	-57%	-29%
Totals		4,162	52	424	142	4,780	4,319	24	721	162	5,226	4%	-55%	70%	14%	9%

A4/Syon Lane Junction - Link Counts		2012 Base (Actual) Flows (veh/h)					2031 Syon Lane/A4 Great West Road (Source: LoHAM 3.10)					2012 - 2031 Percentage Change				
From	To	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total
A4 (West) east of Wood Lane	Eastbound	1,166	34	132	63	1,395	1,134	7	225	67	1,432	-3%	-78%	70%	5%	3%
	Westbound	1,333	6	95	34	1,469	1,444	6	186	46	1,681	8%	1%	95%	34%	14%
Syon Lane (at MacFarlane Lane)	Southbound	672	3	107	4	786	847	3	153	14	1,017	26%	9%	43%	250%	29%
	Northbound	209	1	25	1	236	348	1	84	11	445	67%	41%	231%	846%	89%
A4 (East) west of River Brent	Westbound	1,716	10	145	45	1,916	1,814	10	244	61	2,128	6%	2%	67%	35%	11%
	Eastbound	1,529	36	216	71	1,852	1,396	7	309	63	1,776	-9%	-80%	43%	-11%	-4%
Spur Road (north of London Road)	Northbound	473	4	29	18	525	402	2	70	13	487	-15%	-55%	141%	-28%	-7%
	Southbound	335	0	45	11	390	346	0	63	12	422	3%	153%	42%	18%	8%
Totals		7,434	93	794	247	8,568	7,731	36	1,334	287	9,388	4%	-61%	68%	16%	10%

Key

Traffic reduction
Traffic increase 0% to 10%
Traffic increase 10% to 25%
Traffic increase > 25%
Traffic increase > 100%

TfL Strategic Model - Traffic Growth Estimate Summary

Gillette Corner - PM Peak

A4/Syon Lane Junction		2012 Base (Actual) Flows (veh/h)					2031 Syon Lane/A4 Great West Road (Source: LoHAM 3.10)					2012 - 2031 Percentage Change				
From	To	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total
A4 (West)	Syon Lane (North)	66	0	1	0	67	85	0	5	0	90	30%	18%	601%	27%	35%
	A4 (East)	959	37	66	18	1,080	921	30	112	20	1,083	-4%	-18%	70%	12%	0%
	Syon Lane (South)	77	3	8	1	89	119	3	20	1	143	55%	-22%	144%	78%	60%
Syon Lane (North)	A4 (East)	421	6	52	1	480	462	6	79	3	550	10%	1%	53%	161%	15%
	Syon Lane (South)	249	0	12	1	262	222	0	26	1	249	-11%	0%	108%	163%	-5%
	A4 (West)	54	0	2	0	56	42	0	5	0	48	-21%	420%	134%	84%	-14%
A4 (East)	Syon Lane (South)	220	1	21	5	247	145	1	23	5	174	-34%	-8%	11%	3%	-29%
	A4 (West)	1,621	10	163	24	1,818	1,481	10	272	33	1,797	-9%	8%	67%	40%	-1%
	Syon Lane (North)	172	1	47	3	222	140	1	40	3	183	-19%	4%	-16%	23%	-17%
Syon Lane (South)	A4 (West)	98	0	10	1	110	123	0	18	1	142	25%	17%	77%	4%	29%
	Syon Lane (North)	240	1	24	1	266	268	1	64	3	337	12%	-4%	168%	305%	27%
	A4 (East)	228	4	17	10	258	197	3	30	11	241	-13%	-29%	79%	2%	-7%
Totals		4,404	63	424	64	4,954	4,204	55	695	83	5,037	-5%	-12%	64%	29%	2%

A4/Syon Lane Junction		2012 Base (Actual) Flows (veh/h)					2031 Syon Lane/A4 Great West Road (Source: LoHAM 3.10)					2012 - 2031 Percentage Change				
From	To	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total
A4 (West) east of Wood Lane	Eastbound	1,017	39	72	19	1,146	1,004	32	130	22	1,187	-1%	-19%	81%	14%	4%
	Westbound	1,687	10	169	23	1,889	1,584	11	290	33	1,918	-6%	12%	71%	43%	2%
Syon Lane (at MacFarlane Lane)	Southbound	388	4	56	1	448	447	4	85	3	539	15%	1%	51%	241%	20%
	Northbound	817	3	78	2	899	912	3	115	5	1,035	12%	-3%	48%	145%	15%
A4 (East) west of River Brent	Westbound	2,012	12	231	31	2,285	1,766	12	335	41	2,154	-12%	6%	45%	33%	-6%
	Eastbound	1,801	51	143	27	2,021	1,807	44	250	33	2,135	0%	-13%	75%	23%	6%
Spur Road (north of London Road)	Northbound	413	5	38	6	462	398	4	78	9	488	-4%	-22%	106%	40%	6%
	Southbound	412	5	31	5	452	361	3	51	6	421	-12%	-26%	62%	31%	-7%
Totals		8,545	127	818	114	9,604	8,279	113	1,333	153	9,877	-3%	-11%	63%	34%	3%

Key

Traffic reduction

Traffic increase 0% to 10%

Traffic increase 10% to 25%

Traffic increase > 25%

Traffic increase > 100%

Syon Lane Development Sites, TfL Strategic Model Traffic Growth Calculation - AM Peak, 2019 to 2031

Junction Turning Counts

A4/Syon Lane Junction		2012 Base (veh/h)					2031 Predicted (Source: LoHAM 3.10)					Predicted Flows, 2013					Predicted Flows, 2014					Predicted Flows, 2015				
From	To	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total
A4 (West)	Syon Lane (North)	85	0	3	4	92	96	0	7	3	106	86	0	3	4	93	86	0	3	4	93	87	0	3	4	94
	A4 (East)	1,070	33	124	59	1,286	1,000	6	207	58	1,271	1,066	30	127	59	1,282	1,062	28	131	59	1,280	1,059	25	134	59	1,277
	Syon Lane (South)	46	1	8	1	56	92	1	19	7	119	48	1	8	1	58	50	1	9	2	61	52	1	9	2	63
Syon Lane (North)	A4 (East)	428	2	85	3	518	493	2	104	10	609	431	2	86	4	522	434	2	87	4	527	438	2	88	4	531
	Syon Lane (South)	167	1	23	2	193	229	1	46	4	280	170	1	24	2	197	173	1	24	2	200	176	1	25	3	204
	A4 (West)	28	0	2	1	31	46	0	6	1	53	29	0	2	1	32	29	0	2	1	33	30	0	2	1	34
A4 (East)	Syon Lane (South)	227	0	28	9	264	129	0	14	7	150	220	0	27	9	257	214	0	26	9	249	207	0	25	9	242
	A4 (West)	1,325	6	97	33	1,461	1,465	7	187	47	1,705	1,332	6	100	33	1,472	1,339	6	104	34	1,484	1,346	6	107	35	1,495
	Syon Lane (North)	164	3	21	3	191	221	3	43	6	273	167	3	21	3	194	169	3	22	3	198	172	3	23	3	201
Syon Lane (South)	A4 (West)	48	1	4	3	54	44	1	4	1	49	48	1	4	2	54	47	1	4	2	54	47	1	4	2	53
	Syon Lane (North)	198	0	11	2	211	249	0	54	8	312	200	0	12	2	215	203	0	13	2	218	205	0	14	2	222
	A4 (East)	375	5	20	22	422	255	3	31	9	298	367	5	21	21	414	360	5	21	20	406	353	4	22	19	398
Total		4,162	52	424	142	4,780	4,319	24	721	162	5,226	4,165	50	435	142	4,791	4,168	47	446	142	4,802	4,172	44	457	142	4,815

A4/Syon Lane Junction		Predicted Flows, 2016					Predicted Flows, 2017					Predicted Flows, 2018					Predicted Flows, 2019					Predicted Flows, 2020				
From	To	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total
A4 (West)	Syon Lane (North)	88	0	3	4	95	88	0	3	4	95	89	0	4	4	96	89	0	4	3	97	90	0	4	3	97
	A4 (East)	1055	23	138	59	1275	1051	21	142	59	1273	1047	20	146	59	1271	1044	18	150	59	1271	1040	16	154	59	1269
	Syon Lane (South)	53	1	9	2	66	55	1	10	2	68	58	1	10	2	71	60	1	11	2	74	62	1	11	3	77
Syon Lane (North)	A4 (East)	441	2	88	4	536	444	2	89	4	540	448	2	90	5	545	451	2	91	5	549	454	2	92	5	554
	Syon Lane (South)	179	1	26	3	208	182	1	27	3	212	185	1	28	3	216	188	1	29	3	221	191	1	31	3	225
	A4 (West)	31	0	2	1	35	32	0	2	1	36	33	0	3	1	37	34	0	3	1	38	34	0	3	1	39
A4 (East)	Syon Lane (South)	201	0	24	9	235	195	0	23	9	228	190	0	23	9	221	184	0	22	8	215	179	0	21	8	208
	A4 (West)	1354	6	111	35	1507	1361	6	115	36	1518	1368	6	119	37	1530	1375	7	123	38	1542	1382	7	128	38	1555
	Syon Lane (North)	175	3	24	3	205	177	3	25	4	209	180	3	26	4	213	183	3	27	4	217	186	3	28	4	221
Syon Lane (South)	A4 (West)	47	1	4	2	53	47	1	4	2	53	47	1	4	2	52	46	1	4	1	52	46	1	4	1	52
	Syon Lane (North)	208	0	15	2	226	210	0	17	3	230	213	0	18	3	235	216	0	19	3	239	218	0	22	3	244
	A4 (East)	346	4	22	18	390	339	4	23	17	383	332	4	23	17	376	325	4	24	16	368	319	4	24	15	362
Totals		4177	42	469	142	4830	4182	40	481	143	4846	4188	38	494	143	4863	4194	36	507	144	4882	4201	35	521	144	4902

A4/Syon Lane Junction		Predicted Flows, 2021					Predicted Flows, 2022					Predicted Flows, 2023					Predicted Flows, 2024					Predicted Flows, 2025				
From	To	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total
A4 (West)	Syon Lane (North)	90	0	4	3	98	91	0	5	3	99	91	0	5	3	100	92	0	5	3	100	92	0	5	3	101
	A4 (East)	1036	15	158	58	1268	1033	14	162	58	1267	1029	13	167	58	1266	1025	12	171	58	1266	1022	11	176	58	1267
	Syon Lane (South)	64	1	12	3	80	67	1	12	3	83	69	1	13	4	86	72	1	14	4	90	74	1	14	4	94
Syon Lane (North)	A4 (East)	458	2	93	6	558	461	2	94	6	563	465	2	95	6	568	468	2	96	7	573	472	2	97	7	578
	Syon Lane (South)	194	1	32	3	229	198	1	33	3	234	201	1	34	3	239	204	1	35	3	243	208	1	37	3	248
	A4 (West)	35	0	3	1	40	36	0	3	1	41	37	0	4	1	42	38	0	4	1	44	39	0	4	1	45
A4 (East)	Syon Lane (South)	174	0	20	8	202	168	0	20	8	196	164	0	19	8	190	159	0	18	8	185	154	0	18	8	179
	A4 (West)	1390	7	132	39	1567	1397	7	137	40	1580	1404	7	142	41	1593	1412	7	147	41	1606	1419	7	152	42	1619
	Syon Lane (North)	189	3	29	4	225	192	3	30	4	229	195	3	31	5	234	198	3	33	5	238	201	3	34	5	243
Syon Lane (South)	A4 (West)	46	1	4	1	52	46	1	4	1	51	46	1	4	1	51	45	1	4	1	51	45	1	4	1	51
	Syon Lane (North)	221	0	24	4	248	223	0	26	4	253	226	0	28	4	259	229	0	30	5	264	232	0	33	5	270
	A4 (East)	312	4	25	15	355	306	4	25	14	349	300	3	26	13	343	294	3	27	13	336	288	3	27	12	330
Totals		4209	33	536	145	4923	4217	32	551	146	4947	4226	31	567	147	4971	4236	30	583	149	4997	4246	29	601	150	5025

A4/Syon Lane Junction		Predicted Flows, 2026					Predicted Flows, 2027					Predicted Flows, 2028					Predicted Flows, 2029					Predicted Flows, 2030				
From	To	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total
A4 (West)	Syon Lane (North)	93	0	6	3	102	94	0	6	3	103	94	0	6	3	104	95	0	7	3	105	95	0	7	3	105
	A4 (East)	1018	10	181	58	1267	1015	9	186	58	1267	1011	8	191	58	1268	1007	7	196	58	1269	1004	7	201	58	1270
	Syon Lane (South)	77	1	15	5	97	80	1	16	5	102	83	1	16	6	106	86	1	17	6	110	89	1	18	7	115
Syon Lane (North)	A4 (East)	475	2	98	7	583	479	2	99	8	588	482	2	100	8	593	486	2	102	9	598	489	2	103	9	603
	Syon Lane (South)	211	1	38	3	253	215	1	40	4	258	218	1	41	4	263	222	1	43	4	269	226	1	44	4	274
	A4 (West)	40	0	4	1	46	41	0	5	1	47	43	0	5	1	49	44	0	5	1	50	45	0	6	1	52
A4 (East)	Syon Lane (South)	150	0	17	8	174	145	0	16	7	169	141	0	16	7	164	137	0	15	7	159	133	0	15	7	155
	A4 (West)	1427	7	157	43	1633	1434	7	163	44	1647	1442	7	168	45	1661	1449	7	174	46	1676	1457	7	180	46	1690
	Syon Lane (North)	204	3	35</																						

Syon Lane Development Sites, TfL Strategic Model Traffic Growth Calculation - PM Peak, 2019 to 2031

Junction Turning Counts

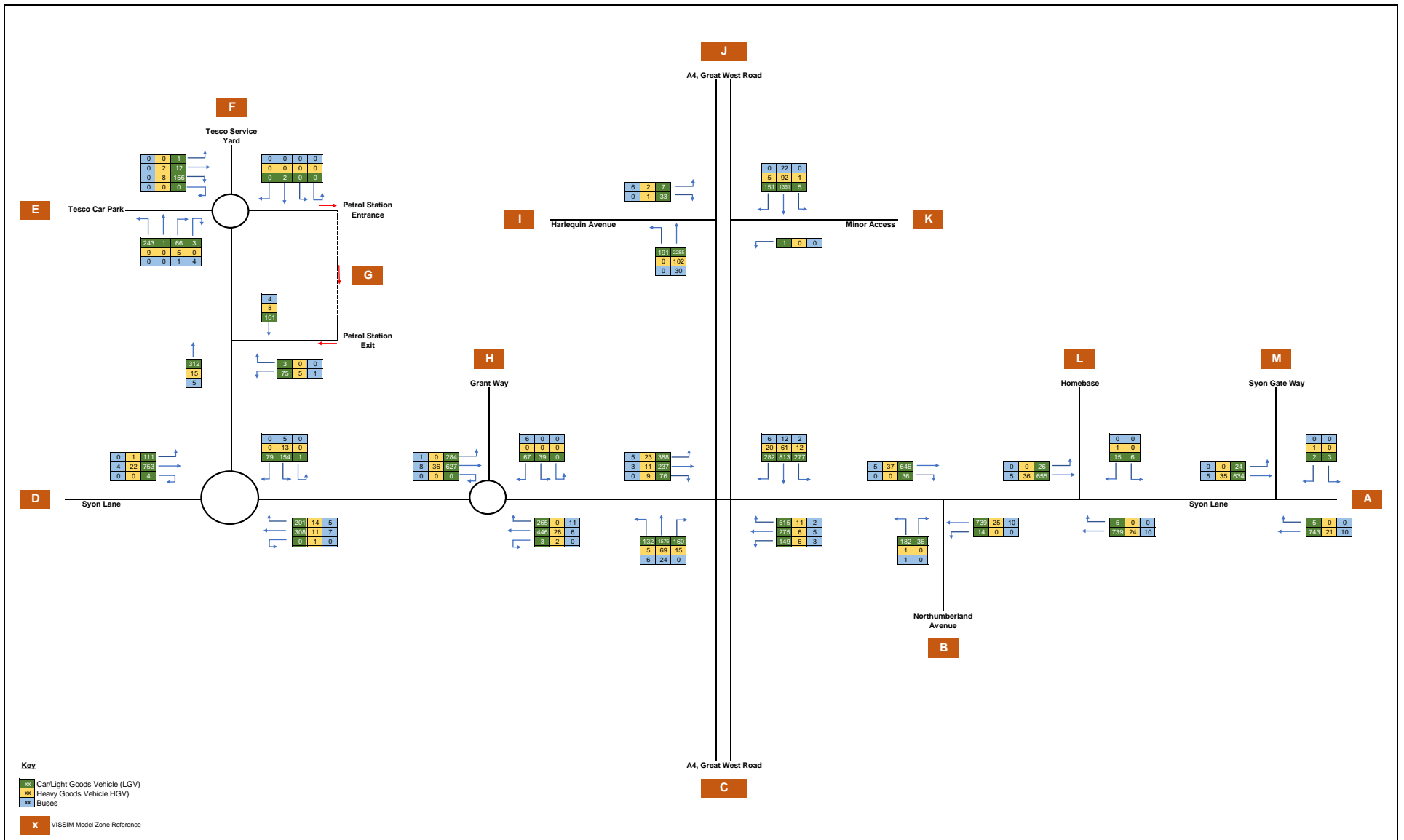
A4/Syon Lane Junction		2012 Base (veh/h)					2031 Predicted (Source: LoHAM 3.10)					Predicted Flows, 2013					Predicted Flows, 2014					Predicted Flows, 2015				
From	To	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total
A4 (West)	Syon Lane (North)	66	0	1	0	67	85	0	5	0	90	66	0	1	0	68	67	0	1	0	69	68	0	1	0	70
	A4 (East)	959	37	66	18	1,080	921	30	112	20	1,083	957	36	68	18	1,080	955	36	70	18	1,079	953	35	72	18	1,079
	Syon Lane (South)	77	3	8	1	89	119	3	20	1	143	78	3	9	1	91	80	3	9	1	93	82	3	10	1	96
Syon Lane (North)	A4 (East)	421	6	52	1	480	462	6	79	3	550	423	6	53	1	483	425	6	54	1	487	427	6	55	2	490
	Syon Lane (South)	249	0	12	1	262	222	0	26	1	249	247	0	13	1	261	246	0	13	1	260	244	0	14	1	259
	A4 (West)	54	0	2	0	56	42	0	5	0	48	53	0	2	0	55	52	0	3	0	55	52	0	3	0	55
A4 (East)	Syon Lane (South)	220	1	21	5	247	145	1	23	5	174	215	1	21	5	242	210	1	21	5	237	206	1	21	5	233
	A4 (West)	1,621	10	163	24	1,818	1,481	10	272	33	1,797	1,614	10	167	24	1,815	1,606	10	172	25	1,812	1,598	10	177	25	1,810
	Syon Lane (North)	172	1	47	3	222	140	1	40	3	183	170	1	47	3	220	168	1	46	3	217	166	1	46	3	215
Syon Lane (South)	A4 (West)	98	0	10	1	110	123	0	18	1	142	100	0	11	1	111	101	0	11	1	113	102	0	11	1	114
	Syon Lane (North)	240	1	24	1	266	268	1	64	3	337	241	1	25	1	269	243	1	27	1	272	244	1	28	1	274
	A4 (East)	228	4	17	10	258	197	3	30	11	241	226	4	17	10	257	224	4	18	10	256	222	3	18	10	255
Total		4,404	63	424	64	4,954	4,204	55	695	83	5,037	4,391	62	434	65	4,952	4,378	62	445	66	4,950	4,366	62	456	66	4,949


A4/Syon Lane Junction		Predicted Flows, 2016					Predicted Flows, 2017					Predicted Flows, 2018					Predicted Flows, 2019					Predicted Flows, 2020				
From	To	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total
A4 (West)	Syon Lane (North)	69	0	1	0	71	70	0	1	0	72	71	0	1	0	73	72	0	1	0	74	73	0	2	0	75
	A4 (East)	951	35	74	19	1,079	949	35	76	19	1,078	947	34	78	19	1,078	945	34	80	19	1,073	943	34	82	19	1,078
	Syon Lane (South)	84	3	10	1	98	86	3	11	1	101	88	3	11	1	103	90	3	12	1	106	92	3	12	1	108
Syon Lane (North)	A4 (East)	429	6	56	2	493	431	6	58	2	497	434	6	59	2	500	436	6	60	2	504	438	6	62	2	507
	Syon Lane (South)	243	0	14	1	258	241	0	15	1	257	240	0	16	1	256	238	0	16	1	255	237	0	17	1	255
	A4 (West)	51	0	3	0	54	50	0	3	0	54	50	0	3	0	53	49	0	3	0	53	49	0	3	0	52
A4 (East)	Syon Lane (South)	201	1	22	5	229	197	1	22	5	224	193	1	22	5	220	188	1	22	5	216	184	1	22	5	212
	A4 (West)	1,591	10	182	26	1,809	1,583	10	187	26	1,805	1,576	10	192	26	1,804	1,568	10	197	27	1,802	1,561	10	202	27	1,800
	Syon Lane (North)	164	1	45	3	213	163	1	45	3	211	161	1	45	3	209	159	1	44	3	207	157	1	44	3	205
Syon Lane (South)	A4 (West)	103	0	12	1	116	104	0	12	1	117	106	0	12	1	119	107	0	13	1	121	108	0	13	1	122
	Syon Lane (North)	245	1	30	1	277	247	1	31	1	280	248	1	33	1	284	250	1	35	1	287	251	1	36	1	290
	A4 (East)	221	3	19	10	254	219	3	20	10	253	218	3	20	10	251	216	3	21	10	250	214	3	22	10	249
Totals		4,353	61	467	67	4,949	4,341	61	479	68	4,949	4,330	60	491	69	4,950	4,319	60	504	70	4,952	4,308	59	517	71	4,955

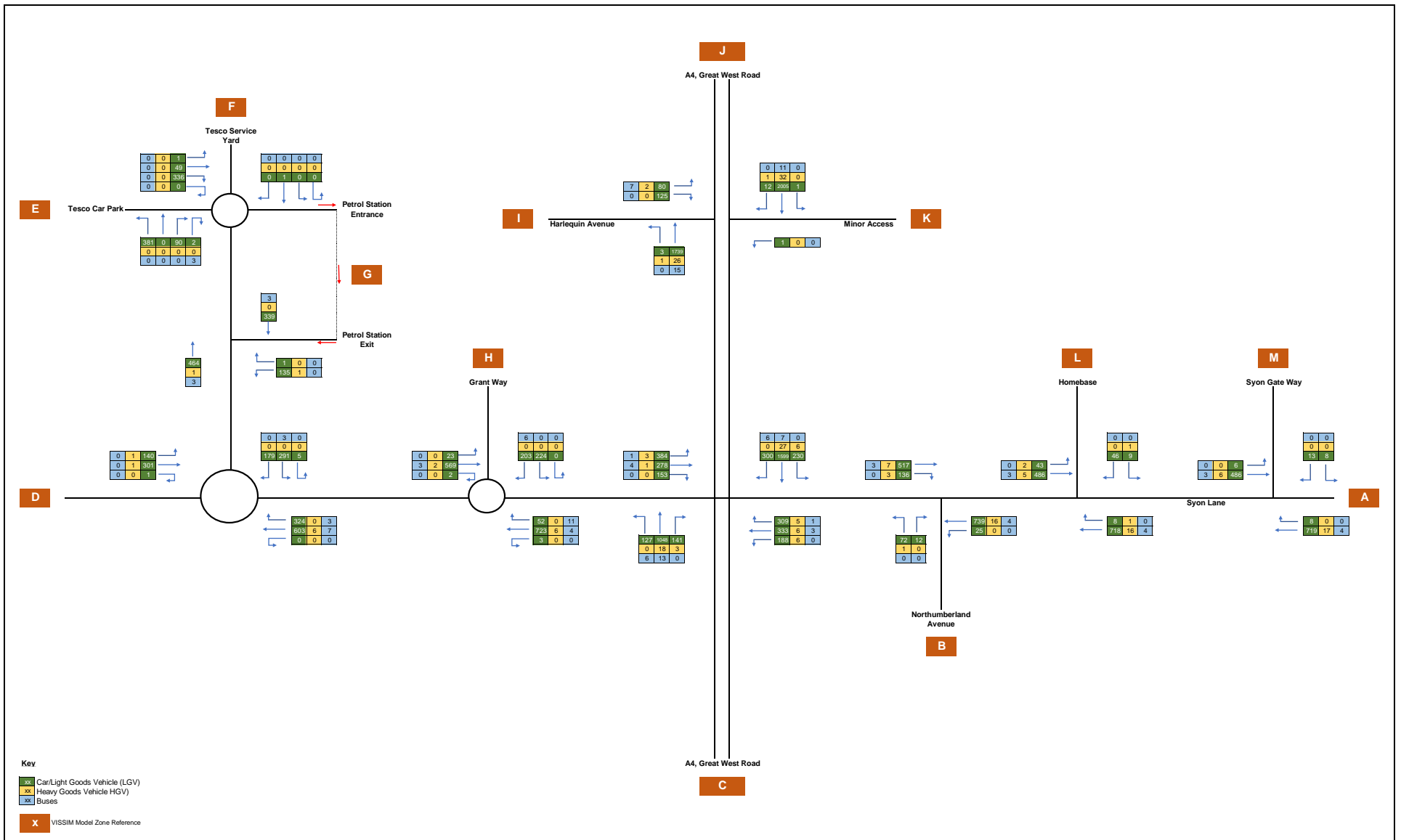
A4/Syon Lane Junction		Predicted Flows, 2021					Predicted Flows, 2022					Predicted Flows, 2023					Predicted Flows, 2024					Predicted Flows, 2025				
From	To	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total
A4 (West)	Syon Lane (North)	74	0	2	0	76	75	0	2	0	78	76	0	2	0	79	77	0	2	0	80	78	0	3	0	81
	A4 (East)	941	33	85	19	1,078	939	33	87	19	1,078	937	33	90	19	1,078	935	32	92	19	1,078	933	32	95	20	1,079
	Syon Lane (South)	94	3	13	1	111	96	3	13	1	114	99	3	14	1	117	101	3	15	1	120	103	3	15	1	123
Syon Lane (North)	A4 (East)	440	6	63	2	511	442	6	64	2	514	444	6	66	2	518	446	6	67	2	522	448	6	69	3	526
	Syon Lane (South)	236	0	17	1	254	234	0	18	1	253	233	0	19	1	252	231	0	20	1	252	230	0	20	1	251
	A4 (West)	48	0	3	0	52	47	0	4	0	51	47	0	4	0	51	46	0	4	0	51	46	0	4	0	50
A4 (East)	Syon Lane (South)	180	1	22	5	208	176	1	22	5	205	173	1	22	5	201	169	1	23	5	197	165	1	23	5	194
	A4 (West)	1,553	10	208	28	1,799	1,546	10	213	28	1,798	1,539	10	219	29	1,797	1,531	10	225	29	1,796	1,524	10	231	30	1,795
	Syon Lane (North)	156	1	43	3	203	154	1	43	3	201	152	1	43	3	199	151	1	42	3	197	149	1	42	3	195
Syon Lane (South)	A4 (West)	109	0	14	1	124	111	0	14	1	126	112	0	14	1	127	113	0	15	1	129	114	0	15	1	131
	Syon Lane (North)	253	1	38	1	294	254	1	40	2	297	256	1	43	2	301	257	1	45	2	305	259	1	47	2	309
	A4 (East)	213	3	22	10	248	211	3	23	10	247	209	3	24	10	247	208	3	24	10	246	206	3	25	10	245
Totals		4,297	59	531	72	4,958	4,286	59	545	73	4,962	4,276	58	559	74	4,967	4,266	58	574	75	4,972	4,256	58	590	76	4,977

A4/Syon Lane Junction		Predicted Flows, 2026					Predicted Flows, 2027					Predicted Flows, 2028					Predicted Flows, 2029					Predicted Flows, 2030				
From	To	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total	Car	Taxi	LGV	HGV	Total
A4 (West)	Syon Lane (North)	79	0	3	0	83	80	0	3	0	84	82	0	4	0	86	83	0	4	0	87	84	0	4	0	89
	A4 (East)	931	32	97	20	1,079	929	31	100	20	1,080	927	31	103	20	1,080	925	31	106	20	1,081	923	30	109	20	1,082
	Syon Lane (South)	106	3	16	1	126	108	3	17	1	129	111	3	18	1	132	113	3	18	1	136	116	3	19	1	139
Syon Lane (North)	A4 (East)	451	6	70	3	530	453	6	72	3	533	455	6	74	3	537	457	6	75	3	541	459	6	77	3	546
	Syon Lane (South)	229	0	21	1	251	227	0	22	1	250	226	0	23	1	250	224	0	24	1	249	223	0	25	1	249
	A4 (West)	45	0	4	0	50	45	0	5	0	50	44	0	5	0	49	43	0	5	0	49	43	0	5	0	49
A4 (East)	Syon Lane (South)	162	1	23	5	190	158	1	23	5	187	155	1	23	5	184	151	1	23	5	180	148	1	23	5	177
	A4 (West)	1,517	10	238	31	1,795	1,510	10	244	31	1,795	1,503	10	251	32	1,795	1,495	10	258	32	1,795					

Appendix R – 2035 ‘Future Base and ‘Operational’ Traffic Flows



 <p>Royal HaskoningDHV Enhancing Society Together</p>	<p>Project: Syon Lane Development Sites - Proposed Residential and Tesco Development</p>	<p>Figure Title: 2019 Surveyed Traffic Flows - Weekday AM Peak Hour, 07:45-08:45</p>	<p>Project Number: PB9144</p>	<p>Date: May 2020</p>	<p>Figure No.: FB1</p>
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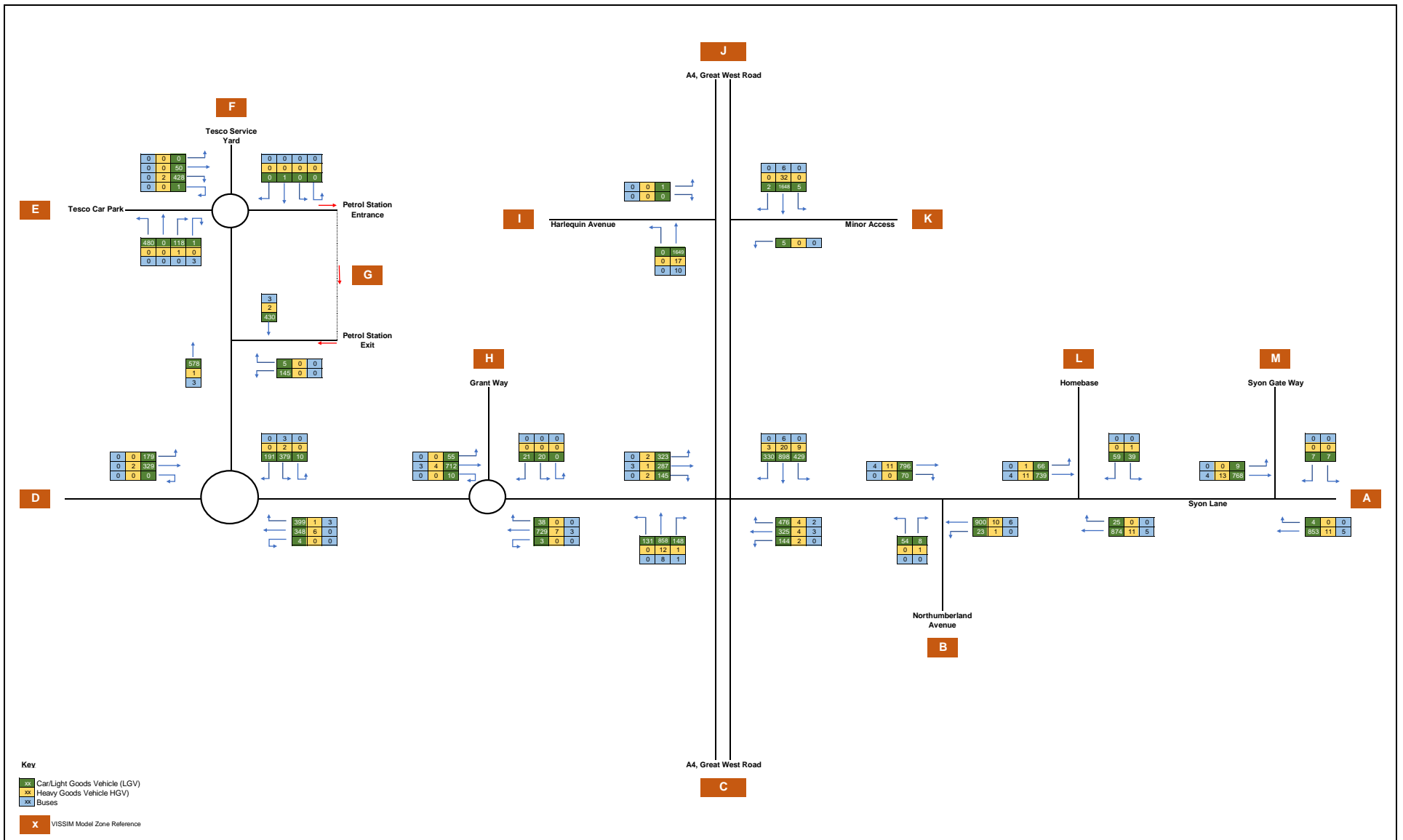
Project:
Syon Lane Development Sites - Proposed Residential and Tesco Development

Figure Title:
2019 Surveyed Traffic Flows - Weekday PM Peak Hour, 17:00-18:00

Project Number:
PB9144

Date:
May 2020

Figure No.:
FB2



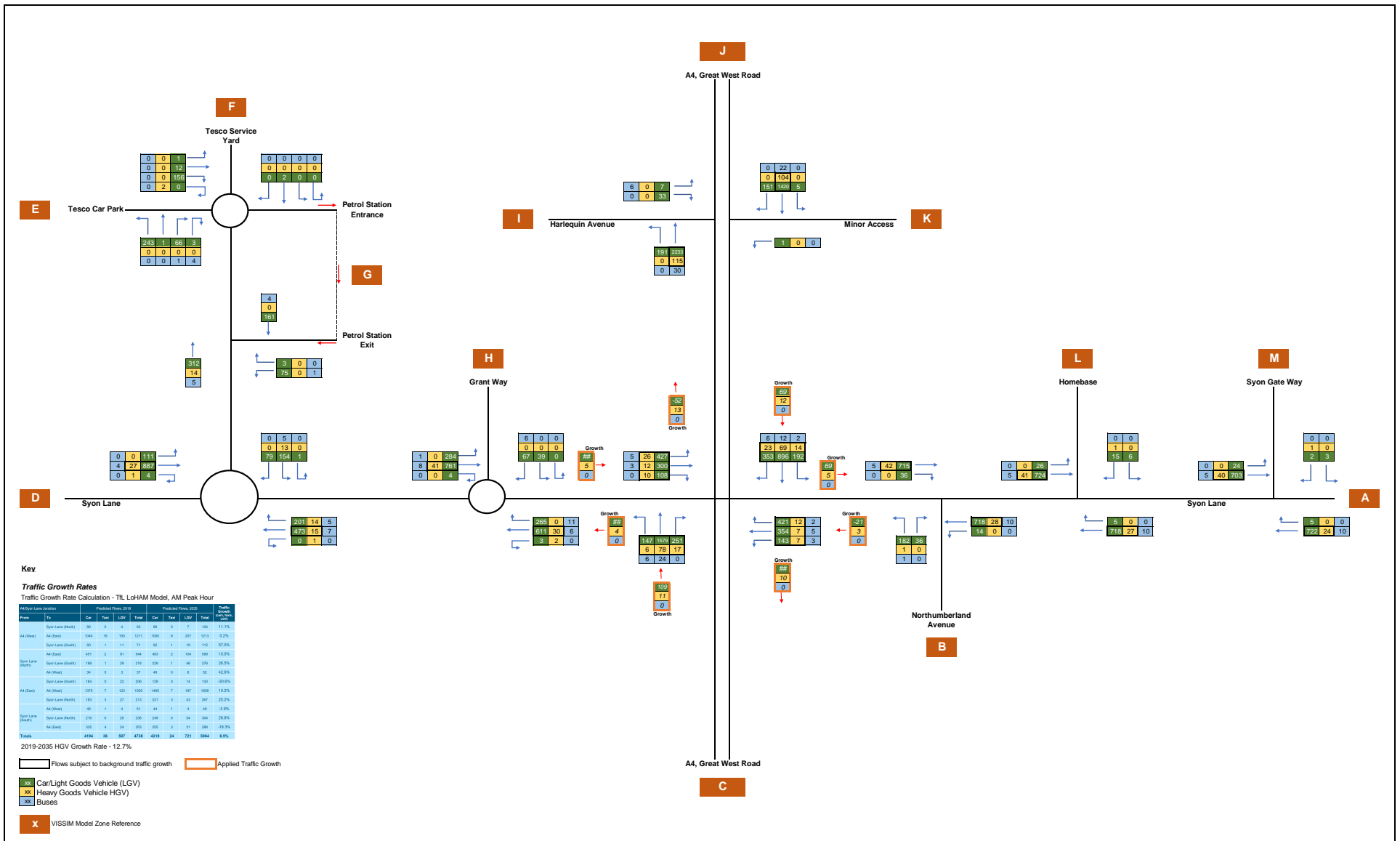
Project:
Syon Lane Development Sites -
Proposed Residential and Tesco
Development

Figure Title:
2019 Surveyed Traffic Flows -
Saturday Peak Hour, 13:00-14:00

Project Number:
PB9144

Date:
May 2020

Figure No.:
FB3



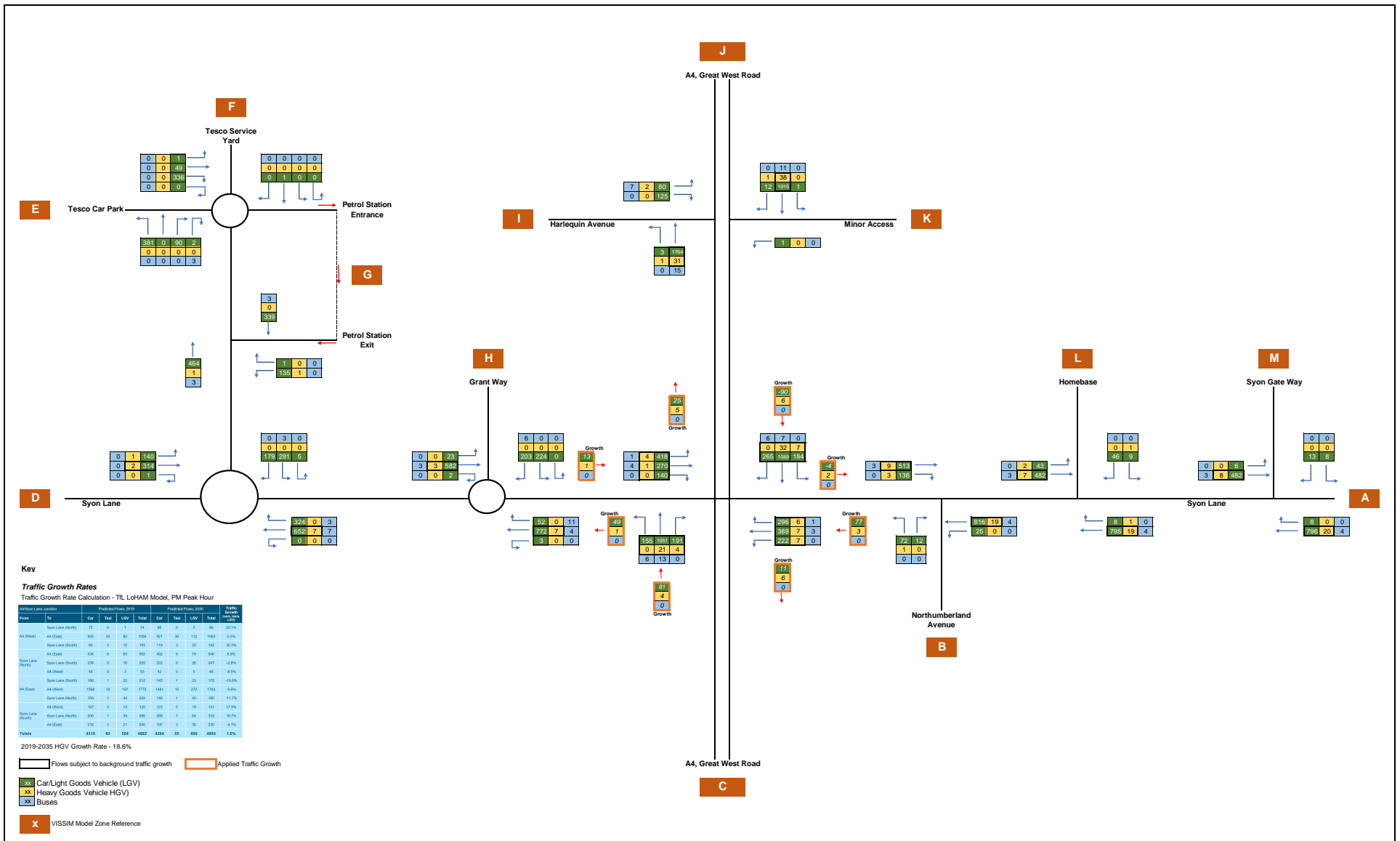
Project:
Syon Lane Development Sites - Proposed Residential and Tesco Development

Figure Title:
Weekday AM Peak Hour 07:45-08:45, with LoHAM Traffic Growth, 2019 to 2035

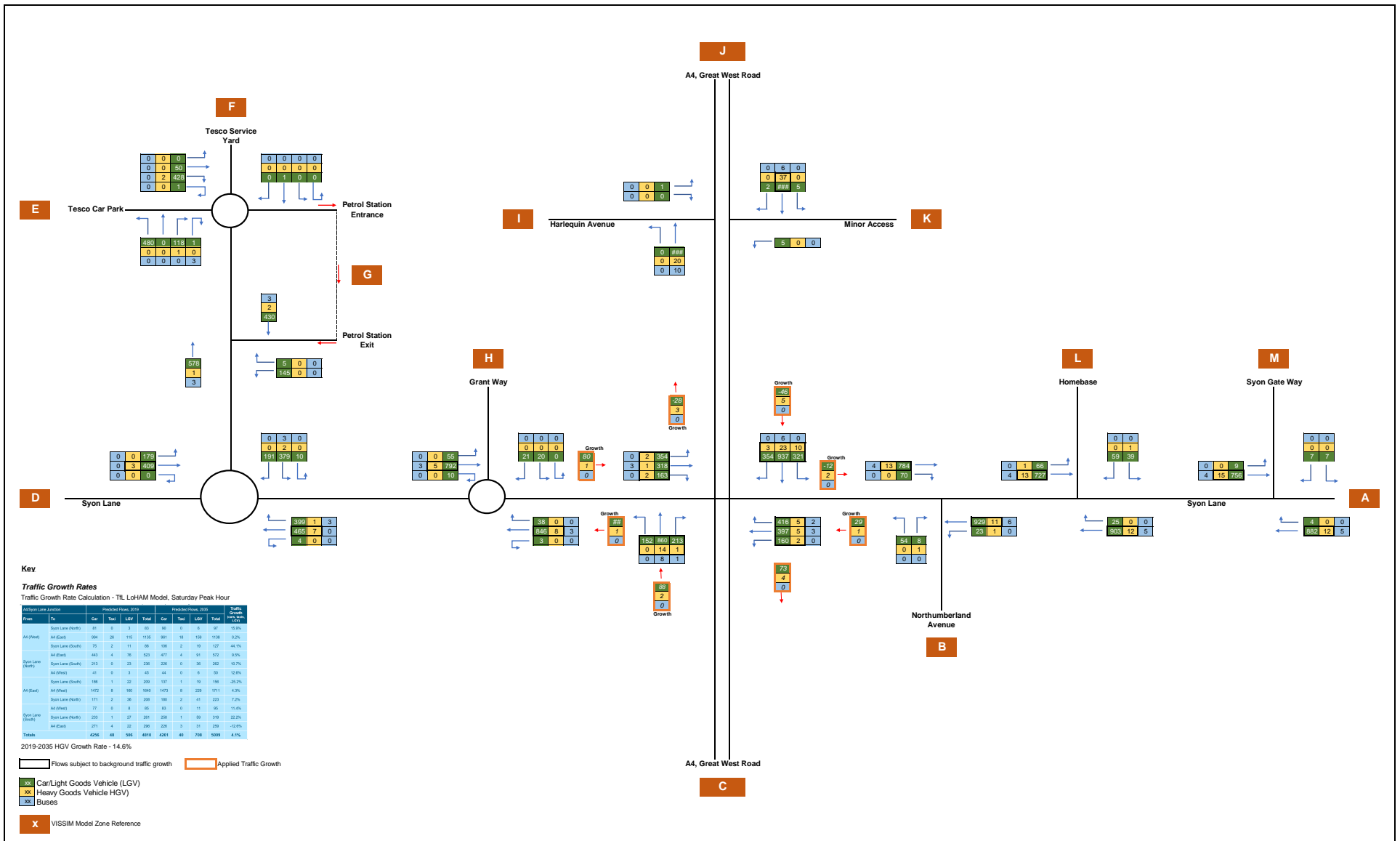
Project Number:
PB9144

Date:
May 2020

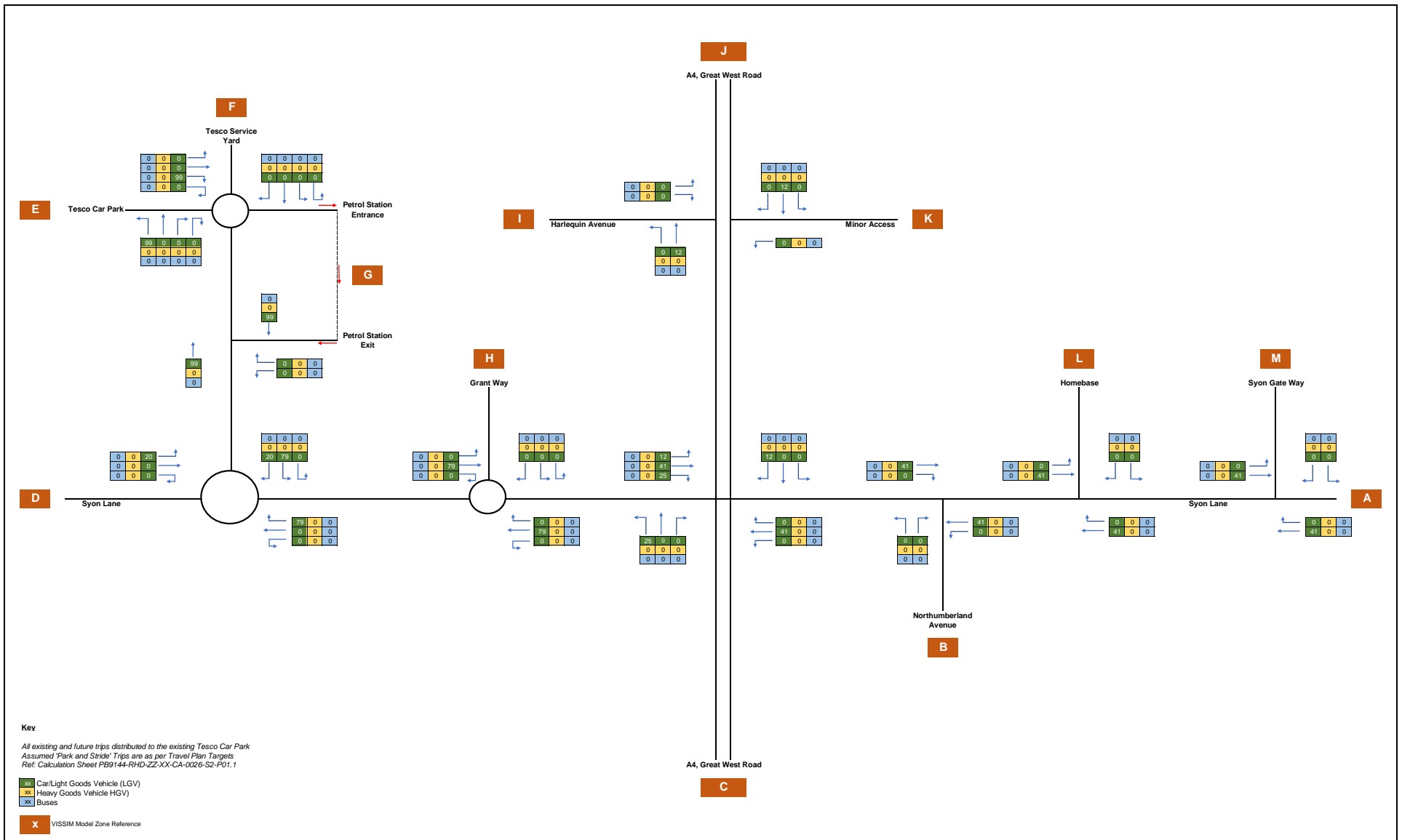
Figure No.:
FB4




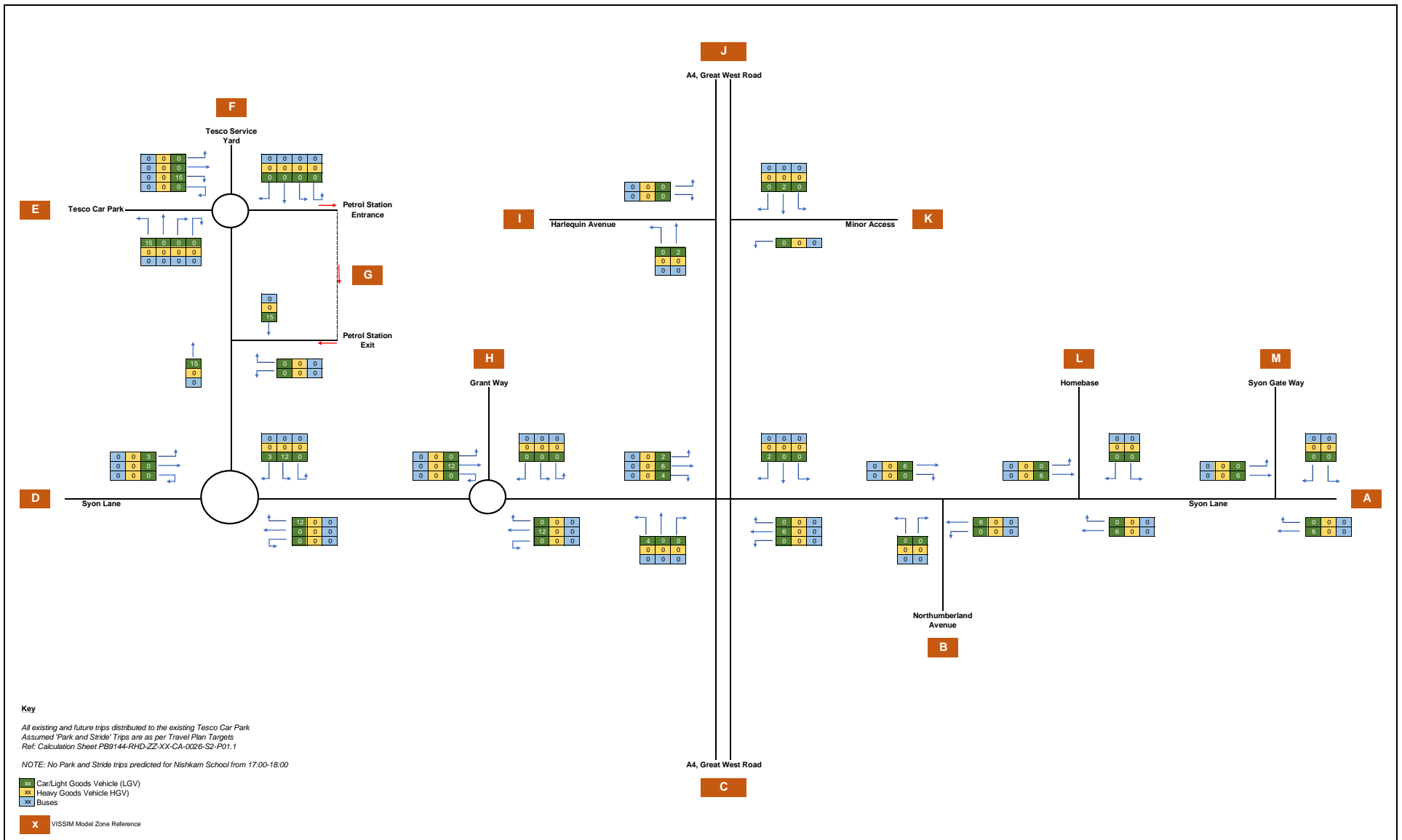
<p>Royal HaskoningDHV Enhancing Society Together</p>	<p>Project: Syon Lane Development Sites - Proposed Residential and Tesco Development</p>	<p>Figure Title: Weekday PM Peak Hour 17:00-18:00, with LoHAM Traffic Growth, 2019 to 2035</p>	<p>Project Number: PB9144</p>	<p>Date: May 2020</p>	<p>Figure No.: FB5</p>
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	Project: Syon Lane Development Sites - Proposed Residential and Tesco Development	Figure Title: Saturday Peak Hour 13:00-14:00, with LoHAM Traffic Growth, 2019 to 2035	Project Number: PB9144	Date: May 2020	Figure No.: FB6
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 <p>Royal HaskoningDHV Enhancing Society Together</p>	<p>Project: Syon Lane Development Sites - Proposed Residential and Tesco Development</p>	<p>Figure Title: Weekday AM Peak Hour 07:45-08:45, Park and Stride Trips (Nishkam School and Bolder Academy)</p>	<p>Project Number: PB9144</p>	<p>Date: May 2020</p>	<p>Figure No.: FB7</p>
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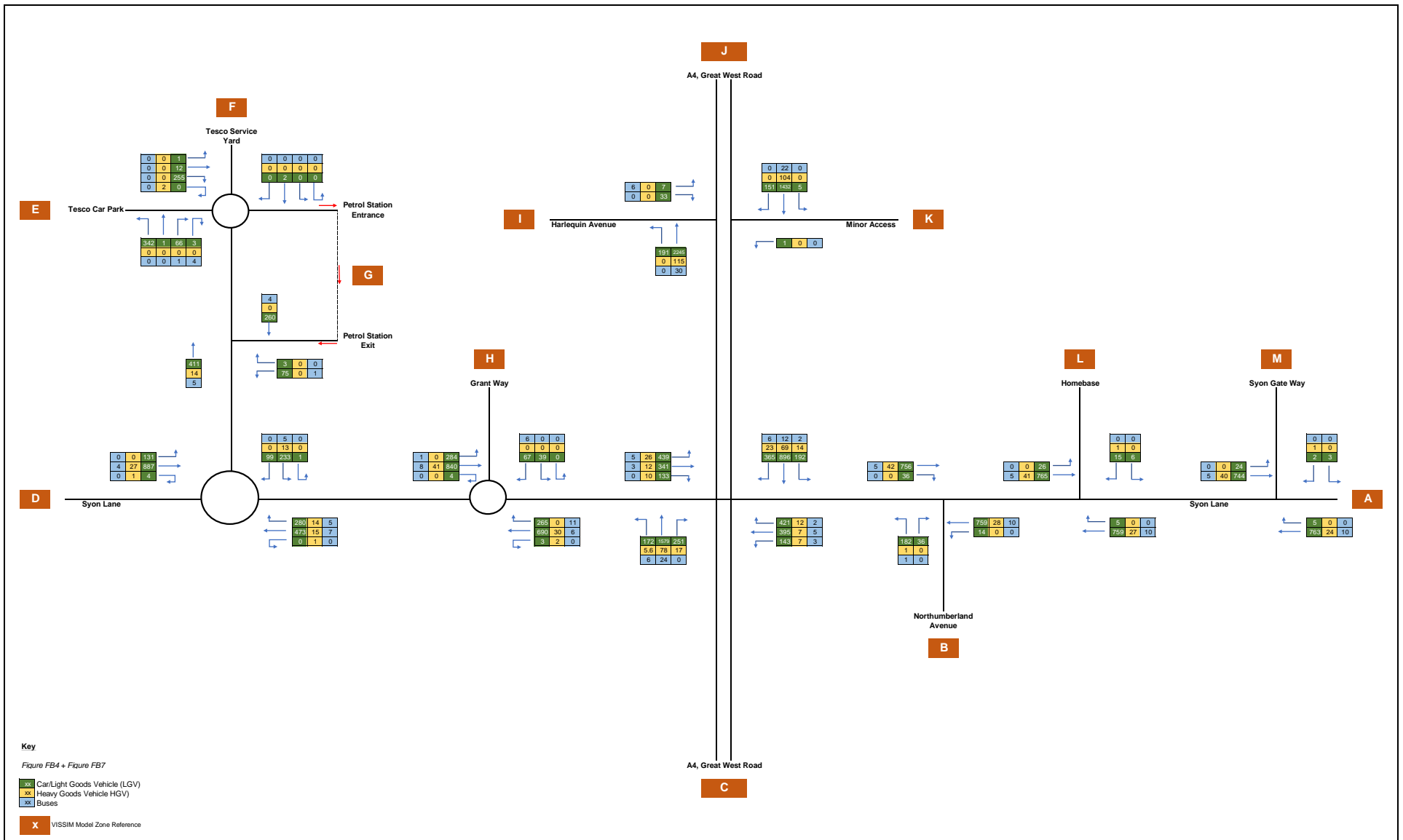
Project:
 Syon Lane Development Sites -
 Proposed Residential and Tesco
 Development


Figure Title:
 Weekday PM Peak Hour 17:00-
 18:00, Park and Stride Trips
 (Nishkam School and Bolder
 Academy)

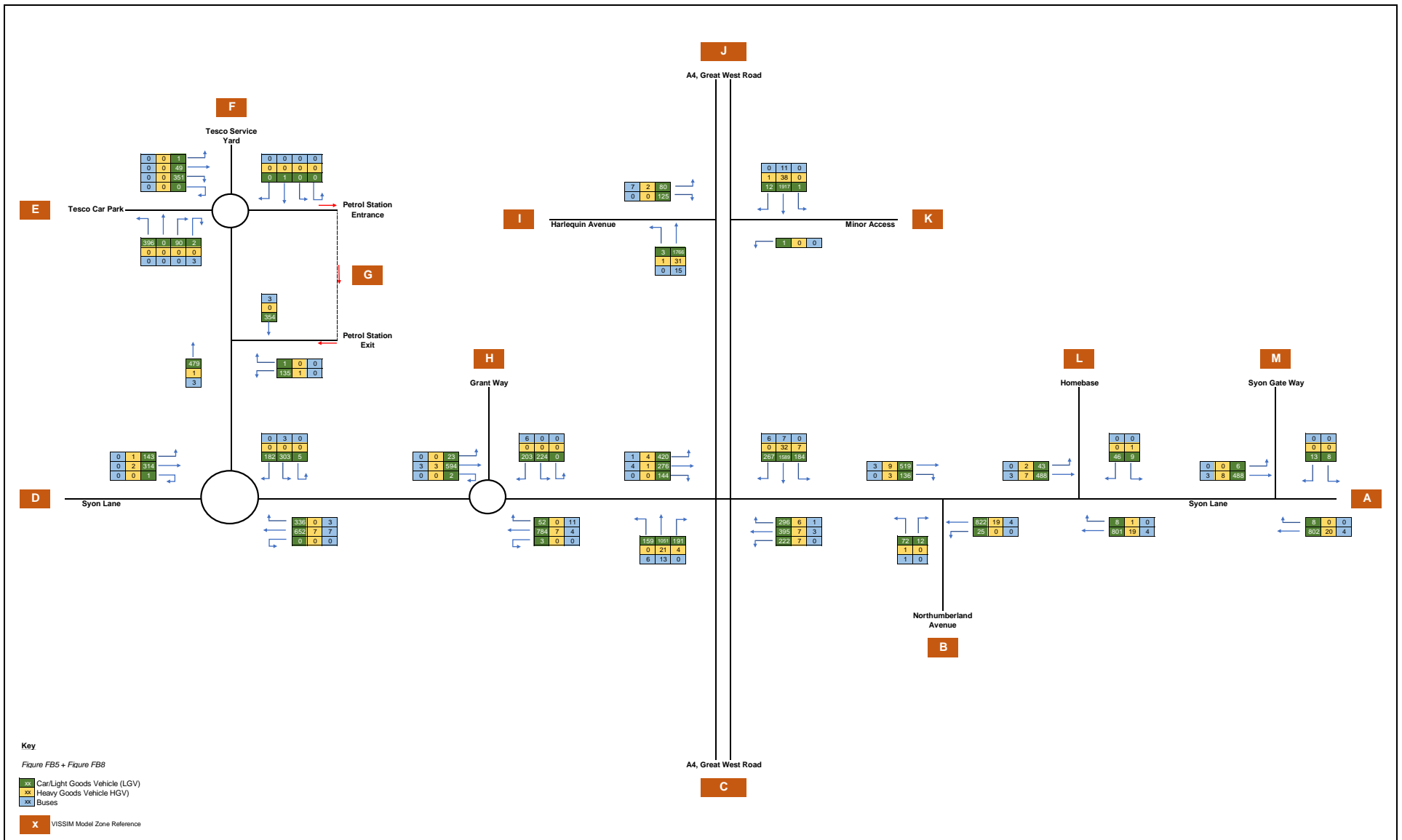
Project Number:
 PB9144


Date:
 May 2020

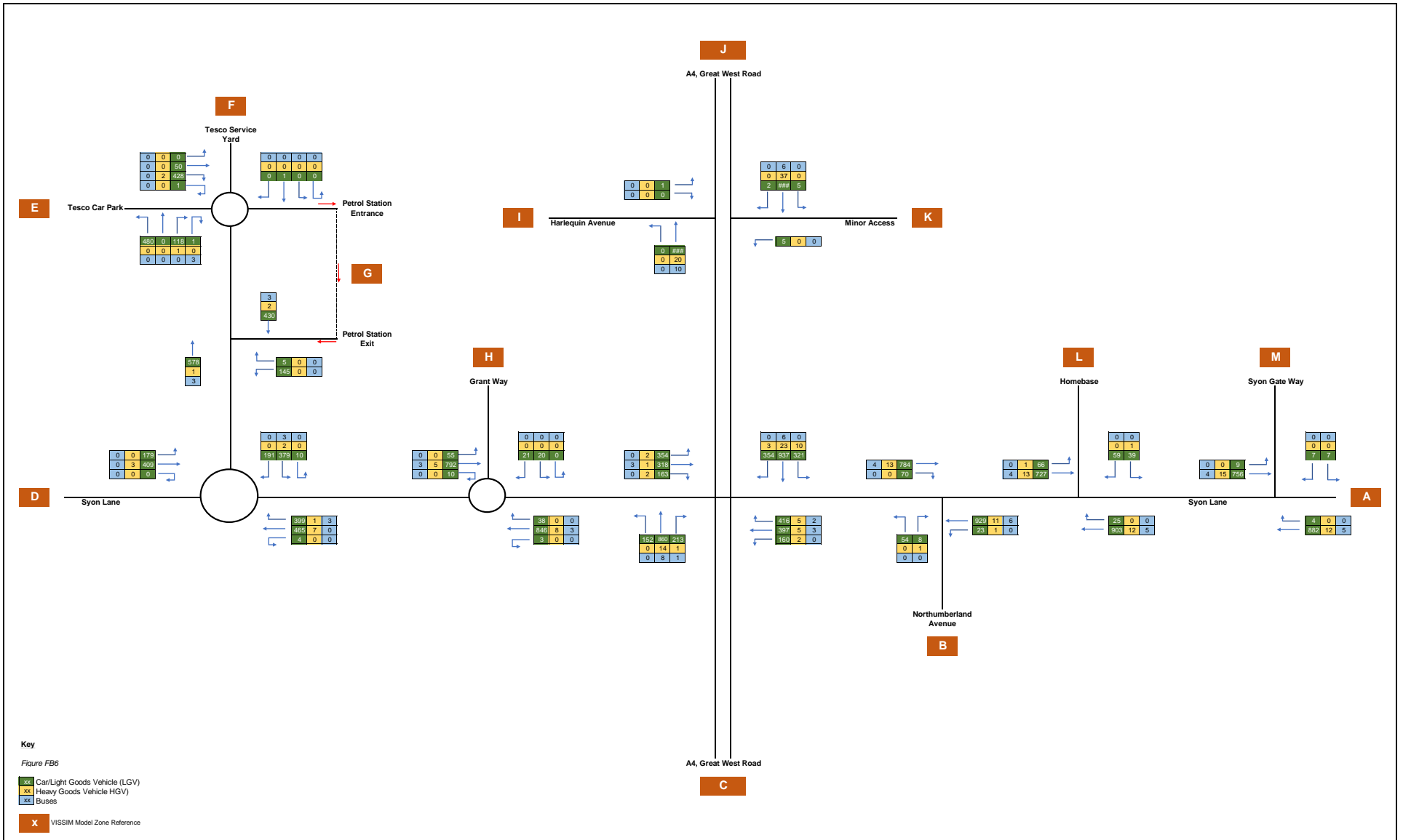
Figure No.:
 FB8




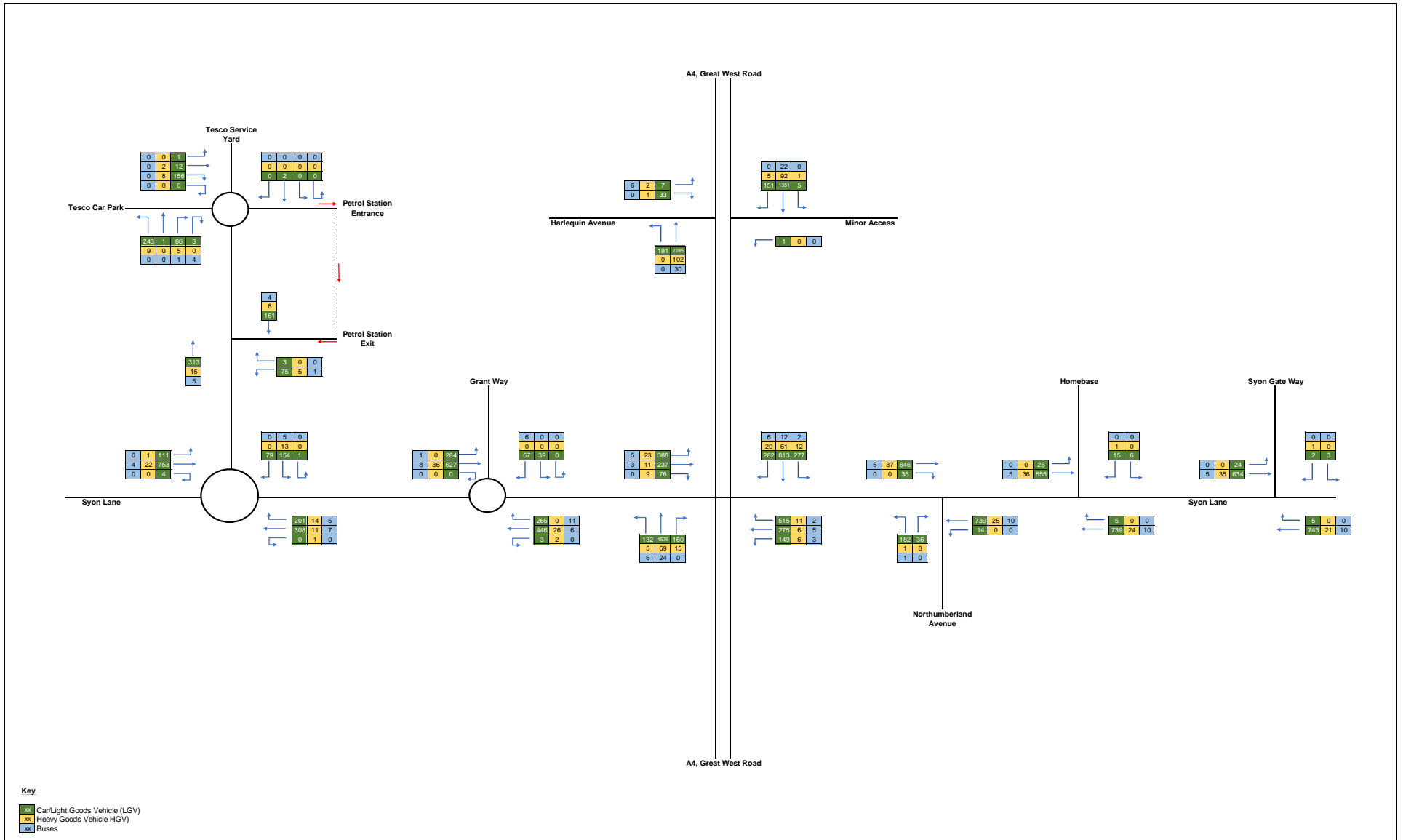
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 <p>Royal HaskoningDHV Enhancing Society Together</p>	<p>Project: Syon Lane Development Sites - Proposed Residential and Tesco Development</p>	<p>Figure Title: 2035 Future Base - Weekday PM Peak Hour, 17:00-18:00</p>	<p>Project Number: PB9144</p>	<p>Date: May 2020</p>	<p>Figure No.: FB10</p>
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 <p>Royal HaskoningDHV Enhancing Society Together</p>	<p>Project:</p> <p>Syon Lane Development Sites - Proposed Residential and Tesco Development</p>	<p>Figure Title:</p> <p>2035 Future Base - Saturday Peak Hour, 13:00-14:00</p>	<p>Project Number:</p> <p>PB9144</p>	<p>Date:</p> <p>May 2020</p>	<p>Figure No.:</p> <p>FB11</p>
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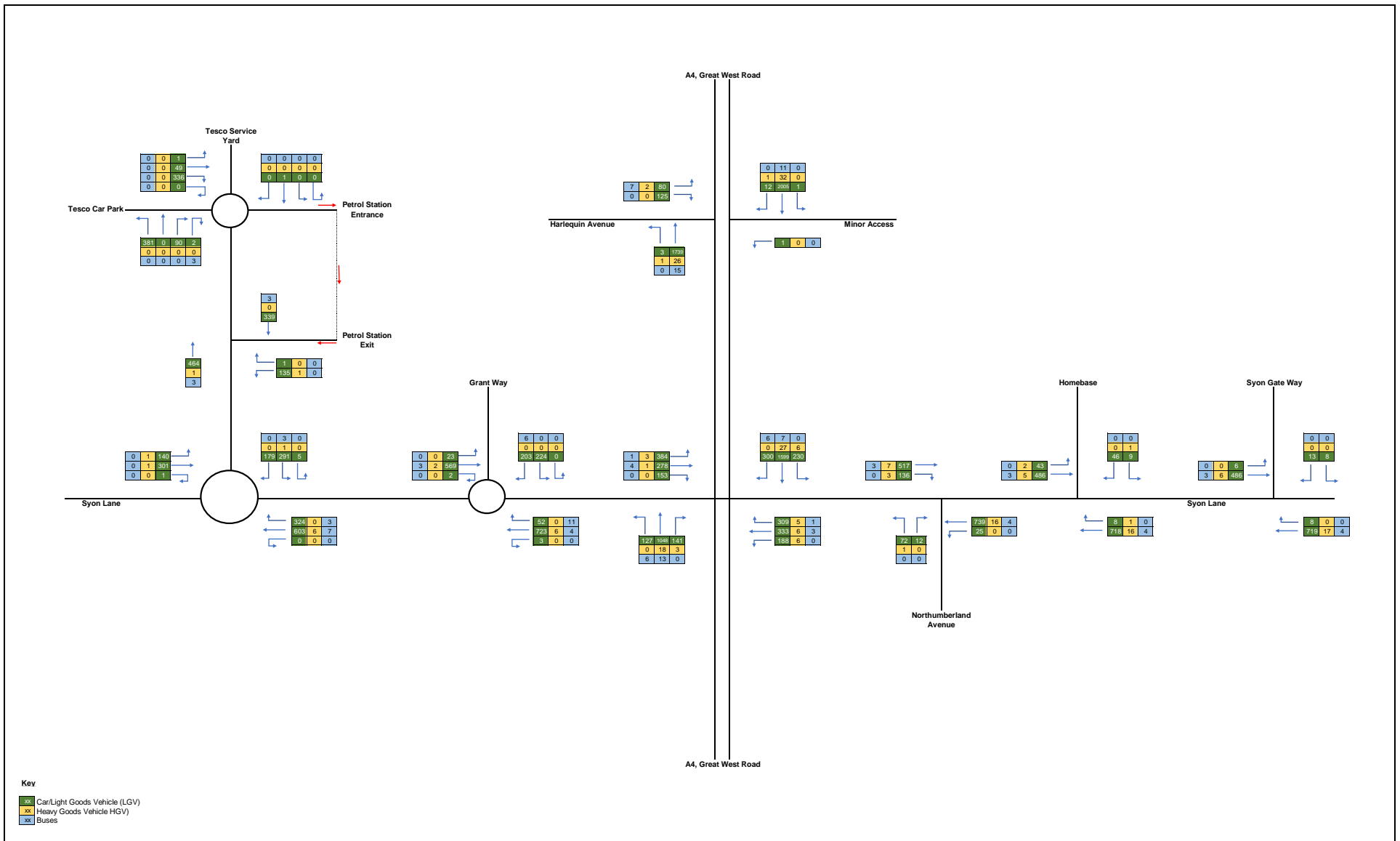
Project:
Syon Lane Development Sites - Proposed Residential and Tesco Development

Figure Title:
2019 Surveyed Traffic Flows - Weekday AM Peak Hour, 07:45-08:45

Project Number:
PB9144

Date:
May 2020

Figure No.:
D1



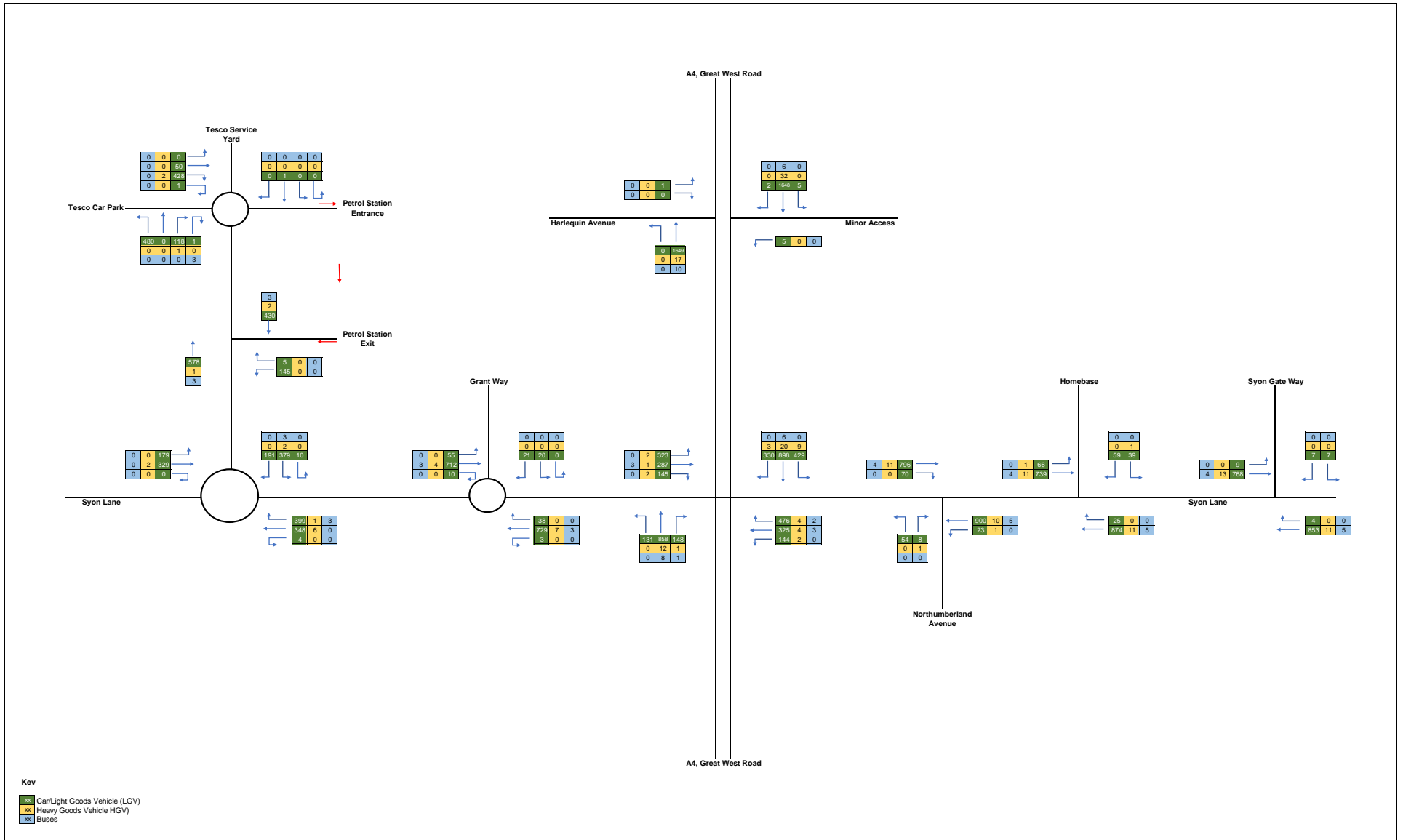
Project:
Syon Lane Development Sites - Proposed Residential and Tesco Development


Figure Title:
2019 Surveyed Traffic Flows - Weekday PM Peak Hour, 17:00-18:00

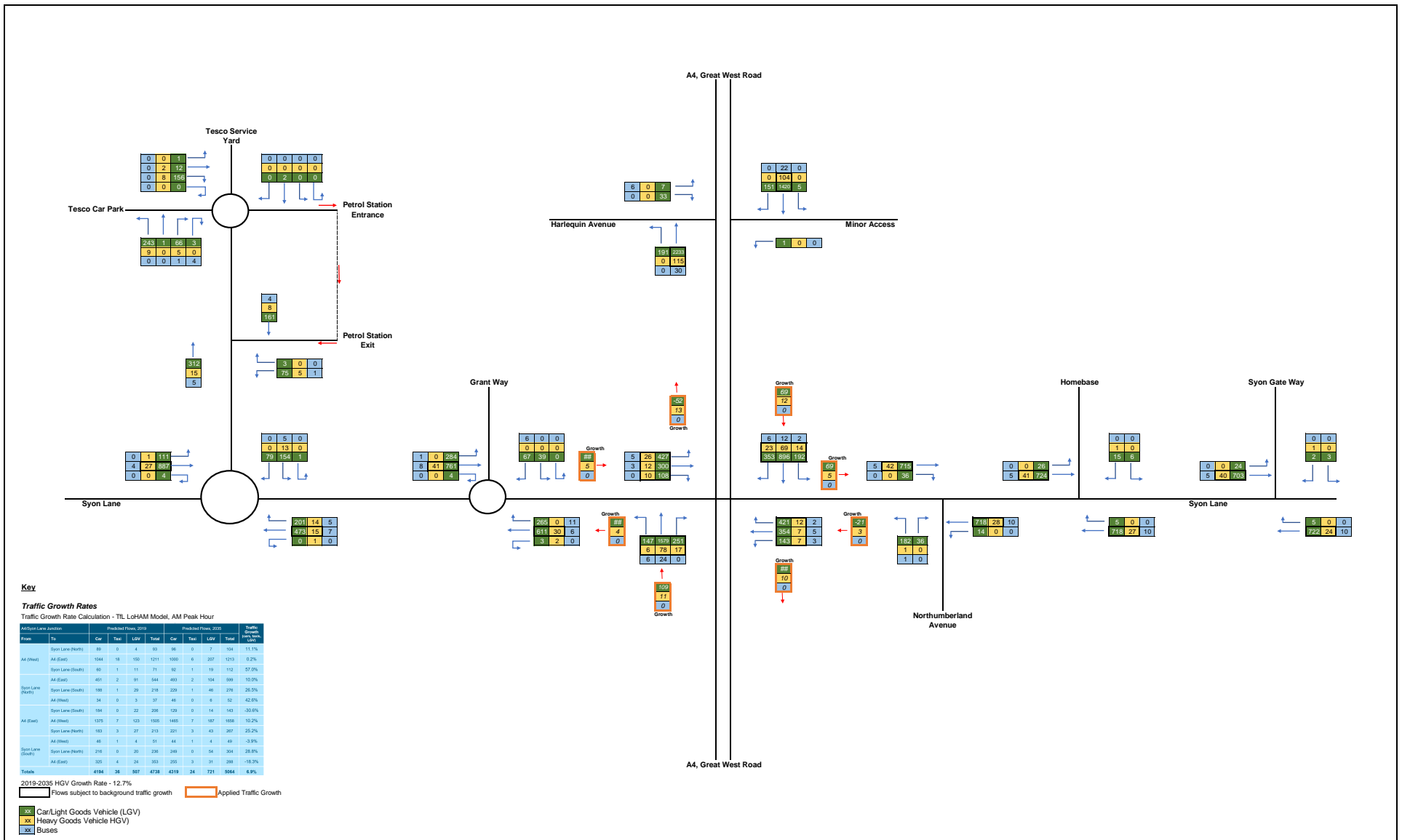
Project Number:
PB9144

Date:
May 2020

Figure No.:
D2



 <p>Royal HaskoningDHV Enhancing Society Together</p>	<p>Project: Syon Lane Development Sites - Proposed Residential and Tesco Development</p>	<p>Figure Title: 2019 Surveyed Traffic Flows - Saturday Peak Hour, 13:00-14:00</p>	<p>Project Number: PB9144</p>	<p>Date: May 2020</p>	<p>Figure No.: D3</p>
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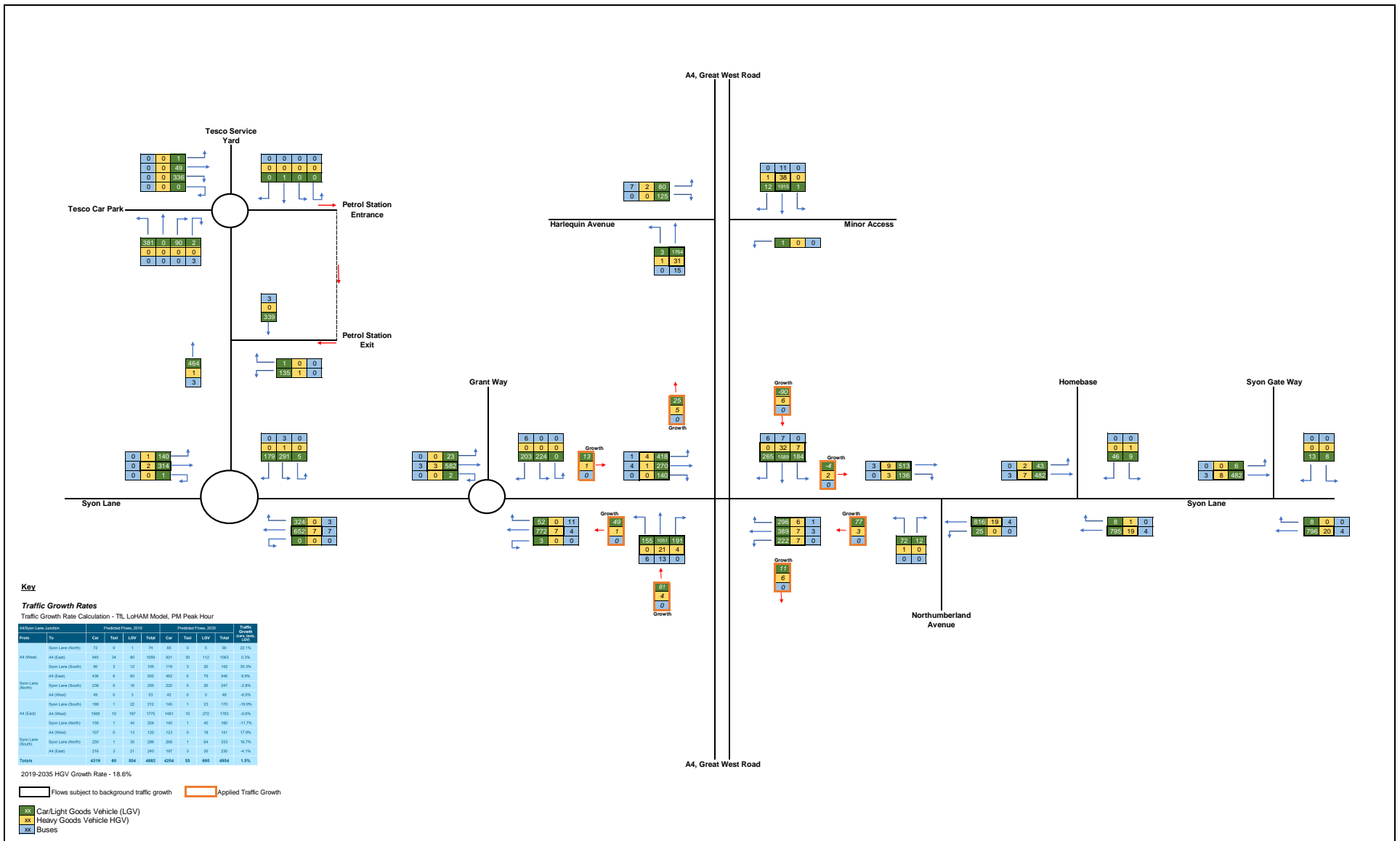
Project:
Syon Lane Development Sites -
Proposed Residential and Tesco
Development

Figure Title:
Weekday AM Peak Hour 07:45-
08:45, with LoHAM Traffic Growth,
2019 to 2035

Project Number:
PB9144

Date:
May 2020

Figure No.:
D4



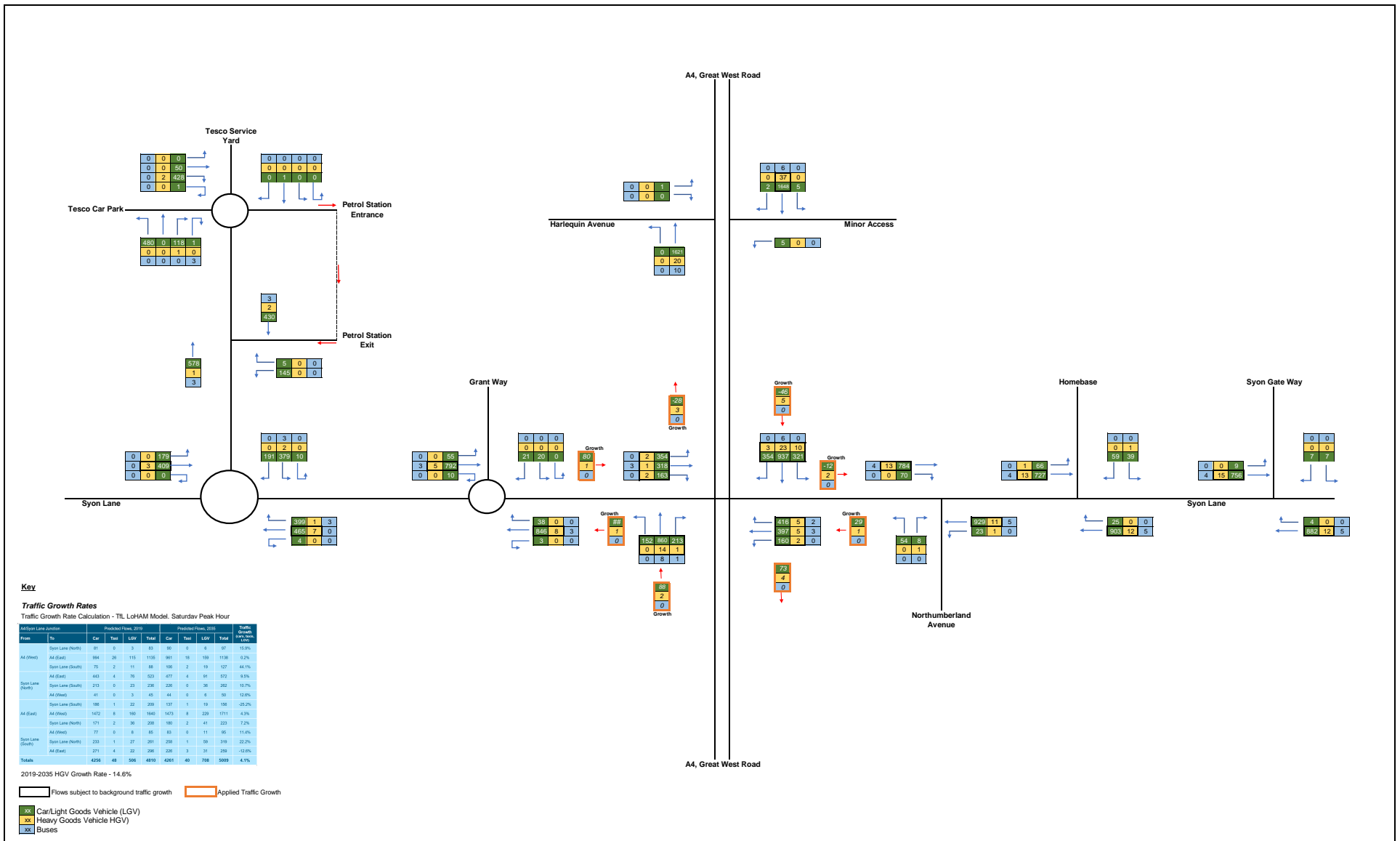
Project:
Syon Lane Development Sites - Proposed Residential and Tesco Development

Figure Title:
Weekday PM Peak Hour 07:45-08:45, with LoHAM Traffic Growth, 2019 to 2035

Project Number:
PB9144

Date:
May 2020

Figure No.:
D5



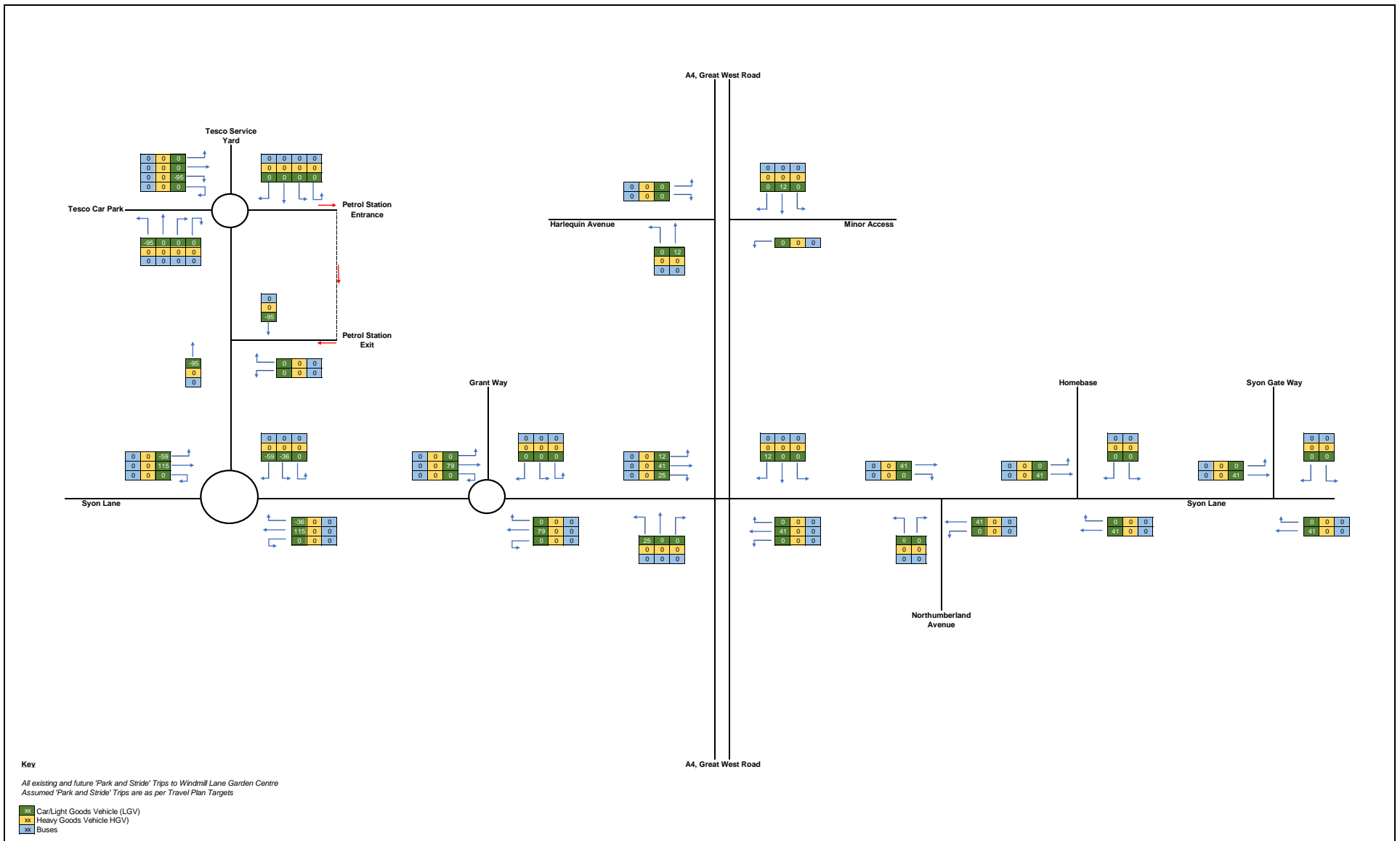
Project:
Syon Lane Development Sites - Proposed Residential and Tesco Development

Figure Title:
Saturday Peak Hour 13:00-14:00, with LoHAM Traffic Growth, 2019 to 2035

Project Number:
PB9144

Date:
May 2020

Figure No.:
D6



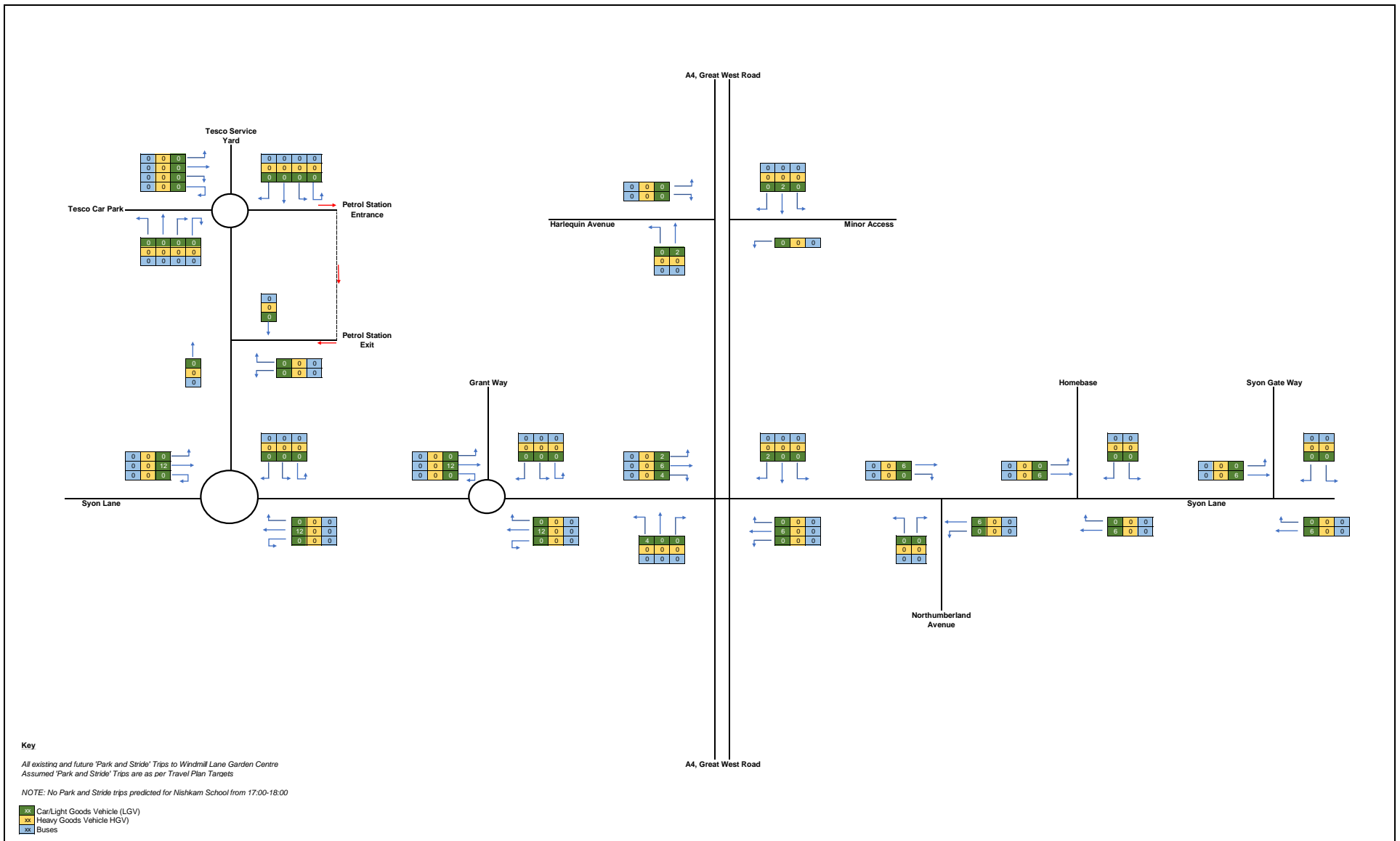
Project:
 Syon Lane Development Sites -
 Proposed Residential and Tesco
 Development

Figure Title:
 Weekday AM Peak Hour 07:45-
 08:45, Park and Stride Trips
 (Nishkam School and Bolder
 Academy)

Project Number:
 PB9144

Date:
 May 2020

Figure No.:
 D7



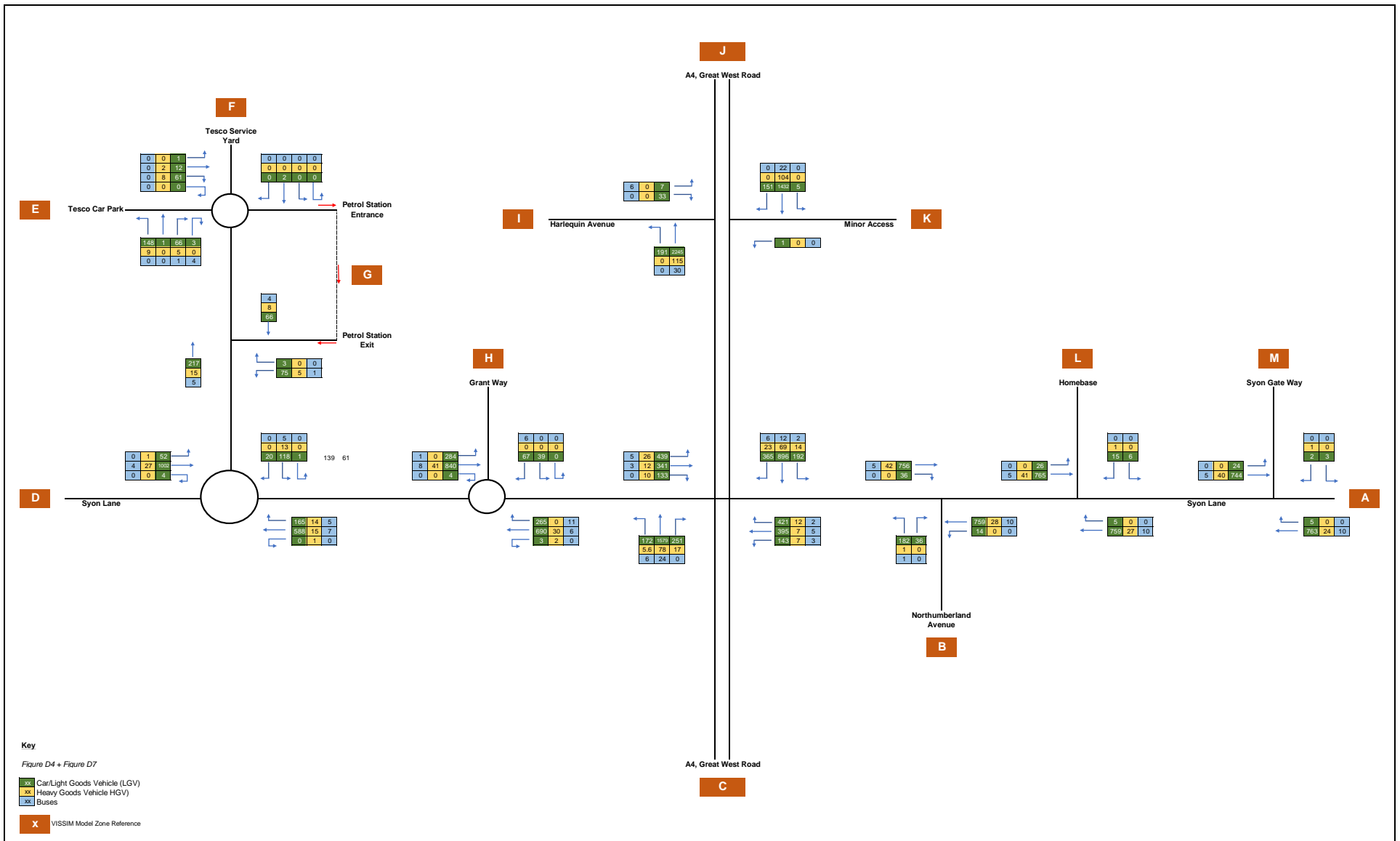
Project:
 Syon Lane Development Sites -
 Proposed Residential and Tesco
 Development


Figure Title:
 Weekday PM Peak Hour 17:00-
 18:00, Park and Stride Trips
 (Nishkam School and Bolder
 Academy)

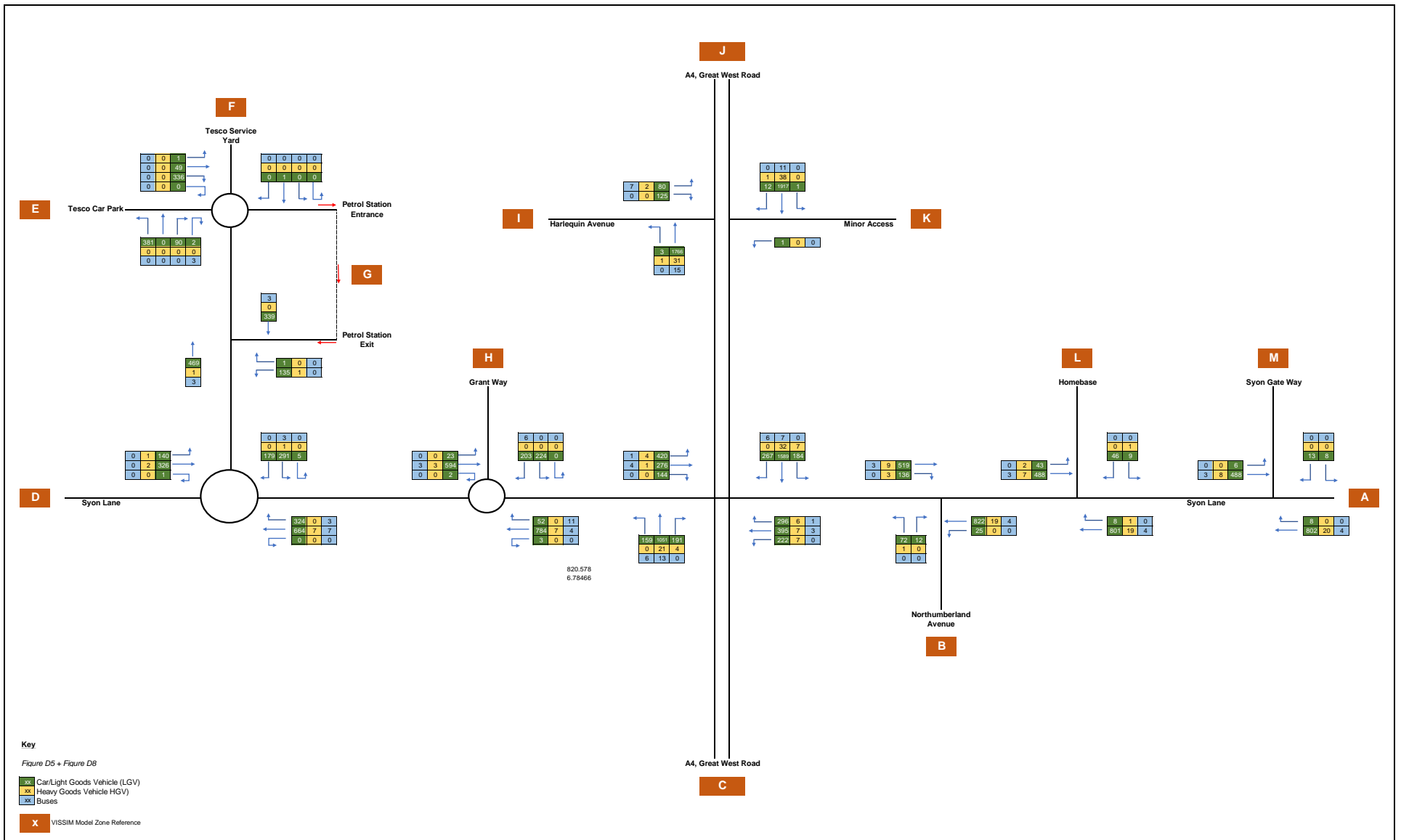
Project Number:
 PB9144

Date:
 May 2020

Figure No.:
 D8



 <p>Royal HaskoningDHV Enhancing Society Together</p>	<p>Project: Syon Lane Development Sites - Proposed Residential and Tesco Development</p>	<p>Figure Title: 2035 Future Base - Weekday AM Peak Hour, 07:45-08:45</p>	<p>Project Number: PB9144</p>	<p>Date: May 2020</p>	<p>Figure No.: D9</p>
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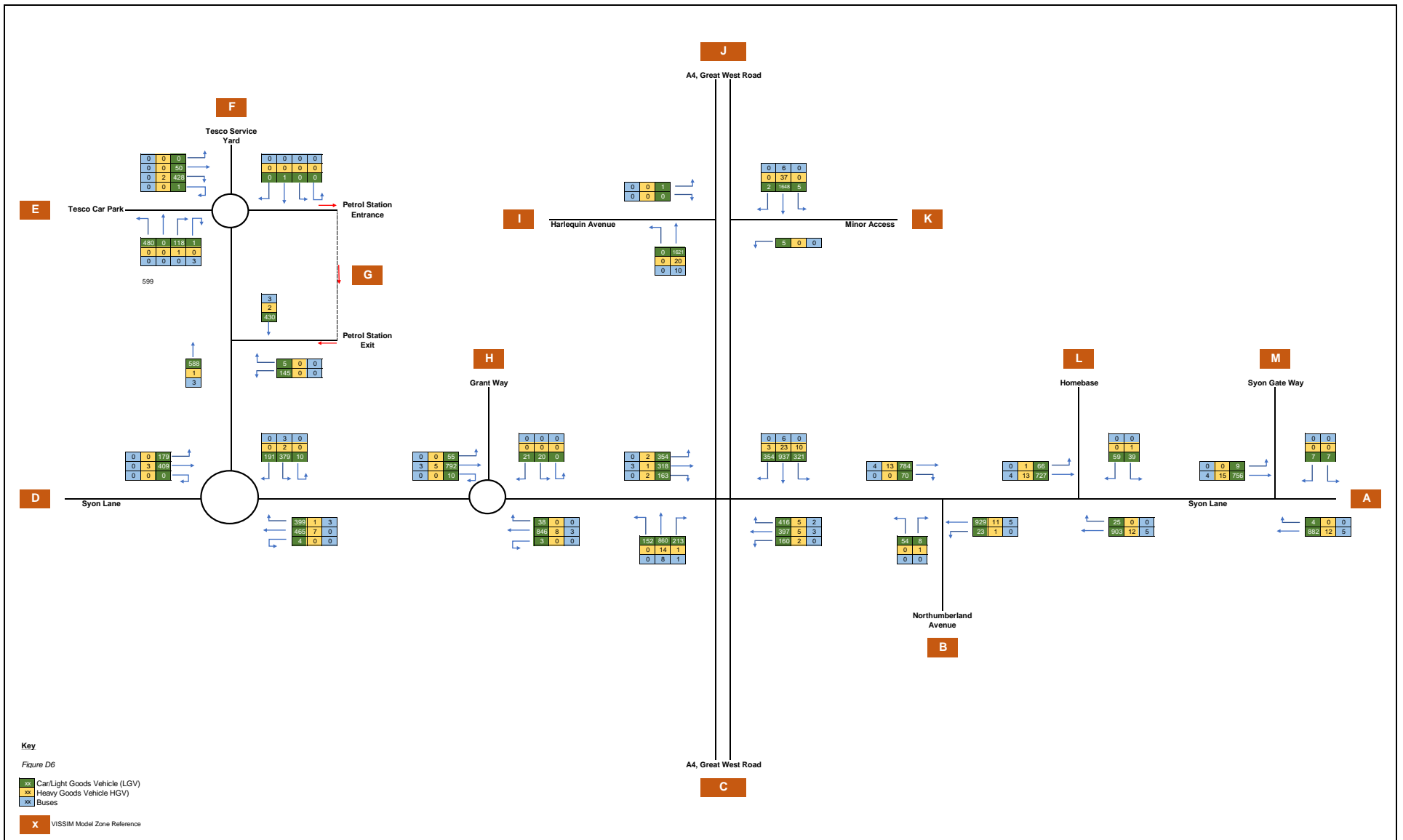
Project:
Syon Lane Development Sites -
Proposed Residential and Tesco
Development


Figure Title:
2035 Future Base - Weekday PM
Peak Hour, 17:00-18:00

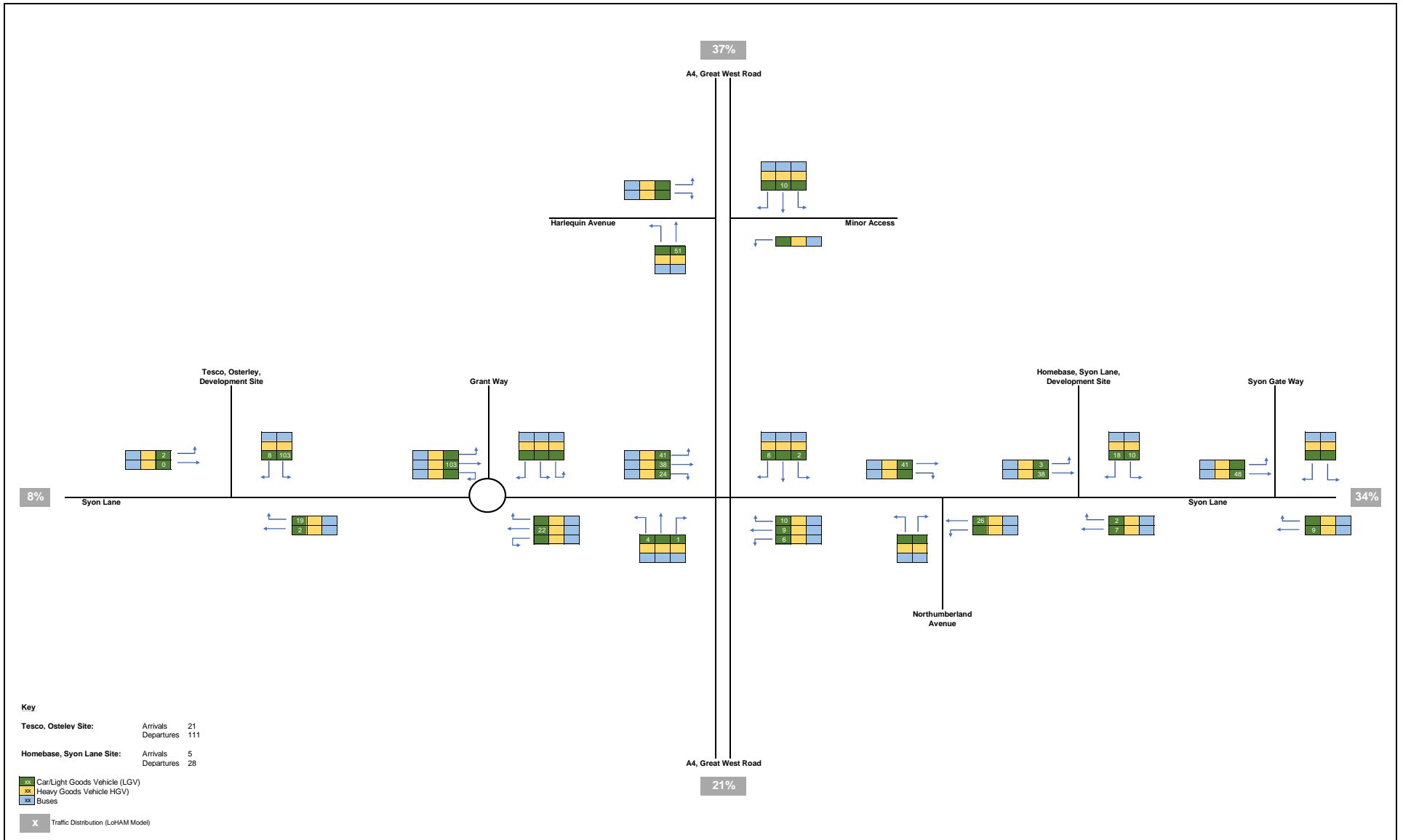
Project Number:
PB9144

Date:
May 2020

Figure No.:
D10



 <p>Royal HaskoningDHV Enhancing Society Together</p>	<p>Project: Syon Lane Development Sites - Proposed Residential and Tesco Development</p>	<p>Figure Title: 2035 Future Base - Saturday Peak Hour, 13:00-14:00</p>	<p>Project Number: PB9144</p>	<p>Date: May 2020</p>	<p>Figure No.: D11</p>
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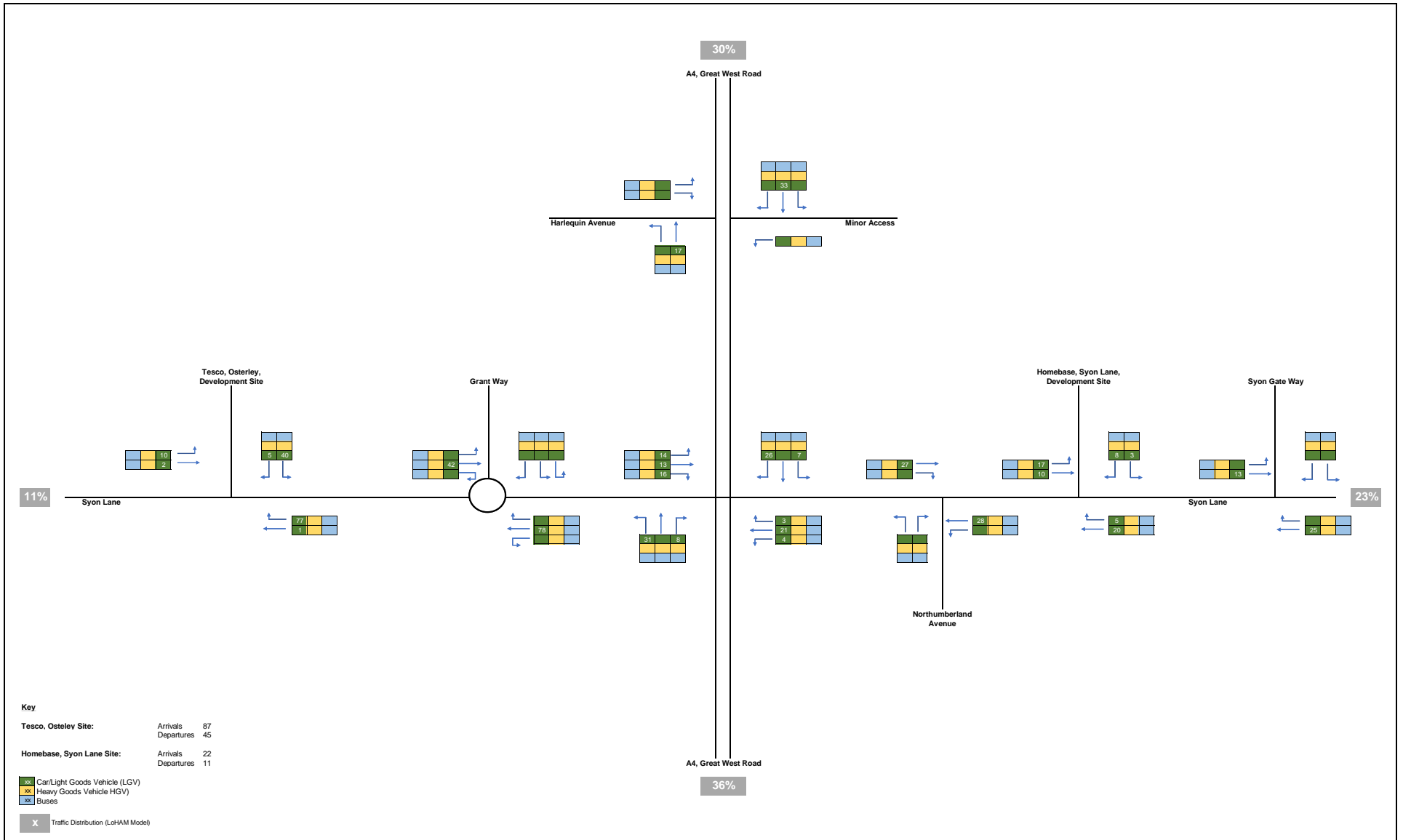
Project:
Syon Lane Development Sites - Proposed Residential and Tesco Development

Figure Title:
Weekday AM Peak Hour, Residential Traffic Distribution (07:45-08:45)

Project Number:
PB9144

Date:
May 2020

Figure No.:
D12



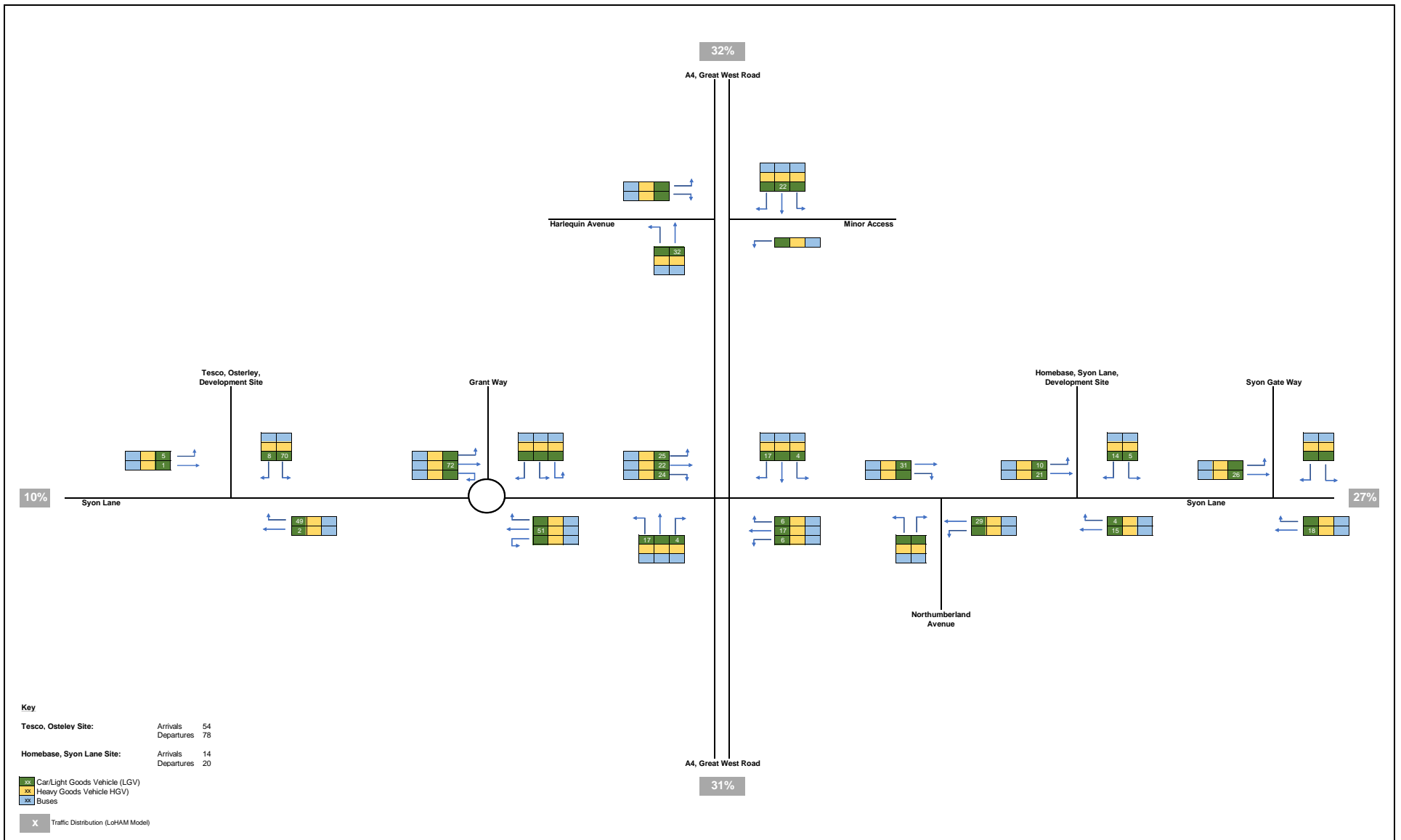
Project:
Syon Lane Development Sites -
Proposed Residential and Tesco
Development

Figure Title:
Weekday PM Peak Hour,
Residential Traffic Distribution
(17:00-18:00)

Project Number:
PB9144

Date:
May 2020

Figure No.:
D13



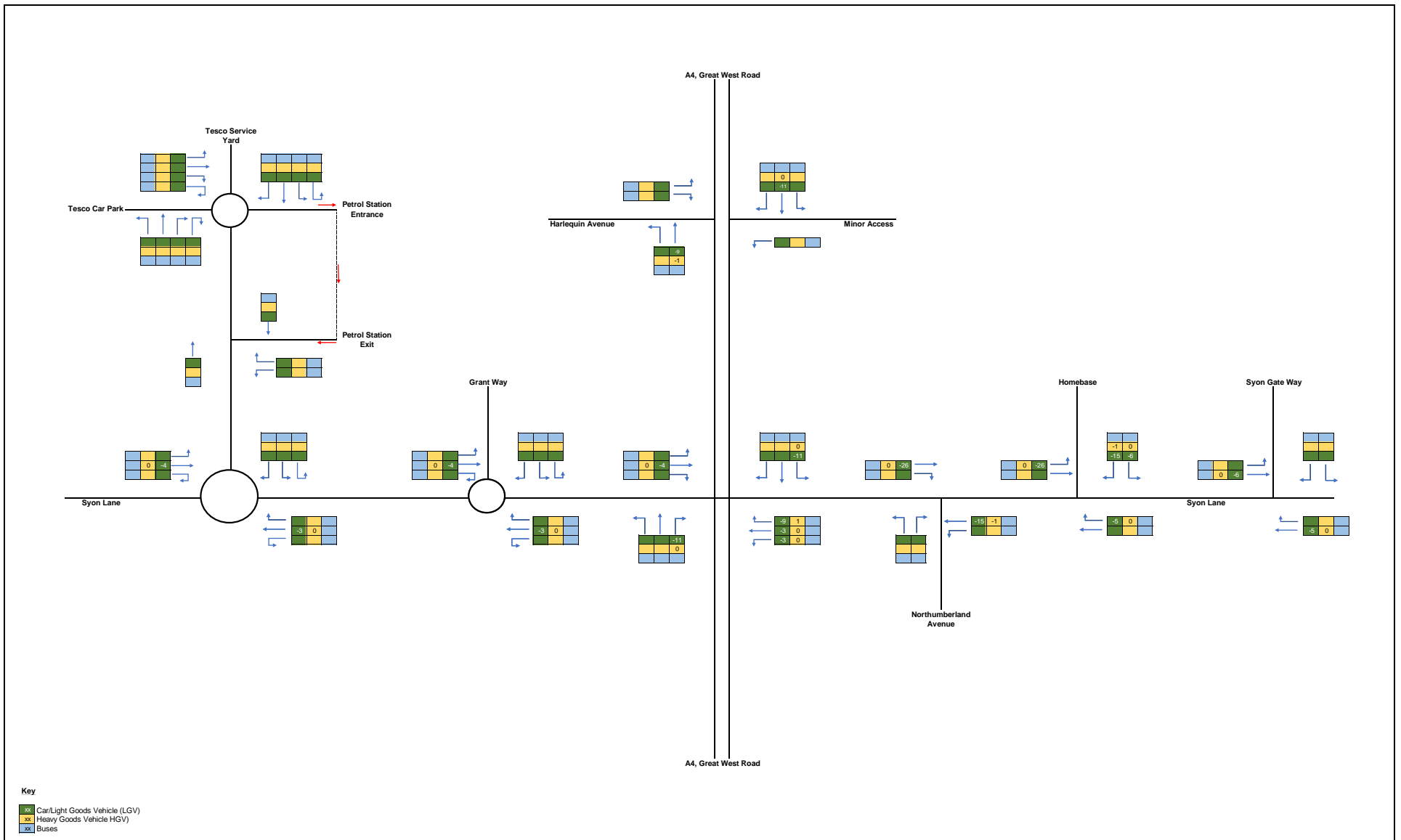
Project:
 Syon Lane Development Sites -
 Proposed Residential and Tesco
 Development

Figure Title:
 Saturday Peak Hour, Residential
 Traffic Distribution (13:00-14:00)

Project Number:
 PB9144

Date:
 May 2020

Figure No.:
 D14



Key
 Car/Light Goods Vehicle (LGV)
 Heavy Goods Vehicle (HGV)
 Buses



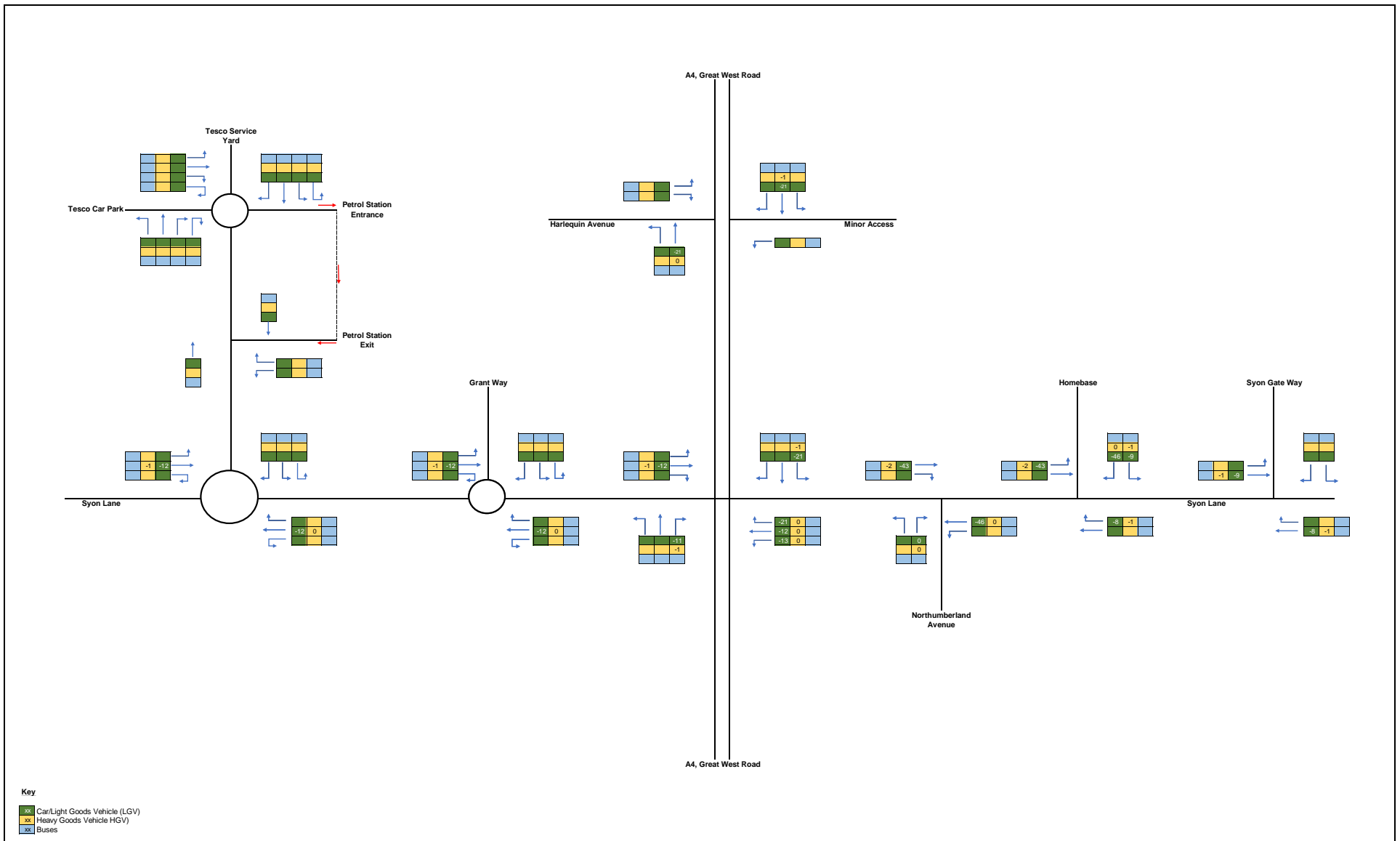
Project:
 Syon Lane Development Sites -
 Proposed Residential and Tesco
 Development

Figure Title:
 Remove Homebase Traffic,
 Weekday AM Peak (07:45-08:45)

Project Number:
 PB9144

Date:
 May 2020

Figure No.:
 D15



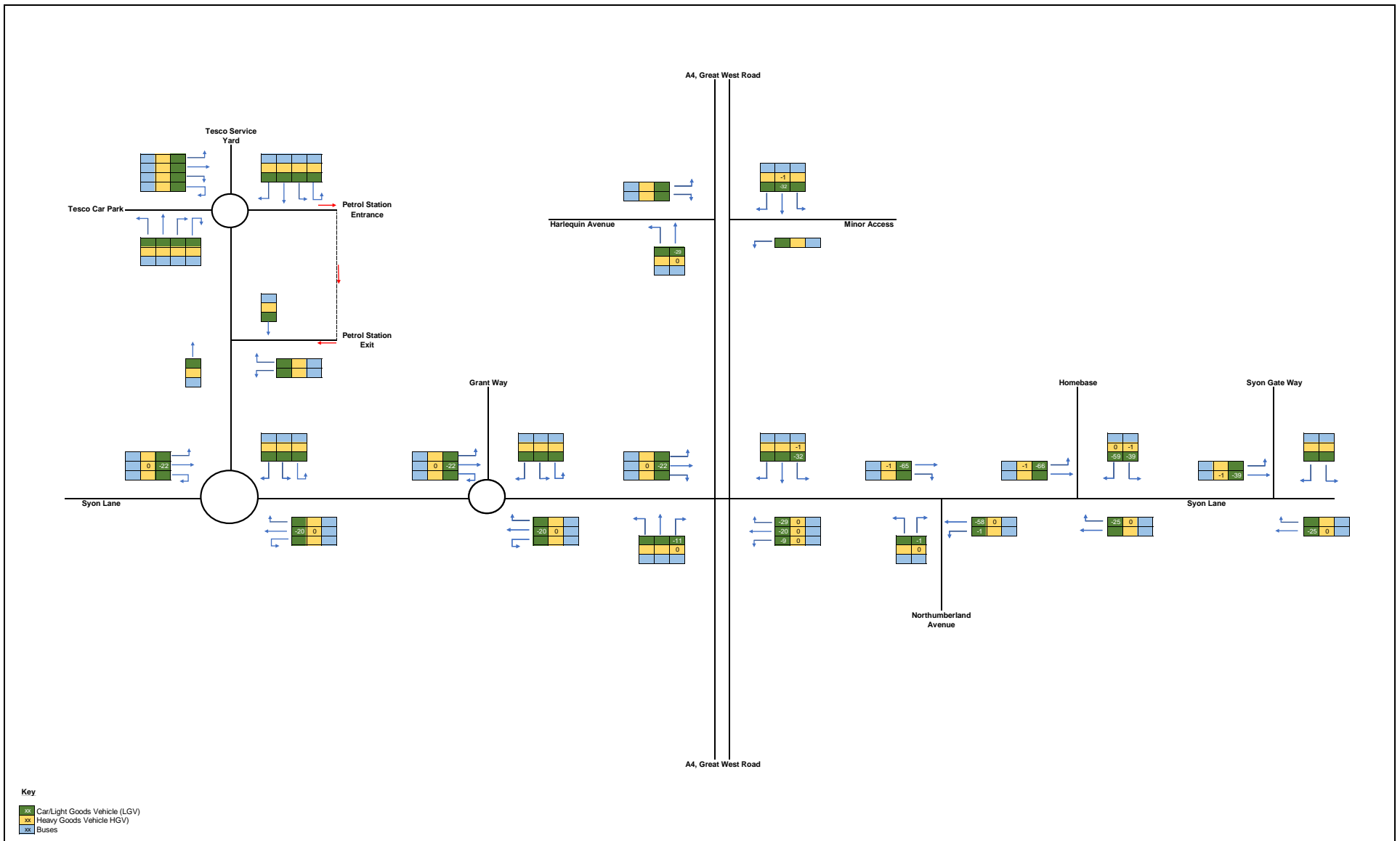
Project:
 Syon Lane Development Sites -
 Proposed Residential and Tesco
 Development


Figure Title:
 Remove Homebase Traffic,
 Weekday PM Peak (17:00-18:00)

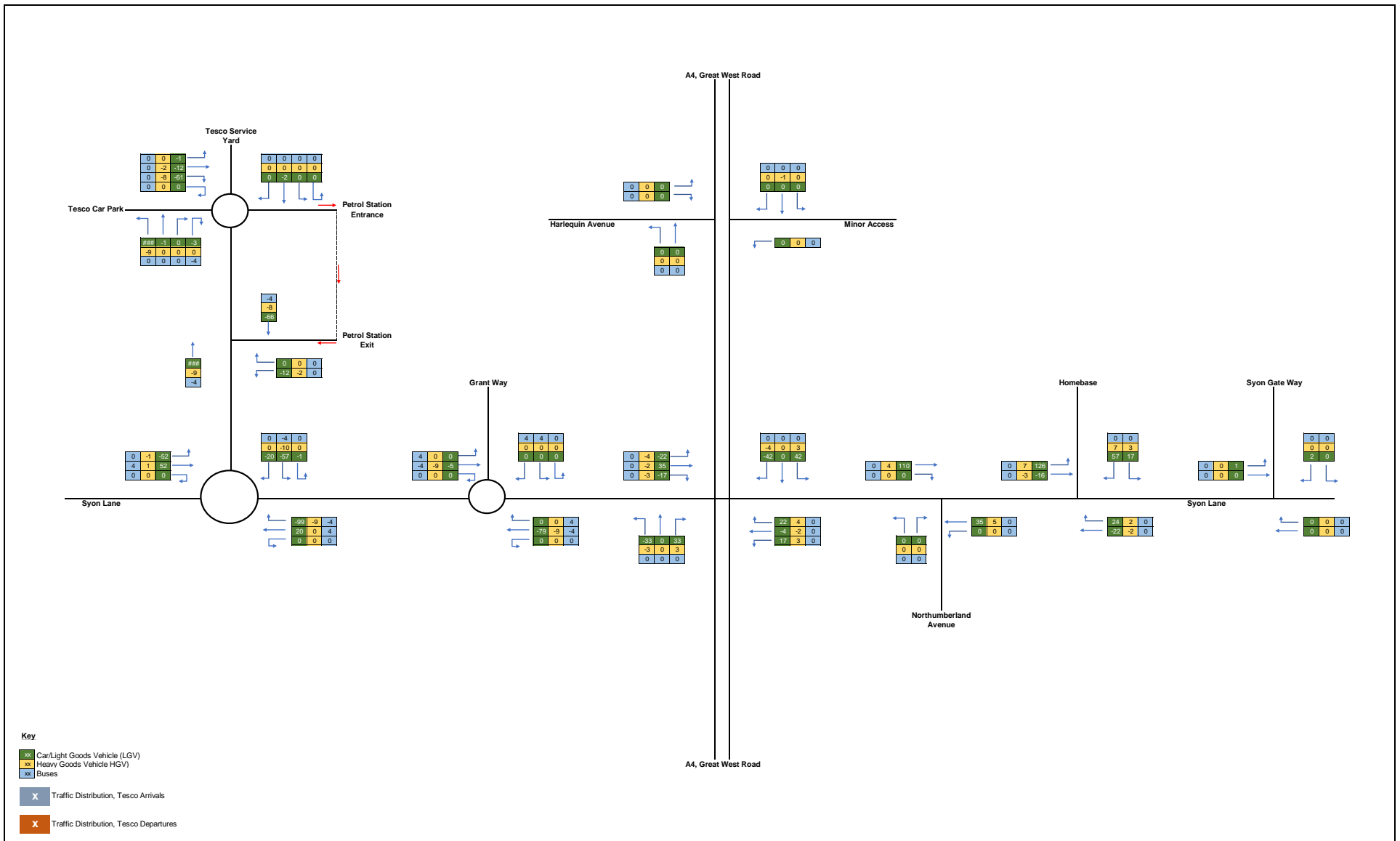
Project Number:
 PB9144

Date:
 May 2020

Figure No.:
 D16



 <p>Royal HaskoningDHV Enhancing Society Together</p>	<p>Project: Syon Lane Development Sites - Proposed Residential and Tesco Development</p>	<p>Figure Title: Remove Homebase Traffic, Saturday Peak (13:00-14:00)</p>	<p>Project Number: PB9144</p>	<p>Date: May 2020</p>	<p>Figure No.: D17</p>
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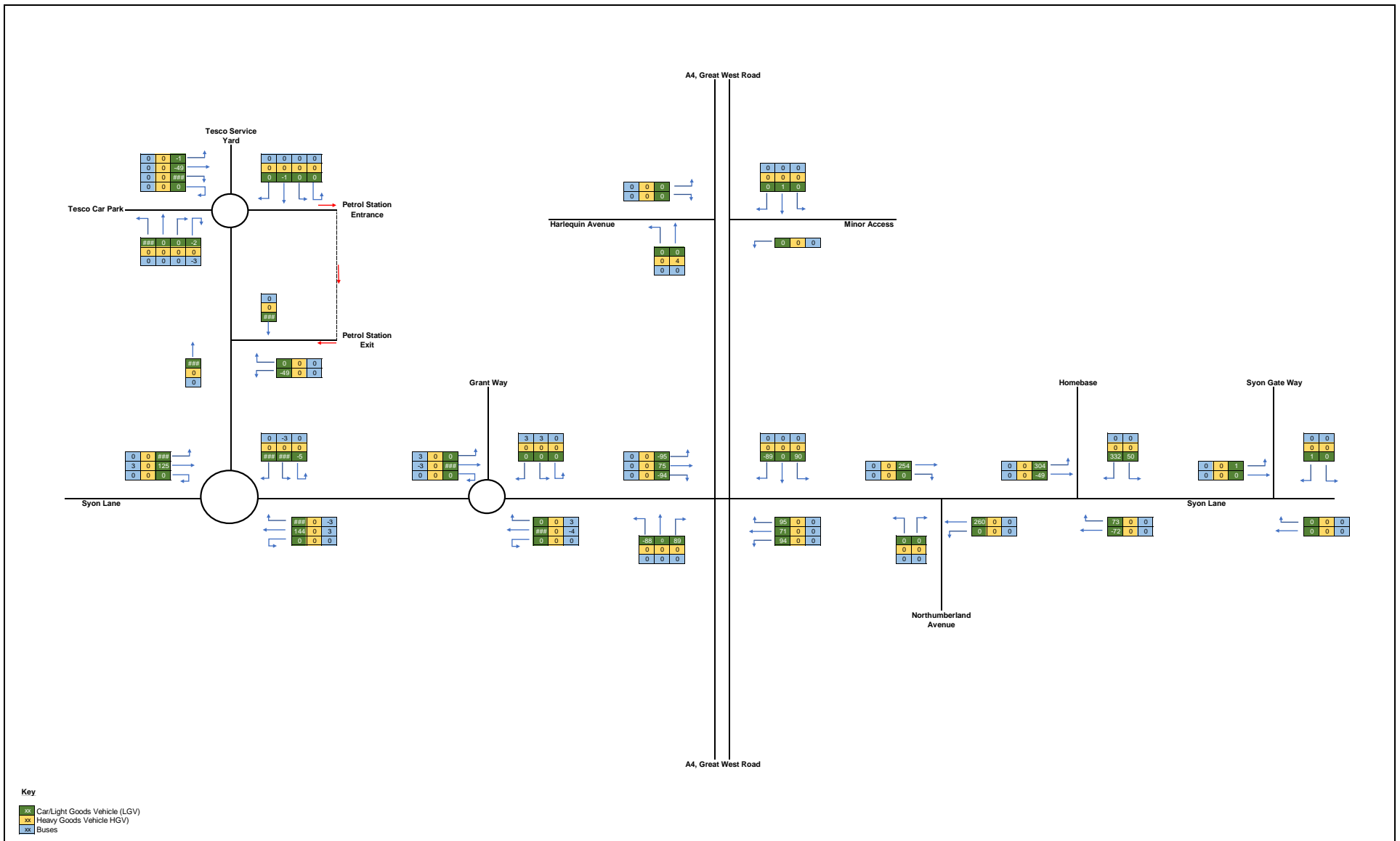
Project:
Syon Lane Development Sites -
Proposed Residential and Tesco
Development

Figure Title:
Tesco Store Car Park Network
Changes, Weekday AM Peak (07:45-
08:45)
[NOTE: Existing Park and Stride Trips Redistributed in Figure 7]

Project Number:
PB9144

Date:
May 2020

Figure No.:
D18



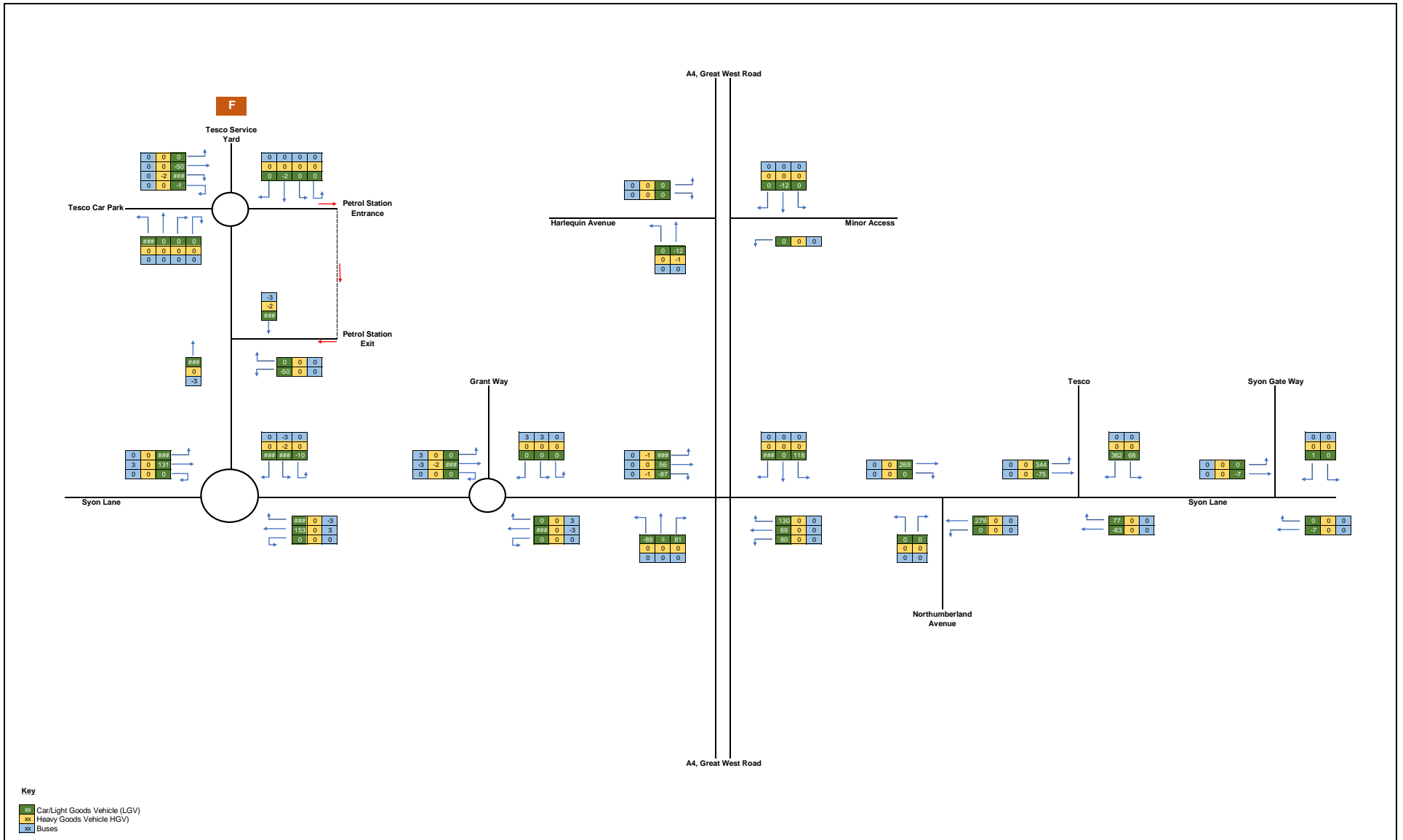
Project:
 Syon Lane Development Sites -
 Proposed Residential and Tesco
 Development

Figure Title:
 Tesco Store Car Park Network
 Changes, Weekday PM Peak (17:00-
 18:00)

Project Number:
 PB9144

Date:
 May 2020

Figure No.:
 D19



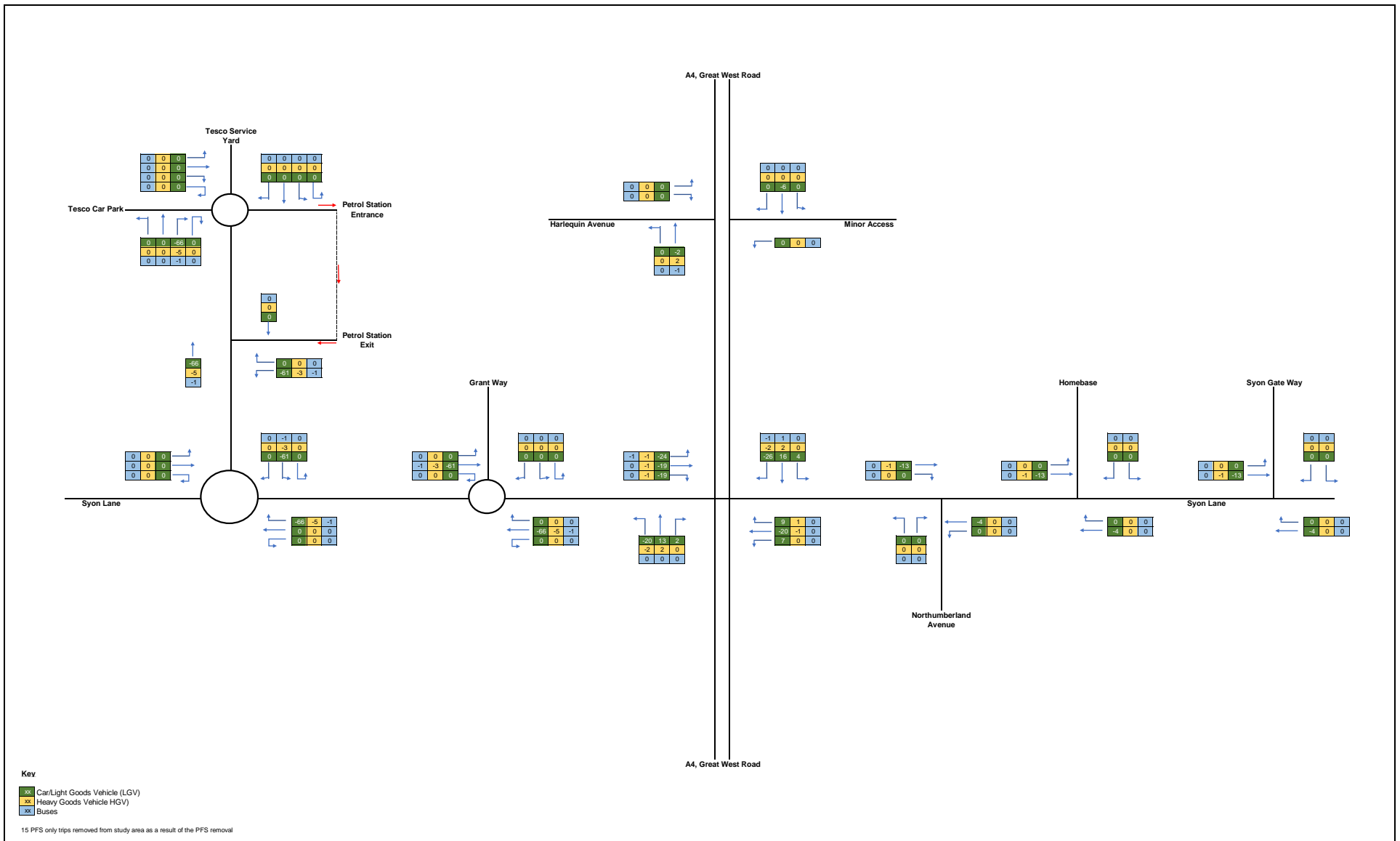
Project:
 Syon Lane Development Sites -
 Proposed Residential and Tesco
 Development

Figure Title:
 Tesco Store Car Park Network
 Changes, Saturday Peak (13:00-
 14:00)

Project Number:
 PB9144

Date:
 May 2020

Figure No.:
 D20



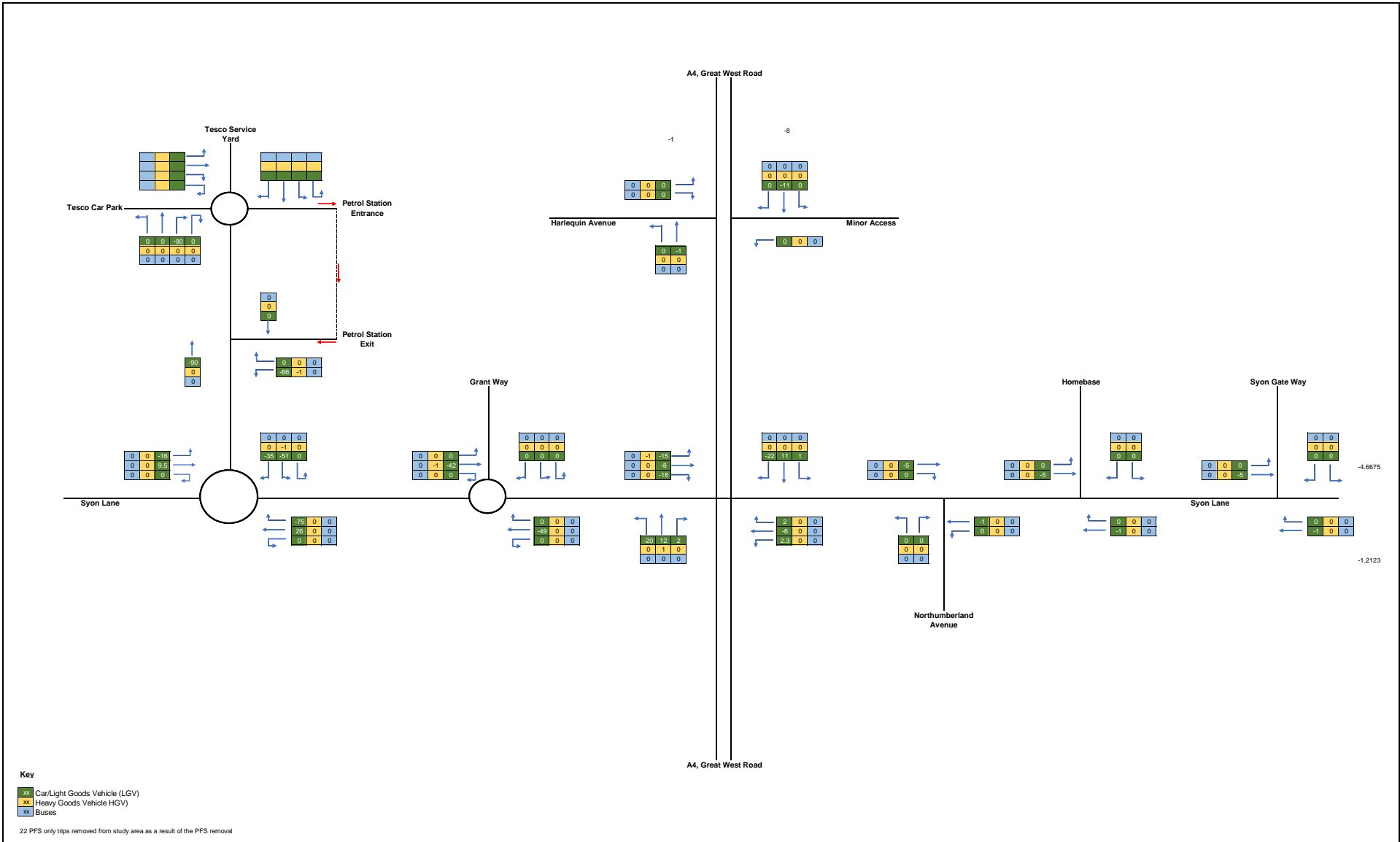
Project:
Syon Lane Development Sites -
Proposed Residential and Tesco
Development


Figure Title:
Petrol Filling Station Only Trips
Redistribution and Reduction,
Weekday AM Peak, 07:45-08:45

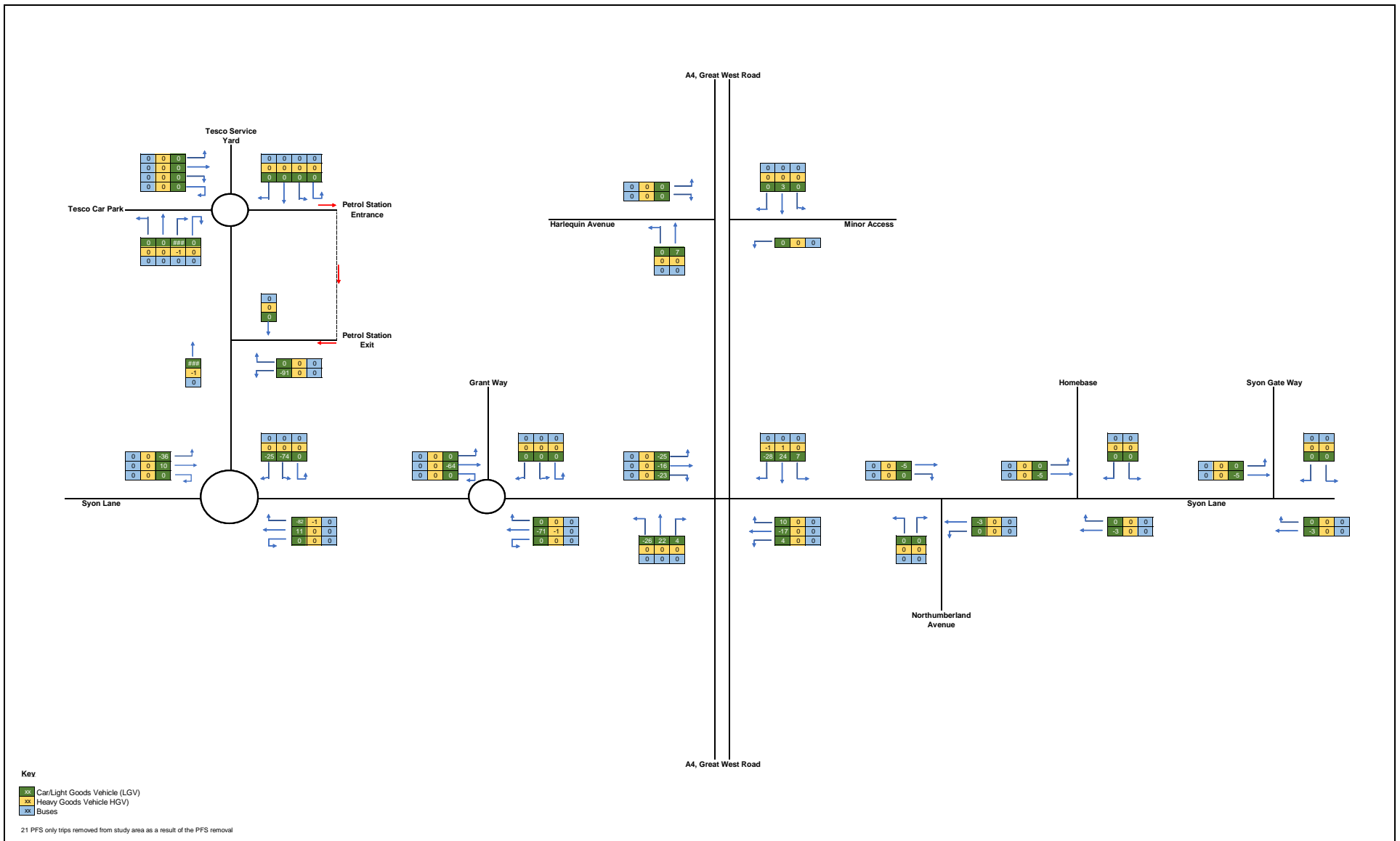
Project Number:
PB9144

Date:
May 2020

Figure No.:
21



 <p>Royal HaskoningDHV Enhancing Society Together</p>	<p>Project:</p> <p>Syon Lane Development Sites - Proposed Residential and Tesco Development</p>	<p>Figure Title:</p> <p>Petrol Filling Station Only Trips Redistribution and Reduction, Weekday PM Peak, 17:00-18:00</p>	<p>Project Number:</p> <p>PB9144</p>	<p>Date:</p> <p>May 2020</p>	<p>Figure No.:</p> <p>22</p>
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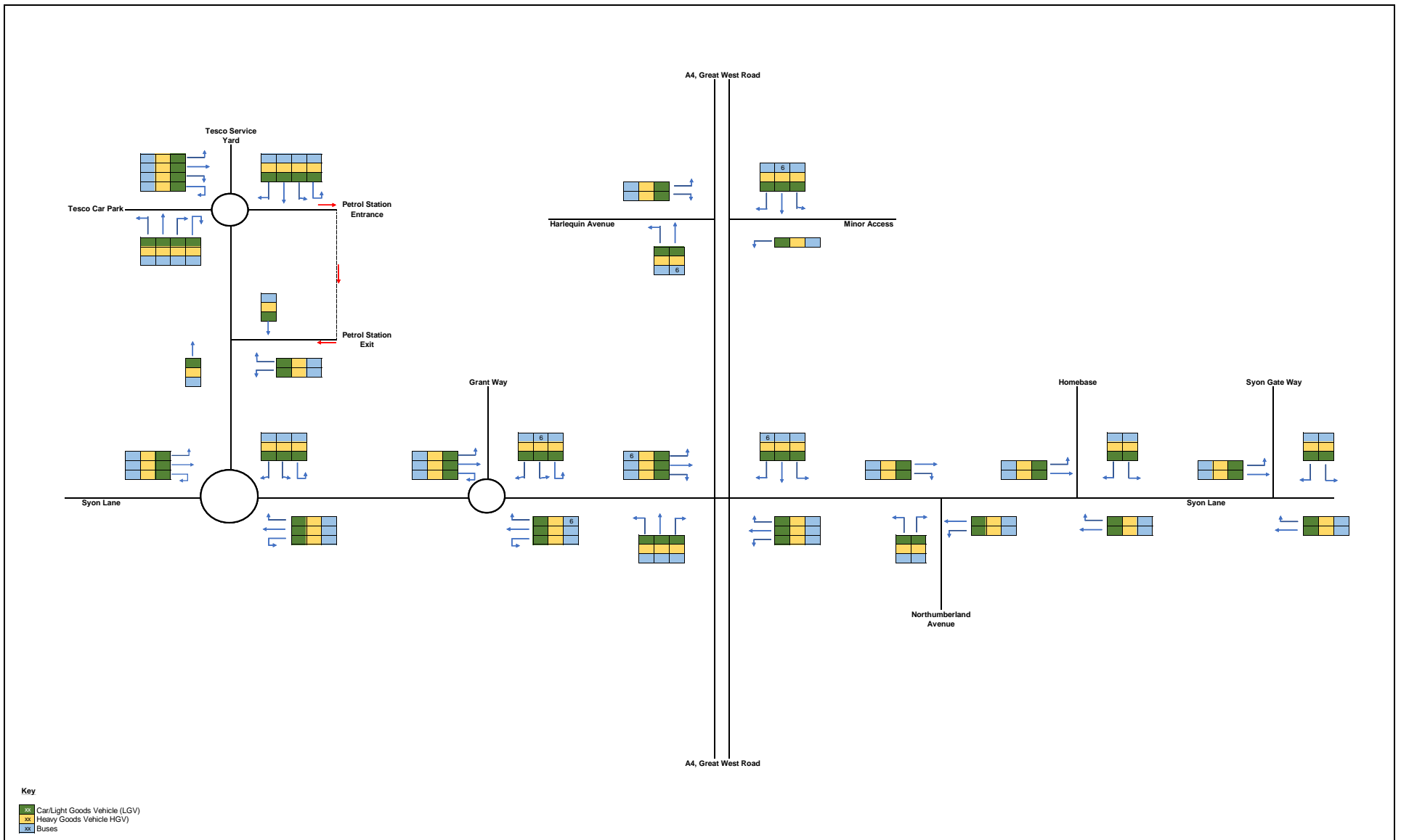
Project:
 Syon Lane Development Sites -
 Proposed Residential and Tesco
 Development


Figure Title:
 Petrol Filling Station Only Trips
 Redistribution and Reduction,
 Saturday Peak, 13:00-14:00

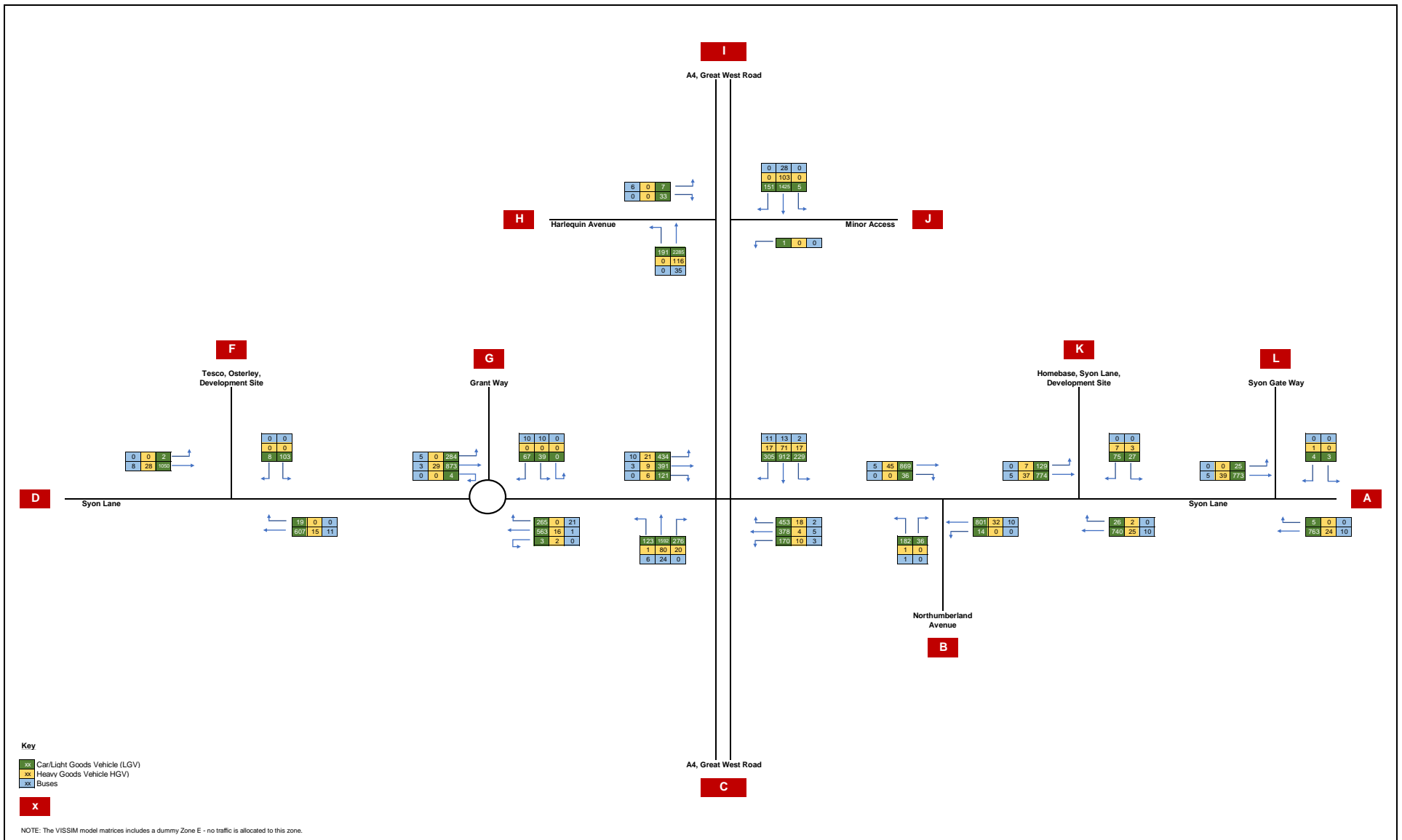
Project Number:
 PB9144


Date:
 May 2020

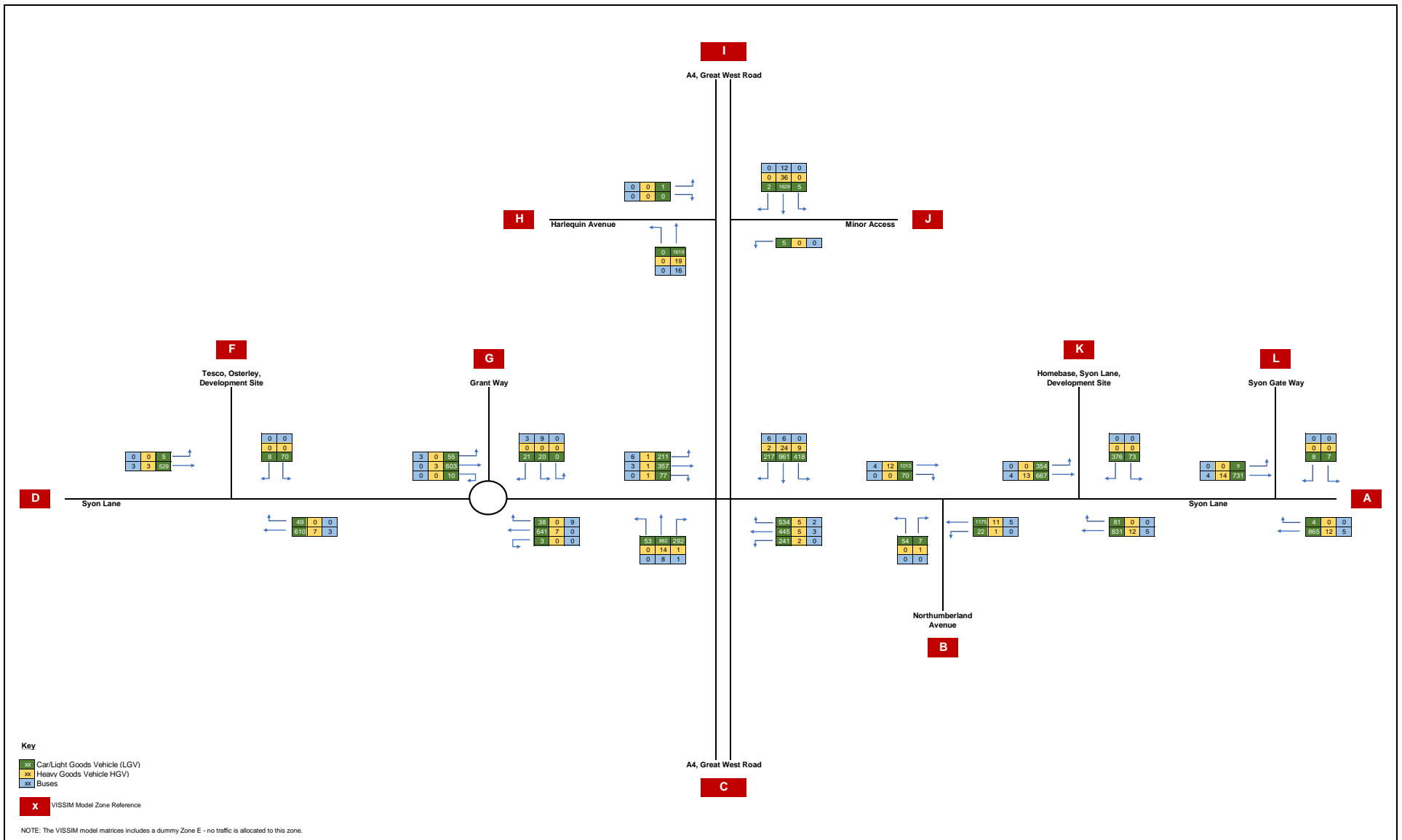
Figure No.:
 D23




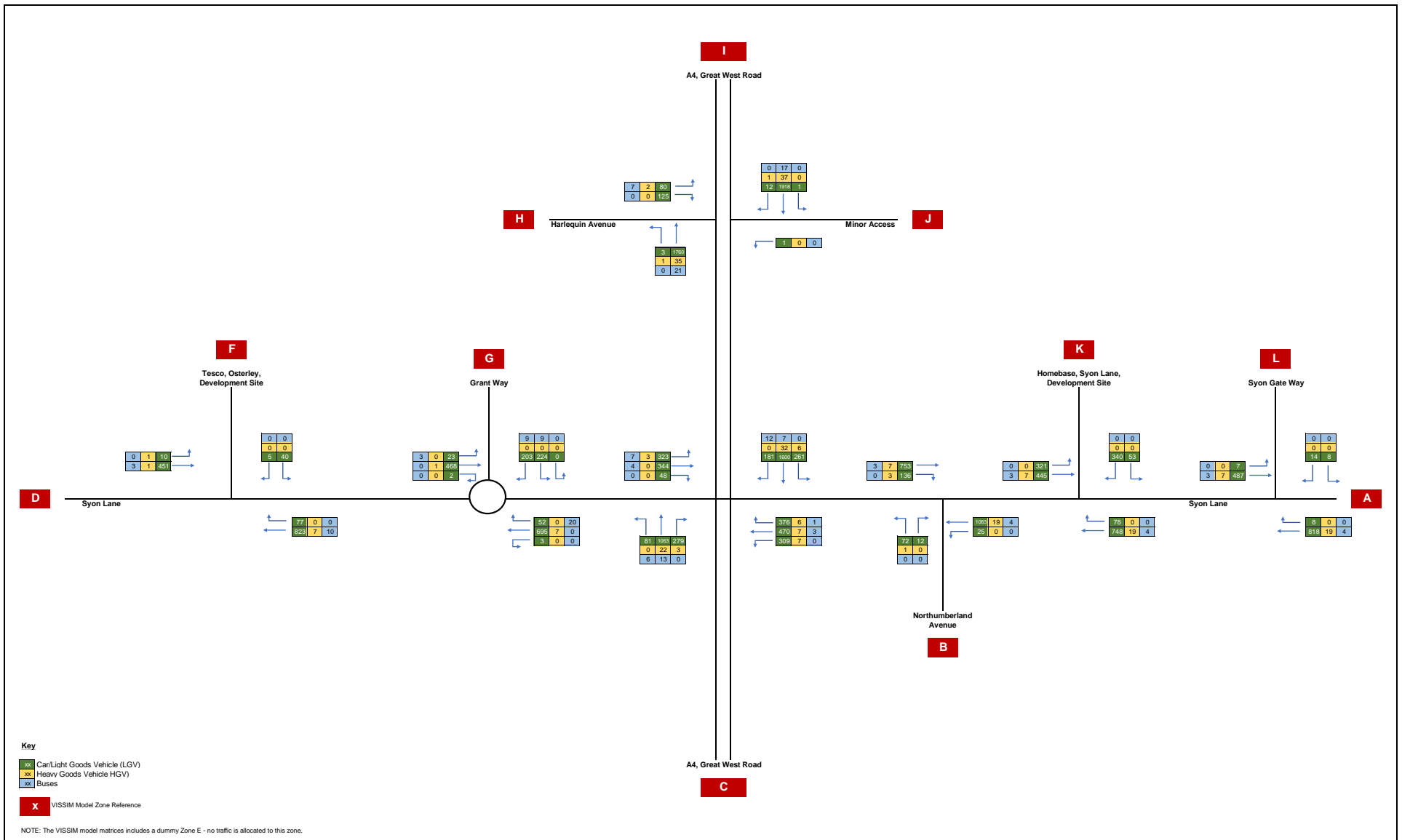
 <p>Royal HaskoningDHV Enhancing Society Together</p>	<p>Project: Syon Lane Development Sites - Proposed Residential and Tesco Development</p>	<p>Figure Title: E1 Bus Route - All network peaks</p>	<p>Project Number: PB9144</p>	<p>Date: May 2020</p>	<p>Figure No.: D24</p>
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 <p>Royal HaskoningDHV Enhancing Society Together</p>	<p>Project: Syon Lane Development Sites - Proposed Residential and Tesco Development</p>	<p>Figure Title: 2035 Future 'Base with Development' Traffic Flows - Weekday AM Peak, 07:45-08:45</p>	<p>Project Number: PB9144</p>	<p>Date: May 2020</p>	<p>Figure No.: D25</p>
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 <p>Royal HaskoningDHV Enhancing Society Together</p>	<p>Project: Syon Lane Development Sites - Proposed Residential and Tesco Development</p>	<p>Figure Title: 2035 Future 'Base with Development' Traffic Flows - Saturday Peak, 13:00-14:00</p>	<p>Project Number: PB9144</p>	<p>Date: May 2020</p>	<p>Figure No.: D27</p>
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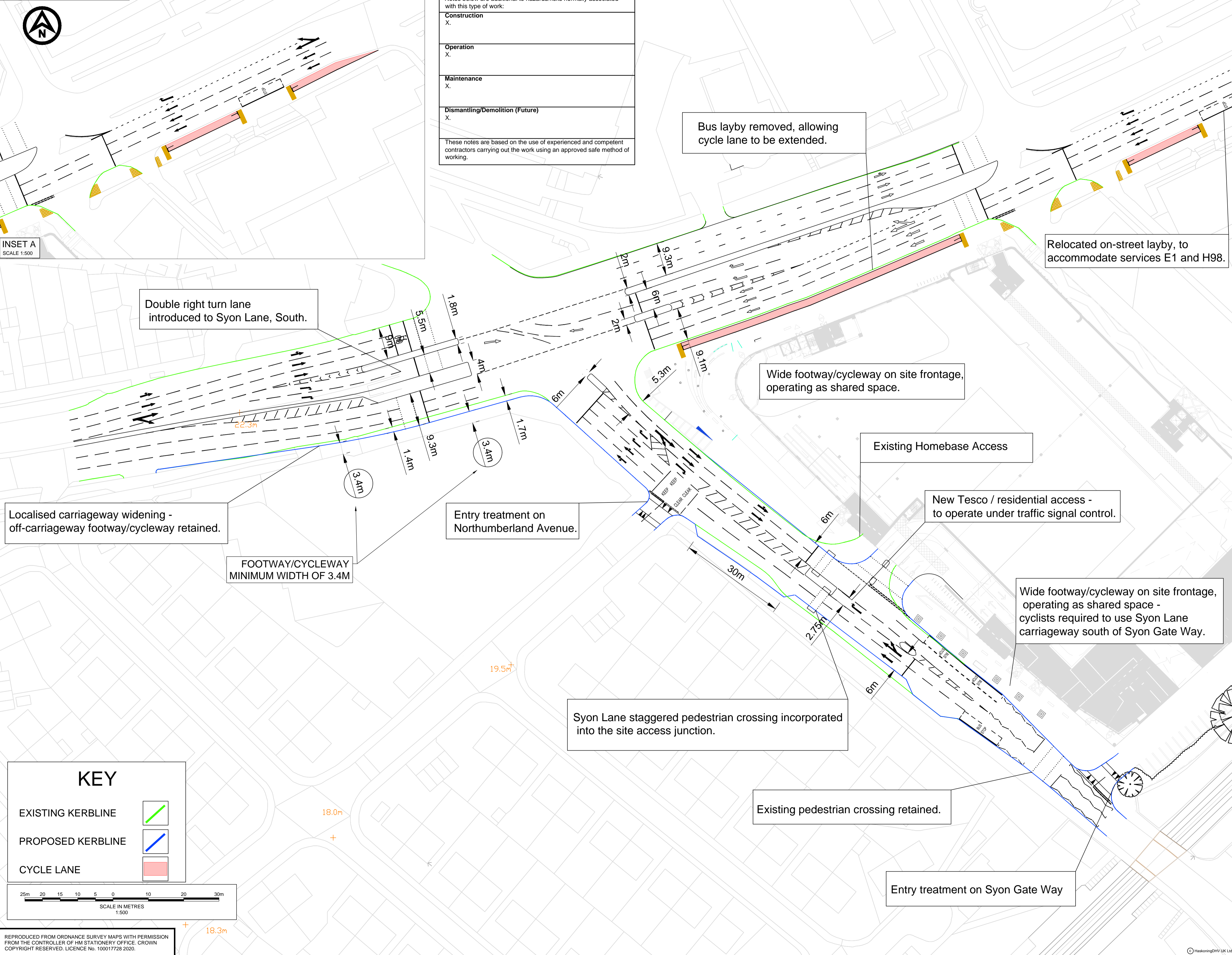


 <p>Royal HaskoningDHV Enhancing Society Together</p>	<p>Project: Syon Lane Development Sites - Proposed Residential and Tesco Development</p>	<p>Figure Title: 2035 Future 'Base with Development' Traffic Flows - Weekday PM Peak, 17:00-18:00</p>	<p>Project Number: PB9144</p>	<p>Date: May 2020</p>	<p>Figure No.: D26</p>
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Appendix S – Proposed Gillette Corner and Site Access Arrangement

Safety, Health and Environment Information	
Notes below are additional to hazards/risks normally associated with this type of work:	
Construction	X.
Operation	X.
Maintenance	X.
Dismantling/Demolition (Future)	X.
These notes are based on the use of experienced and competent contractors carrying out the work using an approved safe method of working.	

- NOTES
1. Do not scale from this drawing. All dimensions are in metres unless noted otherwise.
 2. All levels are in metres relative to Ordnance Datum Newlyn unless noted otherwise.
 3. This drawing has been based upon survey information supplied by St Edward Homes Ltd., and Royal HaskoningDHV cannot guarantee the accuracy of data.



INSET A
SCALE 1:500

Double right turn lane introduced to Syon Lane, South.

Bus layby removed, allowing cycle lane to be extended.

Relocated on-street layby, to accommodate services E1 and H98.

Wide footway/cycleway on site frontage, operating as shared space.

Existing Homebase Access

New Tesco / residential access - to operate under traffic signal control.

Localised carriageway widening - off-carriageway footway/cycleway retained.

FOOTWAY/CYCLEWAY MINIMUM WIDTH OF 3.4M

Entry treatment on Northumberland Avenue.

Wide footway/cycleway on site frontage, operating as shared space - cyclists required to use Syon Lane carriageway south of Syon Gate Way.

Syon Lane staggered pedestrian crossing incorporated into the site access junction.

Existing pedestrian crossing retained.

Entry treatment on Syon Gate Way

NOT FOR CONSTRUCTION

KEY

- EXISTING KERBLINE
- PROPOSED KERBLINE
- CYCLE LANE

SCALE IN METRES
1:500

REV	DATE	DESCRIPTION	TH	AW	AW
P17	28/07/20	PB9144-0096			

REVISIONS

CLIENT

ST EDWARD HOMES LTD

PROJECT
SYON LANE

TITLE
Proposed Highway Arrangements - Pedestrian Underpass Retained

Royal HaskoningDHV
Enhancing Society Together

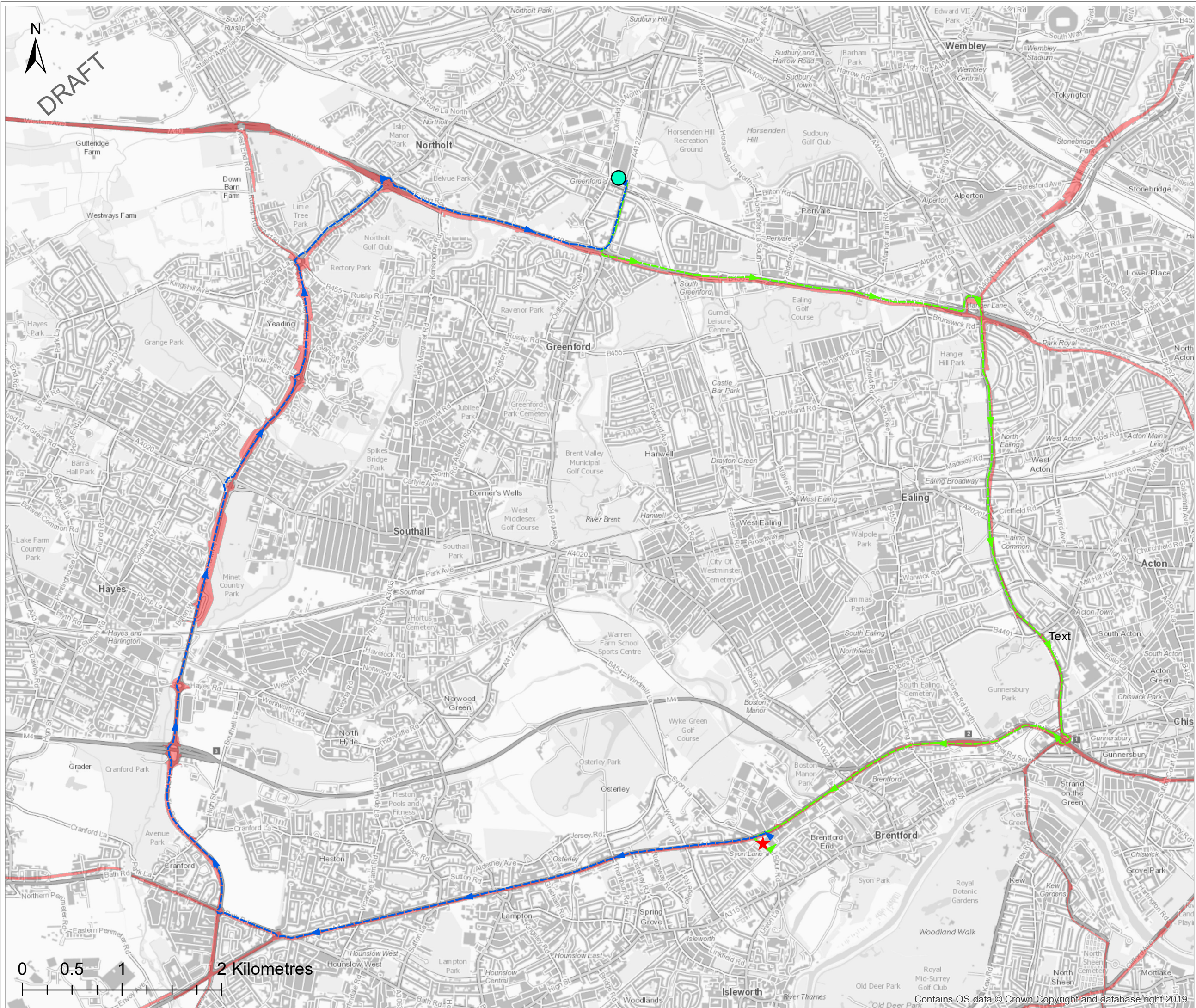
DRAWN	TR	CHECKED	CS	APPROVED	AW

DRAWING No. PB9144-RHD-GE-SW-DR-R-0096

SUITABILITY: S3 REVISION: P17

Appendix T – Construction Route Plan

DRAFT



Legend

- Wincanton Construction Centre
- ★ Homebase Site
- Construction Route (out)
- Construction Route (in)
- TLRN Red Route

Title
Construction route plan

Project
Homebase site, Syon Lane

Client
St Edward Homes Ltd

Date 02/10/2019	Scale 1:35000
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Figure
12.1

Checked by CheckedBy	Number 1
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Royal HaskoningDHV
Enhancing Society Together



Appendix U – Multi-Modal Assessment

Tesco, Osterley - Site Survey Data, Tuesday 9th July 2019

Time Period	Total Tesco Person Trips													
	Pedestrian Trips*		Cycle Trips		Bus Trips (Service H28)		Vehicle Drivers		Vehicle Passenger*		Motorcycle Trips		Total Person Trips	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
07:00-07:15	8	11	0	0	1	4	21	18	5	4	0	1	35	38
07:15-07:30	5	6	0	2	0	1	32	25	7	6	0	0	44	40
07:30-07:45	9	7	1	0	0	0	31	25	7	6	0	0	48	38
07:45-08:00	4	9	2	0	2	0	64	27	14	6	1	0	87	42
08:00-08:15	11	7	1	1	0	0	80	31	22	9	2	1	116	49
08:15-08:30	14	11	0	1	2	0	42	62	12	17	0	2	70	93
08:30-08:45	11	11	1	1	0	0	66	59	18	17	1	0	97	88
08:45-09:00	21	19	1	1	2	2	94	31	26	9	0	0	144	62
09:00-09:15	9	27	0	0	1	0	114	43	36	14	0	1	160	85
09:15-09:30	17	37	0	0	0	0	98	48	31	15	1	1	147	101
09:30-09:45	15	34	0	0	3	0	117	59	37	19	0	0	172	112
09:45-10:00	17	41	0	0	2	1	78	62	25	20	0	0	122	124
10:00-10:15	13	26	0	0	0	0	89	60	31	21	0	0	133	107
10:15-10:30	25	27	2	0	4	3	85	61	30	21	0	0	146	112
10:30-10:45	20	16	1	1	4	1	94	66	33	23	0	0	152	107
10:45-11:00	14	17	1	1	1	1	100	93	35	32	1	0	152	144
11:00-11:15	19	14	0	0	0	3	71	90	28	36	0	2	118	145
11:15-11:30	29	27	1	1	2	1	103	69	41	27	0	0	176	125
11:30-11:45	33	14	1	0	2	1	81	102	32	40	0	0	149	157
11:45-12:00	43	19	1	1	0	2	99	109	39	43	0	0	182	174
12:00-12:15	71	26	1	1	3	1	110	122	40	44	0	0	225	194
12:15-12:30	62	45	2	1	4	4	112	125	41	46	1	0	222	221
12:30-12:45	64	45	0	1	4	4	88	123	32	45	1	1	189	219
12:45-13:00	60	67	1	1	1	3	120	114	44	41	0	1	226	227
13:00-13:15	56	49	0	2	0	0	112	99	42	37	0	0	210	187
13:15-13:30	63	49	2	1	2	2	98	112	37	42	0	0	202	206
13:30-13:45	56	84	0	0	4	0	107	116	40	44	1	0	208	244
13:45-14:00	25	34	1	3	0	4	86	118	33	45	1	0	146	204
14:00-14:15	39	46	1	1	4	1	85	104	34	42	0	1	163	195
14:15-14:30	27	28	2	1	3	1	89	94	36	38	1	1	158	163
14:30-14:45	23	18	2	2	1	1	128	88	51	35	0	1	205	145
14:45-15:00	23	16	0	1	0	4	111	103	45	41	0	0	179	165
15:00-15:15	40	30	0	1	2	1	78	139	32	58	0	0	152	229
15:15-15:30	28	21	0	1	3	0	97	104	40	43	0	1	168	170
15:30-15:45	23	15	2	0	0	1	99	65	41	27	0	0	165	108
15:45-16:00	16	28	0	0	0	1	102	104	42	43	1	0	161	176
16:00-16:15	35	15	0	0	5	1	78	112	33	48	1	1	152	177
16:15-16:30	31	28	1	1	0	0	108	125	46	53	0	1	186	208
16:30-16:45	25	20	0	0	4	8	87	90	37	38	2	1	155	157
16:45-17:00	18	26	2	0	2	6	76	108	32	46	0	0	130	186
17:00-17:15	33	30	0	1	1	2	111	80	46	33	1	2	192	148
17:15-17:30	32	21	1	1	2	1	82	98	34	41	0	1	151	163
17:30-17:45	45	23	4	2	2	2	93	107	39	45	1	0	184	179
17:45-18:00	39	33	4	2	1	1	95	101	40	42	0	1	179	180
18:00-18:15	46	28	5	4	1	4	102	97	42	40	0	0	196	173
18:15-18:30	38	27	0	2	3	0	89	110	36	45	2	1	168	185
18:30-18:45	36	30	0	2	4	4	80	119	33	49	1	3	154	207
18:45-19:00	37	36	0	0	0	2	74	84	30	34	0	1	141	157
Total	1428	1298	44	42	82	79	4256	4101	1589	1570	20	26	7419	7116
Total Two-way	2726		86		161		8357		3159		46		14535	
Modal Split	18.8%		0.6%		1.1%		57.5%		21.7%		0.3%		100.0%	

*Vehicle passengers, estimated, based on TRICS Surveys of comparable sites

* Pedestrin trips include rail passengers and bus trips, other than those associated with bus service H28

Tesco, Osterley - Site Survey Data, Saturday 6th July 2019

Time Period	Total Tesco Person Trips													
	Pedestrian Trips*		Cycle Trips		Bus Trips (Service H28)		Vehicle Drivers		Vehicle Passenger*		Motorcycle Trips		Total Person Trips	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
07:00-07:15	5	5	0	1	3	2	32	4	8	1	1	2	49	15
07:15-07:30	1	3	0	2	0	4	35	16	9	4	0	0	45	29
07:30-07:45	5	0	2	0	0	1	43	33	11	8	0	0	61	42
07:45-08:00	12	3	1	1	4	1	50	39	12	10	0	1	79	55
08:00-08:15	7	5	0	0	0	2	58	33	17	10	0	0	82	50
08:15-08:30	5	11	0	0	3	1	64	47	19	14	0	0	91	73
08:30-08:45	11	6	0	0	1	0	72	53	21	16	0	0	105	75
08:45-09:00	7	9	2	0	5	3	75	46	22	14	0	0	111	72
09:00-09:15	9	10	0	1	2	2	89	65	34	25	0	0	134	103
09:15-09:30	15	6	0	0	1	2	88	75	33	28	0	0	137	111
09:30-09:45	13	12	0	2	2	0	101	77	38	29	1	0	155	120
09:45-10:00	20	18	0	0	0	3	100	95	38	36	0	1	158	153
10:00-10:15	11	15	0	0	3	1	105	93	46	40	0	0	165	149
10:15-10:30	22	11	1	0	1	3	123	74	53	32	1	0	201	120
10:30-10:45	15	13	1	0	4	3	138	112	60	49	0	1	218	178
10:45-11:00	15	13	0	1	1	2	123	114	53	49	0	0	192	179
11:00-11:15	23	12	0	1	1	2	133	123	66	61	0	0	223	199
11:15-11:30	30	13	1	1	7	3	116	108	58	54	0	0	212	179
11:30-11:45	14	15	1	2	1	4	138	138	69	69	0	0	223	228
11:45-12:00	19	13	0	1	0	4	135	138	67	69	0	0	221	225
12:00-12:15	29	20	0	0	2	1	124	120	61	59	1	0	217	200
12:15-12:30	15	23	0	0	4	4	129	136	64	67	1	0	213	230
12:30-12:45	18	16	0	0	3	0	124	123	61	61	0	1	206	201
12:45-13:00	28	16	3	2	0	3	126	117	62	58	3	0	222	196
13:00-13:15	36	37	1	1	5	4	119	120	59	60	0	2	220	224
13:15-13:30	17	28	0	1	4	5	123	123	61	61	2	2	207	220
13:30-13:45	23	19	1	0	0	1	122	115	61	57	1	1	208	193
13:45-14:00	31	32	2	0	7	3	117	123	58	61	0	0	215	219
14:00-14:15	30	20	2	1	1	3	133	115	69	60	0	1	235	200
14:15-14:30	41	32	1	1	5	5	115	135	60	70	2	0	224	243
14:30-14:45	20	31	1	3	0	0	134	111	69	57	0	1	224	203
14:45-15:00	19	25	4	1	0	3	107	123	55	64	0	0	185	216
15:00-15:15	22	21	1	3	1	2	110	125	59	67	0	2	193	220
15:15-15:30	20	23	3	2	4	1	94	117	50	62	2	0	173	205
15:30-15:45	19	22	2	1	2	1	103	125	55	67	1	1	182	217
15:45-16:00	25	18	0	3	1	2	110	105	59	56	0	2	195	186
16:00-16:15	25	21	1	0	6	1	103	104	57	58	0	0	192	184
16:15-16:30	22	18	3	2	4	6	95	102	53	56	2	1	179	185
16:30-16:45	22	21	0	1	1	0	115	107	64	59	2	1	204	189
16:45-17:00	12	17	2	0	0	0	100	107	55	59	2	2	171	185
17:00-17:15	31	16	0	2	0	1	88	115	47	61	1	1	167	196
17:15-17:30	26	15	1	2	2	2	94	116	50	62	1	1	174	198
17:30-17:45	24	23	2	5	2	3	106	98	56	52	0	1	190	182
17:45-18:00	23	29	0	8	1	2	94	96	50	51	0	1	168	187
18:00-18:15	25	29	1	0	0	3	92	115	44	55	3	0	165	202
18:15-18:30	18	13	4	0	3	1	78	110	37	52	0	2	140	178
18:30-18:45	29	19	1	0	1	0	89	87	42	41	0	1	162	148
18:45-19:00	27	24	1	3	6	0	87	88	41	42	0	0	162	157
Total	936	821	46	55	104	100	4849	4661	2295	2253	27	29	8257	7919
Total Two-way	1757		101		204		9510		4548		56		16176	
Modal Split	10.9%		0.6%		1.3%		58.8%		28.1%		0.3%		100.0%	

*Vehicle passengers, estimated, based on TRICS Surveys of comparable sites

* Pedestrin trips include rail passengers and bus trips, other than those associated with bus service H28

Appendix X – Design Options 2 and 3

London Borough of Hounslow

Syon Lane Development Sites, Homebase Site

Stage 1 Road Safety Audit

Ref: PB9411-RHD-XX-ZZ-RP-X-0002

Prepared for:

St Edward Homes Ltd

By:

Royal HaskoningDHV

Prepared by: Sam Taylor, Audit Team Leader

Checked by: Vicky Seaton, Audit Team Member

Approved by: Sam Taylor

Version	Status	Date
A	Audit report issued to Client	03.08.2020



1.0 INTRODUCTION

1.1 Commission

- 1.1.1 This report results from a Stage 1 Road Safety Audit carried out on the proposed highway works for the redevelopment of the Homebase Site as part of the wider proposed Syon Lane Development Sites.
- 1.1.2 The Audit was undertaken by Royal HaskoningDHV in accordance with the Audit Brief issued by the Client Organisation on 14th July 2020. It took place at the via 'Teams' the 21st July 2020 and comprised an examination of the documents provided as listed in **Appendix A**.
- 1.1.3 Due to the ongoing COVID-19 pandemic, a site visit was not carried out in association with the scheme proposals. The Audit Team used made use of online mapping and Google Streetview images from 2019 in the determination of the scheme.

1.2 Terms of Reference

- 1.2.1 The Terms of Reference of this Audit are as described in TfL Procedure SQA-0170 dated May 2014. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and how it impacts on all road users and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit. An absence of comment relating to specific road users / modes in Section 3 of this report does not imply that they have not been considered; instead the Audit Team feels they are not adversely affected by the proposed changes.
- 1.2.2 This Safety Audit is not intended to identify pre-existing hazards which remain unchanged due to the proposals; hence they will not be raised in Section 3 of this report as they fall outside the remit of Road Safety Audit in general as specified in the procedure SQA-0170 dated May 2014. Safety issues identified during the Audit and site visit that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in Section 4 of this report.
- 1.2.3 Nothing in this Audit should be regarded as a direct instruction to include or remove a measure from within the scheme. Responsibility for designing the scheme lies with the Designer and as such the Audit Team accepts no design responsibility for any changes made to the scheme as a result of this Audit.
- 1.2.4 In accordance with TfL Procedure SQA-0170 dated May 2014, this Audit has a maximum shelf life of 2 years. If the scheme does not progress to the next stage in its development within this period, then the scheme should be re-audited.
- 1.2.5 Unless general to the scheme, all comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan located in **Appendix B**.
- 1.2.6 It is the responsibility of the Design Organisation to complete the Designer's response section of this Audit report. Where applicable and necessary it is the responsibility of the Client Organisation to complete the Client comment section of this Audit report. Signatures from both the Design Organisation and Client Organisation must be added within Section 5 of this Audit report. A copy of which must be returned to the Audit Team.

1.3 Main Parties to the Audit

1.3.1 Client Organisation

Client contact details: St Edward Homes Ltd

1.3.2 Design Organisation

Design contact details: Andy Ward, Royal HaskoningDHV

1.3.3 Audit Team Approval

The Audit Team specified in 1.3.4 below were given approval to undertake this Audit by Andrew Coventry of TfL Road Safety Audit on 18th May 2020.

1.3.4 Audit Team

2 Audit Team Leader: Sam Taylor – Royal HaskoningDHV

Audit Team Member: Vicky Seaton – Royal HaskoningDHV

2.0.1 Other Specialist Advisors

Specialist Advisor Details: No specialist advisors were consulted.

2.1 Purpose of the Scheme

2.1.1 The purpose of the scheme is to provide access into a proposed residential-led mixed use development on the site of an existing Tesco foodstore and petrol filling station. The Tesco foodstore would be relocated to the site of an existing Homebase site off Syon Lane, although the petrol filling station. This Audit refers only to the proposed highway works associated with the relocation of the Tesco to the existing Homebase site.

2.2 Special Considerations

2.2.1 The Audit Team was unable to visit the site due to restrictions resulting from the ongoing Covid-19 pandemic. The Audit Team has undertaken the Audit based on what could be observed from online mapping and Google Streetview images from 2019.

2.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

The Audit Team is not aware of any other Audits having been carried out on the proposals.

3.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

This section should be read in conjunction with Paragraphs 1.2.1, 1.2.2 and 1.2.3 of this report.

3.1 VISIBILITY

3.1.1 PROBLEM 1

Location: Proposed parking bay to the east of Northumberland Avenue.

Summary: The location of the proposed parking bay could obstruct forward visibility of oncoming vehicles potentially leading to collisions.

A proposed parking bay is shown to the east of Northumberland Avenue. Taller vehicles (such as a 'transit van') parked within the layby could obscure forward of vehicles approaching from the east. Reduced visibility could result in drivers pulling out of Northumberland Avenue into the path of an oncoming vehicle, leading to the potential for side impact collisions.

RECOMMENDATION

Relocate or amend the design of the proposed parking bay to ensure that visibility for drivers exiting Northumberland Avenue is not compromised.

Design Organisation Response	Accepted / Part Accepted / Rejected
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Client Organisation Comments

3.2 LAYOUT

3.2.1 PROBLEM 2

Location: Proposed new Tesco / residential access to Syon Lane.

Summary: Constrained highway geometry at the junction of Syon Lane and the proposed new access could lead to collisions between right turning vehicles.

Two lanes are proposed to allow vehicles to turn right from the new Tesco / residential access onto Syon Lane. The Audit Team are concerned that larger vehicles occupying the nearside lane may need to sweep out into the offside lane to avoid colliding with the central pedestrian crossing refuge. This could lead to side impact collisions between vehicles or with the vehicle colliding with the pedestrian crossing refuge.

RECOMMENDATION

Swept path drawings should be prepared for a range of vehicle types demonstrating that two vehicles can simultaneously turn right from the proposed new access onto Syon Lane. If this manoeuvre is not possible the junction layout should be amended.

Design Organisation Response	Accepted / Part Accepted / Rejected
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Client Organisation Comments

3.2.2 PROBLEM 3

Location: Southwestern corner of the junction of Syon Lane and the A4.

Summary: Constrained highway geometry at the junction of Syon Lane and the A4 could lead to collisions between right turning vehicles.

The proposed amendments to the junction of Syon Lane and the A4 would reduce the nearside radius. Large vehicles wishing to turn left from Syon Lane on to the A4 may therefore either sweep out into the path of vehicles going ahead (leading to side impact collisions) or overrun the inside footway/ cycleway, potentially leading to collisions with pedestrians or cyclists.

RECOMMENDATION

Swept path drawings should be prepared for a range of vehicle types demonstrating that vehicles can turn left from Syon Lane onto the A4 within their lane. If this manoeuvre is not possible the junction layout should be amended.

Design Organisation Response	Accepted / Part Accepted / Rejected
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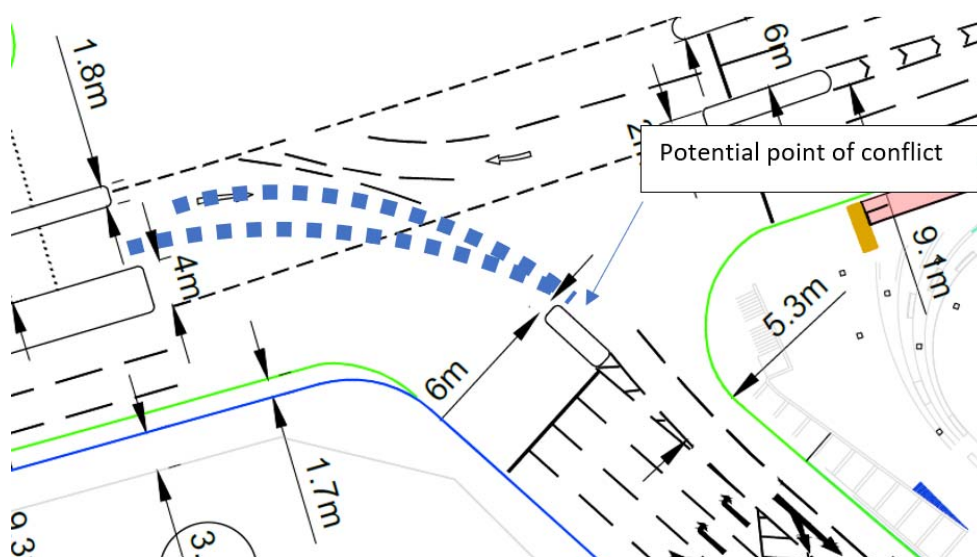
Client Organisation Comments

3.2.3 PROBLEM 4

Location: Right turn from the A4 to Syon Lane.

Summary: Constrained highway geometry at the junction of Syon Lane and the A4 could lead to collisions between right turning vehicles.

Two lanes are proposed to allow vehicles to turn right from the A4 onto Syon Lane. The proposed markings appear to guide vehicles from the nearside lane (on the A4) to the offside lane on Syon Lane. This arrangement could lead to side impact collisions between turning vehicles, or vehicles colliding with the central refuge island.



Extract demonstrating potential point of conflict between right turning vehicles.

RECOMMENDATION

Lane markings should be provided (similar to those currently provided for vehicles right turning) to guide vehicles.

Design Organisation Response	Accepted / Part Accepted / Rejected
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Client Organisation Comments

3.2.4 PROBLEM 5

Location: Right turn from the A4 to Syon Lane.

Summary: Constrained highway geometry at the junction of Syon Lane and the A4 could lead to collisions between right turning vehicles.

Two lanes are proposed to allow vehicles to turn right from the A4 onto Syon Lane. The geometry of Syon Lane close to the junction with the A4 is shown at 5.3m. The Audit Team are concerned that the proposed geometry does not provide sufficient space for two vehicles (especially larger vehicles) to right turn simultaneously. Constrained width at the junction could lead to side impact collisions between turning vehicles or vehicles colliding with the central refuge island or nearside kerb line.

RECOMMENDATION

Swept path drawings should be prepared for a range of vehicle types demonstrating that two vehicles can simultaneously turn right from the A4 on to Syon Lane. If this manoeuvre is not possible the junction layout should be amended.

Design Organisation Response	Accepted / Part Accepted / Rejected
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Client Organisation Comments

3.3 TRAFFIC SIGNALS

3.3.1 PROBLEM 6

Location: Proposed new Tesco / residential access with Syon Gateway.

Summary: Insufficient forward visibility of traffic signal heads could lead to sudden braking resulting in rear end shunt type collisions.

No stop line or signal heads are shown on the proposed layout (drawing PB9144-RHD-GE-SW-DR-R-0096). The Audit Team are concerned that the sharp left turn at the site access may compromise forward visibility of the signal head. Insufficient forward visibility of the primary signal heads could lead to late braking and rear end shunt type collisions.

RECOMMENDATION

The primary traffic signal heads should be located to ensure sufficient forward visibility.

Design Organisation Response	Accepted / Part Accepted / Rejected
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Client Organisation Comments

3.4 PEDESTRAINS AND CYCLISTS

3.4.1 PROBLEM 7

Location: Northern side of Syon Lane between the A4 and Syon Gateway.

Summary: Failure to provide a safe transition from off-road to on road cycling could lead to collisions with passing vehicles.

The proposals would create a new shared use footway/ cycleway along the northern side of Syon Lane, from its junction with the A4 continuing east towards the junction Syon Gateway. Drawing PB9144-RHD-GE-SW-DR-R-0096 S3 P16 notes that cyclists are 'required to use Syon Lane carriageway south of Syon Gate Way'. No details have been provided at this stage however, of how cyclists wishing to continue east along Syon Lane would transition from off-road to on road cycling. Failure to provide a safe transition from the off-road cycleway back onto the road could lead to cyclists re-joining into the path of passing vehicles, leading to side impact type collisions.

RECOMMENDATION

Provide a suitable transition to allow cyclists to safely transition from off-road to on-road cycling.

Design Organisation Response	Accepted / Part Accepted / Rejected
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Client Organisation Comments

3.4.2 PROBLEM 8

Location: Proposed bus stop along the southern side of the A4.

Summary: Bus passengers could step off the bus into the path of cyclists.

The proposals show that the proposed cycle lane would terminate either side of the proposed bus stop, cyclists are however likely to continue straight through. Passengers getting off the bus may not be aware of the potential for cyclists to be on the footway which could lead to collisions.

RECOMMENDATION

In the vicinity of the bus stop, relocate the footway to the front, nearest the carriageway, and cycleway to the back to create a 'floating' bus stop arrangement.

Design Organisation Response	Accepted / Part Accepted / Rejected
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Client Organisation Comments

3.4.3 PROBLEM 9

Location: Proposed cycleway along the southern side of the A4

Summary: Failure to provide a safe transition from off-road to on road cycling could lead to collisions with passing vehicles.

The proposals would extend the existing cycleway along the southern side of the A4 to the junction with Syon Lane. No details have been provided of how cyclists wishing to continue west along the A4 (past Syon Lane) transition safely on to and then off the A4 back on the cycleway to the west of Syon Lane.

Failure to provide a safe transition from the off-road cycleway back onto the road and vice versa could lead to cyclists re-joining into the path of passing vehicles leading to side impact type collisions or cyclists falling whilst trying to bump up/ down a kerb.



Extract of drawing PB9144-RHD-GE-SW-DR-R-0096 S3 P16 showing cycle movement across Syon Lane/ A4 junction

RECOMMENDATION

Provide a transition to allow cyclists to safely transition from off-road to on-road cycling. In addition, provide an advanced cycle stop line to allow cyclists to re-join the road ahead to traffic.

Design Organisation Response	Accepted / Part Accepted / Rejected
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Client Organisation Comments

End of list of problems identified and recommendations offered in this Stage 1 Road Safety Audit

4.0 ISSUES IDENTIFIED DURING THE STAGE 1 ROAD SAFETY AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

The Audit Team has no issues to raise within this section.

5.0 SIGNATURES AND SIGN-OFF

5.1 AUDIT TEAM STATEMENT

We certify that we have examined the drawings and documents listed in Appendix A. to this Safety Audit report. The Road Safety Audit has been carried out in accordance with TfL Procedure SQA-0170 dated May 2014, with the sole purpose of identifying any feature that could be removed or modified in order to improve the safety of the measures. The problems identified have been noted in this report together with associated suggestions for safety improvements that we recommend should be studied for implementation.

No one on the Audit Team has been involved with the design of the measures.

AUDIT TEAM LEADER:

Name: Sam Taylor
BEng (Hons), MCIHT, MSoRSA

Signed: 

Position: Associate Transport Planner

Date: 03.08.2020

Organisation: Royal HaskoningDHV

Address: Royal HaskoningDHV, Rightwell House
Bretton, Peterborough, PE3 8DW

Contact: sam.taylor@rhdhv.com

AUDIT TEAM MEMBER:

Name: Vicky Seaton
BSc (Hons), MCIHT, MSoRSA

Signed: 

Position: Principal Transport Planner

Date: 03.08.2020

Organisation: Royal HaskoningDHV

Address: Royal HaskoningDHV, 5th Floor Newater House, 11 Newhall Street,
Birmingham, B3 3NY

Contact: vicky.seaton@rhdhv.com

5.2 DESIGN TEAM STATEMENT

In accordance with SQA-0170 dated May 2014, I certify that I have reviewed the items raised in this Stage 1 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Client Organisations endorsement of my proposals.

Name:

Position:

Organisation:

Signed:

Dated:

5.3 CLIENT ORGANISATION STATEMENT

I accept these proposals by the Design Organisation.

Name:

Position:

Organisation:

Signed:

Dated:

5.4 SECONDARY CLIENT ORGANISATION STATEMENT (where appropriate)

I accept these proposals by the Design Organisation.

Name:

Position:

Organisation:

Signed:

Dated:

APPENDIX A

Documents Forming the Audit Brief

DRAWING NUMBER

PB9144-RHD-GE-SW-DR-R-0096

DRAWING TITLE

Proposed Highway Arrangements – Underpass
Retained

DOCUMENTS

- Safety Audit Brief
- Site Location Plan
- Traffic signal details
- TfL signal safety checklist
- Departures from standard
- Previous Road Safety Audits
- Previous Designer Responses
- Collision data
- Collision plot
- Traffic flow / modelling data
- Pedestrian flow / modelling data
- Speed survey data
- Other documents

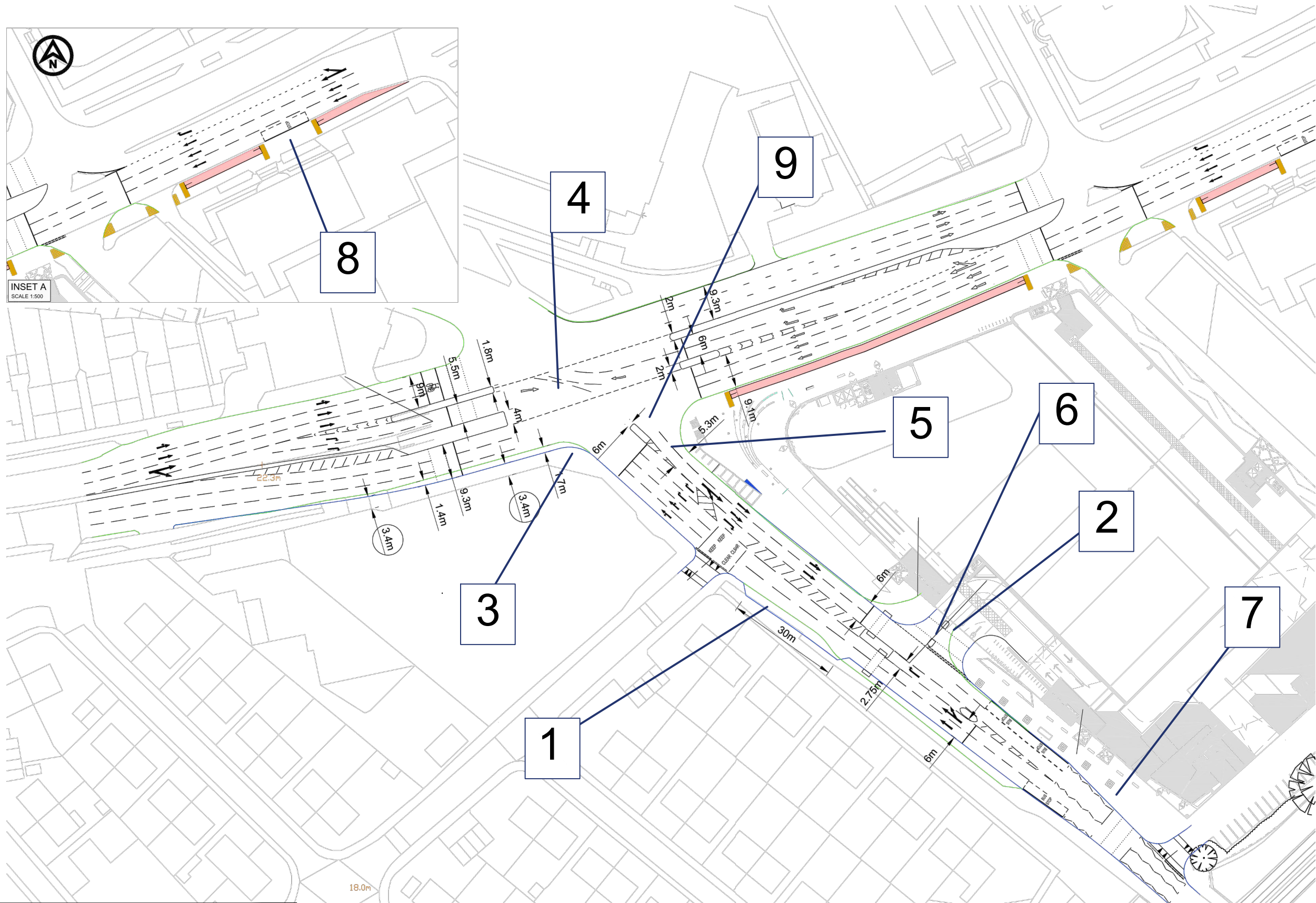
DETAILS (where appropriate)

Stage 1 Road Safety Audit Briefing Note
Within the Stage 1 Road Safety Audit Briefing Note

n/a
n/a
Within the Stage 1 Road Safety Audit Briefing Note
Within the Stage 1 Road Safety Audit Briefing Note
Within the Stage 1 Road Safety Audit Briefing Note
Within the Stage 1 Road Safety Audit Briefing Note

APPENDIX B

Problem Locations



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TITLE	PROJECT
PROBLEM LOCATION PLAN	SYON LANE STAGE 1 ROAD SAFETY AUDIT

DRAWN	Jl	CHECKED	VS	APPROVED	VS
DATE	03.08.2020	SCALE	AT A1	REF.	-
DRAWING No.	APPENDIX B				REVISION

DRAWN	Jl	CHECKED	VS	APPROVED	VS
DATE	03.08.2020	SCALE	AT A1	REF.	-
DRAWING No.	APPENDIX B				REVISION

Appendix Y – VISSIM Journey Time Results

Road Safety Audit Decision Log

HaskoningDHV UK Ltd.
Transport & Planning

Address: Homebase site, Hounslow, TW7 5QE

Reference: PB9144-RHD-XX-ZZ-RP-R-0030

RSA problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
<p>3.1 - Problem 1 - Proposed parking bay to the east of Northumberland Avenue.</p> <p>Summary - The location of the proposed parking bay could obstruct forward visibility of oncoming vehicles potentially leading to collisions. A proposed parking bay is shown to the east of Northumberland Avenue. Taller vehicles (such as a 'transit van') parked within the layby could obscure forward of vehicles approaching from the east. Reduced visibility could result in drivers pulling out of Northumberland Avenue into the path of an oncoming vehicle, leading to the potential for side impact collisions.</p>	<p>Relocate or amend the design of the proposed parking bay to ensure that visibility for drivers exiting Northumberland Avenue is not compromised.</p>	<p>Disagree - It is considered that parking provision in visibility splay is unlikely to cause any issues in practice.</p> <p>Paragraph 7.8.5 of Manual for Streets, states that <i>"Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable."</i></p> <p>85th percentile speeds recorded further to the south (northbound movement) equates to 28.5 mph. Average speed 24mph. Slower speeds expected at the junction due to its proximity to the A4.</p> <p>Visibility splays of 2.4m by 37.5m based on the 85th percentile speed have been identified for Northumberland Avenue.</p>		

RSA problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
		If necessary, the parking layby can be widened to 3m to ensure sufficient visibility is achievable when vehicles are parked at kerbside.		
<p>3.2.1 – Problem 2 - Proposed new Tesco / residential access to Syon Lane.</p> <p>Summary: Constrained highway geometry at the junction of Syon Lane and the proposed new access could lead to collisions between right turning vehicles. Two lanes are proposed to allow vehicles to turn right from the new Tesco / residential access onto Syon Lane. The Audit Team are concerned that larger vehicles occupying the nearside lane may need to sweep out into the offside lane to avoid colliding with the central pedestrian crossing refuge. This could lead to side impact collisions between vehicles or with the vehicle colliding with the pedestrian crossing refuge.</p>	Swept path drawings should be prepared for a range of vehicle types demonstrating that two vehicles can simultaneously turn right from the proposed new access onto Syon Lane. If this manoeuvre is not possible the junction layout should be amended.	<p>Disagree - It should be noted that the proposed Tesco access is a customer vehicle and residential visitor vehicle access only. Vehicles would be limited in size to no larger than a transit van. Larger delivery and servicing vehicles would access the site from Syon Gate Way only.</p> <p>Vehicle tracking for the junction is provided in the TA. The junction can adequately accommodate all movements with a large car.</p>		
<p>3.2.2 – Problem 3 - Southwestern corner of the junction of Syon Lane and the A4.</p> <p>Summary: Constrained highway geometry at the junction of Syon Lane and the A4 could lead to collisions between right turning vehicles. The proposed amendments to the junction of Syon Lane and the A4 would reduce the nearside radius. Large vehicles wishing to turn left from Syon Lane on to the A4 may therefore either sweep out into the path of vehicles going ahead (leading to side impact collisions) or overrun the</p>	Swept path drawings should be prepared for a range of vehicle types demonstrating that vehicles can turn left from Syon Lane onto the A4 within their lane. If this manoeuvre is not possible the junction layout should be amended.	<p>Agreed – Swept path analysis can show that it possible for a 10m rigid vehicle to turn left onto the A4, while another vehicle routes north along Syon Lane at the junction. There is no conflict between vehicles undertaking these respective movements at this location.</p> <p>It is worth noting that the junction radius has not changed in relation</p>		

RSA problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
inside footway/ cycleway, potentially leading to collisions with pedestrians or cyclists.		to the existing junction layout arrangement.		
<p>3.2.3 – Problem 4 - Constrained highway geometry at the junction of Syon Lane and the A4 could lead to collisions between right turning vehicles.</p> <p>Two lanes are proposed to allow vehicles to turn right from the A4 onto Syon Lane. The proposed markings appear to guide vehicles from the nearside lane (on the A4) to the offside lane on Syon Lane. This arrangement could lead to side impact collisions between turning vehicles, or vehicles colliding with the central refuge island.</p>	Lane markings should be provided (similar to those currently provided for vehicles right turning) to guide vehicles.	Agreed – Lane marking and geometry of proposed markings at the centre of junction can be provided. These measures can be included in the next stage of junction design.		
<p>3.2.4 – Problem 5 - Right turn from the A4 to Syon Lane.</p> <p>Summary: Constrained highway geometry at the junction of Syon Lane and the A4 could lead to collisions between right turning vehicles.</p> <p>Two lanes are proposed to allow vehicles to turn right from the A4 onto Syon Lane. The geometry of Syon Lane close to the junction with the A4 is shown at 5.3m. The Audit Team are concerned that the proposed geometry does not provide sufficient space for two vehicles (especially larger vehicles) to right turn simultaneously. Constrained width at the junction could lead to side impact collisions between turning vehicles or vehicles colliding with the central refuge island or nearside kerb line.</p>	Swept path drawings should be prepared for a range of vehicle types demonstrating that two vehicles can simultaneously turn right from the A4 on to Syon Lane. If this manoeuvre is not possible the junction layout should be amended.	Agreed – At 10m rigid vehicle and 7.5t box van are able to both turn right from A4 west onto Syon Lane south without conflict with the central refuge, nearside kerb line.		

RSA problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
<p>3.3.1 – Problem 6 Proposed new Tesco / residential access with Syon Gateway.</p> <p>Summary: Insufficient forward visibility of traffic signal heads could lead to sudden breaking resulting in rear end shunt type collisions. No stop line or signal heads are shown on the proposed layout (drawing PB9144-RHDGE-SW-DR-R-0096). The Audit Team are concerned that the sharp left turn at the site access may compromise forward visibility of the signal head. Insufficient forward visibility of the primary signal heads could lead to late braking and rear end shunt type collisions.</p>	<p>The primary traffic signal heads should be located to ensure sufficient forward visibility.</p>	<p>Agreed - Proposed signal head location located at the central pedestrian island, positioned to allow approaching vehicle drivers driving down the ramp to see the signal head.</p> <p>The required level of inter-visibility between the stop line at the site access and the stop lines on Syon Lane East and Syon Lane West can be achieved at the junction.</p>		
<p>3.4.1 - Problem 7 - Northern side of Syon Lane between the A4 and Syon Gateway.</p> <p>Summary: Failure to provide a safe transition from off-road to on road cycling could lead to collisions with passing vehicles. The proposals would create a new shared use footway/ cycleway along the northern side of Syon Lane, from its junction with the A4 continuing east towards the junction Syon Gateway. Drawing PB9144-RHD-GE-SW-DR-R-0096 S3 P16 notes that cyclists are 'required to use Syon Lane carriageway south of Syon Gate Way'.</p> <p>No details have been provided at this stage however, of how cyclists wishing to continue east along Syon Lane would transition from off-road to on road cycling. Failure to provide a safe transition from the off-road cycleway back onto the road could lead to cyclists re-joining into the</p>	<p>Provide a suitable transition to allow cyclists to safely transition from off-road to on-road cycling.</p>	<p>Agreed - It is proposed that cyclists would use Syon Gate Way as a transition zone from the proposed shared surface, flanking the Homebase site along Syon Lane, in accessing onto the carriageway for on-road cycling.</p> <p>The entrance to Syon Gate Way would be treated to form a raised table with the shared surface pedestrian footway. The proximity to the pedestrian crossing would also offer an opportunity for cyclists to enter the carriageway whilst vehicles are stationary.</p>		

RSA problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
path of passing vehicles, leading to side impact type collisions.				
<p>3.4.2 - Problem 8 - Location: Proposed bus stop along the southern side of the A4.</p> <p>Summary: Bus passengers could step off the bus into the path of cyclists. The proposals show that the proposed cycle lane would terminate either side of the proposed bus stop, cyclists are however likely to continue straight through. Passengers getting off the bus may not be aware of the potential for cyclists to be on the footway which could lead to collisions.</p>	In the vicinity of the bus stop, relocate the footway to the front, nearest the carriageway, and cycleway to the back to create a 'floating' bus stop arrangement.	The bus stop along the southern flank of the A4 is to be provided in line with a design which is consistent with bus stops along the A4. It is anticipated that a bus shelter would be provided, and consequently it is unlikely that passengers exiting the bus would conflict with the desire line of cyclists at this location. The bus stop layout and shelter would follow the design of existing stops further along the A4		
<p>3.4.3 – Problem 9 - Location: Proposed cycleway along the southern side of the A4</p> <p>Summary: Failure to provide a safe transition from off-road to on road cycling could lead to collisions with passing vehicles. The proposals would extend the existing cycleway along the southern side of the A4 to the junction with Syon Lane. No details have been provided of how cyclists wishing to continue west along the A4 (past Syon Lane) transition safely on to and then off the A4 back on the cycleway to the west of Syon Lane. Failure to provide a safe transition from the off-road cycleway back onto the road and vice versa could lead to cyclists re-joining into the path of passing vehicles leading to side impact</p>	Provide a transition to allow cyclists to safely transition from off-road to on-road cycling. In addition, provide an advanced cycle stop line to allow cyclists to re-join the road ahead to traffic.	Agreed – The removal of the bus layby on the A4 (Westbound) in the immediate vicinity of the sit frontage would permit the off-road cycleway to be extended, before tying back in to the carriageway. A transition section with dropped kerbs would be provided. The provision of ASL would be investigated at the detailed design stage to provide cyclists with greater segregation from vehicles on the A4 carriageway.		

RSA problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
type collisions or cyclists falling whilst trying to bump up/ down a kerb.				

I certify that I have reviewed the items raised in the Stage 1 Road Safety Audit and given due consideration to each issue raised. I have stated my proposed course of action in this report and seek the Client Organisations endorsement of my proposals.

Name: Andrew Ward
 Position: Transport Planning Director
 Organisation: Royal HaskoningDHV

Signed:



Dated: 10th September 2020

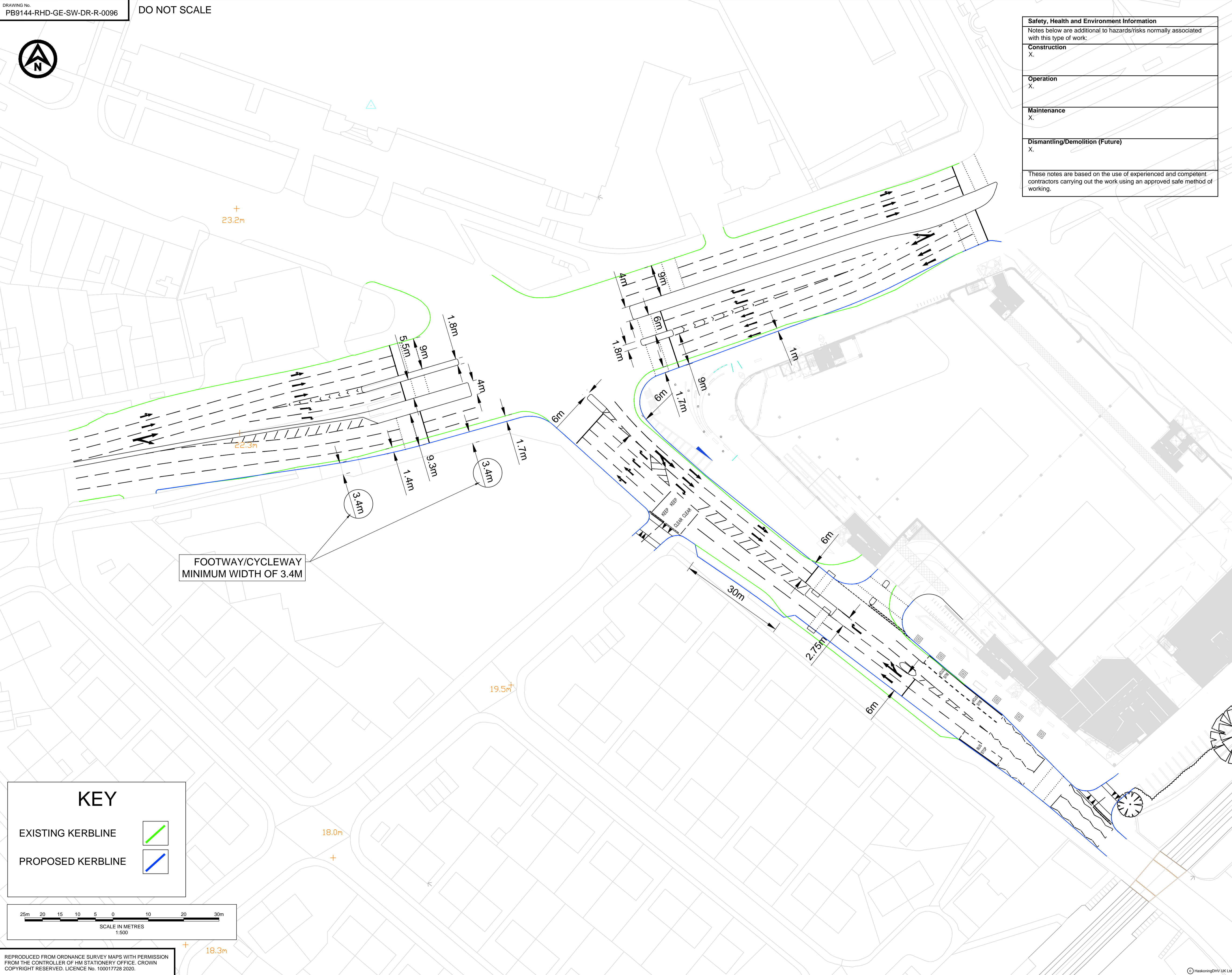
Project related





Safety, Health and Environment Information	
Notes below are additional to hazards/risks normally associated with this type of work:	
Construction	X.
Operation	X.
Maintenance	X.
Dismantling/Demolition (Future)	X.
These notes are based on the use of experienced and competent contractors carrying out the work using an approved safe method of working.	

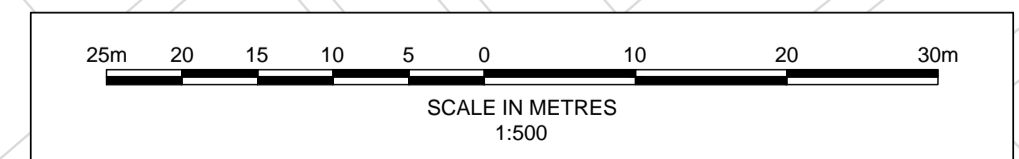
- NOTES**
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 2. All levels are in metres relative to Ordnance Datum Newlyn unless noted otherwise.
 3. This drawing has been based upon survey information supplied by....., and Royal HaskoningDHV cannot guarantee the accuracy of data.



FOOTWAY/CYCLEWAY
MINIMUM WIDTH OF 3.4M

**NOT FOR
CONSTRUCTION**

KEY	
EXISTING KERBLINE	
PROPOSED KERBLINE	



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REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

CLIENT

ST EDWARD HOMES LTD

PROJECT

SYON LANE

TITLE

PROPOSED HIGHWAY ARRANGEMENTS - Design Option 2

Royal HaskoningDHV
Enhancing Society Together

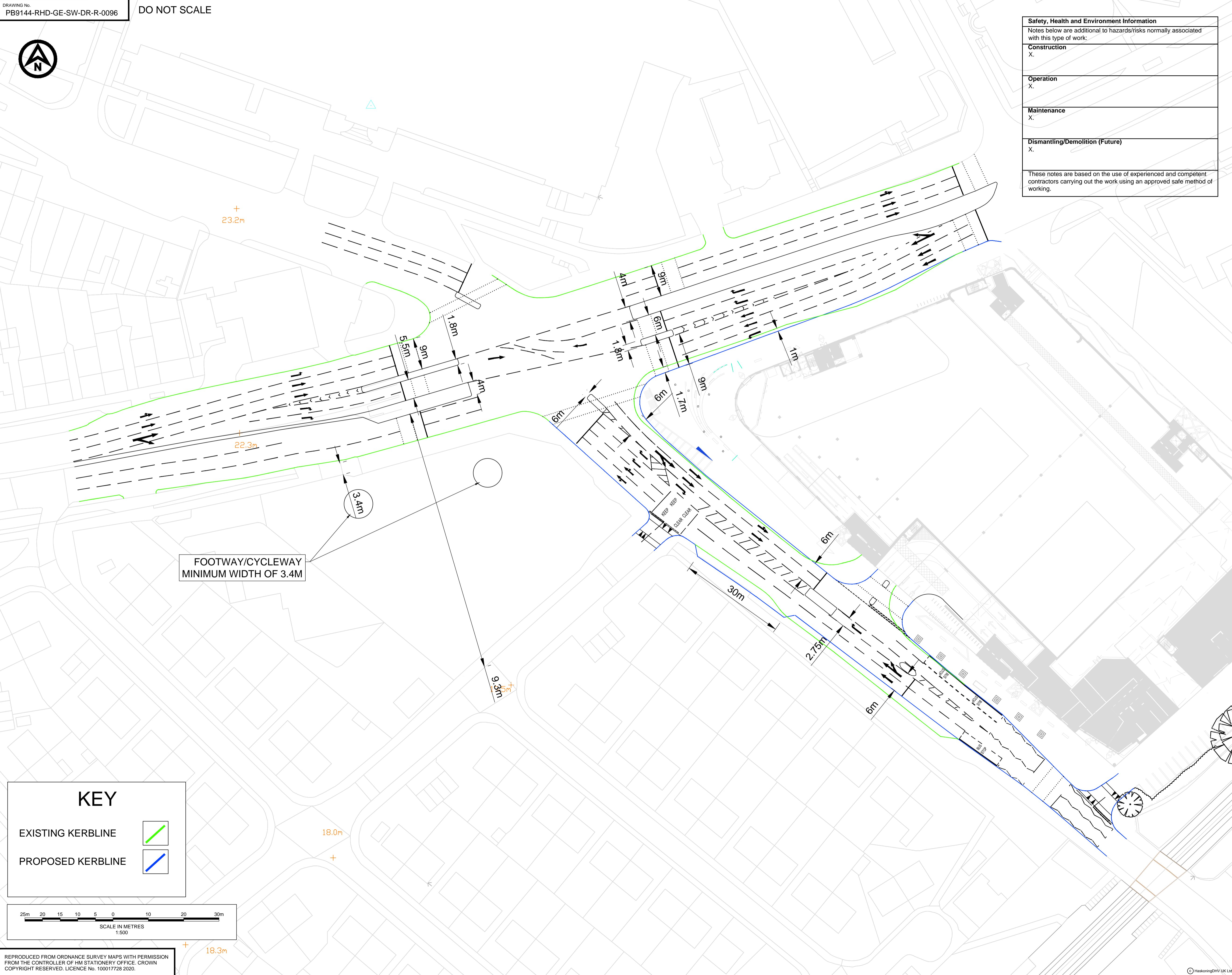
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DRAWN	TR	CHECKED	CS	APPROVED	AW
DATE	SCALE AT A1	AUTOCAD REF.			
20.04.2020	1:500	PB9144-0096			
DRAWING No.	SUITABILITY	REVISION			
PB9144-RHD-GE-SW-DR-R-0096	S3	P07			



Safety, Health and Environment Information	
Notes below are additional to hazards/risks normally associated with this type of work:	
Construction	X.
Operation	X.
Maintenance	X.
Dismantling/Demolition (Future)	X.
These notes are based on the use of experienced and competent contractors carrying out the work using an approved safe method of working.	

- NOTES**
1. Do not scale from this drawing. All dimensions are in metres unless noted otherwise.
 2. All levels are in metres relative to Ordnance Datum Newlyn unless noted otherwise.
 3. This drawing has been based upon survey information supplied by....., and Royal HaskoningDHV cannot guarantee the accuracy of data.

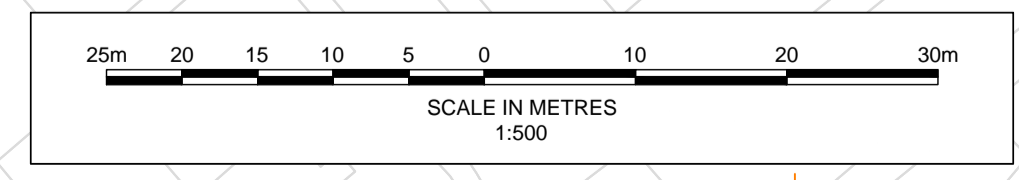


NOT FOR CONSTRUCTION

FOOTWAY/CYCLEWAY
MINIMUM WIDTH OF 3.4M

KEY

EXISTING KERBLINE	
PROPOSED KERBLINE	



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REVISIONS

CLIENT

ST EDWARD HOMES LTD

PROJECT

SYON LANE

TITLE

PROPOSED HIGHWAY ARRANGEMENTS - Design Option 3

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DATE 20.04.2020

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DRAWING No. PB9144-RHD-GE-SW-DR-R-0096

SUITABILITY S3

REVISION P07



Project related



Syon Lane - AM Peak Journey Times

Travel Time section	Section reference		Base VISSIM	Future Base VISSIM	Proposed Option 1 VISSIM	Difference (s)	Difference (%)	Proposed Option 2 VISSIM	Difference (s)	Difference (%)	Proposed Option 3 VISSIM	Difference (s)	Difference (%)
A to D	Syon Lane - North to A4 West	SB	143	236	262	26	11%	262	26	11%	232	-4	-1%
D to A	A4 West to Syon Lane - North	NB	85	93	101	8	9%	101	8	9%	277	184	198%
A to F	Syon Lane - North to A4 East	SB	144	203	161	-42	-20%	163	-40	-20%	169	-34	-17%
F to A	A4 East to Syon Lane - North	NB	130	273	158	-115	-42%	159	-113	-42%	121	-152	-56%
A to I	Syon Lane - North to Syon Lane - East	SB	169	240	259	19	8%	259	19	8%	238	-2	-1%
I to A	Syon Lane - East to Syon Lane - North	NB	129	154	149	-5	-3%	151	-3	-2%	153	-1	0%
D to F	A4 West to A4 East	EB	77	83	95	12	15%	95	12	15%	99	16	20%
F to D	A4 East to A4 West	WB	56	57	67	10	18%	66	9	16%	73	16	29%
D to I	A4 West to Syon Lane - East	SB	172	295	156	-139	-47%	157	-138	-47%	170	-125	-42%
I to D	Syon Lane - East to A4 West	NB	103	119	116	-2	-2%	117	-1	-1%	123	4	4%
I to F	Syon Lane - East to A4 East	NB	148	152	173	21	14%	174	22	14%	177	25	17%
F to I	A4 East to Syon Lane - East	SB	89	82	166	84	102%	171	88	107%	186	104	126%

Bus Journey Times

Travel Time section	Section reference		Base VISSIM	Future Base VISSIM	Proposed Option 1 VISSIM	Difference (s)	Difference (%)	Proposed Option 2 VISSIM	Difference (s)	Difference (%)	Proposed Option 3 VISSIM	Difference (s)	Difference (%)
H28	Syon Lane Station to Tesco Osterley	NB	122	144	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Tesco Osterley to Syon Lane Station	SB	195	342	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
H91	Wood Lane to West Cross Way	EB	315	415	394	-21	-5%	419	5	1%	1275	860	207%
	West Cross Way to Wood Lane	WB	207	209	227	19	9%	224	15	7%	229	20	10%
E1	West Cross Way to Syon Lane	WB	N/A	401	282	-119	-30%	288	-114	-28%	217	-184	-46%
	Syon Lane to West Cross Way	EB	N/A	392	246	-146	-37%	245	-147	-38%	267	-125	-32%

Syon Lane - PM Peak Journey Times

Travel Time section	Section reference		Base VISSIM	Future Base VISSIM	Proposed Option 1 VISSIM	Difference (s)	Difference (%)	Proposed Option 2 VISSIM	Difference (s)	Difference (%)	Proposed Option 3 VISSIM	Difference (s)	Difference (%)
A to D	Syon Lane - North to A4 West	SB	236	242	117	-125	-52%	117	-125	-52%	114	-128	-53%
D to A	A4 West to Syon Lane - North	NB	80	83	76	-7	-8%	76	-7	-8%	187	104	125%
A to F	Syon Lane - North to A4 East	SB	130	132	108	-24	-18%	108	-23	-18%	118	-14	-10%
F to A	A4 East to Syon Lane - North	NB	132	129	136	7	5%	137	8	6%	117	-12	-10%
A to I	Syon Lane - North to Syon Lane - East	SB	147	148	116	-32	-21%	117	-30	-21%	127	-21	-14%
I to A	Syon Lane - East to Syon Lane - North	NB	125	129	142	13	10%	141	12	9%	146	17	14%
D to F	A4 West to A4 East	EB	61	61	60	-2	-2%	60	-1	-2%	95	33	54%
F to D	A4 East to A4 West	WB	66	65	83	17	27%	81	16	25%	116	50	77%
D to I	A4 West to Syon Lane - East	SB	125	243	267	24	10%	262	19	8%	254	11	4%
I to D	Syon Lane - East to A4 West	NB	82	86	108	22	26%	108	22	25%	119	32	38%
I to F	Syon Lane - East to A4 East	NB	107	109	126	17	16%	124	16	14%	137	29	26%
F to I	A4 East to Syon Lane - East	SB	95	92	135	43	47%	135	43	47%	209	118	128%

Bus Journey Times

Travel Time section	Section reference		Base VISSIM	Future Base VISSIM	Proposed Option 1 VISSIM	Difference (s)	Difference (%)	Proposed Option 2 VISSIM	Difference (s)	Difference (%)	Proposed Option 3 VISSIM	Difference (s)	Difference (%)
H28	Syon Lane Station to Tesco Osterley	NB	136	132	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Tesco Osterley to Syon Lane Station	SB	187	170	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
H91	Wood Lane to West Cross Way	EB	278	283	279	-4	-1%	278	-5	-2%	351	68	24%
	West Cross Way to Wood Lane	WB	274	271	270	-1	0%	270	-1	0%	489	218	80%
E1	West Cross Way to Syon Lane	WB	N/A	195	262	66	34%	265	70	36%	422	227	116%
	Syon Lane to West Cross Way	EB	N/A	260	209	-52	-20%	212	-49	-19%	216	-45	-17%

Syon Lane - Saturday Peak Journey Times

Travel Time section	Section reference		Base VISSIM	Future Base VISSIM	Proposed Option 1 VISSIM	Difference (s)	Difference (%)	Proposed Option 2 VISSIM	Difference (s)	Difference (%)	Proposed Option 3 VISSIM	Difference (s)	Difference (%)
A to D	Syon Lane - North to A4 West	SB	235	281	156	-125	-45%	159	-122	-43%	122	-159	-57%
D to A	A4 West to Syon Lane - North	NB	77	86	81	-5	-6%	80	-6	-6%	210	125	145%
A to F	Syon Lane - North to A4 East	SB	161	131	118	-13	-10%	120	-12	-9%	90	-42	-32%
F to A	A4 East to Syon Lane - North	NB	105	112	108	-5	-4%	108	-5	-4%	117	4	4%
A to I	Syon Lane - North to Syon Lane - East	SB	205	152	149	-3	-2%	152	0	0%	128	-24	-16%
I to A	Syon Lane - East to Syon Lane - North	NB	110	114	127	13	11%	129	15	13%	126	12	10%
D to F	A4 West to A4 East	EB	61	67	63	-4	-6%	63	-4	-6%	92	25	38%
F to D	A4 East to A4 West	WB	57	66	64	-2	-3%	64	-2	-3%	118	51	77%
D to I	A4 West to Syon Lane - East	SB	112	112	130	17	15%	130	17	15%	253	140	125%
I to D	Syon Lane - East to A4 West	NB	77	78	103	25	32%	103	25	32%	97	19	24%
I to F	Syon Lane - East to A4 East	NB	113	103	123	20	20%	124	21	20%	146	43	41%
F to I	A4 East to Syon Lane - East	SB	80	90	141	51	56%	141	51	57%	309	219	244%

Bus Journey Times

Travel Time section	Section reference		Base VISSIM	Future Base VISSIM	Proposed Option 1 VISSIM	Difference (s)	Difference (%)	Proposed Option 2 VISSIM	Difference (s)	Difference (%)	Proposed Option 3 VISSIM	Difference (s)	Difference (%)
H28	Syon Lane Station to Tesco Osterley	NB	110	112	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Tesco Osterley to Syon Lane Station	SB	244	183	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
H91	Wood Lane to West Cross Way	EB	242	251	244	-7	-3%	244	-6	-3%	310	59	24%
	West Cross Way to Wood Lane	WB	229	243	233	-11	-4%	233	-11	-4%	722	478	197%
E1	West Cross Way to Syon Lane	WB	N/A	177	229	51	29%	231	54	30%	627	450	253%
	Syon Lane to West Cross Way	EB	N/A	221	187	-34	-15%	186	-36	-16%	160	-61	-28%