

Appendix A

Accident Data

Project title	Meridian Water Phase 2 and Strategic Infrastructure Works	Job number	260637-20
Client	London Borough of Enfield	File reference	Appendix A
Prepared by	Arup Transportation	Date	21 June 2019
Subject	Accident Analysis		

Personal Injury Accident (PIA) data has been obtained from Transport for London and analysed for the past three years up to May 2018.

Within the study area boundary, a total of 158 accidents was recorded. Along North Circular Road (A406) 54 accidents were recorded including 6 accidents on Cook’s Ferry Roundabout. Only very few accidents were recorded along the key corridors within the study area.

All of the accidents were caused driver or pedestrian error and were not due to design of the local highway infrastructure.

The key roads within the site area boundary considered were Meridian Way, Leaside Road and Harbet Road. A summary of the accidents observed around the key roads within the study area boundary are summarised in the Table 1.

Table 1: Summary of Accidents

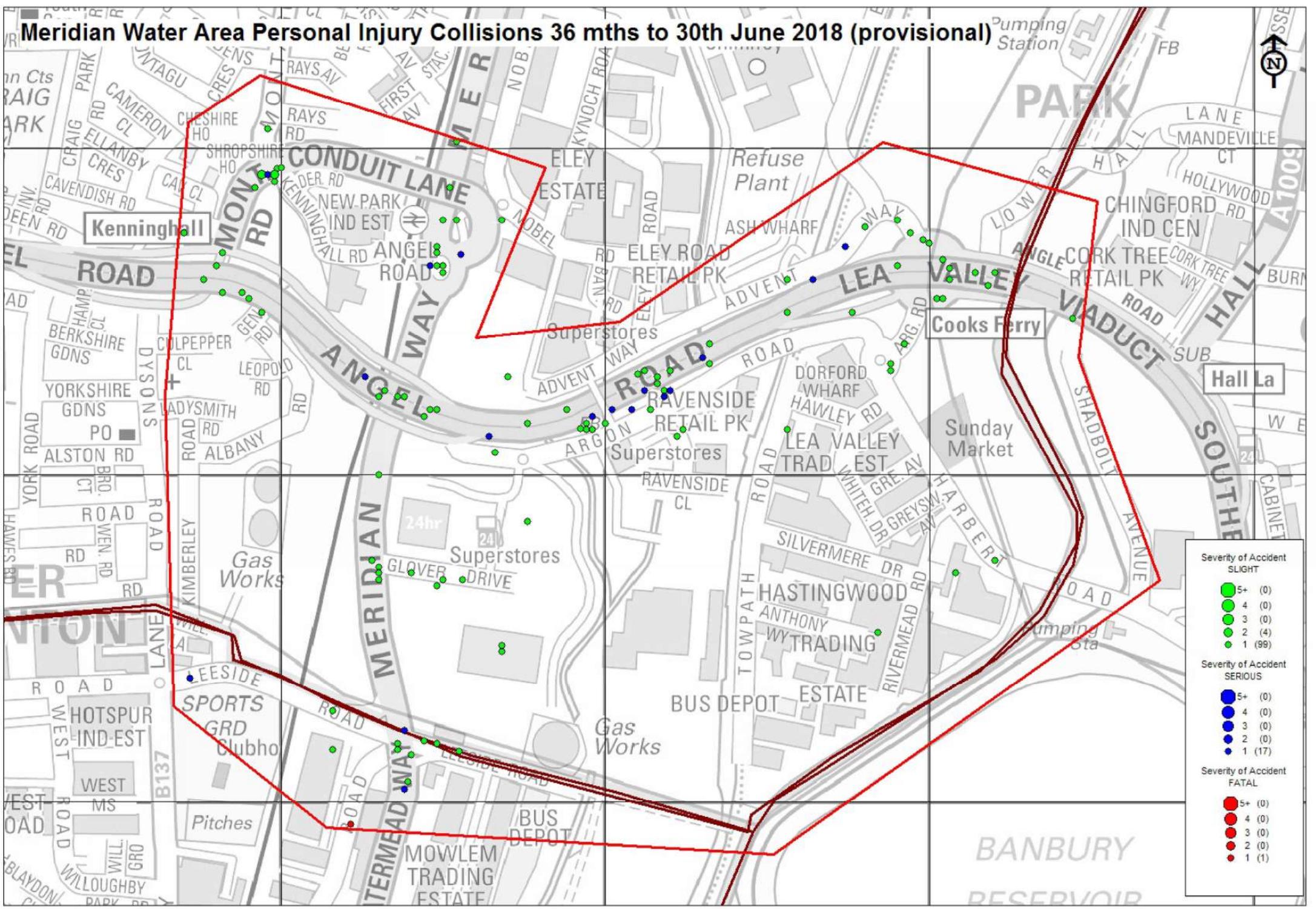
Road	Total Accidents	2015	2016	2017	2018	Serious	Slight
Meridian Way	18	6	9	3	-	2	16
Leaside Road	8	-	3	5	-	1	7
Argon Road	23	1	9	10	3	4	19
Harbet Road	7	1	2	4	-	6	1
North Circular	54	6	19	17	6	37	17
Cook's Ferry Roundabout	6	-	2	2	2	5	1

There were a total of 110 accidents along the key roads within the 3 years accident data obtained, of which 43 were with slight severity and 13 with serious severity. No fatal accidents were recorded within this area of study.

The trend of accidents was observed to be varying over the years and all of the accidents were caused due to road user errors. The causes of accidents were mainly due to human error including carelessness, poor manoeuvring movements, speeding, sudden brakes, overtaking movements or cars following each other closely. Other causes included pedestrians error to look before crossing over and there were some accidents with unknown reasons.

The accident assessment shows that the accidents were not due to design of the local highway infrastructure.

Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)





Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
WX GIS AREA B32 Meridian Water Area (P)	36 MTS TO JUN-2018	121

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



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)	36 MTS TO JUN-2018 SORTED BY DATE
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1 0115YE80489 WED 08/07/15 17:55 LIGHT NFL MERIDIAN WAY J/W GLOVER DRIVE 32 LINK 341-705 535140 / 191870
 POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 V2 HIT REAR V1

CASUALTY 001 (001) (21 Yrs - F N18) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (21 Yrs - F N18) GOING AHEAD HELD UP S TO N JCT CLEARED
 BT - DRV NOT CONTACTED BACK HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - U UNKN) GOING AHEAD OTHER S TO N JCT CLEARED
 BT - DRV NOT CONTACTED FRONT HIT FIRST

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

2 0115YR90726 FRI 07/08/15 13:38 LIGHT LEESIDE ROAD, J/W LEESIDE ROAD 31 LINK 196-705 535080 / 191640
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY SLIP ROAD AUTO SIG PEDN PHASE AT ATS
 FOR UNKNOWN REASON V2 BRAKED CAUSING V1 TO HIT REAR OF V2, MINOR DAMAGE

CASUALTY 001 (002) (59 Yrs - F EN3) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (38 Yrs - F EN3) SLIGHT PASSENGER FRONT SEAT
 VEHICLE 001 (002) CAR (39 Yrs - M EN1) GOING AHEAD OTHER NW TO SE COMM TO/FROM WORK JCT APP
 BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (001) CAR (59 Yrs - F EN3) SLOWING OR STOPPING NW TO SE JCT APP
 BT - NOT REQUESTED BACK HIT FIRST

V002 B 408 (SUDDEN BRAKING)

V001 B 308 (FOLLOWING TOO CLOSE)

V001 B 405 (FAILED TO LOOK PROPERLY)

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

3 0115YE80653 SAT 15/08/15 11:45 LIGHT MERIDIAN WAY J/W GLOVER DRIVE 32 LINK 341-705 535150 / 191840
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS
 V1 BRAKED TO AVOID ACCIDENT CAUSING PASSENGER TO FALL

CASUALTY 001 (001) (34 Yrs - F N7) SLIGHT PASSENGER STANDING ON PSV

VEHICLE 001 (000) BUS/COACH (47 Yrs - M RM6) TURNING LEFT E TO S JNY PART OF WORK JCT MID
 BT - NOT REQUESTED DID NOT IMPACT

V001 A 408 (SUDDEN BRAKING)



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)		36 MTS TO JUN-2018 SORTED BY DATE	
4	0115YE80652 FRI 04/09/15 20:45	DARK ANGEL ROAD (NORTH CIRCULAR ROAD), J/W ADVENT WAY	32 LINK 39-706 535950 / 192320
POLICE - OVER COU ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M			
V2 HAS FAILED TO GIVE WAY AT R/A & HIT V1 ALREADY ON R/A CAUSING RIDER TO FALL			
CASUALTY 001 (001) (39 Yrs - M E4) SLIGHT DRIVER/RIDER			
VEHICLE	001 (002) PEDAL CYCLE (39 Yrs - M E4)	GOING AHEAD OTHER	S TO N COMM TO/FROM WORK JCT MID
BT - NOT APPLICABLE		N/S HIT FIRST	
VEHICLE	002 (001) CAR (? Yrs - M UNKN)	GOING AHEAD OTHER	W TO E JCT MID
BT - DRV NOT CONTACTED		O/S HIT FIRST	
V002 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)		V002 B 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))	
V002 A 405 (FAILED TO LOOK PROPERLY)		V002 A 602 (CARELESS/RECKLESS/IN A HURRY)	
5	0115YE80628 MON 07/09/15 16:57	LIGHT ADVENT WAY, 140M WEST OF J/W WALTHAMSTOW AVENUE (NORTH CIRCULAR RO	32 CELL 535500/192000 535870 / 192350
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M			
IT APPEARS SPEEDING V1 HAS LOST CONTROL COMING OUT OF L/H/B, LEFT ROAD & HIT A LARGE ROAD SIGN & REBOUNDED INTO ROAD			
CASUALTY 001 (001) (25 Yrs - M E4) SERIOUS DRIVER/RIDER			
VEHICLE	001 (000) CAR (25 Yrs - M E4)	GOING AHEAD LEFT BEND	SW TO N
BT - NOT REQUESTED		FRONT HIT FIRST	
LEFT CWY NEARSIDE/REBOUND		HIT KERB	HIT RD SIGN/ATS
V001 A 306 (EXCEEDING SPEED LIMIT)	V001 A 307 (TRAVELLING TOO FAST FOR CONDITIONS)		
V001 A 410 (LOSS OF CONTROL)	V001 A 601 (AGGRESSIVE DRIVING)		
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)			

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Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)		36 MTS TO JUN-2018 SORTED BY DATE	
6	0115YE80684 MON 14/09/15 08:35	LIGHT NFL MONTAGU ROAD J/W CAVENDISH ROAD	32 LINK 39-340 534910 / 192340
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M			
V2 HIT REAR V1			
CASUALTY 001 (001) (41 Yrs - F N18) SLIGHT DRIVER/RIDER			
CASUALTY 002 (001) (15 Yrs - M N18) SLIGHT PASSENGER FRONT SEAT			
VEHICLE	001 (002) CAR (41 Yrs - F N18)	GOING AHEAD HELD UP	N TO S JCT CLEARED
BT - DRV NOT CONTACTED		BACK HIT FIRST	
VEHICLE	002 (001) CAR (? Yrs - M UNKN)	GOING AHEAD OTHER	N TO S JCT CLEARED
BT - DRV NOT CONTACTED		FRONT HIT FIRST	
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)			
7	0115YE80725 FRI 02/10/15 16:16	LIGHT ANGEL RD (NORTH CIRCULAR RD) 322M NORTH WEST OF J/W ANGEL RD	32 LINK 39-706 534950 / 192270
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M			
AS V1 CHANGED LANES V2 COLLIDED WITH V1'S N/S.			
CASUALTY 001 (001) (45 Yrs - F E16) SLIGHT DRIVER/RIDER			
VEHICLE	001 (002) CAR (45 Yrs - F E16)	CHANGE LANE TO RIGHT	NW TO SE COMM TO/FROM WORK
BT - NEGATIVE		N/S HIT FIRST	
VEHICLE	002 (001) CAR (? Yrs - U UNKN)	GOING AHEAD OTHER	NW TO SE
BT - DRV NOT CONTACTED		O/S HIT FIRST	
V001 B 403 (POOR TURN OR MANOEUVRE)	V001 A 405 (FAILED TO LOOK PROPERLY)		
V002 B 403 (POOR TURN OR MANOEUVRE)	V002 A 405 (FAILED TO LOOK PROPERLY)		

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Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)		36 MTS TO JUN-2018 SORTED BY DATE				
8	0115YE80769	MON 05/10/15 10:57	LIGHT HARBET ROAD, 228M NW OF J/W SHADBOLT AVENUE	32	CELL 536000/191500	536100 / 191870
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M						
V2 HAS OVERTAKEN A PARKED VAN ON N/S. V1 COMING IN OPPOSITE DIRECTION AT SPEED HAS HIT O/S OF V2 & THEN N/S FENCE						
CASUALTY 001 (001) (31 Yrs - M RM9) SLIGHT DRIVER/RIDER						
VEHICLE	001 (002)	CAR	(31 Yrs - M RM9)	GOING AHEAD RIGHT BEND	E TO NW	
		BT - NEGATIVE			FRONT HIT FIRST	
		LEFT CWY NEARSIDE		HIT KERB	HIT OTH OBJECT	
VEHICLE	002 (001)	CAR	(40 Yrs - M EN3)	GOING AHEAD LEFT BEND	NW TO E	
		BT - NEGATIVE			O/S HIT FIRST	
V001 B	703	(VISION AFFECTED - ROAD LAYOUT (EG. BEND, WINDING ROAD, HILL CREST))		V002 B	703	(VISION AFFECTED - ROAD LAYOUT (EG. BEND, WINDING ROAD, HILL CREST))
V001 B	701	(VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))		V002 B	701	(VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))
V001 A	307	(TRAVELLING TOO FAST FOR CONDITIONS)		V001 A	410	(LOSS OF CONTROL)
9	0115YE80753	SUN 11/10/15 14:00	LIGHT NFL - MERIDIAN WAY, 146M NORTH OF J/W GLOVER DRIVE	32	LINK 341-705	535150 / 192000
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M						
FOR REASONS UNKNOWN V1 HAS DRIFTED INTO OPPOSITE CARRIAGEWAY. V2 SWERVED TO AVOID, V1 BOUNCED OFF BARRIER & HIT V2						
CASUALTY 001 (001) (65 Yrs - M EN3) SLIGHT DRIVER/RIDER						
CASUALTY 002 (002) (44 Yrs - F N15) SLIGHT DRIVER/RIDER						
VEHICLE	001 (002)	CAR	(65 Yrs - M EN3)	GOING AHEAD OTHER	S TO N	
		BT - NEGATIVE			FRONT HIT FIRST	
		LEFT CWY OFFSIDE/REBOUND		HIT KERB	HIT NR/OFF BAR	
VEHICLE	002 (001)	CAR	(44 Yrs - F N15)	GOING AHEAD OTHER	N TO S	
		BT - NEGATIVE			N/S HIT FIRST	
V001 B	505	(ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)		V001 A	409	(SWERVED)
V001 A	410	(LOSS OF CONTROL)		V001 A	602	(CARELESS/RECKLESS/IN A HURRY)

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Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)		36 MTS TO JUN-2018 SORTED BY DATE				
10	0115YE80797	WED 28/10/15 23:00	DARK ANGEL ROAD (NORTH CIRCULAR ROAD), 400M SW OF J/A ADVENT WAY	32	LINK 39-706	535600 / 192160
POLICE - OVER COU ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M						
IT APPEARS V2 HAS CHANGED LANES TO LEFT & HIT O/S OF V1. V2 F.T.S						
CASUALTY 001 (001) (43 Yrs - M E17) SLIGHT DRIVER/RIDER						
CASUALTY 002 (001) (33 Yrs - F E17) SLIGHT PASSENGER						
VEHICLE	001 (002)	TAXI	(43 Yrs - M E17)	GOING AHEAD OTHER	SW TO NE	
		BT - DRV NOT CONTACTED			O/S HIT FIRST	
VEHICLE	002 (001)	CAR	(45 Yrs - M UNKN)	CHANGE LANE TO LEFT	SW TO NE	
		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)		V002 A	602	(CARELESS/RECKLESS/IN A HURRY)
V002 B	601	(AGGRESSIVE DRIVING)				
11	0115YE80932	WED 09/12/15 18:30	DARK MERIDIAN WAY J/W CONDUIT LANE	32	NODE 341	535250 / 192320
POLICE - OVER COU ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M						
V2 HIT REAR V1						
CASUALTY 001 (001) (32 Yrs - M E10) SLIGHT DRIVER/RIDER						
VEHICLE	001 (002)	CAR	(32 Yrs - M E10)	WAITING TO TURN RIGHT	S TO NE	JCT MID
		BT - DRV NOT CONTACTED			BACK HIT FIRST	
VEHICLE	002 (001)	CAR	(? Yrs - F UNKN)	TURNING RIGHT	S TO NE	JCT MID
		BT - DRV NOT CONTACTED			FRONT HIT FIRST	
V002 A	602	(CARELESS/RECKLESS/IN A HURRY)				

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Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE	
12	0115YE80937	WED 09/12/15 00:15	DARK	ANGEL ROAD (NORTH CIRCULAR ROAD) ABOVE J/W MERIDIAN WAY	32	LINK 39-706	535190 / 192120				
POLICE - OVER COU ROAD-DRY			WEATHER-FINE	DUAL CWY	NO JUN IN 20M	NO XING FACILITY IN 50M					
V1 STRUCK BY PASSING V2											
CASUALTY 001 (001) (29 Yrs - M RM16) SLIGHT DRIVER/RIDER											
VEHICLE	001 (002)	CAR	(29 Yrs - M RM16)		GOING AHEAD OTHER	SE TO NW	O/S HIT FIRST				
BT - DRV NOT CONTACTED											
VEHICLE	002 (001)	CAR	(? Yrs - U UNKN)		GOING AHEAD OTHER	SE TO NW	N/S HIT FIRST				
BT - DRV NOT CONTACTED											
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)											
13	0115YE89104	THU 24/12/15 09:25	LIGHT	ARGON ROAD J/W RAVENSIDE CLOSE	32	CELL 535500/192000	535600 / 192130				
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	NO XING FACILITY IN 50M				
PED CROSSED ROAD INTO PATH OF V1											
CASUALTY 001 (001) (25 Yrs - M OL9) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) N BOUND FROM DRIVERS O/SIDE											
VEHICLE	001 (000)	CAR	(64 Yrs - M N7)		GOING AHEAD OTHER	SW TO NE	O/S HIT FIRST	JCT CLEARED			
BT - NOT REQUESTED											
C001 A 808 (CARELESS/RECKLESS/IN A HURRY)											
14	0116YE80084	SUN 24/01/16 11:20	LIGHT	NOBEL ROAD, J/W NOBEL ROAD	32	CELL 535000/192000	535270 / 192390				
POLICE - AT SCENE ROAD-WET			WEATHER-FINE	SLIP RD	T/STAG JUN	GIVE WAY/UNCONT	NO XING FACILITY IN 50M				
IT APPEARS V2 HAS FAILED TO GIVE WAY AT JCN & HIT N/S OF PASSING V1											
CASUALTY 001 (001) (47 Yrs - F E5) SLIGHT DRIVER/RIDER											
CASUALTY 002 (001) (2 Yrs - M E5) SLIGHT PASSENGER FRONT SEAT											
VEHICLE	001 (002)	CAR	(47 Yrs - F E5)		GOING AHEAD OTHER	E TO W	JNY PART OF WORK	JCT APP			
BT - NOT REQUESTED											
VEHICLE	002 (001)	CAR	(36 Yrs - M NW1)		GOING AHEAD OTHER	S TO N	JNY PART OF WORK	JCT APP			
BT - NOT REQUESTED											
V002 A 401 (JUNCTION OVERSHOOT)					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 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)											

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Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE	
15	0116YE80127	SUN 24/01/16 16:45	DARK	ANGEL RD (NORTH CIRCULAR RD) 319M EAST OF J/W ANGEL RD SLIP RD	32	LINK 39-706	534970 / 192250				
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	DUAL CWY	NO JUN IN 20M	NO XING FACILITY IN 50M					
V3 COLLIDED WITH REAR OF STAT V2, PUSHING V2 INTO REAR OF STAT V1. V4 THEN HIT V3'S REAR.											
CASUALTY 001 (002) (43 Yrs - F N17) SLIGHT DRIVER/RIDER											
VEHICLE	001 (002)	CAR	(30 Yrs - M NW9)		GOING AHEAD HELD UP	SE TO NW	BACK HIT FIRST				
BT - NEGATIVE											
VEHICLE	002 (003)	CAR	(43 Yrs - F N17)		GOING AHEAD HELD UP	SE TO NW	BACK HIT FIRST				
BT - NEGATIVE											
VEHICLE	003 (002)	CAR	(38 Yrs - M N14)		SLOWING OR STOPPING	SE TO NW	FRONT HIT FIRST				
BT - NEGATIVE											
VEHICLE	004 (003)	CAR	(33 Yrs - F N17)		GOING AHEAD OTHER	SE TO NW	FRONT HIT FIRST				
BT - NEGATIVE											
V004 B 605 (INEXPERIENCED OR LEARNER DRIVER/RIDER)					V003 A 308 (FOLLOWING TOO CLOSE)						
V004 A 405 (FAILED TO LOOK PROPERLY)					V004 A 308 (FOLLOWING TOO CLOSE)						
16	0116YE80130	SUN 31/01/16 23:03	DARK	ARGON RD J/W RAVENSIDE CLOSE	32	CELL 535500/192000	535590 / 192130				
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SLIP RD	SLIP ROAD	GIVE WAY/UNCONT	NO XING FACILITY IN 50M				
V2 TURNED RIGHT INTO THE JUNCTION AND BRAKED HARD IN FRONT OF V1, CAUSING COLLISION.											
CASUALTY 001 (002) (22 Yrs - M IG1) SLIGHT DRIVER/RIDER											
VEHICLE	001 (002)	CAR	(55 Yrs - M N4)		GOING AHEAD OTHER	SW TO NE	FRONT HIT FIRST	JCT MID			
BT - NOT REQUESTED											
VEHICLE	002 (001)	CAR	(22 Yrs - M IG1)		SLOWING OR STOPPING	SW TO NE	BACK HIT FIRST	JCT MID			
BT - NOT REQUESTED											
V002 A 408 (SUDDEN BRAKING)					V002 A 405 (FAILED TO LOOK PROPERLY)						
V002 A 601 (AGGRESSIVE DRIVING)					V002 A 602 (CARELESS/RECKLESS/IN A HURRY)						

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Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE	
17	0116YE80118	SAT 06/02/16 01:08	DARK	ARGON RD 25M NORTH EAST OF J/W RAVENSIDE CLOSE	32	CELL 535500/192000	535600	/	192130		
POLICE - AT SCENE ROAD-WET RAINING SLIP RD NO JUN IN 20M NO XING FACILITY IN 50M											
INTOXICATED PED STEPPED INTO PATH OF V1, CAUSING COLLISION.											
CASUALTY 001 (001) (26 Yrs - M UNKN) SERIOUS PEDESTRIAN CROSSING ROAD (NOT ON XING) UNKNOWN FROM DRIVERS N/SIDE											
VEHICLE 001 (000) CAR (23 Yrs - M E4) GOING AHEAD OTHER SW TO NE FRONT HIT FIRST											
BT - NEGATIVE											
C001 A 802 (FAILED TO LOOK PROPERLY)						C001 A 808 (CARELESS/RECKLESS/IN A HURRY)					
C001 A 806 (IMPAIRED BY ALCOHOL)											
18	0116YE80153	MON 22/02/16 20:19	DARK	NFL - WALTHAMSTOW AVENUE (NORTH CIRCULAR RD) J/W ADVENT WAY	32	LINK 39-706	536030	/	192317		
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY ROUNDABOUT GIVE WAY/UNCONT CENTRAL REFUGE											
AS A BUS PULLED OVER V1 FOLLOWING BEHIND COLLIDED WITH A TRAFFIC ISLAND.											
CASUALTY 001 (001) (27 Yrs - M N17) SLIGHT DRIVER/RIDER											
VEHICLE 001 (000) M/C > 500CC (27 Yrs - M N17) GOING AHEAD OTHER W TO E JNY PART OF WORK JCT MID											
BT - NOT PROVD (MEDCL REASONS)											
HIT BOLLARD											
V001 A 405 (FAILED TO LOOK PROPERLY)						V001 A 308 (FOLLOWING TOO CLOSE)					
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)											
19	0116YE80174	FRI 04/03/16 14:28	LIGHT	MERIDIAN WAY J/W CONDUIT LANE	32	NODE 341	535240	/	192320		
POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M											
V1 BRAKED TO AVOID ACCIDENT AND WAS HIT IN REAR BY V2											
CASUALTY 001 (001) (33 Yrs - M SE11) SLIGHT DRIVER/RIDER											
VEHICLE 001 (002) M/C 50-125CC (33 Yrs - M SE11) TURNING RIGHT S TO NE JCT MID											
BT - NEGATIVE											
BACK HIT FIRST											
VEHICLE 002 (001) CAR (57 Yrs - M X-UK) TURNING RIGHT S TO NE JCT MID											
BT - NEGATIVE											
FRONT HIT FIRST											
V002 A 308 (FOLLOWING TOO CLOSE)											



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE	
20	0116YE80184	SAT 05/03/16 18:00	DARK	ADVENT WAY 137M WEST J/W ELEY ROAD	32	CELL 535000/192000	535440	/	192100		
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M											
V1, PASSING PARKED VEHICLES, HIT ONCOMING V2											
CASUALTY 001 (002) (52 Yrs - F SS2) SLIGHT DRIVER/RIDER											
VEHICLE 001 (002) GDS =< 3.5T (37 Yrs - M M11) GOING AHEAD OTHER W TO E FRONT HIT FIRST											
BT - NOT REQUESTED											
VEHICLE 002 (001) CAR (52 Yrs - F SS2) GOING AHEAD OTHER E TO W FRONT HIT FIRST											
BT - NOT REQUESTED											
V001 A 510 (DISTRACTION OUTSIDE VEHICLE)						V001 A 602 (CARELESS/RECKLESS/IN A HURRY)					
21	0116YE80327	SAT 09/04/16 16:50	LIGHT	NFL - ANGEL ROAD (NORTH CIRCULAR ROAD), 150M EAST OF J/W ANGEL ROA	32	LINK 39-706	535470	/	192080		
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M											
V4 KEPT LIGHTING THIER BRAKE LIGHTS THEN BRAKED SUDDENLY CAUSING V3 TO BRAKE, V2 TO HIT V3 & V1 TO HIT V2, V4 F.T.S											
CASUALTY 001 (001) (40 Yrs - F IG8) SLIGHT DRIVER/RIDER											
CASUALTY 002 (002) (45 Yrs - F N9) SLIGHT DRIVER/RIDER											
VEHICLE 001 (002) CAR (40 Yrs - F IG8) GOING AHEAD OTHER E TO W FRONT HIT FIRST											
BT - NOT REQUESTED											
VEHICLE 002 (003) CAR (45 Yrs - F N9) GOING AHEAD OTHER E TO W FRONT HIT FIRST											
BT - NOT REQUESTED											
VEHICLE 003 (002) CAR (? Yrs - F B9) GOING AHEAD OTHER E TO W BACK HIT FIRST											
BT - DRV NOT CONTACTED											
VEHICLE 004 (000) CAR (? Yrs - U UNKN) GOING AHEAD OTHER E TO W DID NOT IMPACT											
BT - DRV NOT CONTACTED											
V003 B 308 (FOLLOWING TOO CLOSE)						V004 A 408 (SUDDEN BRAKING)					
V004 A 602 (CARELESS/RECKLESS/IN A HURRY)						V003 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)							36 MTS TO JUN-2018 SORTED BY DATE	
22	0116YE80339	MON 11/04/16 16:50	LIGHT	MERIDIAN WAY 50M NORTH OF J/W CONDUIT LANE	32	LINK 341-353	535240	192350
POLICE - AT SCENE ROAD-WET			WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	CENTRAL REFUGE		
V1 VEERED TO THE RIGHT, COLLIDING WITH V2.								
CASUALTY 001 (002) (36 Yrs - M EN8) SLIGHT DRIVER/RIDER								
VEHICLE 001 (002) CAR			(36 Yrs - M N9)	GOING AHEAD OTHER	S TO N	COMM TO/FROM WORK		
BT - NOT REQUESTED					O/S HIT FIRST			
VEHICLE 002 (001) M/C 50-125CC			(36 Yrs - M EN8)	GOING AHEAD OTHER	S TO N	COMM TO/FROM WORK		
BT - NOT REQUESTED					FRONT HIT FIRST			
V001 A 403 (POOR TURN OR MANOEUVRE)				V001 A 405 (FAILED TO LOOK PROPERLY)				
23	0116YE80370	SAT 23/04/16 12:49	LIGHT	GLOVER DRIVE, 100M EAST OF J/W MERIDIAN WAY	32	CELL 535000/191500	535250	191840
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M		
UNKNOWN VEH HAS CUT IN FRONT OF V1 CAUSING V1 TO BRAKE SUDDENLY & C1 TO BE THROWN OFF HER MOTHERS LAP - [CHILD PASSENGER NOT SECURED PROPERLY (C001)]								
CASUALTY 001 (001) (2 Yrs - F N15) SLIGHT PASSENGER SEATED ON PSV								
VEHICLE 001 (000) BUS/COACH			(46 Yrs - M EN3)	GOING AHEAD OTHER	E TO W	JNY PART OF WORK		
BT - NEGATIVE					DID NOT IMPACT			
V001 A 408 (SUDDEN BRAKING)				V001 A 510 (DISTRACTION OUTSIDE VEHICLE)				
C001 B 999 (OTHER FACTOR)								
24	0116JC30281	SUN 01/05/16 11:27	LIGHT	ANGEL ROAD (NORTH CIRCULAR ROAD) 122 METRES NE FROM SLIP ROAD TO W	32	LINK 39-706	535780	192250
POLICE - OVER COU ROAD-DRY			WEATHER-FINE	DUAL CWY	NO JUN IN 20M	NO XING FACILITY IN 50M		
V2 CHANGED LANE, HIT V1 & DROVE OFF.								
CASUALTY 001 (001) (28 Yrs - M IG4) SLIGHT DRIVER/RIDER								
VEHICLE 001 (002) CAR			(28 Yrs - M IG4)	GOING AHEAD OTHER	NE TO SW	N/S HIT FIRST		
BT - DRV NOT CONTACTED								
VEHICLE 002 (001) CAR			(? Yrs - U UNKN)	CHANGE LANE TO RIGHT	NE TO SW	O/S HIT FIRST		
BT - DRV NOT CONTACTED								
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)				



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)							36 MTS TO JUN-2018 SORTED BY DATE	
25	0116YE80338	THU 12/05/16 07:50	LIGHT	ANGEL RD SLIP RD 162M NORTH WEST OF J/W ANGEL RD (NORTH CIRCULAR R	32	LINK 39-706	535150	192120
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SLIP RD	NO JUN IN 20M	NO XING FACILITY IN 50M		
V2 CHANGED LANES COLLIDING WITH V1.								
CASUALTY 001 (001) (32 Yrs - M N21) SLIGHT DRIVER/RIDER								
CASUALTY 002 (001) (29 Yrs - F IG3) SLIGHT PASSENGER FRONT SEAT								
VEHICLE 001 (002) CAR			(32 Yrs - M N21)	GOING AHEAD OTHER	SE TO NW	COMM TO/FROM WORK		
BT - NEGATIVE					BACK HIT FIRST			
VEHICLE 002 (001) CAR			(31 Yrs - M E17)	CHANGE LANE TO RIGHT	SE TO NW	COMM TO/FROM WORK		
BT - NEGATIVE					FRONT HIT FIRST			
V002 A 403 (POOR TURN OR MANOEUVRE)				V002 A 405 (FAILED TO LOOK PROPERLY)				
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)								
26	0116YE80396	THU 02/06/16 01:41	DARK	MERIDIAN WAY J/W CONDUIT LANE	32	NODE 341	535250	192310
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVE WAY/UNCONT	CENTRAL REFUGE	
V1 DROVE OVER THE ROUNDABOUT COLLIDING WITH RD SIGNS, AN ELECTRICAL POST AND THE CENTRAL RESERVATION.								
CASUALTY 001 (001) (19 Yrs - M N17) SLIGHT PASSENGER FRONT SEAT								
CASUALTY 002 (001) (19 Yrs - M N17) SLIGHT PASSENGER BACK SEAT								
VEHICLE 001 (000) CAR			(? Yrs - M UNKN)	GOING AHEAD OTHER	NW TO SE	JCT MID		
BT - DRV NOT CONTACTED				SKID/OVER	FRONT HIT FIRST			
LEFT CWY AHEAD AT JUNCTN				HIT ROUNDABOUT	HIT RD SIGN/ATS			
V001 A 306 (EXCEEDING SPEED LIMIT)				V001 A 602 (CARELESS/RECKLESS/IN A HURRY)				
V001 A 405 (FAILED TO LOOK PROPERLY)				V001 A 601 (AGGRESSIVE DRIVING)				



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE	
27	0116YE80475	THU 09/06/16 13:12	LIGHT	ANGEL RD (NORTH CIRCULAR RD) 136M NORTH WEST OF J/W ANGEL RD SLIP	32	LINK 39-706	535180 / 192120				
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M FOOTBRIDGE OR SUBWAY											
AS V1 CHANGED LANES V2 HIT V1'S REAR.											
CASUALTY	001 (001)	(26 Yrs - F SG1)	SLIGHT	DRIVER/RIDER							
CASUALTY	002 (001)	(24 Yrs - M SG1)	SLIGHT	PASSENGER	FRONT SEAT						
CASUALTY	003 (002)	(19 Yrs - M N19)	SLIGHT	DRIVER/RIDER							
CASUALTY	004 (002)	(20 Yrs - F E4)	SLIGHT	PASSENGER	FRONT SEAT						
VEHICLE	001 (002)	CAR (26 Yrs - F SG1)			CHANGE LANE TO RIGHT	SE TO NW					
		BT - NOT REQUESTED				BACK HIT FIRST					
VEHICLE	002 (001)	CAR (19 Yrs - M N19)			GOING AHEAD OTHER	SE TO NW					
		BT - NOT PROVD (MEDCL REASONS)				FRONT HIT FIRST					
V001	A	403 (POOR TURN OR MANOEUVRE)							V001	A	405 (FAILED TO LOOK PROPERLY)
V002	B	306 (EXCEEDING SPEED LIMIT)							V002	B	602 (CARELESS/RECKLESS/IN A HURRY)
28	0116YE80498	FRI 01/07/16 17:01	LIGHT	MONTAGU RD J/W RAYS RD	32	LINK 331-340	534980 / 192530				
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M											
PED RAN FROM BESIDE A STAT BUS INTO PATH OF V1, CAUSING COLLISION.											
CASUALTY	001 (001)	(13 Yrs - M N18)	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)	W BOUND	FROM DRIVERS N/SIDE MSK				
		JOURNEY TO/FROM SCHOOL			Sch Attended : EDMONTON COUNTY LOWER						
VEHICLE	001 (000)	CAR (30 Yrs - M EN1)			OVERTAKE STAT VEH O/S	N TO S			JCT	CLEARED	
		BT - NOT REQUESTED				N/S HIT FIRST					
V001	A	701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))							C001	A	801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)
C001	A	802 (FAILED TO LOOK PROPERLY)							C001	A	808 (CARELESS/RECKLESS/IN A HURRY)

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Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE	
29	0116YE80501	FRI 01/07/16 14:30	LIGHT	ARGON RD J/W HARBET RD	32	CELL 535500/192000	535940 / 192170				
POLICE - OVER COU ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT CENTRAL REFUGE											
V2 TURNED LEFT INTO PATH OF V1, CAUSING COLLISION.											
CASUALTY	001 (001)	(19 Yrs - F IG1)	SLIGHT	PASSENGER							
VEHICLE	001 (002)	M/C 50-125CC (? Yrs - M IG1)			SLOWING OR STOPPING	N TO S			JCT	MID	
		BT - DRV NOT CONTACTED			SKIDDED	FRONT HIT FIRST					
VEHICLE	002 (001)	CAR (? Yrs - F E4)			TURNING LEFT	NE TO S			JCT	MID	
		BT - DRV NOT CONTACTED				O/S HIT FIRST					
V002	A	302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)							V002	A	403 (POOR TURN OR MANOEUVRE)
V002	A	405 (FAILED TO LOOK PROPERLY)							V002	A	602 (CARELESS/RECKLESS/IN A HURRY)
30	0116YE80527	SUN 10/07/16 12:30	LIGHT	HARBET RD 50M NORTH EAST OF J/W ARGON RD	32	CELL 535500/192000	535960 / 192200				
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M											
V1 DROVE AT SPEED LOSING CONTROL AND CROSSING THE CENTRAL RESERVATION. V1 HIT ONCOMING V2, THEN V3 AND THEN V4.											
CASUALTY	001 (003)	(28 Yrs - F IG10)	SLIGHT	DRIVER/RIDER							
CASUALTY	002 (004)	(45 Yrs - M E10)	SLIGHT	DRIVER/RIDER							
CASUALTY	003 (001)	(27 Yrs - M EN3)	SLIGHT	DRIVER/RIDER							
VEHICLE	001 (002)	CAR (27 Yrs - M EN3)			GOING AHEAD OTHER	SW TO NE					
		BT - NOT PROVD (MEDCL REASONS)			SKID/OVER	FRONT HIT FIRST					
		LEFT CWY CROSS CENT/RES				HIT CENTRAL BAR					
VEHICLE	002 (001)	CAR (27 Yrs - F E13)			GOING AHEAD OTHER	NE TO SW					
		BT - NOT REQUESTED				FRONT HIT FIRST					
VEHICLE	003 (001)	CAR (28 Yrs - F IG10)			GOING AHEAD OTHER	NE TO SW					
		BT - NOT PROVD (MEDCL REASONS)				O/S HIT FIRST					
		LEFT CWY NEARSIDE									
VEHICLE	004 (001)	CAR (45 Yrs - M E10)			GOING AHEAD OTHER	NE TO SW					
		BT - NOT REQUESTED				N/S HIT FIRST					
V001	A	410 (LOSS OF CONTROL)							V001	A	306 (EXCEEDING SPEED LIMIT)
V001	A	602 (CARELESS/RECKLESS/IN A HURRY)							V001	B	509 (DISTRACTION IN VEHICLE)

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Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)						36 MTS TO JUN-2018 SORTED BY DATE		
31	0116YE80581	TUE 12/07/16 04:40	LIGHT	MONTAGU RD J/W MONTAGU RD		32	NODE 340	534970 / 192460
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M								
V2 TURNED LEFT AS V1 ON THE N/S, CAUSING COLLISION.								
CASUALTY 001 (001) (33 Yrs - M W7) SLIGHT DRIVER/RIDER								
VEHICLE	001 (002)	M/C > 500CC	(33 Yrs - M W7)		GOING AHEAD OTHER	SW TO NE		JCT MID
BT - NEGATIVE						O/S HIT FIRST		
VEHICLE	002 (001)	CAR	(31 Yrs - M RM3)		TURNING LEFT	SW TO NW		JCT MID
BT - NEGATIVE						N/S HIT FIRST		
LEFT CWY NEARSIDE								
V002 A 403 (POOR TURN OR MANOEUVRE)					V002 A 405 (FAILED TO LOOK PROPERLY)			
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)								
32	0116YE80622	WED 13/07/16 17:50	LIGHT	ADVENT WAY 50M NORTH WEST OF J/W WALTHAMSTOW AVENUE (NCR)		32	CELL 535500/192000	535970 / 192370
POLICE - OVER COU ROAD-DRY WEATHER-FINE SLIP RD NO JUN IN 20M CENTRAL REFUGE								
V2 COLLIDED WITH REAR OF STAT V1.								
CASUALTY 001 (001) (? Yrs - M UNKN) SLIGHT DRIVER/RIDER								
VEHICLE	001 (002)	CAR	(? Yrs - M UNKN)		GOING AHEAD HELD UP	NW TO SE	COMM TO/FROM WORK	
BT - DRV NOT CONTACTED						BACK HIT FIRST		
VEHICLE	002 (001)	CAR	(? Yrs - M UNKN)		GOING AHEAD OTHER	NW TO SE		
BT - DRV NOT CONTACTED						FRONT HIT FIRST		
V002 A 405 (FAILED TO LOOK PROPERLY)					V002 A 602 (CARELESS/RECKLESS/IN A HURRY)			

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Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)						36 MTS TO JUN-2018 SORTED BY DATE		
33	0116YE80543	WED 20/07/16 13:23	LIGHT	ADVENT WAY 166M SOUTH WEST OF J/W ANGEL RD (NORTH CIRCULAR RD)		32	CELL 535500/192000	535820 / 192300
POLICE - AT SCENE ROAD-DRY FINE/HIGH WINDS SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M								
V2 SWERVED COLLIDING WITH ONCOMING V1.								
CASUALTY 001 (002) (54 Yrs - F LN5) SERIOUS DRIVER/RIDER								
VEHICLE	001 (002)	CAR	(24 Yrs - M EN3)		GOING AHEAD OTHER	NE TO SW	JNY PART OF WORK	
BT - NOT REQUESTED						FRONT HIT FIRST		
VEHICLE	002 (001)	CAR	(54 Yrs - F LN5)		GOING AHEAD OTHER	SW TO NE		
BT - NOT REQUESTED						FRONT HIT FIRST		
V002 A 409 (SWERVED)					V002 A 602 (CARELESS/RECKLESS/IN A HURRY)			
V002 A 403 (POOR TURN OR MANOEUVRE)					V002 A 405 (FAILED TO LOOK PROPERLY)			
34	0116YE80580	TUE 26/07/16 20:10	DARK	NFL - ANGEL RD (NORTH CIRCULAR RD) 150M EAST OF J/W ANGEL RD SLIP		32	LINK 39-706	535380 / 192080
POLICE - OVER COU ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M FOOTBRIDGE OR SUBWAY								
V2 CHANGED LANES COLLIDING WITH V1. V1 HIT THE CENTRAL RESERVATION.								
CASUALTY 001 (001) (23 Yrs - M NN4) SLIGHT DRIVER/RIDER								
VEHICLE	001 (002)	CAR	(23 Yrs - M NN4)		GOING AHEAD OTHER	W TO E		
BT - DRV NOT CONTACTED						N/S HIT FIRST		
LEFT CWY ONTO CENTRAL RES						HIT CENTRAL BAR		
VEHICLE	002 (001)	CAR	(51 Yrs - M NW9)		CHANGE LANE TO RIGHT	W TO E		
BT - DRV NOT CONTACTED						O/S HIT FIRST		
V002 A 403 (POOR TURN OR MANOEUVRE)					V002 A 405 (FAILED TO LOOK PROPERLY)			
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)								

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Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE		
35	0116YE80599	THU 28/07/16 12:23	LIGHT NFL - ARGON RD J/W RAVENSIDE CLOSE							32	CELL 535500/192000	535590 / 192120
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M												
V1 DRIVER USING SAT NAV MOVED OFF TURNING RIGHT ACROSS PATH OF ONCOMING V2, CAUSING COLLISION.												
CASUALTY 001 (002) (55 Yrs - M ME5) SLIGHT DRIVER/RIDER												
VEHICLE	001 (002)	CAR	(62 Yrs - M DA16)		TURNING RIGHT		SW TO SE					JCT MID
BT - NOT REQUESTED N/S HIT FIRST												
VEHICLE	002 (001)	M/C > 500CC	(55 Yrs - M ME5)		GOING AHEAD OTHER		NE TO SW	JNY PART OF WORK				JCT MID
BT - NOT PROVD (MEDCL REASONS) FRONT HIT FIRST												
V001 A 402 (JUNCTION RESTART)						V001 A 509 (DISTRACTION IN VEHICLE)						
V001 A 403 (POOR TURN OR MANOEUVRE)						V001 A 405 (FAILED TO LOOK PROPERLY)						
36	0116YE80619	THU 11/08/16 11:54	LIGHT NFL ANGEL ROAD (NORTH CIRCULAR ROAD) 53M EAST J/W MERIDIAN WAY							32	LINK 39-706	535240 / 192100
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M												
V2 HIT REAR V1												
CASUALTY 001 (001) (45 Yrs - M UNKN) SLIGHT DRIVER/RIDER												
VEHICLE	001 (002)	GDS =< 3.5T	(45 Yrs - M UNKN)		SLOWING OR STOPPING		SE TO NW					
BT - NOT REQUESTED BACK HIT FIRST												
VEHICLE	002 (001)	CAR	(52 Yrs - M NW2)		GOING AHEAD OTHER		SE TO NW					
BT - NEGATIVE FRONT HIT FIRST												
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						V002 A 602 (CARELESS/RECKLESS/IN A HURRY)						
37	0116YE80673	SUN 28/08/16 10:02	LIGHT ANGEL ROAD (NORTH CIRCULAR ROAD) 50M NORTH WEST J/W MERIDIAN WAY							32	LINK 39-706	535130 / 192150
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M												
PED DELIBERATELY WALKED INTO PATH V1												
CASUALTY 001 (001) (26 Yrs - M N9) SERIOUS PEDESTRIAN IN ROAD - NOT CROSSING UNKNOWN												
VEHICLE	001 (000)	CAR	(33 Yrs - F E17)		GOING AHEAD OTHER		SE TO NW					
BT - NEGATIVE FRONT HIT FIRST												
C001 A 810 (DISABILITY OR ILLNESS, MENTAL OR PHYSICAL)												

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Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE		
38	0116YE80630	TUE 30/08/16 15:45	LIGHT NOBEL ROAD J/W NOBEL ROAD							32	CELL 535500/192000	535340 / 192390
POLICE - OVER COU ROAD-DRY WEATHER-FINE ROUNDABOUT MINI GIVE WAY/UNCONT NO XING FACILITY IN 50M												
V2 MOVED OFF FROM PARKED POSITION HITTING V1												
CASUALTY 001 (001) (28 Yrs - M EN3) SLIGHT DRIVER/RIDER												
CASUALTY 002 (001) (47 Yrs - M N15) SLIGHT PASSENGER												
VEHICLE	001 (002)	GDS =< 3.5T	(28 Yrs - M EN3)		TURNING LEFT		SE TO W					JCT MID
BT - DRV NOT CONTACTED N/S HIT FIRST												
VEHICLE	002 (001)	GDS 3.5-7.5T	(? Yrs - M UNKN)		MOVING OFF		SE TO NW					JCT MID
BT - DRV NOT CONTACTED O/S HIT FIRST												
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)												
39	01160021459	FRI 09/09/16 16:40	LIGHT ON ADVENT WAY, NEAR THE JUNCTION WITH ELEY ROAD.							32	CELL 535500/192000	535550 / 192154
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY SLIP ROAD GIVE WAY/UNCONT NO XING FACILITY IN 50M												
PED RAN ACROSS THE ROAD WITHOUT LOOKING AND WAS HIT BY ON-COMING V1.												
CASUALTY 001 (001) (27 Yrs - M N16) SLIGHT DRIVER/RIDER												
CASUALTY 002 (001) (69 Yrs - M E47D) SLIGHT PEDESTRIAN												
VEHICLE	001 (000)	M/C 50-125CC	(27 Yrs - M N16)		CROSSING ROAD (NOT ON XING)		S BOUND	FROM DRIVERS N/SIDE				
BT - NEGATIVE GOING AHEAD OTHER SW TO NE JNY PART OF WORK N/S HIT FIRST JCT APP												
C002 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)						C002 A 808 (CARELESS/RECKLESS/IN A HURRY)						
C002 A 802 (FAILED TO LOOK PROPERLY)												
40	01160021593	WED 14/09/16 23:25	DARK ANGEL ROAD (NCR), NEAR THE JUNCTION WITH ANGEL ROAD SLIP ROAD							32	LINK 39-706	535230 / 192100
SELF COMPLETION ROAD-DRY WEATHER-FINE DUAL CWY SLIP ROAD GIVE WAY/UNCONT NO XING FACILITY IN 50M ROADWORKS												
AS V1 BRAKED V2 HIT V1'S REAR.												
CASUALTY 001 (001) (26 Yrs - M WD6) SLIGHT DRIVER/RIDER												
VEHICLE	001 (000)	CAR	(26 Yrs - M WD6)		SLOWING OR STOPPING		NW TO SE	COMM TO/FROM WORK				JCT APP
BT - DRV NOT CONTACTED BACK HIT FIRST												
VEHICLE	002 (000)	CAR	(? Yrs - M UNKN)		GOING AHEAD OTHER		NW TO SE					JCT APP
BT - DRV NOT CONTACTED FRONT HIT FIRST												

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Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE		
41	01160021377	WED 21/09/16 17:05	LIGHT	ON NORTH CIRCULAR ROAD, NEAR THE JUNCTION WITH MONTAGU ROAD.	32	NODE 39						534880 / 192300
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SLIP RD	SLIP ROAD	AUTO SIG	PEDN PHASE AT ATS					
V1 HIT REAR OF V2.												
CASUALTY	001 (002)	(39 Yrs - M EN11)	SLIGHT	DRIVER/RIDER								
CASUALTY	002 (002)	(36 Yrs - F EN11)	SLIGHT	PASSENGER	FRONT SEAT							
CASUALTY	003 (002)	(38 Yrs - F EN11)	SLIGHT	PASSENGER	BACK SEAT							
VEHICLE	001 (000)	CAR	(? Yrs - M UNKN)		GOING AHEAD OTHER	W TO E					JCT APP	
				BT - DRV NOT CONTACTED			FRONT HIT FIRST					
VEHICLE	002 (000)	CAR	(39 Yrs - M EN11)		GOING AHEAD OTHER	W TO E					JCT APP	
				BT - NEGATIVE			BACK HIT FIRST					
V001 A	405 (FAILED TO LOOK PROPERLY)				V001 A	602 (CARELESS/RECKLESS/IN A HURRY)						
V001 A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				V001 A	308 (FOLLOWING TOO CLOSE)						
42	01160022179	MON 26/09/16 08:40	LIGHT	ON ANGEL EDMONTON ROAD, NEAR THE JUNCTION WITH GLOVER DRIVE.	32	LINK 341-705						535150 / 191860
SELF COMPLETION ROAD-DRY			WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE AT ATS					
V2 COLLIDED WITH REAR OF STATIONARY V1.												
CASUALTY	001 (001)	(39 Yrs - M N200)	SLIGHT	DRIVER/RIDER								
VEHICLE	001 (000)	M/C 50-125CC	(39 Yrs - M N200)		GOING AHEAD HELD UP	N TO S	JNY PART OF WORK					JCT APP
				BT - DRV NOT CONTACTED			BACK HIT FIRST					
VEHICLE	002 (000)	GDS =< 3.5T	(? Yrs - M UNKN)		MOVING OFF	N TO S					JCT APP	
				BT - DRV NOT CONTACTED			FRONT HIT FIRST					
43	01160029583	SAT 01/10/16 16:00	LIGHT	LEESIDE ROAD J/W WATERMEAD WAY	32	NODE 705						535240 / 191590
SELF COMPLETION ROAD-DRY			WEATHER-FINE	SINGLE CWY	SLIP ROAD	GIVE WAY/UNCONT NO XING FACILITY IN 50M						
FTS V1 COLLIDED WITH PED												
CASUALTY	001 (001)	(14 Yrs - M EN3)	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)		N BOUND	FROM DRIVERS N/SIDE				
VEHICLE	001 (000)	CAR	(? Yrs - U)		GOING AHEAD OTHER	E TO W					JCT CLEARED	
				BT - DRV NOT CONTACTED			N/S HIT FIRST					

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Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE		
44	01160031506	FRI 14/10/16 07:40	LIGHT	LEESIDE ROAD 30M NE OF J/W WILLOUGHBY LANE	31	LINK 196-705						534860 / 191690
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M						
V1 SNEEZED AND LOST CONTROL HITTING A POLE												
CASUALTY	001 (001)	(48 Yrs - F N18)	SLIGHT	DRIVER/RIDER								
VEHICLE	001 (000)	CAR	(48 Yrs - F N18)		GOING AHEAD OTHER	NE TO SW						
				BT - NEGATIVE			N/S HIT FIRST					
				LEFT CWY NEARSIDE	HIT KERB	HIT TELEGRAPH		FOOTWAY				
V001 A	603 (NERVOUS/UNCERTAIN/PANIC)				V001 A	409 (SWERVED)						
V001 A	410 (LOSS OF CONTROL)											
45	01160031267	SAT 15/10/16 18:58	DARK	MERIDIAN WAY J/W CONDUIT LANE	32	NODE 341						535240 / 192340
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	ROUNDAABOUT	GIVE WAY/UNCONT NO XING FACILITY IN 50M						
V1 BRAKED TO AVOID ACCIDENT CAUSING PASSENGER TO FALL												
CASUALTY	001 (001)	(54 Yrs - F N15)	SLIGHT	PASSENGER	SEATED ON PSV							
VEHICLE	001 (000)	BUS/COACH	(48 Yrs - F E17)		GOING AHEAD OTHER	N TO S	JNY PART OF WORK					JCT APP
				BT - NOT REQUESTED			DID NOT IMPACT					
V001 A	408 (SUDDEN BRAKING)											
46	01160030032	TUE 18/10/16 19:25	DARK	MONTAGU ROAD J/W KENNINGHALL ROAD	32	NODE 340						534980 / 192460
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS					
V2 TURNED RIGHT INTO PATH OF ONCOMING V1, CAUSING COLLISION.												
CASUALTY	001 (001)	(55 Yrs - M N9)	SLIGHT	DRIVER/RIDER								
CASUALTY	002 (002)	(40 Yrs - M N17)	SLIGHT	DRIVER/RIDER								
VEHICLE	001 (000)	CAR	(55 Yrs - M N9)		GOING AHEAD OTHER	SW TO NE					JCT MID	
				BT - NOT REQUESTED			O/S HIT FIRST					
VEHICLE	002 (000)	CAR	(40 Yrs - M N17)		TURNING RIGHT	NE TO NW					JCT MID	
				BT - NOT REQUESTED			FRONT HIT FIRST					
V002 A	405 (FAILED TO LOOK PROPERLY)				V002 B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						
V002 A	403 (POOR TURN OR MANOEUVRE)				V002 A	602 (CARELESS/RECKLESS/IN A HURRY)						

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Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE		
47	01160028843	WED 26/10/16 08:41	LIGHT	WATERMEAD WAY J/W LEESIDE ROAD	32	NODE 705						535190 / 191610
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY OTHER JUN AUTO SIG NO XING FACILITY IN 50M												
V1 AND V2 COLLIDED SIDE BY SIDE. V2 THEN HIT 2 TRAFFIC POLES.												
CASUALTY 001 (002) (27 Yrs - M EN7) SERIOUS DRIVER/RIDER												
VEHICLE	001 (000)	TAXI	(49 Yrs - M EN3)		GOING AHEAD OTHER	N TO S						JCT APP
		BT - NEGATIVE				N/S HIT FIRST						
VEHICLE	002 (000)	M/C > 500CC	(27 Yrs - M EN7)		GOING AHEAD OTHER	N TO S						JCT APP
		BT - NOT PROVD (MEDCL REASONS)				O/S HIT FIRST						
		LEFT CWY NEARSIDE				HIT RD SIGN/ATS						
V001 B	403	(POOR TURN OR MANOEUVRE)										
V001 B	602	(CARELESS/RECKLESS/IN A HURRY)										
V002 B	405	(FAILED TO LOOK PROPERLY)										
V002 B	602	(CARELESS/RECKLESS/IN A HURRY)										
48	01160026207	MON 31/10/16 17:30	DARK	ADVENT WAY J/W WALTHAMSTOW AVENUE	32	CELL 535500/192000						535990 / 192360
POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M												
V1 HIT REAR OF STAT REAR												
CASUALTY 001 (002) (16 Yrs - M RM7) SLIGHT PASSENGER BACK SEAT												
VEHICLE	001 (000)	GDS => 7.5T	(? Yrs - M E10)		SLOWING OR STOPPING	N TO S	JNY PART OF WORK					JCT APP
		BT - DRV NOT CONTACTED				FRONT HIT FIRST						
VEHICLE	002 (000)	CAR	(19 Yrs - M RM7)		GOING AHEAD HELD UP	N TO S						JCT APP
		BT - NOT REQUESTED				BACK HIT FIRST						
V001 A	405	(FAILED TO LOOK PROPERLY)										



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE		
49	0116000287	THU 03/11/16 18:27	DARK	COOKS FERRY ROUNDABOUT J/W HARBET ROAD	32	LINK 39-706						536010 / 192270
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) (32 Yrs - F E17) SLIGHT PASSENGER BACK SEAT												
VEHICLE	001 (000)	CAR	(35 Yrs - M E4)		GOING AHEAD OTHER	E TO W						JCT APP
		BT - NOT REQUESTED				BACK HIT FIRST						
VEHICLE	002 (000)	CAR	(41 Yrs - M CM17)		GOING AHEAD HELD UP	E TO W	COMM TO/FROM WORK					JCT APP
		BT - NOT REQUESTED				BACK HIT FIRST						
V002 B	405	(FAILED TO LOOK PROPERLY)										
V001 B	405	(FAILED TO LOOK PROPERLY)										
50	01160001592	MON 14/11/16 18:30	DARK	LEESIDE ROAD 10M E OF J/W WATERMEAD WAY N17	32	NODE 705						535221 / 191594
POLICE - AT SCENE ROAD-WET WEATHER-FINE DUAL CWY T/STAG JUN AUTO SIG NO XING FACILITY IN 50M												
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (002) (34 Yrs - M N17) SLIGHT DRIVER/RIDER												
VEHICLE	001 (000)	CAR	(48 Yrs - M N9)		GOING AHEAD OTHER	W TO E	JNY PART OF WORK					JCT APP
		BT - NEGATIVE				N/S HIT FIRST						
VEHICLE	002 (000)	M/C 50-125CC	(34 Yrs - M N17)		MOVING OFF	W TO E						JCT APP
		BT - NEGATIVE				FRONT HIT FIRST						
V002 B	103	(SLIPPERY ROAD (DUE TO WEATHER))										
V002 A	301	(DISOBEYED AUTOMATIC TRAFFIC SIGNAL)										
V001 A	301	(DISOBEYED AUTOMATIC TRAFFIC SIGNAL)										
51	01160004351	MON 21/11/16 14:00	LIGHT	GLOVER DRIVE J/W IKEA ENFIELD	32	CELL 535000/191500						535240 / 191830
SELF COMPLETION UNKNOWN (S/R) WEATHER-UNKNOWN UNKNOWN UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)												
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (36 Yrs - M UNKN) SLIGHT DRIVER/RIDER												
VEHICLE	001 (000)	CAR	(36 Yrs - M UNKN)	UNKNOWN (S/R)	UNKNOWN (S/R)	U(TO U(UNKNOWN (S/R)
		BT - DRV NOT CONTACTED		UNKNOWN (S/R)		UNKNOWN (S/R)						
		UNKNOWN (S/R)		UNKNOWN (S/R)		UNKNOWN (S/R)						
VEHICLE	002 (000)	CAR	(17 Yrs - M UNKN)	UNKNOWN (S/R)	UNKNOWN (S/R)	U(TO U(UNKNOWN (S/R)
		BT - DRV NOT CONTACTED		UNKNOWN (S/R)		UNKNOWN (S/R)						
		UNKNOWN (S/R)		UNKNOWN (S/R)		UNKNOWN (S/R)						



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE		
52	01160003398	FRI 25/11/16 12:05	LIGHT	MERIDIAN WAY 100M N OF J/W ANGEL ROAD						32	CELL 535000/192500	535270 / 192510
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PELICAN OR SIMILAR SCH XING PTRL												
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (002) (26 Yrs - F N9) SLIGHT PASSENGER BACK SEAT												
VEHICLE 001 (000) GDS =< 3.5T (22 Yrs - M N15) SLOWING OR STOPPING S TO N JNY PART OF WORK												
BT - NOT REQUESTED S TO N FRONT HIT FIRST												
VEHICLE 002 (000) CAR (53 Yrs - F N9) SLOWING OR STOPPING S TO N												
BT - NOT REQUESTED SKIDDED BACK HIT FIRST												

V001 B 706 (VISION AFFECTED - DAZZLING SUN)

53	01160003626	SUN 27/11/16 10:10	LIGHT	ARGON ROAD J/W RIVERSIDE INDUSTRIAL ESTATE						32	CELL 535500/192000	535570 / 192100
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SLIP RD PRIV DRIVE GIVE WAY/UNCONT NO XING FACILITY IN 50M												
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (29 Yrs - M E3) SLIGHT PEDESTRIAN IN ROAD - NOT CROSSING E BOUND IN RD BACK TO TRAFFIC												
VEHICLE 001 (000) GDS =< 3.5T (24 Yrs - M EN9) SLOWING OR STOPPING W TO E COMM TO/FROM WORK JCT APP												
BT - NOT REQUESTED N/S HIT FIRST												

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

54	01160004206	WED 30/11/16 07:30	LIGHT	LEESIDE ROAD J/W WATERMEAD WAY						31	CELL 535000/191500	535080 / 191580
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MULTI JUN AUTO SIG PEDN PHASE AT ATS												
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (58 Yrs - M EN8) SLIGHT DRIVER/RIDER												
VEHICLE 001 (000) M/C > 500CC (58 Yrs - M EN8) GOING AHEAD OTHER N TO S JCT CLEARED												
BT - NEGATIVE N/S HIT FIRST												
VEHICLE 002 (000) GDS =< 3.5T (28 Yrs - M RM1) U-TURNING N TO S COMM TO/FROM WORK JCT CLEARED												
BT - NEGATIVE BACK HIT FIRST												

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 B 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)

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Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE		
55	01160005015	SAT 03/12/16 08:53	LIGHT	NORTH CIRCULAR ROAD 150M E OF J/W MOLLISON AVENUE						32	LINK 39-706	535580 / 192140
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M FOOTBRIDGE OR SUBWAY												
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (002) (18 Yrs - F UNKN) SLIGHT PASSENGER FRONT SEAT												
VEHICLE 001 (000) CAR (22 Yrs - M EN1) GOING AHEAD OTHER W TO E COMM TO/FROM WORK												
BT - NEGATIVE LEFT CWY NEARSIDE FRONT HIT FIRST												
VEHICLE 002 (000) CAR (19 Yrs - M N17) GOING AHEAD OTHER W TO E COMM TO/FROM WORK												
BT - NEGATIVE HIT NR/OFF BAR N/S HIT FIRST												

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

56	01160005822	THU 08/12/16 07:28	LIGHT	LEESIDE ROAD 50M E OF J/W WATERMEAD WAY						31	CELL 535000/191500	535275 / 191578
POLICE - AT SCENE ROAD-WET WEATHER-OTHER SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M												
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (002) (21 Yrs - M EN4) SLIGHT DRIVER/RIDER												
VEHICLE 001 (000) CAR (33 Yrs - M N17) GOING AHEAD OTHER W TO E JNY PART OF WORK												
BT - NEGATIVE LEFT CWY NEARSIDE O/S HIT FIRST												
VEHICLE 002 (000) M/C 50-125CC (21 Yrs - M EN4) OVERTAKING NEARSIDE E TO W O/S HIT FIRST												
BT - NEGATIVE												
VEHICLE 003 (000) GDS => 7.5T (44 Yrs - M CF14) ARTIC GOING AHEAD OTHER E TO W JNY PART OF WORK												
BT - NEGATIVE O/S HIT FIRST												

V002 A 403 (POOR TURN OR MANOEUVRE)

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

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Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P) 36 MTS TO JUN-2018 SORTED BY DATE

57 01160006073 FRI 09/12/16 12:30 LIGHT ARGON ROAD 10M W OF J/W COOKS FERRY ROUNDABOUT 32 LINK 39-706 535880 / 192250
POLICE - AT SCENE ROAD-WET RAINING ONE-WAY ST ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M OIL OR DIESEL

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (25 Yrs - F E17) SLIGHT DRIVER/RIDER
VEHICLE 001 (000) CAR (25 Yrs - F E17) GOING AHEAD LEFT BEND W TO E LEAVING R'ABOUT
BT - NOT PROVD (MEDCL REASONS) FRONT HIT FIRST
LEFT CWY OFFSIDE HIT BOLLARD HIT NR/OFF BAR
VEHICLE 002 (000) TAXI (49 Yrs - M N17) GOING AHEAD RIGHT BEND W TO E JNY PART OF WORK
BT - NOT PROVD (MEDCL REASONS) BACK HIT FIRST
VEHICLE 003 (000) CAR (74 Yrs - M IG9) GOING AHEAD RIGHT BEND W TO E JCT APP
BT - NOT PROVD (MEDCL REASONS) FRONT HIT FIRST

V001 B 102 (DEPOSIT ON ROAD (EG. OIL, MUD, CHIPPINGS)) V001 A 409 (SWERVED)
V003 A 408 (SUDDEN BRAKING)

58 01160007228 SAT 10/12/16 13:25 LIGHT CONDUIT LANE J/W MONTAGU ROAD 32 NODE 340 534994 / 192469
SELF COMPLETION ROAD-WET RAINING ONE-WAY ST ROUNDABOUT GIVE WAY/UNCONT UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (41 Yrs - M E16) SLIGHT DRIVER/RIDER
VEHICLE 001 (000) CAR (41 Yrs - M E16) 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)
VEHICLE 002 (000) CAR (? Yrs - U) 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)



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P) 36 MTS TO JUN-2018 SORTED BY DATE

59 01170010036 THU 05/01/17 23:30 DARK NORTH CIRCULAR ROAD J/W NORTH CIRCULAR ROAD SLIP ROAD 32 LINK 39-706 535660 / 192170
POLICE - AT SCENE ROAD-WET WEATHER-FINE DUAL CWY SLIP ROAD GIVE WAY/UNCONT NO XING FACILITY IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (22 Yrs - M CR0) SLIGHT DRIVER/RIDER
VEHICLE 001 (000) CAR (22 Yrs - M CR0) GOING AHEAD OTHER E TO W JCT CLEARED
BT - NEGATIVE SKIDDED FRONT HIT FIRST

V001 A 103 (SLIPPERY ROAD (DUE TO WEATHER)) V001 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)
V001 A 408 (SUDDEN BRAKING) V001 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

60 01170014711 FRI 27/01/17 20:05 DARK GLOVER DRIVE 30M E OF J/W ANGEL EDMONTON ROAD THE NEAREST CLASSIFI 32 CELL 535000/191500 535200 / 191850
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY NO JUN IN 20M CENTRAL REFUGE

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (32 Yrs - F E4) SLIGHT DRIVER/RIDER
CASUALTY 002 (002) (57 Yrs - F N15) SLIGHT PASSENGER BACK SEAT
CASUALTY 003 (002) (39 Yrs - F E4) SLIGHT PASSENGER FRONT SEAT
VEHICLE 001 (000) CAR (46 Yrs - M N17) SLOWING OR STOPPING E TO W FRONT HIT FIRST
BT - NEGATIVE FRONT HIT FIRST
VEHICLE 002 (000) CAR (32 Yrs - F E4) GOING AHEAD HELD UP E TO W BACK HIT FIRST
BT - NOT PROVD (MEDCL REASONS)

V001 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) V001 A 103 (SLIPPERY ROAD (DUE TO WEATHER))

61 01170027507 THU 02/03/17 11:00 LIGHT ARGON ROAD 50M N OF J/W ARGON ROAD 32 CELL 535000/192000 535470 / 192070
SELF COMPLETION UNKNOWN (S/R) WEATHER-UNKNOWN UNKNOWN NO JUN IN 20M UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (49 Yrs - M E17) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) UNKNOWN FROM DRIVERS N/SIDE
VEHICLE 001 (000) CAR (39 Yrs - F E17) GOING AHEAD OTHER U(TO U(FRONT HIT FIRST
BT - DRV NOT CONTACTED FRONT HIT FIRST



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)							36 MTS TO JUN-2018 SORTED BY DATE		
62	01170024231	FRI 10/03/17 07:00	LIGHT	KENNINGHALL ROAD J/W MONTAGU GARDENS	32	NODE 340	534990	/	192450
POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST CROSSROADS AUTO SIG NO XING FACILITY IN 50M									
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY 001 (002) (27 Yrs - M N18) SLIGHT DRIVER/RIDER									
VEHICLE	001 (000)	CAR	(37 Yrs - M N9)	MOVING OFF	S TO N				JCT APP
				BT - NOT REQUESTED	FRONT HIT FIRST				
VEHICLE	002 (000)	M/C > 500CC	(27 Yrs - M N18)	MOVING OFF	NE TO SW				JCT MID
				BT - NOT REQUESTED	OVERTURN	FRONT HIT FIRST			
V002 B 405 (FAILED TO LOOK PROPERLY)									
63	01170025222	SAT 11/03/17 09:01	LIGHT	NORTH CIRCULAR ROAD 45M S OF J/W UNIT 15A/B ELEY ROAD N18 3BB	32	LINK 39-706	535580	/	192150
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M									
OTHER OBJECT IN CWY									
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY 001 (001) (40 Yrs - M N11) SLIGHT DRIVER/RIDER									
VEHICLE	001 (000)	GDS => 7.5T	(40 Yrs - M N11)	SKIDDED	SLOWING OR STOPPING	W TO E	JNY PART OF WORK		
				BT - NOT REQUESTED		FRONT HIT FIRST			
VEHICLE	002 (000)	GDS => 7.5T	(21 Yrs - M EN6)	SKIDDED	SLOWING OR STOPPING	W TO E	JNY PART OF WORK		
				BT - NOT REQUESTED		BACK HIT FIRST			
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					V002 A 408 (SUDDEN BRAKING)				
V001 B 308 (FOLLOWING TOO CLOSE)									



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)							36 MTS TO JUN-2018 SORTED BY DATE		
64	01170028353	MON 27/03/17 16:25	LIGHT	LEE PARK WAY 50M N OF J/W A406	32	CELL 535500/192000	535950	/	192390
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) (29 Yrs - M CM19) SLIGHT DRIVER/RIDER									
CASUALTY 002 (001) (44 Yrs - M E17) SLIGHT PASSENGER									
VEHICLE	001 (000)	GDS =< 3.5T	(29 Yrs - M CM19)	GOING AHEAD HELD UP	N TO S	JNY PART OF WORK			
				BT - NOT REQUESTED	FRONT HIT FIRST				
VEHICLE	002 (000)	GDS 3.5-7.5T	(? Yrs - U)	GOING AHEAD HELD UP	N TO S				
				BT - DRV NOT CONTACTED	FRONT HIT FIRST				
V002 B 408 (SUDDEN BRAKING)									
65	01170029869	THU 30/03/17 14:40	LIGHT	ARGON ROAD J/W GLOVER DRIVE	32	CELL 535000/191500	535380	/	191930
POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST MINI GIVE WAY/UNCONT ZEBRA									
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY 001 (001) (23 Yrs - F N17) SLIGHT DRIVER/RIDER									
CASUALTY 002 (001) (20 Yrs - F N18) SLIGHT PASSENGER									
VEHICLE	001 (000)	CAR	(23 Yrs - F N17)	FRONT SEAT	SLOWING OR STOPPING	N TO S			JCT APP
				BT - DRV NOT CONTACTED	BACK HIT FIRST				
VEHICLE	002 (000)	CAR	(? Yrs - U)	GOING AHEAD OTHER	N TO S				JCT APP
				BT - DRV NOT CONTACTED	FRONT HIT FIRST				
V002 A 601 (AGGRESSIVE DRIVING)					V002 A 602 (CARELESS/RECKLESS/IN A HURRY)				
V002 A 902 (VEHICLE IN COURSE OF CRIME)									



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE		
66	01170032681	MON 03/04/17 18:27	DARK	GLOVER DRIVE J/W UNKNOWN						32	CELL 535000/191500	535280 / 191840
SELF COMPLETION			UNKNOWN (S/R)	WEATHER-UNKNOWN	UNKNOWN	UNKNOWN (S/R)	UNKNOWN (S/R)	UNKNOWN (S/R)	UNKNOWN (S/R)		UNKNOWN (S/R)	UNKNOWN (S/R)
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (21 Yrs - F N16) SLIGHT DRIVER/RIDER												
VEHICLE 001 (000) CAR (21 Yrs - F N16) 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)												
VEHICLE 002 (000) CAR (? Yrs - M UNKN) 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)												
67	01170031124	SUN 09/04/17 12:50	LIGHT	WATERMEAD WAY J/W LEESIDE ROAD						31	LINK 212-705	535190 / 191520
POLICE - AT SCENE			ROAD-DRY	WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG		PEDN PHASE AT ATS			
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (54 Yrs - M N1) SERIOUS DRIVER/RIDER												
CASUALTY 002 (001) (20 Yrs - M N1) SERIOUS PASSENGER												
CASUALTY 003 (002) (49 Yrs - M EN3) SLIGHT DRIVER/RIDER												
VEHICLE 001 (000) M/C > 500CC (54 Yrs - M N1) GOING AHEAD OTHER N TO S JCT CLEARED												
BT - NOT REQUESTED FRONT HIT FIRST												
VEHICLE 002 (000) CAR (49 Yrs - M EN3) GOING AHEAD OTHER S TO N JCT CLEARED												
BT - NEGATIVE FRONT HIT FIRST												
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)												



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE		
68	01170034099	WED 26/04/17 16:24	LIGHT	NORTH CIRCULAR ROAD 600M E OF J/W FORE STREET						32	LINK 39-706	535510 / 192100
POLICE - AT SCENE			ROAD-WET	WEATHER-FINE	DUAL CWY	NO JUN IN 20M			NO XING FACILITY IN 50M			
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (002) (24 Yrs - M HA08) SERIOUS DRIVER/RIDER												
VEHICLE 001 (000) CAR (23 Yrs - M UB3) GOING AHEAD OTHER W TO E JNY PART OF WORK												
BT - NEGATIVE BACK HIT FIRST												
VEHICLE 002 (000) M/C 125-500CC (24 Yrs - M HA08) GOING AHEAD OTHER E TO W												
BT - NEGATIVE FRONT HIT FIRST												
VEHICLE 003 (000) GDS =< 3.5T (48 Yrs - M CT09) GOING AHEAD OTHER W TO E COMM TO/FROM WORK												
BT - NEGATIVE BACK HIT FIRST												
VEHICLE 004 (000) GDS => 7.5T (? Yrs - M IP22) GOING AHEAD OTHER W TO E JNY PART OF WORK												
BT - NEGATIVE FRONT HIT FIRST												
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						V004 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						
69	01170034811	WED 26/04/17 17:00	LIGHT	CONDUIT LANE J/W MONTAGU ROAD						32	NODE 340	535000 / 192470
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) (65 Yrs - M N20) SLIGHT DRIVER/RIDER												
VEHICLE 001 (000) CAR (65 Yrs - M N20) GOING AHEAD HELD UP E TO W JCT APP												
BT - DRV NOT CONTACTED BACK HIT FIRST												
VEHICLE 002 (000) CAR (27 Yrs - M RM6) GOING AHEAD OTHER E TO W JCT APP												
BT - DRV NOT CONTACTED SKIDDED FRONT HIT FIRST												



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE		
70	01170037826	WED 26/04/17 17:00	LIGHT	A406 J/W UNKNOWN						32	CELL 535500/192000	535780 / 192070
SELF COMPLETION UNKNOWN (S/R) WEATHER-UNKNOWN UNKNOWN UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)										UNKNOWN (S/R) UNKNOWN (S/R)		
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (22 Yrs - M NW09) SLIGHT DRIVER/RIDER												
VEHICLE	001 (000)	CAR	(22 Yrs - M NW09)	UNKNOWN (S/F UNKNOWN (S/R)				U(TO U(				UNKNOWN (S/R)
				BT - DRV NOT CONTACTED	UNKNOWN (S/R)			UNKNOWN (S/R)				
				UNKNOWN (S/R)	UNKNOWN (S/R)			UNKNOWN (S/R)		UNKNOWN (S/R)		
VEHICLE	002 (000)	CAR	(? Yrs - M RM05)	UNKNOWN (S/F UNKNOWN (S/R)				U(TO U(				UNKNOWN (S/R)
				BT - DRV NOT CONTACTED	UNKNOWN (S/R)			UNKNOWN (S/R)				
				UNKNOWN (S/R)	UNKNOWN (S/R)			UNKNOWN (S/R)		UNKNOWN (S/R)		
71	01170036599	WED 10/05/17 14:50	LIGHT	RAVENSIDE CLOSE 25M S OF J/W ARGON ROAD						32	CELL 535500/192000	535610 / 192060
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M										NO XING FACILITY IN 50M		OTHER OBJECT IN CWY
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (50 Yrs - F E17) SLIGHT DRIVER/RIDER												
CASUALTY 002 (001) (52 Yrs - M E17) SLIGHT PASSENGER FRONT SEAT												
VEHICLE	001 (000)	CAR	(50 Yrs - F E17)					GOING AHEAD OTHER	N TO S			FRONT HIT FIRST
				BT - NOT REQUESTED								
								HIT BRDG SIDE				
V001 A 109 (ANIMAL OR OBJECT IN CARRIAGEWAY)												



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE		
72	01170037214	SAT 13/05/17 04:35	DARK	NORTH CIRCULAR ROAD 300M E OF J/W MERIDAN WAY THE NEAREST CLASSIFI						32	LINK 39-706	535480 / 192090
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) (18 Yrs - F HA3) SLIGHT PASSENGER FRONT SEAT												
CASUALTY 002 (001) (20 Yrs - F HA3) SERIOUS PASSENGER BACK SEAT												
VEHICLE	001 (000)	CAR	(18 Yrs - F HA2)					GOING AHEAD OTHER	E TO W			FRONT HIT FIRST
				BT - NEGATIVE								
				LEFT CWY ONTO CENTRAL RES								
VEHICLE	002 (000)	CAR	(? Yrs - U)					GOING AHEAD OTHER	E TO W			DID NOT IMPACT
				BT - DRV NOT CONTACTED								
VEHICLE	003 (000)	CAR	(34 Yrs - M UNKN)					GOING AHEAD OTHER	E TO W	JNY PART OF WORK		BACK HIT FIRST
				BT - NEGATIVE								
VEHICLE	004 (000)	CAR	(55 Yrs - M RM13)					GOING AHEAD OTHER	E TO W			FRONT HIT FIRST
				BT - NEGATIVE								
V001 B 509 (DISTRACTION IN VEHICLE) V002 B 602 (CARELESS/RECKLESS/IN A HURRY)												
V004 A 405 (FAILED TO LOOK PROPERLY)												
73	01170043408	FRI 16/06/17 19:09	LIGHT	COOKS FERRY ROUNDABOUT J/W SLIP ROAD OF A406 EAST						32	LINK 39-706	536020 / 192270
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) (32 Yrs - M EN3) SLIGHT DRIVER/RIDER												
VEHICLE	001 (000)	CAR	(37 Yrs - M N16)					MOVING OFF	P TO W			FRONT HIT FIRST
				BT - NEGATIVE								
VEHICLE	002 (000)	M/C > 500CC	(32 Yrs - M EN3)					MOVING OFF	P TO W			BACK HIT FIRST
				BT - NEGATIVE								
V001 A 403 (POOR TURN OR MANOEUVRE) V001 B 602 (CARELESS/RECKLESS/IN A HURRY)												
V001 B 510 (DISTRACTION OUTSIDE VEHICLE)												



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE		
74	01170052771	TUE 20/06/17 12:15	LIGHT	RAVENSIDE CLOSE J/W RAVENSIDE CLOSE						32	CELL 535500/192000	535620 / 192070
SELF COMPLETION UNKNOWN (S/R) WEATHER-UNKNOWN UNKNOWN UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)										UNKNOWN (S/R) UNKNOWN (S/R)		
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (? Yrs - F UNKN) SLIGHT PEDESTRIAN UNKNOWN												
VEHICLE 001 (000) CAR (43 Yrs - M E4) UNKNOWN (S/F UNKNOWN (S/R) U(TO U(UNKNOWN (S/R)												
BT - NOT REQUESTED UNKNOWN (S/R) UNKNOWN (S/R)												
UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)												
75	01170046544	THU 22/06/17 15:18	LIGHT	COOKS FERRY ROUNDABOUT J/W WALTHAMSTOW AVENUE						32	CELL 536000/192000	536020 / 192330
POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M										UNKNOWN (S/R) UNKNOWN (S/R)		
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (002) (33 Yrs - M N17) SLIGHT DRIVER/RIDER												
VEHICLE 001 (000) GDS =< 3.5T (34 Yrs - M N12) TURNING RIGHT W TO S JNY PART OF WORK JCT MID												
BT - NOT REQUESTED O/S HIT FIRST												
VEHICLE 002 (000) CAR (33 Yrs - M N17) GOING AHEAD OTHER W TO E LEAVING R'ABOUT												
BT - NOT REQUESTED N/S HIT FIRST												
LEFT CWY AHEAD AT JUNCTN HIT LAMP POST												
V001 B 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL) V002 B 405 (FAILED TO LOOK PROPERLY)												
76	01170058647	MON 26/06/17 16:50	LIGHT	GLOVER DRIVE J/W UNKNOWN						32	CELL 535000/191500	535340 / 191730
SELF COMPLETION UNKNOWN (S/R) WEATHER-UNKNOWN UNKNOWN UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)										UNKNOWN (S/R) UNKNOWN (S/R)		
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (? Yrs - F N17) SLIGHT DRIVER/RIDER												
VEHICLE 001 (000) CAR (? Yrs - F N17) UNKNOWN (S/F UNKNOWN (S/R) U(TO U(UNKNOWN (S/R)												
BT - DRV NOT CONTACTED UNKNOWN (S/R) UNKNOWN (S/R)												
UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)												



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE		
77	01170046238	SUN 02/07/17 14:04	LIGHT	NORTH CIRCULAR ROAD 50M W OF J/W ADVENT WAY						32	LINK 39-706	535660 / 192200
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M										UNKNOWN (S/R) UNKNOWN (S/R)		
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (65 Yrs - M N14) SLIGHT DRIVER/RIDER												
CASUALTY 002 (002) (46 Yrs - F HA2) SLIGHT PASSENGER BACK SEAT												
CASUALTY 003 (004) (18 Yrs - F E18) SLIGHT DRIVER/RIDER												
VEHICLE 001 (000) CAR (65 Yrs - M N14) GOING AHEAD OTHER W TO E												
BT - NOT PROVD (MEDCL REASONS) FRONT HIT FIRST												
VEHICLE 002 (000) CAR (23 Yrs - M HA2) SLOWING OR STOPPING W TO E												
BT - NOT REQUESTED BACK HIT FIRST												
VEHICLE 003 (000) CAR (58 Yrs - M N14) GOING AHEAD OTHER W TO E												
BT - NOT REQUESTED BACK HIT FIRST												
VEHICLE 004 (000) CAR (18 Yrs - F E18) GOING AHEAD OTHER W TO E												
BT - NOT REQUESTED BACK HIT FIRST												
VEHICLE 005 (000) CAR (23 Yrs - M N15) GOING AHEAD OTHER W TO E												
BT - NOT REQUESTED FRONT HIT FIRST												
V005 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)												
78	01170048307	FRI 14/07/17 05:15	LIGHT	WATERMEAD WAY J/W LEESIDE ROAD						32	NODE 705	535180 / 191590
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS										UNKNOWN (S/R) UNKNOWN (S/R)		
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (17 Yrs - M SG14) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) E BOUND FROM DRIVERS O/SIDE												
VEHICLE 001 (000) GDS =< 3.5T (? Yrs - U) GOING AHEAD OTHER S TO N JCT MID												
BT - DRV NOT CONTACTED FRONT HIT FIRST												
V001 A 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)												



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE		
79	01170048724	MON 17/07/17 09:20	LIGHT	MONTAGU ROAD J/W NORTH CIRCULAR ROAD						32	NODE 39	534910 / 192280
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SLIP RD SLIP ROAD AUTO SIG PEDN PHASE AT ATS												
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (45 Yrs - M RM6) SLIGHT DRIVER/RIDER												
VEHICLE	001 (000)	CAR	(45 Yrs - M RM6)		GOING AHEAD OTHER	E TO N						JCT APP
BT - NOT REQUESTED BACK HIT FIRST												
VEHICLE	002 (000)	CAR	(45 Yrs - M E10)		SLOWING OR STOPPING	E TO N						JCT APP
BT - NOT REQUESTED FRONT HIT FIRST												
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						V002 B 408 (SUDDEN BRAKING)						
80	01170051113	SAT 29/07/17 15:05	LIGHT	WATERMEAD WAY J/W LEESIDE ROAD						32	NODE 705	535180 / 191580
POLICE - AT SCENE ROAD-WET RAINING DUAL CWY T/STAG JUN AUTO SIG PELICAN OR SIMILAR												
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (002) (41 Yrs - F EN9) SLIGHT DRIVER/RIDER												
CASUALTY 002 (002) (63 Yrs - F HA4) SLIGHT PASSENGER FRONT SEAT												
CASUALTY 003 (002) (9 Yrs - F HA4) SLIGHT PASSENGER BACK SEAT												
JOURNEY TO/FROM SCHOOL Sch Attended : FIELDEND												
VEHICLE	001 (000)	OTH MOT VEH	(38 Yrs - M RM16)		SLOWING OR STOPPING	S TO N	JNY PART OF WORK					JCT APP
BT - NOT REQUESTED FRONT HIT FIRST												
VEHICLE	002 (000)	CAR	(41 Yrs - F EN9)		SLOWING OR STOPPING	S TO N						JCT APP
BT - NOT REQUESTED BACK HIT FIRST												
V001 A 509 (DISTRACTION IN VEHICLE)												
81	01170051192	SUN 30/07/17 15:00	LIGHT	ADVENT WAY J/W ELY ROAD						32	CELL 535500/192000	535560 / 192160
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) (14 Yrs - M RM10) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) N BOUND FROM DRIVERS N/SIDE												
VEHICLE	001 (000)	OTH MOT VEH	(48 Yrs - M WS10)		GOING AHEAD OTHER	E TO W						JCT CLEARED
BT - NEGATIVE N/S HIT FIRST												
C001 A 802 (FAILED TO LOOK PROPERLY)												



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE		
82	01170057069	THU 31/08/17 06:33	LIGHT	ANGEL EDMONTON ROAD J/W GLOVER DRIVE						32	LINK 341-705	535150 / 191850
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) (19 Yrs - M E17) SLIGHT DRIVER/RIDER												
CASUALTY 002 (001) (41 Yrs - M E17) SLIGHT PASSENGER FRONT SEAT												
VEHICLE	001 (000)	CAR	(19 Yrs - M E17)		GOING AHEAD OTHER	S TO N	COMM TO/FROM WORK					JCT APP
BT - NEGATIVE FRONT HIT FIRST												
VEHICLE	002 (000)	BUS/COACH	(35 Yrs - M N4)		SLOWING OR STOPPING	S TO N	JNY PART OF WORK					JCT APP
BT - NEGATIVE BACK HIT FIRST												
V001 A 410 (LOSS OF CONTROL)												
83	01170062441	THU 31/08/17 17:00	DARK	MERIDIAN ROAD J/W UNKNOWN						32	LINK 341-353	535250 / 192390
SELF COMPLETION UNKNOWN (S/R) WEATHER-UNKNOWN UNKNOWN MULTI JUN UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)												
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (32 Yrs - M EN3) SLIGHT DRIVER/RIDER												
VEHICLE	001 (000)	GDS =< 3.5T	(32 Yrs - M EN3)	UNKNOWN (S/F UNKNOWN (S/R)		U(TO U(						UNKNOWN (S/R)
BT - DRV NOT CONTACTED UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)												
VEHICLE	002 (000)	CAR	(? Yrs - M UNKN)	UNKNOWN (S/F UNKNOWN (S/R)		U(TO U(						UNKNOWN (S/R)
BT - DRV NOT CONTACTED UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)												
84	01170056859	FRI 01/09/17 12:30	LIGHT	ARGON ROAD 52M W OF J/W ARGON ROAD						32	CELL 535000/192000	535330 / 192035
POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST NO JUN IN 20M NO XING FACILITY IN 50M												
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (52 Yrs - F N14) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) S BOUND FROM DRIVERS O/SIDE												
VEHICLE	001 (000)	GDS =< 3.5T	(58 Yrs - M SW19)		MOVING OFF	W TO E	JNY PART OF WORK					
BT - NOT REQUESTED O/S HIT FIRST												
C001 B 802 (FAILED TO LOOK PROPERLY)						V001 B 405 (FAILED TO LOOK PROPERLY)						



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE		
85	01170057023	SAT 02/09/17 18:25	LIGHT	MONTAGU ROAD J/W MONTAGUE ROAD AND KENNINGHALL ROAD						32	NODE 340	534960 / 192440
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M												
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY	001 (001)	(27 Yrs - F N9)	SLIGHT	PASSENGER	FRONT SEAT							
VEHICLE	001 (000)	CAR	(39 Yrs - M EN3)		GOING AHEAD HELD UP	S TO N						JCT APP
		BT - NOT REQUESTED				BACK HIT FIRST						
VEHICLE	002 (000)	GDS =< 3.5T	(49 Yrs - M EN3)		SLOWING OR STOPPING	S TO N						JCT APP
		BT - DRV NOT CONTACTED				FRONT HIT FIRST						
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)												
86	01170059261	FRI 15/09/17 20:40	DARK	ARGON ROAD 50M W OF J/W RAVENSIDE CLOSE THE NEAREST CLASSIFIED ROA						32	CELL 535500/192000	535500 / 192080
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)	(23 Yrs - M NW8)	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)	N BOUND	FROM DRIVERS O/SIDE					
VEHICLE	001 (000)	CAR	(24 Yrs - M E4)		GOING AHEAD OTHER	W TO E						
		BT - NOT REQUESTED				O/S HIT FIRST						
C001 A 802 (FAILED TO LOOK PROPERLY)												



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE		
87	01170061726	FRI 29/09/17 08:48	LIGHT	MONTAGUE ROAD J/W MONTAGUE ROAD						32	NODE 39	534940 / 192280
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY MULTI JUN AUTO SIG PELICAN OR SIMILAR												
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY	001 (001)	(35 Yrs - M WS3)	SLIGHT	DRIVER/RIDER								
CASUALTY	002 (001)	(30 Yrs - F WS3)	SLIGHT	PASSENGER	BACK SEAT							
VEHICLE	001 (000)	CAR	(35 Yrs - M WS3)		GOING AHEAD OTHER	E TO W						JCT APP
		BT - NOT REQUESTED				FRONT HIT FIRST						
VEHICLE	002 (000)	GDS =< 3.5T	(? Yrs - U)		GOING AHEAD OTHER	E TO W						JCT APP
		BT - DRV NOT CONTACTED				FRONT HIT FIRST						
VEHICLE	003 (000)	TAXI	(51 Yrs - M E4)		GOING AHEAD OTHER	E TO W	JNY PART OF WORK					JCT APP
		BT - NOT REQUESTED				FRONT HIT FIRST						
V001 B 405 (FAILED TO LOOK PROPERLY)												
88	01170061937	SUN 01/10/17 16:04	LIGHT	MONTAGU ROAD N18 J/W CONDUIT LANE						32	NODE 340	534990 / 192460
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT PEDN PHASE AT ATS												
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY	001 (001)	(24 Yrs - M EN3)	SLIGHT	DRIVER/RIDER								
CASUALTY	002 (001)	(24 Yrs - F N9)	SLIGHT	PASSENGER	BACK SEAT							
CASUALTY	003 (002)	(42 Yrs - M CM18)	SLIGHT	DRIVER/RIDER								
CASUALTY	004 (002)	(37 Yrs - F CM18)	SLIGHT	PASSENGER	FRONT SEAT							
VEHICLE	001 (000)	TAXI	(24 Yrs - M EN3)		GOING AHEAD OTHER	SW TO SE	JNY PART OF WORK					JCT MID
		BT - NOT REQUESTED				FRONT HIT FIRST						
VEHICLE	002 (000)	CAR	(42 Yrs - M CM18)		TURNING RIGHT	SE TO NE						JCT APP
		BT - NOT REQUESTED				N/S HIT FIRST						
V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)												
V002 A 108 (ROAD LAYOUT (EG BEND, HILL, NARROW CARRIAGEWAY))												



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)							36 MTS TO JUN-2018 SORTED BY DATE		
89	01170062495	TUE 03/10/17 14:35	LIGHT	HASTINGWOOD TRADING ESTATE 35 HARBET RD LONDON N18 3HT J/W RIVERME	32	CELL 536000/191500	536040	/	191850
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) (25 Yrs - M E2) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) N BOUND FROM DRIVERS O/SIDE									
VEHICLE 001 (000) GDS =< 3.5T (30 Yrs - M N17) REVERSING P TO S JNY PART OF WORK JCT CLEARED									
BT - NOT REQUESTED BACK HIT FIRST									
C001 A 802 (FAILED TO LOOK PROPERLY)									
90	01170065401	MON 09/10/17 15:20	LIGHT	WALTHAMSTOW AVENUE J/W SLIP ROAD	32	LINK 39-706	536070	/	192310
SELF COMPLETION ROAD-DRY WEATHER-FINE UNKNOWN UNKNOWN (S/R) UNKNOWN (S/R) NO XING FACILITY IN 50M									
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY 001 (001) (39 Yrs - M CM5) SLIGHT DRIVER/RIDER									
VEHICLE 001 (000) CAR (39 Yrs - M CM5) UNKNOWN (S/F) UNKNOWN (S/R) U(TO U(UNKNOWN (S/R) UNKNOWN (S/R)									
BT - DRV NOT CONTACTED UNKNOWN (S/R)									
VEHICLE 002 (000) OTH MOT VEH (? Yrs - M EN03) 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)									
91	01170064488	SAT 14/10/17 06:14	DARK	ARGON ROAD J/W RAVENSIDE CLOSE	32	CELL 535500/192000	535590	/	192120
POLICE - AT SCENE ROAD-DRY WEATHER-UNKNOWN SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M									
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY 001 (001) (25 Yrs - M UNKN) SLIGHT DRIVER/RIDER									
CASUALTY 002 (002) (33 Yrs - M CM17) SERIOUS DRIVER/RIDER									
VEHICLE 001 (000) CAR (25 Yrs - M UNKN) GOING AHEAD OTHER W TO E JCT MID									
BT - DRV NOT CONTACTED FRONT HIT FIRST									
VEHICLE 002 (000) CAR (33 Yrs - M CM17) GOING AHEAD OTHER E TO W JCT MID									
BT - NOT REQUESTED FRONT HIT FIRST									
LEFT CWY OFFSIDE									
V002 B 409 (SWERVED)									



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)							36 MTS TO JUN-2018 SORTED BY DATE		
92	01170075486	THU 02/11/17 03:30	LIGHT	CAVENDISH ROAD J/W CAVENDISH RD	32	CELL 534500/192000	534850	/	192370
SELF COMPLETION ROAD-DRY WEATHER-OTHER SINGLE CWY UNKNOWN (S/R) UNKNOWN (S/R) NO XING FACILITY IN 50M UNKNOWN (S/R)									
UNKNOWN (S/R)									
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY 001 (001) (23 Yrs - F EN3) SLIGHT DRIVER/RIDER									
CASUALTY 002 (001) (? Yrs - F EN3) SLIGHT PASSENGER BACK SEAT									
CASUALTY 003 (001) (? Yrs - F N18) SLIGHT PASSENGER FRONT SEAT									
VEHICLE 001 (000) CAR (23 Yrs - F EN3) 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)									
93	01170068906	FRI 03/11/17 15:30	LIGHT	MERIDIAN WAY 100M N OF J/W CONDUIT LANE	32	LINK 341-353	535260	/	192440
SELF COMPLETION UNKNOWN (S/R) WEATHER-FINE UNKNOWN NO JUN IN 20M UNKNOWN (S/R) UNKNOWN (S/R)									
UNKNOWN (S/R) UNKNOWN (S/R)									
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY 001 (001) (29 Yrs - M N22) SLIGHT DRIVER/RIDER									
VEHICLE 001 (000) CAR (29 Yrs - M N22) UNKNOWN (S/F) UNKNOWN (S/R) U(TO U(UNKNOWN (S/R) UNKNOWN (S/R)									
BT - NOT REQUESTED UNKNOWN (S/R) UNKNOWN (S/R)									
UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)									
VEHICLE 002 (000) CAR (? Yrs - M UNKN) UNKNOWN (S/F) UNKNOWN (S/R) U(TO U(UNKNOWN (S/R) UNKNOWN (S/R)									
BT - NOT REQUESTED UNKNOWN (S/R) UNKNOWN (S/R)									
UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)									



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE	
94	01170068502	MON 06/11/17 11:54	LIGHT	NORTH CIRCULAR ROAD 100M W OF J/W ANGEL EDMONTON ROAD THE NEAREST	32	LINK 39-706	535160	/	192130		
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) (59 Yrs - F E17) SLIGHT DRIVER/RIDER											
VEHICLE	001 (000)	CAR	(59 Yrs - F E17)		SLOWING OR STOPPING	E TO W	COMM TO/FROM WORK				
BT - NOT PROVD (MEDCL REASONS)						FRONT HIT FIRST					
VEHICLE	002 (000)	CAR	(25 Yrs - M E4)		SLOWING OR STOPPING	E TO W	COMM TO/FROM WORK				
BT - NOT REQUESTED						BACK HIT FIRST					
VEHICLE	003 (000)	GDS =< 3.5T	(39 Yrs - M LU2)		SLOWING OR STOPPING	E TO W	JNY PART OF WORK				
BT - NOT REQUESTED						BACK HIT FIRST					
VEHICLE	004 (000)	CAR	(47 Yrs - M E13)		SLOWING OR STOPPING	E TO W	COMM TO/FROM WORK				
BT - NOT REQUESTED						BACK HIT FIRST					
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)											
95	01170070072	TUE 14/11/17 17:30	DARK	MONTAGU ROAD J/W CONDUIT LANE	32	NODE 340	534980	/	192460		
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M											
NOT KNOWN HOW COLLISION OCCURRED											
CASUALTY 001 (002) (68 Yrs - F CB23) SLIGHT PASSENGER FRONT SEAT											
VEHICLE	001 (000)	CAR	(33 Yrs - M N11)		GOING AHEAD OTHER	S TO N			JCT MID		
BT - NOT REQUESTED						FRONT HIT FIRST					
VEHICLE	002 (000)	CAR	(70 Yrs - M CB23)		TURNING RIGHT	N TO N			JCT MID		
BT - NOT REQUESTED						O/S HIT FIRST					
V001 B 402 (JUNCTION RESTART)											



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE	
96	01170071136	SUN 19/11/17 04:30	DARK	NORTH CIRCULAR ROAD 55M N OF J/W FOLLY LANE	32	LINK 39-706	536090	/	192290		
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) (31 Yrs - M NW4) SLIGHT DRIVER/RIDER											
VEHICLE	001 (000)	CAR	(19 Yrs - M CM2)		OVERTAKE MOVE VEH O/S	E TO W					
BT - NEGATIVE					SKIDDED	FRONT HIT FIRST					
LEFT CWY NEARSIDE					HIT BOLLARD	HIT NR/OFF BAR					
VEHICLE	002 (000)	TAXI	(31 Yrs - M NW4)		GOING AHEAD OTHER	E TO W	COMM TO/FROM WORK				
BT - NEGATIVE					SKIDDED	BACK HIT FIRST					
V001 A 405 (FAILED TO LOOK PROPERLY)											
97	01170071592	TUE 21/11/17 07:05	LIGHT	NORTH CIRCULAR ROAD 400M W HALL LANE	32	LINK 39-706	536030	/	192300		
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SLIP RD NO JUN IN 20M NO XING FACILITY IN 50M TRAF SIG OUT											
NOT KNOWN HOW COLLISION OCCURRED											
CASUALTY 001 (002) (29 Yrs - M HA9) SLIGHT DRIVER/RIDER											
CASUALTY 002 (002) (28 Yrs - M NW9) SLIGHT PASSENGER FRONT SEAT											
VEHICLE	001 (000)	OTH MOT VEH	(24 Yrs - M E17)		SLOWING OR STOPPING	N TO W	JNY PART OF WORK				
BT - NOT REQUESTED						BACK HIT FIRST					
FOREIGN REG LHD											
VEHICLE	002 (000)	CAR	(29 Yrs - M HA9)		GOING AHEAD HELD UP	N TO W					
BT - NEGATIVE						BACK HIT FIRST					
VEHICLE	003 (000)	CAR	(37 Yrs - M E4)		GOING AHEAD OTHER	N TO W					
BT - NEGATIVE						FRONT HIT FIRST					
V003 A 405 (FAILED TO LOOK PROPERLY)											



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE	
98	01170072281	WED 22/11/17 13:46	LIGHT	CONDUIT LANE J/W MERIDIAN WAY	32	NODE 341	535230 / 192320				
POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M											
NOT KNOWN HOW COLLISION OCCURRED											
CASUALTY 001 (001) (28 Yrs - M EN9) SERIOUS DRIVER/RIDER											
VEHICLE	001 (000)	M/C > 500CC	(28 Yrs - M EN9)		GOING AHEAD OTHER	S TO N					
		BT - NEGATIVE				N/S HIT FIRST					
VEHICLE	002 (000)	CAR	(26 Yrs - F E10)		UNKNOWN (S/R)	N TO S					
		BT - DRV NOT CONTACTED			UNKNOWN (S/R)	FRONT HIT FIRST					
										FOREIGN REG LHD	
99	01170075298	MON 04/12/17 18:50	DARK	MONTAGU ROAD J/W CONDUIT WAY	32	NODE 340	534990 / 192460				
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) (30 Yrs - M N15) SLIGHT DRIVER/RIDER											
VEHICLE	001 (000)	TAXI	(30 Yrs - M N15)		GOING AHEAD OTHER	S TO NE	JNY PART OF WORK		JCT CLEARED		
		BT - NEGATIVE				FRONT HIT FIRST					
VEHICLE	002 (000)	CAR	(? Yrs - U)		TURNING RIGHT	E TO NW			JCT CLEARED		
		BT - DRV NOT CONTACTED				FRONT HIT FIRST					
V002 A 405 (FAILED TO LOOK PROPERLY)					V002 A 403 (POOR TURN OR MANOEUVRE)						
100	01170076519	SAT 09/12/17 10:22	LIGHT	NORTHERN CIRCULAR ROAD LINK ROAD/J/W HARBET ROAD	32	CELL 535500/192000	535940 / 192160				
POLICE - AT SCENE ROAD-FROST/ICE WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M											
NOT KNOWN HOW COLLISION OCCURRED											
CASUALTY 001 (002) (54 Yrs - M N14) SLIGHT DRIVER/RIDER											
VEHICLE	001 (000)	CAR	(26 Yrs - M N18)		TURNING LEFT	S TO SE			LEAVING R'ABOUT		
		BT - NOT REQUESTED				FRONT HIT FIRST					
VEHICLE	002 (000)	M/C 50-125CC	(54 Yrs - M N14)		CHANGE LANE TO RIGHT	N TO S			LEAVING R'ABOUT		
		BT - NOT REQUESTED				BACK HIT FIRST					
V001 B 103 (SLIPPERY ROAD (DUE TO WEATHER))											



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE	
101	01170076775	SUN 10/12/17 20:30	DARK	NORTH CIRCULAR ROAD J/W WALTHAMSTOW AVE	13	LINK 153-706	536220 / 192240				
POLICE - AT SCENE ROAD-SNOW WEATHER-FINE SLIP RD SLIP ROAD GIVE WAY/UNCONT NO XING FACILITY IN 50M											
NOT KNOWN HOW COLLISION OCCURRED											
CASUALTY 001 (001) (53 Yrs - M RM19) SLIGHT DRIVER/RIDER											
VEHICLE	001 (000)	CAR	(53 Yrs - M RM19)		GOING AHEAD LEFT BEND	E TO W			JCT APP		
		BT - NEGATIVE				FRONT HIT FIRST					
		LEFT CWY OFFSIDE			HIT KERB	HIT NR/OFF BAR					
V001 A 101 (POOR OR DEFECTIVE ROAD SURFACE)					V001 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)						
102	01170077854	THU 14/12/17 06:50	DARK	ARGON ROAD 50M W OF J/W RAVENSIDE CLOSE	32	CELL 535500/192000	535540 / 192100				
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) (31 Yrs - F UNKN) SERIOUS PEDESTRIAN											
VEHICLE	001 (000)	GDS =< 3.5T	(36 Yrs - M N12)		CROSSING ROAD (NOT ON XING)	NW BOUND FROM DRIVERS O/SIDE					
		BT - NEGATIVE			GOING AHEAD OTHER	SW TO NE	JNY PART OF WORK				
						O/S HIT FIRST					
C001 B 802 (FAILED TO LOOK PROPERLY)											
103	01170079488	SAT 16/12/17 17:00	LIGHT	ADVENT WAY 250M W OF J/W WALTHAMSTOW AVENUE	32	CELL 535500/192000	535780 / 192300				
POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT PRIV DRIVE GIVE WAY/UNCONT NO XING FACILITY IN 50M											
NOT KNOWN HOW COLLISION OCCURRED											
CASUALTY 001 (001) (37 Yrs - M RM12) SLIGHT DRIVER/RIDER											
VEHICLE	001 (000)	CAR	(37 Yrs - M RM12)		GOING AHEAD HELD UP	U(TO U(
		BT - DRV NOT CONTACTED				BACK HIT FIRST					
VEHICLE	002 (000)	CAR	(57 Yrs - M IG8)		UNKNOWN (S/R) GOING AHEAD OTHER	U(TO U(
		BT - DRV NOT CONTACTED			UNKNOWN (S/R)	FRONT HIT FIRST					
										UNKNOWN (S/R)	



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE		
104	01170079607	THU 21/12/17 20:20	DARK	NORTH CIRCULAR ROAD 500M W OF J/W HARBET ROAD						32	LINK 39-706	535650 / 192180
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 (003)	(19 Yrs - M E17)	SLIGHT	DRIVER/RIDER								
CASUALTY	002 (004)	(54 Yrs - M SE28)	SERIOUS	DRIVER/RIDER								
VEHICLE	001 (000)	CAR (25 Yrs - M E17)			SLOWING OR STOPPING			W TO E				
		BT - NEGATIVE						BACK HIT FIRST				
VEHICLE	002 (000)	CAR (30 Yrs - M N15)			SLOWING OR STOPPING			W TO E				
		BT - NEGATIVE						BACK HIT FIRST				
VEHICLE	003 (000)	CAR (19 Yrs - M E17)			SLOWING OR STOPPING			W TO E				
		BT - NEGATIVE						FRONT HIT FIRST				
VEHICLE	004 (000)	CAR (54 Yrs - M SE28)			SLOWING OR STOPPING			W TO E				
		BT - NEGATIVE						FRONT HIT FIRST				
VEHICLE	005 (000)	CAR (32 Yrs - M RM9)			SLOWING OR STOPPING			W TO E				
		BT - NEGATIVE						FRONT HIT FIRST				
V003	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)										
V004	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)										
V005	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)										
105	01170079913	FRI 22/12/17 14:15	LIGHT	WATERMEAD WAY J/W LEESIDE ROAD						32	NODE 705	535201 / 191572
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)	(48 Yrs - M N9)	SLIGHT	DRIVER/RIDER								
VEHICLE	001 (000)	TAXI (48 Yrs - M N9)			UNKNOWN (S/R)			U(TO U(				UNKNOWN (S/R)
		BT - DRV NOT CONTACTED			UNKNOWN (S/R)			UNKNOWN (S/R)				
		UNKNOWN (S/R)			UNKNOWN (S/R)			UNKNOWN (S/R)		UNKNOWN (S/R)		
VEHICLE	002 (000)	OTH MOT VEH (? Yrs - M UNKN)			UNKNOWN (S/R)			U(TO U(				UNKNOWN (S/R)
		BT - DRV NOT CONTACTED			UNKNOWN (S/R)			UNKNOWN (S/R)				
		UNKNOWN (S/R)			UNKNOWN (S/R)			UNKNOWN (S/R)		UNKNOWN (S/R)		



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE		
106	01170080911	SAT 30/12/17 12:34	LIGHT	MONTAGU ROAD 5M N OF J/W NORTH CIRCULAR ROAD N18						32	NODE 39	534900 / 192320
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)	(59 Yrs - M E11)	SLIGHT	DRIVER/RIDER								
VEHICLE	001 (000)	CAR (56 Yrs - M KT5)			GOING AHEAD OTHER			S TO N				JCT CLEARED
		BT - NOT REQUESTED						FRONT HIT FIRST				
VEHICLE	002 (000)	PEDAL CYCLE (59 Yrs - M E11)			GOING AHEAD OTHER			E TO W				JCT CLEARED
		BT - NOT APPLICABLE						N/S HIT FIRST				
V002	A	405 (FAILED TO LOOK PROPERLY)										
107	01180084466	THU 18/01/18 04:50	DARK	ADVENT WAY J/W NORTH CIRCULAR ROAD						32	CELL 535500/192000	535998 / 192355
SELF COMPLETION ROAD-WET			RAINING	DUAL CWY	SLIP ROAD	UNKNOWN (S/R)	UNKNOWN (S/R)				UNKNOWN (S/R)	
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY	001 (001)	(? Yrs - M HA1)	SLIGHT	DRIVER/RIDER								
VEHICLE	001 (000)	CAR (? Yrs - M HA1)			UNKNOWN (S/R)			U(TO U(	COMM TO/FROM WORK			UNKNOWN (S/R)
		BT - DRV NOT CONTACTED			UNKNOWN (S/R)			BACK HIT FIRST				
		UNKNOWN (S/R)			UNKNOWN (S/R)			UNKNOWN (S/R)		UNKNOWN (S/R)		
VEHICLE	002 (000)	CAR (? Yrs - U)			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)		
108	01180087855	SAT 03/02/18 18:30	DARK	MONTAGU ROAD J/W CONDUIT LANE						32	NODE 340	534970 / 192460
POLICE - AT SCENE ROAD-WET			RAINING	SINGLE CWY	CROSSROADS	AUTO SIG			PEDN PHASE AT ATS		OTH AUTH PER	
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY	001 (002)	(34 Yrs - M E17)	SLIGHT	PASSENGER	FRONT SEAT							
VEHICLE	001 (000)	CAR (36 Yrs - M N17)			TURNING RIGHT			W TO W				JCT MID
		BT - NEGATIVE						FRONT HIT FIRST				
VEHICLE	002 (000)	CAR (25 Yrs - M LE18)			TURNING RIGHT			S TO SE				LEAVING R'ABOUT
		BT - POSITIVE						FRONT HIT FIRST				
V002	A	501 (IMPAIRED BY ALCOHOL)										
V002	A	403 (POOR TURN OR MANOEUVRE)										



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE		
109	01180090079	TUE 13/02/18 11:25	LIGHT	WATERMEAD WAY 50M S OF J/W LEESIDE ROAD						31	LINK 212-705	535195 / 191532
SELF COMPLETION ROAD-WET			RAINING	DUAL CWY	NO JUN IN 20M			UNKNOWN (S/R)			UNKNOWN (S/R)	UNKNOWN (S/R)
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (29 Yrs - M N9) SLIGHT DRIVER/RIDER												
VEHICLE 001 (000) M/C 50-125CC (29 Yrs - M N9) 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)												
VEHICLE 002 (000) GDS 3.5-7.5T (? Yrs - M IG3) 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)												
110	01180091072	SUN 18/02/18 02:50	DARK	NORTH CIRCULAR ROAD 1150M E OF J/W STERLING WAY						32	LINK 39-706	535320 / 192060
POLICE - AT SCENE ROAD-WET			WEATHER-FINE	DUAL CWY	NO JUN IN 20M						NO XING FACILITY IN 50M	
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (28 Yrs - M N16) SERIOUS DRIVER/RIDER												
CASUALTY 002 (001) (18 Yrs - M IG3) SLIGHT PASSENGER FRONT SEAT												
VEHICLE 001 (000) CAR (28 Yrs - M N16) GOING AHEAD OTHER E TO W												
BT - NOT REQUESTED SKID/OVER FRONT HIT FIRST												
LEFT CWY NEARSIDE HIT BOLLARD HIT LAMP POST LEAVING LAY-BY/HARD SHLC												
V001 A 410 (LOSS OF CONTROL)												
111	01180091281	MON 19/02/18 21:50	DARK	GLOVER DRIVE J/W GLOVER DRIVE						32	CELL 535000/191500	535340 / 191740
SELF COMPLETION ROAD-WET			RAINING	DUAL CWY	UNKNOWN (S/R)	UNKNOWN (S/R)					NO XING FACILITY IN 50M	
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (48 Yrs - M E4) SLIGHT DRIVER/RIDER												
VEHICLE 001 (000) TAXI (48 Yrs - M E4) UNKNOWN (S/R) U(TO U(UNKNOWN (S/R)												
BT - DRV NOT CONTACTED UNKNOWN (S/R) UNKNOWN (S/R)												
UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)												
VEHICLE 002 (000) CAR (? Yrs - M N17) UNKNOWN (S/R) U(TO U(UNKNOWN (S/R)												
BT - DRV NOT CONTACTED UNKNOWN (S/R) UNKNOWN (S/R)												
UNKNOWN (S/R) UNKNOWN (S/R) UNKNOWN (S/R)												



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE		
112	01180092995	TUE 27/02/18 10:19	LIGHT	WALTHAMSTOW AVENUE 30M E OF J/W COOKS FERRY ROUNDABOUT						32	CELL 536000/192000	536100 / 192310
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) (48 Yrs - M UNKN) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) N BOUND FROM DRIVERS N/SIDE												
VEHICLE 001 (000) CAR (58 Yrs - M E4) SLOWING OR STOPPING E TO W												
BT - NOT REQUESTED N/S HIT FIRST												
C001 A 802 (FAILED TO LOOK PROPERLY) C001 B 806 (IMPAIRED BY ALCOHOL)												
C001 B 807 (IMPAIRED BY DRUGS (ILICIT OR MEDICINAL))												
113	01180094219	MON 05/03/18 23:15	DARK	ADVENT WAY 72M W OF J/W LEE PARK WAY						32	CELL 535500/192000	535900 / 192380
POLICE - AT SCENE ROAD-WET			WEATHER-FINE	SLIP RD	NO JUN IN 20M						NO XING FACILITY IN 50M	
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (001) (34 Yrs - M E9) SLIGHT DRIVER/RIDER												
VEHICLE 001 (000) TAXI (34 Yrs - M E9) GOING AHEAD HELD UP SE TO W												
BT - NOT REQUESTED FRONT HIT FIRST												
VEHICLE 002 (000) CAR (34 Yrs - M NR31) OVERTAKE MOVE VEH O/S W TO SE												
BT - DRV NOT CONTACTED FRONT HIT FIRST												
V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 802 (CARELESS/RECKLESS/IN A HURRY)												
V002 A 999 (OTHER FACTOR)												



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE	
114	01180096620	FRI 16/03/18 17:28	LIGHT	NORTH CIRCULAR ROAD 500M W OF J/W COOKS FERRY ROUNDABOUT	32	LINK 39-706	535560	/	192130		
POLICE - AT SCENE			ROAD-WET	RAINING	DUAL CWY	NO JUN IN 20M	NO XING FACILITY IN 50M				
NOT KNOWN HOW COLLISION OCCURRED											
CASUALTY 001 (001) (52 Yrs - M RM3) SERIOUS DRIVER/RIDER											
VEHICLE	001 (000)	M/C 125-500CC	(52 Yrs - M RM3)	GOING AHEAD OTHER	W TO E	FRONT HIT FIRST					
BT - NEGATIVE											
VEHICLE	002 (000)	CAR	(42 Yrs - F CM18)	GOING AHEAD OTHER	W TO E	COMM TO/FROM WORK					
BT - NEGATIVE											
V001 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)						V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					
V002 B 405 (FAILED TO LOOK PROPERLY)						V001 A 707 (VISION AFFECTED - RAIN, SLEET, SNOW, OR FOG)					
V002 A 707 (VISION AFFECTED - RAIN, SLEET, SNOW, OR FOG)											
115	01180097155	MON 19/03/18 22:52	DARK	NORTH CIRCULAR ROAD J/W ARGON ROAD	32	LINK 39-706	535220	/	192090		
POLICE - AT SCENE			ROAD-DRY	WEATHER-FINE	SLIP RD	SLIP ROAD	GIVE WAY/UNCONT		NO XING FACILITY IN 50M		
NOT KNOWN HOW COLLISION OCCURRED											
CASUALTY 001 (002) (38 Yrs - M N9) SLIGHT DRIVER/RIDER											
VEHICLE	001 (000)	CAR	(25 Yrs - M UNKN)	GOING AHEAD HELD UP	S TO N	FRONT HIT FIRST		JCT APP			
BT - DRV NOT CONTACTED											
VEHICLE	002 (000)	CAR	(38 Yrs - M N9)	GOING AHEAD HELD UP	S TO N	BACK HIT FIRST		JCT CLEARED			
BT - NEGATIVE											
V001 A 405 (FAILED TO LOOK PROPERLY)											
116	01180098886	WED 28/03/18 15:43	LIGHT	ARGON ROAD 100M W OF J/W RAVENSIDE CLOSE	32	CELL 535000/192000	535462	/	192071		
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) (37 Yrs - M N10) SLIGHT PEDESTRIAN											
VEHICLE	001 (000)	CAR	(25 Yrs - M E17)	GOING AHEAD OTHER	W TO E	JNY PART OF WORK		O/S HIT FIRST			
BT - NOT REQUESTED											
C001 A 802 (FAILED TO LOOK PROPERLY)											



Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE	
117	01180101621	FRI 13/04/18 16:15	LIGHT	ARGON ROAD 80M W OF J/W NORTH CIRCULAR	32	CELL 535000/192000	535480	/	192070		
POLICE - AT SCENE			ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M		TRAF SIG OUT		
NOT KNOWN HOW COLLISION OCCURRED											
CASUALTY 001 (001) (41 Yrs - F E4) SLIGHT DRIVER/RIDER											
VEHICLE	001 (000)	CAR	(41 Yrs - F E4)	MOVING OFF	W TO E	O/S HIT FIRST					
BT - NOT REQUESTED											
VEHICLE	002 (000)	CAR	(18 Yrs - U EN3)	MOVING OFF	E TO W	N/S HIT FIRST					
BT - DRV NOT CONTACTED											
VEHICLE	003 (000)	CAR	(18 Yrs - M N1)	MOVING OFF	W TO E	DID NOT IMPACT					
BT - DRV NOT CONTACTED											
V002 B 403 (POOR TURN OR MANOEUVRE)											
118	01180112503	FRI 11/05/18 23:46	DARK	ANGEL ROAD J/W UNKNOWN	32	CELL 535000/192000	535350	/	192150		
SELF COMPLETION			UNKNOWN (S/R)	WEATHER-UNKNOWN	UNKNOWN	UNKNOWN (S/R)	UNKNOWN (S/R)	UNKNOWN (S/R)	UNKNOWN (S/R)	UNKNOWN (S/R)	UNKNOWN (S/R)
NOT KNOWN HOW COLLISION OCCURRED											
CASUALTY 001 (001) (22 Yrs - F SE16) SLIGHT DRIVER/RIDER											
CASUALTY 002 (001) (21 Yrs - F UNKN) SLIGHT PASSENGER FRONT SEAT											
VEHICLE	001 (000)	CAR	(22 Yrs - F SE16)	UNKNOWN (S/F UNKNOWN (S/R)	U (TO U(	UNKNOWN (S/R)		UNKNOWN (S/R)			
BT - DRV NOT CONTACTED											
UNKNOWN (S/R)											
119	01180108147	TUE 15/05/18 13:43	LIGHT	GARMAN ROAD 150M N OF J/W SEDGE ROAD N17	31	CELL 535000/191000	535107	/	191466		
POLICE - AT SCENE			ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M				
V1 REVERSES OVER PEDESTRIAN WHO WAS ASLEEP ON PAVEMENT											
CASUALTY 001 (001) (33 Yrs - M UNKN) FATAL PEDESTRIAN											
VEHICLE	001 (000)	GDS => 7.5T	(39 Yrs - M PE11)	ARTIC	ON FOOTPATH - VERGE	STANDING		S TO N JNY PART OF WORK			
BT - NEGATIVE											
LEFT CWY NEARSIDE											
HIT OTH OBJECT											
V001 B 403 (POOR TURN OR MANOEUVRE)											


Meridian Water Area Personal Injury Collisions 36 mths to 30th June 2018 (provisional)

WX GIS AREA B32 Meridian Water Area (P)										36 MTS TO JUN-2018 SORTED BY DATE		
120	01180110495	FRI 25/05/18 02:00	DARK	NFL ANTHONY WAY J/W RIVERMEAD ROAD						32	CELL 535500/191500	535920 / 191760
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) (35 Yrs - M N17) SLIGHT PASSENGER FRONT SEAT												
VEHICLE 001 (000) CAR (18 Yrs - M N17) TURNING LEFT N TO S JCT CLEARED												
BT - DRV NOT CONTACTED FRONT HIT FIRST												
C001 A 999 (OTHER FACTOR)												
121	01180111582	FRI 01/06/18 10:03	LIGHT	NOBEL ROAD J/W CONDUIT LANE						32	NODE 341	535277 / 192337
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY MULTI JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M												
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (002) (22 Yrs - M N17) SERIOUS DRIVER/RIDER												
VEHICLE 001 (000) CAR (31 Yrs - M E4) GOING AHEAD OTHER N TO N JNY PART OF WORK LEAVING MAIN RD												
BT - NEGATIVE FRONT HIT FIRST												
VEHICLE 002 (000) PEDAL CYCLE (22 Yrs - M N17) OVERTAKING NEARSIDE S TO S JNY PART OF WORK ENTERING MAIN RD												
BT - NOT APPLICABLE FRONT HIT FIRST												
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)												

End of Accidents for WX GIS AREA B32 Meridian Water Area (P)

End of Report

Appendix B

Pre-Application Comments



Our ref: 18/2381

Arup
8 Fitzroy St,
London W1T 4BQ

10th December 2018

Dear

Transport for London
City Planning

5 Endeavour Square
Westfield Avenue
Stratford
London E20 1JN

Phone 020 7222 5600
www.tfl.gov.uk

Meridian Water Masterplan, LB Enfield - TfL's pre-application advice

Thank you for participating in Transport for London's (TfL) pre-planning application process, the aim of which is to ensure that development is successful in transport terms and in accordance with relevant London Plan policies. This letter concerns the recent meetings regarding the Meridian Water Masterplan in the London Borough of Enfield (LBE).

The following comments are made by Transport for London officers on a 'without prejudice' basis only and are intended to ensure that this development is successful in transport terms and in line with relevant London Plan policies. You should not interpret them as indicating any subsequent Mayoral decision on any planning application based on the proposed scheme. Furthermore, these comments also do not necessarily represent the views of the Greater London Authority.

General

The Transport Assessment (TA) report to be produced by the applicant as part of the planning application submission should be in line with TfL's Transport Assessment guidance available at: <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guidance>

TfL will continue to provide transport technical advice through the pre-application stage and will welcome the opportunity to provide further pre-application advice on specific matters as and when appropriate. The applicant should note that if further meetings are required they might need to pay a follow up pre-app fee.

TfL meetings

TfL met with the developer's team on following occasions:

- 19th June 2018 (TA Scope)
- 2nd August 2018 (Modelling and Buses)
- 26th October 2018 (Urban Design/ Healthy Streets approach).

Appendix 1 includes meeting notes from our first two pre-app meetings.

The attendees at our third pre-app meeting on 26th October were as follows:

Attendee	Organisation
Rob Goodall	Arup
Katherine Wong	Arup
John Moore	Karakusevic Carson
Rebecca Miller	Karakusevic Carson
Paola Zanotto	Karakusevic Carson
Kirsty Badenoch	Periscope Studio
Dominic Millen	Enfield Council
Melvyn Dresner	TfL, Spatial Planning
Paul Lavelle	TfL, Urban Design
Rosa McShane	TfL, Buses
Christopher Lynch	TfL, Crossrail 2

On 19th June and 2nd August, TfL issued meeting notes agreed by all attendees (Appendix 1). TfL also met with Enfield Council, Arup and Arriva on 29th August and 13th November 2018 to specifically discuss the future of the Edmonton Bus Garage. On the 3rd September 2018 and 29th October 2018, we attended the Council's strategic meeting with the GLA. We also attended meetings on the 14th and 19th September 2018 (Housing Infrastructure Fund – strategic modelling) related to strategic modelling.

On 17th September 2018 we discussed TfL's comments on the Edmonton Leaside Area Action Plan (ELAAP) with Enfield Council. We signed a Statement of Common Ground on 3rd October 2018. Therefore, this advice letter reflects TfL support for the emerging policies in the ELAAP, as well as other engagement with Enfield Council and Arup alongside the formal pre-application process.

Site Description

The masterplan site is bounded by the River Lee Navigation to the east, Lea Valley Park and Tottenham Marshes to the south, Kimberley Road to the west and the A406 Angel Road (North Circular Road) and Ravenside Retail Park to the north.

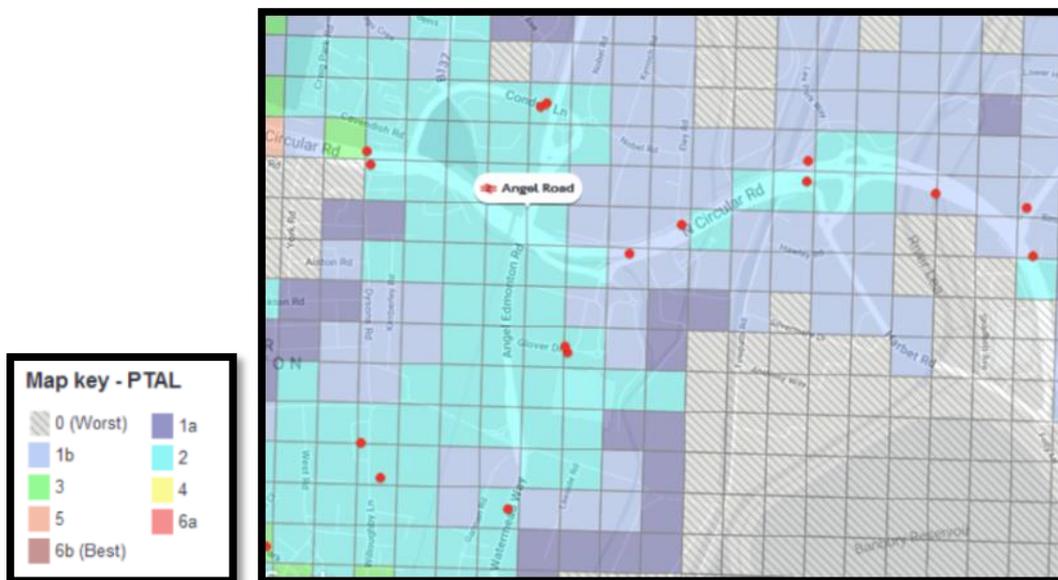
The A406 is part of Transport for London Road Network (TLRN). The nearest part of the Strategic Road Network (SRN) is the A1010 Fore Street/ High Road is over 1 km west of the site. The A1055 Meridian Way is also an important local distributor road and extends north/south through the masterplan area. In the direct vicinity of the site, the key local highway connections are Glover Drive, Leaside Road, Argon Way and Harbet Way. TfL is highway authority for

the TLRN and has oversight responsibility for the SRN, whilst the local highway authorities are responsible for the SRN operation.

Bus routes 192 and 341 are accessible from Glover Drive, serving major retail stores (Ikea and Tesco). Routes 34 and 444 are served by bus stops on the westbound on-slip of the A406 North Circular Road, to the north of the site on an elevated section of highway.

Tottenham Hale is the nearest London Underground station, served by the Victoria line, although it is 3 kilometres from the centre of the masterplan site. Rail services are also available from Tottenham Hale, including direct trains to Liverpool Street station. Similarly, the nearest London Overground services are just over 1 kilometre from the site at Silver Street. National Rail services are currently available at Angel Road station on the West Anglia Main Line railway. Angel Road station will be replaced in September 2019 by Meridian Water station. Those services are currently infrequent though proposals to enhance services are being brought forward to support the masterplan. The TA will need to set out future rail assumptions.

The site's Public Transport Accessibility Level (PTAL) varies from zero to 3. This is based on a scale with 0 being the lowest level and 6b being the highest accessibility level possible. As shown below:



The eastern part of the site has zero PTAL. The areas to the north and west have PTAL of 1a and 1b. This reflects better access to buses services. The existing PTAL is 3 achieved in the area closest to Glover Drive bus stops. The pocket of PTAL of 1a on the western part of Phase 1 will be improved by the new train station and by the link through the station to Glover Driver bus stops, as already approved and under construction. This route is open to all not just

users of the station and is step free through the provision of lifts. The Transport Assessment should include future PTAL maps.

Using WebCAT, about 1.1 million people live within 60 minutes travel time by public transport and about 64,000 within 30 minutes. Some 500,000 jobs are within 60 minutes travel time, and 28,679 within 30 minutes. There are about 2.8 million people within 1 hour cycle ride of the site; and 873,700 people within 30 minute cycle ride. There are 2.4 million jobs within 1 hour cycle ride of the site, and 255,451 jobs within 30 minutes cycle ride. That indicates that whilst the site has a low PTAL and suffers from severance due to water courses, elevated highway and railway cuttings, it sits within reasonable public transport and cycle travel time of jobs and people.

The masterplan site is currently dominated by low density buildings including; retail superstores (Ikea and Tesco), warehouses, car parking and vacant brownfield land. The Pymmes Brook and River Lee Navigation also runs north-south through the site. The site is close to the boundary with the London Borough of Haringey (LBH) to the south and London Borough of Waltham Forest (LBWF) to the east.

To the north-east of the site is Edmonton Eco Park; this converts household waste to energy. This is due to be replaced by a new plant in the mid-2020s by North London Heat and Power Project, which will generate up to 70 megawatts of electricity per year. The design of this was approved under a Development Consent Order. Construction is due to commence in 2019.

Principle of development/safeguarding transport operations

Policy E4 of the draft London Plan identifies the need to safeguard land for industry, logistics and services. Greater London Authority (GLA) research shows that there will be an increase in demand for industrial land in London over the period 2016 to 2041, due to demand for logistics to serve London's economy and population and therefore industrial land is needed in Enfield. The Meridian Water site includes Strategic Industrial Land (SIL), as well as industrial land more generally. Edmonton Bus Garage is designated SIL and is considered in more detail below. This land use and wider industrial use are covered by the agent of change principle (draft LP policy D12).

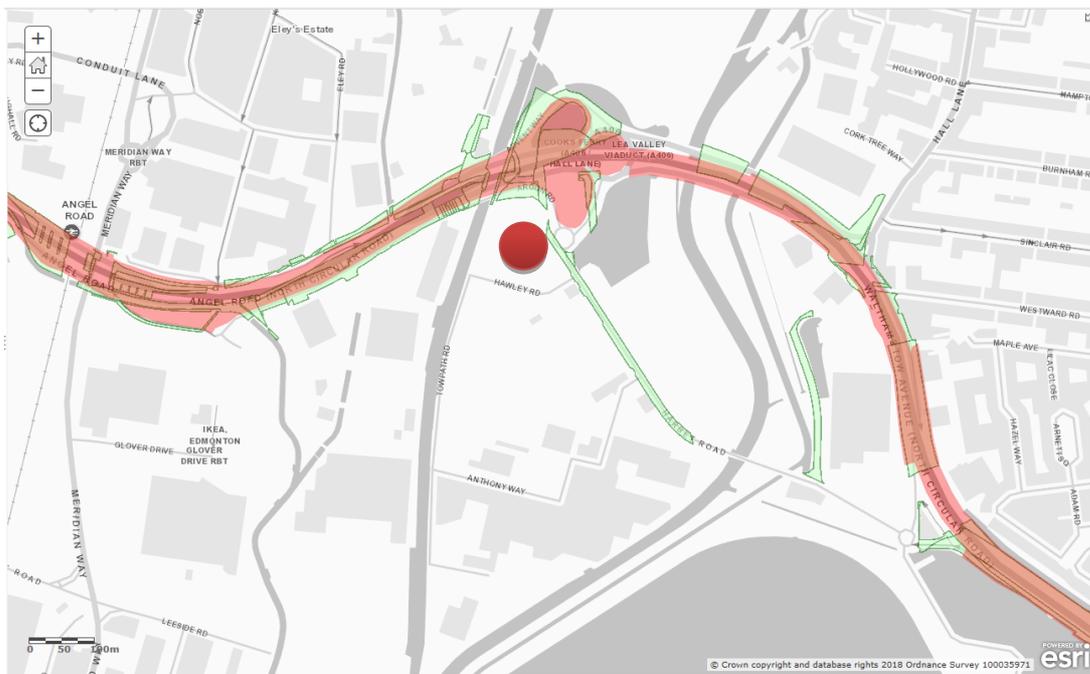
Edmonton Bus Garage can accommodate around 200 buses and is owned and operated by Arriva; its access via Towpath Road. Towpath Road will be severed by the new road network proposed through the site, though a diverted route is proposed by Enfield Council to mitigate impact on the bus garage. The bus garage is in the eastern part of the site, which is as stated above is SIL. Bus garages are safeguarded land uses within the London Plan and in the Land for Industry and Transport SPG.

Arriva runs approximately 1,800 buses in London on TfL services. At this location they also run their national apprenticeship scheme (about 50% London

apprentices) and provide training for engineers who work on their London bus fleet; all services at the bus garage serve London routes and this is being expanded to support new bus services being run on TfL's behalf. Each bus generates 3.2 jobs, so this land use can support 640 local jobs, partly safeguarding existing jobs and generating new jobs to support regeneration here and across the Upper Lee Valley and other parts of north London. TfL has a planning and functional role to ensure the long term future of buses at Edmonton Bus Garage is sustained.

Notwithstanding this, TfL and Arriva are willing to relocate the bus garage within this area subject to meeting bus operational and environmental requirements. Enfield Council has identified a site on Harbet Road and Arriva will need to agree the suitability of the site from an operational perspective and agree commercial terms for the relocation to take place. The seamless transfer from one garage to another should be embedded in any masterplan consent through the section 106 agreement. They also need to consider what land use can be co-located above the bus garage to ensure we make best use of the land.

TfL owns land next to the TLRN subject to appropriate commercial agreement that could be used to enable new bus garage operation. Arriva, Enfield Council and TfL see early relocation as an aim to help minimise the operational impact, avoid abortive work and maximise the opportunity to deliver electrification of the bus fleet in accordance with Mayor's Transport Strategy. TfL and Arriva's position on this matter has been subject to Statements of Common Ground with the Council, as has TfL's in respect of the ELAAP.



Potential Bus Garage site

If the bus garage does not move before the development of plots opposite its current location, the developer of these plots will need to take account of 24 hour operation of the bus garage in accord with the agent of change principle referred to above. The TA will also need to show that 24 hour access to the bus garage can be maintained at all times. To demonstrate the latter, the TA should describe the operation of the current bus garage and how it will operate with the road infrastructure (subject to HIF referred to below) in place. This will also be a matter for the Design and Access Statement and Environmental Impact Assessment.

Meridian Water masterplan

The Meridian Water masterplan seeks to provide a new mixed-use development of approximately 6,700 new jobs and 10,000 new homes. The masterplan development will be phased comprising a series of separate planning applications for the development plots and key infrastructure elements, the latter forming part of a Housing Infrastructure Fund (HIF) bid. The advice in the letter aims to cover both the Phase 2 application (which is described below) and the Masterplan.

Meridian Water also occupies a key role in the Upper Lea Valley Opportunity Area. In July 2013, the GLA approved an Opportunity Area Planning Framework for the Upper Lee Valley (ULV OAPF) covering an area of circa 3,900 Ha. The OAPF envisaged a housing capacity of 20,100 homes and 15,000 jobs in the Upper Lee Valley area. The study's Crossrail 2 sensitivity scenario test found that Crossrail 2, integrated by London buses, could unlock further development in the ULV.

Meridian Water also sits immediately to north of growth areas in neighbouring Haringey focussed on Tottenham High Road, the new Spurs stadium and around Tottenham Hale station.

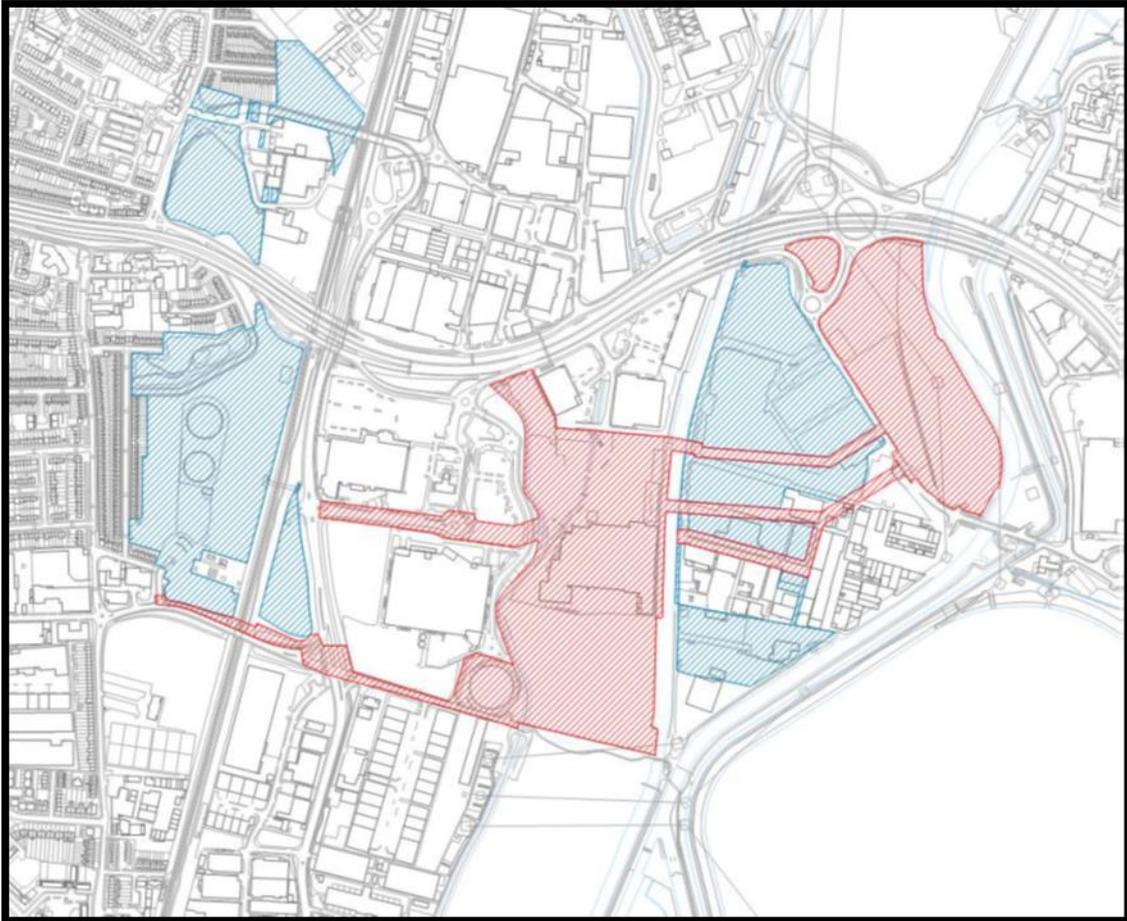
Phase 1

In June 2016, Phase 1 of the Meridian Water development received planning consent (ref: 16/01197/RE3) for 725 residential units together with a maximum of 950 sqm retail (A1/A2/A3), 600 sqm of community use (D1) and 750 sqm of leisure use (D2). This phase included a new Meridian Water railway station on the West Anglian Main Line (WAML) which is due to open in 2019. The new station also provides a new pedestrian link through the station that is linked to buses that serve Glover Drive. The link included a new signal crossing facilities over Meridian Way incorporated into the development.

Phase 2

Phase 2 proposed 2,000 homes in the area approximately between Pymmes Brook and River Lee Navigation and includes the Leaside Road gasholder site.

The application will also include a new road between Glover Driver and Harbet Road; and the Leaside Road link between Leaside Road and new road as follows:

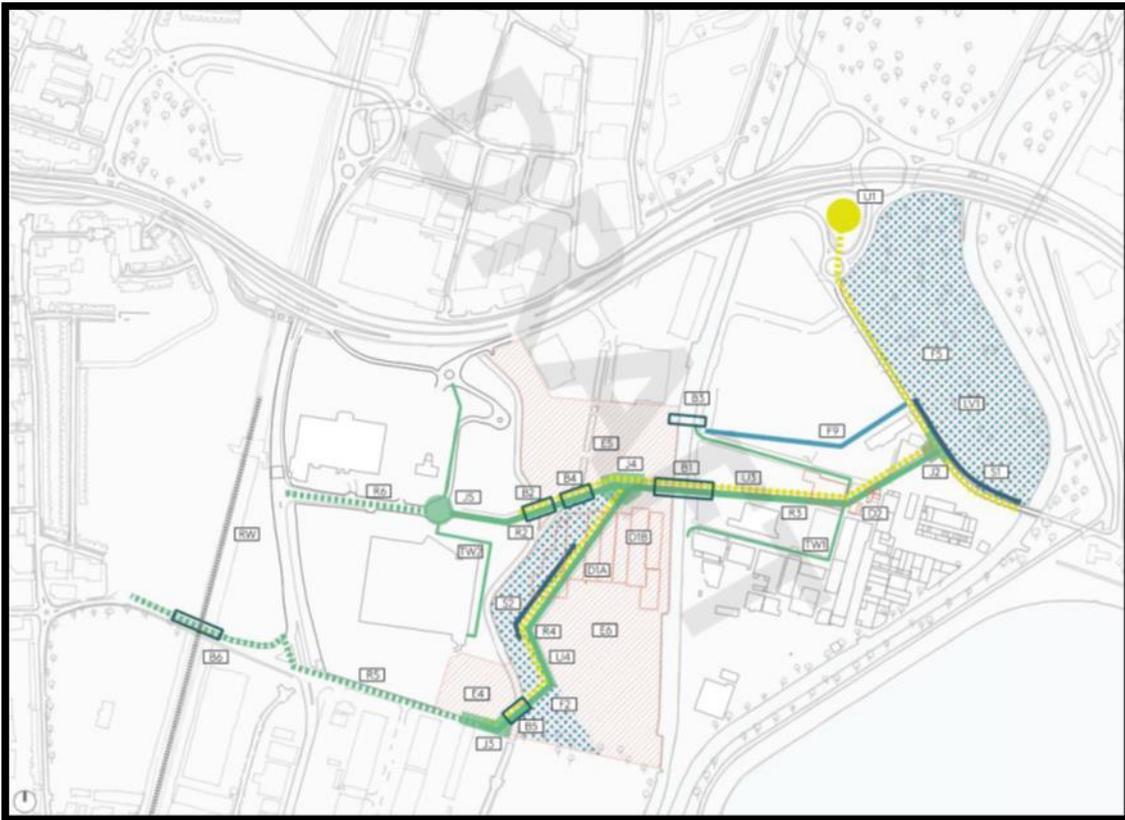


Housing Infrastructure Fund

In order to deliver the remainder of the masterplan development; the Council has submitted a bid through the HIF to deliver the infrastructure required to unlock potential residential development on the eastern part of the site. The HIF bid seeks funding for two key projects:

- Developing a fourth track from Tottenham Hale Station to the new Meridian Water station which is currently in development and a fourth platform at the station
- Delivery of a primary road network

The latter includes new bridges including a new pedestrian/ cycle link north of Leaside Road. This is the proposed HIF network:



The decision on the HIF proposals may not be known when the Phase 2 TA is being prepared. The TA should acknowledge the status of the HIF bid.

TfL understands the HIF rail infrastructure will require Network Rail approvals (notification of change and an Environmental Impact Assessment) as this is defined as permitted development as it sits within the railway boundary. The TA should link to the consents plan for rail infrastructure and engagement with TfL should be on matters relevant to TfL. We understand the lead in times on railway consents could be longer than the planning consents' process; therefore, the TA will need to set out where you are in this process and link planning conditions to appropriate decision points by Network Rail. We understand assurances on rail infrastructure and train service provision will be provided alongside the planning application for Phase 2. This is in keeping with the draft London Plan, which states for the Upper Lea Valley OA that:-

“In the shorter term, a four-trains-per-hour service on the West Anglia Main Line at Meridian Water and Northumberland Park will support development and regeneration.”

Crossrail 2

Crossrail 2 is a proposed new railway serving London and the wider South East. It would connect the National Rail networks in Surrey and Hertfordshire via new tunnels and stations between Wimbledon, Tottenham Hale and New Southgate,

linking in with London Underground, London Overground, Crossrail 1, national and international rail services. It will add capacity to the regional rail network, and support economic regeneration by providing the infrastructure needed to support 200,000 new homes and 200,000 new jobs, connecting some of London's major growth locations with potential strategic growth locations outside London. Crossrail 2 will transform transport connectivity and capacity in the Upper Lee Valley and is vital to support the full, long-term potential development capacity of the area including Meridian Water.

In this context, the new Meridian Water station can accommodate by adaptation, Crossrail 2 services. The compatibility of the CR2 design and HIF rail infrastructure needs to be reviewed as part of the approvals process. TfL aim is to minimise abortive rail works and enable CR2 as far as practicable. Meridian Water station has been designed to accommodate 8-car trains. To accommodate longer trains envisaged on Crossrail 2 (10-12 car); this would require lengthening the platforms.

It is anticipated that Crossrail 2 will be operational by 2033, and therefore it should help deliver the later phases of the Meridian Water Masterplan. Planning frameworks for all areas affected by Crossrail 2 should respond to the significant development capacity unlocked by Crossrail 2. Frameworks should outline how this additional development capacity would be phased to reflect the transport connectivity and capacity improvements that Crossrail 2 enables. The emerging ELAAP acknowledges this scheme as does the wider Upper Lee Valley OAPF.

Good Growth principles

In accordance with London Plan policy GG2, TfL supports proposals to create a high density mixed use urban quarter that is well connected to existing and planned public transport, walking and cycling. TfL and the Council therefore support proposals to uplift the site's PTAL to 4-6. This requires significant investment in public transport in the medium and longer term. In the medium term, this can be achieved through investment in the bus network (infrastructure and services), rail investment in services and infrastructure as well as the walking and cycling connections to those rail/bus routes and the wider area.

In the medium term, to support this mode shift in this area and sustainable regeneration, ELAAP supports car parking restraint, guided by policies within the emerging new London Plan. TfL is supportive of this approach. Improved bus services will provide greatly enhanced connectivity within Edmonton Leaside and to the wider area, in particular supporting east-west linkages and access to Edmonton Green. Therefore, we are seeking to identify a bus network that supports delivery of Phase 2; this is greatly enabled by the new link road through the site. The bus strategy for Meridian Water has been developed by Arup on behalf of Enfield Council with input from TfL.

ELAAP is being developed in line with the Mayor's Healthy Streets approach which prioritises walking, cycling and public transport to help create a vibrant, successful city where people can live active, healthy lives. Unlocking development on the wider master plan area will depend on upgrading rail capacity and accessibility, as well as bus links and capacity; pedestrian and cycle links: and ensuring sufficient land for future transport links in the wider area such as provision for buses and rail, ensuring there is sufficient space for industry and logistic. TfL also supports positive place making and long term development and use of waterways for freight and Lee Valley Park to promote healthy travel choices.

TfL has provided initial design advice on emerging proposals. It is important that Healthy Streets indicators are shown to be achieved as part of Phase 2, the wider Masterplan and in terms of the wider pedestrian and cycle network. Using the various Healthy Streets tools developed by TfL, we expect the TA to show how the development contributes to Healthy Streets outcomes at street-level, network scale, masterplan and beyond. All aspects of the TA, be it modelling, bus network and rail planning should be geared to supporting mode shift and Healthy Streets outcomes. Where detailed approval is being sought for street design or public realm, the designs should be assessed using the Healthy Streets Designers' Check.

Phasing, development and trip assumptions

Phase 1 was given consent based on a parking provision of 0.4 spaces per unit. The ambition is to make Meridian Water a car-free development and the aim is to provide a maximum of 0.15 spaces per unit overall, which would essentially satisfy the requirement for Blue Badge parking and visitors only, which TfL supports. The realisation of this approach depends on achieving better public transport provision and Healthy Streets approach outcomes.

TfL agreed trip rates and mode assumptions for Phase 1. You propose to review these and apply updated trip rates to Phase 2. TfL observes there is relationship between car parking and mode of travel, as well as availability of public transport. Therefore, the mode split will need to be based on reasonable assumptions. Previous assumptions about mode of travel based on the Census data will need further refinement.

The TA could treat development trips as new to the network. TfL accepts that for each phase, there is a case to net off existing trips if we have data we can rely upon and or derived trips if the assumptions are considered realistic by TfL. Otherwise, adding employee, resident and servicing/ delivery trips to the network could be undertaken on "worst case" basis. Unless we have robust data to show what is currently being generated, you should treat all new trips as gross trip generated without netting off existing.

Transport Modelling

The purpose of modelling is to understand impact of trips on the transport network and test mitigation. The proposal is to provide local traffic modelling to support Phase 2 and no Vissim modelling is proposed, TfL colleagues recommend micro-stimulation is required for congested networks. Deciding a way forward on this aspect will require further discussion with TfL Network Performance colleagues. The case below sets out TfL position in detail.

For the HIF bid, strategic modelling has been undertaken. This strategic modelling will need to be assessed further to support the masterplan and potential to inform local modelling for Phase 2. A transport scoping note with file reference “20180727 Transport Assessment Scoping Report” dated on July 2018 was submitted to TfL after the TfL pre-application meeting held on the 19th June 2018.

TfL recommends use of Cynemon analysis to assess future year cycle demand, in accordance with Enfield Council and TfL aspirations to promote cycling. This is recommended for the Phase 2 assessment and required as part of the Masterplan assessment.

The methodology to assign trips to the network should be justified and agreed with TfL and local highway authority. This could be based on TfL Highway Assignment Model, or manual assignment using observed traffic flow. Modelling recommendations are based on discussions with TfL’s Network Performance Delivery Area Team representatives well as in-house modelling specialists.

We have also been in discussion about the scope of the surveys and recommended further inclusion of Automatic Traffic Counter (ATC) counts at A406 entry link on both ends of A406. These were not added to the scope of the surveys so further investigation is needed to address the missing data issue, potential data could be extracted from the strategic models.

In general, we agree with your proposed study area, subject to the comments below. It is expected that you will arrange a further modelling meeting with TfL representatives to discuss your modelling methodology. The model period should be based on observed traffic data. We note that your proposed scenarios are as follows:

Ref	Proposed Scenarios	Milestone	Modelling Methodology	Comments/ Discussion – email exchange 3 rd December 2018
1a	Existing baseline (2018) – current land use and	Phase 2 TA 1 st April 2019	LinSig models The LinSig model is calibrated	Arup’s intention is to complete baseline model calibration and validation by March 2019 for the Phase 2 planning

	traffic patterns;		through MAP and will show a good local impact.	application; with the submission of the application in early April. TfL accepts its unlikely Arup has sufficient time to prepare updated strategic models or Vissim models at the submission stage. However, the TA could include a summary of strategic modelling work that has been undertaken/ as well as work in progress.
1b	Existing baseline (2018) – current land use and traffic patterns;	Future Phases TAs / Edmonton Leaside Area Action Plan/ Meridian Water Masterplan SPD / Updated Enfield Local Plan Before September 2019	Strategic models (LTS, Railplan and HAM) + VISSIM model	Arup will work on full strategic modelling and re-validation and calibration of the model and all the reporting. This work would feed into future TAs and underpin the policy work that the Council is currently undertaking. TfL request is that strategic modelling is undertaken in parallel to Phase 2 planning application determination. If it produces answers to questions that arise during TfL review of the application then TfL will request an addendum to the submitted TA. This may relate to questions raised by TfL colleagues, other authorities, members of the public, and decision makers.

2	Future baseline + HIF Infrastructure (2023) - current land use, with new traffic patterns as a result of changes from new highways and public transport provision.	Phase 2 TA, 1 st April 2019	LinSig models	As above, only LinSig for application, with more detailed work to follow.
3	Phase 2 Future year baseline (2026) – opening year without development but including committed schemes and HIF Infrastructure;	Phase 2 TA, 1 st April 2019	LinSig models	As above, only LinSig for application, with more detailed work to follow.
4	Phase 2 Future year build out (2026) - this comprises Future Year Baseline plus around 2,000 residential units plus the	Phase 2 TA, 1 st April 2019	LinSig models	As above, only LinSig for application, with more detailed work to follow.

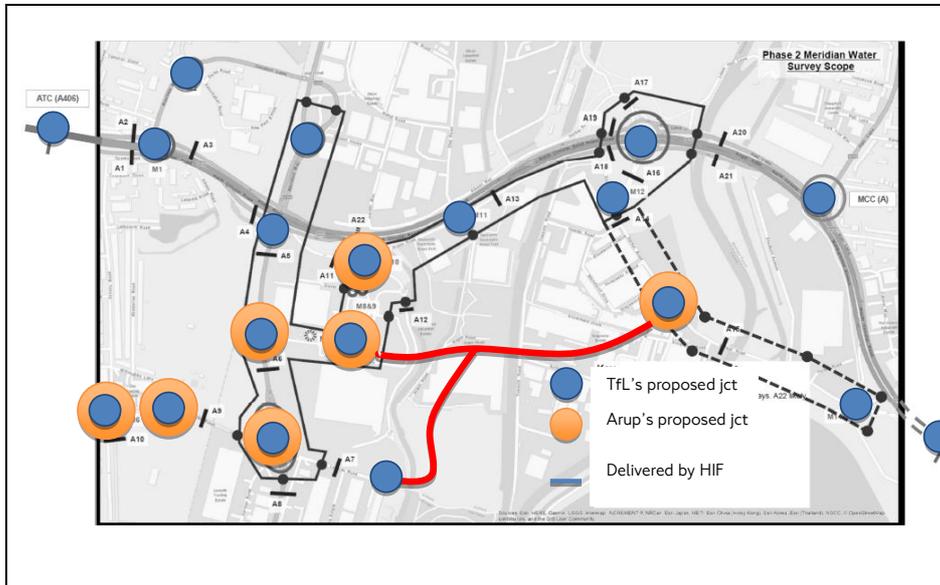
	supporting retail, business and community uses;			
5	Masterplan full build out – Baseline (2032) - this comprises Future Year Baseline without development but includes committed schemes and HIF Infrastructure.	Future Phases TAs / Edmonton Leaside Area Action Plan/ Meridian Water Masterplan SPD / Updated Enfield Local Plan Strategic Modelling – July 2019 VISSIM Modelling - Before September 2019	Strategic models (LTS, Railplan and HAM) + VISSIM model + Cynemon to assess future cycle demand	Strategic modelling in its entirety due to be completed by July. Arup have said VISSIM modelling would rely upon future year forecasts for the strategic modelling. Therefore, forecast Vissim modelling could potentially be completed by September.
6	Masterplan full build out – Version 1A (Tesco and Ikea Remain) (2032) - this comprises Future Year Baseline plus 10,000 residential units, 7,000 jobs plus the	Future Phases TAs / Edmonton Leaside Area Action Plan/ Meridian Water Masterplan SPD / Updated Enfield Local Plan Strategic Modelling – July 2019 VISSIM	Strategic models (LTS, Railplan and HAM) + VISSIM model + Cynemon to assess future cycle demand	As above.

	supporting retail, business and community uses.	Modelling - Before September 2019		
7	Masterplan full build out Version 1B (Tesco and Ikea Relocate) (2032) - this comprises Future Year Baseline plus up to 13,500 residential units, 7,000 jobs plus the supporting retail, business and community uses.	Future Phases TAs / Edmonton Leaside Area Action Plan/ Meridian Water Masterplan SPD / Updated Enfield Local Plan Strategic Modelling – July 2019 VISSIM Modelling - Before September 2019	Strategic models (LTS, Railplan and HAM) + VISSIM model + Cynemon to assess future cycle demand	As above

The local modelling proposed for Phase 2, expands the network model used for Phase 1, and proposes the use of Linsig. It is proposed to update the base model with 2018 data. TfL would need to see validation of the base data based on observed saturation flows and observed queue lengths.

TfL advice is that the local modelling should span site evaluation from base condition through Phase 1 (as committed), Phase 2 (as proposed), HIF infrastructure at Phase 2 and final the Masterplan scenarios. Keeping a consistent study area between scenario options is recommended. This way any changes in flow reallocation in the area will be accurately replicated. Most importantly the analysis will show how the local changes are effecting TLRN network namely A406. TfL would expect you to work on the base Vissim model in parallel to Phase 2 application preparation and determination period.

The scope of the proposed Vissim model extent in comparison to the data survey collected by Arup is below:



Given distances between junctions as well as mixture of signalised, priority and roundabout type junctions (as well as grade-separated high speed intersections), the microsimulation software makes the analysis far more robust than assessing individual junction. LinSiG and possible Junction 9 models (for non-signalised junctions) will not capture wider impact especially when the assessment requirements expand to cover journey times for buses, cyclists and general traffic.

Any modelling of future scenarios will need to be based on bus assumptions discussed and agreed with TfL. Any changes in bus frequency or passengers' volume should also be captured by increasing number of buses on the network or changing dwell time figures based on expected demand.

We recommend that HAM analysis is used for flow distribution in the future year models. That may also require further enhancement of base modelling to ensure close correlation between local (VISSIM/ Linsig) and strategic (HAM) models. That includes flow/turning counts checks as well as signal operation analysis to ensure that capacity and demand ratio is well represented in both models for crucial junctions in the area.

The modelling peaks may need refinement to understand impact of retail part of the scheme on the nearby junctions – especially given possible relocation of IKEA and Tesco. The details of base year and future years assessments including strategic analysis input and its representation in microsimulation

modelling is also important and will need further discussions before proposed methodology is accepted by TfL.

As per TfL Guidelines, final modelling analysis will need to be shared with TfL prior to submission to ensure enough time is allowed for audit to be performed prior to application's determination. Therefore the modelling results will only be viewed as final once a model audit is complete. The test for the planning stage would be "fit for purpose", and oversight of internal audit and access to the validation report for the base modelling.

Modelling Quality Assurance

In order to ensure that the quality of models meet TfL standards any models provided by the consultant will need to be assessed against TfL benchmark criteria set up in TfL Modelling Guidelines and Model Audit Process (MAP) documents – these would apply to both base and proposed models.

Public Transport assumptions

Enfield Council's transport strategy is understood to be to achieve four trains per hour on all rail services and to maximise the number of trains per hour between Tottenham Hale and Meridian Water station which run to Stratford. They expect a minimum of 4 trains per hour at Meridian Water. The proposed intervention option (in advance of Crossrail 2) provides the requirements for 4 tracking from Tottenham Hale to Meridian water, but with the 4th Track bypassing Northumberland Park. This will require significant signalling, track and overhead line equipment (OLE) works to allow for the 4th track arrangement. The 4th track does require re-work to the Stratford -Tottenham Angel Road (STAR) line to accommodate the infrastructure changes with track, (OLE) and signalling being the most affected. This option would also require the opening up of an additional platform at Meridian Water. This will enable 6 tph (2 tph through trains, 4 tph shuttle to Tottenham Hale) at Meridian Water station within the HIF timescale.

As part of the Phase 1 planning submission, TfL, Arup and Enfield Council agreed a working assumption of 4 trains per hour at the new Meridian Water station. As this level of train service was not certain, as part of the S106 discussion, options for 'Alternative Public Transport Provision' was included. For Phase 2, TfL would want to agree reasonable assumptions about level of train service provision for Phase 2 of the development.

As the train provision at Meridian Water depends on train operators and Network Rail, we would like the TA to include a public transport strategy that allows for this uncertainty.

Bus Provision

TfL considers that there needs to be an investment in local bus services from first occupation of Phase 2, for these following reasons:

1. To establish public transport usage from the outset of development;
2. We know that committed Phase 1 absorbs existing capacity on route 192; and
3. Phase 2 will be adjacent to Glover Drive bus routes.

Therefore, we are likely to require section 106 contributions on commencement of Phase 2 to allow us to forward plan the bus network for first occupation. TfL proposed in relation to Phase 1 two options for improving buses that involved changes to routes 341 and 476, or additional capacity on 192 (2 return journeys). The five year funding for these options was between £950,000 and £1,200,000. TfL will review what is required once we have the TA. Therefore, the Phase 2 TA will need to propose how to provide an initial boost to bus provision on first occupation of that phase that is similar in scale to these proposals.

The new spine road proposals open up other options for more radical alterations to local bus services. However, we need to ensure the design of the new spine road can accommodate in design as well traffic capacity terms, the maximum demand needed to support future bus usage not just at end of Phase 2, but also maximum build out at end state with and without Crossrail 2, of the Masterplan. Therefore, input assumptions for the bus network should be based on full build out of the scheme.

To determine the level of bus contribution needed to support the complete masterplan and built out of Phase 2, TfL suggests the following scenarios are assessed in the TA:-

1. Early enhanced bus network tied to delivery on first occupation as discussed above.
2. Bus network enhancement based on 2,000 homes and other land uses included in Phase 2, with enhanced rail service assumed.
3. Bus network enhancement, without rail service enhancement, which maybe a transitional arrangements i.e. lead-in times on rail are longer than on bus service provision.
4. For infrastructure design only, maximum assumed bus provision to support predicted demand, sensitivity assessment with CR2 may be needed.

The TA should set out the above, or propose an alternative strategy that TfL could accept. The level of bus service provision should also be related to the

bus strategy proposed by Arup in support of the ELAAP and be informed by ongoing operational/ technical discussions with TfL.

Servicing, delivery and freight trips

The TA should assess future trips associated with servicing, delivery and freight trips. This should take account of the logistics of deliveries and feasibility of organising booking systems and consolidation of particular material streams and servicing arrangements.

Construction traffic

The TA scope states:

“...the appointed construction manager for Meridian Water Phase 2 will provide Arup with site phasing and vehicle trip generation for the site. The directional distribution of the trips will be determined based on the anticipated origins and destinations of construction materials and waste, in consultation with the construction manager.”

TfL sees that the TA has an opportunity to embed best practice into construction phase in terms of support for “Planned Measures” and co-ordination between site. Construction works that could impact on TfL bus services (in service and out of service); operation of the TLRN, traffic signals and SRN should be identified in the construction section of the TA.

Cycling Network

The TA scope identifies a number of cycle routes within the vicinity of the masterplan site:

1. Towpath Road through the site forms part of National Cycle Route 1 (NCR1). To the north, it passes under the A406 and is an off-road route along the
2. William Girling Reservoir. This also provides connections to recommended routes towards Chingford Mount. To the south, it continues off-road along the
3. Lee Navigation, connecting to the signed cycle route on Forest Road towards Walthamstow;
4. Off road cycle track along the eastern side of the Meridian Way. This is part of a wider north-south off-road route between Ponders End and Tottenham Hale;
5. Cycle Superhighway 1 (CS1) can be accessed via the off-road route on Meridian Way and the signed route on Park Lane. CS1 is a direct route between Tottenham and the City.

6. Harbet Road to the east of the site and Leaside Road to the south of the site are recommended routes.
7. There are also off road cycle routes available along Conduit Lane which provides connections to Edmonton, and Walthamstow Avenue which runs parallel to the A406 to the west of the site.
8. An additional Quietway cycle route has been developed by the Cycle Enfield programme between Enfield Town and Meridian Water via Edmonton Green. Parts of this route are still under construction, including the extension from Towpath Road running through to Leaside Road.
9. Future Cycle Route 2 between Camden and Tottenham Hale is to the south.

TfL would want to see a cycle network for the site that integrates with this wider cycle network identified above and show the cycle level of service for the site is the highest that is practicable. The catchment can be based on cycle isochrones and specific key destination.

Meanwhile Use Strategy

TfL is supportive of a meanwhile use strategy that supports the transition from prevailing car use levels to low car use, and helps to embed Healthy Streets approach into local trip generation. TfL would expect the Council to assess the impact of meanwhile uses on the transport system and consult TfL on proposals that could impact on the TLRN and bus network, securing appropriate mitigation.

Summary

The Meridian Water masterplan area has many transport challenges such as severance, low public transport accessibility and poor quality walking and cycling environment. The scale of the site and its location within the Upper Lea Valley represents a significant transport and growth opportunity. This requires investment in transport infrastructure and the public realm.

To support growth on this site and in the wider Upper Lee Valley, we support proposals to relocate the Arriva bus garage and integrate it within the Masterplan area. This should help retain and generate new jobs, and help support growth in the bus network. Also, we accept the principle of co-location with other land uses, where they are compatible with 24 hour bus operations. Any masterplan permission must embed these principles in the section 106 agreement and conditions as necessary.

HIF and Crossrail 2 are important strategic investments that support growth both in the immediate and longer term. Phase 1 includes the new rail station and links to existing bus stops on Glover Drive. Phase 2 is more centrally

located and can be redeveloped in co-ordination with new links roads through the entire masterplan area.

The good growth principles set out in the emerging London Plan should be followed. To achieve mode shift envisaged in policy T1 of the London Plan, Meridian Water need to make active travel and public transport the first choice. Therefore, the TA will not only consider travel choice during peak travel periods, but also clearly set out how these choices are sustainable for travel for different purposes such as school travel, work, shopping, and leisure.

For assessing transport impact, we need to assess peak period impacts during highway and public transport peaks. For mode shift to be achievable, the TA will need to show how car free housing is a realistic choice for future residents, and this may require sensitivity testing. This can be based on comparator trip data and future accessibility.

Transport modelling to support Phase 2 and the Masterplan is set out in some detail in this letter. In general, we are testing the impact of aspirational mode shift. We also need to assess its realism for the study area. It is important we understand the sensitivity of the local transport network to variation in mode shift, as well as assessing measures necessary to support this mode shift.

The approach to public transport needs to be developed using TfL operational expertise. TfL would say that as well as infrastructure and capacity, we need funding support for services, and to achieve mode shift, we need to consider passenger experience as central. Also, experience of transport more generally, such as servicing and deliveries, and car use for particular purposes needs to work for future residents and businesses.

Healthy Streets approach is TfL's approach to assessing the public realm. The scope of the study area is 10 minute cycle time from the specific phase as a proxy for the neighbourhood scale. Within this area, we are seeking to understand how the area currently performs against the 10 Healthy Streets indicators and how that will be improved.

If you have any queries, further questions or seek clarification on any of the points above, please contact the case officer Melvyn Dresner or myself.

Yours sincerely,



Lucinda Turner
Director of Spatial Planning
Email: lucindaturner@tfl.gov.uk
Direct line: 020 3054 7133

Cc: all at meeting
Danny Calver – TfL Spatial Planning
Patricia Charleton – TfL Spatial Planning
Martin Jones – Greater London Authority

**Appendix 1
Meeting Note**

Meridian Water – First TfL pre-app (Transport Assessment Scoping)

19th June 1500hrs, Trafalgar Square OYM1 230 Blackfriars Road

TfL attendees

Melvyn Dresner	Spatial Planning (Chair)
Paul Lavelle	Urban Design
Sheeba Shetty	Urban Design
Duncan Lawrence	Spatial Planning
Michal Miklasz	Modelling
Jamie Price	Buses Network Development
Tim Price	Strategic Analysis
Gordon Sheppard	Network Management

Arup attendees

Rob Goodall	Arup
Mike Savage	Arup
Katherine Wong	Arup

Enfield Council attendees

Dominic Millen
Lisa Woo

Apologies

Laura Bradshaw TfL – Transport Strategy

Meeting Aim	
1. Melvyn Dresner introduced this as the first of four TfL pre-application meetings for the Meridian Water Masterplan. The aim of the first meeting is to provide a high-level scope of the overall assessment required for planning application.	Noted
2. Further detailed meetings will take place at later dates. Additional people from other teams may need to be involved for future meetings.	Noted
3. Laura Bradshaw was unable to attend the meeting to provide advice on bus strategy, but will be included in future meetings.	Noted
Masterplan History	
4. Rob Goodall presented details of the Masterplan's History. The Enfield Core Strategy (2010) sets out the objective of the Meridian Water development to create a new community of up to 5,000 new homes and 1,500 new jobs by 2026.	Noted
5. Meridian Water is a key priority for Enfield Council and making the best use of space is a key priority. The Edmonton Leaside Area Action Plan (AAP) has recently been submitted to the Secretary of State for independent examination. This covers the Meridian Water Masterplan area. This sets out a long term aspiration for the delivery of 10,000 new homes and c.7,000 new jobs for the Masterplan area.	Noted
6. Phase 1 of the Meridian Water development was approved in July 2016. This includes 725 new homes, a maximum of 950sqm of retail use (A1/A2/A3), 600sqm of community use (D1), and 750sqm of leisure use (D2). This also includes the closure of the current Angel Road Station to the north and the delivery of a new Meridian Water Station, to be opened in 2019.	Noted
Site Context	
7. Rob Goodall presented details of the site's context. Broadly speaking, the site is bounded by the A406 North Circular Road to the north and east; Leaside Road and the Banbury Reservoir to the south; and the West Anglia Main Line to the west. The A406 North Circular Road is a busy part of the Transport for London Road Network (TLRN), which is elevated where it passes this site.	Noted
8. The site currently lacks east-west connectivity, in part because the River Lea and Lee Navigation run through it. The site and surrounding area are largely dominated by vehicular movements, large retail sites (Wicks, Tesco, Ikea), and industrial uses including Strategic Industrial Land.	Noted

Planning Strategy and Current Progress	
9. Rob Goodall provided details of the Planning Strategy and Current Progress. The new Masterplan proposals will provide an opportunity to reflect new London Plan Policy and the 2018 Mayor's Transport Strategy.	Noted
10. The main aim is to deliver a highly sustainable development with a principle focus on enabling walking, cycling and bus movements only through the site.	Noted
11. There are a number of proposed milestones over the coming year, which are as follows: <ul style="list-style-type: none"> • A Housing Infrastructure Funding (HIF) bid in July 2018. • Two separate but linked and concurrent planning applications in December 2018 for the HIF funded infrastructure and a linked 'Phase 2' residential development of up to 2,000 homes (TBC). The HIF infrastructure application will be detailed and the 'Phase 2' application will be outline. • A full assessment of the Masterplan site of 10,000+ homes and c.7,000 jobs by Summer 2019. Discrete applications will be submitted later for further phases. 	Noted
12. The HIF bid will be for the 'Causeway', which is proposed to be the main east-west link through the site. It is intended that for the majority this will be for pedestrians, cyclists and buses only, however some sections will need to allow local access and servicing. One of the aspirations for the full masterplan is to re-align Meridian Way further to the east to enable a change in the nature of the road, and provide numerous other benefits to people walking, cycling and accessing the station. The changes proposed to Meridian Way require Tesco and IKEA to be re-located.	Noted
13. Environmental concerns for residents near to the current bus station were raised by TfL as an issue to consider for future planning applications. It was agreed that this should be discussed in more detail in future meetings.	Agreed
14. The re-location of the bus garage at the southern edge of the site was discussed. <ul style="list-style-type: none"> • Melvyn Dresner stated that advice from the AAP is that proximity to local bus corridors is an important consideration for the re-location and TfL would want the bus garage to remain in Meridian Water Masterplan area. He also set out that TfL would consider that a bus garage could be in area at risk of flooding (depending on detailed arrangements) and TfL could accept co-location with 	JP to provide details of bus routes operating out of the Arriva Garage

<p>other land uses.</p> <ul style="list-style-type: none"> • To help inform this discussion, Arup requested details of the routes currently served by the garage. • Jamie Price pointed out that it is an Arriva Garage, therefore it would be worth talking to Arriva about this. TfL can provide information on services tendered to TfL but Arriva manages other bus services that TfL may not be aware of. • Melvyn Dresner referred to the New London Plan Policy T3 'Transport capacity, connectivity and safeguarding', which supports proposals that provide capacity or infrastructure for the bus network. TfL would not support the closure of this bus garage without a suitable replacement on the Meridian Water site. TfL would observe that the development would generally add for the need for bus infrastructure and bus garages in this area. The loss of bus garage capacity could impact on the delivery of good growth in London more widely. • There are also issues regarding residential amenity to consider when looking for a new location for the bus garage. For the early phases of development, where new homes are being built close to the existing bus garages, it will be the responsibility of the applicant to mitigate the impact of the bus garage on future residents. 	
Strategic Level – Modelling and Highway Network	
15. It was agreed both before the meeting and during the meeting that more detailed discussions on modelling and buses would need to take place. It was agreed that the next meeting in July would be used for this.	Agreed
16. Arup's ability to carry out modelling is constrained by tight timescales for submitting the HIF bid and gaining planning permission for the infrastructure as the HIF funding is required to be spent by 2021. It is therefore unlikely that strategic modelling will be able to be completed in time for a planning application in December. Strategic modelling should be started as soon as possible and what modelling is available should be used to inform the December applications.	Noted
17. Arup explained that the Tesco and IKEA access roads and car parks are currently used for rat-running to travel from the north-east to the south-west. Detailed ANPR and traffic surveys are being undertaken in the near future to establish the extent of this.	Noted
18. Following the meeting, Gordon Sheppard sent SCOOT message data to meeting attendees.	Completed

19. Arup explained that for the 'Phase 2' application in December 2018 for c.2,000 homes, the strategic network will not be altered. The rat-running described above will therefore still be possible.	Noted
20. Michal Miklasz expressed concern at the use of local modelling only for the 'Phase 2' application.	Noted
21. The need for future discussions on modelling requirements was reiterated and agreed to. Michal Miklasz stated that if VISSIM modelling is required the scope of this will need to be agreed soon.	Agreed
<p>22. In order to inform the modelling requirements, details of the scope of the two December applications and the Masterplan application need providing. Arup will provide this before the next meeting. Key information required to help assess the modelling requirements includes:</p> <ul style="list-style-type: none"> • Trip generation – how many vehicles are expected in/out including proposed distribution (current or proposed). • Highway design changes to accommodate new phase (e.g. new junctions, new link roads etc.). • Opening year (to inform what future year scenario would need modelling). • Ideally – net change difference from base trips. 	Arup to provide headline details in scoping note to be circulated ahead of next meeting.
<p>23. Some initial principals about the modelling requirements were agreed. This is subject to the review of the Scoping Notes produced by Arup.</p> <ul style="list-style-type: none"> • Strategic modelling is required to understand the wider implications of the scheme. • Phase 2/ HIF infrastructure does not need specific strategic modelling – however, we should check model assumptions against strategic model outputs. • Strategic modelling for full build will need to feed into junction modelling. • There is a need to ensure that there is reasonable convergence between strategic and local junction models. • Model assumptions need to be agreed with TfL and Enfield Council. 	Agreed – as above.
Neighbourhood Level – Bus Network and Urban Realm	
24. It was agreed before the meeting and during the meeting that more detailed discussions on the Neighbourhood Level would need to take place in future meetings.	Agreed

25. It would be useful for TfL to know what the main urban design proposals and intentions will be for the Masterplan. Key issues to consider will include: street types, street hierarchies, servicing, and traffic flows through the site. The proposals will need to be tested against the 10 Healthy Streets indicators.	Noted
26. Arup and Enfield Council reiterated that the aim is to create a highly sustainable development which facilitates active travel through the site. The 'Causeway' is proposed to be large street with active frontages, providing spaces for buses, pedestrians and cyclists.	Noted
27. Paul Lavelle stated that the biggest issue is likely to be access to the site. It will need to be demonstrated how walking and cycling to the site will be enabled.	Noted
28. Given the size of the Masterplan area it will also be important to consider smaller neighbourhood centres, land-uses and how densities will vary across the Masterplan.	Noted
29. Arup stated that a new crossing would be required outside the new Meridian Water Station, which is likely to impact on buses. Modelling is being undertaken and taken through the MAP process. Urgent discussions are required with Bus Network Development and Jamie Price in particular, regarding the potential impact on bus movements and journey times.	Agreed
TfL Transport Assessment Requirements	
30. Details regarding trip generation, modelling and Healthy Streets were all touched on in the meeting. It was reiterated that these will all be discussed in more detail at future meetings.	Noted
31. Rob Goodall stated that car parking across the Masterplan site is proposed to be at a ratio of 0.15 spaces per unit. The car parking ratio for the approved Phase 1 application was 0.4-0.6 spaces per unit.	Noted
32. Melvyn Dresner stated that the car parking ratio has to be realistic; rail investment, bus improvements and measures to facilitate active travel should all be taken into account when considering a parking ratio for the site.	Noted
33. Rob Goodall stated that the Transport Strategy for the Masterplan would demonstrate how the car parking ratio of 0.15 can be achieved.	Noted
Next Steps and Future Meetings	
34. It was agreed that the further three meetings should be as follows:	Agreed

- | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <ul style="list-style-type: none">• July – Modelling and Buses. A provisional date of the 19th July has been suggested.• August/September – Urban Design.• Mitigation and Pre-submission. | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|

The above is subject to change depending on how discussions progress. Detailed items for discussion can be agreed before the meetings take place.

Prepared by Duncan Lawrence; 21st June 2018.

Approved by Melvyn Dresner; 16th July 2018.

Meeting Note

Meridian Water – Second TfL pre-app (Buses and Modelling)

2nd August 1030hrs, 8.3 Room 10, 8 Fitzroy Street (Arup)

TfL attendees

Melvyn Dresner	Spatial Planning (Chair)
Duncan Lawrence	Spatial Planning
Bob Blitz	Bus Network Development
Hayley Oberlander	Bus Network Development
Tim Price	Strategic Analysis (LTS, Public Transport)
Charles Richardson	Strategic Analysis (Highways)
Loredana Salvato	STAR Team

Arup attendees

Rob Goodall
Mike Savage
Katherine Wong
Leon Shrewsbury
Chris McCabe

Apologies

Michal Miklasz	TfL – Modelling
Laura Bradshaw	TfL – Transport Strategy
Dominic Millen	Enfield Council
Lisa Woo	Enfield Council

Introductions and apologies	
35. Apologies were received from Michal Miklasz and Laura Bradshaw (TfL) and Dominic Millen and Lisa Woo (Enfield Council).	Noted
36. Rob Goodall stated that he would be meeting with Laura next week (week beginning 6 th August) regarding Enfield Rapid Transit.	Noted
37. Further workshops/ad hoc meetings can take place in the near future to discuss modelling, which Michal should be involved in.	Noted
Overview of the Scoping Report and Update on HIF Bid	
38. Rob Goodall presented a brief overview of the Meridian Water Masterplan. Phase 1, to the west of Meridian Way, received approval in 2016. The Meridian Water site currently lacks east-west connectivity, in part because the River Lea and Lee Navigation run through it. It is largely vehicle dominated and severed, with the A406 North Circular Road to the north and car parks for an IKEA and a Tesco at the centre of the site. As well as retail stores, industrial warehouses are also located on site.	Noted
39. A bid for funding through HIF is key to unlocking development on the site. The funding will help to deliver the main east-west link through the site ('The Central Spine'), an extension to the Leaside Road, a new pedestrian and cycle bridge across the railway, a fourth track from Tottenham Hale Station to the new Meridian Water Station, and flood remediation work. This is an all or nothing bid, rather than bids for each individual element.	Noted
40. The Central Spine Road is intended to be the main east-west route through the site. For the majority of its length this will be for pedestrians, cyclists and buses only, however some sections will need to allow local access and servicing. The re-alignment of Meridian Way to the east and changes to reduce capacity and prioritise buses is also an aspiration of the masterplan.	Noted
41. The aim is for a car parking ratio of 0.15 across the Masterplan site to provide for Blue Badge parking and visitors. Commercial advice is being sought to ensure that this level of car parking will be viable.	Noted
42. Two Masterplan options have been proposed – one with Tesco and IKEA remaining in place, and one with them relocating. Discussions are still ongoing regarding this. It is understood that Tesco are looking at downsizing their store whilst IKEA are wanting to keep their current floorspace but	Noted

realise that travel patterns to their store are changing.	
43. The headline figures of c.10,000 new homes and c.7,000 new jobs was given. Melvyn Dresner stated the benefits of the masterplan also being employment generating as it is likely to increase the viability of public transport as there would be demand for trips in both directions in peak hours.	Noted
44. Rob Goodall confirmed that engagement with Haringey Council will be taking place shortly. Engagement with Sustrans, Cycle Enfield and the Canal & River Trust is ongoing. As discussed at the previous meeting, engagement with Arriva with regard to temporary access to the site and the long-term aspiration for the re-location of their bus garage will need to take place, which TfL will need to be involved in. Bob Blitz stated that this would most likely need to be someone from the Bus Operations team. Melvyn Dresner stated that access to and from the garage in the short-term would need to be an important consideration.	Noted
Public Transport Assumptions	
45. It was agreed that the public transport network would need to change to enable the development to go ahead. The scenarios that need testing for the Phase 2 application and the full Masterplan application will need to be agreed.	Agreed
46. Bob Blitz stated that a good way to start would be to look at what capacity is needed, on which routes additional capacity is needed on, and the benefit/cost ratio of increasing capacity on each route.	Noted
47. Melvyn Dresner stated that there were two ways of looking at the bus network – looking backwards from the Masterplan or looking forward from Phase 2.	Noted
48. Mike Savage stated that only relatively small changes are proposed for Phase 2, in terms of altering the surrounding road network. It may therefore be better to look ahead at what bus network is required post-Phase 2.	Noted
49. Bob Blitz emphasised the importance of bus standing for the bus network and how its location will influence the future efficiency of the bus network. He also noted constraints on where bus stands could be provided, given terminating services will need facilities for drivers.	Noted
50. Mike Savage stated that from a master planning perspective it would be preferable not to have buses terminating at the retail centre of the proposed site on Glover Drive, where they currently terminate. Arup are looking at potential options for bus standing space within the Masterplan area.	Noted
51. Bob Blitz provided advice on considerations for bus network planning, based on details provided in the Scoping Report	Noted

<p>and the Bus Strategy that were provided before the meeting.</p> <ul style="list-style-type: none"> • The extension of the 341 route up to Harbet Road wouldn't necessarily be wanted by TfL. The bus comes a long way from Waterloo; increasing the length of the journey may result in additional delays or be costly. TfL would be able to consider options to restructure the route which could also enable the route to extend further north east into Waltham Forest. • The 192 route experiences crowding and is operated by a smaller single deck bus due to constraints of its route and this is unlikely to change in the medium-term. • There is likely to be a reshaping of the bus network as in line with the aspirations in the Mayor's Transport Strategy. This includes the possibility of North Circular Road becoming an orbital bus corridor. These changes may have implications for capacity that would have to be considered. These changes should help make London in general, and this site in particular, better connected by public transport. • Bus access for schools (in particular secondary schools) should be considered now. It is preferable to consider this and provide good access from the start, rather than having to make changes at a later date once the school has opened. Rob Goodall confirmed that the secondary school would be part of the Masterplan application rather than the Phase 2 application. • From a planning and consultation view, it is preferable to not think of services in terms of their route numbers. 	
<p>52. It was agreed that a workshop to discuss buses would be required. To help inform discussions, Arup will provide indicative demand for buses. TfL will be able to provide updated details on usage and available capacity on routes in the area.</p>	<p>Arup to provide indicative demand for buses.</p> <p>TfL to provide usage/ capacity data</p>
<p>53. Bob Blitz stated that three points which will need considering when looking at the bus network are reliability, capacity and connectivity. Delays should not be imposed on buses as a result of changes to the network. Modelling may be needed to demonstrate this.</p>	<p>Noted</p>

54. Mike Savage stated that there should be a working assumption that changes to the bus network will not make anything worse than how they currently are.	Noted
55. In terms of public transport assumptions, an interim phase should be considered before Crossrail 2 where buses take up the bulk of the public transport demand.	Noted
56. Mike Savage stated that the ability to bring in the final solution for buses with Phase 2 should not be precluded.	Noted
57. Leon Shrewsbury stated that the site is currently one big zone in the NoLHAM model. Arup will need to look at how this could be divided up to create different access points. Tim Price stated that any dividing up the zone would need to evidence based to demonstrate how assumptions have been arrived at.	Noted
58. The final agreed location of Tesco and IKEA will make a difference as to where retail trips load on to the network.	Noted
Strategic Modelling Advice	
59. Melvyn Dresner set out his initial thoughts on the level of modelling/trip generation assessment required for the two applications. <ul style="list-style-type: none"> • Phase 2 – TRICS required. Existing LTS, Railplan and HAM can be used to inform TA. • Masterplan – all of TRICS, LTS, Railplan and HAM required. 	Noted
60. Rob Goodall stated that it is the intention to use TfL's full suite of models (LTS, Railplan and HAM) for the Masterplan application next summer. The intention is to start using these as soon as possible and make good progress on modelling by December. Given the tight timescales associated for the HIF Infrastructure application, it is unlikely that LTS, Railplan and HAM modelling will be completed by December. Arup are seeking agreement from TfL that their approach to modelling of the Phase 2 application is sufficient.	TfL to provide guidance on whether approach to modelling (as set out in scoping note) is accepted
61. A set of milestones for Strategic Modelling should be agreed as soon as possible. Whilst a validated and calibrated full suite of Strategic Models may not be required for the Phase 2 application in December, high level modelling can still feed in to the application and be used to provide assurance that assumptions are robust and provide TfL with some comfort that the overall impact of the Masterplan will be	Arup to provide a suggested set of milestones for Strategic

comprehensively assessed.	Modelling
<p>62. Consideration will need to be given as to how any potential delays to buses and the impact of STAR can be assessed without Strategic Modelling as part of the Phase 2 application. It was stated at the meeting that:</p> <ul style="list-style-type: none"> • The Upper Lea Valley Bus Study identified parts of the network where buses experience delays. • iBus provides data on existing journey times for bus routes. • Bob Blitz advised that impact of STAR on the bus network may be too small to gauge. <p>Using the above information it was agreed that there is an approach that Arup can take to demonstrate the impact of the proposals on the bus network for Phase 2 without running full strategic modelling.</p>	Noted
63. Melvyn Dresner advised that the Transport Assessments for the Phase 2 application and Masterplan application should set out the priorities for public transport capacity and reducing delays on the network.	Noted
64. It may be possible to use existing models to help inform the Phase 2 application – for example the NoLHAM model that was used as part of the Upper Lee Valley Strategic Transport Study. TfL will provide further advice on this. TfL will also need to confirm which version of the model will be used. It was suggested that the Upper Lea Valley models that Arup have been developing for TfL and the GLA would be a good starting point.	TfL to provide advice on which existing models could be used to inform the Phase 2 application and what model versions will be used
65. Charles Richardson stated that the base year for TfL's suite of models is currently 2011/12. This is being updated at the moment and 2018 count data has been compiled. Arup confirmed that extensive traffic surveys have recently been undertaken in the area to inform this application.	Noted
66. Melvyn Dresner agreed that local junction modelling may be required for the Masterplan application but this should be	Noted

minimised if possible. Any local modelling should be based off issues that were identified as part of the Strategic Modelling.	
Mitigation	
67. Melvyn Dresner stated that mitigation that is required as part of Phase 2 will need to be considered. This will need to be based from trip generation assessments and the available road network, rather than Strategic Modelling.	Noted
68. Melvyn Dresner accepted that minimising car parking provision reduces the traffic impact of the site.	Noted
69. Mike Savage raised the issue of the proposal to reduce vehicle movements and introduce bus priority measures on Meridian Way. It was stated that this ought to be thought of as a wider corridor by TfL, and Haringey Council may need to consider the proposals too. Whilst there is likely to be a benefit of having a less heavily trafficked Meridian Way, the wider implication of where vehicular traffic re-routes to may need to be considered. Melvyn Dresner stated that this is more of an end-state conversation to have. These proposals fit into TfL's vision for Healthy Streets and as such there needs to be a realisation and acceptance that in order to provide better environments for people walking and cycling there may be wider impacts on general traffic and prioritisation for buses.	Noted
Vision Zero	
70. Melvyn Dresner stated that the Vision Zero Action Plan had recently been published. This sets out a new approach to road safety that should be taken account of in future planning applications. One of the key changes is that the transport system needs to accommodate human error. Measures to improve road safety could include reducing speed limits and enabling a mode shift away from private vehicles. Rob Goodall responded to state that the Masterplan area will be a low-speed environment and the street level design will be developed with a consideration of the Vision Zero Action Plan.	Noted
71. Rob Goodall questioned what area the accident analysis should cover. Melvyn Dresner stated that the extent of the area should be based on the relative impact of the development.	Noted
Next Steps and Future Meetings	
72. It was agreed during the meeting that additional workshops on buses on Strategic Modelling would be required. The Strategic Modelling workshop is a priority and should be	Arup and TfL to agree

arranged in 2 – 3 weeks. The buses workshop should be held in 4 – 5 weeks.	dates for workshops
73. As agreed previously, the next meeting will be focused on Urban Design, and should be held in mid-September. Crossrail 2 are also likely to be involved in the meeting.	Arup and TfL to agree date for next meeting

Prepared by Duncan Lawrence; 7th August 2018.

Approved by Melvyn Dresner; 8th August 2018.

Comments by Rob Goodall (Arup); 17th August 2018