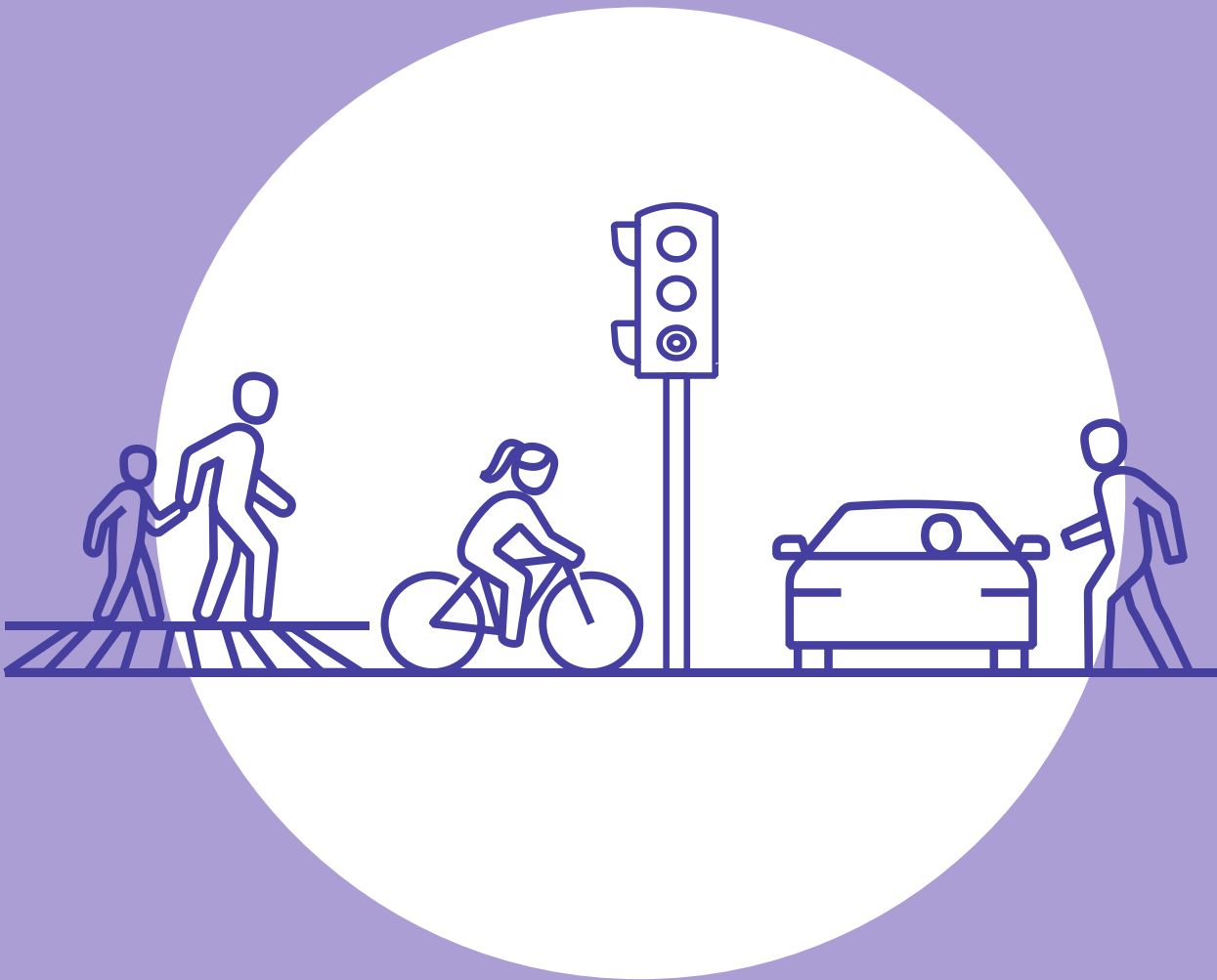


Camden Transport Strategy

Road Safety Action Plan



1. Purpose of the Road Safety Action Plan

- 1.1. Reducing transport-related casualties and reducing real, as well as perceived, road risk in order to encourage more sustainable transport choices are crucial to meeting many of the objectives in the Camden Transport Strategy (CTS). This includes creating an environment where more people will choose to walk or cycle, reducing traffic dominance and car use, improving the health of residents and visitors to the Borough, reducing congestion as well as supporting regeneration and the local economy.
- 1.2. The purpose of the Road Safety Action Plan (RSAP) is to incorporate the policies and measures within the CTS for improving road safety into a single, clear, organised programme.
- 1.3. Our focus will be on two main areas: supporting the Mayor's London-wide ambition to reach 'Vision Zero', by having no Killed or Seriously Injured (KSI) casualties on Camden's roads by 2041 – and our own ambition to reduce all casualty types (KSIs and 'slight' injuries). This will be achieved with a mixture of reactive and proactive measures, and more broadly, working to reduce actual and perceived danger on Camden's streets to enable residents and visitors to make more sustainable transport choices.
- 1.4. The RSAP is split between two broad types of measures: infrastructure schemes primarily involving physical interventions, as well as supporting measures involving behaviour change and smarter travel programmes. These measures are explained in [Section 2](#) and [Section 3](#) below.
- 1.5. These measures will help deliver core objectives within the CTS, as shown in Table 1, below.

Table 1: RSAP Measures and related CTS Objectives

CTS Objective	Infrastructure Schemes with Road Safety Elements	Supporting Measures
To substantially reduce all road traffic casualties in Camden and progress towards zero Killed and Seriously Injured casualties	✓	✓
To transform our streets and places to enable an increase in walking and cycling	✓	
Reduce car ownership and use, and motor traffic levels in Camden	✓	✓
To deliver a transport system and streets that are accessible and inclusive for all	✓	✓
To reduce and mitigate the impact of transport-based emissions and noise in Camden.	✓	✓
To deliver an efficient, well-maintained highways network and kerb-side spaces that prioritises the	✓	✓

sustainable movement of goods and people		
To ensure economic growth and regeneration is supported by, and supports a sustainable transport network	✓	✓

1.6. The Action Plan, which is detailed in Appendix A, will also help the Borough's progression towards some of the core targets within the CTS, and which link back to the MTS. These are summarised in Table 2, below:

Table 2: RSAP Targets (MTS and CTS)

MTS Target	CTS Target
All deaths and serious injuries from road collisions to be eliminated from London's streets by 2041	To eliminate all Killed and Seriously Injured (KSI) casualties. Targets: 52 KSI by 2021, 30 by 2031, zero by 2041. Substantially reduce all road casualties in Camden (Killed and Seriously Injured and slights) from 1015 (2014-2016) to 743 (by 2021), 403 (by 2031) and 199 (2031).
80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041	85% of trips in the Borough are already made by sustainable modes. To support the Mayor's London-wide goal of 80% of all trips being made by these modes by 2041, Camden's share is required to be higher: 88% by 2021 and 93% by 2041

1.7. We will measure our performance by monitoring and reporting against targets and producing an annual update of the RSAP showing progress against each action.

2. RSAP Infrastructure Measures

2.1. A variety of infrastructure programmes will contribute to this component of the RSAP. The main public realm and highways improvement programmes are summarised in Table 3, overleaf:

Table 3: Highways road safety improvement programmes

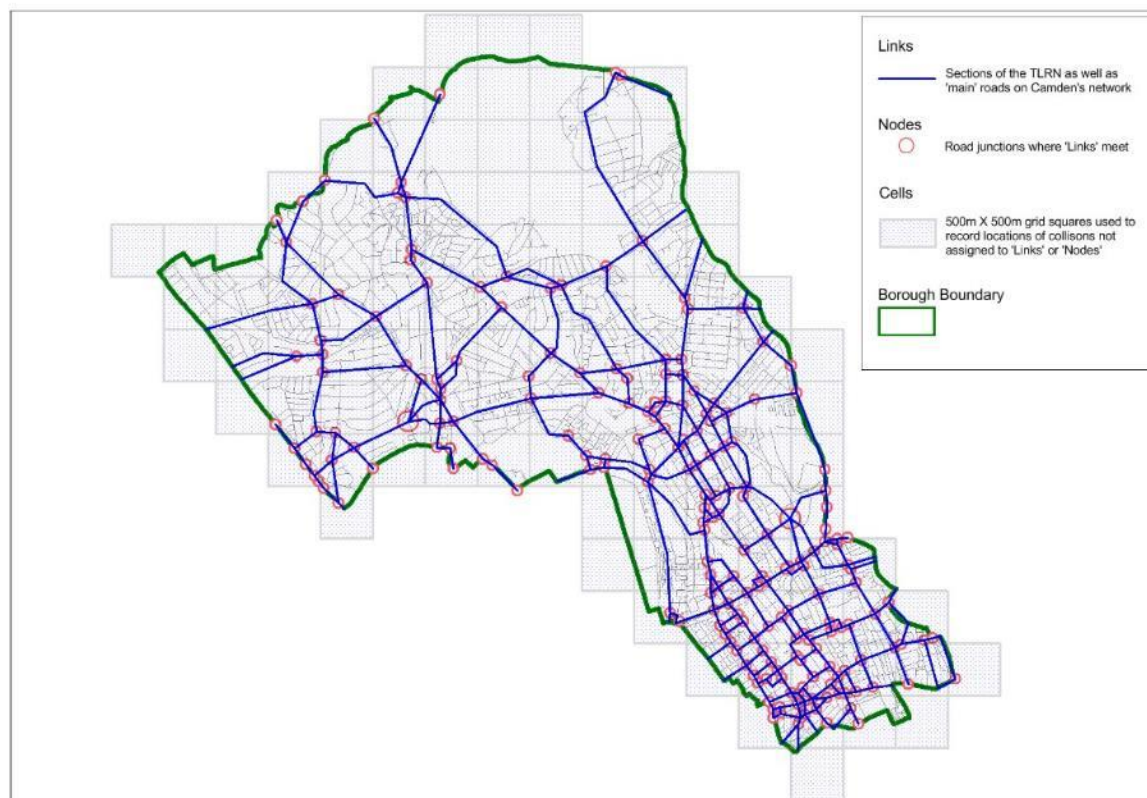
Programme	Brief Description
LIP 'Area Based Schemes'	Schemes prioritised using road safety statistics as one criteria in identifying locations for investment, and including measures that transform streets and public realm to improve conditions, particularly for vulnerable road users
LIP Road Safety Fund	Ring-fenced funding within the LIP for bespoke road safety highways improvement schemes

Programme	Brief Description
	identified from the Borough Road Safety Audit, the Junction Protection Programme and ensuring 20mph compliance (for details see below)
HS2 Road Safety Fund	Series of interventions to improve road safety for pedestrians and cyclists in particular in locations which are impacted by HS2 traffic and construction routes
Walking & Accessibility, and Cycling Action Plans	Creation of a Borough-wide cycle network that is safe, comfortable and accessible for all, and interventions that improve conditions for walking, as set out in respective Action Plans
School Travel Plan Engineering Measures	Engineering measures to improve road safety around schools – improved crossings, widened pavements, speed restrictions – and more transformational ‘Healthy School Street’ timed road closures at the start and end of each school day
TfL TLRN scheme programmes	Interventions on the TfL ‘TLRN’ road network that improve road safety and reduce motor traffic dominance/severance on streets with (typically) very high current traffic flow levels

2.2. To assist with prioritising locations for road safety interventions, a Borough-wide Road Safety Audit was commissioned in March 2018. Informed by detailed analysis of collision data specific to Camden’s road network, the Audit prioritises sections of the network based on two types of criteria: reactive and proactive.

2.3. The reactive criteria grade the Links (sections of main road carriageway between junctions), Nodes (junctions on the main road networks) and Cells (the areas surrounding the Links and Nodes, usually containing less-busy roads) by number of collisions involving a fatal or serious casualty, number of collisions involving a Vulnerable Road User (VRU) and, for Links, by number of collisions involving a VRU per kilometre. VRUs (pedestrians, cyclists and powered two-wheelers) are injured in 74% of collisions in Camden and are the most likely user group to be killed or seriously injured. Therefore, targeting locations with high numbers of collisions involving VRUs and resulting in KSI casualties will assist with effective progress towards Vision Zero. Links, Nodes and Cells in Camden are displayed in Figure R1, below:

Figure R1: Links, Nodes and Cells in Camden



- 2.4. The proactive criteria were selected after analysing the types of collisions in Camden that were statistically most likely to result in a KSI; in Camden these are collisions during the hours of darkness and collisions involving right-turning vehicles. Right-turning conflicts are most frequently responsible for collisions with cyclists and powered two-wheelers. Targeting the Links, Nodes and Cells with a high frequency of collisions in the hours of darkness and those with a high frequency of right-turning conflicts will help prevent collisions most likely to involve a VRU or result in a KSI.
- 2.5. Using baseline three years' collision data (2014-2016 – the most recent available data at the time of the Audit), each Link, Node and Cell is categorised with consideration to each criteria and ranked for priority on an output table containing the 55 highest ranked locations. These prioritised locations have been used to (i) inform areas for investment in Camden's LIP Delivery Plan and other funding sources for 2019/20-2021/22, and (ii) on parts of the TfL TLRN network outside of the Borough's control, we will lobby TfL for improvements based on this data.
- 2.6. The Borough Road Safety Audit was designed to allow new data to be inputted. A new prioritisation table will be created in April or May each year when new finalised collision data becomes available and the output will be used to inform Camden's LIP every three years and identify high-risk sections of the network that are not already part of an existing planned programme. For the intervening

years the output will be used to monitor the effects of implemented schemes and highlight any new areas of concern. The prioritisation table created from the 2014-2016 collision data has been included in Appendix B, including how each of the top ten 'Links', 'Nodes' and 'Cells' is planned to be addressed.

2.7. Two further programmes contribute to the infrastructure component of the Road Safety Action Plan. These are (i) 20mph compliance measures and (ii) the junction protection programme, as set out below. In addition, the Council will implement a series of traffic reduction policies and measures, as outlined under Objective 2 of the main CTS, with the aim of delivering the Healthy Streets agenda that creates safer environments and contributes towards Vision Zero.

2.8. **20mph Compliance Measures:** Speed significantly increases the chance of being injured in a collision and research has shown that the risk of death for pedestrians struck by cars increases at higher impact speeds. Camden has a data-led system to target staged interventions at locations with speeding issues to encourage compliance with the borough-wide 20mph speed limit. Each year in April, traffic speed and volume surveys are carried out at 125 'core' locations (see Figure R2, overleaf), and the data used to create a prioritisation table of locations with the highest average speeds.



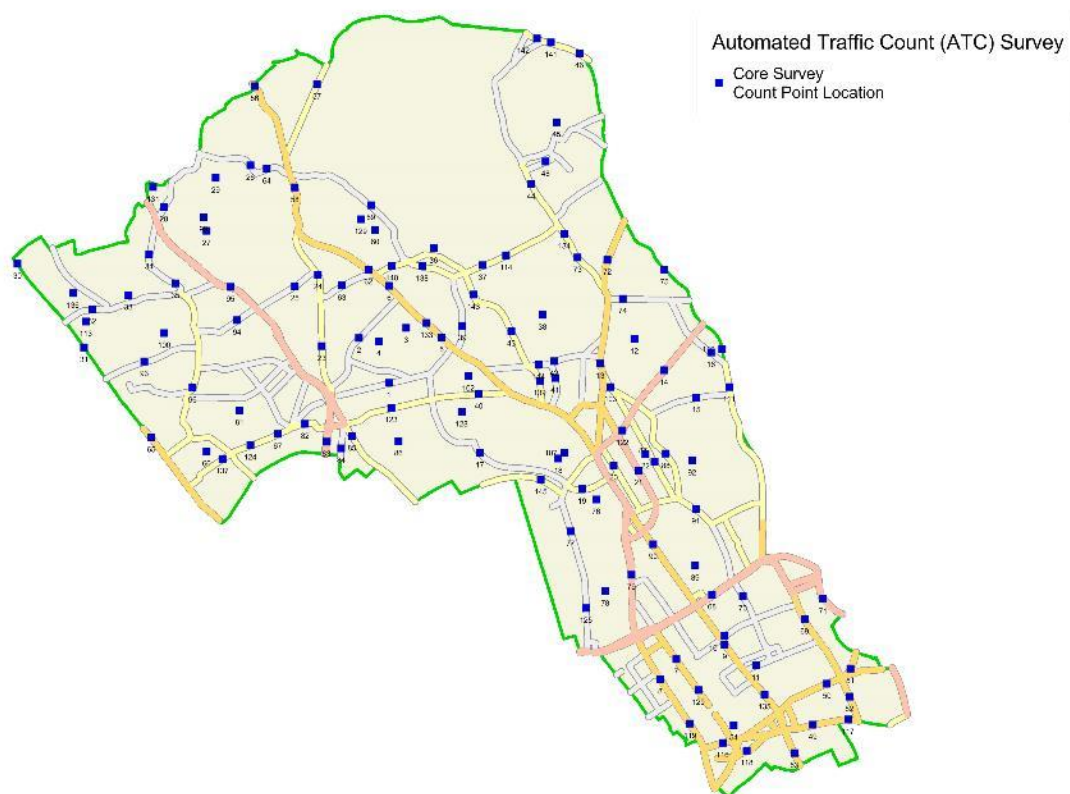
2.9. Where a road has average night speeds greater than 24mph stage one of the intervention programme (see below) will be implemented, and should the average speed remain in excess of 24mph in the next round of surveys the road is then flagged for stage two intervention. Should the average speed remain greater than 24mph the road moves up to stage three and then to stage four. Average night time speeds are used, based on police recommendations, as it is generally at these times that 'free-flowing' traffic conditions are more likely. The stages are:

- **Stage One:** Enhance 20mph signage, by increasing the number of signs and installing larger signs. Analysis of our survey data shows that enhanced signage does result in decreased speeds. Enhancing signage makes it easier for the Police to enforce speeding, as drivers would have plenty of opportunities to be reminded of the speed limit.
- **Stage Two:** Install Vehicle Activated Signs (VAS) that warn drivers that they are exceeding the speed limit. There are 25 VAS installed at locations with average speeds in excess of 24mph where maximum

signage has been installed. Radar data extracted from these VAS has shown they can be effective at reducing speeds.

- **Stage Three:** Undertake ‘Community Roadwatch’ exercises in partnership with the Police. The Police enlist and manage volunteers from the local community and train them to use speed guns. The speed and vehicle registration numbers of speeding vehicles are logged, and the Police can inform vehicle owners of the dangers of speeding and that they may be subject to Police enforcement actions if observed speeding in the future.
- **Stage Four:** As a final stage, infrastructure measures may be considered such as traffic calming, especially at locations with a history of road casualties. On main roads this could involve pedestrian refuges, raised tables at junctions and buildouts of kerb lines to slow traffic. On other roads that carry local traffic and are more residential in nature, calming measures could include speed humps and speed cushions.

Figure R2: 20mph core survey sites



- 2.10. **New Initiatives:** We will also continue to develop new initiatives to include in the 20mph Action Plan. We are currently testing the effectiveness of road markings that appear as three-dimensional road humps to oncoming vehicles, as a cheaper and less permanent alternative to vertical deflection. We have also installed two VAS with Automated Number Plate Recognition (ANPR) technology on roads with persistent speeding issues. These VAS record the Vehicle Registration Number (VRN) and a photograph of vehicles exceeding 24mph and we are liaising with TfL and the Metropolitan Police to share this data for engaging with vehicle owners as part of the Community Roadwatch campaign.
- 2.11. **Removing Parking from Junctions:** As part of the Borough Road Safety Audit, a detailed analysis was undertaken of the collision data to identify factors that could be used to proactively identify areas of road risk. Analysing vehicle manoeuvres it was found that collisions involving parked vehicles are over represented in Camden, relative to other inner London Boroughs. Furthermore, collisions involving parked vehicles are the most likely 'manoeuvre type' to result in a KSI. The Police also record what they believe to be the contributory factors to collisions; the proportion of all collisions that took place at junctions from 2014-16 on Borough Roads and which have been mainly attributed to contributory factor 701 ("Vision affected by stationery vehicle(s)"), or 801 ("Pedestrian Crossing road masked stationery or parked vehicle"), is 6.6%, however, the proportion of all pedestrian collisions at junctions that were contributed to obscured vision is more than two times higher at 14.7%.
- 2.12. Therefore, as a proactive measure to reduce the potential of junction collisions involving a pedestrian or resulting in a KSI, we will systematically survey the Borough and amend the parking, waiting and loading restrictions around junctions where necessary, to ensure vehicles are not able to be parked within 10m of a junction (wherever feasible), as per the guidance in the Highway Code. In addition, where possible, motor vehicle parking will be rationalised in line with objectives and policies set out in the CTS. Ring-fenced funding will be allocated from the Road Safety budget within the LIP programme for this purpose, and other sources where available.

3. RSAP Supporting measures

- 3.1. A range of supporting Smarter Travel and behaviour change programmes will support the infrastructure measures, as outlined below.
- 3.2. **Cycle Training:** In addition to our extensive cycle training programmes for adults, for children within schools and for families, Camden's Cycle Training programme delivers weekly term-time cycle training at Swiss Cottage SEN school, working with around 20 children per term and delivering off- and on-street training. Camden also delivers term-time cycle training in Regent's Park (using all ability bikes) with students from Bridge School. We will continue to deliver those activities as part of this Action Plan.

- 3.3. **Pedestrian Skills Training:** Camden's Pedestrian Skills Training programme aims to enable children to make independent journeys more safely, whether they are walking to school or for other purposes. We target Year 5 children (aged 9-10) because they are growing in independence and in order to reach them before secondary school when pedestrian injury rates peak (11-14 age range). Pedestrians aged 12-19 experience the second highest levels of risk for pedestrian KSIs after the 75+ age group in London. Each year Camden run pedestrian skills training sessions for more than 700 children in more than 20 schools, as well as more than 20 performances of theatre and education shows aiming to enable children in making important decisions for independent travel and emphasising that they have a responsibility over their own and other people's safety. Camden also supports TfL's Junior Citizenship Scheme, an annual two-week event which, among other safety awareness training, offers sessions on walking and cycle safety to all Camden school children 10 to 11 years old. We will continue to deliver those activities as part of this Action Plan.
- 3.4. **Theatre in Education:** For children aged 10-11 Camden has commissioned the "Now You See Me, Now You Don't" interactive theatre piece. Booked for 20 performances in Camden schools in 2018/19, the show aims to enable children to make important decisions for independent travel and emphasises that they have a responsibility over their own and other people's safety.

A further drama piece, "Crossing Over" tours Camden schools in February and March. Aimed at children aged 12-13, the presentation focuses on the risks and consequences of distraction and poor judgement when on the streets.

To assist children with leaving school, Camden run "Dying to Ride" workshops for children aged 16-19. Held at 5-6 secondary schools, each year the workshops offer more than 700 sixth formers in-depth guidance and support in riding and driving, enabling them to be safer road users of mopeds, scooters and cars. The workshop is also designed to make them think of the impact of unsafe actions on their parents, family and friends. Issues addressed include drink/drug driving, speeding, seat belts, cycle helmets and mobile phone usage.

- 3.5. **School Crossing Patrols:** Camden currently employs nine school crossing patrol officers, operating according to the National School Crossing Patrol Service Guidelines and help hundreds of children to cross the road safely every school day. Crossing sites are selected by an internal audit process and approved if they meet the criteria for the number of children crossing, the amount of traffic and the level of danger.
- 3.6. **School Travel Planning:** Camden employs a full-time dedicated School Travel Plan officer, working closely with schools to develop a travel plan to encourage sustainable travel on the school run. Using the TfL STARS (Sustainable, Travel, Active, Responsible, Safe) website, staff in schools are asked to input their schools' travel plans. We help schools to encourage staff, pupils and parents to travel to school more sustainably, actively and safely, by – for example - providing free initiatives (e.g. pedestrian skills/cycle/scooter training)

and funding for cycle/scooter storage. The school travel plans are also used to identify engineering measures to improve road safety around the school.

- 3.7. **Work Related Road Risk (WRRR):** We will continue to work with Camden's Fleet Services, providers and contractors, as well as those secured through Camden's procurement and planning process (such as construction for developments), to minimise road danger associated with vehicles being driven for work purposes. We will work to ensure the requirements in the procurement & planning process for driver training, skills and awareness through Safe Urban Driver Skills (SUDS) training, minimum bronze accreditation of the Fleet Operators Recognition Scheme (FORS) and minimum vehicle safety mechanisms such as warning devices for turning movements and side guards are being implemented and monitored.
- 3.8. **Construction Logistics and Cycle Safety (CLOCS):** The CLOCS accreditation scheme was developed by the construction industry in response to the disproportionate involvement of construction vehicles in cycle fatalities. Camden will apply the CLOCS standard to all developments and construction sites in the borough, which will be secured through a Construction Management Plan (CMP) as part of the planning process. As well as requiring membership of FORS, driver training and vehicle safety, CLOCS also covers the site operations to ensure that it is suitable for vehicles, that safe site access and egress is addressed; vehicles can load and unload on-site; that specific traffic routing and delivery times are considered and communicated and that all relevant supply chains are compliant with the terms. Camden employs a dedicated resource to monitor CMPs and will monitor compliance by completing checks on vehicles, drivers and operations and can take enforcement action if necessary. Camden is a member of the CLOCS working group and attends the quarterly meetings hosted by CLOCS secretariat and TfL Freight and Fleet team.
- 3.9. **Consolidation Centre:** The Camden Freight Consolidation Service (FCS) is a facility that channels suppliers' deliveries into one central point. The supplies, goods and materials are then sorted into fewer vehicles for the final 'leg' of the journey to delivery sites, on a just in time basis. The reduction in the number of freight vehicles will lead to reduced road dominance and road danger, as well as improvements in air quality. Since October 2015 the FCS has been operating from DHL's Edmonton depot, receiving orders from over 180 suppliers and delivering to over 250 separate addresses in Central and North London. Funding has been provided from TfL via the Mayor's Air Quality Fund, however, as this will no longer be available from 2020, to make the FCS self-sufficient and to facilitate the fleet conversion to 100% electric vehicles, it has reduced in scale and relocated to Mount Pleasant in Camden. This is only a temporary move and the FCS plans to find a less central location within 12 months.
- 3.10. **Freight Retiming:** More than 90% of London's freight is transported by road. In the morning peak (07:00-10:00) deliveries and servicing vehicles account for

about one-third of all traffic. Assisting and influencing freight vehicles to avoid this time will result in air quality and road safety benefits.

- 3.10.1. Camden is a working group and contributory member of London Council's London Lorry Control Scheme (LLCS) which restricts heavy goods vehicles (HGV) over 18 tonnes at night and at weekends on specific roads in London, aiming to manage the environmental and social impact of HGV journeys. The LLCS has initiated an enforcement trial using Automatic Number Plate Recognition (ANPR) technology which we are supporting by supplying our traffic survey data indicating roads with the most HGVs travelling in contravention of the controlled hours.
- 3.10.2. Camden is also a working group member of the Retiming Deliveries Consortium, a TfL-led initiative which has helped more than 500 London businesses retime their deliveries outside peak hours, reducing potential risk to vulnerable road users in particular.
- 3.10.3. We are currently revising the Camden Planning Guidance document 7 (CPG7) with an aim to introduce more stringent requirements for developers to state, as part of a Delivery and Servicing Management Plan, delivery times, size and type of vehicles (low emission, FORS accreditation), location of deliveries, delivery routes, as well as a commitment to use consolidation centres where possible.

4. Funding

- 4.1. Infrastructure schemes will be funded through multiple sources including as part of Camden's TfL-funded LIP 'Area Based Schemes', a bespoke LIP Road Safety Fund, TfL's Cycle 'GRID' and Cycle Superhighways/Cycle Quietways programmes, developer contributions and other sources such as the HS2 Road Safety Fund.
- 4.2. Behaviour Change schemes will be funded from the "Smarter Travel" budget allocation from TfL's LIP fund for Camden, as well as Section 106/developer contributions.
- 4.3. It should be noted that this plan is being developed within a limited funding environment. All funding avenues will be explored to deliver the necessary road safety programmes identified in this plan, including bids to discretionary TfL funding programmes such as Liveable Neighbourhoods, and further local developer contributions.

5. Monitoring and Review

- 5.1. We will provide annual updates on progress against the RSAP, which will be published on the Camden website. This will review annual progress against key actions (infrastructure and supporting measures) as well as the core road safety targets set out in Table 2.

- 5.2. It is proposed to review the Road Safety Action Plan in full towards the end of each three-year programme and update the actions and targets based on information and evidence available at that time.

Appendix A: Camden Road Safety Action Plan (2019/20 to 2021/22)

2019/20 to 2021/22 Main Actions		Details	Expected Completion Date
Infrastructure Schemes			
Area Based Schemes & Major Projects	Kilburn High Road Area Based Scheme	Range of improvements for road safety, including widened footways, new crossing points and continuous footways at selected side roads, as part of wider scheme.	2020
	Camden Town Area Based Scheme	Development and implementation of scheme to significantly improve the pedestrian and cycling environment on Camden High Street (northern section), Hawley Road and residential streets	2022
	Holborn Liveable Neighbourhoods programme	Removal of one-way traffic gyratory (High Holborn & Bloomsbury Way) to create new public spaces, widened footways, improved pedestrian crossings and enhanced public realm.	TBC
	Kentish Town Area Based Scheme	Improvements for pedestrians and cyclists on Kentish Town Road and neighbouring hinterland areas, delivering Healthy Streets and reducing motor traffic dominance	2021
	West End Project	Removal of one-way gyratory and widened footways on Tottenham Court Road/reducing dominance of motor traffic plus creation of new parks and areas of public realm e.g. Alfred Place, and segregated cycle facilities on Gower Street	2020
Specific Road Safety Schemes	Fitzjohn's Avenue corridor	Implementation of a package of measures to improve road safety, specifically reducing traffic speeds and implementing cycling facilities, particularly northbound, along Fitzjohn's Avenue	2020
	Howland Street and surrounding area	Improving conditions for pedestrians and cyclists along Howland Street (between Tottenham Court Road and Cleveland Street) and surrounding streets	2020
	York Way (Goods Way to Agar Grove)	Implementation of measures to reduce KSIs and vulnerable road user casualties on this section of York Way, including upgraded pedestrian and cycling facilities along the corridor	2022
	TfL TLRN Junction Improvement	Implementation of measures to improve conditions for vulnerable road users at locations identified for delivery by TfL on the TLRN	Multiple – see 'details'

2019/20 to 2021/22 Main Actions		Details	Expected Completion Date
	schemes	network including: (i) Camden Street/Camden Road junction (2021), (ii) Britannia junction – Camden Town (2021), (iii) Euston Road/Judd Street (2019) and (iv) King’s Cross gyratory (2022)	
	Other programmes	School Travel Plan engineering measures (including Healthy School Streets), initiatives from the Walking & Accessibility Action Plan and schemes identified for delivery from HS2 Road Safety Fund	Multiple
Principal Cycling Schemes - Cycle Superhighways, Cycle Grid & Borough programmes (for full details see Cycling Action Plan)	Cycle Superhighway 11 (completion)	Provision of an improved route between Swiss Cottage and the West End, providing safer conditions for cyclists and upgraded pedestrian facilities, subject to further development and approvals	TBC
	Grays Inn Road	Improvements for pedestrians and cyclists along Grays Inn Road as part of ‘Phase 3’ of the Farringdon Area Based Scheme	2020
	Midland Road – Judd Street – Brunswick Square corridor (completion)	Completion of scheme with stepped tracks and new crossing of Euston Road, providing continuous link between Kentish Town and Bloomsbury	2019/20
	Tavistock – Torrington corridor (completion)	Installation of final scheme/ layout subject to approvals	2019/20
	Pratt – Delancey corridor (completion)	Delivery of separated cycle infrastructure and upgraded junctions along this corridor subject to approvals	2019/20
	Camden Road to Tottenham Hale (commencement)	Implementation of cycle tracks (Camden Road) and quieter streets to link Camden Town area with Finsbury Park and beyond	2021/22 (initial section)
20mph Compliance Programme	Carry out speed/flow surveys at 125 sites to inform prioritisation table of locations for:	<ul style="list-style-type: none"> Enhanced Signage Vehicle Activated Signs (VAS) Community Roadwatch (non-infrastructure) Engineering road safety measures 	Throughout three year programme
Junction Parking		All junctions on Borough roads to be surveyed and measures taken to ensure all parking is at least 10m away. This will improve	Throughout three year programme

2019/20 to 2021/22 Main Actions		Details	Expected Completion Date
Protection Programme	Ensure no vehicle is able to park within 10m of a junction, where feasible	sight lines for pedestrians and improve safety for vulnerable road users when crossing. Any affected parking bay or single yellow line will be prioritised for conversion to either double yellow lines or, where appropriate, cycle parking. A systematic ward-based approach will be taken whereby wards with higher incidences of collisions at junctions will be prioritised. £25,000/annum to be allocated from the Road Safety budget in the LIP	
Supporting Measures			
Cycle Training		We aim to train a minimum of 400 children/year to Bikeability level 1; 300 children/year to Bikeability level 2; 150 adults/year to Bikeability level 1; 150 adults/year to Bikeability level 2; 100 adults/year to Bikeability level 3	Throughout three year programme
Pedestrian Skills Training & Behaviour Change Initiatives		Activities currently being delivered by Camden, and will continue to be, include Pedestrian Skills Training (delivered to around 800 children per year), the Junior Citizenship scheme, Street Feet (road safety information packs) and Theatre in Education initiatives (using drama to promote road safety measures)	Throughout three year programme
School Travel Plans		Increasing the number of schools in the Borough with STARS accredited Travel Plans from 25% (currently) to 50% of all schools by the end of 2021/22. Measures to include promotion of Walk to School Week, and small grants to fund pedometers and materials to encourage more children to walk & cycle to school	Throughout three year programme
School Crossing Patrols		Camden will continue to employ School Crossing Patrol Officers at locations identified through an agreed audit process, where robust evidence shows need for provision is required, and funding allows	Throughout three year programme
Freight Initiatives		Work to ensure Camden retains FORS standards for its own fleet, ensure drivers of Camden vehicles have undertaken a SUD course as well as contractors secured as part of the procurement process. Apply the CLOCS standard to all developments and construction sites in the borough, secured through a CMP as part of the	Throughout three year programme

2019/20 to 2021/22 Main Actions	Details	Expected Completion Date
	planning process. Actively monitor CMPs for compliance.	

Appendix B: Road Safety Audit (2018) – Analysis of Prioritised Locations**1. Links**

Priority No. of Links	Description/location	Detail	Status of planned intervention	Completion date (where known)
1	LINK 722-723 (KILBURN HIGH ROAD)	Belsize Road to West End Lane	Area included within Kilburn Area Based Scheme	March 2020
2	LINK 800-805 (HAMPSTEAD ROAD)	Varndell Street to Netley Street	Delivered by TfL as part of TLRN network	TBC
3	LINK 167-199 (KENTISH TOWN ROAD)	Prince of Wales Road to Leighton Road	Area included within Kentish Town ABS	March 2019
4	LINK 17-630 (BLOOMSBURY WAY)	New Oxford Street to Southampton Place	Area included within Clerkenwell Boulevard/Holborn LN	March 2020
5	LINK 125-139 (CAMDEN ROAD)	St Pancras Way to Camden Park Road	Area included within Camden-Tottenham Hale cycle route proposals	TBC – scheme in development
6	LINK 64-73 (THEOBALDS ROAD)	Lamb's Conduit Street to Gray's Inn Road	Area included within Clerkenwell Boulevard/Holborn LN	March 2020
7	LINK 14-31 (NEW OXFORD STREET)	Tottenham Court Road to Bloomsbury Street	Area included within West End Project	Spring 2019
8	LINK 801-808 (EVERSHOLT STREET)	Oakley Square to Phoenix Road	Area affected by HS2, no proposals to be considered until works are complete	TBC
9	LINK 83-91 (UPPER WOBURN PLACE)	Euston Road to Tavistock Place	Area affected by HS2, no proposals to be considered until works are complete	TBC
10	LINK 79-769 (HOWLAND STREET)	Tottenham Court Road to Cleveland Street	Area to be investigated as part of a separate scheme either as part of Local Implementation plan 2022 or sooner if developer contributions become available	TBC

2. Nodes (Junctions)

Priority No. of Nodes	Description/location	Status of planned intervention	Completion date (where known)
1	NODE 163 (CHALK FARM ROAD/FERDINAND STREET)	To be included in Chalk Farm Rd Area-Based scheme	TBC. Delivery dependent on nearby developer-funded scheme
2	NODE 93 (EUSTON ROAD/JUDD STREET)	To be included in Midland/Judd cycle scheme	Planned for January 2019, dependent on TfL scheme approval
3	NODE 91 (EUSTON ROAD/EVERSHOLT STREET)	Junction on TLRN, officers to liaise with TfL to deliver as part of TLRN works	TBC - TfL dependent
4	NODE 125 (CAMDEN RD/CAMDEN PK RD/TORRIANO AVE(ATS))	To be included in Camden-Tottenham Hale cycle scheme	TBC - scheme in development
5	NODE 88 (EUSTON ROAD/TOTTENHAM COURT ROAD)	Junction included within West End Project	Spring 2019
6	NODE 713 (ST GILES CIRCUS (OXFORD STREET/TOTTENHAM COURT ROAD))	Junction included within West End Project	Spring 2019
7	NODE 73 (THEOBALDS ROAD/GRAYS INN ROAD)	To be included in Clerkenwell Boulevard scheme	TBC - scheme in development
8	NODE 747 (KINGS CROSS (EUSTON ROAD/YORK WAY/GRAYS INN ROAD))	Junction on TLRN, officers to liaise with TfL to deliver as part of TLRN works	TBC - TfL dependent
9	NODE 759 (FARRINGDON ROAD/CHARTERHOUSE STREET)	Currently being addressed by Cycle Superhighway 6	Completed Sept 2018
10	NODE 129 (CAMDEN HIGH STREET/PARKWAY (LTE STATION))	Junction on TLRN, officers to liaise with TfL to deliver as part of TLRN works	TBC - TfL dependent

3. Cells

Priority No of Cells	Assigned To	Description	Status of planned intervention	Completion date (where known)
1	CELL 529500/181000	Charing Cross Rd to St. Giles in the Field	Area to be treated as part of West End Project	Spring 2020
2	CELL 529000/181500	Cleveland St, Charlotte Street	Area to be investigated as part of Howland Street (prioritised link 10)	TBC
3	CELL 528500/182500	Outer Circle, Albany St (North End), Robert St	To be investigated for potential interventions as part of HS2 Road Safety Fund	TBC
4	CELL 528500/182000	Albany Street (South end), Osnaburgh St	To be investigated for potential interventions as part of HS2 Road Safety Fund	TBC
5	CELL 529000/182000	Drummond St to Maple St, Gower St to Conway St	Area to be treated as part of West End Project	Spring 2020
6	CELL 528500/183000	Park Village East, Mornington Terrace	To be investigated for potential interventions as part of HS2 Road Safety Fund	TBC
7	CELL 525500/185000	West End Lane, Frogna Lane. Honeybourne Rd, Langland Gardens	Area to be investigated as part of a separate scheme either as part of Local Implementation plan 2022 or sooner if developer contributions become available	TBC
8	CELL 529000/183500	Camden St from Camden Rd to Plender St. Bayham St to College Place	Casualty hotspots to be treated as part of Pratt/Delancey cycle scheme	July 2019
9	CELL 529500/184000	Agar Grove, St Augustin's Rd, Camley St, Freight Lane	Area to be treated as part of Cantelowes Area-Based Scheme	August 2019
10	CELL 529500/181500	Charlotte St (South part) to Malet St. Gower St (South part) to Bedford Square	Area to be treated as part of West End Project	Spring 2020