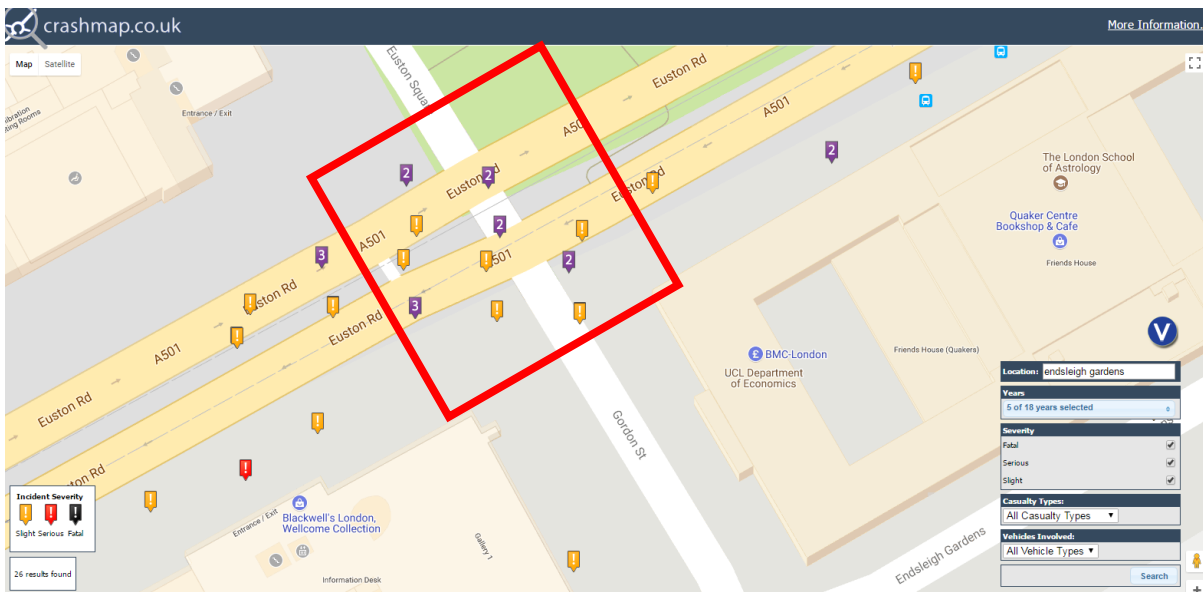


1. COLLISIONS AT THE GORDON ST / EUSTON RD JUNCTION

1.1. The Crashmap (<http://www.crashmap.co.uk/>) collision evidence submitted by the RMT has been checked by Camden officers to explore the claim that collisions have increased at the junction of Gordon Street and Euston Road by 122%.

1.2. The Crashmap data has been used to identify the number of collisions at the Gordon Street / Euston Road junction before and after the implementation of the Trial. Figure 1 below denotes which collisions have been considered at the junction.

Figure 1. Collisions at the Gordon Street / Euston Road Junction for years 2013-2016.



1.3. The initial plot of the Crashmap data presented in figure 1 categorises collisions by year (January to December) and not from a specific date. The officers used the date of the start of the Trial (23-11-15) to distinguish between the period before and the period after to be compared.

1.4. The two tables overleaf demonstrate the breakdown of collisions by severity and date. Data collected prior to the implementation of the Trial is included in Table 1 and data collected during the Trial is included in Table 2.

Table 1. Collisions at the Gordon St / Euston Rd junction 23-11-12 to 22-11-15

| Number | Severity | Date |
|--------------|----------|-----------|
| 1 | Slight | 24-06-13 |
| 2 | Slight | 17-12-13 |
| 3 | Slight | 13-04-14 |
| 4 | Slight | 02-07-14 |
| 5 | Slight | 20-08-14 |
| 6 | Slight | 25-08-14 |
| 7 | Slight | 28-08-14 |
| 8 | Slight | 20-11-14 |
| 9 | Slight | 27-03-15 |
| 10 | Slight | 22-04-15 |
| Total | | 10 |

Table 2. Collisions at the Gordon St / Euston Rd junction 23-11-15 to 23-12-16

| Number | Severity | Date |
|--------------|----------|----------|
| 1 | Slight | 13-01-16 |
| 2 | Slight | 13-03-16 |
| 3 | Slight | 16-04-16 |
| 4 | Slight | 12-07-16 |
| 5 | Slight | 14-08-16 |
| 6 | Slight | 21-12-16 |
| Total | | 6 |

1.2. No serious collisions were recorded at the Gordon St / Euston Rd junction prior to the implementation of the Trial, nor were any recorded during the Trial.

1.3. Whilst there has been an increase to the total number of collisions at the Gordon St / Euston Rd junction, the numbers remain low. The yearly average number of collisions has increased from 3.3 to 5.5, which is the equivalent to an increase of 67% and not 122% as stated by the RMT. As the numbers are small, the increases may be better represented by absolute numbers and not percentages.

- 1.4. Variations between Camden's and RMT's interpretation of the Crashmap data could be attributed to a difference in the time periods considered. Camden did not consider a January to December time period as this could have included the Trial in both the before and after time periods considered. Variation in the number of collisions could also be attributed to a difference in area considered. It is not clear from RMT's evidence what dates or area were considered in their collision data assessment.

- 1.5. Given the low numbers of collisions at the junction, as presented in Tables 1 and 2, there is no evidence to suggest that the implementation of the Trial on Torrington Place and Tavistock Place has worsened safety at the junction of Gordon Street and Euston Road.