

PROPOSED DIGITAL ADVERTISING DISPLAY, 226 CAMDEN HIGH STREET, CAMDEN TOWN, LONDON, NW1 8QS

Highway Safety Note

[VN212055]

Introduction

1. Vectos has been commissioned by London Lites Limited to support an advertisement application relating to a proposal for a digital advertising display at 226 Camden High Street in Camden Town, London. The proposal is to erect a 2m wide x 3m long static LED digital advertising display panel at the site.
2. The proposal site is located on the southern elevation of 226 Camden High Street, adjacent to the four-way signalised junction of Camden High Street / Hawley Crescent / Jamestown Road. The display will face in a southerly direction towards Camden High Street (S) and the bottom of the advertising screen is approximately 6m above ground level. The site location is shown below in **Figure 1**.

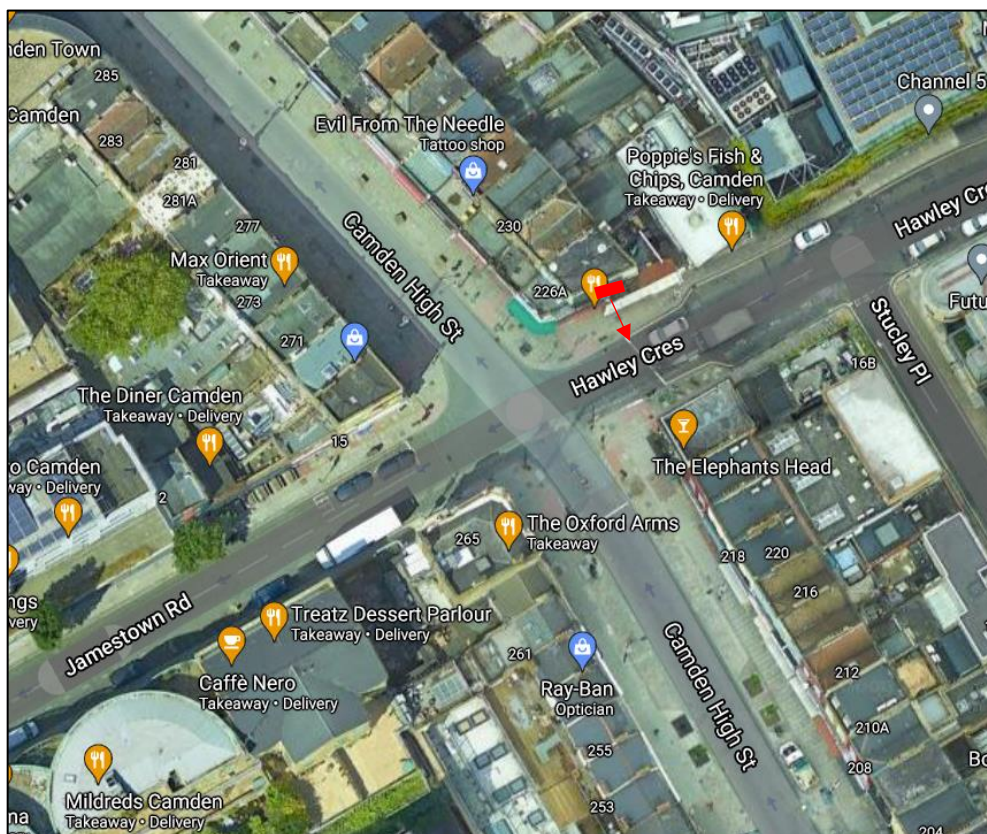


Figure 1 – Site Location

Planning Background

3. The site has a long-established history of hosting advertisement displays at this location; a 48-sheet internally illuminated sign was in situ from the early 1990's and consent was later granted for a digital 48-sheet lightbox display that was in situ from around 2008, before it was removed in 2020. The relevant planning applications associated with the planning consents at the site are set out below:

2003/0565/A – The continued display of 3 internally illuminated signs on the front and site elevations.

2005/0934/P – Use of flank wall of the premiss for the display of an advertisement panel (6m x 3m) in accordance with the conditions and limitations of Class 13 of Schedule 3 to the Town and Country Planning (Control of Advertisements) Regulations.

2006/2766/A – Display of high level 48-sheet internally illuminated advertisement lightbox.

4. An application for the proposed 2m wide x 3m high digital advertising display has been submitted to the Camden London Borough Council (CLBC) (*application reference: 2021/0751/A*). However, since the applications original submission in March 2021, the display has been repositioned in the centre of the gable end of 226 Camden High Street. This Highway Safety Note sets out a review of the proposal in terms of the highway safety implications and will be resubmitted together with the revised plans. The full plans for the proposed 2m x 3m digital display are attached as **Appendix A**.

Proposal Site Review

5. The proposal site is located adjacent to the Camden High Street / Hawley Crescent / Jamestown Road signalised junction, on the southern elevation of 226 Camden High Street. The surrounding area is predominantly commercial in nature, and the highway network is subject to a 20mph speed limit and is lit.
6. Hawley Crescent is the eastern arm of the adjacent signalised junction and is one-way only in a westbound direction. It is considered that the location of the advertising screen behind the footway on the northside of the carriageway and the elevated position will not interact with the sightline of drivers proceeding on this arm and there will be no safety conflict or interaction with the traffic signals.
7. Jamestown Road is the western arm of the adjacent signalised junction, and the approach is in an eastbound direction. Due to the side-on approach from this arm, the level of distraction from the proposed digital display would be minimised due to its acute angle. From this approach drivers can only make an unopposed left turn, with this left-turn only manoeuvre representing an uncomplicated road layout where the demands on the driver are lower, and therefore the siting of the digital display is not considered to be a conflict in relation to the safe operation of the Jamestown Road approach to the signalised junction. There is no interaction with the existing traffic signal heads on this approach.
8. Camden High Street (S) is a one-way only route, travelling northbound. On approach to the signalised junction drivers can either continue straight across onto Camden High Street (N) or turn left onto Jamestown Road. Camden High Street (S) is directly towards the proposal site and due to the straight carriageway alignment and wide layout with the buildings well setback, it is considered that approaching drivers will have a clear sight line towards the proposal site so that the advertising

screen and road / junction ahead could be assimilated at the same time without driver attention being diverted away from the road.

9. Camden High Street (S) comprises of two primary traffic signals at the stop line and a secondary traffic signal located at the other side of the junction. It is considered that the advertising screen position and the locations of the primary and secondary traffic signals on this arm will not interact in respect of approaching drivers at the 25m Stopping Sight Distance (critical decision-making distance) for the 20mph approach speed, and there will be no safety conflict – refer to **Figure 2**. Also, the approximate 6m height of the digital display on the gable end will be above the traffic signal heads, thus ensuring no interaction.

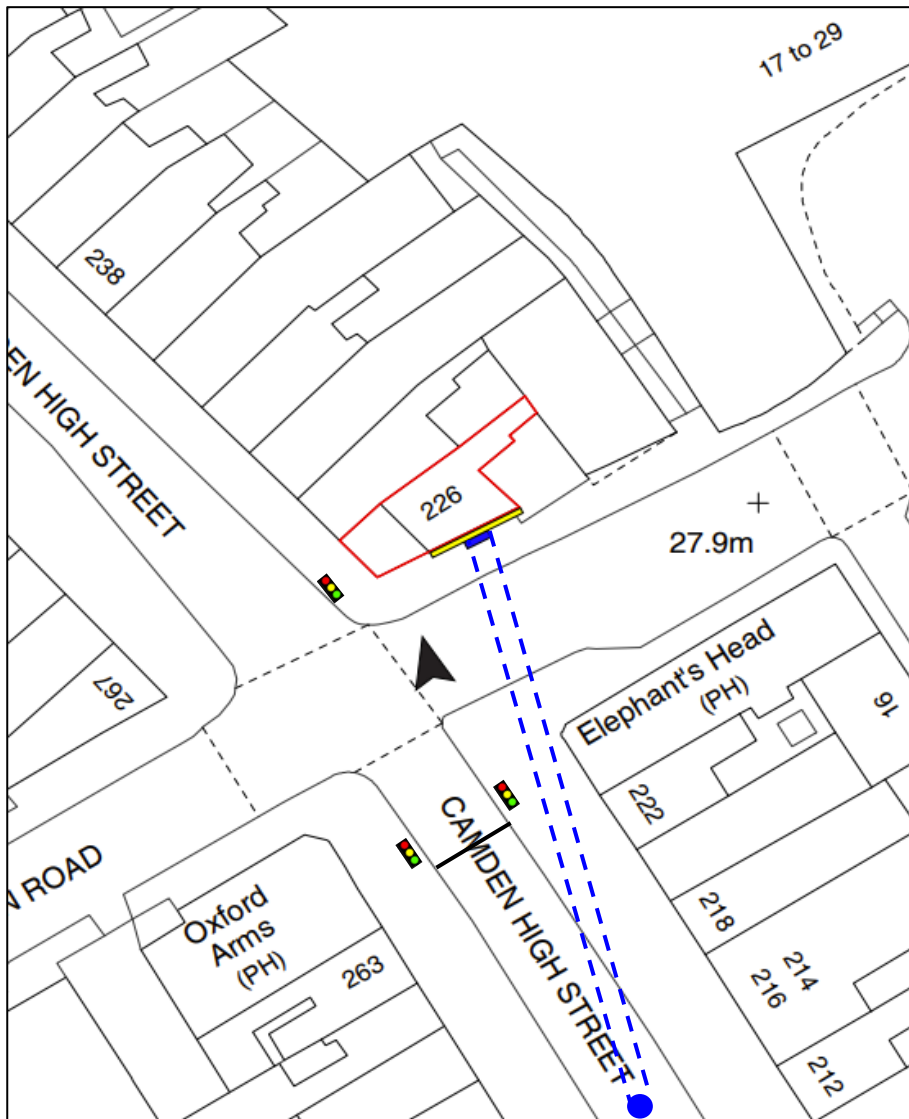


Figure 2 – Sketch of Driver Visibility Splay 25m from Junction Stopline

10. As discussed, a digital 48-sheet display panel (6m x 3m) occupied the site between 2008-2020. The new proposals will feature a reduced screen area (2m x 3m) and will be positioned more centrally on the gable end of No. 226 Camden High Street. As is shown in **Figure 3**, the proposals will improve

the previous situation, now avoiding conflict or overlap with the traffic signals as drivers approach the stop line on the Camden High Street (S) approach to the signalised junction.



Figure 3 – View to Previous Display in Situ 2008-2020 Vs Proposal Location (outlined in red)

11. Camden High Street (N) will not interact with the digital display as this approach is one-way northbound at the Camden High Street / Hawley Crescent / Jamestown Road signalised junction.
12. In conclusion, the proposals will not create an unacceptable impact in terms of driver distraction and risk to road safety for traffic passing the proposal site at the Camden High Street / Hawley Crescent / Jamestown Road signalised junction.
13. In terms of the pedestrian environment in the vicinity of the site, there are north, south, east and west desire lines through this area with footways on all approaches and controlled crossings provided across the four arms of the Camden High Street / Hawley Crescent / Jamestown Road signalised junction. There are facilities in place to ensure that pedestrians can cross the signalised junction adjacent to the proposal site in a controlled and safe manner. Also, the approximate 6m height of the digital display on the gable end will be above the pedestrian green and red man signal for northbound pedestrian movements across the Hawley Crescent arm of the signalised junction towards the proposal site. As a result of this arrangement, the proposal site is not going to conflict or interact with this controlled crossing.
14. It is concluded that the digital advertising display proposal would not raise any public safety issues for pedestrians.

Proposed Advertising Controls

15. The following planning conditions are proposed by the applicant to control the operation of the digital advertising display to ensure that the screen operates in a safe manner:
- The display will be controlled by conditions in accordance with the Institution of Lighting Professionals 'Brightness of Illuminated Advertisements' (2015) guidance, with night time luminance limited to 300cd/m² so as not to cause glare.
 - The advertising screen shall not display any moving, or apparently moving, images.
 - The sequential advertisements shall not change more than once every 10 seconds.
 - Any sequential change between advertisements will take place over a period no greater than one second unless otherwise agreed with the Local Authority.

Accident Data Review

16. In order to examine whether the digital advertising display at the proposal site is likely to cause a safety concern, accident data from Transport for London (TfL) for the five-year period from 1st March 2015 to 1st March 2020 has been obtained (excluding Covid-19).
17. A plan of accident locations from this five-year period is shown below in **Figure 4**, while the full TfL accident report has been included as **Appendix B** to this document.

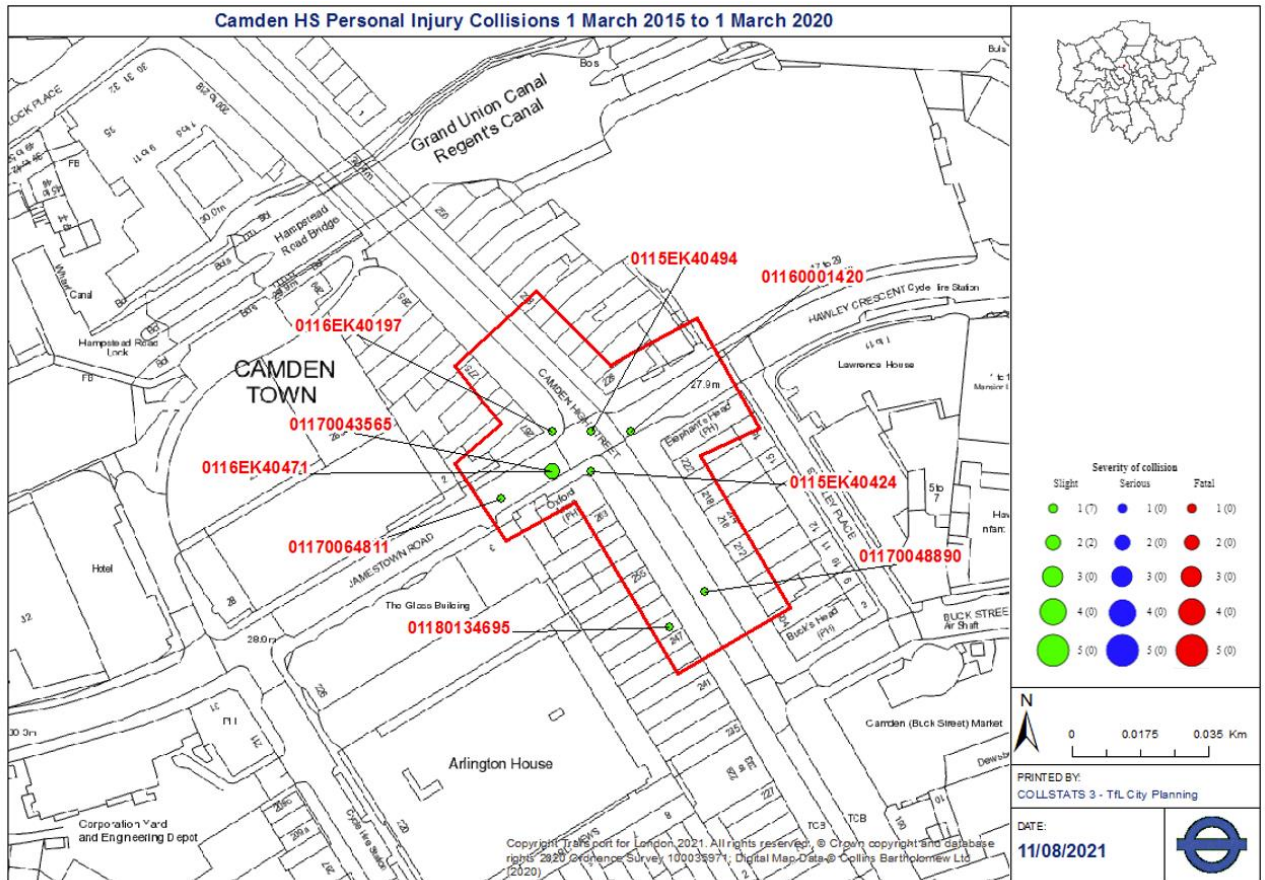


Figure 4 – Locations of Accidents in the Vicinity of the Proposal Site Source: [Transport for London](#)

18. This accident data shows that a total of nine accidents occurred in the five-year period, with all accidents being slight in severity.
19. Following a review of the TfL data, it is considered that the following accidents are not relevant in the context of the proposal for the south facing digital advertising display towards Camden High Street (S).
 - Accident 1170064811: This accident occurred on Jamestown Road and involved a cyclist as it collided with a parked / parking car. The direction of travel was westbound along Jamestown Road and hence the proposal would not have been in view at this location.
 - Accident 0115EK40494: This accident occurred as a pedestrian stepped into the road to confront a vehicle being abusive, when the vehicle turning left from Camden High Street onto Jamestown Road clipped the pedestrian. The direction of travel at the point the collision occurred and the circumstances that surround this accident make it unrelated to the proposal.

- Accident 0116EK40197: This accident was a rear-end shunt involving two vehicles as they were travelling from Camden High Street (S) onto Camden High Street (N). On review of the accident location the vehicles would have passed the proposal site.
- Accidents 0116EK40471 and 1170043565: both of these accidents occurred as a vehicle travelled westbound Jamestown Road after exiting Camden High Street / Hawley Crescent / Jamestown Road signalised junction and collided with a pedestrian crossing the road. However, the location of the accidents to the west of the signalised junction means that the proposal site would be unlikely to be a contributory factor to these accidents.

20. Summaries and conclusions of the related accidents to the proposal site are provided below.

- Accident 0115EK40424: This accident occurred on the corner of Camden High Street / Jamestown Road. This accident occurred as a pedestrian walked out on a red man into the path of a motorcycle and the motorcyclist lost control. A review of the accident location shows that the pedestrian could have had view of the proposal site.
- Accident 1170048890: This accident occurred on Camden High Street (S) and involved a bus and cyclist. As the direction of travel is northbound only on this approach the proposal would be in view.
- Accident 1180134695: This accident occurred on Camden High Street (S), upstream from the proposal site and where the display would be in view. This accident occurred as a motorcycle moved off from the side of the road to proceed along the carriageway, when he hit an elderly pedestrian crossing the road, not at a crossing point.
- Accident 1160001420: this accident occurred as a motorcyclist approached the junction on Hawley Crescent and collided with a pedestrian crossing the road. It is unclear who was at fault and the pedestrian could have had view of the advertising display, therefore it has been regarded as relevant.

21. There has been a total of four accidents in the study area during the five-year period reviewed that are considered relevant to the proposal site. There has been a south facing digital advertising display in operation at the site during this time. Given this low frequency of accidents, it is considered that the study area relevant to the proposal site has a good safety record, including the Camden High Street (S) approach to the adjacent signalised junction.

22. A further review of the Crashmap Database has been undertaken to understand if the erection of the digital 48-sheet lightbox display in 2008 impacted highway safety on the adjoining network. Vectos has analysed the 5-year period prior and the 5-year period preceding the installation of the digital display, as well as all data available from 2008 – 2020 (the time when the digital advertisement was in situ) – refer to **Table 1**.

Year	No. of Accidents in Study Area	Severity	No. of Accidents (Yearly Average)
Prior to Installation of Digital Sheet Panel			
2003-2007	12	11 Slight, 1 Serious	2.4
Post Installation of Digital Sheet Panel			
2008-2012	9	8 Slight, 1 Serious	1.8
2008-June 2020	21	20 Slight, 1 Serious	1.7

Table 1 – Accident Rate Analysis between 2003 and June 2020

23. As is presented in **Table 1**, the accident analysis shows that average annual collision rates in the vicinity of the site appear to have decreased following the introduction of the digital 48-sheet lightbox display in 2008.
24. Considering all of the above accident data, it is concluded that the proposal site for the single-sided digital advertising display is in a good location in terms of the recent accident record in the vicinity and it is not likely to cause a road safety problem.

Conclusions

25. Vectos has been commissioned by London Lites Limited to support an advertisement application relating to a proposal for a digital advertising display at 226 Camden High Street in Camden Town, London. The proposal is to erect a 2m wide x 3m long static LED digital advertising display panel at the site.
26. The proposal site has been reviewed with due consideration given to the following factors, and the assessment has demonstrated that the proposed digital advertising display:
 - Is in a location where the principle of advertising has long been established.
 - Does not conflict with the safe operation of the adjacent Camden High Street / Jamestown Road / Hawley Crescent four-arm signalised junction.
 - Does not interact with the traffic signal heads at the adjacent signalised junction on the key approaches to the proposal site.
 - Benefits from a good sightline on the Camden High Street (S) approach.
 - Does not present a risk in terms of the pedestrian environment.
 - Will not create an unacceptable impact in terms of driver distraction and risk to road safety for traffic passing the proposal site.
 - Will be subject to appropriate controls to ensure the safe operation.

- Is in a good location in terms of the recent accident record in the vicinity and the digital advertising display is not likely to cause a road safety problem.


27. Taking into account the findings of this Highway Safety Note, the applicant considers that the proposed digital advertising display would not have an unacceptable or severe impact on highway safety at this location and is therefore not contrary to paragraph 111 of the National Planning Policy Framework (July 2021).
28. In conclusion, the proposed 2m wide x 3m long digital advertising display at 226 Camden High Street in Camden Town, London, will not adversely impact on driver or pedestrian distraction, and so does not present a risk to road safety or a danger to road users. It is therefore considered that there are no significant transport reasons why the development proposals should not be granted planning permission.

Appendix A

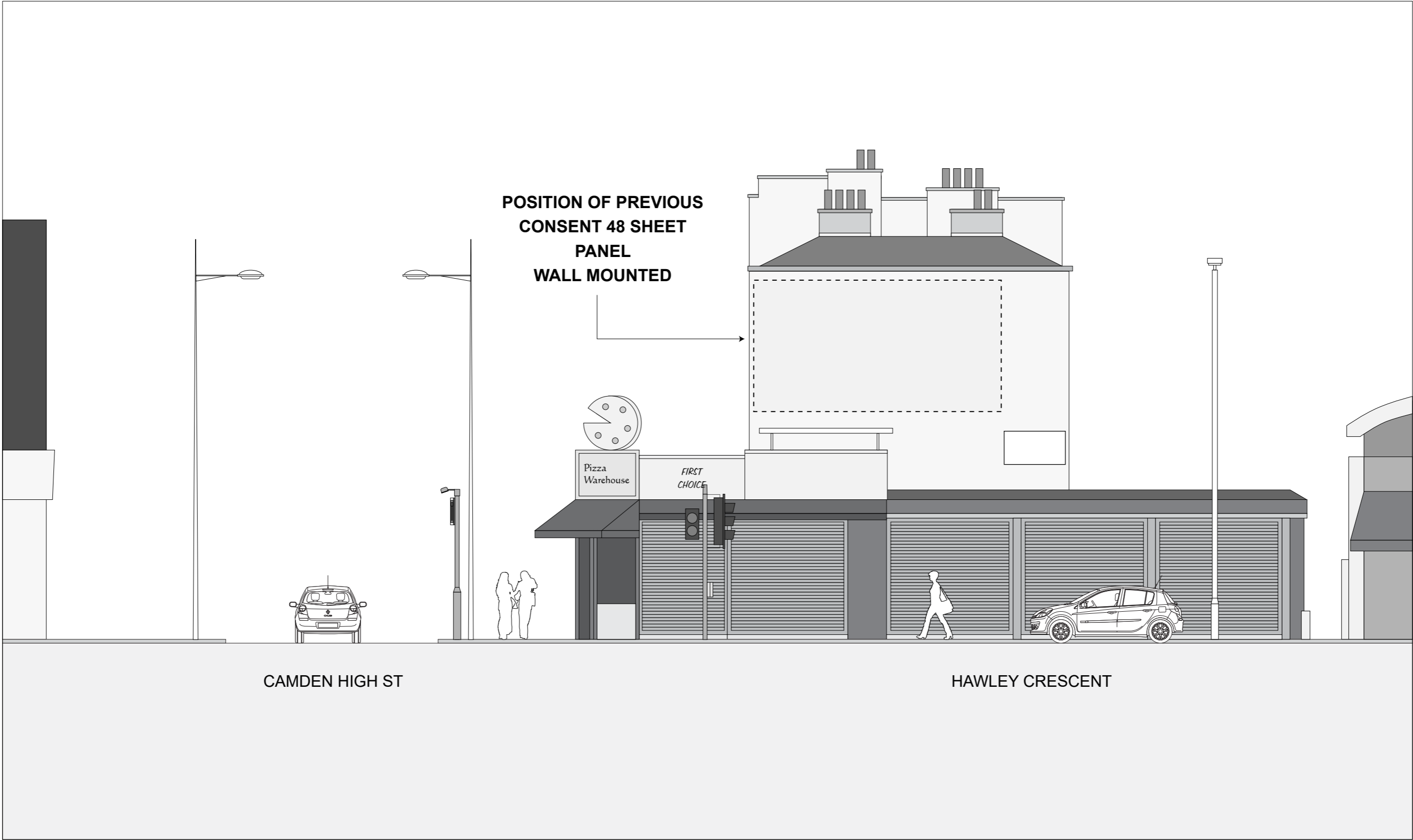
SITE PLAN



- Proposed Digital Display
- Mural
- Site Boundary

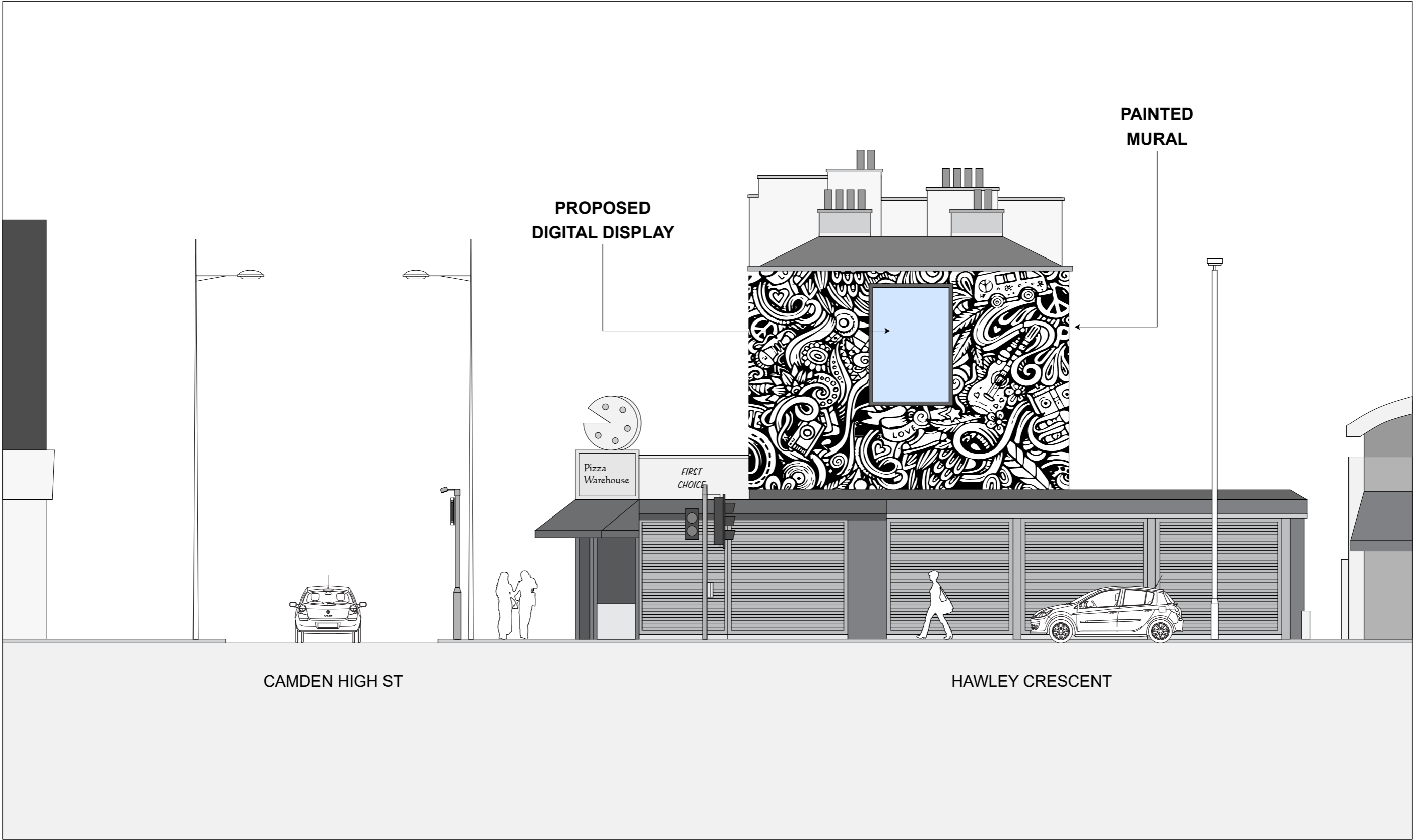
Site: 226 Camden High Street, Camden Town, London NW1 8QS	Proposal: 48 Sheet Backlight Panel	Drawing: Site Plan	Date: 03/08/2021	Dwg. No. PY3995/002 rev C	Scale: 1:500@A3 
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EXISTING ELEVATION



Site: 226 Camden High Street, Camden Town, London NW1 8QS	Proposal: 48 Sheet Backlight Panel	Drawing: Existing Elevation	Date: 03/08/2021	Dwg. No. PY3995/003 rev C	Scale: 1:100@A3 0m 2m 4m 6m 8m
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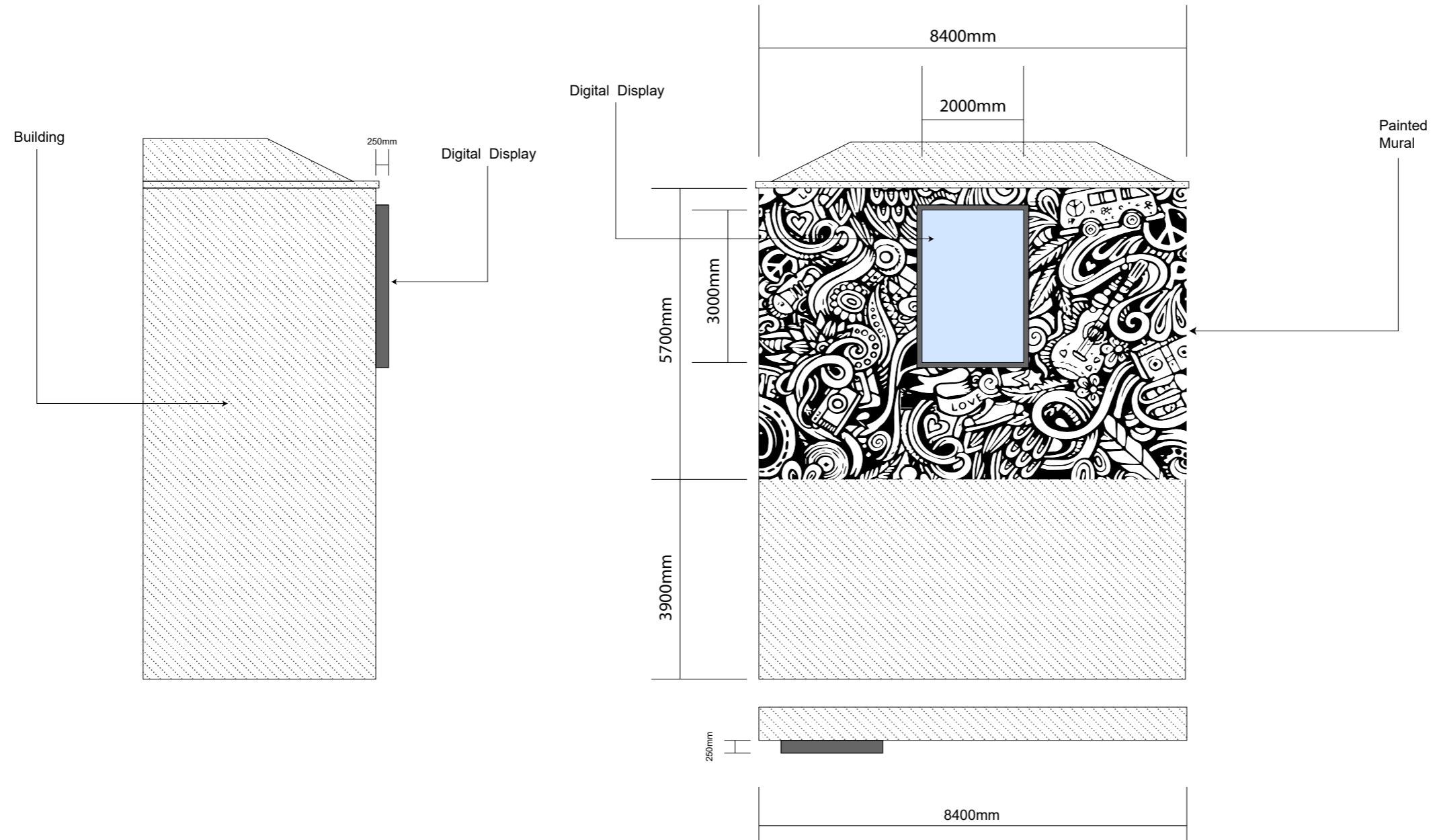
PROPOSED ELEVATION



<p>Site: 226 Camden High Street, Camden Town, London NW1 8QS</p>	<p>Proposal: 48 Sheet Backlight Panel</p>	<p>Drawing: Proposed Elevation</p>	<p>Date: 03/08/2021</p>	<p>Dwg. No. PY3995/004 rev C</p>	<p>Scale: 1:100@A3 0m 2m 4m 6m 8m</p>
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STANDARD SPECIFICATIONS

DIGITAL DISPLAY - WALL MOUNTED (PROPOSED)



Site:
226 Camden High Street, Camden Town, London NW1 8QS

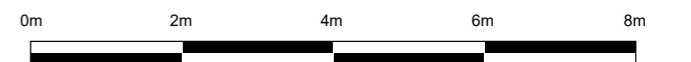
Proposal:
48 Sheet Backlight Panel

Drawing:
Standard Specifications

Date:
03/08/2021

Dwg. No.
PY3995/005 rev C

Scale: 1:100@A3



Appendix B



Summary of Collisions Selected
Site Reference and Description
x GIS AREA Camden HS(P)

Date Period
60MTS TO Feb/2020










Collision Count
9

The description of how the collision occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation. Note that self-reported collisions (introduced in September 2016) may have limited information. Descriptions have been automatically redacted to remove all personally identifiable information, but should you receive any in error please inform the Collisions Data Team as soon as practical. Self-reported collisions introduced in September 2016 may have limited information and tend to be lower in quality than police reports. The introduction of online self-reporting has made it easier for members of the public to report collisions to the police. There have been year on year increases in self-reports since this was introduced. This has contributed to an overall increase in the number of casualties reported on London's roads.

Pedestrian	5	56%
Wet	0	0%
Dark	3	33%

Fatal	0	0%
Serious	0	0%
Slight	9	100%

Please note that these figures represent the number of collisions that resulted in each type of casualty.

	1	2	3	4	5	6	7	8	9
Reference	01180134695	01160001420	0116EK40197	01170064811	0115EK40494	01170048890	01170043565	0116EK40471	0115EK40424
Day	MONDAY	SUNDAY	FRIDAY	MONDAY	SUNDAY	TUESDAY	SUNDAY	SUNDAY	SUNDAY
Date	24/09/2018	13/11/2016	01/04/2016	16/10/2017	21/06/2015	04/07/2017	18/06/2017	03/07/2016	31/05/2015
Time	18:40	12:40	23:20	22:30	16:00	22:45	18:20	17:05	13:20
Light Conds	LIGHT	LIGHT	DARK	DARK	LIGHT	DARK	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	UNKNOWN (S/R)	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict									
Ped Location	0	50M			0		X	50M	
Contributory	808 C001 B	802 C001 A 803 C001 A 808 C001 A 804 C001 B	405 V002 A 308 V002 A	405 V002 A	407 V001 A 602 V001 A 601 V001 A 803 C001 A		802 C001 A	405 V001 A 802 C001 A	410 V001 A 802 U000 A 808 U000 A 804 U000 A
<small>(* denotes pre-2005)</small>									
Easting/Northing	528810 184010	528800 184060	528780 184060	528767 184043	528790 184060	528819 184019	528780 184050	528780 184050	528790 184050



SUMMARY OF COLLISIONS SELECTED**SITE REFERENCE AND DESCRIPTION**

X GIS AREA CAMDEN HS(P)

DATE PERIOD

60MTS TO FEB/2020

COLLISION COUNT

9

THE DESCRIPTION OF HOW THE COLLISION OCCURRED AND THE CONTRIBUTORY FACTORS ARE THE REPORTING OFFICER'S OPINION AT THE TIME OF REPORTING AND MAY NOT BE THE RESULT OF EXTENSIVE INVESTIGATION. NOTE THAT SELF-REPORTED COLLISIONS (INTRODUCED IN SEPTEMBER 2016) MAY HAVE LIMITED INFORMATION. DESCRIPTIONS HAVE BEEN AUTOMATICALLY REDACTED TO REMOVE ALL PERSONALLY IDENTIFIABLE INFORMATION, BUT SHOULD YOU RECEIVE ANY IN ERROR PLEASE INFORM THE COLLISIONS DATA TEAM AS SOON AS PRACTICAL. SELF-REPORTED COLLISIONS INTRODUCED IN SEPTEMBER 2016 MAY HAVE LIMITED INFORMATION AND TEND TO BE LOWER IN QUALITY THAN POLICE REPORTS. THE INTRODUCTION OF ONLINE SELF-REPORTING HAS MADE IT EASIER FOR MEMBERS OF THE PUBLIC TO REPORT COLLISIONS TO THE POLICE. THERE HAVE BEEN YEAR ON YEAR INCREASES IN SELF-REPORTS SINCE THIS WAS INTRODUCED. THIS HAS CONTRIBUTED TO AN OVERALL INCREASE IN THE NUMBER OF CASUALTIES REPORTED ON LONDON'S ROADS.

1

0115EK40424	SUN 31/05/2015 13:20	LIGHT	JAMESTOWN RD J/W CAMDEN HIGH ST	02 NODE 667	528790/184050
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M
PED WALKED OUT ON A RED MAN INTO PATH OF V1, V1 LOST CONTROL					
CASUALTY	001 (001)	(? YRS - M - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(? YRS - M - REDACT)	G/AHEAD - OTHER	(NE TO SW) J/P - UNKN FRONT HIT JCT MID FIRST
V001	A	410 (LOSS OF CONTROL)		U000	A
U000	A	808 (CARELESS, RECKLESS OR IN A HURRY)		U000	A
					802 (FAILED TO LOOK PROPERLY) 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

2

0115EK40494	SUN 21/06/2015 16:00	LIGHT	CAMDEN HIGH ST J/W JAMESTOWN RD	02 NODE 667	528790/184060
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST T/STAG JUN AUTO SIG	PEDN PHASE ATS	NONE IN 50M
PED STEPPED INTO ROAD TO CONFRONT V1 BEING ABUSIVE, V1 TURNED LEFT AND CLIPPED PED					
CASUALTY	001 (001)	(21 YRS - M - REDA)	SLIGHT PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	TURNING - LEFT	(SW TO NW) J/P - UNKN N/S HIT JCT CLEARED FIRST
V001	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)		V001	A
V001	A	601 (AGGRESSIVE DRIVING)		C001	A
					602 (CARELESS, RECKLESS OR IN A HURRY) 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

3

01160001420	SUN 13/11/2016 12:40	LIGHT	HAWLEY CRESCENT J/W CAMDEN HIGH ST	02 NODE 667	528800/184060	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY OTHER JUN GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (001)	(27 YRS - F - REDA)	SLIGHT PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	M/C 126-500CC BT - DRV NOT CONTACTED	(27 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) J/P - UNKN FRONT HIT JCT APP FIRST	
C001	A	802 (FAILED TO LOOK PROPERLY)		C001	A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)
C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)		C001	B	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

4

0116EK40197	FRI 01/04/2016 23:20	DARK	CAMDEN HIGH ST J/W JAMESTOWN RD	02 NODE 667	528780/184060	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M	
V2 WENT INTO THE BACK OF V1						
CASUALTY	001 (001)	(30 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER	
CASUALTY	002 (001)	(10 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER	
CASUALTY	003 (001)	(6 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER	
VEHICLE	001 (000)	CAR BT - NOT REQ	(34 YRS - M - REDACT)	SLOWING/STOPPING	(SE TO NW) J/P - UNKN BACK HIT JCT CLEARED FIRST	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(23 YRS - F - REDACT)	G/AHEAD - OTHER	(SE TO NW) J/P - UNKN FRONT HIT JCT CLEARED FIRST	
V002	A	405 (FAILED TO LOOK PROPERLY)		V002	A	308 (FOLLOWING TOO CLOSE)

5

0116EK40471	SUN 03/07/2016 17:05	LIGHT	CAMDEN HIGH ST J/W JAMESTOWN RD			02 NODE 667	528780/184050
POLICE - AT SCENE	ROAD-DRY	WEATHER- UNKNOWN	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
V1 TURNED LEFT AND COLLIDED WITH PED CROSSING ROAD							
CASUALTY	001 (001)	(54 YRS - F - REDA)	SLIGHT	PEDESTRIAN		NW BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		TURNING - LEFT	(SE TO SW) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V001	A	405 (FAILED TO LOOK PROPERLY)			C001	A	802 (FAILED TO LOOK PROPERLY)

6

01170043565	SUN 18/06/2017 18:20	LIGHT	JAMESTOWN RD J/W CAMDEN HIGH ST			02 NODE 667	528780/184050
POLICE - AT SCENE	ROAD-DRY	WEATHER- FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(29 YRS - F - REDA)	SLIGHT	PEDESTRIAN		N BOUND	UNKNOWN/OTHER
VEHICLE	001 (000)	MC 51-125CC BT - NOT REQ	(29 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
C001	A	802 (FAILED TO LOOK PROPERLY)					

7

01170048890	TUE 04/07/2017 22:45	DARK	CAMDEN HIGH ST 21M S OF J/W JAMESTOWN RD	02 LINK 129-667	528819/184019		
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	ONE-WAY ST	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(30 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - DRV NOT CONTACTED	(30 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	JOURNEY P/O WORK
VEHICLE	002 (000)	LONDON BUS BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN

8

01170064811	MON 16/10/2017 22:30	DARK	JAMESTOWN RD 25M W OF J/W CAMDEN HIGH ST	02 LINK 610-667	528767/184043		
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	PEDN PHASE ATS	CTRL - AUTH PERSON
CASUALTY	001 (002)	(27 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(32 YRS - M - REDACT)		SLOWING/STOPPING	(P TO P) N/S HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	PED CYCLE BT - N/A	(27 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN
V002	A	405 (FAILED TO LOOK PROPERLY)					

01180134695	MON 24/09/2018 18:40	LIGHT	NFL CAMDEN HIGH ST 30M N OF J/W BUCK ST	02 LINK 129-667	528810/184010		
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M	N/A	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(87 YRS - M - REDA)	SLIGHT	PEDESTRIAN	N BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	MC 126-500CC BT - NOT REQ	(32 YRS - M - REDACT)		MOVING OFF	(SE TO N) FRONT HIT FIRST	JOURNEY P/O WORK
C001	B	808 (CARELESS, RECKLESS OR IN A HURRY)					
