Collisions along the corridor

i. The latest collision data that has been verified by Transport for London and the Metropolitan Police includes up to 31 December 2017.

ii. It is best practice to seek between 3 and 5 years' worth of collision data in order to establish a suitable average whilst representing a relevant scenario of the traffic network and its impacts. This report includes collision analysis for the most recent five year period although it should be noted that collisions recorded before 23 November 2015 were prior to the removal of the westbound motor vehicle traffic lane and the introduction of the two, one-way cycle lanes.

iii. Further, it should be noted that the way in which collisions are recorded altered in September 2016, specifically how the severity of a collision is classified. Prior to the change in classification, borough-wide collision data collected from December 2012 to September 2016 showed a downward trend in the number of 'serious' collisions recorded on borough roads, however, between September 2016 and December 2017, the number of 'serious' collisions within the borough steadily rose. The way in which collisions are classified may have resulted in more collisions being recorded as 'serious' and thus officers are mindful of this when assessing the data.

iv. Collision analysis has been undertaken along Torrington Place and Tavistock Place, between the junctions of Tottenham Court Road and Judd Street/Hunter Street. The data has been presented in calendar years for ease and it should be noted that no collisions were recorded between 23 November 2015 (implementation of the trial) and 31 December 2015.

Time period (rolling 3 year)	Number of collisions
01/01/13 to 31/12/15	49
01/01/14 to 31/12/16	44
01/01/15 to 31/12/17	36

Table 1 Number of collisions along the corridor (rolling 3 year total)

Time period (1 year)	Number of collisions
01/01/13 to 31/12/13	18
01/01/14 to 31/12/14	18
01/01/15 to 31/12/15	13
01/01/16 to 31/12/16	13
01/01/17 to 31/12/17	10

Table 2 Number of collisions along the corridor (per year)

v. Table 1 sets out the number of collisions recorded along the corridor per three year period. Table 2 sets out the number of collisions recorded along the corridor per year. The data suggests that the number of collisions along the corridor has reduced in recent years.

Time period (rolling 3 year)	Number of collisions	
	'Slight' collisions	'Serious' collisions
01/01/13 to 31/12/15	41	8
01/01/14 to 31/12/16	38	6
01/01/15 to 31/12/17	33	3

Table 3 Number of 'slight' and 'serious' collisions along the corridor (rolling 3 year total)

Time period (1 year)	Number of collisions	
	'Slight' collisions	'Serious' collisions
01/01/13 to 31/12/13	16	2
01/01/14 to 31/12/14	14	4
01/01/15 to 31/12/15	11	2
01/01/16 to 31/12/16	13	0
01/01/17 to 31/12/17	9	1

Table 4 Number of slight' and 'serious' collisions along the corridor (per year)

vi. Table 3 sets out the number of 'slight' and 'serious' collisions recorded along the corridor per three year period. Table 4 sets out the number of 'slight' and 'serious' collisions recorded along the corridor per year. The data suggests that the number and severity of collisions along the corridor has reduced in recent years.

vii. No 'fatal' collisions for any road user were recorded along the corridor during the period analysed.

Time period (rolling 3 year)	Number of collisions
01/01/13 to 31/12/15	36
01/01/14 to 31/12/16	32
01/01/15 to 31/12/17	26

Table 5 Number of collisions along the corridor involving pedestrians and/or cyclists (rolling 3 year total)

Time period (1 year)	Number of collisions
01/01/13 to 31/12/13	14
01/01/14 to 31/12/14	14
01/01/15 to 31/12/15	8
01/01/16 to 31/12/16	10
01/01/17 to 31/12/17	8

Table 6 Number of collisions along the corridor involving pedestrians and/or cyclists (per year)

viii. Table 5 sets out the number of collisions recorded along the corridor per three year period that involved pedestrians and/or cyclists. Table 6 sets out the number of collisions recorded along the corridor per year that involved pedestrians and/or cyclists. The data suggests that the number of collisions along the corridor that involved pedestrians and/or cyclists has reduced in recent years.