

## Appendix 1 – Collision Data

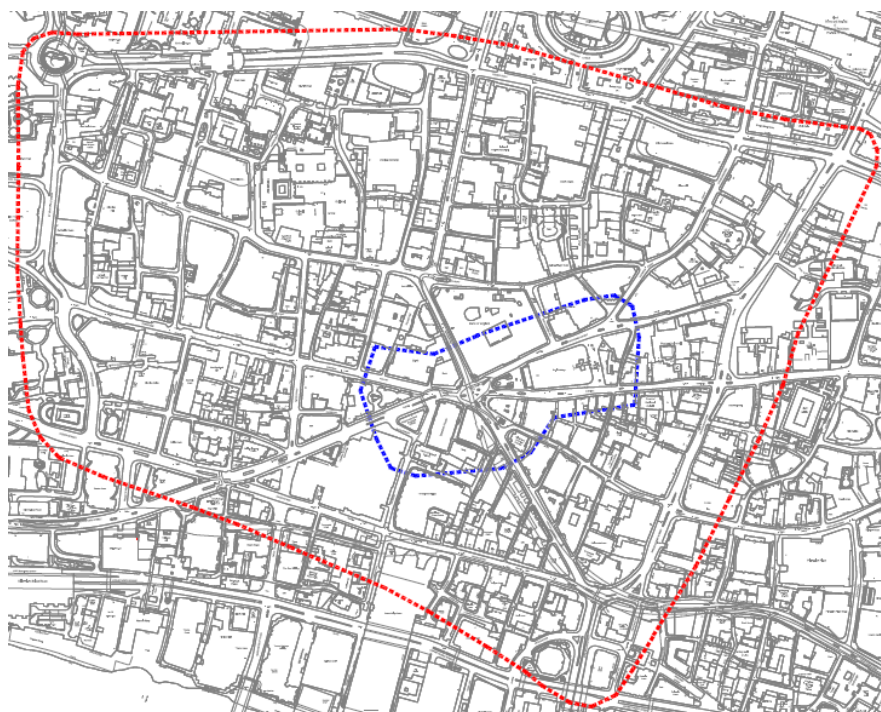
23. The approved November 2016 Gateway 4/5 report stated that a 50-60% casualty saving could be expected at Bank Junction with the recommended scheme, and that a 25% saving would be a minimum criteria for success. Additionally, it was stated that a reduction in collisions of 5% within the Bank Monitoring area could be expected.

24. The five-year (24hr) total casualties between 2012 – 2016 were;

- A total of 107 casualties at Bank; with
- an average of 21 per year, consisting of 17 slights, 3 serious and a fatal casualty every two and half years.

23. Figure 1 below shows the boundary of Bank Junction (blue or inner boundary) and the wider monitoring area (red or outer boundary). It should also be noted that collision data provided to the City to the end of 2017 is provisional and has not yet been fully verified through the typical process. As such it is subject to change.

**Figure 1 (in report): Areas defined as Bank Junction and the Bank Monitoring area.**



\*Inner boundary is defined as the Bank Junction area  
\*Outer boundary is defined as the Bank Monitoring area

**Table 1: Casualty occurrence 2017 post scheme months & five year average (Monday – Friday 7am – 7pm)**

	22nd May - end December average (2012 - 2016)	22nd May - end December 2017	Success Criteria in G4/5 report (% change)	Actual % change
City-wide (excluding Bank Junction and Monitoring Area)	97	75	N/A	-23%
Bank Monitoring area (excluding Bank Junction)	51	34	-5%	-33%
Bank Junction	10	6	possible – 50 to 60%, minimum - 25%	-40%

24. Since Bank on Safety was introduced there have been 6 collisions at Bank Junction during scheme hours, resulting in a total of 6 casualties. Provisionally, these collisions are detailed as follows;

- In June a pedestrian and cyclist at the Cornhill pedestrian crossing on Bank Junction, resulting in a slight injury to the pedestrian.
- In July, two cyclists collided at the Queen Victoria Street / Walbrook junction, resulting in a slight injury to one of the cyclists.
- In September a pedestrian and cyclist collided on Poultry, resulting in a serious injury to the pedestrian.
- In October a pedestrian and cyclist collided on Mansion House Street, resulting in a serious injury to the pedestrian.
- In November a pedestrian and cyclist collided on Poultry, resulting in a slight injury to the pedestrian; and
- Also in November, a car turned right into a cyclist on Mansion House Street, resulting in a slight injury to the cyclist.

25. Whilst there are less casualties at Bank Junction at present, it is observed that, as could be expected, a new trend appears to be developing with 67% of the casualties reported being pedestrians who have come into contact with a bicycle. There have been more instances of pedestrian and cycle reported collisions since the experiment was introduced compared to the previous 5 year average of 1 per year. This problem appears to be more prevalent on the western arms of the junction (Poultry/Queen Victoria Street).

26. It should be noted that there has been a general trend change across the City with an increase in pedestrian casualties and pedestrian and cycle collisions. At Bank it could also be attributed to the perceived traffic-free environment (causing some pedestrians to cross without looking carefully), or a potential increase in some cyclist's speeds.

27. From this early casualty data for Bank, it suggests that behaviour is contributing to collisions, so behaviour change programmes may help to reduce this type of collision. Overall whilst there is still work to do, the experiment has so far had a positive impact on reducing casualty numbers at Bank and is exceeding the minimum success criteria value.

**Table 2 – 24/7 casualty occurrence split by severity**

	Average Casualties per year between 22nd May - end December (2012 - 2016)				Provisional casualties 22nd May - end December 2017				Actual % change (based on total)
	Total	Slight	Serious	Fatal	Total	Slight	Serious	Fatal	
<b>City-wide (excluding Bank Junction and monitoring area)</b>	166	143	21	2	128	106	21	1	-23%
<b>Bank Monitoring area (excluding Bank Junction)</b>	78	67	11	0	59	48	11	0	-24%
<b>Bank Junction</b>	14	12	2	0	10	8	2	0	-28%