2020 Casualty Monitoring Report

March 2022

Aims

The aims of this casualty monitoring report are:

- To provide yearly update records of road casualties in Hackney for monitoring purposes
- To improve the reporting mechanism year on year and make the report relevant and fit for purpose
- To provide a base for identification of Road Safety improvement targets
- To assist in prioritisation of resource investments and justifications
- To assist in the development of behavioural change campaigns and interventions.

**It should be noted that there are a different range of data sets available, all supplied through verified DfT figures. However not all provided the same details as others plus with the cyber attack some sites could not be accessed. The decision was to use predominantly MAST as the basis for the 2020 stats. KeyAccidents use a figure for total casualties in 2020 of 877, as does the TfL dashboard (not used for any data in the report except borough roads and TLRN comparison though throughout we use the dashboard just as a measuring stick) - MAST uses a total of 888, 1.25% higher.

Introduction

While 2020 will undoubtedly go down in history as the year of the coronavirus, it will be interesting to assess exactly what the arrival of COVID 19 had overall on the road network and drivers, riders and pedestrians behaviour and attitudes. It was inevitable that with lockdown in place, there would be a radical change to how the roads were used, how public transport was affected and whether the initial changes , either good or bad, would persist going forward. This year may also be remembered as a milestone in the availability of battery electric vehicles, micro mobility, increase in deliveries due to higher online purchases, zero-emission cars with far more models coming onto the market than before, LTNs as well as the first new Clean Air Zones outside of London finally getting the green light.

With the reduction of traffic due to compulsory home working and with the fewer number of private vehicles utilising the roads, it was noted how most driver's tendency was to speed. Inevitably roads were free from the usual traffic jams and slower moving traffic so again focus will be on contributory factors and whether this was indeed the issue it had been perceived to be. Police units were being assigned to other tasks, therefore road users' behaviour, inconsiderate drivers & riders and associated non-compliance of speed and highway code, slipped further down on their list of enforcement duties. It should also be noted that due to lockdown there was a significant use of online purchasing which resulted in an increase in van deliveries and subsequent increase within the gig economy. The pandemic also resulted in changes in our lifestyles where more people paid and continue to pay for deliveries of hot food to their home either from restaurants who employ their own fleet of workers or via digital platforms which connect restaurants to consumers via independent workers who get paid per delivery or ‘gig’ via the app.

This report provides the dataset for the 2020 casualty figures and shows how Hackney is performing against the revised road casualty reduction targets. Whilst 2020 may not be used as a comparable year in terms of road users and consequent statistics, it is important a consistent record is maintained.

Considerations for 2020

The Council continues to closely monitor all road collisions and casualties in the borough and to track progress in reducing casualties among key road users and vulnerable groups (child pedestrians and cyclists, pedestrians, cyclists and motorcyclists).

It is worth mentioning also that since the introduction of COPA , self reporting increased between 2019 and 2020 and rose by 9% , indicatively more for slight incidents though there is still a lot of presumed underreporting in some of the categories.

Casualties resulting from collisions on the borough roads and TLRN by mode of travel are compared with the previous year. In order to gain a better understanding of the casualty trend in Hackney the report compares current performance with the previous three/five year's data.
We are continuing to provide the findings on established school street schemes, which remain in the category of traffic management. In this report we will start to include any pertinent findings relevant to the Lower Traffic Neighbourhood schemes which were initiated mid 2020 onwards.

This report includes charts and tables for the casualty target groups and important casualty categories in Hackney. In addition, there are profile tables and charts showing progress of fatality trends, collision by mode of travel in age groups, gender and time of the day.

Hackney casualty trends of key road user groups (child pedestrians and cyclists, pedestrians, cyclists and motorcyclists) are compared in line with the other 32 London boroughs (see chart appendix 2) Data presented herewith is relevant to personal injury road traffic collisions occurring on the public highway, and reported to the police, in accordance with the STATS 19 national reporting system. It should be noted that large percentage changes in small numbers may not necessarily be statistically significant.

In the 2019 report we started to include any type of data set for categories termed as micro mobility. We will look at both the information provided from the official TfL hire schemes plus other information provided by the police units regarding privately owned e-scooters. As there is not a separate category as yet for e-scooters (either reported in STATS 19 under pedestrians or P2W), the MET police's Cycle Safety Team data is mainly reflective of seizures of said mode of transport. Though this mode of transport remains illegal to use on the public highway, footpaths and designated cycle lanes unless explicitly used as part of an approved rental trial, there was a high increase of vehicles out and about. We do have some reported fatalities and/or serious incidents regarding privately owned e-scooters relevant for the whole of London; the overall data remains quite sketchy. However this data will be included for information purposes only, until such time as this mode of transport is truly reflected in STATS 19.

As always Vision Zero remains at the heart of the Mayor's Transport Strategy and reflects the fundamental belief that no death or serious injury on London's roads and transport network is acceptable and Hackney fully supports this vision.

Key points in 2020

As mentioned there will be seemingly exceptional decreases in some categories, with the exception of cyclists. P2Ws have remained the same as the 2108 reported data and child pedestrians have decreased, though they are higher than 2015 data.

- **Pedestrian KSI's decrease 51 in 2019 to 31 in 2020 - a decrease of -39.2%**

- **Powered Two wheelers KSI's decreased in 2020 with -63% decrease on TLRN and -25% on borough roads**

- **Pedal cyclists KSIs increased from 36 in 2019 to 43 in 2020 with an increase of incidents on borough roads (+20%) plus a slight increase on TLRN (18%).**
- **Child KSI's have decreased from 2019, with a decrease of -55% overall.**
- **Fatalities for 2020 remained 4 with no change from 2019. 1 P2W passenger (over 500cc) female (34), 1 ped female (79), 1 P2W (over 500cc) male 35, 1 bus passenger, female (77) ** *this last incident though registered as a road statistic related to a female (77) who collapsed by the side of the road possibly due to heart failure and not a known collision. Report came via a member of the public and via the police***
- **Our total VRU KSI injuries however decreased from 131 in 2019 to 93 in 2020 a decrease of -29% (all age pedestrians/cyclists & P2W)**

Casualty reduction (2020) compared to previous years

2020 compared to 2019 for vulnerable road users

HWY/ Auth	Peds. KSI ▼ -39.21%		Pedal Cyclists KSI ▲ + 19.4%		Pwr2 Wheelers KSI ▼ -45.71%		Slights VR overall ▲ + 8.31%		Child KSI ▼ -55.55%		Total KSI VR ▼ -29.00%		Total Cas. ▼ -10.87%	
Year	2019	2020	2019	2020	2019	2020	2019	2020	2019	2020	2019	2020	2019	2020
TLRN	23	17	11	13	19	7	212	192	6	3	59	42	436	337
BORO	28	14	25	30	16	12	269	329	3	1	72	51	548	540
TOTAL	51	31	36	43	35	19	481	521	9	4	131	93	984	877

▲ – Casualty rise; ▼ - Casualty fall; ♦ - No change

**number of casualties with unknown age, 2020 = 1 serious, 4 slight*

2020 compared to 2016

HWY/ Auth	Peds. KSI ▼ -16.21%		Pedal Cyclists KSI ▲ + 95.45%		Pwr2 Wheelers KSI ▼ -34.48%		Slights VR overall ▼ -7.29%		Child KSI ▼ +33.33%		Total KSI VR ▲ + 6.81%		Total Cas. ▼ -13.51%	
Year	2016	2020	2016	2020	2016	2020	2016	2020	2016	2020	2016	2020	2016	2020
TLRN	16	17	7	13	14	7	251	192	1	3	37	42	454	337
BORO	21	14	15	30	15	12	310	329	2	1	51	51	560	540
TOTAL	37	31	22	43	29	19	561	521	3	4	88	94	1014	877

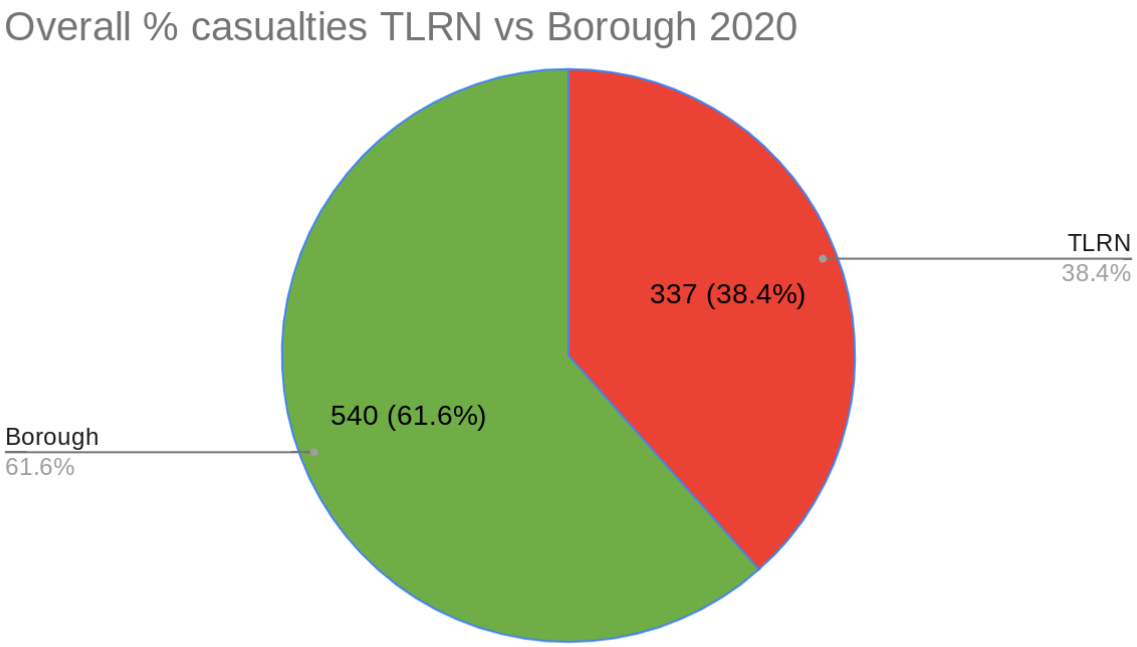
▲ – Casualty rise; ▼ - Casualty fall; ♦ - No change

NB: % of total casualties reduced since 2018, but still higher than 2015,16&17. Total VR casualties reduced by 13.51% between 2016 and 2020

Overall Casualty reduction all KSI (2020) comparison 2016

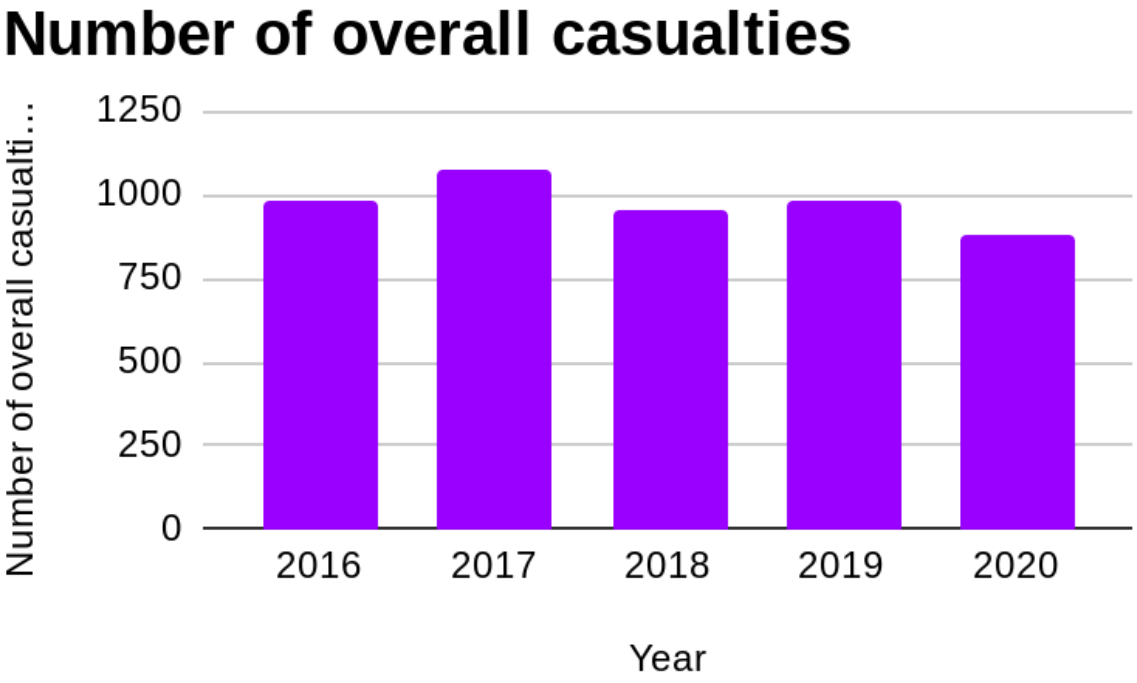
	2016				2017				2018				2019				2020			
	FATAL	SERI	SLIGHT	TOTAL CAS	FATAL	SERI	SLIGHT	TOTAL CAS	FATAL	SERI	SLIGHT	TOTAL CAS	FATAL	SERI	SLIGHT	TOTAL CAS	FATAL	SERI	SLIGHT	TOTAL CAS
TLRN	4	36	414	454	1	64	424	489	2	75	334	411	3	62	371	436	2	46	289	337
BORO	0	52	473	525	2	78	502	582	0	80	466	546	1	81	466	548	2	53	485	540
TOTAL	**4**	**88**	**887**	**979**	**3**	**142**	**926**	**1071**	**2**	**155**	**800**	**957**	**4**	**143**	**837**	**984**	**4**	**99**	**774**	**877**
TLRN %	100	40.9	46.7	46.4	33.3	45.1	45.8	45.7	100	48.4	41.7	42.9	75	43.4	44.3	44.3	50	46.5	37.4	38.4
BORO %	0	59.1	53.3	**53.6**	66.6	54.9	54.2	**54.3**	0	51.6	58.2	**57.1**	25	56.6	55.7	**55.7**	50	53.5	62.6	**61.6**

****261 km of roads - consequently TLRN makes up 22 km (8.42%), Borough roads 239 km (91.58%) (source - Hackney LIP)**



++ to be noted that the comparative data set has been taken from Keyaccidents (TfL) as MAST (DfT) does not provide such a breakdown for these road types.

Number of overall casualties



The total number of casualties on both TLRN and Borough roads in 2020 was 877, which equates to a decrease of 107 casualties (-10.87%) when compared to 2019. Overall 377 occured on the TLRN roads , including 2 fatalities, compared to 540 on borough roads. (**it should be noted that the one recorded fatality was not due to a road related incident but rather medical circumstances and reported by a member of the public. However as it occured near the road side it was recorded in STATS 19 and is on TLRN/Stamford Hill*).

On the TLRN, comparative KSI VR data shows Pedestrians (adults & children) account for 47.6% (20), pedal cyclists 30.9% (13) , the latter being lower overall than on borough roads (30). P2W 16.6% (7) compared to 23.5% on borough roads (12). Consideration is to be given to the fact that the TLRN equates to 22km (8.42%) whereas borough roads total 239km - however per kilometre, casualties remain higher on the TLRN.

Of the borough road data, overall 51 casualties - (9.4%) were reported as serious injuries and the remaining 489 (90.5%) resulted in slight injury.

For KSI VR on borough roads, pedestrians made up 29.4% of casualties (15), whilst pedal cyclists made up 58.8% (30) of casualties.

There is a slight fluctuation in the data sets, with overall KSIs down as well as overall casualties (12.2%). P2Ws decreased also by 84.2% and child casualties were down from 3 in 2019 to a single recorded casualty in 2020. However, the principal increase overall remains in pedal cycles.

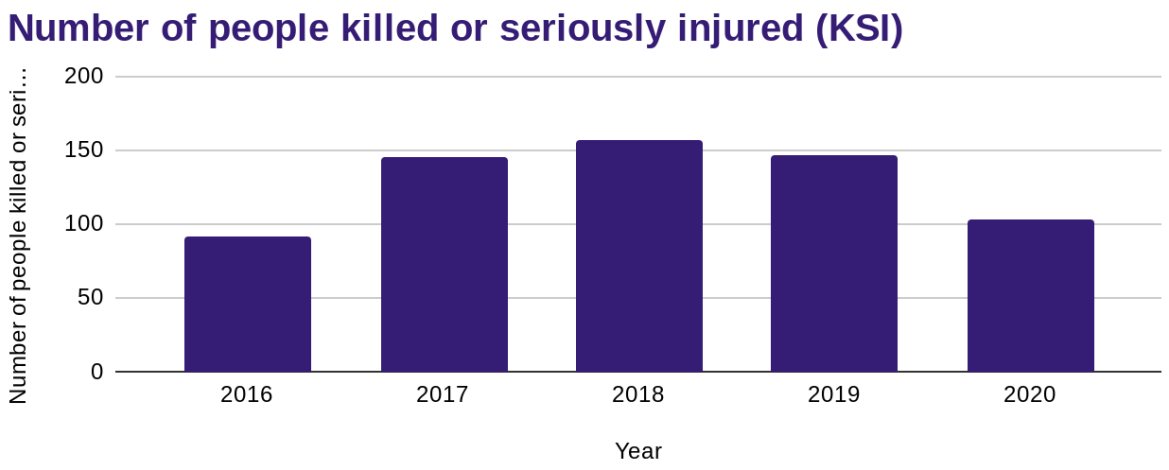
Overall accidents showed there was a higher ratio of male casualties involved (597) compared to females (276) in 2020. The highest age range category for males is 30 - 39 (20.49%) similar to 2019 and the same age range is indicated as the highest category for females (8.55%).

For children between 0-9 again males remain the highest category at 1.46% compared to 0.67% of the same age range for females.

Analysis of contributory factors shows that failure to look properly (CF 405) accounts for 223 of all recorded incidents in 2020 compared to 250 in 2019. The second highest recorded contributory factor is CF 406 “Driver/ Rider Error or Reaction - Failed to judge other persons path or speed” which accounts for 109 recorded incidents (114 recorded in 2019)

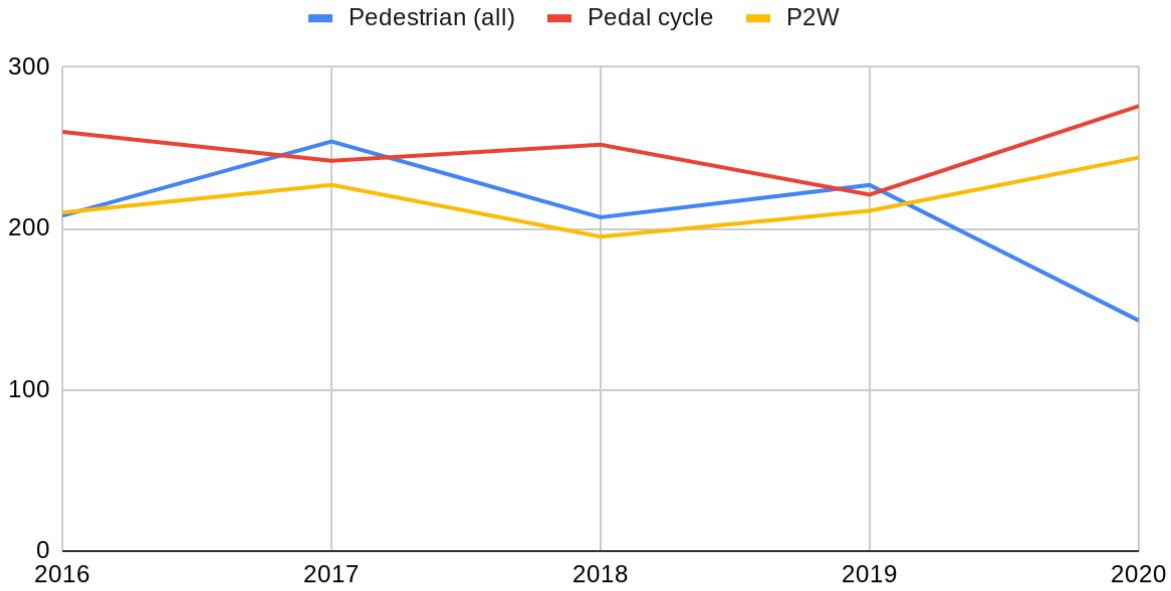
**For further details please see pages 33 & 34

Number of people Killed or Seriously Injured (KSI)

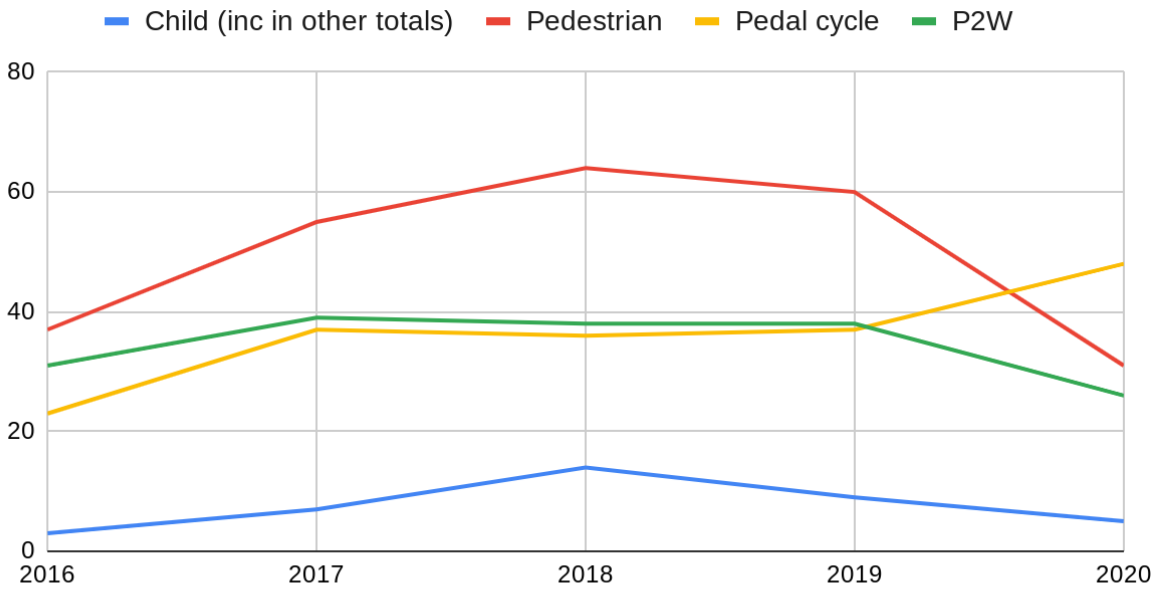


The graph above shows that there were 44 less casualties that resulted in those people killed or seriously injured. This is a decrease of almost 30% from 2019 and when comparing 2020 to 2017 there is still a 28.96% decrease.

Killed or Serious Casualty 5 year Trend 2016-2020

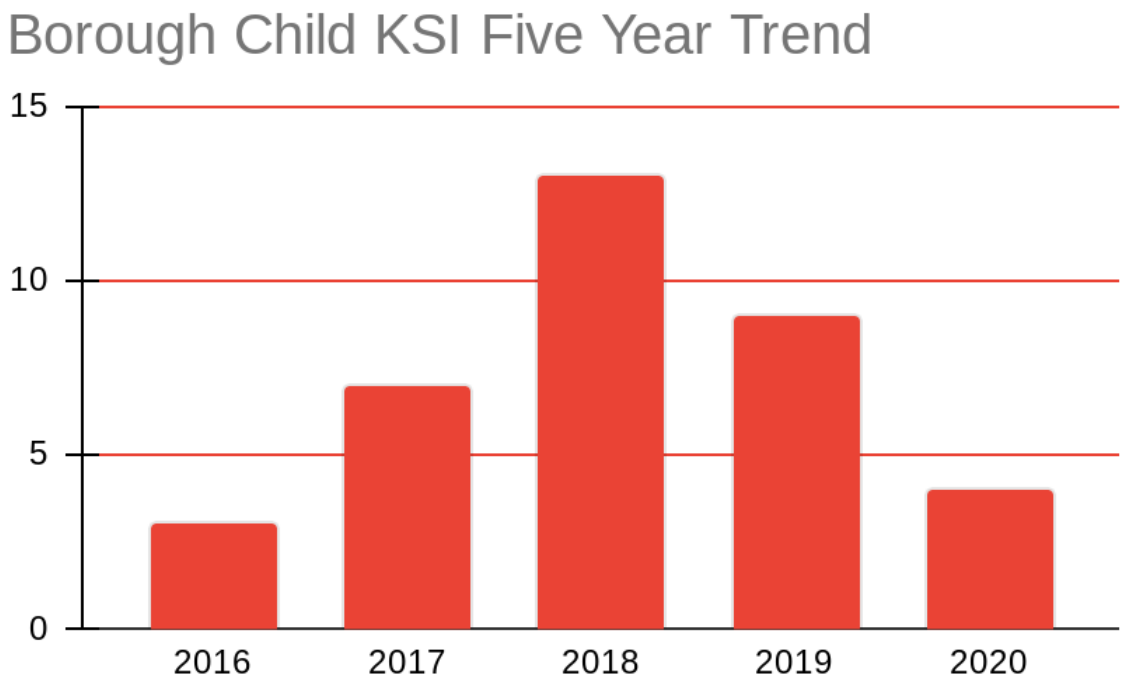


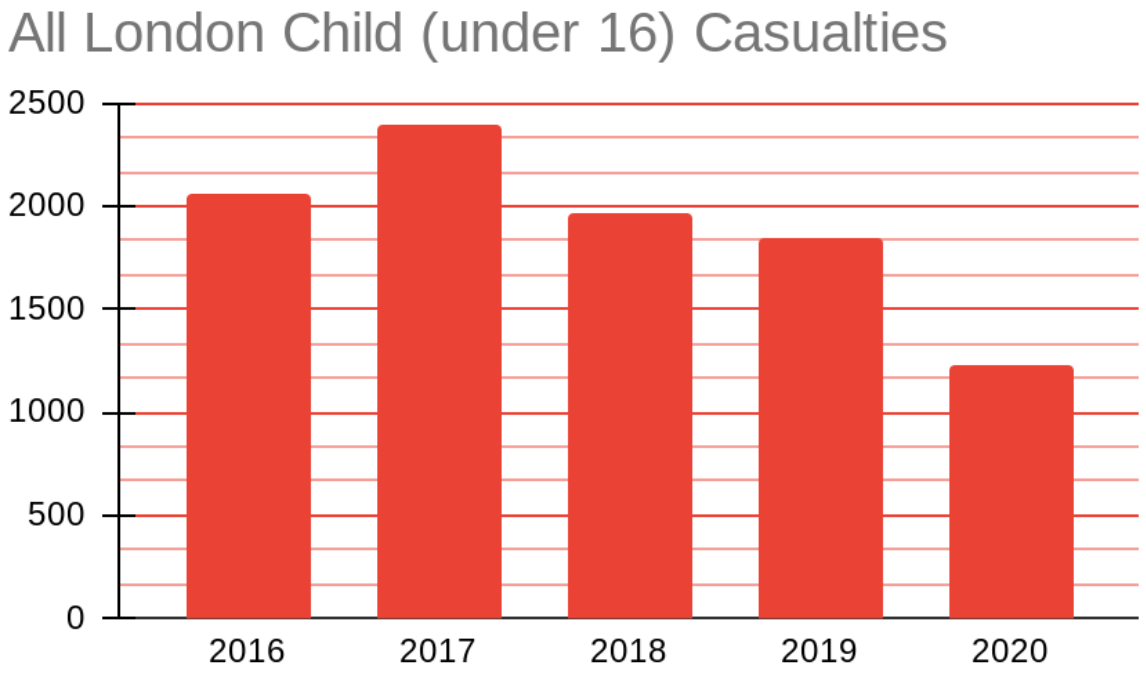
Total casualties 5 year trend by VRU type



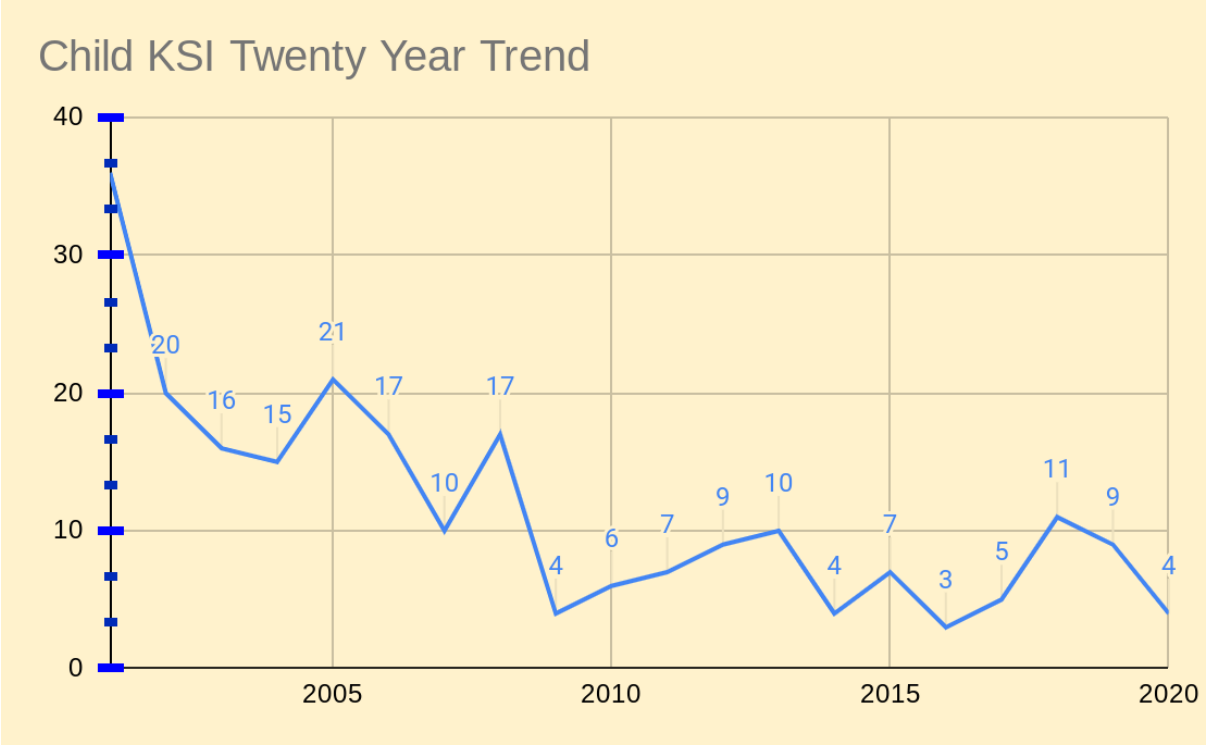
KSI 5 Year Trend by VRU type

Children Killed or Seriously Injured





The two graphs above show the borough numbers in comparison to London totals. The most unfortunate London wide data set is relevant to 2017 - with 2397 children involved in all casualty types. From a borough perspective 2018, provided the least positive data set, with 11 child casualties, though fortunately no fatalities to report.

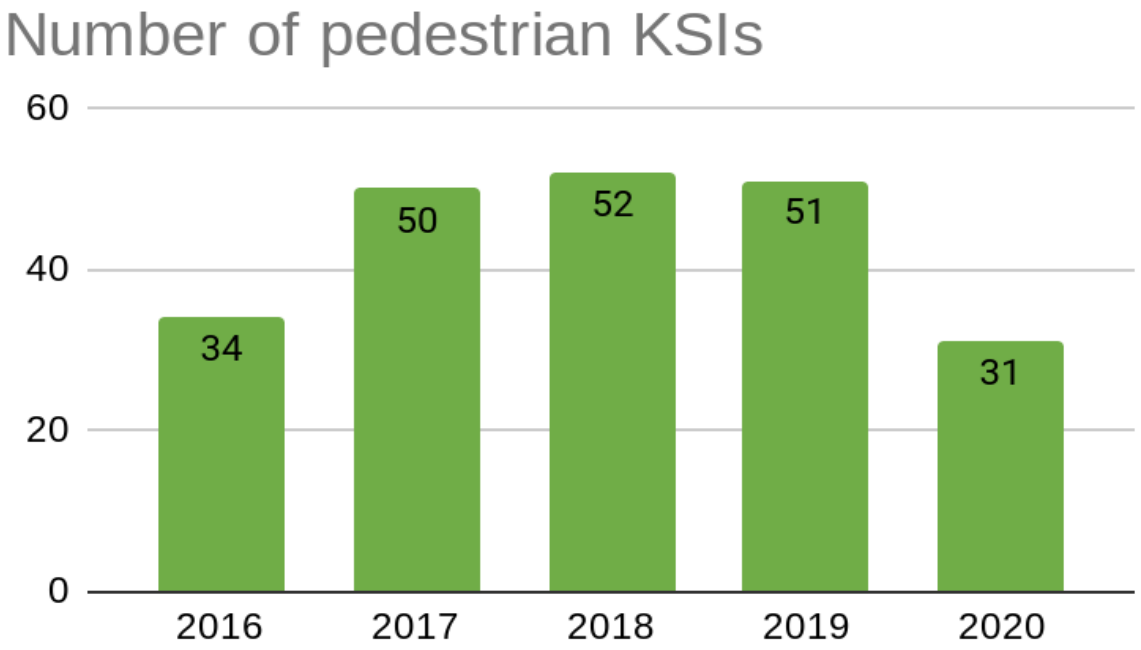


Child KSIs have fluctuated over the years with 2020 reporting 4 casualties in total, with no fatalities reported for this group. It should be noted that the last child fatal was 4 years ago, in 2015.

The following graph shows how Hackney has reduced the number of Child KSIs over the last 20 years with the year 2016 being the lowest on record. Though the KSIs have reduced overall, the child KSIs have been fluctuating between 3 and 10 since 2009 with 2018 slightly outside.

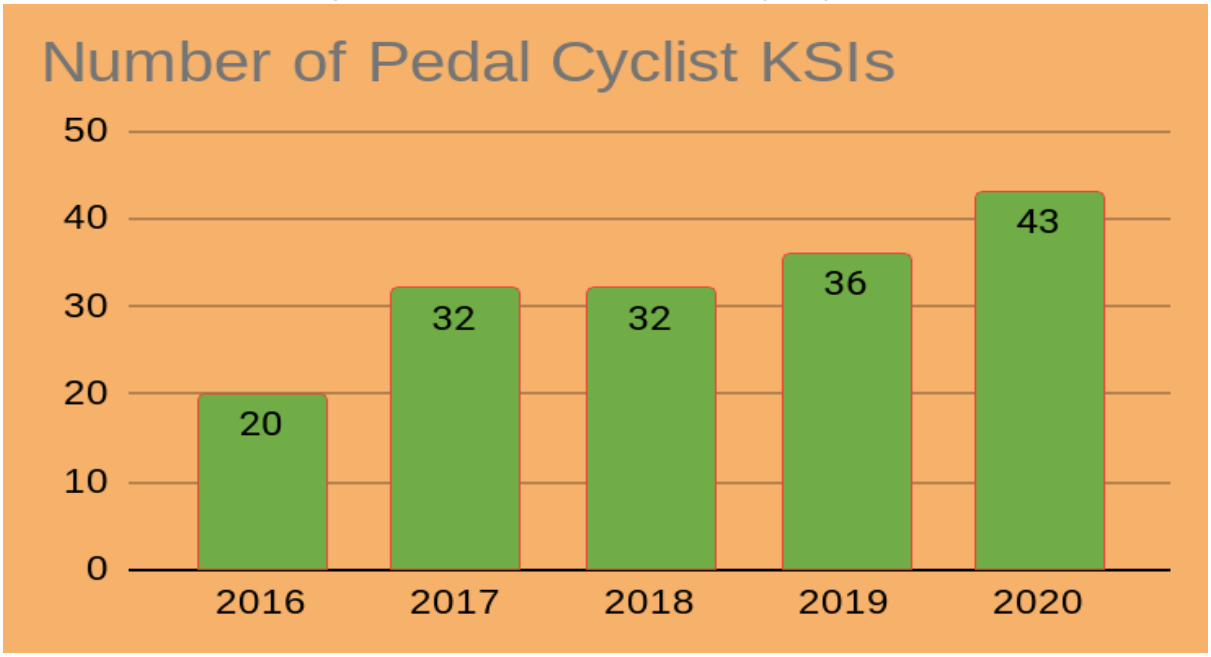
Consequently, from the initial recorded data set of 2000, Hackney has come a long way in lowering the number of child KSIs, reducing the overall total from 35 to 4 in 2020, a decrease of -88.88%. This can be attributed to a number of safety schemes and initiatives brought in by the borough, road safety education and awareness training, comprehensive speed reduction on all of the borough roads, traffic management schemes, like bus gates and school streets and a comprehensive cycle training programme to name but a few, but we must also be mindful that due to the pandemic there were also fewer school journeys made in 2020.

Number of pedestrians Killed or seriously injured



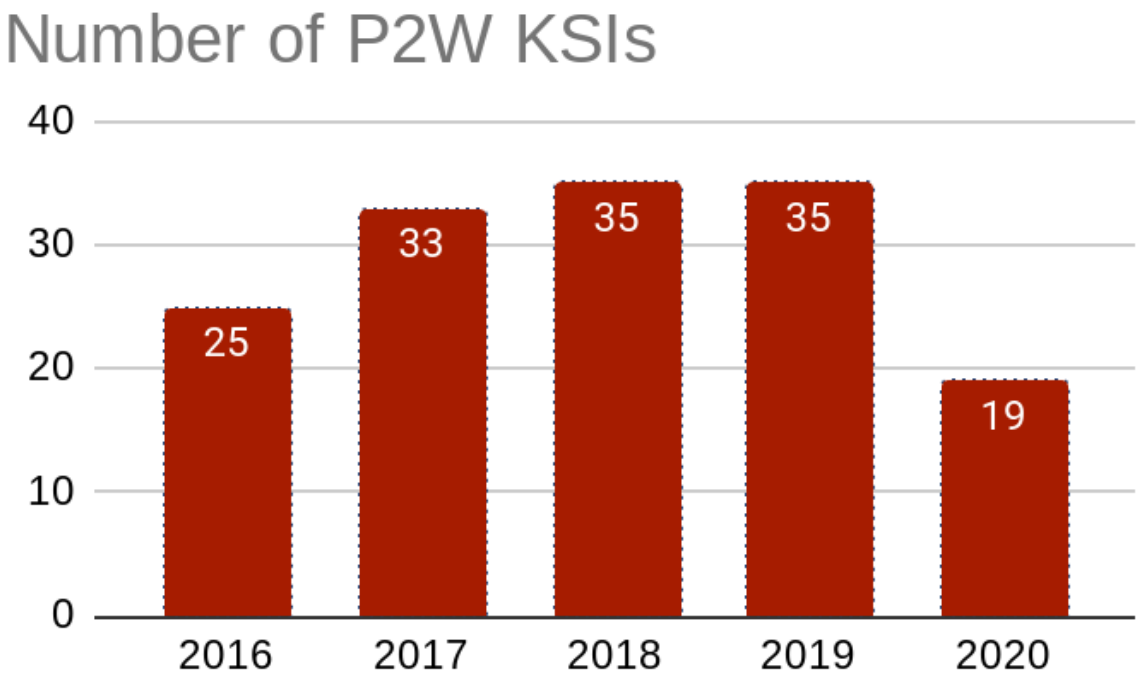
Pedestrian KSIs have averaged around the 50 mark for the past three years, showing only a minimal decline between 2018 and 2019. 2020 has produced one of the lowest in the last five years. However we must remind ourselves that for almost the first half of 2020 the country was in lockdown.

Number of pedal Cyclists Killed or seriously injured



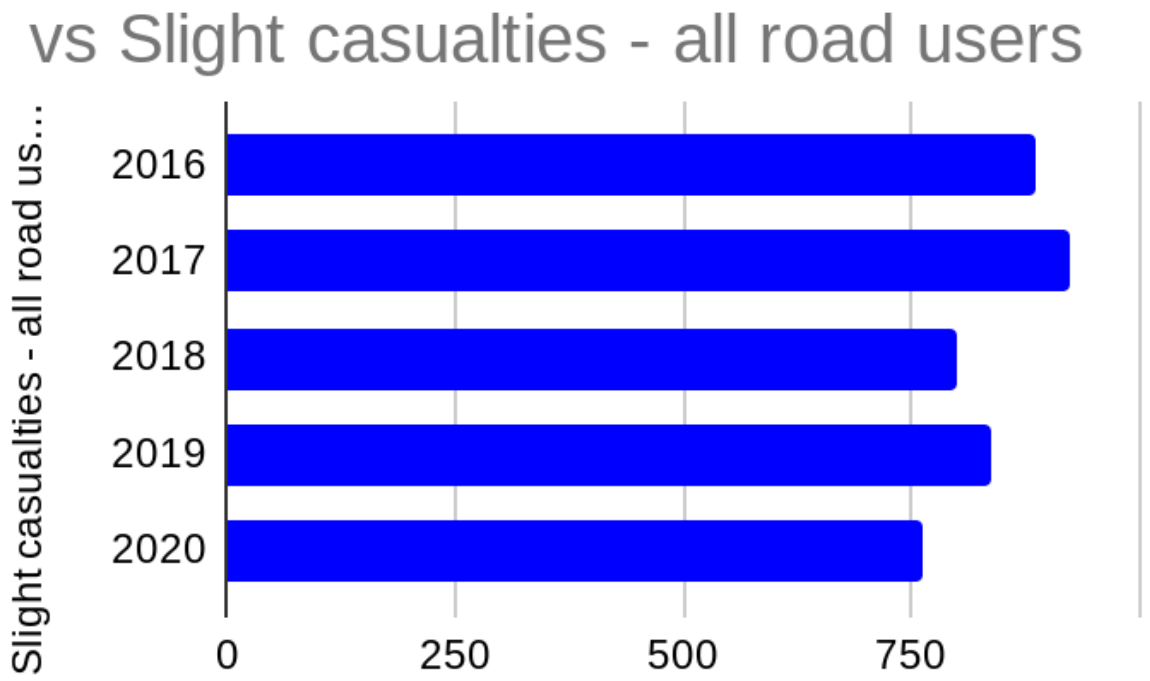
Pedal KSI's increased from 36 in 2019 equating to 43 in 2020, a 19.44% increase When comparing 2016 to 2020 the amount has more than doubled , with an increase of 114.99%. However, again it must be noted that during the pandemic the uptake in cycling also increased, with more recorded journeys, though overall bespoke training was not permitted due to the pandemic. Could the increase in KSIs also be partially attributed to people lacking the road knowledge and experience gained from training programmes? It will be interesting to see if 2021 and 2022 will allow us to overturn this upward trend.

Number of Powered two-wheeler users Killed or seriously injured



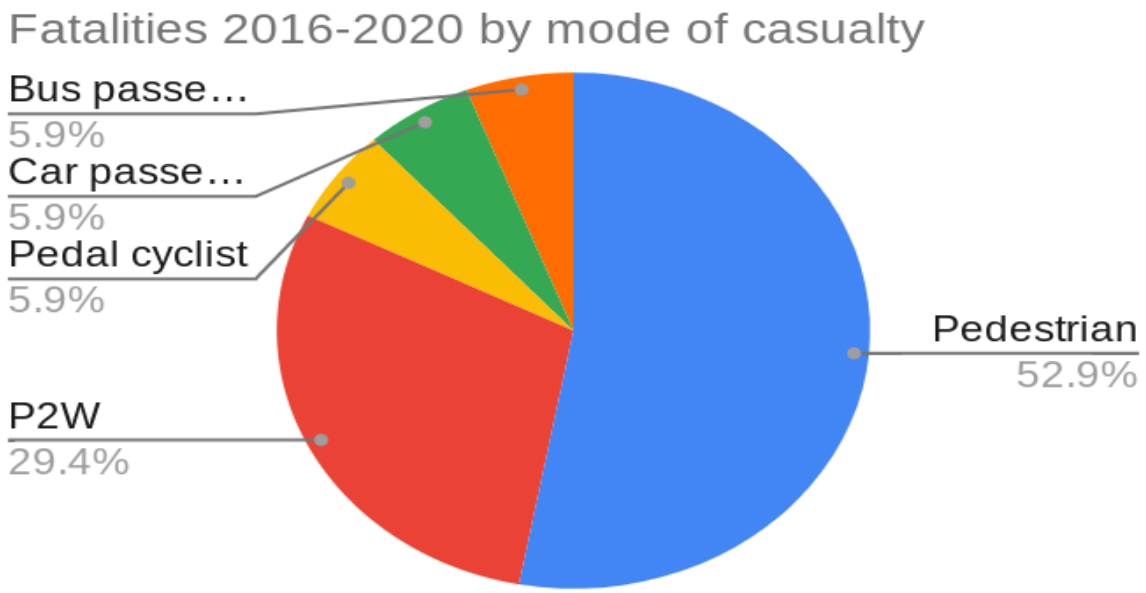
The total KSI's for P2W's remained unchanged between 2018 and 2019. It is interesting to see that for 2020, though there had been an increase within the gig economy, which would have probably accounted for more trips than actual home/work ones, the stats show a decrease overall, 2020, in the 5 year period shows the lowest on record. However 2 of the fatalities recorded were P2W associated although for the higher capacity bikes (over 500cc)

Slight Casualties



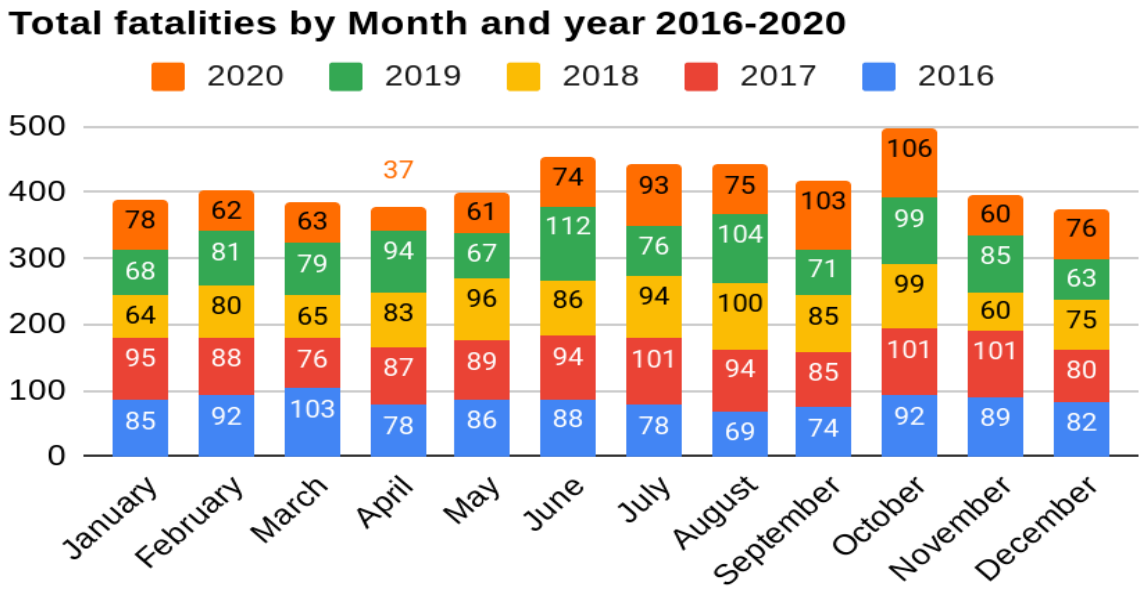
Since 2016 slights have ranged in the mid 800 mark and 2017 proved to be the highest with slights peaking at 927. 2020 recorded the lowest to date in the 5 year range with 763 casualties (all road users) , a decrease overall of -8.84% on 2019.

Fatality Trend 201-2020 (5 Years)

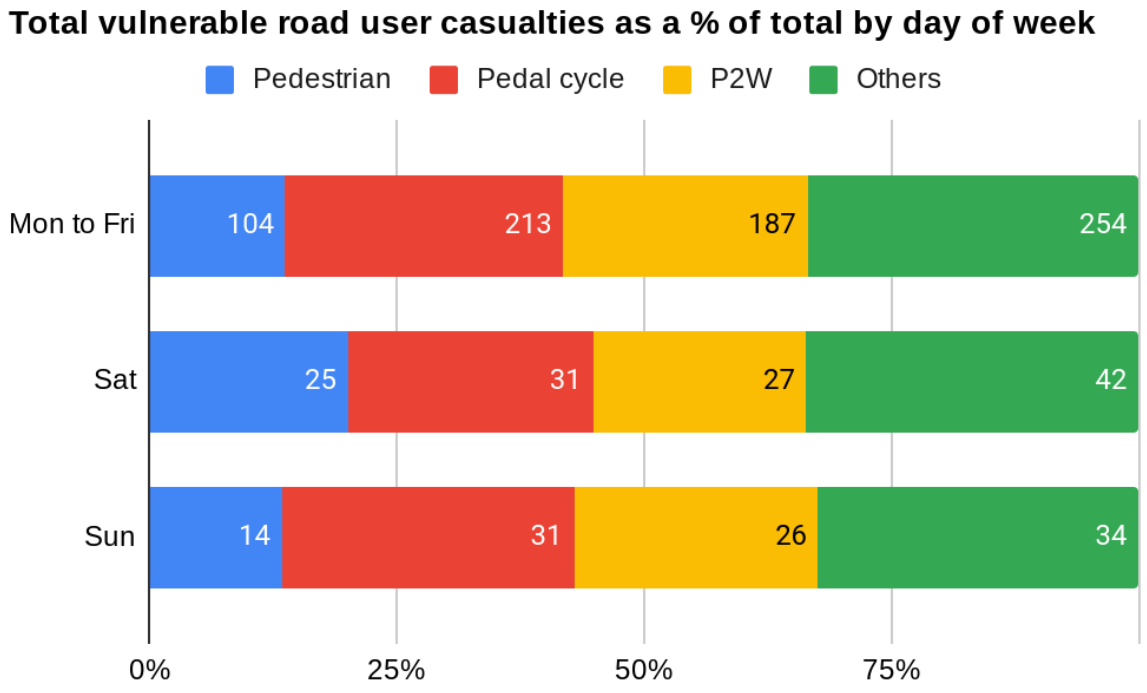


With regard to fatalities, the majority for the VRUs tend to be male and within the 30 -39 age category for cyclists, for pedestrians the age range is quite broad as is the gender, though males feature more prominently. In 2019 3 fatalities in the pedestrian group belonged to the 60-69 age range, 2 male and 1 female.

Fatality by Year & Month 2016- 2020



Casualties by mode and day of week



Casualties by Mode and Time of Day

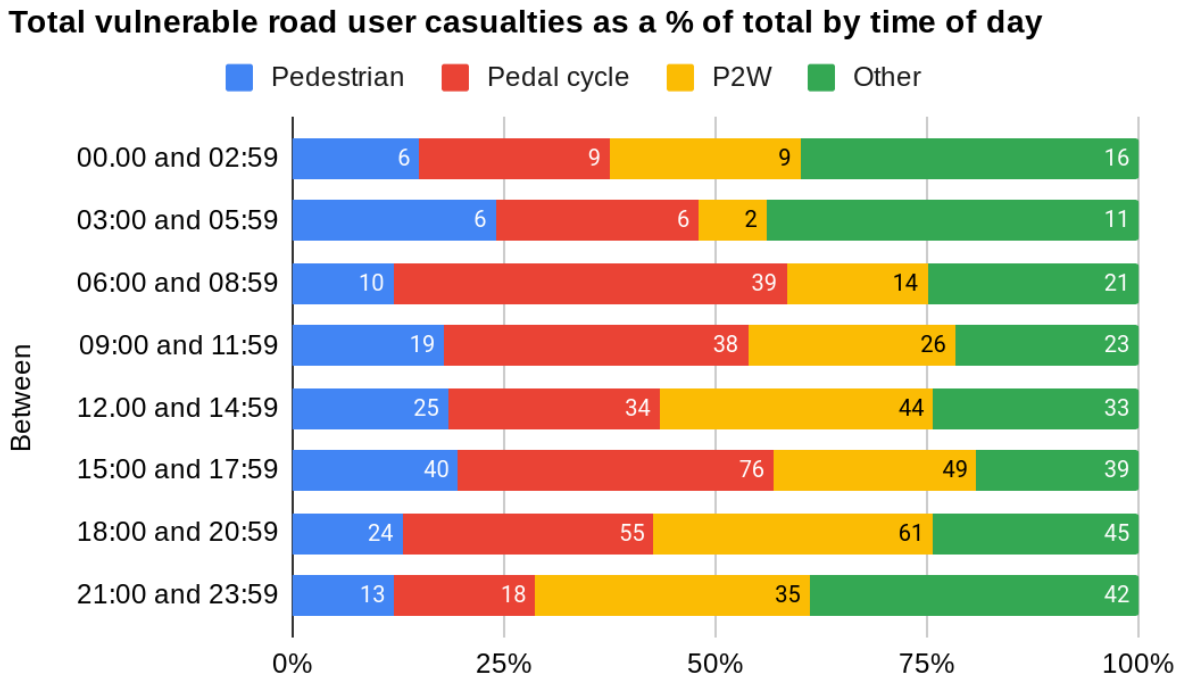
The table below shows that the worst periods of the day are the afternoon/evening period. It can be noted that pedal cycles feature consistently throughout most of the day with peak levels indicating the later afternoon as being the most difficult (15:00 - 17:59). P2W are well represented throughout the first morning hours until late evening, (Possibly relevant to increased demand in deliveries and expansion of GIG economy) with peak periods between 18:00 and 20:59 whilst pedestrians are at the highest levels between 15:00 - 17:59 (school run and closing office times).

“Others” representing cars, HGVs, LGVs, public transport and so forth, are at their lowest between the hours of 03:00 and 5:59. It is evident when comparing 2019 to 2020 the difference - as there was a regularity within all the groups at the different times.

It will be interesting to look at further comparisons with the 2021 data and see if there are further changes due to the pandemic and home working, less social activities etc.

Total vulnerable				

road user casualties as a % of total by time of day				
Between	**Pedestrian**	**Pedal cycle**	**P2W**	**Other**
00.00 and 02:59	6	9	9	16
03:00 and 05:59	6	6	2	11
06:00 and 08:59	10	39	14	21
09:00 and 11:59	19	38	26	23
12.00 and 14:59	25	34	44	33
15:00 and 17:59	40	76	49	39
18:00 and 20:59	24	55	61	45
21:00 and 23:59	13	18	35	42



Casualties by Age Group

The tables below show all KSIs split by gender and 10 year age groups. The tables show that males are killed or seriously injured almost twice as much as females. The tables also show that KSIs are concentrated between the ages of 20–29 and 30-39 for males whereas 20-29 age group was featured more for the females.

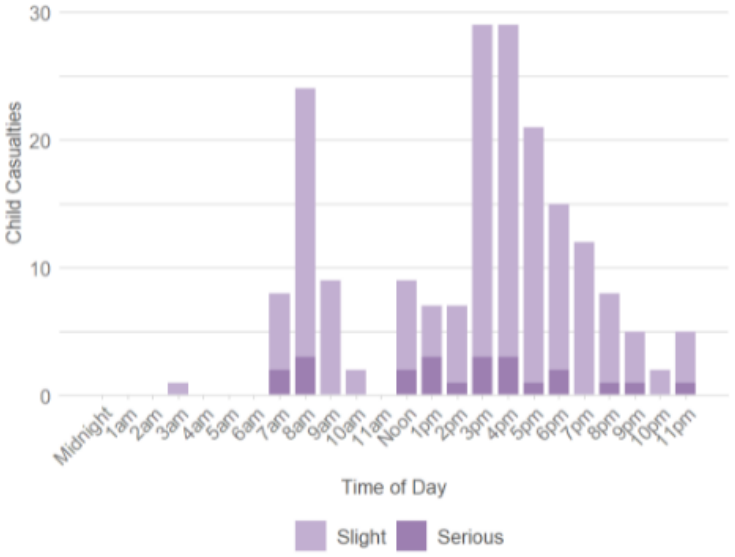
2016												

Male	fatal	serious	slight	total	%		Female	fatal	serious	slight	total	%
0-9	0	0	11	11	1.30%		0-9	0	0	6	6	0.70%
10-19	1	3	40	44	5.20%		10-19	0	0	20	20	2.40%
20-29	1	10	137	148	17.50%		20-29	0	5	85	90	10.60%
30-39	0	17	140	157	18.50%		30-39	0	3	65	68	8.00%
40-49	1	10	84	95	11.20%		40-49	1	2	40	43	5.10%
50-59	0	6	48	54	6.40%		50-59	0	1	18	19	2.20%
60-69	0	2	19	21	2.50%		60-69	0	2	15	17	2.00%
70-79	0	0	4	4	0.50%		70-79	0	2	9	11	1.30%
80-89	0	1	4	5	0.60%		80-89	0	0	3	3	0.40%
90-99	0	0	0	0	0.00%		90-99	0	0	1	1	0.10%
Unknown	0	1	19	20	2.40%		Unknown	0	0	11	11	1.30%
					65.90%							34.10%
2017												
Male	fatal	serious	slight	total	%		Female	fatal	serious	slight	total	%
0-9	0	3	18	21	1.90%		0-9	0	0	14	14	1.30%
10-19	0	11	43	54	4.90%		10-19	0	1	26	27	2.50%
20-29	0	35	185	220	20.20%		20-29	0	10	87	97	8.80%
30-39	1	25	169	195	17.80%		30-39	0	14	76	90	8.20%
40-49	1	20	97	118	10.70%		40-49	0	5	54	59	5.40%
50-59	0	11	60	71	6.50%		50-59	0	3	26	29	2.60%
60-69	0	1	23	24	2.20%		60-69	0	4	19	23	2.10%
70-79	0	0	5	5	0.50%		70-79	0	2	11	13	1.20%
80-89	1	0	2	3	0.30%		80-89	0	2	7	9	0.80%
90-99	0	0	0	0	0.00%		90-99	0	1	1	2	0.20%
Unknown	0	1	17	18	1.60%		Unknown	0	0	7	7	0.60%
					66.39%							33.70%
2018												
Male	fatal	serious	slight	total	%		Female	fatal	serious	slight	total	%
0-9	0	5	9	14	1.40%		0-9	0	1	4	5	0.50%
10-19	0	9	29	37	3.80%		10-19	0	5	18	23	2.30%
20-29	1	43	147	191	19.40%		20-29	0	11	76	87	8.80%
30-39	0	27	169	196	19.90%		30-39	0	11	82	93	9.40%
40-49	0	14	77	91	9.20%		40-49	0	5	36	41	4.10%
50-59	0	11	59	70	7.10%		50-59	1	3	38	42	4.20%
60-69	0	3	12	15	1.50%		60-69	0	1	14	15	1.50%
70-79	0	2	5	7	0.70%		70-79	0	2	2	4	0.40%
80-89	0	0	4	4	0.40%		80-89	0	2	5	7	0.70%
90-99	0	0	1	1	0.10%		90-99	0	1	0	1	0.10%

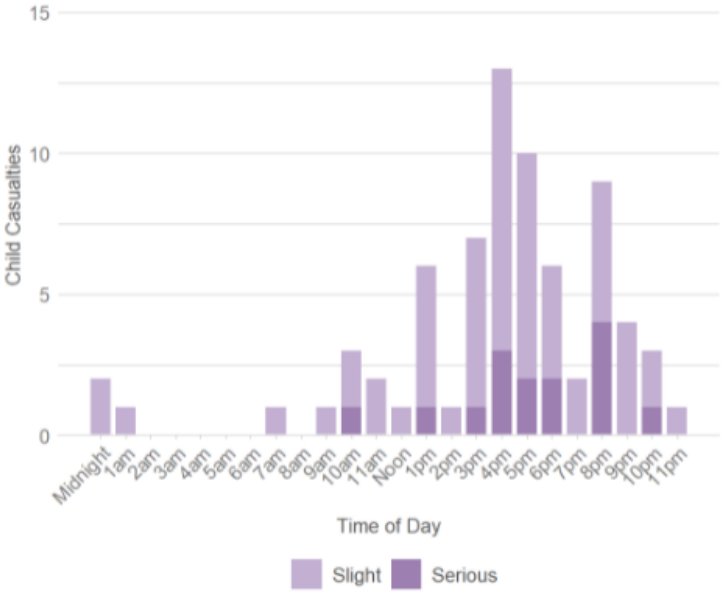
Unknown	0	2	21	23	2.30%		Unknown	0	0	17	17	1.70%
					65.80%							34.20%
2019												
Male	fatal	serious	slight	total	%		Female	fatal	serious	slight	total	%
0-9	0	4	8	12	1.12%		0-9	0	2	14	16	1.59%
10-19	0	9	27	36	3.59%		10-19	0	2	23	25	2.49%
20-29	1	23	157	181	18.06%		20-29	0	9	94	103	10.27%
30-39	0	31	159	190	18.96%		30-39	0	7	71	78	7.78%
40-49	0	21	93	114	11.37%		40-49	0	1	30	31	3.09%
50-59	0	11	48	59	5.88%		50-59	0	7	29	36	3.59%
60-69	2	3	19	24	2.39%		60-69	1	5	14	20	1.99%
70-79	0	2	5	7	0.69%		70-79	0	1	5	6	0.59%
80-89	0	1	6	7	0.69%		80-89	0	2	5	7	0.69%
90-99	0	0	0	0	0.00%		90-99	0	0	0	0	0.00%
Unknown	0	2	9	11	1.09%		Unknown	0	1	15	16	1.59%
					63.98%							33.73%
2020												
Male	fatal	serious	slight	total	%		Female	fatal	serious	slight	total	%
0-9	0	1	12	13	1.46%		0-9	0	0	6	6	0.67%
10-19	0	7	30	37	4.16%		10-19	0	1	15	16	1.80%
20-29	0	16	165	181	20.38%		20-29	0	8	64	72	8.10%
30-39	1	21	160	182	20.49%		30-39	1	6	69	76	8.55%
40-49	0	14	64	78	8.78%		40-49	0	3	41	44	4.95%
50-59	0	9	54	63	7.09%		50-59	0	6	25	31	3.49%
60-69	0	4	13	17	1.91%		60-69	0	4	6	10	1.12%
70-79	0	2	5	7	0.78%		70-79	2	2	4	14	1.57%
80-89	0	0	3	3	0.33%		80-89	0	0	3	3	0.33%
90-99	0	0	0	0	0.00%		90-99	0	0	0	0	0.00%
Unknown	0	2	14	16	1.80%		Unknow	0	0	4	4	0.45%
					67.23%							31.09%
Unknown gender or age (1 serious, 14 slight)											15	1.68%

*****It should be noted that 2019 & 2020 data has been taken from MAST whereas previous years Keyaccidents had been used. There is a variance in slight figures between the two. 2019 registered unknown gender 7 age (all slight) at 23 (2.29%) Please see Appendix 1 for VRU breakdown**

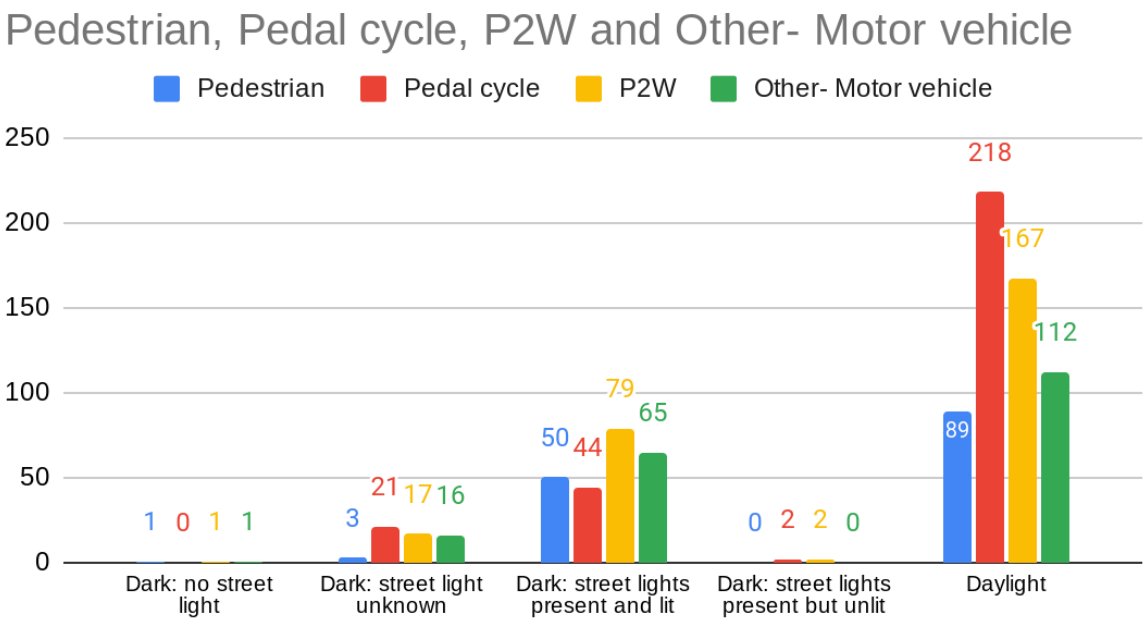
2016-20 Child casualties by hour of the day (weekdays)



2016-20 Child casualties by hour of the day (weekends)



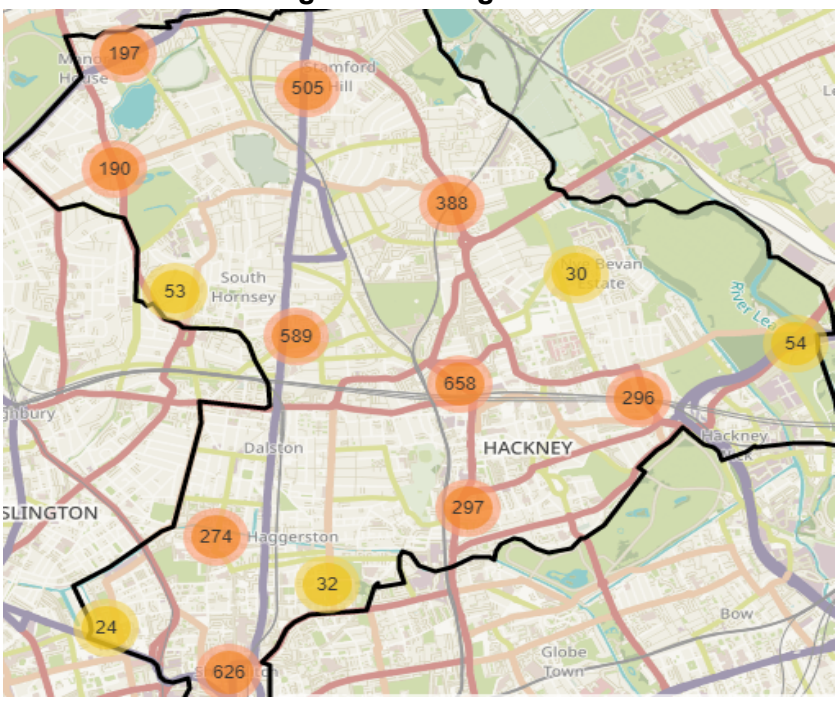
Total KSIs Lighting and Mode 2020



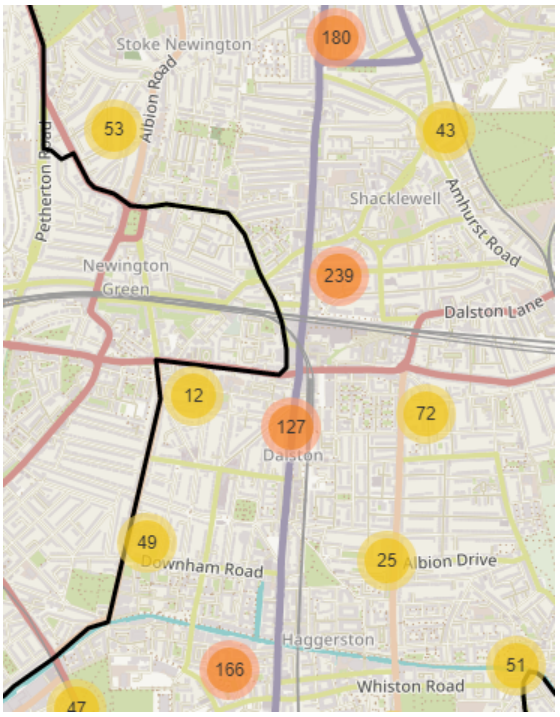
2016-20 Collision cluster maps (from MAST data)

On the following page the data is based over a 5 year period with further details relevant to the identified top 4 areas (Dalston, Stamford Hill, Hackney Central & Shoreditch).

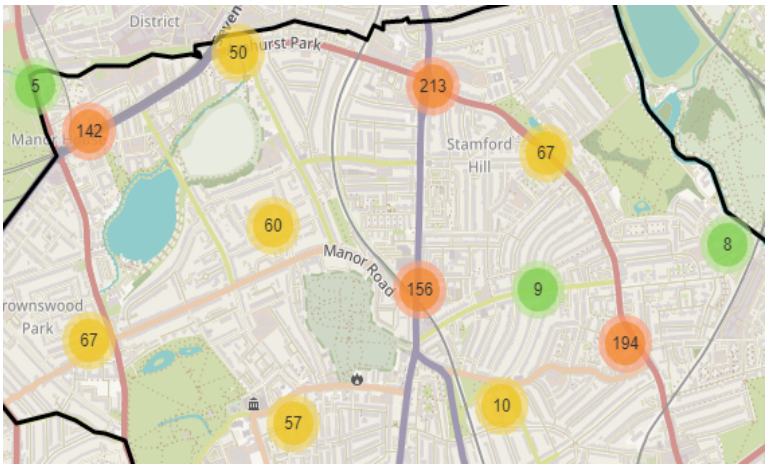
Borough Map – Cluster sites through the borough



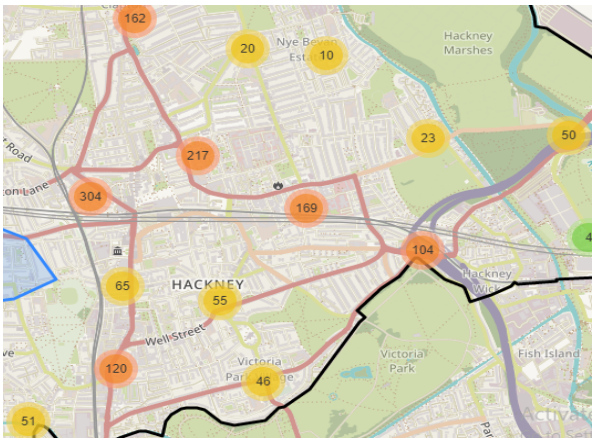
Dalston (589 over a 5 year period)



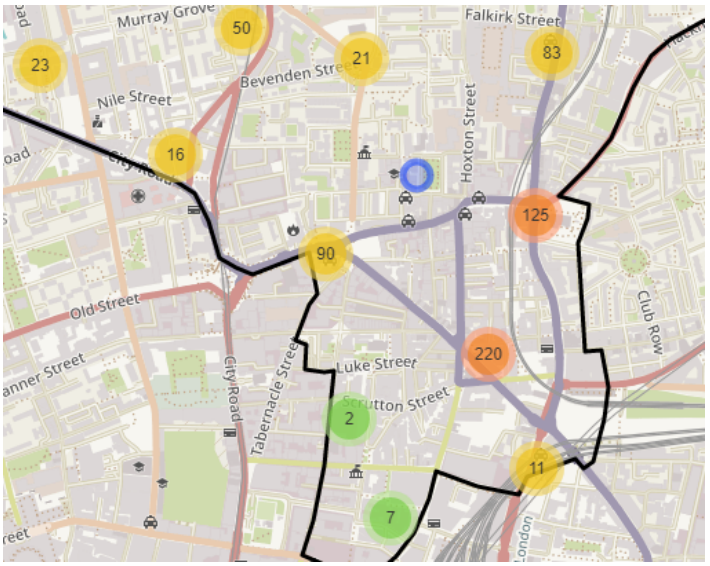
Stamford Hill (505 over a 5 year period)



Hackney Central (658 over a 5 year period)



Shoreditch (626 over a 5 year period)



Casualty Reduction Profiles & Projection

The graphs in this section show the overall performance of Hackney in comparison to other boroughs, based upon the 2020 London casualty reduction target to reduce the total number of people KSI by 40% from the 2005-9 average baseline. This is the baseline against which TfL measures progress towards the target of a 40 per cent reduction in KSI casualties by 2020 as set out in Safe Streets for London, London's Road Safety Action Plan to 2020. The Council had adopted the same target and baseline and also chosen to use the same percentage reduction to measure the total number of children killed or seriously injured and the total number of people injured on Hackney roads for its performance indicators.

It is needless to say that no London borough would achieve these set targets. However it is important to have a comparative understanding where in London Hackney residents are being injured and also from which other boroughs, people are being injured on Hackney's roads. There is also a need to consider casualties within the most deprived areas of the borough. It should be noted that whilst we do have data sets for IMD levels, we do not have comparable data sets for the diverse ethnic groups that reside in these areas.

In the 2019 report it was mentioned that the newly adopted reporting system of COPA might be one of the main reasons for the figures increasing (when first introduced, all boroughs within London found the figures had increased, especially between slight and serious). This system is now well established within STATS 19 data , so it would be unrealistic to utilise this reasoning now. We do need to consider what the effects of the pandemic have had on figures, how traffic modes changed through lock down and once we came out of it.

Hackney support's Vision Zero and the safe systems approach, however we must also be mindful of the fact that only engineering will not suffice to eradicate all casualties. Engineering will continue to play a vital role in how roads are adopted and shaped for the different users but awareness, training, engagement and enforcement will continue to support any new ventures.

During lockdown the move was to encourage more walking and cycling and the implementation of low traffic neighbourhoods was the prevalent choice in providing safer environments. The overall decline in use of public transport facilities as many people either worked from home or were furlonged, left the road environment eerily quiet and the consequent increase in speed values due to less trafficked roads was quite startling.

It is sometimes presumed that with the increase in cyclists and pedestrians there is more of an opportunity for casualties to occur. It is not always possible to restructure pathway & cycle lanes to accommodate a higher quantity from both groups and though designated routes have been provided, in particular for cyclists, not always will these routes be chosen as they do not necessarily provide a direct route.

From a pedestrian's point of view, the designated crossing point provided will not necessarily suit. Desire lines can at times be unpredictable.

Despite a huge drop in the number of journeys being made overall as more people worked from home and people travelled for legally permitted reasons, increasingly Londoners continued to cycle, making essential trips and for exercise. The same trend was applicable for walking, as we were encouraged to walk more for mental health and wellbeing reasons during lockdown.

Since 2015, TfL has carried out annual cycle counts in both inner and outer London, usually in the spring. These figures count the numbers of people cycling past fixed points on the capital's cycling network over the course of a day. Due to the coronavirus pandemic, cycle counts in 2020 were instead carried out in the autumn, with results showing a 7% increase in cycling in inner London and a 22% increase in outer London, compared to the previous count in spring 2019.

It will be interesting if we are able to compare both 2020 and 2021 cycling and walking trends and see if these continue to rise or not.

The most prominent contributing factor for pedestrian collisions is failure to look properly. Needless to say the same CF is also the highest reason for both drivers and riders. Whether or not this failure is due entirely to external distractions (mobile phone usage, headphones etc) is a question of debate. It is noted that any increase within the gig economy must also see a rise in the use of mobile phones for GPS/route planning and order tracking.

Though not yet integrated fully as a rental scheme, private e-scooters continued to see a rise in 2020 as did other forms of micro mobility. Transport for London continued to consult over the practicalities and safety aspects of their electric scooter

hire scheme which would not go live until June 2021. In the meantime, debate continued to rage over the police's involvement in enforcing private e-scooters. Enforcement continued to be sporadically upheld in some boroughs, with most teams paying little or no attention to this phenomenon as they had other preoccupations and targets to achieve.

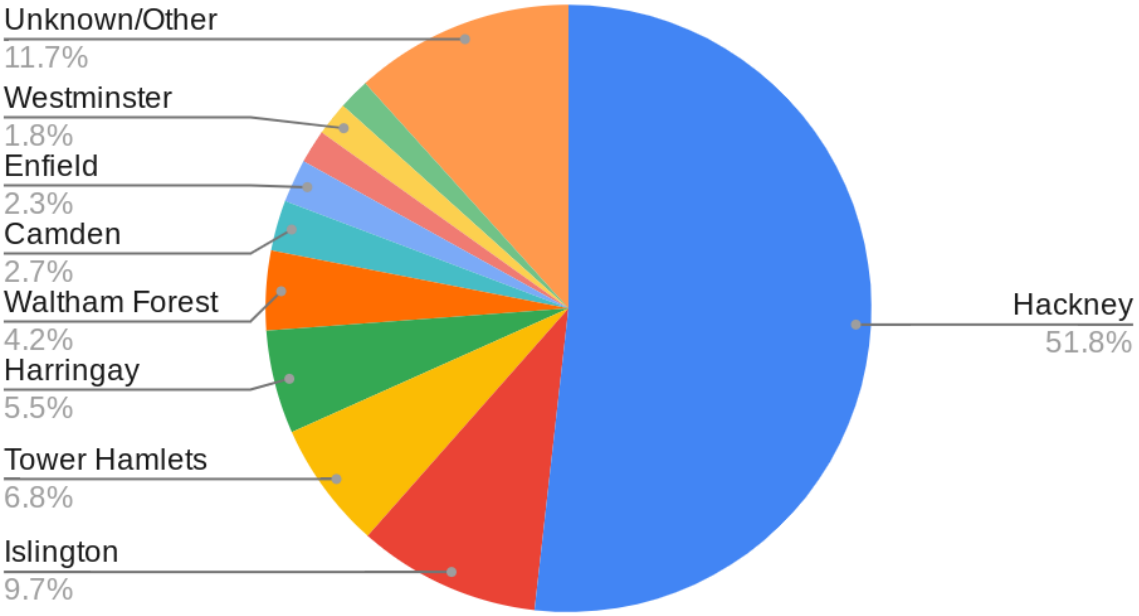
Most enforcement was soft and aimed at raising awareness, non-compliance was either limited to a warning, at times an on-the-spot fine and as an ultimate deterrent, vehicle seizure. Further details will be given relevant only to vehicle seizures, as e-scooter casualties do not show up as individual modes of transport and will tend to be grouped either under P2W or pedestrian statistics.

Also consideration will be given to traffic management schemes, such as school streets and low traffic neighbourhoods.This is to compile a data set that highlights any decline or an increase of incidents relevant to displaced traffic or that occurred within the specific no go areas.

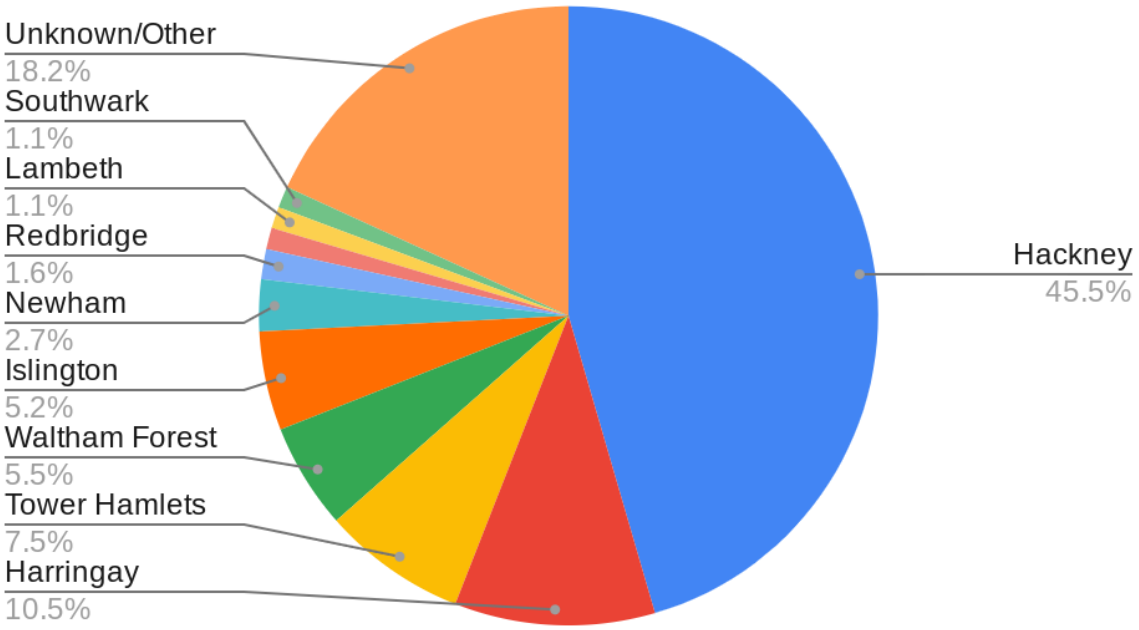
With regard to P2W the incident rate is relevant to the 20-35 age group and mainly males. The increase in the gig economy as well as choice of mode of transport (cheaper to run for many) or even the use of the P2W not only for personal trips but also work have been factors for the increase in the mode of transport. Add to this is the ease with which riders, from a legal perspective, achieve and renew their CBT, a higher influx of riders that are from another European states (unfamiliarity of road rules and speed limits), plus the poor road worthiness of some of the vehicles (cheap second hand) and this will all compound to an increase in incidents going forward. It will be interesting to see how the gig economy will be evaluated in 2021 in comparison to 2020 and especially during the lockdown periods.

It should be noted that there have been no further numeric targets set by Transport for London for local authorities, other than adherence in implementing and upholding the vision zero safe systems approach.

Where Hackney residents get injured on roads



Where those injured on Hackney roads reside

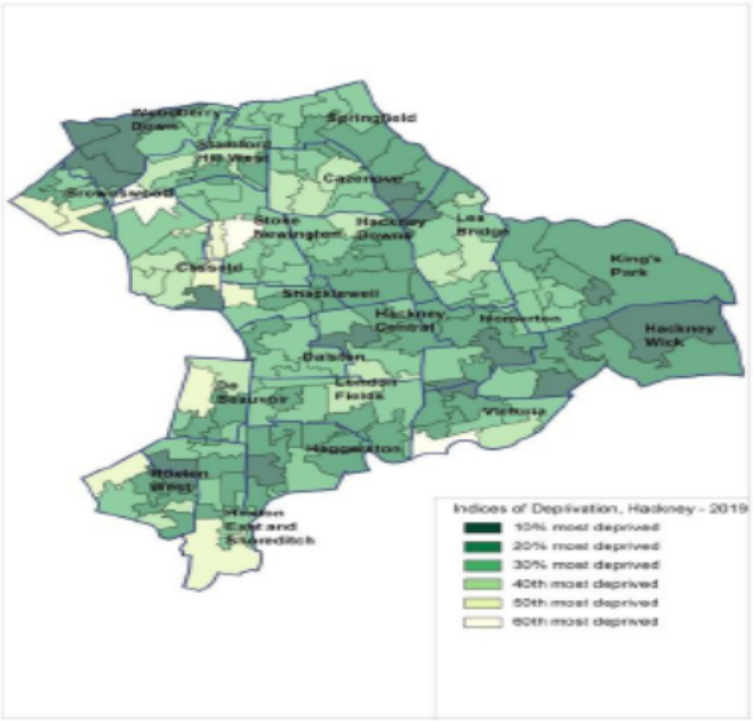


Index of Multiple Deprivation

In 2019 from the Index of Multiple Deprivation, Hackney was the 22nd most deprived local authority overall in England, an improvement from 2015 where it was ranked 11 and in 2010 it was ranked 2nd.

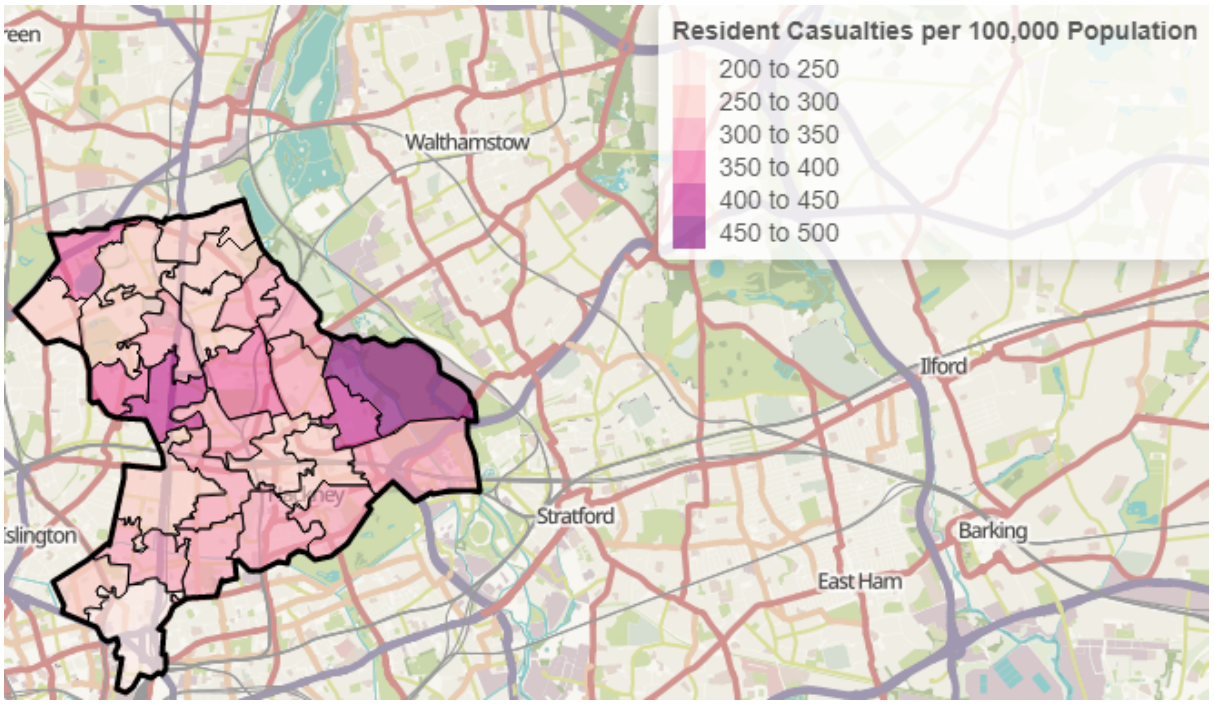
Hackney is relatively more deprived in relation to barriers in housing and services, income and environment than its overall rank suggests but generally less deprived than its overall ranking for crime, employment and health and significantly less deprived for education.

Figure 9: Deprivation in Hackney

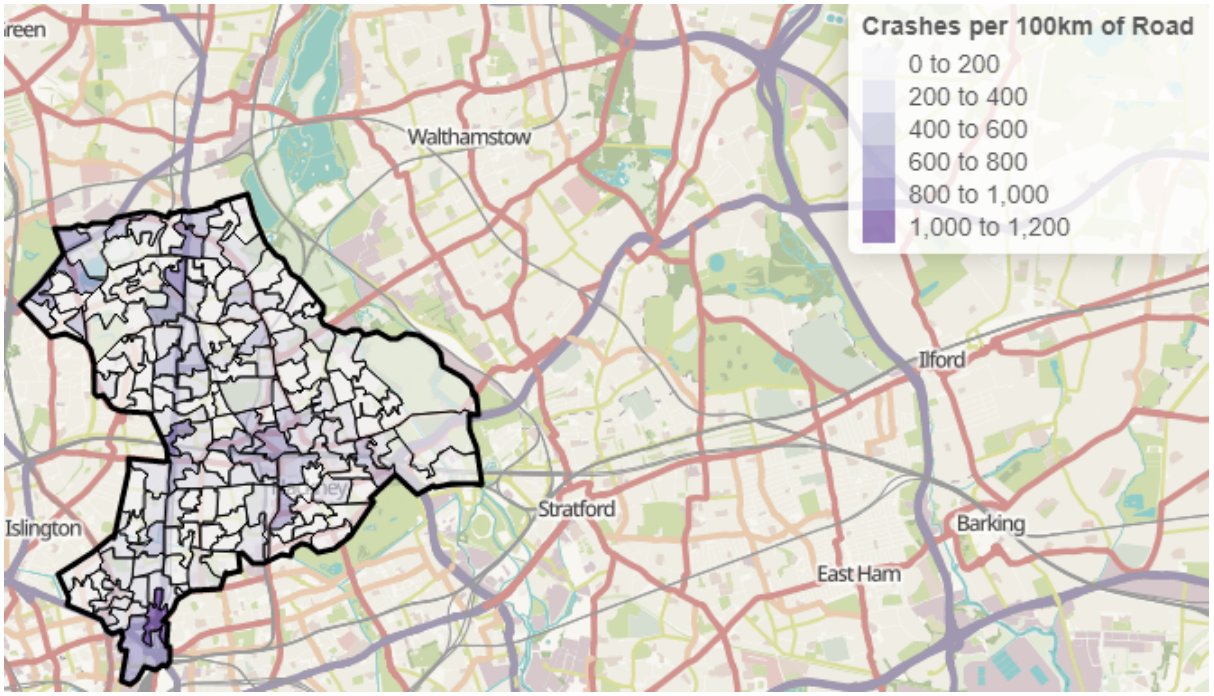


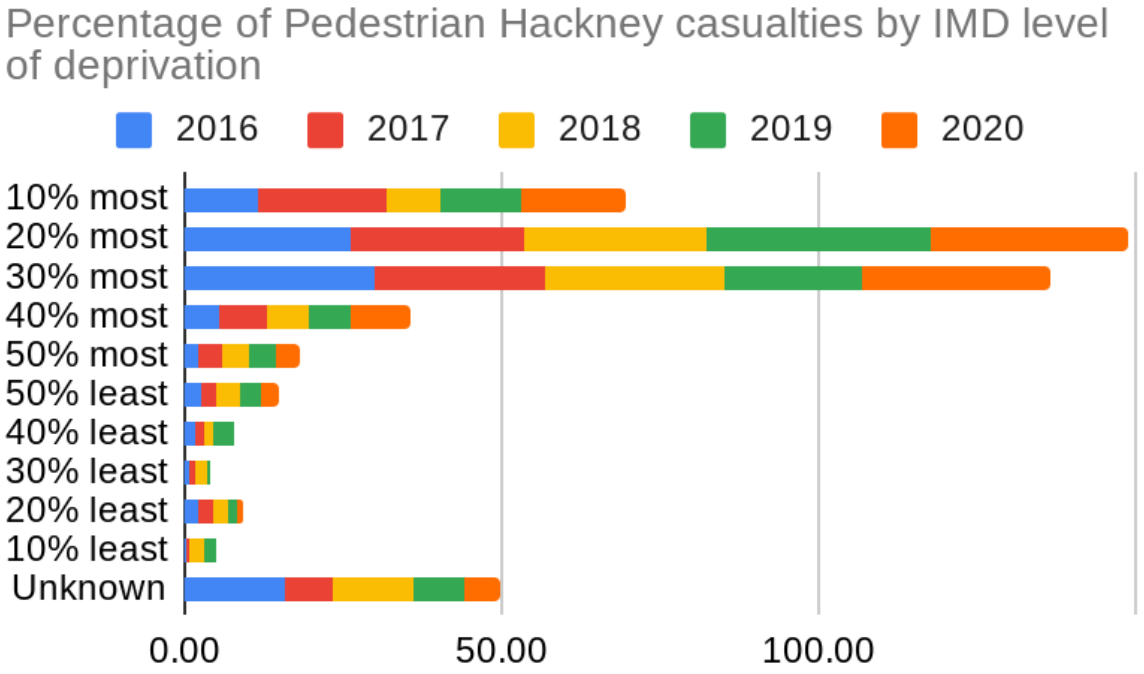
Source: DCLG, Indices of Deprivation, 2019

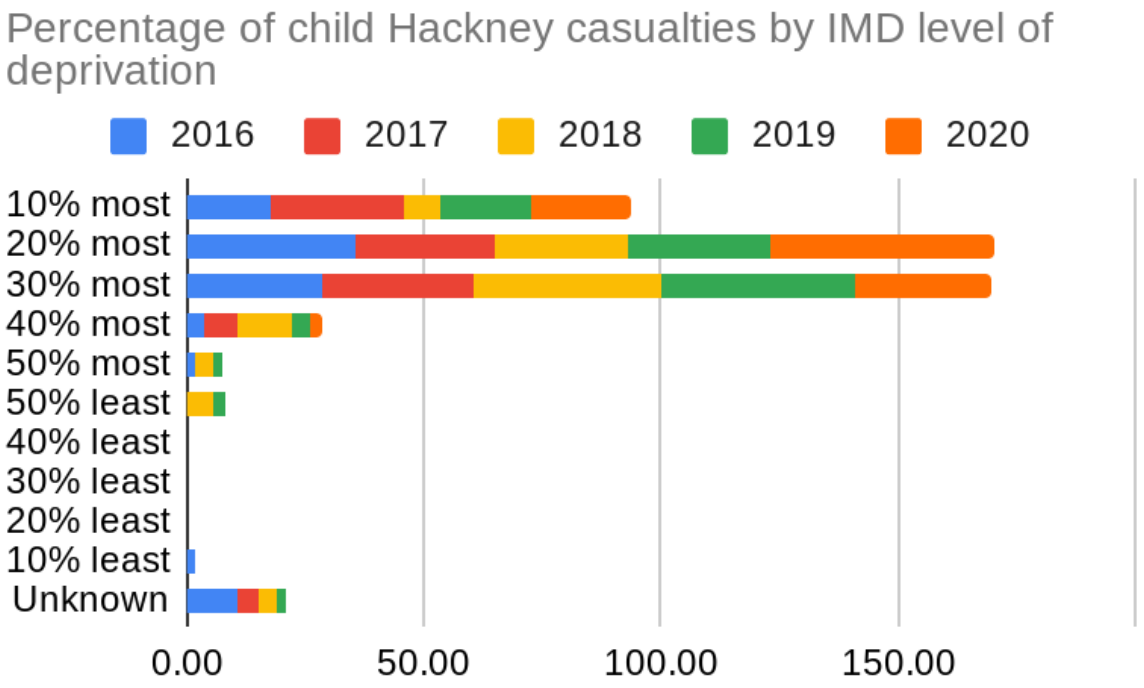
2016-20 Resident all casualties heatmap

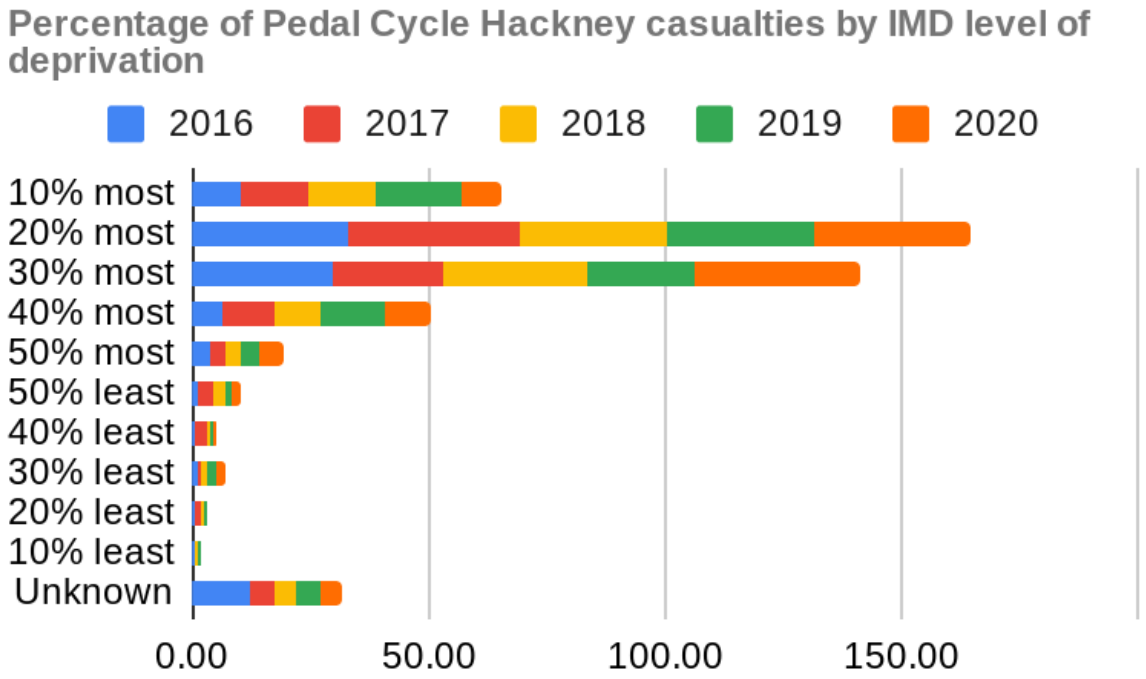


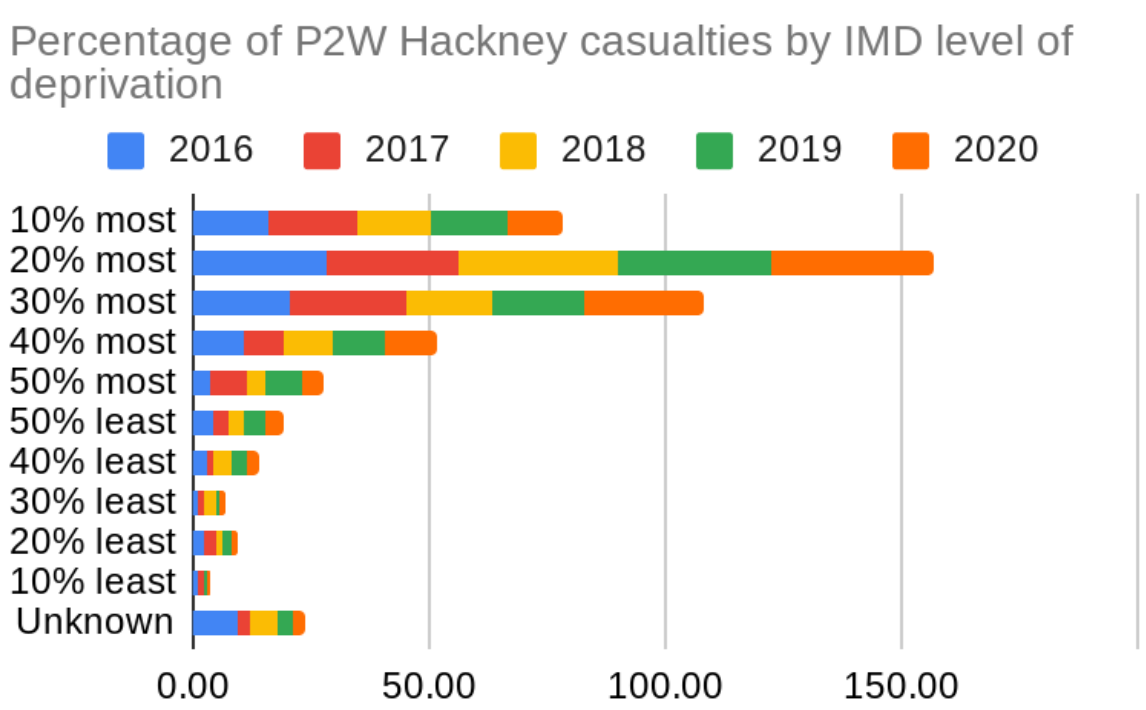
2016-20 All crashes heatmap

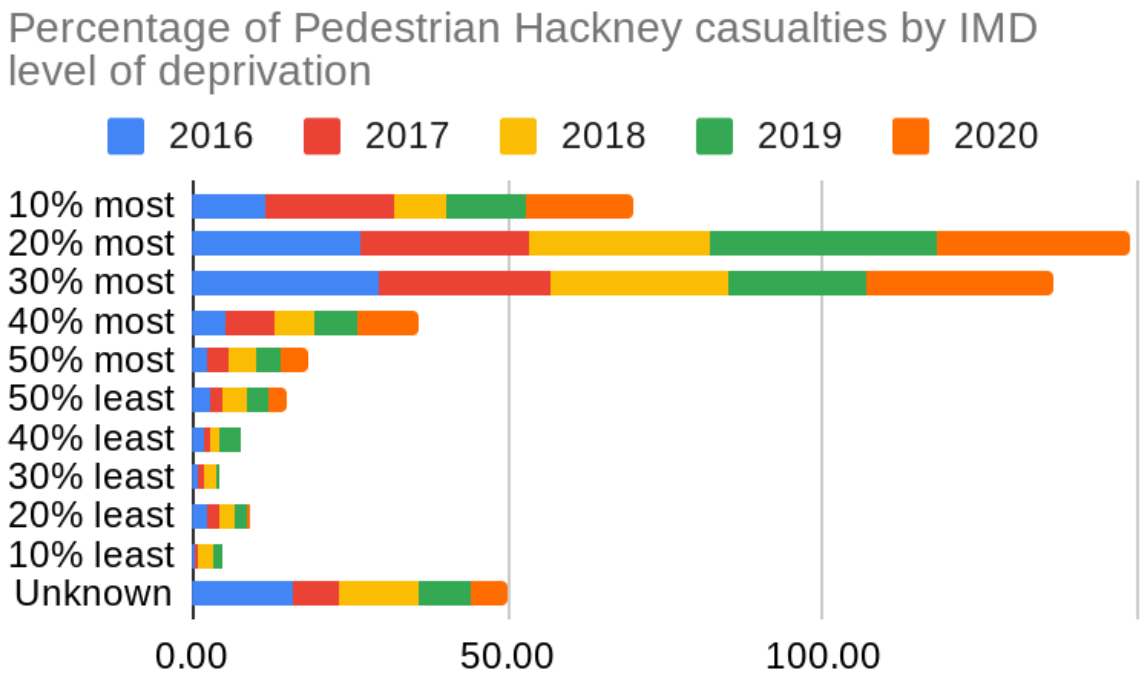



Percentage of Pedestrian Hackney casualties by IMD level of deprivation
2016
2017
2018
2019
2020
10% most
20% most
30% most
40% most
50% most
50% least
40% least
30% least
20% least
10% least
Unknown
0.00
50.00
100.00


Percentage of child Hackney casualties by IMD level of deprivation
2016
2017
2018
2019
2020
10% most
20% most
30% most
40% most
50% most
50% least
40% least
30% least
20% least
10% least
Unknown
0.00
50.00
100.00
150.00


Percentage of Pedal Cycle Hackney casualties by IMD level of deprivation
2016
2017
2018
2019
2020
10% most
20% most
30% most
40% most
50% most
50% least
40% least
30% least
20% least
10% least
Unknown
0.00
50.00
100.00
150.00


Percentage of P2W Hackney casualties by IMD level of deprivation
2016
2017
2018
2019
2020
10% most
20% most
30% most
40% most
50% most
50% least
40% least
30% least
20% least
10% least
Unknown
0.00
50.00
100.00
150.00

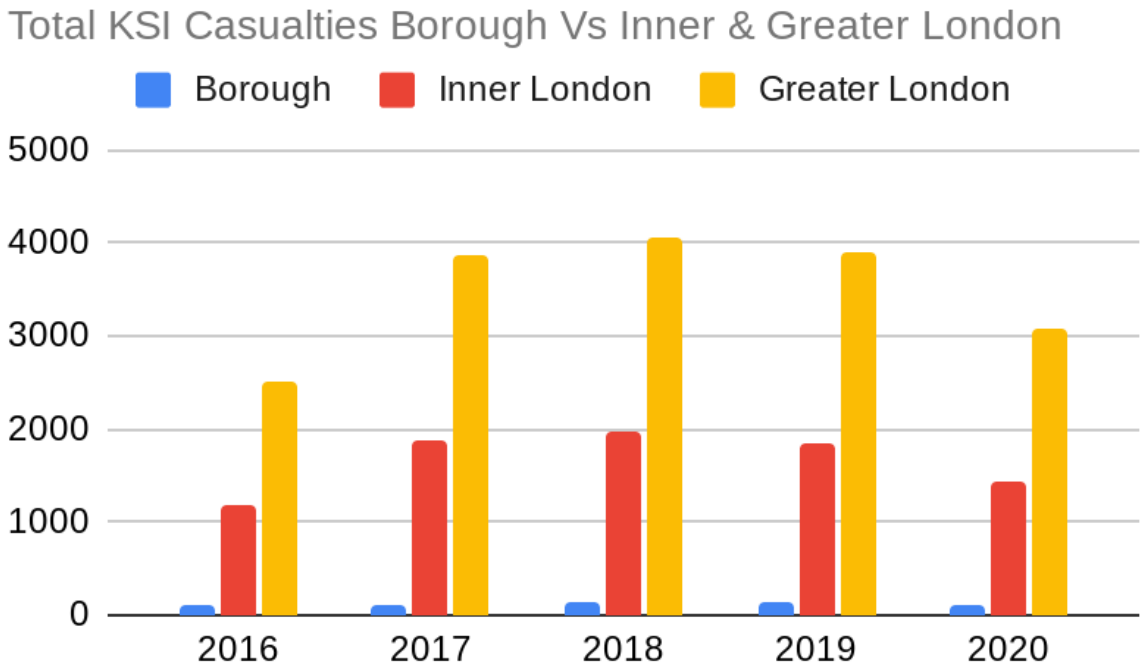


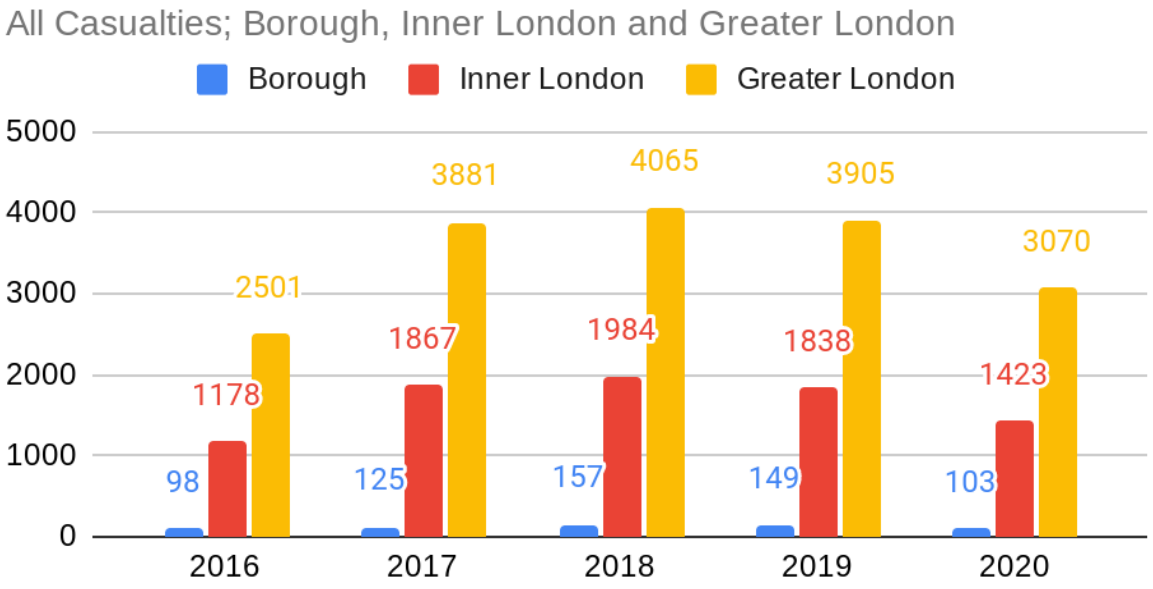
Removing unknown cases, residents of the most deprived 50% IMD groups in Hackney made up 88.26% of all road casualties in 2020, a rise of 5.00% from 2019, in comparison with 13 inner London boroughs as a whole (including LBH) of 78.02% (>1.01% from 2019).

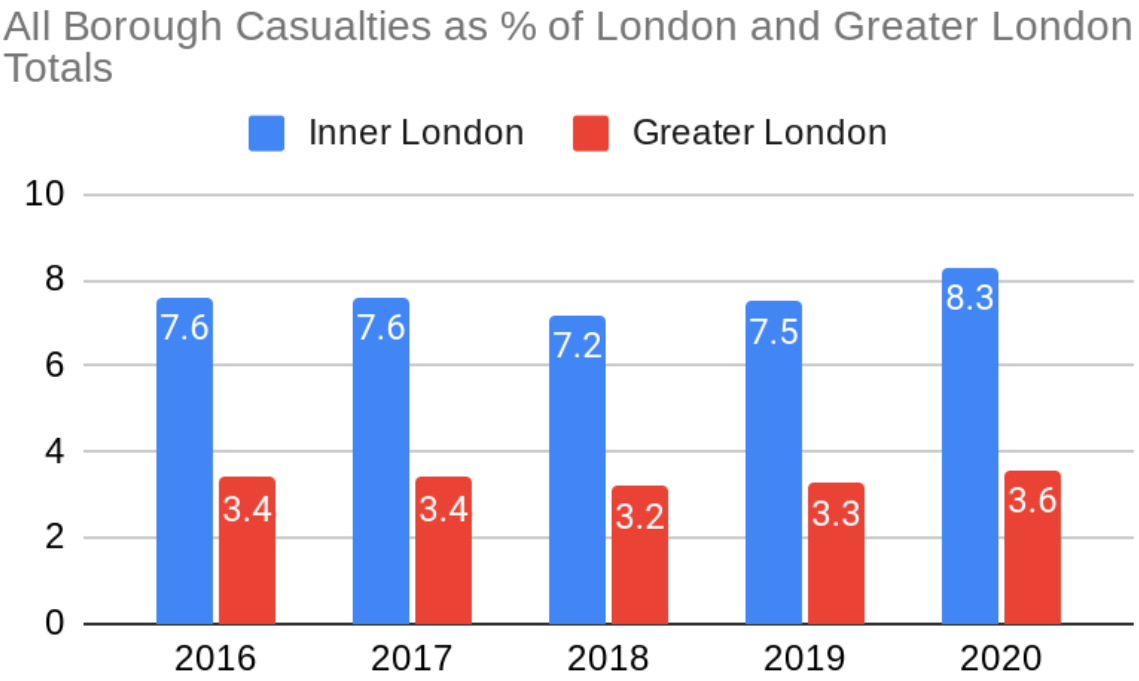
Borough casualty trend 2016-2020 compared to Inner and Greater London

The following charts show Hackney's casualty rates as compared to the totals for the thirteen Inner London boroughs (comprising of Hackney, City of London, Westminster, Camden, Islington, Tower Hamlets, Greenwich, Lewisham, Southwark, Lambeth, Wandsworth, Hammersmith and Fulham, Kensington and Chelsea) and the totals for the thirty two Greater London boroughs.

In the five year period (2016 - 2020) totals have fluctuated. 2020 showed a 5.1% increase from 2016 but a -34.39% decrease from 2018. Again these figures need to be interpreted with caution. As a percentage of these totals, Hackney's figures have remained consistent over a five year period, with 2019 showing a -5.09% decrease of borough figures from 2018.


Total KSI Casualties Borough Vs Inner & Greater London
Borough
Inner London
Greater London
5000
4000
3000
2000
1000
0
2016
2017
2018
2019
2020


All Casualties; Borough, Inner London and Greater London
Borough
Inner London
Greater London
5000
4000
3000
2000
1000
0
98
1178
2501
125
1867
3881
157
1984
4065
149
1838
3905
103
1423
3070
2016
2017
2018
2019
2020



*****See also Appendix 2 for percentage comparisons.***

Contributing Factors 2020

It must be noted that a maximum of 6 CFs can be attributed by the attending officer, however currently officers are not obliged to enter any nor are CFs recorded for self reported collisions, as not all collisions are attributed to contributory factors. It is extremely unlikely CFs will be recorded for slight. In the current review of STATs 19 reporting recommended that at least one CF must be attributed to the recorded incident.

In Highways England's reports contributory factors will also look at vehicle decline, road imperfections, weather conditions, layby incidents and collisions occurring during temporary road layout, to name but a few. Within this report we are just considering the top 5 contributory factors.

	Top five Contributory factors 2020 vs 2019		
	All casualties	**Total 2020**	**Total 2019**
1	405 Driver/ Rider Error or Reaction Failed to look properly	223	250
2	406 Driver/ Rider Error or Reaction Failed to judge other persons path or speed	109	114
3	403 Driver/ Rider Error or Reaction	76	87

	Poor turn or manoeuvre		
4	602 Behaviour or Inexperience Careless/Reckless/In a hurry	72	88
5	802 Pedestrian only casualty Failed to look properly	43	89
	KSIs	**total 2020**	**total 2019**
1	405 Driver/ Rider Error or Reaction Failed to look properly	42	47
2	406 Driver/ Rider Error or Reaction Failed to judge other persons path or speed	16	27
3	802 Pedestrian only casualty Failed to look properly	13	26
(4)	403 Driver/ Rider Error or Reaction	**Not in top 5 list 2020**	17
4	602 Behaviour or Inexperience Careless/Reckless/In a hurry	10	16
5	306 Exceeding speed limit (driver/rider injudicious)	10	**not in top 5 list 2019**
(5)	808 Pedestrian only casualty Careless reckless or in a hurry	**Not in top 5 list 2020**	16

It is interesting to see a slight deviation from the top 5 CFs for KSIs between 2019 and 2020. No. 306 (exceeding speed limit driver /rider injudicious) failed to to make the top 5 list in 2019 whereas said CF resulted in 10 casualties being reported in 2020. Both 403 (Driver/Rider Error or Reaction) and 808 (pedestrian only casualty , careless reckless or in a hurry) again failed to make 2020's top 5.

In 2019 there were 628 collisions within the top 5 CF against 523 in 2020 , a decrease of <16.71%. However, as always, these statistics must be interpreted with an element of caution.

Failure to look properly , on behalf of pedestrians , riders and drivers is a very broad explanation. It is difficult to hone in on one particular reason for said "distraction". The rise in use of mobile phones, sat navs, headphones etc on the part of all parties could be relevant, though there is little hard evidence to support this and more studies should be conducted to prove this is the case. Whilst code 508 (driving whilst using a mobile phone) is featured on the Stats 19 sheet, it is difficult to verify post-incident if this was the only or indeed a contributory factor at all.

Other explanations, especially when reviewing borough wards, indicate a vibrant nightlife scene with overuse of alcohol and drug intake, therefore producing a lower perception of danger and diminished awareness of speed etc. - however it is difficult to correlate this aspect with the hospital admissions and it remains for the moment pure conjecture. Indeed it can also be broadly assumed that during lockdown

evidence of this was not recognizable , as social interaction had been limited and therefore most nighttime, evening social pursuits were put on hold resulting in less travel by the majority.

In 2020 , the age group for the fatalities varied with 2 in the 30 -39 age bracket and 2 within the 60+ age group. Looking at the two different age categories , the 30+ incidents (one male and one female/passenger) both involved P2W in the +500cc class. The 2 fatalities recorded in the 60+ category, one was a pedestrian and the other fatality, female 77, is believed to have been caused by heart failure whilst on a bus rather than a collision. However, as this unfortunate episode occurred near the roadside , it was recorded as a road KSI.

Details of 2020 fatalities can be found here below (further comparative information can be found on the following page)

date/time	Fatality details	Incident details	site details	CF	Road Conditions
March 1st 2020 - 13:27 hrs	Female 34 - Not fully known how collision occurs. Police attended	P2W (+500cc) passenger - Collision with single car.	Amhurst Rd, vicinity junction with Andre Street	V1 (car) 405 - failed to look (v.likely) V2 (P2W) 306 - exceeding speed limit (vlikely) V2 (P2W) 406 Failed to judge others speed (v. likely)	Day - dry & fine
March 9th 2020 12:02 hrs	Female , 79. Not know how collision occurs. Police atended	Pedestrian - Collision with single car.	Stoke Newington road, near junction with Brighton road.	V1 (car) 405 failed to look properly (v likely) C1 802 (failed to look properly (possible)	Day, fine & dry
April 17th 2020 08:26hrs	Male 35, Not known how collision occurs. Police attended	P2W +500 cc - Collision with single car,	Pembury road, 50m south of junction with Downs Park road.	V1 (car) 405 failed to look properly (v likely) V1 602 careless/reckless/in a hurry (v likely) V1 306 exceeding speed limit (v likely V2 (P2W) 410 loss of control (possible) V2 (P2W 306 exceeding speed limit (v.likely	Day, dry & fine

July 15th 2020 - 11.34 hrs.	Female, 77. Reported by public on Met website.	Bus passenger	Stamford hill, near junction with Egerton road.	No CFs provided. Reportedly died while on bus of non collision related circumstances	Day, dry

It would be incorrect to assume that 2020 represented a trend due to the circumstances and the national lockdown in this period.
Fatalities for 2020 remained 4 with no change from 2019.
1 P2W passenger (over 500cc) female (34), 1 ped female (79), 1 P2W (over 500cc) male 35, 1 bus passenger, female (77) ** *this last incident though registered as a road statistic related to a female (77) who collapsed by the side of the road possibly due to heart failure and not a known collision.*

Whereas some categories showed a net decrease, others increased in comparison to other years.
Pedal cyclist KSIs increased from 36 in 2019 to 43 in 2020 with an increase of incidents on borough roads (+20%) plus a slight increase on TLRN. (18%). However our total VRU KSI injuries decreased from 131 in 2019 to 93 in 2020 a decrease of -29.00% (all age pedestrians/cyclists & P2W)

New modes of transport and traffic management - micromobility & school streets

Since 2020, large numbers of electric scooters (e-scooters) have appeared in the UK. While some people have hailed them as a solution to low-carbon urban mobility, others have questioned their benefits and safety. That there has been a big increase in micro mobility during the pandemic this is shown by the figures of illegal e-scooters that were seized.
2020 saw further increases in the gig economy and e-bike use, cargo bikes and other delivery systems as we turned to home deliveries during this phase. So the actual road use changed dramatically to suit the different work set up of the nation.
In the UK, you can buy e-scooters for personal use, but they cannot be legally ridden on roads, cycle lanes or pavements unless the e-scooter is part of the new trials in which road and cycle lane use is permitted. There are separate rules and regulations for e-bikes (electrically assisted pedal cycles (EAPCs) which do not yet extend to e-scooters.
Transport for London launched their e-scooter trial in June 2021 and the London trial expanded significantly over the first eight months. At the moment Hackney has declined to take part in this scheme. Whilst the trials are being extensively monitored, there is little or no assessment of private e-scooter use and there are significant differences between the rental schemes and private use. A report completed by PACTS does not believe that the learning from the trials will provide an adequate basis for legalisation of private use.*

Privately owned e-scooters will remain illegal on public roads and pavements, with riders risking a £300 fixed penalty notice and six points on their driving licence if

stopped by police. Despite this, private e-scooter use is a common sight across the UK capital, and enforcement by police remains sporadic. Consequently this mode of transport has increased exponentially.

Also micromoblity stats are not currently captured on Stats19 , and are generally recorded either as other or P2W (which is the category where they sit legally), so it is difficulty to accurately assess the impact on casualty levels or those who have been hurt as a result of their use. If a rider has incurred or caused an injury, it is highly unlikely the rider would either stay in situ or self report, due to the illegality of the vehicle's use.

In the first ten months of 2021, there were nine deaths and other casualties involving both e-scooter riders and other road users. Head injuries and rider falls, as well as collisions with a motor vehicle, are a concern.*

*https://www.pacts.org.uk/wp-content/uploads/PACTS-The-safety-of-private-e-scooters-in-the-UK-Report-5.0.pdf

https://tfl.gov.uk/corporate/publications-and-reports/electric-scooter-rental-trial

Year 2019 Month	Seized		Year 2020 Month	Seized		Year 2021 - Month	Seized
Jan	0		Jan	7		Jan	104
Feb	0		Feb	38		Feb	130
March	0		March	3		March	188
April	0		April	1		April	173
May	0		May	4		May	352
June	0		June	2		June	1103
July	24		July	17		July	511
Aug	14		Aug	15		Aug	398
Sept	3		Sept	72		Sept	416
Oct	5		Oct	42		Oct	262
Nov	4		Nove	46		Nov	280
Dec	3		Dec	37		Dec	70
	53			284			3987

School Streets

School Streets is the Council's innovative traffic management scheme, which aims to transform roads outside schools, so that only pedestrians and cyclists can use them at school start and finish times. The scheme aims to tackle congestion and improve air quality at the school gates, making it easier and safer to walk and cycle to school.

The streets around a school temporarily become a pedestrian and cycle only zone at set times in the morning and afternoon and consequently vehicles are not permitted to enter the zone between these times unless they have been granted an exemption.

Approved traffic signs will inform drivers of the restrictions at the entrance(s) to the closed street(s). Vehicles are not allowed to enter the School Streets zone during the times of operation, unless they are registered for an exemption.

In order to ensure compliance, School Streets will be spot enforced either with fixed camera units, or mobile ones , and also barriers can be used, which are normally monitored by school staff.

The data set is still relatively small and in most cases incidents that occur directly outside school gates are rare. Therefore the comparison will be the immediate vicinity in front of the school, which is normally the limited section that SS covers, and further afield to look at possible traffic displacement issues. In many cases school streets are more commonly utilised for their air pollution aspects. However, arguments that school streets create traffic displacement on already heavily congested roads (an argument already highlighted for LTNs) and consequently more incidents would need to be assessed further. It should also be remembered that there will still be possible exempt vehicles and cyclists accessing the area, and that pedestrians must still be vigilant as the area can never be deemed as 100% safe.

School	Area covered	SS trial initiated	Casualty numbers	
			24 months prior	24 months following or to the end of 2020
St John the Baptist	75 m radius of school gates	26/6/17	26/6/15-25/6/17 1 casualty. Adult 1 between 07.30-09.30 and 15.00-17.00	26/6/17-25/6/19 2 casualties. 1 adult, 1 child (7y) Both between 07.30-09.30 and 15.00-17.00

Gayhurst	75 m radius of school gates	29/1/18	29/1/16-28/1/18 1 casualty. Adult None between 07.30-09.30 and 15.00-17.00	29/1/18-28/1/20 1 casualty. Adult None between 07.30-09.30 and 15.00-17.00
Millfields	75 m radius of school gates	1/2/18	1/2/16 - 31/1/18 0 casualties. None between 07.30-09.30 and 15.00-17.00	1/2/18 - 31/1/20 0 casualties. None between 07.30-09.30 and 15.00-17.00
Tyssen	75 m radius of school gates	6/3/18	6/3/16-5/3/18 0 casualties. 0 between 07.30-09.30 and 15.00-17.00	6/3/18-5/3/20 1 casualty. Adult None between 07.30-09.30 and 15.00-17.00
London Fields	75 m radius of school gates	6/6/18	6/6/16 - 5/6/18 2 casualties. Both adult None between 07.30-09.30 and 15.00-17.00	6/6/18 - 5/6/20 3 casualties. All adult None between 07.30-09.30 and 15.00-17.00
Sebright	75 m radius of school gates	20/5/19	28/10/17-27/10/19 1 casualty. Adult 1 between 07.30-09.30 and 15.00-17.00	20/5/19- 31/12/20 0 casualties 0 between 07.30-09.30 and 15.00-17.00
Southwold	75 m radius of school gates	4/6/19	4/6/17-3/6/19 0 casualties. 0 between 07.30-09.30 and 15.00-17.00	4/6/19-31/12/20 0 casualties 0 between 07.30-09.30 and 15.00-17.00
St Mary's	75 m radius of school gates	28/10/19	28/10/17-27/10/19 1 casualty. Adult 1 between 07.30-09.30 and 15.00-17.00	28/10/19-31/12/20 0 casualties 0 between 07.30-09.30 and 15.00-17.00
William Pattern	100 m of school gates to encompass JW A10	13/1/20	13/1/18-12/1/20 casualties. 6 adult, 1 child (14y) 1 between 07.30-09.30 and 15.00-17.00 (inc child)	13/1/20-31/12/20 2 casualties 1 between 07.30-09.30 and 15.00-17.00

School		SS initiated	24 months prior	24 months following
St John the Baptist	250 m radius of school gates	26/6/17	26/6/15-25/6/17 21 casualties, 1 child 8 between 07.30-09.30 and 15.00-17.00	26/6/17-25/6/19 40 casualties, 2 children 9 between 07.30-09.30 and 15.00-17.00
Gayhurst	250 m radius of school gates	29/1/18	29/1/16-28/1/18 3 casualties. None between 07.30-09.30 and 15.00-17.00	29/1/18-28/1/20 2 casualties. None between 07.30-09.30 and 15.00-17.00
Millfields	250 m radius of school gates	1/2/18	1/2/16 - 31/1/18 2 casualties. 1 between 07.30-09.30 and 15.00-17.00	1/2/18 - 31/1/20 2 casualties. 2 between 07.30-09.30 and 15.00-17.00
Tyssen	250 m radius of school gates	6/3/18	6/3/16-5/3/18 17 casualties, 5 children* 3 between 07.30-09.30 and 15.00-17.00	6/3/18-5/3/20 14 casualty. 2 children. 4 between 07.30-09.30 and 15.00-17.00
London Fields**	250 m radius of school gates	6/6/18	6/6/16 - 5/6/18 24 casualties. 1 child. 11 between 07.30-09.30 and 15.00-17.00	6/6/18 - 5/6/20 18 casualties. All adult 6 between 07.30-09.30 and 15.00-17.00

* 1 collision - 3 children (8,11&11) hit by car at 20.31 hrs in Feb 2018. All serious (Clapham common)
** London Fields has also the combination of a Bus gate filter.

New sites Sept 20 to July 21

School	Designation	Area covered	SS trial initiated	Casualty numbers for 24 month prior to 2020/21 academic year	Casualty numbers to the end of 2020
Queensbridge	**SS10**	75 m radius of school gates	September 20	1/9/18-31/8/20 2 casualties, all adult 1 between 07.30-09.30 and 15.00-17.00 (adult)	1/9/20-31/12/20 0 casualties
Sir Thomas Abney	**SS11**	75 m radius of school gates	July 21	1/9/18-31/8/20 1 casualty, adult 0 between 07.30-09.30 and 15.00-17.00	N/A
Holmleigh	**SS12**	175 m radius to capture whole area	July 21	1/9/18-31/8/20 3 casualties, all adult 0 between 07.30-09.30 and 15.00-17.00	N/A
Colvestone	**SS13**	75 m radius of school gates	September 20	1/9/18-31/8/20 1 casualty, adult 0 between 07.30-09.30 and 15.00-17.00	1/9/20-31/12/20 0 casualties
Morningside	**SS14**	75 m radius of school gates	September 20	1/9/18-31/8/20 4 casualties, all adult 2 between 07.30-09.30 and 15.00-17.00 (adults)	1/9/20-31/12/20 0 casualties
Mossbourne Parkside	**SS15**	75 m radius of school gates	September 20	1/9/18-31/8/20 1 casualty, adult 0 between 07.30-09.30 and 15.00-17.00	1/9/20-31/12/20 0 casualties

Nightingale	**SS16**	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Northwold	**SS17**	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Orchard	**SS18**	75 m radius of school gates	September 20	1/9/18-31/8/20 4 casualties, all adult 2 between 07.30-09.30 and 15.00-17.00 (adults)	1/9/20-31/12/20 0 casualties
Randal Cremer	**SS19**	75 m radius of school gates	September 20	1/9/18-31/8/20 1 casualty, adult 0 between 07.30-09.30 and 15.00-17.00	1/9/20-31/12/20 0 casualties
Rushmore	**SS20**	75 m radius of school gates	September 20	1/9/18-31/8/20 1 casualty, adult 0 between 07.30-09.30 and 15.00-17.00	1/9/20-31/12/20 0 casualties
Springfield	**SS21**	90 m radius to capture junctions at either end	July 21	1/9/18-31/8/20 6 casualties, 1 child 1 between 07.30-09.30 and 15.00-17.00 (adult)	N/A
St John and St James	**SS22**	75 m radius of school gates	September 20	1/9/18-31/8/20 2 casualties. 0 between 07.30-09.30 and 15.00-17.00	1/9/20-31/12/20 1 casualty, adult 0 between 07.30-09.30 and 15.00-17.00
St John of Jerusalem	**SS23**	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Baden Powell	**SS24**	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Benthal	**SS25**	75 m radius of	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties

		school gates			
Woodberry Downs	**SS26**	166 m radius to capture whole area	July 21	1/9/18-31/8/20 9 casualties, 1 child 3 between 07.30-09.30 and 15.00-17.00	N/A
Betty Layward	**SS27**	75 m radius of school gates	Septem ber 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Daubeney	**SS28**	75 m radius of school gates	Septem ber 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
De Beauvoir	**SS29**	75 m radius of school gates	Septem ber 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Grazebrook	**SS30**	75 m radius of school gates	Septem ber 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
The Olive	**SS31**	75 m radius of school gates	Septem ber 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Harrington Hill	**SS32**	75 m radius of school gates	Septem ber 20	1/9/18-31/8/20 1 casualty. 0 between 07.30-09.30 and 15.00-17.00	1/9/20-31/12/20 0 casualties
Holy Trinity	**SS33**	75 m radius of school gates	Septem ber 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Hoxton gardens	**SS34**	75 m radius of school gates	Septem ber 20	1/9/18-31/8/20 1 casualty, adult 0 between 07.30-09.30 and 15.00-17.00	1/9/20-31/12/20 1 casualty, adult 0 between 07.30-09.30 and 15.00-17.00
Shoreditch Park	**SS35**	75 m radius of school gates	Septem ber 20	1/9/18-31/8/20 1 casualty. 0 between 07.30-09.30 and 15.00-17.00	1/9/20-31/12/20 0 casualties
Kingsmead	**SS36**	75 m radius of school gates	Septem ber 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties

Lauriston	**SS37**	75 m radius of school gates	September 20	1/9/18-31/8/20 4 casualties, all adult 2 between 07.30-09.30 and 15.00-17.00 (adults)	1/9/20-31/12/20 0 casualties
Manderville	**SS38**	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Thomas Fairchild	**SS39**	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
St Paul's with St Michael's	**SS40**	90 m radius of school to cover all gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Parkwood	**SS41**	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
St Matthias	**SS42**	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Shacklewell	**SS43**	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Jubilee	**SS44**	75 m radius of school gates	July 21	1/9/18-31/8/20 1 casualty. 0 between 07.30-09.30 and 15.00-17.00	N/A
Simon Marks	**SS45**	75 m radius of school gates	July 21	1/9/18-31/8/20 1 casualty. 0 between 07.30-09.30 and 15.00-17.00	N/A
St Dominics	**SS46**	75 m radius of school gates	September 20	1/9/18-31/8/20 3 casualties, all adult. 0 between 07.30-09.30	1/9/20-31/12/20 0 casualties

				and 15.00-17.00	
Princess May	**SS47**	75 m radius of school gates	September 20	1/9/18-31/8/20 6 casualties, 1 child 1 between 07.30-09.30 and 15.00-17.00 (adult)	1/9/20-31/12/20 1 casualty 0 between 07.30-09.30 and 15.00-17.00
St Scholastica's	**SS48**	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties

Low traffic neighbourhoods

Low traffic neighbourhoods in Hackney are not new. The first was introduced in De Beauvoir in 1974. However, since 2013, there has been a significant rise in the number of car journeys on roads in London, which has been replicated in Hackney. Around 40% of the borough's traffic passes through without stopping or providing any significant benefit to the borough. Department for Transport data (roadtraffic.dft.gov.uk/regions/6) also shows that most of the rise in traffic in London has occured on minor roads, due to the rise in the use of sat nav apps.

LTNs are one part of the standard traffic management toolkit, but have attracted the most focus and controversy. In order to achieve the Council's Climate Change, Air Quality, Public Health (through active environments) and Transport objectives, the Council needs to complement the LTNs with delivery of other 'parts of the toolkit' to fully gain the benefits and behaviour change started by LTNs. However it can be considered that;

- Low traffic neighbourhoods result in net positive air quality, active travel, climate change and road safety benefits on a population-level and borough-level, although there is some unevenness in the distribution of benefits.
- Overall across the borough there has been a traffic reduction of 2% on main roads.
- Some roads, and therefore some residents have benefited more than others, but from an equalities perspective, a greater proportion of residents living within LTNs are Black, Asian and other non-White British communities than white, and a greater proportion are disabled than not disabled.
- Of the 72 roads that were monitored in the four larger LTNs which had a pre-COVID baseline, 53 showed a reduction in traffic. The remaining roads (19), have seen traffic increases, and mitigations are under development.

- Overall there was a beneficial impact on NO2 annual mean concentrations within and on boundary roads, with the greatest beneficial impact on roads within the LTNs.
- LTNs have attracted very loud opposition, across the country as well as in Hackney, however, the picture from representative polling suggests a more balanced public opinion.

Again some of these schemes are relatively new and were indeed implemented during lockdown so not all data is comparable. Whilst looking at some of the major areas where KSIs were the highest we can start to provide some data sets and look at where we have had a seemingly net improvement though we must err on the side of caution as the periods are relatively small. Going forward there will be a better scope for analysis over the longer periods.

	LTN	radius	1/9/17 - 31/8/20	1/9/20-31/12/20
1	Ashenden/Glyn road	50m of junction	1 casualty, adult, serious	0 collisions
2	Meeson st/Kingsmead way	50m of junction	0 collisions	0 collisions
3	Barnabas road	50m of filter	1 casualty, adult	0 collisions
4	Gore/Lauriston road	50m of junction	7 casualties, all adult, 1 serious	1 casualty, adult
5	Ufton/Downham road	50m of junction	0 collisions	0 collisions
6	Cremer/Nazrul street	50m of junction	10 casualties, all adult, 1 serious	3 casualties, all adult slight
8	Brooke/Evering road	50m of junction	2 casualties, all adult, 1 serious	0 collisions
9	Narford/Brooke road	50m of junction	0 collisions	0 collisions
10	Reighton/Brooke road	50m of junction	0 collisions	0 collisions
11	Maury/Evering road	50m of junction	6 casualties, 1 child (15), 2 serious inc child	2 casualties, both adult slight
12	Benthal/Evering road	50m of junction	2 casualties, both adult slight	1 casualty, adult slight
13	Downs road	50m of filter	3 casualties, all adult, 1 serious.	0 collisions
14	Shepherdess walk/Micawber/Murray	50m of filter	4 casualties, all adult slight	0 collisions
15	Nile street/Provost road	50m of junction	1 casualty, adult slight	1 casualty, adult serious
16	Ebeneezer street/Provost road	50m of junction	0 collisions	0 collisions
17	Pritchards road (cat & Mutton)	50m of filter	3 casualties,all adult,1 serious	0 collisions

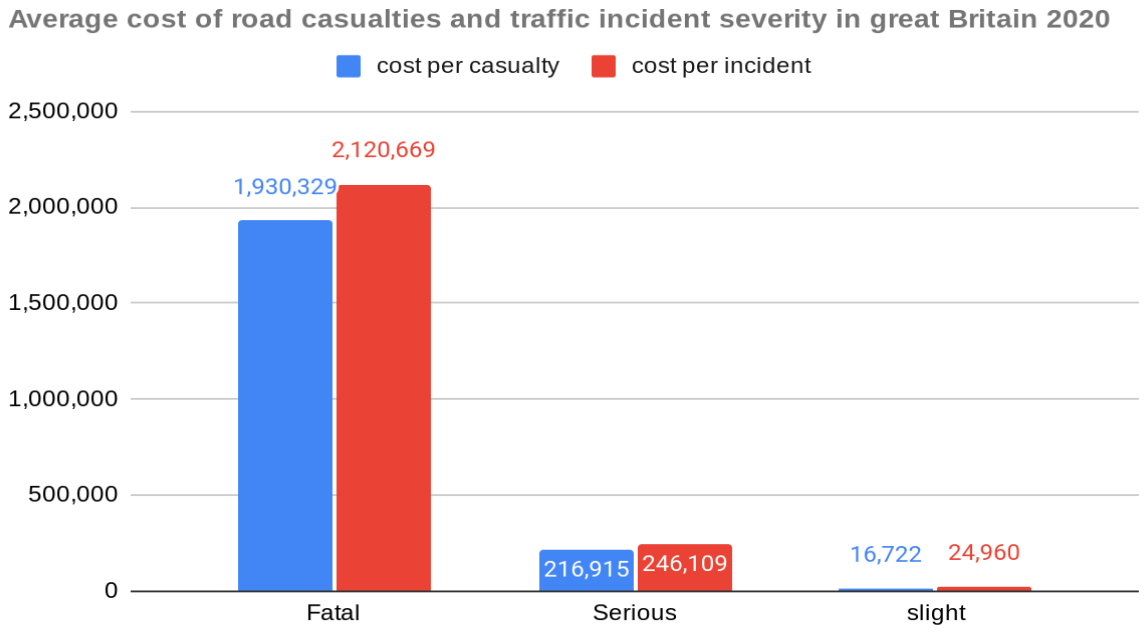
18	Forest road/Rosebery place	50m of junction	0 collisions	0 collisions
19	Richmond/Glebe road	50m of junction	2 casualties, both adult slight	0 collisions
20	Middleton/Haggerston road	50m of junction	12 casualties, all adult, 1 serious	0 collisions
21	Lee/Steen street	50m of junction	0 collisions	0 collisions
22	Steen street/Dunstan road	50m of junction	0 collisions	0 collisions
23	Richmond/Eleanor road	50m of junction	1 casualty, adult, slight	0 collisions
24	Richmond/Greenwood road	50m of junction	1 casualty, adult, slight	0 collisions
25	Wilton way/Greenwood road	50m of junction	4 casualties, all adult, slight	0 collisions
27	Powell/Kenninghall road	50m of junction	0 collisions	0 collisions
28	Weymouth terrace/Dunlow	50m of filter	2 casualties, both adult slight	0 collisions
29	Elsdale street	50m of filter	3 casualties, all adult slight	0 collisions
30	Mead place/Elsdale street	50m of filter	0 collisions	0 collisions
31	Woodberry grove/Seven sisters road	50m of junction	14 casualties, 3 serious, 1 child	5 casualties, all adult, 2 serious
32	Clissold crescent	50m of filter	0 collisions	0 collisions
33	Marcon place 10m East Spurstowe terrace	50m of filter	0 collisions	0 collisions
34	Hertford place/De Beauvoir crescent	50m of filter	0 collisions	0 collisions
35	Shore place/King Edwards road	50m of filter	0 collisions	0 collisions
36	Wayland avenue	50m of filter	0 collisions	1 casualty, adult slight
37	Mount pleasant lane/Springfield gardens	50m of filter	0 collisions	0 collisions
38	Downs park road (summer 21)	N/A	N/A	N/A
				* latest date/data currently available on Collstats (Aug 21)

Final points- Summary

In an ideal world, all road users would take on board road safety education, designated training, comply with road traffic laws and use the roads safely. Unfortunately, that is far from the present reality. Safety engineering and technological advances have greatly improved the safety of our roads and vehicles. One day, autonomous vehicles may reduce the risks much further. For now, however, the skills, judgement and decisions on risk-taking remain in the hands of millions of individual road users. While the majority act with care and consideration, many sometimes drive or ride carelessly or dangerously and thousands of deaths and injuries occur every year in the UK as a result.

Around 1,800 people die on UK roads each year – more than twice the number of deaths from homicides and terrorism combined. A further 25,000+ people are seriously injured. Many of these casualties result from a failure to comply with traffic laws – knowingly or otherwise. Around two-thirds of collisions involve excessive speed, a driver over the legal alcohol limit, failure to wear a seat belt, or a combination of these factors. Since 2010, the long-term decline in the number of road deaths and serious injuries has largely ceased. It is widely suggested that this is at least partly due to reductions in road policing. The Covid-19 pandemic provided quiet roads and some drivers and riders saw this as a green light for speeding, drug driving and other dangerous behaviours, but on a positive note there was also an explosion in people walking and cycling during this period though they in turn were more exposed to inconsiderate drivers.

The cost to the British economy is estimated to be in the region of £36 billion a year. The table below shows the average value of prevention by casualty/ collision type. A reduction in accidents also brings economic benefits through the avoidance of their consequential costs, the avoidance of possible traffic delays and road disruption.



source: https://www.statista.com/statistics/322862/average-cost-of-road-accidents-and-casualties-in-great-britain-uk/

At a borough level , Hackney fully supports Vision zero , which remains at the heart of all road safety aspects. The 4 “E” supports the distinct aspirations of this vision. Education, engagement, enforcement and engineering are reflected within the different strands of Vision Zero - safer speeds, safer behaviour , safer vehicles and safer streets. Whether we examine the causes of road casualties from the perspective of the safe systems approach or the more traditional examination of education, engineering and enforcement, road user behaviour is a key factor affecting road safety.

The recent call for evidence on road policing and review of the highway code, together with a call for stricter measures on motorcycling and CBTs, drug and drive offenders and mobile phone enforcement, show some of the areas that have come under scrutiny in recent years. And some offences continue to remain a factor in the levels of deaths on our roads where enforcement has fallen sharply. For example, not wearing a seat belt was a contributory factor in 27% of fatal collisions in 2017. This was further evidenced in Hackney during school sessions and hand up surveys, that there are still children that do not use seat belts when travelling in the car, nor indeed the correct car seat fitting. And this is merely a very small part of the picture.

Analysis of the national statistics, in the majority of the cases cars are the mode which are the most frequently involved in fatal collisions, which can include a significant proportion of multiple (‘3+’) vehicle collisions.

Pedestrians and cyclists, sometimes viewed as “unsafe”, pose very little risk to other road users. In fatal collisions between motor vehicles and pedestrians or cyclists, it is almost always the pedestrian or the cyclist who dies, not the occupants of the motor vehicle. To this mix also e-bikes and e-scooter (illegal) which can be modified to some degree to produce higher speed levels.

Enforcement of laws and regulations regarding the use of the roads is variously the responsibility of the Driver and Vehicle Standards Agency (DVSA) and the Driver and Vehicle Licensing Agency (DVLA) as well as the police. Most local authorities, Hackney included, have also adopted a role in enforcement which, rather than safety, primarily relates to managing traffic flow through enforcement of bus lanes, parking, box junctions, LTNs and School Streets.

Speed continues to be one of the main contributory factors and though Hackney has increased its 20mph zones and speed limits on the majority of borough roads, there are still sections of the TLRN that have not been included. This increased number of 20mph speed limits on London’s main roads has raised awareness about the lack of enforcement, which remains with the MET & TfL. Hackney , along with other boroughs , have lobbied the Central Government for the new primary legislation required for partial decriminalisation to allow authorities to enforce some (but not all) speeding offences and have responded in detail to the Roads Policing Call for Evidence outlining aims and concerns.

Other opportunities are available to raise awareness around road safety and vision zero expectations and educate different age groups and communities. Junior Road Watch and Community road watch, Safeways and Safe pass, Exchanging Places, CUBO, run on a regular basis, are all programmes developed with our primary partners which are used to support road safety education.

On 16th April 2019 the European Parliament gave the green light for the fitting of intelligent speed assistance (ISA) systems in new cars sold from 2022. For Tfl buses, an Intelligent Speed Assistance (ISA) was fitted onto some vehicles in their fleet and will continue to roll out said system on all new vehicles.

The Direct Vision Standard (DVS) and safety permit for heavy goods vehicles (HGVs) requires operators of lorries over 12 tonnes gross vehicle weight to obtain a safety permit before entering and operating in most of Greater London. Otherwise they could receive a Penalty Charge Notice (PCN).The Direct Vision Standard measures how much an HGV driver can see directly through their cab windows. This indicates the level of risk to vulnerable road users, such as people walking and cycling, near the vehicle. The scheme “exchanging places” which allowed cyclists to understand some of the sight restrictions that HGV drivers have no longer exists from a practical aspect.

This scheme was normally run together with the MET’s cycle safety team and Hackney’s road safety team and taken out into the communities and proved to be a very effective way of relaying the importance of positioning for cyclists and also pedestrians. There have been trials for an online version which has yet to be rolled out.

For innovative vehicle technology , discussions around use and trials of CAVs and dockless e-bikes are being presented to all London boroughs. Swapping the last mile for deliveries for businesses has gained momentum and cargo bike trails will continue, consequently the importance of training also becomes relevant. Micromoblitly becomes more of a discussion in 2020.

The use of social media messages helps to reach the different road users and an increase in self reporting and cam recording has encouraged the public to be more vigilant. Tailor-made engineering solutions will aid the reduction in incidents to a good degree , however this alone cannot rule out 100% road traffic incidents nor the unpredictability of humans, vehicle malfunction and unfavourable road conditions, to name but a few.

We must therefore continue to increase the training opportunities, to engage with local communities, businesses and educational institutions. Enforcement needs to be preceded with engagement and awareness workshops, wherever feasible.

Sources

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Appendix 1

Cycle KSIs 2016 - 2020

These figures show that the majority of cycle KSIs for male range between 20 – 39 though higher in 30 - 39 years and a similar tendency for female riders.

Pedal Cycle : all casualties by age and gender 2016-2020

2016 Males	Fatal	Serious	Slight	Total	%	2016 Females	Fatal	Serious	Slight	Total	%
0-9	0	0	1	1	0.45	0-9	0	0	0	0	0
10-19	0	1	10	11	4.98	10-19	0	0	1	1	0.45
20-29	0	1	38	39	17.65	20-29	0	1	29	30	13.57
30-39	0	3	48	51	23.08	30-39	0	1	21	22	9.95
40-49	0	4	29	33	14.93	40-49	0	0	6	6	2.71
50-59	0	2	13	15	6.79	50-59	0	0	1	1	0.45
60-69	0	0	4	4	1.81	60-69	0	0	0	0	0
70-79	0	0	2	2	0.91	70-79	0	0	0	0	0
80-89	0	0	0	0	0	80-89	0	0	0	0	0
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	0	5	5	2.25	Unknown	0	0	0	0	0
Total	1	21	137	159	65.43	Total	1	7	76	84	34.57
2017 Males	Fatal	Serious	Slight	Total	%	2017 Females	Fatal	Serious	Slight	Total	%
0-9	0	0	1	1	0.42	0-9	0	0	0	0	0
10-19	0	1	3	4	1.69	10-19	0	1	2	3	1.27
20-29	0	10	40	50	21.11	20-29	0	2	20	22	9.28
30-39	1	9	48	58	24.47	30-39	0	5	29	34	14.35
40-49	0	5	18	23	9.69	40-49	0	1	13	14	5.91
50-59	0	0	9	9	3.79	50-59	0	1	6	7	2.95
60-69	0	0	4	4	1.69	60-69	0	1	0	1	0.42
70-79	0	0	0	0	0	70-79	0	0	0	0	0
80-89	0	0	0	0	0	80-89	0	0	0	0	0
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	1	5	6	2.53	Unknown	0	0	1	1	0.42
Total	1	26	128	155	65.39	Total	0	11	71	82	34.81
2018 Males	Fatal	Serious	Slight	Total	%	2018 Females	Fatal	Serious	Slight	Total	%
0-9	0	1	0	1	0.41	0-9	0	0	0	0	0
10-19	0	3	5	8	3.21	10-19	0	1	1	2	0.81
20-29	0	11	44	55	22.08	20-29	0	1	26	27	10.84
30-39	0	7	57	64	25.71	30-39	0	4	28	32	12.85
40-49	0	4	17	21	8.43	40-49	0	1	11	12	4.81
50-59	0	1	12	13	5.22	50-59	0	0	4	4	1.59

60-69	0	0	2	2	0.81	60-69	0	0	1	1	0.41
70-79	0	0	0	0	0	70-79	0	0	0	0	0
80-89	0	0	0	0	0	80-89	0	0	0	0	0
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	1	4	5	2.01	Unknown	0	0	2	2	0.81
Total	0	28	141	169	67.87	Total	0	7	73	80	32.13
2019 Males	Fatal	Serious	Slight	Total	%	2019 Females	Fatal	Serious	Slight	Total	%
0-9	0	0	0	0	0	0-9	0	0	0	0	0
10-19	0	0	7	7	3.13	10-19	0	0	1	1	0.44
20-29	0	6	28	34	15.24	20-29	0	2	16	18	8.07
30-39	0	11	47	58	26.01	30-39	0	4	29	33	4.79
40-49	0	8	23	31	13.89	40-49	0	0	8	8	3.58
50-59	0	3	13	16	7.17	50-59	0	0	2	2	0.89
60-69	0	1	4	5	2.24	60-69	0	1	3	4	1.79
70-79	0	0	0	0	0	70-79	0	0	0	0	0
80-89	0	0	0	0	0	80-89	0	0	0	0	0
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	1	3	4	1.79	Unknown	0	0	2	2	0.89
Total	0	30	125	155	70.22	Total	0	7	61	68	29.18
2020 Males	Fatal	Serious	Slight	Total	%	2020 Females	Fatal	Serious	Slight	Total	%
0-9	0	0	3	3	1.09	0-9	0	0	1	1	0.36
10-19	0	3	13	16	5.81	10-19	0	1	1	2	0.73
20-29	0	4	39	43	15.64	20-29	0	6	20	26	9.45
30-39	0	9	49	58	21.09	30-39	0	5	35	40	14.54
40-49	0	5	24	29	10.55	40-49	0	1	12	13	4.73
50-59	0	6	14	20	7.28	50-59	0	3	5	8	2.92
60-69	0	1	2	3	1.09	60-69	0	1	0	1	0.36
70-79	0	1	1	2	0.73	70-79	0	0	0	0	0
80-89	0	0	0	0	0	80-89	0	0	0	0	0
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	1	5	6	2.18	Unknown	0	0	4	4	1.45
Total	0	30	150	180	65.46	Total	0	17	78	95	34.54

Pedestrian KSIs 2016 - 2020

These figures show the main cohort of KSIs are are male and between the ages of 20 – 39, though unlike other KSI categories there is a more even split between male to female and age groups tended to fluctuate during the pandemic .

Pedestrian : all casualties by age and gender 2016-20

2016 Males	Fatal	Serious	Slight	Total	%	2016 Females	Fatal	Serious	Slight	Total	%
0-9	0	0	6	6	3.92	0-9	0	0	1	1	0.65
10-19	0	0	11	11	7.19	10-19	0	0	11	11	7.19
20-29	1	2	8	11	7.19	20-29	0	3	19	22	14.38
30-39	0	3	18	21	13.73	30-39	0	1	14	15	9.79
40-49	1	3	4	8	5.23	40-49	1	2	7	10	6.54
50-59	0	4	4	8	5.23	50-59	0	0	4	4	2.61
60-69	0	1	6	7	4.58	60-69	0	2	4	6	3.92
70-79	0	0	1	1	0.65	70-79	0	1	2	3	1.96
80-89	0	1	2	3	1.96	80-89	0	0	1	1	0.65
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	0	1	1	0.65	Unknown	0	0	3	3	1.96
Total	2	14	61	77	50.33	Total	1	9	66	76	49.67
2017 Males	Fatal	Serious	Slight	Total	%	2017 Females	Fatal	Serious	Slight	Total	%
0-9	0	3	9	12	4.65	0-9	0	0	11	11	4.26
10-19	0	3	17	20	7.75	10-19	0	0	17	17	6.59
20-29	0	7	21	28	10.85	20-29	0	6	28	34	13.19
30-39	0	7	22	29	11.24	30-39	0	7	14	21	8.14
40-49	0	11	15	26	10.08	40-49	0	1	7	8	3.11
50-59	0	4	13	17	6.59	50-59	0	1	5	6	2.33
60-69	0	0	8	8	3.1	60-69	0	3	4	7	2.71
70-79	0	0	2	2	0.78	70-79	0	0	5	5	1.94
80-89	1	0	0	1	0.39	80-89	0	1	1	2	0.78
90-99	0	0	0	0	0	90-99	0	1	0	1	0.39
Unknown	0	0	2	2	0.76	Unknown	0	0	1	1	0.39
Total	1	35	109	145	56.19	Total	0	20	92	113	43.81
2018 Males	Fatal	Serious	Slight	Total	%	2018 Females	Fatal	Serious	Slight	Total	%
0-9	0	4	5	9	4.32	0-9	0	1	3	4	1.92
10-19	0	2	8	10	4.81	10-19	0	4	10	14	6.73
20-29	0	11	22	33	15.86	20-29	0	9	18	27	12.98
30-39	0	4	8	12	5.76	30-39	0	5	15	20	9.61
40-49	0	6	11	17	8.17	40-49	0	1	5	6	2.88
50-59	0	5	8	13	6.24	50-59	1	1	7	9	4.32

60-69	0	3	5	8	3.84	60-69	0	0	6	6	2.88
70-79	0	2	2	4	1.92	70-79	0	2	0	2	0.96
80-89	0	0	2	2	0.96	80-89	0	2	2	4	1.92
90-99	0	0	1	1	0.48	90-99	0	1	0	1	0.48
Unknown	0	0	4	4	1.92	Unknown	0	0	2	2	0.96
Total	0	37	76	113	54.32	Total	1	26	68	95	45.68
2019 Males	Fatal	Serious	Slight	Total	%	2019 Females	Fatal	Serious	Slight	Total	%
0-9	0	4	4	8	3.47	0-9	0	2	9	11	4.78
10-19	0	2	12	14	6.08	10-19	0	2	18	20	8.69
20-29	0	11	19	30	13.04	20-29	0	6	23	29	12.61
30-39	0	7	14	21	9.13	30-39	0	2	10	12	5.21
40-49	0	6	12	18	7.82	40-49	0	0	12	12	5.21
50-59	0	3	10	13	5.65	50-59	0	5	7	12	5.21
60-69	2	1	3	6	2.61	60-69	1	3	4	7	3.04
70-79	0	1	2	3	1.31	70-79	0	0	1	1	0.43
80-89	0	1	4	5	2.17	80-89	0	1	3	4	1.73
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	0	2	2	0.86	Unknown	0	0	0	2	0.86
Total	2	36	82	120	52.17	Total	1	21	87	11	47.23
2020 Males	Fatal	Serious	Slight	Total	%	2020 Females	Fatal	Serious	Slight	Total	%
0-9	0	1	7	8	5.59	0-9	0	0	3	3	2.1
10-19	0	1	6	7	4.89	10-19	0	0	9	9	6.29
20-29	0	4	12	16	11.2	20-29	0	2	11	13	9.09
30-39	0	2	13	15	10.49	30-39	0	0	9	9	6.29
40-49	0	5	2	7	4.89	40-49	0	2	4	6	4.19
50-59	0	2	9	11	7.7	50-59	0	2	9	11	7.7
60-69	0	3	5	8	5.59	60-69	0	3	3	6	4.19
70-79	0	1	2	3	2.1	70-79	1	1	2	4	2.8
80-89	0	0	1	1	0.7	80-89	0	0	1	1	0.7
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	1	3	4	2.8	Unknown	0	0	1	1	0.7
Total	0	20	60	80	55.95	Total	1	10	52	63	44.05

P2W riders and passenger: all casualties by age and gender 2016-20

NB: Over the five years, over 55% of all female P2W casualties were as passengers (inc 2020 fatality). The male equivalent was below 5%

2016 Male	Fatal	Serious	Slight	Total	%	2016 Female	Fatal	Serious	Slight	Total	%
0-9	0	0	0	0	0	0-9	0	0	0	0	0
10-19	1	3	20	24	11.43	10-19	0	0	2	2	0.95
20-29	0	9	67	76	36.19	20-29	0	0	4	4	1.91
30-39	0	12	45	57	27.14	30-39	0	0	5	5	2.38
40-49	0	5	19	24	11.43	40-49	0	0	5	5	2.38
50-59	0	0	5	5	2.38	50-59	0	0	0	0	0
60-69	0	0	1	1	0.48	60-69	0	0	0	0	0
70-79	0	0	0	0	0	70-79	0	0	0	0	0
80-89	0	0	0	0	0	80-89	0	0	0	0	0
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	1	6	7	3.33	Unknown	0	0	0	0	0
Total	1	30	163	194	92.38	Total	0	0	16	16	7.62
2017 Male	Fatal	Serious	Slight	Total	%	2017 Female	Fatal	Serious	Slight	Total	%
0-9	0	0	0	0	0	0-9	0	0	0	0	0
10-19	0	5	12	17	7.49	10-19	0	0	0	0	0
20-29	0	15	75	90	39.65	20-29	0	1	4	5	2.2
30-39	0	8	47	55	24.23	30-39	0	1	6	7	3.08
40-49	1	6	21	28	12.34	40-49	0	1	2	3	1.32
50-59	0	3	13	16	7.05	50-59	0	1	0	1	0.44
60-69	0	0	2	2	0.88	60-69	0	0	0	0	0
70-79	0	0	0	0	0	70-79	0	0	0	0	0
80-89	0	0	0	0	0	80-89	0	0	1	1	0.44
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	0	1	1	0.44	Unknown	0	0	1	1	0.44
Total	1	37	171	209	92.08	Total	0	4	14	18	7.92
2018 Male	Fatal	Serious	Slight	Total	%	2018 Female	Fatal	Serious	Slight	Total	%
0-9	0	0	0	0	0	0-9	0	0	0	0	0

10-19	0	4	10	14	7.17	10-19	0	0	0	0	0
20-29	0	14	52	66	33.84	20-29	0	0	3	3	1.54
30-39	0	12	51	63	32.31	30-39	0	2	10	12	6.15
40-49	0	3	11	14	7.18	40-49	0	0	3	3	1.54
50-59	0	3	11	14	7.18	50-59	0	0	1	1	0.52
60-69	0	0	0	0	0	60-69	0	0	0	0	0
70-79	0	0	0	0	0	70-79	0	0	0	0	0
80-89	0	0	0	0	0	80-89	0	0	0	0	0
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	1	3	4	2.05	Unknown	0	0	1	1	0.52
Total	0	37	138	175	89.73	Total	0	2	18	20	10.27
2019 Male	Fatal	Serious	Slight	Total	%	2019 Female	Fatal	Serious	Slight	Total	%
0-9	0	0	0	0	0	0-9	0	0	2	2	0.95
10-19	0	6	6	12	5.68	10-19	0	0	0	0	0
20-29	1	6	54	60	28.43	20-29	0	1	12	13	6.17
30-39	0	13	52	65	30.81	30-39	0	1	7	8	3.79
40-49	0	5	22	27	12.79	40-49	0	0	1	1	0.47
50-59	0	4	7	11	5.22	50-59	0	0	3	3	1.43
60-69	0	1	0	1	0.47	60-69	0	0	0	0	0
70-79	0	0	1	1	0.47	70-79	0	0	2	2	0.96
80-89	0	0	1	1	0.47	80-89	0	0	1	1	0.47
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	0	2	2	0.95	Unknown	0	0	1	1	0.47
Total	1	35	145	180	85.29	Total	0	2	29	31	14.71
2020 Male	Fatal	Serious	Slight	Total	%	2020 Female	Fatal	Serious	Slight	Total	%
0-9	0	0	0	0	0	0-9	0	0	0	0	0
10-19	0	3	7	10	4.1	10-19	0	0	1	1	0.41
20-29	0	8	73	81	33.2	20-29	0	0	7	7	2.87
30-39	1	9	72	82	33.6	30-39	1	1	9	9	3.69
40-49	0	3	27	30	12.29	40-49	0	0	3	3	1.23
50-59	0	0	13	13	5.33	50-59	0	2	2	4	1.64
60-69	0	0	1	1	0.41	60-69	0	0	0	0	0

70-79	0	0	1	1	0.41	70-79	0	0	0	0	0
80-89	0	0	0	0	0	80-89	0	0	0	0	0
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	0	2	2	0.82	Unknown	0	0	0	0	0
Total	1	23	196	220	90.16	Total	1	3	22	24	9.84

Appendix 2

All casualties by category and Greater London Total (GLT) Comparison						
Year	Fatal	% of GLT	Serious	% of GLT	Slight	% of GLT
2016	4	3.4	94	3.9	918	3.3
2017	3	2.2	149	3.9	945	3.2
2018	2	1.8	155	3.9	825	3.1
2019	4	3.2	145	3.8	853	3.2
2020	4	4.1	99	3.3	774	3.6

- **2018 new reporting system**