

LB Hackney Road Safety Plan 2014-2016

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LB Hackney Road Safety Plan 2014-2016

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1 Setting the Scene

1.1 Overview

- 1.1.1 This chapter sets out the reasons for developing and implementing a Road Safety Plan, outlines the national, regional and local policy context and objectives within which the Plan has been developed and will support, and sets out the ways through which the Plan will seek to address inequality and improve partnership working whilst achieving casualty reduction over the three years to 2016 and beyond.

1.2 Background

- 1.2.1 Making Hackney's roads safer for all road users is one of the key priorities set out in the Council's Sustainable Community Strategy¹, and this continued priority is to also be reflected in the new Transport Strategy, currently being produced, and which will cover the period between 2014 and 2024. The Council also has statutory responsibilities for the safe and efficient management of the road network under the Highways Act 1980, the Road Traffic Act 1988² and the Traffic Management Act 2004. To this end, the Council regularly develops Road Safety Plans which set out the proposed means by which road safety will be improved and the number of casualties of road collisions reduced in the Borough in the future.
- 1.2.2 This document sets out the proposed Road Safety Plan and Action Plan for the period 2014-2016 for the London Borough of Hackney and demonstrates the Borough's commitment to building on past road safety achievements and successes and in responding effectively to emerging or changing road safety issues experienced on the Borough's roads.
- 1.2.3 This document has been informed by in-depth analysis of collision and casualty data in the five years to December 2012 on both Borough and TLRN (Transport for London Road Network) roads, the results of which can be found in a separate document which accompanies this Plan; those most likely to be injured and the locations where the highest ranking clusters of collisions occurred have been identified and an Action Plan to address the key issues identified has been developed.
- 1.2.4 Through implementation of the action items set out the Road Safety Action Plan, it is hoped to deliver an effectively targeted Road Safety Service which is in line with current National, London-wide and local policies and priorities, builds on local successes, and which addresses local issues.

¹ Sustainable Community Strategy 2008 – 2018: “ To make the borough safer, and help people feel safe in Hackney”

² To Carry out a programme of measures designed to promote road safety on existing roads and in the construction of new roads, undertake studies of personal injury accidents, take appropriate measures to prevent such accidents and provide road safety advice, information and practical training for road users

1.3 National Road Safety Strategy Context

- 1.3.1 As part of Stage 1 of the development of this Road Safety Plan, current National, London and Local Policy was reviewed to ensure the resulting Road Safety Action Plan and Strategy was evidence-led and in line with national and regional thinking. Further details can be found in the Collision Analysis and Policy Review report which accompanies this Road Safety Plan, and an overview is presented in the sections which follow.
- 1.3.2 Within the context of the Department for Transport's '**Strategic Framework for Road Safety' (SFRS)**, consideration has been given to the relative significance of each of the seven Key Themes identified for Road Safety. Published in May 2011, this document set out a package of national policies aimed at the continued reduction of deaths and injuries on Britain's roads in the years to 2020. The SFRS placed an expectation on local government to continue to prioritise road safety and seek improvements by the adoption of policies which reflect local priorities and circumstances.
- 1.3.3 The SFRS placed greater emphasis on devolved decision-making and empowerment to a local level, along with greater involvement of the private and voluntary sectors in making our roads safer. To this end, this Road Safety Plan places an increased emphasis on partnership and cross-borough working in a bid to reduce casualties in the borough in the most cost-effective ways possible.
- 1.3.4 Set against the challenges of the current economic situation, the SFRS also emphasised the need for robust analysis and consideration of all costs and benefits of potential road safety spend to ensure effective prioritisation of limited resources and the achievement of high returns and value for money. In using the results of detailed analysis of collisions and casualties which occurred in the borough in the five years to December 2012 to inform and shape the action plan, it is hoped that the proposed measures will be best placed to address local issues.

1.4 London-wide Policy Context

- 1.4.1 The **Mayor's Transport Strategy** (May 2010) forms part of the strategic policy framework designed to "*shape the economic and social development of London*" over the period to 2030. The Strategy sets out six overarching goals by which the Mayor's Transport Vision for London should be implemented, and although the aim to '*improve the safety and security of all Londoners*' could be considered most directly relevant to this Road Safety Plan, additional goals to '*reduce transport's contribution to climate change*', and '*enhance the quality of life for all Londoners*' have also been considered in developing actions which seek to increase walking and cycling levels in the borough, and further reduce car use.³

³ Only 20% of trips per day were by car/ taxi in Hackney in 2007/8 to 2008/9 (source: Table B1, LIP2 2011/12-2013/14)

- 1.4.2 The Mayor's '**Cycling Revolution London**' (May 2010) first set the objective of creating a '*cyclised London*', with a raft of measures proposed to improve safety and accessibility for cyclists, designed to increase cycling levels in the capital by 400% over 2001 levels by 2026, so that 5% of all trips would be by bicycle by that time. Hackney has taken this goal a stage further, and set an objective to raise cycling levels to 15% of all trips: a goal which has already been achieved for work-based trips and looks set to be successfully achieved for all trips in due course.⁴ Thus, a heavy emphasis has been placed in this Road Safety Action Plan on measures designed to create a safe and secure environment for cyclists, to address the greatest sources of risk for these vulnerable road users, and to equip existing and future cyclists with the skills and abilities required to travel safely in Hackney.
- 1.4.3 The **Mayor's Vision for Cycling in London**' (March 2013), sets out a package of ambitious proposals for making a 'cyclised London' a reality: measures which together will increase cycling levels, improve community safety, and contribute to the Mayoral target of a 5% mode share by cycling across the capital. Within this document, the success of Hackney's '*filtered cycling permeability*' (with cyclists not routinely physically separated from other road users, and by enabling cyclists to make use of more direct routes such as cul-de-sac cut-throughs which are simply not possible for motorised traffic) is acknowledged, along with an acceptance that Hackney has already achieved the highest cyclist-commuter levels of all London boroughs. The continuation of this approach is reflected in the proposed measures to benefit cyclists in this latest Road Safety Action Plan.
- 1.4.4 Also arising from the Mayors Transport Strategy was the development of a London-wide Road Safety Plan (and Action Plan) of which the most recent version, '**Safe Streets for London – The Road Safety Action Plan for London 2020**' was published in June 2013. The focus of this Plan is on making London's roads, people and vehicles safer, with a heavy emphasis on vulnerable road users such as pedestrians and pedal cyclists. *"The balance of supporting growth and aspiration for more walking and cycling while focussing on reducing casualties, are central to (this) Safe Streets for London Plan"*. In developing Hackney's Road Safety Action Plan, consideration has been made of the priorities contained within this document, in order that the Council's actions will contribute to the wider objectives of increased travel by sustainable modes, whilst achieving casualty reduction in the Capital.
- 1.4.5 In support of London's Road Safety Action Plan, further dedicated Action Plans have been, or will be, produced which focus on particular road user groups: The first of these, the '**Cycle Safety Action Plan**' (March 2010) identified that male cyclists, and particularly those aged 20-50 were generally most at risk in the capital and that cyclist-involved conflicts were most likely to occur in inner London boroughs, on the TLRN and near junctions, during the summer months. On this basis, the Action Plan set out nine areas for action which sought to address these most common collision types. Implementation of the action items contained within the Plan were designed to ensure that future increases in cycling levels were accompanied by a reduced casualty rate among cyclists, that casualty reduction targets for cyclists were achieved and that the perception of cycling as a safe and attractive transport option was increased.

⁴ Source: Cycle Segmentation Study, Second Draft, March 2013, STG

- 1.4.6 These objectives are mirrored in the Council's Road Safety Action Plan, with proposals to implement a rate-based indicator for monitoring cyclist casualty levels in the borough included in the pedal cyclists section of the Action Plan.
- 1.4.7 Dedicated Action Plans for pedestrians and powered-two-wheeled vehicles (P2Ws) are also planned for publication by Transport for London during 2013⁵, and in anticipation of these, Hackney's Road Safety Action Plan already includes actions to take account of any appropriate recommendations which may be contained within these documents and which may be of benefit in reducing casualties among pedestrians and users of powered two wheeler vehicles and the outcomes from the Roads Task Force⁶ '**Delivering the Vision for London's Streets and Roads**', and builds on the progress already made in reducing casualties and making roads safer over the past decade. The programme includes delivering all of the safer streets actions set out in the Mayor's Vision for Cycling in London.
- 1.4.8 Hackney's Mayor manifesto commitment has played a part in helping make the borough safer and more accessible. Manifesto commitments such as making all borough residual roads 20mph by 2010 and making our streets easier to get around by bike and foot have helped drive schemes and initiatives to achieve this commitment.

1.5 Local Policy Context

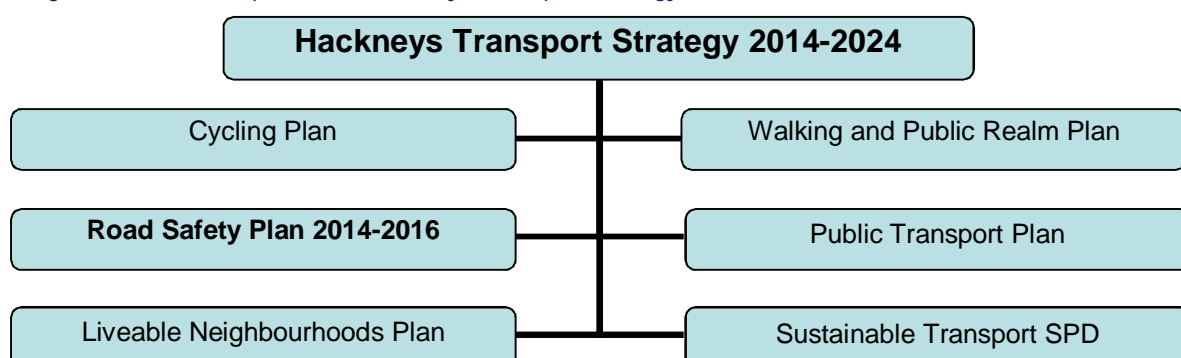
- 1.5.1 The Council's Road Safety Plan and Action Plan will form one of the daughter documents and a key component of the emerging **Hackney Transport Strategy** 2014-2024. The current Local Implementation Plan (LIP2) will expire in April 2014, and this Road Safety Plan will form the basis for this and subsequent LIPs. The Local Implementation Plan prioritises road safety and sets out how investment in improvements to the public realm will have a positive effect on achieving casualty reduction and making the Borough's roads a safer place for all road users.
- 1.5.2 In all, there are six 'daughter documents' associated with the Transport Strategy, of which the two potentially most relevant to the Council's objectives to cycling and walking are the emerging **Hackney Cycle Plan** and the **Walking Plan**.
- 1.5.3 Hackney has by far the highest levels of residents cycling to work in London at 15.4% of all commuter journeys (taking into account those who do not work or work from home). This is substantially greater than the second highest borough (Islington at 10.1%) and is almost four times greater than the London average of 4.3%. Nationally, only Cambridge (31.9%), Oxford (18.7%), the Isles of Scilly (18.4%) have higher rates of cycling to work, and Hackney has now overtaken York (12.1%) to become the local authority with the fourth highest levels of cycling to work in England. This figure of 15.4% means that Hackney has easily exceeded the 8% cycle to work mode share target for 2011 set in the 2006 Hackney Transport Strategy.

⁵ Source: Press release 6 June 2013

⁶ An independent body set up by the Mayor in 2012 to consider the challenges facing London's streets, to balance the desire to increase walking and cycling levels and to provide better public spaces with the need to accommodate growth and tackle congestion

- 1.5.4 The proportion of Hackney resident travelling to work by bicycle in 2001 was 6.83% meaning that there has been 125% increase in the percentage cycling to work over the ten year period, one of the highest figures in the country. The 125% increase in cycling to work means that Hackney has exceeded the projected target of an 80% increase in cycling levels by 2010 set in the 2006 Hackney Transport Strategy (HTS, 2006, p7). In addition the figure of 15.4% also means that more Hackney residents now cycle to work than drive (12.8%), making Hackney the only place in the UK where more people cycle to work than drive.
- 1.5.5 The Council's Community and Transport Strategies both emphasised the importance of making the borough a better place for walking and cycling, and the Cycle Plan will set out ways by which barriers to cycling could be overcome, and an environment that encouraged cycling in the borough could be created: predominantly through improved infrastructure, increased cycle training and the promotion of cycling as a transport option.
- 1.5.6 Thus, this Road Safety Plan has sought to include priorities and actions which build on the objectives and achievements of the Cycle Plan in promoting, encouraging and facilitating safer and more accessible cycling in the borough.
- 1.5.7 Hackney's relatively compact nature among London Boroughs (just over 19km²), low levels of car ownership, high public transport usage and large number of parks⁷ is considered to make the borough ideal for walking, and through its **Walking Plan**, the Council are seeking to implement programmes to improve environmental conditions along key walking routes (and around schools, within town centres and in the vicinity of public transport facilities in particular), enhance public realm and increase pedestrian priority with a view to achieve one of the highest walking rates of all London boroughs. Thus, this Road Safety Plan includes a dedicated section on pedestrian safety with actions designed to contribute to achieving the objectives above.
- 1.5.8 The composition of the Transport Strategy and 'daughter documents' is illustrated in Figure 1.1.

Figure 1.1 Composition of Hackney's Transport Strategy



⁷ Source: LIP2 2011/12 – 13/14

- 1.5.9 A key objective of the Transport Strategy was to improve the safety of all road users but especially the most vulnerable and one of the interventions put forward to achieve this goal was the Borough-wide implementation of a 20mph speed limit on Borough roads. Hackney was one of the first local authorities to take on such a challenge and successful completion of this and other safety initiatives (such as the zebra crossing upgrade programme and comprehensive cycle training programmes) have contributed to the Borough achieving its KSI casualty reduction target level set for 2010 (125 KSI casualties) early by 2007.
- 1.5.10 The LIP focussed on encouraging walking and cycling through road safety measures such as local safety schemes and road safety education and sought to manage the supply and demand for parking through Controlled Parking Zones aimed at reducing congestion and improving road safety. Hackney's **Parking and Enforcement Plan** (PEP) guides how parking is managed in the Borough and one of its key objectives is to maintain traffic flow and road safety through CPZs and enforcement of dangerous and inconsiderate parking behaviour.
- 1.5.11 Other key documents which have influenced the direction of this Road Safety Plan and Action Plan are:
- Sustainable Community Strategy 2008 – 2018 which sets out the council's shared vision for improving the quality of life in the borough. Priorities which are relevant within the context of this Road Safety Plan are to reduce mortality rates in the borough (which a reduction in road deaths will contribute to), and making the borough safer, and helping people to feel safe in Hackney (which will be supported by actions to reduce casualties of road collisions, reducing vehicle speeds and improving the environment for all road users).
 - In terms of the Local Development Framework, which will eventually replace the Council's Unitary Development Plan, Hackney has developed a Core Strategy which is the primary and strategic development plan for the Borough and reflects its key visions and objectives. Hackney's LIP describes this document as "*the spatial expression of Hackney's Sustainable Community Strategy*". It sets out the spatial planning framework for Hackney and includes reference to improving road safety particularly for pedestrians and cyclists. The policies which form the Core Strategy are intended to guide and inform development, encouraging sustainable and safe travel. In setting out actions which seek to contribute to the creation of a safer, more attractive environment for walking and cycling in the Road Safety Plan, it is hoped to contribute to meeting the objectives of both of the above.

- Hackney has shown its commitment to achieving sustainable school travel by the implementation of School Travel Plans in all LEA schools in the Borough and through the development of their Sustainable School Travel Best Practice Guide. This document sets out the objectives for increasing walking and cycling levels for the journey to school/ college, and improving the safety of journeys to and from schools in the borough, and outlines areas of best practice implemented by schools in achieving these objectives. Through the inclusion of measures to create safer, more attractive areas around schools and to promote pedestrian and cycle training, the actions in this Road Safety Plan seek to equip young residents with the skills needed to make it easier for them to walk or cycle to school.

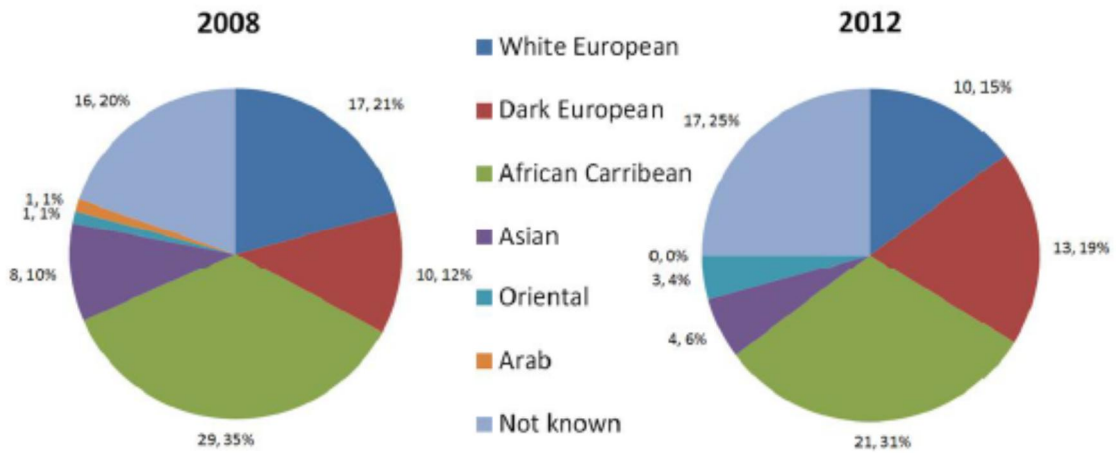
1.6 Addressing Inequality

- 1.6.1 Hackney's population has estimated to have increased by 20% to 246,270 between 2001 and 2011⁸, with the highest increases observed in the working age group (27%), and the 25-29 age group in particular.
- 1.6.2 The diversity of the borough's population has also reportedly increased over the ten years to 2011, with the 'White British'⁹ group remaining the single largest ethnic group, but representing a lower proportion of the overall population of the borough in 2011, than in 2001. The second largest ethnic group in the borough is 'Other White' (which is considered to include Hackney's sizeable Turkish community): a group which showed a 60% increase in numbers between 2001 and 2011, and which now accounts for 16.1% of the borough's population. The largest broad ethnic group is therefore 'White (59.4%)', with 'Black/ Black British the second highest group, accounting for 23.1% of the population. People classified by the census as 'Asian/ Asian British' accounted for 10.5% of the population, whilst 'Mixed Ethnic Groups and Other Ethnic Groups' together comprised 11.7% of residents.
- 1.6.3 Casualty levels among children in the borough was a priority of the previous Road Safety Plan and so in considering the changing make-up of Hackney's population, Figure 1.2 illustrates how the proportion of child casualties by ethnicity has changed in the five years between 2008 and 2012, which was the period for which casualty data was analysed to inform the Road Safety Plan. The categories described below relate to ethnicity assigned to casualty, rather than census, data however.

⁸ Source: Census 2011

⁹ All classifications taken from census definitions

Figure 1.2 Child casualties by Ethnicity: 2008 and 2012



Data for Jan to Dec 2008 and Jan to Dec 2012. Ethnic classifications provided by LRSU

- 1.6.4 Across London as a whole, nearly 40% of Londoners are classified as Black, Asian and Minority Ethnic (BAME) groups. Research has identified socio-economic inequalities in road casualties in London at the area level and suggested that Londoners in the 'Black' minority ethnic groups were at a relatively higher risk of road casualties than other ethnic groups.
- 1.6.5 Londoners who live in the most deprived areas and are from BAME groups suffer a disproportionately high number of road casualties. In terms of ethnicity black Londoners are most at risk from being injured in road collisions. A review of collision data in Hackney found that in 2012, only 10 (15%) child casualties in the borough were defined as 'White European'¹⁰, with the highest proportion of child casualties being of 'African-Caribbean' origin (21 casualties:31% of all) and 'Dark European (13 casualties: 19%), which on the surface appears to support this research.
- 1.6.6 MOSAIC¹¹ is a tool which divides the population into one of 15 categories and within these into 67 'geodemographic units'. MOSIAC analysis for Hackney revealed that the highest number of child and pedestrian casualties were from households of 'young people renting flats in high density social housing'. This is illustrated in Figures 1.3 and 1.4.

¹⁰ TfL LRSU casualty data classification: Data for Figures 3.24 and 3.25 from Appendix A of the Stage 1 Report

¹¹ Developed by Experian UK Ltd

Figure 1.3 Child casualties aged under 5 by geodemographic group (household classification)

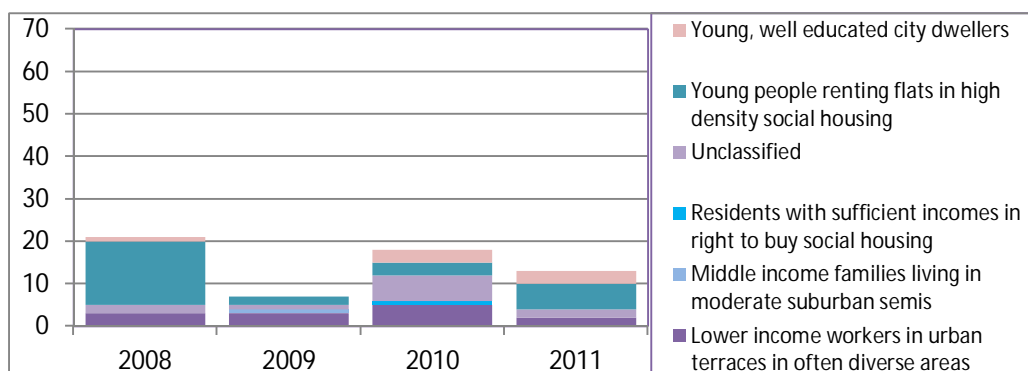
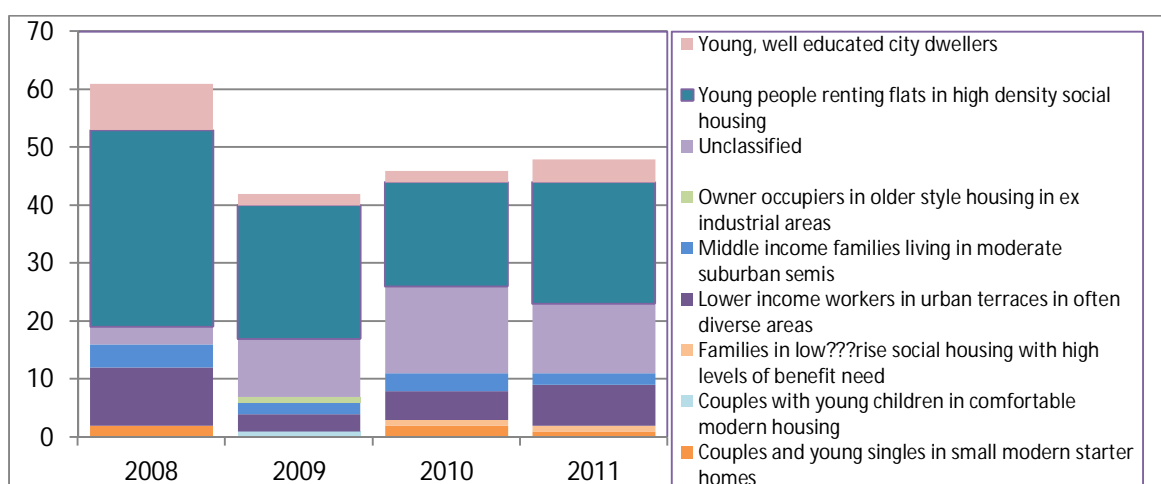


Figure 1.4 Child casualties aged 5-15 by geodemographic group (household classification)



- 1.6.7 On publication of the 2010 Indices of Deprivation by the Government in 2011 (measures designed to identify small areas of the country which may be experiencing multiple aspects of deprivation), it was found that the London Borough of Hackney's average score (based on its 137 lower level Super Output Areas (LSOA¹²) made it the second deprived local authority in England. In all, 42% of the Council's LSOAs were in the top 10%, and 13% were in the top 5% of most deprived areas in England¹³.
- 1.6.8 In 2011, 39.1% of the borough's population were born outside the UK and although the majority of residents (75.9%) speak English as their main language, Turkish (4.5%) and Polish (1.7%) were also spoken widely. Approximately 1% of the borough's population were identified as 'having no English language skills at all'¹⁴

¹² The level at which the indices are calculated, with each geographical area comprising approximately 1500 residents

¹³ Source: Hackney Learning Trust

¹⁴ Source: Census 2011: Ethnicity, Identity, Language and Religion in Hackney, May 2013

- 1.6.9 An understanding of the particular challenges faced by these groups in accessing road safety services, whether because of language, economic or geographical barriers will assist in developing actions within the Road Safety Plan and Action Plan to overcome these barriers and to ensure that road safety resources and services are accessible to all of our residents. Additionally, where inequalities are identified through the casualty statistics, that additional actions will be put in place in an attempt to address these.
- 1.6.10 An example of such a positive action is already in operation. The Borough is part of an Inequalities Injury Reduction Scheme which was launched initially by TfL in 2007 in seven pilot Boroughs concerned about the overrepresentation of ethnic groups in road casualties. As part of the second phase of this scheme, Hackney targeted residents between the ages of 14 and 19 primarily of Black African and Black Caribbean background. Working in partnership with communities, the Borough produced a short film known as 'Concrete Dreams' available for download on YouTube and other social media.
- 1.6.11 Transport for London works with Borough Road Safety Officers to produce educational material targeted at pre-school children living in areas of high deprivation or inequality. As part of London's Road Safety Plan, TfL intends to undertake research to identify the most beneficial interventions to improve the safety of those at higher risk. Hackney will continue to work closely with TfL in order to develop educational resources which can be used to target 'at risk' groups in the community and will ensure that they keep abreast of developments relating to effective interventions so that these can be incorporated into the Borough's road safety programme.

2 Road Safety Issues in Hackney

2.1 Overview

- 2.1.1 Collision and casualty data for the five year period between January 2008 and December 2012 was analysed to identify the key trends, patterns and characteristics of road collisions in Hackney, and the results were used to guide and inform the development of this Road Safety Plan and Action Plan. By applying a data-led approach to road safety interventions, it is hoped that it will be possible to address local issues more effectively, and develop a series of interventions which will contribute to making Hackney a safer, and more accessible borough for all its residents, and to encourage even higher walking and cycling levels in the coming years.
- 2.1.2 This chapter reviews the performance of the previous Road Safety Plan in achieving casualty reduction, and in achieving the previous casualty reduction targets to 2010; summarises the key issues and trends identified in road collisions and casualties occurring in the borough today, sets out the proposed priorities of the 2014-2016 Road Safety Plan, and defines the new long-term target for casualty reduction to be achieved by 2020.

2.2 Review of previous Performance in achieving casualty reduction to 2010

- 2.2.1 At the end of 2005, immediately prior to the start of Hackney's previous Road Safety Plan period, there were 899 collisions of all severities recorded in Hackney, which together resulted in 1026 casualties of all severities. Of these, 124 (12%) resulted in death or serious injury (KSI) and the remaining 902 (88%) resulted in slight injury. Of these casualties, 24% (247) were pedestrians and 13% (134) were pedal cyclists.
- 2.2.2 On borough roads (i.e. excluding those collisions which occurred on the 22km of TLRN routes through the borough) there were 504 collisions of all severities in 2005 (56% of all collisions in the borough), resulting in 579 casualties (56.4% of all casualties). Of these 504 borough road collisions, 70 (12%) resulted in death or serious injury (KSI) and the remaining 509 (88%) resulted in slight injury. Pedestrians comprised 25% of casualties (142), whilst pedal cyclists made up 12% (70) of casualties.
- 2.2.3 Hackney's Road Safety Plan for 2006-2010 included four main targets for casualty reduction to be achieved by 2010, from the 1994-1998 base line averages. These included collisions which occurred on the borough's TLRN network, and comprised a number of national targets as well as a revised local stretched target relating specifically to child KSIs. These were:
- A 50% reduction in the number of people killed and seriously injured for all road users (but also recorded separately for pedestrians and pedal cyclists).
 - A reduction of 40% in the numbers of motorcyclists killed and seriously injured.

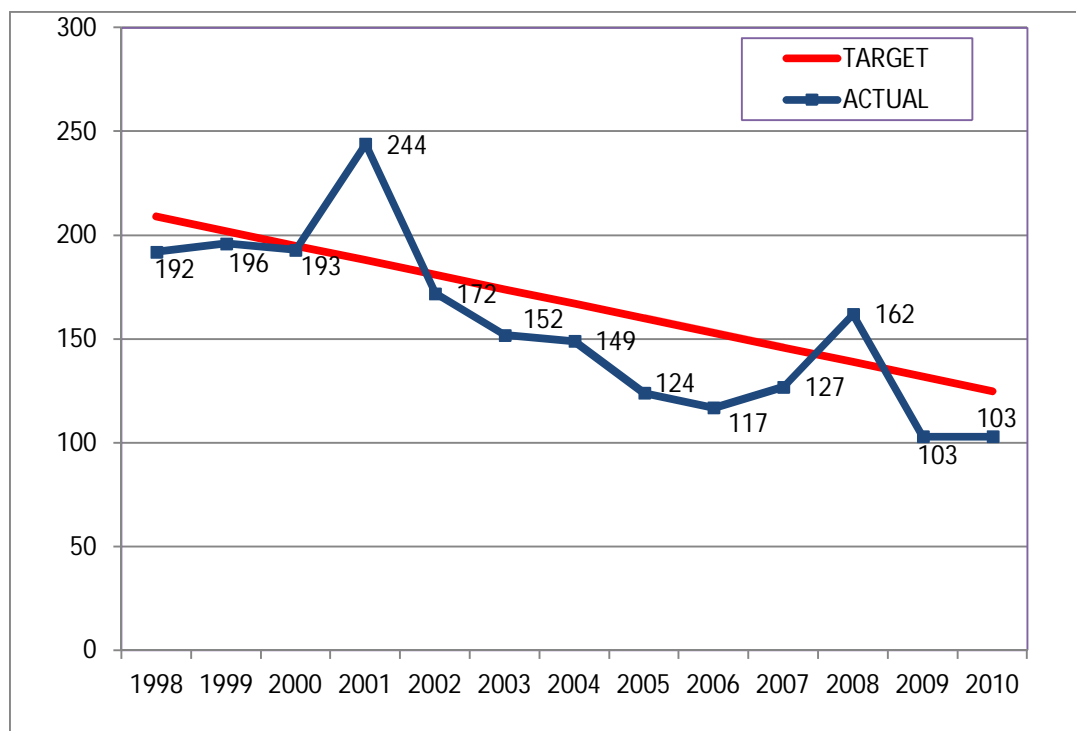
- A 25% reduction in the rate of slight casualty injuries per 100 million vehicle km.
- A 75% reduction in child KSIs from the 1994-1998 average, or (no more than) 10 children killed or seriously injured per year¹⁵.

2.2.4 Progress towards achievement of each of these targets by 2010 is illustrated below.

Target 1: 50% reduction in KSIs

2.2.5 Hackney's annual progress towards achieving the target to reduce the number of KSI casualties in the Borough to 125 by 2010 from the 1994-98 average of 209 is shown in Figure 2.1.

Figure 2.1 Progress towards achieving KSI Casualty Reduction target to 2010

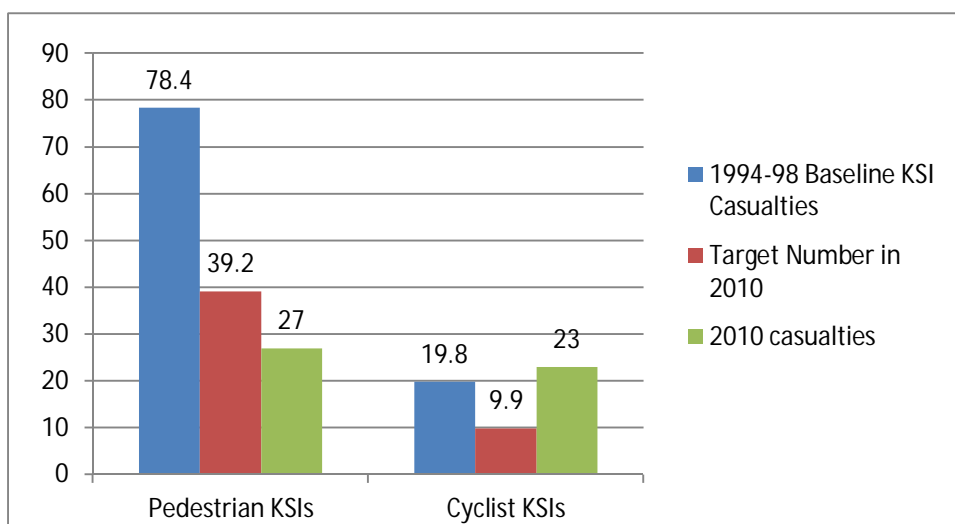


2.2.6 From Figure 2.1, the number of KSI casualties in Hackney remained either at or below the target line in most years and the general trend was downward. The target for a reduction in KSIs was successfully achieved, with 103 KSI casualties reported during 2010 (17.6% below the target).

2.2.7 Within this overall figure, Figure 2.2 shows Hackney's performance in terms of achieving its subsidiary targets to reduce the number of pedestrian and cyclist KSI casualties by 50% by 2010 from the 1994-1998 baseline averages.

¹⁵ The national target was a 50% reduction

Figure 2.2 Progress towards meeting KSI Pedestrian and Pedal Cyclist Casualty Reduction Targets

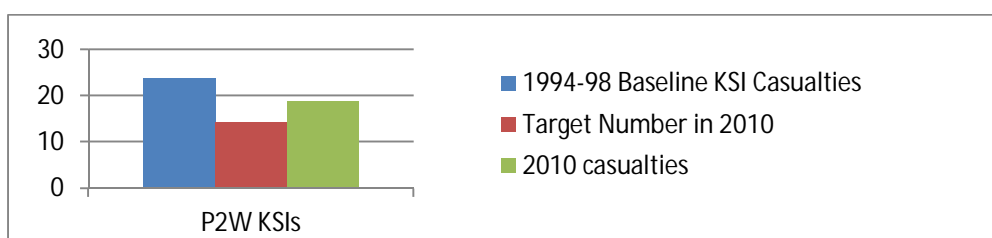


2.2.8 From Figure 2.2, although the Council failed to achieve the target for pedal cyclists, this was tempered by a significant increase in cycling levels over the period (this is considered in more detail in Chapter 3) which would affect exposure to risk. The pedestrian KSI casualty reduction target was successfully achieved, with a total reduction in pedestrian KSI casualties of 66% recorded by 2010. Recent initiatives such as the introduction of 20mph zones throughout the local road network may well have contributed to this success in reducing pedestrian KSIs.

Target 2: 40% reduction in P2W Rider KSIs

2.2.9 Figure 2.3 shows Hackney's position in terms of achieving a 40% reduction in P2W Rider KSIs in 2010 from the 1994-98 baseline average.

Figure 2.3 Progress towards achieving KSI P2W Rider Casualty Reduction target to 2010

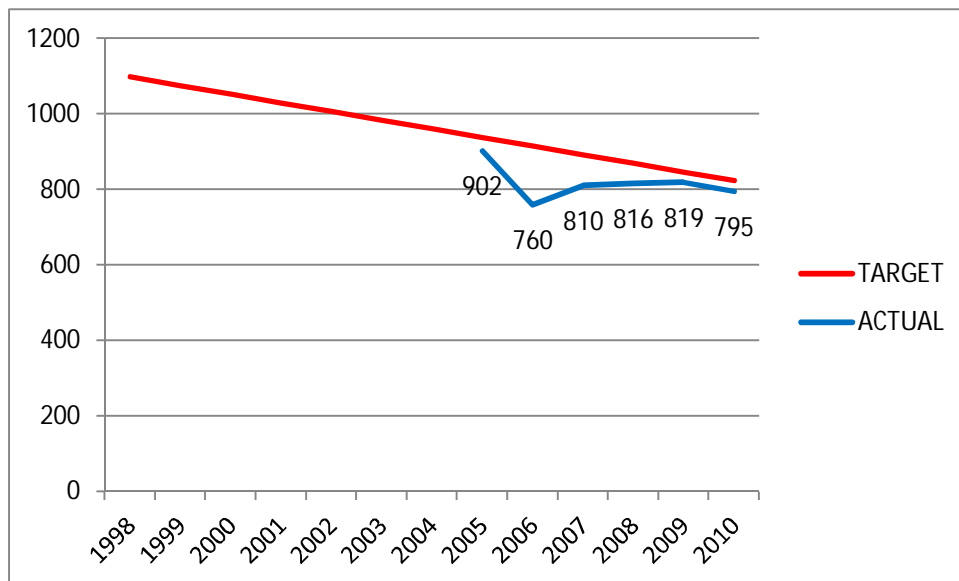


2.2.10 The number of P2W Rider KSI casualties in 2010 was 21% lower than the 1994-98 baseline average. Although the 40% reduction target wasn't met, Hackney has achieved a commendable reduction in the number of P2W rider KSI casualties.

Target 3: 25% reduction in slight casualties per 100 million vehicle km travelled

2.2.11 Although the initial target was based on reducing slight casualties per 100 million vehicle km travelled, the Government did not devise a suitable method for calculating this and therefore a measure of overall numbers of slight injury casualties was applied instead. Hackney's position in terms of reducing the number of slight casualties by 25% in 2010 from the 1994-8 baseline average is illustrated in Figure 2.4

Figure 2.4 Progress towards achieving Slight Injury Casualty Reduction target to 2010

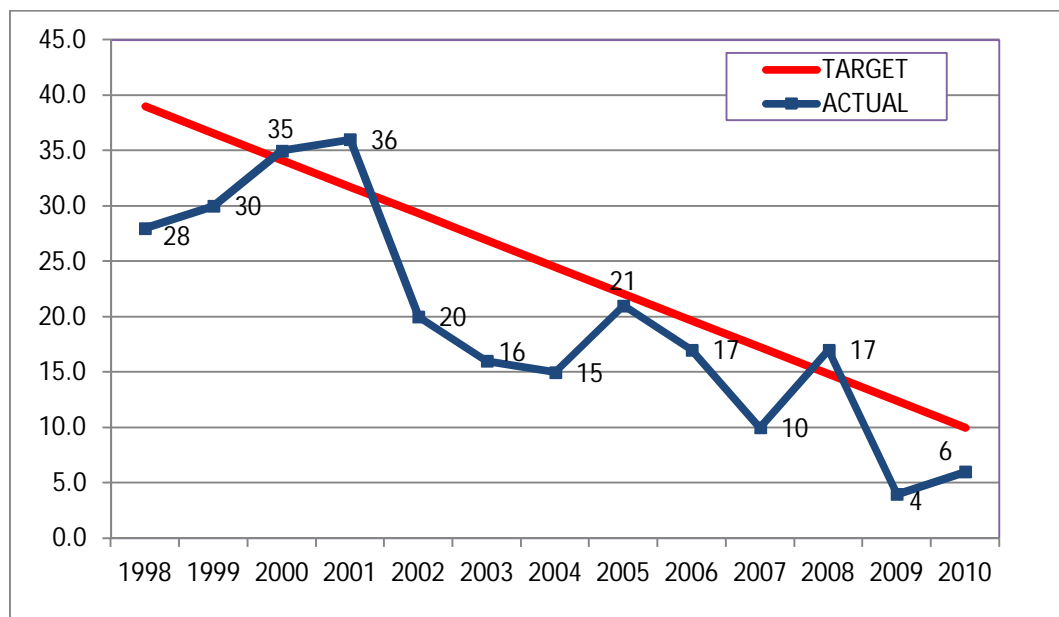


2.2.12 By 2010, the number of slight casualties had decreased by 28% from the 1994-98 baseline average in the borough and the target to reduce slight casualties by 25% by the end of 2010 had been successfully achieved.

Target 4: 75% reduction in child KSIs

2.2.13 Progress towards achieving a 75% reduction in child KSI casualties to 10 by 2010 from the 1994-98 baseline average of 39 is shown in Figure 2.5.

Figure 2.5 Progress towards achieving Child KSI Casualty Reduction to 2010



- 2.2.14 From Figure 2.5, the trend in child KSI casualties has generally been downward although with some fluctuation, and the target set for reducing the number of child KSI casualties was successfully achieved with just 6 child KSI casualties recorded on all roads in the Borough in 2010 from a 1994-1998 baseline figure of 39: an overall reduction of around 84%.
- 2.2.15 Hackney's commitment to improving road safety has been reflected in its achievements to date and it is evident that the measures and actions undertaken by the Borough as part of the previous Road Safety Plan have successfully contributed to reducing the number and type of KSI casualties in the borough in the years to 2010.

2.3 Key Issues and Trends: Overview

- 2.3.1 In the five years to December 2012, there were 4092 collisions in the London Borough of Hackney resulting in 4659 casualties. 299 (6.4%) people were killed or seriously injured on Borough roads in Hackney. A further 324 (6.9%) road users were killed or seriously injured on the TLRN. In total, 623 people (13.4%) were killed or seriously injured in the Borough in the five years to the end of December 2012. The data is summarised in Table 2.1.

Table 2.1 Collisions and Casualties by Severity in the five years to December 2012

	Fatal	Serious	Slight	KSI	Total
Collisions					
Borough Roads	5	281	1826	286	2112
TLRN Roads	18	293	1669	311	1980
TOTAL	23	574	3495	597	4092
%age on Borough Roads	21.7%	49.0%	52.2%	47.9%	51.6%
Casualties					
Borough Roads	5	294	2108	299	2407
TLRN Roads	18	306	1928	324	2252
TOTAL	23	600	4036	623	4659
%age on Borough Roads	21.7%	49.0%	52.2%	48.0%	51.7%

Data from Jan 2008 to Dec 2012, inclusive

- 2.3.2 From Table 2.1, it was noted that just over half of all collisions, and just over half of all casualties resulting from road collisions in the London Borough of Hackney occurred on Borough Roads. With regard to KSI collisions and casualties, less than half of all occurred on Borough roads. Approximately 239km of roads in Hackney are maintained by the borough, and a further 22km is maintained by Transport for London. Therefore, just over 48% of collisions occurred on the 8.4% of roads not maintained by the Council.
- 2.3.3 The high proportion of collisions and casualties which occur on non-borough roads means that an important component of the Road Safety Plan will involve actions which increase the potential for dialogue and partnership working with Transport for London to tackle locations which may form barriers to walking and cycling, and which require intervention to reduce collisions and casualties.

- 2.3.4 In line with new London-wide casualty reduction targets, a new baseline of the 2005-2009 average figures has been set, and against which all progress to 2020 will be measured. The overall change in collisions of all severities on Borough and TLRN roads over the 2005-2009 baseline averages by the end of 2012 is summarised in Table 2.2, below.

Table 2.2 Percentage change in collisions from the 2005-2009 baseline average by 2012

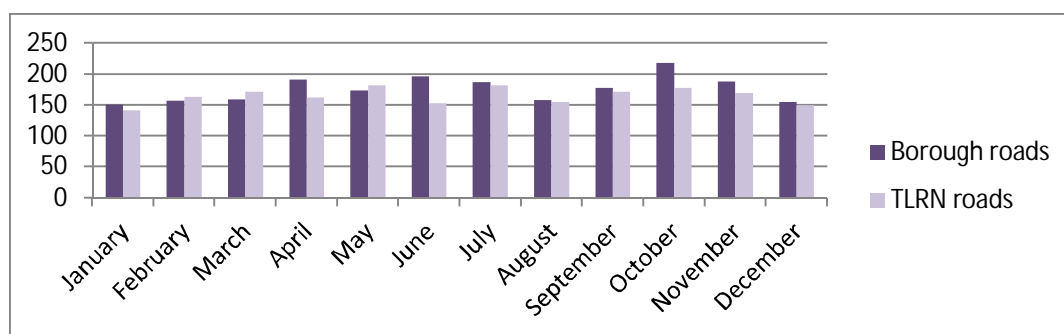
	Baseline Ave (All severities)	2012	Difference	%age change
Borough Roads	433	460	+27	+6.2%
TLRN Roads	383	418	+35	+9.1%
TOTAL	816	878	+62	+7.6%

- 2.3.5 From Table 2.2, although collisions have increased on all roads, the largest percentage increase in collisions in 2012 from the 2005-2009 baseline average has been on TLRN roads. The number of collisions on Borough roads increased by just over 6% in 2012 compared to the baseline average. It should be noted, however, that collision numbers increased during 2012 in ten of the 32 boroughs.

2.4 Key Issues: When collisions occurred

- 2.4.1 Figures 2.6 to 2.8 illustrate how collisions varied by month of the year, day of week, and time of day on Borough roads and TLRN roads in Hackney during the study period.

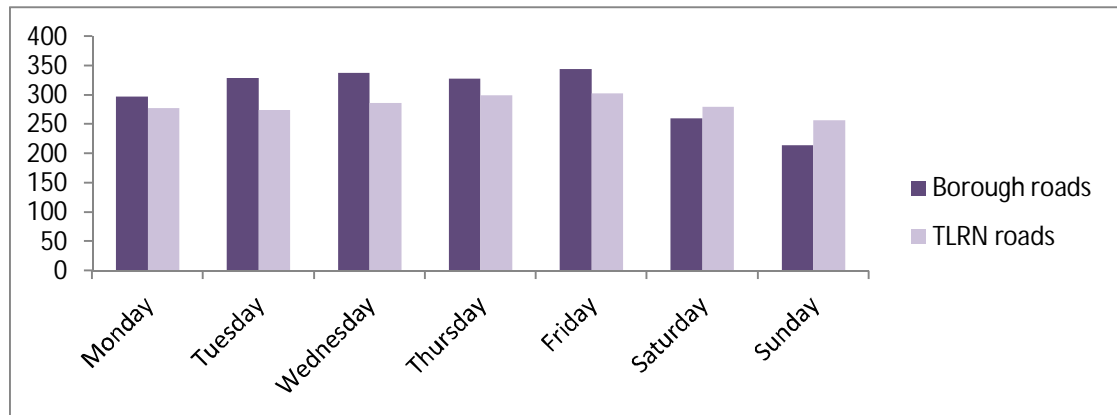
Figure 2.6 Road collisions by month of year



Collision data Jan 2008 – Dec 2012

- 2.4.2 From Figure 2.6, the number of collisions on both Borough roads and TLRN roads were at their lowest in the months of December and January, with the highest number of collisions recorded in October, June and April on Borough roads and in July, May and October on TLRN routes. Thus, although there are peaks in both road groups during October, there are slight differences in the monthly spread of collisions on the different road networks, with the peaks occurring earlier in the year on Borough Roads. The October peak was also more pronounced on Borough Roads.

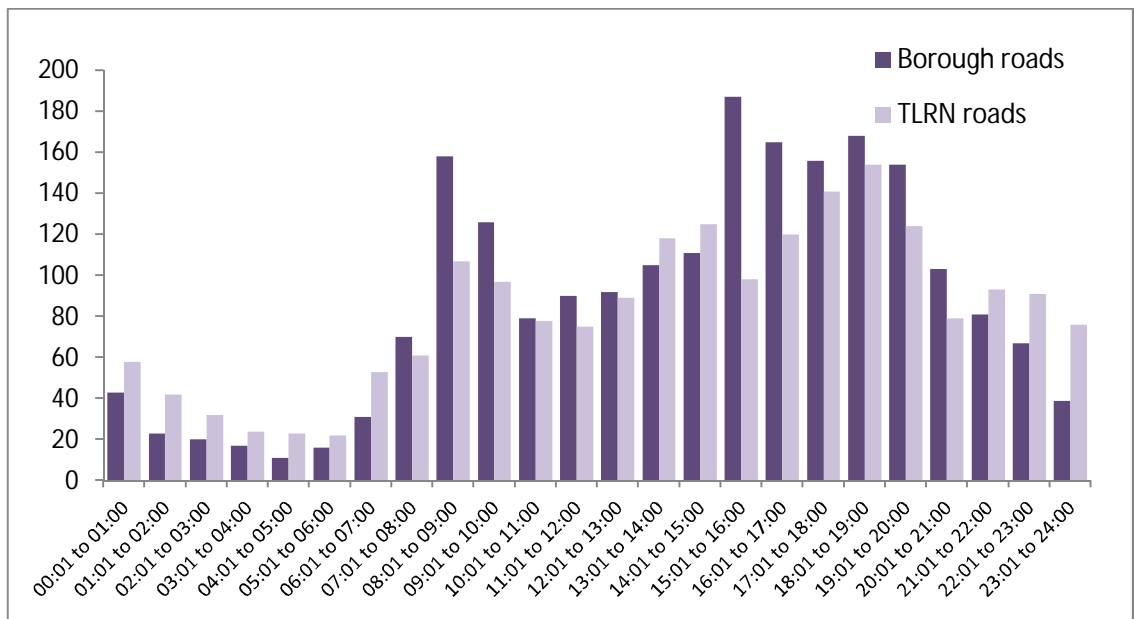
Figure 2.7 Collisions by day of week



Collision data Jan 2008 – Dec 2012

- 2.4.3 From Figure 2.7, fewest collisions occur on a Sunday on both Borough roads and TLRN roads, with highest collision levels occurring on Fridays. The number of collisions occurring at weekends on borough roads decreased more markedly than weekend collisions on TLRN roads.

Figure 2.8 Collisions by time of day



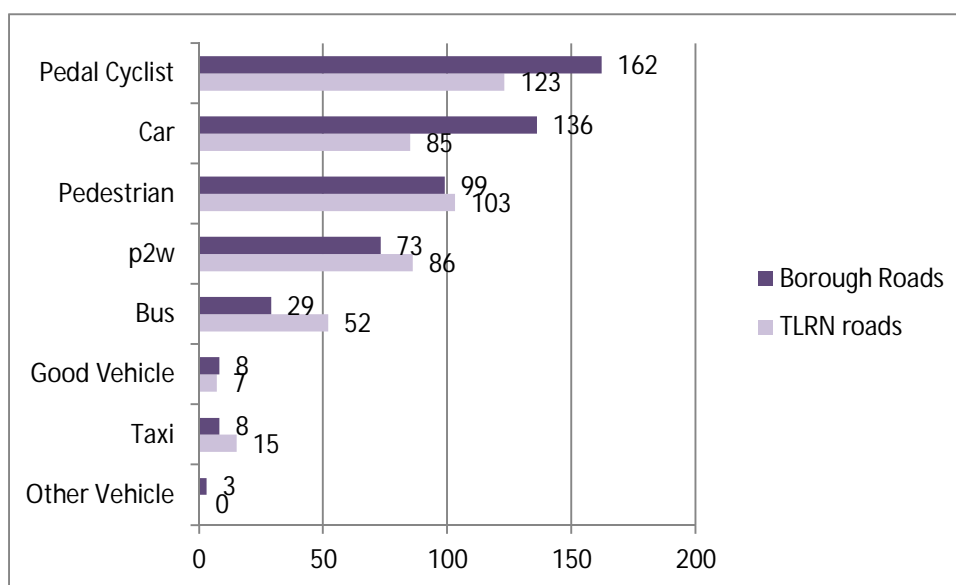
Collision data Jan 2008 – Dec 2012

- 2.4.4 From Figures 2.7 and 2.8, morning (8am-10am) and evening peaks in collisions were clear on both types of road, however the morning peak was more pronounced, and the evening peak started earlier (3pm) and continued later (until 8pm) on Borough roads. A third peak was noted on TLRN routes, between 1pm and 3pm, which was not seen on borough roads: possibly related to commercial journeys, although there was no other evidence to support this.

2.5 Key Issues: Who got injured

2.5.1 The collision and casualty analysis study identified that for the first time in 2012, the number of pedal cyclist casualties was higher than for any other road user group on both TLRN and borough roads. A breakdown of casualties in 2012 is shown in Figure 2.9.

Figure 2.9 Casualties by road user group (2012)

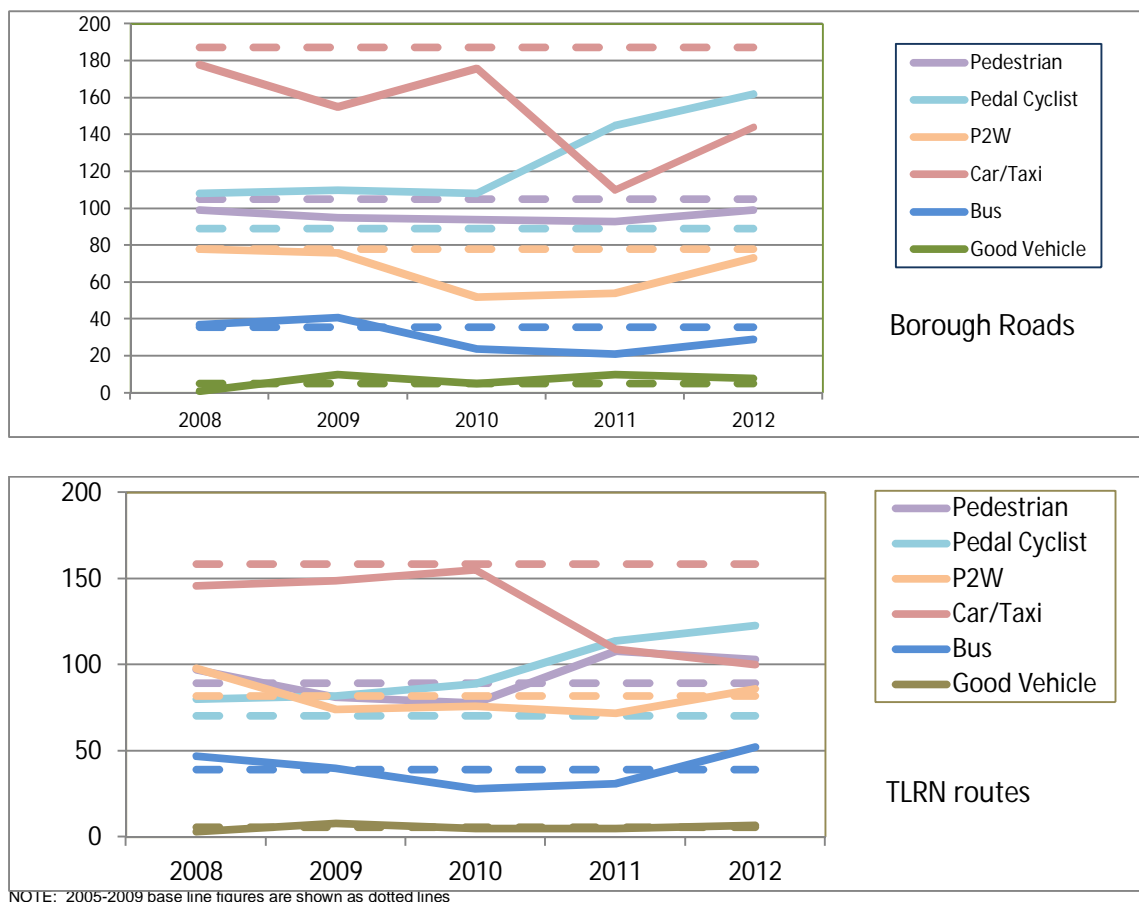


Casualty Data Jan – Dec 2012

2.5.2 From Figure 2.9, pedal cyclists accounted for the largest proportion of casualties on both borough and TLRN routes, and pedestrians accounted for the second highest casualty group on the TLRN. Powered two wheeler (P2W) casualties were slightly higher than car user casualties on TLRN routes. In 2012, 43.2% of pedal cyclist, 51% of pedestrian and 54.1% of motorcyclist (P2W) casualties occurred on TLRN routes.

2.5.3 From the casualty analysis report (provided separately), an 82% increase in pedal cyclist casualty numbers on Borough roads, and a 75% increase on TLRN routes was noted during the five year period to December 2012, over the 2005-2009 baseline. These changes may be indicative of the increased popularity of cycling and the modal shift which is occurring in the Borough and elsewhere in London. This was offset by large decreases in car/taxi user casualty numbers over the same period. The trends in casualty numbers in the five years to December 2012 by road user on both borough, and TLRN routes are illustrated in Figure 2.10. Base line figures are shown as broken lines alongside for reference purposes.

Figure 2.10 Changes in casualty numbers by road user class: Borough and TLRN roads in Hackney

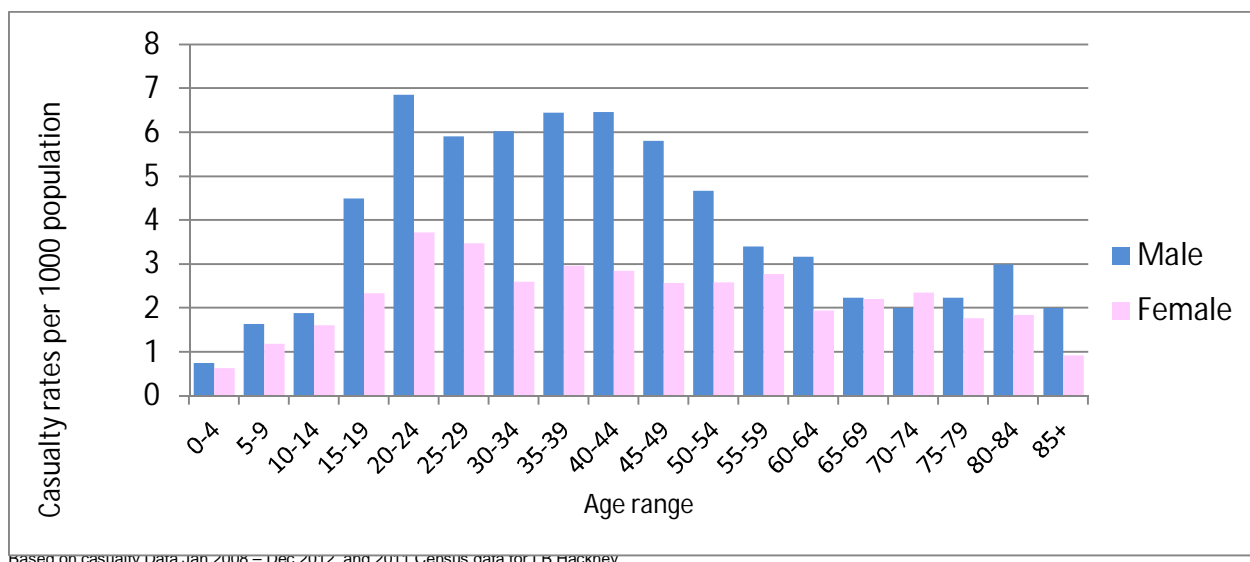


- 2.5.4 The greatest rises have been among pedal cyclist and pedestrian casualties, and recent achievements in decreasing P2W user casualty numbers seem to have slowed. Although bus user casualties have also shown a slight increase over the period, overall numbers are much lower than for other groups.
- 2.5.5 As pedal cyclists, pedestrians and P2W users are generally considered to be '*vulnerable road users*' who are more likely to receive serious injuries when involved in a collision, they have been considered priority groups in selecting actions for inclusion in the Council's Road Safety Plan.
- 2.5.6 When compared with the 2005-2009 baseline figures, the number of car/ taxi user casualties in the borough decreased by 37% on TLRN roads and 23% on borough roads by the end of 2012, which reflects the success of measures to improve safety of the road environment, but could also be a reflection of lower levels of car use.

2.6 Key Issues: Casualty profiles by age

2.6.1 A breakdown of annual average casualty rates per 1000 population for the age bands defined by the Council's 2011 census figures is shown in Figure 2.11.

Figure 2.11 Casualty rates per '000 population, by age band



2.6.2 From Figure 2.11, annual average casualty rates were higher for male than female casualties in most age bands, and that the highest overall casualty rates were among males aged 20-24 years. From this overview, it was apparent that adults aged 20-49 were most likely to be injured in collisions in the borough, and would therefore be likely to benefit most from interventions to improve the safety of their environment.

2.6.3 Although casualty rates among children were comparatively low, separate casualty analysis of 0-15 year olds identified that these road users were most likely to be injured as pedestrians or pedal cyclists (ie as vulnerable road users). In addition, young people who have had access to road safety training opportunities and the opportunity to develop better road skills from an early age may be less likely to be injured in the future: teaching young people road safety skills is known to provide long term benefits to society.¹⁶ As the Council's priority is to increase modal share by sustainable modes such as walking and cycling, a clear focus on providing opportunities to increase road safety skills to benefit younger residents would be expected to provide long term benefits for the future.

¹⁶ <http://www.worldbank.org/transport/roads/safety.htm#childrenssafety> item 10

2.7 Key Issues: Where collisions occurred

2.7.1 The number of collisions per kilometre per annum was estimated for each of the different classes of road in the Borough, and for TLRN roads separately. The results are summarised in Table 2.3.

Table 2.3 Collision Rates by road class per km per annum

	Length	No of collisions in 5 years	Average no collisions per year	Average no of collisions per km per annum
A Roads	18km	871	174.2	9.7
B/C Roads	28km	827	165.4	5.9
Unclassified	193km	414	82.8	0.43
TOTAL BOROUGH ROADS	239km	2112	422.4	1.8
TLRN Roads	22km	1980	396	18

Collision data Jan 2008 – Dec 2012. Road length data supplied by LB Hackney Highway Asset Management Team July 2013. It is noted that these differ slightly from the information contained in the 2011/12 – 13/14 LIP2

2.7.2 From Table 2.3, the annual average collision rates on TLRN routes in the borough between 2008 and 2012 were approximately twice as high as the highest comparative rates on borough roads, but that 'A' classified borough roads had the highest collision rates of all borough road classes. Improving safety along the borough's Principal road network has been a key area of focus in developing the actions for inclusion in the Road Safety Action Plan.

2.8 Proposed Priorities of the 2014-2016 Road Safety Plan

2.8.1 Based on the analysis of Hackney's collision and casualty data and identification of the key local factors which affect safety for various road user groups and taking into account national and London-wide policies, and the Council's objectives and priorities to increase cycling and walking levels (and to improve the safety, accessibility and attractiveness of the borough for walking and cycling) the following **Priority Areas** form the basis upon which the 2014-2016 Road Safety Action Plan has been developed:

- Safer Cycling
- Safer Walking
- Safer Motorcycling
- Creating a Safer Environment for Children
- Safer Streets
- Working in Partnership

2.8.2 In the following sections of this Road Safety Plan, each of the above Priority Areas is considered in more detail, a number of Key Indicators by which progress and achievements can be monitored are set out, and an Action Plan comprising a combination of engineering, promotion, training and enforcement measures by which safety can be increased, risk for road users reduced, and proposed casualty reductions achieved during the period to 2016 and beyond is provided.

2.9 Proposed targets for casualty reduction to 2020

2.9.1 The Council's current Local Implementation Plan features just one main target for casualty reduction; to achieve a 40% reduction in casualties by 2020 from a baseline of 2007-2009 with separate targets defined for KSI casualties, and total casualties.

2.9.2 In line with the casualty reduction target set out in Safe Streets for London (London's Road Safety Action Plan), a revised baseline of the 2005-2009 average figures has recently been adopted. Thus, the two casualty reduction targets which the Council will be seeking to achieve as a result of actions taken in this and future Road Safety Action Plans will be:

TARGET: Reduce the number of KSI casualties by 40% from a 2005-2009 baseline average of 127 to 76 on all roads, by 2020

TARGET: Reduce the number of casualties of all severities by 40% from a 2005-2009 baseline average of 948 to 569 on all roads, by 2020

2.9.3 If separate targets were to be set for casualty reduction on non-TLRN roads in the borough only, these figures would be 65 to 39 KSI casualties and 502 to 301 casualties of all severities over the same period.

2.9.4 Consideration of options for on-going monitoring and periodic review of the actions contained within this Road Safety Plan and Action Plan are included in the final section of this report.

3 Safer Cycling

3.1 Context

- 3.1.1 Hackney Council has led the way in raising the profile and attractiveness of cycling, and has long been promoting and facilitating travel by this mode. By 2009/10 Hackney also had the highest percentage of all trips made by cycle (including leisure and other trips, rather than just journeys to and from work), in London with 5% of all trips made by this mode¹⁷.
- 3.1.2 The high degree of importance placed on making the borough a better place for is clearly emphasised in the Council's Cycling Plan (2013), which includes the proposed Vision *"To make Hackney's roads the most attractive and safest roads for cycling in the UK, and a place where it is second nature for everyone, no matter what their age. Background or ethnicity."*
- 3.1.3 The new Cycling Plan sets out a number of ways by which barriers to cycling could be overcome, and an environment created which encouraged cycling: including improved infrastructure, increased permeability of routes, tackling the causes of real and perceived danger for cyclists, and improved access to cycling infrastructure and facilities (such as secure parking).
- 3.1.4 With commuter cycling trips in the borough currently recorded at around 15% of all trips to and from work, the success of the Council's objectives with regard to increasing cycling levels is clearly apparent, but there is more to be done. In the current Local Implementation Plan Hackney has set a target of achieving a 7% overall cycling mode share by 2013/14 and a 15% overall cycling mode share by 2030, which is expected to be achieved. Secondary targets included an increase in the modal share of cycling trips, and *"increasing user satisfaction with the cyclability of Hackney in terms of the cycling infrastructure, perception of road safety and general environment"*.
- 3.1.5 The Council's recent **Cycle Segmentation Plan** profiled cyclists in the borough, and evaluated the potential for realistically achieving this level of cycling mode share. Cycling to work mode share was found to have already exceeded the 15% target,¹⁸ and it was concluded that achieving a 15% mode share for all cycle trips was in fact feasible. The final report will also provide supporting recommendations for increasing cycling levels in the Borough.
- 3.1.6 The drive to increase cycling levels is reflected across the Capital, with Transport for London itself launching '**Cycling Revolution London**' in May 2010. Within this document, alongside ten actions considered necessary to be achieved to create a 'cyclised London', was a target of achieving a 400% increase in cycling levels between 2001 and 2026 in the Capital to take cycling to a 5% mode share: a target which has already been achieved in the London Borough of Hackney.

¹⁷ Source: London Travel Demand Survey data

¹⁸ Source: Introduction, Cycle Segmentation Study, 2nd Draft, March 2013

- 3.1.7 In March 2010, Transport for London also launched its own '**Cycling Action Plan**': the need for which having first being identified in a previous incarnation of London's Road Safety Plan. The 52 actions included within the document sought to balance the needs of increased numbers of cyclists with creation of a safer environment in which to cycle. In the words of the Mayor: ensuring that London's 'cycle revolution' is '*backed by real action to make cycling in the capital safer*'.
- 3.1.8 Measures contained within Transport for London's Cycling Action Plan were grouped around nine action areas, and informed by analysis which had previously identified the (eight) most common characteristics of cycle collisions. These measures (52 in all) set out to address the majority of collisions involving cyclists and improve the safety of cyclists to '*make a positive and lasting contribution to reducing the number of cyclists killed and injured on London's roads in future*' through improved infrastructure, better access to training and information, improved communication, better enforcement and regulation, increased use of technology, measures to improve commercial driving and working practices, better research and increased partnership working.
- 3.1.9 Set against this drive to increase cycling levels in Hackney, and across London as a whole, cyclist casualty levels across London as a whole were 60% higher than 2005-2009 average levels by the end of 2012¹⁹. Within Hackney, cyclist casualty levels had increased by over 80% to 162 casualties by the end of 2012 from a 2005-09 base of 89, which is obviously a cause for concern.
- 3.1.10 Therefore this Road Safety Plan has sought to include priorities and actions which build on the objectives and achievements of the Council's Transport Strategy and Cycle Plan, as well as taking into account London-wide objectives, in promoting, encouraging and facilitating safer and more accessible cycling in the borough.

3.2 Key issues and Trends: Pedal Cyclist Collisions and Casualties

- 3.2.1 In the five years to 31 December 2012, there were 1,151 collisions involving pedal cyclists, resulting in 1,121 casualties of all severities in Hackney. Of these, 174 (15.5% of all cyclist casualties) resulted in a fatality or serious injury (KSI). Table 3.1 shows the breakdown of cyclist casualties by severity on Borough and TLRN routes separately for the five year period to December 2012.

¹⁹ Table 2: Casualties in Greater London during 2012, TfL June 2013

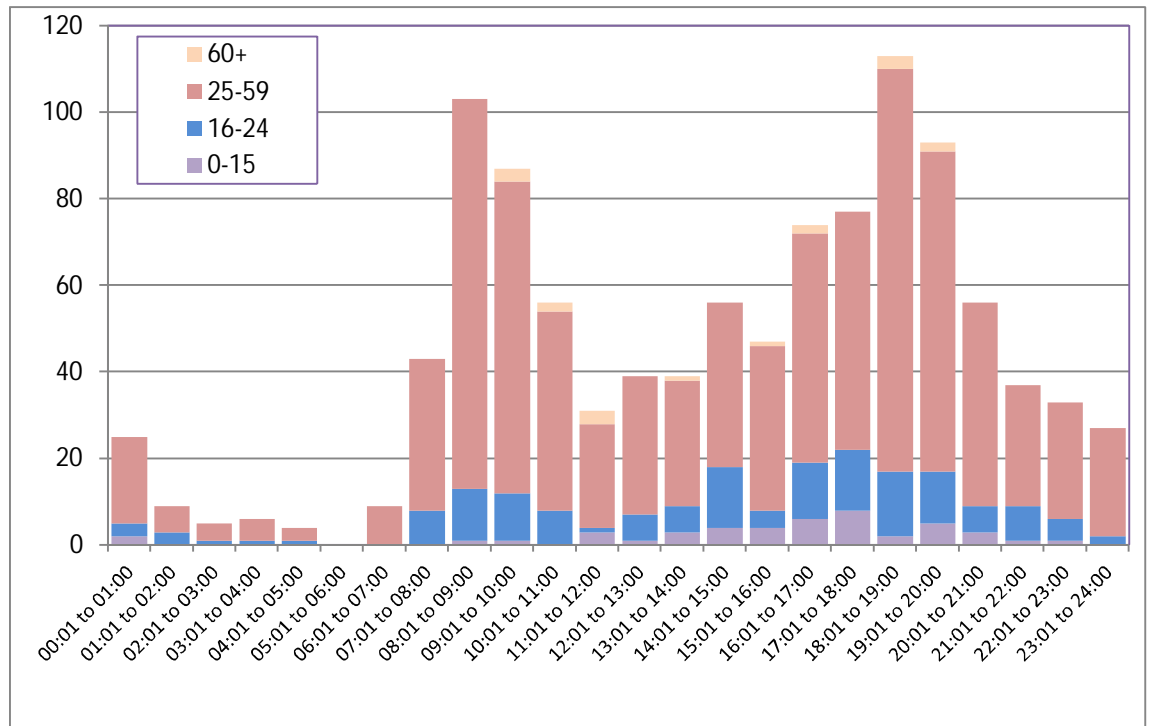
Table 3.1 Summary of Pedal Cyclist Casualties by Severity in the five years to December 2012

	Borough Roads	TLRN Roads	Total	% on Borough Roads
Casualties				
Fatal	2	4	6	33.3%
Serious	97	71	168	57.7%
Slight	535	413	947	56.5%
KSI	99	75	174	56.9%
TOTAL	633	488	1121	56.5%

- 3.2.2 Just over half (56.5%) of pedal cyclist casualties occurred on Borough roads and only a slightly higher percentage (56.9%) of KSIs occurred on Borough roads over the study period. To address this many of the measures contained within the Action Plan are a number of initiatives from engineering to education that work towards making cycling safer. The Council will work in Partnership with Transport for London to address the number of KSI that occur on its TLRN network.
- 3.2.3 The Council currently maintains approximately 239km of road, and a further 22km is maintained by Transport for London. Therefore, the likelihood of being involved in a collision is very much higher on TLRN routes than on borough roads, and over the five year period, over 40% of all collisions occurred on only 22km of roads in Hackney.
- 3.2.4 The rise in pedal cyclist casualty numbers in recent years has already been noted, with an 82% increase observed on borough roads and a 75% increase on TLRN routes, over the 2005-2009 baseline. This trend has been replicated across London to a greater or lesser extent, and is in part a reflection of the dramatic increase in the popularity of cycling in the Capital which has occurred in recent years, and of the Council's drive to achieve a 15% cycle mode share for all cycle trips by 2030. When compared with neighbouring Tower Hamlets, however, in which a 24% increase in pedal cyclist casualties was recorded between 2011 and 2012, the comparative level in Hackney was 10%.
- 3.2.5 Of crucial importance is that the above figures are simplistic and do not take into account any comparative changes to the casualty rate for pedal cyclists in light of increasing cycling levels and mode share. In order to adequately assess whether cyclist safety is improving within Hackney, there is a clear need to introduce a rate-based method by which pedal cyclist safety in the borough can be effectively monitored. This action is therefore included in Table A.1 of the Action Plan which can be found at the end of this chapter. We are now doing some work in-house to try and come up with a base line.

3.2.6 Figure 3.1 shows the distribution of pedal cyclist casualties in Hackney over a typical 24 hour period.

Figure 3.1 Pedal cyclist casualties by age and time of day



Based on casualty data Jan 2008 – Dec 2012: all roads

3.2.7 From Figure 3.1, two clear peaks in casualty numbers were apparent: between 8am - 10am (10% of all pedal cyclist casualties) and 6pm - 8pm (19% of all), which are the traditional peak commuting periods. During the late evening and overnight, it was predominantly those aged 25-59 who were involved in collisions. In contrast, the majority of injuries to children, and those aged 60+ occurred during the day.

3.2.8 Other key issues which were identified from the analysis of pedal cyclist casualty data were:

- In 2012, 162 pedal cyclists were injured on Borough roads (31.3% of all casualties) and there were more pedal cyclist casualties than in any other road user group, whilst on the TLRN 123 pedal cyclists were injured in 2012 (accounting for 26.1% of all casualties), and also formed the highest road user casualty group.
- In all, 29% (285) of all casualties in Hackney in 2012 were pedal cyclists.
- 14% of all KSI casualties in the five years to December 2012 were pedal cyclists (174 pedal cyclist casualties).

- In the five years to December 2012, 62% (694) of all pedal cyclists were injured on A Roads and 57% (636) of all pedal cyclists were injured at T and Staggered Junctions.
- Collisions involving pedal cyclists during the hours of darkness increased by 112% between the 2005-09 baselines and the end of 2012, and accounted for 85 collisions in 2012.
- 'Poor turn or manoeuvre' was the second highest ranking causation factor in collisions involving cyclists (342 instances), whilst 'Passing too close to a cyclist' was the fifth highest ranking causation factor in collisions involving pedal cyclists (with 121 instances of this in the five years to December 2012).²⁰
- 75% of road users involved in collisions with pedal cyclists were car/ taxi users (860 of 1,151 vehicles involved).
- Goods vehicles were the second highest danger to cyclists, with 9% (103) goods vehicles involved in cyclist collisions in the five years to December 2012. Of these, 19 resulted in death or serious injury.
- 80% (227) of all pedal cyclist casualties were aged 25-59 in 2012. Although those aged 16-24 showed a higher increase over the 2005-09 baseline (117% compared to 88% for those aged 25-59), a total of 154 casualties were aged 16-24 in 2012
- 853 (76% of all) cyclists injured between 2008 and 2012 were aged between 25-59, and by the end of December 2012, casualty levels were 88% higher (227 casualties) than the 2005-2009 baseline.
- Between 2008 and 2012, 10% of all pedal cyclist casualties were injured in July, more than in any other month.
- Postcode analysis of the top 25 postcodes of other road users involved in collisions with pedal cyclists in the five years to 2012 found that 20% (279 collisions) of drivers originated from the N16 (Stamford Hill) postcode area, and a further 16% (229 collisions) originated from the E5 (Clapton) area.

²⁰ The highest, third, and fourth highest factors were non-specific, (failed to look, failed to judge another's path or speed, and careless// reckless/ in a hurry)

3.3 Proposed priorities for Safer Cycling

3.3.1 From the results of the above analysis, three priorities have been identified as follows:

PRIORITY AREA 1: Cyclists' safety will be considered as part of the designing process for all engineering schemes. We will also ensure that our schemes when implemented do not have a disbenefit for cyclists' safety. We will also look to implement innovative measures such as early start signals to address cycle safety at hotspots if these are shown to be successful at trials and are approved for use.

PRIORITY AREA 2 We will support national and London-wide **publicity and road safety awareness campaigns** which seek to raise awareness of the issues likely to influence safety for cyclists, as well as a continuation of our **own programme of publicity and campaigns** to raise awareness of cycle safety issues

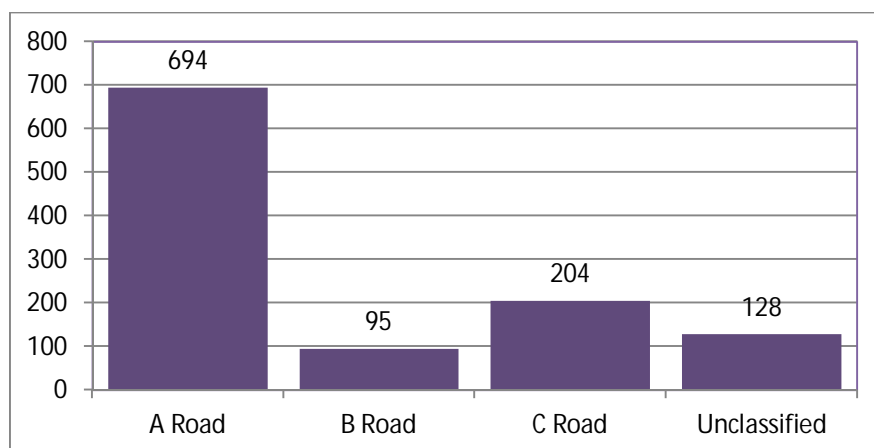
PRIORITY AREA 3: We will look to increase our existing child and adult training programme to maximise opportunities for adults to take up training so that they are confident on our roads. We will also look to increase the number of HGV drivers that take part in the Safer Urban Driving course.

3.3.2 The remainder of this chapter sets out the proposed measures to reduce the sources of danger to these more vulnerable road users; and how the Council proposes to equip cyclists with the skills to travel safely and confidently around the borough both now and in the future. The Cycling Plan details Hackney's vision on providing more direct and attractive routes and facilities, increasing permeability to benefit cycling. Included within the Action Plan are proposed actions to make cycling safer and is appended to this chapter.

3.4 Safer cycling through engineering interventions

3.4.1 Analysis of cyclist casualty data found that A classified roads (including TLRN routes) are currently the least safe for pedal cyclists. This is illustrated in Figure 3.2.

Figure 3.2 Pedal Cyclist Casualties by Road Class



- 3.4.2 Additionally, most collisions involving pedal cyclists occurred at T and staggered junctions and at crossroads. Thus, measures which seek to improve the environment for cyclists along these routes will be a priority for the Council. In particular, there is an objective to **extend the implementation of 20mph zones and limits to include the Council's Principal road network** and to implement measures to facilitate the safe movement of cyclists at junctions. We currently have 20mph on all residential roads and are currently running a trial with Islington with a 20mph limit on borough boundary road using lining and signing. The trial ends in March 2014. We will also engage TfL on implementing 20mph limits on the TLRN this is especially important in Town Centres such as Stoke Newington
- 3.4.3 The Council are proactively implementing road safety and other engineering schemes across the borough to improve safety for all road users, but with an emphasis on vulnerable road users such as pedal cyclists. To identify and **prioritise the locations which may be less safe for cycling**, cluster analysis of cyclist-involved collisions which occurred between January 2010 and December 2012 was carried out across all borough roads (ie excluding TLRN routes), using data for the three years from January 2010 to 31 December 2012.
- 3.4.4 All sites within which a minimum of three collisions involving pedal cyclists (1 per annum) had occurred within a 25m radius were identified, and sites were ranked in order of total cyclist-involved collisions. A table containing the results of this analysis is included at Appendix A.
- 3.4.5 The analysis identified a total of 36 locations which met these criteria, of which five reported two cyclist collisions per annum during the period. These were:
- Downs Park Road/ Cecilia Road (3.33 per annum)
 - Dalston Lane/Amhurst Road (2)
 - Hackney Road/Columbia Road (2)
 - Leabridge Road/Chatsworth Road (2)
 - Hoxton Street/Whitmore Road (2)
- 3.4.6 A common causation factor of collisions involving cyclists in Hackney was 'passing too close' (121 incidences over five years) and therefore we will ensure that improvements to the highway network encourage cyclists and other road users to give each other enough space through careful design considerations. Other measures currently undertaken by the Council to improve accessibility and safety for pedal cyclists will include:
- Implementation of outstanding London Cycle Network routes and continue to promote the old LCN network. Ensure that we deliver on proposals that have been put forward through the Mayors cycling fund and programmes such as the central London Grid
 - Surveying and improving local cycle routes and providing better connectivity.
 - Maintenance of existing cycle routes.
 - Where possible we will reinstate two way cycling on one way roads.

- Continuation of programmes to increase permeability for cyclists, through provision of cycle bypasses at road closures and dead-ends where possible.
- Maximisation of cycle access in new developments.

3.4.7 Specific actions to create a safer environment for pedal cyclists through engineering interventions are included in Section A.1 of the Road Safety Action Plan, and a number of Key Indicators by which progress can be monitored are proposed as follows:

KEY INDICATOR: The number of collisions where 'passing too close to a pedal cyclist' was a causation factor

KEY INDICATOR: The number of cyclists injured at T, Staggered and Crossroads junction

KEY INDICATOR: The number of cyclists injured on A Roads

KEY INDICATOR: The number of cyclists injured at the top pedal cyclist cluster sites

3.5 Promoting Safer Cycling through Publicity and Campaigns

- 3.5.1 In 2012 the Council organised 9 cycle pit stops to promote winter cycling as part of the **'Be Safe be Seen'** campaign and 32 cycling events were held on estates in the Borough. We will hold further cycle pit stops and will look to increase the number of cycling events held on estates where campaigns to increase cycling are taking place.
- 3.5.2 To raise awareness of the need for cyclists and other road users to give each other space on the road to reduce the number of collisions where 'passing too close' was a causation factor we will continue to promote the 'Watch Out for Me!' campaign which was launched in 2012 through displaying posters on lampposts along strategic routes.

- 3.5.3 In 2007, Transport for London carried out a study into cyclist red light violations at 5 junctions in London²¹ during the morning and evening peak hours. The results concluded that although the majority of cyclists obeyed red signals, particularly when turning right, 16%²² did not. Male cyclists were more likely to disobey a red signal than female cyclists²³. Cycling on the footway is also a concern in Hackney and so the Action Plan therefore includes a commitment to produce a guide for cyclists to encourage more courteous riding behaviours.
- 3.5.4 Analysis of casualty data found that more cyclists were injured by drivers originating from postcode areas N16 and E5 than other areas, and so awareness campaigns in these areas which raise awareness of the relative vulnerability of cyclists and the need for care will be of benefit.
- 3.5.5 Specific actions to encourage courteous behaviour and generate more cycling trips through encouragement and raising awareness are included in Section A.2 of the Road Safety Action Plan, and the following Key Indicators by which progress can be monitored are proposed:

KEY INDICATOR: The number of road users from N16 and E5 who are involved in collisions with cyclists

KEY INDICATOR: The annual number of cyclist casualties among those aged 25-59

KEY INDICATOR: The number of male cyclist casualties

²¹ RNPR Traffic Note 8, 'Proportion of Cyclists who Violate Red Lights in London, June 2007

²² 7502 cyclists were surveyed in total at the five sites

²³ 17% of males and 13% of female cyclists disobeyed red lights

3.6 Improved cycle skills through cycle training programmes

For children

- 3.6.1 Hackney already has one of the most comprehensive child cycle training programmes in London. In 2012/13 the Council worked with 51 out of the 55 primary schools and established four 'whole school' cycling programmes. The Council also offers cycle training to complete beginners (Level 1) to teach children how to ride and control a bike. In 2012/13 this off-road training was rolled out to 481 children in Hackney.
- 3.6.2 During 2012/13, 887 children received Level 2 training and we intend to increase the number of children who receive this training to reduce the number of child cyclist casualties.
- 3.6.3 24% of all children aged 10-15 in Hackney who were injured as a result of being involved in a road collision were injured as pedal cyclists in the five years to December 2012²⁴, and so the continued importance of providing cycle training in both primary and secondary schools is clear. There already exists a comprehensive primary school cycle training programme for children however a continuing focus on encouraging uptake of this training amongst secondary schools (10-15 year olds) is important.
- 3.6.4 One of the pledges of Transport for London's Cycle Safety Action Plan is to 'offer school cycle training to every school pupil in London every year, with support for boroughs to extend child and adult cycle training' and the potential of this will be explored during the life of this Road Safety Plan.

Commuter/ Adult cycle training

- 3.6.5 A high proportion of collisions involving cyclists in Hackney occurred in the morning and evening peak hours indicating that commuter cyclists are the most 'at risk' during these times, although until an assessment of casualty rates is introduced, it must be considered that increased collisions could be simply a reflection of the larger volume of cycle movements during these times.
- 3.6.6 Nevertheless, the Council is keen to enable adults to access cycle training opportunities and already has one of the most comprehensive cycle training programmes in London. Free cycle training is offered to anyone living, working or studying in the Borough.
- 3.6.7 Hackney Council was a key partner with TfL in getting practical cyclist awareness training for HGV Drivers accredited as a recognised part of driver CPC which is a legal obligation for all HGV drivers to do. The course is appropriately named as a Safer Urban Driving (SUD) course and has included within it both practical and theory element to ensure that HGV drivers are aware and appreciate the difficulties cyclist face when cycling on London's roads. This training includes riding a bike on the road in a busy urban environment, allowing drivers to experience what the cyclist is dealing with and why they might make the decisions that they do.

²⁴ Source: Stage 1 Report, Appendix A, data for Figure 3.23

- 3.6.8 Hackney was the first council in the country to ensure that all its fleet drivers took part in the SUD course.
- 3.6.9 We aim to increase the number of courses we hold which are aimed at training people who drive as part of their job over the next three years and will continue to work with TfL to achieve this.
- 3.6.10 In 2012/13, we provided 88 adults with cycle training for complete beginners (Level 1 Bikeability), 338 adults with cycle training at Level 2 Bikeability and 104 adults received Level 3 Bikeability training. Over the next three years we will aim to increase the number of adults receiving cycle training.
- 3.6.11 Hackney partners with neighbouring Tower Hamlets and Islington Council to fund Pedal Power and Bikeworks programmes designed specifically for teenagers and adults with learning disabilities and their carers. We believe that opportunities for cycling should be available to all our residents, and will continue to work with neighbouring boroughs to ensure the continuation of these initiatives.
- 3.6.12 Specific actions to improve cycling skills through training opportunities are included in Section A.3 of the Road Safety Action Plan, and the following Key Indicator by which progress can be monitored is proposed:

KEY INDICATOR: The number of adults receiving cycle training, recorded annually

Table A Actions for Safer Cycling

	Priority			Timescale for implementation		
	Essential	Desirable		Short	Medium	Long
A.1 Safer Cycling through engineering interventions						
Implement 20mph speed limits on the borough's principal road network with appropriate engineering measures		✓				
Continue to implement schemes to improve cyclist safety particularly on A roads in the borough, based on the sites identified in Appendix A of this Road Safety Plan	✓					
Keep up-to-date with any revisions made to the London Cycle Design Guidelines and requirements regarding their potential adoption into all engineering schemes.	✓					
Identify high-risk locations on the road network for cyclists and implement site specific preventative measures focusing on T and Staggered junctions.	✓					
Ensure all new road infrastructure contributes to improved safety for cyclists, including speed reduction measures, junction improvements and awareness of cyclists' needs	✓					
Ensure that the safety of cyclists is considered during street works	✓					

	Priority			Timescale for implementation		
	Essential	Desirable		Short	Medium	Long
Develop a rolling programme of implementation of Advanced Stop Lines for cyclists at signalised junctions on borough roads	✓					
Develop and adopt a rate-based means of monitoring pedal cyclist casualty levels on borough roads	✓					
A.2 Promoting safer cycling through Publicity and Campaigns						
Continue to promote cycle safety through the “Watch out for me” campaign to encourage road users to give each other enough space and continuation of “Be Safe Be Seen” publicity to encourage safer cycling in the winter months. Local campaigns will specifically target commuters and children who cycle to school to reduce pedal cyclist casualties during the peak hours.	✓					
Tailor publicity to benefit commuter cyclists by erecting posters to raise awareness of cycle safety along popular routes taken by cyclists into Central London, with campaigns during the summer months to coincide with higher cyclist numbers		✓				

	Priority			Timescale for implementation		
	Essential	Desirable		Short	Medium	Long
Continue to hold Biker's Breakfasts and workplace events during Bike Week and widen the scope of these events to attract a wider demographic so that they are held throughout the year rather than over the period of a week through involvement of additional sponsors		✓				
Increase the number of cycling events held on estates where campaigns to increase cycling are taking place	✓					
Targeting campaigns to raise awareness of cyclists in postcode areas where analysis has shown that drivers involved in cyclist collisions come from		✓				
Addressing pedal cyclist casualties by targeting car commuters through publicity and training	✓					
Produce and develop a road safety leaflets for cyclists through the cycle training scheme to encourage safer more compliant riding		✓				
Highlight the importance of the use of appropriate safety features to fleet businesses and drivers in Hackney to improve their awareness of cyclists around their vehicles		✓				
Provide information on fitting of cycle child seat/ trailers to parents via school newsletters		✓				

	Priority			Timescale for implementation		
	Essential	Desirable		Short	Medium	Long
A.3 Improved cycle skills through Cycle Training Programmes						
Increase Level 2 cycle training (Bikeability) to children over the three year period of the Safety Plan to target those children who will be cycling on roads in the Borough and particularly those children who will be moving on to secondary school in the near future	✓					
Encourage uptake of cycle training; -amongst children by holding training sessions at football clubs, sports venues and other venues where they meet to cycle/ park cycles, and also -for adults and children at venues in locations where cyclist casualties are highest and access to opportunities may be reduced for socio-economic or other reasons		✓				
Increase cycle training in secondary schools/ colleges	✓					
Maintain Bikeability accreditation so that standards of training are maintained, monitoring takes place and continuous assessment is carried out	✓					
Promote child and adult cycle training in the more deprived areas of the Borough	✓					

	Priority			Timescale for implementation		
	Essential	Desirable		Short	Medium	Long
Work with local businesses to deliver targeted and focused actions to increase awareness of road safety during times when most people are travelling to and from work to highlight the periods when cyclists in Hackney are most at risk from being injured	✓					
Hold four workplace events each year with specifically identified businesses to promote safer commuting, and encourage travel by sustainable modes		✓				
Promote 'led rides' ¹ to build the confidence of novice cyclists in the Borough, whilst managing safety in areas where there may be large volumes of pedestrian traffic		✓				
Seek to increase the number of adults receiving cycle training each year from a 2012/13 base, through active promotion of the availability of these programmes	✓					
Ensure training sessions are tailored to raise awareness of the need for road users to give each other adequate road space	✓					

¹ Cycle Safety Action Plan, TfL 2010

	Priority			Timescale for implementation		
	Essential	Desirable		Short	Medium	Long
Work with TfL and other London Boroughs to agree a common set of processes to develop cycle training standards and quality by monitoring and evaluating courses		✓				
Continue to hold Pedal Power and Bikeworks programmes		✓				

4 Safer Walking

4.1 Context

- 4.1.1 In 2011, there were 5,979 pedestrian deaths and serious injuries across the UK: a 7% fall in fatalities, and 2% rise in serious injuries over the previous year (from Reported Road Casualties in Great Britain 2012, DfT). Overall, pedestrian casualties in the UK decreased by 4% over 2011 levels, and the general downward trend since the 1970s is considered to be mainly as a result of improvements to vehicle design and lower speeds as a result of increased enforcement, traffic calming schemes and educational initiatives²⁵.
- 4.1.2 The DfT's Strategic Framework for Road Safety highlights the link between road safety and areas of disadvantage particularly amongst pedestrian casualties, with child pedestrians in particular likely to be higher in areas with higher measured levels of deprivation²⁶. The Council acknowledges that research has already identified that some areas of the borough rank highly on national tables of deprivation, and is keen to ensure that children from these areas are provided with access to opportunities and resources needed to enable them to become safer road users.
- 4.1.3 Across London as a whole, pedestrian casualties have been decreasing, with 8% fewer pedestrians killed or seriously injured in London by the end of 2012, compared to the 2005-2009 average. For pedestrian casualties of all severities, this decrease was around 3%²⁷. Within Hackney, pedestrian casualties of all severities increased overall by 4% over the same period, although there was a major difference between the trends seen on TLRN routes (where pedestrian casualties increased by 15.1%) and on borough roads (where numbers reduced by 5.7%).
- 4.1.4 London's dedicated **Pedestrian Safety Action Plan** is expected to focus on actions to improve safety for both child and older pedestrians (age groups identified from research), with planned pedestrian safety campaigns and new school curriculum resources expected to follow publication. Reference has been made in this Action Plan to take account of any relevant recommendations or actions which may be included in this Pedestrian Safety Action Plan.
- 4.1.5 In 2013, The Parliamentary Advisory Council for Transport Safety (PACTS) issued the findings of a report commissioned to investigate pedestrian casualties in the UK. The report analysed long term trends in pedestrian casualties, and focussed on circumstances of collisions, as well as the profiles of those involved. Pedestrian risk indices were calculated for the UK as a whole, and the analysis revealed that pedestrians in the London Borough of Hackney had the second highest risk rating in the UK, second only to the London Borough of Newham. However, these indices were based on involvement relative to population and took no account of walking levels or distances travelled on foot in any area.

²⁵ DfT's Strategic Framework for Road Safety, May 2011

²⁶ Road Safety Web Publication No 19 – Road Traffic Injury Risk in Disadvantaged Communities: Evaluation of the Neighbourhood Road Safety Initiative, DfT September 2010

²⁷ Casualties in Greater London 2012

- 4.1.6 Walking levels are high in Hackney, with 39% of trips made on foot²⁸, which was slightly above the Inner London boroughs average of 38%, and well above the Greater London average of 32% for journeys made on foot. Although the report did not provide detailed recommendations for improving pedestrian safety, the importance of basing interventions on local circumstances was stressed.
- 4.1.7 Pedestrian safety in Hackney has been identified as a priority for three main reasons: partly because of their relatively high level of involvement in the casualty statistics; partly because they are unprotected as road users and so are more likely to be killed or seriously injured when involved in a collision, and partly because making the borough a safer and more attractive area in which to travel on foot is one of the key objectives of the Council's Transport Strategy.
- 4.1.8 The Council's dedicated **Walking Plan** is currently in development, and will focus on improving conditions along key walking routes and in regeneration areas - particularly around schools, town centres and public transport facilities – to make these areas more attractive to those considering walking. As the Walking Plan aims to increase the percentage of journeys which are made on foot, the implementation of measures which help to provide a safe environment for pedestrians, and which provide pedestrians with the skills needed to negotiate the borough safely on foot become key priorities in this Road Safety Plan.

4.2 Key Issues and Trends: Pedestrian Collisions and Casualties

- 4.2.1 In the five years to 31 December 2012, there were 920 collisions involving pedestrians, resulting in 947 pedestrian casualties of all severities, within the London Borough of Hackney. The breakdown of pedestrian casualties by severity on Borough and TLRN routes separately for the five year period to December 2012 is summarised in Table 4.1.

Table 4.1 Pedestrian Casualties by Severity in the five years to December 2012

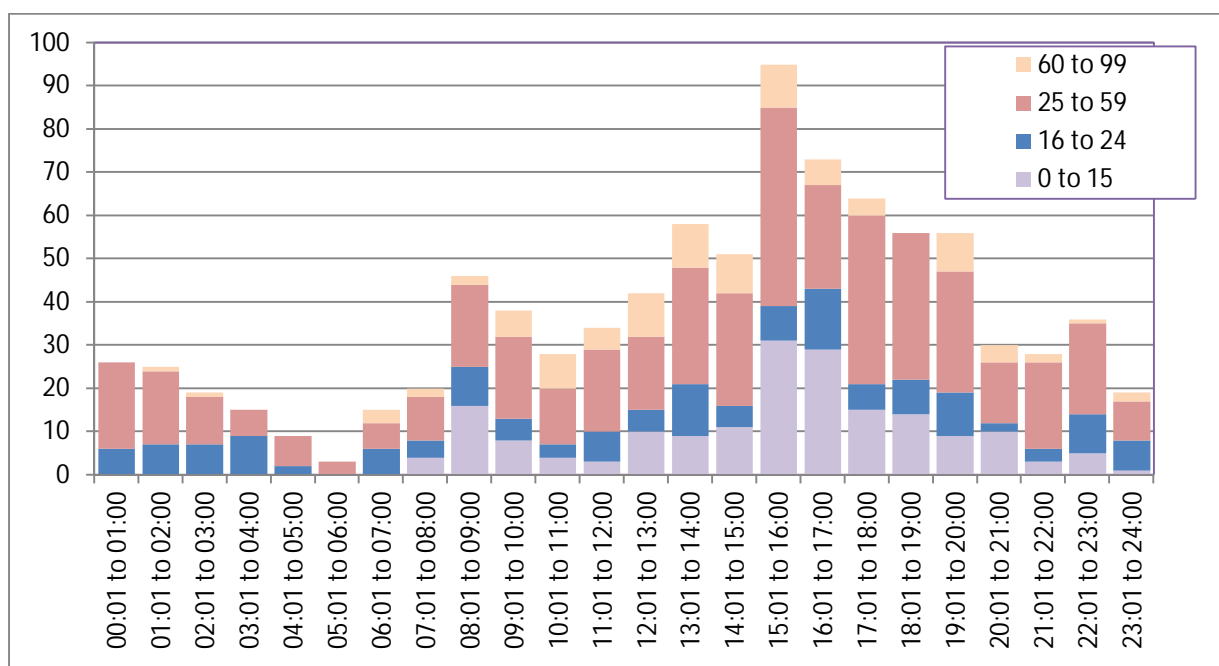
	Borough Roads	TLRN Roads	Total	% on Borough Roads
Casualties				
Fatal	0	10	10	0 %
Serious	91	103	194	46.9%
Slight	389	354	743	52.4%
KSI	91	113	204	44.6%
TOTAL	480	467	947	50.7%

²⁸ In 2009/10 to 2011/12: Source: Table 1 Travel in London Supplementary Information: Borough LIP Performance Indicators report, Transport for London

4.2.2 From the Table, less than half of all pedestrians were killed or seriously injured on borough roads, and in the five years to December 2012, there were no recorded pedestrian deaths on borough roads. On Borough roads, pedestrian casualties reduced by 5.7% by the end of 2012, compared to the 2005-2009 baseline average, but on TLRN routes in the borough, pedestrian casualties rose by 15.1% over the same period.

4.2.3 The distribution of pedestrian casualties by age and time of day is shown in Figure 4.1.

Figure 4.1 Pedestrian Casualty distribution by age throughout the day

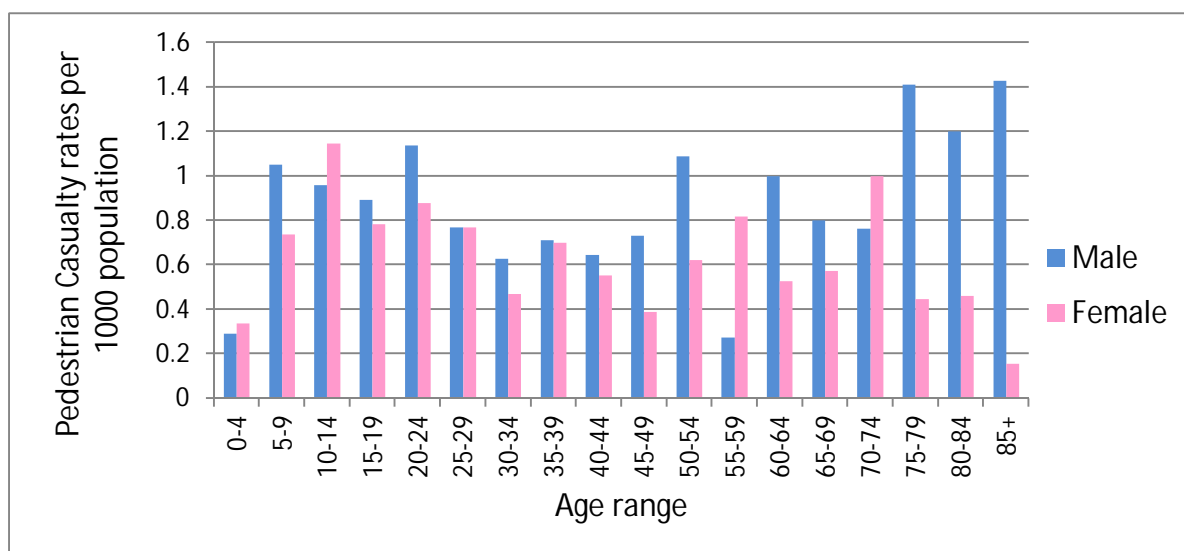


Casualty data Jan 2008 – Dec 2012: All roads (excludes 61 casualties of age unknown)

4.2.4 Casualty levels were highest for all groups during the daylight hours (this is to be expected as the number of pedestrians is likely to be highest during these times). During the hours of darkness those in the 16-24 and 25-59 year age groups were predominantly injured as pedestrians.

4.2.5 More detailed analysis of pedestrian collision trends over time (provided in a separate report) found that casualties in the 25-59 age group accounted for almost half of all pedestrian casualties in the borough between 2008 and 2012 (455 of 947 casualties). These have been increasing in number year on year since 2009, and by 2012 those aged 25-29 accounted for over 56% of all pedestrian casualties. However, when pedestrian casualty rates were calculated relative to the population breakdown in Hackney, a clearer picture emerged. A breakdown of pedestrian casualty rates per population for different age groups is shown in Figure 4.2.

Figure 4.2 Pedestrian casualty rates



4.2.6 From the figure above we can see that the highest rates per population are amongst younger female pedestrians, with casualty rates amongst 10-14 year olds higher than for all but the oldest road users, and even higher than for males in the same age group. Although numbers of casualties were similar for males and females (34 and 39 respectively in the five years), the higher number of males aged 10-14 in the overall population of Hackney (7,100 males compared to 6,800 females in this age group) caused this variation. The highest rates of all were among the very oldest male pedestrians, who despite having low overall numbers of casualties had high rates because they represent a relatively small proportion of the population in the borough. Therefore we need to choose measures which will be most effective in reducing casualties and to ensure that they are localised measures to improve safety for these groups.

4.2.7 Other key points to emerge from the analysis of pedestrian collision and casualty data included:

- One third of all those killed or seriously injured in Hackney between 2008 and 2012 (204 of 623 KSIs) were pedestrians.
- 20% of casualties injured in road collisions in Hackney in 2012 were pedestrians (202 of 989 total casualties).
- Almost two thirds (60%) of all pedestrians injured in the five years to December 2012 were injured at locations not within 50m of a crossing point (a total of 574 casualties).
- 19.2% (182) of pedestrian casualties were aged 0-15, 16.2% (154) were aged 16-24, and only 10% (95) were aged 60 or above.²⁹
- Around one in five pedestrians (19%: 179 casualties) were injured in the two hour period between 3pm and 5pm in the five years to December 2012.

²⁹ There were also 61 casualties for which the age was unknown

- The number of pedestrians injured during the hours of darkness has increased year on year between 2008 and 2012, with almost one half (45%) of all pedestrians injured during the hours of darkness in 2012: an increase of 65% over the 2005-2009 baseline.
- 33% of pedestrian casualties were classed as being from a household of 'young people renting flats in high density social housing'.³⁰
- Pedestrian impairment by alcohol was a factor in 71 collisions resulting in injury to a pedestrian in the five years to December 2012.

4.3 Proposed priorities for safer walking

- 4.3.1 Based on the results of collision analysis, our priorities for creating a safer walking environment will be:

PRIORITY AREA 1: We will prioritise the **implementation of engineering measures to improve the environment for pedestrians** at locations where the highest numbers of pedestrian injuries are occurring

PRIORITY AREA 2: We will **work in partnership with** TfL to ensure sites with high pedestrian collision ratings on the TLRN are addressed

PRIORITY AREA 3: We will support and promote a range of targeted publicity campaigns which focus on improving awareness amongst all road users, to benefit those pedestrians most likely to be in Hackney

- 4.3.2 The remainder of this chapter provides justification for the specific measures included in the Action Plan.

4.4 Physical interventions to benefit pedestrians

- 4.4.1 Using the technique known as 'Cluster Analysis' fourteen separate sites were identified on Borough roads where there have been at least 3 collisions (1 per year on average) within a 25m radius involving pedestrians in the three years to December 2012.
- 4.4.2 The two sites with the highest pedestrian collision record were the junction of Mare Street/ Amhurst Road where there were eight collisions involving pedestrians during the three year study period, and the junction of Hackney Road/ Austin Street where seven collision occurred over the same period. A list of these fourteen sites, listed in order of the highest number of collisions involving pedestrians, is included in Appendix B. The Council as part of its commitment to road safety will investigate the sites with the highest number of collisions for inclusion in its road safety programme as part of this exercise sites with the highest pedestrian casualties will duly be investigated.

³⁰ Source: MOSAIC analysis : 1210 of 3686 pedestrian casualties between 2008 and 2011 (latest data available at time of writing)

- 4.4.3 The Council's zebra crossing upgrade programme was initiated in 2005 and was fundamentally complete by 2011. The programme involved upgrading every crossing in the Borough, and an average of 15 crossings were treated each year as part of the programme. All remaining zebra crossings were treated as part of other specific schemes. As well as improvements to safety, the upgrade programme aimed to improve pedestrian accessibility and amenity ensuring all crossings were compliant with regulations and design standards (tactile paving layouts, dropped kerbs, etc).
- 4.4.4 To address the increasing trend in collisions involving pedestrians at night we will review street lighting levels at sites which have been identified as having a high proportion of collisions involving pedestrians being injured at night.
- 4.4.5 Through our actions we will seek to improve the safety and attractiveness of the environment for pedestrians by addressing pedestrian safety at locations with a known poor pedestrian safety record (individual locations as well as along corridors or routes, locations with night time safety issues, and crossing points) through monitoring of collisions, visiting sites to review safety, and by implementing appropriate measures to reduce risk for those choosing to travel on foot.

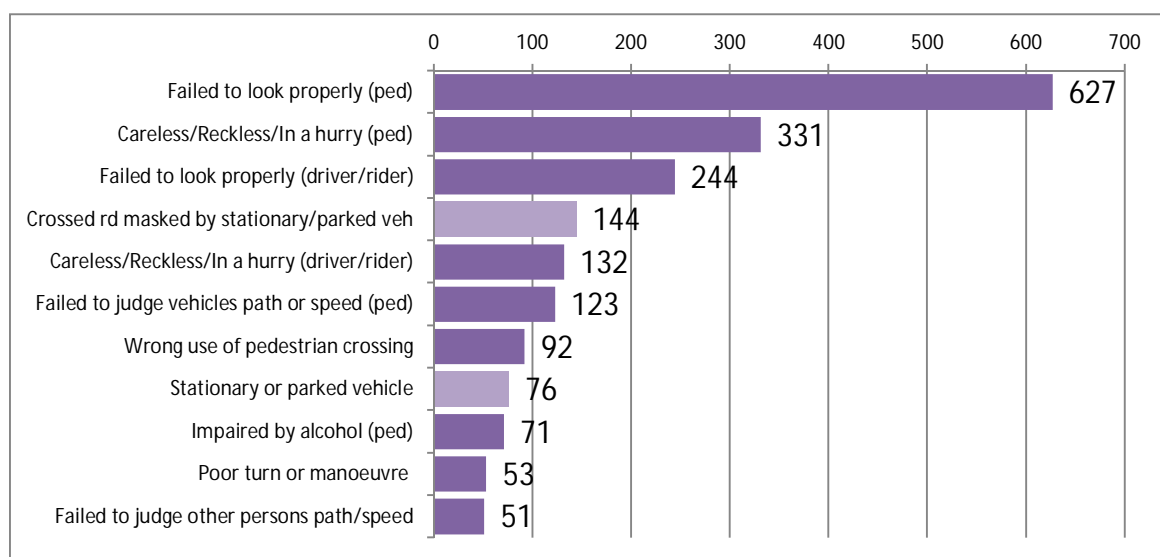
KEY INDICATOR: The number of pedestrians injured at each of the top ranked sites for pedestrian collisions

KEY INDICATOR: The number of pedestrians injured during the hours of darkness.

4.5 Reducing pedestrian danger around parked vehicles

- 4.5.1 Although the most commonly attributed causation factor in collisions involving pedestrians was 'failure to look properly', 220 collisions involved crossing near parked vehicles, or they occurred in the vicinity of parked vehicles in the five years to December 2012.

Figure 4.3 Pedestrian casualty ranked causation factors



NOTE: The causation factors ranked here include assigned causation for every collision which involved a pedestrian and as such includes causation factors assigned to other road users involved in the collisions

4.6 Promotion of walking and pedestrian safety through Publicity and Campaigns

- 4.6.1 Over half of all pedestrian casualties in Hackney were aged 25-59, and of these, the Haggerston and Dalston Wards were found to have the highest concentrations of pedestrian casualties per square kilometre per year. Thus, the Council will seek to ensure that efforts to improve safety for pedestrians are focussed in locations with the highest rates of pedestrian injury.
- 4.6.2 Our annual programme of publicity and campaigns will be designed to address seasonal variations in casualty numbers, as well as being relevant to the age and other circumstances of pedestrians to be identified by in depth casualty analysis as being most likely to be involved in collisions.
- 4.6.3 The influence of alcohol in pedestrian casualty figures is of concern to the Council, and we will seek ways of working in partnership with drinking establishments, restaurants and clubs to deliver campaigns with an emphasis on promoting safety awareness in areas in the Borough that are popular amongst young people at night.
- 4.6.4 Following the publication of its Pedestrian Safety Action Plan (PSAP), expected shortly, TfL plan to develop a range of pedestrian safety campaigns designed to encourage drivers to consider the safety of pedestrians, with a particular focus on the youngest and older pedestrians. The Council will aim to contribute to improving safety for all pedestrians through supporting these campaigns where these are relevant to the Council's objectives.

- 4.6.5 The Council also plans to develop its own pedestrian training programme and delivery plan, and to deliver pedestrian training to pupils in Year 3, and transition training to pupils in Year 6. Amongst child pedestrian casualties of road collisions, numbers peak at aged 4-5 (with 26 casualties of all severities in the five years to 2012) and again at aged 10-11 (with 39 casualties of all severities recorded over the same period).

KEY INDICATOR: The number of new schools taking part in pedestrian training

KEY INDICATOR: The number of pedestrians injured at night who have been impaired by alcohol

- 4.6.6 The specific actions through which the Council will seek to provide a safer and more attractive environment in which to travel on foot, and as a result of which our residents will feel confident in choosing to travel by this mode, are set out in Table B.

Table B: Actions for Safer Walking

	Priority			Timescale for implementation		
	Essential	Desirable		Short	Medium	Long
B.1 Engineering Measures to improve the walking environment						
Monitor pedestrian casualties at all formal crossing points in the Borough, and at zebra crossings in particular to determine the success of the upgrade programme over the three years to 2016	✓					
Visit the top 10 pedestrian collision cluster sites to review crossing provision, lighting, road markings and signage to determine whether engineering interventions may be an effective method of reducing pedestrian casualties	✓					
Introduction of pedestrian countdown technology at junctions where a high percentage of collisions involve pedestrians to encourage correct use of the crossing facilities		✓				
Increase the number of controlled pedestrian crossing points, and investigate the potential for increasing crossing time provided at existing crossings subject to discussion with Transport for London		✓				

	Priority			Timescale for implementation		
	Essential	Desirable		Short	Medium	Long
Review parking demand and waiting restrictions at sites where a high number of collisions involving pedestrians have been assigned the causation factors 'crossing masked by parked vehicle' and 'parked or stationary vehicle' to determine whether additional or extended parking restrictions are required or whether increased levels of enforcement are needed to discourage unsafe parking behaviour	✓					
B.2 Publicity and Campaigns						
Support and promote pedestrian safety campaigns developed by TfL following publication of the Pedestrian Safety Action Plan with a focus on causation factors and types of locations where pedestrian collisions have occurred	✓					
Develop a pedestrian training programme and delivery plan for delivery of pedestrian training to pupils in Year 3, and transition training to pupils in Year 6	✓					
Roll out pedestrian safety publicity campaigns which target young people aged between 16 and 24 and those aged over 60 on foot, and also drivers in the winter months, through tailored publicity	✓					
Work with representatives of pubs, clubs and restaurants to develop and implement a campaign to reduce the number of pedestrians injured whilst under the influence of alcohol		✓				

5 Safer Motorcycling

5.1 Context

- 5.1.1 Alongside pedestrians and cyclists, powered two-wheeler users are classed as 'vulnerable road users' and the Department for Transport (DfT) reported that these road users have the highest rates of KSI injuries per billion passenger miles travelled in the UK. Transport for London's 'Safe Streets for London' noted that in 2011, motorcyclists accounted for only 1% of daily journeys within Greater London, but accounted for 21% of KSI casualties.
- 5.1.2 Across the UK as a whole, 5,328 motorcycle users were killed or seriously injured in 2012, and in all, there were 19,310 motorcyclist casualties of all severities. A total of 4,651 motorcyclist casualties were reported in greater London during 2012³¹, and so approximately 24% of all UK motorcyclist injuries in 2012 occurred in London.
- 5.1.3 National and regional approaches to improving safety for motorcyclists vary slightly, with the UK's Strategic Framework for Road Safety emphasising the need for improved initial rider training and raising the standard of training provided through provision of both consumer information,³² and by ensuring that instructors are appropriately skilled and qualified. Transport for London's preferred approach is to work towards changing the behaviour and attitudes of motorcyclists and other road users using a combination of training, awareness/ publicity and appropriate enforcement. This is mainly aimed at improving safety for riders aged under 30, due to their higher casualty levels and higher identified levels of risk.
- 5.1.4 Both the DfT and Transport for London are therefore keen to reduce casualties among this group, and a dedicated **Motorcyclist Safety Action Plan** is expected to be published by Transport for London shortly. The Council will take note of its specific recommendations, and consider how they can be applied to improving safety for motorcyclists in the borough.

5.2 Key issues and Trends: Powered two-wheeler Collisions and Casualties

- 5.2.1 In the five years to 31 December 2012, there were 818 collisions in Hackney involving at least one Powered two Wheeler (P2W), of which 726 collisions resulted in injury to one or more P2W riders and their passengers. In the remaining 92 collisions, the P2W user was uninjured. These 726 collisions resulted in a total of 739 P2W rider and passenger casualties of all severities and of these, 119 (16.1%) of all P2W casualties resulted in death or serious injury (KSI).
- 5.2.2 Table 5.1 shows the breakdown of P2W rider and passenger casualties by severity on Borough and TLRN routes separately for the five year period to December 2012.

³¹ Casualties in Greater London 2012) Table 1, (TfL June 2013

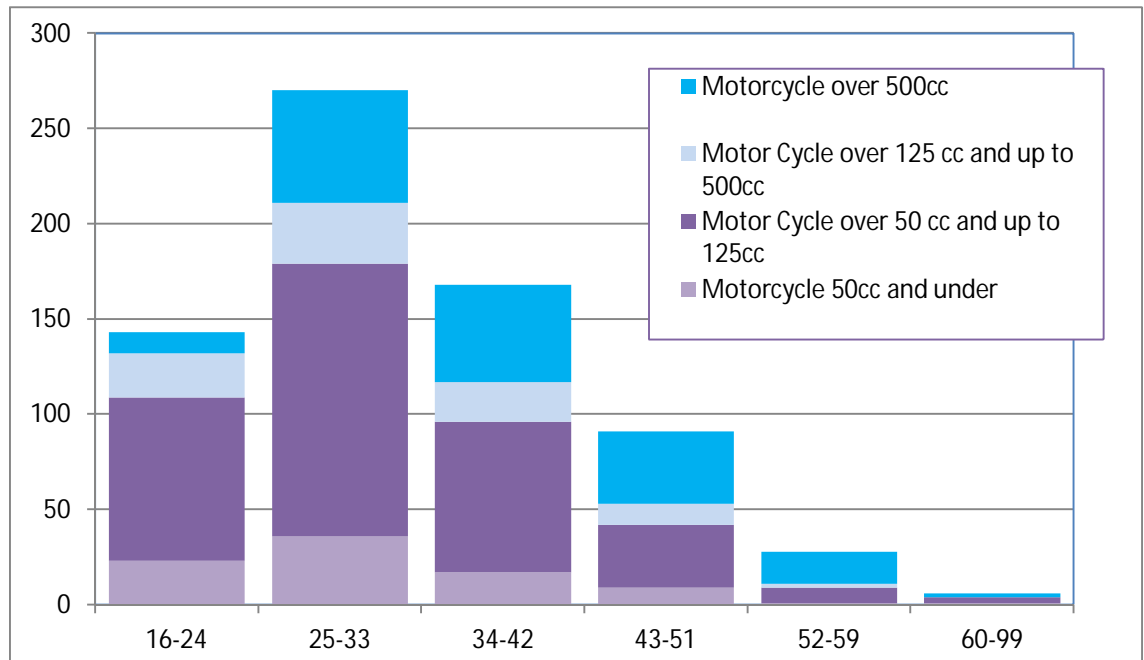
³² Such as 'SHARP' (Safety Helmet Assessment and Rating Programme), launched in 2008 to provide motorcyclists with information on the performance of different types of motorcycle helmets.

Table 5.1 P2W rider and passenger casualties by severity in the five years to December 2012

	Borough Roads	TLRN Roads	Total	% on Borough Roads
Casualties				
Fatal	3	3	6	50.0%
Serious	48	65	113	42.5%
Slight	282	338	620	45.5%
KSI	51	68	119	42.9 %
TOTAL	333	406	739	45.1%

- 5.2.3 From the table, less than half of all P2W casualties occur on Borough roads, and only around four in every ten of the most serious injuries to motorcyclists occurred on borough roads in the five years to December 2012.
- 5.2.4 From Figures 2.11 and 2.12 in the accompanying casualty analysis report, the trend in motorcyclist casualty levels to the end of 2012 was different on borough roads and TLRN routes. P2W casualties reduced by 6.2% to 73 on Borough roads compared to the 2005-2009 baseline, whilst P2W casualties increased by 4.9% to 86 on TLRN routes over the same period. Thus, the TLRN routes currently seem to offer a less safe environment for motorcyclists than other roads in Hackney. However, in the absence of information on comparative levels of P2W traffic, it was not possible to make any firm conclusions.
- 5.2.5 Over the five year period, half (49.9%: 369 casualties) of all injuries involved riders and passengers of machines with engine sizes over 50cc but less than 125cc, and a further breakdown by casualty age and engine size showed that there are large variations in the profile of casualties.

Figure 5.1 P2W Rider and passenger casualties by age and engine size



5.2.6 From Figure 5.1 we can see that the highest numbers of motorcyclist casualties were amongst those aged 25-33 years, and riding smaller machines (50-125cc). P2W riders between the ages of 16 and 24 are also most likely to be riding machines of less than 125cc. Amongst riders in the older age groups, although the proportion of casualties injured riding a motorcycle over 500cc was higher (60% of all rider casualties aged 52-59 were riding bikes of over 500cc for example) overall numbers of casualties were much lower. Thus actions which aim to improve safety for younger motorcyclists and those riding smaller machines are likely to be most effective in reducing P2W casualty numbers in Hackney.

5.2.7 Other key issues to come out of the detailed analysis of P2W casualty data were:

- Between 2008 and 2012, 119 out of 623 (19%) KSIs in Hackney were P2W riders or their passengers, and these road users were the fourth highest group injured (after cyclists, pedestrians and car users).
- Three quarters of all P2W casualties were aged between 25-59 years of age
- In the last five years to 2012, 516 (70%) P2W casualties of all severities were injured on **A Roads** out of which 425 casualties were injured at **T and Staggered Junctions in Hackney**.
- There has been an increase of approximately 29% in the number of P2W casualties occurring during the hours of darkness over the 2005-2009 baseline, and in 2012 around 36% of all P2W injuries occurred in the dark

- Between 2011 and 2012 there was a sharp (28%) increase in the number of P2W riders injured on wet roads. In 2012, 43 of 159 P2W casualties (27%) occurred on wet roads. Exceptionally poor weather conditions during 2012 may have contributed to this increase.
- Between 2008 and 2011 motorcyclist traffic levels in Hackney reduced by approximately 18%³³, and over the same period P2W casualty levels decreased by 28%. P2W casualty levels increased again during 2012, but it is not yet known whether there has been an increase in P2W traffic levels.

5.3 Proposed priorities for safer riding

- 5.3.1 The implementation of 20mph zones on all local roads may have contributed to a reduction in the number of powered two-wheeler riders injured on Borough roads. Reducing the number of P2W rider casualties further remains a key theme for this Road Safety Plan. The following priorities have been set:

PRIORITY 1: We will consider the needs of motorcyclists when undertaking the implementation of **engineering measures**

PRIORITY 2: We will continue to address motorcyclist safety through facilitating training and promoting the benefits of **training**, and in promoting national and regional **marketing, publicity and other campaigns** and events which promote motorcyclist safety, particularly those which are likely to offer most benefit to younger motorcyclists, and those riding less powerful machines.

- 5.3.2 The remainder of this chapter provides further explanation for the specific measures included in the Action Plan.

5.4 Engineering measures for safer riding

- 5.4.1 Transport for London is also focussing additional funding for the design and operation of schemes at sites on the TLRN which will improve the walking, cycling and riding environment.
- 5.4.2 Cluster analysis undertaken to inform the Road Safety Plan identified that in the past three years to December 2012 there were nine locations within a 25m radius that had an average of one or more collisions involving P2W riders. Of these five locations each recorded four collisions involving motorcyclists. These were in the vicinity of:
- Morning Lane/ Ponsford Street
 - New North Road/ Poole Street
 - New North Road/ Murray Grove
 - Mare Street/Morning Lane, and
 - Green Lanes/ Lordship Park

³³ Source: <http://www.dft.gov.uk/traffic-counts/area.php?region=London&la=Hackney>

- 5.4.3 The remaining four locations each recorded three collisions involving motorcyclists and of these, all except the area in the vicinity of East Road// Nile Street recorded slight injury collisions only. A copy of motorcyclists higher risk sites is included in Appendix 3, for reference purposes.
- 5.4.4 In reviewing sites for inclusion in the engineering programme, and in carrying out Road Safety Audits for proposed schemes, consideration of sharp bends or gradients, uneven roads or potholes, or the presence of manhole covers or poor surface texture at these sites in particular will be reviewed.
- 5.4.5 We have identified that the majority of injuries to motorcyclists occur on A classified roads, and at T staggered junctions, and that the number and proportion of motorcyclists injured during the hours of darkness and on wet roads has also increased since 2008. In prioritising these locations generally when drawing up the annual safety schemes programme, the road environment for these vulnerable road users could be improved.
- 5.4.6 The sharing of information on the above with Highways maintenance teams helps with our selection of sites for schemes to improve the road surface and increase the levels of skid resistance where appropriate, and specific measures to improve the safety of P2W riders such as filling in pot holes to reduce the potential for riders to be destabilised or lose control, raising concerns about an alignment or camber issue with a road or a junction, or passing on requests to provide or renew high friction surfacing where P2W are losing control or skidding during wet conditions are all currently undertaken to address road surfacing . We will review these processes to further improve the potential for reducing the incidence of wet road and loss of control collisions involving motorcyclists on borough roads, and to address potential motorcyclist safety issues prior to construction of schemes.

KEY INDICATOR: The number of P2W riders injured on a wet road surface or involving 'loss of control' as a causation factor

5.5 Safer riding and interactions with other road users through training, publicity and awareness programmes

- 5.5.1 Transport for London are committed to reducing casualty numbers and relative risk for motorcyclists in London and within London's Road Safety Action Plan, the use of measures which focus on addressing "behaviours of all road users which put vulnerable road users at risk" is stressed. In addition, publication of a dedicated **Motorcycle Safety Action Plan** is expected to be published shortly, and materials are to be developed and made available to support delivery of the actions contained within this Plan. The Council will take note of the recommendations and actions contained within this Plan, with a view to adopting these and making use of resources where applicable which will enable us to develop a safer physical environment for motorcyclists travelling in the borough, and equip both motorcyclists, and other road users who will interact with them, with the awareness, behavioural skills and training needed to make them safer road users.
- 5.5.2 **BikeSafe** and **ScooterSafe** are national motorcycle training initiatives. BikeSafe London hold Rider Skills Day Courses where motorcyclists can learn from professional police motorcyclists the skills needed to stay safe on the roads. Transport for London subsidises BikeSafe and ScooterSafe training in order to reduce the number of motorcycle casualties.
- 5.5.3 Hackney advertises, promotes and gives away gift vouchers for BikeSafe courses as well as holding motorcycle awareness workshops which are advertised in local newspapers and through flyers sent to a number of venues. We will continue to support the BikeSafe initiative to promote safer riding in the Borough and will continue to offer the course vouchers to attendees.
- 5.5.4 In partnership with the Police, the AA and a motorcycle retail company, the Council hold motorcycle pitstops. These events involve using the forecourts of Fire stations on routes with high casualty numbers such as the A10 Kingsland Road. Motorcyclists stopped by the police may be signed up to BikeSafe. Motorcyclists are given free mechanical /technical advice from the AA and the retailer gives advice on maintenance of vehicles and appropriate clothing. In addition to this a raffle or draw is normally held with the winner receiving a voucher for clothing. Such events also give the Council an opportunity to sign riders up to the motorcycle safety awareness course in preparation for their CBT (Compulsory Basic Training) and to give out vouchers for the BikeSafe and ScooterSafe courses.
- 5.5.5 The Council currently offers potential moped and scooter riders a free motorcycle awareness workshops leading to a 50% discount on CBT. Anyone who lives, works or studies in Hackney is eligible to attend the course which covers the law as it applies to riders, CBT, hazard perception and the DSA motorcycle test.
- 5.5.6 Over the next three years we will continue to promote BikeSafe and advertise motorcycle safety events and workshops to raise awareness of safer riding behaviour and vehicle maintenance. We will also continue to promote the motorcycle pit stop events as well as national and London-wide motorcycle safety campaigns.
- 5.5.7 We will continue to hold pit stops and will seek out other venues which local collision data suggests may have a poorer safety record for motorcyclists to hold these events, in order to target motorcyclists who may be more at risk of being involved in a collision.

- 5.5.8 THINK! Motorcycling is a long-running national campaign aimed at both drivers and motorcyclists. The most recent campaign launched in 2013 known as 'THINK BIKER' 'Named Rider' encourages drivers to look out for motorcyclists by humanising them in the eyes of drivers. Supporting the 'THINK' Motorcycling campaign is a priority for the Borough and we will use the concept of partnership marketing campaigns at a local level to work with retailers and training providers to communicate more effectively with both motorcyclists and other road users who share the road.
- 5.5.9 Although all motorcyclists are a priority, casualty statistics have indicated that those between the ages of 25 and 33 are more likely to be injured in collisions in Hackney than those in other age groups. Thus, our motorcycle promotional activities will try to be more tailored towards improving attitudes and behaviour amongst and towards this age group, with activities concentrated in areas such as commuter routes into and out of Central London where our analysis has shown injuries are occurring.
- 5.5.10 Responsibility for improving safety for motorcyclists also lies with employers, and the Council will aim to work in partnership with local motorcycle courier businesses and fast food delivery outlets, to encourage the implementation of safer working practices such as access to rider training programmes, and the provision of safety equipment for their staff.

KEY INDICATOR: The number of P2W casualties aged between 25 and 33, recorded annually

- 5.5.11 The specific actions through which the Council will seek to provide a safer environment in which to ride a motorcycle, are set out in Table C.

Table C: Actions for Safer Motorcycling

	Priority		Timescale for implementation			
	Essential	Desirable		Short	Medium	Long
C.1 Engineering Measures for safer riding						
Ensure that sites with high occurrences of P2W rider injuries, and especially during wet conditions or where skidding was a factor are included in sites to be considered for inclusion in the annual safety schemes programme	✓					
Ensure that the specific needs of motorcyclists are included in Road Safety Audits undertaken	✓					
C.2 Training, Publicity and Awareness Campaigns						
Support and promote motorcycle safety campaigns developed by TfL following publication of the Motorcycle Safety Action Plan	✓					
Continue to support and promote Bikesafe offering the course free of charge to all residents of Hackney in order to encourage safer riding and reduce the number of P2W casualties	✓					
Continue to subsidise CBT courses and promote gift vouchers for Bikesafe courses to encourage enrolment, and advertise motorcycle events in local newspapers and other means such as local radio	✓					

	Priority			Timescale for implementation		
	Essential	Desirable		Short	Medium	Long
Continue to hold motorcycle pit stops and seek out new venues close to P2W collision hotspots		✓				
Continue to support the 'THINK! Motorcycling' campaign and concentrate on partnership working to communicate road safety message more effectively amongst P2W riders	✓					
Target promotional materials to benefit adult P2W Riders by displaying them along popular commuter routes into and out of Central London		✓				

6 Creating a safer environment for children

6.1 Context

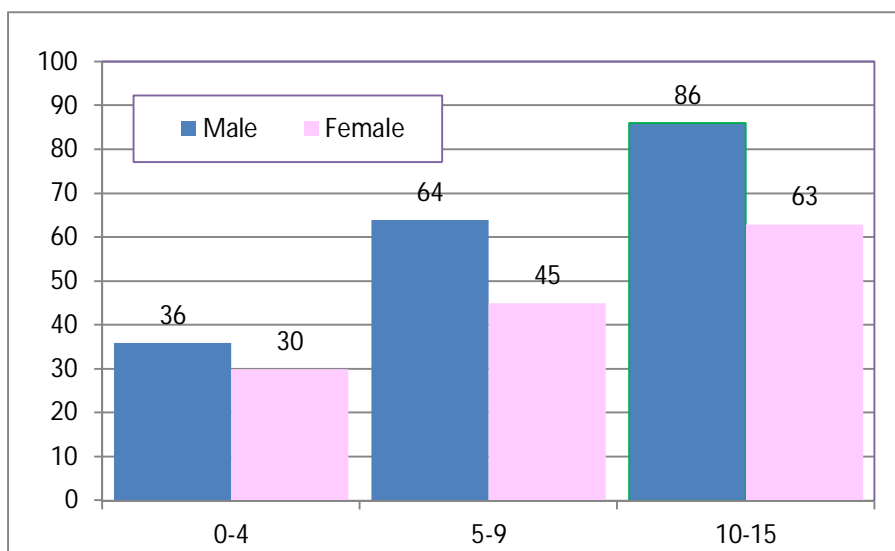
- 6.1.1 Across London as a whole, there has been an overall reduction of 73% in the number of children killed or seriously injured by 2010 compared to the 1994-1998 base line. Within Hackney over the same period, this reduction was 84%.
- 6.1.2 Despite these successes, the Council remains committed to creating a safer environment for children, both through engineering schemes and the 20mph zones programme, and through education, training and publicity campaigns for both children and other road users who may increase risks for children through their driving behaviour. Children and young people will always remain a priority group for road safety, as the lessons learnt as children can provide a sound foundation in safety awareness, crossing, cycling and other road skills which can lead to a long term improvement in overall casualty levels as they subsequently become adults.
- 6.1.3 One of the Government's seven 'Key Themes for Road Safety' set out in the DfT's 'Strategic Framework for Road Safety' is '*Better education and training for children....*'. The overall aims are to support the education of children from a young age how to use the roads safely as pedestrians and cyclists so they have a base to build on when they become adults and learn to drive and ride.
- 6.1.4 Both the Government and Transport for London are committed to acting quickly to reduce child casualties in deprived areas where child pedestrian casualties have been proven to be significantly higher³⁴ than in more affluent areas,. A review of child casualties in Hackney found that in 2012, less than 15% of all children killed or injured on Hackney's roads (ten in total) were defined as coming from 'White European' ethnic groups and that in 2011 (the latest year for which data was available) just over one third (34%) of 5-16 year olds injured in road collisions were from families defined by MOSAIC socio-economic classifications as 'young people renting flats in high density housing'. Therefore, any national or London-wide initiatives which seek to address inequalities in relative safety for any road users, and children in particular, will be strongly supported in Hackney.
- 6.1.5 The Council remains committed to reducing child casualties, and particularly to those most seriously injured or who may be currently over-represented in the casualty figures.

³⁴ Road Safety Web Publication No. 19 – Road Traffic Injury Risk in Disadvantaged Communities: Evaluation of the Neighbourhood Road Safety Initiative, DfT, September 2010

6.2 Key issues and Trends: Child Collisions and Casualties

6.2.1 Between 2008 and 2012, 324 children aged 15 or under were injured in Hackney, and of these 43 (13%) resulted in death or serious injury. The breakdown of these by age and gender in the five years is shown in Figure 6.1

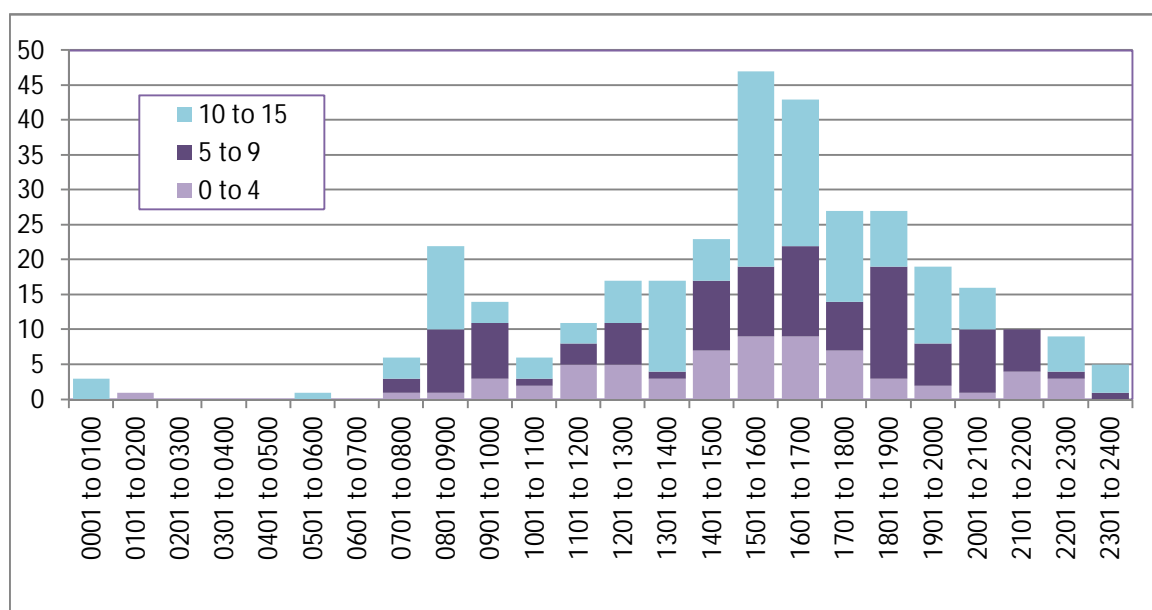
Figure 6.1 P2W Child casualties by age and gender



6.2.2 From the Figure above we can see that between 2008 and 2012 there were more male (57%) than female child casualties in all groups. Male children aged 10-15 years accounted for 27% of all child casualties in the borough.

6.2.3 The distribution of child casualties by time of day and age is shown in Figure 6.2.

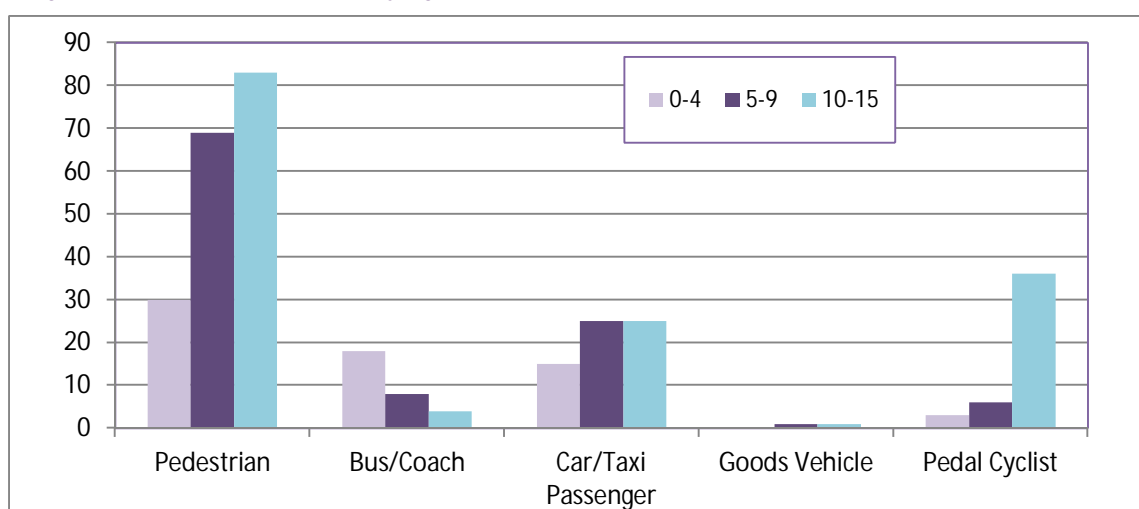
Figure 6.2 Child casualties by time of day



6.2.4 From the Figure above it is clear that children are most likely to be injured between 2pm and 7pm, with the highest likelihood occurring between 3pm and 5pm, when school has finished for the day. The majority of injuries in these two hours involved those aged 10-15 years. A second peak occurs in the mornings between 8am and 9am when children are most likely to be on their journeys to and from schools. Amongst children aged 5-9, the time of particular risk of being injured is in the early evening (6-7pm), which is when they may be more likely to be playing unsupervised.

6.2.5 The distribution of child casualties in Hackney by mode of travel is shown in Figure 6.3.

Figure 6.3 Child casualties by Age and Mode



6.2.6 From Figure 6.3, it is clear that children of all ages in Hackney are most at risk of injury when travelling on foot, with those aged 10-15 at most risk. The vast majority of child pedal cyclist casualties are aged 10-15 (80% of all child cyclist casualties).

6.2.7 Other key issues identified from analysis of child casualties in Hackney were:

- 7% of all casualties of road collisions between 2008 and 2012 were children aged 15 or under.
- Over half of all children injured between 2008 and 2012 (56%) were pedestrians, 20% were passengers in cars, and 14% were pedal cyclists. Although in 2012, the percentage of children injured as pedestrians had reduced slightly to 53% (36 casualties).
- In 2008 just over 20% of child casualties were described as being of 'White European' origin, but by 2012 this percentage had reduced to 14.7%. One reason for the difference may have been the change in the number of child casualties for which the ethnic group was described as 'not known'. Between 2008 and 2012, around 59% of child casualties were described as being from ethnic groups other than 'White European' (191 of 324 casualties)
- 35% of all child casualties between 2008 and 2012 were of African-Caribbean descent (115).

- 44% of under-five and 49% of 5-15 year old casualties between 2008 and 2011 (latest data available at the time of writing) were from households classified as 'Young people renting flats in high density social housing'.
- Children of 'Young people renting flats in high density social housing' and 'Lower income workers in urban terraces in often diverse areas' account for almost two thirds of all child casualties (62%).
- Almost half (46%) of all child casualties were aged 10-15, and of those aged 10-15, 86 casualties (58%), were male.
- There are wide differences in child casualty rates across the borough, with the highest rates among those aged 0-4, and 5-9 years found in Hackney Central (2.3 and 2.61 casualties per square km respectively) and the lowest in De Beauvoir and Stoke Newington Central wards (zero). Among 10-15 year olds, the highest rates were found in Chatham and Haggerston Wards (3.1 and 2.7 casualties aged 10-15 per square kilometre per year).

6.3 Proposed priorities for children

- 6.3.1 Although the number of children injured has reduced considerably, and previous targets for reducing the numbers of children killed or seriously injured have been met (and exceeded), continuing to provide a safe environment in which children can walk or cycle safely remains a key theme for this Road Safety Plan. The following priorities have been set:

PRIORITY 1: We will deliver programmes of road safety training for pre-school, junior and secondary school pupils which are tailored to their age/ casualty profiles.

PRIORITY 2: We will provide programmes of age and situation specific road safety education and awareness campaigns throughout the year, to raise and maintain awareness of the hazards associated with roads.

PRIORITY 3: We will seek to ensure that access to road safety education, resources and messages are made available to children of all ages in our borough, regardless of economic situation or geographical location. Our drive to address inequality will be a fundamental component of all aspects of our road safety programme and as such is included within all other priority areas.

- 6.3.2 The priorities for improving child safety are similar to those in the previous Road Safety Plan however the emphasis has shifted slightly from protecting children as car passengers to protecting children as pedestrians and pedal cyclists.

6.4 Road Safety Education Programme

Pre-School, Primary and Secondary

- 6.4.1 The Borough currently support a number of educational and training initiatives aimed at children of different ages as they progress through school beginning at pre-school age. For many schemes, the work is delivered locally by council road safety staff (with links into Transport for London programmes).
- 6.4.2 The Council supports the Children's Traffic Club (CTC) which is designed to promote road safety awareness amongst pre-school children from 3 years of age. Becoming a member of the club is free to London residents and members receive free reading material and activity packs to work through with their parents. The CTC provides support materials through pre-school groups and nursery classes and the Council will continue to promote the use of the Traffic Club and will provide resources to pre-schools for use in the promotion of road safety to parents and children with a particular emphasis on pedestrian safety.
- 6.4.3 'Theatre in Education' has proven to be an efficient method of transmitting road safety and sustainable travel message to children. In 2010, 18 schools (2160 children) viewed performances aimed at promoting road safety awareness and addressing traffic issues. We will investigate and evaluate the delivery of Theatre in Education to schools with a view to finding the right production for the delivery of road safety messages to Year 6 Primary school children before their transition to Secondary school.
- 6.4.4 Four schools in the Borough have received pedestrian skills training reaching out to 390 pupils. We will encourage the adoption of pedestrian skills training programmes and we will focus efforts in areas where ethnic groups or economic situation mean that children have been over-represented in casualty statistics.
- 6.4.5 The number one cause for death and serious injury in young people aged 11 and 19 years is being involved in a road traffic crash.³⁵ To address this age group we worked with a group of their peers to investigate which method would be best to convey messages that count and would be understood and lead to the modification of both behaviour and attitude. The film entitled "Concrete Dreams" is the creative concept of this group. Concrete Dreams has been accredited with a Bronze Level by the Laser Alliance, RoSPA.
- 6.4.6 Concrete Dreams is an innovative new programme where young people wrote and produced a film to be used to educate their peers on road safety issues. This pedestrian safety film is delivered to students in year 7 & 8. Its lesson plans can be delivered as a one off programme or as a rolling programme over a number of weeks. The pilot has been delivered in two schools so far and has reached over 287 pupils. We will continue to promote this programme and encourage all secondary schools to participate in this initiative.

³⁵ Information supplied by Hackney Council.

- 6.4.7 Parking on the School Keep Clear Markings (SKC) at the beginning and the end of the school day is an ongoing problem in borough. In 2012 the Council consulted with all schools in the borough regarding School Keep Clear markings and timings.
- 6.4.8 Following the consultation the SKC markings were renewed and a No Stopping order was placed on them all from 08.00 to 09.30 and 02.30 to 04.30. We have worked in partnership with Parking Enforcement and schools and have identified schools that continuously have drivers ignoring these timings. In addition we have held a competition with schools to produce slogans and drawings for a banner which will be placed outside every school in Hackney as a reminder to drivers not to park on the SKC markings.
- 6.4.9 We will continue to work with schools on this campaign to change behaviour via
- The Junior Road Safety Officers scheme - to educate parents not to park on the school keep clears.
 - Leaflets highlighting highways legislation and the law
 - Enforcement via our Parking Management partnership
 - JRSO to work alongside parking management to encourage behaviour change
- 6.4.10 The Council has also been leading on the Safer Choices programme. This is a partnership programme with the Police, Drugs and Alcohol team, and NHS teams.
- 6.4.11 The Safer Choices Programme - Making Messages Count looks at Road Safety from a different perspective – linking in with Personal, Social and Health Education (PSHE); Citizenship; English, Drama, Maths and Science.
- 6.4.12 The resource can be used in different ways – as stand-alone sections or as a whole programme, which builds on the message of the importance of making decisions for oneself and the consequences of ones actions. The use of social media as a method of influencing behaviour, using and integrating visual art concepts, the unit can be integrated into other learning activities. In addition the whole unit can be used as a Road Safety- "Hackney's Safer Choices Partnership" one day event held at school/colleges. The nature of the unit lends itself to involving partners who also need to get messages to the age group and is a conduit for additional learning. These could be from Substance Misuse , Sexual education – CYHPS, Battersea Dogs Trust, Met Police, Fire Brigade and City Year – with the linking theme of peer pressure.

- 6.4.13 The key to obtaining engagement with this group is by acting as facilitators. Adding additional appealing layers to a very difficult subject allows students to participate fully. This gives students the opportunity to analyse and understand the difficulties of influencing people's behaviour and attitudes, at the same time gain insight and knowledge of how media concepts are put together. Peer pressure becomes part of this learning encouraging individuals to change their attitudes, values, or behaviours in order to conform to group norms. This peer pressure (learnt behaviour) plays a fundamental role in shaping of young people's lives however, this resource additionally gives individuals the confidence to enable them to make their own decisions where it matters most - AT THE ROAD SIDE.

KEY INDICATOR: The number of child casualties of all severities occurring on Hackney's roads, recorded annually.

6.5 In-car safety

- 6.5.1 It is estimated that four out of five child car seats are not fitted properly. Choosing the right seat and fitting it correctly depends on the height and weight of the child. The law requires all children under the age of 3 to be seated in a car seat and all children over 3 must be in the correct child restraint system until they are either 12 or 135cm tall. Failure to comply with the law can result in a £30 fixed penalty or a fine of up to £500 if the case goes to court.
- 6.5.2 We undertake regular car seat check (in car safety) days where a road safety officer is available to check car seats for free and to answer any concerns. We will continue to hold these regular events to ensure that the number of children injured as car passengers is reduced.

6.6 Road Safety Publicity and promotion: raising awareness

- 6.6.1 The JRSO (Junior Road Safety Officer) Scheme has been designed with the aim of keeping children safe on the roads in Hackney. The JRSO scheme involves two Year 4 or Year 5 pupils per school who have been chosen to help promote road safety issues within the school and their local community. In their role as JRSOs they act as their school's road safety champions.
- 6.6.2 Hackney's Road Safety Team adopted the JRSO scheme in primary schools in response to road safety concerns. The JRSO is a flexible scheme that can be designed around the priorities of each school and is supported by Transport for London. The scheme supports School Travel Plans, PSHE and Citizenship and can also contribute towards Healthy Schools initiatives.
- 6.6.3 The role of a JRSO is to talk at school assemblies about road safety topics, maintain a central notice board, run competitions in the school and disperse prizes for the winners. Road Safety Officers from the Council support the school by meeting with the JRSOs and chosen Road Safety Champion (teacher/teacher aid) on a regular basis.

- 6.6.4 We will encourage JRSO's to base their topics on raising awareness of children's safety in the periods before and after school, when casualty figures indicate that most children are injured as a result of road collisions. We currently have 38 schools taking part in the JRSO programme and will continue to roll out this peer engagement programme. We have additionally added an annual award for the school that has achieved the most engagement via project delivery within the school environment. Additionally the JRSO's will work with the Road Safety Team and Parking Enforcement to educate parents/carers regarding the importance of not parking on the School Keep Clear Markings.
- 6.6.5 We provide primary school teachers with free lesson plans which are aimed at reminding children how to stay safe and be seen whilst out and about. Another initiative adopted to improve the safety of pedestrians and cyclists at primary school level is the Junior Citizen programme organised by TfL and held in Hackney Museum Annually. Year 6 pupils receive safety education based around using the underground, public transport, road safety, fire, first aid, healthy eating and personal safety. The Road Safety Section at Hackney is a regular contributor running sessions based around issues to do with transition to secondary school, distractions and cycling. 1791 children took part in the Junior Citizen programme in 2012/13. We will continue to promote the Junior Citizen programme and will continue to contribute to the training sessions. In addition we will carry out joint evaluation with TfL and those school children that attended the event to evaluate the retention of messages given at the event.
- 6.6.6 We have also held events in local parks for children at the time the clocks go back to raise awareness of road safety at times of the year when casualty numbers are at their highest. The 'Be Safe Be Seen' campaign has been promoted via schools and through publications to Parents. Additionally we will continue to promote this via cycle training education and the JRSO's will promote this via their programme.
- 6.6.7 The specific actions through which the Council will seek to provide a safer environment within which children can expect to travel safely by all modes, to raise awareness among others of the risks posed to these most vulnerable of road users, to equip children with the skills and knowledge required to travel confidently on foot and by bike, and to address issues of inequality and over-representation in casualty statistics, are set out in Table D.

Table D: Actions to create a safer environment for children

	Priority			Timescale for implementation		
	Essential	Desirable		Short	Medium	Long
D.1 Road Safety Education Programme						
Continue to promote the Children’s Traffic Club for 3-4 year olds	✓					
Increase awareness of the Junior Road Safety Officer role and increase the number of schools participating in this initiative		✓				
Monitor the effectiveness of the ‘Concrete Dreams’ programme and encourage 2 schools per year to participate		✓				
Increase the number of Schools participating in the ‘Safer Choices’ Programme in partnership with the Police, Fire Brigade, Health, and Drugs Action Teams		✓				
Work with schools to find champions to train and deliver Hackney’s Pedestrian Training programmes to the relevant age groups highlighted in the casualty statistics (Year 3 to Year 6)		✓				
Support the DSA in their provision of leaflets to new drivers which promote good road safety behaviour to new drivers		✓				

	Priority			Timescale for implementation		
	Essential	Desirable		Short	Medium	Long
D.2 In-Car Safety						
Offer free car seat checks in public places to improve in-car safety in the borough and expand the in car safety programme		✓				
Meet with retailers to promote the uptake of training to staff employed to sell car seats so that they can provide the correct advice to customers purchasing these items		✓				
Provide information and advice on car seats to parents of newborns and during pregnancy, in partnership with the NHS and retailers		✓				
D.3 Road Safety Publicity and Promotion						
Continue to promote the 'Be Safe Be Seen' and other relevant campaigns throughout the calendar year		✓				
Build on established relationships with schools to encourage the portrayal of road safety to be a higher-profile part of school life		✓				
Continue to promote and support the Junior Citizen Programme and contribute to the sessions		✓				
Arrange competitions for students to develop road safety slogans and make use of these outputs in marketing activities and campaigns		✓				

	Priority			Timescale for implementation		
	Essential	Desirable		Short	Medium	Long
Use campaign materials to raise awareness among all road users of the higher risk of children being involved in collisions on the journeys to and from school		✓				
Develop an online reporting tool by which those walking or cycling to school can report problems with the journey or locations which they consider unsafe.		✓				
Work with BAME communities which have been identified as being over-represented in casualty data to ensure that road safety messages are being received, and develop innovative methods to ensure that access to road safety resources and information is available to all		✓				

7 Safer Streets

7.1 Context

- 7.1.1 The Greater London Authority Act 1999, as amended by the GLA Act 2007, established the Greater London Authority and the Office of the London Mayor, and placed responsibilities on the Mayor, Transport for London, and the London Boroughs to *'prepare and keep under review the Transport Strategy and associated delivery plans'*. Responsibility for the Transport for London Road Network (TLRN) major routes (previously referred to as the Greater London Authority roads) passed to Transport for London, with boroughs retaining responsibility for the remaining local roads within their authority. A total of 22km of roads within Hackney currently form part of the TLRN this is approximately 8.4% of the Council's road network. The remaining 239km of roads are maintained by the Council and comprise a mix of Principal A classified roads (18km), Non principal B and C classified roads (28km) and unclassified borough roads (193km).
- 7.1.2 Chapter 4 of **'Safe Streets for London'**, Transport for London's Road Safety Action Plan sets out how Transport for London will make London's roads safer, both by addressing safety issues on the roads it manages and by working with boroughs to ensure that they have the funding, knowledge and information available to reduce casualties on borough roads. Key priorities included the selection of sites for road safety engineering. This is based on priority ranking and the outcome of collision studies, as well as post implementation monitoring to assess the effectiveness of implemented schemes. Other priority actions include the implementation of safety engineering schemes with a focus on reducing vulnerable road user (pedestrian, pedal cyclist and motorcyclist) casualties. The application of measures to reduce speed-related casualties and improve compliance with posted speed limits. In the five years to December 2012, almost half of all collisions in Hackney (48.4%, reported in Table 2.1 of this report) occurred on roads maintained by Transport for London and 43.2% of all pedal cyclist, 51% of pedestrian and 54.1% of motorcyclist (P2W) casualties in Hackney between January 2008 and December 2012 occurred on TLRN routes.
- 7.1.3 In line with the DfT's "Strategic Framework for Road Safety" and TfL's "Safe Streets for London", the Council aims to work in partnership to improve safety through encouraging good driver behaviour and enforcing the rules of the road to reduce poor, illegal or otherwise unsafe road user behaviour. The aim will be to target high casualty areas to enforce highway law, and to educate and encourage to change behaviours and attitudes.
- 7.1.4 By implementing engineering schemes which have been shown to be most effective in reducing casualties, and by concentrating our activities on locations where most casualties occur, we will aim to maximise the potential for reducing casualties on our streets.

7.2 Key issues and Trends: Safer streets

7.2.1 In order to identify the locations with the poorest safety record within the borough, cluster analysis was carried out for all collisions which took place on all roads except the TLRN. This analysis identified 41 separate locations on borough roads at which at least 2 collisions occurred per year within a 25m radius from January 2010 to December 2012.

7.2.2 Of these 41 sites, there were seven locations at which 4 or more collisions occurred each year. These were:

- Dalston Road/ Pembury Road (10 collisions per year)
- Mare Street/ Morning Lane (5.7)
- Green Lanes/Lordship Park (5.3)
- Mare Street/ Amhurst Road (5.3)
- Lea Bridge Road/ Chatsworth Road (4.7)
- Queenbridge Road/ Dalston Lane (4.7)
- Mare Street/ Well Street (4)

7.2.3 A further 17 sites were found at which at least three collisions had occurred on average per year in the three years to December 2012. With the highest collision records in the borough, these sites would be a priority for further investigation, and for possible implementation of measures to address any specific issues identified to improve safety for all road users. The full results of the cluster analysis, with all 41 sites listed in order of priority, can be found in Appendix C of this report.

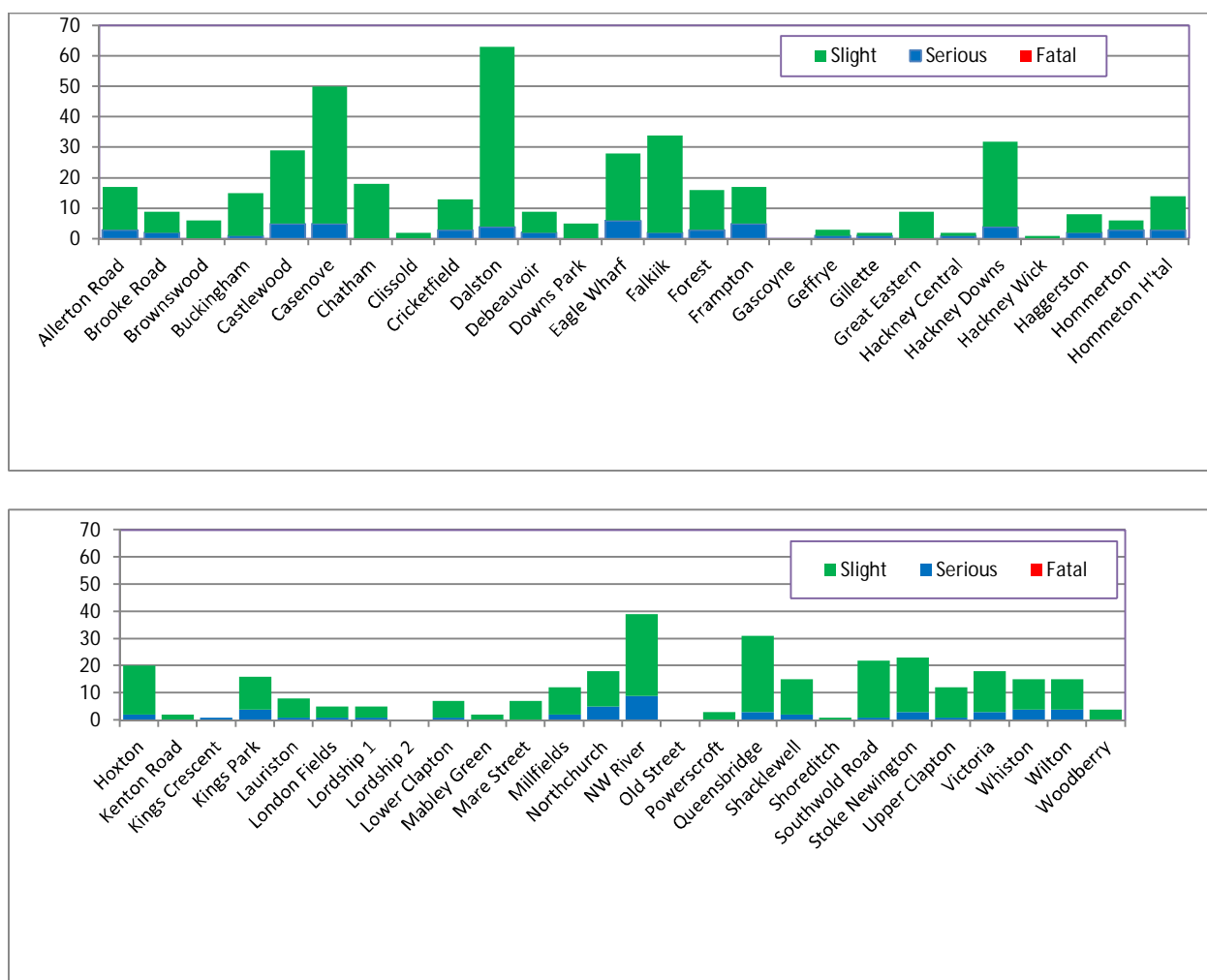
7.2.4 A comparison of collision rates (per kilometre of road, per year) on the different classes of road within Hackney also identified differences, with some classes of road having much poorer safety records than others. These are summarised in Chapter 2 of this report, with Principal 'A' classified roads found to have the highest collision rate of all Council maintained roads, with an average of just under 10 collisions per kilometre per year occurring on these roads. However, the comparable rate on TLRN routes through the Borough is almost double that on Council maintained roads.

7.2.5 Cluster analysis of the TLRN routes identified six sites at which an average of more than seven collisions had occurred per year over the last three years within a 25m radius. These were:

- Green Lanes/ Seven Sisters Road (16.3 collisions per year within a 25m radius)
- Kingsland Road/ Dalston Lane (9)
- Shoreditch High Street/ Hackney Road (8.3)
- Stamford Hill/ Amhurst Park (8.3)
- Shoreditch High Street/ Great Eastern Street (7.3)
- Lower Clapton Road/ Downs Road (7.3)

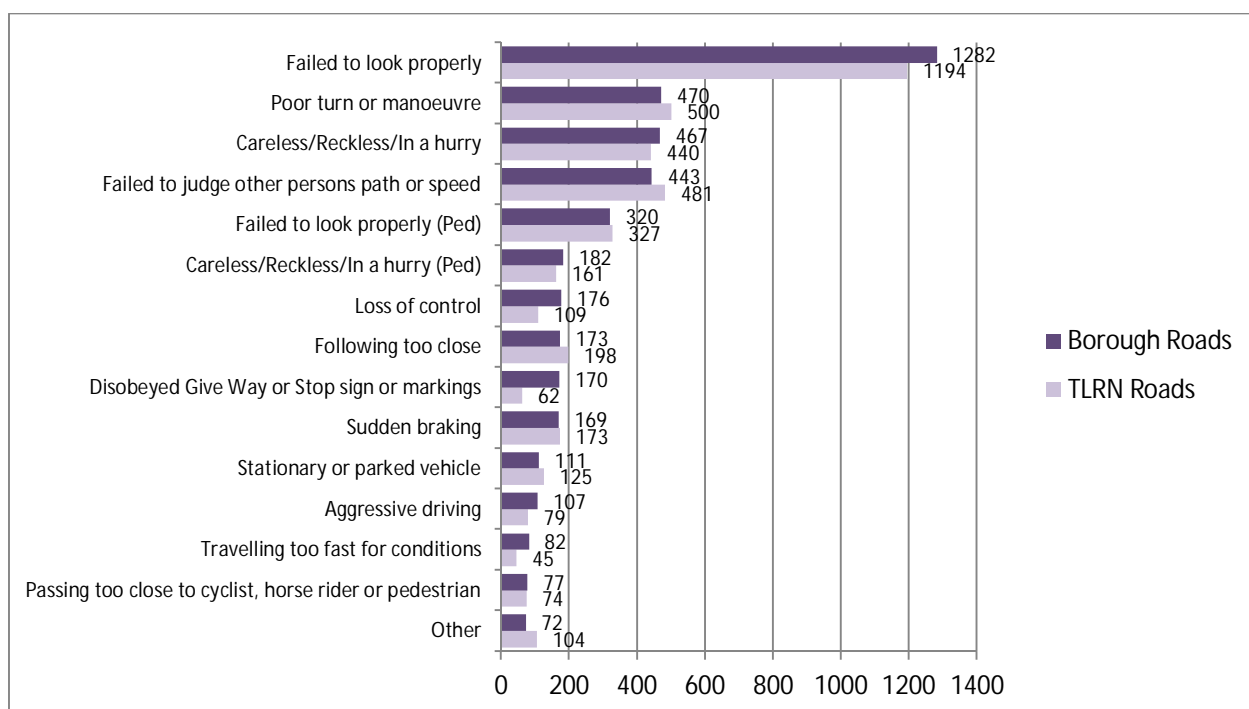
- 7.2.6 A table listing the twenty locations on the TLRN with the highest numbers of collisions occurring within a 25m radius is included in Appendix D for reference. Due to the layout of these locations, it may be that the total number of collisions assigned to each junction may be even higher, but the radius method is a good tool to enable comparisons between sites.
- 7.2.7 Therefore, the Council will aim to focus efforts on improving safety along its Principal road network, as well as working with Transport for London to make sure that areas on the TLRN which have safety issues are given a high priority for intervention.
- 7.2.8 Following completion of a rolling programme of implementation of 20mph zones, all Council controlled residential roads in Hackney are now covered by a 20mph speed limit: a total of fifty-two 20mph zones in total were identified. It can be seen from Figure 7.1, which shows the number of collisions which occurred in each zone in the five years to 31 December 2012 by severity that the number of collisions which occurred in each zone varied. These figures took no account of the relative size of each zone, however, and so a comparison of casualty rates per square kilometre was also calculated. The results are included in Appendix E.

Figure 7.1 Casualties by severity in the 20mph zones



- 7.2.1 From Appendix E, which derives rates per area from the values shown in Figure 7.1 above, the zones with the highest collision rates per area were Dalston (28.46 collisions per square kilometre per year), Frampton (19.25), Falkirk (16.8), Northchurch (16.15) and Eagle Wharf (15.1), although a total of 21 zones had collision rates of 10 or more per Km² per year. The Road Safety Action Plan contains proposals to review safety within existing 20mph zones to see whether additional traffic calming measures may be required.
- 7.2.2 A comparison of the causation factors assigned to casualties of road collisions which occurred on borough roads and the TLRN identified some differences, as illustrated in Figure 7.2.

Figure 7.2 Causation factors attributed to casualties on Borough roads and the TLRN



- 7.2.3 From the Figure above we can see that the top two causation factors were the same on both TLRN and borough roads. However, it should be borne in mind that many of the causation factors are very subjective and so should not be given too much weight. Other factors, such as 'loss of control', 'disobeyed Give Way or stop signs', and to a lesser extent 'aggressive driving' and 'travelling too fast for conditions', however, are slightly less subjective. All of these were attributed to more events on borough roads than on the TLRN network. Incidences of 'following too close' were higher on TLRN routes than on Borough roads. Therefore, the Council has included actions within this Road Safety Plan to work in Partnership, predominantly with the Police' to reduce the incidence of poor or illegal driving behaviours and to change attitudes so that such behaviours are considered unacceptable.

7.2.1 Further investigation of collision and casualty data identified the following additional safety issues

- Although the number of collisions resulting in the most serious injuries (KSIs) on borough roads has suggested an increasing trend since 2010, the proportion of KSI collisions in 2012 was lower than in 2008.
- Between 2008 and 2012 analysis has shown that 63% (599 of 947 casualties) of pedestrian injuries in Hackney occurred on 'A' classified roads (Council maintained and TLRN) and 61% (578 of 947) of pedestrians in the borough were injured at locations away from formal crossing points (either at central reservations or not within 50m of a crossing)
- Pedestrians experienced the highest number of fatal or serious injuries on TLRN routes: 113 (55.4%) of all pedestrians killed or seriously injured in Hackney in the five years to December 2012 were involved in collisions on the TLRN.
- Some of the top 20 causation factors in collisions which could potentially be addressed through maintenance programmes were 'loss of control' (resurfacing works or improved skid resistance) and 'disobeyed stop or give way markings' (refreshing of markings)
- The number and percentage of collisions occurring during the hours of darkness has increased with 250 (30.1% of all) collisions occurring during the dark in 2008, but 311 (35.4% of all) occurring in 2012

7.3 Priorities for the 2014-2016 Road Safety Plan

PRIORITY AREA 1: We will continue to target sites and corridors with the highest number and proportion of the most serious injuries and along 'A' classified roads in particular in the annual road safety engineering programme.

PRIORITY AREA 2: We will seek to prioritise sites where the potential to improve safety for pedal cyclists and pedestrians on all roads is greatest and to include provision for pedestrians and pedal cyclists where possible.

PRIORITY AREA 3: We will deliver programmes for the implementation of traffic calming and other physical measures to reduce excessive and inappropriate traffic speeds, as well as carry out a targeted review of safety within existing 20mph zones, during the period covered by this Plan.

PRIORITY AREA 4: We will seek to develop closer working with maintenance teams to derive safety benefits through surfacing and lighting improvements, and refreshing of road markings and signing at sites with the highest numbers and percentage of collisions with these factors.

PRIORITY AREA 5: We will progress with the implementation of 20mph limits on our principal road network and work with TfL on implementing 20mph limits on the TLRN

- 7.3.1 In seeking to reduce casualties on our roads and to provide roads that are safe to use we also hope to encourage our residents to walk and cycle more, thereby enabling the borough to contribute to achieving the Mayor's objective of enhancing the 'liveability of the Capital'³⁶.

7.4 Priorities 1 to 3, and 5: Annual Road Safety Engineering programme and 20mph limits

- 7.4.1 Actions to create safer streets and places within Hackney are set out in Table E, section E.1, and includes measures to investigate sites and areas with the highest numbers and severity of collisions, where the potential to improve safety for cyclists and pedestrians is greatest. In addition to expanding the area covered by 20mph speed limits to potentially include the Principal road network, the Council will revisit existing 20mph zones to review the possibilities for reducing road danger and further improving the environment for all road users. We will also engage with TfL to implement 20mph limits on the TLRN.

- 7.4.2 The Council has recently resolved³⁷ to undertake the implementation of pilot 20mph speed limits on all main roads shared with Islington Council for a period of one year, and to monitor and evaluate the trial so the Council can assess whether the remainder of Hackney primary route network can be subjected to a 20mph limit without the use of self-enforcing measures. Additionally, the Council has resolved to consider any possible impacts on residential streets. In order to maximise the potential for casualty reduction, we will undertake borough-wide analysis of collisions and casualties, and make use of data provided by Transport for London, MAST online and other appropriate databases to help prioritise locations for inclusion in our annual programme of safety schemes. We will prioritise locations which maximise the potential for improving safety for pedestrians and cyclists through the safety engineering programme actions above. Detailed engineering actions with regard to these vulnerable road users are set out in the relevant sections of the Road Safety Plan.

- 7.4.3 The Plan also includes an action to put in place a process by which the safety of potential schemes can be assessed before construction, so that any potential safety issues can be identified and addressed through Safety Audit at an early stage and, to help us choose measures which have proven benefits in reducing casualties in the borough, where necessary we will refer and contribute to Transport for London's Traffic Accident Diary System (TADS) which gathers information on schemes implemented and makes this information available to all boroughs.

7.5 Priority 4: Improved safety through maintenance

- 7.5.1 The borough's Highway Asset Management Plan (HAMP) provides an integrated framework through which the Council delivers highway maintenance schemes. Highway maintenance schemes can contribute greatly to improving road safety through the repair of potholes which can be hazardous to cyclists and motorcyclists, clearing blocked gullies which can lead to excess surface water on the roads and cause vehicles including cyclists and P2W to lose control and refreshing road markings which can improve the clarity of junction layouts. These are just a few interventions the Council will use to ensure safer roads for all.

³⁶ Section 4.1, 'Safe Streets for London'

³⁷ At a meeting of the full Council on 20 November 2013

- 7.5.2 Through continued close working with the Highways Maintenance and Highway Infrastructure Teams, the Road Safety Team can co-ordinate works with the planned maintenance programme, to ensure cost-effective implementation of minor and major works.

KEY INDICATOR: The number of KSI collisions occurring on A classified Borough roads recorded annually

KEY INDICATOR: Reduction in the number of collisions in the top ranked 20mph zones

- 7.5.3 The specific actions by which we propose to achieve safer roads through engineering are set out in Table E.

Table E: Actions to provide Safer Roads through Engineering

	Priority			Timescale for implementation		
	Essential	Desirable		Short	Medium	Long
E.1 Annual Road Safety Engineering Programme						
Identify and Investigate the top 20 cluster sites identified each year on Borough roads, with an emphasis on sites with the highest proportion of the most serious injuries, to gain a better understanding of the issues affecting each location and to identify where road safety engineering measures may be of benefit	✓					
Establish an official process where all engineering schemes are subject to either a road safety audit or assessment as appropriate.	✓					
Assess the effectiveness of previous engineering schemes through reference to Transport for London’s Traffic Accident Diary System, to inform future selection of the most effective measures for inclusion in Road Safety Engineering Programmes ,	✓					
Prioritise locations which maximise the potential for improving safety whilst also reducing Road Danger (by reducing the risk associated with identified sources of Road Danger) for pedestrians, cyclists, P2W users and less mobile road users through the safety engineering programme	✓					

	Priority			Timescale for implementation		
	Essential	Desirable		Short	Medium	Long
Review safety in three 20mph zones with the highest collision rates in each of the three years to 2016 (3 zones per year), with a view to strengthening measures to encourage slower speeds	✓					
Identify locations where speed related collision are an issue, and implement measures to reduce or discourage inappropriate speeds which have been shown to be effective at similar sites, at those sites which have the highest number and severity of collisions involving speed related factors	✓					
Implement 20mph speed limits on roads shared with Islington Council, for the period of one year, and to carry out a study to measure the effectiveness of this	✓					
Based on the results of the trial above, to progress with the implementation of 20mph limits on our principal road network and work with TfL on implementing 20mph limits on the TLRN		✓				
E.2 Improved Safety Through Maintenance						
Ensure regular contact and data/ information sharing between the maintenance and road safety teams to optimise the potential for co-ordinated opportunities to renew road markings/ improve street lighting or signing as part of planned maintenance	✓					

	Priority			Timescale for implementation		
	Essential	Desirable		Short	Medium	Long
Where road safety site visits have identified areas where road markings or signing is in poor condition, put in place a way of sharing this information with Highways Inspectors, so that these sites can be included in the Highways Annual Maintenance Programme		✓				
Identify locations with the highest proportions of wet/ skidding collisions and or collisions during the hours of darkness, and share this information with Highways Maintenance team leaders, for possible inclusion in future resurfacing or street lighting work programmes		✓				
Seek to co-ordinate safety improvement works with planned maintenance works to minimise disruption	✓					

8 Working together in Partnership

8.1 Overview

- 8.1.1 Partnership working is a key element of casualty reduction: it enables the sharing of ideas, knowledge and responsibility which ultimately result in a more co-ordinated approach towards achieving common goals for a safer Hackney for all. We will seek to include collision reduction as an integral part of all of our projects; not just those which are safety-led or safety specific. The Council already works with a wide range of key stakeholder organisations and existing partners at both an internal and external level. In delivering a comprehensive road safety service its partners include; Transport for London, other Council Departments, educational establishments, emergency services youth engagement and sports improvement teams, motoring organisations, cycling groups such as the London Cycling Council, disability and pedestrian groups such as Living Streets, road safety charities and bus companies.
- 8.1.2 Our aim is to maintain and strengthen these relationships during the coming years, whilst exploring the potential for finding new partners, particularly from the private and voluntary sectors, who may also have a valuable contribution to make towards the delivery of a more wide-reaching yet cost-effective road safety programme in the borough.

8.2 Our Partners

- 8.2.1 In order to successfully deliver many of the Actions contained within this Road Safety Plan, the Council will seek to support and be supported by its many partners.
- 8.2.2 At a national level, the **Department for Transport (DfT)** provides age-specific data, materials, guidance, information and lesson plans on a range of road safety topics, which can be used to support national campaigns, or supplement local campaigns.
- 8.2.3 Our strongest partner is **Transport for London**, which enables Councils to deliver their road safety engineering programmes through provision of LIP Corridor, Neighbourhood and Smarter Travel funding and provision of collision data to assist in identifying and prioritising sites for intervention. Transport for London also supports Education, training and publicity programmes through the provision of funding, and access to supporting resources and materials to enable Councils to deliver annual programmes of training and road safety awareness activities. Maintaining these links will ensure the Borough is working in line with other London Boroughs towards achieving common goals and Mayoral targets with regards to casualty reduction and provision of a safer, more attractive environment in which to travel by more sustainable modes such as by bicycle and on foot.
- 8.2.4 The **emergency services** are influential in improving road safety and also have statutory responsibilities to deliver a reduction in casualties. Hackney works closely with the emergency services and have a particularly strong relationship with the **Police** who play an important role with enforcement of traffic laws and road user behaviour to reduce traffic offences, as well as providing valuable assistance with campaigns. The Police have played a vital role in motorcycle initiatives such as BikeSafe and the Council are keen to continue this joint working to improve P2W rider safety further and to reach out to more riders through training and campaigns.

- 8.2.5 In order to target specific road safety issues and to obtain more detailed information on those involved in road collisions we would like to work more with the **Fire Brigade, Hackney Community Safety Teams, Public Health teams and Doctors Surgeries**. Through closer working with these groups, the Borough can enhance publicity campaigns to ensure they reach out to target audiences and encourage more involvement from local people.
- 8.2.6 It is important that we establish and maintain a relationship with the **Health Authority and Primary Care Trusts** as they provide treatment to the casualties of road traffic collisions and may be able to collate and supply more detailed and accurate information concerning those casualties involved in collisions which are not reported to the Police. Of particular interest to us is the underreporting of collisions involving cyclists. In some cases cyclists fail to report their collision involvement to the Police but later seek medical advice and treatment for the injuries they have received. We will work more closely with healthcare providers to understand the true extent of underreporting and to share ideas and information.
- 8.2.7 We also work closely with **schools and other educational establishments, youth engagement and sports improvement teams** to ensure road safety messages reach young road users and that road safety education forms part of the curriculum from pre-school until college and beyond rather than a one-off session supporting children into adulthood. Schools provide vital assistance to the Road Safety Team in terms of working with teachers and governors also play an important role in the School Travel Plan process.
- 8.2.8 Within the council, working in conjunction with the **Parking Services**, which ensure that traffic flow through the Borough can be maintained by the enforcement of illegal and dangerous parking, already plays a vital role in improving safety within the road environment and ensuring co-ordination with the Road Safety Team (such as enforcement of School Keep Clear markings).
- 8.2.9 We will continue to work together to achieve the common goal of casualty reduction and will use this close working to our advantage to tackle the more challenging issues facing us such as the increased need to create a safer environment in which to support our aim of achieving a 15% mode share for all cycle trips made in Hackney.
- 8.2.10 The key stakeholders with which the Council is actively involved with and are keen to maintain dialogue and encourage involvement in the shaping of future road safety objectives and the delivery of road safety actions contained within this Road Safety Plan include:
- **Living Streets:** campaigns for action to reduce traffic on local streets, reduce road deaths and rebalance the priority given to motorists on streets in favour of people on foot.
 - **London Cycling Campaign:** provides valuable input and advice relating to the design of cycling schemes in the Borough.

- **Hackney's HGV/Cycling Group:** (includes members from the London Cycling Campaign in Hackney, Police, Fleet Managers, relevant council departments and others): works together to reduce casualties through raising awareness amongst (mainly) HGV drivers of the vulnerability of cyclists and through education of cyclists/ other road users on the importance of training and obeying traffic laws in keeping themselves safer
- **Hackney Homes:** helped to install cycle parking and cycle lockers on housing estates to encourage cycling.
- **Disability Backup (Hackney):** Council funded organisation provides a forum for disabled people living in the borough to have their say on a range of key issues in the borough, including safety, to encourage participation and increase access to services

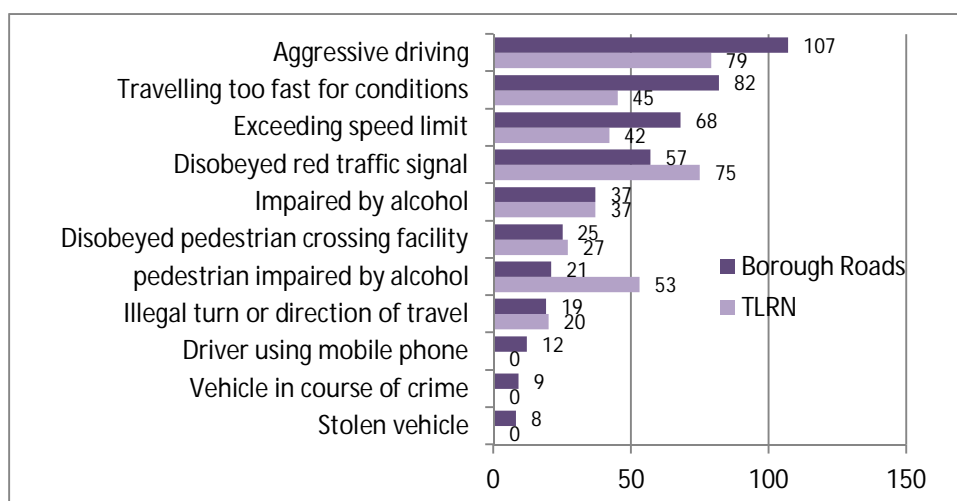
8.2.11 These partner organisations have played a vital role in past road safety achievements and the Council are keen to maintain and strengthen these relationships in the future to provide the best possible road safety service to all residents.

8.2.12 It is hoped that the development of new partnerships will bring further benefits in achieving road safety objectives, and the Council will actively seek to increase participation from private sector organisations such as developers, and to explore the potential for achieving efficiency savings through higher levels of cross-borough working: particularly with Islington, Haringey, Waltham Forest, and Tower Hamlets, with whom we have the largest shared boundaries.

8.3 Key Issues: Collisions and Casualties

8.3.1 A summary of the number of incidences of common road user behavioural causation factors (that is to say the factors which could potentially be addressed through enforcement activities) in collisions in the five years to December 2012 is provided in Figure 8.1. This graph reports on the number of times these specific factors were assigned to collisions.

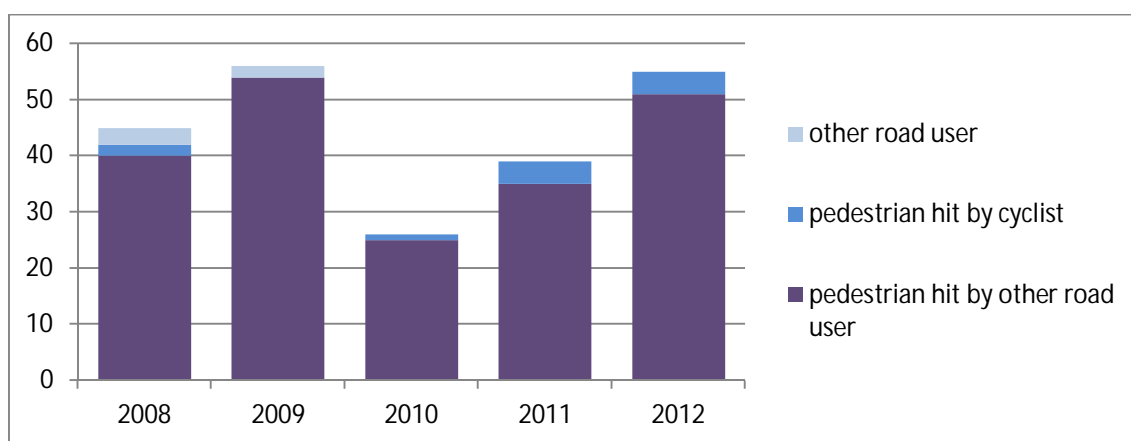
Figure 8.1 Counts of the number of times behavioural causation was attributed to collisions



NOTE: Some factors with a zero count may simply indicate that they did not appear in the top 50 causation factors reported on. Data from Jan 2008 – Dec 2012 was used in analysis

8.3.2 From the figure, higher incidences of aggressive driving, travelling too fast for conditions and exceeding the speed limit were attributed to collisions on borough roads than on the TRLN. The number of pedestrian casualties resulting from collisions in which the driver failed to stop ('hit and run' incidents) has fluctuated in recent years, but numbers have increased steadily over the three years to December 2012. In the five years to December 2012, 213 pedestrians were injured in such incidents. This is shown in Figure 8.2.

Figure 8.2 Casualties in Hackney where the driver failed to stop?



Vehicle factor 'Hit and Run'

8.3.3 Working with other agencies, such as the Police in particular, to target these and other criminal and antisocial behaviours will be a priority for the Council.

8.3.4 A review of collision and casualty data identified the following issues which the Council hoped to work with its key stakeholders and partners to address through the actions contained in this Road Safety Plan:

- Pedal cyclists and pedestrians accounted for 50% of all casualties on borough (non-TRLN) roads and 48% of all casualties on Hackney's TLRN network in 2012
- In the 5 years to December 2012, 36 pedestrians were injured as a result of collisions with pedal cyclists, 6 of them seriously
- Fewer people are driving under the influence of drink and drugs: In 2012 just 5 collisions were attributed to drink/drugs on Borough roads compared to the 2005-2009 baseline average of 8
- The number of collisions occurring as a result of mobile phone use in Hackney is low³⁸

³⁸ See Appendix A of the Stage 1 Report. Average of just over 2 collisions per annum on borough roads where CF 508 was assigned (driver using mobile phone). Of these, 3 were pedal cyclists.

8.4 Proposed priorities for increased Partnership Working

- 8.4.1 Our priorities for delivering the actions within this Road Safety Plan through increased and more effective Partnership Working extend across all aspects of this Road Safety Plan, but can be broadly grouped into three main areas, as follows:

PRIORITY AREA 1: Working together to create a safer environment in which to walk, cycle or ride a motorcycle

PRIORITY AREA 2: Working together to create safer roads, drivers and vehicles

PRIORITY AREA 3: Working together to improve cost-effectiveness and efficiency in the delivery of a road safety service

8.5 Creating a safer environment in which to walk, cycle and ride a motorcycle

- 8.5.1 This section of the Action Plan comprises eight specific actions by which we will seek to achieve a more co-ordinated approach towards improving safety in the borough, and for more vulnerable road users in particular. These include more detailed investigation of the most serious collisions involving pedestrians and cyclists so that lessons can be learnt, alongside actions both to encourage road users to act responsibly and to raise awareness of the legal obligations and responsibilities of road users when involved in collisions.

8.6 Creating safer roads, drivers and vehicles

- 8.6.1 London's Road Safety Plan is committed to cracking down on unsafe and illegal driving behaviours with support from the Metropolitan Police to help build public confidence in the safety of London's roads. Uninsured driving, drink and drugs and mobile phone usage are key priorities for TfL which are, and will continue to be, tackled through enforcement methods.
- 8.6.2 Thirteen actions are set out in this section of the Plan, which set out how the Council proposes to work with Transport for London to improve safety on TLRN routes through the borough, and to work with and share information with the police to assist with the active targeting of and enforcement against those who behave dangerously or illegally on the public highway.
- 8.6.3 It is estimated that up to one in three crashes in the UK involves a vehicle being driven for work (source: RoadSafe website), and the Council is committed to improving safety among those who drive for work for, and within the borough through managing occupational road risk. Central to this is the 'Driving for Better Business' campaign, championed by RoadSafe. The aim of this campaign is to:

'Raise awareness of the importance of work-related road safety in the business community and public sector by using advocates drawn from these communities to promote the business benefits of managing it effectively.'

- 8.6.4 Hackney Council is a current Champion of this initiative, and has an existing Health and Safety Policy covering employees, contractors and visitors to the Council. The Health and Safety Management System focusses on managing the risks associated with workplace transport: both in terms of compliance with the Health and Safety and Work Act 1974, and in maintaining safe practices and a workplace environment. The Road Safety Action Plan includes a number of specific actions we will undertake to extend our current activities and to work with local businesses to help us deliver our message to encourage safer driving for work practices for the benefit of all road users.

KEY INDICATOR: Reduction in the rank of causation factors relating to speed assigned to collisions

8.7 Improving cost-effectiveness and efficiency through co-operation

- 8.7.1 Transport for London are responsible for casualty reduction initiatives on the TLRN routes which pass through Hackney, and initiate London-wide campaigns and publicity as well as provide funding to Boroughs at a local level so that they can participate in the campaigns and develop and implement their own initiatives. One action set out within 'Safe Streets for London' is for TfL to enable boroughs to implement safety cameras at new sites through LIP funding. Our existing LIP already acknowledges the need to work with TfL in partnership to tackle (amongst other things) issues caused by the volumes of traffic entering and travelling through the borough via these routes, but this Road Safety Action Plan includes a specific action by which safety issues relating to the selection of potential safety camera sites on borough roads can be communicated to TfL.
- 8.7.2 Other actions include increased use of external data sources, and the collection of our own traffic count data to inform our casualty monitoring activities, as well as setting out actions to increase cross borough working and the use of sponsorship to deliver publicity campaigns.
- 8.7.3 The Action Plan relating to Partnership working is set out in Table F.

Table F: Actions to increase Partnership Working

	Priority			Timescale for implementation		
	Essential	Desirable		Short	Medium	Long
F.1 Safer cycling, walking and riding						
Establish a road safety partnership board with key stakeholders such as the Met Police, Fire brigade and cycle and pedestrian groups to ensure that there is a coordinated approach towards improving road safety in the borough.	✓					
Continue to work closely with cycle groups to identify how cyclist and pedestrian casualties can be reduced	✓					
Work with the police to address the high number of cyclist collisions in the summer and winter months through seasonal campaigns	✓					
Work with the Police to investigate causation at all fatalities and life-changing collisions involving cyclists and pedestrians	✓					
Work in partnership with the police and others to encourage drivers to act responsibly, and to raise awareness of the legal obligations of drivers involved in collisions resulting in injury	✓					
Work together with TfL and Partners to promote cycle, pedestrian and P2W safety campaigns to drivers	✓					

	Priority			Timescale for implementation		
	Essential	Desirable		Short	Medium	Long
Aim to promote cross borough links to target safety and enforcement issues associated with commuter P2W riders and their passengers	✓					
Continue to hold 'Exchanging Places' and Pit Stop events in Partnership with the Police, Fire Service and the London Cycling Campaign.	✓					
F.2 Safer Roads and vehicles						
Work with Parking Services to ensure that School Keep Clear markings outside schools are enforced	✓					
Actively engage with TfL to address safety issues on TLRN routes through the borough, and along the A10 specifically	✓					
Work with the Police to ensure that the school environment at the beginning and end of the school day promotes good road safety behaviour	✓					
Share data with the Police to assist with targeted enforcement	✓					
Work with the Police and other key stakeholders to tackle poor and risky road user behaviours such as drink-drive, speeding or careless driving behaviour through targeted enforcement	✓					

	Priority			Timescale for implementation		
	Essential	Desirable		Short	Medium	Long
Support the Police with Operation Cubo to tackle uninsured driving in the borough, and to give this action top priority in the three years to 2016	✓					
Work with the Police to address poor driver and rider behaviour and the promotion of compliance with road laws through increased numbers of spot-checks and targeted enforcement activities	✓					
Continue to work with Fleet Managers to ensure Hackney achieves FORS gold level standard for commercial vehicles	✓					
Continue to work towards LCC's Safer Lorries Pledge	✓					
Ensure that all Hackney Council's commercial vehicles, and those of its contractors and sub-contractors are fitted with appropriate safety equipment to alert drivers to the presence of cyclists and pedestrians in their vicinity	✓					
Work with businesses to promote Hackney's "Driving for Better Business" Policy	✓					
Continue to offer the HGV driver training programmes free of charge to businesses within, or driving through, the borough	✓					
Investigate the potential for partnership working with motorcycle courier companies to improve the safety of their professional riders through access to training	✓					

	Priority			Timescale for implementation		
	Essential	Desirable		Short	Medium	Long
F.3 Improving cost effectiveness and efficiency						
Make use of new data sources to inform campaign design and implementation (such as crime mapping, MOSAIC data, and put in place a programme of counts to collect and make use of local cycle and pedestrian count data	✓					
Liaise with TfL regarding the provision of additional safety camera sites on borough roads where these are justified and support TfL's programme to upgrade existing camera sites to new digital technology	✓					
Investigate the potential for attracting sponsorship funding to produce local road safety campaigns	✓					
Maximise opportunities for cost-savings through cross-boundary partnership working with neighbouring boroughs in delivering London-wide, national or seasonal publicity campaigns	✓					

9 Ongoing Monitoring and Review

9.1 Overview

- 9.1.1 This Chapter sets out how we propose to put in place ways of monitoring progress towards contributing to the London-wide target for casualty reduction, and achieving our own longer term casualty reduction target of a 40% reduction in KSI casualties by 2020 from a baseline of the 2005-2009 average.

9.2 Setting Intervention levels for Road Safety Engineering

- 9.2.1 The Department for Transport's Road Safety Good Practice Guide defines an intervention level as a numerical value of a measure of a collision problem such as the number of collisions per year, or per kilometre travelled. If the values for a particular road exceed the defined intervention levels, then the location should be selected for more detailed analysis and possible subsequent intervention.
- 9.2.2 It has already been identified that **pedal cyclist casualty numbers** in Hackney have increased over the five years to December 2012, and that pedal cyclists now account for more casualties from road collisions than any other road user group. However, this has been set against a rapid increase in cycling levels in the borough, and there is a clear need to introduce a rate-based method of measuring cyclists' casualty levels to provide an accurate measure of safety for these vulnerable road users. This has been identified as a specific action in Table A of the Road Safety Action Plan, with a further action in Table F to enable local cyclist (and pedestrian) counts to be undertaken for use in rate-based monitoring.
- 9.2.3 With regard to levels of intervention for **high risk sites**, preliminary cluster analysis for the 36 months to December 2012 for non-TLRN roads identified 41 locations with 2 or more collisions on average occurring each year. Funding restrictions mean that not all of these locations can be taken forward for inclusion in our annual programme of schemes, and so prioritisation will still continue to happen. As the Council's casualty reduction target relates to KSI casualties, and pedal cyclist casualties are the highest of all road user groups in our borough, it would be logical to set an intervention framework which affords priority ranking to both these groups.
- 9.2.4 It is proposed that we continue to investigate the top twenty sites with the highest ranking scores taken forward for further analysis each year. From these sites, a smaller number of locations which have the greatest potential for casualty reduction will be taken forward to scheme development and implementation.
- 9.2.5 This selection process, based on the number of sites at each stage, rather than a specified intervention level in terms of collisions per year, is currently the method used in both the London Borough of Enfield, and the London Borough of Bromley for developing their annual Road Safety Engineering programmes.

9.3 Proposed Monitoring Regime

- 9.3.1 Ongoing monitoring and review will be a key element of this and future Road Safety Plans. Through monitoring the effectiveness of measures implemented by carrying out 'before and after' comparisons of collisions at sites where we have carried out improvements, those measures which have proved most cost-effective in improving safety reduction can be rolled out elsewhere in the borough to address similar safety issues. By sharing this information with Transport for London, and other London Boroughs through contributing to the Traffic Accident Diary System, the Council can also contribute to the wider knowledge base, from which all can benefit.
- 9.3.2 Two key recent achievements in our Borough include the completion of the zebra crossing upgrade programme which reviewed every zebra crossing in Hackney and the implementation of measures to ensure compliance and improve safety at each of these facilities and the introduction of 20mph zones on all local roads in the Borough. We would seek to compare collision and casualty rates before and after implementation of these in order to evaluate the success of these programmes, and share the results with Transport for London, so that other boroughs can benefit from our experience.
- 9.3.3 This Road Safety Plan contains a total of seventeen **Key Indicators which will be monitored annually** to review progress towards achieving the Council's road safety objectives. This review process will also provide an indication of areas where resources may need to be reallocated (to address poor performance, for example), or actions reviewed.
- 9.3.4 The high proportion of Key Indicators relating to pedal cyclists and pedestrians (11 of the 17) reflects the major focus of this Road Safety Plan in seeking to improve safety for cyclists and pedestrians and in making the borough a safer and more attractive place in which to travel by bicycle or on foot.
- 9.3.5 It is intended that by the end of the 2014-2016 Road Safety Plan period, we will be equipped with a bank of knowledge and information on our best successes to help inform the next Plan, as well as being well on the way to achieving our own long term casualty reduction target, and having contributed effectively to the achievement of wider Mayoral targets for casualty reduction.

APPENDIX A High Risk Sites for cyclists

Cluster ID	Rank	Location	Grid Reference		Severity Ratio	Accidents						Casualties									
			Easting	Northing		Fatal	Serious	Slight	Total	per annum	KSI	Fatal	Serious	Slight	Total	per annum	KSI	Peds	Cycs	Child	OAPs
1	1	Downs Park Road/Cecillia Road	534010	185360	0.00	0	0	10	10	3.33	0	0	0	10	10	3	0	0	10	0	0
2	2	Dalston Lane/Amhurst Road	534610	185190	0.22	0	2	7	9	3.00	2	0	2	8	10	3	2	1	10	0	0
3	2	Hackney Road/Columbia Road	533560	182790	0.00	0	0	9	9	3.00	0	0	0	10	10	3	0	0	10	0	0
4	4	Leabridge Road/Chatsworth Road	535340	186430	0.00	0	0	6	6	2.00	0	0	0	6	6	2	0	0	6	0	0
5	4	Hoxton Street/Whitmore Road	533110	183590	0.17	0	1	5	6	2.00	1	0	1	5	6	2	1	0	6	0	0
6	6	Paul Street/Scrutton Street	532990	182240	0.60	0	3	2	5	1.67	3	0	3	2	5	2	3	0	5	0	0
7	6	Graham Road/Mare Street	534940	184880	0.00	0	0	5	5	1.67	0	0	0	5	5	2	0	0	5	0	0
8	8	Cricketfield Road/Powell Road	534800	185900	0.00	0	0	4	4	1.33	0	0	0	4	4	1	0	0	4	0	0
9	8	Westgate Street/Sheep Lane	534690	183860	0.00	0	0	4	4	1.33	0	0	0	4	4	1	0	0	4	0	0
10	8	Queensbridge Road/Dalston Lane	533950	184820	0.50	0	2	2	4	1.33	2	0	2	2	4	1	2	0	4	0	0
11	8	Dalston Lane/Ridley Road	534010	185000	0.25	0	1	3	4	1.33	1	0	1	3	4	1	1	0	4	0	0
12	8	Broadway Market/Andrew's Road	534480	183650	0.00	0	0	4	4	1.33	0	0	0	4	4	1	0	0	4	0	0
13	8	Mare Street/Bayford Street	534900	184090	0.00	0	0	4	4	1.33	0	0	0	4	4	1	0	0	4	0	0
14	8	Tudor Road/Mare Street	534870	184000	0.25	0	1	3	4	1.33	1	0	1	3	4	1	1	0	4	0	0
15	8	Stoke Newington Church Street/Albion Road	532950	186450	0.00	0	0	4	4	1.33	0	0	0	4	4	1	0	0	4	0	0
16	8	Green Lanes/Brownswood Road	532330	186710	0.00	0	0	4	4	1.33	0	0	0	4	4	1	0	0	4	1	0
17	8	New North Road/Baring Street	532570	183630	0.25	0	1	3	4	1.33	1	0	1	3	4	1	1	0	4	0	0
18	8	Amhurst Road/Mare Street	534970	184940	0.00	0	0	4	4	1.33	0	0	0	4	4	1	0	0	4	0	0
19	19	Baring Street/Southgate Road	532780	183780	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	0	3	0	0
20	19	Shacklewell Lane/Alvington Crescent	533580	185290	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	0	3	0	0
21	19	Shepherdess Walk/Nile Street	532450	182860	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	0	3	0	0
22	19	Englefield Road/De Beauvoir Road	533220	184400	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	0	3	0	0
23	19	Sandringham Road/Cecilia Road	534020	185210	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	0	3	0	0
24	19	Provost Street/Vestry Street	532680	182810	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	0	3	0	0
25	19	Stoke Newington Church Street/Wilmer Place	533520	186560	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	0	3	0	0
26	19	Ball's Pond Road/Culford Road	533180	184810	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	0	3	0	0
27	19	Mare Street/Morning Lane	534960	184810	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	0	3	0	0
28	19	Graham Road/Navarino Road	534440	184790	0.33	1	0	2	3	1.00	1	1	0	2	3	1	1	0	3	0	0
29	19	Amhurst Road/Rectory Road	534010	185750	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	0	3	0	0
30	19	Rectory Road/Downs Road	534020	185850	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	0	3	0	0
31	19	Green Lanes/Stoke Newington Church Street	532480	186050	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	0	3	0	0
32	19	Mare Street/Well Street	534930	184160	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	0	3	0	0
33	19	Culford Road/Englefield Road	533130	184420	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	0	3	0	0
34	19	Clarence Road/Rowhill Road	534860	185660	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	0	3	0	0
35	19	Hackney Road/Austin Street	533480	182690	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	0	3	0	1
36	19	Green Lanes/Albion Road	532850	185430	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	0	3	0	0

APPENDIX B High Risk Sites for pedestrians

PEDESTRIAN CLUSTER SITES: BOROUGH ROADS

TRAFFMAP

03/07/2013

AccsMap - Accident Analysis System

ACCIDENT CLUSTERS REPORT

Accidents between dates 01/01/2010 and 21/12/2012 36 months

Selection:

Min 3 collisions within a radius of 25 metres Ranked by Total Accidents Selected using Pre-defined Query : Pedestrian casualty

Cluster ID	Rank	Location	Grid Reference		Severity Ratio	Accidents						Casualties									
			Easting	Northing		Fatal	Serious	Slight	Total	per annum	KSI	Fatal	Serious	Slight	Total	per annum	KSI	Peds	Cycs	Child	OAPs
1	1	Amhurst Road/Mare Street	534970	184940	0.38	0	3	5	8	2.67	3	0	3	5	8	3	3	8	0	0	0
2	2	Hackney Road/Austin Street	533480	182690	0.14	0	1	6	7	2.33	1	0	1	6	7	2	1	7	0	0	0
3	3	Queensbridge Road/Dalston Lane	533950	184820	0.25	0	1	3	4	1.33	1	0	1	3	4	1	1	4	0	0	0
4	3	Hoxton St/Crondall St/Falkirk St	533260	183110	0.00	0	0	4	4	1.33	0	0	0	5	5	2	0	4	0	0	0
5	3	Green Lanes/Albion Road	532850	185430	0.00	0	0	4	4	1.33	0	0	0	4	4	1	0	4	0	0	0
6	3	Green Lanes 45m north of Seven Sisters Road	532030	187500	0.50	0	2	2	4	1.33	2	0	2	2	4	1	2	4	0	0	1
7	7	Woodberry Grove/Woodberry Down	532480	187590	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	3	0	1	0
8	7	Morning Lane/Ponsford Street	535460	184910	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	3	0	2	0
9	7	Albion Road/Albion Gro	532980	186010	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	3	1	2	0
10	7	Mare Street/Morning Lane	534950	184780	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	3	1	0	1
11	7	Mare Street/St Thomas's Square	534950	184390	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	3	0	1	1
12	7	Mare Street/Beck Road/Bush Road	534850	183770	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	3	0	0	0
13	7	Dalston Lane/Ridley Road	534010	185000	0.67	0	2	1	3	1.00	2	0	2	1	3	1	2	3	0	0	0
14	7	Chatsworth Road/Glenarm Road	535660	185630	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	3	0	0	2

APPENDIX C High Risk Sites on Council-maintained Roads

BOROUGH ROAD RANKED CLUSTER SITES

TRAFFMAP
AccsMap - Accident Analysis System

Run on: 06/06/2013

ACCIDENT CLUSTERS REPORT

Accidents between dates 01/01/2010 and 31/12/2012 (36) months

Selection:
Min 6 collisions within a radius of 25 metres Ranked by Total Accidents

Cluster ID	Rank	Location	Grid Reference		Severity Ratio	Accidents						Casualties									
			Easting	Northing		Fatal	Serious	Slight	Total	per annum	KSI	Fatal	Serious	Slight	Total	per annum	KSI	Peds	Cyces	Child	OAPs
1	1	Dalston Lane/Pembury Road	534620	185200	0.067	0	2	28	30	10.0	2	0	2	33	35	12	2	3	10	1	3
2	2	Mare Street/Morning Lane	534960	184810	0.059	0	1	16	17	5.7	1	0	1	20	21	7	1	2	4	0	2
3	3	Green Lanes/Lordship Park	532320	186720	0.063	0	1	15	16	5.3	1	0	1	21	22	7	1	1	4	1	3
4	3	Mare Street/Amhurst Road	534960	184930	0.188	0	3	13	16	5.3	3	0	3	16	19	6	3	8	4	1	2
5	5	Lea Bridge Road/Chatsworth Road	535360	186460	0.214	1	2	11	14	4.7	3	1	2	11	14	5	3	2	6	1	2
6	5	Queensbridge Road/Dalston Lane	533950	184790	0.286	0	4	10	14	4.7	4	0	6	14	20	7	6	4	3	0	1
7	7	Mare Street/Well Street	534940	184130	0.083	0	1	11	12	4.0	1	0	1	17	18	6	1	1	2	1	1
8	8	Morning Lane/Ponsford Street	535450	184920	0.182	0	2	9	11	3.7	2	0	2	11	13	4	2	3	1	3	0
9	8	Downs Park Road/Cecilia Road	534010	185370	0.000	0	0	11	11	3.7	0	0	0	11	11	4	0	0	10	0	0
10	8	Hackney Road/Columbia Road	533540	182800	0.000	0	0	11	11	3.7	0	0	0	12	12	4	0	0	10	0	0
11	11	Dalston Lane/Ridley Road	534020	185000	0.300	0	3	7	10	3.3	3	0	3	7	10	3	3	3	4	0	0
12	11	Sandringham Road/St Mark's Rise	533850	185200	0.100	0	1	9	10	3.3	1	0	1	12	13	4	1	0	1	0	0
13	13	Hackney Road/Austin Street	533460	182690	0.111	0	1	8	9	3.0	1	0	1	8	9	3	1	7	2	0	0
14	13	Manor Road/Lordship Road	532840	186980	0.000	0	0	9	9	3.0	0	0	0	12	12	4	0	0	2	2	1
15	13	Northwold Road/Stoke Newington Common	534020	186600	0.111	0	1	8	9	3.0	1	0	1	8	9	3	1	2	2	0	0
16	13	Mare Street/Bayford Street	534900	184090	0.000	0	0	9	9	3.0	0	0	0	9	9	3	0	2	4	0	1
17	13	Green Lanes/Albion Road	532850	185440	0.111	0	1	8	9	3.0	1	0	1	9	10	3	1	4	3	0	0
18	18	Pitfield Street/Hyde Road	533100	183610	0.125	0	1	7	8	2.7	1	0	1	7	8	3	1	0	6	0	0
19	18	Mare Street in vicinity of Beck Road and Bush Road	534860	183760	0.125	0	1	7	8	2.7	1	0	1	9	10	3	1	3	1	0	1
20	20	New North Road/Baring Street	532570	183650	0.143	0	1	6	7	2.3	1	0	1	7	8	3	1	1	4	1	0
21	20	Cricketfield Road/Downs Park Road	534750	185540	0.143	0	1	6	7	2.3	1	0	1	6	7	2	1	1	1	2	0
22	20	Green Lanes/Woodberry Grove	531990	187610	0.000	0	0	7	7	2.3	0	0	0	15	15	5	0	0	0	2	3
23	20	Mare Street/Richmond Road and Mare Street/Darnley	534930	184570	0.000	0	0	7	7	2.3	0	0	0	8	8	3	0	0	2	0	0
24	20	Mount Pleasant Hill/Theydon Road	535110	186820	0.000	0	0	7	7	2.3	0	0	0	8	8	3	0	1	1	2	0
25	20	Stoke Newington Church Street/Albion Road	532940	186450	0.000	0	0	7	7	2.3	0	0	0	7	7	2	0	0	4	1	1
26	20	New North Road/Eagle Wharf Road	532610	183560	0.286	0	2	5	7	2.3	2	0	2	8	10	3	2	1	3	0	1
27	20	Pitfield Street/Murray Grove	532820	183110	0.286	0	2	5	7	2.3	2	0	2	5	7	2	2	0	1	0	0
28	20	Dalston Lane/Ramsgate Street	533830	184820	0.000	0	0	7	7	2.3	0	0	0	7	7	2	0	2	2	0	1
29	29	Southgate Road/Downham Road	532850	184040	0.333	0	2	4	6	2.0	2	0	3	5	8	3	3	1	2	0	0
30	29	Westgate Street/Sheep Lane	534670	183870	0.167	0	1	5	6	2.0	1	0	1	5	6	2	1	2	4	2	0
31	29	Englefield Road/De Beauvoir Road	533220	184400	0.167	0	1	5	6	2.0	1	0	1	5	6	2	1	0	3	0	0
32	29	Queenbridge Road/Whiston Road	533940	183570	0.167	0	1	5	6	2.0	1	0	1	6	7	2	1	0	2	0	0
33	29	Stoke Newington Church Street/Lordship Road	533150	186530	0.167	0	1	5	6	2.0	1	0	1	5	6	2	1	2	0	1	0
34	29	Mare Street/Westgate Street	534870	184000	0.167	0	1	5	6	2.0	1	0	1	6	7	2	1	1	4	0	0
35	29	Mare Street/King Edward's Road	534840	183920	0.167	0	1	5	6	2.0	1	0	1	5	6	2	1	1	2	0	0
36	29	Cricketfield Road/Powell Road	534830	185870	0.000	0	0	6	6	2.0	0	0	0	6	6	2	0	1	4	0	0
37	29	Mare Street/ St Thomas's Square and Mare Street/Lo	534940	184400	0.167	0	1	5	6	2.0	1	0	1	5	6	2	1	3	0	1	1
38	29	Amhurst Road/Marcon Place	534710	185120	0.167	0	1	5	6	2.0	1	0	1	5	6	2	1	1	1	1	0
39	29	Mare Street/Graham Road	534950	184890	0.000	0	0	6	6	2.0	0	0	0	6	6	2	0	1	4	1	0
40	29	Green Lanes/Springpark Drive	532160	187240	0.333	0	2	4	6	2.0	2	0	2	4	6	2	2	1	1	0	0
41	29	Queensbridge Road/Middleton Road	533940	184160	0.000	0	0	6	6	2.0	0	0	0	11	11	4	0	0	1	3	0

APPENDIX D High Risk Sites on TLRN Routes

CLUSTER SITES (ALL COLLISIONS): TLRN ROUTES

TRAFFMAP

AccsMap - Accident Analysis System

ACCIDENT CLUSTERS REPORT

Run on: 06/06/2013

Accidents between dates 01/01/2010 and 31/12/2012 (36) months

Selection: Notes: Min 6 collisions within a radius of 25 metres Ranked by Total Accidents ; Refined using accidents within Clusters

Accidents involving

Cluster ID	Rank	Location	Grid Reference		Severity Ratio	Accidents						Casualties									
			Easting	Northing		Fatal	Serious	Slight	Total	per annum	KSI	Fatal	Serious	Slight	Total	per annum	KSI	Peds	Cycs	Child	OAPs
1	1	Green Lanes/Seven Sisters Road	532060	187480	0.163	0	8	41	49	16.3	8	0	8	52	60	20	8	7	12	2	1
2	2	Kingsland Road/Dalston Lane	533530	184790	0.148	1	3	23	27	9.0	4	1	3	25	29	10	4	9	6	2	4
3	3	Shoreditch High Street/Hackney Road	533420	182660	0.240	0	6	19	25	8.3	6	0	6	22	28	9	6	3	7	1	1
4	3	Stamford Hill/Amhurst Park	533670	187830	0.120	0	3	22	25	8.3	3	0	3	25	28	9	3	8	6	3	1
5	5	Shoreditch High Street/Great Eastern Street	533450	182190	0.136	0	3	19	22	7.3	3	0	3	22	25	8	3	4	11	1	2
6	5	Lower Clapton Road/Downs Road	534920	185930	0.045	0	1	21	22	7.3	1	0	1	24	25	8	1	2	4	0	2
7	7	Seven Sisters Road/Woodberry Grove	532400	187700	0.316	1	5	13	19	6.3	6	1	5	20	26	9	6	2	0	0	3
8	7	Shoreditch High Street/Bethnal Green Lane	533480	182280	0.158	0	3	16	19	6.3	3	0	3	18	21	7	3	5	11	0	1
9	9	Kingsland Road/Falkirk Street	533470	183070	0.353	0	6	11	17	5.7	6	0	6	13	19	6	6	2	5	1	3
10	9	In viicinity of Stamford Hill/Belfast Road	533650	186920	0.176	0	3	14	17	5.7	3	0	3	16	19	6	3	4	8	2	0
11	9	Kingsland Road/Nuttall Street	533470	183490	0.353	0	6	11	17	5.7	6	0	7	12	19	6	7	3	4	1	1
12	12	Old Street in the vicinity of Vince Street	532900	182550	0.133	0	2	13	15	5.0	2	0	2	13	15	5	2	5	3	1	0
13	13	Kingsland High Street in the vicinity of Colveston	533540	185020	0.071	0	1	13	14	4.7	1	0	1	14	15	5	1	8	3	1	1
14	13	Kingsland High Street/Sandringham Road	533560	185200	0.286	0	4	10	14	4.7	4	0	4	11	15	5	4	3	8	1	1
15	15	Lower Clapton Road/Urswick Road	535190	185370	0.385	1	4	8	13	4.3	5	1	4	12	17	6	5	3	4	0	6
16	15	Shoreditch High St/Calvert Ave	533430	182600	0.000	0	0	13	13	4.3	0	0	0	13	13	4	0	2	5	0	0
17	17	Seven Sisters Rd/Wilberforce Rd	531610	186900	0.000	0	0	12	12	4.0	0	0	0	12	12	4	0	1	5	0	1
18	17	Seven Sisters Road in the vicinity of Finsbury Par	531520	186850	0.167	0	2	10	12	4.0	2	0	2	10	12	4	2	3	2	0	0
19	19	Homerton High St/Kenworthy Rd	536130	185200	0.000	0	0	11	11	3.7	0	0	0	11	11	4	0	2	3	0	0
20	19	Eastway/Homerton Road	537330	185510	0.091	0	1	10	11	3.7	1	0	1	17	18	6	1	0	1	0	1

APPENDIX E Casualty Numbers and Rates in 20mph Zones

20mph ZONE COLLISION RATES

Zone No.	NAME	ROAD LENGTH	Sq_m	Sq_km	Collisions	Collisions per annum	Collisions per sq km per annum
1	Dalston	6.84	442,803	0.4428	63	12.6	28.46
2	Frampton	3.829	176,655	0.1767	17	3.4	19.25
3	Falkirk	7.177	404,832	0.4048	34	6.8	16.80
4	Northchurch	3.67	222,857	0.2229	18	3.6	16.15
5	Eagle Wharf	6.657	370,877	0.3709	28	5.6	15.10
6	Chatham	4.312	239,289	0.2393	18	3.6	15.04
7	Buckingham	3.279	205,969	0.2060	15	3	14.57
8	Hommerton Hospital	1.937	209,603	0.2096	14	2.8	13.36
9	Southwold Road	5.238	339,844	0.3398	22	4.4	12.95
10	Castlewood	5.933	448,511	0.4485	29	5.8	12.93
11	Cricketfield	2.34	206,243	0.2062	13	2.6	12.61
12	Shacklewell	3.763	242,744	0.2427	15	3	12.36
13	Cazenove	11.574	820,122	0.8201	50	10	12.19
14	Queensbridge	8.317	522,330	0.5223	31	6.2	11.87
15	Debeauvoir	2.015	153,229	0.1532	9	1.8	11.75
16	Brooke Road	3.018	158,697	0.1587	9	1.8	11.34
17	Geffrye	1.079	56,578	0.0566	3	0.6	10.60
18	Kings Park	5.597	305,613	0.3056	16	3.2	10.47
19	Great Eastern	3.877	173,286	0.1733	9	1.8	10.39
20	Whiston	4.373	289,129	0.2891	15	3	10.38
21	Hoxton	6.459	390,891	0.3909	20	4	10.23
22	Wilton	5.042	301,386	0.3014	15	3	9.95
23	Upper Clapton	4.463	253,284	0.2533	12	2.4	9.48
24	Hackney Downs	10.075	703,546	0.7035	32	6.4	9.10
25	Nw River	9.344	900,762	0.9008	39	7.8	8.66
26	Haggerston	1.895	194,718	0.1947	8	1.6	8.22
27	Mare Street	1.733	191,380	0.1914	7	1.4	7.32
28	Victoria	6.94	502,453	0.5025	18	3.6	7.16
29	Allerton Road	3.152	479,348	0.4793	17	3.4	7.09
30	Lauriston	2.842	226,822	0.2268	8	1.6	7.05
31	Forest	7.254	458,305	0.4583	16	3.2	6.98
32	Stoke Newington	12.873	686,972	0.6870	23	4.6	6.70
33	Millfields	6.579	386,939	0.3869	12	2.4	6.20
34	Woodberry	1.543	137,144	0.1371	4	0.8	5.83
35	Hommerton	2.659	251,999	0.2520	6	1.2	4.76
36	Gillette	1.12	84,242	0.0842	2	0.4	4.75
37	Kenton Road	0.89	84,402	0.0844	2	0.4	4.74
38	Lower Clapton	4.705	351,518	0.3515	7	1.4	3.98
39	Powerscroft	3.54	172,603	0.1726	3	0.6	3.48
40	London Fields	3.192	305,978	0.3060	5	1	3.27
41	Shoreditch	1.088	66,855	0.0669	1	0.2	2.99
42	Lordship 1	4.818	334,834	0.3348	5	1	2.99
43	Brownswood	5.836	404,162	0.4042	6	1.2	2.97
44	Downs Park	1.82	355,699	0.3557	5	1	2.81
45	King's Crescent	0.923	100,837	0.1008	1	0.2	1.98
46	Hackney Central	2.348	225,042	0.2250	2	0.4	1.78
47	Mabley Green	2.144	241,230	0.2412	2	0.4	1.66
48	Clissold	3.781	305,618	0.3056	2	0.4	1.31
49	Hackney Wick	2.245	223,144	0.2231	1	0.2	0.90
50	Gascoyne	1.617	110,115	0.1101	0	0	-
51	Lordship 2	1.939	356,369	0.3564	0	0	-
52	Old Street	0.659	31,169	0.0312	0	0	-

Collision data Jan 2008 - Dec 2012

Area information derived from MapInfo GIS