

## 1. COLLISIONS ON GREAT RUSSELL STREET

1.1. The two tables below demonstrate the breakdown of collisions by mode on Great Russell Street. Data collected prior to the implementation of the Trial is included in Table 1 and data collected during the Trial is included in Table 2.

Table 1. Collisions on Great Russell Street 23-11-12 to 22-11-15

Number	Severity	Collisions Involving						
		Pedestrians	Cyclist	M/C	Taxi	Car	GDS	Bus
1	Slight		X				X	
2	Slight			XX				
3	Slight	X			X			
4	Slight					XX		
5	Slight	X						X
6	Slight		X			X		X
7	Slight	X				X		
8	Slight	X			X			
9	Slight		X				X	
10	Slight		X			X		
11	Slight		X			X		
12	Slight				X	X		
13	Slight				X		X	
Total		<b>4</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>6</b>	<b>3</b>	<b>2</b>

\*XX denotes two of the same mode involved

Table 2. Collisions on Great Russell Street 23-11-15 to 23-12-16

Number	Severity	Collisions Involving						
		Pedestrians	Cyclist	M/C	Taxi	Car	GDS	Bus
1	Slight					X	X	
2	Slight	X				X		
3	Slight	X				X		
4	Slight		X	X				
5	Slight	X						X
6	Slight			X			X	X
7	Slight	X			X			
8	Slight	X			X			
Total		<b>5</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>

1.2. No serious collisions were recorded on Great Russell Street prior to the implementation of the Trial, nor were any recorded during the Trial.

1.3. In both instances, there were on average, less than 5 collisions annually for each mode. Particular note should be taken to the small number of collisions involving cyclists; on average, less than 2 per year prior to the implementation of the Trial and less than 1 per year during the implementation of the Trial.

1.4. Whilst there has been an increase to the total number of collisions on Great Russell Street, the numbers remain low. There is no evidence to suggest that the implementation of the Trial on Torrington Place and Tavistock Place has worsened safety on Great Russell Street.