

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA
PUBLIC REALM SCRUTINY COMMITTEE – 26 MARCH 2018
REPORT BY THE DIRECTOR FOR TRANSPORT AND HIGHWAYS
2017 ROAD COLLISION AND CASUALTY DATA

This report presents the 2017 road casualty and collision data for the Royal Borough, including key trends and locations with the highest casualty rates. The Committee is asked to comment on the report and in particular to make any recommendations or identify any priorities.

1. INTRODUCTION

- 1.1 We receive details from Transport for London (TfL) of all road collisions that result in a personal injury and that are reported to the Metropolitan Police Service (MPS). The dataset does not include collisions that result in damage to vehicles only.

2. BACKGROUND

- 2.1 Road casualty statistics are categorised by severity of injury: fatal, serious or slight.
- 2.2 One of the main targets in our third Local Implementation Plan (LIP3) is to reduce the number of people killed or seriously injured (KSI) in the borough.
- 2.3 TfL assigns road collisions to Nodes (main road junctions), Links (the stretches of main roads between the Nodes), or Cells (all the remainder of the collisions not assigned to Nodes or Links - there are 48 cells in the borough).
- 2.4 The 1988 Road Traffic Act placed a statutory duty on every local authority to;
- carry out studies into accidents arising out of the use of vehicles on roads or parts of roads, other than trunk roads, within their area, and
 - in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the highway authority and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads.

3. CHANGES IN THE RECORDING OF COLLISIONS IN 2016 AND 2017.

- 3.1 September 2016 saw a major change in the way road traffic collisions are recorded with the Metropolitan Police Service introducing the new Case Overview and Preparation Application (COPA). COPA uses a new method of assessing the severity of injury sustained in collisions, as recommended by the Department for Transport (DfT). Police officers now record the type

of injury suffered. The recording system then automatically assigns an injury severity according to the type of injury recorded. This contrasts with the previous system where police officers recorded whether *in their judgement* an injury was 'slight' or 'serious'. Whilst the use of this system has resulted in improved accuracy in the recording of injury type, more injuries are now classified as serious rather than slight.

- 3.2 These changes are expected to provide a better assessment of injury occurrence and severity but have made data collected from November 2016 onwards difficult to compare with earlier data. Absolute changes in the number of reported injuries during 2017 partly reflect improvements in the reporting of injury severity by the police and the introduction of online self-reporting. As a result, TfL has advised that figures for 2017 should not be compared with previous data collected by the police using severity based reporting systems.
- 3.3 TfL commissioned the Transport Research Laboratory (TRL) to undertake a back-casting exercise to enable pre-November 2016 data to be compared with post-November 2016 data. These initial back-cast estimates include the number of people killed or seriously injured (KSI) for each borough between 2005 and 2017. So far, TfL has not provided back-casted estimates of slight injury collisions, other than for 2016. The back-casting exercise on KSI injuries has been used to update borough targets to align with those contained in the Mayor's Transport Strategy (MTS), namely a 65 percent reduction in KSIs by 2022 against the 2005-09 baseline, a 70 percent reduction in KSIs by 2030 against the 2010-14 baseline and zero KSIs by 2041.
- 3.4 This year's report will use back-casted estimates provided by TfL. These back-casted estimates should not be taken as exact figures, but are a good guide to the Royal Borough's progress on casualty reduction.
- 3.5 All figures and percentages are presented to the nearest whole number. This is particularly important for back-casted data as the estimates are not always whole numbers.¹ Also, all figures are for casualty numbers rather than collisions (unless stated otherwise).²
- 3.6 The report also uses TfL's revised estimate of 2016 total casualty figures (including slight injuries) to make direct comparisons between 2017 and 2016. These revisions take into account the new injury-based reporting system, as well as the introduction of online self-reporting. Forthwith, when this report refers to 2016 figures it is referring to these revised estimates provided by TfL. These are necessarily different from the 2016 figures reported to this Committee in March 2018.

4. VULNERABLE ROAD USERS

- 4.1 Cyclists, pedestrians and motorcyclists are categorised as Vulnerable Road Users (VRUs) and are disproportionately involved in road casualties. In 2017, VRUs accounted for over two-thirds of the Royal Borough's casualties. Furthermore, VRU casualties were almost ten times likelier to be serious than casualties involving other road users.
- 4.2 DfT defines a serious injury as (see background documents for more details):

'An injury for which a person is detained in hospital as an "in-patient", or any of the following

¹ The 2016 back-casted KSI figure is 113.41 so we present it as 113 in the report. However, to ensure accuracy, for graphs and percentage changes we use the exact back-casted figures. For example, we say KSIs increased by two per cent in 2017, (113.41 compared with 116) rather than three per cent (113 compared with 116).

² For instance, in 2017 there were 116 KSI casualties resulting from 113 different collisions in the Royal Borough. We use the casualty figure (116) in the report.

injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident.'

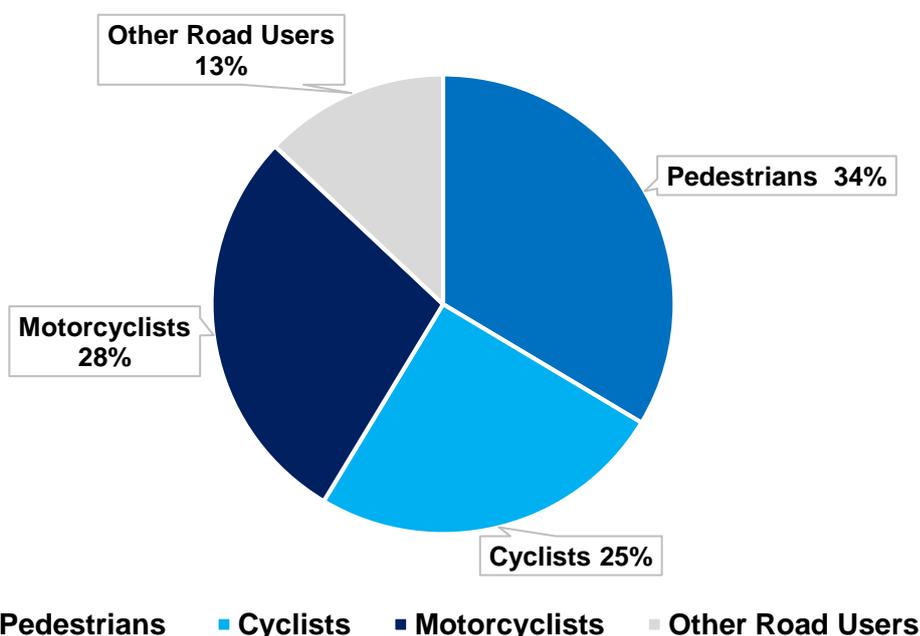
4.3 The reduction of KSIs, and therefore the protection of VRUs, is a key plank of the Mayor's Vision Zero strategy. In addition, walking and cycling form a key part of the Healthy Streets strategy outlined in the MTS.

4.4 Total VRU casualties (all severities) fell by 11 per cent in 2017.

Table 1: Vulnerable Road User Casualties in the Royal Borough (2016 and 2017)

	2016 (estimated)	2017	Change	% change
Pedestrians	195	177	-18	-9.2
Pedestrian KSIs	39			
Cyclists	182	158	-24	-13.2
Cyclist KSIs	29			
Motorcyclists	241	212	-29	-12
Motorcyclists KSIs	33			
Other Road Users	223	252	29	13
Other Road Users KSIs	15			
Total	841	799	-42	-5
Total KSI	116	113	-3	-2

Table 2: Percentage of 2017 Killed and Seriously Injured Casualties in the Royal Borough by Road User



4.5 Table 2 shows the proportion of 2017 KSI casualties suffered by each category of road user. VRUs represent 69 per cent of all casualties in the Royal Borough, but 87 per cent of our KSI casualties.

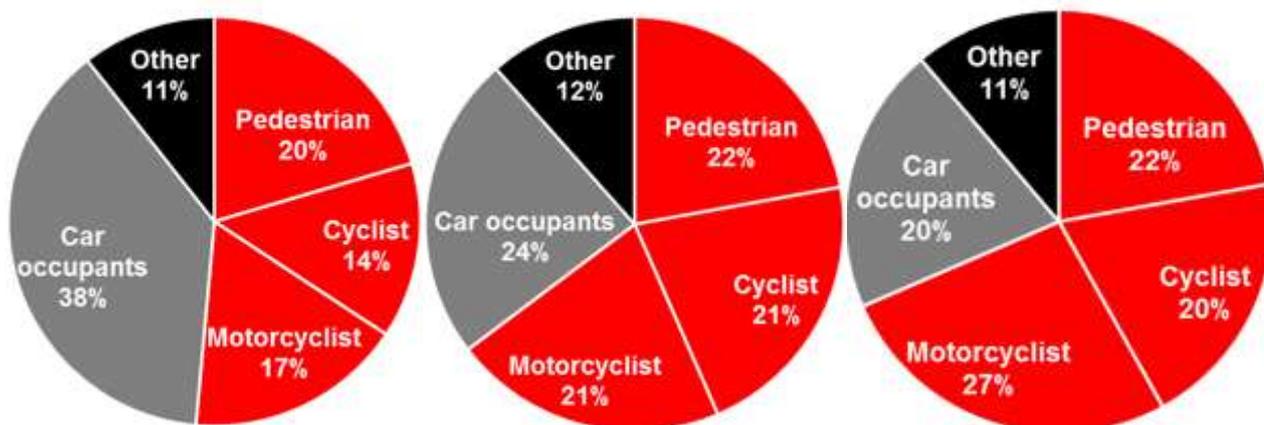
4.6 **Pedestrians.** Total pedestrian casualties decreased by an estimated 9 per cent in the past year. Pedestrians remained the Royal Borough's largest KSI casualty group, although they were not the largest casualty group overall. Thirteen per cent of all pedestrian casualties

were KSI casualties (compared with ten per cent of all cyclist casualties and nine per cent of all motorcyclist casualties). A pedestrian casualty therefore was the most likely to be serious or fatal.

4.7 **Cyclists.** Total cyclist casualties decreased by an estimated 13 per cent in the last year.

4.8 **Motorcyclists.** Total motorcyclist casualties decreased by an estimated 12 per cent from 2016.

Table 3: Share of Total Casualties by Road User (from left to right: Greater London share, Inner London share and Royal Borough share)



4.9 As Table 3 shows, VRUs and KSI casualties make up a larger proportion of total casualties in Inner London boroughs than in Greater London as a whole. The Royal Borough is broadly in line with Inner London in most categories.

5. KEY STATISTICS

5.1 Table 4 shows the 2017 data for the main categories.

1. Table 4: Collision & Casualty Figures for the Royal Borough in 2017 (NB back-casted data is not yet available from TfL for all categories)

Category	2017 Casualties	Change from 2016
Total Collisions	699	
Total Casualties	799	-5%
Total Fatalities	6	
Total KSIs	116	-2%
Total Slight Casualties	683	-6%
All Pedestrian Casualties	177	-9%
Pedestrian Fatalities	1	
Pedestrian Serious Injuries	38	
All Cyclist Casualties	158	-13%
Cyclist Fatalities	2	
Cyclist Serious Injuries	27	
All Motorcyclist Casualties	212	-12%
Motorcyclist Fatalities	2	
Motorcyclist Serious Injuries	31	

Category	2017 Casualties	Change from 2016
All Car Occupant Casualties	163	+39%
Car Occupant Fatalities	1	
Car Occupant Serious Injuries	9	
All Taxi Casualties	32	
Taxi Occupant Fatalities	0	
Taxi Occupant Serious Injuries	2	
All Bus / Coach Occupant Casualties	45	
Bus / Coach Occupant Fatalities	0	
Bus / Coach Occupants Serious Injuries	3	
All Other Casualties	12	
All Other Occupant Fatalities	0	
All Other Serious Injuries	0	
All Child (0-15 years) Casualties	37	
Child Fatalities	0	
Child Serious Injuries	2	

- 5.2 There were 699 collisions and 799 casualties in the Royal Borough in 2017. Total casualties dropped by five per cent from 2016. There were six fatalities compared with two in 2017. KSI casualties rose by two per cent. Slight casualties fell by six per cent.
- 5.3 There were few common trends this year. Inner London saw total casualties fall by one per cent. KSI casualties rose by three per cent and slight casualties fell by two per cent.
- 5.4 The fall in total casualties in the Royal Borough in 2017 was driven by a sizeable reduction (11 per cent) in the number of VRU casualties. By contrast, there was a significant rise in car casualties (39 per cent). Neither of these trends was observed in neighbouring boroughs or in Greater London as a whole.
- 5.5 The rise in car occupant casualties in the Royal Borough was the largest change in casualties by mode of travel. This should be taken in the context that as a proportion of total casualties in the Royal Borough, car occupant casualties remain in line with neighbouring boroughs and far below the Greater London average.

6. ROAD DEATHS IN 2017

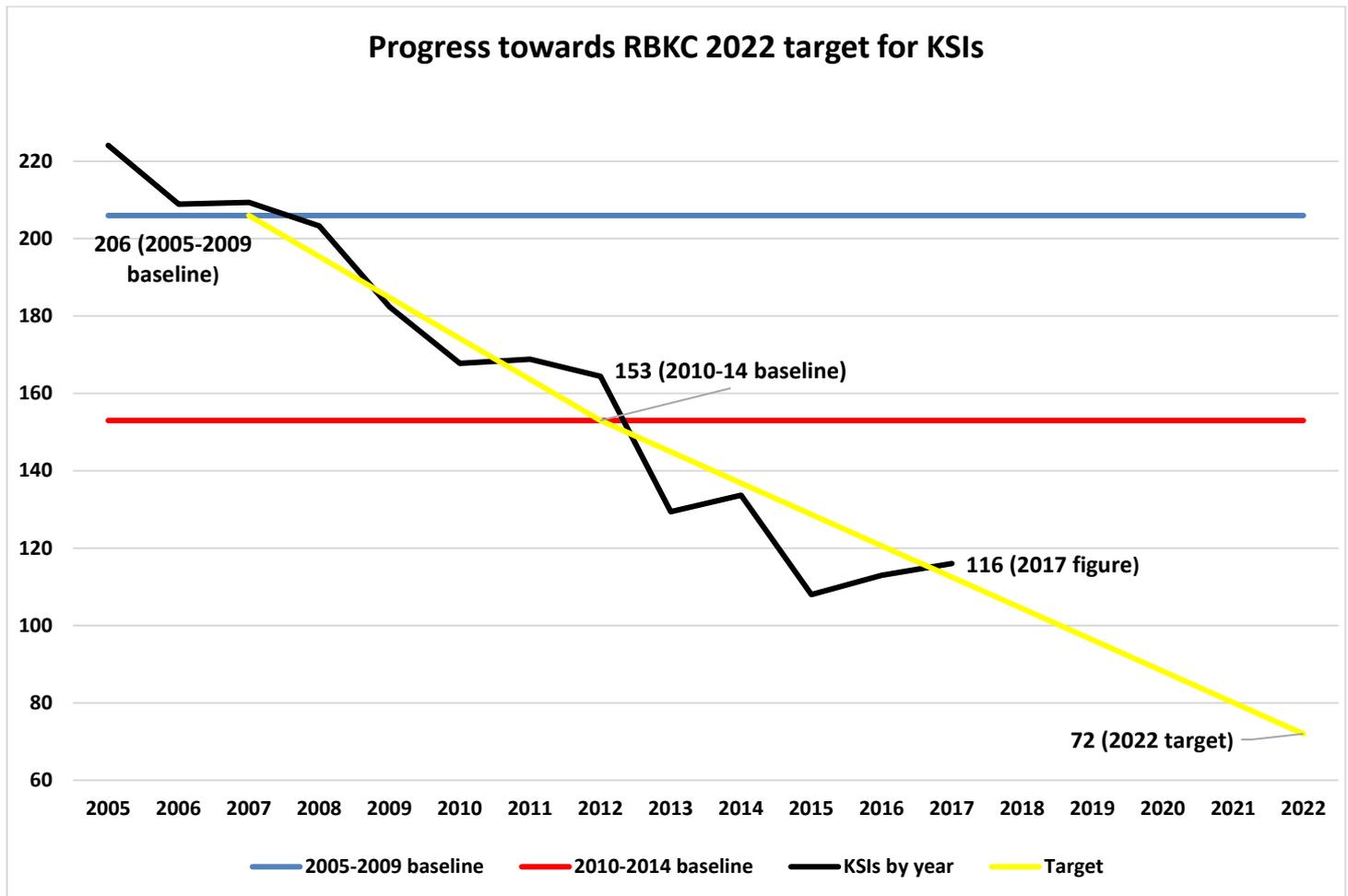
- 6.1 There were six fatal casualties in 2017. The people who died were a pedestrian, two cyclists, two motorcyclists and a car occupant. This compares with two fatal casualties in 2016; both suffered by pedestrians. Over the last three years there have been 12 fatal casualties in the borough.
- 6.2 Four fatal casualties occurred on the TfL Route Network (TLRN) and two on roads managed by the Council.
- On 26 January 2017 at 09:42 a male motorcyclist was fatally injured on Kings Road at the junction with Sydney Street, having been in a collision with a car.
 - On 22 May at 10:43 a male pedal cyclist was fatally injured on Fulham Road at the junction with Redcliffe Gardens having been in collision with a heavy goods vehicle. This was on the TLRN.

- On 10 June 2017 at 03:09 a car passenger was fatally injured on Warwick Road at the junction with West Cromwell Road, after the driver had lost control of the vehicle. The collision took place during the hours of darkness. This was on the TLRN.
- On 27 September 2017 at 07:15 a female cyclist was fatally injured at the Grosvenor Road junction with Chelsea Bridge Road, having been in collision with a heavy goods vehicle. This was on the TLRN.
- On 4 October 2017 at 06:35 a male motorcyclist was fatally injured on Cheyne Walk at the junction with Battersea Bridge Road, having been in collision with a car. This was on the TLRN.
- On 22 December 2017 at 16:23 a female pedestrian was fatally injured on Walton Street, 79 metres northeast of the junction with Draycott Avenue, having been in collision with a motorcyclist. The collision took place during the hours of darkness.

7. PROGRESS AGAINST OUR TARGET

- 7.1 The Mayor's Transport Strategy has established the following targets for London Boroughs:
- 65 percent reduction in KSIs by 2022 against the 2005-09 baseline
 - 70 percent reduction in KSIs by 2030 against the 2010-14 baseline
 - Zero KSIs by 2041
- 7.2 Using this methodology, the new casualty reduction targets for the Royal Borough are:
- 72 KSI casualties in 2022 (a 65 per cent reduction from the baseline of 206)
 - 46 KSI casualties in 2030 (a 70 per cent reduction from the baseline of 153)
 - Zero KSI casualties in 2041

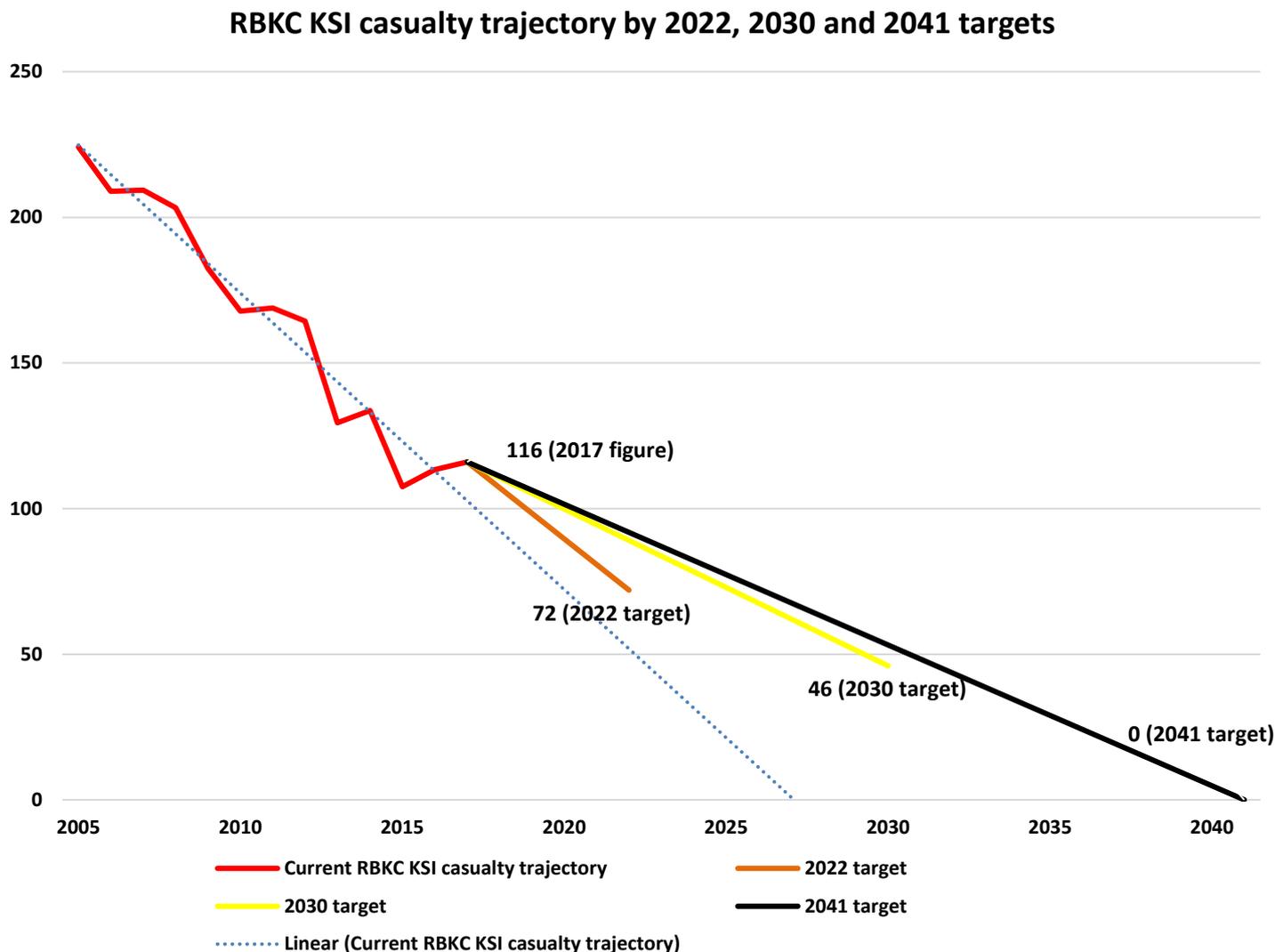
Table 5: KSI Casualties in the Royal Borough 2005-2017, by 2005-2009 & 2010-2014 Baselines & 2022 Target



7.3 Table 4 shows the general downward trend in KSI casualties (according to back-casted data) in the Royal Borough. After a sharp fall in 2015 there was a slight rise in 2016 and 2017 which lifted total KSIs just over the trajectory needed to meet the 2022 target.

7.4 Table 6 shows the long-term targets for the Royal Borough. The trajectory shows the sharp reduction in KSI casualties required if the Royal Borough is to meet these targets. However, it also shows a long-term trend since 2005 that, if continued, would mean that all targets would be met.

Table 6: KSI Casualties in the Royal Borough 2005-2017 & Future Trajectory by 2022, 2030 & 2041 Targets



7.5 Slight increases in KSIs in 2016 and 2017 emphasise the challenge of continuing the pace of reductions from what is already an historic low (in 2015 the Royal Borough saw the lowest number of KSI casualties on record).

7.6 Because of annual fluctuations we also consider rolling three-year averages for KSI data. Casualties and collisions generally involve small numbers so we usually view such data over a three-year period. Table 7 shows every year three-year averages for KSIs were lower than the preceding year.

Table 7: Rolling three-year KSI Averages in the Royal Borough (where the year stated is the last of a three-year period) (2007-2017)

Year	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Three Year Average³	214	207	198	184	173	167	154	143	124	118	112

8 KEY LOCATIONS

- 8.1 When carrying out road safety investigations it is standard practice to use three full years' worth of data to identify clusters and patterns. The following tables set out the Nodes and Links in the Royal Borough with the highest rates of casualties. Unfortunately, the Nodes do not cover all of the junctions on our roads so we need to drill down into the Link and Cell data manually to identify clusters at smaller junctions for further investigation.
- 8.2 As previously, these locations tend to be on our and TfL's busiest roads which accommodate high levels of traffic. Unlike elsewhere in this report, the data from these locations uses actual recorded figures from past years, rather than back-casted estimates.
- 8.3 The nodes with the most casualties remain largely the same as in 2016. Six of our top eight are the responsibility of TfL. We hold regular meetings with officers from TfL and will work with them to identify possible remedial works.

Table 8: RBKC Nodes with the Highest Number of Casualties over the Past Three Years (2015-2017)

Rank	Node	Three-year Casualty Total	Comment
1 TLRN	A3212, Chelsea Embankment / Chelsea Bridge Road / Grosvenor Road	22	<i>This junction is the responsibility of TfL, which is examining how the junction might be made safer.</i> The three-year total reduced by three (from 25) in 2017. There were four KSI casualties (two cyclists, one motorcyclist and one pedestrian).
2 TLRN	A3212, Chelsea Embankment / Battersea Bridge	21	<i>This junction is the responsibility of TfL, who aim to consult on proposals for a safety scheme which will include new pedestrian and cyclist facilities in 2019.</i> The three-year total remained the same (21) in 2017. There were three KSI casualties (two motorcyclists and one pedestrian).

³ As these are revisions based on modelling, they are not always whole numbers. This table shows the figures rounded to the nearest number.

Rank	Node	Three-year Casualty Total	Comment
3 RBKC	A3216, Chelsea Bridge Road / Royal Hospital Road	19	<p><i>We are working with the developers of the Chelsea Barracks Site, TfL, and Westminster to incorporate improvements to this junction, including potentially improving pedestrian facilities, subject to modelling.</i></p> <p>The three-year total reduced by four (from 23) in 2017. There were three KSI casualties (all cyclists).</p>
4 TLRN	A3220, Warwick Road / Old Brompton Road	17	<p><i>This junction is the responsibility of TfL who introduced a new controlled pedestrian crossing across the east arm of Old Brompton Road and pedestrian countdown facilities at the end of 2015. New pedestrian crossing facility and urban realm improvements are expected for 2021/22</i></p> <p>The three-year total remained the same (17) in 2017. There was one KSI casualty (a motorcyclist).</p>
5 TLRN	A4, West Cromwell Road / A3220, Earl's Court Road	16	<p><i>This junction is the responsibility of TfL.</i></p> <p>The three-year total remained the same (17) in 2017. There was one KSI casualty (a bus occupant).</p>
6 TLRN	A4, West Cromwell Road / A3220, Warwick Road	15	<p><i>This junction is the responsibility of TfL.</i></p> <p>The three-year total increased by two (from 13) in 2017. There were two KSI casualties (both car occupants).</p>
7 RBKC	King's Road / Beaufort Street	14	<p><i>We are progressing a design of improved pedestrian facilities and safety, subject to modelling.</i></p> <p>The three-year total increased by two (from 12) in 2017. There were two KSI casualties (one cyclist and one bus occupant).</p>
8 TLRN	A3212, Chelsea Embankment / Oakley Street	13	<p><i>This junction is the responsibility of TfL and we will work with them to identify possible remedial action. TfL has also introduced minor changes to this junction as part of a cycling Quietway route.</i></p> <p>The three-year total decreased by five (from 18) in 2017. There were two KSI casualties (one cyclist and one motorcyclist).</p>

8.4 We rank Links by casualties per kilometre. There is a higher proportion of borough roads in the top links than in the top nodes. Three of those listed below, including the first and third, are the responsibility of TfL.

Table 9: RBKC Links with the Highest Number of Casualties over the Past Three Years (2015-2017)

Rank	Link	Three-Year Casualty Total	Casualties per km	Comment
1 TLRN	Brompton Road: Hans Crescent to Montpelier Street	20	91	<i>This link is managed by TfL.</i> The three-year total increased by seven (from 13) in 2017. There were two KSI casualties (both motorcyclists)
2 RBKC	Kensington Road: Kensington Church Street to Westminster Boundary	38	83	<i>We will review this link in 2019/20.</i> The three-year total increased by two (from 36) in 2017. There were six KSI casualties (two cyclists, two motorcyclists and two pedestrians).
3 RBKC	Holland Park Avenue: Clarendon Road to Ladbroke Terrace	22	76	<i>TfL will propose a scheme to improve walking and cycling facilities on Holland Park Avenue in 2019.</i> The three-year total increased by eight (from 14) in 2017. There were six KSI casualties (three cyclists, two motorcyclists and one pedestrian).
4 RBKC	Kings Road: Oakley Street to Old Church Street	16	67	<i>We will review this link in 2019/20</i> The three-year total remained the same (from 32) in 2017. There were four KSI casualties (two cyclists, one motorcyclist and one pedestrian).
5 RBKC	Kings Road: Beaufort Street to Old Church Street	15	63	<i>We will review this link in 2019/20</i> The three-year total increased by three (from 12) in 2017. There was one KSI casualty (one pedestrian).
6 RBKC	Ladbroke Grove: Lancaster Road to Oxford Gardens	10	63	We are consulting on a scheme to amend the cycle lanes and adjust some pedestrian crossings. The three-year total increased by two (from 8) in 2017. There were no KSI casualties.
7 RBKC	Notting Hill Gate: Pembridge Road to Kensington Church Street	8	62	<i>TfL will propose a scheme to improve walking and cycling facilities on Notting Hill Gate in 2019</i> The three-year total increased by two (from 6) in 2017. There were two KSI casualties (one cyclist and one pedestrian).
8 TLRN	Brompton Road Beauchamp Place to Egerton Gardens	17	61	<i>This Link is managed by TfL</i> The three-year total increased by three (from 14) in 2017. There were two KSI casualties (both pedestrians).
9 RBKC	Kings Road: Gunter Grove to Lots Road	12	60	<i>We will review this link in 2019/20</i> The three-year total increased by three (from 9) in

				2017. There was one KSI casualty (a motorcyclist).
10 RBKC	Ladbroke Grove: Barlby Road to Kensal Road	15	56	<i>We are consulting on a scheme to amend the cycle lanes and adjust some pedestrian crossings.</i> The three-year total increased by three (from 12) in 2017. There was one KSI casualty (a motorcyclist).

9. OVERVIEW OF ACTIONS TO REDUCE CASUALTIES

9.1 In 2017/18:

- We ran an advertising campaign highlighting the dangers to cyclists of drivers opening car doors into their path on 60 buses (see image).
- We delivered 1300 cycle skills sessions to adults and 1,600 to children. In addition, we completed safety checks on 874 bicycles.
- We continued our work training school pupils to travel safely and delivered pedestrian training to 600 pupils and scooter training to 400.
- We continue to offer small group cycle skills training to people from hard-to-reach groups including women, BAME groups and older people. We trained 196 adults in total.
- We delivered 29 one day 'Safe Urban Driving' courses for heavy goods vehicle and bus drivers, training 455 professional drivers to be more aware of cyclists.
- We delivered Compulsory Basic Training motorcycle training sessions to 40 young people, who are disproportionately represented in our casualty statistics.
- Thirty-eight schools gained an accreditation from TfL for their plans with a further four new schools engaged.
- Our annual Road Safety Calendar artwork competition attracted 1,100 entries from 28 primary, prep and pre-prep schools across the borough.

Poster targeting drivers



- 9.2 We will continue to analyse casualty data to identify locations to investigate for treatable patterns of casualties. However, it is not always possible to identify such patterns, making it harder to reduce casualties through engineering measures alone. Our training, education, marketing and publicity campaigns will therefore continue to form a vital part of our efforts to further drive down casualties in the Royal Borough. These will include providing pedestrian training skills in our schools, providing cycle training for children and adults, and for motorcyclists, Safer Urban Driving courses for commercial drivers and targeted road safety campaigns.

- 9.3 The Mayor's Vision Zero Road Safety Action Plan 2018 heralded a shift in emphasis from tackling historic casualty trends to a more proactive road danger risk-based approach. Whilst this may address the issue of the traditional casualty trend-based approach being interpreted as 'waiting for an accident to happen', boroughs need more guidance on how - in the absence of casualty data, officers should prioritise between competing requests from residents for traffic calming or changes to road design at large numbers of locations.
- 9.4 Around 30 per cent of casualties in the borough occur on the TLRN and we receive many requests for pedestrian facilities at some major TfL junctions and measures to reduce traffic speeds on some stretches of the TLRN. We will continue to work closely with TfL to identify and support safety improvements on its roads, particularly proposals to improve pedestrian facilities at the junction of Battersea Bridge, Beaufort Street and Chelsea Embankment.
- 9.5 The Vision Zero Action Plan plans to enhance on-street speed enforcement in partnership with the police. Traffic speed, particularly on main roads where the majority of casualties occur, is one of our residents' main concerns but is one that we have limited tools to address. Residents often request speed camera to enforce speeding but boroughs have no powers to use them. Meanwhile, TfL sets a relatively high threshold in terms of numbers of killed and serious collisions occurring at a particular site before considering the introduction of new speed cameras. The Action Plan envisages increased use of mobile speed enforcement technology by the police in areas of high risk and community concern.
- 9.6 We install temporary speed indicator signs on borough roads where we receive complaints regarding speeding. These Speed Indicator Devices (SIDs) display the speed at which a vehicle is currently travelling. We currently have ten SIDs in operation in the borough, with plans to acquire more.
- 9.7 We may use SIDs as part of our 20mph trial in order to see if these signs help vehicles to adhere to the new pilot speed limits. We plan to use SIDs on streets not currently proposed as part of the 20mph pilot, but which have a history of higher speeds or casualty numbers.
- 9.8 We also work closely with TfL to install our speed indicator signs on the TLRN in response to speeding complaints. We currently have two SIDs on TLRN roads.
- 9.9 We will shortly be implementing and monitoring 20mph speed limit pilot in the St. Helen's and Dalgarno wards, as well as number of individual streets within the borough. We will compare traffic speeds before and after the new limits are introduced.
- 9.10 We shall look at average and 85th percentile speeds, and we will also assess whether the scheme results in fewer vehicles exceeding 30mph. We will also seek residents' views on the impacts of the lower limits. We cannot assess the effect on casualties as there needs to be at least three years of 'before' and 'after' data – the proposed scheme would not exceed an 18-month timeframe.
- 9.11 In line with Vision Zero, TfL proposes to introduce more 20mph speed limits on the TLRN in the coming years but note that only section of the TLRN currently subject to 20mph is a small part of the A3220 Earl's Court One-way System.
- 9.12 Our LIP3 (see background documents) outlines our plans to reduce collisions and casualties in 2018/19 and beyond.

10 SUMMARY

- 10.1 It is difficult to place some of the 2017 casualty statistics in context because of the reporting changes summarised in Section 3. For total casualty numbers, TfL has so far provided back-casted estimates for 2016.
- 10.2 In 2017 there were:
- 799 road casualties, five per cent lower than TfL's back-casted 2016 estimate.
 - 116 KSI casualties, a rise of two per cent from the revised 2016 figures.
 - 683 slight casualties, a fall of six per cent from 2016.
 - 547 casualties involving VRUs, a fall of 11 per cent from 2016.
 - Six deaths in 2017, compared with two in 2016.
- 10.3 The proportion of VRUs involved in casualties in the Royal Borough fell in 2017 for both serious and slight casualties. Nonetheless, motorcyclists suffered the most casualties, and pedestrians suffered the most KSI casualties.

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DIRECTOR FOR TRANSPORT, HIGHWAYS, LEISURE AND PARKS

Officer Contact: Jaimi Lallu, Transport Policy

Tel: 020 7361 3487

Email: Jaimi.Lallu@rbkc.gov.uk

Background Documents:

2017 Borough Road Casualty Fact Sheet (Kensington and Chelsea), TfL:
<http://content.tfl.gov.uk/2017-borough-data-factsheet-kensingtonandchelsea.pdf>

Vision Zero Action Plan, TfL (2018): <http://content.tfl.gov.uk/vision-zero-action-plan.pdf>

Third Local Implementation Plan – Consultation Draft, RBKC, 2018:
<https://www.rbkc.gov.uk/sites/default/files/atoms/files/Third%20Local%20Implementation%20Plan%20%28LIP%29%20-%20Consultation%20Draft.pdf>

Road Casualty Notes and Definitions, DfT (2017):
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/743853/reported-road-casualties-gb-notes-definitions.pdf