

2020 and 2021 Road Collision and Casualty Data

This report presents the 2020 and 2021 road casualty data for the Royal Borough, including key trends and locations with the highest casualties.

1. INTRODUCTION

1.1 The Council receives 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). This dataset does not include collisions that result in damage to vehicles only.

2. SUMMARY

2.1 The risk of someone being harmed in a road traffic collision in Kensington & Chelsea continues to decrease; by the end of 2021, the number of people killed or seriously injured was less than half of that in 2010.

2.2 In 2020 there were:

- 73 killed and seriously injured (KSI) casualties - 35 percent lower than in 2019
- Zero fatalities compared with two in 2019
- 531 slight casualties - 21 percent lower than in 2019
- 604 total road casualties - 23 percent lower than in 2019

2.3 In 2021 there were:

- 85 KSI casualties - 25 percent lower than in 2019
- Four fatalities compared with two in 2019
- 557 slight casualties - 17 percent lower than in 2019
- 642 total road casualties - 18 percent lower than in 2019

- 2.4 The proportion of KSIs and all casualties that occurred on borough-managed roads and on the Transport for London Route Network (TLRN) is summarised in Table 1. The level of safety on roads for which the council is the highway authority continues an improving trend. That on roads managed by TfL, however, showed a sharp upward trend in 2021 after an even sharper downward trend in 2020.

Table 1: KSIs and All Casualties on Borough Roads And TLRN

Year	KSIs	All Casualties	KSIs		All Casualties	
			Borough (%)	TLRN (%)	Borough (%)	TLRN (%)
2019	113	781	77 (68%)	36 (32%)	536 (69%)	245 (31%)
2020	73	604	56 (77%)	17 (23%)	434 (72%)	170 (28%)
2021	85	642	56 (66%)	29 (34%)	458 (71%)	184 (29%)
Total	271	2027	189 (70%)	82 (30%)	1428 (70%)	599 (30%)

3. BACKGROUND

- 3.1 Road casualty statistics are categorised by severity of injury: fatal, serious or slight. The Department for Transport (DfT) defines a serious injury as:

‘An injury for which a person is detained in hospital as an “in-patient”, or any of the following 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.’

- 3.2 One of the main targets in the Council’s third Local Implementation Plan (LIP3) is to reduce the number of people killed or seriously injured (KSI) in the Borough.

- 3.3 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.

4. IMPACT OF THE PANDEMIC

- 4.1 From March 2020 the COVID-19 pandemic and the associated lockdowns resulted in a significant reduction in traffic across the country. In Kensington and Chelsea, annual traffic flows in 2020 and 2021 were 19% and 11% lower than 2019 respectively. It is not therefore surprising that we saw a corresponding reduction in the number of reported injury collisions in 2020 and 2021 over 2019.
- 4.2 We have therefore compared both the 2020 and 2021 data with the 2019 baseline data rather than with each other.

5. BOROUGH-WIDE 20MPH SPEED LIMIT

- 5.1 Officers have been asked for information on the road safety impacts of the borough-wide 20mph speed limit that was completed by March 2021 (and made permanent in March 2022).
- 5.2 It is standard practice to use three years of 'before' and 'after' data when assessing impacts on road safety. Ideally, we would have three full years of pre-pandemic 'before' data - 2017 to 2019 inclusive - to compare against three years post-pandemic 'after' data - 2023 to 2025 so that is some time off yet. Traffic had largely returned to pre-pandemic levels by April 2022, so a good initial snapshot would be the 2019 annual data against April 2022 to March 2023 - which we should receive towards the end of 2023.

6. CHANGES BETWEEN 2019 AND 2020 AND BETWEEN 2019 AND 2021

- 6.1 Total casualties (all severities) in Kensington and Chelsea decreased by 23 percent in 2020 and by 18 percent in 2021, against the 2019 base. KSI casualties in 2020 and 2021 fell by 35 percent and 25 percent, respectively. On average, there was a KSI casualty every 5 days in 2020 and every 4.3 days in 2021, compared to every 3.2 days in 2019.
- 6.2 It is necessary to place these figures in the context of casualties in Inner London. In both 2020 and 2021 our reductions in total casualties and KSIs were greater than those seen across Inner London. In 2020 our reductions in both categories were not as large as seen in Westminster or the City. However, in 2021 we did see a larger reduction in KSIs than in Westminster as below.

In 2020:

- Inner London saw total casualties fall by 21 percent
- Westminster saw total casualties fall by 33 percent
- The City saw total casualties fall by 63 percent
- Across Inner London KSI casualties fell by 23 percent
- In Westminster KSI casualties fell by 36 percent
- In the City KSI casualties fell by 85 percent

In 2021:

- Inner London saw total casualties fall by 12 percent
- Westminster saw total casualties fall by 26 percent
- The City saw total casualties fall by 56 percent
- Across Inner London KSI casualties fell by 22 percent
- In Westminster KSI casualties fell by 10 percent
- In the City KSI casualties fell by 47 percent

Table 2: Casualties in Kensington and Chelsea 2019, 2020 and 2021

Road User Group / Year	2019	2020	2020 Change from 2019	2021	2021 Change from 2019
Pedestrian KSIs	33	18	-15 (-46%)	26	-7 (-21%)
Total Pedestrians	183	93	-90 (-49%)	104	-79 (-43%)
Cyclist KSIs	27	29	+2 (7%)	31	+4 (15%)
Total Cyclists	165	152	-13 (-8%)	176	+11 (7%)
Motorcyclists KSIs	39	16	-23 (-59%)	20	-19 (-49%)
Total Motorcyclists	234	202	-32 (-14%)	205	-29 (-12%)
Other Road Users KSIs	14	10	-4 (-29%)	8	-6 (-43%)
Total Other Road Users	199	52	-147 (-74%)	157	-42 (-21%)
Total Fatalities	2	0	-2 (-200%)	4	+2 (100%)
Total KSIs	113	73	-40 (-35%)	85	-28 (-25%)
Total Casualties	781	604	-177 (-23%)	642	-139 (-18%)
Total Collisions	705	544	-161 (-23%)	601	-104 (-15%)

VULNERABLE ROAD USERS (Pedestrians, Cyclists and Motorcyclists)

- 6.3 In 2020 and 2021 cyclist KSIs increased slightly whilst both pedestrian and motorcyclists KSIs decreased.
- 6.4 In 2020 total cyclist casualties decreased by eight percent compared to two percent across Inner London and increased by seven percent in 2021 compared to an eleven percent increase across Inner London. The charts below show that in 2020 and 2021 cyclists accounted for slightly lower proportions of all casualties in Kensington and Chelsea than across Inner London.
- 6.5 In 2020 total pedestrian casualties decreased by 49 percent compared to 42 percent across Inner London and fell by 43 percent 2021 compared to 37 percent across Inner London.
- 6.6 In 2020 total motorcyclist casualties decreased by 14 percent compared to ten percent across Inner London and fell by twelve percent in 2021 compared to a three percent increase across Inner London.

Figure 1: 2020 - Share of Total Casualties by Road User (from left to right: Greater London share, Inner London share and Kensington and Chelsea share)

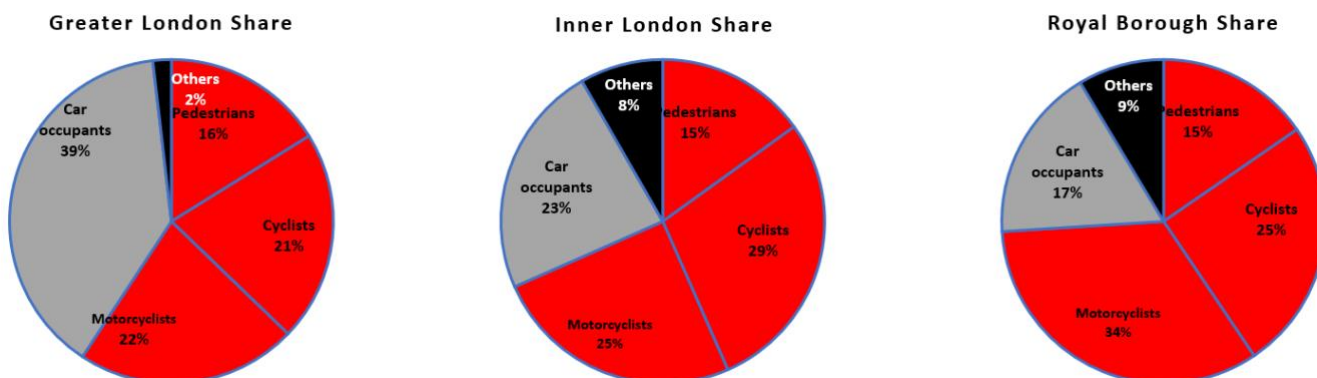
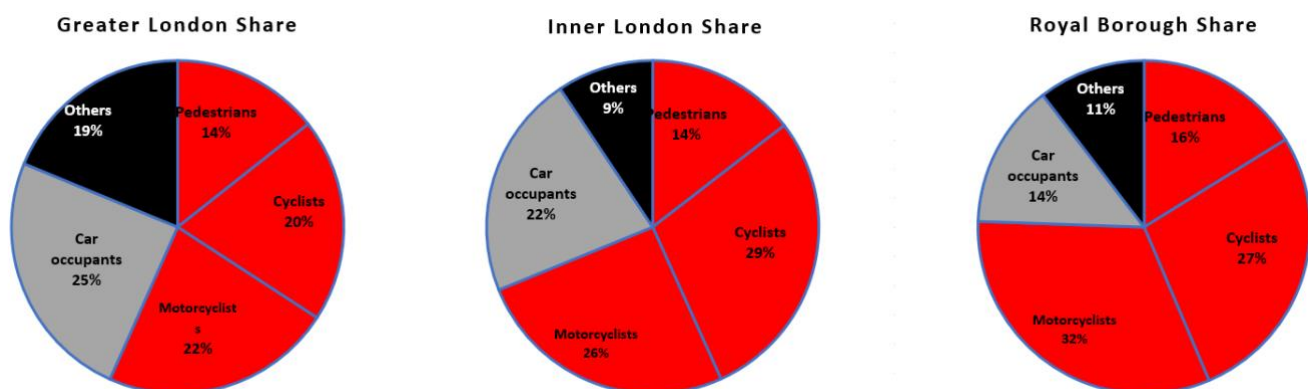


Figure 2: 2021 - Share of Total Casualties by Road User (from left to right: Greater London share, Inner London share and Kensington and Chelsea share)



6.7 As Figures 1 and 2 above show, Vulnerable Road Users (VRUs) make up a larger proportion of total casualties in Inner London Boroughs and in Kensington and Chelsea than in Greater London as a whole. It is noticeable that while motorcyclists make up about a quarter of all casualties in Inner London, they are about a third of all casualties in Kensington and Chelsea and are the single largest casualty group. More work is needed to understand this; unfortunately, we do not have data on whether the high proportion of collisions is related to the growth in motorcycle deliveries.

7. FATALITIES IN 2020 AND 2021

7.1 There were no fatal casualties in the borough in 2020 and four in 2021. This compares with two in 2019.

7.2 All four of the fatalities in 2021 occurred on the TLRN as follows:

- On 1 January 2021 a pedestrian was killed following a collision with a car on Warwick Road near its junction with Trebovir Road, SW5

- On 13 January 2021 a pedestrian was killed following a collision with a car on Battersea Bridge near its junction with Cheyne Walk, SW10
- On 15 January 2021 a motorcyclist was killed following a collision with another vehicle at the junction of Redcliffe Gardens and Fulham Road, SW10
- On 30 November 2021 a pedestrian was killed following a collision with a lorry on Earl's Court Road near its junction with Redfield Lane, SW5

7.3 Whilst we will not receive the confirmed 2022 casualty data until the summer, we do know how many fatalities occurred. In 2022 there were four fatal casualties in Kensington and Chelsea, all of which occurred on the TLRN.

- On 14 May 2022 a pedestrian was killed following a collision with a car on Chelsea Embankment near its junction with Oakley Street, SW3
- On 22 July 2022 a motorcyclist was killed following a collision with a car on West Cromwell Road near its junction with Warwick Road, SW5
- On 3 October 2022 a moped rider was killed following a collision with a pedestrian on Earl's Court Road near its junction with Stratford Road, W8
- On 14 October 2022 a pedestrian was killed following a collision with a taxi on Fulham Road at its junction with Finborough Road, SW10

7.4 So far in 2023 there has been one fatal casualty in the borough:

- On 23 February 2023 a pedestrian was killed following a collision with a car on Kensington High Street near its junction with Old Court Place, W8.

8. PROGRESS AGAINST OUR TARGETS

8.1 In 2010, the Mayor of London's Transport Strategy set a target of:

- A 65 percent reduction in the number of KSIs on London's roads by 2022 when compared with the average between 2005-09

8.2 The 2018 edition of the Strategy added two more targets:

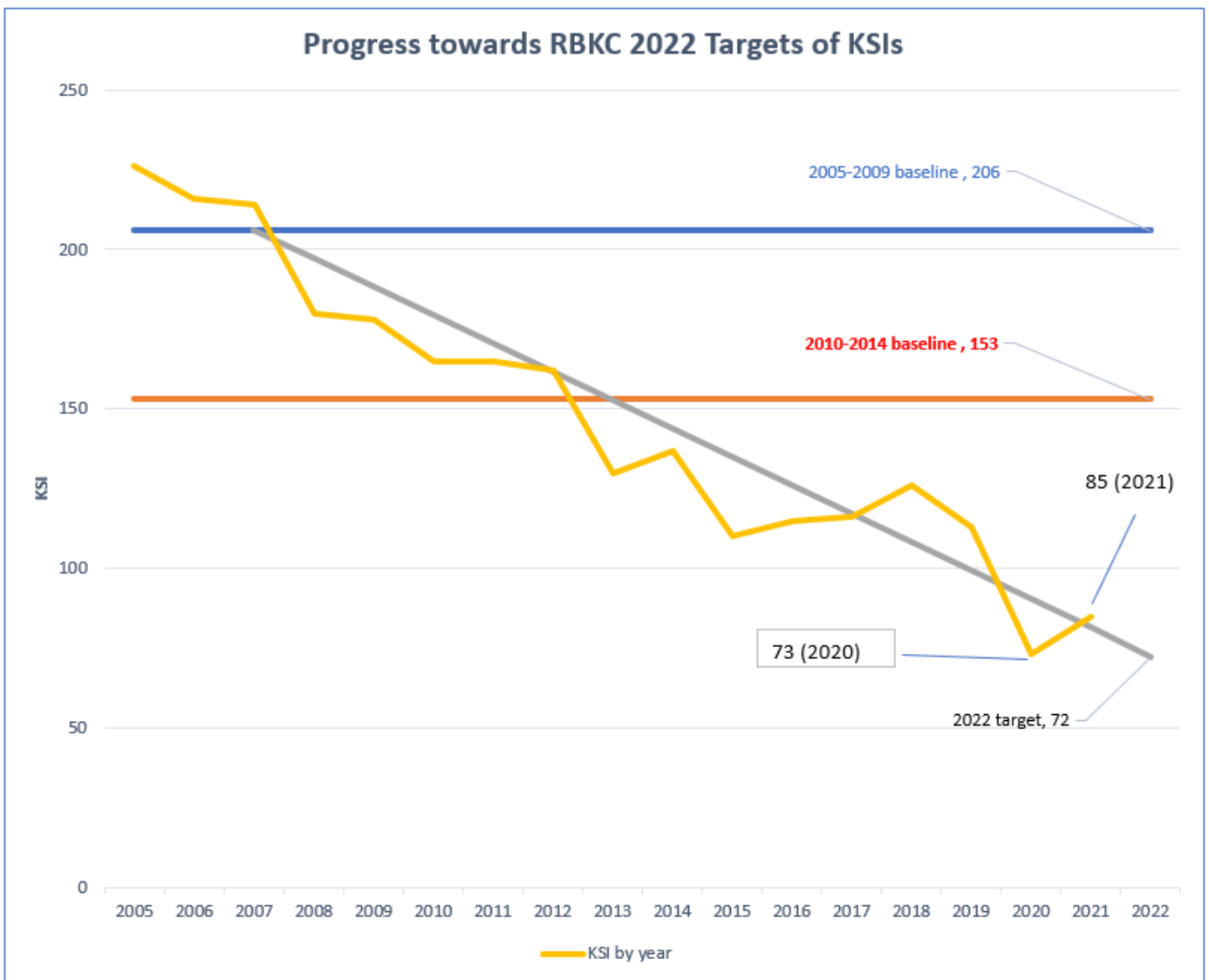
- A 70 percent reduction in KSIs by 2030 when compared with the average between 2010-14
- No KSIs by 2041 (termed "Vision Zero")

8.3 Kensington and Chelsea adopted all three targets as part of its third LIP. Accordingly, the casualty reduction targets for Kensington and Chelsea are:

- 72 KSI casualties in 2022
- 46 KSI casualties in 2030
- Zero KSI casualties in 2041

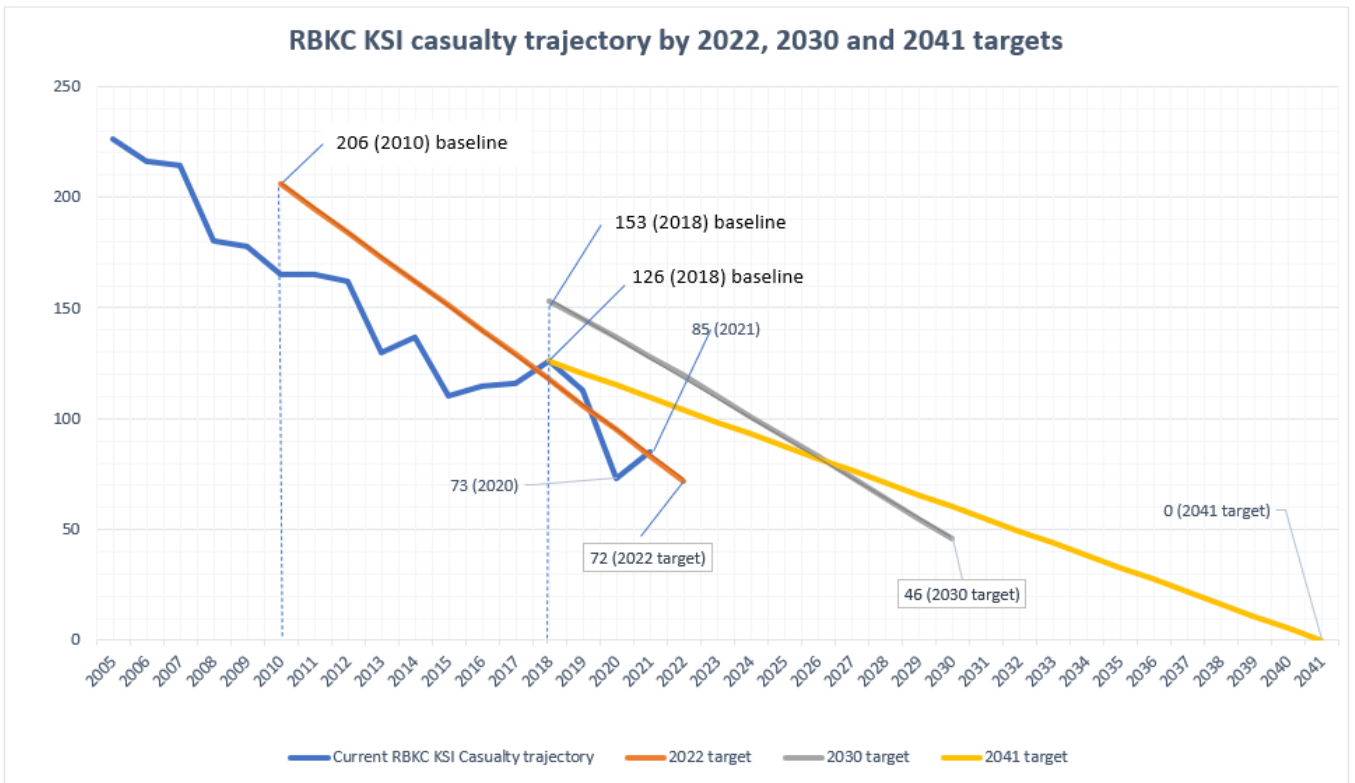
8.4 Table 3 below shows the general downward trend in KSI casualties in Kensington and Chelsea. After a sharp fall in 2015 there was a slight rise in each of the following three years (2016, 2017 and 2018) which lifted total KSIs just above the trajectory needed to meet the 2022 target. The decreases in 2019, 2020 and 2021 over 2018 saw the trajectory move closer towards the target of 72 KSIs by 2022. Notwithstanding this positive trend, the effect of Covid on travel patterns in 2020 and 2021 means we are not as close to the 2022 target as Table 3 implies.

Table 3: KSI Casualties in Kensington and Chelsea 2005-2019, by 2005-2009 & 2010-2014 Baselines & 2022 Target



8.5 Table 4 below shows the long-term targets for Kensington and Chelsea. The trajectory shows the reduction in KSI casualties required if we are to meet these targets. To achieve the 2030 target of 46 KSIs (or fewer than one per week) we would need to see our annual totals reduce by four or five every single year. A similar trajectory is required to reach zero KSIs over the next two decades.

Table 4: KSI Casualties in Kensington and Chelsea 2005-2021 & Future Trajectory by 2022, 2030 & 2041 Targets



8.6 Because of annual fluctuations and the fact that casualties generally involve small numbers, we also consider rolling three-year averages for KSI data. Table 5 shows every year three-year KSI average figure being lower than the preceding year's, except in 2018.

Table 5: Rolling three-year KSI Averages in Kensington and Chelsea (where the year stated is the last of a three-year period) (2009-2021)

Year	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Three Year Ave.	198	184	173	167	154	143	124	118	112	118	114	104	90

9. KEY LOCATIONS

- 9.1 For the purpose of collision-reporting, London's road network is broken down into Nodes (main road junctions), Links (the stretches of main roads between the Nodes), and Cells (all the remainder of the collisions not assigned to Nodes or Links - there are 48 cells in the Borough).
- 9.2 When carrying out road safety investigations it is best practice to use three full years of data to identify clusters and patterns. The following tables set out the ten Nodes (i.e. larger junctions) and ten Links (lengths of road between junctions) in Kensington and Chelsea with the highest numbers of casualties during 2019 to 2021 inclusive.
- 9.3 As previously, these locations tend to be on the TLRN and our busiest roads which accommodate high levels of traffic.
- 9.4 These 20 locations account for only around 17 percent of KSIs in the borough. This demonstrates how difficult it is to address KSIs through engineering measures, as they are so widely spread across Borough roads and the TLRN.
- 9.5 Nine of the top ten nodes are the responsibility of TfL. The Council has regular meetings with officers from TfL and will continue to work with them to identify possible remedial works.
- 9.6 It should be noted that since the MPS changed the way in which it records collision data in November 2016, including a move towards increased self-reporting, the detail of the data passed to boroughs has deteriorated significantly. In the past, the police reports generally included the attending police officer's take on how the collision occurred. Nowadays, the majority of collisions are simply recorded as 'Not known how collision occurred'. This makes identifying clusters of collisions with treatable patterns far more difficult than before 2016.
- 9.7 For several years, our focus has been on securing improvements to the junction of Chelsea Embankment and Battersea Bridge, which has been in the top two most hazardous junctions in the borough for the last ten years.
- 9.8 Any new site investigations on both borough roads and the TLRN are subject to current uncertainties around the availability of TfL funding for Local Safety Schemes.

Table 6: Nodes with the Highest Number of Casualties over the Past Three Years (2019-2021)

Rank	Node	3-Year Casualty Total (KSIs in brackets)	Comment
1 TLRN	A3212, Chelsea Embankment / Battersea Bridge Road	35 (5)	This junction is managed by TfL, which installed a pedestrian crossing facility across one arm of the junction in 2022 and has consulted on plans for further safety improvements in 2023.
2 TLRN	A312, Chelsea Embankment / Chelsea Bridge Road / Grosvenor Road	19 (5)	This junction is managed by TfL, which introduced some safety measures in 2020 and 2022 which it is currently considering making permanent.
3 TLRN	A4, West Cromwell Road / A3220, Warwick Road	16 (2)	This junction is managed by TfL, which is investigating how the junction could be made safer. These figures do not include the motorcyclist fatality in 2022.
4 TLRN	A3220, Finborough Road / Fulham Road	16 (2)	This junction is managed by TfL.
5 TLRN	A312, Chelsea Embankment / Oakley Street	16 (1)	This junction is managed by TfL. These figures do not include the pedestrian fatality in 2022.
6 TLRN	A4, West Cromwell Road / Queen's Gate	15 (3)	This junction is managed by TfL.
7 TLRN	A3220, Holland Road / Warwick Road / Kensington High Street	15 (1)	This junction is managed by TfL
8 RBKC	Kings Road / Lots Road	13 (4)	This junction is managed by Kensington and Chelsea and we shortly be increasing the size of the yellow box junction marking to try and prevent traffic from queuing through the junction. We will also include the junction in the scoping for the forthcoming Lots Road redevelopment Section 106 agreement.

Rank	Node	3-Year Casualty Total (KSIs in brackets)	Comment
9	A3220, Redcliffe Gardens / Fulham Road	12 (2)	This junction is managed by TfL.
10	A3220, Addison Road / Kensington High Street / Warwick Gardens	11 (1)	This junction is managed by TfL.

9.9 We rank links by casualties per kilometre. There is a much higher proportion of Borough roads in the top ten links than in the top ten nodes. Two of those listed below are the responsibility of TfL.

Table 7: Links with the Highest Number of Casualties over the Past Three Years (2019-2021)

Rank	Link	3-Year Casualty Total (KSI in brackets)	Casualties per km	Comment
1	Brompton Road: Hans Crescent to Montpelier Street	16 (4)	73	This link is managed by TfL.
2	Kensington Road: Kensington Church Street to Westminster Boundary	33 (1)	72	This link is managed by Kensington and Chelsea. The Council is currently considering what if any road safety measures to introduce to Kensington High Street/ Kensington Road
3	Brompton Road: Beauchamp Place to Egerton Gardens	20 (4)	71	This link is managed by TfL.
4	Old Brompton Road: Finborough Road to West Brompton Station	19 (1)	63	This link is managed by Kensington and Chelsea. We have developed proposals to help pedestrians and cyclists cross the Old Brompton

Rank	Link	3-Year Casualty Total (KSI in brackets)	Casualties per km	Comment
				Road at Kempsford Gardens that we will be consulting on shortly.
5 RBKC	Ladbroke Grove: Chesterton Road to Cambridge Gardens	14 (1)	61	This link is managed by Kensington and Chelsea. We implemented measures to improve road safety between Ladbroke Square and Kensal Road which includes this link in 2020 / 2021.
6 RBKC	Holland Park Avenue: Clarendon Road to Ladbroke Grove	17 (1)	59	This link is managed by Kensington and Chelsea.
7 RBKC	Ladbroke Grove: Cambridge Gardens to Lancaster Road	7 (1)	44	This link is managed by Kensington and Chelsea. We implemented measures to improve road safety between Ladbroke Square and Kensal Road which includes this link in 2020 / 2021.
8 RBKC	Fulham Road: Beaufort Street to Old Church Street	14 (2)	40	This link is managed by Kensington and Chelsea. The Council is currently working on plans to introduce painted cycle lanes on Fulham Road.
9 RBKC	Ladbroke Grove: Chesterton to Barlby Road	19 (2)	39	This link is managed by Kensington and Chelsea. We implemented measures to improve road safety between Ladbroke Square and Kensal Road which includes this link in 2020 / 2021.
10 RBKC	Kensington High Street: Holland Road to Warwick Road	13 (4)	39	This link is managed by Kensington and Chelsea. The Council is currently considering what if any road safety measures to introduce to Kensington High Street/ Kensington Road

Background Documents:

Casualties in Greater London during 2020: <https://content.tfl.gov.uk/casualties-in-greater-london-2020.pdf>

Casualties in Greater London during 2021: <https://content.tfl.gov.uk/casualties-in-greater-london-2021.pdf>

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

Kensington and Chelsea's Third Local Implementation Plan (April 2019):
[Local Implementation Plan Kensington and Chelsea \(rbkc.gov.uk\)](http://rbkc.gov.uk)