

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA

ENVIRONMENT SELECT COMMITTEE - 18 MARCH 2025

2023 ROAD COLLISION AND CASUALTY DATA

This report summarises the 2023 road casualty data for Kensington and Chelsea, with key trends, progress against our casualty reduction targets and locations with the highest casualty numbers. The Committee is asked to review the report and make any comments or recommendations to the Lead Member for Planning and Public Realm.

1. EXECUTIVE SUMMARY

- 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. There is typically a six to nine month delay before confirmed collision details are passed to the boroughs.
- 1.2 One of the main targets in the Council's third Local Implementation Plan (LIP3 - April 2019) was to reduce the number of people killed or seriously injured (KSI) on roads in the borough to no more than 72 people killed or seriously injured in 2022.
- 1.3 We have compared the 2023 collision data with the 2022 data and also with data from 2019, before the coronavirus pandemic, the impact of which saw a significant London-wide decrease in personal injury collisions in 2020 and 2021.
- 1.4 In 2023 there were:
 - Three fatalities compared with four in 2022 and two in 2019
 - 125 KSI casualties - nine percent higher than in 2022 and eleven percent higher than in 2019
 - 556 slight casualties - one percent higher than in 2022 and 17 percent lower than in 2019
 - 681 total road casualties - three percent higher than in 2022 and 13 percent lower than in 2019
- 1.5 Over the past five years, the proportion of KSIs on borough-managed roads has varied from two-thirds to 70 per cent, with the remainder on the Transport for London Route Network (TLRN).

2. RECOMMENDATION

- 2.1 The Committee is invited to consider the contents of this report and decide whether it wishes to make any comments.

3. QUESTIONS TO CONSIDER

- 3.1 As this is a factual briefing there are no questions being put to the Committee.

4. INFORMATION ABOUT THIS REPORT

- 4.1 Why has this report been brought to this committee?

In the Council's third LIP we committed to a road safety target to reduce the number of people being killed or seriously injured in traffic collisions to no more than 72 by 2022. That target was not met and since the pandemic lockdowns, those types of casualties have been increasing.

5. MAIN REPORT

BACKGROUND

- 5.1 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.'

- 5.2 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.*

6. CHANGES BETWEEN 2023, 2022 AND 2019

- 6.1 Total casualties (all severities) in Kensington and Chelsea increased by nearly three percent in 2023 when compared with 2022 and decreased by 13 percent compared with 2019. Total KSI casualties also increased by nine percent over 2022 and by eleven percent over 2019.
- 6.2 It is necessary to place these figures in the context of casualties in *Inner London as below:

In 2023 compared to 2022:

	2023 Total Casualties	2023 KSIs
Area / Percentage Change Over 2022		
Kensington and Chelsea	+3%	+9%
Westminster	-2%	-2%
Inner London	-3%	-6%

In 2023 compared to 2019:

	2023 Total Casualties	2023 KSIs
Area / Percentage Change Over 2019		
Kensington and Chelsea	-13%	+11%
Westminster	-20%	+5%
Inner London	-15%	-3%

- 6.3 Table 1 below shows the changes for all 2023 casualties and casualties by road user group over 2022 and 2019 in Kensington and Chelsea. Against 2019 they were a 52% increase in cyclist KSIs, a 33% increase in pedestrian KSIs and 29% decrease in motorcyclist KSIs.

* In this context, Inner London comprises: the boroughs of Camden, City of London, Hackney, Hammersmith & Fulham, Haringey, Islington, Kensington & Chelsea, Lambeth, Lewisham, Newham, Southwark, Tower Hamlets, Wandsworth and the City of Westminster

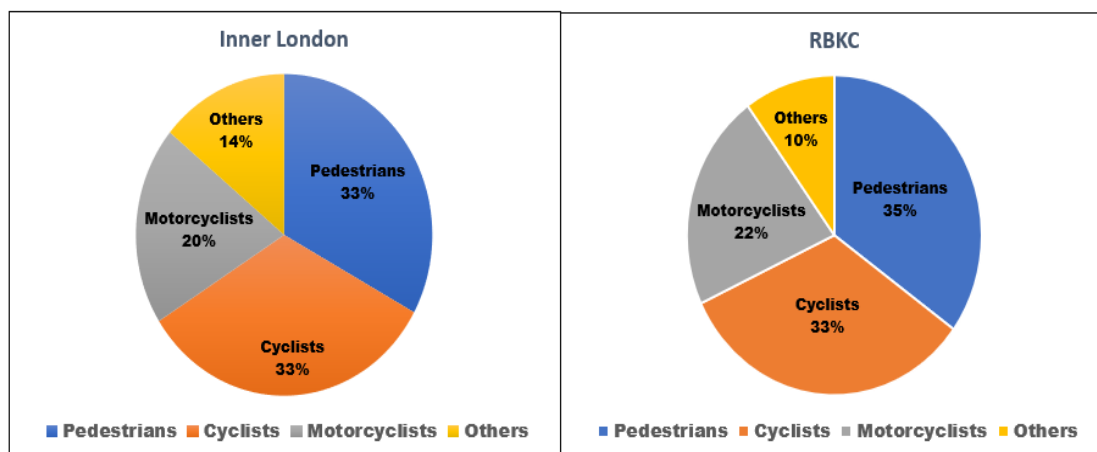
Table 1: Casualties in Kensington and Chelsea by Mode of Travel - 2019, 2022 and 2023

Road User Group/Year	2019	2022	2023	2023 Change over 2022 %	2023 Change over 2019 %
Pedestrian KSIs	33	37	44	+19%	+33%
Total Pedestrians	183	139	139	0%	-24%
Cyclist KSIs	27	36	41	+14%	+52%
Total Cyclists	165	140	172	+23%	+4%
Motorcyclists KSIs	38	29	27	-7%	-29%
Total Motorcyclists	234	231	248	+7%	+6%
Other Road Users KSIs	15	13	13	0%	-13%
Total Other Road Users	199	154	122	-21%	-39%
Total Fatalities	2	4	3	-25%	+50%
Total KSIs	113	115	125	+9%	+11%
Total Casualties	781	664	681	+3%	-13%
Total Collisions	705	610	628	+3%	-11%

VULNERABLE ROAD USERS (Pedestrians, Cyclists and Motorcyclists)

- 6.4 Figure 1 below shows the 2023 proportions of KSI casualties in Kensington and Chelsea and Inner London by road user group. The distribution of KSIs between road user types in Kensington and Chelsea is very similar to the Inner London distribution: pedestrians, cyclists and motorcyclists accounted for 90 per cent of KSIs in Kensington and Chelsea and 86 per cent in Inner London.

Figure 1: 2023 - Percentage of KSI Casualties by Road User in Inner London and Kensington and Chelsea



- 6.5 Pedestrians and cyclists are now the equal largest groups of KSI casualties in Kensington and Chelsea (33 percent each).
- 6.6 Part of the context to the 50 per cent increase in cycling KSIs since 2019 is an increase in the amount of cycling on our roads. We have tracked this through annual video surveys of cycling on a sample of quiet and busy roads. On average, cycling flows on those roads rose by 70 per cent, with most of them rising by at least 50 per cent. Analysis of Strava's daily cycle trip monitoring - based on its own users' records - registered an increase of 24 per cent. Neither dataset provides a definitive picture but it is likely that at least part of the explanation for the large increase in cycling KSIs lies with a growth in the amount of cycling activity. This does not remove the need to address that growth in cycling KSIs. In Inner London, cycling KSIs also rose between 2019 and 2023, but less sharply at 20 per cent.
- 6.7 There is no reason to believe that the 33 per cent rise in pedestrian KSIs is linked to any large increase in levels of walking between 2019 and 2023.
- 6.8 Motorcyclist KSI casualties have fallen both as a proportion of all casualties and in absolute terms since 2019 despite a 50 percent increase in the number of kilometres travelled by motorcycle in London 2019 and 2023. However, there is no obvious reason why they have decreased.
- 6.9 While the reduction in motorcyclist casualties is welcome, it is important to note that motorcycles continue to be involved in a disproportionate number of collisions resulting in injury to pedestrians. In 2023, motorcycles were involved

in 20 percent of all collisions involving pedestrian casualties in Kensington and Chelsea - the corresponding figure for Inner London is 13 percent.

- 6.10 Table 2 below shows the percentages of vehicle types involved in collisions resulting in injury to vulnerable road users in the borough in 2023.

Table 2 - Percentages of Vehicle Types Involved in Collisions Resulting in KSIs to Vulnerable Road Users in Kensington and Chelsea and in Inner London in 2023

Kensington and Chelsea

	Vehicle Type							
Casualty Mode of Travel	Pedal Cycle	Motorcycle	Car	Taxi	Private Hire	Bus or Coach	Goods vehicle	Other vehicle
Pedestrian	11%	22%	26%	4%	13%	7%	15%	2%
Pedal Cyclist	0%	2%	62%	13%	2%	8%	10%	2%
Motorcyclist	4%	7%	62%	11%	4%	0%	7%	4%

Inner London

	Vehicle Type							
Casualty Mode of Travel /	Pedal Cycle	Motorcycle	Car	Taxi	Private Hire	Bus or Coach	Goods vehicle	Other vehicle
Pedestrian	12%	15%	41%	4%	5%	9%	11%	3%
Pedal Cyclist	5%	5%	61%	6%	2%	4%	14%	2%
Motorcyclist	3%	8%	66%	3%	5%	0%	14%	1%

CASUALTY RATES

- 6.11 Officers have been asked how the KSI figures in Kensington and Chelsea compare to those of other Inner London boroughs. Such comparisons are made difficult by the differences in size of the boroughs, their road networks, and numbers of road users. Below, the report presents publicly available data on comparative casualty rates.
- 6.12 The Department for Transport publishes KSI casualty rates per billion motor vehicle kilometres by local authority. Kensington and Chelsea's annual rates compared to those of our neighbouring boroughs are set out in Table 3 below. In Kensington and Chelsea there was a general downward trend from 2014 until the 2020 pandemic, and then a sharp and consistent rise over the last three years to 2023. Westminster and Hammersmith and Fulham saw more shallow rises over the last three years and Wandsworth saw a significant reduction in 2023.

Table 3 - KSI casualty rates per billion motor vehicle kilometres by borough

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Kensington and Chelsea	265	225	233	229	243	215	172	186	235	262
Westminster	329	323	318	315	321	302	254	322	369	366
Hammersmith and Fulham	262	229	240	187	210	188	192	211	225	226
Wandsworth	233	214	216	188	216	209	236	245	267	202

- 6.13 The DfT casualty rate data do not distinguish between different types of road user casualty or take account of differing volumes of walking and cycling. The publicly available 'Healthy Streets Scorecard' [website](#) attempts to track London boroughs' performance against several transport-related indicators including pedestrian and cyclist road casualty rates as per Tables 4 and 5 below. These metrics use slightly out of date casualty data so should be treated cautiously but they do give a useful comparison of performance across London. Kensington and Chelsea's performance is ranked at No. 8 in Inner London for pedestrian KSIs and No. 3 for cyclist KSIs (the higher the rank, the lower the casualty rate).

Table 4 - Three-Year Average 2020-2022 Pedestrian KSIs per 100,000 'daily walking stages' from the 2022/23 London Travel Demand Survey

Greater London Average	4.9
Inner London Average	4.4
Kensington and Chelsea	4.4 (Ranked No. 8 in Inner London)
Westminster	4.3
Hammersmith and Fulham	5.4
Wandsworth	3.6

Table 5 - Three-Year Average 2020-22 Cyclist KSIs per 1,000 'daily cycling stages' from the 2022/23 London Travel Demand Survey

Greater London Average	2.2
Inner London Average	1.8
Kensington and Chelsea	1.2 (Ranked No. 3 in Inner London)
Westminster	1.8
Hammersmith and Fulham	1.8
Wandsworth	1.7

7. INEQUALITIES IN ROAD DANGER

- 7.1 In June 2023 TfL published its first [Inequalities in Road Danger Report](#) which examined the relationships between deprivation and road casualty risk rate and casualty location rate in London.
- 7.2 The most recent data found that those living in the 30 per cent most deprived areas of London, have a higher chance of being killed or seriously injured than

those living in the 30 per cent least deprived areas. In 2023 the KSI casualty rate for the most deprived 30 per cent was 1.5 times higher than that for the least 30 per cent deprived

- 7.3 In Kensington and Chelsea in 2023, people living in the 30 per cent most deprived areas were almost twice as likely as people living in the 30 per cent least deprived areas to suffer a KSI collision (rates of 2.31 and 1.2 per 1000 population, respectively). Note that this gap has reduced since 2019, when the equivalent figures were 3.6 and 1.19 per 1000 population).
- 7.4 More work is needed to understand the reasons for these differences between people in lower and higher deprivation areas. In terms of where KSI collisions occurred, in 2023, in Kensington and Chelsea the least deprived areas actually had a higher KSI collision rate (2.83 KSIs per kilometre of road) than the most deprived areas (2.3 per km).

8. FATALITIES IN 2023

- 8.1 In 2023 there were three fatal casualties in Kensington and Chelsea, compared with four in 2022. Following every fatality in the borough on both borough roads and the TLRN, officers visit the location with the MPS to see if there is anything obvious that can be done to improve safety. However, this is very rarely the case.
- 8.2 Two of these fatalities occurred on the TLRN and one on a borough road as follows:
- On 13 February 2023 a pedestrian was killed following a collision with a car on Kensington High Street, approximately 25 metres east of Old Court Place, W8 (borough road)
 - On 10 May 2023 a pedestrian was killed following a collision with a police motorcycle on West Cromwell Road near its junction with Nevern Road, SW5 (TLRN)
 - On 10 August 2023 a cyclist was killed following a collision with a heavy goods vehicle on Battersea Bridge, 75 metres south of its junction with Chelsea Embankment, SW10 (TLRN)

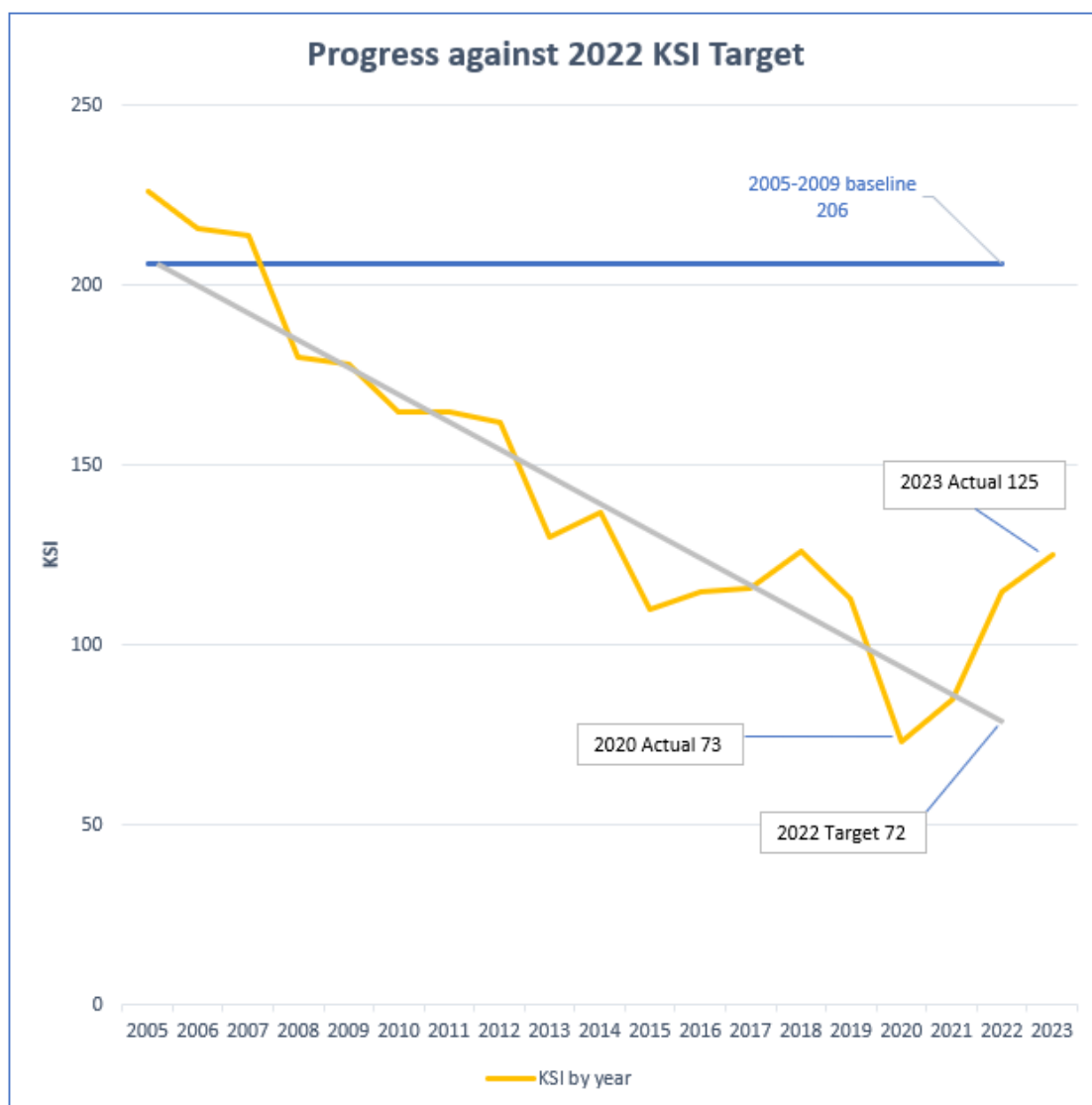
9. PROGRESS AGAINST OUR TARGETS

- 9.1 In 2010, the Mayor of London's Transport Strategy (MTS) 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
- 9.2 The 2018 edition of the MTS 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”

- 9.3 Kensington and Chelsea adopted all three targets as part of its third LIP in 2019. Accordingly, the casualty reduction targets for Kensington and Chelsea are:
- a) No more than 72 people killed or seriously injured in 2022
 - b) No more than 46 people killed or seriously injured in 2030
 - c) Not one person killed or seriously injured in 2041
- 9.4 Figure 2 below shows the trend in KSI casualties in Kensington and Chelsea. After a clear downward trend until 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. A decrease in 2019 and the Covid-effects on traffic levels in 2020 and 2021 had seen the trajectory move closer towards the target of 72 KSIs by 2022. But the sharp increase in KSIs between 2020 and 2022 meant that the target was exceeded by 60 percent.
- 9.5 To achieve the 2030 target of 46 KSIs (or fewer than one per week) we would need to see our annual totals reduce by more than eleven every year. A similar trajectory is required to reach zero KSIs over the next two decades.

Figure 2: KSI Casualties in Kensington and Chelsea 2005-2023 from 2005-2009 Baseline and 2022 Target



10. KEY LOCATIONS

- 10.1 For 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 Kensington and Chelsea).
- 10.2 When carrying out road safety investigations best practice is to use three full years of data to identify clusters and patterns. Tables 3 and 4 set out the ten nodes and ten links in Kensington and Chelsea with the highest numbers of casualties during 2023.
- 10.3 As previously, these locations tend to be on the TLRN and our busiest roads which accommodate high levels of traffic.

- 10.4 These 20 nodes and links account for only around 21 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.
- 10.5 Seven of the ten top nodes and two of the top ten links 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.
- 10.6 For several years, our focus has been on securing improvements to the junction of Chelsea Embankment and Battersea Bridge, which has been two of the most three hazardous junctions in the borough for the last ten years. Safety improvements at the junction have now been consulted on, approved and scheduled for implementation in summer 2025. We have also pressed TfL on its plans for pedestrian crossing facilities at the junction of Warwick Road and Old Brompton Road. TfL has now extended its 20mph speed limit to cover all its roads in the borough except West Cromwell Road.
- 10.7 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 led to most collisions simply being recorded as 'Not known how collision occurred'. This makes identifying clusters of collisions with treatable patterns far more difficult than before 2016.
- 10.8 The Department for Transport regularly reviews the way collision data is collected. The most recent changes were introduced from 2023. The main changes include:
- a new vehicle type to record powered personal transporters, including e-scooters, which should improve the quality and consistency of reporting
 - a new variable to record results of roadside drug testing, which may facilitate the development of statistics on drug-driving in future
 - coding of journey purpose using values consistent with the National Travel Survey

However, some data that would be useful, such as whether cyclists in collisions in the dark were using lights will still not be recorded.

Table 3: Nodes with the Highest Number of Casualties over the Past Three Years (2021-2023)

Rank	Node	3-Year Casualty Total (KSIs)	Comment
1 TLRN	A3212, Chelsea Embankment / Battersea	23 (6)	TfL manages this junction and installed a pedestrian crossing facility across one arm of the junction in 2022 and has confirmed plans for further safety improvements for implementation in autumn 2025. TfL introduced a 20mph

Rank	Node	3-Year Casualty Total (KSIs)	Comment
	Bridge Road		speed limit along Chelsea Embankment in late 2021.
2 RBKC	King's Road / Beaufort Street	17 (3)	We manage this junction and we are developing improvements that would see pedestrian facilities across all arms for consultation in 2025.
3 TLRN	A312, Chelsea Embankment / Chelsea Bridge Road / Grosvenor Road	16 (2)	TfL manages this junction and introduced safety measures in 2020 and 2022 which it has since made permanent. TfL introduced a 20mph speed limit along Chelsea Embankment in late 2021.
4 TLRN	A3220, Finborough Road / Fulham Road	15 (3)	TfL manages this junction. We are not aware of any plans to review safety here. TfL introduced a 20mph speed limit on Finborough Road in October 2023.
5 RBKC	Kings Road / Lots Road	15 (6)	We manage this junction and increased the size of the yellow box junction marking to prevent traffic from queuing through the junction in November 2023. Since then there have been no personal injury collisions reported here up to the end of September 2024. We will continue to monitor injury collisions here and will include the junction in the scope of works to be delivered through the Lots Road redevelopment Section 106 agreement.
6 TLRN	A4, West Cromwell Road / A3220, Warwick Road	15 (3)	TfL manages this junction and is investigating how it could be made safer. TfL introduced a 20mph speed limit on Warwick Road in October 2023, though West Cromwell Road remains at 30mph.
7 TLRN	A312, Chelsea Embankment / Oakley Street	14 (2)	TfL manages this junction and we are not aware of any plans to review safety here. TfL introduced a 20mph speed limit along Chelsea Embankment in late 2021.
8 TLRN	Old Brompton Road / Warwick Road	13 (2)	TfL manages this junction and introduced a 20mph speed limit on Warwick Road in October 2023. Ward councillors and the police have raised concerns about safety here. We have asked TfL for an update on its long-term plans for pedestrian safety improvements. These are currently planned to be linked to the redevelopment of the old Earl's Court Exhibition Centre site, so several years away.
9 RBKC	Kensington High Street / Kensington Church Street	12 (3)	We manage this junction. The three KSI casualties were a motorcyclist, a cyclist and a standing bus passenger. We will investigate this junction as part of a road safety study into the Kensington High Street - Kensington Road corridor to try and identify appropriate and effective remedial measures.

Rank	Node	3-Year Casualty Total (KSIs)	Comment
10	A4, West Cromwell Road / Earls Court Road	12 (4)	TfL manages this junction and we are not aware of any plans to review safety here.
TRLN			

10.9 The collision record at Kings Road / Lots Road appears to have improved significantly since we increased the size of the yellow box junction although it is not enforced by CCTV. In the ten months to the end of September 2024 since we did that, there have been no reported injury collisions at the junction.

10.10 Nine of the top ten nodes already have either full or partial yellow boxes though none of them on either borough roads or the TLRN are currently enforced by CCTV.

10.11 To gauge the relative safety of a length of road (a link), we calculate 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. Most of the borough's A-roads are in this list.

Table 4: Links with the Highest Number of Casualties over the Past Three Years (2021-2023)

Rank	Link	3-Year Casualty Total (KSIs)	Casualties per km	Comment
1	Kensington Road: Kensington Church Street to Westminster Boundary	41 (9)	89	We manage this link. We introduced advisory cycle lanes along most of this link in summer 2023. It is too early to gauge the impact of these measures on casualty numbers.
2	Brompton Road: Hans Crescent to Montpelier Street	15 (2)	68	TfL manages this link and introduced a 20mph speed limit on Brompton Road in October 2023.
3	Ladbroke Grove: Chesterton Road to Cambridge Gardens	14 (3)	61	We manage this link. We completed the implementation of measures to improve road safety between Ladbroke Square and Kensal Road which includes this link by the end of 2021. It is too early to gauge the impact of those measures on casualty numbers.
4	Fulham Road:	19 (5)	54	We manage this link. We introduced

RBKC	Beaufort Street to Old Church Street			painted advisory cycle lanes on Fulham Road in November 2023.
5 TLRN	Brompton Road: Beauchamp Place to Egerton Place	15 (4)	54	TfL manages this link and introduced a 20mph speed limit on Brompton Road in October 2023.
6 RBKC	Kensington High Street: Warwick Road to Addison Bridge Place (Borough Boundary)	10 (2)	53	We manage this link.
7 RBKC	Ladbroke Grove: Cambridge Gardens to Lancaster Road	8 (0)	50	We manage this link. We implemented measures to improve road safety between Ladbroke Square and Kensal Road which includes this link in 2020 / 2021.
8 RBKC	Old Brompton Road Finborough Road to Wes Brompton Station	14 (2)	47	We manage this link. We will install a parallel pedestrian / cyclist zebra crossing to help pedestrians and cyclists cross Old Brompton Road at Kemsford Gardens in February 2025.
9 RBKC	King's Road Sydney Street to Anderson Street	26 (4)	46	We manage this link.
10 RBKC	Kensington High Street: Addison Road to Earl's Court Road	19 (3)	42	We manage this link.

10.12 Drilling down further into more 'local' junctions on borough roads that are not classed as 'Nodes', we previously identified the following sites for confirmed or potential local safety schemes in Table 5 below.

Table 5 - Sites for Local Safety Schemes / Investigations

Location	3-Year Casualty Total (KSIs)	Comment
Old Brompton Road / Eardley Crescent, SW5	8 (2)	In 2024 we banned the left turn from Old Brompton Road into Eardley Crescent, which should address a pattern of 'left hook' collisions resulting in injury to cyclists and motorcyclists. It is too early to judge the success of this scheme in reducing collisions.
Courtfield Road / Ashburn Place, SW7	1 (0)	Whilst the number of casualties here has decreased recently, we replaced the mini-roundabout with a priority junction and added a zebra crossing across Ashburn Place in January 2025. It is too early to judge the success of this scheme in reducing collisions.
Harrington Gardens / Ashburn Place, SW7	5 (1)	We will replace the mini-roundabout with a priority junction and add a zebra crossing across Harrington Gardens in February 2025.
Old Brompton Road / Kempsford Gardens, SW5	2 (1)	We will install a parallel pedestrian / cyclist zebra crossing across Old Brompton Road in February 2025.
Harrington Gardens / Collingham Road / Collingham Gardens, SW5	6 (2)	We will consult on replacing this mini-roundabout with a priority junction and installing a zebra crossing across Collingham Road in 2025.
Westbourne Grove / Ledbury Road, W11	5 (1)	We will consult on replacing this mini-roundabout with a priority junction and installing a zebra crossing across the northern arm of Ledbury Road in 2025.

11. FURTHER ACTION

11.1 Planned interventions designed to bring our performance against our road safety targets back on track include:

- Commission a road safety study into the Kensington High Street - Kensington Road corridor to try and identify appropriate and effective remedial measures
- Trial Artificial Intelligence-enhanced camera "near-miss" technology to improve our understanding of the causes of collisions at two junctions with high numbers of casualties
- Continue with our programme of pedestrian improvements at traffic light controlled junctions and new zebra crossings as detailed in Appendix 1
- Commission an independent review of KSI collisions across the borough
- Feed the results of that study into drafting a formal medium-term Road Safety Plan / Strategy

- Install or develop collision-reduction measures for the locations identified in Table 5
- Deploy additional cameras to detect and enforce moving traffic offences that pose a hazard for other road users
- Participate in London Council's 'Vision Zero Working Group' to help officers gain a clearer understanding of the challenges, barriers and existing problems in boroughs when it comes to achieving Vision Zero. The themes to be considered that are particularly relevant to Kensington and Chelsea include:
 - Provide the Metropolitan Police with data on traffic speeds to assist in their speed enforcement including 20 mph
 - Work with operators to improve rider safety in relation to the gig economy and Powered Two Wheelers (motorcycles, mopeds and electric bikes)

12. TIMESCALE FOR CONSIDERATION

12.1 As this report is for information only there is no specific timescale for consideration.

Andrew Burton, Director of Highway and Regulatory Services

Background Papers used in the preparation of this report:

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/local-implementation-plan-kensington-and-chelsea)

Casualties in Greater London during 2023 and Annexes, TfL (January 2025):
<https://content.tfl.gov.uk/casualties-in-greater-london-2023.pdf>

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Appendix 1 - Pedestrian Improvements Update

1. Introduction

- 1.1 One of the Council's main transport policies is to increase the number of walking trips in the borough. Our main tool to achieve this is to reduce real and perceived barriers to walking, including providing new pedestrian crossing facilities where they are currently lacking. These improvements are not only resource-intensive to develop and, particularly in the case of traffic light-controlled crossings, expensive to deliver, they sometimes require making tough choices in balancing pedestrian amenity and safety against increased traffic congestion and longer bus journey times.
- 1.2 We are also aware that the walkability of the borough is hindered by the lack of pedestrian crossing facilities on our borough boundaries and on the Transport for London Route Network.

2. Recently completed work

- 2.1 In 2024/25 we installed the following new pedestrian crossings:

Zebra Crossings

- Ashburn Place, SW7 - zebra crossing at its junction with Courtfield Road (one new crossing)
- Harrington Gardens, SW7 - zebra crossing at its junction with Ashburn Place (one new crossing)
- Old Brompton Road, SW5 - new parallel crossing at the junction with Kempsford Gardens (one new crossing in construction at time of drafting).

3. Current work

- 3.1 We are developing schemes for the following locations for consultation and potential implementation in 2025/26 and 2026/27:

- Kings Road / Beaufort Street, SW3 - all round pedestrian 'Green Man' stage (three new crossings)
- Fulham Road / Old Church Street, SW10 - all round pedestrian 'Green Man' stage (four new crossings)

And the following schemes that we have already consulted on for implementation in 2025/26:

- Sirdar Road outside Avondale Park Primary School, W11 - zebra crossing (one new crossing)

- St Quintin Avenue near its junction with Pangbourne Avenue and Wallingford Avenue, W10 - raised zebra crossing (one new crossing)

4. Transport for London (TfL) Route Network

4.1 TfL is currently developing proposals at:

- Chelsea Embankment / Battersea Bridge / Beaufort Street, SW3 - 'Green Man' stages over the remaining three arms (three new crossings) to be introduced in autumn 2025 in addition to the one crossing across Battersea Bridge introduced in 2022
- Knightsbridge / Sloane Street, SW3 - 'Green Man' stage across Sloane Street (one new crossing) - a potential future scheme subject to detailed design and consultation
- Finborough Road / Old Brompton Road / Warwick Road, SW5 - a potential future scheme subject to detailed design and consultation at a junction which currently only has 'Green Man' stages over two arms

5. Potential future schemes

Signal-controlled junctions

5.1 If we can deliver a scheme at Fulham Road / Old Church Street, we will no longer have any signal-controlled junctions on borough roads without any pedestrian crossing facilities.

5.2 We will then start investigating improvements at the remaining eight borough road traffic signal-controlled junctions that only have crossings over one or some arms, as listed below. We will prioritise these locations against several criteria including:

- Number of personal injury collisions involving pedestrians
- Number / percentage of arms that already have 'Green Man' crossings
- Number of requests received for pedestrian improvements
- Buildability / Cost

5.3 Using the above criteria, our next priority is to start investigating providing full pedestrian facilities at Fulham Road / Sydney Street / Sydney Place, SW7.

Location	Number of arms	No. of arms with crossings	%	3 Year Injury Casualties (Pedestrians)
Fulham Road / Pelham Street / Brompton Road / Sloane Avenue / Draycott Avenue (Brompton Cross), SW3	5	1	20	6 (3)

Fulham Road / Sydney Street / Sydney Place, SW7	6	1	17	10 (3)
Holland Park Avenue / Clarendon Road / Portland Road, W11	6	1	17	4 (0)
Old Brompton Road / Queen's Gate / Onslow Gardens, SW7	4	3	75	5 (1)
Notting Hill Gate / Campden Hill Road, W11	3	1	33	5 (1)
Holland Park Avenue / Royal Crescent / Addison Avenue / Addison Road / Holland Park Gardens, W11	8	4	50	7 (0)
King's Road / Old Church Street, SW3	4	2	50	4 (0)
Notting Hill Gate / Linden Gardens / Palace Gardens Terrace, W11	4	3	75	1 (1)

Zebra crossings

5.4 We maintain a list of requests for new zebra crossings that we prioritise each year against similar criteria. The list currently stands at 20 locations and is growing. We currently have the officer capacity to progress three to four new sites per year. We aim to design and consult in one financial year and implement the following year.

5.5 Reflecting current best practice, we have moved away from the previous statistical assessment of the level of conflict between pedestrians and vehicles at a given location when assessing potential locations for new crossings. We now consider providing new crossings where people want to cross the road, taking account of the following factors:

- Pedestrian Personal Injury Collision record
- Vehicle speeds (average 85th percentile speed)
- Traffic volume (two-way flow for the peak hour)
- Road width (kerb to kerb including parking bays)
- Proximity to any existing controlled crossings
- Proximity to any existing un-controlled crossings (dropped kerbs with or without an island)
- Access to local amenities such as parks, schools, public transport facilities or other pedestrian attractors
- Buildability and estimated cost (some sites are likely to be more expensive than others)

5.6 Using the above methodology, we have prioritised the following locations for consideration for new zebra crossings in 2025/26:

- Bramley Road near Crowthorne Road, W10
- Ladbroke Grove by Faraday Road, W10

- St Ann's Road by Stoneleigh Place, W11
- Bomore Road outside Kensington Leisure Centre, W11

5.7 Although significantly more expensive to develop and deliver than zebra crossings, we also consider the provision of new stand-alone signal-controlled crossings, where appropriate. These are likely to be on our busier principal roads or where the provision of a zebra crossing would have a negative impact on the operation of a nearby signal-controlled junction. The timings of signal-controlled crossings can be linked to those of signal-controlled junctions so they work in tandem to maintain capacity.

6. Boundary road signal-controlled junctions

6.1 Whilst TfL manages and maintains all traffic signal-controlled junctions across London, for operational and maintenance cost reasons, it assigns those that sit on borough boundaries to one borough or the other.

6.2 We therefore occasionally receive requests for pedestrian improvements from councillors and residents at boundary junctions that are assigned to neighbouring boroughs. The following boundary junctions are the ones most often raised and are all assigned to Westminster.

Location	Number of arms	No. of arms with crossings	%	3 Year Collisions (involving pedestrians)
Pont Street / Chesham Place (Brompton and Hans Town), SW1	4	0	0	8 (0)
Kensington Road / Queen's Gate, SW7 (Queen's Gate)	3	1	33	5 (2)
Kensington Road / Palace Gate (Queen's Gate), SW7	3	1	33	3 (0)

6.3 Officers are regularly in touch with colleagues at Westminster who also prioritise their work programmes annually. They are currently in the preliminary design stage of improving the pedestrian offer at Kensington Road / Queen's Gate, SW7. We will continue to work with Westminster to secure pedestrian improvements on boundary road traffic signal controlled junctions.

Ends