THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA

PUBLIC REALM SCRUTINY COMMITTEE – 15 MARCH 2018

REPORT BY THE DIRECTOR OF TRANSPORT AND HIGHWAYS

2016 ROAD COLLISION AND CASUALTY DATA

This report summarises the 2016 road casualty and collision data for the Royal Borough, including key trends and locations with the highest collision rates. It includes a summary of actions taken and proposed to reduce collisions.

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).

1.2 The final annual data for a given calendar year are generally confirmed the following year. However, because of a change to the data-collection system used by the MPS, there have been delays in providing the information to boroughs. This is why the 2016 data are only new being presented to the Committee.

2 BACKGROUND

2.1 The 1988 Road Traffic Act places a statutory duty on every local authority to analyse road casualty data to identify patterns of collisions or emerging trends that we can target through education, training, enforcement and engineering measures.

2.2 The Mayor of London has set a target that by 2020 there should be fifty per cent fewer deaths or serious injuries in the Royal Borough than there were in the average of the years 2005 to 2009.

2.3 In 2015, we saw the lowest number of casualties ever recorded in the borough.

3 COLLISION RECORDING CHANGES IN 2016

3.1 September 2016 saw a major change in the way road traffic collisions are recorded with the Metropolitan Police Service using the new Case Overview and Preparation Application (COPA). Using COPA, police officers now record the type of injury suffered rather than their judgement about the severity. The recording system then automatically assigns an injury severity according to the type of injury recorded. 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. However, the total number of casualties across Greater London remains largely stable.

3.2 Figures for the number of serious injuries reported by the police during the final four months of 2016, using COPA, are therefore not directly comparable with data collected using previous systems, and should not be used to analyse year-on-year trends. TfL is working with the DfT to estimate the number of seriously injury casualties that *would* have been reported by the police using an injury-defined rather than a severity defined system. This will allow comparisons to be made between 2016 serious injury figures and previous years.

3.3 This year's report therefore focuses on the total number of collisions and casualties rather than on their severity.

4 HEADLINES

4.1 Notwithstanding the above changes in reporting casualty severity, the increase in collisions and casualties in 2016 should be viewed in the context that 2015 saw the lowest number of casualties ever recorded in the Royal Borough.

4.2 In 2016 there were 694 collisions in the Royal Borough, which resulted in 771 casualties. Collisions increased by 9.8 per cent and casualties by 8.9 per cent compared to 2015.

4.3 Total casualties in the Royal Borough have fallen by 38 per cent from 1,247 in 2000 to 771 in 2016, as detailed in the table below.

Casualties and Collisions in the Royal Borough of Kensington and Chelsea 2000 & 2007 to 2016

Year	**2000**	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**
KSI Casualties	187	120	113	94	80	82	94	64	69	52	69
Rolling 3-year Average	*177*	*116*	*116*	*109*	*96*	*85*	*85*	*80*	*76*	*62*	*63*
Slight casualties	1060	674	716	671	712	720	638	661	721	656	702
Rolling 3-year Average	*1025*	*716*	*696*	*687*	*700*	*701*	*690*	*673*	*673*	*679*	*693*
Total casualties	1247	794	829	765	792	802	732	725	790	708	771
Rolling 3-year Average	*1202*	*832*	*812*	*796*	*795*	*786*	*775*	*753*	*749*	*741*	*756*
Total collisions	1057	693	730	668	708	715	661	656	712	632	694
Rolling 3-year Average	*1053*	*731*	*717*	*697*	*702*	*697*	*695*	*677*	*676*	*667*	*679*

4.4 The table below shows the 2016 data for the main categories and the year in which the lowest figures were recorded. 2015 was the best year in a large number of categories but we can see that in 2016, there were fewer child casualties – 16 – than in any year previously.

Collision and casualty figures for the Royal Borough in 2016 and comparisons to the 1990 to 2014 data		
Category	**2016**	**Lowest recorded (previous lowest)**
Total Collisions	694	2015 – 632
Total Casualties	771	2015 – 708
Total Fatalities	2	2012 – 1
All Pedestrian Casualties	179	2015 – 145
Pedestrian Fatalities	2	2006 & 2009 – 0
All Cyclist Casualties	166	2004 – 96
Cyclist Fatalities	0	**2016** (18th time)
All Motorcyclist Casualties	221	2013 – 161
Motorcyclist Fatalities	0	**2016** (10th time)
All car Occupant Casualties	107	2015 – 98
Car Occupant Fatalities	0	**2016** (17th time)
All Child (0-15 years) Casualties	16	**2016** (2015 – 18)
Child (0-15 years) Fatalities	0	**2016** (25th time)

4.5 Fatal casualties fell from four in 2015 to two in 2016.

4.6 Our overall performance in 2016 was worse than the London-wide trend with all casualties in Greater London increasing by 0.3 per cent compared to 2015.

4.7 The total number of casualties by road user group compared to 2015 is summarised below:

All Road Casualties in the Royal Borough in 2015 and 2016 by Road User Group				
	2015	**2016**	**Change**	**% change**
Pedestrians	145	179	+34	+23.5%
Cyclists	153	166	+13	+8.5%
Motorcyclists	208	221	+13	+6.3%
Car occupants	98	107	+9	+9.2%
Taxi occupants	56	38	-18	-32.1%
Bus/coach occupants	37	49	+12	+32.4%
Goods vehicle occupants	10	8	-2	-20.0%
Other vehicle occupants	1	3	+2	+200.0%
Total	**708**	**771**	**+63**	**+8.9%**

4.8 There were two fatal collisions in 2016 and both fatal casualties were pedestrians. Both collisions occurred on the Transport for London Route Network (TLRN).

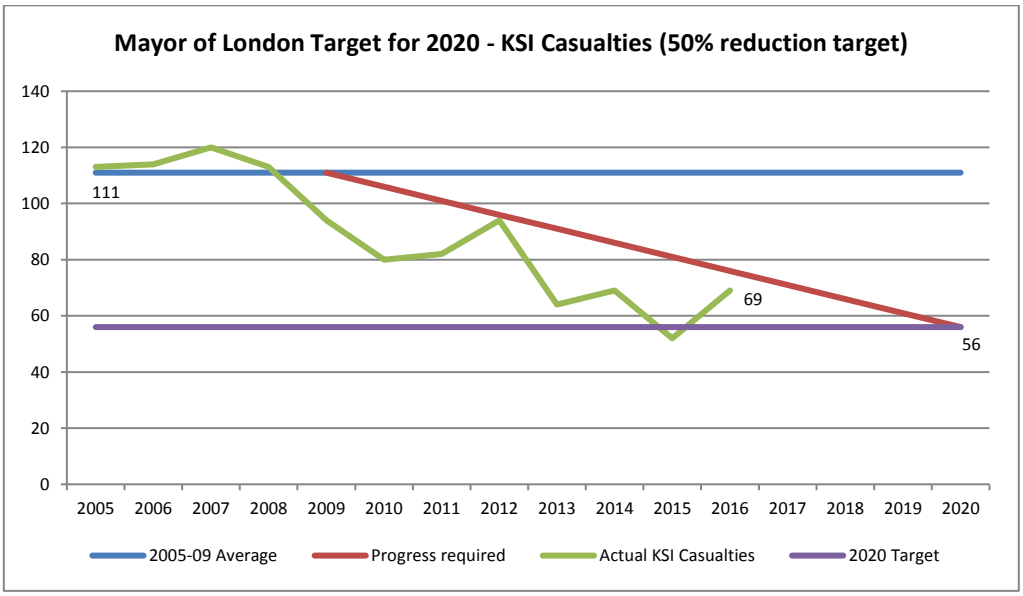
- On 23 September 2016 at 21:27 a male pedestrian was fatally injured on Earl's Court Road at the junction with Hogarth Road, having been in collision with a medium goods vehicle. The pedestrian was apparently crossing the main road within 50 metres of a pedestrian crossing. The collision took place during the hours of darkness.

- On 13 December at 21:15 a male pedestrian was fatally injured when crossing West Cromwell Road at the junction with Warwick Road having been in collision with a car. The pedestrian was apparently using the pedestrian crossing on the westbound carriageway of West Cromwell Road just to the west of Warwick Road. The car was travelling west.

5 PROGRESS AGAINST OUR TARGET

5.1 In June 2013 the Mayor of London set a target to reduce the number of Killed or Seriously Injured (KSI) casualties by 40 per cent by 2020 in Greater London, from a baseline of the average figures from 2005-09. Greater London met this target in 2014, six years early. As a result, the Mayor stretched the target to a 50 per cent reduction by 2020, against the same baseline. Our target, to be achieved by 2020, is no more than 56 KSI casualties. The target was set before the introduction of the COPA.

5.2 There were 69 KSI casualties in the Royal Borough in 2016, up from 52 in 2015. However, as noted in Section 3 above, it is likely that the number of serious injuries in previous years would have been higher had the new COPA system been applied then. At present this is above the stretched 2020 target. The graph below shows the general downward trend in KSI casualties in the Royal Borough despite the spike in 2016.



5.3 We will need to set new challenging targets in our third Local Implementation Plan, which sets out how we intend to implement the Mayor of London's final Transport Strategy (MTS). The MTS has a 'Vision Zero' target – to eliminate all KSI casualties by 2041.

6 COMPARISON WITH NEIGHBOURING BOROUGHS

6.1 There were few common trends amongst our neighbouring boroughs this year, although all showed an increase of 20 per cent or more in the number of KSI casualties in 2016 due to the changes in how collisions are recorded.

6.2 However, total casualties across Greater London remained broadly the same as in 2015.

6.3 Our performance compared to neighbouring boroughs and Greater London overall is summarised in the table below.

2016 Casualties by borough, road user group and change over 2015

Borough	RBKC	H&F	Westminster	Camden	Wandsworth	Greater London
KSI Casualties	69	79	172	91	98	**2,092**
Change	+33%	+27%	+27%	+20%	+32%	**+20%**
All Pedestrians	179	153	455	214	178	**5,549**
Change	+23%	+13%	-3%	-10%	-2%	**+3%**
All Cyclists	166	156	358	234	257	**4,424**
Change	+8%	+6%	-12%	-3%	-5%	**-1%**
All Motorcyclists	221	206	399	195	264	**5,255**
Change	+6%	-1%	+9%	-15%	-12%	**-3%**
All Car Occupants	107	139	280	165	257	**11,891**
Change	+9%	-5%	+12%	-23%	+7%	**+1%**
Total Casualties	**771**	**738**	**1,776**	**919**	**1,085**	**30,270**
Change	+9%	+7%	-2%	-15%	-1%	**0%**

7 KEY LOCATIONS

7.1 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 most, or highest rates, of collisions. As previously, these locations tend to be on our and TfL's busiest routes which accommodate high levels of traffic.

7.2 **Nodes -** Six of our top eleven are the responsibility of TfL. We hold regular meetings with officers from TfL and will work with them to identify possible remedial works.

Rank	Node	Total Collisions (over 3 yrs)	Comment
1 (#1 in 2015 with 26)	A3212, Chelsea Embankment / Chelsea Bridge Road / Grosvenor Road **TfL**	25 (10 involved cyclists)	This junction is on TfL's Safer Junctions programme and a collision analysis study was carried out during 2017.

Rank	Node	Total Collisions (over 3 yrs)	Comment
2 (#2 in 2015 with 25)	A3212, Chelsea Embankment / Battersea Bridge **TfL**	21 (9 involved motorcyclists)	TfL aims to consult on proposals for a safety scheme which will include new pedestrian and cyclist facilities in 2018/19.
3 (#5= in 2015 with 16)	A3216, Chelsea Bridge Road / Royal Hospital Road / Lower Sloane Street **Borough**	23 (9 involved motorcyclists, 8 involved cyclists)	We are working with the developers of the Chelsea Barracks Site, TfL, and Westminster to improve this junction, including pedestrian facilities. The first round of modelling indicated unacceptable delays to buses and traffic on Chelsea Bridge Road, but a new scheme is being modelled that should reduce delays.
4 (#3 in 2015 with 21)	A3212, Chelsea Embankment / Oakley Street **TfL**	18 (8 involved motorcyclists)	This junction is the responsibility of TfL and we will work with them to identify possible remedial action.
5 (#5= in 2015 with 16)	A3220, Warwick Road / Old Brompton Road **TfL**	17 (9 involved pedestrians)	TfL introduced a new controlled pedestrian crossing across the east arm of Old Brompton Road and pedestrian countdown facilities at the end of 2015 and is developing further proposals for improvements for consultation in 2018/19.
6 (#4 in 2015 with 18)	A4, West Cromwell Road / A3220, Earl's Court Road **TfL**	16 (8 involved car occupants)	TfL has investigated collisions at this junction but could not identify any specific improvement measures.
7= (#5= in 2015 with 16)	A4, West Cromwell Road / A3220, Warwick Road **TfL**	13 (5 involved car occupants)	TfL is developing proposals for improvement for consultation in 2019/20.
7=	King's Road / Lots Road	13	We installed a 'yellow box' marking across the eastbound carriageway

Rank	Node	Total Collisions (over 3 yrs)	Comment
(#5= in 2015 with 16)	**Borough**	(5 involved cyclists)	through the junction early in 2015. We are currently modelling improvements to address these collisions and install pedestrian countdown.
9= (#10= in 2015 with 14)	King's Road / Beaufort Street **Borough**	12 (6 involved cyclists)	We are currently modelling options to address these collisions and install additional pedestrian facilities.
9= (#12 in 2015 with 13)	Notting Hill Gate / Pembridge Road **Borough**	12 (6 involved pedestrians)	We will work with TfL on its emerging proposals for cycling and pedestrian improvements along the length of Holland Park Avenue and Notting Hill Gate.
9= (#10= in 2015 with 14)	Kensington High Street / Wright's Lane / Hornton Street	12 (4 involved cyclists)	We will review this junction in 2018/19.

7.3 **Links –** These are lengths of road between junctions (nodes). Because they vary in length, we rank Links by collisions per kilometre. There are a higher proportion of borough roads in the top links than in the top junctions.

Rank	Link	Total Collisions (3 yrs)	Collisions per km	Comment
1	Kensington Rd: Kensington Church Street to Westminster Boundary **Borough**	36	78	17 involved right turns and 14 involved motorcyclists. We reviewed this link in 2017 and found no treatable pattern of collisions.
2	King's Road: Gunter Grove to Lots Road **Borough**	15	75	13 in the vicinity of the zebra crossing near the junction with Hortensia Road including 5 involving pedestrians. We are designing improvements here in conjunction with our plans for improvements at the junction of

Rank	Link	Total Collisions (3 yrs)	Collisions per km	Comment
				King's Road / Lots Road.
3	King's Road: Oakley Street to Old Church Street **Borough**	17	71	10 in the vicinity of Manresa Road / Glebe Place. 6 involved motorcyclists and 5 involved pedestrians. We reviewed this link in 2017 and found no treatable pattern of collisions found.
4	Holland Park Avenue: Ladbroke Grove to Campden Hill Road **Borough**	14	61	10 in the vicinity of Ladbroke Terrace. 5 involved motorcyclists and 4 involved cyclists. We will work with TfL on its emerging proposals for cycling and pedestrian improvements along the length of Holland Park Avenue and Notting Hill Gate.
5	A4, Brompton Road: Hans Crescent to Montpelier Street **TfL**	13	59	TfL has designed a pedestrian and cyclist improvement scheme at the junction Beauchamp Place for implementation in 2018/19 subject to the results of the its recent consultation.
6	Bayswater Road: Palace Gardens Terrace to Ossington Street **Borough**	8	57	3 involved pedestrians and 3 involved cyclists. We installed a new 'toucan' (shared pedestrian / cyclist signal controlled crossing) on Bayswater Road near the junction with Ossington Street in 2017. The number of collisions on the link has reduced by one since 2013-15.
7	Old Brompton Road: Warwick Road to LBHF boundary **Borough**	17	57	11 involved cyclists. We reviewed this link in 2017 and have produced a design to address a pattern of collisions at the junction of Old Brompton Road / Eardley Crescent.
8	Holland Park Avenue: Addison Road to Clarendon Road	25	54	We installed new traffic signals at the junction of Holland Park (west) in 2015 to address a collision pattern we identified involving cyclists. We have since

Rank	Link	Total Collisions (3 yrs)	Collisions per km	Comment
	Borough			seen a slight reduction in collisions and casualty severity.
9	King's Road: Gunter Grove to Edith Grove **TfL**	7	54	TfL consulted on measures to reduce the collisions and improve facilities for pedestrians and cyclists along this link in February 2018.
10	King's Road. Sydney Street to Anderson Street **Borough**	30	53	10 involved pedestrians and 11 involved cyclists. 9 in the vicinity of Flood Street, including 5 involving pedestrians and 4 involving cyclists. We will review this link in 2018/19.

7.4 **Cells –** Not all roads and junctions are assigned by TfL to links and nodes, for the purposes of collision data. Some roads are considered as parts of small areas or "cells". We review these cells, and have identified that within one cell, in Courtfield Ward, there were nine collisions in three years at the junction of Harrington Gardens and Ashburn Place in the three years to the end of 2016. We will investigate this in 2018/19.

8 DEPARTMENTAL WORK PROGRAMME 2018/19

8.1 We analyse the data we receive from TfL to, where possible, identify treatable patterns of collisions to inform our work programme, including both engineering projects and education programmes. It is not always possible to identify patterns that we can address with engineering measures. We will continue to work with TfL to identify safety improvements on the TLRN.

8.2 In addition to the work identified in Section 7 above, we will continue to work with TfL on the feasibility of improving pedestrian crossing facilities at the traffic signal-controlled junctions of:

- Fulham Road / Sydney Street / Sydney Place
- Old Brompton Road / Drayton Gardens / Bina Gardens
- Fulham Road / Beaufort Street

We will also continue to work with Westminster and the London Borough of Brent to provide improved pedestrian crossing facilities

at the junction of Harrow Road and Ladbroke Grove which straddles the three boroughs.

8.3 We will implement a programme of improvements identified in the South Chelsea Area Review, subject to local consultation.

8.4 We will consult on proposals to improve the safety of the cycle lanes on Ladbroke Grove.

8.5 We will consult upon proposals to reduce casualties in Russell Road and Drayton Gardens, particularly at its junction with Roland Gardens and Priory Walk.

8.6 We will continue to install pedestrian countdown facilities at traffic signal controlled junctions. We have now completed all the straightforward sites and will now look at the more complicated ones, such as staggered pedestrian crossings.

8.7 Following the unanimously supported motion at the January 2018 Council meeting to run a pilot 20 mph speed limit scheme, we will identify appropriate locations, consult local people and, subject to consultation, implement and monitor a series of pilot 20 mph schemes.

8.8 We will continue to develop and implement cycle infrastructure improvements as part of the Mayor of London's Phase 2 Central London Grid / Quietways programme, with the aim of providing alternative cycle routes to our main road network including innovative new wayfinding comprising signage and road markings.

8.9 We will also continue with our programme of opening one-way streets to two-way for cycling. This enables cyclists to make better use of our network of back streets, avoiding busier roads. We have identified around a dozen streets on which we plan to consult. We are also proposing to improve cycle safety through the introduction of new Advanced Stop Lines at several junctions in the borough, and we are looking at a trial of Early Release Signals at one site. These give cyclists a brief head-start at the lights, and reduce the risk of being hit by left-turning vehicles.

8.10 We will develop a road safety campaign raising awareness of the dangers of mobile phone use by drivers. The MPS collision reduction strategy group has highlighted this to us as a significant local issue. It follows a campaign in 2017 alerting motorcyclists to the dangers of riding without proper safety gear.

8.11 Our cycle training programme continues to be highly successful,

with just over 2,000 adults and 2,500 children trained over the last two years. We will continue to target training to audiences less typically likely to cycle such as BAME, older people and women via our award-winning Social Cycling programme in 2018/19. We will also continue with our cycle, scooter and pedestrian skills training programmes at schools, and offer cycle training to all who live or work in the borough.

8.12 The take-up of our Safer Urban Driving courses by commercial drivers continues to rise year on year with 192 drivers trained in 2016/17 and nearly 300 in 2017/18. We expect to see this rise continue in 2018/19.

8.13 We will continue our programme of road safety education at schools to instil pupils with road safety awareness throughout their schooling.

9 CONCLUSIONS

9.1 It is difficult to draw any solid conclusions this year due to the collision reporting changes summarised in Section 3. However, the 2016 data will provide a baseline against which boroughs can measure their future performance.

9.2 Nonetheless, we clearly still have work to do to continue to bring the overall collision trends down, in particular the high proportion of vulnerable road users involved in collisions on the borough's roads. We will therefore continue to prioritise vulnerable road users, through our work programme in 2018/19 and onwards.

9.3 We have identified a number of locations to investigate for treatable patterns of collisions and will report our findings next year. It is not always possible to identify such patterns, making it harder to reduce collisions through engineering measures. 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.

MAHMOOD SIDDIQI
BI-BOROUGH DIRECTOR FOR TRANSPORT AND HIGHWAYS

Officer Contact: Ian Davies, Principal Engineer – Transport Policy
Tel: 020 7361 3487
Email: ian.davies@rbkc.gov.uk

Background Documents: None