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THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA

PUBLIC REALM SCRUTINY COMMITTEE – 12 SEPTEMBER 2016

REPORT BY THE BI-BOROUGH DIRECTOR FOR TRANSPORT AND HIGHWAYS

A SUMMARY OF THE 2015 ROAD COLLISION AND CASUALTY DATA

This report summarises the 2015 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 by the Council 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. This data does not include collisions that result in damage to vehicles only, but in general we expect the ratio of damage only collisions to personal injury collisions to be similar across the borough.

1.2 There is approximately a six month wait for this data from TfL and the final annual data is generally confirmed the following year.

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 Local Implementation Plan is to reduce the number of people fatally 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 We have a statutory duty to analyse road casualty data to identify patterns of collisions or emerging trends that we can target through education, training, enforcement and engineering measures.

3 KEY HEADLINES

3.1 In 2015 there were 632 collisions in the Royal Borough, which resulted in 708 casualties. Both figures were the lowest we have ever recorded. Collisions decreased by 11.2 per cent and casualties decreased by 10.4 per cent compared to 2014.

3.2 Serious casualties decreased by 19 (28.4 per cent) to 48 compared to 2014 data. Slight casualties decreased by 9.0 per cent, from 721 in 2014 to 656 in 2015.

3.3 In 2015 a number of categories were the lowest recorded in the Royal Borough going back to 1990. The table below shows the 2015 data for the main categories and the year that the lowest figures were recorded. In 21 of the 32 categories shown the lowest figure recorded was in 2015.

Collision & Casualty figures for the Royal Borough of Kensington and Chelsea in 2015 and comparisons to the 1990 to 2014 data		
Category	**2015**	**Lowest recorded (previous lowest)**
Total Collisions	632	**2015** (2004 – 642)
Total Casualties	708	**2015** (2013 – 725)
Total Fatalities	4	2012 - 1
Total Serious Casualties	48	**2015** (2013 – 62)
Total KSI Casualties	52	**2015** (2013 – 64)
Total Slight Casualties	656	2004 - 636
All Pedestrian Casualties	145	**2015** (2012 – 159)
Pedestrian Fatalities	1	2006 & 2009 - 0
Pedestrian Serious Casualties	21	2014 - 20
Pedestrian KSI Casualties	22	**2015** (2014 – 22)
Pedestrian Slight Casualties	123	**2015** (2012 – 124)
All Cyclist Casualties	153	2004 - 96
Cyclist Fatalities	0	**2015** (17th time)
Cyclist Serious Casualties	9	**2015** (1995 – 11)
Cyclist KSI Casualties	9	**2015** (1995 – 11)
Cyclist Slight Casualties	144	2004 - 82
All Motorcyclist Casualties	208	2013 - 161
Motorcyclist Fatalities	3	Nine times – 0
Motorcyclist Serious Casualties	13	2013 – 12
Motorcyclist KSI Casualties	16	2013 – 12
Motorcyclist Slight Casualties	192	2013 – 149
All car Occupant Casualties	98	**2015** (2013 – 124)
Car Occupant Fatalities	0	**2015** (16th time)
Car Occupant Serious Casualties	2	**2015** (2011 – 2)
Car Occupant KSI Casualties	2	**2015** (2011 – 2)
Car Occupant Slight Casualties	96	**2015** (2013 – 120)
All Child (0-15 years) Casualties	18	**2015** (2007 – 25)
Child (0-15 years) Fatalities	0	**2015** (24th time)
Child (0-15 years) Serious Casualties	0	**2015** (2004, 2007 & 2008 – 2)
Child (0-15 years) KSI Casualties	0	**2015** (2004, 2007 & 2008 – 2)
Child (0-15 years) Slight Casualties	18	**2015** (2010 – 21)
Child (0-15 years) Pedestrian Casualties	8	**2015** (2008 – 10)

3.4 To put this in context, total casualties in the Royal Borough have fallen by 43 per cent from 1,247 in 2000 to 708 in 2015, as detailed in the table in Appendix A.

3.5 Our overall performance in 2015 was better than the London-wide trend with all casualties in Greater London decreasing by two per cent in 2015 compared to 2014.

3.6 In terms of vulnerable road users, the number of pedestrian casualties decreased by 14.2 per cent and cyclist casualties decreased by 19.1 per cent. However, motorcyclist casualties

increased for the second year in a row, this time by just over five per cent. The total number of casualties by road user group compared to 2014 is summarised below:

All Road Casualties in the Royal Borough in 2014 and 2015 by Road User Group				
	2014	**2015**	**Change**	**% change**
Pedestrians	169	145	-24	-14.2%
Cyclists	189	153	-36	-19.0%
Motorcyclists	198	208	+10	+5.1%
Car occupants	139	98	-41	-29.5%
Taxi occupants	27	56	+29	+107.4%
Bus/coach occupants	44	37	-7	-15.9%
Goods vehicle occupants	19	10	-9	-47.4%
Other vehicle occupants	5	1	-4	-80.0%
Total	**790**	**708**	**-82**	**-10.4%**

3.7 There were four fatal collisions in 2015 and three motorcyclists and one pedestrian were fatally injured.

- On 10 March 2015 a male motorcyclist was fatally injured on Warwick Road at the junction of Kensington High Street, having been in collision with cement mixer lorry that was travelling in the same direction. The motorcyclist was overtaking the lorry on the nearside.

- On 6 August, close to midnight, a male pedestrian was fatally injured when waiting next to his broken down light goods vehicle on Pembridge Villas at the junction of Chepstow Crescent. His vehicle was struck by a car and it spun round striking the pedestrian and a parked motorcycle. The car driver, who left the scene of the collision, was later arrested, prosecuted and imprisoned for causing death by dangerous driving, driving a vehicle not in accordance with licence and while uninsured and failing to stop at the scene of a collision.

- On 14 December, in the early hours of the morning, a male motorcyclist was fatally injured on St Ann's Road at the junction of St James's Gardens. The motorcyclist was travelling south when he was in collision with a northbound car which was travelling on the wrong side of the road. The car driver, who left the scene of the collision, was later arrested, prosecuted and imprisoned for causing death by dangerous driving and driving without insurance.

- On 17 December a male motorcyclist was fatally injured on the Westway, some 714 metres east of the West Cross Route, in the

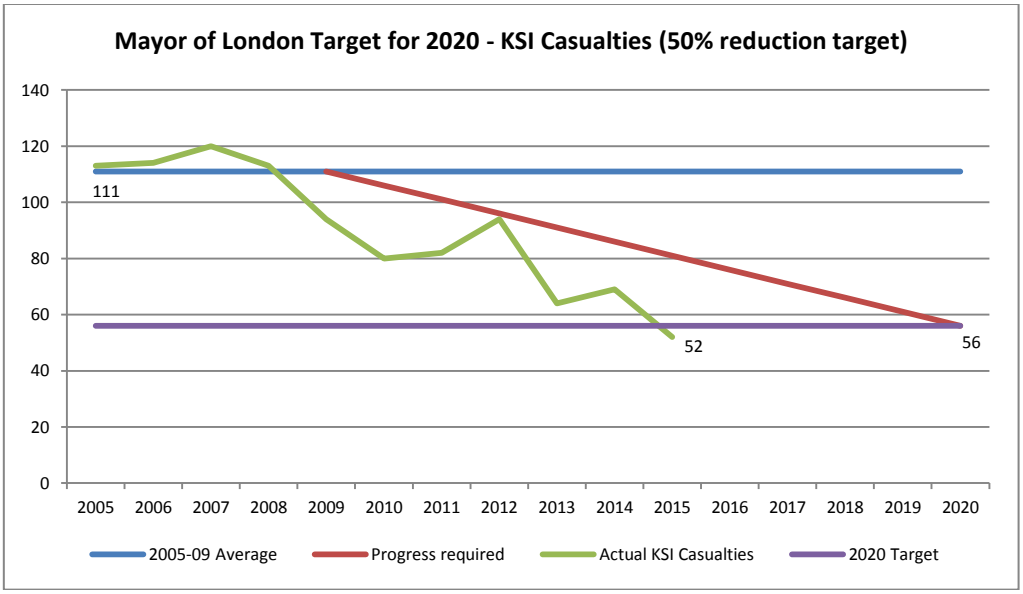
vicinity of Ladbroke Grove. The motorcyclist was travelling out of London and was involved in a collision with a heavy goods vehicle and a light goods vehicle, both travelling in the same direction.

Warwick Road and the Westway are roads for which TfL is responsible and the other two collisions occurred on borough roads.

4 PROGRESS AGAINST OUR TARGET

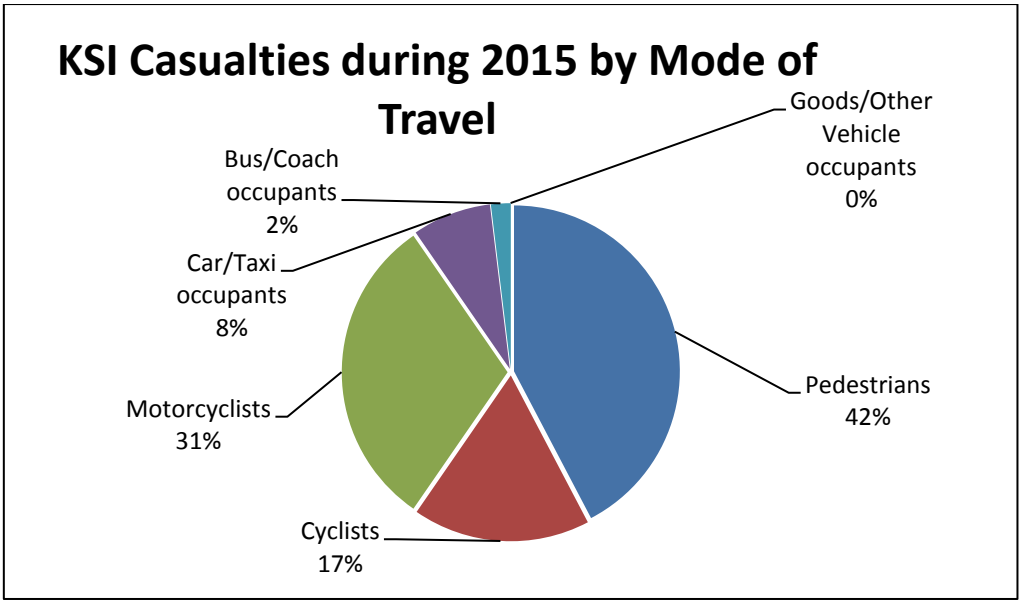
4.1 In June 2013 the Mayor of London set a target to reduce the number of Killed or Seriously Injured (KSI) casualties by 40 per cent by 2020 in Greater London, from a baseline of the average figures from 2005-09. Greater London met this target in 2014, six years early. As a result, the Mayor stretched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

4.2 We saw 52 KSI casualties in the Royal Borough in 2015. At present this is below the stretched 2020 target as shown in the graph below.



5 VULNERABLE ROAD USERS

5.1 Cyclists, pedestrians and motorcyclists are categorised as 'vulnerable road users' and are disproportionately involved in road collisions. The group represents 90 per cent of our KSI casualties and 70 per cent of slight casualties in the Royal Borough.



5.2 **Cyclists.** Cyclist casualties reduced from 189 in 2014 to 153 in 2015 (19.0 per cent). There was a 15.3 per cent reduction in slight casualties to cyclists and a decrease of ten KSI cyclist casualties from 19 in 2014 to 9 in 2015.

5.3 **Pedestrians.** Total pedestrian casualties decreased by 24 (14.2 per cent) in the past year. Slight pedestrian casualties also decreased, by 16.3 per cent, between 2014 and 2015 although KSI pedestrian casualties have remained the same as in 2014; 22.

5.4 **Motorcyclists.** Total motorcyclist casualties increased by 5.1 per cent from 198 in 2014 to 208 in 2015. This made motorcyclists the largest casualty group in the borough in 2015. Slight motorcyclist casualties increased from 181 in 2014 to 192 in 2015, however, KSI motorcyclist casualties reduced from 17 to 16.

6 COMPARISON WITH NEIGHBOURING BOROUGHS

6.1 There were few common trends amongst our neighbouring boroughs this year, although Hammersmith & Fulham saw a reduction of ten percent in the number of road casualties; the same as the Royal Borough. Total casualties across Greater London fell by two per cent compared to 2014.

6.2 The increase in motorcyclist casualties was similar in the Royal Borough, Hammersmith & Fulham, Camden and Greater London as a whole. We did, though, see an encouraging reduction (-19 per cent) in cyclist casualties in Kensington and Chelsea compared to Greater London (-13 per cent).

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

2015 Casualties by borough, road user group and change over 2014

Borough	RBKC	H&F	Westminster	Camden	Wandsworth	Greater London
KSI Casualties	52	62	135	76	74	**2,092**
Change	-25%	-10%	-2%	+9%	-9%	**-10%**
Pedestrians	145	135	471	237	182	**5,383**
Change	-14%	-12%	0%	-2%	-9%	**-4%**
Cyclists	153	147	406	240	270	**4,474**
Change	-19%	-26%	-11%	-6%	-17%	**-13%**
Motorcyclists	208	209	365	230	299	**5,443**
Change	+5%	+4%	+7%	+5%	+14%	**+4%**
Car Occupants	98	146	250	213	240	**11,805**
Change	-30%	-1%	-5%	+14%	-4%	**0%**
Total Casualties	**708**	**690**	**1,808**	**1,086**	**1,098**	**30,182**
Change	-10%	-10%	-1%	+5%	-2%	**-2%**

Key

Better than overall Greater London performance

Same as overall Greater London performance

Worse than overall Greater London performance

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, Links and Cells in the Royal Borough with the highest rates of collisions. 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.

7.2 As previously, these locations tend to be on our and TfL's busiest routes which accommodate high levels of traffic.

7.3 **Nodes.** The majority of junctions in our top ten 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	A3212, Chelsea Embankment / Chelsea Bridge Road / Grosvenor Road	26	This junction is the responsibility of TfL and improvements have been made to the junction including the introduction of a two-stage right turn to allow cyclists to turn right more safely from Chelsea Bridge into Grosvenor Road and mandatory cycle lanes on both the approach to and exit from Grosvenor Road.
2	A3212, Chelsea Embankment / Battersea Bridge	25	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 2017.
3	A3212, Chelsea Embankment / Oakley Street	21	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.
4	A4, West Cromwell Road / A3220, Earl's Court Road	18	This junction is the responsibility of TfL who are developing an improvement scheme for consultation during 2017.
5=	A3220, Warwick Road / Old Brompton Road	16	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 and is developing further proposals for improvements at the junction for consultation in 2017.
5=	King's Road / Lots Road	16	We installed a 'yellow box' marking across the eastbound carriageway through the junction earlier this year. We will review this junction in 2016/17 to see if there is a treatable pattern of collisions and install pedestrian countdown facilities once the Kings Road gas mains replacement works are complete.

Rank	Node	Total Collisions (over 3 yrs)	Comment
5=	Chelsea Bridge Road / Royal Hospital Road	16	We anticipate the redevelopment of the Chelsea Barracks sites to start next year and are working with the developers, TfL, and Westminster to incorporate improvements to this junction, including potentially improving pedestrian facilities, subject to modelling.
9	A3220, Warwick Road / Kensington High Street / A3220 Holland Road	15	This junction is the responsibility of TfL who consulted on an improvement scheme in early 2016 and will implement the changes, including two new signal-controlled staggered pedestrian crossings across Kensington High Street at the junctions with Warwick Road and Addison Road, in 2017.
10=	King's Road / Beaufort Street	14	We will review this junction in 2016/17 to see if there is a treatable pattern of collisions.
10=	Kensington High Street / Wright's Lane / Hornton Street	14	We will review this junction in 2016/17 to see if there is a treatable pattern of collisions and investigate potential for a link from Wright's Lane to the proposed cycling Quietway in Phillimore Walk via Hornton Street.

7.4 **Links.** 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	Brompton Road: Hans Crescent to Montpelier Street	18	82	This link is managed by TfL who are developing options to reduce the collisions along this link for consultation in 2017/18.
2	King's Road: Gunter Grove to Lots Road	16	80	We will work with Hammersmith and Fulham to investigate possible improvements.
3	King's Road: Oakley Street to Old Church Street	17	71	We will review this link in 2016/17 to see if there is a treatable pattern of collisions.
4	Kensington Road: Kensington Church Street to Westminster Boundary	32	70	We will review this link in 2016/17 to see if there is a treatable pattern of collisions now that the redevelopment works have been completed at the junction of De Vere Gardens.
5	Bayswater Road: Palace Gardens Terrace to Ossington Street	9	64	We will review this link in 2016/17 to see if there is a treatable pattern of collisions including the potential installation of a 'toucan' pedestrian / cycle crossing across Bayswater Road near Ossington Street.
6	Holland Park Avenue: Ladbroke Grove to Campden Hill Road	14	61	The majority of the collisions on this Link are at the junction of Ladbroke Terrace which has already been identified for investigation during 2016/17.
7	Fulham Road: Drayton Gardens to Old Church Street	20	58	We will review this link in 2016/17 to see if there is a treatable pattern of collisions.*]*
8	Holland Park Avenue: Addison	25	54	We installed new traffic signals at the junction of Holland Park

Rank	Link	Total Collisions (3 yrs)	Collisions per km	Comment
	Road to Clarendon Road			(west) in 2015 to address a collision pattern we identified involving cyclists. We will continue to monitor the new layout.
9	King's Road: Gunter Grove to Edith Grove	7	54	This link is managed by TfL who are developing options to reduce the collisions along this link for consultation in 2016/17.
10	Old Brompton Road: Warwick Road to LBHF boundary	16	53	We will review this link in 2016/17 to see if there is a treatable pattern of collisions.

7.5 **Cells.** There are 48 across the borough and it can be difficult to identify a cluster of collisions or a pattern to the collisions taking place.

Rank	Cell Location	Total Collisions (3 yrs)	Comment
1=	Harrington Gardens / Ashburn Place area	15	We have recently implemented Quietway cycle route improvements in this cell which we will monitor
1=	Hans Place area	15	We will review these cells during 2016/17 to see if there is a treatable pattern of collisions.
3	Bramley Road / St. Helen's Gardens area	14	
4	Portobello Road area near to Westbourne Park Road	13	We implemented a Saturday road closure and some traffic calming measures in 2012. In the three years before this scheme there were 17 collisions so there has been an improvement which we will continue to monitor.
5	Cadogan Street / Cadogan Gardens area	10	We will review this cell during 2016/17 to see if there is a treatable pattern of collisions.
6=	Britten Street area	9	We are implementing improvements in this cell as part of our Quietway cycle route

Rank	Cell Location	Total Collisions (3 yrs)	Comment
			plans which we will monitor.
6=	Portobello Road / Bevington Road area	9	We reviewed this cell in 2014/15 and were unable to find a treatable pattern of collisions. We will continue to monitor them.
6=	Dalgarno Gardens area	9	We will review this cell during 2016/17 to see if there is a treatable pattern of collisions.
6=	Knaresborough Place / Courtfield Gardens area	9	We are implementing improvements in this cell as part of our Quietway cycle route plans which we will monitor.
10=	St. Mark's Road (north) area	7	We reviewed these cells in 2015/16 and were unable to find a treatable pattern of collisions. We will continue to monitor them.
10=	Latimer Road area	7	
10=	Portobello Road / Pembridge Square area	7	

8 SUMMARY OF PREVIOUS WORK

8.1 We installed a new zebra crossing in St. Anne's Villas near its junction with Queensdale Road.

8.2 We installed pedestrian countdown facilities at the following traffic signal controlled junctions:

- Earls Court Road by Earls Court Underground Station
- Kensington High Street / Earls Court Road
- Kensington Park Road / Westbourne Grove / Ladbroke Gardens
- Holland Park Avenue / Holland Park
- Sloane Square / Lower Sloane Street / Kings Road
- Holland Park Avenue by Lansdowne Road
- Finborough Road by Ifield Road
- Redcliffe Gardens by Redcliffe Square

8.3 Our annual Road Safety Campaign concentrated on cyclist and motorcyclist safety. It targeted casualties resulting from drivers and passengers opening vehicle doors in the path of cyclists and

motorcyclists (known as 'dooring' collisions). It involved an advertising campaign on the backs of 50 buses and at 20 bus stops between March and June 2016 featuring two adverts, one aimed at drivers and one aimed at riders.

Poster targeting riders

Poster targeting drivers

8.4 Education is a central part of our road safety strategy. We delivered cycle training to 675 adults and 1,000 children in 2015/16. In addition we completed safety checks on over 1,000 bicycles. We continued our work training school pupils to travel safely and delivered pedestrian training to 800 pupils and scooter training to 775.

8.5 We targeted new audiences to take up social, group cycle training and escorted rides (as opposed to one-to-one training). This

included people from several hard-to-reach groups including Open Age and Silverfit (aged 50 plus), the Muslim Cultural Heritage Centre, the African Refugee Project and the Somali Community Project. These courses and events have proved very popular.

8.6 We successfully piloted a one day cyclist awareness course for HGV and bus drivers called Safe Urban Driving in 2013/14. We rolled it out in 2014/15 and ran 20 courses attended by 350 professional drivers in 2015/16.

8.7 Our motorcycle training programme, Transit, continued in 2015/16. We delivered Compulsory Basic Training sessions to 60 young people, who are disproportionately represented in our collision statistics.

8.8 We sustained our engagement with schools through our school travel plan programme. These plans set out a programme of measures to increase active travel and address road safety concerns. Forty-six schools gained an accreditation from TfL for their plans in 2015/16 (two more than last year) and we documented some significant drops in travel to school by car. For example, Barlby Primary School reduced car use on the journey to school from 19 per cent to nine per cent. Our annual Road Safety Calendar artwork competition attracted 1,000 entries from 30 primary, prep and pre-prep schools across the borough and Hammersmith and Fulham for the 2016 edition.

9 DEPARTMENTAL WORK PROGRAMME 2016/17

9.1 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.

9.2 We will investigate the Nodes, Links and Cells on borough roads identified in the tables above for treatable patterns of collisions and potential remedial measures. We will continue to work with TfL to identify safety improvements on the Transport for London Route Network.

9.3 We will implement a programme of improvements identified in the North Kensington Area Review area for implementation in 2016/17. This includes the recently completed improvements we identified to reduce casualties at the junctions of St. Mark's Road / Bassett Road and St. Mark's Road / Oxford Gardens. We will embark on the South Chelsea Area Review which will include identifying any potential road safety improvements.

9.4 We plan to install a zebra crossing across Thurloe Place north of its junction with Cromwell Place.

9.5 We will continue to work with TfL on the feasibility of installing traffic signals with pedestrian facilities at the junction of Old Brompton Road / Pelham Street and improved pedestrian crossing facilities at the traffic signal-controlled junctions of Fulham Road / Sydney Street / Sydney Place and Old Brompton Road / Drayton Gardens / Bina Gardens. We 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.

9.6 We will carry out a study of conditions in Ladbroke Grove to identify potential road safety and streetscape improvements.

9.7 We will continue to install pedestrian countdown facilities at traffic signal controlled junctions, taking into account those with the highest pedestrian casualty records and near schools. Sites already identified include:

- Fulham Road by Gilston Road - **Complete**
- Fulham Road by Netherton Grove
- Gloucester Road by Gloucester Road Station – **Complete**
- Gloucester Road / Harrington Gardens / Stanhope Gardens
- Harrington Road / Thurloe Place
- Harrington Road by Glendower Place - **Complete**
- Kensington High Street by Campden Hill Road - **Complete**
- Kensington High Street / Hornton Street
- Kensington High Street / Kensington Church Street
- Kensington High Street by Old Court Place
- Kensington High Street by Russell Road
- Kings Road / Oakley Street
- Kings Road / Sydney Street
- Kings Road by Flood Street
- Kings Road / Lots Road
- Ladbroke Grove by Ladbroke Grove Station - **Complete**
- Old Brompton Road / Gloucester Road / Cranley Gardens
- Queen's Gate / Harrington Road / Stanhope Gardens
- Royal Hospital Road by Franklins Row - **Complete**
- Sloane Avenue by Makins Street – **Complete**
- Sloane Square / Lower Sloane Street
- St. Marks Road / Cambridge Gardens
- Thurloe Place / Exhibition Road
- Thurloe Street / Old Brompton Road / Onslow Square
- Old Brompton Road / Bolton Gardens / Bolton Place

9.8 We will continue to develop and implement cycle infrastructure improvements as part of the Mayor of London's Quietways programme, with the aim of providing alternative cycle routes to our main road network. 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.

9.9 We will develop a potential road safety campaign targeting motorcyclists amongst whom casualties increased by 5.1 per cent over 2014.

9.10 We again received funding for cycle training through the Mayor of London's Borough Cycling Programme and continue to target training to new audiences as well as school children in 2016/17. We will 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 to encourage vulnerable road users to travel safely.

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

10 MOTORCYCLIST CASUALTIES

10.1 The increase in the number of motorcyclist casualties in the Royal Borough and across London is a cause for concern. It is particularly challenging to design engineering road safety improvements that target motorcyclists specifically, so training, road safety education, marketing and publicity are key.

10.2 Examining the 2013 to 2015 three year motorcyclist casualty data in more detail shows us that:

- 65 per cent (371) of the 567 motorcyclist casualties were aged 20 to 39 with 36 per cent (202) aged 20 to 29
- 46 per cent (259) of motorcyclists were injured at 'T' or staggered junctions and 30 per cent (172) were injured at crossroads
- 55 per cent (313) of motorcyclists were injured at give way/uncontrolled junctions and 26 per cent (147) were at traffic signal junctions
- 35 per cent (198) of motorcyclist were injured during the hours of darkness during the three years, this compares to 31 per cent of all casualties
- 18 per cent (103) of motorcyclists were injured when the road surface was wet. There is no exact comparable data, but 17 per cent of all collisions during the three years took place in the wet

10.3 We will look further into the motorcyclist casualty data available to see if we can identify any patterns or locations that we can target for remedial measures or campaigns.

10.4 TfL launched the first Motorcycle Safety Action Plan in 2014, and is working with boroughs, the police and the Motorcycle Industry Association, to maximise the impact of the Plan with funding for accredited motorcycle training centres, one-to-one training for motorcycle commuters and improving street design for motorcyclists with the UK's first Urban Motorcycle Design Handbook.

10.5 The London Assembly's Transport Committee published its report – Easy Rider – Improving motorcycle safety on London's roads in March this year. The report recommends a number of actions including:

- A better understanding of why motorcyclist casualties occur
- Improved education for increasing safe riding behaviour
- Campaigns to raise awareness of motorcyclists amongst other road users
- Promoting the BikeSafe scheme from TfL and the Metropolitan Police to increase safety awareness amongst riders themselves, particularly younger ones
- Tackling congestion
- Promoting TfL's new design guidance for motorcyclists.

10.6 We will look for opportunities to work with partners on the above issues and with TfL on motorcycle road safety campaigns. We will also develop our own campaign aimed specifically at motorcyclists using roads across the borough.

11 CONCLUSIONS

11.1 We saw a ten per cent decrease in total casualties in 2015 over 2014 to the lowest number ever recorded. Furthermore, in 2015 we saw the lowest figures ever for 21 of the 32 collision and casualty categories that we record.

11.2 Total pedestrian and cyclist casualties fell by more than the overall downward trend in Greater London. However, the total number of motorcyclist casualties increased by five per cent in line with the trend which saw them increase by four per cent across Greater London.

11.3 Despite these encouraging figures, we cannot be complacent about collisions in the Royal Borough, and 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 2016/17 and into 2017/18.

11.4 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 causalities in the Royal Borough.

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Background Documents: None

Appendix A

Casualties and Collisions in the Royal Borough of Kensington and Chelsea 2000 to 2015

Year	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**
KSI Casualties	187	151	148	125	105	113	114	120	113	94	80	82	94	64	69	52
Rolling 3-year Average	*177*	*166*	*162*	*141*	*126*	*114*	*111*	*116*	*116*	*109*	*96*	*85*	*85*	*80*	*76*	*62*
Slight casualties	1060	828	747	717	636	776	699	674	716	671	712	720	638	661	721	656
Rolling 3-year Average	*1025*	*964*	*878*	*764*	*700*	*710*	*704*	*716*	*696*	*687*	*700*	*701*	*690*	*673*	*673*	*679*
Total casualties	1247	979	895	842	741	889	813	794	829	765	792	802	732	725	790	708
Rolling 3-year Average	*1202*	*1129*	*1040*	*905*	*826*	*824*	*814*	*832*	*812*	*796*	*795*	*786*	*775*	*753*	*749*	*741*
Total collisions	1057	856	747	728	642	772	728	693	730	668	708	715	661	656	712	632
Rolling 3-year Average	*1053*	*983*	*887*	*777*	*706*	*714*	*714*	*731*	*717*	*697*	*702*	*697*	*695*	*677*	*676*	*667*