

# **ROYAL BOROUGH OF KENSINGTON AND CHELSEA**

## **ENVIRONMENT SELECT COMMITTEE – 19 MARCH 2024**

### **PRINCIPAL TRAFFIC ENGINEER**

#### **2022 ROAD COLLISION AND CASUALTY DATA**

This report summarises the 2022 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 comment on the report and to make any comments or recommendations to the Leadership Team.

**FOR DISCUSSION**

#### **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) is to reduce the number of people killed or seriously injured (KSI) in the Borough.
- 1.3 Due to the impact of Covid-19 and the associated lockdowns on both traffic levels and collision numbers, we have compared the 2022 collision data with the pre-Covid 2019 baseline data rather than with the data for 2020 or 2021.
- 1.4 In 2022 there were:
  - 115 KSI casualties - two percent higher than in 2019
  - Four fatalities compared with two in 2019
  - 549 slight casualties - 18 percent lower than in 2019
  - 664 total road casualties - 15 percent lower than in 2019
- 1.5 Table 1 shows the proportion of KSIs and all casualties that occurred on borough roads and on the Transport for London Route Network (TLRN) in 2019 to 2022.

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

Year	KSIs	All Casualties	KSIs		All Casualties	
			Borough	TLRN	Borough	TLRN
<b>2019</b>	113	781	77 (68%)	36 (32%)	536 (69%)	245 (31%)
<b>2020</b>	73	604	56 (77%)	17 (23%)	434 (72%)	170 (28%)
<b>2021</b>	85	642	56 (66%)	29 (34%)	458 (71%)	184 (29%)
<b>2022</b>	115	664	80 (70%)	35 (30%)	495 (75%)	169 (25%)
<b>Total</b>	386	2,691	269 (70%)	117 (30%)	1,923 (71%)	768 (29%)

## **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 In 2010, the Council committed to introduce a road safety plan that, against a 2005-09 baseline, would result in 65% fewer people being killed or seriously injured in traffic collisions by 2022. That target has not been met.

## **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 One of the main targets in the Council’s third Local Implementation Plan (LIP3 - April 2019) is to reduce KSI casualties in the Borough.

- 5.3 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.*

## **6. CHANGES BETWEEN 2019 AND 2022**

- 6.1 In 2019 the speed limit across the borough was 30mph except for 20mph limits in St. Helen's and Dalgarno wards and a handful of individual streets. By 2022 the borough-wide speed limit was 20mph. However, it is too early to draw any firm conclusions on the impact of the new speed limit.
- 6.2 Total casualties (all severities) in Kensington and Chelsea decreased by 15 percent in 2022 when compared against the 2019 base. However, KSI casualties in the same period increased by two percent.
- 6.3 It is necessary to place these figures in the context of casualties in Inner London. In 2022 our reductions in total casualties over 2019 were slightly greater than those seen across Inner London. Although our 2022 KSI casualties increased slightly there was a larger increase across Inner London.

### **In 2022 compared to 2019:**

- Inner London saw total casualties fall by 13 percent
  - Westminster saw total casualties fall by 18 percent
  - Kensington and Chelsea saw total casualties fall by 15 percent
  - Across Inner London KSI casualties increased by four percent
  - In Westminster KSI casualties increased by seven percent
  - In Kensington and Chelsea KSI casualties increased by two percent
- 6.4 Table 3 below shows the changes for all 2022 casualties and casualties by road user group over 2019. The biggest changes were cyclist KSIs increasing by a third, and motorcyclist KSIs reducing by a quarter.

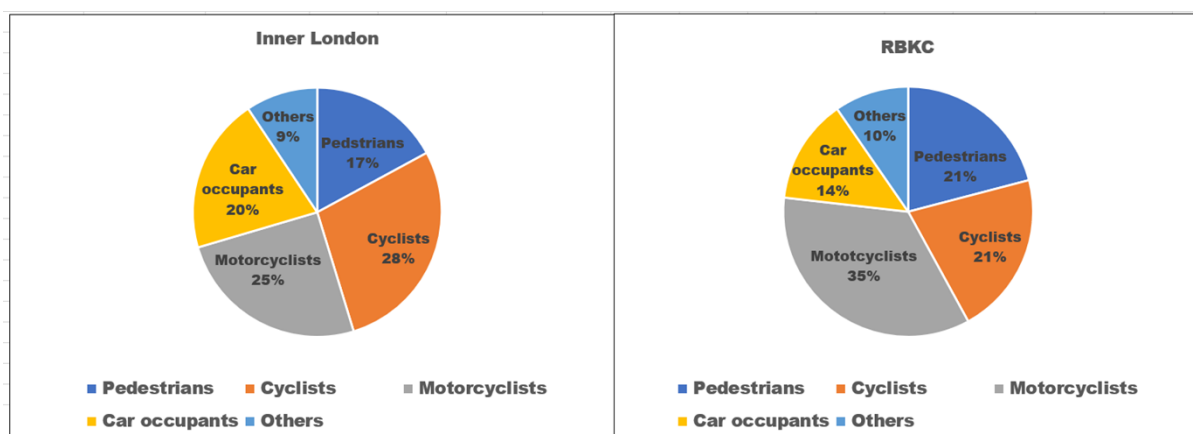
**Table 3: Casualties in Kensington and Chelsea by Mode of Travel - 2019 to 2022**

<b>Road User Group / Year</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2022 Change over 2019</b>	<b>2022 Change over 2019 %</b>
<b>Pedestrian KSIs</b>	33	18	26	37	4	+12.1%
<b>Total Pedestrians</b>	183	93	104	139	-44	-24.0%
<b>Cyclist KSIs</b>	27	29	31	36	9	+33.3%
<b>Total Cyclists</b>	165	152	176	140	-25	-15.2%
<b>Motorcyclists KSIs</b>	39	16	20	29	-10	-25.6%
<b>Total Motorcyclists</b>	234	202	205	231	-3	-1.3%
<b>Other Road Users KSIs</b>	14	10	8	13	-1	-7.1%
<b>Total Other Road Users</b>	199	52	157	154	-45	-22.6%
<b>Total Fatalities</b>	2	0	4	4	2	+100.0%
<b>Total KSIs</b>	113	73	85	115	2	+1.8%
<b>Total Casualties</b>	781	604	642	664	-117	-15.0%
<b>Total Collisions</b>	705	544	601	610	-95	-13.5%

### **VULNERABLE ROAD USERS (Pedestrians, Cyclists and Motorcyclists)**

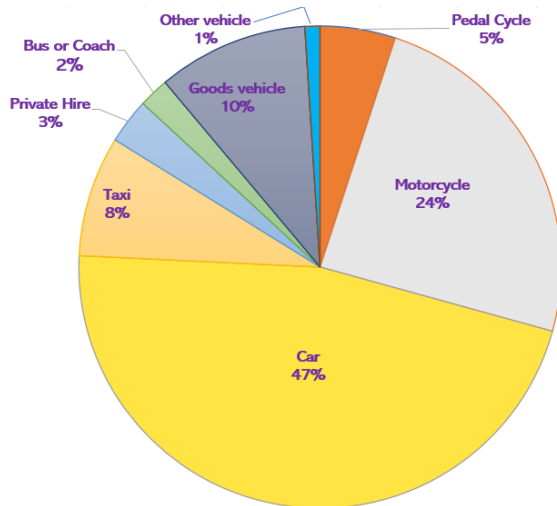
- 6.5 Figure 1 below shows the 2022 proportions of all casualties in Kensington and Chelsea and Inner London by road user group. Vulnerable road users make up a larger proportion of total casualties in Inner London Boroughs and in Kensington and Chelsea than in Greater London as a whole.

**Figure 1: 2022 - Percentages of Total Casualties by Road User in Inner London and Kensington and Chelsea**

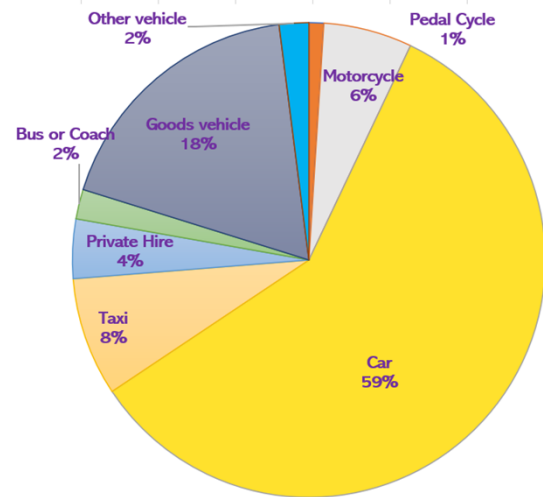


- 6.6 The proportion of all casualties in Kensington and Chelsea who were injured while cycling is lower than across Inner London, but pedestrian and motorcyclist casualties are higher than both Inner London and Greater London.
- 6.7 Motorcyclists are the largest group of all casualties in Kensington and Chelsea (35 percent). Motorcyclist casualties have grown both as a proportion of all casualties and in absolute terms since 2017, when they accounted for 27 percent. That increase is due in part to the fact that Department for Transport figures show that the number of kilometres travelled by motorcycle in London increased by 38 percent between 2019 and 2022.
- 6.8 As well as having a disproportionate share of casualties, motorcycles are involved in a disproportionate number of collisions resulting in injury to pedestrians. In 2022, motorcycles were involved in 24 percent of all collisions involving pedestrian casualties - the corresponding figure for Inner London is 16 percent.
- 6.9 Whilst a single year's figures should not be relied on to indicate trends, a 34 percent increase in the number of pedestrians injured in 2022 compared with 2021 is of particular concern and is informing what highway improvements will be prioritised in 2024-25.
- 6.10 As well as our borough-wide 20mph speed limit introduced in 2020, which pedestrians tell us has made walking safer and more pleasant, our recent and planned improvements for pedestrians are detailed in Appendix 1.
- 6.11 Figures 2, 3 and 4 below show the percentages of vehicle types involved in collisions resulting in injury to vulnerable road users in the borough in 2022.

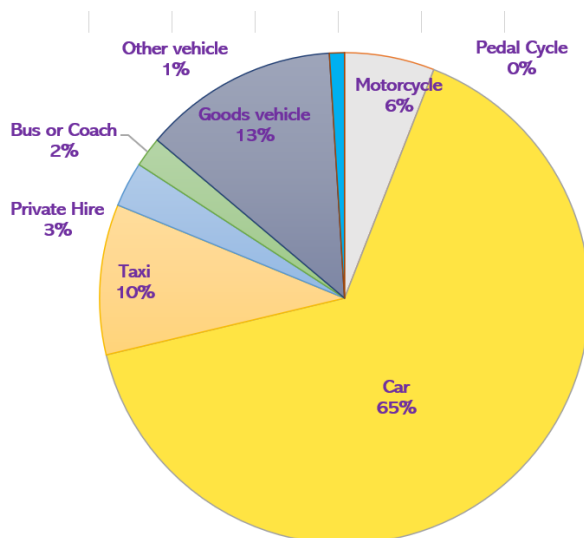
**Figure 2 - Percentages of Vehicle Types Involved in Collisions Resulting in Injury to Pedestrians in 2022**



**Figure 3 - Percentages of Vehicle Types Involved in Collisions Resulting in Injury to Pedal Cyclists in 2022**



**Figure 4 - Percentages of Vehicle Types Involved in Collisions Resulting in Injury to Motorcyclists in 2022**



## **7. FATALITIES IN 2022**

7.1 In 2022 there were four fatal casualties in Kensington and Chelsea, compared with two in 2019. 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, due to the random nature of most fatal collisions in Kensington and Chelsea, this is very rarely the case.

7.2 All four occurred on the TLRN as follows:

- On 14 May 2022 a pedestrian was killed following a collision with a car on Chelsea Embankment near its junction with Oakley Street, SW3. The driver was subsequently jailed for six years and eight months for causing death by dangerous driving, drink driving, drug driving and failing to provide a breath sample.
- 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

7.3 In 2023, the police recorded three fatal casualties in the borough, two of which occurred on the TLRN and one on a borough road as below:

- 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
- On 10 May 2023 a pedestrian was killed following a collision with a motorcyclist on West Cromwell Road near Nevern Road, SW5
- On 10 August a cyclist was killed following a collision with a heavy goods vehicle on Battersea Bridge, SW11

## **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 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

8.4 Table 4 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. 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 35% increase in KSIs between 2021 and 2022 means that target has been exceeded by 60 percent. In comparison, Westminster missed its target by 65 percent and Greater London as a whole fell short by 64 percent.

8.5 Whilst the latest trend is of considerable concern, Table 4 illustrates how, by 2022 Kensington and Chelsea saw a 44 percent reduction in KSIs from the 2005-09 average baseline. This compared with a 38 percent reduction in Inner London and a 43 percent reduction in Westminster.

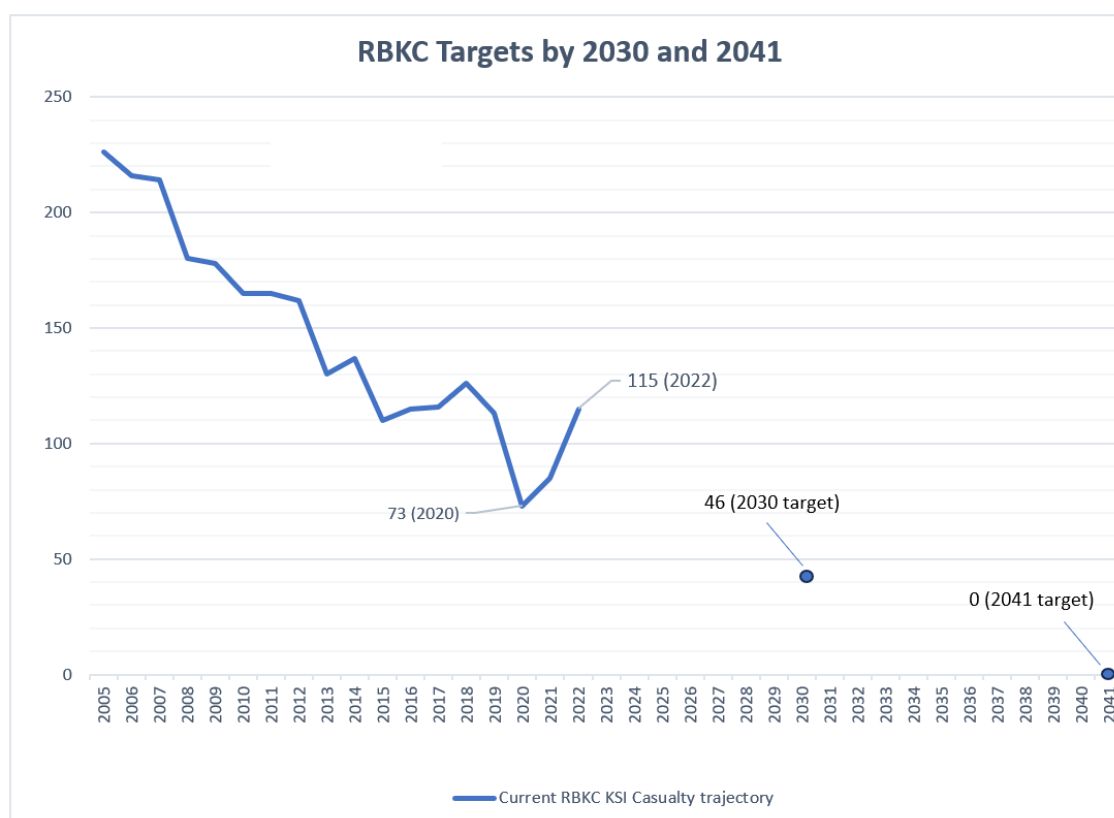
**Table 4: KSI Casualties in Kensington and Chelsea 2005-2022 from 2005-2009 Baseline and 2022 Target**





- 8.6 Table 5 below shows the long-term targets for Kensington and Chelsea. To achieve the 2030 target of 46 KSIs (or fewer than one per week) we would need to see our annual totals reduce by nine every single year. A similar trajectory is required to reach zero KSIs over the next two decades.

**Table 5: KSI Casualties in Kensington and Chelsea 2005-2022 and 2030 and 2041 Targets**



- 8.7 Because of annual fluctuations and the fact that casualties involve small numbers, we also consider rolling three-year averages for KSI data. Table 6 shows every year's three-year KSI average figure being lower than the preceding one, except in 2018 and 2022. In 2022 the increase was just over one percent.

**Table 6: Rolling three-year KSI Averages in Kensington and Chelsea (where the year stated is the last of a three-year period) (2012-2022)**

Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
3-Year Ave	167	154	143	124	118	112	118	114	104	90	91

## 9. KEY LOCATIONS

- 9.1 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 Borough).

- 9.2 When carrying out road safety investigations best practice is to use three full years of data to identify clusters and patterns. Tables 7 and 8 set out the ten Nodes (i.e. larger junctions) and ten Links (lengths of main roads between junctions) in Kensington and Chelsea with the highest numbers of casualties during 2020 to 2022 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 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.
- 9.5 Seven of the top ten 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.
- 9.6 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. We have also asked about TfL's plans for pedestrian crossing facilities at the junction of Warwick Road and Old Brompton Road. TfL has recently extended its 20mph speed limit to cover all its roads in the borough except West Cromwell Road.
- 9.7 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.

**Table 7: Nodes with the Highest Number of Casualties over the Past Three Years (2020-2022)**

Rank	Node	3-Year Casualty Total (KSIs)	Comment
1 TLRN	A3212, Chelsea Embankment / Battersea Bridge Road	30 (5)	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 2024. TfL introduced a 20mph speed limit along Chelsea Embankment in late 2021.
2 TLRN	A312, Chelsea Embankment / Chelsea Bridge Road / Grosvenor Road	19 (4)	TfL manages this junction and introduced safety measures in 2020 and 2022 which it is currently considering making permanent. The Council is pressing TfL to find alternative ways to improve safety which restore the left turn to Chelsea Bridge. TfL introduced a 20mph speed limit along Chelsea Embankment in late 2021.

Rank	Node	3-Year Casualty Total (KSIs)	Comment
3 TLRN	A312, Chelsea Embankment / Oakley Street	18 (2)	TfL manages this junction. We are not aware of any plans to review safety here. TfL introduced a 20mph speed limit along Chelsea Embankment in late 2021.
4 TLRN	A3220, Finborough Road / Fulham Road	16 (4)	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	14 (6)	We manage this junction and will shortly be increasing the size of the yellow box junction marking to prevent traffic from queuing through the junction. We will also include the junction in the scope of works to be delivered through the Lots Road redevelopment Section 106 agreement.
6 RBKC	King's Road / Beaufort Street	14 (3)	We manage this junction and we are developing improvements that would see pedestrian facilities across all arms for consultation in 2024.
7 TLRN	A4, West Cromwell Road / A3220, Warwick Road	13 (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.
8 RBKC	Kensington High Street / Kensington Church Street	12 (1)	We manage this junction which has not featured in the top ten since 2008. Five of the casualties were motorcyclists, three were cyclists and two were pedestrians.
9 TLRN	Old Brompton Road/ Warwick Road	11 (1)	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.
10 TLRN	King's Road / Gunter Grove	11 (5)	TfL manages this junction and introduced staggered signal controlled pedestrian crossing facilities across both arms of King's Road in 2020 and a 20mph speed limit along Gunter Grove in October 2023.

9.8 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-managed A roads are represented in this list, and the figures do not point to an obvious candidate for a corridor safety study. We receive several emails per week raising road safety concerns, but these tend to focus on junctions and local roads rather than along these top ten links.

**Table 8: Links with the Highest Number of Casualties over the Past Three Years (2020-2022)**

Rank	Link	3-Year Casualty Total (KSIs)	Casualties per km	Comment
1 RBKC	Kensington Road: Kensington Church Street to Westminster Boundary	34 (2)	74	We manage this link. We introduced advisory cycle lanes along most of this link in summer 2023.
2 RBKC	Holland Park Avenue: Clarendon Road to Ladbroke Grove	12 (3)	59	We manage this link.
3 RBKC	Old Brompton Road: Finborough Road to West Brompton Station	17 (2)	57	We manage this link. We are carrying out the detailed design on proposals to help pedestrians and cyclists cross Old Brompton Road at Kempsford Gardens for implementation in 2024.
4 RBKC	Ladbroke Grove: Chesterton Road to Cambridge Gardens	13 (2)	56	We manage this link. We implemented measures to improve road safety between Ladbroke Square and Kensal Road which includes this link in 2020/21.
5 TLRN	Brompton Road: Hans Crescent to Montpelier Street	12 (2)	55	TfL manages this link and introduced a 20mph speed limit on Brompton Road in October 2023.
6 TLRN	Brompton Road: Beauchamp Place to Egerton Place	14 (4)	50	TfL manages this link and introduced a 20mph speed limit on Brompton Road in October 2023.
7 RBKC	Fulham Road: Beaufort Street to Old Church Street	17 (2)	49	We manage this link. We introduced painted cycle lanes on Fulham Road in November 2023y.
8 RBKC	Kensington High Street: Warwick Road to Addison Bridge Place (Borough Boundary)	9 (2)	47	We manage this link. We will contact LBHF for an update on its plans to bring a cycleway as far as Russell Road. These were put to consultation some time ago.
9 RBKC	Fulham Road: Gunter Grove to Edith Grove	18 (5)	45	We manage this link.

Rank	Link	3-Year Casualty Total (KSIs)	Casualties per km	Comment
10 RBKC	Ladbroke Grove: Cambridge Gardens to Lancaster Road	7 (0)	44	We manage this link. We implemented measures to improve road safety between Ladbroke Square and Kensal Road which includes this link in 2020 / 2021.

9.9 Drilling down further into more 'local' junctions on borough roads that are classed as within "Cells" rather than Nodes, we have identified the following sites for potential local safety schemes or investigations in Table 9 below.

**Table 9 - Potential Sites for Local Safety Schemes / Investigations**

Location	3-Year Casualty Total (KSIs)	Comment
Harrington Gardens / Ashburn Place, SW7	7 (2)	We will replace the mini-roundabout with a priority junction and add a zebra crossing across Harrington Gardens in 2024/25.
Courtfield Road / Ashburn Place, SW7	3 (0)	Whilst the number of casualties here has decreased recently, we will replace the mini-roundabout with a priority junction and add a zebra crossing in 2024/25.
Harrington Gardens / Collingham Gardens, SW5	5 (1)	We will conduct a study to identify measures to improve safety at this junction in 2023/24.
Westbourne Grove / Ledbury Road, W11	5 (1)	We will conduct a study to identify measures to improve safety at this junction in 2023/24.

## 10. TIMESCALE FOR CONSIDERATION

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

**Andrew Burton, Interim Director Of Transport And Regulatory Services**

**Background Papers used in the preparation of this report:**

Casualties in Greater London during 2019: <https://content.tfl.gov.uk/casualties-in-greater-london-2019.pdf>

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>

Casualties in Greater London during 2022: <https://content.tfl.gov.uk/casualties-in-greater-london-2022.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 \(rbkc.gov.uk\)](https://www.rbkc.gov.uk/local-implementation-plan-kensington-and-chelsea)

**Contact Officer:** Ian Davies, Principal Traffic Engineer, Transport Policy  
[ian.davies@rbkc.gov.uk](mailto:ian.davies@rbkc.gov.uk)