

2019 Road Collision and Casualty Data

This report presents the 2019 road casualty data for the Royal Borough, including key trends and locations with the highest casualty rates.

1. INTRODUCTION

- 1.1 The Council receives details from Transport for London (TfL) of all road collisions that result in a personal injury and that are reported to the Metropolitan Police Service (MPS). This dataset does not include collisions that result in damage to vehicles only.

2. SUMMARY

- 2.1 In 2019 there were:

- 113 killed and seriously injured (KSI) casualties – 10.3 per cent lower than in 2018
- 2 fatalities compared with 3 in 2018
- 668 slight casualties – 7 per cent higher than in 2018
- 781 total road casualties – 4.1 per cent higher than in 2018

3. BACKGROUND

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

‘An injury for which a person is detained in hospital as an “in-patient”, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident.’

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

- 3.3 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).

- 3.4 The 1988 Road Traffic Act placed a statutory duty on every local authority to:

- carry out studies into accidents arising out of the use of vehicles on roads or parts of roads, other than trunk roads, within their area; and,
- in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the highway authority and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads.

4. CHANGES IN THE RECORDING OF COLLISIONS

- 4.1 In September 2016 the MPS changed the way in which it records collisions. 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.
- 4.2 These changes mean it is not possible to compare total or slight collision data collected since November 2016 with earlier historic data. As our road safety targets now focus on fatal and serious casualties (Killed and Seriously Injured – KSI), TfL has estimated what each borough’s KSI data between 2004 and 2017 would have looked like had they been collected under the new reporting methodology. This allows boroughs to compare their KSI data against previous years estimates to track their progress against targets. These back-casted estimates should not be taken as exact figures but are a good guide to progress on casualty reduction.

5. OVERVIEW OF CHANGES BETWEEN 2018 AND 2019

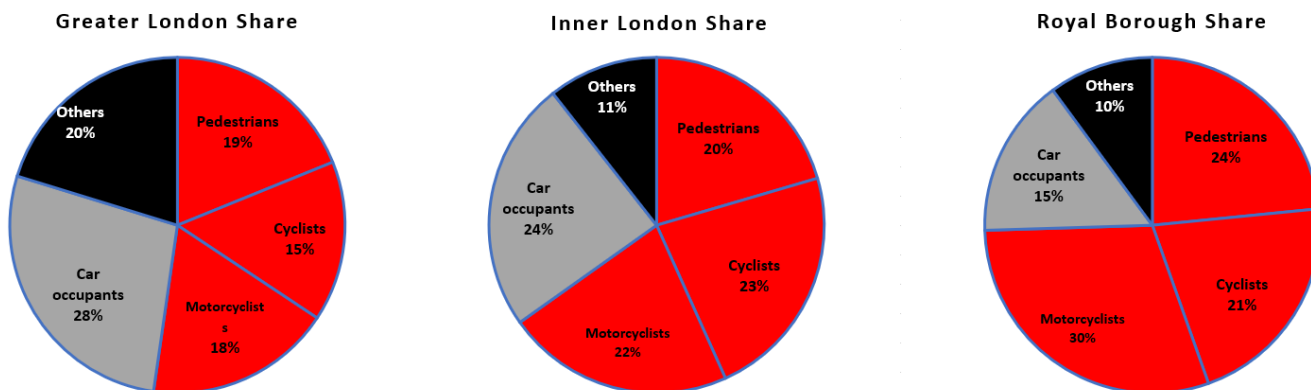
- 5.1 Total casualties (all severities) in Kensington and Chelsea increased by 4.1 per cent in 2019. However, the total number of KSI casualties fell by 10.3 per cent. On average, there was a KSI casualty every 3.2 days.
- 5.2 Inner London saw total casualties fall by two per cent. KSI casualties also fell, by seven per cent, and slight casualties fell by one per cent.

Table 1: Casualties in the Royal Borough (2018 and 2019)

Road User Group / Year	2018	2019	Change	% change
Pedestrian KSIs	50	33	-17	-34
Total Pedestrians	162	183	21	13
Cyclist KSIs	26	27	1	3.8
Total Cyclists	177	165	-12	-6.8
Motorcyclists KSIs	39	39	0	0
Total Motorcyclists	190	234	44	23.2
Other Road Users KSIs	11	14	3	27.3
Total Other Road Users	221	199	-22	-10
Total Fatalities	3	2	-1	-30.3
Total KSIs	126	113	-13	-10.3
Total Casualties	750	781	31	4.1
Total Collisions	683	705	22	3.2

- 5.3 **Pedestrians.** There were 33 pedestrian KSI casualties in the Royal Borough in 2019, a decrease of 34 per cent from 2018. Slight pedestrian casualties increased by almost 34 per cent.
- 5.4 **Cyclists.** KSI cyclist casualties increased by almost four per cent. Slight cyclist casualties decreased by almost 9 per cent.
- 5.5 **Motorcyclists.** KSI motorcyclist casualties remained the same as in 2018. However, slight motorcyclist casualties increased by around 29 per cent.
- 5.6 Eighteen per cent of all pedestrian casualties were KSI casualties (compared with 16 per cent of all cyclist casualties and 17 per cent of all motorcyclist casualties).

Table 2: Share of Total Casualties by Road User (from left to right: Greater London share, Inner London share and Royal Borough share)



5.7 As Table 2 shows, Vulnerable Road Users (VRUs) make up a larger proportion of total casualties in Inner London Boroughs and in the Royal Borough than in Greater London as a whole.

6. ROAD DEATHS IN 2019

6.1 There were two fatal casualties in 2019. The people who died were a pedestrian and a passenger boarding a bus. This compares with three fatalities (a cyclist, a pedestrian, and a motorcyclist) in 2018. Over the last three years there have been 11 fatal casualties in the borough.

6.2 One of the fatalities that occurred in 2019 was on the TfL Route Network (TLRN) and the other one was on Borough road, as follows:

- On 6 April 2019 at 14:14 a man boarding a bus was killed on Elgin Crescent, 10 metres from the junction with Kensington Park Road.
- On 13 August 2019 at 23:03 a female pedestrian was killed on Warwick Road, 50 metres south of the junction with Kensington High Street

7. PROGRESS AGAINST OUR TARGETS

7.1 The Mayor’s Transport Strategy has established the following targets for London Boroughs:

- 65 percent reduction in KSIs by 2022 against the 2005-09 baseline
- 70 percent reduction in KSIs by 2030 against the 2010-14 baseline
- Zero KSIs by 2041

7.2 Using this methodology, the casualty reduction targets for the Royal Borough are:

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

7.3 Table 3 below shows the general downward trend in KSI casualties (according to back-casted data) in the Royal Borough. After a sharp fall in 2015 there was a slight rise in each of the past three years (2016, 2017 and 2018) which lifted total KSIs just above the trajectory

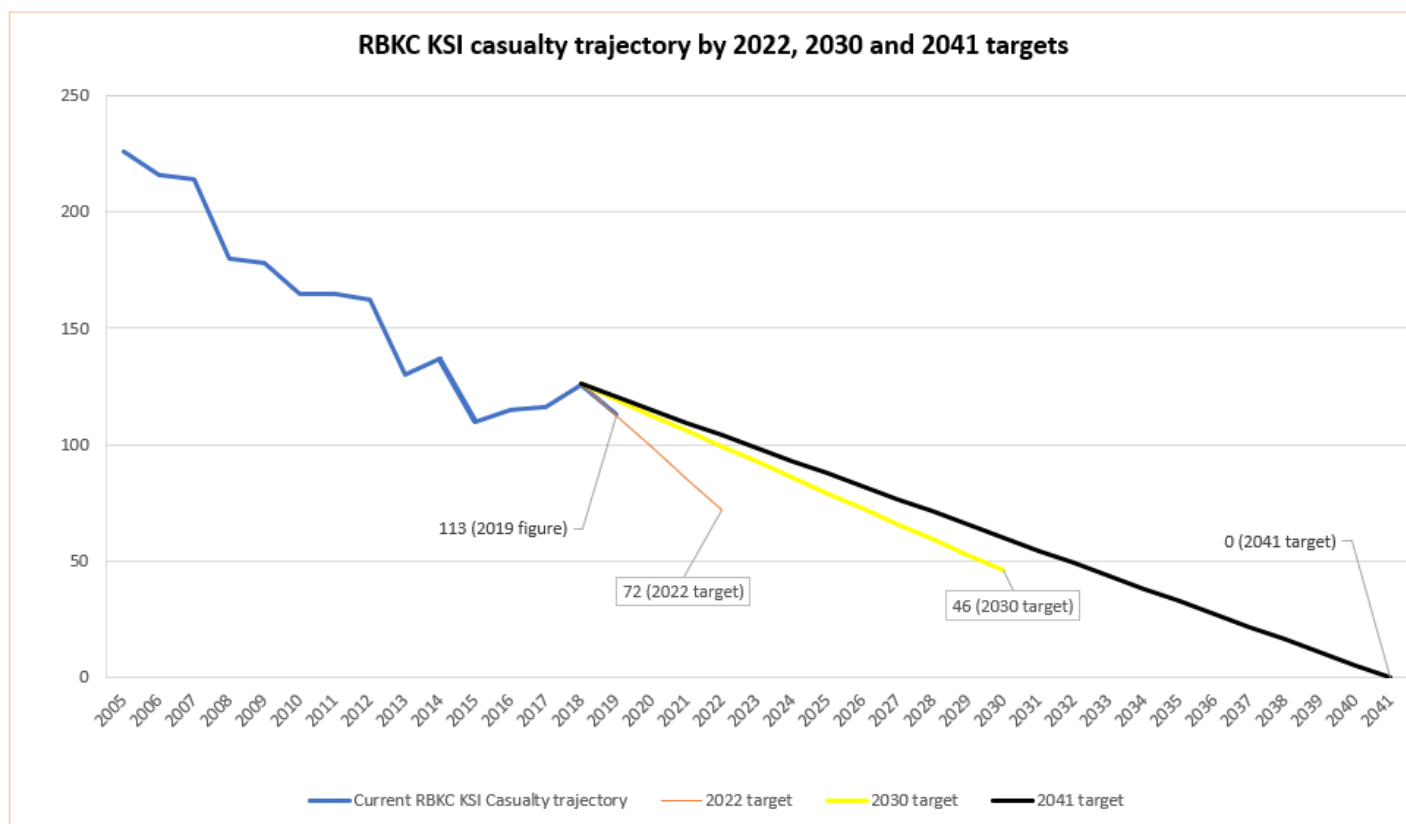
needed to meet the 2022 target. The ten per cent decrease in 2019 saw the trajectory move back towards that target of no more than 72 KSIs by 2022.

Table 3: KSI Casualties in the Royal Borough 2005-2019, by 2005-2009 & 2010-2014 Baselines & 2022 Target



7.4 Table 4 below shows the long-term targets for the Royal Borough. The trajectory shows the reduction in KSI casualties required if the Royal Borough is to meet these targets.

Table 4: KSI Casualties in the Royal Borough 2005-2019 & Future Trajectory by 2022, 2030 & 2041 Targets



7.5 Slight increases in KSIs in 2016, 2017 and 2018 emphasise the challenge of continuing the pace of reductions from what was an historic low in 2015.

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

Table 5: Rolling three-year KSI Averages in the Royal Borough (where the year stated is the last of a three-year period) (2008-2019)

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Three Year Average	207	198	184	173	167	154	143	124	118	112	118	114

8 KEY LOCATIONS

8.1 When carrying out road safety investigations it is standard practice to use three full years' of data to identify clusters and patterns. The following tables set out the ten Nodes (i.e. larger junctions) and ten Links (lengths of road between junctions) in the Royal Borough with the highest numbers of casualties.

- 8.2 As previously, these locations tend to be on TfL's and our busiest roads which accommodate high levels of traffic.
- 8.3 These 20 locations only account for around 18 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.
- 8.4 Nine of the top ten Nodes are the responsibility of TfL. The Council has regular meetings with officers from TfL and will continue to work with them to identify possible remedial works.
- 8.5 All potential actions in this paper, and any new site investigations, are subject to current uncertainties around the availability of TfL Local Safety Scheme funding.

Table 6: Nodes with the Highest Number of Casualties over the Past Three Years (2017-2019)

Rank	Node	3-Year Casualty Total (KSIs)	Comment
1 TLRN	A3212, Chelsea Embankment / Battersea Bridge Road	24 (4)	This junction is managed by TfL, which plans to consult on proposals for a safety scheme which will include new pedestrian and cyclist facilities in 2020/21. The three-year total increased by two in 2019. There were four KSI casualties (two motorcyclists, a pedestrian and a cyclist).
2 TLRN	A4, West Cromwell Road / A3220, Warwick Road	22 (4)	This junction is managed by TfL. The three-year total increased by five in 2019. There were four KSI casualties (one passenger, one driver, one cyclist and one motorcyclist).
3 TLRN	A4, West Cromwell Road / Gloucester Road	20 (4)	This junction is managed by TfL which is currently examining how the junction could be made safer. The three-year total increased by six in 2019. There were four KSI casualties (three pedestrians and one cyclist).
4 TLRN	A3212, Chelsea Embankment / Chelsea Bridge Road/Grosvenor Road	18 (4)	This junction is managed by TfL, which is examining how the junction could be made safer. The three-year total in 2019 is the same as the three-year total in 2018. The three-year KSI casualties decreased by one in 2019. There were four KSI casualties (two cyclists and two motorcyclists).
5 TLRN	Kensington High Street / Holland Road	16 (3)	This junction is managed by TfL The junction was not among the ten Nodes reported in the equivalent table for 2018. There were three KSI casualties (one motorcyclist, one pedestrian, and one driver).

Rank	Node	3-Year Casualty Total (KSIs)	Comment
6 TLRN	Fulham Road / A3220, Redcliffe Gardens	15 (2)	This junction is managed by TfL. The three-year total increased by two in 2019. There were two KSI casualties (both cyclists).
7 TLRN	Fulham Road / Finborough Road	14 (1)	This junction is managed by TfL. The three-year total increased by one in 2019. There was one KSI casualty (a pedestrian).
8 TLRN	Earl's Court Road / Cromwell Road	14 (3)	This junction is managed by TfL. The junction was not among the ten Nodes reported in the equivalent table for 2018. There were three KSI casualties (one bus passenger, one pedestrian and one car passenger).
9 RBKC	King's Road / Beaufort Street	13 (3)	We plan to consult on adding additional 'Green Man' pedestrian facilities and upgrading the advanced stop lines for cyclists here in 2020. The three-year total decreased by one in 2019. There were three KSI casualties (one cyclist, one bus passenger and one pedestrian).
10 TLRN	Kensington High Street / Warwick Gardens	13 (1)	This junction is managed by TfL, The junction was not among the ten Nodes reported in the equivalent table for 2018. There was one KSI casualty (a motorcyclist).

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

Table 7: Links with the Highest Number of Casualties over the Past Three Years (2017-2019)

Rank	Link	3-Year Casualty Total	Casualties per km	Comment
1 TLRN	Brompton Road: Hans Crescent to Montpelier Street	21 (4)	96	This link is managed by TfL. The three-year total increased by one in 2019. There were four KSI casualties (two motorcyclists, one pedestrian and one car driver).
2 RBKC	Ladbroke Grove: Chesterton to Barlby Road	18 (2)	78	We are currently implementing measures to improve road safety between Ladbroke Square and Kensal Road which includes this link. The three-year total increased by one in 2019. There were two KSI casualties (two car passengers).
3 RBKC	Kensington Road: Kensington Church Street to Westminster Boundary	34 (7)	74	The three-year total decreased by one in 2019. There were seven KSI casualties (three cyclists, three motorcyclists and one bus passenger).
4 RBKC	Kensington High Street: Holland Road to Russell Road	24 (6)	73	The three-year total increased by two in 2019. There were six KSI casualties (two cyclists, two car drivers, one pedestrian and one bus passenger).
5 TLRN	Brompton Road: Beauchamp Place to Egerton Gardens	20 (3)	71	This link is managed by TfL. The three-year total increased by three in 2019. There were three KSI casualties (two pedestrians and motorcyclist).
6 RBKC	Ladbroke Grove: Cambridge Gardens to Lancaster Road	11(1)	69	We are currently implementing measures to improve road safety between Ladbroke Square and Kensal Road which includes this link. This was not among the ten Links reported in the equivalent table for 2018. There was one KSI casualty (a cyclist).

Rank	Link	3-Year Casualty Total	Casualties per km	Comment
7	Ladbroke Grove: Barlby Road to Kensal Road	16 (1)	59	We are currently implementing measures to improve road safety between Ladbroke Square and Kensal Road which includes this link. The three-year total decreased by two in 2019. There was one KSI casualty (a bus passenger).
8	Holland Park Avenue: Clarendon Road to Ladbroke Grove	17 (2)	59	The three-year total decreased by four in 2019. There were two KSI casualties (one cyclist and one motorcyclist).
9	Fulham Road: Redcliffe Gardens to Beaufort Street	26 (7)	52	The three-year total increased by one in 2019. There were seven KSI casualties (three cyclists, two pedestrians, one motorcycle passenger and one taxi passenger).
10	Earl's Court Road: Old Brompton Road to Cromwell Road	32 (2)	47	This link is managed by TfL. This was not among the ten Links reported in the equivalent table for 2018. There was two KSI casualties (one car driver and one bus passenger).

Background Documents:

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

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

RBKC's Third Local Implementation Plan (April 2019): [Local Implementation Plan | Royal Borough of Kensington and Chelsea \(rbkc.gov.uk\)](http://rbkc.gov.uk/local-implementation-plan)