



Lewisham Collision Data Review

Identification of Priority Locations

London Borough of Lewisham

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Created by
Richard Cornell

Richard.Cornell@projectcentre.co.uk

033 0008 0856



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EXECUTIVE SUMMARY

This report sets out an analysis of collision data for the five-year period between 2017 and 2021 and lists the top 30 links (roads) and nodes (junctions). These top 30 are identified as priorities based on the number of killed and serious injury collisions (KSIs), the number of vulnerable road user collisions (pedestrians, cyclists and powered two-wheelers) and whether speed related contributory factors were recorded by the police.

In addition to the links and nodes the report also lists the top 30 cells, which are formed from 500m square OS tiles. This report highlights those collisions which are not included in the links and nodes analysis and identifies those with the highest scores based on the same analysis of KSI, vulnerable road users and speed factors.

Collision data for London shows that collision levels for all boroughs have fluctuated over the five-year period although the general trend for London as a whole has been a reduction. Lewisham, along with 13 other boroughs, did experience an increase in KSIs (52 to 64) over this period. However, Lewisham had the third lowest number of KSIs of Inner London boroughs in 2021 (64 compared to an average of 77), and eleventh lowest of all boroughs (64 compared to an average of 75).

The analysis shows that the proportion of cycle KSI collisions has increased significantly from 5.8% of all KSI collisions in 2017 to 37.9% in 2021. Real and perceived dangers for cyclists are significant barriers to people shifting from car use to active travel modes and it is this trend, of increasing KSIs, and particularly those involving cyclists, which needs addressing to reverse.

A key part of achieving the Vision Zero target is targeting those locations experiencing the greatest levels of road danger. The prioritisation of locations set out in this report is based on the number of KSI collisions, those collisions involving vulnerable road users and those where speed was believed to be a contributory factor. This process should focus remedial measures at those locations where these groups are most disadvantaged and assist in achieving the Vision Zero target.

The top 30 links and nodes that have been identified through this analysis are set out in Tables 5.1 and 5.2 respectively. Those cells with the highest collision scores are shown in Table 5.3 and should form the basis of further examination to identify whether any remedial measures are required in those cells.

The report also examines a series of speed surveys undertaken in 2021 at 189 locations around the borough. Lewisham has a 20mph speed limit applied on all borough roads, largely through signing alone (i.e., without other traffic calming measures to make the speed limit self-enforcing) and the speed survey results indicate that many (60%) of the roads surveyed the 20mph speed limit is exceeded and at 25% the mean speed exceeds 24mph. The speed surveys also indicate that many roads have an 85%ile speed close to 30mph despite the 20mph speed limit. Given the influence speed has on fatal and serious injuries a review of those roads may be required and speed reducing measures considered where the 20mph speed limit is only signed.

The main finding of the analysis is that while the level of KSIs in Lewisham is relatively low compared to other borough, there has been an increase over the five-year period and the potential underlying issues, particularly speeding, need to be addressed. It seems unlikely that the 2022 collision figures will meet the interim Vision Zero target of reducing annual KSIs on Lewisham roads to 44. Undertaking remedial actions at those priority links and nodes locations shown in Tables 5.1 and 5.2 may assist in reversing the KSI trend to achieve the 2041 Vision Zero target of no KSIs.

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1. CLIENT REQUIREMENTS

- 1.1 The London Borough of Lewisham (LBL) commissioned Project Centre Ltd to review the collision and casualty data of the borough for the five-year period of 2017 to 2021. This is to identify those locations in the borough experiencing higher collision levels so that remedial actions can be planned and undertaken as a priority to reduce the number of collisions, particularly killed and serious injuries (KSIs) and those involving vulnerable road users to meet the Mayor of London's Transport Strategy (MTS) Vision Zero target of no KSIs by 2041.
- 1.2 Reducing road danger is inextricable from cutting road deaths. The Mayor's Transport Strategy sets out an ambition to reduce dependency on private, motorised transport and aims for 80 per cent of journeys to be made by sustainable modes (public transport, walking and cycling) by 2041. Increasing walking and cycling levels, meeting the Mayor's targets, will only happen if the street environment is conducive to walking and cycling.
- 1.3 Fear of traffic is the main deterrent to cycling for 80% of adults¹. Measures are therefore needed to restrain the prime source of road danger – motorised traffic.
- 1.4 The report reviews collision data to measure performance against Mayor of London's Transport Strategy (MTS) Vision Zero targets (i.e., no killed or serious injuries by 2041) and makes comparisons with other London boroughs. The report sets out the methodology, based on collision severity, vulnerable road users and speed related contributory factors for identifying locations to be treated as priorities.

¹ Pooley, C., 2011. Understanding Walking and Cycling. Lancaster Environment Centre, Lancaster University.

2. INTRODUCTION

- 2.1 It is not acceptable that any level of deaths or serious injuries are sustained on London's roads and Lewisham has adopted the Mayor of London's Vision Zero policy of eliminating all fatalities or serious injuries from traffic collisions by 2041. The focus must be on improving conditions for sustainable modes and reducing the dominance of motor vehicles on Lewisham's streets and ensuring that road danger reduction is central to all transport-related activity.
- 2.2 Lewisham's third Local Implementation Plan (LIP3), published in March 2019, sets out the boroughs proposals for achieving Vision Zero and recognises a series of challenges that LBL faces. In relation to road safety these include that perceptions of safety and security deter active travel, and that the needs of all road users, particularly vulnerable road users, must be balanced to improve road safety and reduce the number of collisions, particularly those resulting in fatalities and serious injuries.
- 2.3 At the heart of Lewisham's road safety approach is the adoption of a safe system which centres around '5 Pillars of Action' which are used to guide schemes and interventions to achieve a more holistic approach that more effectively aligns with the challenges in achieving Vision Zero. This puts the person at its centre and stems from the belief that every road death or serious injury is preventable.
- 2.4 Vision Zero sits side by side with other MTS targets of increasing the level of active travel and that 80% of all trips in London are made by active or sustainable modes by 2041. LBL has an ambitious vision for the future of cycling in the Borough and aims to become one of the easiest and safest places to cycle in London. The Lewisham Cycle Strategy (2017) details four key targets to achieving this, one of which is to halve the rate of cyclist casualties.
- 2.5 One of the most significant barriers to cycling is the perception of safety, and fear of traffic. The Lewisham Cycle Strategy identifies 'fear of being involved in a collision', 'too much traffic', and 'lack of confidence' as the main deterrents for those taking up cycling. By comparison, the fear of being involved in a collision is more than 10% lower, and lack of confidence is less than half the number as a deterrent to cycling more amongst existing cyclists
- 2.6 Concerns around traffic levels and road safety are also barriers to walking in London. 21% of Londoners say too much traffic is a barrier to walking, and 14% say traffic travelling too fast stops them

walking more². Improving road safety and reducing levels of traffic in Lewisham will improve environments that can otherwise be intimidating and unpleasant for pedestrians, alleviating these current barriers to more people walking.

- 2.7 Figures for London set out in the Mayor of London's Vision Zero Action Plan (2016 figures compared to 2005-09 average) show that although fatal and serious casualty rates have reduced over recent years this has not been proportionate across all classes of road user. While casualties to car users reduced significantly by some 60%, pedestrian and motorcycle casualties only reduced by 28% and 14% respectively and cycle casualties increased by 8% in that period³. While it may be the case that this increase in cycle casualties may in part be attributable to increased levels of cycling, this imbalance needs to be addressed to reduce casualties to these groups to make walking and cycling less dangerous and more attractive options to aid in improving people's health and improved air quality.
- 2.8 People are more at risk when walking, cycling or using a motorcycle whereas travelling by car has become much safer, partially reflecting improvements in vehicle safety features. There is now a higher risk when travelling by foot, bicycle or motorcycle and people killed or seriously injured when travelling by these modes now account for 80% of all deaths and serious injuries on London's roads, with a similar figure found in Lewisham.
- 2.9 The severity of collisions increases significantly the faster vehicles are travelling. A major challenge therefore lies around inappropriate vehicle speeds, particularly on roads with speed limits of 20mph. Speeding is a major barrier to more people choosing to walk or cycle and driving at inappropriate speeds is a cause of some 37%⁴ of fatal and serious injuries in London.
- 2.10 A report by the Department for Transport (DfT)⁵ states that, at a national level, 54% of vehicles exceeded the speed limit on 30mph roads and 86% on 20mph roads (those without physical traffic calming or other speed constraining features). These poor levels of compliance have been broadly consistent since 2011. These figures

² Walking Action Plan – TfL 2018 (p27)

³ Vision Zero Action Plan – TfL 2018 (p12)

⁴ Vision Zero Action Plan – TfL 2018 (p79)

⁵ Vehicle Speed Compliance Statistics, Great Britain: 2019 – DfT 2020 (p 3 & 11)

are based on free-flow conditions and are therefore likely to be broadly representative of London as well as nationally.

- 2.11 While measures such as reduced speed limits, Low Traffic Neighbourhoods (LTNs), traffic calming features and enforcement can be effective at reducing speed, a cultural change is needed to make speeding socially unacceptable, not just a fear of possible enforcement. It is this mentality that needs changing so that motorists drive at consistent, reduced and appropriate speeds.
- 2.12 A key part of achieving Vision Zero is addressing peoples' attitude to speeding. Currently, on London's roads, speeding is a factor in 37% of collisions⁶ where a person is killed or seriously injured on London's roads. This isn't just driving in excess of the speed limit but also at inappropriate speeds for the conditions. A change in attitude is required, similar to that around drink driving and wearing seat belts, which makes speeding socially unacceptable.

⁶ Vision Zero Action Plan – TfL 2018 (p79)

3. BACKGROUND

There are several documents and strategies which influence LBL's objectives and responsibilities with regards to road safety.

3.1 Policy Context

3.1.1 Local Implementation Plan

3.1.1.1 LBL's future transport investment strategy is set out in its current Local Implementation Plan (LIP3). The strategy is required to be in-line with the Mayor's Transport Strategy to ensure a consistent overall vision across London.

3.1.1.2 The overall road safety objective of the LIP3 was to create safer communities and a safer transport network:

- Travel by sustainable modes will be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham
- Lewisham's streets will be safe, secure and accessible to all
- Lewisham's streets will be healthy, clean and green with less motor traffic
- Lewisham's transport network will support new development whilst providing for existing demand

3.1.2 Mayor of London's Transport Strategy - MTS (July 2018)

3.1.2.1 The Mayor's Transport Strategy has identified the following road safety objectives:

- London's streets will be safe and secure – This is captured by the Vision Zero action plan, which aims to improve the street environment such that by 2041 no killed or serious injury collisions occur on the network.
- The MTS sets an interim target of reducing KSIs by 65% by 2022. For LBL the 2022 target is 44 KSIs (from the 2005-09 average of 125 KSIs).

3.2 Legislative Requirements

LBL has a statutory duty towards road user safety as per the following legislative documents.

3.2.1 Road Traffic Act 1988

3.2.1.1 Section 39 of the Road Traffic Act outlines the responsibilities of Local Authorities with regards to road safety of their Local network:

- Must prepare and carry out a programme of measures designed to promote road safety
- Must carry out studies into accidents arising out of the use of vehicles on roads or parts of roads, other than Greater London Area roads within their area
- Must, 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 the maintenance of which they are responsible and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads;
- In constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use.

3.2.2 Road Traffic Regulation Act 1984

3.2.2.1 Section 2 of the Road Traffic Regulation Act outlines the abilities of Local Authorities to implement changes that can influence road safety under a Traffic Regulation Order such as:

- Make any provision prohibiting, restricting or regulating the use of a road, or of any part of the width of a road, by vehicular traffic, or by vehicular traffic of any class specified in the order,
 - either generally or subject to such exceptions as may be specified in the order or determined in a manner provided for by it; and

- subject to such exceptions as may be so specified or determined, either at all times or at times, on days or during periods so specified.
- Include any provision:
 - requiring vehicular traffic, or vehicular traffic of any class specified in the order, to proceed in a specified direction or prohibiting it so proceeding
 - specifying the part of the carriageway to be used by such traffic proceeding in a specified direction
 - prohibiting or restricting the waiting of vehicles or the loading and unloading of vehicles
 - prohibiting the use of roads by through traffic; or
 - prohibiting or restricting overtaking.
- The provision may also include provision prohibiting, restricting or regulating the use of a road, or of any part of the width of a road, by, or by any specified class of, pedestrians:
 - either generally or subject to exceptions specified in the order; and
 - either at all times or at times, on days or during periods so specified.
- order any such provision—
 - prohibiting or restricting the use of heavy commercial vehicles (except in such cases, if any, as may be specified in the order) in such zones or on such roads as may be so specified,

3.3 Government Policy

3.3.1 Strategic Framework for Road Safety (May 2011)

The Strategic Framework aims to provide clarity to local authorities around their roles and responsibilities in improving road safety while also outlining the degree of freedom afforded to them to act on their own road safety priorities.

The key themes outlined in the Framework are:

- Improving road safety by empowering local citizens and local service providers by:

- Decentralising funding and removing targets and performance frameworks
- Ensure the Local Authorities can make full use of existing powers and flexibilities
- Supporting the development of better tools for road safety professionals by providing improved information and identifying best practice resources
- Making links between other local agendas to remove barriers to the implementation of road safety proposals
- Providing a uniform vision for Road Safety across Britain, such as:
 - Identifying key high-risk groups for higher risk reduction targets such as cyclists and children in deprived areas
 - Monitor performance against the indicators in the Road Safety Outcomes Framework, such as a 37% reduction in fatal collisions by 2020

3.4 International Policy

3.4.1 The United Kingdom is already one of the best performing countries in the world with regards to Road Safety, with an estimated fatal collision rate of 3.1 per 100,000 population (World Health Organisation 2016), behind only Switzerland (2.7), Norway (2.7), Sweden (2.8) and Singapore (2.8). Smaller countries such as the Maldives also has low fatal collision rates, however, their population sizes make these estimates extraneous and are omitted from this list.

3.4.2 Sweden has for a considerable time been the global leader with regards to Road Safety, adopting the Vision Zero government policy in 1997. The intention of Vision Zero is to put people first, focussing on counteracting accidents that lead to fatalities or lifelong injuries.

3.4.3 While Vision Zero is being adopted globally, including the Mayor's Transport Strategy (2018), the unique aspect to Sweden's approach is that authorities are encouraged to not focus on the societal costs of accidents, rather have an "ethical imperative" to take responsibility for "making it easy to act correctly in traffic and mistakes should not be punishable by death".

3.4.4 The Mayor's Transport Strategy was influenced by international policy and is in line with the best countries in the world with regards to the approach to road safety.

4. 5 YEAR COLLISION DATA REVIEW (2017 – 2021)

4.1 Background

- 4.1.1 Collisions within LBL for the five-year period between 2017 and 2021 have been considered as part of this review. This is to examine levels of collisions around several types of road users and to allow for the identification of collision hotspots to prioritise locations for further investigation and remedial measures. Details of the methodology used to prioritise sites is set out in section 5.
- 4.1.2 This report focuses on the number and severity of collisions but details of the resulting casualties, i.e., where personal injuries have been sustained, are included for information. In many instances there are multiple casualties resulting from a collision and therefore casualty figures are generally higher than collision figures.
- 4.1.3 This report is concerned with collisions on Lewisham borough roads (i.e., excluding those roads managed by Transport for London (TfL), i.e. Collision and casualty figures are also included for all London boroughs for comparison with Lewisham figures as well as with other Inner London boroughs. These are contained in Appendix A, Tables A1 and A2 respectively.
- 4.1.4 Although finalised data is available for 2017 to 2020, only preliminary data (i.e., still subject to verification and minor adjustment) is available for 2021 but this has been included in the analysis for the identification of collision hotspots. It should be noted that figures for both 2020 and 2021 are believed to not be comparable with preceding years due to the effect of restricted and unusual traffic movements during much of the Covid19 pandemic.
- 4.1.5 Furthermore, from late 2016 onwards, figures on injury severity have been affected by the system used by police forces to record data. Most forces have adopted the CRASH (Collision Recording and Sharing) system for recording road traffic collisions while the Metropolitan Police Service use a system called COPA (Case Overview Preparation Application). Both systems improved the accuracy of the reported severity of collisions as the severity is based on the type of collision rather than determined by the reporting officers' interpretation of the extent of the injury. This has resulted in an increase in the number of reported serious injuries due to more casualties being classified as serious rather than slight and therefore post-2016 data are not directly comparable with previous years.

4.1.6 A further point to be considered regarding collision data is the ability now for on-line self-reporting of collisions to the police. Collision data records typically contain fields indicating whether police attended the scene ('police at scene') or it has been reported online ('self-completion'). Online reporting commenced in the Metropolitan Police Service (MPS) area in October 2016 and the proportion of collisions reported as 'over the counter,' as it was defined at that time, was around 18%. The proportion of self-completion reports has steadily increased to around 41% in 2021. Collision data for Lewisham indicates similar levels of self-reporting.

4.1.7 The introduction of online reporting has led to an increase in the total number of collisions and casualties reported, as it is easier for reports to be made. This has principally affected numbers for slight injuries, which otherwise might not have been reported. Fatal and serious injuries have been less affected as the police are typically more likely to physically attend the scene in these cases. Online reporting allows many fields to be entered as 'unknown' and therefore these records can limit analysis of the data due to these missing fields.

4.2 Lewisham Borough Roads - Overall Collisions and Casualties Analysis

4.2.1 This section provides a commentary on traffic collisions and the resulting casualties in Lewisham over the five-year period between 2017 and 2021. Reference has already been made to the effect of Covid-19 on collision rates and DfT⁷ report that, at a national level, collision numbers closely followed the reduced levels of traffic, particularly in the first lockdown introduced in March 2020. April 2020 saw the greatest monthly percentage decrease in road casualties of 68% compared to the 3-year average for 2017 to 2019. This aligns with the first full month of national lockdown and the reduction in motor traffic (-63%) as shown in Fig. 4.1

4.2.2 Comparison of 2020 collision data with preceding years is therefore unreliable. Similarly, due to lockdown restrictions in place in early 2021, these figures are also likely to be affected although to a lesser extent than 2020 figures, particularly in the latter months of 2021 as traffic levels returned to approaching those found pre-pandemic, with collision levels following suit, as shown in Fig. 4.2.

⁷ The Impact of Lockdown on Reported Road Casualties Great Britain, Final Results: 2020

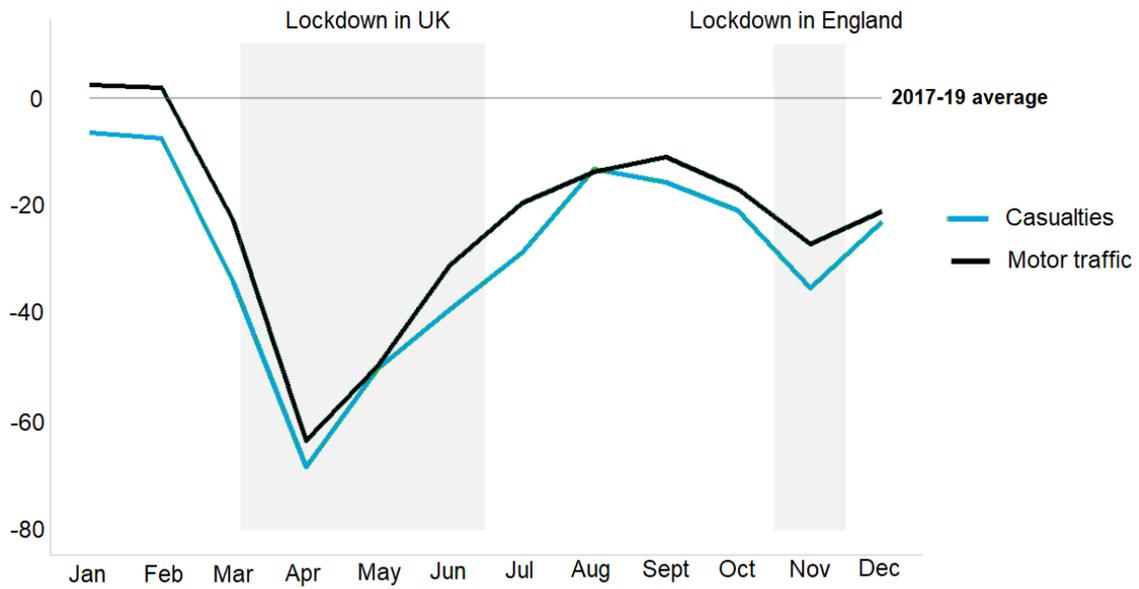


Fig. 4.1: Percentage change of casualties of all severities and motor traffic, compared to 3-year average for 2017 to 2019, Great Britain, 2020

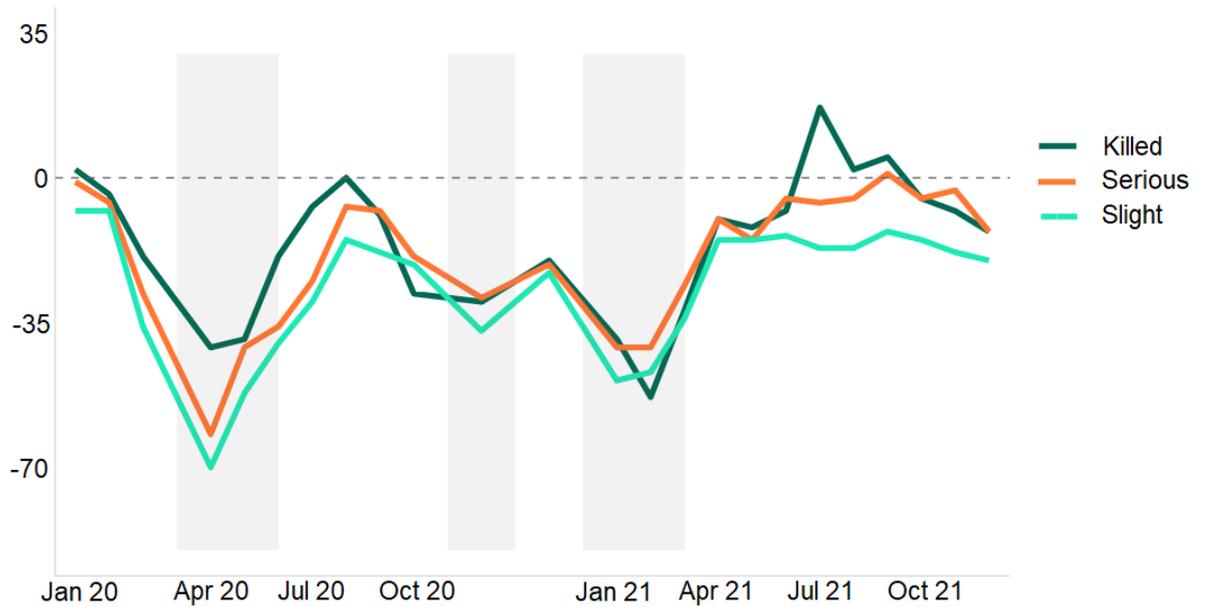


Fig. 4.2: Percentage change of casualties compared with 2017 to 2019 average, by month and severity, Great Britain, 2020 to 2021 (provisional)

- 4.2.3 The level and severity of collisions on Lewisham borough roads (i.e., excluding TLRN) for the five year period are shown on Table 4.1. Table 4.2 shows the fatal and serious collisions combined as ‘killed and serious injuries’ (KSI) and shows the level of change across the five-year study period. Although the total number of collisions have reduced from 448 to 419 (-6.5%), and slights have reduced from 396 to 355 (-10.4%), the number of KSIs has increased from 52 to 64 (23.1%).
- 4.2.4 Across the five years KSI collisions went up in 2018 from 2017 (from 52 to 57) and increased again in 2019 (from 57 to 65). The reduction in 2020 compared to 2019 (65 to 54) could be attributable to the general reduction seen nationally due to Covid-19 travel restrictions as has already been touched upon. 2021 then saw a further increase in KSIs (64) to a similar level seen in 2019.
- 4.2.5 Table 4.3 shows the number of casualties arising from these collisions and Table 4.4 shows the KSI figures and rates of change. The casualty figures follow a similar pattern to collisions with a reduction of the total number of casualties and slights and KSIs increased by 26.9%.
- 4.2.6 Table 4.5 and Fig. 4.3 show the number of vulnerable road user casualties (all severities combined) across the five-year period. The category ‘other’ includes all other modes of motorised vehicle. These show that cycle and P2W casualties have increased by 47.6% (from 63 to 93) and 17.2% (from 87 to 102) respectively between 2017 and 2021. Pedestrian casualties have reduced by 41.6% (from 113 to 66) in the five years. 2020 and 2021 cycle and P2W casualties each make up around 20% (40% total) of all casualties.
- 4.2.7 Table 4.6 and Fig. 4.4 also show vulnerable road user casualties but as KSIs only and demonstrates that vulnerable road user casualties form a significant proportion of KSI from between 70% (in 2019) and 91% (in 2021). In 2021 cycle KSIs accounted for 37.9% of all KSIs (25 of a total of 66) and has steadily risen from 2017 (in 2017 there were 3 cycle KSIs from a total of 52). Figures from TfL⁸ indicate that the average number of daily cycle journeys in London increased from around 600,000 daily cycle trips to 700,000 (16.7%) between 2017 and 2018. In 2019 and 2020 the number of trips remained around 700,000. Although the level of cycling in 2020 remained consistent to that in 2019, there was a significant drop in ‘private

⁸ Travel in London – Report 14

transport' journeys (i.e., those journeys excluding walking, cycling and public transport) from 27.2M to 20.4M due to Covid restrictions. While there were fewer vehicles on the road in this period and therefore potentially fewer conflicting interactions with cyclists there is anecdotal evidence that because of the reduced volumes of traffic, speeds increased which may have had an effect on collisions in 2020 and 2021.

4.2.8 The KSI figures, particularly for cyclists, clearly demonstrate that extra focus needs to be directed at reducing the number and severity of vulnerable road user casualties.

4.2.9 While TfL report that in the ten-year period to 2019, overall traffic levels in London have reduced (i.e., pre-pandemic), there is some anecdotal evidence that there has been an increase in traffic volumes on minor roads (i.e., 'B,' 'C' and 'unclassified' roads). This may be partly attributed to the use of satellite navigation apps used on motorists' smartphones. Such apps have been freely available for over ten years, and the use of these apps may be diverting traffic away from main routes on to local road networks where previously, unless one had local knowledge of rat-runs, it was difficult to find these routes and traffic was therefore more likely to stay on main roads. Higher traffic flows on minor roads may lead to increased danger to vulnerable road users, particularly through residential areas. This shift away from main roads and move to residential roads may partly explain the fall in collisions on the TLRN and increase on borough roads. Effective measures to keep traffic to more appropriate routes can be found with Low Traffic Neighbourhoods (LTNs) and School Streets which can assist in preventing 'rat running' traffic.

	2017	2018	2019	2020	2021	Total
Fatal	1	2	0	2	0	5
Serious	51	55	65	52	64	287
Slight	396	386	349	352	355	1838
Total	448	443	414	406	419	2130

Table 4.1: Collisions: Borough Roads

	2017	2018	2019	2020	2021	% change (2017 to 2021)
KSI	52	57	65	54	64	+23.1%
Slight	396	386	349	352	355	-10.4%
Total	448	443	414	406	419	-6.5%

Table 4.2: Collisions: Borough Roads – KSI & Slight

	2017	2018	2019	2020	2021	Total
Fatal	1	2	0	2	0	5
Serious	51	55	70	54	66	296
Slight	495	460	421	418	423	2217
Total	547	517	491	474	489	2518

Table 4.3: Casualties: Borough Roads

	2017	2018	2019	2020	2021	% change (2017 to 2021)
KSI	52	57	70	56	66	26.9%
Slight	495	460	421	418	423	-14.5%
Total	547	517	491	474	489	-10.6%

Table 4.4: Casualties: Borough Roads – KSI & Slight

Mode	2017		2018		2019		2020		2021	
	KSI	Slight								
Cycle	3	60	7	78	9	72	12	83	25	68
Pedestrian	23	90	21	89	22	88	18	59	19	47
P2w	19	68	18	51	18	69	16	66	16	86
Other	7	277	11	242	21	192	10	210	6	222
Total	52	495	57	460	70	421	56	418	66	423

Table 4.5: Casualties: Vulnerable Road Users (Borough Roads) – All Severities

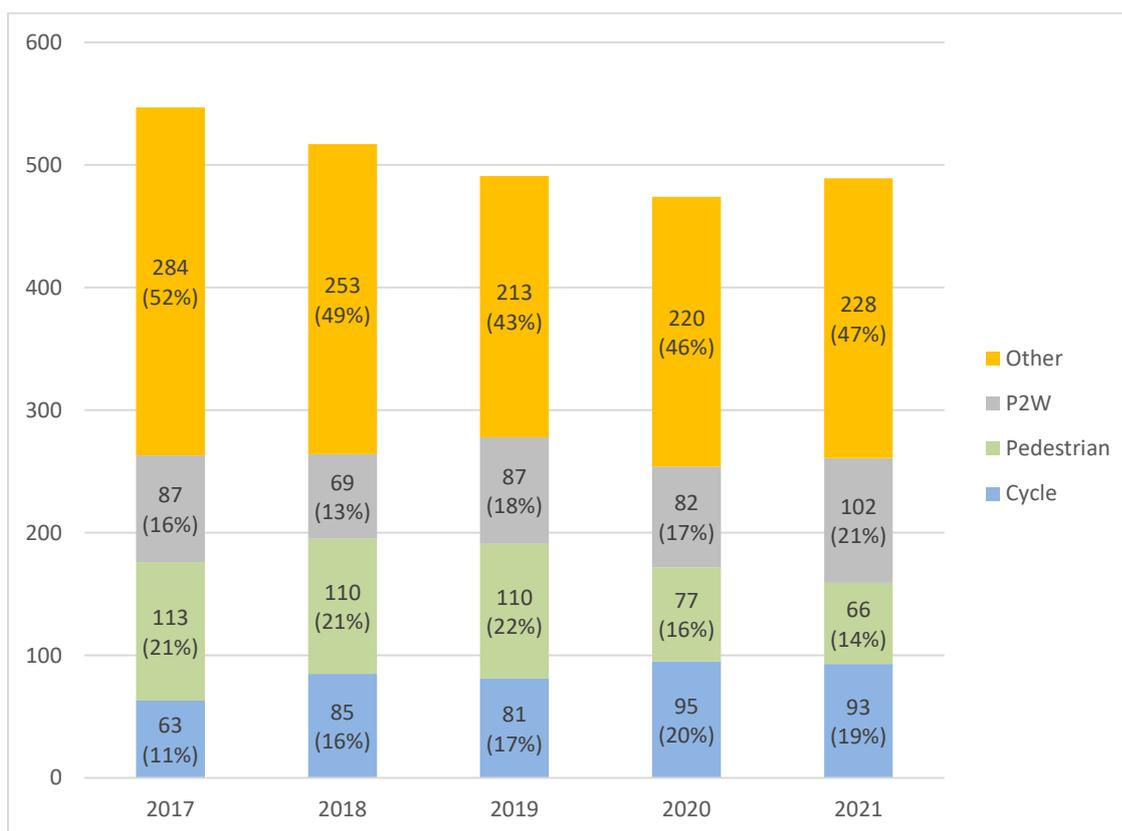


Fig. 4.3: Casualties: Vulnerable Road Users (Borough Roads) – All Severities

Mode	2017		2018		2019		2020		2021	
Cycle	3	5.8%	7	12.3%	9	12.9%	12	21.4%	25	37.9%
Pedestrian	23	44.2%	21	36.8%	22	31.4%	18	32.1%	19	28.8%
P2W	19	36.5%	18	31.6%	18	25.7%	16	28.6%	16	24.2%
Other	7	13.5%	11	19.3%	21	30.0%	10	17.9%	6	9.1%
Total	52	100.0%	57	100.0%	70	100.0%	56	100.0%	66	100.0%

Table 4.6: Casualties: Vulnerable Road Users (Borough Roads) – KSI

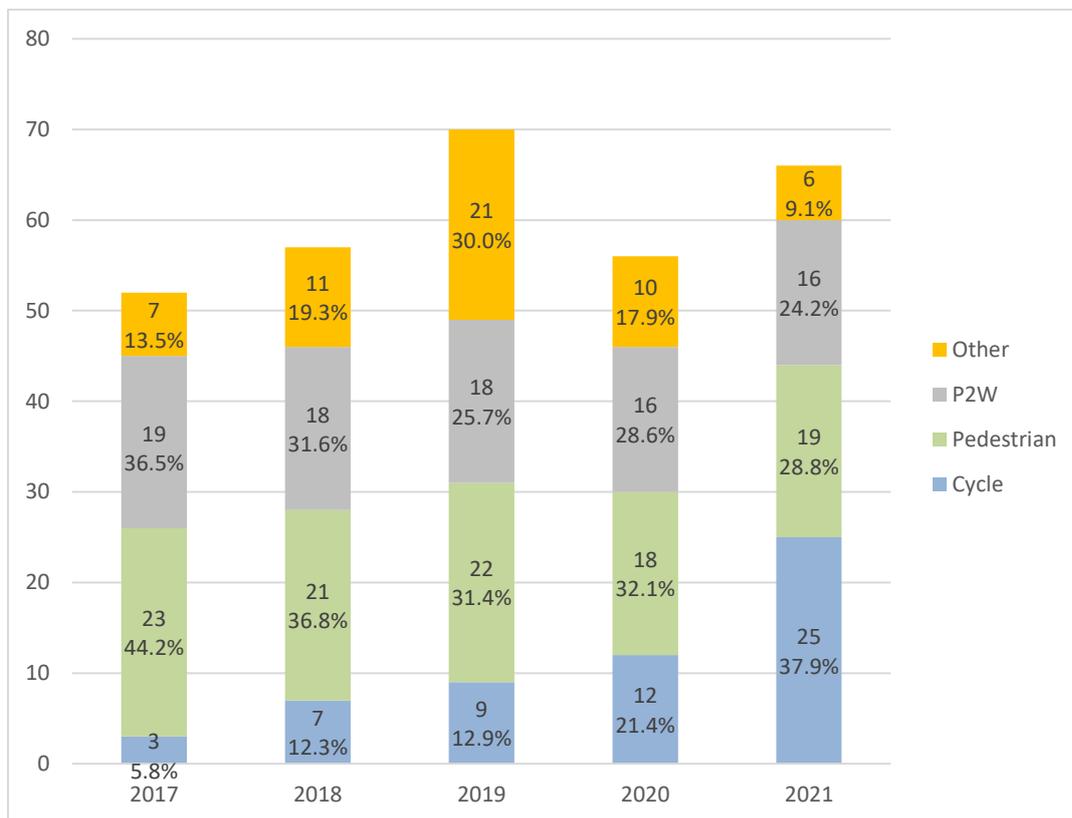


Fig. 4.4: Casualties: Vulnerable Road Users (Borough Roads) – KSI

- ### **4.3 Lewisham Borough Roads – Comparison with Other Boroughs**
- 4.3.1 Collision data across London is available online from TfL’s Road Danger Reduction Dashboard and this has been used to tabulate the number of collisions and casualties for all severities across London local authorities.
- 4.3.2 Table 4.7 shows Lewisham with other Inner London boroughs showing the number of KSIs between 2017 and 2021 and ranked by the KSIs in 2021.
- 4.3.3 All 13 Inner London boroughs have seen fluctuating levels of collisions over the period as shown in Fig. 4.5, although the general trend for London has been a reduction. Based on the number of KSIs in 2021 only City of London (15), Islington (44) and Kensington & Chelsea (56) had fewer than Lewisham (64). Lewisham’s 64 KSIs compares to an average of 77 for all Inner London boroughs.
- 4.3.4 Similarly, Table 4.8 shows the number of KSIs for all London’s boroughs and based on the number of KSIs in 2021 Lewisham is in 11th place.
- 4.3.5 As shown on Table 4.8 the overall rate of KSI collisions between 2017 and 2021 have reduced across London (-6.9%) as well as Inner London (-4.5%) and Outer London (-8.4%) heading toward the vision zero target for 2041. Lewisham, however, although having a low level of KSIs compared to many other boroughs, has seen a 23.1% increase in KSIs over the five-year period (from 52 to 64).
- 4.3.6 Tables showing the number of collisions and resulting casualties of all severities for all London boroughs are included in Appendix B, Tables B1 and B2, respectively.

Ranking	Borough	2017	2018	2019	2020	2021	% Change (2017 to 2021)
		KSI	KSI	KSI	KSI	KSI	
1	CITY OF LONDON	30	41	37	17	15	-50.00%
2	ISLINGTON	67	75	66	51	44	-34.30%
3	KENSINGTON & CHELSEA	82	87	76	53	56	-31.70%
4	LEWISHAM	52	57	65	54	64	23.10%
5	HACKNEY	84	71	79	53	67	-20.20%
6	TOWER HAMLETS	84	66	69	57	68	-19.00%
7	GREENWICH	63	82	66	65	72	14.30%
8	WANDSWORTH	61	77	76	76	73	19.70%
9	CAMDEN	96	107	99	71	87	-9.40%
10	HAMMERSMITH & FULHAM	80	102	84	77	92	15.00%
11	SOUTHWARK	73	98	73	74	101	38.40%
12	LAMBETH	81	91	88	55	103	27.20%
13	WESTMINSTER	197	189	186	109	161	-18.30%

Table 4.7: Comparison of Inner London Boroughs (ranked by KSIs in 2021)

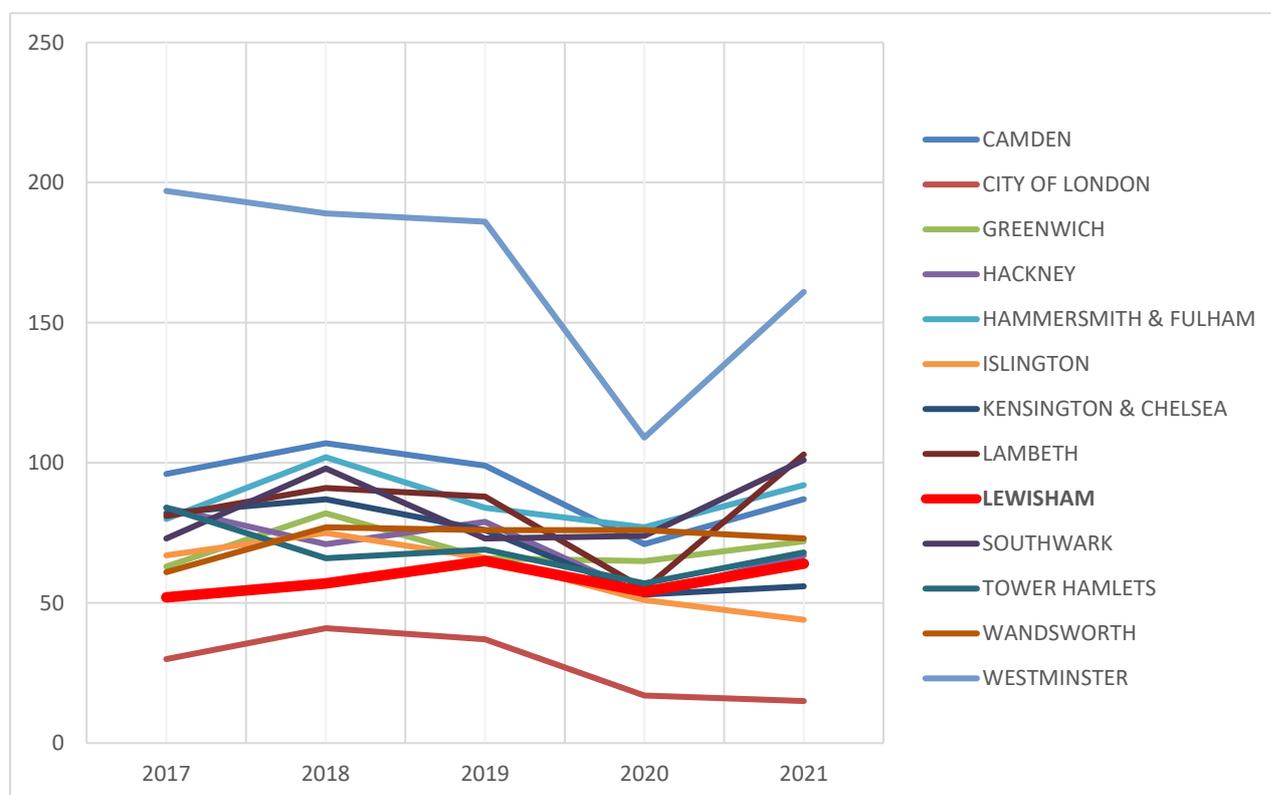


Fig. 4.5: Inner London Borough Collisions (KSI)

Rank	Borough	Inner / Outer London	2017	2018	2019	2020	2021	% Change (2017 to 2021)
			KSI	KSI	KSI	KSI	KSI	
1	CITY OF LONDON	INNER	30	41	37	17	15	-50.00%
2	HARROW	OUTER	67	67	56	46	39	-41.80%
3	SUTTON	OUTER	41	51	47	40	43	4.90%
4	ISLINGTON	INNER	67	75	66	51	44	-34.30%
5	KINGSTON-UPON-THAMES	OUTER	38	44	47	39	45	18.40%
6	BARKING & DAGENHAM	OUTER	76	77	66	48	49	-35.50%
7	KENSINGTON & CHELSEA	INNER	82	87	76	53	56	-31.70%
8	REDBRIDGE	OUTER	62	73	70	65	59	-4.80%
9	MERTON	OUTER	48	59	74	57	61	27.10%
10	HAVERING	OUTER	55	57	66	55	62	12.70%
11	LEWISHAM	INNER	52	57	65	54	64	23.10%
12	HACKNEY	INNER	84	71	79	53	67	-20.20%
13	TOWER HAMLETS	INNER	84	66	69	57	68	-19.00%
14	WALTHAM FOREST	OUTER	78	84	87	78	71	-9.00%
15	GREENWICH	INNER	63	82	66	65	72	14.30%
16	HARINGEY	OUTER	108	85	74	52	73	-32.40%
17	ENFIELD	OUTER	84	89	89	73	73	-13.10%
18	WANDSWORTH	INNER	61	77	76	76	73	19.70%
19	BEXLEY	OUTER	54	71	67	41	73	35.20%
20	HILLINGDON	OUTER	82	102	88	70	75	-8.50%
21	HOUNSLOW	OUTER	74	79	77	47	77	4.10%
22	BRENT	OUTER	121	146	107	73	81	-33.10%
23	BARNET	OUTER	118	98	113	86	82	-30.50%
24	CAMDEN	INNER	96	107	99	71	87	-9.40%
25	BROMLEY	OUTER	93	96	86	66	87	-6.50%
26	RICHM'ND-UPON-THAMES	OUTER	60	67	53	58	88	46.70%
27	HAMMERSMITH & FULHAM	INNER	80	102	84	77	92	15.00%
28	EALING	OUTER	131	112	117	95	97	-26.00%
29	SOUTHWARK	INNER	73	98	73	74	101	38.40%
30	LAMBETH	INNER	81	91	88	55	103	27.20%
31	NEWHAM	OUTER	125	88	111	78	108	-13.60%
32	CROYDON	OUTER	95	75	131	109	131	37.90%
33	WESTMINSTER	INNER	197	189	186	109	161	-18.30%
	INNER LONDON TOTAL		1050	1143	1064	812	1003	-4.5%
	OUTER LONDON TOTAL		1610	1620	1626	1276	1474	-8.4%
	GREATER LONDON TOTAL		2660	2763	2690	2088	2477	-6.9%

Table 4.8: Comparison of all London Boroughs (KSI)

4.4 Speed Survey Analysis

- 4.4.1 Data relating to a series of traffic surveys has been made available to consider speed related issues around collisions. 189 surveys were undertaken on a cross section of LBL's roads during July 2021 for one week. A plan of the survey locations is shown in Fig. 4.6 and a table of results indicating typical mean and 85%ile speeds for each location is included in Appendix C, Table C1.
- 4.4.2 The plan in Fig. 4.7 shows the location of the speed surveys and lengths of road colour coded to indicate the mean speed. It has been assumed that the survey results cannot be applied to the whole length of any road and therefore a section of road 100m either side of each survey location (i.e., 200m long in total) has been shown.
- 4.4.3 It should be noted that although average speeds may be at or around the 24mph mark, the 85%ile speed, which is often taken as indicating the speed at which most vehicles travel at or below and are a good indicator of driving behaviour, can be between around 5 and 8mph higher than the average speed. Therefore, even when the 24mph threshold is met, the 85%ile could be around 30mph which is clearly undesirable with a 20mph speed limit. DfT's publication *Setting Local Speed Limits (2013)* states "the aim of speed management policies should be to achieve a safe distribution of speeds consistent with the speed limit that reflects the function of the road and the road environment. This implies a mean speed appropriate to the prevailing road environment, and all vehicles moving at speeds at or below the legislated speed limit, while having regard to the traffic conditions. Reviewing the speed surveys shows at around 60% (120) of the 189 locations surveyed the mean speed exceeds the 20mph speed limit and at around 25% of locations mean speeds exceed 24mph.

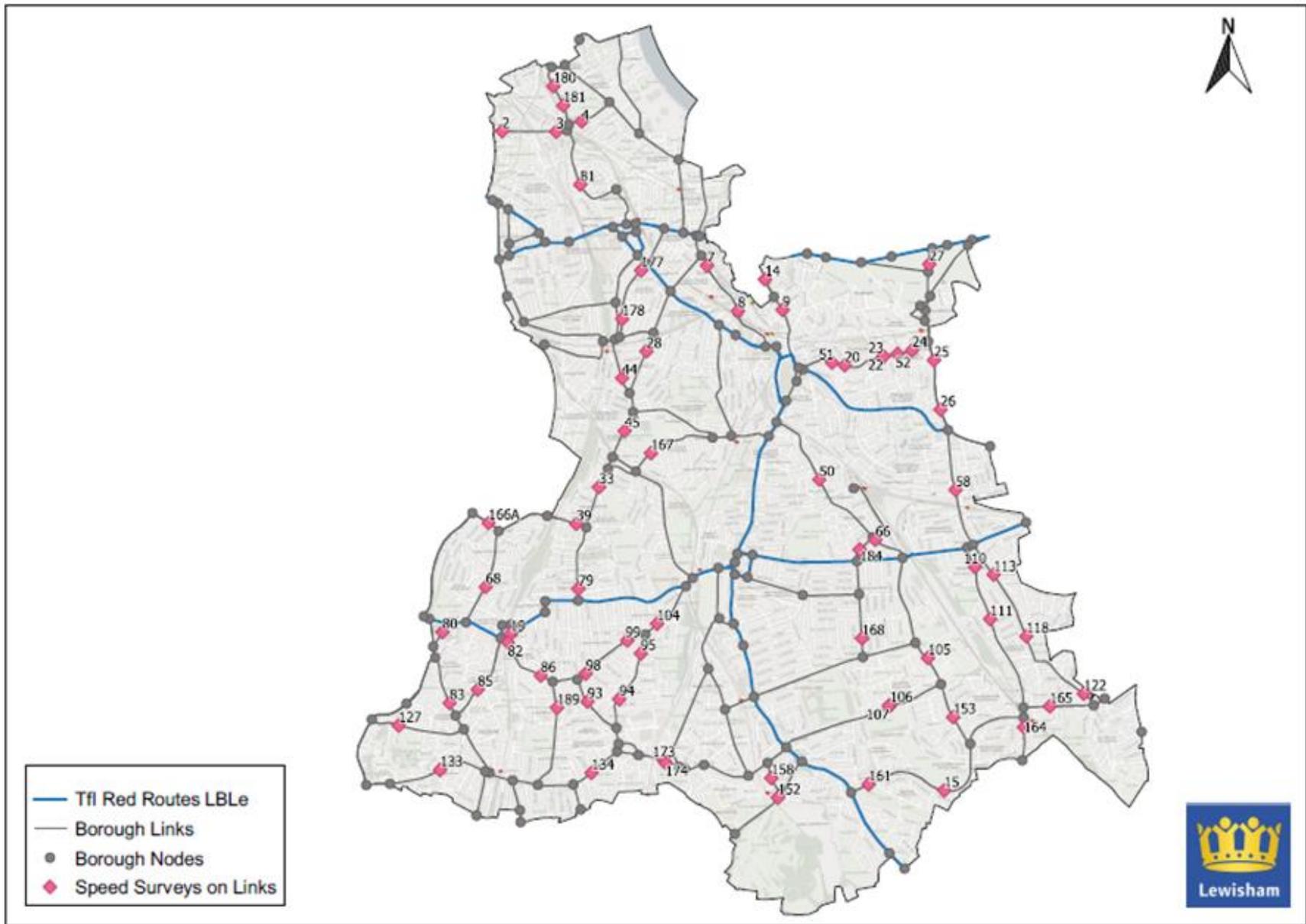


Fig. 4.6: Speed Survey Locations

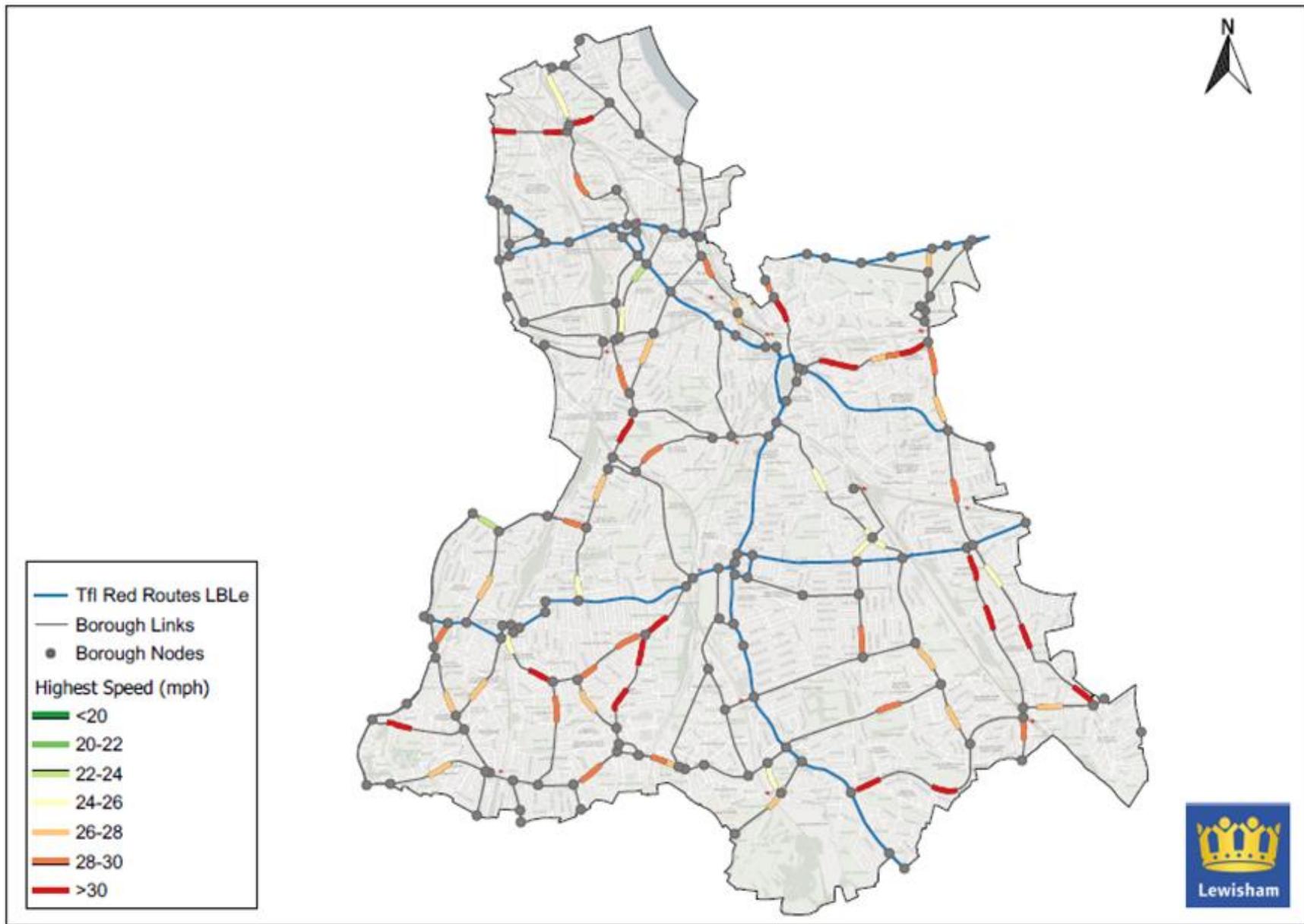


Fig. 4.7: Speed Survey Results

4.5 Collision Contributory Factors

- 4.5.1 Since 2005 police forces in Great Britain have recorded those factors which contributed to a collision as an integral part of the data collection process (STATS19) relating to road traffic collisions. The contributory factors system was developed to provide some insight into why and how road accidents occurred and help investigation of how accidents might be prevented.
- 4.5.2 The range of contributory factors available allow details regarding the road environment (e.g., whether the road surface includes any defects such as potholes or cracks, was slippery due to weather conditions etc.), vehicle defects (e.g. were tyres, brakes or steering defective etc.), injudicious action by the driver / rider (e.g. ignoring traffic signals, Give-Way / Stop lines, exceeding the speed limit, travelling too fast for conditions) and so on. Up to six contributory factors can be recorded and more than one can be recorded for each vehicle / casualty.
- 4.5.3 Collision data was historically collected either at the scene of incidents by police officers or at a police station where a collision was reported 'over the counter.' With the introduction of 'self-reporting' online in 2016 (which TfL have indicated can be between 30 and 40% of the reports received) contributory factors are not collected in these cases leading to gaps in the data.
- 4.5.4 Table 4.9 below ranks the top 20 contributory factors for collisions across the borough, including the percentage and number of collisions that resulted from these factors over the five-year period.
- 4.5.5 TfL reported that speed related contributory factors (which were considered as code 306 exceeding speed limit, 307 travelling too fast for conditions and 602 careless / reckless / in a hurry) were recorded in 37% of collisions. For Lewisham in the five-year period these three factors total 15.4% (9%, 4.6% and 1.8% respectively). It is unclear why these are lower than that determined by TfL although may have included, or solely comprised, TLRN roads which may represent different driving characteristics.

Rank	Description	Code	2017	2018	2019	2020	2021	Total	%
1	FAILED TO LOOK PROPERLY	405	331	310	227	229	168	1265	25.4%
2	FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED	406	134	137	104	81	74	530	10.6%
3	CARELESS/RECKLESS/IN A HURRY	602	115	88	84	83	80	450	9.0%
4	POOR TURN OR MANOEUVRE	403	100	109	67	72	47	395	7.9%
5	FAILED TO LOOK PROPERLY (PEDESTRIAN)	802	91	62	69	51	34	307	6.2%
6	EXCEEDING SPEED LIMIT	306	39	53	53	45	37	227	4.6%
7	SUDDEN BRAKING	408	73	67	33	24	30	227	4.6%
8	LOSS OF CONTROL	410	50	46	55	33	40	224	4.5%
9	AGGRESSIVE DRIVING	601	48	35	43	33	24	183	3.7%
10	VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S)	701	46	31	20	23	19	139	2.8%
11	SLIPPERY ROAD (DUE TO WEATHER)	103	41	27	33	20	17	138	2.8%
12	IMPAIRED BY ALCOHOL	501	28	24	27	23	17	119	2.4%
13	FAILED TO SIGNAL/ MISLEADING SIGNAL	404	22	30	17	20	27	116	2.3%
14	SWERVED	409	28	30	15	20	22	115	2.3%
15	JUNCTION OVERSHOOT	401	25	27	21	10	19	102	2.0%
16	CARELESS/RECKLESS/IN A HURRY (PEDESTRIAN)	808	33	19	15	13	18	98	2.0%
17	FOLLOWING TOO CLOSE	308	34	14	20	6	20	94	1.9%
18	TRAVELLING TOO FAST FOR CONDITIONS	307	35	18	10	9	17	89	1.8%
19	INEXPERIENCED OR LEARNER DRIVER/RIDER	605	25	19	18	14	10	86	1.7%
20	OTHER FACTOR	999	29	15	14	14	9	81	1.6%
	TOTAL							4985	100.0%

Table 4.9: Most Frequent Contributory Factors

5. COLLISION PRIORITY LOCATIONS

- 5.1 This section is concerned with the analysis methodology and results of identifying those links and nodes which are the highest priority for treatment to reduce collisions. The analysis focuses on three key areas relating to Vision Zero and which place an emphasis on collisions resulting in ‘killed and serious injuries’ (KSIs), those collisions involving vulnerable road users (pedestrians, cyclists, and motorcyclists (powered two wheelers – P2W)) and those where speed related contributory factors have been recorded by the police.
- 5.2 The analysis primarily considers those roads on the network of ‘links’ (roads) and ‘nodes’ (junctions) provided by TfL and includes those main roads and junctions in the borough carrying higher volumes of traffic. The network includes those roads managed by TfL (Transport for London Route Network – TLRN), commonly referred to as Red Routes, but these have been removed from this collision analysis as LBL are not responsible for implementing remedial measures on TLRN.
- 5.3 In addition to this network of links and nodes some additional ones have been added where, through observation of the location of collisions, there are higher instances of collisions. The full network considered is shown on Fig. 5.1 below where TLRN is shown red, borough links shown blue, and those additional roads added to the normal network shown in green.
- 5.4 For the links analysis the initial step, for data for the full five-year period, is to consider those collisions resulting in fatal or serious injuries (KSIs). The second is where collisions involved vulnerable road users (whether fatal, serious or slight), and the third where speed related contributory factors were recorded by the police. The values are then totalled to give an overall ‘score,’ those with higher scores being a greater priority for treatment. This approach places greater focus on the more severe collisions and vulnerable road users rather than simply the overall number of collisions. Therefore, for example, a single slight collision involving a cyclist will be seen as greater priority than two slight collisions where only car occupants sustain injuries.
- 5.5 The example below shows the score for the section of Baring Road between its junctions with Chinbrook Road and A205 Westthorne

Ave. The five-year collision data shows that in total there were 30 collisions on this section of road. Of the 30 collisions:

- 12 were serious (and 18 slight) therefore 'KSI score' = 12.
- 15 involved a vulnerable road user therefore 'vulnerable road user score' = 15
- 7 included speed related contributory factors, therefore 'speed contributory factors score' = 7

These give a 'total score' of 34, which in this case was the highest score and therefore ranked 1st.

Rank	Road Name	Junction From	Junction To	KSI Score	Vulnerable Road User Score	Speed Contributory Factors Score	Total Score
1	Baring Road	Chinbrook Road	A205 Westhorne Ave	12	15	7	34

5.5 An indication of whether speed surveys have shown speed to be an issue (i.e., mean speed in excess of 24mph) is also shown in Table 5.1 for information but this has not been included in the overall link score. This because surveys have not been carried out on all links and therefore its inclusion in the overall ranking could skew the results. Also, although the speed surveys may indicate a speeding issue on a road, which may not have been a contributory factor in an incident.

5.6 Table 5.1 shows the top 30 priority links with the various components of their scores. Where the total scores are the same then the link with the greater number of KSI collisions ranked highest, then by the number of vulnerable road user collisions. The top 30 links are shown on Fig. 5.2.

5.7 Table 5.2 shows the analysis for the top 30 nodes and follows the same procedure and Fig. 5.3 shows the top 30 nodes.

5.8 The network of links and nodes covers approx. 12% of all borough roads although it accounts for around 70% of all collisions (1,490 of

2,130). Those remaining collisions are largely distributed randomly around the borough on what are generally residential roads. To ensure these collisions are considered an analysis, based on a grid of 500m square 'cells,' has been established and follows that used by Ordnance Survey. Lewisham is covered by 185 such cells which are shown in Fig. 5.4.

- 5.9 Collisions within each cell, excluding those already counted in the links & nodes analysis, have been analysed using the same process as that used for links and nodes. The results of the analysis of the cells are shown on Fig. 5.5, where cells are colour coded based on their collision 'score' and the top 30 highlighted. A list of the top 30 cells is shown in Table 5.3. The full list of the results for all 185 cells is included in Appendix D.
- 5.10 It is recommended that the collisions in those higher scoring cells are further examined to identify whether any remedial measures are required, particularly those priority cells which are close together.

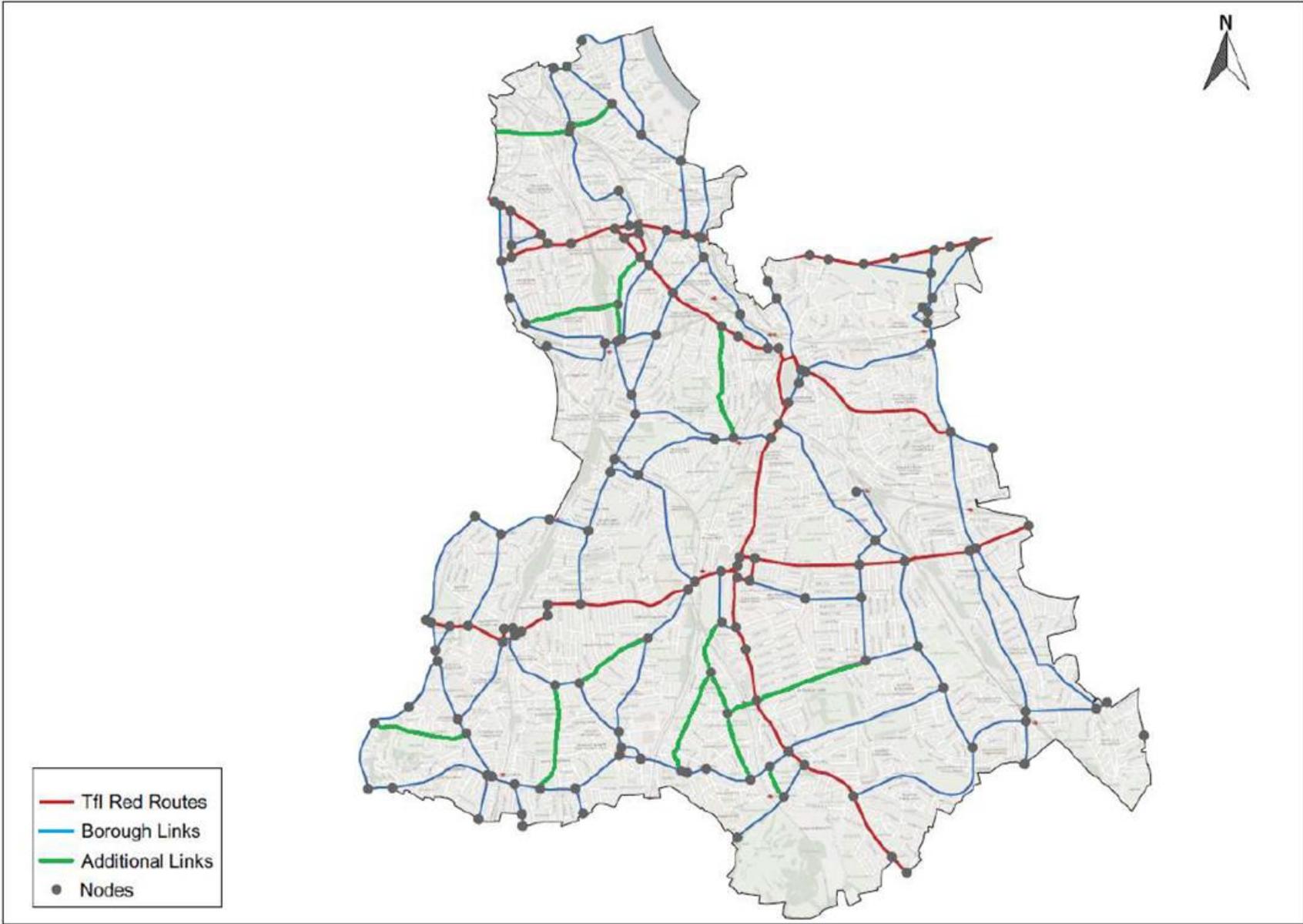


Fig. 5.1: Links & Nodes Network

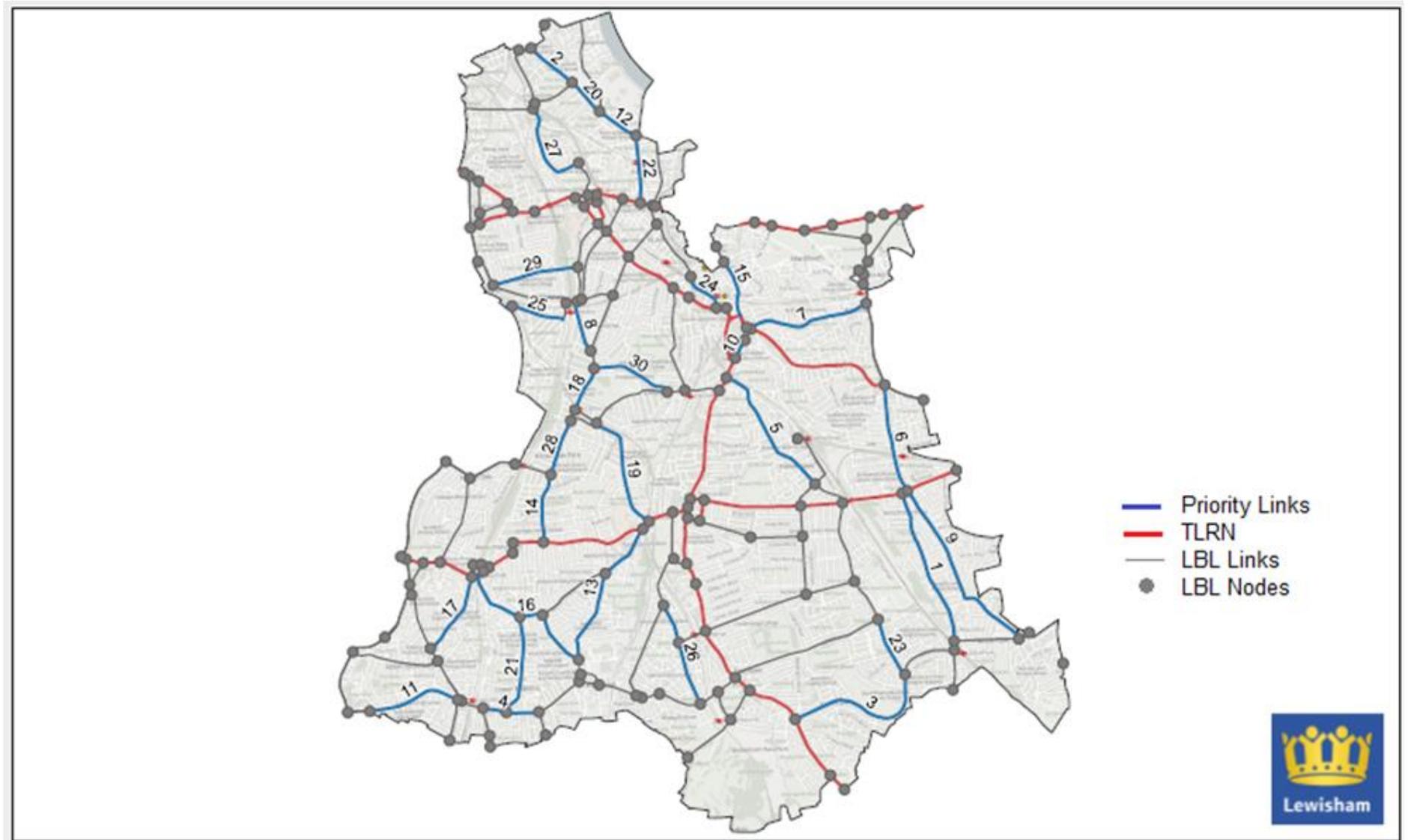


Fig. 5.2: Top 30 Priority Links

Rank	Road Name	Junction From	Junction To	KSI Score	Vulnerable Road User Score	Speed Contributory Factors Score	Total Score	Speed Surveys (refer to plan for locations)	Direction 1		Direction 2	
									mean speed	85%ile speed	mean speed	85%ile speed
1	Baring Road	Chinbrook Road	A205 Westhorne Ave	12	15	7	34	110 111	23.1 24.8	33.2 29.6	22.8 25.8	26.6 30.6
2	Evelyn Street	Grinstead Road	Croft Steet	0	33	1	34	180 181	21.1 20.6	25.8 25.3	20.1 20.2	24.7 25.2
3	Downham Way	Northover	Bromley Road	9	20	1	30	15 161	26.4 27.1	30.8 32.8	27.6 26.1	32.2 32.2
4	Sydenham Road	Newlands Park	Kent House Road	4	21	4	29	N/A	-	-	-	-
5	Hither Green Lane / Courthill Road	Torridon Road	Lewisham High Street	4	21	1	26	50	21.3	25.7	21.2	25.6
6	Burnt Ash Road	A20 Eltham Road	A205 Westhorne Ave	2	19	1	22	58	25.1	29.6	24.0	29

Rank	Road Name	Junction From	Junction To	KSI Score	Vulnerable Road User Score	Speed Contributory Factors Score	Total Score	Speed Surveys (refer to plan for locations)	Direction 1		Direction 2	
									mean speed	85%ile speed	mean speed	85%ile speed
7	Lee Terrace	A20 Lee High Road	Lee Road	2	15	3	20	20	25.8	31.7	24.1	29.5
								22	25.3	29.7	23.5	30.9
								23	22.3	28.0	22.1	27.3
								24	25.9	31.3	24.0	29.1
								51	25.5	31.7	24.6	30.1
								52	23.6	28.6	22.8	28.2
8	Brockley Road	Brockley Cross	Wickham Road	5	15	0	20	44	25.1	29.9	23.7	29.1
9	Burnt Ash Hill	A205 Westhorne Ave	Grove Park Road	6	13	1	20	113	20.6	25.4	19.7	23.8
								118	25.4	29.9	26.0	30.6
								122	26.3	31.4	25.0	30.3
10	Lewisham High Street	Lewis Grove	Molesworth Street	4	14	2	20	N/A	-	-	-	-
11	Westwood Hill	A234 Crystal Palace Park Road	Lawrie Park Road	6	12	1	19	133	23.0	26.8	22.3	26.8

Rank	Road Name	Junction From	Junction To	KSI Score	Vulnerable Road User Score	Speed Contributory Factors Score	Total Score	Speed Surveys (refer to plan for locations)	Direction 1		Direction 2	
									mean speed	85%ile speed	mean speed	85%ile speed
12	Evelyn Street	Grove Street	Deptford High Street	3	14	2	19	N/A	-	-	-	-
13	Catford Hill / Perry Hill	Bell Green	A205 Catford road	6	11	2	19	94 95	26.1 25.8	30.5 30.3	25.9 26.5	30.5 30.5
14	Brockley Rise	A205 Stanstead Road	Honor Oak Park	4	14	1	19	79	21.1	26.0	20.6	25.8
15	Lewisham Road	A20 Lewisham High Street	Morden Hill	4	11	3	18	9	26.6	31.6	25.6	31.3
16	Perry Vale	Bell Green	Waldram Place	4	14	0	18	N/A	-	-	-	-
17	Dartmouth Road	A205 London Road	Kirkdale	3	8	6	17	85	23.7	28.4	22.8	27
18	Brockley Road	Adelaide Avenue	Marnock Road	1	14	0	15	45	25.8	30.7	24.0	29

Rank	Road Name	Junction From	Junction To	KSI Score	Vulnerable Road User Score	Speed Contributory Factors Score	Total Score	Speed Surveys (refer to plan for locations)	Direction 1		Direction 2	
									mean speed	85%ile speed	mean speed	85%ile speed
19	Manwood Road / Ravensbourne Park	A205 Catford Road	Brockley Grove	4	9	1	14	N/A	-	-	-	-
20	Evelyn Street	Grove Street	Grinstead Road	4	9	0	13	N/A	-	-	-	-
21	Mayow Road	Perry Vale	Sydenham Road	5	8	0	13	189	23.6	29.3	18.7	22.3
22	Deptford High Street	Evelyn Street	A2 New Cross Road	1	10	1	12	N/A	-	-	-	-
23	Northover	Downham Way	Whitefoot Lane	3	6	3	12	153	22.9	27.4	20.1	24.7
24	Thurston Road	A20 Loampit Vale	Brookmill Road	3	6	3	12	N/A	-	-	-	-
25	St Asaph Road	St Norbert Road	Aspinall Road	3	7	2	12	N/A	-	-	-	-

Rank	Road Name	Junction From	Junction To	KSI Score	Vulnerable Road User Score	Speed Contributory Factors Score	Total Score	Speed Surveys (refer to plan for locations)	Direction 1		Direction 2	
									mean speed	85%ile speed	mean speed	85%ile speed
26	Brookhowse Road	Firhill Road	Southend Lane	3	5	3	11	N/A	-	-	-	-
27	Sanford Street	Pagnell Street	Surrey Canal Road	2	8	1	11	81	25.1	29.5	24.0	28.3
28	Stondon Park	Honor Oak Park	Brockley Grove	3	5	3	11	33	21.3	27.2	22.8	27.1
29	Kitto Road/ Vesta Road	Drakefell Road	Shardeloe Road	3	7	0	10	N/A	-	-	-	-
30	Adelaide Avenue	Brockley Road	Ladywell Road	1	9	0	10	N/A	-	-	-	-

Table 5.1: Top 30 Priority Links

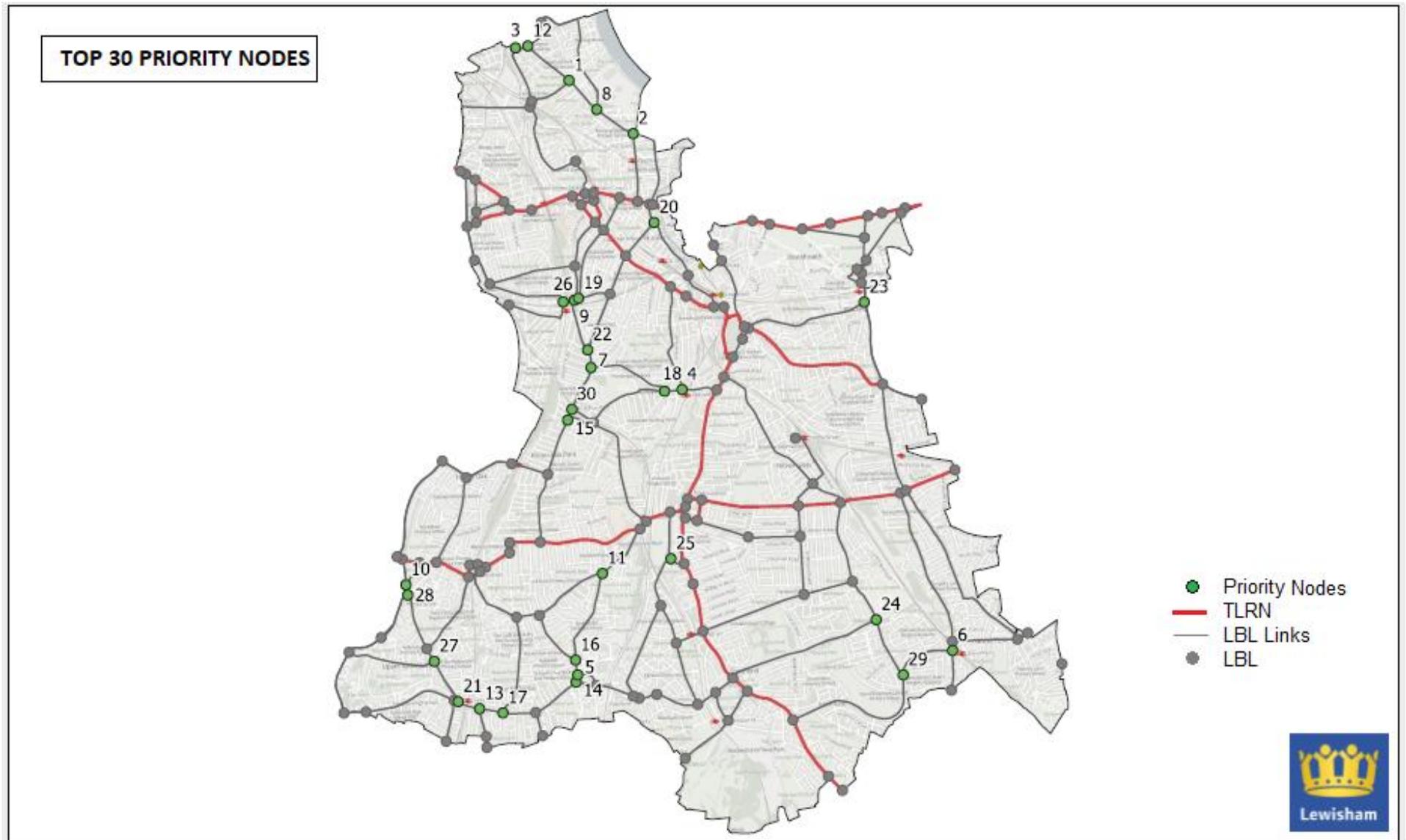


Fig. 5.3: Top 30 Priority Nodes

Rank	Junction Between		KSI	Vulnerable Road User	Speed Contributory Factors	Total
	Road 1	Road 2				
1	Evelyn Street	Grinstead Road	3	24	1	28
2	Evelyn Street	Deptford High Street	1	19	1	21
3	Trundley's Road	Bestwood Street	1	17	1	19
4	Algernon Road	Ladywell Road	3	11	3	17
5	Bell Green	Southend Lane	7	6	2	15
6	Downham Way	Baring Road	5	9	1	15
7	Brockley Road	Adelaide Avenue	2	12	0	14
8	Evelyn Street	Grove Street	2	11	1	14
9	Brockley Grove	Brockley Cross	1	13	0	14
10	Sydenham Hill	Sydenham Rise	5	6	0	11
11	Catford Hill	Woolstone Road	1	7	3	11
12	Evelyn Street	Croft Street	3	6	1	10
13	Sydenham Road	Newlands Park	2	7	1	10
14	Stanton Way	Bell Green	4	4	0	8
15	Brockley Grove	Brockley Road	3	5	0	8
16	Perry Rise	Bell Green	3	4	1	8
17	Mayow Road	Sydenham Road	2	6	0	8
18	Ladywell Road	Adelaide Avenue	2	5	1	8
19	Brockley Cross	Geoffrey Road	2	5	1	8
20	Brookmill Road	Friendly Street	0	8	0	8
21	Kirkdale	Sydenham Road	2	5	0	7
22	Brockley Road	Wickham Road	1	5	1	7
23	Lee Terrace	Lee Park	0	7	0	7
24	Whitefoot Lane	Verdant Lane	1	5	0	6
25	Fordmill Road	Canadian Avenue	1	5	0	6
26	Endwell Road	Mantle Road	1	4	1	6
27	Kirkdale	Wells Park Road	1	4	1	6
28	Kirkdale	Sydenham Hill	5	0	0	5
29	Downham Way	Northover	1	3	1	5
30	Brockley Road	Marnock Road	0	4	1	5

Table 5.2: Top 30 Priority Nodes

Rank	Cell No.	KSIs	Vulnerable Road User	Speed Contributory Factors	Total
1	125	3	9	2	14
2	112	3	9	0	12
3	61	0	10	1	10
4	142	4	6	0	10
5	45	2	7	1	9
6	62	1	7	2	8
7	30	2	6	1	8
8	139	0	8	1	8
9	37	2	5	2	7
10	50	2	5	2	7
11	113	1	6	1	7
12	55	3	4	0	7
13	85	1	6	0	7
14	114	1	6	0	7
15	160	2	5	0	7
16	95	0	6	1	6
17	110	1	5	1	6
18	24	0	6	0	6
19	78	0	6	0	6
20	79	1	5	0	6
21	122	1	5	0	6
22	132	2	4	0	6
23	29	0	5	1	5
24	35	0	5	0	5
25	72	1	4	0	5
26	99	0	5	0	5
27	104	1	4	0	5
28	108	2	3	0	5
29	83	2	2	1	4
30	31	0	3	2	3

Table 5.3: Top 30 Priority Cells

6 CONCLUSION

- 6.1 The five-year collision data for Lewisham shows that although the total number of collisions over that period has reduced (-6.5%), this has primarily been due to a reduction in slight casualties (-10.4%) although KSI collisions have increased by 23.1%. The figures show a year-on-year decrease in slight collisions over the five years and a year-on-year increase in KSI. The same picture is seen in relation to casualties (an increase of 26.9% in KSIs). This is in direct contrast to the Vision Zero target of zero KSIs by 2041.
- 6.2 Also to note is the comparison of Lewisham to the general trend in London which has been one of a reduction in KSIs (-6.9%) as well as Inner London (-4.5%).
- 6.3 When comparing collisions of vulnerable road users to all other modes, of all severities, over the five years the proportion has been broadly consistent (five-year average for vulnerable road users of 52.6% against 47.4% for other modes). The picture is broadly similar when considering KSI (there are some fluctuations although the figures are of a smaller magnitude to 'all severities' and therefore more susceptible to small changes) although the proportion has increased over the period from 86.5% to 90.1%.
- 6.4 However, the proportion of cycle KSIs has increased significantly from 5.8% of all KSI collisions in 2017 to 37.9% in 2021. Figures from TfL indicates that estimated average daily cycle trips increased by around 100,000 (16.7%) between 2017 and 2018 (from 600,000 to 700,000). This increased number of cyclists may partly account for the increase in cycle KSIs in that period. Also, there is anecdotal evidence that because of the reduced volumes of traffic, speeds increased which may have had an effect on collisions in 2020 and 2021. It is this trend, of increasing KSIs, and particularly those involving cyclists, which needs addressing to reverse.
- 6.5 It should also be noted that the interim target for Vision Zero in the MTS is a 65% reduction in KSI collisions by 2022 compared to the 2005-2009 average. For Lewisham this interim target is 44 KSIs. Clearly, compared to the 2021 total of 64 in 2021, which may not be entirely representative due possible Covid-19 related effects on travel patterns, significant work is required to bring the current level of KSIs down to meet the 2041 target.
- 6.6 The prioritisation of locations based on the number of KSIs, those involving vulnerable road users and those where speed was believed to be a contributory factor may aid in addressing increasing

KSIs as required meet the vision zero target. Following a more conventional approach of considering all casualties (i.e., fatal, serious and slight) might have identified other locations but may not contribute the necessary reduction needed to KSI and vulnerable road users.

- 6.7 A further area for consideration is around the borough-wide 20mph speed limit. As with several other boroughs Lewisham introduced a borough-wide 20mph speed limit typically with signing alone, in September 2016. However, the speed surveys referred to in Fig. 4.8 show that many of the roads surveyed show a mean speed in excess of 24mph and many have 85%ile speeds at around 30mph. The use of a mean speed of 24mph as an indication that a 20mph speed limit could be introduced without associated measures was introduced by the DfT's Setting Local Speed Limits (2013). Previously, an 85%ile speed of 24mph had been used which can be around 5 to 7mph higher than the mean speed. In the consultation on this DfT publication the Association of Chief Police Officers (ACPO) raised concerns that "use of mean speeds as an indicator of general compliance is open to many skewing factors and risks unrealistic limits being set. The 85th percentile –speed at which 85 % of the total traffic flow is not exceeding is a better indication of general speeds and is preferred. Typically, the difference between mean speed and 85th percentile speed is 5 to 6 mph." This would appear to be the case.
- 6.8 Furthermore, research undertaken by the Transport Research Laboratory (TRL) into the effect of signs alone on speed limits showed around a 1mph reduction. Looking at the speed survey results many of the roads in Lewisham may not therefore have seen the expected reductions in speed and a review may be necessary to consider further measures to reduce speeds and the resulting severities of collisions. These might include physical traffic calming measures, Low Traffic Neighbourhoods and School Streets for example.

QUALITY

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements.
- Ensure projects are completed to programme and within budget.
- Improve productivity by having consistent procedures.
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training.
- Continually improve the standard of service we provide internally and externally.
- Achieve continuous and appropriate improvement in all aspects of the company.

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



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London
WC1X 9HD
tel: 0330 008 0855

Brighton Office

38 Foundry Street
Brighton
BN1 4AT
tel: 01273 627 183

Slough Office

Fourth Floor
The Urban Building
3-9 Albert Street
Slough, SL1 2BE
tel: 0330 008 8447

info@projectcentre.co.uk • www.projectcentre.co.uk