Collisions Before and After the Removal of Pedestrian Railings at 70 Junctions and Crossings on the Transport for London Road Network





Review by:



Street Behaviour

For Client:



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Executive Summary

In 2011 TfL commenced a programme to remove large amounts of pedestrian railings on the TfL Road Network (TLRN). Street Behaviour was commissioned by TfL to review collisions 3 years before and after the removal of these railings at 70 junctions and crossings in London. The sites included 90 'staggered' crossings. Sites were chosen based on the following criteria:

- The removal date had been recorded
- 3 years worth of 'after' collision data was available
- No other major physical changes had taken place in the 3 years before or after the removal
- · A significant amount of railings had been removed at each site
- The site included at least one crossing

Data was gathered and separated into collisions involving all users and pedestrians only for slight and killed and seriously injured (KSI).

The results showed that following the removal of railings at the 70 sites there was a statistically significant fall of 56% (43 to 19) in the number of collisions involving pedestrians who were killed or seriously injured. There was also a fall of 48% (109 to 57) in the number of KSI collisions for all users. Further analysis was undertaken in order to put these figures into a wider context. In the 6 to 3 year period before removal at these sites (when railings were retained), KSI collisions fell by 7% and 3% respectively. On the whole TLRN during the 3 year period after the removal of the railings, KSI collisions fell by 14% and 19% respectively.

The data at the 70 sites was further reviewed to remove unusual collisions (eg passengers falling over in buses). When these collisions were removed they roughly canceled each other out and the before/after reduction was similar at 53% and 47% for pedestrians and all users.

A detailed analysis was also carried out of every collision involving a pedestrian to try and identify those that occurred in the vicinity of 'staggered' crossings. This showed reductions of 76% (17 to 4) and 67% (9 to 3) in KSI collisions after railings were removed at 'reverse' and 'forward' staggered crossings (the former being statistically significant).



1. Purpose

Street Behaviour was commissioned by TfL to review collisions before and after the removal of pedestrian railings at 70 junctions and crossings in London on the Transport for London Road Network (TLRN).

2. Background

Railings alongside crossings are a common feature throughout the country. They have usually been installed with the justification of safety for pedestrians by guiding them towards a designated crossing point and/or preventing them from crossing in other areas. However there was a desire for them to be removed, primarily to improve pedestrian amenity and the urban realm. In late 2011 TfL began a project involving the large scale removal of railings on the TfL Network in central London. The removals went further than those in the past and included whole junctions and a large number of 'staggered' crossings. This study includes 90 such crossings.

3. Methodology

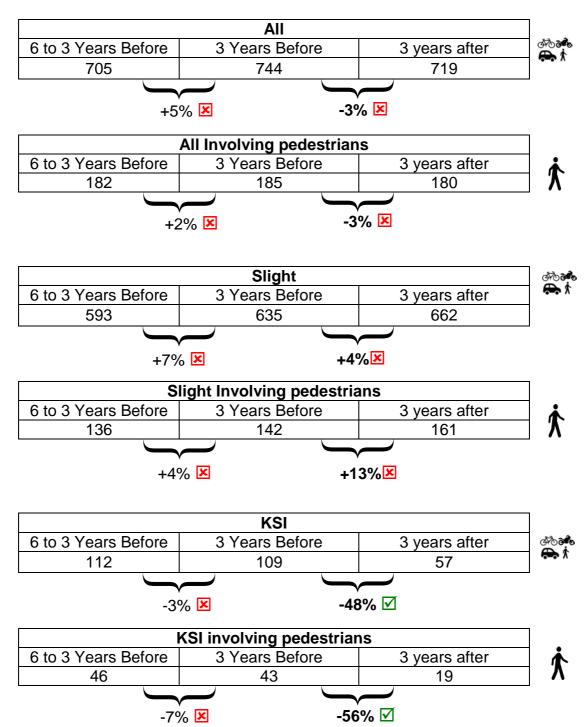
- 1. Sites were included in the study based on 5 main criteria:
 - The removal date had been recorded
 - 3 years worth of 'after' collision data was available
 - No other major physical changes had taken place in the 3 years before or after the removal
 - A significant amount of railings had been removed at each site
 - The site included at least one crossing
- 2. STATS19 collision data was obtained for each site with a radius of 40-50m.
- 3. Data was separated into collisions involving slight, serious and fatal injuries for all users, and just those that included a pedestrian. All figures are the number of collisions.
- 4. In order to compare any change against background trends, collision data for the whole TLRN was obtained. As most of the removals took place in 2012, an average was taken for 3 years before and after every month in 2012.
- 5. In order to obtain a further historical baseline, data for the period 3 to 6 years before the removals at each site was also obtained.
- 6. TfL's road safety target is to reduce the number of people killed or seriously inured (KSI). There is no target for 'slight'. Also given that the purpose of the railings is to influence pedestrian behaviour and safety, the study has focused on pedestrian KSI collisions.
- 7. This report contains both 'raw' unedited figures and data which has been further reviewed to omit collisions deemed not to be relevant. By its nature and the less than perfect information in the police collision reports, reviewing data involves an element of subjectivity. All reviewed collision can be found in the appendixes listed by reference number for the reader to review. A separate comprehensive spreadsheet also exists which links all together.
- 8. Results for the removal sites have been checked for statistical significance using the paired student T test at the 95% confidence level which compares the mean for individual sites.

Before = with railings, After = without railings

4. Raw Results

Railings Removal Sites

The tables below show the changes in collisions before and after the removal of railings. Comparing the '6 to 3 year before' period to the '3 years before' period shows how collisions varied during 2 periods when the railings were retained. It effectively acts as control to compare the after period with.

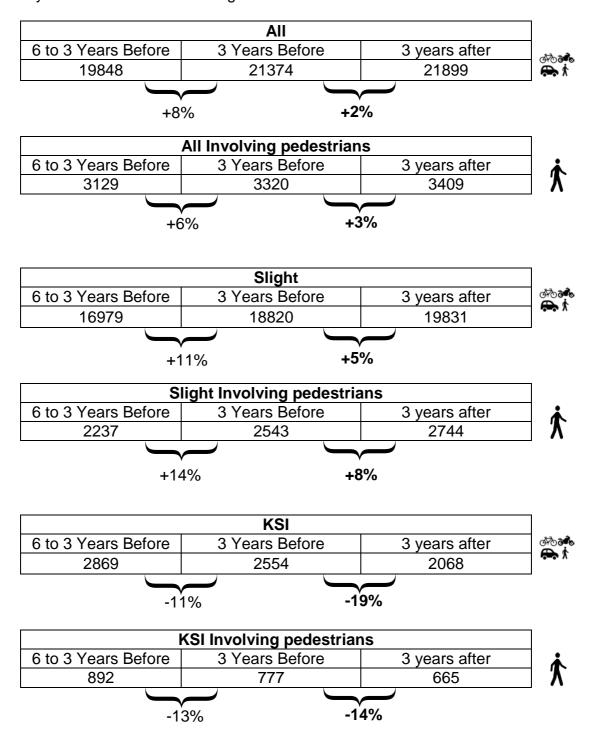


As can be seen there were statistically significant reductions in the number of KSIs and KSIs involving pedestrians. These reductions were also much higher than the historical reduction over the previous 6 years suggesting that something has caused this to occur.



Whole TfL Network

TfL undertakes a variety of road safety activities that are not site specific (for example advertising campaigns) that may have an impact on reducing collisions. The data below shows the number of collisions on the whole TfL Network over the same 9 year period to allow the results at the removal sites to be seen in a wider context. As these are total figures rather than individual sites it is not possible to carry out the same statistical significance test.

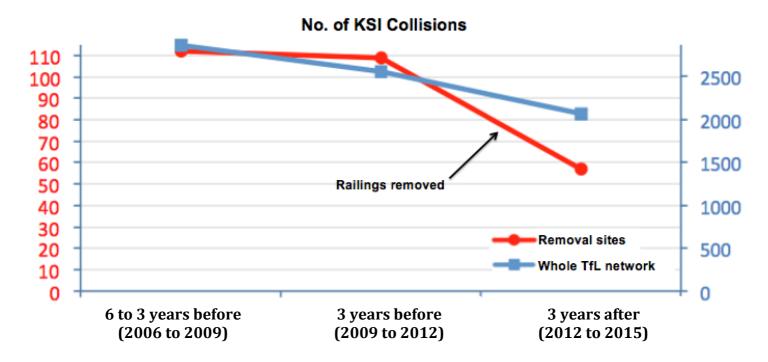


The figures show that KSIs have been falling on the whole TfL network. Comparing the 6 to 3 year period to the 3 year period before, this was at a slightly higher rate than at the railing removal sites. However in the 3 year before and after periods this was at much lower rate than the railing removal sites. This shows that KSIs fell at a much higher level at the railings removal sites compared to the TfL network as a whole.

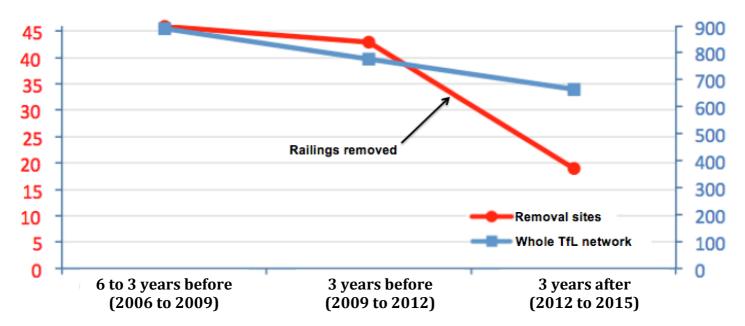


Whole TLRN v railings removal sites

The information from the previous two pages has been combined together to show a comparison graphically. The graphs below show the KSI results for the whole TfL network against the removal sites.







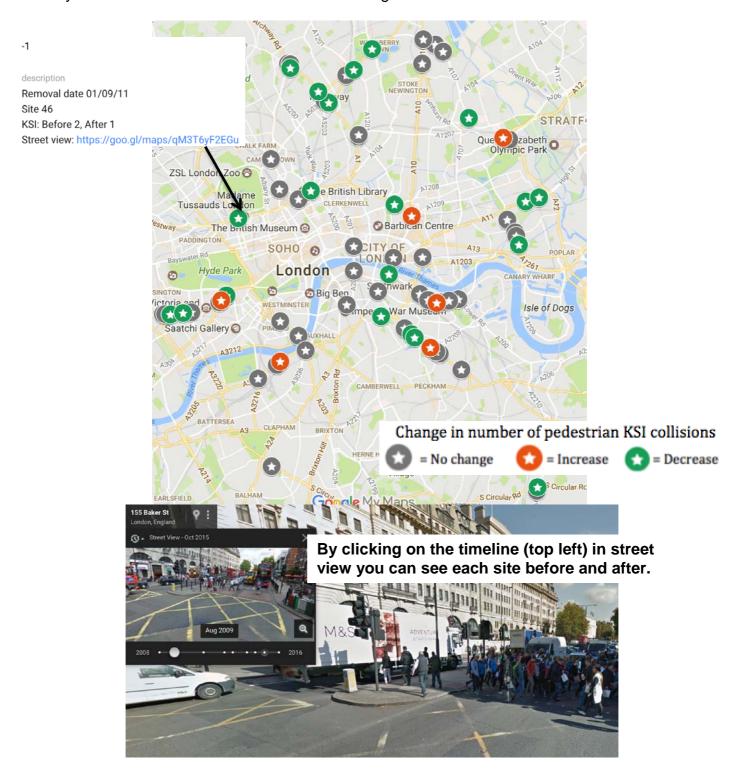
Although there has been a slight downward trend in KSI collisions on the whole TfL network and historically at the study sites, the graphs show that there was a much larger significant downward shift in the number of collisions after railings were removed at the study sites.





Site Specific Data

Click on the map below for a link to view the change in KSI pedestrian collisions at each site. When you click each site there is also a link to Google Street View.



In total of the 70 sites, at 19 there was a reduction in pedestrian KSI collisions, at 6 there was an increase and at 45 there was no change. At the sites where there was an increase, all were an increase of 1 collision. At the sites where there was a reduction, these ranged between 1 and 3.



5. Reviewed Results

Set 1

A review was carried out of every individual collision in the 3 years before and after to identify and omit the items below based on the description within the collision report.

(due to the large amount of data analysis involved this review was not carried out on the 6 to 3 years before data)

Item		No. of collisions omitted		No. of ped collisions omitted		
	Before	After	Total	Before	After	Total
At stand alone crossings, where the collision occurred more than 50m from the crossing (except at sites 14, 20 and 35 where railings were also removed from considerable lengths to the side)		33	59	4	10	14
Collisions with extenuating circumstances. Examples include drunk drivers and scaffolding falling from a building		3	7	2	2	4
Passengers falling over on buses (code C001)		18	45			
Total	58	53	111	6	12	18

All			
3 Years Before	3 Years After	% change	
687	666	-3% 🗷	



All involving pedestrians				
3 Years Before	3 Years After	% change		
180	168	-7% 🗷		



Slight			
3 Years Before	3 Years After	% change	
583	611	+5% 🗷	



Slight involving pedestrians			
3 Years Before	3 Years After	% change	
139	149	+7% 🗷	



KSI			
3 Years Before	3 Years After	% change	
104	55	-47% ☑	



KSI involving pedestrians				
3 Years Before	3 Years After	% change		
41	19	-54% ☑		





Set 2

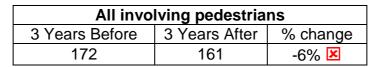
At the 15 stand alone crossing sites, all had all the railings within the staggered crossing removed. Of the 55 junctions, 47 had railings removed from all arms, 2 had railings retained on 1 or more arms and at 6 there was no railings to start with on some arms. For these 8 junctions, a review has been carried out of the pedestrian collisions to, where possible, identify and remove those that occurred on arms that had no railings removed. More site details can be found in Appendix G.

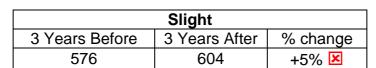
This type of analysis can be quite subjective in terms of the specific collisions but mainly the fact of doing it all. The presence or lack off railings on one arm of a junction may have no effect on another arm, in which case this analysis is prudent. However this is based on the assumption that railings only influence their immediate vicinity. On the other hand, the area of influence could be greater than the specific arm and it may have an impact on driver and pedestrian behaviour elsewhere in the junction. For example pedestrians could choose different routes to avoid the railings and drivers may reduce their speed and drive more cautiously through the whole junction. Nonetheless it has been carried out and readers can choose to use or disregard the information. The same also applies to the staggered crossing analysis on the following pages.

The review of these 8 junctions resulted in the omission of 15 pedestrian collisions, 8 before and 7 after.

The resulting data after the above has been removed and combined with the reviewed data from set 1 are shown below:

All				
3 Years Before	3 Years After	% change		
679	659	-3% 🗷		





Slight involving pedestrians					
3 Years Before	3 Years After	% change			
132	142	+8% 🗷			

	KSI	
3 Years Before	3 Years After	% change
103	55	-47% ☑

KSI involving pedestrians				
3 Years Before	3 Years After	% change		
40	19	-53% ☑		











Comparison of raw v reviewed results for all collisions

	% change 3 years after v before													
	All Slight KSI													
Raw data	-3% 🗷	+4% 🗷	-48% ☑											
Reviewed set 1	-3% 🗷	+5% 🗷	-47%☑											
Reviewed set 2	-3% 🗷	+5% 🗷	-47% ☑											

Comparison of raw v reviewed results for pedestrian collisions

	% change	3 years after v	before										
	All Slight KSI												
Raw data	-3% 🗷	+13% 🗷	-56% ☑										
Reviewed set 1	-7% 🗷	+7% ≥	-54%☑										
Reviewed set 2	-6% 🗷	+8% 🗷	-53% ☑										

Comparing the raw data to the reviewed data has shown hardly any change, and no change to the fact that there was statistically significant falls in KSI collisions. In general the process of omitting collisions deemed not to be relevant has cancelled each other out in the before and after periods, as may have been expected.

6. Staggered Crossings

There are two main types of staggered crossing. A 'reverse' staggered crossing is where pedestrians walk in the central island away from oncoming traffic. A forward staggered crossing is where they walk towards oncoming traffic









In the study there are 58 reverse and 32 forward staggered crossings. This review has analysed the specific location within a site of each pedestrian collision 3 years before and after and recorded those within the vicinity of a staggered crossing.

Collisions involving pedestrians in the vicinity of:

'Reverse' Staggered Crossings

All involving pedestrians												
3 Years Before 3 Years After % change												
56	43	-23% 🗷										

Slight involving pedestrians												
3 Years Before 3 Years After % change												
39	39	0% 🗷										

KSI involving pedestrians													
3 Years Before	3 Years After	% change											
17	4	-76% ☑											

'Forward' Staggered Crossings

All involving pedestrians													
3 Years Before 3 Years After % change													
41	23	-44% ☑											

Slight involving pedestrians												
3 Years Before 3 Years After % change												
32	20	-38% 🗷										

KSI involving pedestrians												
3 Years Before 3 Years After % change												
9	3	-67% ×										

The results show the only statistically significant changes were a 76% reduction in KSI collisions involving pedestrians at reverse staggered crossings (17 to 4), and a 44% reduction in all collisions involving pedestrians at forward staggered crossings (41 to 23).

7. Results Analysis

Why have KSIs dropped so much after the removal of railings?

Knowing the exact reason why this change has occurred is difficult to pinpoint. However the Engineer at TfL responsible for the railings removal programme (Sam Wright) gives some insight based on his experience of observing the sites before and after. "Railings can sometimes give drivers 'tunnel vision' and a feeling that pedestrians are safely tucked behind them. Without the railings people tend to cross in more locations on an 'ad hoc' basis. Rather than this being more dangerous, the feeling that pedestrians could step out from anywhere appears to make drivers slow down and pay more care and attention. In addition the railings caused some pedestrians to become trapped in the road, taking longer to reach the safety of the footway. Removing them means they now actually spend less time in the road. As a result, junctions and crossings are safer without railings".





8. Conclusion

Following the removal of pedestrian railings at 70 junctions and crossings in London there was a statistically significant fall of 56% in the number of collisions involving pedestrians who were killed or seriously injured. There was also a fall of 48% in the number of KSI collisions for all users. This compares to a background trend on the whole TfL Road Network of falls of 14% and 19% respectively.

Upon reviewing the data to remove collisions which may not be relevant, the reductions in KSI collisions were 53% and 47% for pedestrians and all users.

Further detailed analysis was carried out to identify pedestrian collisions that occurred in the vicinity of 'reverse' and 'forward' staggered crossings. This showed reductions of 76% and 67% in KSI collisions at each type respectively with the former being statistically significant.

For further information contact: info@street-behaviour.co.uk or pedestrianguardrail@tfl.gov.uk





Appendix A

Removal Sites Collision Summary –

3 Years Before and After 6 to 3 Years before

3 Years Before and After Collision Data

																		Rav	v Data												
Site	Location	T	No. R/S	No. F/S							All C	ollisio	ons											J	ust Pedestrian C	ollisions					
No.	Location	Type	crossings	crossings		В	efore	Ι.	(0)		Aft	ter		1401		Difference	ce	1401		В	efore		1401		After	1401		Diff	erence		1401
					Slight	Serious	Fatal		SI Sli	ight Se	rious F	-atal		KSI total	Slight	Serious Fatal	I Tota	al KSI total	Slight	Serious	Fatal	Total	KSI total S	Slight	Serious Fatal To	otal KSI total		Serious	Fatal T	otal	KSI total
1	Archway Rd / Archway Gyratory – north arm of gyratory	J	1	0	8	0	0			-	0	0	4	0	-4	0 0	-4	. 0	2	0	0	2	0	1	0 0	1 0	-1	0	0	-1	0
2	Bassborough Gardens / Grosvenor Rd	J	4	0	22	2	0				2	0	28	2	4	0 0	4		1	1	0	2		3		4 1	2	0		2	0
3	Battersea Park Rd / Queenstown Rd Blackfriars Rd / Southwark St	J	0	2	10	3	0			9	0	0	10	0	-1	0 0	-3	-	3	0	0	2	0	2		5 0 3 1	-1	0		3 -1	0
5	Borough High St / Marshalsea Rd	J	1	2	6	2	0			-	1	0	15	1	8	-1 0	7		5	0	0	5	0	5		5 0	0	0	0	0	0
6	Bow Rd / Alfred St – to the east of the junction	SAC	0	1	16	4	0	20	4 1	16	2	0	18	2	0	-2 0	-2	-2	2	3	0	5	3	2	0 0	2 0	0	-3	0	-3	-3
7	Bow Rd / Fairfield Rd	J	0	1	14	4	0				1	0	11	1	-4	-3 0	-7	_	5	2	0	7	2	3	H - H	4 1	-2	-1		-3	-1
8	Bromley Rd / Catford Rd Bromley Rd / Sangley Rd	J	0	1	6	0	0		_		0	0	6 9	0	6	-2 0 0 0	-2 6	_	0	0	0	0	0	5		2 0 5 0	5	-1 0	0	5	-1 0
10	Brompton Rd / Beauchamp Place	J	0	1	6	0	0				0	0	5	0	-1	0 0	-1		3	0	0	3	0	2		2 0	-1	0		-1	0
11	Brompton Rd / Brompton Place	SAC	0	1	7	0	0				1	0	6	1	-2	1 0	-1		4	0	0	4	0	3		4 1	-1	1	0	0	1
12	Brompton Rd / Hans Crescent	SAC	1	0	7	0	0			2	0	0	2	1	-5 -5	-1 0	-6 -5		2	1	0	3	0	2		0 0 2 0	-2 1	-1 0	0	-3	-1
13 14	Brompton Rd to the west of Lancelot Place Burdett Rd / Ackroyd Drive	SAC	0	1	7 2	0	0		_	-	0	0	1	0	-5 -1	0 0	-5 -1		0	0	0	1 0	0	0		0 0	0	0	0	0	0
15	Burdett Rd / Bow Common Lane	J	2	0	7	1	0	8		-	0	0	9	0	2	-1 0	1	-1	1	0	0	1	0	2		2 0	1	0	0	1	0
16	Burdett Rd / St Pauls Way	J	1	1	18	0	0				1	0	26	1	7	1 0	8		0	0	0	0	0	1		1 0	1	0	0	1	0
17	Burdett Rd / Thomas Rd	SAC	1	0	5	2	0			-	0	0	8	0	3	-2 0	1	-2	1	1	0	2	1	1		1 0	0	-1	0	-1	-1
18 19	Camden Rd / Caledonian Rd Clapton Common bet Braydon Rd & Portland Ave	SAC	0	0 1	6 2	0	0	-	_	-	0	0	7	0	-3 5	-1 0 0 0	-4 5		1	0	0	1	0	0		1 0 0 0	-1 -1	0		-1 -1	0
20	Clapton Common bet Osbaldeston Rd & Oldhill St	SAC	0	1	6	1	0		_		0	0	6	0	0	-1 0	-1		3	0	0	3	0	0		0 0	-3	0		-3	0
21	Cromwell Rd / Collingham Rd	J	1	0	3	1	0	4		4	0	0	4	0	1	-1 0	0		1	1	0	2	1	3		3 0	2	-1	0	1	-1
22	Cromwell Rd / Gloucester Rd	J	0	0	13	2	0				0	0	13	0	0	-2 0	-2		2	1	0	3		11		11 0	9	-1	0	8	-1
23	Cromwell Rd / Knaresborough Place Cromwell Rd / Marloes Rd	J	1	0	3 5	1	0	6		0	0	0	3	0	-5	0 0	-5		2	0	0	3	0	0		2 0	2 -2	0	0	2 -2	0
25	Cromwell Rd / Queens Gate	J	4	0	11	3	0		_	-	1	0	10	1	-2	-2 0	-4		3	0	0	3	0	1		1 0	-2	0	0	-2	0
26	Euston Rd / Dukes Rd Churchway	J	0	0	9	0	0			-	0	1	7	1	-3	0 1	-2		2	0	0	2	0	1		1 0	-1	0		-1	0
27	Euston Rd / Pancras Rd	J	1	0	23	4	0		_	-	0	0	8	0	-15	-4 0	-19		5	2	0	7	-	2		2 0	-3	-2	0	-5	-2
28 29	Hampstead Rd o/s BP station - ped refuge Highbury Corner / Canonbury Rd	SAC J	0	0	3	0	0	3		-	0	0	3	0	-3 0	-1 0 0 0	-4 0		0	0	0	0	0	0		0 0	-1 0	0	0	-1 0	0
30	Highbury Corner / St Pauls Rd	J	0	0	7	0	0		_	5	0	0	5	0	-2	0 0	-2	_	4	0	0	4	0	1		1 0	-3	0	0	-3	0
31	Holloway Rd / Loraine Rd	SAC	1	0	5	0	0			-	0	0	5	0	0	0 0	0		3	0	0	3	0	0		0 0	-3	0	0	-3	0
32	Holloway Rd / Sandridge St	J	1	0	12	2	0			9	1	0	10	1	-3	-1 0	-4		1	2	0	3		2		2 0	1	-2		-1	-2
33 34	Holloway Rd / Tufnell Park Rd - traffic island Jamaica Rd / Abbey St	J	1	0	10 5	2	0			9 8	0	0	9	0	-1 3	-1 0 -1 0	-2 2		5	0	0	6	1 0	2		3 0	-2 2	-1 0	0	-3 2	-1 0
35	Jamaica Rd / Bermondsey LU Station	SAC	0	1	2	0	0		-	-	0	0	3	0	1	0 0	1	0	1	0	0	1	0	0		0 0	-1	0		-1	0
36	Jamaica Rd / Bevington St / St James's Rd	J	1	2	10	1	0			-	2	0	8	2	-4	1 0	-3		2	0	0	2	0	0		1 1	-2	1		-1	1
37 38	Jamaica Rd / Rotherhithe Tunnel Rdbt - traffic island west		2	0	12	1	1	13 6	-	-	2	0	3	2	-4 -3	-1 0 1 -1	-5 -3	_	2	0	0	2	0	0		0 0	-2	0	0	-2	0
39	Jamaica Rd / Tooley St / Shad Thames Jamaica Rd / West Ln / Southwark Pk Rd	J	1	0	4	0	0			-	0	0	6	0	2	0 0	2		1	0	0	1	0	1	0 0	1 0	0	0	0	0	0
40	Kentish Town Rd / Camden Rd	J	0	0	27	3	0	30	3 2	20	3	0	23	3	-7	0 0	-7		10	2	0	12	2	6	2 0	8 2	-4	0	0	-4	0
41	Kenworthy Rd / Wick Rd	J	0	0	4	0	0		_	6	1	0	7	1	2	1 0	3		0	0	0	0	0	0	<u> </u>	1 1	0	1	0	1	1
42	London Bridge / Duke St Hill Lower Clapton Rd / Urswick Rd	J	0	0	15 5	3	1			-	3	0	16 8	3	-1 0	-2 -1 0 -1	-4 -1		0	2	1	7	2	7		7 0 2 1	3	-2 0	-1 -1	0	-3 -1
44	Lower Clapton Rd / Orswick Rd Ludgate Circus	J	2	0	24	2	0	_		-	4	2	36	6	6	2 2	10		5	0	0	5	-	9		9 0	4	0	_	4	0
45	Mansell St / Goodman's Yard	J	0	0	5	0	0	_			1	0	5	1	-1	1 0	0	_	1	0	0	1		1		1 0	0	0		0	0
46	Marlybone Rd / Baker St	J	2	0	16	4	0			-	2	0		2	7	-2 0	5	_	5	2	0	7	-	8		9 1		-1	_	2	-1
47 48	New Kent Rd to the middle east of Balfour St	SAC	0	1	6 2	0	0		_	-	3	0	10	3	4	-1 -1 3 0	2	_	0	0	0	3	-	0		2 0	0	-1 1	0	-1	-1
48	Nine Elms Lane southwest of Cringle St Nine Elms Lane / Kirtling St	J	1	1	4	0	0	_		-	0	0	3	0	-1 -1	0 0	-1	_	0	0	0	0	-	0		0 0	0	0		0	0
50	Nine Elms Lane / Wandsworth Rd	J	0	1	10	1	0			_	1	0	16	1	5	0 0	5		2	0	0	2		1		1 0	-1	0	_	-1	0
51	Old Kent Rd / Dunton Rd	J	1	0	9	5	0		_		1	0	17	1	7	-4 0	3	_	1	2	0	3		6		6 0	5	-2		3	-2
52 53	Old Kent Rd / Hendre Rd Old Kent Rd / Humphrey Str / Albany Rd	J	2	2	9	2	0	10 17		-	0	0	9 15	0	-1	-1 0 -2 1	-1 -2		3	1	0	3 5	0	2		1 0 2 0	-2 -2	-1	0	-2 -3	-1
54	Old Kent Rd / Humphrey Sti / Albany Rd Old Kent Rd / Ilderton Rd	J	2	0	5	0	0	-	-	-	0	0	9	0	4	0 0	4	_	0	0	0	0	-	1		1 0	1	0	0	1	0
55	Old Kent Rd / Malt St	J	2	0	5	1	0				2	0	9	2	2	1 0	3	1	2	0	0	2		2		3 1	0	1	_	1	1
56	Old Kent Rd / Olmar St	J	2	0	2	0	0		_	-	0	0	5	0	3	0 0	3	_	0	0	0	0	0	1		1 0	1	0	0	1	0
57 58	Old Kent Rd / Peckham Park Rd Old Kent Rd / St James Rd	J	2	0	3 8	3	0		_	-	0	0	10 12	0	7	-1 0 -2 0	6		0	0	0	0	-	1		3 0	3	0		3	0
59	Old Str / Vince Str	SAC	1	0	15	2	1			-	1	0	18	1	2	-1 -1	0	_	3	2	1	6	+	5		6 1		-1		0	-2
60	Poynders Rd / Cavendish Rd	J	0	0	0	0	0	0	0 -	4	0	0	4	0	4	0 0	4	0	0	0	0	0	0	0	0 0	0 0	0	0	0	0	0
61	Seven Sisters Rd / Blackstock Rd	J	0	1	14	6	0				0	0	15	0	1	-6 0	-5		5	3	0	8		5		5 0	0	-3		-3	-3
62 63	Seven Sisters Rd / Green Lanes Rd Seven Sisters Rd / Isledon Rd	J	1	0	45 8	10	0				2	0	55 18	2	10 8	-10 0 1 0	9		5 3	1	0	7		8		8 0 5 1	3	-2 0	_	1	-2 0
64	Shoreditch High St / Great Eastern St	J	4	0	19	2	0		_	-	5	0	27	5	3	3 0	6		3	1	0	4		5		7 2	_	1		3	1
65	St George's Rd / Lambeth Rd	J	0	0	3	0	0	3	0 -	-	0	0	4	0	1	0 0	1	0	0	0	0	0	0	1	0 0	1 0	1	0	0	1	0
66	St John's Way / Archway Gyratory – east arm of gyratory	J	0	0	3	0	0			-	0	0	4	0	1	0 0	1	-	0	0	0	0		0		0 0	0	0	0	0	0
67 68	Stamford Hill / Clapton Common Stamford Hill to the north of Windus Rd - o/s Morrisons	J	1	0	26	6	0		_	-	0	0	19	3	-10 0	-3 0 0 0	-13 0	_	7	0	0	9		9		11 2	0	0		0	0
69	Vauxhall Bridge Rd / Warwick Way	J	0	0	11	2	0		2	-	0	0	9	0	-2	-2 0	-4		3	0	0	3		2		2 0	-1	0		-1	0
70	Wick Rd/ Cadogan Terrace	J	0	1	2	0	0		-	-	0	0	2	0	0	0 0	0	_	0	0	0	0	-	0		0 0	0	0	0	0	0
		Totals	58	32	635	104	5	744 1	09 6	62	53	4	719	57	27	-51 -1	-25	5 -52	142	40	3	185	43	161	19 0 1	80 19	19	-21	-3	-5	-24
		J=Junctio														1			-	· ·		- 1			1 1	1 -	1	E20/			

SAC=Stand alone crossing R/S=Reverse stgger F/S=Forward stagger

6-3 Years Before Removal Collision Data

	0 0 10013			J. W. O	Raw Data											
6:4-			No. R/S	No. F/S		411.0										
Site No.	Location	Type	crossings	crossings		All Co	ollisio	ns	Lizor	Just Pedestrian						
					Slight	Serious	Fatal	Total	KSI total	Slight	Serious	Fatal	Total	KSI total		
1	Archway Rd / Archway Gyratory – north arm of gyratory	J	1	0	2	0	0	2	0	1	0	0	1	0		
2	Bassborough Gardens / Grosvenor Rd	J	4	0	19	3	1	23	4	3	1	1	5	2		
3	Battersea Park Rd / Queenstown Rd Blackfriars Rd / Southwark St	J	0	0 2	12 10	1	0	13	1	3	0	0	2	0		
5	Borough High St / Marshalsea Rd	J	1	2	17	2	0	19	2	4	1	0	5	1		
6	Bow Rd / Alfred St – to the east of the junction	SAC	0	1	8	3	0	11	3	1	2	0	3	2		
7	Bow Rd / Fairfield Rd	J	0	1	11	0	0	11	0	1	0	0	1	0		
8	Bromley Rd / Catford Rd	J	0	1	7	3	0	10	3	2	1	0	3	1		
9	Bromley Rd / Sangley Rd	J	0	1	5	0	0	5	0	0	0	0	0	0		
10 11	Brompton Rd / Beauchamp Place Brompton Rd / Brompton Place	J SAC	0	1	8	0	0	9	0	3	0	0	3	0		
12	Brompton Rd / Hans Crescent	SAC	1	0	3	0	0	3	0	0	0	0	0	0		
13	Brompton Rd to the west of Lancelot Place	SAC	0	1	7	0	0	7	0	4	0	0	4	0		
14	Burdett Rd / Ackroyd Drive	SAC	0	1	0	1	0	1	1	0	0	0	0	0		
15	Burdett Rd / Bow Common Lane	J	2	0	5	1	0	6	1	2	0	0	2	0		
16	Burdett Rd / St Pauls Way	J	1	1	19	5	0	24	5	3	1	0	4	1		
17	Burdett Rd / Thomas Rd	SAC	1	0	3	2	0	5	2	1	1	0	2	1		
18 19	Camden Rd / Caledonian Rd Clapton Common bet Braydon Rd & Portland Ave	J SAC	0	0	3 8	1	0	9	1	0	0	0	0	0		
20	Clapton Common bet Osbaldeston Rd & Oldhill St	SAC	0	1	4	1	0	5	1	1	0	0	1	0		
21	Cromwell Rd / Collingham Rd	J	1	0	4	1	0	5	1	2	1	0	3	1		
22	Cromwell Rd / Gloucester Rd	J	0	0	17	2	0	19	2	12	2	0	14	2		
23	Cromwell Rd / Knaresborough Place	J	1	0	5	3	0	8	3	0	2	0	2	2		
24	Cromwell Rd / Marloes Rd	J	1	0	8	1	0	9	1	3	0	0	3	0		
25 26	Cromwell Rd / Queens Gate Euston Rd / Dukes Rd Churchway	J	0	0	9	0 2	0	9	2	2	0	0	1	0		
27	Euston Rd / Pancras Rd	J	1	0	6	2	1	9	3	4	0	1	5	1		
28	Hampstead Rd o/s BP station - ped refuge	SAC	1	0	3	2	0	5	2	0	1	0	1	1		
29	Highbury Corner / Canonbury Rd	J	0	0	1	0	0	1	0	0	0	0	0	0		
30	Highbury Corner / St Pauls Rd	J	0	0	4	1	0	5	1	0	0	0	0	0		
31	Holloway Rd / Loraine Rd	SAC	1	0	4	0	0	4	0	1	0	0	1	0		
32	Holloway Rd / Sandridge St	J	1	0	8	1	0	9	0	3	0	0	3	0		
33 34	Holloway Rd / Tufnell Park Rd - traffic island Jamaica Rd / Abbey St	J	1	0	7	0	0	8	1	0	0	0	0	0		
35	Jamaica Rd / Bermondsey LU Station	SAC	0	1	5	0	0	5	0	1	0	0	1	0		
36	Jamaica Rd / Bevington St / St James's Rd	J	1	2	7	2	0	9	2	0	1	0	1	1		
37	Jamaica Rd / Rotherhithe Tunnel Rdbt - traffic island west	J	0	1	3	1	0	4	1	0	0	0	0	0		
38	Jamaica Rd / Tooley St / Shad Thames	J	2	0	3	1	0	4	1	0	1	0	1	1		
39	Jamaica Rd / West Ln / Southwark Pk Rd	J	1	0	10	0	0	10	0	0	0	0	0	0		
40 41	Kentish Town Rd / Camden Rd Kenworthy Rd / Wick Rd	J	0	0	23 4	6	0	29 4	6	9	5	0	14	5		
42	London Bridge / Duke St Hill	J	2	0	12	3	0	15	3	7	2	0	9	2		
43	Lower Clapton Rd / Urswick Rd	J	0	1	12	2	0	14	2	4	1	0	5	1		
44	Ludgate Circus	J	2	0	15	3	0	18	3	5	0	0	5	0		
45	Mansell St / Goodman's Yard	J	0	0	2	1	0	3	1	0	0	0	0	0		
46	Marlybone Rd / Baker St	J	2	0	27	7	0	34	7	5	3	0	8	3		
47	New Kent Rd to the middle east of Balfour St	SAC	0	1	6 2	0	0	6 3	1	0	0	0	0	0		
48 49	Nine Elms Lane southwest of Cringle St Nine Elms Lane / Kirtling St	J	1	1	3	1	0	4	1	0	0	0	0	0		
50	Nine Elms Lane / Wandsworth Rd	J	0	1	9	1	0	10	1	1	1	0	2	1		
51	Old Kent Rd / Dunton Rd	J	1	0	4	1	0	5	1	1	0	0	1	0		
52	Old Kent Rd / Hendre Rd	J	0	1	12	0	0	12	0	4	0	0	4	0		
53	Old Kent Rd / Humphrey Str / Albany Rd	J	2	2	21	0	0	21	0	4	0	0	4	0		
54	Old Kent Rd / Ilderton Rd	J	2	0	12	1	0	13	1	4	0	0	4	0		
55 56	Old Kent Rd / Malt St Old Kent Rd / Olmar St	J	2	0	8	0	0	10 3	0	0	0	0	0	0		
56	Old Kent Rd / Olmar St Old Kent Rd / Peckham Park Rd	J	1	0	4	0	0	4	0	0	0	0	0	0		
58	Old Kent Rd / St James Rd	J	2	0	16	7	0	23	7	1	2	0	3	2		
59	Old Str / Vince Str	SAC	1	0	12	4	0	16	4	2	2	0	4	2		
60	Poynders Rd / Cavendish Rd	J	0	0	0	1	0	1	1	0	0	0	0	0		
61	Seven Sisters Rd / Blackstock Rd	J	0	1	13	3	0	16	3	4	1	0	5	1		
62	Seven Sisters Rd / Green Lanes Rd	J	2	2	36	7	0	43	7	3	1	0	4	1		
60 1			1 1	0	8	3	0	11	3	2	2	0	4	1		
63 64	Seven Sisters Rd / Isledon Rd			0	21	1 2	()	24					- 2			
63 64 65	Seven Sisters Rd / Isledon Rd Shoreditch High St / Great Eastern St	J	4 0	0	21	3	0	24 4	3	0	0	1	3	1		
64	Seven Sisters Rd / Isledon Rd	J	4													
64 65	Seven Sisters Rd / Isledon Rd Shoreditch High St / Great Eastern St St George's Rd / Lambeth Rd	J	4 0	0	2	1	1	4	2	0	0	1	1	1		
64 65 66 67 68	Seven Sisters Rd / Isledon Rd Shoreditch High St / Great Eastern St St George's Rd / Lambeth Rd St John's Way / Archway Gyratory – east arm of gyratory Stamford Hill / Clapton Common Stamford Hill to the north of Windus Rd - o/s Morrisons	J J J SAC	4 0 0 1	0 0 0	2 1 20 2	1 1 2 0	1 0 1 0	4 2 23 2	2 1 3 0	0 1 8 2	0 0 2 0	1 0 0	1 1 10 2	1 0 2 0		
64 65 66 67 68 69	Seven Sisters Rd / Isledon Rd Shoreditch High St / Great Eastern St St George's Rd / Lambeth Rd St John's Way / Archway Gyratory – east arm of gyratory Stamford Hill / Clapton Common Stamford Hill to the north of Windus Rd - o/s Morrisons Vauxhall Bridge Rd / Warwick Way	J J J SAC	4 0 0 1 1 0	0 0 0 0	2 1 20 2 10	1 1 2 0	1 0 1 0	4 2 23 2 11	2 1 3 0	0 1 8 2 1	0 0 2 0	1 0 0 0	1 1 10 2 2	1 0 2 0		
64 65 66 67 68	Seven Sisters Rd / Isledon Rd Shoreditch High St / Great Eastern St St George's Rd / Lambeth Rd St John's Way / Archway Gyratory – east arm of gyratory Stamford Hill / Clapton Common Stamford Hill to the north of Windus Rd - o/s Morrisons	J J J SAC	4 0 0 1	0 0 0	2 1 20 2	1 1 2 0	1 0 1 0	4 2 23 2	2 1 3 0	0 1 8 2	0 0 2 0	1 0 0	1 1 10 2	1 0 2 0		





Appendix B All TLRN Collision Summary

All Personal injury collisions on the TLRN

Jan 2009-Dec 2015

Average of 12 months before and after Jan to Dec 12

No. of Collisions

Jan 2006-Dec 2012

Average of 12 months before and after Jan 09 No. of Collisions

Year	Month	1 Fatal	2 Serious	3 Slight	Total		3 years b	efore and a	fter	Year	Year Month 1 Fatal 2 Serious 3 Slight Total						6 v 3 ye	ears before	
2009	January	6	68	369	443			KSI		2006	January	6	68	417	491			KSI	
2009	February	3	52	331	386		Before	After		2006	February	8	81	420	509		В	efore	
2009	March	4	50	488	542	Jan 12	2516	2217		2006	March	7	87	484	578	Jan 09	2959	2516	
2009	April	5	90	461	556	Feb 12	2515	2205		2006	April	8	72	421	501	Feb 09	2959	2515	
2009 2009	May June	2 6	61 78	506 525	569 609	Mar 12 Apr 12	2531 2566	2177 2142		2006 2006	May June	5 8	76 96	524 542	605 646	Mar 09 Apr 09	2925 2885	2531 2566	
2009	July	3	70	528	601	May 12	2527	2140		2006	July	5	90	547	642	May 09	2900	2527	
2009	August	2	61	509	572	Jun 12	2557	2087	% change	2006	August	3	74	480	557	Jun 09	2882	2557	% change
2009	September	3	72	549	624	Jul 12	2538	2063		2006	September	8	81	563	652	Jul 09	2862	2538	70 change
2009 2009	October November	3 4	72 74	557 555	632 633	Aug 12 Sep 12	2560 2582	2025 1985		2006 2006	October November	12 4	75 91	575 495	662 590	Aug 09 Sep 09	2840 2826	2560 2582	
2009	December	9	65	437	511	Oct 12	2581	1962		2006	December	8	66	438	512	Oct 09	2812	2581	
2010	January	2	45	430	477	Nov 12	2595	1915		2007	January	6	79	413	498	Nov 09	2800	2595	
2010 2010	February March	5 0	61 94	446 541	512 635	Dec 12 Avg	2581 2554	1896 2068	-19%	2007 2007	February March	3 8	68 77	402 490	473 575	Dec 09 Avg	2783 2869	2581 2554	-11%
2010	April	7	58	448	513	Avg	2004	2000	-1370	2007	April	7	77	427	511	Avg	2009	2004	-1170
2010	May	2	85	525	612					2007	May	5	81	491	577				
2010	June	2	81	558	641			Slight		2007	June	4	77	478	559		S	light	
2010	July	6	65	562	633	Jan 12	18478	19690		2007	July	2	104	514	620	Jan 09	17086	18478	
2010 2010	August September	1 3	58 68	501 564	560 635	Feb 12 Mar 12	18587 18705	19719 19722		2007 2007	August September	5 7	79 85	453 522	537 614	Feb 09 Mar 09	17038 16949	18587 18705	
2010	October	7	86	607	700	Apr 12	18793	19666		2007	October	6	66	518	590	Apr 09	16953	18793	
2010	November	3	72	564	639	May 12	18786	19742		2007	November	4	78	490	572	May 09	16993	18786	
2010	December	3	27	389	419	Jun 12	18829	19760	% change	2007	December	7	58	384	449	Jun 09	16975	18829	% change
2011 2011	January February	4 2	38 55	423 424	465 481	Jul 12 Aug 12	18814 18896	19858 19944	· ·	2008 2008	January February	7 6	68 73	361 448	436 527	Jul 09 Aug 09	16958 16939	18814 18896	· ·
2011	March	11	59	565	635	Sep 12	18958	19930		2008	March	4	67	425	496	Sep 09	16968	18958	
2011	April	2	70	516	588	Oct 12	18964	19957		2008	April	5	73	450	528	Oct 09	16954	18964	
2011	May	4 3	76 69	619 580	699 652	Nov 12	19019	19971		2008 2008	May	2 6	96 81	497 510	595 597	Nov 09	16936 16996	19019	
2011 2011	June July	5 5	60	647	712	Dec 12 Avg	19005 18820	20008 19831	5%	2008	June July	6	67	509	582	Dec 09 Avg	16979	19005 18820	11%
2011	August	4	59	462	525	3				2008	August	7	56	440	503	9			
2011	September	1	78	551	630					2008	September	7	86	507	600				
2011	October	6	75 60	620	701	lan 40	20004	All		2008	October	4	74	564	642	I== 00		All	
2011 2011	November December	8 3	63 57	580 541	651 601	Jan 12 Feb 12	20994 21102	21907 21924		2008 2008	November December	5 7	49 71	469 418	523 496	Jan 09 Feb 09	20045 19997	20994 21102	
2012	January	3	70	478	551	Mar 12	21236	21899		2009	January	6	68	369	443	Mar 09	19874	21236	
2012	February	5	66	449	520	Apr 12	21359	21808		2009	February	3	52	331	386	Apr 09	19838	21359	
2012 2012	March April	6 2	83 54	576 454	665 510	May 12 Jun 12	21313 21386	21882 21847		2009 2009	March April	4 5	50 90	488 461	542 556	May 09 Jun 09	19893 19857	21313 21386	
2012	May	3	90	549	642	Jul 12	21352	21921	% change	2009	May	2	61	506	569	Jul 09	19820	21352	% change
2012	June	2	63	510	575	Aug 12	21456	21969		2009	June	6	78	525	609	Aug 09	19779	21456	
2012	July	3	92 81	610 571	705 656	Sep 12	21540	21915		2009	July	3 2	70 61	528	601 572	Sep 09	19794 19766	21540	
2012 2012	August September	4 2	72	571 555	629	Oct 12 Nov 12	21545 21614	21919 21886		2009 2009	August September	3	72	509 549	624	Oct 09 Nov 09	19736	21545 21614	
2012	October	3	86	612	701	Dec 12	21586	21904		2009	October	3	72	557	632	Dec 09	19779	21586	
2012	November	5	59	541	605	Avg	21374	21898	2%	2009	November	4	74	555	633	Avg	19848	21374	8%
2012 2013	December January	6 1	71 49	472 368	549 418					2009 2010	December January	9 2	65 45	437 430	511 477				
2013	February	1	48	393	442						February	5	61	446	512				
	March	5	49	444	498						March	0	94	541	635				
2013 2013		3 6	52 56	482 532	537 594					2010 2010		7 2	58 85	448 525	513 612				
	June	4	44	596	644						June	2	81	558	641				
2013		3	60	597	660					2010		6	65	562	633				
	August September	7 5	47 46	571 591	625 642						August September	1 3	58 68	501 564	560 635				
	October	3	73	653	729						October	7	86	607	700				
	November	4	63	586	653						November	3	72	564	639				
	December January	3 3	53 51	479 527	535 581					2010	December January	3 4	27 38	389 423	419 465				
2014	February	2	45	517	564						February	2	55	424	481				
	March	1	41	559	601						March	11	59	565	635				
2014 2014	•	5 4	37 56	524 564	566 624						April May	2 4	70 76	516 619	588 699				
	June	i 1	51	644	696					2011		3	69	580	652				
2014		6	50	623	679					2011	•	5	60	647	712				
	August September	4 4	41 46	618 621	663 671						August September	4 1	59 78	462 551	525 630				
	October	7	62	707	776						October	6	75	620	701				
	November	4	40	637	681						November	8	63	580	651				
	December January	7 6	33 55	480 507	520 568						December January	3 3	57 70	541 478	601 551				
	February	5	38	452	495						February	5	66	449	520				
	March	6	48	520	574					2012	March	6	83	576	665				
2015 2015		3 2	51 38	530 567	584 607					2012 2012	April May	2 3	54 90	454 549	510 642				
	June	2	39	608	649						June	2	63	510	575				
2015	July	3	54	696	753					2012	July	3	92	610	705				
	August	4	41 48	557 582	602						August	4	81 72	571	656 620				
	September October	3 1	48 41	582 626	633 668						September October	2 3	72 86	555 612	629 701				
2015	November	1	44	578	623					2012	November	5	59	541	605				
2015	December	4	32	534	570					2012	December	6	71	472	549				

Collisions involving pedestrians on the TLRN

Jan 2009-Dec 2015

Average of 12 months before and after Jan to Dec 12

No. of Collisions

Jan 2006-Dec 2012

Average of 12 months before and after Jan 09 No. of Collisions

Year	Month	1 Fatal	2 Serious	3 Slight	Total		3 years I	pefore and a	fter	Year	Month	1 Fatal	2 Serious	3 Slight	Total		6 v 3 y	ears before	
2009	January	2	17	49	68			KSI		2006	January	2	22	59	83			KSI	
2009	February	1	13	54	68		Before	After		2006	February	7	23	62	92		E	Before	
2009	March	3	21	59	83	Jan 12	741	730		2006	March	2	39	73	114	Jan 09	928	741	
2009 2009	April May	1 0	21 19	48 59	70 78	Feb 12 Mar 12	747 761	727 712		2006 2006	April May	1 3	18 19	47 55	66 77	Feb 09 Mar 09	923 907	747 761	
2009	June	4	18	66	88	Apr 12	764	695		2006	June	5	24	66	95	Apr 09	890	764	
2009	July	2	20	59	81	May 12	762	687	0/ -1	2006	July	3	17	57	77	May 09	893	762	
2009 2009	August September	1 1	11 22	59 66	71 89	Jun 12 Jul 12	777 776	667 655	% change	2006 2006	August September	2 2	18 24	49 70	69 96	Jun 09 Jul 09	890 883	777 776	% change
2009	October	2	26	86	114	Aug 12	789	639		2006	October	3	17	78	98	Aug 09	885	789	
2009	November	2	20	86	108	Sep 12	804	632		2006	November	1	28	76	105	Sep 09	877	804	
2009 2010	December January	7 1	21 16	75 67	103 84	Oct 12 Nov 12	798 805	627 604		2006 2007	December January	3 3	26 22	66 55	95 80	Oct 09 Nov 09	874 882	798 805	
2010	February	2	23	71	96	Dec 12	803	600		2007	February	3	20	50	73	Dec 09	875	803	
2010	March	0	27	67	94	Avg	777	665	-14%	2007	March	5	20	75	100	Avg	892	777	-13%
2010 2010	April May	1	17	58	76					2007 2007	April May	3	19	57 70	79 400				
2010	May June	1 0	20 15	67 67	88 82			Slight		2007	May June	3 2	27 16	78 56	108 74			Slight	
2010	July	2	17	66	85	Jan 12	2479	2705		2007	July	0	33	73	106	Jan 09	2255	2479	
2010	August	0	15	56	71	Feb 12	2495	2726		2007	August	1	25	53	79	Feb 09	2245	2495	
2010 2010	September October	2	20 23	88 83	110 109	Mar 12 Apr 12	2505 2521	2741 2730		2007 2007	September October	4 4	29 24	62 72	95 100	Mar 09 Apr 09	2237 2223	2505 2521	
2010	November	2	22	76	100	May 12	2554	2722		2007	November	0	30	61	91	May 09	2224	2554	
2010	December	1	9	77	87	Jun 12	2557	2739	% change	2007	December	4	25	55	84	Jun 09	2228	2557	% change
2011 2011	January	1 0	10 13	66 63	77 76	Jul 12	2563 2576	2742 2764	, o oago	2008 2008	January February	5 3	30 21	52 59	87 83	Jul 09	2228 2230	2563 2576	,
2011	February March	7	20	93	120	Aug 12 Sep 12	2580	2757		2008	March	2	15	64	81	Aug 09 Sep 09	2240	2580	
2011	April	0	14	60	74	Oct 12	2568	2776		2008	April	2	27	67	96	Oct 09	2236	2568	
2011 2011	May June	2 2	21 17	67 78	90 97	Nov 12 Dec 12	2557 2558	2761 2768		2008 2008	May June	2 3	29 18	78 55	109 76	Nov 09 Dec 09	2244 2254	2557 2558	
2011	July	2	15	70 72	89	Avg	2543	2744	8%	2008	July	2	18	56	76	Avg	2237	2543	14%
2011	August	2	17	58	77	J				2008	August	1	16	48	65	J			
2011	September	0	26	70	96			A.II		2008	September	3	28	63	94			AII	
2011 2011	October November	3 4	24 19	77 79	104 102	Jan 12	3220	AII 3435		2008 2008	October November	3 3	25 14	75 72	103 89	Jan 09	3183	AII 3220	
2011	December	2	26	87	115	Feb 12	3242	3453		2008	December	3	24	61	88	Feb 09	3168	3242	
2012	January	2	23	65	90	Mar 12	3266	3453		2009	January	2	17	49	68	Mar 09	3144	3266	
2012 2012	February March	4 2	24 25	64 75	92 102	Apr 12 May 12	3285 3316	3425 3409		2009 2009	February March	1 3	13 21	54 59	68 83	Apr 09 May 09	3113 3117	3285 3316	
2012	April	1	19	81	101	Jun 12	3334	3406	% obongo	2009	April	1	21	48	70	Jun 09	3118	3334	% change
2012	May	3	31	62	96	Jul 12	3339	3397	% change	2009	May	0	19	59	78	Jul 09	3111	3339	% change
2012 2012	June July	1 2	20 33	72 72	93 107	Aug 12 Sep 12	3365 3384	3403 3389		2009 2009	June July	4 2	18 20	66 59	88 81	Aug 09 Sep 09	3115 3117	3365 3384	
2012	August	2	25	63	90	Oct 12	3366	3403		2009	August	1	11	59	71	Oct 09	3110	3366	
2012	September	1	16	54	71	Nov 12	3362	3365		2009	September	1	22	66	89	Nov 09	3126	3362	
2012 2012	October November	3 1	32 19	75 87	110 107	Dec 12 Avg	3361 3320	3368 3409	3%	2009 2009	October November	2 2	26 20	86 86	114 108	Dec 09 Avg	3129 3129	3361 3320	6%
2012	December	4	33	84	121	9	0020	0.00	0,0	2009	December	7	21	75	103	79	0.20	0020	0,0
	January	1 1	20 17	60 67	81 85					2010 2010	January	1 2	16 23	67 71	84 96				
	February March	2	17	65	85 84						February March	0	23 27	67	94				
2013	April	2	19	51	72					2010	April	1	17	58	76				
2013	May June	2 1	17 13	67 76	86 90					2010	May June	1 0	20 15	67 67	88 82				
2013		i	12	82	95					2010		2	17	66	85				
2013	August	2	14	71	87						August	0	15	56	71				
	September October	3 2	11 23	78 95	92 120						September October	2 3	20 23	88 83	110 109				
	November	1	20	93	114						November	2	22	76	100				
	December	2	20	90	112						December	1	9	77 66	87				
	January February	2 2	20 14	82 87	104 103						January February	1 0	10 13	66 63	77 76				
2014	March	1	7	74	82					2011	March	7	20	93	120				
	April	3 3	12 17	81 75	96 95						April	0 2	14 21	60 67	74 90				
2014 2014	мау June	0	17	75 73	95 85					2011 2011	мау June	2	21 17	67 78	90 97				
2014	July	2	8	75	85					2011	July	2	15	72	89				
	August September	2 1	9 14	64 86	75 101						August September	2 0	17 26	58 70	77 96				
	October	5	18	87	110						October	3	24	70 77	104				
2014	November	1	14	95	110					2011	November	4	19	79	102				
	December January	3 2	11 20	77 86	91 108						December January	2 2	26 23	87 65	115 90				
	February	1	12	79	92						February	4	24	64	92				
2015	March	2	8	64	74						March	2	25	75 04	102				
2015 2015	April Mav	1 2	11 12	73 79	85 93					2012 2012	April Mav	1 3	19 31	81 62	101 96				
2015	June	1	8	75	84					2012	June	1	20	72	93				
2015		1	18 17	94 56	113 76					2012		2	33	72 63	107				
	August September	3 1	17 11	56 73	76 85						August September	2 1	25 16	63 54	90 71				
2015	October	0	12	60	72					2012	October	3	32	75	110				
	November December	1 1	15 11	94 81	110 93						November December	1 4	19 33	87 84	107 121				
2013	December	'	11	ΟI	33					2012	December	7	33	U 1	141				





Appendix C

Reviewed Set 1 –

Collision Summary Omitted Collisions

3 Years Before and After Collision Data - Reviewed data set 1

											All	collisi	ons													Pedestr	rian col	lision	s					
Site No.	Location	Туре	No. R/S crossings	No. F/S s crossings		В	efore	1	LVCI		T	After		KCI		Diffe	rence		'eı		В	efore		KCI		Δ.	After		KCI		Differ	ence	1 6	(SI
					Slight	Serious	Fata	Total	KSI total	Slight	Serious	s Fatal	I Total	KSI total	Slight	Serious	Fatal		(SI otal	Slight	Serious	Fatal	Total	KSI total	Slight	Serious	Fatal	Total	KSI total	Slight	Serious	Fatal Tot	tal I	otal
2	Archway Rd / Archway Gyratory – north arm of gyratory Bassborough Gardens / Grosvenor Rd	J	1 4	0	<u>8</u> 21	0 2	0	8 23	2	4 26	0 2	0	28	0 2	-4 5	0	0		0	1	0	0	2	0	1 3	0	0	1 4	<u>0</u>	-1 2	0	0 -1	_	0
3	Battersea Park Rd / Queenstown Rd	J	0	0	10	0	0	10	0	10	0	0	10	0	0	0	0		0	2	0	0	2	Ö	5	0	0	5	0	3	0	0 3	_	0
4	Blackfriars Rd / Southwark St	J	1	2	10	3	0	13	3	9	1	0	10	1	-1	-2	0		-2	3	1	0	4	1	2	1	0	3	1	-1	0	0 -1		0
5 6	Borough High St / Marshalsea Rd Bow Rd / Alfred St – to the east of the junction	SAC	1 0	1	13	4	0	17	4	13 10	1 2	0	14	2	<u>8</u> -3	-1 -2	0		-1 -2	2	3	0	5	3	5	0	0	5	0	1 -1	-3	0 1	_	<u>-3</u>
7	Bow Rd / Fairfield Rd	J	0	1	13	4	0	17	4	10	1	0	11	1	-3	-3	0	-6	-3	5	2	0	7	2	3	1	0	4	1	-2	-1	0 -3	3 -	-1
8	Bromley Rd / Catford Rd Bromley Rd / Sangley Rd	J	0	1 1	3	0	0		0	<u>5</u> 9	0	0	5 9	0	1 6	-2 0	0		0	0	0	0	0	1 0	5	0	0	5	0	5	-1 0	0 1		<u>-1</u>
10	Brompton Rd / Beauchamp Place	J	0	1	6	0	0	_	0	5	0	0	5	0	-1	0	0	+	0	3	0	0	3	0	2	0	0	2	0	-1	0	0 -1	_	0
11	Brompton Rd / Brompton Place	SAC	0	1	6	0	0		0	3	1	0	4	1	-3	1	0		1	4	0	0	4	0	2	1	0	3	1	-2	1	0 -1		1
12 13	Brompton Rd / Hans Crescent Brompton Rd to the west of Lancelot Place	SAC	0	0	1	0	0	6	2	0	1 0	0	3 0	0	-2 -1	-1 0	0	-	0	0	0	0	3	0	0	0	0	0	0	-2 0	-1 0	0 -3		-1 0
14	Burdett Rd / Ackroyd Drive	SAC	0	1	2	0	0			1	0	0	1	0	-1	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	_	0
15	Burdett Rd / Bow Common Lane	J	2	0	7	1	0		1	9	0	0	9	0	2	-1	0		-1	1	0	0	1	0	2	0	0	2	0	1	0	0 1	_	0
16 17	Burdett Rd / St Pauls Way Burdett Rd / Thomas Rd	SAC	1 1	1 0	18 5	2	0		2	25 6	0	0	26	0	<u>7</u> 1	-2	0	-	<u>1</u> -2	1	<u>0</u>	0	2	0	1 1	0	0	1	0	0	-1	0 1	_	0 -1
18	Camden Rd / Caledonian Rd	J	0	0	5	1	0	6	1	3	0	0	3	0	-2	-1	0	-3 -	-1	2	0	0	2	0	1	0	0	1	0	-1	0	0 -1	1 (0
19 20	Clapton Common bet Braydon Rd & Portland Ave Clapton Common bet Osbaldeston Rd & Oldhill St	SAC	0	1	5	0	0		0	<u>3</u>	0	0	6	0	1	-1	0		0 -1	3	0	0	3	0	0	0	0	0	0	-1 -3	0		_	0
21	Cromwell Rd / Collingham Rd	J	1	0	3	0	0	_	0	3	0	0	3	0	0	0	0		0	1	0	0	1	0	2	0	0	2	0	1	0	0 1	_	0
22	Cromwell Rd / Gloucester Rd	J	0	0	13	2	0			13	0	0		0	0	-2	0		-2	2	1	0	3	1	11	0	0	11	0	9	-1	0 8		-1
23 24	Cromwell Rd / Knaresborough Place Cromwell Rd / Marloes Rd	J	1 1	0	5	1	0	6	0	0	1	0	1 1	0	-2 -5	0	0	+ + +	0	2	<u>0</u> 1	0	3	0	0	0	0	0	<u>0</u> 1	-2	0	0 0		0
25	Cromwell Rd / Queens Gate	J	4	0	11	3	0	14	3	9	1	0	10	1	-2	-2	0	-4	-2	3	0	0	3	0	1	0	0	1	0	-2	0	0 -2	2	0
26 27	Euston Rd / Dukes Rd Churchway Euston Rd / Pancras Rd	J	0	0	19	0	0		0	5 7	0	1 0	6	0	-4 -12	0 -4	0		<u>1</u> -4	5	2	0	7	0 2	1 2	0	0	2	0	-1 -3	-2		_	0 -2
28	Hampstead Rd o/s BP station - ped refuge	SAC	1	0	4	1	0		1	0	0	0	0	0	-1 <u>2</u> -4	-1	0		- 4 -1	1	0	0	1	0	0	0	0	0	0	-3 -1	0	0 -1		0
29	Highbury Corner / Canonbury Rd	J	0	0	3	0	0	_	0	3	0	0	3	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0 0		0
30 31	Highbury Corner / St Pauls Rd Holloway Rd / Loraine Rd	SAC	0	0	3	0	0		0	5 3	0	0	5 3	0	-2 0	0	0		0	3	0	0	3	0	0	0	0	0	0	-3 -3	0	0 -3		0
32	Holloway Rd / Sandridge St	J	1	0	12	2	0	14	2	9	1	0	10	1	-3	-1	0	-4	-1	1	2	0	3	2	2	0	0	2	0	1	-2	0 -1	1 -	-2
33 34	Holloway Rd / Tufnell Park Rd - traffic island Jamaica Rd / Abbey St	J	1 1	0	10 5	1 2	0		1 2	9	0	0	9 9	0	-1 3	-1 -1	0		<u>-1</u> -1	5	0	0	6	1 0	3 2	0	0	3 2	0	-2 2	-1 0	0 -3		<u>-1</u>
35	Jamaica Rd / Abbey St Jamaica Rd / Bermondsey LU Station	SAC	0	1	2	0	0	2	0	3	0	0	3	0	1	0	0		0	1	0	0	1	0	0	0	0	0	0	-1	0	0 2	_	0
36	Jamaica Rd / Bevington St / St James's Rd	J	1	2	10	1	0	_	1	5	2	0	7	2	-5	1	0	-4	1	2	0	0	2	0	0	1	0	1	1	-2	1	0 -1		1
37 38	Jamaica Rd / Rotherhithe Tunnel Rdbt - traffic island west Jamaica Rd / Tooley St / Shad Thames	J	2	1 0	4	1 1	1	_	2	8 1	2	0	8 3	2	-3 -3	-1 1	0 1		- <u>1</u>	2	0	0	2	0	0	0	0	0	0	-2	0	0 0		0
39	Jamaica Rd / West Ln / Southwark Pk Rd	J	1	0	4	0	0		0	5	0	0	5	0	1	0	0		0	1	0	0	1	0	1	0	0	1	0	0	0	0 0		0
40	Kentish Town Rd / Camden Rd Kenworthy Rd / Wick Rd	J	0	0	<u>26</u> 4	0	0	_	0	19 6	1	0	7	3	-7 2	0	0	-7	0	10	0	0	12	0	6	2	0	8	<u>2</u> 1	-4 0	0	0 -4		0
42	London Bridge / Duke St Hill	J	2	0	13	4	1	18	5	13	2	0	15	2	0	-2	-1		-3	4	2	1	7	3	7	0	0	7	0	3	-2	-1 0	0 -	-3
43 44	Lower Clapton Rd / Urswick Rd Ludgate Circus	J	2	1 0	24	2	1 0	8 26	2	5 30	3 4	2	36	3 6	<u>1</u>	0 2	-1 2		-1 4	5	0	0	5	0	9	1	0	9	<u>1</u> 0	1 4	0	-1 0 0 4		<u>-1</u>
45	Mansell St / Goodman's Yard	J	0	0	5	0	0		_	4	1	0	5	1	-1	1	0	0	1	1	0	0	1	0	1	0	0	1	0	0	0	0 0		0
46	Marlybone Rd / Baker St	J	2	0	16	2	0		2	22	1	0	23	1	6	-1	0		-1	5	2	0	7	2	8	1	0	9	1	3	-1	0 2		-1
47 48	New Kent Rd to the middle east of Balfour St Nine Elms Lane southwest of Cringle St	SAC	0	1	2	0	0	_	0	6 1	2	0	6 3	2	<u>2</u> -1	-1 2	0	1 1	- <u>1</u>	0	0	0	3	0	0	<u>0</u> 1	0	1	<u>0</u> 1	-1 0	-1 1	0 -2	_	<u>-1</u>
49	Nine Elms Lane / Kirtling St	J	1	1	4	0	0	4	0	3	0	0	3	0	-1	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0 (0
50 51	Nine Elms Lane / Wandsworth Rd Old Kent Rd / Dunton Rd	J	0	1 0	10 9	5	0	_	5	15 16	1 1	0		1	5 7	0 -4	0		0 -4	1	2	0	3	2	6	0	0	6	0	-1 5	-2	0 -1	_	0 -2
52	Old Kent Rd / Hendre Rd	J	0	1	9	1		10			0	0			0	-1	0		-1	3	0	0	3	-		0	_	1	0	-2	0	0 -2	2	0
53 54	Old Kent Rd / Humphrey Str / Albany Rd Old Kent Rd / Ilderton Rd	J	2 2	0	15 5	0	0	17 5		14 9	0	1 0	1	0	-1 4	-2 0	0		-1 0	4	0	0	5	0	2	0	0	2	0	-2 1	-1 0	0 -3 0 1		
55	Old Kent Rd / Ilderton Rd Old Kent Rd / Malt St	J	2	0	4	1		5		7	2	0		2	3	1	0		1	2	0	0	2	0	2	1		3	1	0	1	0 1		1
56	Old Kent Rd / Olmar St	J	2	0	2	0	0	2	0		0	0	5	0	3	0	0		0	0	0	0	0	0	1	0	0	1	0	1	0	0 1		
57 58	Old Kent Rd / Peckham Park Rd Old Kent Rd / St James Rd	J	1 2	0 0	8	3		4 11				0				-1 -2	0		-1 -2	0	0	0		0	3	0	0	3	0	3	0	0 3		
59	Old Str / Vince Str	SAC	1	0	2	2	0	4	2	4	1	0	5	1	2	-1	0		-1	2		0		2	1	1		2	_	-1	-1	0 -2	2 -	-1
60 61	Poynders Rd / Cavendish Rd Seven Sisters Rd / Blackstock Rd	J J	0	0	14	6		20				0	-		<u>4</u> 1	0 -6	0		0 -6	5	3	0	0 8	0	0	0	0	0 5	0	0	-3	0 0		
62	Seven Sisters Rd / Green Lanes Rd	J	2	2	43	10		53				0			10	-10	0		10	5			7			0	0	8	0	3	-2	0 1		
63	Seven Sisters Rd / Isledon Rd	J	1	0	8	1	0	9	1	16	2	0	18	2	8	1	0	9	1	3		0	4	1	4	1	0	5	1	1	0	0 1	1 (0
64 65	Shoreditch High St / Great Eastern St St George's Rd / Lambeth Rd	J	0	0	18	0		3				0			<u>4</u> 1	3 0	0		0	0	0	0	4 0	0	5	0	0	7	0	2	0	0 3		
66	St John's Way / Archway Gyratory – east arm of gyratory	J	0	0	3	0	0	3	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0 (0
67 68	Stamford Hill / Clapton Common Stamford Hill to the north of Windus Rd - o/s Morrisons	J SAC	1 1	0	24	6		30				0		3 0	-8 0	-3 0	0		-3 0	7	0		9	0	9	0	0	11	0	0	0	0 2		
69	Vauxhall Bridge Rd / Warwick Way	J	0	0	11	2	0	13	2	9	0	0	9	0	-2	-2	0	-4 -	-2	3	0	0	3	0	2	0	0	2	0	-1	0	0 -1	1 (0
70	Wick Rd/ Cadogan Terrace	J	0	1	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0)	0
		Totals	58	32	583	101	3	687	104	611	51	4	666	55	28	-50	1	-21	49	139	39	2	180	41	149	19	0	168	19	10	-20	-2 -1:	2 -	22
															50/	-50%		-3% -4	70/											7%	-51%	1 7	'% -5 ₄	10/
														L	J /0	-50 /0		-J /0 -4	1 /0											1 /0	-J I /0		70 -0	70

Omitted Collisions - Set 1												ı	Total removed	Peds removed
		1 2 3 4 Ref Reason for ommision Severity Ped Ref Reason for Severity Ped Ref Reason for ommision Severity Ped Ommision Severity Ped Ommision Severity Collision?	Ped Reason for Ped	8 Ref Reason for ommision Severity collision?	7 8 Reason for Ped ommision Severity Ped ommision Severity Collision?	9 Ped	10 Ped	11 Ref Reason for ommision Severity Ped collabor?	12 Ref Reason for Severity of ommission Severity coll	ed Ref Reason for criminision Severity Collision?	14 Ped	15 Ref Reason for Severity Ped ommision Severity collision?	Slight Serious Fatal Total	
			offician? Her ommission Servently collision	7 Half Heason for ommision. Seventy collision?	Net ommision Sevently collision? Net Heason for ommision Sevently collision	n? Hear Heason for ommision Severity collision?	Net reason for ommision Severity collision?	Her Heason for ommision Severity collision?	Helf ommission Severity coll	sion? Heat Heason for ommission Seventy collisio	n? Ref Reason for ommision Severity collision?		0 0 0	
north arm of gyratory After Bassborough Gardens / Before Grosvenor Rd After	fter flore J 11Cl	15CV970895 Bus passenger BigHt											0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0
Battersea Park Rd / Queenstown Before Rd After	flore J												0 0 0 0	0 0 0
Blackfriers Rd / Southwark St After After Before	fter J	OMM/70514 >50m from crossing Slight Ped											6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0
Bow Rd / Affred St – to the east Before	fter J 14M flore SAC 09H	14MM/70399 Bus passenger Stight 09HT20466 >50m from crossing Stight 10HT2042 >50m from crossing Stight 01HT20566 >50m from crossing Stight 10HT20683 >50m from crossing Stight											1 0 0 1 3 0 0 3	0 0 0
of the junction After Bow Rd / Fairfield Rd After	fter 12H fore J 11H	12HT20158 >50m from crossing Slight 12HT20233 >50m from crossing Slight 13HT20346 >50m from crossing Slight Ped 13HT20969 >50m from crossing Slight 11HT20780 Bus passinger Slight Slight Head 13HT20946 >50m from crossing Slight Ped 13HT20969 >50m from crossing Slight	14HT20025 >50m from crossing Slight	15HT20029 >50m from crossing Slight									6 0 0 6 1 0 0 1	0 0 0
Bromley Rd / Catford Rd Before After	fore J 10P fter J 12P	10PL80982 Bus passenger Slight 11PL80796 Bus passenger Slight 12PL80392 Bus passenger Slight											2 0 0 2 1 0 0 1	0 0 0
Bromley Rd / Sangley Rd Before After Before	fore J fter	1294.05302											0 0 0 0	0 0 0
0 Brompton Rd / Beauchamp Place After Before	fter fore oac 09B	098S70578 >50m from crossing Slight											0 0 0 0	0 0 0
2 Brompton Rd / Hans Crescent May	fler SAC 12B	148570435 >50m from crossing Slight Ped 148570822 >50m from crossing Slight 128570107 Bus passenger Slight 108570207 Bus passenger Slight 118570599 Bus passenger Slight 11857059 Bus passenge											3 0 0 3	0 0 0
Brompton Rd to the west of	fore SAC 12C	06CW11550 >50m from crossing Slight 06S70371 >50m from crossing Slight 10SS70719 >50m from crossing Slight 10SS70719 >50m from crossing Slight 10SS70704 >50m from crossing Slight 10SS70719 >50m from crossing Sl	11BS70025 Bus passenger Slight	11CW11102 >50m from crossing Slight Ped									0 0 0 0 6 0 0 6 2 0 0 2	
4 Burdett Rd / Ackroyd Drive After	fore SAC	ALAPTICAL PARTITION CORRESPONDED FOR THE SACTION CORRESPONDED FOR THE											2 0 0 2 0 0 0 0 0 0 0 0 1 0 0 0 2 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0	0 0 0
5 Burdett Rd / Bow Common Lane After	fore J												0 0 0 0	0 0 0
6 Burdett Rd / St Pauls Way Before After	fore J fter												0 0 0 0	0 0 0
7 Burdett Rd / Thomas Rd After	fler SAC 12H	12HT20383 >50m from crossing Slight 15HT20400 >50m from crossing Slight 15HT20400 >50m from crossing Slight											2 0 0 2	0 0 0
8 Camden Rd / Caledonian Rd After Clanton Common het Brawton Before	fter J	12HT20533 - 350in from crossing Bilget 13HT20400 - 350in from crossing Bilget 12ED02772 Bilg pissenger Bilget 1											0 0 0 0	0 0 0
Rd & Portland Ave After	fter SAC 12G	120010474 >50m from crossing Slight 140010417 >50m from crossing Slight 140010417 >50m from crossing Slight 140010485 >50m from crossing Slight 140010771 >50m from crossing Slight											4 0 0 4	0 0 0
Osbaldeston Rd & Oldhill St After Cromwell Rd / Collingham Rd Before	fter fore SAC 09T	09TE00140 Drunk driver Serious Ped											1 0 0 1 0 0 0 0 0 1 0 1	
After Cromwell Rd / Gloucester Rd After After	ner 12B flore J	120/01/01/4 - 45th hor crossing Sight 140/01/01/7 - 45th hor crossing Sight 140/01/01/7 - 45th hor crossing Sight 140/01/01/7 - 45th hor crossing Sight 11/01/500 flow peerings Sight 11/01/500 flow peerings Sight 140/01/01/7 - 45th hor crossing Sight 140/01/7 -										 	1 0 0 1 0 0 0 0 0 0 0 0	
													2 0 0 2	2 0 0
4 Cromwell Rd / Marloes Rd Before After 5 Cromwell Rd / Queens Gate Before After	fter J	16040166 Bus passenger Stiglet 500410201 Bus passenger Stiglet 100410251 Bus passenger Stiglet										 	0 0 0 0	0 0 0
6 Euston Rd / Dukes Rd Before	fter J	14FK40195 Rus nosationer Slinht								+		+	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7 Euston Rd / Pancras Rd Before After	fore J 09C fter J 14E	OCCW19972 Bus passenger Slight OCCW12901 Bus passenger Slight 10CW12961 Bus passenger Slight 11CW10641 Bus passenger Slight 14EK40005 Bus passenger Slight											1 0 0 1	0 0 0
B Hampstead Rd o/s BP station - Before After After Reference - Before Reference - Before Reference - Before - B	fore SAC 14E	14EK40065 >50m from crossing Slight											0 0 0 0	0 0 0
Highbury Corner / Canonbury Rd After Highbury Corner / St Pauls Rd Before	fter fore												0 0 0 0	
Holloway Rd / Loraine Rd Before	fter fore SAC 09E	09EC-40201 >50m from crossing Slight 11EC-40598 >50m from crossing Slight											2 0 0 2	
Holloway Rd / Sandridge St After	flore J	15EU-04008 Biss passeniger Stight 15EU-040217 Biss passeniger Stight											2 0 0 2 0 0 0 0 0 0 0 0	
Holloway Rd / Tufnell Park Rd - Before traffic island After	flore J												0 0 0 0	0 0 0
Jamaica Rd Abbey S After Jamaica Rd / Bermondsey LU Before	fter J												0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0
Station After Station St St Before Bulletington St St Before After After	fter SAL	133A05911 De passenger Style 000470505 Se passenger Style											0 0 0 0	0 0 0
7 Jamaica Rd / Rotherhithe Tunnel Before Rdbt - traffic island west After	fore J 09M	ONW/7050 Bus passanger Slight											1 0 0 1	0 0 0
B Jamaica Rd / Tooley St / Shad Before Thames After Jamaica Rd / West Ln / Before	fore J fter												0 0 0	0 0 0
Southwark Pk Rd After Kentish Town Rd / Camden Rd Before	fler J 13M flore J 09C	19MW70132 Bus passenger Slight DICW10682 Bus passenger Slight											1 0 0 1	0 0 0
1 Kenworthy Rd / Wick Rd After	flore J	14EX-KRIDIOS Bius passianger Sight											0 0 0 0	0 0 0
2 London Bridge / Duke St Hill Before After	fore J 10C fter J 12M	SIGNATIONS Supplementary Signat											0 0 0 0 0 0 2 0 0 1 1 0 0 0 1 1 0 0 0 0	0 0 0
3 Lower Clapton Rd / Unswick Rd Before After Before	fter J 11G	11GU10767 Biss passeninger Singrit											0 0 0 0	0 0 0
5 Mansell St / Goodman's Yard Before	fter fore												0 0 0 0	0 0 0
6 Martybone Rd / Baker St After After	flore J 09C flor 13C	00CWY3402 Bup passenger Serious 11CWY0510 Bup passenger Serious Stricks											0 0 0 0 0 2 0 2 1 1 0 2 2 0 1 3	
7 New Kent Rd to the middle east of Balfour St After	flore SAC 12M												4 0 0 4	1 0 0
Nine Elms Lane southwest of Before	flore SAC	14WS088 Other Serious											0 0 0 0	0 0 0
0 Nine Elms Lane / Kirtling St After Nine Elms Lane / Wandsworth Before Rd After 1 Old Kent Rd / Dunton Rd Before	flore J flore ,												0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0
0 Rd After 1 Old Kent Rd / Dunton Rd Before	fter J											+	0 0 0 0	0 0 0
2 Old Kent Rd / Hendre Rd After After	fter fore J												0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
2 Old Kent Rd / Hendre Rd Before 3 Old Kent Rd / Humphrey Str / Before Albarty Rd After 4 Old Kent Rd / Ilderton Rd Before	rfore J fter												0 0 0 0	0 0 0
Dufa-	for 440.0	14AB/10707 Bus passenger Sight										 	0 0 0 0	0 0 0
5 Old Kent Rd / Malt St After After After 6 Old Kent Rd / Olmar St After 7 Old Kent Rd / Peckham Park Rd After 8 Old Kent Rd / Peckham Park Rd After	flore J											+	0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0
Old Kent Rd / Peckham Park Rd After	flore J												0 0 0 0	0 0 0
Old Kent Rd / St James Rd Before After	fter J 12M	2007/2007 See placescape Sight	00TC00000 splan from constitut. Form	10001029 Selve from conscion State Co. 1	10EO40294 >50m from crossing Slight 10GD10496 >50m from crossing Slight	11EO40727 Bus passenger Slight	11GD10492 >50m from crossing Slight	11GD10659 >50m from crossing Slight	11GD10682 >50m from crossing Slight	11GD10759 >50m from crossing Slight	12GD10203 >50m from crossing Slight	11GD10352 Bus passenger Slight		
Old Str / Vince Str After	fler SAC 12G	UNICUSUSE District driver Falsa Ped UNICUTUSES Sommor crossing Slight UNIC	13GD10847 >50m from crossing Slight Ped	10GD10278 >50m from crossing Slight Ped 13GD10678 >50m from crossing Slight Ped	10E/04(2)4 >50m from crossing Stight 10E/010496 >50m from crossing Stight 13GD10802 >50m from crossing Stight 14GD10093 >50m from crossing Stight	14GD10078 >50m from crossing Slight Ped	11GU10402 >50m from crossing Slight Ped	14GD10452 >50m from crossing Slight	15GD10318 >50m from crossing Slight	14GD10699 >50m from crossing Slight			1 0 0 1 13 0 2 15 13 0 0 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 2 0 0 2	3 4 0 0
Moynders Rd / Cavendish Rd After Seven Sisters Rd / Blackstock Rd Before	fter J									+		+	0 0 0	0 0 0
After Seven Sisters Rd / Green Lanes Before Rd After	flore J 10G	100010873 Bus passenger Slight 12YR90108 Bus passenger Slight 120010714 Bus passenger Slight 130010714 Bus passenger Slight											0 0 0 0 2 0 0 2 2 0 0 2	0 0 0
Seven Sisters Rd / Isledon Rd After	flore J	PUT9000 De accessor Stabi											0 0 0 0	
Eastern St After Refuse	fter J 12H	12F1 LAVIV DISS passenger Slight											0 0 0	0 0 0
St useonge's Rd / Lambeth Rd After St John's Way / Archway Before	fter J											+	0 0 0	0 0 0
Stamford Hill / Clapton Common After After	fore J 14G	140D10578 Other Slight 100D10598 Bus passenger Slight											0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Stamford Hill to the north of Windus Rd - ois Morrisons After Vauxhall Bridge Rd / Warwick Before Way After Wick Rd/ Cadogan Terrace After After	flore SAC	10001005 - 50m from crossing BigN 10001003 BigN											0 0 0 0	0 0 0
Way After	fter J												0 0 0 0	0 0 0
Wish Bull Codoppe Torrace Before														0 0 0
Wick Rd/ Cadogan Terrace Before After	fter											Ten	0 0 0 0 0 1103 5 3 1111 52 3 3 58 51 2 0 53	1 15 1 1 2





Appendix D

Reviewed Set 2 –

Collision Summary Omitted Collisions

3 Years Before and After Collision Data - Reviewed data set 2

										All c	ollision	s										Pedest	rian colli	sions				
Site No.	Location	Туре	No. R/S crossings	No. F/S crossings		Bet	fore			Δ	fter			Diffe	erence				Before				After				Difference	
140.			Crossings	Crossings	Slight	Serious	Fatal To	tal KSI total	Slight	Serious	Fatal		SI tal Slight	Serious	Fatal	Total KSI	Sligh	nt Serio	us Fata		KSI SI	light Serious	Fatal		KSI total	Slight	Serious Fata	al Total KSI total
1	Archway Rd / Archway Gyratory – north arm of gyratory	J	1	0	8	0		В О	4	0	_	4 (0 -4	0	0	-4 0	2			2	0	1 0	0	1	0	-1	0 0	-1 0
3	Bassborough Gardens / Grosvenor Rd Battersea Park Rd / Queenstown Rd	J	0	0	21 10	0		0 0	26 10	0			2 5 0 0	0	0	5 0	1 2		0	2 2		3 1 5 0	0	5	0	3	0 0	
4	Blackfriars Rd / Southwark St	J	1	2	10	3		3 3	9	1			1 -1	-2	0	-3 -2	3		0	4		2 1	0	3	1	-1	0 0	
5	Borough High St / Marshalsea Rd	J	1	2	5	2	0	7 2	13	1			1 8	-1	0	7 -1	4			4		5 0	0	-	0	1	0 0	
7	Bow Rd / Alfred St – to the east of the junction Bow Rd / Fairfield Rd	SAC .J	0	1 1	13 12	3		7 4 5 3	10 10	2		12 2	2 -3 1 -2	-2 -2	0	-5 -2 -4 -2	4		0	5	3	1 0	0	4	0	-1 -1	-3 0 0 0	
8	Bromley Rd / Catford Rd	J	0	1	4	2	0 6		5	0	0		0 1	-2	0	-1 -2	0		0	1		2 0	0		0	2	-1 0	
9	Bromley Rd / Sangley Rd	٦-	0	1	3	0		3 0	9	0		9 (0	0	6 0	0			0		5 0	0		0	5	0 0	
10	Brompton Rd / Beauchamp Place Brompton Rd / Brompton Place	SAC	0	1 1	6	0	0 4	4 0 6 0	3	0	0	3 (0 -1 1 -3	0	0	-1 0 -2 1	4	_	0	4		0 0	0	3	0	-1 -2	0 0	
12	Brompton Rd / Hans Crescent	SAC	1	0	4	2		6 2	2	1	_	3		-1	0	-3 -1	2		0	3		0 0	0		0	-2	-1 0	
13	Brompton Rd to the west of Lancelot Place	SAC	0	1	1	0	0 '	1 0	0	0	_		0 -1	0	0	-1 0	0			0		0 0	0	-	0	0	0 0	
14 15	Burdett Rd / Ackroyd Drive Burdett Rd / Bow Common Lane	SAC J	2	1 0	7	<u>0</u>		2 0 B 1	9	0	-		0 -1 0 2	-1	0	-1 0 1 -1	1			0	<u> </u>	0 0	0	-	0	0	0 0	1 0
16	Burdett Rd / St Pauls Way	J	1	1	18	0		8 0	25	1		26		1	0	8 1	0			0	0	1 0	0	_	0	1	0 0	
17	Burdett Rd / Thomas Rd	SAC	1	0	5	2	0		6	0			0 1	-2	0	-1 -2	1		0	2	1	1 0	0		0	0	-1 0	
18 19	Camden Rd / Caledonian Rd Clapton Common bet Braydon Rd & Portland Ave	SAC	0	0	5 2	0	0 6		3	0		_	0 -2 0 1	-1 0	0	-3 -1 1 0	1			2	0	0 0	0		0	-1 -1	0 0	
20	Clapton Common bet Osbaldeston Rd & Oldhill St	SAC	0	1	5	1	0 6		6	0		6 (-1	0	0 -1	3			3		0 0	0	<u> </u>	0	-3	0 0	
21	Cromwell Rd / Collingham Rd	J	1	0	3	0	0 3		3	0			0 0	0	0	0 0	1			1		2 0	0	2	0	1	0 0	
22	Cromwell Rd / Gloucester Rd Cromwell Rd / Knaresborough Place	J	1	0 0	13	0		5 2 3 0	13 1	0	0	13 (0 0 0 -2	-2 0	0	-2 -2 -2 0	0		0	3 0		11 0	0		0	9	-1 <u>0</u> 0 0	
24	Cromwell Rd / Marloes Rd	J	1	0	5	1	0 6		0	1			1 -5	0	0	-5 0	2		0	3		0 1	0	-	1	-2	0 0	
25	Cromwell Rd / Queens Gate Euston Rd / Dukes Rd Churchway	J J	4	0	11 9	3	0 1	4 3	9	1 0	0	10 ·	1 -2 1 -4	-2 0	0	-4 -2 -3 1	3			3 2	0	1 0	0		0	-2 -1	0 0	
26 27	Euston Rd / Dukes Rd Churchway Euston Rd / Pancras Rd	J	1	0	19	4	<u> </u>	3 4	7	0	0		0 -12	-4	0	-16 -4	5			7		2 0	0		0	-3	-2 0	
28	Hampstead Rd o/s BP station - ped refuge	SAC	1	0	4	1	0 !	5 1	0	0	0	0 (0 -4	-1	0	-5 -1	1	0		1		0 0	0	0	0	-1	0 0	-1 0
29 30	Highbury Corner / Canonbury Rd	J	0	0	7	0	0 3	3 0	3	0			0 0	0	0	-2 0	0			0		0 0	0	-	0	0	0 0	
31	Highbury Corner / St Pauls Rd Holloway Rd / Loraine Rd	J SAC	1	0	3	0	0 3		<u>5</u> 3	0	0	5 (0 -2 0 0	0	0	-2 0 0 0	3			3	0	0 0	0	0	0	-3 -3	0 0	
32	Holloway Rd / Sandridge St	J	1	0	12	2		4 2	9	1	_		1 -3	-1	0	-4 -1	1	2		3		2 0	0		0	1	-2 0	-1 -2
33	Holloway Rd / Tufnell Park Rd - traffic island Jamaica Rd / Abbey St	J	1	0	10 5	2	0 1	1 1	9	0	0	9 (0 -1 1 3	-1 -1	0	2 -1	5		0	6		3 0	0		0	-2 2	-1 <u>0</u> 0 0	
35	Jamaica Rd / Bermondsey LU Station	SAC	0	1	2	0		2 0	3	0	_	_	0 1	0	0	1 0	1			1		0 0	0		0	-1	0 0	
36	Jamaica Rd / Bevington St / St James's Rd	J	1	2	10	1		1 1	5	2			2 -5	1	0	-4 1	2			2		0 1	0		1	-2	1 0	
37 38	Jamaica Rd / Rotherhithe Tunnel Rdbt - traffic island west Jamaica Rd / Tooley St / Shad Thames	J	2	1 0	11 4	1	0 1	2 1	8	2	0		0 -3 2 -3	-1	-1	-4 -1 -3 0	0 2			0 2		0 0	0	-	0	-2	0 0	
39	Jamaica Rd / West Ln / Southwark Pk Rd	J	1	0	4	0		4 0	5	0			0 1	0	0	1 0	1			1	0	1 0	0		0	0	0 0	
40	Kentish Town Rd / Camden Rd	٦.	0	0	26	3		9 3	19	3			3 -7	0	0	-7 0	10			12		6 2	0		2	-4	0 0	
41 42	Kenworthy Rd / Wick Rd London Bridge / Duke St Hill	J	2	0	13	0 4		4 0 8 5	6 13	2	-		1 2	-2	-1	3 1	0 4			7		7 0	0		1 0	3	1 0 -2 -1	-
43	Lower Clapton Rd / Urswick Rd	J	0	1	4	3	1 8		5	3	0	8 3		0	-1		Ö		1	2	2	1 1	Ö	2	1	1	0 -1	
44	Ludgate Circus Mansell St / Goodman's Yard	J	2	0	20	2		2 2	26	4			6 6	2	0	0 1	1		0	1	0	5 0	0	-	0	4	0 0	
45 46	Marlybone Rd / Baker St	J	2	0	5 16	2		5 0 8 2	22	1	0	23		-1	0	5 -1	5			7		1 0 8 1	0		0	3	0 0	
47	New Kent Rd to the middle east of Balfour St	SAC	0	1	4	1	0 !	5 1	6	0	0	6 (0 2	-1	0	1 -1	2	1	0	3	1	1 0	0	1	0	-1	-1 0	-2 -1
48 49	Nine Elms Lane southwest of Cringle St	SAC	0	1 1	4	0		2 0 4 0	1	2	0		2 -1 0 -1	2	0	1 2	0	_	0	0	0	0 1	0	0	1	0	0 0	
50	Nine Elms Lane / Kirtling St Nine Elms Lane / Wandsworth Rd	J	0	1	10	1		1 1	3 14	1			0 -1 1 4	0	0	-1 <u>0</u> 4 0	2			2		0 0	0		0	-2	0 0	
51	Old Kent Rd / Dunton Rd	J	1	0	9	5	0 1	4 5	16	1	0	17	1 7	-4	0	3 -4	1	2	0	3	2	6 0	0	6	0	5	-2 0	3 -2
52 53	Old Kent Rd / Hendre Rd Old Kent Rd / Humphrey Str / Albany Rd	J	2	1 2	9 15	2		0 1 7 2		0	0		0 0 1 -1	-1 -2	1		3 4			3 5		1 0 2			0	-2 -2		-2 0 -3 -1
54	Old Kent Rd / Ilderton Rd	J	2	0	5	0	0 !	5 0		0	0	9 (0 4	0	0	4 0	0	0	0	0		1 0			0	1		1 0
55	Old Kent Rd / Malt St	J	2	0	4	1		5 1	7	2			2 3	1	0		2					2 1		-	1	0		1 1
56 57	Old Kent Rd / Olmar St Old Kent Rd / Peckham Park Rd	J	1	0	3	<u>0</u>		2 0 4 1		0	0		0 3	-1	0		0					1 0			0	3		1 0
58	Old Kent Rd / St James Rd	J	2	0	8	3	0 1	1 3	10	1	0	11 '	1 2	-2	0	0 -2	0	0	0	0	0	1 0	0	1	0	1	0 0	1 0
59 60	Old Str / Vince Str Poynders Rd / Cavendish Rd	SAC	1 0	0	2	0		4 2 0 0		1 0			1 2 0 4	-1 0	0		2			4 0		1 1 0		-	1 0	-1 0		-2 -1 0 0
61	Seven Sisters Rd / Blackstock Rd	J	0	1	14	6			4 15	0	0		0 4 0 1	-6	0		5			8		0 0 5 0	0		0	0		-3 -3
62	Seven Sisters Rd / Green Lanes Rd	J	2	2	43	10	0 5	3 10	53	0	0	53 (0 10	-10	0	0 -10	5	2	0	7	2	8 0	0	8	0	3	-2 0	1 -2
63 64	Seven Sisters Rd / Isledon Rd Shoreditch High St / Great Eastern St	J	1 4	0	8 18	2		9 1		<u>2</u> 5	0		2 8 5 4	3	0		3		0	4		<u>4</u> 1 5 2	0		2	2		1 0 3 1
65	St George's Rd / Lambeth Rd	J	0	0	3	0		3 0		0			0 1	0	0		0			0		1 0		_	0	1		1 0
66	St John's Way / Archway Gyratory – east arm of gyratory	J	0	0	3	0	0 (3 0	4	0	0	4 (0 1	0	0	1 0	0	0	0	0	0	0 0	0	0	0	0	0 0	0 0
67 68	Stamford Hill / Clapton Common Stamford Hill to the north of Windus Rd - o/s Morrisons	SAC	1	0	24	6 0		0 6 2 0		3	0		3 -8 0 0	-3 0	0		7			9		9 2		-	0	0		0 0
69	Vauxhall Bridge Rd / Warwick Way	J	0	0	11	2		3 2		0	0		0 -2	-2	0		3					2 0		-	0	-1		-1 0
70	Wick Rd/ Cadogan Terrace	J	0	1	2	0		2 0		0	0		0 0	0	0		0		0			0 0			0	0		0 0
-		Totals	58	32	576	100	3 6	79 103	604	51	4	659 5	55 28	-49	1	-20 -48	132	38	2	172	40 1	142 19	0 1	I61	19 T	10	-19 -2	-11 -21
			. 30	, ,,			, , , ,			. •		-00 0				•		. , 50		,	1	1					•	•
													5%	-49%	1	-3% -47%										8%	-50%	-6% -53%

	Omitted Collisions - S	Set 2											
			_	1		2		3		4		į	5
Site	Location	Before/After	Туре	Ref	Severity	Ref	Severity	Ref	Severity	Ref	Severity	Ref	Severity
7	Bow Rd / Fairfield Rd	Before After	J	10HT20944	Serious	11HT20427	Slight						
10	Brompton Rd / Beauchamp Place	Before After	J	09BS70584 12BS70051	Slight Slight	09BS70511 12BS70344	Slight Slight						
23	Cromwell Rd / Knaresborough Place	Before After	J										
24	Cromwell Rd / Marloes Rd	Before After	J										
38	Jamaica Rd / Rotherhithe Tunnel Rdbt - traffic island west	Before After	J										
45	Ludgate Circus	Before After	J	09CP00333 12CP00176	Slight Slight	10CP00062 13CP00260	Slight Slight	10CP00296 14CP00263	Slight Slight	12CP00013 14CP00315	Slight Slight		
51	Nine Elms Lane / Wandsworth Rd	Before After	J	14LX51203	Slight								
62	Seven Sisters Rd / Blackstock Rd	Before After	J										

	Total remo	oved	
Slight	Serious	Fatal	Total
1	1	0	2
0	0	0	0
2	0	0	2
2 2 0	0	0	2 2 0
	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
4	0	0	4 4
4	0	0	
0	0	0	0
1	0	0	1
0	0	0	0
0	0	0	0
14	1	0	15
7	1	0	8
7	0	0	7

Total	
Total before	
Total after	





Appendix E

Ped Collisions in the Vicinity of Staggered Crossings

Ped Collisions in the Vicinity of Reverse Staggered Crossings

		ı			Ĭ														
Site			No. R/S	No. F/S							Pedest		ollisior	าร					
No.	Location	Type		crossings		<u>. В</u>	efore					After				Diff	erence	<u> </u>	
140.			crossings	Crossings	Slight	Serious	Fatal	Total	KSI total	Slight	Serious	Fatal	Total	KSI total	Slight	Serious	Fatal	Total	KSI total
1	Archway Rd / Archway Gyratory – north arm of gyratory	J	1	0	1	0	0	1	0	0	0	0	0	0	-1	0	0	-1	0
2	Bassborough Gardens / Grosvenor Rd	J	4	0	1	1	0	2	1	3	1	0	4	1	2	0	0	2	0
4	Blackfriars Rd / Southwark St	J	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Borough High St / Marshalsea Rd	J	1	2	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0
12	Brompton Rd / Hans Crescent	SAC	1	0	2	1	0	3	1	0	0	0	0	0	-2	-1	0	-3	-1
15	Burdett Rd / Bow Common Lane	J	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	Burdett Rd / St Pauls Way	J	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	Burdett Rd / Thomas Rd	SAC	1	0	1	1	0	2	1	1	0	0	1	0	0	-1	0	-1	-1
21	Cromwell Rd / Collingham Rd	J	1	0	0	1	0	1	1	0	0	0	0	0	0	-1	0	-1	-1
23	Cromwell Rd / Knaresborough Place	J	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	Cromwell Rd / Marloes Rd	J	1	0	2	1	0	3	1	0	1	0	1	1	-2	0	0	-2	0
25	Cromwell Rd / Queens Gate	J	4	0	3	0	0	3	0	1	0	0	1	0	-2	0	0	-2	0
27	Euston Rd / Pancras Rd	J	1	0	1	2	0	3	2	0	0	0	0	0	-1	-2	0	-3	-2
28	Hampstead Rd o/s BP station - ped refuge	SAC	1	0	1	0	0	1	0	0	0	0	0	0	-1	0	0	-1	0
31	Holloway Rd / Loraine Rd	SAC	1	0	3	0	0	3	0	0	0	0	0	0	-3	0	0	-3	0
32	Holloway Rd / Sandridge St	J	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	Holloway Rd / Tufnell Park Rd - traffic island	J	1	0	2	0	0	2	0	0	0	0	0	0	-2	0	0	-2	0
34	Jamaica Rd / Abbey St	J	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
36	Jamaica Rd / Bevington St / St James's Rd	J	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38	Jamaica Rd / Tooley St / Shad Thames	J	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39	Jamaica Rd / West Ln / Southwark Pk Rd	J	1	0	1	0	0	1	0	0	0	0	0	0	-1	0	0	-1	0
42	London Bridge / Duke St Hill	J	2	0	4	0	1	5	1	4	0	0	4	0	0	0	-1	-1	-1
44	Ludgate Circus	J	2	0	1	0	0	1	0	5	0	0	5	0	4	0	0	4	0
46	Marlybone Rd / Baker St	J	2	0	4	1	0	5	1	6	0	0	6	0	2	-1	0	1	-1
49	Nine Elms Lane / Kirtling St	J	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51	Old Kent Rd / Dunton Rd	J	1	0	1	2	0	3	2	1	0	0	1	0	0	-2	0	-2	-2
53	Old Kent Rd / Humphrey Str / Albany Rd	J	2	2	0	1	0	1	1	2	0	0	2	0	2	-1	0	1	-1
54	Old Kent Rd / Ilderton Rd	J	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0
55	Old Kent Rd / Malt St	J	2	0	2	0	0	2	0	0	0	0	0	0	-2	0	0	-2	0
56	Old Kent Rd / Olmar St	J	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0
57	Old Kent Rd / Peckham Park Rd	J	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0
58	Old Kent Rd / St James Rd	J	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0
59	Old Str / Vince Str	SAC	1	0	2	2	0	4	2	1	1	0	2	1	-1	-1	0	-2	-1
62	Seven Sisters Rd / Green Lanes Rd	J	2	2	0	2	0	2	2	3	0	0	3	0	3	-2	0	1	-2
63	Seven Sisters Rd / Isledon Rd	J	1	0	3	1	0	4	1	1	0	0	1	0	-2	-1	0	-3	-1
64	Shoreditch High St / Great Eastern St	J	4	0	3	0	0	3	0	4	1	0	5	1	1	1	0	2	1
67	Stamford Hill / Clapton Common	J	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
68	Stamford Hill to the north of Windus Rd - o/s Morrisons	SAC	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
		Totals	58	13	39	16	1	56	17	39	4	0	43	4	0	-12	-1	-13	-13

- 1	0%	-75%		-23%	-76%
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Ped Collisions in the Vicinity of Forward Staggered Crossings

Site No.	Location	Type	No. R/S crossings	No. F/S crossings
4	Blackfriars Rd / Southwark St	J	1	2
5	Borough High St / Marshalsea Rd	J	1	2
6	Bow Rd / Alfred St – to the east of the junction	SAC	0	1
7	Bow Rd / Fairfield Rd	J	0	1
8	Bromley Rd / Catford Rd	J	0	1
9	Bromley Rd / Sangley Rd	J	0	1
10	Brompton Rd / Beauchamp Place	J	0	1
11	Brompton Rd / Brompton Place	SAC	0	1
13	Brompton Rd to the west of Lancelot Place	SAC	0	1
14	Burdett Rd / Ackroyd Drive	SAC	0	1
16	Burdett Rd / St Pauls Way	J	1	1
19	Clapton Common bet Braydon Rd & Portland Ave	SAC	0	1
20	Clapton Common bet Osbaldeston Rd & Oldhill St	SAC	0	1
34	Jamaica Rd / Abbey St	J	1	1
35	Jamaica Rd / Bermondsey LU Station	SAC	0	1
36	Jamaica Rd / Bevington St / St James's Rd	J	1	2
37	Jamaica Rd / Rotherhithe Tunnel Rdbt - traffic island west	J	0	1
43	Lower Clapton Rd / Urswick Rd	J	0	1
47	New Kent Rd to the middle east of Balfour St	SAC	0	1
48	Nine Elms Lane southwest of Cringle St	SAC	0	1
49	Nine Elms Lane / Kirtling St	J	1	1
50	Nine Elms Lane / Wandsworth Rd	J	0	1
52	Old Kent Rd / Hendre Rd	J	0	1
53	Old Kent Rd / Humphrey Str / Albany Rd	J	2	2
61	Seven Sisters Rd / Blackstock Rd	J	0	1
62	Seven Sisters Rd / Green Lanes Rd	J	2	2
70	Wick Rd/ Cadogan Terrace	J	0	1
		Totals	10	32

<u> </u>				9		D . 1. 1								
						Pedesti	rian co	llision	S					
	Be	efore					After				Diffe	erence		
Slight	Serious	Fatal	Total	KSI total	Slight	Serious	Fatal	Total	KSI total	Slight	Serious	Fatal	Total	KSI total
0	1	0	1	1	1	0	0	1	0	1	-1	0	0	-1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	3	0	5	3	1	0	0	1	0	-1	-3	0	-4	-3
4	1	0	5	1	2	0	0	2	0	-2	-1	0	-3	-1
0	0	0	0	0	1	0	0	1	0	1	0	0	1	0
0	0	0	0	0	2	0	0	2	0	2	0	0	2	0
1	0	0	1	0	0	0	0	0	0	-1	0	0	-1	0
4	0	0	4	0	2	1	0	3	1	-2	1	0	-1	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	0	1	0	1	0	0	1	0
1	0	0	1	0	0	0	0	0	0	-1	0	0	-1	0
3	0	0	3	0	0	0	0	0	0	-3	0	0	-3	0
0	0	0	0	0	2	0	0	2	0	2	0	0	2	0
1	0	0	1	0	0	0	0	0	0	-1	0	0	-1	0
0	0	0	0	0	0	1	0	1	1	0	1	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	1	0	0	0	0	0	0	0	-1	-1	-1
2	1	0	3	1	1	0	0	1	0	-1	-1	0	-2	-1
0	0	0	0	0	0	1	0	1	1	0	1	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	2	0	0	0	0	0	0	-2	0	0	-2	0
3	0	0	3	0	1	0	0	1	0	-2	0	0	-2	0
4	0	0	4	0	0	0	0	0	0	-4	0	0	-4	0
1	2	0	3	2	2	0	0	2	0	1	-2	0	-1	-2
4	0	0	4	0	4	0	0	4	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1 .								-	·				_
32	8	1	41	9	20	3	0	23	3	-12	-5	-1	-18	-6

-38% | -63% | -44% | -67%

		INCTICATOR	Oct o Comon	ni oategorisati	OII																																										
			1		2			3			4			5			6				7			8				9			10			11			12			13			14			15	
Site Location	Before/After Typ	e Ref	Assessment	Severity Ref	Assessme	nt Severity	ty Ref	Assessment	Severity	Ref	Assessme	ent Sever	ty Ref	Assessn	nent Sever	ty Ref	Assessn	ment Se	everity	Ref	Assessment	Severity	Ref	Assessr	ent Se	verity F	Ref	Assessment	Severity	Ref	Assessme	nt Severity	/ Ref	Assessment	Severity	Ref	Assessment	1 Seve									
1 Archway Rd / Archway Gyratory	Before J	09EO40562 13EO40042	Reverse stagger arm	Slight 10EO4016	Other	Slight																																									
north arm of gyratory Bassborough Gardens /	Before .	13EU40042		Serious 11CW1134	D	or one Official							_						_				_			_										_			_			_			_		
2 Grosvenor Rd	After			Serious 13CW1024			13CW11297	Reverse stagger a	arm Slight	14CW10730	Reverse stagg	er arm Sligh	:																																		
4 Blackfriars Rd / Southwark St	Before After	10MM71083 13MM70628	Unknown Unknown	Slight 11MM7047 Slight 13MM7089	1 Unknowr 2 Forward stagg	or orm Clinks	11TB00359	Other Unknown	Slight Serious		Forward stagg																																				
5 Borough High St / Marshalsea R	Before J	09MM70614 12MM70191	Unknown	Slight 09MM7048 Slight 12MM7042	7 Unknowr 5 Unknowr	n Slight	09MM70628	Unknown	Slight Slight	10MM70286 13MM70260	Unknow	n Sligh Sligh	10MM70921	Unkno Reverse star	wn Sligh gerarm Sligh																																
7 Bow Rd / Fairfield Rd	Before J	09HT20754 12HT20726	Forward stagger arm	Slight	Forward stagg	er arm Slight	10HT20299	Forward stagger a	arm Serious Serious	10HT20890 15HT20217	Forward stagg	er arm Sligh	10HT20944	Othe	r Serio	s 11HT20427	Othe	er S	Slight 11	1HT20467 Fo	orward stagger a	rm Slight																									
8 Bromley Rd / Catford Rd	After	12PL60052 13PL60553	Unknown Forward stagger arm	Serious Slight 14PL6090	5 Other	Slight	,																																								
9 Bromley Rd / Sangley Rd	Before J After		Forward stagger arm		7 Other	Slight		Other	Slight	14PL60150	Forward stagg	er arm Sligh	14PL60754	Othe	r Sligt																															-	
10 Brompton Rd / Beauchamp Plac	Before J After	09BS70511 12BS70051	Other Other	Slight 09BS7058 Slight 12BS7034	Other Other	Slight Slight		Forward stagger a	arm Slight																																						
15 Burdett Rd / Bow Common Lan	Before J After	10HT20677 14HT21044	Unknown Other	Slight Slight 14HT2109	3 Other	Slight																																									
16 Burdett Rd / St Pauls Way	Before After	13HT20825	Forward stagger arm	Slight																																											
21 Cromwell Rd / Collingham Rd		09TE00140 12BS70104	Reverse stagger arm	Serious 11BS70016 Slight 13BS7077	Other Unknown	Slight Slight	1 14BS70527	Other	Slight																																						
23 Cromwell Rd / Knaresborough Place	After	12BS70435		Slight 13BS7032		Slight																																									
24 Cromwell Rd / Marloes Rd	Before J After	14BS70718	Reverse stagger arm	Slight 10BS7023 Serious																																											
25 Cromwell Rd / Queens Gate	Before After	09BS70424 13BS70253	Reverse stagger arm Reverse stagger arm	Slight 10BS7030 Slight	Reverse stagg	er arm Slight	10BS70534	Reverse stagger a	arm Slight																																						
27 Euston Rd / Pancras Rd	Before J After	14FK40081	Other	Serious 09CW1217 Slight 14EK4053	1 Unknown	n Slight	:	Reverse stagger a	arm Serious	10CW10638	Other	Sligh	10CW11509	Othe	r Sligh	10CW11966	Othe Othe	er S	Slight 10	CW12819 R	everse stagger a	rm Slight																									
32 Holloway Rd / Sandridge St	Before J After	09EO40415 13EO40498	Other Other	Slight 10EO4007 Slight 14EO4005	3 Other	Slight			Serious																																						
33 Holloway Rd / Tufnell Park Rd - traffic island	Before J After	09EO40426 13EO40491	Other Other	Slight 10EO4035 Slight 14EO4041	Reverse stagg Unknown			Other Unknown	Serious Slight	11EO40451	Other	Sligh	11EO40825	Reverse stag	ger arm Sligt	12EO40081	Unkno	own S	Slight																												
34 Jamaica Rd Abbey S	Before J After	12MM70920	Forward stagger arm	Slight 13MM7088 Slight 11MM7027	3 Forward stagg	er arm Slight																																									
36 Jamaica Rd Bevington St St James's Rd	Before After	10MM70608 12MM71053	Unknown Forward stagger arm	Slight 11MM7027 Serious	0 Unknowr	n Slight	1																																								
37 Jamaica Rd / Rotherhithe Tunne Rdbt - traffic island west	After																																														
38 Jamaica Rd / Tooley St / Shad Thames	After	10MM70162	Other	Slight 12MM7001	2 Unknowr	n Slight	1																																								
39 Jamaica Rd / West Ln / Southwark Pk Rd	Before J After	11MM70852 12MM70644	Reverse stagger arm Other	Slight Slight																																											

Reviewed Set 3 Collision Categorisation





Appendix F

Statistical Significance Tests

All Sites

			Me	ean			
			Before	After	T-Value	P-Value	Significant
	Cliabto	All	9.071	9.457	0.757	0.451	No
	Slights	Pedestrian	2.029	2.300	1.042	0.301	No
Raw data before	Total	All	10.629	10.271	-0.638	0.525	No
and after	IUlai	Pedestrian	2.643	2.571	-0.275	0.784	No
	KSI	All	1.557	0.814	-3.218	0.002	Yes
	KOI	Pedestrian	0.614	0.271	-3.191	0.002	Yes
	Slights	All	8.471	9.071	1.090	0.279	No
Raw data 'before'	Silgilis	Pedestrian	1.943	2.029	0.350	0.727	No
after, 6 to 3 years	Total	All	#REF!	10.629	0.870	0.387	No
before	IUlai	Pedestrian	2.600	2.643	0.153	0.879	No
belole	KSI	All	1.600	1.557	-0.209	0.835	No
	Noi	Pedestrian	0.657	0.614	-0.382	0.704	No
	Slights	All	8.329	8.729	0.850	0.398	No
	Silgilis	Pedestrian	1.986	2.129	0.549	0.585	No
Reviewed set 1	Total	All	9.814	9.514	-0.575	0.567	No
before and after	IUlai	Pedestrian	2.571	2.400	-0.650	0.518	No
	KSI	All	1.486	0.786	-3.097	0.003	Yes
	Noi	Pedestrian	0.571	0.271	-2.872	0.005	Yes
	Cliabto	All	8.229	8.629	0.856	0.395	No
	Slights	Pedestrian	1.886	2.029	0.549	0.585	No
Reviewed set 2	Total	All	9.700	9.414	-0.554	0.582	No
before and after	iulai	Pedestrian	2.464	2.319	-0.600	0.550	No
	KSI	All	1.486	0.786	-3.057	0.003	Yes
	NOI	Pedestrian	1.145	0.536	-2.872	0.005	Yes

Ped Collisions in the Vicinity of Reverse Staggered Crossings

		Me	Mean			
ı		Before	After	T-Value	P-Value	Significant
-	Slights	1.324	1.279	0.000	1.000	No
I	Total	1.779	1.441	-1.305	0.200	No
	KSI	0.456	0.162	-3.153	0.003	Yes

Ped Collisions in the Vicinity of Forward Staggered Crossings

	Mean				
	Before	After	T-Value	P-Value	Significant
Slights	1.436	1.128	-1.623	0.117	No
Total	1.015	0.746	-2.142	0.042	Yes
KSI	0.179	0.090	-1.363	0.185	No





Appendix G

Site Details

Site Details

	Site Details							
Site No.	Location	Туре	Date PGR Removed	No. R/S crossings	No. F/S crossings	Sides of junction PGR removed from	PGR retained on arm	Ped movements potentially unaffected
1	Archway Rd / Archway Gyratory – north arm of gyratory	J	01/04/12	1	0	All		
2	Bassborough Gardens / Grosvenor Rd	J	20/03/12	4	0	All		
3	Battersea Park Rd / Queenstown Rd	J	16/02/12	0	0	All		
4	Blackfriars Rd / Southwark St	J	03/04/12	1	2	All		
5 6	Borough High St / Marshalsea Rd	J	01/08/11 02/02/12	0	1	All		
7	Bow Rd / Alfred St – to the east of the junction Bow Rd / Fairfield Rd	J	19/07/12	0	1	East and west sides		East/west on south arm
8	Bromley Rd / Catford Rd	J	20/02/12	0	1	All		Last west on south ann
9	Bromley Rd / Sangley Rd	J	20/02/12	0	1	All		
10	Brompton Rd / Beauchamp Place	J	18/01/12	0	1	North east side		East/west and north/south on west arm
11	Brompton Rd / Brompton Place	SAC	18/01/12	0	1			
12	Brompton Rd / Hans Crescent	SAC	28/02/12	1	0			
13	Brompton Rd to the west of Lancelot Place	SAC	28/02/12	0	1			
14	Burdett Rd / Ackroyd Drive	SAC	30/04/12	0	1	Also removed from sides		
15	Burdett Rd / Bow Common Lane	J	30/04/12	2	0	All		
16	Burdett Rd / St Pauls Way	J	30/04/12	1	1	All		
17	Burdett Rd / Thomas Rd	SAC	30/04/12	1	0	A.II		
18 19	Camden Rd / Caledonian Rd	J	25/09/12	0	0	All		
20	Clapton Common bet Braydon Rd & Portland Ave Clapton Common bet Osbaldeston Rd & Oldhill St	SAC	24/02/12 24/02/12	0	1	Also removed from sides		
21	Cromwell Rd / Collingham Rd	J	18/01/12	1	0	All		
22	Cromwell Rd / Gloucester Rd	J	18/01/12	0	0	All		
23	Cromwell Rd / Knaresborough Place	J	17/01/12	1	0	East side		North/south on west arm and and east/west on south
	-							side
24	Cromwell Rd / Marloes Rd	J	17/01/12	1	0	West and east side		East/west on North arm
25	Cromwell Rd / Queens Gate	J	18/01/12	4	0	All		
26	Euston Rd / Dukes Rd Churchway	J	22/01/12	0	0	All		
27	Euston Rd / Pancras Rd	J	19/01/12	1	0	All		
28	Hampstead Rd o/s BP station - ped refuge	SAC	06/01/12 01/04/12	0	0	Also from north side All		
30	Highbury Corner / Canonbury Rd Highbury Corner / St Pauls Rd	J	01/04/12	0	0	All		
31	Holloway Rd / Loraine Rd	SAC	01/04/12	1	0	All		
32	Holloway Rd / Sandridge St	J	01/04/12	1	0	All		
33	Holloway Rd / Tufnell Park Rd - traffic island	J	01/04/12	1	0	All		
34	Jamaica Rd / Abbey St	J	02/03/12	1	1	All		
35	Jamaica Rd / Bermondsey LU Station	SAC	02/03/12	0	1	Also removed from sides		
36	Jamaica Rd / Bevington St / St James's Rd	J	02/03/12	1	2	All		
37	Jamaica Rd / Rotherhithe Tunnel Rdbt - traffic island west	J	02/03/12	0	1	Crossing and west side	East arm	North/south on east arm
38	Jamaica Rd / Tooley St / Shad Thames	J	02/03/12	2	0	All		
39	Jamaica Rd / West Ln / Southwark Pk Rd	J	02/03/12	1	0	All		
40	Kentish Town Rd / Camden Rd	J	22/01/12	0	0	All		
41	Kenworthy Rd / Wick Rd	J	05/03/12	2	0	All All		
42	London Bridge / Duke St Hill Lower Clapton Rd / Urswick Rd	J	01/08/11 24/02/12	0	1	All		
44	Ludgate Circus	J	20/02/12	2	0	North and south sides		North/south on east and west arms
45	Mansell St / Goodman's Yard	.J	01/03/12	0	0	All		North south on east and west arms
46	Marlybone Rd / Baker St	J	01/09/11	2	0	All		
47	New Kent Rd to the middle east of Balfour St	SAC	19/06/12	0	1			
48	Nine Elms Lane southwest of Cringle St	SAC	16/02/12	0	1			
49	Nine Elms Lane / Kirtling St	J	16/02/12	1	1	All		
50	Nine Elms Lane / Wandsworth Rd	J	16/02/12	0	1	South and west sides		East/west on North arm and north/south on east arm
51	Old Kent Rd / Dunton Rd	J	18/09/12	1	0	All		
52	Old Kent Rd / Hendre Rd	J	17/09/12	0	1	All		
53	Old Kent Rd / Humphrey Str / Albany Rd	J	18/09/12	2	2	All		
54 55	Old Kent Rd / Ilderton Rd Old Kent Rd / Malt St	J	18/09/12 17/09/12	2	0	All All		
56	Old Kent Rd / Mait St Old Kent Rd / Olmar St	J	17/09/12	2	0	All		
57	Old Kent Rd / Peckham Park Rd	J	15/09/12	1	0	All		
58	Old Kent Rd / Peckhain Paik Rd	J	17/09/12	2	0	All		
59	Old Str / Vince Str	SAC	06/06/12	1	0			
60	Poynders Rd / Cavendish Rd	J	25/02/12	0	0	All		
61	Seven Sisters Rd / Blackstock Rd	J	25/09/12	0	1	East side	West arm	North/south on West arm
62	Seven Sisters Rd / Green Lanes Rd	J	14/06/12	2	2	All		
63	Seven Sisters Rd / Isledon Rd	J	20/09/12	1	0	All		
64	Shoreditch High St / Great Eastern St	J	08/06/12	4	0	All		
65	St George's Rd / Lambeth Rd	J	03/04/12	0	0	All		
66	St John's Way / Archway Gyratory – east arm of gyratory	J	01/04/12	0	0	All		
67	Stamford Hill / Clapton Common	J	08/06/12	1	0	All		
68	Stamford Hill to the north of Windus Rd - o/s Morrisons	SAC	08/06/12	1	0	All		
69 70	Vauxhall Bridge Rd / Warwick Way Wick Rd/ Cadogan Terrace	J	20/03/12 05/03/12	0	0	All		
70	Wick Itu/ Caudyan Tenace	J	00/00/12		' '	All All		
		.l=.lunct	Totals	58	32			

J=Junction
SAC=Stand alone crossing
R/S=Reverse stgger
F/S=Forward stagger