

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:



Transport for London

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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 injured (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.

☑ = indicates the change is statistically significant

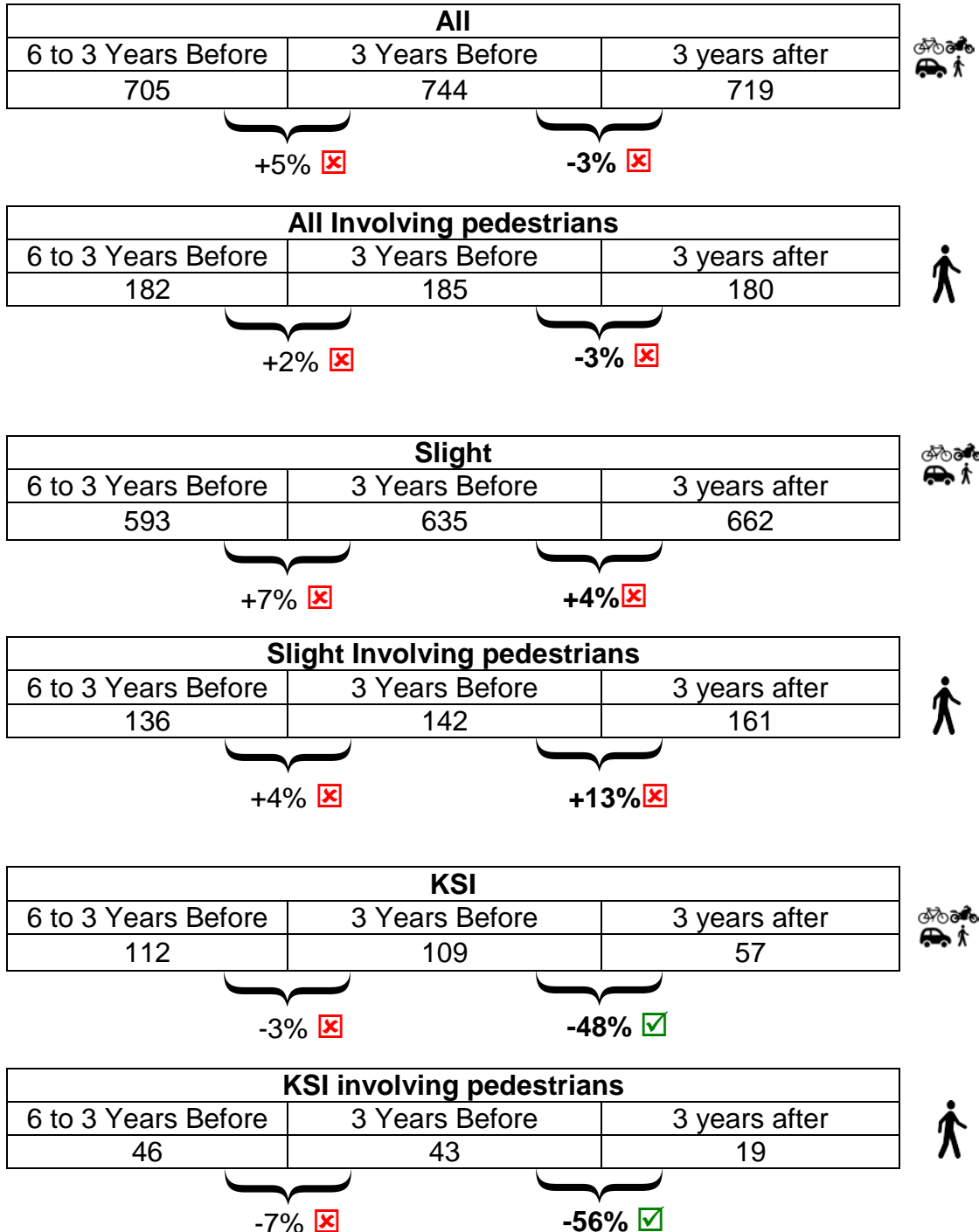
☒ = indicates the change is *not* statistically significant

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.


| All | | |
|---------------------|----------------|---------------|
| 6 to 3 Years Before | 3 Years Before | 3 years after |
| 19848 | 21374 | 21899 |
| +8% | | +2% |




| All Involving pedestrians | | |
|---------------------------|----------------|---------------|
| 6 to 3 Years Before | 3 Years Before | 3 years after |
| 3129 | 3320 | 3409 |
| +6% | | +3% |




| Slight | | |
|---------------------|----------------|---------------|
| 6 to 3 Years Before | 3 Years Before | 3 years after |
| 16979 | 18820 | 19831 |
| +11% | | +5% |




| Slight Involving pedestrians | | |
|------------------------------|----------------|---------------|
| 6 to 3 Years Before | 3 Years Before | 3 years after |
| 2237 | 2543 | 2744 |
| +14% | | +8% |



| KSI | | |
|---------------------|----------------|---------------|
| 6 to 3 Years Before | 3 Years Before | 3 years after |
| 2869 | 2554 | 2068 |
| -11% | | -19% |



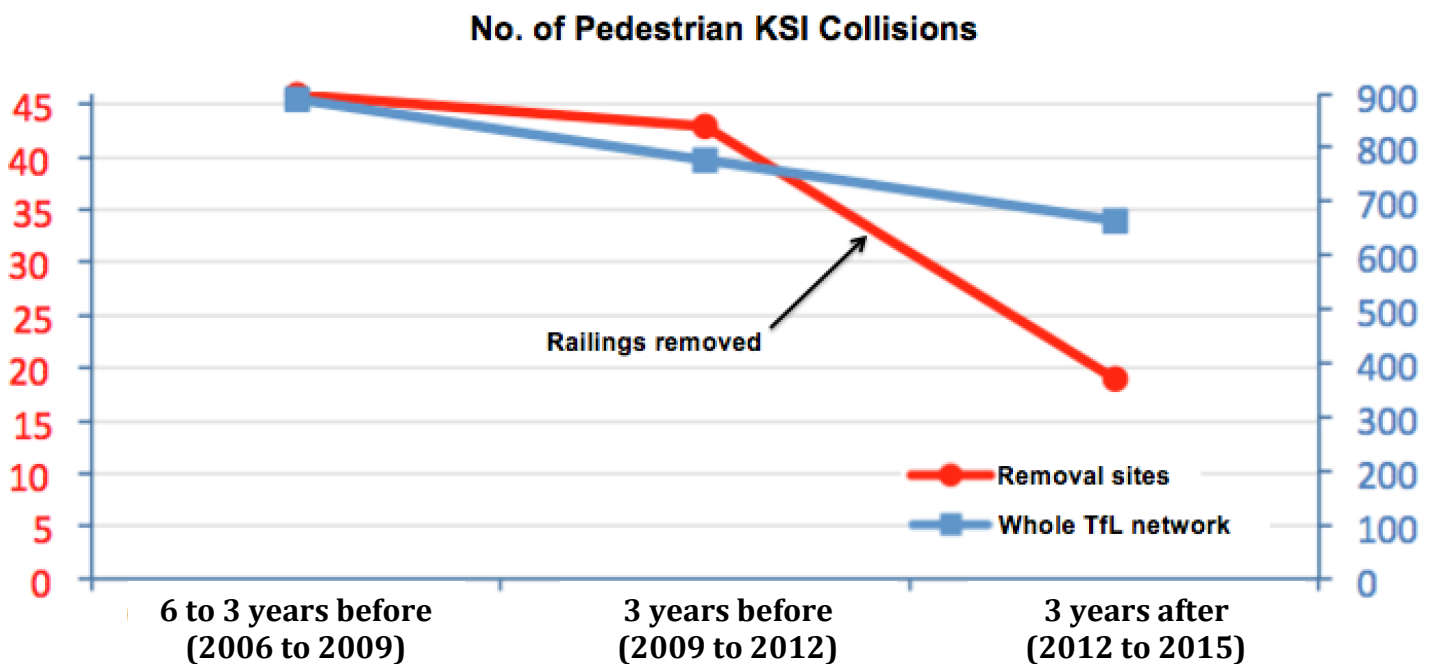
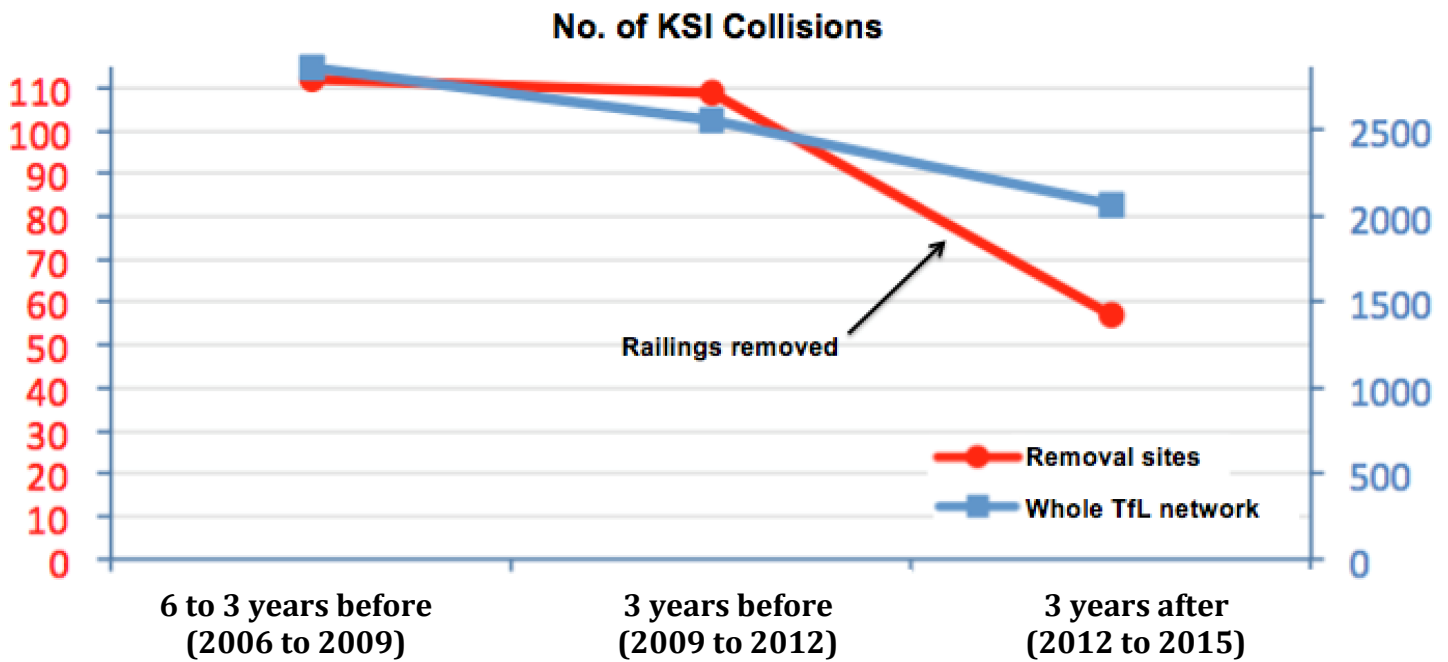
| KSI Involving pedestrians | | |
|---------------------------|----------------|---------------|
| 6 to 3 Years Before | 3 Years Before | 3 years after |
| 892 | 777 | 665 |
| -13% | | -14% |



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.



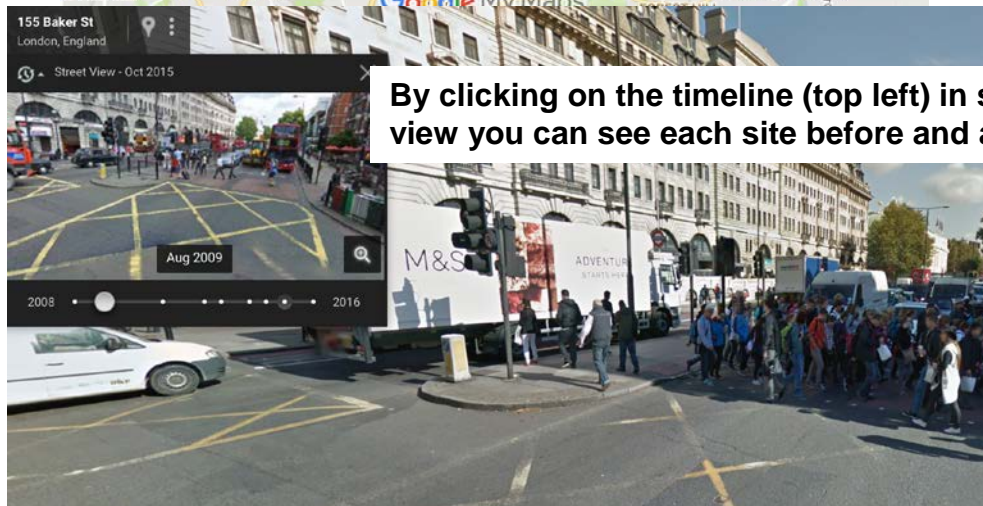
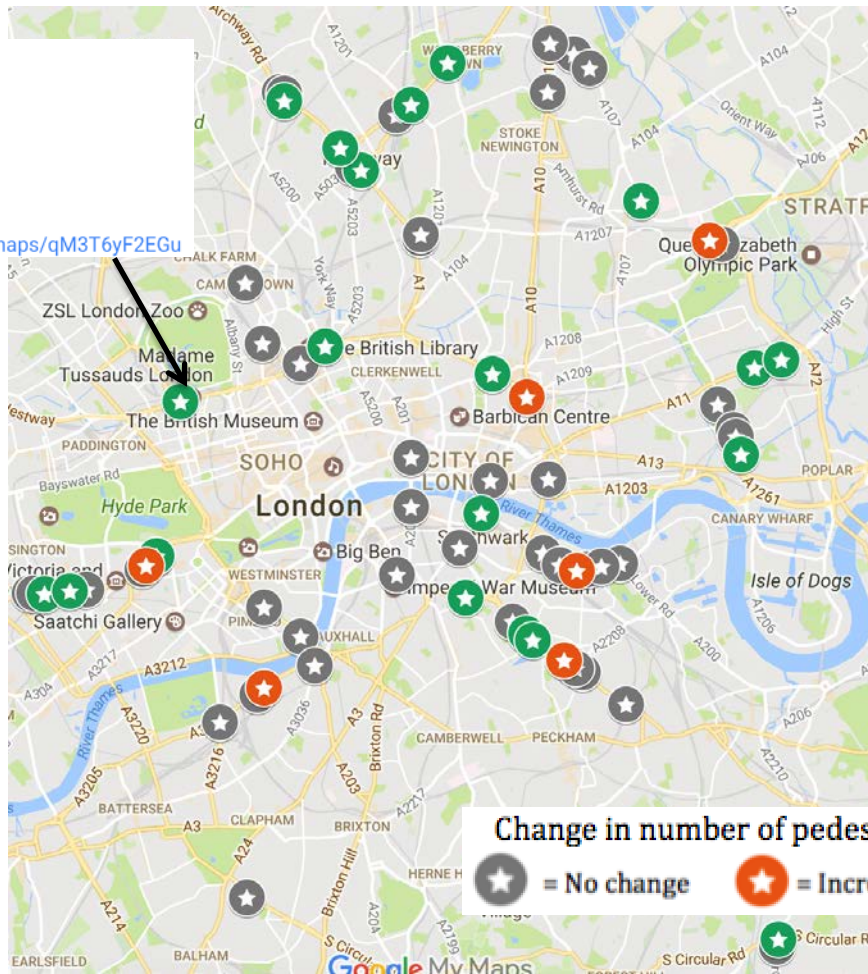
Although there has been a slight downward trend in KSI collisions on the whole TfL network and historically at the study sites, the graphs show that there was a much larger significant downward shift in the number of collisions after railings were removed at the study sites.

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.

-1

description
Removal date 01/09/11
Site 46
KSI: Before 2, After 1
Street view: <https://goo.gl/maps/qM3T6yF2EGu>



By clicking on the timeline (top left) in street view you can see each site before and after.

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) | 26 | 33 | 59 | 4 | 10 | 14 |
| Collisions with extenuating circumstances. Examples include drunk drivers and scaffolding falling from a building | 4 | 3 | 7 | 2 | 2 | 4 |
| Passengers falling over on buses (code C001) | 27 | 18 | 45 | | | |
| Total | 58 | 53 | 111 | 6 | 12 | 18 |

| All | | |
|----------------|---------------|---|
| 3 Years Before | 3 Years After | % change |
| 687 | 666 | -3% <input checked="" type="checkbox"/> |




| All involving pedestrians | | |
|---------------------------|---------------|---|
| 3 Years Before | 3 Years After | % change |
| 180 | 168 | -7% <input checked="" type="checkbox"/> |




| Slight | | |
|----------------|---------------|---|
| 3 Years Before | 3 Years After | % change |
| 583 | 611 | +5% <input checked="" type="checkbox"/> |




| Slight involving pedestrians | | |
|------------------------------|---------------|---|
| 3 Years Before | 3 Years After | % change |
| 139 | 149 | +7% <input checked="" type="checkbox"/> |



| KSI | | |
|----------------|---------------|--|
| 3 Years Before | 3 Years After | % change |
| 104 | 55 | -47% <input checked="" type="checkbox"/> |



| KSI involving pedestrians | | |
|---------------------------|---------------|--|
| 3 Years Before | 3 Years After | % change |
| 41 | 19 | -54% <input checked="" type="checkbox"/> |



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% | |

| All involving pedestrians | | | |
|----------------------------------|---------------|----------|--|
| 3 Years Before | 3 Years After | % change | |
| 172 | 161 | -6% | |

| Slight | | | |
|----------------|---------------|----------|--|
| 3 Years Before | 3 Years After | % change | |
| 576 | 604 | +5% | |

| 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

Example of a reverse staggered crossing




Example of a forward staggered crossing





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:

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Appendix A

Removal Sites Collision Summary –

3 Years Before and After
6 to 3 Years before

3 Years Before and After Collision Data

| Site No. | Location | Type | No. R/S crossings | No. F/S crossings | Raw Data | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------|--|------|-------------------|-------------------|----------------|---------|-------|-------|-----------|--------|---------|-------|-------|-----------|------------|---------|-------|-------|-----------|----------------------------|---------|-------|-------|-----------|--------|---------|-------|-------|-----------|------------|---------|-------|-------|-----------|---|
| | | | | | All Collisions | | | | | | | | | | | | | | | Just Pedestrian Collisions | | | | | | | | | | | | | | | |
| | | | | | Before | | | | | After | | | | | Difference | | | | | Before | | | | | After | | | | | Difference | | | | | |
| | | | | | Slight | Serious | Fatal | Total | KSI total | Slight | Serious | Fatal | Total | KSI total | Slight | Serious | Fatal | Total | KSI total | 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 | 8 | 0 | 0 | 8 | 0 | 4 | 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 | 24 | 2 | 26 | 2 | 0 | 28 | 2 | 4 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 2 | 1 | 3 | 1 | 0 | 4 | 1 | 2 | 0 | 0 | 2 | 0 | |
| 3 | Battersea Park Rd / Queenstown Rd | J | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 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 | -3 | -2 | 3 | 1 | 0 | 4 | 1 | 2 | 1 | 0 | 3 | 1 | -1 | 0 | 0 | -1 | 0 | |
| 5 | Borough High St / Marshalsea Rd | J | 1 | 2 | 6 | 2 | 0 | 8 | 2 | 14 | 1 | 0 | 15 | 1 | 8 | -1 | 0 | 7 | -1 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 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 | 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 | 18 | 4 | 10 | 1 | 0 | 11 | 1 | -4 | -3 | 0 | -7 | -3 | 5 | 2 | 0 | 7 | 2 | 3 | 1 | 0 | 4 | 1 | -2 | -1 | 0 | -3 | -1 | |
| 8 | Bromley Rd / Catford Rd | J | 0 | 1 | 6 | 2 | 0 | 8 | 2 | 6 | 0 | 0 | 6 | 0 | 0 | -2 | 0 | -2 | -2 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 0 | 2 | -1 | 0 | 1 | -1 | |
| 9 | Bromley Rd / Sangley Rd | J | 0 | 1 | 3 | 0 | 0 | 3 | 0 | 9 | 0 | 0 | 9 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | |
| 10 | Brompton Rd / Beauchamp Place | J | 0 | 1 | 6 | 0 | 0 | 6 | 0 | 5 | 0 | 0 | 5 | 0 | -1 | 0 | 0 | -1 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | -1 | 0 | 0 | -1 | 0 | |
| 11 | Brompton Rd / Brompton Place | SAC | 0 | 1 | 7 | 0 | 0 | 7 | 0 | 5 | 1 | 0 | 6 | 1 | -2 | 1 | 0 | -1 | 1 | 4 | 0 | 0 | 4 | 0 | 3 | 1 | 0 | 4 | 1 | -1 | 1 | 0 | 0 | 1 | |
| 12 | Brompton Rd / Hans Crescent | SAC | 1 | 0 | 7 | 2 | 0 | 9 | 2 | 2 | 1 | 0 | 3 | 1 | -5 | -1 | 0 | -6 | -1 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | -2 | -1 | 0 | -3 | -1 | |
| 13 | Brompton Rd to the west of Lancelot Place | SAC | 0 | 1 | 7 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 0 | -5 | 0 | 0 | -5 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | |
| 14 | Burdett Rd / Ackroyd Drive | SAC | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | -1 | 0 | 0 | -1 | 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 | 8 | 1 | 9 | 0 | 0 | 9 | 0 | 2 | -1 | 0 | 1 | -1 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | |
| 16 | Burdett Rd / St Pauls Way | J | 1 | 1 | 18 | 0 | 0 | 18 | 0 | 25 | 1 | 0 | 26 | 1 | 7 | 1 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | |
| 17 | Burdett Rd / Thomas Rd | SAC | 1 | 0 | 5 | 2 | 0 | 7 | 2 | 8 | 0 | 0 | 8 | 0 | 3 | -2 | 0 | 1 | -2 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | -1 | 0 | -1 | -1 | |
| 18 | Camden Rd / Caledonian Rd | J | 0 | 0 | 6 | 1 | 0 | 7 | 1 | 3 | 0 | 0 | 3 | 0 | -3 | -1 | 0 | -4 | -1 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | -1 | 0 | 0 | -1 | 0 | |
| 19 | Clapton Common bet Braydon Rd & Portland Ave | SAC | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 7 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | -1 | 0 | |
| 20 | Clapton Common bet Osbaldeston Rd & Oldhill St | SAC | 0 | 1 | 6 | 1 | 0 | 7 | 1 | 6 | 0 | 0 | 6 | 0 | 0 | -1 | 0 | -1 | -1 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | -3 | 0 | 0 | -3 | 0 | |
| 21 | Cromwell Rd / Collingham Rd | J | 1 | 0 | 3 | 1 | 0 | 4 | 1 | 4 | 0 | 0 | 4 | 0 | -1 | 0 | 0 | -1 | 1 | 1 | 0 | 2 | 1 | 3 | 0 | 0 | 3 | 0 | 2 | -1 | 0 | 1 | -1 | -1 | |
| 22 | Cromwell Rd / Gloucester Rd | J | 0 | 0 | 13 | 2 | 0 | 15 | 2 | 13 | 0 | 0 | 13 | 0 | -2 | 0 | -2 | -2 | 2 | 1 | 0 | 3 | 1 | 11 | 0 | 0 | 11 | 0 | 9 | -1 | 0 | 8 | -1 | | |
| 23 | Cromwell Rd / Knarsborough Place | J | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | |
| 24 | Cromwell Rd / Marloes Rd | J | 1 | 0 | 5 | 1 | 0 | 6 | 1 | 0 | 1 | 0 | 1 | 1 | -5 | 0 | 0 | -5 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 1 | 0 | 1 | 1 | -2 | 0 | 0 | -2 | 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 | 0 | |
| 26 | Euston Rd / Dukes Rd Churchway | J | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 6 | 0 | 1 | 7 | 1 | -3 | 0 | 1 | -2 | 1 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | -1 | 0 | 0 | -1 | 0 | |
| 27 | Euston Rd / Pancras Rd | J | 1 | 0 | 23 | 4 | 0 | 27 | 4 | 8 | 0 | 0 | 8 | 0 | -15 | -4 | 0 | -19 | -4 | 5 | 2 | 0 | 7 | 2 | 2 | 0 | 0 | 2 | 0 | -3 | -2 | 0 | -5 | -2 | |
| 28 | Hampstead Rd o/s BP station - ped refuge | SAC | 1 | 0 | 4 | 1 | 0 | 5 | 1 | 1 | 0 | 0 | 1 | 0 | -3 | -1 | 0 | -4 | -1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | -1 | 0 | | |
| 29 | Highbury Corner / Canonbury Rd | J | 0 | 0 | 3 | 0 | 0 | 3 | 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 | 0 | 0 |
| 30 | Highbury Corner / St Pauls Rd | J | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 5 | 0 | 0 | 5 | 0 | -2 | 0 | 0 | -2 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | -3 | 0 | 0 | -3 | 0 | |
| 31 | Holloway Rd / Loraine Rd | SAC | 1 | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | -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 | -2 | |
| 33 | Holloway Rd / Tufnell Park Rd - traffic island | J | 1 | 0 | 10 | 1 | 0 | 11 | 1 | 9 | 0 | 0 | 9 | 0 | -1 | -1 | 0 | -2 | -1 | 5 | 1 | 0 | 6 | 1 | 3 | 0 | 0 | 3 | 0 | -2 | -1 | 0 | -3 | -1 | |
| 34 | Jamaica Rd / Abbey St | J | 1 | 1 | 5 | 2 | 0 | 7 | 2 | 8 | 1 | 0 | 9 | 1 | 3 | -1 | 0 | 2 | -1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | |
| 35 | Jamaica Rd / Bermondsey LU Station | SAC | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | -1 | 0 | |
| 36 | Jamaica Rd / Bevington St / St James's Rd | J | 1 | 2 | 10 | 1 | 0 | 11 | 1 | 6 | 2 | 0 | 8 | 2 | -4 | 1 | 0 | -3 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | -2 | 1 | 0 | -1 | 1 | |
| 37 | Jamaica Rd / Rotherhithe Tunnel Rdbt - traffic island west | J | 0 | 1 | 12 | 1 | 0 | 13 | 1 | 8 | 0 | 0 | 8 | 0 | -4 | -1 | 0 | -5 | -1 | 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 | 4 | 1 | 1 | 6 | 2 | 1 | 2 | 0 | 3 | 2 | -3 | 1 | -1 | -3 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | -2 | 0 | 0 | |
| 39 | Jamaica Rd / West Ln / Southwark Pk Rd | J | 1 | 0 | 4 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40 | Kentish Town Rd / Camden Rd | J | 0 | 0 | 27 | 3 | 0 | 30 | 3 | 20 | 3 | 0 | 23 | 3 | -7 | 0 | 0 | -7 | 0 | 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 | 4 | 0 | 6 | 1 | 0 | 7 | 1 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | |
| 42 | London Bridge / Duke St Hill | J | 2 | 0 | 15 | 4 | 1 | 20 | 5 | 14 | 2 | 0 | 16 | 2 | -1 | -2 | -1 | -4 | -3 | 4 | 2 | 1 | 7 | 3 | 7 | 0 | 0 | 7 | 0 | 3 | -2 | -1 | 0 | -3 | |
| 43 | Lower Clapton Rd / Urswick Rd | J | 0 | 1 | 5 | 3 | 1 | 9 | 4 | 5 | 3 | 0 | 8 | 3 | 0 | 0 | -1 | -1 | -1 | 0 | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | -1 | 0 | -1 | |
| 44 | Ludgate Circus | J | 2 | 0 | 24 | 2 | 0 | 26 | 2 | 30 | 4 | 2 | 36 | 6 | 6 | 2 | 2 | 10 | 4 | 5 | 0 | 0 | 5 | 0 | 9 | 0 | 0 | 9 | 0 | 4 | 0 | 0 | 4 | 0 | |
| 45 | Mansell St / Goodman's Yard | J | 0 | 0 | 5 | 0 | 0 | 5 | 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 | Marilybone Rd / Baker St | J | 2 | 0 | 16 | 4 | 0 | 20 | 4 | 23 | 2 | 0 | 25 | 2 | 7 | -2 | 0 | 5 | -2 | 5 | 2 | 0 | 7 | 2 | 8 | 1 | 0 | 9 | 1 | 3 | -1 | 0 | 2 | -1 | |
| 47 | New Kent Rd to the middle east of Balfour St | SAC | 0 | 1 | 6 | 1 | 1 | 8 | 2 | 10 | 0 | 0 | 10 | 0 | 4 | -1 | -1 | 2 | -2 | 2 | 1 | 0 | 3 | 1 | 2 | 0 | 0 | 2 | 0 | -1 | 0 | -1 | -1 | | |
| 48 | Nine Elms Lane southwest of Cringle St | SAC | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 1 | 3 | 0 | 4 | 3 | -1 | 3 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | |
| 49 | Nine Elms Lane / Kirtling St | J | 1 | 1 | 4 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 0 | -1 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 50 | Nine Elms Lane / Wandsworth Rd | J | 0 | 1 | 10 | 1 | 0 | 11 | 1 | 15 | 1 | 0 | 16 | 1 | 5 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | -1 | 0 | 0 | -1 | 0 | |
| 51 | Old Kent Rd / Dunton Rd | J | 1 | 0 | 9 | 5 | 0 | 14 | 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 | Old Kent Rd / Hendre Rd | J | 0 | 1 | 9 | 1 | 0 | 10 | 1 | 9 | 0 | 0 | 9 | 0 | 0 | -1 | 0 | -1 | -1 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | -2 | 0 | 0 | -2 | 0 | |
| 53 | Old Kent Rd / Humphrey Str / Albany Rd | J | 2 | 2 | 15 | 2 | 0 | 17 | 2 | 14 | 0 | 1 | 15 | 1 | -1 | -2 | 1 | -2 | -1 | 4 | 1 | 0 | 5 | 1 | 2 | 0 | 0 | 2 | 0 | -2 | -1 | 0 | -3 | -1 | |
| 54 | Old Kent Rd / Ilderton Rd | J | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

6-3 Years Before Removal Collision Data

| Site No. | Location | Type | No. R/S crossings | No. F/S crossings | Raw Data | | | | | | | | | |
|----------|--|------|-------------------|-------------------|----------------|---------|-------|-------|-----------|----------------------------|---------|-------|-------|-----------|
| | | | | | All Collisions | | | | | Just Pedestrian Collisions | | | | |
| | | | | | Slight | Serious | Fatal | Total | KSI total | Slight | Serious | Fatal | Total | KSI total |
| 1 | Archway Rd / Archway Gyrotory – north arm of gyrotory | 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 | J | 0 | 0 | 12 | 1 | 0 | 13 | 1 | 3 | 1 | 0 | 4 | 1 |
| 4 | Blackfriars Rd / Southwark St | J | 1 | 2 | 10 | 1 | 0 | 11 | 1 | 2 | 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 | Brompton Rd / Beauchamp Place | J | 0 | 1 | 8 | 1 | 0 | 9 | 1 | 3 | 1 | 0 | 4 | 1 |
| 11 | Brompton Rd / Brompton Place | SAC | 0 | 1 | 4 | 0 | 0 | 4 | 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 | Camden Rd / Caledonian Rd | J | 0 | 0 | 3 | 1 | 0 | 4 | 1 | 0 | 1 | 0 | 1 | 1 |
| 19 | Clapton Common bet Braydon Rd & Portland Ave | SAC | 0 | 1 | 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 | Cromwell Rd / Queens Gate | J | 4 | 0 | 9 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 2 | 0 |
| 26 | Euston Rd / Dukes Rd Churchway | J | 0 | 0 | 8 | 2 | 0 | 10 | 2 | 1 | 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 | 1 | 3 | 0 | 0 | 3 | 0 |
| 33 | Holloway Rd / Tufnell Park Rd - traffic island | J | 1 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 34 | Jamaica Rd / Abbey St | J | 1 | 1 | 7 | 1 | 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 | Kentish Town Rd / Camden Rd | J | 0 | 0 | 23 | 6 | 0 | 29 | 6 | 9 | 5 | 0 | 14 | 5 |
| 41 | Kenworthy Rd / Wick Rd | J | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 |
| 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 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 0 |
| 48 | Nine Elms Lane southwest of Cringle St | SAC | 0 | 1 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| 49 | 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 | Old Kent Rd / Mait St | J | 2 | 0 | 8 | 2 | 0 | 10 | 2 | 1 | 1 | 0 | 2 | 1 |
| 56 | Old Kent Rd / Olmar St | J | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 57 | 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 |
| 63 | Seven Sisters Rd / Isledon Rd | J | 1 | 0 | 8 | 3 | 0 | 11 | 3 | 2 | 2 | 0 | 4 | 2 |
| 64 | Shoreditch High St / Great Eastern St | J | 4 | 0 | 21 | 3 | 0 | 24 | 3 | 2 | 1 | 0 | 3 | 1 |
| 65 | St George's Rd / Lambeth Rd | J | 0 | 0 | 2 | 1 | 1 | 4 | 2 | 0 | 0 | 1 | 1 | 1 |
| 66 | St John's Way / Archway Gyrotory – east arm of gyrotory | J | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 |
| 67 | Stamford Hill / Clapton Common | J | 1 | 0 | 20 | 2 | 1 | 23 | 3 | 8 | 2 | 0 | 10 | 2 |
| 68 | Stamford Hill to the north of Windus Rd - o/s Morrisons | SAC | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 |
| 69 | Vauxhall Bridge Rd / Warwick Way | J | 0 | 0 | 10 | 0 | 1 | 11 | 1 | 1 | 0 | 1 | 2 | 1 |
| 70 | Wick Rd/ Cadogan Terrace | J | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | 58 | 32 | 593 | 107 | 5 | 705 | 112 | 136 | 42 | 4 | 182 | 46 |

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

Appendix C

Reviewed Set 1 –

Collision Summary Omitted Collisions

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

Table with columns: Site No., Location, Type, No. R/S crossings, No. F/S crossings. Lists 70 sites with their respective details.

Table titled 'All collisions' with columns: Before (Slight, Serious, Fatal, Total, KSI total), After (Slight, Serious, Fatal, Total, KSI total), Difference (Slight, Serious, Fatal, Total, KSI total). Shows data for 70 sites.

Table titled 'Pedestrian collisions' with columns: Before (Slight, Serious, Fatal, Total, KSI total), After (Slight, Serious, Fatal, Total, KSI total), Difference (Slight, Serious, Fatal, Total, KSI total). Shows data for 70 sites.

5% -50% -3% -47%

7% -51% -7% -54%

Appendix D

Reviewed Set 2 –

Collision Summary Omitted Collisions

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

| Site No. | Location | Type | No. R/S crossings | No. F/S crossings |
|----------|--|------|-------------------|-------------------|
| 1 | Archway Rd / Archway Gyratory - north arm of gyratory | J | 1 | 0 |
| 2 | Bassborough Gardens / Grosvenor Rd | J | 4 | 0 |
| 3 | Battersea Park Rd / Queenstown Rd | J | 0 | 0 |
| 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 |
| 12 | Brompton Rd / Hans Crescent | SAC | 1 | 0 |
| 13 | Brompton Rd to the west of Lancelot Place | SAC | 0 | 1 |
| 14 | Burdett Rd / Ackroyd Drive | SAC | 0 | 1 |
| 15 | Burdett Rd / Bow Common Lane | J | 2 | 0 |
| 16 | Burdett Rd / St Pauls Way | J | 1 | 1 |
| 17 | Burdett Rd / Thomas Rd | SAC | 1 | 0 |
| 18 | Camden Rd / Caledonian Rd | J | 0 | 0 |
| 19 | Clapton Common bet Braydon Rd & Portland Ave | SAC | 0 | 1 |
| 20 | Clapton Common bet Osbaldeston Rd & Oldhill St | SAC | 0 | 1 |
| 21 | Cromwell Rd / Collingham Rd | J | 1 | 0 |
| 22 | Cromwell Rd / Gloucester Rd | J | 0 | 0 |
| 23 | Cromwell Rd / Knaresborough Place | J | 1 | 0 |
| 24 | Cromwell Rd / Marloes Rd | J | 1 | 0 |
| 25 | Cromwell Rd / Queens Gate | J | 4 | 0 |
| 26 | Euston Rd / Dukes Rd Churchway | J | 0 | 0 |
| 27 | Euston Rd / Pancras Rd | J | 1 | 0 |
| 28 | Hampstead Rd o/s BP station - ped refuge | SAC | 1 | 0 |
| 29 | Highbury Corner / Canonbury Rd | J | 0 | 0 |
| 30 | Highbury Corner / St Pauls Rd | J | 0 | 0 |
| 31 | Holloway Rd / Loraine Rd | SAC | 1 | 0 |
| 32 | Holloway Rd / Sandridge St | J | 1 | 0 |
| 33 | Holloway Rd / Tufnell Park Rd - traffic island | J | 1 | 0 |
| 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 |
| 38 | Jamaica Rd / Tooley St / Shad Thames | J | 2 | 0 |
| 39 | Jamaica Rd / West Ln / Southwark Pk Rd | J | 1 | 0 |
| 40 | Kentish Town Rd / Camden Rd | J | 0 | 0 |
| 41 | Kenworthy Rd / Wick Rd | J | 0 | 0 |
| 42 | London Bridge / Duke St Hill | J | 2 | 0 |
| 43 | Lower Clapton Rd / Urswick Rd | J | 0 | 1 |
| 44 | Ludgate Circus | J | 2 | 0 |
| 45 | Mansell St / Goodman's Yard | J | 0 | 0 |
| 46 | Marybone Rd / Baker St | J | 2 | 0 |
| 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 |
| 51 | Old Kent Rd / Dunton Rd | J | 1 | 0 |
| 52 | Old Kent Rd / Hendre Rd | J | 0 | 1 |
| 53 | Old Kent Rd / Humphrey Str / Albany Rd | J | 2 | 2 |
| 54 | Old Kent Rd / Ilderton Rd | J | 2 | 0 |
| 55 | Old Kent Rd / Malt St | J | 2 | 0 |
| 56 | Old Kent Rd / Olmar St | J | 2 | 0 |
| 57 | Old Kent Rd / Peckham Park Rd | J | 1 | 0 |
| 58 | Old Kent Rd / St James Rd | J | 2 | 0 |
| 59 | Old Str / Vince Str | SAC | 1 | 0 |
| 60 | Poynders Rd / Cavendish Rd | J | 0 | 0 |
| 61 | Seven Sisters Rd / Blackstock Rd | J | 0 | 1 |
| 62 | Seven Sisters Rd / Green Lanes Rd | J | 2 | 2 |
| 63 | Seven Sisters Rd / Isledon Rd | J | 1 | 0 |
| 64 | Shoreditch High St / Great Eastern St | J | 4 | 0 |
| 65 | St George's Rd / Lambeth Rd | J | 0 | 0 |
| 66 | St John's Way / Archway Gyratory - east arm of gyratory | J | 0 | 0 |
| 67 | Stamford Hill / Clapton Common | J | 1 | 0 |
| 68 | Stamford Hill to the north of Windus Rd - o/s Morrisons | SAC | 1 | 0 |
| 69 | Vauxhall Bridge Rd / Warwick Way | J | 0 | 0 |
| 70 | Wick Rd / Cadogan Terrace | J | 0 | 1 |
| Totals | | | 58 | 32 |

| All collisions | | | | | | | | | | | | | | |
|----------------|---------|-------|-------|-----------|--------|---------|-------|-------|-----------|------------|---------|-------|-------|-----------|
| Before | | | | | After | | | | | Difference | | | | |
| Slight | Serious | Fatal | Total | KSI total | Slight | Serious | Fatal | Total | KSI total | Slight | Serious | Fatal | Total | KSI total |
| 8 | 0 | 0 | 8 | 0 | 4 | 0 | 0 | 4 | 0 | -4 | 0 | 0 | -4 | 0 |
| 21 | 2 | 0 | 23 | 2 | 26 | 2 | 0 | 28 | 2 | 5 | 0 | 0 | 5 | 0 |
| 10 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 3 | 0 | 13 | 3 | 9 | 1 | 0 | 10 | 1 | -1 | -2 | 0 | -3 | -2 |
| 5 | 2 | 0 | 7 | 2 | 13 | 1 | 0 | 14 | 1 | 8 | -1 | 0 | 7 | -1 |
| 13 | 4 | 0 | 17 | 4 | 10 | 2 | 0 | 12 | 2 | -3 | -2 | 0 | -5 | -2 |
| 12 | 3 | 0 | 15 | 3 | 10 | 1 | 0 | 11 | 1 | -2 | -2 | 0 | -4 | -2 |
| 4 | 2 | 0 | 6 | 2 | 5 | 0 | 0 | 5 | 0 | 1 | -2 | 0 | -1 | -2 |
| 3 | 0 | 0 | 3 | 0 | 9 | 0 | 0 | 9 | 0 | 6 | 0 | 0 | 6 | 0 |
| 4 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 0 | -1 | 0 | 0 | -1 | 0 |
| 6 | 0 | 0 | 6 | 0 | 3 | 1 | 0 | 4 | 1 | -3 | 1 | 0 | -2 | 1 |
| 4 | 2 | 0 | 6 | 2 | 3 | 1 | 0 | 3 | 1 | -2 | -1 | 0 | -3 | -1 |
| 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | -1 | 0 |
| 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | -1 | 0 | 0 | -1 | 0 |
| 7 | 1 | 0 | 8 | 1 | 9 | 0 | 0 | 9 | 0 | 2 | -1 | 0 | 1 | -1 |
| 18 | 0 | 0 | 18 | 0 | 25 | 1 | 0 | 26 | 1 | 7 | 1 | 0 | 8 | 1 |
| 5 | 2 | 0 | 7 | 2 | 6 | 0 | 0 | 6 | 0 | 1 | -2 | 0 | -1 | -2 |
| 5 | 1 | 0 | 6 | 1 | 3 | 0 | 0 | 3 | 0 | -2 | -1 | 0 | -3 | -1 |
| 2 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 |
| 5 | 1 | 0 | 6 | 1 | 6 | 0 | 0 | 6 | 0 | 1 | -1 | 0 | 0 | -1 |
| 3 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 2 | 0 | 15 | 2 | 13 | 0 | 0 | 13 | 0 | 0 | -2 | 0 | -2 | -2 |
| 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | -2 | 0 | 0 | -2 | 0 |
| 5 | 1 | 0 | 6 | 1 | 0 | 1 | 0 | 1 | 1 | -5 | 0 | 0 | -5 | 0 |
| 11 | 3 | 0 | 14 | 3 | 9 | 1 | 0 | 10 | 1 | -2 | -2 | 0 | -4 | -2 |
| 9 | 0 | 0 | 9 | 0 | 5 | 0 | 1 | 6 | 1 | -4 | 0 | 1 | -3 | 1 |
| 19 | 4 | 0 | 23 | 4 | 7 | 0 | 0 | 7 | 0 | -12 | -4 | 0 | -16 | -4 |
| 4 | 1 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | -4 | -1 | 0 | -5 | -1 |
| 3 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 0 | 0 | 7 | 0 | 5 | 0 | 0 | 5 | 0 | -2 | 0 | 0 | -2 | 0 |
| 3 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 2 | 0 | 14 | 2 | 9 | 1 | 0 | 10 | 1 | -3 | -1 | 0 | -4 | -1 |
| 10 | 1 | 0 | 11 | 1 | 9 | 0 | 0 | 9 | 0 | -1 | -1 | 0 | -2 | -1 |
| 5 | 2 | 0 | 7 | 2 | 8 | 1 | 0 | 9 | 1 | 3 | -1 | 0 | 2 | -1 |
| 2 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 |
| 10 | 1 | 0 | 11 | 1 | 5 | 2 | 0 | 7 | 2 | -5 | 1 | 0 | -4 | 1 |
| 11 | 1 | 0 | 12 | 1 | 8 | 0 | 0 | 8 | 0 | -3 | -1 | 0 | -4 | -1 |
| 4 | 1 | 1 | 6 | 2 | 1 | 2 | 0 | 3 | 2 | -3 | 1 | -1 | -3 | 0 |
| 4 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 0 |
| 26 | 3 | 0 | 29 | 3 | 19 | 3 | 0 | 22 | 3 | -7 | 0 | 0 | -7 | 0 |
| 4 | 0 | 0 | 4 | 0 | 6 | 1 | 0 | 7 | 1 | 2 | 1 | 0 | 3 | 1 |
| 13 | 4 | 1 | 18 | 5 | 13 | 2 | 0 | 15 | 2 | 0 | -2 | -1 | -3 | -3 |
| 4 | 3 | 1 | 8 | 4 | 5 | 3 | 0 | 8 | 3 | 1 | 0 | -1 | 0 | -1 |
| 20 | 2 | 0 | 22 | 2 | 26 | 4 | 2 | 32 | 6 | 6 | 2 | 2 | 10 | 4 |
| 5 | 0 | 0 | 5 | 0 | 4 | 1 | 0 | 5 | 1 | -1 | 1 | 0 | 0 | 1 |
| 16 | 2 | 0 | 18 | 2 | 22 | 1 | 0 | 23 | 1 | 6 | -1 | 0 | 5 | -1 |
| 4 | 1 | 0 | 5 | 1 | 6 | 0 | 0 | 6 | 0 | 2 | -1 | 0 | 1 | -1 |
| 2 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 2 | -1 | 2 | 0 | 1 | 2 |
| 4 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 0 | -1 | 0 | 0 | -1 | 0 |
| 10 | 1 | 0 | 11 | 1 | 14 | 1 | 0 | 15 | 1 | 4 | 0 | 0 | 4 | 0 |
| 9 | 5 | 0 | 14 | 5 | 16 | 1 | 0 | 17 | 1 | 7 | -4 | 0 | 3 | -4 |
| 9 | 1 | 0 | 10 | 1 | 9 | 0 | 0 | 9 | 0 | 0 | -1 | 0 | -1 | -1 |
| 15 | 2 | 0 | 17 | 2 | 14 | 0 | 1 | 15 | 1 | -1 | -2 | 1 | -2 | -1 |
| 5 | 0 | 0 | 5 | 0 | 9 | 0 | 0 | 9 | 0 | 4 | 0 | 0 | 4 | 0 |
| 4 | 1 | 0 | 5 | 1 | 7 | 2 | 0 | 9 | 2 | 3 | 1 | 0 | 4 | 1 |
| 2 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 0 |
| 3 | 1 | 0 | 4 | 1 | 10 | 0 | 0 | 10 | 0 | 7 | -1 | 0 | 6 | -1 |
| 8 | 3 | 0 | 11 | 3 | 10 | 1 | 0 | 11 | 1 | 2 | -2 | 0 | 0 | -2 |
| 2 | 2 | 0 | 4 | 2 | 4 | 1 | 0 | 5 | 1 | 2 | -1 | 0 | 1 | -1 |
| 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 0 |
| 14 | 6 | 0 | 20 | 6 | 15 | 0 | 0 | 15 | 0 | 1 | -6 | 0 | -5 | -6 |
| 43 | 10 | 0 | 53 | 10 | 53 | 0 | 0 | 53 | 0 | 10 | -10 | 0 | 0 | -10 |
| 8 | 1 | 0 | 9 | 1 | 16 | 2 | 0 | 18 | 2 | 8 | 1 | 0 | 9 | 1 |
| 18 | 2 | 0 | 20 | 2 | 22 | 5 | 0 | 27 | 5 | 4 | 3 | 0 | 7 | 3 |
| 3 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 |
| 3 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 |
| 24 | 6 | 0 | 30 | 6 | 16 | 3 | 0 | 19 | 3 | -8 | -3 | 0 | -11 | -3 |
| 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | 2 | 0 | 13 | 2 | 9 | 0 | 0 | 9 | 0 | -2 | -2 | 0 | -4 | -2 |
| 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |

| Pedestrian collisions | | | | | | | | | | | | | | |
|-----------------------|---------|-------|-------|-----------|--------|---------|-------|-------|-----------|------------|---------|-------|-------|-----------|
| Before | | | | | After | | | | | Difference | | | | |
| Slight | Serious | Fatal | Total | KSI total | Slight | Serious | Fatal | Total | KSI total | Slight | Serious | Fatal | Total | KSI total |
| 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | -1 | 0 | 0 | -1 | 0 |
| 1 | 1 | 0 | 2 | 1 | 3 | 1 | 0 | 4 | 1 | 2 | 0 | 0 | 2 | 0 |
| 2 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 0 |
| 3 | 1 | 0 | 4 | 1 | 2 | 1 | 0 | 3 | 1 | -1 | 0 | 0 | -1 | 0 |
| 4 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2 | 3 | 0 | 5 | 3 | 1 | 0 | 0 | 1 | 0 | -1 | -3 | 0 | -4 | -3 |
| 4 | 1 | 0 | 5 | 1 | 3 | 1 | 0 | 4 | 1 | -1 | 0 | 0 | -1 | 0 |
| 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 0 | 2 | -1 | 0 | 1 | -1 |
| 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 5 | 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 |
| 2 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | -2 | -1 | 0 | -3 | -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 |
| 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 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 |
| 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | -1 | 0 | 0 | -1 | 0 |
| 1 | | | | | | | | | | | | | | |

Omitted Collisions - Set 2

| Site | Location | Before/After | Type | 1 | | 2 | | 3 | | 4 | | 5 | |
|------|--|-----------------|------|------------------------|------------------|------------------------|------------------|------------------------|------------------|------------------------|------------------|-----|----------|
| | | | | 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 / Knarborough 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 removed | | | |
|---------------|---------|-------|-------|
| Slight | Serious | Fatal | Total |
| 1 | 1 | 0 | 2 |
| 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 2 |
| 2 | 0 | 0 | 2 |
| 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 | 0 | 0 | 4 |
| 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

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

| Pedestrian collisions | | | | | | | | | | | | | | | |
|-----------------------|-----------|----------|-----------|-----------|-----------|----------|----------|-----------|-----------|------------|------------|-----------|------------|------------|--|
| Before | | | | | After | | | | | Difference | | | | | |
| Slight | Serious | Fatal | Total | KSI total | Slight | Serious | Fatal | Total | KSI total | Slight | Serious | Fatal | Total | KSI total | |
| 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | -1 | 0 | |
| 1 | 1 | 0 | 2 | 1 | 3 | 1 | 0 | 4 | 1 | 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 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | |
| 2 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | -2 | -1 | 0 | -3 | -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 | |
| 1 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | -1 | 0 | -1 | -1 | |
| 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | -1 | -1 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2 | 1 | 0 | 3 | 1 | 0 | 1 | 0 | 1 | 1 | -2 | 0 | 0 | -2 | 0 | |
| 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | -2 | 0 | 0 | -2 | 0 | |
| 1 | 2 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | -1 | -2 | 0 | -3 | -2 | |
| 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 | 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 | |
| 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 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | -1 | 0 | |
| 4 | 0 | 1 | 5 | 1 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | -1 | -1 | -1 | |
| 1 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 4 | 0 | |
| 4 | 1 | 0 | 5 | 1 | 6 | 0 | 0 | 6 | 0 | 2 | -1 | 0 | 1 | -1 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1 | 2 | 0 | 3 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | -2 | 0 | -2 | -2 | |
| 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 0 | 2 | -1 | 0 | 1 | -1 | |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | |
| 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | -2 | 0 | 0 | -2 | 0 | |
| 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 | |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | |
| 2 | 2 | 0 | 4 | 2 | 1 | 1 | 0 | 2 | 1 | -1 | -1 | 0 | -2 | -1 | |
| 0 | 2 | 0 | 2 | 2 | 3 | 0 | 0 | 3 | 0 | 3 | -2 | 0 | 1 | -2 | |
| 3 | 1 | 0 | 4 | 1 | 1 | 0 | 0 | 1 | 0 | -2 | -1 | 0 | -3 | -1 | |
| 3 | 0 | 0 | 3 | 0 | 4 | 1 | 0 | 5 | 1 | 1 | 1 | 0 | 2 | 1 | |
| 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 | 0 | 0 | 0 | 0 | 0 | |
| 39 | 16 | 1 | 56 | 17 | 39 | 4 | 0 | 43 | 4 | 0 | -12 | -1 | -13 | -13 | |

0% -75% -23% **-76%**

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 |

| Pedestrian collisions | | | | | | | | | | | | | | | |
|-----------------------|---------|-------|-------|-----------|--------|---------|-------|-------|-----------|------------|---------|-------|-------|-----------|--|
| Before | | | | | After | | | | | Difference | | | | | |
| 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 | |
| 32 | 8 | 1 | 41 | 9 | 20 | 3 | 0 | 23 | 3 | -12 | -5 | -1 | -18 | -6 | |

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

Appendix F

Statistical Significance Tests

All Sites

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

Ped Collisions in the Vicinity of Reverse Staggered Crossings

| | Mean | | T-Value | P-Value | Significant |
|---------|--------|-------|---------|---------|-------------|
| | Before | After | | | |
| Slights | 1.324 | 1.279 | 0.000 | 1.000 | No |
| 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 | | T-Value | P-Value | Significant |
|---------|--------|-------|---------|---------|-------------|
| | Before | After | | | |
| 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 No. | Location | Type | 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 Gyrotory – north arm of gyrotory | 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 | Borough High St / Marshalsea Rd | J | 01/08/11 | 1 | 2 | All | | |
| 6 | Bow Rd / Alfred St – to the east of the junction | SAC | 02/02/12 | 0 | 1 | | | |
| 7 | 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 | | |
| 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 | | | |
| 18 | Camden Rd / Caledonian Rd | J | 25/09/12 | 0 | 0 | All | | |
| 19 | Clapton Common bet Braydon Rd & Portland Ave | SAC | 24/02/12 | 0 | 1 | | | |
| 20 | Clapton Common bet Osbaldeston Rd & Oldhill St | SAC | 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 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 | 1 | 0 | Also from north side | | |
| 29 | Highbury Corner / Canonbury Rd | J | 01/04/12 | 0 | 0 | All | | |
| 30 | Highbury Corner / St Pauls Rd | J | 01/04/12 | 0 | 0 | All | | |
| 31 | Holloway Rd / Loraine Rd | SAC | 01/04/12 | 1 | 0 | | | |
| 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 Rd - 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 | 0 | 0 | All | | |
| 42 | London Bridge / Duke St Hill | J | 01/08/11 | 2 | 0 | All | | |
| 43 | Lower Clapton Rd / Urswick Rd | J | 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 | | |
| 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 | Old Kent Rd / Ilderton Rd | J | 18/09/12 | 2 | 0 | All | | |
| 55 | Old Kent Rd / Malt St | J | 17/09/12 | 2 | 0 | All | | |
| 56 | 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 / St James 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 Gyrotory – east arm of gyrotory | 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 | | | |
| 69 | Vauxhall Bridge Rd / Warwick Way | J | 20/03/12 | 0 | 0 | All | | |
| 70 | Wick Rd/ Cadogan Terrace | J | 05/03/12 | 0 | 1 | All | | |
| Totals | | | | 58 | 32 | | | |

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