Appendix 1: R B Greenwich 2014 Casualty Data and Comparisons

Borough Road Safety Plan 2015

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2014 Final data

6 (GREENWICH) JAN 2014 TO DEC 2014

| | | | | | | | Cas | sualties | | | | | |
|---|-------------------|--------|-----------|-------|---------|--------|----------|----------|---------|----------|----------|-------|-----------------|
| | С | HILDRE | EN (< 16) | | | ADULTS | S (> 15) | | | TOTAL (A | LL AGES) | | |
| | FATAL SE | RIOUS | SLIGHT | Total | FATAL S | ERIOUS | SLIGHT | Total | FATAL S | ERIOUS | SLIGHT | Total | % of Total Cas. |
| DRIVERS - Vehicle Type | | | | | | | | | | | | | |
| PEDAL CYCLES | 0 | 0 | 2 | 2 | 0 | 5 | 83 | 88 | 0 | 5 | 88 | 93 | 12.1 |
| POWERED 2 WHEELERS | 0 | 0 | 0 | 0 | 1 | 8 | 81 | 90 | 1 | 8 | 86 | 95 | 12.3 |
| CARS | 0 | 0 | 0 | 0 | 0 | 4 | 289 | 293 | 0 | 4 | 300 | 304 | 39.5 |
| TAXIS | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 4 | 4 | 0.5 |
| PRIVATE HIRE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| BUS OR COACH | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 3 | 3 | 0.4 |
| GOODS VEHICLES | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 0 | 1 | 18 | 19 | 2.5 |
| OTHER VEHICLES | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0.1 |
| Total Drivers | 0 | 0 | 2 | 2 | 1 | 17 | 476 | 494 | 1 | 18 | 500 | 519 | 67.4 |
| PASSENGERS - Vehicle Type | | | | | | | | | | | | | |
| PEDAL CYCLES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| POWERED 2 WHEELERS | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0.1 |
| CARS | 0 | 0 | 13 | 13 | 0 | 2 | 65 | 67 | 0 | 2 | 85 | 87 | 11.3 |
| TAXIS | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 4 | 4 | 0.5 |
| PRIVATE HIRE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| BUS OR COACH | 0 | 0 | 6 | 6 | 0 | 1 | 22 | 23 | 0 | 1 | 36 | 37 | 4.8 |
| GOODS VEHICLES | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 4 | 4 | 0.5 |
| OTHER VEHICLES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Total Passengers | 0 | 1 | 20 | 21 | 0 | 3 | 94 | 97 | 0 | 4 | 129 | 133 | 17.3 |
| PEDESTRIANS - Crossing Facilities | 6 | | | | | | | | | | | | |
| ZEBRA | 0 | 0 | 1 | 1 | 0 | 0 | 6 | 6 | 0 | 0 | 7 | 7 | 0.9 |
| PELICAN OR SIMILAR | 0 | 2 | 1 | 3 | 1 | 5 | 4 | 10 | 1 | 7 | 6 | 14 | 1.8 |
| PEDN PHASE AT ATS | 0 | 0 | 6 | 6 | 0 | 0 | 14 | 14 | 0 | 1 | 20 | 21 | 2.7 |
| FOOTBRIDGE OR SUBWAY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| CENTRAL REFUGE | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 2 | 0.3 |
| UNKNOWN (S/R) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| NO XING FACILITY IN 50M | 0 | 2 | 23 | 25 | 1 | 4 | 39 | 44 | 1 | 6 | 67 | 74 | 9.6 |
| Total Pedestrians | 0 | 4 | 31 | 35 | 3 | 9 | 64 | 76 | 3 | 14 | 101 | 118 | 15.3 |
| Note: TOTAL (ALL AGES) columns include casualti | ies of unknown ag | ge. | | | | | | | | | | | |
| Total Casualties | 0 | 5 | 53 | 58 | 4 | 29 | 634 | 667 | 4 | 36 | 730 | 770 | 100 |

PILCHM1

LAAU - Accident Analysis System

RACCTABLE2

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2014 Final data

6 (GREENWICH) JAN 2014 TO DEC 2014

| | | | | | | Casualties | | | | | |
|---------------------|------------|--------|-----------|------|-------|------------|--------|----------|----------|-------|-----------------|
| | | | | | USEF | RS OF | | | | | |
| | PEDESTRIAN | PEDAL | POWERED 2 | CARS | TAXIS | PRIVATE | BUS OR | GOODS | OTHER | | |
| | | CYCLES | WHEELERS | | | HIRE | COACH | VEHICLES | VEHICLES | Total | % of Total Cas. |
| Age In Years | _ | | | | | _ | | | - | | |
| 0 - 4 | 7 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 12 | 1.6 |
| 5 - 9 | 7 | 2 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 15 | 1.9 |
| 10 - 15 | 21 | 0 | 1 | 7 | 1 | 0 | 1 | 0 | 0 | 31 | 4.0 |
| 16 | 5 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 10 | 1.3 |
| 17 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0.6 |
| 18 - 19 | 2 | 3 | 6 | 11 | 1 | 0 | 0 | 0 | 0 | 23 | 3.0 |
| 20 - 24 | 7 | 7 | 22 | 64 | 0 | 0 | 0 | 2 | 0 | 102 | 13.2 |
| 25 - 59 | 43 | 74 | 58 | 248 | 6 | 0 | 12 | 14 | 0 | 455 | 59.1 |
| 60+ | 17 | 3 | 1 | 34 | 0 | 0 | 12 | 4 | 1 | 72 | 9.4 |
| UNKNOWN | 7 | 3 | 5 | 18 | 0 | 0 | 9 | 3 | 0 | 45 | 5.8 |
| Time of Day | | | | | | | | | | | |
| 00:00 - 01:59 | 2 | 0 | 1 | 12 | 2 | 0 | 0 | 0 | 0 | 17 | 2.2 |
| 02:00 - 06:59 | 1 | 5 | 1 | 12 | 4 | 0 | 0 | 1 | 0 | 24 | 3.1 |
| 07:00 - 09:59 | 21 | 30 | 21 | 41 | 0 | 0 | 1 | 4 | 0 | 118 | 15.3 |
| 10:00 - 15:59 | 47 | 29 | 26 | 165 | 1 | 0 | 29 | 9 | 1 | 307 | 39.9 |
| 16:00 - 18:59 | 27 | 19 | 28 | 87 | 1 | 0 | 6 | 5 | 0 | 173 | 22.5 |
| 19:00 - 21:59 | 18 | 9 | 18 | 55 | 0 | 0 | 3 | 2 | 0 | 105 | 13.6 |
| 22:00 - 23:59 | 2 | 1 | 1 | 19 | 0 | 0 | 1 | 2 | 0 | 26 | 3.4 |
| Day of Week | | | | | | | | | | | |
| MON - FRI | 102 | 75 | 82 | 267 | 1 | 0 | 32 | 20 | 1 | 580 | 75.3 |
| SAT | 8 | 8 | 9 | 69 | 2 | 0 | 7 | 2 | 0 | 105 | 13.6 |
| SUN | 8 | 10 | 5 | 55 | 5 | 0 | 1 | 1 | 0 | 85 | 11.0 |
| Lighting | | | | | | | | | | | |
| DAYLIGHT | 93 | 81 | 77 | 299 | 2 | 0 | 37 | 19 | 1 | 609 | 79.1 |
| DARKNESS | 25 | 12 | 19 | 92 | 6 | 0 | 3 | 4 | 0 | 161 | 20.9 |
| Totals : | 118 | 93 | 96 | 391 | 8 | 0 | 40 | 23 | 1 | 770 | 100 |
| Percentage Totals : | 15.3 | 12.1 | 12.5 | 50.8 | 1.0 | 0.0 | 5.2 | 3.0 | 0.1 | 100 | |

PILCHM1

LAAU - Accident Analysis System

RACCTABLE2

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2014 Final data

6 (GREENWICH) JAN 2014 TO DEC 2014

| | [| | | | | | Casualties | | | | | |
|---------------|-----------------------|------------|-----------------|-----------------------|------|-------|-----------------|-----------------|-------------------|-------------------|-------|-----------------|
| | | | | | | USERS | OF | | | | | |
| | | PEDESTRIAN | PEDAL CYCLES | POWERED 2 WHEELERS | CARS | TAXIS | PRIVATE HIRE | BUS OR COACH | GOODS VEHICLES | OTHER VEHICLES | Total | % of Total Cas. |
| Pedest | rian Crossing | | | | | | | | | | | |
| NO XIN | G FACILITY IN 50M | 74 | 73 | 76 | 285 | 7 | 0 | 25 | 15 | 0 | 555 | 72.1 |
| ZEBRA | | 7 | 4 | 4 | 10 | 0 | 0 | 2 | 0 | 1 | 28 | 3.6 |
| PELICA | N OR SIMILAR | 14 | 4 | 7 | 18 | 1 | 0 | 3 | 3 | 0 | 50 | 6.5 |
| PEDN F | PHASE AT ATS | 21 | 12 | 9 | 78 | 0 | 0 | 10 | 5 | 0 | 135 | 17.5 |
| FOOTB | RIDGE OR SUBWAY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| CENTR | AL REFUGE | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0.3 |
| UNKNO | WN (S/R) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Highwa | y Authority | | | | | | | | | | | |
| TLRN | FATAL | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.1 |
| TLRN | SERIOUS | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 1.3 |
| TLRN | SLIGHT | 13 | 15 | 36 | 142 | 3 | 0 | 9 | 11 | 0 | 229 | 29.7 |
| | Sub Total: | 17 | 17 | 40 | 142 | 3 | 0 | 9 | 12 | 0 | 240 | 31.2 |
| HA | FATAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| HA | SERIOUS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| HA | SLIGHT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| | Sub Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| BOR | FATAL | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0.4 |
| BOR | SERIOUS | 10 | 3 | 6 | 6 | 0 | 0 | 1 | 0 | 0 | 26 | 3.4 |
| BOR | SLIGHT | 88 | 73 | 50 | 243 | 5 | 0 | 30 | 11 | 1 | 501 | 65.1 |
| | Sub Total: | 101 | 76 | 56 | 249 | 5 | 0 | 31 | 11 | 1 | 530 | 68.8 |
| Pedest | rian Action | | | | | | | | | | | |
| NOT AF | PPLICABLE | 0 | | | | | | | | | | 0.0 |
| CROSS | ING ROAD ON PED XING | 26 | | | | | | | | | | 3.4 |
| UNKNO | WN OR OTHER | 3 | | | | | | | | | | 0.4 |
| CROSS XING | SING ROAD WITHIN 50M | 11 | | | | | | | | | | 1.4 |
| CROSS | ING ROAD (NOT ON XING | G) 69 | | | | | | | | | | 9.0 |
| ON FO | OTPATH - VERGE | 4 | | | | | | | | | | 0.5 |
| ON RE | FUGE | 0 | | | | | | | | | | 0.0 |
| IN CEN | TRE OF CARRIAGEWAY | 0 | | | | | | | | | | 0.0 |
| IN ROA | D - NOT CROSSING | 5 | | | | | | | | | | 0.6 |
| | Total : | 118 | | | | | | | | | | 15 |
| Masked | by Stationary Vehicle | 8 | | | | | | | | | | 1.0 |
| Total | Casualties | 118 | 93 | 96 | 391 | 8 | 0 | 40 | 23 | 1 | 770 | 100 |



| Casualty severity User Group 2005 2006 2007 2008 2009 2005-2009 Average 2010 2011 2012 2013 2014 2013-2014 diff 2014-2005-2009 average diff % diff 2014 to 2005-2009 average diff Fatal Pedestrians 3 4 1 5 3 3.2 2 0 1 2 3 1 -0.2 -6% Pedal Cyclists 1 0 1 0 2 0.8 0 0 0 0 -0.2 -6% Powered 2 Wheeler 1 3 3 2 0 1.8 2 1 1 0 1 -0.8 -100% Bus and Coach Occupants 2 5 3 5 3 3.6 1 1 0 0 0 -3.6 -100% | Casualty severity User Grou | | | | | | | | | | | | | | | |
|---|-----------------------------|--------------------|--------|---------|-------------------|---------|---------|-------------------|------|------|------|-------|------|----------------|-----------------------------|------------------------------|
| Casualty severity User Group 2005 2006 2007 2008 2009 2005-2009 Average 2010 2011 2012 2013 2014 2013-2014 diff 2014-2005-2009 average diff % diff 2014 to 2005-2009 average diff Fatal Pedestrians 3 4 1 5 3 3.2 2 0 1 2 3 1 -0.2 -6% Pedal Cyclists 1 0 1 0 2 0.8 0 0 0 0 0 -0.2 -6% Powered 2 Wheeler 1 3 3 2 0 1.8 2 1 1 0 1 -0.8 -100% Car Occupants 2 5 3 5 3 3.6 1 1 0 | Casualty severity User Grou | | | _ | | | | | | | | | | | | |
| Fatal Pedestrians 3 4 I 5 3 3.2 2 0 I 2 3 I -0.2 -6% Pedal Cyclists I 0 I 0 2 0.8 0 0 0 0 0 -0.2 -6% Powered 2 Wheeler I 3 3 2 0 I.8 2 I I 0 I -6% Car Occupants 2 5 3 5 3 3.6 I I 0 0 -0.8 -100% Bus and Coach Occupants 0 0 0 0 0 0 0 0 0 0 0 0% | | up 200 | 5 20 | 06 2 | 007 | 2008 | 2009 | 2005-2009 Average | 2010 | 2011 | 2012 | 2013 | 2014 | 2013-2014 diff | 2014-2005-2009 average diff | % diff 2014 to 2005-2009 ave |
| Pedal Cyclists I 0 I 0 2 0.8 0 | Fatal Pedestriar | is 3 | 4 | • | T | 5 | 3 | 3.2 | 2 | 0 | 1 | 2 | 3 | | -0.2 | -6% |
| Powered 2 Wheeler I 3 3 2 0 I.8 2 I I 0 I I -0.8 -44% Car Occupants 2 5 3 5 3 3.6 I I 0 0 0 0 -3.6 -100% Bus and Coach Occupants 0 0 0 0 0 0 0 0 0% | Pedal Cyc | lists I | 0 |) | 1 | 0 | 2 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0 | -0.8 | -100% |
| Car Occupants 2 5 3 5 3 3.6 1 1 0 0 0 -3.6 -100% Bus and Coach Occupants 0 0 0 0 0 0 0 0 0 0 0 0% | Powered | 2 Wheeler | 3 | ; | 3 | 2 | 0 | 1.8 | 2 | I | I | 0 | 1 | I | -0.8 | -44% |
| Bus and Coach Occupants 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Car Occur | pants 2 | 5 | ; | 3 | 5 | 3 | 3.6 | I | I | I | 0 | 0 | 0 | -3.6 | -100% |
| | Bus and C | Coach Occupants 0 | 0 |) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Other Vehicle Occupants I I 0 -0.4 -100% | Other Veł | nicle Occupants | | | 0 | 0 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | -0.4 | -100% |
| Total 8 13 8 12 8 9.8 5 2 3 2 4 2 -5.8 -59% | Total | . 8 | 1 | 3 | 8 | 12 | 8 | 9.8 | 5 | 2 | 3 | 2 | 4 | 2 | -5.8 | -59% |
| | | | | | | | | | | | | | | | | |
| Fatal & Serious Pedestrians 31 33 38 32 23 31.4 24 35 26 12 17 5 -26 -84% | Fatal & Serious Pedestriar | is 31 | 3 | 3 🗌 | 38 | 32 | 23 | 31.4 | 24 | 35 | 26 | 12 | 17 | 5 | -26 | -84% |
| Pedal Cyclists 6 5 11 11 13 9.2 12 8 7 4 5 1 -4 -46% | Pedal Cyc | lists 6 | 5 | ; | 11 | | 13 | 9.2 | 12 | 8 | 7 | 4 | 5 | I | -4 | -46% |
| Powered 2 Wheelers 34 31 26 29 13 26.6 29 21 15 6 10 4 -16.6 -62% | Powered | 2 Wheelers 34 | 3 | I : | 26 | 29 | 13 | 26.6 | 29 | 21 | 15 | 6 | 10 | 4 | -16.6 | -62% |
| Car Occupants 33 34 48 43 42 40 32 23 20 5 6 6 634 -85% | Car Occur | pants 33 | 3 | 4 · | 48 | 43 | 42 | 40 | 32 | 23 | 20 | 5 | 6 | 1 | -34 | -85% |
| Bus and Coach Occupants I 8 2 8 6 5 6 8 3 I I 0 -4 -80% | Bus and C | Coach Occupants | 2 | 8 | 6 | 5 | 6 | 8 | 3 | 1 | 1 | 0 | -4 | -80% | | |
| Other vehicle Occupants 3 II 5 3 2 4.8 I 0 2 0 I I -3.8 -79% | Other veh | icle Occupants 3 | 5 | 3 | 2 | 4.8 | I | 0 | 2 | 0 | 1 | 1 | -3.8 | -79% | | |
| Total 108 122 130 125 99 116.8 104 95 73 28 40 12 -76.8 -66% | Total | 108 | 2 1 | 130 | 125 | 99 | 116.8 | 104 | 95 | 73 | 28 | 40 | 12 | -76.8 | -66% | |
| | | | | | | | | | | | | | | | | |
| Children (under l6yrs) II I8 I2 I6 I2 I3.8 I4 20 I0 5 5 0 -8.8 -64% | Children (| (under 16yrs) | | 8 | 12 | 16 | 12 | 13.8 | 14 | 20 | 10 | 5 | 5 | 0 | -8.8 | -64% |
| | | | | | | | | | | | | | | | | |
| Slight* Pedestrians 153 139 101 121 110 124.8 123 121 101 101 0 -23.8 -19% | Slight* Pedestriar | is 153 | 3 13 | 9 I | 101 | 121 | 110 | 124.8 | 123 | 123 | 101 | 101 | 101 | 0 | -23.8 | -19 % |
| Pedal Cyclists 47 44 55 45 60 50.2 60 69 49 73 88 15 37.8 75% | Pedal Cyc | lists 47 | ′ 4· | 4 ! | 55 | 45 | 60 | 50.2 | 60 | 69 | 49 | 73 | 88 | 15 | 37.8 | 75% |
| Powered 2 Wheelers 120 101 97 84 122 104.8 95 110 106 100 86 -14 -18.8 -18% | Powered 2 | 2 Wheelers I 20 | 0 10 |) | 97 | 84 | 122 | 104.8 | 95 | 110 | 106 | 100 | 86 | -14 | -18.8 | -18% |
| Car Occupants 438 416 480 451 418 440.6 369 442 364 325 385 60 -55.6 -13% | Car Occu | pants 438 | 8 41 | 6 4 | 480 | 451 | 418 | 440.6 | 369 | 442 | 364 | 325 | 385 | 60 | -55.6 | -13% |
| Bus and Coach Occupants 57 58 69 58 38 56 83 39 39 38 44 6 -12 -21% | Bus and C | Coach Occupants 57 | / 58 | 8 (| 69 | 58 | 38 | 56 | 83 | 39 | 39 | 38 | 44 | 6 | -12 | -21% |
| Other vehicle Occupants 16 26 22 36 25 25 34 25 39 24 26 2 1 4% | Other veh | icle Occupants 16 | 5 2 | 6 🛛 | 22 | 36 | 25 | 25 | 34 | 25 | 39 | 24 | 26 | 2 | I | 4% |
| Total 831 784 824 795 773 801.4 764 808 698 661 730 69 -71.4 -9% | Total | 831 | I 78 | 84 8 | 324 | 795 | 773 | 801.4 | 764 | 808 | 698 | 661 | 730 | 69 | -71.4 | -9 % |
| | | | | | | | | | | | | | | | | |
| All Severities Pedestrians 184 172 139 153 133 156.2 147 158 127 113 118 5 -38.2 -24% | All Severities Pedestrian | is 184 | 4 17 | '2 I | 139 | 153 | 133 | 156.2 | 147 | 158 | 127 | 113 | 118 | 5 | -38.2 | -24% |
| Pedal Cyclists 53 49 66 56 73 59.4 72 77 56 77 93 16 33.6 57% | Pedal Cyc | lists 53 | 3 4 | 9 (| 66 | 56 | 73 | 59.4 | 72 | 77 | 56 | 77 | 93 | 16 | 33.6 | 57% |
| Powered 2 Wheelers 154 132 123 113 135 131.4 124 131 121 106 96 -13 -35.4 -27% | Powered 2 | 2 Wheelers I 54 | 4 13 | 2 I | 123 | 113 | 135 | 131.4 | 124 | 131 | 121 | 106 | 96 | -13 | -35.4 | -27% |
| Car Occupants 471 450 528 501 460 482 387 479 384 330 399 69 -83 -63% | Car Occu | 528 | 501 | 460 | 482 | 387 | 479 | 384 | 330 | 399 | 69 | -83 | -63% | | | |
| Bus and Coach Occupants 54 66 71 60 43 58.8 64 40 42 39 40 1 -18.8 -32% | Bus and C | 71 | 60 | 43 | 58.8 | 64 | 40 | 42 | 39 | 40 | | -18.8 | -32% | | | |
| Other vehicle Occupants 23 37 27 38 28 30.6 33 25 41 24 24 0 -6.6 -22% | Other veh | icle Occupants 23 | 3 | 7 : | 27 | 38 | 28 | 30.6 | 33 | 25 | 41 | 24 | 24 | 0 | -6.6 | -22% |
| Total 939 906 954 921 872 918.4 827 910 771 689 770 81 -148.4 -16% | Total | 939 | 9 90 | 6 9 | 954 | 921 | 872 | 918.4 | 827 | 910 | 771 | 689 | 770 | 81 | -148.4 | -16% |
| | | | | | | | | | | | | | | | | |
| TARGET 40% REDUCTION OF ALL KSI'S BY THE YEAR 2020 BASED ON THE 2005-2009 AVERAGE | TARGET | Y TH | IE YEA | AR 2020 |) BASED ON THE 20 | 05-2009 |) AVERA | GE | | | | | | | | |



London Boroughs All Road Casualties% difference between 2014 and 2013

Appendix 2: Link, Node and Cell Casualty Data, 2012 – 2014

ANALYSIS OF LINK CASUALTIES 2012 - 2014

| | | | | 1 | 1 | 1 | 1 | | | 1 | · · · · · | | 1 | | | 1 | 1 | 1 | | - |
|------|------|---------------------------------------|----------|-------|-------|----------|--------|-------|-------|-------|-----------|-----|-------|----------|-------|---------|---------|---------|---------|--------|
| | | | | | | | | | | | | | | | | | CAS 12 | CAS 12 | CAS 12 | |
| | | | | HWY | | | | | PED | PWR | CAR/ | | | | | LINK | MONTHS | MONTHS | MONTHS | |
| NODE | NODE | | LINK | AUTH | | | | | CYCLE | 2WL | TAXI | BUS | OTHE | | TOTAL | CAS PER | то | то | то | VUNCAS |
| FROM | то | DESCRIPTION | LENGTH | ORITY | FATAL | SERIOUS | SLIGHT | PEDS | R/P | R/P | occ | occ | R OCC | CHILDREN | CAS | KM | 12/2012 | 12/2013 | 12/2014 | PER KM |
| | | | • | • | | | | | | • | | | | | | | | • | | |
| BORC | DUGH | LINKS CONSIDERED FOR LSS PROGRAMME (| (VUNCAS | > 25) | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 172 | 608 | | 520 | POP | 0 | 0 | 22 | 5 | 4 | 2 | | 2 | 0 | 0 | 22 | 42.21 | 4 | 7 | 11 | 63.46 |
| 02 | 090 | | 550 | BOR | | 2 | 15 | 2 | 4 | 2 | 2 | 3 | 0 | 1 | 47 | 20.01 | 4 | 1 | 4 | 50 10 |
| 93 | 174 | | 820 | BOR | 0 | 2 | 25 | 10 | 2 | 2 | 2 | | 1 | 5 | 27 | 30.91 | 9 | 4 | 4 | 56 10 |
| 1/3 | 50 | CREEK PD | 020 | BOR | 0 | 2 | 25 | 10 | 2 | 2 | 0 | 4 | 0 | 5 | 21 | 32.93 | 2 | 1 | 15 | 50.10 |
| 20 | 257 | | 270 | BOR | 0 | 0 | 9 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 9 | 29.03 | 3 | 4 | 2 | 34.04 |
| 200 | 207 | | 620 | BOR | 0 | 0 | 14 | 0 | 0 | 1 | 10 | 1 | 2 | 0 | 14 | 37.04 | 1 | 1 | 0 | 40.54 |
| 150 | 230 | | 030 | BOR | 0 | 1 | 12 | 2 | 4 | 3 | 2 | 1 | 1 | 1 | 13 | 20.03 | 47 | 3 | 8 | 30.51 |
| 150 | 103 | | 2220 | BOR | 0 | 4 | 52 | 3 | 10 | • | 32 | 3 | 0 | 3 | 50 | 25.23 | 17 | 20 | 19 | 36.04 |
| 168 | 170 | GREENS END-WELLINGTON STREET | 450 | BOR | 0 | 0 | 14 | 1 | 0 | 1 | 11 | 1 | 0 | 0 | 14 | 31.11 | 2 | 0 | 6 | 35.50 |
| 723 | 730 | | 230 | BOR | 0 | 0 | 6 | 0 | 0 | 1 | 3 | 0 | 2 | 0 | 0 | 26.09 | 2 | 0 | 4 | 30.43 |
| 58 | 730 | | 600 | BOR | 0 | 0 | 11 | 2 | 3 | 1 | 4 | 1 | 0 | 1 | 11 | 18.33 | 3 | 4 | 4 | 30.00 |
| 59 | 61 | | 110 | BOR | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 18.18 | 0 | 0 | 2 | 27.27 |
| 702 | 772 | | 850 | BOR | 0 | 2 | 11 | 5 | 0 | 3 | 4 | 0 | 1 | 2 | 13 | 15.29 | 3 | 4 | 6 | 27.06 |
| 99 | 714 | CHARLTON WAY | 780 | BOR | 0 | 1 | 10 | 0 | 9 | 1 | 1 | 0 | 0 | 0 | 11 | 14.10 | 1 | 4 | 6 | 26.92 |
| 113 | 158 | CHARLTON CHURCH LANE | 800 | BOR | 0 | 0 | 9 | 6 | 2 | 0 | 1 | 0 | 0 | 3 | 9 | 11.25 | 2 | 4 | 3 | 25.00 |
| BORC | UGH | LINKS WITH FUNDING IN RECENT YEARS, D | DECLININ | G CAS | UALTI | ES, OR D | EFERRE | D FOI | R OTH | ER RE | ASON | S | | | | | | | | |
| 163 | 179 | BERESFORD STREET | 710 | BOR | 0 | 2 | 44 | 6 | 2 | 6 | 30 | 1 | 1 | 7 | 46 | 64.79 | 16 | 14 | 16 | 94.37 |
| 134 | 169 | WOOLWICH NEW ROAD | 380 | BOR | 0 | 2 | 16 | 12 | 0 | 0 | 1 | 4 | 1 | 1 | 18 | 47.37 | 5 | 5 | 8 | 81.58 |
| 150 | 153 | TRAFALGAR ROAD | 520 | BOR | 0 | 1 | 23 | 2 | 9 | 6 | 7 | 0 | 0 | 0 | 24 | 46.15 | 7 | 7 | 10 | 78.85 |
| 115 | 118 | PLUMSTEAD COMMON ROAD | 80 | BOR | 0 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 3 | 37.50 | 0 | 2 | 1 | 75.00 |
| 67 | 72 | GREENWICH HIGH RD | 370 | BOR | 0 | 0 | 13 | 3 | 6 | 3 | 1 | 0 | 0 | 2 | 13 | 35.14 | 3 | 2 | 8 | 72.97 |
| 33 | 34 | ELTHAM HIGH STREET | 550 | BOR | 0 | 3 | 17 | 9 | 3 | 0 | 3 | 5 | 0 | 5 | 20 | 36.36 | 9 | 1 | 10 | 67.27 |
| 169 | 179 | WOOLWICH NEW ROAD. | 80 | BOR | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 3 | 37.50 | 0 | 3 | 0 | 62.50 |
| 55 | 150 | TRAFALGAR ROAD | 690 | BOR | 0 | 0 | 25 | 3 | 8 | 5 | 9 | 0 | 0 | 0 | 25 | 36.23 | 8 | 10 | 7 | 59.42 |
| 171 | 179 | PLUMSTEAD ROAD | 230 | BOR | 0 | 1 | 10 | 1 | 1 | 0 | 4 | 5 | 0 | 0 | 11 | 47.83 | 5 | 2 | 4 | 56.52 |
| 153 | 154 | WOOLWICH ROAD | 670 | BOR | 0 | 2 | 21 | 3 | 7 | 4 | 9 | 0 | 0 | 0 | 23 | 34.33 | 7 | 7 | 9 | 55.22 |
| 61 | 63 | GREENWICH HIGH ROAD | 260 | BOR | 0 | 0 | 6 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 6 | 23.08 | 1 | 3 | 2 | 42.31 |
| 143 | 160 | TUNNEL AVENUE | 210 | BOR | 0 | 0 | 5 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 5 | 23.81 | 2 | 3 | 0 | 33.33 |
| 55 | 59 | KING WILLIAM WALK-COLLEGE APPROACH | 250 | BOR | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 16.00 | 1 | 2 | 1 | 32.00 |
| 171 | 256 | PLUMSTEAD ROAD. | 660 | BOR | 0 | 0 | 14 | 3 | 1 | 1 | 9 | 0 | 0 | 1 | 14 | 21.21 | 5 | 5 | 4 | 30.30 |
| 119 | 120 | PLUMSTEAD COMMON ROAD | 530 | BOR | 1 | 2 | 9 | 2 | 0 | 1 | 7 | 2 | 0 | 0 | 12 | 22.64 | 6 | 2 | 4 | 28.30 |
| 94 | 96 | SHOOTERS HILL ROAD | 1280 | BOR | 1 | 2 | 16 | 3 | 2 | 10 | 3 | 0 | 1 | 2 | 19 | 14.84 | 9 | 3 | 7 | 28.13 |
| 120 | 121 | PLUMSTEAD COMMON ROAD | 560 | BOR | 0 | 1 | 8 | 3 | 0 | 2 | 4 | 0 | 0 | 1 | 9 | 16.07 | 7 | 1 | 1 | 26.79 |
| 126 | 706 | WICKHAM LANE | 460 | BOR | 0 | 1 | 7 | 1 | 1 | 0 | 6 | 0 | 0 | 2 | 8 | 17.39 | 5 | 1 | 2 | 26.09 |
| 64 | 66 | GREENWICH HIGH ROAD | 350 | BOR | 0 | 1 | 4 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 5 | 14.29 | 1 | 3 | 1 | 25.71 |
| BORC | UGH | LINKS NOT CONSIDERED FOR LSS PROGRAM | ММЕ АТ Т | HIS T | IME | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 31 | 33 | ELTHAM HILL | 1160 | BOR | 0 | 1 | 16 | 3 | 3 | 1 | 10 | 0 | 0 | 4 | 17 | 14.66 | 3 | 7 | 7 | 24.14 |
| 105 | 108 | CHARLTON RD | 830 | BOR | 0 | 1 | 11 | 3 | 0 | 4 | 5 | 0 | 0 | 1 | 12 | 14.46 | 7 | 2 | 3 | 24.10 |
| 165 | 235 | DREADNOUGHT STREET - BUGSBY'S WAY | 1460 | BOR | 1 | 4 | 20 | 5 | 1 | 0 | 13 | 5 | 1 | 4 | 25 | 17.12 | 13 | 6 | 6 | 23.97 |
| 4 | 7 | SOUTHWOOD ROAD | 670 | BOR | 0 | 0 | 11 | 0 | 0 | 4 | 6 | 1 | 0 | 1 | 11 | 16.42 | 3 | 3 | 5 | 23.88 |
| 33 | 48 | WELL HALL RD | 1120 | BOR | 0 | 1 | 18 | 3 | 0 | 2 | 14 | 0 | 0 | 1 | 19 | 16.96 | 9 | 3 | 7 | 22.32 |
| 44 | 47 | ROCHESTER WAY | 1380 | BOR | 0 | 1 | 19 | 3 | 2 | 0 | 9 | 4 | 2 | 5 | 20 | 14.49 | 10 | 7 | 3 | 21.74 |
| 117 | 118 | NIGHTINGALE PLACE | 560 | BOR | 0 | 1 | 9 | 1 | 1 | 0 | 8 | 0 | 0 | 0 | 10 | 17.86 | 1 | 3 | 6 | 21.43 |
| 139 | 171 | BURRAGE RD | 330 | BOR | 0 | 0 | 5 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 5 | 15.15 | 1 | 4 | 0 | 21.21 |
| 37 | 41 | BEXLEY RD | 1240 | BOR | 0 | 3 | 15 | 3 | 2 | 0 | 10 | 3 | 0 | 3 | 18 | 14.52 | 4 | 9 | 5 | 20.97 |
| 41 | 736 | BEXLEY ROAD | 430 | BOR | 0 | 0 | 5 | 1 | 1 | 1 | 2 | 0 | 0 | 1 | 5 | 11.63 | 1 | 2 | 2 | 20.93 |

| 115 | 119 | PLUMSTEAD COMMON ROAD | 100 | BOR | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 (|) | 0 | 1 | 10.00 | 0 | 0 | 1 | 20.00 |
|-----|-----|---|------|-----|---|---|----|---|---|---|----|---------------|-------|---|----|-------|----|----|----------|-------|
| 4 | 739 | GREEN LANE | 1060 | BOR | 0 | 0 | 13 | 1 | 2 | 4 | 6 | 0 (|) | 1 | 13 | 12.26 | 2 | 2 | 9 | 19.81 |
| 44 | 180 | KIDBROOKE WAY | 260 | BOR | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 (|) | 1 | 2 | 7 69 | 1 | 0 | 1 | 19.23 |
| 26 | 34 | FOOTSCRAY RD | 370 | BOR | 0 | 0 | 6 | 1 | 0 | 0 | 4 | 1 (| | 0 | 6 | 16.22 | 1 | 2 | 3 | 18.92 |
| 122 | 173 | | 770 | BOR | 0 | 0 | 8 | 4 | 0 | 1 | 3 | | | 1 | 8 | 10.39 | 3 | 4 | 1 | 18.18 |
| 2 | 22 | | 1350 | BOR | 0 | 0 | 12 | 4 | 1 | 2 | 5 | | | 2 | 12 | 9.63 | 5 | | 1 | 17.04 |
| 257 | 250 | | 1530 | BOR | 0 | 1 | 22 | 4 | 0 | 0 | 21 | | , | 2 | 22 | 15.03 | | 4 | | 16.04 |
| 207 | 209 | WESTERN WAT. | 1530 | BOR | 0 | 1 | 22 | 0 | 0 | 0 | 21 | | | | 23 | 15.05 | 9 | 0 | <u> </u> | 10.99 |
| 92 | 93 | | 360 | BOR | 0 | 0 | 4 | 1 | 1 | 0 | 2 | | , | 0 | 4 | 11.11 | 1 | 3 | 0 | 16.67 |
| 113 | 1/0 | THE VILLAGE-CHARLTON PARK ROAD-ARTILLERY PLAC | 2180 | BOR | 1 | 2 | 21 | 6 | 1 | 4 | 11 | 2 (|) | 0 | 24 | 11.01 | 3 | 12 | 9 | 16.06 |
| 668 | 765 | LEWISHAM ROAD | 250 | BOR | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 . | | 0 | 4 | 16.00 | 1 | 1 | 2 | 16.00 |
| 102 | 827 | STRATHEDEN ROAD | 440 | BOR | 0 | 1 | 3 | 2 | 0 | 0 | 2 | 0 0 |) | 1 | 4 | 9.09 | 1 | 3 | 0 | 15.91 |
| 109 | 117 | CHARLTON PARK LA-HA-HA RD | 1300 | BOR | 1 | 2 | 13 | 2 | 1 | 0 | 12 | 0 . | | 1 | 16 | 12.31 | 3 | 8 | 5 | 15.38 |
| 257 | 660 | GRIFFIN MANOR WAY. | 200 | BOR | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 0 |) | 0 | 2 | 10.00 | 0 | 2 | 0 | 15.00 |
| 96 | 741 | SHOOTERS HILL | 2020 | BOR | 0 | 4 | 18 | 2 | 1 | 4 | 13 | 0 2 | 2 | 1 | 22 | 10.89 | 11 | 5 | 6 | 14.85 |
| 176 | 186 | BOSTALL HILL | 700 | BOR | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 (|) | 0 | 10 | 14.29 | 5 | 3 | 2 | 14.29 |
| 235 | 237 | BUGSBYS WAY. | 140 | BOR | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 (|) | 0 | 1 | 7.14 | 0 | 0 | 1 | 14.29 |
| 719 | 765 | LEWISHAM ROAD | 230 | BOR | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 (|) | 0 | 2 | 8.70 | 0 | 2 | 0 | 13.04 |
| 7 | 18 | AVERY HILL RD | 1100 | BOR | 0 | 0 | 12 | 0 | 0 | 2 | 10 | 0 (|) | 0 | 12 | 10.91 | 5 | 4 | 3 | 12.73 |
| 25 | 206 | RIFFIELD ROAD BRIDGE OVER RWRR | 170 | BOR | 0 | 0 | 1 | 0 | 0 | 1 | 0 | | | 0 | 1 | 5.88 | 0 | 1 | 0 | 11 76 |
| 34 | 36 | | 170 | BOR | 0 | 0 | 1 | 0 | 1 | 0 | ő | | | 0 | 1 | 5.88 | 1 | 0 | 0 | 11.76 |
| 102 | 105 | | 190 | BOR | 0 | 0 | 1 | 0 | 1 | 0 | 0 | | | 0 | 1 | 5.56 | 0 | 0 | 1 | 11.70 |
| 705 | 770 | | 540 | BOR | 0 | 0 | 4 | 0 | 0 | 0 | | | , | 0 | 4 | 7.44 | 0 | 0 | 4 | 11.11 |
| 725 | 070 | | 540 | BOR | 0 | 0 | 4 | 2 | 0 | 0 | 2 | | , | 0 | 4 | 7.41 | 0 | 0 | 4 | 11.11 |
| 259 | 270 | | 1450 | BOR | 0 | 1 | | 2 | 0 | 3 | | | | 3 | ° | 5.52 | 4 | | 3 | 11.03 |
| 119 | 139 | BURRAGE RD | 650 | BOR | 0 | 0 | 5 | 0 | 1 | 0 | 4 | |) | 1 | 5 | 7.69 | 0 | 4 | 1 | 10.77 |
| 2 | 707 | COURT RD | 470 | BOR | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 0 (|) | 0 | 3 | 6.38 | 2 | 1 | 0 | 10.64 |
| 91 | 180 | KIDBROOKE PARK RD | 950 | BOR | 0 | 0 | 7 | 0 | 2 | 1 | 4 | 0 (|) | 0 | 7 | 7.37 | 0 | 3 | 4 | 10.53 |
| 121 | 122 | THE SLADE | 190 | BOR | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 (|) | 0 | 1 | 5.26 | 1 | 0 | 0 | 10.53 |
| 158 | 236 | WOOLWICH ROAD. | 190 | BOR | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 (|) | 0 | 1 | 5.26 | 0 | 1 | 0 | 10.53 |
| 256 | 698 | PLUMSTEAD ROAD | 190 | BOR | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 (|) | 0 | 2 | 10.53 | 2 | 0 | 0 | 10.53 |
| 64 | 668 | GREENWICH SOUTH STREET | 590 | BOR | 0 | 1 | 3 | 0 | 1 | 1 | 2 | 0 (|) | 0 | 4 | 6.78 | 3 | 0 | 1 | 10.17 |
| 143 | 165 | BLACKWALL LANE. | 310 | BOR | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | | 0 | 2 | 6.45 | 1 | 0 | 1 | 9.68 |
| 93 | 102 | OLD DOVER RD | 730 | BOR | 0 | 0 | 4 | 0 | 0 | 3 | 1 | 0 (|) | 0 | 4 | 5.48 | 1 | 2 | 1 | 9.59 |
| 704 | 706 | WICKHAM LANE | 430 | BOR | 0 | 1 | 2 | 1 | 0 | 0 | 2 | 0 (|) | 0 | 3 | 6.98 | 0 | 1 | 2 | 9.30 |
| 126 | 174 | WICKHAM LANE | 750 | BOR | 0 | 0 | 5 | 1 | 0 | 0 | 1 | 3 (|) | 0 | 5 | 6.67 | 1 | 4 | 0 | 8.00 |
| 259 | 725 | EASTERN WAY. | 1400 | BOR | 0 | 0 | 9 | 1 | 1 | 0 | 6 | 1 (|) | 0 | 9 | 6.43 | 5 | 3 | 1 | 7.86 |
| 16 | 26 | FOOTSCRAY RD | 510 | BOR | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 0 | | 0 | 4 | 7.84 | 0 | 1 | 3 | 7.84 |
| 122 | 126 | | 990 | BOR | 0 | 0 | 7 | 0 | 0 | 0 | 6 | | , | 0 | 7 | 7.07 | 5 | 2 | 0 | 7.04 |
| 10 | 120 | | 610 | BOR | 0 | 0 | 2 | 0 | 0 | 1 | 2 | | | 0 | 2 | 1.07 | 3 | 2 | 0 | 6.56 |
| 36 | 52 | | 1230 | BOR | 0 | 0 | 5 | 1 | 1 | 1 | 2 | | | 0 | 5 | 4.52 | 1 | 2 | 2 | 6.50 |
| | 152 | | 1230 | BOR | 0 | 0 | 5 | 1 | 1 | 0 | 2 | | , | 1 | 5 | 4.07 | 2 | | | 6.50 |
| 99 | 705 | | 1200 | BOR | 0 | 0 | 5 | | | 0 | 2 | | | 0 | 5 | 5.91 | 3 | 1 | | 6.25 |
| 270 | 725 | CARLYLE ROAD. | 840 | BOR | 0 | 0 | 5 | 0 | 0 | 0 | 5 | | , | 0 | 5 | 5.95 | 0 | 3 | 2 | 5.95 |
| | /33 | | 510 | BOK | 0 | 0 | 2 | U | 0 | 1 | | | | 0 | 2 | 3.92 | 0 | 1 | 1 | 5.88 |
| 50 | 52 | | 1230 | BOR | 0 | 0 | 4 | 0 | 1 | 1 | 2 | |) | 1 | 4 | 3.25 | 0 | 2 | 2 | 5.69 |
| 7 | 16 | FOOTSCRAY RD | 880 | BOR | Ŭ | 0 | 4 | 1 | 0 | 0 | | 2 (| | U | 4 | 4.55 | 2 | 1 | 1 | 5.68 |
| 94 | 109 | CHARLTON PARK LANE | 710 | BOR | 0 | 0 | 3 | 1 | 0 | 0 | 2 | 0 (|) | 0 | 3 | 4.23 | 1 | 1 | 1 | 5.63 |
| 176 | 702 | BASILDON ROAD-MCLEOD ROAD | 1270 | BOR | 0 | 1 | 6 | 0 | 0 | 0 | 6 | 1 (|) | 0 | 7 | 5.51 | 6 | 0 | 1 | 5.51 |
| 18 | 734 | HALFWAY ST | 190 | BOR | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 0 |) | 0 | 1 | 5.26 | 0 | 0 | 1 | 5.26 |
| 118 | 138 | SANDY HILL ROAD-CRESCENT RD | 760 | BOR | 0 | 0 | 3 | 1 | 0 | 0 | 2 | 0 0 |) | 0 | 3 | 3.95 | 1 | 0 | 2 | 5.26 |
| 157 | 237 | ANCHOR & HOPE LANE. | 390 | BOR | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 (|) | 0 | 1 | 2.56 | 0 | 0 | 1 | 5.13 |
| 108 | 109 | CANBERRA RD | 810 | BOR | 0 | 0 | 3 | 0 | 0 | 1 | 2 | 0 (|) | 0 | 3 | 3.70 | 3 | 0 | 0 | 4.94 |
| 99 | 102 | CHARLTON WAY-VANBRUGH PK | 700 | BOR | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 (|) | 0 | 2 | 2.86 | 2 | 0 | 0 | 4.29 |
| 4 | 16 | GREEN LANE | 960 | BOR | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 0 |) | 0 | 4 | 4.17 | 0 | 3 | 1 | 4.17 |
| 143 | 148 | TUNNEL AVENUE. | 510 | BOR | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 0 |) | 0 | 1 | 1.96 | 0 | 0 | 1 | 3.92 |
| 134 | 136 | WOOLWICH NEW ROAD | 530 | BOR | 0 | 0 | 2 | 0 | 0 | 0 | 2 | | | 0 | 2 | 3.77 | 0 | 0 | 2 | 3.77 |
| 48 | 52 | | 580 | BOR | 0 | 0 | 2 | 0 | 0 | 0 | 2 | | | 0 | 2 | 3.45 | 0 | 0 | 2 | 3.45 |
| 17/ | 176 | | 290 | BOR | 0 | 0 | 1 | 0 | 0 | 0 | | $\frac{1}{1}$ | | 0 | 1 | 3.45 | 1 | 0 | | 3.45 |
| 100 | 112 | | 210 | BOR | 0 | 1 | 0 | 0 | 0 | 0 | | | | 0 | 1 | 2.40 | 4 | 0 | 0 | 2.00 |
| 115 | 113 | | 510 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | | | , | 0 | | 3.23 | 1 | 0 | 0 | 3.23 |
| 115 | 138 | | 630 | BOR | 0 | 0 | 2 | U | 0 | 0 | 2 | | | 0 | 2 | 3.17 | 1 | 0 | 1 | 3.17 |
| 6/ | /4 | | 3/0 | BOK | U | 0 | 1 | U | 0 | U | | | | 0 | 1 | 2.70 | 0 | U | 1 | 2.70 |
| 49 | 52 | WESTMOUNT RD | 780 | BOR | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 (|) | 0 | 1 | 1.28 | 0 | 0 | 1 | 2.56 |

| 151 | 153 | BLACKWALL LANE | 410 | BOR | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2.44 | 1 | 0 | 0 | 2.44 |
|-----|-----|---------------------------------|-----|-----|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|------|
| 58 | 66 | NORMAN ROAD | 600 | BOR | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.67 | 0 | 0 | 1 | 1.67 |
| 25 | 50 | ROCHESTER WAY | 460 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 25 | 215 | ROCHESTER WAY | 270 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 26 | 37 | SOUTHEND CRESCENT | 340 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 36 | 37 | ELTHAM HIGH STREET | 50 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 44 | 222 | RWRR SLIP TO ROCHESTER WAY | 360 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 50 | 738 | WELLING WAY | 490 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 55 | 61 | NELSON RD | 90 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 63 | 64 | GREENWICH HIGH ROAD | 110 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 63 | 716 | ROYAL HILL-HYDE VALE | 860 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 66 | 67 | GREENWICH HIGH RD | 40 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 99 | 826 | MAZE HILL | 260 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 99 | 840 | PRINCE CHARLES ROAD | 250 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 100 | 102 | WESTCOMBE HILL | 110 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 100 | 105 | CHARLTON RD | 130 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 133 | 134 | GRAND DEPOT ROAD | 180 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 138 | 139 | CRESCENT ROAD | 90 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 143 | 151 | BLACKWALL LANE | 160 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 148 | 165 | DREADNOUGHT ST | 330 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 151 | 152 | BLACKWALL LANE-TUNNEL AVE. SPUR | 70 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 152 | 154 | TUNNEL AVE | 630 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 154 | 155 | WOOLWICH ROAD | 60 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 155 | 156 | WOOLWICH ROAD | 120 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 158 | 237 | ANCHOR & HOPE LANE. | 270 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 163 | 168 | POWIS STREET | 600 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 167 | 168 | GREENS END | 70 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 180 | 210 | KIDBROOKE PARK ROAD | 410 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 186 | 703 | LONGLEIGH LANE | 390 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 186 | 742 | BOSTALL HILL ROAD | 490 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 235 | 236 | GALLIONS WAY. | 270 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 660 | 698 | GRIFFIN MANOR WAY | 120 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 742 | 748 | BRAMPTON ROAD | 260 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 752 | 827 | PRINCE OF WALES ROAD | 110 | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| | | · | | | | | | | | | | | | · | | | | | | |

| | | | | | | | | | | | | | | | CAS 12 | CAS 12 | CAS 12 | |
|----------------------|--------|-------|-------|---------|--------|------|-------|-----|------|-----|-------|----------|-------|---------|---------|---------|---------|---------|
| | | HWY | | | | | PED | PWR | CAR/ | | | | | LINK | MONTHS | MONTHS | MONTHS | AVERAGE |
| | LINK | AUTH | | | | | CYCLE | 2WL | TAXI | BUS | OTHE | | TOTAL | CAS PER | то | то | то | VUNCAS |
| DESCRIPTION | LENGTH | ORITY | FATAL | SERIOUS | SLIGHT | PEDS | R/P | R/P | occ | occ | R OCC | CHILDREN | CAS | KM | 12/2012 | 12/2013 | 12/2014 | PER KM |
| BOROUGH LINKS TOTALS | 78310 | | 5 | 60 | 873 | 157 | 117 | 131 | 450 | 59 | 24 | 77 | 938 | 938 | 312 | 289 | 337 | 18.13 |

| NODE | NODE | | LINK | | | | | | PED CYCLE | PWR 2WL | CAR/ TAXI | BUS | отне | | TOTAL | LINK CAS PER | CAS 12 MONTHS TO | CAS 12 MONTHS TO | CAS 12 MONTHS TO | VUNCAS |
|------|------|---------------------------|--------|------|-------|---------|--------|------|--------------|------------|--------------|-----|-------|----------|-------|-----------------|------------------------|------------------------|------------------------|--------|
| FROM | то | DESCRIPTION | LENGTH | | FATAL | SERIOUS | SLIGHT | PEDS | R/P | R/P | 000 | 000 | R OCC | CHILDREN | CAS | KM | 12/2012 | 12/2013 | 12/2014 | PER KM |
| 146 | 147 | TUNNEL AVENUE.B.T.S.A. | 340 | TLRN | 0 | 0 | 26 | 0 | 0 | 3 | 21 | 0 | 2 | 0 | 26 | 76.47 | 7 | 13 | 6 | 85.29 |
| 147 | 148 | TUNNEL AVENUE B.T.S.A. | 200 | TLRN | 0 | 2 | 10 | 0 | 0 | 4 | 7 | 0 | 1 | 0 | 12 | 60.00 | 2 | 3 | 7 | 80.00 |
| 708 | 709 | ELTHAM ROAD | 450 | TLRN | 0 | 1 | 19 | 2 | 3 | 5 | 10 | 0 | 0 | 1 | 20 | 44.44 | 9 | 5 | 6 | 68.89 |
| 74 | 668 | BLACKHEATH ROAD | 200 | TLRN | 0 | 0 | 6 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 6 | 30.00 | 5 | 1 | 0 | 55.00 |
| 32 | 207 | ROCHESTER WAY RELIEF ROAD | 180 | TLRN | 0 | 0 | 5 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 5 | 27.78 | 1 | 2 | 2 | 44.44 |
| 40 | 92 | ROCHESTER WAY | 530 | TLRN | 0 | 0 | 19 | 0 | 0 | 3 | 13 | 0 | 3 | 1 | 19 | 35.85 | 9 | 6 | 4 | 43.40 |
| 713 | 714 | SHOOTERS HILL ROAD | 260 | TLRN | 0 | 3 | 2 | 3 | 0 | 1 | 0 | 0 | 1 | 2 | 5 | 19.23 | 0 | 2 | 3 | 42.31 |
| 826 | 827 | SHOOTERS HILL ROAD | 260 | TLRN | 0 | 0 | 6 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 6 | 23.08 | 3 | 3 | 0 | 42.31 |
| 20 | 708 | ELTHAM ROAD | 630 | TLRN | 0 | 2 | 15 | 0 | 1 | 7 | 9 | 0 | 0 | 0 | 17 | 26.98 | 8 | 4 | 5 | 39.68 |
| 215 | 737 | RWRR | 250 | TLRN | 0 | 0 | 7 | 0 | 0 | 2 | 4 | 0 | 1 | 0 | 7 | 28.00 | 1 | 0 | 6 | 36.00 |
| 668 | 717 | BLACKHEATH HILL. | 510 | TLRN | 1 | 1 | 7 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 9 | 17.65 | 4 | 2 | 3 | 33.33 |

| 91 | 92 | SHOOTERS HILL RD | 220 | TLRN | 0 | 0 | 4 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 4 | 18.18 | 2 | 1 | 1 | 31.82 |
|-----|-----|--|------|------|---|---|----|---|---|---|----|---|---|---|----|-------|----|---|----|-------|
| 133 | 170 | JOHN WILSON STREET | 170 | TLRN | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 4 | 23.53 | 0 | 2 | 2 | 29.41 |
| 23 | 31 | WESTHORNE AVENUE | 560 | TLRN | 0 | 2 | 8 | 2 | 0 | 1 | 6 | 0 | 1 | 2 | 10 | 17.86 | 2 | 5 | 3 | 26.79 |
| 163 | 170 | JOHN WILSON STREET | 560 | TLRN | 0 | 0 | 9 | 4 | 0 | 1 | 3 | 1 | 0 | 1 | 9 | 16.07 | 2 | 6 | 1 | 26.79 |
| 72 | 74 | BLACKHEATH ROAD | 240 | TLRN | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 | 12.50 | 3 | 0 | 0 | 25.00 |
| 209 | 211 | RWRR | 870 | TLRN | 1 | 1 | 12 | 0 | 0 | 6 | 6 | 0 | 2 | 1 | 14 | 16.09 | 6 | 5 | 3 | 24.14 |
| 23 | 753 | WESTHORNE AVENUE | 540 | TLRN | 0 | 0 | 9 | 2 | 0 | 2 | 5 | 0 | 0 | 0 | 9 | 16.67 | 3 | 1 | 5 | 24.07 |
| 155 | 160 | BLACKWALL TUNNEL SOUTHERN APPROACH | 970 | TLRN | 0 | 0 | 17 | 0 | 0 | 5 | 10 | 0 | 2 | 0 | 17 | 17.53 | 9 | 3 | 5 | 22.68 |
| 148 | 160 | BLACKWALL TUNNEL SOUTHERN APPROACH | 320 | TLRN | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 21.88 | 3 | 3 | 1 | 21.88 |
| 20 | 29 | ELTHAM RD | 50 | TLRN | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 20.00 | 0 | 0 | 1 | 20.00 |
| 48 | 49 | WELL HALL ROAD | 780 | TLRN | 0 | 0 | 10 | 0 | 0 | 3 | 7 | 0 | 0 | 2 | 10 | 12.82 | 3 | 4 | 3 | 19.23 |
| 96 | 117 | ACADEMY RD-WOOLWICH CMN | 1370 | TLRN | 0 | 0 | 18 | 1 | 0 | 5 | 11 | 1 | 0 | 1 | 18 | 13.14 | 5 | 6 | 7 | 18.25 |
| 117 | 136 | WOOLWICH NEW ROAD | 130 | TLRN | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 7.69 | 0 | 1 | 0 | 15.38 |
| 20 | 210 | KIDBROOKE PARK ROAD | 1090 | TLRN | 0 | 0 | 10 | 2 | 1 | 2 | 5 | 0 | 0 | 1 | 10 | 9.17 | 2 | 2 | 6 | 14.68 |
| 211 | 222 | RWRR | 660 | TLRN | 0 | 0 | 7 | 0 | 0 | 1 | 2 | 0 | 4 | 0 | 7 | 10.61 | 0 | 2 | 5 | 12.12 |
| 2 | 23 | SIDCUP RD | 2100 | TLRN | 0 | 2 | 17 | 3 | 0 | 3 | 13 | 0 | 0 | 0 | 19 | 9.05 | 6 | 2 | 11 | 11.90 |
| 92 | 155 | BLACKWALL TUNNEL B.T.S.A SOUTHERN APPROACH | 1430 | TLRN | 0 | 0 | 14 | 0 | 0 | 2 | 12 | 0 | 0 | 0 | 14 | 9.79 | 5 | 6 | 3 | 11.19 |
| 32 | 215 | ROCHESTER WAY RELIEF ROAD | 2670 | TLRN | 0 | 0 | 22 | 0 | 0 | 6 | 13 | 0 | 3 | 0 | 22 | 8.24 | 11 | 5 | 6 | 10.49 |
| 163 | 164 | WOOLWICH FERRY APPROACH | 220 | TLRN | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4.55 | 0 | 1 | 0 | 9.09 |
| 2 | 4 | SIDCUP RD | 1020 | TLRN | 0 | 1 | 4 | 0 | 1 | 2 | 2 | 0 | 0 | 1 | 5 | 4.90 | 4 | 1 | 0 | 8.82 |
| 146 | 758 | BLACKWALL TUNNEL/NTH.BND. | 680 | TLRN | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 4.41 | 0 | 1 | 2 | 8.82 |
| 72 | 754 | DEPTFORD BRIDGE | 120 | TLRN | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 8.33 | 0 | 1 | 0 | 8.33 |
| 31 | 207 | WESTHORNE AVE | 620 | TLRN | 0 | 0 | 4 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 4 | 6.45 | 1 | 1 | 2 | 8.06 |
| 207 | 209 | ROCHESTER WAY RELIEF ROAD | 250 | TLRN | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4.00 | 0 | 1 | 0 | 8.00 |
| 29 | 31 | ELTHAM RD | 640 | TLRN | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 3 | 4.69 | 3 | 0 | 0 | 7.81 |
| 4 | 732 | SIDCUP RD | 840 | TLRN | 0 | 1 | 5 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 7.14 | 3 | 2 | 1 | 7.14 |
| 49 | 96 | WELL HALL RD | 450 | TLRN | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 4.44 | 0 | 1 | 1 | 6.67 |
| 23 | 29 | SIDCUP RD | 380 | TLRN | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2.63 | 0 | 0 | 1 | 5.26 |
| 47 | 207 | WESTHORNE AVE | 520 | TLRN | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.92 | 0 | 0 | 1 | 3.85 |
| 144 | 760 | BLACKWALL TUNNEL | 640 | TLRN | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 3.13 | 2 | 0 | 0 | 3.13 |
| 713 | 840 | SHOOTERS HILL ROAD | 400 | TLRN | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2.50 | 1 | 0 | 0 | 2.50 |
| 40 | 222 | RWRR | 220 | TLRN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 47 | 48 | ROCHESTER WAY | 120 | TLRN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 91 | 827 | SHOOTERS HILL ROAD | 400 | TLRN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 133 | 136 | GRAND DEPOT ROAD | 380 | TLRN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 144 | 146 | TUNNEL AV (BTSA) | 170 | TLRN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 206 | 215 | RWRR SLIP TO RIEFIELD RD | 340 | TLRN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 210 | 211 | RWRR | 190 | TLRN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |
| 826 | 840 | SHOOTERS HILL ROAD | 180 | TLRN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0.00 |

| | | | | | | | | | | | | | | CAS 12 | CAS 12 | CAS 12 | |
|-------------------|--------|-------|---------|--------|------|-------|-----|------|-----|-------|----------|-------|---------|---------|---------|---------|---------|
| | | | | | | PED | PWR | CAR/ | | | | | LINK | MONTHS | MONTHS | MONTHS | AVERAGE |
| | LINK | | | | | CYCLE | 2WL | TAXI | BUS | OTHE | | TOTAL | CAS PER | то | то | то | VUNCAS |
| DESCRIPTION | LENGTH | FATAL | SERIOUS | SLIGHT | PEDS | R/P | R/P | occ | occ | R OCC | CHILDREN | CAS | KM | 12/2012 | 12/2013 | 12/2014 | PER KM |
| TLRN LINKS TOTALS | 27320 | 2 | 17 | 323 | 23 | 15 | 88 | 191 | 5 | 20 | 16 | 342 | 938 | 125 | 104 | 113 | 17.72 |

| | | | | | | | | | | | | | | CAS 12 | CAS 12 | CAS 12 | |
|------------------|--------|-------|---------|--------|------|-------|-----|------|-----|-------|----------|-------|---------|---------|---------|---------|---------|
| | | | | | | PED | PWR | CAR/ | | | | | LINK | MONTHS | MONTHS | MONTHS | AVERAGE |
| | LINK | | | | | CYCLE | 2WL | TAXI | BUS | OTHE | | TOTAL | CAS PER | то | то | то | VUNCAS |
| DESCRIPTION | LENGTH | FATAL | SERIOUS | SLIGHT | PEDS | R/P | R/P | occ | occ | R OCC | CHILDREN | CAS | KM | 12/2012 | 12/2013 | 12/2014 | PER KM |
| ALL LINKS TOTALS | 105630 | 7 | 77 | 1196 | 180 | 132 | 219 | 641 | 64 | 44 | 93 | 1280 | 938 | 437 | 393 | 450 | 18.03 |

ANALYSIS OF NODE CASUALTIES 2012 - 2014

| NODE DESCRIPTION AUTH ORITY FATAL SERIOUS SLIGHT PEDS CYCLE R/P PWR 2WL R/P TAXI OCC BUS OCC OTHER OCC 1 OCC CHILDREN 12/2 | TO TO 2/2012 12/2013 | TO 12/2014 | TOTAL | |
|---|-------------------------|---------------|-------|--------|
| NODE DESCRIPTION ORITY FATAL SERIOUS SLIGHT PEDS R/P 2WL R/P OCC OCC OCC CHILDREN 12/. | 2/2012 12/2013 | 3 12/2014 | | |
| | | | CAS | VUNCAS |
| BOROUGH JUNCTIONS CONSIDERED FOR LSS PROGRAMME (VUNCAS 7+) | | | | |
| 742 WOOLWICH HILL ROAD/KNEE HILL BOR 0 0 11 3 0 1 6 1 0 0 | 7 2 | 2 | 11 | 15 |
| 94 SHOOTERS HILL ROAD/CHARLTON PARK ROAD BOR 0 0 7 3 0 3 1 0 0 1 | 3 1 | 3 | 7 | 14 |
| 119 PLUMSTEAD COMMON ROAD/BURRAGE ROAD BOR 0 0 7 1 0 3 3 0 0 2 6 | 2 4 | 1 | 7 | 13 |
| 153 TRAFALGAR ROAD/BLACKWALL LANE BOR 0 0 8 1 1 2 3 1 0 1 2 | 2 2 | 4 | 8 | 13 |
| 256 PLUMSTEAD ROAD/PETTMAN CRESCENT. BOR 0 0 12 0 1 0 6 1 4 0 | 3 6 | 3 | 12 | 13 |
| 63 GREENWICH HIGH ROAD/ROYAL HILL BOR 0 0 6 1 4 0 0 1 0 0 (| 3 1 | 2 | 6 | 11 |
| 236 WOOLWICH RD/GALLIONS RD. BOR 0 0 6 1 3 0 0 2 0 0 | 1 2 | 3 | 6 | 10 |
| 59 CREEK ROAD/GREENWICH CHURCH STREET BOR 0 0 5 3 1 0 1 0 0 0 6 | 2 2 | 1 | 5 | 9 |
| 143 BLACKWALL LANE SLIP ONTO B.T.S.A. BOR 0 0 7 1 0 1 5 0 0 0 7 | 1 4 | 2 | 7 | 9 |
| 259 WESTERN WAY/EASTERN WAY/CENTRAL WAY. BOR 0 2 6 0 0 0 8 0 0 1 | 1 2 | 5 | 8 | 9 |
| 7 FOOTSCRAY ROAD/AVERY HILL ROAD BOR 0 0 5 1 1 0 3 0 0 0 0 | 0 0 | 5 | 5 | 7 |
| 36 ELTHAM HIGH STREET/WESTMOUNT ROAD BOR 0 0 4 1 1 1 0 0 0 | 1 1 | 2 | 4 | 7 |
| 118 PLUMSTEAD COMMON ROAD/SANDY HILL ROAD BOR 0 0 6 1 0 0 5 0 0 0 6 | 2 0 | 4 | 6 | 7 |
| BOROUGH JUNCTIONS WITH FUNDING IN RECENT YEARS, DECLINING CASUALTIES, OR DEFERRED FOR OTHER REASONS | | | | |
| 158 WOOLWICH ROAD/ANCHOR AND HOPE LANE BOR 0 0 17 6 2 2 7 0 0 1 | 6 5 | 6 | 17 | 28 |
| 41 BEXLEY RD/AVERY HILL RD BOR 0 0 11 1 3 0 7 0 0 1 1 | 2 5 | 4 | 11 | 16 |
| 58 CREEK RD/NORMAN RD BOR 0 1 8 2 1 3 3 0 0 1 2 | 3 2 | 4 | 9 | 16 |
| 171 PLUMSTEAD RD/BURRAGE RD BOR 0 2 11 1 0 0 10 2 0 2 2 | 6 4 | 3 | 13 | 16 |
| 61 GREENWICH HIGH ROAD/GREENWICH CHURCH STREET BOR 0 1 9 3 0 1 5 1 0 1 5 | 3 5 | 2 | 10 | 15 |
| 102 WESTCOMBE HILL/CHARLTON RD BOR 0 2 8 2 0 2 4 0 2 1 | 6 1 | 3 | 10 | 15 |
| 33 ELTHAM HIGH STREET/COURT ROAD BOR 0 1 7 3 1 1 2 0 1 | 2 1 | 5 | 8 | 14 |
| 55 NELSON RD/KING WILLIAM WALK BOR 0 0 10 1 0 2 3 1 1 0 | 6 2 | 2 | 10 | 14 |
| 179 BERESFORD ST/PLUMSTEAD RD/WOOLWICH NEW RD. BOR 0 0 10 3 0 1 2 4 0 0 0 | 7 0 | 3 | 10 | 14 |
| 115 PLUMSTEAD COMMON ROAD/BLOOMFIELD ROAD BOR 0 0 7 4 0 0 2 0 1 1 1 | 2 3 | 2 | 7 | 12 |
| 725 HARROW MANOR WAY/CARLYLE ROAD/EASTERN WAY. BOR 0 0 7 0 1 1 5 0 0 1 | 3 3 | 1 | 7 | 10 |
| 34 FOOTSCRAY ROAD/ELTHAM HIGH STREET BOR 0 1 5 1 2 0 3 0 0 0 0 | 4 0 | 2 | 6 | 9 |
| 108 CHARLTON RD/CANBERRA RD BOR 0 0 4 2 0 0 2 0 0 3 4 | 4 0 | 0 | 4 | 9 |
| 150 TRAFALGAR ROAD/MAZEHILL BOR 0 0 4 2 0 0 2 0 0 1 | 2 1 | 1 | 4 | 7 |
| | | | | |
| BOROUGH JUNCTIONS NOT CONSIDERED FOR LSS PROGRAMME AT THIS TIME | | | | |
| 16 FOOLSCRAY ROAD/GREEN LANE BOR 0 1 3 1 1 0 2 0 0 0 0 0 | 2 1 | 1 | 4 | 6 |
| 32 ROUTESTER WAT/WESTIMOUNT RU BOR 0 6 0 0 5 0 1 0 7 120 PULIMSTED COMMON DOAD DOAD POP 0 4 4 0 5 0 1 0 7 | 4 0 | 2 | 6 | 6 |
| 120 PLUMSTEAD COMMON ROAD/ENNIS ROAD BOR 0 1 4 1 0 0 4 0 0 0 0 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 | 2 3 | 0 | 5 | 6 |
| | 1 2 | 2 | 6 | 6 |
| | 2 1 | 2 | 5 | 6 |
| | 1 3 | 1 | 5 | 6 |
| | 3 1 | 1 | 5 | 6 |
| | 2 0 | 3 | 5 | 5 |
| 169 WOOLWICH NEW ROAD/SPRAY STREET BOR 0 0 3 1 0 0 2 0 1 | 1 2 | 0 | 3 | 5 |
| 186 BOSTALL HILL/LONGLEIGH LANE BOR 0 0 4 0 0 1 3 0 0 0 | 1 1 | 2 | 4 | 5 |
| 64 GREENWICH HIGH ROAD/GREENWICH SOUTH STREET BOR 0 0 2 0 2 0 0 0 0 | 1 1 | 0 | 2 | 4 |
| 93 SHOOTERS HILL ROAD/OLD DOVER ROAD BOR 0 0 3 0 0 1 1 0 1 0 | 0 1 | 2 | 3 | 4 |
| 165 BLACKWALL LANE/DREADNOUGHT STREET BOR 0 0 4 0 0 0 0 | 1 0 | 3 | 4 | 4 |
| 174 PLUMSTEAD HIGH STREET/WICKHAM LANE BOR 0 0 3 0 1 0 0 0 | 1 2 | 0 | 3 | 4 |
| 37 BEXLEY ROAD/SOUTHEND CRESCENT BOR 0 0 2 0 1 0 0 | 0 1 | 1 | 2 | 3 |
| 50 ROCHESTER WAY/WELLING WAY BOR 0 0 2 0 1 1 0 0 0 | 1 1 | 0 | 2 | 3 |
| 99 CHARLTON WAY/MAZE HILL BOR 0 0 2 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 | 2 0 | 0 | 2 | 3 |
| 100 CHARLION ROAD/WEST COMBE HILL BOR 0 1 1 0 0 0 | 0 2 | 0 | 2 | 3 |
| 122 ITHE SLAUE/LAKEUALE RU BOR 0 0 2 0 1 1 0 0 0 1 100 LIOPEDOUER WAYWERD POOLER PAPER PD POOL 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 </td <td>1 1</td> <td>0</td> <td>2</td> <td>3</td> | 1 1 | 0 | 2 | 3 |
| IOU INLDRVUNC WAT/INIDRVUNE PARK RU DUK U U I I U U U I I U U U I I U U U I I U U U I I I U U U I I I U U U I I I U U U I I I U U U I I I U U U I I I U U U I I I U U U I I I U U U I I I U U U I I I U U U I I I U U U I I I U U U I I U U U U U U | | 0 | 1 | 3 |
| | | 2 | 2 | 3 |
| 698 PLUMSTEAD ROAD/GRIFFIN MANOR WAY BOR 0 0 2 1 0 0 1 0 0 0 0 | 1 0 | 1 | 2 | 3 |

| 702 | KNEE HILL/MCLEOD ROAD/BORO BDY | BOR | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 3 |
|-----|---------------------------------------|-----|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26 | FOOTSCRAY ROAD/SOUTHEND CRESCENT | BOR | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 67 | GREENWICH HIGH ROAD/EGERTON DRIVE | BOR | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 105 | CHARLTON ROAD/INVICTA ROAD | BOR | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 235 | BUGSBYS WAY /GALLIONS RD. | BOR | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 703 | LONGLEIGH LANE/LODGE HILL | BOR | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 741 | SHOOTERS HILL BORO BDY | BOR | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 18 | AVERY HILL RD/HALFWAY ST | BOR | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 151 | BLACKWALL LANE/TUNNEL AVENUE | BOR | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 154 | WOOLWICH ROAD/TUNNEL AVENUE | BOR | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 237 | ANCHOR & HOPE LANE /BUGSBYS WAY. | BOR | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 257 | MANOR WAY/PETTMAN CRESCENT. | BOR | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 44 | ROCHESTER WAY/KIDBROOKE WAY | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 66 | GREENWICH HIGH ROAD/NORMAN ROAD | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 109 | CANBERRA ROAD/CHARLTON PARK LANE | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 113 | THE VILLAGE/CHARLTON CHURCH LANE | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 138 | CRESCENT ROAD/BLOOMFIELD ROAD | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 139 | CRESCENT RD/BURRAGE RD | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 152 | TUNNEL AVENUE/MAURITIUS ROAD | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 156 | WOOLWICH ROAD/FARMDALE ROAD | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | ANCHOR AND HOPE LANE | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 167 | BERESFORD SQUARE/PLUMSTEAD ROAD | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 168 | POWIS STREET/GREENS END | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 706 | WICKHAM LANE/BOURNEWOOD ROAD/BORO BDY | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 719 | LEWISHAM ROAD/MORDEN HILL | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 733 | FOOTSCRAY ROAD/BORO BDY | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 734 | HALFWAY STREET/BORO BDY | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 736 | BEXLEY ROAD/BORO BDY | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 738 | WELLING WAY/BORO BDY | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 739 | GREEN LANE/BORO BDY | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 752 | PRINCE OF WALES ROAD/BORO BDY | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 765 | LEWISHAM ROAD/BORO BDY | BOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | CAS 12 | CAS 12 | CAS 12 | | |
|--------------------------|-------|-------|---------|--------|------|-------|---------|------|-----|-------|----------|---------|---------|---------|-------|---------|
| | HWY | | | | | PED | | CAR/ | | | | MONTHS | MONTHS | MONTHS | | |
| | AUTH | | | | | CYCLE | PWR | TAXI | BUS | OTHER | | то | то | то | TOTAL | AVERAGE |
| | ORITY | FATAL | SERIOUS | SLIGHT | PEDS | R/P | 2WL R/P | OCC | OCC | OCC | CHILDREN | 12/2012 | 12/2013 | 12/2014 | CAS | VUNCAS |
| BOROUGH JUNCTIONS TOTALS | | 0 | 13 | 299 | 56 | 33 | 34 | 151 | 26 | 12 | 23 | 117 | 90 | 105 | 312 | 7.39 |

TLRN JUNCTIONS

| | | | | | | | | | | | | | CAS 12 | CAS 12 | CAS 12 | 1 | |
|------|---|-------|-------|---------|--------|------|-----|------|------|-----|-------|----------|---------|---------|---------|-------|--------|
| | | | | | | | PED | DW/D | CAR/ | вие | OTHER | | MONTHS | MONTHS | MONTHS | TOTAL | 1 |
| NODE | DESCRIPTION | OPITY | EATAL | SEDIOUS | SLICHT | PEDe | | | 0000 | 000 | OCC | | 12/2012 | 12/2013 | 12/2014 | | VUNCAS |
| NODE | | TLDN | | JERIOUS | 321311 | FEDS | | | 000 | 000 | 000 | CHILDREN | 12/2012 | 12/2013 | 7 | 043 | F7 |
| 23 | | TLDN | 0 | 1 | 3/ | 0 | 2 | 14 | 12 | 0 | 0 | 3 | 6 | 10 | / | 30 | 30 |
| 96 | SHOUTERS HILL/WELL HALL RD | TLRN | 0 | 2 | 24 | 5 | 3 | 2 | 13 | 0 | 3 | 2 | 6 | 12 | 8 | 26 | 38 |
| 668 | BLACKHEATH ROAD/LEWISHAM ROAD | ILRN | 0 | 2 | 22 | 3 | 6 | 3 | 11 | 0 | 1 | 1 | 6 | 12 | 6 | 24 | 37 |
| 155 | BLACKWALL TUNNEL SOUTHERN APPROACH/WOOLWICH ROA | TLRN | 0 | 1 | 20 | 0 | 2 | 3 | 11 | 5 | 0 | 4 | 7 | 7 | 7 | 21 | 30 |
| 827 | SHOOTERS HILL ROAD / STRATHEDEN ROAD | TLRN | 0 | 1 | 17 | 2 | 1 | 4 | 10 | 1 | 0 | 0 | 9 | 2 | 7 | 18 | 25 |
| 170 | JOHN WILSON STREET/WELLINGTON STREET | TLRN | 0 | 0 | 17 | 3 | 2 | 1 | 11 | 0 | 0 | 0 | 4 | 3 | 10 | 17 | 23 |
| 163 | WOOLWICH CHURCH STREET/JOHN WILSON STREET | TLRN | 0 | 2 | 11 | 1 | 4 | 0 | 6 | 2 | 0 | 2 | 4 | 3 | 6 | 13 | 20 |
| 20 | ELTHAM ROAD/KIDBROOKE PARK ROAD | TLRN | 0 | 0 | 16 | 1 | 1 | 1 | 12 | 0 | 1 | 0 | 4 | 5 | 7 | 16 | 19 |
| 117 | WOOLWICH COMMON/HA-HA ROAD | TLRN | 0 | 0 | 15 | 1 | 0 | 0 | 12 | 1 | 1 | 3 | 4 | 3 | 8 | 15 | 19 |
| 31 | WESTHORNE AVENUE/ELTHAM ROAD | TLRN | 0 | 0 | 12 | 1 | 2 | 1 | 5 | 0 | 3 | 2 | 3 | 2 | 7 | 12 | 18 |
| 48 | ROCHESTER WAY/WELL HALL ROAD | TLRN | 0 | 0 | 13 | 0 | 4 | 1 | 8 | 0 | 0 | 0 | 3 | 6 | 4 | 13 | 18 |
| 91 | SHOOTERS HILL ROAD/KIDBROOKE PARK ROAD | TLRN | 0 | 1 | 12 | 1 | 0 | 3 | 9 | 0 | 0 | 1 | 5 | 4 | 4 | 13 | 18 |
| 210 | RWRR JW KIDBROOKE PARK RD | TLRN | 0 | 0 | 17 | 0 | 0 | 0 | 15 | 2 | 0 | 0 | 2 | 0 | 15 | 17 | 17 |
| 4 | SIDCUP ROAD/GREEN LANE | TLRN | 0 | 1 | 13 | 1 | 0 | 1 | 10 | 1 | 1 | 0 | 8 | 3 | 3 | 14 | 16 |
| 211 | RWRR SIGNAL INTERSECTION | TLRN | 0 | 1 | 9 | 0 | 0 | 3 | 7 | 0 | 0 | 0 | 4 | 2 | 4 | 10 | 13 |
| 2 | SIDCUP ROAD/COURT ROAD | TLRN | 0 | 0 | 8 | 3 | 0 | 1 | 3 | 0 | 1 | 0 | 3 | 3 | 2 | 8 | 12 |
| 207 | RWRR JW WESTHORNE AVE | TLRN | 0 | 0 | 11 | 1 | 0 | 0 | 9 | 0 | 1 | 0 | 6 | 4 | 1 | 11 | 12 |
| 72 | BLACKHEATH RD/GREENWICH HIGH RD | TLRN | 0 | 0 | 6 | 1 | 1 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 6 | 6 | 11 |
| 92 | SHOOTERS HILL ROAD/ROCHESTER WAY | TLRN | 0 | 1 | 8 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 5 | 1 | 3 | 9 | 10 |
| 753 | WESTHORNE AVENUE/BORO BDY | TLRN | 0 | 0 | 5 | 1 | 0 | 1 | 3 | 0 | 0 | 1 | 2 | 2 | 1 | 5 | 8 |

| 826 | SHOOTERS HILL ROAD / MAZE HILL | TLRN | 0 | 0 | 4 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 8 |
|-----|---|------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 47 | ROCHESTER WAY/WESTHORNE AV | TLRN | 0 | 0 | 6 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 1 | 1 | 4 | 6 | 7 |
| 136 | GRAND DEPOT ROAD/WOOLWICH NEW ROAD(STHN JCT) | TLRN | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 2 | 2 | 5 | 5 |
| 49 | WELL HALL RD/WESTMOUNT RD | TLRN | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 4 |
| 160 | BLACKWALL TUNNEL STHN. APP./SLIP FROM BLACKWALL LA. | TLRN | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 3 |
| 147 | TUNNEL AVE (BTSA)/FACTORY ACCESS ROAD | TLRN | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 148 | BLACKWALL TUNN. STHN. APP./TUNNEL AVE/DREADNOUGHT | TLRN | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 840 | SHOOTERS HILL ROAD / PRINCE CHARLES ROAD | TLRN | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 |
| 74 | BLACKHEATH ROAD/EGERTON DRIVE | TLRN | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 215 | RWRR SLIP TO RIEFIELD RD | TLRN | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 737 | EAST ROCHESTER WAY/BORO BDY | TLRN | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 29 | ELTHAM RD/SIDCUP RD | TLRN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 32 | RWRR SLIPS WITH WESTHORNE AVE E/SIDE | TLRN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40 | ROCHESTER WAY/WRICKLEMARSH ROAD | TLRN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 133 | GRAND DEPOT ROAD/JOHN WILSON STREET | TLRN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 144 | BLACKWALL TUNNEL EXIT (SOUTHBOUND) | TLRN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 146 | BLACKWALL TUNNEL ENTRANCE/NORTH BND. | TLRN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 164 | WOOLWICH FERRY APPROACH/SOUTH PONTOON | TLRN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 206 | RWRR SLIP JW RIEFIELD RD | TLRN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 209 | RWRR SLIPS WITH WESTHORNE AVE W/SIDE | TLRN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 222 | RWRR SLIP TO KIDBROOKE WAY | TLRN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 708 | ELTHAM ROAD/BORO BDY | TLRN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 713 | SHOOTERS HILL RD/DUKE HUMPHREY ROAD/BORO BDY | TLRN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 717 | BLACKHEATH HILL/SHOOTERS HILL ROAD | TLRN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 732 | SIDCUP ROAD/BORO BDY | TLRN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 754 | DEPTFORD BRIDGE/BORO BDY | TLRN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | HWY AUTH ORITY | FATAL | SERIOUS | SLIGHT | PEDS | PED CYCLE R/P | PWR 2WL R/P | CAR/ TAXI OCC | BUS OCC | | CHILDREN | CAS 12 MONTHS TO 12/2012 | CAS 12 MONTHS TO 12/2013 | CAS 12 MONTHS TO 12/2014 | TOTAL CAS | AVERAGE VUNCAS |
|-----------------------|----------------------|-------|---------|--------|------|---------------------|----------------|---------------------|------------|-------|----------|-----------------------------------|-----------------------------------|-----------------------------------|--------------|-------------------|
| TLRN JUNCTIONS TOTALS | | 0 | 15 | 320 | 26 | 31 | 45 | 206 | 15 | 12 | 20 | 111 | 97 | 127 | 335 | 15.23 |
| | | | , | | | | · · · · · · | | | | | 0.00.40 | 0.40.40 | 0.00.40 | | |
| | HWY | | | 1 1 | 1 ' | PED | | CAR/ | | | | MONTHS | MONTHS | MONTHS | 1 | |
| | AUTH | | | 1 1 | ı ' | CYCLE | PWR | TAXI | BUS | OTHER | | то | то | то | TOTAL | AVERAGE |
| | ORITY | FATAL | SERIOUS | SLIGHT | PEDS | R/P | 2WL R/P | occ | OCC | 000 | CHILDREN | 12/2012 | 12/2013 | 12/2014 | CAS | VUNCAS |
| ALL JUNCTIONS TOTALS | | 0 | 28 | 619 | 82 | 64 | 79 | 357 | 41 | 24 | 43 | 228 | 187 | 232 | 647 | 9.95 |

ANALYSIS OF CELL CASUALTIES 2012 - 2014

| | | | | | | | | | | | | CAS 12 | CAS 12 | CAS 12 | | |
|--------------------|-------|-------|---------|--------|------|-------|---------|----------|---------|-------|----------|---------|---------|---------|-------|--------|
| | HWY | | | | | PED | | | | | | MONTHS | MONTHS | MONTHS | | |
| | AUTH | | | | | CYCLE | PWR | CAR/TAXI | | OTHER | | то | то | то | TOTAL | |
| DESCRIPTION | ORITY | FATAL | SERIOUS | SLIGHT | PEDS | R/P | 2WL R/P | OCC | BUS OCC | OCC | CHILDREN | 12/2012 | 12/2013 | 12/2014 | CAS | VUNCAS |
| CELL 544500,178000 | BOR | 0 | 2 | 13 | 4 | 0 | 1 | 9 | 1 | 0 | 0 | 5 | 4 | 6 | 15 | 20 |
| CELL 546000,178500 | BOR | 0 | 3 | 8 | 2 | 0 | 3 | 5 | 1 | 0 | 2 | 9 | 1 | 1 | 11 | 18 |
| CELL 546500,179000 | BOR | 1 | 1 | 8 | 3 | 0 | 1 | 5 | 1 | 0 | 2 | 3 | 3 | 4 | 10 | 16 |
| CELL 542500,178500 | BOR | 0 | 1 | 5 | 3 | 1 | 0 | 2 | 0 | 0 | 5 | 2 | 4 | 0 | 6 | 15 |
| CELL 544500,177500 | BOR | 0 | 0 | 9 | 3 | 0 | 0 | 3 | 0 | 3 | 3 | 8 | 0 | 1 | 9 | 15 |
| CELL 543500,178500 | BOR | 0 | 0 | 6 | 3 | 0 | 1 | 1 | 1 | 0 | 1 | 3 | 2 | 1 | 6 | 11 |
| CELL 544500,178500 | BOR | 0 | 0 | 7 | 1 | 0 | 2 | 4 | 0 | 0 | 1 | 2 | 1 | 4 | 7 | 11 |
| CELL 544000,177500 | BOR | 0 | 0 | 5 | 2 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 3 | 5 | 9 |
| CELL 546000,179000 | BOR | 0 | 0 | 6 | 2 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 4 | 1 | 6 | 9 |
| CELL 539000,178000 | BOR | 0 | 0 | 4 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 4 | 8 |
| CELL 541000,176000 | BOR | 0 | 2 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 3 | 8 |
| CELL 541500,175000 | BOR | 0 | 1 | 4 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 3 | 5 | 8 |
| CELL 543000,172000 | BOR | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 7 |
| CELL 543000,178500 | BOR | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 4 | 7 |
| CELL 543500,177500 | BOR | 0 | 1 | 3 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 2 | 1 | 1 | 4 | 7 |
| CELL 544500,179000 | BOR | 0 | 0 | 4 | 2 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 1 | 4 | 7 |
| CELL 538000,177000 | BOR | 0 | 0 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 3 | 6 |
| CELL 538500,177000 | BOR | 0 | 0 | 4 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 6 |
| CELL 539000,177500 | BOR | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 6 |
| CELL 539000,179500 | BOR | 0 | 0 | 4 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 4 | 6 |
| CELL 540000,178000 | BOR | 0 | 1 | 4 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 1 | 4 | 5 | 6 |
| CELL 540000,178500 | BOR | 0 | 0 | 4 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 4 | 6 |
| CELL 540500,176000 | BOR | 0 | 0 | 4 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 6 |
| CELL 542000,174500 | BOR | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 6 |
| CELL 542000,176500 | BOR | 0 | 0 | 4 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 6 |
| CELL 543500,179000 | BOR | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 6 |
| CELL 544000,178000 | BOR | 0 | 0 | 4 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 2 | 1 | 4 | 6 |
| CELL 545000,179500 | BOR | 0 | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 1 | 3 | 6 |
| CELL 545500,178000 | BOR | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 |
| CELL 539000,179000 | BOR | 0 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 5 |
| CELL 540000,177500 | BOR | 0 | 0 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 5 |
| CELL 541500,177000 | BOR | 0 | 1 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 5 |
| CELL 543000,177000 | BOR | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 5 |
| CELL 543000,177500 | BOR | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 5 |
| CELL 544000,177000 | BOR | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 2 | 1 | 3 | 5 |
| CELL 544500,173500 | BOR | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 5 |
| CELL 545000,178500 | BOR | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 5 |
| CELL 546500,179500 | BOR | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 5 |
| CELL 546500,180000 | BOR | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 3 | 5 |
| CELL 546500,180500 | BOR | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 5 |
| CELL 538500,178000 | BOR | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 4 |
| CELL 540000,175000 | BOR | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 4 |
| CELL 540500,177500 | BOR | 0 | 0 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 4 |
| CELL 540500,178000 | BOR | 0 | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 |
| CELL 541000,177000 | BOR | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 3 | 4 |
| CELL 542000,179000 | BOR | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 4 |

| OFUL 540500 470000 | DOD | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 4 | 4 | 4 | 0 | 0 | 4 |
|---|--|--|--|---|--|--|---------------------------------|--|---|--------------------------------------|--|--|--|--|--|--|
| CELL 542500,176000 | BOR | 0 | 0 | 2 | 1 | 0 | U | 1 | 0 | U | 1 | 1 | 1 | 0 | 2 | 4 |
| CELL 543500,177000 | ROK | 0 | 1 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 4 |
| CELL 544000,179000 | BOR | 0 | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 4 |
| CELL 544500,180000 | BOR | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 4 |
| CELL 547000,180500 | BOR | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 4 |
| CELL 538500,177500 | BOR | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| CELL 539500,177000 | BOR | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 3 |
| CELL 540000,177000 | BOR | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 3 |
| CELL 540500,173500 | BOR | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 |
| CELL 541000,174500 | BOR | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 |
| CELL 541000,177500 | BOR | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 3 |
| CELL 541000,178000 | BOR | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 3 |
| CELL 541500,173500 | BOR | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 3 |
| CELL 541500,174000 | BOR | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 |
| CELL 541500,174500 | BOR | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 3 |
| CELL 541500,178000 | BOR | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 |
| CELL 542000,172500 | BOR | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| CELL 542000,177500 | BOR | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 |
| CELL 542000,178500 | BOR | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 3 |
| CELL 542500,172000 | BOR | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 3 |
| CELL 542500,174500 | BOR | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 3 |
| CELL 542500,177000 | BOR | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 3 |
| CELL 542500,178000 | BOR | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 3 |
| CELL 543000,171500 | BOR | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 |
| CELL 543500,176500 | BOR | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 3 |
| CELL 544500,174000 | BOR | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 3 |
| CELL 545000,177000 | BOR | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 3 |
| | | <u> </u> | _ | _ | ~ | _ | | | | _ | _ | _ | | | | |
| CELL 545000,178000 | BOR | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 3 |
| CELL 545000,178000 CELL 545500,179000 | BOR | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 3 |
| CELL 545000,178000 CELL 545500,179000 CELL 547000,179500 | BOR BOR BOR | 0 | 0 | 2 2 1 | 1 0 1 | 0 1 0 | 0 | 1 | 0 | 0 0 0 | 0 | 0 | 1 1 0 | 1 0 1 | 2 2 2 | 3 3 3 |
| CELL 545000,178000 CELL 545500,179000 CELL 547000,179500 CELL 547000,180000 | BOR BOR BOR BOR | 0 0 1 0 | 0 0 0 0 0 0 | 2 2 1 1 | 1 0 1 1 | 0 1 0 0 | 0 0 0 0 0 0 | 1 1 1 0 | 0 0 0 0 | 0 0 0 0 0 0 | 0 0 0 1 | 0 1 1 0 | 1 1 0 0 | 1 0 1 1 | 2 2 2 1 | 3 3 3 3 |
| CELL 545000,178000 CELL 545500,179000 CELL 547000,179500 CELL 547000,180000 CELL 547000,181000 | BOR BOR BOR BOR BOR | 0 0 1 0 0 | 0 0 0 0 1 | 2 2 1 1 0 | 1 0 1 1 1 | 0 1 0 0 0 | 0 0 0 0 0 | 1 1 1 0 0 | 0 0 0 0 | 0 0 0 0 0 | 0 0 0 1 1 | 0 1 1 0 0 | 1 1 0 0 | 1 0 1 1 0 | 2 2 2 1 | 3 3 3 3 3 |
| CELL 545000,178000 CELL 545500,179000 CELL 547000,179500 CELL 547000,180000 CELL 547000,181000 CELL 547000,181000 CELL 537000,177500 | BOR BOR BOR BOR BOR BOR | 0 0 1 0 0 0 | 0 0 0 0 1 0 | 2 2 1 1 0 2 | 1 0 1 1 1 1 0 | 0 1 0 0 0 0 | 0 0 0 0 0 | 1 1 1 0 0 2 | 0 0 0 0 0 | 0 0 0 0 0 0 | 0 0 1 1 0 | 0 1 1 0 0 0 | 1 1 0 0 1 2 | 1 0 1 1 0 0 | 2 2 2 1 1 2 | 3 3 3 3 3 2 |
| CELL 545000,178000 CELL 545500,179000 CELL 547000,179500 CELL 547000,180000 CELL 547000,181000 CELL 537000,177500 CELL 537500,177000 | BOR BOR BOR BOR BOR BOR BOR | 0 0 1 0 0 0 0 | 0 0 0 1 0 0 | 2 2 1 1 0 2 1 | 1 0 1 1 1 0 1 | 0 1 0 0 0 0 0 | 0 0 0 0 0 0 | 1 1 0 0 2 0 | 0 0 0 0 0 0 | 0 0 0 0 0 0 0 | 0 0 1 1 0 0 | 0 1 1 0 0 0 0 | 1 1 0 1 1 2 1 | 1 0 1 1 0 0 0 | 2 2 1 1 2 1 2 1 | 3 3 3 3 3 2 2 |
| CELL 545000,178000 CELL 545500,179000 CELL 547000,179500 CELL 547000,180000 CELL 547000,181000 CELL 537000,177500 CELL 537500,177000 CELL 537500,177500 | BOR BOR BOR BOR BOR BOR BOR BOR | 0 0 1 0 0 0 0 0 | 0 0 0 1 0 0 0 | 2 2 1 1 0 2 1 1 | 1 0 1 1 1 0 1 1 1 | 0 1 0 0 0 0 0 0 | 0 0 0 0 0 0 0 | 1 1 0 0 2 0 0 | 0 0 0 0 0 0 0 | 0 0 0 0 0 0 0 0 | 0 0 1 1 0 0 0 | 0 1 1 0 0 0 0 0 | 1 1 0 1 2 1 0 | 1 0 1 0 0 0 1 | 2 2 1 1 2 1 2 1 1 1 | 3 3 3 3 2 2 2 2 |
| CELL 545000,178000 CELL 545500,179000 CELL 547000,179500 CELL 547000,180000 CELL 547000,181000 CELL 537000,177500 CELL 537500,177500 CELL 537500,177500 CELL 538000,176500 | BOR BOR BOR BOR BOR BOR BOR BOR BOR | 0 0 1 0 0 0 0 0 0 | 0 0 0 1 0 0 0 0 | 2 2 1 1 2 1 2 1 2 1 1 1 | 1 0 1 1 1 0 1 1 1 0 | 0 1 0 0 0 0 0 0 1 | | 1 1 0 0 2 0 0 0 | | | 0 0 1 1 0 0 0 0 | 0 1 0 0 0 0 0 1 | 1 0 0 1 2 1 0 0 | 1 0 1 0 0 0 1 0 | 2 2 1 1 2 1 2 1 1 1 | 3 3 3 3 2 2 2 2 2 |
| CELL 545000,178000 CELL 545500,179000 CELL 547000,179500 CELL 547000,180000 CELL 547000,181000 CELL 537000,177500 CELL 537500,177500 CELL 537500,177500 CELL 538000,176500 CELL 538000,177500 | BOR BOR BOR BOR BOR BOR BOR BOR BOR BOR | 0 0 1 0 0 0 0 0 0 0 | 0 0 0 1 0 0 0 0 0 | 2 2 1 1 2 1 2 1 1 1 1 1 | 1 0 1 1 0 1 1 1 0 0 | 0 1 0 0 0 0 0 0 1 1 | | 1 1 0 0 2 0 0 0 0 0 | 0 0 0 0 0 0 0 0 0 | | 0 0 1 1 0 0 0 0 0 | 0 1 1 0 0 0 0 0 1 0 | 1 0 0 1 2 1 0 0 1 | 1 0 1 0 0 0 1 0 0 | 2 2 1 1 2 1 1 1 1 1 1 | 3 3 3 3 2 2 2 2 2 2 2 2 2 |
| CELL 545000,178000 CELL 545500,179000 CELL 547000,179500 CELL 547000,180000 CELL 547000,181000 CELL 537000,177500 CELL 537500,177500 CELL 537500,177500 CELL 538000,177500 CELL 538000,177500 CELL 539500,178500 | BOR BOR BOR BOR BOR BOR BOR BOR BOR BOR | 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 | 0 0 0 1 0 0 0 0 0 0 0 0 0 | 2 2 1 1 2 1 2 1 1 1 1 1 2 | 1 0 1 1 0 1 1 0 0 0 0 | 0 1 0 0 0 0 0 0 1 1 0 | | 1 1 0 0 2 0 0 0 0 0 0 0 0 2 | 0 0 0 0 0 0 0 0 0 0 0 0 0 | | 0 0 1 1 0 0 0 0 0 0 0 0 | 0 1 1 0 0 0 0 0 0 1 0 0 | 1 0 0 1 2 1 0 0 0 1 2 | 1 0 1 0 0 0 1 0 0 0 0 | 2 2 1 1 2 1 1 1 1 1 1 2 | 3 3 3 3 2 2 2 2 2 2 2 2 2 2 2 2 2 |
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| CELL 545500,178500 | BOR | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| CELL 546000,177500 | BOR | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
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| CELL 546000,180500 | BOR | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 2 |
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| CELL 542000,175500 | BOR | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| CELL 542000,176000 | BOR | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| CELL 542500,173000 | BOR | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| CELL 542500,175000 | BOR | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| CELL 542500,175500 | BOR | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| CELL 542500,177500 | BOR | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| CELL 543000,175500 | BOR | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| CELL 543500,172500 | BOR | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| CELL 543500,173000 | BOR | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| CELL 543500,176000 | BOR | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| CELL 544500,174500 | BOR | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| CELL 546000,179500 | BOR | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| CELL 546500,177000 | BOR | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |

| | | | | | | | | | | | CAS 12 | CAS 12 | CAS 12 | | |
|-------------|-------|---------|--------|------|-------|---------|----------|---------|-------|----------|---------|---------|---------|-------|--------|
| | | | | | PED | | | | | | MONTHS | MONTHS | MONTHS | 1 | |
| | | | | | CYCLE | PWR | CAR/TAXI | | OTHER | | то | то | то | TOTAL | |
| DESCRIPTION | FATAL | SERIOUS | SLIGHT | PEDS | R/P | 2WL R/P | 000 | BUS OCC | 000 | CHILDREN | 12/2012 | 12/2013 | 12/2014 | CAS | VUNCAS |
| CELL TOTALS | 2 | 27 | 274 | 96 | 30 | 25 | 129 | 16 | 7 | 57 | 106 | 109 | 88 | 303 | 4.12 |

LINKS, NODES AND CELL CASUALTIES 2012 - 2014 - SUMMARY

| | FATAL | SERIOUS | SLIGHT | PEDS | PED CYCLE R/P | PWR 2WL R/P | CAR / TAXI OCC | CHILDREN | CAS 12 MONTHS TO 12/2012 | CAS 12 MONTHS TO 12/2013 | CAS 12 MONTHS TO 12/2014 | TOTAL CAS |
|------------------------|-------|---------|-------------------|------|---------------------|----------------|----------------------|----------|-----------------------------------|-----------------------------------|-----------------------------------|--------------|
| ALL ROADS LINKS TOTALS | 7 | 77 | 1196 | 180 | 132 | 219 | 641 | 93 | 437 | 393 | 450 | 1280 |
| ALL ROADS NODES TOTALS | 0 | 28 | <mark>61</mark> 9 | 82 | 64 | 79 | 357 | 43 | 228 | 187 | 232 | 647 |
| ALL CELLS TOTALS | 2 | 27 | 274 | 96 | 30 | 25 | 129 | 57 | 106 | 109 | 88 | 303 |
| ALL ROADS TOTALS | 9 | 132 | 2089 | 358 | 226 | 323 | 1127 | 193 | 771 | 689 | 770 | 2230 |

Appendix 3: Personnel with Primary Responsibility for Road Safety

Directorate of Regeneration Enterprise and Skills

Persons with Primary Responsibility for Traffic Management and Road Safety Engineering

| OFFICER | POSITION | TELEPHONE (direct dial) |
|-----------------|---|----------------------------|
| Tim Jackson | Assistant Director Transportation & Highways | |
| Alex Djan | Group Manager – Traffic | 020 8921 5463 |
| Richard Cornell | Principal Engineer - Traffic | 020 8921 5580 |

Persons with Primary Responsibility for Road Safety Education and Training

| OFFICER | POSITION | TELEPHONE (Direct Dial) |
|-----------------------|------------------------------------|----------------------------|
| Kim Smith | Transport Planning Manger | |
| Raj Shukla | Road Safety Manager | 020 8921 8082 |
| Julie Feleppa | Area Road Safety Officer | 020 8921 8076 |
| (appointment pending) | Cycle Training Manager | 020 8921 8074 |
| Ann Grant | School Crossing Patrol Coordinator | 020 8921 8411 |
| Camilla Olofsson | School Travel Plan Coordinator | 020 8921 8190 |

Appendix 4: Local Safety Schemes Outcome Monitoring to December 2014

| LOCAL SAF | | BEFORE CASUALTIES PER | | | AFTER C | ASUALT | | | | | | ACTUAL ECONOMIC VALUES PER ANNUM (At 2013 casualty | | | | |
|--------------------|--|---|--------|-------|---------------------|--------|-------|---------------------|--------|----------|---------------|--|---------------------------------|--|---|-------------------------------|
| | | | | ANNUM | 1 | | ANNUM | | AC | IUAL CAS | UALTY SAVINGS | PER ANNUM | | valu | es) | |
| Completion Year | Scheme Description | Cells, Links, or Node Reference | All | ksi | Before data | All | ksi | After data | AII | ksi | % All | % ksi | Value of casualty savings | Estimated scheme cost (in scheme year) | Index linked scheme cost at inflation rate of 2.0% | Economic Rate of Return |
| 1999 | Herbert Road 20 Zone Phases 1 & 2 | 54300 17650 54300 17700 54300 17750 54350 17650 54350 17650 54350 17700 54350 17750 | 17.67 | 1.33 | 3 years to 12/96 | 11.00 | 1.33 | 3 years to 12/03 | 6.67 | 0.00 | 38% | 0% | £100,710 | £200,000 | £274,557 | 37% |
| 1999 | Thamesmead 20 zones (Moorings & Waterfield) | 54650 18000 54650 18050 54700 18000 | 7.67 | 1.00 | 3 years to 12/96 | 2.33 | 0.00 | 3 years to 12/03 | 5.34 | 1.00 | 70% | 100% | £261,393 | £120,000 | £164,734 | 159% |
| 2000 | Brewery Road 20 zone Phases 1 & 2 | 54400 17800 54450 17800 54450 17850 54500 17800 54550 17850 | 25.00 | 3.33 | 3 years to 12/96 | 11.00 | 1.00 | 3 years to 12/03 | 14.00 | 2.33 | 56% | 70% | £632,566 | £120,000 | £161,504 | 392% |
| 2002 | Dothill Zone 20 zone Phases 1 & 2 | 54450 17750 54500 17700 54500 17750 | 15.67 | 1.67 | 3 years to 12/00 | 6.00 | 0.33 | 3 years to 12/06 | 9.67 | 1.34 | 62% | 80% | £388,231 | £120,000 | £155,233 | 250% |
| 2003 | North of Plumstead High Street 20 zone | 54550 17850 54600 17850 54650 17850 | 10.00 | 1.33 | 3 years to 6/02 | 4.33 | 0.67 | 3 years to 12/06 | 5.67 | 0.66 | 57% | 50% | £204,916 | £220,000 | £279,013 | 73% |
| 2003 | Eynsham Estate 20 zone, Phase 1 (Chalcombe Road Area) | 54650 17900 | 8.00 | 2.33 | 3 years to 6/02 | 1.33 | 0.00 | 3 years to 12/09 | 6.67 | 2.33 | 83% | 100% | £521,890 | £120,000 | £152,189 | 343% |
| 2003 | West Woolwich 20 zone (St Marys Area) | 54200 17850 54250 17850 | 6.67 | 1.00 | 3 years to 6/02 | 2.67 | 0.33 | 3 years to 12/09 | 4.00 | 0.67 | 60% | 67% | £181,508 | £110,000 | £139,507 | 130% |
| 2003 | Westcombe Park 20 zone | 53900 17750 53950 17750 54000 17750 | 4.67 | 1.33 | 3 years to 6/02 | 1.67 | 0.00 | 3 years to 12/09 | 3.00 | 1.33 | 64% | 100% | £285,713 | £120,000 | £152,189 | 188% |
| 2004 | South of Plumstead High Street 20 zone | 54550 17800 | 3.33 | 0.33 | 3 years to 6/02 | 1.33 | 0.00 | 3 years to 12/09 | 2.00 | 0.33 | 60% | 100% | £89,850 | £120,000 | £149,205 | 60% |
| 2004 | Maryon Park Area 20 zone | 54150 17800 54150 17850 54200 17800 | 3.00 | 1.67 | 3 years to 6/02 | 1.33 | 0.33 | 3 years to 12/06 | 1.67 | 1.34 | 56% | 80% | £267,439 | £110,000 | £136,771 | 196% |
| 2004 | East Greenwich Area Traffic Calming & 20 zone | 53850 17750 53900 17800 53950 17800 54000 17800 54000 17850 | 12.00 | 0.67 | 3 years to 12/00 | 5.33 | 1.00 | 3 years to 12/09 | 6.67 | -0.33 | 56% | -49% | £41,058 | £150,000 | £186,506 | 22% |
| 2005 | Woolwich Arsenal Area Traffic Calming & 20 zone | 54350 17850 54350 17800 54400 17850 | 14.00 | 1.67 | 3 years to 6/02 | 5.67 | 1.00 | 3 years to 12/09 | 8.33 | 0.67 | 60% | 40% | £246,887 | £250,000 | £304,749 | 81% |
| 2006 | Eltham Park 20 zone (Westmount Road Area) | 54300 17500 54250 17500 54300 17450 54250 17450 54350 17500 | 8.33 | 2.00 | 3 years to 12/03 | 2.33 | 0.00 | 3 years to 12/09 | 6.00 | 2.00 | 72% | 100% | £452,122 | £632,000 | £755,299 | 60% |
| 2007 | Eynsham Estate Phase II | 54700 17900 54700 17950 54650 17950 | 6.67 | 1.00 | 3 years to 12/04 | 2.00 | 0.33 | 3 years to 12/09 | 4.67 | 0.67 | 70% | 67% | £191,624 | £224,000 | £262,452 | 73% |
| 2007 | St Johns Park / Old Dover Road | 54050 17700 54000 17700 | 3.67 | 0.67 | 3 years to 12/04 | 2.00 | 0.00 | 3 years to 12/12 | 1.67 | 0.67 | 46% | 100% | £146,327 | £28,000 | £32,806 | 446% |
| 2007 | Swingate Lane | 54500 17700 54500 17750 | 8.00 | 0.67 | 3 years to 12/05 | 2.00 | 0.67 | 3 years to 12/12 | 6.00 | 0.00 | 75% | 0% | £90,594 | £110,200 | £129,117 | 70% |
| 2007 | Woolwich Common / Herbert Road | 54300 17700 | 4.67 | 1.00 | 3 years to 12/05 | 2.00 | 0.00 | 3 years to 12/12 | 2.67 | 1.00 | 57% | 100% | £221,078 | £130,000 | £152,316 | 145% |
| 2009 | Brewery Road Area | 54400 17800 54450 17800 54450 17850 | 9.67 | 1.33 | 3 years to 12/06 | 9.00 | 1.00 | 3 year to 12/12 | 0.67 | 0.33 | 7% | 25% | £69,768 | £100,000 | £112,616 | 62% |
| 2009 | Prince John Road Area (Eltham) | 54200 17450 54150 17450 | 2.00 | 1.00 | 3 years to 12/06 | 0.33 | 0.00 | 3 year to 12/12 | 1.67 | 1.00 | 84% | 100% | £205,979 | £130,000 | £146,401 | 141% |
| 2009 | Stadium Road - Repository Road | 54250 17700 54250 17750 54250 17800 | 4.67 | 0.67 | 3 years to 12/06 | 1.00 | 0.00 | 3 year to 12/12 | 3.67 | 0.67 | 79% | 100% | £176,525 | £80,000 | £90,093 | 196% |
| 2012 | Blithdale Road / McLeod Road | 54600 17850 54650 17850 | 5.33 | 1.33 | 3 years to 12/12 | 1.00 | 0.50 | 2 year to 12/15 | 4.33 | 0.83 | 81% | 62% | £215,413 | £250,000 | £265,302 | 86% |
| 2012 | Swingate Lane improvements | 54500 17700 54500 17750 | 5.67 | 0.67 | 3 years to 12/11 | 1.50 | 0.00 | 2 year to 12/15 | 4.17 | 0.67 | 74% | 100% | £184,075 | £150,000 | £159,181 | 123% |
| 2012 | Herbert Road Improvements | 54300 17700 54350 17750 | 4.33 | 0.67 | 3 years to 12/11 | 1.50 | 0.00 | 2 years to 2015 | 2.83 | 0.67 | 65% | 100% | £163,842 | £15,000 | £15,918 | 1092% |
| | CELLS (20-ZONES) TOTALS | | 190.69 | 28.67 | | 78.65 | 8.49 | | 112.04 | 20.18 | 59% | 70% | £5,339,509 | £3,609,200 | £4,377,658 | 122% |

| LOCAL SAFE | TY SCHEMES OUTPUT MONITORING | | | | MAJOR F | ROADS (L | _INKS) | | | | | | | | | |
|--------------------|---|---------------------------------------|--------|-------------------|---------------------|----------|--------|---------------------|-------|----------|---------------|-----------|---------------------------------|--|---|-------------------------------|
| | | | BEFOR | E CASUAL ANNUM | TIES PER | AFTER C | ASUALT | IES PER | ACT | TUAL CAS | UALTY SAVINGS | PER ANNUM | ACTUAL ECO | NOMIC VALUES P valu | PERANNUM (At 2 es) | 013 casualty |
| Completion Year | Scheme Description | Cells, Links, or Node Reference | All | ksi | Before data | All | ksi | After data | All | ksi | % All | % ksi | Value of casualty savings | Estimated scheme cost (in scheme year) | Index linked scheme cost at inflation rate of 2.0% | Economic Rate of Return |
| 2004 | Trafalgar Road -Romney Road (King William Walk - Maze Hill) | 55-150 | 19.67 | 2.33 | 3 years to 12/02 | 10.33 | 0.33 | 3 years to 12/11 | 9.34 | 2.00 | 47% | 86% | £502,553 | £180,000 | £223,807 | 279% |
| 2004 | Rochester Way (Well Hall Road - Kidbrook Park Road | 44-47 | 13.67 | 1.67 | 3 years to 12/00 | 4.67 | 0.00 | 3 years to 12/11 | 9.00 | 1.67 | 66% | 100% | £437,767 | £250,000 | £544,308 | 175% |
| 2005 | Shooters Hill Road | 93-94 94-96 | 19.33 | 2.67 | 3 years to 12/03 | 12.33 | 2.67 | 3 years to 12/09 | 7.00 | 0.00 | 36% | 0% | £105,693 | £100,000 | £121,899 | 106% |
| 2005 | Burrage Road (part of Woolwich Arsenal 20 zone) | 119-139 139-171 | 7.33 | 1.67 | 3 years to 06/02 | 3.00 | 0.33 | 3 years to 12/12 | 4.33 | 1.34 | 59% | 80% | £307,602 | £20,000 | £24,380 | 1538% |
| 2005 | Sandy Hill Road - Crescent Road (part of Woolwich Arsenal 20 zone) | 118-138 | 4.00 | 2.33 | 3 years to 06/02 | 0.33 | 0.00 | 3 years to 12/11 | 3.67 | 2.33 | 92% | 100% | £476,593 | £20,000 | £24,380 | 2383% |
| 2005 | The Village - Charlton Park Road - Artillery Place | 113-170 | 19.67 | 2.00 | 3 years to 12/03 | 14.00 | 0.67 | 3 years to 12/11 | 5.67 | 1.33 | 29% | 67% | £326,027 | £200,000 | £243,799 | 163% |
| 2005 | Bloomfield Road (part of Woolwich Arsenal 20 zone) | 115-138 | 4.67 | 0.33 | 3 years to 06/02 | 2.00 | 0.00 | 3 years to 12/11 | 2.67 | 0.33 | 57% | 100% | £99,966 | £10,000 | £12,190 | 1000% |
| 2006 | Well Hall Rd (Roch'r Way - Eltham High St) | 33 - 48 | 18.00 | 3.67 | 3 years to 12/03 | 8.33 | 0.33 | 3 years to 12/12 | 9.67 | 3.34 | 54% | 91% | £749,759 | £254,000 | £303,554 | 295% |
| 2006 | Woolwich Road (Vanbrugh Hill - A102M) | 153-154 | 9.67 | 1.33 | 3 years to 12/03 | 7.67 | 1.33 | 3 years to 12/12 | 2.00 | 0.00 | 21% | 0% | £30,198 | £110,000 | £131,460 | 27% |
| 2006 | Bugsby's Way | 165-235 235-237 | 18.67 | 3.33 | 3 years to 02/05 | 10.33 | 2.33 | 3 years to 12/12 | 8.34 | 1.00 | 45% | 30% | £306,690 | £106,000 | £126,680 | 289% |
| 2007 | Charlton Road | 105-108 | 7.33 | 1.33 | 3 years to 12/04 | 5.67 | 0.33 | 3 years to 12/12 | 1.66 | 1.00 | 23% | 75% | £205,828 | £135,400 | £158,643 | 152% |
| 2007 | Plumstead High Street (Wickam Ln - White Hart Rd) (ped facilities) | 173-174 | 16.00 | 2.67 | 3 years to 12/07 | 8.00 | 0.33 | 3 years to 12/12 | 8.00 | 2.34 | 50% | 88% | £543,780 | £104,000 | £121,853 | 523% |
| 2007 | Plumstead High Street (Griffin Road-Brewery Road) (ped facilities) | 173-698 | 14.00 | 1.00 | 3 years to 12/05 | 6.67 | 1.00 | 3 years to 12/12 | 7.33 | 0.00 | 52% | 0% | £110,676 | £104,000 | £121,853 | 106% |
| 2010 | Shooters Hill | 96-741 | 12.00 | 2.00 | 3 years to 12/07 | 6.33 | 1.67 | 3 years to 12/14 | 5.67 | 0.33 | 47% | 17% | £145,263 | £200,000 | £220,816 | 73% |
| 2011 | Greenwich South Street (ped facilities) | 64-668 | 2.67 | 1.00 | 3 years to 12/07 | 1.00 | 0.33 | 3 year to 12/14 | 1.67 | 0.67 | 63% | 67% | £146,327 | £60,000 | £66,245 | 244% |
| 2012 | Woolwich Road (Farmdale Rd - Gallions Road) | 156-236 | 6.33 | 0.00 | 3 years to 12/11 | 5.50 | 0.00 | 2 year to 12/14 | 0.83 | 0.00 | 13% | 0% | £12,532 | £70,000 | £74,285 | 18% |
| | LINKS (MAJOR ROADS) TOTALS | | 193.01 | 29.33 | | 106.16 | 11.65 | | 86.85 | 17.68 | 45% | 60% | £4,507,256 | £1,923,400 | £2,520,150 | 179% |

LOCAL SAFETY SCHEMES OUTCOME MONITORING

MAIN JUNCTIONS

| | | | BEFORE CASUALTIES PER ANNUM | | | AFTER CASUALTIES PER ANNUM | | | AC | TUAL CAS | UALTY SAVINGS | PER ANNUM | ACTUAL ECONOMIC VALUES PER ANNUM (At 2013 casualty values) | | | | |
|--------------------|--|---------------------------------------|--------------------------------|------|---------------------|-------------------------------|------|---------------------|------|----------|---------------|-----------|--|--|---|-------------------------------|--|
| Completion Year | Scheme Description | Cells, Links, or Node Reference | All | ksi | Before data | All | ksi | After data | All | ksi | % All | % ksi | Value of casualty savings | Estimated scheme cost (in scheme year) | Index linked scheme cost at inflation rate of 2.0% | Economic Rate of Return | |
| 2004 | TRAFALGAR ROAD / MAZE HILL | 150 | 3.00 | 1.67 | 3 years to 12/02 | 0.33 | 0.00 | 3 years to 12/09 | 2.67 | 1.67 | 89% | 100% | £342,190 | £70,000 | £87,036 | 489% | |
| 2005 | CRESCENT ROAD / BLOOMFIELD ROAD (Part of Woolwich Arsenal 20-Zone) | 138 | 1.00 | 0.33 | 3 years to 12/04 | 0.33 | 0.00 | 3 years to 12/11 | 0.67 | 0.33 | 67% | 100% | £69,768 | £2,000 | £2,438 | 3488% | |
| 2005 | CRESCENT ROAD / BURRAGE ROAD (Part of Woolwich Arsenal 20-Zone) | 139 | 1.67 | 0.33 | 3 years to 12/04 | 0.00 | 0.00 | 3 years to 12/11 | 1.67 | 0.33 | 100% | 100% | £84,867 | £5,000 | £6,095 | 1697% | |
| 2009 | THE SLADE / LAKEDALE RD | 122 | 2.33 | 0.33 | 3 years to 12/06 | 0.67 | 0.00 | 3 years to 12/11 | 1.66 | 0.33 | 71% | 100% | £84,716 | £50,000 | £56,308 | 169% | |
| 2010 | ELTHAM HIGH STREET/COURT ROAD | 33 | 4.33 | 1.00 | 3 years to 12/09 | 1.67 | 0.00 | 3 year to 12/13 | 2.66 | 1.00 | 61% | 100% | £220,927 | £78,000 | £84,430 | 283% | |
| | NODES (MAIN JUNCTIONS) TOTALS | | 12.33 | 3.66 | | 3.00 | 0.00 | | 9.33 | 3.66 | 76% | 100% | £802,470 | £205,000 | £236,307 | 340% | |

LOCAL SAFETY SCHEMES OUTCOME MONITORING

ALL SCHEMES - SUMMARY

| | | BEFORE CASUALTIES PER ANNUM | | AFTER CASUALTIES PER ANNUM | | ACTUA | L CASUAI AN | LTY SAVIN NUM | NGS PER | ACTUAL ECONOMIC VALUES PER ANNUM | | |
|---------------------|-------------------------------|-----------------------------------|------|-------------------------------|------|-------|----------------|------------------|---------|----------------------------------|---|----------------------------|
| Completion Years | Scheme Description | All | ksi | All | ksi | AII | ksi | % All | % ksi | Value of Casualty Savings | Index linked scheme cost at inflation rate of 2.0% | Economic Rate of Return |
| 1999-2009 | CELLS (20-ZONES) TOTALS | 190.7 | 28.7 | 78.7 | 8.5 | 112.0 | 20.2 | 59% | 70% | £5,339,509 | £4,377,658 | 122% |
| 2004-11 | LINKS (MAJOR ROADS) TOTALS | 193.0 | 29.3 | 106.2 | 11.7 | 86.9 | 17.7 | 45% | 60% | £4,507,256 | £2,520,150 | 179% |
| 2004-10 | NODES (MAIN JUNCTIONS) TOTALS | 12.3 | 3.7 | 3.0 | 0.0 | 9.3 | 3.7 | 76% | 100% | £802,470 | £236,307 | 340% |
| 1999-2011 | ALL SCHEMES TOTALS | 396.0 | 61.7 | 187.8 | 20.1 | 208.2 | 41.5 | 53% | 67% | £10,649,235 | £7,134,115 | 149% |

Note: Economic values are based on the average cost of casualties as determined by the DfT in 2013, viz: • 'Serious' - £195,863 (also applied to 'fatalities' for the purpose of this exercise)

- 'Slight' £15,099 ٠





Appendix 5: Local Safety Schemes Programmes, 2016 – 2019

PREAMBLE TO LOCAL SAFETY SCHEMES (LSS) PROGRAMMES

The following tables contain the Local Safety Schemes Programmes for 2016-17 and 2017-19. The 2016-17 Programme will be the subject of a LIP funding bid for 2016-17. The later programmes will be subject to review under subsequent Road Safety Plans.

Note: those links and nodes, where more than one third of all casualties are pedestrians, cycles and/or P2W, have been labelled accordingly in the 'Scheme Description' column.

Economic Value of Casualty Savings (V_{cs})

The Link and Node schemes have been prioritised on the basis of the "first year economic rate of return" (last column), being the quotient of the "value of casualty savings", V_{cs} and the "estimated cost of scheme", E_{cs} . (Note: 20 mph zones are now prioritised on other criteria described in 3.1.6.)

The formula for V_{cs} could be taken simply as the product of the projected 'all casualty' savings and the *average* cost of a personal injury accident on urban roads. But given that the 2020 target category is "killed and serious injured" (*ksi*) and that vulnerable road users are more likely to incur serious injury, it becomes more important to discriminates between *ksi* and slight casualties, which is achieved by the following formula for V_{cs}:

$$V_{cs} = ((A-B) \times C_1) + (B \times C_2)$$

Where: A = targeted <u>all</u> casualty reduction/annum on the relevant node/link/cells

(66.67% of latest 3-year average)

- B = targeted <u>ksi</u> casualty reduction/annum on the relevant node/link/cells (66.67% of latest 3-year average)
- $C_1 = DfT$ average value of preventing of a slight casualty in 2013 (£15,099)
- $C_2 = DfT$ average value of preventing a serious casualty in 2013 (£195,863)

(See: <u>https://www.gov.uk/government/statistical-data-sets/ras60-average-value-of-preventing-road-accidents</u>)

By differentiating between 'slight' and 'ksi' casualties, the above formula offers a more reliable method for prioritising those schemes with greater potential to meet the London casualty reduction target. It also means that the projected economic value of the LSS Programme as a whole is underestimated insofar as the very small numbers of high-cost random fatalities have not been costed separately. (Note: the 2013 DfT value of preventing a fatality was about £1.74 million.)

Estimated Cost of Scheme (E_{cs})

Where prioritisation is based on economic rate of return, it is necessary to assign approximate costs that roughly reflect the extent of the treatment required to ameliorate the casualties identified for each link, and node. But until detailed site surveys and collision studies have been completed it is not possible to determine precisely what is needed or where. Consequently the estimated scheme costs shown in the LSS programme are not robust and are offered only as a guide to scheme prioritisation. Other considerations may warrant bringing forward later programmed schemes for earlier implementation.

LOCAL SAFETY SCHEMES PROGRAMME

2016 - 2017

| Scheme Priority | Scheme Description | Area Ref. | All Casualties over last 3 years | ksi Casualties over last 3 years | Estimated Cost of Scheme | Expected all casualty savings /annum | Expected ksi savings /annum | Economic value of casualty savings | 1st Year Economic Rate of Return | Comments | |
|---------------------|---|-----------|---|---|--------------------------------|---|--------------------------------------|---|---|----------------------------|--|
| ENVIRONMENTAL CELLS | | | | | | | | | | | |
| 1 | Anstridge Road Area | PRO41 | 4 | 0 | £50,000 | 0.89 | 0.00 | £13,422 | 0.27 | | |
| 2 | Norman Road Area | PR017 | 4 | 0 | £50,000 | 0.89 | 0.00 | £13,422 | 0.27 | | |
| 3 | Westbrook Road Area | PRO22 | 4 | 1 | £50,000 | 0.89 | 0.22 | £53,592 | 1.07 | | |
| 4 | Archery Road Area | PRO38 | 3 | 1 | £75,000 | 0.67 | 0.22 | £50,236 | 0.67 | | |
| MAJOR R | OADS (LINKS) | | | | | | | | | | |
| 1 | SHOOTERS HILL ROAD (cycles & P2W) (Old Dover Rd - Charlton Park Rd) | 93-94 | 17 | 2 | £55,000 | 3.78 | 0.44 | £137,381 | 2.50 | cycle & P2W problem | |
| 2 | CHARLTON WAY (cycles) (Maze Hill - Shooters Hill Rd) | 99-714 | 11 | 1 | £35,000 | 2.44 | 0.22 | £77,079 | 2.20 | cycle problem | |
| 3 | PLUMSTEAD HIGH STREET (peds) (Lakedale Road - Wickham Lane) | 173-174 | 27 | 2 | £80,000 | 6.00 | 0.44 | £170,934 | 2.14 | cycle & P2W problem | |
| 4 | WOOLWICH ROAD-WOOLWICH CHURCH STREET (cycles & P2W) (Anchor & Hope Lane - John Wilson St) | 158-163 | 56 | 4 | £200,000 | 12.44 | 0.89 | £348,580 | 1.74 | | |
| MAIN JUN | CTIONS (NODES) | | | | | | | | | | |
| 1 | SHOOTERS HILL ROAD/CHARLTON PARK ROAD (peds & P2W) | 94 | 7 | 0 | £20,000 | 1.56 | 0.00 | £23,489 | 1.17 | Pedestrians & P2W problems | |
| 2 | PLUMSTEAD COMMON ROAD/BURRAGE ROAD (P2W) | 119 | 7 | 0 | £20,000 | 1.56 | 0.00 | £23,489 | 1.17 | P2W problem | |
| 3 | GREENWICH HIGH ROAD/ROYAL HILL (cycles) | 63 | 6 | 0 | £20,000 | 1.33 | 0.00 | £20,133 | 1.01 | Cycles Problem | |
| 4 | WOOLWICH RD/GALLIONS RD (cycles) | 236 | 6 | 0 | £20,000 | 1.33 | 0.00 | £20,133 | 1.01 | Cycles Problem | |
| | TOTALS | | 152 | 11 | £675,000 | 33.78 | 2.44 | £951,889 | 1.41 | | |

| LOCA | L SAFETY SCHEMES PROG | RAMME | | 2017 | to | 2019 | | | |
|--------------------|--|-----------|---|---|--------------------------------|---|--------------------------------------|---|---|
| Scheme Priority | Scheme Description | Area Ref. | All Casualties over last 3 years | ksi Casualties over last 3 years | Estimated Cost of Scheme | Expected all casualty savings /annum | Expected ksi savings /annum | Economic value of casualty savings | 1st Year Economic Rate of Return |
| ENVIRON | IMENTAL CELLS | | | | - | | | | |
| | | | | | | | | | |
| 5 | Alnwick Road Area | PRO35 | 2 | 0 | £50,000 | 0.44 | 0.00 | £6,711 | 0.13 |
| 6 | Greenwich Millennium Village | PRO001 | 3 | 1 | £75,000 | 0.67 | 0.22 | £50,236 | 0.67 |
| 7 | Briset Road Area | PRO31 | 2 | 1 | £75,000 | 0.44 | 0.22 | £46,881 | 0.63 |
| 8 | Dominic Drive Area | PRO49 | 3 | 0 | £50,000 | 0.67 | 0.00 | £10,067 | 0.20 |
| 8 | Tewson Road Area | PRO25 | 2 | 0 | £50,000 | 0.44 | 0.00 | £6,711 | 0.13 |
| 9 | Greenhaven Drive Area | PR011 | 1 | 0 | £50,000 | 0.22 | 0.00 | £3,356 | 0.07 |
| 10 | Woodppecker Road Area | PRO12 | 1 | 0 | £50,000 | 0.22 | 0.00 | £3,356 | 0.07 |
| 11 | Waterdale Road Area | PRO26 | 1 | 0 | £50,000 | 0.22 | 0.00 | £3,356 | 0.07 |
| MAJOR F | ROADS (LINKS) | | | | | | | | |
| 5 | PLUMSTEAD HIGH STREET (peds & cycles) (Lakedale Rd - Griffin Manor Way) | 173-698 | 22 | 0 | £50,000 | 4.89 | 0.00 | £73,818 | 1.48 |
| 6 | HARROW MANOR WAY (peds) | 702-772 | 13 | 2 | £85,000 | 2.89 | 0.44 | £123,960 | 1.46 |
| 7 | WOOLWICH ROAD (cycles & P2W) (Farmdale Rd - Gallions Rd) | 156-236 | 13 | 1 | £60,000 | 2.89 | 0.22 | £83,790 | 1.40 |
| 8 | CHARLTON CHURCH LANE (peds) | 138-158 | 9 | 0 | £25,000 | 2.00 | 0.00 | £30,198 | 1.21 |
| 9 | PETTMAN CRESCENT | 256-257 | 14 | 0 | £40,000 | 3.11 | 0.00 | £46,975 | 1.17 |
| 10 | GREENS END-WELLINGTON STREET | 168-170 | 14 | 0 | £45,000 | 3.11 | 0.00 | £46,975 | 1.04 |
| 11 | CREEK RD (cycles) (Norman Rd - G'wich Church St) | 58-59 | 9 | 0 | £30,000 | 2.00 | 0.00 | £30,198 | 1.01 |
| 12 | CREEK RD | 723-730 | 6 | 0 | £25,000 | 1.33 | 0.00 | £20,132 | 0.81 |
| 13 | CREEK RD (cycles) | 58-730 | 11 | 0 | £50,000 | 2.44 | 0.00 | £36,909 | 0.74 |
| 14 | GREENWICH CHURCH STREET (cycles & P2W) | 59-61 | 2 | 0 | £10,000 | 0.44 | 0.00 | £6,711 | 0.67 |
| MAIN JUI | NCTIONS (NODES) | | | | | | | | |
| 5 | WESTERN WAY/EASTERN WAY/CENTRAL WAY. | 259 | 6 | 2 | £100,000 | 1.33 | 0.44 | £100,477 | 1.00 |
| 6 | TRAFALGAR ROAD/BLACKWALL LANE | 153 | 8 | 0 | £50,000 | 1.78 | 0.00 | £26,844 | 0.54 |
| 7 | CREEK ROAD/GREENWICH CHURCH STREET (peds) | 59 | 5 | 0 | £20,000 | 1.11 | 0.00 | £16,778 | 0.84 |
| 8 | WOOLWICH HILL ROAD/KNEE HILL | 742 | 11 | 0 | £50,000 | 2.44 | 0.00 | £36,911 | 0.74 |
| 9 | ELTHAM HIGH STREET/WESTMOUNT ROAD | 36 | 4 | 0 | £20,000 | 0.89 | 0.00 | £13,422 | 0.67 |
| 10 | PLUMSTEAD COMMON ROAD/SANDY HILL ROAD | 118 | 6 | 0 | £50,000 | 1.33 | 0.00 | £20,133 | 0.40 |
| 11 | PLUMSTEAD ROAD/PETTMAN CRESCENT. | 256 | 12 | 0 | £100,000 | 2.67 | 0.00 | £40,266 | 0.40 |
| 12 | FOOTSCRAY ROAD/AVERY HILL ROAD | 7 | 5 | 0 | £50,000 | 1.11 | 0.00 | £16,778 | 0.34 |
| 13 | BLACKWALL LANE SLIP ONTO B.T.S.A. | 143 | 7 | 0 | £100,000 | 1.56 | 0.00 | £23,489 | 0.23 |
| | TOTALS | | 192 | 7 | £1,410,000 | 42.67 | 1.56 | £925,433 | 0.66 |
| | | | | | | | | | |
| FULL T | HREE YEAR PROGRAMME 2014-17 | | 344 | 18 | £2,085,000 | 76.45 | 4.00 | £1,877,322 | 0.90 |