Royal Borough of Greenwich Transport Strategy

Road Safety Action Plan

2026 – 2032



ROYAL borough of GREENWICH

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1. Introduction

1.1 Our safety vision

The Royal Borough of Greenwich Road Safety Action Plan sets out the practical interventions needed to improve safety on our highway network. Our ambition is to continually and proactively develop road safety interventions to reduce the occurrence of collisions, ensuring we are equipped to meet future challenges for a growing borough in a changing world.

The Road Safety Action Plan is part of our wider ambition for transport improvements in the borough. This document is intended to work in lockstep with our Transport Strategy (2022 – 2032) as well as our other modal action plans.

This document details how we intend to work with our partners at Transport for London (TfL) and stakeholders, to develop a safe highway network that meets our ambitions.

1.2 Why road safety matters

Road traffic collisions are a sad part of life, impacting on those directly involved as well as their friends and family. Road traffic collisions can potentially have far-reaching consequences and can ruin lives, whether that's physically, mentally or economically. But it doesn't have to be this way, and at the Royal Borough of Greenwich we are committed to doing our part to reduce the devastating impact that collisions can bring.

Our Road User Hierarchy, shown in the Figure below, signals the high significance we place on sustainable travel, with those with mobility issues, pedestrians and cyclists given the greatest priority, closely followed by public transport. This reflects the substantial social benefits that can be achieved from safe, comprehensive walking and cycling networks, and better and more reliable public transport services.

Figure 1: Greenwich Road User Hierarchy (Source: Greenwich Transport Strategy 2022-2032)

1. **People with mobility issues** (such as Blue Badge holders)
2. **Pedestrians**
3. **Cyclists**
4. **Public transport**
5. **Freight and servicing**
6. **'Shared' transport such as coach, taxi, private hire, car club** (and in the future, demand responsive public transport and autonomous vehicles)
7. **Other 'essential' kerbside usage in town centre areas** (e.g. ambulance bays, EV charging)
8. **'Non-essential' local kerbside usage** (e.g. local resident parking of private cars in residential areas)
9. **Other 'non-essential' kerbside usage** (e.g. commuters from outside the local area)



Our previous Road Safety Action Plan identified and prioritised interventions to reduce the number of casualties on the Borough's road network (both TfL and RB Greenwich-managed). The aim of the previous Road Safety Action Plan was to outline a program of schemes and interventions for the Council to implement or take forward for further development. This has been used by the Council to help set its programme of work for the last few years, but it is now time to update the list of key locations requiring attention to mitigate the potential for future collisions.

1.3 Why we need a road safety action plan

A dedicated Road Safety Action Plan provides a clear framework for setting out the Royal Borough's vision for the future of our network. It articulates where investment is needed, what physical measures can be implemented to reduce the risk of collision, and what can be done to change behaviours. The Action Plan also provides a basis for collaboration with Transport for London (TfL) to demonstrate adherence to the Mayor of London's Transport Strategy, especially when applying for funding as part of our Local Implementation Plan.

Through this Action Plan, we set out a clear and coordinated approach to road safety, helping partners and stakeholders to understand:

Our priorities – clearly identifying the improvements and projects that matter most for Greenwich residents, communities and businesses.

Our long-term ambition – signalling sustained support for strategic schemes that will shape the borough's future.

Our previous Road Safety Action Plan, being published in 2022, relied on data from 2020 or earlier, meaning it is now out-of-date, particularly given the many changes experienced in the borough in that time. To mitigate these foreseen effects, the Council made a commitment that during the life of the Road Safety Action Plan, the following steps would be taken:

- Update the analysis of trends and patterns in collision data using new STATS19 data;
- Update the prioritisation table with new data and consider whether the focus on certain types of collisions is still relevant; reconsider lists of hotspots

This updated Road Safety Action Plan therefore utilises more recent data, as well as introducing new datasets to enrich the analysis and gain new insights that were previously not available.



2. Our Ambitions for Road Safety

2.1 Vision and Objectives for Public Transport

Our Vision

The Royal Borough of Greenwich has set out an ambitious vision for transport in its ten-year Transport Strategy.

"Our transport system will be one that our residents and communities can be proud of, providing the safe, reliable and future-ready connections needed for living, learning, working and playing. It will be easy for everyone to walk, cycle or to use public transport, helping us all to be healthier, tackle our carbon emissions and manage congestion on our roads.

The transport system will help people and goods to flow freely into, around and through the borough, without harmful emissions. It will help us to welcome new residents, businesses and visitors to our beautiful, historic borough."

– RBG Transport Strategy 2022 - 2032





The Road Safety Action Plan is guided by this overarching vision, with numerous implications for this document:

- The focus on providing a **safe network** has clear implications for where we concentrate our limited resources on highway improvements, both in the type of schemes to be considered and which locations should be prioritised
- The focus on **prioritising vulnerable road users** gives us a mandate to ensure more people are brought within reach of safe, high-quality walking, wheeling and cycling networks
- The focus on **behaviour change** allows us to pursue softer measures to complement physical interventions on the network
- The focus on **congestion management** has clear implications for making public transport a better alternative to the car and prioritising sustainable travel measures, thereby taking more private vehicle trips off our roads

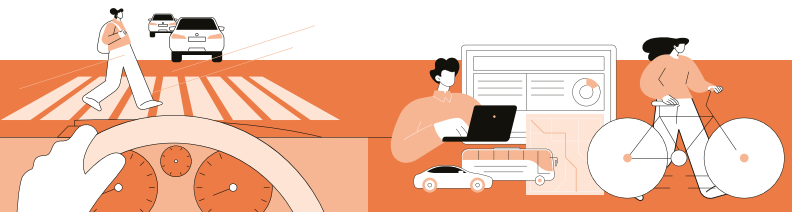
Our Objectives

Our specific objectives for road safety improvements in Royal Greenwich align to the key focus areas of our Transport Strategy.

These are presented below:

Figure 2: Road Safety Action Plan Objectives

Transport Strategy Themes	RSAP Objectives
A healthier Greenwich	• Improving the accessibility of streets and public spaces. • Shifting focus from providing for motor traffic to providing spaces where people want to use streets to safely walk, wheel, cycle and get together. • Creating safe streets and environments, creating accessible places easily connected by walking and cycling and promoting healthy and active lifestyles. • Removing traffic during busy times, contributing to lowering air pollution and making roads safer for everyone.
A safer Greenwich	• Ensuring the street environment incorporates safe speeds, safe behaviour, safe street design and safe vehicles to target road danger at its source. It means reducing the dominance of motor vehicles on streets, and then making the remaining essential motorised journeys as safe as possible. • Encouraging people to switch from the private car to walking, cycling and using public transport. • Striving towards Vision Zero and designing a transport network where people feel safe, which will encourage people to use more active, sustainable modes of travel (e.g. cycling) that they might not have otherwise felt safe to try. • Enhancing community and personal safety on our networks.
A cleaner, greener Greenwich	• Reducing carbon emissions from transport in response to the climate emergency.
Economic prosperity for all	• Empowering sustainable growth by ensuring transport supports the creation of new jobs homes and jobs, and making effective and efficient use of our streets. • Improving journey reliability and efficiency to strengthen access to services and opportunities.
A great place to be	• Improving community connectedness by strengthening local transport links to services and amenities. • Creating more streets spaces which bring people together.



Our Targets

The Royal Borough of Greenwich Transport Strategy sets out transport targets aligned with the Mayor's Transport Strategy (MTS) targets and outcomes, with direct relevance to road safety. The Greenwich Transport Strategy sets out long-term targets for 2041, which is to eliminate all serious and fatal collisions on our network. The Road Safety Action Plan complements this with interim targets to 2035, which are derived from TfL's latest guidance. The current situation in terms of number of killed and seriously injured (KSI) collisions is identified in the 'December 2025 Outcomes Baseline', published by TfL, which encompasses the year to end of 2024 and which is the latest 'official' metric at the time of writing.

Figure 3: Road Safety Action Plan Targets

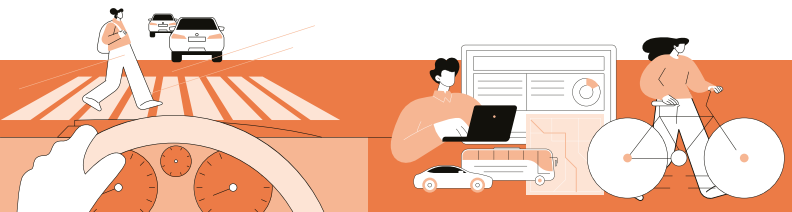
MTS Outcome	December 2025 Outcomes Baseline	PTAP Interim Target (2030)	Transport Strategy Target (2041)
Vision Zero - Deaths and serious injuries from all road collisions to be eliminated from our streets *(Metric – Killed and Seriously Injured casualties)*	12	65% reduction in people killed or seriously injured against a new 2022-24 baseline (333, i.e. circa 111/year)	0

In establishing a clear approach to achieving zero Killed and Seriously Injured (KSI) casualties on the Royal Greenwich road network by 2041, in line with TfL's 'Vision Zero' approach, the Road Safety Action Plan directly supports the delivery of the vision of our Royal Greenwich Transport Strategy.

2.2 Policy framewrok action plan themes

In March 2026, TfL published its Vision Zero Action Plan 2 which outlines the policies and actions it will take to improve safety on London's network. We as a Borough fully support this new updated policy position and will play our part in delivering its ambitions at a local level.

The Royal Borough's previous Action Plan considered interventions under four themes, namely Vulnerable Road Users, Education and Training Strategies, Enforcement and Speed Management, and Priority Locations for Interventions. However, this Action Plan has been updated to be in line with the pillars identified in TfL's Vision Zero Action Plan 2.



3. London Context – TfL Vision Zero Action Plan 2

3.1 Background

The Vision Zero ambition for London is for no one to be killed or seriously injured on London's transport network by 2041. This aspiration applies to people travelling by all modes of transport, customers and staff across the whole of London. This ambition is set out in the Mayor's Transport Strategy.

Vision Zero is more than a safety initiative, it is central to the Mayor's ambition for a healthier, greener and more inclusive London. Cars are the single greatest source of harm on London's roads – according to TfL's Road Danger Reduction Dashboard, over 60 per cent of people killed or seriously injured are involved in a collision with a car.

Vision Zero complements the overarching Mayor's Transport Strategy ambition of 80 per cent of trips in London being made by walking, cycling or public transport, which will reduce risk for everyone.

As part of its Vision Zero Action Plan 2, TfL has undertaken a comprehensive and detailed analysis of road danger in London and the actions required to prevent further harm on London's roads. This is grounded in a thorough assessment of London's road safety challenges, examining the what, who, where, when and why of road traffic casualties.

Based on this evidence, the Vision Zero Action Plan 2 sets out the measures needed to reduce road danger and the areas where TfL will concentrate its efforts, prioritising interventions with the highest potential to reduce harm. TfL is only responsible for approximately five per cent of the city's roads and is thus not directly responsible for the majority of the highway network, including within the Royal Borough of Greenwich. Of the 2022-2024 baseline 333 killed or serious injuries within the borough, 89 of these, equating to nearly 27%, occurred on the Transport for London Road Network, which would appear disproportionally high. However, this takes no account of traffic volumes.

The remaining 73% of killed or seriously injured collisions occurred on local roads, meaning the Royal Borough, as the local highway authority, has a key role to play in translating TfL's London-wide policy into actionable, impactful measures to help reduce collisions on our network.

In addition to existing targets, TfL's Vision Zero Action Plan 2 sets a new and ambitious target: a 65 per cent reduction in people killed or seriously injured on our roads by 2035 against a new 2022-24 baseline.



3.2 Safe system approach

TfL presents its analysis in terms of the Safe System Approach, consisting of five pillars:

- Safe Speeds
- Safe Streets
- Safe Vehicles
- Safe Behaviours
- Post-collision response and victim support

Key issues and findings identified in the pillars are as follows.

Safe Speeds:

- Lowering traffic speeds where vehicles and people are likely to mix reduces the likelihood and severity of collisions. It also makes our streets less dominated by motor vehicles, more attractive for walking and cycling and reduces noise, pollution and carbon emissions.
- TfL states that speeding is one of the most preventable contributors to road danger in London, and that evidence shows that exceeding the speed limit or travelling too fast for the conditions is a causal factor in around half of all fatal collisions. TfL's evidence shows that 20mph limits save lives: borough-led 20mph schemes have resulted in 40 per cent fewer deaths and 34 per cent fewer people killed or seriously injured. Aligned with this, traffic calming measures are stated as playing a critical role.

Safe Streets

- Designing streets to minimise risk of collisions and reduce severity of injuries when collisions happen, focusing on the needs of people who walk, wheel, cycle or take public transport.
- TfL states that the evidence on who is harmed, who is involved, and when and where collisions occur shows a consistent pattern: people walking, cycling and motorcycling are most often harmed in collisions involving motor vehicles. TfL states that around 80 per cent of people killed or seriously injured on London's roads are walking, cycling or motorcycling. Evidence from London borough and TfL schemes, and comparable international cities consistently shows that reducing motor traffic lowers casualties, and that separating people from vehicles leads to safer, healthier and more welcoming streets.
- In London, Low Traffic Neighbourhoods have reduced serious injuries by more than one third, with no displacement to surrounding roads. Similarly, protected cycle lanes reduce injury risk by up to 65 per cent. School Streets reduce traffic volumes and conflicts around school entrances, removing some of the potential for children to be harmed.
- TfL states that it is also introducing a stronger focus on high streets, where large numbers of people walking and cycling are exposed to high volumes of motor traffic. In addition, TfL is strengthening its approach at side streets, which are often areas of elevated risk.
- TfL states that it will support walking being safer and easier across the capital and has committed to delivering 1,000 new road crossings by 2030.



Safe Vehicles

- Reducing the dominance of vehicles not only means reducing the use of motor vehicles but also reducing the danger they pose and ensuring they are designed to be as safe as possible.
- In Great Britain, TfL states that SUVs are 14 per cent more likely to kill people walking and cycling than other passenger cars, 77 per cent more likely to kill children up to 18, and 209 per cent more likely to kill children under nine. As vehicles keep getting bigger, the danger to people outside them, particularly young children, continues to increase.
- TfL states that London's experience shows that clear, targeted interventions can save lives. The Direct Vision Standard has cut deaths and serious injuries involving HGVs by improving driver visibility and requiring essential safety equipment. TfL will work to reduce risk from vehicles, including further developing a robust evidence base on the risk posed by oversized cars and using their powers to address their safety, congestion and environmental impacts; and exploring ways to improve the safety of vans and light goods vehicles.

Safe Behaviours

- Encouraging all road users to travel safely and fostering a culture of respect will assist in the journey to Vision Zero, while at the same time highlighting that a strong focus on enforcement action against criminal and antisocial road user behaviour will be required.

Post-collision response and victim support

- Effective post-collision response is essential to Vision Zero. This includes timely emergency response, comprehensive investigation and meaningful support for victims and their families. Learning from collisions to identify underlying causes and system weaknesses enables targeted action to prevent recurrence and reduce death and serious injury.



4. Royal Greenwich Existing Conditions

4.1 Our current network

In order to understand baseline road safety issues within the borough, a high-level analysis of historical road safety data has been undertaken. For completeness, this was undertaken for the years 2017 – 2025 inclusive. As the 2024 collision data available at the time of analysis was provisional and subject to change, the analytical methodology beyond baseline research considers 2017 to 2023 inclusive data only. Roads within the Royal Borough fall mainly under two categories, namely: the Transport for London Road Network (TLRN) which is owned and maintained by TfL, and as such is not directly controlled by the Royal Borough; and local borough highways which are owned and maintained by the Royal Borough, and over which the Council has more ability to control.

The following analyses concentrate on casualties rather than collisions, as one collision could result in multiple casualties. This better represents the actual harm experienced by our residents. In addition to collision data, INRIX traffic data was used to understand indicative flow and speed data on road links within the Borough.

4.2 Latest collision data

According to TfL's Road Danger Reduction Dashboard, for the latest twelve-month period (2025), 677 casualties were recorded on Greenwich's roads. This includes both the Transport for London Road Network (TLRN) and local highways. Of these, 97 serious casualties and two fatalities were recorded, which represents 14.6% of the total.

On roads maintained by the Royal Borough, i.e. excluding the Transport for London Road Network over which the Royal Borough does not have direct control, 491 casualties were recorded. Of these, 75 resulted in serious casualties and one fatality was recorded. This equates to 15.5% of casualties.

Casualties by mode of travel for borough roads only are as follows:

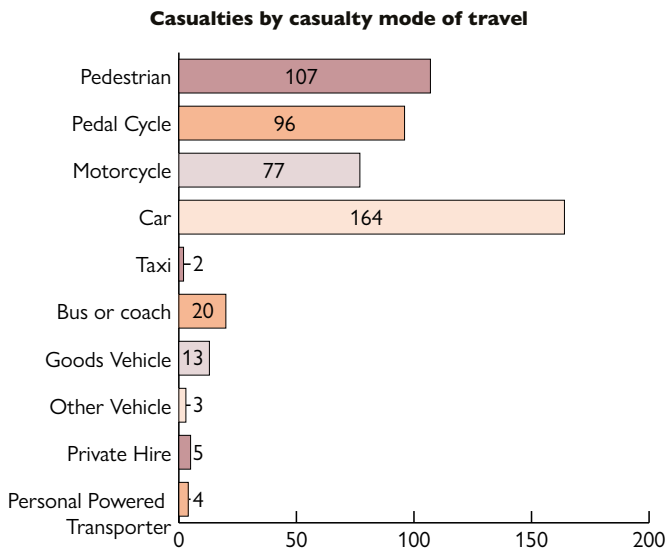
Table 1: 2025 Casualties by Casualty Mode of Travel, Borough Roads Only

	Casualty Count
Pedestrian	107
Pedal Cycle	96
Motorcycle	77
Car	164
Taxi	2
Bus or Coach	20
Goods Vehicle	13
Other Vehicle	3
Private Hire	5
Personal Powered Transporter	4
Total	**491**



This is shown graphically below.

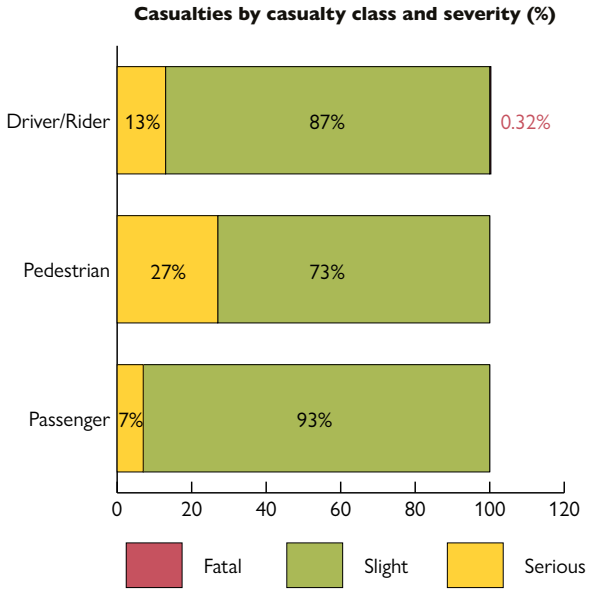
Figure 4: 2025 Casualties by Casualty Mode of Travel, Borough Roads Only



Cars represent the most frequent user class by number, although this is independent of vehicle numbers. Pedestrians, pedal cyclists and motorcyclists were also highly represented.

Casualty by class and severity were as follows. Note that the fatal collision occurred in the Driver/Rider vehicle class. Pedestrians represented the greatest percentage of killed or serious injury.

Figure 5: 2025 Casualty Class and Severity, Borough Roads Only



When the speed limit of roads is considered, of the 491 casualties recorded on borough roads the following was observed:

Table 2: 2025 Casualties By Speed Limit, Borough Roads Only

Speed Limit (mph)	Casualty Count	Serious	Fatal	Total
<=20	211	41	0	252
30	196	33	1	230
40	2	0	0	2
50	6	1	0	7
Total	**415**	**75**	**1**	**491**

Roads subject to a 20mph speed limit and a 30mph speed limit were broadly comparable. However, it should be highlighted that the above figures do not account for length of roads subject to each speed limit, nor the volume of traffic using them. Approximately 72% of local roads within the Royal Borough are currently subject to a 20mph speed limit, which would indicate that the 30mph speed limit may be over-represented in terms of casualty numbers.

Casualty numbers on 40mph and 50mph speed limit roads are lower, although their respective lengths as a percent of the whole network are also much lower.



4.3 Initial review of borough-wide historic trends

Number of Casualties Over Time

The Table below summarises the change in all casualties over time, grouped by collision severity. To enable a full understanding of road safety in the Royal Borough, data for both borough and TfL roads was combined. This allows patterns to be identified, regardless of the road class, and for the 'hot spot' analysis presented later in this Action Plan to identify collision locations which could potentially be progressed whether the highway is a borough road or part of the TLRN.

Table 3: Change in All Casualties Over Time, all roads (Source: STATS19, 2024/25 TfL RDRD)

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Fatal	2	3	8	6	1	2	4	2	3	2
Serious	46	90	99	87	88	90	94	109	119	97
Slight	700	857	755	799	630	696	655	611	600	578
Total	**748**	**950**	**862**	**892**	**719**	**788**	**753**	**722**	**722**	**677**

The Table indicates that of available collision records, from 2017 onwards, there has been a general trend towards fewer casualties. This can be seen to be positive. However, the number of serious injuries has remained relatively consistent, and actually increased in 2023 and 2024. The number of fatal collisions is generally low, but any fatalities on the network are unacceptable.



Pedestrian Casualties

The Table below summarises the change in the number of pedestrian casualties across the study period in the Royal Borough of Greenwich, for all roads.

Table 4: Change in Pedestrian Casualties Over Time, all roads (Source: STATS19, 2024/25 TfL RDRD)

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Fatal	2	1	2	1	0	2	2	1	1	0
Serious	13	26	23	24	24	20	29	39	39	34
Slight	88	128	103	108	73	83	100	78	78	89
Total	**103**	**155**	**128**	**133**	**97**	**105**	**131**	**118**	**118**	**123**

The Table indicates that the number of pedestrian casualties has remained generally consistent across the study period, showing us that more work needs to be done.

The Figure below details a geographic distribution of pedestrian casualties, generally aligning with pedestrian corridors and urban centres across the borough.

The Key Links with a large number of pedestrian casualties are:

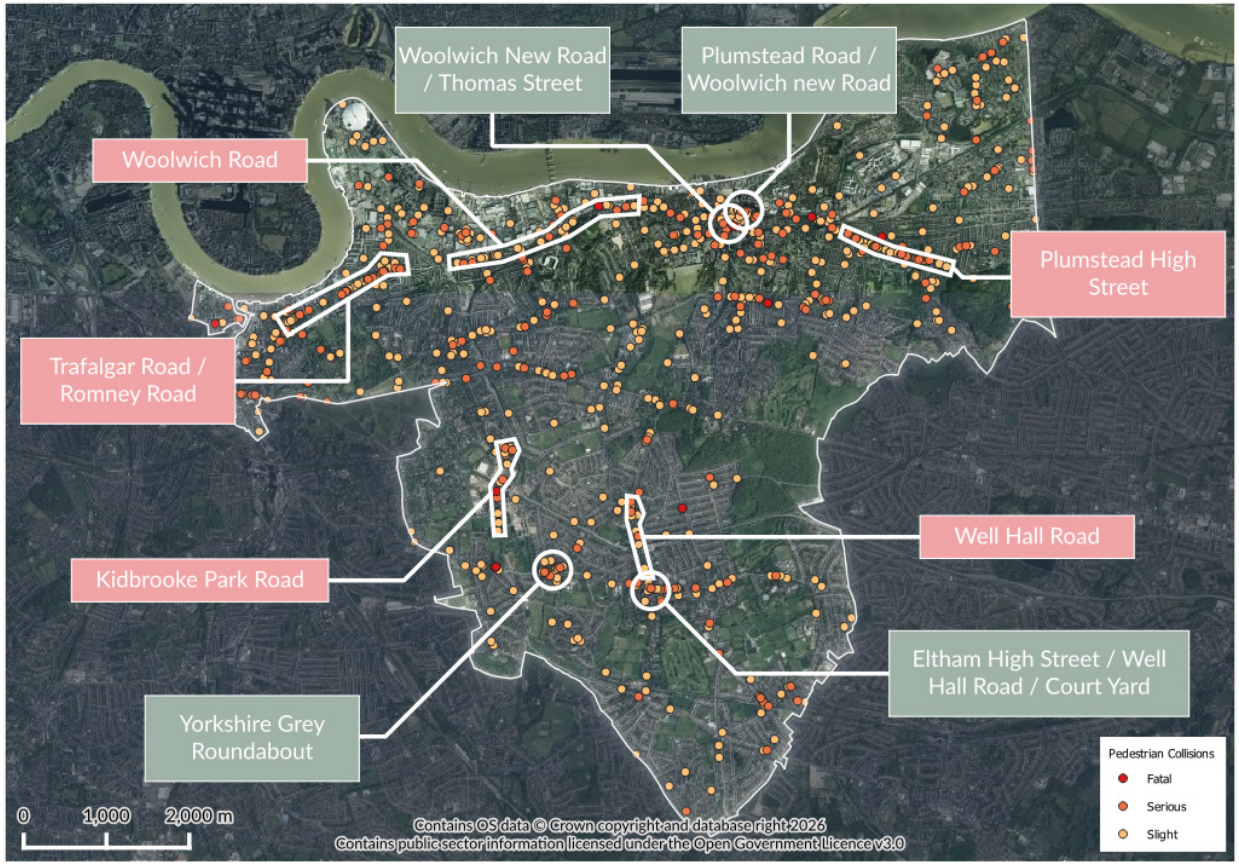
- A206 Woolwich Road
- Trafalgar Road / Romney Road
- Kidbrooke Park Road
- Well Hall Road
- Plumstead High Street

The Key Junctions where pedestrian hotspots are observed are:

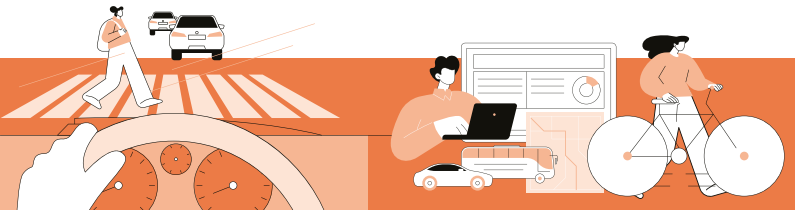
- Plumstead Road / Woolwich new Road
- Eltham High Street / Well Hall Road / Court Yard
- Woolwich New Road / Thomas Street
- Yorkshire Grey Roundabout (Transport for London Road Network)



Figure 6: Geographic Distribution of Pedestrian Casualties (Source: STATS19)



It should be noted that the identification of these links is based purely historic road collisions and does not consider recent efforts made by the Royal Borough to mitigate road collisions across the borough.



Cycle Casualties

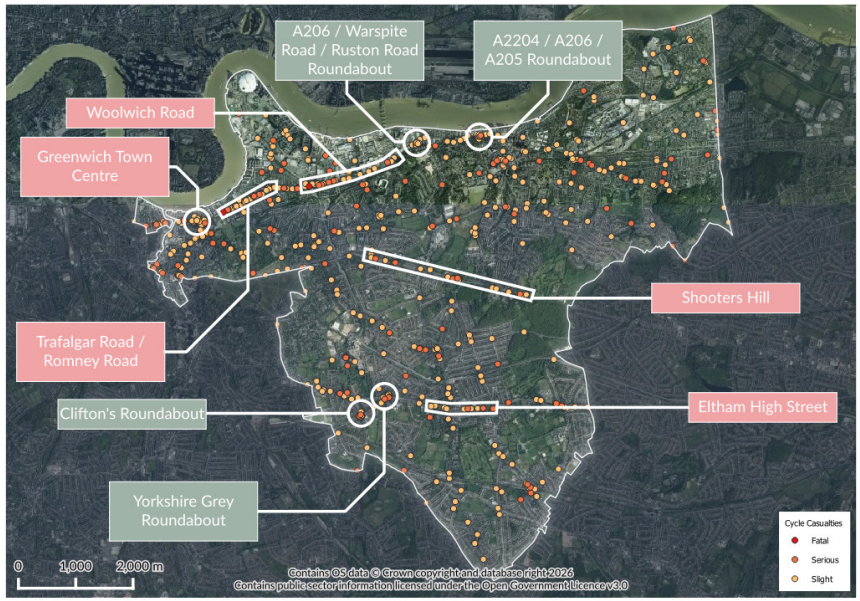
When looking at cycle collisions there appears to be a general increase in casualties up to 2020, with total numbers subsequently remaining constant at a lower level, but with an increase in 2025. Two reported fatal cyclist collisions occurred over the period, both of which occurred in 2018.

Table 5: Cycle Casualties over Time, all roads (Source: STATS19, 2024/25 TfL RDRD)

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Fatal	0	0	2	0	0	0	0	0	0	0
Serious	4	16	15	13	20	27	14	15	26	26
Slight	67	77	84	69	99	85	75	74	65	89
Total	**71**	**93**	**101**	**82**	**119**	**112**	**89**	**89**	**91**	**115**

The geographic distribution of cycle collisions is presented in the Figure below.

Figure 7: Geographic Distribution of Cycle Casualties (Source: STATS19)



Observing the geographic distribution of cycle collisions on the map, the majority of collision events take place along **Key Links** on:

- Greenwich Town Centre
- Trafalgar Road / Romney Road
- Woolwich Road
- Shooters Hill
- Eltham High Street

Key Junction hotspots are:

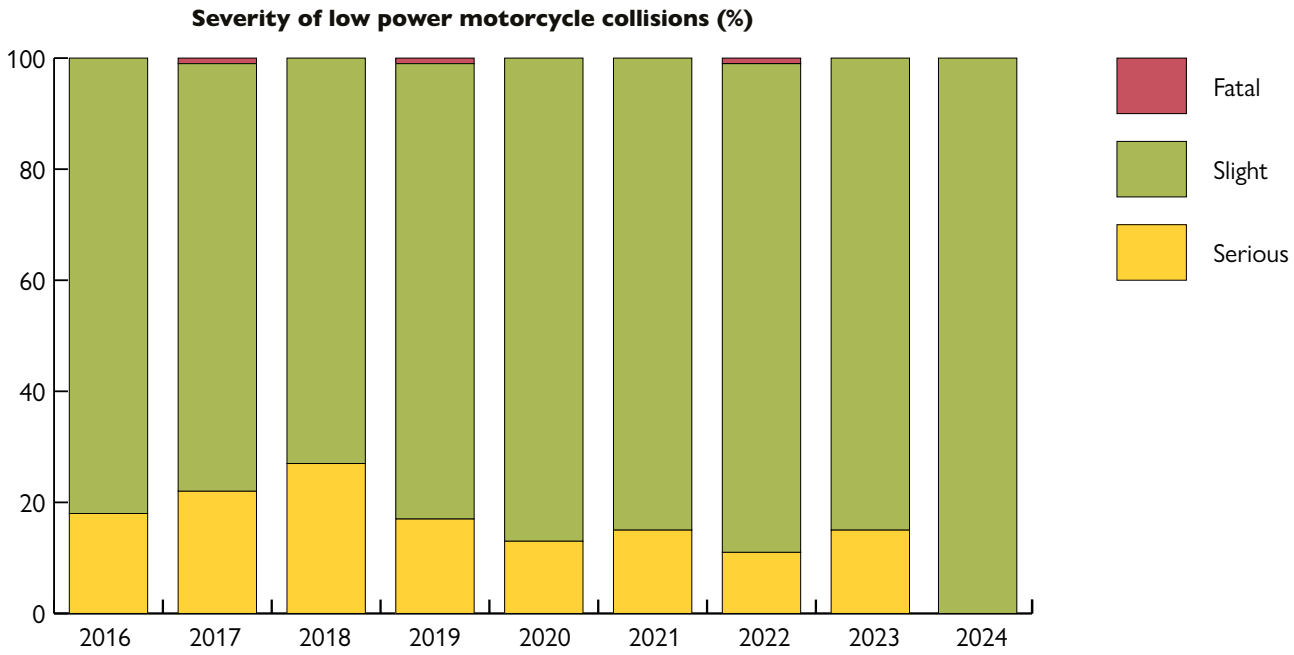
- the A206 / Warspite Road / Ruston Road roundabout
- the A2204 / A206 / A205 roundabout (Transport for London Road Network)
- Clifton's Roundabout (Transport for London Road Network)
- the Yorkshire Grey Roundabout (Transport for London Road Network)



Motorcycle Collisions

The percentage of serious and fatal collisions for low power motorcycles remains relatively consistent across the study period, with a spike in serious collisions in 2018.

Figure 8: Severity of Low Power Motorcycle Collisions, all roads (Source: STATS19)

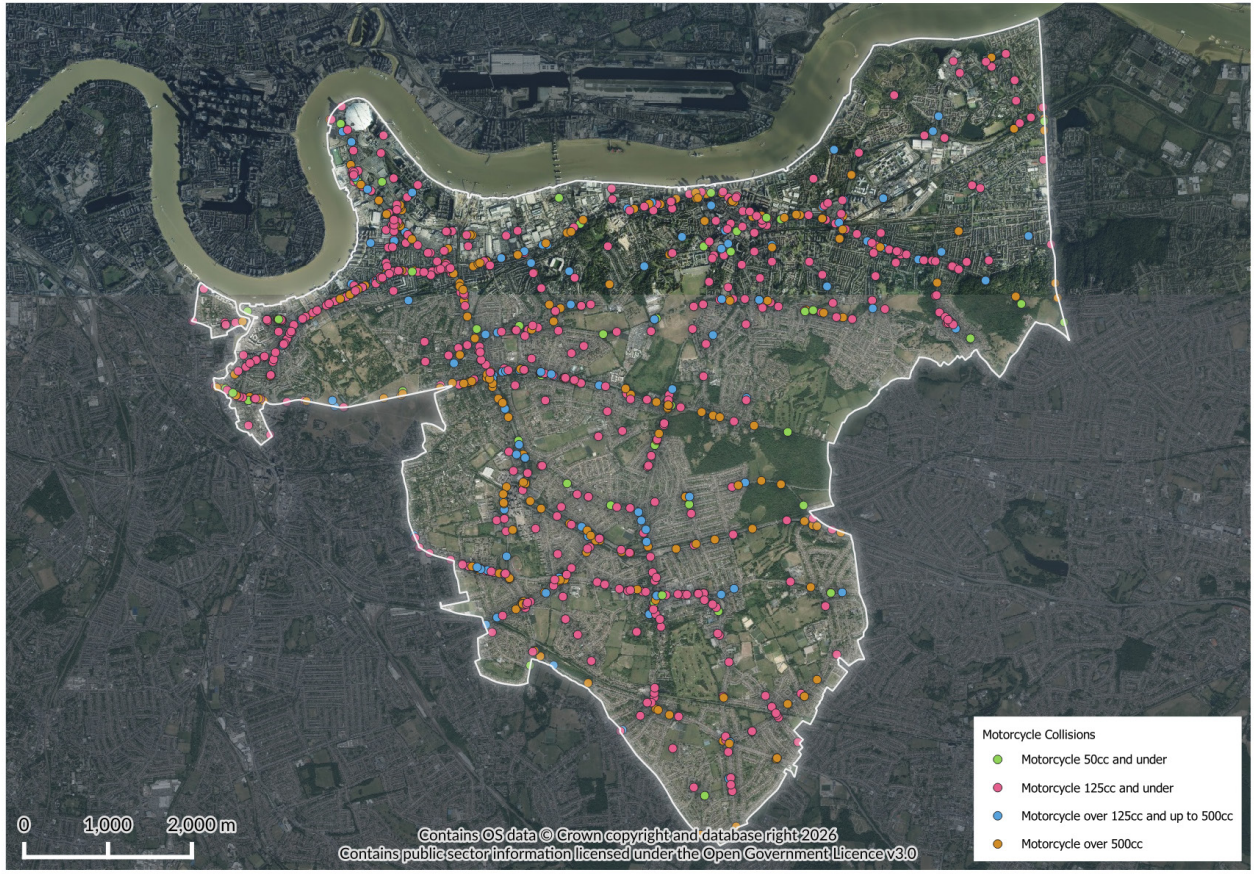


Observing the geographic distribution of motorcycle collisions, the pattern is somewhat intuitive with higher power motorcycles being concentrated on strategic TfL roads and lower power classes being concentrated on smaller local roads, particularly around local centres.



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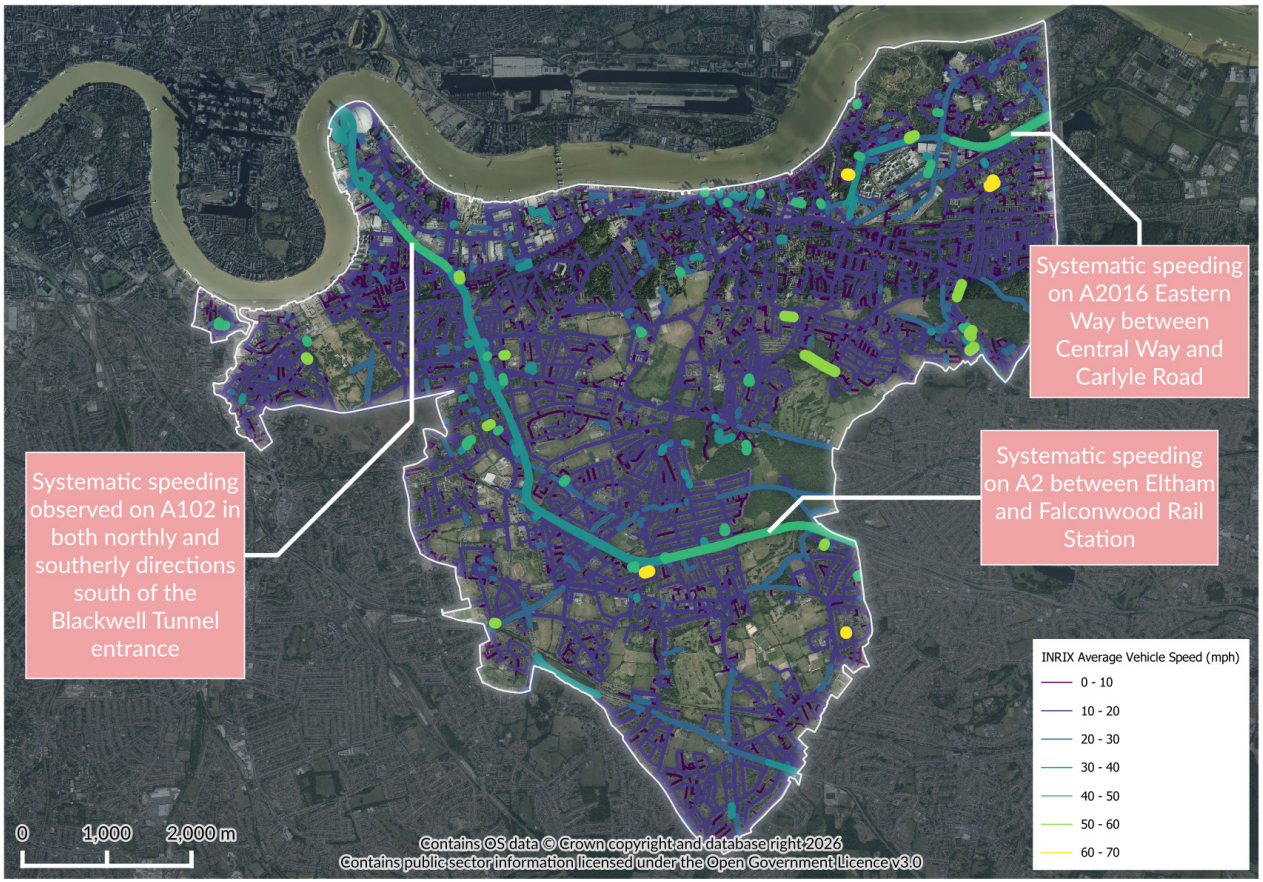
Figure 9: Geographic Distribution of Motorcycle Collisions, all roads (Source: STATS19)



Vehicle Speeds

When average vehicle speeds are analysed, most links do not demonstrate vehicle speeds significantly above the posted speed limit. It should be highlighted that this is based on a relatively limited data set, as it covers the whole borough.

Figure 10: 85th Percentile Average Speed in Km per Hour, all roads (Source: INRIX)



The limited cases for evidence of systemic speeding are observed on the A102, A2 and A2016. However, congestion in urban areas could be a factor in reduced speeds on key routes, meaning the average speed may not fully reflect higher speeds between junctions, and the road safety implications of this.

All roads identified are on the Transport for London Road Network, with the exception of A2016 Eastern Way but which is currently subject to a 50mph speed limit.



5. Identification of potential collision hotspots

5.1 Introduction

The Royal Borough is committed to reducing collisions on our network, and the Council is constantly looking to new or innovative methods to achieving our objectives. Rather than using reactive historical collision records, we have thus undertaken a more predictive, proactive road safety analysis to identify locations.

As part of this Action Plan we have utilised Collision Seek, which is a new machine-learning-powered road safety analysis platform. It uses a trained neutral network to characterise the physical road environment at any location, then searches a national database of collision sites to find the most similar environments. By drawing on evidence from thousands of comparable locations, it produces a statistically robust profile of the types, severities and circumstances of collisions that are most likely to occur — regardless of the local collision history.

5.2 Collision Seek outputs

Outputs from Collision Seek were generated to supplement the historic collision data analysis. More specifically, Network Application outputs from the tool are a series of metrics indicating risk across various modes and circumstances. The first of these below shows the risk of serious and fatal collision across the borough.

Figure 11: Risk of Serious and Fatal Collision



There are notable hotspots in terms of general serious and fatal collision risk identified, namely:

- Waverley Road / Waverley Crescent
- Roads adjacent to Millennium Primary School and St Mary Magdalene School
- Roads adjacent to Hare Street and Powis Street.



The second metric that was evaluated is pedestrian risk, shown in the Figure below.

Figure 12: Pedestrian Risk



The areas of highest pedestrian risk are road around the Woolwich shopping hubs of:

- Hare Street, Powis Street and near Woolwich Arsenal station.

This risk follows heighted pedestrian activity in this area relative to other areas of the borough.

In alignment with Killed or Seriously Injured (KSI) risk metrics, a secondary hotspot is identified:

- On the Greenwich Peninsula, near the Mary Magdalene and Millennium schools and new high-density residential developments to the northeast.



Bus-pedestrian collisions across the borough were also assessed, shown in the Figure below.

Figure 13: Bus-Pedestrian Collision Risk



Generally, the risk of bus-pedestrian collisions is low across the borough with the maximum risk identified at 2.3%, defined as 'if a collision were to occur at a given location, what is the likelihood that the collision would involve a collision between a pedestrian and a bus'.

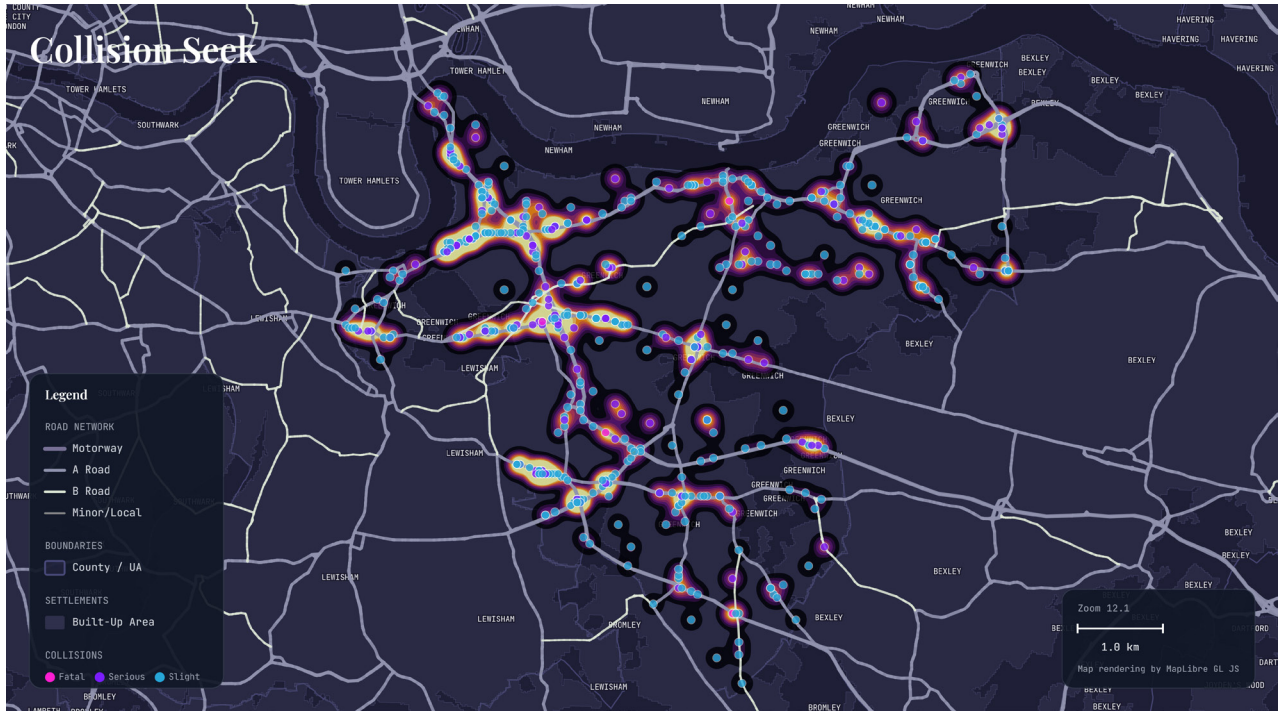
Beyond the same hotspot identified on Greenwich Peninsula, other higher areas of risk are on:

- Beresford Street / Victory Parade near Woolwich Elizabeth Line station
- Woolwich Road / Blackwall Lane / Vanbrugh Hill road junction.



Further hotspot analysis was undertaken in Collision Seek for motorcycle collisions, which is shown in the Figure below.

Figure 14: Motorcycle Collision Hotspot Analysis



The Figure demonstrates a series of motorcycle hotspots along:

- Trafalgar Road,
- Shooters Hill Road
- Eltham Road
- Plumstead High Street.

Furthermore, there are notable hotspots at:

- A2016 / A2041
- Yorkshire Grey
- Clifton's Roundabout junctions.

However, the above conclusions are based on interim analyses, with further investigation necessary as described below.



5.3 Collision Seek analytical methodology

The metrics above do not report explicitly on the likelihood of a collision and hence these metrics have been paired with the historic collision data [from STATS19] and the vehicle flow data from INRIX (which utilises connected vehicle data and mobile devices). Potential collision hotspots across Royal Greenwich have thus been identified and prioritised by calculating a 'risk factor' associated with each node (junction) and edge (road link) of the road network.

This risk factor is derived from the following component parts:

- The number of road collisions per junction and road link
- The number of vehicles entering the junction or travelling along the road link
- The length of the road link
- The percentage difference between the posted speed limit and the 85th percentile speed observed from INRIX data
- The KSI risk factor for each junction and road link identified by Collision Seek

This risk factor is the primary mechanism by which the locations for interventions are identified. The two Figures below summarise the evaluated risk factors for both junctions and road links across the Royal Borough of Greenwich.

Figure 15: Junction Risk Factor

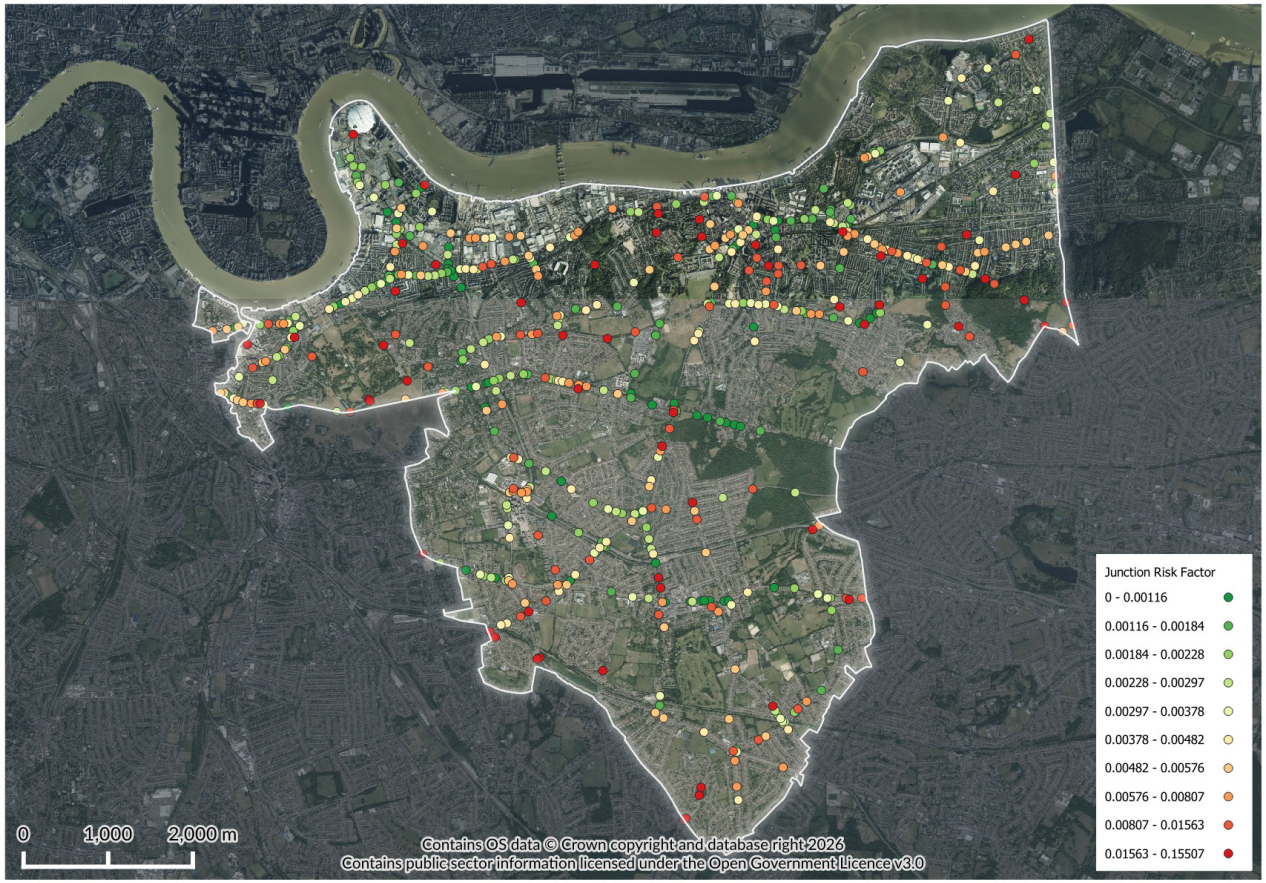
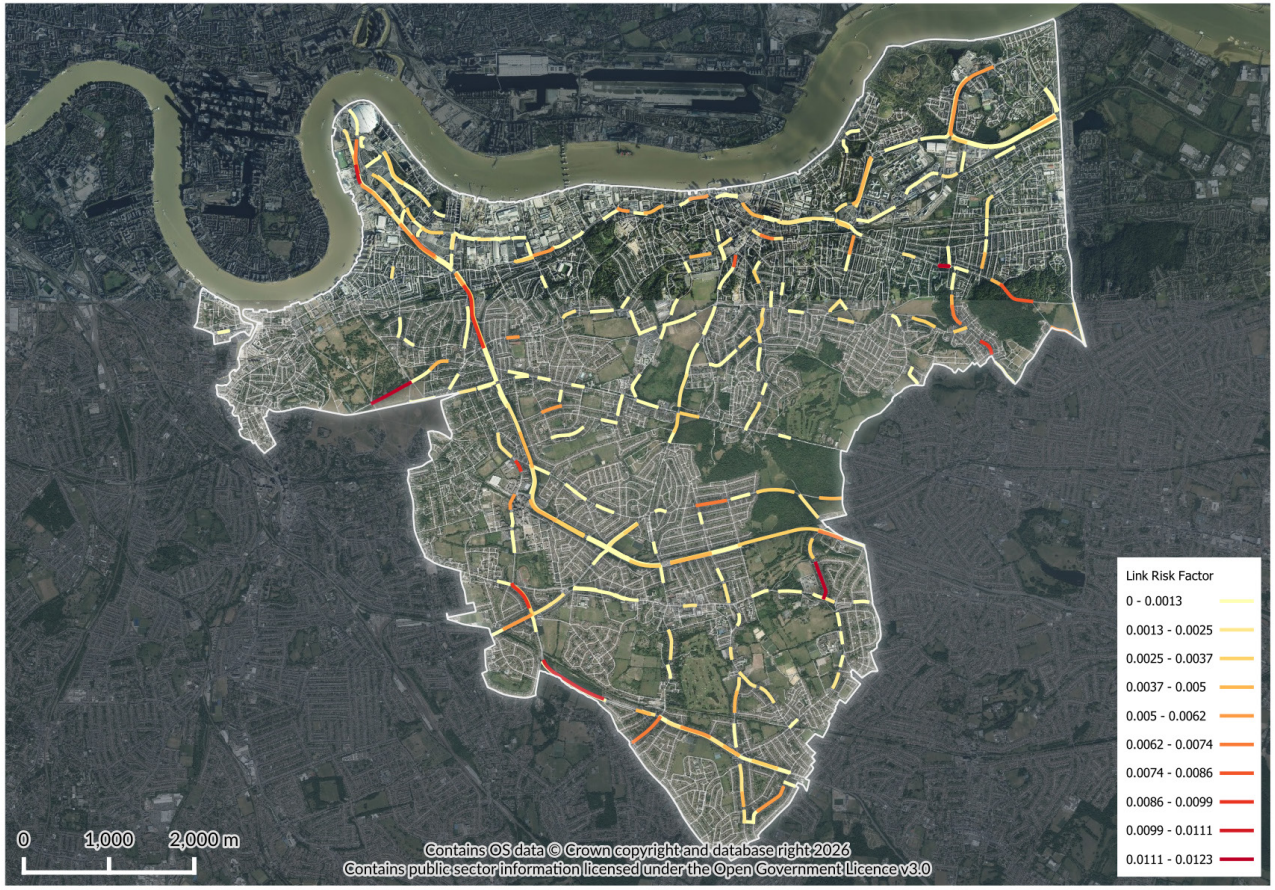




Figure 16: Road Link Risk Factor



5.4 Filtering and intervention identification

5.4.1 The evaluated risk factors highlighted above identify many locations; however, a number have artificially high risk factor values due to low traffic flows and one or two collisions. For example, for locations where flows are observed as below 50 vehicles per day and there is one collision, then the collision rate is inflated relative to other locations that are more trafficked. Accordingly, additional filtering was undertaken to remove these outlier locations to ensure that the analytical methodology is robust.

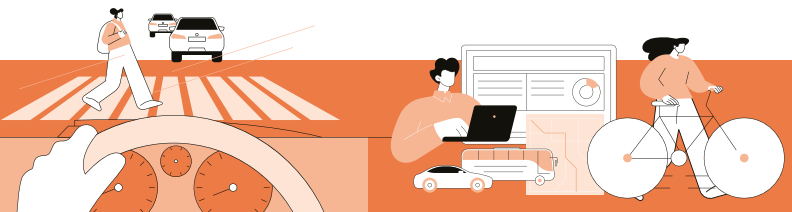
5.4.2 Following filtering of the analytical outputs the resulting locations were ordered according to the risk factor output in descending order. This list of locations, which includes both road links and junctions, is an ordered longlist of locations for consideration in the next stage of the analysis, which is a high-level feasibility assessment from an infrastructure / engineering perspective.

5.4.3 This long list of interventions was taken through a Multiple Criteria Analysis (MCA). Each location, starting from the highest ranking, was reviewed to assess the likely road safety risks and potential for physical intervention to address them, filtering down to 28 locations across the Borough and TLRN networks, consisting of 16 junctions and 12 links. This analysis used Ordnance Survey MasterMap Topographical data, aerial imagery, historic STATS19 road collision data and other supplementary information (e.g. INRIX road speed data, Healthy Street Data Pack and the location of crossing patrols).

5.5 Prioritised interventions

5.5.1 The resulting interventions were scored to derive a prioritisation for study, which included:

- Addresses Identified safety Issue
- CollisionSeek Risk Factor
- Identified as a Road Safety priority by TfL
- Impact on pedestrian environment (other than safety)
- Impact on public transport
- Impact on existing or planned cycling infrastructure
- Impact on general traffic
- Cost
- TfL Responsibility
- Complexity
- Stakeholder / Public acceptability
- Interaction with other schemes
- LIP Core Measure



5.5.2 The final prioritised list of interventions is presented in the Table below.

Table 6: Finalised List of Interventions

Intervention	Score
Intervention 17 - Plumstead High Street (opp St. Nicholas Gardens) Link	47
Intervention 16 - William Barefoot Drive / Kingsley Wood Drive Node	44
Intervention 26 - A2041 Central Way (on northern approach to junction with Western Way) Link	41
Intervention 2 - Warwick Terrace / Old Mill Road Node	39
Intervention 14 - A206 Bostall Hill / Brampton Road Node	39
Intervention 8 - Plumstead Common Road / Kirkham Street / The Slade Node	38
Intervention 9 - Well Hall Road / Dobell Road Node	38
Intervention 11 - William Barefoot Drive / Sandling Rise Node	38
Intervention 1 - Crossway / Hoveton Road Node	37
Intervention 3 - A210 / Alderwood Road / Bexley Road Node	37
Intervention 4 - A209 Wickham Lane / Kings Highway Node	37
Intervention 23 - A2213 Kidbrooke Park Road (as it crosses the Bexleyheath Railway Line) Link	37
Intervention 25 - A2041 Central Way (adj to Woolwich Polytechnic School for Girls) Link	35
Intervention 6 - Lakedale Road / Tewson Road Node	34
Intervention 19 - A2213 Kidbrooke Park Road (adj to Thomas Tallis School) Link	34
Intervention 20 - A205 Bostall Hill (adj to Bostall Woods) Link	34
Intervention 28 - B210 Charlton Road (adj to Blackheath Sports Club) Link	32
Intervention 5 - Alnwick Road / Sibthorpe Road / Horncastle Road Node	30
Intervention 12 - Plumstead Road / Walmer Terrace / Griffen Road Node	29
Intervention 27 - A206 Woolwich Church Street (on Eastern approach to roundabout junction with Ruston Road) Link	29



Intervention	Score
Intervention 15 - A206 Greenwich High Road / Stockwell Street Node	28
Intervention 24 - Woolwich Church Street (adj to St Mary's Garden) Link	27
Intervention 7 - A205 Westhorne Avenue / Alnwick Road Node	26
Intervention 10 - Blackwall Lane / Tunnel Avenue Node	26
Intervention 21 - A102 Blackwall Tunnel Approach (adj to Odean IMAX) Link	25
Intervention 22 - A209 Wickham Lane (adj to Great Bartletts Woods) Link	25
Intervention 18 - A102 Blackwall Tunnel Approach (adj to Charlton Police Vehicle Impound) Link	24
Intervention 13 - Frances Street / Lord Warwick Street / Samuel Street Node	23

These are shown geographically below.

Figure 17: Junction Interventions

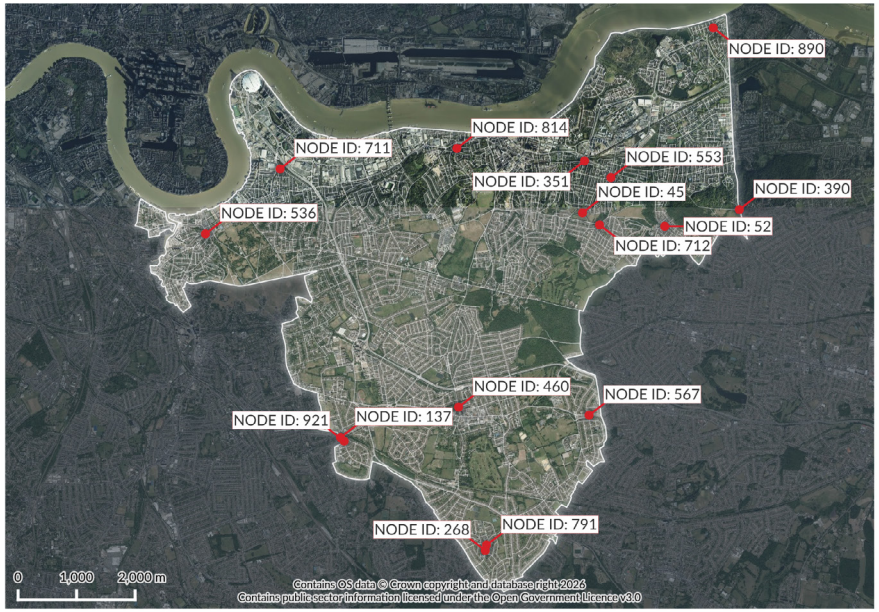
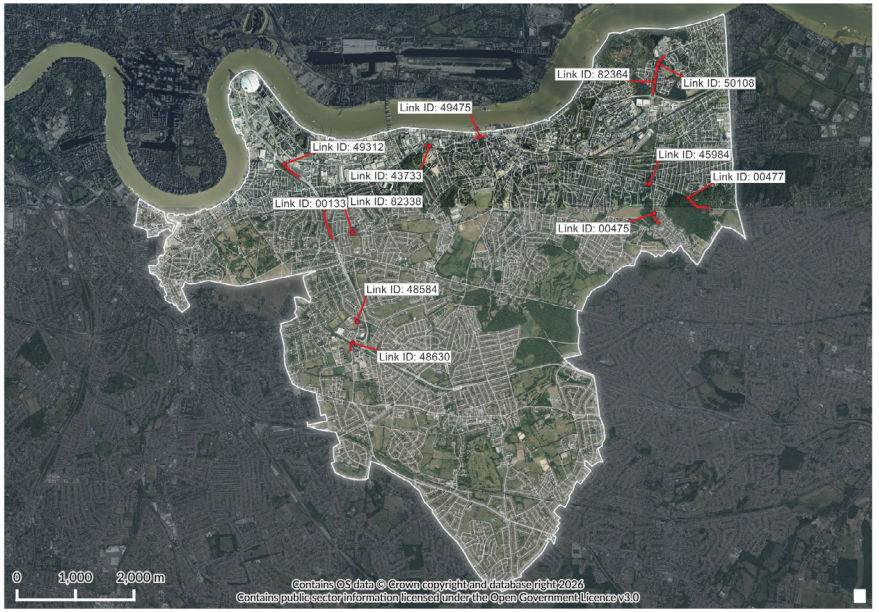


Figure 18: Road Link Interventions





5.5.3 These nodes and links therefore represent potential locations where collision remedial schemes would bring the most benefit. It should be highlighted that this does include some locations which are already being progressed by the Royal Borough, as it was considered preferable to identify all locations rather than artificially sift out numerous locations prior to the analysis.

5.5.4 Particular locations which are already under development and may therefore be addressed by existing schemes include such locations as:

- Plumstead High Street – already progressed by the Royal Borough with road safety improvements
- Plumstead Road by Walmer Terrace and Griffin Road – being improved with Plumstead Public Realm Improvement Programme providing improved crossings, footways and cycling infrastructure
- A2041 Central Way – forms part of the Thamesmead Bus Lane, Walking and Cycling Proposals led by TfL, currently under development
- A206 Woolwich Church Street – forms part of Cycleway 4 Extension
- A2213 Kidbrooke Park Road – by Thomas Tallis School we are progressing with designs under the Eltham to Greenwich Cycle, Walk Wheel Route, which is under development
- Warwick Terrace / Old Mill Road – delivered new zebra crossing to improve safety to Plumstead Manor

Spotlight on: Plumstead High Street

What did we do?

This location was identified in our previous Road Safety Action Plan as being a road safety priority. In response, over the last few years interventions have been delivered in various phases as funding has become available and following results of consultation. Measures implemented include kerb build-outs, new zebra crossings, accessibility upgrades and public realm improvements.



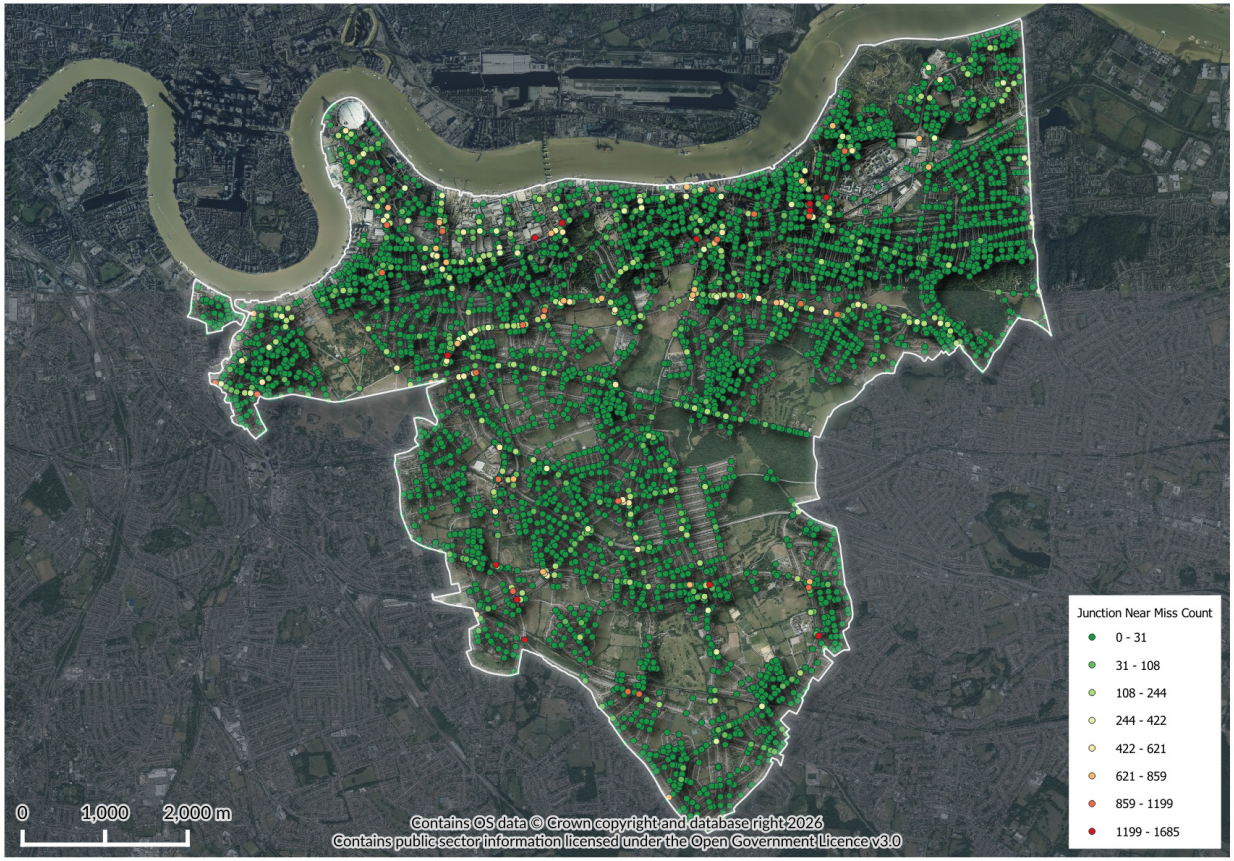
5.6 Further analysis using near miss data

5.6.1 The above-mentioned list of interventions represents our identified high-priority casualty locations on which we will focus our efforts. However, the Royal Borough of Greenwich is aware that "near miss" vehicle telemetric data is also a potential new way to identify road safety interventions. This data may ultimately be used to identify harsh braking and steering events, which may offer further insights.

5.6.2 To determine if further insights could be obtained, the Royal Borough of Greenwich obtained "near miss" incident data. The near miss data was used in two ways: firstly, in a qualification capacity for the initial data analysis work that is presented in the previous sections of this Action Plan; and secondly, to identify locations that are potentially hazardous and may warrant further investigation.

5.6.3 The first assessments of near miss data involved investigations to the number of near miss instances in proximity to junctions and along road links across Greenwich. In respect to the former, the below Figure demonstrates the number of near miss incidents occurring at each junction in Greenwich.

Figure 19: Near Miss Instances at Junctions in Greenwich





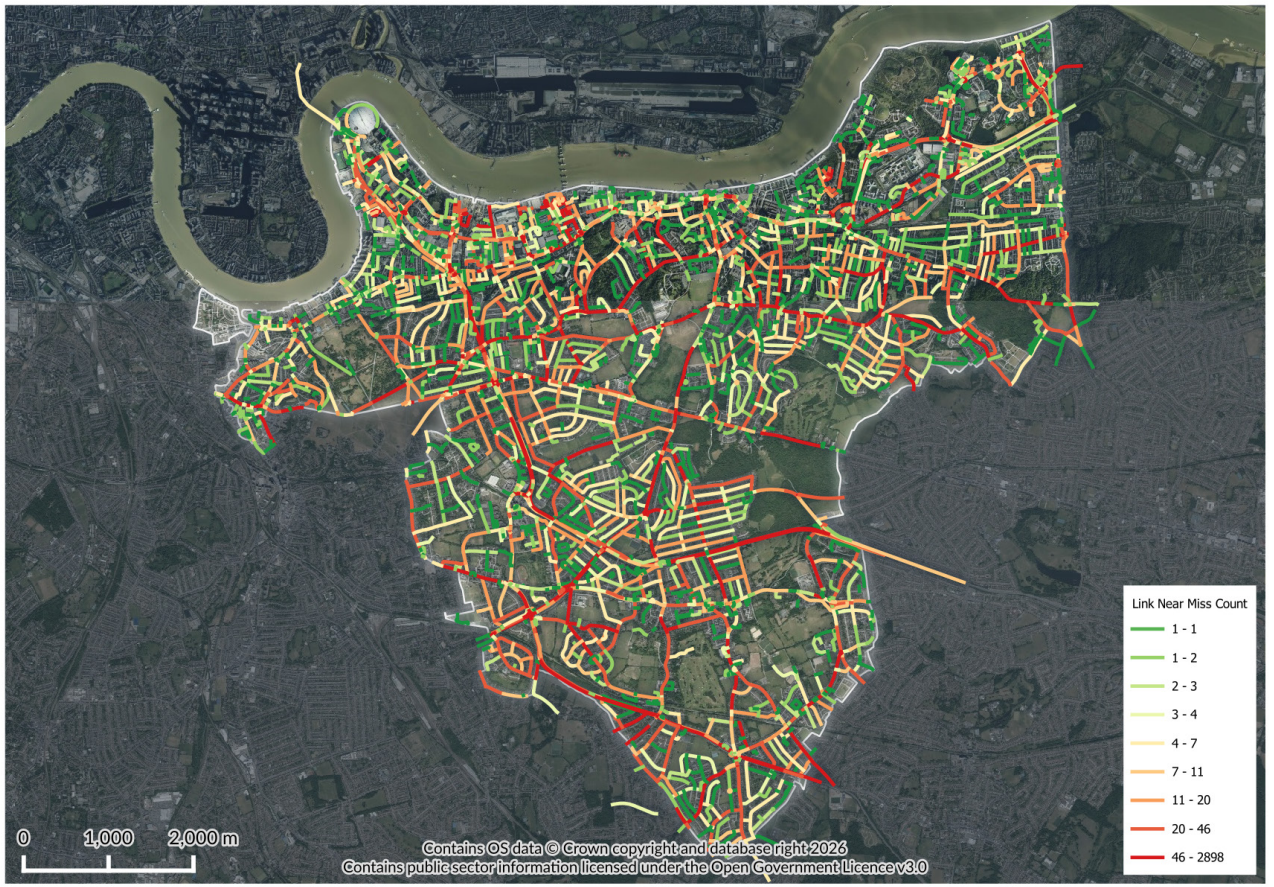
5.6.4 The distribution of near misses across the borough largely follows the general distribution of traffic flow. Isolating the highest near miss count junctions, the following near-miss hotspot junctions are identified:

- 546 instances: Clifton's Roundabout (Transport for London Road Network)
- 539 instances: A2 Rochester Way Relief Road / A2213 Kidbrooke Park Road signalised junction (Transport for London Road Network)
- 389 instances: A2 Rochester Way Relief Road / A205 Westhorne Avenue signalised junction (Transport for London Road Network)
- 357 instances: Yorkshire Grey Roundabout (Transport for London Road Network)

5.6.5 The data is somewhat skewed by a cluster of junctions within the Charlton Riverside industrial estate, with junctions on Westmoor Street highlighted as being subject to near-miss instances, with a low correlation to recorded collisions. Accordingly, it may be beneficial to further investigate safety procedures within Charlton Riverside to ensure road collision risk is sufficiently mitigated as part of redevelopment of the area.

5.6.6 The Figure below outlines the count of near misses across each road (link) in Greenwich.

Figure 20: Near Miss Instances on Road Links in Greenwich



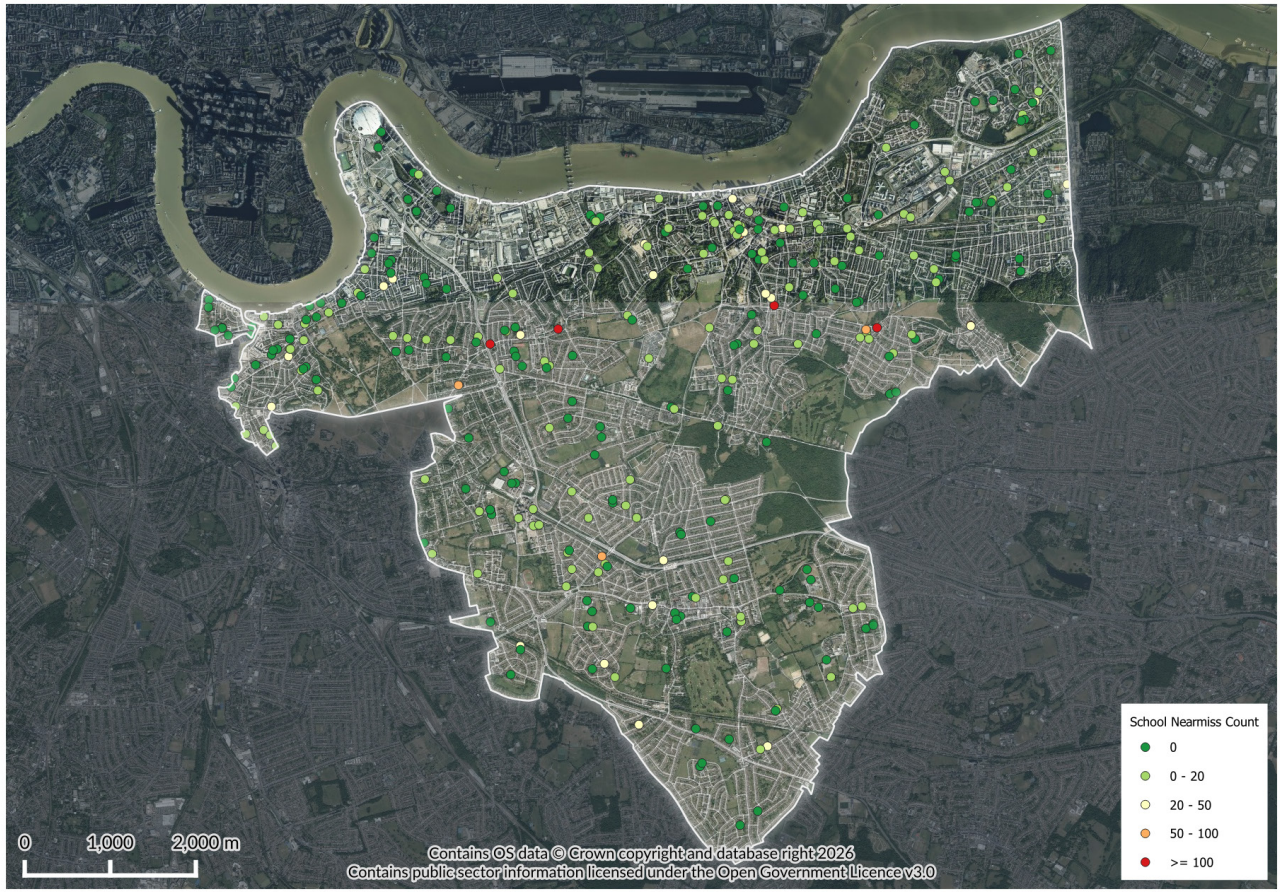


5.6.7 Similar to the junction analysis, the distribution of near misses across road links largely follows the general distribution of traffic volume. That being said, the following outliers are noted – ignoring the already discussed outliers associated with Charlton Riverside industrial estate:

- 760 instances: Kings Highway between the junction with Lakedale Road and A209 Wickham Lane
- 739 instances: Blackwall Lane between the junction with Bugsby's Way and the Blackwall Tunnel Approach (Transport for London Road Network)
- 622 instances: Woolwich Road between Farmdale Road and Angerstein Roundabout
- 475 instances: Charlton Road between the junction with Craigerne Road and Cherry Orchard
- 308 instances: Nathan Way between the junction with Pettman Crescent and Magpie Lane [we are currently in construction of improvements at this junction until Spring 2027].

5.6.8 Another piece of analysis undertaken was to look at the number of near miss occurrences occurring in close proximity (50m) to education facilities. The Figure below shows all the education facilities across Royal Greenwich with their associated near miss instances observed within 50m of the point of interest.

Figure 21: Near Miss Instances near Education Facilities



5.6.9 The general observation from this analysis is that we see heightened values within small preparatory / nursery / creche facilities located on or at close proximity to larger strategic roads. These facilities are generally converted residential or commercial properties, not being purpose-built education facilities.

5.6.10 Moving our focus to purpose build facilities – nominally primary, secondary and college education facilities – we see near miss observations trending to zero. That being said, there remain a few education facilities that see heightened near-miss occurrences relative to their counterparts. These are as follows:

- 70 instances: Greenslade Primary School
- 37 instances: Nightingale Primary School
- 37 instances: Windrush Primary School (Thamesmead)
- 21 instances: Woodhill Primary School
- 20 instances: Waterside Primary School

5.6.11 Greenslade Primary School experiences the highest number of near-miss instances. Situated on a reasonably well trafficked Plumstead Common Road and parkland located on the other side of the carriageway, there is likely to be heighted pedestrian activity in this location.

5.6.12 It should be noted here that this observation aligns with the initial analysis that highlighted Plumstead Common Road / Kirkham Street as a location of further investigation. This is further reinforced by Collision Seek which attributes a high overall risk score of 0.63 (on a scale of 0 to 1) to the roads adjacent to Greenslade Primary School.



6. Our action plan

6.1 Approach to action plan

Our Road Safety Action Plan consists of individual action plans covering the Vision Zero pillars, namely Safe Speeds, Safe Streets, Safe Vehicles, Safe Behaviours, and Post-Collision Response. These actions set out the practical interventions we believe are needed to deliver on our objectives and wider transport vision for the Royal Borough of Greenwich. For each proposed intervention we have identified high-level timescales for delivery, the broad scale of funding required and the delivery partner.

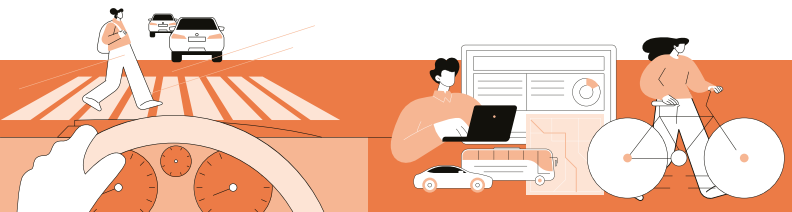
6.2 Safe speeds

Safe Speeds aims to tackle a major contributory factor in deaths and serious injuries on our network.

As highlighted by TfL in its Vision Zero Action Plan 2, slowing vehicle speeds leads to fewer collisions, and crashes occurring at lower speeds are substantially less likely to result in serious injury or death.

At the Royal Borough, we have already begun our journey towards making 20mph our default speed limit where conditions allow. According to TfL's Vision Zero Action Plan 2, 75% fewer children are killed on borough roads where a 20mph speed limit has been introduced, compared to before the change; and 40% fewer people are killed on borough roads with a new 20mph limit compared to before the change. Based on the 34 serious casualties and fatality occurring on our 30mph borough roads in the latest year's collision data, and the TfL research indicating that 34 per cent fewer people are killed or seriously injured following implementation of 20mph speed limits, there may be potential to eliminate up to 12 serious injuries or fatalities per year if the Royal Borough implemented a complete borough-wide 20mph speed limit.

However, signage and physical measures are just one part of the equation, and we need to ensure we robustly enforce compliance, leading to permanent changes in driver behaviour. Enforcing existing rules aimed at improving road safety is an important element in ensuring success of all actions in this Action Plan and the wider Transport Strategy. Most critical are those activities by the Council and other enforcement agencies relating to excessive vehicle speed. As such, targeting speeding behaviour and reducing speeds where possible are key steps towards achieving Vision Zero on the Royal Greenwich road network.



Effective operation of bus lanes helps to improve bus journey times and journey reliability encourages more people to travel by public transport and releases capacity on local roads for other users and uses. Parking on 'keep clear' markings outside schools poses a serious threat to child safety; and parking at bus stops means buses cannot get close enough to the kerb to allow people with mobility issues to get on the bus, severely impacting people's ability to travel. CCTV can also be used to enforce illegal parking outside schools and at bus stops.

Spotlight on: Boroughwide 20mph

What have we done?

The Royal Borough of Greenwich has made significant progress towards introducing a borough-wide 20mph speed limit, supporting our commitment to improving road safety and achieving Vision Zero. Currently, a high percentage of the borough's roads are already subject to a 20mph speed limit. Building on this progress, the Council has developed proposals to extend 20mph limits across the remaining suitable borough-managed roads, creating a more consistent and safer road network for all users. The proposed changes were formally advertised with a four-week statutory consultation period to provide residents, businesses and other stakeholders with the opportunity to comment. The Council will review the representations received through the consultation process, which will inform the final proposals and subsequent decisions on implementation. Should the proposals be approved, the scheme will support a reduction in vehicle speeds, improve safety for pedestrians and cyclists, particularly children and other vulnerable road users, and contribute towards the wider objectives of the Royal Greenwich Transport Strategy 2022–2032.



Our individual actions for Safe Speeds are set out below.

Table 7: Safe Speeds Actions

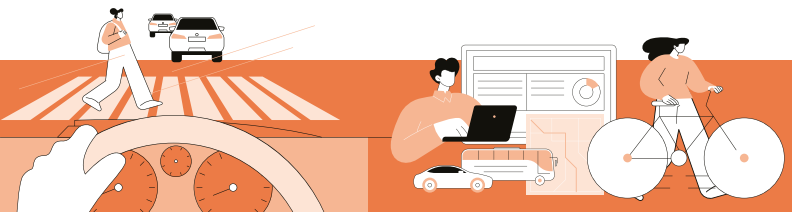
Number	Action	Timescale	Cost	Delivery Partner
SP1	Review and update existing enforcement activities and work with other agencies, including police and TfL, to define appropriate enforcement strategies and locations across the Borough	Short	Low	The Royal Borough, Metropolitan Police, TfL
SP2	Ensure that the priority for certain vehicle classes set by highway design (bus and cycle lanes, bus gates, emergency access points, filtered permeability) is enforced across our highway network	Short	Low	The Royal Borough, Metropolitan Police, TfL
SP3	Ensure CCTV enforcement is fit for purpose and consider where it may be necessary to expand or change coverage	Short	Low	The Royal Borough, Metropolitan Police, TfL
SP4	Expand our coverage of 20mph speed limits to all residential and eligible main roads within the borough, and monitor the impacts Also identify roads of higher speed limit which would benefit from speed limit reduction, such as Western Way and Eastern Way	Medium	Medium	The Royal Borough
SP5	Provide physical measures to further slow vehicles where speed limit changes alone are deemed insufficient	Medium	Medium	The Royal Borough
SP6	Work with Transport for London to ensure it reviews speed limits and introduces safer speeds where appropriate, based on harm and consistency	Short	Low	The Royal Borough, TfL
SP7	Ensure our highway network is free from obstructions that may negatively impact road safety	Ongoing	Low	The Royal Borough

6.3 Safe streets

Safe Streets focuses on designing our streets to prioritise sustainable travel and minimising dangerous interactions between people and vehicles.

To achieve this, we will progress schemes which seek to remove potential conflicts between vehicular traffic and our more vulnerable road users. This in turn will result in mode shift to more sustainable travel options, thereby further reducing the potential for serious injury. We will use our hierarchy of road users to make sure people walking, wheeling and cycling are prioritised, whilst ensuring that public transport remains a viable travel option by minimising the effects on bus journey times.

We will look to reallocate road space to these more sustainable travel options where feasible, whether that is through localised interventions or over larger areas. This will include progressing walking and cycling schemes, for example to bring more of our residents and visitors within reach of the London-wide Cycleway Network by utilising guidance such as Cycle Infrastructure Design Guidance LTN 1/20. Similarly, our Schools Streets programme aims to remove vehicular traffic from interacting with school children at school drop-off and pick-up times, thereby reducing the potential for conflict.



Providing new and improved pedestrian crossings will ensure that coherent, direct and accessible walking and wheeling routes are provided, further enabling mode shift.

We recognise that vehicular traffic will remain an essential part of our network, both in terms of our residents who are less able-bodied but also for the essential movement of freight. However, we will implement measures to minimise the impacts of these residual vehicular trips on other road users, including measures such as traffic calming where site conditions require it or where speed limit signage is insufficient. We will also design and implement local safety schemes based on our collision analysis and other priorities. We will consider schemes to ensure vehicular traffic remains on our major road network rather than using more residential or high sensitivity routes.

We will investigate particularly sensitive locations and high streets, such as Greenwich Town Centre, to make streets more welcoming and accessible for pedestrians.

Behaviour change is also an important factor, and we will continue to run initiatives alongside our engineering measures.

Spotlight on: School Streets

What is a School Street?

School Streets restrict motor vehicle access outside schools during drop-off and pick-up times, creating a safer and healthier environment for children and encouraging more people to walk, wheel, cycle or scoot to school. There are already 11 School Streets operating in the borough and more than 500 across London. The Royal Borough is proposing to make the existing sites permanent by implementing a Traffic Management Order (TMO) and introducing camera enforcement using Automatic Number Plate Recognition (ANPR) technology. It is planned that a number of new School Streets will be rolled out across the borough, subject to engagement and consultation results. Access exemptions are proposed for eligible residents, school staff, Blue Badge holders, SEND transport, carers, emergency services and other approved users. There are no proposed exemptions for general parent drop-off.

Benefits of School Streets

School Streets help to:

Reduce traffic outside schools at busy times.

- Improve road safety for children and families.
- Improve local air quality.
- Encourage walking, cycling and other sustainable travel.

Spotlight on: Cycleway 4 Extension

What did we do?

Cycleway 4 currently runs between Tower Bridge and Greenwich. We're working in partnership with Transport for London to extend this and deliver a 2.5km long segregated cycleway between Greenwich and Woolwich, which will enable people living and working in Woolwich to be connected via a 12.5km continuous cycleway to shops and amenities in Greenwich and Surrey Quays, through Deptford and Rotherhithe, and into central London.

The extension of Cycleway 4 will create a continuous segregated cycle route between Greenwich and Woolwich. It will make streets safer and improve public spaces for people to walk and cycle more, as it includes new or improved crossings and widened footways. Construction work on 'Section 2' of the route started in summer 2025, which provides segregated facilities along A206 Woolwich Road and A206 Woolwich Church Street, between the existing 'Section 1' at Gallions Road and Woolwich town centre. This length of road is identified as both a pedestrian and cycle historic collision location in this Action Plan. Work is expected to finish by 2027, with plans to further extend the route in future to connect with the Plumstead PRIP project which commenced construction in summer 2026.



Our individual actions for Safe Streets are set out below.

Table 8: Safe Streets Actions

Number	Action	Timescale	Cost	Delivery Partner
ST1	Target interventions in locations with a high number of collisions involving walking, wheeling and cycling; or where pedestrian connectivity or cycle infrastructure is poor. This may be by providing tailored interventions such as new or improved crossings or segregated cycle facilities where feasible e.g. by providing protected new Cycleways. This is with a view to providing our share of the 1000 new crossings by 2030 as per TfL Vision Zero Action Plan 2	Medium	High	The Royal Borough, TfL
ST2	As part of our targeting of interventions, ensure that all schemes take into account the needs of motorcyclists	Medium	Medium	The Royal Borough, TfL
ST3	Implement road safety improvements for the identified high-priority casualty locations on Borough highway	Medium	High	The Royal Borough, TfL
ST4	Work with TfL to identify and progress road safety measures for the identified high-priority casualty locations on the TLRN	Medium	Low	The Royal Borough, TfL
ST5	Implement engineering measures associated with School Travel Plans	Medium	Low	The Royal Borough
ST6	Provide measures to limit motor vehicles travelling in sensitive locations using timed or permanent restrictions, for example by implementing school streets, traffic management schemes or bus gates	Medium	Medium	The Royal Borough, TfL
ST7	Improve safety at junctions and in pedestrian areas, including preventing parking on footways and prioritising pedestrians, including using continuous footways where feasible	Medium	Medium	The Royal Borough
ST8	Invest in our Highways Resurfacing Programme to improve our roads and pavements, making it easier, safer and cleaner to get around	Ongoing	High	The Royal Borough
ST9	Make high streets safer and more accessible, for example by considering the removal of the major gyratory in Greenwich Town Centre	Medium	High	The Royal Borough, TfL
ST10	Expand our network of dockless bike parking bays to ensure rental e-bikes are parked safely and provide better access to sustainable travel	Short	Low	The Royal Borough
ST11	Consider sites identified from additional data sources, such as the 'near-miss' data, on which to target interventions e.g. by incorporating into School Streets prioritisation	Medium	Medium	The Royal Borough



6.4 Safe vehicles

Safe Vehicles aims to reduce risk through new technology, better design and safer choices.

Safe vehicles reduce the risk motor vehicles pose to people walking, cycling and motorcycling. TfL or National Government is leading on a number of initiatives, as these sit above the Royal Borough's powers. This includes such initiatives as the Bus Safety Standard and the forthcoming regulation of the e-bike hire environment.

However, the Royal Borough is committed to being an active partner in wider developments, and to continue to implement measures which are within our control.

Our individual actions for Safe Vehicles are set out below.

Table 9: Safe Vehicles Actions

Number	Action	Timescale	Cost	Delivery Partner
VE1	Work with business owners (particularly those employing cyclists/motorcyclists for deliveries) to ensure that vehicles and equipment meet legal requirements	Medium	Low	The Royal Borough, Local Businesses
VE2	Continued targeted action against abandoned, untaxed and nuisance vehicles across the borough. Using reports, inspections and local intelligence to identify persistent vehicle nuisance hotspots and target resources	Ongoing	Low	The Royal Borough
VE3	Roll out a new fleet of climate-friendly bin lorries, with the aim to cut standard fleet emissions by 90%	Medium	High	The Royal Borough
VE4	All borough procurement contracts and planning standards will specify FORS Silver (or equivalent) and Construction Logistics and Community Safety (CLOCS) by 2030	Short	Low	The Royal Borough
VE5	Keep abreast of the latest developments in e-bike hire, including entering into formal agreements with operators and monitoring forthcoming changes to legislation	Short	Low	The Royal Borough
VE6	Work with partners to keep abreast of new and emerging transportation, including automated vehicles and last-mile [freight] solutions	Medium	Low	The Royal Borough
VE7	Consider the safety risks posed by oversized cars, and consider if action is necessary to discourage their use	Short	Medium	The Royal Borough



6.5 Safe behaviours

Safe Behaviours is building a culture of safe and responsible behaviour on London's roads.

The actions outlined in the previous sections of Safe Speeds, Safe Streets and Safe Vehicles aim to improve road safety by using the public realm and other infrastructure to support behaviour change. These physical interventions aim to make our streets safer for all who use them.

As well as introducing physical interventions, this Action Plan includes supporting measures involving behavioural changes and smart travel programmes, increasing people's awareness about road dangers and interaction with other road users. This includes education, for example to highlight why certain behaviours such as speeding may represent a risk to other road users. Similarly, equipping children with the skills needed to navigate the built environment may help to reduce the potential for harm, whilst potentially leading to more sustainable travel options.

Spotlight on: School travel planning

What did we do?

We are continually working with schools across the Borough to switch private car trips to sustainable travel modes. To achieve this, we support schools to implement School Travel Plans as part of TfL's Travel for Life programme. This year (2026), 16 schools have achieved new Gold accreditation, bringing Greenwich's total to an impressive 42 Gold-accredited schools. In addition, we have 2 Silver- and 5 Bronze-accredited schools. This is a brilliant achievement and a real reflection of the ongoing commitment across our schools to making journeys to and from school safer, healthier and more sustainable.



Our individual actions for Safe Behaviours are set out below.

Table 10: Safe Behaviours Actions

Number	Action	Timescale	Cost	Delivery Partner
BE1	Provide the public realm and infrastructure improvements necessary to promote safe behaviours, such as crossing upgrades, speed reduction measures, carriageway reduction, road safety improvements and adequate enforcement	Ongoing	Medium	The Royal Borough
BE2	Work with partners to ensure that everyone living, studying or working in the Royal Borough of Greenwich is given the appropriate road safety training and awareness opportunities	Ongoing	Low	The Royal Borough, TfL, Schools, Local Businesses
BE3	Teach young Londoners the safest ways to travel, for example the Schools Travel for Life programme	Ongoing	Low	The Royal Borough, TfL, Schools
BE4	Assist borough schools with developing, maintaining or updating their School Travel Plan. Efforts and resources will focus on supporting mainstream primary and secondary schools	Ongoing	Low	The Royal Borough, Schools
BE5	Implement or maintain School Crossing Patrols where feasible	Ongoing	Medium	The Royal Borough, Schools
BE6	Deliver our Cycle Training Programme and Pedestrian Skills Training, and Scooter Skills training particularly to schools	Ongoing	Medium	The Royal Borough, Schools
BE7	Motorcyclists Skills Training – support and promote TfL's programmes	Short	Low	The Royal Borough, TfL
BE8	Deliver events aimed at promoting walking and cycling, including continuing 'Dr Bike' initiatives for residents and businesses, and school events such as Walk to School Week and Big Bike Days.	Ongoing	Low	The Royal Borough, Schools
BE9	Continue our travel awareness and behaviour change campaigns to encourage people to try walking, cycling and public transport.	Ongoing	Low	The Royal Borough, Schools
BE10	Maintain our "Try Before You Bike" scheme, which also covers electric cycles.	Short	Low	The Royal Borough



6.6 Post collision response and victim support

Supporting people after a serious road collision is a core part of building a transport system that values every life.

This Action Plan aims to reduce serious injury and fatality on our network, and we will strive to achieve this. Unfortunately, it is likely that future collisions will still occur in the short term, and we at the Royal Borough must play our part in supporting victims and investigating the causes of collision.

Table 11: Post Collision Response Actions

Number	Action	Timescale	Cost	Delivery Partner
PC1	Ensure we effectively engage with Police and other parties in post-collision investigations	Ongoing	Low	The Royal Borough, TfL, Metropolitan Police
PC2	Keep abreast of emerging methodologies for undertaking collision analysis, to identify future road safety locations before collisions occur	Ongoing	Low	The Royal Borough, TfL

6.7 Monitoring and evaluation

This Road Safety Action Plan considers interventions and schemes that the Council wishes to progress between now and 2032. It is acknowledged that some schemes set out in the Action Plan will not be delivered by 2032, and that the Council is not directly able to progress measures affecting the Transport for London Road Network. However, it is expected that some stages of work could commence in the short term, and outlining our aspirations sets clear goals and expectations for our partners.

This document is informed by the wider Greenwich Transport Strategy, which has a longer time horizon of 2032. This means that the supporting Road Safety Action Plan would need to be reviewed and updated over this longer period. A regular review process will also help to reflect wider changes in policy, scheme progression and new ideas.

- We expect to review our progress against the Road Safety Action Plan in 2028.
- We expect the Road Safety Action Plan to undergo a more substantial update and refresh in 2032.

In addition to this, we will monitor progress against our MTS-based targets and mode-specific targets, as set out in Chapter 2 of this document. Assessing performance against baseline metrics will allow us to gauge if we are on track, or whether additional interventions may be needed to support us in meeting our targets.

