

# Safety, Health & Environment Data & Analysis - Priority Nodes

Priority 1 - Sites with the highest collision rate when compared to the average > second standard deviation  
 Priority 2 - Sites with collision rates above the average > first and < second standard deviation  
 Priority 3 - Sites with collision rates slightly above the average > mean and < first standard deviation  
 Sites below the mean

Analysis Year	Start Date	End Date
1	30/12/2020	29/12/2021
2	30/12/2021	29/12/2022
3	30/12/2022	31/12/2023

London wide divergence from the mean (by Highway Authority)	Sub-regional divergence from the mean (by TfL Region and Highway Authority)	Borough	ElementId	Link/Node	Description	Highway Authority	Collision Year 1	Collision Year 2	Collision Year 3	Total Collisions	Collision Harm Year 1	Collision Harm Year 2	Collision Harm Year 3	Total Harm	Collisions involving a vulnerable road user (VRU)	KSI Collisions	% ksi	PEDESTRIAN	% pedestrian	PEDAL CYCLE	% cycle	Motorcycle	% p2w	% Car/Taxi Involved	% Goods vehicle Involved	% Bus/Coach Involved	% Right turn Involved	% Wet	% Dark
2	1.6	Hounslow	N25168	25_168	HOGARTH LANE/BURLINGTON LANE.	TLRN	8	6	8	22	14.2	6	13.6	33.8	7	3	14	0	0	1	3	8.6	25	100	14	0	5	14	18

This approach to identifying road safety priorities considers historic casualty harm and expected harm in order to identify locations where harm is higher than the network average, and therefore where intervention should have the biggest impact by reducing risk the most.

Casualty Harm is a weighting applied to casualties based on severity. It is derived from the Department for Transport RAS6001 Cost of Preventing Road Accidents and follows the convention shown below. The harm value for each casualty severity is as follows:

Slight = 1  
 Serious = 3.6  
 Fatal = 10.7

## Safety, Health & Environment Data & Analysis - Priority Roads Data Dictionary

Column Title	Description
London wide divergence from the mean (by Highway Authority)	Number of standard deviations from the mean (expected) casualty harm for each link / node, grouped by Highway Authority. Shows all roads (TLRN, BPRN, HA)
Borough wide divergence from the mean (Borough roads only)	Number of standard deviations from the mean (expected) casualty harm for each link / node, grouped by London borough. Shows borough roads only (BPRN)
Sub-regional divergence from the mean (by TfL Region and Highway Authority)	Number of standard deviations from the mean (expected) casualty harm for each link / node, grouped by Highway Authority and TfL Network Management region
Borough	Name of London borough containing the link / node
ElementId	Unique identifier for each link / node
Link/Node ID	Unique identifier for each link / node
Description	Text description for link / node
Highway Authority	Highway Authority responsible for each link / node
TfL Region	TfL Network Management region containing the link / node
RPU Region	Roads Policing Unit region containing the link / node
Collision Year 1	Total number of collisions for analysis year 1
Collision Year 2	Total number of collisions for analysis year 2
Collision Year 3	Total number of collisions for analysis year 3
Total Collisions	Total number of collisions for 3-year analysis period
Collision Harm Year 1	Total casualty harm for analysis year 1
Collision Harm Year 2	Total casualty harm for analysis year 2
Collision Harm Year 3	Total casualty harm for analysis year 3
Total Harm	Total casualty harm for 3-year analysis period
Collision Harm per km	Total casualty harm weighted by link length. Not available for nodes
Collisions involving a vulnerable road user (VRU)	Number of collisions where at least one Vulnerable Road User (VRU) was involved, where VRU includes Pedal Cycle, Pedestrian, Powered 2 Wheeler
KSI Collisions	Number of collisions where at least one person was seriously or fatally injured over the 3-year analysis period
% ksi	Proportion of total collisions where at least one person was seriously or fatally injured over the 3-year analysis period
PEDESTRIAN	Total casualty harm for Pedestrian casualties for the 3-year analysis period
% pedestrian	Proportion of casualty harm for Pedestrian casualties for the 3-year analysis period, compared to the total casualty harm
PEDAL CYCLE	Total casualty harm for Pedal Cycle casualties for the 3-year analysis period
% cycle	Proportion of casualty harm for Pedal Cycle casualties for the 3-year analysis period, compared to the total casualty harm
Motorcycle	Total casualty harm for Powered 2 Wheeler casualties for the 3-year analysis period
% p2w	Proportion of casualty harm for Powered 2 Wheeler casualties for the 3-year analysis period, compared to the total casualty harm
% Car/Taxi Involved	Proportion of total collisions where a Car or Taxi was involved
% Goods vehicle Involved	Proportion of total collisions where a Goods Vehicle was involved
% Bus/Coach Involved	Proportion of total collisions where a Bus or Coach or Taxi was involved
% Right turn Involved	Proportion of total collisions where at least one vehicle was carrying out a Right Turning maneuver
% Wet	Proportion of total collisions which took place in wet conditions
% Dark	Proportion of total collisions which took place in dark (low light) conditions