

# Casualties in Greater London during 2018: July 2019

## 1. Introduction

### 1.1 TfL's casualties in Greater London factsheet

This fact sheet provides a summary and initial analysis of personal injury road traffic collisions and casualties in Greater London in 2018 compared with 2017 and the back estimated average for 2005-2009. This is the baseline against which Transport for London (TfL) measures progress towards the Mayor's target of a 65 per cent reduction in Killed or Seriously Injured (KSI) casualties by 2022, set out in the Vision Zero Action Plan<sup>1</sup>.

The Mayor's Transport Strategy (MTS) sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years. The Mayor, through TfL, the boroughs, police and enforcement authorities, has adopted Vision Zero for road danger in London. The Mayor's aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.

### 1.2 Changes in collision reporting by the police

From September 2016 onwards the Metropolitan Police Service (MPS) introduced the Case Overview and Preparation Application (COPA) to report road traffic collisions. The City of London Police Service (CoLP) adopted the similar Department for Transport (DfT) Collision Reporting and SHaring (CRASH) system in October 2015. COPA and CRASH aim to bring improvements to the reporting of road danger in London.

These systems use a new method of assessing the severity of injury sustained in collisions, as recommended by the DfT, whereby Police officers record the type of injury suffered rather than their assumptions about the severity of the injury. The recording system then assigns an injury severity according to the type of injury recorded. This contrasts with the previous system where officers recorded whether, in their judgement, an injury was 'slight' or 'serious'. The use of these systems has resulted in more injuries being classified as serious rather than slight<sup>2</sup>. Back estimated changes in the number of casualties takes into account changes in the police reporting of injury severity and online self reporting (see section 7).

Data presented in this factsheet is for personal injury road traffic collisions occurring on the public highway, and reported to the police, in accordance with the STATS 19 national reporting system. It should be noted that large percentage changes in small numbers may not necessarily be statistically significant.

Further detailed analysis of the statistics presented in this factsheet will be undertaken, in line with the DfT's publication of 'Reported road casualties Great Britain annual report'.<sup>3</sup>

<sup>1</sup> <http://content.tfl.gov.uk/vision-zero-action-plan.pdf>

<sup>2</sup> <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2017>

<sup>3</sup> <https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>



### 1.3 Key trends

In 2018 compared to 2017:

- **The number of people killed** on London's roads fell to the lowest level recorded. Within this total, the number of people killed whilst walking also fell to the lowest level on record. However, half of all people killed in road traffic collisions were walking. Despite reductions in motorcyclist deaths, to the equal lowest level on record, motorcyclists continue to make up a disproportionate number of deaths and serious injuries. No children were killed in road traffic collisions during 2018.
- **Serious casualties** increased, in particular amongst car occupants. Serious injury amongst people cycling also increased, in particular where a car was involved in the collision. In contrast, the number of people seriously injured whilst walking and motorcycling fell. The number of children seriously injured in collisions also fell, with the greatest absolute reduction amongst those walking. However, the number of children seriously injured as car passengers increased.
- **The number of people slightly injured** fell, in particular people walking, bus and coach passengers and children. Despite these positive trends, the number of cyclists suffering slight injury increased, partly reflecting continued increases in cycling to the highest level on record.
- **The number of people killed or seriously injured** was 37 per cent down against the back estimated 2005–09 baseline and the number of children killed or seriously injured was also down by 60 per cent against the back estimated baseline. However, the number of cyclists killed or seriously injured was up on the back estimated 2005–09 baseline. This increase should be seen in the context of a considerable increase in cycling over a number of years, with the number of journeys cycled having more than doubled since 2000.
- **People walking, cycling and motorcycling** made up 79 per cent of all people killed or seriously injured, showing the need to focus efforts on making the streets safer for the people most at risk.

## 2. Summary of trends in casualties

### 2.1 Recent trends in casualties

Table 1 (overleaf) shows that a total of 25,637 collisions were reported by the police during 2018, resulting in 30,591 casualties. Of these, 112 people were killed, 3,953 were seriously injured and 26,526 were slightly injured.

In 2018 compared to 2017:

- The number of people killed fell from 131 people in 2017 to 112 people in 2018, which is the lowest level on record. No children aged less than 16 years were killed in road collisions. However two 16 year olds and a 17 year old pedestrian were killed in a road collision. A 17 year old motorcyclist was also killed in a road collision.
- A total of 4,065 people were killed or seriously injured in 2018. This is an increase of 5 per cent and within this total the number of serious injuries also increased by 5 per cent.
- Slight injuries fell by 8 per cent to 26,526, with the greatest absolute reduction amongst people walking.

- Overall, all casualties fell by 6 per cent with the greatest absolute reduction amongst people walking.

Table 1 Casualties in 2018 – mode of travel by severity and change over 2017.

Mode of travel	Severity of casualty in 2018 (and percentage change over 2017)						Total		% of total in 2018
	Fatal		Serious		Slight				
Pedestrian	57	(-22%)	1,309	(-2%)	4,396	(-16%) *	5,762	(-13%) *	18.8%
Cyclist	12	(20%)	770	(14%) *	3,973	(4%)	4,755	(5%)	15.5%
Motorcyclist	22	(-29%)	1,058	(-1%)	4,042	(-10%) *	5,122	(-8%) *	16.7%
Car	16	(14%)	607	(28%) *	11,181	(-6%) *	11,804	(-5%) *	38.6%
Taxi or private hire	2	∞	44	(-2%)	911	(6%)	957	(6%)	3.1%
Bus or coach	1	(-50%)	111	(5%)	1,339	(-19%) *	1,451	(-17%) *	4.7%
Goods vehicle	0	(-100%)	40	(54%) *	594	(2%)	634	(4%)	2.1%
Other vehicle	2	∞	14	(-7%)	90	(-44%) *	106	(-39%) *	0.3%
<b>Total</b>	<b>112</b>	<b>(-15%)</b>	<b>3,953</b>	<b>(5%) *</b>	<b>26,526</b>	<b>(-8%) *</b>	<b>30,591</b>	<b>(-6%) *</b>	<b>100%</b>
<b>% of total in 2018</b>	<b>0.4%</b>		<b>12.9%</b>		<b>86.7%</b>		<b>100.0%</b>		

Source: STATS19. Note: Asterisks (\*) indicate where changes are significant at the 95 per cent confidence level, applying the Poisson probability distribution.

## 2.2 Longer term trends in casualties

Table 2 (overleaf) shows changes in casualties during 2018 against the back estimated 2005-09 baseline and 2017.

Comparing the number of casualties by severity in 2018 against the back estimated 2005-09 baseline:

- The number of people killed was down by 47 per cent
- The number of people killed or seriously injured was down by 37 per cent and the number of children killed or seriously injured was down by 60 per cent
- Slight casualties were up by 4 per cent; however the number of children slightly injured was down by 5 per cent

Comparing the number of people killed or seriously injured in 2018 by different road users against the back estimated 2005-09 baseline:

- The number of people killed or seriously injured whilst walking was down by 32 per cent
- The number of people killed or seriously injured whilst motorcycling was down by 23 per cent
- The number of people killed or seriously injured whilst cycling increased by 6 per cent. This increase should be seen in the context of the number of journeys cycled in London more than doubling since 2000, to 720,000 journeys cycled each day. Levels of cycling also increased by 5 per cent in London and by 8 per cent in central London during 2018, compared to 2017, the highest level on record



Table 2 Casualties during 2018 compared with the 2005-09 average and 2017.

Casualty severity	User group	Casualty numbers			Percentage change in 2018 over		
		2005-2009 average	2017	2018	2017	2005-2009 average	
Fatal	Pedestrians	96.0	73	57	-22%	-41% *	
	Cyclists	16.6	10	12	20%	-28%	
	Motorcyclists	43.4	31	22	-29%	-49% *	
	Car occupants	49.4	14	16	14%	-68% *	
	Bus or coach occupants	2.4	2	1	-50%	-58%	
	Other vehicle occupants	3.2	1	4	300%	25%	
	<b>Total</b>	<b>211.0</b>	<b>131</b>	<b>112</b>	<b>-15%</b>	<b>-47% *</b>	
	<b>Children (under 16yrs)</b>	<b>11.6</b>	<b>3</b>	<b>0</b>	<b>-100%</b>	<b>-100% *</b>	
Fatal and serious	Pedestrians	2,020.8	1,412	1,366	-3%	-32% *	
	Pedal cyclists	737.2	685	782	14% *	6%	
	Motorcyclist	1,396.8	1,099	1,080	-2%	-23% *	
	Car occupants	1,773.1	490	623	27% *	-65% *	
	Bus or coach occupants	277.3	108	112	4%	-60% *	
	Other vehicle occupants	197.4	87	102	17%	-48% *	
	<b>Total</b>	<b>6,402.5</b>	<b>3,881</b>	<b>4,065</b>	<b>5% *</b>	<b>-37% *</b>	
		Child pedestrians	422.8	187	176	-6%	-58% *
		Child pedal cyclists	62.5	20	17	-15%	-73% *
		Child car passengers	81.5	12	19	58%	-77% *
		Child bus/coach passengers	23.4	10	9	-10%	-61% *
		Other child casualties	18.0	16	20	25%	11%
		<b>Children (under 16yrs)</b>	<b>608.1</b>	<b>245</b>	<b>241</b>	<b>-2%</b>	<b>-60% *</b>
Slight	Pedestrians	3,855.9	5,240	4,396	-16% *	14% *	
	Pedal cyclists	2,672.9	3,836	3,973	4%	49% *	
	Motorcyclist	3,592.2	4,478	4,042	-10% *	13% *	
	Car occupants	12,843.9	11,885	11,181	-6% *	-13% *	
	Bus or coach occupants	1,434.0	1,644	1,339	-19% *	-7% *	
	Other vehicle occupants	1,017.0	1,603	1,595	0%	57% *	
	<b>Total</b>	<b>25,416.0</b>	<b>28,686</b>	<b>26,526</b>	<b>-8% *</b>	<b>4% *</b>	
	<b>Children (under 16yrs)</b>	<b>1,805.3</b>	<b>2,152</b>	<b>1,720</b>	<b>-20% *</b>	<b>-5% *</b>	
All	Pedestrians	5,876.7	6,652	5,762	-13% *	-2%	
	Pedal cyclists	3,410.0	4,521	4,755	5% *	39% *	
	Motorcyclist	4,989.0	5,577	5,122	-8% *	3%	
	Car occupants	14,617.0	12,375	11,804	-5% *	-19% *	
	Bus or coach occupants	1,711.2	1,752	1,451	-17%	-15% *	
	Other vehicle occupants	1,214.5	1,690	1,697	0%	40% *	
	<b>Total</b>	<b>31,818.5</b>	<b>32,567</b>	<b>30,591</b>	<b>-6% *</b>	<b>-4% *</b>	
	<b>Children (under 16yrs)</b>	<b>2,413.4</b>	<b>2,397</b>	<b>1,961</b>	<b>-18% *</b>	<b>-19% *</b>	

Source: STATS19.

Note: Figures in grey and italic are back estimated for the number of serious, slight and all casualties in the 2005-09 baseline.

Asterisks (\*) indicate where changes are significant at the 95 per cent confidence level, applying the Poisson probability distribution.

The number and severity of child casualties are a subset of the total number of reported fatal, serious, slight and all casualties in London.

## 2.3 Casualties by road user during 2018

Figures 1 and 2 (overleaf) show that vulnerable road users (people walking, cycling and motorcycling) made up over half (51 per cent) of all people injured on London's roads. Vulnerable roads users made up 91 of the 112 people killed (81 per cent) and 3,137 out of 3,954 people seriously injured (79 per cent) in 2018.

### People walking accounted for

- 19 per cent of all casualties
- 33 per cent of all serious injuries
- 51 per cent of all people killed
- 28 per cent of journeys travelled on London's streets

### People cycling accounted for

- 16 per cent of all casualties
- 19 per cent of all serious injuries
- 11 per cent of all people killed
- 3 per cent of journey travelled on London's street

### People riding or pillions of motorcycles accounted for

- 17 per cent of all casualties
- 27 per cent of all serious injuries
- 20 per cent of all people killed
- 1 per cent of journey travelled on London's streets

### Car occupants accounted for

- 39 per cent of all casualties
- 15 per cent of all serious injuries
- 14 per cent of all fatalities
- 41 per cent of journeys travelled on London's streets

### Bus and coach occupants accounted for

- 5 per cent of all casualties
- 3 per cent of all serious injuries
- 1 per cent of all fatalities
- 26 per cent of journeys travelled on roads

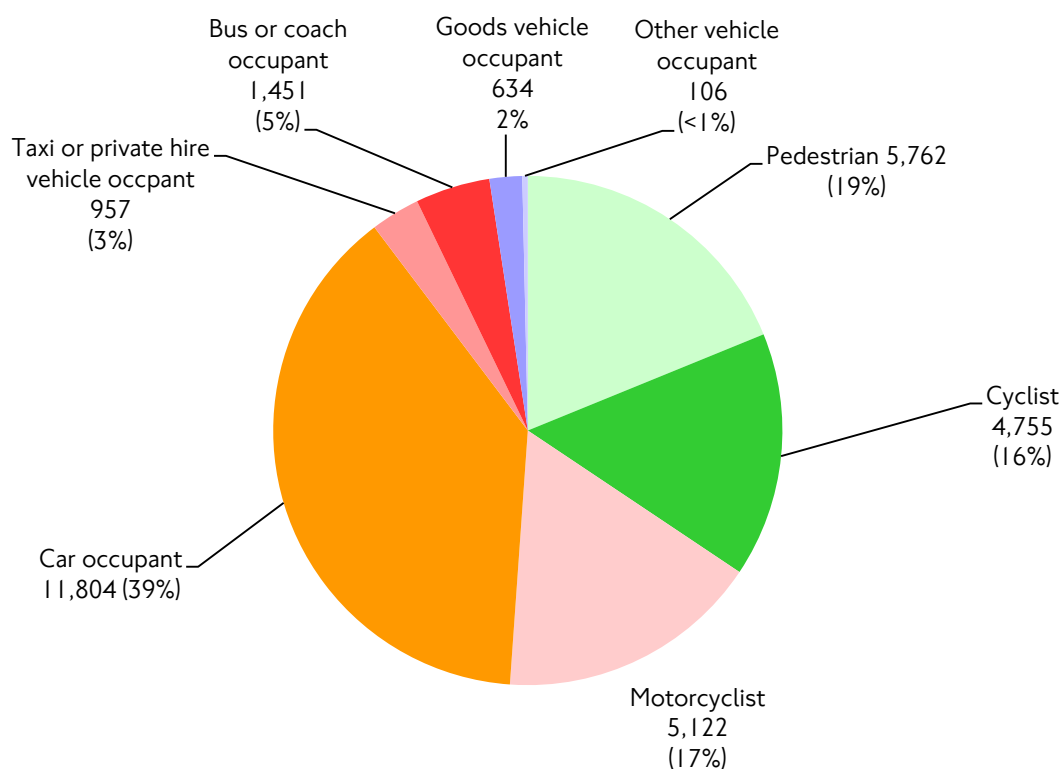
### Taxi and private hire occupants accounted for

- 3 per cent of all casualties
- 1 per cent of all serious injuries
- 2 per cent of all fatalities
- 2 per cent of journeys travelled on London's streets

**Goods vehicle occupants** (including light, medium and heavy goods vehicles) accounted for 2 per cent of all casualties and 1 per cent of serious injuries

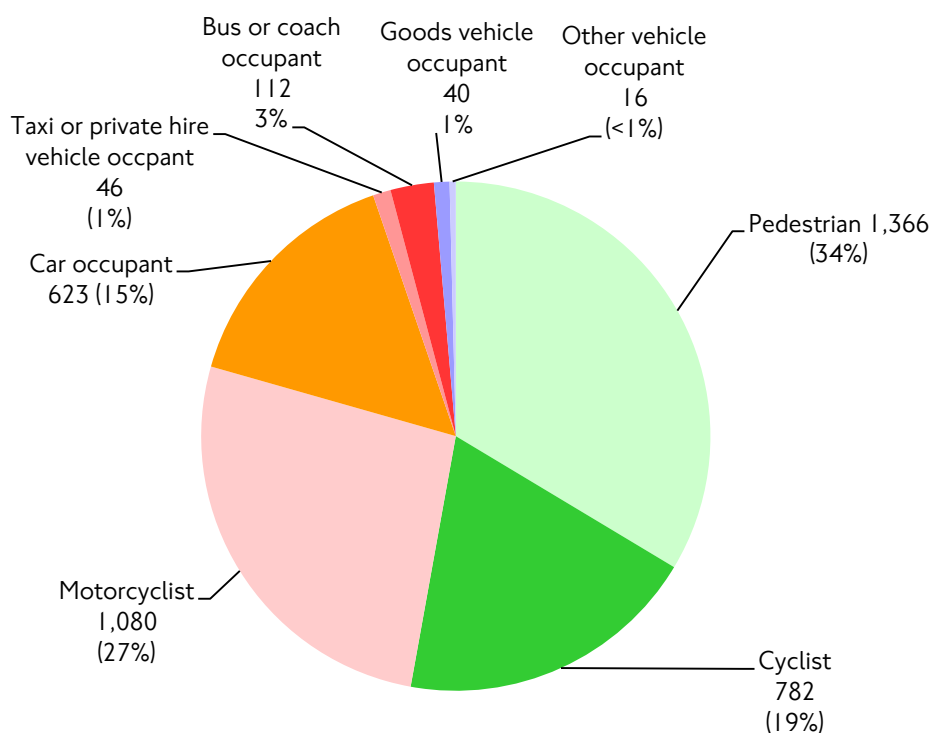


Figure 1 All casualties by mode of travel during 2018.



Source: STATS19

Figure 2 All people killed or seriously injured by mode of travel during 2018.



Source: STATS19

## 2.4 Trends in casualties by road user

Amongst the road users shown in Table 2 the following compares casualty figures in 2018 with 2017:

- The number of people killed whilst **walking** fell from 73 to 57, which is the lowest level on record. In particular, the involvement of large goods vehicles (3.5 tonnes or over) in these collisions has almost halved. However goods vehicles were still involved in eleven pedestrian fatalities. The number of people killed or seriously injured whilst walking also fell by 3 per cent, with reductions in the involvement of cars, goods vehicles and buses and coaches in these collisions. Slight injuries amongst people walking also fell by 16 per cent.
- There were 12 people killed whilst **cycling** compared to 10 in 2017. The number of people killed or seriously injured whilst cycling increased by 14 per cent, in particular in collisions involving cars. The number of cyclists slightly injured increased by 4 per cent, in the context of a 5 per cent increase in cycling in London to the highest level recorded. There were 16 reported serious and 72 slight cycle hire rider casualties, and two reported serious and six slight pedicab rider casualties.
- The number of people killed whilst **motorcycling** fell from 31 to 22 fatalities, the equal lowest number on record. However, 20 per cent of people killed were riding or pillion of a motorcycle, despite making up only 1 per cent of journeys travelled. The number of people killed or seriously injured whilst motorcycling also fell by 2 per cent, in particular in collisions involving goods vehicles, and slight injuries fell by 10 per cent.
- The number of **car occupants** killed in road traffic collisions increased from 14 to 16. Over half of these deaths involved loss of control. The number of car occupants killed or seriously injured increased by 27 per cent, in particular in collisions involving heavy goods vehicles. However, slight injuries fell by 6 per cent and all car occupant casualties fell by 5 per cent.
- There were no **goods vehicle occupant** fatalities, however all goods vehicle occupant casualties increased by 4 per cent.
- Of **other vehicles**, one person was killed whilst riding a horse and trap and one person was killed whilst using a mobility scooter.

## 2.5 Casualties resulting from collisions involving taxis and private hire vehicles

During 2018 one taxi driver and one private hire vehicle driver were killed in road collisions. A cyclist and a car occupant were killed in collisions involving a taxi and a cyclist and a motorcyclist were killed in collisions involving a private hire vehicle.

In 2018 compared to 2017:

- The number of taxi and private hire vehicle occupants seriously injured in road collisions fell by 2 per cent, in the context of a 1 per cent reduction in the number of licenced taxi and private hire vehicles operating in London during 2018/19, compared to 2017/18.
- Slight injury amongst taxi and private hire occupants increased by 6 per cent.

Taxi and private hire vehicles are now reported separately by the MPS, alongside vehicle registration details. TfL is in the process of analysing this data and cross referencing it with its licensing system to confirm that the vehicle involved was a



taxi or a private hire vehicle and will publish this data once the analysis is completed.

## 2.6 Casualties resulting from collisions involving a bus or a coach

Buses and coaches are now reported separately by the MPS. Of those collisions involving a bus or coach during when 2018 compared to 2017:

- One bus passenger was killed in a road collision and no coach occupants were killed. In addition, nine pedestrians, one cyclist and one car occupant were killed in collisions involving a bus.
- Of those people injured in collisions involving a bus or coach, 96 per cent were injured in collisions involving a bus and 4 per cent in collisions involving a coach. The equivalent figures for people who were seriously injured were; 97 per cent involved a bus and 3 per cent involved a coach.
- The number of people killed or seriously injured in or by a bus fell by 8 percent between 2017 and 2018, to 239 people which is the lowest number on record. This is 59 per cent down on the 2005-09 baseline. The number of people killed or seriously injured in or by a coach also fell, from 17 people in 2017 to 10 people in 2018.
- The number of bus or coach occupants seriously injured increased from 108 to 111 casualties. However the number of bus or coach occupants slightly injured fell by 19 per cent, from 1,751 to 1,451 people.

## 2.7 Casualty class and associated vehicle

Table 3 (below) shows the casualty class and vehicle directly associated with each casualty during 2018. For drivers/riders and passengers, this is the vehicle the person suffering injury was driving, riding or travelling in at the time of the collision. For people walking, it is the vehicle by which they were directly injured. In 2018:

- **Of driver/rider** casualties, 43 per cent were car drivers, motorcyclists made up 26 per cent of casualties followed by cyclists who made up 24 per cent of casualties
- **Of passenger** casualties, 63 per cent were car passengers followed by bus or coach passengers, who made up 25 per cent of casualties
- **Of people walking**, 61 per cent suffered injury in a collision with a car, followed by 11 per cent injured in a collision with a motorcycle and 9 per cent injured in a collision with a goods vehicle

Table 3 Casualties during 2018 – casualty class by mode of travel and vehicle involved for pedestrians.

Vehicle involved	Casualty class in 2018 (and percentage of total)							
	Driver/rider		Passenger		Total		Pedestrian	
Pedal cycle	4,745	(24%)	10	(0%)	4,755	(19%)	249	(4%)
Motorcyclist	5,014	(26%)	108	(2%)	5,122	(21%)	643	(11%)
Car	8,349	(43%)	3,455	(63%)	11,804	(48%)	3,513	(61%)
Taxi or private hire	594	(3%)	363	(7%)	957	(4%)	403	(7%)
Bus or coach	91	(0%)	1,360	(25%)	1,451	(6%)	309	(5%)
Goods vehicle	506	(3%)	128	(2%)	634	(3%)	517	(9%)
Other vehicle	73	(0%)	33	(1%)	106	(0%)	128	(2%)
<b>Total</b>	<b>19,372</b>	<b>(100%)</b>	<b>5,457</b>	<b>(100%)</b>	<b>24,829</b>	<b>(100%)</b>	<b>5,762</b>	<b>(100%)</b>
<b>% of total in 2018</b>	<b>63.3%</b>		<b>17.8%</b>				<b>18.8%</b>	

Source: STATS19.



### 3. People suffering personal injury

#### 3.1 Differences by casualty gender

Table 4 (below) shows that men accounted for 64 per cent and women for 36 per cent of casualties in 2018. It shows considerable variation in the proportion of casualties between men and women for different modes of travel which, in part, reflects different travel choices.

- Men accounted for 93 per cent of motorcyclist casualties, and on average made 98 per cent of all motorcycle journeys in 2017/18. Men also accounted for 76 per cent of cyclist casualties, with 72 per cent of cycle journeys being made by men.
- Of casualties amongst people walking, 51 per cent were men and 49 per cent women. Men made on average 48 per cent and women 52 per cent of walking journeys.
- Of car occupant casualties, 53 per cent were men and 47 per cent women, with men making on average 48 per cent and women 52 per cent of car journeys. Analysis of car occupants shows that men accounted for 58 per cent of car driver casualties and 53 per cent of car driver journeys, and women made up 58 per cent of car passenger casualties and 62 per cent of car passenger journeys.
- Women accounted for 66 per cent of bus or coach occupant casualties, making on average 57 per cent of bus journeys in 2017/18.

#### 3.2 Differences by casualty age

Table 4 also shows that there is a wide variation in casualties according to age group for each mode of travel. Age was known for 96 per cent of all casualties in 2018.

- **Of young adult casualties** (16 to 24 years), 39 per cent were car occupants, 26 per cent were motorcyclists, 17 per cent were people walking, and 13 per cent were people cycling
- **Of adult casualties** (25 to 59 years), 38 per cent were car occupants, 18 per cent were motorcyclists, 19 per cent were people cycling and 15 per cent were people walking
- **Of older road user casualties** (60 years and over), the largest groups were car occupants (37 per cent), people walking (34 per cent) and bus or coach occupants (16 per cent)

Table 4 Casualties during 2018 - mode of travel by age group and gender.

Mode of travel	Age group					Gender		Total
	0-15	16-24	25-59	60+	Unknown	Male	Female	
Pedestrian	992	846	2,885	924	115	2,960	2,802	5,762
Pedal cyclist	146	629	3,687	149	144	3,611	1,144	4,755
Motorcyclist	30	1,312	3,636	99	45	4,778	344	5,122
Car	557	1,960	7,519	999	769	6,264	5,540	11,804
Taxi or private hire	28	88	718	75	48	739	218	957
Bus or coach	203	78	689	429	52	498	953	1,451
Goods vehicle	4	51	522	34	23	570	64	634
Other vehicle	1	15	65	15	10	74	32	106
<b>Total</b>	<b>1,961</b>	<b>4,979</b>	<b>19,721</b>	<b>2,724</b>	<b>1,206</b>	<b>19,494</b>	<b>11,097</b>	<b>30,591</b>
<b>% of total in 2018</b>	<b>6.4%</b>	<b>16.3%</b>	<b>64.5%</b>	<b>8.9%</b>	<b>3.9%</b>	<b>63.7%</b>	<b>36.3%</b>	<b>100.0%</b>

Source: STATS19



### 3.3 Child casualties

Table 5 (below) shows that for child casualties (under 16 years), 51 per cent were walking, 28 per cent were car occupants, 10 per cent were bus or coach passengers and 7 per cent were cycling.

During 2018 no children were killed in road collisions, compared to three children who were killed during 2017. The number of children seriously injured fell slightly, from 242 to 241 injuries, however the number of children seriously injured whilst travelling as passengers of cars increased from 12 to 19 children. The number of children slightly injured fell by 20 per cent, to 1,720, and the total number of children injured fell by 18 per cent in 2018 compared to 2017.

Table 5 Child casualties (under 16) in 2018 - mode of travel by severity and percentage change over 2017.

Mode of travel	Severity of casualty in 2018 (and percentage change over 2017)					% of total in 2018	
	Fatal		Serious		Slight		Total
Pedestrian	0 (-100%)		176 (-4%)		816 (-20%) *	992 (-17%) *	50.6%
Pedal cyclist	0	∞	17 (-15%)		129 (4%) *	146 (1%) *	7.4%
Motocyclist	0	∞	18 (29%) *		12 (-37%) *	30 (-9%) *	1.5%
Car	0	∞	19 (58%) *		538 (-25%)	557 (-24%)	28.4%
Taxi or private hire	0	∞	2 (100%)		26 (0%)	28 (4%)	1.4%
Bus or coach	0	∞	9 (-10%)		194 (-20%) *	203 (-19%) *	10.4%
Goods vehicle	0	∞	0	∞	4 (-43%)	4 (-43%)	0.2%
Other vehicle	0	∞	0 (-100%)		1 (-67%) *	1 (-75%) *	0.1%
<b>Total</b>	<b>0 (-100%)</b>		<b>241 (0%)</b>		<b>1,720 (-20%) *</b>	<b>1,961 (-18%) *</b>	<b>100.0%</b>
<b>% of total in 2018</b>	<b>0.0%</b>		<b>12.3%</b>		<b>87.7%</b>	<b>100.0%</b>	

Source: STATS19. Note: Asterisks (\*) indicate where changes are significant at the 95 per cent confidence level, applying the Poisson probability distribution.

## 4. Trends in casualties and collisions across London

### 4.1 Casualties by location, road user and injury severity

Table 6 (overleaf) shows the number of casualties by road user and London borough, and the percentage change in 2018 compared with 2017. There were several differences between inner and outer London.

In 2018 compared to 2017:

- **The total number of people injured** fell by 5 per cent in inner London and fell by 7 per cent in outer London.
- **The number of people injured whilst walking** fell by 12 per cent in inner London and fell by 14 per cent in outer London.
- **The number of people injured whilst cycling** increased by 4 per cent in inner London and increased by 7 per cent in outer London. Levels of cycling increased by 3 per cent in inner London and by 6 per cent in outer London.
- **The number of people injured whilst motorcycling** fell by 9 per cent in inner London and fell by 8 per cent in outer London.
- **The number of people injured as car occupants** fell by 4 per cent in inner London and fell by 5 per cent in outer London.

These changes should be seen in the context of changes in traffic in London. Levels of motorised traffic fell within central and inner London during 2018, compared to 2017, but

increased slightly within outer London. Overall total motorised traffic levels during 2018 remained broadly unchanged to those in 2017<sup>4</sup>.

Table 7 (overleaf) shows the number of casualties by injury severity, for each of the London boroughs in 2018. In 2018 compared to 2017:

- **The number of people killed** fell by 22 per cent in inner London to 42 people and fell by 9 per cent in outer London to 70 people
- **The number of people suffering serious injury** increased by 7 per cent in inner London and increased by 4 per cent in outer London
- **The number of people killed or seriously injured** also increased by 6 per cent in inner London and increased by 3 per cent in outer London
- **The number of people slightly injured** fell by 7 per cent in inner London and also fell by 8 per cent in outer London
- **The total number of people injured** fell by 5 per cent in inner London and fell by 7 per cent in outer London.

### 4.3 Vehicles involved in collisions

Table 8 (overleaf) shows the number of vehicles involved in collisions, by vehicle type (including cyclists and motorcyclists) for each London borough, in 2018 together with the percentage change compared with 2017. In 2018 compared to 2017:

- **Cars** made up 47 per cent of all vehicles involved in collisions in inner London and 69 per cent of vehicles in outer London. The involvement of car in collisions fell by 4 per cent in London.
- **Cyclists** made up 16 per cent of vehicles involved in collisions in inner London and 6 per cent of vehicles involved in collisions in outer London. The involvement of cyclists in collisions increased by 4 per cent, partly reflecting a 5 per cent overall increases in cycling in London.
- **Motorcyclists** made up 16 per cent of vehicles involved in collisions in inner London and 10 per cent in outer London. The involvement of motorcycles in collisions fell by 8 per cent.
- **Goods vehicles** (including light, medium and heavy goods vehicles) made up 7 per cent of vehicles involved in collisions in inner and outer London respectively. Overall goods vehicles were involved in 3 per cent fewer collisions.
- **Taxis and private hire vehicles** made up 8 per cent of vehicles involved in collisions in inner London and 3 per cent of collisions in outer London, similar proportions to 2017.
- **Buses and coaches** made up 4 per cent of vehicles involved in collisions in inner and outer London respectively. The involvement of buses and coaches in collisions fell by 17 per cent in inner London and also fell by 15 per cent in outer London.

<sup>4</sup> <https://www.dft.gov.uk/traffic-counts/>



Table 6 Casualties in Greater London 2018 by borough and percentage change over 2017.

Borough	Total				Car	Total vehicle	
	casualties	Pedestrians	Cyclists	Motorcyclists	occupants	occupants / riders	
City Of London	313 (-14%) *	86 (-17%)	104 (-16%)	70 (1%)	15 (-29%) *	227 (-13%)	
Westminster	1,710 (-11%) *	465 (-11%) *	381 (-7%)	358 (-12%)	247 (-15%)	1,245 (-11%) *	
Camden	1,024 (-5%)	248 (-14%) *	258 (3%)	218 (0%)	201 (0%)	776 (-2%)	
Islington	852 (-11%) *	159 (-30%) *	262 (7%)	188 (-14%)	159 (5%)	693 (-5%)	
Hackney	985 (-10%) *	207 (-19%)	249 (4%)	179 (-15%)	232 (-6%)	778 (-7%)	
Tower Hamlets	1,334 (2%)	235 (-5%)	302 (6%)	254 (-5%)	394 (-6%)	1,099 (4%)	
Greenwich	887 (-9%) *	130 (-17%)	103 (6%)	134 (-2%)	420 (-9%)	757 (-7%)	
Lewisham	1,011 (-9%) *	168 (-25%) *	164 (20%)	140 (-28%)	407 (4%)	843 (-5%)	
Southwark	1,289 (3%)	234 (-6%)	361 (12%)	253 (1%)	287 (0%)	1,055 (5%)	
Lambeth	1,458 (-5%)	295 (-2%)	344 (3%)	313 (-17%) *	343 (-7%)	1,163 (-6%)	
Wandsworth	1,108 (-2%)	199 (-16%) *	292 (5%)	266 (-5%)	268 (9%)	909 (1%)	
Hammersmith & Fulham	788 (4%)	181 (6%)	181 (3%)	209 (9%)	156 (-2%)	607 (3%)	
Kensington & Chelsea	750 (-6%)	162 (-8%)	177 (12%)	190 (-10%)	142 (-13%)	588 (-5%)	
<b>Total Inner London</b>	<b>13,509 (-5%) *</b>	<b>2,769 (-12%) *</b>	<b>3,178 (4%)</b>	<b>2,772 (-9%) *</b>	<b>3,271 (-4%)</b>	<b>10,740 (-3%) *</b>	
Waltham Forest	843 (0%)	157 (-7%)	118 (23%)	111 (28%)	391 (-8%)	686 (2%)	
Redbridge	987 (-4%)	165 (1%)	54 (-16%)	85 (2%)	616 (-3%)	822 (-5%)	
Havering	784 (-1%)	92 (-11%)	46 (31%)	53 (-30%) *	492 (2%)	692 (1%)	
Barking & Dagenham	794 (-5%)	105 (-23%) *	41 (-2%)	64 (-29%)	498 (8%)	689 (-2%)	
Newham	1,086 (-2%)	220 (-4%)	104 (14%)	101 (-26%)	535 (0%)	866 (-1%)	
Bexley	636 (8%)	101 (-17%)	37 (95%) *	72 (-5%)	365 (12%)	535 (14%) *	
Bromley	894 (-13%) *	148 (-22%) *	86 (-14%)	133 (0%)	442 (-14%) *	746 (-11%) *	
Croydon	1,049 (-9%) *	213 (-19%) *	90 (30%) *	167 (-1%)	488 (-11%)	836 (-7%)	
Sutton	508 (-5%)	77 (-33%) *	37 (-16%)	66 (-7%)	288 (9%)	431 (3%)	
Merton	598 (0%)	114 (-17%)	83 (11%)	120 (17%)	233 (-4%)	484 (5%)	
Kingston-Upon-Thames	389 (-8%)	72 (11%)	87 (12%)	68 (-20%)	140 (-13%)	317 (-11%)	
Richmond-Upon-Thames	502 (-2%)	84 (2%)	134 (-4%)	92 (23%)	156 (-8%)	418 (-3%)	
Hounslow	957 (-12%) *	144 (-21%) *	127 (12%)	170 (4%)	428 (-16%)	813 (-10%) *	
Hillingdon	918 (-8%)	148 (-13%)	55 (45%) *	81 (-9%)	550 (-7%)	770 (-7%)	
Ealing	1,163 (-8%) *	200 (-21%) *	120 (18%)	190 (-22%)	531 (1%)	963 (-5%)	
Brent	1,105 (-5%)	222 (-11%)	86 (-5%)	245 (-4%)	434 (-6%)	883 (-3%)	
Harrow	510 (-2%)	119 (-8%)	40 (25%)	64 (2%)	247 (-4%)	391 (1%)	
Barnet	1,213 (-10%) *	230 (-14%) *	75 (25%)	180 (-18%) *	624 (-10%)	983 (-9%) *	
Haringey	1,018 (-20%) *	195 (-19%) *	108 (-17%)	175 (-10%)	416 (-17%) *	823 (-20%) *	
Enfield	1,128 (-5%)	187 (-15%) *	49 (-6%)	113 (-16%)	659 (-1%)	941 (-3%)	
<b>Total Outer London</b>	<b>17,082 (-7%) *</b>	<b>2,993 (-14%) *</b>	<b>1,577 (7%)</b>	<b>2,350 (-8%) *</b>	<b>8,533 (-5%) *</b>	<b>14,089 (-5%) *</b>	
<b>Greater London</b>	<b>30,591 (-6%) *</b>	<b>5,762 (-13%) *</b>	<b>4,755 (5%) *</b>	<b>5,122 (-8%) *</b>	<b>11,804 (-5%) *</b>	<b>24,829 (-4%) *</b>	

Source: STATS19. Note: Asterisks (\*) indicate where changes are significant at the 95 per cent confidence level, applying the Poisson probability distribution.

Table 7 Casualties in Greater London 2018 by borough, severity and percentage change over 2017.

Borough	Fatal	Serious	Fatal and serious	Slight	Total Casualties
City Of London	1 (-50%)	81 (56%) *	82 (52%) *	231 (-26%) *	313 (-14%) *
Westminster	3 (-50%)	269 (2%)	272 (1%)	1,438 (-13%) *	1,710 (-11%) *
Camden	5 (25%)	147 (5%)	152 (6%)	872 (-7%)	1,024 (-5%)
Islington	2 (-33%)	139 (14%)	141 (13%)	711 (-14%) *	852 (-11%) *
Hackney	2 (-33%)	158 (6%)	160 (5%)	825 (-13%) *	985 (-10%) *
Tower Hamlets	2 (-67%)	161 (-11%)	163 (-13%)	1,171 (5%)	1,334 (2%)
Greenwich	8 (167%)	101 (7%)	109 (12%)	778 (-11%) *	887 (-9%) *
Lewisham	6 (-14%)	101 (-11%)	107 (-11%)	904 (-9%) *	1,011 (-9%) *
Southwark	2 (-33%)	187 (26%) *	189 (25%) *	1,100 (0%)	1,289 (3%)
Lambeth	1 (-80%)	201 (0%)	202 (-2%)	1,256 (-6%)	1,458 (-5%)
Wandsworth	6 (50%)	163 (14%)	169 (15%)	939 (-5%)	1,108 (-2%)
Hammersmith & Fulham	1 (-50%)	111 (17%)	112 (15%)	676 (2%)	788 (4%)
Kensington & Chelsea	3 (-50%)	123 (12%)	126 (9%)	624 (-9%)	750 (-6%)
<b>Total Inner London</b>	<b>42 (-22%)</b>	<b>1,942 (7%) *</b>	<b>1,984 (6%) *</b>	<b>11,525 (-7%) *</b>	<b>13,509 (-5%) *</b>
Waltham Forest	7 (75%)	96 (9%)	103 (12%)	740 (-2%)	843 (0%)
Redbridge	1 (-89%)	103 (43%) *	104 (28%)	883 (-7%)	987 (-4%)
Havering	3 (-25%)	77 (13%)	80 (11%)	704 (-2%)	784 (-1%)
Barking & Dagenham	2 (-33%)	98 (11%)	100 (10%)	694 (-7%)	794 (-5%)
Newham	5 (150%)	103 (-30%) *	108 (-28%) *	978 (2%)	1,086 (-2%)
Bexley	3 (50%)	78 (42%) *	81 (42%) *	555 (4%)	636 (8%)
Bromley	3 (50%)	108 (3%)	111 (4%)	783 (-15%) *	894 (-13%) *
Croydon	4 (-20%)	107 (-12%)	111 (-12%)	938 (-9%) *	1,049 (-9%) *
Sutton	3 (200%)	67 (12%)	70 (15%)	438 (-7%)	508 (-5%)
Merton	3 ∞	74 (23%)	77 (28%)	521 (-3%)	598 (0%)
Kingston	2 (100%)	53 (8%)	55 (10%)	334 (-10%) *	389 (-8%) *
Richmond	2 (-33%)	83 (12%)	85 (10%)	417 (-4%)	502 (-2%)
Hounslow	2 (0%)	120 (7%)	122 (7%)	835 (-14%) *	957 (-12%) *
Hillingdon	6 (100%)	119 (25%)	125 (28%)	793 (-12%) *	918 (-8%) *
Ealing	5 (-29%)	139 (-10%)	144 (-11%)	1,019 (-8%) *	1,163 (-8%) *
Brent	5 (-17%)	150 (19%)	155 (17%)	950 (-7%) *	1,105 (-5%) *
Harrow	0 (-100%)	71 (6%)	71 (3%)	439 (-2%)	510 (-2%)
Barnet	4 (-50%)	131 (-6%)	135 (-9%)	1,078 (-10%) *	1,213 (-10%) *
Haringey	2 (-33%)	116 (-14%)	118 (-14%)	900 (-20%) *	1,018 (-20%) *
Enfield	8 (-20%)	118 (-2%)	126 (-3%)	1,002 (-6%)	1,128 (-5%)
<b>Total Outer London</b>	<b>70 (-9%)</b>	<b>2,011 (4%)</b>	<b>2,081 (3%)</b>	<b>15,001 (-8%) *</b>	<b>17,082 (-7%) *</b>
<b>Greater London</b>	<b>112 (-15%)</b>	<b>3,953 (5%) *</b>	<b>4,065 (5%) *</b>	<b>26,526 (-8%) *</b>	<b>30,591 (-6%) *</b>

Source: STATS19. Note: Asterisks (\*) indicate where changes are significant at the 95 per cent confidence level, applying the Poisson probability distribution.



**Table 8** Vehicles involved in collisions in the Greater London area by vehicle type and percentage of total, 2018.

Borough	Cyclist	Motor-cycle	Car	Taxi and private hire	Bus or Coach	Goods Vehicle	Other Vehicle	Total
City of London	127 (28%)	93 (20%)	84 (18%)	91 (20%)	32 (7%)	32 (7%)	2 (0%)	461
Westminster	420 (17%)	424 (17%)	882 (35%)	418 (17%)	152 (6%)	200 (8%)	31 (1%)	2,527
Camden	277 (18%)	254 (16%)	661 (42%)	157 (10%)	75 (5%)	114 (7%)	27 (2%)	1,565
Islington	283 (21%)	231 (17%)	574 (42%)	112 (8%)	45 (3%)	110 (8%)	20 (1%)	1,375
Hackney	252 (17%)	202 (13%)	760 (50%)	93 (6%)	75 (5%)	111 (7%)	28 (2%)	1,521
Tower Hamlets	321 (16%)	281 (14%)	1,074 (53%)	130 (6%)	47 (2%)	152 (7%)	33 (2%)	2,038
Greenwich	107 (8%)	153 (12%)	846 (65%)	36 (3%)	50 (4%)	90 (7%)	15 (1%)	1,297
Lewisham	166 (11%)	172 (12%)	906 (61%)	54 (4%)	72 (5%)	91 (6%)	22 (1%)	1,483
Southwark	397 (20%)	297 (15%)	900 (45%)	110 (5%)	116 (6%)	173 (9%)	25 (1%)	2,018
Lambeth	359 (16%)	357 (16%)	1,067 (48%)	133 (6%)	114 (5%)	174 (8%)	41 (2%)	2,245
Wandsworth	302 (17%)	309 (17%)	863 (49%)	79 (4%)	62 (4%)	129 (7%)	25 (1%)	1,769
Hammersmith and Fulham	190 (15%)	257 (21%)	561 (46%)	82 (7%)	41 (3%)	78 (6%)	22 (2%)	1,231
Kensington and Chelsea	185 (16%)	224 (19%)	498 (42%)	124 (10%)	49 (4%)	92 (8%)	15 (1%)	1,187
<b>Total Inner</b>	<b>3,386 (16%)</b>	<b>3,254 (16%)</b>	<b>9,676 (47%)</b>	<b>1,619 (8%)</b>	<b>930 (4%)</b>	<b>1,546 (7%)</b>	<b>306 (1%)</b>	<b>20,717</b>
Waltham Forest	124 (9%)	120 (9%)	911 (68%)	29 (2%)	35 (3%)	96 (7%)	21 (2%)	1,336
Redbridge	57 (4%)	91 (6%)	1,159 (80%)	30 (2%)	34 (2%)	71 (5%)	12 (1%)	1,454
Havering	46 (4%)	52 (5%)	784 (71%)	21 (2%)	55 (5%)	124 (11%)	15 (1%)	1,097
Barking and Dagenham	42 (4%)	69 (6%)	836 (75%)	30 (3%)	30 (3%)	90 (8%)	22 (2%)	1,119
Newham	107 (7%)	117 (8%)	1,042 (68%)	51 (3%)	67 (4%)	109 (7%)	30 (2%)	1,523
Bexley	37 (4%)	74 (8%)	649 (73%)	16 (2%)	35 (4%)	73 (8%)	10 (1%)	894
Bromley	88 (7%)	148 (11%)	913 (68%)	27 (2%)	52 (4%)	90 (7%)	16 (1%)	1,334
Croydon	94 (6%)	182 (11%)	1,098 (69%)	41 (3%)	62 (4%)	88 (6%)	22 (1%)	1,587
Sutton	40 (5%)	68 (9%)	533 (71%)	10 (1%)	23 (3%)	71 (9%)	10 (1%)	755
Merton	84 (9%)	130 (14%)	568 (63%)	24 (3%)	28 (3%)	62 (7%)	12 (1%)	908
Kingston	88 (15%)	74 (13%)	357 (60%)	14 (2%)	18 (3%)	32 (5%)	9 (2%)	592
Richmond	142 (18%)	108 (14%)	439 (55%)	32 (4%)	25 (3%)	46 (6%)	5 (1%)	797
Hounslow	129 (9%)	187 (13%)	924 (63%)	60 (4%)	49 (3%)	103 (7%)	18 (1%)	1,470
Hillingdon	55 (4%)	89 (6%)	1,023 (74%)	50 (4%)	41 (3%)	92 (7%)	25 (2%)	1,375
Ealing	127 (7%)	202 (12%)	1,070 (63%)	52 (3%)	71 (4%)	145 (9%)	27 (2%)	1,694
Brent	90 (5%)	274 (17%)	1,025 (63%)	53 (3%)	61 (4%)	115 (7%)	21 (1%)	1,639
Harrow	41 (6%)	66 (9%)	514 (73%)	14 (2%)	20 (3%)	45 (6%)	4 (1%)	704
Barnet	77 (4%)	191 (11%)	1,271 (71%)	47 (3%)	60 (3%)	126 (7%)	19 (1%)	1,791
Haringey	113 (8%)	204 (14%)	950 (63%)	43 (3%)	75 (5%)	102 (7%)	15 (1%)	1,502
Enfield	49 (3%)	122 (7%)	1,211 (74%)	34 (2%)	45 (3%)	145 (9%)	26 (2%)	1,632
<b>Total Outer</b>	<b>1,630 (6%)</b>	<b>2,568 (10%)</b>	<b>17,277 (69%)</b>	<b>678 (3%)</b>	<b>886 (4%)</b>	<b>1,825 (7%)</b>	<b>339 (1%)</b>	<b>25,203</b>
<b>Greater London</b>	<b>5,016 (11%)</b>	<b>5,822 (13%)</b>	<b>26,953 (59%)</b>	<b>2,297 (5%)</b>	<b>1,816 (4%)</b>	<b>3,371 (7%)</b>	<b>645 (1%)</b>	<b>45,920</b>

Source: STATS19.

## 5. Trends in collisions across the year

### 5.1 Monthly trends in collisions

Figure 3 (overleaf) shows the month in which collisions occurred and the changes between 2017 and 2018. It shows that the number of collisions increased in May 2018 but fell during all other months during 2018, relative to 2017.

Weather can have an impact on collision figures. The 'beast from the East' weather event resulted in exceptionally cold and wet conditions during early spring 2018, with periods of snow and ice contributing to reductions in journeys travelled by vulnerable road users. The total number of collisions during March and April 2018 was 13 per cent lower than the same period in 2017, and number of fatal and serious collisions also fell by over 7 per cent.

In contrast weather conditions during late spring and summer 2018 were warm and dry, with May 2018 being the warmest on record. The number of people killed or seriously injured in road collisions increased by 14 per cent during May 2018, when compared to May 2017. Between 2017 and 2018:

- The number of collisions on roads covered with snow, frost or ice fell by 22 per cent, reflecting fewer snow and ice days during 2018.
- Collisions that occurred on dry road surfaces fell by 1 per cent to 19,689 collisions, whilst those on wet surfaces also fell by 8 per cent to 4,736 collisions.
- The number of collisions that occurred during dark conditions fell from 33 per cent of all collisions to 32 per cent.

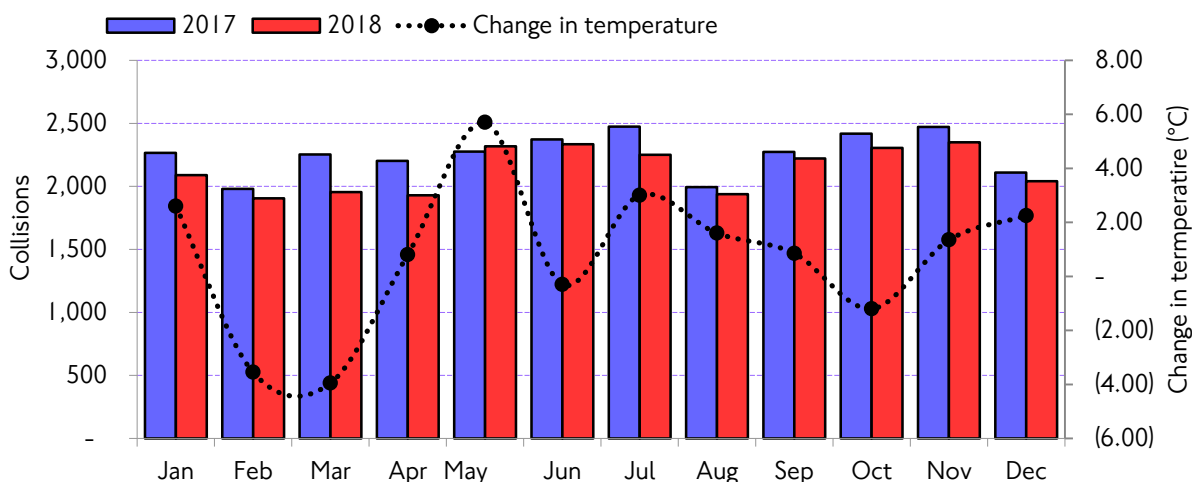
### 5.2 Monthly trends in collisions on wet road surface

Figure 4 (overleaf) shows that the number of collisions that occurred on wet road surfaces almost tripled between March and April of 2018, compared to the same months in 2017, to 963 collisions. These months were considerably wetter than average, having almost five times more rainfall than the same period in 2017. May to July 2018 was considerably drier than the same months in 2017. Over this period the number of collisions occurring on wet road surfaces fell by 65 per cent, when compared to May to July 2017.

Overall, where known, 77 per cent of collisions occurred on dry road surfaces, 18 per cent on wet roads, and 1 per cent on roads covered with snow, frost or ice during 2018. Corresponding figures for 2017 were 74 per cent, 19 per cent and 1 per cent respectively.

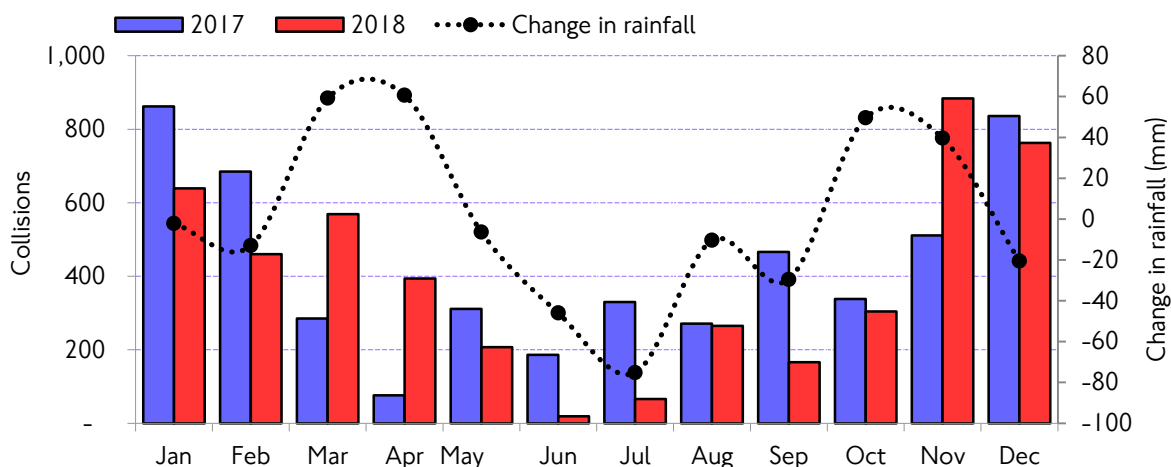


Figure 3 Number of collisions and change in average temperature, by month, 2017 and 2018.



Source: STATS19. Met Office.

Figure 4 Number of collisions on wet road surfaces and change in average rainfall by month, 2017 and 2018.



Source: STATS19. Met Office.

## 6. Road safety reports

Copies of road safety fact sheets, monitoring reports and research reports, open data files and the London Collision Map can be found on the TfL web site at:

[www.tfl.gov.uk/roadsafety](http://www.tfl.gov.uk/roadsafety)

<https://tfl.gov.uk/corporate/safety-and-security/road-safety/london-collision-map>

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## 7. Annex

### 7.1 Back estimation of casualty figures

Changes in the number of reported serious, slight and all injuries during 2017 and 2018 partly reflect changes in the reporting of injury severity by the police and the introduction of online self reporting. As a result figures for 2017 and 2018 should not be directly compared with previous data collected by the police using severity based reporting systems. The ‘Casualties in Greater London during 2017’<sup>5</sup> factsheet provides an overview of the analysis undertaken by the Transport Research Laboratory (TRL) to back estimate the number of casualties that would have been reported by the police using an injury-defined rather than a severity-defined system.

The back estimates presented in this factsheet contain a level of uncertainty, primarily due to the short time period during which data has been collected using new collision reporting systems. It is anticipated that these estimates will be further refined as more data becomes available from the police and from the DfT.

### 7.2 Changes in collision self reporting by the public

The introduction of online self reporting<sup>6</sup> has made it easier for members of the public to report collisions to the police. Table 9 shows that there has been a continued increase in the number of self-reported casualties during 2018 when compared to 2017. In 2018 compared to 2017:

- Self-reported casualties increased by 22 per cent and made up 27 per cent of all casualties.
- Self-reported pedestrian casualties increased by 13 per cent and made up 23 per cent of reported pedestrian casualties.
- Self-reported cyclist casualties increased by 8 per cent and made up 43 per cent of reported pedal cycle casualties.
- Self-reported motorcyclist casualties increased by 17 per cent and made up 14 per cent of reported motorcyclist casualties.
- Self-reported taxi and private hire casualties increased by 230 per cent and made up 34 per cent of taxi and private hire occupant casualties.

Table 9 Self reported casualties in 2018 – mode of travel by severity and percentage change over 2017.

Mode of travel	Severity of casualty in 2018 (and percentage change over 2017)						Total	% of self reported casualties in 2018	% of all casualties in 2018
	Fatal		Serious		Slight				
Pedestrian	0	∞	167	6%	1,135	14% *	1,302	15.6%	22.6%
Cyclist	0	∞	211	1%	1,811	9% *	2,022	24.3%	42.5%
Motorcyclist	0	∞	60	-12%	644	20% *	704	8.4%	13.7%
Car	0	∞	70	133% *	3,606	26% *	3,676	44.1%	31.1%
Taxi or private hire	0	∞	15	650% *	312	222% *	327	3.9%	34.2%
Bus or coach	0	-100%	10	0%	84	0%	94	1.1%	6.5%
Goods vehicle	0	∞	6	500% *	170	52% *	176	2.1%	27.8%
Other vehicle	0	∞	3	50%	31	29%	34	0.4%	32.1%
<b>Total</b>	<b>0</b>	<b>-100%</b>	<b>542</b>	<b>13% *</b>	<b>7,793</b>	<b>22% *</b>	<b>8,335</b>	<b>100.0%</b>	<b>27.2%</b>
<b>% of total in 2018</b>	<b>0.0%</b>		<b>6.5%</b>		<b>93.5%</b>		<b>100.0%</b>		

Source: STATS19. Note: Asterisks (\*) indicate where changes are significant at the 95 per cent confidence level, applying the Poisson probability distribution.

<sup>5</sup> <https://tfl.gov.uk/cdn/static/cms/documents/casualties-in-greater-london-2017.pdf>

<sup>6</sup> <https://www.met.police.uk/ro/report/rti/report-a-road-traffic-incident/>

