Casualties in Greater London during 2017: September 2018

This fact sheet provides a summary and initial analysis of personal injury road traffic collisions and casualties in Greater London in 2017 compared with 2016 and the average for 2005-2009. This is the baseline against which 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 London's Vision Zero Action Plan.[1]

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, will adopt 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.

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 September 2015. COPA and CRASH aim to bring improvements to the reporting of road safety data for 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 improved accuracy in the recording of injury type, with more injuries being classified as serious rather than slight. [2]

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. Estimated changes in the number of casualties takes into account changes in the police reporting of injury severity and online self reporting (see annex).

Key Trends – 2017

The number of fatalities on London's roads increased during 2017 from the lowest level on record in 2016. In particular there were concerning increases in the number of pedestrian fatalities, in particular those involving heavy goods vehicles, as well as increases in cyclist and car occupant fatalities. Despite reductions in motorcyclist fatalities, motorcyclists continued to make up a disproportionate number of fatalities and serious injuries given their traffic share. Child fatalities fell to the equal lowest level on record.

Taking into account changes in police reporting and online self reporting, serious casualties amongst car occupants and cyclists fell during 2017 compared to

[1] http://content.tfl.gov.uk/vision-zero-action-plan.pdf

[2] https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2016

2016. Child KSIs also fell, in particular amongst child car occupants. Despite these positive trends, pedestrian serious casualties increased, in particular those involving light goods vehicles, alongside an increase in light goods vehicle traffic in London[3]. Child slight casualties also increased, with the greatest increase amongst pedestrians.

The data for 2017 highlights the challenge facing London in achieving its Vision Zero ambition, as outlined in the new Vision Zero Action Plan, launched in July 2018. To further reduce the danger posed by motor vehicle journeys, road danger reduction focuses on four areas:

- Safe speeds (including ensuring all of the Transport for London Road Network (TLRN) in the central London Congestion Charging zone has a 20mph limit and reducing speed limits at other locations to address areas of high road danger)

- Safe Streets (including delivery of the Safer Junctions programme to reduce both collisions and the fear of collision at London's most intimidating junctions and ensuring that road danger reduction is central to design and delivery of all schemes)

- Safe Vehicles (including world-leading Bus Safety Standard for the city's entire bus fleet, incorporated into all

new London buses and bus operator contracts, and launching the world's first Direct Vision Standard for HGVs)

- Safe behaviours (including an enhanced approach to policing and enforcement, raising standards for professional drivers and providing improved and better targeted skills training and education on how to avoid road danger)

Casualties - 2017

Table 1 below and table 2 overleaf shows that the 27,089 collisions reported by the police during 2017 resulted in 32,567 casualties. Of these, 131 people were fatally injured, 3,750 were seriously injured, and 28,686 were slightly injured.

The number of fatalities increased from 116, the lowest level on record, to 131 in 2017 compared to 2016.

A total of 3,881 people were killed or seriously injured (KSI) in 2017. Taking into account changes in police reporting and the introduction of online self reporting;

KSI casualties increased by an estimated 2% in 2017 compared to 2016. Within this total the number of serious injuries increased by an estimated 1%.

Slight injuries fell by an estimated 2% to 28,686. Overall casualties in 2017 also fell by an estimated 1% compared with 2016.

Table 1: Casualties in Greater London 2017
- mode of travel by severity and estimated percentage change over 2016

Mode of travel	Severity of casualty in 2017 *(and percentage change over 2016)*									% of total
	Fatal		Serious			Slight		Total		*in 2017*
Pedestrian	73	(20%)	1,339	(9%)	*	5,240	(10%)	*	6,652	*	(10%)	**20.4%**
Pedal cyclist	10	(25%)	675	(-1%)		3,836	(-7%)	*	4,521	*	(-6%)	**13.9%**
Powered two-wheeler	31	(-6%)	1,068	(6%)		4,478	(-4%)	*	5,577		(-3%)	**17.1%**
Car	14	(40%)	476	(-18%)	*	11,885	(-4%)	*	12,375	*	(-5%)	**38.0%**
Taxi or private hire	0	∞	45	(12%)		859	(4%)		904		(5%)	**2.8%**
Bus or coach	2	(100%)	106	(-14%)		1,644	(2%)		1,752		(1%)	**5.4%**
Goods vehicle	1	(0%)	26	(-19%)		584	(-10%)	*	611	*	(-10%)	**1.9%**
Other vehicle	0	(-100%)	15	(58%)		160	(8%)		175		(10%)	**0.5%**
Total	**131**	**(13%)**	**3,750**	**(1%)**		**28,686**	**(-2%)**	*	**32,567**	*	**(-1%)**	**100%**
% of total in 2017	*0.4%*		*11.5%*			*88.1%*		*100.0%*		

Figures in italics show estimated percentage change in casualties which take into account changes in the reporting of collisions by the police and the introduction of online collision self reporting. The asterisks indicate where changes are significant at the 95% confidence level.

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[3] https://www.dft.gov.uk/traffic-counts/

Table 2: Monitoring casualties in London - all roads.

Casualties in the year 2017 compared with the 2005-09 average and 2016

Casualty severity	User group	Casualty numbers			Percentage change in 2017 over				
		2005-2009 average	2016	2017	2016		2005-2009 average		
Fatal	Pedestrians	96.0	61	73	20%		-24%	*	
	Pedal cyclists	16.6	8	10	25%		-40%		
	Powered two-wheeler	43.4	33	31	-6%		-29%		
	Car occupants	49.4	10	14	40%		-72%	*	
	Bus or coach occupants	2.4	1	2	100%		-17%		
	Other vehicle occupants	3.2	3	1	-67%		-69%		
	Total	**211.0**	**116**	**131**	**13%**		**-38%**	*	
	Children (under 16yrs)	**11.6**	**6**	**3**	**-50%**		**-74%**	*	
Fatal and serious	Pedestrians	2,020.8	1,285	1,412	10%	*	-30%	*	
	Pedal cyclists	737.2	690	685	-1%		-7%		
	Powered two-wheeler	1,396.8	1,042	1,099	5%		-21%	*	
	Car occupants	1,773.1	591	490	-17%	*	-72%	*	
	Bus or coach occupants	277.3	124	108	-13%		-61%	*	
	Other vehicle occupants	197.4	85	87	2%		-56%	*	
	Total	**6,402.5**	**3,818**	**3,881**	**2%**		**-39%**	*	
	Child pedestrians	422.8	202	187	-7%		-56%	*	
	Child pedal cyclists	62.5	24	20	-18%		-68%	*	
	Child car passengers	81.5	29	12	-59%	*	-85%	*	
	Child bus/coach passengers	23.4	9	10	7%		-57%	*	
	Other child casualties	18.0	7	16	123%	*	-11%		
	Children (under 16yrs)	**608.1**	**272**	**245**	**-10%**		**-60%**	*	
Slight	Pedestrians	3,855.9	4,748	5,240	10%	*	36%	*	
	Pedal cyclists	2,672.9	4,128	3,836	-7%	*	44%	*	
	Powered two-wheeler	3,592.2	4,682	4,478	-4%	*	25%	*	
	Car occupants	12,843.9	12,441	11,885	-4%	*	-7%	*	
	Bus or coach occupants	1,434.0	1,619	1,644	2%		15%	*	
	Other vehicle occupants	1,017.0	1,619	1,603	-1%		58%	*	
	Total	**25,416.0**	**29,237**	**28,686**	**-2%**	*	**13%**	*	
	Children (under 16yrs)	**1,805.3**	**1,983**	**2,152**	**9%**	*	**19%**	*	
All	Pedestrians	5,876.7	6,034	6,652	10%	*	13%	*	
	Pedal cyclists	3,410.0	4,818	4,521	-6%	*	33%	*	
	Powered two-wheeler	4,989.0	5,724	5,577	-3%		12%	*	
	Car occupants	14,617.0	13,032	12,375	-5%	*	-15%	*	
	Bus or coach occupants	1,711.2	1,743	1,752	1%		2%	*	
	Other vehicle occupants	1,214.5	1,704	1,690	-1%		39%	*	
	Total	**31,818.5**	**33,055**	**32,567**	**-1%**	*	**2%**	*	
	Children (under 16yrs)	**2,413.4**	**2,255**	**2,397**	**6%**	*	**-1%**		

Figures in italics show estimated percentage change in casualties which take into account changes in the reporting of collisions by the police and the introduction of online collision self reporting. The shaded areas show back estimated figures for the number of serious, slight and all casualties during 2016 and the 2005-09 baseline. Back estimates contain a level of uncertainty and will be refined as more collision data collected using new reporting systems becomes available from the police.

The asterisks indicate where changes are significant at the 95% confidence level, applying the Poisson probability distribution. Significance testing helps to identify where change is associated with random change and where it is statistically significant. Given a set of two different numbers, the difference between these numbers is statistically significant where we are 95% confident that this is not due to randomness.

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

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Casualties – Longer term change: 2005-09 to 2016

Table 2 (previous page) shows changes in casualties on London's roads against the 2005-09 baseline. The shaded areas show back estimated figures for the number of serious, slight and all casualties during 2016 and the 2005-09 baseline. The asterisks indicate where changes are significant at the 95% confidence level, applying the Poisson probability distribution.

Comparing the number of casualties by severity in 2017 against the 2005-09 baseline:

- All fatalities were down by 38% and all child fatalities were down by 74%
- All KSIs were down by an estimated 39% and child casualties were also down by an estimated 60%
- Slight casualties were up by an estimated 13%, and child slight casualties were up by an estimated 19%

Comparing the number of fatalities in 2017 by different road users groups against the 2005-09 baseline:

- Pedestrian fatalities were down by 24%
- Pedal cyclist fatalities were down by 40%. This reduction should be seen in the context of a considerable increase in cycling over a number of years. The number of journeys cycled in London has more than doubled since 2000 to 730,000 journeys cycled each day
- Powered two-wheeler fatalities were down by 29%

Casualty class - 2017

Data for 2017 in table 1 and figures 1 and 2 (overleaf) show that vulnerable road users (pedestrians, pedal cyclists and powered two wheeler users) made up more than half (51%) of all casualties on London's roads. Of this total, vulnerable

roads users made up 114 out of 131 fatalities (87%) and 3,196 out of 3,881 KSI casualties (82%) in 2017.

Pedestrians accounted for

- 20% of all casualties
- 36% of all serious injuries
- 56% of all fatalities
- 27% of modal share (journey stages)

Pedal cyclists accounted for

- 14% of all casualties
- 18% of all serious injuries
- 8% of all fatalities
- 3% of modal share (journey stages)

Riders / pillion of powered two wheelers accounted for

- 17% of all casualties
- 28% of all serious injuries
- 24% of all fatalities
- 1% of modal share (journey stages)

Car occupants accounted for

- 38% of all casualties
- 13% of all serious injuries
- 11% of all fatalities
- 42% of modal share (journey stages)

Bus or coach occupants accounted for 5% of all casualties, and **Taxi or private hire occupant** casualties for fewer than 3% of all casualties. **Goods vehicle occupants** (including light, medium and heavy goods vehicles) accounted for less than 2% of all casualties.

In the main road user groups shown in table 2 (previous page), the following compares casualty figures in 2017 with 2016:

- **Pedestrian** fatalities increased from 61 in 2016 to 73 in 2017, with large goods vehicle involved in 22 fatalities in 2017 compared to 14 during 2016. KSI casualties increased by an estimated

10%, with the involvement of light goods vehicles increasing from 6% to 9% of all pedestrian KSIs. Slight injuries increased by an estimated 10%, with the involvement of light goods vehicles increasing from 6% to 7% of slight pedestrian casualties. All casualties increased by an estimated 10%. Increases in the involvement of light goods vehicles should be seen in the context of a 2% increase in light goods vehicle traffic in London during 2017 compared to 2016.
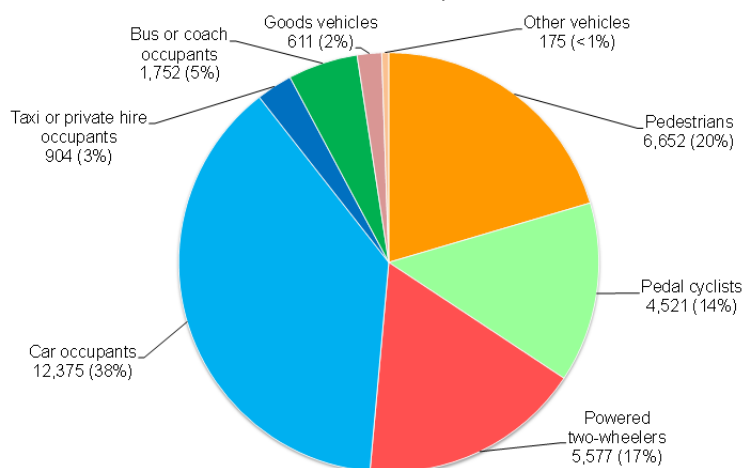
- There were 10 **pedal cyclist** fatalities, compared to 8 in 2016, which was the lowest level on record, and no cycle hire or pedicab rider fatalities. KSI casualties fell by an estimated 1%. Slight injuries also fell by an estimated 7% and all casualties fell by an estimated 6%. There were 7 cycle hire rider serious casualties and 83 slight casualties, and 5 pedicab rider slight casualties. Changes in cyclist casualties should be seen in the context of increases in cycling, with cycling in central London increasing by 5% between 2016 and 2017.

- **Powered two-wheeler** fatalities fell from 33 in 2016 to 31 in 2017. However KSI casualties increased by an estimated 5%. Slight injuries fell by an estimated 4% and all casualties fell by an estimated 3%. Motorcycle traffic fell by 0.5% in 2017 compared to 2016.

- **Car occupant** fatalities increased from 10 in 2016, the lowest level on record, to 14 in 2017, which is the second

lowest level on record. KSI casualties fell by an estimated 17%. The number of slight injuries fell by an estimated 4% and all casualties fell by an estimated 5%. Car traffic was slightly lower (<0.1%) in 2017 when compared to 2016.

- There were no **taxi or private hire** occupant fatalities, however all casualties increased by an estimated 5% to 904 casualties. This increase should be seen in the context of a 17% per cent increase in private hire drivers between 2015/16 and 2016/17, to the highest number on record. Of all licenced vehicles, 80% were private hire vehicles during 2016/17. Reflecting their greater mode share compared to taxis, just over two thirds (67%) of all taxi or private hire casualties were private hire occupants.

- **All goods vehicle occupant** casualties fell by an estimated 10% to 611. Heavy goods vehicle traffic fell by 5% between 2016 and 2017; however light goods vehicle traffic increased by 2%.

- **Bus or coach occupant** casualties increased by 1% to 1,752. A total of 10 fatalities involved a bus, which included two bus occupants. Bus occupant KSIs fell by an estimated 13% between 2016 and 2017, to 108 KSIs and the lowest level on record. Of all casualties involving a bus or coach, 95% involved a bus. The number of KSIs in or involving a bus is estimated to be 54% down on the 2005-09 baseline in 2017.

Table 3: Casualties in Greater London 2017 - casualty class by vehicle
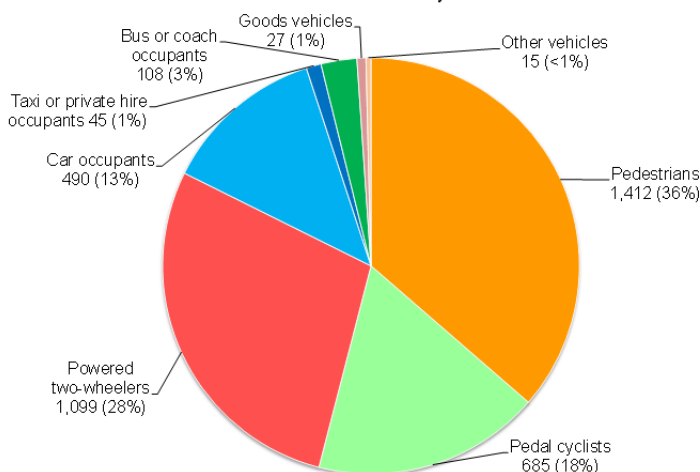
Vehicle involved	Casualty class in 2017 *(and percentage of total)*							
	Driver/rider		Passenger		Pedestrian		Total	
Pedal cycle	4,513	*(23%)*	8	*(0%)*	305	*(5%)*	**4,826**	*(15%)*
Powered two-wheeler	5,460	*(27%)*	117	*(2%)*	716	*(11%)*	**6,293**	*(19%)*
Car	8,736	*(44%)*	3,639	*(61%)*	4,063	*(61%)*	**16,438**	*(50%)*
Taxi or private hire	535	*(3%)*	369	*(6%)*	475	*(7%)*	**1,379**	*(4%)*
Bus or coach	93	*(0%)*	1,659	*(28%)*	363	*(5%)*	**2,115**	*(6%)*
Goods vehicle	487	*(2%)*	124	*(2%)*	616	*(9%)*	**1,227**	*(4%)*
Other vehicle	123	*(1%)*	52	*(1%)*	114	*(2%)*	**289**	*(1%)*
Total	**19,947**	*(100%)*	**5,968**	*(100%)*	**6,652**	*(100%)*	**32,567**	*(100%)*
% of total in 2017	*61.2%*		*18.3%*		*20.4%*		*100.0%*	

Fig. 1: Total casualties by mode of travel, Greater London, 2017

- Bus or coach occupants 1,752 (5%)
- Goods vehicles 611 (2%)
- Other vehicles 175 (<1%)
- Taxi or private hire occupants 904 (3%)
- Pedestrians 6,652 (20%)
- Pedal cyclists 4,521 (14%)
- Car occupants 12,375 (38%)
- Powered two-wheelers 5,577 (17%)

Fig.2: Killed or seriously injured casualites by mode of travel, Greater London, 2017

- Bus or coach occupants 108 (3%)
- Goods vehicles 27 (1%)
- Other vehicles 15 (<1%)
- Taxi or private hire occupants 45 (1%)
- Car occupants 490 (13%)
- Pedestrians 1,412 (36%)
- Powered two-wheelers 1,099 (28%)
- Pedal cyclists 685 (18%)

Casualty class and associated vehicle - 2017

Table 3, previous page, shows the casualty class and type of vehicle directly associated with each casualty during 2017. For driver/riders and passengers, this represents the vehicle the person suffering personal injury was driving, riding or travelling in at the time of the collision. For pedestrians, it is the vehicle by which they were injured.

In 2017:

- Of driver/rider casualties, 44% were car drivers, however motorcyclists made up 27% of casualties followed by cyclists who made up 23% of casualties

- Of passenger casualties, 61% were car passengers followed by bus or coach passengers who made up 28% of casualties

- Of pedestrian casualties, 61% suffered injury in a collision with a car, followed by 11% injured in a collision with a motorcycle and 8% injured in a collision with a light goods vehicle. Of all pedestrians injured, 1% resulted from a collision with large goods vehicles. The involvement of light goods vehicles in pedestrian injury increased from 6% of all injuries in 2016 to 8% in 2017.

Table 4: Casualties in Greater London 2017 - 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	1,201	1033	3,337	971	110	3,654	2,998	**6,652**
Pedal cyclist	144	648	3,497	136	96	3,453	1,068	**4,521**
Powered two-wheeler	33	1,574	3,809	99	62	5,228	349	**5,577**
Car	730	2,294	7,974	1,063	314	6,556	5,819	**12,375**
Taxi or private hire	27	96	695	73	13	657	247	**904**
Bus or coach	251	95	826	550	30	572	1,180	**1,752**
Goods vehicle	7	64	495	35	10	561	50	**611**
Other vehicle	4	22	132	16	1	130	45	**175**
Total	**2,397**	**5,826**	**20,765**	**2,943**	**636**	**20,811**	**11,756**	**32,567**
% of total in 2017	*7.4%*	*17.9%*	*63.8%*	*9.0%*	*2.0%*	*63.9%*	*36.1%*	*100.0%*

Gender of casualty - 2017

In 2017, table 4 above shows that males accounted for 64% and females for 36% of casualties. It shows considerable variation in the proportion of male to female casualties for different modes of travel which, in part, reflects the different travel choices made by men and women.

Males accounted for 94% of powered two-wheeler casualties, with on average of 87% of all motorcycle journeys being made by men in 2016/17. Males also accounted for 76% of pedal cyclist casualties, with 72% of cycle journeys being made by men.

Of pedestrian casualties, 55% were male and 45% female, with men making on average 46% and women 54% of walking journeys.

Of car occupant casualties, 53% were male and 47% female, with men making on average 48% and women 52% of car journeys. Analysis of car occupants shows that males accounted for 58% of car driver casualties and 54% of car driver journeys, and females made up 59% of car passenger casualties and 61% of car passenger journeys.

Females accounted for 67% of bus or coach occupant casualties, making on average 55% of bus journeys in 2016/17.

Casualty age groups - 2017

Table 4 above also shows a wide variation in casualties according to age group for each mode of travel. Age was known for 98% of all casualties in 2017.

Of young adult casualties (16 to 24 years), 39% were car occupants, 27% were powered two-wheeler users, 18% were pedestrians, and 11% were pedal cyclists.

Of adult casualties (25 to 59 years), 38% were car occupants, 18% were powered two-wheeler users, 17% were pedal cyclists and 16% were pedestrians.

Of older road user casualties (60 years and over), the largest groups were car occupants (36%), pedestrians (33%) and bus or coach occupants (19%).

Child casualties – 2017

Table 5 (overleaf) shows that for child casualties (under 16 years), 50% were pedestrians, 30% were car occupants, 10% were bus or coach passengers and 6% were pedal cyclists.

During 2017, three child pedestrians were killed, a decrease from six in 2016 and the equal lowest level on record. Child serious casualties fell by an estimated 9% to 184 casualties. However child slight casualties increased by an estimated 9% to 2,152 and overall child casualties increased by an estimated 6% in 2017 compared to 2016.

Table 5: Child casualties (under 16) in 2017 - mode of travel by severity and percentage change over 2016

Mode of travel	Severity of casualty in 2017 *(and percentage change over 2016)*									% of total
	Fatal		Serious		Slight			Total		*in 2017*
Pedestrian	3	*(-25%)*	184	*(-7%)*	1,014	*(18%)*	*	1,201	*(13%)* *	50.1%
Pedal cyclist	0	*(-100%)*	20	*(-15%)*	124	*(-21%)*	*	144	*(-21%)* *	6.0%
Powered two-wheeler	0	∞	14	*(163%)* *	19	*(189%)*	*	33	*(177%)* *	1.4%
Car	0	*(-100%)*	12	*(-57%)* *	718	*(-1%)*		730	*(-3%)*	30.45%
Taxi or private hire	0	∞	1	*(0%)*	26	*(61%)*		27	*(54%)*	1.1%
Bus or coach	0	∞	10	*(7%)*	241	*(27%)*	*	251	*(27%)* *	10.47%
Goods vehicle	0	∞	0	∞	7	*(-41%)*		7	*(-42%)*	0.3%
Other vehicle	0	∞	1	∞	3	*(-80%)*	*	4	*(-74%)* *	0.2%
Total	**3**	*(-50%)*	**242**	*(-9%)*	**2,152**	*(9%)*	*	**2,397**	*(6%)* *	**100.0%**
% of total in 2017	*0.1%*		*10.1%*		*89.8%*			*100.0%*		

Figures in italics show estimated percentage change in casualties which take into account changes in the reporting of collisions by the police and the introduction of online collision self reporting. Back estimates contain a level of uncertainty and will be refined as more collision data becomes available from the police. The asterisks indicate where changes are significant at the 95% confidence level, applying the Poisson probability distribution.

Casualty and collision variation throughout London - 2017

Table 6 (overleaf) shows the number of casualties in each of the main road user groups, for each of the London boroughs, and the estimated percentage change in 2017 compared with 2016, taking into account changes in police reporting and the introduction of online self reporting. There were several differences in the changes between inner and outer London.

In 2017 compared to 2016:

- The total numbers of casualties fell by an estimated 1% in inner London and fell by 2% in outer London
- Pedestrian casualties increased by an estimated 10% in inner London and fell by 11% in outer London
- Pedal cyclist casualties fell by an estimated 3% in inner London and fell by 12% in outer London
- Powered two-wheeler casualties fell by an estimated 3% in inner London and fell by 2% in outer London
- Car occupant casualties fell by an estimated 7% in inner London and fell by 4% in outer London

Table 6 (overleaf) shows the number of casualties by severity, for each of the London boroughs in 2017 together with the percentage change compared with 2016.

In 2017 compared to 2016:

- Fatalities fell by 4% in inner London to 54 but increased by 28% in outer London to 77 fatalities
- Serious injuries increased by an estimated 3% in inner London and are estimated to have fallen slightly in outer London, by less than 0.5%
- KSI casualties increased by an estimated 3% in inner London and increased by an estimated 1% in outer London
- Slight casualties fell by an estimated 2% in inner London and also fell by an estimated 2% in outer London
- Overall all casualties fell by 1% in inner London and fell by 2% in outer London

Table 8 (overleaf) shows the number of vehicles involved in collisions by vehicle type for each of the London boroughs in 2017. It is important to note that vehicles may be involved in a collision but not in direct contact with another road user.

In 2017 compared to 2016:

- Cars made up 47% of all vehicles (including cyclists and motorcyclists) involved in collisions in inner London, a reduction from 48% in 2016, and 69% of collisions in outer London
- Pedal cyclists made up 15% of vehicles involved in collisions in inner London

EVERY JOURNEY MATTERS

and 6% of collisions in outer London, the same proportions as 2016

- Motorcyclists made up 17% of vehicles involved in collisions in inner London, an increase from 16% in 2016, and 11% of collisions in outer London

- Goods vehicles (including light, medium and heavy goods vehicles) made up 8% of vehicles involved in collisions in inner London and 7% of collisions in outer London, the same proportions as 2016

- Taxi and private hire vehicles made up 7% of vehicles involved in collisions in inner London and 3% of collisions in outer London, the same proportions as 2016

- Buses and coaches made up 5% of vehicles involved in collisions in inner London and 4% of collisions in outer London, an increase from 3% in 2016.

Table 6: Casualties in Greater London 2017 by borough and percentage change over 2016

Borough	Total casualties		Pedestrians		Pedal cyclists		Powered two-wheelers		Car occupants		Total vehicle occupants / riders	
City Of London	366	(-10%) *	104	(-7%)	124	(-14%)	69	(-4%)	21	(-24%)	262	(-11%)
Westminster	1,917	(-1%)	521	(5%)	409	(5%)	407	(-6%)	292	(-5%)	1,396	(-3%) *
Camden	1,083	(8%) *	288	(24%) *	250	(-2%)	219	(3%)	202	(12%)	795	(3%) *
Islington	954	(-2%)	228	(21%) *	244	(-8%)	219	(-8%)	152	(-11%)	726	(-8%) *
Hackney	1,097	(-1%)	256	(13%)	240	(-13%) *	210	(2%)	246	(-6%)	841	(-5%) *
Tower Hamlets	1,303	(-6%) *	248	(12%)	285	(-7%)	266	(-9%)	418	(-10%)	1,055	(-10%) *
Greenwich	974	(16%) *	157	(36%) *	97	(25%)	137	(15%)	461	(-2%)	817	(13%) *
Lewisham	1,110	(-3%)	225	(10%)	137	(-21%)	194	(1%)	390	(-16%) *	885	(-6%) *
Southwark	1,251	(0%)	249	(17%) *	321	(4%)	250	(-11%)	287	(-14%) *	1,002	(-4%) *
Lambeth	1,542	(-3%)	302	(-5%)	334	(4%)	375	(21%) *	368	(-13%) *	1,240	(-3%) *
Wandsworth	1,135	(-4%)	237	(22%) *	277	(-1%)	281	(-2%)	245	(-13%)	898	(-9%) *
Hammersmith & Fulham	761	(-6%)	171	(3%)	175	(3%)	191	(-15%) *	159	(4%)	590	(-8%) *
Kensington & Chelsea	799	(-5%)	177	(-9%)	158	(-13%)	212	(-12%)	163	(39%) *	622	(-4%) *
Total Inner London	**14,292**	**(-1%)**	**3,163**	**(10%) ***	**3,051**	**(-3%)**	**3,030**	**(-3%) ***	**3,404**	**(-7%) ***	**11,129**	**(-4%) ***
Waltham Forest	844	(-6%)	169	(2%)	96	(-26%) *	87	(-19%)	423	(3%)	675	(-8%) *
Redbridge	1,030	(3%)	164	(-6%)	64	(27%)	83	(-13%)	632	(1%)	866	(5%) *
Havering	790	(-16%) *	103	(-10%)	35	(-29%)	76	(-26%) *	482	(-16%) *	687	(-17%) *
Barking & Dagenham	837	(14%) *	136	(45%) *	42	(-1%)	90	(8%)	463	(3%)	701	(9%) *
Newham	1,105	(-10%) *	230	(7%)	91	(6%)	137	(1%)	535	(-22%) *	875	(-13%) *
Bexley	590	(-5%)	122	(5%)	19	(-55%) *	76	(-10%)	325	(-5%)	468	(-8%) *
Bromley	1,024	(2%)	189	(40%) *	100	(-5%)	133	(11%)	515	(-11%) *	835	(-4%) *
Croydon	1,157	(-4%)	262	(16%)	69	(-15%)	168	(-19%) *	548	(-4%)	895	(-9%) *
Sutton	533	(14%) *	115	(45%) *	44	(30%)	71	(16%)	264	(9%)	418	(8%) *
Merton	599	(-12%) *	137	(16%)	75	(-13%)	103	(-20%) *	243	(-17%) *	462	(-18%) *
Kingston-Upon-Thames	422	(10%)	65	(17%)	78	(1%)	85	(53%) *	161	(2%)	357	(9%) *
Richmond-Upon-Thames	513	(-7%)	82	(-10%)	139	(-3%)	75	(-23%) *	169	(7%)	431	(-6%) *
Hounslow	1,090	(-6%)	183	(-1%)	113	(-12%)	164	(-9%)	510	(-1%)	907	(-7%) *
Hillingdon	997	(12%) *	171	(32%) *	38	(-58%) *	89	(-17%)	593	(21%) *	826	(9%) *
Ealing	1,266	(-8%) *	252	(-5%)	102	(-17%)	245	(4%)	528	(-16%) *	1,014	(-9%) *
Brent	1,158	(-8%) *	250	(-7%)	91	(-1%)	254	(5%)	460	(-15%) *	908	(-8%) *
Harrow	519	(-7%)	130	(12%)	32	(39%)	63	(-22%)	256	(-12%)	389	(-12%) *
Barnet	1,344	(-1%)	268	(44%) *	60	(-32%) *	219	(20%) *	696	(-11%) *	1,076	(-8%) *
Haringey	1,265	(9%) *	241	(6%)	130	(-3%)	195	(-2%)	500	(12%) *	1,024	(10%) *
Enfield	1,192	(9%) *	220	(15%)	52	(-10%)	134	(26%) *	668	(10%) *	972	(8%) *
Total Outer London	**18,275**	**(-2%)**	**3,489**	**(11%) ***	**1,470**	**(-12%) ***	**2,547**	**(-2%)**	**8,971**	**(-4%) ***	**14,786**	**(-4%) ***
Greater London	**32,567**	**(-1%) ***	**6,652**	**(10%) ***	**4,521**	**(-6%) ***	**5,577**	**(-3%)**	**12,375**	**(-5%) ***	**25,915**	**(-4%) ***

Figures in italics show estimated percentage change in casualties which take into account changes in the reporting of collisions by the police and the introduction of online collision self reporting. Back estimates contain a level of uncertainty and will be refined as more collision data becomes available from the police. The asterisks indicate where changes are significant at the 95% confidence level, applying the Poisson probability distribution.

EVERY JOURNEY MATTERS

Table 7: Casualties in Greater London 2017 by borough, severity and percentage change over 2016

Borough	Fatal		Serious		Fatal and serious			Slight			Total Casualties		
City Of London	2	(0%)	52	(5%)	54	(5%)		312	(-12%)	*	366	(-10%)	*
Westminster	6	(-54%)	264	(4%)	270	(2%)		1,647	(-2%)		1,917	(-1%)	
Camden	4	(0%)	140	(4%)	144	(4%)		939	(9%)	*	1,083	(8%)	*
Islington	3	(50%)	122	(-1%)	125	(0%)		829	(-3%)		954	(-2%)	
Hackney	3	(-25%)	149	(5%)	152	(4%)		945	(-2%)		1,097	(-1%)	
Tower Hamlets	6	(-25%)	181	(9%)	187	(7%)		1,116	(-8%)	*	1,303	(-6%)	*
Greenwich	3	(0%)	94	(29%)	97	(28%)		877	(15%)	*	974	(16%)	*
Lewisham	7	(250%)	113	(-1%)	120	(3%)		990	(-4%)		1,110	(-3%)	
Southwark	3	(-40%)	148	(13%)	151	(11%)		1,100	(-2%)		1,251	(0%)	
Lambeth	5	(400%)	202	(4%)	207	(6%)		1,335	(-5%)		1,542	(-3%)	
Wandsworth	4	(-20%)	143	(-5%)	147	(-5%)		988	(-4%)		1,135	(-4%)	
Hammersmith & Fulham	2	(-60%)	95	(-18%)	97	(-20%)		664	(-3%)		761	(-6%)	
Kensington & Chelsea	6	(200%)	110	(-1%)	116	(2%)		683	(-6%)		799	(-5%)	
Total Inner London	**54**	**(-4%)**	**1,813**	**(3%)**	**1,867**	**(3%)**		**12,425**	**(-2%)**		**14,292**	**(-1%)**	
Waltham Forest	4	(0%)	88	(2%)	92	(2%)		752	(-7%)		844	(-6%)	
Redbridge	9	(29%)	72	(-24%)	81	(-21%)		949	(5%)		1,030	(3%)	
Havering	4	(-20%)	68	(-35%)	*	72	(-35%)	*	718	(-14%)	*	790	(-16%)	*
Barking & Dagenham	3	(-25%)	88	(42%)	*	91	(38%)	*	746	(11%)	*	837	(14%)	*
Newham	2	(-33%)	147	(22%)	149	(20%)		956	(-13%)	*	1,105	(-10%)	*
Bexley	2	(0%)	55	(-24%)	57	(-23%)		533	(-3%)		590	(-5%)	
Bromley	2	(-50%)	105	(-16%)	107	(-17%)		917	(4%)		1,024	(2%)	
Croydon	5	(0%)	121	(3%)	126	(3%)		1,031	(-5%)		1,157	(-4%)	
Sutton	1	(0%)	60	(30%)	61	(30%)		472	(13%)	*	533	(14%)	*
Merton	0	(-100%)	60	(-11%)	60	(-15%)		539	(-12%)	*	599	(-12%)	*
Kingston	1	(0%)	49	(-5%)	50	(-5%)		372	(12%)		422	(10%)	
Richmond	3	(200%)	74	(3%)	77	(6%)		436	(-9%)		513	(-7%)	
Hounslow	2	(-33%)	112	(-8%)	114	(-9%)		976	(-5%)		1,090	(-6%)	
Hillingdon	3	(0%)	95	(-5%)	98	(-5%)		899	(14%)	*	997	(12%)	*
Ealing	7	(250%)	155	(6%)	162	(9%)		1,104	(-10%)	*	1,266	(-8%)	*
Brent	6	(100%)	126	(-14%)	132	(-12%)		1,026	(-7%)	*	1,158	(-8%)	*
Harrow	2	(-33%)	67	(7%)	69	(5%)		450	(-9%)		519	(-7%)	
Barnet	8	(300%)	140	(21%)	148	(26%)	*	1,196	(-3%)		1,344	(-1%)	
Haringey	3	(∞)	135	(10%)	138	(13%)		1,127	(9%)	*	1,265	(9%)	*
Enfield	10	(150%)	120	(16%)	130	(21%)		1,062	(8%)	*	1,192	(9%)	*
Total Outer London	**77**	**(28%)**	**1,937**	**(0%)**	**2,014**	**(1%)**		**16,261**	**(-2%)**	*	**18,275**	**(-2%)**	
Greater London	**131**	**(13%)**	**3,750**	**(1%)**	**3,881**	**(2%)**		**28,686**	**(-2%)**	*	**32,567**	**(-1%)**	*

Figures in italics show estimated percentage change in casualties which take into account changes in the reporting of collisions by the police and the introduction of online collision self reporting. Back estimates contain a level of uncertainty and will be refined as more collision data becomes available from the police. The asterisks indicate where changes are significant at the 95% confidence level, applying the Poisson probability distribution

EVERY JOURNEY MATTERS

Table 8 Vehicles involved in collisions in the Greater London area by vehicle type and percentage of total, 2017

Borough	Pedal Cycle	Powered Two Wheeler	Car	Taxi & PH	Bus or Coach	Goods Vehicle	All other vehicles	Total
City of London	147 (27%)	100 (18%)	113 (21%)	112 (20%)	29 (5%)	48 (9%)	2 (0%)	551
Westminster	455 (16%)	481 (17%)	953 (34%)	431 (15%)	206 (7%)	232 (8%)	25 (1%)	2,783
Camden	279 (17%)	259 (16%)	671 (41%)	172 (10%)	91 (6%)	141 (9%)	30 (2%)	1,643
Islington	254 (17%)	260 (18%)	594 (40%)	130 (9%)	79 (5%)	123 (8%)	28 (2%)	1,468
Hackney	252 (16%)	248 (15%)	799 (49%)	96 (6%)	77 (5%)	136 (8%)	13 (1%)	1,621
Tower Hamlets	305 (15%)	311 (16%)	1,094 (55%)	89 (4%)	48 (2%)	132 (7%)	26 (1%)	2,005
Greenwich	101 (7%)	158 (11%)	934 (65%)	51 (4%)	92 (6%)	82 (6%)	15 (1%)	1,433
Lewisham	144 (9%)	217 (14%)	950 (59%)	56 (4%)	95 (6%)	118 (7%)	17 (1%)	1,597
Southwark	355 (19%)	299 (16%)	847 (45%)	94 (5%)	112 (6%)	145 (8%)	22 (1%)	1,874
Lambeth	353 (15%)	415 (18%)	1,132 (49%)	101 (4%)	123 (5%)	171 (7%)	28 (1%)	2,323
Wandsworth	292 (17%)	331 (19%)	842 (48%)	80 (5%)	74 (4%)	118 (7%)	18 (1%)	1,755
Hammersmith and Fulham	187 (16%)	224 (19%)	556 (47%)	67 (6%)	46 (4%)	83 (7%)	11 (1%)	1,174
Kensington and Chelsea	165 (14%)	245 (20%)	513 (42%)	126 (10%)	55 (5%)	97 (8%)	17 (1%)	1,218
Total Inner	**3,289 (15%)**	**3,548 (17%)**	**9,998 (47%)**	**1,605 (7%)**	**1,127 (5%)**	**1,626 (8%)**	**252 (1%)**	**21,445**
Waltham Forest	98 (8%)	96 (8%)	849 (71%)	29 (2%)	39 (3%)	76 (6%)	12 (1%)	1,199
Redbridge	70 (5%)	87 (6%)	1,145 (76%)	32 (2%)	40 (3%)	95 (6%)	29 (2%)	1,498
Havering	35 (3%)	81 (7%)	781 (72%)	15 (1%)	32 (3%)	128 (12%)	9 (1%)	1,081
Barking and Dagenham	42 (4%)	96 (8%)	842 (72%)	33 (3%)	49 (4%)	86 (7%)	23 (2%)	1,171
Newham	92 (6%)	143 (9%)	1,109 (70%)	55 (3%)	75 (5%)	97 (6%)	18 (1%)	1,589
Bexley	20 (2%)	84 (10%)	630 (74%)	15 (2%)	28 (3%)	67 (8%)	8 (1%)	852
Bromley	100 (7%)	143 (10%)	1,038 (71%)	30 (2%)	59 (4%)	92 (6%)	10 (1%)	1,472
Croydon	74 (5%)	188 (12%)	1,136 (70%)	32 (2%)	87 (5%)	96 (6%)	12 (1%)	1,625
Sutton	47 (6%)	77 (10%)	519 (69%)	21 (3%)	24 (3%)	58 (8%)	9 (1%)	755
Merton	79 (9%)	107 (12%)	544 (63%)	14 (2%)	37 (4%)	61 (7%)	15 (2%)	857
Kingston	82 (12%)	92 (13%)	431 (61%)	10 (1%)	33 (5%)	51 (7%)	7 (1%)	706
Richmond	147 (19%)	86 (11%)	454 (57%)	21 (3%)	35 (4%)	43 (5%)	5 (1%)	791
Hounslow	117 (7%)	176 (11%)	1,032 (66%)	61 (4%)	50 (3%)	108 (7%)	18 (1%)	1,562
Hillingdon	39 (3%)	90 (7%)	1,004 (73%)	67 (5%)	47 (3%)	118 (9%)	9 (1%)	1,374
Ealing	109 (6%)	261 (14%)	1,154 (63%)	54 (3%)	75 (4%)	137 (8%)	31 (2%)	1,821
Brent	95 (6%)	279 (17%)	1,036 (62%)	44 (3%)	79 (5%)	110 (7%)	18 (1%)	1,661
Harrow	33 (4%)	63 (8%)	570 (76%)	13 (2%)	27 (4%)	34 (5%)	8 (1%)	748
Barnet	62 (3%)	229 (12%)	1,389 (71%)	41 (2%)	63 (3%)	153 (8%)	21 (1%)	1,958
Haringey	136 (8%)	231 (13%)	1,065 (62%)	64 (4%)	99 (6%)	100 (6%)	28 (2%)	1,723
Enfield	53 (3%)	143 (9%)	1,211 (73%)	30 (2%)	62 (4%)	143 (9%)	22 (1%)	1,664
Total Outer	**1,530 (6%)**	**2,752 (11%)**	**17,939 (69%)**	**681 (3%)**	**1,040 (4%)**	**1,853 (7%)**	**312 (1%)**	**26,107**
Greater London	**4,819 (10%)**	**6,300 (13%)**	**27,937 (59%)**	**2,286 (5%)**	**2,167 (5%)**	**3,479 (7%)**	**564 (1%)**	**47,552**

Road users involved in collisions may or may not have been injured.
The vehicle involved in a collision may or may not have been in direct conflict with another road user.

EVERY JOURNEY MATTERS

Trends in casualties on London's roads in 2017

Monthly trend

Figure 3 (overleaf) shows the month in which casualties occurred and the changes between 2016 and 2017. It shows that there were estimated decreases in casualties during four months (February, May, November and December).

Weather conditions

Weather can have an impact on casualty figures. Winter 2017, in particular December, was colder and wetter than winter 2016, with periods of snow and ice resulting in reductions in journeys by vulnerable road users. The total number of casualties in November and December 2017 was an estimated 15% lower than in the previous November and December.

In contrast weather conditions during summer 2017 were warmer and drier than the same period in 2016, with maximum temperatures in June 2017 being the highest since 1976[4]. The number of casualties on London's roads increased by an estimated 6% during June and July 2017 compared to the same period in 2016.

Light conditions

The number of casualties that occurred during dark conditions increased from 33% of all casualties in 2016 to 34% in 2017.

Road surface conditions

When considering the road surface conditions at the time a casualty occurred, the estimated number of casualties on roads covered with snow, frost or ice more than doubled between 2016 and 2017 to 341 casualties, reflecting a greater number of   snow and ice days during 2017 compared to 2016.

Casualties that occurred on dry road surfaces fell by an estimated 11% in 2017, compared to 2016, to 24,042 casualties, whilst those on wet surfaces increased by an estimated 16% to 6,387 casualties. Figure 4 (overleaf) shows the considerable monthly variation in casualties that occurred on wet road in 2016 compared with 2015.

It is estimate that the number of casualties occurring on wet road surfaces more than tripled between July and September of 2017, compared to the same months in 2016, to 1,326 casualties. These months were considerably wetter than average, with July 2017 having almost six times more rainfall than July 2016.

March to April 2017 was considerably drier than the same months in 2016, with April 2017 having almost four times less rainfall than April 2016. Between March and April 2017 it is estimated that casualties occurring on wet road surfaces almost halved to 432, compared to the same period March to April 2016.

Overall, where known, 78% of casualties occurred on dry road surfaces, 21% on wet roads, and 1% on roads covered with snow, frost or ice during 2017. Corresponding figures for 2016 were 83%, 17% and 0.5% respectively.
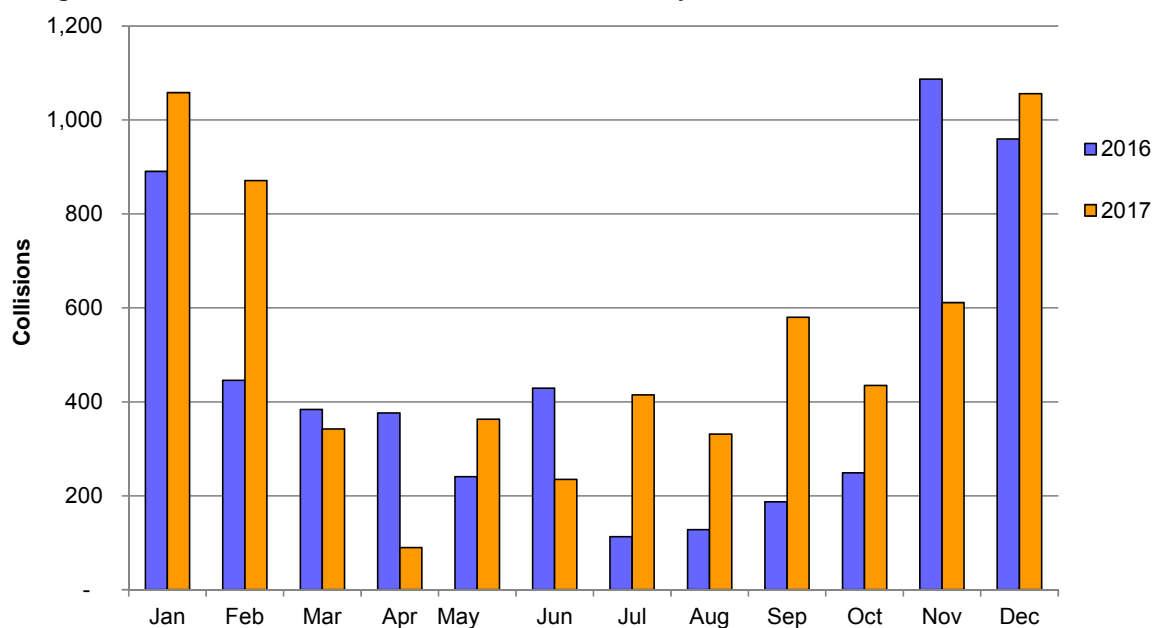
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[4] https://www.metoffice.gov.uk/climate/uk/data

Fig 3: All casualties in Greater London by month, 2016 and 2017
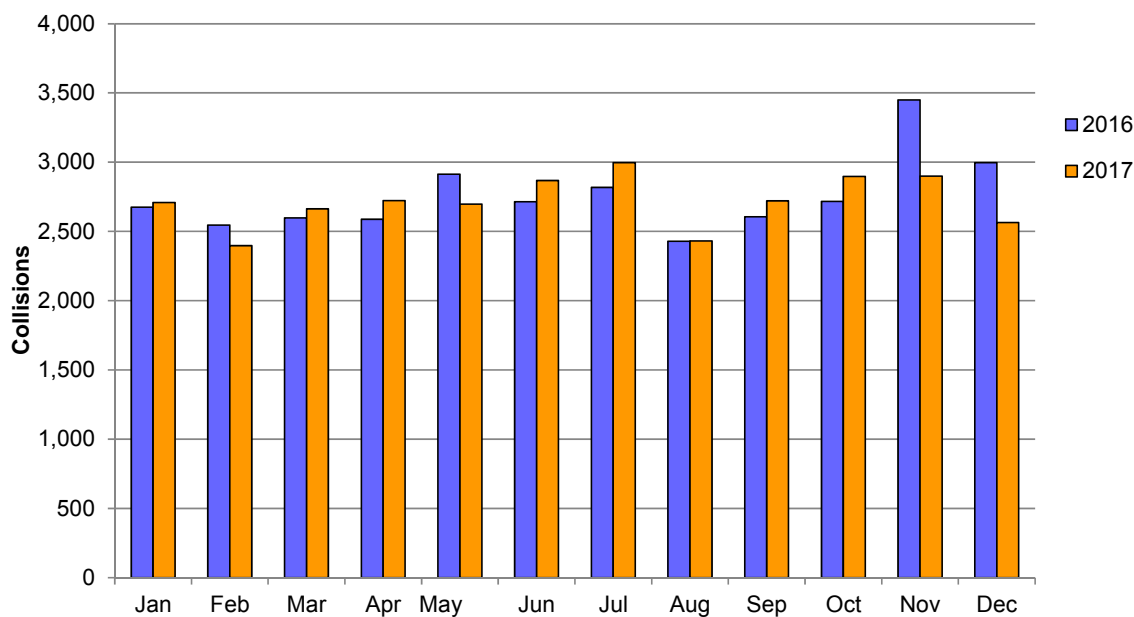
Fig 4: Casualties on a wet road surface in Greater London by month, 2016 and 2017

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

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

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EVERY JOURNEY MATTERS

Annex

Back casting casualty figures

Absolute changes in the number of reported serious, slight and all injuries during 2017 partly reflect improvements in the reporting of injury severity by the police and the introduction of online self reporting. As a result figures for 2017 should not be directly compared with previous data collected by the police using severity based reporting systems.

TfL has undertaken analysis with the Transport Research Laboratory (TRL) to back cast the number of casualties that would have been reported by the police using an injury-defined rather than a severity-defined system. This allows the number of injuries reported by the police during 2017 to be compared with an initial back estimate of data collected using previous systems.

Using data recorded by the police between 2005 and 2018, TRL developed a logistic regression model to predict seriously injured casualties as a proportion of all non-fatal casualties. A logistic regression model predicts a binary outcome (in this case where a casualty was seriously or slightly injured) based on a number of explanatory variables (such as the casualty mode of travel). This approach is consistent with work undertaken by the Office for National Statistics (ONS) and DfT nationally.

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.

Changes in collision self reporting by the public

The introduction of online self reporting[5] has made it easier for members of the public to report collisions to the police. Table 9 below shows that there has been an increase in the number of self-reported casualties during 2017 compared to 2016. This has contributed to an overall increase in the number of casualties reported on London's roads during 2017.

In 2017 compared to 2016:

- Self-reported casualties increased by 35% and made up 21% of all casualties
- Self-reported pedal cycle casualties increased by 50% and made up 41% of reported pedal cycle casualties
- Self-reported pedestrian casualties increased by 43% and made up 17% of reported pedestrian casualties
- Self-reported powered two-wheeler casualties increased by 39% and made up 11% of reported powered two-wheeler casualties
- Self-reported car occupant casualties increased by 31% and made up 23% of reported car occupant casualties.

Table 9: Self reported casualties in Greater London 2017
- mode of travel by severity and percentage change over 2016

Mode of travel	Severity of casualty in 2017 *(and percentage change over 2016)*								*% of self reported casualties in 2017*	*% of all casualties in 2017*
	Fatal		**Serious**		**Slight**		**Total**			
Pedestrian	0	(-100%)	157	(19%)	994	(48%)	**1,151**	(43%)	**16.8%**	**17.3%**
Pedal cyclist	0	(-100%)	209	(38%)	1,658	(52%)	**1,867**	(50%)	**27.2%**	**41.3%**
Powered two-wheeler	0	∞	68	(6%)	536	(45%)	**604**	(39%)	**8.8%**	**10.8%**
Car	0	∞	30	(-23%)	2,869	(32%)	**2,899**	(31%)	**42.3%**	**23.4%**
Taxi or private hire	0	∞	2	(-78%)	97	(-33%)	**99**	(-36%)	**1.4%**	**11.0%**
Bus or coach	1	∞	10	(25%)	84	(-20%)	**95**	(-16%)	**1.4%**	**5.4%**
Goods vehicle	0	∞	1	(0%)	112	(14%)	**113**	(14%)	**1.6%**	**18.5%**
Other vehicle	0	∞	2	∞	24	(41%)	**26**	(53%)	**0.4%**	**14.9%**
Total	**1**	**(-50%)**	**479**	**(19%)**	**6374**	**(36%)**	**6854**	**(35%)**	**100%**	**21.0%**
% of total in 2017	*0.0%*		*8.0%*		*92.0%*		*100.0%*			

[5] https://www.met.police.uk/ro/report/rti/report-a-road-traffic-incident/