

Casualties in Greater London during 2021

October 2022

1. Executive Summary

There were 23,139 reported collisions in London in 2021, resulting in 75 people being killed, 3,505 being seriously injured and 23,092 being slightly injured.

1.1 TfL’s “Casualties in Greater London” report

This report provides a summary of personal injury road traffic collisions and casualties, reported to and by the police, in Greater London in 2021. It complements a full release of our London collisions statistics which can be found [here](#). In addition, the Road Danger Reduction dashboard can be found [here](#).

To assess performance, 2021 figures are compared with 2020 casualties and the back estimated average for 2005-2009. This is the baseline against which Transport for London (TfL) measures progress towards the Mayor’s targets of a 65 per cent reduction in all Killed or Seriously Injured (KSI) casualties on London’s roads by 2022 and a 70 per cent reduction in people killed or seriously injured in or by a bus by 2022, as set out in the Vision Zero Action Plan¹. Figures are also presented in the appendices against the pre-pandemic 2017-19 average², as well as a comparison with the overall trends in Great Britain³.

In 2021 the number of people killed or seriously injured on London’s roads was 3,580 which equates to a 44 per cent reduction against the 2005-09 baseline. For people killed or seriously injured in or by a London bus the figure was 174, which equates to a 70 per cent decrease against the 2005-09 baseline meeting the 2022 target for the second year in a row.

1.2 Road Danger in 2021

The casualty trends for 2021 should be interpreted in the context of the coronavirus pandemic. The period since March 2020 saw reduced travel, especially during lockdown periods, and a corresponding reduction in road casualties. Most legal limits were removed in July 2021, corresponding with an increase in activity, followed by a temporary re-introduction of measures in December 2021. Despite this increase in activity, the number of people killed on London’s roads in 2021 fell by 22 per cent to the lowest level on record, compared to a seven per cent increase nationally. However, during 2021 there was a 10 per cent increase in the number of people injured (all severities) in road traffic collisions compared to the previous year, and an 11 per cent increase nationally. The number of people that were killed or seriously injured increased by 17 per cent compared to 2020, compared to 14 per cent increase nationally. This was partly due to 2020 being heavily affected by lockdowns with a return to the previous pre-pandemic trend in casualties as London has recovered from the pandemic.

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

² See Annex A - Comparing 2021 with the Pre-Pandemic (2017-19) average

³ See Appendix B – Comparing London with the GB average



Compared to the pre-pandemic 2017-19 average, the total number of injuries was 14 per cent down and the number of people killed or seriously injured was also nine per cent down. In terms of travel behaviour the pandemic contributed to fewer public transport journeys (including bus journeys) and an increase in personal transport modes, especially cycling and ‘other’ vehicles including e-scooters⁴.

More broadly 2021 remained a typical year with 81 per cent of those killed or seriously injured walking, cycling, or riding a motorcycle, compared to 82 per cent during 2020. Reflecting their share of traffic, car drivers remained the most likely to be involved in a collision which injured someone else on the road. In 2021, cars were the other vehicle involved in 64 per cent of all casualties on London’s roads, and accounted for 76 per cent of vehicle kilometres travelled in 2021⁵. However, motorcyclists were the other vehicle involved in twice as many casualties than their share of traffic⁶.

1.3 Progress on Mayoral targets

Target: 65% reduction in people killed or seriously injured by 2022

2021 Position: 44% reduction

During 2021 the number of people killed or seriously injured was the second lowest on record, following a substantial decline in the number of people killed or seriously injured on London’s roads during the previous year, which partly reflected the pandemic and associated lockdowns. This amounts to a 44 per cent reduction towards the overall target of 65 per cent by 2022.

Target: 70% reduction in people killed or seriously injured on or by a bus by 2022

2021 Position: 70% reduction

Similarly, during 2020 there was a big decline in the number of people being killed or seriously injured in or by a London bus, with a post-pandemic bounce-back in 2021.

In 2021 there was a 29 per cent increase in people killed or seriously injured in collisions involving a bus compared to 2020, up from 135 to 174 people.

This still amounts to a 70 per cent reduction against the 2005-09 baseline, meeting the overall target of 70 per cent by 2022.

Figure 1 Progress towards the MTS Roads KSI 2022 target

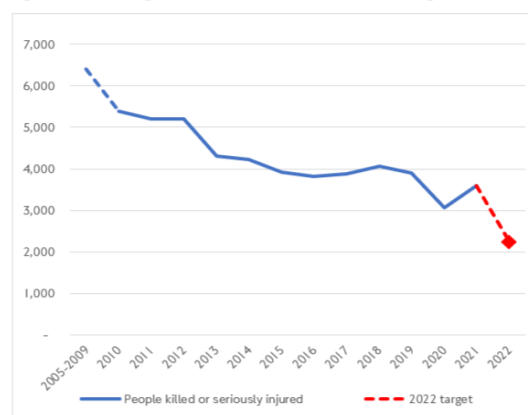


Figure 2 Progress towards the MTS Bus Involved KSI target for 2022



⁴ There is no specific reporting category for e-scooters in the police Stat19 data collection form; they are part of the category of ‘other vehicles’ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/230596/stats20-2011.pdf

⁵ The DfT includes taxi and private hire vehicles in its ‘car’ category so these apply to the percentages stated in this sentence

⁶ <https://www.gov.uk/government/statistical-data-sets/road-traffic-statistics-tra>

1.4 Trends in the number of people injured

A total of 26,672 people were reported injured to or by the police in London during 2021; 75 people were killed, 3,505 were seriously injured and 23,092 were slightly injured.

The number of people killed or seriously injured was 44 per cent lower than the 2005–09 baseline⁷ and the number of children killed or seriously injured was 68 per cent lower than the baseline.

The reductions achieved vary from mode to mode (between 20 and 74 per cent reductions) except for people killed or seriously injured whilst riding a bicycle, which was up 36 per cent against the baseline.

Compared to 2020, 2021 saw an increase in people killed and seriously injured for all modes, largely reflecting an increase in activity as London came out of the pandemic.

People walking, cycling and motorcycling made up 81 per cent of all people killed or seriously injured, down from 82 per cent in 2020.

The number of children killed or seriously injured in collisions increased across all modes, except for car passengers (down 46 per cent), with the greatest absolute increase amongst children walking. Schools reopened for primary and secondary school students on 8 March 2021, following extended periods of closure during 2020. Compared to the pre-pandemic average, the number of children killed or seriously injured was down by 15 per cent.

E-scooters use has continued to increase since 2019⁸. E-scooter riders and passengers accounted for 105 people killed or seriously injured in 2021 compared to 56 in 2020, but continue to make up less than three per cent of all people killed or seriously injured. This move to e-scooters as a mode of transport is shown in 51% increase in the “other vehicle occupants” category.

Table 1 People Killed or Seriously Injured 2021 (v 2005–09 baseline and 2020).

Casualty severity	User group	Casualty numbers			Percentage change in 2021 over	
		2005-2009 average	2020	2021	2020	2005-2009 average
Fatal and serious	Bus or coach occupants	277	46	71	54% *	-74% *
	Car occupants	1,773	416	464	12%	-74% *
	Motorcyclists	1,397	768	929	21% *	-33% *
	Pedal cyclists	737	868	999	15% *	36% *
	Pedestrians	2,021	868	960	11% *	-52% *
	Other vehicle occupants	197	104	157	51% *	-20% *
	Total	6,403	3,070	3,580	17% *	-44% *
Child casualties	Child bus/coach passengers	23	1	2	100%	-91% *
	Child car passengers	82	13	7	-46%	-91% *
	Child pedal cyclists	63	22	24	9%	-62% *
	Child pedestrians	423	112	147	31% *	-65% *
	Other child casualties	18	8	17	113% *	-6%
	Total	608	156	197	26%	-68%

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

⁷ See Appendix C – Strengths and weaknesses of the data

⁸ Retailers reporting a 140 per cent increase in sales <https://www.londonstockexchange.com/news-article/HFD/halfords-group-plc-interim-results-financial-year-2022/15206311>

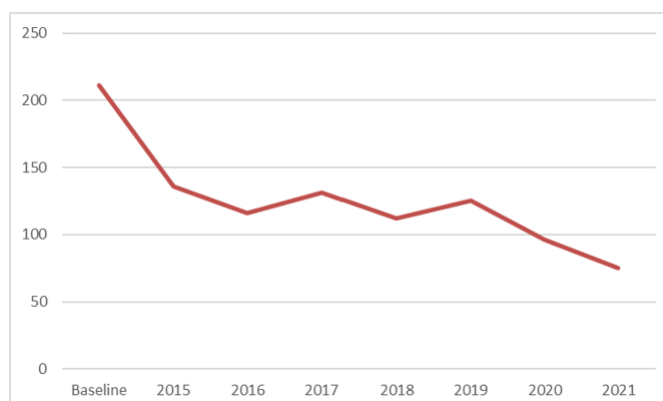


2. Headline Statistics by Injury Severity

2.1 People killed

People killed on London's roads decreased by 22 per cent compared to 2020, despite the increase in activity as London recovered from the pandemic, to the lowest level on record. This is compared to a seven per cent increase nationally. People killed whilst walking (48 per cent) and motorcycling (19 per cent) account for 67 per cent of all fatalities. This is down from 79 per cent in 2020.

Figure 3 Fatalities for the baseline (2005-09) and 2015-2021



Against the 2005-09 baseline the number of people killed was down by 64 per cent. In line with national figures, the trend in the number of fatalities had been broadly flat over the four years to 2020. However, the number of fatalities has fallen by 39 per cent against the pre-pandemic average (2017-19) in London compared to 12 per cent nationally (see Appendix A).

Key Points

- Cyclist deaths have increased compared to 2020, from six to 10. However, the number of cyclists killed in 2021 was down by 40 per cent on the 2005-09 baseline, from 17 to 10 people. Whereas nationally there was a 13 per cent reduction in the number of cyclists killed during 2021 against this baseline.⁹
- There were three reported fatalities of people riding privately owned electric scooters (or e-scooters). No deaths were recorded in 2020 and one in 2019
- The majority of fatalities involved a car driver and 61 per cent of pedestrian fatalities, 22 out of 36, were as a result of a collision with a car driver
- Motorcyclists account for three per cent of vehicle kilometres travelled but 19 per cent of fatalities.
- In 2021 over half of the fatal collisions in London (37 out of 73) reported speed as a contributory factor¹⁰

⁹ <https://www.gov.uk/government/statistical-data-sets/reported-road-accidents-vehicles-and-casualties-tables-for-great-britain>

¹⁰ This is based on analysis by the MPS using the DfT recognised contributory factors of "Exceeding the Speed Limit" and "Travelling Too Fast for the Conditions"

Table 2 Fatalities during 2021 compared with the 2005-09 average and 2020.

Casualty severity	User group	Casualty numbers			Percentage change in 2021 over	
		2005-2009			2005-2009	
		average	2020	2021	2020	average
Fatal	Bus or coach occupants	2.4	2	1	-50%	-58%
	Car occupants	49.4	11	10	-9%	-80% *
	Motorcyclists	43.4	31	14	-55% *	-68% *
	Pedal cyclists	16.6	6	10	67%	-40%
	Pedestrians	96.0	45	36	-20%	-63% *
	Other vehicle occupants	3.2	1	4	300%	25%
	Total	211.0	96	75	-22%	-64%
	Children (under 16yrs)	11.6	3	3	0%	-74%

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.

2.2 People with serious injuries

In 2021 there were 3,505 seriously injured casualties reported on London's roads. This is an increase of 18 per cent on 2020 and 43 per cent lower than the 2005-09 baseline. Compared to the pre-pandemic average, serious injuries were down by nine per cent.

All modes have seen an increase against 2020 levels. The greatest absolute increase was recorded amongst motorcyclists, notably smaller capacity motorcycles of 125cc or below. The pivot to online shopping and the growth of the food delivery economy has contributed to an increase in new, small motorcycle registrations, with more people riding for work. The number of motorcycles registered with a capacity of 125cc or below increased by 30 per cent in 2021, compared to 2020, making up 73 per cent of total market share¹¹.

Significant reductions were seen across all main modes against the baseline, except serious injuries to cyclists that increased by 54 per cent.

Table 3 Serious injuries during 2021 compared with the 2005-09 average and 2020.

Casualty severity	User group	Casualty numbers			Percentage change in 2021 over	
		2005-2009			2005-2009	
		average	2020	2021	2020	average
Serious	Bus or coach occupants	275	44	70	59% *	-75% *
	Car occupants	1,724	405	454	12% *	-74% *
	Motorcyclists	1,353	737	915	24% *	-32% *
	Pedal cyclists	641	862	989	15% *	54% *
	Pedestrians	2,004	823	924	12% *	-54% *
	Other vehicle occupants	194	103	153	49% *	-21% *
	Total	6,192	2,974	3,505	18% *	-43% *

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.

2.3 People with slight injuries

In 2021 there were 23,092 slightly injured casualties reported on London's roads. This is a nine per cent increase on 2020 and nine per cent lower than the 2005-09 baseline. The

¹¹ <https://www.mcia.co.uk/>



greatest absolute increase was amongst motorcyclists, most notably motorcycles with a capacity of 125cc or lower. Against the pre-pandemic average, slight injuries were down by 15 per cent.

Table 4 Slight injuries during 2021 compared with the 2005-09 average and 2020.

Casualty severity	User group	Casualty numbers			Percentage change in 2021 over	
		2005-2009 average	2020	2021	2020	2005-2009 average
Slight	Bus or coach occupants	<i>1,434</i>	599	795	33% *	-45% *
	Car occupants	<i>12,844</i>	8,436	8,636	2%	-33% *
	Motorcyclists	<i>3,592</i>	4,244	5,077	20% *	41% *
	Pedal cyclists	<i>2,673</i>	3,921	4,278	9% *	60% *
	Pedestrians	<i>3,856</i>	2,809	2,878	2%	-25% *
	Other vehicle occupants	<i>1,017</i>	1,266	1,428	13% *	40% *
	Total	<i>25,416</i>	21,275	23,092	9% *	-9% *
	Children (under 16yrs)	<i>1,805</i>	1,073	1,287	20% *	-29% *

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.

2.4 Total casualties

There was a total of 26,672 casualties of all severities on London's roads in 2021. This is 10 per cent higher than in 2020 and 16 per cent lower than the 2005-09 baseline. The greatest absolute increase was amongst motorcyclists and smaller motorcycles with a capacity of 125cc or lower. Against the pre-pandemic average, all injuries were down by 14 per cent.

Table 5 Total casualties during 2021 compared with the 2005-09 average and 2020.

Casualty severity	User group	Casualty numbers			Percentage change in 2021 over	
		2005-2009 average	2020	2021	2020	2005-2009 average
All	Bus or coach occupants	<i>1,711</i>	645	866	34% *	-49% *
	Car occupants	<i>14,617</i>	8,852	9,100	3% *	-38% *
	Motorcyclists	<i>4,989</i>	5,012	6,006	20% *	20% *
	Pedal cyclists	<i>3,410</i>	4,789	5,277	10% *	55% *
	Pedestrians	<i>5,877</i>	3,677	3,838	4% *	-35% *
	Other vehicle occupants	<i>1,215</i>	1,370	1,585	16% *	31% *
	Total	<i>31,819</i>	24,345	26,672	10% *	-16% *
	Children (under 16yrs)	<i>2,413</i>	1,229	1,483	21% *	-39% *

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 terms of absolute counts, car occupants (including car drivers and car passengers) are the road user group with the greatest number of casualties each year (34 per cent of total casualties in 2021).

Table 6 Casualties in 2021 – mode of travel by severity and change over 2020.

Mode of travel	Severity of casualty in 2021 (and percentage change over 2020)						Total		% of total in 2021
	Fatal		Serious		Slight				
Bus or coach	1	(-50%)	70	(57%) *	795	(33%) *	866	(34%) *	3%
Car	10	(-9%)	454	(12%)	8,636	(2%)	9,100	(3%) *	34%
Goods vehicle	1		26	(44%)	468	(0%)	495	(2%)	2%
Motorcycle	14	(-55%) *	915	(24%) *	5,077	(20%) *	6,006	(20%)	23%
Pedal cycle	10	(67%)	989	(15%)	4,278	(9%)	5,277	(10%) *	20%
Pedestrian	36	(-20%)	924	(12%) *	2,878	(2%)	3,838	(4%) *	14%
Taxi or private hire	0	(-100%)	15	(-12%)	584	(4%)	599	(4%)	2%
Other vehicle	3	*	112	(65%) *	376	(57%) *	491	(60%) *	2%
Total	75	(-22%)	3,505	(18%) *	23,092	(9%) *	26,672	(10%) *	100%
% of total in 2020	0.3%		13%		87%		100%		

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

3. 2021 collisions – other vehicles involved

3.1 Casualties by the other vehicle involved

Table 7 below sets out the recorded vehicles that were involved in the collisions that resulted in casualties (this excludes the casualty vehicle). It should be noted that some collisions involve multiple other vehicles, some involve no other vehicles and some are unknown. In 2021 cars continue to dominate as the other ‘vehicle involved’, largely reflecting their share of traffic. Whilst all modes have increased in absolute terms in 2021 compared to 2020, due to the overall increase in casualties, the greatest percentage increases have been in injuries resulting from collisions with pedal cycles and “other vehicles”, which includes e-scooters. In 2021 e-scooter riders were in collisions that resulted in 29 serious injuries to pedestrians, compared to 10 in 2020.

In terms of fatal collisions, fatalities overall are down in 2021 and this is reflected in all modes as the other ‘vehicle involved’ except for “other vehicles” which went up from one to two (one involving an ambulance and the other a concrete mixer). In terms of serious injuries all modes again have increased, except for motorcycles which have reduced by one per cent. The greatest absolute increase in serious and slight injuries has been in the involvement of cars, as motorised traffic increased following lockdowns.

Table 7 Casualties in 2021 – Other vehicle involved by severity and change over 2020.

Other vehicle involved	Severity of casualty in 2021 (and percentage change over 2020)						Total		% of total in 2021
	Fatal		Serious		Slight				
Bus or coach	4	(-20%)	115	(16%)	520	(19%) *	639	(18%) *	4%
Car	34	(-24%)	1,908	(15%) *	9,722	(10%) *	11,664	(11%) *	64%
Goods vehicle	17	(-26%)	411	(16%) *	2,588	(7%) *	3,016	(8%) *	17%
Motorcycle	2	(-33%)	159	(0%)	878	(16%) *	1,039	(13%) *	6%
Pedal cycle	0	(-100%)	70	(16%)	276	(35%) *	346	(30%) *	2%
Pedestrian	0	-	-	-	-	-	-	-	-
Taxi or private hire	1	(-50%)	144	(76%) *	825	(21%) *	970	(26%) *	5%
Other vehicle	2	(100%)	83	(41%) *	357	(37%) *	442	(38%) *	2%
Total*	60	(-26%) *	2,890	(17%) *	15,166	(12%) *	18,116	(12%) *	100%
% of total in 2020	0%		16%		84%		100%		

Source: STATS19. Note: Asterisk (*) these totals will not match those in Table 6 as some collisions involve multiple vehicles and others involve no other vehicles. This table does not include the number of injuries resulting from collision between the same type of vehicle.



3.2 TfL Bus involved collisions

Buses and coaches are now reported separately by the Metropolitan Police Service. Table 8 below compares KSIs involving buses for 2021 and 2020.

Unfortunately in 2021 one bus passenger was fatally injured as the result of a fall in the stairwell.

Table 8 Casualties involving buses in 2021 by severity and change over 2020.

Mode	Fatal		Serious		Slight		Total	
Bus driver/passenger	1	(-50%)	66	(59%) *	746	(31%) *	813	(3%)
Car	0	-	8	(33%)	159	(39%) *	167	(1%)
Goods vehicle	0	-	1	-	14	(27%)	15	(7%)
Motorcycle	1	(0%)	15	(15%)	37	(-21%)	53	(4%)
Pedal cycle	0	(-100%)	30	(88%) *	54	(17%)	84	(18%)
Pedestrian	3	(0%)	46	(-6%)	124	(20%)	173	(-2%)
Taxi or private hire	0	-	0	(-100%)	9	(-36%)	9	(-10%)
Other vehicle	0	-	3	(50%)	4	(-60%)	7	(17%)
Total	5	(-29%)	169	(32%) *	1,147	(25%) *	1,321	(3%)

Source: STATS19.

The number of people killed or seriously injured in or by a bus increased by 29 per cent between 2020 and 2021, to 174 people. However this is the second lowest number on record after last year's 135, and is 70 per cent down on the 2005-09 baseline meeting the Mayor's Transport Strategy 2022 target.

4. Further information

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

www.tfl.gov.uk/roadsafety

<https://tfl.gov.uk/corporate/publications-and-reports/road-safety>

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Appendix A – Comparing 2021 with the Pre-Pandemic (2017-19) average

A.1 The impact of lockdowns on reported road casualties

2020 was heavily affected by the Coronavirus pandemic with a number of lockdowns that made significant changes to people's travel behaviour. This resulted in a significant drop in casualty numbers across the year. Whilst 2021 was also pandemic affected, the restrictions were less strict and there were more periods of relative normality¹². Therefore this section looks at comparing the 2021 figures with a pre-pandemic average of the three years 2017-19 for contextual purposes¹³.

Table A1 People Killed or Seriously Injured 2021 compared with the 2017-19 average.

Casualty severity	User group	Casualty numbers		
		2017-19 average	2021	Percentage change
Fatal and serious	Bus or coach occupants	104	71	-32%
	Car occupants	562	464	-17%
	Motorcyclists	1,066	929	-13%
	Pedal cyclists	748	999	33%
	Pedestrians	1,376	960	-30%
	Other vehicle occupants	94	157	67%
	Total	3,950	3,580	-9%
Children (under 16yrs)		232	196	-16%

Source: STATS19

Table A2 Fatalities during 2021 compared with the 2017-19 average.

Casualty severity	User group	Casualty numbers		
		2017-19 average	2021	Percentage change
Fatal	Bus or coach occupants	2	1	-40%
	Car occupants	16	10	-36%
	Motorcyclists	28	14	-50%
	Pedal cyclists	9	10	11%
	Pedestrians	66	36	-45%
	Other vehicle occupants	2	4	71%
	Total	123	75	-39%
Children (under 16yrs)		3	3	13%

Source: STATS19

¹² <https://www.instituteforgovernment.org.uk/sites/default/files/timeline-coronavirus-lockdown-december-2021.pdf>

¹³ <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2020/the-impact-of-lockdown-on-reported-road-casualties-great-britain-final-results-2020>



Table A3 Serious injuries during 2021 compared with the 2017-19 average.

Casualty severity	User group	Casualty numbers		
		2017-19 average	2021	Percentage change
Serious	Bus or coach occupants	102	70	-31%
	Car occupants	547	454	-17%
	Motorcyclists	1,038	915	-12%
	Pedal cyclists	739	989	34%
	Pedestrians	1,310	924	-29%
	Other vehicle occupants	92	153	67%
	Total	3,828	3,505	-8%
	Children (under 16yrs)	230	194	-16%

Source: STATS19

Table A4 Slight injuries during 2021 compared with the 2017-19 average.

Casualty severity	User group	Casualty numbers		
		2017-19 average	2021	Percentage change
Slight	Bus or coach occupants	1,355	795	-41%
	Car occupants	11,316	8,636	-24%
	Motorcyclists	4,297	5,077	18%
	Pedal cyclists	3,888	4,278	10%
	Pedestrians	4,649	2,878	-38%
	Other vehicle occupants	1,598	1,428	-11%
	Total	27,105	23,092	-15%
	Children (under 16yrs)	1,834	1,287	-30%

Source: STATS19

Table A5 Total casualties during 2021 compared with the 2017-19 average.

Casualty severity	User group	Casualty numbers		
		2017-19 average	2021	Percentage change
All	Bus or coach occupants	1,459	866	-41%
	Car occupants	11,879	9,100	-23%
	Motorcyclists	5,363	6,006	12%
	Pedal cyclists	4,637	5,277	14%
	Pedestrians	6,025	3,838	-36%
	Other vehicle occupants	1,692	1,585	-6%
	Total	31,055	26,672	-14%
	Children (under 16yrs)	2,066	1,484	-28%

Source: STATS19

Appendix B – Comparing London with the GB average

B.1 DfT Reported road casualties Great Britain, provisional results: 2021

On the 25 May the DfT published their provisional national road casualties report¹⁴. This section compares the London 2021 figures to the overall trend in national figures (including London).

Table B1 Trends in casualties during 2021 compared with 2020 and the 2017-19 average, London and Great Britain.

Severity	% change 2021 from 2020		% change 2021 from 2020		% change from 2019	% change from 2019
	GB	London	GB	London	GB	London
Killed	1,558	7%	75	-22%	-11%	-40%
Serious	25,892	14%	3,505	18%	-11%	-7%
KSI	27,450	14%	3,580	17%	-11%	-8%
Slight	100,759	10%	23,092	9%	-18%	-11%
All casualties	128,209	11%	26,672	10%	-16%	-11%

Road user type - fatalities	GB		London		GB	London
Car occupants	682	10%	10	-9%	-7%	-36%
Pedestrian	361	4%	36	-20%	-23%	-45%
Motorcyclist	310	9%	14	-55%	-8%	-50%
Pedal Cyclist	111	-21%	10	67%	11%	11%
Goods vehicle occupants	60	11%	1	0%	-9%	203%
Other vehicle occupants	29	142%	3	300%	-15%	126%
Bus or coach occupants	5	25%	1	-50%	-64%	-40%

Road user type - all casualties	GB		London		GB	London
Car occupants	70,555	10%	9,100	3%	-21%	-23%
Pedestrian	16,654	13%	3,839	4%	-24%	-36%
Motorcyclist	15,838	16%	6,007	20%	-3%	12%
Pedal Cyclist	16,458	1%	5,277	10%	-2%	14%
Goods vehicle occupants	4,648	12%	496	2%	-7%	-19%
Other vehicle occupants	2,094	70%	1,091	61%	107%	243%
Bus or coach occupants	1,774	4%	866	34%	-43%	-41%

Fatalities by age and sex	GB		London		GB	London
Female 0-16	16	-20%	0	-100%	-16%	-100%
Female 17-29	71	6%	6	50%	1%	-25%
Female 30-49	70	-4%	2	-33%	25%	-33%
Female 50-69	84	20%	5	-17%	-29%	-17%
Female 70+	106	4%	5	-44%	-43%	-17%
Male 0-16	30	-6%	5	400%	0%	25%
Male 17-29	334	19%	12	-37%	3%	-59%
Male 30-49	357	6%	23	-26%	-5%	-18%
Male 50-69	305	3%	10	-29%	-5%	-44%
Male 70+	185	1%	7	0%	-27%	-68%

Source: STATS19. Note that large percentage changes in small numbers may not necessarily be statistically significant.

¹⁴ <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-provisional-results-2021/reported-road-casualties-great-britain-provisional-results-2021>



Appendix C - Strengths and weaknesses of the data

C.1 Police reporting systems

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 slight¹⁵. Back estimated changes in the number of casualties takes into account changes in the police reporting of injury severity and online self-reporting.

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 STATS19 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'.¹⁶

C.2 Self-reports

The introduction of online self-reporting¹⁷ has made it easier for members of the public to report collisions to the police. Table C1 below provides details of the self-reports in 2021 by casualty class and compared to 2020.

¹⁵ <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2017>

¹⁶ <https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>

¹⁷ <https://www.met.police.uk/ro/report/rti/report-a-road-traffic-incident/>

Table C1 Self-reported casualties in 2021 – mode of travel by severity and percentage change over 2020.

Mode of travel	Severity of casualty in 2021 (and percentage change over 2020)						% of self reported casualties in 2021	% of all casualties in 2021
	Fatal	Serious	Slight	Total				
Bus or coach	0	4 (-20%)	65 10%	69 5%			1%	0%
Car	0	28 (17%)	2,790 -20%	2,818 -19%			31%	11%
Goods vehicle	0	2 (0%)	138 -19%	140 -19%			2%	1%
Motorcyclist	0	100 (48%)	2,127 37%	2,227 37%			24%	8%
Pedal cycle	0	324 (14%)	2,158 13%	2,482 13%			27%	9%
Pedestrian	0	168 (53%)	821 -2%	989 5%			11%	4%
Taxi or private hire	0	4 (300%)	279 -16%	283 -15%			3%	1%
Other vehicle	1	17 (42%)	90 64%	108 61%			1%	0%
Total	1	647 0.277	8,468 1%	9,116 2%			100%	34%
% of total in 2021	0%	7%	93%	100%				

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

Unusually in 2021 there was one self-reported fatality. This occurred when an e-scooter rider was in a collision with a car. A serious injury was sustained, and the casualty was taken to hospital without the police attending the scene. Unfortunately, this person died later due their injuries.

C.3 Data supply challenges

The continued increase in the number of self-reported collisions in London presents its own data challenges. Currently the DfT have agreed to accept a lower standard of record for self-reports to traditional police reports as members of the public cannot be expected to know or remember all the details normally collected at the scene of a collision. However, the current reporting forms for self-reports lack in-built validation checks and will accept “unknown” for almost all fields. This means that even the basic amount of data required to accurately locate the incident and the vehicles involved is often missing or unclear, resulting in a reduction in the quality of the data and additional time spent by TfL to try and make these records usable.

C.4 E-Scooters

Over the last couple of years, we have seen a large rise in the use of e-scooters and other similar personal mobility devices¹⁸. These are currently classified within the “Other Vehicle” category but will soon have their own vehicle category of “Powered Personal Transporter Device” when the latest proposed STATS19 changes are implemented¹⁹. In the meantime, we are reliant on searching through the raw data descriptions in the police records to try and identify collisions in which they are involved. As such the numbers relating to them may change once the STATS19 changes are made, and we have a better way of identifying them.

¹⁸ <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-e-scooter-factsheet-year-ending-june-2021/reported-road-casualties-great-britain-e-scooter-factsheet-year-ending-june-2021>

¹⁹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/995117/stats19-review.pdf



Appendix D – Borough tables

Table D1 Casualties in Greater London 2021 by borough and percentage change over 2020.

Borough	Total casualties		Pedestrians		Cyclists		Motorcyclists		Car occupants		Total vehicle occupants	
Camden	767	16% *	136	6%	265	24% *	182	14%	114	13%	631	18% *
City of London	152	19% *	36	20%	65	30%	26	-7%	10	25%	116	18%
Greenwich	807	12% *	110	13%	114	-4%	131	11%	357	9%	697	12% *
Hackney	970	11% *	135	-6%	316	19% *	257	24% *	174	-14%	835	14% *
Hammersmith & Fulham	687	13% *	104	24%	197	9%	197	2%	140	30% *	583	11% *
Islington	724	18% *	93	7%	244	15%	197	25% *	110	3%	631	20% *
Kensington & Chelsea	642	6%	107	15%	176	16%	205	1%	90	-14%	535	5%
Lambeth	1,343	14% *	168	4%	380	13% *	378	14%	286	13%	1,175	15% *
Lewisham	843	-5%	118	-13%	167	-10%	195	19%	291	-10%	725	-3%
Southwark	1,097	15% *	161	21%	333	2%	244	17%	236	22% *	936	14% *
Tower Hamlets	1,276	23% *	156	8%	348	27% *	287	41% *	394	21% *	1,120	26% *
Wandsworth	1,135	10% *	152	6%	357	10%	373	18% *	160	-12%	983	11% *
Westminster	1,271	11% *	231	18% *	401	25% *	325	2%	187	-3%	1,040	9%
Total Inner London	11,714	12% *	1,707	8% *	3,363	13% *	2,997	15% *	2,549	5%	10,007	13% *
Barking & Dagenham	615	3%	83	-14%	49	53% *	75	34% *	334	-3%	532	7%
Barnet	1,014	7%	140	6%	99	10%	243	27% *	457	-1%	874	7%
Bexley	506	-2%	66	-13%	65	38% *	70	40% *	261	-14% *	440	0%
Brent	997	9% *	141	-7%	109	28% *	280	3%	398	19% *	856	12% *
Bromley	741	15% *	103	17%	99	-12%	141	44% *	344	12%	638	14%
Croydon	1,112	2%	183	0%	124	9%	268	24% *	454	-5%	929	3%
Ealing	1,065	8% *	166	-1%	130	20%	252	28% *	419	-7%	899	10% *
Enfield	1,120	9% *	148	-5%	75	-12%	179	28% *	599	5%	972	11% *
Haringey	949	15% *	133	1%	161	13%	323	50% *	245	-5%	816	17% *
Harrow	421	2%	69	8%	45	-10%	73	4%	211	13%	352	1%
Havering	683	12% *	77	4%	48	2%	70	9%	410	10%	606	13% *
Hillingdon	708	4%	105	7%	59	-21%	98	24%	375	-2%	603	3%
Hounslow	771	11% *	123	34% *	97	-18%	126	8%	333	9%	648	7%
Kingston-Upon-Thames	358	3%	41	-2%	90	18%	76	21%	132	4%	317	3%
Merton	508	3%	66	6%	97	-14%	138	10%	171	15%	442	2%
Newham	1,032	18% *	144	-2%	138	30% *	180	48% *	446	7%	888	22% *
Redbridge	828	10% *	118	-2%	72	24%	119	31% *	460	8%	710	13% *
Richmond-Upon-Thames	416	-1%	64	21%	157	-15%	69	8%	96	-4%	352	-4%
Sutton	435	14% *	52	-13%	46	21%	98	38% *	188	4%	383	19% *
Waltham Forest	679	0%	109	-1%	154	7%	130	27% *	217	-19% *	570	0%
Total Outer London	14,958	8% *	2,131	1%	1,914	5%	3,008	25% *	6,550	2%	12,827	9% *
Greater London	26,672	10% *	3,838	4% *	5,277	10% *	6,005	20% *	9,099	3% *	22,834	10% *

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

Table D2 Casualty class in Greater London 2021 by borough and percentage change over 2020.

Borough	2021		2021		2021		2021		2021	
	Fatal**		Fatal and Serious		(KSIs)		Slight		Total Casualties	
Camden	2	-2	115	17%	117	15%	650	16% *	767	16% *
City of London	1	1	39	-5%	40	-2%	112	29% *	152	19%
Greenwich	2	1	96	4%	98	5%	709	13% *	807	12% *
Hackney	1	-3	132	33% *	133	29% *	837	8% *	970	11% *
Hammersmith & Fulham	1	-4	103	34% *	104	27%	583	11% *	687	13% *
Islington	0	-2	96	17%	96	14%	628	19% *	724	18% *
Kensington & Chelsea	4	4 *	81	11%	85	16%	557	5%	642	6%
Lambeth	3	0	222	35% *	225	35% *	1,118	10% *	1,343	14% *
Lewisham	1	-4	108	-3%	109	-6%	734	-4% *	843	-5%
Southwark	4	2	166	24% *	170	25% *	927	13% *	1,097	15% *
Tower Hamlets	2	0	159	41% *	161	40% *	1,115	21% *	1,276	23% *
Wandsworth	1	0	176	17%	177	17%	958	9% *	1,135	10% *
Westminster	4	0	218	40%	222	39% *	1,049	6%	1,271	11% *
Total Inner London	26	-21%	1,711	23% *	1,737	22% *	9,977	11% *	11,714	12% *
Barking & Dagenham	2	0	53	-7%	55	-7%	560	4%	615	3%
Barnet	2	-1	103	-8%	105	-9%	909	9% *	1,014	7% *
Bexley	3	3	83	73% *	86	79%	420	-10%	506	-2%
Brent	6	2	86	8%	92	10%	905	9% *	997	9% *
Bromley	2	0	107	43% *	109	42% *	632	11% *	741	15% *
Croydon	4	2	158	9%	162	10%	950	1%	1,112	2%
Ealing	3	-2	119	5%	122	3%	943	9% *	1,065	8% *
Enfield	0	-3	99	2%	99	-1%	1,021	10% *	1,120	9% *
Haringey	5	4	95	19%	100	23%	849	14% *	949	15% *
Harrow	1	-2	41	-7%	42	-11%	379	4%	421	2%
Havering	5	-2	72	1%	77	-1%	606	14% *	683	12% *
Hillingdon	4	-4	87	-6%	91	-10%	617	6%	708	4%
Hounslow	2	-1	116	47% *	118	44% *	653	7%	771	11% *
Kingston-Upon-Thames	1	-1	55	22%	56	19%	302	0%	358	3%
Merton	1	-1	75	14%	76	12%	432	1%	508	3%
Newham	1	-2	129	30% *	130	27% *	902	17% *	1,032	18% *
Redbridge	3	1	76	-8%	79	-7%	749	13% *	828	10% *
Richmond-Upon-Thames	3	1	96	48% *	99	48% *	317	-10%	416	-1%
Sutton	1	-5 *	64	21%	65	10%	370	15% *	435	14% *
Waltham Forest	0	-3	80	1%	80	-2%	599	1%	679	0%
Total Outer London	49	-22%	1,794	13% *	1,843	12% *	13,115	7% *	14,958	8% *
Greater London	75	-22%	3,505	18% *	3,580	17% *	23,092	9% *	26,672	10% *

Source: STATS19. Note: Asterisks (*) indicate where changes are significant at the 95 per cent confidence level, applying the Poisson probability distribution. **FATALS change from 2019 have been given in absolute values for the boroughs as numbers involved are too small to be meaningfully represented as percentages



Table D3 Vehicles involved in collisions in the Greater London area by vehicle type and percentage of total, 2021.

Borough	Pedal Cycle		Motorcycle		Car		Taxi and private hire		Bus or coach		Goods vehicle		Other vehicle		Total
Camden	286	22%	230	18%	499	39%	79	6%	35	3%	115	9%	30	2%	1,274
City of London	76	31%	30	12%	55	23%	37	15%	11	5%	22	9%	11	5%	242
Greenwich	115	9%	159	13%	776	61%	35	3%	57	4%	100	8%	26	2%	1,268
Hackney	332	20%	302	18%	764	46%	62	4%	45	3%	111	7%	37	2%	1,653
Hammersmith & Fulham	212	18%	245	21%	503	43%	48	4%	34	3%	97	8%	29	2%	1,168
Islington	264	21%	231	19%	488	40%	62	5%	48	4%	110	9%	26	2%	1,229
Kensington & Chelsea	189	17%	239	22%	458	42%	68	6%	38	3%	78	7%	26	2%	1,096
Lambeth	401	18%	443	20%	1,051	47%	60	3%	87	4%	136	6%	60	3%	2,238
Lewisham	172	12%	222	16%	789	57%	31	2%	42	3%	96	7%	30	2%	1,382
Southwark	350	20%	294	17%	825	47%	63	4%	66	4%	126	7%	47	3%	1,771
Tower Hamlets	372	18%	334	16%	1,053	51%	103	5%	32	2%	138	7%	30	1%	2,062
Wandsworth	378	19%	447	23%	854	44%	60	3%	42	2%	137	7%	30	2%	1,948
Westminster	452	22%	371	18%	750	37%	181	9%	68	3%	166	8%	50	2%	2,038
Total Inner London	3,599	19%	3,547	18%	8,865	46%	889	5%	605	3%	1,432	7%	432	2%	19,369
Barking & Dagenham	51	6%	77	8%	612	67%	27	3%	31	3%	91	10%	21	2%	910
Barnet	101	6%	259	15%	1,112	66%	34	2%	36	2%	106	6%	28	2%	1,676
Bexley	66	8%	80	10%	541	67%	7	1%	26	3%	74	9%	13	2%	807
Brent	111	7%	311	20%	956	60%	34	2%	35	2%	112	7%	29	2%	1,588
Bromley	100	8%	147	12%	803	68%	15	1%	27	2%	77	6%	17	1%	1,186
Croydon	131	7%	296	17%	1,113	63%	23	1%	45	3%	130	7%	32	2%	1,770
Ealing	138	8%	281	17%	1,019	61%	34	2%	53	3%	128	8%	29	2%	1,682
Enfield	78	5%	193	11%	1,187	70%	30	2%	41	2%	139	8%	32	2%	1,700
Haringey	167	11%	357	23%	822	53%	31	2%	48	3%	104	7%	29	2%	1,558
Harrow	45	7%	80	12%	475	73%	12	2%	10	2%	20	3%	6	1%	648
Havering	49	5%	76	8%	719	71%	16	2%	31	3%	108	11%	12	1%	1,011
Hillingdon	60	6%	102	9%	764	71%	21	2%	23	2%	85	8%	24	2%	1,079
Hounslow	100	8%	136	11%	762	64%	24	2%	44	4%	105	9%	25	2%	1,196
Kingston-Upon-Thames	95	16%	83	14%	354	59%	10	2%	13	2%	38	6%	5	1%	598
Merton	103	12%	154	18%	475	57%	10	1%	22	3%	62	7%	14	2%	840
Newham	148	9%	194	12%	992	63%	51	3%	48	3%	104	7%	30	2%	1,567
Redbridge	75	6%	126	10%	874	71%	36	3%	26	2%	80	6%	15	1%	1,232
Richmond-Upon-Thames	171	26%	78	12%	332	50%	14	2%	24	4%	35	5%	8	1%	662
Sutton	46	7%	104	16%	408	62%	15	2%	17	3%	55	8%	10	2%	655
Waltham Forest	163	15%	144	13%	643	59%	25	2%	32	3%	58	5%	33	3%	1,098
Total Outer London	1,998	9%	3,278	14%	14,963	64%	469	2%	632	3%	1,711	7%	412	2%	23,463
Greater London	5,597	13%	6,825	16%	23,828	56%	1,358	3%	1,237	3%	3,143	7%	844	2%	42,832

Source: STATS19.