

# Casualties in Greater London during 2019

## September 2020

### 1. Executive Summary

**There were 25,341 reported collisions in London in 2019, resulting in 125 people being killed, 3,780 being seriously injured and 26,102 being slightly injured.**

#### 1.1 TfL’s casualties in Greater London

This report provides a summary of personal injury road traffic collisions and casualties, reported to the police, in Greater London in 2019. It complements a full release of our London collisions statistics which can be found [here](#).

To assess performance 2019 figures are compared with 2018 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 Plan<sup>1</sup>.

#### 1.2 Progress on Mayoral targets

Overall, 2019 shows a continuing decline in the number of people killed or seriously injured on London’s roads compared to the 2005-09 baseline. The rate of the decline has slowed since 2014 but there was a four per cent decrease compared to 2018.

This amounts to a 39 per cent reduction towards the overall target of 65 per cent by 2022.

2019 shows a continued decline in the number of people being killed or seriously injured in or by a London bus.

There was a 12 per cent decrease in bus involved casualties from 2018, down from 238 to 209.

This amounts to a 64 per cent reduction towards the overall target of 70 per cent by 2022

Figure 1 Progress to achieving the Mayoral Vision Zero target for London.

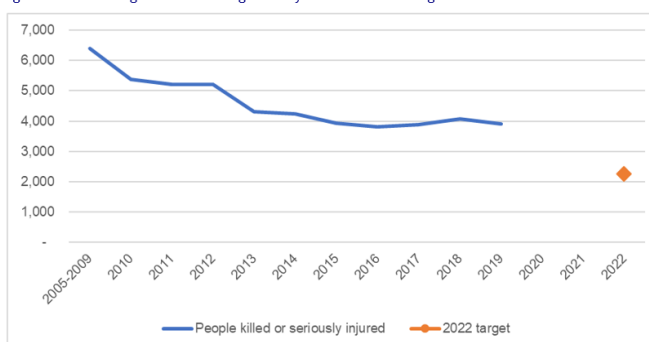
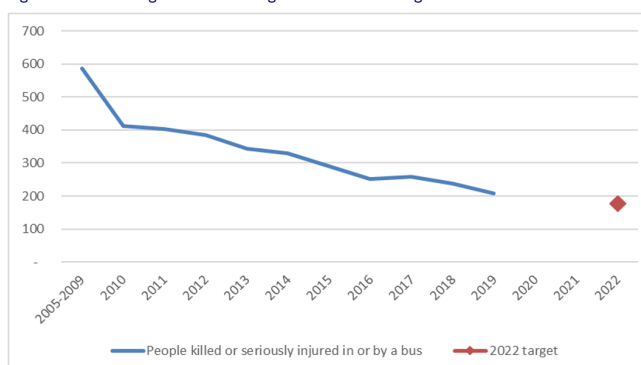


Figure 2 Progress to achieving the Vision Zero target for Buses in London



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



### 1.3 Trends in the number of people being killed and seriously injured

A total of 30,007 people were reported injured to the police in London during 2019. 125 people were killed, 3,780 were seriously injured and 26,102 were slightly injured.

The number of people killed or seriously injured was 39 per cent lower than the 2005-09 baseline<sup>2</sup> and the number of children killed or seriously injured was 65 per cent lower than the baseline. The reductions achieved vary from mode to mode (between 27 and 68 per cent reductions) however people seriously injured whilst riding a bicycle is up six per cent against the baseline.

The number of cyclists killed in 2019 is down by 70 per cent on the 2005-09 baseline, from 17 to five. Whereas nationally there has been just a six per cent decrease since 2008<sup>3</sup>

2019 saw a reduction in people killed and seriously injured for all modes compared to 2018, see Table 1 below. The numbers of motorcyclists killed and seriously injured declined by six per cent and have continued to decline year on year, despite motorcyclist fatalities increasing in 2019.

People walking, cycling and motorcycling made up 81 per cent of all people killed or seriously injured.

The number of children seriously injured in collisions also fell with the greatest percentage reduction amongst children as bus and coach passengers. However, the number of children seriously injured as pedal cyclists increased.

Table 1 People Killed and Seriously Injured 2019 (v 2005-09 baseline and 2018).

Casualty severity	User group	Casualty numbers			Percentage change in 2019 over	
		2005-2009 average	2018	2019	2018	2005-2009 average
Fatal and serious	Bus or coach occupants	277	112	91	-19%	-67% *
	Car occupants	1,773	623	574	-8%	-68% *
	Motorcyclists	1,397	1,080	1,019	-6%	-27% *
	Pedal cyclists	737	782	778	-1%	6%
	Pedestrians	2,021	1,366	1,350	-1%	-33% *
	Other vehicle occupants	197	102	93	-9%	-53% *
	<b>Total</b>	<b>6,403</b>	<b>4,065</b>	<b>3,905</b>	<b>-4%</b>	<b>-39% *</b>
	Child bus/coach passengers	23	9	5	-44%	-79% *
	Child car passengers	82	19	16	-16%	-80% *
	Child pedal cyclists	63	17	22	29%	-65% *
	Child pedestrians	423	176	157	-11%	-63% *
	Other child casualties	18	20	11	-45%	-39% *
	<b>Total</b>	<b>608</b>	<b>241</b>	<b>211</b>	<b>-12%</b>	<b>-65% *</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.

<sup>2</sup> See appendix on back estimation for baseline

<sup>3</sup> <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-provisional-results-2019>

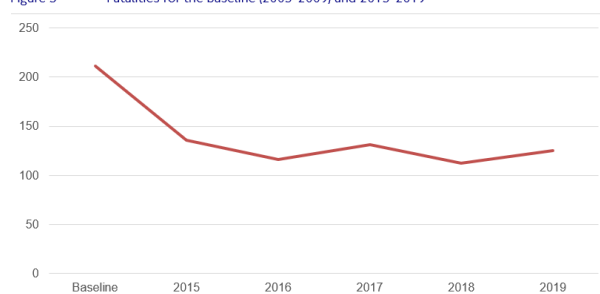
## 2. Headline Statistics by Injury Severity

### 2.1 People killed

People killed on London's roads increased by 12 per cent compared to 2018. People killed whilst walking (54%) and motorcycling (25%) account for 79 per cent of all fatalities and have increased by 19 and 41 per cent respectively.

Against the 2005–09 baseline the number of people killed was down by 41 per cent. In line with national figures, the trend in the number of fatalities has been broadly flat over the last four years.

Figure 3 Fatalities for the baseline (2005–2009) and 2015–2019



Source: STATS19

#### Key Points

- 40 pedestrian fatalities, out of 68, were as a result of a collision with a car.
- Motorcyclists account for one per cent of journeys and 25 per cent of fatalities<sup>4</sup>.
- There were at least eight fatalities that are believed to be the result of deliberate acts of violence involving vehicles.
- In 2019 there was the first reported fatality of a person riding of an electric scooter (or e-scooter), involved in a collision with a heavy goods vehicle (HGV).
- In 2019 there were 17 fatalities where the vehicle involved failed to stop at the scene of the collision. This is an increase on 2018 where there were 14.
- 2019 also saw an increase in collisions involving emergency vehicles (police vehicles, ambulances and fire engines). In 2019 there were three fatalities related to police pursuits.

Table 2 Fatalities during 2019 compared with the 2005–09 average and 2018.

Casualty severity	User group	Casualty numbers			Percentage change in 2019 over	
		2005–2009 average	2018	2019	2018	2005–2009 average
Fatal	Bus or coach occupants	2	1	2	100%	-17%
	Car occupants	49	16	17	6%	-66% *
	Motorcyclists	43	22	31	41%	-29%
	Pedestrians	96	57	68	19%	-29% *
	Pedal cyclists	17	12	5	-58%	-70% *
	Other vehicle occupants	3	4	2	-50%	-38%
	<b>Total</b>		<b>211</b>	<b>112</b>	<b>125</b>	<b>12%</b>
	Children (under 16yrs)	12	0	5	-	-57% *

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.

<sup>4</sup> Additional reporting on Casualty Rates to be provided in October 2020



## 2.2 People with serious injuries

In 2019 there were 3,780 seriously injured casualties reported on London's roads. This is a decrease of four per cent on 2018, and 39 per cent lower than the 2005-09 baseline.

All modes have seen a decrease against 2018 levels. Significant reductions are seen across all mode against the baseline except serious injuries to pedal cyclists that have increased by 21%.

Table 3 Serious injuries during 2019 compared with the 2005-09 average and 2018.

Casualty severity	User group	Casualty numbers			Percentage change in 2019 over	
		2005-2009		2019	2005-2009	
		average	2018		2018	average
Serious	Bus or coach occupants	275	111	89	-20%	-68% *
	Car occupants	1,724	607	557	-8%	-68% *
	Motorcyclists	1,353	1,058	988	-7%	-27% *
	Pedal cyclists	641	770	773	0%	21%
	Pedestrians	2,004	1,309	1,282	-2%	-36% *
	Other vehicle occupants	194	98	91	-7%	-53% *
	<b>Total</b>	<b>6,192</b>	<b>3,953</b>	<b>3,780</b>	<b>-4%</b>	<b>-39% *</b>
	Children (under 16yrs)	608	241	211	-12%	-65% *

## 2.3 People with slight injuries

In 2019 there were 26,102 slightly injured casualties reported on London's roads. This is a two per cent reduction on 2018, with the greatest difference being a 19 per cent reduction amongst bus and coach passengers.

Table 4 Slight injuries during 2019 compared with the 2005-09 average and 2018.

Casualty severity	User group	Casualty numbers			Percentage change in 2019 over	
		2005-2009		2019	2005-2009	
		average	2018		2018	average
Slight	Bus or coach occupants	1,434	1,339	1,083	-19% *	-24% *
	Car occupants	12,844	11,181	10,883	-3%	-15% *
	Motorcyclists	3,592	4,042	4,372	8%	22% *
	Pedal cyclists	2,673	3,973	3,856	-3%	44% *
	Pedestrians	3,856	4,396	4,312	-2%	12% *
	Other vehicle occupants	1,017	1,595	1,596	0%	57% *
	<b>Total</b>	<b>25,416</b>	<b>26,526</b>	<b>26,102</b>	<b>-2%</b>	<b>3% *</b>
	Children (under 16yrs)	1,805	1,720	1,630	-5%	-10% *

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.

## 2.4 Total casualties

There was a total of 30,007 casualties of all severities on London's roads in 2019. This is two per cent lower than in 2018 and six per cent lower than the 2005-09 baseline. Comparisons to trends in other data sources available seem to suggest little change or a slight fall in casualties would be expected between 2018 and 2019.

Table 5 Total casualties during 2019 compared with the 2005-09 average and 2018.

Casualty severity	User group	Casualty numbers			Percentage change in 2019 over	
		2005-2009		2019	2005-2009	
		average	2018		2018	average
All	Bus or coach occupants	<i>1,711</i>	1,451	1,174	-19% *	-31% *
	Car occupants	<i>14,617</i>	11,804	11,457	-3%	-22% *
	Motorcyclists	4,989	5,122	5,391	5%	8% *
	Pedal cyclists	<i>3,410</i>	4,755	4,634	-3%	36% *
	Pedestrians	<i>5,877</i>	5,762	5,662	-2%	-4% *
	Other vehicle occupants	<i>1,215</i>	1,697	1,689	0%	39% *
	<b>Total</b>	<b><i>31,819</i></b>	<b>30,591</b>	<b>30,007</b>	<b>-2%</b>	<b>-6% *</b>
	Children (under 16yrs)	<i>2,413</i>	1,961	1,841	-6%	-24% *

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.

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 (38 per cent of total casualties in 2019).

Table 6 Casualties in 2019 – mode of travel by severity and change over 2018.

Mode of travel	Severity of casualty in 2019 (and percentage change over 2018)						% of total in 2019
	Fatal	Serious	Slight	Total	% change	% of total	
Bus or coach	2 (100%)	89 (-20%)	1,083 * (-19%)	1,174 * (-19%)		4%	
Car	17 (6%)	557 (-8%)	10,883 * (-3%)	11,457 (-3%)		38%	
Goods vehicle	0 (0%)	44 (10%)	550 * (-7%)	594 (-6%)		2%	
Motorcycle	31 (41%)	988 (-7%)	4,372 (8%)	5,391 (5%)		18%	
Pedal cycle	5 (-58%)	773 (1%)	3,856 (-3%)	4,634 (-3%)		15%	
Pedestrian	68 (19%)	1,282 (-2%)	4,312 (-2%)	5,662 (-2%)		19%	
Taxi or private hire	0 (-100%)	30 (-32%)	916 (1%)	946 (-1%)		3%	
Other vehicle	2 (0%)	17 (21%)	130 * (44%)	149 (41%)		0%	
<b>Total</b>	<b>125 (12%)</b>	<b>3,780 (-4%)</b>	<b>26,105 (-2%)</b>	<b>30,007 (-2%)</b>		<b>100%</b>	
<b>% of total in 2019</b>	<b>0%</b>	<b>13%</b>	<b>87%</b>	<b>100%</b>			

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



### 3. 2019 collisions - vehicles involved

#### 3.1 Casualties by vehicle involved

Table 7 below sets out the recorded vehicles that were involved in the collisions that resulted in casualties. It should be noted that some collisions involve multiple other vehicles, some involve no other vehicles and some are unknown. In addition a lot more effort has been spent this year in reviewing the “Other vehicle” category than for the 2018 data.

In 2019 cars continue to dominate as the ‘other vehicle involved’ with a particular increase in fatal collisions compared to 2018. Further analysis over the last three years shows that overall the vehicles involved in collisions has remained constant in terms of modal split.

Table 7 Casualties in 2019 – vehicle involved by severity and change over 2018.

Other vehicle involved	Severity of casualty in 2019 (and percentage change over 2018)						Total	% of total in 2019	
	Fatal		Serious		Slight				
Bus or coach	12	-9%	133	(-1%)	608	(-6%)	753	(-5%)	4%
Car	64	(31%)	1,985	(0%)	9,862	(4%)	11,911	(4%)	62%
Goods vehicle	21	(-32%)	445	(6%)	2,848	(2%)	3,314	(2%)	17%
Motorcycle	5	(150%)	200	(-12%)	934	(6%)	1,139	(3%)	6%
Pedal cycle	2	(100%)	84	(4%)	241	(-6%)	327	(-4%)	2%
Pedestrian	-	-	-	-	-	-	-	-	-
Taxi or private hire	2	(-50%)	235	(-12%)	1,319	(-9%)	1,556	(-10%)	8%
Other vehicle	1	(-50%)	41	(-40%)	165	(-69%)	207	(-66%)	1%
<b>Total*</b>	<b>107</b>	<b>(7%)</b>	<b>3,123</b>	<b>(-2%)</b>	<b>15,977</b>	<b>(0%)</b>	<b>19,207</b>	<b>(0%)</b>	<b>100%</b>
<b>% of total in 2019</b>	<b>1%</b>		<b>16%</b>		<b>83%</b>		<b>100%</b>		

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.

#### 3.2 Bus and coach involved collisions

Buses and coaches are now reported separately by the MPS. Table 8 below compares KSIs involving buses for 2019 and 2018.

Unfortunately in 2019 one bus passenger was fatally injured whilst attempting to board a bus, and one bus driver was killed in a road collision.

Table 8 Casualties involving buses in 2019 by severity and change over 2018.

Mode	Fatal		Serious		Slight		Total	
	2019		2019		2019		2019	
Bus driver/passenger	2	-100%	86	(-17%)	1,004	(-21%)	1,092	(-21%)
Car	-	(-100%)	11	(-27%)	172	(-9%)	183	(-10%)
Goods vehicle	-	-	-	-	11	(-31%)	11	(-31%)
Motorcycle	3	∞	9	(-10%)	40	-3%	52	-6%
Pedal cycle	-	(-100%)	13	-8%	49	(-23%)	62	(-19%)
Pedestrian	6	(-25%)	79	(-6%)	189	(-3%)	274	(-4%)
Taxi or private hire	-	-	-	-	10	(-58%)	10	(-58%)
Other vehicle	-	-	-	(-100%)	2	-100%	2	(-33%)
<b>Total</b>	<b>11</b>	<b>0%</b>	<b>198</b>	<b>(-13%)</b>	<b>1,477</b>	<b>(-18%)</b>	<b>1,686</b>	<b>(-17%)</b>

Source: STATS19.

The number of people killed or seriously injured in or by a bus fell by 12 per cent between 2018 and 2019, to 209 people which is the lowest number on record. This is 64 per cent down on the 2005-09 baseline.

## 4. Further information

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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## Appendix A - Strengths and weaknesses of the data

### A.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 slight<sup>5</sup>. Back estimated changes in the number of casualties takes into account changes in the police reporting of injury severity and online self reporting.

This has had a large impact on the number of serious injuries recorded in 2016 (2,385), 2017 (3,750), 2018 (3,953) and 2019 (3,780) compared with 2015 (1,956). Some of these serious injuries may previously have been classified as slight injuries which means that the 2016, 2017, 2018 and 2019 serious injury figures are not comparable to previous years and to each other.

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'.<sup>6</sup>

### A.2 Quality assurance

Quality assurance checks of collision records is undertaken by the police forces and TfL. The MPS undertakes severity reviews to ensure that casualties are classified correctly and to an agreed set of criteria. This is particularly important for self-reports made by the public to ensure consistency. These reviews take place a few months in arrears. Earlier this year, 2020, the responsibility for undertaking these reviews passed between two different teams in the MPS resulting in an increase in the percentage of casualties downgraded from serious to slight. This change is shown in Figure A1 below and has most likely resulted in the increase in slight injuries and decrease in serious ones during October and November.

Further work will be undertaken fully understand the impact of this change and will be reported in due course.

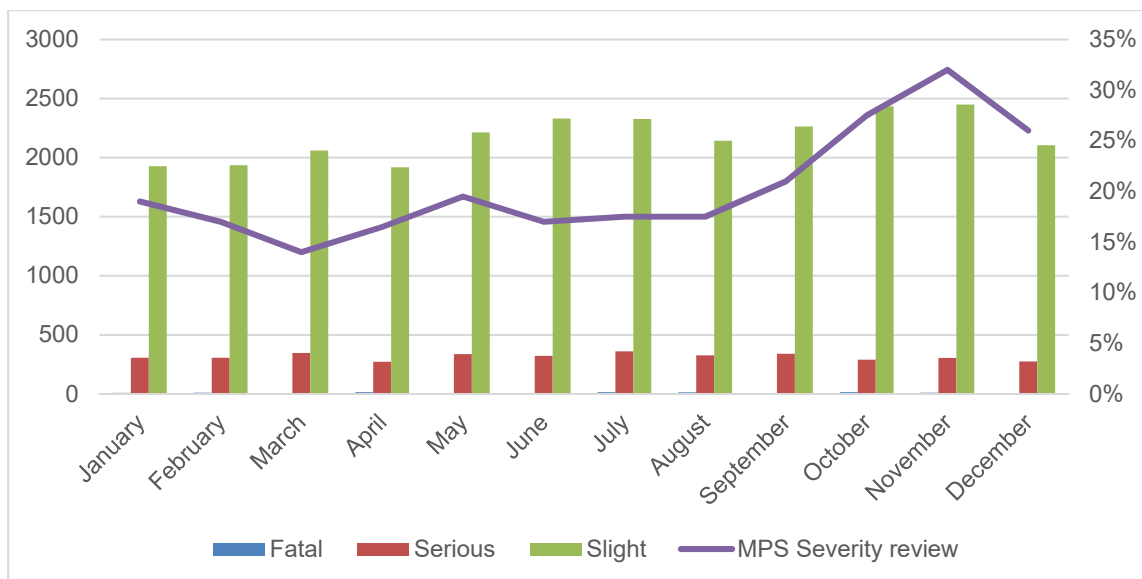
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<sup>5</sup> <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2017>

<sup>6</sup> <https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>



Figure A1 Casualty class by month and with the MPS severity review percentages.

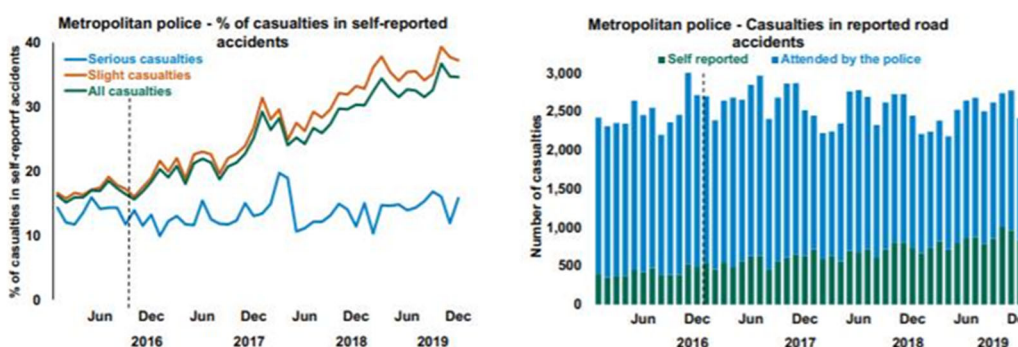


TfL has recently launched a new collision database and analysis tool Collstats with 2019 collision data being the first year to be processed through it. Collstats receives a live feed (API) of collision reports from the MPS and has been designed to undertake numerous validation checks to help ensure the records received are to the standard required. However, despite the improvements in systems there is still a lot of manual checking and amending required. TfL is currently in the process of providing access to Collstats to the London boroughs and other interested stakeholders with live dashboards and analysis available via the linked PowerBI app.

### A.3 Self-reports

The introduction of online self-reporting<sup>7</sup> has made it easier for members of the public to report collisions to the police. Figure A2 shows that there has been a continued increase in the number of self-reported casualties during 2019 when compared to 2018.

Figure A2 Graphs showing the increase in self-reporting in London since 2016



Source: DfT. Reported road casualties in Great Britain: provisional results 2019

Table A1 below provides details of the self-reports in 2019 by casualty class and compared to 2018.

<sup>7</sup> <https://www.met.police.uk/ro/report/rti/report-a-road-traffic-incident/>



Table A1 Self-reported casualties in 2019 – mode of travel by severity and percentage change over 2018.

Mode of travel	Severity of casualty in 2019 (and percentage change over 2018)						Total	% of self reported casualties in 2019	% of all casualties in 2019
	Fatal		Serious		Slight				
Bus or coach	1	∞	11	10%	113	36% *	125 *	1%	11%
Car	0	∞	51	-27% *	4,258	18% *	4,309 *	44%	38%
Goods vehicle	0	∞	2	-67%	173	2%	175	2%	29%
Motorcyclist	0	∞	69	15%	1,172	84% *	1,241 *	13%	23%
Pedal cycle	0	∞	223	9%	1,909	7% *	2,132 *	22%	46%
Pedestrian	0	∞	167	2%	1,157	3%	1,324	14%	23%
Taxi or private hire	0	∞	7	-53%	441	141% *	448 *	5%	47%
Other vehicle	0	∞	2	0	39	26%	41	0%	28%
<b>Total</b>	<b>1</b>	<b>∞</b>	<b>532</b>	<b>0%</b>	<b>9,262</b>	<b>20% *</b>	<b>9,795</b>	<b>19%</b>	<b>33%</b>
<b>% of total in 2019</b>	<b>0%</b>		<b>5%</b>		<b>95%</b>		<b>100%</b>		

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

Unusually in 2019 there was one self-reported fatality. This occurred when a passenger slipped boarding a bus and hit his head on the pavement. A serious injury was sustained and the passenger was taken to hospital without the police attending the scene. This incident was reported by a member of the passenger's family (therefore self-reported). Unfortunately this person passed away due to his injuries 5 days later.

#### A.4 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 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.

## Appendix B – Borough tables

Table B1 Casualties in Greater London 2019 by borough and percentage change over 2018.

Borough	Total casualties		Pedestrians		Cyclists		Motorcyclists		Car occupants		Total vehicle occupants	
Camden	1,006	-2%	259	4%	247	-4%	227	4%	172	-14%	747	-4%
City of London	343	10%	104	21%	133	28% *	50	-29% *	23	53%	239	5%
Greenwich	896	1%	131	1%	85	-17%	149	11%	448	7%	765	1%
Hackney	1,002	2%	228	10%	219	-12%	181	1%	263	13%	774	-1%
Hammersmith & Fulham	783	-1%	167	-8%	157	-13%	234	12%	153	-2%	616	1%
Islington	791	-7%	139	-13%	254	-3%	211	12%	119	-25% *	652	-6%
Kensington & Chelsea	781	4%	183	13%	165	-7%	234	23% *	120	-15%	598	2%
Lambeth	1,357	-7% *	234	-21% *	318	-8%	312	0%	338	-1%	1,123	-3%
Lewisham	947	-6%	172	2%	158	-4%	170	21% *	365	-10%	775	-8% *
Southwark	1,273	-1%	213	-9%	363	1%	241	-5%	327	14%	1,060	0%
Tower Hamlets	1,335	0%	225	-4%	288	-5%	251	-1%	416	6%	1,110	1%
Wandsworth	1,070	-3%	191	-4%	256	-12%	306	15%	222	-17% *	879	-3%
Westminster	1,710	0%	477	3%	385	1%	348	-3%	252	2%	1,233	-1%
<b>Total Inner London</b>	<b>13,294</b>	<b>-2%</b>	<b>2,723</b>	<b>-2%</b>	<b>3,028</b>	<b>-5% *</b>	<b>2,914</b>	<b>5%</b>	<b>3,218</b>	<b>-2%</b>	<b>10,571</b>	<b>-2%</b>
Barking & Dagenham	795	0%	109	4%	60	46% *	75	17%	457	-8%	686	0%
Barnet	1,157	-5%	235	2%	63	-16%	168	-7%	589	-6%	922	-6%
Bexley	595	-6%	81	-20%	33	-11%	67	-7%	354	-3%	514	-4%
Brent	1,012	-8% *	204	-8%	80	-7%	226	-8%	411	-5%	808	-8% *
Bromley	883	-1%	146	-1%	100	16%	115	-14%	468	6%	737	-1%
Croydon	1,127	7% *	242	14%	86	-4%	195	17%	513	5%	885	6%
Ealing	1,197	3%	201	1%	119	-1%	229	21% *	532	0%	996	3%
Enfield	1,166	3%	210	12%	48	-2%	135	19%	670	2%	956	2%
Haringey	1,020	0%	197	1%	126	17%	218	25% *	393	-6%	823	0%
Harrow	499	-2%	107	-10%	33	-18%	78	22%	256	4%	392	0%
Havering	761	-3%	102	11%	33	-28%	57	8%	470	-4%	659	-5%
Hillingdon	859	-6%	125	-16%	60	9%	100	23%	507	-8%	734	-5%
Hounslow	894	-7%	150	4%	123	-3%	132	-22% *	419	-2%	744	-8% *
Kingston-Upon-Thames	406	4%	58	-19%	71	-18%	80	18%	161	15%	348	10%
Merton	562	-6%	88	-23% *	83	0%	126	5%	226	-3%	474	-2%
Newham	1,102	1%	216	-2%	101	-3%	127	26% *	555	4%	886	2%
Redbridge	885	-10% *	154	-7%	62	15%	76	-11%	537	-13% *	731	-11% *
Richmond-Upon-Thames	475	-5%	76	-10%	144	7%	80	-13%	139	-11%	399	-5%
Sutton	530	4%	85	10%	55	49% *	84	27%	263	-9%	445	3%
Waltham Forest	788	-7%	153	-3%	126	7%	109	-2%	319	-18% *	635	-7%
<b>Total Outer London</b>	<b>16,713</b>	<b>-2% *</b>	<b>2,939</b>	<b>-2%</b>	<b>1,606</b>	<b>2%</b>	<b>2,477</b>	<b>5% *</b>	<b>8,239</b>	<b>-3% *</b>	<b>13,774</b>	<b>-2% *</b>
<b>Greater London</b>	<b>30,007</b>	<b>-2% *</b>	<b>5,662</b>	<b>-2%</b>	<b>4,634</b>	<b>-3%</b>	<b>5,391</b>	<b>5% *</b>	<b>11,457</b>	<b>-3% *</b>	<b>24,345</b>	<b>-2% *</b>

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



Table B2 Casualties class in Greater London 2019 by borough and percentage change over 2018.

Borough	Fatal**		Fatal and Serious				Slight		Total Casualties	
			Serious		(KSIs)					
Camden	4	-1	137	-7%	141	-7%	865	-1%	1,006	-2%
City of London	1	0	75	-7%	76	-7%	267	16%	343	10%
Greenwich	5	-3	86	-15%	91	-17%	805	3%	896	1%
Hackney	4	2	145	-8%	149	-7%	853	3%	1,002	2%
Hammersmith & Fulham	4	3	95	-14%	99	-12%	684	1%	783	-1%
Islington	2	0	109	-22% *	111	-21% *	680	-4%	791	-7%
Kensington & Chelsea	2	-1	111	-10%	113	-10%	668	7%	781	4%
Lambeth	3	2	197	-2%	200	-1%	1,157	-8% *	1,357	-7% *
Lewisham	3	-3	116	15%	119	11%	828	-8% *	947	-6%
Southwark	1	-1	163	-13%	164	-13%	1,109	1%	1,273	-1%
Tower Hamlets	3	1	157	-2%	160	-2%	1,175	0%	1,335	0%
Wandsworth	8	2	160	-2%	168	-1%	902	-4%	1,070	-3%
Westminster	4	1	243	-10%	247	-9%	1,463	2%	1,710	0%
<b>Total Inner London</b>	<b>44</b>	<b>5%</b>	<b>1,794</b>	<b>-8% *</b>	<b>1,838</b>	<b>-7% *</b>	<b>11,456</b>	<b>-1%</b>	<b>13,294</b>	<b>-2%</b>
Barking & Dagenham	4	2	85	-13%	89	-11%	706	2%	795	0%
Barnet	4	0	141	8%	145	7%	1,012	-6%	1,157	-5%
Bexley	3	0	74	-5%	77	-5%	518	-7%	595	-6%
Brent	6	1	113	-25% *	119	-23% *	893	-6%	1,012	-8% *
Bromley	7	4	99	-8%	106	-5%	777	-1%	883	-1%
Croydon	8	4	156	46% *	164	48% *	963	3%	1,127	7%
Ealing	4	-1	137	-1%	141	-2%	1,056	4%	1,197	3%
Enfield	5	-3	116	-2%	121	-4%	1,045	4%	1,166	3%
Haringey	3	1	107	-8%	110	-7%	910	1%	1,020	0%
Harrow	2	2	54	-24%	56	-21%	443	1%	499	-2%
Havering	3	0	88	14%	91	14%	670	-5%	761	-3%
Hillingdon	5	-1	104	-13%	109	-13%	750	-5%	859	-6%
Hounslow	6	4	111	-8%	117	-4%	777	-7%	894	-7%
Kingston-Upon-Thames	1	-1	59	11%	60	9%	346	4%	406	4%
Merton	8	5	85	15%	93	21%	469	-10%	562	-6%
Newham	2	-3	133	29% *	135	25% *	967	-1%	1,102	1%
Redbridge	2	1	98	-5%	100	-4%	785	-11% *	885	-10% *
Richmond-Upon-Thames	2	0	70	-16%	72	-15%	403	-3%	475	-5%
Sutton	3	0	65	-3%	68	-3%	462	5%	530	4%
Waltham Forest	3	-4	91	-5%	94	-9%	694	-6%	788	-7%
<b>Total Outer London</b>	<b>81</b>	<b>16%</b>	<b>1,986</b>	<b>-1%</b>	<b>2,067</b>	<b>-1%</b>	<b>14,646</b>	<b>-2% *</b>	<b>16,713</b>	<b>-2% *</b>
<b>Greater London</b>	<b>125</b>	<b>12%</b>	<b>3,780</b>	<b>-4% *</b>	<b>3,905</b>	<b>-4% *</b>	<b>26,102</b>	<b>-2% *</b>	<b>30,007</b>	<b>-2% *</b>

Source: STATS19. Note: Asterisks (\*) indicate where changes are significant at the 95 per cent confidence level, applying the Poisson probability distribution. \*\*FATALS change from 2018 have been given in absolute values for the boroughs as numbers involved are too small to be meaningfully represented as percentages

Table B3 Vehicles involved in collisions in the Greater London area by vehicle type and percentage of total, 2018.

Borough	Pedal Cycle		Motorcycle		Car		Taxi and private hire		Bus or coach		Goods vehicle		Other vehicle		Total
Camden	269	17%	279	18%	638	40%	149	9%	80	5%	146	9%	18	1%	1,579
City of London	155	30%	69	13%	109	21%	94	18%	27	5%	61	12%	5	1%	520
Greenwich	87	6%	169	12%	903	67%	34	3%	51	4%	102	8%	7	1%	1,353
Hackney	229	15%	229	15%	792	52%	80	5%	64	4%	112	7%	10	1%	1,516
Hammersmith & Fulham	169	13%	286	23%	570	45%	79	6%	41	3%	105	8%	11	1%	1,261
Islington	273	21%	244	18%	569	43%	84	6%	37	3%	108	8%	15	1%	1,330
Kensington & Chelsea	172	14%	265	21%	517	41%	158	13%	36	3%	90	7%	13	1%	1,251
Lambeth	337	16%	351	16%	1,086	51%	101	5%	88	4%	174	8%	12	1%	2,149
Lewisham	163	11%	189	13%	884	62%	47	3%	44	3%	93	6%	12	1%	1,432
Southwark	378	19%	287	15%	933	48%	96	5%	82	4%	143	7%	23	1%	1,942
Tower Hamlets	308	15%	298	15%	1,040	52%	131	7%	56	3%	142	7%	17	1%	1,992
Wandsworth	267	15%	357	21%	840	49%	64	4%	71	4%	110	6%	16	1%	1,725
Westminster	425	17%	416	16%	915	36%	386	15%	136	5%	232	9%	42	2%	2,552
<b>Total Inner London</b>	<b>2,963</b>	<b>16%</b>	<b>3,160</b>	<b>17%</b>	<b>9,158</b>	<b>48%</b>	<b>1,354</b>	<b>7%</b>	<b>733</b>	<b>4%</b>	<b>1,472</b>	<b>8%</b>	<b>183</b>	<b>1%</b>	<b>19,023</b>
Barking & Dagenham	61	5%	81	7%	826	72%	30	3%	38	3%	111	10%	8	1%	1,155
Barnet	66	4%	183	11%	1,260	73%	29	2%	60	3%	125	7%	10	1%	1,733
Bexley	33	4%	69	8%	657	74%	11	1%	28	3%	77	9%	7	1%	882
Brent	81	5%	254	16%	1,009	65%	46	3%	43	3%	98	6%	12	1%	1,543
Bromley	105	8%	127	10%	939	71%	29	2%	26	2%	84	6%	8	1%	1,318
Croydon	89	5%	210	12%	1,177	70%	43	3%	49	3%	109	6%	9	1%	1,686
Ealing	123	7%	246	14%	1,131	64%	51	3%	59	3%	151	9%	14	1%	1,775
Enfield	50	3%	144	8%	1,335	76%	33	2%	44	2%	151	9%	9	1%	1,766
Haringey	131	8%	247	16%	965	63%	54	3%	52	3%	87	6%	7	0%	1,543
Harrow	34	5%	85	12%	543	73%	20	3%	20	3%	29	4%	8	1%	739
Havering	34	3%	55	5%	806	75%	13	1%	45	4%	122	11%	6	1%	1,081
Hillingdon	61	5%	107	8%	957	73%	44	3%	25	2%	102	8%	7	1%	1,303
Hounslow	127	9%	144	10%	938	67%	44	3%	37	3%	105	7%	6	0%	1,401
Kingston-Upon-Thames	74	12%	87	14%	385	61%	9	1%	22	3%	54	9%	4	1%	635
Merton	84	10%	133	15%	549	62%	22	2%	26	3%	64	7%	4	0%	882
Newham	106	7%	141	9%	1,106	70%	64	4%	42	3%	104	7%	17	1%	1,580
Redbridge	63	5%	80	6%	981	78%	24	2%	26	2%	72	6%	7	1%	1,253
Richmond-Upon-Thames	151	20%	94	12%	429	56%	21	3%	15	2%	56	7%	6	1%	772
Sutton	55	7%	93	11%	562	69%	17	2%	25	3%	61	7%	5	1%	818
Waltham Forest	127	11%	124	10%	744	63%	45	4%	44	4%	93	8%	9	1%	1,186
<b>Total Outer London</b>	<b>755</b>	<b>8%</b>	<b>934</b>	<b>10%</b>	<b>6,713</b>	<b>69%</b>	<b>258</b>	<b>3%</b>	<b>263</b>	<b>3%</b>	<b>740</b>	<b>8%</b>	<b>62</b>	<b>1%</b>	<b>9,725</b>
<b>Greater London</b>	<b>3,718</b>	<b>13%</b>	<b>4,094</b>	<b>14%</b>	<b>15,871</b>	<b>55%</b>	<b>1,612</b>	<b>6%</b>	<b>996</b>	<b>3%</b>	<b>2,212</b>	<b>8%</b>	<b>245</b>	<b>1%</b>	<b>28,748</b>

Source: STATS19

