



Collisions and casualties on London's roads: Annual report 2013

MAYOR OF LONDON



**TRANSPORT
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Foreword

Our target is a 40 per cent reduction in the number of people killed and seriously injured (KSI) on London's roads, with a long term ambition of streets free from death and serious injury. We have always kept that in our sights, and the encouraging casualty declines in 2013 show that we remain on track to maintain the downward trend in road casualties.

The reduction in the total number KSI casualties on London's roads fell by 23 per cent in 2013 compared to 2012 and fell to the lowest levels since records began. Pedestrian KSIs were significantly down by 25 per cent compared to 2012.

The road safety programme in London – bringing together our key partners including, the Metropolitan and City of London Police Services, London's borough councils, and the private sector – amounts to a co-ordinated and sustained campaign to make our streets safe for all who use them.

2014 has already seen great progress, as we began to deliver on the many strands of the Safe Streets for London action plan published last summer. Numerous schemes are already well underway to tackle all sides of the issue. We have published the six commitments which make clear how TfL, the boroughs and other partners will be working to meet London's road safety target and drive down road casualties.

We are working with our partners in London's boroughs to help manage speed, with more 20 mph zones and limits and upgraded speed cameras. In partnership with the police, Operation Safeway has proved a highly visible and effective way of clamping down on dangerous behaviours, and educating all road users about their safety.

We announced the locations for the Better Junctions programme earlier this year, and have started to consult on new designs, before pressing ahead with rebuilding many of the Capital's worst junctions. £300m of investment will support this vital work.

Alongside these tried and tested methods, we are working with partners and stakeholders to innovate, with new solutions for London. Trials are underway of technologies that help bus drivers detect cyclists near their vehicles. Our new digital speed cameras will never run out of film and also operate as red light cameras when the traffic lights change. We will soon be testing Pedestrian SCOOT on streets in Wandsworth, which will intelligently detect groups of pedestrians at crossings and adjust the green man time accordingly.

I am determined that freight operators in London work to the highest safety standards, and we are keeping up pressure in the UK and Europe to improve vehicle design, and to ban any vehicles from London that do not meet the required

standards. I am delighted that London's boroughs have been so supportive of this work, and that our joint Safer Lorry Scheme is moving swiftly towards implementation.

Despite all of this activity there is still a great deal to do to make London's streets truly safe. As we progress this work we will remain open and transparent. We are publishing the KSI data that tracks our progress quarterly rather than annually and from this year we are also publishing quarterly statistics for bus casualties. Our new collision statistics tools give a powerful and precise way for road safety practitioners to interrogate the casualty data, and our data feed showing speed limits across the city is being shared with satnav and mapping companies to ensure drivers know the limits.

There is much still to come, especially as our engineering programmes enter their delivery phase. We are confident that continued investment, strong partnerships and a joint focus on the most vulnerable road users and the most dangerous locations will see a continued long-term downward trend in road casualties.

A handwritten signature in black ink, appearing to read 'Peter Hendy'.

Sir Peter Hendy CBE, Commissioner, Transport for London

1. SUMMARY

In 2013 the Mayor and TfL published *Safe Streets for London*¹, an ambitious plan to make London's roads and streets safer for all who use them. With an ambition to work together towards roads free from death and serious injury, it contains 56 actions that will transform road safety in the Capital, and reduce killed and serious injury (KSI) casualties by 40 per cent by the end of the decade.

In order to achieve our challenging road safety target, we have more than doubled the level of investment in making London's roads safer to over £250 million over the period of the business plan to 2020/21. The business plan also sets out a total of £913m of investment for the Mayor's Cycling Vision, which will boost cycling provision in the Capital. Among the many improvements in the near future will be Barclays Cycle Superhighways; a network of new backstreet Quietways; a central London grid of linked cycle paths; and greater segregation of cyclists from traffic where necessary.

Over the last year, against a backdrop of a significant reduction in the number of KSI casualties occurring in the Capital, we have successfully raised the overall awareness of its road safety ambition. This has been achieved through forging stronger partnerships with stakeholders and better dissemination and sharing of data and knowledge than ever before.

In March 2014, TfL published *Safe London Streets - Our Six Road Safety Commitments*². These commitments make clear how TfL, the boroughs and other partners are working to meet London's road safety target.

1. To lead the way in achieving a 40 per cent reduction in the number of people killed or seriously injured on the capital's roads by 2020 - with a longer term ambition of freeing London's roads from death and serious injury.
2. To prioritise safety of the most vulnerable groups - pedestrians, cyclists and motorcyclists - which make up around 80 per cent of serious and fatal collisions.
3. To provide substantial funding for road safety, invested in the most effective and innovative schemes.
4. To increase efforts with the police, boroughs and enforcement agencies in tackling illegal, dangerous and careless road user behaviour that puts people at risk.
5. To campaign for changes in national and EU law to make roads, vehicles and drivers safer.
6. To work in partnership with boroughs and London's road safety stakeholders to spread best practice and share data and information.

¹ Safe Streets for London: The Road Safety Action Plan for London, TfL, 2013

² Safe London Streets - Our Six Road Safety Commitments, TfL, 2014

TfL, with its partners, has already taken important steps to prioritise the safety of the most vulnerable road users in London by publishing specific action plans for pedestrians, cyclists and motorcyclists. The Safe Streets for London Plan set out TfL's road safety strategy using a 'safe system' approach, with actions categorised by:

- Safe Roads.
- Safe Vehicles.
- Safe People.
- Delivering in Partnership.

This annual report describes the progress made in delivering across all these areas in the past year.

Under the category of **Safe Roads**, we have worked with the London boroughs and other stakeholders to develop a new framework for planning, designing and managing London's roads and streets, based on the differing functions of the "Street Types" as set out in the Roads Task Force report³. Our approach to identifying high casualty locations has been overhauled and now prioritises investigating locations with high vulnerable road user injuries.

In January 2014 it was announced that 20 mph speed limits will be introduced on two corridors on TfL's road network in the City of London. Guidance on speed limit enforcement was updated by the Association of Chief Police Officers (ACPO) in 2013 following a commitment from ACPO to enforce all speed limits following TfL input. In the same month, the UK's first low-level signals for cyclists were installed by TfL at Bow roundabout, following successful off-street trials that were carried out in 2013 at the TRL test track. These trials are complemented by the Better Junctions programme which will radically overhaul 33 junctions to improve safety for cyclists.

Installations of Pedestrian Countdown signals have continued apace and there are now over 200 locations with this user friendly technology. Innovation with signals has continued with trials of pedestrian SCOOT starting. This technology uses sensors to detect larger groups of pedestrians and extends the green man phase when needed.

Further progress was made on TfL's safety camera replacement programme. This will invest over £30 million to replace outdated wet film safety cameras across London's road network. This programme also includes innovative trials of average speed cameras which will reduce speed related KSI's and reduce congestion on four key corridors.

Under the banner of **Safe Vehicles**, we have made strong progress in developing and updating London's digital speed limit map. A trial of optical and radar-based detection technology on a number of vehicles in the bus fleet was undertaken this summer and TfL also announced that it will run a trial of Intelligent Speed Assistance on a number of buses. These initiatives will help us understand the potential role

³ The Vision and Direction for London's streets and roads: The Roads Task Force, 2013

these technologies have to play in promoting adherence to speed limits and better protecting pedestrians and cyclists.

Since the publication of the Safe Streets for London Plan, TfL and the Mayor have been actively lobbying the European Union to change the regulations on lorry design to improve driver visibility of vulnerable road users.

TfL also launched the Industrial Heavy Goods Vehicle (HGV) Task Force, a joint initiative funded by TfL and the Department for Transport (DfT). The Task Force aims to crack down on non-compliant HGV operators and drivers in the Capital and thereby reduce the risks and dangers on London's roads. In September 2013 the Mayor proposed the Safer Lorry Scheme. The scheme will improve the safety of HGVs operating in London and will ban the most dangerous lorries from the Capital.

Safe People activity has included Operation Safeway which ran from 25th November to 9th January in response to the tragic cluster of cyclist fatalities in late 2013. The operation saw over 2,500 Metropolitan Police officers carry out high-visibility enforcement and education activity to increase awareness of road safety issues. TfL's other efforts to improve road safety over the last year through education has seen:

- The launch of the Junior Travel Ambassador scheme with 1,200 selected ambassadors at secondary schools using TfL provided resources to raise safety awareness peer-to-peer in their schools and local communities.
- Free cycle training for almost 39,000 children at school.
- An updated Children's Traffic Club delivered to 89,000 pupils.

In order to ensure that the road safety portfolio is targeted at the right activities, places and people, TfL has brought together a Road Safety Steering Group (RSSG), involving a wide range of road safety partners and stakeholders to scrutinise, support and campaign in partnership.

A large part of our recent work has focused on placing vulnerable road user safety at the core of London's road safety agenda, through developing individual Safety Action Plans which concentrate effort on improving their safety.

- The **Motorcycle Safety Action Plan** was published in March 2014.
- The **Pedestrian Safety Action Plan** was released for wider public comment at the end of March and was published in July 2014.
- London's second, and now fully updated, **Cycle Safety Action Plan** was published in October 2014.

These plans set out the programmes that TfL, boroughs and broader stakeholders will deliver together. Together, the plans will minimise the risk to the Capital's most vulnerable road users.

The comprehensive activity outlined in this report gives a flavour of the broad span of road safety activity that TfL and its partners have delivered in the last 18 months and the progress in delivering Safe Streets for London.

2013 saw a 23 per cent reduction in KSIs on the previous year, and a drop in fatalities on the road to the second lowest level since records began. However, this is no cause for complacency and TfL has a challenge in its sights; to reduce KSIs by 40 per cent by 2020, which will only be achieved through a longer-term programme, delivered hand-in-hand with our partners.

2. COLLISIONS AND CASUALTIES IN 2013

This Annual Report provides information on personal injury road traffic collisions and casualties in Greater London during 2013, compared to both 2012 and the 2005-09 average baseline. This is the baseline against which TfL measures progress towards the new target of a 40 per cent reduction in KSI casualties by 2020, as set out in Safe Streets for London, London's Road Safety Action Plan to 2020, published in June 2013.

Data included in this report 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. The Greater London area comprises the 32 London boroughs and the City of London. It is the largest metropolitan area in Great Britain.

The information set out here should be understood in the context of the Department for Transport's national and regional policy on road safety, as set out by the national Strategic Framework for Road Safety (SFRS), published in May 2011.⁴

The SFRS sets out the policies that are intended to continue to reduce deaths and injuries on the roads. It encourages local authorities to continue to improve road safety by adopting policies that reflect local priorities and circumstances. The SFRS contains forecasts of expected casualty reductions at a national level from the 2005-09 average.

This Annual Report presents a summary of progress to date towards meeting London's road safety target, and a detailed breakdown of road casualties, collisions and vehicle details. Annual changes in collisions and casualties during 2013 should be considered in the context of long term casualty trends in London, as fluctuations year on year are not always indicative of longer term trends. It should also be noted that large percentage changes in small numbers may not necessarily be statistically significant.

Summary and general trends

A total of 23,066 road traffic collisions, involving personal injury within Greater London, were reported to the Metropolitan and City of London Police during 2013. These collisions resulted in 27,199 casualties, representing a decrease of five per cent compared to the 28,780 casualties recorded in 2012, - the lowest level of casualties on record. In 2013 there were:

- There were 2,324 KSIs, a decrease of 23 per cent.
- 132 people were fatally injured, a fall of one per cent.
- 24,875 were slightly injured, a three per cent fall.
- Pedestrian KSIs were down by 25 per cent.
- Motorcyclist KSIs were down by 19 per cent.
- Pedal cyclist KSI casualties were down 27 per cent.

⁴ Strategic Framework for Road Safety, DfT, 2011

- Child KSIs were down 31 per cent.

The 2013 casualties showed the following changes compared to the 2005-09 baseline:

- KSI casualties were down by 36 per cent.
- Fatal casualties were down by 37 per cent.
- Slight casualties were down by three per cent.
- Pedestrian KSIs were down by 31 per cent.
- Motorcyclist KSIs were down by 36 per cent.
- Pedal cyclist KSI casualties were up 16 per cent. This increase should be seen in the context of a considerable increase in cycling over this period.
- Child KSI casualties were down 43 per cent.

Collisions and casualties in Great Britain

The downward trend in road casualties in London is in line with an overall decrease in road casualties within Great Britain. However, the reduction in the numbers of KSI casualties was much greater in London than Great Britain as a whole. During 2013 there were 1,713 fatal casualties in Great Britain; two per cent lower than 2012; 21,657 serious casualties; six per cent lower than 2012; and in total there 183,670 casualties of all severities; down six per cent on 2012.

Against the 2005-09 baseline, the number of casualties in Great Britain showed the following changes in 2013:

- KSI casualties were down 22 per cent, at 23,370.
- Pedestrian KSIs were down 20 per cent, at 5,396.
- Motorcyclist KSIs were down 18 per cent at 5,194.
- Pedal cyclist KSIs, were up 29 per cent, at 3,252.

London's road safety target

To measure progress towards achieving the Mayor's long-term ambition of working together towards roads free from death and serious injury, Safe Streets for London, the Road Safety Action Plan for London 2020 published in June 2013, set a new target for London to achieve a 40 per cent reduction in KSI casualties by 2020, from a baseline of the 2005-09 average.

Accurately projecting the future number of KSI road traffic casualties on London's roads is not straightforward. It is possible, however, to make estimated projections based on past casualty rates and trends, the expected effect of current measures, and consideration of projections of traffic growth and other modal changes. This approach is in line with the methodology used by the DfT in its Strategic Framework for Road Safety (SFRS), which contains forecasts of expected casualty reductions at a national level from the 2005-09 average.

Figure 1 shows that the number of KSIs in London during 2013 was 36 per cent down on the 2005-09 baseline. Figure 2 shows KSI casualty reduction in London between 2005 and 2013, and progress towards London’s road safety target in 2020.

Although TfL is taking the lead to make roads safer, it cannot achieve these casualty reductions alone. Ninety five per cent of London’s streets are the responsibility of boroughs and there are many other partners involved in reducing casualties. Many of the required changes to improve road safety, such as engineering schemes for 20 mph zones, education and enforcement of speed limits have been implemented in recent decades. Additional progress in driving down KSI casualties will be extremely challenging. The increasing population of London and increased cycling also pose an ongoing challenge.

Figure 1: Trajectory of KSI casualty reductions and target to 2020

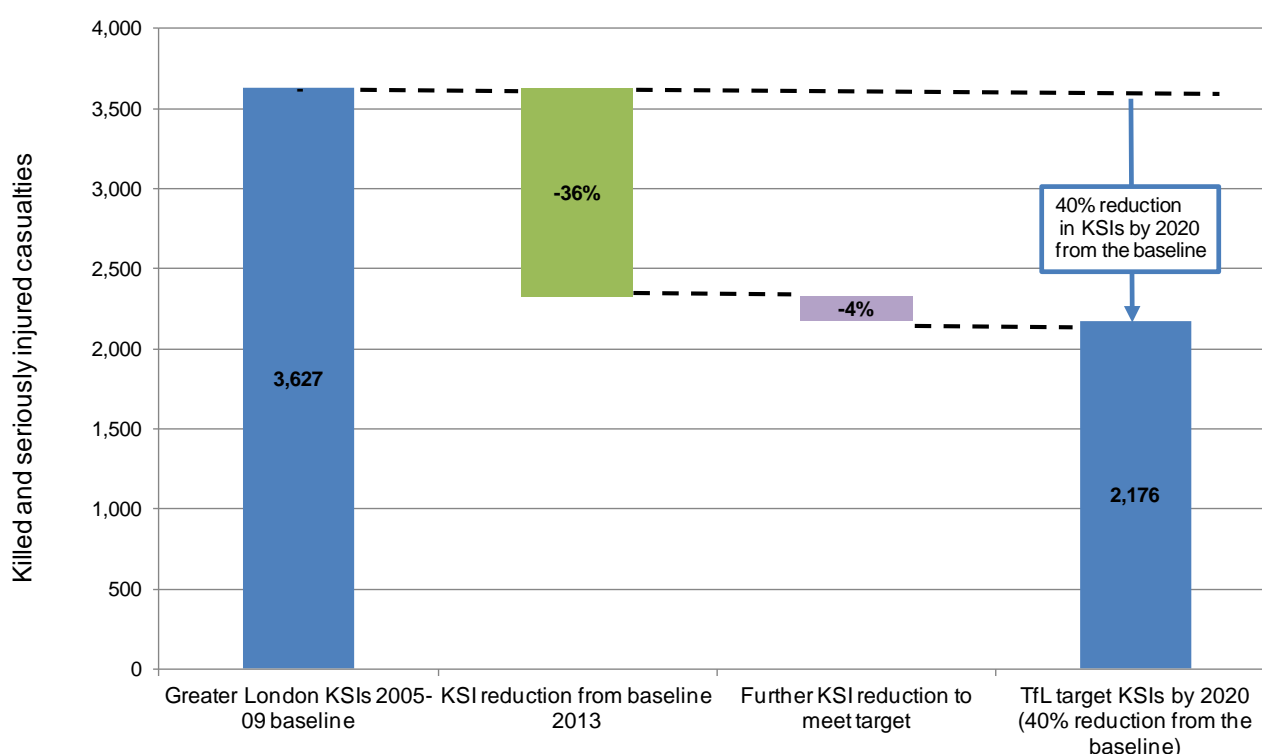
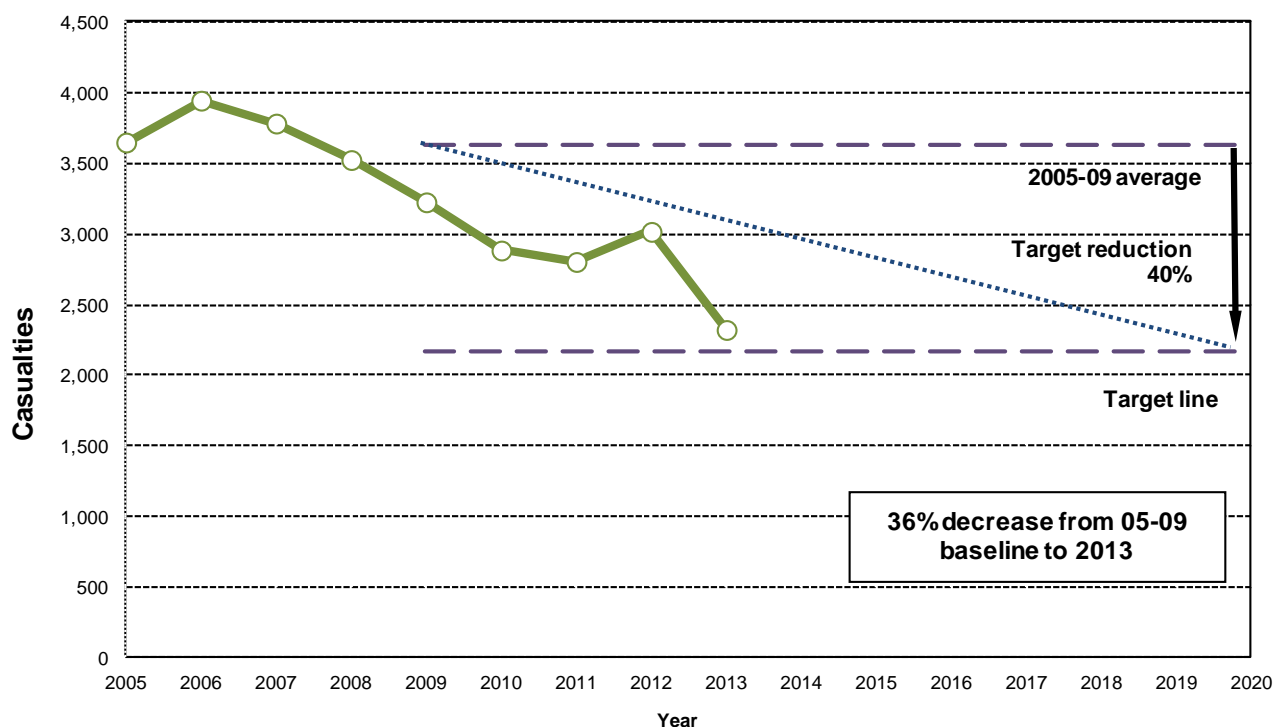


Figure 2: Trend in KSI casualties between 2005 and 2013 and to target



Casualty monitoring

This section reports casualties in Greater London during 2013 compared to 2012 and against the 2005-09 baseline. Casualties are defined as all persons killed or injured in a collision. Fatal casualties are defined as those where death occurs within 30 days of the collision. Please see the annex for definitions of casualty severity.

Casualty figures are presented for all roads in London and by highway authority; London's major roads the Transport for London Road Network (TLRN), borough roads and Highways Agency roads.

Annual changes in collisions and casualties during 2013 should be considered in the context of long term casualty trends in London, as fluctuations year on year are not always indicative of longer term trends. It should also be noted that large percentage changes in small numbers may not be statistically significant and that statistically significant year on year changes do not imply a longer term trend. Applying the Poisson probability distribution, the asterisks indicate where changes are statistically significant at the 95% confidence level. Significance testing helps to identify where change may be associated with randomness.

Table 1: Monitoring casualties in London all roads casualties in the year 2013 compared with the 2005-09 average and 2013⁵

Casualty severity	User group	Casualty numbers			Percentage change in 2013 over	
		2005-2009 average	2012	2013	2013	2005-2009 average
Fatal	Pedestrians	96.0	69	65	-6%	-32% *
	Pedal cyclists	16.6	14	14	0%	-16%
	Powered two-wheeler	43.4	27	22	-19%	-49% *
	Car occupants	49.4	19	25	32%	-49% *
	Bus or coach occupants	2.4	2	1	-50%	-58%
	Other vehicle occupants	3.2	3	5	67%	56%
	Total	211.0	134	132	-1%	-37% *
Children (under 16yrs)	11.6	5	6	20%	-48%	
Serious	Pedestrians	1,120.4	1,054	773	-27% *	-31% *
	Pedal cyclists	404.0	657	475	-28% *	18% *
	Powered two-wheeler	747.8	602	488	-19% *	-35% *
	Car occupants	899.6	429	310	-28% *	-66% *
	Bus or coach occupants	137.2	92	89	-3%	-35% *
	Other vehicle occupants	106.6	50	57	14%	-47% *
	Total	3,415.6	2,884	2,192	-24% *	-36% *
Child Fatal and serious	Child pedestrians	231.8	211	153	-27% *	-34% *
	Child pedal cyclists	32.8	27	17	-37%	-48% *
	Child car passengers	42.2	23	6	-74% *	-86% *
	Child bus/coach passengers	11.6	4	7	75%	-40%
	Other child casualties	11.8	5	4	-20%	-66% *
Children (under 16yrs)	330.2	270	187	-31% *	-43% *	
Slight	Pedestrians	4,214.0	4,143	4,343	5% *	3%
	Pedal cyclists	2,718.2	3,942	4,134	5% *	52% *
	Powered two-wheeler	3,806.4	4,022	3,992	-1%	5% *
	Car occupants	12,426.8	11,217	9,850	-12% *	-21% *
	Bus or coach occupants	1,429.8	1,232	1,381	12% *	-3%
	Other vehicle occupants	1,004.8	1,206	1,175	-3%	17% *
	Total	25,600.0	25,762	24,875	-3% *	-3% *
Children (under 16yrs)	1,889.0	1,689	1,677	-1%	-11% *	
All severities	Pedestrians	5,430.4	5,266	5,181	-2%	-5% *
	Pedal cyclists	3,138.8	4,613	4,623	0%	47% *
	Powered two-wheeler	4,597.6	4,651	4,502	-3%	-2%
	Car occupants	13,375.8	11,665	10,185	-13% *	-24% *
	Bus or coach occupants	1,569.4	1,326	1,471	11% *	-6% *
	Other vehicle occupants	1,114.6	1,259	1,237	-2%	11% *
	Total	29,226.6	28,780	27,199	-5% *	-7% *
Children (under 16yrs)	2,219.2	1,959	1,864	-5%	-16% *	

* Statistically significant changes at the 95% confidence level

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..

Table 2: Monitoring casualties on the TLRN casualties in the year 2013 compared with the 2005-09 average and 2013

Casualty severity	User group	Casualty numbers			Percentage change in 2013 over	
		2005-2009 average	2012	2013	2012	2005-2009 average
Fatal	Pedestrians	30.0	25	19	-24%	-37%
	Pedal cyclists	7.2	6	7	17%	-3%
	Powered two-wheeler	14.6	8	11	38%	-25%
	Car occupants	12.2	3	11	267% *	-10%
	Bus or coach occupants	0.4	1	0	-100%	-100%
	Other vehicle occupants	1.6	1	1	0%	-38%
	Total	66.0	44	49	11%	-26%
Children (under 16yrs)	1.4	3	2	-33%	43%	
Serious	Pedestrians	266.2	298	202	-32% *	-24% *
	Pedal cyclists	121.0	209	159	-24% *	31% *
	Powered two-wheeler	266.6	237	182	-23% *	-32% *
	Car occupants	247.0	124	83	-33% *	-66% *
	Bus or coach occupants	32.4	31	17	-45% *	-48% *
	Other vehicle occupants	100.6	19	69	263% *	-31% *
	Total	1,033.8	918	712	-22% *	-31%
Child Fatal and serious	Child pedestrians	33.4	37	26	-30%	-22%
	Child pedal cyclists	4.0	3	2	-33%	-50%
	Child car passengers	11.2	5	1	-80%	-91% *
	Child bus/coach passeng	2.2	1	2	100%	-9%
	Other child casualties	1.2	4	0	-100% *	-100%
	Children (under 16yrs)	52.0	50	31	-38% *	-40% *
Slight	Pedestrians	817.6	888	918	3%	12% *
	Pedal cyclists	790.8	1,252	1,285	3%	62% *
	Powered two-wheeler	1,340.6	1,477	1,427	-3%	6%
	Car occupants	3,556.2	3,501	3,160	-10% *	-11% *
	Bus or coach occupants	401.4	363	396	9%	-1%
	Other vehicle occupants	342.0	444	448	1%	31% *
	Total	7,248.6	7,925	7,634	-4% *	5% *
Children (under 16yrs)	318.6	340	322	-5%	1%	
All severities	Pedestrians	1,113.8	1,211	1,139	-6%	2%
	Pedal cyclists	919.0	1,467	1,451	-1%	58% *
	Powered two-wheeler	1,621.8	1,722	1,620	-6% *	0% *
	Car occupants	3,815.4	3,628	3,254	-10% *	-15% *
	Bus or coach occupants	434.2	395	413	5%	-5%
	Other vehicle occupants	378.2	464	469	1%	24% *
Total	8,282.4	8,887	8,346	-6% *	1%	

Table 3: Monitoring casualties on Borough roads in London casualties in the year 2013 compared with the 2005-09 average and 2013

Casualty severity	User group	Casualty numbers			Percentage change in 2013 over	
		2005-2009 average	2012	2013	2012	2005-2009 average
Fatal	Pedestrians	65.6	43	46	7%	-30% *
	Pedal cyclists	9.4	8	7	-13%	-26%
	Powered two-wheeler	28.4	19	11	-42%	-61% *
	Car occupants	35.2	16	14	-13%	-60% *
	Bus or coach occupants	2.0	1	1	0%	-50%
	Other vehicle occupants	1.4	0	3	∞	114%
	Total	142.0	87	82	-6%	-42% *
Children (under 16yrs)	10.0	2	4	100%	-60% *	
Serious	Pedestrians	853.8	756	568	-25% *	-33% *
	Pedal cyclists	283.0	448	316	-29% *	12%
	Powered two-wheeler	475.0	363	305	-16% *	-36% *
	Car occupants	632.6	296	220	-26% *	-65% *
	Bus or coach occupants	104.4	61	72	18%	-31% *
	Other vehicle occupants	68.6	28	37	32%	-46% *
	Total	2,559.4	1,952	1,518	-22% *	-41% *
Child Fatal and serious	Child pedestrians	197.8	174	127	-27% *	-36% *
	Child pedal cyclists	28.8	24	15	-38%	-48% *
	Child car passengers	30.0	16	5	-69% *	-83% *
	Child bus/coach passengers	9.4	3	4	33%	-57%
	Other child casualties	10.6	1	5	400%	-53%
	Children (under 16yrs)	276.6	218	156	-28% *	-44% *
Slight	Pedestrians	3,395.6	3,255	3,424	5% *	1%
	Pedal cyclists	1,927.0	2,689	2,849	6% *	48% *
	Powered two-wheeler	2,450.6	2,527	2,551	1%	4%
	Car occupants	8,595.4	7,468	6,539	-12% *	-24% *
	Bus or coach occupants	1,014.8	869	983	13% *	-3%
	Other vehicle occupants	626.2	733	702	-4%	12% *
	Total	18,009.6	17,541	17,048	-3% *	-5% *
Children (under 16yrs)	1,560.0	1,340	1,347	1%	-14% *	
All severities	Pedestrians	4,315.0	4,054	4,038	0%	-6% *
	Pedal cyclists	2,219.4	3,145	3,172	1%	43% *
	Powered two-wheeler	2,954.0	2,909	2,867	-1%	-3%
	Car occupants	9,263.2	7,780	6,773	-13% *	-27% *
	Bus or coach occupants	1,121.2	931	1,056	13% *	-6%
	Other vehicle occupants	696.2	761	742	-2%	7%
	Total	20,569.0	19,580	18,648	-5% *	-9% *
Children (under 16yrs)	1,836.6	1,558	1,503	-4%	-18% *	

Table 4: Monitoring casualties on Highways Agency roads in London casualties in the year 2013 compared with the 2005-09 average and 2013

Casualty severity	User group	Casualty numbers			Percentage change in 2013 over	
		2005-2009 average	2012	2013	2012	2009 average
Fatal	Pedestrians	0.4	1	0	-100%	-100%
	Pedal cyclists	0.0	0	0	∞	∞
	Powered two-wheeler	0.4	0	0	∞	-100%
	Car occupants	2.0	0	0	∞	-100%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.2	2	1	-50%	-100%
	Total	3.0	3	1	100%	-67%
	Children (under 16yrs)	0.2	0	0	100%	-100%
Serious	Pedestrians	0.4	0	3	∞	650%
	Pedal cyclists	0.0	0	0	∞	∞
	Powered two-wheeler	6.2	2	1	-50%	-84% *
	Car occupants	20.0	9	7	-22%	-65% *
	Bus or coach occupants	0.4	0	0	∞	-100%
	Other vehicle occupants	3.4	3	0	-100% *	-100% *
	Total	30.4	14	11	-21%	-64% *
	Children (under 16yrs)	1.6	2	0	-100%	-100%
Child Fatal and serious	Child pedestrians	0.6	0	0	∞	-100%
	Child pedal cyclists	0.0	0	0	∞	∞
	Child car passengers	1.0	2	0	-100%	-100%
	Child bus/coach passengers	0.0	0	0	∞	∞
	Other child casualties	0.0	0	0	∞	∞
	Children (under 16yrs)	1.6	2	0	-100%	-100%
Slight	Pedestrians	0.8	0	1	∞	25%
	Pedal cyclists	0.4	1	0	-100%	-100%
	Powered two-wheeler	15.2	18	14	-22%	-8%
	Car occupants	275.2	248	151	-39% *	-45% *
	Bus or coach occupants	13.6	0	2	∞	-85% *
	Other vehicle occupants	36.6	29	25	-14%	-32%
	Total	341.8	296	193	-35% *	-44% *
	Children (under 16yrs)	10.4	9	8	-11%	-23%
All severities	Pedestrians	1.6	1	4	300%	150%
	Pedal cyclists	0.4	1	0	-100%	-100%
	Powered two-wheeler	21.8	20	15	-25%	-31%
	Car occupants	297.2	257	158	-39% *	-47% *
	Bus or coach occupants	14.0	0	2	∞	-86% *
	Other vehicle occupants	40.2	34	26	-24%	-35% *
	Total	375.2	313	205	-35% *	-45% *
	Children (under 16yrs)	12.0	11	8	-27%	-33%

Borough Local Implementation Plan (LIP) targets and progress by 2013

As part of the Local Implementation Plan (LIP) process, London boroughs have set interim and long term road safety targets. The most recent targets were set by boroughs between 2010 and 2011.

To assist the boroughs in targeting their road safety resources to where they are most needed, TfL has provided all of London's boroughs with analysis identifying the locations on their roads where the largest number of pedestrians, cyclists and motorcyclists are being injured. The latest LIP guidance emphasises the importance of working on reducing casualties at these locations.

Table 5 shows the baseline periods that boroughs have chosen to mark their progress against; the average number of KSI casualties per year over these periods; the long term target year or period that the KSI casualty target will be met; the number of casualties forecast to occur in 2020 based on the boroughs' targets; the number of KSI casualties in 2013; and the percentage change between 2013 and the baseline period. Some boroughs have low numbers of KSI casualties and care should be taken in interpreting large percentage changes. Overall progress in KSI casualty reduction shows continued reductions against borough baselines in 2013.

Table 5: Borough LIP road safety targets and KSI casualties by borough in 2013 compared to borough LIP baseline periods

Borough	Borough baseline period	Borough baseline KSI's	Borough long term target year ~	Borough forecast KSI casualties in 2020 and % change*	2013 KSI's	% change in 2013 over borough baselines
City of London	2004-08	49	2020	25 (-50%)	60	21.5%
Westminster	2006-08	284	2018-20	171 (-40%)	177	-37.6%
Camden	2007-09	123	2018-20	92 (-25%)	105	-14.6%
Islington	2006-08	89	2020	55 (-38%)	71	-20.5%
Hackney	2007-09	131	2020	76 (-42%)	83	-36.5%
Tower Hamlets	2007-09	134	2018-20	85 (-37%)	87	-35.1%
Greenwich #	2004-08	120	2020	89 (-26%)	28	-76.6%
Lewisham #	2007-09	116	2018-20	97 (-17%)	64	-45.0%
Southwark #	2004-08	140	2018-20	93 (-34%)	87	-37.9%
Lambeth	2004-08	175	2020	118 (-32%)	133	-23.8%
Wandsworth	2004-08	137	2020	92 (-33%)	99	-27.9%
Hammersmith and Fulham	2006-08	110	2028-30	51 (-54%)	53	-51.8%
Kensington and Chelsea	2006-08	116	2029-31	46 (-60%)	64	-44.7%
Waltham Forest #	2004-08	99	2020	66 (-33%)	54	-45.3%
Redbridge #	2006-08	92	2020	68 (-26%)	51	-44.8%
Havering #	2006-08	111	2018-20	74 (-33%)	51	-54.1%
Barking and Dagenham	2004-08	66	2019/20	44 (-34%)	45	-32.2%
Newham #	2004-08	92	2020/21	62 (-33%)	57	-38.3%
Bexley #	2007-09	87	2020	61 (-30%)	31	-64.2%
Bromley #	2006-10	133	2020	86 (-35%)	70	-47.2%
Croydon #	2006-08	146	2028-30	110 (-25%)	71	-51.5%
Sutton #	2004-08	71	2025	47 (-34%)	31	-56.6%
Merton #	2007-09	60	2018-20	45 (-25%)	32	-47.0%
Kingston #	2007-09	55	2020	40 (-28%)	37	-33.1%
Richmond	2006-08	81	2020	27 (-67%)	48	-40.7%
Hounslow #	2004-08	121	2020	81 (-33%)	64	-47.1%
Hillingdon #	2006-08	111	2020	82 (-26%)	59	-46.8%
Ealing	2006-08	132	2031	72 (-46%)	81	-38.8%
Brent	2006-08	101	2020/21	71 (-29%)	84	-16.6%
Harrow #	2006-08	55	2020	40 (-27%)	38	-30.9%
Barnet	2004-08	152	2020	102 (-33%)	131	-13.7%
Haringey	2004-08	100	2020	60 (-40%)	106	6.0%
Enfield #	2006-08	106	2020	86 (-19%)	72	-32.1%

~ Many boroughs have a road safety targets for a single calendar year, however, some have average number of casualties over several years (denoted 2018-20) or a financial year (denoted 2019/20).

* Where a borough has a target based on an average over a number of years the 2020 forecast has been calculated to give the mean KSI figure over the period.

These boroughs have already reached their long term target number of KSIs

3. SAFE STREETS FOR LONDON

Safe Streets for London sets out the long term ambition of working together towards roads free from death and serious injury. In support of this ambition is the target of reducing KSIs by 40 per cent by 2020. This target will only be met through prioritising the safety of vulnerable road users. In 2013 pedestrians, cyclists and motorcyclists accounted for 79 per cent of all KSI casualties.

Safe Streets for London is structured on a safe systems approach. This seeks to prevent collisions occurring by treating the roads as a system and considering the role that can be played to reduce injury by all of the elements of that system.

The 56 actions in Safe Streets for London are organised by **Safe Roads, Safe Vehicles, Safe People** and **Delivering in Partnership**. The following sections describe the progress made in each of these areas.

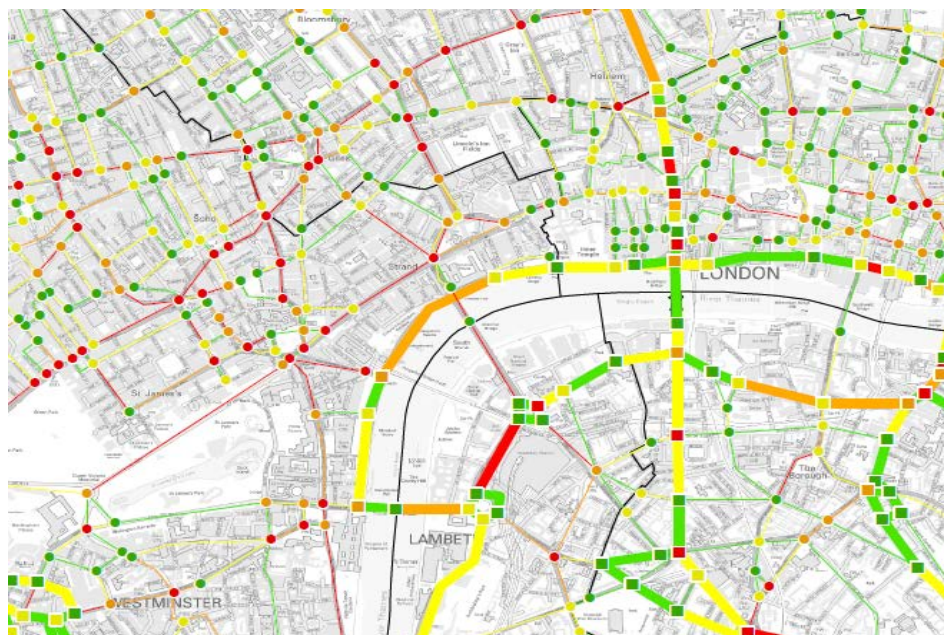
This Annual Report fulfils the commitment in Action 55 of Safe Streets for London to provide a comprehensive annual account of progress on collision and casualty reduction in London.

4. SAFE ROADS

High priority sites for road safety engineering

TfL uses collision data to identify roads and junctions on the Transport for London Road Network (TLRN) that have high casualty figures. Each year a review of the road network is carried out to identify those locations that are most in need of a road safety intervention.

Over the last year, the way these locations have been identified has been revised to focus in particular on preventing or reducing collisions resulting in injury to those walking, cycling or riding a motorcycle. These groups account for four-fifths of those killed or seriously injured on London's roads.



20 mph limits

TfL recognises that slower speeds can play an important role in improving road safety in London. To date, TfL has helped boroughs deliver over 400 20 mph zones and limits across London. These cover 3,855 km of London's roads, close to one quarter of total length.

Lower speed limits, including 20 mph limits, may be suitable for those streets that have a high “place” function as defined in the new Roads Task Force street typologies. In such locations 20 mph speed limits have the potential to reduce casualties, increase active travel and enhance places while seeking to minimise the impacts on traffic and buses, in line with DfT guidance. This supports the Mayor's aim to grow cycling, reduce casualties and to make life in London better while keeping London moving.

TfL has worked closely over the last year with a number of London boroughs including Islington, Hackney, Camden, Southwark, Lambeth and the City of London

to ensure that changes to speed limits happen in a consistent and joined up way across authorities.

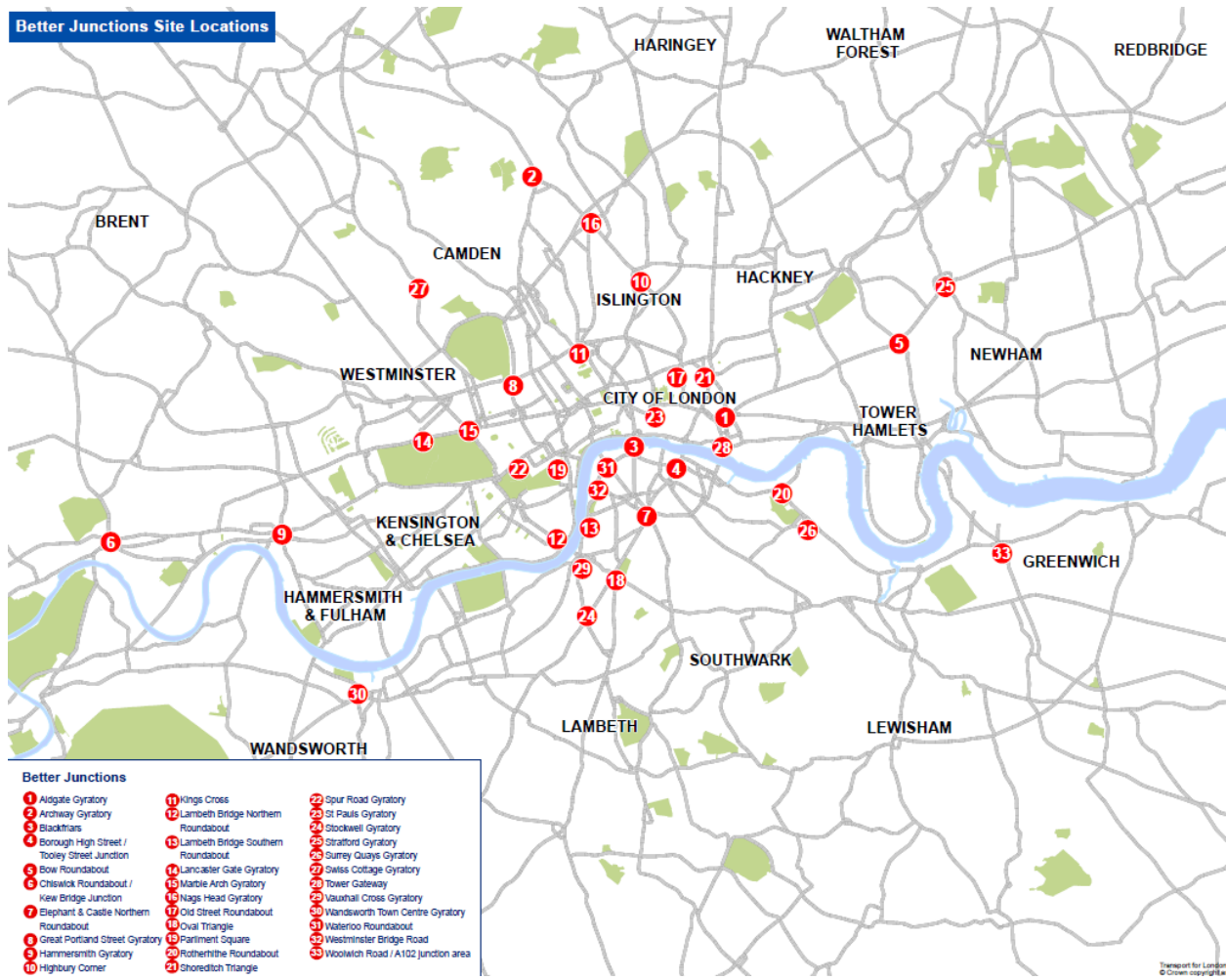
The expansion of 20 mph speed limits across London has formed an important part of efforts to drive down death and serious injury on the roads. Over the last year a 20 mph limit has been trialled at the Waterloo Imax roundabout. In January 2014, TfL announced that 20 mph speed limits would be introduced on two corridors on the TLRN in the City of London. The two corridors – incorporating both London Bridge and Blackfriars Bridge – were introduced on an 18 month trial basis. In June TfL also announced that the A10 Tottenham Hale Gyratory in Haringey would be converted to a 20 mph speed limit.

TfL will be closely monitoring the performance of these trials and gathering feedback from road users to understand wider impacts including those on active travel and place-making.



Better Junctions

Following publication of the Mayor's Vision for Cycling, the Better Junctions programme was re-focussed to tackle 33 of the most intimidating and high profile junctions and gyratories in London, which include: Archway Gyratory, Kew Junction and Chiswick roundabout, the Lambeth Bridge roundabouts, the Marble Arch gyratory, and the Oval Triangle. TfL has been working with borough councils and local stakeholders to develop the junction improvement plans. Work on these junction designs has continued apace and the first public consultation has been held.



Low Level Signals and cyclist early start at Bow roundabout

In January 2014 the UK's first low level signals for cyclists were installed at Bow roundabout. Low level cycle signals have been commonplace in certain parts of Europe for many years, but never approved for use in the UK by the DfT. Off-street trials, carried out in partnership between the DfT and TfL, recently found that more than 80% of cyclists favoured the use of low level signals. These low level signals repeat the signals displayed on the main traffic light at eye level for cyclists, making them easier for cyclists to use, and will be used more widely once the new Traffic Signs and General Directives are published by the DfT following their inclusion in the consultation document in May 2014.



Safety camera replacement

Significant progress has been made over the past year on TfL's safety camera replacement programme. This large-scale £30 million capital investment project will see TfL replacing outdated wet film safety cameras across London's road network with new future-proofed digital systems. As part of this programme around 600 digital cameras will be installed. The first new cameras were installed in the summer of 2014.



Average speed cameras

In addition, as part of the replacement programme, four average speed camera systems will be installed on the following routes:

- A406 – Hanger Lane to Bounds Green Road.
- A40 – Polish War Memorial to Paddington Slip Road.
- A2 – Black Prince to Tunnel Avenue.
- A316 – M3 to Hogarth Roundabout.

The safety camera replacement programme, and average speed camera systems will ensure that reductions in speed-related casualties are maintained.

Pedestrian SCOOT

In March TfL announced that "intelligent" pedestrian crossings will be trialled at Balham and Tooting Bec junctions in south London in summer 2014. The introduction of Pedestrian Split Cycle Offset Optimisation Technique, or 'pedestrian SCOOT', is the first of its kind in the world and uses state-of-the-art video camera technology to detect how many pedestrians are waiting at crossings. This innovative

scheme is designed to make it easier and safer for pedestrians to cross the road. The results of this trial will determine suitability for further deployment.



Pedestrian countdown signals

Pedestrian countdown was first introduced on London’s roads in 2010. A major benefit of pedestrian countdown is that it reduces pedestrian uncertainty and allows more informed crossing choices to be made. More sites have been installed over the last year, with the original target of 200 sites achieved by the end of March 2014. Following their success and popularity further suitable locations will be identified across London, leading to a total of over 400 crossings having pedestrian countdown technology by 2016, almost 10 per cent of all crossings in London.

New road safety audit procedure

TfL has updated its Road Safety Audit Procedure (SQA-0170)⁶ which has been substantially revised to outline how Road Safety Audits are to be commissioned and conducted in London. The new audit procedure keeps us on track to define worldwide best practice in Road Safety Audit.

⁶ www.tfl.gov.uk

5. SAFE VEHICLES

HGV task force

The Industrial HGV Task Force is a joint initiative funded by TfL and the DfT that aims to crack down on non-compliant HGV operators and drivers in the capital. It includes officers from the Metropolitan Police, City of London Police and the Driver and Vehicle Standards Agency. Since its launch in October 2013, the partnership has worked successfully to target the most dangerous vehicles from the construction and waste sector, helping to improve the safety of everyone using London's roads.

This intelligence-led enforcement operation has seen over 3,000 vehicles targeted and stopped and has issued over 1,500 roadworthiness prohibitions (PG9s) and almost 900 Fixed Penalty Notices. It fast tracks cases to public inquiry with the Traffic Commissioner, resulting in operators losing their licences, or having their operations suspended or curtailed.

Safer lorry scheme

In September 2013, the Mayor announced his intention to ban the most dangerous lorries from the capital so that effective safety equipment is in place on all lorries in London. Investigations evaluated three options for making lorry movements safer in London. A pan-London traffic regulation order (TRO), to prohibit all HGVs over 3.5 tonnes that are not compliant with the required safety standards from driving on London's roads, was identified as delivering the best value. Vehicle types currently exempt from fitting side guards include tipper lorries, refuse disposal trucks, skip carriers and cement mixers.

In 2013, HGVs were involved in nine out of fourteen incidents leading to cyclist fatalities. Early consultation on the details of the proposed ban ran between July and September.

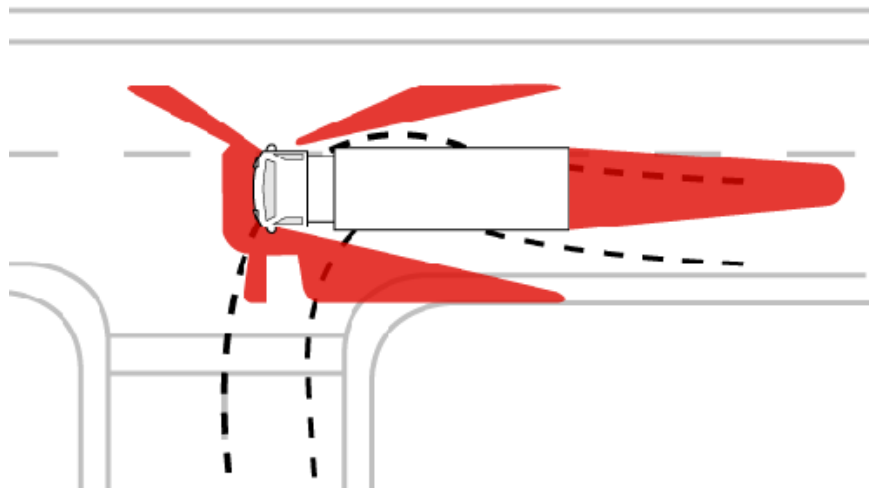


HGV safety technology

In 2013 the independent report by the Transport Research Laboratory on Construction Logistic and Cycle Safety was published. This investigated the specific cycle safety issues posed by the construction logistic sector and outlined 12 priority areas of action. Following this TfL and the industry published new Construction Logistics and Cycle Safety standards in December 2013. These standards, which were facilitated by TfL, represent a groundbreaking approach that will lead to more construction vehicles being fitted with side guards and blind spot vision equipment and more drivers being trained to consider the safety of vulnerable road users.

In support of this initiative TfL has commissioned independent consultants to test blind spot safety technology, which can be fitted to HGVs. This will enable operators to be better informed on the performance of technology that can be used in their fleet to help reduce the risk of collisions between HGVs, pedestrians and cyclists.

HGV blindspots and a pilot low cab tipper lorry with improved vision are shown below.

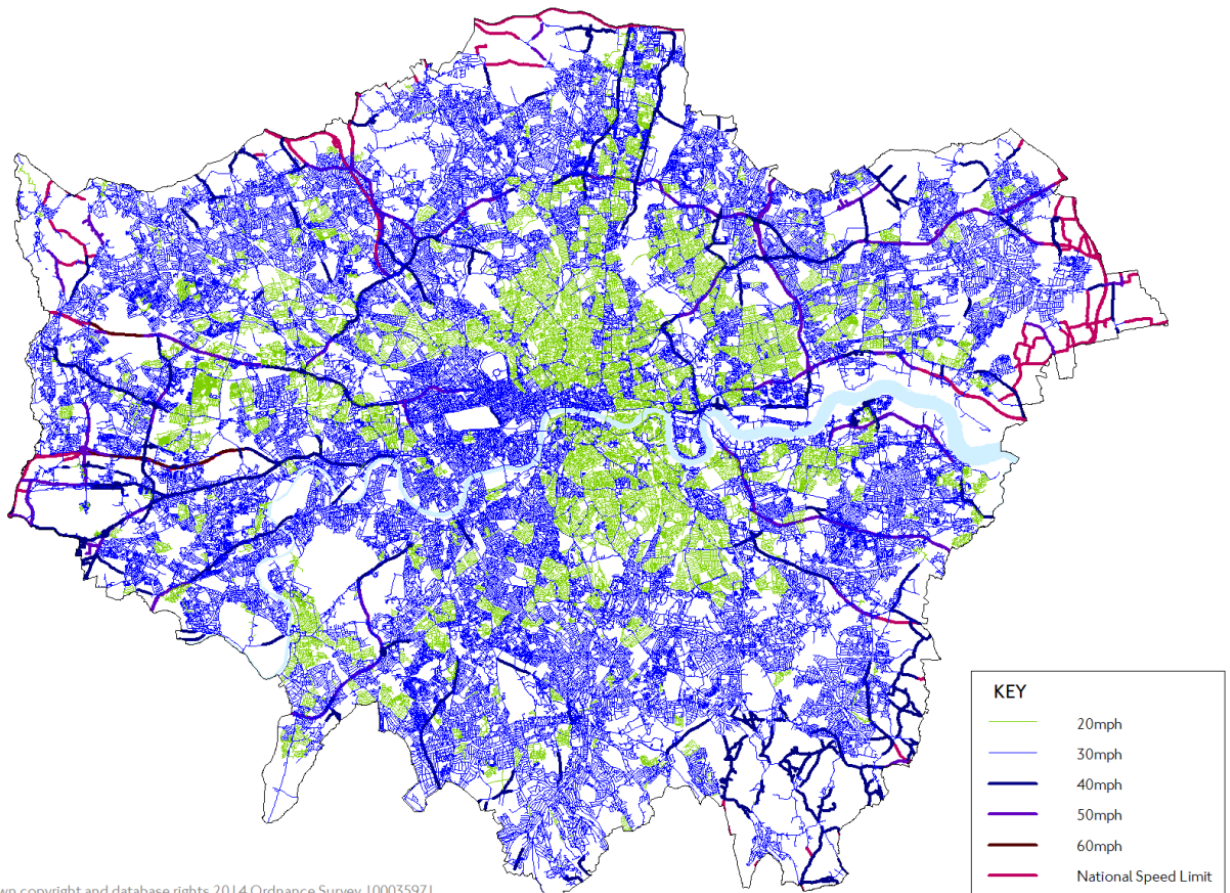


Digital speed limit map

TfL is working with the London boroughs and other stakeholders to develop a new framework for planning, designing and managing London's roads and streets. This is based on the differing functions of the "Street Types" as set out in the Roads Task Force report. Different street types need different approaches to ensure that they fulfil their functions, and speed limits are an important element in this.

In 2013 TfL made progress in developing and updating London's digital speed limit map. This map, once integrated into any sat-nav or Global Positioning System (GPS), will be able to display the current, accurate speed limit to a driver anywhere in London.

Following the collection and verification of the speed limit information the map was published on the TfL website in July 2014, making the full speed limit dataset available to developers and mapping providers. GPS device manufacturers are being encouraged to take full advantage of this resource which will help to improve road safety in the Capital.



Bus technology trials

TfL announced trials of optical and radar-based detection technology on London buses in 2014. This technology is being explored for its potential to help bus drivers be even more aware of pedestrians and cyclists by directly alerting bus drivers of their close proximity. A feasibility study in August 2013 showed that this technology may have significant potential, but that more real-world testing was needed. This testing is now taking place. Depending on the outcomes and results of the trials, a decision will be made on wider deployment across London's buses.

TfL will also explore other safety technology on buses. A trial of Intelligent Speed Assistance technology on a small number of vehicles in the bus fleet is planned to understand the potential role of this technology on buses in promoting adherence to speed limits across the road network, and amongst all road users.



Fleet Operator Recognition Scheme

TfL has continued to promote the Fleet Operator Recognition Scheme (FORS) to drive better safety performance in fleets that operate in London. FORS now has over 1,700 accredited fleet operators, with accreditations having doubled since April 2013. The recent increase in demand for FORS has been driven by clients of construction logistic operators taking greater ownership of road risk within their supply chains.

Over 167,000 vehicles are now accredited at Bronze level or above and 16,000 vehicles have been removed from the scheme for not maintaining FORS standards.



6. SAFE PEOPLE

Operation Safeway

Operation Safeway ran from 25th November 2013 to 9th January 2014 in response to a tragic cluster of cyclist fatalities in the Autumn. The operation saw over 2,500 Metropolitan Police officers, many from the TfL-funded Road Traffic Policing Command (RTPC), deployed to 166 collision hotspot junctions to carry out high-visibility enforcement and education activity to increase awareness of road safety issues and improve consideration for other road users. The initiative ended with 14,000 Fixed Penalty Notices being issued to cyclists and motorists, 30 per cent were for cyclist offences and 70 per cent for motorist offences. The most common offences were mobile phone use, seatbelt non-compliance, red light and Advanced Stop Line offences, cyclists not having lights and cycling on the pavement.



Following the success of Operation Safeway, a successor operation started in March 2014 to continue to target high casualty junctions with high profile enforcement action. This initiative will target enforcement activity on two unannounced days per month with up to 1,000 police officers stationed simultaneously at around 100 junctions.

Operation CUBO

TfL continue to work alongside the Metropolitan Police Service to remove dangerous drivers from London's roads. Operation CUBO, which was introduced by the Metropolitan Police in 2011, has proved highly successful in cracking down on uninsured and disqualified drivers in London. Since its launch, CUBO has seized more than 100,000 vehicles from London's roads. Going forward the newly formed RTPC will carry out Operation CUBO twice a month at undisclosed locations across the Capital.

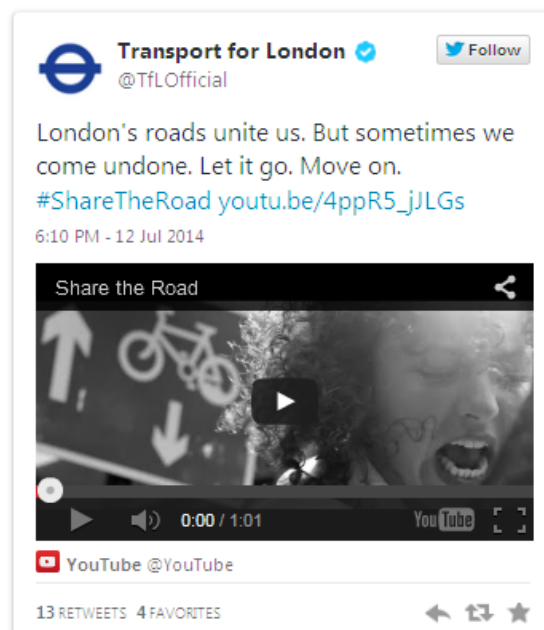
Road safety campaigns

Road safety campaigns have been developed and improved this year to recognise that behavioural change across all road users is needed. This approach seeks to

balance messages so that maximum cohesion, integration and effectiveness are delivered. In 2013 and 2014 campaigns were run aimed at improving young driver safety, teenager safety, motorcycle safety, cyclist safety and older pedestrian safety.

Examples of new campaigns this year include:

- TfL's new young driver campaign advert entitled **"Kill Your Speed Not Your Mates"** which was launched in May 2014. The advert will be shown at cinemas across London and on the Xbox Dashboard over a period of eight weeks.
- A new **"Share The Road"** television campaign encouraging greater empathy between road users was also launched which will make a significant contribution to changing road user behaviour in London.



Exchanging Places

The Exchanging Places initiative won the 2013 Prince Michael International Road Safety Award in the Education and Training category. The initiative is run by the TfL-funded Cycle Safety Team as an innovative programme addressing the most common cause of cyclist fatalities and serious injuries involving collisions with large goods vehicles.



Children's Traffic Club

The Children's Traffic Club is run within nurseries across the Capital. It uses interactive resources designed specifically for young children to introduce them to road safety and taking care of themselves while travelling. All London nurseries are invited to participate and in 2013/14 89,000 children were enrolled in the club, with over 40,000 coming from the most deprived boroughs.

The Junior Travel Ambassador (JTA) scheme

The JTA scheme is a free resource available to all primary schools in London. It encourages peer-to-peer engagement to promote road safety and active, independent travel within the school community in a fun and engaging way. The scheme gives pupils all the support they need to spread important messages while building essential life skills, with free resources to download provided on the new TfL website.

An important part of JTAs' work is to promote safe independent travel to fellow Year 6 pupils, and their parents, as they prepare to start secondary school; in many cases travelling independently for the first time. This will include running projects and schemes to share ideas on travel planning, teaching pupils how to use resources such as TfL's journey planner, and highlighting pedestrian and cycle safety

messages. There are currently 1,200 pupils working on peer-to-peer engagement projects across 16 boroughs in London.

The Youth Travel Ambassador (YTA) scheme

The YTA scheme is a pupil-led education project aimed at young people aged between 11 and 19 years. The project is targeted predominantly at secondary schools and sixth form colleges where groups of around 12 students are appointed to represent their peers and their school community. YTA teams research, develop and deliver bespoke education campaigns to their school's community which are delivered in a variety of ways, including films, posters and assemblies, to highlight road safety messages to their peers.

There are currently 848 YTAs in 92 schools across London delivering messages to over 85,000 pupils within these schools. These schools will deliver teen road safety messages to their peers during the road safety week in November and run campaigns throughout the academic year.



Motorcycle Safety Team

TfL and the Metropolitan Police Service have created a new RTPC which is dedicated to policing London's roads and public transport. With more than 2,340 officers, the RTPC is the largest single police command in the UK. The TfL-funded Metropolitan Police's Motorcycle Safety Team (MST), part of the RTPC, clamps down on illegal and antisocial road user behaviour such as, speeding; careless riding; red light running; and traffic violations by motorcyclists and other road users. The MST also run BikeSafe-London and ScooterSafe-London rider skills days. These are designed to help motorcyclists improve their knowledge, skills and experience to make them safer, better riders.



7. DELIVERING IN PARTNERSHIP

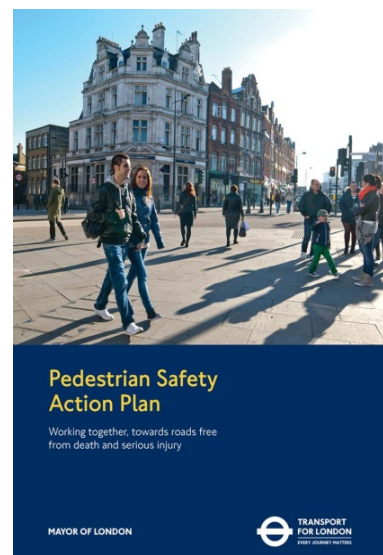
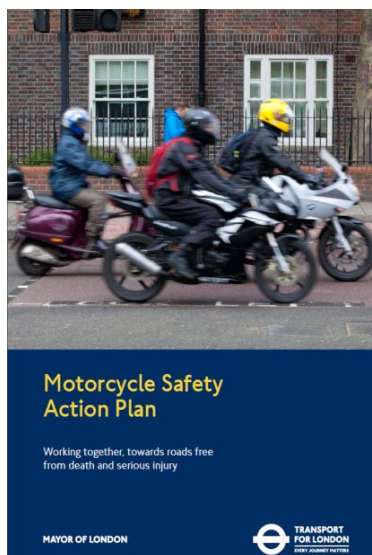
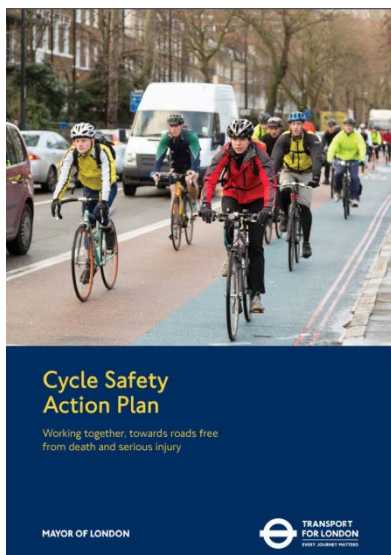
Road Safety Steering Group (RSSG)

The newly established RSSG brings together a wide range of our road safety partners and stakeholders to scrutinise and develop London's road safety programme, champion road safety improvements, and campaign alongside us. Its establishment in 2013 represents a significant development in the governance of road safety activity in the Capital.

The group has met three times since the launch of Safe Streets for London and has helped improve our focus on the challenges and set an agenda of greater collaboration and joined up delivery particularly across London's boroughs, police and TfL.

Vulnerable road user action plans

To ensure the focus of London's road safety programme is on protecting the most vulnerable on our roads, TfL has worked with stakeholders over the last year to develop new, or updated, action plans for improvements to pedestrian, cycle and motorcycle safety. Significant progress has been made on defining programmes and areas for collaboration through the three working groups that have supported TfL in the development of these plans. The Motorcycle Safety Action Plan was published in March 2014. The Pedestrian Safety Action Plan was published in July 2014 and the Cycle Safety Action Plan was published in October 2014.



Road Fatality Review Group

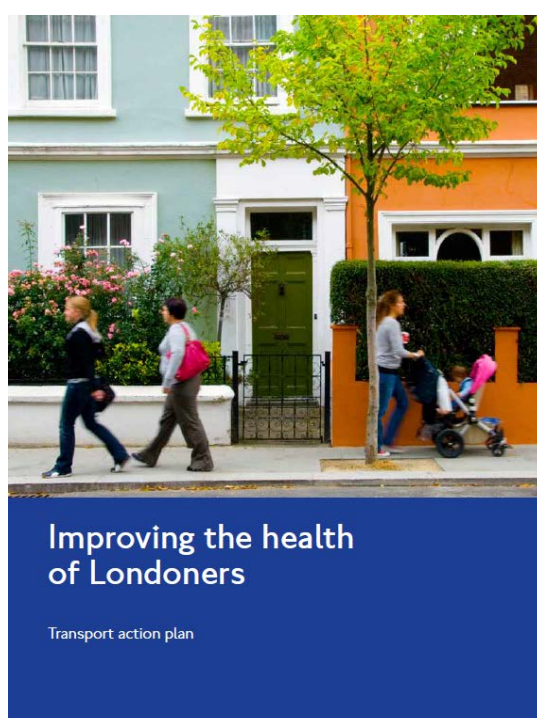
The formation of the Road Fatality Review Group represents a significant development for road safety in London in 2013. The Group brings together representatives from across TfL, as well as the Metropolitan Police Service (MPS) and City of London Police (CoLP). The group focuses on locations of road safety concern by taking a system-based approach to consider how to improve road

user safety at those locations through applying engineering, enforcement and education solutions.

Road Safety Conferences

In January 2014 TfL held its annual road safety conference which this year investigated the interactions between road safety and public health. Talks from leaders in the field of public health were backed up with workshop discussions on how to improve the ways that road safety and public health, now both borough responsibilities, work together to drive down casualties and improve Londoners' health. The conference was attended by representatives from 23 London boroughs and identified practical steps to bring about a more collaborative approach between the two disciplines.

On 11 July 2014 TfL and the London Road Safety Council held the 'Safer Streets: A Shared Journey' event one year after the publication of SSfL. Over 100 delegates including Borough Mayors, Councillors and borough officers attended the event which also included an exhibition showcasing road safety activities from across TfL, boroughs and other partners.



MAYOR OF LONDON



Road Safety training

To improve the skills of London's road safety practitioners and support their professional development TfL, with Road Safety GB, have developed a bespoke London training package this year. This course has been completed by 20 road safety officers from London Boroughs and more courses are scheduled for 2014. This is a first step in a wider programme of training over the coming years to strengthen road safety capabilities across London.

Department for Transport consultations

Over the last year, TfL has responded to a number of Department for Transport consultations including those on drink and drug driving, careless driving and changes to the Traffic Signs Regulations and General Directions. Some of the key issues that TfL has raised in its responses include:

- Installing low level pedal cycle signals.
- Using larger Advanced Stop Line boxes.

Technology supplier days

As part of TfL's drive to facilitate and steer the development of road safety technology and innovation, two seminars were held in early 2014 for technology providers and developers. The focus at the first seminar was technology and innovation for vehicles and at the second was vulnerable road user safety. TfL used these seminars to outline the causes behind pedestrian, cycle and motorcycle injury and to push technology developers to bring forward solutions that address the real challenges faced by these road users on London's streets and will continue to explore innovative technologies and companies.

8. OPEN DATA

Safe Streets for London set out an open approach to data provision, to ensure easier access to the latest information on collisions and casualties in London. The use of 'open source' techniques makes data simple to access online and new web-based tools have been developed to access casualty data online and to share information more easily with the public, road safety stakeholders and boroughs to track progress.

STATS19 casualty, collision and vehicle data files

Casualty, collision and vehicle data files for 2013 are available on the TfL website, along with yearly data files going back to 2005. This allows the analysis of almost a decade of collision and casualty figures. The data provides detailed road safety information about the circumstances of personal injury road traffic collisions in London. This information and a data guide are available on the Transport for London website.

ACCSTATSLite

The ACCSTATS collision and casualty database is the key data source used for reporting collisions and casualties on London's roads and in understanding the impact of road safety interventions in London. The ACCSTATSLite web-based tool provides easy access to this information on-line and allows both TfL and London boroughs to make more informed decisions about action, leading to more effective interventions and more efficient use of resources.

ACCSTATSLite delivers the core functionality of the ACCSTATS database plus new mapping capability. The new technology (PHP) delivers ACCSTATSLite in a standard web page. This provides a longer term solution to accessing the ACCSTATS database on-line, using new modern and standard web technologies and adopting a cleaner and more user-friendly interface. In stage one ACCSTATSLite will be available to all London boroughs.

The screenshot displays the ACCSTATS LITE web application. The interface is divided into several sections:

- Navigation:** Dashboard, Collisions, Reports.
- Search Panel (Left):**
 - COLLISION SEARCH:** Includes filters for Boroughs, Reference (Ref number must be in the format 1234-AB-12345), Selected Collisions (0), Date Range (01-JAN-2010 to 31-DEC-2012), Collision severity, and Highway Authority.
 - Environmental conditions:** Dark conditions, Wet conditions.
 - Where the following was injured:** Cyclist, Pedestrian, Child (Under 16), P2W User.
- Main Map:** A street map showing various roads and landmarks. Collisions are marked with colored triangles (Fatal: red, Serious: blue, Slight: green). Other markers include 'Pol Sta', 'F Sta', 'Inst', 'Sch', 'PW', 'Hall', 'Sports Centre', and 'PO'. A legend at the bottom identifies symbols for Collision, Fatal, Serious, Slight, Node, Link, Route /GIS Area, Borough Boundary, and Selected.
- Footer:** Powered by OpenSpace, Crown copyright and database rights 2014 Ordnance Survey. Terms of Use.

9. ANNEX OF STATS19 DATA TABLES

Casualty data 2013

Data on the 27,199 people injured on London's roads in 2013 is now available on the TfL website. Casualties are defined as all persons killed or injured in a collision. Fatal casualties are defined as those where death occurs within 30 days of the collision.

Casualty tables are presented at a borough level, including casualty totals for inner, outer and Greater London. These figures are tabulated by casualty severity, mode of travel, vehicle in direct conflict for pedestrian casualties and casualty age band. This is not an exhaustive list of possible analysis of casualty data and extract files giving collision, casualty and vehicle information are on the Transport for London website.

Collision data 2013

Data on the 23,066 collisions that occurred in London in 2013 is now available on the TfL website. Collisions are defined as all road collisions involving human death or personal injury occurring on the highway and notified to the police within 30 days of occurrence, and in which one or more vehicles are involved. Damage only collisions are not recorded. Please see below for definitions of casualty severity.

Vehicle data 2013

In 2013 there were 40,899 vehicles involved in collisions during in London and this information is now available on the TfL website. Vehicle details regardless of whether they were damaged or not, are where possible collected for each vehicle which was involved in, or contributed to, an injury collision. This includes pedal cycles, ridden horses and horse-drawn vehicles.

Definitions of casualty severity

The following definitions are taken from DfT *Stats 20: Instructions for the completion of Road Accident Reports*. See below for definitions of casualty severity.

Fatal injury: 'fatal' injury includes only those cases where death occurs within 30 days as a result of the accident. 'Fatal' does not include death from natural causes or suicide.

Serious injury: examples of 'serious' injury are:

- Fracture.
- Internal injury.
- Severe cuts.
- Crushing.
- Burns (excluding friction burns).
- Concussion.
- Severe general shock requiring hospital treatment.
- Detention in hospital as an in-patient, either immediately or later.
- Injuries to casualties who die 30 or more days after the accident from injuries

sustained in that accident.

Slight injury: examples of 'slight' injury are:

- Sprains, not necessarily requiring medical treatment.
- Neck whiplash injury.
- Bruises.
- Slight cuts.
- Slight shock requiring roadside attention.
- (Persons who are merely shaken and who have no other injury should not be included unless they receive or appear to need medical treatment).

Note: an injured casualty is coded by the police as seriously or slightly injured on the basis of information available within a short time of the collision. This generally will not include the results of a medical examination, but may include the fact of being detained in hospital, the reasons for which may vary somewhat from area to area.

Reporting levels of collisions and casualties

As stated in the Department for Transport's Reported Road Casualties Great Britain Annual Report;

"This data provides information for road traffic collisions that involve personal injury occurring on the public highway reported to the police. Damage only collisions are not included. Data is as reported to the Metropolitan and City of London police services in accordance with the STATS19 national reporting system. The Greater London area comprises 32 London boroughs and the City of London. Data is collected by police at the scene of an accident or in some cases reported by a member of the public at a police station, then processed and passed by the police to Transport for London for checking and analysis.

Comparisons with death registrations show that very few, if any, fatal accidents do not become known to the police. However, it has long been known, that a considerable proportion of non-fatal injury accidents are not reported to the police and are therefore not included. There is no legal obligation to report accidents, provided the parties concerned exchange personal details at the scene. In addition, earlier research suggests a fifth of casualties reported to the police may be unrecorded. Studies confirm the view that the police are more likely to underestimate severity of injury because of the difficulty in distinguishing severity at the scene of the accident. Data may not be a complete record of all injury accidents and this should be borne in mind when undertaking analysis. However, police data on road accidents (STATS19) remain the most detailed, complete and reliable single source of information on road casualties."

Further information on this report

The processing and analysis of road traffic collision and casualty data in TfL is the responsibility of the Research and Data Analysis team, Surface Strategy and Planning.

The tables and graphical illustrations shown in this report are those most commonly requested and not an exhaustive list of possible analysis of the data. Additional tabulations of collision, casualty and vehicle factors associated with personal injury collisions may be available on request.

Requests for collision and casualty information can be made by e-mail to enquire@tfl.gov.uk

Data extract files giving attendant, casualty and vehicle information, and other reports are available at www.tfl.gov.uk