

Casualties in Greater London during 2022

May 2023

1. Executive Summary

There were **23,903** reported collisions in London in 2022, resulting in **101** people being killed, **3,873** being seriously injured and **23,287** being slightly injured.

1.1 TfL’s “Casualties in Greater London” report

This report provides a summary of personal injury road traffic collisions and casualties, reported to and by the police, in Greater London in 2022. It complements a full release of our London collisions statistics, which can be found [here](#). In addition, the Road Danger Reduction dashboard can be found [here](#).

Impact of Coronavirus Pandemic

Recent trends in reported road casualties have begun to normalise after the national restrictions implemented from March 2020 onwards following the coronavirus pandemic, including periods of lockdown during 2021. Although there were no lockdowns in the year to Dec 2022, comparisons to periods which included the restrictions are affected. For this reason, we provide a comparison of 2022 against the estimated average for 2005–2009 (see Appendix B1), the pre pandemic 2017–2019 baseline (Appendix A) and 2021 casualties.

The 2005–2009 baseline is the baseline against which Transport for London (TfL) measures progress towards the Mayor’s interim targets set out in the Mayor’s Transport Strategy¹ and Vision Zero Action Plan².

From 2023 onwards we will be moving to a new 2010–14 (average) baseline as per the Mayor’s Transport Strategy (MTS).

1.2 Road Danger in 2022

During the pandemic, traffic levels dropped significantly and therefore so did the number of people being killed and seriously injured on London’s roads in 2020 and 2021. However, 2022 has seen a reversion to more typical numbers and patterns of injury as travel has recovered following coronavirus restrictions.

These changes led to a two per cent increase in the number of people injured (all severities) in road traffic collisions in Greater London compared to 2021. The number of people that were killed or seriously injured increased by 11 per cent compared to 2021.

¹ <https://tfl.gov.uk/corporate/about-tfl/the-mayors-transport-strategy>

² <http://content.tfl.gov.uk/vision-zero-action-plan.pdf>



However, compared to the pre-pandemic 2017-19 average the number of people killed reduced by 18 per cent and the total number of injuries was down by 12 per cent. The number of people killed or seriously injured was up by one per cent, in part driven by an increase in serious injuries sustained by people cycling, using buses and using other forms of transport including eScooters (see Appendix A1)

Reflecting their share of traffic, car drivers remained the most likely to be involved in a collision which injured someone else on the road. In 2022, cars were the 'other vehicle involved' in 65 per cent of all casualties on London's roads and accounted for 76 per cent of vehicle kilometres travelled in 2021³ (2022 vehicle data is not yet available). However, motorcyclists were the 'other vehicle involved' in twice as many casualties than their share of traffic⁴.

1.3 Progress on our targets

We have an extremely stretching ambition for reducing road casualties in London - targeting a 65 per cent reduction in people Killed or Seriously Injured (KSI) 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, when compared to the Mayor's Transport Strategy baseline of 2005-09.

Over this time there has been significant progress:

- Number of people killed in collisions has reduced by 52 per cent and is the lowest on record excepting the pandemic-affected years 2020 and 2021.
- Number of people killed in collisions involving London buses has reduced by 65 per cent
- Number of people killed and seriously injured on London's roads has reduced by 38 per cent
- Number of children killed or seriously injured has reduced by 63 per cent
- Number of people killed or seriously injured in collisions involving London buses has reduced by 54 per cent
- Number of people killed or seriously injured in collisions involving car occupants has reduced by 70 per cent

This is very positive and welcome progress; however we recognise that it has not achieved our ambitious targets for London for 2022.

The overall pattern of casualties is similar to pre-Covid, with 80 per cent of people killed or seriously injured being pedestrians, cyclists or motorcyclists. Cars were the vehicle most frequently involved in these collisions.

Within that pattern there is variation however:

- People killed or seriously injured (KSIs) have reduced for all road user groups from the 2005-09 baseline with the exception of cyclists
- Cyclists experiencing serious injuries have increased by 42 per cent against the baseline, however cyclist fatalities have decreased by 58 per cent. Over this time period (to 2021) cycling journeys have increased by 88 per cent⁵, suggesting that cycling trips have become safer overall, but clearly there is a need to continue to roll-

³ The DfT includes taxi and private hire vehicles in its 'car' category so these apply to the percentages stated in this sentence

⁴ <https://www.gov.uk/government/statistical-data-sets/road-traffic-statistics-tra>

⁵ <https://www.gov.uk/government/statistical-data-sets/road-traffic-statistics-tra> - table CW0403

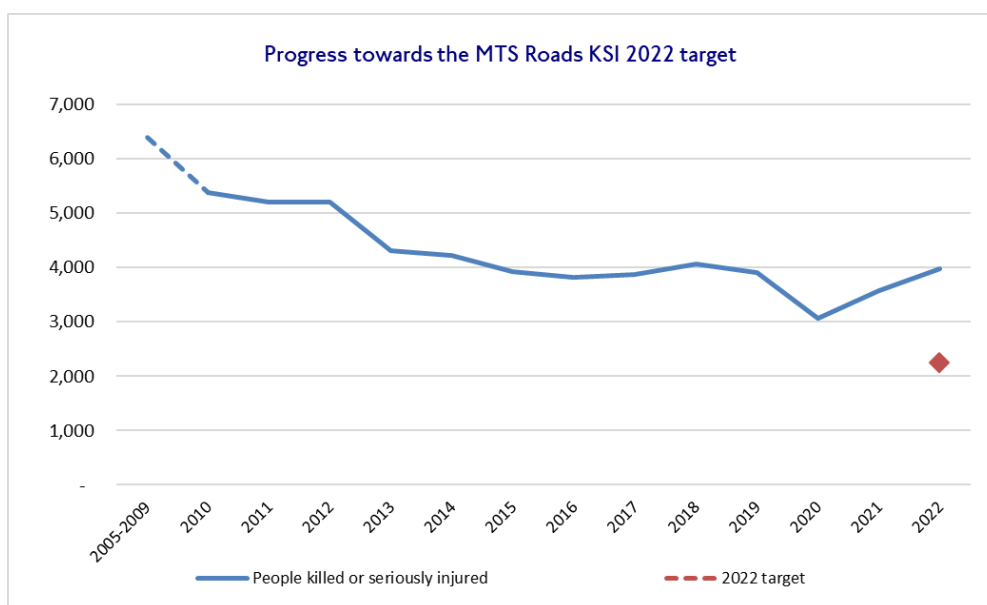
out safe cycle infrastructure, lower speeds and initiatives such as the Direct Vision Standard (DVS)⁶.

- Fatalities on London’s roads have reduced by 52 per cent overall since the 2005-09 baseline, however in addition to the welcome reduction in cyclist fatalities described above, pedestrian fatalities have reduced by 57 per cent and child fatalities (aged under 16 years old) have reduced by 83 per cent.
- Around half of the fatalities in 2022 involved speeding as a contributory factor, underlining the importance of lowering speed limits and effective speed enforcement.

Target: 65 per cent reduction in people killed or seriously injured by 2022 compared to 2005-09

2022 Position: 38 per cent reduction

Figure 1 Progress towards the Mayor’s Transport Strategy (MTS) Killed or Seriously Injured (KSI) casualty target for 2022.



The number of people killed or seriously injured on or by a London bus was 54 per cent lower than the baseline (with the number of bus occupants injured down by 49 per cent). In 2022 eight people were killed in or by a London bus compared to the 2005-09 baseline average of 23; a reduction of 65 per cent.

In the last year, people killed or seriously injured resulting from collisions involving buses have increased by 15 per cent against the 2017-2019 pre pandemic average (see Appendix A6). These latest changes in serious injuries have been driven largely by bus passengers who suffered serious injuries often as a result of slips, trips and falls.

Further details on TfL’s initiatives to improve bus safety, including the design of bus interiors, will be set out in a new Bus Safety Strategy to be published this summer.

⁶ <https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/direct-vision-in-heavy-goods-vehicles>



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

2022 Position: 54 per cent reduction

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

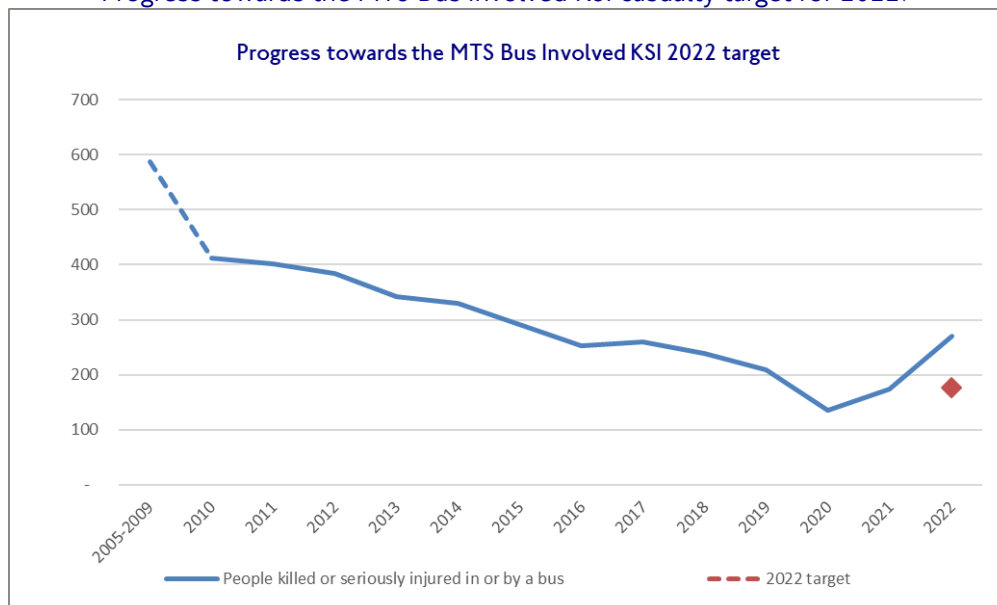


Table 1 below sets out the breakdown of figures by mode against the 2005-2009 baseline and the previous year.

Table 1 People Killed or Seriously Injured 2022 (v 2005-09 baseline and 2021).

| Casualty severity | User group | Casualty numbers | | | Percentage change in 2022 over | |
|-------------------|----------------------------|-------------------|--------------|--------------|--------------------------------|-------------------|
| | | 2005-2009 average | 2021 | 2022 | 2021 | 2005-2009 average |
| Fatal and serious | Bus or coach occupants | 277 | 71 | 142 | 100% * | -49% * |
| | Car occupants | 1,773 | 464 | 529 | 14% * | -70% * |
| | Motorcyclists | 1,397 | 929 | 895 | -4% | -36% * |
| | Pedal cyclists | 737 | 999 | 1,027 | 3% | 39% * |
| | Pedestrians | 2,021 | 960 | 1,240 | 29% * | -39% * |
| | Other vehicle occupants | 197 | 157 | 141 | -10% | -29% * |
| | Total | 6,403 | 3,580 | 3,974 | 11% * | -38% * |
| Child casualties | Child bus/coach passengers | 23 | 2 | 8 | 300% * | -66% * |
| | Child car passengers | 82 | 6 | 16 | 167% * | -80% * |
| | Child pedal cyclists | 63 | 24 | 27 | 13% | -57% * |
| | Child pedestrians | 423 | 147 | 156 | 6% | -63% * |
| | Other child casualties | 18 | 17 | 18 | 6% | 0% |
| | Total | 608 | 196 | 225 | 15% * | -63% * |

Source: STATS19. Note: Figures in grey and italic are back estimated for the number of serious, slight and all casualties in the 2005-09 baseline. Asterisks (*) indicate where changes are significant at the 95 per cent confidence level, applying the Poisson probability distribution. The number and severity of child casualties are a subset of the total number of reported fatal, serious, slight and all casualties.

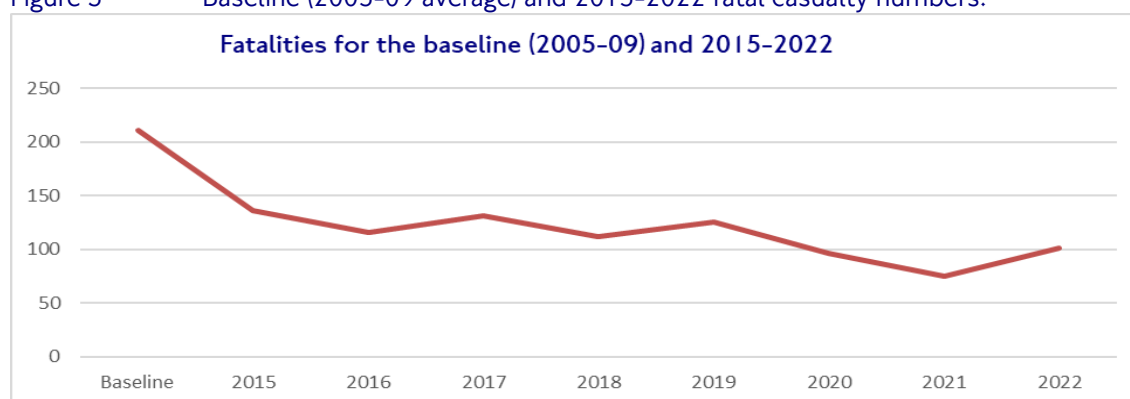
2. Headline Statistics by Injury Severity

2.1 People killed

Against the 2005-09 baseline the number of people killed on London’s roads is down by 52 per cent. Compared to the 2017-19 average the number of people killed is down by 18 per cent.

People killed on London’s roads increased by 35 per cent compared to 2021, largely due to an increase in car occupant fatalities. Despite this, in terms of people killed, 2022 is the lowest year on record, excluding 2020 and 2021, which were heavily affected by pandemic related lockdowns.

Figure 3 Baseline (2005-09 average) and 2015-2022 fatal casualty numbers.



Key Points

- Cyclist deaths have decreased compared to 2021, from 10 to 7. This is 58 per cent below the 2005-09 baseline.
- People killed whilst walking, cycling and motorcycling account for 68 per cent of all fatalities. This is down from 80 per cent in 2021.
- There was a rise in car occupant fatalities in 2022, from 10 to 25:
 - Predominantly males (14 out of 25)
 - Aged 17-30 (12 out of 25) or over 70 (7 out of 25)
 - In collisions with other cars (12 out of 25) or with no other vehicle involved (7 out of 25)
- The majority of fatalities involved a car; with car occupants accounting for 25 per cent of the fatalities, and the cars being the “other vehicle involved” in almost 50 per cent of the remaining fatalities.
- There were three reported fatalities of people riding privately owned electric scooters (or e-scooters) in 2022. There were three such deaths recorded in 2021 and none in 2020.
- Motorcyclists account for three per cent of vehicle kilometres travelled but 21 per cent of fatalities⁷.
- In 2022 about half of the fatal collisions in London (48 out of 99) reported speed as a contributory factor⁸. The 101 fatalities occurred as a result of 99 collisions.

⁷ This is based on 2021 traffic data as 2022 traffic data is not yet available

⁸ This is based on analysis by the MPS using the DfT recognised contributory factors of “Exceeding the Speed Limit” and “Travelling Too Fast for the Conditions”



Table 2 Fatalities during 2022 compared with the 2005-09 average and 2021.

| Casualty severity | User group | Casualty numbers | | | Percentage change in 2022 over | |
|-------------------------------|-------------------------|-------------------|-----------|-------------|--------------------------------|-------------------|
| | | 2005-2009 average | 2021 | 2022 | 2021 | 2005-2009 average |
| Fatal | Bus or coach occupants | 2.4 | 1 | 1 | 0% | -58% |
| | Car occupants | 49.4 | 10 | 25 | 150% * | -49% * |
| | Motorcyclists | 43.4 | 14 | 21 | 50% | -52% * |
| | Pedal cyclists | 16.6 | 10 | 7 | -30% | -58% * |
| | Pedestrians | 96.0 | 36 | 41 | 14% | -57% * |
| | Other vehicle occupants | 3.2 | 4 | 6 | 50% | 88% |
| | Total | 211.0 | 75 | 101 | 35% * | -52% * |
| Children (under 16yrs) | 11.6 | 3 | 2 | -33% | -83% * | |

Source: STATS19. Note: Figures in grey and italic are back estimated for the number of serious, slight and all casualties in the 2005-09 baseline. Asterisks (*) indicate where changes are significant at the 95 per cent confidence level, applying the Poisson probability distribution. The number and severity of child casualties are a subset of the total number of reported fatal, serious, slight and all casualties.

2.2 People with serious injuries

In 2022 there were 3,873 seriously injured casualties reported on London's roads. This is a decrease of 37 per cent compared to the 2005-09 baseline⁹ and increase of 10 per cent compared to 2021, which was partly affected by coronavirus restrictions. Compared to the 2017-19 average, serious injuries were up by one per cent.

All modes, except for motorcyclists and 'other vehicle' occupants, have seen an increase against 2021 levels. The greatest absolute increase was recorded amongst pedestrians, with the greatest percentage increase recorded amongst bus or coach occupants.

Significant reductions were seen across all main modes against the 2005-09 baseline, except serious injuries to cyclists, which increased by 42 per cent, reflecting the large increase in cycling in London over that period, calculated by DfT to have been 88 per cent¹⁰.

⁹ Revisions have been made to 2005-09 figures for cyclists and pedestrians based on a quality review of the back cast data provided by TRL in 2018.

¹⁰ <https://www.gov.uk/government/statistical-data-sets/road-traffic-statistics-tra#pedal-cycle-traffic-tra04>

Table 3 Serious injuries during 2022 compared with the 2005-09 average and 2021.

| Casualty severity | User group | Casualty numbers | | | Percentage change in 2022 over | |
|-------------------|-------------------------------|------------------|--------------|--------------|--------------------------------|---------------|
| | | 2005-2009 | | | 2005-2009 | |
| | | average | 2021 | 2022 | 2021 | average |
| Serious | Bus or coach occupants | 275 | 70 | 141 | 101% * | -49% * |
| | Car occupants | 1,724 | 454 | 504 | 11% | -71% * |
| | Motorcyclists | 1,353 | 915 | 874 | -4% | -35% * |
| | Pedal cyclists | 721 | 989 | 1,020 | 3% | 42% * |
| | Pedestrians | 1,925 | 924 | 1,199 | 30% * | -38% * |
| | Other vehicle occupants | 194 | 153 | 135 | -12% | -30% * |
| | Total | 6,192 | 3,505 | 3,873 | 10% * | -37% * |
| | Children (under 16yrs) | 608 | 193 | 223 | 16% * | -63% * |

Source: STATS19. Note: Figures in grey and italic are back estimated for the number of serious, slight and all casualties in the 2005-09 baseline. Asterisks (*) indicate where changes are significant at the 95 per cent confidence level, applying the Poisson probability distribution. The number and severity of child casualties are a subset of the total number of reported fatal, serious, slight and all casualties.

2.3 People with slight injuries

In 2022 there were 23,287 slightly injured casualties reported on London's roads. This is eight per cent lower than the 2005-09 baseline and one per cent higher than in 2021.

Bus or coach occupants have seen the largest decrease in slight injuries against the baseline compared to all other modes, despite a 10 per cent increase in 2022 from 2021.

The greatest absolute and percentage increase was amongst pedestrians compared to 2021, this aligns with the continued increase in commuter trips and the greater levels of activity in central London post-pandemic.

Against the 2017-19 average, slight injuries were down by 14 per cent, with pedestrian injuries down by 28 per cent.

Table 4 Slight injuries during 2022 compared with the 2005-09 average and 2021.

| Casualty severity | User group | Casualty numbers | | | Percentage change in 2022 over | |
|-------------------|-------------------------------|------------------|---------------|---------------|--------------------------------|---------------|
| | | 2005-2009 | | | 2005-2009 | |
| | | average | 2021 | 2022 | 2021 | average |
| Slight | Bus or coach occupants | 1,434 | 795 | 876 | 10% * | -39% * |
| | Car occupants | 12,844 | 8,636 | 8,482 | -2% | -34% * |
| | Motorcyclists | 3,592 | 5,077 | 5,266 | 4% * | 47% * |
| | Pedal cyclists | 2,673 | 4,278 | 4,063 | -5% * | 52% * |
| | Pedestrians | 3,856 | 2,878 | 3,332 | 16% * | -14% * |
| | Other vehicle occupants | 1,017 | 1,428 | 1,268 | -11% * | 25% * |
| | Total | 25,416 | 23,092 | 23,287 | 1% | -8% * |
| | Children (under 16yrs) | 1,805 | 1,287 | 1,413 | 10% * | -22% * |

Source: STATS19. Note: Figures in grey and italic are back estimated for the number of serious, slight and all casualties in the 2005-09 baseline. Asterisks (*) indicate where changes are significant at the 95 per cent confidence level, applying the Poisson probability distribution. The number and severity of child casualties are a subset of the total number of reported fatal, serious, slight and all casualties.



2.4 Total casualties

There was a total of 27,261 casualties of all severities on London's roads in 2022. This is two per cent higher than in 2021 and 14 per cent lower than the 2005-09 baseline. The greatest absolute and percentage increase compared to 2021 was amongst pedestrians as there was more leisure and commuting activity following the years affected by pandemic restrictions. Against the 2017-19 average, all injuries were down by 12 per cent.

Table 5 Total casualties during 2022 compared with the 2005-09 average and 2021.

| Casualty severity | User group | Casualty numbers | | | Percentage change in 2022 over | |
|-------------------|-------------------------|----------------------|---------------|---------------|--------------------------------|---------------|
| | | 2005-2009 | | | 2005-2009 | |
| | | average | 2021 | 2022 | 2021 | average |
| All | Bus or coach occupants | <i>1,711</i> | 866 | 1,018 | 18% * | -41% * |
| | Car occupants | <i>14,617</i> | 9,100 | 9,011 | -1% | -38% * |
| | Motorcyclists | <i>4,989</i> | 6,006 | 6,161 | 3% | 23% * |
| | Pedal cyclists | <i>3,410</i> | 5,277 | 5,090 | -4% * | 49% * |
| | Pedestrians | <i>5,877</i> | 3,838 | 4,572 | 19% * | -22% * |
| | Other vehicle occupants | <i>1,215</i> | 1,585 | 1,409 | -11% * | 16% * |
| | Total | <i>31,819</i> | 26,672 | 27,261 | 2% * | -14% * |
| | Children (under 16yrs) | <i>2,413</i> | 1,483 | 1,638 | 10% * | -32% * |

Source:

STATS19. Note: Figures in grey and italic are back estimated for the number of serious, slight and all casualties in the 2005-09 baseline. Asterisks (*) indicate where changes are significant at the 95 per cent confidence level, applying the Poisson probability distribution. The number and severity of child casualties are a subset of the total number of reported fatal, serious, slight and all casualties.

In terms of absolute counts, car occupants (including car drivers and car passengers) are the road user group with the greatest number of casualties each year (33 per cent of total casualties in 2022).

Table 6 Casualties in 2022 – mode of travel by severity and change over 2021.

| Mode of travel | Severity of casualty in 2022 (and percentage change over 2021) | | | | | | % of total in 2022 | |
|---------------------------|--|---------------|--------------|---------------|---------------|-------------|---------------------|-------------|
| | Fatal | | Serious | | Slight | | | Total |
| Bus or coach | 1 | (0%) | 141 | (101%)* | 876 | (10%)* | 1,018 (18%)* | 4% |
| Car | 25 | (150%)* | 504 | (11%) | 8,482 | (-2%) | 9,011 (-1%) | 33% |
| Goods vehicle | 1 | (0%) | 24 | (-8%) | 409 | (-13%)* | 434 (-12%)* | 2% |
| Motorcycle | 21 | (50%) | 874 | (-4%) | 5,266 | (4%)* | 6,161 (3%) | 23% |
| Pedal cycle | 7 | (-30%) | 1,020 | (3%) | 4,063 | (-5%)* | 5,090 (-4%)* | 19% |
| Pedestrian | 41 | (14%) | 1,199 | (30%)* | 3,332 | (16%)* | 4,572 (19%)* | 17% |
| Taxi or private hire | 1 | (100%) | 23 | (53%) | 553 | (-5%) | 577 (-4%) | 2% |
| Other vehicle | 4 | (33%) | 88 | (-22%)* | 306 | (19%)* | 398 (-19%)* | 1% |
| Total | 101 | (35%)* | 3,873 | (10%)* | 23,287 | (1%) | 27,261 (2%)* | 100% |
| % of total in 2022 | 0.4% | | 14% | | 85% | | 100% | |

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

3. 2022 collisions – other vehicles involved

3.1 Casualties by the other vehicle involved

Table 7 below sets out the vehicles that were recorded by the police as being involved in the collisions that resulted in casualties (this excludes the casualty vehicle). It should be noted that some collisions involve multiple other vehicles, some involve no other vehicles and some are unknown. Involvement does not mean that the other vehicle involved was to blame for the collision.

In 2022 cars continue to dominate as the other ‘vehicle involved’, largely reflecting their share of traffic. Whilst all modes have increased in absolute terms in 2022 compared to 2021 (except Goods vehicles), due to the overall increase in casualties, the greatest percentage increases have been in injuries resulting from collisions with pedal cycles and Bus or Coach.

In 2022 e-scooter riders, part of the ‘Other vehicle’ category, were involved in collisions that resulted in 21 serious injuries to pedestrians, compared to 30 in 2021, a decrease of 43 per cent.

Fatalities increased in 2022 and this is reflected in all modes as the other ‘vehicle involved’ except for motorcycles and pedal cycles. In terms of serious injuries all modes again have increased, except for ‘other vehicles’ which have reduced by 12 per cent. The greatest absolute increase in serious and slight injuries has been in the involvement of cars, as motorised traffic has continued to increase following the pandemic.

Table 7 Casualties in 2022 – Other vehicle involved by severity and change over 2021.

| Other vehicle involved | Severity of casualty in 2022 (and percentage change over 2021) | | | | | | Total | | % of total in 2022 |
|---------------------------|--|--------------|--------------|---------------|---------------|-------------|---------------|--------------|--------------------|
| | Fatal | | Serious | | Slight | | | | |
| Bus or coach | 7 | (75%) | 136 | (18%) | 555 | (7%) | 698 | (9%)* | 4% |
| Car | 39 | (15%) | 2,067 | (8%)* | 9,893 | (2%) | 11,999 | (3%)* | 65% |
| Goods vehicle | 23 | (35%) | 422 | (3%) | 2,474 | (-4%) | 2,919 | (-3%) | 16% |
| Motorcycle | 2 | (0%) | 225 | (42%)* | 850 | (-3%) | 1,077 | (4%) | 6% |
| Pedal cycle | 0 | (0%) | 106 | (51%)* | 291 | (5%) | 397 | (15%)* | 2% |
| Pedestrian | - | - | - | - | - | - | - | - | - |
| Taxi or private hire | 2 | (100%) | 153 | (6%) | 850 | (3%) | 1,005 | (4%) | 5% |
| Other vehicle | 3 | (50%) | 73 | (-12%) | 371 | (4%) | 447 | (1%) | 2% |
| Total* | 76 | (27%) | 3,182 | (10%)* | 15,284 | (1%) | 18,542 | (2%)* | 100% |
| % of total in 2022 | 0% | | 17% | | 82% | | 100% | | |

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

3.2 Collisions involving a London Bus

As described above, people killed or seriously injured in collisions involving London Buses decreased by 54 per cent against the 2005-09 baseline.

In 2022 eight people were killed in or by a London Bus, a reduction of 65 per cent against the 2005-09 baseline average of 23. There was one fatality to a bus occupant as the result of a fall on a bus and seven fatalities in collisions with other road users.



Table 8 Casualties involving buses in 2022 by severity and change over 2021.

| Mode of travel | Severity of casualty in 2022 (and percentage change over 2021) | | | | | | | |
|----------------------|--|--------------|------------|----------------|--------------|-----------------|--------------|----------------|
| | Fatal | | Serious | | Slight | | Total | |
| Bus driver/passenger | 1 | (0%) | 137 | (108%) * | 828 | (111%) * | 966 | (19%) * |
| Car | 1 | (100%) | 17 | (113%) * | 147 | (-8%) | 165 | (-1%) |
| Goods vehicle | 0 | (0%) | 2 | (100%) | 7 | (-50%) | 9 | (-40%) |
| Motorcycle | 0 | (-100%) | 14 | (-7%) | 40 | (8%) | 54 | (2%) |
| Pedal cycle | 2 | (200%) | 23 | (-23%) | 54 | (0%) | 79 | (-6%) |
| Pedestrian | 4 | (33%) | 63 | (37%) | 172 | (39%) * | 239 | (38%) * |
| Taxi or private hire | 0 | (0%) | 2 | (200%) | 15 | (67%) | 17 | (89%) |
| Other vehicle | 0 | (0%) | 4 | (33%) | 7 | (75%) | 11 | (57%) |
| Total | 8 | (60%) | 262 | (55%) * | 1,270 | (111%) * | 1,540 | (17%) * |

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

We have a clear focus on increasing the safety of the bus fleet and have successfully introduced over 1,000 new buses with the latest safety features to London's roads, as well as having achieved the Mayor's Transport Strategy target for casualty reduction in 2020 and 2021. We are introducing new measures in the updated Bus Safety Standard to address a range of safety factors. Further details on TfL's initiatives to meet the 2030 target will be set out in the new Bus Safety Strategy to be published this summer.

Table 9 Casualties involving buses in 2022 compared with the 2005-09 average and 2021.

| Casualty severity | User group | Casualty numbers | | | Percentage change in 2022 over | |
|-------------------|----------------------------|-------------------|------------|------------|--------------------------------|-------------------|
| | | 2005-2009 average | 2021 | 2022 | 2021 | 2005-2009 average |
| Fatal and serious | Bus or coach occupants | | 67 | 138 | 106% * | |
| | Car occupants | | 8 | 18 | 125% * | |
| | Motorcyclists | | 16 | 14 | -13% | |
| | Pedal cyclists | | 30 | 25 | -17% | |
| | Pedestrians | | 49 | 67 | 37% * | |
| | Other vehicle occupants | | 4 | 8 | 100% | |
| | Total | | 587 | 174 | 270 | 55% * |
| | Child bus/coach passengers | | 1 | 8 | 700% * | |
| | Child car passengers | | 0 | 1 | | |
| | Child pedal cyclists | | 2 | 0 | -100% | |
| | Child pedestrians | | 7 | 6 | -14% | |
| | Other child casualties | | 0 | 0 | 0% | |
| | Total | | 10 | 15 | 50% | |

Source: STATS19. Note: Asterisks (*) indicate where changes are significant at the 95 per cent confidence level, applying the Poisson probability distribution. There is no breakdown for 2005-09 average numbers as this was not included in the back casting exercise that was undertaken.

4. Further information

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

www.tfl.gov.uk/roadsafety

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

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Appendix A – Comparing 2022 with the 2017-19 average

A.1 The impact of lockdowns on reported road casualties

2020 was heavily affected by the Coronavirus pandemic with a number of lockdowns that made significant changes to people's travel behaviour. This resulted in a significant drop in casualty numbers across the year. Whilst 2021 was also pandemic affected, the restrictions were less strict and there were less periods of lockdown¹¹. By March 2022 the majority of legal coronavirus (COVID-19) restrictions had ended. However, the way people spent their time remained different, with people travelling to and from locations less and working habits and patterns continuing to change¹².

Therefore this section looks at comparing the 2022 figures with a pre-pandemic average of the three years 2017-19 for contextual purposes¹³.

Table A1 People Killed or Seriously Injured 2022 compared with the 2017-19 average.

| Casualty severity | User group | Casualty numbers | | |
|-------------------|-------------------------------|------------------|--------------|-------------------|
| | | 2017-19 average | 2022 | Percentage change |
| Fatal and serious | Bus or coach occupants | 104 | 142 | 37% * |
| | Car occupants | 562 | 529 | -6% |
| | Motorcyclists | 1,066 | 895 | -16% * |
| | Pedal cyclists | 748 | 1,027 | 37% * |
| | Pedestrians | 1,376 | 1,240 | -10% * |
| | Other vehicle occupants | 94 | 141 | 50% * |
| | Total | 3,950 | 3,974 | 1% |
| | Children (under 16yrs) | 232 | 225 | -3% |

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

¹¹ <https://www.instituteforgovernment.org.uk/sites/default/files/timeline-coronavirus-lockdown-december-2021.pdf>

¹² <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/conditionsanddiseases/bulletins/howpeoplespenttheirtimeaftercoronavirusrestrictionswerelifteduk/march2022>

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

Table A2 Fatalities during 2022 compared with the 2017-19 average.

| Casualty severity | User group | Casualty numbers | | |
|-------------------|-------------------------|------------------|------------|-------------------|
| | | 2017-19 average | 2022 | Percentage change |
| Fatal | Bus or coach occupants | 1.7 | 1.0 | -40% |
| | Car occupants | 15.7 | 25 | 60% |
| | Motorcyclists | 28.0 | 21 | -25% |
| | Pedal cyclists | 9.0 | 7 | -22% |
| | Pedestrians | 66.0 | 41 | -38% * |
| | Other vehicle occupants | 2.3 | 6 | 157% |
| | Total | 123 | 101 | -18% |
| | Children (under 16yrs) | 3 | 2 | -25% |

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

Table A3 Serious injuries during 2022 compared with the 2017-19 average.

| Casualty severity | User group | Casualty numbers | | |
|-------------------|-------------------------|------------------|--------------|-------------------|
| | | 2017-19 average | 2022 | Percentage change |
| Serious | Bus or coach occupants | 102 | 141 | 38% * |
| | Car occupants | 547 | 504 | -8% |
| | Motorcyclists | 1,038 | 874 | -16% * |
| | Pedal cyclists | 739 | 1,020 | 38% * |
| | Pedestrians | 1,310 | 1,199 | -8% * |
| | Other vehicle occupants | 92 | 135 | 47% * |
| | Total | 3,828 | 3,873 | 1% |
| | Children (under 16yrs) | 230 | 223 | -3% |

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

Table A4 Slight injuries during 2022 compared with the 2017-19 average.

| Casualty severity | User group | Casualty numbers | | |
|-------------------|-------------------------|------------------|---------------|-------------------|
| | | 2017-19 average | 2022 | Percentage change |
| Slight | Bus or coach occupants | 1,355 | 876 | -35% * |
| | Car occupants | 11,316 | 8,482 | -25% * |
| | Motorcyclists | 4,297 | 5,266 | 23% * |
| | Pedal cyclists | 3,888 | 4,063 | 4% * |
| | Pedestrians | 4,649 | 3,332 | -28% * |
| | Other vehicle occupants | 1,598 | 1,268 | -21% * |
| | Total | 27,105 | 23,287 | -14% * |
| | Children (under 16yrs) | 1,834 | 1,413 | -23% * |

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



Table A5 Total casualties during 2022 compared with the 2017-19 average.

| Casualty severity | User group | Casualty numbers | | |
|-------------------|-------------------------------|------------------|---------------|-------------------|
| | | 2017-19 average | 2022 | Percentage change |
| All | Bus or coach occupants | 1,459 | 1,018 | -30% * |
| | Car occupants | 11,879 | 9,011 | -24% * |
| | Motorcyclists | 5,363 | 6,161 | 15% * |
| | Pedal cyclists | 4,637 | 5,090 | 10% * |
| | Pedestrians | 6,025 | 4,572 | -24% * |
| | Other vehicle occupants | 1,692 | 1,409 | -17% * |
| | Total | 31,055 | 27,261 | -12% * |
| | Children (under 16yrs) | 2,066 | 1,638 | -21% * |

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

Table A6 Bus Involved KSIs during 2022 compared with the 2017-19 average.

| Casualty severity | User group | Casualty numbers | | |
|-------------------|-------------------------|------------------|------------|-------------------|
| | | 2017-19 average | 2022 | Percentage change |
| Fatal and serious | Bus or coach occupants | 99 | 138 | 39% * |
| | Car occupants | 13 | 18 | 38% |
| | Motorcyclists | 16 | 14 | -13% |
| | Pedal cyclists | 14 | 25 | 79% * |
| | Pedestrians | 92 | 67 | -27% * |
| | Other vehicle occupants | 1 | 8 | 700% * |
| | Total | 235 | 270 | 15% |

Appendix B - Strengths and weaknesses of the data

B.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 slight¹⁴. Back estimated changes in the number of casualties takes into account changes in the police reporting of injury severity and online self-reporting.

Data presented in this factsheet is for personal injury road traffic collisions occurring on the public highway, and reported to the police, in accordance with the STATS19 national reporting system. It should be noted that large percentage changes in small numbers may not necessarily be statistically significant.

Further detailed analysis of the statistics presented in this factsheet will be undertaken, in line with the DfT's publication of 'Reported road casualties Great Britain annual report'.¹⁵

B.2 Self-reports

The introduction of online self-reporting¹⁶ has made it easier for members of the public to report collisions to the police. Table C1 below provides details of the self-reports in 2022 by casualty class and compared to 2021.

In 2022 we have seen a two per cent increase overall in terms of self-reporting of casualties of road traffic incidents in London. This now means that 35 per cent of all road's casualty collisions in London were self-reported in 2022. The vast majority of self-reports relate to slight injuries as the police are much more likely to attend where there are more serious casualties.

As in 2021 there was one self-reported fatality which was the bus passenger fatality mentioned in section 3.2 of the report.

The most likely mode type to self-report in 2022 were motorcyclists, closely followed by car occupants and pedal cyclists, which combined accounted for 82 per cent of all self-reports. In 2021 these three modes also dominated self-reporting accounting for 83 per cent of all self-reports.

¹⁴ <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2017>

¹⁵ <https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>

¹⁶ <https://www.met.police.uk/ro/report/rti/report-a-road-traffic-incident/>



Table B1 Self-reported casualties in 2022 – mode of travel by severity and percentage change over 2021.

| Mode of travel | Severity of casualty in 2022 (and percentage change over 2021) | | | | % of self reported casualties in 2022 | % of all casualties in 2022 |
|---------------------------|---|------------------|---------------------|-------------------|--|-----------------------------------|
| | Fatal | Serious | Slight | Total | | |
| Bus or coach | 1 (100%) | 7 (75%) | 73 (12%) | 81 (17%) | 1% | 0% |
| Car | 0 (0%) | 27 (-4%) | 2,484 (-11%) * | 2,511 (-11%) * | 27% | 9% |
| Goods vehicle | 0 (0%) | 2 (0%) | 114 (-17%) | 116 (-17%) | 1% | 0% |
| Motorcyclist | 0 (0%) | 84 (-16%) | 2,589 (22%) * | 2,673 (20%) * | 29% | 10% |
| Pedal cycle | 0 (0%) | 324 (0%) | 2,110 (-2%) | 2,434 (-2%) | 26% | 9% |
| Pedestrian | 0 (0%) | 170 (1%) | 1,027 (25%) * | 1,197 (21%) * | 13% | 4% |
| Taxi or private hire | 0 (0%) | 4 (0%) | 245 (-12%) | 249 (-12%) | 3% | 1% |
| Other vehicle | 0 (-100%) | 12 (-29%) | 61 (-32%) * | 73 (-32%) * | 1% | 0% |
| Total | 1 (0%) | 630 (-3%) | 8,703 (3%) * | 9,334 (2%) | 100% | 35% |
| % of total in 2022 | 0% | 7% | 93% | 100% | | |

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

B.3 Data supply challenges

The continued increase in the number of self-reported collisions in London presents its own data challenges. Currently the DfT has different requirements for self-reports compared 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, continued progress is being made to make self-reported forms more intelligent through the use of in-built validation checks.

However it is still possible to enter “unknown” for a number of fields, which presents data quality issues particularly in terms of accurately locating the incident and the vehicles involved.

B.4 E-Scooters

Over the last couple of years, we have seen a large rise in the use of e-scooters and other similar personal mobility devices¹⁷. These are currently classified within the “Other Vehicle” category. When the latest STATS19 changes are implemented¹⁸ they will be included in a new vehicle category of “Powered Personal Transporter Devices” along with similar such devices.

In lieu of this TfL reviews the raw data descriptions in the police records to try and identify collisions in which they are involved. As such the numbers relating to them may change once the STATS19 changes are made, and we have a better way of identifying them.

¹⁷ <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-e-scooter-factsheet-year-ending-june-2021/reported-road-casualties-great-britain-e-scooter-factsheet-year-ending-june-2021>

¹⁸ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/995117/stats19-review.pdf

Appendix C – Borough tables

Table C1 Casualties in Greater London 2022 by borough and percentage change over 2021.

| Borough | Total casualties | | Pedestrians | | Cyclists | | Motorcyclists | | Car occupants | | Total vehicle occupants | |
|---------------------------|------------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|---------------|-------------|-------------------------|--------------|
| Camden | 826 | 8% | 168 | 24% * | 252 | -5% | 214 | 18% | 120 | 5% | 658 | 4% |
| City of London | 203 | 34% * | 38 | 6% | 98 | 51% * | 26 | 0% | 18 | 80% * | 165 | 42% * |
| Greenwich | 741 | -8% * | 131 | 19% | 88 | -23% * | 156 | 19% | 295 | -17% * | 610 | -12% * |
| Hackney | 871 | -10% * | 163 | 21% | 271 | -14% * | 211 | -18% * | 163 | -6% | 708 | -15% * |
| Hammersmith & Fulham | 638 | -7% | 113 | 9% | 182 | -8% | 176 | -11% | 106 | -24% * | 525 | -10% * |
| Islington | 697 | -4% | 111 | 19% | 242 | -1% | 188 | -5% | 103 | -6% | 586 | -7% |
| Kensington & Chelsea | 664 | 3% | 139 | 30% | 140 | -20% * | 231 | 13% | 90 | 0% | 525 | -2% |
| Lambeth | 1,300 | -3% | 217 | 29% * | 370 | -3% | 337 | -11% | 249 | -13% | 1,083 | -8% * |
| Lewisham | 919 | 9% * | 120 | 2% | 186 | 11% | 229 | 17% | 277 | -5% | 799 | 10% * |
| Southwark | 1,139 | 4% | 179 | 11% | 385 | 16% * | 252 | 3% | 215 | -9% | 960 | 3% |
| Tower Hamlets | 1,165 | -9% * | 164 | 5% | 312 | -10% | 276 | -4% | 331 | -16% * | 1,001 | -11% * |
| Wandsworth | 1,046 | -8% * | 147 | -3% | 315 | -12% | 306 | -18% * | 187 | 17% | 899 | -9% * |
| Westminster | 1,402 | 10% * | 295 | 28% * | 430 | 7% | 321 | -1% | 190 | 2% | 1,107 | 6% |
| Total Inner London | 11,611 | 11% * | 1,985 | 26% * | 3,271 | 10% * | 2,923 | 12% * | 2,344 | -4% | 9,626 | 8% * |
| Barking & Dagenham | 581 | -6% | 106 | 28% * | 42 | -14% | 82 | 9% | 283 | -15% * | 475 | -11% * |
| Barnet | 1,038 | 2% | 172 | 23% * | 71 | -28% * | 269 | 11% | 455 | 0% | 866 | -1% |
| Bexley | 513 | 1% | 88 | 33% * | 34 | -48% * | 89 | 27% | 269 | 3% | 425 | -3% |
| Brent | 1,071 | 7% | 193 | 37% * | 112 | 3% | 357 | 28% * | 330 | -17% * | 878 | 3% |
| Bromley | 746 | 1% | 112 | 9% | 97 | -2% | 119 | -16% | 351 | 2% | 634 | -1% |
| Croydon | 1,094 | -2% | 196 | 7% | 126 | 2% | 230 | -14% * | 442 | -3% | 898 | -3% |
| Ealing | 1,037 | -3% | 174 | 5% | 125 | -4% | 249 | -1% | 409 | -2% | 863 | -4% |
| Enfield | 1,191 | 6% | 162 | 9% | 86 | 15% | 259 | 45% * | 569 | -5% | 1,029 | 6% |
| Haringey | 970 | 2% | 175 | 32% * | 161 | 0% | 334 | 3% | 237 | -3% | 795 | -3% |
| Harrow | 502 | 19% * | 97 | 41% * | 39 | -13% | 95 | 30% * | 227 | 8% | 405 | 15% * |
| Havering | 733 | 7% * | 90 | 17% | 49 | 2% | 62 | -11% | 443 | 8% | 643 | 6% |
| Hillingdon | 881 | 24% * | 159 | 51% * | 53 | -10% | 117 | 19% | 490 | 31% * | 722 | 20% * |
| Hounslow | 925 | 20% * | 168 | 37% * | 124 | 28% * | 161 | 28% * | 381 | 14% * | 757 | 17% * |
| Kingston-Upon-Thames | 360 | 1% | 58 | 41% * | 84 | -7% | 72 | -5% | 119 | -10% | 302 | -5% |
| Merton | 457 | -10% * | 80 | 21% | 98 | 1% | 107 | -22% * | 148 | -13% | 377 | -15% * |
| Newham | 1,094 | 6% | 178 | 24% * | 143 | 4% | 203 | 13% | 468 | 5% | 916 | 3% |
| Redbridge | 864 | 4% | 138 | 17% | 66 | -8% | 107 | -10% | 475 | 3% | 726 | 2% |
| Richmond-Upon-Thames | 449 | 8% | 61 | -5% | 143 | -9% | 111 | 61% * | 101 | 5% | 388 | 10% |
| Sutton | 483 | 11% | 75 | 44% * | 37 | -20% | 83 | -15% | 245 | 30% * | 408 | 7% |
| Waltham Forest | 661 | -3% | 105 | -4% | 129 | -16% | 132 | 2% | 225 | 4% | 556 | -2% |
| Total Outer London | 15,650 | 13% * | 2,587 | 23% * | 1,819 | 0% | 3,238 | 35% * | 6,667 | 4% * | 13,063 | 11% * |
| Greater London | 27,261 | 12% * | 4,572 | 24% * | 5,090 | 6% * | 6,161 | 23% * | 9,011 | 2% | 22,689 | 10% * |

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



Table C2 Casualty class in Greater London 2022 by borough and percentage change over 2021.

| Borough | Fatal** | | Serious | | Fatal and Serious (KSIs) | | Slight | | Total Casualties | |
|---------------------------|------------|--------------|--------------|--------------|--------------------------|--------------|---------------|--------------|------------------|-------------|
| | | | | | | | | | | |
| Camden | 3 | 1 | 117 | 2% | 120 | 3% | 706 | 9% | 826 | 8% |
| City of London | 0 | -1 | 59 | 51% * | 59 | 48% * | 144 | 29% * | 203 | 34% * |
| Greenwich | 4 | 2 | 94 | -2% | 98 | 0% | 643 | -9% * | 741 | -8% * |
| Hackney | 1 | 0 | 147 | 11% | 148 | 11% | 723 | -14% * | 871 | -10% * |
| Hammersmith & Fulham | 2 | 1 | 108 | 5% | 110 | 6% | 528 | -9% * | 638 | -7% |
| Islington | 2 | 2 | 110 | 15% | 112 | 17% | 585 | -7% | 697 | -4% |
| Kensington & Chelsea | 4 | 0 | 111 | 37% * | 115 | 35% * | 549 | -1% | 664 | 3% |
| Lambeth | 5 | 2 | 235 | 6% | 240 | 7% | 1,060 | -5% | 1,300 | -3% |
| Lewisham | 0 | -1 | 115 | 6% | 115 | 6% | 804 | 10% * | 919 | 9% * |
| Southwark | 3 | -1 | 166 | 0% | 169 | -1% | 970 | 5% | 1,139 | 4% |
| Tower Hamlets | 4 | 2 | 165 | 4% | 169 | 5% | 996 | -11% * | 1,165 | -9% * |
| Wandsworth | 4 | 3 | 192 | 9% | 196 | 11% | 850 | -11% * | 1,046 | -8% * |
| Westminster | 5 | 1 | 260 | 19% * | 265 | 19% * | 1,137 | 8% * | 1,402 | 10% * |
| Total Inner London | 37 | 42% | 1,879 | 10% * | 1,916 | 10% * | 9,695 | -3% * | 11,611 | -1% |
| Barking & Dagenham | 2 | 0 | 62 | 17% | 64 | 16% | 517 | -8% | 581 | -6% |
| Barnet | 6 | 4 | 147 | 43% * | 153 | 46% * | 885 | -3% | 1,038 | 2% |
| Bexley | 4 | 1 | 71 | -14% | 75 | -13% | 438 | 4% | 513 | 1% |
| Brent | 3 | -3 | 129 | 50% * | 132 | 43% * | 939 | 4% | 1,071 | 7% * |
| Bromley | 5 | 3 | 98 | -8% | 103 | -6% | 642 | 2% | 745 | 1% |
| Croydon | 2 | -2 | 167 | 6% | 169 | 4% | 925 | -3% | 1,094 | -2% |
| Ealing | 3 | 0 | 108 | -9% | 111 | -9% | 926 | -2% | 1,037 | -3% |
| Enfield | 5 | 5 | 116 | 17% | 121 | 22% | 1,070 | 5% | 1,191 | 6% |
| Haringey | 2 | -3 | 115 | 21% | 117 | 17% | 853 | 0% | 970 | 2% |
| Harrow | 3 | 2 | 59 | 44% * | 62 | 48% * | 440 | 16% * | 502 | 19% * |
| Havering | 5 | 0 | 81 | 13% | 86 | 12% | 647 | 7% | 733 | 7% |
| Hillingdon | 4 | 0 | 112 | 29% * | 116 | 27% * | 765 | 24% * | 881 | 24% * |
| Hounslow | 4 | 2 | 139 | 20% | 143 | 21% | 782 | 20% * | 925 | 20% * |
| Kingston-Upon-Thames | 1 | 0 | 52 | -5% | 53 | -5% | 307 | 2% | 360 | 1% |
| Merton | 5 | 4 | 81 | 8% | 86 | 13% | 371 | -14% * | 457 | -10% * |
| Newham | 5 | 4 | 130 | 1% | 135 | 4% | 959 | 6% | 1,094 | 6% |
| Redbridge | 2 | -1 | 94 | 24% | 96 | 22% | 768 | 3% | 864 | 4% |
| Richmond-Upon-Thames | 2 | -1 | 91 | -5% | 93 | -6% | 356 | 12% | 449 | 8% |
| Sutton | 1 | 0 | 70 | 9% | 71 | 9% | 412 | 11% | 483 | 11% |
| Waltham Forest | 0 | 0 | 72 | -10% | 72 | -10% | 590 | -2% | 662 | -3% |
| Total Outer London | 64 | 31% | 1,994 | 11% * | 2,058 | 12% * | 13,592 | 4% * | 15,650 | 5% * |
| Greater London | 101 | 35% * | 3,873 | 10% * | 3,974 | 11% * | 23,287 | 1% | 27,261 | 2% * |

Source: STATS19. Note: Asterisks (*) indicate where changes are significant at the 95 per cent confidence level, applying the Poisson probability distribution. **Fatals change from 2021 have been given in absolute values for the boroughs as numbers involved are too small to be meaningfully represented as percentages

Table C3 Vehicles involved in collisions in the Greater London area by vehicle type and percentage of total, 2022.

| Borough | Pedal Cycle | | Motorcycle | | Car | | Taxi and private hire | | Bus or coach | | Goods vehicle | | Other vehicle | | Total |
|---------------------------|--------------|------------|--------------|------------|---------------|------------|-----------------------|-----------|--------------|-----------|---------------|-----------|---------------|-----------|---------------|
| | | | | | | | | | | | | | | | |
| Camden | 271 | 21% | 257 | 20% | 511 | 39% | 97 | 7% | 18 | 1% | 114 | 9% | 30 | 2% | 1,298 |
| City of London | 100 | 33% | 34 | 11% | 85 | 28% | 39 | 13% | 14 | 5% | 26 | 9% | 4 | 1% | 302 |
| Greenwich | 91 | 9% | 171 | 17% | 574 | 56% | 28 | 3% | 32 | 3% | 105 | 10% | 18 | 2% | 1,019 |
| Hackney | 276 | 21% | 234 | 18% | 593 | 44% | 61 | 5% | 34 | 3% | 103 | 8% | 32 | 2% | 1,333 |
| Hammersmith & Fulham | 193 | 20% | 205 | 21% | 406 | 42% | 45 | 5% | 33 | 3% | 73 | 7% | 23 | 2% | 978 |
| Islington | 249 | 23% | 215 | 20% | 420 | 39% | 42 | 4% | 24 | 2% | 103 | 10% | 23 | 2% | 1,076 |
| Kensington & Chelsea | 147 | 14% | 262 | 25% | 410 | 39% | 92 | 9% | 17 | 2% | 87 | 8% | 24 | 2% | 1,039 |
| Lambeth | 381 | 19% | 407 | 20% | 872 | 43% | 86 | 4% | 54 | 3% | 167 | 8% | 54 | 3% | 2,021 |
| Lewisham | 187 | 14% | 267 | 20% | 679 | 50% | 33 | 2% | 53 | 4% | 105 | 8% | 26 | 2% | 1,350 |
| Southwark | 421 | 24% | 297 | 17% | 715 | 40% | 78 | 4% | 63 | 4% | 149 | 8% | 47 | 3% | 1,770 |
| Tower Hamlets | 321 | 18% | 313 | 18% | 848 | 48% | 71 | 4% | 30 | 2% | 137 | 8% | 30 | 2% | 1,750 |
| Wandsworth | 318 | 19% | 360 | 22% | 689 | 42% | 72 | 4% | 38 | 2% | 130 | 8% | 35 | 2% | 1,642 |
| Westminster | 463 | 22% | 364 | 18% | 744 | 36% | 208 | 10% | 69 | 3% | 182 | 9% | 42 | 2% | 2,072 |
| Total Inner London | 3,418 | 19% | 3,386 | 19% | 7,546 | 43% | 952 | 5% | 479 | 3% | 1,481 | 8% | 388 | 2% | 17,650 |
| Barking & Dagenham | 41 | 5% | 79 | 10% | 477 | 63% | 28 | 4% | 28 | 4% | 81 | 11% | 23 | 3% | 757 |
| Barnet | 72 | 5% | 276 | 20% | 829 | 60% | 38 | 3% | 18 | 1% | 124 | 9% | 14 | 1% | 1,371 |
| Bexley | 36 | 5% | 90 | 13% | 413 | 62% | 8 | 1% | 22 | 3% | 89 | 13% | 11 | 2% | 669 |
| Brent | 114 | 8% | 381 | 26% | 811 | 54% | 17 | 1% | 39 | 3% | 104 | 7% | 28 | 2% | 1,494 |
| Bromley | 97 | 10% | 124 | 13% | 597 | 61% | 22 | 2% | 31 | 3% | 94 | 10% | 9 | 1% | 974 |
| Croydon | 123 | 8% | 263 | 18% | 872 | 58% | 32 | 2% | 33 | 2% | 143 | 10% | 36 | 2% | 1,502 |
| Ealing | 126 | 9% | 274 | 20% | 786 | 57% | 38 | 3% | 35 | 3% | 112 | 8% | 18 | 1% | 1,389 |
| Enfield | 83 | 5% | 263 | 17% | 955 | 62% | 21 | 1% | 28 | 2% | 169 | 11% | 31 | 2% | 1,550 |
| Haringey | 173 | 12% | 361 | 25% | 735 | 51% | 37 | 3% | 32 | 2% | 88 | 6% | 18 | 1% | 1,444 |
| Harrow | 41 | 7% | 104 | 17% | 398 | 63% | 17 | 3% | 14 | 2% | 46 | 7% | 9 | 1% | 629 |
| Havering | 48 | 5% | 63 | 7% | 590 | 67% | 17 | 2% | 38 | 4% | 111 | 13% | 20 | 2% | 887 |
| Hillingdon | 57 | 5% | 126 | 12% | 713 | 66% | 20 | 2% | 31 | 3% | 113 | 11% | 15 | 1% | 1,075 |
| Hounslow | 121 | 10% | 186 | 15% | 724 | 60% | 41 | 3% | 25 | 2% | 85 | 7% | 34 | 3% | 1,216 |
| Kingston-Upon-Thames | 87 | 17% | 79 | 16% | 269 | 54% | 11 | 2% | 8 | 2% | 40 | 8% | 6 | 1% | 500 |
| Merton | 98 | 15% | 120 | 18% | 350 | 52% | 16 | 2% | 14 | 2% | 56 | 8% | 13 | 2% | 667 |
| Newham | 147 | 10% | 218 | 15% | 868 | 59% | 73 | 5% | 46 | 3% | 92 | 6% | 23 | 2% | 1,467 |
| Redbridge | 69 | 6% | 114 | 11% | 737 | 68% | 39 | 4% | 23 | 2% | 92 | 9% | 8 | 1% | 1,082 |
| Richmond-Upon-Thames | 129 | 19% | 120 | 18% | 304 | 46% | 19 | 3% | 11 | 2% | 65 | 10% | 14 | 2% | 662 |
| Sutton | 36 | 6% | 87 | 14% | 394 | 62% | 21 | 3% | 15 | 2% | 71 | 11% | 16 | 3% | 640 |
| Waltham Forest | 132 | 14% | 146 | 16% | 500 | 55% | 27 | 3% | 20 | 2% | 73 | 8% | 13 | 1% | 911 |
| Total Outer London | 1,830 | 9% | 3,474 | 17% | 12,322 | 59% | 542 | 3% | 511 | 2% | 1,848 | 9% | 359 | 2% | 20,886 |
| Greater London | 5,248 | 14% | 6,860 | 18% | 19,868 | 52% | 1,494 | 4% | 990 | 3% | 3,329 | 9% | 747 | 2% | 38,536 |

Source: STATS19.



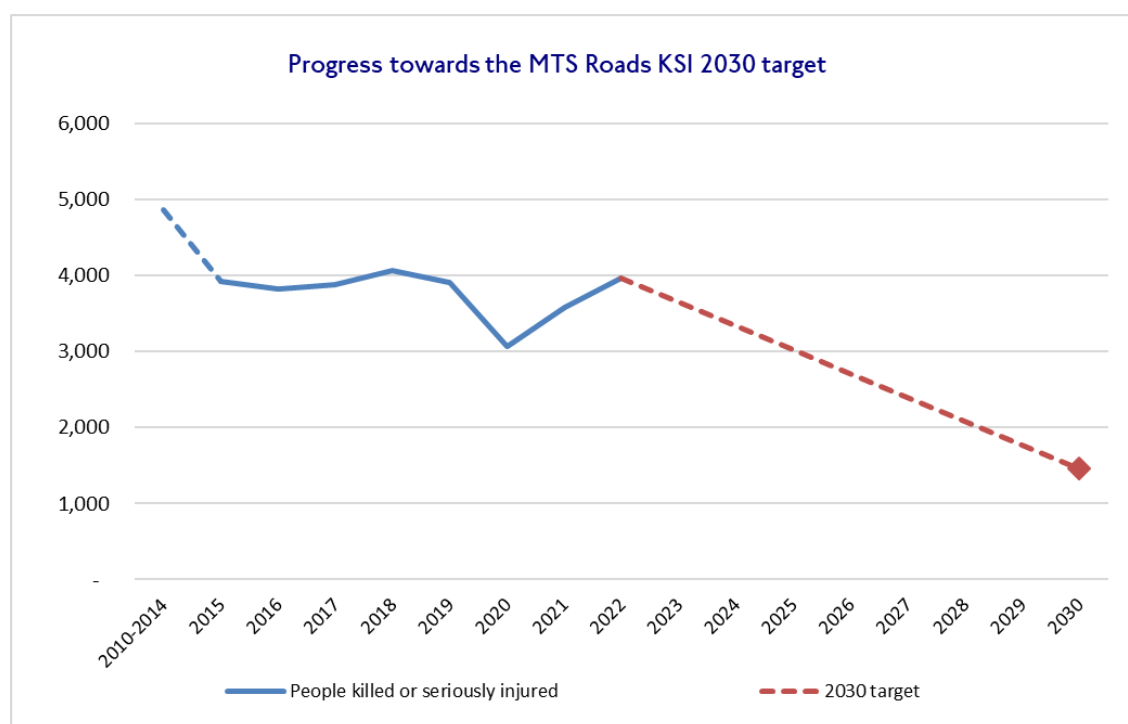
Appendix D – Changes to the roads casualty baseline

D.1 New 2010-14 (average) baseline for Roads KSIs

In line with the Mayor’s Transport Strategy, progress towards road casualty reduction targets has been measured against a 2005-09 (average) baseline¹⁹. This baseline, as set out in the document, was to be used with regards to the 2022 interim targets. From 2023 onwards progress against the 2030 interim targets will be measured using a new 2010-14 baseline.

Figure D1 below sets out the current progress as measured against this new baseline, which in 2022 was an 18 per cent decrease.

Figure D1 Progress towards the MTS Roads KSI 2030 target measured against a new 2010-14 baseline. will be measured



D.2 2030 Mayor’s Transport Strategy target for Bus Involved Fatalities

The 2030 Mayor’s Transport Strategy bus related target is that “By 2030, no one will be killed in or by London buses”. Figure D2 sets out the progress towards this target since 2005. In 2022 there were eight fatalities resulting from collisions involving London buses.

¹⁹ <https://tfl.gov.uk/corporate/about-tfl/the-mayors-transport-strategy>

Figure D2 Progress towards the MTS Bus Involved Fatalities target for 2030.

