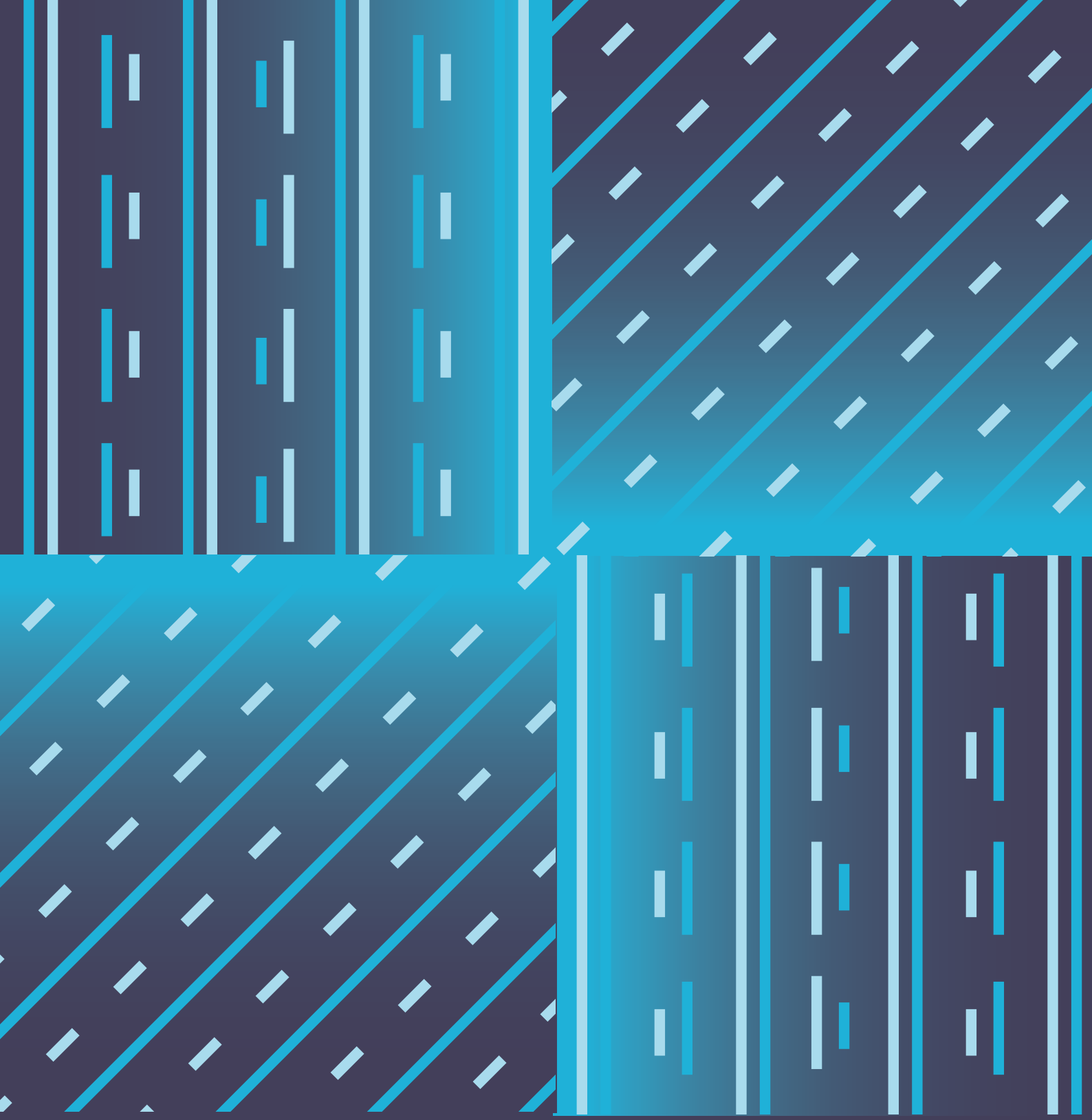


Casualties in Greater London during 2023

Road safety factsheet

MAYOR OF LONDON

TRANSPORT FOR LONDON

EVERY JOURNEY MATTERS

Contents

Executive Summary

There were 22,900 reported collisions in London in 2023, resulting in 95 people being killed, 3,615 people being seriously injured and 22,466 people being slightly injured.

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 Metropolitan and City of London police forces, within the Greater London Authority boundary in 2023 in accordance with the Department for Transport STATS19 definitions. It complements a full release of our London collision statistics containing attendant, casualty and vehicle data. In addition, we publish a Road danger reduction dashboard.

Based on user feedback, we have removed the tables from this report and replaced them with charts that give a longer time series and make the document more accessible. We have introduced a Data annex, which contains reference tables and the figures used to generate the charts in this report; and an Injury risk annex and GB comparison annex, which will be updated once finalised 2023 data is available.

Please note we now measure progress towards our 2030 target against a 2010-14 (average) baseline as set out in the Mayor's Transport Strategy. In this report, baseline averages have been rounded to the nearest whole number and percentages relate to the un-rounded numbers.

Road Danger in 2023

In 2023 London experienced the fewest people killed (95) on our roads outside of the pandemic. This was seven per cent fewer people killed than in 2022 (102), and 30 per cent fewer people than the average number of people killed during the 2010-14 baseline (136). Fatalities in London are falling faster than serious or slight injuries.

There were 3,710 people killed or seriously injured, the lowest on record outside of pandemic-affected years (2020, 2021), and a six percent reduction on 2022 (3,961).

Overall, there were 26,176 people injured on London's roads (all severities) in road traffic collisions representing a four per cent reduction on 2022 (27,207).

After the pandemic, we saw an unexpected rise in bus casualties in 2022. In 2023 there were no STATS19-reportable bus passenger fatalities and a reduction in the number of people killed or seriously injured onboard a bus of almost 12 per cent compared to 2022 (137).

However, the number of people killed or seriously injured in collisions that involved a London bus (non-bus passengers) increased by almost four per cent (an increase of five people) in 2023 compared to 2022. It should be noted that this number is a count of London Buses included in the police report of fatal and serious collisions and does not necessarily mean they were directly involved or at fault in the collision.

Progress on our targets

We have a stretching ambition for reducing road casualties in London – targeting a 70 per cent reduction in the number of people killed or seriously injured on London's roads by 2030, when compared to the Mayor's Transport Strategy baseline of 2010-14.

Over this time period there has been noteworthy progress:

- A 30 per cent reduction in the number of people killed in collisions to the lowest number on record except for pandemic-affected 2021.
- A 24 per cent reduction in the number of people killed or seriously injured on London's roads to the lowest number on record outside of pandemic-affected 2020 and 2021.
- A 41 per cent reduction in the number of children (under 16) killed or seriously injured (see Data annex – Table 10).
- A 16 per cent reduction in the number of people slightly injured, showing a reduction in the total amount of harm experienced in London.

This is positive and welcome progress; however, we recognise that more needs to be done if we are to meet our ambitious targets for London for 2030.

Target: 70 per cent reduction in people killed or seriously injured by 2030 compared to 2010-14

2023 Position: 24 per cent reduction from the baseline
The number of people killed or seriously injured on London's roads decreased by six per cent in 2023 compared to 2022.

This follows a period of fluctuation, which saw a big drop in people killed or seriously injured during the pandemic when fewer people travelled. 2022 saw the number of people killed or seriously injured return to pre-pandemic levels, however the 2023 decrease puts us back close to the trajectory required to meet the 2030 target.

Overall, the 2023 modal make-up of people killed or seriously injured is similar to previous years, with 80 per cent being pedestrians, cyclists, or motorcyclists.

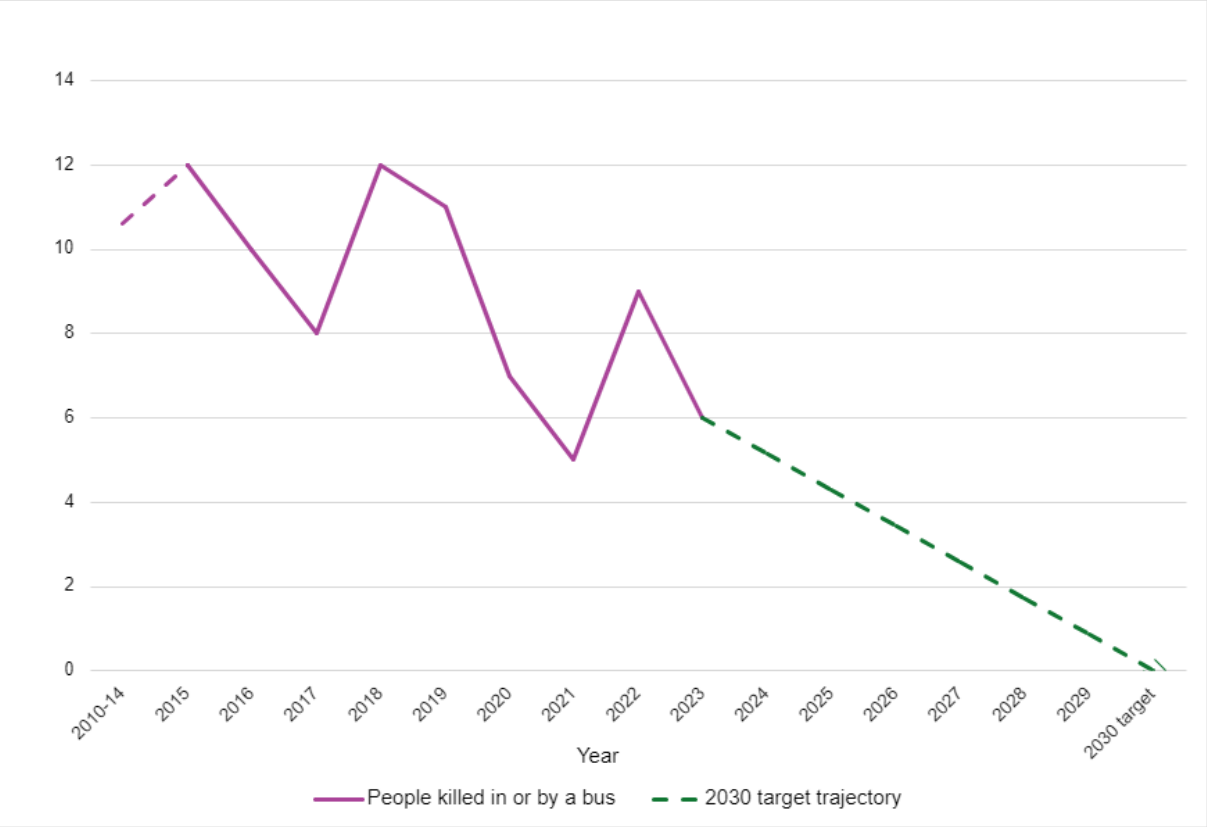
Figure 1. Progress towards the Mayor's Transport Strategy Killed or Seriously Injured Casualty target for 2030 (number of people killed or seriously injured, 1,000s) (see Data annex – Table 1).

Target: No-one to be killed in or by London buses by 2030

2023 Position: Six people killed
The number of people killed on or in collision with a London bus in 2023 was six, the lowest number on record outside of the pandemic-affected years of 2020 and 2021.

In a similar pattern to people killed and seriously injured on London's roads above, fewer people were killed on or in collision with a bus during the pandemic, but slightly more people were killed in the past two years.

Figure 2. Progress towards the Mayor's Transport Strategy Bus Involved Fatality target for 2030 (number of people killed in or by a bus) (see Data annex – Table 3).



Safety onboard London buses

Buses are the most widely used form of public transport in London, ~1.7 billion journeys per year in 2022, and account for almost half of all our public transport journeys, as reported in Travel in London 2023. London's buses are the safest mode of transport on London's roads (see Risk section).

In 2023 there were no reportable bus occupant (passengers and drivers) fatalities for the first time since 2014. 31 per cent fewer people were killed or seriously injured on a London bus against the 2010-14 baseline (from 375 to 258).

12 per cent fewer people were killed or seriously injured on a London bus in 2023 than in 2022 (from 269 to 258).

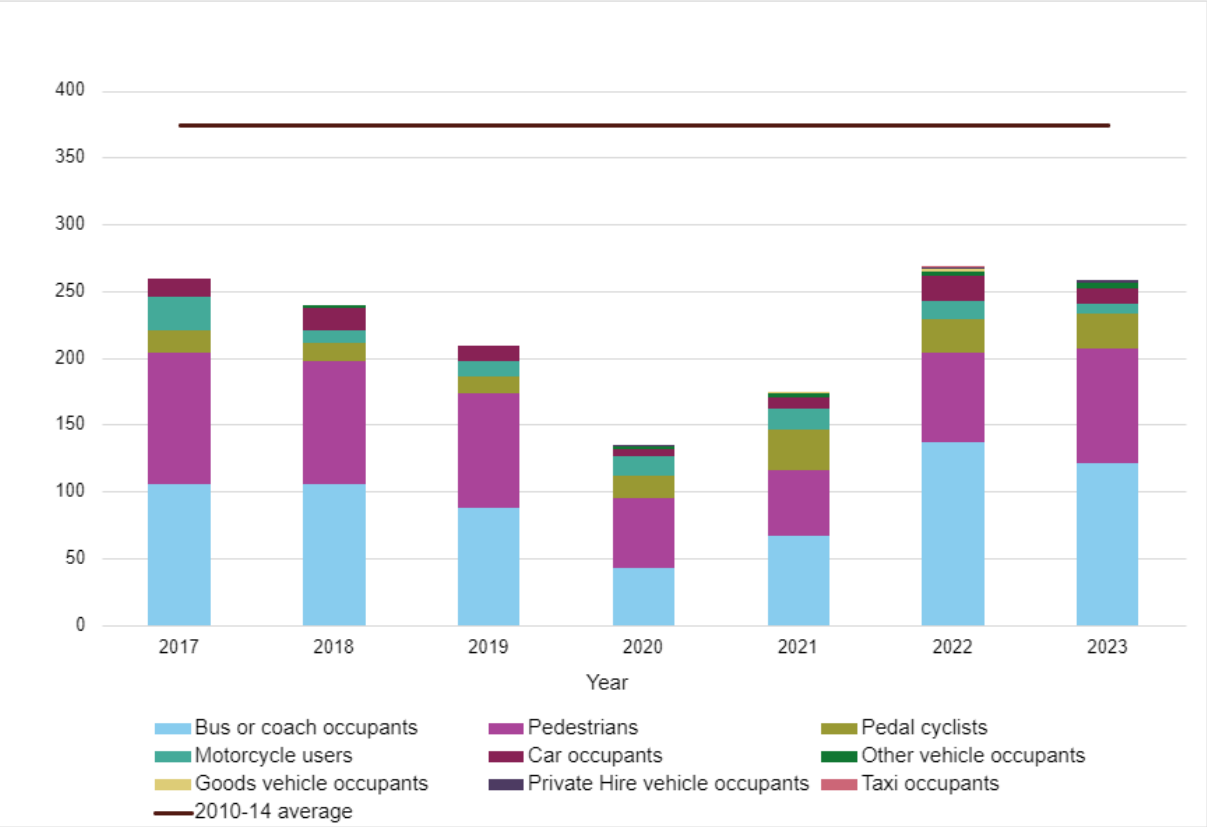
Collisions involving London buses

In 2023 there were six people killed in collisions with London buses, all pedestrians, this is four fewer people killed (-39 per cent) than 2010-14 baseline. Our 2030 target is zero.

In 2023 there were 137 people killed or seriously injured in collision with a London bus on the roads (including the six fatalities mentioned above). This represents a 30 per cent decrease against the 2010-14 baseline, but a four per cent increase on 2022.

Figure 4 below shows the number of people killed or seriously injured on or in collision with a bus, with bus/coach occupants being the bottom category (pale blue) for each year (noting that when looking at vehicles involved, we are currently unable to split out bus and coach passenger injuries).

Figure 3. People killed or seriously injured on or by a bus in 2023 (see Data annex – Table 4).



TfL has a clear focus on increasing the safety of the bus fleet and has successfully introduced over 1,600 new buses with the latest safety features to London's roads. 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 improve bus safety, including the design of bus interiors, are set out in TfL's Bus Safety Strategy TfL's Bus Safety Strategy.

Casualties by severity

Fatalities

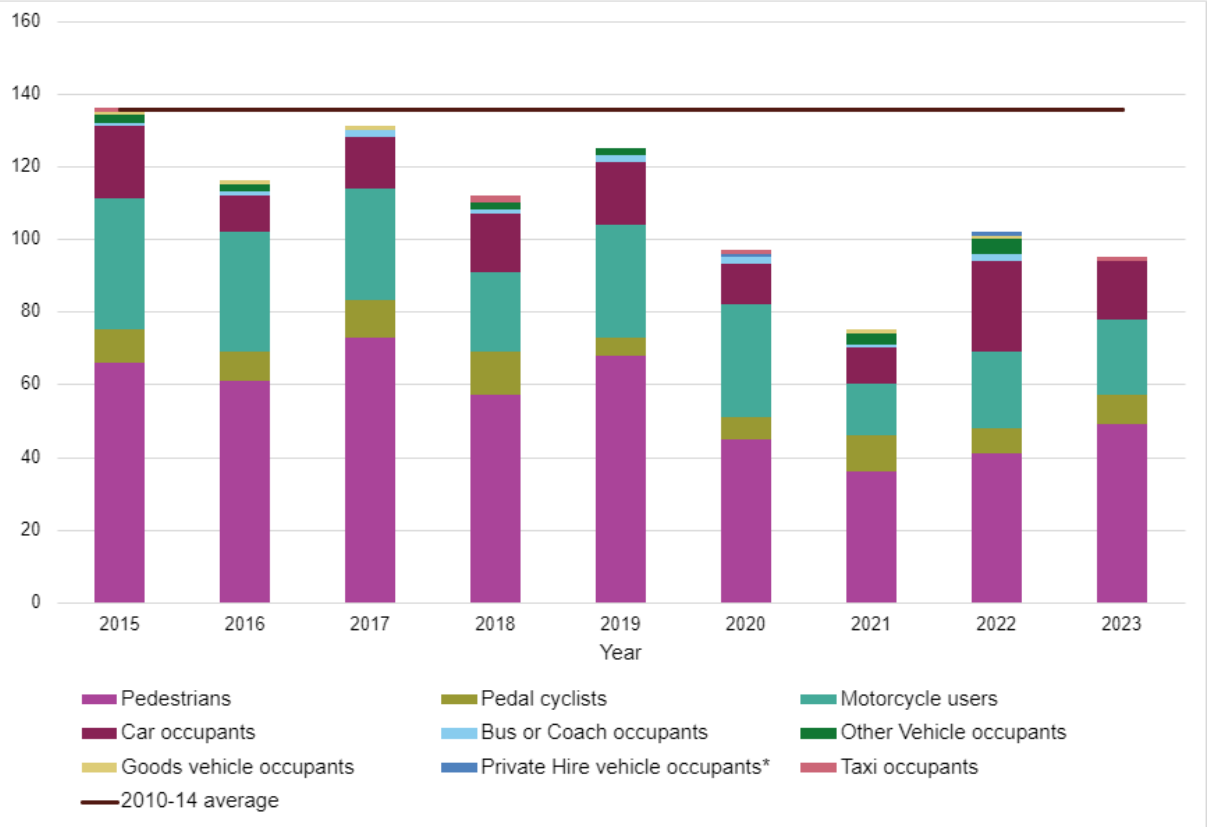
In 2023, there were 95 people killed on London's roads, which is 41 fewer people than during the 2010-14 baseline, a 30 per cent decrease, to the lowest number on record outside of the pandemic-affected year of 2021.

Within this, there have been decreases in the number of people killed across almost all modes against the 2010-14 baseline. Most significantly there has been a 40 per cent reduction in the number of cyclists killed on London's roads in 2023 against the baseline (from 13 to 8).

Compared to 2022 seven per cent fewer people were killed on London's roads (from 102 to 95), largely driven by a reduction in the number of car occupants killed, which was abnormally high in 2022 (25 in 2022, compared to an average of 16 between 2017-19).

In 2023 there were no reportable deaths of bus/coach occupants, goods vehicle occupants, private hire vehicle occupants or 'Other vehicle' occupants. However, 20 per cent more pedestrians were killed (up from 41 in 2022 to 49).

Figure 4. People killed on London's roads by mode of travel, from 2015 to 2023 (see Data annex – Table 5).



Vehicles involved in fatal collisions
Vehicles involved are determined as the vehicles that were recorded in the police reported collision that resulted in casualties (excluding the casualty vehicle). Further explanation is provided in our FAQ document. It should be noted that some collisions involve multiple other vehicles, some involve no other vehicles, and some are unknown. Note that involvement does not mean that the other vehicle involved was to blame for the collision.

The 95 fatalities in 2023 were the result of 94 collisions. These 94 collisions involved 86 'other' vehicles (non-casualty vehicles). Cars dominated as the other vehicle involved in these collisions. 43 fatalities were the result of collisions involving cars as the 'other' vehicle, largely reflecting their share of traffic. 22 fatalities were the result of collisions involving goods vehicles as the 'other vehicle', which is disproportionate to their share of traffic (based on Department for Transport road traffic statistics).

The biggest change from 2022 has been the increase in motorcycles involved in fatal collisions, up from two in 2022 to eight in 2023. Full details are available on page 7 of the Road danger reduction dashboard.

Key points

- Fatalities on London's roads are at their lowest on record except for the pandemic-affected year of 2021.
- Cyclist fatalities are 40 per cent below the 2010-14 baseline.
- People walking, cycling, and motorcycling account for 82 per cent of fatalities, up from 68 per cent in 2022.
- Cars continue to dominate as the vehicle most frequently involved in a fatal collision (43 out of the 94 fatal collisions).
- Motorcyclists account for an estimated four per cent of vehicle kilometres travelled (based on 2022 figures from the Department for Transport road traffic statistics) but 22 per cent of people killed.
- In 2023 almost 50 per cent of the fatal collisions in London reported speed as a contributory factor (using the Department of Transport's recognised contributory factors of 'Exceeding the Speed Limit' and 'Travelling Too Fast for the Conditions').

Serious injuries

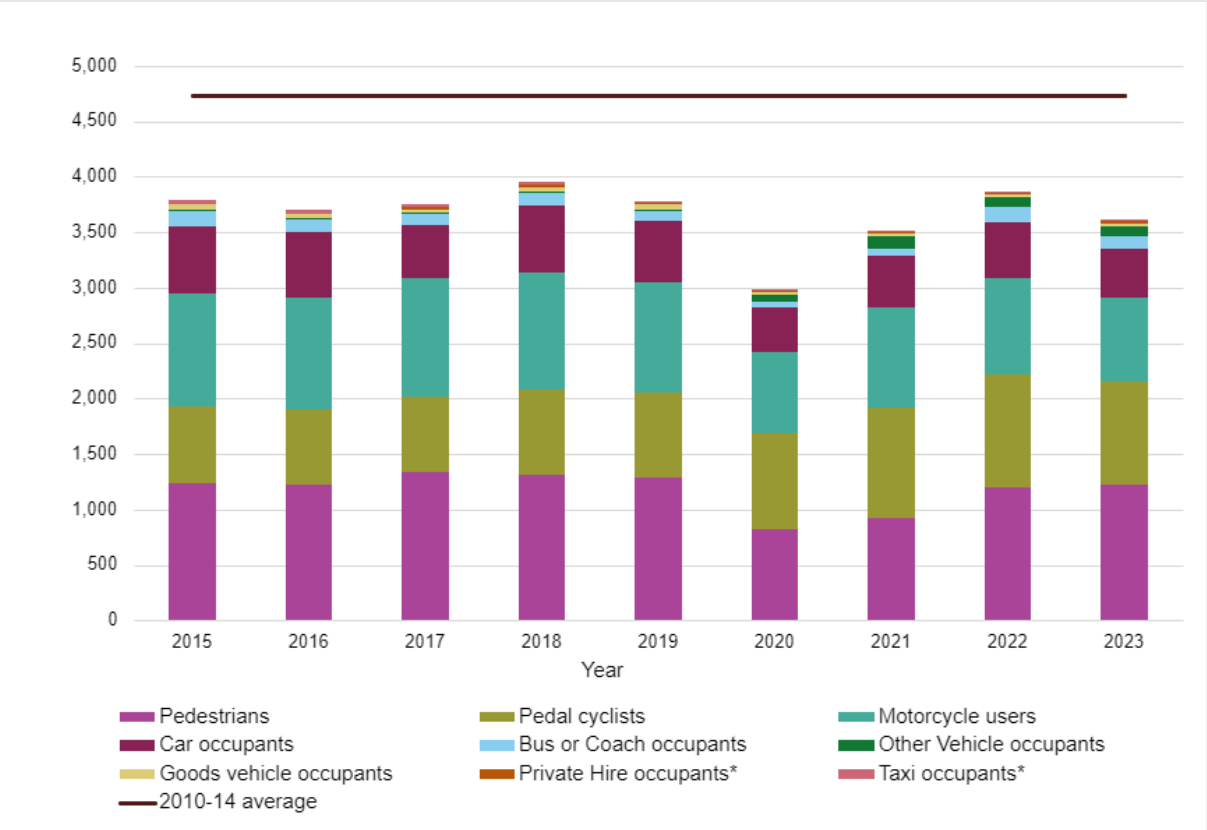
In 2023 there were 3,615 seriously injured casualties reported on London's roads. This is a decrease of 24 per cent from the 2010-14 baseline, and a decrease of six per cent compared to 2022.

Fewer people were seriously injured across all modes except pedestrians, taxi and private hire vehicle occupants and goods vehicle occupants, against 2022 levels. The greatest absolute decrease was recorded amongst motorcyclists (from 873 to 746, a 15 per cent decrease), and the greatest absolute increase recorded amongst pedestrians (from 1,194 to 1,225, a three per cent increase).

Serious injuries to cyclists decreased by nine per cent in 2023 compared to 2022 despite cycling journeys increasing by more than six per cent.

Significant reductions were seen across all modes against the 2010-14 baseline, except serious injuries to cyclists which have increased by two per cent. This is heavily outweighed by the estimated 32 per cent increase in cycling journeys recorded over this period (see Injury risk annex – Table 5).

Figure 5. People seriously injured on London's roads by mode of travel, from 2015 to 2023 (see Data annex – Table 6).



Vehicles involved in serious injury collisions

In 2023, as in previous years, cars continued to dominate as the other vehicle involved in serious injury collisions, reflecting their share of traffic.

The 3,615 serious injuries in 2023 were the result of 3,509 collisions. 2,191 serious injuries were the result of collisions involving cars as the 'other' vehicle (61 per cent); and 401 serious injuries were the result of collisions involving goods vehicles as the 'other' vehicle (11 per cent).

The biggest change from 2022 has been the decrease in cars involved in collisions resulting in serious injuries, down from 2,388 in 2022 to 2,191 in 2023. Full details are available on page 7 of the Road danger reduction dashboard.

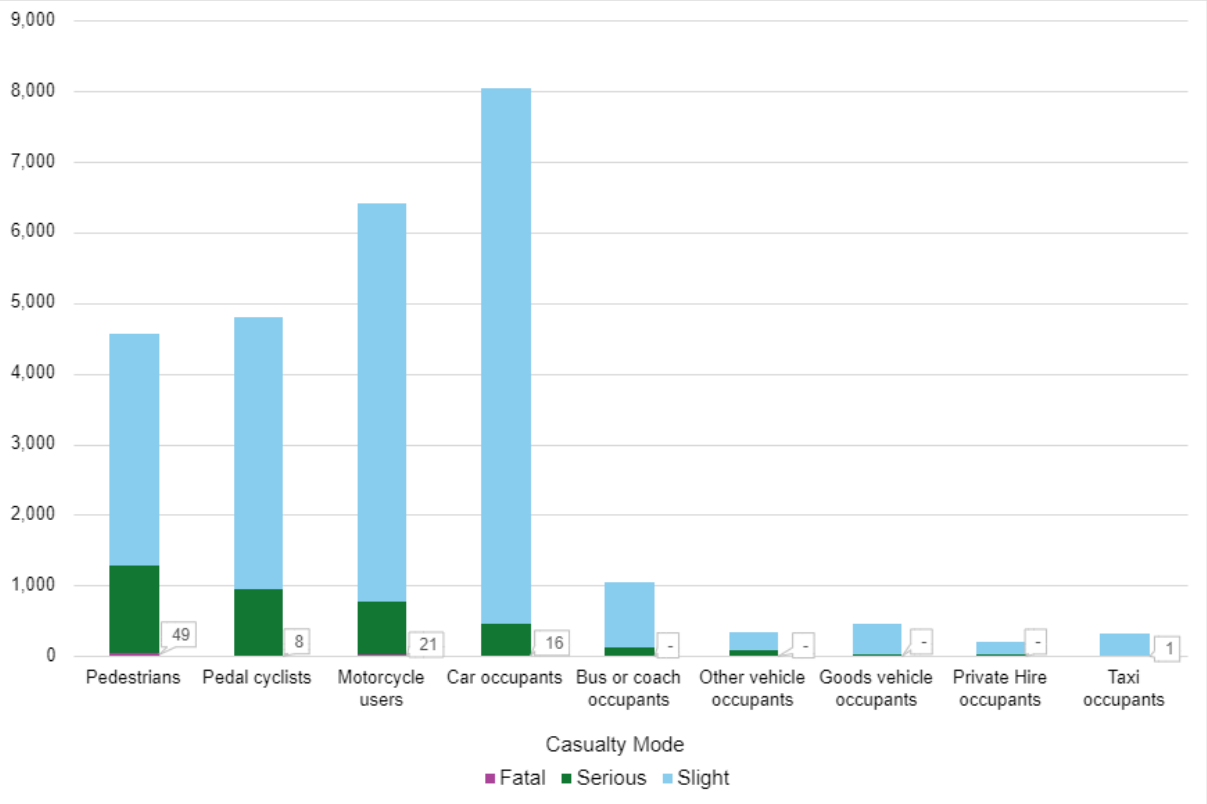
All injuries

There were a total of 26,176 casualties of all severities on London's roads in 2023. This is four per cent lower than in 2022 and 14 per cent lower than the 2010-14 baseline.

Car occupants continue to dominate as the largest share of injuries on London's roads, accounting for 31 per cent of all injuries. Motorcycle users make up the second largest modal group with 24 per cent of casualties, far higher than their share of traffic (c.4 per cent).

The all-injury numbers are dominated by slight injuries that make up 22,466 (86 per cent) of the total as shown in Figure 6 below.

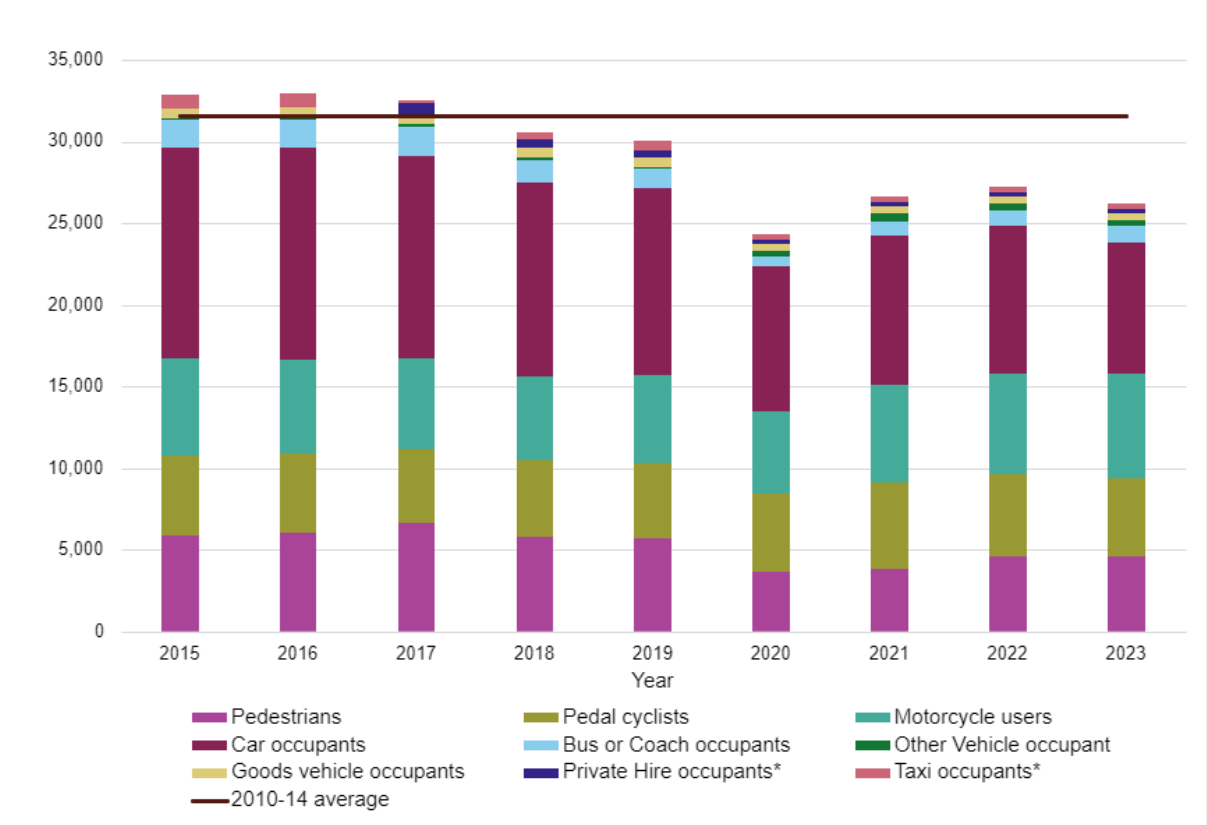
Figure 6. Casualties by mode of travel and severity in 2023 (see Data annex – Table 8).



The largest decreases from the 2010-14 baseline have been in car occupant injuries (from 12,667 to 8,028, -37 per cent) and bus or coach occupant injuries (from 1,580 to 1,049, -34 per cent). While the largest increases have been in motorcycle users (from 5,102 to 6,406, +26 per cent) and 'Other Vehicle' occupants (from 143 to 337, +136 per cent). However, the 'Other vehicle' DfT STATS19 category includes e-scooters, which barely had a presence on London's roads at the time of the baseline (2010-14).

Compared to 2022 the biggest decrease has been in car occupant injuries (from 9,002 to 8028, -11 per cent), which the largest increase being in motorcycle user injuries (from 6,151 to 6,406, +4 per cent).

Figure 7. Total casualties on London's roads by mode of travel, from 2015 to 2023 (see Data annex – Table 9).



Vehicles involved in all injury collisions

In 2023, as in previous years, cars continue to dominate as the other vehicle involved in all injury collisions, reflecting their share of traffic.

The 26,176 injuries (all severities) in 2023 were the result of 22,900 collisions. 17,979 injuries were the result of collisions involving cars as the 'other' vehicle (69 per cent); and 2,780 injuries were the result of collisions involving goods vehicles as the 'other' vehicle (11 per cent).

Full details are available on page 7 of the Road danger reduction dashboard.

Casualties by Borough

Breakdowns of casualties by borough are provided in the Data annex and on the Road danger reduction dashboard.

Figure 11 shows the six per cent decrease in people killed or seriously injured across London, compared to 2022, has been achieved equally in inner and outer London.

Over the longer time series (2010-2023) inner and outer London show similar trends with inner London experiencing a slightly bigger decrease in 2019 and 2020. This may be due to differences in travel and transport usage in inner and outer London during the coronavirus pandemic.

The split between inner and outer London for people killed or seriously injured has remained relatively consistent over time (2010-2023) with inner London accounting for 46 to 49 per cent. This should be seen in the context of traffic volumes across London, where inner London accounts for 26 per cent of all motor vehicle traffic (vehicle miles) in London (Department for Transport road traffic statistics).

Figure 8. People killed and seriously injured in inner, outer and all London (see Data annex – Table 13).

Compared to the 2010-14 (average) baseline, all London boroughs have seen a decrease in the number of people killed or seriously injured, except for Richmond-upon-Thames, which has seen an increase of 10 per cent (from 104 to 114). Islington has had the biggest decrease in inner London at 44 per cent, and Waltham Forest has had the biggest decrease in outer London at 47 per cent.

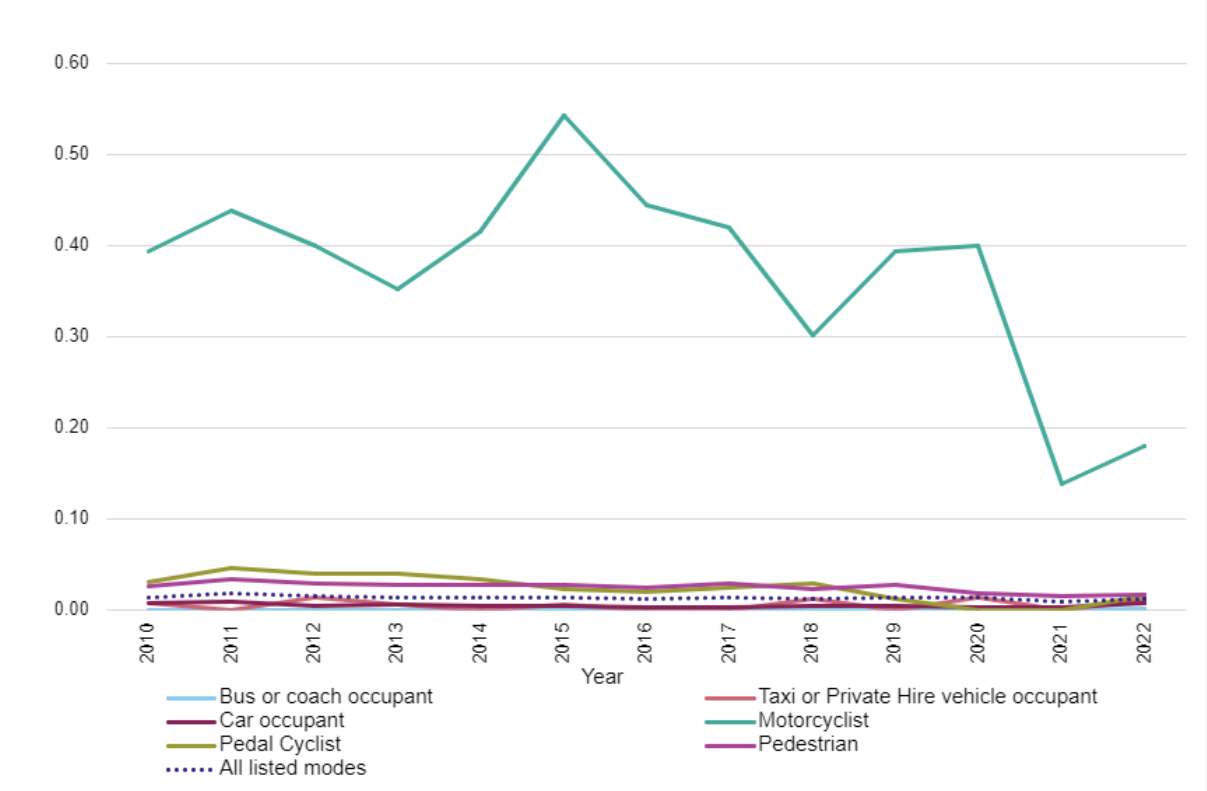
Casualty risk rate by mode

This year we have included modal risk rates, which show the likelihood of being injured on London's roads by the mode of transport used. This is calculated by dividing the casualty numbers per mode by the journey numbers for that mode using the journey stages figures published in Travel in London 2023.

The online Road danger reduction dashboard will soon be updated to include a risk graph that can be filtered by year, mode, and casualty severity; and the underlying data is published in a separate Injury risk annex. Currently the graphs only show data up to 2022 but they will be updated with 2023 rates when the Travel in London 2023 report is published in December this year.

Risk of fatality

Figure 9. The risk of being killed on London's roads by mode per million journeys, from 2010 to 2022 (see Injury risk annex – Table 2).



Based on the risk rates for fatalities, motorcycles are the riskiest mode of travel for all years and severities. Motorcyclists were 15 times more likely to be killed on London's roads in a collision in 2022, per journey, than the average for all listed modes (this does not include goods vehicle occupants and 'Other vehicle' occupants for which there is no journey data). This equates to one motorcyclist killed for every 5.6 million motorcycle journeys, a fatality risk rate of 0.18 per million journeys. By comparison, the two next highest fatality risk modes are pedestrians (one pedestrian killed for every 60 million pedestrian journeys, a rate of 0.017) and pedal cyclists (one cyclist killed for every 62 million cyclist journeys, a rate of 0.016). It should be noted that

pedestrian journeys are defined as “walk all the way trips” consistently with the definition used in the Travel in London reports.

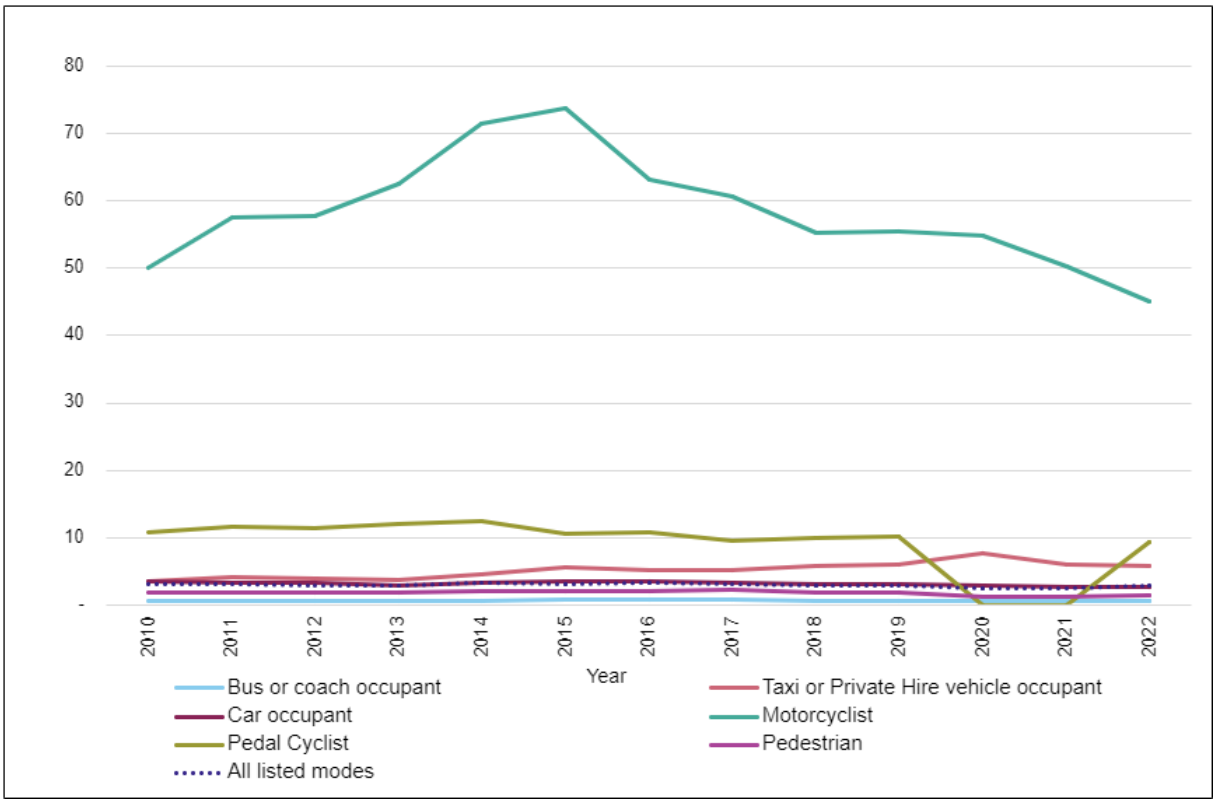
However there has been a big decrease in motorcyclist risk over this time series, with the risk of a motorcyclist being killed on London’s roads now less than half (-55 per cent) what it was during the baseline period (2010-14).

By contrast bus or coach occupants are the least at risk of being killed, with one bus or coach passenger killed for every 867 million bus/coach occupant journeys in 2022 (a rate of 0.001).

Risk of injury

It is a similar picture for all injury severities, with motorcyclists the most at risk of being injured (one motorcyclist for every 20,000 motorcycle journeys, a rate of 52.7 per million journeys); and bus/coach occupants the least at risk (one bus/coach passenger for every 1.7 million bus/coach occupant journeys, a rate of 0.59).

Figure 10. The risk of being injured on London’s roads by mode per million journeys, from 2010 to 2022 (see Injury risk annex – Table 1).



Risk graphs and numbers for all different severities are available in the Injury risk annex and will soon be included in the Road danger reduction dashboard. Note that in order to better see the fluctuations in risk for other modes it is suggested that motorcycles are deselected.

Great Britain Comparison

This section compares London casualty figures to the rest of Great Britain using the Department for Transport's Reported road casualties Great Britain, provisional results: 2023. London figures have been subtracted from the overall Great Britain totals when making the comparisons – see GB comparison annex.

In 2023:

- Car occupant fatalities dominate in 2023 for the rest of Great Britain (47 per cent), whereas in London pedestrians represent the largest percentage of fatalities (52 per cent).
- Car occupant casualties in 2023 were the largest group for both Great Britain and London and made up 61 per cent of all injuries for the rest of Great Britain but only 30 per cent for London.
- Men aged 17-29 were the most likely to be killed in road collisions in London in 2023; whereas it was men aged 30-49 for the rest of Great Britain.

These differences reflect the differences in modes of transport usage, and the demographic make-up of London versus the rest of Great Britain.

Comparing 2023 to 2022:

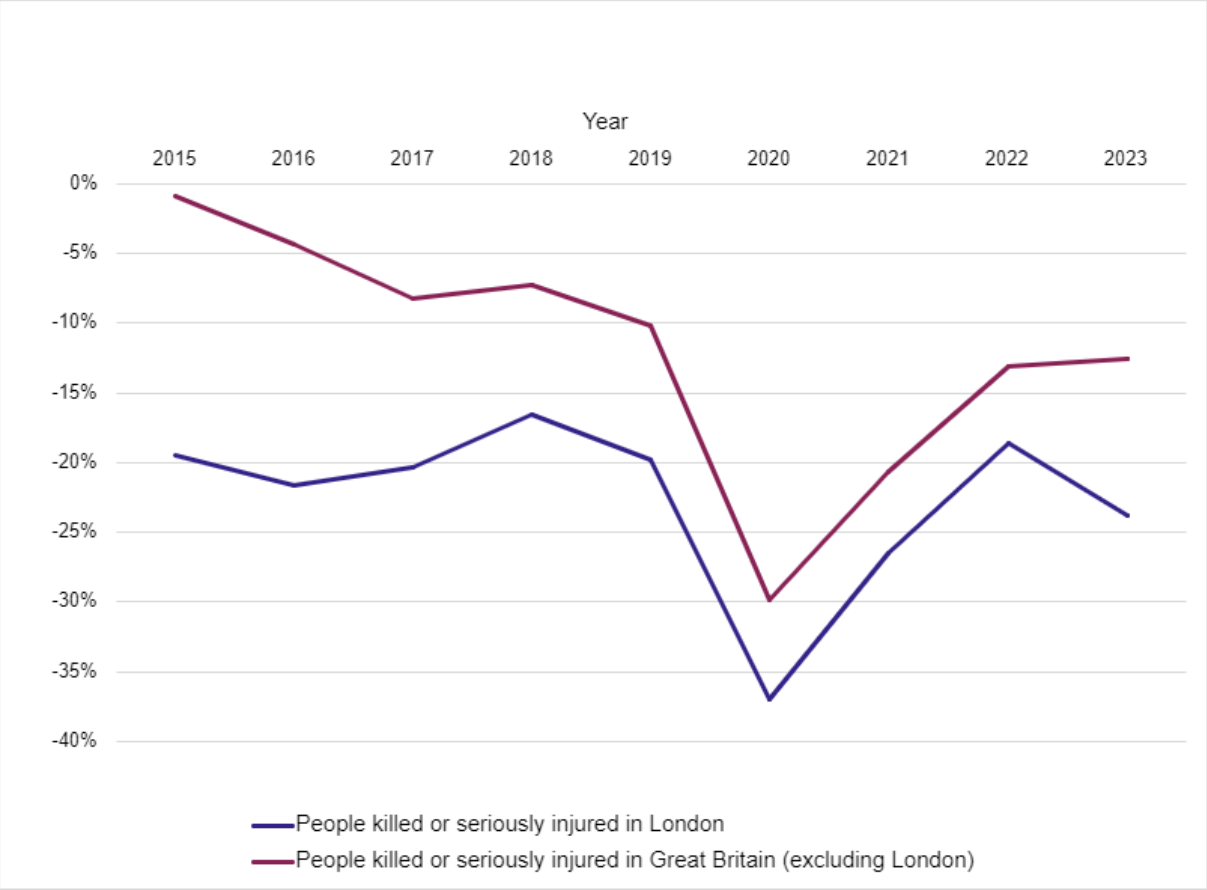
- Fatalities on London's roads reduced by seven per cent compared to four per cent for the rest of Great Britain.
- Serious injuries in London decreased by six per cent compared to a one per cent increase for the rest of Great Britain.
- Slight injuries in London and the rest of Great Britain both decreased by three per cent.
- Total injuries were down four per cent for London and two per cent for the rest of Great Britain.

Comparing 2023 with 2010-14 baseline:

- Fatalities on London's roads have reduced by 30 per cent compared to seven per cent for the rest of Great Britain.
- Serious injuries in London have decreased by 24 per cent compared to a 13 per cent decrease for the rest of Great Britain.
- Slight injuries in London have decreased by 16 per cent compared to a 41 per cent decrease for the rest of Great Britain.
- Total casualties are down 17 per cent for London compared to 36 per cent for the rest of Great Britain.

Figure 15 below compares the reduction in the number of people killed or seriously injured on London's roads versus the rest of Great Britain, measured against the 2010-14 baseline.

Figure 11. A comparison of the reduction of people killed or seriously injured in London versus the rest of Great Britain (see GB comparison annex – Table 7).



This analysis will be updated later in November once the Department for Transport have published finalised 2023 figures for Great Britain and the GB comparison annex re-published accordingly.

Inequalities in road danger in Greater London

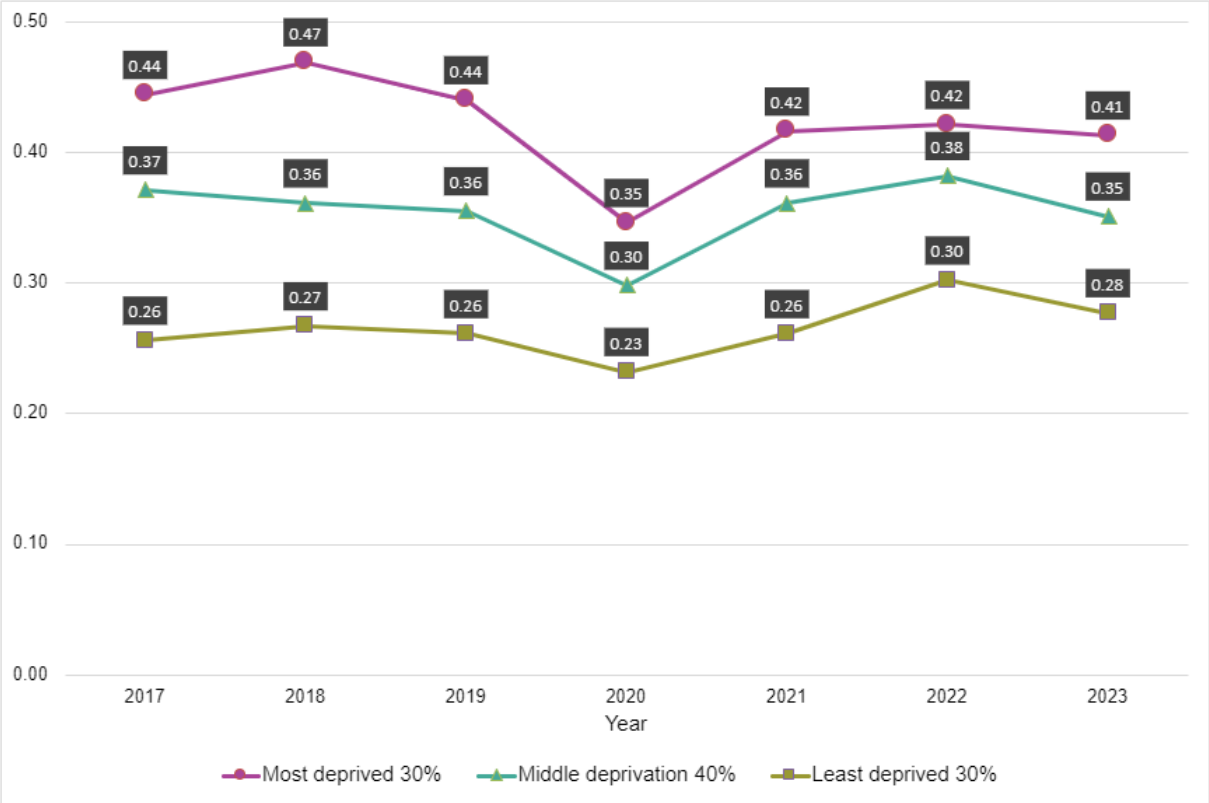
In January 2024, TfL published its Inequalities in road danger dashboard. This pioneering new tool is the first of its kind in Europe, enabling users to filter the data on the relationship between deprivation levels and road casualties by year, borough, casualty severity and mode of travel, while the mapping function makes it easier to explore areas of higher casualty or casualty location rates.

Relationship between deprivation and casualty home postcode

As reported for the first time last year, following the publication of the Inequalities in road danger report, those living in the most deprived 30 per cent of London, have a higher rate of being killed or seriously injured than those living in the least deprived 30 per cent. In 2022 we saw that the killed and seriously injured casualty rate overall was 0.38 per 1,000 population. In 2023, this has fallen to 0.36 (per 1,000 population)

For those living in the 30 per cent most deprived areas the casualty rate was 0.42 in 2022, dropping slightly to 0.41 in 2023. Slightly larger decreases in casualty rate have been seen in both the middle and least deprived areas, dropping to 0.35 from 0.38 in the middle deprivation areas and 0.28 from 0.30 in the least deprived areas. The inequality gap between those living in the most deprived 30 per cent of London and those living in the 30 per cent least deprived areas of London has increased slightly due to the reduction in casualty rate in the least deprived areas. In 2023 the killed and seriously injured casualty rate for the most deprived 30 per cent was 1.5 times higher than that for the least 30 per cent deprived, compared to 1.4 times higher in 2022.

Figure 12. People killed or seriously injured casualty rate (per 1,000 people) by year and deprivation level, from 2017 to 2023 (see Data annex – Table 16).

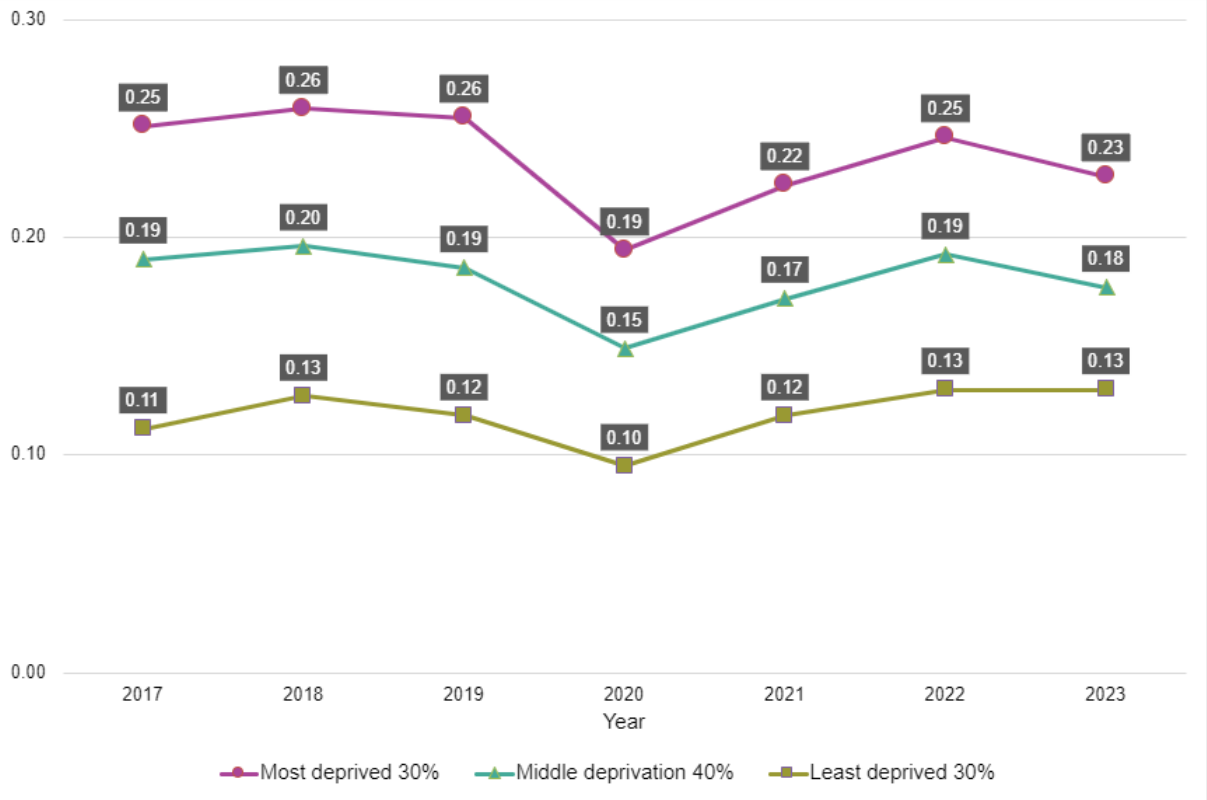


Relationship between deprivation and collision location

The more deprived the area, the higher the frequency with which people are seriously injured or killed in that area. In 2023 we saw a slight decrease in the killed or seriously injured casualty location rate, 0.18 per km of road compared to 0.19 in 2022. The largest decrease was seen in the 30 per cent most deprived area falling to 0.23 per km from 0.25 in 2022, as shown in Figure 13 below. A slight decrease in rate has been seen in the middle deprivation area, 0.18 falling from 0.19 in 2022, but the least deprived areas have remained stable at 0.13 rate per km.

The inequality gap between those travelling in the most deprived 30 per cent of London and those travelling in the 30 per cent least deprived areas of London has reduced slightly to 1.8 times more likely to be killed or seriously injured compared to 1.9 times in 2022.

Figure 13. People killed or seriously injured casualty location rate (per km of road) by year and deprivation level, from 2017 to 2023 (see Data annex – Table 17).

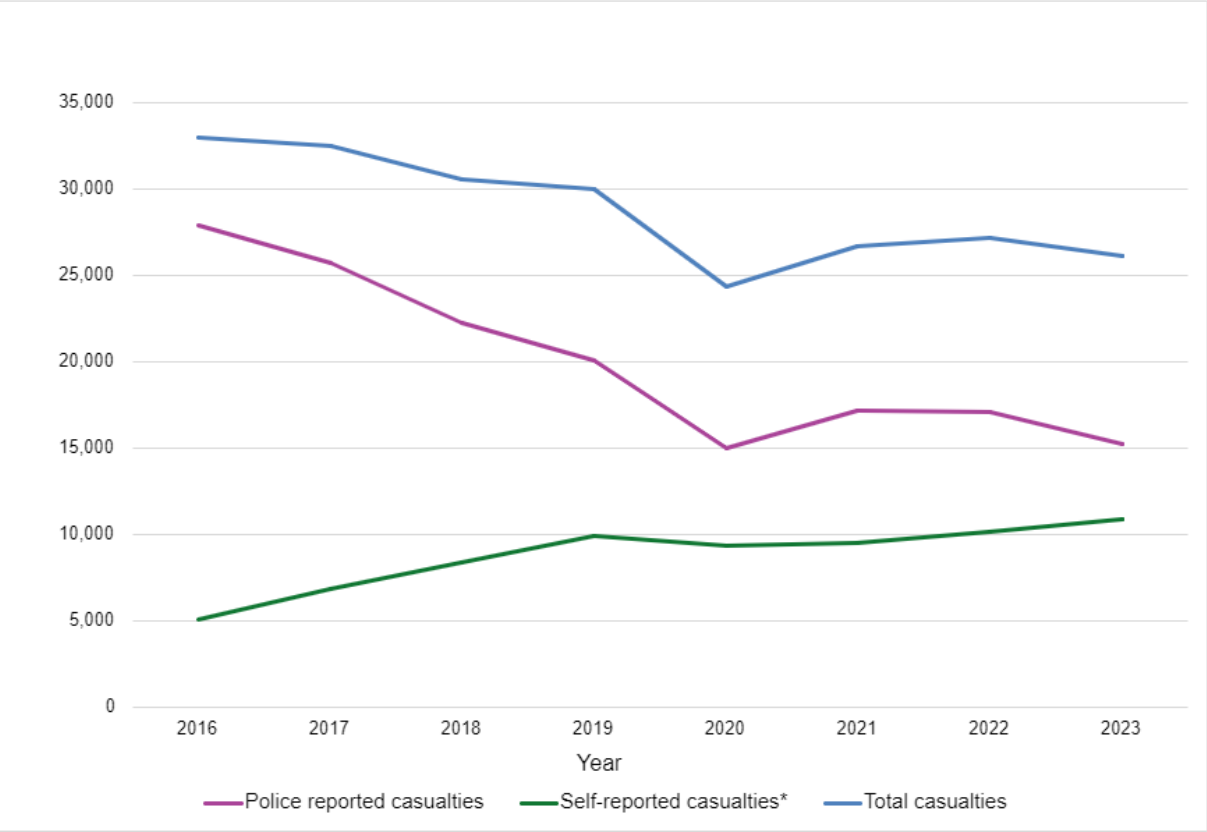


Self-reported casualties

The introduction of online self-reporting by the Metropolitan Police Service in 2016 has made it easier for members of the public to report collisions to the police. Figure 14 below shows how the levels of self-reporting have increased over time.

In 2023 self-reported casualties amounted to 42 per cent of the total number of casualties recorded in London. This is a five per cent increase from 2022. Most self-reports relate to slight injuries, since the police are much more likely to attend where there are more serious casualties.

Figure 14. Levels of self-reporting of casualties, from 2016 to 2023 (number of collisions) (see Data annex – Table 18).



Dashboard update and feedback survey

In line with the update to the formatting of this report, the format of the Road danger reduction dashboard on the TfL website will also be updated based on user feedback and to make it more accessible to people with colour vision deficiency (CVD). Further information on how to use the new version of the dashboard will be available in a new Help document, along with the FAQ document.

To assess and gain feedback on the changes that have been made to this report and the Road danger reduction dashboard a User survey has been added to both, and we welcome further comments and suggestions.