

Road danger reduction dashboard: Help document

November 2024

Who can I contact if I have a query related to the dashboard?

You can see the [Frequently Asked Questions \(FAQs\)](#) about road collision data and if it does not resolve your query, please contact CollisionDataRequests@tfl.gov.uk.

What should I do if I need more information that is provided on the dashboard?

General queries can be sent to CollisionDataRequests@tfl.gov.uk.

All Freedom of Information related requests for data must be sent to Fol@tfl.gov.uk.

How can I provide feedback on the dashboard?

You can leave your comments by taking part in our [User survey](#).

We greatly appreciate customer feedback as it helps us improve our data products. Any feedback received will be taken on board in future design iterations.

Dashboard overview

This dashboard report contains nine pages:

- Page 1: Introduction – a summary of the purpose of the report and shows the date range of data available.
- Page 2: Casualty Summary - a summary of casualty numbers based on the filters applied, split by severity, mode, age band, gender, and casualty class.
- Page 3: Casualty Trend – a graph allowing you to compare casualty numbers by year based on the filters applied.
- Page 4: Collision Location Map – a map to view casualty collisions based on the filters applied.
- Page 5: Borough Casualty Map – casualty density by borough using a five-point colour scale.
- Page 6: Casualty Temporal Statistics – casualty numbers by day of the week and hour of day based on the filters applied.
- Page 7: Casualty by Involved Vehicle Types – vehicles directly and indirectly involved in collisions (as recorded in the police reports) based on the filters applied. *Involvement does not imply fault.*
- Page 8: Collisions by Vehicle Contributory Factors and Category (Police officer reported collisions only) – a summary of the contributory factors recorded by the police for the collisions related to the filters applied (up to six per collision).
- Page 9: Injury Risk by Mode of Travel and Severity - this page shows the risk of being injured by mode of travel and severity based on the filters applied.

General

The report contains casualty data from 2017 onwards with new months of data added regularly once processed. The most recent data remains provisional until the whole year of data is processed and finalised by TfL, and the DfT confirms that the year can be closed. Until then records can be amended based on the latest status and investigation.

All pages are set as default to the maximum date range with no filters applied, except for the 'Collision Location Map' page which is set to just show Fatal collisions as a default to allow the page to load quicker. If you wish to reset the filters at any point to the default setting press the 'Clear Filters' button in the top right corner of the page.



All filters on each page apply **only** to the page you are looking at. All the graphics on a page automatically adjust based on what filters have been selected.

Date filters

To change the date filter, you can either:

- slide the circles left and right to the appropriate dates; or
- click in the date boxes, then click on the month to change month or year
 - to change year, use the up and down arrows
 - to change month then choose the relevant month from the list below the year;
 - and then select the day

Note that you cannot have conflicting start and end dates, for example if you have selected 1st January 2017 – 31st December 2017 and then want to look at 2018 figures you will need to change the end date first (to 31 December 2018) and then the start date (to 1 January 2018).

Severity filters

All pages can be filtered by severity by clicking Fatal, Serious, Slight or Select all - shown at the top of the page. The selected option(s) will be shown in black.



Other filters

Filters can also be applied for:

- Highway authority
- Borough of collision
- Casualty mode of travel
- Casualty age band
- Casualty gender
- Street speed limit.

Viewing the graphics and underlying data

All the graphics on a page automatically adjust based on what filters have been selected on that page.

In the top right corner of each graphic there are two options can be seen by hovering the mouse over the graphic or clicking on the title bar of the graphic. These are:

- Filters and slicers affecting the visual – this provides a summary of the filters that have been applied to produce the graphic in its current state.
- Focus mode – by clicking on this the graphic is expanded to the whole page. Click “back to report” in the top left to return to the page.

In addition you can right click on any graphic and select the “Show as a table” option.

Page 1 – Introduction

This page sets out the contents of the report with:

- Report purpose
- The date range of data included in the report including which data is finalised and which is still provisional.
- About the data - a summary of how the data is collected and an explanation of key terms used in the report.
- About the report – a summary of the pages in the report.
- Links to supporting documents and advice on how to get further information about the data contained in the report.

Page 2 – Casualty Summary

This page provides summary data based on the filters selected, showing a breakdown by:

- Severity – Fatal, Serious and Slight
- Casualties by mode of travel
- Casualties by gender
- Casualties by age band
- Casualties by casualty class – this splits out casualties by rider/driver and passenger.

Page 3 – Casualty Trend

This page summarises the data by calendar year and month in order to make comparisons between years easier, and interacts with all the filters selected:


- The top graphic is a bar chart showing casualties by mode for the calendar years 2017 onwards allowing comparison of the data between years.
- The bottom graphic is a line chart breaking down the years by month to show fluctuations within each year and comparisons between them.

Page 4 – Collision Location map

This page plots all of the collisions on a map based on the filters selected.

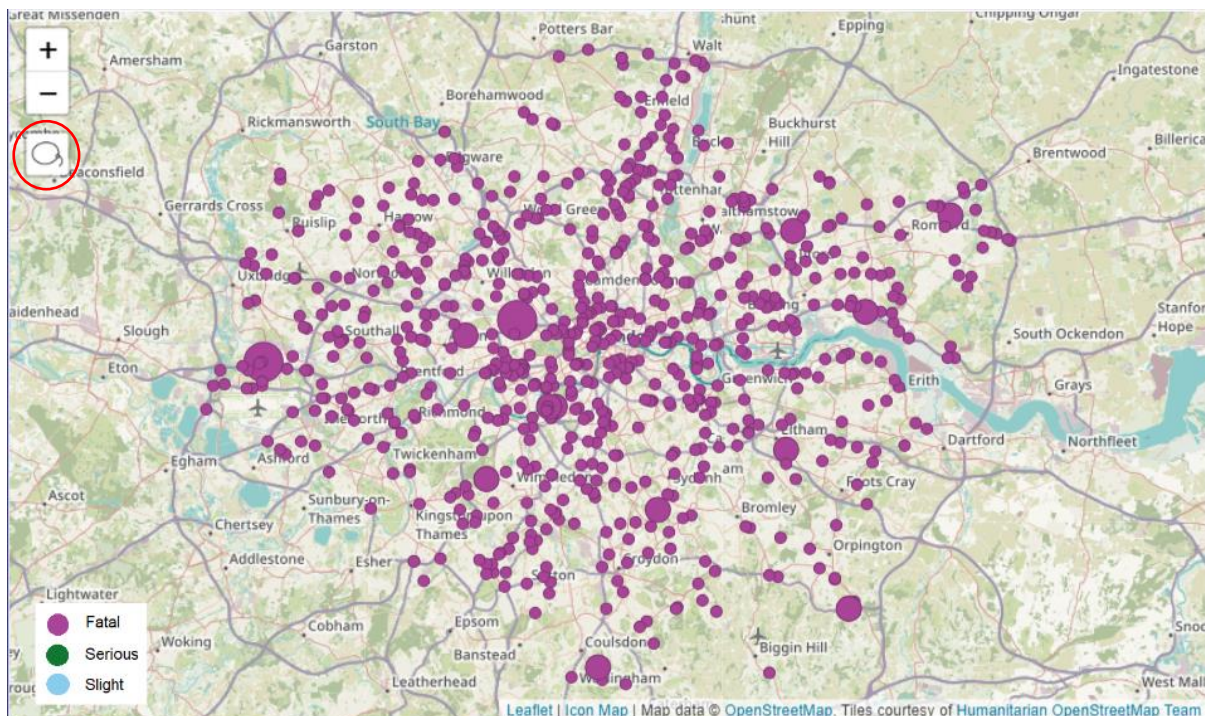
Please note that unlike other pages, the default setting on this page is to show just the fatal collisions in order to allow the map to load quicker. **The maximum number of collisions that the map can show is 30,000.**

The size of the circles on the map represents the number of casualties in that collision. There are “hover-over” information boxes which give an automated description of the selected collision.

To see all the collisions in any particular location a lasso tool  can be used by dragging the cursor around the area in the map that you want to see collisions for. First, click on the lasso tool to select it, then press the cursor, without letting go, around the area that you want to see and connect it back to where you started from. You can then view the records related to the area selected by right clicking on the black button in the bottom right of the screen and selecting “Drill Through” – “Collision Map data”.

Right click here to drill-through to detail of collisions and casualties

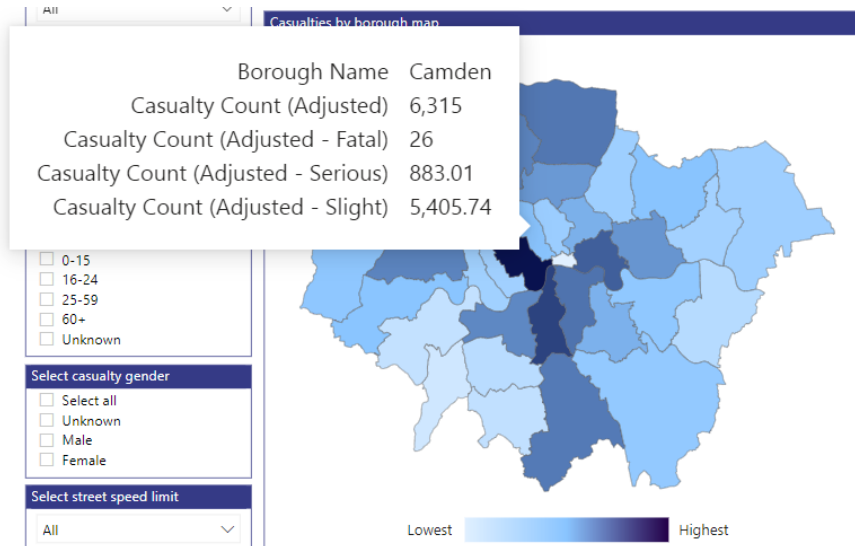
To return to the map view click on the “Return to map view” black box on the right, noting that the map will automatically reset and you will lose your selected area.



Please note that when looking at the table view of the data you can change the filters and the data will change for the area you have selected. However if you are in the map view and select an area and then change a filter the selected area will be lost and the map will reset itself.

Page 5 – Borough Casualty Map

This page allows you to compare casualty numbers by borough based on the filters you have selected. It uses a 5-point colour scale to show the relative number of casualties by borough when hovered over, breaking it down by total number of casualties in each borough split by casualty severity.



Page 6 – Day and Time (Casualty Temporal Statistics)

This page shows the casualties by time of day and day of week based on the filters selected.

Page 7 - Vehicle Involved

This page shows the vehicles involved in collisions resulting in casualties based on the filters selected, with the casualty mode being the rows on the left and the other vehicles involved in the collisions being the columns at the top.

Please note that this table does not imply blame for the collision, and that all vehicles listed in the police report are counted for each collision except for the casualty vehicle, whether they were directly or indirectly involved in the collision.

For example:

- If a cyclist and a car collide and the cyclist is injured the table will show a “one” in the cell corresponding to “Casualty mode of travel (row) = Pedal cycle” and “Vehicle involved in collision (column) = Car”.
- If a motorcyclist overtakes a bus and collides with a taxi, injuring the motorcyclist, then both the bus (assuming it is listed in the police report) and the taxi will each have one motorcyclist casualty counted in the table (even though the bus was not directly involved in the collision).
- If a goods vehicle and a private hire vehicle collide and one occupant in each vehicle is injured, then the table will show one goods vehicle casualty (row) for private hire (column) and one private hire casualty (row) for goods vehicle (column).

As such the overall number of casualties shown in the table will not match the casualty numbers on other pages, as you can have multiple vehicles involved in collisions.

For instance, the table below shows that there were 73 pedestrians killed or seriously injured in 2018 as a result of collisions involving cyclists.

Vehicle involved casualty count: casualty mode of travel (rows), vehicles involved in collision (columns)

Casualty Mode of Travel	Pedal Cycle	Powered 2 Wheeler	Car	Taxi	Private Hire	Bus Or Coach	Goods Vehicle	Other Vehicle
Pedestrian	73	189	787	27	67	100	153	29
Pedal Cycle	23	26	442	47	40	15	110	20
Powered 2 Wheeler	8	32	748	22	38	11	105	10
Car	1	7	403	8	22	16	74	9
Taxi		2	17	4	1		2	1
Bus Or Coach		3	13		1		3	
Goods Vehicle		2	21			1	8	1
Other Vehicle			10			2	1	
Private Hire		1	8		1		2	

By clicking on any of the cells in the table, you can view the corresponding collision details in the table beneath it. An explanation of this page is also shown on the right side of the page.

Page 8 – Collisions by Vehicle Contributory Factors and Category

This page shows all the contributory factors recorded by the police relating to the collisions relevant to the filters that have been applied. Please note that this does not currently include any contributory factors applied to pedestrians involved in collisions or self-reported collisions.

Police officers may record up to six contributory factors to a collision. They are the reporting officer’s opinion at the time of the collision and may not be the result of extensive investigation. They are not recorded in self-reported collisions.

Contributory factors help show how the collision occurred and how it may have been prevented. In a single collision the same factor may be used more than once for each road user.

The detailed Contributory Factors are shown in the graphic on the right and then these are then summarised into Contributory Factors groups (as set by the Department for Transport) in the graphic on the left. The bottom table shows the mapping between the individual Contributory Factors and their Contributory Factor group and is best viewed by clicking the “Focus mode” icon in the top right of that table (to show it as a full page).

For more details of the personal injury collision recording process in Great Britain please visit the [Department for Transport website](#).

Page 9 – Injury Risk by Mode of Travel and Severity

This page shows injury risk by mode of travel over time since 2010 to 2022. This is calculated as injuries (by severity) divided by journeys to give a rate per million journeys.

Whilst we have finalised casualty numbers up to the end of 2023, we currently only have finalised journey stage numbers up to the end of 2022. The risk rates for 2023 will be added in the coming months once the next version of Travel in London is published.

Journey stage numbers come from [Travel in London reports](#) where a journey stage is a part of a trip made by a single mode of transport.

Please note that:

- The methodology for calculating cycling journeys was changed in 2014/15 resulting in break in the data series as set out in [TfL's Cycling Action Plan 2](#) (pages 12-16). The journey numbers used here for 2010-2014 are back casted numbers (ie estimates of what the numbers for those years would be if the new method had been in place). There is no reliable cycling journey data for 2020 and 2021 as set out in the Cycling Action Plan 2 document, which also impacts the "All listed modes" risk rates for those years.
- Casualty numbers pre-2017 come from the back cast exercise that TRL undertook on behalf of TfL (due to the change in the definition of "serious" in 2016). Post-2017 numbers come from the [Road danger reduction dashboard](#).
- "All listed modes" is a sum of all the modes that have journey data - ie excludes Goods Vehicles and 'Other Vehicles' that don't have any associated journey stage numbers (as such casualty numbers are only used for the modes that do have journey stage numbers).
- Caution should be applied with taxi or private hire casualty numbers and rates due to the known under-reporting of them (ie often recorded as cars).
- Bus journeys are counted as starting a new journey stage each time a new bus is boarded.
- Walking journeys are counted only when they form complete trips (ie walking all the way), not when they are parts of trips using other modes of transport.

Please note that on this page you can only select one casualty severity box. In addition, there are fewer filters on this page as the journey data cannot be split for things such as highway authority, gender, age group, borough and speed limit.

Users are advised to deselect "Motorcycle" if they wish to see the other modes in more detail as motorcycle risk is so much higher than other modes.