

Casualties in Greater London during 2020

June 2021

1. Executive Summary

There were 21,001 reported collisions in London in 2020, resulting in 96 people being killed, 2,974 being seriously injured and 21,275 being slightly injured.

1.1 TfL's casualties in Greater London

This report provides a summary of personal injury road traffic collisions and casualties, reported to and by the police, in Greater London in 2020. 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](#).

To assess performance 2020 figures are compared with 2019 casualties and the back estimated average for 2005–2009. This is the baseline against which Transport for London (TfL) measures progress towards the Mayor's targets of a 65 per cent reduction in all Killed or Seriously Injured (KSI) casualties on London's roads by 2022 and a 70 per cent reduction in people killed or seriously injured in or by a bus by 2022, as set out in the Vision Zero Action Plan¹.

1.2 Road Danger in 2020

The casualty trends for 2020 should be interpreted in the context of the coronavirus pandemic. The period since March 2020 saw reduced travel, especially during lockdown periods, and a corresponding reduction in road casualties. During 2020 there was a 19 per cent reduction in the number of people injured in road traffic collisions and a 21 per cent reduction in the number of people that were killed or seriously injured (KSI) compared to 2019. This is likely to be a temporary reduction with a return to the previous pre-pandemic downwards trend in casualties as London recovers from the pandemic.

In terms of travel behaviour the pandemic has resulted in fewer public transport journeys (including bus journeys) and an increase in personal transport modes, especially cycling and 'other' vehicles including e-scooters². The number of people killed or seriously injured while cycling and using 'other' vehicles increased, partly reflecting an increase in the number of people cycling and using 'other' modes of travel.

The number of kilometres cycled in London increased by an estimated 46 per cent between 2019 and 2020³, and there was a 12 per cent increase in the number of people killed or seriously injured whilst cycling. Overall, as a result of increased cycling, the risk of being killed or seriously injured whilst cycling fell by 24 per cent. This means levels of cycling are at record highs, and the risk to people cycling is at a record low.

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

² There is no specific reporting category for e-scooters in the police Stat 19 data collection form; they are part of the category of 'other vehicles' https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/230596/stats20-2011.pdf

³ <https://www.gov.uk/government/statistics/road-traffic-estimates-in-great-britain-2020>



More broadly 2020 remained a typical year with 82 per cent of those killed or seriously injured walking, cycling or riding a motorcycle, compared to 81 per cent during 2019. Reflecting their share of traffic, car drivers remained the most likely to be involved in a collision which killed or seriously injured someone else on the road. In 2020 they were involved in 70 per cent of collisions which killed or seriously injured another person and accounted for 73 per cent of vehicle kilometres travelled⁴. However, motorcyclists were involved in a disproportionate number of collisions resulting in fatal or serious injury to other people given their share of traffic in 2020.

1.3 Progress on Mayoral targets

During 2020 there was a substantial decline in the number of people killed or seriously injured on London’s roads compared to the 2005-09 baseline, partly reflecting the pandemic and associated lockdowns. The rate of the decline had slowed since 2014, however there was a 21 per cent decrease in 2020 compared to 2019.

This amounts to a 52 per cent reduction towards the overall target of 65 per cent by 2022. However, this reduction needs to be seen in the context of a significant reduction in travel during periods of lockdown.

During 2020 there was a continued decline in the number of people being killed or seriously injured in or by a London bus.

There was a 35 per cent decrease in people killed or seriously injured in collisions involving a bus from 2019, down from 209 to 135 people.

This amounts to a 77 per cent reduction against the baseline, exceeding the overall target of 70 per cent by 2022.

Figure 1 Progress towards MTS Roads KSI 2022 target

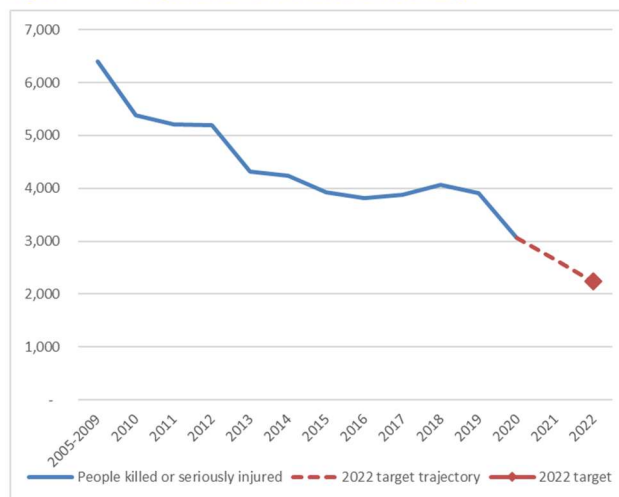
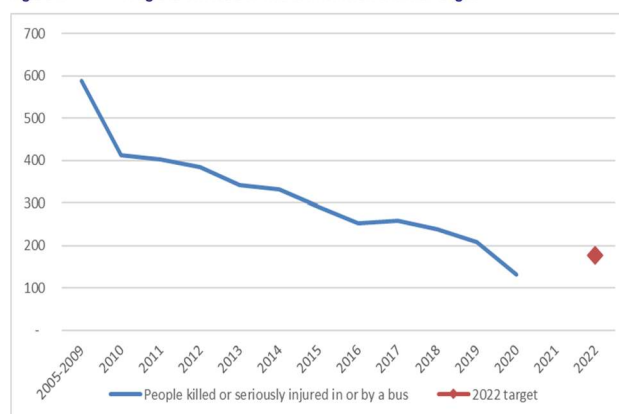


Figure 2 Progress towards MTS Bus Involved KSI 2022 target



1.4 Trends in the number of people injured

A total of 24,345 people were reported injured by or to the police in London during 2020. 96 people were killed, 2,974 were seriously injured and 21,275 were slightly injured.

The number of people killed or seriously injured was 52 per cent lower than the 2005-09 baseline⁵ and the number of children killed or seriously injured was 74 per cent lower than the baseline. The reductions achieved vary from mode to mode (between 45 and 83 per cent

⁴ The DfT includes taxi and private hire vehicles in its ‘car’ category so these apply to the percentages stated in this sentence

⁵ See appendix on back estimation for baseline

reductions) except for people killed or seriously injured whilst riding a bicycle, which was up 18 per cent against the baseline. However, when taking into account the estimated number of kilometres cycled, the risk of being killed or seriously injured as a cyclist on London's roads has reduced by 30 per cent from the baseline and by 24 per cent from last year, from an estimated 1.2 KSIs to 0.9 KSIs per million kilometres cycled.

The number of cyclists killed in 2020 was down by 64 per cent on the 2005-09 baseline, from 17 to six people. Whereas nationally there has been just a four per cent decrease between 2009-2019⁶

2020 saw a reduction in people killed and seriously injured for all modes compared to 2019, see Table 1 below, except for cyclists which rose by 12 per cent and 'other' vehicles which also rose by 12 per cent. It should be noted that the 'other' vehicle category includes e-scooters, whose use increased in 2020 with retailers reporting a tripling of sales⁷, which accounted for 56 KSIs in 2020 compared to 10 in 2019. E-scooter riders made up less than two per cent of all people killed or seriously injured in 2020.

The numbers of motorcyclists killed or seriously injured declined by 25 per cent and have continued to decline year on year, despite motorcyclist fatalities remaining at 31 people in 2020.

People walking, cycling and motorcycling made up 82 per cent of all people killed or seriously injured.

The number of children killed or seriously injured in collisions also fell across all modes, with the greatest percentage reduction amongst children as bus and coach passengers, alongside reduction in travel during periods of lockdown.

Table 1 People Killed or Seriously Injured 2020 (v 2005-09 baseline and 2019).

Casualty severity	User group	Casualty numbers			Percentage change in 2020 over	
		2005-2009			2005-2009	
		average	2019	2020	2019	average
Fatal and serious	Bus or coach occupants	277	91	46	-49% *	-83% *
	Car occupants	1,773	574	416	-28% *	-77% *
	Motorcyclists	1,397	1,019	768	-25% *	-45% *
	Pedal cyclists	737	778	868	12% *	18% *
	Pedestrians	2,021	1,350	868	-36% *	-57% *
	Other vehicle occupants	197	93	104	12%	-47% *
	Total	6,403	3,905	3,070	-21% *	-52% *
	Child bus/coach passengers	23	5	1	-80%	-96% *
	Child car passengers	82	16	13	-19%	-84% *
	Child pedal cyclists	63	22	22	0%	-65% *
	Child pedestrians	423	157	112	-29% *	-74% *
	Other child casualties	18	11	8	-27%	-56% *
	Total	608	211	156	-26% *	-74% *

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.

⁶ <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-provisional-results-2019>

⁷ <https://www.londonstockexchange.com/news-article/HFD/interim-results-financial-year-2021/14759814>



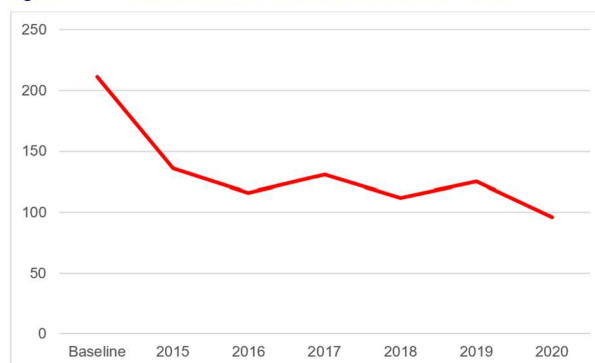
The number and severity of child casualties are a subset of the total number of reported fatal, serious, slight and all casualties in London.

2. Headline Statistics by Injury Severity

2.1 People killed

People killed on London's roads decreased by 23 per cent compared to 2019. People killed whilst walking (47 per cent) and motorcycling (32 per cent) account for 79 per cent of all fatalities. This is the same overall share as 2019, however the proportion of people killed whilst walking fell whilst the proportion of people killed whilst motorcycling increased (walking 54 per cent and motorcycling 25 per cent).

Figure 3 Fatalities for the baseline (2005-09) and 2015-2020



Source: STATS19.

Cyclists deaths are the only mode to have increased compared to 2019, from five to six, although the risk of being fatally injured fell from eight fatalities per billion kilometres cycled in 2019 to six in 2020.

Against the 2005-09 baseline the number of people killed was down by 55 per cent. In line with national figures, the trend in the number of fatalities had been broadly flat over the four years to 2019.

Key Points

- 53 per cent of pedestrian fatalities, 24 out of 45, were as a result of a collision with a car driver. However it should be noted that cars make up 73 per cent of vehicle kilometres travelled in London.
- Motorcyclists account for three per cent of vehicle kilometres travelled but 32 per cent of fatalities⁸.
- Three deaths were reported as being the result of deliberate acts of violence in 2020, compared to eight in 2019.
- In 2019 there was the first reported fatality of a person riding an electric scooter (or e-scooter). No deaths were recorded in 2020.
- In 2020 there were 14 recorded fatalities classified as 'hit and run'. This is the same as 2019 when 14 fatalities were also recorded.
- 2020 also saw a slight decrease in collisions involving emergency vehicles (police vehicles, ambulances and fire engines). In 2020 there were two fatalities related to police pursuits, compared to three in 2019.

⁸ Additional reporting on Casualty Rates to be provided in October 2020

Table 2 Fatalities during 2020 compared with the 2005–09 average and 2019.

Casualty severity	User group	Casualty numbers			Percentage change in 2020 over	
		2005–2009			2005–2009	
		average	2019	2020	2019	average
Fatal	Bus or coach occupants	2.4	2	2	0%	-17%
	Car occupants	49.4	17	11	-35%	-78% *
	Motorcyclists	43.4	31	31	0%	-29%
	Pedal cyclists	16.6	5	6	20%	-64% *
	Pedestrians	96.0	68	45	-34% *	-53% *
	Other vehicle occupants	3.2	2	1	-50%	-69%
	Total	211.0	125	96	-23% *	-55% *
	Children (under 16yrs)	11.6	5	3	-40%	-74% *

Source: STATS19.

Note: Figures in grey and italic are back estimated for the number of serious, slight and all casualties in the 2005–09 baseline.

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

The number and severity of child casualties are a subset of the total number of reported fatal, serious, slight and all casualties in London.

2.2 People with serious injuries

In 2020 there were 2,974 seriously injured casualties reported on London's roads. This is a decrease of 21 per cent on 2019, and 52 per cent lower than the 2005–09 baseline.

All main modes have seen a decrease against 2019 levels, except for cyclists which were up by 12 per cent. However, as previously stated, the increase in cycling in 2020 means that the estimated risk of being seriously injured whilst cycling dropped by 24 per cent compared to 2019.

Significant reductions were seen across all main modes against the baseline, except serious injuries to cyclists that increased by 34 per cent, although the estimated risk of serious injury is down by 20 per cent from the 2005–09 baseline.

Table 3 Serious injuries during 2020 compared with the 2005–09 average and 2019.

Casualty severity	User group	Casualty numbers			Percentage change in 2020 over	
		2005–2009			2005–2009	
		average	2019	2020	2019	average
Serious	Bus or coach occupants	275	89	44	-51% *	-84% *
	Car occupants	1,724	557	405	-27% *	-77% *
	Motorcyclists	1,353	988	737	-25% *	-46% *
	Pedal cyclists	641	773	862	12% *	34% *
	Pedestrians	2,004	1,282	823	-36% *	-59% *
	Other vehicle occupants	194	91	103	13%	-47% *
	Total	6,192	3,780	2,974	-21% *	-52% *
	Children (under 16yrs)	608	206	153	-26% *	-75% *

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.

2.3 People with slight injuries

In 2020 there were 21,275 slightly injured casualties reported on London's roads. This is an 18 per cent reduction on 2019, with the greatest difference being a 45 per cent reduction



amongst bus and coach occupants, alongside reductions in travel. In 2020 there was an estimated 46 per cent increase in cycling kilometres travelled, but despite this there has only been a two per cent increase in cyclist slight casualties.

Table 4 Slight injuries during 2020 compared with the 2005-09 average and 2019.

Casualty severity	User group	Casualty numbers			Percentage change in 2020 over	
		2005-2009		2020	2005-2009	
		average	2019		2019	average
Slight	Bus or coach occupants	<i>1,434</i>	1,083	599	-45% *	-58% *
	Car occupants	<i>12,844</i>	10,883	8,436	-22% *	-34% *
	Motorcyclists	<i>3,592</i>	4,372	4,244	-3%	18% *
	Pedal cyclists	<i>2,673</i>	3,856	3,921	2%	47% *
	Pedestrians	<i>3,856</i>	4,312	2,809	-35% *	-27% *
	Other vehicle occupants	<i>1,017</i>	1,596	1,266	-21% *	24% *
	Total	<i>25,416</i>	26,102	21,275	-18% *	-16% *
	Children (under 16yrs)	<i>1,805</i>	1,630	1,073	-34% *	-41% *

Source: STATS19.

Note: Figures in grey and italic are back estimated for the number of serious, slight and all casualties in the 2005-09 baseline.

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

The number and severity of child casualties are a subset of the total number of reported fatal, serious, slight and all casualties in London.

2.4 Total casualties

There was a total of 24,345 casualties of all severities on London's roads in 2020. This is 19 per cent lower than in 2019 and 23 per cent lower than the 2005-09 baseline.

Table 5 Total casualties during 2020 compared with the 2005-09 average and 2019.

Casualty severity	User group	Casualty numbers			Percentage change in 2020 over	
		2005-2009		2020	2005-2009	
		average	2019		2019	average
All	Bus or coach occupants	<i>1,711</i>	1,174	645	-45% *	-62% *
	Car occupants	<i>14,617</i>	11,457	8,852	-23% *	-39% *
	Motorcyclists	<i>4,989</i>	5,391	5,012	-7% *	0%
	Pedal cyclists	<i>3,410</i>	4,634	4,789	3%	40% *
	Pedestrians	<i>5,877</i>	5,662	3,677	-35% *	-37% *
	Other vehicle occupants	<i>1,215</i>	1,689	1,370	-19% *	13% *
	Total	<i>31,819</i>	30,007	24,345	-19% *	-23% *
	Children (under 16yrs)	<i>2,413</i>	1,841	1,229	-33% *	-49% *

Source: STATS19.

Note: Figures in grey and italic are back estimated for the number of serious, slight and all casualties in the 2005-09 baseline.

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

The number and severity of child casualties are a subset of the total number of reported fatal, serious, slight and all casualties in London.

In terms of absolute counts, car occupants (including car drivers and car passengers) are the road user group with the greatest number of casualties each year (36 per cent of total casualties in 2020).

Table 6 Casualties in 2020 – mode of travel by severity and change over 2019.

Mode of travel	Severity of casualty in 2020 (and percentage change over 2019)						Total	% of total in 2020	
	Fatal		Serious		Slight				
Bus or coach	2	(0%)	44	(-51%) *	599	(-45%) *	645	(-45%) *	3%
Car	11	(-35%)	405	(-27%) *	8,436	(-23%) *	8,852	(-23%) *	36%
Goods vehicle	0		18	(-59%) *	467	(-15%) *	485	(-18%) *	2%
Motorcycle	31	(0%)	737	(-25%) *	4,244	(-3%)	5,012	(-7%) *	21%
Pedal cycle	6	(20%)	862	(12%) *	3,921	(2%)	4,789	(3%)	20%
Pedestrian	45	(-34%) *	823	(-36%) *	2,809	(-35%) *	3,677	(-35%) *	15%
Taxi or private hire	1		17	(-43%) *	559	(-39%) *	577	(-39%) *	2%
Other vehicle	0	(-100%)	68	(300%) *	240	(85%) *	308	(107%) *	1%
Total	96	(-23%) *	2,974	(-21%) *	21,275	(-19%) *	24,345	(-19%) *	100%
% of total in 2020	0%		12%		87%		100%		

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

3. 2020 collisions – other vehicles involved

3.1 Casualties by other vehicle involved

Table 7 below sets out the recorded vehicles that were 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.

In 2020 cars continue to dominate as the other 'vehicle involved', largely reflecting their share of traffic. However there has been an increase in fatalities involving Goods vehicles compared to 2019, up by 10 per cent from 21 to 23. There has also been an increase in serious and slight collisions involving 'other vehicle' types compared to 2019. Part of this can be attributed to the increased use of e-scooters which were the other vehicle in 17 serious injuries, or just under one percent of all serious injuries, compared to 7 serious injuries in 2019. Further analysis over the last three years shows that overall, the vehicles involved in collisions has remained constant in terms of modal split.

Table 7 Casualties in 2020 – Other vehicle involved by severity and change over 2019.

Other vehicle involved	Severity of casualty in 2020 (and percentage change over 2019)						Total	% of total in 2020	
	Fatal		Serious		Slight				
Bus or coach	5	(-58%) *	99	(-26%) *	436	(-28%) *	540	(-28%) *	3%
Car	45	(-30%) *	1,659	(-16%) *	8,841	(-10%) *	10,545	(-11%) *	65%
Goods vehicle	23	(10%)	354	(-20%) *	2,411	(-15%) *	2,788	(-16%) *	17%
Motorcycle	3	(-40%)	159	(-21%) *	757	(-19%) *	919	(-19%) *	6%
Pedal cycle	2	(0%)	61	(-27%) *	204	(-15%) *	267	(-18%) *	2%
Pedestrian	-	-	-	-	-	-	-	-	-
Taxi or private hire	2	(0%)	82	(-65%) *	683	(-48%) *	767	(-51%) *	5%
Other vehicle	1	(0%)	58	(41%) *	260	(58%) *	319	(54%) *	2%
Total*	81	(-24%) *	2,472	(-21%) *	13,592	(-16%) *	16,145	(-16%) *	100%
% of total in 2020	1%		15%		84%		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.



3.2 TfL Bus involved collisions

Buses and coaches are now reported separately by the Metropolitan Police Service. Table 8 below compares KSIs involving buses for 2020 and 2019.

Unfortunately in 2020 two bus passengers were fatally injured, one whilst attempting to board a bus, and one bus passenger as a result of a fall within a bus.

Table 8 Casualties involving buses in 2020 by severity and change over 2019.

Mode	Fatal		Serious		Slight		Total			
Bus driver/passenger	2	(0%)	41	(-52%)	*	571	(-43%) *	614	(-44%) *	
Car	0	-	6	(-45%)		114	(-34%) *	120	(-34%) *	
Goods vehicle	0	-	0	-		11	(0%)	11	(0%)	
Motorcycle	1	(-67%)	13	(44%)		47	(18%)	61	(17%)	
Pedal cycle	1	-	16	(23%)		46	(-6%)	63	(2%)	
Pedestrian	3	(-50%)	*	49	(-38%)	*	103	(-46%) *	155	(-43%) *
Taxi or private hire	0	-	1	∞		14	(-40%)	15	(50%)	
Other vehicle	0	-	2	∞		10	(-400%) *	12	(500%) *	
Total	7	(-36%)	*	128	(-35%)	*	916	(-38%) *	1,051	(-38%) *

Source: STATS19.

The number of people killed or seriously injured in or by a bus fell by 35 per cent between 2019 and 2020, to 135 people which is the lowest number on record. This is 77 per cent down on the 2005-09 baseline.

4. Further information

Copies of road safety fact sheets, monitoring reports and research reports, open data files and the 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 - Strengths and weaknesses of the data

A.1 Police reporting systems

From September 2016 onwards the Metropolitan Police Service (MPS) introduced the Case Overview and Preparation Application (COPA) to report road traffic collisions. The City of London Police Service (CoLP) adopted the similar Department for Transport (DfT) Collision Reporting and SHaring (CRASH) system in October 2015. COPA and CRASH aim to bring improvements to the reporting of road danger in London.

These systems use a new method of assessing the severity of injury sustained in collisions, as recommended by the DfT, whereby Police officers record the type of injury suffered rather than their assumptions about the severity of the injury. The recording system then assigns an injury severity according to the type of injury recorded. This contrasts with the previous system where officers recorded whether, in their judgement, an injury was 'slight' or 'serious'. The use of these systems has resulted in more injuries being classified as serious rather than slight⁹. Back estimated changes in the number of casualties takes into account changes in the police reporting of injury severity and online self-reporting.

This has had a large impact on the number of serious injuries recorded in 2016 (2,385), 2017 (3,750), 2018 (3,953), 2019 (3,780), and 2020 (2,974) compared with 2015 (1,956). Some of these serious injuries may previously have been classified as slight injuries which means that the 2016, 2017, 2018, 2019 and 2020 serious injury figures are not comparable to previous years and to each other.

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

Further detailed analysis of the statistics presented in this factsheet will be undertaken, in line with the DfT's publication of 'Reported road casualties Great Britain annual report'.¹⁰

A.2 Quality assurance

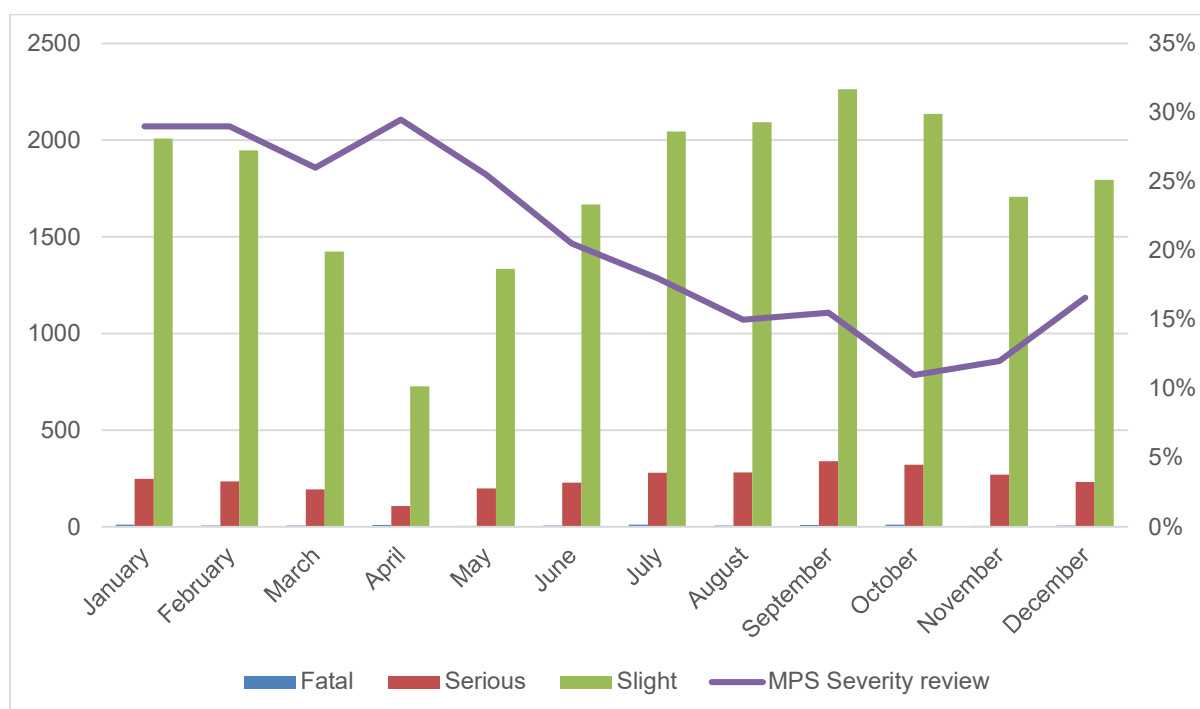
Quality assurance checks of collision records is undertaken by the police forces and TfL. The MPS undertakes severity reviews to ensure that casualties are classified correctly and to an agreed set of criteria. This is particularly important for self-reports made by the public to ensure consistency.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

⁹ <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2017>

¹⁰ <https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>



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



In 2020 TfL launched a new collision database and analysis tool, Collstats, with 2019 collision data being the first year to be processed through it. Collstats receives a live feed (API) of collision reports from the MPS and has been designed to undertake numerous validation checks to help ensure the records received are to the standard required. However, despite the improvements in systems there is still a lot of manual checking and amending required. TfL has now provided access to Collstats to the London boroughs and other interested stakeholders with live dashboards and analysis available via a linked PowerBI app.

A.3 Injury Risk

Last year saw significant changes to people's travel habits as the capital was placed under coronavirus restrictions and people made fewer public transport and motorised journeys. The Department for Transport's "Road Traffic Estimates: Great Britain 2020"¹¹ annual traffic statistics are compiled using data from around 8,000 roadside 12-hour manual counts, continuous data from automatic traffic counters and data on road lengths. This data is used to estimate changes in injury risk. More comprehensive data of estimated injury risk across all transport modes will be available when journey stage data is published in the "Travel In London" report¹².

A.4 Self-reports

The introduction of online self-reporting¹³ has made it easier for members of the public to report collisions to the police. Table A1 below provides details of the self-reports in 2020 by casualty class and compared to 2019.

¹¹ <https://www.gov.uk/government/statistics/road-traffic-estimates-in-great-britain-2020>

¹² <https://tfl.gov.uk/corporate/publications-and-reports/travel-in-london-reports>

¹³ <https://www.met.police.uk/ro/report/rti/report-a-road-traffic-incident/>

Table A1 Self-reported casualties in 2020 – mode of travel by severity and percentage change over 2019.

Mode of travel	Severity of casualty in 2020 (and percentage change over 2019)				Total	% of self reported casualties in 2020	% of all casualties in 2020
	Fatal	∞	Serious	Slight			
Bus or coach	2	∞	5 (-55%)	59 (-48%) *	66 (-47%) *	1%	0%
Car	0	∞	22 (-57%) *	3,474 (-18%) *	3,496 (-19%) *	39%	14%
Goods vehicle	0	∞	2 (0%)	171 (-1%)	173 (-2%)	2%	1%
Motorcyclist	0	∞	67 (-3%)	1,553 (33%) *	1,620 (31%) *	18%	7%
Pedal cycle	0	∞	285 (28%) *	1,906 (0%)	2,191 (3%)	25%	9%
Pedestrian	0	∞	109 (-35%) *	837 (-28%) *	946 (-29%) *	11%	4%
Taxi or private hire	0	∞	1 (-86%) *	333 (-24%) *	334 (-27%) *	4%	1%
Other vehicle	0	∞	12 (500%) *	55 (41%) *	67 (73%) *	1%	0%
Total	2	∞	503 (-5%)	8,388 (-9%) *	8,893 (-9%) *	100%	37%
% of total in 2020	0%		6%	94%	100%		

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

Unusually in 2020 there were two self-reported fatalities. This occurred when a passenger fell whilst boarding a bus and broke her hip. A serious injury was sustained, and the passenger was taken to hospital without the police attending the scene. Unfortunately, this person died due to her injuries five days later. The other fatality sustained head injuries after falling whilst on a bus. A serious injury was sustained, and the passenger was taken to hospital without the police attending the scene. Unfortunately, this person died due to their injuries four days later.

A.5 Data supply challenges

The continued increase in the number of self-reported collisions in London presents its own data challenges. Currently the DfT have agreed to accept a lower standard of record for self-reports to traditional police reports as members of the public cannot be expected to know or remember all the details normally collected at the scene of a collision. However, the current reporting forms for self-reports lack in-built validation checks and will accept “unknown” for almost all fields. This means that even the basic amount of data required to accurately locate the incident and the vehicles involved is often missing or unclear, resulting in a reduction in the quality of the data and additional time spent by TfL to try and make these records usable.



Appendix B – Borough tables

Table B1 Casualties in Greater London 2020 by borough and percentage change over 2019.

Borough	Total casualties	Pedestrians	Cyclists	Motorcyclists	Car occupants	Total vehicle occupants
Camden	662 -34% *	128 -51% *	213 -14%	159 -30% *	101 -41% *	534 -29% *
City of London	128 -63% *	30 -71% *	50 -62% *	28 -44% *	8 -65% *	98 -59% *
Greenwich	721 -20% *	97 -26% *	119 40% *	118 -21% *	329 -27% *	624 -18% *
Hackney	877 -12% *	143 -37% *	266 21% *	207 14%	203 -23% *	734 -5%
Hammersmith & Fulham	609 -22% *	84 -50% *	181 15%	194 -17% *	108 -29% *	525 -15% *
Islington	613 -23% *	87 -37% *	213 -16% *	157 -26% *	107 -10%	526 -19% *
Kensington & Chelsea	604 -23% *	93 -49% *	152 -8%	202 -14%	105 -13%	511 -15% *
Lambeth	1,183 -13% *	161 -31% *	337 6%	333 7%	253 -25% *	1,022 -9% *
Lewisham	884 -7%	136 -21% *	186 18% *	164 -4%	325 -11%	748 -3%
Southwark	954 -25% *	133 -38% *	326 -10%	209 -13%	194 -41% *	821 -23% *
Tower Hamlets	1,035 -22% *	144 -36% *	274 -5%	204 -19% *	326 -22% *	891 -20% *
Wandsworth	1,030 -4%	143 -25% *	326 27% *	315 3%	182 -18% *	887 1%
Westminster	1,150 -33% *	195 -59% *	320 -17% *	320 -8%	193 -23% *	955 -23% *
Total Inner London	10,450 -21% *	1,574 -42% *	2,963 -2%	2,610 -10% *	2,434 -24% *	8,876 -16% *
Barking & Dagenham	595 -25% *	96 -12%	32 -47% *	56 -25% *	343 -25% *	499 -27% *
Barnet	947 -18% *	132 -44% *	90 43% *	191 14%	462 -22% *	815 -12% *
Bexley	515 -13% *	76 -6%	47 42%	50 -25%	303 -14% *	439 -15% *
Brent	915 -10% *	151 -26% *	85 6%	271 20% *	334 -19% *	764 -5%
Bromley	647 -27% *	88 -40% *	112 12%	98 -15%	308 -34% *	559 -24% *
Croydon	1,085 -4%	183 -24% *	114 33% *	216 11%	480 -6%	902 2%
Ealing	987 -18% *	167 -17% *	108 -9%	197 -14%	451 -15% *	820 -18% *
Enfield	1,028 -12% *	156 -26% *	85 77% *	140 4%	568 -15% *	872 -9% *
Haringey	827 -19% *	132 -33% *	143 13%	215 -1%	258 -34% *	695 -16% *
Harrow	413 -17% *	64 -40% *	50 52% *	70 -10%	186 -27% *	349 -11%
Havering	611 -20% *	74 -27% *	47 42%	64 12%	372 -21% *	537 -19% *
Hillingdon	683 -20% *	98 -22% *	75 25%	79 -21%	383 -24% *	585 -20% *
Hounslow	695 -22% *	92 -39% *	118 -4%	117 -11%	305 -27% *	603 -19% *
Kingston-Upon-Thames	349 -14% *	42 -28% *	76 7%	63 -21%	127 -21% *	307 -12%
Merton	495 -12% *	62 -30% *	113 36% *	125 -1%	149 -34% *	433 -9%
Newham	874 -21% *	147 -32% *	106 5%	122 -4%	417 -25% *	727 -18% *
Redbridge	750 -15% *	120 -22% *	58 -6%	91 20%	424 -21% *	630 -14% *
Richmond-Upon-Thames	420 -12% *	53 -30% *	185 28% *	64 -20%	100 -28% *	367 -8%
Sutton	381 -28% *	60 -29% *	38 -31% *	71 -15%	180 -32% *	321 -28% *
Waltham Forest	678 -14% *	110 -28% *	144 14%	102 -6%	268 -16% *	568 -11% *
Total Outer London	13,895 -17% *	2,103 -28% *	1,826 14% *	2,402 -3%	6,418 -22% *	11,792 -14% *
Greater London	24,345 -19% *	3,677 -35% *	4,789 3%	5,012 -7% *	8,852 -23% *	20,668 -15% *

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

Table B2 Casualty class in Greater London 2020 by borough and percentage change over 2019.

Borough	Fatal**		Fatal and Serious			Slight	Total Casualties			
			Serious	(KSIs)						
Camden	4	0	98 -28% *	102 -28% *	560 -35% *	662 -34% *				
City of London	-1		41 -45% *	41 -46% *	87 -67% *	128 -63% *				
Greenwich	1	-4	92 7%	93 2%	628 -22% *	721 -20% *				
Hackney	4	0	99 -32% *	103 -31% *	774 -9% *	877 -12% *				
Hammersmith & Fulham	5	1	77 -19%	82 -17%	527 -23% *	609 -22% *				
Islington	2	0	82 -25% *	84 -24% *	529 -22% *	613 -23% *				
Kensington & Chelsea	-2		73 -34% *	73 -35% *	531 -21% *	604 -23% *				
Lambeth	3	0	164 -17% *	167 -17% *	1,016 -12% *	1,183 -13% *				
Lewisham	5	2	111 -4%	116 -3%	768 -7%	884 -7%				
Southwark	2	1	134 -18% *	136 -17% *	818 -26% *	954 -25% *				
Tower Hamlets	2	-1	113 -28% *	115 -28% *	920 -22% *	1,035 -22% *				
Wandsworth	1	-7 *	150 -6%	151 -10%	879 -3%	1,030 -4%				
Westminster	4	0	156 -36% *	160 -35% *	990 -32% *	1,150 -33% *				
Total Inner London	33	-25%	1,390	-23% *	1,423	-23% *	9,027	-21% *	10,450	-21% *
Barking & Dagenham	2	-2	57 -33% *	59 -34% *	536 -24% *	595 -25% *				
Barnet	3	-1	112 -21% *	115 -21% *	832 -18% *	947 -18% *				
Bexley		-3	48 -35% *	48 -38% *	467 -10%	515 -13% *				
Brent	4	-2	80 -29% *	84 -29% *	831 -7%	915 -10% *				
Bromley	2	-5	75 -24% *	77 -27% *	570 -27% *	647 -27% *				
Croydon	2	-6 *	145 -7%	147 -10%	938 -3%	1,085 -4%				
Ealing	5	1	113 -18% *	118 -16%	869 -18% *	987 -18% *				
Enfield	3	-2	97 -16%	100 -17%	928 -11% *	1,028 -12% *				
Haringey	1	-2	80 -25% *	81 -26% *	746 -18% *	827 -19% *				
Harrow	3	1	44 -19%	47 -16%	366 -17% *	413 -17% *				
Havering	7	4	71 -19%	78 -14%	533 -20% *	611 -20% *				
Hillingdon	8	3	93 -11%	101 -7%	582 -22% *	683 -20% *				
Hounslow	3	-3	79 -29% *	82 -30% *	613 -21% *	695 -22% *				
Kingston-Upon-Thames	2	1	45 -24% *	47 -22%	302 -13% *	349 -14% *				
Merton	2	-6 *	66 -22%	68 -27% *	427 -9%	495 -12% *				
Newham	3	1	99 -26% *	102 -24% *	772 -20% *	874 -21% *				
Redbridge	2	0	83 -15%	85 -15%	665 -15% *	750 -15% *				
Richmond-Upon-Thames	2	0	65 -7%	67 -7%	353 -12% *	420 -12% *				
Sutton	6	3	53 -18%	59 -13%	322 -30% *	381 -28% *				
Waltham Forest	3	0	79 -13%	82 -13%	596 -14% *	678 -14% *				
Total Outer London	63	-22%	1,584	-20% *	1,647	-20% *	12,248	-16% *	13,895	-17% *
Greater London	96	-23% *	2,974	-21% *	3,070	-21% *	21,275	-18% *	24,345	-19% *

Source: STATS19. Note: Asterisks (*) indicate where changes are significant at the 95 per cent confidence level, applying the Poisson probability distribution. **Fatal change from 2019 have been given in absolute values for the boroughs as numbers involved are too small to be meaningfully represented as percentages



Table B3 Vehicles involved in collisions in the Greater London area by vehicle type and percentage of total, 2019.

Borough	Pedal Cycle		Motorcycle		Car		Taxi and private hire		Bus or coach		Goods vehicle		Other vehicle		Total
Camden	224	20%	196	18%	451	41%	63	6%	41	4%	92	8%	27	2%	1,094
City of London	55	26%	31	15%	53	25%	28	13%	15	7%	23	11%	5	2%	210
Greenwich	123	11%	131	12%	710	63%	17	2%	33	3%	104	9%	10	1%	1,128
Hackney	278	19%	244	17%	723	50%	43	3%	40	3%	92	6%	20	1%	1,440
Hammersmith & Fulham	187	18%	237	23%	434	42%	46	4%	26	2%	93	9%	18	2%	1,041
Islington	223	21%	194	18%	463	44%	42	4%	34	3%	83	8%	10	1%	1,049
Kensington & Chelsea	161	16%	229	23%	414	41%	55	6%	26	3%	91	9%	23	2%	999
Lambeth	349	18%	392	20%	938	48%	65	3%	73	4%	128	7%	23	1%	1,968
Lewisham	191	14%	200	14%	833	60%	23	2%	34	2%	94	7%	18	1%	1,393
Southwark	350	21%	261	16%	714	44%	61	4%	64	4%	147	9%	32	2%	1,629
Tower Hamlets	295	18%	243	15%	916	55%	61	4%	36	2%	86	5%	32	2%	1,669
Wandsworth	337	19%	377	21%	804	46%	57	3%	35	2%	123	7%	24	1%	1,757
Westminster	350	19%	355	19%	748	40%	157	8%	56	3%	152	8%	30	2%	1,848
Total Inner London	3,123	18%	3,090	18%	8,201	48%	718	4%	513	3%	1,308	8%	272	2%	17,225
Barking & Dagenham	33	4%	61	7%	634	74%	20	2%	28	3%	72	8%	8	1%	856
Barnet	90	6%	208	14%	1,016	68%	30	2%	24	2%	105	7%	22	1%	1,495
Bexley	47	6%	57	8%	553	73%	13	2%	16	2%	62	8%	11	1%	759
Brent	89	6%	302	21%	873	60%	34	2%	33	2%	101	7%	16	1%	1,448
Bromley	113	11%	105	10%	674	66%	12	1%	19	2%	85	8%	9	1%	1,017
Croydon	116	7%	236	14%	1,071	65%	34	2%	39	2%	118	7%	29	2%	1,643
Ealing	111	7%	221	15%	997	66%	26	2%	35	2%	108	7%	18	1%	1,516
Enfield	85	5%	153	9%	1,161	71%	31	2%	33	2%	150	9%	15	1%	1,628
Haringey	145	11%	241	18%	785	58%	19	1%	44	3%	96	7%	27	2%	1,357
Harrow	50	8%	78	12%	443	67%	18	3%	19	3%	42	6%	8	1%	658
Havering	49	6%	67	8%	630	71%	17	2%	21	2%	87	10%	12	1%	883
Hillingdon	79	8%	85	8%	722	71%	24	2%	10	1%	87	9%	10	1%	1,017
Hounslow	124	11%	134	12%	712	64%	26	2%	19	2%	93	8%	13	1%	1,121
Kingston-Upon-Thames	78	15%	68	13%	303	58%	4	1%	22	4%	39	8%	4	1%	518
Merton	113	14%	136	16%	467	56%	18	2%	23	3%	64	8%	15	2%	836
Newham	107	8%	139	11%	882	68%	42	3%	30	2%	69	5%	22	2%	1,291
Redbridge	58	5%	92	8%	863	75%	33	3%	24	2%	78	7%	8	1%	1,156
Richmond-Upon-Thames	200	29%	72	10%	339	49%	11	2%	9	1%	47	7%	10	1%	688
Sutton	38	6%	77	13%	398	66%	10	2%	8	1%	68	11%	6	1%	605
Waltham Forest	151	14%	117	11%	650	61%	23	2%	30	3%	86	8%	16	1%	1,073
Total Outer London	1,876	9%	2,649	12%	14,173	66%	445	2%	486	2%	1,657	8%	279	1%	21,565
Greater London	4,999	13%	5,739	15%	22,374	58%	1,163	3%	999	3%	2,965	8%	551	1%	38,790

Source: STATS19.