Collision Data / Road Danger Reduction Dashboard FAQs

October 2022

Where does the casualty data come from?

London collision data is collected by the Metropolitan Police Service (MPS) and the City of London Police (CoLP) or reported to the police by members of the public. This is provided to Transport for London (TfL) who 'process' the collision data to provide it in the required standard to the Department for Transport (DfT) as a national statistic, known as STATS19.

Why is data only available for January 2017 onwards?

In November 2016 the Metropolitan Police Service (MPS) changed the way that they record collision information, to a system called COPA (Case Overview Preparation Application) and provided an online self-reporting system. This changed the injury severity from the officer's subjective decision to an automated assignment based on the casualty injury. The impact of this change to 'injury-based reporting' was to almost double the number of serious casualties reported (these would have previously been categorised as slight). Therefore, data post-November 2016 cannot be directly compared with pre-COPA data before November 2016 and thus would be misleading to include in a dashboard containing time series comparisons.

Why can't I see the most recent data?

More recent data than published here has not yet been finalised. Road traffic collision data remains provisional until the year for which it is finalised and closed, and records can be amended based on revised collision details and further investigation. For statistics on personal injury collisions in London including fatalities, please refer to the Transport for London (TfL) Road Safety Data pages:

[Road danger reduction dashboard and data - Transport for London (tfl.gov.uk)](#)

Or Department for Transport (DfT) official statistics;

[Road accidents and safety statistics - GOV.UK (www.gov.uk)](#)

Whilst we work with the relevant police forces, the Metropolitan Police Service (MPS) and the City of London Police (CoLP), to get the data as quickly as possible there are several reasons why it would not be appropriate to share this as soon as we get it:

• TfL spends a lot of time and resource checking and processing collision reports to ensure that they are as accurate as possible and meet the DfT's STATS20guidelines

• Police investigations relating to collisions can take time to complete and therefore each collision record is constantly being updated until it is closed

• The MPS undertake a 'Quality Assurance' exercise, checking all their reports to ensure that the severity of injuries matches DfT classifications. This normally occurs about three months after each collision has occurred and this needs to take place before TfL can fully process each collision record

• Collisions can be reported by members of the public up to six months after their occurrence.

• Injury severity is not confirmed until 30 days after the collision took place. If a person involved in a collision dies from their injuries within 30 days, then the injury severity is deemed 'fatal'.

• Collisions resulting in fatalities are subject to additional scrutiny and investigation that can take longer to report, especially if this involves a coroner's report.

What is included in these statistics?

All collisions that were reported by the police and that occurred on a public highway involving at least one motor vehicle, horse rider or pedal cyclist, and where at least one person was injured are included. To meet the definition of a national statistic for road safety the collision record must meet the STATS19 criteria. Therefore, a record that has been submitted to the police may fail to meet the criteria for a national statistic and therefore may not be reported in national statistics. There is no obligation for people to report all personal injury collisions to the police (although there is an obligation under certain conditions, as outlined in Section 170 of the Road Traffic Act 1988). Collisions that happened on private land (including private drives) or car parks are not included in the statistics. Damage only collisions that do not result in personal injury are also excluded from these statistics.

What are the differences between a "serious" and "slight" injury/casualty?

Examples of 'serious' injury are: fracture, internal injury, severe cuts, crushing, burns (excluding friction burns), concussion, severe general shock requiring hospital treatment, detention in hospital as an in-patient, either immediately or later, injuries to casualties who die 30 or more days after the collisions from injuries sustained in that collision.

Examples of 'slight' injury are sprains, not necessarily requiring medical treatment, neck whiplash injury, bruises, slight cuts, slight shock requiring roadside attention. Persons who are merely shaken and who have no other injury are not included unless they receive or appear to need medical treatment. Further information is available [here.](#)

What is the difference between collision figures reported by the Metropolitan Police Service (MPS) and the City of London Police (CoLP)?

The City of London Police (CoLP) force use a different software for collecting their collision data than the rest of London, which is covered by the Metropolitan Police Service (MPS). This software was developed by the Department of Transport (DfT) and does not differentiate between taxis and private hire vehicles but keeps them as one combined category of taxi. As set out in our Vision Zero action plan and progress report we are committed to promoting a culture of transparency internally and across operators, and publishing data wherever possible. We have worked with the MPS to split out taxi and private hire vehicles and this information, as reported by the police at the scene of a collision, can now be queried in the dashboard.

Data sent to Transport for London (TfL) by the MPS and CoLP is validated to ensure that it meets DfT STATS20 guidance on the completion of collisions [here.](here)

However, it is important to note that this information is subjective and may not always accurately capture the correct classification of vehicle types involved in collisions or whether a vehicle was being used as a taxi or private hire vehicle at the time of the collision. We are working with the DfT to further enhance the STATS19 dataset as part of the DfT STATS19 review here.

I was involved in a collision; how do I find it?

A new search function has been added to the dashboard that allows you to type in a location and see the collisions that are listed there. However, the information we display relating to collisions is limited as we need to obey General Data Protection Regulation (GDPR) rules and ensure that no personally identifiable information is provided.

I was involved in a collision, but it is not showing in your dashboard, why?

• The online dashboard only includes collisions that were reported to the police (either by the police or by a member of the public either online or at a police station), and where one or more parties were injured as a result.

• The dashboard only shows collisions resulting in injury that took place between 1 Jan 2017 and the most recent validated data.

• In accordance with Department for Transport (DfT) STATS20 guidelines, only collisions that took place on the public highway (i.e. not on private property) and where the injuries were not the result of natural causes (i.e. medical episodes) are recorded. Suicides are not included in these figures.

# The Dashboards

Casualty Summary

Gives an overview of casualties in the Greater London area. It is possible to filter by age bands, gender, speed limit, borough, date and severity. All dashboards can be filtered by severity shown at the top of the page.

Select one or more casualty severity		
Fatal	Serious	Slight

Casualty Trend

Shows longer term trends in casualty numbers from 2017 by year and month with the ability to filter.

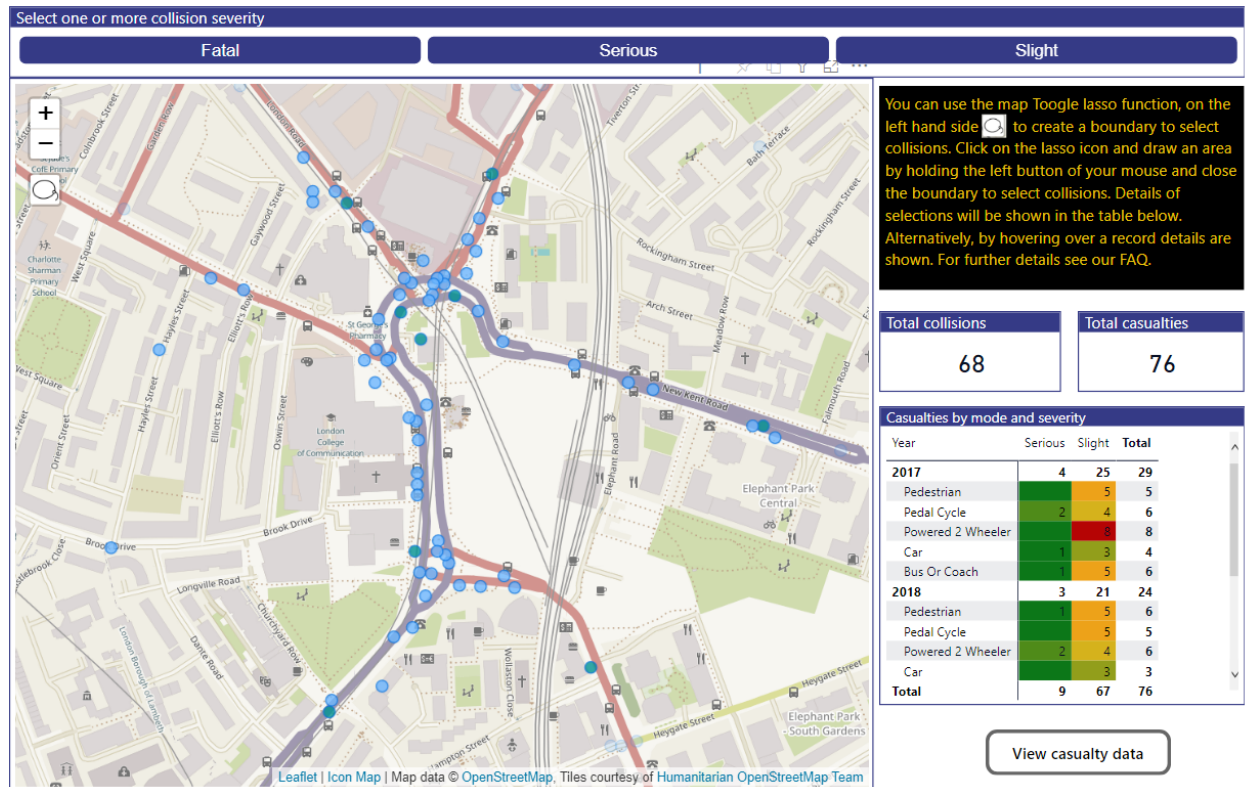## Collision Location Map
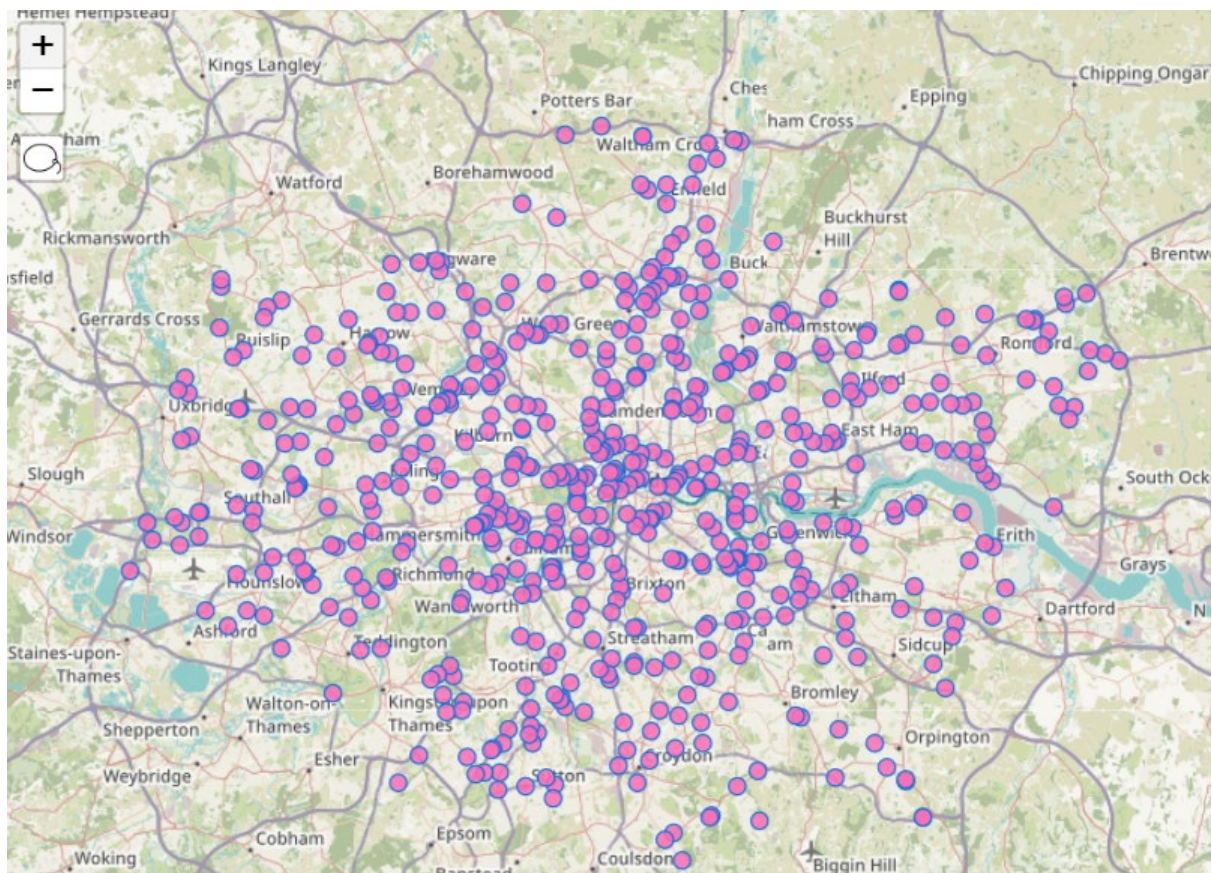
Zoom into your area of interest

Use the Lasso tool to create your area, collisions within that area will be captured and a summary shown on the right-hand side.

It is also possible to filter by borough, mode, age bands, gender and speed limit if required.

Borough Casualty Map

Shows casualties mapped for the Greater London area by borough, ability to filter by date borough, mode, severity, age bands, gender and police recorded speed limit. It is also possible to show data in table and graph format.

Day and Time

Shows casualty statistics by day of the week and time. It is possible to filter by severity date, borough, mode, age bands, etc
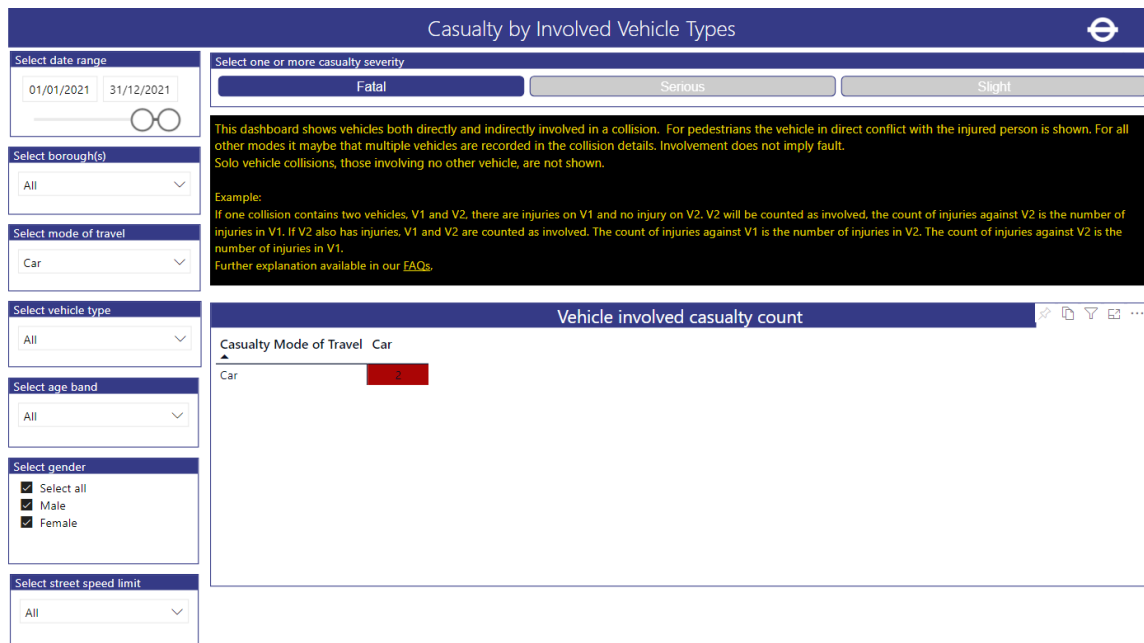
Vehicles Involved

All collisions involve one or more vehicle, this can include pedal cycles, e-scooters or ridden horses. Collisions may involve a single vehicle losing control or multiple vehicles in conflict or in some way involved in the incident. To help us understand multiple vehicle collisions this dashboard shows a count of vehicles from these collisions. Involvement does not suggest fault.

Single vehicle records are not shown unless they involve injury to a pedestrian.

By selecting the casualty mode of travel we can see the numbers of casualties recorded against the vehicle involved in the collision.

There were ten car occupant fatalities in 2021. By filtering fatal car occupants in 2021 we can see that two casualties were injured in collisions that involved another car, the other eight are solo vehicle collisions.

There were ten pedal cyclist fatalities in 2021. By filtering fatal pedal cyclists in 2021 we can see that one involved another cyclist, two cars, six goods vehicles and one from the other vehicle category.
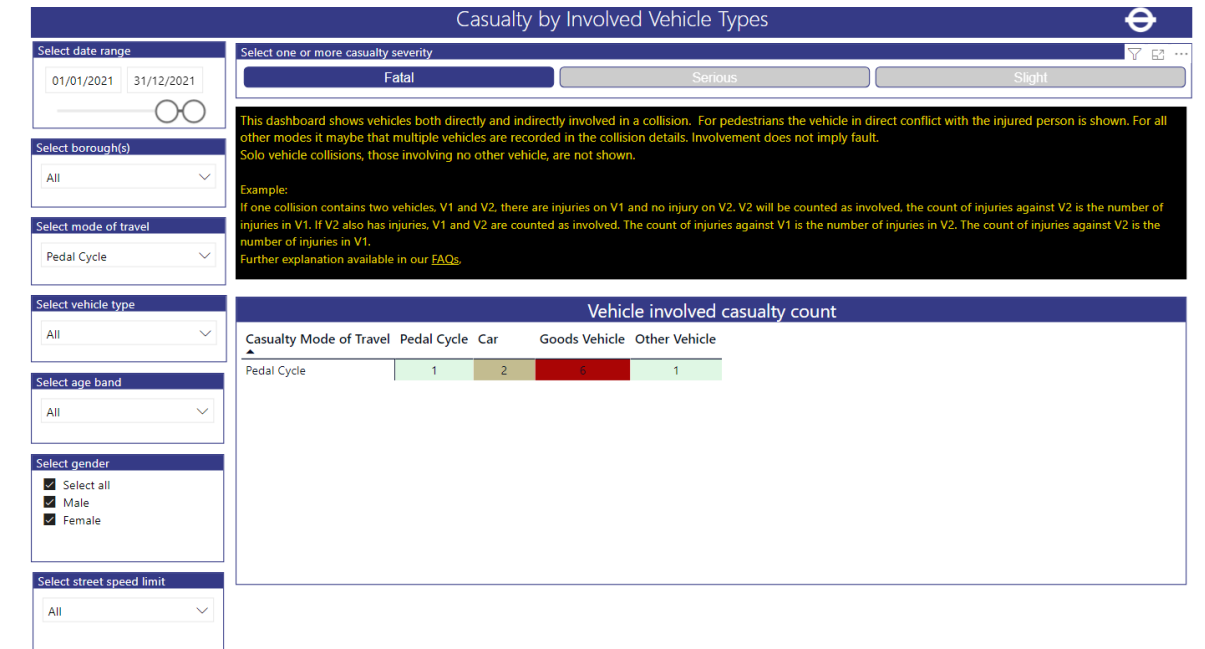
Contributory Factors

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 contributory factors are classified into categories such as Driver Error or Reaction, by clicking on these Categories or the View contributory factor category groups button you can see how they are grouped

For more details of the personal injury collision recording process in Great Britain please visit the Department for Transport website:

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

Can I export / download data from the Dashboard?

Not currently but we will update if this functionality becomes available. However, you can find downloadable data in csv format for London on our website;

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

It is also possible to use a snipping tool to create a screen shot of the tables shown in the Dashboards for reports.

Why is data not normalised to allow for different accounts of each vehicle on the road?

This is a future improvement that we would like to make. TfL continues to work in this area to improve the insight we can provide. For our latest risk estimates please refer to the Travel in London report.