

Casualties in Greater London during 2022

September 2023

1. Executive Summary

There were **23,465** reported collisions in London in 2022, resulting in **102** people being killed, **3,859** being seriously injured and **23,246** being slightly injured.

1.1 TfL’s “Casualties in Greater London” report

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

Impact of Coronavirus Pandemic

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

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

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

1.2 Road Danger in 2022

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

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

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

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



However, compared to the pre-pandemic 2017-19 average, the number of people killed reduced by 17 per cent and the total number of injuries was down by 12 per cent. The number of people killed or seriously injured was up by less than one per cent.

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

1.3 Progress on our targets

We have an extremely stretching ambition for reducing road casualties in London - targeting a 65 per cent reduction in people Killed or Seriously Injured (KSI) on London’s roads by 2022 and a 70 per cent reduction in people killed or seriously injured in or by a bus by 2022, when compared to the Mayor’s Transport Strategy baseline of 2005-09.

Over this time there has been significant progress:

- Number of people killed in collisions has reduced by 52 per cent and is the lowest on record excepting the pandemic-affected years 2020 and 2021.
- Number of people killed in collisions involving London buses has reduced by 60 per cent
- Number of people killed and seriously injured on London’s roads has reduced by 38 per cent
- Number of children killed or seriously injured has reduced by 63 per cent
- Number of people killed or seriously injured in collisions involving London buses has reduced by 54 per cent
- Number of car occupants killed or seriously injured in collisions has reduced by 70 per cent

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

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

Within that pattern there is variation however:

- People killed or seriously injured (KSIs) have reduced for all road user groups from the 2005-09 baseline with the exception of cyclists
- Cyclists experiencing serious injuries have increased by 42 per cent against the baseline, however cyclist fatalities have decreased by 58 per cent. Over this time period (to 2021) cycling journeys have increased by 84 per cent⁵, suggesting that cycling trips have become safer overall, but clearly there is a need to continue to roll-out safe cycle infrastructure, lower speeds and initiatives such as the Direct Vision Standard (DVS)⁶.

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

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

⁵ <https://tfl.gov.uk/corporate/publications-and-reports/travel-in-london-reports>

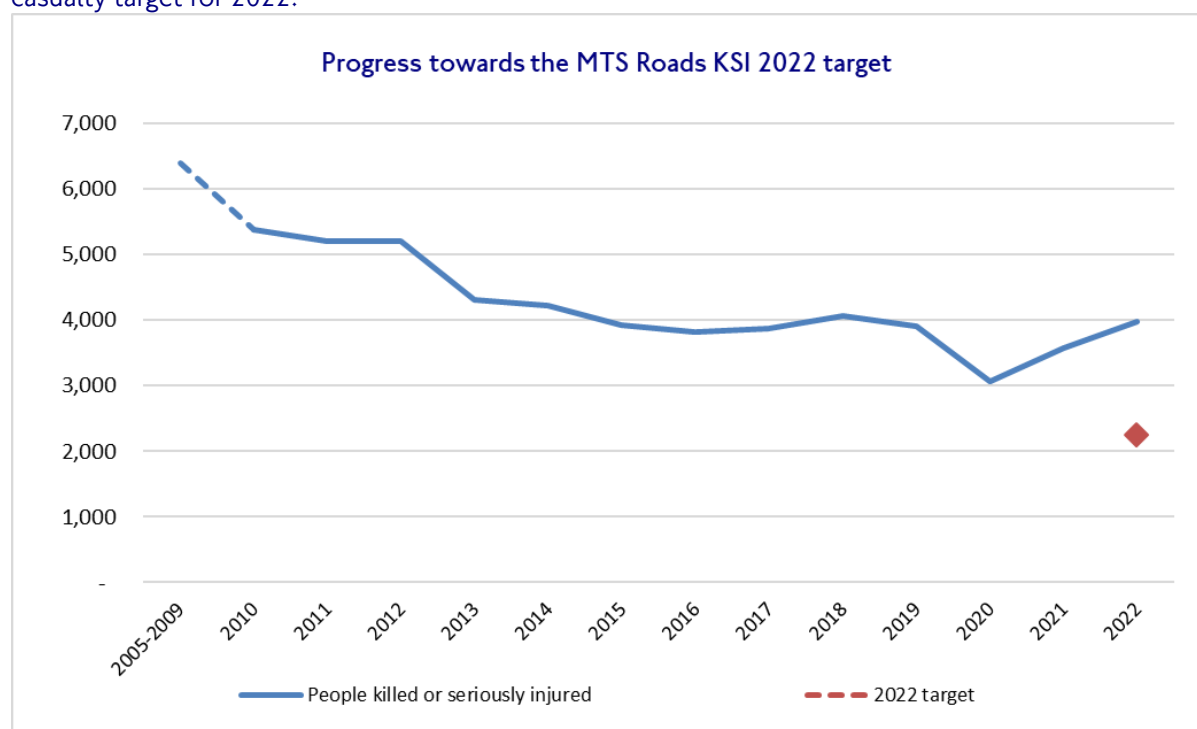
⁶ <https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/direct-vision-in-heavy-goods-vehicles>

- Fatalities on London’s roads have reduced by 52 per cent overall since the 2005-09 baseline, however in addition to the welcome reduction in cyclist fatalities described above, pedestrian fatalities have reduced by 57 per cent and child fatalities (aged under 16 years old) have reduced by 83 per cent.
- Around 50 per cent of the fatalities in 2022 involved speeding as a contributory factor, underlining the importance of lowering speed limits and effective speed enforcement.

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

2022 Position: 38 per cent reduction

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



The number of people killed or seriously injured on or by a London bus was 54 per cent lower than the baseline (with the number of bus occupants injured down by 41 per cent). In 2022 nine people were killed in or by a London bus compared to the 2005-09 baseline average of 23; a reduction of 61 per cent.

In the last year, people killed or seriously injured resulting from collisions involving buses have increased by 14 per cent against the 2017-2019 pre pandemic average (see Appendix A6). These latest changes in serious injuries have been driven largely by bus passengers who suffered serious injuries often as a result of slips, trips and falls.

Further details on TfL’s initiatives to improve bus safety, including the design of bus interiors, are set out in the new Bus Safety Strategy published in September⁷.

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

⁷ <https://tfl.gov.uk/corporate/publications-and-reports/bus-safety-data>



2022 Position: 54 per cent reduction

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

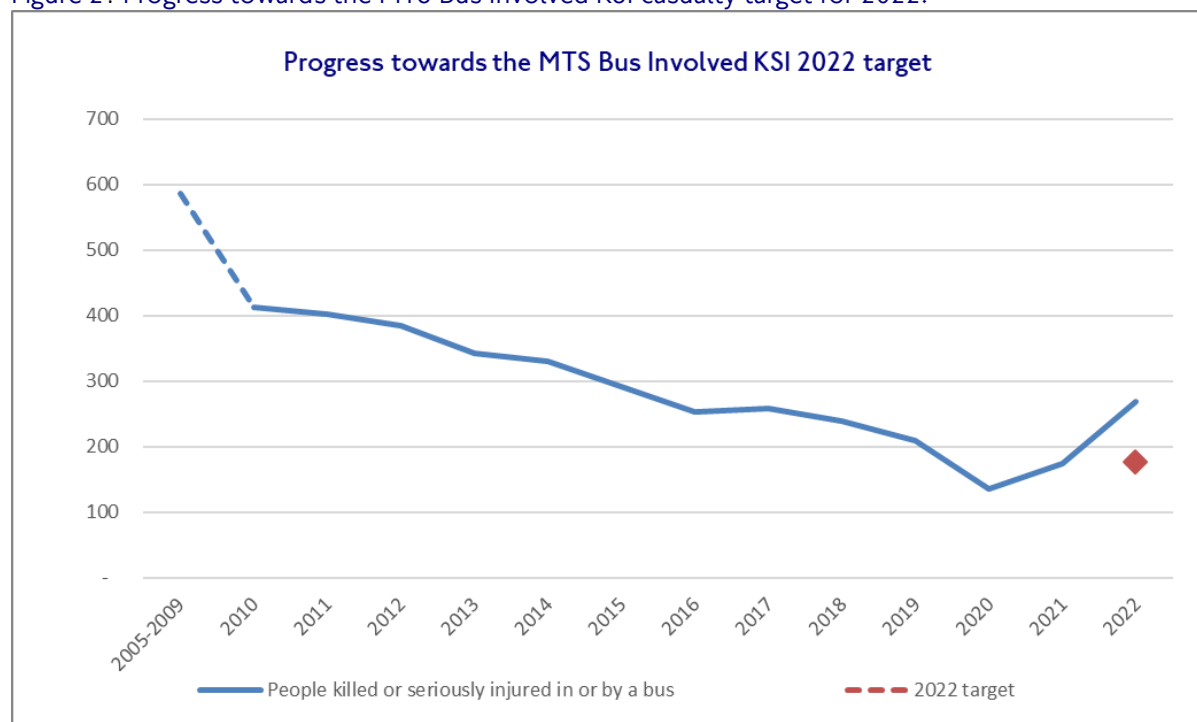


Table I below sets out the breakdown of figures by mode against the 2005-2009 baseline and the previous year.

Table I. People Killed or Seriously Injured 2022 (v 2005-09 baseline and 2021)⁸

Casualty severity	User group	Casualty numbers			Percentage change in 2022 over	
		2005-2009 average	2021	2022	2021	2005-2009 average
Fatal and serious	Bus or coach occupants	277	71	141	99% *	-49% *
	Car occupants	1,773	464	526	13% *	-70% *
	Motorcyclists	1,397	929	894	-4%	-36% *
	Pedal cyclists	737	999	1,027	3%	39% *
	Pedestrians	2,021	959	1,235	29% *	-39% *
	Other vehicle occupants	197	157	138	-12%	-30% *
	Total		6,403	3,579	3,961	11% *
Child casualties	Child bus/coach passengers	23	2	8	300% *	-66% *
	Child car passengers	82	6	16	167% *	-80% *
	Child pedal cyclists	63	24	27	13%	-57% *
	Child pedestrians	423	147	157	7%	-63% *
	Other child casualties	18	17	17	0%	-6%
	Total		608	196	225	15% *

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.

⁸ A record for 2021 has been removed (serious injury to a pedestrian) as it was incorrectly submitted as 2021 when it should have been 2022.

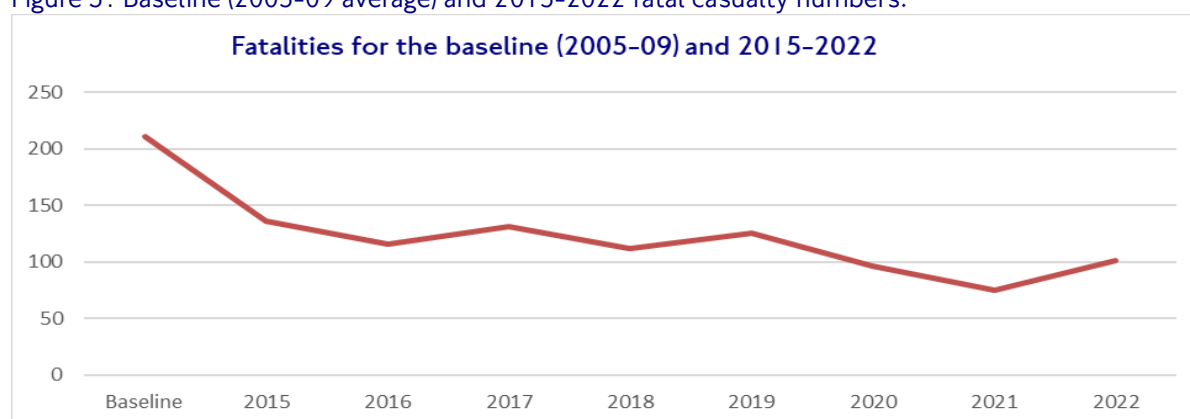
2. Headline Statistics by Injury Severity

2.1 People killed

Against the 2005-09 baseline the number of people killed on London’s roads is down by 52 per cent. Compared to the 2017-19 average the number of people killed is down by 17 per cent.

People killed on London’s roads increased by 36 per cent compared to 2021, largely due to an increase in car occupant fatalities. Despite this, in terms of people killed, 2022 is the lowest year on record, excluding 2020 and 2021, which were heavily affected by pandemic related lockdowns.

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



Key Points

- Cyclist deaths have decreased compared to 2021, from 10 to 7. This is 58 per cent below the 2005-09 baseline.
- People killed whilst walking, cycling and motorcycling account for 68 per cent of all fatalities. This is down from 80 per cent in 2021.
- There was a rise in car occupant fatalities in 2022, from 10 to 25:
 - Predominantly males (15 out of 25)
 - Aged 17-30 (11 out of 25) or over 70 (8 out of 25)
 - In collisions with other cars (14 out of 25) or with no other vehicle involved (6 out of 25)
- The majority of fatalities involved a car; with car occupants accounting for 25 per cent of the fatalities, and the cars being the “other vehicle involved” in 46 per cent of the remaining fatalities.
- There were three reported fatalities of people riding privately owned electric scooters (or e-scooters) in 2022. There were three such deaths recorded in 2021 and none in 2020.
- Motorcyclists account for three per cent of vehicle kilometres travelled but 21 per cent of fatalities⁹.
- In 2022 almost 50 per cent of the fatal collisions in London reported speed as a contributory factor¹⁰. The 102 fatalities occurred as a result of 100 collisions.

⁹ This is based on 2021 DfT traffic data as 2022 traffic data is not yet available – table tra0206 - <https://www.gov.uk/government/statistical-data-sets/road-traffic-statistics-tra>



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

Casualty severity	User group	Casualty numbers			Percentage change in 2022 over	
		2005-2009			2005-2009	
		average	2021	2022	2021	average
Fatal	Bus or coach occupants	2.4	1	2	100%	-17%
	Car occupants	49.4	10	25	150% *	-49% *
	Motorcyclists	43.4	14	21	50%	-52% *
	Pedal cyclists	16.6	10	7	-30%	-58% *
	Pedestrians	96.0	36	41	14%	-57% *
	Other vehicle occupants	3.2	4	6	50%	88%
	Total	211.0	75	102	36% *	-52% *
Children (under 16yrs)	11.6	3	2	-33%	-83% *	

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

2.2 People with serious injuries

In 2022 there were 3,859 seriously injured casualties reported on London's roads. This is a decrease of 38 per cent compared to the 2005-09 baseline¹¹ and increase of 10 per cent compared to 2021, which was partly affected by coronavirus restrictions. Compared to the 2017-19 average, serious injuries were up by one per cent.

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

Significant reductions were seen across all main modes against the 2005-09 baseline, except serious injuries to cyclists, which increased by 42 per cent, reflecting the large increase in cycling in London over that period, 84 per cent¹² as of the 2021 Travel in London report figures.

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

Casualty severity	User group	Casualty numbers			Percentage change in 2022 over	
		2005-2009			2005-2009	
		average	2021	2022	2021	average
Serious	Bus or coach occupants	275	70	139	99% *	-49% *
	Car occupants	1,724	454	501	10%	-71% *
	Motorcyclists	1,353	915	873	-5%	-35% *
	Pedal cyclists	721	989	1,020	3%	42% *
	Pedestrians	1,925	923	1,194	29% *	-38% *
	Other vehicle occupants	194	153	132	-14%	-32% *
	Total	6,192	3,504	3,859	10% *	-38% *
Children (under 16yrs)	608	193	223	16%	-63% *	

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

¹⁰ This is based on analysis by the MPS using the DfT recognised contributory factors of "Exceeding the Speed Limit" and "Travelling Too Fast for the Conditions"

¹¹ Revisions have been made to 2005-09 figures for cyclists and pedestrians based on a quality review of the back cast data provided by TRL in 2018.

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

2.3 People with slight injuries

In 2022 there were 23,246 slightly injured casualties reported on London's roads. This is nine per cent lower than the 2005-09 baseline and one per cent higher than in 2021.

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

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

Against the 2017-19 average, slight injuries were down by 14 per cent, with pedestrian injuries down by 29 per cent.

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

Casualty severity	User group	Casualty numbers			Percentage change in 2022 over	
		2005-2009 average	2021	2022	2021	2005-2009 average
Slight	Bus or coach occupants	<i>1,434</i>	795	874	10% *	-39% *
	Car occupants	<i>12,844</i>	8,636	8,476	-2%	-34% *
	Motorcyclists	<i>3,592</i>	5,077	5,257	4% *	46% *
	Pedal cyclists	<i>2,673</i>	4,278	4,064	-5% *	52% *
	Pedestrians	<i>3,856</i>	2,878	3,320	15% *	-14% *
	Other vehicle occupants	<i>1,017</i>	1,428	1,255	-12% *	23% *
	Total	<i>25,416</i>	23,092	23,246	1%	-9% *
	Children (under 16yrs)	<i>1,805</i>	1,285	1,414	10% *	-22% *

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



2.4 Total casualties

There was a total of 27,207 casualties of all severities on London's roads in 2022. This is two per cent higher than in 2021 and 14 per cent lower than the 2005-09 baseline. The greatest absolute and percentage increase compared to 2021 was amongst pedestrians as there was more leisure and commuting activity following the years affected by pandemic restrictions. Against the 2017-19 average, total casualties were down by 12 per cent.

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

Casualty severity	User group	Casualty numbers			Percentage change in 2022 over	
		2005-2009 average	2021	2022	2021	2005-2009 average
All	Bus or coach occupants	1,711	866	1,015	17% *	-41% *
	Car occupants	14,617	9,100	9,002	-1%	-38% *
	Motorcyclists	4,989	6,006	6,151	2%	23% *
	Pedal cyclists	3,410	5,277	5,091	-4% *	49% *
	Pedestrians	5,877	3,837	4,555	19% *	-22% *
	Other vehicle occupants	1,215	1,585	1,393	-12% *	15% *
	Total	31,819	26,671	27,207	2% *	-14% *
	Children (under 16yrs)	2,413	1,481	1,639	11% *	-32% *

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

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

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

Mode of travel	Severity of casualty in 2022 (and percentage change over 2021)						% of total in 2022	
	Fatal		Serious		Slight			Total
Bus or coach	2	(0%)	139	(101%) *	874	(10%) *	1,015 (18%) *	4%
Car	25	(150%) *	501	(11%)	8,476	(-2%)	9,002 (-1%)	33%
Goods vehicle	1	(0%)	24	(-8%)	410	(-13%) *	435 (-12%) *	2%
Motorcycle	21	(50%)	873	(-4%)	5,257	(4%) *	6,151 (3%)	23%
Pedal cycle	7	(-30%)	1,020	(3%)	4,064	(-5%) *	5,091 (-4%) *	19%
Pedestrian	41	(14%)	1,194	(30%) *	3,320	(16%) *	4,555 (19%) *	17%
Taxi or private hire	1	(100%)	24	(53%)	552	(-5%)	577 (-4%)	2%
Other vehicle	4	(33%)	84	(-22%) *	293	(19%) *	381 (-19%) *	1%
Total	102	(35%) *	3,859	(10%) *	23,246	(1%)	27,207 (2%) *	100%
% of total in 2022	0.4%		14%		85%		100%	

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

3. 2022 collisions – other vehicles involved

3.1 Casualties by the other vehicle involved

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

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

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

Fatalities increased in 2022 and this is reflected in all modes as the other ‘vehicle involved’ except for motorcycles and pedal cycles. In terms of serious injuries all modes again have increased, except for ‘Other vehicles’ which have reduced by 18 per cent. The greatest absolute increase in serious and slight injuries has been in collisions with the involvement of cars, as motorised traffic has continued to increase following the pandemic.

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

Other vehicle involved	Severity of casualty in 2022 (and percentage change over 2021)						Total	% of total in 2022
	Fatal		Serious		Slight			
Bus or coach	7 (75%)		136 (18%)		555 (7%)		698 (9%) *	4%
Car	39 (15%)		2,067 (8%) *		9,867 (1%)		11,973 (3%) *	65%
Goods vehicle	23 (35%)		423 (3%)		2,499 (-4%)		2,945 (-3%)	16%
Motorcycle	2 (0%)		223 (40%) *		850 (-3%)		1,075 (3%)	6%
Pedal cycle	0 (0%)		105 (50%) *		293 (6%)		398 (15%) *	2%
Pedestrian	-		-		-		-	-
Taxi or private hire	2 (100%)		153 (6%)		850 (3%)		1,005 (4%)	5%
Other vehicle	3 (50%)		68 (-18%)		334 (-6%)		405 (-8%)	2%
Total*	76 (27%)		3,175 (10%) *		15,248 (0%)		18,499 (2%) *	100%
% of total in 2022	0%		17%		82%		100%	

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

3.2 Collisions involving a London Bus

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

In 2022 nine people were killed in or by a London Bus, a reduction of 61 per cent against the 2005-09 baseline average of 23. There were two bus occupant fatalities as the result of a fall on a bus and seven fatalities in collisions with other road users.



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

Mode of travel	Severity of casualty in 2022 (and percentage change over 2021)							
	Fatal		Serious		Slight		Total	
Bus driver/passenger	2	(0%)	135	(106%) *	826	(11%) *	963	(18%) *
Car	1	(100%)	17	(113%) *	147	(-8%)	165	(-1%)
Goods vehicle	0	(0%)	2	(100%)	7	(-50%)	9	(-40%)
Motorcycle	0	(-100%)	14	(-7%)	40	(8%)	54	(2%)
Pedal cycle	2	(200%)	23	(-23%)	54	(0%)	79	(-6%)
Pedestrian	4	(33%)	63	(37%)	173	(40%) *	240	(39%) *
Taxi or private hire	0	(0%)	2	(200%)	15	(67%)	17	(89%)
Other vehicle	0	(0%)	4	(33%)	7	(75%)	11	(57%)
Total	9	(60%)	260	(54%) *	1,269	(11%) *	1,538	(16%) *

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

We have a clear focus on increasing the safety of the bus fleet and have successfully introduced over 1,000 new buses with the latest safety features to London's roads, as well as having achieved the Mayor's Transport Strategy target for casualty reduction in 2020 and 2021. We are introducing new measures in the updated Bus Safety Standard to address a range of safety factors. Further details on TfL's initiatives to meet the 2030 target (see Appendix D) are set out in the new Bus Safety Strategy published in September¹³.

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

Casualty severity	User group	Casualty numbers			Percentage change in 2022 over	
		2005-2009 average	2021	2022	2021	2005-2009 average
Fatal and serious	Bus or coach occupants		67	137	104% *	
	Car occupants		8	18	125% *	
	Motorcyclists		16	14	-13%	
	Pedal cyclists		30	25	-17%	
	Pedestrians		49	67	37% *	
	Other vehicle occupants		4	8	100%	
	Total		587	174	269	55% *
	Child bus/coach passengers		1	8	700% *	
	Child car passengers		0	1		
	Child pedal cyclists		2	0	-100%	
	Child pedestrians		7	6	-14%	
	Other child casualties		0	0	0%	
	Total		10	15	50%	

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

¹³ <https://tfl.gov.uk/corporate/publications-and-reports/bus-safety-data>

4. Inequalities in road danger in Greater London

In April 2023 TfL published its report “Inequalities in Road Danger in London (2017-2021)”, which can be found [here](#). This report looked at the impact that deprivation, sex, age, and mode of transport have on the rate of injuries per 1,000 population (casualty risk rates) and the injury rate per kilometre of road (casualty location rates) in London.

We are committed to providing a public Inequalities in road danger dashboard, which is currently in development and due to be launched in the coming months. This new interactive dashboard will allow users to explore inequality data information.

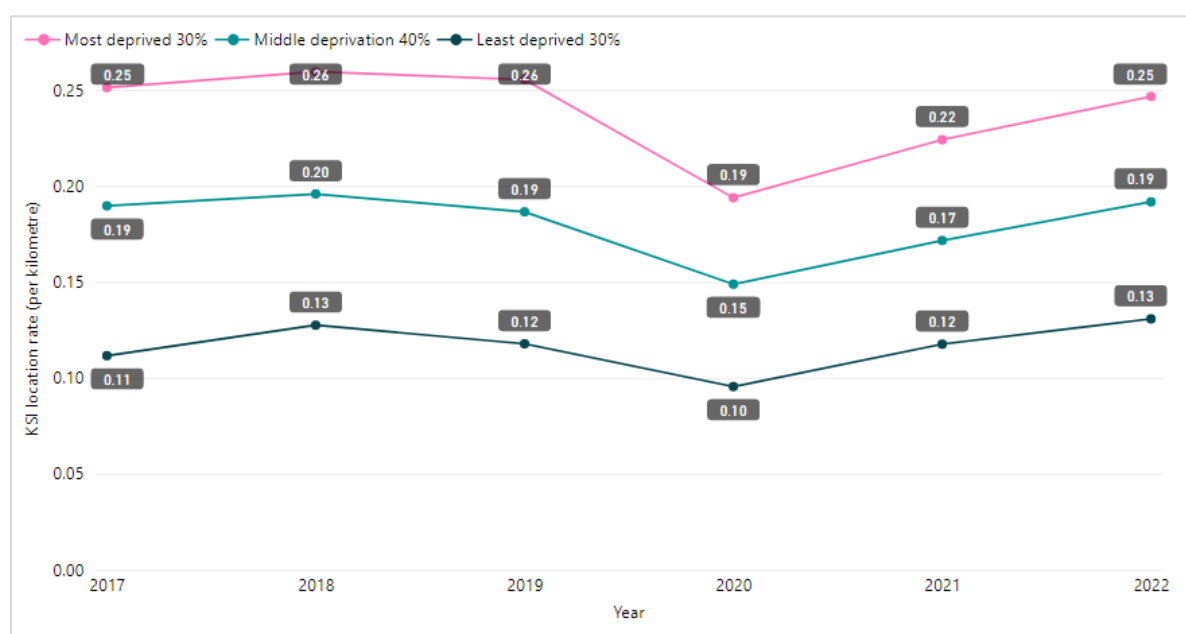
The strongest relationships found within the report were that of deprivation and collision location and casualty home postcode, and this report annually tracks how they change.

4.1 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 2022 we saw a rise in the killed or seriously injured casualty location rate compared to 2021, with the largest increase in the 30 per cent most deprived group, as shown in Figure 10. The overall killed or seriously injured casualty location rate of 0.19 in 2022 shows a return to pre-pandemic levels (the overall killed or seriously injured casualty rate for baseline years 2017-19 was also 0.19), following a small reduction during 2020 and 2021.

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 is unchanged. In 2022, the killed or seriously injured casualty location rate was 0.25 for the 30 per cent most deprived and 0.13 for the 30 per cent least, compared to 0.26 and 0.12 respectively for the 2017-2019 baseline.

Figure 10. Killed or seriously injured casualty location rate by year from 2017 – 2022 by deprivation level.

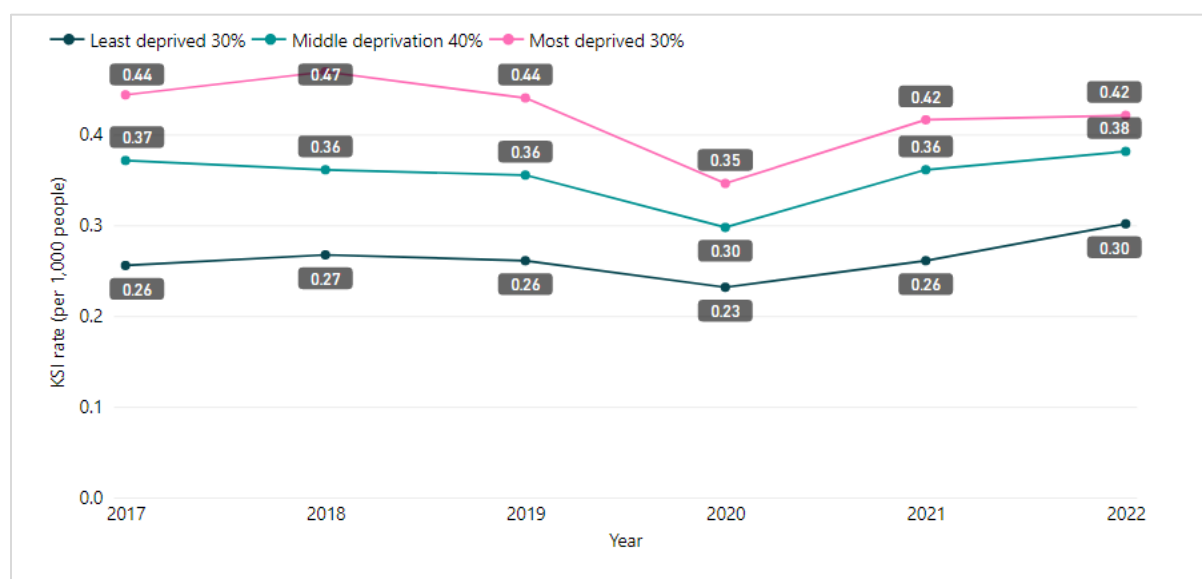


4.2 Relationship between deprivation and casualty home postcode

For the baseline years 2017-2019 we found that those living in the most deprived 30 per cent of London, have nearly double the rate of killed or serious injury than those living in the least deprived 30 per cent. In 2022 we saw that the killed and seriously injured injury rate for those living in the 30 per cent most deprived areas remained the same (0.42 per 1,000 population) as in 2021 and was slightly below the 2017-19 baseline average of 0.45. However, there was a rise in injury rate for those living in both the 40 per cent middle deprivation areas and 30 per cent least deprived areas (0.38 and 0.30, respectively) compared to both 2021 and to the 2017-19 baseline average (both 0.36 and 0.26, respectively).

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 narrowed from the baseline (2017-2019). In 2022 the killed and seriously injured injury rate for the most deprived 30 per cent was 1.4 times higher than that for the least 30 per cent deprived, compared to 1.7 times higher in the baseline years.

Figure 11. Killed or seriously injured casualty rate by year from 2017 – 2022 by deprivation level.



5. Further information

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

www.tfl.gov.uk/roadsafety

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

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Appendix A – Comparing 2022 with the 2017-19 average

A.1 The impact of lockdowns on reported road casualties

2020 was heavily affected by the Coronavirus pandemic with a number of lockdowns that made significant changes to people's travel behaviour. This resulted in a significant drop in casualty numbers across the year. Whilst 2021 was also pandemic affected, the restrictions were less strict and there were less periods of lockdown¹⁴. By March 2022 the majority of legal coronavirus (COVID-19) restrictions had ended. However, the way people spent their time remained different, with people travelling to and from locations less and working habits and patterns continuing to change¹⁵.

Therefore this section looks at comparing the 2022 figures with a pre-pandemic average of the three years 2017-19 for contextual purposes¹⁶.

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

Casualty severity	User group	Casualty numbers		
		2017-19 average	2022	Percentage change
Fatal and serious	Bus or coach occupants	104	141	36% *
	Car occupants	562	526	-6%
	Motorcyclists	1,066	894	-16% *
	Pedal cyclists	748	1,027	37% *
	Pedestrians	1,376	1,235	-10% *
	Other vehicle occupants	94	138	47% *
	Total	3,950	3,961	0%
	Children (under 16yrs)	232	225	-3%

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

¹⁴ <https://www.instituteforgovernment.org.uk/sites/default/files/timeline-coronavirus-lockdown-december-2021.pdf>

¹⁵ <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/conditionsanddiseases/bulletins/howpeoplespenttheirtimeaftercoronavirusrestrictionswerelifteduk/march2022>

¹⁶ <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2020/the-impact-of-lockdown-on-reported-road-casualties-great-britain-final-results-2020>

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

Casualty severity	User group	Casualty numbers		
		2017-19 average	2022	Percentage change
Fatal	Bus or coach occupants	1.7	2.0	20%
	Car occupants	15.7	25	60%
	Motorcyclists	28.0	21	-25%
	Pedal cyclists	9.0	7	-22%
	Pedestrians	66.0	41	-38% *
	Other vehicle occupants	2.3	6	157%
	Total	123	102	-17%
	Children (under 16yrs)	3	2	-25%

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

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

Casualty severity	User group	Casualty numbers		
		2017-19 average	2022	Percentage change
Serious	Bus or coach occupants	102	139	36% *
	Car occupants	547	501	-8%
	Motorcyclists	1,038	873	-16% *
	Pedal cyclists	739	1,020	38% *
	Pedestrians	1,310	1,194	-9% *
	Other vehicle occupants	92	132	44% *
	Total	3,828	3,859	1%
	Children (under 16yrs)	230	223	-3%

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



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

Casualty severity	User group	Casualty numbers		
		2017-19 average	2022	Percentage change
Slight	Bus or coach occupants	1,355	874	-36% *
	Car occupants	11,316	8,476	-25% *
	Motorcyclists	4,297	5,257	22% *
	Pedal cyclists	3,888	4,064	5% *
	Pedestrians	4,649	3,320	-29% *
	Other vehicle occupants	1,598	1,255	-21% *
	Total	27,105	23,246	-14% *
	Children (under 16yrs)	1,834	1,414	-23% *

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

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

Casualty severity	User group	Casualty numbers		
		2017-19 average	2022	Percentage change
All	Bus or coach occupants	1,459	1,015	-30% *
	Car occupants	11,879	9,002	-24% *
	Motorcyclists	5,363	6,151	15% *
	Pedal cyclists	4,637	5,091	10% *
	Pedestrians	6,025	4,555	-24% *
	Other vehicle occupants	1,692	1,393	-18% *
	Total	31,055	27,207	-12% *
	Children (under 16yrs)	2,066	1,639	-21% *

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

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

Casualty severity	User group	Casualty numbers		
		2017-19 average	2022	Percentage change
Fatal and serious	Bus or coach occupants	99	137	38% *
	Car occupants	13	18	38%
	Motorcyclists	16	14	-13%
	Pedal cyclists	14	25	79% *
	Pedestrians	92	67	-27% *
	Other vehicle occupants	1	8	700% *
	Total	235	269	14%

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

Appendix B - Strengths and weaknesses of the data

B.1 Police reporting systems

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

These systems use a new method of assessing the severity of injury sustained in collisions, as recommended by the DfT, whereby Police officers record the type of injury suffered rather than their assumptions about the severity of the injury. The recording system then assigns an injury severity according to the type of injury recorded. This contrasts with the previous system where officers recorded whether, in their judgement, an injury was 'slight' or 'serious'. The use of these systems has resulted in more injuries being classified as serious rather than slight¹⁷. Back estimated changes in the number of casualties takes into account changes in the police reporting of injury severity and online self-reporting.

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

Further detailed analysis of the statistics presented in this factsheet will be undertaken, in line with the DfT's publication of 'Reported road casualties Great Britain annual report'.¹⁸

B.2 Self-reports

The introduction of online self-reporting¹⁹ has made it easier for members of the public to report collisions to the police. Table B1 below provides details of the self-reports in 2022 by casualty class and compared to 2021.

In 2022 we have seen a two per cent increase overall in terms of self-reporting of casualties of road traffic incidents in London. This now means that 40 per cent of all road's casualty collisions in London were self-reported in 2022. The vast majority of self-reports relate to slight injuries as the police are much more likely to attend where there are more serious casualties.

In 2022 there were two self-reported fatalities which were the bus passenger fatalities mentioned in section 3.2 of the report.

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

¹⁷ <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2017>

¹⁸ <https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>

¹⁹ <https://www.met.police.uk/ro/report/rli/report-a-road-traffic-incident/>



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

Mode of travel	Severity of collision in 2022 (and percentage change over 2021)				% of self reported collisions in 2022	% of all collisions in 2022	
	Fatal	Serious	Slight	Total			
Bus or coach	2	∞	6 (50%)	72 (11%)	80 (16%)	1%	0%
Car	0 (0%)	25 (-11%)	2,481 (-11%) *	2,506 (-11%) *	27%	11%	
Goods vehicle	0 (0%)	2 (0%)	114 (-17%)	116 (-17%)	1%	0%	
Motorcyclist	0 (0%)	85 (-15%)	2,583 (21%) *	2,668 (20%) *	29%	11%	
Pedal cycle	0 (0%)	325 (0%)	2,106 (-2%)	2,431 (-2%)	26%	10%	
Pedestrian	0 (0%)	169 (1%)	1,020 (24%) *	1,189 (20%) *	13%	5%	
Taxi or private hire	0 (0%)	4 (0%)	245 (-12%)	249 (-12%)	3%	1%	
Other vehicle	0 (-100%)	11 (-35%)	55 (-39%) *	66 (-39%) *	1%	0%	
Total	2 (0%)	627 (-3%)	8,676 (3%) *	9,305 (2%)	100%	40%	
% of total in 2022	0%	7%	93%	100%			

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

B.3 Data supply challenges

The continued increase in the number of self-reported collisions in London presents its own data challenges. Currently the DfT has different requirements for self-reports compared to traditional police reports as members of the public cannot be expected to know or remember all the details normally collected at the scene of a collision. However, continued progress is being made to make self-reported forms more intelligent through the use of in-built validation checks.

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

B.4 E-Scooters

Over the last couple of years, we have seen a large rise in the use of e-scooters and other similar personal mobility devices^{19F20}. These are currently classified within the “Other Vehicle” category. When the latest STATS19 changes are implemented^{20F21} they will be included in a new vehicle category of “Powered Personal Transporter Devices” along with similar such devices.

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

²⁰ <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-e-scooter-factsheet-year-ending-june-2021/reported-road-casualties-great-britain-e-scooter-factsheet-year-ending-june-2021>

²¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/995117/stats19-review.pdf

Appendix C – Borough tables

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

Borough	Total casualties		Pedestrians		Cyclists		Motorcyclists		Car occupants		Total vehicle occupants	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Camden	824	7%	168	24% *	252	-5%	214	18%	120	5%	656	4%
City of London	203	34% *	38	6%	98	51% *	26	0%	18	80% *	165	42% *
Greenwich	742	-8% *	131	19%	88	-23% *	156	19%	295	-17% *	611	-12% *
Hackney	870	-10% *	162	20%	271	-14% *	211	-18% *	163	-6%	708	-15% *
Hammersmith & Fulham	638	-7%	113	9%	182	-8%	176	-11%	104	-26% *	525	-10% *
Islington	695	-4%	111	19%	242	-1%	187	-5%	102	-7%	584	-7%
Kensington & Chelsea	664	3%	139	30%	140	-20% *	231	13%	90	0%	525	-2%
Lambeth	1,297	-3%	215	28% *	371	-2%	337	-11%	249	-13%	1,082	-8% *
Lewisham	917	9% *	120	2%	186	11%	229	17%	277	-5%	797	10% *
Southwark	1,137	4%	179	11%	385	16% *	251	3%	216	-8%	958	2%
Tower Hamlets	1,161	-9% *	163	4%	312	-10%	275	-4%	330	-16% *	998	-11% *
Wandsworth	1,043	-8% *	145	-5%	315	-12%	305	-18% *	188	18%	898	-9% *
Westminster	1,399	10% *	293	27% *	430	7%	320	-2%	191	2%	1,106	6%
Total Inner London	11,590	11% *	1,977	26% *	3,272	10% *	2,918	12% *	2,343	-4%	9,613	8% *
Barking & Dagenham	581	-6%	106	28% *	42	-14%	82	9%	282	-16% *	475	-11% *
Barnet	1,034	2%	169	21% *	71	-28% *	269	11%	454	-1%	865	-1%
Bexley	513	1%	88	33% *	34	-48% *	89	27%	269	3%	425	-3%
Brent	1,068	7%	193	37% *	112	3%	357	28% *	330	-17% *	875	2%
Bromley	745	1%	112	9%	97	-2%	119	-16%	351	2%	633	-1%
Croydon	1,091	-2%	195	7%	126	2%	229	-15% *	442	-3%	896	-4%
Ealing	1,035	-3%	174	5%	125	-4%	249	-1%	409	-2%	861	-4%
Enfield	1,188	6%	162	9%	86	15%	259	45% *	568	-5%	1,026	6%
Haringey	968	2%	175	32% *	161	0%	333	3%	237	-3%	793	-3%
Harrow	501	19% *	97	41% *	39	-13%	94	29% *	227	8%	404	15% *
Havering	733	7% *	90	17%	49	2%	62	-11%	443	8%	643	6%
Hillingdon	879	24% *	159	51% *	53	-10%	117	19%	491	31% *	720	19% *
Hounslow	922	20% *	167	36% *	124	28% *	161	28% *	381	14% *	755	17% *
Kingston-Upon-Thames	360	1%	58	41% *	84	-7%	72	-5%	119	-10%	302	-5%
Merton	455	-10% *	80	21%	98	1%	105	-24% *	146	-15%	375	-15% *
Newham	1,088	5%	177	23% *	143	4%	203	13%	465	4%	911	3%
Redbridge	863	4%	138	17%	66	-8%	107	-10%	475	3%	725	2%
Richmond-Upon-Thames	449	8%	59	-8%	143	-9%	111	61% *	101	5%	390	11%
Sutton	482	11%	75	44% *	37	-20%	83	-15%	244	30% *	407	6%
Waltham Forest	662	-3%	104	-5%	129	-16%	132	2%	225	4%	558	-2%
Total Outer London	15,617	12% *	2,578	23% *	1,819	0%	3,233	35% *	6,659	4% *	13,039	11% *
Greater London	27,207	12% *	4,555	24% *	5,091	6% *	6,151	23% *	9,002	2%	22,652	10% *

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



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

Borough	Fatal and Serious									
	Fatal**		Serious		(KSIs)		Slight		Total Casualties	
Camden	3	1	116	1%	119	2%	705	8%	824	7%
City of London	0	-1	59	51% *	59	48% *	144	29% *	203	34% *
Greenwich	4	2	94	-2%	98	0%	644	-9% *	742	-8% *
Hackney	1	0	147	11%	148	11%	722	-14% *	870	-10% *
Hammersmith & Fulham	2	1	108	5%	110	6%	528	-9% *	638	-7%
Islington	2	2	109	14%	111	16%	584	-7%	695	-4%
Kensington & Chelsea	4	0	111	37% *	115	35% *	549	-1%	664	3%
Lambeth	5	2	234	5%	239	6%	1,058	-5%	1,297	-3%
Lewisham	0	-1	114	6%	114	5%	803	9% *	917	9% *
Southwark	3	-1	165	-1%	168	-1%	969	5%	1,137	4%
Tower Hamlets	4	2	165	4%	169	5%	992	-11% *	1,161	-9% *
Wandsworth	4	3	191	9%	195	10%	848	-11% *	1,043	-8% *
Westminster	6	2	258	18% *	264	19% *	1,135	8% *	1,399	10% *
Total Inner London	38	46%	1,871	9% *	1,909	10% *	9,681	-3% *	11,590	-1%
Barking & Dagenham	2	0	62	17%	64	16%	517	-8%	581	-6%
Barnet	6	4	146	42% *	152	45% *	882	-3%	1,034	2%
Bexley	4	1	71	-14%	75	-13%	438	4%	513	1%
Brent	3	-3	128	49% *	131	42% *	937	4%	1,068	7% *
Bromley	5	3	98	-8%	103	-6%	642	2%	745	1%
Croydon	2	-2	166	5%	168	4%	923	-3%	1,091	-2%
Ealing	3	0	108	-9%	111	-9%	924	-2%	1,035	-3%
Enfield	5	5	116	17%	121	22%	1,067	5%	1,188	6%
Haringey	2	-3	115	21%	117	17%	851	0%	968	2%
Harrow	3	2	59	44% *	62	48% *	439	16% *	501	19% *
Havering	5	0	81	13%	86	12%	647	7%	733	7%
Hillingdon	4	0	112	29% *	116	27% *	763	24% *	879	24% *
Hounslow	4	2	137	18%	141	19%	781	20% *	922	20% *
Kingston-Upon-Thames	1	0	52	-5%	53	-5%	307	2%	360	1%
Merton	5	4	81	8%	86	13%	369	-15% *	455	-10% *
Newham	5	4	129	0%	134	3%	954	6%	1,088	5%
Redbridge	2	-1	94	24%	96	22%	767	2%	863	4%
Richmond-Upon-Thames	2	-1	91	-5%	93	-6%	356	12%	449	8%
Sutton	1	0	70	9%	71	9%	411	11%	482	11%
Waltham Forest	0	0	72	-10%	72	-10%	590	-2%	662	-3%
Total Outer London	64	31%	1,988	11% *	2,052	11% *	13,565	3% *	15,617	4% *
Greater London	102	36% *	3,859	10% *	3,961	11% *	23,246	1%	27,207	2% *

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

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

Borough	Pedal Cycle		Motorcycle		Car		Taxi and private hire		Bus or coach		Goods vehicle		Other vehicle		Total
Camden	271	21%	257	20%	511	39%	97	7%	18	1%	115	9%	29	2%	1,298
City of London	100	33%	34	11%	85	28%	39	13%	14	5%	26	9%	4	1%	302
Greenwich	91	9%	171	17%	575	56%	28	3%	32	3%	105	10%	18	2%	1,020
Hackney	276	21%	234	18%	593	44%	61	5%	34	3%	103	8%	32	2%	1,333
Hammersmith & Fulham	193	20%	205	21%	406	42%	45	5%	33	3%	73	7%	23	2%	978
Islington	249	23%	214	20%	418	39%	42	4%	24	2%	103	10%	23	2%	1,073
Kensington & Chelsea	147	14%	262	25%	410	39%	92	9%	17	2%	87	8%	24	2%	1,039
Lambeth	381	19%	407	20%	872	43%	86	4%	54	3%	167	8%	54	3%	2,021
Lewisham	186	14%	267	20%	678	50%	33	2%	53	4%	105	8%	26	2%	1,348
Southwark	421	24%	297	17%	716	40%	78	4%	63	4%	149	8%	47	3%	1,771
Tower Hamlets	321	18%	312	18%	847	48%	71	4%	30	2%	137	8%	30	2%	1,748
Wandsworth	318	19%	359	22%	688	42%	72	4%	38	2%	130	8%	35	2%	1,640
Westminster	463	22%	364	18%	744	36%	208	10%	69	3%	182	9%	42	2%	2,072
Total Inner London	3,417	19%	3,383	19%	7,543	43%	952	5%	479	3%	1,482	8%	387	2%	17,643
Barking & Dagenham	41	5%	79	10%	477	63%	28	4%	28	4%	82	11%	22	3%	757
Barnet	72	5%	276	20%	830	60%	38	3%	18	1%	123	9%	15	1%	1,372
Bexley	36	5%	90	13%	413	62%	8	1%	22	3%	89	13%	11	2%	669
Brent	114	8%	381	26%	811	54%	17	1%	39	3%	104	7%	28	2%	1,494
Bromley	97	10%	124	13%	597	61%	22	2%	31	3%	94	10%	9	1%	974
Croydon	123	8%	263	17%	873	58%	32	2%	33	2%	145	10%	35	2%	1,504
Ealing	126	9%	274	20%	786	57%	38	3%	35	3%	112	8%	18	1%	1,389
Enfield	83	5%	263	17%	954	62%	21	1%	28	2%	169	11%	31	2%	1,549
Haringey	173	12%	360	25%	734	51%	37	3%	32	2%	88	6%	18	1%	1,442
Harrow	41	7%	103	16%	397	63%	17	3%	14	2%	46	7%	9	1%	627
Havering	48	5%	63	7%	590	67%	17	2%	38	4%	111	13%	20	2%	887
Hillingdon	57	5%	126	12%	713	66%	20	2%	31	3%	113	11%	14	1%	1,074
Hounslow	122	10%	186	15%	723	59%	41	3%	25	2%	85	7%	34	3%	1,216
Kingston-Upon-Thames	87	17%	79	16%	269	54%	11	2%	8	2%	40	8%	6	1%	500
Merton	98	15%	120	18%	348	52%	16	2%	14	2%	56	8%	13	2%	665
Newham	147	10%	218	15%	865	59%	73	5%	46	3%	92	6%	23	2%	1,464
Redbridge	69	6%	114	11%	737	68%	39	4%	23	2%	92	9%	8	1%	1,082
Richmond-Upon-Thames	129	19%	120	18%	304	46%	19	3%	11	2%	65	10%	14	2%	662
Sutton	36	6%	87	14%	393	62%	21	3%	15	2%	71	11%	16	3%	639
Waltham Forest	132	14%	146	16%	500	55%	27	3%	20	2%	73	8%	13	1%	911
Total Outer London	1,831	9%	3,472	17%	12,314	59%	542	3%	511	2%	1,850	9%	357	2%	20,877
Greater London	5,248	14%	6,855	18%	19,857	52%	1,494	4%	990	3%	3,332	9%	744	2%	38,520

Source: STATS19.



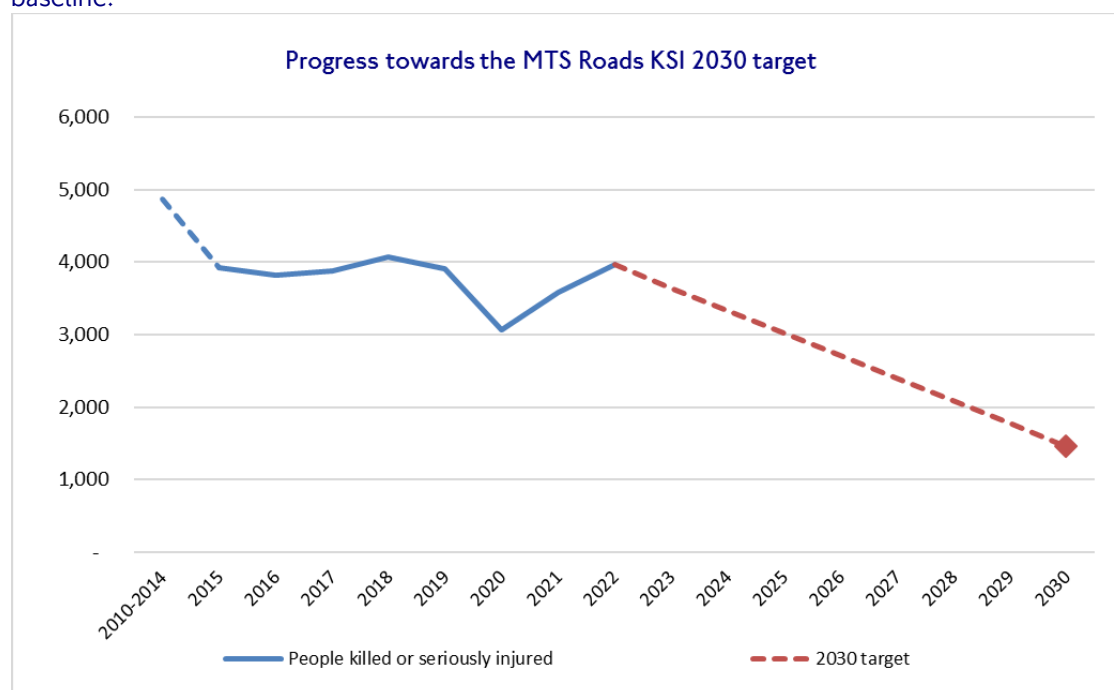
Appendix D – Changes to the roads casualty baseline

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

In line with the Mayor’s Transport Strategy, progress towards road casualty reduction targets has been measured against a 2005-09 (average) baseline²². This baseline, as set out in the document, was to be used with regards to the 2022 interim targets. From 2023 onwards progress against the 2030 interim targets will be measured using a new 2010-14 baseline.

Figure D1 below sets out the current progress as measured against this new baseline, which in 2022 was a 19 per cent decrease.

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



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

The 2030 Mayor’s Transport Strategy bus related target is that “By 2030, no one will be killed in or by London buses”.

Bus Involved fatalities include all fatalities that occur on a bus as the result of the movement of the bus or the people on the bus (eg slips, trips and falls), or in a collision where a bus is listed in the police report. DfT guidelines for road collisions includes incidents where a bus may not be directly involved in the collision but has been recorded by an officer as being, in some way involved.

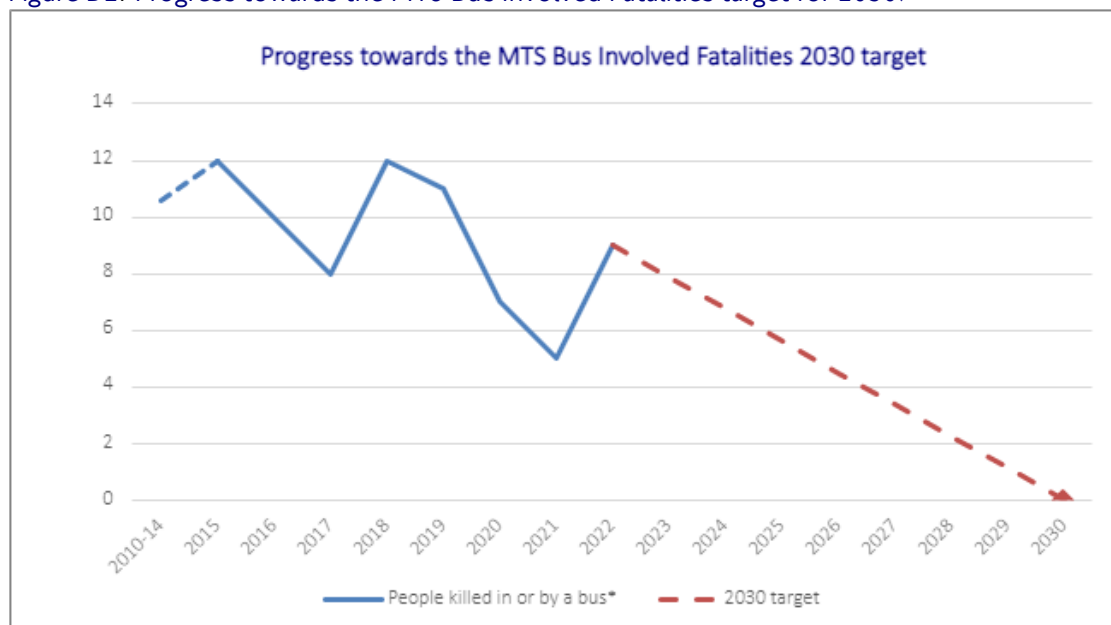
Examples of this could be where a pedestrian walks in front of a parked stationary bus into the path of another vehicle resulting in injury, or where a collision occurs between two vehicles resulting in injury and one vehicle subsequently loses control colliding with a bus.

²² <https://tfl.gov.uk/corporate/about-tfl/the-mayors-transport-strategy>

It does not include fatalities that occur as a result of medical episodes, on private property, suicides, physical assaults, or where death occurred more than 30 days after an incident, as per the DfT’s STATS19 guidance.

Figure D2 sets out the progress towards this target since 2015. In 2022 there were nine fatalities resulting from collisions involving London buses.

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



*Prior to 2012 data was collected as "bus or coach" so a factor has been applied to adjust for just buses

