

# 2021 Road safety performance



# 2021

# Progress against targets

All road KSIs

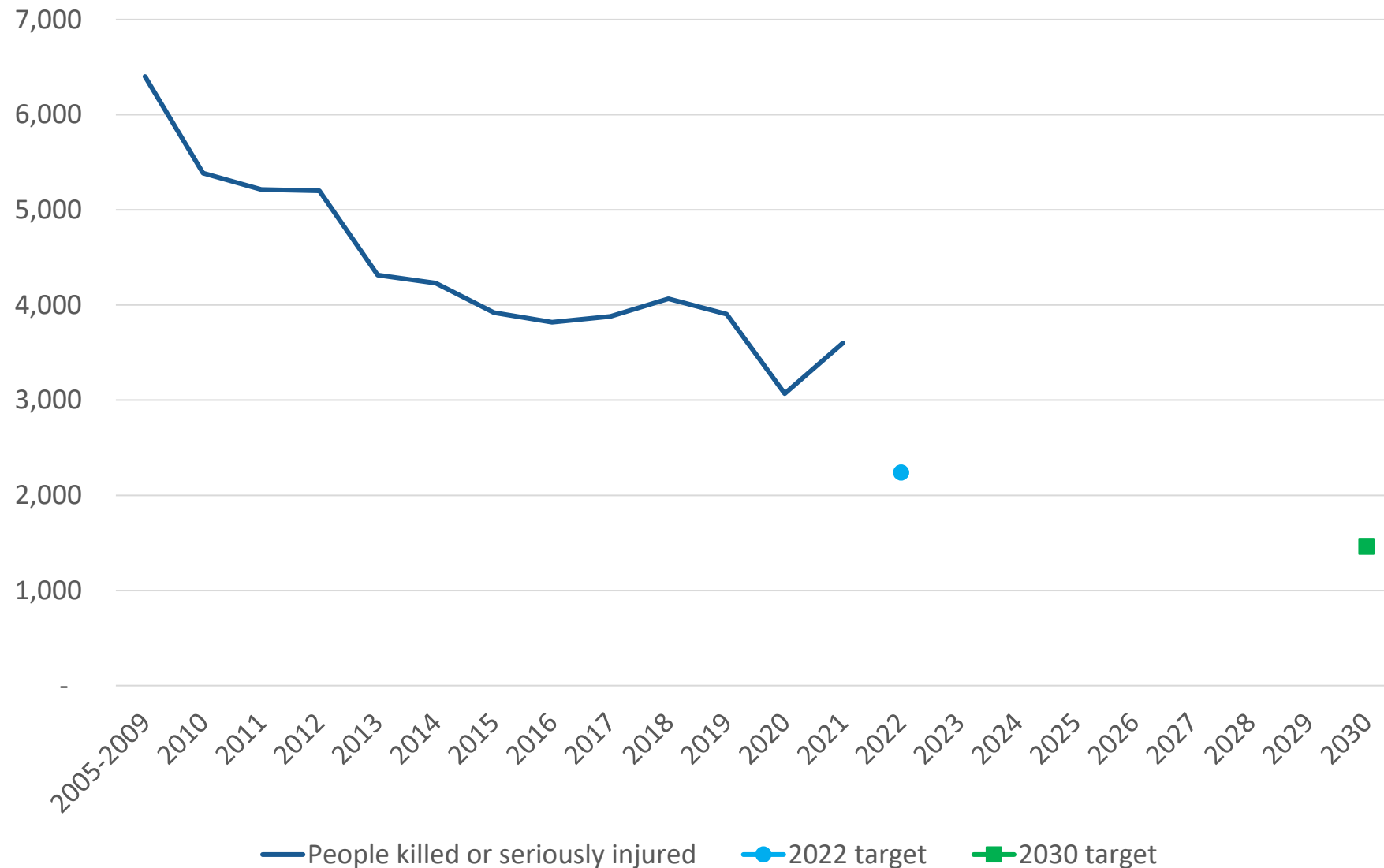
2022 Roads target:  
65% reduction in KSIs  
(against 2005-09)

2021: 44% reduction

2030 Roads target:  
70% reduction in KSIs  
(against 2010-14)

2021: 26% reduction

Progress to 2022 and 2030 KSI targets



SOURCE: <https://transportforlondon.sharepoint.com/sites/hse/team/Safety%20Strategy%20%20SHE%20Insights%20and%20Direction/04.%20Road%20Safety/00%20Pan-modal%20data/2022%20Mayoral%20Targets%20progress%20chart%202019.xlsx?web=1>

# Progress against targets

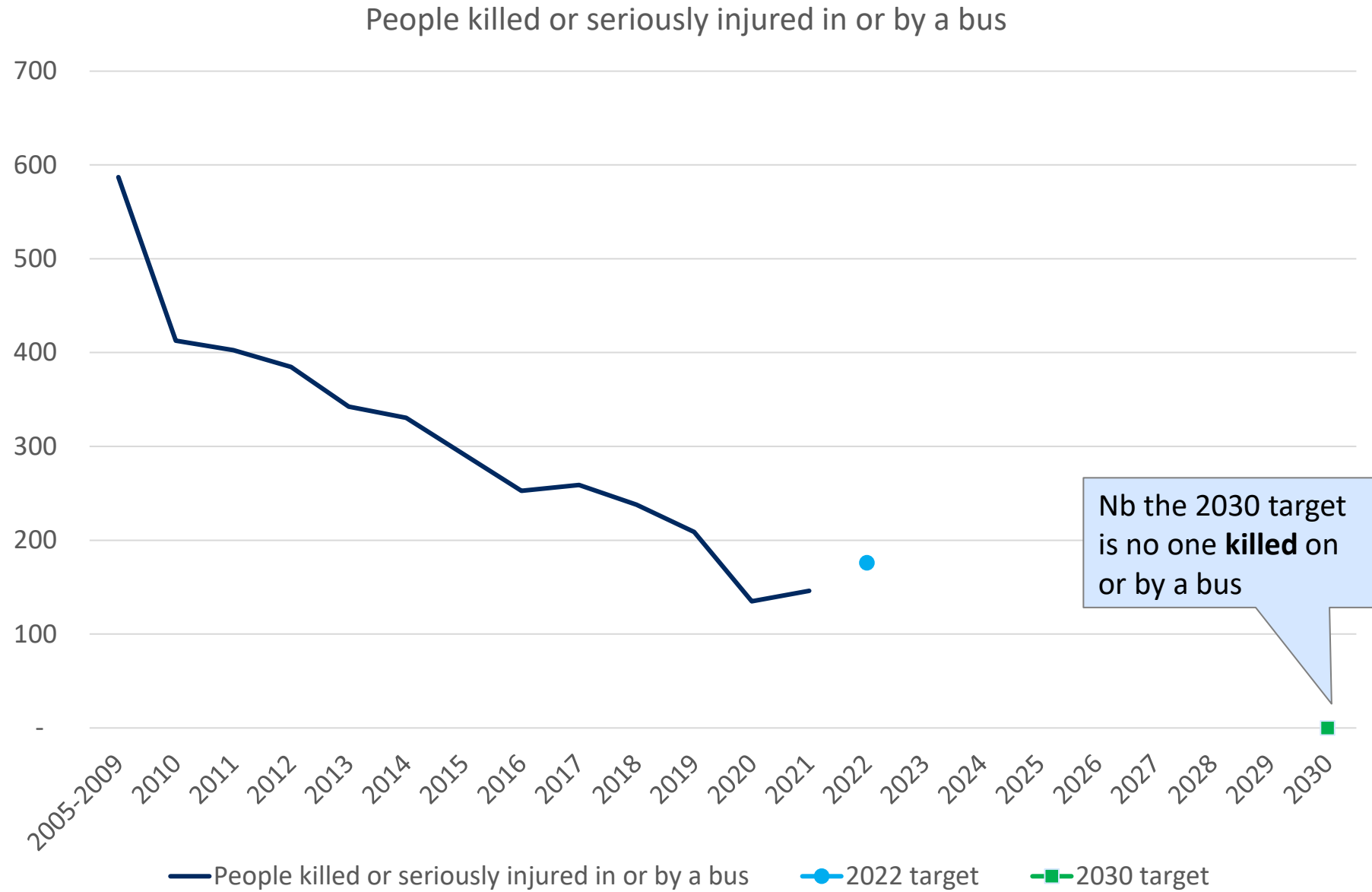
On or by a bus

2022 Bus target:  
70% reduction in KSIs  
(against 2005-09)

**2021: 71% reduction**

2030 Bus target:  
Nobody killed on or by a bus

**2021: 5 fatalities, including 1 death onboard**



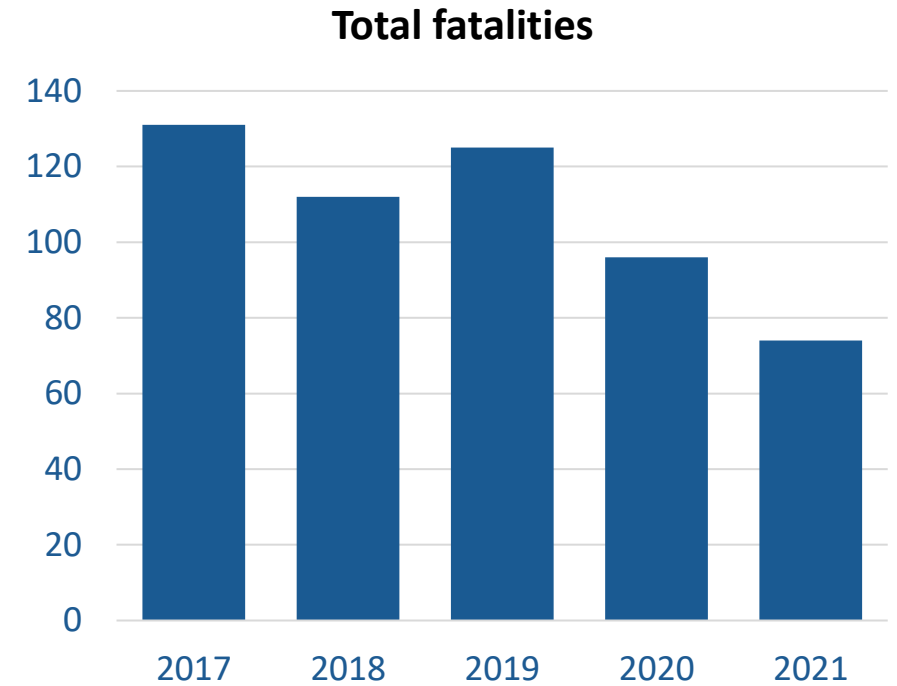
SOURCE: <https://transportforlondon.sharepoint.com/sites/hse/team/Safety%20Strategy%20%20SHE%20Insights%20and%20Direction/04.%20Road%20Safety/00%20Pan-modal%20data/2022%20Mayoral%20Targets%20progress%20chart%202019.xlsx?web=1>

# 2021 saw the lowest number of road fatalities on record

Fatalities have fallen by 43% since 2017

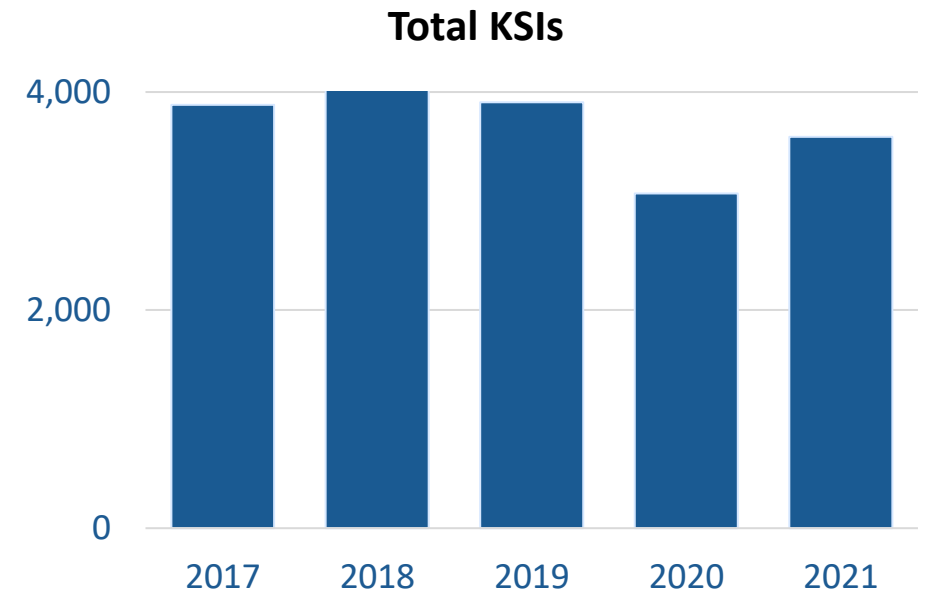
Fatalities have continued to fall

There was a 22% reduction in fatalities between 2020 and 2021



Total KSIs have fallen since before the pandemic




There was a 8% reduction in people killed or seriously injured compared to 2019, but 17% increase from 2020



# 2021 was an unusual year with large changes in who was killed or seriously injured

This is largely due to new travel patterns in the wake of the pandemic.

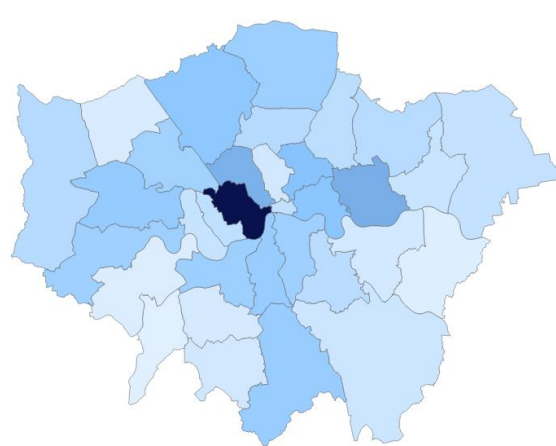
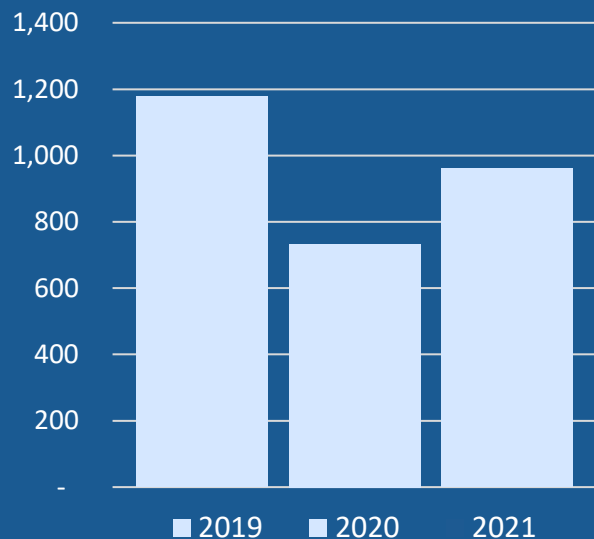
Figures in arrows compare 2021 vs 2017-19 YTD average

	Killed	Seriously injured	Emerging hypothesis
	36 killed -45%	924 seriously injured -29%	<ul style="list-style-type: none"> <li>Pedestrian fatalities were very low</li> <li>There were fewer people walking as part of getting to work</li> <li>There have been much fewer tourists</li> <li>Walking is safer due to low traffic neighbourhood schemes and an expansion of 20mph zones</li> </ul>
	10 killed 11%	989 seriously injured 34%	<ul style="list-style-type: none"> <li>Cycling fatalities and serious injuries have risen</li> <li>Cycling journeys higher than pre-pandemic, and where people cycle has changed, with a shift away from commuting</li> </ul>
	14 killed -50%	915 seriously injured -12%	<ul style="list-style-type: none"> <li>Motorcycling fatalities are very low</li> <li>There are fewer people commuting using large bikes, using A roads which have higher speeds</li> <li>Expansion of the gig economy using smaller bikes going at slower speeds on slower roads.</li> </ul>

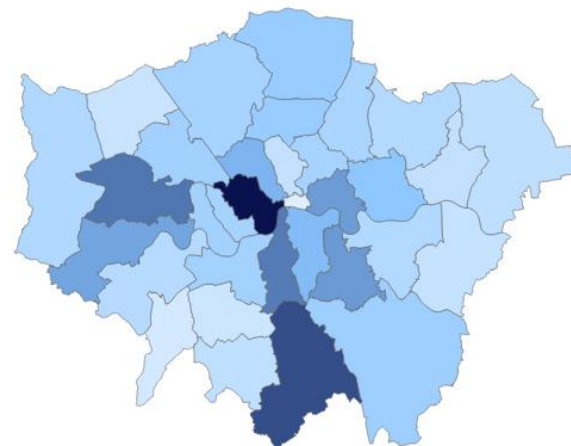
# Pedestrian fatalities and serious injuries have fallen, and have changed location

There was a 29% reduction in pedestrian KSIs in 2021 vs 2019

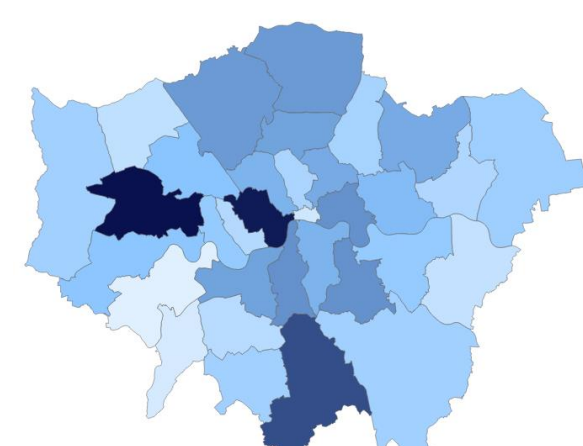
Pedestrian KSIs



2019



2020



2021

Central London remains a hotspot

Westminster has the highest number of pedestrian KSIs both pre-pandemic and during pandemic.

The pandemic has seen increases in Outer London

Pre-pandemic the majority of pedestrian KSIs were distributed in inner London areas. However during the pandemic, there was an increase in the share of people killed or seriously injured while walking in Outer London boroughs, in particular **Croydon, Ealing**.

# Cycling fatalities and serious injuries have continued to rise

Cyclist fatalities and serious injuries made up 28% of all people killed or seriously injured in 2021, roughly the same as 2020

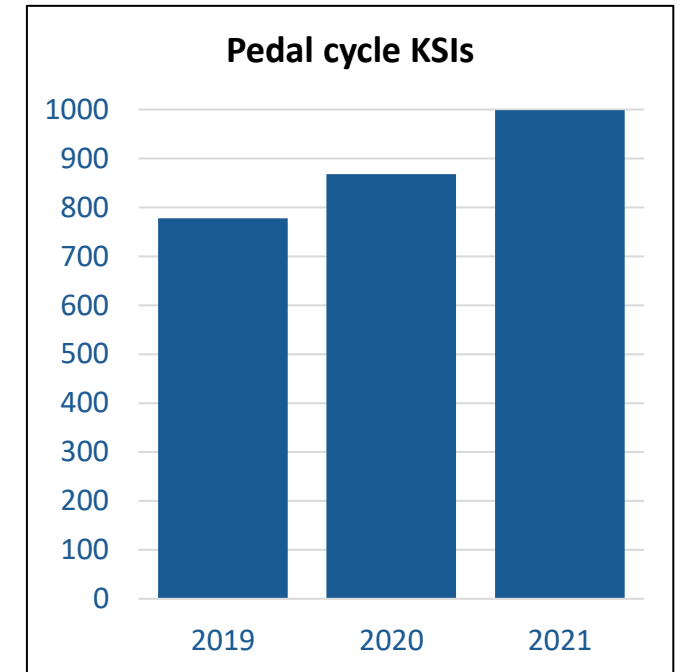
Cycling fatalities have increased

The number of people seriously injured while cycling has increased

Cycling in London has changed which may affect safety

There were **10 pedal cyclist deaths**, the highest since 2018

In 2021, there were nearly 1,000 people seriously injured while cycling



Cycling flows have been **higher at weekends** and **lower on weekdays**, but similar overall. There are four main changes:

- Purpose shift (from commuting to leisure)
- Frequency shift (from most days to a few days)
- Temporal shift (from weekdays to weekends and peak to off-peak)
- Spatial shift (away from radial central London trips into circular and orbital trips in local areas of inner and outer)



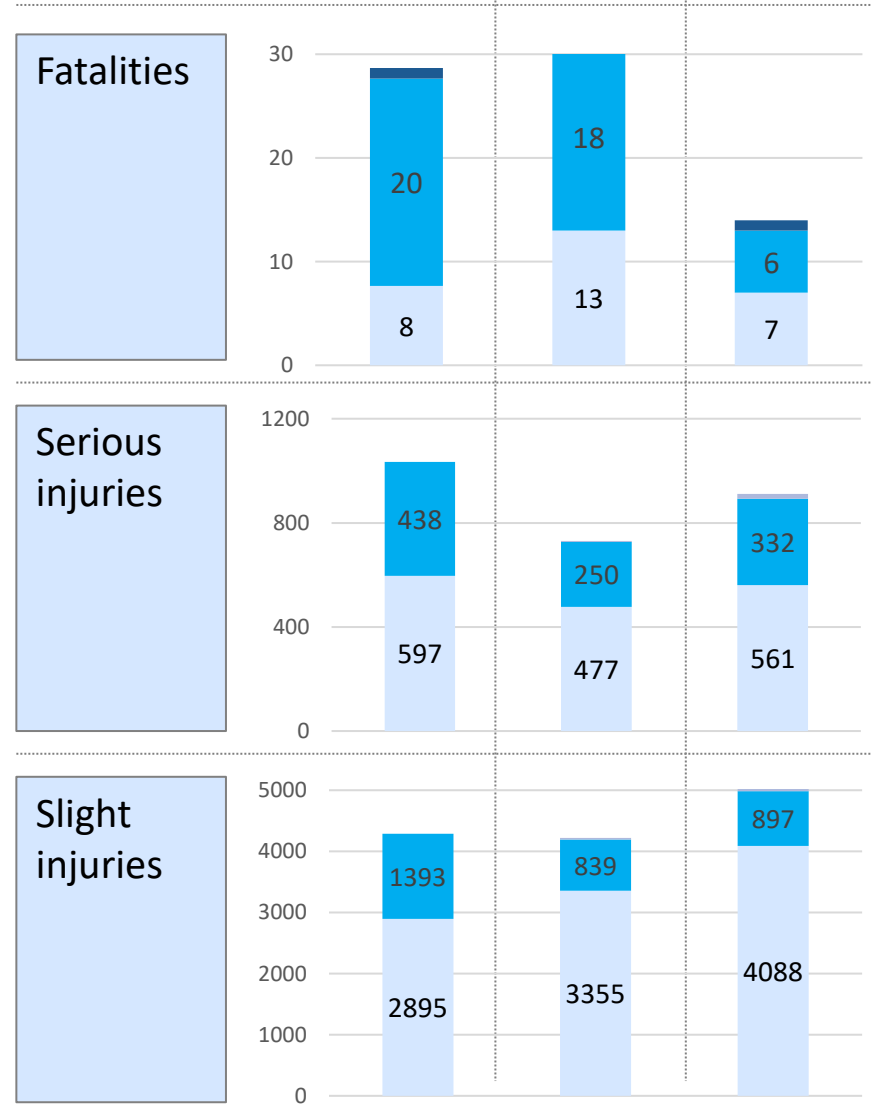
# Motorcycle KSIs fell dramatically

Especially for bigger bikes, though also for smaller ones.

## Key

- Less than 125cc (CBT only)
- More than 125cc
- Electric

2017-19 average      2020 (Covid)      2021



- Lowest ever fatalities in 2021 (14). Previously 22-31 fatalities per year, Dramatic reduction particularly in big bikes (over 500cc)

**Hypothesis: Less commuting on A roads**

- 12% fall overall from pre-pandemic
- Big reduction in serious injuries of bigger bikes
- 6% fewer serious injuries for <125cc bikes than pre-pandemic

**Hypothesis: Less commuting on A roads**

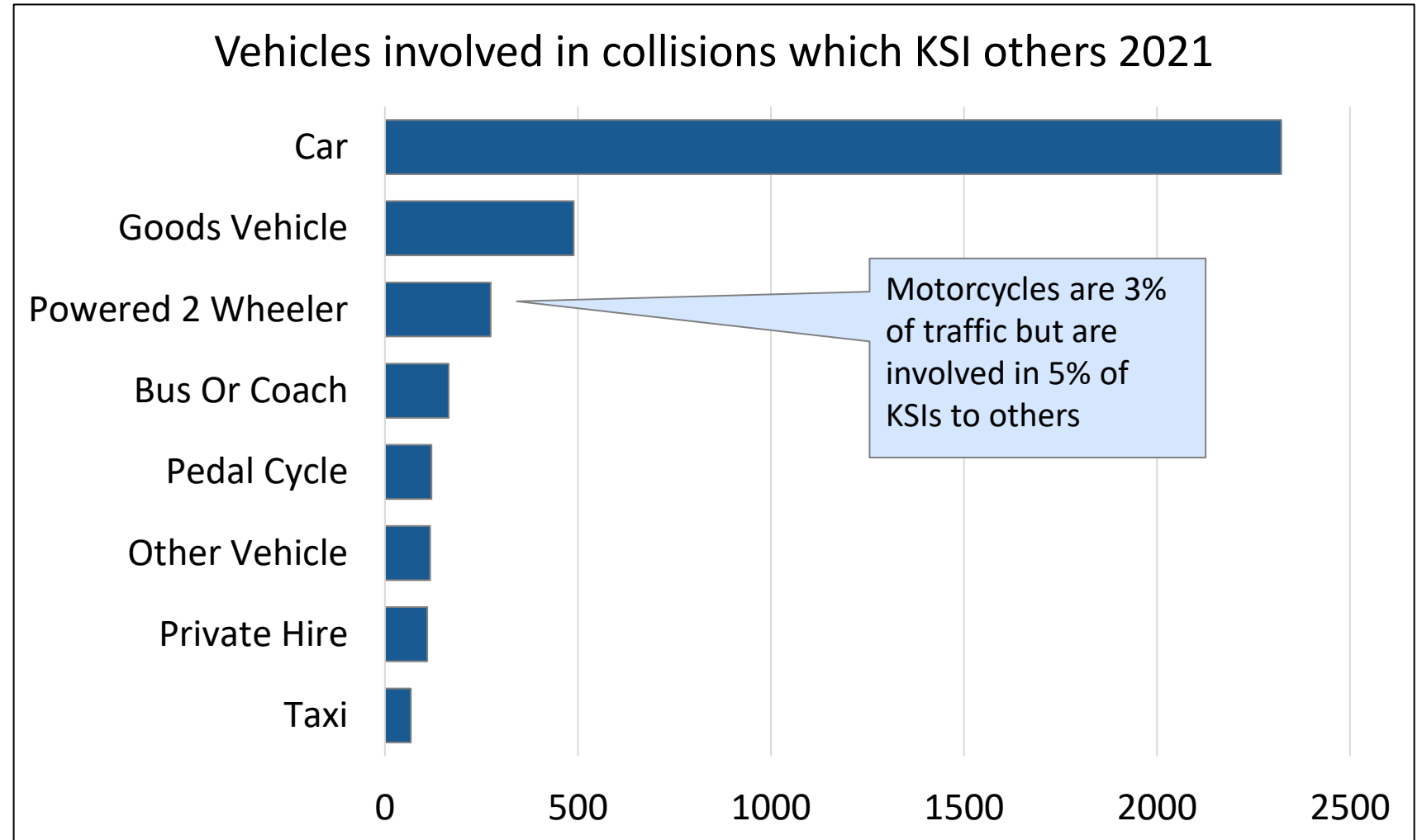
- 18% increase overall from pre-pandemic
- 41% increase in slight injuries for smaller bikes from pre-pandemic

**Hypothesis: More deliveries in the gig economy on small local roads and congested high streets**

SOURCE <https://transportforlondon.sharepoint.com/sites/hse/team/Safety%20Strategy%20%20SHE%20Insights%20and%20Direction/04.%20Road%20Safety/P2W/Data%20Analysis/20211108%20P2W%20Engine%20size%20data%20YTD.xlsx?web=1>  
<https://transportforlondon.sharepoint.com/sites/SHEDataAndAnalysis/Shared%20Documents/Road%20Safety/Collisions%20Data%20Team/Research/Motorcycle%20fatalities/P2W%20fatality%20analysis%20v00b.pptx?web=1>

## More broadly, 2021 remained a typical year

- People driving cars were the most likely to be involved in a collision which kills or seriously injures someone (66% of KSIs)
- 81% of people killed or seriously injured were walking, cycling or riding a motorbike
- People using motorcycles and goods vehicles were disproportionately involved in collisions which killed and seriously injured others



# Key Summary

## Key Summary 2021

- In 2021 there were 23,139 reported collisions in London in 2021, resulting in 75 people being killed, 3,505 being seriously injured (3,580 KSIs) and 23,092 being slightly injured.
- **The number of people killed on London's roads in 2021 fell substantially.** There was a 22% reduction in fatalities between 2020 and 2021, and a 44 per cent reduction in Roads KSIs from the 2005-09 baseline towards the MTS target of a 65 per cent reduction by 2022; for children (0-15) we have seen a 68 per cent reduction.
- **2021 was an unusual year with large changes in who was killed or seriously injured.** This is largely due to new travel patterns in the wake of the pandemic. Pedestrian and motorcycling fatalities were very low, cycling fatalities and serious injuries rose
- For **Bus Involved KSIs (in or by a bus) we have achieved the MTS target** of a 70 per cent reduction from the 2005-09 baseline for the second year in a row (although pandemic affected).
- **E-Scooters:**
  - There were three reported fatalities of people riding privately owned electric scooters (or e-scooters). No deaths were recorded in 2020 and one in 2019
  - There were 102 serious injuries to e-scooter riders/passengers in 2021 compared to 56 in 2020.
  - In 2021 e-scooter riders were in collisions that resulted in 29 serious injuries to pedestrians, compared to 10 in 2020.

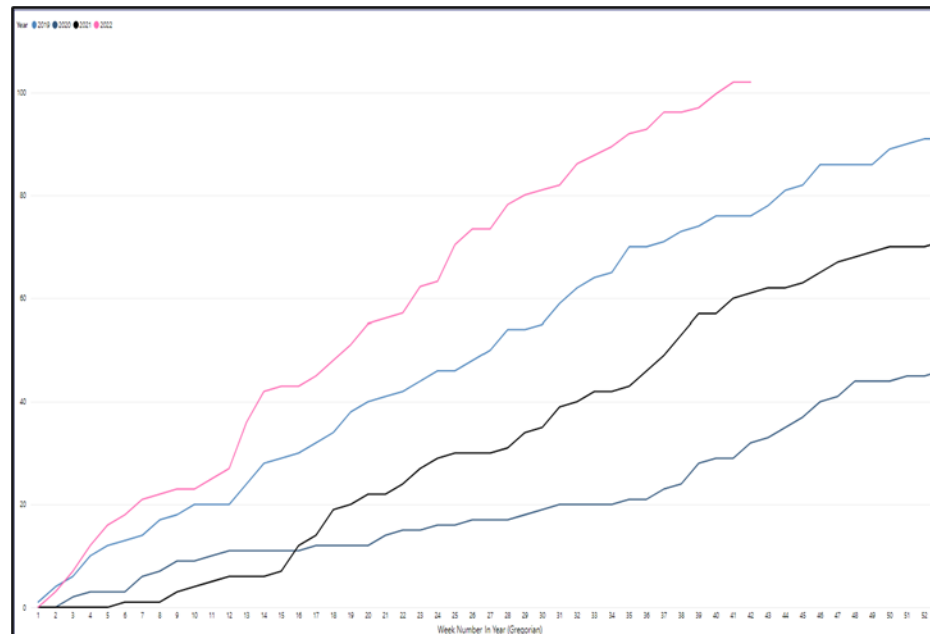


# 2022 Emerging Trends

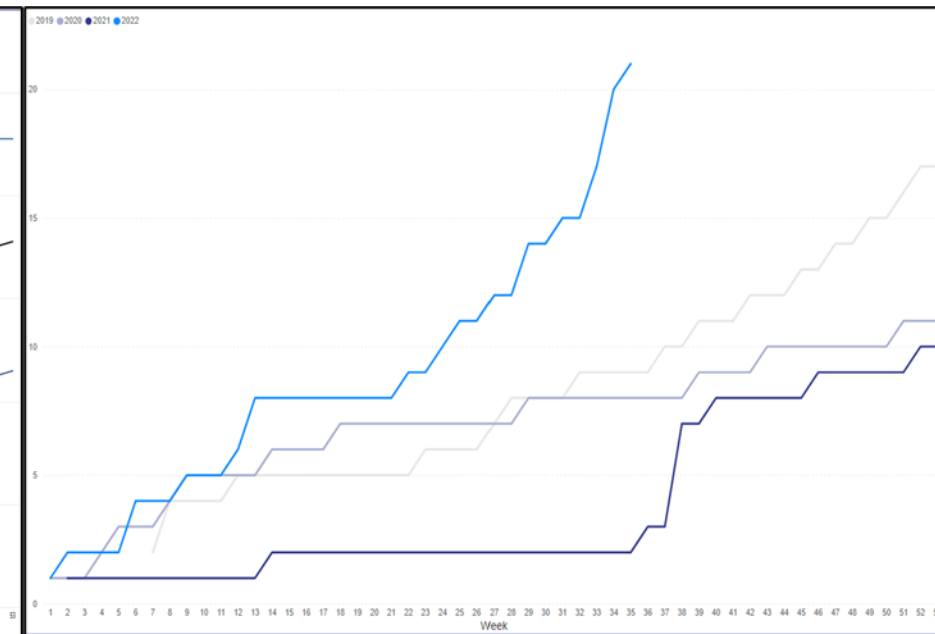
## 2022 Emerging Trends

- Increasing proportion of self-reports (2021 = 38%; 2020 = 37%)
- Returning to normal after the pandemic:
  - Traffic levels back to normal
  - KSIs mid way between pandemic years and pre-pandemic years
  - Cycling KSIs increased from pre-pandemic levels due to more cycling
  - E-scooter usage and casualties peaked in 2021 now dropping
  - Bus occupant and bus involved KSIs worryingly high
  - Increasing number of car occupant fatalities

Bus occupant KSIs in 2022 compared to 2019-2021



Car occupant fatalities in 2022 compared to 2019-2021

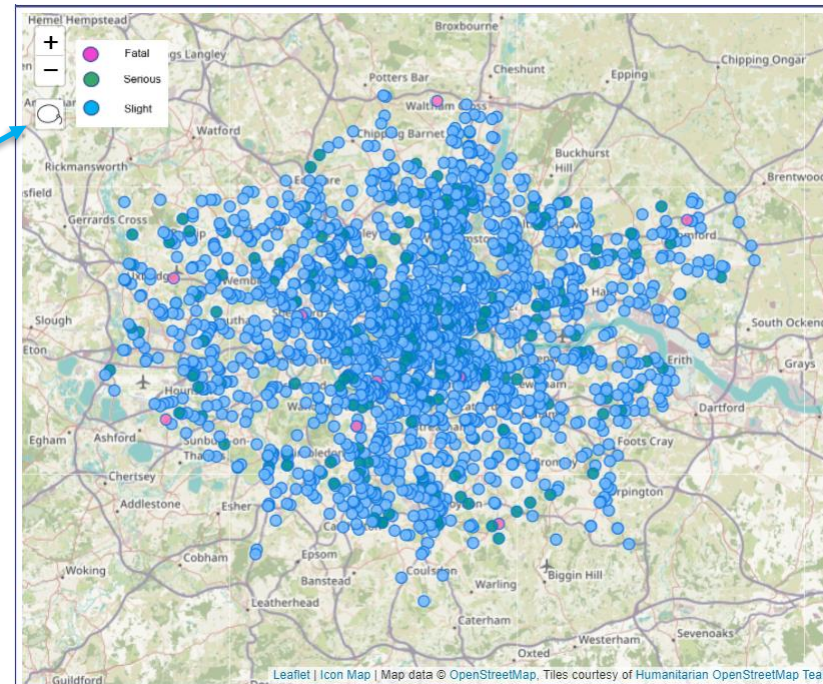


## Next Steps - Online Dashboard new release

The plan is to publish this revised version of the 2021 Factsheet to the TfL website in the week of the 17-21 October to align with Project EDWARD. At the same time we will be updating the Road Danger Reduction dashboard on the website with additional functionality including:

- Collision Location Map page – it's now possible for users to create their own areas to capture data and view records
- Day & Time – new addition allowing users to see casualties in London by day of the week and time, also allows users to filter by mode, borough and ages etc
- Vehicle involved page – new addition which allows users to filter by Vehicle type and see associated casualties (I'm checking with T&D about this as want to be clear on what's shown)
- Contributory Factors page – new addition which allows users to filter by police recorded contributory factors to enable analysis and better understand how collisions are occurring in London

New lasso tool to select your own custom area



[TfL Road Danger Dashboard](#)

# Annex



# We are continuing to deliver our action plan to achieve Vision Zero



## TfL will continue to deliver, including by:

- Lowering speeds on the TLRN
- Making our streets safer, such as through the Safer Junctions programme and Healthy Streets
- Delivering the Direct Vision Standard, and engage with government on vehicle regulations
- Promoting a safer roads culture, and support victims

## The five asks of London's Boroughs

1. Lowering speed limits to 20mph
2. Reducing traffic on local streets
3. Designing streets with safety in mind
4. Promoting and encouraging ways to travel
5. Promoting the safest vehicles in supply chains and fleets

## The Met Police enforcement plan includes:

- Increased and more effective police capacity to enforce up to one million offences per year by 2024/25
- New mobile cameras that can be deployed at borough request
- New powers delegated to PCSOs
- Expansion of the safety camera network

# Summary to ExCo

25 May 2022

- London did better than the national picture (-22% fatalities vs 2021 in London, +7% fatalities nationally, also a drop in KSIs in London and a rise in KSIs nationally)

Full bullet point summary going to ExCo, approved by Lilli:

- In 2021 there were 23,310 reported collisions in London in 2021, resulting in 75 people being killed, 3,501 being seriously injured (3,576 KSIs) and 23,071 being slightly injured.
- **The number of people killed on London's roads in 2021 fell substantially.** There was a 22% reduction in fatalities between 2020 and 2021, and a 44 per cent reduction in Roads KSIs from the 2005-09 baseline towards the MTS target of a 65 per cent reduction by 2022; for children (0-15) we have seen a 68 per cent reduction.
- **2021 was an unusual year with large changes in who was killed or seriously injured.** This is largely due to new travel patterns in the wake of the pandemic. Pedestrian and motorcycling fatalities were very low, cycling fatalities and serious injuries rose [add figs]
- For **Bus Involved KSIs (in or by a bus) we have achieved the MTS target** of a 70 per cent reduction from the 2005-09 baseline for the second year in a row (although pandemic affected).
- [for Exco only] **2022 is already looking like a return to pre-pandemic** levels of road deaths and serious injury, **with an increased challenge** protecting vulnerable road users from motorised vehicles as more people choose to motorcycle, cycle, and use e-scooters

## Further detail

- There were 75 fatalities on London's roads in 2021 which is the lowest number on record – 56 per cent of these were as a result of collisions with cars
- Vulnerable road users make up 81 per cent of KSIs (82 per cent in 2020).
- There has been a 36 per cent increase in cyclist KSIs against the 2005-09 baseline, however this should be seen in the context of a 63 per cent increase in cycling journeys. At the same time cyclist fatalities are down 40 per cent from the baseline (from 17 to 10) whereas nationally there has been a nine per cent increase in cycling fatalities.
- There were just 14 motorcyclist fatalities in 2021, the lowest level on record, however they still make up 19 per cent of fatalities despite accounting for only three per cent of journeys.
- There were three reported fatalities of people riding electric scooters (no deaths were recorded last year and just one in 2019). E-scooter riders and passengers accounted for 103 people killed or seriously injured compared to 56 in 2020 (but this is still less than 3 per cent of all KSIs), and they are also injuring more people, 29 pedestrian KSIs in 2021 compared to 10 in 2020.
- Serious injuries were up 18 per cent on 2020 (but down nine per cent on a pre-pandemic average of 2017-19). The biggest absolute increase was in serious injuries was amongst motorcyclists, notably smaller capacity motorcycle riders, whose usage has grown significantly through the pandemic.



## Trends in road use increase the road safety challenge

- **Online shopping has increased freight, and freight vehicles disproportionately injure other road users.** More vans crossed the cordon into London (+29%) and inner London (+10%) in 2019 versus 2001. Large goods vehicles made up 3% of traffic but were involved in 15% of collisions resulting in fatal injury in 2020.
- **Increased motorcycle traffic**, due in part to the **food delivery economy doubling in size** between 2019 and 2020. People riding motorcycles are 1% of traffic but 26% of KSIs.
- Increased **cycling** leads to lower risk but higher numbers of injuries.
- **Illegal e-scooter use** resulted in ~500 people in 2021, ~260 people injured in 2020, compared to 44 people in 2019. The first reported fatality of someone using an e-scooter occurred in 2019.
- **Drivers are increasingly at risk of distraction** by smartphones, driving apps and car entertainment systems, and the delivery economy is based on phone use.
- **Cars are getting steadily larger**, meaning increased kinetic energy and greater harm to vulnerable road users involved in collisions. Provisional figures for 2020 show that around one in five cars involved in collisions were SUVs.
- During 2019 there were eight deaths resulting from **deliberate acts of violence** involving vehicles, falling to three reported deaths in 2020.
- **Vehicle technology has been slow to advance.** A 2015 Transport Research Laboratory report predicted the imminent advent of ISA, Alcolocks and pedestrian AEB.



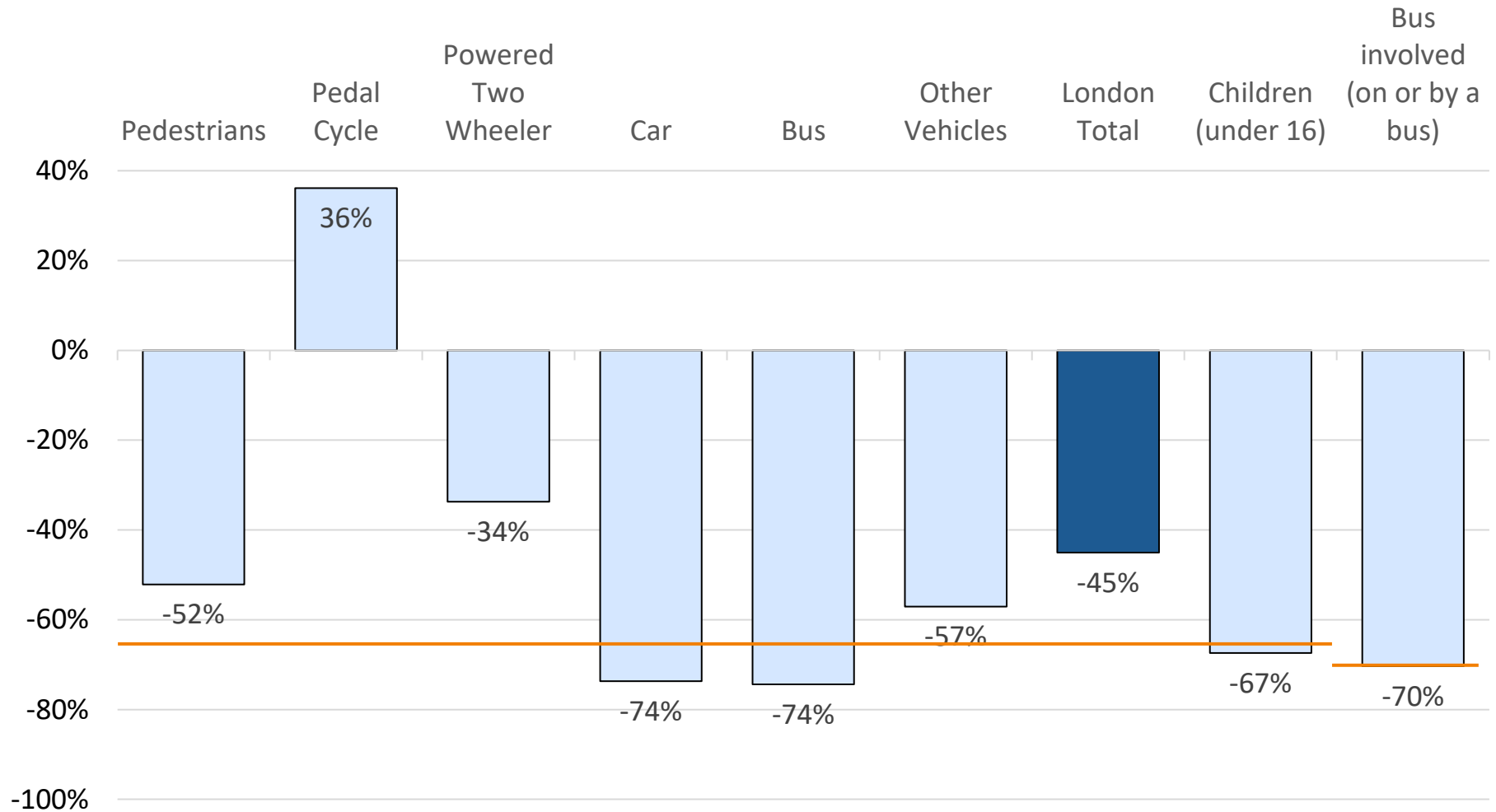
**Pandemic**  
2021 KSIs against the 2005-09 baseline

We have already met the target for children and car occupants, and are on track to meet the target for buses

Pan London, 44% reduction against the baseline in 2021; 52% in 2020 and 39% in 2019

2022 - 65 per cent reduction in KSI on London's streets (from 2005-2009 levels)

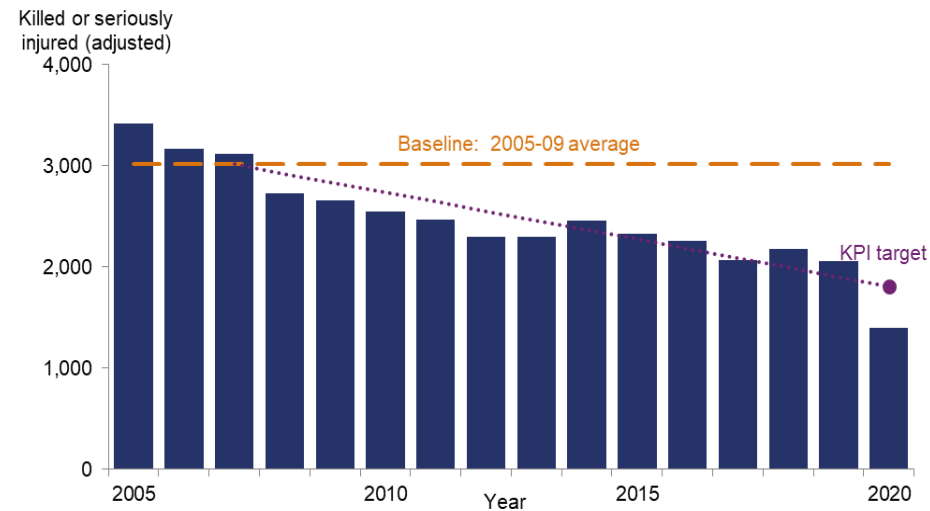
2022 - 70 per cent reduction in KSI on or by a London Bus (from 2005-2009)



Collstats team, [SHE Sharepoint: Safety Strategy > 04. Road Safety > 00 Pan-modal data](#)



- Highways England has seen a **54% reduction** in KSI casualties from the baseline figures for 2005-09.
- Highways England has a target to reduce the number of people killed or seriously injured on the strategic road network by 40% by **2020**, compared to the 2005-09 average baseline.
- 1,397 people were killed or seriously injured in 2020. This is 663 32% fewer than in 2019 and represents a 54% reduction from the baseline. In comparison, deaths and serious injuries on all roads in England fell by 20% since 2019, and by 42% compared to the same 2005 to 2009 baseline period.

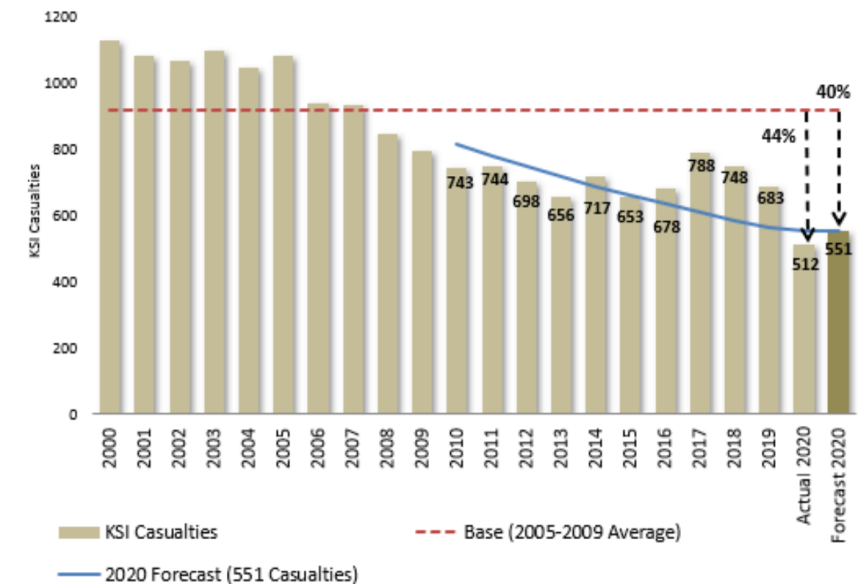


SOURCE: [TFGM Road safety update November 2021](#)  
[Annual Assessment of Highways England's Performance:](#)



Transport for  
Greater Manchester

- Greater Manchester has seen an **40% reduction** in KSI casualties from the baseline figures for 2005-09.
- Greater Manchester saw a decrease in KSI casualties of -25% in **2020** (512) compared to 2019 (683).
- TfGM subsequently met the DfT forecast for a 40% reduction in KSI casualties by the end of 2020 as set out in the DfT “Strategic Framework for Road Safety”- May 2011



Other authorities are finding road safety improvement similarly challenging; but pandemic conditions were seen UK wide

London achieved a **52% reduction** in absolute KSIs in 2020 versus the 2005-09 baseline.

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## Emerging 2022 picture

- **2022 is already looking like a return to pre-pandemic** levels of road deaths and serious injury, **with an increased challenge** protecting vulnerable road users from motorised vehicles as more people choose to motorcycle, cycle, and use e-scooters

