

# Appendix 1 - 2021 Road safety performance

Update to the SSHRP on the key road safety trends in 2021

29 June 2022

# Introduction

To coincide with the DfT publishing their “2021 Road Casualties in Great Britain, provisional estimates” report, this presentation outlines road safety data from London in 2021. We will be publishing the 2021 casualty data for London in full as part of Vision Zero Week 2022 (27 June- 01 July).

The presentation highlights analysis of the trends and patterns of interest for the SSHRP and could indicate the sort of activity we are already seeing in 2022

## Paper outline

1. Progress against our targets
2. Fatalities and Serious injuries in 2021
3. The large changes in who was killed or seriously injured in 2021
4. Focus on: Cycle, walking and motorcycle fatalities and serious injuries
5. Why 2021 was a broadly typical year
6. Our continued focus on Vision Zero

# 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



# Progress against targets

On or by a bus

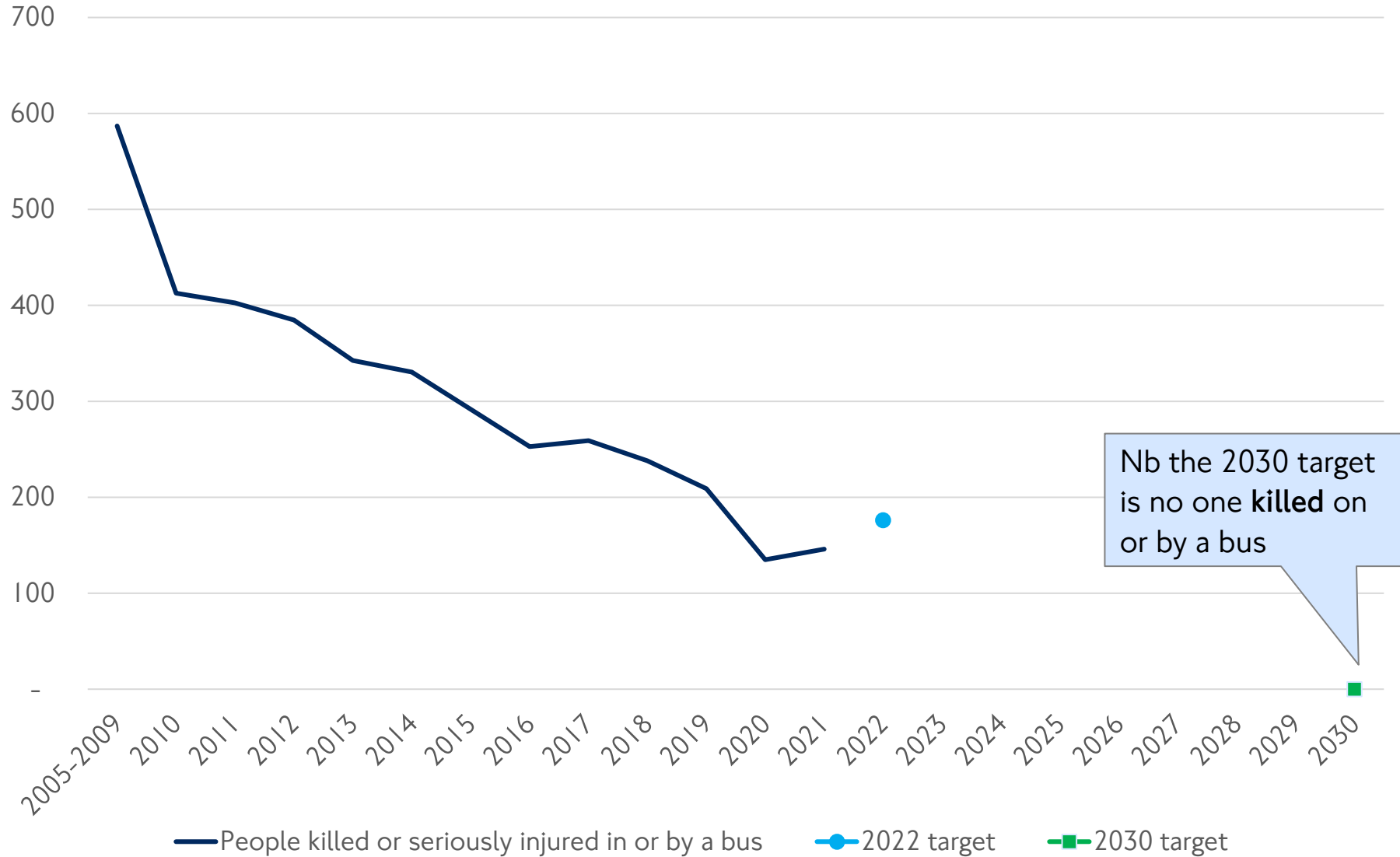
2022 Bus target:  
70% reduction in KSIs  
(against 2005-09)

2021: 70% reduction

2030 Bus target:  
Nobody killed on or by a bus

2021: 5 fatalities, including  
1 death onboard

People killed or seriously injured in or by a bus



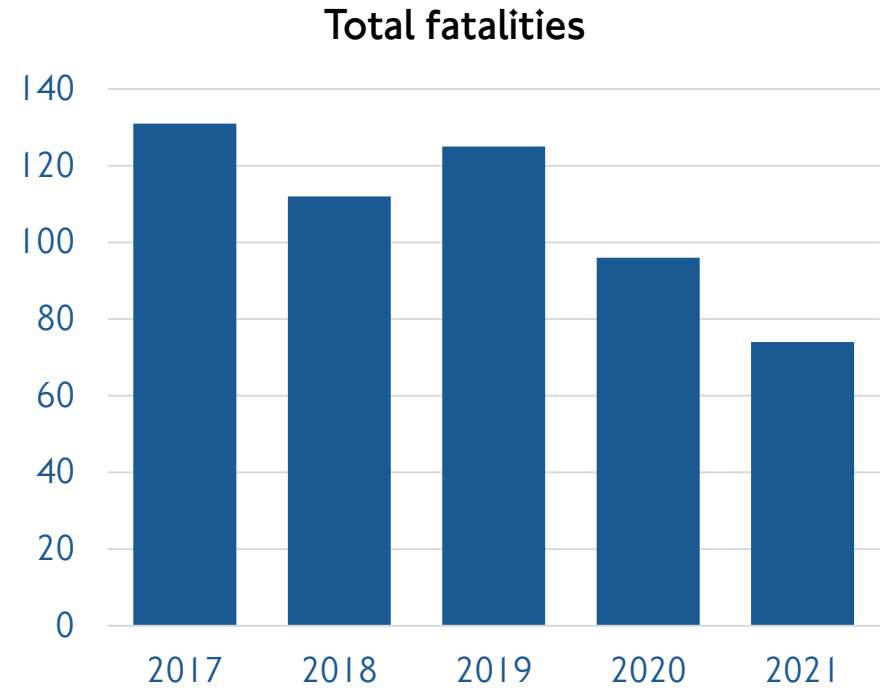
Nb the 2030 target is no one killed on or by a bus

# The number of people killed on London's roads fell substantially

Fatalities have fallen by 43% since 2017

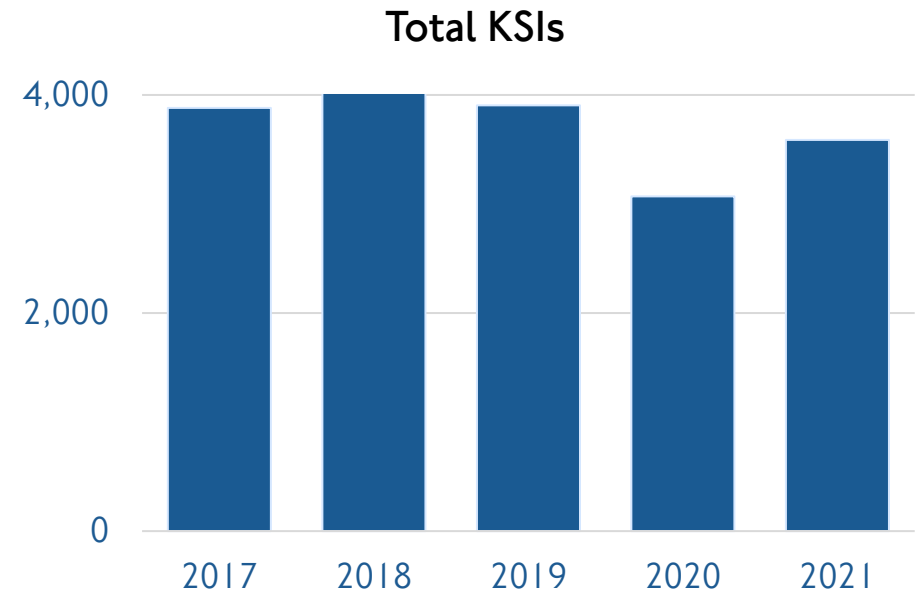
Fatalities have continued to fall

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 16% 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 2021 in the wake of the pandemic.

Figures in arrows compare 2021 vs 2017-19 Year to Date (YTD) average

	Killed	Seriously injured	Emerging hypothesis
	36 killed YTD -45%	924 seriously injured -29%	<ul style="list-style-type: none"> <li>• Pedestrian fatalities are very low</li> <li>• There were fewer people walking as part of getting to work</li> <li>• Lower footfall in central London (more home working, reduced leisure and tourism activity)</li> <li>• Walking is safer (low traffic neighbourhood schemes, 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>

# Cycling fatalities and serious injuries 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

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

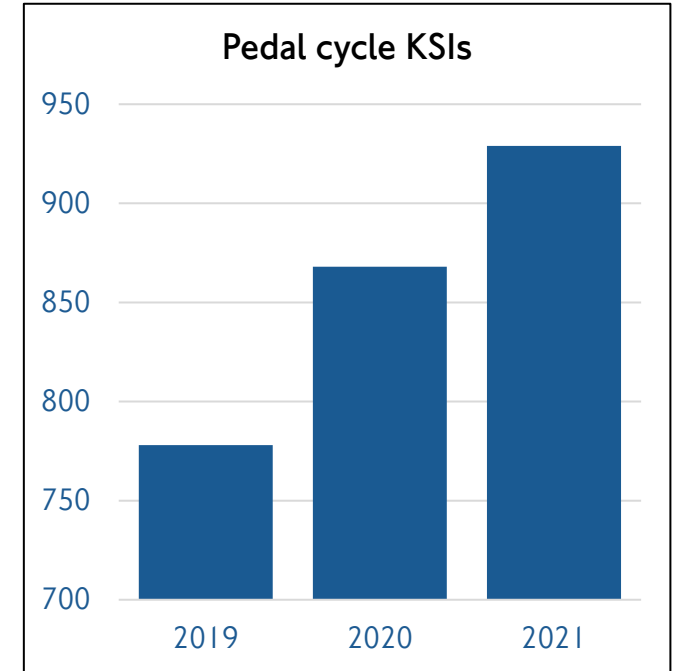
The number of people seriously injured while cycling has increased

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

Cycling in London has changed which may affect safety

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)

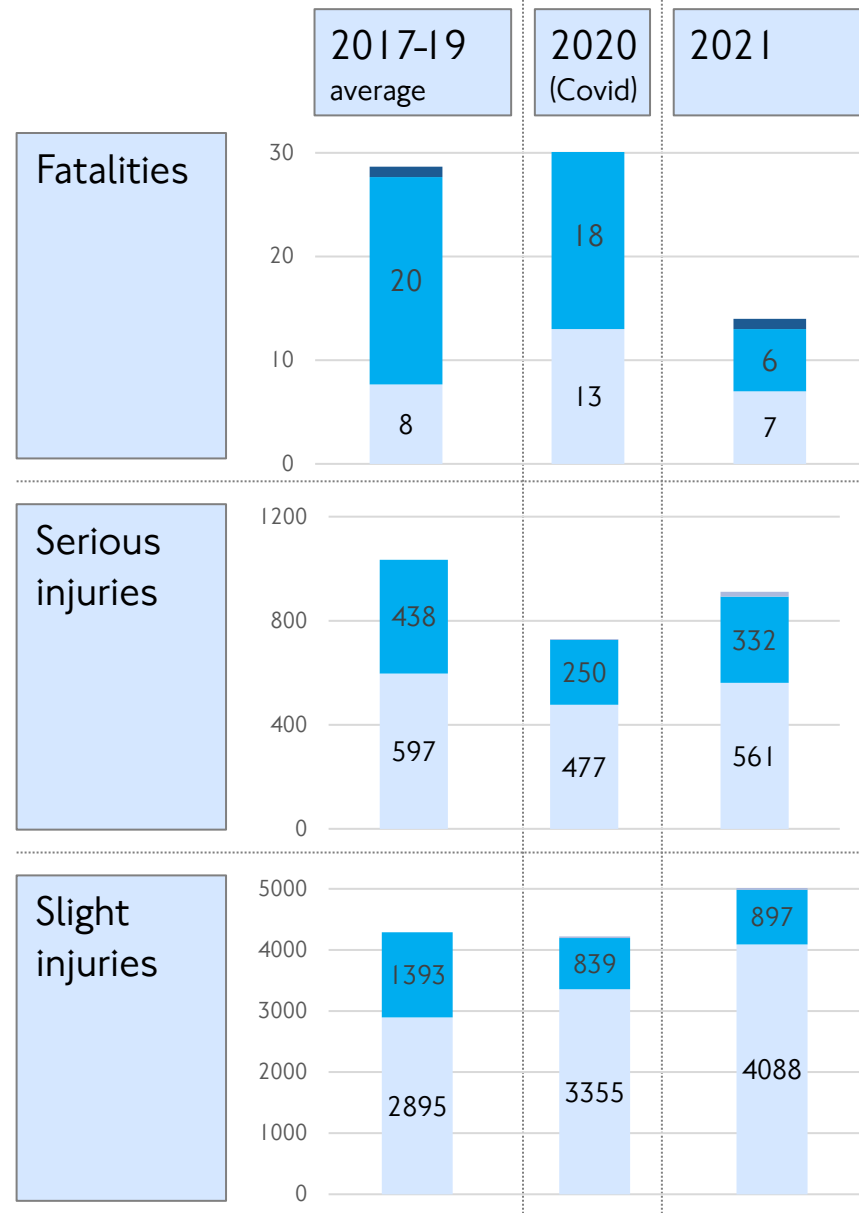


# Motorcycle KSIs fell dramatically

Especially for bigger bikes, though also for smaller ones.

## Key

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



- Lowest ever fatalities in 2021 (14). Previously 22-31 fatalities per year, Dramatic reduction particularly in big bikes (over 125cc)

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
- 20% increase in slight injuries for smaller bikes from pre-pandemic

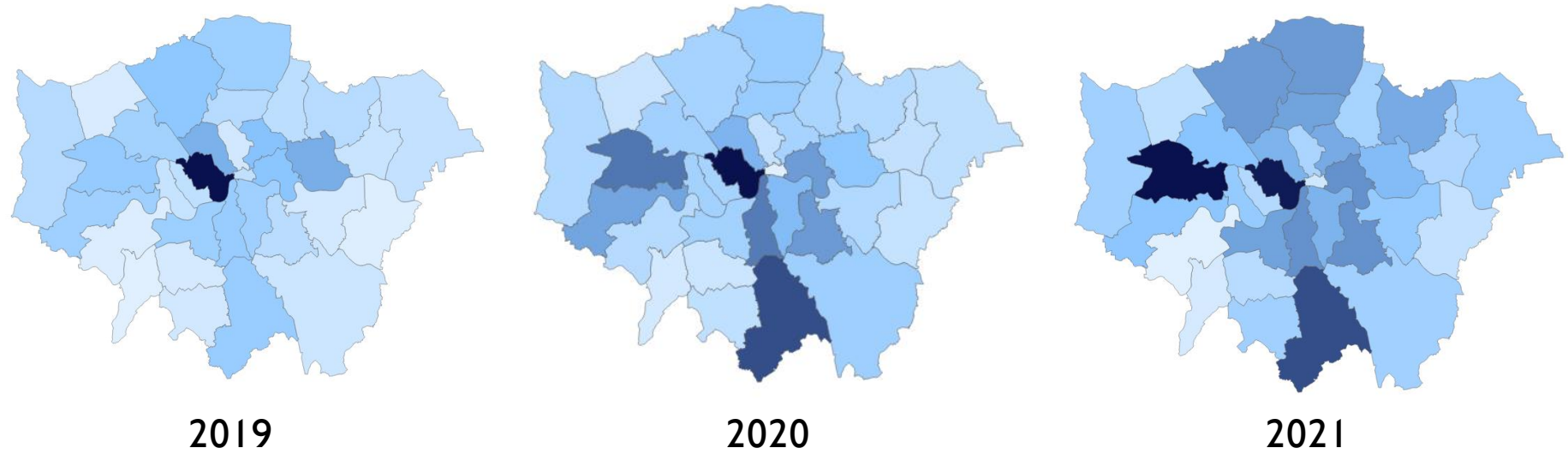
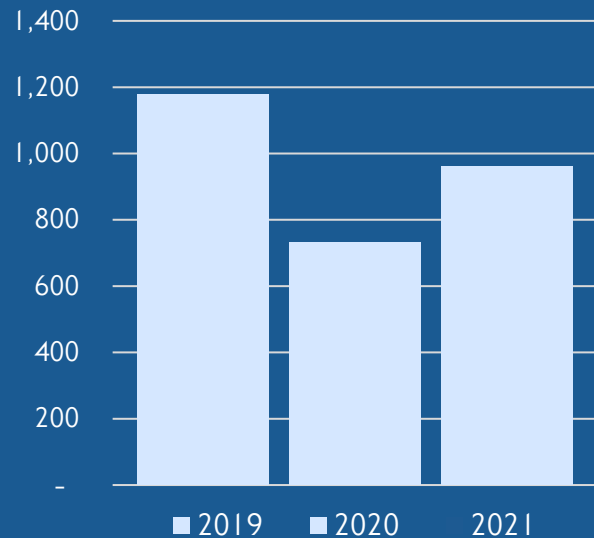
Hypothesis: More deliveries in the gig economy on small local roads and congested high streets



# Pedestrian fatalities and serious injuries fell, and changed location

This is a 28% reduction in pedestrian KSIs vs 2019

Pedestrian KSIs



Central London remains a hotspot

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

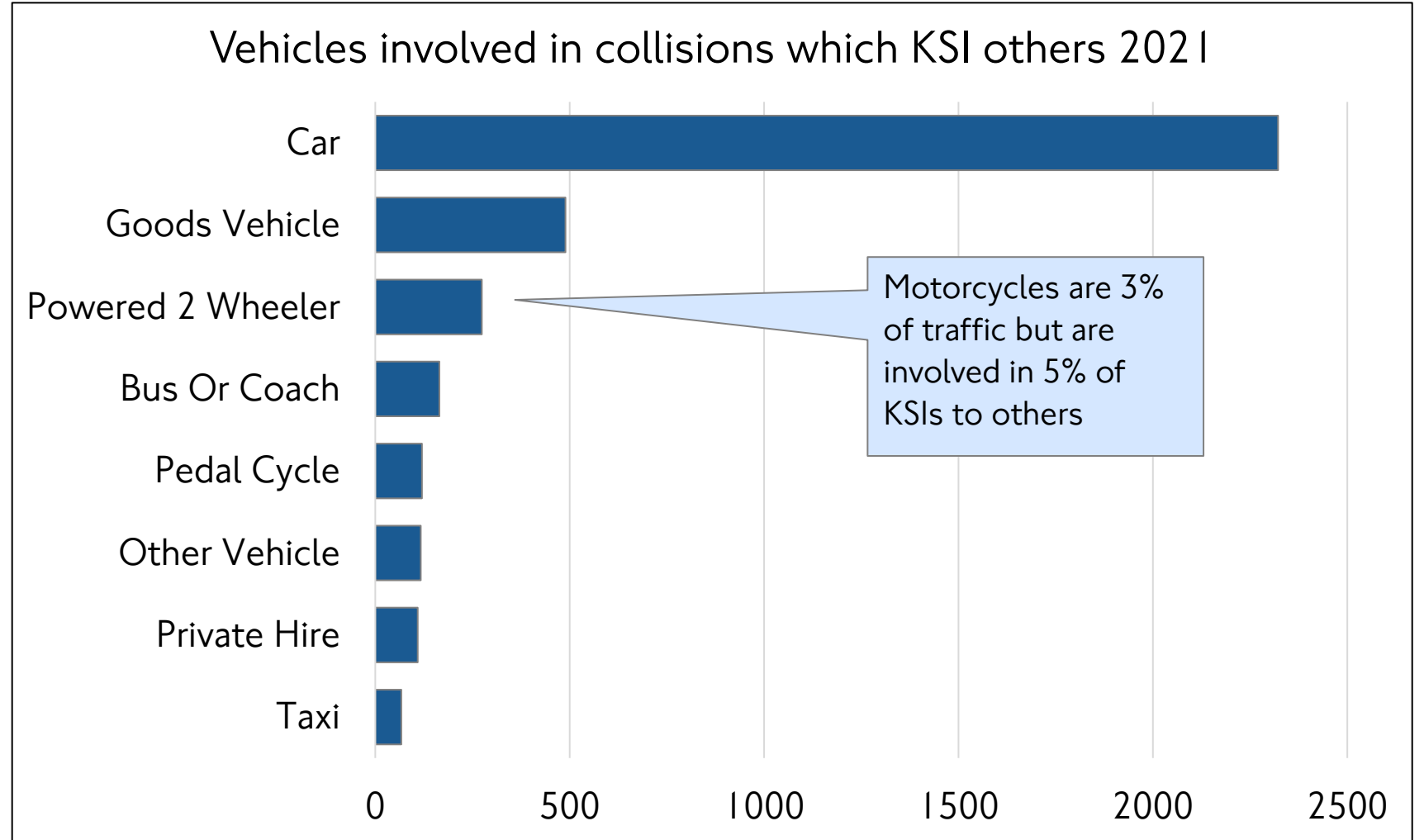
The pandemic has seen increases in Outer London

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**.

Note: Scale is not comparable across the three maps, it highlights the proportion of collisions, of which there were far fewer during the pandemic. This does not detract from the trend highlighted

## 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 (63% 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 23,310 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
- 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).

## 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

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

Subject to funding



## 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 engaging with government on vehicle regulations
- Promoting a safer roads culture, and supporting 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 sustainable 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