

AVZ Briefing - London self-reported (online) road casualties

Dec 2023

Key points - London 2022

- Self-reported collisions are where the public, often the casualty, report the collision after the event, usually online. The police were unable to attend the collision. This may be because they were not notified or unable to attend in time, i.e. before those injured left for medical treatment.
- Self-reported collisions are much less likely to result in a criminal prosecution or civil compensation, due to the lack of evidence collected at scene by police.
- In London, cyclists are disproportionately involved in self-reported collisions:
 - Almost one in three seriously injured cyclists was self-reported, i.e. online, much more than other road user modes and twice the overall average.
 - Over half of slightly injured cyclists were reported on-line (52%), compared to 37% of all those reported seriously injured.
- Given the impact self-reported collisions have on accessing justice, Action Vision Zero believes the police and Transport for London should know:
 - If casualties are choosing to self-report or if it is down to police being requested but being unable to attend in time.
 - Why cyclists are so disproportionately affected.

Table 1: London reported Serious Injuries (2022)

	Total	Self-reported	% self-reported
Pedestrians	1,194	169	14%
Cyclists	1,020	325	32%
Motorcyclists	873	85	10%
Car occupants	501	25	5%
Bus or coach occupants	139	6	4%
Other vehicle occupants	132	17	13%
Total serious injuries	3,859	627	16%

Source: TfL (2023), Casualties in Greater London during 2022—Data Release

Table 2: London reported Slight injuries (2022)

	Total reported	Self-reported	% Self-reported
Pedestrians	3,320	1,020	31%
Cyclists	4,064	2,106	52%
Motorcyclists	5,257	2,583	49%
Car occupants	8,476	2,481	29%
Bus or coach occupants	874	72	8%
Other vehicle occupants	1,255	414	33%
Total slight injuries	23,246	8,676	37%

Source: TfL (2023), Casualties in Greater London during 2022—Data Release