

AVZ Briefing – London: Reported road casualties 2024

June 2025

TfL's [Road Danger Reduction Dashboard](#) has been updated with the reported casualty data from 2024, although this is still preliminary until DfT publishes the official stats in September. See the AVZ summary below with a comparison of the preliminary data with 2023. All data is from the TfL Road Danger Reduction Dashboard.

Fatalities

- 110 people killed—an increase from 2023 but also lower than any pre-pandemic year.
- 61 pedestrians died, up from 49, an increase of 24%.
- Nine cyclists died, up from eight (but a third lower than the 2010-2014 baseline).
- Motorcyclist deaths fell to 18, down from 21.
- 13 people died in bus collisions, including 2 on board (another 7 were reported as medical incidents so non-crash related).

Fatal and Serious Injuries (KSIs)

- 3,696 reported KSIs in 2024, down from 3,710 (less than half percent decrease).
- Pedestrians, cyclists and motorcyclists account for 81% KSIs.
- Pedestrian KSIs fell to 1,192, down from 1,274.
- Cyclist KSIs increased to 991, up 5% from 951.
- Females accounted for 225 of the cyclist KSIs (23%) and 571 of the pedestrian KSIs (48%) in 2024.
- Motorcyclist KSIs increased to 805, up from 767.
- Child serious injuries fell to 185, down 12% from 211.

Table 1: London reported KSI trend (2018-2024)

	2018	2019	2020	2021	2022	2023	2024	Since 2018
Pedestrian	1,366	1,350	868	959	1,235	1,274	1,192	-13%
Cyclist	782	778	868	999	1,027	941	991	27%
Motorcyclist	1,080	1,019	768	929	894	767	805	-25%
Car	623	574	416	464	526	457	466	-25%
Taxi	31	16	6	4	12	16	12	-61%
Bus or Coach	112	91	46	1	141	124	115	3%
Goods vehicle	40	44	18	27	25	30	33	-18%
Other vehicle	16	19	68	115	88	79	69	331%
private hire	15	14	12	11	13	22	12	-20%
Total	4,065	3,905	3,070	3,509	3,961	3,710	3,695	-9%

Which network

In 2024, 71% of reported KSIs occurred on borough roads. This has remained consistent in recent years (70%-73%).

Since first London Vision Zero Action Plan (2018)

As shown in Table 1, pedestrians and cyclist KSIs did not decrease as quickly as motor vehicle users. Cyclist KSIs even increased, although TfL has highlighted how when the increase in levels of cycling is considered, the relative risk of cycling has not increased.

Who is getting hurt

Between 2017 and 2024, there were 4,295 cyclists and seven car occupants reported seriously injured in collisions between the two modes. This suggests that a cyclist was 600 times more likely to be seriously injured than any car occupant in a collision between the two modes in London.

The last time a car occupant was seriously injured in a collision with a cyclist was on 13 December 2020. Since that time, over 2,400 cyclists have been reported seriously injured in collisions with cars in London.

TfL does not publish the statistics of car occupants seriously injured in collisions with pedestrians, but 645 pedestrians were reported seriously injured in collisions with cars in London in 2024.

TfL reported progress to date

TfL has issued a [press release](#) about the latest casualty statistics and referenced key actions taken to reduce road danger and achievements, including:

- The number of daily cyclist journeys has increased to 1.33 million in 2024, up 5%. This means that risk per journey remains the same, in spite of significant growth in cycling.
- More than 264km of 20mph speed limits introduced on the TfL managed Red Route network (TLRN).
- Over half of London's roads now have a 20mph speed limit. The real number is higher with the latest estimates showing that more than 60% of borough-managed roads in London have a 20mph speed limit.
- The number of KSIs fell by 34% (and child deaths by 75%) owing to 20mph speed limits introduced between 1989 and 2013.
- Over £87m funding to borough through Safer Streets and Local Implementation Plan funding.
- 27% of Londoners live within 400m of cycling network—this has quadrupled in size since 2016 to more than 400km in length.
- Direct Vision Standards is helping to save lives—on average six a year.
- TfL has completed work at 45 of the Dangerous Junctions

AVZ comment/conclusion

The first London Vision Zero Action Plan was based on road danger reduction and much was done to reduce speed and traffic, which should lead to safer roads for people cycling and walking. But as these statistics show, more is needed. The second London Vision Zero Action Plan (due to be published in 2025) will need to go further, including with better compliance with speed limits and greater care with driving around cyclists and pedestrians.

Table 1: TfL Road Danger Reduction Dashboard Killed and Seriously Injured Trend

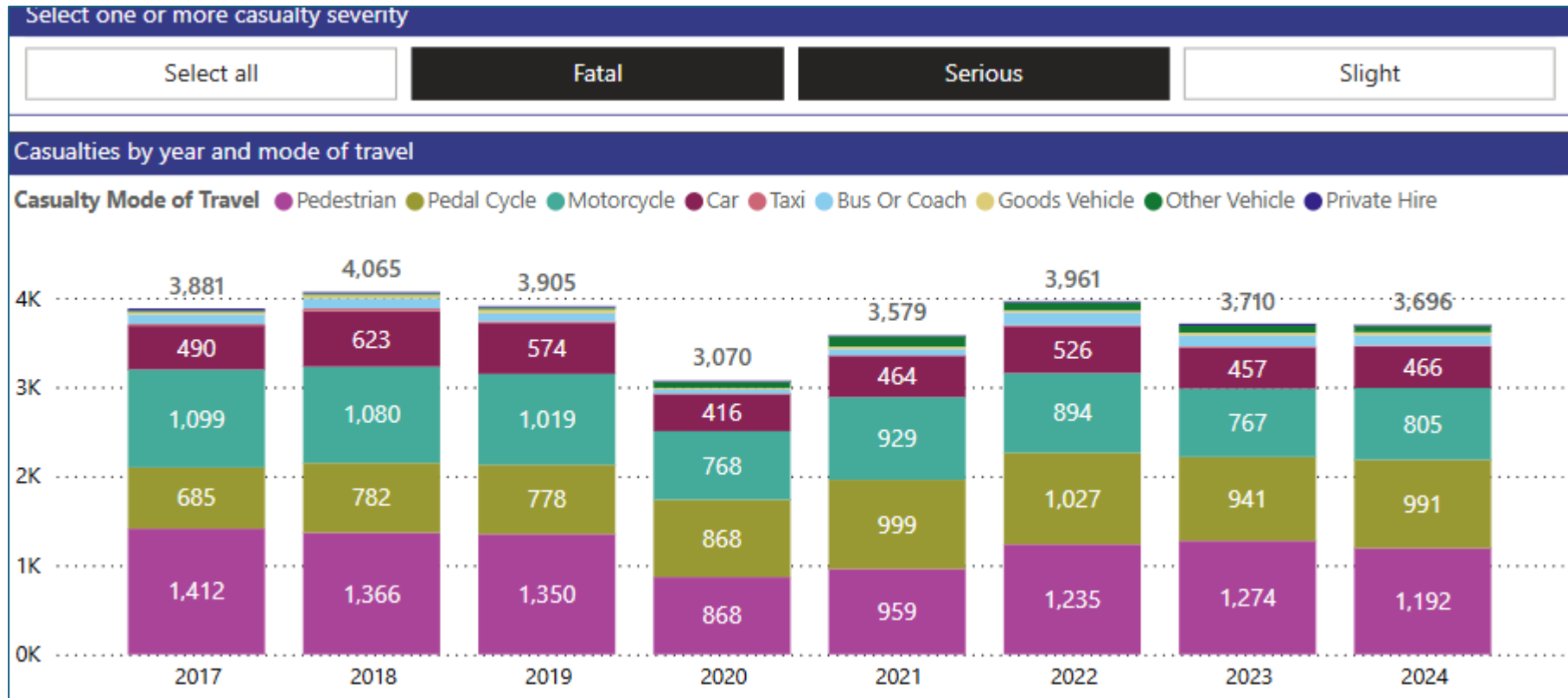


Table 2: Reported KSIs on TfL Road Network

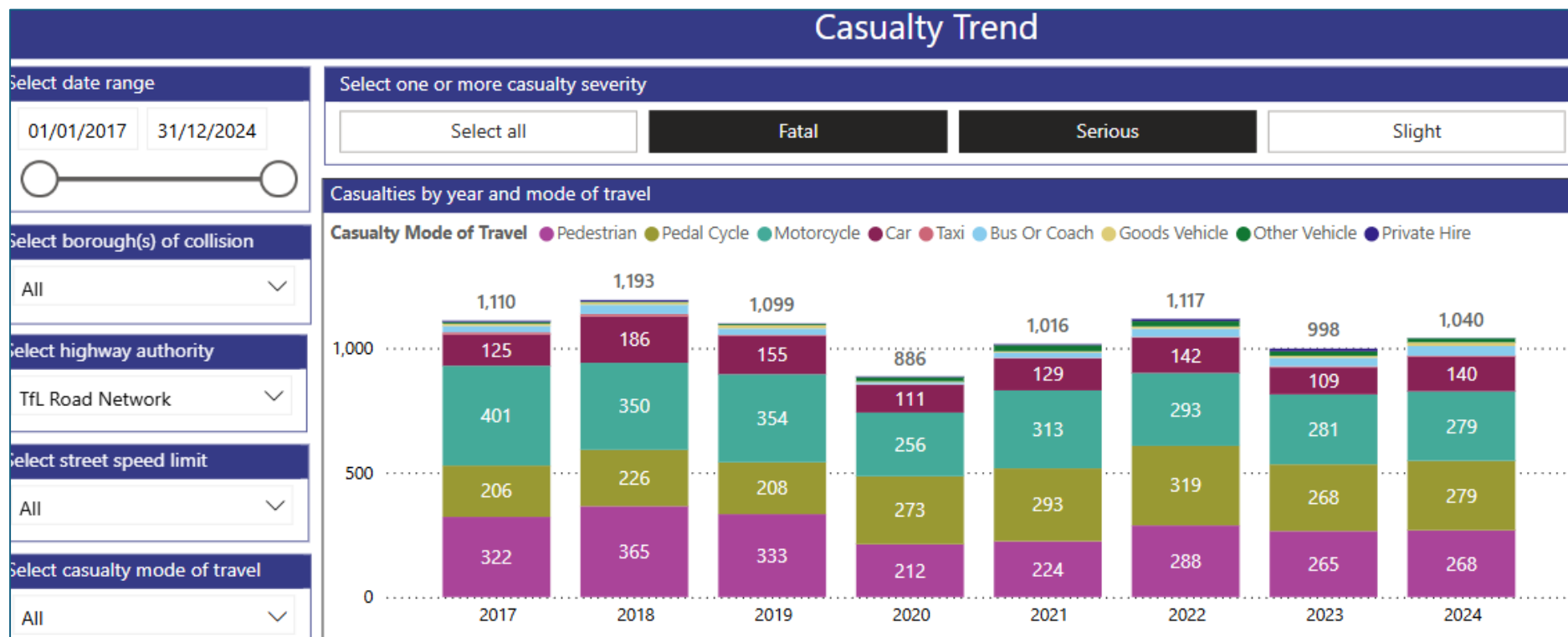


Table 3: Reported KSIs on borough roads

