

Appendix 5 – Collision and Casualty Trends

Collision and casualty data is primarily shown for those recorded on borough roads only in this analysis as Transport for London (TfL) are responsible for the collisions on their road network and implement measures to reduce them.

However, to give an indication of the proportion of collisions and casualties (as well as reflect those figures published by TfL on their road danger reduction dashboard) both are included on Table 3.1 and 3.2.

The figures show the number of collisions between 2017 and 2019 on Haringey's borough roads, those managed by TfL (TLRN) and the combined totals on both networks.

- Table 3.1 indicates figures for fatal, serious and slight injuries.
- Table 3.2 indicates similar figures but combines fatalities (killed) and serious injuries as 'killed and serious injuries' (KSI) which is typically used throughout the rest of the analysis.
- Table 3.3 shows the per cent changes over the period of collisions on borough roads only (i.e. excluding TLRN).

The graph in Fig 3.2 shows the KSI and slight figures on borough and TfL roads.

Overall, collision rates in Haringey have seen a steady reduction between 2017 and 2019 of 31.5% for KSI and 14.0% for slights. KSI collisions saw a steady reduction of between 21.3% and 12.9% over both years while slight collisions experienced a 13.6% reduction between 2017 and 2018 followed by a small decrease of 0.5% between 2018 and 2019.

	2017			2018			2019		
	Boro	TLRN	Total	Boro	TLRN	Total	Boro	TLRN	Total
Fatal	1	2	3	2	0	2	2	1	3
Serious	107	23	130	83	32	115	72	28	100
Slight	663	197	860	573	167	740	570	176	746
Total	771	222	993	658	199	857	644	205	849

Table 3.1: Collisions – Borough & TfL (TLRN) Roads

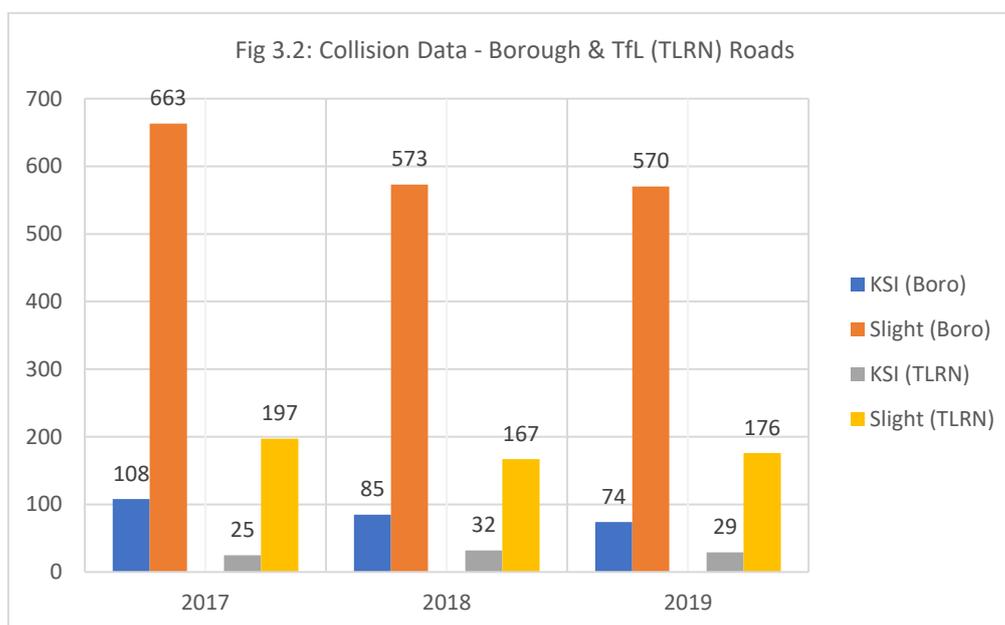
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	2017			2018			2019		
	Boro	TLRN	Total	Boro	TLRN	Total	Boro	TLRN	Total
KSI	108	25	133	85	32	117	74	29	103
Slight	663	197	860	573	167	740	570	176	746
Total	771	222	993	658	199	857	644	205	849

Table 3.2: Collisions – Borough & TfL (TLRN) Roads (KSI & Slight)

	2017	2018	2019	% Change 2017 to 2018	% Change 2018 to 2019	% Change 2017 to 2019
KSI	108	85	74	-21.3%	-12.9%	-31.5%
Slight	663	573	570	-13.6%	-0.5%	-14.0%

Table 3.3: Collisions (Borough Roads) – Rate of Change



Invariably some collisions result in multiple persons sustaining injuries and consequently casualty data is higher than collision figures.

Table 3.4 shows the number of casualties arising from collisions on both borough roads and TLRN. Table 3.5 shows fatal and serious casualties consolidated as KSI figures. Table 3.6 shows the changes over the study period of casualties on borough roads (i.e., excluding TLRN). The resulting casualties saw an overall reduction in KSIs between 2017 and 2019 of 29.8% and 20.4% for slight collisions.

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	2017			2018			2019		
	Boro	TLRN	Total	Boro	TLRN	Total	Boro	TLRN	Total
Fatal	1	2	3	2	0	2	2	1	3
Serious	112	23	135	84	32	116	77	30	107
Slight	869	258	1127	699	201	900	690	220	910
Total	982	283	1265	785	233	1018	769	251	1020

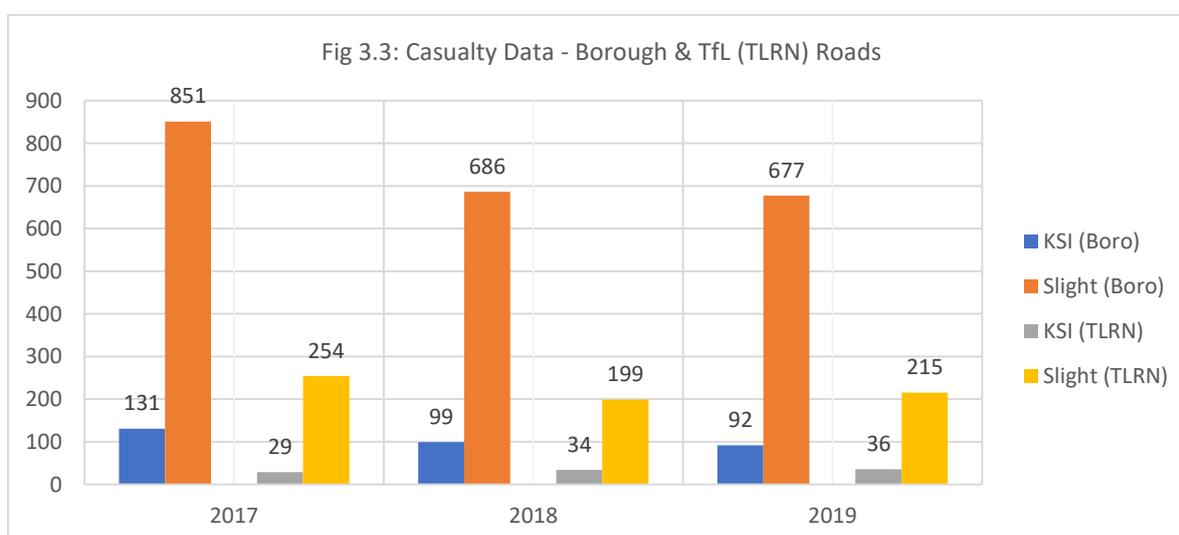
Table 3.4: Casualties – Borough & TfL (TLRN) Roads

	2017			2018			2019		
	Boro	TLRN	Total	Boro	TLRN	Total	Boro	TLRN	Total
KSI	131	29	160	99	34	133	92	36	128
Slight	851	254	1105	686	199	885	677	215	892
Total	982	283	1265	785	233	1018	769	251	1020

Table 3.5: Casualties – Borough & TfL (TLRN) Roads (KSI & Slight)

	2017	2018	2019	Change 2017 to 2018	Change 2018 to 2019	Change 2017 to 2019
KSI	131	99	92	-24.4%	-7.1%	-29.8%
Slight	851	686	677	-19.3%	-1.3%	-20.4%

Table 3.6: Casualties (Borough Roads) – Rate of Change



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London	2017	2018	2019	Change 2017 to 2018	Change 2018 to 2019	Change 2017 to 2019
Fatal	131	112	125			
Serious	3750	3953	3780			
Slight	28686	26526	26102	-8%	-2%	-9%
Total KSI	3881	4065	3905	+5%	-4%	-1%

Table 3.7: Casualties (London) – Rate of Change

These figures indicate that Haringey has seen a greater reduction in KSI and Slight collisions and casualties compared to London as a whole and suggests Haringey appears to be performing better than London as a whole with regards to their approach to road danger reduction.