



## London Motorcycle User Casualty – Analysis by residency

Provided to the GLA Transport Committee by Road Safety Analysis Ltd and PACTS, November 2015

### Summary

- Almost all (94%) of the collisions in which London resident motorcycle users were injured between 2009 and 2014 took place on London's roads. However, only around a quarter took place in the constituency in which the resident lived.
- Riders of machines over 125cc were more likely (12%) than riders of machines 125cc and under (3%) to be injured outside of London.
- 24% of all motorcycle user casualties injured in London lived outside the capital. They are more likely to be riders of machines over 125cc.

Understanding where motorcyclists live, particularly those involved in injury collisions, can be valuable for targeting safety campaigns.

### Details

The PACTS *Constituency Road Safety Dashboard* ([www.pacts.org.uk/dashboard/](http://www.pacts.org.uk/dashboard/)) reveals casualty rates (by population) across the parliamentary constituencies of Great Britain. It uses information from the Department for Transport's STATS19 collision statistics from 2009 to 2014 to present information on casualties suffered by residents of each constituency, rather than looking only at collisions occurring within the area. The Dashboard also provides an analysis of progress over the last six years, comparing each constituency against the national average.

Data for London resident motorcycle casualties (all severities) are shown in Table 1 and further analysis (including KSIs) in Table 2. These data are for all motorcycle user casualties (riders and pillion passengers and aged 16 or over) who were injured in road traffic collisions between 2009 and 2014 and who live in a London constituency. Table 1 shows that **only two** of the 73 Westminster Parliamentary Constituencies in London have a relative casualty rate that is **lower** than the national rate (*Ruilsp Northwood and Pinner* and *Cities of London and Westminster*). It means that residents across London, after accounting for population figures, are more likely to be involved in an injury collision as a motorcycle user, compared to national figures. It is important to note however that the data are **not** adjusted for exposure (miles ridden). Higher casualty rates are therefore likely to reflect higher levels of motorcycle usage as well as any increased risk per mile travelled.

The Dashboard also shows relative progress in casualty reduction by comparing motorcycle user casualty rates for constituency residents for 2012-2014 with 2009-2011. The percentage reductions for each constituency have been compared to national reductions. **Nineteen** of the 73 constituencies saw reductions in motorcycle user casualties (all severities) amongst residents that were **faster** than the national rate.

Information on where motorcycle user casualties live can be valuable for targeting safety campaigns.

- Almost all of the collisions in which London resident motorcycle users were injured between 2009 and 2014 took place on London's roads (94%) – but not necessarily in the constituency in which the resident lived.
- There are differences according to engine size. Whilst 97% of London resident casualties on motorcycles up to 125cc were injured in London, those on larger machines were more likely to be injured outside of London (12% of those on machines over 125cc).



- Looking at who is injured on London's roads, 76% of all motorcycle user casualties injured in London lived in the capital. This means that one-quarter of the casualties need to be engaged with outside of London.
- There are again differences according to engine size. Whilst most of those injured in London on machines up to 125cc were from London (81%), only 68% of those injured on machines over 125cc on London's roads were local residents.

London Boroughs face different challenges when it comes to motorcycle collisions. Recent analysis conducted by Road Safety Analysis for the London Borough of Newham found significant increases in recent years in the number of residents involved in injury collisions on small motorcycles. The initial analysis also found that only 26% of these resident riders had collisions in Newham itself – the majority were involved in collisions elsewhere in London. More in-depth analysis discovered unusual patterns within the analysis, including peaks between 6 and 9pm, particularly Fridays to Sundays. It also found a peak in riders aged 20-29 years old and that 29% were described as riding for work purposes. Whilst it cannot be confirmed, it could be that these riders are involved in hot food delivery. These patterns were not reflected amongst London riders of small motorbikes as a whole, although it could be that residents of other London boroughs exhibit similar traits. This particular analysis shows that risk is not universal nor necessarily the same across the capital.

*Table 1 - Resident Motorcycle User Casualties (all severities) by London Constituency (Home Location)*

Constituency Name	Adult Pop	Annual Average Motorcycle Casualties (2012-2014)	Motorcycle Casualty Rate	Relative to national casualty rate	Relative to national Progress
<b>Brent Central</b>	110542	138	801	223% higher	16% slower
<b>Mitcham and Morden</b>	83675	99	844	207% higher	5% slower
<b>Croydon North</b>	107444	105	1020	154% higher	19% slower
<b>Hammersmith</b>	96414	88	1092	137% higher	22% slower
<b>Tooting</b>	86776	79	1096	136% higher	17% slower
<b>Streatham</b>	98992	90	1102	135% higher	15% faster
<b>Battersea</b>	93124	82	1136	128% higher	13% faster
<b>Chelsea and Fulham</b>	87588	72	1225	111% higher	3% faster
<b>Tottenham</b>	105382	85	1247	108% higher	14% slower
<b>Putney</b>	76929	61	1272	104% higher	13% faster
<b>Camberwell and Peckham</b>	100973	79	1278	102% higher	4% faster
<b>Dulwich and West Norwood</b>	89152	69	1286	101% higher	7% faster
<b>Vauxhall</b>	99260	77	1295	100% higher	5% faster
<b>Carshalton and Wallington</b>	77191	60	1297	99% higher	4% slower
<b>Walthamstow</b>	87771	67	1307	98% higher	15% slower
<b>Ealing North</b>	94542	71	1329	95% higher	9% slower
<b>Feltham and Heston</b>	101591	75	1364	90% higher	40% slower



Constituency Name	Adult Pop	Annual Average Motorcycle Casualties (2012-2014)	Motorcycle Casualty Rate	Relative to national casualty rate	Relative to national Progress
<b>Lewisham East</b>	83035	61	1365	90% higher	10% slower
<b>Eltham</b>	73399	53	1376	88% higher	6% faster
<b>Sutton and Cheam</b>	79010	56	1407	84% higher	12% slower
<b>Ealing Central and Acton</b>	98624	69	1436	80% higher	9% faster
<b>Bexleyheath and Crayford</b>	70610	49	1446	79% higher	5% slower
<b>Brentford and Isleworth</b>	106236	73	1459	77% higher	17% slower
<b>Hendon</b>	100207	68	1474	76% higher	18% slower
<b>Lewisham West and Penge</b>	87036	59	1471	76% higher	17% faster
<b>Ealing Southall</b>	77712	53	1476	75% higher	23% slower
<b>Kingston and Surbiton</b>	100004	66	1511	71% higher	4% faster
<b>West Ham</b>	128133	84	1535	69% higher	15% slower
<b>Croydon Central</b>	91219	59	1542	68% higher	18% slower
<b>East Ham</b>	116963	76	1542	68% higher	66% slower
<b>Richmond Park</b>	95321	62	1537	68% higher	15% faster
<b>Hornsey and Wood Green</b>	105078	68	1553	67% higher	11% slower
<b>Brent North</b>	104888	66	1601	62% higher	35% slower
<b>Leyton and Wanstead</b>	85709	54	1597	62% higher	18% slower
<b>Twickenham</b>	91543	57	1597	62% higher	1% faster
<b>Lewisham Deptford</b>	94381	59	1609	61% higher	15% slower
<b>Bromley and Chislehurst</b>	72302	44	1637	58% higher	9% slower
<b>Hampstead and Kilburn</b>	110213	67	1657	56% higher	14% faster
<b>Hayes and Harlington</b>	88075	53	1678	54% higher	16% slower
<b>Islington South and Finsbury</b>	92951	55	1695	53% higher	13% slower
<b>Finchley and Golders Green</b>	99197	58	1705	52% higher	7% slower
<b>Barking</b>	92837	54	1714	51% higher	26% slower
<b>Kensington</b>	94874	55	1720	50% higher	1% slower
<b>Old Bexley and Sidcup</b>	71601	41	1732	49% higher	10% slower
<b>Islington North</b>	88080	51	1744	48% higher	11% slower
<b>Chipping Barnet</b>	91767	52	1765	47% higher	12% faster
<b>Westminster North</b>	97603	55	1791	45% higher	7% slower



Constituency Name	Adult Pop	Annual Average Motorcycle Casualties (2012-2014)	Motorcycle Casualty Rate	Relative to national casualty rate	Relative to national Progress
Chingford and Woodford Green	72695	41	1795	44% higher	15% slower
Erith and Thamesmead	87229	49	1792	44% higher	3% slower
Hackney North and Stoke Newington	103407	57	1809	43% higher	7% slower
Bermondsey and Old Southwark	112734	62	1823	42% higher	8% faster
Dagenham and Rainham	80366	44	1827	42% higher	44% slower
Croydon South	92452	50	1837	41% higher	7% slower
Beckenham	72855	38	1917	35% higher	5% faster
Hornchurch and Upminster	85491	44	1928	34% higher	2% slower
Hackney South and Shoreditch	100395	51	1975	31% higher	19% slower
Ilford North	82536	41	2013	29% higher	29% slower
Wimbledon	78720	39	2019	28% higher	12% slower
Ilford South	102068	50	2035	27% higher	82% slower
Bethnal Green and Bow	107871	52	2061	26% higher	39% slower
Harrow East	84651	41	2056	26% higher	39% slower
Orpington	72339	35	2057	26% higher	28% slower
Romford	79560	37	2160	20% higher	20% slower
Harrow West	83744	39	2166	19% higher	4% slower
Uxbridge and South Ruislip	85683	39	2188	18% higher	19% slower
Enfield North	80069	36	2214	17% higher	1% slower
Holborn and St Pancras	117609	53	2233	16% higher	18% slower
Greenwich and Woolwich	91705	41	2246	15% higher	7% slower
Enfield Southgate	81617	36	2267	14% higher	12% slower
Poplar and Limehouse	109959	47	2365	9% higher	36% slower
Edmonton	86517	36	2414	7% higher	17% slower
Ruislip Northwood and Pinner	77859	27	2866	10% lower	2% faster
Cities of London and Westminster	100448	34	2954	12% lower	17% faster

Table 2 shows the total number of constituency residents who were injured as motorcycle user (all severities and killed or seriously injured) and the percentage who were involved in their collision on their local constituency roads. It shows that only **one quarter** were involved in collisions on their local roads (25% for all severities and 24% for KSI casualties).



There is variation across constituencies: only 14% of the 233 motorcycle user casualties from Leyton and Wanstead were involved in collisions on roads in Leyton and Wanstead, compared to 37% of the 338 from Feltham and Heston who were injured in Feltham and Heston.

For KSI casualties, there was greater variation: only 6% of those killed or seriously injured from Harrow West (19 motorcycle user casualties) were in Harrow West at the time of their collision, compared to Poplar and Limehouse where 44% of the 18 KSI casualties were on constituency roads.

*Table 2 - Resident Motorcycle User Casualties by London Constituency (Home Location), percentage collisions occurring within the constituency*

Constituency	No. of resident motorcyclist casualties 2010-2014 (All severities)	% occurring within constituency (All severities)	No. of resident motorcyclist casualties 2010-2014 (KSIs)	% occurring within constituency (KSIs)
<b>Barking</b>	247	21%	30	23%
<b>Battersea</b>	342	28%	41	29%
<b>Beckenham</b>	167	19%	31	29%
<b>Bermondsey and Old Southwark</b>	269	30%	43	23%
<b>Bethnal Green and Bow</b>	241	28%	30	27%
<b>Bexleyheath and Crayford</b>	213	23%	32	25%
<b>Brent Central</b>	630	25%	60	25%
<b>Brent North</b>	300	29%	30	23%
<b>Brentford and Isleworth</b>	330	27%	45	24%
<b>Bromley and Chislehurst</b>	192	20%	31	23%
<b>Camberwell and Peckham</b>	349	30%	44	30%
<b>Carshalton and Wallington</b>	266	21%	37	19%
<b>Chelsea and Fulham</b>	315	37%	33	39%
<b>Chingford and Woodford Green</b>	183	28%	26	8%
<b>Chipping Barnet</b>	226	29%	26	23%
<b>Cities of London and Westminster</b>	152	34%	24	22%
<b>Croydon Central</b>	259	20%	41	22%
<b>Croydon North</b>	469	22%	61	26%
<b>Croydon South</b>	231	26%	33	18%
<b>Dagenham and Rainham</b>	200	28%	35	34%
<b>Dulwich and West Norwood</b>	307	17%	40	18%
<b>Ealing Central and Acton</b>	293	30%	37	35%
<b>Ealing North</b>	318	31%	40	33%
<b>Ealing Southall</b>	234	16%	25	16%
<b>East Ham</b>	358	15%	49	18%
<b>Edmonton</b>	151	21%	19	26%
<b>Eltham</b>	231	19%	30	27%
<b>Enfield North</b>	160	26%	21	24%
<b>Enfield Southgate</b>	164	20%	20	15%



Constituency	No. of resident motorcyclist casualties 2010-2014 (All severities)	% occurring within constituency (All severities)	No. of resident motorcyclist casualties 2010-2014 (KSIs)	% occurring within constituency (KSIs)
Erith and Thamesmead	220	22%	22	9%
Feltham and Heston	338	37%	51	27%
Finchley and Golders Green	257	25%	30	27%
Greenwich and Woolwich	173	28%	24	25%
Hackney North and Stoke Newington	239	21%	21	14%
Hackney South and Shoreditch	223	24%	42	26%
Hammersmith	397	31%	51	33%
Hampstead and Kilburn	277	17%	37	19%
Harrow East	191	21%	21	24%
Harrow West	171	19%	19	6%
Hayes and Harlington	231	27%	40	30%
Hendon	313	27%	47	40%
Holborn and St Pancras	231	29%	27	19%
Hornchurch and Upminster	197	27%	35	20%
Hornsey and Wood Green	292	25%	44	30%
Ilford North	190	24%	26	12%
Ilford South	244	23%	25	16%
Islington North	217	27%	29	17%
Islington South and Finsbury	239	34%	24	38%
Kensington	231	30%	29	21%
Kingston and Surbiton	297	33%	52	35%
Lewisham Deptford	250	25%	24	29%
Lewisham East	267	21%	29	21%
Lewisham West and Penge	249	23%	33	27%
Leyton and Wanstead	233	14%	25	12%
Mitcham and Morden	451	16%	49	8%
Old Bexley and Sidcup	188	22%	29	10%
Orpington	151	22%	33	18%
Poplar and Limehouse	212	26%	18	44%
Putney	246	20%	35	26%
Richmond Park	263	25%	28	18%
Romford	163	23%	29	21%
Ruislip Northwood and Pinner	117	29%	22	18%
Streatham	388	21%	41	22%
Sutton and Cheam	251	26%	36	19%
Tooting	350	23%	39	31%
Tottenham	379	21%	43	28%
Twickenham	254	31%	40	30%



Constituency	No. of resident motorcyclist casualties 2010-2014 (All severities)	% occurring within constituency (All severities)	No. of resident motorcyclist casualties 2010-2014 (KSIs)	% occurring within constituency (KSIs)
<b>Uxbridge and South Ruislip</b>	181	28%	31	29%
<b>Vauxhall</b>	326	25%	33	33%
<b>Walthamstow</b>	298	25%	40	35%
<b>West Ham</b>	372	18%	43	16%
<b>Westminster North</b>	235	28%	19	37%
<b>Wimbledon</b>	175	23%	21	14%