



Fact sheet

Surface Planning

Casualties in Greater London during 2015

June 2016

This fact sheet provides a summary and initial analysis of personal injury road traffic collisions and casualties in Greater London in 2015 compared with 2014 and the average for 2005-2009. This is the baseline against which TfL measures progress towards the target of a 50 per cent reduction in Killed or Seriously Injured (KSI) casualties by 2020, set out in Safe London streets: Our approach.

Data presented is for personal injury road traffic collisions occurring on the public highway, and reported to the police, in accordance with the Stats 19 national reporting system. It should be noted that large percentage changes in small numbers may not necessarily be statistically significant.

Key Trends – 2015

Despite the positive further reduction in KSIs and slight casualties seen during 2015, it is important to note the increase in motorcyclist casualties and the ongoing challenge of making motorcyclists, and other vulnerable road users, safer. The worrying increase in motorcyclist fatalities and KSIs is of particular concern and TfL is working with our partners to maximise the impact of our comprehensive motorcycle safety programme, which includes research, analysis, street design, education and enforcement.

Although comparatively small in number, increases in taxi and private hire occupant casualties are also of concern, in the context of a substantial increase in private hire vehicles and drivers operating in London.

Collisions - 2015

25,193 road traffic collisions involving personal injury were reported to the Metropolitan and City of London Police during 2015. This is a 3% reduction in collisions compared with 2014.

Casualties - 2015

Table 1 below and table 2 overleaf show that the 25,193 collisions resulted in 30,182 casualties. Of these, 136 people were fatally injured, 1,956 were seriously injured, and 28,090 were slightly injured.

The number of fatalities increased from 127 to 136 in 2015, compared to 2014. KSI casualties fell by 3% in 2015 (2,167 to 2,092) compared to 2014, to the lowest number since records began. Within this, the number of serious injuries also fell by 4% (2,040 to 1,956), also to the lowest level on record. Slight injuries fell by 2% (28,618 to 28,090) and overall casualties in 2015 also fell by 2% compared with 2014.

Table 1: Casualties in Greater London 2015
- mode of travel by severity and percentage change over 2014

Mode of travel	Severity of casualty in 2015 (and percentage change over 2014)						Total	% of total in 2015	
	Fatal		Serious		Slight				
Pedestrian	66	(-3%)	664	(-7%)	4,653	(-4%)*	5,383	(-4%)*	17.8%
Pedal cyclist	9	(-31%)	378	(-10%)	4,087	(-13%)*	4,474	(-13%)*	14.8%
Powered two-wheeler	36	(33%)	504	(1%)	4,903	(4%)*	5,443	(4%)*	18.0%
Car	20	(5%)	294	(-1%)	11,491	(0%)	11,805	(0%)	39.1%
Taxi or private hire	1	∞	17	(31%)	809	(29%)*	827	(29%)*	2.7%
Bus or coach	1	∞	70	(-1%)	1,523	(1%)	1,594	(1%)	5.3%
Goods vehicle	1	(-50%)	23	(21%)	564	(-11%)*	588	(-10%)*	1.9%
Other vehicle	2	(0%)	6	(-14%)	60	(-45%)*	68	(-42%)*	0.2%
Total	136	(7%)	1,956	(-4%)	28,090	(-2%)*	30,182	(-2%)*	100%
% of total in 2015	0.5%		6.5%		93.1%		100.0%		

The asterisks indicate where changes are significant at the 95% confidence level.

Table 2: Monitoring casualties in London - all roads.
Casualties in the year 2015 compared with the 2005-09 average and 2014

Casualty severity	User group	Casualty numbers			Percentage change in 2015 over		
		2005-2009 average	2014	2015	2014	2005-2009 average	
Fatal	Pedestrians	96.0	64	66	3%	-31% *	
	Pedal cyclists	16.6	13	9	-31%	-46% *	
	Powered two-wheeler	43.4	27	36	33%	-17% *	
	Car occupants	49.4	19	20	5%	-60% *	
	Bus or coach occupants	2.4	0	1	∞	-58%	
	Other vehicle occupants	3.2	4	4	0%	25% *	
	Total	211.0	127	136	7%	-36% *	
	Children (under 16yrs)	11.6	3	5	67%	-57%	
Fatal and serious	Pedestrians	1,216.4	779	730	-6%	-40% *	
	Pedal cyclists	420.6	432	387	-10%	-8% *	
	Powered two-wheeler	791.2	526	540	3%	-32% *	
	Car occupants	949.0	316	314	-1%	-67% *	
	Bus or coach occupants	139.6	71	71	0%	-49% *	
	Other vehicle occupants	109.8	43	50	16%	-54% *	
	Total	3,626.6	2,167	2,092	-3%	-42% *	
		Child pedestrians	231.8	139	111	-20% *	-52% *
		Child pedal cyclists	32.8	13	17	31%	-48% *
		Child car passengers	42.2	6	12	100%	-72%
		Child bus/coach passengers	11.6	5	4	-20%	-66%
		Other child casualties	11.8	3	3	0%	-75%
		Children (under 16yrs)	330.2	166	147	-11%	-55% *
Slight	Pedestrians	4,214.0	4,834	4,653	-4% *	10% *	
	Pedal cyclists	2,718.2	4,714	4,087	-13% *	50% *	
	Powered two-wheeler	3,806.4	4,707	4,903	4% *	29% *	
	Car occupants	12,426.8	11,487	11,491	0%	-8% *	
	Bus or coach occupants	1,429.8	1,508	1,523	1%	7% *	
	Other vehicle occupants	1,004.8	1,368	1,433	5%	43% *	
	Total	25,600.0	28,618	28,090	-2% *	10% *	
	Children (under 16yrs)	1,889.0	1,811	1,848	2%	-2% *	
All severities	Pedestrians	5,430.4	5,613	5,383	-4% *	-1% *	
	Pedal cyclists	3,138.8	5,146	4,474	-13% *	43% *	
	Powered two-wheeler	4,597.6	5,233	5,443	4% *	18% *	
	Car occupants	13,375.8	11,803	11,805	0%	-12% *	
	Bus or coach occupants	1,569.4	1,579	1,594	1%	2% *	
	Other vehicle occupants	1,114.6	1,411	1,483	5%	33% *	
	Total	29,226.6	30,785	30,182	-2% *	3% *	
	Children (under 16yrs)	2,219.2	1,977	1,995	1%	-10% *	

The asterisks indicate where changes are significant at the 95% confidence level, applying the Poisson probability distribution. Significance testing helps to identify where change is associated with random change and where it is statistically significant. Given a set of two different numbers, the difference between these numbers is statistically significant where we are 95% confident that this is not due to randomness.

Casualties – Longer term change: 2005-09 to 2015

Table 2 (previous page) shows changes in casualties on London's roads against the 2005-09 baseline. The asterisks indicate where changes are significant at the 95% confidence level, applying the Poisson probability distribution.

Comparing the number of casualties in 2015 against the 2005-09 baseline:

- All Killed or Seriously Injured (KSI) casualties were down 42%. Safe Streets for London (SSfL) sets out the ambition to work towards roads free from death and serious injury and our new target is to halve the number of people Killed or Seriously Injured (KSI) by 2020, compared to the 2005-09 baseline
- All child KSI casualties were down by 55% to the lowest level on record
- Slight casualties were up by 10%, however child slight casualties were down by 2%

Comparing the number of casualties experienced in 2015 by different road users groups against the 2005-09 baseline:

- Pedestrians KSI casualties were down 40%
- Pedal cyclist KSI casualties were down by 8%. This reduction should be seen in the context of a considerable increase in cycling over a number of years. The number of journeys cycled in London has almost doubled in the last decade to 645,000 journeys cycled each day.
- Powered two-wheeler KSI casualties were down by 32%

Casualty class - 2015

Data for 2015 in table 1 and figures 1 and 2 (overleaf) show that vulnerable road users (pedestrians, pedal cyclists and powered two wheeler users) made up more than half (51%) of all casualties on London's roads. Of this total, vulnerable roads users made up 111 out of 136 fatalities (82%) and 1,657 out of 2,092 KSI casualties (79%) in 2015.

Pedestrians accounted for

- 18% of all casualties
- 34% of all serious injuries
- 49% of all fatalities
- 26% of modal share (journey stages)¹

Riders / passengers of powered two wheelers accounted for

- 18% of all casualties
- 26% of all serious injuries
- 26% of all fatalities
- 1% of modal share (journey stages)

Pedal cyclists accounted for

- 15% of all casualties
- 19% of all serious injuries
- 7% of all fatalities
- 3% of modal share (journey stages)

Car occupants accounted for

- 39% of all casualties
- 15% of all serious injuries
- 15% of all fatalities
- 41% of modal share (journey stages)

Bus or coach occupants accounted for 5% of all casualties, and **goods vehicle occupants** (including light, medium and heavy goods vehicles) for 2% of all casualties. **Taxi or private hire occupant** casualties accounted for fewer than 3% of all casualties.

In the main road user groups shown in table 2 (previous page), the following compares casualty figures in 2015 with 2014:

- **Pedestrian** fatalities increased from 64 in 2014 to 66 in 2015, however KSI casualties decreased by 6%, to the lowest level on record. Slight injuries decreased by 4% and all casualties also decreased by 4%
- **Pedal cyclist** fatalities fell from 13 in 2014 to 9 in 2015, the second lowest level on record. KSI casualties also fell by 10%. Slight injuries fell by 13% and all casualties also fell by 13%
- **Powered two-wheeler** fatalities increased from 27 in 2014 to 36 in 2015 and KSI casualties also increased by

¹ Travel in London Report 8 <http://www.tfl.gov.uk/travelinlondon>

3%. Slight injuries increased by 4% and all casualties by 4%

- **Car occupant** fatalities increased from 19 in 2014, the lowest level on record, to 20 in 2015. KSI casualties fell by 1 per cent, to the lowest level on record. The number of slight injuries in 2015 was slightly higher than in 2014.
- Although comparatively small in number, **all taxi or private hire occupant** casualties increased by 29% to 827. This increase should be

seen in the context of a 20 per cent increase in private hire drivers between 2013/14 and 2014/15, to the highest number on record.

- **All goods vehicle occupant** casualties fell by 10% to 588.
- **Bus or coach occupant** casualties increased by 1% to 1,594; however bus or coach occupant KSI casualties remained the same as in 2014, at 71 KSIs, which is the lowest level on record.

Fig. 1: Total casualties by mode of travel, Greater London, 2015

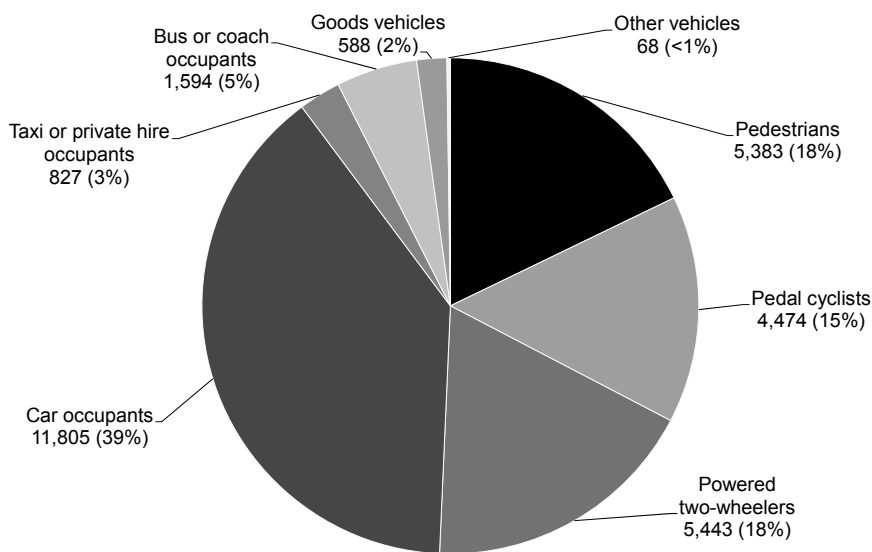


Fig.2: Killed or seriously injured casualties by mode of travel, Greater London, 2015

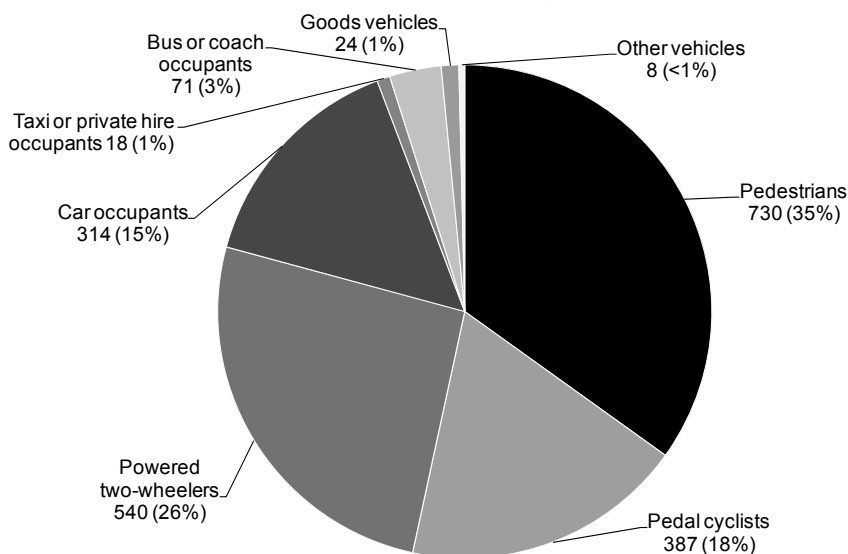


Table 3: Casualties in Greater London 2015 - casualty class by vehicle and change over 2014

Vehicle involved	Casualty class in 2015 (and percentage change over 2014)							
	Driver/rider		Passenger		Pedestrian		Total	
Pedal cycle	4,467	(-13%)*	7	(0%)	237	(-2%)	4,711	(-12.5%)*
Powered two-wheeler	5,346	(4%)*	97	(7%)	597	(16%)*	6,040	(5.1%)*
Car	8,460	0%	3,345	(1%)	3,366	(-8%)*	15,171	(-1.8%)
Taxi or private hire	480	(30%)*	347	(28%)*	353	(4%)	1,180	(20.5%)*
Bus or coach	117	(-4%)	1,477	(1%)	331	(-7%)	1,925	(-0.5%)
Goods vehicle	488	(-5%)	100	(-28%)*	468	(-2%)	1,056	(-6.4%)
Other vehicle	50	(-40%)*	18	(-47%)*	31	(-33%)	99	(-39.6%)*
Total	19,408	(-2%)*	5,391	(2%)	5,383	(-4%)*	30,182	(-2.0%)*
% of total in 2015	64.3%		17.9%		17.8%		100.0%	

The asterisks indicate where changes are significant at the 95% confidence level, applying the Poisson probability distribution.

Casualty class and associated vehicle - 2015

Table 3 above shows the casualty class and type of vehicle directly associated with each casualty, during 2015 compared with 2014. For driver/riders and passengers, this represents the vehicle the person suffering personal injury was driving, riding or travelling in at the time of the collision. For pedestrians, it is the vehicle by which they were injured.

In 2015 compared to 2014:

- Pedestrians suffering injury in a collision with a car fell by 8%
- Pedestrians suffering injury in collision with a powered two wheeler increased by 16%
- Pedal cycle rider casualties fell by 13%
- Taxi or private hire driver casualties increased by 30% and passenger casualties increased by 28%

Table 4: Casualties in Greater London 2015 - mode of travel by age group and gender

Mode of travel	Age group					Gender		Total
	0-15	16-24	25-59	60+	Unknown	Male	Female	
Pedestrian	1,000	852	2,512	740	279	2,858	2,525	5,383
Pedal cyclist	167	580	3,435	116	176	3,483	991	4,474
Powered two-wheeler	11	1,536	3,597	84	215	5,092	351	5,443
Car	598	2,291	7,410	971	535	6,443	5,362	11,805
Taxi or private hire	29	79	626	66	27	615	212	827
Bus or coach	181	98	745	461	109	556	1,038	1,594
Goods vehicle	8	58	463	28	31	529	59	588
Other vehicle	1	3	38	21	5	51	17	68
Total	1,995	5,497	18,826	2,487	1,377	19,627	10,555	30,182
% of total in 2015	6.6%	18.2%	62.4%	8.2%	4.6%	65.0%	35.0%	100.0%

Gender of casualty - 2015

In 2015, table 4 above shows that males accounted for 65% and females for 35% of casualties. It shows considerable variation in the proportion of male to female casualties for different modes of travel which, in part, reflects the different travel choices made by men and women.

Males accounted for 94% of powered two-wheeler casualties, with on average of 86% of all motorcycle journeys being made by men in 2014/15. Males also accounted for 78% of pedal cyclist

casualties, with 73% of cycle journeys being made by men.

Of pedestrian casualties, 53% were male and 47% female, with men making on average 44% and women 56% of walking journeys.

Of car occupant casualties, 55% were male and 45% female, with men making on average 46% and women 54% of car journeys. Analysis of car occupants shows that males accounted for 60% of car driver casualties and 56% of car driver journeys,

and females made up 58% of car passenger casualties and 61% of car passenger journeys.

Females accounted for 65% of bus or coach occupant casualties, making on average 56% of bus journeys in 2013/14.

Casualty age groups - 2015

Table 4 (previous page) shows a wide variation in casualties according to age group for each mode of travel. Age was known for 95% of all casualties in 2015.

Of young adult casualties (16 to 24 years), 42% were car occupants, 28% were powered two-wheeler users, 15% were pedestrians, and 11% were pedal cyclists.

Of adult casualties (25 to 59 years), 39% were car occupants, 18% were pedal cyclists, 19% were powered two-wheeler users and 13% were pedestrians.

Of older road user casualties (60 years and over), the largest groups were car occupants (39%), pedestrians (30%), and bus or coach occupants (19%).

Child casualties – 2015

Table 5 (below) shows that for child casualties (under 16 years), 50% were pedestrians, 30% were car occupants, 9% were bus or coach passengers and 8% were pedal cyclists.

During 2015, five children were killed (three pedestrians, one car passenger and one 'hover board' user), an increase from three in 2014, the lowest level on record. Child serious casualties fell by 13% to 142, the lowest number on record, however slight casualties increase by 2% to 1,848. Overall child casualties increased by 1% in 2015 compared to 2014.

Casualty variation throughout London - 2015

Table 6 (overleaf) shows the number of casualties in each of the main road user groups, for each of the London boroughs, and the percentage change in 2015 compared with 2014. There were several differences in the changes between inner and outer London, and between individual boroughs.

The total numbers of casualties fell by 2% in both inner and outer London respectively during 2015, compared to 2014. Pedestrian casualties fell by 1% in inner London and by 7% in outer London. Pedal cyclist casualties fell by 14% in inner London and by 12% in outer London. Powered two-wheeler casualties increased by 5% in inner London and by 3% in outer London. Car occupant casualties fell by 1% in inner London and were slightly higher in outer London during 2015 compared to 2014.

Table 5: Child casualties (under 16) in 2015 - mode of travel by severity and percentage change over 2014

Mode of travel	Severity of casualty in 2015 (and percentage change over 2014)						Total		% of total in 2015
	Fatal		Serious		Slight				
Pedestrian	3	(50%)	108	(-21%)*	889	(0%)	1,000	(-3.1%)	50.1%
Pedal cyclist	0	(0%)	17	(31%)	150	(6%)	167	(8.4%)	8.4%
Powered two-wheeler	0	(0%)	2	(-33%)	9	(200%)	11	(83.3%)	0.6%
Car	1	(0%)	11	(120%)	586	(0%)	598	(1.4%)	30.0%
Taxi or private hire	0	(0%)	0	(0%)	29	(164%)*	29	(163.6%)*	1.5%
Bus or coach	0	(0%)	4	(-20%)	177	(4%)	181	(3.4%)	9.1%
Goods vehicle	0	(0%)	0	(0%)	8	(-11%)	8	(-11.1%)	0.4%
Other vehicle	1	(100%)	0	(0%)	0	(∞)	1	(100.0%)	0.1%
Total	5	(40%)	142	(-13%)	1,848	(-2%)	1,995	(0.9%)	100.0%
% of total in 2015	0.2%		8.2%		91.6%		100.0%		

The asterisks indicate where changes are significant at the 95% confidence level, applying the Poisson probability distribution.

Table 6: Casualties in Greater London 2015 by borough and percentage change over 2014

Borough	Total casualties		Pedestrians		Pedal cyclists		Powered two-wheelers		Car occupants		Total vehicle occupants	
City Of London	382	(-2%)	119	(4%)	134	(-4%)	55	(-29%)*	30	(50%)	263	(-5%)
Westminster	1,808	(-1%)	471	(0%)	406	(-11%)*	365	(7%)	250	(-5%)	1,337	(-1%)
Camden	1,086	(5%)	237	(-2%)	240	(-6%)	230	(6%)	213	(14%)	849	(-7%)
Islington	974	(1%)	187	(14%)	271	(-1%)	218	(0%)	180	(-5%)	787	(-2%)
Hackney	974	(-5%)	188	(-5%)	249	(-7%)	171	(4%)	255	(-10%)	786	(-4%)
Tower Hamlets	1,247	(2%)	222	(7%)	222	(-19%)*	257	(-1%)	430	(10%)	1,025	(1%)
Greenwich	788	(2%)	126	(7%)	83	(-11%)	136	(42%)*	383	(-2%)	662	(2%)
Lewisham	1,013	(-3%)	190	(-7%)	128	(-20%)*	200	(-8%)	402	(5%)	823	(-1%)
Southwark	1,018	(-9%)*	194	(-8%)	281	(-10%)	226	(13%)	215	(-15%)*	824	(-9%)*
Lambeth	1,400	(1%)	254	(7%)	283	(-26%)*	351	(5%)	354	(9%)	1,146	(-1%)
Wandsworth	1,098	(-2%)	182	(-9%)	270	(-17%)*	299	(14%)	240	(-4%)	916	(-1%)
Hammersmith & Fulham	690	(-10%)*	135	(-12%)	147	(-26%)*	209	(4%)	146	(-1%)	555	(-9%)
Kensington & Chelsea	708	(-10%)*	145	(-14%)	153	(-19%)*	208	(5%)	98	(-29%)*	563	(-9%)*
Total Inner London	13,186	(-2%)	2,650	(-1%)	2,867	(-14%)*	2,925	(5%)*	3,196	(-1%)	10,536	(-2%)
Waltham Forest	805	(-15%)*	128	(-25%)*	111	(-21%)*	107	(-6%)	386	(-19%)*	677	(-13%)*
Redbridge	959	(-4%)	140	(10%)	58	(-26%)	85	(-14%)	582	(-9%)	819	(-6%)
Havering	861	(11%)*	88	(-10%)	41	(-5%)	73	(-1%)	575	(20%)*	773	(15%)*
Barking & Dagenham	622	(-4%)	106	(-5%)	34	(-15%)	70	(-3%)	365	(-1%)	516	(-4%)
Newham	1,132	(17%)*	239	(9%)	102	(-20%)*	143	(12%)	529	(31%)*	893	(20%)*
Bexley	554	(0%)	76	(-5%)	35	(9%)	82	(2%)	324	(2%)	478	(0%)
Bromley	943	(8%)*	131	(-13%)	106	(13%)	131	(16%)	507	(15%)*	812	(13%)*
Croydon	1,047	(-6%)	202	(-17%)*	104	(8%)	176	(-2%)	487	(-3%)	845	(-3%)
Sutton	372	(-11%)*	74	(-3%)	33	(-6%)	46	(-30%)*	192	(-8%)	298	(-13%)*
Merton	601	(-3%)	102	(6%)	90	(-10%)	110	(13%)	253	(-2%)	499	(-4%)
Kingston-Upon-Thames	382	(-19%)*	50	(-32%)*	65	(-31%)*	74	(-13%)	150	(-16%)	332	(-17%)*
Richmond-Upon-Thames	447	(-27%)*	71	(-8%)	127	(-27%)*	88	(-19%)	132	(-32%)*	376	(-29%)*
Hounslow	1,006	(-5%)	132	(-11%)	116	(-15%)	190	(-1%)	454	(-7%)	874	(-4%)
Hillingdon	969	(3%)	125	(9%)	76	(55%)*	100	(12%)	577	(-4%)	844	(2%)
Ealing	1,196	(-7%)*	198	(-7%)	145	(20%)	246	(18%)*	498	(-17%)*	998	(-7%)*
Brent	1,089	(2%)	177	(-13%)	100	(-7%)	236	(7%)	464	(6%)	912	(6%)
Harrow	548	(-8%)	96	(-25%)*	29	(-42%)*	58	(-5%)	328	(5%)	452	(-3%)
Barnet	1,320	(3%)	210	(6%)	60	(-36%)*	211	(19%)	739	(5%)	1,110	(3%)
Haringey	1,092	(-1%)	218	(0%)	124	(-5%)	194	(3%)	431	(-2%)	874	(-1%)
Enfield	1,051	(5%)	170	(-4%)	51	(-33%)*	98	(8%)	636	(18%)*	881	(7%)
Total Outer London	16,996	(-2%)*	2,733	(-7%)*	1,607	(-12%)*	2,518	(3%)	8,609	(0%)	14,263	(-1%)
Greater London	30,182	(-2%)*	5,383	(-4%)*	4,474	(-13%)*	5,443	(4%)*	11,805	(0%)	24,799	(-1%)*

The asterisks indicate where changes are significant at the 95% confidence level, applying the Poisson probability distribution. Significance testing helps to identify where change is associated with random change and where it is statistically significant. Given a set of two different numbers, the difference between these numbers is statistically significant where we are 95% confident that this is not due to randomness.

Table 7 below shows the number of casualties by severity, for each of the London boroughs in 2015 together with the percentage change compared with 2014.

Serious injuries decreased by 1% in inner London and by 7% in outer London.

Slight casualties decreased by 2% in inner London and by 2% in outer London.

Fatalities fell by 12% in inner London to 52 but increased by 24% in outer London to 84.

Table 7: Casualties in Greater London 2015 by borough, severity and percentage change over 2014

Borough	Fatal		Serious		Slight		Total Casualties	
	Count	% Change	Count	% Change	Count	% Change	Count	% Change
City Of London	1	(-75%)	42	(-18%)	339	(1%)	382	(-2%)
Westminster	4	(-33%)	131	(-1%)	1,673	(-1%)	1,808	(-1%)
Camden	2	(-33%)	74	(10%)	1010	(4%)	1,086	(5%)
Islington	2	(100%)	87	(-5%)	885	(1%)	974	(1%)
Hackney	7	(0%)	75	(42%)*	892	(-7%)	974	(-5%)
Tower Hamlets	3	(-63%)	65	(-19%)	1,179	(4%)	1,247	(2%)
Greenwich	5	(25%)	49	(36%)	734	(1%)	788	(2%)
Lewisham	2	(-71%)	51	(-9%)	960	(-2%)	1,013	(-3%)
Southwark	7	(40%)	82	(28%)	929	(-11%)*	1,018	(-9%)*
Lambeth	7	(-22%)	92	(3%)	1,301	(1%)	1,400	(1%)
Wandsworth	6	(∞)	68	(-16%)	1,024	(-2%)	1,098	(-2%)
Hammersmith & Fulham	2	(-33%)	60	(-9%)	628	(-10%)*	690	(-10%)*
Kensington & Chelsea	4	(100%)	48	(-28%)*	656	(-9%)*	708	(-10%)*
Total Inner London	52	(-12%)	924	(-1%)	12,210	(-2%)	13,186	(-2%)
Waltham Forest	1	(-50%)	47	(-20%)	757	(-15%)*	805	(-15%)*
Redbridge	5	(25%)	50	(14%)	904	(-5%)	959	(-4%)
Havering	8	(100%)	59	(40%)	794	(9%)*	861	(11%)*
Barking & Dagenham	3	(50%)	27	(-29%)	592	(-3%)	622	(-4%)
Newham	2	(-60%)	70	(19%)	1,060	(18%)*	1,132	(17%)*
Bexley	1	(0%)	29	(26%)	524	(-2%)	554	(0%)
Bromley	7	(133%)	70	(49%)*	866	(6%)	943	(9%)*
Croydon	3	(-67%)	62	(0%)	982	(-6%)	1,047	(-6%)
Sutton	4	(0%)	18	(-28%)	350	(-10%)	372	(-11%)*
Merton	2	(∞)	34	(-28%)	565	(0%)	601	(-3%)
Kingston	3	(50%)	26	(-30%)	353	(-19%)*	382	(-19%)*
Richmond	0	(∞)	38	(-25%)	409	(-26%)*	447	(-27%)*
Hounslow	9	(200%)	58	(-2%)	939	(-6%)	1,006	(-5%)
Hillingdon	6	(50%)	60	(-25%)	903	(5%)	969	(3%)
Ealing	4	(300%)	59	(-26%)*	1,133	(-6%)	1,196	(-7%)*
Brent	7	(250%)	74	(-11%)	1008	(3%)	1,089	(2%)
Harrow	4	(33%)	42	(-13%)	502	(-7%)	548	(-8%)
Barnet	9	(80%)	83	(-11%)	1,228	(4%)	1,320	(3%)
Haringey	1	(-75%)	61	(-25%)	1,030	(1%)	1,092	(-1%)
Enfield	5	(25%)	65	(35%)	981	(3%)	1,051	(5%)
Total Outer London	84	(24%)	1,032	(-7%)	15,880	(-2%)	16,996	(-2%)*
Greater London	136	(7%)	1,956	(-4%)	28,090	(-2%)*	30,182	(-2%)*

The asterisks indicate where changes are significant at the 95% confidence level, applying the Poisson probability distribution. Significance testing helps to identify where change is associated with random change and where it is statistically significant. Given a set of two different numbers, the difference between these numbers is statistically significant where we are 95% confident that this is not due to randomness.

Collisions in London in 2015

Month of collisions

Figure 3 (overleaf) shows the month in which collisions occurred and the changes between 2014 and 2015. It shows that there were decreases in all months, with the exception of July and December 2015. There were also reductions in KSI collisions in eight months (March to October) and increases in three months (February, November and December).

Weather conditions

Weather can have an impact on collision figures. In particular December 2015 was exceptionally warm, with average temperatures almost twice as high as December 2014, and favourable to more journeys by vulnerable road users. Levels of cycling in central London were 6.5% higher between October and December of 2015 than the same period in 2014. In addition, July 2015 experienced the highest temperatures recorded since August 2003. The total number of collisions in December 2015 was 6% higher than in the previous December, and the total number of collision on London's roads in July 2015 increased by 5%, compared to the previous July.

In contrast, the early part of 2015 was colder than 2014, and the number of collisions on London's roads fell by 5% in the first three months of 2015 (January to March) when compared to the same period in 2014.

Light conditions

The number of collisions that occurred during dark conditions increased from 28% of all collisions in 2014 to 29% in 2015.

Road surface conditions

When considering the road surface conditions at the time of collisions, collisions on roads covered with snow, frost or ice fell from 74 in 2014 to 70 in 2015, reflecting milder winter conditions during 2015.

Collisions on dry road surface increased by 1% in 2015 compared to 2014, whilst those on wet surfaces fell by 22%. Figure 4 (overleaf) shows the considerable monthly variation in wet road collisions in 2015 compared with 2014. January 2015 was considerably drier than the previous January, which was the equal wettest on record, and collisions on wet road surfaces almost halved from 1,065 in January 2014 to 593 collisions in January 2015. During April, May and June there were also substantial reductions in collisions on wet road surfaces, compared to the same months in 2014. These months were also drier than average, with June 2015 having less than a third of the average rainfall recorded since 1981. Collisions on wet road surfaces during June 2015 halved when compared to June 2014, falling from 144 to 72 collisions.

Overall, during 2015, 85% of collisions occurred on dry road surfaces, 15% on wet roads, and 0.3% on roads covered with snow, frost or ice. Corresponding figures in 2014 were 81%, 19% and 0.5% respectively.

Fig 3: All collisions in Greater London by month, 2014 and 2015

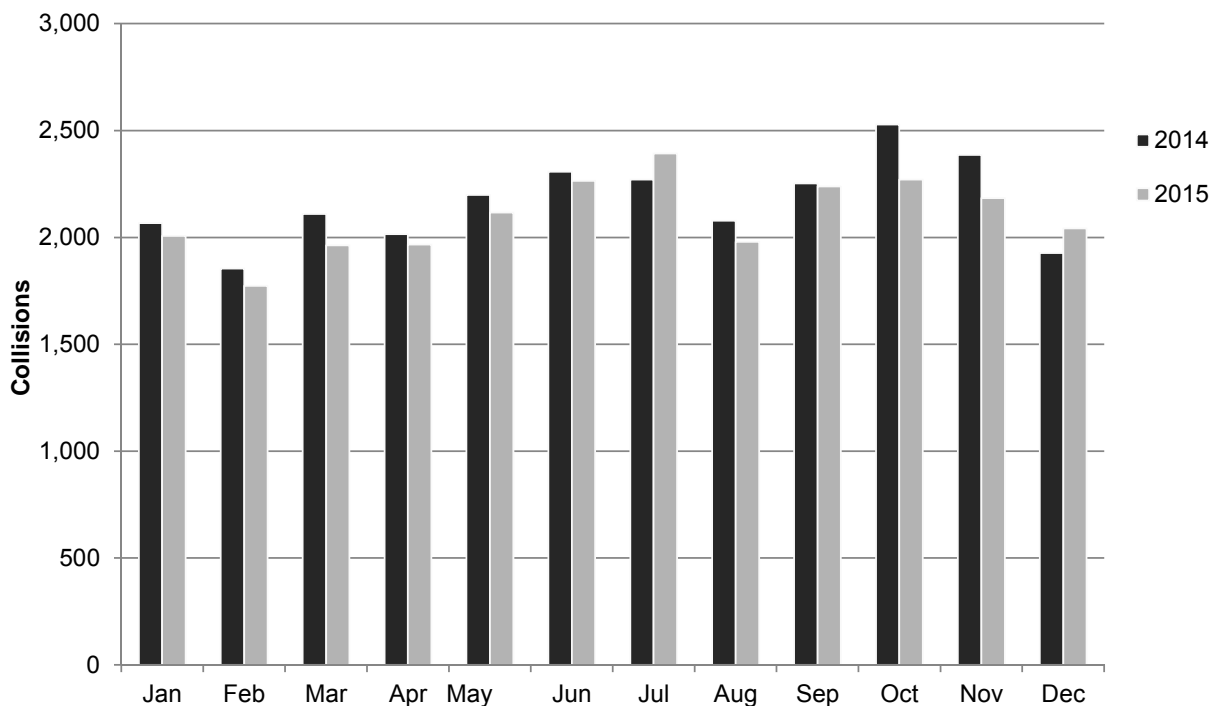
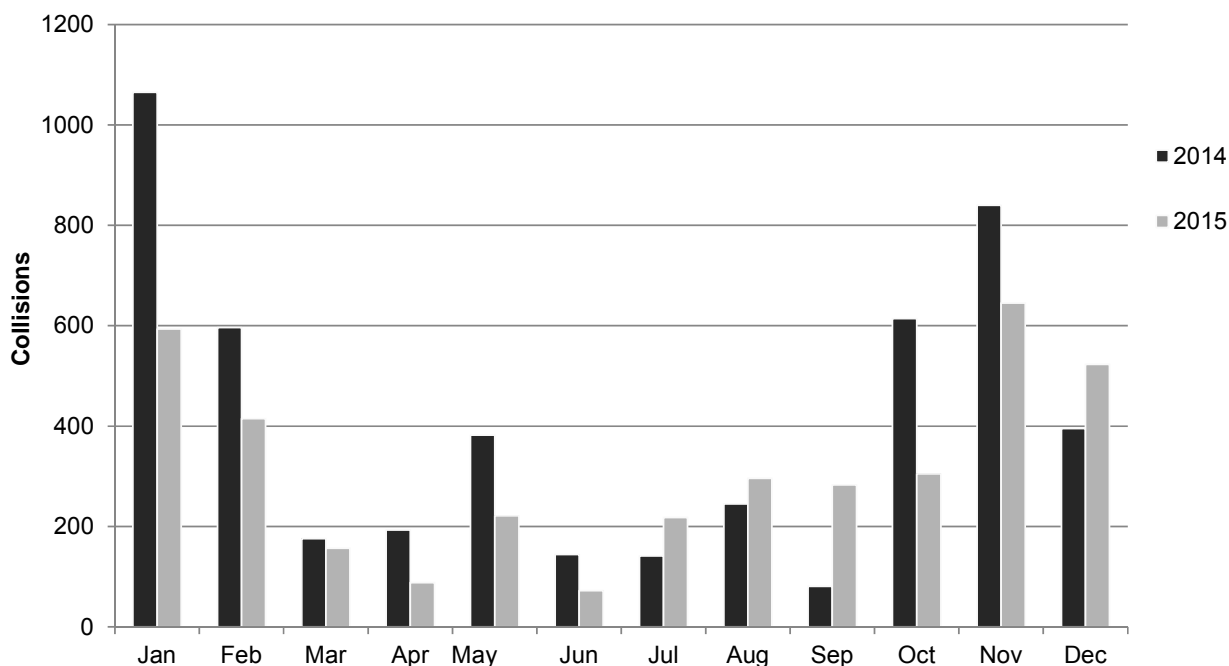


Fig 4: Collisions on a wet road surface in Greater London by month, 2014 and 2015



Road Safety Reports

Copies of road safety fact sheets, monitoring reports and research reports, open data files and the London Collision Map can be found on the TfL web site at:

www.tfl.gov.uk/roadsafety

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