Transport for London

Surface Transport

Fact sheet

Better Routes and Places Directorate

Casualties in Greater London during 2009

June 2010

This fact sheet provides a summary and initial analysis of personal injury road traffic collisions and casualties in Greater London in 2009 compared with 2008 and the average for 1994-1998, which is the base period for the Mayor's 2010 casualty reduction targets.

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.

More detailed information and analysis will be available in two forthcoming reports *Towards the year 2010: monitoring casualties in Greater London (Issue 10)* and *Collisions and casualties on London's roads 2009*, which will be published later in the year

Collisions

23,239 road traffic collisions involving personal injury were reported to the Metropolitan and City Police during 2009 within Greater London. This is a 0.5% increase in collisions compared with 2008.

Casualties

Table 1 shows that the 23,239 collisions resulted in 27,979 casualties. Of these, 184 were fatally injured, 3,043 were seriously injured, and 24,752 were slightly injured.

While casualties in 2009 decreased by less than 1% compared with 2008, the number of killed and seriously injured (KSI) casualties (3,227) comprised 10% fewer fatalities (204 down to 184) and 8% fewer serious injuries (3,322 to 3,043); while slight injuries increased by 1% (24,627 to 24,752).

2009 was the first year in which fatalities had fallen to below 200 in London since recent records began in the 1970's.

In the 12 months to 31 December 2009 the number of 'Killed and Seriously Injured' (KSI) casualties fell by 8% from the 12 months ending 31 December 2008, and are now 52% below the 1994-98 baseline. This means that London has achieved it's road safety target to reduce KSIs by 50% by 2010 one year early.

The number of cyclists killed and seriously injured fell by 3% in 2009, but cyclist casualties slightly injured rose by 17%.

Table 1: Casualties in Greater London 2009 (Jan-Dec)
- mode of travel by severity and percentage change over 2008

Mode of travel	Severity of casualty in 2009 *(and percentage change over 2008)*								*% of total*
	Fatal		Serious		Slight		Total		*in 2009*
Pedestrian	88	*(-6%)*	967	*(-13%)*	4,154	*(6%)*	**5,209**	***(1.6%)***	***18.6%***
Pedal cyclist	13	*(-13%)*	420	*(-2%)*	3,236	*(17%)*	**3,669**	***(14.6%)***	***13.1%***
Powered two-wheeler	39	*(-22%)*	667	*(-3%)*	3,795	*(9%)*	**4,501**	***(6.6%)***	***16.1%***
Car	41	*(5%)*	777	*(-8%)*	11,230	*(-8%)*	**12,048**	***(-7.5%)***	***43.1%***
Taxi	0	*(0%)*	29	*(7%)*	380	*(34%)*	**409**	***(31.5%)***	***1.5%***
Bus or coach	3	*(200%)*	121	*(-20%)*	1,319	*(-2%)*	**1,443**	***(-3.3%)***	***5.2%***
Goods vehicle	0	*(-100%)*	46	*(15%)*	532	*(11%)*	**578**	***(10.1%)***	***2.1%***
Other vehicle	0	*(0%)*	16	*(-48%)*	106	*(-50%)*	**122**	***(-50.2%)***	***0.4%***
Total	**184**	***(-10%)***	**3,043**	***(-8%)***	**24,752**	***(1%)***	**27,979**	***(-0.6%)***	***100.0%***
% of total in 2009	***0.7%***		***10.9%***		***88.5%***		***100.0%***		

Table 2: Towards the year 2010: Monitoring casualties in London - all roads.
Casualties in year to December 2009 compared with 1994-98 average and year to December 2008

Casualty severity	User group	Casualty numbers			Percentage change in 12 months ending Dec 2009 over:	
		1994-1998 average	12 months ending Dec 2008	12 months ending Dec 2009	12 months ending Dec 2008	1994-1998 average
Fatal	Pedestrians	136.0	94	88	-6%	*-35%*
	Pedal cyclists	14.8	15	13	*-13%*	*-12%*
	Powered two-wheeler	33.6	50	39	*-22%*	*16%*
	Car occupants	55.4	39	41	*5%*	*-26%*
	Bus or coach occupants	3.0	1	3	*200%*	*0%*
	Other vehicle occupants	6.0	5	0	*-100%*	*-100%*
	Total	**248.8**	**204**	**184**	***-10%***	***-26%***
Fatal and serious	Pedestrians	2,136.6	1,208	1,055	*-13%*	*-51%*
	Pedal cyclists	566.8	445	433	*-3%*	*-24%*
	Powered two-wheeler	932.8	738	706	*-4%*	*-24%*
	Car occupants	2,568.8	880	818	*-7%*	*-68%*
	Bus or coach occupants	256.4	152	124	*-18%*	*-52%*
	Other vehicle occupants	223.0	103	91	*-12%*	*-59%*
	Total	**6,684.4**	**3,526**	**3,227**	***-8%***	***-52%***
	Children (under 16yrs)	**935.4**	**310**	**263**	***-15%***	***-72%***
Slight*	Pedestrians	7,155.2	3,919	4,154	*6%*	*-42%*
	Pedal cyclists	3,845.6	2,757	3,236	*17%*	*-16%*
	Powered two-wheeler	5,139.4	3,484	3,795	*9%*	*-26%*
	Car occupants	19,314.0	12,149	11,230	*-8%*	*-42%*
	Bus or coach occupants	2,017.4	1,340	1,319	*-2%*	*-35%*
	Other vehicle occupants	1,525.2	978	1,018	*4%*	*-33%*
	Total	**38,996.8**	**24,627**	**24,752**	***1%***	***-37%***
All severities	Pedestrians	9,291.8	5,127	5,209	*2%*	*-44%*
	Pedal cyclists	4,412.4	3,202	3,669	*15%*	*-17%*
	Powered two-wheeler	6,072.2	4,222	4,501	*7%*	*-26%*
	Car occupants	21,882.8	13,029	12,048	*-8%*	*-45%*
	Bus or coach occupants	2,273.8	1,492	1,443	*-3%*	*-37%*
	Other vehicle occupants	1,748.2	1,081	1,109	*3%*	*-37%*
	Total	**45,681.2**	**28,153**	**27,979**	***-1%***	***-39%***

NB. Shaded areas show the National and London casualty reduction target categories.

** The Mayor's target is for 25% reduction in the slight casualty rate per 100 million vehicle kilometres. Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.*

Casualty reduction targets - progress towards the year 2010

In March 2000, the Government announced a new national road safety strategy and casualty reduction targets for 2010 in *Tomorrow's roads - safer for everyone*. The casualty reduction targets to be achieved by 2010, compared with the 1994-1998 average are:

- a 40% reduction in the number of people killed or seriously injured
- a 50% reduction in the number of children killed or seriously injured
- a 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres.

In addition, a *Road Safety Plan for London* was produced by TfL in accordance with the *Mayor's Transport Strategy*, which supported the national targets and set further targets for reducing the numbers of pedestrians, pedal cyclists and powered two-wheeler riders killed or seriously injured by 40% by 2010.

These targets were achieved in London, apart from those for powered two wheelers, by 2005. The Mayor therefore announced new, more challenging targets in March 2006, to be achieved by 2010. Currently the Mayor's targets for London are as follows:

- a 50% reduction in the number of people killed or seriously injured
- a 50% reduction in the number of cyclists and pedestrians killed or seriously injured
- a 40% reduction in the number of powered two wheeler users killed or seriously injured (unchanged)
- a 60% reduction in the number of children killed or seriously injured
- a 25% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres

Table 2 shows progress towards these targets for the 12 months ending December 2009, and highlights both national and London casualty target categories.

In the national casualty target categories:

- All fatal or seriously injured casualties were 52% below the 1994-98 average, following an 8% decrease in the 12 months ending December 2009.
- All child fatal or seriously injured casualties were 72% below the 1994-98 average, after a 15% decrease in the 12 months ending December 2009.
- Slight casualties were 37% below the 1994-98 average, following a 1% increase in the 12 months ending December 2009.

For the London casualty target categories:

- Pedestrians killed or seriously injured were 51% below the 1994-1998 average, after a 13% decrease in the 12 months ending December 2009.
- Pedal cyclists killed or seriously injured were 24% below the 1994-1998 average, following a 3% decrease in the 12 months ending December 2009. This decrease should be seen in the context of the considerable increase in cycling over a number of years, resulting from encouragement of cycling in London as a sustainable mode of travel.
- Powered two-wheeler riders killed or seriously injured were 24% below the 1994-1998 average, following a 4% decrease in the 12 months ending December 2009.

It is also important to note that in the 12 months ending December 2009:

- Fatalities were 26% below the 1994-1998 average following a 10% decrease in the 12 months ending December 2009.
- Overall casualties were 39% below the 1994-1998 average, following a 1% decrease in the 12 months ending December 2009.

Casualty class
Data for 2009 in Table 1 and Figures 1 and 2 illustrate the vulnerability of pedestrians to serious injury and death.

Pedestrians accounted for:
- 19% of all casualties
- 32% of all serious injuries
- 48% of all fatalities

Riders / passengers of powered two wheelers accounted for
- 16% of all casualties
- 22% of all serious injuries
- 21% of all fatalities

Pedal cyclists accounted for
- 13% of all casualties
- 14% of all serious injuries
- 7% of all fatalities

Car occupants accounted for
- 43% of all casualties
- 26% of all serious injuries
- 22% of all fatalities
-

Bus or coach occupants accounted for 5% of all casualties, and goods vehicle occupants for 2%. **Taxi occupant** casualties accounted for just over 1% of all casualties.

Fig. 1: Total casualties by mode of travel, Greater London, 2009 (Jan-Dec)

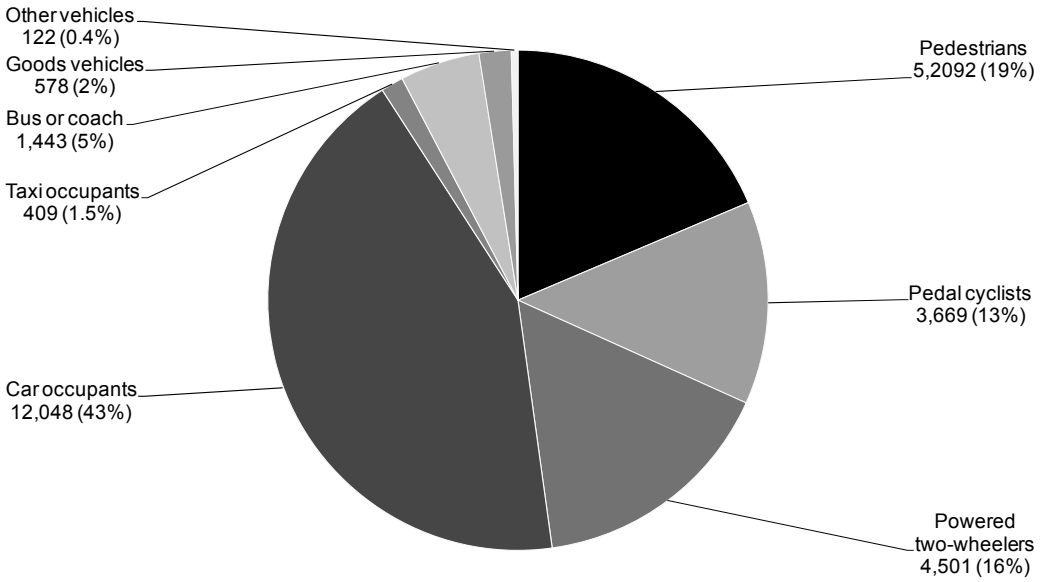


Fig. 2: Killed or seriously injured casualties by mode of travel, Greater London, 2009 (Jan-Dec)

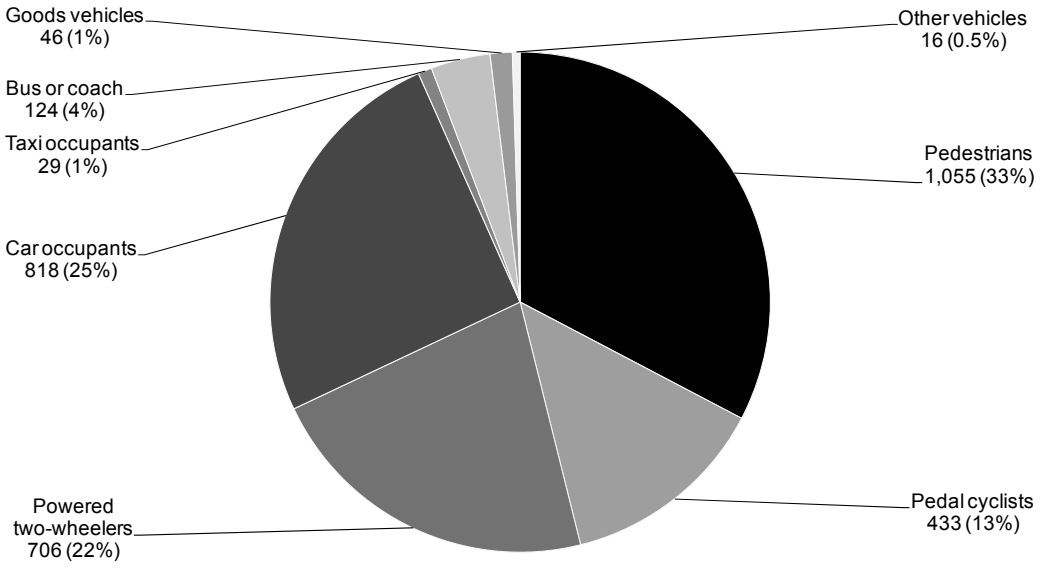


Table 3: Casualties in Greater London 2009 (Jan-Dec) - casualty class by vehicle and change over 2008

Vehicle type	Casualty class in 2009 *(and percentage change over 2008)*							
	Driver/rider		Passenger		Pedestrian		Total	
Pedal cycle	3,662	*(15%)*	7	*(-56%)*	126	*(62%)*	**3,795**	***(15.7%)***
Powered two-wheeler	4,379	*(7%)*	122	*(-8%)*	474	*(-1%)*	**4,975**	***(5.8%)***
Car	8,690	*(-8%)*	3,358	*(-7%)*	3,468	*(1%)*	**15,516**	***(-5.7%)***
Taxi	252	*(31%)*	157	*(32%)*	218	*(18%)*	**627**	***(26.7%)***
Bus or coach	113	*(-10%)*	1,330	*(-3%)*	419	*(-8%)*	**1,862**	***(-4.4%)***
Goods vehicle	475	*(15%)*	103	*(-8%)*	450	*(22%)*	**1,028**	***(15.0%)***
Other vehicle	89	*(-44%)*	33	*(-62%)*	54	*(-61%)*	**176**	***(-54.2%)***
Total	**17,660**	***(0%)***	**5,110**	***(-6%)***	**5,209**	***(2%)***	**27,979**	***(-0.6%)***
% of total in 2009	***63.1%***		***18.3%***		***18.6%***		***100.0%***	

Table 4: Casualties in Greater London 2009 (Jan-Dec) - 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	1,057	892	2,255	692	313	2,863	2,346	**5,209**
Pedal cyclist	268	485	2,592	101	223	2,842	827	**3,669**
Powered two-wheeler	22	912	3,247	94	226	4,105	396	**4,501**
Car	561	2,774	7,075	927	711	6,590	5,458	**12,048**
Taxi	5	40	286	52	26	322	87	**409**
Bus or coach	157	109	603	445	129	528	915	**1,443**
Goods vehicle	16	69	448	23	22	532	46	**578**
Other vehicle	4	16	64	22	16	87	35	**122**
Total	**2,090**	**5,297**	**16,570**	**2,356**	**1,666**	**17,869**	**10,110**	**27,979**
% of total in 2009	***7.5%***	***18.9%***	***59.2%***	***8.4%***	***6.0%***	***63.9%***	***36.1%***	***100.0%***

During 2009, 140 out of the 184 fatalities (76%) were people outside of vehicles (pedestrians, pedal cyclists and powered two-wheeler users). For seriously injured casualties the equivalent figure was 59%.

In the main road user groups, the following compares casualty figures in 2009 with 2008:

- **Pedestrian** casualties increased by 2%. Pedestrian fatalities decreased by 6% from 94 to 88, serious injuries decreased by 2% but slight injuries increased by 6%.
- **Pedal cyclist** casualties overall increased by 15%. Fatalities reduced from 15 to 13, serious injuries decreased by 2% but slight injuries increased by 17%.
- **Powered two-wheeler** casualties saw an overall increase of 7%. Fatalities decreased by 22% from 50 to 39. Serious injuries decreased by 3% but slight injuries increased by 9%.
- **Car occupant** casualties, by far the largest casualty category, saw an overall decrease of 8%. Fatalities increased 5% from 39 to 41, serious injuries decreased by 8%, and slight injuries decreased by 8%.
- Although comparatively small in number, **taxi occupant** casualties increased by 32% to 409, **goods vehicle occupant** casualties increased by 10% to 578, and **bus or coach occupant** casualties decreased by 3% to 1,443.

Casualty class and associated vehicle

Table 3 (above) shows the casualty class and type of vehicle directly associated with each casualty, during 2009 compared with 2008. For driver/riders and passengers, this is the vehicle the casualty was driving, riding or travelling in at the time of the collision. For pedestrians, it is the vehicle by which they were injured.

Table 5: Child casualties (under 16) in 2009 (Jan-Dec) - mode of travel by severity and percentage change over 2008

Mode of travel	Severity of casualty in 2009 *(and percentage change over 2008)*								*% of total*
	Fatal		**Serious**		**Slight**		**Total**		***in 2009***
Pedestrian	4	*(-69%)*	170	*(-20%)*	883	*(2%)*	**1,057**	***(-3.2%)***	***50.6%***
Pedal cyclist	1	*(∞)*	38	*(19%)*	229	*(17%)*	**268**	***(17.5%)***	***12.8%***
Powered two-wheeler	1	*(0%)*	6	*(-14%)*	15	*(25%)*	**22**	***(10.0%)***	***1.1%***
Car	0	*(-100%)*	34	*(42%)*	527	*(3%)*	**561**	***(4.5%)***	***26.8%***
Taxi	0	*(0%)*	1	*(0%)*	4	*(33%)*	**5**	***(66.7%)***	***0.2%***
Bus or coach	0	*(0%)*	6	*(-60%)*	151	*(7%)*	**157**	***(0.6%)***	***7.5%***
Goods vehicle	0	*(0%)*	1	*(0%)*	15	*(114%)*	**16**	***(100.0%)***	***0.8%***
Other vehicle	0	*(0%)*	1	*(0%)*	3	*(-84%)*	**4**	***(-80.0%)***	***0.2%***
Total	**6**	***(-65%)***	**257**	***(-12%)***	**1,827**	***(4%)***	**2,090**	***(1.3%)***	***100.0%***
% of total in 2009	***0.3%***		***12.3%***		***87.4%***		***100.0%***		

Gender of casualty

In 2009, Table 4 (previous page) shows that males accounted for about 64% and females for 36% of casualties. It shows considerable variation in the proportion of male to female casualties for different modes of travel. Females accounted for 63% of bus or coach occupant casualties, 45% of pedestrian casualties and 45% of car occupant casualties. Males accounted for 91% of powered two-wheeler casualties, 77% of pedal cyclist casualties, 55% of car occupant casualties and 55% of pedestrian casualties. Analysis of car occupants shows that males accounted for 59% of car driver casualties, and females made up 57% of car passenger casualties.

Casualty age groups

Table 4 shows a wide variation in casualties according to age group for each mode of travel. This suggests that the age as well as gender affect accessibility and choice of mode. Age was known for 94% of all casualties in 2009.

Table 5 shows that for child casualties (under 16 years), 51% were pedestrians, 27% were car occupants, 8% were bus passengers and 13% were pedal cyclists. During 2009, six children were killed (four pedestrians, one pedal cyclist and an underage powered two-wheeler rider aged 15), a decrease of 65% from 17 in 2008. In addition, 257 were seriously injured and 1,827 slightly injured. Child seriously injured casualties decreased by 12%, slight casualties increased by 4% and overall, child casualties increased by just over 1%.

Of young adult casualties (16 to 24 years), 52% were car occupants, 17% were pedestrians, 17% were powered two-wheeler users and 9% were pedal cyclists.

Of adult casualties (25 to 59 years), 43% were car occupants, 20% were powered two-wheeler riders or passengers, 16% were pedal cyclists and 14% were pedestrians.

Of older road user casualties (60 years and over), the largest groups were car occupants (39%), pedestrians (29%), and bus or coach occupants (19%).

Casualty variation throughout London

Table 6 shows the number of casualties in each of the main road user groups, for each of the London boroughs, and the percentage change in 2009 compared with 2008. There were several differences in the changes between inner and outer London, and between individual boroughs.

The total numbers of casualties decreased by 1% in both inner and outer London. Pedestrian casualties showed increases of 2% in inner London and 1% in outer London. Pedal cyclist casualties showed 14% increase in inner London, and a 16% increase in outer London. Powered two-wheeler casualties increased by 6% in inner London and by 8% in outer London. Car occupant casualties decreased by 14% in inner London and 5% in outer London.

Table 6: Casualties in Greater London 2009 (Jan-Dec) provisional by borough and percentage change over 2008

Borough	Total casualties		Pedestrians		Pedal cyclists		Powered two-wheelers		Car occupants		Total vehicle occupants	
City of London	343	*(-9%)*	89	*(-15%)*	110	*(-1%)*	73	*(3%)*	33	*(-20%)*	254	*(-7%)*
Westminster	1,570	*(-2%)*	419	*(-9%)*	303	*(9%)*	347	*(13%)*	275	*(-12%)*	1,151	*(0%)*
Camden	908	*(6%)*	274	*(40%)*	167	*(0%)*	185	*(1%)*	174	*(-21%)*	634	*(-4%)*
Islington	811	*(19%)*	170	*(31%)*	230	*(44%)*	148	*(21%)*	172	*(-18%)*	641	*(16%)*
Hackney	922	*(-6%)*	176	*(-10%)*	192	*(2%)*	150	*(-15%)*	279	*(-11%)*	746	*(-5%)*
Tower Hamlets	892	*(-19%)*	198	*(2%)*	158	*(15%)*	159	*(-16%)*	312	*(-34%)*	694	*(-24%)*
Greenwich	872	*(-5%)*	133	*(-13%)*	73	*(30%)*	135	*(19%)*	454	*(-8%)*	739	*(-4%)*
Lewisham	972	*(10%)*	194	*(30%)*	115	*(11%)*	181	*(29%)*	387	*(-5%)*	778	*(6%)*
Southwark	1,108	*(-7%)*	210	*(-11%)*	222	*(-6%)*	230	*(11%)*	314	*(-16%)*	898	*(-6%)*
Lambeth	1,285	*(8%)*	250	*(7%)*	275	*(34%)*	297	*(20%)*	347	*(-7%)*	1,035	*(9%)*
Wandsworth	932	*(5%)*	173	*(-2%)*	205	*(23%)*	257	*(15%)*	234	*(-9%)*	759	*(6%)*
Hammersmith & Fulham	722	*(7%)*	145	*(7%)*	156	*(19%)*	193	*(8%)*	164	*(-15%)*	577	*(7%)*
Kensington & Chelsea	765	*(-8%)*	174	*(-6%)*	172	*(15%)*	195	*(-23%)*	145	*(-1%)*	591	*(-8%)*
Total Inner London	**12,102**	***(-1%)***	**2,605**	***(2%)***	**2,378**	***(14%)***	**2,550**	***(6%)***	**3,290**	***(-14%)***	**9,497**	***(-1%)***
Waltham Forest	736	*(-21%)*	121	*(-24%)*	93	*(43%)*	69	*(-4%)*	372	*(-35%)*	615	*(-20%)*
Redbridge	768	*(-8%)*	123	*(-2%)*	41	*(21%)*	71	*(11%)*	480	*(-14%)*	645	*(-9%)*
Havering	748	*(-20%)*	88	*(-5%)*	31	*(7%)*	59	*(-23%)*	483	*(-26%)*	660	*(-21%)*
Barking & Dagenham	524	*(-15%)*	70	*(-29%)*	28	*(-3%)*	59	*(4%)*	323	*(-14%)*	454	*(-12%)*
Newham	946	*(-12%)*	197	*(-1%)*	85	*(20%)*	88	*(-2%)*	484	*(-22%)*	749	*(-15%)*
Bexley	632	*(0%)*	83	*(-7%)*	34	*(-3%)*	72	*(-14%)*	382	*(1%)*	549	*(1%)*
Bromley	877	*(1%)*	104	*(-19%)*	63	*(-6%)*	108	*(1%)*	534	*(7%)*	773	*(5%)*
Croydon	1,142	*(1%)*	203	*(21%)*	82	*(-12%)*	144	*(-7%)*	637	*(3%)*	939	*(-2%)*
Sutton	483	*(-14%)*	76	*(-10%)*	42	*(11%)*	57	*(-40%)*	267	*(-11%)*	407	*(-15%)*
Merton	475	*(-9%)*	87	*(-3%)*	62	*(0%)*	86	*(-15%)*	195	*(-17%)*	388	*(-10%)*
Kingston	461	*(2%)*	73	*(-9%)*	69	*(33%)*	71	*(0%)*	217	*(0%)*	388	*(4%)*
Richmond	445	*(-5%)*	63	*(0%)*	99	*(3%)*	105	*(2%)*	157	*(-2%)*	382	*(-5%)*
Hounslow	879	*(-5%)*	123	*(1%)*	83	*(-9%)*	140	*(18%)*	469	*(-8%)*	756	*(-6%)*
Hillingdon	971	*(1%)*	122	*(-4%)*	72	*(36%)*	77	*(15%)*	630	*(0%)*	849	*(2%)*
Ealing	1,079	*(8%)*	175	*(-3%)*	111	*(28%)*	190	*(43%)*	510	*(0%)*	904	*(10%)*
Brent	849	*(8%)*	206	*(2%)*	69	*(28%)*	143	*(55%)*	369	*(-1%)*	643	*(10%)*
Harrow	508	*(8%)*	100	*(25%)*	31	*(29%)*	46	*(-4%)*	312	*(1%)*	408	*(5%)*
Barnet	1,403	*(15%)*	215	*(11%)*	62	*(24%)*	147	*(29%)*	877	*(11%)*	1,188	*(16%)*
Haringey	929	*(25%)*	204	*(11%)*	96	*(85%)*	147	*(56%)*	389	*(19%)*	725	*(29%)*
Enfield	1,022	*(20%)*	171	*(45%)*	38	*(19%)*	72	*(6%)*	671	*(18%)*	851	*(16%)*
Total Outer London	**15,877**	***(-1%)***	**2,604**	***(1%)***	**1,291**	***(16%)***	**1,951**	***(8%)***	**8,758**	***(-5%)***	**13,273**	***(-1%)***
Greater London	**27,979**	***(-1%)***	**5,209**	***(2%)***	**3,669**	***(15%)***	**4,501**	***(7%)***	**12,048**	***(-8%)***	**22,770**	***(-1%)***

Table 7 shows the number of casualties by severity, for each of the London boroughs, in 2009 together with the percentage change compared with 2008.

Fatalities decreased by 23% in inner London to 71 but increased by 1% in outer London to 113.

Serious injuries decreased by 9% in inner London and by 8% in outer London.

Slight casualties increased by 1% in inner but remained unchanged in outer London.

Overall, casualties decreased by 1% in both inner and outer London.

Table 7: Casualties in Greater London 2009 (Jan-Dec) by borough, severity and percentage change over 2008

Borough	Fatal		Serious		Slight		Total Casualties	
City of London	3	*(50%)*	43	*(-12%)*	297	*(-9%)*	343	*(-9%)*
Westminster	15	*(-25%)*	246	*(-2%)*	1,309	*(-2%)*	1,570	*(-2%)*
Camden	5	*(25%)*	136	*(14%)*	767	*(5%)*	908	*(6%)*
Islington	3	*(-25%)*	74	*(4%)*	734	*(21%)*	811	*(19%)*
Hackney	4	*(-33%)*	99	*(-37%)*	819	*(0%)*	922	*(-6%)*
Tower Hamlets	7	*(-13%)*	98	*(-29%)*	787	*(-18%)*	892	*(-19%)*
Greenwich	8	*(-33%)*	91	*(-20%)*	773	*(-3%)*	872	*(-5%)*
Lewisham	7	*(133%)*	105	*(-5%)*	860	*(12%)*	972	*(10%)*
Southwark	6	*(-25%)*	121	*(-23%)*	981	*(-4%)*	1,108	*(-7%)*
Lambeth	2	*(-83%)*	171	*(13%)*	1,112	*(9%)*	1,285	*(8%)*
Wandsworth	6	*(0%)*	114	*(4%)*	812	*(5%)*	932	*(5%)*
Hammersmith & Fulham	3	*(0%)*	90	*(-1%)*	629	*(8%)*	722	*(7%)*
Kensington & Chelsea	2	*(-50%)*	92	*(-16%)*	671	*(-6%)*	765	*(-8%)*
Total Inner London	**71**	***(-23%)***	**1,480**	***(-9%)***	**10,551**	***(1%)***	**12,102**	***(-1%)***
Waltham Forest	5	*(67%)*	56	*(-45%)*	675	*(-18%)*	736	*(-21%)*
Redbridge	9	*(50%)*	60	*(-22%)*	699	*(-7%)*	768	*(-8%)*
Havering	5	*(25%)*	70	*(-13%)*	673	*(-21%)*	748	*(-20%)*
Barking & Dagenham	2	*(-75%)*	43	*(-22%)*	479	*(-13%)*	524	*(-15%)*
Newham	9	*(∞)*	84	*(-5%)*	853	*(-14%)*	946	*(-12%)*
Bexley	5	*(∞)*	77	*(5%)*	550	*(-2%)*	632	*(0%)*
Bromley	11	*(-21%)*	116	*(-8%)*	750	*(3%)*	877	*(1%)*
Croydon	5	*(25%)*	102	*(-20%)*	1,035	*(4%)*	1,142	*(1%)*
Sutton	3	*(50%)*	54	*(-25%)*	426	*(-13%)*	483	*(-14%)*
Merton	2	*(-50%)*	53	*(-12%)*	420	*(-8%)*	475	*(-9%)*
Kingston	2	*(0%)*	50	*(-21%)*	409	*(5%)*	461	*(2%)*
Richmond	3	*(200%)*	53	*(-16%)*	389	*(-3%)*	445	*(-5%)*
Hounslow	6	*(100%)*	95	*(-4%)*	778	*(-6%)*	879	*(-5%)*
Hillingdon	5	*(-62%)*	83	*(-12%)*	883	*(4%)*	971	*(1%)*
Ealing	7	*(-50%)*	119	*(20%)*	953	*(7%)*	1,079	*(8%)*
Brent	8	*(14%)*	93	*(3%)*	748	*(9%)*	849	*(8%)*
Harrow	3	*(∞)*	46	*(-12%)*	459	*(10%)*	508	*(8%)*
Barnet	8	*(-56%)*	129	*(9%)*	1,266	*(17%)*	1,403	*(15%)*
Haringey	6	*(100%)*	92	*(19%)*	831	*(25%)*	929	*(25%)*
Enfield	9	*(50%)*	88	*(11%)*	925	*(20%)*	1,022	*(20%)*
Total Outer London	**113**	***(1%)***	**1,563**	***(-8%)***	**14,201**	***(0%)***	**15,877**	***(-1%)***
Greater London	**184**	***(-10%)***	**3,043**	***(-8%)***	**24,752**	***(1%)***	**27,979**	***(-1%)***

Collisions in London in 2009

Month of collisions

Figure 3 shows the month in which collisions occurred and the changes between 2009 and 2008. It shows that there were decreases in five of the months and increases in seven (March, April, June, August, October, November and December). February 2008 had an extra day due to 2008 being a leap year.

Lighting conditions

During 2009, 29% of all collisions occurred in dark conditions. Collisions in 2009 that occurred in light conditions showed virtually no change compared with 2008. In 2009, collisions in dark conditions increased by 3%.

Road surface conditions

When considering the road surface conditions at the time of collisions, several notable changes were evident in 2009 compared with 2008.

Although the numbers were relatively small, collisions on roads covered with snow, frost or ice more than tripled from 134 in 2008 to 424 in 2009, as a result of the prolonged winter conditions in 2009 at both the beginning and end of the year, compared with the previous year.

Collisions on dry road surfaces decreased by 1%, while those on a wet surface also decreased by 1%. Figure 4 shows the considerable monthly variation in wet road collisions in 2009 compared with 2008. Substantial increases in collisions on a wet road surface in 2009 were observed in February, July, November and December

Overall, during 2009, 79% of collisions occurred on dry road surfaces, 19% on wet roads, and 2% on roads covered with snow, frost or ice. Corresponding figures in 2008 were 80%, 20% and 0.6% respectively.

Fig. 3: All collisions in Greater London by month, 2008 and 2009 (Jan-Dec)

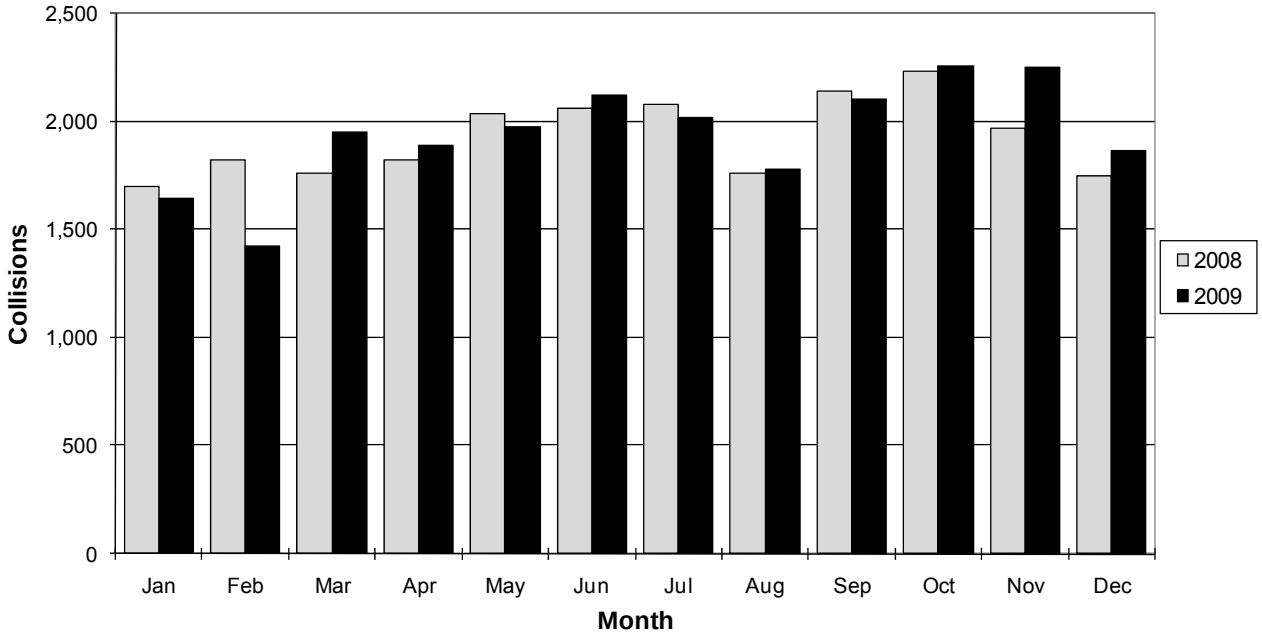
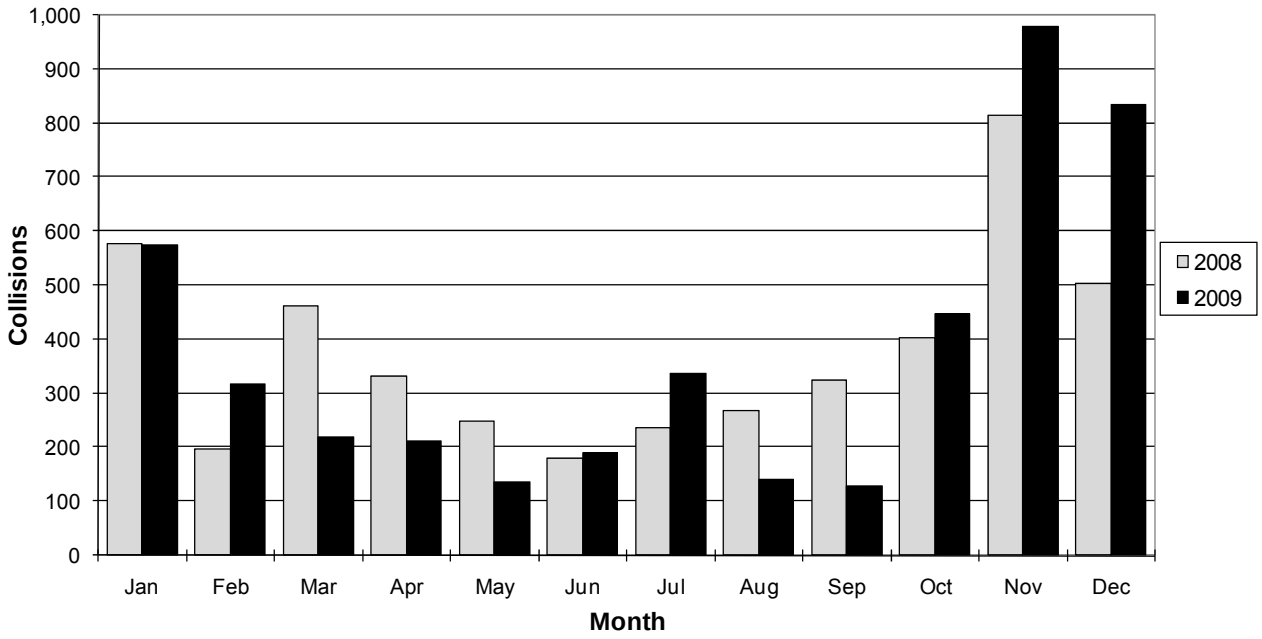


Fig. 4: Collisions on a wet road surface in Greater London by month, 2008 and 2009 (Jan-Dec)



Road Safety Reports

Copies of road safety fact sheets, monitoring reports and research reports published by TfL can be found on the TfL web site at:
http://londonroadsafety.tfl.gov.uk/data-research_publications.php

Prepared by: John Devenport, Research, Data and Analysis Manager, TfL Better Routes and Places
Reviewed by: Lilli Matson, Head of Modal Policy, TfL Better Routes and Places
Cleared by: Ben Plowden, Director, TfL Better Routes and Places