



## Fact sheet

## Better Routes and Places Directorate

## Casualties in Greater London during 2010

May 2011

This fact sheet provides a summary and initial analysis of personal injury road traffic collisions and casualties in Greater London in 2010 compared with 2009 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 the forthcoming report *Towards the year 2010: monitoring casualties in Greater London (Issue 11)*, which will be published later in the year

## Collisions

24,105 road traffic collisions involving personal injury were reported to the Metropolitan and City Police during 2010 within Greater London. This is a 4% increase in collisions compared with 2009.

## Casualties

Table 1 shows that the 24,105 collisions resulted in 28,889 casualties. Of these, 126 were fatally injured, 2,760 were seriously injured, and 26,003 were slightly injured.

Casualties in 2010 increased by 3% compared with 2009, but the number of killed and seriously injured (KSI) casualties (2,886) fell. This comprised 32% fewer fatalities (184 down to 126) and 9% fewer serious injuries (3,043 to 2,760); while slight injuries increased by 5% (24,752 to 26,003).

2010 was the first year in which fatalities had fallen to below 150 in London since recent records began in the 1970s.

In the 12 months to 31 December 2010 the number of KSI casualties fell by 11% from the 12 months ending 31 December 2009, and are now 57% below the 1994-98 baseline. This means that London has achieved its road safety target to reduce KSIs by 50% by 2010.

Table 1: Casualties in Greater London 2010  
- mode of travel by severity and percentage change over 2009

Mode of travel	Severity of casualty in 2010 (and percentage change over 2009)						%		
	Fatal		Serious		Slight		Total	in 2010	
Pedestrian	58	(-34%)	855	(-12%)	4,478	(8%)	5,391	(3.5%)	18.7%
Pedal cyclist	10	(-23%)	457	(9%)	3,540	(9%)	4,007	(9.2%)	13.9%
Powered two-wheeler	28	(-28%)	587	(-12%)	3,722	(-2%)	4,337	(-3.6%)	15.0%
Car	27	(-34%)	695	(-11%)	11,851	(6%)	12,573	(4.4%)	43.5%
Taxi	1	(∞)	21	(-28%)	432	(14%)	454	(11.0%)	1.6%
Bus or coach	0	(-100%)	98	(-19%)	1,303	(-1%)	1,401	(-2.9%)	4.8%
Goods vehicle	1	(∞)	27	(-41%)	570	(7%)	598	(3.5%)	2.1%
Other vehicle	1	(∞)	20	(25%)	107	(1%)	128	(4.9%)	0.4%
<b>Total</b>	<b>126</b>	<b>(-32%)</b>	<b>2,760</b>	<b>(-9%)</b>	<b>26,003</b>	<b>(5%)</b>	<b>28,889</b>	<b>(3.3%)</b>	<b>100.0%</b>
<b>% of total in 2010</b>	<b>0.4%</b>		<b>9.6%</b>		<b>90.0%</b>		<b>100.0%</b>		

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

Casualty severity	User group	Casualty numbers			Percentage change in 12 months ending Dec 2010 over:	
		1994-1998 average	12 months ending Dec 2009	12 months ending Dec 2010	12 months ending Dec 2009	1994-1998 average
<b>Fatal</b>	Pedestrians	136.0	88	58	-34%	-57%
	Pedal cyclists	14.8	13	10	-23%	-32%
	Powered two-wheeler	33.6	39	28	-28%	-17%
	Car occupants	55.4	41	27	-34%	-51%
	Bus or coach occupants	3.0	3	0	-100%	-100%
	Other vehicle occupants	6.0	0	3	∞	-50%
	<b>Total</b>	<b>248.8</b>	<b>184</b>	<b>126</b>	<b>-32%</b>	<b>-49%</b>
<b>Fatal and serious</b>	Pedestrians	2,136.6	1,055	913	-13%	-57%
	Pedal cyclists	566.8	433	467	8%	-18%
	Powered two-wheeler	932.8	706	615	-13%	-34%
	Car occupants	2,568.8	818	722	-12%	-72%
	Bus or coach occupants	256.4	124	98	-21%	-62%
	Other vehicle occupants	223.0	91	71	-22%	-68%
	<b>Total</b>	<b>6,684.4</b>	<b>3,227</b>	<b>2,886</b>	<b>-11%</b>	<b>-57%</b>
	<b>Children (under 16yrs)</b>	<b>935.4</b>	<b>263</b>	<b>250</b>	<b>-5%</b>	<b>-73%</b>
<b>Slight*</b>	Pedestrians	7,155.2	4,154	4,478	8%	-37%
	Pedal cyclists	3,845.6	3,236	3,540	9%	-8%
	Powered two-wheeler	5,139.4	3,795	3,722	-2%	-28%
	Car occupants	19,314.0	11,230	11,851	6%	-39%
	Bus or coach occupants	2,017.4	1,319	1,303	-1%	-35%
	Other vehicle occupants	1,525.2	1,018	1,109	9%	-27%
	<b>Total</b>	<b>38,996.8</b>	<b>24,752</b>	<b>26,003</b>	<b>5%</b>	<b>-33%</b>
<b>All severities</b>	Pedestrians	9,291.8	5,209	5,391	3%	-42%
	Pedal cyclists	4,412.4	3,669	4,007	9%	-9%
	Powered two-wheeler	6,072.2	4,501	4,337	-4%	-29%
	Car occupants	21,882.8	12,048	12,573	4%	-43%
	Bus or coach occupants	2,273.8	1,443	1,401	-3%	-38%
	Other vehicle occupants	1,748.2	1,109	1,180	6%	-33%
	<b>Total</b>	<b>45,681.2</b>	<b>27,979</b>	<b>28,889</b>	<b>3%</b>	<b>-37%</b>

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 were:

- 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. The Mayor's targets for London were 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 2010, and highlights both national and London casualty target categories.

In the national casualty target categories:

- All fatal or seriously injured casualties were 57% below the 1994-98 average, following an 11% decrease in the 12 months ending December 2010.
- All child fatal or seriously injured casualties were 73% below the 1994-98 average, after a 5% decrease in the 12 months ending December 2010.
- Slight casualties were 33% below the 1994-98 average, with a 5% increase in the 12 months ending December 2010.

For the London casualty target categories:

- Pedestrians killed or seriously injured were 57% below the 1994-1998 average, after a 13% decrease in the 12 months ending December 2010.
- Pedal cyclists killed or seriously injured were 18% below the 1994-1998 average, with an 8% increase in the 12 months ending December 2010. This overall increase 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. Cycling on London's major roads, the Transport for London Road Network (TLRN), increased by 150% between 2000 and 2010, and 15% during 2010 alone.
- Powered two-wheeler riders killed or seriously injured were 34% below the 1994-1998 average, following a 13% decrease in the 12 months ending December 2010.

It is also important to note that in the 12 months ending December 2010:

- Fatalities were 49% below the 1994-1998 average following a 32% decrease in the 12 months ending December 2010.
- Overall casualties were 37% below the 1994-1998 average, with a 3% increase in the 12 months ending December 2010.

### Casualty class

Data for 2010 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
- 31% of all serious injuries
- 46% of all fatalities

**Riders / passengers of powered two wheelers** accounted for

- 15% of all casualties
- 21% of all serious injuries
- 22% of all fatalities

**Pedal cyclists** accounted for

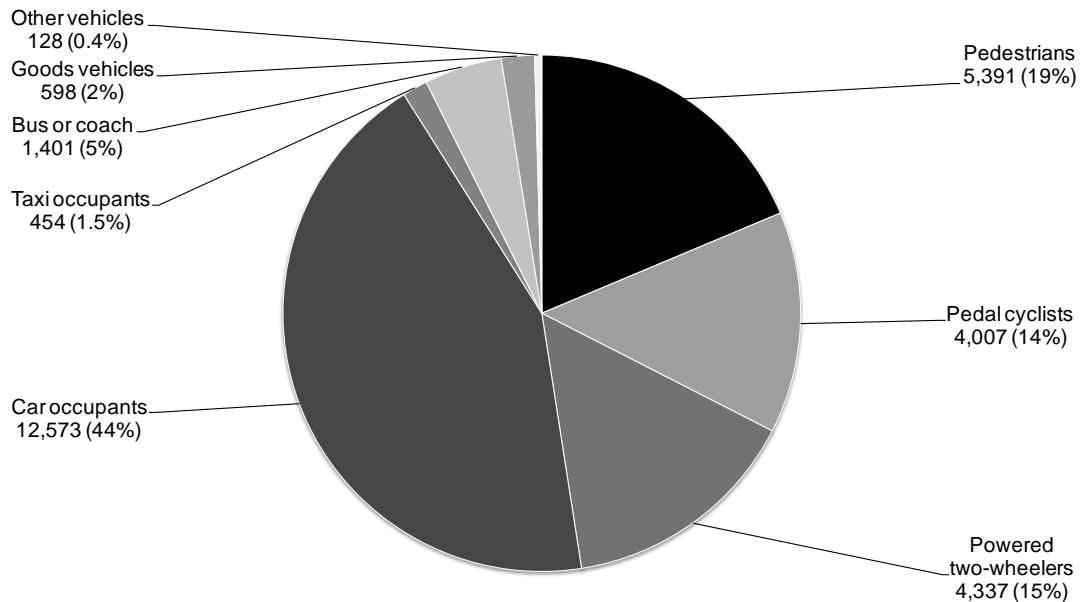
- 14% of all casualties
- 17% of all serious injuries
- 8% of all fatalities

**Car occupants** accounted for

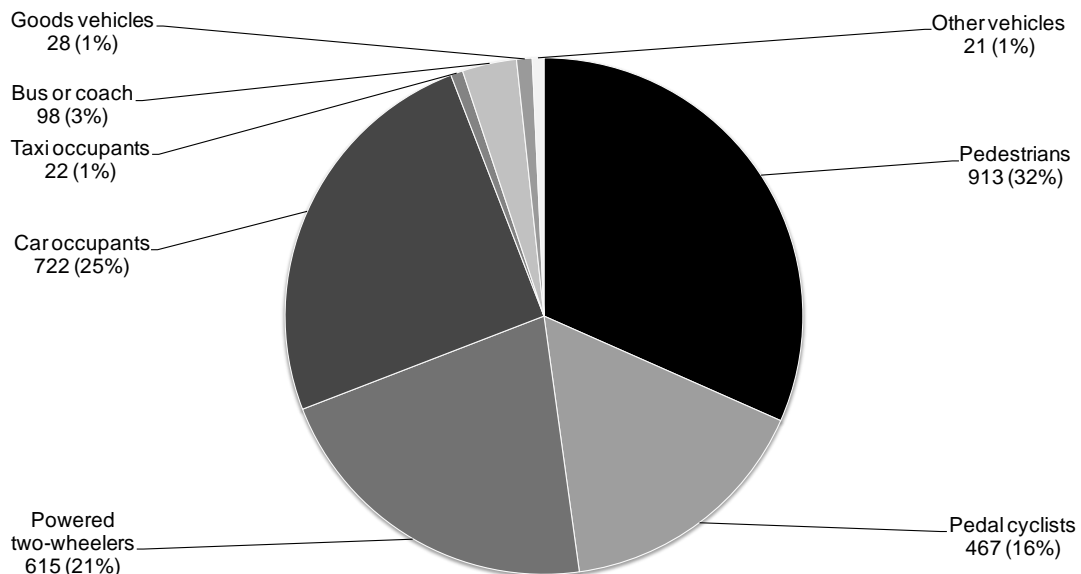
- 44% of all casualties
- 25% of all serious injuries
- 21% of all fatalities

**Bus or coach occupants** accounted for 5% of all casualties, and goods vehicle occupants for 2%. **Taxi occupant** casualties accounted for just over 1.5% of all casualties.

**Fig. 1: Total casualties by mode of travel, Greater London, 2010**



**Fig. 2: Killed or seriously injured casualties by mode of travel, Greater London, 2010**



**Table 3: Casualties in Greater London 2010 - casualty class by vehicle and change over 2009**

Vehicle type	Casualty class in 2010 (and percentage change over 2009)						
	Driver/rider		Passenger		Pedestrian		Total
Pedal cycle	3,997	(9%)	10	(43%)	157	(25%)	<b>4,164</b> (9.7%)
Powered two-wheeler	4,234	(-3%)	103	(-16%)	511	(8%)	<b>4,848</b> (-2.6%)
Car	9,089	(5%)	3,484	(4%)	3,575	(3%)	<b>16,148</b> (4.1%)
Taxi	279	(11%)	175	(11%)	248	(14%)	<b>702</b> (12.0%)
Bus or coach	113	(0%)	1,288	(-3%)	408	(-3%)	<b>1,809</b> (-2.8%)
Goods vehicle	463	(-3%)	135	(31%)	426	(-5%)	<b>1,024</b> (-0.4%)
Other vehicle	84	(-6%)	44	(33%)	66	(22%)	<b>194</b> (10.2%)
<b>Total</b>	<b>18,259</b>	<b>(3%)</b>	<b>5,239</b>	<b>(3%)</b>	<b>5,391</b>	<b>(3%)</b>	<b>28,889</b> (3.3%)
<b>% of total in 2010</b>	<b>63.2%</b>		<b>18.1%</b>		<b>18.7%</b>		<b>100.0%</b>

**Table 4: Casualties in Greater London 2010 - 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	1,208	907	2,316	644	316	2,997	2,394	<b>5,391</b>
Pedal cyclist	218	570	2,890	100	229	3,120	887	<b>4,007</b>
Powered two-wheeler	9	1,018	3,023	77	210	3,956	381	<b>4,337</b>
Car	548	2,681	7,467	961	916	6,939	5,634	<b>12,573</b>
Taxi	7	39	333	45	30	342	112	<b>454</b>
Bus or coach	138	87	630	395	151	509	892	<b>1,401</b>
Goods vehicle	5	88	439	39	27	529	69	<b>598</b>
Other vehicle	1	16	69	23	19	85	43	<b>128</b>
<b>Total</b>	<b>2,134</b>	<b>5,406</b>	<b>17,167</b>	<b>2,284</b>	<b>1,898</b>	<b>18,477</b>	<b>10,412</b>	<b>28,889</b>
<b>% of total in 2010</b>	<b>7.4%</b>	<b>18.7%</b>	<b>59.4%</b>	<b>7.9%</b>	<b>6.6%</b>	<b>64.0%</b>	<b>36.0%</b>	<b>100.0%</b>

During 2010, 96 out of the 126 fatalities (76%) were people outside of vehicles (pedestrians, pedal cyclists and powered two-wheeler users). For seriously injured casualties the equivalent figure was 69%.

In the main road user groups, the following compares casualty figures in 2010 with 2009:

- **Pedestrian** casualties increased by 3%. Pedestrian fatalities decreased by 34% from 2009 to 2010, serious injuries decreased by 12% and slight injuries increased by 8%.
- **Pedal cyclist** casualties overall increased by 9%. Fatalities reduced from 13 to 10, serious injuries increased by 9% and slight injuries increased by 9%.
- **Powered two-wheeler** casualties saw an overall decrease of 4%. Fatalities decreased by 28% from 39 to 28. Serious injuries decreased by 12% and slight injuries decreased by 2%.

- **Car occupant** casualties, by far the largest casualty category, saw an overall increase of 4%. Fatalities decreased by 34% from 41 to 27, serious injuries decreased by 11%, and slight injuries increased by 6%.
- Although comparatively small in number, **taxi occupant** casualties increased by 11% to 454, **goods vehicle occupant** casualties increased by 3% to 598, but **bus or coach occupant** casualties decreased by 3% to 1,401.

#### **Casualty class and associated vehicle**

Table 3 (above) shows the casualty class and type of vehicle directly associated with each casualty, during 2010 compared with 2009. 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 2010 - mode of travel by severity and percentage change over 2009**

Mode of travel	Severity of casualty in 2010 (and percentage change over 2009)						% of total in 2010		
	Fatal		Serious		Slight	Total			
Pedestrian	8	(100%)	181	(6%)	1,019	(15%)	1,208	(14.3%)	56.6%
Pedal cyclist	0	(-100%)	22	(-42%)	196	(-14%)	218	(-18.7%)	10.2%
Powered two-wheeler	0	(-100%)	2	(-67%)	7	(-53%)	9	(-59.1%)	0.4%
Car	0	(0%)	31	(-9%)	517	(-2%)	548	(-2.3%)	25.7%
Taxi	0	(0%)	1	(0%)	6	(50%)	7	(40.0%)	0.3%
Bus or coach	0	(0%)	5	(-17%)	133	(-12%)	138	(-12.1%)	6.5%
Goods vehicle	0	(0%)	0	(-100%)	5	(-67%)	5	(-68.8%)	0.2%
Other vehicle	0	(0%)	0	(-100%)	1	(-67%)	1	(-75.0%)	0.0%
<b>Total</b>	<b>8</b>	<b>(33%)</b>	<b>242</b>	<b>(-6%)</b>	<b>1,884</b>	<b>(3%)</b>	<b>2,134</b>	<b>(2.1%)</b>	<b>100.0%</b>
<i>% of total in 2010</i>	<i>0.4%</i>		<i>11.3%</i>		<i>88.3%</i>		<i>100.0%</i>		

### Gender of casualty

In 2010, 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 64% of bus or coach occupant casualties, 44% of pedestrian casualties and 45% of car occupant casualties. Males accounted for 91% of powered two-wheeler casualties, 78% of pedal cyclist casualties, 55% of car occupant casualties and 56% of pedestrian casualties. Analysis of car occupants shows that males accounted for 60% 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 93% of all casualties in 2010.

Table 5 shows that for child casualties (under 16 years), 57% were pedestrians, 26% were car occupants, 7% were bus passengers and 10% were pedal cyclists. During 2010, eight children were killed (all pedestrians), a decrease of 53% from 17 in 2008, but an increase from six in 2009. In addition, 242 were seriously injured and 1,884 slightly injured. Child seriously injured casualties decreased by 6%, slight casualties increased by 3% and overall, child casualties increased by 2% between 2009 and 2010.

Of young adult casualties (16 to 24 years), 50% were car occupants, 17% were pedestrians, 19% were powered two-wheeler users and 11% were pedal cyclists.

Of adult casualties (25 to 59 years), 43% were car occupants, 18% were powered two-wheeler riders or passengers, 17% were pedal cyclists and 13% were pedestrians.

Of older road user casualties (60 years and over), the largest groups were car occupants (42%), pedestrians (28%), and bus or coach occupants (17%).

### 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 2010 compared with 2009. There were several differences in the changes between inner and outer London, and between individual boroughs.

The total numbers of casualties increased by 2% in inner and 4% in outer London in 2010. Pedestrian casualties showed increases of 1% in inner London and 6% in outer London. Pedal cyclist casualties showed 9% increase in inner London, and

a 9% increase in outer London. Powered two-wheeler casualties decreased by 5% in inner London and by 1% in outer London. Car occupant casualties increased by 5% in inner London and 4% in outer London.

**Table 6: Casualties in Greater London 2010 by borough and percentage change over 2009**

Borough	Total casualties		Pedestrians		Pedal cyclists		Powered two-wheelers		Car occupants		Total vehicle occupants	
City of London	380	(11%)	113	(27%)	127	(15%)	57	(-22%)	33	(0%)	267	(5%)
Westminster	1,599	(2%)	450	(7%)	308	(2%)	331	(-5%)	282	(3%)	1,149	(0%)
Camden	964	(6%)	251	(-8%)	234	(40%)	176	(-5%)	189	(9%)	713	(12%)
Islington	833	(3%)	189	(11%)	232	(1%)	169	(14%)	163	(-5%)	644	(0%)
Hackney	898	(-3%)	172	(-2%)	197	(3%)	128	(-15%)	309	(11%)	726	(-3%)
Tower Hamlets	970	(9%)	181	(-9%)	177	(12%)	158	(-1%)	387	(24%)	789	(14%)
Greenwich	852	(-2%)	147	(11%)	72	(-1%)	124	(-8%)	399	(-12%)	705	(-5%)
Lewisham	938	(-3%)	178	(-8%)	123	(7%)	143	(-21%)	400	(3%)	760	(-2%)
Southwark	1,149	(4%)	206	(-2%)	265	(19%)	229	(0%)	336	(7%)	943	(5%)
Lambeth	1,293	(1%)	253	(1%)	273	(-1%)	262	(-12%)	338	(-3%)	1,040	(0%)
Wandsworth	1,024	(10%)	188	(9%)	238	(16%)	244	(-5%)	292	(25%)	836	(10%)
Hammersmith & Fulham	690	(-4%)	126	(-13%)	167	(7%)	174	(-10%)	172	(5%)	564	(-2%)
Kensington & Chelsea	792	(4%)	171	(-2%)	187	(9%)	220	(13%)	152	(5%)	621	(5%)
<b>Total Inner London</b>	<b>12,382</b>	<b>(2%)</b>	<b>2,625</b>	<b>(1%)</b>	<b>2,600</b>	<b>(9%)</b>	<b>2,415</b>	<b>(-5%)</b>	<b>3,452</b>	<b>(5%)</b>	<b>9,757</b>	<b>(3%)</b>
Waltham Forest	786	(7%)	129	(7%)	76	(-18%)	76	(10%)	448	(20%)	657	(7%)
Redbridge	938	(22%)	156	(27%)	42	(2%)	76	(7%)	583	(21%)	782	(21%)
Havering	793	(6%)	99	(13%)	34	(10%)	66	(12%)	528	(9%)	694	(5%)
Barking & Dagenham	545	(4%)	82	(17%)	44	(57%)	63	(7%)	310	(-4%)	463	(2%)
Newham	911	(-4%)	216	(10%)	90	(6%)	86	(-2%)	456	(-6%)	695	(-7%)
Bexley	589	(-7%)	87	(5%)	53	(56%)	63	(-13%)	333	(-13%)	502	(-9%)
Bromley	816	(-7%)	124	(19%)	88	(40%)	104	(-4%)	445	(-17%)	692	(-10%)
Croydon	1,122	(-2%)	211	(4%)	71	(-13%)	135	(-6%)	599	(-6%)	911	(-3%)
Sutton	481	(0%)	68	(-11%)	40	(-5%)	70	(23%)	261	(-2%)	413	(1%)
Merton	458	(-4%)	88	(1%)	64	(3%)	76	(-12%)	204	(5%)	370	(-5%)
Kingston	427	(-7%)	57	(-22%)	61	(-12%)	58	(-18%)	224	(3%)	370	(-5%)
Richmond	475	(7%)	79	(25%)	110	(11%)	97	(-8%)	165	(5%)	396	(4%)
Hounslow	975	(11%)	119	(-3%)	110	(33%)	137	(-2%)	547	(17%)	856	(13%)
Hillingdon	1,080	(11%)	122	(0%)	80	(11%)	93	(21%)	726	(15%)	958	(13%)
Ealing	1,053	(-2%)	211	(21%)	100	(-10%)	151	(-21%)	498	(-2%)	842	(-7%)
Brent	928	(9%)	191	(-7%)	81	(17%)	145	(1%)	441	(20%)	737	(15%)
Harrow	551	(8%)	104	(4%)	30	(-3%)	41	(-11%)	349	(12%)	447	(10%)
Barnet	1,520	(8%)	241	(12%)	82	(32%)	173	(18%)	913	(4%)	1,279	(8%)
Haringey	984	(6%)	212	(4%)	96	(0%)	127	(-14%)	447	(15%)	772	(6%)
Enfield	1,075	(5%)	170	(-1%)	55	(45%)	85	(18%)	644	(-4%)	905	(6%)
<b>Total Outer London</b>	<b>16,507</b>	<b>(4%)</b>	<b>2,766</b>	<b>(6%)</b>	<b>1,407</b>	<b>(9%)</b>	<b>1,922</b>	<b>(-1%)</b>	<b>9,121</b>	<b>(4%)</b>	<b>13,741</b>	<b>(4%)</b>
<b>Greater London</b>	<b>28,889</b>	<b>(3%)</b>	<b>5,391</b>	<b>(3%)</b>	<b>4,007</b>	<b>(9%)</b>	<b>4,337</b>	<b>(-4%)</b>	<b>12,573</b>	<b>(4%)</b>	<b>23,498</b>	<b>(3%)</b>

Table 7 shows the number of casualties by severity, for each of the London boroughs, in 2010 together with the percentage change compared with 2009.

Fatalities decreased by 28% in inner London to 51 and by 34% in outer London to 75.

Serious injuries decreased by 9% in inner London and by 10% in outer London.

Slight casualties increased by 4% in inner and by 6% in outer London.

**Table 7: Casualties in Greater London 2010 by borough, severity and percentage change over 2009**

Borough	Fatal		Serious		Slight		Total Casualties	
	2010	% Change	2010	% Change	2010	% Change	2010	% Change
City of London	1	(-67%)	40	(-7%)	339	(14%)	380	(11%)
Westminster	4	(-73%)	182	(-26%)	1,413	(8%)	1,599	(2%)
Camden	7	(40%)	105	(-23%)	852	(11%)	964	(6%)
Islington	2	(-33%)	79	(7%)	752	(2%)	833	(3%)
Hackney	5	(25%)	98	(-1%)	795	(-3%)	898	(-3%)
Tower Hamlets	6	(-14%)	85	(-13%)	879	(12%)	970	(9%)
Greenwich	5	(-38%)	99	(9%)	748	(-3%)	852	(-2%)
Lewisham	3	(-57%)	105	(0%)	830	(-3%)	938	(-3%)
Southwark	8	(33%)	157	(30%)	984	(0%)	1,149	(4%)
Lambeth	2	(0%)	154	(-10%)	1,137	(2%)	1,293	(1%)
Wandsworth	3	(-50%)	99	(-13%)	922	(14%)	1,024	(10%)
Hammersmith & Fulham	2	(-33%)	72	(-20%)	616	(-2%)	690	(-4%)
Kensington & Chelsea	3	(50%)	77	(-16%)	712	(6%)	792	(4%)
<b>Total Inner London</b>	<b>51</b>	<b>(-28%)</b>	<b>1,352</b>	<b>(-9%)</b>	<b>10,979</b>	<b>(4%)</b>	<b>12,382</b>	<b>(2%)</b>
Waltham Forest	2	(-60%)	65	(16%)	719	(7%)	786	(7%)
Redbridge	3	(-67%)	73	(22%)	862	(23%)	938	(22%)
Havering	5	(0%)	58	(-17%)	730	(8%)	793	(6%)
Barking & Dagenham	3	(50%)	45	(5%)	497	(4%)	545	(4%)
Newham	5	(-44%)	76	(-10%)	830	(-3%)	911	(-4%)
Bexley	2	(-60%)	66	(-14%)	521	(-5%)	589	(-7%)
Bromley	3	(-73%)	87	(-25%)	726	(-3%)	816	(-7%)
Croydon	5	(0%)	82	(-20%)	1,035	(0%)	1,122	(-2%)
Sutton	2	(-33%)	47	(-13%)	432	(1%)	481	(0%)
Merton	2	(0%)	37	(-30%)	419	(0%)	458	(-4%)
Kingston	1	(-50%)	45	(-10%)	381	(-7%)	427	(-7%)
Richmond	1	(-67%)	71	(34%)	403	(4%)	475	(7%)
Hounslow	7	(17%)	90	(-5%)	878	(13%)	975	(11%)
Hillingdon	8	(60%)	75	(-10%)	997	(13%)	1,080	(11%)
Ealing	4	(-43%)	81	(-32%)	968	(2%)	1,053	(-2%)
Brent	3	(-63%)	81	(-13%)	844	(13%)	928	(9%)
Harrow	2	(-33%)	37	(-20%)	512	(12%)	551	(8%)
Barnet	9	(13%)	123	(-5%)	1,388	(10%)	1,520	(8%)
Haringey	1	(-83%)	78	(-15%)	905	(9%)	984	(6%)
Enfield	7	(-22%)	91	(3%)	977	(6%)	1,075	(5%)
<b>Total Outer London</b>	<b>75</b>	<b>(-34%)</b>	<b>1,408</b>	<b>(-10%)</b>	<b>15,024</b>	<b>(6%)</b>	<b>16,507</b>	<b>(4%)</b>
<b>Greater London</b>	<b>126</b>	<b>(-32%)</b>	<b>2,760</b>	<b>(-9%)</b>	<b>26,003</b>	<b>(5%)</b>	<b>28,889</b>	<b>(3%)</b>



## Collisions in London in 2010

### Month of collisions

Figure 3 shows the month in which collisions occurred and the changes between 2010 and 2009. It shows that there were decreases in three of the months and increases in nine (January, February, March, May, June, July, August, September and October). There was a 20% reduction in collisions in December, which may be related to the extreme weather conditions in December 2010 compared to the previous year.

### Lighting conditions

In both 2009 and 2010, 29% of all collisions occurred in dark conditions.

### Road surface conditions

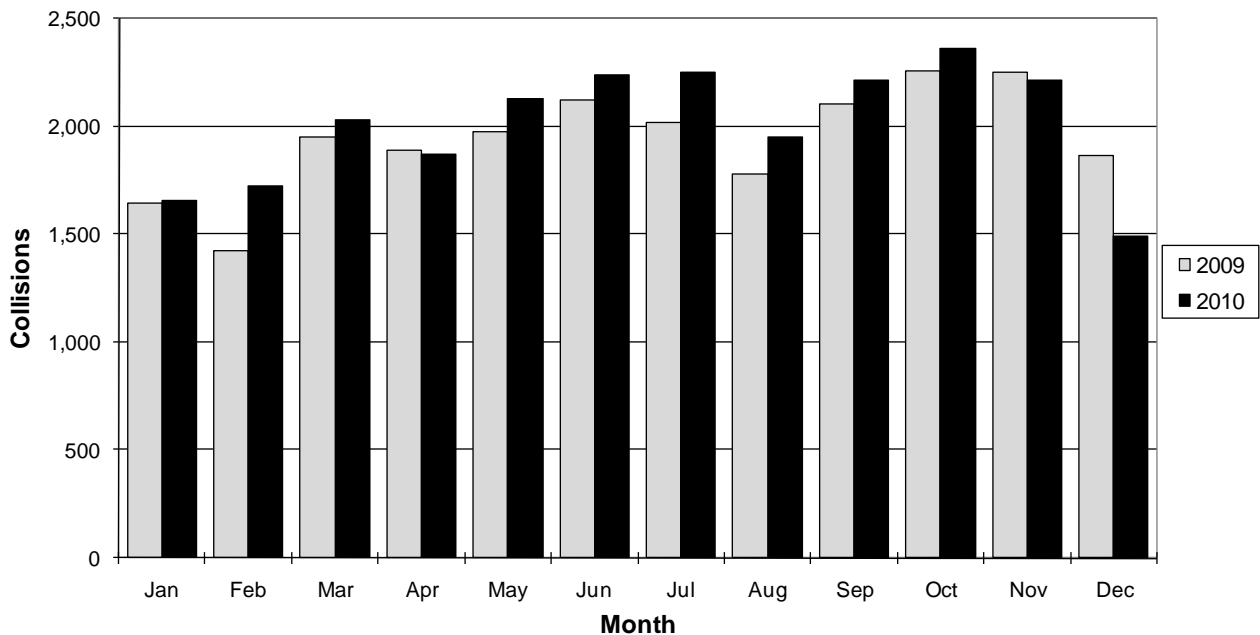
When considering the road surface conditions at the time of collisions, several notable changes were evident in 2010 compared with 2009.

Although the numbers were relatively small, collisions on roads covered with snow, frost or ice increased by 68%, from 424 in 2009 to 712 in 2010. This could be a result of the early and prolonged winter conditions in 2010 at both the beginning and end of the year, compared with 2009.

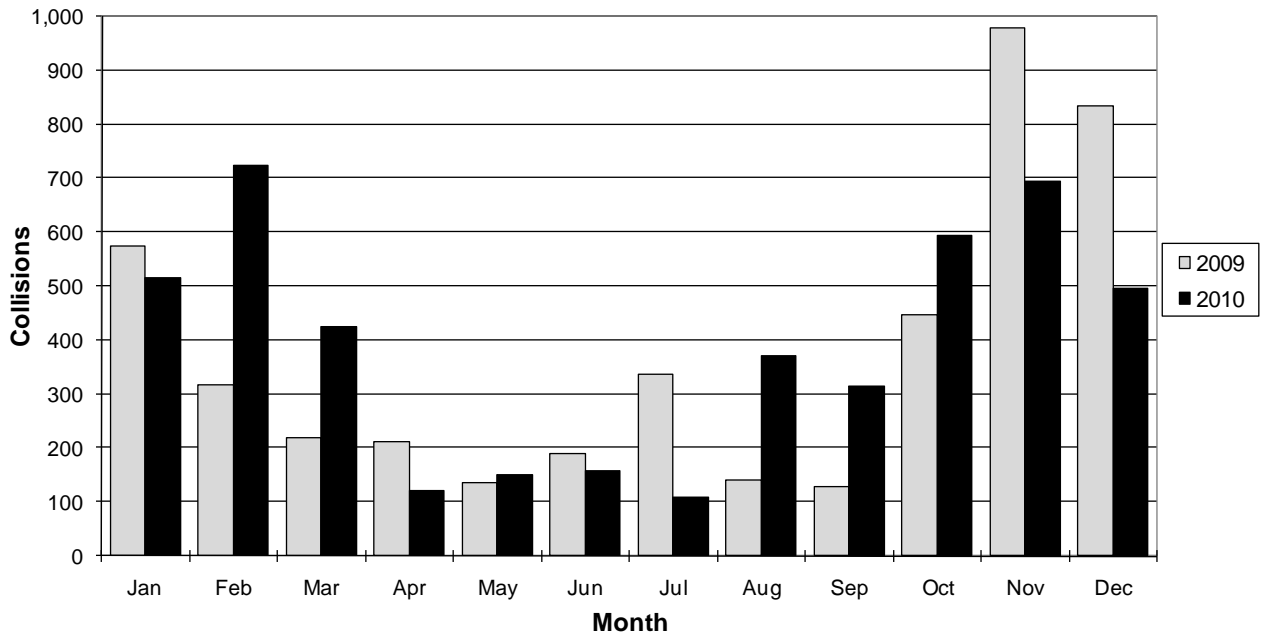
Collisions on dry road surfaces increased by 2%, while those on a wet surface also increased by 4%. Figure 4 shows the considerable monthly variation in wet road collisions in 2010 compared with 2009. Substantial increases in collisions on a wet road surface in 2010 were observed in February, March, August, September and October. There were substantial reductions in November and December 2010, compared with 2009.

Overall, during 2010, 78% of collisions occurred on dry road surfaces, 19% on wet roads, and 3% on roads covered with snow, frost or ice. Corresponding figures in 2009 were 79%, 19% and 2% respectively.

Fig. 3: All collisions in Greater London by month, 2009 and 2010



**Fig. 4: Collisions on a wet road surface in Greater London by month, 2008 and 2009**



### 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](http://londonroadsafety.tfl.gov.uk/data-research_publications.php)

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