Transport for London

Surface Transport

Fact sheet

Surface Planning

Casualties in Greater London during 2011

June 2012

This fact sheet provides a summary and initial analysis of personal injury road traffic collisions and casualties in Greater London in 2011 compared with 2010 and the average for 2005-2009, the baseline period as set out in Department of Transport's Strategic Framework for Road Safety (http://www.dft.gov.uk/publications/strategic-framework-for-road-safety).

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.

Collisions – 2011

24,443 road traffic collisions involving personal injury were reported to the Metropolitan and City Police during 2011 within Greater London. This is a 1% increase in collisions compared with 2010.

Casualties - 2011

Table 1 below shows that the 24,443 collisions resulted in 29,257 casualties. Of these, 159 were fatally injured, 2,646 were seriously injured, and 26,452 were slightly injured.

Killed or Seriously Injured (KSI) casualties fell by 3% in 2011 (2,886 to 2,805) compared to 2010; to the lowest number since 1986 (the earliest year of Police reported casualty data for Greater London). Within this the number of serious injuries fell by 4% (2,760 to 2,646), again to the lowest level since recent records began.

Fatalities increased by 26% (126 to 159). This followed an exceptionally low recorded level in London and nationally in 2010. Despite the increase in fatalities in 2011 compared to 2010, the number of fatalities in London during 2011 was the second lowest on record.

Slight injuries increased by 2% (26,003 to 26,452) and overall casualties in 2011 increased by 1%, compared with 2010.

Table 1: Casualties in Greater London 2011
- mode of travel by severity and percentage change over 2010

Mode of travel	Severity of casualty in 2011 *(and percentage change over 2010)*								*% of total*
	Fatal		Serious		Slight		Total		*in 2011*
Pedestrian	77	*(33%)*	903	*(6%)*	4,466	*(0%)*	**5,446**	***(1.0%)***	***18.6%***
Pedal cyclist	16	*(60%)*	555	*(21%)*	3,926	*(11%)*	**4,497**	***(12.2%)***	***15.4%***
Powered two-wheeler	30	*(7%)*	569	*(-3%)*	4,077	*(10%)*	**4,676**	***(7.8%)***	***16.0%***
Car	32	*(19%)*	467	*(-33%)*	11,293	*(-5%)*	**11,792**	***(-6.2%)***	***40.3%***
Taxi	0	*(-100%)*	25	*(19%)*	540	*(25%)*	**565**	***(24.4%)***	***1.9%***
Bus or coach	1	*(∞)*	85	*(-13%)*	1,384	*(6%)*	**1,470**	***(4.9%)***	***5.0%***
Goods vehicle	1	*(0%)*	29	*(7%)*	615	*(8%)*	**645**	***(7.9%)***	***2.2%***
Other vehicle	2	*(100%)*	13	*(-35%)*	151	*(41%)*	**166**	***(29.7%)***	***0.6%***
Total	**159**	***(26%)***	**2,646**	***(-4%)***	**26,452**	***(2%)***	**29,257**	***(1.3%)***	***100.0%***
% of total in 2011	***0.5%***		***9.0%***		***90.4%***		***100.0%***		

Table 2: Monitoring casualties in London - all roads.
Casualties in 2011 compared with 2005-09 average and 2010

Casualty severity	User group	Casualty numbers			Percentage change in 12 months ending Dec 2011 over:	
		2005-2009 average	12 months ending Dec 2010	12 months ending Dec 2011	12 months ending Dec 2010	2005-2009 average
Fatal	Pedestrians	96.0	58	77	+33%	-20%*
	Pedal cyclists	16.6	10	16	+60%	*-4%*
	Powered two-wheeler	43.4	28	30	+7%	*-31%**
	Car occupants	49.4	27	32	+19%	*-35%**
	Bus or coach occupants	2.4	0	1	∞	*-58%*
	Other vehicle occupants	3.2	3	3	0%	*-6%*
	Total	**211.0**	**126**	**159**	***+26%****	***-25%****
Fatal and serious	Pedestrians	1,216.4	913	980	*+7%*	*-19%**
	Pedal cyclists	420.6	467	571	*+22%**	*+36%**
	Powered two-wheeler	791.2	615	599	*-3%*	*-24%**
	Car occupants	949.0	722	499	*-31%**	*-47%**
	Bus or coach occupants	139.6	98	86	*-12%*	*-38%**
	Other vehicle occupants	109.8	71	70	*-1%*	*-36%**
	Total	**3,626.6**	**2,886**	**2,805**	***-3%***	***-23%****
	Children (under 16yrs)	**330.2**	**250**	**230**	***-8%***	***-30%****
Slight	Pedestrians	4,214.0	4,478	4,466	*-0%*	*+6%**
	Pedal cyclists	2,718.2	3,540	3,926	*+11%**	*+44%**
	Powered two-wheeler	3,806.4	3,722	4,077	*+10%**	*+7%**
	Car occupants	12,426.8	11,851	11,293	*-5%**	*-9%**
	Bus or coach occupants	1,429.8	1,303	1,384	*+6%*	*-3%*
	Other vehicle occupants	1,004.8	1,109	1,306	*+18%**	*+30%**
	Total	**25,600.0**	**26,003**	**26,452**	***+2%****	***+3%****
All severities	Pedestrians	5,430.4	5,391	5,446	*+1%*	*+0%*
	Pedal cyclists	3,138.8	4,007	4,497	*+12%**	*+43%**
	Powered two-wheeler	4,597.6	4,337	4,676	*+8%**	*+2%*
	Car occupants	13,375.8	12,573	11,792	*-6%**	*-12%**
	Bus or coach occupants	1,569.4	1,401	1,470	*+5%*	*-6%**
	Other vehicle occupants	1,114.6	1,180	1,376	*+17%**	*+23%**
	Total	**29,226.6**	**28,889**	**29,257**	***+1%****	***+0%***

** statistically significant changes at the 95% confidence level*

Significance testing helps to identify where change is associated with randomness 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. Changes in the number of casualties over time are modelled following the Poisson distribution.

Casualties – 2005-09 baseline to 2011
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.

Against the 2005-09 baseline:
- All Killed or Seriously Injured (KSI) casualties were 23% below the 2005-09 average.
- All child KSI casualties also fell and were 30% below the 2005-09 average.
- Slight casualties were 3% above the 2005-09 average.

For different road users:
- Pedestrians KSI casualties were 19% below the 2005-2009 average.
- Pedal cyclist KSI casualties were 36% above the 2005-2009 average. This increase should be seen in the context of the considerable increase in cycling over a number of years. Cycling on London's major roads, the Transport for London Road Network (TLRN), increased by 173% between 2000/01 and 2011/12.
- Powered two-wheeler rider KSI casualties fell and were 24% below the 2005-2009 average.

Casualty class - 2011
Data for 2011 in Table 1 and Figures 1 and 2 (overleaf) show that vulnerable road users (pedestrians, pedal cyclists and powered two wheeler users) made up half of all casualties on London's roads in 2011.

Pedestrians accounted for
- 19% of all casualties
- 34% of all serious injuries
- 48% of all fatalities
- 21% of modal share (journey stages)

Riders / passengers of powered two wheelers accounted for
- 16% of all casualties
- 22% of all serious injuries
- 19% of all fatalities
- 1% of modal share (journey stages)

Pedal cyclists accounted for
- 15% of all casualties
- 21% of all serious injuries
- 10% of all fatalities
- 2% of modal share (journey stages)

Car occupants accounted for
- 40% of all casualties
- 18% of all serious injuries
- 20% of all fatalities
- 35% of modal share (journey stages)

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

Table 2 shows that during 2011, 123 out of the 159 fatalities (77%) were vulnerable road users. For seriously injured casualties the equivalent figure was 2,027 out of 2,646 (77%).

In the main road user groups in table 2, the following compares casualty figures in 2011 with 2010:
- **Pedestrian** casualties increased by 1%. Pedestrian fatalities rose from 58 in 2010, the lowest on record, to 77 (+33%) in 2011, the second lowest number on record. This numeric increase was not statistically significant at the 95% confidence level. Serious injuries increased by 6%, although not statistically significant, whilst slight injuries remained unchanged.
- **Pedal cyclist** casualties increased by 12%. Fatalities increased from 10 in 2010, the second lowest number on record, to 16 (+60%). This numeric increase was not statistically significant at the 95% confidence level. Serious injuries increased by 21% and slight injuries increased by 11%, both of which were statistically significant.
- **Powered two-wheeler** casualties saw an increase of 8%. Fatalities increased from 28 in 2010, the lowest number on record, to 30 (+7%). Serious injuries

decreased by 3% over the same period and slight injuries increased by 10%.

- **Car occupant** casualties, by far the largest casualty category, saw a decrease of 6%. Fatalities increased from 27 to 32 (+19%). Serious injuries decreased by 33%, and slight injuries decreased by 5%.

- Although comparatively small in number, **all taxi occupant** casualties increased by 24% to 565, **all goods vehicle occupant** casualties increased by 8% to 645, and **all bus or coach occupant** casualties increased by 5% to 1,470.

Fig. 1: Total casualties by mode of travel, Greater London, 2011

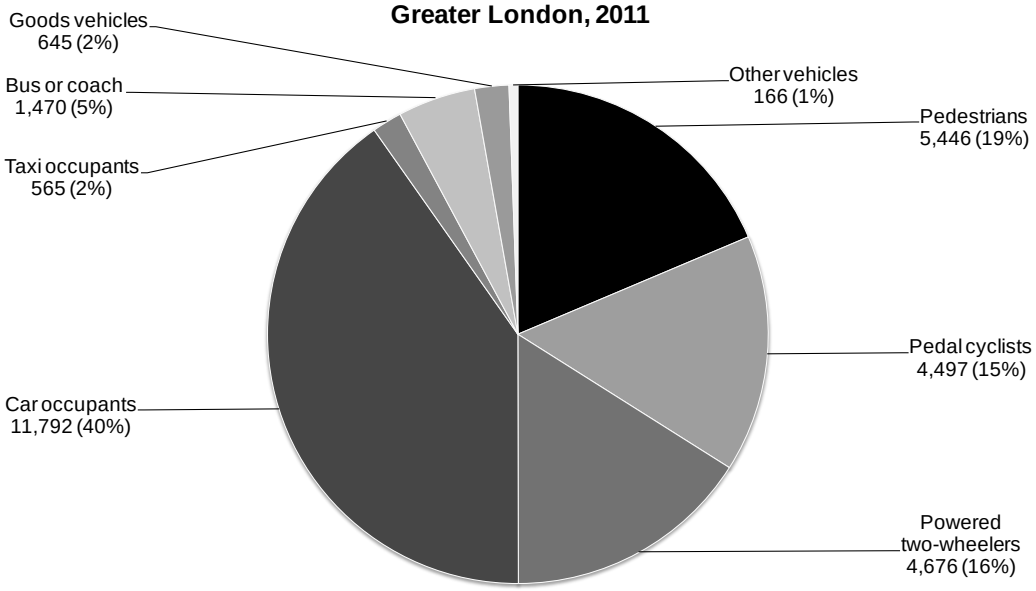


Fig. 2: Killed or seriously injured casualties by mode of travel, Greater London, 2011

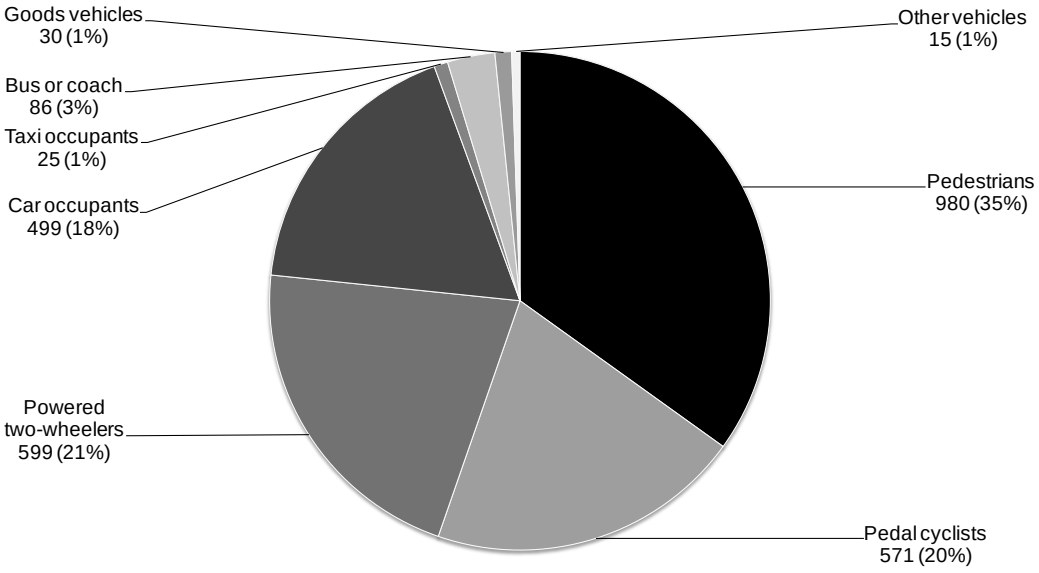


Table 3: Casualties in Greater London 2011- casualty class by vehicle and change over 2010

Vehicle type	Casualty class in 2011 *(and percentage change over 2010)*							
	Driver/rider		Passenger		Pedestrian		Total	
Pedal cycle	4,491	*(12%)*	6	*(-40%)*	178	*(13%)*	**4,675**	***(12.3%)***
Powered two-wheeler	4,560	*(8%)*	116	*(13%)*	493	*(-4%)*	**5,169**	***(6.6%)***
Car	8,509	*(-6%)*	3,283	*(-6%)*	3,615	*(1%)*	**15,407**	***(-4.6%)***
Taxi	310	*(11%)*	255	*(46%)*	251	*(1%)*	**816**	***(16.2%)***
Bus or coach	90	*(-20%)*	1,380	*(7%)*	376	*(-8%)*	**1,846**	***(2.0%)***
Goods vehicle	501	*(8%)*	144	*(7%)*	466	*(9%)*	**1,111**	***(8.5%)***
Other vehicle	88	*(5%)*	78	*(77%)*	67	*(2%)*	**233**	***(20.1%)***
Total	**18,549**	***(2%)***	**5,262**	***(0%)***	**5,446**	***(1%)***	**29,257**	***(1.3%)***
% of total in 2011	***63.4%***		***18.0%***		***18.6%***		***100.0%***	

Casualty class and associated vehicle - 2011

Table 3 above shows the casualty class and type of vehicle directly associated with each casualty, during 2011 compared with 2010. For driver/riders and passengers, this is 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 2011 compared to 2010:

- Car driver and car passenger casualties fell by 6% respectively.
- Pedestrians suffering injury in collision with a bus or coach fell by 8% and by 4% in collision with a powered two-wheeler.
- Although comparatively small in number, pedestrians suffering injury in collision with a pedal cycle increased by 13% to 178, and Taxi passenger casualties increased by 46% to 255

Table 4: Casualties in Greater London 2011 - 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	1,181	942	2,299	712	312	2,973	2,473	**5,446**
Pedal cyclist	206	638	3,283	134	236	3,421	1,076	**4,497**
Powered two-wheeler	9	1,124	3,235	90	218	4,291	385	**4,676**
Car	575	2,416	7,164	914	723	6,317	5,475	**11,792**
Taxi	14	60	397	50	44	430	135	**565**
Bus or coach	181	84	634	424	147	524	946	**1,470**
Goods vehicle	9	82	491	28	35	568	77	**645**
Other vehicle	6	24	87	20	29	111	55	**166**
Total	**2,181**	**5,370**	**17,590**	**2,372**	**1,744**	**18,635**	**10,622**	**29,257**
% of total in 2011	***7.5%***	***18.4%***	***60.1%***	***8.1%***	***6.0%***	***63.7%***	***36.3%***	***100.0%***

Gender of casualty - 2011

In 2011, Table 4 above shows that males accounted for 64% and females for 36% of casualties. It shows considerable variation in the proportion of male to female casualties for different modes of travel and also reflects the different travel choices made by men and women.

Males accounted for 92% of powered two-wheeler casualties, with on average almost 90% of motorcycle journeys in 2010/11 being made by men. Males also accounted for 76% of pedal cyclist casualties, with on average 72% of cycle journeys being made by men in 2010/11. (Travel in London Report 4 http://www.tfl.gov.uk/travelinlondon).

Of car occupant casualties, 54% were male, with men making on average 47% of car journeys. Of pedestrian casualties 55% were male, with men making on average 45% of pedestrian journeys. Analysis of car occupants shows that males accounted for

58% of car driver casualties, and females made up 57% of car passenger casualties.

Females accounted for 64% of bus or coach occupant casualties, making on average 61% of bus or coach journeys in 2010/11. Of pedestrian casualties, 45% were female, making on average 55% of pedestrian journeys, and 46% of car occupant casualties were female, making on average 53% of car journeys.

Casualty age groups - 2011

Table 4 shows a wide variation in casualties according to age group for each mode of travel. Age was known for 94% of all casualties in 2011.

Of young adult casualties (16 to 24 years), 45% were car occupants, 18% were pedestrians, 21% were powered two-wheeler users and 12% were pedal cyclists.

Of adult casualties (25 to 59 years), 41% were car occupants, 18% were powered two-wheeler riders or passengers, 19% were pedal cyclists 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 (18%).

Child casualties - 2011

Table 5 below shows that for child casualties (under 16 years), 54% were pedestrians, 26% were car occupants, 8% were bus passengers and 9% were pedal cyclists.

During 2011, seven children were killed (five pedestrians, one pedal cycle and one car occupant), a decrease from eight in 2010, to the second lowest number on record. In addition, 223 were seriously injured, the lowest number on record, and 1,951 slightly injured. Child KSIs decreased by 8% to the lowest number on record. Slight casualties increased by 4% and overall, child casualties increased by 2% between 2010 and 2011.

Casualty variation throughout London - 2011

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 2011 compared with 2010. There were several differences in the changes between inner and outer London, and between individual boroughs.

The total numbers of casualties increased by 4% in inner London and fell by 1% in outer London in 2011. Pedestrian casualties showed increases of 4% in inner London and fell by 2% in outer London. Pedal cyclist casualties showed 13% increase in inner London, and an 11% increase in outer London. Powered two-wheeler casualties increased by 7% in inner London and by 9% in outer London. Car occupant casualties fell by 6% in inner London and also fell by 6% in outer London.

Table 5: Child casualties (under 16) in 2011 - mode of travel by severity and percentage change over 2010

Mode of travel	**Severity of casualty in 2011** ***(and percentage change over 2010)***								***% of total***
	Fatal		**Serious**		**Slight**		**Total**		***in 2011***
Pedestrian	5	*(-38%)*	170	*(-6%)*	1,006	*(-1%)*	**1,181**	***(-2.2%)***	***54.1%***
Pedal cyclist	1	*(∞)*	18	*(-18%)*	187	*(-5%)*	**206**	***(-5.5%)***	***9.4%***
Powered two-wheeler	0	*(∞)*	4	*(100%)*	5	*(-29%)*	**9**	***(0.0%)***	***0.4%***
Car	1	*(∞)*	23	*(-26%)*	551	*(7%)*	**575**	***(4.9%)***	***26.4%***
Taxi	0	*(∞)*	0	*(-100%)*	14	*(133%)*	**14**	***(100.0%)***	***0.6%***
Bus or coach	0	*(∞)*	6	*(20%)*	175	*(32%)*	**181**	***(31.2%)***	***8.3%***
Goods vehicle	0	*(∞)*	1	*(∞)*	8	*(60%)*	**9**	***(80.0%)***	***0.4%***
Other vehicle	0	*(∞)*	1	*(∞)*	5	*(400%)*	**6**	***(500.0%)***	***0.3%***
Total	**7**	***(-13%)***	**223**	***(-8%)***	**1,951**	***(4%)***	**2,181**	***(2.2%)***	***100.0%***
% of total in 2011	***0.3%***		***10.2%***		***89.5%***		***100.0%***		

Table 6: Casualties in Greater London 2011 by borough and percentage change over 2010

Borough	Total casualties	Pedestrians	Pedal cyclists	Powered two-wheelers	Car occupants	Total vehicle occupants
City of London	409 *(+8%)*	98 *(-13%)*	149 *(+17%)*	71 *(+25%)*	41 *(+24%)*	311 *(+16%)*
Westminster	1,638 *(+2%)*	449 *(0%)*	371 *(+20%)*	304 *(-8%)*	264 *(-6%)*	1,189 *(+3%)*
Camden	932 *(-3%)*	224 *(-11%)*	284 *(+21%)*	172 *(-2%)*	159 *(-16%)*	708 *(-1%)*
Islington	985 *(+18%)*	195 *(+3%)*	279 *(+20%)*	188 *(+11%)*	218 *(+34%)*	790 *(+23%)*
Hackney	872 *(-3%)*	201 *(+17%)*	259 *(+31%)*	126 *(-2%)*	213 *(-31%)*	671 *(-8%)*
Tower Hamlets	945 *(-3%)*	191 *(+6%)*	205 *(+16%)*	202 *(+28%)*	288 *(-26%)*	754 *(-4%)*
Greenwich	928 *(+9%)*	158 *(+7%)*	77 *(+7%)*	131 *(+6%)*	464 *(+16%)*	770 *(+9%)*
Lewisham	1,064 *(+13%)*	208 *(+17%)*	142 *(+15%)*	200 *(+40%)*	386 *(-4%)*	856 *(+13%)*
Southwark	1,134 *(-1%)*	203 *(-1%)*	283 *(+7%)*	235 *(+3%)*	274 *(-18%)*	931 *(-1%)*
Lambeth	1,307 *(+1%)*	247 *(-2%)*	285 *(+4%)*	283 *(+8%)*	350 *(+4%)*	1,060 *(+2%)*
Wandsworth	1,058 *(+3%)*	190 *(+1%)*	258 *(+8%)*	286 *(+17%)*	246 *(-16%)*	868 *(+4%)*
Hammersmith & Fulham	772 *(+12%)*	156 *(+24%)*	171 *(+2%)*	187 *(+7%)*	196 *(+14%)*	616 *(+9%)*
Kensington & Chelsea	802 *(+1%)*	203 *(+19%)*	177 *(-5%)*	205 *(-7%)*	146 *(-4%)*	599 *(-4%)*
Total Inner London	**12,846** ***(+4%)***	**2,723** ***(+4%)***	**2,940** ***(+13%)***	**2,590** ***(+7%)***	**3,245** ***(-6%)***	**10,123** ***(+4%)***
Waltham Forest	813 *(+3%)*	133 *(+3%)*	113 *(+49%)*	95 *(+25%)*	400 *(-11%)*	680 *(+4%)*
Redbridge	946 *(+1%)*	143 *(-8%)*	60 *(+43%)*	85 *(+12%)*	596 *(+2%)*	803 *(+3%)*
Havering	809 *(+2%)*	100 *(+1%)*	44 *(+29%)*	68 *(+3%)*	531 *(+1%)*	709 *(+2%)*
Barking & Dagenham	607 *(+11%)*	78 *(-5%)*	44 *(0%)*	65 *(+3%)*	365 *(+18%)*	529 *(+14%)*
Newham	908 *(0%)*	218 *(+1%)*	97 *(+8%)*	81 *(-6%)*	427 *(-6%)*	690 *(-1%)*
Bexley	570 *(-3%)*	89 *(+2%)*	29 *(-45%)*	79 *(+25%)*	311 *(-7%)*	481 *(-4%)*
Bromley	870 *(+7%)*	146 *(+18%)*	88 *(0%)*	89 *(-14%)*	461 *(+4%)*	724 *(+5%)*
Croydon	1,231 *(+10%)*	205 *(-3%)*	115 *(+62%)*	145 *(+7%)*	634 *(+6%)*	1,026 *(+13%)*
Sutton	534 *(+11%)*	60 *(-12%)*	48 *(+20%)*	78 *(+11%)*	305 *(+17%)*	474 *(+15%)*
Merton	513 *(+12%)*	88 *(0%)*	66 *(+3%)*	89 *(+17%)*	222 *(+9%)*	425 *(+15%)*
Kingston	443 *(+4%)*	64 *(+12%)*	87 *(+43%)*	77 *(+33%)*	180 *(-20%)*	379 *(+2%)*
Richmond	518 *(+9%)*	89 *(+13%)*	129 *(+17%)*	105 *(+8%)*	156 *(-5%)*	429 *(+8%)*
Hounslow	995 *(+2%)*	138 *(+16%)*	120 *(+9%)*	150 *(+9%)*	486 *(-11%)*	857 *(0%)*
Hillingdon	946 *(-12%)*	131 *(+7%)*	63 *(-21%)*	117 *(+26%)*	561 *(-23%)*	815 *(-15%)*
Ealing	984 *(-7%)*	201 *(-5%)*	110 *(+10%)*	161 *(+7%)*	411 *(-17%)*	783 *(-7%)*
Brent	896 *(-3%)*	167 *(-13%)*	81 *(0%)*	164 *(+13%)*	420 *(-5%)*	729 *(-1%)*
Harrow	422 *(-23%)*	98 *(-6%)*	30 *(0%)*	44 *(+7%)*	217 *(-38%)*	324 *(-28%)*
Barnet	1,382 *(-9%)*	204 *(-15%)*	71 *(-13%)*	171 *(-1%)*	825 *(-10%)*	1,178 *(-8%)*
Haringey	915 *(-7%)*	188 *(-11%)*	95 *(-1%)*	122 *(-4%)*	374 *(-16%)*	727 *(-6%)*
Enfield	1,109 *(+3%)*	183 *(+8%)*	67 *(+22%)*	101 *(+19%)*	665 *(+3%)*	926 *(+2%)*
Total Outer London	**16,411** ***(-1%)***	**2,723** ***(-2%)***	**1,557** ***(+11%)***	**2,086** ***(+9%)***	**8,547** ***(-6%)***	**13,688** ***(0%)***
Greater London	**29,257** ***(+1%)***	**5,446** ***(+1%)***	**4,497** ***(+12%)***	**4,676** ***(+8%)***	**11,792** ***(-6%)***	**23,811** ***(+1%)***

Table 7 below shows the number of casualties by severity, for each of the London boroughs in 2011 together with the percentage change compared with 2010.

Fatalities increased by 14% in inner London to 58 and by 35% in outer London to 101.

Serious injuries decreased by 2% in inner London and by 6% in outer London, both to the lowest level since recent records began.

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

Table 7: Casualties in Greater London 2011 by borough, severity and percentage change over 2010

Borough	Fatal		Serious		Slight		Total Casualties	
City of London	0	*(-100%)*	49	*(+23%)*	360	*(+6%)*	409	*(+8%)*
Westminster	6	*(+50%)*	154	*(-15%)*	1,478	*(+5%)*	1,638	*(+2%)*
Camden	6	*(-14%)*	94	*(-10%)*	832	*(-2%)*	932	*(-3%)*
Islington	4	*(+100%)*	96	*(+22%)*	885	*(+18%)*	985	*(+18%)*
Hackney	3	*(-40%)*	105	*(+7%)*	764	*(-4%)*	872	*(-3%)*
Tower Hamlets	8	*(+33%)*	95	*(+12%)*	842	*(-4%)*	945	*(-3%)*
Greenwich	2	*(-60%)*	92	*(-7%)*	834	*(+11%)*	928	*(+9%)*
Lewisham	2	*(-33%)*	100	*(-5%)*	962	*(+16%)*	1,064	*(+13%)*
Southwark	5	*(-38%)*	121	*(-23%)*	1,008	*(+2%)*	1,134	*(-1%)*
Lambeth	10	*(+400%)*	159	*(+3%)*	1,138	*(0%)*	1,307	*(+1%)*
Wandsworth	4	*(+33%)*	108	*(+9%)*	946	*(+3%)*	1,058	*(+3%)*
Hammersmith & Fulham	3	*(+50%)*	74	*(+3%)*	695	*(+13%)*	772	*(+12%)*
Kensington & Chelsea	5	*(+67%)*	77	*(0%)*	720	*(+1%)*	802	*(+1%)*
Total Inner London	**58**	***(+14%)***	**1,324**	***(-2%)***	**11,464**	***(+4%)***	**12,846**	***(+4%)***
Waltham Forest	4	*(+100%)*	64	*(-2%)*	745	*(+4%)*	813	*(+3%)*
Redbridge	2	*(-33%)*	74	*(+1%)*	870	*(+1%)*	946	*(+1%)*
Havering	8	*(+60%)*	66	*(+14%)*	735	*(+1%)*	809	*(+2%)*
Barking & Dagenham	4	*(+33%)*	45	*(0%)*	558	*(+12%)*	607	*(+11%)*
Newham	3	*(-40%)*	71	*(-7%)*	834	*(0%)*	908	*(0%)*
Bexley	5	*(+150%)*	44	*(-33%)*	521	*(0%)*	570	*(-3%)*
Bromley	7	*(+133%)*	74	*(-15%)*	789	*(+9%)*	870	*(+7%)*
Croydon	10	*(+100%)*	99	*(+21%)*	1,122	*(+8%)*	1,231	*(+10%)*
Sutton	4	*(+100%)*	41	*(-13%)*	489	*(+13%)*	534	*(+11%)*
Merton	1	*(-50%)*	45	*(+22%)*	467	*(+11%)*	513	*(+12%)*
Kingston	2	*(+100%)*	42	*(-7%)*	399	*(+5%)*	443	*(+4%)*
Richmond	2	*(+100%)*	67	*(-6%)*	449	*(+11%)*	518	*(+9%)*
Hounslow	7	*(0%)*	66	*(-27%)*	922	*(+5%)*	995	*(+2%)*
Hillingdon	7	*(-13%)*	67	*(-11%)*	872	*(-13%)*	946	*(-12%)*
Ealing	5	*(+25%)*	61	*(-25%)*	918	*(-5%)*	984	*(-7%)*
Brent	3	*(0%)*	69	*(-15%)*	824	*(-2%)*	896	*(-3%)*
Harrow	3	*(+50%)*	34	*(-8%)*	385	*(-25%)*	422	*(-23%)*
Barnet	8	*(-11%)*	133	*(+8%)*	1,241	*(-11%)*	1,382	*(-9%)*
Haringey	4	*(+300%)*	74	*(-5%)*	837	*(-8%)*	915	*(-7%)*
Enfield	12	*(+71%)*	86	*(-5%)*	1,011	*(+3%)*	1,109	*(+3%)*
Total Outer London	**101**	***(+35%)***	**1,322**	***(-6%)***	**14,988**	***(0%)***	**16,411**	***(-1%)***
Greater London	**159**	***(+26%)***	**2,646**	***(-4%)***	**26,452**	***(+2%)***	**29,257**	***(+1%)***

Collisions in London in 2011

Month of collisions

Figure 3 below shows the month in which collisions occurred and the changes between 2011 and 2010. It shows that there were increases in five of the months (February to May and December) and decreases in seven (January and June to November). There was a 36% increase in collisions in December 2011, compared to December 2010, from 1,488 to 2,021. This increase may be related to the extreme weather conditions in December 2010, which resulted in reductions in travel when compared to December 2011. April 2011 was the warmest April on record, with increases in travel contributing to an increase in collisions of 7% compared to April 2010.

Lighting conditions

In 2011, 30% of all collisions occurred in dark conditions, compared to 29% in 2010.

Road surface conditions

When considering the road surface conditions at the time of collisions, several notable changes were evident in 2011 compared with 2010. Although the numbers were relatively small, collisions on roads covered with snow, frost or ice fell by 92%, from 712 in 2010 to 59 in 2011. This is likely to be a result of the early and prolonged winter conditions in 2010, at both the beginning and end of the year, compared with milder conditions in 2011.

Collisions on dry road surfaces increased by 8%, while those on a wet surface fell by 13%. Figure 4 (overleaf) shows the considerable monthly variation in wet road collisions in 2011 compared with 2010. Substantial increases in collisions on a wet road surface in 2011 were observed in June, July and December. There were substantial reductions in March, April and October 2011, compared with 2010.

Overall, during 2011, 83% of collisions occurred on dry road surfaces, 17% on wet roads, and 0.2% on roads covered with snow, frost or ice. Corresponding figures in 2010 were 78%, 19% and 3% respectively.

Fig. 3: All collisions in Greater London by month, 2010 and 2011 (Jan-Dec)

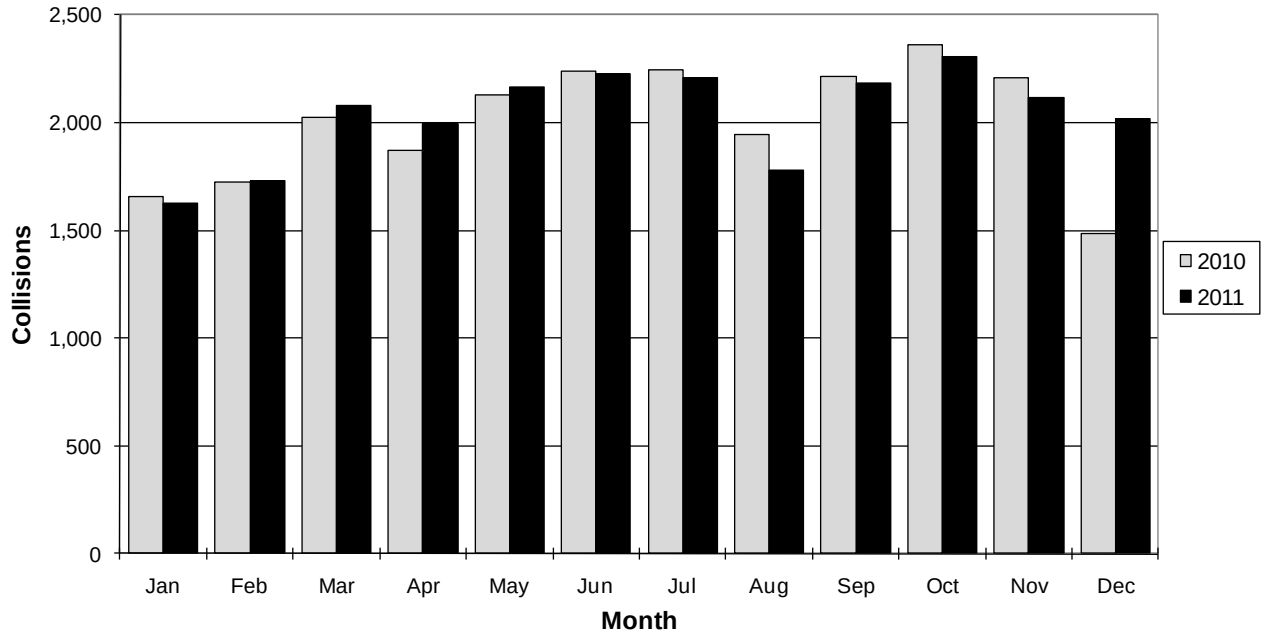
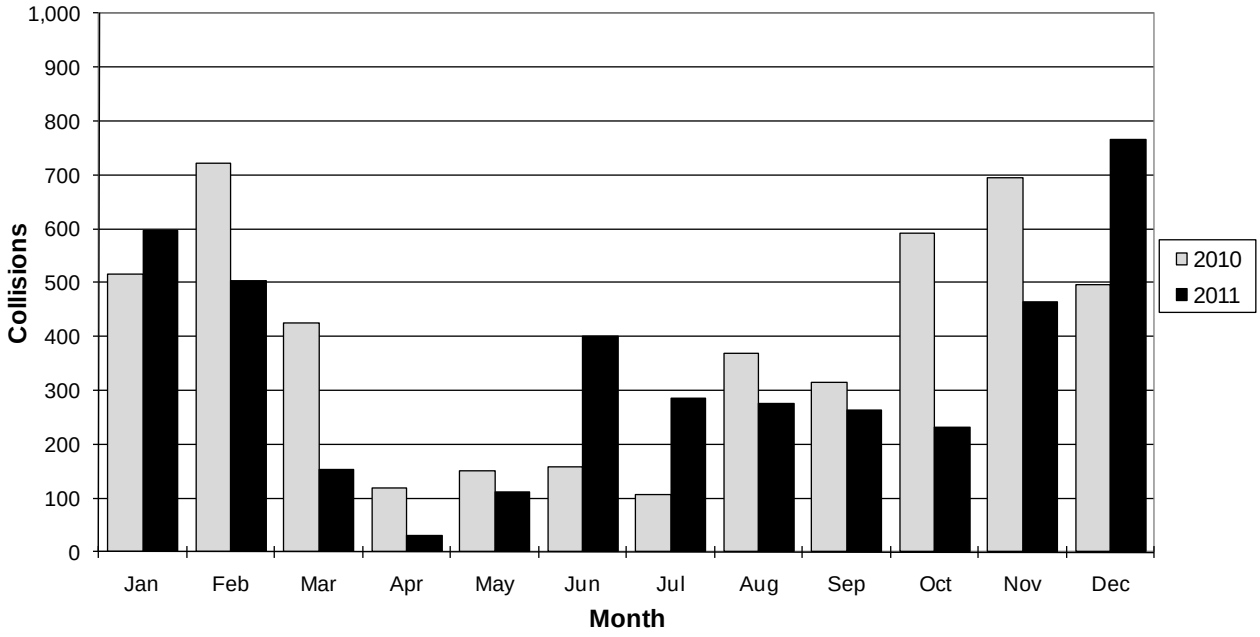


Fig. 4: Collisions on a wet road surface in Greater London by month, 2010 and 2011 (Jan-Dec)



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

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