



Fact sheet

Surface Planning

Casualties in Greater London during 2013

June 2014

This fact sheet provides a summary and initial analysis of personal injury road traffic collisions and casualties in Greater London in 2013 compared with 2012 and the average for 2005-2009. This is the baseline against which TfL measures progress towards the target of a 40 per cent reduction in Killed or Seriously Injured (KSI) casualties by 2020, set out in Safe Streets for London (SSfL), London's Road Safety Action Plan to 2020.

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 – 2013

23,066 road traffic collisions involving personal injury were reported to the Metropolitan and City of London Police during 2013. This is a 4% reduction in collisions compared with 2012.

Casualties - 2013

Table 1 below and table 2 overleaf show that the 23,066 collisions resulted in 27,199 casualties. Of these, 132 people were fatally injured, 2,192 were seriously injured, and 24,875 were slightly injured.

Fatalities fell by one percent (134 to 132), to the second lowest level since recent records began.

KSI casualties fell by 23% in 2013 (3,018 to 2,324) compared to 2012, to the lowest number since records began. Within this, the number of serious injuries fell by 24% (2,884 to 2,192), also to the lowest level on record.

Slight injuries fell by 3% (25,762 to 24,875) and overall casualties in 2013 fell by 5%, compared with 2012, to the lowest level on record.

Table 1: Casualties in Greater London 2013
- mode of travel by severity and percentage change over 2012

Mode of travel	Severity of casualty in 2013 (and percentage change over 2012)						% of total in 2013	
	Fatal		Serious		Slight	Total		
Pedestrian	65	(-6%)	773	(-27%)	4,343	(5%)	5,181 (-1.6%)	19.0%
Pedal cyclist	14	(0%)	475	(-28%)	4,134	(5%)	4,623 (0.2%)	17.0%
Powered two-wheeler	22	(-19%)	488	(-19%)	3,992	(-1%)	4,502 (-3.2%)	16.6%
Car	25	(32%)	310	(-28%)	9,850	(-12%)	10,185 (-12.7%)	37.4%
Taxi/private hire	1	(-50%)	21	(31%)	522	(-3%)	544 (-2.2%)	2.0%
Bus or coach	1	(-50%)	89	(-3%)	1,381	(12%)	1,471 (10.9%)	5.4%
Goods vehicle	2	(100%)	26	(8%)	543	(-3%)	571 (-1.9%)	2.1%
Other vehicle	2	(?)	10	(0%)	110	(-1%)	122 (0.8%)	0.4%
Total	132	(-1%)	2,192	(-24%)	24,875	(-3%)	27,199 (-5.5%)	100.0%
% of total in 2013	0.5%		8.1%		91.5%		100.0%	

Table 2: Monitoring casualties in London - all roads.
Casualties in the year 2013 compared with the 2005-09 average and 2012

Casualty severity	User group	Casualty numbers			Percentage change in 2013 over		
		2005-2009 average	2012	2013	2012	2005-2009 average	
Fatal	Pedestrians	96.0	69	65	-6%	-32% *	
	Pedal cyclists	16.6	14	14	0%	-16%	
	Powered two-wheeler	43.4	27	22	-19%	-49% *	
	Car occupants	49.4	19	25	32%	-49% *	
	Bus or coach occupants	2.4	2	1	-50%	-58%	
	Other vehicle occupants	3.2	3	5	67%	56%	
	Total	211.0	134	132	-1%	-37% *	
	Children (under 16yrs)	11.6	5	6	20%	-48%	
Fatal and serious	Pedestrians	1,216.4	1,123	838	-25% *	-31% *	
	Pedal cyclists	420.6	671	489	-27% *	16% *	
	Powered two-wheeler	791.2	629	510	-19% *	-36% *	
	Car occupants	949.0	448	335	-25% *	-65% *	
	Bus or coach occupants	139.6	94	90	-4%	-36% *	
	Other vehicle occupants	109.8	53	62	17%	-44% *	
	Total	3,626.6	3,018	2,324	-23% *	-36% *	
		Child pedestrians	231.8	211	153	-27% *	-34% *
		Child pedal cyclists	32.8	27	17	-37%	-48% *
		Child car occupants	42.2	23	7	-70% *	-83% *
		Child bus/coach passenger	11.6	4	4	0%	-66% *
		Other child casualties	11.8	5	6	20%	-49%
		Children (under 16yrs)	330.2	270	187	-31% *	-43% *
Slight	Pedestrians	4,214.0	4,143	4,343	5% *	3%	
	Pedal cyclists	2,718.2	3,942	4,134	5% *	52% *	
	Powered two-wheeler	3,806.4	4,022	3,992	-1%	5% *	
	Car occupants	12,426.8	11,217	9,850	-12% *	-21% *	
	Bus or coach occupants	1,429.8	1,232	1,381	12% *	-3%	
	Other vehicle occupants	1,004.8	1,206	1,175	-3%	17% *	
	Total	25,600.0	25,762	24,875	-3% *	-3% *	
	Children (under 16yrs)	1,889.0	1,689	1,677	-1%	-11% *	
All severities	Pedestrians	5,430.4	5,266	5,181	-2%	-5% *	
	Pedal cyclists	3,138.8	4,613	4,623	0%	47% *	
	Powered two-wheeler	4,597.6	4,651	4,502	-3%	-2%	
	Car occupants	13,375.8	11,665	10,185	-13% *	-24% *	
	Bus or coach occupants	1,569.4	1,326	1,471	11% *	-6% *	
	Other vehicle occupants	1,114.6	1,259	1,237	-2%	11% *	
	Total	29,226.6	28,780	27,199	-5% *	-7% *	
	Children (under 16yrs)	2,219.2	1,959	1,864	-5%	-16% *	

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 2013

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 2013 against the 2005-09 baseline:

- All Killed or Seriously Injured (KSI) casualties were down 36%
- All child KSI casualties were down 43%
- Slight casualties were down by 3%

Comparing the number of casualties experienced in 2013 by different road users groups against the 2005-09 baseline:

- Pedestrians KSI casualties were down 31%
- Pedal cyclist KSI casualties were up 16%. This 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 72% between 2005/6 and 2013/14, and by 196% between 2000/01 and 2013/14.
- Powered two-wheeler rider KSI casualties were down 36%

Casualty class - 2013

Data for 2013 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 (53%) of all casualties on London's roads. Of this total, vulnerable road users made up 101 out of 132 fatalities (77%) and 1,837 out of 2,324 KSI casualties (79%) in 2013.

Pedestrians accounted for

- 19% of all casualties
- 35% of all serious injuries
- 49% of all fatalities
- 26% of modal share (journey stages)¹

Riders / passengers of powered two wheelers accounted for

- 17% of all casualties
- 22% of all serious injuries
- 17% of all fatalities
- 1% of modal share (journey stages)

Pedal cyclists accounted for

- 17% of all casualties
- 22% of all serious injuries
- 11% of all fatalities
- 2% of modal share (journey stages)

Car occupants accounted for

- 37% of all casualties
- 14% of all serious injuries
- 19% of all fatalities
- 42% 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 just over 2%. **Taxi occupant/private hire** casualties accounted for 2% of all casualties.

In the main road user groups shown in table 2, the following compares casualty figures in 2013 with 2012:

- **Pedestrian** casualties fell by 2%. Pedestrian fatalities fell from 69 in 2012, to 65 (-6%) in 2013, to the second lowest number on record. KSI casualties also decreased by 25%, to the lowest level on record, and slight injuries increased by 5%.
- **Pedal cyclist** casualties increased slightly, from 4,613 in 2012 to 4,623 in 2013. The number of fatalities remained unchanged, with 14 in 2012 and 2013. KSI casualties however fell by 27% and slight injuries increased by 5%.
- **Powered two-wheeler** casualties decreased by 3%. Fatalities also decreased from 27 in 2012 to 22 (-19%) in 2013, to the lowest number on record. KSI casualties fell by 19%, also to the lowest level on record, whilst slight injuries fell by 1%.
- **Car occupant** casualties, by far the largest casualty category, saw a

¹ Travel in London Report 6
<http://www.tfl.gov.uk/travelinlondon>
Mayor of London

significant decrease of 13%, to the lowest number on record. Fatalities increased from 19 to 25 (32%). KSI casualties fell by 25%, and slight injuries fell by 12%, both statistically significant and the lowest numbers on record.

- Although comparatively small in number, **all taxi/private hire occupant** casualties fell by 2% to 544, **all goods vehicle occupant** casualties also fell by 2% to 571. **Bus or coach occupant** casualties increased by 11% to 1,471, however bus or coach occupant KSI casualties fell by 4% to the second lowest level on record.

Fig. 1: Total casualties by mode of travel, Greater London, 2013

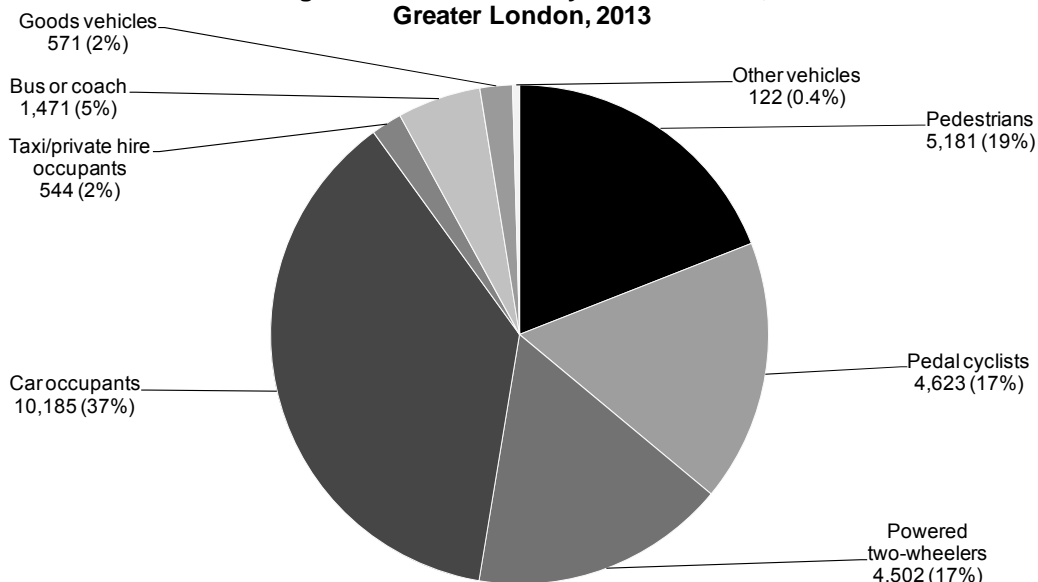


Fig. 2: Killed or seriously injured casualties by mode of travel, Greater London, 2013

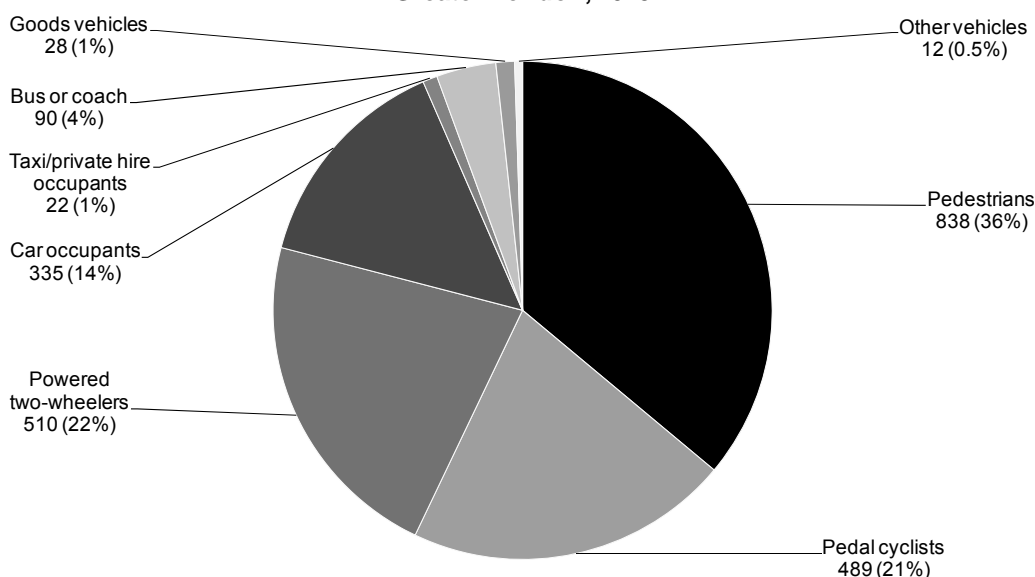


Table 3: Casualties in Greater London 2013 - casualty class by vehicle involved and change over 2012

Vehicle involved	Casualty class in 2013 (and percentage change over 2012)							
	Driver/rider		Passenger		Pedestrian		Total	
Pedal cycle	4,614	(0%)	9	(50%)	227	(-2%)	4,850	(0.1%)
Powered two-wheeler	4,404	(-3%)	98	(1%)	495	(0%)	4,997	(-2.9%)
Car	7,379	(-12%)	2,806	(-15%)	3,282	(-5%)	13,467	(-10.9%)
Taxi/private hire	317	(2%)	227	(-7%)	341	(33%)	885	(9.0%)
Bus or coach	105	(5%)	1,366	(11%)	342	(-3%)	1,813	(8.0%)
Goods vehicle	459	(-2%)	112	(-2%)	452	(4%)	1,023	(0.8%)
Other vehicle	85	(37%)	37	(-37%)	42	(-7%)	164	(-1.2%)
Total	17,363	(-6%)	4,655	(-7%)	5,181	(-2%)	27,199	(-5.5%)
% of total in 2012	63.8%		17.1%		19.0%		100.0%	

Casualty class and associated vehicle - 2013

Table 3 above shows the casualty class and type of vehicle directly associated with each casualty, during 2013 compared with 2012. 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 2013 compared to 2012:

- Pedestrians suffering injury in a collision with a car fell by 5%, by 3% in collision with a bus or coach and by 2% in collision with a pedal cycle.
- Pedestrians suffering injury in collision with a taxi/private hire vehicle increased by 33% to 341.
- Car driver casualties fell by 12% however bus or coach passenger casualties increased by 11%.

Table 4: Casualties in Greater London 2013 - 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	989	841	2,403	672	276	2,769	2,412	5,181
Pedal cyclist	161	673	3,467	123	199	3,569	1,054	4,623
Powered two-wheeler	14	1,187	3,053	67	181	4,180	322	4,502
Car	498	1,891	6,394	910	492	5,437	4,748	10,185
Taxi/private hire	9	67	381	54	33	410	134	544
Bus or coach	183	68	648	449	123	532	939	1,471
Goods vehicle	7	82	437	20	25	523	48	571
Other vehicle	3	10	64	28	17	81	41	122
Total	1,864	4,819	16,847	2,323	1,346	17,501	9,698	27,199
% of total in 2013	6.9%	17.7%	61.9%	8.5%	4.9%	64.3%	35.7%	100.0%

Gender of casualty - 2013

In 2013, 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 which reflects the different travel choices made by men and women.

Males accounted for 93% of powered two-wheeler casualties; with on average almost 87% of motorcycle journeys in 2012/13 being made by men. Males also

accounted for 77% of pedal cyclist casualties, with on average 72% of cycle journeys being made by men in 2012/13.

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

Of car occupant casualties, 53% were male and 47% female, with men making on average 52% and women 48% of car journeys. Analysis of car occupants shows

that males accounted for 58% of car driver casualties, and females made up 58% of car passenger casualties.

Females accounted for 64% of bus or coach occupant casualties, making on average 57% of bus journeys in 2012/13.

Casualty age groups - 2013

Table 4 shows a wide variation in casualties according to age group for each mode of travel. Age was known for 95% of all casualties in 2013.

Of young adult casualties (16 to 24 years), 39% were car occupants, 25% were powered two-wheeler users, 17% were pedestrians, and 14% were pedal cyclists.

Of adult casualties (25 to 59 years), 38% were car occupants, 18% were powered two-wheeler users, 14% were pedestrians and 21% were pedal cyclists.

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

Child casualties – 2013

Table 5 below shows that for child casualties (under 16 years), 53% were pedestrians, 27% were car occupants, 10% were bus passengers and 9% were pedal cyclists

During 2013, six children were killed (four pedestrians, one motorcycle pillion passenger and one car occupant), an increase from five in 2012, the lowest number on record. In addition, 181 were seriously injured, and 1,677 slightly injured. Child serious casualties fell 32%, to the lowest number on record, while slight casualties decreased by 1% and overall, child casualties decreased by 5% between 2012 and 2013.

Casualty variation throughout London - 2013

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 2013 compared with 2012. There were several differences in the changes between inner and outer London, and between individual boroughs.

The total numbers of casualties fell by 5% in inner London and by 6% in outer London in 2013, compared to 2012. Pedestrian casualties fell by 2% in inner London and by 1% in outer London. Pedal cyclist casualties also fell by 2% in inner London, but showed an increase of 5% in outer London. Powered two-wheeler casualties fell by 8% in inner London but increased by 3% in outer London. Car occupant casualties fell by 12% in inner London and by 13% in outer London.

Table 5: Child casualties (under 16) in 2013 - mode of travel by severity and percentage change over 2012

Mode of travel	Severity of casualty in 2013 (and percentage change over 2012)						Total		% of total in 2012
	Fatal		Serious		Slight				
Pedestrian	4	(100%)	149	(-29%)	836	(0%)	989	(-5.4%)	53.1%
Pedal cyclist	0	(-100%)	17	(-32%)	144	(-3%)	161	(-8.0%)	8.6%
Powered two-wheeler	1	(∞)	5	(67%)	8	(33%)	14	(55.6%)	0.8%
Car	1	(0%)	6	(-73%)	491	(-9%)	498	(-11.7%)	26.7%
Taxi/private hire	0	(∞)	0	(∞)	9	(0%)	9	(0.0%)	0.5%
Bus or coach	0	(∞)	4	(0%)	179	(35%)	183	(33.6%)	9.8%
Goods vehicle	0	(∞)	0	(∞)	7	(0%)	7	(0.0%)	0.4%
Other vehicle	0	(∞)	0	(-100%)	3	(-73%)	3	(-76.9%)	0.2%
Total	6	(20%)	181	(-32%)	1,677	(-1%)	1,864	(-4.8%)	100.0%
% of total in 2013	0.3%		9.7%		90.0%		100.0%		

Table 6: Casualties in Greater London 2013 by borough and percentage change over 2012

Borough	Total casualties	Pedestrians	Pedal cyclists	Powered two-wheelers	Car occupants	Total vehicle occupants
City of London	345 (-18%)	92 (-10%)	126 (-16%)	61 (-16%)	27 (-36%)	253 (-21%)
Westminster	1,732 (-2%)	466 (1%)	405 (-9%)	319 (-7%)	264 (-7%)	1,266 (-3%)
Camden	865 (3%)	214 (3%)	247 (0%)	160 (-6%)	156 (17%)	651 (3%)
Islington	860 (-1%)	166 (-10%)	263 (0%)	190 (-11%)	148 (0%)	694 (1%)
Hackney	890 (-10%)	189 (-6%)	248 (-13%)	146 (-8%)	197 (-11%)	701 (-11%)
Tower Hamlets	1,020 (-15%)	192 (-17%)	254 (0%)	214 (0%)	302 (-26%)	828 (-14%)
Greenwich	689 (-11%)	113 (-11%)	77 (38%)	106 (-12%)	320 (-17%)	576 (-11%)
Lewisham	940 (-6%)	187 (10%)	165 (9%)	171 (12%)	316 (-20%)	753 (-9%)
Southwark	992 (-6%)	185 (-21%)	263 (-6%)	190 (-5%)	238 (-5%)	807 (-2%)
Lambeth	1,347 (9%)	276 (37%)	347 (15%)	267 (-8%)	289 (-5%)	1,071 (4%)
Wandsworth	1,003 (-11%)	162 (-17%)	290 (-2%)	233 (-21%)	240 (-2%)	841 (-9%)
Hammersmith & Fulham	678 (-6%)	143 (13%)	166 (-11%)	166 (-5%)	148 (-19%)	535 (-11%)
Kensington & Chelsea	725 (-1%)	161 (1%)	192 (1%)	161 (-14%)	124 (-15%)	564 (-2%)
Total Inner London	12,086 (-5%)	2,546 (-2%)	3,043 (-2%)	2,384 (-8%)	2,769 (-12%)	9,540 (-6%)
Waltham Forest	634 (-13%)	117 (-21%)	114 (39%)	65 (-39%)	290 (-14%)	517 (-11%)
Redbridge	798 (-11%)	125 (-9%)	54 (-2%)	89 (-6%)	470 (-14%)	673 (-11%)
Havering	673 (-12%)	74 (-27%)	30 (-23%)	79 (25%)	426 (-13%)	599 (-9%)
Barking & Dagenham	520 (-10%)	93 (11%)	39 (22%)	46 (-8%)	299 (-18%)	427 (-13%)
Newham	830 (-10%)	190 (-17%)	89 (-1%)	86 (-3%)	384 (-9%)	640 (-8%)
Bexley	470 (-11%)	70 (-10%)	35 (-26%)	72 (11%)	257 (-13%)	400 (-12%)
Bromley	788 (-4%)	155 (20%)	75 (-10%)	91 (17%)	388 (-12%)	633 (-9%)
Croydon	1,092 (-4%)	188 (-11%)	94 (-16%)	157 (0%)	562 (-2%)	904 (-3%)
Sutton	485 (-1%)	70 (-3%)	62 (59%)	64 (-11%)	245 (-3%)	415 (-1%)
Merton	513 (-4%)	103 (6%)	90 (3%)	93 (0%)	193 (-8%)	410 (-7%)
Kingston	470 (11%)	73 (4%)	75 (-7%)	88 (57%)	193 (7%)	397 (13%)
Richmond	530 (12%)	98 (26%)	140 (23%)	111 (4%)	149 (4%)	432 (9%)
Hounslow	903 (1%)	120 (13%)	109 (2%)	155 (26%)	420 (-14%)	783 (-1%)
Hillingdon	700 (-34%)	111 (-7%)	44 (-31%)	77 (-31%)	414 (-39%)	589 (-37%)
Ealing	1,150 (-1%)	212 (23%)	110 (3%)	199 (5%)	526 (-9%)	938 (-5%)
Brent	957 (0%)	173 (-13%)	98 (3%)	186 (6%)	408 (-6%)	784 (3%)
Harrow	442 (-11%)	92 (-10%)	46 (39%)	40 (-17%)	223 (-18%)	350 (-11%)
Barnet	1,228 (-3%)	210 (19%)	84 (2%)	180 (13%)	627 (-17%)	1,018 (-6%)
Haringey	918 (3%)	205 (6%)	143 (35%)	125 (-11%)	341 (-11%)	713 (2%)
Enfield	1,012 (-3%)	156 (-1%)	49 (-11%)	115 (47%)	601 (-10%)	856 (-3%)
Total Outer London	15,113 (-6%)	2,635 (-1%)	1,580 (5%)	2,118 (3%)	7,416 (-13%)	12,478 (-7%)
Greater London	27,199 (-5%)	5,181 (-2%)	4,623 (0%)	4,502 (-3%)	10,185 (-13%)	22,018 (-6%)

Table 7 below shows the number of casualties by severity, for each of the London boroughs in 2013 together with the percentage change compared with 2012.

Serious injuries fell by 28% in inner London and by 19% in outer London.

Slight casualties decreased by 2% in inner London and by 5% in outer London.

Fatalities increased by 4% in inner London to 55 but fell by 5% in outer London to 77.

Table 7: Casualties in Greater London 2013 by borough, severity and percentage change over 2012

Borough	Fatal		Serious		Slight		Total Casualties	
City of London	1	(-67%)	59	(7%)	285	(-22%)	345	(-18%)
Westminster	6	(-33%)	171	(-7%)	1,555	(-1%)	1,732	(-2%)
Camden	4	(-33%)	101	(-6%)	760	(5%)	865	(3%)
Islington	3	(200%)	68	(-44%)	789	(5%)	860	(-1%)
Hackney	5	(0%)	78	(-45%)	807	(-4%)	890	(-10%)
Tower Hamlets	6	(20%)	81	(-50%)	933	(-9%)	1,020	(-15%)
Greenwich	2	(-33%)	26	(-63%)	661	(-5%)	689	(-11%)
Lewisham	6	(100%)	58	(-41%)	876	(-2%)	940	(-6%)
Southwark	5	(25%)	82	(-27%)	905	(-3%)	992	(-6%)
Lambeth	7	(17%)	126	(-13%)	1,214	(12%)	1,347	(9%)
Wandsworth	5	(0%)	94	(-10%)	904	(-11%)	1,003	(-11%)
Hammersmith & Fulham	3	(50%)	50	(-36%)	625	(-3%)	678	(-6%)
Kensington & Chelsea	2	(100%)	62	(-33%)	661	(4%)	725	(-1%)
Total Inner London	55	(4%)	1,056	(-28%)	10,975	(-2%)	12,086	(-5%)
Waltham Forest	3	(200%)	51	(-25%)	580	(-12%)	634	(-13%)
Redbridge	2	(-50%)	49	(-45%)	747	(-7%)	798	(-11%)
Havering	5	(-38%)	46	(-34%)	622	(-9%)	673	(-12%)
Barking & Dagenham	7	(250%)	38	(-16%)	475	(-10%)	520	(-10%)
Newham	3	(-40%)	54	(-25%)	773	(-9%)	830	(-10%)
Bexley	1	(-75%)	30	(-41%)	439	(-8%)	470	(-11%)
Bromley	5	(-29%)	65	(-22%)	718	(-2%)	788	(-4%)
Croydon	13	(160%)	58	(-43%)	1,021	(-1%)	1,092	(-4%)
Sutton	2	(0%)	29	(-28%)	454	(1%)	485	(-1%)
Merton	0	(-100%)	32	(-48%)	481	(2%)	513	(-4%)
Kingston	1	(0%)	36	(9%)	433	(12%)	470	(11%)
Richmond	0	(-100%)	48	(-6%)	482	(14%)	530	(12%)
Hounslow	3	(50%)	61	(-14%)	839	(2%)	903	(1%)
Hillingdon	2	(-60%)	57	(-27%)	641	(-34%)	700	(-34%)
Ealing	4	(-50%)	77	(-4%)	1,069	(-1%)	1,150	(-1%)
Brent	3	(-25%)	81	(-1%)	873	(0%)	957	(0%)
Harrow	1	(-67%)	37	(-14%)	404	(-10%)	442	(-11%)
Barnet	8	(14%)	123	(17%)	1,097	(-5%)	1,228	(-3%)
Haringey	6	(100%)	100	(-4%)	812	(4%)	918	(3%)
Enfield	8	(33%)	64	(-20%)	940	(-1%)	1,012	(-3%)
Total Outer London	77	(-5%)	1,136	(-19%)	13,900	(-5%)	15,113	(-6%)
Greater London	132	(-1%)	2,192	(-24%)	24,875	(-3%)	27,199	(-5%)

Collisions in London in 2013

Month of collisions

Figure 3 (overleaf) shows the month in which collisions occurred and the changes between 2013 and 2012. It shows that there were increases in five of the months (June to July and October to December) and decreases in seven (January to May and August to September).

Weather can have an impact on collision figures. In particular the first three months of 2013 were exceptionally cold (March 2013 was the second coldest on record) and discouraging to more journeys being made, particularly by vulnerable road users. Over this period (January to March 2013) collisions fell by 18% when compared to the same period in 2012. In contrast the last three months of 2013 were considerably milder and wetter than average, and the number of collisions on London's roads increased by 6% when compared to the same period in 2012.

Lighting conditions

The number of collisions that occurred during dark conditions increased from 28% of all collisions in 2012 to 30% in 2013.

Road surface conditions

When considering the road surface conditions at the time of collisions, several notable changes were evident in 2013 compared with 2012. Although the numbers were relatively small, collisions on roads covered with snow, frost or ice fell slightly from 271 in 2012 to 250 in 2013. December 2012 was exceptionally cold across the UK and this cold period extended into late spring 2013.

Collisions on dry road surfaces fell by 1%, while those on a wet surface fell by 15%. Figure 4 (overleaf) shows the considerable monthly variation in wet road collisions in 2013 compared with 2012. April 2012 was the wettest April on record, with collisions on wet road surfaces in April falling from 647 in 2012 to 166 in 2013. There were also substantial reductions in collisions on wet road surfaces during July 2013, compared with the wet summer of 2012.

Overall, during 2013, 81% of collisions occurred on dry road surfaces, 18% on wet roads, and 1% on roads covered with snow, frost or ice. Corresponding figures in 2012 were 78%, 21% and 1% respectively

Fig. 3: All collisions in Greater London by month, 2012 and 2013

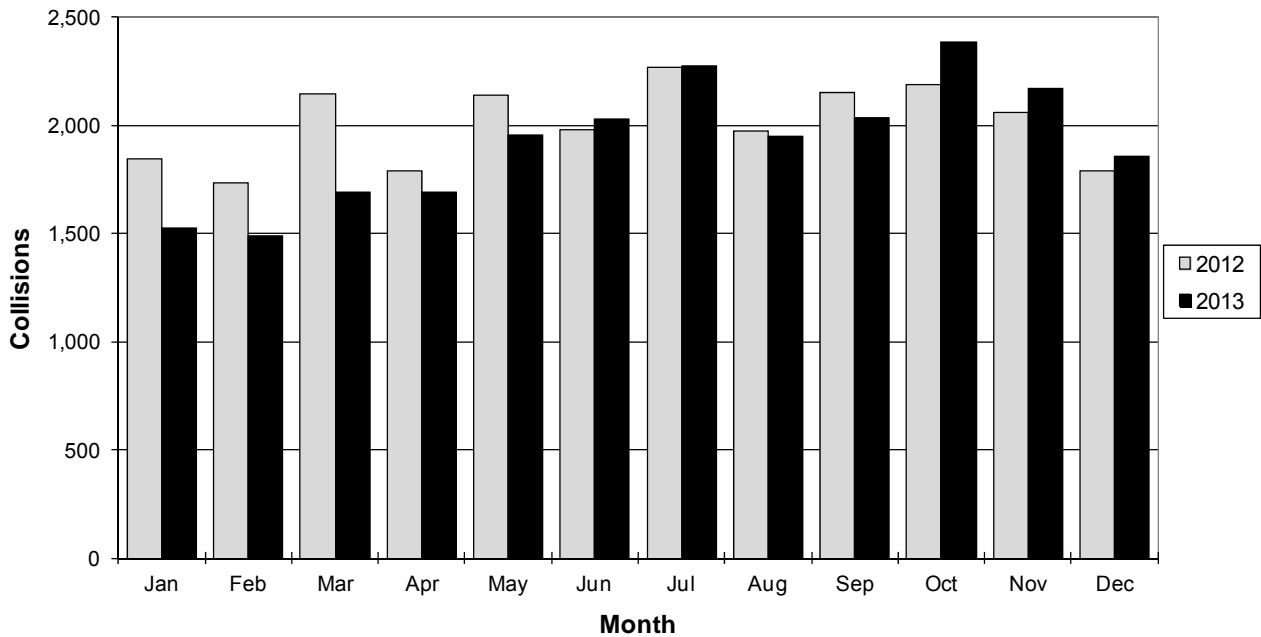
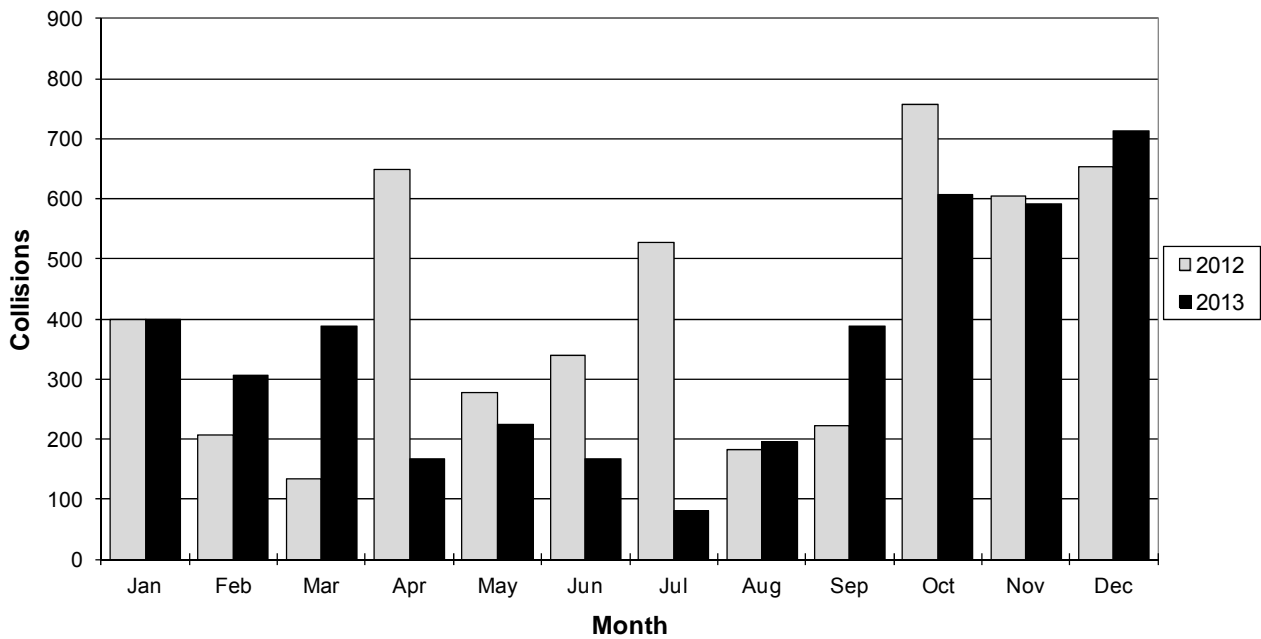


Fig. 4: Collisions on a wet road surface in Greater London by month, 2012 and 2013



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:

www.tfl.gov.uk/roadsafety

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