

Surface Transport



Collisions and casualties
on London's roads:
Annual report 2012
MAYOR OF LONDON

Transport for London



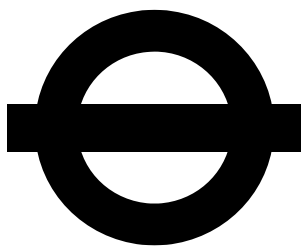
Collisions and Casualties on London's roads: Annual report 2012

September 2013

The 2012 Annual Report presents information on road traffic collisions and casualties occurring on the public highway involving personal injury in the Greater London area, reported to the Metropolitan and City of London police services during 2012 in accordance with the *Stats 19* national reporting system.

The Greater London area comprises the 32 London boroughs and the City of London. It is the largest metropolitan area in Great Britain.

The Annual Report also presents a summary of progress towards London's new road safety target, and a detailed breakdown of road safety by casualty, collision and vehicle details.



Road Safety in London

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1

Introduction

1.1 Background

Over the past decade, Transport for London (TfL) and London boroughs have made great progress in making the Capital's roads safer, reducing the number of casualties and improving the road network for all road users. This Annual Report reviews recent trends and will support the Safe Streets for London plan; the Mayor's Vision for Cycling; outcomes from the Roads Task Force and build on the progress in making roads safer over the past decade.

TfL is working on innovative ways to present data for future reports by combining the collision and casualty - Stats19 - data with additional data sources to provide further insight. For example, applying MOSAIC analysis; making better use of the enhanced vehicle data held by the Department for Transport; Hospital Episode Statistics and information from the Trauma Audit Research Network. Further insight into the risk experienced by different road users will be gained by linking the Stats 19 data with data from the London Travel Demand Survey to enable London's road safety practitioners to better target safety interventions.

TfL is seeking to share this data more widely, to provide intelligence to and receive intelligence from, organisations such as the London Fire Brigade, the Metropolitan and City Police Services and the London Ambulance Service. Building on our recent progress in publishing collision and casualty data for London online on TfL's website, new web-based tools to access the data will be developed to share information more easily with stakeholders, boroughs and to track progress.

This new approach to data use and data sharing will underpin wider innovations in London designed to meet the Mayor's target of a 40% reduction in Killed and Seriously Injured collisions by 2020. These are set out in Safe Streets for London and other documents and include measures such as the development of SCOOT technology for pedestrians and cyclists, the introduction of additional pedestrian countdown at traffic signals and a 'critical list' of locations on the Transport for London Road Network (TLRN) in need of remedial engineering measures. Other initiatives include creating a London Vehicle Innovation Task Force; equipping boroughs with the skills needed to implement road safety improvements; focusing on police enforcement; making the best use of innovative marketing and education resources and carrying out trials of innovative cycling measures.

1.2 2012 Annual Report

The 2012 Annual Report provides information on personal injury road traffic collisions and casualties in Greater London during 2012, compared to both 2011 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, as set out in Safe Streets for London (SSfL), London's Road Safety Action Plan to 2020. Data is presented 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. The Greater London area comprises the 32 London boroughs and the City of London. It is the largest metropolitan area in Great Britain.

The information set out here should be understood in the context of the Department for Transport's national and regional policy on road safety, as set out by the new national Strategic Framework for Road Safety (SFRS), published in May 2011; <https://www.gov.uk/government/publications/strategic-framework-for-road-safety>. The SFRS sets out the policies that are intended to continue to reduce deaths and injuries on the roads and it encourages local authorities to continue to improve road safety by adopting policies that reflect local priorities and circumstances. The SFRS contains forecasts of expected casualty reductions at a national level from the 2005-09 average. In June 2013, Transport for London published Safe Streets for London, the Road Safety Action Plan for London 2020, this sets a new target of a 40% reduction in KSIs by 2020, measured against the 2005-9 average baseline; <http://www.tfl.gov.uk/assets/downloads/corporate/safe-streets-for-london.pdf>.

This Annual Report presents a summary of progress to date towards meeting London's new road safety target, and a detailed breakdown of road casualties, collisions and vehicle details. Annual changes in collisions and casualties during 2012 should be considered in the context of long term casualty trends in London, as fluctuations year on year are not always indicative of longer term trends. It should also be noted that large percentage changes in small numbers may not necessarily be statistically significant.

1.3 Summary and general trends

A total of 24,059 road traffic collisions, involving personal injury within Greater London, were reported to the Metropolitan and City Police during 2012. This is a 2% reduction in collisions compared with 2011. These resulted in 28,780 casualties, a decrease of 2% compared to the 29,257 recorded in 2011. In 2012, 134 people were fatally injured, 2,884 were seriously injured, and 25,762 were slightly injured in Greater London.

In considering casualties in more detail, fatalities fell by 16% (159 to 134), to the second lowest level since recent records began while KSI casualties increased by 8% in 2012 (2,805 to 3,018) compared to 2011. Within KSIs, the number of serious injuries increased by 9% (2,646 to 2,884). Slight injuries fell by 3% (26,452 to 25,762) in 2012, compared with 2011. Vulnerable road users (pedestrians, pedal cyclists and powered two wheeler users) made up half of all casualties on London's roads in 2012.

Comparing the number of casualties in 2012 against the longer term 2005-09 baseline, fatal casualties were down by 36%, KSI casualties were down by 17% and within this group, the number of child KSI casualties were down by 18%. However, slight casualties were up by 1%. When considering different vulnerable road user groups over this period, pedestrian KSIs were down by 8% and powered two wheel user KSIs were down by 21% in 2012, against the 2005-09 baseline. Pedal cyclist KSI casualties were up 60% in 2012 against the 2005-09 baseline; however this increase should be seen in the context of a considerable increase in cycling over a number of years.

During 2012, casualties in Greater London accounted for 15% of those in Great Britain as a whole, with KSI casualties accounting for 12%. In Great Britain, fatalities fell by 8 per cent in 2012 compared to 2011; however cyclist and child fatalities increased, by 10 per cent and 2 per cent respectively. The number of serious casualties in Great Britain fell by less than a percentage point in 2012, compared to 2011, and serious casualties increased amongst pedal cyclists and pedestrians; <https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

Using the latest Department for Transport figures, the cost to the community of collisions in Greater London for the year 2012 is estimated to be around £2.26 billion at 2011 prices.

This is the 25th annual report published by Transport for London and its predecessor organisations. Further analysis of London's collision and casualty data, including data extract files, can be found at www.tfl.gov.uk/roadsafety.

2

London's road safety target

To measure progress towards achieving the Mayor's long-term ambition of working together towards roads free from death and serious injury, Safe Streets for London, the Road Safety Action Plan for London 2020, set a new target for London to achieve a 40 per cent reduction in KSI casualties by 2020, from a baseline of the 2005-2009 average. Safe Streets for London contains 56 key actions that TfL and a wide range of partners will need to deliver in order to improve road safety in London.

Accurately projecting the future number of KSI road traffic casualties on London's roads is not straightforward. It is possible, however to make estimated projections based on past casualty rates and trends, the expected effect of current measures, and projections of traffic growth and other modal changes. This approach is in line with the methodology used by the DfT in its Strategic Framework for Road Safety (SFRS), which contains forecasts of expected casualty reductions at a national level from the 2005-2009 average.

Figure 2.1 shows that the number of KSIs in London during 2012 was 17% down on the 2005-09 baseline and that a further reduction in KSIs of 23% from the baseline is required to achieve London's road safety target by 2020. Figure 2.2 shows KSI casualty reduction in London between 2005 and 2012, and progress towards London's road safety target.

Figure 2.1 Trajectory of KSI casualty reductions and target to 2020

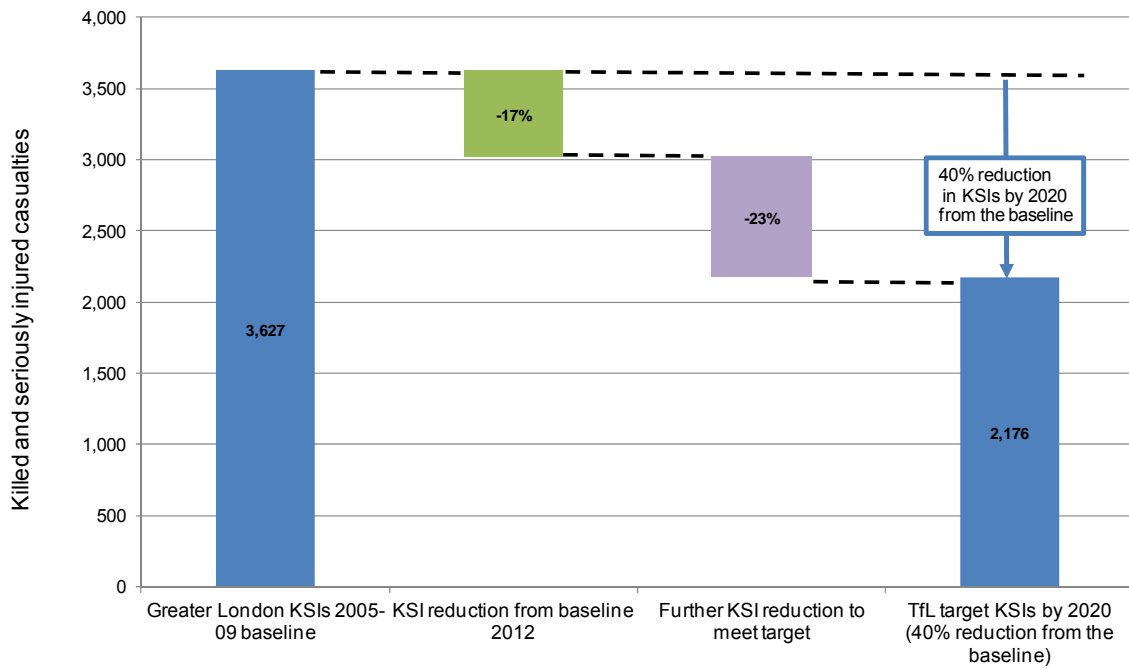
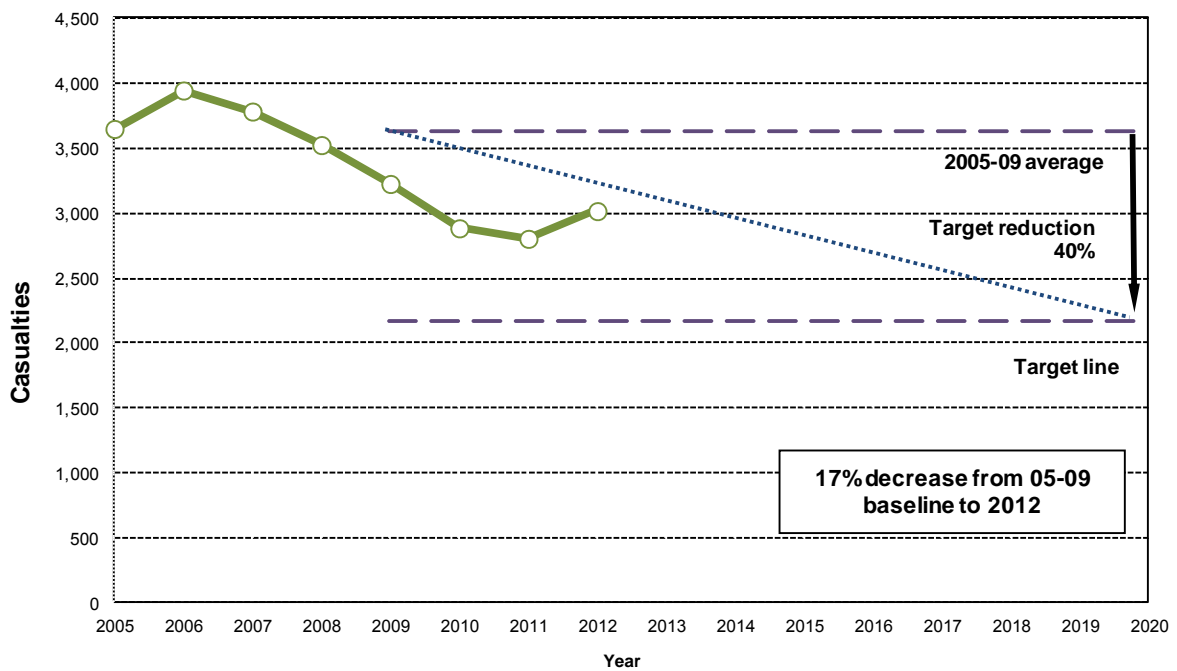


Figure 2.2 Trend in KSI casualties between 2005 and 2012 and to target



3

Casualty monitoring

This section reports casualties in Greater London during 2012 compared to 2011 and against the 2005-09 baseline. Casualties are defined as all persons killed or injured in a collision. Fatal casualties are defined as those where death occurs within 30 days of the collision. Please see the annex for definitions of casualty severity.

Casualty figures are presented for all roads in London and by highway authority; London's major roads the Transport for London Road Network (TLRN), borough roads and Highways Agency roads.

Annual changes in collisions and casualties during 2012 should be considered in the context of long term casualty trends in London, as fluctuations year on year are not always indicative of longer term trends. It should also be noted that large percentage changes in small numbers may not necessarily be statistically significant and that statistically significant year on year changes do not imply a longer term trend. The asterisks indicate where changes are significant at the 95% confidence level, applying the Poisson probability distribution. Significance testing helps to identify where change may be associated with randomness or not.

Table 3.1 Monitoring casualties in London all roads casualties in the year 2012 compared with the 2005-09 average and 2011

Casualty severity	User group	Casualty numbers			Percentage change in 2012 over	
		2005-2009 average	2011	2012	2011	2005-2009 average
Fatal	Pedestrians	96.0	77	69	-10%	-28% *
	Pedal cyclists	16.6	16	14	-13%	-16%
	Powered two-wheeler	43.4	30	27	-10%	-38% *
	Car occupants	49.4	32	19	-41% *	-62% *
	Bus or coach occupants	2.4	1	2	100%	-17%
	Other vehicle occupants	3.2	3	3	0%	-6%
	Total	211.0	159	134	-16%	-36% *
	Children (under 16yrs)	11.6	7	5	-29%	-57% *
Serious	Pedestrians	1,120.4	903	1,054	17% *	-6%
	Pedal cyclists	404.0	555	657	18% *	63% *
	Powered two-wheeler	747.8	569	602	6%	-19% *
	Car occupants	899.6	467	429	-8%	-52% *
	Bus or coach occupants	137.2	85	92	8%	-33% *
	Other vehicle occupants	106.6	67	50	-25%	-53% *
	Total	3,415.6	2,646	2,884	9%	-16% *
	Fatal and serious	All KSIs	3,626.6	2,805	3,018	8% *
Child KSIs (under 16yrs)		330.2	230	270	17% *	-18% *
Slight	Pedestrians	4,214.0	4,466	4,143	-7% *	-2%
	Pedal cyclists	2,718.2	3,926	3,942	0%	45% *
	Powered two-wheeler	3,806.4	4,077	4,022	-1%	6% *
	Car occupants	12,426.8	11,293	11,217	-1%	-10% *
	Bus or coach occupants	1,429.8	1,384	1,232	-11% *	-14% *
	Other vehicle occupants	1,004.8	1,306	1,206	-8% *	20% *
	Total	25,600.0	26,452	25,762	-3% *	1%
	Children (under 16yrs)	1,889.0	1,951	1,689	-13%	-11%
All severities	Pedestrians	5,430.4	5,446	5,266	-3% *	-3%
	Pedal cyclists	3,138.8	4,497	4,613	3%	47% *
	Powered two-wheeler	4,597.6	4,676	4,651	-1%	1%
	Car occupants	13,375.8	11,792	11,665	-1%	-13% *
	Bus or coach occupants	1,569.4	1,470	1,326	-10% *	-16% *
	Other vehicle occupants	1,114.6	1,376	1,259	-9% *	13% *
	Total	29,226.6	29,257	28,780	-2% *	-2% *
	Children (under 16yrs)	2,219.2	2,181	1,959	-10% *	-12% *

NB. Shaded area shows London casualty reduction target

* Statistically significant changes at the 95% confidence level

Significance testing helps to identify where change may be associated with randomness and where it may not be. 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.

Table 3.2 Monitoring casualties on the TLRN casualties in the year 2012 compared with the 2005-09 average and 2011

Casualty severity	User group	Casualty numbers			Percentage change in 2012 over	
		2005-2009 average	2011	2012	2011	2005-2009 average
Fatal	Pedestrians	30.0	24	25	4%	-17%
	Pedal cyclists	7.2	10	6	-40%	-17%
	Powered two-wheeler	14.6	13	8	-38%	-45%
	Car occupants	12.2	8	3	-63%	-75% *
	Bus or coach occupants	0.4	0	1	∞	150%
	Other vehicle occupants	1.6	0	1	∞	-38%
	Total	66.0	55	44	-20%	-33% *
Children (under 16yrs)	1.4	2	3	50%	114%	
Serious	Pedestrians	266.2	219	298	36% *	12%
	Pedal cyclists	121.0	180	209	16%	73% *
	Powered two-wheeler	266.6	201	237	18% *	-11%
	Car occupants	247.0	134	124	-7%	-50% *
	Bus or coach occupants	32.4	28	31	11%	-4%
	Other vehicle occupants	34.6	29	19	-34%	-45% *
	Total	967.8	791	918	16% *	-5%
Fatal and serious	All KSIs	1,033.8	846	962	14% *	-7%
	Child KSIs (under 16yrs)	52.0	39	50	28%	-4%
Slight	Pedestrians	817.6	912	888	-3%	9% *
	Pedal cyclists	790.8	1,188	1,252	5%	58% *
	Powered two-wheeler	1,340.6	1,504	1,477	-2%	10% *
	Car occupants	3,556.2	3,582	3,501	-2%	-2%
	Bus or coach occupants	401.4	427	363	-15% *	-10%
	Other vehicle occupants	342.0	505	444	-12% *	30% *
	Total	7,248.6	8,118	7,925	-2%	9% *
Children (under 16yrs)	318.6	335	340	1%	7%	
All severities	Pedestrians	1,113.8	1,155	1,211	5%	9% *
	Pedal cyclists	919.0	1,378	1,467	6% *	60% *
	Powered two-wheeler	1,621.8	1,718	1,722	0%	6% *
	Car occupants	3,815.4	3,724	3,628	-3%	-5% *
	Bus or coach occupants	434.2	455	395	-13% *	-9%
	Other vehicle occupants	378.2	534	464	-13% *	23% *
	Total	8,282.4	8,964	8,887	-1%	7% *
Children (under 16yrs)	370.6	374	390	4%	5%	

* Statistically significant changes at the 95% confidence level

Significance testing helps to identify where change may be associated with randomness and where it may not be. 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.

Table 3.3 Monitoring casualties on Borough roads in London casualties in the year 2012 compared with the 2005-09 average and 2011

Casualty severity	User group	Casualty numbers			Percentage change in 2012 over	
		2005-2009 average	2011	2012	2011	2005-2009 average
Fatal	Pedestrians	65.6	52	43	-17%	-34% *
	Pedal cyclists	9.4	6	8	33%	-15%
	Powered two-wheeler	28.4	16	19	19%	-33%
	Car occupants	35.2	22	16	-27%	-55% *
	Bus or coach occupants	2.0	1	1	0%	-50%
	Other vehicle occupants	1.4	2	0	-100%	-100%
	Total	142.0	99	87	-12%	-39% *
Children (under 16yrs)	10.0	5	2	-60%	-80% *	
Serious	Pedestrians	853.8	683	756	11% *	-11% *
	Pedal cyclists	283.0	375	448	19% *	58% *
	Powered two-wheeler	475.0	367	363	-1%	-24% *
	Car occupants	632.6	317	296	-7%	-53% *
	Bus or coach occupants	104.4	57	61	7%	-42% *
	Other vehicle occupants	68.6	37	28	-24%	-59% *
	Total	2,417.4	1,836	1,952	6% *	-19% *
Fatal and serious	All KSIs	2,559.4	1,935	2,039	5% *	-20% *
	Child KSIs (under 16yrs)	276.6	189	218	15% *	-21% *
Slight	Pedestrians	3,395.6	3,554	3,255	-8% *	-4% *
	Pedal cyclists	1,927.0	2,738	2,689	-2%	40% *
	Powered two-wheeler	2,450.6	2,559	2,527	-1%	3%
	Car occupants	8,595.4	7,467	7,468	0%	-13% *
	Bus or coach occupants	1,014.8	957	869	-9% *	-14% *
	Other vehicle occupants	626.2	762	733	-4%	17% *
	Total	18,009.6	18,037	17,541	-3% *	-3% *
Children (under 16yrs)	1,560.0	1,607	1,340	-17% *	-14% *	
All severities	Pedestrians	4,315.0	4,289	4,054	-5% *	-6% *
	Pedal cyclists	2,219.4	3,119	3,145	1%	42% *
	Powered two-wheeler	2,954.0	2,942	2,909	-1%	-2%
	Car occupants	9,263.2	7,806	7,780	0%	-16% *
	Bus or coach occupants	1,121.2	1,015	931	-8% *	-17% *
	Other vehicle occupants	696.2	801	761	-5%	9% *
	Total	20,569.0	19,972	19,580	-2% *	-5% *
Children (under 16yrs)	1,836.6	1,796	1,558	-13% *	-15% *	

* Statistically significant changes at the 95% confidence level

Significance testing helps to identify where change may be associated with randomness and where it may not be. 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.

Table 3.4 Monitoring casualties on Highways Agency roads in London casualties in the year 2012 compared with the 2005-09 average and 2011

Casualty severity	User group	Casualty numbers			Percentage change in 2012 over	
		2005-2009 average	2011	2012	2011	2009 average
Fatal	Pedestrians	0.4	1	1	0%	150%
	Pedal cyclists	0.0	0	0	∞	∞
	Powered two-wheeler	0.4	1	0	-100%	-100%
	Car occupants	2.0	2	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.2	1	2	100%	-100%
	Total	3.0	5	3	100%	0%
	Children (under 16yrs)	0.2	0	0	100%	-100%
Serious	Pedestrians	0.4	1	0	-100%	-100%
	Pedal cyclists	0.0	0	0	∞	∞
	Powered two-wheeler	6.2	1	2	100%	-68%
	Car occupants	20.0	16	9	-44%	-55% *
	Bus or coach occupants	0.4	0	0	∞	-100%
	Other vehicle occupants	3.4	1	3	200%	-12%
	Total	30.4	19	14	-26%	-54% *
	Fatal & serious	All KSIs	33.4	24	17	-29%
	Child KSIs (under 16yrs)	1.6	2	2	0%	25%
Slight	Pedestrians	0.8	0	0	∞	-100%
	Pedal cyclists	0.4	0	1	∞	150%
	Powered two-wheeler	15.2	14	18	29%	18%
	Car occupants	275.2	244	248	2%	-10%
	Bus or coach occupants	13.6	0	0	∞	-100% *
	Other vehicle occupants	36.6	39	29	-26%	-21%
	Total	341.8	297	296	0%	-13% *
	Children (under 16yrs)	10.4	9	9	0%	-13%
All severities	Pedestrians	1.6	2	1	-50%	-38%
	Pedal cyclists	0.4	0	1	∞	150%
	Powered two-wheeler	21.8	16	20	25%	-8%
	Car occupants	297.2	262	257	-2%	-14% *
	Bus or coach occupants	14.0	0	0	∞	-100% *
	Other vehicle occupants	40.2	41	34	-17%	-15%
	Total	375.2	321	313	-2%	-17% *
	Children (under 16yrs)	12.0	11	11	0%	-8%

* Statistically significant changes at the 95% confidence level

Significance testing helps to identify where change may be associated with randomness and where it may not be. 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.

4

Casualty data for 2012

This section gives details of the 28,780 people injured during 2012 in London. Casualties are defined as all persons killed or injured in a collision. Fatal casualties are defined as those where death occurs with 30 days of the collision. Please see annex for definitions of casualty severity.

Casualty tables are presented at a borough level, including casualty totals for inner, outer and Greater London. These figures are tabulated by casualty severity, mode of travel, vehicle in direct conflict for pedestrian casualties and casualty age band. This is not an exhaustive list of possible analysis of casualty data and extract files giving attendant, casualty and vehicle information are available for download at www.tfl.gov.uk/roadsafety.

Table 4.1 Casualties in the Greater London area in 2012 by severity and borough

Borough	Fatal	% of borough total	Serious	% of borough total	Slight	% of borough total	Total
City of London	3	0.7	55	13	365	86	423
Westminster	9	0.5	184	10	1,568	89	1,761
Camden	6	0.7	108	13	726	86	840
Islington	1	0.1	121	14	750	86	872
Hackney	5	0.5	142	14	842	85	989
Tower Hamlets	5	0.4	163	14	1,027	86	1,195
Greenwich	3	0.4	70	9	698	91	771
Lewisham	3	0.3	99	10	896	90	998
Southwark	4	0.4	113	11	936	89	1,053
Lambeth	6	0.5	145	12	1,085	88	1,236
Wandsworth	5	0.4	104	9	1,013	90	1,122
Hammersmith and Fulham	2	0.3	78	11	645	89	725
Kensington and Chelsea	1	0.1	93	13	638	87	732
Total Inner	53	0.4	1,475	12	11,189	88	12,717
Waltham Forest	1	0.1	68	9	661	91	730
Redbridge	4	0.4	89	10	801	90	894
Havering	8	1.0	70	9	685	90	763
Barking and Dagenham	2	0.3	45	8	529	92	576
Newham	5	0.5	72	8	847	92	924
Bexley	4	0.8	51	10	476	90	531
Bromley	7	0.9	83	10	731	89	821
Croydon	5	0.4	102	9	1,033	91	1,140
Sutton	2	0.4	40	8	449	91	491
Merton	3	0.6	62	12	471	88	536
Kingston	1	0.2	33	8	388	92	422
Richmond	1	0.2	51	11	421	89	473
Hounslow	2	0.2	71	8	825	92	898
Hillingdon	5	0.5	78	7	972	92	1,055
Ealing	8	0.7	80	7	1,076	92	1,164
Brent	4	0.4	82	9	872	91	958
Harrow	3	0.6	43	9	451	91	497
Barnet	7	0.6	105	8	1,150	91	1,262
Haringey	3	0.3	104	12	783	88	890
Enfield	6	0.6	80	8	952	92	1,038
Total Outer	81	0.5	1,409	9	14,573	91	16,063
Greater London	134	0.5	2,884	10	25,762	90	28,780

Table 4.2 Fatal and Serious casualties in Greater London on all roads in 2012 by mode of travel and borough

Borough	Powered			Taxi Car or PH	Bus or coach	Goods vehicle	Other	Total	
	Pedestrians	Pedal cyclists	two wheelers						
City of London	19	26	9	1	1	2	0	0	58
Westminster	84	54	32	8	1	12	1	1	193
Camden	54	31	23	1	2	3	0	0	114
Islington	42	45	20	10	0	3	2	0	122
Hackney	48	56	26	9	1	5	1	1	147
Tower Hamlets	66	51	28	19	0	2	2	0	168
Greenwich	26	7	15	20	1	3	0	1	73
Lewisham	30	26	23	13	2	8	0	0	102
Southwark	42	31	33	7	1	3	0	0	117
Lambeth	55	42	37	4	3	8	2	0	151
Wandsworth	36	30	35	4	0	4	0	0	109
Hammersmith and Fulham	22	31	21	5	0	1	0	0	80
Kensington and Chelsea	35	31	22	4	0	1	1	0	94
Total Inner	559	461	324	105	12	55	9	3	1,528
Waltham Forest	30	11	16	11	0	0	1	0	69
Redbridge	34	6	24	26	0	1	1	1	93
Havering	26	5	17	24	0	1	3	2	78
Barking and Dagenham	15	5	4	22	0	0	1	0	47
Newham	41	10	7	11	1	5	0	2	77
Bexley	15	11	14	13	0	1	1	0	55
Bromley	20	16	20	27	0	6	1	0	90
Croydon	29	21	32	22	0	1	2	0	107
Sutton	12	6	12	11	1	0	0	0	42
Merton	25	12	14	13	0	0	1	0	65
Kingston	8	11	5	9	0	1	0	0	34
Richmond	17	15	13	5	0	2	0	0	52
Hounslow	25	12	14	16	0	4	2	0	73
Hillingdon	34	8	14	24	1	2	0	0	83
Ealing	28	8	30	14	0	7	1	0	88
Brent	44	14	15	11	0	2	0	0	86
Harrow	25	6	3	12	0	0	0	0	46
Barnet	34	14	24	35	1	3	0	1	112
Haringey	62	12	20	11	0	1	1	0	107
Enfield	40	7	7	26	2	2	1	1	86
Total Outer	564	210	305	343	6	39	16	7	1,490
Greater London	1,123	671	629	448	18	94	25	10	3,018

Table 4.3 Pedestrian casualties in the Greater London area in 2012 by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	2	17	83	102
Westminster	7	77	376	460
Camden	4	50	154	208
Islington	1	41	142	184
Hackney	1	47	154	202
Tower Hamlets	2	64	166	232
Greenwich	1	25	101	127
Lewisham	2	28	140	170
Southwark	3	39	191	233
Lambeth	3	52	147	202
Wandsworth	3	33	160	196
Hammersmith and Fulham	2	20	104	126
Kensington and Chelsea	1	34	124	159
Total Inner	32	527	2,042	2,601
Waltham Forest	1	29	118	148
Redbridge	2	32	104	138
Havering	1	25	76	102
Barking and Dagenham	0	15	69	84
Newham	3	38	189	230
Bexley	2	13	63	78
Bromley	2	18	109	129
Croydon	1	28	183	212
Sutton	1	11	60	72
Merton	1	24	72	97
Kingston	0	8	62	70
Richmond	0	17	61	78
Hounslow	2	23	81	106
Hillingdon	3	31	85	119
Ealing	5	23	145	173
Brent	3	41	155	199
Harrow	3	22	77	102
Barnet	3	31	143	177
Haringey	1	61	132	194
Enfield	3	37	117	157
Total Outer	37	527	2,101	2,665
Greater London	69	1,054	4,143	5,266

Table 4.4 Pedestrian casualties in the Greater London area in 2012 by borough and vehicle in direct conflict

Borough	Pedal Cycle	Powered Two Wheeler	Car	Taxi	Bus/Coach	Goods Vehicle	All Other Vehcles	Total
City of London	22	25	19	13	12	11	0	102
Westminster	42	52	180	77	61	40	8	460
Camden	20	30	106	13	16	21	2	208
Islington	21	20	95	14	10	20	4	184
Hackney	11	15	126	20	9	19	2	202
Tower Hamlets	13	28	152	10	9	20	0	232
Greenwich	0	16	77	8	15	9	2	127
Lewisham	3	16	121	2	19	8	1	170
Southwark	18	40	131	4	14	23	3	233
Lambeth	6	33	121	12	15	14	1	202
Wandsworth	21	31	103	8	14	18	1	196
Hammersmith and Fulham	10	21	67	5	9	12	2	126
Kensington and Chelsea	9	21	78	19	8	23	1	159
Total Inner	196	348	1,376	205	211	238	27	2,601
Waltham Forest	4	9	114	1	8	10	2	148
Redbridge	2	5	114	2	2	12	1	138
Havering	1	3	83	1	10	4	0	102
Barking and Dagenham	1	5	65	2	6	5	0	84
Newham	4	9	177	4	19	16	1	230
Bexley	2	2	57	2	5	10	0	78
Bromley	0	1	104	3	8	12	1	129
Croydon	0	7	180	2	7	15	1	212
Sutton	0	6	54	3	3	4	2	72
Merton	2	8	69	4	7	6	1	97
Kingston	3	9	49	0	8	1	0	70
Richmond	3	9	54	1	4	6	1	78
Hounslow	1	6	77	2	9	8	3	106
Hillingdon	0	4	95	5	5	8	2	119
Ealing	2	11	133	5	7	13	2	173
Brent	5	18	147	3	7	19	0	199
Harrow	1	1	87	3	2	8	0	102
Barnet	0	9	146	2	7	13	0	177
Haringey	4	25	137	3	10	15	0	194
Enfield	0	0	135	3	8	10	1	157
Total Outer	35	147	2,077	51	142	195	18	2,665
Greater London	231	495	3,453	256	353	433	45	5,266

Table 4.5 Pedal Cycle casualties in the Greater London area in 2012 by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	1	25	124	150
Westminster	0	54	389	443
Camden	0	31	215	246
Islington	0	45	219	264
Hackney	1	55	229	285
Tower Hamlets	2	49	203	254
Greenwich	0	7	49	56
Lewisham	1	25	126	152
Southwark	0	31	249	280
Lambeth	0	42	259	301
Wandsworth	0	30	266	296
Hammersmith and Fulham	0	31	155	186
Kensington and Chelsea	0	31	159	190
Total Inner	5	456	2,642	3,103
Waltham Forest	0	11	71	82
Redbridge	0	6	49	55
Havering	0	5	34	39
Barking and Dagenham	1	4	27	32
Newham	1	9	80	90
Bexley	0	11	36	47
Bromley	1	15	67	83
Croydon	1	20	91	112
Sutton	0	6	33	39
Merton	0	12	75	87
Kingston	1	10	70	81
Richmond	0	15	99	114
Hounslow	0	12	95	107
Hillingdon	1	7	56	64
Ealing	1	7	99	107
Brent	0	14	81	95
Harrow	0	6	27	33
Barnet	1	13	68	82
Haringey	1	11	94	106
Enfield	0	7	48	55
Total Outer	9	201	1,300	1,510
Greater London	14	657	3,942	4,613

Table 4.6 Powered Two Wheeler casualties in the Greater London area in 2012 by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	9	64	73
Westminster	2	30	310	342
Camden	1	22	147	170
Islington	0	20	193	213
Hackney	2	24	133	159
Tower Hamlets	0	28	186	214
Greenwich	1	14	106	121
Lewisham	0	23	130	153
Southwark	1	32	167	200
Lambeth	2	35	253	290
Wandsworth	1	34	261	296
Hammersmith and Fulham	0	21	153	174
Kensington and Chelsea	0	22	165	187
Total Inner	10	314	2,268	2,592
Waltham Forest	0	16	90	106
Redbridge	1	23	71	95
Havering	2	15	46	63
Barking and Dagenham	0	4	46	50
Newham	1	6	82	89
Bexley	1	13	51	65
Bromley	3	17	58	78
Croydon	1	31	125	157
Sutton	0	12	60	72
Merton	1	13	79	93
Kingston	0	5	51	56
Richmond	1	12	94	107
Hounslow	0	14	109	123
Hillingdon	0	14	98	112
Ealing	2	28	160	190
Brent	0	15	161	176
Harrow	0	3	45	48
Barnet	2	22	136	160
Haringey	0	20	121	141
Enfield	2	5	71	78
Total Outer	17	288	1,754	2,059
Greater London	27	602	4,022	4,651

Table 4.7 Car Occupant casualties in the Greater London area in 2012 by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	1	41	42
Westminster	0	8	276	284
Camden	0	1	132	133
Islington	0	10	138	148
Hackney	0	9	212	221
Tower Hamlets	1	18	390	409
Greenwich	1	19	364	384
Lewisham	0	13	380	393
Southwark	0	7	244	251
Lambeth	1	3	299	303
Wandsworth	0	4	241	245
Hammersmith and Fulham	0	5	177	182
Kensington and Chelsea	0	4	142	146
Total Inner	3	102	3,036	3,141
Waltham Forest	0	11	326	337
Redbridge	1	25	522	548
Havering	4	20	466	490
Barking and Dagenham	1	21	343	365
Newham	0	11	410	421
Bexley	1	12	284	297
Bromley	1	26	415	442
Croydon	2	20	552	574
Sutton	1	10	241	252
Merton	1	12	196	209
Kingston	0	9	172	181
Richmond	0	5	138	143
Hounslow	0	16	471	487
Hillingdon	1	23	656	680
Ealing	0	14	565	579
Brent	1	10	424	435
Harrow	0	12	260	272
Barnet	1	34	724	759
Haringey	1	10	373	384
Enfield	0	26	643	669
Total Outer	16	327	8,181	8,524
Greater London	19	429	11,217	11,665

Table 4.8 Taxi / Private Hire occupant casualties in the Greater London area in 2012 by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	1	23	24
Westminster	0	1	76	77
Camden	1	1	25	27
Islington	0	0	20	20
Hackney	0	1	22	23
Tower Hamlets	0	0	33	33
Greenwich	0	1	13	14
Lewisham	0	2	15	17
Southwark	0	1	8	9
Lambeth	0	3	26	29
Wandsworth	0	0	11	11
Hammersmith and Fulham	0	0	17	17
Kensington and Chelsea	0	0	15	15
Total Inner	1	11	304	316
Waltham Forest	0	0	11	11
Redbridge	0	0	7	7
Havering	0	0	13	13
Barking and Dagenham	0	0	11	11
Newham	0	1	36	37
Bexley	0	0	2	2
Bromley	0	0	9	9
Croydon	0	0	19	19
Sutton	0	1	11	12
Merton	0	0	9	9
Kingston	0	0	7	7
Richmond	0	0	7	7
Hounslow	0	0	15	15
Hillingdon	0	1	13	14
Ealing	0	0	25	25
Brent	0	0	4	4
Harrow	0	0	9	9
Barnet	0	1	11	12
Haringey	0	0	8	8
Enfield	1	1	7	9
Total Outer	1	5	234	240
Greater London	2	16	538	556

Table 4.9 Bus or Coach occupant casualties in the Greater London area in 2012 by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	2	20	22
Westminster	0	12	107	119
Camden	0	3	39	42
Islington	0	3	31	34
Hackney	1	4	76	81
Tower Hamlets	0	2	30	32
Greenwich	0	3	39	42
Lewisham	0	8	82	90
Southwark	0	3	66	69
Lambeth	0	8	77	85
Wandsworth	1	3	52	56
Hammersmith and Fulham	0	1	23	24
Kensington and Chelsea	0	1	21	22
Total Inner	2	53	663	718
Waltham Forest	0	0	30	30
Redbridge	0	1	20	21
Havering	0	1	17	18
Barking and Dagenham	0	0	12	12
Newham	0	5	33	38
Bexley	0	1	21	22
Bromley	0	6	39	45
Croydon	0	1	45	46
Sutton	0	0	21	21
Merton	0	0	21	21
Kingston	0	1	14	15
Richmond	0	2	17	19
Hounslow	0	4	31	35
Hillingdon	0	2	28	30
Ealing	0	7	47	54
Brent	0	2	41	43
Harrow	0	0	17	17
Barnet	0	3	40	43
Haringey	0	1	46	47
Enfield	0	2	29	31
Total Outer	0	39	569	608
Greater London	2	92	1,232	1,326

Table 4.10 Goods Vehicle occupant casualties in the Greater London area in 2012 by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	0	10	10
Westminster	0	1	25	26
Camden	0	0	13	13
Islington	0	2	7	9
Hackney	0	1	14	15
Tower Hamlets	0	2	18	20
Greenwich	0	0	21	21
Lewisham	0	0	21	21
Southwark	0	0	10	10
Lambeth	0	2	20	22
Wandsworth	0	0	22	22
Hammersmith and Fulham	0	0	13	13
Kensington and Chelsea	0	1	10	11
Total Inner	0	9	204	213
Waltham Forest	0	1	12	13
Redbridge	0	1	22	23
Havering	1	2	24	27
Barking and Dagenham	0	1	21	22
Newham	0	0	13	13
Bexley	0	1	18	19
Bromley	0	1	26	27
Croydon	0	2	17	19
Sutton	0	0	13	13
Merton	0	1	19	20
Kingston	0	0	10	10
Richmond	0	0	4	4
Hounslow	0	2	22	24
Hillingdon	0	0	23	23
Ealing	0	1	32	33
Brent	0	0	5	5
Harrow	0	0	11	11
Barnet	0	0	24	24
Haringey	0	1	5	6
Enfield	0	1	32	33
Total Outer	1	15	353	369
Greater London	1	24	557	582

Table 4.11 Other Vehicle casualties in the Greater London area in 2012 by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	0	0	0
Westminster	0	1	9	10
Camden	0	0	1	1
Islington	0	0	0	0
Hackney	0	1	2	3
Tower Hamlets	0	0	1	1
Greenwich	0	1	5	6
Lewisham	0	0	2	2
Southwark	0	0	1	1
Lambeth	0	0	4	4
Wandsworth	0	0	0	0
Hammersmith and Fulham	0	0	3	3
Kensington and Chelsea	0	0	2	2
Total Inner	0	3	30	33
Waltham Forest	0	0	3	3
Redbridge	0	1	6	7
Havering	0	2	9	11
Barking and Dagenham	0	0	0	0
Newham	0	2	4	6
Bexley	0	0	1	1
Bromley	0	0	8	8
Croydon	0	0	1	1
Sutton	0	0	10	10
Merton	0	0	0	0
Kingston	0	0	2	2
Richmond	0	0	1	1
Hounslow	0	0	1	1
Hillingdon	0	0	13	13
Ealing	0	0	3	3
Brent	0	0	1	1
Harrow	0	0	5	5
Barnet	0	1	4	5
Haringey	0	0	4	4
Enfield	0	1	5	6
Total Outer	0	7	81	88
Greater London	0	10	111	121

Other vehicles are types of vehicle not included in the previous categories Minibuses (8-16 seats), Other motor vehicle, Other non-motor vehicle, Ridden horse, Agricultural vehicles or Trams.

Table 4.12 All casualties in the Greater London area in 2012 by ten year age bands and borough

Borough	Age Band										Total	
	00-09	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80-89	90-99		Unknown
City of London	2	12	116	121	88	50	15	6	0	0	13	423
Westminster	32	87	464	460	298	175	75	49	22	3	96	1,761
Camden	12	47	254	203	147	81	27	17	7	0	45	840
Islington	16	72	246	229	146	80	18	11	7	0	47	872
Hackney	36	55	300	245	156	86	37	21	7	3	43	989
Tower Hamlets	35	106	314	307	192	85	24	16	8	2	106	1,195
Greenwich	31	81	197	172	131	71	30	14	11	3	30	771
Lewisham	31	87	253	195	191	102	34	29	11	0	65	998
Southwark	35	94	291	267	169	100	31	16	6	4	40	1,053
Lambeth	23	85	330	305	235	119	38	23	10	2	66	1,236
Wandsworth	31	71	300	302	204	87	45	31	12	4	35	1,122
Hammersmith and Fulham	12	42	225	171	132	74	23	12	3	0	31	725
Kensington and Chelsea	10	33	217	171	134	61	34	16	8	2	46	732
Total Inner	306	872	3,507	3,148	2,223	1,171	431	261	112	23	663	12,717
Waltham Forest	27	70	198	121	148	71	31	21	3	2	38	730
Redbridge	44	94	235	190	138	77	42	29	13	1	31	894
Havering	21	105	183	128	107	83	47	28	19	1	41	763
Barking and Dagenham	35	74	140	119	90	54	17	15	2	0	30	576
Newham	36	100	284	185	139	79	37	15	8	2	39	924
Bexley	16	94	127	85	74	51	26	18	10	3	27	531
Bromley	22	102	190	124	110	98	44	41	22	10	58	821
Croydon	41	139	294	205	185	111	53	28	14	5	65	1,140
Sutton	16	72	97	97	85	42	25	17	11	1	28	491
Merton	19	55	155	107	83	48	24	21	5	2	17	536
Kingston	11	49	126	71	72	28	27	13	10	1	14	422
Richmond	17	32	97	125	79	45	29	16	16	1	16	473
Hounslow	32	98	228	208	127	100	30	28	5	1	41	898
Hillingdon	30	130	256	205	170	97	43	41	12	0	71	1,055
Ealing	39	105	327	258	177	111	40	37	14	2	54	1,164
Brent	45	113	240	175	150	92	43	28	10	3	59	958
Harrow	27	56	127	88	74	47	38	9	9	1	21	497
Barnet	21	128	323	284	213	117	52	38	17	1	68	1,262
Haringey	36	92	245	198	149	77	24	25	5	0	39	890
Enfield	52	117	243	207	148	96	44	22	22	1	86	1,038
Total Outer	587	1,825	4,115	3,180	2,518	1,524	716	490	227	38	843	16,063
Greater London	893	2,697	7,622	6,328	4,741	2,695	1,147	751	339	61	1,506	28,780

Table 4.13 Pedestrian casualties in the Greater London area in 2012 by ten year age bands and borough

Borough	Age Band										Total	
	00-09	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80-89	90-99		Unknown
City of London	1	4	31	27	18	15	3	1	0	0	2	102
Westminster	12	39	116	87	67	52	29	27	9	1	21	460
Camden	6	26	48	30	31	28	11	6	4	0	18	208
Islington	7	34	42	34	26	23	6	5	2	0	5	184
Hackney	18	25	58	32	21	20	7	9	0	1	11	202
Tower Hamlets	19	47	47	39	27	11	7	6	2	2	25	232
Greenwich	14	34	25	13	20	4	7	5	3	0	2	127
Lewisham	12	33	29	22	28	13	11	10	0	0	12	170
Southwark	22	42	62	37	26	17	10	6	4	1	6	233
Lambeth	10	30	51	31	25	26	8	8	5	0	8	202
Wandsworth	17	32	45	24	23	14	16	13	6	2	4	196
Hammersmith and Fulham	6	14	33	20	22	10	7	4	1	0	9	126
Kensington and Chelsea	5	12	48	23	17	16	13	10	5	0	10	159
Total Inner	149	372	635	419	351	249	135	110	41	7	133	2,601
Waltham Forest	14	32	34	10	22	15	4	8	1	1	7	148
Redbridge	17	20	26	21	19	10	5	9	6	0	5	138
Havering	10	28	12	11	13	6	3	6	6	0	7	102
Barking and Dagenham	13	31	13	9	10	3	2	0	2	0	1	84
Newham	19	43	54	34	23	16	15	10	3	1	12	230
Bexley	8	21	11	8	3	5	6	7	3	1	5	78
Bromley	9	27	20	17	13	13	8	8	5	3	6	129
Croydon	24	48	38	24	23	13	11	13	5	1	12	212
Sutton	4	17	5	13	14	1	7	6	1	0	4	72
Merton	12	20	28	11	8	4	4	6	1	1	2	97
Kingston	5	15	17	4	10	3	4	6	3	0	3	70
Richmond	10	8	15	10	4	2	12	6	9	0	2	78
Hounslow	10	34	11	18	10	8	4	8	1	0	2	106
Hillingdon	12	35	13	12	14	7	5	14	3	0	4	119
Ealing	20	32	37	23	16	16	6	13	4	1	5	173
Brent	22	41	34	27	26	14	9	11	3	2	10	199
Harrow	12	17	19	12	11	9	10	5	4	0	3	102
Barnet	10	46	26	24	20	13	12	14	3	0	9	177
Haringey	21	38	40	25	25	16	6	13	4	0	6	194
Enfield	20	43	15	13	19	8	6	10	10	0	13	157
Total Outer	272	596	468	326	303	182	139	173	77	11	118	2,665
Greater London	421	968	1,103	745	654	431	274	283	118	18	251	5,266

Table 4.14 Pedal Cycle casualties in the Greater London area in 2012 by ten year age bands and borough

Borough	Age Band										Total	
	00-09	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80-89	90-99		Unknown
City of London	0	3	44	53	31	11	3	1	0	0	4	150
Westminster	0	13	137	157	66	34	9	1	0	0	26	443
Camden	1	7	93	75	42	14	3	1	1	0	9	246
Islington	2	12	81	91	46	15	3	0	0	0	14	264
Hackney	1	10	103	100	44	17	2	1	0	0	7	285
Tower Hamlets	0	16	92	93	22	12	3	0	0	0	16	254
Greenwich	0	4	15	15	15	1	2	0	0	0	4	56
Lewisham	0	10	41	39	36	13	1	1	1	0	10	152
Southwark	1	16	93	90	48	18	2	0	0	0	12	280
Lambeth	0	18	107	79	57	19	4	0	1	0	16	301
Wandsworth	3	14	89	102	57	21	3	0	0	0	7	296
Hammersmith and Fulham	1	13	63	52	29	19	2	0	0	0	7	186
Kensington and Chelsea	3	9	70	39	39	13	5	1	0	0	11	190
Total Inner	12	145	1,028	985	532	207	42	6	3	0	143	3,103
Waltham Forest	0	4	20	16	24	9	3	0	0	0	6	82
Redbridge	2	9	11	10	7	8	3	0	0	0	5	55
Havering	0	9	5	4	9	4	1	1	0	0	6	39
Barking and Dagenham	2	4	11	6	5	1	0	1	0	0	2	32
Newham	2	15	25	21	15	10	0	0	0	0	2	90
Bexley	1	9	3	8	14	6	3	0	0	0	3	47
Bromley	2	7	19	16	11	16	4	0	1	0	7	83
Croydon	2	7	18	38	24	7	2	0	1	1	12	112
Sutton	0	1	8	9	13	4	0	1	1	0	2	39
Merton	0	10	27	25	14	4	5	1	0	0	1	87
Kingston	1	7	22	15	22	7	5	0	0	0	2	81
Richmond	3	7	20	37	21	14	3	0	1	0	8	114
Hounslow	2	11	24	37	16	11	2	1	0	0	3	107
Hillingdon	1	7	16	11	12	9	1	3	1	0	3	64
Ealing	0	12	33	25	22	7	3	0	0	0	5	107
Brent	0	13	28	22	16	7	2	0	0	0	7	95
Harrow	0	3	10	7	9	2	1	0	0	0	1	33
Barnet	0	5	20	23	18	8	3	1	1	0	3	82
Haringey	1	8	29	36	16	11	1	0	0	0	4	106
Enfield	1	10	7	13	10	5	3	0	0	0	6	55
Total Outer	20	158	356	379	298	150	45	9	6	1	88	1,510
Greater London	32	303	1,384	1,364	830	357	87	15	9	1	231	4,613

Table 4.15 Powered Two Wheeler casualties in the Greater London area in 2012 by ten year age bands and borough

Borough	Age Band										Total	
	00-09	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80-89	90-99		Unknown
City of London	0	1	18	26	16	6	4	1	0	0	1	73
Westminster	0	9	106	111	65	31	5	0	0	0	15	342
Camden	0	10	64	55	28	9	1	0	0	0	3	170
Islington	0	16	84	60	29	12	1	0	0	0	11	213
Hackney	0	8	63	46	26	7	2	0	0	0	7	159
Tower Hamlets	0	12	56	76	42	17	1	1	0	0	9	214
Greenwich	0	9	40	31	18	14	3	0	0	0	6	121
Lewisham	0	16	40	43	32	7	5	1	0	0	9	153
Southwark	0	21	73	54	25	17	4	0	0	0	6	200
Lambeth	0	16	81	94	58	23	9	1	0	0	8	290
Wandsworth	1	13	94	96	58	21	3	1	0	0	9	296
Hammersmith and Fulham	0	9	60	49	31	13	4	1	0	0	7	174
Kensington and Chelsea	0	3	65	60	35	11	3	0	0	0	10	187
Total Inner	1	143	844	801	463	188	45	6	0	0	101	2,592
Waltham Forest	0	13	45	22	14	6	3	1	0	0	2	106
Redbridge	0	11	31	22	19	5	3	0	0	0	4	95
Havering	0	8	20	9	12	7	2	2	0	0	3	63
Barking and Dagenham	0	6	18	14	6	3	0	0	0	0	3	50
Newham	0	5	35	30	11	5	0	0	0	0	3	89
Bexley	0	16	19	11	12	3	0	0	0	0	4	65
Bromley	0	9	29	16	12	8	1	0	0	0	3	78
Croydon	0	29	49	23	29	13	4	0	0	0	10	157
Sutton	0	12	18	16	13	5	1	0	0	0	7	72
Merton	0	6	33	17	22	11	0	1	0	0	3	93
Kingston	0	8	18	13	7	3	5	0	0	0	2	56
Richmond	1	6	25	37	24	10	3	0	0	0	1	107
Hounslow	0	13	52	26	15	9	0	0	0	0	8	123
Hillingdon	0	21	32	19	19	6	2	0	0	0	13	112
Ealing	0	22	71	56	20	6	1	2	0	0	12	190
Brent	0	18	62	44	28	7	4	0	0	0	13	176
Harrow	0	6	24	7	4	4	0	0	0	0	3	48
Barnet	0	14	52	48	25	9	3	1	0	0	8	160
Haringey	1	13	51	37	28	4	1	1	1	0	4	141
Enfield	0	7	28	25	10	4	1	0	0	0	3	78
Total Outer	2	243	712	492	330	128	34	8	1	0	109	2,059
Greater London	3	386	1,556	1,293	793	316	79	14	1	0	210	4,651

Table 4.16 Car occupant casualties in the Greater London area in 2012 by ten year age bands and borough

Borough	Age Band										Total	
	00-09	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80-89	90-99		Unknown
City of London	0	2	17	2	10	8	1	0	0	0	2	42
Westminster	10	24	69	68	53	23	14	3	6	1	13	284
Camden	2	3	36	37	28	13	4	3	1	0	6	133
Islington	3	10	34	32	28	16	5	4	3	0	13	148
Hackney	11	10	56	46	46	24	12	3	4	0	9	221
Tower Hamlets	13	29	104	81	84	31	7	7	4	0	49	409
Greenwich	12	24	106	99	69	42	10	5	4	1	12	384
Lewisham	12	25	124	71	76	44	6	7	5	0	23	393
Southwark	5	13	50	74	52	33	6	3	1	1	13	251
Lambeth	5	16	73	73	65	31	9	6	1	0	24	303
Wandsworth	7	12	62	62	47	23	15	8	3	1	5	245
Hammersmith and Fulham	3	4	60	38	33	24	8	4	2	0	6	182
Kensington and Chelsea	2	7	29	39	29	17	9	2	2	0	10	146
Total Inner	85	179	820	722	620	329	106	55	36	4	185	3,141
Waltham Forest	12	18	89	65	75	35	14	8	1	0	20	337
Redbridge	21	50	158	127	81	49	26	17	4	1	14	548
Havering	10	50	134	93	62	57	34	18	10	0	22	490
Barking and Dagenham	19	33	93	77	58	40	11	14	0	0	20	365
Newham	13	30	148	89	69	36	15	2	3	1	15	421
Bexley	4	46	92	51	37	32	13	8	2	0	12	297
Bromley	6	52	118	63	56	54	26	23	12	5	27	442
Croydon	10	51	174	101	94	68	31	8	8	3	26	574
Sutton	11	38	58	50	34	26	12	6	8	1	8	252
Merton	7	16	58	44	33	22	10	7	3	1	8	209
Kingston	3	19	61	28	30	11	11	6	4	1	7	181
Richmond	2	10	35	38	25	11	10	5	3	0	4	143
Hounslow	14	37	129	112	76	59	20	13	2	1	24	487
Hillingdon	15	60	185	144	109	67	33	18	3	0	46	680
Ealing	17	29	169	128	89	67	26	18	7	1	28	579
Brent	19	40	112	78	73	55	22	8	3	1	24	435
Harrow	10	27	69	53	44	28	22	1	4	1	13	272
Barnet	9	59	214	172	137	74	32	16	6	1	39	759
Haringey	11	30	117	85	70	39	8	4	0	0	20	384
Enfield	25	53	179	141	97	69	30	9	7	1	58	669
Total Outer	238	748	2,392	1,739	1,349	899	406	209	90	19	435	8,524
Greater London	323	927	3,212	2,461	1,969	1,228	512	264	126	23	620	11,665

Table 4.17 Taxi / Private Hire occupant casualties in the Greater London area in 2012 by ten year age bands and borough

Borough	Age Band										Total	
	00-09	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80-89	90-99		Unknown
City of London	0	2	0	4	8	6	1	1	0	0	2	24
Westminster	0	0	14	14	18	11	7	6	0	0	7	77
Camden	0	0	6	5	9	2	1	0	1	0	3	27
Islington	0	0	2	7	4	6	0	0	0	0	1	20
Hackney	0	0	4	9	5	1	1	1	0	0	2	23
Tower Hamlets	1	1	8	9	8	2	1	0	0	0	3	33
Greenwich	0	0	3	5	1	3	0	0	2	0	0	14
Lewisham	0	0	5	2	7	2	0	0	0	0	1	17
Southwark	1	0	2	0	2	0	2	2	0	0	0	9
Lambeth	0	0	6	8	6	4	0	0	0	0	5	29
Wandsworth	0	0	2	1	4	1	1	1	0	0	1	11
Hammersmith and Fulham	0	0	3	2	8	3	0	0	0	0	1	17
Kensington and Chelsea	0	0	2	3	8	1	0	0	0	0	1	15
Total Inner	2	3	57	69	88	42	14	11	3	0	27	316
Waltham Forest	0	0	3	2	4	1	1	0	0	0	0	11
Redbridge	0	0	1	2	3	1	0	0	0	0	0	7
Havering	0	1	4	1	4	3	0	0	0	0	0	13
Barking and Dagenham	0	0	0	4	3	3	0	0	0	0	1	11
Newham	0	6	10	4	13	3	0	1	0	0	0	37
Bexley	0	0	1	0	0	1	0	0	0	0	0	2
Bromley	1	1	0	3	3	0	1	0	0	0	0	9
Croydon	0	0	1	8	6	2	1	0	0	0	1	19
Sutton	0	1	1	4	3	1	2	0	0	0	0	12
Merton	0	0	0	4	1	2	1	0	0	0	1	9
Kingston	0	0	1	3	1	2	0	0	0	0	0	7
Richmond	0	0	1	2	1	2	0	1	0	0	0	7
Hounslow	1	0	3	3	3	4	1	0	0	0	0	15
Hillingdon	1	0	5	4	1	1	0	1	0	0	1	14
Ealing	0	1	7	7	7	2	1	0	0	0	0	25
Brent	0	0	0	1	0	1	0	1	0	0	1	4
Harrow	0	0	1	2	4	2	0	0	0	0	0	9
Barnet	0	0	3	2	1	3	1	0	0	0	2	12
Haringey	0	1	1	1	2	0	1	0	0	0	2	8
Enfield	0	0	1	4	0	3	1	0	0	0	0	9
Total Outer	3	11	44	61	60	37	11	4	0	0	9	240
Greater London	5	14	101	130	148	79	25	15	3	0	36	556

Table 4.18 Bus or Coach Occupant casualties in the Greater London area in 2012 by ten year age bands and borough

Borough	Age Band										Total	
	00-09	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80-89	90-99		Unknown
City of London	1	0	3	3	5	3	3	2	0	0	2	22
Westminster	7	2	17	13	18	20	11	12	7	1	11	119
Camden	3	1	3	1	3	12	7	6	0	0	6	42
Islington	4	0	2	2	8	8	3	2	2	0	3	34
Hackney	6	1	11	8	10	16	12	7	3	2	5	81
Tower Hamlets	2	0	3	5	6	5	4	2	2	0	3	32
Greenwich	5	4	1	6	3	3	8	4	2	1	5	42
Lewisham	7	2	8	12	9	18	11	10	5	0	8	90
Southwark	6	1	9	10	14	12	7	5	1	2	2	69
Lambeth	8	4	6	13	15	14	7	8	3	2	5	85
Wandsworth	3	0	3	13	8	3	6	8	3	1	8	56
Hammersmith and Fulham	1	1	3	4	4	5	2	3	0	0	1	24
Kensington and Chelsea	0	2	2	3	3	2	2	3	1	2	2	22
Total Inner	53	18	71	93	106	121	83	72	29	11	61	718
Waltham Forest	1	2	2	3	8	1	5	4	1	1	2	30
Redbridge	4	2	2	0	0	3	3	2	3	0	2	21
Havering	1	3	1	1	1	3	4	1	2	1	0	18
Barking and Dagenham	1	0	0	4	1	1	3	0	0	0	2	12
Newham	2	1	7	3	7	7	6	0	1	0	4	38
Bexley	3	2	0	1	1	0	3	3	5	2	2	22
Bromley	4	4	0	4	6	4	2	10	3	1	7	45
Croydon	5	4	5	7	7	8	3	6	0	0	1	46
Sutton	1	2	1	4	4	1	2	4	1	0	1	21
Merton	0	0	1	1	5	2	4	6	1	0	1	21
Kingston	2	0	2	4	1	1	1	3	3	0	0	15
Richmond	1	1	1	1	2	4	1	3	3	1	1	19
Hounslow	4	2	3	4	4	6	2	5	2	0	3	35
Hillingdon	1	2	2	4	7	2	1	5	4	0	2	30
Ealing	1	9	4	8	11	9	3	4	2	0	3	54
Brent	4	1	3	1	6	7	5	8	4	0	4	43
Harrow	3	2	0	3	1	1	3	3	1	0	0	17
Barnet	2	2	4	4	5	7	1	6	6	0	6	43
Haringey	2	2	6	8	5	7	7	7	0	0	3	47
Enfield	6	4	0	4	5	0	3	2	4	0	3	31
Total Outer	48	45	44	69	87	74	62	80	46	6	47	608
Greater London	101	63	115	162	193	195	145	152	75	17	108	1,326

Table 4.19 Goods vehicle occupant casualties in the Greater London area in 2012 by ten year age bands and borough

Borough	Age Band										Total	
	00-09	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80-89	90-99		Unknown
City of London	0	0	3	6	0	1	0	0	0	0	0	10
Westminster	2	0	5	7	8	4	0	0	0	0	0	26
Camden	0	0	4	0	5	3	0	1	0	0	0	13
Islington	0	0	1	3	5	0	0	0	0	0	0	9
Hackney	0	1	5	4	3	1	1	0	0	0	0	15
Tower Hamlets	0	1	4	4	3	7	1	0	0	0	0	20
Greenwich	0	3	7	2	5	4	0	0	0	0	0	21
Lewisham	0	1	6	6	2	5	0	0	0	0	1	21
Southwark	0	1	2	2	2	2	0	0	0	0	1	10
Lambeth	0	1	5	5	8	2	1	0	0	0	0	22
Wandsworth	0	0	5	4	7	4	1	0	0	0	1	22
Hammersmith and Fulham	0	1	3	4	5	0	0	0	0	0	0	13
Kensington and Chelsea	0	0	0	4	2	1	2	0	0	0	2	11
Total Inner	2	9	50	51	55	34	6	1	0	0	5	213
Waltham Forest	0	0	4	3	1	4	0	0	0	0	1	13
Redbridge	0	0	4	8	6	1	2	1	0	0	1	23
Havering	0	1	7	7	6	3	2	0	0	0	1	27
Barking and Dagenham	0	0	5	5	7	3	1	0	0	0	1	22
Newham	0	0	5	4	1	1	0	0	0	0	2	13
Bexley	0	0	1	6	6	4	1	0	0	0	1	19
Bromley	0	2	4	5	8	3	1	0	0	1	3	27
Croydon	0	0	9	4	2	0	1	1	0	0	2	19
Sutton	0	0	6	1	3	2	1	0	0	0	0	13
Merton	0	3	8	5	0	3	0	0	0	0	1	20
Kingston	0	0	5	3	0	1	1	0	0	0	0	10
Richmond	0	0	0	0	2	2	0	0	0	0	0	4
Hounslow	1	1	6	8	3	3	1	0	0	0	1	24
Hillingdon	0	2	3	7	4	5	1	0	0	0	1	23
Ealing	0	0	6	10	12	4	0	0	1	0	0	33
Brent	0	0	0	2	1	1	1	0	0	0	0	5
Harrow	1	0	2	4	1	0	2	0	0	0	1	11
Barnet	0	1	3	9	7	3	0	0	0	0	1	24
Haringey	0	0	1	3	2	0	0	0	0	0	0	6
Enfield	0	0	11	6	7	6	0	0	0	0	3	33
Total Outer	2	10	90	100	79	49	15	2	1	1	20	369
Greater London	4	19	140	151	134	83	21	3	1	1	25	582

Table 4.20 Other vehicle occupant casualties in the Greater London area in 2012 by ten year age bands and borough

Borough	Age Band										Total	
	00-09	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80-89	90-99		Unknown
City of London	0	0	0	0	0	0	0	0	0	0	0	0
Westminster	1	0	0	3	3	0	0	0	0	0	3	10
Camden	0	0	0	0	1	0	0	0	0	0	0	1
Islington	0	0	0	0	0	0	0	0	0	0	0	0
Hackney	0	0	0	0	1	0	0	0	0	0	2	3
Tower Hamlets	0	0	0	0	0	0	0	0	0	0	1	1
Greenwich	0	3	0	1	0	0	0	0	0	1	1	6
Lewisham	0	0	0	0	1	0	0	0	0	0	1	2
Southwark	0	0	0	0	0	1	0	0	0	0	0	1
Lambeth	0	0	1	2	1	0	0	0	0	0	0	4
Wandsworth	0	0	0	0	0	0	0	0	0	0	0	0
Hammersmith and Fulham	1	0	0	2	0	0	0	0	0	0	0	3
Kensington and Chelsea	0	0	1	0	1	0	0	0	0	0	0	2
Total Inner	2	3	2	8	8	1	0	0	0	1	8	33
Waltham Forest	0	1	1	0	0	0	1	0	0	0	0	3
Redbridge	0	2	2	0	3	0	0	0	0	0	0	7
Havering	0	5	0	2	0	0	1	0	1	0	2	11
Barking and Dagenham	0	0	0	0	0	0	0	0	0	0	0	0
Newham	0	0	0	0	0	1	1	2	1	0	1	6
Bexley	0	0	0	0	1	0	0	0	0	0	0	1
Bromley	0	0	0	0	1	0	1	0	1	0	5	8
Croydon	0	0	0	0	0	0	0	0	0	0	1	1
Sutton	0	1	0	0	1	2	0	0	0	0	6	10
Merton	0	0	0	0	0	0	0	0	0	0	0	0
Kingston	0	0	0	1	1	0	0	0	0	0	0	2
Richmond	0	0	0	0	0	0	0	1	0	0	0	1
Hounslow	0	0	0	0	0	0	0	1	0	0	0	1
Hillingdon	0	3	0	4	4	0	0	0	1	0	1	13
Ealing	1	0	0	1	0	0	0	0	0	0	1	3
Brent	0	0	1	0	0	0	0	0	0	0	0	1
Harrow	1	1	2	0	0	1	0	0	0	0	0	5
Barnet	0	1	1	2	0	0	0	0	1	0	0	5
Haringey	0	0	0	3	1	0	0	0	0	0	0	4
Enfield	0	0	2	1	0	1	0	1	1	0	0	6
Total Outer	2	14	9	14	12	5	4	5	6	0	17	88
Greater London	4	17	11	22	20	6	4	5	6	1	25	121

Table 4.21 Casualties in the Greater London area in 2012 by highway authority and borough

Borough	TLRN ¹	% of borough total	Highways Agency	% of borough total	Borough	% of borough total	Total
City of London	203	48	0	0	220	52	423
Westminster	508	29	0	0	1,253	71	1,761
Camden	245	29	0	0	595	71	840
Islington	409	47	0	0	463	53	872
Hackney	471	48	0	0	518	52	989
Tower Hamlets	664	56	0	0	531	44	1,195
Greenwich	236	31	0	0	535	69	771
Lewisham	536	54	0	0	462	46	998
Southwark	518	49	0	0	535	51	1,053
Lambeth	789	64	0	0	447	36	1,236
Wandsworth	613	55	0	0	509	45	1,122
Hammersmith and Fulham	104	14	0	0	621	86	725
Kensington and Chelsea	257	35	0	0	475	65	732
Total Inner	5,553	44	0	0	7,164	56	12,717
Waltham Forest	93	13	0	0	637	87	730
Redbridge	259	29	2	0	633	71	894
Havering	139	18	47	6	577	76	763
Barking and Dagenham	101	18	0	0	475	82	576
Newham	152	16	0	0	772	84	924
Bexley	59	11	0	0	472	89	531
Bromley	115	14	0	0	706	86	821
Croydon	263	23	0	0	877	77	1,140
Sutton	136	28	0	0	355	72	491
Merton	83	15	0	0	453	85	536
Kingston	96	23	0	0	326	77	422
Richmond	105	22	0	0	368	78	473
Hounslow	357	40	44	5	497	55	898
Hillingdon	155	15	130	12	770	73	1,055
Ealing	299	26	0	0	865	74	1,164
Brent	63	7	0	0	895	93	958
Harrow	0	0	0	0	497	100	497
Barnet	383	30	18	1	861	68	1,262
Haringey	214	24	0	0	676	76	890
Enfield	262	25	72	7	704	68	1,038
Total Outer	3,334	21	313	2	12,416	77	16,063
Greater London	8,887	31	313	1	19,580	68	28,780

¹ TLRN is the Transport for London Road Network.

Note: the highway authority is allocated according to the category of the road at which the collision occurred. For a collision occurring at a junction where the collision cannot be clearly allocated to a particular road the highway authority of the major road is chosen.

Table 4.22 Child casualties (0-15 years) in the Greater London area in 2012 by severity, highway authority and borough

Borough	TLRN ¹				Borough				All roads ²			
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total
City of London	0	0	1	1	0	0	3	3	0	0	4	4
Westminster	0	1	19	20	0	5	41	46	0	6	60	66
Camden	0	1	5	6	0	5	19	24	0	6	24	30
Islington	0	3	9	12	0	8	25	33	0	11	34	45
Hackney	0	1	24	25	0	8	35	43	0	9	59	68
Tower Hamlets	0	1	23	24	0	10	39	49	0	11	62	73
Greenwich	0	2	17	19	0	8	42	50	0	10	59	69
Lewisham	0	3	20	23	0	4	43	47	0	7	63	70
Southwark	1	3	24	28	0	6	33	39	1	9	57	67
Lambeth	0	7	24	31	0	5	22	27	0	12	46	58
Wandsworth	0	0	16	16	0	1	45	46	0	1	61	62
Hammersmith and Fulham	0	0	5	5	0	3	22	25	0	3	27	30
Kensington and Chelsea	0	1	6	7	0	4	17	21	0	5	23	28
Total Inner	1	23	193	217	0	67	386	453	1	90	579	670
Waltham Forest	0	0	3	3	0	9	42	51	0	9	45	54
Redbridge	0	1	10	11	0	7	60	67	0	8	70	78
Havering	0	3	10	13	0	11	35	46	0	14	47	61
Barking and Dagenham	0	0	4	4	0	4	65	69	0	4	69	73
Newham	0	2	11	13	1	8	61	70	1	10	72	83
Bexley	0	0	3	3	0	4	31	35	0	4	34	38
Bromley	0	0	2	2	0	5	50	55	0	5	52	57
Croydon	0	1	13	14	0	11	72	83	0	12	85	97
Sutton	0	0	4	4	0	6	23	29	0	6	27	33
Merton	0	1	2	3	0	8	33	41	0	9	35	44
Kingston	1	1	5	7	0	1	23	24	1	2	28	31
Richmond	0	2	4	6	0	4	21	25	0	6	25	31
Hounslow	0	3	18	21	0	7	48	55	0	10	66	76
Hillingdon	0	1	0	1	0	12	51	63	0	13	57	70
Ealing	0	2	11	13	0	5	63	68	0	7	74	81
Brent	0	0	3	3	1	9	78	88	1	9	81	91
Harrow	0	0	0	0	0	9	42	51	0	9	42	51
Barnet	1	0	13	14	0	6	48	54	1	6	62	69
Haringey	0	4	15	19	0	12	41	53	0	16	56	72
Enfield	0	3	16	19	0	11	67	78	0	16	83	99
Total Outer	2	24	147	173	2	149	954	1105	4	175	1,110	1,289
Greater London	3	47	340	390	2	216	1,340	1558	5	265	1,689	1,959

¹ TLRN is the Transport for London Road Network.

² Includes Highways Agency roads

Note: the highway authority is allocated according to the category of the road at which the collision occurred. For a collision occurring at a junction where the collision cannot be clearly allocated to a particular road the highway authority of the major road is chosen.

Table 4.23 Child casualties (0-15 years) in Greater London on all roads in 2012 by mode of travel and borough

Borough	Pedest-rians	Pedal cyclists	Powered two wheelers	Taxi	Bus or	Goods	Other	Total	
				Car or PH	coach	vehicle			
City of London	2	0	0	1	0	1	0	0	4
Westminster	33	5	0	17	0	8	2	1	66
Camden	16	5	3	2	0	4	0	0	30
Islington	29	6	0	6	0	4	0	0	45
Hackney	36	9	0	17	0	6	0	0	68
Tower Hamlets	38	5	0	27	1	2	0	0	73
Greenwich	37	1	0	22	0	8	0	1	69
Lewisham	39	1	1	21	0	8	0	0	70
Southwark	46	6	0	7	1	7	0	0	67
Lambeth	28	10	0	10	0	10	0	0	58
Wandsworth	35	11	1	12	0	3	0	0	62
Hammersmith and Fulham	17	6	0	4	0	2	0	1	30
Kensington and Chelsea	16	6	0	4	0	2	0	0	28
Total Inner	372	71	5	150	2	65	2	3	670
Waltham Forest	37	0	0	16	0	1	0	0	54
Redbridge	31	3	0	38	0	6	0	0	78
Havering	25	6	0	22	1	2	0	5	61
Barking and Dagenham	39	6	0	27	0	1	0	0	73
Newham	49	8	0	24	0	2	0	0	83
Bexley	18	7	0	8	0	5	0	0	38
Bromley	29	6	1	12	2	7	0	0	57
Croydon	61	5	1	23	0	7	0	0	97
Sutton	15	0	0	14	1	2	0	1	33
Merton	28	4	0	10	0	0	2	0	44
Kingston	14	6	0	9	0	2	0	0	31
Richmond	16	8	1	5	0	1	0	0	31
Hounslow	31	10	0	27	1	6	1	0	76
Hillingdon	33	5	0	26	1	2	1	2	70
Ealing	39	7	0	31	0	3	0	1	81
Brent	50	5	0	31	0	5	0	0	91
Harrow	24	1	0	20	0	4	1	1	51
Barnet	43	3	0	20	0	3	0	0	69
Haringey	44	6	1	17	1	3	0	0	72
Enfield	47	8	0	34	0	10	0	0	99
Total Outer	673	104	4	414	7	72	5	10	1,289
Greater London	1,045	175	9	564	9	137	7	13	1,959

5

Collision data 2012

This section gives details of the 24,059 collisions that occurred in London in 2012. Collisions are defined as all road collisions involving human death or personal injury occurring on the highway and notified to the police within 30 days of occurrence, and in which one or more vehicles are involved. Damage only collisions are not recorded. Please see the annex for definitions of severity.

Table 5.1 Collisions in Greater London 2012 by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	3	55	318	376
Westminster	9	180	1,353	1,542
Camden	6	106	637	749
Islington	1	118	671	790
Hackney	5	141	732	878
Tower Hamlets	5	156	834	995
Greenwich	3	66	563	632
Lewisham	3	96	739	838
Southwark	4	110	822	936
Lambeth	6	143	920	1,069
Wandsworth	5	100	890	995
Hammersmith and Fulham	2	77	559	638
Kensington and Chelsea	1	93	567	661
Total Inner	53	1,441	9,605	11,099
Waltham Forest	1	65	543	609
Redbridge	4	84	593	681
Havering	7	63	522	592
Barking and Dagenham	2	42	392	436
Newham	5	72	670	747
Bexley	4	49	383	436
Bromley	7	78	589	674
Croydon	5	96	851	952
Sutton	2	40	338	380
Merton	3	58	388	449
Kingston	1	32	310	343
Richmond	1	51	370	422
Hounslow	2	69	660	731
Hillingdon	5	75	721	801
Ealing	8	78	839	925
Brent	4	79	737	820
Harrow	3	42	347	392
Barnet	7	102	911	1,020
Haringey	3	100	646	749
Enfield	6	74	721	801
Total Outer	80	1,349	11,531	12,960
Greater London	133	2,790	21,136	24,059

Table 5.2 Collisions at junctions in the Greater London area in 2012 by junction control and borough

Borough	Authorised person	Automatic traffic signal	Stop sign	Give Way/ Uncontrolled	Not at junction	Total
City of London	0	180	0	122	74	376
Westminster	2	616	1	648	275	1,542
Camden	0	247	1	316	185	749
Islington	1	204	1	450	134	790
Hackney	3	200	7	494	174	878
Tower Hamlets	6	269	10	502	208	995
Greenwich	1	106	1	391	133	632
Lewisham	1	173	3	513	148	838
Southwark	1	227	0	603	105	936
Lambeth	2	327	1	604	135	1,069
Wandsworth	2	166	0	668	159	995
Hammersmith and Fulham	1	104	0	416	117	638
Kensington and Chelsea	0	185	0	362	114	661
Total Inner	20	3,004	25	6,089	1,961	11,099
Waltham Forest	1	66	4	351	187	609
Redbridge	2	106	13	352	208	681
Havering	1	62	3	318	208	592
Barking and Dagenham	2	59	6	206	163	436
Newham	5	163	12	345	222	747
Bexley	0	38	0	307	91	436
Bromley	0	70	3	448	153	674
Croydon	0	133	4	650	165	952
Sutton	2	43	2	273	60	380
Merton	0	66	0	276	107	449
Kingston	0	45	0	221	77	343
Richmond	0	56	1	248	117	422
Hounslow	2	186	0	348	195	731
Hillingdon	0	94	1	443	263	801
Ealing	0	144	0	546	235	925
Brent	2	138	1	487	192	820
Harrow	0	45	0	231	116	392
Barnet	0	179	2	592	247	1,020
Haringey	0	153	1	461	134	749
Enfield	0	127	0	436	238	801
Total Outer	17	1,973	53	7,539	3,378	12,960
Greater London	37	4,977	78	13,628	5,339	24,059

Table 5.3 Collisions in the Greater London area in 2012 by speed limit and borough

Borough	20 mph or less	30 mph	40 mph	50 mph	60 mph	70 mph	Total
City of London	2	370	3	1	0	0	376
Westminster	3	1,487	13	35	0	4	1,542
Camden	7	738	2	2	0	0	749
Islington	6	779	3	2	0	0	790
Hackney	11	860	1	6	0	0	878
Tower Hamlets	16	951	19	5	1	3	995
Greenwich	6	579	19	28	0	0	632
Lewisham	4	830	3	1	0	0	838
Southwark	4	929	2	1	0	0	936
Lambeth	2	1,065	1	1	0	0	1,069
Wandsworth	0	989	6	0	0	0	995
Hammersmith and Fulham	0	619	13	6	0	0	638
Kensington and Chelsea	0	657	1	3	0	0	661
Total Inner	61	10,853	86	91	1	7	11,099
Waltham Forest	6	567	6	29	1	0	609
Redbridge	11	581	37	43	1	8	681
Havering	6	503	12	31	2	38	592
Barking and Dagenham	4	398	14	18	1	1	436
Newham	38	659	17	32	0	1	747
Bexley	1	406	7	22	0	0	436
Bromley	0	667	6	1	0	0	674
Croydon	4	938	8	2	0	0	952
Sutton	2	374	4	0	0	0	380
Merton	0	438	6	5	0	0	449
Kingston	1	322	1	16	0	3	343
Richmond	3	415	0	4	0	0	422
Hounslow	0	586	78	49	5	13	731
Hillingdon	1	619	61	39	3	78	801
Ealing	2	836	57	28	0	2	925
Brent	3	791	19	7	0	0	820
Harrow	0	385	6	0	1	0	392
Barnet	0	847	90	57	2	24	1,020
Haringey	2	737	10	0	0	0	749
Enfield	2	690	34	30	0	45	801
Total Outer	86	11,759	473	413	16	213	12,960
Greater London	147	22,612	559	504	17	220	24,059

Table 5.4 Collisions in the Greater London area in 2012 by road class and borough

Borough	Motorway	A	B	C	Unclassified	Total
City of London	[1]	241	9	122	4	376
Westminster	[1]	1,011	142	206	183	1,542
Camden	[1]	515	83	84	67	749
Islington	[1]	597	47	66	80	790
Hackney	[1]	597	67	129	85	878
Tower Hamlets	[1]	667	161	61	106	995
Greenwich	[1]	417	37	73	105	632
Lewisham	[1]	578	52	86	122	838
Southwark	[1]	672	74	69	121	936
Lambeth	[1]	854	55	57	103	1,069
Wandsworth	[1]	734	70	66	125	995
Hammersmith and Fulham	[1]	456	56	38	88	638
Kensington and Chelsea	[1]	406	80	85	90	661
Total Inner	[1]	7,745	933	1,142	1,279	11,099
Waltham Forest	[1]	409	40	61	99	609
Redbridge	1	406	31	111	132	681
Havering	31	232	43	173	113	592
Barking and Dagenham	[1]	242	9	102	83	436
Newham	[1]	499	85	43	120	747
Bexley	[1]	257	24	83	72	436
Bromley	[1]	366	56	105	147	674
Croydon	[1]	544	103	140	165	952
Sutton	[1]	156	100	43	81	380
Merton	[1]	271	65	52	61	449
Kingston	[1]	218	27	48	50	343
Richmond	[1]	286	53	29	54	422
Hounslow	35	503	38	65	90	731
Hillingdon	78	353	60	187	123	801
Ealing	[1]	547	122	126	130	925
Brent	[1]	526	66	113	115	820
Harrow	[1]	191	12	113	76	392
Barnet	18	709	59	88	146	1,020
Haringey	[1]	528	84	46	91	749
Enfield	45	498	34	96	128	801
Total Outer	208	7,741	1,111	1,824	2,076	12,960
Greater London	208	15,486	2,044	2,966	3,355	24,059

Note: Road Class is allocated according to the category of the road at which the collisions occurred. For collisions occurring at a junction where the collision cannot be clearly allocated to a particular road the class of the major road is chosen.

[1] indicates that there are no roads in this class

Table 5.5 Collisions in the Greater London area in 2012 by highway authority and borough

Borough	TLRN¹	Highways Agency	Borough	Total
City of London	184	0	192	376
Westminster	427	0	1,115	1,542
Camden	218	0	531	749
Islington	365	0	425	790
Hackney	418	0	460	878
Tower Hamlets	535	0	460	995
Greenwich	185	0	447	632
Lewisham	447	0	391	838
Southwark	469	0	467	936
Lambeth	675	0	394	1,069
Wandsworth	544	0	451	995
Hammersmith and Fulham	77	0	561	638
Kensington and Chelsea	220	0	441	661
Total Inner	4,764	0	6,335	11,099
Waltham Forest	64	0	545	609
Redbridge	183	1	497	681
Havering	99	36	457	592
Barking and Dagenham	69	0	367	436
Newham	107	0	640	747
Bexley	39	0	397	436
Bromley	93	0	581	674
Croydon	214	0	738	952
Sutton	108	0	272	380
Merton	73	0	376	449
Kingston	71	0	272	343
Richmond	96	0	326	422
Hounslow	279	29	423	731
Hillingdon	122	80	599	801
Ealing	226	0	699	925
Brent	51	0	769	820
Harrow	0	0	392	392
Barnet	288	16	716	1,020
Haringey	185	0	564	749
Enfield	177	48	576	801
Total Outer	2,544	210	10,206	12,960
Greater London	7,308	210	16,541	24,059

¹ TLRN is the Transport for London Road Network.

Note: the highway authority is allocated according to the category of the road at which the collision occurred. For a collision occurring at a junction where the collision cannot be clearly allocated to a particular road the highway authority of the major road is chosen.

Table 5.6 Collisions in the Greater London area in 2012 by lighting condition and borough

Borough	Light	% of total	Dark	% of total	Total
City of London	260	69	116	31	376
Westminster	1,070	69	472	31	1,542
Camden	496	66	253	34	749
Islington	571	72	219	28	790
Hackney	567	65	311	35	878
Tower Hamlets	701	70	294	30	995
Greenwich	473	75	159	25	632
Lewisham	610	73	228	27	838
Southwark	694	74	242	26	936
Lambeth	738	69	331	31	1,069
Wandsworth	691	69	304	31	995
Hammersmith and Fulham	447	70	191	30	638
Kensington and Chelsea	438	66	223	34	661
Total Inner	7,756	70	3,343	30	11,099
Waltham Forest	436	72	173	28	609
Redbridge	487	72	194	28	681
Havering	434	73	158	27	592
Barking and Dagenham	310	71	126	29	436
Newham	512	69	235	31	747
Bexley	332	76	104	24	436
Bromley	514	76	160	24	674
Croydon	704	74	248	26	952
Sutton	280	74	100	26	380
Merton	325	72	124	28	449
Kingston	251	73	92	27	343
Richmond	321	76	101	24	422
Hounslow	540	74	191	26	731
Hillingdon	583	73	218	27	801
Ealing	656	71	269	29	925
Brent	621	76	199	24	820
Harrow	296	76	96	24	392
Barnet	725	71	295	29	1,020
Haringey	533	71	216	29	749
Enfield	595	74	206	26	801
Total Outer	9,455	73	3,505	27	12,960
Greater London	17,211	72	6,848	28	24,059

Table 5.7 Collisions in the Greater London area in 2012 by day of week and time of day

Time of day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
00.00-00.59	44	39	39	60	50	92	108	432
01.00-01.59	20	17	21	29	32	82	77	278
02.00-02.59	13	12	21	22	19	58	64	209
03.00-03.59	9	11	12	18	18	57	61	186
04.00-04.59	15	12	15	15	15	45	40	157
05.00-05.59	26	24	24	28	26	28	35	191
06.00-06.59	63	73	70	72	72	48	38	436
07.00-07.59	184	211	183	197	165	55	42	1,037
08.00-08.59	306	358	354	365	288	77	52	1,800
09.00-09.59	216	217	232	199	179	140	65	1,248
10.00-10.59	137	168	151	161	140	144	106	1,007
11.00-11.59	125	160	168	166	155	180	130	1,084
12.00-12.59	184	193	195	196	203	214	136	1,321
13.00-13.59	158	201	177	201	208	198	186	1,329
14.00-14.59	181	195	179	202	192	202	173	1,324
15.00-15.59	237	279	288	279	314	189	159	1,745
16.00-16.59	265	290	242	267	277	224	166	1,731
17.00-17.59	315	321	317	350	340	227	152	2,022
18.00-18.59	295	312	306	320	347	216	181	1,977
19.00-19.59	198	210	238	217	202	208	159	1,432
20.00-20.59	143	159	156	146	151	138	115	1,008
21.00-21.59	116	105	101	119	118	141	86	786
22.00-22.59	90	95	77	109	133	139	76	719
23.00-23.59	61	72	82	88	111	131	55	600
Total	3,401	3,734	3,648	3,826	3,755	3,233	2,462	24,059

6

Vehicle data 2012

This section gives details of the 43,056 vehicles involved in collisions during 2012 in London. Vehicle details regardless of whether they were damaged or not, are where possible collected for each vehicle which was involved in, or contributed to, an injury collision. This includes pedal cycles, ridden horses and horse-drawn vehicles.

Table 6.1 Vehicles involved in collisions in the Greater London area in 2012 by vehicle type and borough

Borough	Motor cycle										Goods				Other		Total
	Pedal cycle		50 to 125cc		125cc to 500cc		over 500cc		Car	Taxi & PH coach	Bus or up to 3.5t		3.5 - 7.5t over 7.5t		MGW vehicle	Other non-motor vehicle	
	up to 50cc	50cc to 125cc	125cc to 500cc	over 500cc	MGW	MGW	MGW	MGW									
City of London	168	2	52	13	32	142	92	50	66	8	8	2	0	635			
Westminster	486	33	213	36	114	943	308	206	153	24	29	22	3	2,570			
Camden	261	17	109	16	56	524	94	72	77	11	9	7	0	1,253			
Islington	290	20	129	40	49	604	78	54	97	14	12	8	0	1,395			
Hackney	299	22	95	21	40	751	65	103	84	10	11	10	0	1,511			
Tower Hamlets	264	42	102	31	66	1,011	67	54	102	7	18	8	0	1,772			
Greenwich	59	11	58	13	49	744	32	61	76	6	11	13	0	1,133			
Lewisham	155	19	78	26	49	932	29	99	86	7	8	12	0	1,500			
Southwark	296	24	124	24	62	785	35	110	114	2	3	10	0	1,589			
Lambeth	315	34	156	45	95	931	66	120	127	10	11	14	1	1,925			
Wandsworth	311	31	170	25	96	869	60	70	110	14	14	11	0	1,781			
Hammersmith and Fulham	194	14	121	11	47	579	40	45	62	8	8	7	0	1,136			
Kensington and Chelsea	197	13	118	14	65	519	71	43	79	7	15	6	0	1,147			
Total Inner	3,295	282	1,525	315	820	9,334	1,037	1,087	1,233	128	157	130	4	19,347			
Waltham Forest	84	20	66	10	17	743	19	41	66	6	4	6	0	1,082			
Redbridge	56	6	49	13	31	974	15	30	84	7	12	11	0	1,288			
Havering	39	3	32	5	31	873	11	29	69	7	24	9	0	1,132			
Barking and Dagenham	34	3	20	12	18	626	15	22	52	3	10	3	0	818			
Newham	94	12	53	13	24	869	49	70	60	15	11	10	0	1,280			
Bexley	49	6	36	3	20	561	6	31	60	5	8	3	0	788			
Bromley	85	9	30	13	25	884	11	60	66	5	6	8	1	1,203			
Croydon	113	18	55	24	65	1,259	24	57	85	6	9	10	0	1,725			
Sutton	39	6	38	8	22	490	14	24	43	2	1	5	0	692			
Merton	90	18	46	6	30	513	22	24	52	2	8	4	0	815			
Kingston	85	5	26	4	27	422	14	26	30	3	1	2	0	645			
Richmond	117	10	64	13	29	452	10	23	29	7	1	7	0	762			
Hounslow	108	8	68	10	43	974	29	48	66	8	19	9	0	1,390			
Hillingdon	66	29	43	11	31	1,173	19	40	79	2	16	14	0	1,523			
Ealing	109	21	118	11	51	1,163	34	64	108	16	29	18	0	1,742			
Brent	99	34	93	24	45	985	14	63	71	3	6	9	0	1,446			
Harrow	35	9	26	6	11	528	8	20	36	1	3	4	0	687			
Barnet	82	12	80	25	50	1,402	21	59	93	8	24	14	0	1,870			
Haringey	111	17	87	27	31	875	15	57	68	5	4	11	0	1,308			
Enfield	56	14	45	5	16	1,192	14	42	85	8	27	9	0	1,513			
Total Outer	1,551	260	1,075	243	617	16,958	364	830	1,302	119	223	166	1	23,709			
Greater London	4,846	542	2,600	558	1,437	26,292	1,401	1,917	2,535	247	380	296	5	43,056			

Table 6.2 Vehicles involved in collisions in the Greater London area in 2012 by driver age and borough

Borough	under 17 years																	Total
	17 years	18 years	19 years	20 years	21 years	22-24 years	25-28 years	29-34 years	35-54 years	55-64 years	65+ years	Not known						
City of London	0	1	1	2	6	5	27	71	93	264	64	19	82	635				
Westminster	8	9	8	16	16	28	133	234	354	971	192	79	522	2,570				
Camden	8	2	8	5	14	15	80	135	201	427	78	34	246	1,253				
Islington	9	10	10	16	12	14	88	161	210	461	89	26	289	1,395				
Hackney	9	1	9	11	16	32	82	182	242	496	85	37	309	1,511				
Tower Hamlets	7	7	12	29	21	19	108	174	301	550	80	32	432	1,772				
Greenwich	3	10	9	21	14	22	64	114	149	408	72	31	216	1,133				
Lewisham	7	8	8	20	22	27	82	131	198	529	98	46	324	1,500				
Southwark	15	12	9	17	18	19	103	159	237	576	102	35	287	1,589				
Lambeth	13	6	8	21	20	34	108	206	297	665	112	45	390	1,925				
Wandsworth	11	7	10	15	13	17	119	155	287	648	126	58	315	1,781				
Hammersmith and Fulham	8	5	5	10	13	20	71	120	164	388	82	35	215	1,136				
Kensington and Chelsea	6	4	4	8	23	15	59	99	173	433	84	42	197	1,147				
Total Inner	104	82	101	191	208	267	1,124	1,941	2,906	6,816	1,264	519	3,824	19,347				
Waltham Forest	2	6	6	19	14	18	78	91	147	356	83	29	233	1,082				
Redbridge	7	6	16	19	20	21	79	123	153	437	91	62	255	1,289				
Havering	9	9	27	28	23	18	62	100	143	336	90	66	220	1,131				
Barking and Dagenham	6	4	10	14	14	15	53	61	112	278	52	27	172	818				
Newham	9	5	17	11	14	17	90	143	179	406	62	31	296	1,280				
Bexley	14	12	13	26	17	23	48	58	86	248	61	31	151	788				
Bromley	8	9	22	21	15	35	73	79	119	392	93	81	256	1,203				
Croydon	11	15	18	34	20	38	122	149	214	548	125	75	356	1,725				
Sutton	3	12	17	12	4	16	47	59	86	237	50	32	117	692				
Merton	6	5	7	11	12	11	59	84	112	284	68	32	124	815				
Kingston	9	11	9	7	16	9	55	62	70	210	56	39	93	646				
Richmond	8	6	9	3	6	18	39	49	108	283	67	37	128	761				
Hounslow	13	6	16	14	18	26	79	129	202	443	109	53	282	1,390				
Hillingdon	12	16	24	30	10	23	105	157	202	499	103	68	274	1,523				
Ealing	14	10	16	10	22	33	100	167	257	597	113	53	350	1,742				
Brent	6	5	15	31	11	34	91	149	185	466	110	48	295	1,446				
Harrow	5	6	7	12	12	15	55	74	75	210	44	45	127	687				
Barnet	8	10	24	23	26	35	108	166	280	618	127	74	371	1,870				
Haringey	6	10	11	18	16	20	75	143	205	422	83	30	269	1,308				
Enfield	8	12	9	34	17	18	94	132	216	480	91	44	358	1,513				
Total Outer	164	175	293	377	307	443	1,512	2,175	3,151	7,750	1,678	957	4,727	23,709				
Greater London	268	257	394	568	515	710	2,636	4,116	6,057	14,566	2,942	1,476	8,551	43,056				

Table 6.3 Vehicles involved in collisions in Greater London area by manoeuvre and vehicle type

Type of Vehicle	Powered Two Wheeler					Car	Taxi / PH	Bus / Coach	Goods Vehicles	All Other Vehicles	Total
	Pedal Cycle	Wheeler	Car	Taxi / PH	Bus / Coach						
Reversing	5	8	506	20	2	126	7	674			
Parked	1	17	1,191	54	50	145	17	1,475			
Going Ahead Held Up	61	142	2,021	135	144	148	19	2,670			
Slowing Or Stopping	99	370	2,767	119	459	268	23	4,105			
Moving Off	101	84	1,017	78	286	160	18	1,744			
U-Turning	6	14	470	70	2	72	3	637			
Turning Left	82	110	1,465	81	78	282	22	2,120			
Waiting To Turn Left	4	6	97	5	1	10	1	124			
Turning Right	222	220	4,056	213	103	466	32	5,312			
Waiting To Turn Right	14	19	219	12	4	14	3	285			
Change Lane To Left	20	25	378	33	18	99	6	579			
Change Lane To Right	42	29	320	15	17	62	3	488			
Overtake Move Veh O/S	63	376	274	26	25	54	6	824			
Overtake Stat Veh O/S	160	283	252	14	23	44	4	780			
Overtaking Nearside	284	258	186	6	6	29	2	771			
Going Ahead Left Bend	74	80	348	18	24	48	2	594			
Going Ahead Right Bend	140	100	423	30	35	34	4	766			
Going Ahead Other	3,468	2,996	10,302	472	640	1,101	129	19,108			
Total	4,846	5,137	26,292	1,401	1,917	3,162	301	43,056			

Annex

7.1 Borough Local Implementation Plan (LIP) targets and progress by 2012

As part of the Local Implementation Plan (LIP) process, London boroughs have set interim and long term road safety targets. The most recent targets were set by boroughs between 2010 and 2011, and boroughs are due to submit new interim targets in October 2013.

Table 7.1 shows the baseline periods that each borough has chosen in order to monitor KSI casualty reduction progress, and the long term KSI casualty reduction target year, or yearly average, for each borough. The table reports progress in 2012 and the forecast number of KSIs to 2020, given each borough's respective baseline. Overall progress in KSI casualty reduction shows continued reductions against borough baselines in 2012.

Table 7.1 Borough LIP road safety targets and KSI casualties by borough in 2012 compared to borough LIP baseline periods

Borough	Borough baseline period	Borough baseline KSI's	Borough long term target year	Borough forecast KSI casualties in 2020 and % change*	2012 KSI's	% change in 2012 over borough baselines
City of London	2004-08	49	2020	25 (-50%)	57	15.4%
Westminster	2006-08	284	2018-20	171 (-40%)	193	-32.0%
Camden	2007-09	123	2018-20	92 (-25%)	114	-7.3%
Islington	2006-08	89	2020	55 (-38%)	122	36.6%
Hackney	2007-09	131	2030	80 (-39%)	147	12.5%
Tower Hamlets	2007-09	134	2018-20	85 (-37%)	168	25.4%
Greenwich #	2004-08	120	2020	89 (-26%)	73	-39.1%
Lewisham	2007-09	116	2018-20	97 (-17%)	102	-12.3%
Southwark	2004-08	140	2018-20	93 (-34%)	117	-16.4%
Lambeth	2004-08	175	2020	118 (-32%)	151	-13.5%
Wandsworth	2004-08	137	2020	92 (-33%)	109	-20.7%
Hammersmith and Fulham	2006-08	110	2028-30	51 (-54%)	80	-27.3%
Kensington and Chelsea	2006-08	116	2029-31	46 (-60%)	94	-18.7%
Waltham Forest	2004-08	99	2020	66 (-33%)	69	-30.2%
Redbridge	2006-08	92	2020	68 (-26%)	93	0.7%
Havering	2006-08	111	2018-20	74 (-33%)	78	-29.7%
Barking and Dagenham	2004-08	66	2019/20	44 (-34%)	47	-29.2%
Newham	2004-08	92	2020/21	62 (-33%)	77	-16.7%
Bexley #	2007-09	87	2020	61 (-30%)	55	-36.5%
Bromley	2006-10	133	2020	86 (-35%)	90	-32.1%
Croydon #	2006-08	146	2028-30	110 (-25%)	107	-26.9%
Sutton #	2004-08	71	2025	47 (-34%)	42	-41.2%
Merton	2007-09	60	2018-20	45 (-25%)	65	7.7%
Kingston #	2007-09	55	2020	40 (-28%)	34	-38.6%
Richmond	2006-08	81	2020	27 (-67%)	52	-35.8%
Hounslow #	2004-08	121	2020	81 (-33%)	73	-39.7%
Hillingdon	2006-08	111	2020	82 (-26%)	83	-25.2%
Ealing	2006-08	132	2031	72 (-46%)	88	-33.5%
Brent	2006-08	101	2020/21	71 (-29%)	86	-14.6%
Harrow	2006-08	55	2020	40 (-27%)	46	-16.4%
Barnet	2004-08	152	2020	102 (-33%)	112	-26.2%
Haringey	2004-08	100	2020	60 (-40%)	107	7.0%
Enfield #	2006-08	106	2020	86 (-19%)	86	-18.9%

* Many boroughs have a road safety targets for a single calendar year, however, some have average number of casualties over several years (denoted 2018-20) or a financial year (denoted 2019/20). Where a borough has a target based on an average over a number of years the 2020 forecast has been calculated to give the mean KSI figure over the period.

These boroughs have already reached their target number of KSIs

Important notes about collision data

7.2 Open Data

Safe Streets for London (SSfL) set out an open approach to data provision, to ensure easier access to the latest information on collisions and casualties in London. In line with this approach collision and casualty data files, providing detailed road safety data about the circumstances of personal injury road traffic collisions in London, are published on TfL's website. This information and a data guide are available at [www.tfl.gov.uk/roadsafety publications, data extracts](http://www.tfl.gov.uk/roadsafety/publications,dataextracts).

7.3 Definitions of casualty severity

The following definitions are taken from DfT *Stats 20: Instructions for the completion of Road Accident Reports*.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/48824/stats20-2011.pdf

- **Fatal injury:** 'fatal' injury includes only those cases where death occurs in less than 30 days as a result of the accident. 'Fatal' does not include death from natural causes or suicide.
- **Serious injury:** examples of 'serious' injury are:
 - fracture
 - internal injury
 - severe cuts
 - crushing
 - burns (excluding friction burns)
 - concussion
 - severe general shock requiring hospital treatment
 - detention in hospital as an in-patient, either immediately or later
 - injuries to casualties who die 30 or more days after the accident from injuries sustained in that accident
- **Slight injury:** examples of 'slight' injury are:
 - sprains, not necessarily requiring medical treatment
 - neck whiplash injury
 - bruises
 - slight cuts
 - slight shock requiring roadside attention
 - (persons who are merely shaken and who have no other injury should not be included unless they receive or appear to need medical treatment)

Note: an injured casualty is coded by the police as seriously or slightly injured on the basis of information available within a short time of the collision. This generally will not include the results of a medical examination, but may include the fact of being detained in hospital, the reasons for which may vary somewhat from area to area.

7.4 Reporting levels of collisions and casualties

As stated in the Department for Transport's Reported Road Casualties Great Britain Annual Report;

“This data provides information for road traffic collisions that involve personal injury occurring on the public highway reported to the police. Damage only collisions are not included. Data is as reported to the Metropolitan and City of London police services in accordance with the STATS19 national reporting system. The Greater London area comprises 32 London boroughs and the City of London. Data is collected by police at the scene of an accident or in some cases reported by a member of the public at a police station, then processed and passed by the police to Transport for London for checking and analysis.

Comparisons with death registrations show that very few, if any, fatal accidents do not become known to the police. However, it has long been known, that a considerable proportion of non-fatal injury accidents are not reported to the police and are therefore not included. There is no legal obligation to report accidents, provided the parties concerned exchange personal details at the scene. In addition, earlier research suggests a fifth of casualties reported to the police may be unrecorded. Studies confirm the view that the police are more likely to underestimate severity of injury because of the difficulty in distinguishing severity at the scene of the accident. Data may not be a complete record of all injury accidents and this should be borne in mind when undertaking analysis. However, police data on road accidents (STATS19) remain the most detailed, complete and reliable single source of information on road casualties.”

Latest available version can be found here:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/9280/rcgb2011-complete.pdf

7.5 Further information on this report

The processing and analysis of road traffic collision and casualty data in TfL is the responsibility of the Research and Data Analysis team, Surface Planning.

The tables and graphical illustrations shown in this report are those most commonly requested and not an exhaustive list of possible analysis of the data. Additional tabulations of collision, casualty and vehicle factors associated with personal injury collisions may be available on request.

Requests for collision and casualty information can be made by e-mail to; enquire@tfl.gov.uk

Data extract files giving attendant, casualty and vehicle information, and other reports prepared by the Research and Data Analysis team, are available at; www.tfl.gov.uk/roadsafety

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