



Fact sheet

London Road Safety Unit

Casualties in Greater London during 2007

May 2008

This fact sheet provides a summary and initial analysis of personal injury road traffic collisions and casualties in Greater London during 2007 compared with 2006 and the average for 1994-1998, which is the base period for the 2010 casualty reduction targets.

Data presented is for personal injury road traffic collisions occurring on the public highway, and reported to the police, in accordance with the *Stats 19* national reporting system.

More detailed information will be available in two forthcoming reports *Towards the year 2010: monitoring casualties in Greater London (Issue 8)* and *Collisions and casualties on London's roads 2007*, which will be published later in the year.

Collisions

23,210 road traffic collisions involving personal injury were reported to the Metropolitan and City Police during 2007 within Greater London. This is a 6% decrease compared with 2006.

Casualties

Table 1 shows that the 23,210 collisions resulted in 28,361 casualties. Of these, 222 were fatally injured, 3,562 were seriously injured, and 24,577 were slightly injured.

Compared with 2006, fatalities in 2007 decreased by 4% from 231 to 222, serious injuries decreased by 4% and slight injuries decreased by 5%. Overall, casualties in 2007 decreased by 5% compared with 2006.

Table 1: Casualties in Greater London 2007- mode of travel by severity and percentage change over 2006

Mode of travel	Severity of casualty in 2007 (and percentage change over 2006)						%		
	Fatal		Serious		Slight		Total	in 2007	
Pedestrian	109	(9%)	1,183	(-2%)	3,960	(-7%)	5,252	(-5.2%)	18.5%
Pedal cyclist	15	(-21%)	446	(20%)	2,509	(-2%)	2,970	(0.4%)	10.5%
Powered two-wheeler	41	(-5%)	778	(-3%)	3,629	(-5%)	4,448	(-4.9%)	15.7%
Car	52	(-15%)	908	(-13%)	12,255	(-4%)	13,215	(-4.6%)	46.6%
Taxi	2	(100%)	29	(-26%)	289	(-11%)	320	(-12.6%)	1.1%
Bus or coach	1	(-75%)	133	(-14%)	1,274	(-16%)	1,408	(-15.7%)	5.0%
Goods vehicle	1	(-67%)	47	(-32%)	468	(-14%)	516	(-16.6%)	1.8%
Other vehicle	1	(∞)	38	(46%)	193	(79%)	232	(73.1%)	0.8%
Total	222	(-4%)	3,562	(-4%)	24,577	(-5%)	28,361	(-4.9%)	100.0%
% of total in 2007	0.8%		12.6%		86.7%		100.0%		

Table 2: Towards the year 2010: Monitoring casualties in London - all roads.
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	136.0	100	109	9%	-20%
	Pedal cyclists	14.8	19	15	-21%	1%
	Powered two-wheeler	33.6	43	41	-5%	22%
	Car occupants	55.4	61	52	-15%	-6%
	Bus or coach occupants	3.0	4	1	-75%	-67%
	Other vehicle occupants	6.0	4	4	0%	-33%
	Total	248.8	231	222	-4%	-11%
Fatal and serious	Pedestrians	2,136.6	1,303	1,292	-1%	-40%
	Pedal cyclists	566.8	392	461	18%	-19%
	Powered two-wheeler	932.8	848	819	-3%	-12%
	Car occupants	2,568.8	1,106	960	-13%	-63%
	Bus or coach occupants	256.4	159	134	-16%	-48%
	Other vehicle occupants	223.0	138	118	-14%	-47%
	Total	6,684.4	3,946	3,784	-4%	-43%
	Children (under 16yrs)	935.4	392	331	-16%	-65%
Slight*	Pedestrians	7,155.2	4,238	3,960	-7%	-45%
	Pedal cyclists	3,845.6	2,566	2,509	-2%	-35%
	Powered two-wheeler	5,139.4	3,827	3,629	-5%	-29%
	Car occupants	19,314.0	12,741	12,255	-4%	-37%
	Bus or coach occupants	2,017.4	1,511	1,274	-16%	-37%
	Other vehicle occupants	1,525.2	981	950	-3%	-38%
	Total	38,996.8	25,864	24,577	-5%	-37%
All severities	Pedestrians	9,291.8	5,541	5,252	-5%	-43%
	Pedal cyclists	4,412.4	2,958	2,970	0%	-33%
	Powered two-wheeler	6,072.2	4,675	4,448	-5%	-27%
	Car occupants	21,882.8	13,847	13,215	-5%	-40%
	Bus or coach occupants	2,273.8	1,670	1,408	-16%	-38%
	Other vehicle occupants	1,748.2	1,119	1,068	-5%	-39%
	Total	45,681.2	29,810	28,361	-5%	-38%

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

* The government's target is for 10% reduction in the slight casualty rate per 100 million vehicle kilometres. Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

Casualty reduction targets - progress towards the year 2010

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

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

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

These targets were achieved in London, apart from those for powered two wheelers, by 2004. The Mayor therefore announced new, more challenging targets in March 2006, to be achieved by 2010:

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

Table 2 shows progress towards these targets for the 12 months ending December 2007, and highlights both national and London casualty target categories.

In the national casualty target categories:

- All fatal or seriously injured casualties were 43% below the 1994-98 average, following a 4% decrease in the 12 months ending December 2007.
- All child fatal or seriously injured casualties were 65% below the 1994-98 average, after a 16% decrease in the 12 months ending December 2007.
- Slight casualties were 37% below the 1994-98 average, following a 5% decrease in the 12 months ending December 2007.

For the London casualty target categories:

- Pedestrians killed or seriously injured were 40% below the 1994-1998 average, after a 1% decrease in the 12 months ending December 2007.
- Pedal cyclists killed or seriously injured were 19% below the 1994-1998 average, following an 18% increase in the 12 months ending December 2007. This increase should be seen in the context of the large increase in cycling over a number of years, resulting from encouragement of cycling in London as a sustainable mode of travel.
- Powered two-wheeler riders killed or seriously injured were 12% below the 1994-1998 average, following a 3% decrease in the 12 months ending December 2007.

It is also important to note that in the 12 months ending December 2007:

- Fatalities were 11% below the 1994-1998 average following a 4% decrease in the 12 months ending December 2007.
- Overall casualties were 38% below the 1994-1998 average, following a 5% decrease in the 12 months ending December 2007.

Casualty class

Data for 2007 given in Table 1 and Figures 1 and 2 illustrate the vulnerability of pedestrians to serious injury and death.

Pedestrians accounted for:

- 19% of all casualties
- 34% of all serious injuries
- 49% of all fatalities

Riders / passengers of powered two wheelers accounted for

- 16% of all casualties
- 22% of all serious injuries
- 18% of all fatalities

Pedal cyclists accounted for

- 10% of all casualties
- 13% of all serious injuries
- 7% of all fatalities

Car occupants accounted for

- 47% of all casualties
- 25% of all serious injuries
- 23% of all fatalities

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

Fig. 1: Total casualties by mode of travel in Greater London, 2007

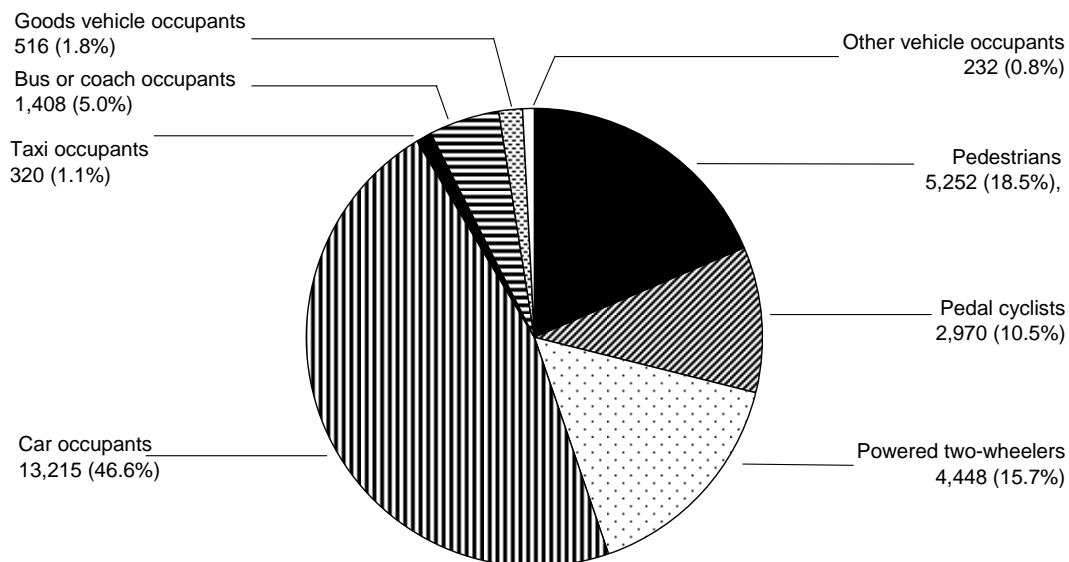


Fig. 2: Killed or seriously injured casualties by mode of travel in Greater London, 2007

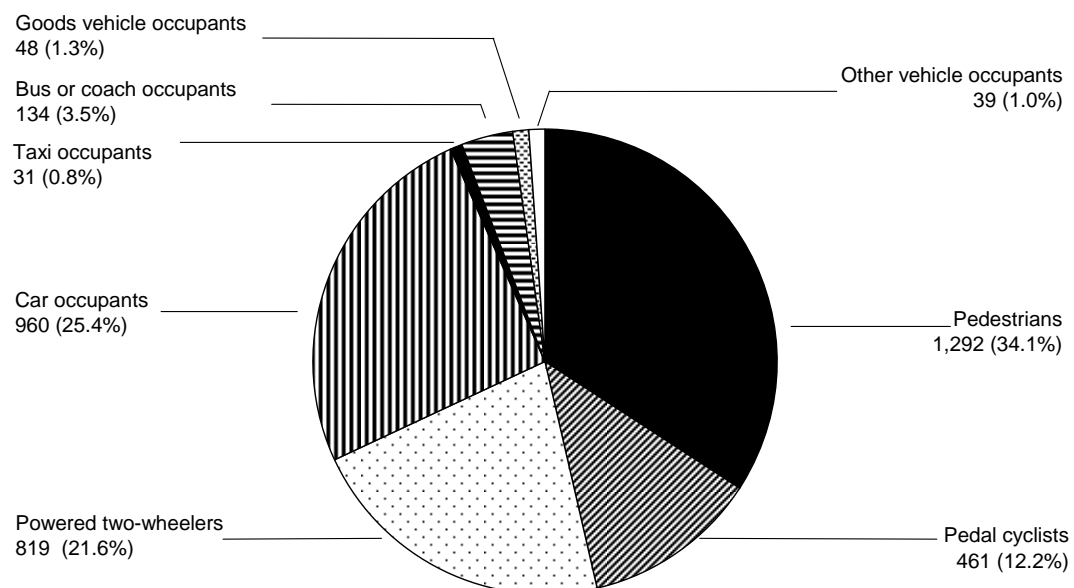


Table 3: Casualties in Greater London 2007 - casualty class by associated vehicle and change over 2006

Vehicle type	Casualty class in 2007 (and percentage change over 2006)						
	Driver/rider		Passenger		Pedestrian		Total
Pedal cycle	2,959	(0%)	11	(10%)	71	(0%)	3,041 (0.4%)
Powered two-wheeler	4,299	(-5%)	149	(-10%)	516	(-8%)	4,964 (-5.2%)
Car	9,475	(-4%)	3,740	(-5%)	3,543	(-6%)	16,758 (-5.0%)
Taxi	169	(-10%)	151	(-15%)	161	(-3%)	481 (-9.6%)
Bus or coach	131	(-16%)	1,277	(-16%)	437	(-11%)	1,845 (-14.5%)
Goods vehicle	412	(-15%)	104	(-23%)	389	(-11%)	905 (-14.5%)
Other vehicle	174	(168%)	58	(-16%)	135	(309%)	367 (119.8%)
Total	17,619	(-4%)	5,490	(-8%)	5,252	(-5%)	28,361 (-4.9%)
% of total in 2007	62.1%		19.4%		18.5%		100.0%

Table 4: Casualties in Greater London 2007 - mode of travel by age group and gender

Mode of travel	Age group					Gender		Total
	0-15	16-24	25-59	60+	Unknown	Male	Female	
Pedestrian	1,185	907	2,100	690	370	2,888	2,364	5,252
Pedal cyclist	209	389	2,089	76	207	2,317	653	2,970
Powered two-wheeler	21	948	3,152	84	243	3,993	455	4,448
Car	533	2,893	7,559	939	1,291	7,312	5,903	13,215
Taxi	5	30	198	47	40	232	88	320
Bus or coach	121	128	580	406	173	507	901	1,408
Goods vehicle	6	76	381	23	30	456	60	516
Other vehicle	2	30	156	22	22	180	52	232
Total	2,082	5,401	16,215	2,287	2,376	17,885	10,476	28,361
% of total in 2007	7.3%	19.0%	57.2%	8.1%	8.4%	63.1%	36.9%	100.0%

During 2007, 165 out of the 222 fatalities (74%) were people outside of vehicles (pedestrians, pedal cyclists and powered two-wheeler users). For seriously injured casualties the equivalent figure was 68%.

In the main road user groups, the following compares 2007 with 2006:

- **Pedestrian** casualties decreased by 5%. Pedestrian fatalities increased by 9% to 109, serious injuries decreased by 2% and slight injuries decreased by 7%.
- **Pedal cyclist** casualties increased by less than 1%. Fatalities decreased by 21% from 19 to 15, serious injuries increased by 20% and slight injuries decreased by 2%.
- **Powered two-wheeler** casualties saw an overall decrease of 5%. Fatalities decreased by 5% to 41. Serious injuries decreased by 3% and slight injuries decreased by 5%.

- **Car occupant** casualties, by far the largest casualty category, saw an overall decrease of 5%. Fatalities decreased by 15% from 61 to 52, serious injuries decreased by 13%, and slight injuries decreased by 4%.
- Although comparatively small in number, **taxi occupant** casualties decreased by 13% to 320, **goods vehicle occupant** casualties decreased by 17% to 516, and **bus or coach occupant** casualties decreased by 16% to 1,408.

Casualty class and associated vehicle

Table 3 shows the casualty class and type of vehicle directly associated with each casualty, during 2007 compared with 2006. For driver/riders and passengers, this is the vehicle the casualty was driving, riding or travelling in at the time of the collision. For pedestrians, it is the vehicle by which they were injured.

Table 5: Child casualties in 2007 - mode of travel by severity and percentage change over 2006

Mode of travel	Severity of casualty in 2007 (<i>and percentage change over 2006</i>)						% of total in 2007	
	Fatal		Serious		Slight	Total		
Pedestrian	8	(-27%)	243	(-5%)	934	(-3%)	1,185 (-3.8%)	56.9%
Pedal cyclist	0	(0%)	22	(-41%)	187	(3%)	209 (-4.1%)	10.0%
Powered two-wheeler	0	(-100%)	5	(-17%)	16	(-33%)	21 (-34.4%)	1.0%
Car	0	(-100%)	37	(-35%)	496	(-6%)	533 (-9.0%)	25.6%
Taxi	0	(0%)	4	(∞)	1	(-88%)	5 (-37.5%)	0.2%
Bus or coach	0	(0%)	12	(-25%)	109	(-16%)	121 (-17.1%)	5.8%
Goods vehicle	0	(0%)	0	(-100%)	6	(100%)	6 (0.0%)	0.3%
Other vehicle	0	(0%)	0	(-100%)	2	(-83%)	2 (-84.6%)	0.1%
Total	8	(-50%)	323	(-14%)	1,751	(-5%)	2,082 (-7.1%)	100.0%
% of total in 2007	0.4%		15.5%		84.1%		100.0%	

Gender of casualty

In 2007, Table 4 shows that males accounted for about 63% and females for 37% of casualties. It shows considerable variation in the proportion of male to female casualties for different modes of travel. Females accounted for 64% of bus or coach occupant casualties and 45% of car occupant casualties. Males accounted for 90% of powered two-wheeler casualties, 78% of pedal cyclist casualties, 55% of car occupant casualties and 55% of pedestrian casualties. Analysis of car occupants shows that males accounted for 60% of car driver casualties, and females made up 57% of car passenger casualties.

Casualty age groups

Table 4 shows a wide variation in casualties according to age group for each mode of travel. This suggests that the age as well as gender affect accessibility and choice of mode. Age was known for 92% of all casualties in 2007.

Of child casualties (under 16 years), 57% were pedestrians, 26% were car occupants and 10% were pedal cyclists. Table 5 shows that in 2007, eight children were killed (all pedestrians), a decrease of 50% compared with 2006. In addition, 323 were seriously injured and 1,751 slightly injured. Child serious casualties decreased by 14%, and overall, child casualties decreased by 7%.

Of young adult casualties (16 to 24 years), 53% were car occupants, 17% were

pedestrians, 18% were powered two-wheeler users and 7% were pedal cyclists.

Of adult casualties (25 to 59 years), 47% were car occupants, 19% were powered two-wheeler riders or passengers, 13% were pedestrians and 13% were pedal cyclists.

Of older road user casualties (60 years and over), the largest groups were car occupants (41%), pedestrians (30%), and bus or coach occupants (18%).

Casualty variation throughout London

Table 6 shows the number of casualties in each of the main road user groups, for each of the London boroughs, and the percentage change in 2007 compared with 2006.

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

The total numbers of casualties decreased by 4% in inner London and by 6% in outer London. Pedestrian casualties decreased by 6% in inner London and 4% in outer London. Pedal cyclist casualties showed a 4% increase in inner London, and a 6% decrease in outer London. Powered two-wheeler casualties decreased by 4% in inner and by 6% in outer London. Car occupant casualties decreased by 4% in inner London and by 5% in outer London.

Table 6: Casualties in Greater London 2007 by borough and percentage change over 2006

Borough	Total casualties	Pedestrians	Pedal cyclists	Powered two-wheelers	Car occupants	Total vehicle occupants
City of London	381 (-2.1%)	119 (6.3%)	92 (-19.3%)	90 (-1.1%)	34 (6.3%)	262 (-5.4%)
Westminster	1,698 (-7.8%)	476 (-8.8%)	278 (4.5%)	384 (-4.5%)	308 (-20.8%)	1,222 (-7.4%)
Camden	841 (-3.6%)	234 (-5.3%)	154 (-3.1%)	177 (-5.3%)	190 (7.3%)	607 (-2.9%)
Islington	667 (-9.4%)	161 (-1.2%)	160 (3.2%)	139 (-18.7%)	150 (-15.7%)	506 (-11.7%)
Hackney	937 (6.8%)	191 (17.9%)	148 (8.8%)	142 (-12.3%)	364 (12.0%)	746 (4.3%)
Tower Hamlets	969 (5.8%)	155 (-9.9%)	124 (10.7%)	217 (19.2%)	409 (8.8%)	814 (9.4%)
Greenwich	954 (5.3%)	139 (-19.2%)	66 (34.7%)	123 (-6.8%)	522 (16.0%)	815 (11.0%)
Lewisham	880 (-13.6%)	155 (-24.8%)	107 (5.9%)	137 (-24.3%)	394 (-3.7%)	725 (-10.8%)
Southwark	1,050 (-11.6%)	220 (-0.9%)	213 (1.9%)	203 (-3.8%)	284 (-26.0%)	830 (-14.1%)
Lambeth	1,129 (-8.4%)	217 (-6.5%)	178 (-7.8%)	245 (-2.8%)	395 (-11.8%)	912 (-8.8%)
Wandsworth	915 (1.1%)	190 (-5.0%)	167 (8.4%)	236 (6.8%)	242 (-7.3%)	725 (2.8%)
Hammersmith & Fulham	765 (5.7%)	158 (-1.9%)	142 (20.3%)	188 (11.9%)	218 (1.4%)	607 (7.8%)
Kensington & Chelsea	794 (-2.3%)	184 (-5.6%)	146 (5.0%)	224 (-6.7%)	162 (-1.8%)	610 (-1.3%)
Total Inner London	11,980 (-3.5%)	2,599 (-6.0%)	1,975 (3.7%)	2,505 (-3.7%)	3,672 (-3.6%)	9,381 (-2.8%)
Waltham Forest	839 (-7.3%)	142 (-6.0%)	66 (13.8%)	90 (-17.4%)	494 (-2.4%)	697 (-7.6%)
Redbridge	785 (-13.3%)	115 (-17.3%)	26 (-10.3%)	67 (-13.0%)	527 (-12.7%)	670 (-12.5%)
Havering	902 (-7.3%)	111 (6.7%)	31 (29.2%)	80 (3.9%)	621 (-8.5%)	791 (-9.0%)
Barking & Dagenham	575 (-7.7%)	87 (-9.4%)	21 (-44.7%)	48 (-32.4%)	379 (3.3%)	488 (-7.4%)
Newham	1,005 (-0.6%)	216 (5.4%)	64 (-8.6%)	90 (5.9%)	564 (1.6%)	789 (-2.1%)
Bexley	581 (-18.3%)	101 (-4.7%)	33 (10.0%)	72 (-7.7%)	328 (-21.3%)	480 (-20.7%)
Bromley	900 (-4.9%)	128 (-3.8%)	45 (21.6%)	116 (-0.9%)	549 (-3.7%)	772 (-5.0%)
Croydon	1,145 (-5.6%)	209 (2.0%)	58 (-24.7%)	132 (-9.0%)	644 (-5.4%)	936 (-7.1%)
Sutton	589 (-8.0%)	83 (3.8%)	39 (-25.0%)	77 (-22.2%)	354 (-4.3%)	506 (-9.6%)
Merton	540 (5.3%)	101 (3.1%)	59 (15.7%)	102 (22.9%)	234 (-2.1%)	439 (5.8%)
Kingston	369 (-7.8%)	63 (-6.0%)	55 (19.6%)	65 (-11.0%)	153 (-12.1%)	306 (-8.1%)
Richmond	489 (2.1%)	88 (29.4%)	81 (14.1%)	91 (-27.2%)	198 (6.5%)	401 (-2.4%)
Hounslow	932 (-6.5%)	106 (-15.9%)	76 (8.6%)	124 (-13.9%)	566 (-1.0%)	826 (-5.2%)
Hillingdon	1,030 (-0.7%)	126 (0.8%)	43 (-24.6%)	83 (-16.2%)	713 (6.4%)	904 (-0.9%)
Ealing	1,148 (-6.7%)	189 (-5.5%)	78 (-9.3%)	170 (11.1%)	601 (-13.5%)	959 (-6.9%)
Brent	845 (-12.4%)	166 (-16.2%)	54 (-5.3%)	125 (-9.4%)	439 (-11.1%)	679 (-11.5%)
Harrow	496 (-11.1%)	96 (-5.9%)	19 (-48.6%)	32 (-43.9%)	317 (-2.2%)	400 (-12.3%)
Barnet	1,392 (3.3%)	232 (4.0%)	67 (31.4%)	176 (18.1%)	825 (-0.2%)	1,160 (3.2%)
Haringey	789 (-10.8%)	156 (-19.6%)	47 (-35.6%)	105 (5.0%)	410 (-5.3%)	633 (-8.4%)
Enfield	1,030 (-2.3%)	138 (-11.0%)	33 (-15.4%)	98 (2.1%)	627 (-7.1%)	892 (-0.8%)
Total Outer London	16,381 (-5.8%)	2,653 (-4.4%)	995 (-5.5%)	1,943 (-6.4%)	9,543 (-4.9%)	13,728 (-6.1%)
Greater London	28,361 (-4.9%)	5,252 (-5.2%)	2,970 (0.4%)	4,448 (-4.9%)	13,215 (-4.6%)	23,109 (-4.8%)

Table 7 shows the number of casualties by severity, for each of the London boroughs, in 2007 compared to figures for 2006.

Fatalities decreased by 14% in inner London but increased by 2% in outer London.

Serious injuries increased by 2% in inner London but decreased by 10% in outer London.

Slight casualties decreased by 4% in inner London and 5% in outer London.

Overall, casualties decreased by 4% in inner London and 6% in outer London.

Table 7: Casualties in Greater London 2007 by borough, severity and percentage change over 2006

Borough	Fatal		Serious		Slight		Total Casualties	
City of London	2	(100.0%)	46	(-23.3%)	333	(1.5%)	381	(-2.1%)
Westminster	5	(-61.5%)	281	(0.4%)	1,412	(-8.8%)	1,698	(-7.8%)
Camden	6	(-25.0%)	99	(-13.9%)	736	(-1.7%)	841	(-3.6%)
Islington	7	(250.0%)	105	(32.9%)	555	(-15.3%)	667	(-9.4%)
Hackney	2	(-71.4%)	125	(13.6%)	810	(6.6%)	937	(6.8%)
Tower Hamlets	6	(0.0%)	145	(22.9%)	818	(3.3%)	969	(5.8%)
Greenwich	8	(-38.5%)	122	(11.9%)	824	(5.1%)	954	(5.3%)
Lewisham	6	(200.0%)	118	(-9.2%)	756	(-14.8%)	880	(-13.6%)
Southwark	5	(-28.6%)	134	(2.3%)	911	(-13.2%)	1,050	(-11.6%)
Lambeth	10	(0.0%)	175	(-5.4%)	944	(-9.0%)	1,129	(-8.4%)
Wandsworth	2	(-71.4%)	164	(29.1%)	749	(-2.9%)	915	(1.1%)
Hammersmith & Fulham	6	(0.0%)	97	(-23.6%)	662	(12.0%)	765	(5.7%)
Kensington & Chelsea	8	(166.7%)	112	(0.9%)	674	(-3.6%)	794	(-2.3%)
Total Inner London	73	(-14.1%)	1,723	(2.4%)	10,184	(-4.4%)	11,980	(-3.5%)
Waltham Forest	3	(200.0%)	89	(-10.1%)	747	(-7.2%)	839	(-7.3%)
Redbridge	10	(100.0%)	86	(-7.5%)	689	(-14.6%)	785	(-13.3%)
Havering	12	(140.0%)	117	(1.7%)	773	(-9.4%)	902	(-7.3%)
Barking & Dagenham	7	(75.0%)	53	(-15.9%)	515	(-7.4%)	575	(-7.7%)
Newham	8	(166.7%)	97	(34.7%)	900	(-3.8%)	1,005	(-0.6%)
Bexley	6	(0.0%)	99	(2.1%)	476	(-21.7%)	581	(-18.3%)
Bromley	7	(-41.7%)	136	(-9.9%)	757	(-3.3%)	900	(-4.9%)
Croydon	9	(50.0%)	149	(4.2%)	987	(-7.2%)	1,145	(-5.6%)
Sutton	2	(0.0%)	68	(-16.0%)	519	(-6.8%)	589	(-8.0%)
Merton	4	(-20.0%)	58	(-15.9%)	478	(8.9%)	540	(5.3%)
Kingston	5	(66.7%)	44	(-40.5%)	320	(-0.9%)	369	(-7.8%)
Richmond	2	(-66.7%)	74	(-23.7%)	413	(9.8%)	489	(2.1%)
Hounslow	9	(-30.8%)	94	(-29.3%)	829	(-2.6%)	932	(-6.5%)
Hillingdon	9	(50.0%)	107	(2.9%)	914	(-1.4%)	1,030	(-0.7%)
Ealing	13	(30.0%)	124	(-9.5%)	1,011	(-6.6%)	1,148	(-6.7%)
Brent	11	(10.0%)	87	(-10.3%)	747	(-12.9%)	845	(-12.4%)
Harrow	2	(-33.3%)	53	(-3.6%)	441	(-11.8%)	496	(-11.1%)
Barnet	14	(-17.6%)	144	(10.8%)	1,234	(2.8%)	1,392	(3.3%)
Haringey	4	(-50.0%)	74	(-32.1%)	711	(-7.4%)	789	(-10.8%)
Enfield	12	(-42.9%)	86	(-24.6%)	932	(1.4%)	1,030	(-2.3%)
Total Outer London	149	(2.1%)	1,839	(-9.5%)	14,393	(-5.4%)	16,381	(-5.8%)
Greater London	222	(-3.9%)	3,562	(-4.1%)	24,577	(-5.0%)	28,361	(-4.9%)

Collisions in London in 2007

Month of collisions

Figure 3 (page 9) shows the month in which collisions occurred and the changes between 2006 and 2007. It shows that there were decreases in each month of 2007 ranging in size from 11% in December to 3% in May.

Lighting conditions

During 2007, 28% of all collisions occurred in dark conditions, similar to the 29% observed in 2006. Collisions in 2007 occurring in light conditions decreased by 5% compared with 2006. Collisions occurring in dark conditions decreased by 11%.

Road surface conditions

When considering the road surface conditions at the time of collisions, several notable changes were evident in 2007, compared with 2006.

Although the numbers were very small, in 2007, collisions on roads covered with snow, frost or ice increased by 41% to 133.

Collisions on dry road surfaces decreased by 9%, while those on a wet surface increased by 5%. Figure 4 (page 10) shows the monthly variation in wet road collisions, and shows decreases in seven months during 2007 compared with 2006, but increases in the other five months, most notably during June and July.

Overall, during 2007, 81% of collisions occurred on dry road surfaces, 18% on wet roads, and less than 1% on roads covered with snow, frost or ice. Corresponding figures for 2006 were 83%, 16% and less than 1% respectively.

Fig. 3: All collisions in Greater London by month, 2006 and 2007 (Jan-Dec)

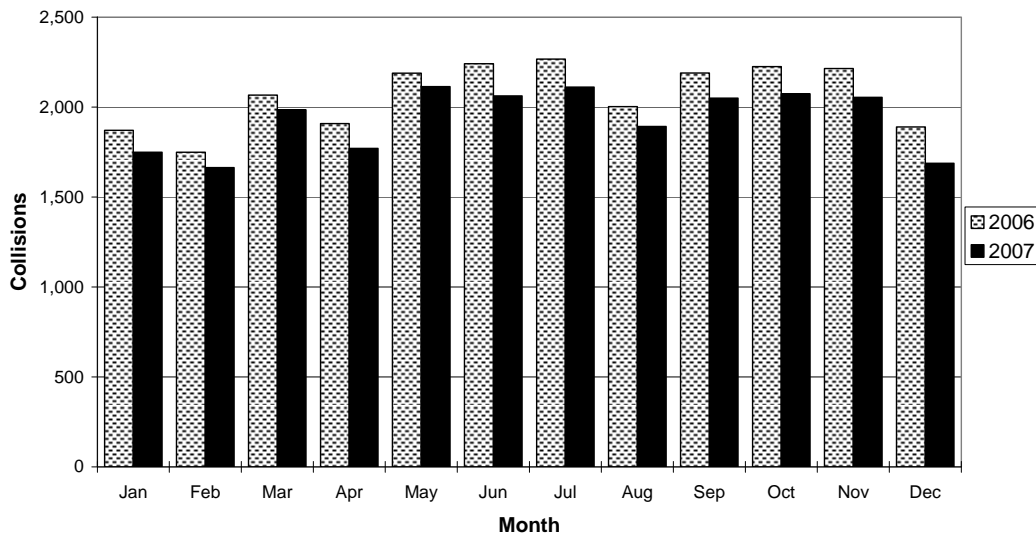
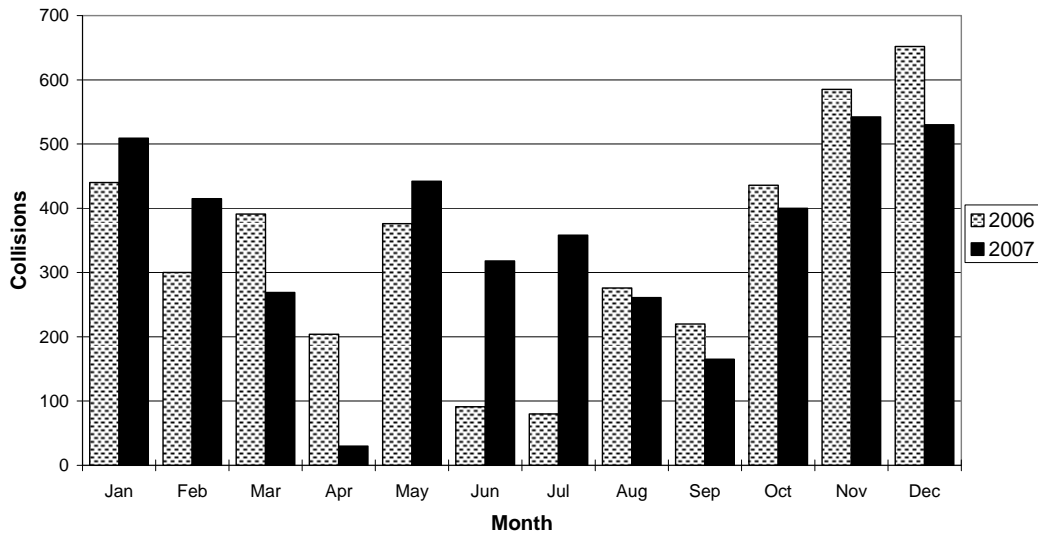


Fig. 4: Collisions on a wet road surface in Greater London by month, 2006 and 2007 (Jan-Dec)



London Road Safety Unit Reports

Copies of fact sheets, monitoring reports and research reports published by LRSU can be found on the TfL web site at:

<http://www.tfl.gov.uk/corporate/projectsandschemes/roadsandpublicspaces/2840.aspx>

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