



Fact sheet

London Road Safety Unit

Twelve month summary - January to December 2006

July 2007

Casualties in Greater London during 2006

This fact sheet provides a summary and initial analysis of personal injury road traffic collisions and casualties in Greater London during 2006 compared with 2005 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 7)* and *Collisions and casualties on London's roads 2006*, that will be published later in the year.

Collisions

24,810 road traffic collisions involving personal injury were reported to the Metropolitan and City Police during 2006 within Greater London. This is a 7% decrease compared with 2005.

Casualties

Table 1 shows that the 24,810 collisions resulted in 29,810 casualties – the lowest

number ever. Of these, 231 were fatally injured, 3,715 were seriously injured, and 25,864 were slightly injured.

Compared with 2005, fatalities in 2006 increased by 8% from 214 to 231. Serious injuries increased by 8% while slight injuries decreased by 8%. Overall, casualties in 2006 decreased by 6% compared with 2005.

The increase in serious casualties, particularly for car occupants, is larger than expected. In conjunction with the MPS, TfL investigated possible discrepancies in the 2004/05 casualty data, concentrating on the period between November 2004 and April 2005, when serious injuries were noticeably lower compared to subsequent months. Since then figures have returned to a more consistent trend. (See Fig 5 on page 10). In this period there were several organisational changes within the MPS with regards to data processing. Detailed investigations by MPS have not identified direct links between these changes and the apparent decrease in serious injuries during this period. Consequently, some of the increase in serious injuries in 2006 is probably as a result of comparing the 2006 data with the low data in 2005.

Table 1: Casualties in Greater London 2006 (Jan-Dec - mode of travel by severity and percentage change over 2005)

Mode of travel	Severity of casualty in 2006 (and percentage change over 2005)						% of total in 2006	
	Fatal		Serious		Slight			Total
Pedestrian	100	(12%)	1,203	(6%)	4,238	(-12%)	5,541 (-8.0%)	18.6%
Pedal cyclist	19	(-10%)	373	(6%)	2,566	(2%)	2,958 (2.2%)	9.9%
Powered two-wheeler	43	(-2%)	805	(0%)	3,827	(-11%)	4,675 (-9.1%)	15.7%
Car	61	(13%)	1,045	(12%)	12,741	(-8%)	13,847 (-6.3%)	46.5%
Taxi	1	(∞)	39	(117%)	326	(6%)	366 (12.3%)	1.2%
Bus or coach	4	(33%)	155	(23%)	1,511	(-11%)	1,670 (-8.9%)	5.6%
Goods vehicle	3	(200%)	69	(35%)	547	(-1%)	619 (2.5%)	2.1%
Other vehicle	0	(-100%)	26	(37%)	108	(-48%)	134 (-41.0%)	0.4%
Total	231	(8%)	3,715	(8%)	25,864	(-8%)	29,810 (-6.3%)	100.0%
% of total in 2006	0.8%		12.5%		86.8%		100.0%	

Table 2: Towards the year 2010: Monitoring casualties in Greater London.

Casualties in 12 months ending December 2006 compared with the 1994-98 average and 12 months ending December 2005

Severity	User group	Casualty numbers			% change in 12 months ending Dec 2006 compared with	
		1994-1998 average	12 months ending Dec 2005	12 months ending Dec 2006	12 months ending Dec 2005	1994-1998 average
Fatal	Pedestrians	136.0	89	100	12%	-26%
	Pedal cyclists	14.8	21	19	-10%	28%
	Powered two-wheeler	33.6	44	43	-2%	28%
	Car occupants	55.4	54	61	13%	10%
	Bus or coach occupants	3.0	3	4	33%	33%
	Other vehicle occupants	6.0	3	4	33%	-33%
	Total	248.8	214	231	8%	-7%
Fatal & serious	Pedestrians	2,136.6	1,224	1,303	6%	-39%
	Pedal cyclists	566.8	372	392	5%	-31%
	Powered two-wheeler	932.8	845	848	0%	-9%
	Car occupants	2,568.8	989	1,106	12%	-57%
	Bus or coach occupants	256.4	129	159	23%	-38%
	Other vehicle occupants	223.0	91	138	52%	-38%
	Total	6,684.4	3,650	3,946	8%	-41%
	Children (under 16yrs)	935.4	355	392	10%	-58%
Slight*	Pedestrians	7,155.2	4,799	4,238	-12%	-41%
	Pedal cyclists	3,845.6	2,523	2,566	2%	-33%
	Powered two-wheeler	5,139.4	4,297	3,827	-11%	-26%
	Car occupants	19,314.0	13,790	12,741	-8%	-34%
	Bus or coach occupants	2,017.4	1,705	1,511	-11%	-25%
	Other vehicle occupants	1,525.2	1,066	981	-8%	-36%
	Total	38,996.8	28,180	25,864	-8%	-34%
All casualties	Pedestrians	9,291.8	6,023	5,541	-8%	-40%
	Pedal cyclists	4,412.4	2,895	2,958	2%	-33%
	Powered two-wheeler	6,072.2	5,142	4,675	-9%	-23%
	Car occupants	21,882.8	14,779	13,847	-6%	-37%
	Bus or coach occupants	2,273.8	1,834	1,670	-9%	-27%
	Other vehicle occupants	1,748.2	1,157	1,119	-3%	-36%
	Total	45,681.2	31,830	29,810	-6%	-35%

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 who are 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 2006, and highlights national and London casualty target categories.

In the national casualty target categories:

- All fatal or seriously injured casualties were 41% below the 1994-98 average, following an 8% increase in the 12 months ending December 2006.
- All child fatal or seriously injured casualties were 58% below the 1994-98 average, after a 10% increase in the 12 months ending December 2006.
- Slight casualties were 34% below the 1994-98 average, following an 8% decrease in the 12 months ending December 2006.

For the London casualty target categories:

- Pedestrians killed or seriously injured were 39% below the 1994-1998 average, after a 6% increase in the 12 months ending December 2006.
- Pedal cyclists killed or seriously injured were 31% below the 1994-1998 average, following a 5% increase in the 12 months ending December 2006. This should be taken in context with the substantial increase in cycling, particularly in inner London.
- Powered two-wheeler riders killed or seriously injured were 9% below the 1994-1998 average, following almost no change in the 12 months ending December 2006.

It is also important to note that in the 12 months ending December 2006:

- Fatalities were 7% below the 1994-1998 average following an 8% increase in the 12 months ending December 2006.
- Overall casualties were 35% below the 1994-1998 average, following a 6% reduction in the 12 months ending December 2006.

All of the results above need to be considered in light of possible discrepancies noted in the *Stats19* data, as mentioned under **Casualties** on page 1.

Casualty class

Data for 2006 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
- 32% of all serious injuries
- 43% of all fatalities

Riders / passengers of powered two wheelers accounted for

- 16% of all casualties
- 22% of all serious injuries
- 19% of all fatalities

Pedal cyclists accounted for

- 10% of all casualties
- 10% of all serious injuries
- 8% of all fatalities

Car occupants accounted for

- 46% of all casualties
- 28% of all serious injuries
- 26% of all fatalities

Bus or coach occupants accounted for 6% of all casualties, and goods vehicle occupants for 2%. **Taxi occupant** casualties accounted for 1% of all casualties.

During 2006, 162 out of the 231 fatalities (70%) were people external to vehicles (pedestrians, pedal cyclists and powered two-wheeler users). For seriously injured casualties the equivalent figure was 64%.

Fig. 1: Total casualties by mode of travel in Greater London, 2006

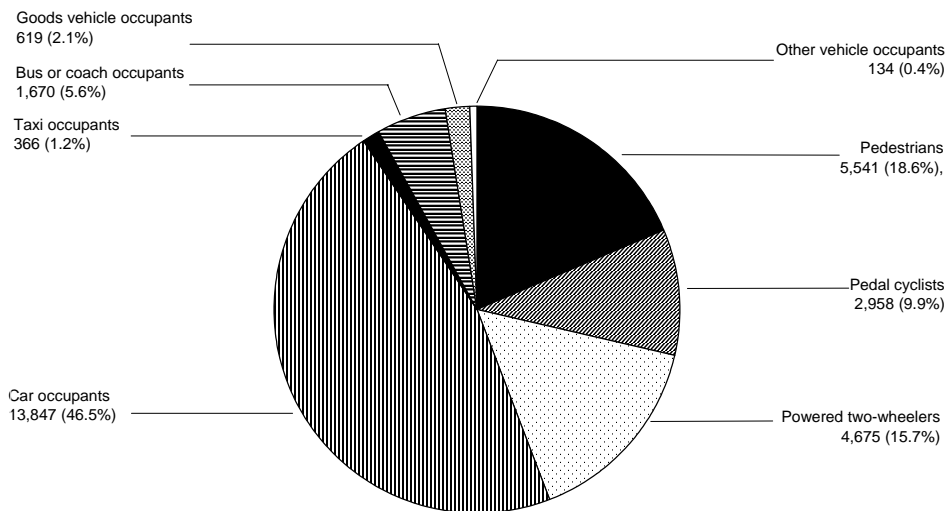


Fig. 2: Killed or seriously injured casualties by mode of travel in Greater London, 2006

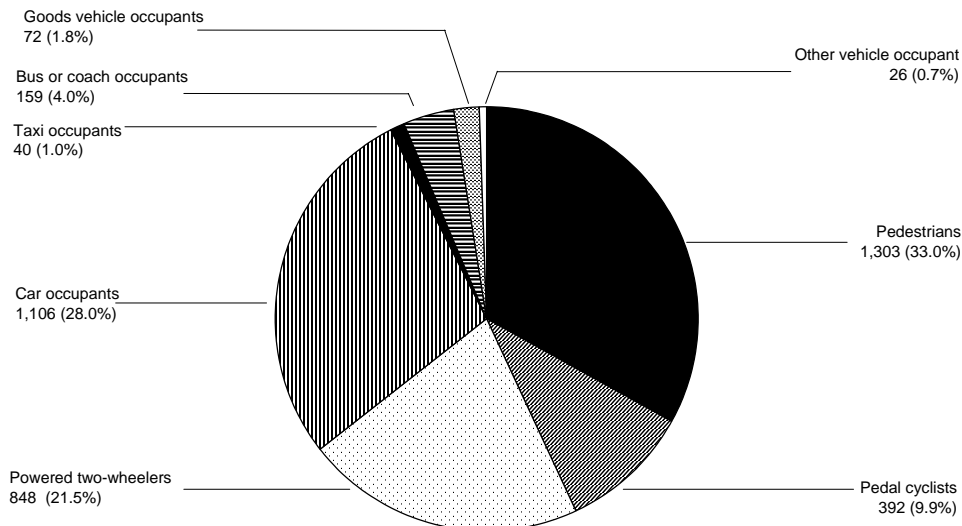


Table 3: Casualties in Greater London 2006 (Jan-Dec) - casualty class by associated vehicle and percentage change over 2005

Vehicle type	Casualty class in 2006 (and percentage change over 2005)							
	Driver/rider		Passenger		Pedestrian		Total	
Pedal cycle	2,948	(2%)	10	(0%)	71	(3%)	3,029	(2.2%)
Powered two-wheeler	4,509	(-8%)	166	(-23%)	559	(-3%)	5,234	(-8.4%)
Car	9,920	(-4%)	3,927	(-11%)	3,784	(-8%)	17,631	(-6.6%)
Taxi	188	(6%)	178	(19%)	166	(-14%)	532	(2.7%)
Bus or coach	156	(30%)	1,514	(-12%)	489	(-13%)	2,159	(-9.8%)
Goods vehicle	484	(3%)	135	(0%)	439	(1%)	1,058	(1.7%)
Other vehicle	65	(-49%)	69	(-31%)	33	(-63%)	167	(-47.3%)
Total	18,270	(-4%)	5,999	(-11%)	5,541	(-8%)	29,810	(-6.3%)
% of total in 2006	61.3%		20.1%		18.6%		100.0%	

Table 4: Casualties in Greater London 2006 (Jan-Dec) - 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	1,232	942	2,256	652	459	3,114	2,427	5,541
Pedal cyclist	218	379	2,058	83	220	2,303	655	2,958
Powered two-wheeler	32	1,076	3,205	74	288	4,147	528	4,675
Car	586	2,905	7,990	1,009	1,357	7,463	6,384	13,847
Taxi	8	28	245	45	40	250	116	366
Bus or coach	146	126	657	493	248	612	1,058	1,670
Goods vehicle	6	88	446	33	46	572	47	619
Other vehicle	13	7	78	17	19	101	33	134
Total	2,241	5,551	16,935	2,406	2,677	18,562	11,248	29,810
% of total in 2006	7.5%	18.6%	56.8%	8.1%	9.0%	62.3%	37.7%	100.0%

In the main road user groups, the following compares 2006 with 2005:

- **Pedestrian** casualties decreased by 8%. Pedestrian fatalities increased by 12% to 100, serious injuries increased by 6% and slight injuries decreased by 12%.
- **Pedal cyclist** casualties increased by 2%. Fatalities decreased by 10% from 21 to 19, serious injuries increased by 6% and slight injuries increased by 2%.
- **Powered two-wheeler** casualties saw an overall decrease of 9%. Fatalities decreased by 2% to 43. Serious injuries showed no change and slight injuries decreased by 11%.
- **Car occupant** casualties, by far the largest casualty category, saw an overall decrease of 6%. Fatalities increased by 13% from 54 to 61, serious injuries increased by 12%, and slight injuries decreased by 6%.
- Although comparatively small in number, **taxi occupant** casualties

increased by 12% to 366, **goods vehicle occupant** casualties increased by 3% to 619, and **bus or coach occupant** casualties decreased by 9% to 1,670.

Casualty class and associated vehicle

Table 3 shows the casualty class and type of vehicle directly associated with each casualty, during 2006 compared with 2005. 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.

Gender of casualty

In 2006, Table 4 shows that males accounted for about 62% and females for 38% of casualties. It shows considerable variation in the proportion of male to female casualties for different modes of travel. Females accounted for 63% of bus or coach occupant casualties and 46% of car occupant casualties. Males

Table 5: Child casualties in Greater London 2006 (Jan-Dec) - mode of travel by severity and percentage change over 2005

Mode of travel	Severity of casualty in 2006 (and percentage change over 2005)						% of total in 2006	
	Fatal		Serious		Slight			Total
Pedestrian	11	(0%)	256	(11%)	965	(-15%)	1,232 (-10.9%)	55.0%
Pedal cyclist	0	(0%)	37	(9%)	181	(-27%)	218 (-23.0%)	9.7%
Powered two-wheeler	2	(∞)	6	(-57%)	24	(-43%)	32 (-42.9%)	1.4%
Car	3	(∞)	57	(8%)	526	(-22%)	586 (-19.4%)	26.1%
Taxi	0	(0%)	0	(0%)	8	(700%)	8 (700.0%)	0.4%
Bus or coach	0	(0%)	16	(78%)	130	(-3%)	146 (2.1%)	6.5%
Goods vehicle	0	(0%)	3	(0%)	3	(-67%)	6 (-50.0%)	0.3%
Other vehicle	0	(0%)	1	(0%)	12	(-8%)	13 (-7.1%)	0.6%
Total	16	(45%)	376	(9%)	1,849	(-18%)	2,241 (-14.4%)	100.0%
% of total in 2006	0.7%		16.8%		82.5%		100.0%	

accounted for 89% of powered two-wheeler casualties, 78% of pedal cyclist casualties, 54% of car occupant casualties and 56% of pedestrian casualties. Analysis of car occupants shows that males accounted for 58% 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 91% of all casualties in 2006.

Of child casualties (under 16 years), 55% were pedestrians, 26% were car occupants and 10% were pedal cyclists. Table 5 shows that in 2006, 16 children were killed (11 pedestrians, three car occupants and two P2W users), an increase of 45% compared with 2005. In addition, 376 were seriously injured and 1,849 slightly injured. Child serious casualties increased by 9%, but overall, child casualties decreased by 14%.

Of young adult casualties (16 to 24 years), 52% were car occupants, 17% were pedestrians, 19% 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 12% were pedal cyclists.

Of older road user casualties (60 years and over), the largest groups were car occupants (42%), pedestrians (27%), and bus or coach occupants (20%).

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 2006 compared with 2005.

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

The total numbers of casualties decreased by 6% in inner London and by 7% in outer London. Pedestrian casualties decreased by 11% in inner London and 6% in outer London. Pedal cyclist casualties showed a 4% increase in inner London, and a 1% decrease in outer London. Powered two-wheeler casualties decreased by 9% in both inner and outer London. Car occupant casualties decreased by 5% in inner London and by 7% in outer London.

Table 6: Casualties in Greater London 2006 by borough and percentage change over 2005 figures (Jan-Dec)

Borough	Total casualties		Pedestrians		Pedal cyclists		Powered two-wheelers		Car occupants		Total vehicle occupants	
City of London	389	(10.8%)	112	(21.7%)	114	(15.2%)	91	(21.3%)	32	(3.2%)	277	(6.9%)
Westminster	1,841	(4.5%)	522	(-8.1%)	266	(6.8%)	402	(15.5%)	389	(15.8%)	1,319	(10.5%)
Camden	872	(-15.8%)	247	(-8.5%)	159	(-12.6%)	187	(-20.1%)	177	(-20.3%)	625	(-18.4%)
Islington	736	(-9.7%)	163	(-17.7%)	155	(-6.1%)	171	(-7.1%)	178	(3.5%)	573	(-7.1%)
Hackney	877	(-14.5%)	162	(-34.4%)	136	(1.5%)	162	(-4.1%)	325	(-13.3%)	715	(-8.2%)
Tower Hamlets	916	(-8.8%)	172	(-6.5%)	112	(7.7%)	182	(-18.8%)	376	(-10.0%)	744	(-9.3%)
Greenwich	906	(-3.7%)	172	(-6.5%)	49	(-9.3%)	132	(-14.3%)	450	(-4.7%)	734	(-3.0%)
Lewisham	1,019	(-6.3%)	206	(-8.0%)	101	(18.8%)	181	(-10.0%)	409	(-9.7%)	813	(-5.8%)
Southwark	1,188	(3.5%)	222	(-7.9%)	209	(30.6%)	211	(-7.9%)	384	(2.4%)	966	(6.5%)
Lambeth	1,232	(-7.7%)	232	(-27.0%)	193	(25.3%)	252	(-15.4%)	448	(12.6%)	1,000	(-1.7%)
Wandsworth	905	(-7.7%)	200	(18.3%)	154	(1.3%)	221	(-16.9%)	261	(-20.4%)	705	(-1.7%)
Hammersmith & Fulham	724	(-13.7%)	161	(-11.5%)	118	(-14.5%)	168	(-27.6%)	215	(-4.9%)	563	(-14.3%)
Kensington & Chelsea	813	(-8.5%)	195	(-8.0%)	139	(-9.2%)	240	(0.4%)	165	(-18.7%)	618	(-8.7%)
Total Inner London	12,418	(-6.0%)	2,766	(-10.5%)	1,905	(4.2%)	2,600	(-8.9%)	3,809	(-5.0%)	9,652	(-4.7%)
Waltham Forest	905	(-1.4%)	151	(-15.2%)	58	(-6.5%)	109	(13.5%)	506	(-1.4%)	754	(1.9%)
Redbridge	905	(-12.5%)	139	(5.3%)	29	(-23.7%)	77	(-17.2%)	604	(-13.6%)	766	(-15.1%)
Havering	973	(1.1%)	104	(-8.0%)	24	(-11.1%)	77	(-3.8%)	679	(5.4%)	869	(2.4%)
Barking & Dagenham	623	(-8.7%)	96	(-5.9%)	38	(5.6%)	71	(-6.6%)	367	(-12.8%)	527	(-9.1%)
Newham	1,011	(-2.1%)	205	(6.2%)	70	(34.6%)	85	(-9.6%)	555	(-6.3%)	806	(-4.0%)
Bexley	711	(6.8%)	106	(11.6%)	30	(15.4%)	78	(-7.1%)	417	(2.0%)	605	(6.0%)
Bromley	946	(-10.6%)	133	(9.9%)	37	(-26.0%)	117	(-21.5%)	570	(-11.8%)	813	(-13.2%)
Croydon	1,213	(-14.1%)	205	(-19.6%)	77	(8.5%)	145	(-24.1%)	681	(-12.5%)	1,008	(-12.9%)
Sutton	640	(5.6%)	80	(-8.0%)	52	(30.0%)	99	(12.5%)	370	(7.9%)	560	(7.9%)
Merton	513	(-8.2%)	98	(-5.8%)	51	(-8.9%)	83	(-19.4%)	239	(0.4%)	415	(-8.8%)
Kingston	400	(-14.5%)	67	(11.7%)	46	(-6.1%)	73	(-2.7%)	174	(-27.8%)	333	(-18.4%)
Richmond	479	(-12.8%)	68	(-22.7%)	71	(-7.8%)	125	(5.0%)	186	(-15.8%)	411	(-10.8%)
Hounslow	997	(-5.6%)	126	(15.6%)	70	(-13.6%)	144	(4.3%)	572	(-11.0%)	871	(-8.0%)
Hillingdon	1,037	(-9.0%)	125	(-3.1%)	57	(-3.4%)	99	(-11.6%)	670	(-9.3%)	912	(-9.8%)
Ealing	1,230	(-6.7%)	200	(-20.9%)	86	(17.8%)	153	(-12.6%)	695	(-0.3%)	1,030	(-3.3%)
Brent	965	(-15.9%)	198	(-4.8%)	57	(-19.7%)	138	(-6.1%)	494	(-20.6%)	767	(-18.4%)
Harrow	558	(-12.8%)	102	(-9.7%)	37	(5.7%)	57	(-1.7%)	324	(-15.6%)	456	(-13.5%)
Barnet	1,347	(-0.7%)	223	(6.2%)	51	(-8.9%)	149	(-20.3%)	827	(3.6%)	1,124	(-1.9%)
Haringey	885	(9.8%)	194	(-4.4%)	73	(23.7%)	100	(-10.7%)	433	(20.6%)	691	(14.6%)
Enfield	1,054	(-12.5%)	155	(-14.4%)	39	(-18.8%)	96	(-14.3%)	675	(-13.8%)	899	(-12.2%)
Total Outer London	17,392	(-6.6%)	2,775	(-5.4%)	1,053	(-1.2%)	2,075	(-9.3%)	10,038	(-6.8%)	14,617	(-6.8%)
Greater London	29,810	(-6.3%)	5,541	(-8.0%)	2,958	(2.2%)	4,675	(-9.1%)	13,847	(-6.3%)	24,269	(-6.0%)

Table 7 shows the number of casualties by severity, for each of the London boroughs, in 2006 compared to figures for 2005.

Fatalities increased by 1% in inner London and by 12% in outer London.

Serious injuries increased by 6% in inner London and 10% in outer London.

Slight casualties decreased by 8% in inner London and 9% in outer London.

Overall, casualties decreased by 6% in inner London and 7% in outer London.

Table 7: Casualties in Greater London 2006 by borough, severity and percentage change over 2005 figures (Jan-Dec)

Borough	Fatal		Serious		Slight		Total Casualties	
City of London	1	(0.0%)	60	(42.9%)	328	(6.5%)	389	(10.8%)
Westminster	13	(8.3%)	280	(11.6%)	1,548	(3.3%)	1,841	(4.5%)
Camden	8	(300.0%)	115	(-10.9%)	749	(-17.2%)	872	(-15.8%)
Islington	2	(-50.0%)	79	(-8.1%)	655	(-9.7%)	736	(-9.7%)
Hackney	7	(75.0%)	110	(-8.3%)	760	(-15.7%)	877	(-14.5%)
Tower Hamlets	6	(-25.0%)	118	(14.6%)	792	(-11.3%)	916	(-8.8%)
Greenwich	13	(62.5%)	109	(9.0%)	784	(-5.9%)	906	(-3.7%)
Lewisham	2	(-66.7%)	130	(-6.5%)	887	(-5.8%)	1,019	(-6.3%)
Southwark	7	(0.0%)	131	(4.8%)	1,050	(3.3%)	1,188	(3.5%)
Lambeth	10	(25.0%)	185	(20.1%)	1,037	(-11.6%)	1,232	(-7.7%)
Wandsworth	7	(75.0%)	127	(8.5%)	771	(-10.3%)	905	(-7.7%)
Hammersmith & Fulham	6	(-40.0%)	127	(13.4%)	591	(-17.6%)	724	(-13.7%)
Kensington & Chelsea	3	(-70.0%)	111	(7.8%)	699	(-9.9%)	813	(-8.5%)
Total Inner London	85	(1.2%)	1,682	(6.4%)	10,651	(-7.8%)	12,418	(-6.0%)
Waltham Forest	1	(-80.0%)	99	(12.5%)	805	(-2.4%)	905	(-1.4%)
Redbridge	5	(-28.6%)	93	(6.9%)	807	(-14.1%)	905	(-12.5%)
Havering	5	(-28.6%)	115	(51.3%)	853	(-3.0%)	973	(1.1%)
Barking & Dagenham	4	(-33.3%)	63	(37.0%)	556	(-11.7%)	623	(-8.7%)
Newham	3	(50.0%)	72	(-7.7%)	936	(-1.8%)	1,011	(-2.1%)
Bexley	6	(0.0%)	97	(19.8%)	608	(5.0%)	711	(6.8%)
Bromley	12	(33.3%)	151	(20.8%)	783	(-15.3%)	946	(-10.6%)
Croydon	6	(-14.3%)	143	(-5.3%)	1,064	(-15.2%)	1,213	(-14.1%)
Sutton	2	(0.0%)	81	(26.6%)	557	(3.1%)	640	(5.6%)
Merton	5	(400.0%)	69	(-1.4%)	439	(-10.0%)	513	(-8.2%)
Kingston	3	(0.0%)	74	(23.3%)	323	(-20.2%)	400	(-14.5%)
Richmond	6	(200.0%)	97	(38.6%)	376	(-21.2%)	479	(-12.8%)
Hounslow	13	(-7.1%)	133	(25.5%)	851	(-9.1%)	997	(-5.6%)
Hillingdon	6	(-25.0%)	104	(-6.3%)	927	(-9.2%)	1,037	(-9.0%)
Ealing	10	(11.1%)	137	(16.1%)	1,083	(-9.1%)	1,230	(-6.7%)
Brent	10	(42.9%)	97	(-17.1%)	858	(-16.2%)	965	(-15.9%)
Harrow	3	(0.0%)	55	(-24.7%)	500	(-11.3%)	558	(-12.8%)
Barnet	17	(41.7%)	130	(-3.0%)	1,200	(-0.8%)	1,347	(-0.7%)
Haringey	8	(14.3%)	109	(25.3%)	768	(7.9%)	885	(9.8%)
Enfield	21	(61.5%)	114	(0.9%)	919	(-14.8%)	1,054	(-12.5%)
Total Outer London	146	(12.3%)	2,033	(9.6%)	15,213	(-8.5%)	17,392	(-6.6%)
Greater London	231	(7.9%)	3,715	(8.1%)	25,864	(-8.2%)	29,810	(-6.3%)

Collisions in London in 2006

Month of collisions

Figure 3 (page 9) shows the month in which collisions occurred and the changes between 2005 and 2006. It shows that there were decreases each month ranging in size from 14% in January and 13% in April, to 3% in March and September.

Lighting conditions

During 2006, 29% of all collisions occurred in dark conditions, similar to the 30% observed in 2005. Collisions in 2006 occurring in light conditions decreased by

7% compared with 2005. Collisions occurring in dark conditions decreased by 9%.

Road surface conditions

When considering the road surface conditions at the time of collisions, several notable changes were evident in 2006, compared with 2005.

Although the numbers were very small, in 2006, collisions on roads covered with snow, frost or ice decreased by 55%.

Collisions on dry road surfaces decreased by 4%, while those on a wet surface decreased by 17%. Figure 4 shows the monthly variation in wet road collisions, and illustrates decreases in eight months during 2006 compared with 2005.

Overall, during 2006, 83% of collisions occurred on dry road surfaces, 16% on wet roads, and less than 1% on roads covered with snow, frost or ice. Corresponding figures for 2005 were 81%, 18% and less than 1% respectively.

Fig. 3: All collisions in Greater London by month, 2005 and 2006 (Jan-Dec)

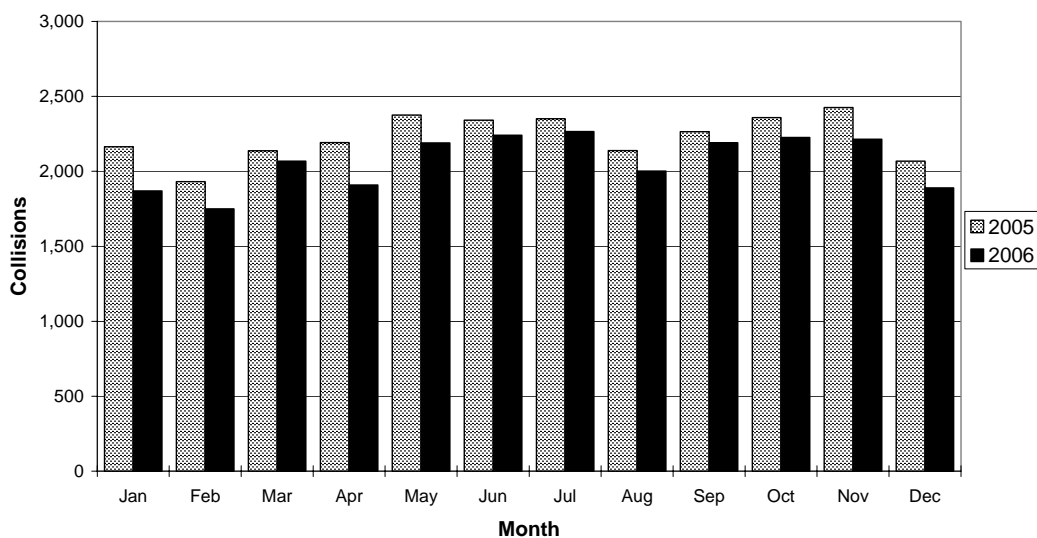
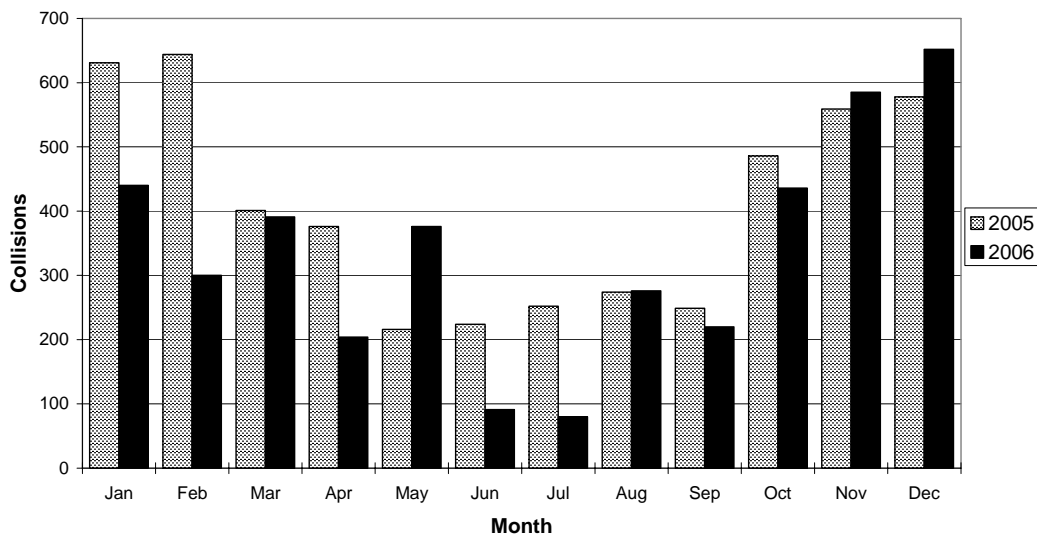


Fig. 4: Collisions on a wet road surface in Greater London by month, 2005 and 2006 (Jan-Dec)

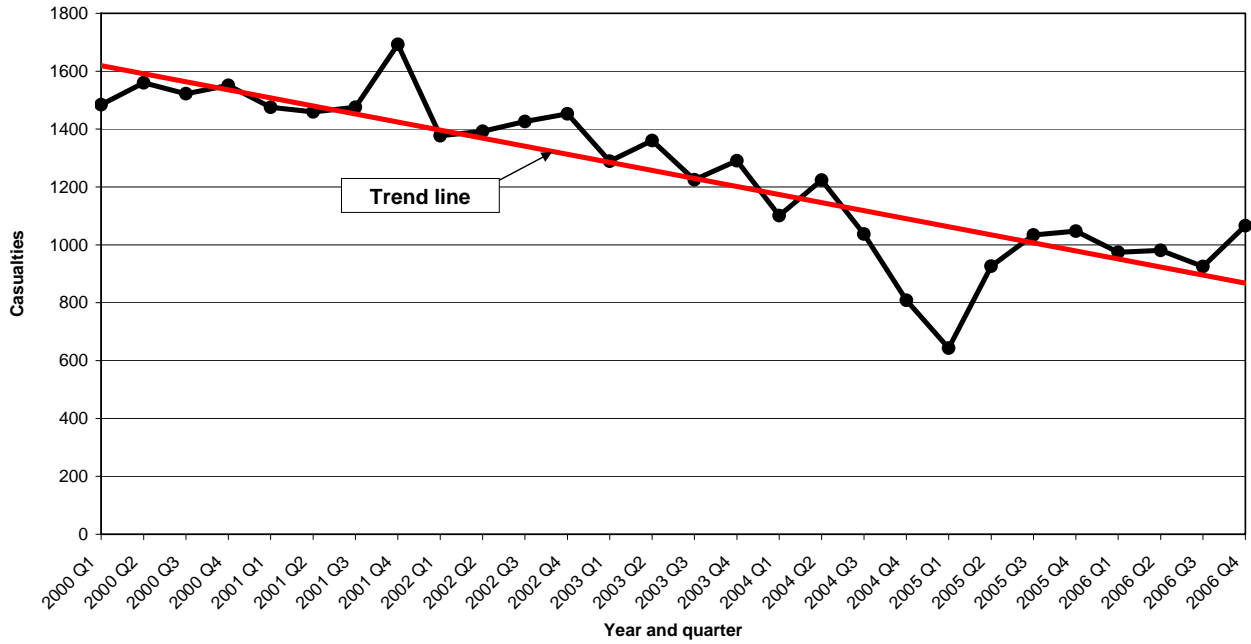


London Road Safety Unit Reports

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/2840.aspx>

**Fig. 5: All killed and seriously injured casualties per quarter, Greater London
(2000 Q1 to 2006 Q4)**



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