

## Fact sheet

## Surface Planning

## Casualties in Greater London during 2012

June 2013

This fact sheet provides a summary and initial analysis of personal injury road traffic collisions and casualties in Greater London in 2012 compared with 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 KSIs by 2020, set out in Safe Streets for London (SSfL), London's Road Safety Action Plan to 2020.

Data presented is for personal injury road traffic collisions occurring on the public highway, and reported to the police, in accordance with the *Stats 19* national reporting system. It should be noted that large percentage changes in small numbers may not necessarily be statistically significant.

**Collisions – 2012**

24,059 road traffic collisions involving personal injury were reported to the Metropolitan and City Police during 2012 within Greater London. This is a 2% reduction in collisions compared with 2011.

**Table 1: Casualties in Greater London 2012**  
- mode of travel by severity and percentage change over 2011

Mode of travel	Severity of casualty in 2012 (and percentage change over 2011)						% of total in 2012	
	Fatal		Serious		Slight			Total
Pedestrian	69	(-10%)	1,054	(17%)	4,143	(-7%)	5,266 (-3.3%)	18.3%
Pedal cyclist	14	(-13%)	657	(18%)	3,942	(0%)	4,613 (2.6%)	16.0%
Powered two-wheeler	27	(-10%)	602	(6%)	4,022	(-1%)	4,651 (-0.5%)	16.2%
Car	19	(-41%)	429	(-8%)	11,217	(-1%)	11,665 (-1.1%)	40.5%
Taxi	2	(∞)	16	(-36%)	538	(0%)	556 (-1.6%)	1.9%
Bus or coach	2	(100%)	92	(8%)	1,232	(-11%)	1,326 (-9.8%)	4.6%
Goods vehicle	1	(0%)	24	(-17%)	557	(-9%)	582 (-9.8%)	2.0%
Other vehicle	0	(-100%)	10	(-23%)	111	(-26%)	121 (-27.1%)	0.4%
<b>Total</b>	<b>134</b>	<b>(-16%)</b>	<b>2,884</b>	<b>(9%)</b>	<b>25,762</b>	<b>(-3%)</b>	<b>28,780 (-1.6%)</b>	<b>100.0%</b>
<b>% of total in 2012</b>	<b>0.5%</b>		<b>10.0%</b>		<b>89.5%</b>		<b>100.0%</b>	

**Casualties - 2012**

Table 1 below and table 2 overleaf show that the 24,059 collisions resulted in 28,780 casualties. Of these, 134 people were fatally injured, 2,884 were seriously injured, and 25,762 were slightly injured.

Fatalities fell by 16% (159 to 134), to the second lowest level since recent records began.

Killed or Seriously Injured (KSI) casualties increased by 8% in 2012 (2,805 to 3,018) compared to 2011. Within this, the number of serious injuries increased by 9% (2,646 to 2,884).

Slight injuries fell by 3% (26,452 to 25,762) and overall casualties in 2012 fell by 2%, compared with 2011.

**Table 2: Monitoring casualties in London - all roads.**  
**Casualties in 2012 compared with 2005-09 average and 2011**

Casualty severity	User group	Casualty numbers			Percentage change in 12 months ending Dec 2012 over:	
		2005-2009 average	12 months ending Dec 2011	12 months ending Dec 2012	12 months ending Dec 2011	2005-2009 average
<b>Fatal</b>	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%
	<b>Total</b>	<b>211.0</b>	<b>159</b>	<b>134</b>	<b>-16%</b>	<b>-36%*</b>
<b>Fatal and serious</b>	Pedestrians	1,216.4	980	1,123	+15%*	-8%*
	Pedal cyclists	420.6	571	671	+18%*	+60%*
	Powered two-wheeler	791.2	599	629	+5%	-21%*
	Car occupants	949.0	499	448	-10%	-53%*
	Bus or coach occupants	139.6	86	94	+9%	-33%*
	Other vehicle occupants	109.8	70	53	-24%	-52%*
	<b>Total</b>	<b>3,626.6</b>	<b>2,805</b>	<b>3,018</b>	<b>+8%*</b>	<b>-17%*</b>
	<b>Children (under 16yrs)</b>	<b>330.2</b>	<b>230</b>	<b>270</b>	<b>+17%*</b>	<b>-18%*</b>
<b>Slight</b>	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%*
	<b>Total</b>	<b>25,600.0</b>	<b>26,452</b>	<b>25,762</b>	<b>-3%*</b>	<b>+1%</b>
<b>All severities</b>	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%*
	<b>Total</b>	<b>29,226.6</b>	<b>29,257</b>	<b>28,780</b>	<b>-2%*</b>	<b>-2%*</b>

\* statistically significant changes at the 95% confidence level

Significance testing helps to identify where change is associated with randomness and where it is statistically significant. Given a set of two different numbers, the difference between these numbers is statistically significant where we are 95% confident that this is not due to randomness. Changes in the number of casualties over time are modelled following the Poisson distribution.

## Casualties – Longer term change: 2005-09 to 2012

Table 2 (previous page) shows changes in casualties on London's roads against the 2005-09 baseline. The asterisks indicate where changes are significant at the 95% confidence level, applying the Poisson probability distribution.

Comparing the number of casualties in 2012 against the 2005-09 baseline:

- All Killed or Seriously Injured (KSI) casualties were down 17%
- All child KSI casualties were down 18%
- Slight casualties were up by 1%

Comparing the number of casualties experienced in 2012 by different road users groups against the 2005-09 baseline:

- Pedestrians KSI casualties were down 8%
- Pedal cyclist KSI casualties were up 60%. This increase should be seen in the context of the considerable increase in cycling over a number of years. Cycling on London's major roads, the Transport for London Road Network (TLRN), increased by 61% between 2005/6 and 2012/13, and by 176% between 2000/01 and 2012/13.
- Powered two-wheeler rider KSI casualties were down 21%

## Casualty class - 2012

Data for 2012 in table 1 and figures 1 and 2 (overleaf) show that vulnerable road users (pedestrians, pedal cyclists and powered two wheeler users) made up half of all casualties on London's roads. Of this total, vulnerable roads users made up 110 out of 134 fatalities (82%) and 2,423 out of 3,018 KSI casualties (80%) in 2012.

**Pedestrians** accounted for

- 18% of all casualties
- 37% of all serious injuries
- 51% of all fatalities
- 21% of modal share (journey stages)

**Riders / passengers of powered two wheelers** accounted for

- 16% of all casualties
- 21% of all serious injuries
- 20% of all fatalities
- 1% of modal share (journey stages)

**Pedal cyclists** accounted for

- 16% of all casualties
- 23% of all serious injuries
- 10% of all fatalities
- 2% of modal share (journey stages)

**Car occupants** accounted for

- 41% of all casualties
- 15% of all serious injuries
- 14% of all fatalities
- 34% of modal share (journey stages)

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

In the main road user groups in table 2, the following compares casualty figures in 2012 with 2011:

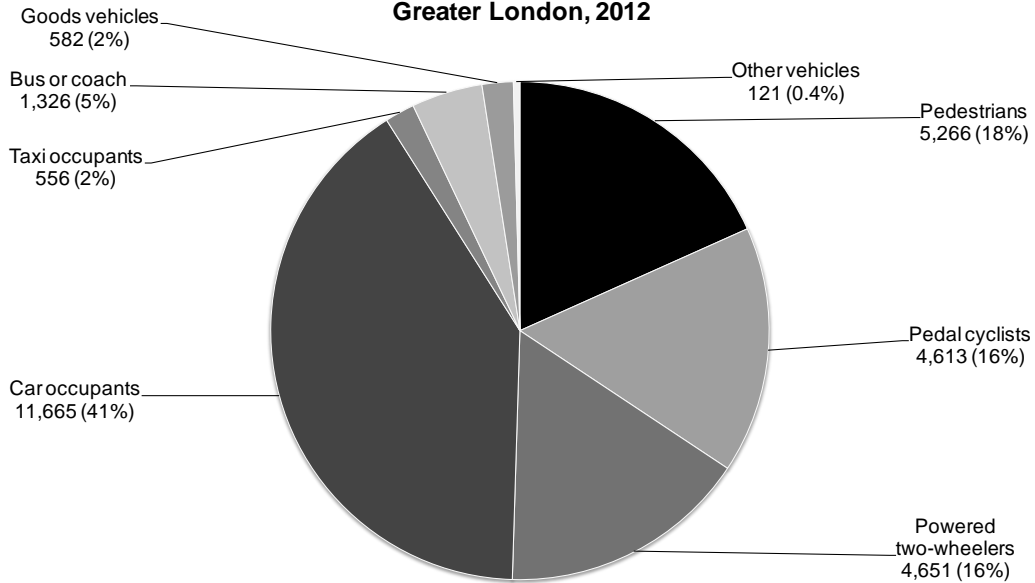
- **Pedestrian** casualties fell by 3%. This decrease was statistically significant. Pedestrian fatalities fell from 77 in 2011, to 69 (-10%) in 2012, to the second lowest number on record. KSI casualties, however, increased by 15%, whilst slight injuries fell by 7%.
- **Pedal cyclist** casualties increased by 3%. This increase was not statistically significant. Fatalities fell from 16 in 2011, to 14 (-13%) in 2012. KSI casualties increased by 18% whilst slight injuries remained unchanged.
- **Powered two-wheeler** casualties decreased by 1%. This decrease was not statistically significant. Fatalities decreased from 30 in 2011 to 27 (-10%) in 2012, to the second lowest number on record. KSI casualties increased by 5% whilst slight injuries fell by 1%.
- **Car occupant** casualties, by far the largest casualty category, saw a decrease of 1%, to the lowest number on record. Fatalities fell from 32 to 19 (-41%), KSI casualties injuries fell by 10%,

and slight injuries fell by 1%, all to the lowest numbers on record.

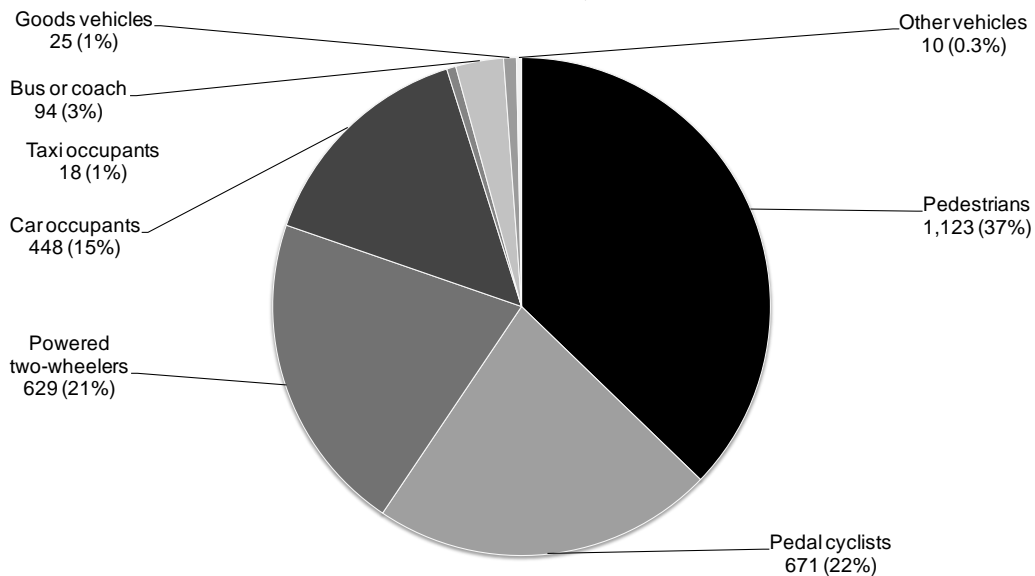
- Although comparatively small in number, **all taxi occupant** casualties fell by 2% to 556, **all goods vehicle**

**occupant** casualties fell by 10% to 582, and **all bus or coach occupant** casualties fell by 10% to 1,326, to the lowest number on record.

**Fig. 1: Total casualties by mode of travel, Greater London, 2012**



**Fig. 2: Killed or seriously injured casualties by mode of travel, Greater London, 2012**



**Table 3: Casualties in Greater London 2012 - casualty class by vehicle and change over 2011**

Vehicle type	Casualty class in 2012 (and percentage change over 2011)							
	Driver/rider		Passenger		Pedestrian		Total	
Pedal cycle	4,607	(3%)	6	(0%)	231	(30%)	<b>4,844</b>	<b>(3.6%)</b>
Powered two-wheeler	4,554	(0%)	97	(-16%)	495	(0%)	<b>5,146</b>	<b>(-0.4%)</b>
Car	8,383	(-1%)	3,282	(0%)	3,453	(-4%)	<b>15,118</b>	<b>(-1.9%)</b>
Taxi	311	(0%)	245	(-4%)	256	(2%)	<b>812</b>	<b>(-0.5%)</b>
Bus or coach	100	(11%)	1,226	(-11%)	353	(-6%)	<b>1,679</b>	<b>(-9.0%)</b>
Goods vehicle	468	(-7%)	114	(-21%)	433	(-7%)	<b>1,015</b>	<b>(-8.6%)</b>
Other vehicle	62	(-30%)	59	(-24%)	45	(-33%)	<b>166</b>	<b>(-28.8%)</b>
<b>Total</b>	<b>18,485</b>	<b>(0%)</b>	<b>5,029</b>	<b>(-4%)</b>	<b>5,266</b>	<b>(-3%)</b>	<b>28,780</b>	<b>(-1.6%)</b>
<b>% of total in 2012</b>	<b>64.2%</b>		<b>17.5%</b>		<b>18.3%</b>		<b>100.0%</b>	

### Casualty class and associated vehicle - 2012

Table 3 above shows the casualty class and type of vehicle directly associated with each casualty, during 2012 compared with 2011. For driver/riders and passengers, this is the vehicle the person suffering personal injury was driving, riding or travelling in at the time of the collision. For pedestrians, it is the vehicle by which they were injured.

In 2012 compared to 2011:

- Pedestrians suffering injury in collision with a goods vehicle fell by 7%, by 6% in collision with a bus or coach and by 4% in collision with a car.
- Although comparatively small in number, pedestrians suffering injury in collision with a pedal cycle increased by 30% to 231.
- Car driver casualties fell by 1% and bus or coach passenger casualties fell by 11%.

**Table 4: Casualties in Greater London 2012 - 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	1,045	895	2,382	693	251	2,853	2,413	<b>5,266</b>
Pedal cyclist	175	666	3,429	112	231	3,616	997	<b>4,613</b>
Powered two-wheeler	9	1,142	3,196	94	210	4,271	380	<b>4,651</b>
Car	564	2,302	7,254	925	620	6,287	5,378	<b>11,665</b>
Taxi	9	59	409	43	36	410	146	<b>556</b>
Bus or coach	137	75	617	389	108	498	828	<b>1,326</b>
Goods vehicle	7	63	461	26	25	530	52	<b>582</b>
Other vehicle	13	16	51	16	25	87	34	<b>121</b>
<b>Total</b>	<b>1,959</b>	<b>5,218</b>	<b>17,799</b>	<b>2,298</b>	<b>1,506</b>	<b>18,552</b>	<b>10,228</b>	<b>28,780</b>
<b>% of total in 2012</b>	<b>6.8%</b>	<b>18.1%</b>	<b>61.8%</b>	<b>8.0%</b>	<b>5.2%</b>	<b>64.5%</b>	<b>35.5%</b>	<b>100.0%</b>

### Gender of casualty - 2012

In 2012, table 4 above shows that males accounted for 64% and females for 36% of casualties. It shows considerable variation in the proportion of male to female casualties for different modes of travel and also reflects the different travel choices made by men and women.

Males accounted for 92% of powered two-wheeler casualties; with on average almost 86% of motorcycle journeys in 2011/12 being made by men. Males also accounted for 78% of pedal cyclist casualties, with on average 77% of cycle journeys being made by men in 2011/12. (Travel in London Report 5

<http://www.tfl.gov.uk/travelinlondon>).

Of pedestrian casualties 54% were male and 46% female, with men making on average 46% and women 54% of pedestrian journeys.

Of car occupant casualties, 54% were male and 46% female, with men making on average 57% and women 43% of car journeys. Analysis of car occupants shows that males accounted for 58% of car driver casualties, and females made up 56% of car passenger casualties.

Females accounted for 62% of bus or coach occupant casualties, making on average 57% of bus journeys in 2011/12.

### Casualty age groups - 2012

Table 4 shows a wide variation in casualties according to age group for each mode of travel. Age was known for 95% of all casualties in 2012.

Of young adult casualties (16 to 24 years), 44% were car occupants, 22% were powered two-wheeler users, 17% were pedestrians, and 13% were pedal cyclists.

Of adult casualties (25 to 59 years), 41% were car occupants, 19% were pedal cyclists, 18% were powered two-wheeler users and 13% were pedestrians.

Of older road user casualties (60 years and over), the largest groups were car occupants (40%), pedestrians (30%), and bus or coach occupants (17%).

### Child casualties - 2012

Table 5 below shows that for child casualties (under 16 years), 53% were pedestrians, 29% were car occupants, 9% were pedal cyclists and 7% were bus passengers.

During 2012, five children were killed (two pedestrians, two pedal cycle and one car occupant), a decrease from seven in 2011, to the lowest number on record. In addition, 265 were seriously injured, and 1,689 slightly injured. Child serious casualties increased by 19%, while slight casualties decreased by 13% and overall, child casualties decreased by 10% between 2011 and 2012.

### Casualty variation throughout London - 2012

Table 6 (overleaf) shows the number of casualties in each of the main road user groups, for each of the London boroughs, and the percentage change in 2012 compared with 2011. There were several differences in the changes between inner and outer London, and between individual boroughs.

The total numbers of casualties remained unchanged in inner London and fell by 2% in outer London in 2012, compared to 2011. Pedestrian casualties fell by 4% in inner London and by 2% in outer London. Pedal cyclist casualties showed a 6% increase in inner London, whilst falling by 3% in outer London. Powered two-wheeler casualties remained unchanged in inner London and fell by 1% in outer London. Car occupant casualties fell by 3% in inner London and remained unchanged in outer London.

Table 5: Child casualties (under 16) in 2012 - mode of travel by severity and percentage change over 2011

Mode of travel	Severity of casualty in 2012 (and percentage change over 2011)						Total	% of total in 2012	
	Fatal		Serious		Slight				
Pedestrian	2	(-60%)	209	(23%)	834	(-17%)	1,045	(-11.5%)	53.3%
Pedal cyclist	2	(100%)	25	(39%)	148	(-21%)	175	(-15.0%)	8.9%
Powered two-wheeler	0	(∞)	3	(-25%)	6	(20%)	9	(0.0%)	0.5%
Car	1	(0%)	22	(-4%)	541	(-2%)	564	(-1.9%)	28.8%
Taxi	0	(∞)	0	(∞)	9	(-36%)	9	(-35.7%)	0.5%
Bus or coach	0	(∞)	4	(-33%)	133	(-24%)	137	(-24.3%)	7.0%
Goods vehicle	0	(∞)	0	(-100%)	7	(-13%)	7	(-22.2%)	0.4%
Other vehicle	0	(∞)	2	(100%)	11	(120%)	13	(116.7%)	0.7%
<b>Total</b>	<b>5</b>	<b>(-29%)</b>	<b>265</b>	<b>(19%)</b>	<b>1,689</b>	<b>(-13%)</b>	<b>1,959</b>	<b>(-10.2%)</b>	<b>100.0%</b>
<b>% of total in 2012</b>	<b>0.3%</b>		<b>13.5%</b>		<b>86.2%</b>		<b>100.0%</b>		

**Table 6: Casualties in Greater London 2012 by borough and percentage change over 2011**

<b>Borough</b>	<b>Total casualties</b>		<b>Pedestrians</b>		<b>Pedal cyclists</b>		<b>Powered two-wheelers</b>		<b>Car occupants</b>		<b>Total vehicle occupants</b>	
City of London	423	(3%)	102	(4%)	150	(1%)	73	(3%)	42	(2%)	321	(3%)
Westminster	1,761	(8%)	460	(2%)	443	(19%)	342	(13%)	284	(8%)	1,301	(9%)
Camden	840	(-10%)	208	(-7%)	246	(-13%)	170	(-1%)	133	(-16%)	632	(-11%)
Islington	872	(-11%)	184	(-6%)	264	(-5%)	213	(13%)	148	(-32%)	688	(-13%)
Hackney	989	(13%)	202	(0%)	285	(10%)	159	(26%)	221	(4%)	787	(17%)
Tower Hamlets	1,195	(26%)	232	(21%)	254	(24%)	214	(6%)	409	(42%)	963	(28%)
Greenwich	771	(-17%)	127	(-20%)	56	(-27%)	121	(-8%)	384	(-17%)	644	(-16%)
Lewisham	998	(-6%)	170	(-18%)	152	(7%)	153	(-24%)	393	(2%)	828	(-3%)
Southwark	1,053	(-7%)	233	(15%)	280	(-1%)	200	(-15%)	251	(-8%)	820	(-12%)
Lambeth	1,236	(-5%)	202	(-18%)	301	(6%)	290	(2%)	303	(-13%)	1,034	(-2%)
Wandsworth	1,122	(6%)	196	(3%)	296	(15%)	296	(3%)	245	(0%)	926	(7%)
Hammersmith & Fulham	725	(-6%)	126	(-19%)	186	(9%)	174	(-7%)	182	(-7%)	599	(-3%)
Kensington & Chelsea	732	(-9%)	159	(-22%)	190	(7%)	187	(-9%)	146	(0%)	573	(-4%)
<b>Total Inner London</b>	<b>12,717</b>	<b>(-1%)</b>	<b>2,601</b>	<b>(-4%)</b>	<b>3,103</b>	<b>(6%)</b>	<b>2,592</b>	<b>(0%)</b>	<b>3,141</b>	<b>(-3%)</b>	<b>10,116</b>	<b>(0%)</b>
Waltham Forest	730	(-10%)	148	(11%)	82	(-27%)	106	(12%)	337	(-16%)	582	(-14%)
Redbridge	894	(-5%)	138	(-3%)	55	(-8%)	95	(12%)	548	(-8%)	756	(-6%)
Havering	763	(-6%)	102	(2%)	39	(-11%)	63	(-7%)	490	(-8%)	661	(-7%)
Barking & Dagenham	576	(-5%)	84	(8%)	32	(-27%)	50	(-23%)	365	(0%)	492	(-7%)
Newham	924	(2%)	230	(6%)	90	(-7%)	89	(10%)	421	(-1%)	694	(1%)
Bexley	531	(-7%)	78	(-12%)	47	(62%)	65	(-18%)	297	(-5%)	453	(-6%)
Bromley	821	(-6%)	129	(-12%)	83	(-6%)	78	(-12%)	442	(-4%)	692	(-4%)
Croydon	1,140	(-7%)	212	(3%)	112	(-3%)	157	(8%)	574	(-9%)	928	(-10%)
Sutton	491	(-8%)	72	(20%)	39	(-19%)	72	(-8%)	252	(-17%)	419	(-12%)
Merton	536	(4%)	97	(10%)	87	(32%)	93	(4%)	209	(-6%)	439	(3%)
Kingston	422	(-5%)	70	(9%)	81	(-7%)	56	(-27%)	181	(1%)	352	(-7%)
Richmond	473	(-9%)	78	(-12%)	114	(-12%)	107	(2%)	143	(-8%)	395	(-8%)
Hounslow	898	(-10%)	106	(-23%)	107	(-11%)	123	(-18%)	487	(0%)	792	(-8%)
Hillingdon	1,055	(12%)	119	(-9%)	64	(2%)	112	(-4%)	680	(21%)	936	(15%)
Ealing	1,164	(18%)	173	(-14%)	107	(-3%)	190	(18%)	579	(41%)	991	(27%)
Brent	958	(7%)	199	(19%)	95	(17%)	176	(7%)	435	(4%)	759	(4%)
Harrow	497	(18%)	102	(4%)	33	(10%)	48	(9%)	272	(25%)	395	(22%)
Barnet	1,262	(-9%)	177	(-13%)	82	(15%)	160	(-6%)	759	(-8%)	1,085	(-8%)
Haringey	890	(-3%)	194	(3%)	106	(12%)	141	(16%)	384	(3%)	696	(-4%)
Enfield	1,038	(-6%)	157	(-14%)	55	(-18%)	78	(-23%)	669	(1%)	881	(-5%)
<b>Total Outer London</b>	<b>16,063</b>	<b>(-2%)</b>	<b>2,665</b>	<b>(-2%)</b>	<b>1,510</b>	<b>(-3%)</b>	<b>2,059</b>	<b>(-1%)</b>	<b>8,524</b>	<b>(0%)</b>	<b>13,398</b>	<b>(-2%)</b>
<b>Greater London</b>	<b>28,780</b>	<b>(-2%)</b>	<b>5,266</b>	<b>(-3%)</b>	<b>4,613</b>	<b>(3%)</b>	<b>4,651</b>	<b>(-1%)</b>	<b>11,665</b>	<b>(-1%)</b>	<b>23,514</b>	<b>(-1%)</b>

Table 7 below shows the number of casualties by severity, for each of the London boroughs in 2012 together with the percentage change compared with 2011.

Serious injuries increased by 11% in inner London and by 7% in outer London.

Slight casualties decreased by 2% in inner London and by 3% in outer London.

Fatalities decreased by 9% in inner London to 53 and by 20% in outer London to 81.

**Table 7: Casualties in Greater London 2012 by borough, severity and percentage change over 2011**

Borough	Fatal		Serious		Slight		Total Casualties	
City of London	3	(∞)	55	(12%)	365	(1%)	423	(3%)
Westminster	9	(50%)	184	(19%)	1,568	(6%)	1,761	(8%)
Camden	6	(0%)	108	(15%)	726	(-13%)	840	(-10%)
Islington	1	(-75%)	121	(26%)	750	(-15%)	872	(-11%)
Hackney	5	(67%)	142	(35%)	842	(10%)	989	(13%)
Tower Hamlets	5	(-38%)	163	(72%)	1,027	(22%)	1,195	(26%)
Greenwich	3	(50%)	70	(-24%)	698	(-16%)	771	(-17%)
Lewisham	3	(50%)	99	(-1%)	896	(-7%)	998	(-6%)
Southwark	4	(-20%)	113	(-7%)	936	(-7%)	1,053	(-7%)
Lambeth	6	(-40%)	145	(-9%)	1,085	(-5%)	1,236	(-5%)
Wandsworth	5	(25%)	104	(-4%)	1,013	(7%)	1,122	(6%)
Hammersmith & Fulham	2	(-33%)	78	(5%)	645	(-7%)	725	(-6%)
Kensington & Chelsea	1	(-80%)	93	(21%)	638	(-11%)	732	(-9%)
<b>Total Inner London</b>	<b>53</b>	<b>(-9%)</b>	<b>1,475</b>	<b>(11%)</b>	<b>11,189</b>	<b>(-2%)</b>	<b>12,717</b>	<b>(-1%)</b>
Waltham Forest	1	(-75%)	68	(6%)	661	(-11%)	730	(-10%)
Redbridge	4	(100%)	89	(20%)	801	(-8%)	894	(-5%)
Havering	8	(0%)	70	(6%)	685	(-7%)	763	(-6%)
Barking & Dagenham	2	(-50%)	45	(0%)	529	(-5%)	576	(-5%)
Newham	5	(67%)	72	(1%)	847	(2%)	924	(2%)
Bexley	4	(-20%)	51	(16%)	476	(-9%)	531	(-7%)
Bromley	7	(0%)	83	(12%)	731	(-7%)	821	(-6%)
Croydon	5	(-50%)	102	(3%)	1,033	(-8%)	1,140	(-7%)
Sutton	2	(-50%)	40	(-2%)	449	(-8%)	491	(-8%)
Merton	3	(200%)	62	(38%)	471	(1%)	536	(4%)
Kingston	1	(-50%)	33	(-21%)	388	(-3%)	422	(-5%)
Richmond	1	(-50%)	51	(-24%)	421	(-6%)	473	(-9%)
Hounslow	2	(-71%)	71	(8%)	825	(-11%)	898	(-10%)
Hillingdon	5	(-29%)	78	(16%)	972	(11%)	1,055	(12%)
Ealing	8	(60%)	80	(31%)	1,076	(17%)	1,164	(18%)
Brent	4	(33%)	82	(19%)	872	(6%)	958	(7%)
Harrow	3	(0%)	43	(26%)	451	(17%)	497	(18%)
Barnet	7	(-13%)	105	(-21%)	1,150	(-7%)	1,262	(-9%)
Haringey	3	(-25%)	104	(41%)	783	(-6%)	890	(-3%)
Enfield	6	(-50%)	80	(-7%)	952	(-6%)	1,038	(-6%)
<b>Total Outer London</b>	<b>81</b>	<b>(-20%)</b>	<b>1,409</b>	<b>(7%)</b>	<b>14,573</b>	<b>(-3%)</b>	<b>16,063</b>	<b>(-2%)</b>
<b>Greater London</b>	<b>134</b>	<b>(-16%)</b>	<b>2,884</b>	<b>(9%)</b>	<b>25,762</b>	<b>(-3%)</b>	<b>28,780</b>	<b>(-2%)</b>



## Collisions in London in 2012

### Month of collisions

Figure 3 below shows the month in which collisions occurred and the changes between 2012 and 2011. It shows that there were increases in five of the months (January to March and July and August) and decreases in seven (April to June and September to December). Weather conditions during 2012 were extremely variable. The first three months of 2012 were relatively dry compared to 2011 and favourable to more journeys being made, particularly by vulnerable road users.

### Lighting conditions

There was no change in the number of collisions that occurred during dark conditions in 2012, compared to 2011, at 28% of all collisions.

### Road surface conditions

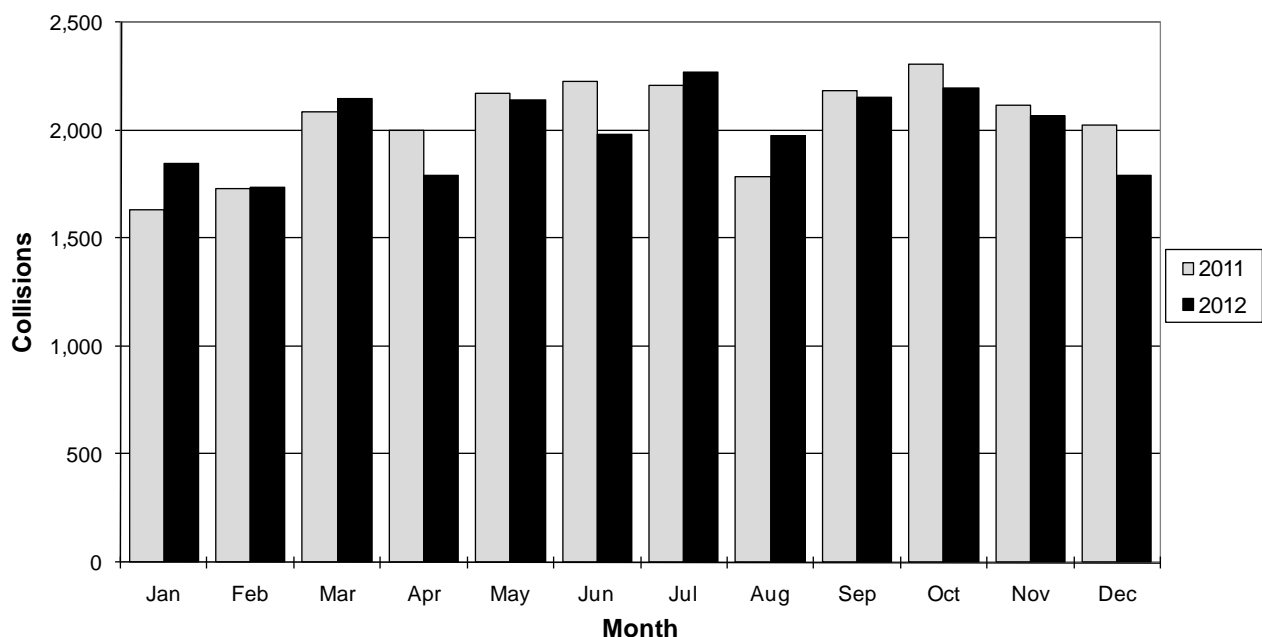
When considering the road surface conditions at the time of collisions, several notable changes were evident in 2012 compared with 2011. Although the numbers were relatively small, collisions

on roads covered with snow, frost or ice increased from 59 in 2011 to 271 in 2012. December 2012 was exceptionally cold across the UK; the coldest December in over 100 years, with the highest number of air frosts in at least the last 50 years.

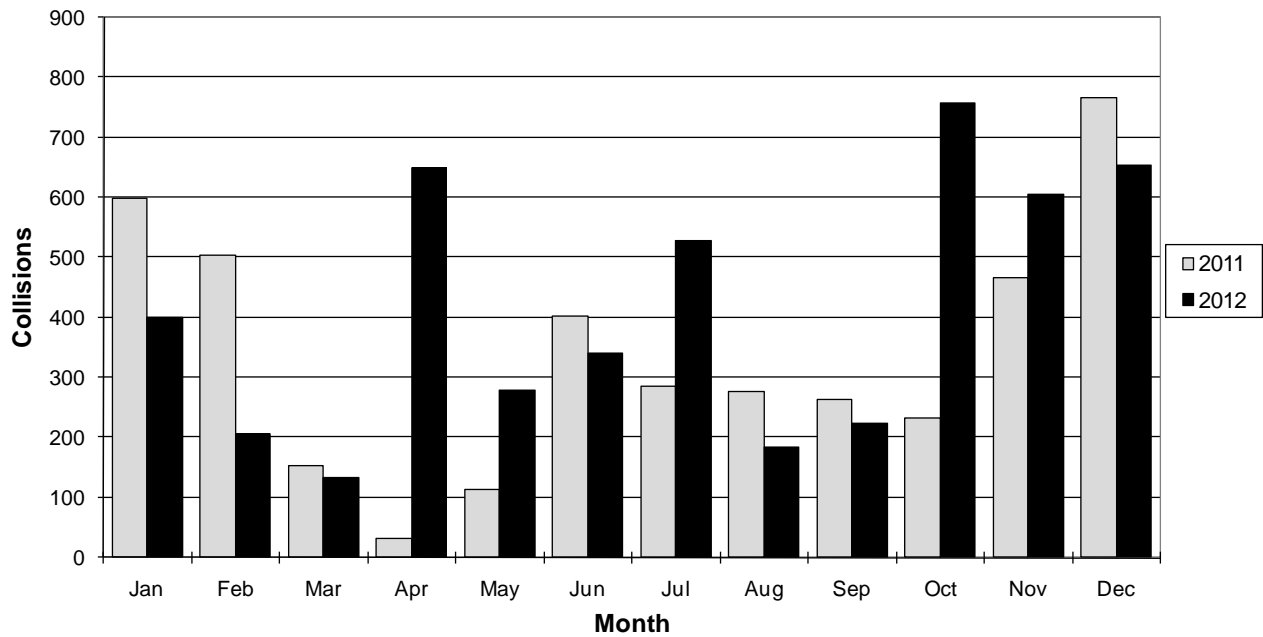
Collisions on dry road surfaces fell by 7%, while those on a wet surface increased by 21%. Figure 4 (overleaf) shows the considerable monthly variation in wet road collisions in 2012 compared with 2011. Substantial increases in collisions on a wet road surface in 2012 were observed in April, July and October. April 2012 was the wettest April on record, with collisions on wet road surfaces increasing from 30 in 2011 to 647 in 2012. There were substantial reductions in collisions on wet road surfaces during January and February 2012, compared with 2011.

Overall, during 2012, 78% of collisions occurred on dry road surfaces, 21% on wet roads, and 1% on roads covered with snow, frost or ice. Corresponding figures in 2011 were 83%, 17% and 0.2% respectively.

Fig. 3: All collisions in Greater London by month, 2011 and 2012



**Fig. 4: Collisions on a wet road surface in Greater London by month, 2011 and 2012**



### Road Safety Reports

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

[www.tfl.gov.uk/roadsafety](http://www.tfl.gov.uk/roadsafety)

**Prepared by:** Joe Stordy, Research and Data Analysis Manager, TfL Surface Planning

**Reviewed by:** Lilli Matson, Head of Delivery Planning, TfL Surface Planning

**Cleared by:** Ben Plowden, Director, TfL Surface Planning