Transport for London

# Surface Transport

**Fact sheet**

## Surface Planning

# Casualties in Greater London during 2014

June 2015

This fact sheet provides a summary and initial analysis of personal injury road traffic collisions and casualties in Greater London in 2014 compared with 2013 and the average for 2005-2009. This is the baseline against which TfL measures progress towards the target of a 40 per cent reduction in Killed or Seriously Injured (KSI) casualties by 2020, set out in Safe Streets for London (SSfL), London's Road Safety Action Plan to 2020.

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

### Collisions - 2014

25,992 road traffic collisions involving personal injury were reported to the Metropolitan and City of London Police during 2014. This is a 13% increase in collisions compared with 2013.

### Casualties - 2014

Table 1 below and table 2 overleaf show that the 25,992 collisions resulted in 30,785 casualties. Of these, 127 people were fatally injured, 2,040 were seriously injured, and 28,618 were slightly injured.

Fatalities fell by 4% (132 to 127), to the second lowest level since modern records began.

KSI casualties fell by a statistically significant 7% in 2014 (2,324 to 2,167) compared to 2013, to the lowest number since records began. Within this, the number of serious injuries also fell by 7% (2,192 to 2,040), also to the lowest level on record.

Slight injuries increased by 15% (24,875 to 28,618) and overall casualties in 2014 increased by 13% compared with 2013.

**Table 1: Casualties in Greater London 2014**
**- mode of travel by severity and percentage change over 2013**

| Mode of travel | Severity of casualty in 2014 *(and percentage change over 2013)* | | | | | | | | *% of total* |
|---|---|---|---|---|---|---|---|---|---|
| | Fatal | | Serious | | Slight | | Total | | *in 2014* |
| Pedestrian | 64 | *(-2%)* | 715 | *(-8%)* | 4834 | *(11%)* | **5,613** | *(8.3%)* | ***18.2%*** |
| Pedal cyclist | 13 | *(-7%)* | 419 | *(-12%)* | 4,714 | *(14%)* | **5,146** | *(11.3%)* | ***16.7%*** |
| Powered two-wheeler | 27 | *(23%)* | 499 | *(2%)* | 4,707 | *(18%)* | **5,233** | *(16.2%)* | ***17.0%*** |
| Car | 19 | *(-24%)* | 297 | *(-4%)* | 11,487 | *(17%)* | **11,803** | *(15.9%)* | ***38.3%*** |
| Taxi/private hire | 0 | *(-100%)* | 13 | *(-38%)* | 628 | *(20%)* | **641** | *(17.8%)* | ***2.1%*** |
| Bus or coach | 0 | *(-100%)* | 71 | *(-20%)* | 1,508 | *(9%)* | **1,579** | *(7.3%)* | ***5.1%*** |
| Goods vehicle | 2 | *(0%)* | 19 | *(-27%)* | 631 | *(16%)* | **652** | *(14.2%)* | ***2.1%*** |
| Other vehicle | 2 | *(0%)* | 7 | *(-30%)* | 109 | *(-1%)* | **118** | *(-3.3%)* | ***0.4%*** |
| **Total** | **127** | ***(-4%)*** | **2,040** | ***(-7%)*** | **28,618** | ***(15%)*** | **30,785** | ***(13.2%)*** | ***100%*** |
| ***% of total in 2014*** | ***0.4%*** | | ***6.6%*** | | ***93.0%*** | | ***100.0%*** | | |

**Table 2: Monitoring casualties in London - all roads.**
**Casualties in the year 2014 compared with the 2005-09 average and 2013**

| Casualty severity | User group | Casualty numbers | | | Percentage change in 2014 over | |
|---|---|---|---|---|---|---|
| | | 2005-2009 average | 2013 | 2014 | 2013 | 2005-2009 average |
| **Fatal** | Pedestrians | 96.0 | 65 | 64 | -2% | *-33%* * |
| | Pedal cyclists | 16.6 | 14 | 13 | -7% | *-22%* |
| | Powered two-wheeler | 43.4 | 22 | 27 | 23% | *-38%* * |
| | Car occupants | 49.4 | 25 | 19 | -24% | *-62%* * |
| | Bus or coach occupants | 2.4 | 1 | 0 | -100% | *-100%* |
| | Other vehicle occupants | 3.2 | 5 | 4 | -20% | *25%* |
| | **Total** | **211.0** | **132** | **127** | ***-4%*** | ***-40%*** * |
| | **Children (under 16yrs)** | **11.6** | **6** | **3** | ***-50%*** | ***-74%*** * |
| **Fatal and serious** | Pedestrians | 1,216.4 | 838 | 779 | -7% | *-36%* |
| | Pedal cyclists | 420.6 | 489 | 432 | -12% | *3%* |
| | Powered two-wheeler | 791.2 | 510 | 526 | 3% | *-34%* * |
| | Car occupants | 949.0 | 335 | 316 | -6% | *-67%* * |
| | Bus or coach occupants | 139.6 | 90 | 71 | -21% | *-49%* * |
| | Other vehicle occupants | 109.8 | 62 | 43 | -31% | *-61%* * |
| | **Total** | **3,626.6** | **2,324** | **2,167** | ***-7%*** * | ***-40%*** * |
| | Child pedestrians | 231.8 | 153 | 139 | *-9%* | *-40%* * |
| | Child pedal cyclists | 32.8 | 17 | 13 | *-24%* | *-60%* * |
| | Child car passengers | 42.2 | 7 | 6 | *-14%* | *-86%* * |
| | Child bus or coach passengers | 11.6 | 4 | 5 | *25%* | *-57%* |
| | Other child casualties | 11.8 | 6 | 3 | *-50%* | *-75%* * |
| | **Children (under 16yrs)** | **330.2** | **187** | **166** | ***-11%*** | ***-50%*** * |
| **Slight** | Pedestrians | 4,214.0 | 4,343 | 4,834 | *11%* * | *15%* * |
| | Pedal cyclists | 2,718.2 | 4,134 | 4,714 | *14%* * | *73%* * |
| | Powered two-wheeler | 3,806.4 | 3,992 | 4,707 | *18%* * | *24%* * |
| | Car occupants | 12,426.8 | 9,850 | 11,487 | *17%* * | *-8%* * |
| | Bus or coach occupants | 1,429.8 | 1,381 | 1,508 | *9%* * | *5%* |
| | Other vehicle occupants | 1,004.8 | 1,175 | 1,368 | *16%* * | *36%* * |
| | **Total** | **25,600.0** | **24,875** | **28,618** | ***15%*** * | ***12%*** * |
| | **Children (under 16yrs)** | **1,889.0** | **1,677** | **1,811** | ***8%*** * | ***-4%*** |
| **All severities** | Pedestrians | 5,430.4 | 5,181 | 5,613 | *8%* * | *3%* * |
| | Pedal cyclists | 3,138.8 | 4,623 | 5,146 | *11%* * | *64%* * |
| | Powered two-wheeler | 4,597.6 | 4,502 | 5,233 | *16%* * | *14%* * |
| | Car occupants | 13,375.8 | 10,185 | 11,803 | *16%* * | *-12%* * |
| | Bus or coach occupants | 1,569.4 | 1,471 | 1,579 | *7%* | *1%* |
| | Other vehicle occupants | 1,114.6 | 1,237 | 1,411 | *14%* * | *27%* * |
| | **Total** | **29,226.6** | **27,199** | **30,785** | ***13%*** * | ***5%*** * |
| | **Children (under 16yrs)** | **2,219.2** | **1,864** | **1,977** | ***6%*** | ***-11%*** * |

The asterisks indicate where changes are significant at the 95% confidence level, applying the Poisson probability distribution. Significance testing helps to identify where change is associated with random change and where it is statistically significant. Given a set of two different numbers, the difference between these numbers is statistically significant where we are 95% confident that this is not due to randomness.

**Casualties – Longer term change: 2005-09 to 2014**

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 2014 against the 2005-09 baseline:

- All Killed or Seriously Injured (KSI) casualties were down 40%. Safe Streets for London (SSfL) set out the ambition to work towards roads free from death and serious injury and our new target is to halve the number of people Killed or Seriously Injured (KSI) by 2020, compared to the 2005-09 baseline
- All child KSI casualties were down 50%
- Slight casualties were up by 12% however child slight casualties were down by 4%

Comparing the number of casualties experienced in 2014 by different road users groups against the 2005-09 baseline:

- Pedestrians KSI casualties were down 36%
- Pedal cyclist KSI casualties were up 3%. This should be seen in the context of the considerable increase in cycling over a number of years. Cycling on London's major roads, the Transport for London Road Network (TLRN), increased by 92% between 2005/6 and 2013/14, and has more than tripled since 2000/01
- Powered two-wheeler rider KSI casualties were down 34%

**Casualty class - 2014**

Data for 2014 in table 1 and figures 1 and 2 (overleaf) show that vulnerable road users (pedestrians, pedal cyclists and powered two wheeler users) made up more than half (52%) of all casualties on London's roads. Of this total, vulnerable roads users made up 104 out of 127 fatalities (82%) and 1,737 out of 2,167 KSI casualties (80%) in 2014.

**Pedestrians** accounted for

- 18% of all casualties
- 35% of all serious injuries
- 50% of all fatalities
- 27% of modal share (journey stages)[1]

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

- 17% of all casualties
- 24% of all serious injuries
- 21% of all fatalities
- 1% of modal share (journey stages)

**Pedal cyclists** accounted for

- 17% of all casualties
- 21% of all serious injuries
- 10% of all fatalities
- 2% of modal share (journey stages)

**Car occupants** accounted for

- 38% of all casualties
- 15% of all serious injuries
- 15% of all fatalities
- 41% of modal share (journey stages)

**Bus or coach occupants** accounted for 5% of all casualties, and **goods vehicle occupants** (including light, medium and heavy goods vehicles) for just over 2%. **Taxi occupant/private hire** casualties accounted for 2% of all casualties.

In the main road user groups shown in table 2 (previous page), the following compares casualty figures in 2014 with 2013:

- **Pedestrian** fatalities fell from 65 in 2013, to 64 in 2014 and KSI casualties also decreased by 7%, to the lowest level on record. Slight injuries increased by 11% and all casualties by 8%
- **Pedal cyclist** fatalities fell from 14 in 2013 to 13 in 2014 and KSI casualties also fell by 12%. Slight injuries increased by 14% and all casualties by 11%
- **Powered two-wheeler** fatalities increased from 22 in 2013 to 27 in 2014

[1] Travel in London Report 7 http://www.tfl.gov.uk/travelinlondon

and KSI casualties also increased by 3%, from the lowest level on record in 2013. Slight injuries increased by 18% and all casualties by 16%

- **Car occupant** fatalities fell from 25 in 2013 to 19 in 2014 and KSI casualties fell by 6 per cent, to the lowest level on record. Slight injuries increased by 17% and all casualties by 16%, from the lowest level on record in 2013
- Although comparatively small in number, **all taxi/private hire occupant** casualties increased by 18% to 641, **all goods vehicle occupant** casualties also increased by 14% to 652. **Bus or coach occupant** casualties increased by 7% to 1,579; however bus or coach occupant KSI casualties fell by 21% to 71 KSIs, the lowest number on record

**Figure 1: Total casualties by mode of travel Greater London, 2014**

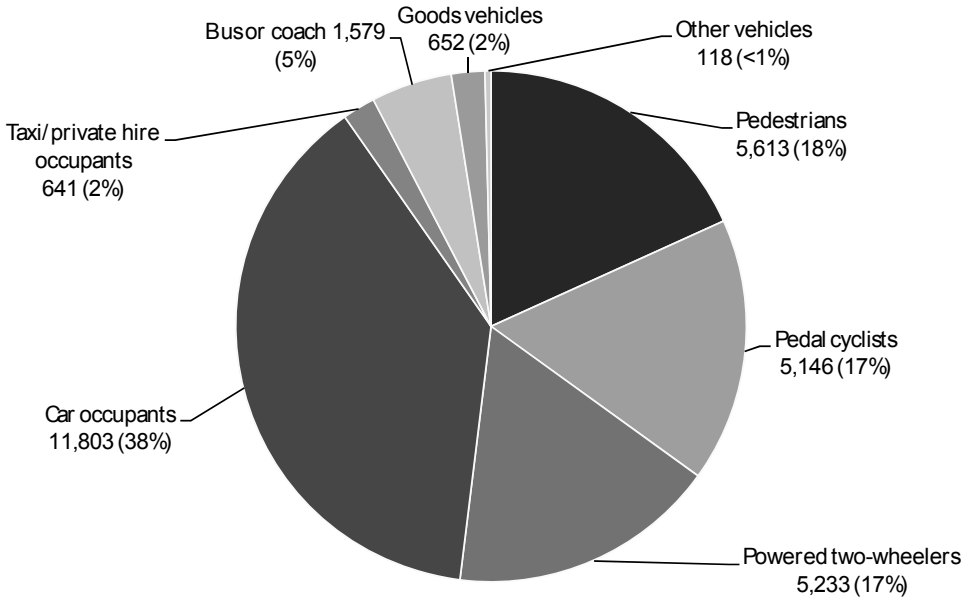



**Figure 2: Killed or seriously injured casualties by mode of travel Greater London, 2014**

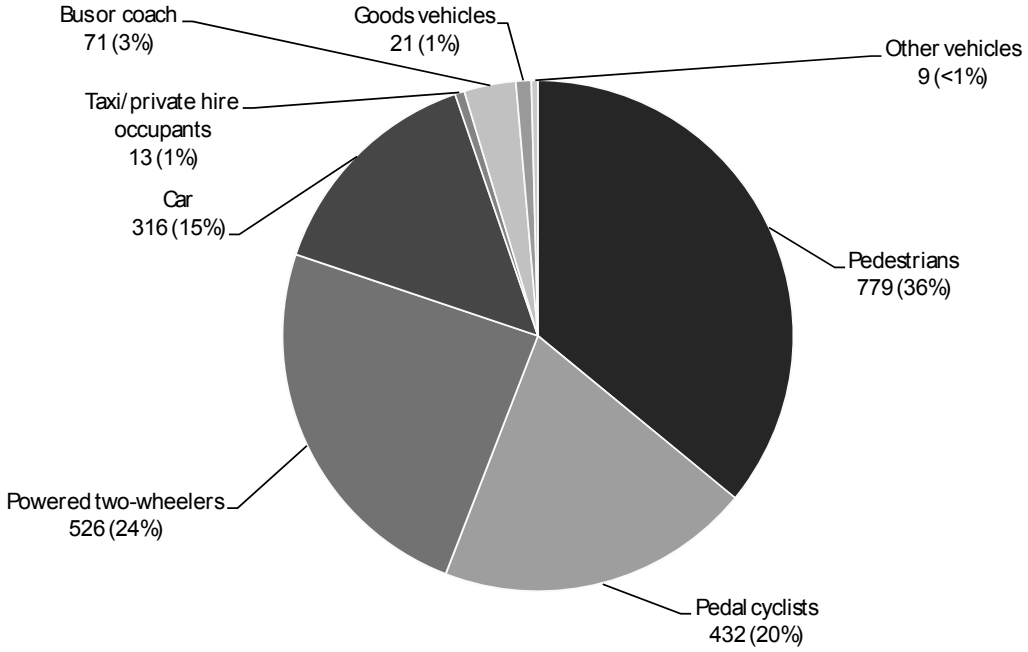


**Table 3: Casualties in Greater London 2014 - casualty class by vehicle involved and change over 2013**

| Vehicle involved | Casualty class in 2014 *(and percentage change over 2013)* | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Driver/rider | | Passenger | | Pedestrian | | Total | |
| Pedal cycle | 5139 | *(11%)* | 7 | *(-22%)* | 241 | *(6%)* | **5,387** | ***(11.1%)*** |
| Powered two-wheeler | 5,142 | *(17%)* | 91 | *(-7%)* | 514 | *(4%)* | **5,747** | ***(15.0%)*** |
| Car | 8,502 | *(15%)* | 3,301 | *(18%)* | 3,642 | *(11%)* | **15,445** | ***(14.7%)*** |
| Taxi/private hire | 369 | *(16%)* | 272 | *(20%)* | 338 | *(-1%)* | **979** | ***(10.6%)*** |
| Bus or coach | 122 | *(16%)* | 1,457 | *(7%)* | 356 | *(4%)* | **1,935** | ***(6.7%)*** |
| Goods vehicle | 514 | *(12%)* | 138 | *(23%)* | 476 | *(5%)* | **1,128** | ***(10.3%)*** |
| Other vehicle | 84 | *(-1%)* | 34 | *(-8%)* | 46 | *(10%)* | **164** | ***(0.0%)*** |
| **Total** | **19,872** | ***(14%)*** | **5,300** | ***(14%)*** | **5,613** | ***(8%)*** | **30,785** | ***(13.2%)*** |
| ***% of total in 2014*** | ***64.6%*** | | ***17.2%*** | | ***18.2%*** | | ***100.0%*** | |

## Casualty class and associated vehicle - 2014

Table 3 above shows the casualty class and type of vehicle directly associated with each casualty, during 2014 compared with 2013. For driver/riders and passengers, this represents the vehicle the person suffering personal injury was driving, riding or travelling in at the time of the collision. For pedestrians, it is the vehicle by which they were injured.

In 2014 compared to 2013:

- Pedestrians suffering injury in a collision with a car increased by 11%, by 6% in collision with a pedal cycle and by 5% in collision with a goods vehicle
- Pedestrians suffering injury in collision with a taxi/private hire vehicle fell slightly, by 1% to 338
- Powered two wheeler rider casualties increased by 17%, however passenger casualties fell by 7%

**Table 4: Casualties in Greater London 2014 - 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 | 1,032 | 890 | 2,666 | 757 | 268 | 3,018 | 2,595 | **5,613** |
| Pedal cyclist | 154 | 699 | 3,961 | 115 | 217 | 3,993 | 1,153 | **5,146** |
| Powered two-wheeler | 6 | 1,364 | 3,572 | 99 | 192 | 4,857 | 376 | **5,233** |
| Car | 590 | 2,214 | 7,481 | 1,001 | 517 | 6,352 | 5,451 | **11,803** |
| Taxi/private hire | 11 | 61 | 474 | 57 | 38 | 471 | 170 | **641** |
| Bus or coach | 175 | 89 | 719 | 481 | 115 | 554 | 1,025 | **1,579** |
| Goods vehicle | 9 | 59 | 518 | 32 | 34 | 592 | 60 | **652** |
| Other vehicle | 0 | 11 | 68 | 31 | 8 | 78 | 40 | **118** |
| **Total** | **1,977** | **5,387** | **19,459** | **2,573** | **1,389** | **19,915** | **10,870** | **30,785** |
| ***% of total in 2014*** | ***6.4%*** | ***17.5%*** | ***63.2%*** | ***8.4%*** | ***4.5%*** | ***64.7%*** | ***35.3%*** | ***100.0%*** |

## Gender of casualty - 2014

In 2014, table 4 above shows that males accounted for 65% and females for 35% of casualties. It shows considerable variation in the proportion of male to female casualties for different modes of travel which, in part, reflects the different travel choices made by men and women.

Males accounted for 93% of powered two-wheeler casualties, with on average of 87% of all motorcycle journeys being made by men in 2013/14. Males also accounted for 78% of pedal cyclist casualties, with 74% of cycle journeys being made by men.

Of pedestrian casualties, 54% were male and 46% female, with men making on average 44% and women 56% of walking journeys.

Of car occupant casualties, 54% were male and 46% female, with men making on average 47% and women 53% of car journeys. Analysis of car occupants shows

that males accounted for 58% of car driver casualties and 52% of car driver journeys, and females made up 56% of car passenger casualties and 48% of car passenger journeys.

Females accounted for 65% of bus or coach occupant casualties, making on average 59% of bus journeys in 2013/14.

**Casualty age groups - 2014**

Table 4 (previous page) shows a wide variation in casualties according to age group for each mode of travel. Age was known for 96% of all casualties in 2014.

Of young adult casualties (16 to 24 years), 41% were car occupants, 25% were powered two-wheeler users, 17% were pedestrians, and 13% were pedal cyclists.

Of adult casualties (25 to 59 years), 38% were car occupants, 20% were pedal cyclists, 18% were powered two-wheeler users and 14% were pedestrians.

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

**Child casualties – 2014**

Table 5 (below) shows that for child casualties (under 16 years), 52% were pedestrians, 30% were car occupants, 9% were bus passengers and 8% were pedal cyclists.

During 2014, three children were killed (two pedestrians and one car occupant), a decrease from six in 2013 to the lowest number on record. Child serious casualties fell by 10% to 163, the lowest number on record, while slight casualties increased by 8% to 1,811. Overall, child casualties increased by 6% in 2014, from the lowest level on record in 2013.

**Casualty variation throughout London - 2014**

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 2014 compared with 2013. There were several differences in the changes between inner and outer London, and between individual boroughs.

The total numbers of casualties increased by 11% in inner London and by 15% in outer London in 2014, compared to 2013. Pedestrian casualties increased by 6% in inner London and by 11% in outer London. Pedal cyclist casualties increased by 9% in inner London, and 15% in outer London. Powered two-wheeler casualties increased by 17% in inner London and 15% in outer London. Car occupant casualties increased by 16% in both inner and outer London respectively.

**Table 5: Child casualties (under 16) in 2014 - mode of travel by severity and percentage change over 2013**

| Mode of travel | Severity of casualty in 2014 *(and percentage change over 2013)* | | | | | | | | *% of total in 2014* |
|---|---|---|---|---|---|---|---|---|---|
| | Fatal | | Serious | | Slight | | Total | | |
| Pedestrian | 2 | *(-50%)* | 137 | *(-8%)* | 893 | *(7%)* | **1,032** | ***(4.3%)*** | **52.2%** |
| Pedal cyclist | 0 | *(∞)* | 13 | *(-24%)* | 141 | *(-2%)* | **154** | ***(-4.3%)*** | **7.8%** |
| Powered two-wheeler | 0 | *(-100%)* | 3 | *(-40%)* | 3 | *(-63%)* | **6** | ***(-57.1%)*** | **0.3%** |
| Car | 1 | *(0%)* | 5 | *(-17%)* | 584 | *(19%)* | **590** | ***(18.5%)*** | **29.8%** |
| Taxi | 0 | *(∞)* | 0 | *(∞)* | 11 | *(22%)* | **11** | ***(22.2%)*** | **0.6%** |
| Bus or coach | 0 | *(∞)* | 5 | *(25%)* | 170 | *(-5%)* | **175** | ***(-4.4%)*** | **8.9%** |
| Goods vehicle | 0 | *(∞)* | 0 | *(∞)* | 9 | *(29%)* | **9** | ***(28.6%)*** | **0.5%** |
| Other vehicle | 0 | *(∞)* | 0 | *(∞)* | 0 | *(-100%)* | **0** | ***(-100.0%)*** | **0.0%** |
| **Total** | **3** | ***(-50%)*** | **163** | ***(-10%)*** | **1,811** | ***(8%)*** | **1,977** | ***(6.1%)*** | ***100.0%*** |
| ***% of total in 2014*** | ***0.2%*** | | ***8.2%*** | | ***91.6%*** | | ***100.0%*** | | |

**Table 6: Casualties in Greater London 2014 by borough and percentage change over 2013**

| Borough | Total casualties | | Pedestrians | | Pedal cyclists | | Powered two-wheelers | | Car occupants | | Total vehicle occupants | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| City Of London | 390 | *(13%)* | 114 | *(24%)* | 139 | *(10%)* | 78 | *(28%)* | 20 | *(-26%)* | 276 | *(9%)* |
| Westminster | 1,825 | *(5%)* | 469 | *(1%)* | 457 | *(13%)* | 342 | *(7%)* | 264 | *(0%)* | 1,356 | *(7%)* |
| Camden | 1,037 | *(20%)* | 243 | *(14%)* | 256 | *(4%)* | 218 | *(36%)* | 187 | *(20%)* | 794 | *(22%)* |
| Islington | 968 | *(13%)* | 164 | *(-1%)* | 274 | *(4%)* | 219 | *(15%)* | 190 | *(28%)* | 804 | *(16%)* |
| Hackney | 1,020 | *(15%)* | 197 | *(4%)* | 267 | *(8%)* | 164 | *(12%)* | 282 | *(43%)* | 823 | *(17%)* |
| Tower Hamlets | 1,221 | *(20%)* | 208 | *(8%)* | 273 | *(7%)* | 259 | *(21%)* | 390 | *(29%)* | 1,013 | *(22%)* |
| Greenwich | 770 | *(12%)* | 118 | *(4%)* | 93 | *(21%)* | 96 | *(-9%)* | 391 | *(22%)* | 652 | *(13%)* |
| Lewisham | 1,039 | *(11%)* | 204 | *(9%)* | 161 | *(-2%)* | 217 | *(27%)* | 383 | *(21%)* | 835 | *(11%)* |
| Southwark | 1,114 | *(12%)* | 211 | *(14%)* | 312 | *(19%)* | 200 | *(5%)* | 254 | *(7%)* | 903 | *(12%)* |
| Lambeth | 1,392 | *(3%)* | 238 | *(-14%)* | 383 | *(10%)* | 333 | *(25%)* | 325 | *(12%)* | 1,154 | *(8%)* |
| Wandsworth | 1,124 | *(12%)* | 200 | *(23%)* | 324 | *(12%)* | 263 | *(13%)* | 249 | *(4%)* | 924 | *(10%)* |
| Hammersmith & Fulham | 763 | *(13%)* | 154 | *(8%)* | 198 | *(19%)* | 201 | *(21%)* | 147 | *(-1%)* | 609 | *(14%)* |
| Kensington & Chelsea | 790 | *(9%)* | 169 | *(5%)* | 189 | *(-2%)* | 198 | *(23%)* | 139 | *(12%)* | 621 | *(10%)* |
| **Total Inner London** | **13,453** | ***(11%)*** | **2,689** | ***(6%)*** | **3,326** | ***(9%)*** | **2,788** | ***(17%)*** | **3,221** | ***(16%)*** | **10,764** | ***(13%)*** |
| Waltham Forest | 952 | *(50%)* | 170 | *(45%)* | 141 | *(24%)* | 114 | *(75%)* | 475 | *(64%)* | 782 | *(51%)* |
| Redbridge | 999 | *(25%)* | 127 | *(2%)* | 78 | *(44%)* | 99 | *(11%)* | 638 | *(36%)* | 872 | *(30%)* |
| Havering | 773 | *(15%)* | 98 | *(32%)* | 43 | *(43%)* | 74 | *(-6%)* | 479 | *(12%)* | 675 | *(13%)* |
| Barking & Dagenham | 649 | *(25%)* | 112 | *(20%)* | 40 | *(3%)* | 72 | *(57%)* | 370 | *(24%)* | 537 | *(26%)* |
| Newham | 965 | *(16%)* | 219 | *(15%)* | 128 | *(44%)* | 128 | *(49%)* | 405 | *(5%)* | 746 | *(17%)* |
| Bexley | 556 | *(18%)* | 80 | *(14%)* | 32 | *(-9%)* | 80 | *(11%)* | 319 | *(24%)* | 476 | *(19%)* |
| Bromley | 868 | *(10%)* | 151 | *(-3%)* | 94 | *(25%)* | 113 | *(24%)* | 439 | *(13%)* | 717 | *(13%)* |
| Croydon | 1,114 | *(2%)* | 243 | *(29%)* | 96 | *(2%)* | 180 | *(15%)* | 500 | *(-11%)* | 871 | *(-4%)* |
| Sutton | 420 | *(-13%)* | 76 | *(9%)* | 35 | *(-44%)* | 66 | *(3%)* | 209 | *(-15%)* | 344 | *(-17%)* |
| Merton | 617 | *(20%)* | 96 | *(-7%)* | 100 | *(11%)* | 97 | *(4%)* | 257 | *(33%)* | 521 | *(27%)* |
| Kingston | 474 | *(1%)* | 73 | *(0%)* | 94 | *(25%)* | 85 | *(-3%)* | 179 | *(-7%)* | 401 | *(1%)* |
| Richmond | 609 | *(15%)* | 77 | *(-21%)* | 175 | *(25%)* | 108 | *(-3%)* | 195 | *(31%)* | 532 | *(23%)* |
| Hounslow | 1,063 | *(18%)* | 148 | *(23%)* | 136 | *(25%)* | 192 | *(24%)* | 486 | *(16%)* | 915 | *(17%)* |
| Hillingdon | 944 | *(35%)* | 115 | *(4%)* | 49 | *(11%)* | 89 | *(16%)* | 598 | *(44%)* | 829 | *(41%)* |
| Ealing | 1,290 | *(12%)* | 214 | *(1%)* | 121 | *(10%)* | 209 | *(5%)* | 603 | *(15%)* | 1,076 | *(15%)* |
| Brent | 1,067 | *(11%)* | 204 | *(18%)* | 108 | *(10%)* | 221 | *(19%)* | 436 | *(7%)* | 863 | *(10%)* |
| Harrow | 593 | *(34%)* | 128 | *(39%)* | 50 | *(9%)* | 61 | *(53%)* | 312 | *(40%)* | 465 | *(33%)* |
| Barnet | 1,276 | *(4%)* | 199 | *(-5%)* | 94 | *(12%)* | 178 | *(-1%)* | 701 | *(12%)* | 1,077 | *(6%)* |
| Haringey | 1,100 | *(20%)* | 217 | *(6%)* | 130 | *(-9%)* | 188 | *(50%)* | 441 | *(29%)* | 883 | *(24%)* |
| Enfield | 1,003 | *(-1%)* | 177 | *(13%)* | 76 | *(55%)* | 91 | *(-21%)* | 540 | *(-10%)* | 826 | *(-4%)* |
| **Total Outer London** | **17,332** | ***(15%)*** | **2,924** | ***(11%)*** | **1,820** | ***(15%)*** | **2,445** | ***(15%)*** | **8,582** | ***(16%)*** | **14,408** | ***(15%)*** |
| **Greater London** | **30,785** | ***(13%)*** | **5,613** | ***(8%)*** | **5,146** | ***(11%)*** | **5,233** | ***(16%)*** | **11,803** | ***(16%)*** | **25,172** | ***(14%)*** |

Table 7 below shows the number of casualties by severity, for each of the London boroughs in 2014 together with the percentage change compared with 2013.

Fatalities increased by 7% in inner London to 59 but fell by 12% in outer London to 68.

Serious injuries decreased by a statistically significant 12% in inner London and by 3% in outer London.

Slight casualties increased by 14% in inner London and by 16% in outer London.

**Table 7: Casualties in Greater London 2014 by borough, severity and percentage change over 2013**

| Borough | Fatal | | Serious | | Slight | | Total Casualties | |
|---|---|---|---|---|---|---|---|---|
| City Of London | 4 | *(300%)* | 51 | *(-14%)* | 335 | *(18%)** | 390 | *(13%)* |
| Westminster | 6 | *(0%)* | 132 | *(-23%)** | 1,687 | *(8%)** | 1,825 | *(5%)* |
| Camden | 3 | *(-25%)* | 67 | *(-34%)** | 967 | *(27%)** | 1,037 | *(20%)** |
| Islington | 1 | *(-67%)* | 92 | *(35%)* | 875 | *(11%)** | 968 | *(13%)** |
| Hackney | 7 | *(40%)* | 53 | *(-32%)** | 960 | *(19%)** | 1,020 | *(15%)** |
| Tower Hamlets | 8 | *(33%)* | 80 | *(-1%)* | 1,133 | *(21%)** | 1,221 | *(20%)** |
| Greenwich | 4 | *(100%)* | 36 | *(38%)* | 730 | *(10%)* | 770 | *(12%)** |
| Lewisham | 7 | *(17%)* | 56 | *(-3%)* | 976 | *(11%)** | 1,039 | *(11%)** |
| Southwark | 5 | *(0%)* | 64 | *(-22%)* | 1,045 | *(15%)** | 1,114 | *(12%)** |
| Lambeth | 9 | *(29%)* | 89 | *(-29%)** | 1,294 | *(7%)* | 1,392 | *(3%)* |
| Wandsworth | 0 | *(-100%)* | 81 | *(-14%)* | 1,043 | *(15%)** | 1,124 | *(12%)** |
| Hammersmith & Fulham | 3 | *(0%)* | 66 | *(32%)* | 694 | *(11%)* | 763 | *(13%)** |
| Kensington & Chelsea | 2 | *(0%)* | 67 | *(8%)* | 721 | *(9%)* | 790 | *(9%)* |
| **Total Inner London** | **59** | ***7%*** | **934** | ***(-12%)**** | **12,460** | ***(14%)**** | **13,453** | ***(11%)**** |
| Waltham Forest | 2 | *(-33%)* | 59 | *(16%)* | 891 | *(54%)** | 952 | *(50%)** |
| Redbridge | 4 | *(100%)* | 44 | *(-10%)* | 951 | *(27%)** | 999 | *(25%)** |
| Havering | 4 | *(-20%)* | 42 | *(-9%)* | 727 | *(17%)** | 773 | *(15%)** |
| Barking & Dagenham | 2 | *(-71%)* | 38 | *(0%)* | 609 | *(28%)** | 649 | *(25%)** |
| Newham | 5 | *(67%)* | 59 | *(9%)* | 901 | *(17%)** | 965 | *(16%)** |
| Bexley | 1 | *(0%)* | 23 | *(-23%)* | 532 | *(21%)** | 556 | *(18%)** |
| Bromley | 3 | *(-40%)* | 47 | *(-28%)* | 818 | *(14%)** | 868 | *(10%)* |
| Croydon | 9 | *(-31%)* | 62 | *(7%)* | 1,043 | *(2%)* | 1,114 | *(2%)* |
| Sutton | 4 | *(100%)* | 25 | *(-14%)* | 391 | *(-14%)** | 420 | *(-13%)** |
| Merton | 3 | *(∞)* | 47 | *(47%)* | 567 | *(18%)** | 617 | *(20%)** |
| Kingston | 2 | *(100%)* | 37 | *(3%)* | 435 | *(0%)* | 474 | *(1%)* |
| Richmond | 3 | *(∞)* | 51 | *(6%)* | 555 | *(15%)** | 609 | *(15%)** |
| Hounslow | 3 | *(0%)* | 59 | *(-3%)* | 1,001 | *(19%)** | 1,063 | *(18%)** |
| Hillingdon | 4 | *(100%)* | 80 | *(40%)* | 860 | *(34%)** | 944 | *(35%)** |
| Ealing | 1 | *(-75%)* | 80 | *(4%)* | 1,209 | *(13%)** | 1,290 | *(12%)** |
| Brent | 2 | *(-33%)* | 83 | *(2%)* | 982 | *(12%)** | 1,067 | *(11%)** |
| Harrow | 3 | *(200%)* | 48 | *(30%)* | 542 | *(34%)** | 593 | *(34%)** |
| Barnet | 5 | *(-38%)* | 93 | *(-24%)** | 1,178 | *(7%)* | 1,276 | *(4%)* |
| Haringey | 4 | *(-33%)* | 81 | *(-19%)* | 1,015 | *(25%)** | 1,100 | *(20%)** |
| Enfield | 4 | *(-50%)* | 48 | *(-25%)* | 951 | *(1%)* | 1,003 | *(-1%)* |
| **Total Outer London** | **68** | ***(-12%)*** | **1,106** | ***(-3%)*** | **16,158** | ***(16%)**** | **17,332** | ***(15%)**** |
| **Greater London** | **127** | ***(-4%)*** | **2,040** | ***(-7%)**** | **28,618** | ***(15%)**** | **30,785** | ***(13%)**** |

The asterisks indicate where changes are significant at the 95% confidence level, applying the Poisson probability distribution. Significance testing helps to identify where change is associated with random change and where it is statistically significant. Given a set of two different numbers, the difference between these numbers is statistically significant where we are 95% confident that this is not due to randomness.

## Collisions in London in 2014

### Month of collisions

Figure 3 (overleaf) shows the month in which collisions occurred and the changes between 2013 and 2014. It shows that there were increases in all months with the exception of July. However, there were reductions in KSI collisions in nine months (February, March, April, June, July, August, October, November and December) and increases in three months (January, May and September).

### Weather conditions

Weather can have an impact on collision figures. In particular, the first three months of 2014 were considerably warmer than 2013 (March 2013 was the second coldest on record) and favourable to more journeys being made, particularly by vulnerable road users. Levels of cycling on London's main roads were 29 per cent higher in the first three months of 2014 when compared to the same period in 2013. Over this period (January to March 2014) the total number of collisions on London's roads increased by 28%, when compared to the same period in 2013.

In contrast the summer of 2014 was wetter and cooler than 2013, and the number of collisions on London's roads fell slightly in June 2014 when compared to June 2013.

### Light conditions

The number of collisions that occurred during dark conditions decreased from 30% of all collisions in 2013 to 28% in 2014.

### Road surface conditions

When considering the road surface conditions at the time of collisions, collisions on roads covered with snow, frost or ice fell from 250 in 2013 to 74 in 2014, reflecting the exceptionally cold first three months of 2013 compared to 2014.

Collisions on dry road surface increased by 13% whilst those on wet surfaces increased by 15%. Figure 4 (overleaf) shows the considerable monthly variation in wet road collisions in 2014 compared with 2013. January 2014 was the equal wettest on record, with collisions on wet road surfaces almost tripling from 398 in 2013 to 1,065 collisions in 2014. During March, September and December of 2014 there were, however, substantial reductions in collisions on wet road surfaces, compared to the same months in 2013. These months were drier than average and September 2014 was the driest September since records began, with collisions on wet road surfaces falling from 388 in September 2013 to 81 collisions in September 2014.

Overall, during 2014, 81% of collisions occurred on dry road surfaces, 19% on wet roads, and less than 0.5% on roads covered with snow, frost or ice. Corresponding figures in 2013 were 81%, 18% and 1% respectively.

**Fig 3: All collisions in Greater London by month, 2013 and 2014**

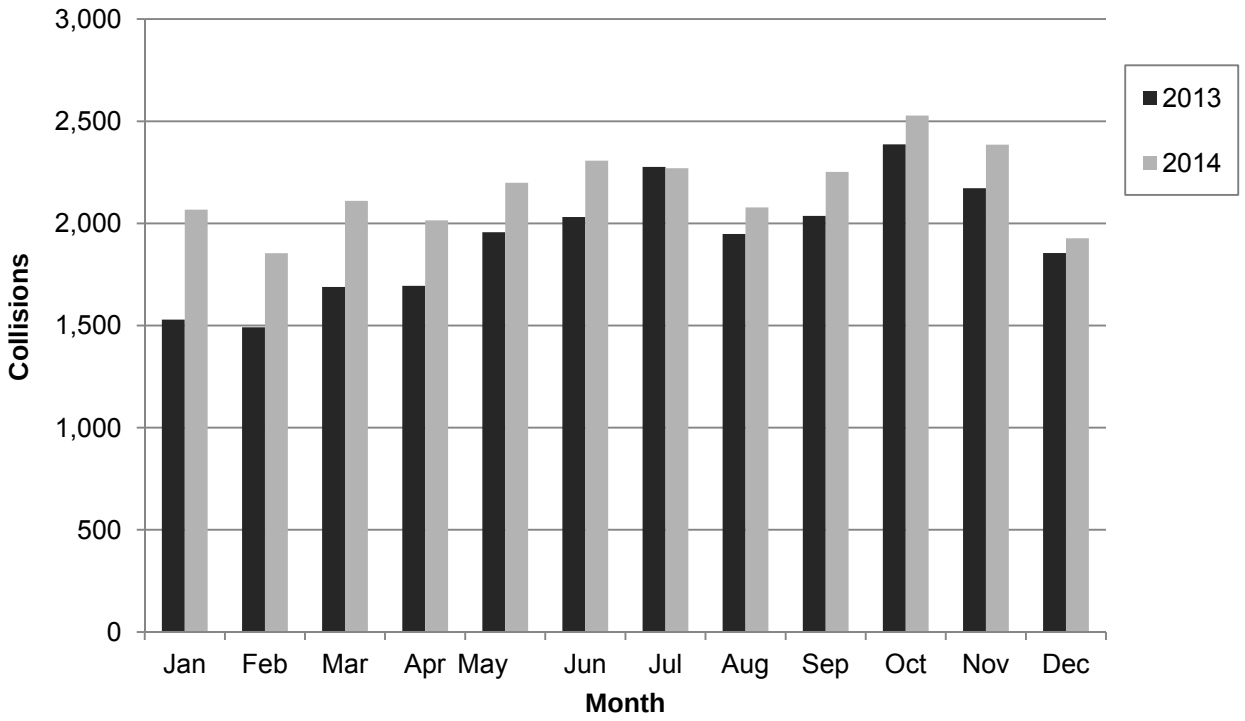
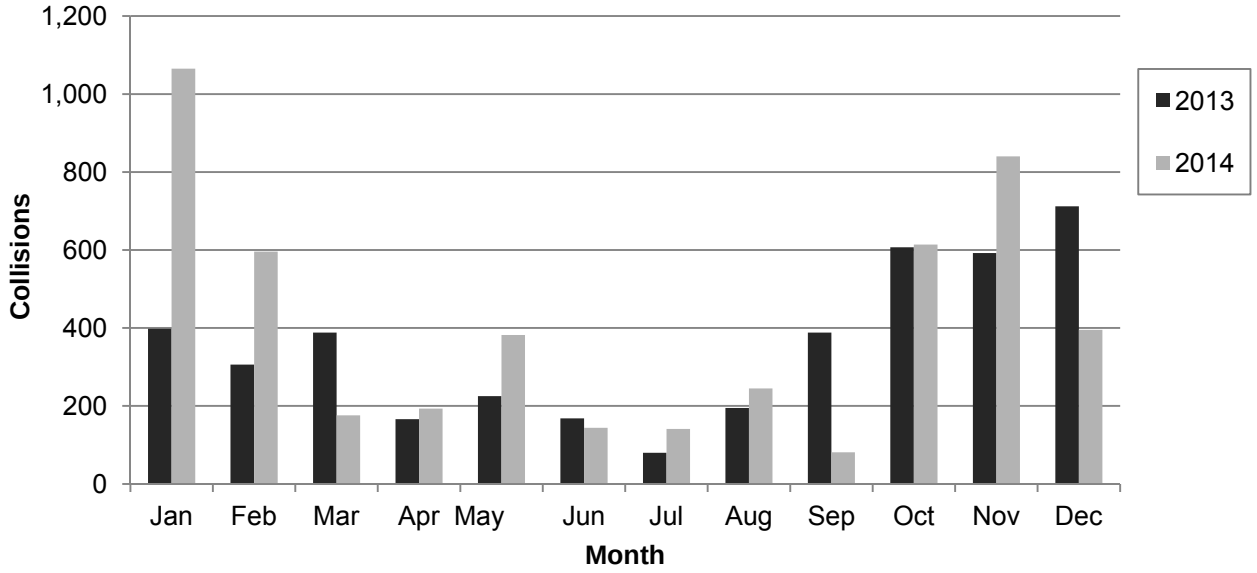



**Fig 4: Collisions on a wet road surface in Greater London by month, 2013 and 2014**




## Road Safety Reports

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

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