



Fact sheet

London Road Safety Unit

12 month summary - January to December 2005

May 2006

Casualties in Greater London during 2005

This fact sheet provides a summary and initial analysis of personal injury road traffic collisions and casualties in Greater London for 2005 compared with 2004 and the average for 1994-1998, which is the base period for the casualty reduction targets towards the year 2010.

The 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 6)* and *Collisions and casualties on London's roads 2005*, to be published later in the year.

Collisions

26,742 road traffic collisions involving personal injury were reported to the Metropolitan and City Police during 2005 within Greater London. This is a 7% decrease compared with 2004.

Casualties

Table 1 shows that the 26,742 collisions resulted in 31,830 casualties.

Of these, 214 were fatally injured, 3,436 were seriously injured, and 28,180 were slightly injured. Compared with 2004, fatalities in 2005 fell by 1% from 216 to 214. Serious injuries decreased substantially by 13% and slight injuries decreased by 7%. Overall, casualties in 2005 decreased by 8% compared with 2004.

The decrease in serious injuries is larger than expected, so to confirm that this was not due to any changes in police reporting, LRSU contacted the Metropolitan Police Service. They have given assurance that their procedures have been consistent for reporting and processing the data during the year, and that all collisions reported to them that comply with the *Stats 19* criteria have been processed and forwarded to TfL.

Table 1: Casualties in Greater London 2005 (Jan-Dec) - mode of travel by severity and percentage change over 2004

| Mode of travel | Severity of casualty in 2005 (and percentage change over 2004) | | | | | | % of total in 2005 | |
|---------------------------|--|--------------|--------------|---------------|---------------|--------------|-----------------------|---------------|
| | Fatal | | Serious | | Slight | | | Total |
| Pedestrian | 89 | (-3%) | 1,135 | (-9%) | 4,799 | (-5%) | 6,023 (-5.5%) | 18.9% |
| Pedal cyclist | 21 | (163%) | 351 | (6%) | 2,523 | (-4%) | 2,895 (-2.2%) | 9.1% |
| Powered two-wheeler | 44 | (-6%) | 801 | (-6%) | 4,297 | (-8%) | 5,142 (-7.5%) | 16.2% |
| Car | 54 | (2%) | 935 | (-25%) | 13,790 | (-7%) | 14,779 (-8.6%) | 46.4% |
| Taxi | 0 | (-100%) | 18 | (6%) | 308 | (8%) | 326 (7.2%) | 1.0% |
| Bus or coach | 3 | (-25%) | 126 | (-34%) | 1,705 | (-17%) | 1,834 (-18.6%) | 5.8% |
| Goods vehicle | 1 | (-89%) | 51 | (-15%) | 552 | (-11%) | 604 (-12.7%) | 1.9% |
| Other vehicle | 2 | (0%) | 19 | (-21%) | 206 | (-8%) | 227 (-8.8%) | 0.7% |
| Total | 214 | (-1%) | 3,436 | (-13%) | 28,180 | (-7%) | 31,830 (-7.9%) | 100.0% |
| % of total in 2005 | 0.7% | | 10.8% | | 88.5% | | 100.0% | |

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

Casualties in 12 months ending December 2005 compared with the 1994-98 average and 12 months ending December 2004

| Severity | User group | Casualty numbers | | | % change in 12 months ending Dec 2005 compared with | |
|----------------------------|-------------------------------|-------------------|---------------------------|---------------------------|---|-------------------|
| | | 1994-1998 average | 12 months ending Dec 2004 | 12 months ending Dec 2005 | 12 months ending Dec 2004 | 1994-1998 average |
| Fatal | Pedestrians | 136.0 | 92 | 89 | -3% | -35% |
| | Pedal cyclists | 14.8 | 8 | 21 | 163% | 42% |
| | Powered two-wheeler | 33.6 | 47 | 44 | -6% | 31% |
| | Car occupants | 55.4 | 53 | 54 | 2% | -3% |
| | Bus or coach occupants | 3.0 | 4 | 3 | -25% | 0% |
| | Other vehicle occupants | 6.0 | 12 | 3 | -75% | -50% |
| | Total | 248.8 | 216 | 214 | -1% | -14% |
| Fatal & serious | Pedestrians | 2,136.6 | 1,334 | 1,224 | -8% | -43% |
| | Pedal cyclists | 566.8 | 340 | 372 | 9% | -34% |
| | Powered two-wheeler | 932.8 | 895 | 845 | -6% | -9% |
| | Car occupants | 2,568.8 | 1,292 | 989 | -23% | -61% |
| | Bus or coach occupants | 256.4 | 195 | 129 | -34% | -50% |
| | Other vehicle occupants | 223.0 | 113 | 91 | -19% | -59% |
| | Total | 6,684.4 | 4,169 | 3,650 | -12% | -45% |
| | Children (under 16yrs) | 935.4 | 487 | 355 | -27% | -62% |
| Slight* | Pedestrians | 7,155.2 | 5,042 | 4,799 | -5% | -33% |
| | Pedal cyclists | 3,845.6 | 2,620 | 2,523 | -4% | -34% |
| | Powered two-wheeler | 5,139.4 | 4,663 | 4,297 | -8% | -16% |
| | Car occupants | 19,314.0 | 14,871 | 13,790 | -7% | -29% |
| | Bus or coach occupants | 2,017.4 | 2,058 | 1,705 | -17% | -15% |
| | Other vehicle occupants | 1,525.2 | 1,132 | 1,066 | -6% | -30% |
| | Total | 38,996.8 | 30,386 | 28,180 | -7% | -28% |
| All casualties | Pedestrians | 9,291.8 | 6,376 | 6,023 | -6% | -35% |
| | Pedal cyclists | 4,412.4 | 2,960 | 2,895 | -2% | -34% |
| | Powered two-wheeler | 6,072.2 | 5,558 | 5,142 | -7% | -15% |
| | Car occupants | 21,882.8 | 16,163 | 14,779 | -9% | -32% |
| | Bus or coach occupants | 2,273.8 | 2,253 | 1,834 | -19% | -19% |
| | Other vehicle occupants | 1,748.2 | 1,245 | 1,157 | -7% | -34% |
| | Total | 45,681.2 | 34,555 | 31,830 | -8% | -30% |

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 have been achieved in London, apart from those for powered two wheelers, by 2004. The Mayor has therefore announced new lower 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 2005, and highlights national and London casualty target categories.

In the national casualty target categories:

- Following a 12% decrease in the 12 months ending December 2005, all fatal or seriously injured casualties were 45% below the 1994-98 average.
- After a 27% decrease in the 12 months ending December 2005, all child fatal or seriously injured casualties were 62% below the 1994-98 average
- After a 7% decrease in the 12 months ending December 2005, slight casualties were 28% below the 1994-98 average.

For the London casualty target categories:

- After an 8% decrease in the 12 months ending December 2005, pedestrians killed or seriously injured were 43% below the 1994-1998 average.
- Following a 9% increase in the 12 months ending December 2005, pedal cyclists killed or seriously injured were 34% below the 1994-1998 average.
- After a 6% decrease in the 12 months ending December 2005, powered two-wheeler riders killed or seriously injured were 9% below the 1994-1998 average.

It is also important to note that in the 12 months ending December 2005:

- There was a reduction of 1% in fatalities compared with the previous year, which brought them to 14% below the 1994-1998 average.
- Overall casualties were 30% below the 1994-1998 average, following an 8% reduction in the previous year.

While these general reductions during the 12 months to December 2005 are encouraging, it should be noted that collision and casualty figures can vary from year to year, particularly in the smaller road user and severity categories.

Casualties in London in 2005

Casualty class

Data for 2005 given in Table 1 and Figures 1 and 2 illustrate the vulnerability of pedestrians to serious injury and death.

Pedestrians accounted for:

- 42% of all fatalities
- 33% of all serious injuries
- 19% of all casualties

Riders / passengers of powered two wheelers accounted for

- 16% of all casualties
- 23% of all serious injuries
- 21% of all fatalities

Pedal cyclists accounted for

- 9% of all casualties
- 10% of all serious injuries
- 10% of all fatalities

Car occupants accounted for

- 46% of all casualties
- 27% of all serious injuries
- 25% of all fatalities

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

During 2005, 154 out of the 214 fatalities (72%) were people external to vehicles (pedestrians, pedal cyclists and powered two-wheeler users).

Fig. 1: Total casualties by mode of travel in Greater London, 2005 (January to December)

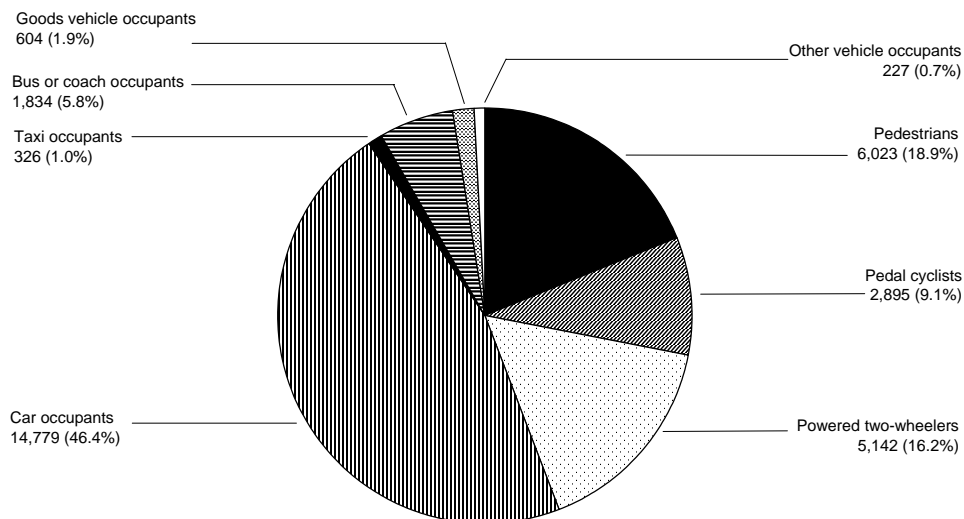


Fig. 2: Killed or seriously injured casualties by mode of travel in Greater London, 2005 (January to December)

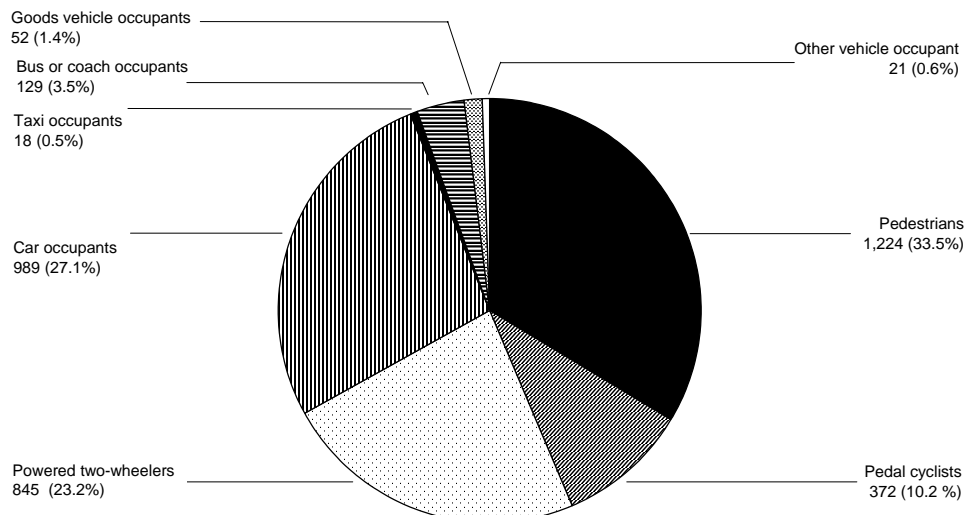


Table 3: Casualties in Greater London 2005 (Jan-Dec) - casualty class by associated vehicle and percentage change over 2004

| Vehicle type | Casualty class in 2005 (and percentage change over 2004) | | | | | | Total | |
|---------------------------|--|--------------|--------------|---------------|--------------|--------------|---------------|-----------------|
| | Driver/rider | | Passenger | | Pedestrian | | | |
| Pedal cycle | 2,885 | (-2%) | 10 | (-62%) | 69 | (-12%) | 2,964 | (-2.4%) |
| Powered two-wheeler | 4,926 | (-7%) | 216 | (-7%) | 575 | (-9%) | 5,717 | (-7.6%) |
| Car | 10,373 | (-6%) | 4,406 | (-14%) | 4,102 | (-7%) | 18,881 | (-8.2%) |
| Taxi | 177 | (3%) | 149 | (13%) | 192 | (20%) | 518 | (11.6%) |
| Bus or coach | 120 | (-23%) | 1,714 | (-18%) | 559 | (-1%) | 2,393 | (-15.1%) |
| Goods vehicle | 469 | (-9%) | 135 | (-22%) | 436 | (2%) | 1,040 | (-7.0%) |
| Other vehicle | 127 | (-13%) | 100 | (-3%) | 90 | (-24%) | 317 | (-13.9%) |
| Total | 19,077 | (-6%) | 6,730 | (-14%) | 6,023 | (-6%) | 31,830 | (-7.9%) |
| % of total in 2005 | 59.9% | | 21.1% | | 18.9% | | 100.0% | |

Table 4: Casualties in Greater London 2005 (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 | 1,383 | 1,040 | 2,488 | 689 | 423 | 3,454 | 2,569 | 6,023 |
| Pedal cyclist | 283 | 426 | 1,860 | 88 | 238 | 2,277 | 618 | 2,895 |
| Powered two-wheeler | 56 | 1,320 | 3,439 | 69 | 258 | 4,603 | 539 | 5,142 |
| Car | 727 | 3,083 | 8,618 | 1,071 | 1,280 | 7,908 | 6,871 | 14,779 |
| Taxi | 1 | 23 | 240 | 38 | 24 | 221 | 105 | 326 |
| Bus or coach | 143 | 120 | 709 | 629 | 233 | 625 | 1,209 | 1,834 |
| Goods vehicle | 12 | 76 | 442 | 28 | 46 | 541 | 63 | 604 |
| Other vehicle | 14 | 20 | 121 | 19 | 53 | 174 | 53 | 227 |
| Total | 2,619 | 6,108 | 17,917 | 2,631 | 2,555 | 19,803 | 12,027 | 31,830 |
| % of total in 2005 | 8.2% | 19.2% | 56.3% | 8.3% | 8.0% | 62.2% | 37.8% | 100.0% |

In the main road user groups, the following compares 2005 with 2004:

- **Pedestrian** casualties decreased by 6%. Pedestrian fatalities decreased by 3% to 89, serious injuries decreased by 9% and slight injuries decreased by 5%.
- **Pedal cyclist** casualties decreased by 2%. However, fatalities increased by 163% from 8 to 21, serious injuries increased by 6% but slight injuries decreased by 4%.
- **Powered two-wheeler** casualties saw an overall decrease of 7%. Fatalities decreased by 6% from 47 to 44. Serious injuries decreased by 6% and slight injuries by 8%.
- **Car occupant** casualties, by far the largest casualty category, saw an overall decrease of 9%. Fatalities increased by 2% from 53 to 54, serious injuries decreased by 25%, and slight injuries decreased by 7%.
- Although comparatively small in number, **taxi occupant** casualties

increased by 7% to 326, **goods vehicle occupant** casualties decreased by 13% to 604, and **bus or coach occupant** casualties decreased by 19% to 1,834.

Casualty class and associated vehicle

Table 3 shows the casualty class and type of vehicle directly associated with each casualty, during 2005 compared with 2004. 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 2005, 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 66% of bus or coach occupant casualties and 46% of car occupant casualties. Males accounted for 90% of powered two-wheeler casualties, 79% of pedal cyclist casualties, 54% of car occupant casualties and 57% of pedestrian

casualties. Analysis of car occupants shows that males accounted for 58% of car driver casualties, and females made up 58% 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. The age was known for 92.0% of all casualties in 2005.

Of child casualties (under 16 years), 53% were pedestrians, 28% were car occupants and 11% were pedal cyclists. Table 5 shows that in 2005, eleven children were killed (all pedestrians), a decrease from 16 in 2004. In addition,

344 were seriously injured and 2,264 slightly injured.

Of young adult casualties (16 to 24 years), 50% were car occupants, 17% were pedestrians, 22% were powered two-wheeler users and 7% were pedal cyclists.

Of adult casualties (25 to 59 years), 48% were car occupants, 19% were powered two-wheeler riders or passengers, 14% were pedestrians and 10% were pedal cyclists.

Of older road user casualties (60 years and over), the largest groups were car occupants (41%), pedestrians (26%), and bus or coach occupants (24%).

Table 5: Child casualties in Greater London 2005 (Jan-Dec) - mode of travel by severity and percentage change over 2004

| Mode of travel | Severity of casualty in 2005 (and percentage change over 2004) | | | | | | | | % of total in 2005 |
|---------------------------|--|---------------|--------------|---------------|--------------|---------------|---------------|-----------------|--------------------|
| | Fatal | | Serious | | Slight | | Total | | |
| Pedestrian | 11 | (38%) | 230 | (-22%) | 1,142 | (-5%) | 1,383 | (-8.2%) | 52.8% |
| Pedal cyclist | 0 | (-100%) | 34 | (-26%) | 249 | (-28%) | 283 | (-28.0%) | 10.8% |
| Powered two-wheeler | 0 | (-100%) | 14 | (17%) | 42 | (-29%) | 56 | (-22.2%) | 2.1% |
| Car | 0 | (-100%) | 53 | (-38%) | 674 | (-14%) | 727 | (-16.4%) | 27.8% |
| Taxi | 0 | (0%) | 0 | (0%) | 1 | (-83%) | 1 | (-83.3%) | 0.0% |
| Bus or coach | 0 | (0%) | 9 | (-57%) | 134 | (-5%) | 143 | (-11.7%) | 5.5% |
| Goods vehicle | 0 | (-100%) | 3 | (0%) | 9 | (-44%) | 12 | (-40.0%) | 0.5% |
| Other vehicle | 0 | (-100%) | 1 | (-86%) | 13 | (-7%) | 14 | (-39.1%) | 0.5% |
| Total | 11 | (-31%) | 344 | (-27%) | 2,264 | (-12%) | 2,619 | (-14.2%) | 100.0% |
| % of total in 2005 | 0.4% | | 13.1% | | 86.4% | | 100.0% | | |

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 2005 compared with 2004.

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

The total number of casualties decreased by 8% in both inner and outer London. Pedestrian casualties decreased by 3% in inner London and 8% in outer London. Pedal cyclist casualties showed a 0.2% increase in inner London, and a 6% decrease in outer London. Powered two-wheeler casualties decreased by 8% in inner London and by 7% in outer London. Car occupant casualties decreased by 12% in inner London and by 7% in outer London.

Table 6: Casualties in Greater London 2005 by borough and percentage change over 2004 figures (Jan-Dec)

| Borough | Total casualties | | Pedestrians | | Pedal cyclists | | Powered two-wheelers | | Car occupants | | Total vehicle occupants | |
|---------------------------|------------------|----------------|--------------|----------------|----------------|----------------|----------------------|----------------|---------------|-----------------|-------------------------|----------------|
| City of London | 351 | (2.3%) | 92 | (-9.8%) | 99 | (23.8%) | 75 | (-7.4%) | 31 | (-13.9%) | 259 | (7.5%) |
| Westminster | 1,762 | (-16.8%) | 568 | (-10.0%) | 249 | (-7.1%) | 348 | (-20.2%) | 336 | (-22.2%) | 1,194 | (-19.7%) |
| Camden | 1,036 | (-11.8%) | 270 | (-16.7%) | 182 | (-3.7%) | 234 | (-1.7%) | 222 | (-19.0%) | 766 | (-9.9%) |
| Islington | 815 | (-10.2%) | 198 | (8.8%) | 165 | (-1.2%) | 184 | (-18.2%) | 172 | (-18.9%) | 617 | (-15.0%) |
| Hackney | 1,026 | (-3.3%) | 247 | (13.3%) | 134 | (4.7%) | 169 | (-10.6%) | 375 | (-7.9%) | 779 | (-7.6%) |
| Tower Hamlets | 1,004 | (1.3%) | 184 | (-2.6%) | 104 | (0.0%) | 224 | (5.7%) | 418 | (7.2%) | 820 | (2.2%) |
| Greenwich | 941 | (-11.4%) | 184 | (7.0%) | 54 | (-1.8%) | 154 | (-8.9%) | 472 | (-15.4%) | 757 | (-14.9%) |
| Lewisham | 1,087 | (-13.5%) | 224 | (-3.4%) | 85 | (0.0%) | 201 | (-7.8%) | 453 | (-21.4%) | 863 | (-15.8%) |
| Southwark | 1,148 | (-9.9%) | 241 | (-13.3%) | 160 | (7.4%) | 229 | (-15.5%) | 375 | (-8.1%) | 907 | (-8.9%) |
| Lambeth | 1,335 | (-5.7%) | 318 | (7.4%) | 154 | (-21.4%) | 298 | (-8.9%) | 398 | (-9.8%) | 1,017 | (-9.1%) |
| Wandsworth | 981 | (-18.5%) | 169 | (-23.2%) | 152 | (-10.1%) | 266 | (-13.1%) | 328 | (-15.7%) | 812 | (-17.4%) |
| Hammersmith & Fulham | 839 | (-4.0%) | 182 | (-1.6%) | 138 | (-1.4%) | 232 | (3.1%) | 226 | (-7.8%) | 657 | (-4.6%) |
| Kensington & Chelsea | 889 | (20.0%) | 212 | (28.5%) | 153 | (59.4%) | 239 | (16.6%) | 203 | (-1.9%) | 677 | (17.5%) |
| Total Inner London | 13,214 | (-8.4%) | 3,089 | (-3.3%) | 1,829 | (0.2%) | 2,853 | (-8.0%) | 4,009 | (-12.4%) | 10,125 | (-9.8%) |
| Waltham Forest | 918 | (2.6%) | 178 | (-2.7%) | 62 | (17.0%) | 96 | (-5.0%) | 513 | (6.9%) | 740 | (3.9%) |
| Redbridge | 1,034 | (-8.7%) | 132 | (-3.6%) | 38 | (-2.6%) | 93 | (-1.1%) | 699 | (-9.2%) | 902 | (-9.3%) |
| Havering | 962 | (-11.2%) | 113 | (15.3%) | 27 | (-15.6%) | 80 | (-19.2%) | 644 | (-9.4%) | 849 | (-13.8%) |
| Barking & Dagenham | 682 | (-9.7%) | 102 | (-12.8%) | 36 | (-14.3%) | 76 | (-7.3%) | 421 | (-10.0%) | 580 | (-9.1%) |
| Newham | 1,033 | (8.5%) | 193 | (-13.1%) | 52 | (-16.1%) | 94 | (5.6%) | 592 | (16.8%) | 840 | (15.1%) |
| Bexley | 666 | (-9.0%) | 95 | (-6.9%) | 26 | (-7.1%) | 84 | (2.4%) | 409 | (-7.5%) | 571 | (-9.4%) |
| Bromley | 1,058 | (-6.8%) | 121 | (-18.8%) | 50 | (-18.0%) | 149 | (4.9%) | 646 | (1.1%) | 937 | (-5.0%) |
| Croydon | 1,412 | (1.3%) | 255 | (3.2%) | 71 | (-25.3%) | 191 | (-11.6%) | 778 | (8.1%) | 1,157 | (0.9%) |
| Sutton | 606 | (-1.0%) | 87 | (-15.5%) | 40 | (2.6%) | 88 | (-11.1%) | 343 | (6.5%) | 519 | (2.0%) |
| Merton | 559 | (-5.3%) | 104 | (11.8%) | 56 | (-16.4%) | 103 | (-8.0%) | 238 | (-10.5%) | 455 | (-8.5%) |
| Kingston | 468 | (1.5%) | 60 | (-9.1%) | 49 | (0.0%) | 75 | (1.4%) | 241 | (-0.8%) | 408 | (3.3%) |
| Richmond | 549 | (-12.0%) | 88 | (-19.3%) | 77 | (-2.5%) | 119 | (-19.6%) | 221 | (-11.2%) | 461 | (-10.5%) |
| Hounslow | 1,056 | (-4.2%) | 109 | (-23.2%) | 81 | (26.6%) | 138 | (-15.3%) | 643 | (4.0%) | 947 | (-1.4%) |
| Hillingdon | 1,140 | (-13.6%) | 129 | (-15.1%) | 59 | (-4.8%) | 112 | (-6.7%) | 739 | (-17.0%) | 1,011 | (-13.4%) |
| Ealing | 1,318 | (-6.6%) | 253 | (1.2%) | 73 | (-16.1%) | 175 | (-5.4%) | 697 | (-10.2%) | 1,065 | (-8.3%) |
| Brent | 1,148 | (-5.4%) | 208 | (-11.9%) | 71 | (9.2%) | 147 | (-7.5%) | 622 | (-5.8%) | 940 | (-3.8%) |
| Harrow | 640 | (-9.6%) | 113 | (-6.6%) | 35 | (-5.4%) | 58 | (-10.8%) | 384 | (-14.9%) | 527 | (-10.2%) |
| Barnet | 1,356 | (-13.6%) | 210 | (-10.3%) | 56 | (7.7%) | 187 | (-7.9%) | 798 | (-17.0%) | 1,146 | (-14.2%) |
| Haringey | 806 | (-19.2%) | 203 | (-17.5%) | 59 | (-16.9%) | 112 | (10.9%) | 359 | (-22.6%) | 603 | (-19.7%) |
| Enfield | 1,205 | (-16.8%) | 181 | (3.4%) | 48 | (-4.0%) | 112 | (-8.2%) | 783 | (-17.6%) | 1,024 | (-19.6%) |
| Total Outer London | 18,616 | (-7.5%) | 2,934 | (-7.8%) | 1,066 | (-6.0%) | 2,289 | (-6.8%) | 10,770 | (-7.1%) | 15,682 | (-7.5%) |
| Greater London | 31,830 | (-7.9%) | 6,023 | (-5.5%) | 2,895 | (-2.2%) | 5,142 | (-7.5%) | 14,779 | (-8.6%) | 25,807 | (-8.4%) |

Table 7 shows the number of casualties by severity, for each of the London boroughs, and the percentage change between 2005 and 2004.

Fatalities increased by 6% in inner London but decreased by 5% in outer London.

Serious injuries decreased by 7% in inner London and 18% in outer London.

Slight casualties decreased by 9% in inner London and 6% in outer London.

Overall, casualties decreased by 8% in both inner and outer London.

Table 7: Casualties in Greater London 2005 by borough, severity and percentage change over 2004 figures (Jan-Dec).

| Borough | Fatal | | Serious | | Slight | | Total Casualties | |
|---------------------------|------------|----------------|--------------|-----------------|---------------|----------------|------------------|----------------|
| | Count | % Change | Count | % Change | Count | % Change | Count | % Change |
| City of London | 1 | (-66.7%) | 42 | (2.4%) | 308 | (3.0%) | 351 | (2.3%) |
| Westminster | 12 | (33.3%) | 251 | (-7.7%) | 1,499 | (-18.4%) | 1,762 | (-16.8%) |
| Camden | 2 | (-50.0%) | 129 | (-10.4%) | 905 | (-11.8%) | 1,036 | (-11.8%) |
| Islington | 4 | (100.0%) | 86 | (-13.1%) | 725 | (-10.2%) | 815 | (-10.2%) |
| Hackney | 4 | (-50.0%) | 120 | (-14.9%) | 902 | (-1.1%) | 1,026 | (-3.3%) |
| Tower Hamlets | 8 | (33.3%) | 103 | (-18.9%) | 893 | (4.1%) | 1,004 | (1.3%) |
| Greenwich | 8 | (-20.0%) | 100 | (-2.9%) | 833 | (-12.2%) | 941 | (-11.4%) |
| Lewisham | 6 | (20.0%) | 139 | (-2.1%) | 942 | (-15.1%) | 1,087 | (-13.5%) |
| Southwark | 7 | (-22.2%) | 125 | (6.8%) | 1,016 | (-11.5%) | 1,148 | (-9.9%) |
| Lambeth | 8 | (100.0%) | 154 | (-5.5%) | 1,173 | (-6.0%) | 1,335 | (-5.7%) |
| Wandsworth | 4 | (-50.0%) | 117 | (-17.6%) | 860 | (-18.3%) | 981 | (-18.5%) |
| Hammersmith & Fulham | 10 | (66.7%) | 112 | (4.7%) | 717 | (-5.8%) | 839 | (-4.0%) |
| Kensington & Chelsea | 10 | (100.0%) | 103 | (3.0%) | 776 | (22.0%) | 889 | (20.0%) |
| Total Inner London | 84 | (6.3%) | 1,581 | (-6.9%) | 11,549 | (-8.7%) | 13,214 | (-8.4%) |
| Waltham Forest | 5 | (400.0%) | 88 | (-15.4%) | 825 | (4.4%) | 918 | (2.6%) |
| Redbridge | 7 | (-22.2%) | 87 | (-20.2%) | 940 | (-7.3%) | 1,034 | (-8.7%) |
| Havering | 7 | (-30.0%) | 76 | (-36.7%) | 879 | (-7.8%) | 962 | (-11.2%) |
| Barking & Dagenham | 6 | (-33.3%) | 46 | (-43.2%) | 630 | (-5.3%) | 682 | (-9.7%) |
| Newham | 2 | (-50.0%) | 78 | (-29.1%) | 953 | (13.7%) | 1,033 | (8.5%) |
| Bexley | 6 | (200.0%) | 81 | (1.3%) | 579 | (-10.9%) | 666 | (-9.0%) |
| Bromley | 9 | (-10.0%) | 125 | (-15.5%) | 924 | (-5.4%) | 1,058 | (-6.8%) |
| Croydon | 7 | (-36.4%) | 151 | (4.1%) | 1,254 | (1.3%) | 1,412 | (1.3%) |
| Sutton | 2 | (-33.3%) | 64 | (4.9%) | 540 | (-1.5%) | 606 | (-1.0%) |
| Merton | 1 | (-50.0%) | 70 | (-9.1%) | 488 | (-4.5%) | 559 | (-5.3%) |
| Kingston | 3 | (-25.0%) | 60 | (0.0%) | 405 | (2.0%) | 468 | (1.5%) |
| Richmond | 2 | (-66.7%) | 70 | (-5.4%) | 477 | (-12.3%) | 549 | (-12.0%) |
| Hounslow | 14 | (-6.7%) | 106 | (-10.9%) | 936 | (-3.3%) | 1,056 | (-4.2%) |
| Hillingdon | 8 | (-27.3%) | 111 | (-24.0%) | 1,021 | (-12.2%) | 1,140 | (-13.6%) |
| Ealing | 9 | (28.6%) | 118 | (-15.7%) | 1,191 | (-5.8%) | 1,318 | (-6.6%) |
| Brent | 7 | (16.7%) | 117 | (-21.5%) | 1,024 | (-3.2%) | 1,148 | (-5.4%) |
| Harrow | 3 | (-25.0%) | 73 | (-7.6%) | 564 | (-9.8%) | 640 | (-9.6%) |
| Barnet | 12 | (0.0%) | 134 | (-16.3%) | 1,210 | (-13.4%) | 1,356 | (-13.6%) |
| Haringey | 7 | (133.3%) | 87 | (-32.0%) | 712 | (-17.8%) | 806 | (-19.2%) |
| Enfield | 13 | (62.5%) | 113 | (-31.5%) | 1,079 | (-15.4%) | 1,205 | (-16.8%) |
| Total Outer London | 130 | (-5.1%) | 1,855 | (-17.7%) | 16,631 | (-6.3%) | 18,616 | (-7.5%) |
| Greater London | 214 | (-0.9%) | 3,436 | (-13.1%) | 28,180 | (-7.3%) | 31,830 | (-7.9%) |

Collisions in London in 2005

Month of collisions

Figure 3 (page 9) shows the month in which collisions occurred and the changes between 2004 and 2005. It shows that there were changes each month ranging in size from a 0.2% increase in November to a 13% decrease in October.

Lighting conditions

During 2005, 30% of all collisions occurred in dark conditions, the same as observed in 2004. Collisions in 2005 in light conditions decreased by 7%, and those in dark conditions decreased by 8%.

Road surface conditions

When considering the road surface conditions at the time of collisions, several changes were evident in 2005, compared with 2004.

In 2005, although relatively small in number, collisions on roads covered with snow, frost or ice increased by 7% to 209.

Collisions that occurred on dry road surfaces decreased by 4%, while those on a wet surface decreased by 17%. Figure 4 (page 9) shows the variation in wet road collisions from month to month, and illustrate increases in February (43%) and December (11%) but decreases in

each of the other months compared with the same months in 2004.

Overall, in 2005, 81% of collisions occurred on dry road surfaces, 18% on wet roads, and less than 1% on roads covered with snow, frost

Fig. 3: All collisions in Greater London by month, 2004 and 2005 (Jan-Dec)

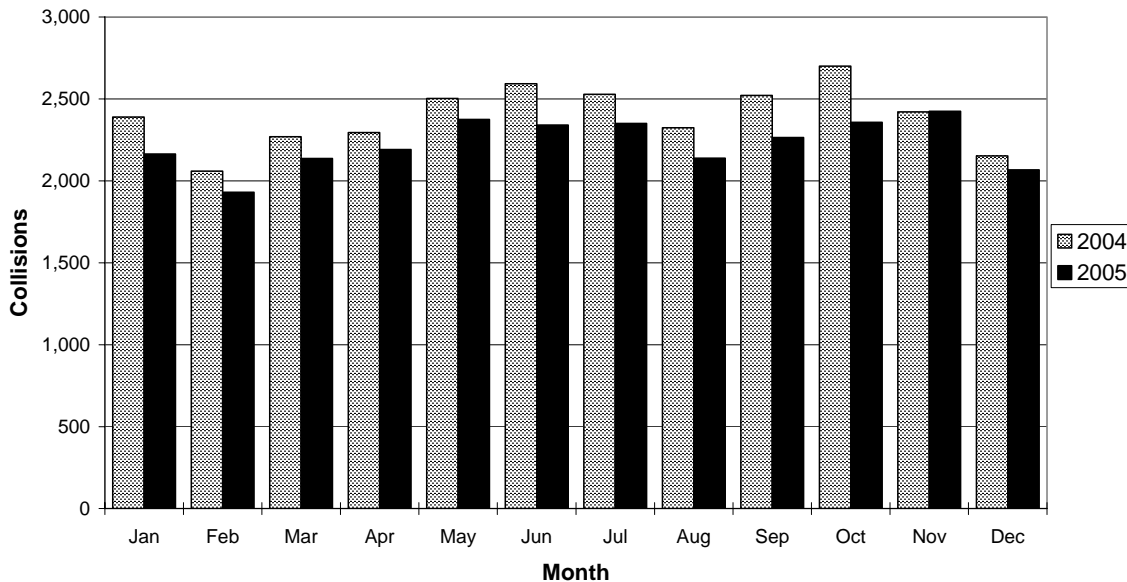
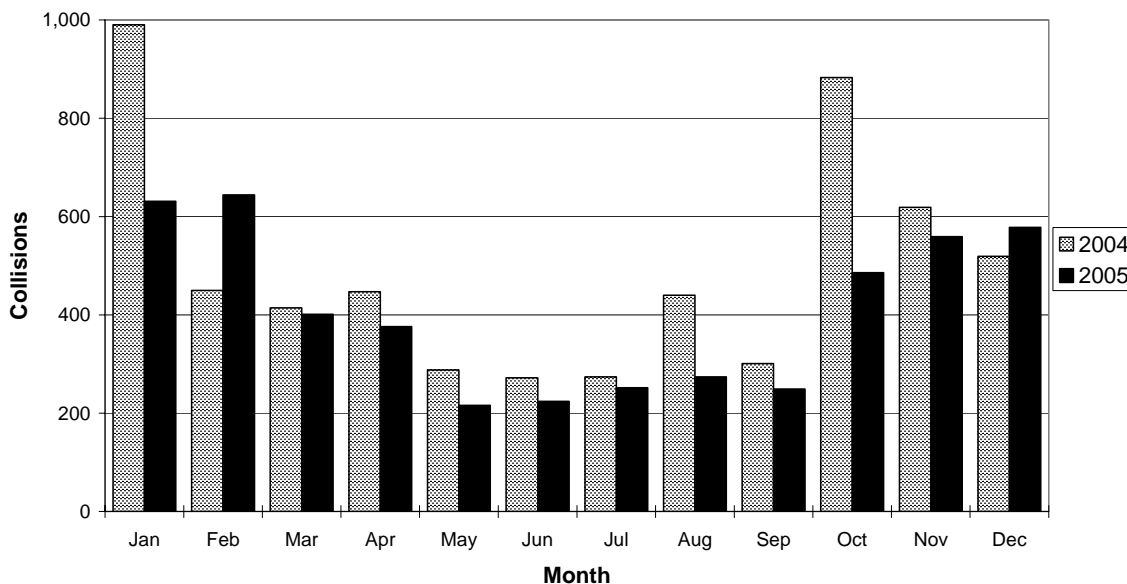


Fig. 4: Collisions on a wet road surface in Greater London by month, 2004 and 2005 (Jan-Dec)



London Road Safety Unit Reports

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<http://www.tfl.gov.uk/streets/roadsafety-reports.shtml>