

Fact sheet

Surface Planning

Casualties in Greater London during 2016

September 2017

This fact sheet provides a summary and initial analysis of personal injury road traffic collisions and casualties in Greater London in 2016 compared with 2015 and the average for 2005-2009. This is the baseline against which TfL measures progress towards the previous Mayor's target of a 50 per cent reduction in KSIs by 2020, set out in Safe Streets for London, London's Road Safety Action Plan.¹

On June 21 2017 the Mayor of London published a draft of the Mayor's Transport Strategy (MTS). The document sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years. The Mayor, through TfL, the boroughs, police and enforcement authorities, will adopt Vision Zero for road danger in London. This will involve more demanding targets as the Mayor's aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.²

Improvements in reporting - 2016

Figures for road traffic collisions from September 2016 onwards have been reported by the Metropolitan Police Service (MPS) using the new Case Overview and Preparation Application (COPA). The City of London Police Service (CoLP) adopted the Department for Transport (DfT) Collision Reporting and SHaring (CRASH) system in October 2015.

COPA and CRASH use a new method of assessing the severity of injury sustained in collisions, as recommended by the DfT. Under these systems, police officers record

the type of injury suffered rather than their assumptions about the severity of the injury. The recording system then automatically assigns an injury severity according to the type of injury recorded. This contrasts with the previous system where police officers recorded whether in their judgement an injury was 'slight' or 'serious'. The use of these systems has resulted in improved accuracy in the recording of injury type, with more injuries being classified as serious rather than slight.³ However, the overall number of casualties remains largely stable.

Figures for the number of serious injuries reported by the police during 2016, using improved injury-defined systems, are therefore not directly comparable with data collected using previous systems, and should not be used to interpret year on year trends. TfL is working with the DfT to back-estimate the number of seriously injured casualties that would have been reported by the police using an injury-defined rather than a severity-defined system. This will allow comparisons to be made between 2016 serious injury figures and previous years.

Data presented in this factsheet 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.

Key Trends – 2016

The number of fatalities on London's roads fell to lowest level on record during 2016, with car occupant fatalities halving when

¹ <https://tfl.gov.uk/corporate/safety-and-security/road-safety/safe-streets-for-london>

² <https://www.london.gov.uk/what-we-do/transport/our-vision-transport/draft-mayors-transport-strategy-2017>

Mayor of London

³ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/588773/quarterly-estimates-july-to-september-2016.pdf

compared to 2015. The number of slight casualties also fell significantly amongst motorcyclists. Despite these positive trends, pedestrian casualties increased, in particular those involving cars and motorcycles. Child car occupant casualties also increased. In parallel with these increases in casualties, travel by car and motorcycle increased during 2016, when compared to 2015, following reductions in previous years. The number of licenced cars in London also rose to the highest level recorded in 2016.

To further reduce the danger posed by motor vehicle journeys, road danger reduction efforts, as outlined in the draft MTS, will be focused in four areas as part of the Mayor's commitment to Vision Zero for road danger:

- Safe speeds (lowering speeds to reduce road danger);
- Safe street design (ensuring all transport infrastructure contribute to reducing road danger);
- Safe vehicles (ensuring that those vehicles that need to use London's streets are as safe as possible) and
- Safe people (improving the behaviour of all road users, especially drivers of motorised vehicles)

Collisions - 2016

25,126 road traffic collisions resulting in personal injury were reported to the

Metropolitan and City of London Police during 2016. This is a 0.3% reduction in collisions compared with 2015.

Casualties - 2016

Table 1 below and table 2 overleaf show that the 25,126 collisions resulted in 30,270 casualties. Of these 116 people were fatally injured, 2,385 were seriously injured, and 27,769 were slightly injured.

The number of fatalities fell from 136 to 116 in 2016, compared to 2015, which is the lowest level on record.

Killed or seriously injured (KSI) casualties increased by 20% in 2016 compared to 2015. Within this total the number of serious injuries increased by 22% (1,956 to 2,385). The majority of this increase occurred during the last four months of 2016 following the introduction of the COPA by the MPS.

Increases in the number of reported serious injuries during 2016 primarily reflect improvements in the reporting of serious injury severity by the police, and should not be compared with data previously collected by the police using severity based systems.

Slight injuries fell by 1% (28,890 to 27,769) and overall casualties increased slightly, by 0.3% between 2015 and 2016.

Table 1: Casualties in Greater London 2016
- mode of travel by severity and percentage change over 2015

Mode of travel	Severity of casualty in 2016 (and percentage change over 2015)						Total	% of total	
	Fatal		Serious		Slight			in 2016	
Pedestrian	61	(-8%)	814	(23%) *	4,674	(0%)	5,549	(3%)	18.3%
Pedal cyclist	8	(-11%)	446	(18%) *	3,970	(-3%)	4,424	(-1%)	14.6%
Powered two-wheeler	33	(-8%)	648	(29%) *	4,574	(-7%) *	5,255	(-3%) *	17.4%
Car	10	(-50%) *	358	(22%) *	11,523	(0%)	11,891	(1%)	39.3%
Taxi or private hire	0	(-100%)	27	(59%)	762	(-6%)	789	(-5%)	2.6%
Bus or coach	1	(0%)	69	(-1%)	1,523	(0%)	1,593	(0%)	5.3%
Goods vehicle	1	(0%)	19	(-17%)	603	(7%)	623	(6%)	2.1%
Other vehicle	2	(0%)	4	(-33%)	140	(133%)	146	(115%) *	0.5%
Total	116	(-15%)	2,385	(22%) *	27,769	(-1%)	30,270	(0%)	100%
% of total in 2016	0.4%		7.9%		91.7%		100.0%		

The asterisks indicate where changes are significant at the 95% confidence level, applying the Poisson probability distribution.

Figures for the number of serious injuries during 2016 are not directly comparable with previous years as a result of improved reporting of injury severity by the police.

Table 2: Monitoring casualties in London - all roads.
Casualties in the year 2016 compared with the 2005-09 average and 2015

Casualty severity	User group	Casualty numbers			Percentage change in 2016 over	
		2005-2009 average	2015	2016	2015	2005-2009 average
Fatal	Pedestrians	96.0	66	61	-8%	-37% *
	Pedal cyclist	16.6	9	8	-11%	-52% *
	Powered two-wheeler	43.4	36	33	-8%	-24% *
	Car occupants	49.4	20	10	-50% *	-80%
	Bus or coach occupants	2.4	1	1	0%	-58%
	Other vehicle occupants	3.2	4	3	-25%	-6%
	Total	211.0	136	116	-15%	-45% *
	Children (under16)	11.6	5	6	20%	-48%
Fatal and serious (not comparable with previous years)	Pedestrians	1,216.4	730	875	20% *	-28% *
	Pedal cyclist	420.6	387	454	17% *	8% *
	Powered two-wheeler	791.2	540	681	26% *	-14% *
	Car occupants	949.0	314	368	17% *	-61% *
	Bus or coach occupants	139.6	71	70	-1%	-50% *
	Other vehicle occupants	109.8	50	53	6%	-52% *
	Total	3,626.6	2,092	2,501	20% *	-31% *
	Child pedestrians	231.8	111	124	12%	-47% *
	Child pedal cyclists	32.8	17	15	-12%	-54% *
	Child car passengers	42.2	12	17	42%	-60% *
	Child bus or coach passengers	11.6	4	4	0%	-66%
	Other child casualties	11.8	3	6	0%	-71%
	Children (under 16yrs)	330.2	147	166	13%	-50% *
Slight	Pedestrians	4,214.0	4,653	4,674	1%	11% *
	Pedal cyclist	2,718.2	4,087	3,970	-3%	46% *
	Powered two-wheeler	3,806.4	4,903	4,574	-7% *	20% *
	Car occupants	12,426.8	11,491	11,523	0%	-7% *
	Bus or coach occupants	1,429.8	1,523	1,523	0%	7% *
	Other vehicle occupants	1,004.8	1,433	1,505	5%	50% *
	Total	25,600.0	28,090	27,769	-1%	8% *
	Children (under16)	1,889.0	1,848	1,897	3%	0% *
All severities	Pedestrians	5,430.4	5,383	5,549	3%	2% *
	Pedal cyclist	3,138.8	4,474	4,424	-1%	41% *
	Powered two-wheeler	4,597.6	5,443	5,255	-3% *	14% *
	Car occupants	13,375.8	11,805	11,891	1%	-11% *
	Bus or coach occupants	1,569.4	1,594	1,593	0%	2% *
	Other vehicle occupants	1,114.6	1,483	1,558	5%	40% *
	Total	29,226.6	30,182	30,270	0%	4% *
	Children (under16)	2,219.2	1,995	2,063	3%	-7% *

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.

Figures for the number of serious injuries during 2016 are not directly comparable with previous years as a result of improved reporting of injury severity by the police.

Casualties – Longer term change: 2005-09 to 2016

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 by severity in 2016 against the 2005-09 baseline:

- All fatalities were down 45%.
- All KSIs were down by 31% and child KSIs were also down by 50%.
- Slight casualties were up by 8%, and child slight casualties were up by 0.4%.

In 2016 fatalities fell amongst all road users groups against the 2005-09 baseline:

- Pedestrian fatalities were down 37%.
- Pedal cyclist fatalities were down by 52%. This reduction should be seen in the context of a considerable increase in cycling over a number of years. The number of journeys cycled has almost doubled since 2005 to 668,000 journeys each day.
- Powered two-wheeler fatalities were down by 24%.

Casualty class - 2016

Data for 2016 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 (50%) of all casualties on London's roads.

Vulnerable road users made up 88% of all fatalities and 80% of all KSIs recorded in 2016.

Pedestrians accounted for

- 18% of all casualties
- 34% of all serious injuries
- 53% of all fatalities
- 27% of modal share (journey stages)¹

Riders / passengers of powered two wheelers accounted for

- 17% of all casualties
- 27% of all serious injuries

- 28% of all fatalities
- 1% of modal share (journey stages)

Pedal cyclists accounted for

- 15% of all casualties
- 19% of all serious injuries
- 7% of all fatalities
- 3% of modal share (journey stages)

Car occupants accounted for

- 39% of all casualties
- 15% of all serious injuries
- 9% 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 2% of all casualties. **Taxi or private hire occupant** casualties accounted for fewer than 3% of all casualties.

Table 2 (previous page) shows between 2016 and 2015:

- **Pedestrian** fatalities fell by 8% from 66 to 61; however slight injuries increased by 1% and all casualties increased by 3%. KSI casualties increased by 20%, primarily reflecting improved reporting of serious injury by the police. More than 6.5 million journeys are walked each day in London.
- **Pedal cyclist** fatalities decreased from 9 to 8; the equal lowest level on record. Slight injuries fell by 3% and all casualties fell by 1%. KSI casualties increased by 17%, primarily reflecting improved reporting of serious injury. The number of kilometres cycled each day in central London increased by 4.2% between 2015 and 2016, to the highest level recorded.
- **Powered two-wheeler** fatalities fell from 36 to 33; slight injuries also fell by 7% and all casualties fell by 3%. KSI casualties increased by 26%, primarily reflecting improved reporting of serious injury. The number of kilometres motorcycled in London increased by 11% between 2015 and 2016.²

¹ <http://www.tfl.gov.uk/travelinlondon>
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² <https://www.dft.gov.uk/traffic-count>

- **Car occupant** fatalities fell from 20 to 10, the lowest level on record. The number of slight injuries in 2016 was slightly higher than in 2015 and all casualties increased by 1%. KSI casualties increased by 17%, primarily reflecting improved reporting of serious injury. The number of kilometres travelled by car in London increased by 2% in 2016 compared to 2015.
- There were no **taxi or private hire** occupant fatalities and all casualties fell by 5% to 789. This reduction should be seen in the context of a 28 per cent

increase in private hire drivers between 2014/15 and 2015/16, to the highest number on record.

- **All goods vehicle occupant** casualties increased by 6% to 623. Goods vehicle kilometres travelled increased by 0.4% in 2016 compared to 2015.
- **Bus or coach occupant** casualties remained unchanged from last year at 1,593 casualties. There was one bus occupant fatality. The number of bus kilometres operated in London increased by 1% between 2014/15 and 2015/16.

Fig. 1: Total casualties by mode of travel, Greater London, 2016

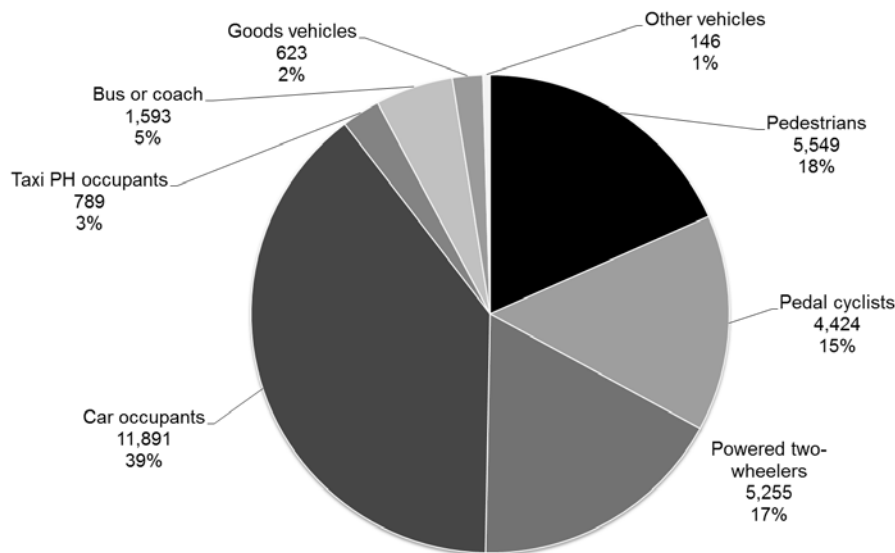


Fig.2: Killed or seriously injured casualties by mode of travel, Greater London, 2016

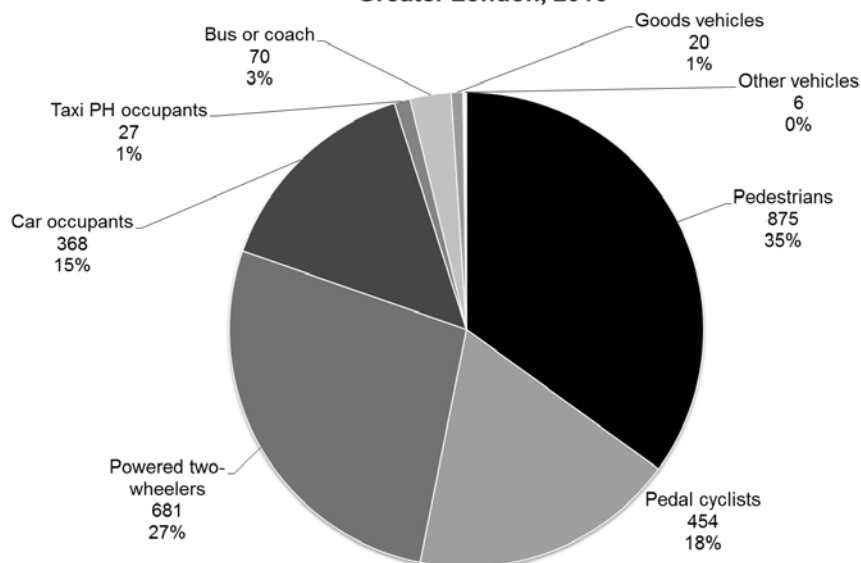


Table 3: Casualties in Greater London 2016 - casualty class by vehicle and change over 2015

Vehicle involved	Casualty class in 2016 (and percentage change over 2015)							
	Driver/rider		Passenger		Pedestrian		Total	
Pedal cycle	4,418	(-1%)	6	(-14%)	218	(-8%)	4,642	(-1%)
Powered two-wheeler	5,155	(-4%)	100	(3%)	639	(7%)	5,894	(-2%)
Car	8,547	(1%)	3,344	(0%)	3,483	(3%)	15,374	(1%)
Taxi or private hire	489	(2%)	300	(-14%)	379	(7%)	1,168	(-1%)
Bus or coach	97	(-17%)	1,496	(1%)	321	(-3%)	1,914	(-1%)
Goods vehicle	498	(2%)	125	(25%)	452	(-3%)	1,075	(2%)
Other vehicle	84	(68%)	62	(244%)	57	(84%)	203	(105%)
Total	19,288	(-1%)	5,433	(1%)	5,549	(3%)	30,270	(0%)
% of total in 2016	63.7%		17.9%		18.3%		100.0%	

Figures for the number of serious injuries during 2016 are not directly comparable with previous years as a result of improved reporting of injury severity by the police.

Casualty class and associated vehicle - 2016

Table 3 above shows the casualty class and type of vehicle directly associated with each casualty in 2016 and change from 2015. 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 2016 compared to 2015:

- Pedestrians suffering injury in a collision with a car increased by 3%,

with a motorcycle by 7% and with a taxi or private hire vehicle by 7%.

- Pedestrians suffering injury in collisions with cyclists fell by 8%, by 3% with a bus or coach and by 3% with a goods vehicle.
- Motorcyclist rider casualties fell by 4%, but passenger casualties increased by 3%.
- Taxi or private hire driver casualties increased by 2% but passenger casualties fell by 14%.

Table 4: Casualties in Greater London 2016 - 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	974	852	2,709	802	212	3,053	2,496	5,549
Pedal cyclist	167	586	3,397	131	143	3,445	979	4,424
Powered two-wheeler	11	1,463	3,544	88	149	4,922	333	5,255
Car	689	2,131	7,585	1,045	441	6,479	5,412	11,891
Taxi or private hire	16	70	615	51	37	590	199	789
Bus or coach	181	93	742	485	92	560	1,033	1,593
Goods vehicle	11	59	500	28	25	568	55	623
Other vehicle	14	6	78	24	24	106	40	146
Total	2,063	5,260	19,170	2,654	1,123	19,723	10,547	30,270
% of total in 2016	6.8%	17.4%	63.3%	8.8%	3.7%	65.2%	34.8%	100.0%

Gender of casualty - 2016

In 2016, 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 94% of powered two-wheeler casualties, with on average 87% of

all motorcycle journeys being made by men in 2015/16. Males also accounted for 78% of pedal cyclist casualties, with 73% of cycle journeys being made by men.

Of pedestrian casualties, 55% were male and 45% 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 49% and women 51% of car journeys. Analysis of car occupants shows that males accounted for 60% of car driver casualties and 55% of car driver journeys, and females made up 58% of car passenger casualties and 61% of car passenger journeys.

Females accounted for 65% of bus or coach occupant casualties, making on average 57% of bus journeys in 2015/16.

Casualty age groups - 2016

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 2016.

Of young adult casualties (16 to 24 years), 41% were car occupants, 28% were powered two-wheeler users, 16% were pedestrians, and 11% were pedal cyclists.

Of adult casualties (25 to 59 years), 40% were car occupants, 18% were powered two-wheeler users, 18% were pedal cyclists and 14% were pedestrians.

Of older road user casualties (60 years and over), the largest groups were car occupants (39%) and pedestrians (30%); bus or coach occupants were the third largest accounting for 18%.

Child casualties – 2016

Table 5 (below) shows that for child casualties (under 16 years) 47% were

pedestrians, 33% were car occupants, 9% were bus or coach passengers and 8% were pedal cyclists.

During 2016, six children were killed (four pedestrians, one car passenger and one cyclist), an increase from five in 2015. Slight casualties also increased by 3% to 1,897, and overall child casualties increased by 3% from 2015. Child serious casualties increased by 13% to 160 casualties, primarily reflecting improved reporting of serious injury by the police.

Casualty variation throughout London - 2016

Table 6 (over) shows the number of casualties in each of the main road user groups, for each of the London boroughs, and the percentage change in 2016 compared with 2015. There were several differences in changes between inner and outer London, and between individual boroughs.

The total numbers of casualties increased by 1% in inner London but fell by 0.2% in outer London, compared to 2015. Pedestrian casualties increased by 0.3% in inner London and by 6% in outer London. Pedal cyclist casualties increased by 1% in inner London but fell by 5% in outer London. Powered two-wheeler casualties fell by 2% in inner London and by 5% in outer London. Car occupant casualties increased by 4% in inner London but fell by 1% in outer London during 2016 compared to 2015.

Table 5: Child casualties (under 16) in 2016 - mode of travel by severity and percentage change over 2015

Mode of travel	Severity of casualty in 2016 (and percentage change over 2015)						Total	% of total in 2016
	Fatal	Serious	Slight	Total	% change	% change		
Pedestrian	4 (33%)	120 (11%)	850 (-4%)	974	(-3%)	47.2%		
Pedal cyclist	1 (0%)	14 (-18%)	152 (1%)	167	(0%)	8.1%		
Powered two-wheeler	0 (0%)	5 (150%)	6 (-33%)	11	(0%)	0.5%		
Car	1 (0%)	16 (45%)	672 (15%) *	689	(15%) *	33.4%		
Taxi or private hire	0 (0%)	1 (0%)	15 (-48%) *	16	(-45%) *	0.8%		
Bus or coach	0 (0%)	4 (0%)	177 (0%)	181	(0%)	8.8%		
Goods vehicle	0 (0%)	0 (0%)	11 (38%)	11	(38%)	0.5%		
Other vehicle	0 (0%)	0 (0%)	14 (0%) *	14	(1300%) *	0.7%		
Total	6 (20%)	160 (13%)	1,897 (3%)	2,063	(3%)	100.0%		
% of total in 2016	0%	8%	92%	100%				

The asterisks indicate where changes are significant at the 95% confidence level, applying the Poisson probability distribution.

Figures for the number of serious injuries during 2016 are not directly comparable with previous years as a result of improved reporting of injury severity by the police.

Table 6: Casualties in Greater London 2016 by borough and percentage change over 2015

Borough	Total casualties	Pedestrians	Pedal cyclists	Powered two-wheelers	Car occupants	Total vehicle occupants / riders
City Of London	405 (6%)	111 (-7%)	144 (7%)	72 (31%)	27 (-10%)	294 (12%)
Westminster	1,776 (-2%)	455 (-3%)	358 (-12%) *	399 (9%)	280 (12%)	1,321 (-1%)
Camden	919 (-15%) *	214 (-10%)	234 (-3%)	195 (-15%) *	165 (-23%) *	705 (-17%) *
Islington	893 (-8%) *	173 (-7%)	242 (-11%)	219 (0%)	155 (-14%)	720 (-9%) *
Hackney	1,016 (4%)	208 (11%)	254 (2%)	189 (11%)	240 (-6%)	808 (3%)
Tower Hamlets	1,272 (2%)	203 (-9%)	282 (27%) *	267 (4%)	423 (-2%)	1,069 (4%)
Greenwich	767 (-3%)	106 (-16%)	71 (-14%)	109 (-20%) *	429 (12%)	661 (0%)
Lewisham	1,050 (4%)	187 (-2%)	159 (24%) *	176 (-12%)	422 (5%)	863 (5%)
Southwark	1,149 (13%) *	195 (1%)	283 (1%)	257 (14%)	304 (41%) *	954 (16%) *
Lambeth	1,460 (4%)	292 (15%)	295 (4%)	284 (-19%) *	384 (8%)	1,168 (2%)
Wandsworth	1,085 (-1%)	178 (-2%)	257 (-5%)	264 (-12%)	257 (7%)	907 (-1%)
Hammersmith & Fulham	738 (7%)	153 (13%)	156 (6%)	206 (-1%)	139 (-5%)	585 (5%)
Kensington & Chelsea	771 (9%)	179 (23%) *	166 (8%)	221 (6%)	107 (9%)	592 (5%)
Total Inner London	13,301 (1%)	2,654 (0%)	2,901 (1%)	2,858 (-2%)	3,332 (4%) *	10,647 (1%)
Waltham Forest	821 (2%)	151 (18%)	118 (6%)	99 (-7%)	374 (-3%)	670 (-1%)
Redbridge	917 (-4%)	161 (15%)	46 (-21%)	88 (4%)	569 (-2%)	756 (-8%)
Havering	863 (0%)	106 (20%)	45 (10%)	94 (29%)	524 (-9%)	757 (-2%)
Barking & Dagenham	672 (8%)	86 (-19%)	39 (15%)	77 (10%)	410 (12%)	586 (14%) *
Newham	1,117 (-1%)	197 (-18%) *	79 (-23%)	125 (-13%)	623 (18%) *	920 (3%)
Bexley	571 (3%)	107 (41%) *	39 (11%)	78 (-5%)	311 (-4%)	464 (-3%)
Bromley	923 (-2%)	124 (-5%)	96 (-9%)	110 (-16%)	527 (4%)	799 (-2%)
Croydon	1,102 (5%)	208 (3%)	74 (-29%) *	190 (8%)	519 (7%)	894 (6%)
Sutton	426 (15%) *	73 (-1%)	31 (-6%)	56 (22%)	220 (15%)	353 (18%) *
Merton	623 (4%)	108 (6%)	79 (-12%)	118 (7%)	268 (6%)	515 (3%)
Kingston-Upon-Thames	351 (-8%)	51 (2%)	71 (9%)	51 (-31%) *	144 (-4%)	300 (-10%)
Richmond-Upon-Thames	503 (13%) *	84 (18%)	131 (3%)	89 (1%)	144 (9%)	419 (11%)
Hounslow	1,057 (5%)	170 (29%) *	118 (2%)	165 (-13%)	470 (4%)	887 (1%)
Hillingdon	813 (-16%)	119 (-5%)	82 (8%)	98 (-2%)	449 (-22%) *	694 (-18%) *
Ealing	1,258 (5%)	243 (23%) *	113 (-22%) *	215 (-13%)	576 (16%) *	1,015 (2%)
Brent	1,147 (5%)	246 (39%) *	84 (-16%)	222 (-6%)	491 (6%)	901 (-1%)
Harrow	510 (-7%)	107 (11%)	21 (-28%)	74 (28%)	266 (-19%) *	403 (-11%)
Barnet	1,239 (-6%)	171 (-19%) *	81 (35%) *	168 (-20%) *	712 (-4%)	1,068 (-4%)
Haringey	1,061 (-3%)	208 (-5%)	123 (-1%)	182 (-6%)	407 (-6%)	853 (-2%)
Enfield	995 (-5%)	175 (3%)	53 (4%)	98 (0%)	555 (-13%) *	820 (-7%)
Total Outer London	16,969 (0%)	2,895 (6%) *	1,523 (-5%)	2,397 (-5%) *	8,559 (-1%)	14,074 (-1%)
Greater London	30,270 (0%)	5,549 (3%)	4,424 (-1%)	5,255 (-3%) *	11,891 (1%)	24,721 (0%)

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.

Table 7 below shows the number of casualties by severity, for each of the London boroughs in 2016, together with the percentage change compared with 2015.

Fatalities increased by 8% in inner London to 56, with pedestrian fatalities increasing from 25 to 31, however fatalities decreased by 29% in outer London, to 60 and the lowest number on record.

Serious injuries increased by 21% in inner London and by 22% in outer London, primarily reflecting improved reporting of serious injury by the police during 2016.

Slight casualties fell by 1% in inner London and also fell by 1% in outer London.

Table 7: Casualties in Greater London 2016 by borough, severity and percentage change over 2015

Borough	Fatal	Serious	Slight	Total Casualties
City Of London	2 (100%)	49 (17%)	354 (4%)	405 (6%)
Westminster	13 (225%) *	159 (21%)	1,604 (-4%)	1,776 (-2%)
Camden	4 (100%)	87 (18%)	828 (-18%) *	919 (-15%)
Islington	2 (0%)	79 (-9%)	812 (-8%) *	893 (-8%)
Hackney	4 (-43%)	94 (25%)	918 (3%)	1,016 (4%)
Tower Hamlets	8 (167%)	113 (74%) *	1,151 (-2%)	1,272 (2%)
Greenwich	3 (-40%)	45 (-8%)	719 (-2%)	767 (-3%)
Lewisham	2 (0%)	65 (27%)	983 (2%)	1,050 (4%)
Southwark	5 (-29%)	76 (-7%)	1,068 (15%) *	1,149 (13%)
Lambeth	1 (-86%) *	121 (32%) *	1,338 (3%)	1,460 (4%)
Wandsworth	5 (-17%)	93 (37%) *	987 (-4%)	1,085 (-1%)
Hammersmith & Fulham	5 (150%)	74 (23%)	659 (5%)	738 (7%)
Kensington & Chelsea	2 (-50%)	67 (40%) *	702 (7%)	771 (9%)
Total Inner London	56 (8%)	1,122 (21%) *	12,123 (-1%)	13,301 (1%)
Waltham Forest	4 (300%)	56 (19%)	761 (1%)	821 (2%)
Redbridge	7 (40%)	64 (28%)	846 (-6%)	917 (-4%)
Havering	5 (-38%)	75 (27%)	783 (-1%)	863 (0%)
Barking & Dagenham	4 (33%)	39 (44%)	629 (6%)	672 (8%)
Newham	3 (50%)	81 (16%)	1,033 (-3%)	1,117 (-1%)
Bexley	2 (100%)	49 (69%) *	520 (-1%)	571 (3%)
Bromley	4 (-43%)	88 (26%)	831 (-4%)	923 (-2%)
Croydon	5 (67%)	71 (15%)	1,026 (4%)	1,102 (5%)
Sutton	1 (-75%)	29 (61%)	396 (13%) *	426 (15%)
Merton	3 (50%)	41 (21%)	579 (2%)	623 (4%)
Kingston	1 (-67%)	37 (42%)	313 (-11%)	351 (-8%)
Richmond	1 (0%)	47 (24%)	455 (11%)	503 (13%)
Hounslow	3 (-67%)	75 (29%)	979 (4%)	1,057 (5%)
Hillingdon	3 (-50%)	68 (13%)	742 (-18%) *	813 (-16%)
Ealing	2 (-50%)	90 (53%) *	1,166 (3%)	1,258 (5%)
Brent	3 (-57%)	95 (28%)	1,049 (4%)	1,147 (5%)
Harrow	3 (-25%)	41 (-2%)	466 (-7%)	510 (-7%)
Barnet	2 (-78%) *	72 (-13%)	1,165 (-5%)	1,239 (-6%)
Haringey	0 (-100%)	76 (25%)	985 (-4%)	1,061 (-3%)
Enfield	4 (-20%)	69 (6%)	922 (-6%)	995 (-5%)
Total Outer London	60 (-29%) *	1,263 (22%) *	15,646 (-1%)	16,969 (0%)
Greater London	116 (-15%)	2,385 (22%) *	27,769 (-1%)	30,270 (0%)

The asterisks indicate where changes are significant at the 95% confidence level, applying the Poisson probability distribution. Figures for the number of serious injuries during 2016 are not directly comparable with previous years as a result of improved reporting of injury severity by the police.

Collisions in London in 2016

Month of collisions

Figure 3 (overleaf) shows the month in which collisions occurred and the changes between 2015 and 2016. It shows that there were increases in casualties during six months (January to March, May and November to December) and reductions during April and between June and October.

Weather conditions

Weather can have an impact on collision figures. In particular November and December 2016 were milder than average, and December 2016 was particularly dry and favourable to more journeys by vulnerable road users. Levels of cycling in central London were 7.2% higher between October and December of 2016 than the same period in 2015. The total number of collisions in November and December 2016 was 17% higher than in the previous November and December.

In contrast, June 2016 was the wettest June on record, and the number of collisions on London's roads fell by 10% when compared to June 2015.

Light conditions

The number of collisions that occurred during dark conditions increased from 29% of all collisions in 2015 to 32% in 2016.

Road surface conditions

When considering the road surface conditions at the time of collisions,

collisions on roads covered with snow, frost or ice increased from 70 in 2015 to 124 in 2016, reflecting a return to average winter conditions following the exceptionally mild winter of 2015.

Collisions on dry road surface fell by 4% in 2016 compared to 2015, whilst those on wet surfaces increased by 8%. Figure 4 (overleaf) shows the considerable monthly variation in wet road collisions in 2016 compared with 2015.

The number of collisions on wet road surfaces increased substantially during March, April, June and November of 2016, compared to the same months in 2015. These months were wetter than average, with June 2016 being the wettest on record, with five times more rainfall than June 2015. Collisions on wet road surfaces almost quadrupled in June 2016 compared to June 2015, from 72 to 313 collisions.

July to October 2016 was considerably drier than the same months in 2015, and July 2016 was the driest since 1999. Consequently, between July and October 2016, collisions on wet road surfaces more than halved to 527, compared to 1,102 between July and October 2015.

Overall, during 2016, 82% of collisions occurred on dry road surfaces, 16% on wet roads, and 0.5% on roads covered with snow, frost or ice. Corresponding figures in 2015 were 85%, 15% and 0.3% respectively.

Fig 3: All collisions in Greater London by month, 2015 and 2016

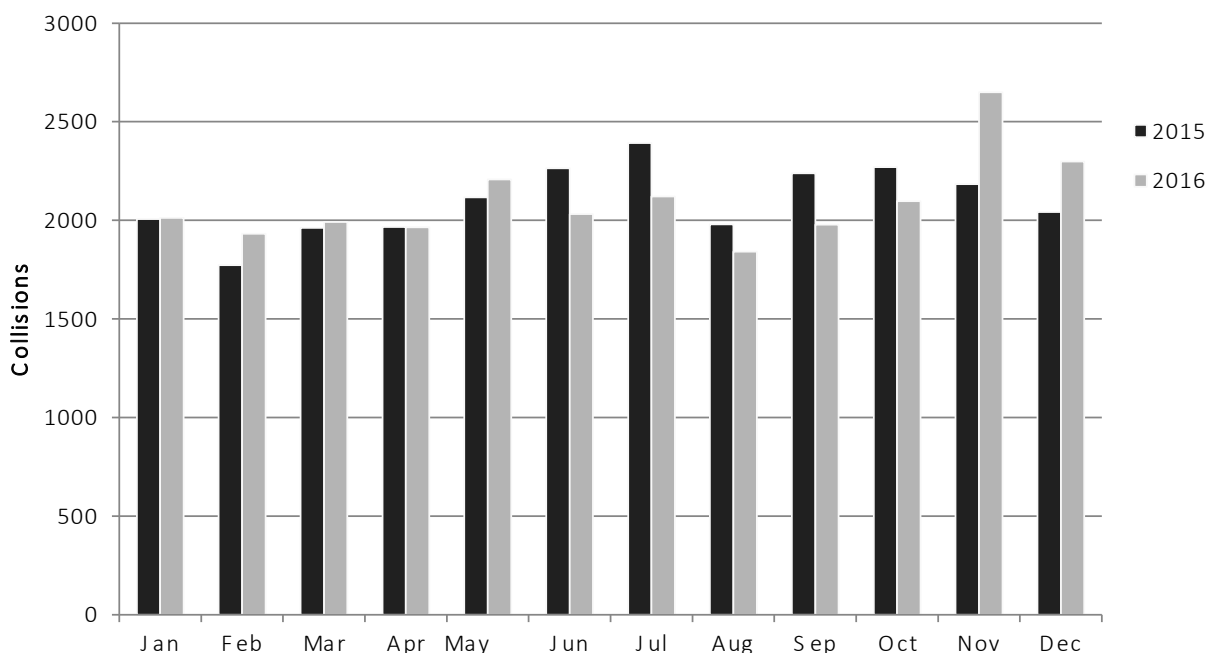
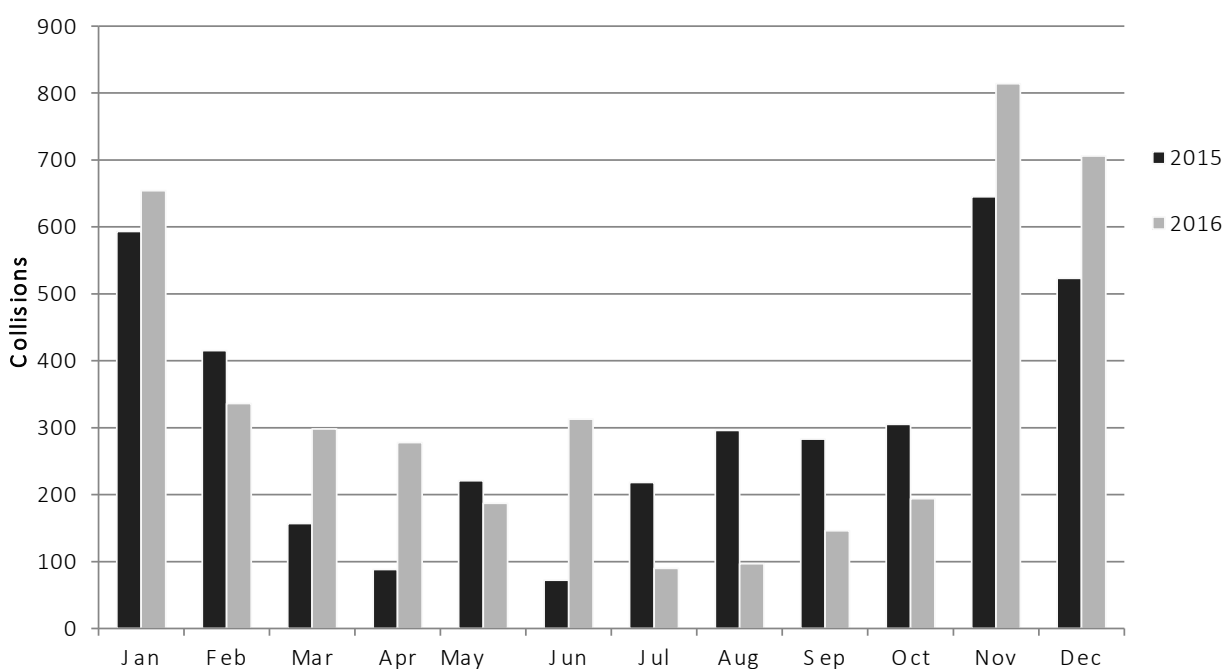


Fig 4: Collisions on a wet road surface in Greater London by month, 2015 and 2016



Road Safety Reports

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

www.tfl.gov.uk/roadsafety

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