



London Road Safety Unit

Casualties in Greater London during 2008

May 2009

This fact sheet provides a summary and initial analysis of personal injury road traffic collisions and casualties in Greater London during 2008 compared with the same period in 2007 and the average for 1994-1998, which is the base period for the 2010 casualty reduction targets.

Data presented is for personal injury road traffic collisions occurring on the public highway, and reported to the police, in accordance with the *Stats 19* national reporting system.

More detailed information and analysis will be available in two forthcoming reports *Towards the year 2010: monitoring casualties in Greater London (Issue 9)* and *Collisions and casualties on London's roads 2008*, which will be published later in the year.

Collisions

23,116 road traffic collisions involving personal injury were reported to the Metropolitan and City Police during 2008 within Greater London. This is a 0.4% decrease compared with 2007.

Casualties

Table 1 shows that the 23,116 collisions resulted in 28,153 casualties. Of these, 204 were fatally injured, 3,322 were seriously injured, and 24,627 were slightly injured.

Compared with 2007, fatalities in 2008 decreased by 8% from 222 to 204, serious injuries decreased by 7% while slight injuries showed no change. Powered two-wheeler fatalities increased by 22% from 41 to 50.

Overall, casualties in 2008 decreased by 1% compared with 2007.

Table 1: Casualties in Greater London 2008
- mode of travel by severity and percentage change over 2007

Mode of travel	Severity of casualty in 2008 (and percentage change over 2007)						Total		% of total in 2008
	Fatal		Serious		Slight				
Pedestrian	94	(-14%)	1,114	(-6%)	3,919	(-1%)	5,127	(-2.4%)	18.2%
Pedal cyclist	15	(0%)	430	(-4%)	2,757	(10%)	3,202	(7.8%)	11.4%
Powered two-wheeler	50	(22%)	688	(-12%)	3,484	(-4%)	4,222	(-5.1%)	15.0%
Car	39	(-25%)	841	(-7%)	12,149	(-1%)	13,029	(-1.1%)	46.3%
Taxi	0	(-100%)	27	(-7%)	284	(-2%)	311	(-2.8%)	1.1%
Bus or coach	1	(0%)	151	(14%)	1,340	(5%)	1,492	(6.0%)	5.3%
Goods vehicle	5	(400%)	40	(-15%)	480	(3%)	525	(1.7%)	1.9%
Other vehicle	0	(-100%)	31	(-33%)	214	(-4%)	245	(-9.6%)	0.9%
Total	204	(-8%)	3,322	(-7%)	24,627	(0%)	28,153	(-0.7%)	100.0%
% of total in 2008	0.7%		11.8%		87.5%		100.0%		

Table 2: Towards the year 2010: Monitoring casualties in London - all roads.

Casualties in year to December 2008 compared with 1994-98 average and year to December 2007

Casualty severity	User group	Casualty numbers			Percentage change in 12 months ending Dec 2008 over:	
		1994-1998 average	12 months ending Dec 2007	12 months ending Dec 2008	12 months ending Dec 2007	1994-1998 average
Fatal	Pedestrians	136.0	109	94	-14%	-31%
	Pedal cyclists	14.8	15	15	0%	1%
	Powered two-wheeler	33.6	41	50	22%	49%
	Car occupants	55.4	52	39	-25%	-30%
	Bus or coach occupants	3.0	1	1	0%	-67%
	Other vehicle occupants	6.0	4	5	25%	-17%
	Total	248.8	222	204	-8%	-18%
Fatal and serious	Pedestrians	2,136.6	1,292	1,208	-7%	-43%
	Pedal cyclists	566.8	461	445	-3%	-21%
	Powered two-wheeler	932.8	819	738	-10%	-21%
	Car occupants	2,568.8	952	880	-8%	-66%
	Bus or coach occupants	256.4	134	152	13%	-41%
	Other vehicle occupants	223.0	126	103	-18%	-54%
	Total	6,684.4	3,784	3,526	-7%	-47%
	Children (under 16yrs)	935.4	331	310	-6%	-67%
Slight*	Pedestrians	7,155.2	3,960	3,919	-1%	-45%
	Pedal cyclists	3,845.6	2,509	2,757	10%	-28%
	Powered two-wheeler	5,139.4	3,629	3,484	-4%	-32%
	Car occupants	19,314.0	12,224	12,149	-1%	-37%
	Bus or coach occupants	2,017.4	1,274	1,340	5%	-34%
	Other vehicle occupants	1,525.2	981	978	0%	-36%
	Total	38,996.8	24,577	24,627	0%	-37%
All severities	Pedestrians	9,291.8	5,252	5,127	-2%	-45%
	Pedal cyclists	4,412.4	2,970	3,202	8%	-27%
	Powered two-wheeler	6,072.2	4,448	4,222	-5%	-30%
	Car occupants	21,882.8	13,176	13,029	-1%	-40%
	Bus or coach occupants	2,273.8	1,408	1,492	6%	-34%
	Other vehicle occupants	1,748.2	1,107	1,081	-2%	-38%
	Total	45,681.2	28,361	28,153	-1%	-38%

NB. Shaded areas show the National and London casualty reduction target categories.

* The Mayor's target is for 25% 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 killed or seriously injured by 40% by 2010.

These targets were achieved in London, apart from those for powered two wheelers, by 2004. The Mayor therefore announced new, more challenging targets in March 2006, to be achieved by 2010:

- a 50% reduction in the number of people killed or seriously injured
- a 50% reduction in the number of cyclists and pedestrians killed or seriously injured
- a 40% reduction in the number of powered two wheeler users killed or seriously injured (unchanged)
- a 60% reduction in the number of children killed or seriously injured
- a 25% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres

Table 2 shows progress towards these targets for the 12 months ending December 2008, and highlights both national and London casualty target categories.

In the national casualty target categories:

- All fatal or seriously injured casualties were 47% below the 1994-98 average, following a 7% decrease in the 12 months ending December 2008.
- All child fatal or seriously injured casualties were 67% below the 1994-98 average, after a 6% decrease in the 12 months ending December 2008.
- Slight casualties were 37% below the 1994-98 average, following virtually no change (0.2% increase) in the 12 months ending December 2008.

For the London casualty target categories:

- Pedestrians killed or seriously injured were 43% below the 1994-1998 average, after a 7% decrease in the 12 months ending December 2008.
- Pedal cyclists killed or seriously injured were 21% below the 1994-1998 average, following a 3% decrease in the 12 months ending December 2008. This is the first year the number of cyclists seriously injured has fallen since 2004. This decrease should be seen in the context of the considerable increase in cycling over a number of years, resulting from encouragement of cycling in London as a sustainable mode of travel.
- Powered two-wheeler riders killed or seriously injured were 21% below the 1994-1998 average, following a 10% decrease in the 12 months ending December 2008.

It is also important to note that in the 12 months ending December 2008:

- Fatalities were 18% below the 1994-1998 average following an 8% decrease in the 12 months ending December 2008, despite a 22% increase in powered two-wheeler fatalities in the 12 months to December 2008.
- Overall casualties were 38% below the 1994-1998 average, following a 1% decrease in the 12 months ending December 2008.

Casualty class

Data for 2008 in Table 1 and Figures 1 and 2 illustrate the vulnerability of pedestrians to serious injury and death.

Pedestrians accounted for:

- 18% of all casualties
- 34% of all serious injuries
- 46% of all fatalities

Riders / passengers of powered two wheelers accounted for

- 15% of all casualties
- 21% of all serious injuries
- 25% of all fatalities

Pedal cyclists accounted for

- 11% of all casualties
- 13% of all serious injuries
- 7% of all fatalities

Car occupants accounted for

- 46% of all casualties
- 25% of all serious injuries
- 19% of all fatalities

Bus or coach occupants accounted for 5% of all casualties, and goods vehicle occupants for 2%. **Taxi occupant** casualties accounted for 1% of all casualties.

Fig. 1: Total casualties by mode of travel, Greater London, 2008 (Jan-Dec)

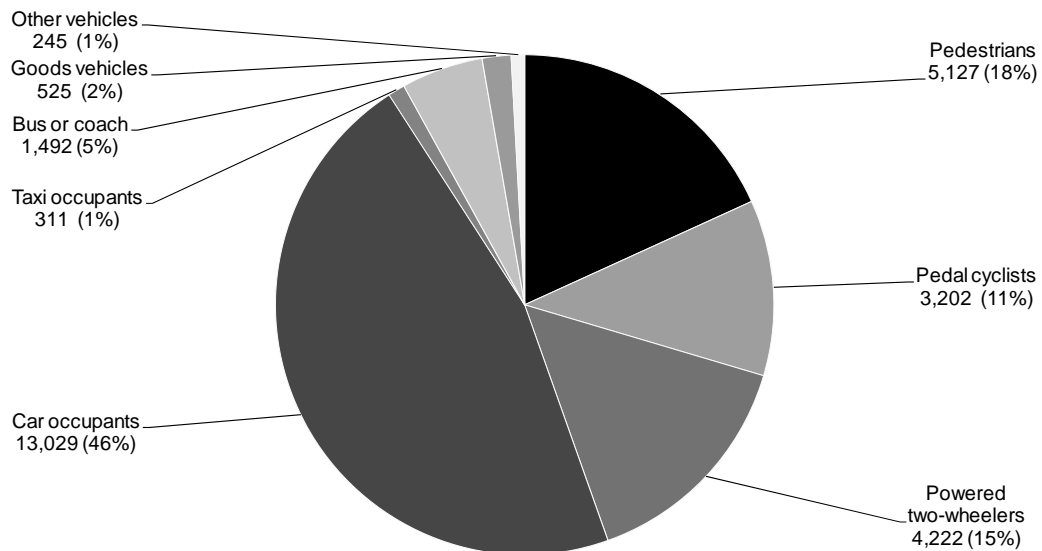


Fig. 2: Killed or seriously injured casualties by mode of travel, Greater London, 2008 (Jan-Dec)

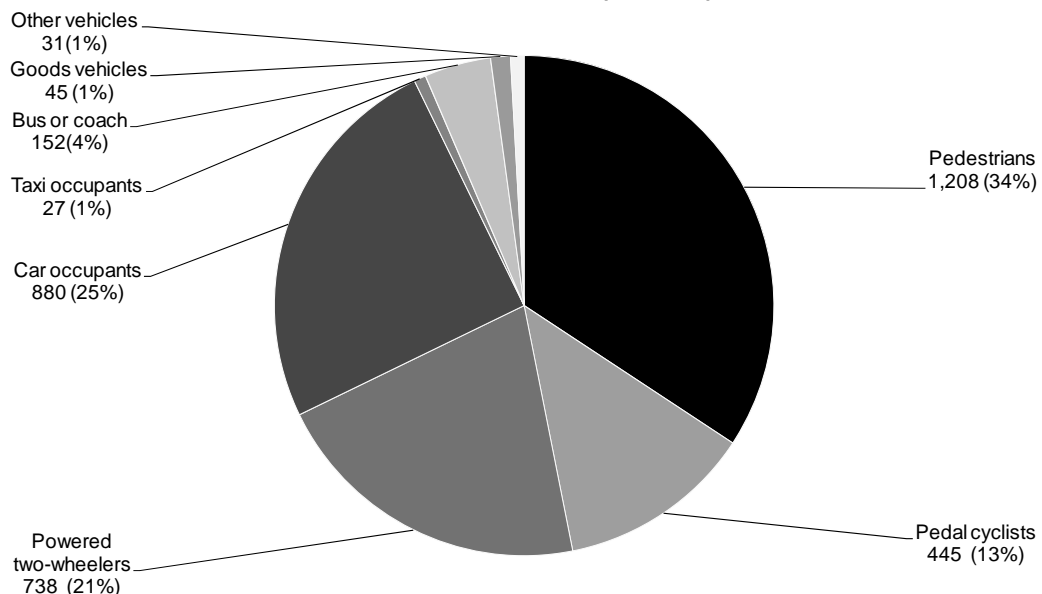


Table 3: Casualties in Greater London 2008 - casualty class by vehicle and change over 2007

Vehicle type	Casualty class in 2008 (and percentage change over 2007)							
	Driver/rider		Passenger		Pedestrian		Total	
Pedal cycle	3,186	(8%)	16	(45%)	78	(10%)	3,280	(7.9%)
Powered two-wheeler	4,089	(-5%)	133	(-11%)	479	(-7%)	4,701	(-5.3%)
Car	9,419	(0%)	3,610	(-3%)	3,423	(-3%)	16,452	(-1.6%)
Taxi	192	(14%)	119	(-21%)	184	(14%)	495	(2.9%)
Bus or coach	125	(-5%)	1,367	(7%)	455	(4%)	1,947	(5.5%)
Goods vehicle	413	(0%)	112	(8%)	369	(-5%)	894	(-1.2%)
Other vehicle	159	(-16%)	86	(5%)	139	(3%)	384	(-5.4%)
Total	17,583	(0%)	5,443	(-1%)	5,127	(-2%)	28,153	(-0.7%)
% of total in 2008	62.5%		19.3%		18.2%		100.0%	

Table 4: Casualties in Greater London 2008 - 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	1,092	776	2,114	667	478	2,835	2,292	5,127
Pedal cyclist	228	405	2,237	87	245	2,477	725	3,202
Powered two-wheeler	20	959	2,932	55	256	3,805	417	4,222
Car	537	2,660	7,168	915	1,749	7,307	5,722	13,029
Taxi	3	20	231	30	27	233	78	311
Bus or coach	156	100	604	441	191	557	935	1,492
Goods vehicle	8	69	395	23	30	470	55	525
Other vehicle	20	21	161	20	23	186	59	245
Total	2,064	5,010	15,842	2,238	2,999	17,870	10,283	28,153
% of total in 2008	7.3%	17.8%	56.3%	7.9%	10.7%	63.5%	36.5%	100.0%

During 2008, 159 out of the 204 fatalities (78%) were people outside of vehicles (pedestrians, pedal cyclists and powered two-wheeler users). For seriously injured casualties the equivalent figure was 67%.

In the main road user groups, the following compares casualty figures in 2008 with 2007:

- **Pedestrian** casualties decreased by 2%. Pedestrian fatalities decreased by 14% from 109 to 94, serious injuries decreased by 6% and slight injuries decreased by 1%.
- **Pedal cyclist** casualties overall increased by 8%. However, fatalities remained unchanged at 15, serious injuries decreased by 4% and slight injuries increased by 10%.
- **Powered two-wheeler** casualties saw an overall decrease of 5%. Fatalities increased by 22% from 41 to 50. Serious injuries decreased by 12% and slight injuries decreased by 4%.

- **Car occupant** casualties, by far the largest casualty category, saw an overall decrease of 1%. Fatalities decreased by 25% from 52 to 39, serious injuries decreased by 7%, and slight injuries decreased by 1%.
- Although comparatively small in number, **taxi occupant** casualties decreased by 3% to 311, **goods vehicle occupant** casualties increased by 2% to 525, and **bus or coach occupant** casualties increased by 6% to 1,492.

Casualty class and associated vehicle

Table 3 shows the casualty class and type of vehicle directly associated with each casualty, during 2008 compared with 2007. 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.

Table 5: Child casualties in 2008 - mode of travel by severity and percentage change over 2007

Mode of travel	Severity of casualty in 2008 (and percentage change over 2007)						Total	% of total in 2008
	Fatal		Serious		Slight			
Pedestrian	13	(63%)	213	(-12%)	866	(-7%)	1,092	(-7.8%) 52.9%
Pedal cyclist	0	(0%)	32	(45%)	196	(5%)	228	(9.1%) 11.0%
Powered two-wheeler	1	(∞)	7	(40%)	12	(-25%)	20	(-4.8%) 1.0%
Car	3	(∞)	24	(-35%)	510	(3%)	537	(1.1%) 26.0%
Taxi	0	(0%)	0	(-100%)	3	(200%)	3	(-40.0%) 0.1%
Bus or coach	0	(0%)	15	(25%)	141	(29%)	156	(28.9%) 7.6%
Goods vehicle	0	(0%)	1	(∞)	7	(17%)	8	(33.3%) 0.4%
Other vehicle	0	(0%)	1	(∞)	19	(375%)	20	(400.0%) 1.0%
Total	17	(113%)	293	(-9%)	1,754	(0%)	2,064	(-0.9%) 100.0%
% of total in 2008	0.8%		14.2%		85.0%		100.0%	

Gender of casualty

In 2008, Table 4 shows that males accounted for about 63% and females for 37% of casualties. It shows considerable variation in the proportion of male to female casualties for different modes of travel. Females accounted for 63% of bus or coach occupant casualties and 43% of car occupant casualties. Males accounted for 90% of powered two-wheeler casualties, 77% of pedal cyclist casualties, 56% of car occupant casualties and 55% of pedestrian casualties. Analysis of car occupants shows that males accounted for 61% of car driver casualties, and females made up 57% of car passenger casualties.

Casualty age groups

Table 4 shows a wide variation in casualties according to age group for each mode of travel. This suggests that the age as well as gender affect accessibility and choice of mode. Age was known for 89% of all casualties in 2008.

Of child casualties (under 16 years), 53% were pedestrians, 26% were car occupants, 8% were bus passengers and 11% were pedal cyclists. Table 5 shows that in 2008, 17 children were killed (13 pedestrians, three car passengers and one powered two wheeler rider), an increase of 113% from eight in 2007. In addition, 293 were seriously injured and 1,754 slightly injured. Child seriously injured casualties decreased by 9%, and overall, child casualties decreased by 1%. Of young adult casualties (16 to 24 years), 53% were car occupants, 15% were

pedestrians, 19% were powered two-wheeler users and 8% were pedal cyclists.

Of adult casualties (25 to 59 years), 45% were car occupants, 18% were powered two-wheeler riders or passengers, 13% were pedestrians and 14% were pedal cyclists.

Of older road user casualties (60 years and over), the largest groups were car occupants (41%), pedestrians (30%), and bus or coach occupants (20%).

Casualty variation throughout London

Table 6 shows the number of casualties in each of the main road user groups, for each of the London boroughs, and the percentage change in 2008 compared with 2007. There were several differences in the changes between inner and outer London, and between individual boroughs.

The total numbers of casualties decreased by 2% in outer London but increased by 2% in inner London. Pedestrian casualties decreased by 2% in inner London and 3% in outer London. Pedal cyclist casualties showed a 6% increase in inner

London, and a 12% increase in outer London. Powered two-wheeler casualties decreased by 4% in inner and by 7% in outer London. Car occupant casualties increased by 5% in inner London and decreased by 3% in outer London.

Table 6: Casualties in Greater London 2008 by borough and percentage change over 2007

Borough	Total casualties		Pedestrians		Pedal cyclists		Powered two-wheelers		Car occupants		Total vehicle occupants	
City of London	379	(-1%)	105	(-12%)	111	(21%)	71	(-21%)	41	(21%)	274	(5%)
Westminster	1,604	(-6%)	458	(-4%)	277	(0%)	306	(-20%)	313	(3%)	1,146	(-6%)
Camden	853	(1%)	196	(-16%)	167	(8%)	184	(4%)	219	(18%)	657	(8%)
Islington	681	(2%)	130	(-19%)	160	(0%)	122	(-12%)	210	(41%)	551	(9%)
Hackney	978	(4%)	196	(3%)	188	(27%)	176	(24%)	314	(-13%)	782	(5%)
Tower Hamlets	1,103	(14%)	194	(25%)	137	(10%)	189	(-13%)	476	(17%)	909	(12%)
Greenwich	921	(-3%)	153	(10%)	56	(-15%)	113	(-8%)	494	(-4%)	768	(-6%)
Lewisham	880	(0%)	149	(-4%)	104	(-3%)	140	(2%)	409	(4%)	731	(1%)
Southwark	1,189	(13%)	235	(7%)	236	(11%)	208	(2%)	375	(32%)	954	(15%)
Lambeth	1,187	(5%)	234	(8%)	205	(15%)	248	(1%)	372	(-4%)	953	(4%)
Wandsworth	891	(-3%)	176	(-7%)	166	(-1%)	224	(-5%)	258	(7%)	715	(-1%)
Hammersmith & Fulham	675	(-12%)	135	(-15%)	131	(-8%)	178	(-5%)	193	(-11%)	540	(-11%)
Kensington & Chelsea	829	(4%)	185	(1%)	150	(3%)	252	(13%)	146	(-10%)	644	(6%)
Total Inner London	12,170	(2%)	2,546	(-2%)	2,088	(6%)	2,411	(-4%)	3,820	(5%)	9,624	(3%)
Waltham Forest	927	(10%)	160	(13%)	65	(-2%)	72	(-20%)	569	(16%)	767	(10%)
Redbridge	837	(7%)	125	(9%)	34	(31%)	64	(-4%)	557	(6%)	712	(6%)
Havering	932	(3%)	93	(-16%)	29	(-6%)	77	(-4%)	652	(5%)	839	(6%)
Barking & Dagenham	615	(7%)	98	(13%)	29	(38%)	57	(19%)	376	(-1%)	517	(6%)
Newham	1,077	(7%)	198	(-8%)	71	(11%)	90	(0%)	623	(11%)	879	(11%)
Bexley	632	(9%)	89	(-12%)	35	(6%)	84	(17%)	379	(16%)	543	(13%)
Bromley	865	(-4%)	128	(0%)	67	(49%)	107	(-8%)	498	(-9%)	737	(-5%)
Croydon	1,129	(-1%)	168	(-20%)	93	(60%)	155	(17%)	620	(-4%)	961	(3%)
Sutton	564	(-4%)	84	(1%)	38	(-3%)	95	(23%)	301	(-15%)	480	(-5%)
Merton	521	(-4%)	90	(-11%)	62	(5%)	101	(-1%)	234	(0%)	431	(-2%)
Kingston	453	(23%)	80	(27%)	52	(-5%)	71	(9%)	218	(42%)	373	(22%)
Richmond	467	(-4%)	63	(-28%)	96	(19%)	103	(13%)	161	(-19%)	404	(1%)
Hounslow	930	(0%)	122	(15%)	91	(20%)	119	(-4%)	509	(-10%)	808	(-2%)
Hillingdon	960	(-7%)	127	(1%)	53	(23%)	67	(-19%)	630	(-12%)	833	(-8%)
Ealing	1,000	(-13%)	180	(-5%)	87	(12%)	133	(-22%)	512	(-15%)	820	(-14%)
Brent	785	(-7%)	201	(21%)	54	(0%)	92	(-26%)	374	(-15%)	584	(-14%)
Harrow	470	(-5%)	80	(-17%)	24	(26%)	48	(50%)	308	(-3%)	390	(-3%)
Barnet	1,222	(-12%)	194	(-16%)	50	(-25%)	114	(-35%)	791	(-4%)	1,028	(-11%)
Haringey	743	(-6%)	183	(17%)	52	(11%)	94	(-10%)	327	(-20%)	560	(-12%)
Enfield	854	(-17%)	118	(-14%)	32	(-3%)	68	(-31%)	570	(-9%)	736	(-17%)
Total Outer London	15,983	(-2%)	2,581	(-3%)	1,114	(12%)	1,811	(-7%)	9,209	(-3%)	13,402	(-2%)
Greater London	28,153	(-1%)	5,127	(-2%)	3,202	(8%)	4,222	(-5%)	13,029	(-1%)	23,026	(0%)

Table 7 shows the number of casualties by severity, for each of the London boroughs, in 2008 compared with 2007.

Fatalities increased by 26% in inner London to 92 but decreased by 25% in outer London to 112.

Serious injuries decreased by 6% in inner London and by 8% in outer London.

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

Overall, casualties increased by 2% in inner London and decreased by 2% in outer London.

Table 7: Casualties in Greater London 2008 by borough, severity and percentage change over 2007

Borough	Fatal		Serious		Slight		Total Casualties	
City of London	2	(0%)	49	(7%)	328	(-2%)	379	(-1%)
Westminster	20	(300%)	252	(-10%)	1,332	(-6%)	1,604	(-6%)
Camden	4	(-33%)	119	(20%)	730	(-1%)	853	(1%)
Islington	4	(-43%)	71	(-32%)	606	(9%)	681	(2%)
Hackney	6	(200%)	156	(25%)	816	(1%)	978	(4%)
Tower Hamlets	8	(33%)	138	(-5%)	957	(17%)	1,103	(14%)
Greenwich	12	(50%)	114	(-7%)	795	(-4%)	921	(-3%)
Lewisham	3	(-50%)	110	(-7%)	767	(1%)	880	(0%)
Southwark	8	(60%)	157	(17%)	1,024	(12%)	1,189	(13%)
Lambeth	12	(20%)	152	(-13%)	1,023	(8%)	1,187	(5%)
Wandsworth	6	(200%)	110	(-33%)	775	(3%)	891	(-3%)
Hammersmith & Fulham	3	(-50%)	91	(-6%)	581	(-12%)	675	(-12%)
Kensington & Chelsea	4	(-50%)	109	(-3%)	716	(6%)	829	(4%)
Total Inner London	92	(26%)	1,628	(-6%)	10,450	(3%)	12,170	(2%)
Waltham Forest	3	(0%)	101	(13%)	823	(10%)	927	(10%)
Redbridge	6	(-40%)	77	(-10%)	754	(9%)	837	(7%)
Havering	4	(-67%)	80	(-32%)	848	(10%)	932	(3%)
Barking & Dagenham	8	(14%)	55	(4%)	552	(7%)	615	(7%)
Newham	0	(-100%)	88	(-9%)	989	(10%)	1,077	(7%)
Bexley	0	(-100%)	73	(-26%)	559	(17%)	632	(9%)
Bromley	14	(100%)	126	(-7%)	725	(-4%)	865	(-4%)
Croydon	4	(-56%)	128	(-14%)	997	(1%)	1,129	(-1%)
Sutton	2	(0%)	72	(6%)	490	(-6%)	564	(-4%)
Merton	4	(0%)	60	(3%)	457	(-4%)	521	(-4%)
Kingston	2	(-60%)	63	(43%)	388	(21%)	453	(23%)
Richmond	1	(-50%)	63	(-15%)	403	(-2%)	467	(-4%)
Hounslow	3	(-67%)	99	(5%)	828	(0%)	930	(0%)
Hillingdon	13	(44%)	94	(-12%)	853	(-7%)	960	(-7%)
Ealing	14	(8%)	99	(-20%)	887	(-12%)	1,000	(-13%)
Brent	7	(-36%)	90	(3%)	688	(-8%)	785	(-7%)
Harrow	0	(-100%)	52	(-2%)	418	(-5%)	470	(-5%)
Barnet	18	(29%)	118	(-18%)	1,086	(-12%)	1,222	(-12%)
Haringey	3	(-25%)	77	(4%)	663	(-7%)	743	(-6%)
Enfield	6	(-50%)	79	(-8%)	769	(-17%)	854	(-17%)
Total Outer London	112	(-25%)	1,694	(-8%)	14,177	(-2%)	15,983	(-2%)
Greater London	204	(-8%)	3,322	(-7%)	24,627	(0%)	28,153	(-1%)

Collisions in London in 2008

Month of collisions

Figure 3 shows the month in which collisions occurred and the changes between 2008 and 2007. It shows that there were decreases in eight months of 2008 but increases in four, including February (which has an extra day due to 2008 being a leap year).

Lighting conditions

During 2008, 29% of all collisions occurred in dark conditions, similar to the 28% observed in 2007. Collisions in 2008 that occurred in light conditions decreased by 1% compared with 2007. Collisions in dark conditions increased by 2%.

Road surface conditions

When considering the road surface conditions at the time of collisions, several notable changes were evident in 2008, compared with 2007.

Although the numbers were very small, in 2008, collisions on roads covered with snow, frost or ice remained virtually unchanged, accounting for about 0.6% of all collisions.

Collisions on dry road surfaces decreased by 2%, while those on a wet surface increased by 7%. Figure 4 shows the considerable monthly variation in wet road collisions, and shows substantial increases in 2008 in January, March and April and November compared with 2007, but notable decreases in February, May, June and July.

Overall, during 2008, 80% of collisions occurred on dry road surfaces, 20% on wet roads, and less than 1% on roads covered with snow, frost or ice. Corresponding figures for 2007 were 81%, 18% and less than 1% respectively.

Fig. 3: All collisions in Greater London by month, 2007 and 2008 (Jan-Dec)

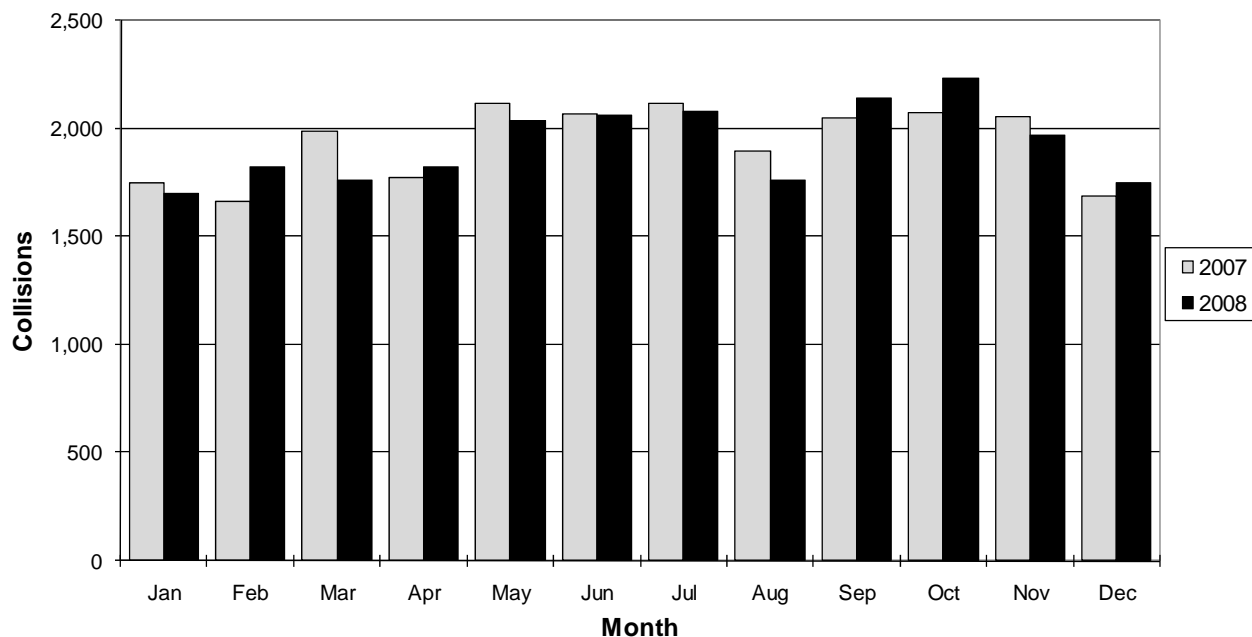
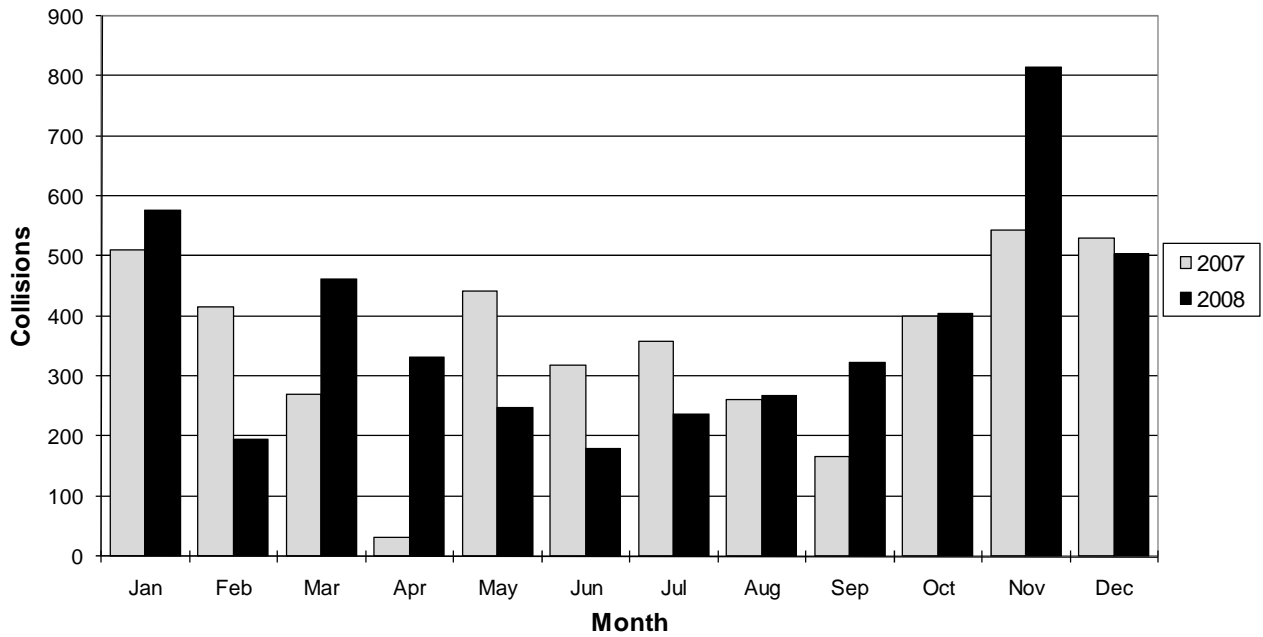


Fig. 4: Collisions on a wet road surface in Greater London by month, 2007 and 2008 (Jan-Dec)



London Road Safety Unit Reports

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

www.tfl.gov.uk/roadsafetyreports

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