Collisions and casualties on London's roads 2004

July 2005

This report presents statistics and a commentary on road traffic collisions occurring on the public highway involving personal injury in the Greater London area. These are collisions reported to the Metropolitan and City of London police forces during 2004. The report also provides a summary of the work carried out by the London Road Safety Unit (LRSU) during the year.

The LRSU is part of the London-wide body Transport for London (TfL). TfL works on behalf of the Mayor, operating London's most important roads and implementing the Mayor's Transport Strategy, including London's Road Safety Plan.

The Greater London area comprises the 32 London boroughs and the City of London. It is the largest metropolitan area in Great Britain. Due to its large size and concentration of vehicle and pedestrian activity, it accounts for some 14% of the total collisions in Great Britain.

Data is presented on collisions, casualties injured and types of vehicles involved. These are presented in total and also analysed by the range of factors collected about each collision as part of the *Stats 19* national reporting system. Data has been presented in two ways: firstly to show how the main collision, casualty and vehicle trends in Greater London compare with previous years, and secondly, to present a more detailed picture of collision, casualty and vehicle factors during 2004 in each of the London boroughs. These factors include severity of collision and casualty, weather and road surface conditions, junction control, class of road user, age and gender of casualty, vehicle type and vehicle manoeuvre.

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Introduction

1.1 Summary of general trends

In 2004, 28,756 personal injury collisions occurring on the public highway were reported to the Metropolitan and City of London police forces within the Greater London area. This represents a decrease of 9.6% over the 31,811 collisions recorded during 2003. These resulted in 34,555 casualties, a decrease of 10.1% compared with the 38,430 recorded in 2003. These decreases are somewhat larger than the figures for Great Britain as a whole, where collisions decreased by 3.1% and casualties by 3.4%[1].

These changes - as well as much of the data recorded in this report - need to be seen in the context of current national and London-wide casualty reduction targets. In March 2000 the Government published its road safety strategy and casualty reduction targets for 2010 in the report *Tomorrow's roads: safer for everyone*. The targets, compared with the average for 1994-98, are:

- a 40% reduction in the number of people killed or seriously injured in road collisions
- 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, one of the key proposals in *The Mayor's Transport Strategy*, published in July 2001, was to develop the first London-wide Road Safety Plan, which was led by TfL Street Management on behalf of the Mayor (Street Management has since become part of Surface Transport directorate, in Spring 2003). Following wide consultation, *London's Road Safety Plan* was published in November 2001. As well as endorsing the national targets *London's Road Safety Plan* recognises the particular issues for vulnerable road users. *The Mayor's Transport Strategy* promotes walking and cycling, and recognises the recent increase in the use of powered two wheelers. Consequently, the 40% reduction target for fatal or serious casualties is to be applied in London to:

pedestrians
pedal cyclists
powered two wheeler users

to ensure that attention is directed at these groups.

By the end of 2004:

- all fatal or serious casualties were 38% below the 1994-98 average, following a 19% decrease to 4,169 in 2004
- child fatal or serious casualties were 48% below the 1994-98 average, following a decrease of 10% to 487 in 2004
- slight casualties were 22% below the 1994-98 average, following a decrease of 9% to 30,386 in 2004. Note that in the absence of guidance at this stage from the Department for Transport (DfT) as to how these are to be measured, slight casualty changes relate to absolute figures rather than rates.

Considering the additional casualty reduction targets for London:

- pedestrian fatal or serious casualties were 38% below the 1994-98 average, after a decrease of 11% to 1,334 in 2004
- pedal cyclist fatal or serious casualties were 40% below the 1994-98 average, following a 23% decrease to 340 in 2004

- powered two wheeler user fatal or serious casualties were 4% below the 1994-98 average, after a 22% decrease to 895 in 2004.

(See table 1a)

Comparing London's performance towards the year 2010 national targets with those for Great Britain, (measured against the 1994-98 average), by the end of 2004:

- fatal or serious casualties in Great Britain had fallen 28% compared with London's fall of 38%
- child fatal or serious casualties in Great Britain had fallen by 43% compared with London's fall of 48%
- slight casualties in Great Britain had fallen by 20% (provisional estimate) compared with London's fall of 22% [1]. Note that in the absence of guidance at this stage from DfT as to how these are to be measured, slight casualty changes in London relate to absolute figures rather than rates.

For further information on progress towards the casualty reduction targets in London, see the report *Towards the year 2010: monitoring casualties in Greater London*, Issue 5 of which was published in July 2005 by TfL.

The trend in total casualties in Greater London over the past ten years was generally flat until 2000 but in the subsequent four years there has been a noticeable decline (see figure 2.2). The still very high numbers continue to place a substantial burden on society in terms of social, emotional and economic costs.

The cost to the community of collisions in Greater London for the year 2004 is estimated to be almost £2.2 billion at June 2004 prices (see *Section 3: Casualty and collision costs*). This suggests that substantial resources still need to be invested in new and existing road safety programmes. This would enable new initiatives to be developed and introduced to try to reduce the very large number of collisions and casualties within Greater

Table 1a Summary of changes in casualties for London casualty reduction target categories by year 2004

Category		Casualties			% change by 2004 compared with	
	Target by 2010 (%)	1994-98 average	2003	2004	2003	1994-98 average
Fatal and serious casualties						
Total	-40%	6,684	5,164	4,169	-19%	-38%
Pedestrians	-40%	2,137	1,499	1,334	-11%	-38%
Pedal cyclists	-40%	567	440	340	-23%	-40%
Powered two-wheelers	-40%	933	1,152	895	-22%	-4%
Children	-50%	935	542	487	-10%	-48%
Slight casualties						
Total	-10%	38,997	33,266	30,386	-9%	-22%

London.

During 2004, collisions and casualties in Greater London accounted for 14% and 12% respectively of those in Great Britain as a whole[1].

The collisions and casualties occurred against a background in which total distance travelled by motor vehicles in Greater London on all roads increased by 7% in the ten years to 2003, from 30.7 to 32.8 billion vehicle kilometres. However in the latest three years for which data is available the increase was only 0.6%. Information for the rest of Great Britain for the same 10 year period to 2003 suggests that the total distance travelled by motor vehicles increased by almost 19%[2].

In Section 2, Table 2a shows a summary of casualties by severity and mode of travel for 2004. Table 2b shows a summary of casualties in 2004 for each borough for each of the main modes of travel together with the percentage change in casualties compared with 2003. Table 2c shows casualties in 2004 according to severity and casualty class. Table 2d shows casualties in 2004 according to the age group and gender of each casualty for each mode of travel.

1.2 Background

This report provides background statistics on personal injury road traffic collisions on the public highway occurring within the Greater London area. This information will assist in policy formulation for road safety, traffic and transport planning studies, the production of road safety plans, and for reference purposes.

This is the 19th annual report published by the London Road Safety Unit (LRSU, formerly the London Accident Analysis Unit). The report continues the series of annual reports previously published by the Greater London Council's Road Safety Unit from 1972 to 1985. The individual tables in Section 6 (Collision Analysis), Section 7 (Casualty Analysis) and Section 8 (Vehicle Analysis) are produced without comment. A commentary is given in Section 2 on the broad collision and casualty trends compared with previous years.

The tables and graphical illustrations are those most commonly requested and not an exhaustive list of possible analyses of the data. Additional tabulations of collision, casualty and vehicle factors associated with the personal injury collisions can be produced and tailored to individual needs.

Requests can be made:

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The report also summarises the work carried out by the LRSU in 2004 and presents details of the current DfT collision and casualty costs.

The attendant circumstances, casualty and vehicle data associated with each personal

injury collision are recorded by the Metropolitan and City of London police forces as part of the *Stats 19* reporting system, as specified by the DfT for the national database for collisions occurring on the public highway. The collision data is processed by the Metropolitan Police Service and forwarded to the LRSU on a monthly basis. The data is then run through the ACCSTATS suite of programs, which validates and assigns the collisions to the LRSU collision network. This is a computerised node and link representation of the (mainly) classified road network in Greater London. The nodes represent junctions of (mainly) classified roads and the links represent (mainly) classified roads between the nodes.

1.3 Important notes about collision data

1.3.1 Comparing collision data from year to year

It is important to be aware of the following points when comparing collision data from year to year:

(a) The numbers of collisions and casualties were changed for the years 1991 to 1997 as some previously missing collisions were reported by the City Police. This mainly affects the City of London and adjacent boroughs, as well as figures for inner London. As a result data contained in this annual report is not directly comparable with data in *LRSU annual reports* or *Factsheets* prior to 1998.

(b) It should be noted that all the data in this report relates to the post-April 1995 Greater London borough boundaries. Because of this it is not possible to compare current Greater London collision and casualty totals or individual borough figures with those in *LRSU annual reports* prior to 1995.

(c) During 1984, the Metropolitan Police improved their procedures for allocating the level of severity associated with reported collisions and recording fatalities. Changes in coding the level of severity were applied to collisions occurring after September 1984, though action on fatalities was backdated to cover all collisions for the whole of 1984. Consequently, care must be taken when comparing collisions on a year to year basis, particularly serious collisions, casualties and fatalities post 1984 with those occurring before 1984.

(d) Data for the City of London recorded by the City of London police was added to the LRSU database for collisions occurring in 1986 and onwards. Therefore, care must be taken when comparing collision and casualty totals for the whole of London or inner London, before and after 1986. Note that all of the tables and figures within this report, including the ten year trend graphs (Figures 2.2 to 2.8), include data for the City of London.

(e) Due to changes in Metropolitan Police Force administrative procedures, collision data for Heathrow Airport are not held for 1982 onwards. Care should be taken when comparing long term data on a year to year basis, particularly in the London Borough of Hillingdon, to which these collisions had previously been allocated.

For continuity the tables and figures included within this report correspond as closely as

possible to those included in earlier reports, which date back to 1972, although the points made in the paragraphs above should be noted.

1.3.2 Reporting levels of collisions and casualties

This report deals only with those collisions notified by the police under the *Stats 19* national reporting system. It is well known from a number of hospital-based studies that there is a degree of under-reporting of casualties nationally. It is likely that data for London will be similarly affected.

In the case of fatalities the figures contained in this report are almost certainly accurate, but for both serious and slight casualties there is probably a degree of under-reporting. However, because the methods of collection of collision data by the police remain consistent over time, it is reasonable to assume that there is consistency between figures for reported collisions over a period of years.

To try to quantify the amount of under-reporting of collisions in London, TfL commissioned a study[3] by Transport Research Laboratory Ltd, which was completed in November 2002. This matched hospital collision and emergency department records of people injured on the roads around three representative hospitals, one each in outer, inner and central London, with police *Stats 19* records of reported personal injury collisions. The main conclusions of the report are set out below:

- The overall reporting rate was judged to be around 70%, rather higher than in previous studies in free-standing towns, which vary between 50 and 60%.
- The level of reporting of pedestrian casualties is in line with previous studies with a best estimate of about 70%.
- The rate for pedal cycles is also in line with other studies at between 66 and 70%.
- The reporting rate for powered two wheeled motor vehicles is higher than in other studies at between 73 and 85%, possibly because of the high number of couriers and others who use their vehicles for work purposes.
- The rate for car occupants is also higher than elsewhere, possibly because of the high proportion of business users, together with a high police presence in London.
- The reporting rate for serious injury is lower than for slight injury, with only about two thirds of serious injuries recorded by the police. This may be because police officers are untrained medically and may systematically underestimate the severity of injuries, especially where internal or head injuries are not immediately apparent.
- Rates for different age groups are close to the average reporting rate of 70%.
- There is no difference between the reporting rates between males and females.

The report is summarised in LRSU's *Safety Research Report No 1*, published in September 2003.

If the best estimate of the reporting rate (70%) is applied to the 34,555 casualties reported to the police during 2004 it can be estimated that there may have been about 49,000 people injured on the roads in

London in 2004.

1.3.3 Definitions of casualty severity

The following definitions are taken from *Stats 20: Instructions for the completion of Road Accident Reports – DfT October 2004:*

- **Fatal injury:** 'fatal' injury includes only those cases where death occurs in less than 30 days as a result of the accident. 'Fatal' does not include death from natural causes or suicide.
- **Serious injury:** examples of 'serious' injury are:
  - fracture
  - internal injury
  - severe cuts
  - crushing
  - burns (excluding friction burns)
  - concussion
  - severe general shock requiring hospital treatment
  - detention in hospital as an in-patient, either immediately or later
  - injuries to casualties who die 30 or more days after the accident from injuries sustained in that accident
- **Slight injury:** examples of 'slight' injury are:
  - sprains, not necessarily requiring medical treatment
  - neck whiplash injury
  - bruises
  - slight cuts
  - slight shock requiring roadside attention
  - (persons who are merely shaken and who have no other injury should not be included unless they receive or appear to need medical treatment)

Note: an injured casualty is coded by the police as seriously or slightly injured on the basis of information available within a short time of the collision. This generally will not include the results of a medical examination, but may include the fact of being detained in hospital, the reasons for which may vary somewhat from area to area.

1.4 Transport and traffic issues in 2004

1.4.1 Major road, traffic and public transport schemes or initiatives

During 2004, the following major schemes or initiatives were started, completed or ongoing.

- Work started on widening the M25 between the M3 and M4. The work includes a spur road to Terminal 5 at Heathrow Airport from junction 14.
- The Government promised TfL up to £200 million funding towards the £450 million cost of the Thames Gateway bridge, which will link Beckton on the north side of the River Thames with Thamesmead on the south side. Later, TfL submitted planning applications to the London boroughs of Newham and Greenwich for the new bridge.
- Work started on the A23 Coulsdon Relief Road. The 2.9 km single carriageway road will bypass the town and includes two new roundabouts, a flyover and bus lanes.
- The DfT approved the Transport and Works Act submission for the Docklands Light Railway extension to Woolwich Arsenal. The 2.5 km scheme will be a continuation of the extension of the DLR network to London City Airport, currently under construction, and involve the

construction of bored tunnels under the Thames and a new station at Woolwich Arsenal to provide an interchange with mainline rail services. Completion is due in 2008.

- The Government confirmed funding for the dualling of a 1.8 km section of the A206 Thames Road in Crayford under its sustainable communities plan as part of the Thames Gateway project.
- Work started on enlarging and refurbishing Wembley Park station on the Jubilee and Metropolitan underground lines in preparation for the opening of the new Wembley national sports stadium.
- The Government gave TfL powers to proceed with the East London Underground Line extensions, together with borrowing approval to fund the scheme. Phase 1 involves an extension to Dalston Junction north of the Thames and Crystal Palace and West Croydon south of the Thames. Phase 2 would extend the line to Clapham Junction and Highbury and Islington.
- The Greater London Authority approved plans for the Olympic Park in east London following approval by the London boroughs of Newham, Hackney, Tower Hamlets and Waltham Forest. The Olympic Park would include the main facilities to hold the 2012 Olympic Games. TfL has proposed upgrades to surface rail and underground services and improvements to bus services, cycle and pedestrian access.
- The Vauxhall Cross interchange improvement scheme opened in December. The scheme serves 17 bus routes and Vauxhall underground and main line stations. It includes an improved road layout, sheltered waiting areas and seating, cycle routes and parking, and improved pedestrian tunnels under the main line station.

1.4.2 Selected announcements in 2004

During 2004 there were several announcements from the DfT and other sources regarding issues associated with road safety.

January

- The DfT commissioned work by the Transport Research Laboratory (TRL) that will result in road engineering design guidelines to cater for motorcycles, scooters and mopeds.
- The cycling organisation Sustrans indicated that the latest DfT statistics demonstrated that levels of cycling were increasing without a corresponding increase in cycle casualties. Sustrans told the National Cycling Strategy Board that cycle casualties fell by 11% in 2002 while the amount of cycling increased by 5%.
- A DfT commissioned study by TRL reported that the safety of cyclists at roundabouts could be improved through a range of engineering measures such as reducing the number of entry and exit lanes, tighter geometry on approach roads, enlarging the central island and introducing toucan crossings on roundabout arms.

February

- The Parliamentary Advisory Council for Transport Safety (PACTS) reported that the increases in drink-driving and motorcycling casualties were putting the Government's road safety targets at risk.
- TfL urged London boroughs to develop

local targets to reverse the decline in walking, in support of the capital's new walking plan. The plan proposes to halt the decline in walking in the short term and by 2015 to increase the number of walking trips under two miles by 10%, and increase the average number of trips made on foot per person per year by 10%.

March

- It was announced that the Association of Chief Police Officers was to produce a set of recommended standards for any local authority or police force in England or Wales that wished to offer speeding motorists an awareness course instead of a fine and points on their licence.
- The DfT announced that seventeen road safety projects would be funded from the latest allocation of the Road Safety Challenge Fund, most of which were aimed at improving safety among children and young adults.
- The Transport Minister confirmed that all safety cameras operated by camera partnerships complied with DfT's guidelines on siting. In the same week it was announced that safety camera partnerships were to publish collision data for all camera sites in an effort to convince the public that the cameras were intended to save lives rather than raise revenue.
- The DfT confirmed that cyclists and pedestrians were included in the definition of 'traffic' that local authority traffic managers would have a duty to keep moving under the requirements of the Traffic Management Bill.
- Local authorities in England and Wales were invited by the Government to come forward with plans to pilot new arrangements for home to school transport in an effort to cut the number of car trips to school and control the rising cost of school transport provision.

April

- In a report for the DfT by Southampton University a new system for reporting contributory factors to road traffic collisions was recommended. The report suggested the use of 48 contributory factors covering matters such as driving and pedestrian behaviour, vehicle defects, and local conditions that police should use in compiling their collision reports. Later, as part of the DfT's five-yearly review of *Stats 19* collision data a new national system for coding collision causation was introduced in 2005 (see para 5.10).
- The House of Commons transport select committee recommended that all school children should have the choice of either a safe walking route or free bus transport to school.
- The London Assembly transport committee called on Government to approve use of speed cameras to enforce 20 mph zones as a possible alternative to road humps. In response the DfT ruled out their use saying that cameras did not have the same zonal effect on speed as traffic calming measures and that deploying numerous cameras in a 20 mph zone would be unpopular with motorists and residents.
- A private member's Bill to make it illegal for child cyclists to ride without a helmet failed to make progress because of insufficient MP's in attendance in the House of Commons.

- The Home Office reported that the number of speeding offences detected by cameras in England and Wales rose by 40% in 2002.
- The DfT published the first review of its road safety strategy *Tomorrows roads - safer for everyone*. The review reported that the number of people killed or seriously injured (ksi's) fell by 17% compared with the 1994-98 base, with child ksi's down even more substantially at 33%.

May

- The DfT published two revised draft local transport notes on walking and cycling, the first bringing together all the DfT's advice on walking and cycling and their relationship with matters such as health, land-use planning and social inclusion. The second was on the design of adjacent and shared use pedestrian/cycling provision.
- The Transport Secretary announced that in the light of controversy about speed cameras he had asked DfT to examine every camera site in the country. Any that did not satisfy the collision criteria set for site location would be considered for removal elsewhere.
- The DfT announced that it was commissioning research into how to cut the number of speeding drivers, which would include a review of whether speed awareness courses for those driving only slightly above the limit were more effective than points on the driver's licence.

June

- The DfT published a three year evaluation of the national safety camera partnership programme which showed that the number of people killed or seriously injured at camera sites had fallen by 40%. Announcing the results the Transport Secretary noted that the figures proved that cameras save lives.
- A £1.4 million TV, radio and cinema summer drink-driving campaign *THINK!* AGAIN was launched, primarily aimed at 17 to 29 year olds.

July

- A report by TRL indicated that the road safety skills of children living in traffic calmed areas were no better or worse than those living outside these areas. It concluded that the attitudes of parents and schools to road safety are stronger influences.
- In response to a Parliamentary Question the Transport Minister indicated that research showed that driver fatigue accounted for about 10% of all collisions in Great Britain and that 6% of collisions involved a driver with blood alcohol levels in excess of the legal limit.
- The Traffic Management Act became law requiring local authorities to designate a traffic manager with responsibility to manage the road network and keep traffic, including pedestrians and cyclists, flowing.
- The National Travel Survey reported that the number of walking trips made by people in Britain had fallen by 20% in the previous 10 years, highlighting the challenge facing the DfT and local authorities in their efforts to promote more walking. It also reported that the proportion of primary-aged children

walking to school had declined from 61% to 53% over the same period with an increase from 30 to 39% in numbers being driven to school.

August

- Guidance by TfL to London boroughs on preparation of local implementation plans included the need for a target on the contribution to the London-wide traffic reduction target set out in the mayor's transport strategy, together with targets for increases in cycling and in journeys made on foot.
- The final report of the DfT's advisory group on motorcycling was published with the aim of providing ministers with advice on measures to improve motorcycle safety, the environmental impact of motorcycling and the role of motorcycling within overall transport policy. Key recommendations included that Government should change its negative attitude to allowing motorcycles in bus lanes and ensure that motorcycling interests were brought into mainstream transport planning.
- A research report by TRL for DfT demonstrated that the number of casualties per motorcycle or per kilometre travelled by motorcycles had been fairly stable over a decade. It concluded that the increasing number of motorcycle casualties was a consequence of increased motorcycle use and no other new risk factor such as 'born again bikers', middle aged people acquiring bikes after a lengthy break.
- The Transport Minister announced that the Government was to trial the use of ignition lock devices to prevent convicted drink-drivers using their cars after drinking alcohol.
- A guide to encourage the media to behave responsibly in the way they portray road safety issues was published by the Royal Society for the Prevention of Accidents. The guide was supported by the DfT.
- PACTS reported that the growth in the number of fixed penalty notices for speeding had not been matched by a growth in driver disqualifications, and suggested that drivers may be modifying their behaviour.

September

- The DfT selected the number of people killed or seriously injured on roads as one of eight new mandatory indicators to monitor Local Transport Plan performance.
- According to a trial of road collision causation factors for the DfT excessive speed was the most important contributory factor to fatal collisions whereas driver inattention was the biggest single contributory factor to injury collisions
- The DfT published a consultation document outlining a new system of graduated fixed penalties for speeding motorists, the fine and points penalty depending on the speed above the limit at the time of the offence. The proposals would give motorists exceeding a 30 mph limit by a small margin fewer penalty points than those exceeding a 20 mph limit by a similar margin.
- A DfT commissioned study of the effects of road humps on vehicles and vehicle occupants concluded that there was no case for any revision to the existing

guidance. The study was aimed at addressing concerns of bus companies and drivers that humps were damaging vehicles and causing or exacerbating back injuries.

- DfT annual road casualty figures showed that the number of people killed on Britain's roads in 2003 had risen by 2% whereas serious casualties had fallen by 6% and all casualties by 4%. The number of people killed whilst riding two wheeled motor vehicles increased by 14%, largely because of the growth in motorcycling. Fatalities involving drink-driving rose 2%, and PACTS noted that this category of fatality was now 100 more than only four years previously.

October

- Research published by the DfT concluded that almost a quarter of all road traffic crashes on motorways and A roads that result in fatalities or serious injury were sleep-related.
- A £10 million fund was made available to transport charity Sustrans to develop safer walking and cycling routes to schools. Sustrans will oversee the building of links from the National Cycle Network to schools in 100 local authority areas.

November

- A Department of Health White Paper included a proposal for a team of NHS accredited health trainers to be established in England to promote physical exercise such as walking and cycling and offer advice to anyone who wanted to adopt a healthier lifestyle. It also reiterated the pledge that by 2010 all schools in England should have 'active' travel plans and indicated that by 2006 a national standard for cycle training for children would be launched.
- The ALG announced that it was funding a project to identify ways to overcome the barriers that stop people walking into towns in four London boroughs. The project would be developed in partnership with pedestrian charity 'Living Streets'.
- The DfT instructed all safety camera partnerships in England and Wales to review so-called 'legacy' speed camera sites and remove any that do not perform a casualty reduction function. 'Legacy' cameras are those that were installed before a police force area joined the national safety camera programme and did not have to meet the strict accident-related criteria that partnerships must use.
- The 2005-6 spending settlement for London boroughs and various transport partnerships was announced by TfL, with road safety, walking and cycling schemes featuring strongly.
- The Government published its new Road Safety Bill following a consultation exercise. The Bill proposed a graduated system of punishments for speeding motorists despite opposition from some road safety campaigners. The Bill also proposed allowing police to carry out breath tests at the roadside, increased penalties for offences such as driving whilst using a hand-held mobile phone, extending retraining courses to motorists convicted of speeding and careless driving, piloting motorway rest areas and banning speed camera detectors.
- The regulatory impact assessment of the new Road Safety Bill indicated that the

Bill would clarify which types of speed camera alert devices were unacceptable and which performed a valid road safety function. It suggested that the use of devices that 'jam' cameras or deflect their beam would be banned, as would units that identified cameras by detecting their signal.

- The Transport Minister indicated that he was opposed to large area-wide 20 mph zones in urban areas, as proposed by some road safety interests, because he considered them unnecessary and difficult to enforce.
- The DfT published revised draft guidance to local authorities on the setting of all local speed limits.

December

- The DfT published a consultation on additional methods to address the problem of uninsured drivers, including the use of Automatic Number Plate Recognition technology and empowering the police to seize vehicles driven by uninsured drivers.
- The DfT announced a new code of practice for the police that required drivers to undertake roadside tests if they were suspected of driving under the influence of drugs.
- Cycling charity Sustrans announced development of an 'active travel' programme linking transport and health issues in London. Other measures in the plan include supporting the delivery of school travel plans and safe routes to school.
- A report on cycling in bus lanes was published by TRL, giving guidance on options for increasing the safety and convenience for cyclists. It suggested that transport planners should treat cyclists as equal users of bus lanes.
- A detailed package of road safety measures was agreed by European transport ministers and recommended by the Council of the European Union. The measures form part of the EU's aim to halve the number of road collision fatalities by 2010. About 20,000 people currently die in road collisions in the EU each year.

References

1. *'Road Casualties in Great Britain Main Results 2004' Department for Transport, 2005*
2. *'London Travel Report 2004' Transport for London, 2004*
3. *'Reporting of Road Traffic Accidents in London: Matching Police Stats 19 records with Hospital Accident and Emergency Department Data' Transport Research Laboratory Ltd, 2002*

2

Collisions and casualties in 2004

2.1 Collision trends

Collisions in Greater London decreased by 9.6% in 2004 following decreases of 6.1% in 2003 and 7.6% in 2002. In 2004 there were 28,756 collisions in Greater London, of which 208 were fatal, 3,658 were serious and 24,890 were slight.

Fatal collisions decreased from 259 in 2003 (down 19.7%), which followed decreases from 265 in 2002 (down 2.3%), and from 293 in 2001 (down 9.2%). Fatal collisions tend to fluctuate from year to year because of the relatively small numbers involved (see Figure 6.7a). Serious collisions decreased by 18.9%, following decreases of 8.0% in 2003 and of 7.4% in 2002 (Figure 6.7b). Slight collisions decreased by 8.0%. The changes in collision numbers resulted in a reduction in the collision severity ratio (i.e. the ratio of fatal and serious collisions to total collisions) from 0.150 to 0.134.

Collisions involving pedestrians, which accounted for 21.6% of all collisions, decreased by 10.1%. Non-pedestrian collisions, which accounted for the remaining 78.4% of collisions, decreased by 9.5% (Figure 6.2).

With regard to the monthly variation in collision numbers, the worst month in 2004 was October - the same as in 2003 - when 9.4% of collisions occurred, followed by June (9.0%) and July (8.8%). The month with the lowest number of collisions was February, - also the same as in 2003 - when only 7.2% of collisions occurred (Figure 6.22).

Considering the day of the week, the worst days were, as usual, Fridays, when 16.3% of all collisions and 21.3% of weekday collisions occurred. 13.1% of collisions occurred on Saturdays and 10.5% on Sundays (Figure 6.23).

As in previous years, the worst hour of the day was in the evening between 5pm and 6pm when 7.7% of all collisions occurred. A broad peak was observed between 3pm and 7pm during which time 29.2% of collisions occurred. Collisions occurred at a high level from about 7am to midnight. Smaller peaks were noted in the morning between 8am and 10am and in the early afternoon between noon and 3pm, when 12.4% and 17.5% of all collisions occurred respectively (Figure 6.24).

Considering the road surface conditions at the time of collisions, several changes were evident in 2004 compared with 2003. Although the numbers were relatively small, the number of collisions on roads covered with snow, frost or ice decreased by 47%. Those occurring on a dry road surface decreased by 13%, whilst those on a wet surface increased by 11%. There were substantial increases in wet road collisions in January, March, April, August, September and October, compared with the same months in 2003. Overall in 2004 79% of collisions occurred on dry road surfaces, 21% on wet roads, and less than 1% on roads covered with snow, frost or ice. Corresponding figures for 2003 were 82%, 17% and 1% respectively. In addition during 2004 50 collisions occurred on an oil/diesel covered surface and seven with mud, which makes up about 0.2% of the total number of collisions.

During 2004 the proportion of collisions

occurring in dark conditions was 30%, almost identical to the 31% observed in 2003. The number of collisions in light conditions decreased by 9% compared with 2003 while those in dark conditions decreased by 11%.

In 2004, 43.4% of all collisions occurred in the 13 inner London boroughs (including the City of London), with the remaining 56.6% occurring in the 20 outer London boroughs. Compared with 2003 the proportion of collisions in outer London has increased a little relative to that of inner London. Overall, collisions decreased by 11.7% in inner London and by 7.9% in outer London.

Collisions at or within 20 metres of junctions continued to account for the majority of collisions, amounting to 71.0% of the total. The number of junction collisions decreased by 13.9% compared with 2003. The junction types with the largest proportion of collisions were *T or staggered*, where 39.5% of all collisions occurred and *crossroads* where 16.1% were recorded. The number of collisions at *multiple junctions* decreased by 14.3%, at *slip roads* by 1.1% and at *mini-roundabouts* by 14.2%. The number of collisions at *crossroads* decreased by 16.0%, at *roundabouts* by 3.3%, at *T or staggered junctions* by 12.0% and at *private drives* by 35.6%.

Regarding the method of junction control, 64.1% of all junction collisions occurred at those with *give way* control, 26.9% at *automatic traffic signal* controlled junctions and 8.6% at *uncontrolled* junctions. At controlled junctions the number of collisions at *stop sign* controlled junctions increased by 80.0% and those at *authorised person* controlled junctions by 5.3%. The number of collisions at *automatic traffic signal* controlled junctions decreased by 10.3%. and at *give way* controlled junctions by 14.0%.

In 2004, 6.1% of all collisions involved a parked vehicle, which is a slightly lower proportion than in 2003.

Regarding the classes of roads on which collisions occurred, only 1.0% occurred on *motorways*, while 62.3% of collisions occurred on *A* class roads, 8.7% on *B* class roads and the remaining 28.0% on *C or unclassified* roads. These proportions are very similar to those of 2003. Compared with 2003, collisions on *motorways* increased by 2.8%. Collisions on *A* roads decreased by 10.7%, collisions on *B* roads by 10.7% and collisions on *C or unclassified* roads by 7.0%.

With regard to the speed limit, 0.2% of all collisions in 2004 occurred on roads with a speed limit of 20 mph, 90.8% on 30 mph limit roads, 5.0% on 40 mph limit roads, 2.5% on 50 mph limit roads, 0.4% on 60 mph limit roads and 0.9% on 70 mph limit roads. Comparison with 2003 shows that collisions increased by 71.8% on 20mph roads, decreased by 9.9% on 30 mph roads, by 13.0% on 40 mph roads, and by 5.9% on 50 mph roads, and increased by 40.0% on 60 mph roads and by 3.4% on 70 mph limit roads.

2.2 Casualty trends

During 2004, the 28,756 personal injury collisions reported to the Metropolitan and City of London police forces resulted in

34,555 casualties. Compared with 2003, this represents a decrease of 10.1%. 216 casualties were killed, 3,953 were seriously injured and 30,386 were slightly injured (Table 2a). Compared with 2003, fatalities decreased by 20.6% from 272 to 216, serious injuries decreased by 19.2% and slight injuries decreased by 8.7%.

It should be noted that fatal collisions and casualties tend to fluctuate considerably from year to year because of the relatively small numbers involved. Consequently it is only possible to detect trends by looking at the data over a period of several years. If the figures for all fatal casualties over the past five years are considered, the year on year changes range from a decrease of 20.6% to an increase of 5.3%, suggesting that relatively large annual fluctuations are to be expected.

The 34,555 casualties were made up of 20,309 vehicle drivers or riders (58.8%), 7,870 vehicle passengers (22.8%) and 6,376 pedestrians (18.5%). Compared with 2003, driver/rider casualties decreased by 9.7%, vehicle passenger casualties by 10.8%, and pedestrian casualties by 10.5%.

Table 2b shows the changes in casualties according to mode of travel, split between inner and outer London, and indicates that there were differences in the changes in the two areas of London for some of the different modes. Total casualties decreased by 11.6% in inner London, and by 9.0% in outer London. Pedestrian casualties decreased by 10.7% in inner London and by 10.3% in outer London, and pedal cyclist casualties decreased by 2.3% and 4.5% respectively. Powered two wheeler casualties decreased by 14.1% in both inner and outer London. Car occupants, by far the largest of the road user groups, decreased by 13.3% and 9.2% respectively.

Table 2a Casualties in Greater London in 2004 by mode of travel and severity of casualty

Mode of travel	Fatal	Serious	Slight	Total	% of total
Pedestrians	92	1,242	5,042	6,376	18.5%
Pedal cyclists	8	332	2,620	2,960	8.6%
Powered two-wheelers	47	848	4,663	5,558	16.1%
Car occupants	53	1,239	14,871	16,163	46.8%
Taxi occupants	1	17	286	304	0.9%
Bus or coach occupants	4	191	2,058	2,253	6.5%
Goods vehicle occupants	9	60	623	692	2.0%
Other vehicle occupants	2	24	223	249	0.7%
Total casualties	**216**	**3,953**	**30,386**	**34,555**	**100.0%**
(% of total)	**0.6%**	**11.4%**	**87.9%**	**100.0%**	

Table 2b: 2004 Casualties in Greater London by borough and mode of travel showing percentage change over 2003 figures

Borough	Total casualties		Pedestrians		Pedal cyclists		Powered two-wheelers		Car occupants		Total vehicle occupants	
City of London	343	*(4.6%)*	102	*(30.8%)*	80	*(25.0%)*	81	*(-4.7%)*	36	*(-32.1%)*	241	*(-3.6%)*
Westminster	2,117	*(-12.3%)*	631	*(-5.5%)*	268	*(-12.1%)*	436	*(-15.2%)*	432	*(-10.0%)*	1,486	*(-14.9%)*
Camden	1,174	*(-7.6%)*	324	*(-10.0%)*	189	*(2.2%)*	238	*(-15.6%)*	274	*(-4.9%)*	850	*(-6.6%)*
Islington	908	*(-19.8%)*	182	*(-30.5%)*	167	*(-7.7%)*	225	*(-12.8%)*	212	*(-31.6%)*	726	*(-16.6%)*
Hackney	1,061	*(-6.8%)*	218	*(-15.8%)*	128	*(-8.6%)*	189	*(-4.1%)*	407	*(-0.7%)*	843	*(-4.1%)*
Tower Hamlets	991	*(-6.2%)*	189	*(-4.1%)*	104	*(31.6%)*	212	*(-14.2%)*	390	*(-13.5%)*	802	*(-6.7%)*
Greenwich	1,062	*(-14.8%)*	172	*(-8.0%)*	55	*(5.8%)*	169	*(-11.5%)*	558	*(-15.7%)*	890	*(-16.0%)*
Lewisham	1,257	*(-12.6%)*	232	*(-17.7%)*	85	*(0.0%)*	218	*(-15.5%)*	576	*(-11.7%)*	1,025	*(-11.4%)*
Southwark	1,274	*(-21.2%)*	278	*(-15.0%)*	149	*(-22.8%)*	271	*(-25.5%)*	408	*(-26.4%)*	996	*(-22.8%)*
Lambeth	1,415	*(-18.8%)*	296	*(-18.0%)*	196	*(4.8%)*	327	*(-26.8%)*	441	*(-23.0%)*	1,119	*(-19.0%)*
Wandsworth	1,203	*(2.5%)*	220	*(-1.8%)*	169	*(9.7%)*	306	*(-4.1%)*	389	*(4.6%)*	983	*(3.5%)*
Hammersmith & Fulham	874	*(-3.7%)*	185	*(2.2%)*	140	*(1.4%)*	225	*(0.9%)*	245	*(0.4%)*	689	*(-5.2%)*
Kensington & Chelsea	741	*(-12.0%)*	165	*(-14.1%)*	96	*(-9.4%)*	205	*(-9.3%)*	207	*(-10.0%)*	576	*(-11.4%)*
Total Inner London	**14,420**	***(-11.6%)***	**3,194**	***(-10.7%)***	**1,826**	***(-2.3%)***	**3,102**	***(-14.1%)***	**4,575**	***(-13.3%)***	**11,226**	***(-11.8%)***
Waltham Forest	895	*(-16.9%)*	183	*(-5.2%)*	53	*(-15.9%)*	101	*(-8.2%)*	480	*(-23.4%)*	712	*(-19.5%)*
Redbridge	1,132	*(-12.0%)*	137	*(-9.9%)*	39	*(-13.3%)*	94	*(-23.0%)*	770	*(-11.2%)*	995	*(-12.3%)*
Havering	1,083	*(-3.5%)*	98	*(-32.4%)*	32	*(0.0%)*	99	*(-7.5%)*	711	*(-5.6%)*	985	*(0.8%)*
Barking & Dagenham	755	*(-0.4%)*	117	*(21.9%)*	42	*(55.6%)*	82	*(-2.4%)*	468	*(-2.1%)*	638	*(-3.6%)*
Newham	952	*(-14.6%)*	222	*(-10.5%)*	62	*(-3.1%)*	89	*(-18.3%)*	507	*(-14.4%)*	730	*(-15.8%)*
Bexley	732	*(-4.2%)*	102	*(-8.9%)*	28	*(-6.7%)*	82	*(-28.7%)*	442	*(0.0%)*	630	*(-3.4%)*
Bromley	1,135	*(3.7%)*	149	*(-5.1%)*	61	*(-7.6%)*	142	*(-6.6%)*	639	*(2.1%)*	986	*(5.1%)*
Croydon	1,394	*(-5.9%)*	247	*(-13.9%)*	95	*(39.7%)*	216	*(5.4%)*	720	*(-7.8%)*	1,147	*(-4.0%)*
Sutton	612	*(-7.3%)*	103	*(-10.4%)*	39	*(25.8%)*	99	*(-12.4%)*	322	*(-9.0%)*	509	*(-6.6%)*
Merton	590	*(-18.3%)*	93	*(-35.4%)*	67	*(21.8%)*	112	*(-19.4%)*	266	*(-17.6%)*	497	*(-14.0%)*
Kingston	461	*(-12.2%)*	66	*(-28.3%)*	49	*(0.0%)*	74	*(-32.1%)*	243	*(4.3%)*	395	*(-8.8%)*
Richmond	624	*(-14.2%)*	109	*(2.8%)*	79	*(-21.8%)*	148	*(-20.9%)*	249	*(-12.3%)*	515	*(-17.1%)*
Hounslow	1,102	*(-13.8%)*	142	*(-16.5%)*	64	*(-36.0%)*	163	*(-6.3%)*	618	*(-17.7%)*	960	*(-13.4%)*
Hillingdon	1,320	*(-3.0%)*	152	*(25.6%)*	62	*(-7.5%)*	120	*(-21.6%)*	890	*(-4.6%)*	1,168	*(-5.8%)*
Ealing	1,411	*(-17.2%)*	250	*(-18.8%)*	87	*(-23.7%)*	185	*(-14.0%)*	776	*(-18.0%)*	1,161	*(-16.8%)*
Brent	1,213	*(-12.2%)*	236	*(-5.2%)*	65	*(0.0%)*	159	*(-22.8%)*	660	*(-11.8%)*	977	*(-13.8%)*
Harrow	708	*(4.7%)*	121	*(2.5%)*	37	*(37.0%)*	65	*(25.0%)*	451	*(1.6%)*	587	*(5.2%)*
Barnet	1,570	*(-5.3%)*	234	*(-6.8%)*	52	*(-26.8%)*	203	*(-6.0%)*	962	*(-3.6%)*	1,336	*(-5.0%)*
Haringey	997	*(-17.1%)*	246	*(-11.8%)*	71	*(34.0%)*	101	*(-36.5%)*	464	*(-22.9%)*	751	*(-18.7%)*
Enfield	1,449	*(-5.0%)*	175	*(-15.0%)*	50	*(-15.3%)*	122	*(-6.9%)*	950	*(-2.6%)*	1,274	*(-3.4%)*
Total Outer London	**20,135**	***(-9.0%)***	**3,182**	***(-10.3%)***	**1,134**	***(-4.5%)***	**2,456**	***(-14.1%)***	**11,588**	***(-9.2%)***	**16,953**	***(-8.7%)***
Greater London	**34,555**	***(-10.1%)***	**6,376**	***(-10.5%)***	**2,960**	***(-3.1%)***	**5,558**	***(-14.1%)***	**16,163**	***(-10.4%)***	**28,179**	***(-10.0%)***

The average number of casualties per collision was 1.20, very slightly lower than the 1.21 in 2003.

2.3 Pedestrian casualties

The 6,376 pedestrian casualties in 2004 accounted for 18.5% of all casualties, the same proportion as that of the previous year. Compared with 2003, pedestrian casualties showed a decrease of 10.5%, continuing a downward trend evident since 1989. Pedestrian fatalities decreased by 22.7% from 119 in 2003 to 92, following an increase of 11.2% from 107 in 2002, and a decrease of 16.4% from 128 in 2001. It is worth noting that pedestrian fatalities have fluctuated considerably over the past few years with annual percentage change ranging from an increase of 12.6% in 1999 to the current year decrease of 22.7%. Serious injuries decreased by 10.0% to 1,242, and slight injuries decreased by 10.4% to 5,042. In 2004, pedestrians accounted for 42.6% of all fatalities, which is slightly lower than the respective figure for 2003 of 43.7%.

The continuing vulnerability of pedestrians to more serious injury is illustrated by the fact that in 2004 they accounted for 42.6% of fatalities and 31.4% of serious injuries, but comprised only 18.5% of all casualties.

Casualties decreased in all the main age bands. Child pedestrian casualties (i.e. under 16 years) fell by 7.8%, young adult pedestrian casualties (16 to 24 years) by 13.3%, adult pedestrian casualties (25 to 59 years) by 9.9% and pedestrian casualties aged 60 or over by 16.2%. Pedestrian casualties where the age was unknown decreased by 4.5%.

Regarding pedestrian fatalities by age group, child pedestrian fatalities increased from seven in 2003 to eight in 2004. Young adult pedestrian fatalities decreased from 15 to six and adult pedestrian fatalities from 43 to 29. Fatalities among pedestrians aged 60 or over decreased from 53 to 47. Although pedestrian fatalities tend to fluctuate from year to year because of their relatively small numbers, there has been a general downward trend, with numbers reducing by over 60% in the past 20 years.

There is a much clearer downward trend in recent years for most age groups of pedestrian casualties when fatal and serious casualties are combined. Compared with five years ago in 1999, fatal and serious pedestrian casualties had fallen by 28.4% by 2004. Child pedestrian fatal and serious

Table 2c Casualties in Greater London 2004 tabulated by casualty class and severity

Casualty class	Fatal	Serious	Slight	Total
Driver/rider	95	2,030	18,184	20,309
Passenger	29	681	7,160	7,870
Pedestrian	92	1,242	5,042	6,376
Total casualties	**216**	**3,953**	**30,386**	**34,555**

casualties decreased by 39.6% in the same five year period, and young adults by 21.5%. Adult pedestrian fatal and serious casualties decreased by 20.0% and those aged 60 or over decreased by 36.0%. Pedestrian fatal and serious casualties of unknown age decreased by 14.5%. By the end of 2004 pedestrian fatal and serious casualties were at a level 37.6% below the 1994 to 1998 average (the base period for the current casualty reduction targets).

With regard to pedestrian casualties by gender in 2004, 57.7% were males and 42.3% females. For pedestrian fatal casualties the equivalent figures were 59.8% for males and 40.2% for females.

17.2% of pedestrians were injured when crossing a road at a formal crossing point, i.e. zebra, pelican or other signal controlled crossing. A further 17.2% were injured when crossing the road within 50 metres of a crossing. However, most (62.6%) were injured either when crossing the road away from a formal pedestrian crossing, or while not crossing the road (i.e. on a footpath or verge, or in the carriageway). In 3.0% of cases the pedestrian's location was unknown.

The vast majority of pedestrians injured (68.9%) were hit by cars. 9.9% were hit by powered two-wheelers, 8.9% by buses or coaches, 6.7% by goods vehicles, 2.5% by taxis and 1.2% by pedal cycles.

Considering areas of London, 50.1% of pedestrian casualties occurred in inner London and 49.9% in outer London. Compared with 2003, pedestrian casualties showed a decrease of 10.7% in inner London and of 10.3% in outer London.

Table 2d Casualties in Greater London in 2004 by mode of travel, age group and gender

	Age					Gender		
Mode of travel	**0-15**	**16-24**	**25-59**	**60+**	**Unknown**	**Male**	**Female**	**Total**
Pedestrians	1,507	1,091	2,590	788	400	3,678	2,698	6,376
Pedal cyclists	393	421	1,877	85	184	2,302	658	2,960
Powered two-wheelers	72	1,431	3,745	79	231	5,037	521	5,558
Car occupants	870	3,493	9,481	1,105	1,214	8,659	7,504	16,163
Taxi occupants	6	14	217	41	26	224	80	304
Bus or coach occupants	162	157	892	794	248	761	1,492	2,253
Goods vehicle occupants	20	102	496	36	38	621	71	692
Other vehicle occupants	23	26	138	24	38	199	50	249
Total casualties	**3,053**	**6,735**	**19,436**	**2,952**	**2,379**	**21,481**	**13,074**	**34,555**
% of total	**8.8%**	**19.5%**	**56.2%**	**8.5%**	**6.9%**	**62.2%**	**37.8%**	**100.0%**

2.4 Pedal cyclist casualties

Pedal cyclist casualties decreased by 3.1% in 2004 following reductions of 0.2% in 2003, 7.8% in 2002 and 5.2% in 2001. Prior to 2000, pedal cyclist casualties had remained at a fairly constant level throughout most of the 1990s. There were 2,960 pedal cyclist casualties which accounted for 8.6% of total casualties, a little higher than the previous year's proportion of 8.0%.

With regard to the severity of injury, there were eight pedal cyclist fatalities in 2004, a decrease of 57.9% on the figure of 19 in 2003. Because of the small numbers involved, pedal cyclist fatalities often fluctuate considerably from year to year. The 2004 figure of eight is the lowest recorded annual figure for Greater London, with the previous lowest figure being 10 in 1999. Serious injuries decreased by 21.1% to 332, while slight injuries increased by 0.2% to 2,620.

Over the past 20 years the higher severity pedal cycle casualty categories (fatal and serious casualties) have also fluctuated considerably. However, this pattern masks trends for different age groups. The higher severity child (under 16 years) and young adult casualties (16 to 24 years) have tended to decline since the late 1980s. For adult higher severity casualties (25 to 59 years) the figures for this period have tended to fluctuate from year to year but with no strong trend evident. By the end of 2004 pedal cycle fatal and serious casualties were 40.0% below the 1994 to 1998 average.

In 2003, where the age of the casualty was known, child pedal cyclist casualties (under 16 years) increased by 1.0%, young adult pedal cyclist casualties (16 to 24 years) decreased by 9.1%, adult pedal cyclist casualties (25 to 59 years) decreased by 2.4% and injuries to pedal cyclists aged 60 or over decreased by 5.6%. Pedal cyclist casualties where the age was unknown decreased by 3.7%.

Considering areas of London, 61.7% of pedal cycle casualties occurred in inner London and 38.3% in outer London. Compared with 2003, pedal cyclist casualties decreased by 2.3% in inner London, and by 4.5% in outer London.

2.5 Powered two-wheeler casualties

There were 5,558 powered two-wheeler casualties in 2004, which accounted for 16.1% of all casualties, down from 16.8% in 2003. Compared with 2003, powered two-wheeler rider and passenger casualties showed a decrease of 14.1%. The decrease is welcome since it continues a downward trend evident since 2002 (down 11.1% in 2002 and 8.1% in 2003). Previously there had been an upward trend evident since 1995, and between 1996 and 2001 substantial annual increases ranging between 3% and 10% had been recorded. Between 1982 and 1995 there had been a steady reduction in casualties, (apart from one year, 1989). The decrease in 2004 means that by the end of 2004 the higher severity powered two-wheeler casualties (fatal and serious combined) were 4.1% below the 1994 to 1998 average. A comparison of the average number of licensed vehicles in 1994-8 with the number in 2004 (i.e. on the same basis as the casualty target monitoring) shows that whilst there has been a 57% increase in vehicles

licensed, there has been a decrease in powered two wheeler fatal and serious combined casualties of 4%.

In 2004, powered two-wheeler fatalities decreased by 25.4% from 63 to 47, serious injuries decreased by 22.1% from 1,089 to 848 and slight injuries decreased by 12.3% to 4663.

With regard to areas of London, 55.8% of powered two-wheeler casualties occurred in the 13 inner London boroughs and 44.2% in the 20 outer London boroughs. Compared with 2003, powered two-wheeler casualties decreased by 14.1% in both inner and outer London.

2.6 Car occupant casualties

Car occupants form by far the largest group of road user casualties. In 2003 there were 16,163 injuries to car occupants, which amounts to nearly half (46.8%) of all casualties, almost identical to the 46.9% proportion recorded in 2003. Casualty numbers in this category decreased by 10.4% compared with 2003.

Regarding severity of casualty, fatalities fell by 15.9% from 63 in 2003 to 53 in 2004. Serious casualties decreased by 24.8% to 1,239, and slight casualties decreased by 8.9% to 14,871. Over a period of ten years the trend for all car occupant casualties was relatively flat until 2000, but from 2001 there has been a downward trend. For the higher severity casualties (fatal and serious combined) over the same period there was an increase between 1995 and 1997 but since then there has been a generally downward trend. The decrease in 2004 was 24.4% which means that by the end of 2004, the higher severity car occupant casualties (fatal and serious combined) were 49.7% below the 1994-98 average.

Over two thirds (71.7%) of all car casualties occurred in outer London, and 28.3% occurred in inner London. Casualties in inner London decreased by 13.3% and in outer London by 9.2%.

Seat belt fitting and usage were recorded for 35.8% of car driver casualties. Where seat belt fitting/usage was reported, 93.3% of driver casualties were wearing a seat belt, while 4.9% had a seat belt fitted but not worn. Only 1.8% were in a vehicle with a driver's seat belt not fitted.

Seat belt fitting and usage were recorded for 35.5% of front seat car passenger casualties. Where seat belt fitting/usage was reported, 89.4% of front seat car passenger casualties were wearing a seat belt, while 8.3% had a seat belt fitted but not worn. Only 2.4% were in a vehicle with a front seat belt not fitted.

Rates of usage of rear seat belts remain lower. Since September 1989, if seat belts or child restraints are fitted in the rear of a car, it is the legal responsibility of the driver to ensure that children under 14 years wear them. From July 1991, it has also been the legal requirement for adults to wear a rear seat belt if fitted. However, during 2004, out of the 27.9% of rear seat car passenger casualties where use/fitting of a belt was recorded, 70.4% of passengers were using a belt, 25.7% had a belt fitted but not worn, and 3.9% did not have a belt fitted. The proportion of rear seat casualties recorded

as wearing a belt has increased from 66.1% in 2003.

2.7 Taxi casualties

In 2004 there were 304 taxi driver or passenger casualties, which is a decrease of 4.7% compared with 2003. There was one fatality, which compares with none in 2003. Serious injuries decreased by 45.2% from 31 to 17 and slight injuries decreased by 0.7% to 286. Taxi casualties accounted for 0.9% of all casualties in 2004, a slightly higher proportion than in the previous year.

2.8 Goods vehicle casualties

In 2004 there were 692 goods vehicle driver or passenger casualties, which is a decrease of 15.3% compared with 2003. Fatalities increased by 200.0% from three to nine, serious injuries fell by 28.6% to 60 and slight injuries by 14.7% to 623. Goods vehicle casualties accounted for 2.0% of all casualties in 2004, which is a slightly lower proportion than was recorded in the previous year.

2.9 Bus or coach casualties

There were 2,253 driver and passenger casualties injured on buses or coaches during 2004, accounting for 6.5% of all casualties, a slightly larger proportion than in 2003. Fatalities fell from five to four, serious injuries decreased by 12.4% to 191, while slight injuries decreased by 2.9% to 2,058. Overall, casualties decreased by 3.8% in 2004.

Of the 2,102 bus or coach passengers injured during 2004, 38.0% were standing in the vehicle, 42.5% were seated, 9.6% were alighting and 9.8% were boarding the vehicle.

2.10 Casualties by gender

There are considerable differences in the distribution of casualties when the gender of the casualty is taken into account. In 2004, males accounted for 62.2% of all casualties with females comprising 37.8%. These proportions are similar to those of the previous year, and indeed of the past few years, although over a period of ten years the ratio of male to female casualties has risen. This reflects a greater downward trend in the number of female casualties over the period compared with that for males. Between 1995 and 2004 male casualties decreased by 19.9% and female casualties by 28.5%.

With regard to the casualty class, in 2004 males formed a majority of both the driver and pedestrian casualty categories with 72.2% and 57.7% respectively, while females made up 60.0% of all passenger casualties.

Looking at the mode of travel associated with casualties in 2004, 77.8% of pedal cyclist casualties and 90.6% of powered two-wheeler casualties were male. For car drivers, 58.9% of casualties were male, but for car passengers 57.9% were female. Females accounted for 66.2% of bus or coach casualties, which probably highlights the greater dependence women have on public transport. Males accounted for 89.7% of all goods vehicle occupant casualties.

2.11 Casualties by age group

This section considers casualties where the

age of the casualty was known, which in 2004 was 93.1% of all casualties. Overall in 2004, children under 16 years accounted for 8.8% of all casualties, young adults between 16 and 24 years for 19.5%, adults between 25 and 59 years for 56.2%, and the older road user aged 60 or over for 8.5%. This distribution of casualties by age group is similar to that recorded in 2003.

In 2004, there were 3,053 child casualties of which 49.4% were pedestrians, 28.5% were car occupants and 12.9% were pedal cyclists. Children made up 23.6% of all pedestrian casualties, 13.3% of all pedal cycle casualties and 5.4% of all car occupant casualties. 21.5% of child casualties were injured on a journey to or from school, which is slightly lower than the proportion recorded in 2003 (22.4%).

Compared with 2003, child casualties in 2004 decreased by 8.4%, following decreases of 10.8% in 2003 and 13.7% in 2002. Higher severity child casualties (fatal and serious combined) fell by 10.1% from 542 in 2003 to 487. This means that by the end of 2004 these higher severity casualties were 47.9% below the average for 1994 to 1998, the base period for the national casualty target of a 50% reduction in the number of children killed or seriously injured by the year 2010. The trend for these higher severity child casualties shows a steady decline in the early 1990s, but between 1993 and 1998 they remained at about the same level, followed by decreases in each of the past six years.

There were varying changes within the different modes of travel available to children. Child pedestrian casualties decreased by 7.8%, pedal cyclist casualties increased by 1%, car occupant casualties decreased by 12.3% and bus and coach passenger casualties decreased by 16.1%.

In 2004, there were 6,734 young adult casualties (16 to 24 years), a decrease of 11.2% compared with 2003. 51.9% of these were car occupants, 21.3% were powered two-wheeler riders, 16.2% were pedestrians and 6.3% were pedal cyclists. Young adults in this age group accounted for 21.6% of all car occupant casualties, 25.7% of powered two-wheeler casualties, 17.1% of pedestrian casualties and 14.2% of pedal cycle casualties.

Compared with 2003, young adult pedestrian casualties decreased by 13.3%, powered two-wheeler casualties by 17.0%, car occupant casualties by 7.7% and pedal cycle casualties by 9.1%.

During 2004, there were 19,436 adult casualties (25 to 59 years), which is a decrease of 10.4% compared with 2003. Adult casualties accounted for 56.2% of all casualties. Just under half of these (48.8%) were car occupants, 19.3% were powered two-wheeler casualties, 13.3% were pedestrians and 9.7% were pedal cyclists. Adults in this age group accounted for 58.7% of all car occupant casualties, 67.4% of powered two-wheeler casualties, 40.6% of pedestrian casualties and 63.4% of pedal cycle casualties.

Compared with 2003, adult pedestrian casualties decreased by 9.9%, pedal cycle casualties by 2.4%, powered two-wheeler casualties by 14.1% and car occupant casualties by 10.8%. Adult goods vehicle

occupant casualties decreased by 13.9%, and bus and coach occupant casualties by 4.1%, whereas taxi occupant casualties increased by 0.9%.

During 2004, 2,952 casualties were older road users aged 60 years or over, accounting for 8.5% of all casualties. Of these the largest numbers were car occupants (37.4%), pedestrians (26.7%), and bus or coach occupants (26.9%). Overall there was a decrease of 11.4% in casualty numbers in the older road user age group compared with 2003. Of the main casualty classes there was a decrease of 16.1% in pedestrian casualties, and 20.1% in car casualties, whereas there was an increase of 7.4% in bus or coach casualties.

2.12 Vehicles involved in collisions

In 2004, a total of 49,883 vehicles were involved in the 28,756 personal injury collisions within the Greater London area. This represents a decrease of 9.8% compared with 2003. There were decreases in involvement in collisions for all vehicle types. Car involvement decreased by 10.2%, goods vehicle involvement by 10.7%, taxi involvement by 9.5% and powered two-wheeler involvement by 13.1%. Pedal cycle involvement in collisions decreased by 3.5% and bus or coach involvement by 4.5%.

Cars accounted for 66.8% of all vehicles involved in collisions, followed by powered two-wheelers (12.3%), goods vehicles (6.2%), pedal cycles (6.1%), buses or coaches (6.0%), taxis (1.4%) and other vehicles (1.3%).

Considering the age profile of vehicle drivers or riders involved in collisions in 2004, 1.5% were under 17 years, 13.7% were between 17 and 24 years, 23.6% were between 25 and 34 years, 39.5% between 35 and 64 years, and 3.2% aged 65 years or over. In addition, 18.5% of drivers were of unknown age.

Compared with 2003, there were differences in the changes between the age groups of vehicle drivers or riders involved in collisions in 2004. Young drivers under 17 involved in collisions decreased by 7.2%, those between 17 and 24 years by 10.5% and those between 25 and 34 years by 14.4%. Drivers between 35 and 64 years decreased by 8.9% and those 65 years and over by 5.8%.

The number of drivers involved in personal injury collisions and providing a positive breath test decreased from 792 in 2003 to 620 in 2004, down 21.7%. The number tested and providing a negative test decreased from 20,817 to 18,335, down 11.9%. The percentage of those tested, who provided a positive test, fell slightly from 3.7% in 2003 to 3.3% in 2004. However, this data will underestimate the involvement of alcohol in collisions as there will have been collisions where it was not possible to conduct a breath test for medical reasons, and also a relatively large number of cases where the collision details were reported to the police at a police station, i.e. subsequent to the collision, so that a breath test would not have been conducted.

3

Casualty and collision costs

3.1 DfT collision costs

Table 3a shows the road collision costs by severity and road type for all hours of the day, as published by the DfT in *Highways Economics Note No. 1 (December 2004).* These collision costs are based on the following average costs per casualty at June 2003 prices:

Fatality	£1,312,260
Serious casualty	£147,460
Slight casualty	£11,370
Average, all casualties	£42,850

To convert June 2003 to June 2004 prices, the Department suggests that these costs should be multiplied by 1.0499. This is the current estimate of the increase in Gross Domestic Product per capita between 2003 and 2004. When assessing the potential savings from engineering remedial measures or other road safety schemes, it is normal practice to use the average collision cost, which includes an allowance for *damage only collisions*, (which are not recorded as part of the *Stats 19* national reporting system).

3.2 The cost to London

If the average collision cost for urban roads from Table 3a (£72,720) and the June 2003 to June 2004 conversion factor (1.0499) are applied to the 28,756 reported personal injury collisions in the Greater London area during 2004, then the total cost to the community of all road collisions in Greater London is estimated to be almost £2.2 billion at June 2004 prices.

Prior to 1988, the Department of Transport used a modified *human capital* approach. This placed a value on the contribution which the collision victim would have made to the economy in terms of output, together with medical costs and a notional allowance for pain, grief and suffering. This method was replaced (in 1988 for fatal collisions and in 1993 for serious and slight collisions) by a *willingness to pay* approach, intended to encompass all aspects of the cost of a casualty; namely lost output, medical costs and a variety of *human costs* based on *willingness to pay* values such as pain, grief and suffering to the casualty. The revised method gives significantly increased cost

Table 3a Collision costs (£'s at June 2003 prices)

Type of collision	Urban roads	Rural roads	Motorways	All roads
Fatal	1,422,080	1,532,040	1,630,430	1,492,910
Serious	166,340	189,310	195,150	174,520
Slight	16,560	19,710	23,500	17,540
All injury collisions	44,770	102,690	76,580	61,120
Damage only collisions	1,470	2,170	2,080	1,570
Average collision cost per injury collision (including an allowance for damage-only collisions)	**72,720**	**119,580**	**92,420**	**84,540**

Source: DfT Highways Economics Note No. 1 December 2004 (available on the DfT web site: www.dft.gov.uk*)*

figures and hence the costs quoted in this report will not be comparable with LRSU annual reports for years prior to 1993.

In addition, it should be noted that since 1994 the casualty values incorporate improvements in information on medical costs as a result of updated hospital research findings.

4

Work undertaken by the London Road Safety Unit in 2004

N.B. Although this section relates primarily to work undertaken during 2004, it also includes relevant information to July 2005.

4.1 Organisational changes for London Accident Analysis Unit (LAAU)

From 3 July 2000, as part of the changes to London's local government, the LAAU became part of TfL Streets, in the Traffic Technology Services (TTS) Division in the Operations Directorate.

In early 2003, the London Road Safety Unit (LRSU) was formed within TTS, bringing together for the first time the four main road safety functions within TfL Streets, comprising the following teams:

- London Accident Analysis Unit
- Road Safety Engineering
- Road Safety Education
- London Safety Camera Partnership

Following further reorganisation in early 2005, LRSU now forms part of the Road Network Performance Directorate within the Streets Directorate of TfL Surface Transport.

4.2 Work undertaken by LRSU in 2004

From 3 July 2000, LRSU became funded as part of TfL Streets, including the ongoing work programme for the London boroughs that was originally agreed by the TTS Division consultation with the London boroughs and the Association of London Government (ALG).

4.3 Objectives for LRSU

The main objectives for LRSU during 2004/5 were as follows:

- To undertake monthly updating of the ACCSTATS *Stats 19* collision database and assignment of collisions to a node/link representation of the (mainly) classified road network.
- To provide standard collision data listings and reports to boroughs following each monthly update.
- To provide a data enquiry service providing plots, tables, interpreted listings (summaries of collision details), ranking of collision sites and interpreted listings of location specific data. *(Multiple or excessive requests may incur a charge, although no such charge will be made without prior agreement).*
- To provide access to the ACCSTATS data retrieval system to users in the boroughs, Metropolitan Police Service (MPS) and others within TfL.
- To provide a Traffic Accident Diary System to allow boroughs and other ACCSTATS users to monitor the effectiveness of their local safety schemes.
- To provide training, documentation and support services for ACCSTATS users.
- To develop, test and implement changes and enhancements to the new ACCSTATS system in consultation with users. The ACCSTATS system has been rewritten in Oracle by TfL Surface Transport Information Management to make the system more flexible, and more easily integrated with other databases.
- To consult and liaise with ACCSTATS users via the ACCSTATS User Group to gain feedback on using the system and ideas for future development.
- To amend the LAAU road network to take account of changes to road alignment, classification and numbering, in particular those arising from the

formation of the Transport for London Road Network (TLRN).

- To produce the following annual reports:
  - *Towards the year 2010: monitoring casualties in Greater London*, reporting on progress towards the new 2010 casualty reduction targets; and
  - *Collisions and casualties on London's roads,* presenting a digest of collision and casualty data for the latest year.
- To produce a series of fact sheets giving detailed analyses of collision types or casualty groups (approx. four per year).
- To produce a series of fact sheets giving quarterly overviews on collisions and casualties in London during the current processing year.
- To liaise with the MPS, City Police and Department for Transport about the provision of the *Stats 19* and supplementary collision data.
- To represent London data users on the DfT Standing Committee on Road Accident Statistics (SCRAS) and actively participate in the five-yearly quality reviews of the *Stats 19* data.
- To participate in the production and review of a Road Safety Plan for London.
- To participate in the Pan London Road Safety Forum and its working groups.
- To participate in the London Road Safety Advisory Group.
- To work with members of the London Safety Camera Partnership (LSCP) on the siting, deployment and safety monitoring of speed and red light safety cameras in the Greater London area.
- To build up a programme of research projects on safety related subjects, primarily to assess the safety performance of safety engineering or other traffic management measures, and road user behaviour.
- To identify routes or locations with high collision rates on the TLRN that TfL is responsible for and undertake detailed investigations, in partnership with the Area Teams in Street Management Services Division (SMS).
- To provide collision summaries to the five Area Teams in TfL SMS.
- To provide a service to the five Area Teams in TfL SMS offering basic monitoring of traffic or safety schemes, including detailed analyses of schemes between one and three years after implementation.
- To provide a safety audit service for proposed street schemes.
- To offer specialist advice on road safety issues, including the assessment of the effects on safety of proposed traffic management initiatives, such as speed limit reductions.
- To manage the budget for the boroughs' Local Safety Schemes and 20mph zone schemes that are funded through the Borough Spending Plan process.
- To respond to enquiries about road safety issues from the Mayor of London, the general public, representative bodies and the media, working closely with TfL Communications Division.
- To work with TfL Communications Division and other London stakeholders with the development and promotion of road safety publicity and awareness campaigns.
- To develop a library of road safety education training, publicity or campaigning resources for use by the London boroughs, TfL and other

stakeholders.
- To develop road safety education and training resources for use by London organisations.
- To provide collision data and monitoring services to major projects.
- To provide safety related Key Performance Indicator information to TfL Surface Transport Network Performance and London boroughs.

4.4 Monthly supply of collision data to the London boroughs

Each month, the LAAU receives the *Stats 19* collision data from the MPS Traffic Criminal Justice Operational Command Unit. The MPS collates and processes data about reported personal injury collisions in Greater London, including the comparatively small number reported to the City of London police.

Following receipt of the data from the MPS, the LAAU validates the data and assigns collisions to the LAAU highway network in the ACCSTATS system. The network is a database of the (mainly) classified road network in Greater London, made up of nodes at the junctions of (mainly) classified roads, and links for the (mainly) classified roads between nodes. Collisions on unclassified roads are assigned to cells, which are simply 500m by 500m Ordnance Survey grid squares.

Each collision is flagged with the relevant node, link or cell network information, which is used extensively in data retrieval and ranking collision locations.
After each monthly update of the collision database, a series of standard listings and tables is produced for the year to date for each borough. These are usually sent out within four working days of receipt of the data from the MPS. About two-thirds of the boroughs receive multiple copies of these standard listings, typically a set for the road safety engineering section (or traffic engineering) and a set for the road safety section. The collision data is usually available online on the ACCSTATS system within a few working days of receipt of the data from the MPS. Increasingly, the standard tables and listings data are being supplied to borough users on disk or generated on an ad hoc basis in ACCSTATS.

A quarterly liaison meeting is held with the MPS and DfT Statistics Division to discuss a range of issues including the delivery, content and quality of *Stats 19* data, and issues associated with the *Stats 19* five-yearly review, including the implementation of the new national system for recording contributory factors. It is primarily through this forum that borough concerns regarding aspects of the data are raised with the MPS, e.g. delivery times, accuracy of location information, and frequency of recording particular data fields such as *school attended* and *casualty age*. The reduction in collision numbers in 2004 was also discussed at these meetings and verified through the process of investigation by the MPS that followed it.

4.5 Ad hoc requests for collision data from London boroughs and TfL

One of the main services provided by LAAU to the London boroughs and colleagues in TfL, or their consultants, is a data retrieval

service for collision data in a wide range of formats to best meet the user's needs.

The range of output reports included:

- detailed listings of collisions at specific locations
- detailed listings of collisions on particular topics or road user groups or larger areas
- cross-tabulation analyses
- collision location plots for a wide range of collision or casualty types
- ranked listings of collision sites based on specific types of collisions requested by the user
- data extract files for use in third party software packages.

In addition to ad hoc requests, LAAU provides about half of the boroughs with special tables and/or listings on specific topics on a monthly basis tailored to their individual requirements.

On an annual basis, once the previous year's data has been finalised, the boroughs are provided with a list of ranked collision sites based on the most recent three years' collision data. This helps identify and prioritise locations for detailed investigation and possible remedial treatment. Similar listings are provided to the Area Teams within TfL SMS for the TLRN.

In addition to data requests for the London boroughs, LAAU processed an increasing number of data requests for various parts of TfL Surface Transport, including SMS Area Teams and their agents, the London Bus Initiative and the Congestion Charging Scheme.

4.6 Monitoring of the new national and London casualty reduction targets

Towards the year 2010

With regard to casualty reduction targets by the year 2010, the Government published its new national road safety strategy in March 2000 in *Tomorrow's roads: safer for everyone*.

The casualty reduction targets to be achieved by 2010 are:

- a 40% reduction in the number of people killed or seriously injured in road collisions
- 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.

Note that the 'slight' target is a casualty rate. At this stage no guidance has been published by DfT as to how the vehicle kilometres should be measured, particularly at local authority level. Accordingly, until such guidance is available, the slight casualty target will be presented as a simple casualty number rather than a rate.

As well as endorsing the national targets, *London's Road Safety Plan,* developed by TfL SM during 2001 recognises the issues in London for vulnerable road users. After wide consultation, this was finally published in November 2001 on behalf of the Mayor. The Mayor's *Transport Strategy for London* is intended to promote and increase walking and cycling, and recognises the recent increase in the use of powered two wheelers.

The 40% reduction for KSI casualties is to be applied in London to:

- pedestrians
- pedal cyclists
- powered two-wheeler users

to ensure that attention is focussed on these groups.

Issue 4 of *Towards the year 2010: monitoring casualties in Greater London* was published in July 2004 and Issue 5, containing data up to the end of 2004, was published in July 2005.

4.7 Road Safety Fact Sheets

During 2004 and 2005 (to July), the following LAAU Fact Sheets were produced:

- Topic 2004-1: Goods vehicle accidents and casualties in Greater London *(February 2004)*
- Topic 2004-2: Powered two wheeler user casualties in Greater London *(September 2004)*
- Topic 2005-1: Bus and coach casualties in Greater London *(February 2005)*
- Topic 2005-2: Pedal cyclist casualties in Greater London *(April 2005)*

In addition, the series of quarterly summary Fact Sheets was continued with the following published to July 2005:

- Accidents and casualties in Greater London during the first nine months of 2003 *(March 2004)*
- Casualties in Greater London during 2003 *(May 2004)*
- Casualties in Greater London during the first three months of 2004 *(August 2004)*
- Casualties in Greater London during the first six months of 2004 *(October 2004)*
- Casualties in Greater London during the first nine months of 2004 *(January 2005)*
- Casualties in Greater London during 2004 *(May 2005)*

Copies of the Fact Sheets are circulated as soon as they become available to all London borough contacts, colleagues within TfL Surface Transport and other organisations with an interest in road safety issues. A full list of Fact Sheets produced to date is available on request. Suggestions are invited for future Fact Sheet topics for consideration by LAAU.

4.8 LAAU representation on external organisations

The LAAU was represented on a number of external organisations and committees associated with road safety and collision/casualty data issues during 2004/2005 including:

- Pan London Road Safety Forum, including the Research and Development, and Campaigns and Education sub groups
- London Road Safety Advisory Group (LRSAG)
- DfT's Standing Committee on Road Accident Statistics (SCRAS)
- SCRAS *Stats 19* five-yearly Review Working Group
- London Accident Prevention Council (LAPC)
- Metropolitan Police Liaison Group on collision data, including representatives of DfT Statistics Division
- Institution of Highways and Transportation Road Safety Panel.

4.9 Road safety engineering projects

The LAAU provides advice and guidance on

road safety engineering and other related work primarily to TfL SMS but also to the London boroughs.

This can include:

- technical advice and assistance relating to the identification of locations with poor collision records
- detailed analysis of the problems at such sites
- recommendation of appropriate remedial treatment
- design of remedial measures
- monitoring the safety performance of schemes after implementation.

The Engineering Team also undertakes safety audits of highway, traffic and development schemes, and safety studies on a wide range of subjects. All of these services are carried out on a commissioned basis for external clients.

These were generally carried out in accordance with the Highways Agency requirements set out in HD 19/03 on Road Safety Audits, although a new safety audit procedure has now been agreed for use by TfL (June 2005).

4.10 Funding of safety schemes

Since April 2002 the Road Safety Engineering team within the LRSU has managed the budget for the boroughs' Local Safety Schemes and 20mph zone schemes that are funded through the Borough Spending Plan process. In general, the London boroughs with higher levels of collisions on their roads receive a higher percentage of their bid for the funding of Local Safety Schemes. Schemes are prioritised according to the number of reported collisions, and the expected improvements that would be achieved in the first year.

Funding is also available to support education, training and publicity programmes. These initiatives deal with local problems and are part of the Borough's Safety Plan. Programmes with a long-term benefit, such as school programmes, are encouraged. Joint bids are considered where boroughs can work together to achieve a common goal.

Financial assistance continues to be provided to fund a series of Road Safety Training modules. Held in central London these focused courses are available to staff in any organisation that supports the development of road safety in London. Courses available include:

- Introduction to Road Safety Audit
- Advanced Road Safety Audit
- Communications
- Road Safety Officer training
- Vulnerable Road Users
- Advanced Road Safety Engineering
- Project Management

Further information on these courses is available on the TMS Consultancy website:

www.tmsconsultancy.co.uk/training/panlondon.shtml

Details of the modules and booking forms are also available.

4.11 Road safety education, training and campaigns

In August 2001 the Road Safety Education Manager was appointed in TfL to develop the campaign, training and education

section. As the work of the Road Safety Education Unit expanded an additional Road Safety Officer was appointed in early 2002 and a further two in August 2003.

Since its start in 2001 a number of very high quality campaigns have been run. In December 2004 TfL received the Prince Michael Road Safety Award, sponsored by the Motorcycle Industry Association, for its package approach to reducing powered two wheeler casualties in the Greater London area (see below). London is looked to as an example of best practice in a number of areas concerning road safety education, training and publicity

Ongoing areas of work include:

- Development of London-wide road safety publicity and awareness campaigns in conjunction with London stakeholders and the TfL Communications Division.
- Development of a library of road safety education and training resources to be made available to boroughs and TfL Surface Transport.
- Development of road safety education and training resources and materials for use by organisations throughout London.
- Liaison with London authorities and DfT to develop a co-ordinated and integrated approach to improving road safety in London.
- Raising road safety awareness through presentations at exhibitions and seminars, often in partnership with other key organisations such as the Metropolitan Police Service and the City of London police force.

Major road safety education initiatives from January 2004 to date are set out below:

- The Children's Traffic Club is a road safety education project aimed at children aged three to four and a half years. Children are invited to join the club via the Primary Care Trusts (PCT). Once enrolled the child receives six books over an eighteen month period. The books are designed for the parent/carer to work with the child to learn the foundations of basic road safety education. The club is free and funded by TfL. TfL provided a series of training sessions so that those promoting the club at a local level, Road Safety Officers (RSO's) and Health Visitors, could familiarise themselves with the materials and develop a strategy for encouraging uptake and promoting the club in their local areas. *(January 2004)*
- The launch of The Children's Traffic Club Nursery and Playgroup pack took place in Docklands. The event featured children from Harbinger Primary School who sang The Children's Traffic Club song and demonstrated how to use a zebra crossing. Nursery and Playgroup packs include a full set of books, teacher's guide, alphabet and number frieze and a variety of materials for the teachers to use in a class setting with the children. *(February 2004)*
- TfL Road Safety assisted boroughs in organizing local launches to promote The Children's Traffic Club. To date 14 launches have been held. *(February 2004)*
- TfL Road Safety attended the RoSPA Congress in Cardiff, the theme of which was *protecting vulnerable road users*. TfL had two exhibitions, BikeSafe London and Children's Traffic Club. *(March 2004)*
- TfL Road Safety organised an *In-Car*

Safety training event at Olympia. A series of in-car safety training days were held for RSO's and others involved in fitting and giving advice on child in-car safety measures. Course participants were given specialist information on fitting child seats. *(March 2004)*

- The Pan-London Safety Forum information day held at the Royal Horticultural Halls in Westminster was used to showcase the work of the London Road Safety Unit. It was attended by RSO's, Engineers and other stakeholders. *(March 2004)*
- TfL Road Safety provided a course for London's RSO's and other interested professionals on the dangers of recreational and hard drugs and how they affect driving performance. *(March 2004)*
- TfL's Teen Road Safety campaign 'Don't die before you've lived' entitled 'Sarah Rivers' won a creative advertising award and made its way into the Advertising Producers Association's top 50 UK advertisements of the year for its innovative way of getting its message across to teens. The two accompanying radio advertisements 'Brits' and 'Football' came first and second respectively in the monthly Aerial Awards. *(May 2004)*
- TfL Road Safety attended both the British Superbikes and the World Superbikes events held at Brands Hatch with the BikeSafe London stand. *(June/July 2004)*
- The second year of 'The Price' road safety drama for Year 7 schoolchildren began. The production highlights the dangers that young people face on London's streets and engages the student's attention through humour and drama. The action culminates in one of the cast being killed in an incident that could so easily have been avoided. The Theatre In Education tour booked for this year was for a 29 week run. Each borough receives 10 performances that visit secondary schools. *(September 2004)*
- The Pan London Road Safety Conference was held at One Great George Street, Westminster and attended by 120 RSO's, engineers and road safety stakeholders from all of the London boroughs. The theme was 'There is nothing new in road safety….or is there?'. Keynote speakers included MP Tony McNulty. *(September 2004)*
- TfL's new Word on the Street quarterly newsletter, which encourages good practice amongst road safety stakeholders was launched. *(September 2004)*
- Filming and launch of 'Crash', a powered two wheeler advertisement addressing the use of inappropriate speed in urban areas. The advertisement was filmed using the 1980's hit single 'Crash' performed by the Primates as its theme tune. *(September/October 2004)*
- Road Safety information in the form of leaflets aimed at the Older Driver and Pedestrian were launched and distributed across London. This literature was also sent via direct mailshot as a targeted way to access the over 65's. *(November 2004)*
- School Crossing Patrol recruitment advertising was carried out across London's free press in a bid to attract more people to becoming School Crossing Patrol Officers ('lollipop' men and women). London, like the rest of the

UK, suffers from a lack of suitable applicants. *(November 2004)*

- A new video for The Children's Traffic Club was launched and sent to all nurseries and playgroups across London. *(November 2004)*
- TfL received the Prince Michael Road Safety Award, sponsored by the Motorcycle Industry Association. This package approach included the introduction of BikeSafe London, the exemption of powered two wheelers from Congestion Charging, the Bus Lane pilot schemes, along with the hard hitting TV and cinema advertising. *(December 2004)*
- A 'Walking Bus' road safety training video was launched across London and received an excellent response from all boroughs *(January 2005)*
- TfL in conjunction with its BikeSafe London partners, the Metropolitan Police Service and the City of London Police, took a stand at the Motor Cycle News (MCN) London Motorcycle Show at Alexandra Palace, for ten days promoting powered two wheeler safety and awareness. *(January/February 2005)*
- This year's RoSPA Congress was held at Brighton. The theme of the conference was 'Driving deaths down'. *(March 2005)*
- A new advertisement aimed at teenagers was filmed. The video forms part of TfL's 'Don't Die Before You've Lived' campaign. This started with the 'Sarah Rivers' cinema/TV advertisement and radio advertisements and continued with this male version, entitled 'Blockbuster'. The storyline showed Scott Smith in his dream of becoming a Hollywood action hero. Sadly it was all a dream because Scott was knocked down and killed by a car on a London street when he was a schoolboy. The advertisement was launched with a four week run on television, and met with an excellent initial response, generating much extra publicity in the media. *(March/April 2005)*
- A new Children's Traffic Club road safety educational resource was sent to all nurseries and playgroups across London featuring puppets, stencils and mobiles. A new Early Steps pack educational resource was also sent to 96 Sure Start areas where there are high levels of deprivation and high casualty rates. Enrolment of three year olds into the club increased and membership reached 45,000. *(March 2005)*
- In-car safety training for Road Safety Officers, Police and Garage Engineers took place at Olympia. Feedback from the road safety stakeholders was excellent. *(March 2005)*
- TfL organised two training days for Road Safety Officers, Police Officers and other interested professionals on the subject of Drugs and Driving. Drugs Education Training were engaged to facilitate the days where attendees learnt how recreational and prescribed drugs can affect the ability to drive. *(March/April 2005)*
- TfL and the BikeSafe London partnership were represented at the three day National BikeSafe event held at Cheltenham Race course in Gloucestershire. *(April 2005)*
- Research was carried out at 22 School Crossing Patrol (SCP) sites for the 'Stop Means Stop' campaign. Research has established that there is a problem in London of drivers not behaving appropriately at SCP sites. Poor

examples of driver behaviour include failing to stop when requested and driving through whilst children are still crossing the road. *(April 2005)*
- Many London boroughs requested TfL to attend their summer events to promote road safety, especially using The Children's Traffic Club and In Car Safety Training as a theme. Displays have been used in many London boroughs promoting these initiatives.

4.12 London Safety Camera Partnership

The LSCP, which was set up in 2001, is a partnership between TfL, the Metropolitan Police Service, the City of London Police, the ALG and Her Majesty's Courts Service. TfL provides project management, treasury, accounting and procurement functions for the Partnership.

The Partnership is responsible for implementing a comprehensive safety camera programme to reduce speed and red light running casualties across the whole of London. In April 2002, London joined the national scheme and agreed the following targets with the DfT:

- to reduce the number of people killed or seriously injured on London's roads in line with the reductions achieved by the pilot areas. These eight areas have achieved a 35% reduction in ksi's at camera locations.
- management of London's existing network of safety cameras
- the introduction of new sites where appropriate
- to support the Partnership's enforcement strategy with educational campaigns.

The LSCP operates within the criteria stipulated by the DfT in selecting sites for safety cameras. All new sites meet the following requirements:

Static speed cameras:

- four or more people killed or seriously injured in three years at that site
- 85 percentile speed should be at or above the Association of Chief Police Officers' (ACPO) recommended threshold for enforcement (currently 10% +2mph) above the speed limit.
- the site must pass a Health and Safety audit by traffic police officers.

Red light cameras:

- two or more people killed or seriously injured in three years at that site

To achieve the objectives, the LSCP adopts an intelligence-led approach to ensure camera enforcement activity is efficiently targeted for maximum results. Each year the LSCP assesses collision data ranging over the latest 36 months across London. The Partnership believes there are about 600 sites in London that meet the criteria and could potentially benefit from the use of safety cameras. Some of these will be static camera sites and others will utilise mobile equipment. The Partnership is working in consultation with the various highway authorities to determine new locations for safety cameras.

In addition to enforcement, educating and informing road users on the role of safety cameras is an essential part of the Partnership's work. By communicating the benefits of safety cameras through a host of activities and campaigns the LSCP aims to

raise awareness, improve driver behaviour and increase public support with the ultimate objective of reducing fatalities and injuries.

Early indications suggest that cameras installed by the Partnership under the new criteria have achieved a 60% reduction in ksi's, and a 41% decrease across all casualty rates, though it must be borne in mind this is not comparing a 36 month before and after period.

Furthermore, latest opinion polls indicate that public support in London is becoming increasingly positive, with 71% of Londoner's agreeing that the aim of safety cameras is to save lives and 83% believing that safety cameras should be supported as a method of reducing casualties.

4.13 Road safety research projects

LAAU commission and undertake original research using *Stats 19* and other data to provide information to help those involved in road safety in London.

Some of the major projects reported on in the last year were:

- a study investigating the differences between London motorcyclists and those from the rest of the UK;
- a study evaluating pedestrian guard railing from a road safety perspective in various settings;
- a literature review into how methods and levels of policing affect road casualty rates.

Other major projects, currently ongoing, include:

- a scoping study into the technical feasibility of intelligent speed adaptation infrastructure for London;
- a literature review of research into road safety aspects of pedestrian behaviour, and the efficacy of engineering measures designed to influence this, for London;
- a review of the impact of shared space schemes on road safety in the UK and across Europe;
- a survey of the characteristics, riding habits and reported collision involvement of London motorcycle riders;
- a study investigating pedestrian behaviour at Puffin crossings;
- a study investigating vehicle behaviour at advanced stop lines for pedal cycles.

Reports on completed projects are available on the TfL website:

www.tfl.gov.uk/streets/roadsafety-reports.shtml

Generally, a summary and full version of reports are available for download in PDF format.

5

ACCSTATS system developments in 2004 and 2005

5.1 Background

ACCSTATS is the collision database and data retrieval system for the Greater London area, holding details for personal injury road traffic collisions occurring on the public highway and reported to the Metropolitan or City police forces. Until early 2004, the system was hosted by the Greater London Authority on behalf of TfL. Following a major rewrite a new ACCSTATS system has been available to users since March 2004 and is hosted by TfL. ACCSTATS system developments are discussed below at para. 5.4.

The new system allows updates of the database and access to the data through the Oracle Forms and Oracle Discoverer components of the system. Data can be extracted in a wide range of formats, to match most user requirements. Data is held live from 1980 to the most recent month supplied by the Metropolitan Police. Boroughs, the Metropolitan and City police forces and some parts of TfL are able to use the ACCSTATS system themselves as authorised users.

In mid 2004 a Client Manager was appointed to work with the users of the application and provide a focus for user issues and to ensure that new developments in the system continue to be done efficiently while maximising benefits.

5.2 ACCSTATS User Group

The ACCSTATS User Group was set up in 1994 and continues to meet three or four times a year. London boroughs, TfL Surface Transport and the Metropolitan Police who use the collision data are invited to send a representative to each meeting. The User Group is chaired by a representative of a London borough, currently the London Borough of Enfield. Administrative support and accommodation is provided by LAAU in TfL LRSU.

The User Group acts as a forum to provide feedback on the ACCSTATS system by users, and has been actively involved in formulating the programme of developments to the ACCSTATS system, which has been continual since the initial launch in March 2004. This is because as the system is used on a wider basis, the need for developments and refinements begins to emerge. Many suggestions made by users have already been incorporated into the system, enhancing the range of functions available and improving ease of use. Suggestions that cannot be developed in the short term are retained for future review. Suggestions are welcomed at any time by LAAU.

The LAAU has also begun a series of visits to all users of the ACCSTATS system to complement the ACCSTATS User Group. At these visits ideas and improvements can be given in a more informal setting. This is also an opportunity to see the system in use in practice and to help with any local issues users may be experiencing. The User Group will however remain the primary forum for discussion and demonstration of new developments.

In addition, a smaller ACCSTATS Working Group continues to meet on an ad hoc basis between meetings of the User Group. It currently comprises four borough representatives plus the LAAU and TfL Information Management (IM) Division and

considers more technical issues, which are reported back to the full ACCSTATS User Group. During 2003 and 2004 the Working Group was involved in work associated with the rewrite of the ACCSTATS system, and helping with testing parts of the new system.

5.3 Traffic Accident Diary System

The Traffic Accident Diary System (TADS) was originally developed by London Research Centre and implemented in June 1995. The system enables ACCSTATS users to record details of their local safety schemes on a database and monitor collisions during the progression of the scheme throughout investigation, design, approval and implementation. For schemes that have been implemented, a before and after comparison of collisions can be produced to monitor the effect of the scheme on safety.

The new ACCSTATS system holds all TADS records from the old system which were imported, along with current scheme information entered since the system was launched, and is now being used to monitor all TfL funded safety schemes.

5.4 ACCSTATS system developments

One of the main activities that has involved staff in the LAAU Data Team and colleagues in TfL IM in recent years has been the rewrite of the ACCSTATS system, culminating in the launch of a new ACCSTATS system in March 2004. One of the key aims of this work was to write the application using Oracle and MapInfo, to utilise the main corporate database and geographic information system software in use by TfL. This was to help facilitate integration with other corporate systems in the longer term.

Initial rewrite work had been started by GLA, but the departure of a key staff member meant that TfL IM Team took over the rewrite work in early 2002, using some of the work already undertaken by GLA, but also taking the opportunity to include further enhancements.

In spring 2002, an Oracle consultant was commissioned by TfL Street Management IS/IT to undertake the bulk of the rewrite work. This included production of a project plan, development of a Functional Specification for ACCSTATS and completion of a ‘proof of concept study’ that helped verify in principle that the software to be used could satisfactorily carry out the functionality required from the system. The ACCSTATS rewrite was project managed by TfL IM Division.

Subsequently the new ACCSTATS Oracle system was developed and tested thoroughly. This brought to light many issues and problems that needed rectification before the system could be populated with real data and made available to users.

During the summer of 2003, TfL organised an initial series of training courses, mainly for existing users, so that they could get hands-on experience of a training version of the new system.

Once the new system had been tested satisfactorily, data extracts were taken from the old system for the collision and casualty data, the LAAU network and TADS scheme

data, for loading into the new system. The collision and casualty data were all records from 1980 to 2002 inclusive, which was loaded ‘as is’ into the new system.

The historic 2003 data up to August was both loaded and reprocessed in the new system to ensure that it would be fully consistent with any new data processed subsequently. This stage was completed in early February 2004. A number of minor network updates were made, prior to the new system going live for users on 15 March 2004.

The structure of the new ACCSTATS system has been developed to make maintenance of the data more efficient and straightforward, compared with the previous system. The way the monthly data is processed is also now more efficient with all corrections and amendments made (as far as possible) prior to publishing the data for a given month. Whilst it may be a few days longer before users can see the data, it is much more complete, without relatively large numbers of corrections record waiting to be processed in the next month’s processing.

Wherever possible, true *Stats 19* data values have been used, rather than the London variant used previously. This change will make maintenance of the system and data easier, and permit users to more easily create extract files for use in third party analysis software. The new system appears more like a Windows package or web page, which users are more familiar with.

Now that the new system has been launched and has been available for some time, requirements for further developments and enhancements are beginning to come to light. As with the initial development of the ACCSTATS system, TfL are keen to involve users, particularly via the User Group and Working Group. Suggestions are collated by LAAU and the IM development staff and discussed with Working Group representatives. Suggestions that are not immediately included in the initial development work may be considered for development at a later stage.

The Oracle consultant has been retained initially for a further 12 month contract and will progress developments under the project management of TfL.

Developments completed to date include:

- creation of an ‘ownership model’ for TADS schemes and other database objects;
- creation of new ‘non seasonal’ TADS monitoring reports;
- upgrading of the system to incorporate new 2005 *Stats 19* variables, including the new national system for recording contributory factors.

There have been continuing problems with the deployment of the Oracle Discoverer tool to allow ‘ad hoc’ queries of the data by external users via the internet. These problems centre around the required level of security of the system and the path of data as it passes from the system to the internet. The deployment of the Discoverer tool to internet users is being treated with the highest priority by the TfL IM Department, although it is still proving difficult to resolve satisfactorily.

5.5 Access and security

Internal TfL colleagues access the system

via a client server with a local install on their desktop machines.

Access to the new system for external users in the London boroughs is via a secure web site. TfL IM issues a security key fob to registered users that generates a new password for each session.

Initially, boroughs have been permitted up to three user IDs (including their consultants). It is hoped that this can be increased once the initial demand for training in the new system has been fully met.

The system is generally available from 8.45 am to 7.00 pm Monday to Friday.

5.6 ACCSTATS user documentation

The user documentation for the new system has been developed to be used online, and in the main part of the ACCSTATS system it is context sensitive, so that calling the Help function from any part of the system will provide the user with the relevant help pages.

The on-line help facility ensures that the user always has the most recent documentation available, but it can be printed from a PDF file if required.

A database dictionary, showing all available information, has been developed and is available online and for printing from a PDF file if required.

Documentation also includes a training module which has been developed to guide users through a series of practical exercises, demonstrating the sequence of steps to be followed in order to run a range of common data queries.

5.7 ACCSTATS training

Training began during the summer of 2003. TfL organized an initial series of two one day training courses, mainly for existing users, so that they could get hands-on experience of a training version of the new system. This demonstrated the basic layout and functions of the new system, and gave users the opportunity to run reports for themselves. Users also had the opportunity to use the Oracle Discoverer package, which will permit users to generate their own customised queries and reports, and generate extracts of data for export into spreadsheets or other third party analysis software.

Since then TfL has and will continue to provide training for users, as the system is rolled out both internally and externally. A computer based training package has also been developed to guide users through a series of practical examples.

The main training consists of two one-day courses, usually held in the TfL IM Training Room at 25 Eccleston Place, firstly the main Oracle Forms on-line system, and secondly, Oracle Discoverer.

It is also envisaged that TfL will arrange half-day training sessions in using the Traffic Accident Diary System and any other topics requested by users. Half day sessions can also be used for ‘refresher training’ for existing users who may feel they need some top-up training.

Further one-to-one ‘surgery’ type sessions, where users can receive help in specific aspects of ACCSTATS that they are interested in using, will be arranged if there is a demand from users.

Requests for ACCSTATS training should be made to LAAU on 020 7941 2057, 020 7941 2173 or 020 7941 2547. Training is run on a ‘critical number’ basis where as soon as there are enough candidates to form a reasonable sized group a training session will be organised.

5.8 Distribution of standard monthly tables and listings

Following the implementation of the new system, LAAU continues to offer the output of standard monthly reports or data extract files to meet the needs of the individual borough contacts. Any borough users wishing to change the medium in which they receive standard monthly listings or review which listings or extract files that they receive, should contact LAAU on 020 7941 2173.

5.9 ACCSTATS online News

A news board is included in the ACCSTATS system. This enables LAAU to keep users up to date with information, such as the latest collision data, or enhancements/ changes to the ACCSTATS system, training dates or planned down time for essential maintenance.

5.10 Five-yearly review of *Stats 19* collision data

In the summer of 2001, the DfT began the five-yearly quality review of the *Stats 19* collision data through the Standing Committee on Road Accident Statistics (SCRAS). As part of this, LAAU, who represent London data users on SCRAS, undertook a survey of London data users, including representatives from the London boroughs, TfL Streets, the Metropolitan Police and the ALG. The comments and suggestions from the survey were fed into the DfT’s national review during the autumn of 2001 and into 2002.

As part of the overall *Stats 19* review, TfL hosted a special meeting of DfT with the ACCSTATS User Group representatives in May 2003, where an explanation of the proposed changes was given and comments invited from those present.

Of particular interest was the DfT’s proposal to implement a national system for Contributory Factors, and the survey requested comments from data users on this issue. Following meetings of the SCRAS Working Group, DfT Road Safety Division commissioned Transport Studies Group at Southampton to undertake further research to help formulate a system that would be accepted for use nationally. Their review and findings were used as the basis for further modifications to the new national system for Contributory Factors that was agreed in November 2003 for implementation in January 2005. Up to six factors associated with specific vehicles were to be recorded by the reporting police officer for each collision, together with an indicator of the likelihood of the factor (‘very likely’ or ‘possible’).

In addition, as well as several minor

changes to coding lists for some variables, other changes were agreed as follows:

- a new journey purpose variable for vehicle driver/riders;
- a new variable recording pedestrians injured in the course of 'on the road' work;
- a new variable recording information about foreign registered vehicles;
- modifications to the list of vehicle types, including new categories for 'Motorcycles over 125cc and up to 500cc', 'Motorcycles over 500cc' and 'Taxi/Private hire car' (although TfL and the police wish to see this item split into the two components).

The changes to the *Stats 19* data were effective from January 2005. They have now been incorporated into the ACCSTATS system and constituted the launch of ACCSTATS v2.0 in May 2005. While, at the time of writing, the new data format is still fairly new, initial signs are extremely encouraging and the system is performing as expected with the new variables.

Furthermore, it was agreed at a regular liaison meeting with the police that the variable 'Taxi/Private hire' should be split into the following categories:

- Taxi
- Private hire (licensed)
- Private hire (unlicensed)

ACCSTATS has been modified to hold this information so that users can perform analysis based on the enhanced information.

Figure 2.1a: Casualties in Greater London by mode of travel 2004

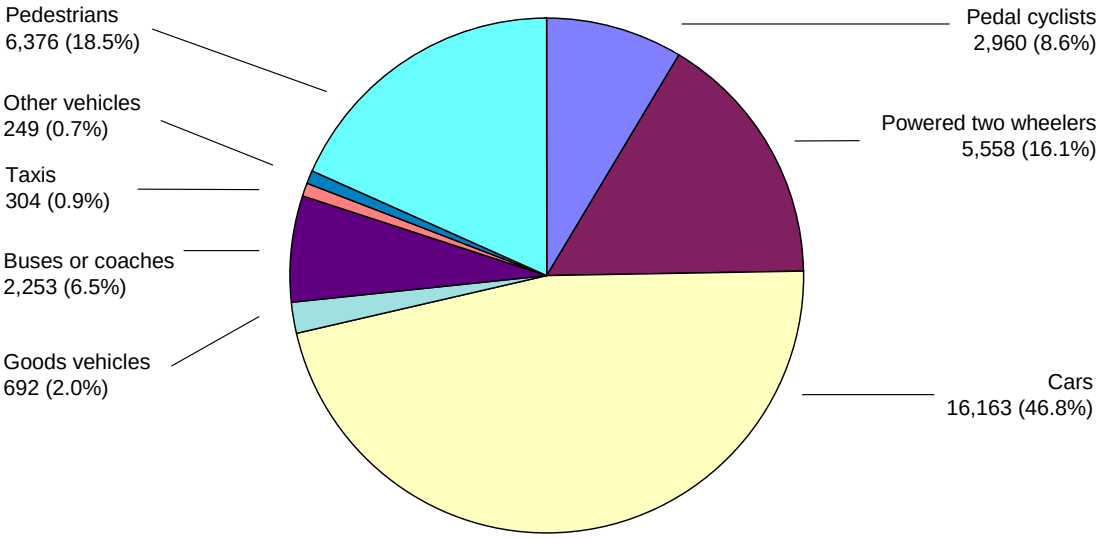


Figure 2.1b: Pedestrian casualties in Greater London by associated vehicle type 2004

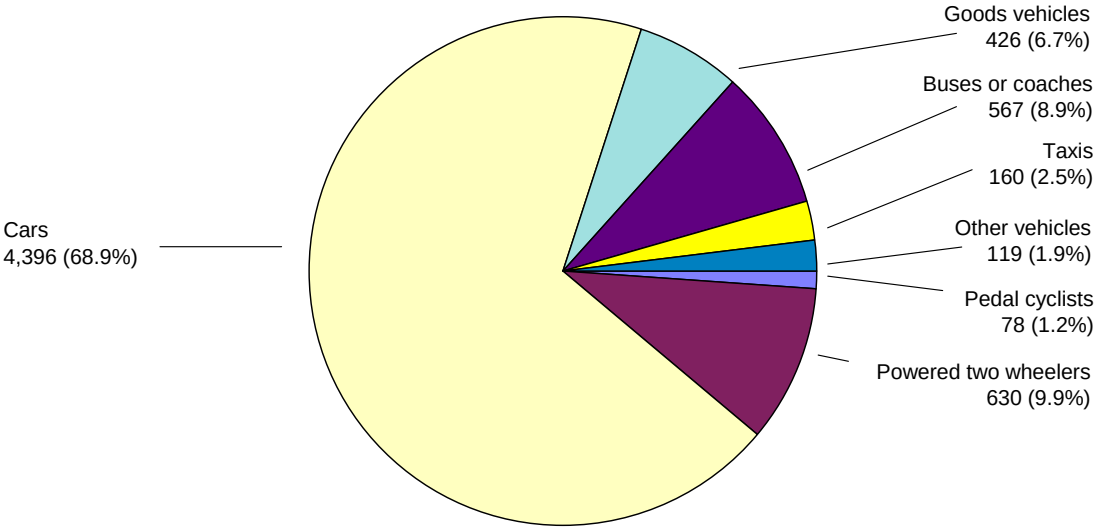


Figure 2.2: Total casualties in Greater London 1995-2004

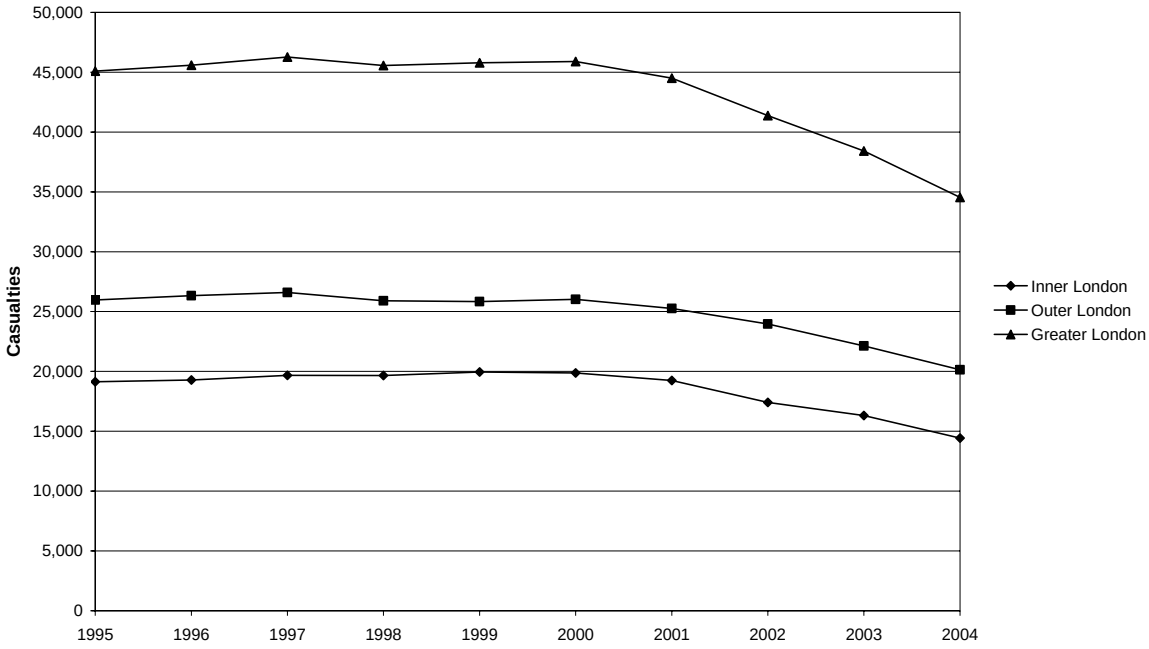


Figure 2.3: Killed and seriously injured casualties in Greater London 1995-2004

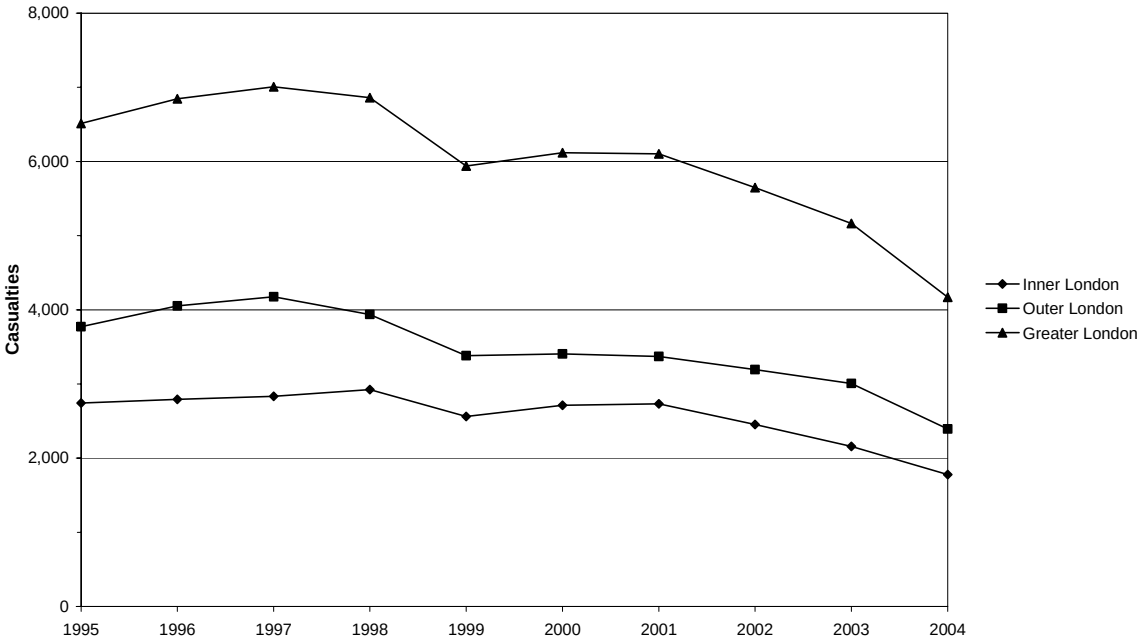


Figure 2.4: Pedestrian casualties in Greater London 1995-2004

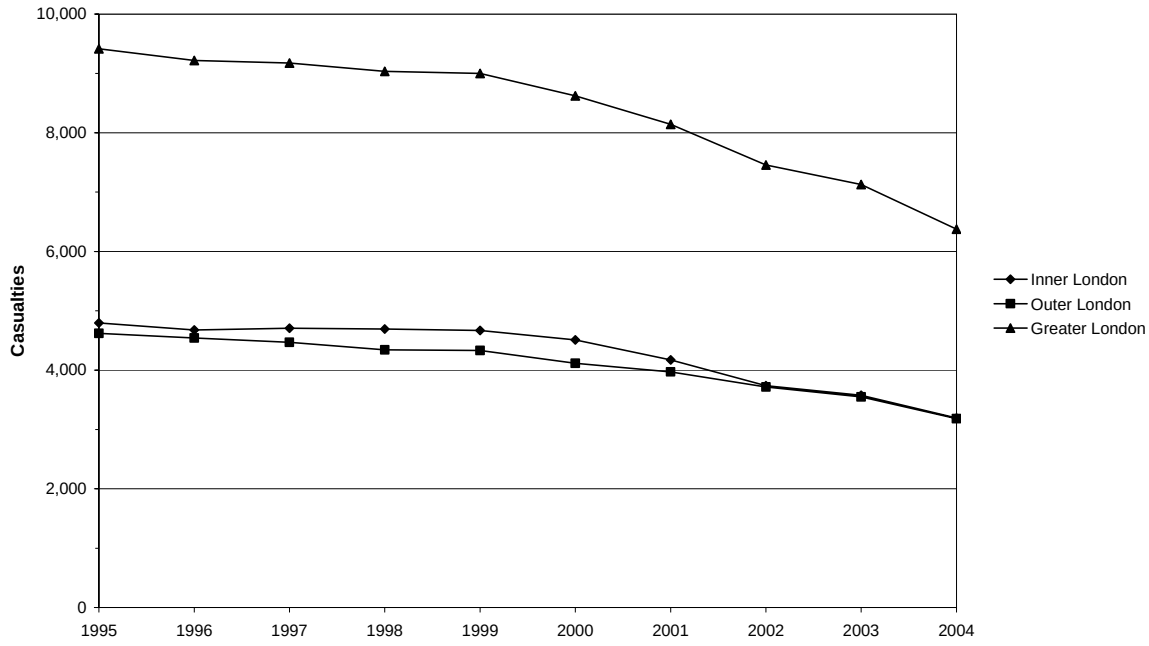


Figure 2.5: Pedal cyclist casualties in Greater London 1995-2004

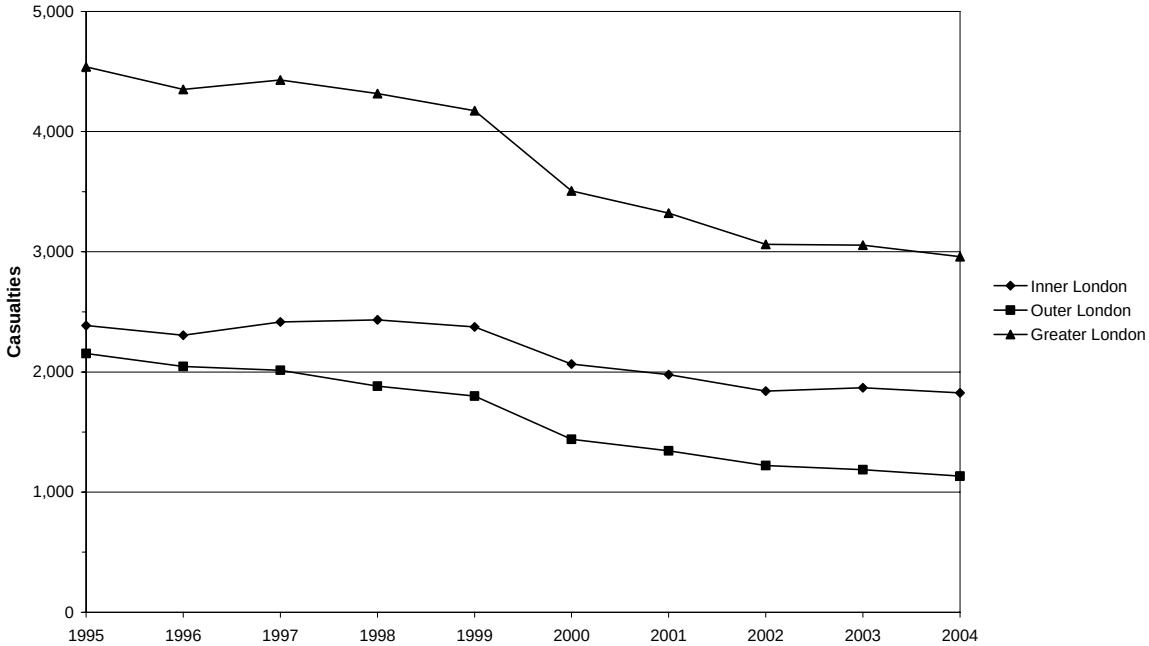


Figure 2.6: Powered two wheeler casualties in Greater London 1995-2004

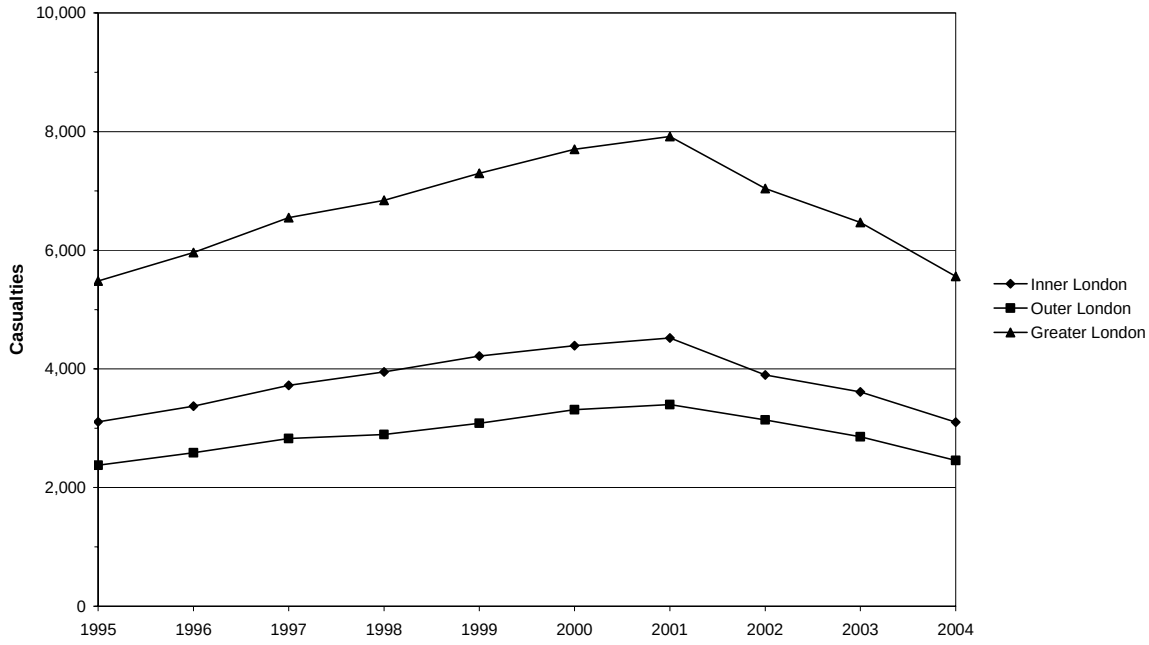


Figure 2.7: Car casualties in Greater London 1995-2004

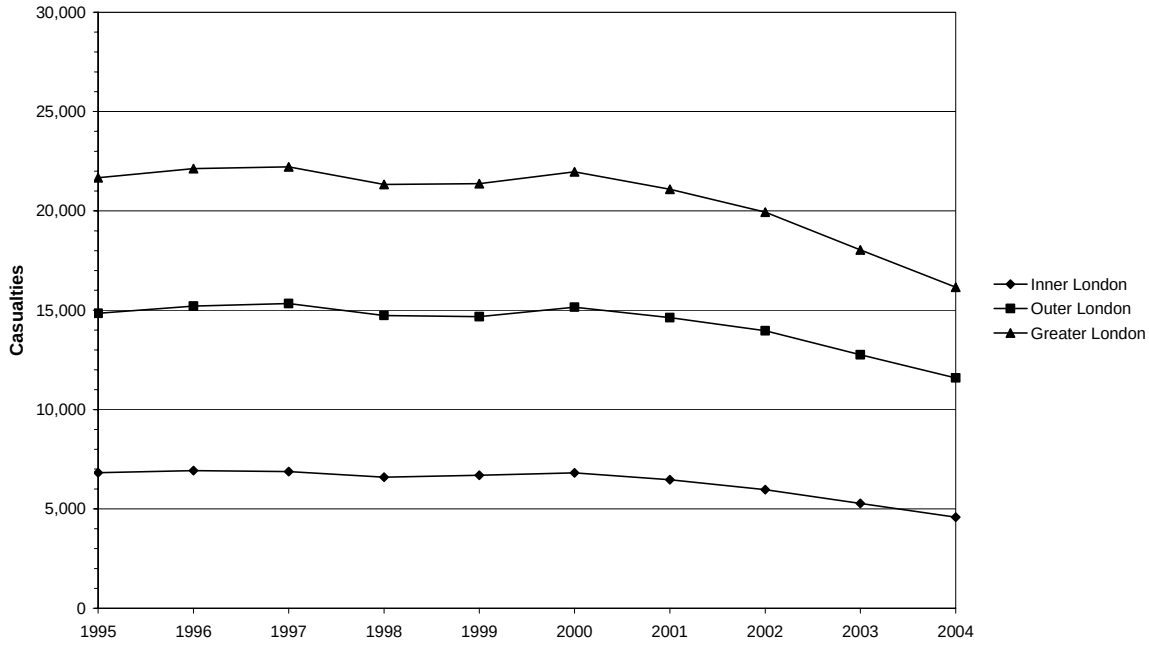
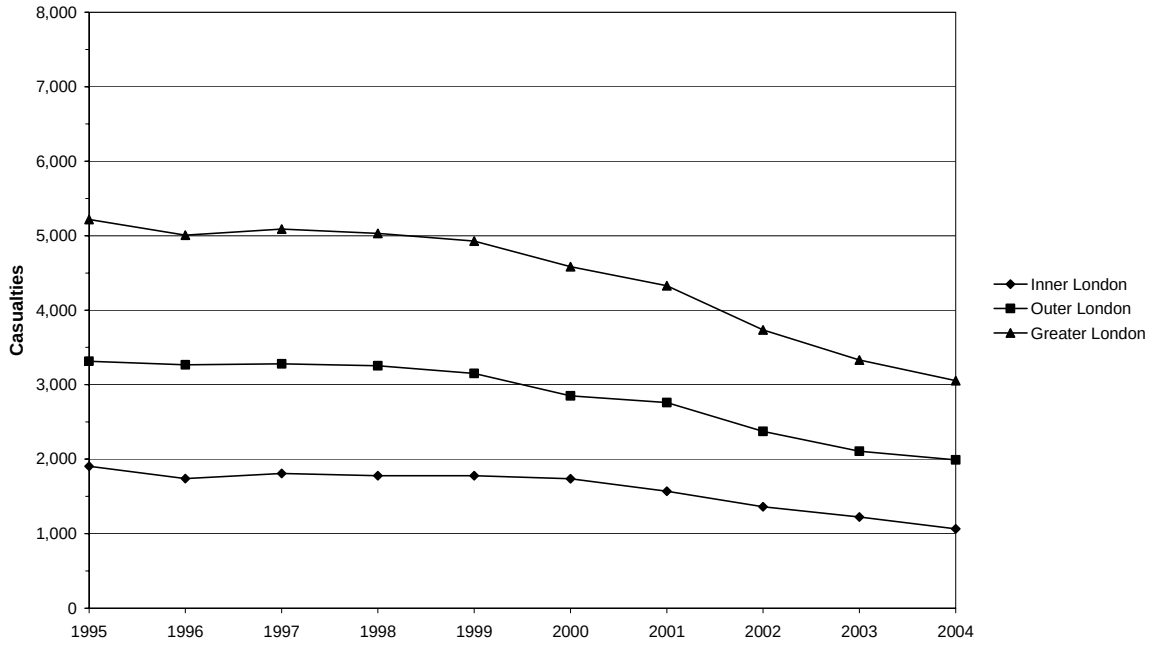


Figure 2.8: Child casualties in Greater London 1995-2004



6. Collisions

Figure 6.1: Collisions in Greater London 2000-2004

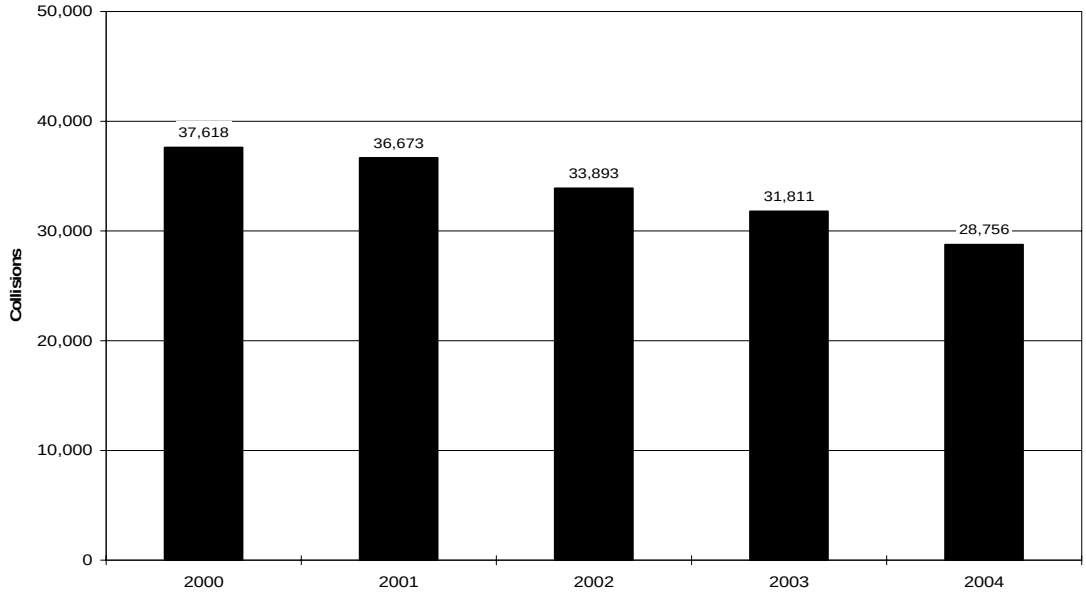


Figure 6.2: Pedestrian and non-pedestrian collisions in Greater London 2000-2004

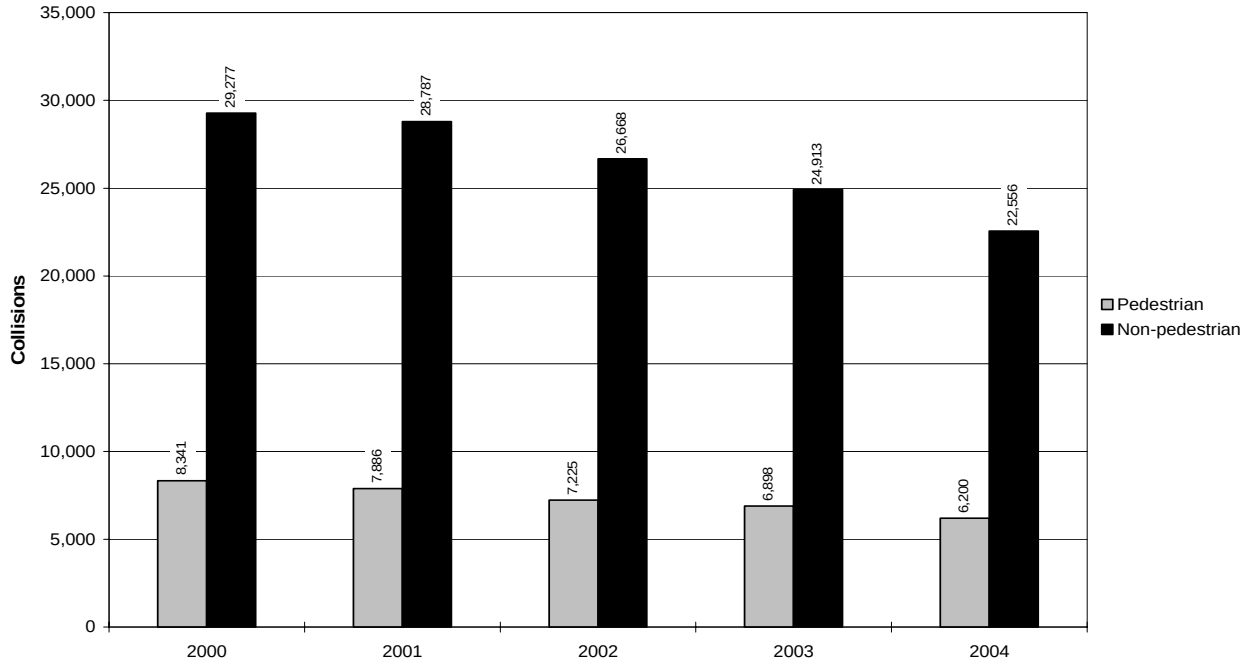


Table 6.3 Collisions in the Greater London area in 2004 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	3	38	273	314
Westminster	9	257	1,620	1,886
Camden	4	139	901	1,044
Islington	2	96	719	817
Hackney	8	134	753	895
Tower Hamlets	6	121	702	829
Greenwich	10	91	764	865
Lewisham	5	138	889	1,032
Southwark	9	112	984	1,105
Lambeth	4	155	1,071	1,230
Wandsworth	8	134	909	1,051
Hammersmith and Fulham	6	102	656	764
Kensington and Chelsea	5	95	542	642
Total Inner	**79**	**1,612**	**10,783**	**12,474**
Waltham Forest	1	98	651	750
Redbridge	9	98	773	880
Havering	8	103	695	806
Barking and Dagenham	8	69	539	616
Newham	3	98	685	786
Bexley	2	72	500	574
Bromley	10	129	761	900
Croydon	10	133	1,008	1,151
Sutton	3	58	433	494
Merton	2	73	422	497
Kingston	4	53	327	384
Richmond	6	70	453	529
Hounslow	13	103	775	891
Hillingdon	11	135	908	1,054
Ealing	7	131	1,033	1,171
Brent	5	143	859	1,007
Harrow	4	76	502	582
Barnet	12	142	1,100	1,254
Haringey	3	116	735	854
Enfield	8	146	948	1,102
Total Outer	**129**	**2,046**	**14,107**	**16,282**
Greater London	**208**	**3,658**	**24,890**	**28,756**

Table 6.4 Collisions in the Greater London area in 2004 tabulated by borough, severity and month

00 City of London

Month	Fatal	Serious	Slight	Total
January	0	3	25	28
February	1	1	18	20
March	0	4	15	19
April	0	2	20	22
May	1	3	19	23
June	0	4	27	31
July	0	6	27	33
August	0	7	24	31
September	0	3	23	26
October	0	1	21	22
November	0	3	26	29
December	1	1	28	30
Total	**3**	**38**	**273**	**314**

01 Westminster

Month	Fatal	Serious	Slight	Total
January	0	21	122	143
February	0	20	110	130
March	0	25	113	138
April	0	27	119	146
May	1	22	160	183
June	3	33	150	186
July	2	30	161	193
August	0	16	138	154
September	1	25	136	162
October	0	19	142	161
November	1	9	150	160
December	1	10	119	130
Total	**9**	**257**	**1,620**	**1,886**

Table 6.4 Collisions in the Greater London area in 2004 tabulated by borough, severity and month

02 Camden

Month	Fatal	Serious	Slight	Total
January	1	13	67	81
February	0	14	58	72
March	0	15	86	101
April	1	11	56	68
May	0	16	78	94
June	0	9	91	100
July	0	15	92	107
August	0	11	75	86
September	1	10	81	92
October	0	9	73	82
November	0	10	80	90
December	1	6	64	71
Total	**4**	**139**	**901**	**1,044**

03 Islington

Month	Fatal	Serious	Slight	Total
January	0	6	54	60
February	0	11	71	82
March	0	14	57	71
April	0	9	56	65
May	0	13	63	76
June	1	7	70	78
July	0	9	60	69
August	0	2	58	60
September	0	9	54	63
October	0	6	72	78
November	0	5	57	62
December	1	5	47	53
Total	**2**	**96**	**719**	**817**

Table 6.4 Collisions in the Greater London area in 2004 tabulated by borough, severity and month

04 Hackney

Month	Fatal	Serious	Slight	Total
January	0	5	51	56
February	0	12	56	68
March	1	10	60	71
April	0	12	55	67
May	0	11	52	63
June	0	15	80	95
July	0	15	70	85
August	1	11	60	72
September	0	16	51	67
October	4	10	77	91
November	1	7	76	84
December	1	10	65	76
Total	**8**	**134**	**753**	**895**

05 Tower Hamlets

Month	Fatal	Serious	Slight	Total
January	0	13	64	77
February	1	10	52	63
March	0	8	54	62
April	1	8	47	56
May	0	11	61	72
June	0	16	59	75
July	0	14	61	75
August	0	8	57	65
September	1	14	71	86
October	0	13	77	90
November	1	2	59	62
December	2	4	40	46
Total	**6**	**121**	**702**	**829**

Table 6.4 Collisions in the Greater London area in 2004 tabulated by borough, severity and month

06 Greenwich

Month	Fatal	Serious	Slight	Total
January	3	11	71	85
February	0	9	38	47
March	1	6	63	70
April	0	15	69	84
May	1	7	62	70
June	2	9	57	68
July	1	5	62	68
August	1	5	65	71
September	0	3	72	75
October	1	10	86	97
November	0	6	69	75
December	0	5	50	55
Total	**10**	**91**	**764**	**865**

07 Lewisham

Month	Fatal	Serious	Slight	Total
January	1	12	69	82
February	0	10	68	78
March	0	12	72	84
April	0	16	73	89
May	0	15	80	95
June	1	21	77	99
July	2	13	72	87
August	0	10	60	70
September	0	11	80	91
October	0	4	105	109
November	1	6	71	78
December	0	8	62	70
Total	**5**	**138**	**889**	**1,032**

Table 6.4 Collisions in the Greater London area in 2004 tabulated by borough, severity and month

08 Southwark

Month	Fatal	Serious	Slight	Total
January	1	13	87	101
February	1	15	81	97
March	1	15	83	99
April	0	13	70	83
May	0	8	64	72
June	1	15	84	100
July	0	5	94	99
August	2	4	89	95
September	3	7	106	116
October	0	5	87	92
November	0	8	71	79
December	0	4	68	72
Total	**9**	**112**	**984**	**1,105**

09 Lambeth

Month	Fatal	Serious	Slight	Total
January	1	14	96	111
February	1	20	82	103
March	0	17	71	88
April	0	14	80	94
May	0	14	83	97
June	0	16	91	107
July	0	10	74	84
August	1	9	92	102
September	1	3	106	110
October	0	15	111	126
November	0	10	104	114
December	0	13	81	94
Total	**4**	**155**	**1,071**	**1,230**

Table 6.4 Collisions in the Greater London area in 2004 tabulated by borough, severity and month

10 Wandsworth

Month	Fatal	Serious	Slight	Total
January	0	10	80	90
February	0	15	54	69
March	2	12	85	99
April	1	9	64	74
May	1	12	69	82
June	1	13	80	94
July	1	13	90	104
August	0	12	79	91
September	0	12	68	80
October	0	14	93	107
November	1	9	79	89
December	1	3	68	72
Total	**8**	**134**	**909**	**1,051**

11 Hammersmith and Fulham

Month	Fatal	Serious	Slight	Total
January	0	8	42	50
February	1	10	51	62
March	1	3	55	59
April	0	12	40	52
May	0	7	62	69
June	0	7	62	69
July	0	10	66	76
August	0	14	53	67
September	1	11	61	73
October	0	8	62	70
November	2	8	67	77
December	1	4	35	40
Total	**6**	**102**	**656**	**764**

Table 6.4 Collisions in the Greater London area in 2004 tabulated by borough, severity and month

12 Kensington and Chelsea

Month	Fatal	Serious	Slight	Total
January	0	6	49	55
February	0	6	36	42
March	1	10	41	52
April	1	10	42	53
May	0	8	54	62
June	1	10	62	73
July	0	7	47	54
August	1	10	37	48
September	0	9	54	63
October	0	10	36	46
November	1	8	37	46
December	0	1	47	48
Total	**5**	**95**	**542**	**642**

13 Waltham Forest

Month	Fatal	Serious	Slight	Total
January	0	11	63	74
February	0	10	41	51
March	0	5	61	66
April	0	8	50	58
May	0	4	54	58
June	0	9	60	69
July	0	6	60	66
August	1	9	48	58
September	0	11	63	74
October	0	13	49	62
November	0	9	49	58
December	0	3	53	56
Total	**1**	**98**	**651**	**750**

Table 6.4 Collisions in the Greater London area in 2004 tabulated by borough, severity and month

14 Redbridge

Month	Fatal	Serious	Slight	Total
January	1	7	69	77
February	0	7	48	55
March	0	12	68	80
April	1	9	80	90
May	0	13	64	77
June	1	9	60	70
July	2	9	64	75
August	1	4	61	66
September	1	5	73	79
October	0	12	73	85
November	2	5	61	68
December	0	6	52	58
Total	**9**	**98**	**773**	**880**

15 Havering

Month	Fatal	Serious	Slight	Total
January	0	8	50	58
February	0	8	55	63
March	1	13	51	65
April	0	11	57	68
May	0	10	57	67
June	0	11	58	69
July	1	6	58	65
August	0	14	47	61
September	0	5	71	76
October	1	5	63	69
November	2	10	62	74
December	3	2	66	71
Total	**8**	**103**	**695**	**806**

Table 6.4 Collisions in the Greater London area in 2004 tabulated by borough, severity and month

16 Barking and Dagenham

Month	Fatal	Serious	Slight	Total
January	1	8	40	49
February	0	9	34	43
March	0	5	36	41
April	1	5	49	55
May	1	8	50	59
June	3	5	47	55
July	0	5	43	48
August	1	6	52	59
September	0	5	47	52
October	1	6	54	61
November	0	6	46	52
December	0	1	41	42
Total	**8**	**69**	**539**	**616**

17 Newham

Month	Fatal	Serious	Slight	Total
January	0	6	66	72
February	0	8	40	48
March	0	10	71	81
April	0	7	72	79
May	0	11	53	64
June	0	9	58	67
July	0	7	50	57
August	1	8	61	70
September	1	11	45	57
October	0	14	68	82
November	0	3	49	52
December	1	4	52	57
Total	**3**	**98**	**685**	**786**

Table 6.4 Collisions in the Greater London area in 2004 tabulated by borough, severity and month

18 Bexley

Month	Fatal	Serious	Slight	Total
January	1	10	33	44
February	0	9	38	47
March	0	7	40	47
April	0	4	34	38
May	0	5	48	53
June	0	6	46	52
July	0	4	44	48
August	0	7	37	44
September	0	4	50	54
October	1	5	35	41
November	0	6	42	48
December	0	5	53	58
Total	**2**	**72**	**500**	**574**

19 Bromley

Month	Fatal	Serious	Slight	Total
January	2	10	77	89
February	0	12	42	54
March	2	8	44	54
April	0	9	56	65
May	0	17	65	82
June	1	16	59	76
July	0	21	55	76
August	1	8	51	60
September	1	11	86	98
October	1	6	85	92
November	0	4	82	86
December	2	7	59	68
Total	**10**	**129**	**761**	**900**

Table 6.4 Collisions in the Greater London area in 2004 tabulated by borough, severity and month

20 Croydon

Month	Fatal	Serious	Slight	Total
January	0	15	73	88
February	1	17	66	84
March	1	13	66	80
April	1	11	72	84
May	1	14	83	98
June	0	12	75	87
July	1	12	103	116
August	1	7	95	103
September	1	6	90	97
October	1	7	111	119
November	2	8	89	99
December	0	11	85	96
Total	**10**	**133**	**1,008**	**1,151**

21 Sutton

Month	Fatal	Serious	Slight	Total
January	1	7	35	43
February	0	5	30	35
March	0	3	28	31
April	0	3	29	32
May	1	6	28	35
June	1	8	33	42
July	0	4	30	34
August	0	5	41	46
September	0	5	46	51
October	0	2	48	50
November	0	3	34	37
December	0	7	51	58
Total	**3**	**58**	**433**	**494**

Table 6.4 Collisions in the Greater London area in 2004 tabulated by borough, severity and month

22 Merton

Month	Fatal	Serious	Slight	Total
January	0	9	36	45
February	0	6	21	27
March	0	6	29	35
April	0	6	39	45
May	0	3	32	35
June	0	11	29	40
July	1	4	38	43
August	0	4	33	37
September	0	6	38	44
October	0	10	50	60
November	0	6	36	42
December	1	2	41	44
Total	**2**	**73**	**422**	**497**

23 Kingston

Month	Fatal	Serious	Slight	Total
January	0	9	25	34
February	1	5	20	26
March	0	9	20	29
April	1	2	28	31
May	0	5	35	40
June	0	4	24	28
July	1	5	26	32
August	0	5	21	26
September	0	2	26	28
October	0	5	32	37
November	0	2	40	42
December	1	0	30	31
Total	**4**	**53**	**327**	**384**

Table 6.4 Collisions in the Greater London area in 2004 tabulated by borough, severity and month

24 Richmond

Month	Fatal	Serious	Slight	Total
January	1	1	32	34
February	0	4	30	34
March	0	3	40	43
April	1	11	39	51
May	0	8	36	44
June	0	8	43	51
July	0	7	40	47
August	0	5	40	45
September	1	5	37	43
October	0	10	47	57
November	2	6	40	48
December	1	2	29	32
Total	**6**	**70**	**453**	**529**

25 Hounslow

Month	Fatal	Serious	Slight	Total
January	2	5	74	81
February	2	7	44	53
March	0	2	61	63
April	2	14	64	80
May	1	14	64	79
June	0	10	59	69
July	2	7	65	74
August	1	7	60	68
September	1	6	85	92
October	0	12	72	84
November	0	13	70	83
December	2	6	57	65
Total	**13**	**103**	**775**	**891**

Table 6.4 Collisions in the Greater London area in 2004 tabulated by borough, severity and month

26 Hillingdon

Month	Fatal	Serious	Slight	Total
January	0	17	92	109
February	0	6	57	63
March	0	6	61	67
April	0	13	75	88
May	0	10	82	92
June	2	15	82	99
July	1	15	75	91
August	3	13	68	84
September	2	12	63	77
October	0	12	86	98
November	2	10	86	98
December	1	6	81	88
Total	**11**	**135**	**908**	**1,054**

27 Ealing

Month	Fatal	Serious	Slight	Total
January	0	19	77	96
February	1	11	67	79
March	0	12	86	98
April	0	11	93	104
May	3	14	87	104
June	0	7	100	107
July	0	9	89	98
August	0	12	89	101
September	1	9	95	105
October	0	13	92	105
November	2	9	95	106
December	0	5	63	68
Total	**7**	**131**	**1,033**	**1,171**

Table 6.4 Collisions in the Greater London area in 2004 tabulated by borough, severity and month

28 Brent

Month	Fatal	Serious	Slight	Total
January	0	11	53	64
February	2	8	53	63
March	0	8	79	87
April	0	13	63	76
May	1	17	81	99
June	1	10	78	89
July	0	19	82	101
August	0	11	63	74
September	1	14	79	94
October	0	11	86	97
November	0	12	75	87
December	0	9	67	76
Total	**5**	**143**	**859**	**1,007**

29 Harrow

Month	Fatal	Serious	Slight	Total
January	1	3	35	39
February	0	10	29	39
March	0	4	33	37
April	0	6	40	46
May	0	12	49	61
June	0	7	43	50
July	0	1	44	45
August	1	11	43	55
September	0	5	34	39
October	1	6	56	63
November	1	7	43	51
December	0	4	53	57
Total	**4**	**76**	**502**	**582**

Table 6.4 Collisions in the Greater London area in 2004 tabulated by borough, severity and month

30 Barnet

Month	Fatal	Serious	Slight	Total
January	2	7	103	112
February	2	17	89	108
March	1	10	83	94
April	1	16	79	96
May	0	17	93	110
June	1	12	110	123
July	1	8	93	102
August	2	14	79	95
September	1	12	82	95
October	1	7	97	105
November	0	9	95	104
December	0	13	97	110
Total	**12**	**142**	**1,100**	**1,254**

31 Haringey

Month	Fatal	Serious	Slight	Total
January	1	10	61	72
February	1	5	61	67
March	1	6	56	63
April	0	13	47	60
May	0	15	71	86
June	0	15	65	80
July	0	14	78	92
August	0	9	61	70
September	0	11	68	79
October	0	9	48	57
November	0	4	57	61
December	0	5	62	67
Total	**3**	**116**	**735**	**854**

Table 6.4 Collisions in the Greater London area in 2004 tabulated by borough, severity and month

32 Enfield

Month	Fatal	Serious	Slight	Total
January	1	17	72	90
February	0	15	72	87
March	0	13	82	95
April	0	12	84	96
May	1	16	85	102
June	0	10	85	95
July	2	14	69	85
August	2	10	78	90
September	0	13	70	83
October	1	14	91	106
November	1	3	76	80
December	0	9	84	93
Total	**8**	**146**	**948**	**1,102**

Table 6.5 Collisions in the Greater London area in 2004 tabulated by severity and month

Greater London total

Month	Fatal	Serious	Slight	Total
January	21	325	2,043	2,389
February	15	332	1,712	2,059
March	13	306	1,950	2,269
April	12	342	1,941	2,295
May	13	366	2,124	2,503
June	20	369	2,204	2,593
July	18	329	2,182	2,529
August	21	288	2,015	2,324
September	19	291	2,211	2,521
October	13	303	2,385	2,701
November	22	226	2,173	2,421
December	21	181	1,950	2,152
Total	**208**	**3,658**	**24,890**	**28,756**

Table 6.6 Collisions in the Greater London area in 2004 tabulated by junction detail and borough

Borough	Round-about	Mini-roundabout	T or staggered	Slip road	Cross-road	Multiple	Private drive or entrance	Other	Not within 20m of junct.	Total
City of London	16	0	143	4	64	23	6	11	47	314
Westminster	43	7	675	6	573	40	10	22	510	1,886
Camden	3	1	376	2	309	39	30	8	276	1,044
Islington	20	5	334	0	195	21	25	5	212	817
Hackney	21	3	408	13	147	33	23	48	199	895
Tower Hamlets	32	6	363	13	148	26	21	24	196	829
Greenwich	66	10	292	18	129	13	12	11	314	865
Lewisham	33	6	422	4	166	27	21	45	308	1,032
Southwark	57	8	492	5	168	26	16	44	289	1,105
Lambeth	21	5	563	0	237	66	20	17	301	1,230
Wandsworth	19	14	550	4	163	19	58	18	206	1,051
Hammersmith and Fulham	21	15	334	5	101	9	30	8	241	764
Kensington and Chelsea	11	4	233	5	179	17	13	25	155	642
Total Inner	**363**	**84**	**5,185**	**79**	**2,579**	**359**	**285**	**286**	**3,254**	**12,474**
Waltham Forest	27	8	337	9	105	4	35	9	216	750
Redbridge	67	34	329	21	113	13	47	9	247	880
Havering	77	20	260	11	81	16	42	16	283	806
Barking and Dagenham	48	6	172	17	97	8	20	43	205	616
Newham	35	9	334	13	99	15	14	53	214	786
Bexley	48	12	202	6	50	10	15	8	223	574
Bromley	37	20	357	2	144	11	33	8	288	900
Croydon	72	8	485	7	97	35	33	57	357	1,151
Sutton	19	5	189	7	81	11	19	16	147	494
Merton	15	15	198	4	63	2	25	2	173	497
Kingston	30	7	136	9	54	3	13	6	126	384
Richmond	34	10	196	4	63	6	36	0	180	529
Hounslow	97	20	294	23	142	5	56	7	247	891
Hillingdon	113	21	306	26	80	18	49	61	380	1,054
Ealing	53	9	457	49	119	19	46	55	364	1,171
Brent	51	14	412	22	130	5	33	9	331	1,007
Harrow	50	5	202	13	65	7	25	21	194	582
Barnet	81	14	528	20	197	21	59	12	322	1,254
Haringey	18	14	372	1	120	28	43	17	241	854
Enfield	57	10	395	11	149	32	81	19	348	1,102
Total Outer	**1,029**	**261**	**6,161**	**275**	**2,049**	**269**	**724**	**428**	**5,086**	**16,282**
Greater London	**1,392**	**345**	**11,346**	**354**	**4,628**	**628**	**1,009**	**714**	**8,340**	**28,756**

Figure 6.7a: Fatal collisions 2000-2004

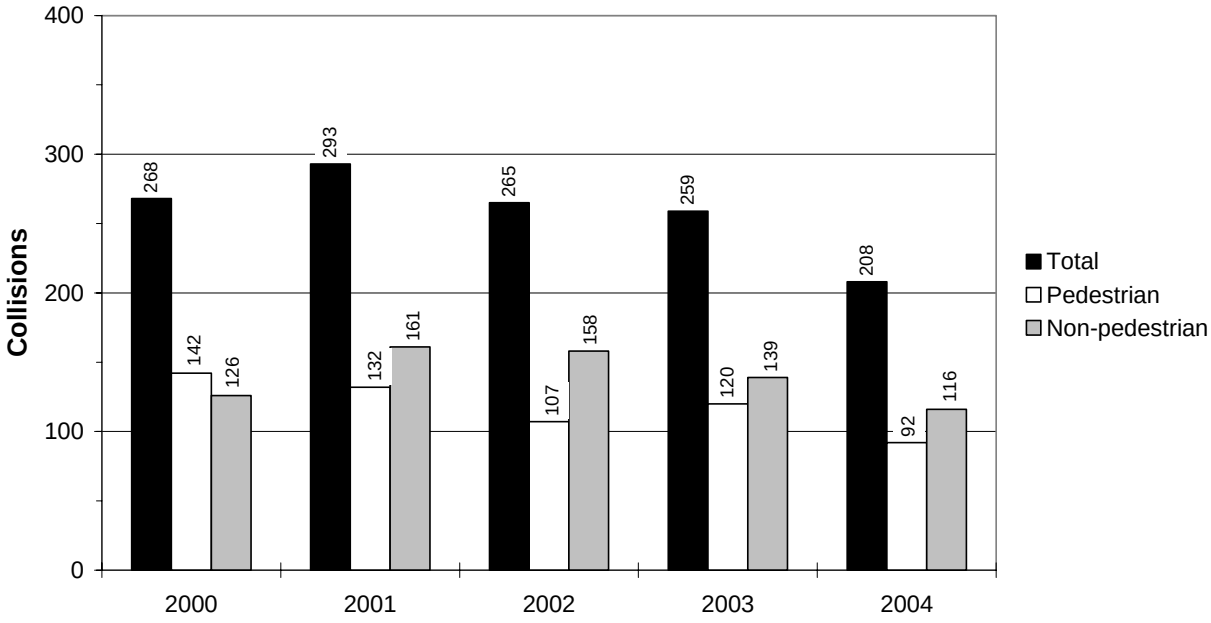


Figure 6.7b: Serious collisions 2000-2004

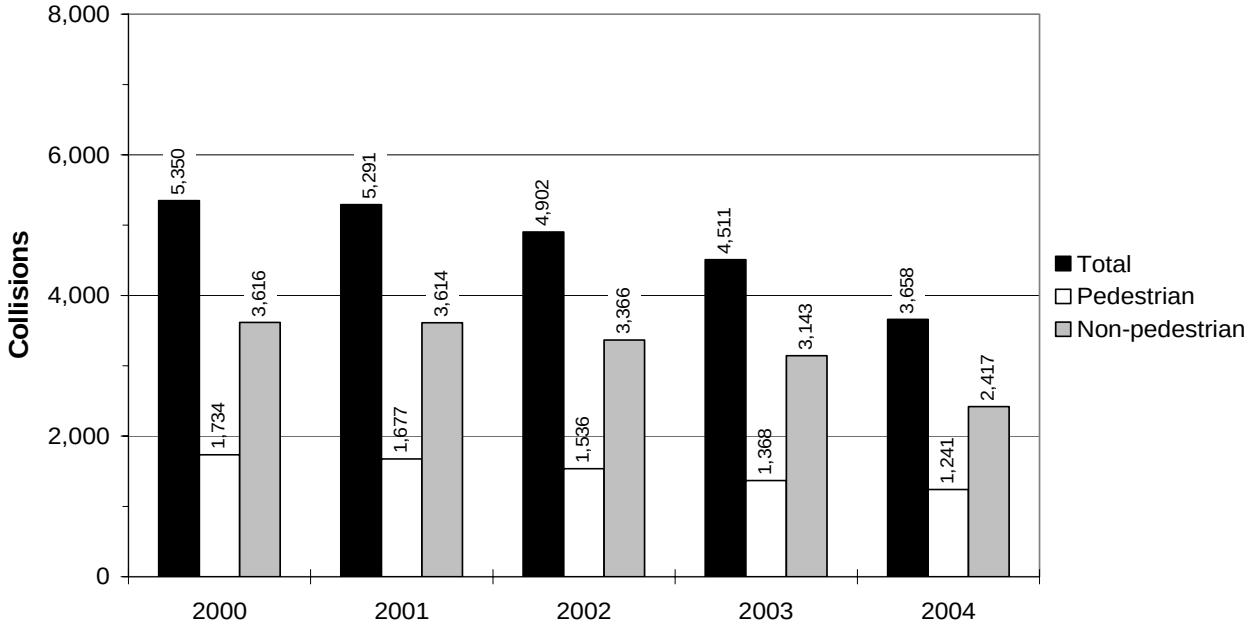


Table 6.8 Collisions at junctions in the Greater London area in 2004 tabulated by junction control and borough

Borough	Authorised person	Automatic traffic signal	Stop sign	Give way	Un-controlled	Total
City of London	0	135	0	117	15	267
Westminster	2	645	2	684	43	1,376
Camden	1	370	2	358	37	768
Islington	1	218	0	357	29	605
Hackney	0	196	4	396	100	696
Tower Hamlets	0	180	4	396	53	633
Greenwich	1	130	1	378	41	551
Lewisham	1	185	2	457	79	724
Southwark	3	232	4	498	79	816
Lambeth	2	328	2	532	65	929
Wandsworth	1	197	3	535	109	845
Hammersmith and Fulham	0	109	0	383	31	523
Kensington and Chelsea	2	170	1	272	42	487
Total Inner	**14**	**3,095**	**25**	**5,363**	**723**	**9,220**
Waltham Forest	2	95	5	382	50	534
Redbridge	0	108	0	456	69	633
Havering	2	104	1	363	53	523
Barking and Dagenham	0	94	1	280	36	411
Newham	0	149	1	380	42	572
Bexley	0	54	0	276	21	351
Bromley	0	95	0	475	42	612
Croydon	0	144	8	531	111	794
Sutton	0	66	1	239	41	347
Merton	0	70	0	237	17	324
Kingston	0	61	0	182	15	258
Richmond	1	76	0	252	20	349
Hounslow	0	197	4	369	74	644
Hillingdon	0	161	1	438	74	674
Ealing	1	170	1	568	67	807
Brent	0	136	2	503	35	676
Harrow	0	64	0	293	31	388
Barnet	0	213	1	629	89	932
Haringey	0	151	3	411	48	613
Enfield	0	192	0	465	97	754
Total Outer	**6**	**2,400**	**29**	**7,729**	**1,032**	**11,196**
Greater London	**20**	**5,495**	**54**	**13,092**	**1,755**	**20,416**

Table 6.9 Collisions in the Greater London area in 2004 tabulated by weather and borough

Borough	Raining	Snowing	Fog	Other	Unknown	Total
City of London	14	0	0	300	0	314
Westminster	229	4	2	1,641	10	1,886
Camden	141	2	0	878	23	1,044
Islington	98	0	1	696	22	817
Hackney	51	0	0	839	5	895
Tower Hamlets	104	1	0	723	1	829
Greenwich	114	0	1	748	2	865
Lewisham	136	4	0	888	4	1,032
Southwark	131	2	1	965	6	1,105
Lambeth	179	5	0	1,037	9	1,230
Wandsworth	98	2	1	950	0	1,051
Hammersmith and Fulham	98	2	0	655	9	764
Kensington and Chelsea	41	3	0	596	2	642
Total Inner	**1,434**	**25**	**6**	**10,916**	**93**	**12,474**
Waltham Forest	131	3	0	614	2	750
Redbridge	126	2	0	751	1	880
Havering	94	3	1	706	2	806
Barking and Dagenham	66	0	1	549	0	616
Newham	86	2	0	695	3	786
Bexley	78	2	0	493	1	574
Bromley	163	4	6	723	4	900
Croydon	157	3	0	987	4	1,151
Sutton	59	1	0	433	1	494
Merton	62	1	0	415	19	497
Kingston	42	1	0	331	10	384
Richmond	80	0	1	437	11	529
Hounslow	125	2	0	760	4	891
Hillingdon	169	2	4	876	3	1,054
Ealing	140	0	0	1,028	3	1,171
Brent	137	4	2	852	12	1,007
Harrow	67	1	1	513	0	582
Barnet	144	6	0	1,096	8	1,254
Haringey	104	3	0	744	3	854
Enfield	163	3	1	934	1	1,102
Total Outer	**2,193**	**43**	**17**	**13,937**	**92**	**16,282**
Greater London	**3,627**	**68**	**23**	**24,853**	**185**	**28,756**

Table 6.10 Collisions involving a parked vehicle in the Greater London area in 2004 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	3	17	20
Westminster	0	6	67	73
Camden	0	5	56	61
Islington	0	4	52	56
Hackney	0	5	39	44
Tower Hamlets	0	5	35	40
Greenwich	0	7	46	53
Lewisham	0	13	52	65
Southwark	1	3	55	59
Lambeth	0	8	59	67
Wandsworth	0	6	66	72
Hammersmith and Fulham	1	10	48	59
Kensington and Chelsea	1	3	27	31
Total Inner	**3**	**78**	**619**	**700**
Waltham Forest	0	9	47	56
Redbridge	1	10	50	61
Havering	0	9	35	44
Barking and Dagenham	1	5	28	34
Newham	0	5	41	46
Bexley	0	5	45	50
Bromley	1	13	52	66
Croydon	1	11	64	76
Sutton	1	4	18	23
Merton	0	5	36	41
Kingston	0	4	23	27
Richmond	0	8	38	46
Hounslow	1	4	37	42
Hillingdon	0	6	48	54
Ealing	1	7	52	60
Brent	0	12	66	78
Harrow	0	7	38	45
Barnet	0	7	64	71
Haringey	0	7	59	66
Enfield	2	12	60	74
Total Outer	**9**	**150**	**901**	**1,060**
Greater London	**12**	**228**	**1,520**	**1,760**

Table 6.11 Collisions in the Greater London area in 2004 tabulated by road surface condition and borough

Borough	Dry	Wet/Damp	Snow	Frost/Ice	Flood	Oil/diesel	Mud	Total
City of London	281	33	0	0	0	0	0	314
Westminster	1,524	355	1	2	1	2	1	1,886
Camden	810	222	1	3	2	6	0	1,044
Islington	661	151	0	3	0	2	0	817
Hackney	796	96	0	2	0	1	0	895
Tower Hamlets	670	152	0	2	1	4	0	829
Greenwich	649	209	0	4	1	2	0	865
Lewisham	821	202	0	7	0	2	0	1,032
Southwark	890	208	2	1	0	3	1	1,105
Lambeth	982	239	2	6	0	1	0	1,230
Wandsworth	904	141	0	5	0	1	0	1,051
Hammersmith and Fulham	613	149	1	0	0	1	0	764
Kensington and Chelsea	562	70	5	4	0	1	0	642
Total Inner	**10,163**	**2,227**	**12**	**39**	**5**	**26**	**2**	**12,474**
Waltham Forest	535	203	1	11	0	0	0	750
Redbridge	662	212	0	5	0	1	0	880
Havering	622	170	2	9	2	0	1	806
Barking and Dagenham	493	115	0	7	0	0	1	616
Newham	627	148	1	8	0	2	0	786
Bexley	415	149	3	5	0	2	0	574
Bromley	618	269	0	10	0	3	0	900
Croydon	930	214	1	4	0	2	0	1,151
Sutton	378	111	0	3	0	2	0	494
Merton	385	107	0	4	0	1	0	497
Kingston	297	83	1	3	0	0	0	384
Richmond	400	127	0	1	0	1	0	529
Hounslow	713	173	1	2	1	1	0	891
Hillingdon	748	294	1	6	1	2	2	1,054
Ealing	927	235	0	5	2	2	0	1,171
Brent	767	228	1	10	0	1	0	1,007
Harrow	437	137	0	8	0	0	0	582
Barnet	1,000	231	2	17	0	3	1	1,254
Haringey	673	173	0	6	1	1	0	854
Enfield	816	279	2	5	0	0	0	1,102
Total Outer	**12,443**	**3,658**	**16**	**129**	**7**	**24**	**5**	**16,282**
Greater London	**22,606**	**5,885**	**28**	**168**	**12**	**50**	**7**	**28,756**

Figure 6.12: Collisions on a wet road surface 2000-2004

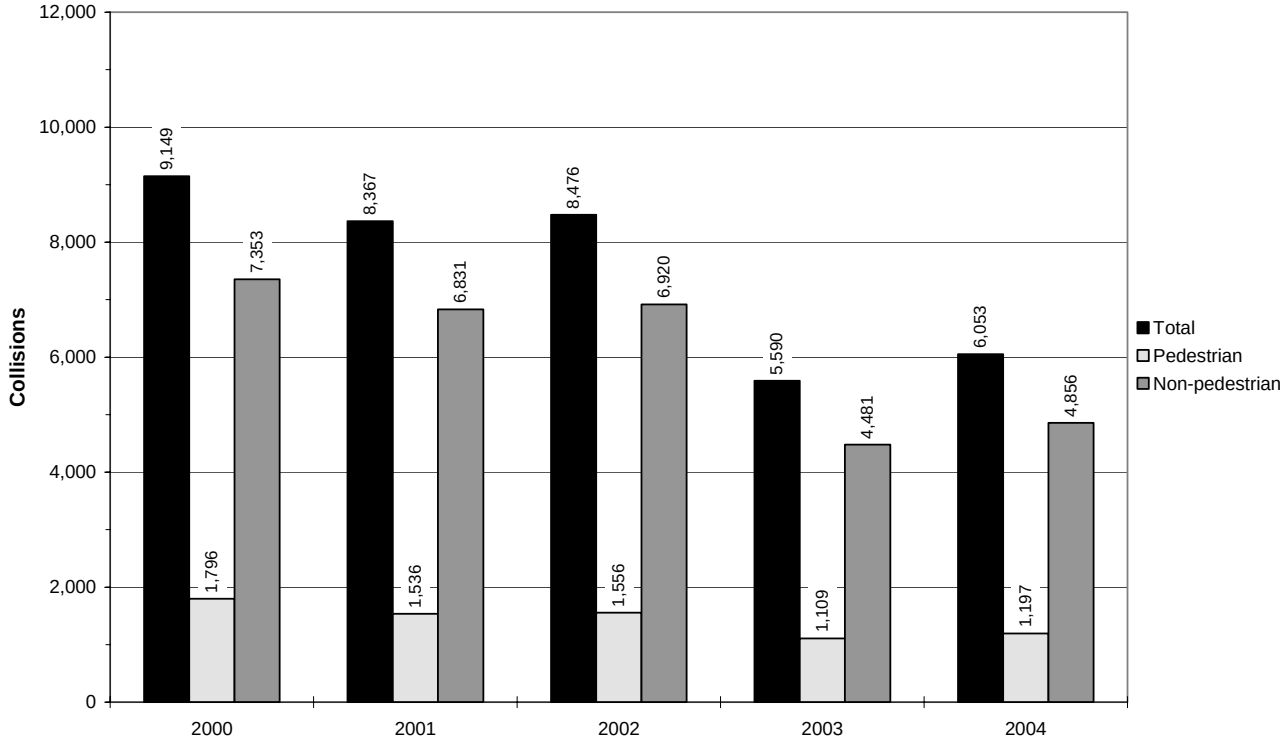


Table 6.13 Collisions in the Greater London area in 2004 tabulated by road class and borough

Borough	Motorway	A	B	C	Unclassified	Total
City of London	0	203	2	103	6	314
Westminster	0	1,249	163	256	218	1,886
Camden	0	718	120	105	101	1,044
Islington	0	629	32	79	77	817
Hackney	0	612	82	125	76	895
Tower Hamlets	0	555	135	48	91	829
Greenwich	0	590	59	92	124	865
Lewisham	0	645	110	97	180	1,032
Southwark	0	784	88	75	158	1,105
Lambeth	0	912	99	66	153	1,230
Wandsworth	0	748	76	79	148	1,051
Hammersmith and Fulham	0	532	66	45	121	764
Kensington and Chelsea	0	427	85	58	72	642
Total Inner	**0**	**8,604**	**1,117**	**1,228**	**1,525**	**12,474**
Waltham Forest	0	471	57	74	148	750
Redbridge	8	486	44	139	203	880
Havering	50	286	66	276	128	806
Barking and Dagenham	0	377	12	120	107	616
Newham	0	516	80	43	147	786
Bexley	0	330	27	112	105	574
Bromley	2	510	69	112	207	900
Croydon	0	639	131	170	211	1,151
Sutton	0	206	132	64	92	494
Merton	0	305	73	54	65	497
Kingston	0	245	20	58	61	384
Richmond	0	352	64	47	66	529
Hounslow	44	591	53	77	126	891
Hillingdon	89	437	73	255	200	1,054
Ealing	0	653	167	147	204	1,171
Brent	0	610	55	146	196	1,007
Harrow	0	275	28	195	84	582
Barnet	24	827	80	101	222	1,254
Haringey	0	568	98	49	139	854
Enfield	72	638	49	160	183	1,102
Total Outer	**289**	**9,322**	**1,378**	**2,399**	**2,894**	**16,282**
Greater London	**289**	**17,926**	**2,495**	**3,627**	**4,419**	**28,756**

Note: Road Class is allocated according to the category of the road at which the accidents occurred. For accidents occurring at a junction where the accident cannot be clearly allocated to a particular road the class of the major road is chosen.

Table 6.14 Collisions involving a pedestrian in the Greater London area in 2004 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	1	12	87	100
Westminster	7	115	494	616
Camden	2	57	254	313
Islington	1	28	152	181
Hackney	7	47	157	211
Tower Hamlets	3	52	131	186
Greenwich	5	19	141	165
Lewisham	3	45	179	227
Southwark	4	53	211	268
Lambeth	2	65	221	288
Wandsworth	4	42	168	214
Hammersmith and Fulham	3	28	144	175
Kensington and Chelsea	1	33	123	157
Total Inner	**43**	**596**	**2,462**	**3,101**
Waltham Forest	1	36	142	179
Redbridge	1	36	100	137
Havering	1	23	73	97
Barking and Dagenham	3	21	88	112
Newham	1	40	174	215
Bexley	0	21	75	96
Bromley	2	29	112	143
Croydon	4	41	195	240
Sutton	2	17	82	101
Merton	1	16	75	92
Kingston	1	14	50	65
Richmond	6	21	79	106
Hounslow	7	29	105	141
Hillingdon	4	33	111	148
Ealing	5	49	187	241
Brent	1	47	181	229
Harrow	2	30	85	117
Barnet	5	50	175	230
Haringey	1	55	186	242
Enfield	1	37	130	168
Total Outer	**49**	**645**	**2,405**	**3,099**
Greater London	**92**	**1,241**	**4,867**	**6,200**

Table 6.15 Pedestrian collisions in the Greater London area in 2004 tabulated by month and borough

Borough	Jan.	Feb.	March	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.	Total
City of London	13	7	7	6	8	10	6	8	10	6	11	8	100
Westminster	61	40	31	57	60	58	56	42	57	60	49	45	616
Camden	24	28	32	26	27	28	35	13	25	27	28	20	313
Islington	14	25	15	17	12	13	12	17	11	12	16	17	181
Hackney	15	18	18	10	12	27	21	21	15	20	19	15	211
Tower Hamlets	21	21	16	13	15	16	11	9	15	23	10	16	186
Greenwich	12	10	15	15	18	11	14	11	16	19	11	13	165
Lewisham	25	16	19	16	13	14	16	12	24	32	22	18	227
Southwark	24	25	27	24	15	23	18	19	27	24	20	22	268
Lambeth	23	27	19	25	25	26	13	22	28	35	23	22	288
Wandsworth	20	15	25	13	15	17	20	19	16	26	17	11	214
Hammersmith and Fulham	23	11	15	11	13	7	11	13	19	16	25	11	175
Kensington and Chelsea	10	13	15	12	18	18	7	12	12	15	14	11	157
Total Inner	**285**	**256**	**254**	**245**	**251**	**268**	**240**	**218**	**275**	**315**	**265**	**229**	**3,101**
Waltham Forest	15	14	13	15	18	13	14	9	17	17	19	15	179
Redbridge	9	10	10	10	15	11	14	8	5	13	18	14	137
Havering	12	4	6	9	7	9	8	7	7	9	11	8	97
Barking and Dagenham	8	6	4	13	12	8	10	7	5	11	15	13	112
Newham	20	14	19	22	17	24	18	16	18	22	13	12	215
Bexley	8	5	15	9	8	9	4	3	10	7	6	12	96
Bromley	14	11	11	12	9	11	10	7	17	16	14	11	143
Croydon	21	20	24	24	20	13	21	20	19	20	21	17	240
Sutton	9	6	7	3	5	9	15	9	14	7	3	14	101
Merton	6	6	8	7	5	8	6	7	7	12	13	7	92
Kingston	6	8	8	6	4	4	3	5	4	6	7	4	65
Richmond	3	7	10	8	9	8	12	12	8	10	16	3	106
Hounslow	15	11	16	18	12	8	13	5	8	16	13	6	141
Hillingdon	16	12	10	8	14	14	9	10	12	16	16	11	148
Ealing	21	12	23	27	14	22	19	16	22	26	22	17	241
Brent	22	14	17	18	22	22	21	18	16	23	17	19	229
Harrow	4	10	7	11	19	7	6	11	7	17	8	10	117
Barnet	23	10	16	12	24	30	13	15	24	23	18	22	230
Haringey	23	27	13	18	26	23	24	15	24	16	14	19	242
Enfield	17	15	12	15	15	14	15	8	15	15	18	9	168
Total Outer	**272**	**222**	**249**	**265**	**275**	**267**	**255**	**208**	**259**	**302**	**282**	**243**	**3,099**
Greater London	**557**	**478**	**503**	**510**	**526**	**535**	**495**	**426**	**534**	**617**	**547**	**472**	**6,200**

Table 6.16 Collisions involving a pedestrian crossing the road in the Greater London area in 2004 tabulated by pedestrian action and borough

Borough	Crossing road at pedestrian crossing	Crossing within 50m of pedestrian crossing	Crossing road elsewhere	Total
City of London	18	29	29	76
Westminster	128	74	328	530
Camden	78	75	110	263
Islington	38	35	80	153
Hackney	29	46	92	167
Tower Hamlets	51	31	75	157
Greenwich	25	19	79	123
Lewisham	33	35	117	185
Southwark	46	50	129	225
Lambeth	39	65	136	240
Wandsworth	33	56	74	163
Hammersmith and Fulham	41	34	74	149
Kensington and Chelsea	34	45	55	134
Total Inner	**593**	**594**	**1,378**	**2,565**
Waltham Forest	28	28	86	142
Redbridge	19	16	79	114
Havering	13	19	46	78
Barking and Dagenham	19	18	50	87
Newham	43	38	94	175
Bexley	15	13	49	77
Bromley	12	15	87	114
Croydon	38	38	126	202
Sutton	11	15	54	80
Merton	14	19	43	76
Kingston	16	14	28	58
Richmond	15	15	55	85
Hounslow	22	13	76	111
Hillingdon	27	33	61	121
Ealing	33	48	117	198
Brent	32	28	129	189
Harrow	16	25	56	97
Barnet	35	28	119	182
Haringey	31	42	128	201
Enfield	20	21	85	126
Total Outer	**459**	**486**	**1,568**	**2,513**
Greater London	**1,052**	**1,080**	**2,946**	**5,078**

Figure 6.17: Collisions in the dark 2000-2004

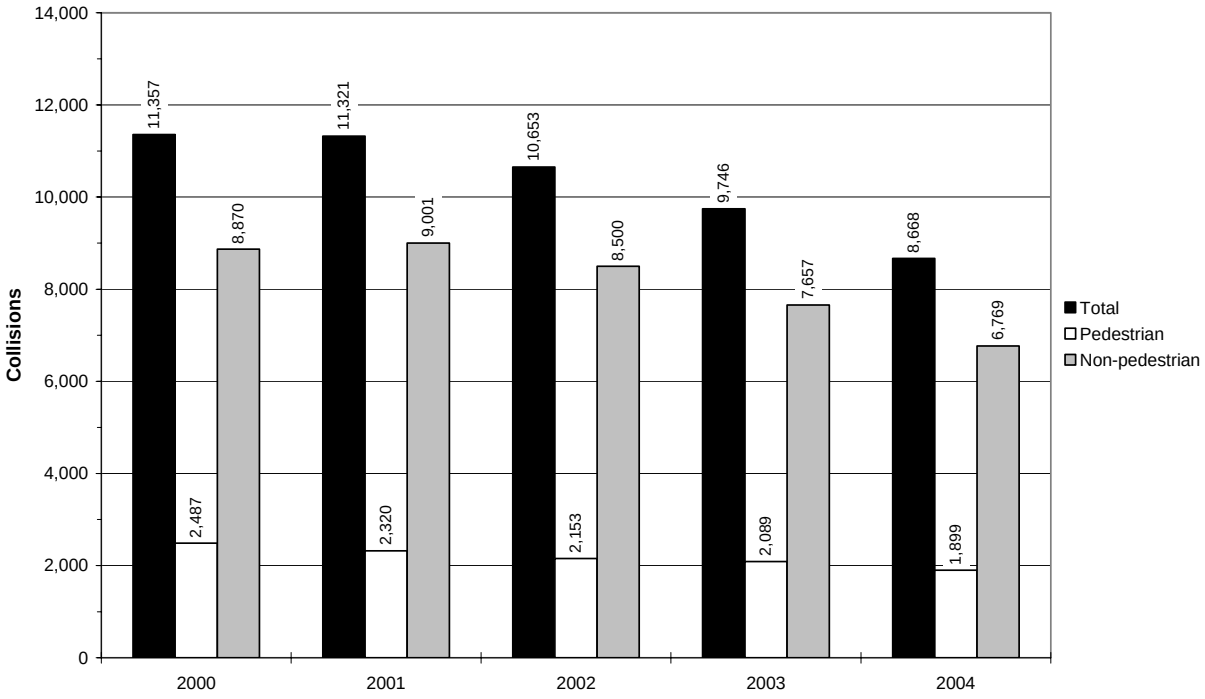


Table 6.18 Collisions in the Greater London area in 2004 tabulated by day of the week and time of day

Time of day	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
00.00-00.59	132	57	43	55	52	78	111	528
01.00-01.59	109	38	24	29	35	51	91	377
02.00-02.59	86	25	19	18	21	34	87	290
03.00-03.59	58	9	13	18	17	22	56	193
04.00-04.59	64	11	20	18	18	23	49	203
05.00-05.59	48	27	19	26	34	37	43	234
06.00-06.59	52	73	77	72	74	66	44	458
07.00-07.59	46	173	205	204	207	190	65	1,090
08.00-08.59	52	346	378	397	347	330	78	1,928
09.00-09.59	76	284	316	280	287	265	133	1,641
10.00-10.59	107	191	187	189	171	197	163	1,205
11.00-11.59	128	186	198	190	207	206	232	1,347
12.00-12.59	183	221	241	230	259	246	247	1,627
13.00-13.59	209	232	241	265	242	252	258	1,699
14.00-14.59	214	227	250	234	245	286	260	1,716
15.00-15.59	196	339	310	291	310	309	262	2,017
16.00-16.59	198	306	310	333	338	339	271	2,095
17.00-17.59	181	337	363	352	383	361	233	2,210
18.00-18.59	197	291	369	354	320	329	228	2,088
19.00-19.59	176	226	271	249	255	283	226	1,686
20.00-20.59	157	145	195	184	171	223	193	1,268
21.00-21.59	135	128	145	140	149	201	138	1,036
22.00-22.59	118	110	125	124	138	179	139	933
23.00-23.59	90	99	100	129	127	182	160	887
Total	**3,012**	**4,081**	**4,419**	**4,381**	**4,407**	**4,689**	**3,767**	**28,756**

Table 6.19 Collisions in the Greater London area in 2004 tabulated by lighting condition and borough

Borough	Light	Dark	Total
City of London	225	89	314
Westminster	1,313	573	1,886
Camden	712	332	1,044
Islington	577	240	817
Hackney	591	304	895
Tower Hamlets	578	251	829
Greenwich	616	249	865
Lewisham	763	269	1,032
Southwark	771	334	1,105
Lambeth	835	395	1,230
Wandsworth	750	301	1,051
Hammersmith and Fulham	532	232	764
Kensington and Chelsea	454	188	642
Total Inner	**8,717**	**3,757**	**12,474**
Waltham Forest	517	233	750
Redbridge	613	267	880
Havering	557	249	806
Barking and Dagenham	461	155	616
Newham	565	221	786
Bexley	404	170	574
Bromley	636	264	900
Croydon	796	355	1,151
Sutton	339	155	494
Merton	355	142	497
Kingston	255	129	384
Richmond	390	139	529
Hounslow	602	289	891
Hillingdon	742	312	1,054
Ealing	844	327	1,171
Brent	691	316	1,007
Harrow	406	176	582
Barnet	872	382	1,254
Haringey	589	265	854
Enfield	737	365	1,102
Total Outer	**11,371**	**4,911**	**16,282**
Greater London	**20,088**	**8,668**	**28,756**

Table 6.20 Collisions in the Greater London area in 2004 tabulated by speed limit and borough

Borough	20 mph or less	30 mph	40 mph	50 mph	60 mph	70 mph	Total
City of London	5	307	1	1	0	0	314
Westminster	4	1,850	19	13	0	0	1,886
Camden	0	1,041	2	1	0	0	1,044
Islington	0	812	4	0	1	0	817
Hackney	0	864	25	4	1	1	895
Tower Hamlets	3	781	33	7	3	2	829
Greenwich	7	757	32	65	3	1	865
Lewisham	3	1,021	6	2	0	0	1,032
Southwark	3	1,100	1	1	0	0	1,105
Lambeth	2	1,227	1	0	0	0	1,230
Wandsworth	2	1,008	35	5	1	0	1,051
Hammersmith and Fulham	0	713	49	1	1	0	764
Kensington and Chelsea	0	606	32	4	0	0	642
Total Inner	**29**	**12,087**	**240**	**104**	**10**	**4**	**12,474**
Waltham Forest	0	695	10	43	2	0	750
Redbridge	1	727	65	85	0	2	880
Havering	2	597	43	47	38	79	806
Barking and Dagenham	2	496	74	40	1	3	616
Newham	3	708	49	24	2	0	786
Bexley	3	513	20	33	2	3	574
Bromley	3	842	42	8	5	0	900
Croydon	5	1,086	51	8	1	0	1,151
Sutton	1	463	29	0	1	0	494
Merton	0	475	16	6	0	0	497
Kingston	0	349	18	16	0	1	384
Richmond	9	493	27	0	0	0	529
Hounslow	0	657	150	64	9	11	891
Hillingdon	3	707	181	60	32	71	1,054
Ealing	0	1,009	122	30	0	10	1,171
Brent	1	950	42	13	1	0	1,007
Harrow	0	566	14	1	1	0	582
Barnet	1	1,036	85	105	5	22	1,254
Haringey	3	830	20	1	0	0	854
Enfield	1	832	151	43	9	66	1,102
Total Outer	**38**	**14,031**	**1,209**	**627**	**109**	**268**	**16,282**
Greater London	**67**	**26,118**	**1,449**	**731**	**119**	**272**	**28,756**

Table 6.21 Collisions in the Greater London area in 2004 tabulated by highway authority and borough

Borough	TLRN [1]	Highways Agency	Borough	Total
City of London	146	0	168	314
Westminster	492	0	1,394	1,886
Camden	286	0	758	1,044
Islington	368	0	449	817
Hackney	410	0	485	895
Tower Hamlets	426	0	403	829
Greenwich	232	0	633	865
Lewisham	487	0	545	1,032
Southwark	457	0	648	1,105
Lambeth	680	0	550	1,230
Wandsworth	497	0	554	1,051
Hammersmith and Fulham	77	0	687	764
Kensington and Chelsea	213	0	429	642
Total Inner	**4,771**	**0**	**7,703**	**12,474**
Waltham Forest	67	0	683	750
Redbridge	204	8	668	880
Havering	132	63	611	806
Barking and Dagenham	125	0	491	616
Newham	117	0	669	786
Bexley	47	0	527	574
Bromley	123	2	775	900
Croydon	228	0	923	1,151
Sutton	156	0	338	494
Merton	73	0	424	497
Kingston	82	0	302	384
Richmond	126	0	403	529
Hounslow	323	31	537	891
Hillingdon	125	87	842	1,054
Ealing	238	0	933	1,171
Brent	63	0	944	1,007
Harrow	0	0	582	582
Barnet	270	18	966	1,254
Haringey	178	0	676	854
Enfield	241	76	785	1,102
Total Outer	**2,918**	**285**	**13,079**	**16,282**
Greater London	**7,689**	**285**	**20,782**	**28,756**

[1] *TLRN is the Transport for London Road Network*

Note: the highway authority is allocated according to the category of the road at which the accident occurred. For an accident occurring at a junction where the accident cannot be clearly allocated to a particular road the highway authority of the major road is chosen.

Figure 6.22: Collisions in Greater London by month 2004

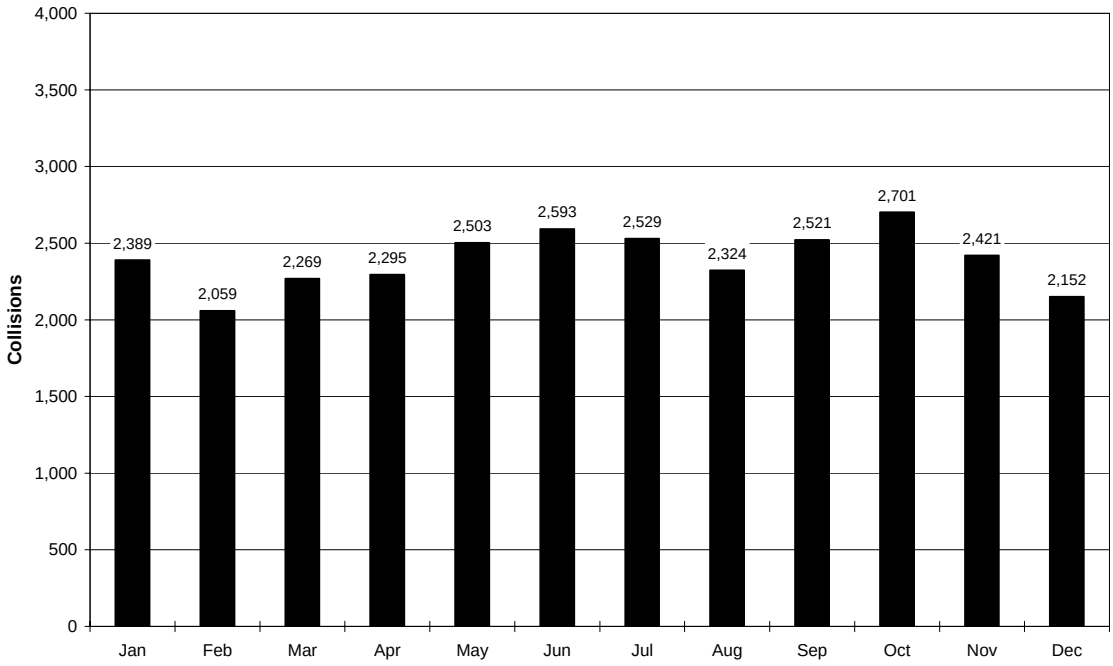


Figure 6.23: Collisions in Greater London by day of week 2004

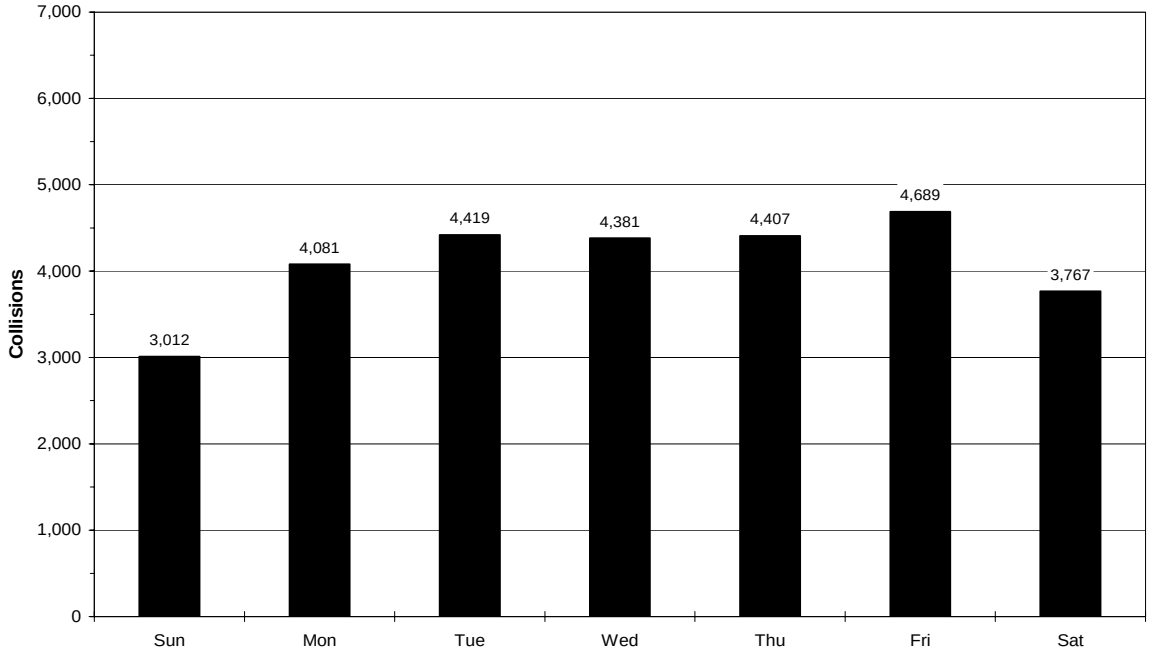
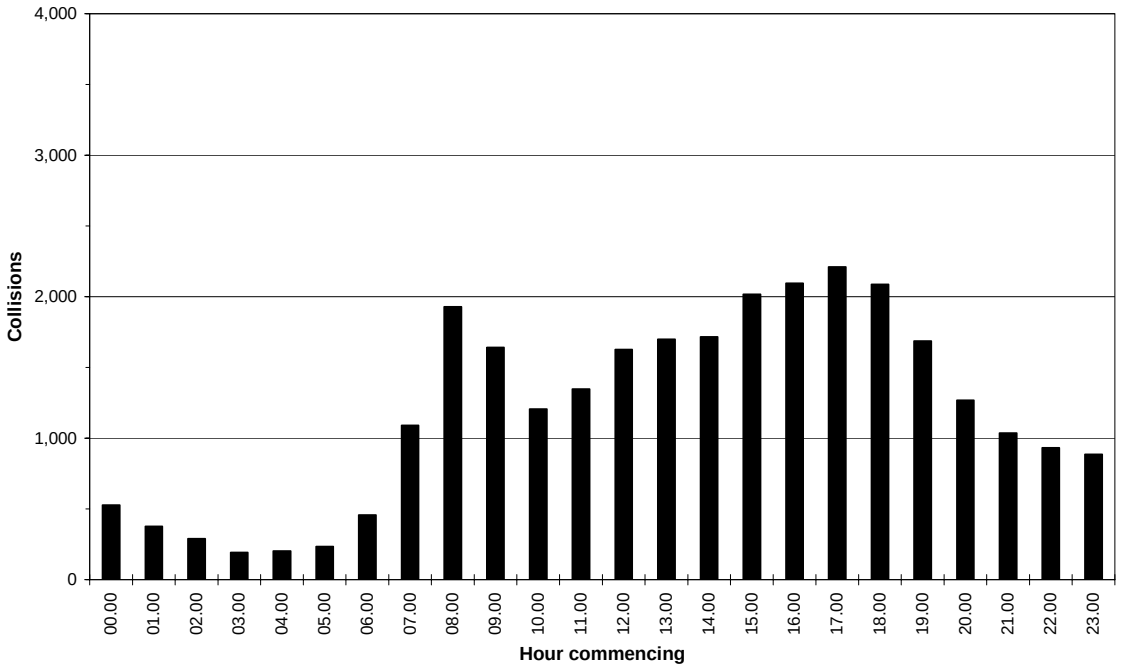


Figure 6.24: Collisions in Greater London by hour of day 2004



7. Casualties

Figure 7.1a: Vehicle casualties by type of road user 2000-2004

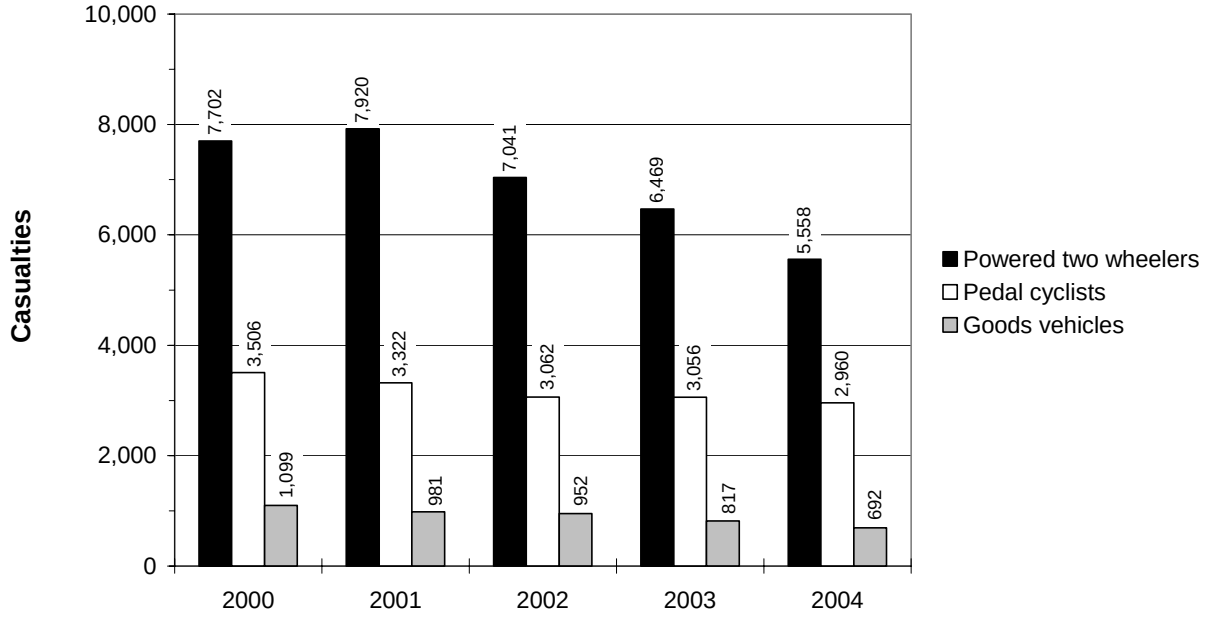


Figure 7.1b: Vehicle casualties by type of road user 2000-2004

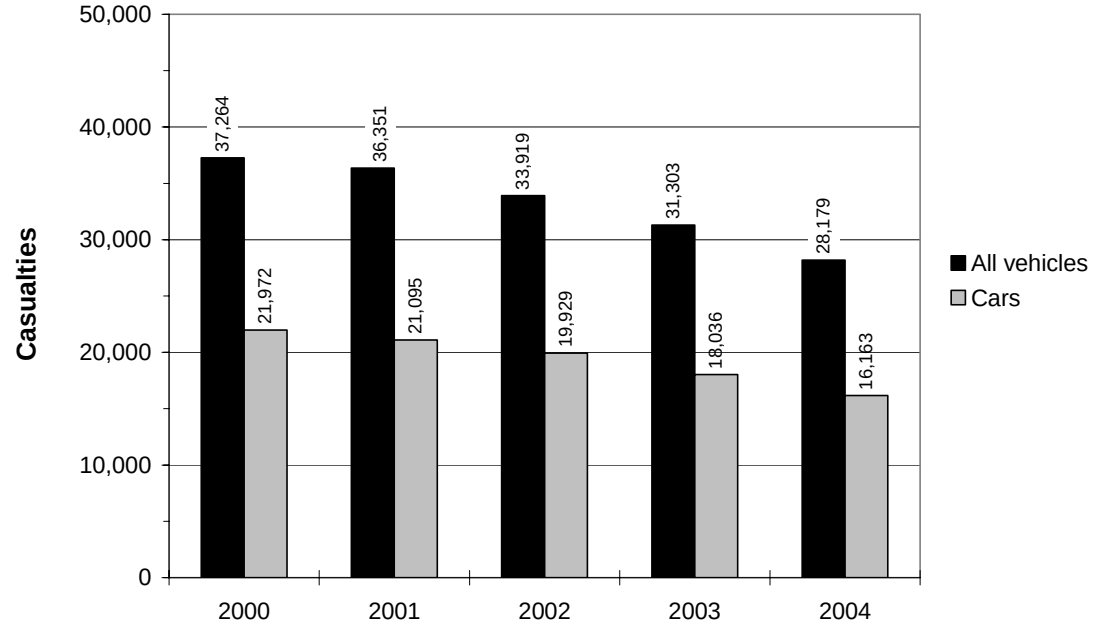


Figure 7.2a: Pedestrian casualties 2000-2004

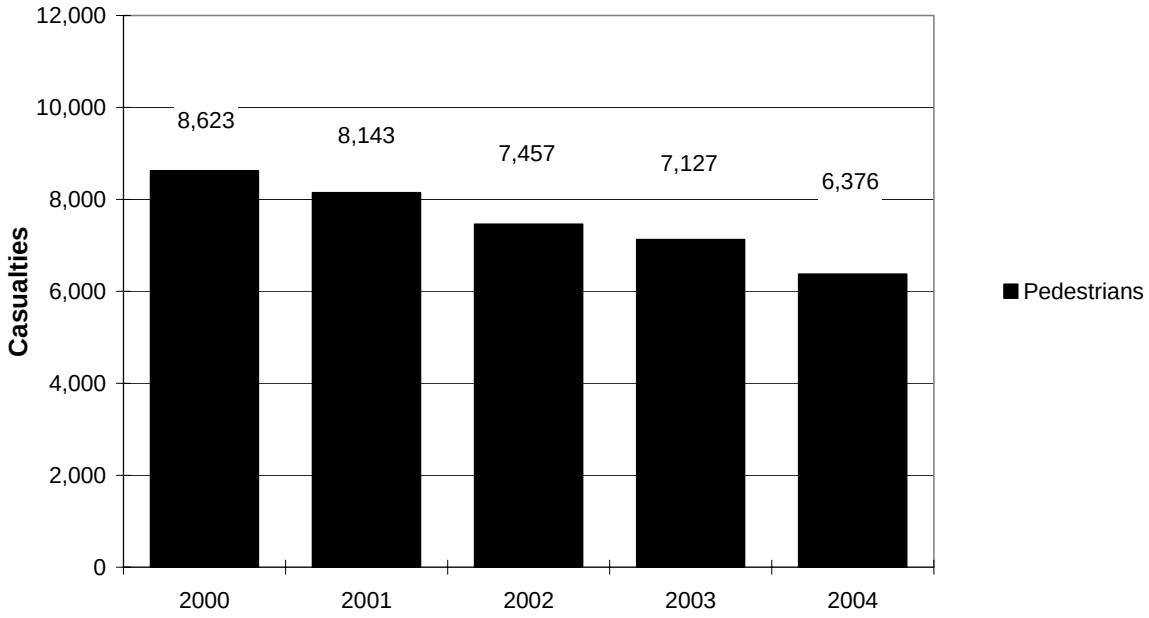


Figure 7.2b: Pedestrian casualties by age groups 2000-2004

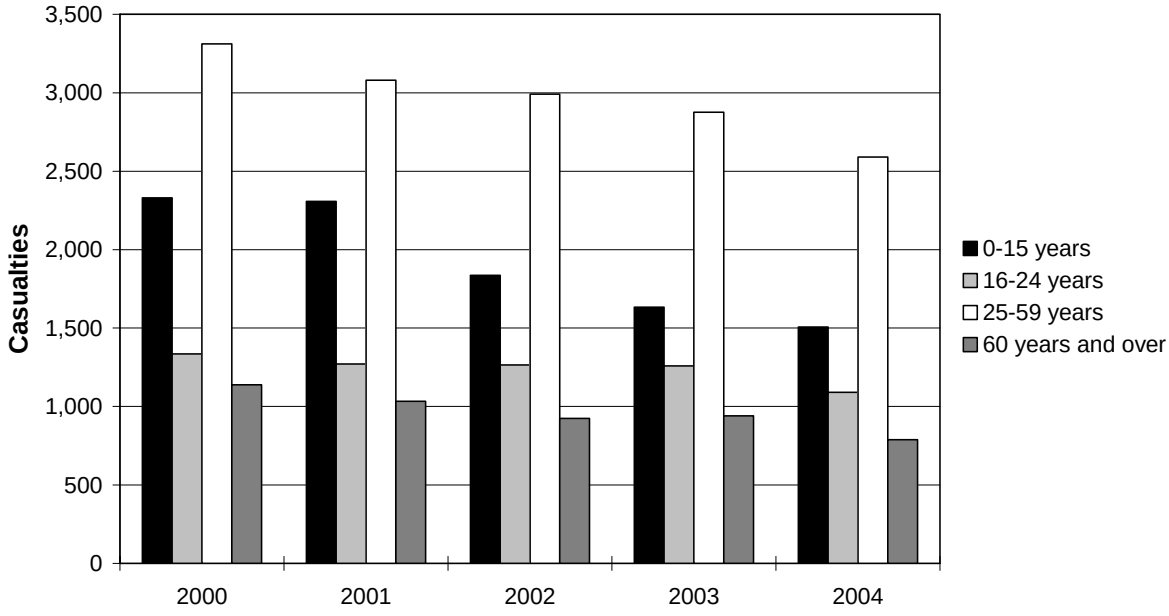


Figure 7.3a: Driver casualties by type of vehicle 2000-2004

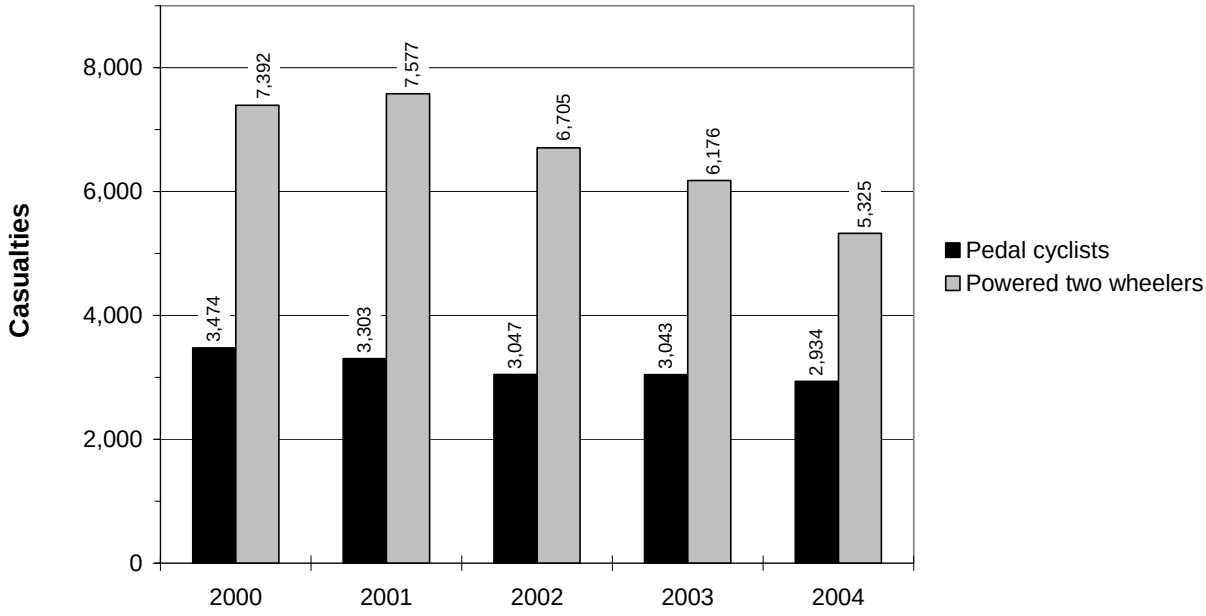


Figure 7.3b: Driver casualties by type of vehicle 2000-2004

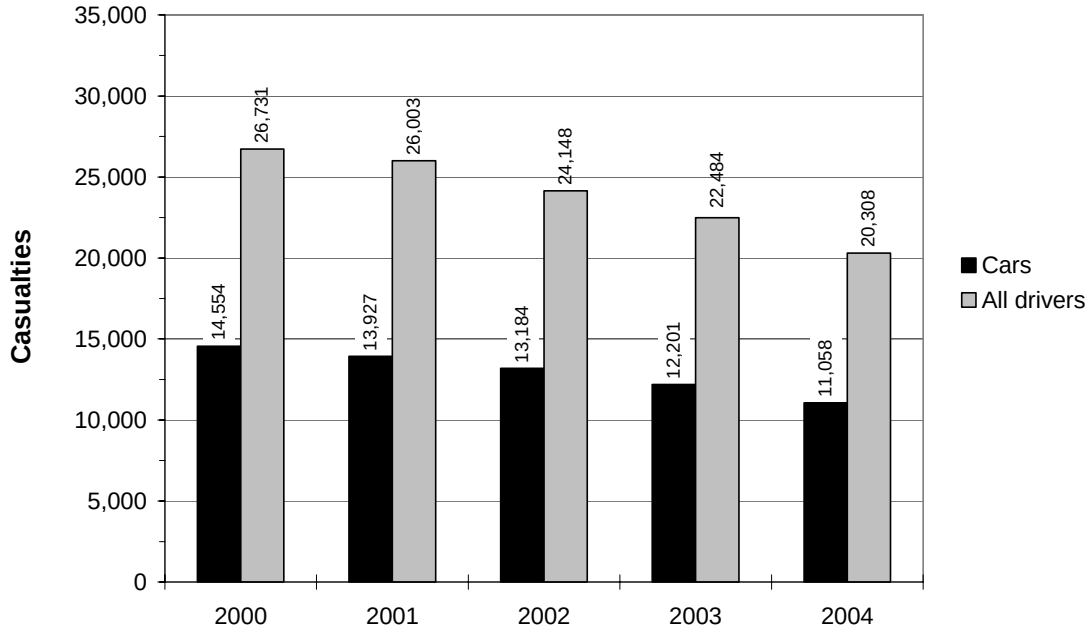


Figure 7.4a: Passenger casualties by type of vehicle 2000-2004

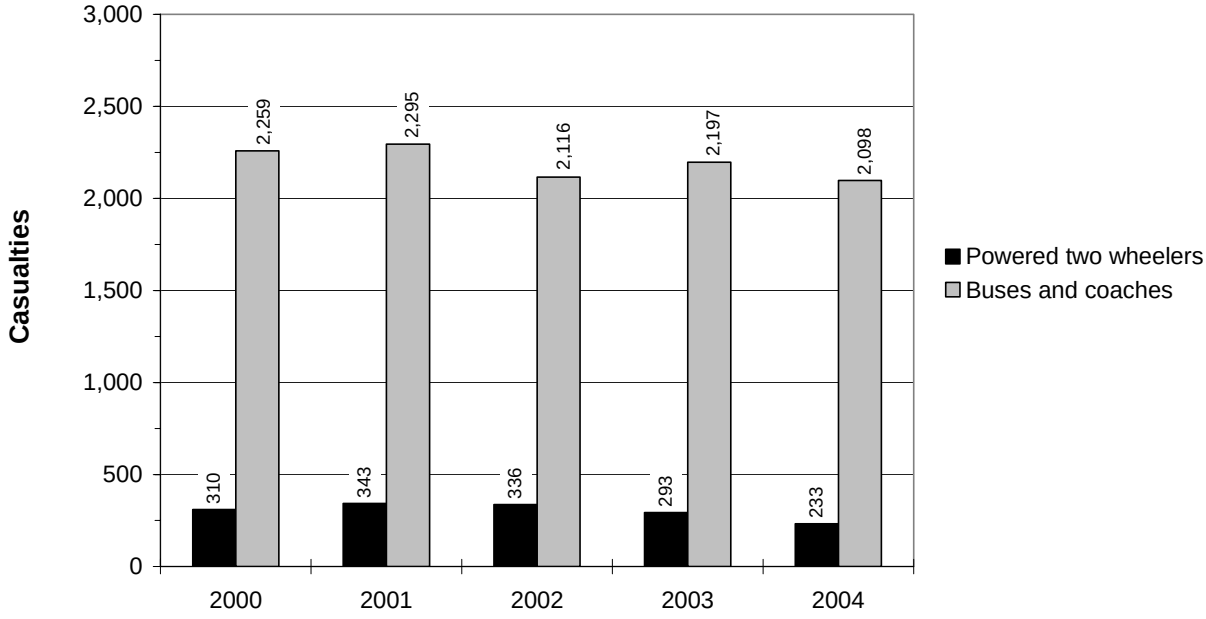


Figure 7.4b: Passenger casualties by type of vehicle 2000-2004

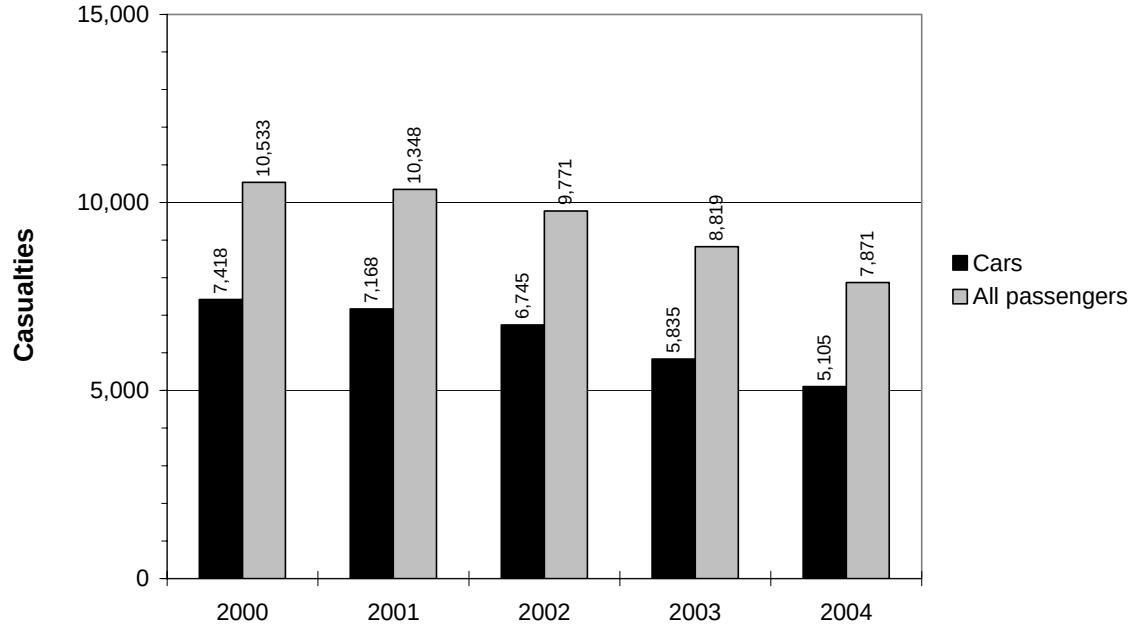


Table 7.5 Driver and passenger casualties in the Greater London area in 2004 tabulated by age group and vehicle occupied

Vehicle type	0-15 years	16-24 years	25-59 years	60+ years	Not known	Total
Pedal cycle	393	421	1,877	85	184	2,960
Moped	33	413	401	7	37	891
Motor cycle up to 125cc	23	620	984	25	76	1,728
Motor cycle over 125cc	16	398	2,360	47	118	2,939
Car	870	3,493	9,481	1,105	1,214	16,163
Taxi	6	14	217	41	26	304
Bus or coach	162	157	892	794	248	2,253
Goods	20	102	496	36	38	692
Other	23	26	138	24	38	249
Total	**1,546**	**5,644**	**16,846**	**2,164**	**1,979**	**28,179**

Table 7.6 Casualties in the Greater London area in 2004 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	3	41	299	343
Westminster	9	272	1,836	2,117
Camden	4	144	1,026	1,174
Islington	2	99	807	908
Hackney	8	141	912	1,061
Tower Hamlets	6	127	858	991
Greenwich	10	103	949	1,062
Lewisham	5	142	1,110	1,257
Southwark	9	117	1,148	1,274
Lambeth	4	163	1,248	1,415
Wandsworth	8	142	1,053	1,203
Hammersmith and Fulham	6	107	761	874
Kensington and Chelsea	5	100	636	741
Total Inner	**79**	**1,698**	**12,643**	**14,420**
Waltham Forest	1	104	790	895
Redbridge	9	109	1,014	1,132
Havering	10	120	953	1,083
Barking and Dagenham	9	81	665	755
Newham	4	110	838	952
Bexley	2	80	650	732
Bromley	10	148	977	1,135
Croydon	11	145	1,238	1,394
Sutton	3	61	548	612
Merton	2	77	511	590
Kingston	4	60	397	461
Richmond	6	74	544	624
Hounslow	15	119	968	1,102
Hillingdon	11	146	1,163	1,320
Ealing	7	140	1,264	1,411
Brent	6	149	1,058	1,213
Harrow	4	79	625	708
Barnet	12	160	1,398	1,570
Haringey	3	128	866	997
Enfield	8	165	1,276	1,449
Total Outer	**137**	**2,255**	**17,743**	**20,135**
Greater London	**216**	**3,953**	**30,386**	**34,555**

Table 7.7 Casualties in the Greater London area in 2004 tabulated by borough, mode of travel and severity

00 City of London

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	12	89	102
Pedal cycles	2	9	69	80
Powered two wheelers	0	11	70	81
Car occupants	0	4	32	36
Taxi occupants	0	2	5	7
Bus or coach occupants	0	2	23	25
Goods vehicle occupants	0	0	8	8
Other vehicle occupants	0	1	3	4
Total	**3**	**41**	**299**	**343**

01 Westminster

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	7	112	512	631
Pedal cycles	0	31	237	268
Powered two wheelers	2	55	379	436
Car occupants	0	48	384	432
Taxi occupants	0	7	83	90
Bus or coach occupants	0	18	211	229
Goods vehicle occupants	0	0	19	19
Other vehicle occupants	0	1	11	12
Total	**9**	**272**	**1,836**	**2,117**

Table 7.7 Casualties in the Greater London area in 2004 tabulated by borough, mode of travel and severity

02 Camden

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	59	263	324
Pedal cycles	0	20	169	189
Powered two wheelers	2	35	201	238
Car occupants	0	22	252	274
Taxi occupants	0	1	30	31
Bus or coach occupants	0	7	93	100
Goods vehicle occupants	0	0	14	14
Other vehicle occupants	0	0	4	4
Total	**4**	**144**	**1,026**	**1,174**

03 Islington

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	25	156	182
Pedal cycles	0	17	150	167
Powered two wheelers	0	34	191	225
Car occupants	0	15	197	212
Taxi occupants	0	0	8	8
Bus or coach occupants	1	8	87	96
Goods vehicle occupants	0	0	11	11
Other vehicle occupants	0	0	7	7
Total	**2**	**99**	**807**	**908**

Table 7.7 Casualties in the Greater London area in 2004 tabulated by borough, mode of travel and severity

04 Hackney

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	7	47	164	218
Pedal cycles	0	17	111	128
Powered two wheelers	0	33	156	189
Car occupants	1	37	369	407
Taxi occupants	0	0	2	2
Bus or coach occupants	0	5	94	99
Goods vehicle occupants	0	1	8	9
Other vehicle occupants	0	1	8	9
Total	**8**	**141**	**912**	**1,061**

05 Tower Hamlets

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	53	133	189
Pedal cycles	1	11	92	104
Powered two wheelers	1	39	172	212
Car occupants	0	20	370	390
Taxi occupants	0	0	15	15
Bus or coach occupants	0	2	39	41
Goods vehicle occupants	1	2	31	34
Other vehicle occupants	0	0	6	6
Total	**6**	**127**	**858**	**991**

Table 7.7 Casualties in the Greater London area in 2004 tabulated by borough, mode of travel and severity

06 Greenwich

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	5	22	145	172
Pedal cycles	0	6	49	55
Powered two wheelers	2	27	140	169
Car occupants	2	38	518	558
Taxi occupants	0	0	2	2
Bus or coach occupants	0	9	72	81
Goods vehicle occupants	1	1	18	20
Other vehicle occupants	0	0	5	5
Total	**10**	**103**	**949**	**1,062**

07 Lewisham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	45	184	232
Pedal cycles	1	12	72	85
Powered two wheelers	1	39	178	218
Car occupants	0	34	542	576
Taxi occupants	0	0	4	4
Bus or coach occupants	0	10	107	117
Goods vehicle occupants	0	1	16	17
Other vehicle occupants	0	1	7	8
Total	**5**	**142**	**1,110**	**1,257**

Table 7.7 Casualties in the Greater London area in 2004 tabulated by borough, mode of travel and severity

08 Southwark

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	53	221	278
Pedal cycles	0	7	142	149
Powered two wheelers	2	26	243	271
Car occupants	2	21	385	408
Taxi occupants	0	0	10	10
Bus or coach occupants	1	9	110	120
Goods vehicle occupants	0	1	20	21
Other vehicle occupants	0	0	17	17
Total	**9**	**117**	**1,148**	**1,274**

09 Lambeth

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	65	229	296
Pedal cycles	0	20	176	196
Powered two wheelers	2	42	283	327
Car occupants	0	28	413	441
Taxi occupants	0	0	9	9
Bus or coach occupants	0	6	98	104
Goods vehicle occupants	0	2	24	26
Other vehicle occupants	0	0	16	16
Total	**4**	**163**	**1,248**	**1,415**

Table 7.7 Casualties in the Greater London area in 2004 tabulated by borough, mode of travel and severity

10 Wandsworth

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	41	175	220
Pedal cycles	1	18	150	169
Powered two wheelers	2	44	260	306
Car occupants	1	26	362	389
Taxi occupants	0	0	10	10
Bus or coach occupants	0	11	79	90
Goods vehicle occupants	0	1	12	13
Other vehicle occupants	0	1	5	6
Total	**8**	**142**	**1,053**	**1,203**

11 Hammersmith and Fulham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	29	153	185
Pedal cycles	0	19	121	140
Powered two wheelers	2	38	185	225
Car occupants	1	15	229	245
Taxi occupants	0	0	6	6
Bus or coach occupants	0	5	43	48
Goods vehicle occupants	0	1	21	22
Other vehicle occupants	0	0	3	3
Total	**6**	**107**	**761**	**874**

Table 7.7 Casualties in the Greater London area in 2004 tabulated by borough, mode of travel and severity

12 Kensington and Chelsea

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	33	131	165
Pedal cycles	0	14	82	96
Powered two wheelers	4	28	173	205
Car occupants	0	20	187	207
Taxi occupants	0	2	21	23
Bus or coach occupants	0	3	35	38
Goods vehicle occupants	0	0	3	3
Other vehicle occupants	0	0	4	4
Total	**5**	**100**	**636**	**741**

13 Waltham Forest

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	36	146	183
Pedal cycles	0	2	51	53
Powered two wheelers	0	18	83	101
Car occupants	0	39	441	480
Taxi occupants	0	0	7	7
Bus or coach occupants	0	5	40	45
Goods vehicle occupants	0	4	16	20
Other vehicle occupants	0	0	6	6
Total	**1**	**104**	**790**	**895**

Table 7.7 Casualties in the Greater London area in 2004 tabulated by borough, mode of travel and severity

14 Redbridge

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	36	100	137
Pedal cycles	0	5	34	39
Powered two wheelers	1	10	83	94
Car occupants	6	48	716	770
Taxi occupants	1	0	2	3
Bus or coach occupants	0	8	35	43
Goods vehicle occupants	0	0	34	34
Other vehicle occupants	0	2	10	12
Total	**9**	**109**	**1,014**	**1,132**

15 Havering

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	23	74	98
Pedal cycles	0	5	27	32
Powered two wheelers	1	16	82	99
Car occupants	6	66	639	711
Taxi occupants	0	0	5	5
Bus or coach occupants	0	5	85	90
Goods vehicle occupants	2	4	32	38
Other vehicle occupants	0	1	9	10
Total	**10**	**120**	**953**	**1,083**

Table 7.7 Casualties in the Greater London area in 2004 tabulated by borough, mode of travel and severity

16 Barking and Dagenham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	20	94	117
Pedal cycles	0	2	40	42
Powered two wheelers	3	17	62	82
Car occupants	3	39	426	468
Taxi occupants	0	0	7	7
Bus or coach occupants	0	2	19	21
Goods vehicle occupants	0	0	10	10
Other vehicle occupants	0	1	7	8
Total	**9**	**81**	**665**	**755**

17 Newham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	41	180	222
Pedal cycles	0	7	55	62
Powered two wheelers	3	20	66	89
Car occupants	0	41	466	507
Taxi occupants	0	0	3	3
Bus or coach occupants	0	1	50	51
Goods vehicle occupants	0	0	11	11
Other vehicle occupants	0	0	7	7
Total	**4**	**110**	**838**	**952**

Table 7.7 Casualties in the Greater London area in 2004 tabulated by borough, mode of travel and severity

18 Bexley

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	0	21	81	102
Pedal cycles	0	4	24	28
Powered two wheelers	2	13	67	82
Car occupants	0	35	407	442
Taxi occupants	0	0	0	0
Bus or coach occupants	0	2	49	51
Goods vehicle occupants	0	4	14	18
Other vehicle occupants	0	1	8	9
Total	**2**	**80**	**650**	**732**

19 Bromley

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	29	118	149
Pedal cycles	1	7	53	61
Powered two wheelers	1	33	108	142
Car occupants	5	63	571	639
Taxi occupants	0	1	2	3
Bus or coach occupants	1	9	85	95
Goods vehicle occupants	0	5	35	40
Other vehicle occupants	0	1	5	6
Total	**10**	**148**	**977**	**1,135**

Table 7.7 Casualties in the Greater London area in 2004 tabulated by borough, mode of travel and severity

20 Croydon

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	42	201	247
Pedal cycles	0	10	85	95
Powered two wheelers	3	26	187	216
Car occupants	4	51	665	720
Taxi occupants	0	0	3	3
Bus or coach occupants	0	9	60	69
Goods vehicle occupants	0	5	19	24
Other vehicle occupants	0	2	18	20
Total	**11**	**145**	**1,238**	**1,394**

21 Sutton

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	17	84	103
Pedal cycles	0	3	36	39
Powered two wheelers	1	17	81	99
Car occupants	0	21	301	322
Taxi occupants	0	0	6	6
Bus or coach occupants	0	2	27	29
Goods vehicle occupants	0	1	10	11
Other vehicle occupants	0	0	3	3
Total	**3**	**61**	**548**	**612**

Table 7.7 Casualties in the Greater London area in 2004 tabulated by borough, mode of travel and severity

22 Merton

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	16	76	93
Pedal cycles	0	6	61	67
Powered two wheelers	1	20	91	112
Car occupants	0	29	237	266
Taxi occupants	0	1	4	5
Bus or coach occupants	0	3	28	31
Goods vehicle occupants	0	2	14	16
Other vehicle occupants	0	0	0	0
Total	**2**	**77**	**511**	**590**

23 Kingston

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	15	50	66
Pedal cycles	1	9	39	49
Powered two wheelers	1	15	58	74
Car occupants	0	17	226	243
Taxi occupants	0	0	4	4
Bus or coach occupants	0	2	13	15
Goods vehicle occupants	1	1	7	9
Other vehicle occupants	0	1	0	1
Total	**4**	**60**	**397**	**461**

Table 7.7 Casualties in the Greater London area in 2004 tabulated by borough, mode of travel and severity

24 Richmond

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	6	20	83	109
Pedal cycles	0	10	69	79
Powered two wheelers	0	16	132	148
Car occupants	0	19	230	249
Taxi occupants	0	1	1	2
Bus or coach occupants	0	6	23	29
Goods vehicle occupants	0	2	6	8
Other vehicle occupants	0	0	0	0
Total	**6**	**74**	**544**	**624**

25 Hounslow

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	7	29	106	142
Pedal cycles	0	6	58	64
Powered two wheelers	1	34	128	163
Car occupants	6	37	575	618
Taxi occupants	0	1	9	10
Bus or coach occupants	0	2	47	49
Goods vehicle occupants	0	1	36	37
Other vehicle occupants	1	9	9	19
Total	**15**	**119**	**968**	**1,102**

Table 7.7 Casualties in the Greater London area in 2004 tabulated by borough, mode of travel and severity

26 Hillingdon

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	33	115	152
Pedal cycles	1	10	51	62
Powered two wheelers	2	21	97	120
Car occupants	2	74	814	890
Taxi occupants	0	0	11	11
Bus or coach occupants	0	4	37	41
Goods vehicle occupants	2	4	29	35
Other vehicle occupants	0	0	9	9
Total	**11**	**146**	**1,163**	**1,320**

27 Ealing

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	5	49	196	250
Pedal cycles	0	8	79	87
Powered two wheelers	0	25	160	185
Car occupants	2	50	724	776
Taxi occupants	0	0	2	2
Bus or coach occupants	0	7	81	88
Goods vehicle occupants	0	1	16	17
Other vehicle occupants	0	0	6	6
Total	**7**	**140**	**1,264**	**1,411**

Table 7.7 Casualties in the Greater London area in 2004 tabulated by borough, mode of travel and severity

28 Brent

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	46	189	236
Pedal cycles	0	8	57	65
Powered two wheelers	2	25	132	159
Car occupants	3	60	597	660
Taxi occupants	0	0	0	0
Bus or coach occupants	0	6	53	59
Goods vehicle occupants	0	3	23	26
Other vehicle occupants	0	1	7	8
Total	**6**	**149**	**1,058**	**1,213**

29 Harrow

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	30	89	121
Pedal cycles	0	3	34	37
Powered two wheelers	0	9	56	65
Car occupants	2	31	418	451
Taxi occupants	0	0	0	0
Bus or coach occupants	0	5	20	25
Goods vehicle occupants	0	1	3	4
Other vehicle occupants	0	0	5	5
Total	**4**	**79**	**625**	**708**

Table 7.7 Casualties in the Greater London area in 2004 tabulated by borough, mode of travel and severity

30 Barnet

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	5	50	179	234
Pedal cycles	0	6	46	52
Powered two wheelers	3	27	173	203
Car occupants	2	67	893	962
Taxi occupants	0	1	9	10
Bus or coach occupants	0	7	61	68
Goods vehicle occupants	1	2	27	30
Other vehicle occupants	1	0	10	11
Total	**12**	**160**	**1,398**	**1,570**

31 Haringey

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	55	190	246
Pedal cycles	0	12	59	71
Powered two wheelers	0	14	87	101
Car occupants	2	41	421	464
Taxi occupants	0	0	5	5
Bus or coach occupants	0	2	80	82
Goods vehicle occupants	0	4	23	27
Other vehicle occupants	0	0	1	1
Total	**3**	**128**	**866**	**997**

Table 7.7 Casualties in the Greater London area in 2004 tabulated by borough, mode of travel and severity

32 Enfield

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	38	136	175
Pedal cycles	0	8	42	50
Powered two wheelers	2	21	99	122
Car occupants	3	83	864	950
Taxi occupants	0	0	1	1
Bus or coach occupants	1	9	74	84
Goods vehicle occupants	1	6	53	60
Other vehicle occupants	0	0	7	7
Total	**8**	**165**	**1,276**	**1,449**

Table 7.8 Casualties in the Greater London area in 2004 tabulated by borough, mode of travel and severity

Greater London total

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	92	1,242	5,042	6,376
Pedal cycles	8	332	2,620	2,960
Powered two wheelers	47	848	4,663	5,558
Car occupants	53	1,239	14,871	16,163
Taxi occupants	1	17	286	304
Bus or coach occupants	4	191	2,058	2,253
Goods vehicle occupants	9	60	623	692
Other vehicle occupants	2	24	223	249
Total	**216**	**3,953**	**30,386**	**34,555**

Table 7.9 Pedestrian casualties in the Greater London area in 2004 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	1	12	89	102
Westminster	7	112	512	631
Camden	2	59	263	324
Islington	1	25	156	182
Hackney	7	47	164	218
Tower Hamlets	3	53	133	189
Greenwich	5	22	145	172
Lewisham	3	45	184	232
Southwark	4	53	221	278
Lambeth	2	65	229	296
Wandsworth	4	41	175	220
Hammersmith and Fulham	3	29	153	185
Kensington and Chelsea	1	33	131	165
Total Inner	**43**	**596**	**2,555**	**3,194**
Waltham Forest	1	36	146	183
Redbridge	1	36	100	137
Havering	1	23	74	98
Barking and Dagenham	3	20	94	117
Newham	1	41	180	222
Bexley	0	21	81	102
Bromley	2	29	118	149
Croydon	4	42	201	247
Sutton	2	17	84	103
Merton	1	16	76	93
Kingston	1	15	50	66
Richmond	6	20	83	109
Hounslow	7	29	106	142
Hillingdon	4	33	115	152
Ealing	5	49	196	250
Brent	1	46	189	236
Harrow	2	30	89	121
Barnet	5	50	179	234
Haringey	1	55	190	246
Enfield	1	38	136	175
Total Outer	**49**	**646**	**2,487**	**3,182**
Greater London	**92**	**1,242**	**5,042**	**6,376**

Table 7.10 Driver casualties in the Greater London area in 2004 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	2	23	168	193
Westminster	2	114	933	1,049
Camden	2	69	557	628
Islington	0	59	475	534
Hackney	1	80	519	600
Tower Hamlets	3	62	541	606
Greenwich	4	54	567	625
Lewisham	2	76	622	700
Southwark	2	45	672	719
Lambeth	2	78	769	849
Wandsworth	4	77	681	762
Hammersmith and Fulham	2	66	461	529
Kensington and Chelsea	4	55	374	433
Total Inner	**30**	**858**	**7,339**	**8,227**
Waltham Forest	0	49	450	499
Redbridge	4	48	631	683
Havering	6	67	586	659
Barking and Dagenham	4	45	409	458
Newham	2	50	436	488
Bexley	2	49	392	443
Bromley	7	86	622	715
Croydon	4	82	792	878
Sutton	1	37	332	370
Merton	1	48	328	377
Kingston	3	32	262	297
Richmond	0	43	370	413
Hounslow	6	63	642	711
Hillingdon	6	87	774	867
Ealing	2	61	751	814
Brent	4	78	605	687
Harrow	2	31	391	424
Barnet	5	80	877	962
Haringey	2	50	457	509
Enfield	4	86	738	828
Total Outer	**65**	**1,172**	**10,845**	**12,082**
Greater London	**95**	**2,030**	**18,184**	**20,309**

Table 7.11 Passenger casualties in the Greater London area in 2004 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	6	42	48
Westminster	0	46	391	437
Camden	0	16	206	222
Islington	1	15	176	192
Hackney	0	14	229	243
Tower Hamlets	0	12	184	196
Greenwich	1	27	237	265
Lewisham	0	21	304	325
Southwark	3	19	255	277
Lambeth	0	20	250	270
Wandsworth	0	24	197	221
Hammersmith and Fulham	1	12	147	160
Kensington and Chelsea	0	12	131	143
Total Inner	**6**	**244**	**2,749**	**2,999**
Waltham Forest	0	19	194	213
Redbridge	4	25	283	312
Havering	3	30	293	326
Barking and Dagenham	2	16	162	180
Newham	1	19	222	242
Bexley	0	10	177	187
Bromley	1	33	237	271
Croydon	3	21	245	269
Sutton	0	7	132	139
Merton	0	13	107	120
Kingston	0	13	85	98
Richmond	0	11	91	102
Hounslow	2	27	220	249
Hillingdon	1	26	274	301
Ealing	0	30	317	347
Brent	1	25	264	290
Harrow	0	18	145	163
Barnet	2	30	342	374
Haringey	0	23	219	242
Enfield	3	41	402	446
Total Outer	**23**	**437**	**4,411**	**4,871**
Greater London	**29**	**681**	**7,160**	**7,870**

Table 7.12 Pedestrian casualties in the Greater London area in 2004 tabulated by pedestrian action and borough

Borough	Crossing road at pedestrian crossing	Crossing within 50m of pedestrian crossing	Crossing road elsewhere	Sub-total
City of London	19	29	29	77
Westminster	134	74	319	527
Camden	82	76	111	269
Islington	38	35	78	151
Hackney	31	47	88	166
Tower Hamlets	52	31	72	155
Greenwich	26	20	77	123
Lewisham	33	35	110	178
Southwark	48	54	123	225
Lambeth	42	65	135	242
Wandsworth	34	56	72	162
Hammersmith and Fulham	43	35	71	149
Kensington and Chelsea	37	47	50	134
Total Inner	**619**	**604**	**1,335**	**2,558**
Waltham Forest	29	29	83	141
Redbridge	19	16	76	111
Havering	13	19	46	78
Barking and Dagenham	23	19	49	91
Newham	46	38	95	179
Bexley	16	13	53	82
Bromley	12	13	85	110
Croydon	40	40	120	200
Sutton	12	15	50	77
Merton	14	19	43	76
Kingston	16	14	28	58
Richmond	15	15	57	87
Hounslow	22	13	75	110
Hillingdon	28	33	59	120
Ealing	35	50	118	203
Brent	32	29	132	193
Harrow	16	26	58	100
Barnet	36	29	116	181
Haringey	31	42	130	203
Enfield	20	21	86	127
Total Outer	**475**	**493**	**1,559**	**2,527**
Greater London	**1,094**	**1,097**	**2,894**	**5,085**

Note: This table is continued on the next page.

Table 7.12 (cont.) Pedestrian casualties in the Greater London area in 2004 tabulated by pedestrian action and borough

Borough	In road not crossing	On footpath or verge	On refuge or central strip	In centre of carriageway	Pedestrian location unknown	Grand total
City of London	7	7	0	1	10	102
Westminster	46	39	6	10	3	631
Camden	25	26	0	1	3	324
Islington	16	8	0	3	4	182
Hackney	25	14	0	4	9	218
Tower Hamlets	12	12	0	4	6	189
Greenwich	16	16	1	4	12	172
Lewisham	15	15	1	8	15	232
Southwark	23	15	1	5	9	278
Lambeth	21	11	1	2	19	296
Wandsworth	20	14	0	3	21	220
Hammersmith and Fulham	13	10	1	4	8	185
Kensington and Chelsea	13	9	0	6	3	165
Total Inner	**252**	**196**	**11**	**55**	**122**	**3,194**
Waltham Forest	24	13	2	2	1	183
Redbridge	14	9	1	2	0	137
Havering	14	4	0	1	1	98
Barking and Dagenham	13	12	0	1	0	117
Newham	26	15	0	0	2	222
Bexley	7	9	0	1	3	102
Bromley	16	17	1	2	3	149
Croydon	18	16	2	7	4	247
Sutton	9	5	0	4	8	103
Merton	9	6	0	0	2	93
Kingston	4	4	0	0	0	66
Richmond	13	8	0	0	1	109
Hounslow	17	5	1	1	8	142
Hillingdon	13	12	0	2	5	152
Ealing	25	18	0	2	2	250
Brent	20	19	0	1	3	236
Harrow	14	5	0	1	1	121
Barnet	22	15	0	3	13	234
Haringey	24	14	0	1	4	246
Enfield	24	14	2	0	8	175
Total Outer	**326**	**220**	**9**	**31**	**69**	**3,182**
Greater London	**578**	**416**	**20**	**86**	**191**	**6,376**

Table 7.13 Driver casualties in the Greater London area in 2004 tabulated by vehicle type and borough

Borough	Pedal cycle	Moped	Motor cycle up to 125cc	Motor cycle over 125cc	Car	Taxi	Bus or coach	Goods vehicle	Other	Total
City of London	80	10	21	47	23	4	1	4	3	193
Westminster	262	36	167	219	288	44	11	16	6	1,049
Camden	187	36	67	125	180	18	3	10	2	628
Islington	166	26	80	104	136	6	5	8	3	534
Hackney	127	33	40	108	271	2	5	7	7	600
Tower Hamlets	103	11	74	119	256	11	1	26	5	606
Greenwich	53	23	37	103	383	2	5	15	4	625
Lewisham	84	36	63	111	386	2	3	11	4	700
Southwark	146	60	70	132	271	8	5	16	11	719
Lambeth	196	56	83	176	307	5	5	14	7	849
Wandsworth	169	56	87	154	272	3	6	13	2	762
Hammersmith and Fulham	138	33	77	99	161	4	4	12	1	529
Kensington and Chelsea	95	35	63	98	127	7	2	2	4	433
Total Inner	**1,806**	**451**	**929**	**1,595**	**3,061**	**116**	**56**	**154**	**59**	**8,227**
Waltham Forest	53	3	39	54	324	3	5	16	2	499
Redbridge	38	8	27	56	511	3	7	29	4	683
Havering	32	10	39	44	483	3	8	35	5	659
Barking and Dagenham	41	11	26	43	314	6	1	8	8	458
Newham	62	6	33	45	324	2	4	8	4	488
Bexley	28	21	26	31	313	0	3	13	8	443
Bromley	60	20	49	68	472	1	10	30	5	715
Croydon	94	57	52	100	536	1	9	19	10	878
Sutton	39	30	24	44	216	3	2	10	2	370
Merton	67	26	23	59	181	4	7	10	0	377
Kingston	49	15	24	35	165	2	0	6	1	297
Richmond	78	37	36	71	182	1	1	7	0	413
Hounslow	64	28	49	80	446	5	5	28	6	711
Hillingdon	62	27	28	58	642	11	4	29	6	867
Ealing	87	27	52	93	536	1	4	12	2	814
Brent	65	18	55	76	448	0	6	15	4	687
Harrow	37	12	18	32	316	0	2	3	4	424
Barnet	52	28	62	105	668	4	11	23	9	962
Haringey	71	5	40	51	312	5	4	20	1	509
Enfield	49	14	45	55	609	1	6	43	6	828
Total Outer	**1,128**	**403**	**747**	**1,200**	**7,998**	**56**	**99**	**364**	**87**	**12,082**
Greater London	**2,934**	**854**	**1,676**	**2,795**	**11,059**	**172**	**155**	**518**	**146**	**20,309**

Figure 7.14: Pedestrian casualties at or within 50 metres of a pedestrian crossing 2000-2004

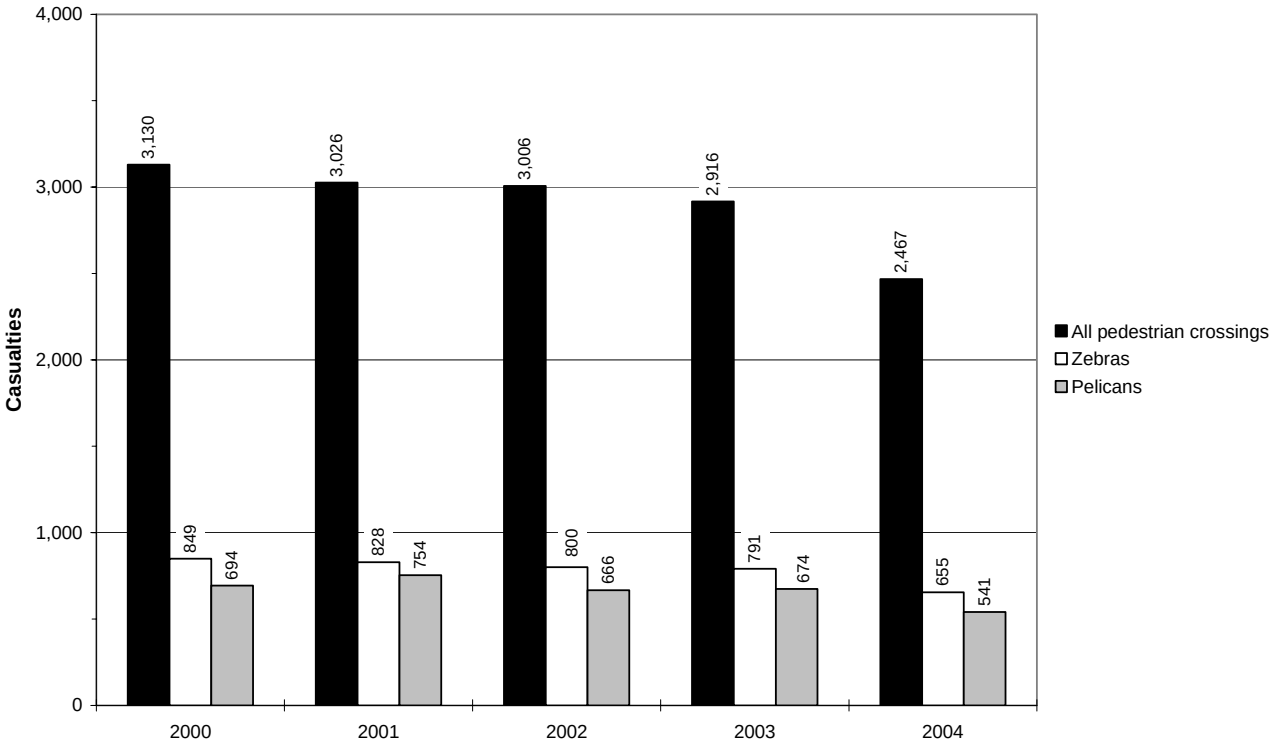


Table 7.15 Passenger casualties in the Greater London area in 2004 tabulated by vehicle type and borough

Borough	Pedal cycle	Moped	Motor cycle up to 125cc	Motor cycle over 125cc	Car	Taxi	Bus or coach	Goods vehicle	Other	Total
City of London	0	0	2	1	13	3	24	4	1	48
Westminster	6	3	2	9	144	46	218	3	6	437
Camden	2	3	2	5	94	13	97	4	2	222
Islington	1	2	3	10	76	2	91	3	4	192
Hackney	1	2	2	4	136	0	94	2	2	243
Tower Hamlets	1	0	1	7	134	4	40	8	1	196
Greenwich	2	0	1	5	175	0	76	5	1	265
Lewisham	1	1	3	4	190	2	114	6	4	325
Southwark	3	0	4	5	137	2	115	5	6	277
Lambeth	0	3	0	9	134	4	99	12	9	270
Wandsworth	0	3	0	6	117	7	84	0	4	221
Hammersmith and Fulham	2	6	4	6	84	2	44	10	2	160
Kensington and Chelsea	1	3	2	4	80	16	36	1	0	143
Total Inner	**20**	**26**	**26**	**75**	**1,514**	**101**	**1,132**	**63**	**42**	**2,999**
Waltham Forest	0	0	0	5	156	4	40	4	4	213
Redbridge	1	0	1	2	259	0	36	5	8	312
Havering	0	1	3	2	228	2	82	3	5	326
Barking and Dagenham	1	0	1	1	154	1	20	2	0	180
Newham	0	0	1	4	183	1	47	3	3	242
Bexley	0	0	0	4	129	0	48	5	1	187
Bromley	1	0	2	3	167	2	85	10	1	271
Croydon	1	2	0	5	184	2	60	5	10	269
Sutton	0	0	0	1	106	3	27	1	1	139
Merton	0	0	1	3	85	1	24	6	0	120
Kingston	0	0	0	0	78	2	15	3	0	98
Richmond	1	0	1	3	67	1	28	1	0	102
Hounslow	0	2	2	2	172	5	44	9	13	249
Hillingdon	0	2	1	4	248	0	37	6	3	301
Ealing	0	1	5	7	240	1	84	5	4	347
Brent	0	0	0	10	212	0	53	11	4	290
Harrow	0	0	1	2	135	0	23	1	1	163
Barnet	0	1	2	5	294	6	57	7	2	374
Haringey	0	1	2	2	152	0	78	7	0	242
Enfield	1	1	3	4	341	0	78	17	1	446
Total Outer	**6**	**11**	**26**	**69**	**3,590**	**31**	**966**	**111**	**61**	**4,871**
Greater London	**26**	**37**	**52**	**144**	**5,104**	**132**	**2,098**	**174**	**103**	**7,870**

Table 7.16 Driver casualties in the Greater London area in 2004 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	0	17	160	5	11	193
Westminster	5	123	819	45	57	1,049
Camden	6	86	480	30	26	628
Islington	13	91	398	13	19	534
Hackney	9	82	470	13	26	600
Tower Hamlets	11	96	444	22	33	606
Greenwich	8	136	422	22	37	625
Lewisham	18	148	461	37	36	700
Southwark	15	120	530	27	27	719
Lambeth	13	133	639	26	38	849
Wandsworth	8	137	561	30	26	762
Hammersmith and Fulham	19	81	396	13	20	529
Kensington and Chelsea	4	55	344	14	16	433
Total Inner	**129**	**1,305**	**6,124**	**297**	**372**	**8,227**
Waltham Forest	12	114	337	17	19	499
Redbridge	11	150	464	36	22	683
Havering	14	165	411	50	19	659
Barking and Dagenham	21	91	301	20	25	458
Newham	14	85	355	15	19	488
Bexley	13	115	267	29	19	443
Bromley	10	170	438	64	33	715
Croydon	29	201	572	54	22	878
Sutton	15	101	208	25	21	370
Merton	16	69	235	30	27	377
Kingston	8	70	192	21	6	297
Richmond	9	89	273	25	17	413
Hounslow	12	157	483	34	25	711
Hillingdon	22	218	545	48	34	867
Ealing	19	158	574	35	28	814
Brent	15	135	482	25	30	687
Harrow	16	98	253	40	17	424
Barnet	16	199	653	58	36	962
Haringey	15	105	353	18	18	509
Enfield	23	187	530	49	39	828
Total Outer	**310**	**2,677**	**7,926**	**693**	**476**	**12,082**
Greater London	**439**	**3,982**	**14,050**	**990**	**848**	**20,309**

Table 7.17 Passenger casualties in the Greater London area in 2004 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	2	5	25	7	9	48
Westminster	36	49	216	83	53	437
Camden	27	36	112	29	18	222
Islington	19	29	86	36	22	192
Hackney	27	42	100	38	36	243
Tower Hamlets	18	45	83	19	31	196
Greenwich	51	53	72	35	54	265
Lewisham	59	65	102	58	41	325
Southwark	28	42	112	52	43	277
Lambeth	28	42	127	30	43	270
Wandsworth	25	42	74	49	31	221
Hammersmith and Fulham	16	30	64	26	24	160
Kensington and Chelsea	14	15	84	19	11	143
Total Inner	**350**	**495**	**1,257**	**481**	**416**	**2,999**
Waltham Forest	37	38	71	24	43	213
Redbridge	51	75	93	33	60	312
Havering	39	90	83	58	56	326
Barking and Dagenham	35	38	67	19	21	180
Newham	47	47	79	25	44	242
Bexley	39	44	47	37	20	187
Bromley	38	74	74	53	32	271
Croydon	46	83	67	45	28	269
Sutton	21	36	36	30	16	139
Merton	21	22	39	24	14	120
Kingston	9	32	28	20	9	98
Richmond	13	28	27	23	11	102
Hounslow	29	46	117	29	28	249
Hillingdon	51	74	103	33	40	301
Ealing	47	70	123	43	64	347
Brent	58	60	97	34	41	290
Harrow	16	53	46	21	27	163
Barnet	64	94	119	37	60	374
Haringey	40	44	85	42	31	242
Enfield	56	118	138	63	71	446
Total Outer	**757**	**1,166**	**1,539**	**693**	**716**	**4,871**
Greater London	**1,107**	**1,661**	**2,796**	**1,174**	**1,132**	**7,870**

Table 7.18 Pedestrian casualties in the Greater London area in 2004 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	2	12	66	6	16	102
Westminster	56	113	343	73	46	631
Camden	45	55	154	48	22	324
Islington	22	35	94	22	9	182
Hackney	51	34	110	17	6	218
Tower Hamlets	48	32	78	17	14	189
Greenwich	59	33	48	24	8	172
Lewisham	83	41	75	25	8	232
Southwark	66	51	117	29	15	278
Lambeth	66	53	128	29	20	296
Wandsworth	39	29	107	27	18	220
Hammersmith and Fulham	33	39	86	15	12	185
Kensington and Chelsea	14	30	83	33	5	165
Total Inner	**584**	**557**	**1,489**	**365**	**199**	**3,194**
Waltham Forest	48	31	71	26	7	183
Redbridge	43	21	40	25	8	137
Havering	27	25	27	15	4	98
Barking and Dagenham	50	12	39	11	5	117
Newham	78	38	69	17	20	222
Bexley	48	16	18	14	6	102
Bromley	49	28	48	15	9	149
Croydon	79	51	73	29	15	247
Sutton	34	11	31	20	7	103
Merton	29	9	35	10	10	93
Kingston	16	11	28	9	2	66
Richmond	15	17	51	19	7	109
Hounslow	49	16	52	16	9	142
Hillingdon	58	30	32	16	16	152
Ealing	53	46	110	27	14	250
Brent	60	37	99	34	6	236
Harrow	27	27	43	19	5	121
Barnet	58	32	85	39	20	234
Haringey	59	41	92	40	14	246
Enfield	43	35	58	22	17	175
Total Outer	**923**	**534**	**1,101**	**423**	**201**	**3,182**
Greater London	**1,507**	**1,091**	**2,590**	**788**	**400**	**6,376**

Figure 7.19: Driver casualties with a positive breath test 2000-2004

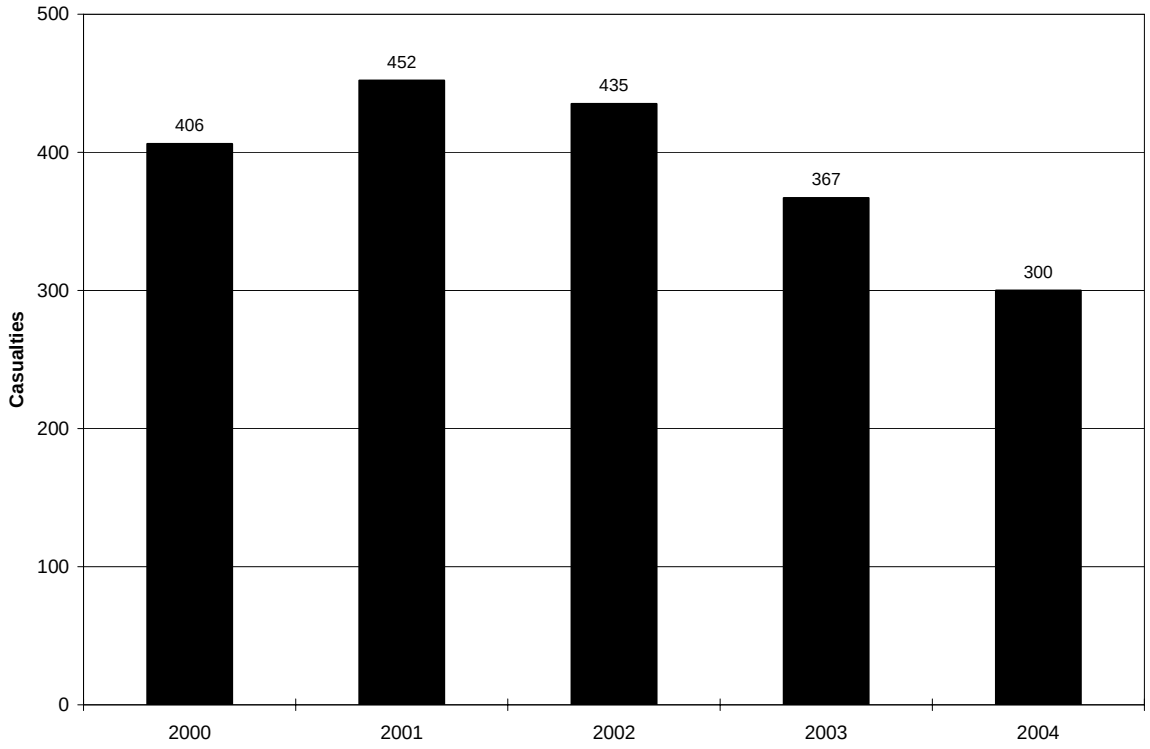


Table 7.20 Bus or coach passenger casualties in the Greater London area in 2004 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	0	3	12	7	2	24
Westminster	16	11	97	67	27	218
Camden	5	5	57	22	8	97
Islington	8	8	40	29	6	91
Hackney	4	8	50	27	5	94
Tower Hamlets	2	3	19	11	5	40
Greenwich	10	4	20	23	19	76
Lewisham	15	10	35	44	10	114
Southwark	5	9	42	39	20	115
Lambeth	5	10	49	26	9	99
Wandsworth	3	6	22	39	14	84
Hammersmith and Fulham	4	4	13	22	1	44
Kensington and Chelsea	2	3	18	12	1	36
Total Inner	**79**	**84**	**474**	**368**	**127**	**1,132**
Waltham Forest	6	0	14	14	6	40
Redbridge	0	3	12	16	5	36
Havering	4	5	13	36	24	82
Barking and Dagenham	3	1	7	9	0	20
Newham	4	3	13	18	9	47
Bexley	4	1	6	32	5	48
Bromley	6	9	20	38	12	85
Croydon	6	3	12	30	9	60
Sutton	0	0	9	16	2	27
Merton	3	0	7	13	1	24
Kingston	1	0	2	12	0	15
Richmond	1	2	10	13	2	28
Hounslow	4	3	18	18	1	44
Hillingdon	2	2	12	18	3	37
Ealing	7	5	31	31	10	84
Brent	8	2	19	20	4	53
Harrow	1	3	7	8	4	23
Barnet	6	6	22	19	4	57
Haringey	9	2	33	29	5	78
Enfield	8	8	21	31	10	78
Total Outer	**83**	**58**	**288**	**421**	**116**	**966**
Greater London	**162**	**142**	**762**	**789**	**243**	**2,098**

Table 7.21 Pedestrian casualties in the Greater London area in 2004 tabulated by associated vehicle type and time of day

Time	Pedal cycle	Moped	Motor cycle up to 125cc	Motor cycle over 125cc	Car	Taxi	Bus or coach	Goods up to 3.5t MGW	Goods 3.5 - 7.5t MGW	Goods over 7.5t MGW	Other motor vehicle	Other non-motor vehicle	Total
00.00-00.59	1	1	1	2	100	12	13	2	0	1	4	0	137
01.00-01.59	0	0	0	0	68	8	13	0	1	0	0	0	90
02.00-02.59	1	1	1	2	66	2	10	1	0	2	2	0	88
03.00-03.59	0	0	0	0	26	1	6	1	0	3	1	0	38
04.00-04.59	0	0	0	1	16	4	2	1	0	1	2	0	27
05.00-05.59	0	0	0	0	16	2	4	1	0	0	1	0	24
06.00-06.59	1	1	1	2	31	1	8	3	3	1	4	0	56
07.00-07.59	1	1	5	12	112	2	11	16	1	2	4	0	167
08.00-08.59	5	5	19	28	256	3	28	17	3	2	6	1	373
09.00-09.59	13	5	15	22	209	5	22	27	6	10	6	0	340
10.00-10.59	5	3	3	5	149	5	29	22	4	8	12	0	245
11.00-11.59	6	1	10	11	189	3	35	25	1	2	4	0	287
12.00-12.59	4	8	9	14	225	6	29	18	3	11	6	0	333
13.00-13.59	1	4	10	22	243	13	34	27	3	6	3	0	366
14.00-14.59	1	4	11	23	242	11	49	25	2	9	2	0	379
15.00-15.59	7	7	16	24	429	8	46	28	3	6	16	0	590
16.00-16.59	5	11	17	46	401	9	43	29	1	5	13	0	580
17.00-17.59	6	13	22	40	348	6	51	26	1	1	7	0	521
18.00-18.59	9	9	29	37	293	16	37	12	1	0	6	0	449
19.00-19.59	6	3	14	18	286	9	26	13	0	1	4	0	380
20.00-20.59	0	4	10	9	200	12	28	10	1	0	3	0	277
21.00-21.59	0	3	4	4	188	7	15	6	0	1	3	0	231
22.00-22.59	1	3	4	4	143	6	12	5	1	0	7	0	186
23.00-23.59	5	4	6	6	160	9	16	3	1	0	2	0	212
Total	**78**	**91**	**207**	**332**	**4,396**	**160**	**567**	**318**	**36**	**72**	**118**	**1**	**6,376**

Table 7.22 Casualties in the Greater London area in 2004 tabulated by casualty class, gender and borough

	Driver		Passenger		Pedestrian		
Borough	**Male**	**Female**	**Male**	**Female**	**Male**	**Female**	**Total**
City of London	165	28	20	28	59	43	343
Westminster	840	209	154	283	363	268	2,117
Camden	504	124	84	138	174	150	1,174
Islington	422	112	70	122	105	77	908
Hackney	454	146	103	140	131	87	1,061
Tower Hamlets	492	114	92	104	118	71	991
Greenwich	446	179	115	150	103	69	1,062
Lewisham	527	173	113	212	126	106	1,257
Southwark	564	155	104	173	153	125	1,274
Lambeth	648	201	94	176	182	114	1,415
Wandsworth	584	178	87	134	131	89	1,203
Hammersmith and Fulham	400	129	73	87	96	89	874
Kensington and Chelsea	338	95	59	84	78	87	741
Total Inner	**6,384**	**1,843**	**1,168**	**1,831**	**1,819**	**1,375**	**14,420**
Waltham Forest	349	150	81	132	109	74	895
Redbridge	458	225	132	180	82	55	1,132
Havering	424	235	128	198	57	41	1,083
Barking and Dagenham	307	151	74	106	84	33	755
Newham	380	108	104	138	135	87	952
Bexley	288	155	84	103	58	44	732
Bromley	483	232	107	164	84	65	1,135
Croydon	593	285	107	162	143	104	1,394
Sutton	259	111	53	86	57	46	612
Merton	277	100	40	80	54	39	590
Kingston	204	93	38	60	40	26	461
Richmond	279	134	39	63	58	51	624
Hounslow	496	215	99	150	90	52	1,102
Hillingdon	581	286	137	164	90	62	1,320
Ealing	574	240	141	206	149	101	1,411
Brent	486	201	136	154	139	97	1,213
Harrow	266	158	66	97	63	58	708
Barnet	639	323	148	226	115	119	1,570
Haringey	374	135	98	144	149	97	997
Enfield	554	274	168	278	103	72	1,449
Total Outer	**8,271**	**3,811**	**1,980**	**2,891**	**1,859**	**1,323**	**20,135**
Greater London	**14,655**	**5,654**	**3,148**	**4,722**	**3,678**	**2,698**	**34,555**

Table 7.23 Casualties in the Greater London area in 2004 tabulated by highway authority and borough

Borough	TLRN [1]	Highways Agency	Borough	Total
City of London	160	0	183	343
Westminster	574	0	1,543	2,117
Camden	329	0	845	1,174
Islington	414	0	494	908
Hackney	497	0	564	1,061
Tower Hamlets	520	0	471	991
Greenwich	296	0	766	1,062
Lewisham	594	0	663	1,257
Southwark	540	0	734	1,274
Lambeth	789	0	626	1,415
Wandsworth	575	0	628	1,203
Hammersmith and Fulham	99	0	775	874
Kensington and Chelsea	257	0	484	741
Total Inner	**5,644**	**0**	**8,776**	**14,420**
Waltham Forest	88	0	807	895
Redbridge	269	8	855	1,132
Havering	182	91	810	1,083
Barking and Dagenham	160	0	595	755
Newham	151	0	801	952
Bexley	63	0	669	732
Bromley	160	3	972	1,135
Croydon	270	0	1,124	1,394
Sutton	211	0	401	612
Merton	92	0	498	590
Kingston	101	0	360	461
Richmond	147	0	477	624
Hounslow	424	48	630	1,102
Hillingdon	156	126	1,038	1,320
Ealing	304	0	1,107	1,411
Brent	95	0	1,118	1,213
Harrow	0	0	708	708
Barnet	371	29	1,170	1,570
Haringey	199	0	798	997
Enfield	336	113	1,000	1,449
Total Outer	**3,779**	**418**	**15,938**	**20,135**
Greater London	**9,423**	**418**	**24,714**	**34,555**

[1] *TLRN is the Transport for London Road Network*

Note: the highway authority is allocated according to the category of the road at which the accident occurred. For an accident occurring at a junction where the accident cannot be clearly allocated to a particular road the highway authority of the major road is chosen.

Table 7.24 Pedal cycle rider and passenger casualties in the Greater London area in 2004 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	0	12	64	1	3	80
Westminster	4	33	206	6	19	268
Camden	4	27	141	3	14	189
Islington	11	25	125	1	5	167
Hackney	6	15	100	1	6	128
Tower Hamlets	12	11	68	4	9	104
Greenwich	7	11	28	2	7	55
Lewisham	17	14	44	0	10	85
Southwark	11	15	113	4	6	149
Lambeth	11	34	145	2	4	196
Wandsworth	8	27	117	5	12	169
Hammersmith and Fulham	18	25	91	3	3	140
Kensington and Chelsea	4	13	73	1	5	96
Total Inner	**113**	**262**	**1,315**	**33**	**103**	**1,826**
Waltham Forest	12	4	35	1	1	53
Redbridge	12	6	19	2	0	39
Havering	13	3	12	0	4	32
Barking and Dagenham	20	4	12	3	3	42
Newham	13	11	33	1	4	62
Bexley	12	6	7	0	3	28
Bromley	10	8	34	3	6	61
Croydon	27	13	45	4	6	95
Sutton	14	6	14	1	4	39
Merton	14	8	27	3	15	67
Kingston	8	5	28	6	2	49
Richmond	9	4	54	3	9	79
Hounslow	9	14	30	2	9	64
Hillingdon	22	11	19	5	5	62
Ealing	16	16	48	6	1	87
Brent	14	10	37	4	0	65
Harrow	14	6	17	0	0	37
Barnet	11	5	29	4	3	52
Haringey	12	11	44	1	3	71
Enfield	18	8	18	3	3	50
Total Outer	**280**	**159**	**562**	**52**	**81**	**1,134**
Greater London	**393**	**421**	**1,877**	**85**	**184**	**2,960**

Table 7.25 Powered two wheeler rider and passenger casualties in the Greater London area in 2004 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	0	5	68	2	6	81
Westminster	2	56	348	6	24	436
Camden	3	47	178	4	6	238
Islington	5	58	152	1	9	225
Hackney	3	34	145	0	7	189
Tower Hamlets	0	41	160	1	10	212
Greenwich	3	44	111	3	8	169
Lewisham	2	66	138	4	8	218
Southwark	6	65	185	4	11	271
Lambeth	2	60	245	6	14	327
Wandsworth	2	76	216	4	8	306
Hammersmith and Fulham	4	43	168	3	7	225
Kensington and Chelsea	1	27	168	1	8	205
Total Inner	**33**	**622**	**2,282**	**39**	**126**	**3,102**
Waltham Forest	1	33	63	1	3	101
Redbridge	0	27	62	0	5	94
Havering	1	44	49	1	4	99
Barking and Dagenham	2	28	45	0	7	82
Newham	1	24	62	0	2	89
Bexley	2	32	43	3	2	82
Bromley	2	50	81	2	7	142
Croydon	2	68	138	3	5	216
Sutton	0	36	57	4	2	99
Merton	2	31	68	3	8	112
Kingston	0	24	46	3	1	74
Richmond	1	51	91	3	2	148
Hounslow	4	44	105	2	8	163
Hillingdon	1	49	64	0	6	120
Ealing	2	61	112	3	7	185
Brent	0	53	95	1	10	159
Harrow	4	20	31	4	6	65
Barnet	4	57	131	3	8	203
Haringey	3	34	54	4	6	101
Enfield	7	43	66	0	6	122
Total Outer	**39**	**809**	**1,463**	**40**	**105**	**2,456**
Greater London	**72**	**1,431**	**3,745**	**79**	**231**	**5,558**

Table 7.26 Child casualties (0-15 years) in the Greater London area in 2004 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	2	2	4
Westminster	0	14	83	97
Camden	0	9	69	78
Islington	0	4	50	54
Hackney	1	14	72	87
Tower Hamlets	0	17	60	77
Greenwich	2	13	103	118
Lewisham	0	26	134	160
Southwark	1	14	94	109
Lambeth	0	19	88	107
Wandsworth	0	13	59	72
Hammersmith and Fulham	0	9	59	68
Kensington and Chelsea	0	2	30	32
Total Inner	**4**	**156**	**903**	**1,063**
Waltham Forest	0	12	85	97
Redbridge	1	14	90	105
Havering	0	19	61	80
Barking and Dagenham	1	14	91	106
Newham	0	21	118	139
Bexley	0	11	89	100
Bromley	0	23	74	97
Croydon	0	19	135	154
Sutton	1	5	64	70
Merton	0	9	57	66
Kingston	1	6	26	33
Richmond	1	4	32	37
Hounslow	2	23	65	90
Hillingdon	1	23	107	131
Ealing	0	19	100	119
Brent	1	22	110	133
Harrow	0	12	47	59
Barnet	2	22	114	138
Haringey	0	16	98	114
Enfield	1	21	100	122
Total Outer	**12**	**315**	**1,663**	**1,990**
Greater London	**16**	**471**	**2,566**	**3,053**

8. Vehicles

Table 8.1 Vehicles involved in collisions in the Greater London area in 2004 tabulated by vehicle type and borough

Borough	Pedal cycle	Moped	Motor cycle up to 125cc	Motor cycle over 125cc	Car	Taxi	Bus or coach	Goods up to 3.5t MGW	Goods 3.5 - 7.5t MGW	Goods over 7.5t MGW	Other motor vehicle	Other non-motor vehicle	Total
City of London	86	10	30	72	134	41	49	47	4	9	14	0	496
Westminster	277	42	205	276	1,270	236	390	176	20	34	34	1	2,961
Camden	191	46	84	151	831	79	150	95	10	37	19	0	1,693
Islington	167	32	96	124	661	16	126	74	7	26	15	0	1,344
Hackney	135	42	47	126	960	9	117	24	5	14	29	0	1,508
Tower Hamlets	108	12	81	138	892	35	45	85	8	41	17	1	1,463
Greenwich	56	24	39	112	1,092	7	103	52	8	22	19	1	1,535
Lewisham	86	40	72	121	1,217	11	133	50	6	10	35	0	1,781
Southwark	157	72	87	157	1,079	17	150	70	13	12	47	0	1,861
Lambeth	202	65	96	207	1,219	21	155	92	19	17	29	0	2,122
Wandsworth	170	65	95	174	1,045	20	114	51	7	22	28	0	1,791
Hammersmith and Fulham	143	45	89	123	716	14	70	70	12	13	8	0	1,303
Kensington and Chelsea	99	43	70	112	592	41	62	37	4	14	17	0	1,091
Total Inner	**1,877**	**538**	**1,091**	**1,893**	**11,708**	**547**	**1,664**	**923**	**123**	**271**	**311**	**3**	**20,949**
Waltham Forest	54	5	41	67	1,002	8	67	64	1	10	9	0	1,328
Redbridge	38	9	31	59	1,318	5	51	77	10	34	16	0	1,648
Havering	32	12	40	46	1,107	7	79	81	11	31	16	1	1,463
Barking and Dagenham	41	11	32	45	826	8	30	53	8	20	25	0	1,099
Newham	64	7	36	50	1,010	5	73	50	6	12	22	0	1,335
Bexley	28	22	28	39	762	3	53	44	6	20	24	0	1,029
Bromley	60	21	52	77	1,174	5	98	74	14	17	12	0	1,604
Croydon	97	60	56	110	1,480	7	89	63	5	18	54	0	2,039
Sutton	40	31	25	46	611	5	38	36	1	7	11	0	851
Merton	68	28	25	66	591	8	42	44	5	9	8	0	894
Kingston	51	17	24	35	489	5	26	24	3	7	1	1	683
Richmond	79	40	40	74	596	9	41	31	8	10	2	0	930
Hounslow	66	35	54	83	1,161	10	66	85	6	32	18	0	1,616
Hillingdon	62	27	29	64	1,498	14	69	66	10	35	22	0	1,896
Ealing	90	32	62	103	1,511	3	109	61	11	24	27	1	2,034
Brent	65	22	61	88	1,325	3	77	83	9	24	16	0	1,773
Harrow	39	13	18	34	833	3	31	17	5	3	11	0	1,007
Barnet	53	32	66	117	1,722	12	88	88	7	27	20	1	2,233
Haringey	77	8	50	59	1,019	11	108	82	4	14	10	0	1,442
Enfield	52	17	54	63	1,578	2	89	101	5	49	20	0	2,030
Total Outer	**1,156**	**449**	**824**	**1,325**	**21,613**	**133**	**1,324**	**1,224**	**135**	**403**	**344**	**4**	**28,934**
Greater London	**3,033**	**987**	**1,915**	**3,218**	**33,321**	**680**	**2,988**	**2,147**	**258**	**674**	**655**	**7**	**49,883**

Table 8.2 Vehicles involved in collisions in the Greater London area in 2004 tabulated by driver age and borough

Borough	under 17 years	17 years	18 years	19 years	20 years	21 years	22-24 years	25-28 years	29-34 years	35-54 years	55-64 years	65+ years	Not known	Total
City of London	0	1	0	3	6	4	24	62	78	183	25	9	101	496
Westminster	11	12	12	12	17	27	159	289	508	1,097	244	84	489	2,961
Camden	12	10	10	12	16	19	103	150	262	624	126	54	295	1,693
Islington	23	10	7	15	15	21	70	135	226	482	71	23	246	1,344
Hackney	19	8	11	11	20	19	72	148	267	485	60	17	371	1,508
Tower Hamlets	15	9	20	11	27	24	97	135	271	488	66	29	271	1,463
Greenwich	21	11	25	26	33	22	112	124	179	570	88	38	286	1,535
Lewisham	30	22	19	35	25	35	98	145	259	629	86	42	356	1,781
Southwark	31	11	20	27	25	26	103	175	268	694	81	46	354	1,861
Lambeth	21	11	14	12	28	22	148	199	357	762	90	46	412	2,122
Wandsworth	14	17	17	31	21	27	97	197	290	621	108	60	291	1,791
Hammersmith and Fulham	29	8	5	12	12	20	80	153	217	440	52	35	240	1,303
Kensington and Chelsea	7	3	5	9	5	16	64	128	206	379	70	27	172	1,091
Total Inner	**233**	**133**	**165**	**216**	**250**	**282**	**1,227**	**2,040**	**3,388**	**7,454**	**1,167**	**510**	**3,884**	**20,949**
Waltham Forest	19	9	26	28	27	26	85	100	185	431	73	34	285	1,328
Redbridge	16	16	37	31	40	40	95	146	198	539	88	64	338	1,648
Havering	26	24	27	46	34	25	111	117	165	490	101	69	228	1,463
Barking and Dagenham	30	9	14	18	27	26	74	86	153	361	56	38	207	1,099
Newham	19	4	11	20	27	20	101	141	202	426	61	20	283	1,335
Bexley	24	20	27	25	26	34	54	66	122	335	76	43	177	1,029
Bromley	29	21	37	39	39	32	97	105	201	500	142	86	276	1,604
Croydon	47	30	46	50	39	41	123	165	268	660	128	87	355	2,039
Sutton	28	16	31	20	26	14	56	72	95	263	50	45	135	851
Merton	22	11	7	11	13	14	65	72	121	292	62	42	162	894
Kingston	15	8	16	19	20	13	49	62	91	242	51	26	71	683
Richmond	16	14	18	16	16	12	52	94	133	291	69	47	152	930
Hounslow	28	18	19	34	34	34	115	165	230	502	100	45	292	1,616
Hillingdon	41	21	46	39	48	36	139	154	249	628	119	77	299	1,896
Ealing	34	20	28	24	38	36	140	195	329	656	117	41	376	2,034
Brent	26	6	17	19	30	31	146	200	241	590	85	45	337	1,773
Harrow	26	13	22	24	22	21	67	79	121	288	67	57	200	1,007
Barnet	31	16	39	57	39	40	145	198	269	713	152	96	438	2,233
Haringey	22	12	19	20	20	21	100	137	202	440	82	25	342	1,442
Enfield	36	25	33	48	49	51	140	174	233	643	121	83	394	2,030
Total Outer	**535**	**313**	**520**	**588**	**614**	**567**	**1,954**	**2,528**	**3,808**	**9,290**	**1,800**	**1,070**	**5,347**	**28,934**
Greater London	**768**	**446**	**685**	**804**	**864**	**849**	**3,181**	**4,568**	**7,196**	**16,744**	**2,967**	**1,580**	**9,231**	**49,883**

Table 8.3 Vehicles involved in collisions in the Greater London area in 2004 tabulated by skidding/overturning and borough

Borough	Skidded	Skidded and overturned	Jack-knifed	Jack-knifed and overturned	Overturned	No skid/ overturn	Total
City of London	12	0	0	0	1	483	496
Westminster	41	1	0	0	4	2,915	2,961
Camden	26	3	0	0	4	1,660	1,693
Islington	18	0	0	0	2	1,324	1,344
Hackney	40	2	0	0	1	1,465	1,508
Tower Hamlets	21	1	0	0	10	1,431	1,463
Greenwich	36	5	0	0	6	1,488	1,535
Lewisham	55	5	0	0	10	1,711	1,781
Southwark	38	0	0	0	4	1,819	1,861
Lambeth	41	4	0	0	7	2,070	2,122
Wandsworth	42	1	0	0	1	1,747	1,791
Hammersmith and Fulham	18	4	0	0	6	1,275	1,303
Kensington and Chelsea	27	4	0	0	2	1,058	1,091
Total Inner	**415**	**30**	**0**	**0**	**58**	**20,446**	**20,949**
Waltham Forest	26	1	0	0	11	1,290	1,328
Redbridge	22	3	0	0	17	1,606	1,648
Havering	56	10	0	0	28	1,369	1,463
Barking and Dagenham	28	2	0	0	9	1,060	1,099
Newham	35	5	0	0	3	1,292	1,335
Bexley	27	3	0	0	6	993	1,029
Bromley	41	9	0	0	15	1,539	1,604
Croydon	85	10	0	0	4	1,940	2,039
Sutton	29	6	0	0	2	814	851
Merton	15	0	0	0	5	874	894
Kingston	21	4	0	0	3	655	683
Richmond	19	2	0	0	3	906	930
Hounslow	40	5	0	0	2	1,569	1,616
Hillingdon	52	5	0	0	20	1,819	1,896
Ealing	31	4	0	0	10	1,989	2,034
Brent	19	5	0	0	9	1,740	1,773
Harrow	12	2	0	0	9	984	1,007
Barnet	57	7	0	0	14	2,155	2,233
Haringey	14	0	0	0	7	1,421	1,442
Enfield	26	2	0	0	23	1,979	2,030
Total Outer	**655**	**85**	**0**	**0**	**200**	**27,994**	**28,934**
Greater London	**1,070**	**115**	**0**	**0**	**258**	**48,440**	**49,883**

Table 8.4 Drivers of motor vehicles involved in collisions in the Greater London area in 2004 tabulated by breath test and borough

Borough	Positive	Negative	Not required	Failed to provide	Driver not contacted	Not provided (medical reasons)	Total
City of London	7	206	77	0	113	7	410
Westminster	25	1,349	567	4	652	86	2,683
Camden	13	684	328	3	421	53	1,502
Islington	10	391	360	1	370	45	1,177
Hackney	11	385	446	1	468	62	1,373
Tower Hamlets	16	550	351	3	378	56	1,354
Greenwich	12	525	498	2	395	46	1,478
Lewisham	15	602	585	3	429	61	1,695
Southwark	15	705	490	4	419	71	1,704
Lambeth	15	703	625	9	492	76	1,920
Wandsworth	13	848	295	3	379	83	1,621
Hammersmith and Fulham	16	533	244	1	316	50	1,160
Kensington and Chelsea	11	489	239	2	186	65	992
Total Inner	**179**	**7,970**	**5,105**	**36**	**5,018**	**761**	**19,069**
Waltham Forest	20	393	318	1	483	59	1,274
Redbridge	22	579	439	4	505	61	1,610
Havering	32	670	273	3	379	73	1,430
Barking and Dagenham	18	313	370	2	308	47	1,058
Newham	16	395	379	7	435	39	1,271
Bexley	15	506	214	3	232	31	1,001
Bromley	23	684	354	2	426	55	1,544
Croydon	16	796	602	8	453	67	1,942
Sutton	12	401	190	1	170	37	811
Merton	10	323	206	3	242	42	826
Kingston	8	399	96	0	79	49	631
Richmond	13	426	135	0	243	34	851
Hounslow	28	590	413	5	440	74	1,550
Hillingdon	33	752	482	3	482	82	1,834
Ealing	49	707	508	1	616	62	1,943
Brent	20	601	467	4	553	63	1,708
Harrow	24	261	353	2	305	23	968
Barnet	32	746	610	0	712	78	2,178
Haringey	15	346	476	0	483	45	1,365
Enfield	35	477	764	8	614	80	1,978
Total Outer	**441**	**10,365**	**7,649**	**57**	**8,160**	**1,101**	**27,773**
Greater London	**620**	**18,335**	**12,754**	**93**	**13,178**	**1,862**	**46,842**

Table 8.5 Vehicles involved in collisions in the Greater London area in 2004 tabulated by manoeuvre and borough

Note: This table is continued on the next page

Borough	Parked	Stopping	Starting	Turning round	Turning left or waiting to turn	Turning right or waiting to turn	Going ahead but held up	Going ahead overtaking	Sub-total
City of London	20	10	11	11	25	36	28	34	175
Westminster	78	106	107	70	180	320	213	163	1,237
Camden	66	81	44	33	69	187	82	87	649
Islington	56	54	39	31	85	165	44	73	547
Hackney	46	63	49	25	63	213	94	77	630
Tower Hamlets	45	46	23	25	68	193	136	83	619
Greenwich	57	57	23	25	74	190	123	62	611
Lewisham	84	93	37	26	93	220	86	95	734
Southwark	66	65	34	33	118	256	82	95	749
Lambeth	82	79	48	28	110	271	126	102	846
Wandsworth	74	58	43	39	72	317	94	129	826
Hammersmith and Fulham	65	41	29	30	56	167	72	66	526
Kensington and Chelsea	31	45	33	33	50	148	61	69	470
Total Inner	**770**	**798**	**520**	**409**	**1,063**	**2,683**	**1,241**	**1,135**	**8,619**
Waltham Forest	71	33	29	17	52	159	132	68	561
Redbridge	71	40	29	9	60	184	173	64	630
Havering	46	90	33	8	48	173	148	48	594
Barking and Dagenham	36	69	24	9	50	113	113	45	459
Newham	49	85	22	17	57	131	151	76	588
Bexley	63	37	20	12	46	138	79	51	446
Bromley	82	48	28	14	49	252	121	63	657
Croydon	102	108	34	33	71	279	110	77	814
Sutton	28	47	11	15	36	134	50	35	356
Merton	46	46	20	14	31	118	49	38	362
Kingston	29	34	14	10	25	102	35	29	278
Richmond	51	40	20	21	25	134	42	47	380
Hounslow	47	94	28	12	45	193	163	62	644
Hillingdon	55	111	28	15	75	222	213	45	764
Ealing	63	149	42	27	74	226	212	109	902
Brent	98	95	39	29	51	220	127	64	723
Harrow	52	45	19	12	39	133	73	41	414
Barnet	88	77	33	31	62	275	206	77	849
Haringey	80	25	23	18	53	176	129	75	579
Enfield	83	82	41	15	67	268	240	87	883
Total Outer	**1,240**	**1,355**	**537**	**338**	**1,016**	**3,630**	**2,566**	**1,201**	**11,883**
Greater London	**2,010**	**2,153**	**1,057**	**747**	**2,079**	**6,313**	**3,807**	**2,336**	**20,502**

Table 8.5 (cont.) Vehicles involved in collisions in the Greater London area in 2004 tabulated by manoeuvre and borough

Borough	Change lane to left	Change lane to right	Going ahead left bend	Going ahead right bend	Going ahead other	Reversing	Grand total
City of London	10	12	4	6	281	8	496
Westminster	42	51	19	51	1,499	62	2,961
Camden	15	25	8	11	951	34	1,693
Islington	18	10	5	7	743	14	1,344
Hackney	19	11	25	30	766	27	1,508
Tower Hamlets	27	28	17	32	719	21	1,463
Greenwich	23	35	31	37	778	20	1,535
Lewisham	10	9	36	58	911	23	1,781
Southwark	18	20	23	31	999	21	1,861
Lambeth	26	18	19	26	1,164	23	2,122
Wandsworth	18	12	17	25	876	17	1,791
Hammersmith and Fulham	23	17	6	11	697	23	1,303
Kensington and Chelsea	9	10	14	21	557	10	1,091
Total Inner	**258**	**258**	**224**	**346**	**10,941**	**303**	**20,949**
Waltham Forest	11	9	33	55	638	21	1,328
Redbridge	29	24	36	61	844	24	1,648
Havering	20	27	39	58	711	14	1,463
Barking and Dagenham	18	19	7	17	568	11	1,099
Newham	18	18	16	9	670	16	1,335
Bexley	8	9	30	37	492	7	1,029
Bromley	1	9	40	71	811	15	1,604
Croydon	6	16	61	52	1,054	36	2,039
Sutton	7	6	10	14	454	4	851
Merton	5	9	7	9	494	8	894
Kingston	4	6	2	9	375	9	683
Richmond	7	5	10	7	503	18	930
Hounslow	26	17	21	22	865	21	1,616
Hillingdon	25	33	34	32	990	18	1,896
Ealing	29	20	12	22	1,025	24	2,034
Brent	12	18	20	18	954	28	1,773
Harrow	2	10	17	20	528	16	1,007
Barnet	14	22	25	43	1,254	26	2,233
Haringey	16	7	54	34	731	21	1,442
Enfield	14	26	39	61	987	20	2,030
Total Outer	**272**	**310**	**513**	**651**	**14,948**	**357**	**28,934**
Greater London	**530**	**568**	**737**	**997**	**25,889**	**660**	**49,883**

Table 8.6 Vehicles involved in collisions in the Greater London area in 2004 tabulated by manoeuvre and vehicle type

Note: This table is continued on the next page

Type of vehicle	Parked	Stopping	Starting	Turning round	Turning left or waiting to turn	Turning right or waiting to turn	Going ahead but held up	Going ahead overtaking	Sub-total
Pedal cycle	9	17	22	6	82	179	46	205	566
Moped	2	29	12	2	37	54	14	154	304
Motor cycle up to 125cc	1	41	10	8	59	89	34	338	580
Motor cycle over 125cc	6	92	25	7	76	105	81	548	940
Car	1,480	1,384	553	619	1,488	5,218	3,230	881	14,853
Taxi	23	36	24	29	24	77	85	19	317
Bus or coach	271	440	324	5	84	137	85	63	1,409
Goods up to 3.5 tonnes MGW	125	56	43	52	133	292	159	69	929
Goods 3.5 to 7.5 tonnes MGW	14	10	3	7	19	26	14	9	102
Goods over 7.5 tonnes MGW	31	20	26	4	46	60	36	22	245
Other motor vehicle	46	28	15	8	31	76	23	27	254
Other non-motor vehicle	2	0	0	0	0	0	0	1	3
Total	**2,010**	**2,153**	**1,057**	**747**	**2,079**	**6,313**	**3,807**	**2,336**	**20,502**

Table 8.6 (cont.) Vehicles involved in collisions in the Greater London area in 2004 tabulated by manoeuvre and vehicle type

Type of vehicle	Change lane to left	Change lane to right	Going ahead left bend	Going ahead right bend	Going ahead other	Reversing	Grand total
Pedal cycle	15	37	32	72	2,306	5	3,033
Moped	3	6	8	19	647	0	987
Motor cycle up to 125cc	12	15	39	53	1,214	2	1,915
Motor cycle over 125cc	13	32	45	73	2,115	0	3,218
Car	367	350	526	658	16,079	488	33,321
Taxi	12	10	6	5	316	14	680
Bus or coach	18	27	28	46	1,456	4	2,988
Goods up to 3.5 tonnes MGW	39	43	29	36	980	91	2,147
Goods 3.5 to 7.5 tonnes MGW	6	4	4	3	129	10	258
Goods over 7.5 tonnes MGW	35	39	16	20	299	20	674
Other motor vehicle	10	5	4	12	344	26	655
Other non-motor vehicle	0	0	0	0	4	0	7
Total	**530**	**568**	**737**	**997**	**25,889**	**660**	**49,883**

Figure 8.7: Age profile of motor vehicle drivers involved in collisions in Greater London 2004

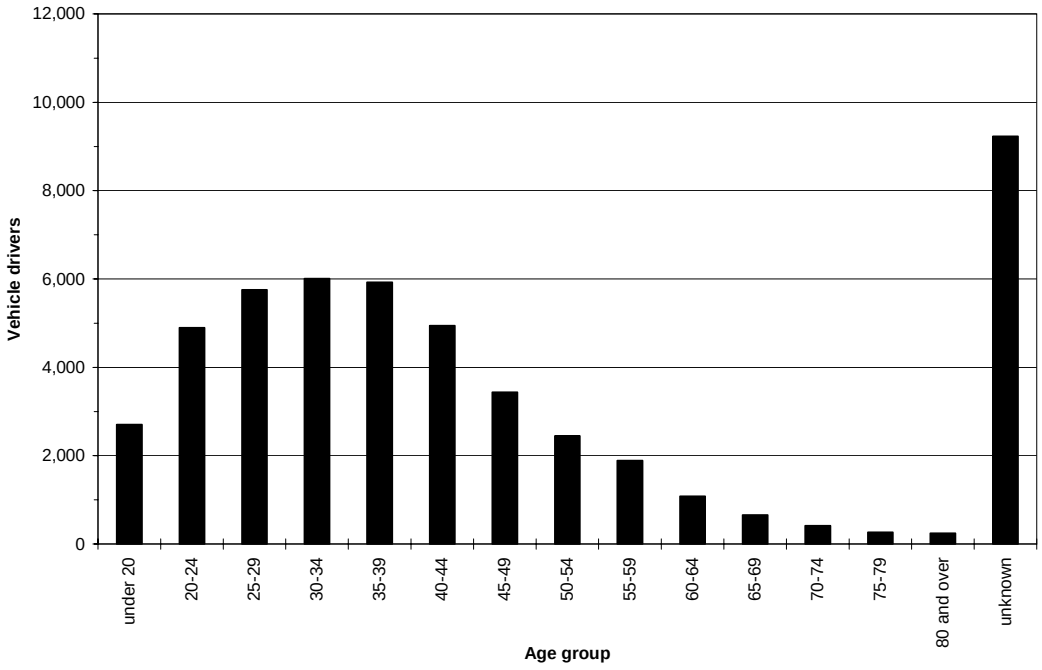


Figure 8.8: Positive breath tests for drivers involved in collisions in Greater London 2004