

# Accidents and casualties on London's roads 2002

December 2003

This report presents statistics and a commentary on road traffic accidents involving personal injury in the Greater London area reported to the Metropolitan and City of London police forces during 2002. 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) Street Management. 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 and due to its large size and concentration of vehicle and pedestrian activity, accounts for some 15% of the total accidents in Great Britain.

Data is presented on accidents, types of vehicles involved and casualties injured. These are presented both in total and also analysed by the range of factors collected about each accident as part of the Stats 19 national reporting system. Data has been presented in two ways: firstly to show how the main accident, casualty and vehicle trends in Greater London compare with previous years, and secondly, to present a more detailed picture of accident, casualty and vehicle factors during 2002 in each of the London boroughs. These factors include severity of accident and casualty, weather and road surface conditions, junction control, class of road user, age and gender of casualty, vehicle type and vehicle manoeuvre.

Copyright  
Transport for London Street Management  
December 2003

Please send any enquiries or requests for  
accident data or further information about the  
work of the LRSU to:

London Road Safety Unit  
Transport for London Street Management  
Windsor House,  
42-50 Victoria Street  
London SW1H 0TL

Brief extracts of this publication may be  
reproduced provided the source is fully  
acknowledged. Proposals for larger extracts  
should be requested at the above address.

# Contents

<b>1</b>	<b>Introduction</b>	<b>7</b>
<b>2</b>	<b>Accidents and casualties in 2002</b>	<b>19</b>
<b>3</b>	<b>Casualty and accident costs</b>	<b>31</b>
<b>4</b>	<b>Work undertaken by the London Accident Analysis Unit in 2002</b>	<b>33</b>
<b>5</b>	<b>ACCSTATS system developments in the London Accident Analysis Unit in 2002-2003</b>	<b>42</b>
<b>6</b>	<b>Accident data 2002</b>	<b>51</b>
<b>7</b>	<b>Casualty data 2002</b>	<b>91</b>
<b>8</b>	<b>Vehicle data 2002</b>	<b>135</b>

## **Tables within text (sections 2 and 3)**

---

- 20 2a** Summary of changes in casualties for London casualty reduction target categories by year 2002
- 
- 21 2b** Casualties by mode of travel and severity 2002
- 
- 22 2c** Casualties by borough and mode of travel 2002
- 
- 23 2d** Casualties by casualty class and severity 2002
- 
- 24 2e** Casualties by mode of travel, age group and gender 2002
- 
- 31 3a** Accident costs (£s at 2002 prices)
- 

## **Figures following text**

---

- 46 2.1a** Casualties by mode of travel 2002 (pie chart)
- 
- 46 2.1b** Pedestrian casualties by associated vehicle type 2002 (pie chart)
- 
- 47 2.2** Total casualties 1993-2002
- 
- 47 2.3** Killed and seriously injured casualties 1993-2002
- 
- 48 2.4** Pedestrian casualties 1993-2002
- 
- 48 2.5** Pedal cyclist casualties 1993-2002
- 
- 49 2.6** Powered two-wheeler casualties 1993-2002
- 
- 49 2.7** Car casualties 1993-2002
- 
- 50 2.8** Child casualties 1993-2002
- 

## **6 Accidents**

---

- 52 6.1** All accidents 1998-2002 (histogram)
- 
- 52 6.2** Pedestrian and non-pedestrian accidents 1998-2002 (histogram)
- 
- 53 6.3** Accidents by borough and severity 2002
- 
- 54 6.4** Accidents by borough, severity and month 2002 (33 individual borough tables)
-

<b>71</b>	<b>6.5</b>	Accidents by severity and month 2002
<b>72</b>	<b>6.6</b>	Accidents by junction detail and borough 2002
<b>73</b>	<b>6.7</b>	Fatal and serious accidents 2002 (histograms)
<b>74</b>	<b>6.8</b>	Accidents at junctions by junction control and borough 2002
<b>75</b>	<b>6.9</b>	Accidents by weather and borough 2002
<b>76</b>	<b>6.10</b>	Accidents involving a parked vehicle by severity and borough 2002
<b>77</b>	<b>6.11</b>	Accidents by road surface condition and borough 2002
<b>78</b>	<b>6.12</b>	Accidents on a wet road surface 1998-2002
<b>79</b>	<b>6.13</b>	Accidents by road class and borough 2002
<b>80</b>	<b>6.14</b>	Accidents involving a pedestrian by severity and borough 2002
<b>81</b>	<b>6.15</b>	Pedestrian accidents by month and borough 2002
<b>82</b>	<b>6.16</b>	Accidents involving a pedestrian crossing road by pedestrian action and borough 2002
<b>83</b>	<b>6.17</b>	Accidents in the dark 1998-2002 (histogram)
<b>84</b>	<b>6.18</b>	Accidents by day of week and time of day 2002
<b>85</b>	<b>6.19</b>	Accidents by lighting condition and borough 2002
<b>86</b>	<b>6.20</b>	Accidents by speed limit and borough 2002
<b>87</b>	<b>6.21</b>	Accidents by highway authority and borough 2002
<b>88</b>	<b>6.22</b>	Accidents by month 2002 (histogram)
<b>88</b>	<b>6.23</b>	Accidents by day of week 2002 (histogram)
<b>89</b>	<b>6.24</b>	Accidents by hour of day 2002 (histogram)

## **7 Casualties**

- 
- 92 7.1** Vehicle casualties by type of road user 1998-2002 (histograms)
- 
- 93 7.2** Pedestrian casualties and pedestrian casualties by age group 1998-2002 (histograms)
- 
- 94 7.3** Driver casualties by type of vehicle 1998-2002 (histograms)
- 
- 95 7.4** Passenger casualties by type of vehicle 1998-2002 (histograms)
- 
- 96 7.5** Driver and passenger casualties by age group and type of vehicle 2002
- 
- 97 7.6** Casualties by severity and borough 2002
- 
- 98 7.7** Casualties by borough, severity and mode of travel 2002 (33 individual borough tables)
- 
- 115 7.8** Casualties by severity and mode of travel 2002
- 
- 116 7.9** Pedestrian casualties by severity and borough 2002
- 
- 117 7.10** Driver casualties by severity and borough 2002
- 
- 118 7.11** Passenger casualties by severity and borough 2002
- 
- 119 7.12** Pedestrian casualties by pedestrian action and borough 2002
- 
- 121 7.13** Driver casualties by vehicle type and borough 2002
- 
- 122 7.14** Pedestrian casualties at or within 50 metres of a crossing 1998-2002 (histogram)
- 
- 123 7.15** Passenger casualties by vehicle type and borough 2002
- 
- 124 7.16** Driver casualties by age group and borough 2002
- 
- 125 7.17** Passenger casualties by age group and borough 2002
-

126	<b>7.18</b> Pedestrian casualties by age group and borough 2002
127	<b>7.19</b> Driver casualties of motor vehicles with positive breath test 1998-2002 (histogram)
128	<b>7.20</b> Bus and coach casualties by age group and borough 2002
129	<b>7.21</b> Pedestrian casualties by associated vehicle and time of day 2002
130	<b>7.22</b> Casualties by casualty class, gender and borough 2002
131	<b>7.23</b> Casualties by highway authority and borough 2002
132	<b>7.24</b> Pedal cyclist casualties by age group and borough 2002
133	<b>7.25</b> Powered two-wheeler casualties by age group and borough 2002
134	<b>7.26</b> Child casualties (0-15 years) by severity and borough 2002
<b>8 Vehicles</b>	
136	<b>8.1</b> Vehicles involved in accidents by vehicle type and borough 2002
137	<b>8.2</b> Vehicles involved in accidents by age group and borough 2002
138	<b>8.3</b> Vehicles skidding or overturning by borough 2002
139	<b>8.4</b> Drivers of motor vehicles by breath test and borough 2002
140	<b>8.5</b> Vehicles involved in accidents by manoeuvre and borough 2002
142	<b>8.6</b> Vehicles involved in accidents by manoeuvre and vehicle type 2002
144	<b>8.7</b> Age profile of motor vehicle drivers involved in accidents 2002 (histogram)
144	<b>8.8</b> Age profile of positive breath tests 2002 (histogram)





# 1

## Introduction

### 1.1 Summary of general trends

In 2002, there were 33,895 personal injury accidents reported to the Metropolitan and City of London police forces within the Greater London area. This represents a decrease of 7.6% over the 36,673 accidents recorded during 2001. These resulted in 41,379 casualties, a decrease of 7.0% compared with the figure of 44,494 recorded in 2001. These decreases are somewhat larger than the figures for Great Britain as a whole, where accidents decreased by 3.2% and casualties by 3.4%<sup>1</sup>.

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 new targets, compared with the average for 1994-98, are:

- a 40% reduction in the number of people killed or seriously injured in road accidents
- 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 Transport for London Street Management (TfL SM) on behalf of the Mayor. 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 2002:

- all fatal or serious casualties were 15% below the 1994-98 average, following a 7% decrease to 5,650 in 2002
- child fatal or serious casualties were 34% below the 1994-98 average, following a decrease of 14% to 614 in 2002
- slight casualties were 8% below the 1994-98 average, following a decrease of 7% to 35,729 in 2002. 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 23% below the 1994-98 average, after a decrease of 9% to 1,646 in 2002
- pedal cyclist fatal or serious casualties were 27% below the 1994-98 average, following an 11% decrease to 414 in 2002
- powered two wheeler user fatal or

serious casualties were 31% *above* the 1994-98 average, after a 5% decrease to 1,224 in 2002.

(See table 2a)

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 2002:

- fatal or serious casualties in Great Britain had fallen 17% compared with London's fall of 15%
- child fatal or serious casualties in Great Britain had fallen by 33% compared with London's fall of 34%
- slight casualties in Great Britain had fallen by 12% compared with London's fall of 8%<sup>1</sup>. Note that in the absence of guidance at this stage from DfT as to how these are to be measured, slight casualty changes 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 3 of which was published in July 2003 by TfL SM.

The trend in total casualties in Greater London has been generally flat over the past ten years, although there is some evidence of a decline over the past two years (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 accidents in Greater London for the year 2002 is estimated to be over £2.4 billion at June

2003 prices (see *Section 3: Casualty and accident 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 accidents and casualties within Greater London.

During 2002, accidents and casualties in Greater London accounted for 15% and 14% respectively of those in Great Britain as a whole<sup>1</sup>.

The accidents and casualties occurred against a background in which total distance travelled by motor vehicles in Greater London on all roads varies very little from year to year. Throughout the 1990s the total distance travelled by motor vehicles in London on all roads remained steady at around 28 to 29 billion vehicle kilometres, and in 2001 the figure was 29.2 billion vehicle kilometres<sup>2</sup>. Information for the whole of Great Britain for 2002 suggests that the total distance travelled by motor vehicles increased by 2.5% compared with 2001, following an increase of 1.6% compared with 2000<sup>1</sup>.

In Section 2, Table 2a presents a summary of changes in casualties for London casualty reduction target categories by year 2002. Table 2b shows a summary of casualties by severity and mode of travel for 2002. Table 2c shows a summary of casualties in 2002 for each borough for each of the main modes of travel together with the percentage change in casualties compared with 2001. Table 2d shows casualties in 2002 according to severity and casualty

class. Table 2e shows casualties in 2002 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 accidents 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 17th 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 (Accident Analysis), Section 7 (Casualty Analysis) and Section 8 (Vehicle Analysis) are produced without comment. A commentary is given in Section 2 on the broad accident 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 accident, casualty and vehicle factors associated with the personal injury accidents can be produced and tailored to individual needs.

Requests can be made:

- by telephone: 020 7941 2173
- by fax: 020 7941 2299
- by e-mail to:  
martinbrophy@streetmanagement.org.uk

- or in writing to:  
London Road Safety Unit  
Transport for London Street  
Management  
Windsor House  
42-50 Victoria Street  
London SW1H 0TL

The report also summarises the work carried out by the LRSU in 2002 and presents details of the current DfT accident and casualty costs.

The attendant circumstances, casualty and vehicle data associated with each personal injury accident 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 accident 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 accidents to the LRSU accident network. This is a computerised node and link representation of the classified road network in Greater London. The nodes represent junctions of classified roads and the links represent classified roads between the nodes.

## 1.3 Important notes about accident data

### 1.3.1 Comparing accident data from year to year

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

- (a) The numbers of accidents and casualties

were changed for the years 1991 to 1997 as some previously missing accidents 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 accident 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 accidents and recording fatalities. Changes in coding the level of severity were applied to accidents occurring after September 1984, though action on fatalities was backdated to cover all accidents for the whole of 1984. Consequently, care must be taken when comparing accidents on a year to year basis, particularly post 1984 serious accidents, casualties and fatalities with those occurring before 1984.

(d) Data for the City of London recorded by the City of London police were added to the LRSU database for accidents occurring in 1986 and onwards. Therefore, care must be taken when comparing accident 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, accident 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 accidents 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 accidents and casualties**

This report deals only with those accidents 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 accident data by the police remain consistent over time, it is reasonable to assume that there is consistency between figures for reported accidents over a period of years.

To try to quantify the amount of under-reporting of accidents in London, TfL SM commissioned a study<sup>3</sup> by Transport Research Laboratory Ltd, which was

completed in November 2002. This matched hospital accident 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 accidents. 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.

### 1.3.3 Definitions of casualty severity

The following definitions are taken from *Stats 20: Instructions for the completion of Road Accident Reports – DTLR January 2000*:

- **Fatal injury:** 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:** an injury for which a person is detained in hospital as an in-patient, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushing, burns (excluding friction burns), severe cuts, severe general shock requiring hospital treatment, injuries causing death 30 or more days after the accident.  
*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 accident. 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.*
- **Slight injury:** an injury of a minor character such as a sprain including neck whiplash not necessarily requiring medical treatment, bruise or cut which is not judged to be severe, or slight shock requiring roadside attention.

## 1.4 Transport and traffic issues in 2002

### 1.4.1 Major road, traffic and public transport schemes or initiatives

During 2002, the following major schemes or initiatives were started, completed or ongoing.

- A number of steps were made to bring about the Mayor of London's plans to introduce a congestion charging zone in central London. These included:
  - Initial consultation and changes to the original scheme proposals during 2001, and a further round of consultation that ended on 18 January 2002.
  - The decision to go ahead with the scheme in February 2002 following a report submitted by TfL.
- As part of the plan to convert Trafalgar Square into a 'World Square for All', the north terrace of the Square was closed to traffic in September to pedestrianise the area and provide enhanced pedestrian access from the Square to the National Gallery.
- Plans for a cross-river tram scheme between Kings Cross and Camden via Euston and Waterloo to Peckham and Brixton were approved by TfL. The 16km scheme is expected to carry 72 million passengers a year and could begin operating in 2011.
- A consortium was named as preferred bidder for the Private Finance Initiative scheme to extend the Docklands Light Railway (DLR) from Canning Town to London City Airport. The 4.4km extension will include four new stations, and work is expected to be completed by 2005.
- A 2.5km extension of the DLR from the proposed King George V DLR station to Woolwich Arsenal was approved by TfL. The route, which would require a new tunnel under the Thames, could be open by late 2007.
- Plans for a West London tram scheme between Uxbridge and Shepherds Bush via Acton, Ealing, Hanwell and Southall town centres were announced by TfL. The 20km scheme is expected to carry 50 million passengers a year and could begin operating in 2009.
- Plans for the first phase of a dedicated Greenwich Waterfront bus route between north Greenwich and Woolwich were approved by TfL. The 12km scheme would use 1.8km of existing busway on the Greenwich peninsula and could open in 2008. Extensions to Greenwich town centre and Abbey Wood are planned.
- Plans for the first phase of a dedicated East London transit bus route between Ilford, Barking, Barking Reach and Dagenham Dock were approved by TfL. The 6km scheme could open in 2008.
- The design for the new transport interchange forming Phase 2 of TfL's Vauxhall Cross project was unveiled. Work continued on Phase 1 of the scheme comprising changes to the road layout and improved pedestrian and cycle links.
- A £5.3m contract was awarded for street works, including cycle and pedestrian facilities for TfL's Shoreditch Triangle scheme.
- Choats Manor Way, (London Borough of Barking and Dagenham), which connects the A13 at Goresbrook interchange with Dagenham Dock industrial area, opened in July. The 1km single carriageway road, which includes a bridge over the

Channel Tunnel Rail Link, replaces Chequers Lane, which has been severed by the Rail Link.

- The pedestrian Millennium Bridge over the Thames between Bankside and Upper Thames Street, opened permanently in February after the completion of remedial works for vibration problems.
- As part of the 70.4km Thames Cycle Route, TfL carried out consultations on improved cycle and pedestrian facilities at the Embankment junctions of Battersea, Albert and Chelsea Bridges. The route is due to be completed in 2004.
- The Ha'penny Hatch pedestrian and cycle bridge, adjacent to the Deptford to Greenwich railway bridge over Deptford Creek, opened in September. The steel girder bridge includes a 12.5m section that can be raised.
- A new pedestrian footbridge across the Thames adjacent to the Hungerford railway bridge opened in May. The bridge provides a link between Charing Cross and Waterloo Stations.
- The Department for Transport (DfT) was created from its predecessor organisation the Department of Transport, Local Government and the Regions (DTLR). Alistair Darling took over from Stephen Byers as the Secretary of State for Transport and the Local Government brief passed to the Office of the Deputy Prime Minister under John Prescott.
- During 2002 and the first half of 2003 many more police authorities set up safety camera partnerships bringing the total (at time of writing) to 34. These fund extra cameras from income generated

through fines and their introduction has reduced deaths and serious injuries by 35% on the roads where they operate.

#### **1.4.2 Selected announcements in 2002**

During 2002 there were several announcements from DTLR/DfT and other sources regarding issues associated with road safety.

##### **January**

- TfL revealed the allocation of the first half of £120m of borough transport funds including £25m to road safety.
- Following publication of proposed modifications to the scheme in November 2001, the final round of consultation on the London congestion charging scheme closed on 18 January.
- The DTLR announced that its review of the ten-year transport plan would set new, more ambitious targets for bus patronage growth.
- The DTLR launched an annual £200,000 road safety challenge fund aimed at non-governmental organisations. Grants of up to £20,000 would be available for projects promoting road safety.
- Proposed new tougher criteria for the siting of safety cameras were being considered by the DTLR. New criteria announced in 2001 for the visibility of safety cameras, stating that camera housings must be painted yellow, clearly signed and visible from 60m away, were also criticised by a number of groups.
- RAC Survey results from its annual *Report on Motorists* announced that more than three quarters of motorists thought that speed cameras were a good way of combating speeding. Also in the report was information about the London

congestion charging issue: 43% of motorists in the survey opposed the scheme and 42% supported it. 11% said it would force them to stay out of central London, 47% said they would pay the daily charge, 26% said they would switch to public transport and 12% would pass the charge onto their employer.

- The DTLR published a traffic advisory leaflet on planning and designing Home Zones.
- The LRSU's Road Safety Education team attended the Road Racing and Superbike show at Alexandra Palace on a joint stand with the Metropolitan Police Service.

### **February**

- The AA Foundation for Road Safety Research published its EURORAP ratings. These provide an assessment of the safety record of much of Britain's trunk road and motorway network and allow comparison with other European countries' networks.
- Ten more councils agreed to join the National Safety Camera Initiative, launched by the Government in April 2000. The scheme allows revenue from speeding fines to be reinvested into enforcement, maintenance and advertising campaigns.
- A new offence of 'negligent driving' was proposed in TRL Road Safety Research Report No 26 commissioned by the DTLR. The report also suggested spot penalties for drivers caught using their mobile phones while on the road.

### **March**

- The DTLR invited bids from English highway authorities for the second round

of road safety measures on mixed priority roads. Five local authorities could receive up to £1m each to install measures to improve road safety.

- TfL awarded contracts to measure the impact of the congestion charging scheme on transport, traffic and public opinion. Monitoring would occur through analysis of flows, speeds and journey time variations as well as doing a market research study of reactions of different groups.
- The DTLR announced that it would consult on a number of measures aimed at newly qualified drivers in an attempt to tackle the number of fatal and serious accidents caused by drivers aged between 17 and 21. The measures under consideration would include mandatory logbooks, longer learning periods and compulsory P-plates.
- The LRSU's Road Safety Education team had a major display at the London Motorcycle and Scooter Show at Excel, Docklands, with the Metropolitan Police Service.

### **April**

- The Treasury and DTLR entered into discussions to consider a five year spending settlement to ensure the greater certainty required to deliver the ten year transport plan as part of the annual spending review.
- The Treasury announced its intention that a distance-based charging system for lorries would be in place by 2005 or 2006. It is to be designed to ensure that foreign lorries pay towards the cost of using Britain's roads and UK haulage companies are to receive off-setting tax reductions.



- The House of Lords was told by the DTLR spokesman that the government would have no option but to legislate to ban motorists from using mobile phones whilst driving if it was unable, within a reasonable period, to persuade the public to change its behaviour.
- The DTLR issued an advisory leaflet on the installation of Puffin pedestrian crossings (*Traffic Advisory Leaflet 01/02: The Installation of Puffin Pedestrian Crossings*).
- The DTLR awarded Babbie Group a four year contract to manage the implementation of the £30m Home Zones Challenge to fund 61 street improvement schemes.
- The LRSU's Road Safety Education team launched a safety campaign aimed at teenagers which involved four postcards and posters styled on computer games advertisements.

### **May**

- New Government criteria for siting speed cameras stated that cameras should be sited only at locations with four KSI or eight personal injury accidents in the last three years. This meant that some highway authorities would have to remove or re-site their cameras.
- The Transport Policing Initiative set up the Traffic Operational Command Unit (TOCU). It was created through an agreement between TfL and the Metropolitan Police Service, providing a £25m team of 530 staff to enforce parking restrictions and tackle street crime along 27 bus routes in London.
- London boroughs submitted a bid for a £13m plan to complete and promote 500km of walking routes around London

such as the London Outer Orbital Path (LOOP), Capital Ring, Thames Path, Jubilee Walkway, and others.

- The Transport Select Committee passed comment on the Government's ten year transport plan. Criticisms included that the plan only pays 'lip service' to issues such as accessibility, social inclusion and road safety; that the investment will overwhelmingly benefit the better off; and that the plan assumes the cost of car use to rise whereas it is more likely to fall. The Minister for Transport, Stephen Byers, insisted that the plan was 'not set in stone', and was due for a review in July 2002.
- The Commission for Integrated Transport, the RAC Foundation and the Construction Industry Council all called into question the ability of current Government policies to avoid increasing levels of traffic congestion. Each also supported the case for road user charging.
- The DTLR announced that it would commission research into the safety effects of bus priority schemes. The research would devise and test potential solutions to any problems identified and could lead to good practice guidance for Local Authorities.
- The Annual National Road Maintenance Condition survey reported that total road maintenance expenditure in England (2001/02) was £1.77billion, a figure below spending in the early to mid-1990s.

### **June**

- The Government released statistics for road casualties in Great Britain during 2001 showing that although road

accident casualties fell by 2%, the number of deaths increased from 3,409 to 3,443. The DfT announced that they would be looking for identifiable reasons for the fatality increase.

- The House of Commons Transport Select Committee urged the government to lower speed limits on many roads and abandon the new stricter criteria for safety camera siting and visibility as part of a concerted effort to cut road accident casualties.
- TfL began a trial to test shorter Pelican Crossing wait times for pedestrians.
- The Government-commissioned Orbit multi-modal study of transport problems around London recommended that additional lanes should be built on the M25, but only if area-wide road user charging or some other form of demand restraint is also implemented.

### **July**

- The Commission for Integrated Transport chair, David Begg, criticised the Government over decisions on road safety policy including not accepting a tougher legal limit on blood alcohol levels; refusing to accept that legislation is necessary to ban the use of hand held mobile phones whilst driving and the revised rules on speed camera visibility and siting. He said ministers should send out a clear message on speeding: 'If you speed then be prepared to be convicted and fined'.
- The DfT and the Office of the Deputy Prime Minister announced that they would undertake a review of the statutory planning procedures for transport infrastructure schemes in England. It would attempt to simplify and streamline

the project delivery process to ensure that increases in transport expenditure delivered rapid improvements.

- Transport Secretary Alistair Darling announced that he was prepared to consider the merits of introducing network wide road user charging as 28 UK academics who work in transport signed a joint letter urging him to accept the need for traffic restraint.

### **August**

- Following consultation, it was decided that further research on the Government's proposals to introduce a national register of contributory factors to road accidents would be needed. Among other items, recommendations from a report for the Health and Safety Commission that the number of at-work road traffic accidents be recorded are likely to be put in place. The new *Stats 19* accident and casualty data coming out of these reviews will be delayed until 2005.
- The Government put forward proposals to create a specific offence for motorists using hand-held mobile phones whilst driving. Canadian research showed that a quadruple risk of a collision was associated with using a mobile phone. Consultation on this was due to close in November 2002.
- Glasgow City Council announced that it would drop the use of 85<sup>th</sup> percentile speeds and use instead average speeds as the criteria for setting speed limits in part of an overhaul of road safety policy that also included new criteria for creating 20 mph zones.
- The High Court rejected claims by Westminster City Council and the Royal

Borough of Kensington and Chelsea that the proposed London congestion charging scheme was unlawful. The councils had argued that the Mayor should have conducted an environmental impact assessment and held a public enquiry into the scheme.

- The DfT invited councils to bid for £6m to fund a programme of road safety measures in a chosen inner city deprived area. The 88 most deprived authorities in England have been invited to bid for £1m a year over the six years of the project.

### **September**

- DfT statistics were published showing that total traffic levels in Great Britain rose 1.3% between 2000 and 2001 with car traffic accounting for most of the increase. Motorcycle use had risen 9% following a 3% decline the previous year. Pedal cycle use fell 4%, wiping out the previous year's increase.
- The Association of London Government blocked TfL and Metropolitan Police Service plans to allow the Transport Policing Initiative (TPI) to enforce parking on borough roads. The TPI was aimed at improving enforcement of bus lane parking. Currently only boroughs and their agents can carry out parking enforcement on borough roads.
- Brake, the road safety pressure group, developed a website containing free road safety resources to download. Information available on the site - [www.brake.org.uk](http://www.brake.org.uk) - includes details on driving safely in bad weather conditions, the safe use of mobile phones, and driving at safe speeds.
- The DfT signalled that it would release revised guidance on the impact that 'soft

factors' such as workplace and school travel plans, telecommuting, and car clubs can have on reducing single occupancy car trips.

- TfL started a trial permitting motorcycles in a section of the bus lane on the A41. The trial was partly aimed at reducing the number of accidents involving powered two wheelers.
- Two posters were produced by the LRSU Education team in the style of computer games adverts aimed at teenagers.
- LRSU Education team launched a safety awareness cycling and HGV campaign. Tachograph covers and leaflets were distributed at London markets, posters sent out to borough Road Safety Officers and a leaflet was distributed to cycles parked around London.

### **October**

- The DfT announced that new guidance was to be published in 2003 on setting speed limits. Current advice dates back to 1993 and was criticised by the House of Commons Transport Committee enquiry into road traffic speed.
- DfT statistics were published which suggested that the Government was on course to achieve its 2010 road safety targets for child casualties and slight injuries.
- The London Mayor, Ken Livingstone, confirmed that 17 February 2003 would be the start date for the London congestion charging scheme.
- TfL allocated £130m to the London boroughs transport programmes, £10m more than the previous year. Boroughs were also told that they would receive at least this much in the following two years.

- The Durham congestion charging scheme started on 1 October. Drivers are being charged £2 to enter a small part of the city centre between 10am and 4pm, Monday to Saturday. Traffic in the zone fell from 2,000 to 200 vehicles a day, much more than the 50% expected by planners.
- The Institute for Public Policy Research (IPPR) published a study showing that children in the most deprived 10% of wards in England and Wales are more than three times as likely to be pedestrian casualties as those in the least deprived 10% of wards. The IPPR suggested that a maximum speed limit of 20 mph should become the norm in residential areas in an effort to cut child pedestrian casualty rates with priority given to deprived neighbourhoods.

### **November**

- Sixty leading urban professionals called for a rethink on how highway and traffic engineering is practised claiming that poor road designs were undermining the quality of urban environments.
- A new institute for road safety auditors was established to encourage the development and dissemination of knowledge about safer road design.
- A briefing pack for local communities wanting to reduce the impact of road traffic in their neighbourhood was published by Streets for People, a network established by the Transport 2000 Trust.

### **December**

- Proposed legislation was published by the Office of the Deputy Prime Minister which would give Local Authorities in

England and Wales the power to hold referenda on a wide variety of local transport issues including the building and routes of new roads and the use of pedestrianisation schemes.

- The DfT published its first report on the 10 year transport plan - *Delivering Better Transport: Progress Report*. It set out what had been achieved in the first 18 months since the plan came into effect in April 2001.

### **References**

1. *'Road Casualties in Great Britain Main Results 2002'* Department for Transport, 2003
2. *'London Travel Report 2002'* Transport for London, 2002
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

## Accidents and casualties in 2002

### 2.1 Accident trends

Accidents in Greater London decreased by 7.6% in 2002 following a decrease of 2.5% in 2001 and of 1.6% in 2000. In 2002 there were 33,895 accidents in Greater London, of which 266 were fatal, 4,902 were serious and 28,727 were slight.

Fatal accidents decreased from 293 in 2001 (down 9.2%), which followed increases from 268 in 2000 (up 9.3%) and from 253 in 1999 (up 5.9%). These figures show that fatal accidents tend to fluctuate from year to year because of the relatively small numbers involved (see Figure 6.7a). Serious accidents decreased by 7.4%, following a decrease of 1.1% in 2001 and an increase of 2.1% in 2000 (Figure 6.7b). Slight accidents decreased by 7.6%. The changes in accident numbers did not result in any change to the accident severity ratio (i.e. the ratio of fatal and serious accidents to total accidents) at 0.152.

Accidents involving pedestrians, which accounted for 21.3% of all accidents, decreased by 8.4%. Non-pedestrian accidents, which accounted for the remaining 78.7% of accidents, decreased by 7.4% (Figure 6.2).

With regard to the monthly variation in accident numbers, the worst month in 2002 was November when 9.3% of accidents occurred, closely followed by October (also 9.3%) and September (8.9%). The month with the lowest number of accidents was February, when only 7.4% of accidents occurred (Figure 6.22).

Considering the day of the week, the worst days were, as usual, Fridays, when 16.1%

of all accidents and 21.3% of weekday accidents occurred. 13.6% of accidents occurred on Saturdays and 10.8% on Sundays (Figure 6.23).

As in previous years, the worst hour of the day was in the evening between 5pm and 6pm when 7.4% of all accidents occurred. A broad peak was observed between 3pm and 7pm during which time 28.6% of accidents occurred. Accidents 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 11.7% and 17.0% of all accidents occurred respectively (Figure 6.24).

Considering the road surface conditions at the time of accidents, several changes were evident in 2002 compared with 2001. Although the numbers were small, there was a decrease of 62% in accidents on a road covered with snow, frost or ice. In terms of accident numbers, those occurring on a dry road surface decreased by 10%, whilst those on a wet surface increased by 3%. However there were substantial variations in wet road accidents from month to month associated with prolonged periods of wet weather. Of particular note were large percentage increases in wet road accidents in May, June, July, November and December. Overall in 2002, 75% of accidents occurred on a dry road surface, 25% on a wet road, whilst 0.3% occurred on a road covered with snow, frost or ice. Corresponding percentages in 2001 were similar at 77%, 22% and 0.8% respectively.

During 2002 the proportion of accidents occurring in dark conditions was 31%,

almost identical to 2001. The number of accidents in dark conditions decreased by 6% during 2002 while those in light conditions decreased by 8%.

In 2002, 43.9% of all accidents occurred in the 13 inner London boroughs (including the City of London), with the remaining 56.1% occurring in the 20 outer London boroughs. These are similar to the figures for 2001. Overall, accidents decreased by 10.1% in inner London and by 5.5% in outer London.

Accidents at or within 20 metres of junctions continued to account for the majority of accidents, amounting to 74.6% of the total. The number of junction accidents decreased by 6.2% compared with 2001. The junction types with the largest proportion of accidents were *T or staggered*, where 39.6% of all accidents occurred and *crossroads* where 18.1% were recorded. The number of accidents at *slip roads* increased by 22.8% and at *mini-roundabouts* by 13.5%. The number of

accidents at *T or staggered junctions* decreased by 9.8%.

Regarding the method of junction control, 62.4% of all junction accidents occurred at those with *give way* control, 26.1% at *automatic traffic signal* controlled junctions and 11.2% at *uncontrolled* junctions. At controlled junctions the number of accidents at *authorised person* controlled junctions decreased by 31.0%, and those at *automatic traffic signal* controlled junctions by 3.7%. The number of accidents at *stop sign* controlled junctions decreased by 17.5% and at *give way* controlled junctions by 9.0%.

In 2002, 6.3% of all accidents involved a parked vehicle, which is slightly less than in 2001.

Regarding the classes of roads on which accidents occurred, only 0.9% occurred on *motorways*, while 62.9% of accidents occurred on *A class* roads, 8.7% on *B class*

Table 2a Summary of changes in casualties for London casualty reduction target categories by year 2002

Category	Casualties			% change by 2002 compared with		
	Target by 2010 (%)	1994-98 average	2001	2002	2001	1994-98 average
<b>Fatal and serious casualties</b>						
Total	-40%	6,684	6,101	5,650	-7%	-15%
Pedestrians	-40%	2,137	1,804	1,646	-9%	-23%
Pedal cyclists	-40%	567	465	414	-11%	-27%
Powered two-wheelers	-40%	933	1,286	1,224	-5%	+31%
Children	-50%	935	717	614	-14%	-34%
<b>Slight casualties</b>						
Total	-10%	38,997	38,393	35,729	-7%	-8%

roads and the remaining 27.4% on *C or unclassified* roads. Compared with 2001, accidents on *motorways* increased by 11.6%. Accidents on *A* roads decreased by 8.2%, accidents on *B* roads by 7.7% and accidents on *C or unclassified* roads by 6.7%.

With regard to the speed limit, 90.5% of all accidents in 2002 occurred on roads with a speed limit of 30 mph or less, 6.0% on 40 mph limit roads, 2.3% on 50 mph limit roads, 0.3% on 60 mph limit roads and 0.9% on 70 mph limit roads. Comparison with 2001 shows that accidents decreased by 7.9% on 30 mph or less roads, by 5.9% on 40 mph roads, and by 6.0% on 50 mph roads, and increased by 4.5% on 60 mph roads and by 15.7% on 70 mph limit roads.

## 2.2 Casualty trends

During 2002, the 33,895 personal injury accidents reported to the Metropolitan and

City of London police forces resulted in 41,379 casualties. Compared with 2001, this represents a decrease of 7.0%. 280 casualties were killed, 5,370 were seriously injured and 35,729 were slightly injured (Table 2b). Compared with 2001, fatalities decreased by 6.4% from 299 to 280, serious injuries decreased by 7.4% and slight injuries decreased by 6.9%.

It should be noted that fatal accidents 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 smallest year on year percentage difference is +5.3% and the largest is -17.7%, suggesting that relatively large annual fluctuations are to be expected.

**Table 2b Casualties in Greater London in 2002 by mode of travel and severity of casualty**

Mode of travel	Fatal	Serious	Slight	Total	% of total
Pedestrians	107	1,539	5,811	7,457	18.0%
Pedal cyclists	20	394	2,648	3,062	7.4%
Powered two-wheelers	67	1,157	5,819	7,043	17.0%
Car occupants	76	1,904	17,950	19,930	48.2%
Taxi occupants	0	31	350	381	0.9%
Bus or coach occupants	7	213	2,039	2,259	5.5%
Goods vehicle occupants	3	104	845	952	2.3%
Other vehicle occupants	0	28	267	295	0.7%
<b>Total casualties</b>	<b>280</b>	<b>5,370</b>	<b>35,729</b>	<b>41,379</b>	<b>100.0%</b>
<b>(% of total)</b>	<b>0.7%</b>	<b>13.0%</b>	<b>86.3%</b>	<b>100.0%</b>	

**Table 2c: 2002 Casualties in Greater London by borough and mode of travel showing percentage change over 2001 figures**

<b>Borough</b>	<b>Total casualties</b>		<b>Pedestrians</b>		<b>Pedal cyclists</b>		<b>Powered two wheelers</b>		<b>Car occupants</b>		<b>Total vehicle occupants</b>	
City of London	425	(-8.2%)	115	(-8.7%)	77	(6.9%)	106	(-13.8%)	76	(-11.6%)	310	(-8.0%)
Westminster	2,464	(-10.0%)	650	(-15.1%)	264	(-4.0%)	496	(-21.5%)	567	(-8.5%)	1,814	(-8.0%)
Camden	1,404	(-15.4%)	365	(-9.0%)	169	(-10.6%)	314	(-28.3%)	414	(-9.6%)	1,039	(-17.4%)
Islington	1,255	(-9.8%)	309	(-0.6%)	186	(-1.6%)	304	(-12.4%)	325	(-15.8%)	946	(-12.4%)
Hackney	1,200	(-17.9%)	252	(-18.4%)	123	(-8.2%)	185	(-29.1%)	522	(-14.7%)	948	(-17.8%)
Tower Hamlets	1,094	(-22.2%)	217	(-16.9%)	89	(-9.2%)	275	(-17.7%)	421	(-29.5%)	877	(-23.5%)
Greenwich	1,310	(-8.1%)	213	(0.9%)	49	(-30.0%)	222	(-2.6%)	698	(-8.9%)	1,097	(-9.7%)
Lewisham	1,440	(-6.9%)	275	(3.4%)	75	(-23.5%)	278	(-11.5%)	662	(-7.0%)	1,165	(-9.1%)
Southwark	1,695	(-5.5%)	306	(-14.5%)	200	(4.2%)	377	(-9.6%)	608	(-2.4%)	1,389	(-3.2%)
Lambeth	1,912	(-0.8%)	364	(-9.2%)	193	(-12.7%)	480	(-1.2%)	688	(7.8%)	1,548	(1.4%)
Wandsworth	1,409	(-1.3%)	267	(-8.6%)	171	(6.2%)	378	(-5.3%)	483	(13.6%)	1,142	(0.6%)
Hammersmith & Fulham	906	(-11.7%)	201	(-6.9%)	130	(-11.0%)	239	(-14.6%)	262	(-12.7%)	705	(-13.0%)
Kensington & Chelsea	895	(-8.6%)	204	(-19.7%)	115	(-13.5%)	246	(-6.5%)	240	(-2.4%)	691	(-4.7%)
<b>Total Inner London</b>	<b>17,409</b>	<b>(-9.5%)</b>	<b>3,738</b>	<b>(-10.4%)</b>	<b>1,841</b>	<b>(-6.9%)</b>	<b>3,900</b>	<b>(-13.8%)</b>	<b>5,966</b>	<b>(-7.8%)</b>	<b>13,671</b>	<b>(-9.3%)</b>
Waltham Forest	1,079	(-4.0%)	198	(-7.9%)	60	(9.1%)	134	(-9.5%)	605	(-1.9%)	881	(-3.1%)
Redbridge	1,327	(-14.7%)	168	(-6.7%)	40	(-39.4%)	163	(-7.4%)	868	(-15.3%)	1,159	(-15.8%)
Havering	1,187	(-8.5%)	125	(-24.7%)	38	(15.2%)	137	(16.1%)	761	(-12.8%)	1,062	(-6.1%)
Barking & Dagenham	773	(-13.2%)	122	(-3.9%)	38	(-9.5%)	94	(-13.0%)	446	(-17.1%)	651	(-14.8%)
Newham	1,196	(-13.1%)	258	(-6.2%)	65	(-21.7%)	119	(-17.9%)	659	(-14.2%)	938	(-14.8%)
Bexley	976	(8.6%)	132	(-13.2%)	37	(-15.9%)	127	(1.6%)	574	(14.1%)	844	(13.0%)
Bromley	1,383	(10.2%)	203	(6.3%)	58	(13.7%)	185	(-5.1%)	791	(9.4%)	1,180	(10.9%)
Croydon	1,569	(-5.3%)	267	(-13.9%)	64	(-12.3%)	257	(-3.0%)	841	(-6.9%)	1,302	(-3.3%)
Sutton	664	(-19.2%)	84	(-16.0%)	51	(-5.6%)	132	(-19.0%)	345	(-24.7%)	580	(-19.7%)
Merton	812	(3.4%)	108	(-25.5%)	69	(7.8%)	170	(-0.6%)	394	(19.4%)	704	(10.0%)
Kingston	551	(-3.8%)	98	(-2.0%)	45	(-19.6%)	100	(4.2%)	268	(-5.6%)	453	(-4.2%)
Richmond	703	(-9.9%)	117	(0.0%)	78	(-11.4%)	157	(-12.3%)	302	(-9.6%)	586	(-11.6%)
Hounslow	1,375	(-10.1%)	165	(-11.8%)	87	(-25.0%)	201	(3.6%)	833	(-10.0%)	1,210	(-9.9%)
Hillingdon	1,493	(-5.8%)	172	(1.8%)	62	(-23.5%)	137	(0.7%)	1,048	(-5.1%)	1,321	(-6.7%)
Ealing	1,847	(-4.7%)	312	(1.0%)	109	(-18.7%)	222	(-25.3%)	1,068	(1.4%)	1,535	(-5.8%)
Brent	1,454	(-3.8%)	284	(6.0%)	74	(17.5%)	193	(-3.5%)	803	(-4.9%)	1,170	(-5.9%)
Harrow	711	(-11.1%)	101	(-30.8%)	33	(-19.5%)	76	(7.0%)	463	(-5.7%)	610	(-6.7%)
Barnet	1,850	(1.6%)	262	(-6.8%)	61	(-11.6%)	238	(0.0%)	1,130	(4.3%)	1,588	(3.2%)
Haringey	1,212	(-10.8%)	304	(-1.3%)	78	(8.3%)	158	(-21.0%)	573	(-13.4%)	908	(-13.5%)
Enfield	1,808	(6.9%)	239	(6.2%)	74	(25.4%)	143	(-17.3%)	1,192	(7.7%)	1,569	(7.0%)
<b>Total Outer London</b>	<b>23,970</b>	<b>(-5.1%)</b>	<b>3,719</b>	<b>(-6.3%)</b>	<b>1,221</b>	<b>(-9.2%)</b>	<b>3,143</b>	<b>(-7.5%)</b>	<b>13,964</b>	<b>(-4.5%)</b>	<b>20,251</b>	<b>(-4.8%)</b>
<b>Greater London</b>	<b>41,379</b>	<b>(-7.0%)</b>	<b>7,457</b>	<b>(-8.4%)</b>	<b>3,062</b>	<b>(-7.8%)</b>	<b>7,043</b>	<b>(-11.1%)</b>	<b>19,930</b>	<b>(-5.5%)</b>	<b>33,922</b>	<b>(-6.7%)</b>



The 41,379 casualties were made up of 24,149 vehicle drivers or riders (58.4%), 9,773 vehicle passengers (23.6%) and 7,457 pedestrians (18.0%). Compared with 2001, driver/rider casualties decreased by 7.1%, vehicle passenger casualties by 5.6%, and pedestrian casualties by 8.4%.

Table 2c 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 9.5% in inner London, and by 5.1% in outer London. Pedestrian casualties decreased by 10.4% in inner London and by 6.3% in outer London, and pedal cyclist casualties decreased by 6.9% and 9.2% respectively. Powered two wheeler casualties decreased by 13.8% in inner London and by 7.5% in outer London. Car occupants, by far the largest of the road user groups, decreased by 7.8% and 4.5% respectively.

The average number of casualties per accident was 1.22, very slightly higher than in 2001 (1.21).

### 2.3 Pedestrian casualties

The 7,457 pedestrian casualties in 2002 accounted for 18.0% of all casualties, a slightly smaller proportion to that of the previous year. Compared with 2001, pedestrian casualties showed a decrease of 8.4%, continuing a downward trend evident since 1989. Pedestrian fatalities decreased by 16.4% from 128 in 2001 to 107, following a decrease of 8.6% from 140 in 2000. It is worth noting that pedestrian fatalities have fluctuated considerably in recent years with a decrease of 25.6% recorded in 1998 and an increase of 31.1% recorded in 1997. Serious injuries decreased by 8.2% to 1,539, and slight injuries decreased by 8.3% to 5,811. In 2002, pedestrians accounted for 38.2% of all fatalities, which is somewhat lower than the respective figure for 2001 of 42.8%.

The continuing vulnerability of pedestrians to more serious injury is illustrated by the fact that in 2002 they accounted for 38.2% of fatalities and 28.7% of serious injuries, but comprised only 18.0% of all casualties.

Casualties decreased in all the main age bands, with child pedestrian casualties (i.e. under 16 years) falling by 20.5% and young adult pedestrian casualties (16 to 24 years)

Table 2d Casualties in Greater London 2002 tabulated by casualty class and severity

Casualty class	Fatal	Serious	Slight	Total
Driver/rider	129	2,856	21,164	24,149
Passenger	44	975	8,754	9,773
Pedestrian	107	1,539	5,811	7,457
<b>Total casualties</b>	<b>280</b>	<b>5,370</b>	<b>35,729</b>	<b>41,379</b>

by 0.5%. Adult pedestrian casualties (25 to 59 years) decreased by 2.9%, and pedestrian casualties aged 60 or over by 10.6%. Pedestrian casualties where the age was unknown decreased by 2.2%.

Regarding pedestrian fatalities by age group, child pedestrian fatalities decreased from 14 in 2001 to 10 in 2002. Young adult pedestrian fatalities increased from 8 to 12 and adult pedestrian fatalities decreased from 51 to 40. Fatalities among pedestrians aged 60 or over decreased from 53 to 42. 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 about 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 previously (1997) fatal and serious pedestrian casualties had fallen by 23.2% by 2002. Child pedestrian fatal and serious casualties decreased by 33.2% in the same five year period, and young adults by 17.8%. Adult pedestrian fatal and serious casualties decreased by 10.2% and those aged 60 or over decreased by 35.3%. Pedestrian fatal and serious casualties of unknown age decreased by 22.0%. By the end of 2002 pedestrian fatal and serious casualties were at a level 23.0% below the 1994 to 1998 average (the base period for the current casualty reduction targets).

With regard to pedestrian casualties by gender in 2002 57.3% were males and 42.7% females. For pedestrian fatal casualties the equivalent figures were 63.6% for males and 36.4% for females. 17.6% of pedestrians were injured when

**Table 2e Casualties in Greater London in 2002 by mode of travel, age group and gender**

Mode of travel	Age					Gender		Total
	0-15	16-24	25-59	60+	Unknown	Male	Female	
Pedestrians	1,836	1,265	2,991	924	441	4,275	3,182	7,457
Pedal cyclists	395	433	1,941	105	188	2,422	640	3,062
Powered two-wheelers	94	1,914	4,700	79	256	6,373	670	7,043
Car occupants	1,173	4,488	11,625	1,353	1,291	10,544	9,386	19,930
Taxi occupants	10	21	258	48	44	271	110	381
Bus or coach occupants	176	163	807	821	292	765	1,494	2,259
Goods vehicle occupants	23	141	699	43	46	853	99	952
Other vehicle occupants	28	28	152	34	53	207	88	295
<b>Total casualties</b>	<b>3,735</b>	<b>8,453</b>	<b>23,173</b>	<b>3,407</b>	<b>2,611</b>	<b>25,710</b>	<b>15,669</b>	<b>41,379</b>
<b>% of total</b>	<b>9.0%</b>	<b>20.4%</b>	<b>56.0%</b>	<b>8.2%</b>	<b>6.3%</b>	<b>62.1%</b>	<b>37.9%</b>	<b>100.0%</b>

crossing a road at a formal crossing point, i.e. zebra, pelican or other signal controlled crossing. A further 18.6% were injured when crossing the road within 50 metres of a crossing. However, most (60.1%) 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 3.6% of cases the pedestrian's location was unknown.

The vast majority of pedestrians injured (71.7%) were hit by cars. 10.4% were hit by powered two-wheelers, 7.4% by goods vehicles, 6.7% by buses or coaches, 2.3% by taxis and 0.6% by pedal cycles.

Considering areas of London, 50.1% of pedestrian casualties occurred in inner London and 49.9% in outer London. Compared with 2001, pedestrian casualties showed a decrease of 10.4% in inner London and of 6.3% in outer London.

## **2.4 Pedal cyclist casualties**

Pedal cyclist casualties decreased by 7.8% in 2002 following reductions of 5.2% in 2001 and 16.0% in 2000. Prior to 2000, pedal cyclist casualties had remained at a fairly constant level throughout most of the 1990s. There were 3,062 pedal cyclist casualties which accounted for 7.4% of total casualties, marginally lower than the previous year's proportion of 7.5%.

With regard to the severity of injury, there were 20 pedal cyclist fatalities in 2002, a decrease of 4.8% on the figure of 21 for 2001. Because of the small numbers involved, pedal cyclist fatalities often

fluctuate considerably from year to year. In 1999, for example, there had been only 10, (the lowest recorded annual figure for Greater London). Serious injuries decreased by 11.3% to 394, while slight injuries decreased by 7.3% to 2,648.

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) there has been a generally upward trend throughout the 20 year period. By the end of 2002 pedal cycle fatal and serious casualties were 27.0% below the 1994 to 1998 average.

In 2002, where the age of the casualty was known, child pedal cyclist casualties (under 16 years) decreased by 6.6%, young adult pedal cyclist casualties (16 to 24 years) decreased by 15.1%, adult pedal cyclist casualties (25 to 59 years) decreased by 5.6% and injuries to pedal cyclists aged 60 or over decreased by 11.0%. Pedal cyclist casualties where the age was unknown decreased by 12.6%.

Considering areas of London, 60.1% of pedal cycle casualties occurred in inner London and 39.9% in outer London. Compared with 2001, pedal cyclist casualties in inner London decreased by 6.9% and in outer London they decreased by 9.2%.

## **2.5 Powered two-wheeler casualties**

There were 7,043 powered two-wheeler casualties in 2002, which accounted for 17.0% of all casualties, down from 17.8% in 2001. Compared with 2001, powered two-wheeler rider and passenger casualties showed a decrease of 11.1%. The decrease is particularly welcome since it halts an upward trend evident since 1995 and follows substantial annual increases ranging between 3% and 10% since 1996. Between 1982 and 1995 there had been a steady reduction in casualties, (apart from one year, 1989). The decrease in 2002 means that by the end of 2002 the higher severity powered two-wheeler casualties (fatal and serious combined) were 31.2% above the 1994 to 1998 average. The reduction in casualties up to the mid 1990s and the subsequent increase to some extent reflects changes in numbers of vehicles registered and probably of usage levels.

In 2002, powered two-wheeler fatalities decreased by 5.6% from 71 to 67, serious injuries decreased by 4.8% from 1,215 to 1,157 and slight injuries decreased by 12.3% to 5,819.

With regard to areas of London, 55.4% of powered two-wheeler casualties occurred in the 13 inner London boroughs and 44.6% in the 20 outer London boroughs. Compared with 2001, powered two-wheeler casualties in inner London decreased by 13.8% and by 7.5% in outer London.

## **2.6 Car occupant casualties**

Car occupants form by far the largest group of road user casualties. In 2002 there were 19,930 injuries to car occupants, which

amounts to nearly half (48.2%) of all casualties, slightly higher than the 47.4% proportion recorded in 2001. Casualty numbers in this category decreased by 5.5% compared with 2001.

Regarding severity of casualty, fatalities rose by 20.6% from 63 in 2001 to 76 in 2002. Serious casualties decreased by 7.7% to 1,904, and slight casualties decreased by 5.4% to 17,950. Over a period of ten years the trend for all car casualties has been relatively flat, whereas that for the higher severity casualties (fatal and serious combined) has fluctuated considerably.

Just over two thirds (70.1%) of all car casualties occurred in outer London, and 29.9% occurred in inner London. Casualties in inner London decreased by 7.8% and in outer London by 4.5%.

Seat belt fitting and usage were recorded for 31.8% of car driver casualties. Where seat belt fitting/usage was reported, 94.9% of driver casualties were wearing a seat belt, while 5.0% had a seat belt fitted but not worn. Only 0.1% were in a vehicle with a driver's seat belt not fitted.

Seat belt fitting and usage were recorded for 30.2% of front seat car passenger casualties. Where seat belt fitting/usage was reported, 88.0% of front seat car passenger casualties were wearing a seat belt, while 11.7% had a seat belt fitted but not worn. Only 0.3% were in a vehicle with a front seat belt not fitted. Rates of usage of rear seat belts remain considerably 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 2002, out of the 20.4% of rear seat car passenger casualties where use/fitting of a belt was recorded, 60.8% of passengers were using a belt, 37.8% had a belt fitted but not worn, and 1.4% did not have a belt fitted. The proportion of rear seat casualties recorded as wearing a belt has decreased slightly from 60.9% in 2001 and 61.6% in 2000.

## **2.7 Taxi casualties**

In 2002 there were 381 taxi driver or passenger casualties, which is a decrease of 2.8% compared with 2001. There were no fatalities, the same as in 2001. Serious injuries were unchanged at 31 and slight injuries decreased by 3.0% to 350. Taxi casualties accounted for 0.9% of all casualties in 2002, the same as in the previous year.

## **2.8 Goods vehicle casualties**

In 2002 there were 952 goods vehicle driver or passenger casualties, which is a decrease of 3.0% compared with 2001. Fatalities decreased from four to three, serious injuries rose by 15.6% to 104 and slight injuries decreased by 4.7% to 845. Goods vehicle casualties accounted for 2.3% of all casualties in 2002, which is a slightly higher proportion than was recorded in the previous year.

## **2.9 Bus or coach casualties**

There were 2,259 driver and passenger casualties injured on buses or coaches

during 2002, accounting for 5.5% of all casualties, the same proportion as in 2001. Fatalities rose from six to seven, serious injuries decreased by 16.8% to 213, while slight injuries decreased by 7.0% to 2,039. Overall, casualties fell by 7.9% in 2002.

Of the 2,164 bus or coach passengers injured during 2002, 35.8% were standing in the vehicle, 41.6% were seated, 12.3% were alighting and 10.4% 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 2002, males accounted for 62.1% of all casualties with females comprising 37.9%. 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 proportion of male to female casualties has risen slightly. This reflects a generally flat trend in the overall numbers of male casualties over the period and a downward trend in the number of female casualties.

With regard to the casualty class, in 2002 males formed a majority of both the driver and pedestrian casualty categories with 72.5% and 57.3% respectively, while females made up 59.7% of all passenger casualties.

Looking at the mode of travel associated with casualties, 79.1% of pedal cyclist casualties and 90.5% of powered two-wheeler casualties were male in 2002. For car drivers, 58.7% of casualties were male, but for car passengers 58.4% were female.

Females accounted for 66.1% of bus or coach casualties, which probably highlights the greater dependence women have on public transport. Males accounted for 89.6% 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 2002 was 93.7% of all casualties. Overall in 2002, children under 16 years accounted for 9.0% of all casualties, young adults between 16 and 24 years for 20.4%, adults between 25 and 59 years for 56.0%, and the older road user aged 60 or over for 8.2%. This distribution of casualties by age group is similar to that recorded in 2001.

In 2002, there were 3,735 child casualties of which 49.2% were pedestrians, 31.4% were car occupants and 10.6% were pedal cyclists. Children made up 24.6% of all pedestrian casualties, 12.9% of all pedal cycle casualties and 5.9% of all car occupant casualties. 20.3% of child casualties were injured on a journey to or from school, which is slightly lower than the proportion recorded in 2001 (21.9%).

Compared with 2001, child casualties in 2002 decreased by 13.7%, following decreases of 5.6% in 2001 and 6.9% in 2000. Higher severity child casualties (fatal and serious combined) fell by 14.4% from 717 in 2001 to 614. This means that by the end of 2002 these higher severity casualties were 34.3% 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 this category

of 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 the past four years.

There were varying changes within the different modes of travel available to children. Decreases were noted for child pedestrian casualties (down 20.5%), bus and coach passenger casualties (down 16.2%), pedal cyclist casualties (down 6.6%), and car occupant casualties (down 7.1%). Although actual numbers were small, child powered two-wheeler casualties rose by 5.6% (from 89 to 94), while goods vehicle occupant casualties rose by 35.3% (from 17 to 23).

In 2002, there were 8,453 young adult casualties (16 to 24 years), a decrease of 2.7% compared with 2001. 53.1% of these were car occupants, 22.6% were powered two-wheeler riders, 15.0% were pedestrians and 5.1% were pedal cyclists. Young adults in this age group accounted for 22.5% of all car occupant casualties, 27.2% of powered two-wheeler casualties, 17.0% of pedestrian casualties and 14.1% of pedal cycle casualties.

Compared with 2001, young adult pedestrian casualties decreased by 0.5%, pedal cycle casualties by 15.1% and powered two-wheeler casualties by 6.9%. Car occupant casualties rose by 0.3%. Although the numbers involved were small, young adult goods vehicle occupant casualties rose by 1.4%, taxi occupant casualties decreased by 12.5% and bus or coach occupant casualties decreased by 16.8%.

During 2002, there were 23,173 adult casualties (25 to 59 years), which is a decrease of 8.0% compared with 2001. Just over half of these (50.2%) were car occupants, 20.3% were powered two-wheeler casualties, 12.9% were pedestrians and 8.4% were pedal cyclists. Adults in this age group accounted for 58.3% of all car occupant casualties, 66.7% of powered two-wheeler casualties, 40.1% of pedestrian casualties and 63.4% of pedal cycle casualties.

Compared with 2001, adult pedestrian casualties decreased by 2.9%, pedal cycle casualties by 5.6%, powered two-wheeler casualties by 13.1% and car occupant casualties by 7.8%. Adult goods vehicle occupant casualties decreased by 5.8%, taxi occupant casualties by 4.1% and bus and coach occupant casualties by 10.8%.

During 2002, 3,407 casualties were older road users aged 60 years or over, accounting for 8.2% of all casualties. Of these the largest numbers were car occupants (39.7%), pedestrians (27.1%), and bus or coach occupants (24.1%). Overall there was a decrease of 6.3% in casualty numbers in the older road user age group compared with 2001. Of the main casualty classes there was a decrease of 10.6% in pedestrian casualties, 7.4% in car casualties and 2.1% in bus or coach casualties.

## **2.12 Vehicles involved in accidents**

In 2002, a total of 59,585 vehicles were involved in the 33,895 personal injury accidents within the Greater London area. This represents a decrease of 7.2%

compared with 2001. Considering individual types of vehicle, decreases in involvement in accidents were noted for pedal cycles (down 8.1%), cars (down 6.2%), goods vehicles (down 9.8%), buses or coaches (down 8.9%), taxis (down 14.5%) and powered two-wheelers (down 11.6%).

Cars accounted for 68.3% of all vehicles involved in accidents, followed by powered two-wheelers (12.8%), goods vehicles (6.6%), pedal cycles (5.2%), buses or coaches (4.9%), taxis (1.4%) and other vehicles (0.9%).

Considering the age profile of vehicle drivers or riders involved in accidents in 2002, 1.4% were under 17 years, 14.1% were between 17 and 24 years, 25.6% were between 25 and 34 years, 38.5% between 35 and 64 years, and 3.0% aged 65 years or over. In addition, 17.3% of drivers were of unknown age.

Compared with 2001, there were slight differences in the changes between the age groups of vehicle drivers or riders involved in accidents. Young drivers under 17 involved in accidents decreased by 8.5%, those between 17 and 24 years decreased by 6.0% and those between 25 and 34 years decreased by 10.5%. Drivers between 35 and 64 years decreased by 6.3% and those 65 years and over decreased by 3.1%.

The number of drivers involved in personal injury accidents and providing a positive breath test decreased from 960 in 2001 to 869 in 2002, down 9.5%. The number tested and providing a negative test decreased from 28,884 to 23,782, down 17.7%. The percentage of those tested, who provided a

positive test, rose from 3.2% in 2001 to 3.5% in 2002. However, this data will underestimate the involvement of alcohol in accidents 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 accident details were reported to the police at a police station, i.e. subsequent to the accident.



# 3

## Casualty and accident costs

### 3.1 DfT accident costs

Table 3a shows the road accident costs by severity and road type for all hours of the day, as published by the DfT in *Highways Economics Note No. 1 (November 2003)*. These accident costs are based on the following average costs per casualty at June 2002 prices:

Fatality	£1,249,890
Serious casualty	£140,450
Slight casualty	£10,830
Average, all casualties	£40,290

To convert June 2002 to June 2003 prices, the Department suggests that these costs should be multiplied by 1.0466. This is the current estimate of the increase in Gross Domestic Product per capita between 2002 and 2003. When assessing the potential savings from engineering remedial measures or other road safety schemes, it is normal practice to use the average accident cost, which includes an allowance for *damage only accidents*, (which are not recorded as part of the *Stats 19* national reporting system).

### 3.2 The cost to London

If the average accident cost for urban roads from Table 3a (£69,480) and the June 2002 to June 2003 conversion factor (1.0466) are applied to the 33,895 reported personal injury accidents in the Greater London area during 2002, then the total cost to the community of all road accidents in Greater London is estimated to be over £2.4 billion at June 2003 prices.

Prior to 1988, the Department of Transport used a modified *human capital* approach. This placed a value on the contribution which the accident 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 accidents and in 1993 for serious and slight accidents) 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 Accident costs (£'s at June 2002 prices)

Type of accident	Urban roads	Rural roads	Motorways	All roads
Fatal	1,357,240	1,492,360	1,698,940	1,447,490
Serious	159,880	184,040	190,740	168,260
Slight	15,850	18,840	21,990	16,750
All injury accidents	44,760	95,700	73,440	57,760
Damage only accidents	1,400	2,060	1,990	1,490
<b>Average accident cost per injury accident (including an allowance for damage-only accidents)</b>	<b>69,480</b>	<b>111,790</b>	<b>88,520</b>	<b>80,090</b>

Source: DfT Highways Economics Note No. 1 November 2003 (available on the DfT web site: [www.dft.gov.uk](http://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 Accident Analysis Unit in 2002

*N.B. Although this section relates primarily to work undertaken during 2002, because of the late production of this report, it also includes relevant information to November 2003.*

### 4.1 Organisational changes for London Accident Analysis Unit

From 3 July 2000, as part of the changes to London's local government, the LAAU became part of TfL SM, 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 SM, comprising the following teams:

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

Following further reorganisation in autumn 2003, LRSU now forms part of the Network Implementation Division in the Operations Directorate of TfL Surface Transport.

LRSU is currently located in the 1<sup>st</sup> Floor Annex at 25 Eccleston Place, London SW1 9NF.

### 4.2 Work undertaken by LAAU in 2002

From 3 July 2000, LAAU became funded as part of TfL SM, 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 LAAU

The main objectives for LAAU during 2002/3 were as follows:

- To undertake monthly updating of the ACCSTATS *Stats 19* accident database and assignment of accidents to a node/link representation of the classified road network.
- To provide standard accident data listings and reports to boroughs following each monthly update.
- To provide a data enquiry service providing plots, tables, interpreted listings (summaries of accident details), ranking of accident 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, in conjunction with the Greater London Authority Information Technology Team (GLA IT) to users in the boroughs, Metropolitan Police Service (MPS) and others within TfL SM.
- 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 the rewritten ACCSTATS system in consultation with users. (The ACCSTATS system is currently being rewritten in Oracle by TfL SM IS/IT Team to make the system more flexible, portable 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
  - *Accidents and casualties on London's roads*, presenting a digest of accident and casualty data for the latest year.
- To produce a series of fact sheets giving detailed analyses of accident types or casualty groups (approx. four per year).
- To produce a series of fact sheets giving quarterly overviews on accidents and casualties in London during the current processing year.
- To liaise with the MPS and Department for Transport about the provision of the *Stats 19* and supplementary accident 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 update 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 provide administrative support for the London Safety Engineering Forum.
- 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 accident remedial or other traffic management measures, including managing projects commissioned from external organisations.
- To identify routes or locations with high accident rates on the TLRN that TfL SM is responsible for and undertake detailed investigations, in partnership with the Area Teams in Street Management Services Division (SMS).
- To provide accident summaries to the five Area Teams in TfL SMS at an agreed frequency.
- 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 for which TfL will be responsible.
- 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 accident data and monitoring services to major projects.
- To provide safety related Key Performance Indicator information to TfL SM Service Development and Performance and London boroughs.

#### **4.4 Monthly supply of accident data to the London boroughs**

Each month, the LAAU receives the *Stats 19* accident data from the MPS (Performance Information Bureau). The MPS collates and processes data about reported personal injury accidents in Greater London, including the comparatively small number reported to the City of London police.

Following receipt of the data from the MPS, the GLA IT Team runs it through various programs, to validate the data and assign validated accidents to the LAAU highway network. The network is a database of the classified road network in Greater London,

made up of nodes at the junctions of classified roads, and links for the classified roads between nodes. Accidents on unclassified roads are assigned to cells, which are simply 500m by 500m Ordnance Survey grid squares.

Each accident is flagged with the relevant node, link or cell network information, which is used extensively in data retrieval. Some accidents initially fail to assign to the network; these are written to a corrections database for investigation and amendment. They can then be assigned to the network in the following month's database update.

After each monthly update of the accident 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 accident data is usually available online on the ACCSTATS system within two 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 available on-line for viewing or download.

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 development of a 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, frequency of recording particular data fields such as *school attended* and *casualty age*.

#### **4.5 Ad hoc requests for accident 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 accident data in a wide range of formats to best meet the user's needs.

The range of output reports included:

- detailed listings of accidents at specific locations
- detailed listings of accidents on particular topics or road user groups or larger areas
- cross-tabulation analyses
- accident overlay plots on transparent film, for a wide range of accident types
- ranked listings of accident sites based on specific types of accidents 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 accident sites based on the most recent three years' accident 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 in a range of formats for various parts of TfL SM, 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 new casualty reduction targets to be achieved by 2010 are:

- a 40% reduction in the number of people killed or seriously injured in road accidents
- 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 2 of *Towards the year 2010: monitoring casualties in Greater London* was published in July 2002 and Issue 3, containing data up to the end of 2002, was published in July 2003.

#### **4.7 Road Safety Fact Sheets**

During 2002 and 2003 (to October), the following LAU Fact Sheets were produced:

- Topic 2002-1: Teenage pedestrian casualties in Greater London during 2000 (*January 2002*)
- Topic 2003-1: Older car occupant casualties in Greater London (*March 2003*)
- Topic 2003-2: Older pedestrian casualties in Greater London (*April 2003*)
- Topic 2003-3: Pedestrian casualties in Greater London (*June 2003*)

In addition, the series of quarterly summary Fact Sheets was continued with the following published to October 2003:

- Accidents and casualties in Greater London during the first nine months of 2001 (*February 2002*)
- Accidents and casualties in Greater London during 2001 (*May 2002*)
- Accidents and casualties in Greater London during the first three months of 2002 (*August 2002*)
- Accidents and casualties in Greater London during the first six months of 2002 (*October 2002*)
- Accidents and casualties in Greater London during the first nine months of 2002 (*January 2003*)
- Accidents and casualties in Greater London 2002 (*April 2003*)
- Accidents and casualties in Greater London during the first three months of 2003 (*August 2003*)
- Accidents and casualties in Greater London during the first six months of 2003 (*October 2003*)

Copies of the Fact Sheets are circulated as soon as they become available to all London borough contacts, colleagues within TfL SM 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 LAU.

#### **4.8 LAU representation on external organisations**

The LAU was represented on a number of external organisations and committees associated with road safety and accident/casualty data issues during

2001/2002 including:

- Pan London Road Safety Forum, including the Monitoring/Research and Development, Campaigns and Education, and Targets 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 accident data, including representatives of DfT Statistics Division.

The Head of LAAU also co-ordinates the London Safety Engineering Forum (LSEF) with colleagues in the London Borough of Richmond upon Thames and the Royal Borough of Kingston upon Thames. LSEF was originally set up by the London Road Safety Committee, to enable borough officers to meet regularly and exchange current ideas and information on road safety engineering and related issues. LSEF meets about four times per year and welcomes ideas for topics and speakers.

#### **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, subject to staff resources being available.

This can include:

- technical advice and assistance relating to the identification of locations with poor

accident 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 LAAU 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 are generally carried out in accordance with the Highways Agency requirements set out in HD 19/94 and HA 42/94 on Road Safety Audits, although a new safety audit procedure is being developed for use by TfL.

The major element of the road safety engineering activity undertaken by LAAU was work agreed with TfL SMS.

LAAU continued to undertake analyses and provide advice on the effectiveness of speed and red light safety cameras, including monitoring of accidents at all camera sites. During 2002, LAAU were involved in setting up the LSCP, with other parts of TfL SM, the Metropolitan and City Police, the Association of London Government (ALG) and the Greater London Magistrates Courts Authority. The partnership was being set up to put together a bid to DfT so that revenue from safety cameras can be used to fund the installation and ongoing enforcement through the process of 'netting off'. The LSCP now forms part of the LRSU.



#### 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. In general, the London boroughs with higher levels of accidents 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 accidents, 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.

#### 4.11 Road safety education, training and campaigns

A new area of road safety work that LAU has become actively involved in is that of road safety education, training and campaigns. Work in this area started to develop with the appointment of the Road Safety Education Manager in August 2001. A Road Safety Officer was also appointed early in 2002.

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 or training resources to be made available to boroughs and TfL SM.
- Development of road safety education and training resources and materials for use by organisations within London.
- Liaison with London authorities and DfT to develop a coordinated 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 partners such as the Metropolitan and City of London police forces.

Major road safety education initiatives from January 2002 to date have been:

- *Road Racing and Superbike Show*. A stand was shared with the Metropolitan Police with a range of safety information. (January to February 2002)
- *Motorcycle and scooter show*. Joint stand with the Metropolitan Police at Excel Docklands, acclaimed by the organisers as the most popular stand in the show (April 2002).
- Launch of first phase of the *Teenage Pedestrian Campaign* at Namco, including posters, postcards and a micro-CD ROM game (April 2002).
- Launch of *Cyclists and HGV Campaign* at City Hall, launched by the Mayor in partnership with the London Cycling Campaign (LCC) and Freight Transport Association. It comprised seat covers with a message leaflet for cyclists, and tachograph covers with the core message for lorry drivers, distributed at all the main London markets. In addition to this there was a chain e-mail sent round by LCC (September 2002).

- Launch of the second phase of the *Teenage Pedestrian Campaign*, releasing two more images on posters and postcards (September 2002).
- Launch of the *Powered Two-wheeler Campaign*, which comprised at that stage a 40-second cinema advert, targeted to the male premier cinema audience (November 2002 through to July 2003).
- *Road Racing and Superbike Show*. A joint stand in partnership with the Metropolitan and City Police at Alexander Palace. This event included a soft launch of the *BikeSafe London* initiative. The stand included an innovative hands-on brake reaction tester hooked up to a City Police motorcycle (January 2003).
- An innovative *Theatre in cinema* project was run over five weekends, at six carefully selected cinema complexes, to draw further attention to the existing *Powered two-wheeler advertising campaign* (January to February 2003).
- Launch of the *Powered Two-wheeler Campaign* advert on London commercial television, with 45 opportunities to view after the 9pm watershed (March 2003).
- Launch of the *Crunch! website* at North Westminster Community School. The site built on the previous teenage campaign work, but was aimed more at those children making the transition from primary to secondary school. The site had interactive features, including a competition (April 2003).
- Formal launch of *BikeSafe London* at the Ace Café on the North Circular Road. This is a tripartite initiative between TfL, the Metropolitan Police and the City Police. The scheme aims to provide rider skills days where riders can get feedback from experienced police riders (April 2003).
- Children's Traffic Club launch at the Royal Horticultural Halls in Westminster, funded by TfL. The scheme offers free membership to the club to the 100,000 plus rising three-year-old children resident in London. This is in partnership with the Primary Care Trust, who provides the initial contact with the family (September 2003).
- Launch of *The Price*, a theatre in education performance aimed at year 7 transition pupils. The play was specially commissioned by TfL to address this age group becoming independent travelers and is available free to all 33 London local authorities for a week each during the 2003-04 academic year (September 2003).

#### **4.12 London Safety Camera Partnership**

The LSCP, which was set up during 2001, is a partnership between TfL, the Metropolitan Police Service, the City of London Police, the ALG, and the Greater London Magistrates' Courts Authority. TfL provides project management, treasury management and accounting 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:

- a reduction of the number of casualties killed or seriously injured on London's roads by 1,125 over a five year period from April 2001 to April 2006

- management of London's existing network of safety cameras
- the introduction of new sites where appropriate
- backing up the organisation's enforcement efforts with educational campaigns.

The LSCP abides by the criteria set out by the DfT in selecting sites for safety cameras. All new sites should meet the following requirements:

**Static Speed Cameras:**

- four or more people have been killed or seriously injured in three years at that site
- 30% of vehicles at that site should be detected travelling above the speed limit using speed surveys
- the site must pass a Health and Safety audit by traffic police officers.

**Red Light Cameras:**

- three or more people have been killed or seriously injured in three years at that site
- the incidents must be red light running related and have occurred on the same arm of the junction.

The LSCP employs camera enforcement and educational programmes across London to make drivers more aware of speed limits and the effects of speeding on other road users. The key objective for the LSCP is to make speeding as socially unacceptable as drink driving.

The LSCP assessed accident rates over a three year period across London. The partnership believes that there are about

1,000 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 cameras. The partnership is working in consultation with the various highway authorities to determine new locations for safety cameras.

A pilot study involving eight Partnerships across the UK (excluding London) delivered a 35% reduction in the number of people killed or seriously injured at camera sites in the second year of operation.

# 5

## ACCSTATS system developments in the LAAU in 2002 and 2003

### 5.1 Background

The ACCSTATS accident database and data retrieval system for the Greater London area is currently hosted on the GLA's Alpha computer on behalf of TfL.

The system allows update of the database and access to the data through the ACCSTATS system. Data can be extracted in a wide range of formats, to match user requirements as far as possible. Data is held live from 1980 to the most recent month supplied by the Metropolitan Police. Boroughs and some parts of TfL SM are able to use the ACCSTATS system themselves as external users.

The ACCSTATS system and databases are currently maintained, developed and updated by staff in the GLA IT Team.

The GLA computer containing the ACCSTATS system was moved from Black Prince Road to the new City Hall in July 2002.

### 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 SM and the Metropolitan Police using the accident 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 Croydon. 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. Many suggestions made by users have 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.

Representatives on the ACCSTATS User Group also responded to the consultation carried out by LAAU for input to the DfT *Stats 19* five yearly review, including issues associated with the development of a national system for Contributory Factors. A special meeting of the ACCSTATS User Group was held in May 2003. The DfT outlined the main changes that were being proposed and invited any comments from data users, particularly associated with the proposed national Contributory Factor system.

In addition, a smaller ACCSTATS Working Group continues to meet on an ad hoc basis between meetings of the User Group. It comprises four borough representatives plus the LAAU and TfL IM Division and considers more technical issues which are reported back to the full ACCSTATS User Group. During 2002 and 2003 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 current Traffic Accident Diary System (TADS) was developed originally by LRC and implemented in June 1995. The system enables ACCSTATS users to record details

of their local safety schemes on a database and monitor accidents during the progression of the scheme throughout investigation, design, approval and implementation. For schemes that have been implemented, a before and after comparison of accidents can be produced to monitor the effect of the scheme on safety.

#### **5.4 ACCSTATS documentation and training**

Following implementation of new or amended elements of the ACCSTATS system, LAAU provides all registered users with updated documentation to insert in loose-leaf binders. Training sessions are arranged to give users plenty of hands-on practical experience of the facilities being discussed. In addition, LAAU arranges ad hoc training sessions for new ACCSTATS users during the year. With the forthcoming implementation of the new ACCSTATS system, the emphasis in this area of activity has been towards development of user-training for the new system.

#### **5.5 Distribution of standard monthly tables and listings**

To meet the needs of the individual borough contacts, LAAU continues to offer the output on paper, diskette or online. This also helps to reduce paper used for printing. Any borough users wishing to change the medium in which they receive standard monthly listings or review which listings they receive, should contact LAAU on 020 7941 2173.

#### **5.6 ACCSTATS online News**

A news board is included on the main menu of the ACCSTATS system. This enables LAAU and GLA IT Department to keep users up to date with information, such as the latest accident data, or enhancements/changes to the ACCSTATS system, or planned down time for essential maintenance.

#### **5.7 Five-yearly review of *Stats 19* accident data**

In the summer of 2001, the DfT began the five-yearly quality review of the *Stats 19* accident 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 SM, 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. Any changes to the *Stats 19* data will be implemented in January 2005. The number of changes is relatively small and users will be advised of these once they have been finalised.

Of particular interest is 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 will be accepted for use nationally. Their review and findings were used as the basis for

further modifications to the new national system for Contributory Factor that was agreed in November 2003.

As part of the overall review, TfL hosted a special meeting of DfT with the ACCSTATS User Group representatives in May 2003.

### **5.8 Rewrite of the ACCSTATS system**

One of the main activities that has involved staff in the LAAU Data Team over the last couple of years has been the rewrite of the ACCSTATS system. One of the key aims of the new system is to write the system in Oracle and MapInfo, to utilise the main corporate database and geographic information system software in use by TfL SM, to facilitate integration with other corporate systems. For external users access to the new system will be via a secure web site.

The structure of the new ACCSTATS system has been developed to make maintenance of the data more efficient and straightforward, compared with the old system. Wherever possible, true *Stats 19* data values are being used, rather than the London variant that is currently being used. This will again make maintenance of the data easier, and permit users to more easily create extract files for use in third party analysis software. The new system will appear more like a Windows package or web page, which users are likely to be more familiar with.

As with all developments of the ACCSTATS system, TfL has been keen to involve users, particularly via the User Group and Working Group, and consulted all ACCSTATS users,

seeking their ideas for development of the new system. Suggestions were collated by LAAU and the IT support and development staff and discussed with Working Group representatives. It is envisaged that many of the suggestions for the data retrieval system will be incorporated in the rewritten system. Even if they can't be included in the initial rewrite work, they can be considered for development at a later stage.

At meetings of the ACCSTATS User Group and Working Group held during 2002 and 2003, demonstrations of parts of the prototype system were made and feedback requested from users.

Initial rewrite work was started by GLA, but the departure of a key staff member meant that TfL SM IS/IT 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 SM 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 can satisfactorily carry out the functionality required from the system. The ACCSTATS rewrite is being project managed by a member of the TfL IM Division.

Since then the new ACCSTATS Oracle system has been developed and tested thoroughly. This brought to light many issues and problems that needed

rectification before the system can be populated with real data and made available to users.

During the summer of 2003, TfL organised a 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 standard spreadsheets or other third party analysis software.

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. A database dictionary, showing all available information, is also being developed and will be available both online and issued in printed form. The online help facility will ensure that the user always has the most recent documentation available, and that it can be printed.

A training module has been developed to enable users to work their way through a series of exercises, demonstrating the sequence of steps to be followed in order to run data queries.

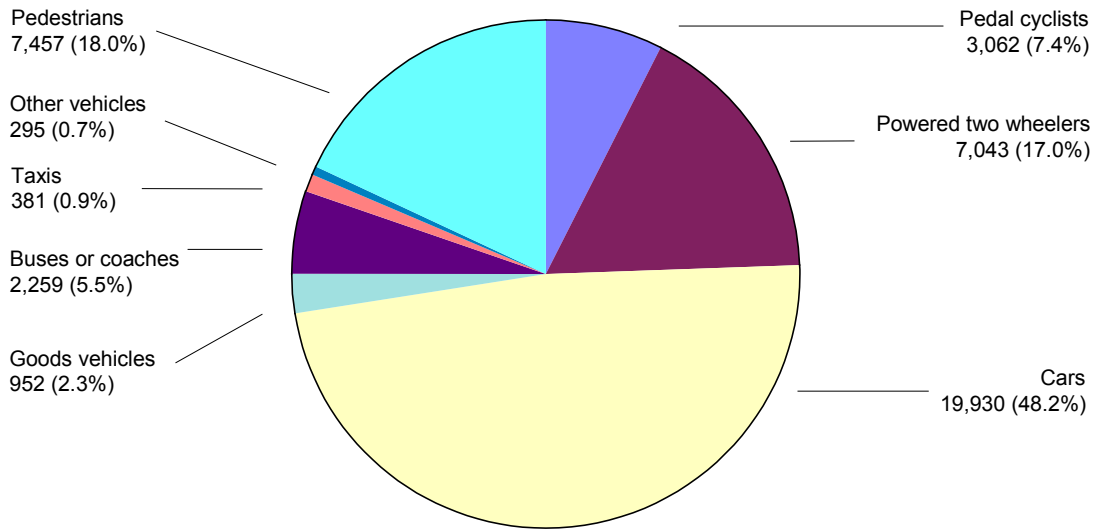
Access to the new system for external users in the London boroughs will be via a secure

web site. A security key fob will be issued by TfL that generates a new password for each session.

TfL 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 examples.

We expect the system will go live to the initial group of existing users in early 2004 and will be rolled out to further external and internal TfL users in the following months.

**Figure 2.1a: Casualties in Greater London by mode of travel 2002**



**Figure 2.1b: Pedestrian casualties in Greater London by associated vehicle type 2002**

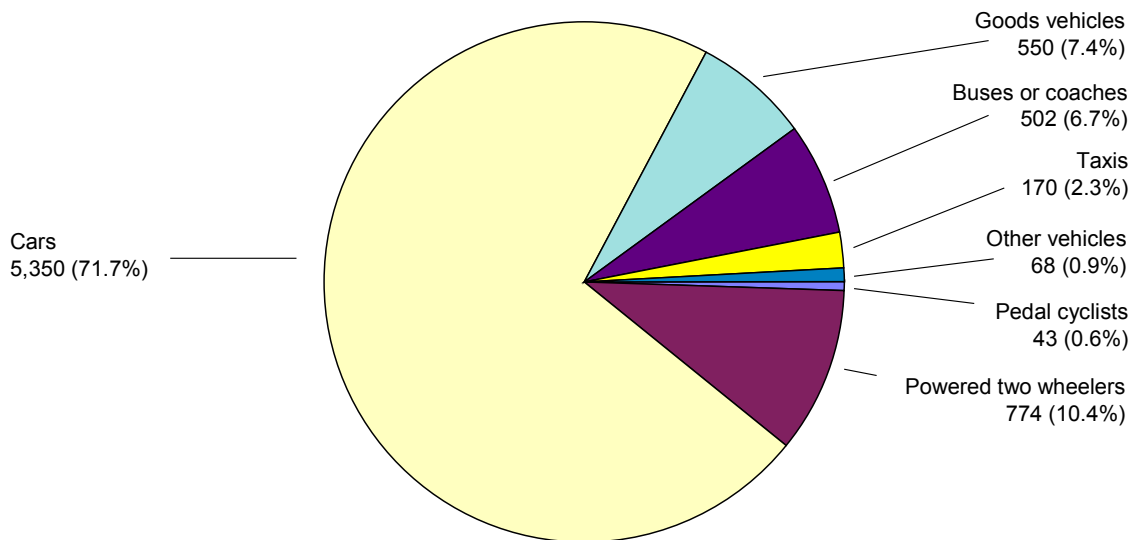




Figure 2.2: Total casualties in Greater London 1993-2002

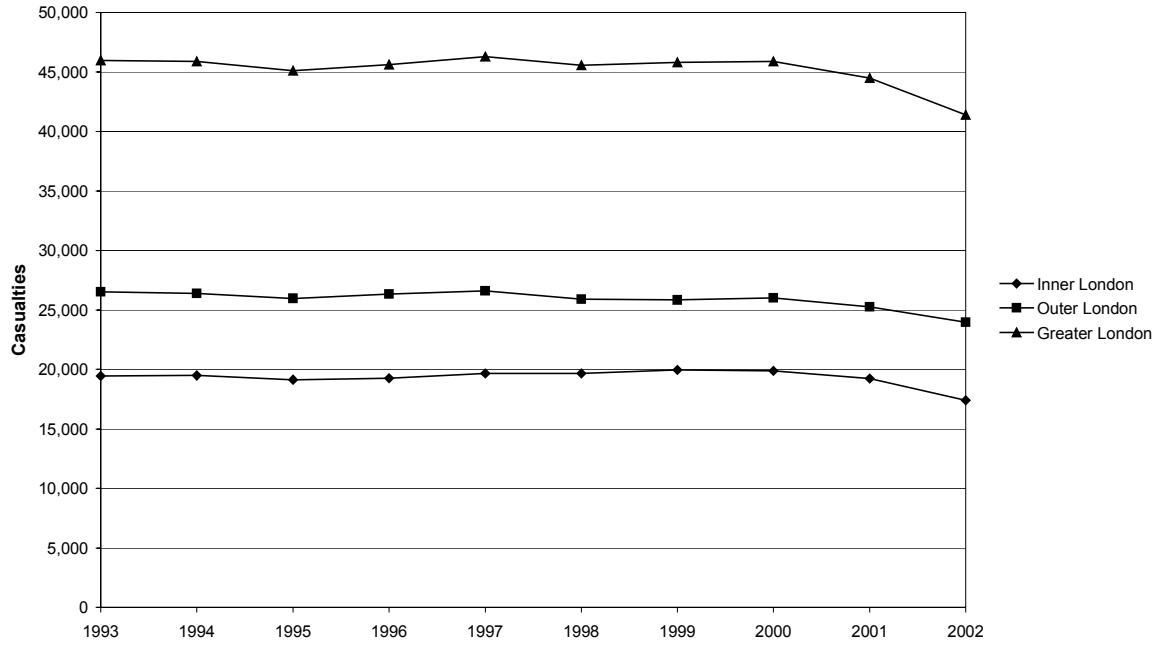


Figure 2.3: Killed and seriously injured casualties in Greater London 1993-2002

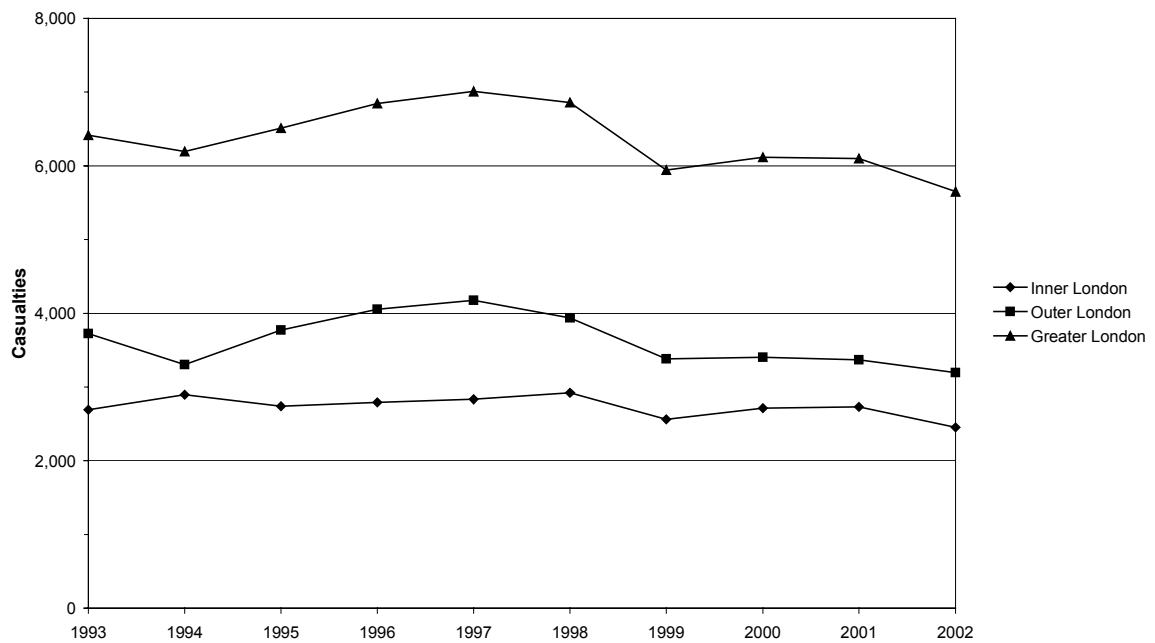


Figure 2.4: Pedestrian casualties in Greater London 1993-2002

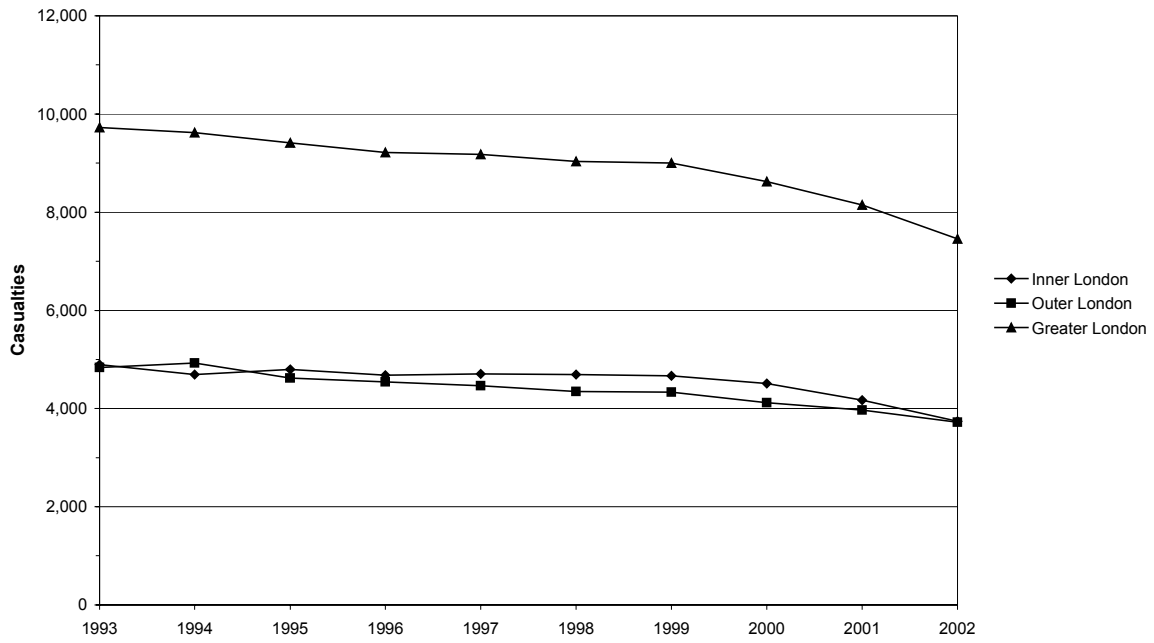


Figure 2.5: Pedal cyclist casualties in Greater London 1993-2002

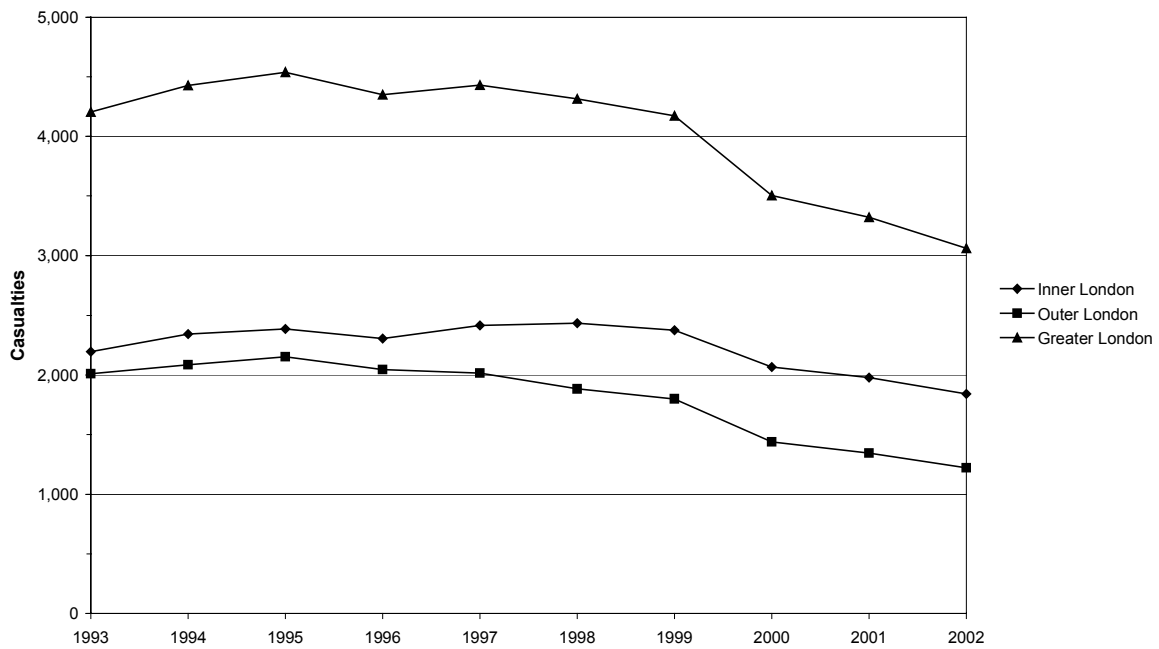


Figure 2.6: Powered two wheeler casualties in Greater London 1993-2002

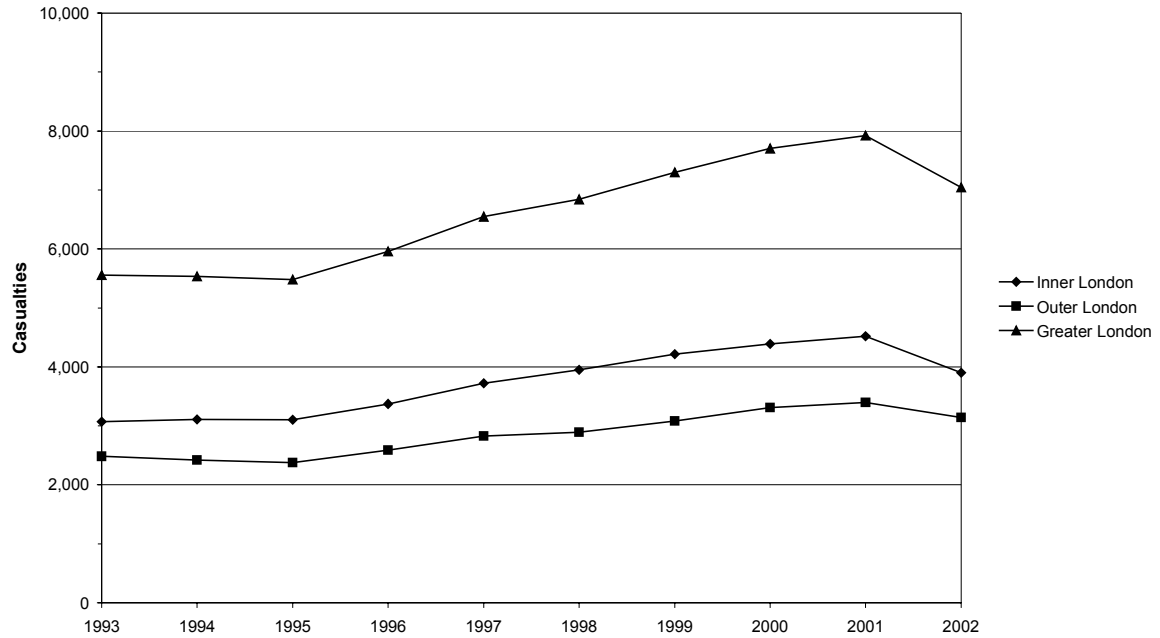


Figure 2.7: Car casualties in Greater London 1993-2002

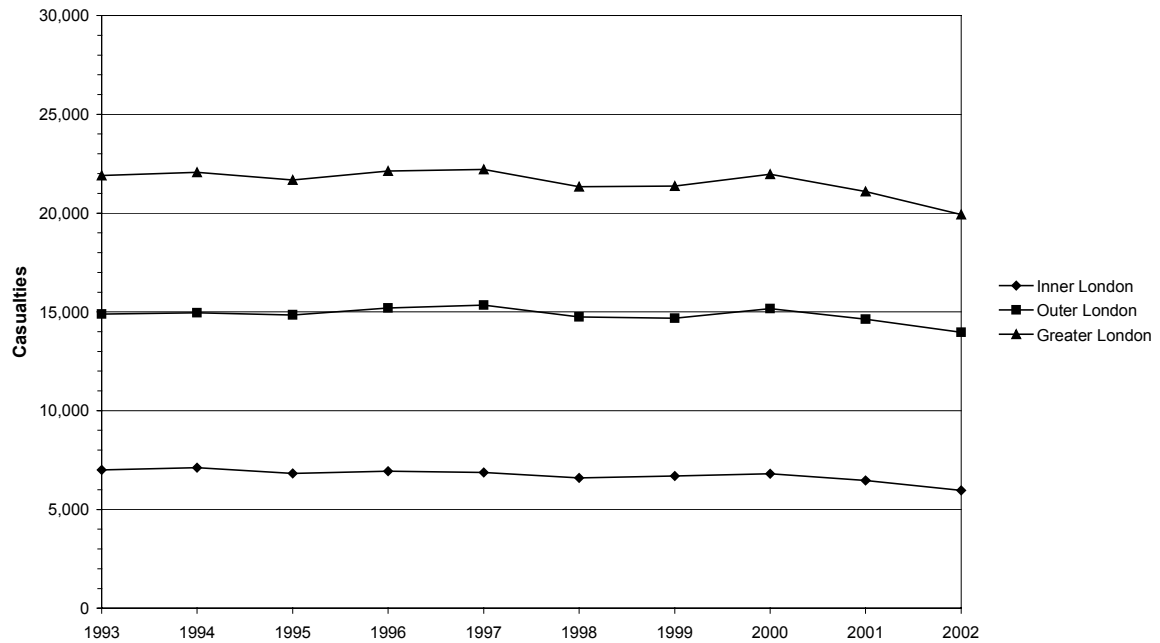
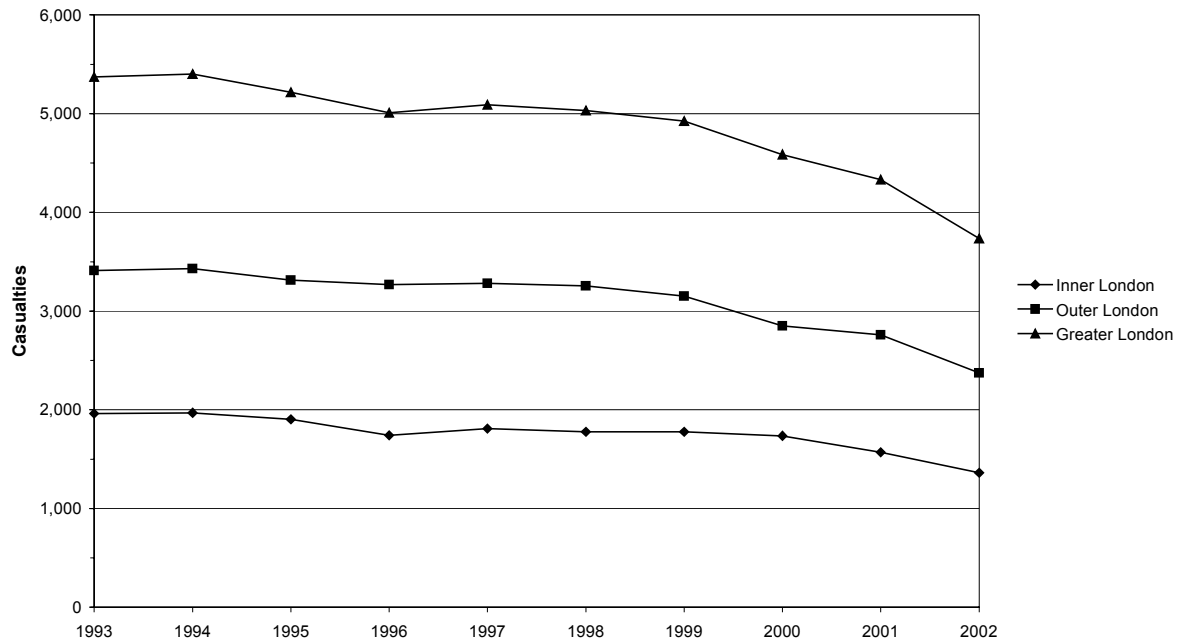


Figure 2.8: Child casualties in Greater London 1993-2002



# 6. Accidents

Figure 6.1: Accidents in Greater London 1998-2002

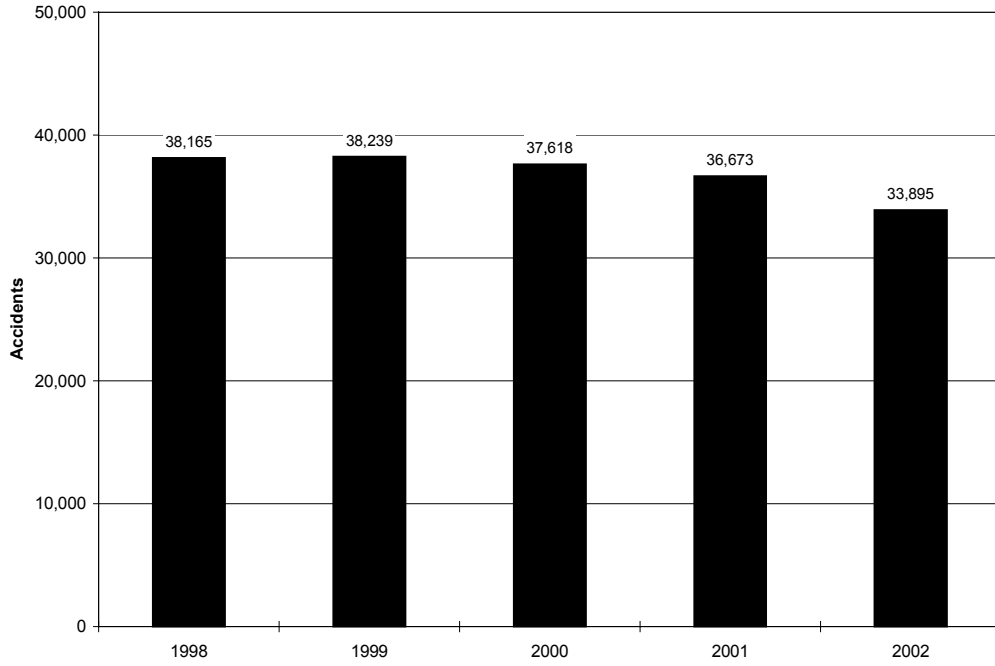
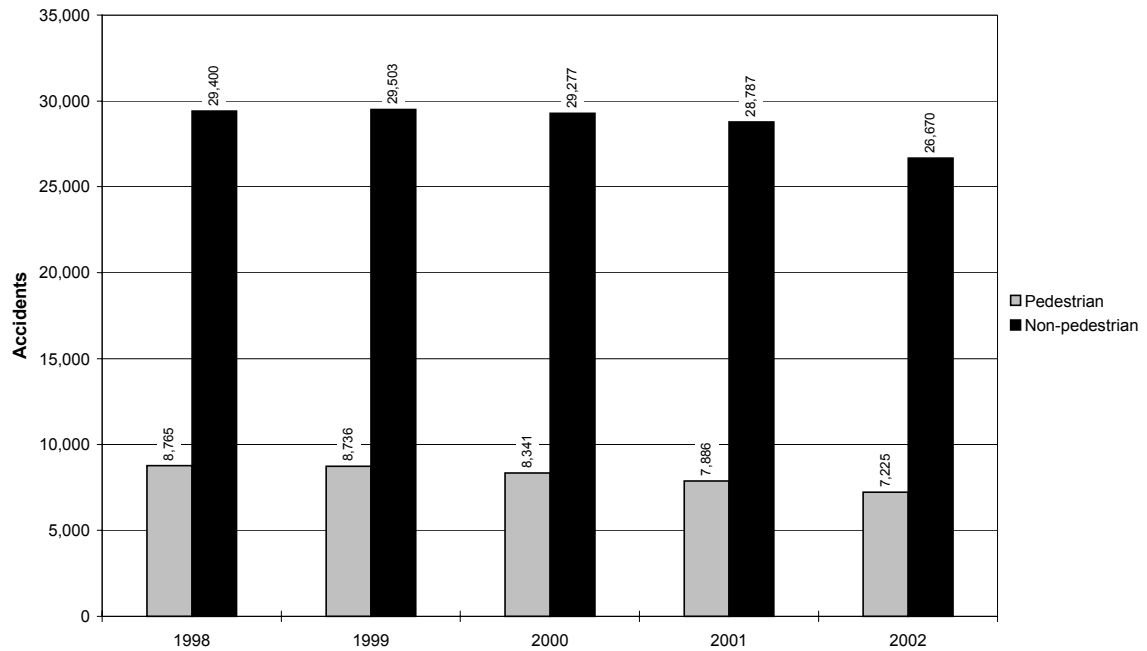


Figure 6.2: Pedestrian and non-pedestrian accidents in Greater London 1998-2002



**Table 6.3 Accidents in the Greater London area in 2002 tabulated by severity and borough**

<b>Borough</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
City of London	3	46	332	381
Westminster	15	300	1,795	2,110
Camden	8	209	1,008	1,225
Islington	8	159	936	1,103
Hackney	10	157	870	1,037
Tower Hamlets	10	132	788	930
Greenwich	9	153	882	1,044
Lewisham	9	190	1,010	1,209
Southwark	8	193	1,245	1,446
Lambeth	9	244	1,398	1,651
Wandsworth	5	157	1,047	1,209
Hammersmith and Fulham	4	113	681	798
Kensington and Chelsea	7	133	607	747
<b>Total Inner</b>	<b>105</b>	<b>2,186</b>	<b>12,599</b>	<b>14,890</b>
Waltham Forest	6	128	711	845
Redbridge	9	138	878	1,025
Havering	7	152	747	906
Barking and Dagenham	9	81	526	616
Newham	6	118	832	956
Bexley	8	105	630	743
Bromley	9	189	906	1,104
Croydon	13	198	1,015	1,226
Sutton	6	87	445	538
Merton	5	91	565	661
Kingston	3	80	362	445
Richmond	7	95	495	597
Hounslow	10	168	925	1,103
Hillingdon	6	147	982	1,135
Ealing	16	164	1,313	1,493
Brent	4	162	1,034	1,200
Harrow	4	74	482	560
Barnet	14	212	1,231	1,457
Haringey	12	153	851	1,016
Enfield	7	174	1,198	1,379
<b>Total Outer</b>	<b>161</b>	<b>2,716</b>	<b>16,128</b>	<b>19,005</b>
<b>Greater London</b>	<b>266</b>	<b>4,902</b>	<b>28,727</b>	<b>33,895</b>

**Table 6.4 Accidents in the Greater London area in 2002 tabulated by borough, severity and month**

**00 City of London**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	0	5	29	34
February	0	2	27	29
March	0	1	29	30
April	0	5	24	29
May	0	6	19	25
June	1	4	26	31
July	0	3	36	39
August	1	1	23	25
September	0	7	21	28
October	0	7	38	45
November	0	3	33	36
December	1	2	27	30
<b>Total</b>	<b>3</b>	<b>46</b>	<b>332</b>	<b>381</b>

**01 Westminster**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	3	22	122	147
February	0	27	125	152
March	2	21	144	167
April	1	25	141	167
May	0	22	175	197
June	0	17	160	177
July	2	40	162	204
August	0	26	141	167
September	2	28	169	199
October	3	19	165	187
November	0	32	163	195
December	2	21	128	151
<b>Total</b>	<b>15</b>	<b>300</b>	<b>1,795</b>	<b>2,110</b>



**Table 6.4 Accidents in the Greater London area in 2002 tabulated by borough, severity and month**

**02 Camden**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	0	17	88	105
February	0	14	62	76
March	1	17	82	100
April	0	15	71	86
May	1	17	88	106
June	1	25	82	108
July	1	19	93	113
August	1	19	85	105
September	1	17	100	118
October	0	18	97	115
November	1	17	83	101
December	1	14	77	92
<b>Total</b>	<b>8</b>	<b>209</b>	<b>1,008</b>	<b>1,225</b>

**03 Islington**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	1	8	74	83
February	0	18	66	84
March	0	6	63	69
April	0	13	64	77
May	2	21	71	94
June	0	11	69	80
July	1	13	95	109
August	1	16	90	107
September	0	14	97	111
October	0	13	95	108
November	1	12	77	90
December	2	14	75	91
<b>Total</b>	<b>8</b>	<b>159</b>	<b>936</b>	<b>1,103</b>

**Table 6.4 Accidents in the Greater London area in 2002 tabulated by borough, severity and month**

**04 Hackney**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	0	10	61	71
February	0	13	56	69
March	1	18	76	95
April	1	16	68	85
May	1	17	81	99
June	2	8	84	94
July	1	8	73	82
August	1	13	72	86
September	2	8	79	89
October	0	21	79	100
November	0	14	75	89
December	1	11	66	78
<b>Total</b>	<b>10</b>	<b>157</b>	<b>870</b>	<b>1,037</b>

**05 Tower Hamlets**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	1	9	62	72
February	2	16	53	71
March	1	9	62	72
April	0	21	67	88
May	1	6	67	74
June	1	9	57	67
July	1	12	95	108
August	0	10	54	64
September	0	15	60	75
October	1	7	76	84
November	2	13	80	95
December	0	5	55	60
<b>Total</b>	<b>10</b>	<b>132</b>	<b>788</b>	<b>930</b>

**Table 6.4 Accidents in the Greater London area in 2002 tabulated by borough, severity and month**

**06 Greenwich**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	0	8	89	97
February	0	8	57	65
March	4	7	80	91
April	0	11	67	78
May	0	12	78	90
June	1	15	72	88
July	0	12	59	71
August	1	21	81	103
September	1	11	57	69
October	0	18	82	100
November	1	17	93	111
December	1	13	67	81
<b>Total</b>	<b>9</b>	<b>153</b>	<b>882</b>	<b>1,044</b>

**07 Lewisham**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	0	10	76	86
February	0	22	65	87
March	0	15	98	113
April	0	12	91	103
May	0	17	73	90
June	1	13	60	74
July	3	15	85	103
August	4	15	92	111
September	0	17	95	112
October	1	20	100	121
November	0	13	98	111
December	0	21	77	98
<b>Total</b>	<b>9</b>	<b>190</b>	<b>1,010</b>	<b>1,209</b>

**Table 6.4 Accidents in the Greater London area in 2002 tabulated by borough, severity and month**

**08 Southwark**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	0	13	98	111
February	2	27	73	102
March	0	17	97	114
April	0	14	101	115
May	1	10	117	128
June	0	19	101	120
July	0	16	109	125
August	3	11	103	117
September	0	18	126	144
October	1	18	117	136
November	0	14	106	120
December	1	16	97	114
<b>Total</b>	<b>8</b>	<b>193</b>	<b>1,245</b>	<b>1,446</b>

**09 Lambeth**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	1	9	90	100
February	0	13	113	126
March	1	26	90	117
April	2	18	103	123
May	1	24	130	155
June	0	27	106	133
July	2	17	122	141
August	0	25	127	152
September	0	26	131	157
October	0	20	129	149
November	1	24	149	174
December	1	15	108	124
<b>Total</b>	<b>9</b>	<b>244</b>	<b>1,398</b>	<b>1,651</b>

**Table 6.4 Accidents in the Greater London area in 2002 tabulated by borough, severity and month**

**10 Wandsworth**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	0	7	71	78
February	1	15	65	81
March	1	7	88	96
April	0	15	94	109
May	0	10	88	98
June	0	16	67	83
July	1	9	100	110
August	0	15	99	114
September	1	11	101	113
October	0	24	85	109
November	0	18	111	129
December	1	10	78	89
<b>Total</b>	<b>5</b>	<b>157</b>	<b>1,047</b>	<b>1,209</b>

**11 Hammersmith and Fulham**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	0	7	47	54
February	0	9	49	58
March	1	14	56	71
April	1	5	47	53
May	1	2	73	76
June	0	18	48	66
July	1	11	60	72
August	0	4	59	63
September	0	15	73	88
October	0	15	60	75
November	0	7	57	64
December	0	6	52	58
<b>Total</b>	<b>4</b>	<b>113</b>	<b>681</b>	<b>798</b>

**Table 6.4 Accidents in the Greater London area in 2002 tabulated by borough, severity and month**

**12 Kensington and Chelsea**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	0	12	39	51
February	0	16	55	71
March	2	12	46	60
April	1	5	38	44
May	1	13	49	63
June	0	13	48	61
July	0	10	56	66
August	2	12	58	72
September	0	15	68	83
October	0	10	40	50
November	1	7	54	62
December	0	8	56	64
<b>Total</b>	<b>7</b>	<b>133</b>	<b>607</b>	<b>747</b>

**13 Waltham Forest**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	2	11	52	65
February	0	8	49	57
March	0	13	48	61
April	0	10	48	58
May	1	15	51	67
June	0	3	50	53
July	0	14	64	78
August	1	13	73	87
September	0	8	67	75
October	0	12	78	90
November	1	12	70	83
December	1	9	61	71
<b>Total</b>	<b>6</b>	<b>128</b>	<b>711</b>	<b>845</b>

**Table 6.4 Accidents in the Greater London area in 2002 tabulated by borough, severity and month**

**14 Redbridge**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	1	11	75	87
February	1	11	61	73
March	1	13	63	77
April	0	13	92	105
May	2	9	79	90
June	0	13	80	93
July	0	10	68	78
August	0	9	70	79
September	0	14	65	79
October	0	10	61	71
November	3	11	86	100
December	1	14	78	93
<b>Total</b>	<b>9</b>	<b>138</b>	<b>878</b>	<b>1,025</b>

**15 Havering**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	0	17	58	75
February	1	15	47	63
March	1	13	51	65
April	0	10	56	66
May	0	9	79	88
June	1	19	63	83
July	1	10	61	72
August	1	11	71	83
September	0	7	55	62
October	2	7	75	84
November	0	10	68	78
December	0	24	63	87
<b>Total</b>	<b>7</b>	<b>152</b>	<b>747</b>	<b>906</b>

**Table 6.4 Accidents in the Greater London area in 2002 tabulated by borough, severity and month**

**16 Barking and Dagenham**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	0	5	37	42
February	1	6	35	42
March	2	9	36	47
April	1	7	48	56
May	1	7	43	51
June	0	10	45	55
July	0	7	45	52
August	1	3	51	55
September	1	9	47	57
October	1	4	35	40
November	0	5	49	54
December	1	9	55	65
<b>Total</b>	<b>9</b>	<b>81</b>	<b>526</b>	<b>616</b>

**17 Newham**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	1	10	86	97
February	0	12	52	64
March	0	11	69	80
April	0	12	86	98
May	1	8	61	70
June	1	9	61	71
July	1	18	73	92
August	0	9	65	74
September	1	8	81	90
October	0	8	71	79
November	0	9	77	86
December	1	4	50	55
<b>Total</b>	<b>6</b>	<b>118</b>	<b>832</b>	<b>956</b>



**Table 6.4 Accidents in the Greater London area in 2002 tabulated by borough, severity and month**

**18 Bexley**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	0	8	48	56
February	1	5	48	54
March	0	9	49	58
April	2	14	61	77
May	0	5	51	56
June	2	9	59	70
July	0	6	68	74
August	0	7	41	48
September	0	6	59	65
October	0	12	63	75
November	3	16	46	65
December	0	8	37	45
<b>Total</b>	<b>8</b>	<b>105</b>	<b>630</b>	<b>743</b>

**19 Bromley**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	1	12	75	88
February	0	14	64	78
March	2	15	72	89
April	1	19	71	91
May	0	17	75	92
June	1	13	81	95
July	1	17	81	99
August	1	14	61	76
September	0	15	71	86
October	0	19	90	109
November	2	19	96	117
December	0	15	69	84
<b>Total</b>	<b>9</b>	<b>189</b>	<b>906</b>	<b>1,104</b>

**Table 6.4 Accidents in the Greater London area in 2002 tabulated by borough, severity and month**

**20 Croydon**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	0	17	79	96
February	1	18	77	96
March	0	22	86	108
April	3	10	78	91
May	2	28	80	110
June	2	10	87	99
July	2	20	95	117
August	1	12	66	79
September	1	15	94	110
October	1	17	100	118
November	0	18	103	121
December	0	11	70	81
<b>Total</b>	<b>13</b>	<b>198</b>	<b>1,015</b>	<b>1,226</b>

**21 Sutton**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	0	10	43	53
February	2	7	25	34
March	1	6	33	40
April	1	10	43	54
May	1	7	43	51
June	0	7	31	38
July	0	5	43	48
August	0	12	30	42
September	0	6	39	45
October	0	5	40	45
November	0	6	47	53
December	1	6	28	35
<b>Total</b>	<b>6</b>	<b>87</b>	<b>445</b>	<b>538</b>

**Table 6.4 Accidents in the Greater London area in 2002 tabulated by borough, severity and month**

**22 Merton**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	0	7	44	51
February	0	8	41	49
March	1	6	36	43
April	1	3	45	49
May	0	13	44	57
June	1	7	38	46
July	0	10	42	52
August	1	7	35	43
September	0	9	75	84
October	1	3	58	62
November	0	8	68	76
December	0	10	39	49
<b>Total</b>	<b>5</b>	<b>91</b>	<b>565</b>	<b>661</b>

**23 Kingston**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	0	3	25	28
February	0	7	25	32
March	0	4	26	30
April	0	6	36	42
May	0	7	30	37
June	0	7	22	29
July	1	9	24	34
August	0	7	23	30
September	1	8	33	42
October	0	4	45	49
November	1	8	41	50
December	0	10	32	42
<b>Total</b>	<b>3</b>	<b>80</b>	<b>362</b>	<b>445</b>

**Table 6.4 Accidents in the Greater London area in 2002 tabulated by borough, severity and month**

**24 Richmond**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	1	12	41	54
February	0	9	42	51
March	0	8	36	44
April	0	4	32	36
May	1	5	39	45
June	0	10	33	43
July	0	1	35	36
August	1	6	35	42
September	1	6	43	50
October	1	8	58	67
November	0	13	52	65
December	2	13	49	64
<b>Total</b>	<b>7</b>	<b>95</b>	<b>495</b>	<b>597</b>

**25 Hounslow**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	2	11	77	90
February	2	12	85	99
March	1	10	73	84
April	1	15	61	77
May	0	18	61	79
June	1	14	75	90
July	0	17	85	102
August	0	16	77	93
September	0	12	85	97
October	1	11	92	104
November	2	19	87	108
December	0	13	67	80
<b>Total</b>	<b>10</b>	<b>168</b>	<b>925</b>	<b>1,103</b>

**Table 6.4 Accidents in the Greater London area in 2002 tabulated by borough, severity and month**

**26 Hillingdon**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	0	12	80	92
February	0	7	99	106
March	0	15	76	91
April	0	4	84	88
May	1	18	94	113
June	0	6	62	68
July	0	12	69	81
August	0	16	73	89
September	2	19	94	115
October	0	9	103	112
November	2	15	73	90
December	1	14	75	90
<b>Total</b>	<b>6</b>	<b>147</b>	<b>982</b>	<b>1,135</b>

**27 Ealing**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	1	15	106	122
February	1	15	89	105
March	0	15	97	112
April	2	13	105	120
May	2	13	111	126
June	1	12	117	130
July	2	6	113	121
August	1	11	108	120
September	1	16	117	134
October	4	16	131	151
November	1	17	105	123
December	0	15	114	129
<b>Total</b>	<b>16</b>	<b>164</b>	<b>1,313</b>	<b>1,493</b>

**Table 6.4 Accidents in the Greater London area in 2002 tabulated by borough, severity and month**

**28 Brent**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	1	17	59	77
February	0	16	76	92
March	0	10	72	82
April	1	9	86	96
May	0	10	96	106
June	1	13	83	97
July	1	14	107	122
August	0	12	82	94
September	0	19	98	117
October	0	14	101	115
November	0	14	92	106
December	0	14	82	96
<b>Total</b>	<b>4</b>	<b>162</b>	<b>1,034</b>	<b>1,200</b>

**29 Harrow**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	0	9	46	55
February	0	6	34	40
March	0	4	33	37
April	2	3	28	33
May	0	8	44	52
June	1	6	38	45
July	0	3	47	50
August	0	5	36	41
September	0	9	40	49
October	0	8	43	51
November	0	11	55	66
December	1	2	38	41
<b>Total</b>	<b>4</b>	<b>74</b>	<b>482</b>	<b>560</b>

**Table 6.4 Accidents in the Greater London area in 2002 tabulated by borough, severity and month**

**30 Barnet**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	1	20	104	125
February	0	19	92	111
March	2	16	108	126
April	0	12	110	122
May	1	23	109	133
June	2	18	106	126
July	1	30	105	136
August	3	10	91	104
September	0	16	83	99
October	1	19	109	129
November	1	13	125	139
December	2	16	89	107
<b>Total</b>	<b>14</b>	<b>212</b>	<b>1,231</b>	<b>1,457</b>

**31 Haringey**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	2	11	52	65
February	0	12	70	82
March	1	12	74	87
April	0	9	77	86
May	0	16	94	110
June	0	11	62	73
July	1	21	84	106
August	1	11	70	82
September	1	9	57	67
October	2	15	78	95
November	1	13	72	86
December	3	13	61	77
<b>Total</b>	<b>12</b>	<b>153</b>	<b>851</b>	<b>1,016</b>

**Table 6.4 Accidents in the Greater London area in 2002 tabulated by borough, severity and month**

**32 Enfield**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	0	15	108	123
February	0	16	83	99
March	0	13	88	101
April	1	13	103	117
May	1	12	113	126
June	1	11	97	109
July	1	23	95	119
August	1	8	100	109
September	0	15	99	114
October	0	19	115	134
November	0	14	108	122
December	2	15	89	106
<b>Total</b>	<b>7</b>	<b>174</b>	<b>1,198</b>	<b>1,379</b>



**Table 6.5 Accidents in the Greater London area in 2002 tabulated by severity and month**

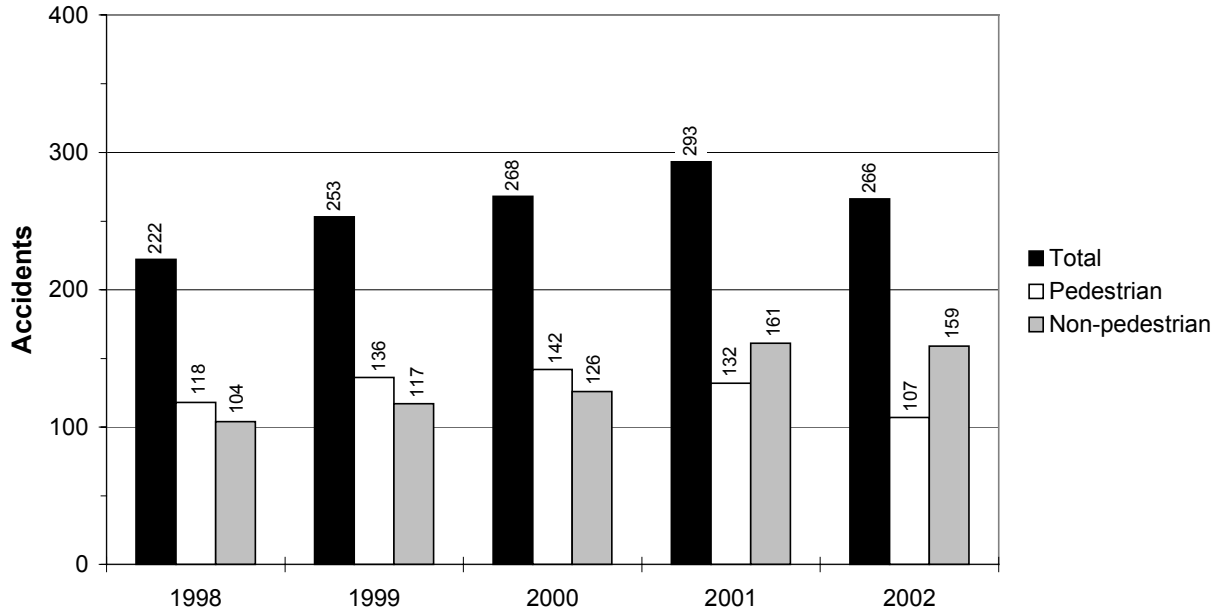
**Greater London total**

<b>Month</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
January	19	370	2,241	2,630
February	15	423	2,060	2,498
March	26	394	2,237	2,657
April	22	371	2,326	2,719
May	23	425	2,506	2,954
June	22	403	2,270	2,695
July	25	438	2,549	3,012
August	27	387	2,342	2,756
September	16	428	2,579	3,023
October	20	430	2,709	3,159
November	24	442	2,699	3,165
December	27	391	2,209	2,627
<b>Total</b>	<b>266</b>	<b>4,902</b>	<b>28,727</b>	<b>33,895</b>

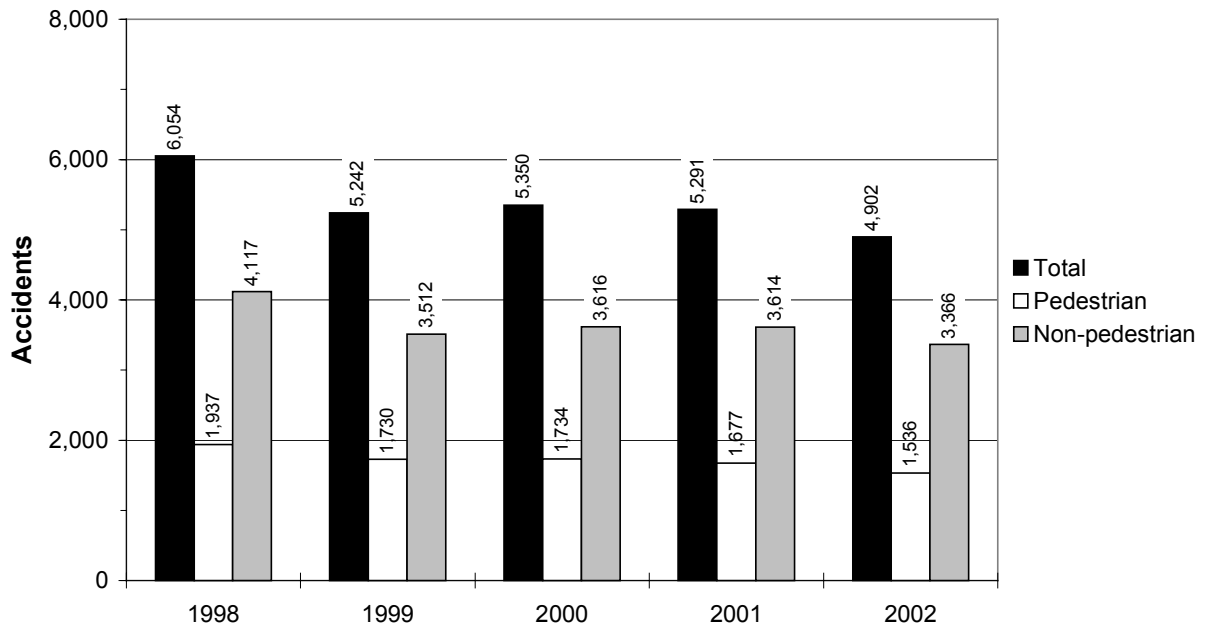
Table 6.6 Accidents in the Greater London area in 2002 tabulated by junction detail and borough

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	5	0	158	1	95	26	11	10	75	381
Westminster	55	9	731	9	776	45	26	34	425	2,110
Camden	5	3	448	1	339	46	30	3	350	1,225
Islington	27	1	435	0	264	33	36	7	300	1,103
Hackney	14	15	419	8	192	39	13	124	213	1,037
Tower Hamlets	34	5	394	17	157	17	35	21	250	930
Greenwich	82	7	372	35	168	14	87	2	277	1,044
Lewisham	24	13	550	7	224	30	32	94	235	1,209
Southwark	83	8	625	6	304	21	105	16	278	1,446
Lambeth	19	4	810	2	340	126	81	28	241	1,651
Wandsworth	17	13	643	3	266	13	80	16	158	1,209
Hammersmith and Fulham	21	15	429	2	148	4	63	21	95	798
Kensington and Chelsea	7	5	261	2	228	18	8	67	151	747
<b>Total Inner</b>	<b>393</b>	<b>98</b>	<b>6,275</b>	<b>93</b>	<b>3,501</b>	<b>432</b>	<b>607</b>	<b>443</b>	<b>3,048</b>	<b>14,890</b>
Waltham Forest	45	6	317	8	128	24	41	20	256	845
Redbridge	73	36	417	35	128	16	82	2	236	1,025
Havering	84	22	310	12	87	38	48	16	289	906
Barking and Dagenham	44	8	174	18	101	31	27	13	200	616
Newham	46	10	403	27	171	4	53	1	241	956
Bexley	79	15	324	13	68	2	37	4	201	743
Bromley	37	39	464	2	140	9	57	6	350	1,104
Croydon	48	14	559	16	141	62	16	97	273	1,226
Sutton	8	16	245	0	126	4	50	5	84	538
Merton	26	18	235	6	93	6	44	3	230	661
Kingston	25	9	161	8	61	8	29	0	144	445
Richmond	44	14	217	2	55	7	40	3	215	597
Hounslow	83	27	333	21	180	12	75	7	365	1,103
Hillingdon	142	40	339	33	95	52	62	12	360	1,135
Ealing	96	7	592	26	146	78	62	18	468	1,493
Brent	55	22	479	18	154	21	64	23	364	1,200
Harrow	40	10	219	15	85	6	44	8	133	560
Barnet	85	21	488	38	257	23	80	25	440	1,457
Haringey	17	14	451	7	181	26	31	33	256	1,016
Enfield	104	17	434	22	226	17	61	26	472	1,379
<b>Total Outer</b>	<b>1,181</b>	<b>365</b>	<b>7,161</b>	<b>327</b>	<b>2,623</b>	<b>446</b>	<b>1,003</b>	<b>322</b>	<b>5,577</b>	<b>19,005</b>
<b>Greater London</b>	<b>1,574</b>	<b>463</b>	<b>13,436</b>	<b>420</b>	<b>6,124</b>	<b>878</b>	<b>1,610</b>	<b>765</b>	<b>8,625</b>	<b>33,895</b>

**Figure 6.7a: Fatal accidents 1998-2002**



**Figure 6.7b: Serious accidents 1998-2002**



**Table 6.8 Accidents at junctions in the Greater London area in 2002 tabulated by junction control and borough**

<b>Borough</b>	<b>Authorised person</b>	<b>Automatic traffic signal</b>	<b>Stop sign</b>	<b>Give way</b>	<b>Un-controlled</b>	<b>Total</b>
City of London	0	155	1	110	38	304
Westminster	2	843	6	786	40	1,677
Camden	0	408	0	418	44	870
Islington	0	263	0	494	40	797
Hackney	0	212	3	449	159	823
Tower Hamlets	0	182	2	429	64	677
Greenwich	1	170	0	415	174	760
Lewisham	1	206	6	603	158	974
Southwark	2	322	1	637	207	1,169
Lambeth	0	436	0	857	111	1,404
Wandsworth	0	221	1	703	126	1,051
Hammersmith and Fulham	0	121	0	491	91	703
Kensington and Chelsea	2	216	3	286	91	598
<b>Total Inner</b>	<b>8</b>	<b>3,755</b>	<b>23</b>	<b>6,678</b>	<b>1,343</b>	<b>11,807</b>
Waltham Forest	0	113	2	413	60	588
Redbridge	0	131	1	508	149	789
Havering	1	127	1	428	61	618
Barking and Dagenham	1	95	0	277	43	416
Newham	1	165	0	418	133	717
Bexley	0	54	1	452	31	538
Bromley	0	108	0	604	43	755
Croydon	0	177	6	601	163	947
Sutton	0	64	0	332	58	454
Merton	0	110	0	291	29	430
Kingston	0	63	0	212	26	301
Richmond	0	76	0	282	24	382
Hounslow	0	229	0	460	48	737
Hillingdon	0	190	1	499	86	776
Ealing	2	230	5	707	83	1,027
Brent	0	162	0	584	90	836
Harrow	1	72	0	270	84	427
Barnet	4	245	3	629	136	1,017
Haringey	1	191	1	505	62	760
Enfield	1	235	3	592	76	907
<b>Total Outer</b>	<b>12</b>	<b>2,837</b>	<b>24</b>	<b>9,064</b>	<b>1,485</b>	<b>13,422</b>
<b>Greater London</b>	<b>20</b>	<b>6,592</b>	<b>47</b>	<b>15,742</b>	<b>2,828</b>	<b>25,229</b>

**Table 6.9 Accidents in the Greater London area in 2002 tabulated by weather and borough**

<b>Borough</b>	<b>Raining</b>	<b>Snowing</b>	<b>Fog</b>	<b>Other</b>	<b>Unknown</b>	<b>Total</b>
City of London	41	0	1	338	1	381
Westminster	316	1	0	1,780	13	2,110
Camden	190	0	1	1,000	34	1,225
Islington	164	1	1	912	25	1,103
Hackney	155	1	0	880	1	1,037
Tower Hamlets	130	0	0	793	7	930
Greenwich	173	0	1	869	1	1,044
Lewisham	187	0	0	1,019	3	1,209
Southwark	225	2	3	1,215	1	1,446
Lambeth	198	1	0	1,451	1	1,651
Wandsworth	171	0	1	1,035	2	1,209
Hammersmith and Fulham	119	0	0	677	2	798
Kensington and Chelsea	127	1	0	618	1	747
<b>Total Inner</b>	<b>2,196</b>	<b>7</b>	<b>8</b>	<b>12,587</b>	<b>92</b>	<b>14,890</b>
Waltham Forest	158	1	0	686	0	845
Redbridge	168	0	3	852	2	1,025
Havering	130	0	6	767	3	906
Barking and Dagenham	97	0	3	515	1	616
Newham	143	0	1	811	1	956
Bexley	131	1	4	607	0	743
Bromley	235	0	5	863	1	1,104
Croydon	235	0	1	990	0	1,226
Sutton	103	0	3	432	0	538
Merton	118	0	1	525	17	661
Kingston	70	0	1	365	9	445
Richmond	97	0	1	403	96	597
Hounslow	168	1	1	864	69	1,103
Hillingdon	217	1	4	906	7	1,135
Ealing	227	1	4	1,260	1	1,493
Brent	199	0	1	992	8	1,200
Harrow	98	0	1	461	0	560
Barnet	240	0	4	1,206	7	1,457
Haringey	157	2	2	853	2	1,016
Enfield	266	0	4	1,107	2	1,379
<b>Total Outer</b>	<b>3,257</b>	<b>7</b>	<b>50</b>	<b>15,465</b>	<b>226</b>	<b>19,005</b>
<b>Greater London</b>	<b>5,453</b>	<b>14</b>	<b>58</b>	<b>28,052</b>	<b>318</b>	<b>33,895</b>

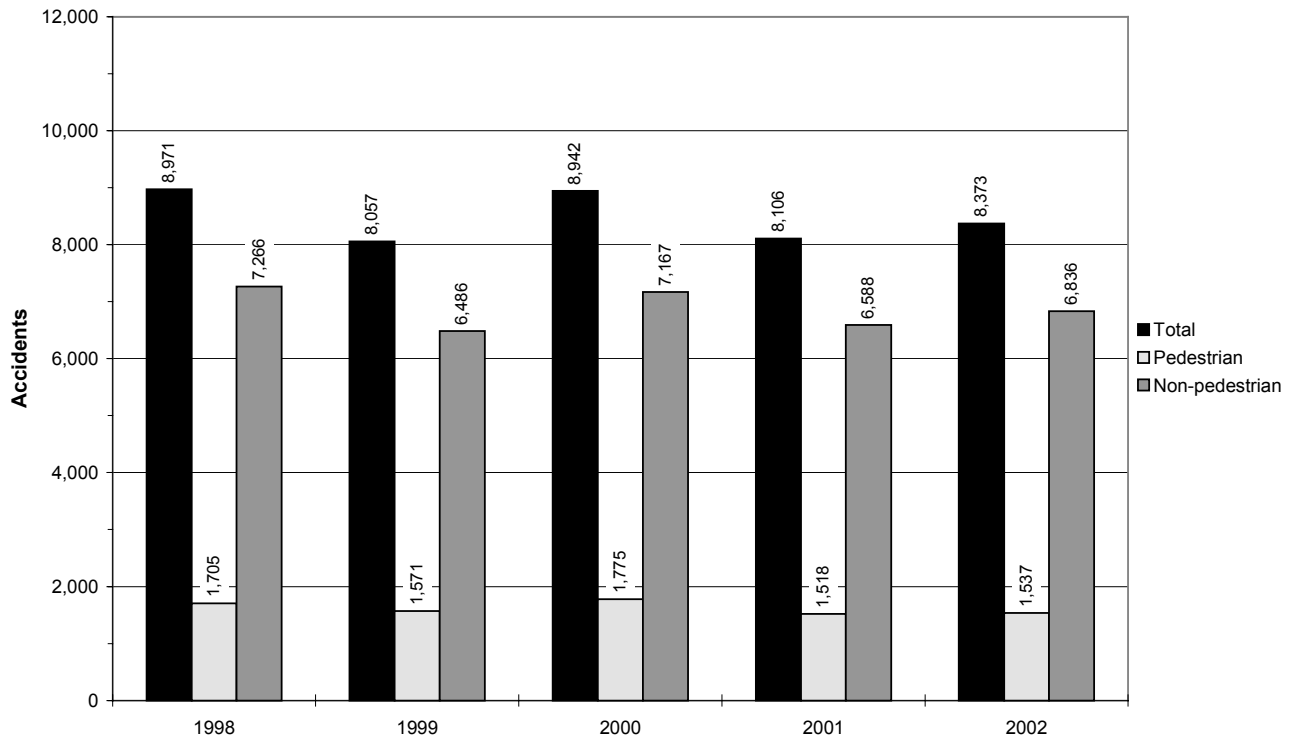
**Table 6.10 Accidents involving a parked vehicle in the Greater London area in 2002 tabulated by severity and borough**

<b>Borough</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
City of London	0	4	9	13
Westminster	0	13	68	81
Camden	1	17	59	77
Islington	1	14	54	69
Hackney	1	10	59	70
Tower Hamlets	0	3	24	27
Greenwich	0	6	52	58
Lewisham	1	9	67	77
Southwark	1	13	64	78
Lambeth	2	11	73	86
Wandsworth	0	15	79	94
Hammersmith and Fulham	0	5	47	52
Kensington and Chelsea	1	14	46	61
<b>Total Inner</b>	<b>8</b>	<b>134</b>	<b>701</b>	<b>843</b>
Waltham Forest	0	7	55	62
Redbridge	1	9	78	88
Havering	0	13	42	55
Barking and Dagenham	1	9	31	41
Newham	0	7	52	59
Bexley	0	9	54	63
Bromley	0	22	66	88
Croydon	0	13	65	78
Sutton	0	7	26	33
Merton	0	11	39	50
Kingston	0	4	26	30
Richmond	0	8	28	36
Hounslow	1	12	43	56
Hillingdon	1	5	50	56
Ealing	1	13	72	86
Brent	1	16	65	82
Harrow	0	9	37	46
Barnet	1	15	87	103
Haringey	3	15	56	74
Enfield	0	14	77	91
<b>Total Outer</b>	<b>10</b>	<b>218</b>	<b>1,049</b>	<b>1,277</b>
<b>Greater London</b>	<b>18</b>	<b>352</b>	<b>1,750</b>	<b>2,120</b>

**Table 6.11 Accidents in the Greater London area in 2002 tabulated by road surface condition and borough**

<b>Borough</b>	<b>Dry</b>	<b>Wet/Damp</b>	<b>Snow</b>	<b>Frost/Ice</b>	<b>Flood</b>	<b>Oil/diesel</b>	<b>Mud</b>	<b>Total</b>
City of London	321	60	0	0	0	0	0	381
Westminster	1,617	485	0	2	0	6	0	2,110
Camden	923	298	1	2	0	1	0	1,225
Islington	868	231	0	2	0	2	0	1,103
Hackney	798	234	0	5	0	0	0	1,037
Tower Hamlets	723	203	0	1	1	2	0	930
Greenwich	754	285	0	3	1	1	0	1,044
Lewisham	920	284	0	5	0	0	0	1,209
Southwark	1,105	332	0	7	0	1	1	1,446
Lambeth	1,415	232	0	1	1	2	0	1,651
Wandsworth	995	209	0	2	0	3	0	1,209
Hammersmith and Fulham	670	127	0	0	1	0	0	798
Kensington and Chelsea	557	184	0	2	0	4	0	747
<b>Total Inner</b>	<b>11,666</b>	<b>3,164</b>	<b>1</b>	<b>32</b>	<b>4</b>	<b>22</b>	<b>1</b>	<b>14,890</b>
Waltham Forest	598	244	0	3	0	0	0	845
Redbridge	755	264	0	6	0	0	0	1,025
Havering	657	244	0	3	0	0	2	906
Barking and Dagenham	465	146	0	4	0	0	1	616
Newham	706	239	1	6	0	4	0	956
Bexley	521	214	0	3	0	4	1	743
Bromley	731	364	0	4	2	2	1	1,104
Croydon	859	360	0	7	0	0	0	1,226
Sutton	420	116	1	1	0	0	0	538
Merton	468	190	0	3	0	0	0	661
Kingston	330	111	0	4	0	0	0	445
Richmond	442	151	0	2	0	2	0	597
Hounslow	793	301	0	4	0	3	2	1,103
Hillingdon	793	335	0	6	0	1	0	1,135
Ealing	1,115	374	0	3	0	1	0	1,493
Brent	897	297	0	3	0	2	1	1,200
Harrow	384	172	0	2	0	2	0	560
Barnet	1,015	436	0	3	1	2	0	1,457
Haringey	776	234	0	3	0	3	0	1,016
Enfield	955	417	0	2	3	1	1	1,379
<b>Total Outer</b>	<b>13,680</b>	<b>5,209</b>	<b>2</b>	<b>72</b>	<b>6</b>	<b>27</b>	<b>9</b>	<b>19,005</b>
<b>Greater London</b>	<b>25,346</b>	<b>8,373</b>	<b>3</b>	<b>104</b>	<b>10</b>	<b>49</b>	<b>10</b>	<b>33,895</b>

Figure 6.12: Accidents on a wet road surface 1998-2002





**Table 6.13 Accidents in the Greater London area in 2002 tabulated by road class and borough**

<b>Borough</b>	<b>Motorway, A</b>	<b>B</b>	<b>C</b>	<b>Unclassified</b>	<b>Total</b>
City of London	252	2	120	7	381
Westminster	1,409	180	285	236	2,110
Camden	759	187	159	120	1,225
Islington	807	73	107	116	1,103
Hackney	686	107	143	101	1,037
Tower Hamlets	647	135	54	94	930
Greenwich	680	71	110	183	1,044
Lewisham	772	139	114	184	1,209
Southwark	995	123	119	209	1,446
Lambeth	1,276	98	100	177	1,651
Wandsworth	917	81	76	135	1,209
Hammersmith and Fulham	568	76	39	115	798
Kensington and Chelsea	481	82	99	85	747
<b>Total Inner</b>	<b>10,249</b>	<b>1,354</b>	<b>1,525</b>	<b>1,762</b>	<b>14,890</b>
Waltham Forest	538	79	80	148	845
Redbridge	593	47	141	244	1,025
Havering	374	77	314	141	906
Barking and Dagenham	345	10	115	146	616
Newham	640	94	46	176	956
Bexley	433	20	159	131	743
Bromley	588	91	158	267	1,104
Croydon	711	152	175	188	1,226
Sutton	233	142	65	98	538
Merton	410	88	78	85	661
Kingston	291	35	53	66	445
Richmond	421	74	43	59	597
Hounslow	785	55	115	148	1,103
Hillingdon	579	84	282	190	1,135
Ealing	871	214	177	231	1,493
Brent	763	72	169	196	1,200
Harrow	275	19	162	104	560
Barnet	1,007	62	127	261	1,457
Haringey	628	132	81	175	1,016
Enfield	913	48	206	212	1,379
<b>Total Outer</b>	<b>11,398</b>	<b>1,595</b>	<b>2,746</b>	<b>3,266</b>	<b>19,005</b>
<b>Greater London</b>	<b>21,647</b>	<b>2,949</b>	<b>4,271</b>	<b>5,028</b>	<b>33,895</b>

*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 Accidents involving a pedestrian in the Greater London area in 2002 tabulated by severity and borough**

<b>Borough</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
City of London	0	19	93	112
Westminster	10	118	500	628
Camden	5	87	256	348
Islington	4	61	234	299
Hackney	2	58	188	248
Tower Hamlets	5	44	160	209
Greenwich	6	38	163	207
Lewisham	3	60	206	269
Southwark	3	51	244	298
Lambeth	5	87	259	351
Wandsworth	0	52	201	253
Hammersmith and Fulham	2	41	151	194
Kensington and Chelsea	4	43	150	197
<b>Total Inner</b>	<b>49</b>	<b>759</b>	<b>2,805</b>	<b>3,613</b>
Waltham Forest	4	48	141	193
Redbridge	2	31	130	163
Havering	1	25	97	123
Barking and Dagenham	1	26	93	120
Newham	1	51	190	242
Bexley	1	23	107	131
Bromley	3	44	150	197
Croydon	4	64	194	262
Sutton	4	19	61	84
Merton	0	17	86	103
Kingston	1	24	73	98
Richmond	1	24	91	116
Hounslow	5	47	108	160
Hillingdon	3	45	117	165
Ealing	9	50	245	304
Brent	2	57	219	278
Harrow	1	14	84	99
Barnet	5	56	194	255
Haringey	8	67	216	291
Enfield	2	45	181	228
<b>Total Outer</b>	<b>58</b>	<b>777</b>	<b>2,777</b>	<b>3,612</b>
<b>Greater London</b>	<b>107</b>	<b>1,536</b>	<b>5,582</b>	<b>7,225</b>

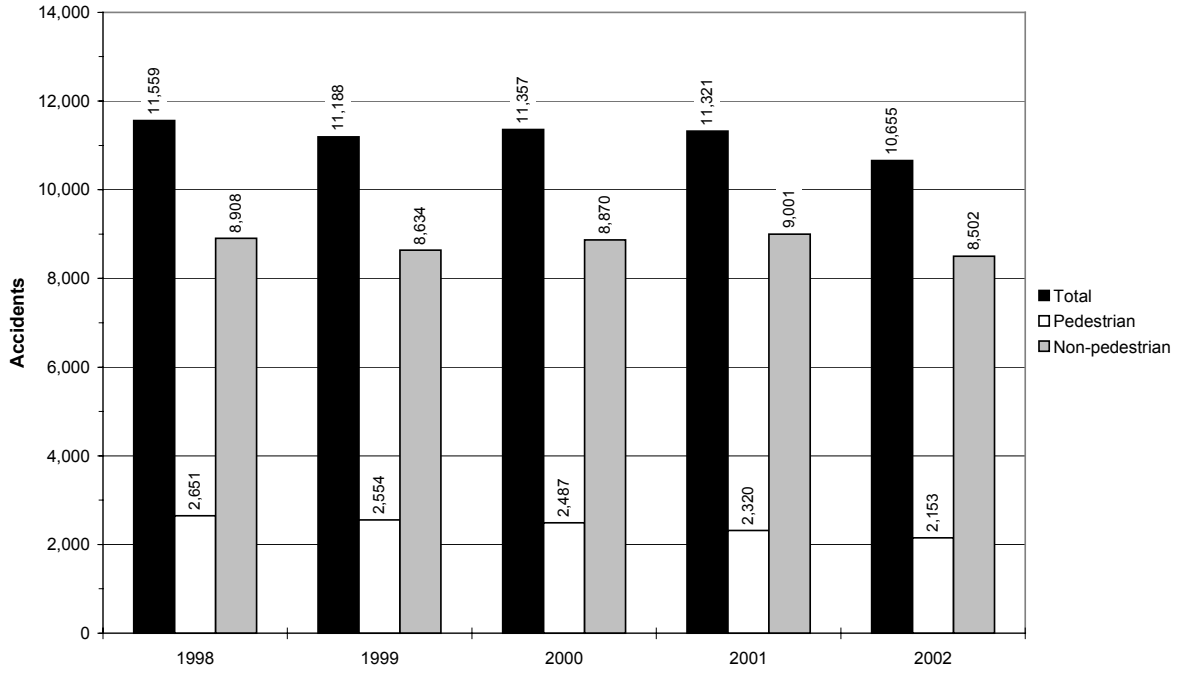
Table 6.15 Pedestrian accidents in the Greater London area in 2002 tabulated by month and borough

Borough	Jan.	Feb.	March	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.	Total
City of London	10	5	12	6	9	9	8	9	13	14	10	7	112
Westminster	45	46	50	49	60	52	57	50	54	54	64	47	628
Camden	31	17	36	25	30	29	27	30	27	31	29	36	348
Islington	25	36	20	19	27	13	18	20	32	38	22	29	299
Hackney	15	23	24	16	23	15	18	16	20	32	26	20	248
Tower Hamlets	13	17	15	15	20	21	20	13	14	23	24	14	209
Greenwich	15	14	21	14	16	18	13	18	19	15	30	14	207
Lewisham	21	19	26	22	22	13	19	21	31	24	28	23	269
Southwark	18	29	24	16	29	32	22	16	24	37	21	30	298
Lambeth	19	23	26	24	36	32	27	31	36	29	41	27	351
Wandsworth	13	17	25	22	26	17	18	21	22	19	31	22	253
Hammersmith and Fulham	11	17	21	11	18	16	17	16	22	22	9	14	194
Kensington and Chelsea	15	22	15	10	14	16	21	17	21	15	14	17	197
<b>Total Inner</b>	<b>251</b>	<b>285</b>	<b>315</b>	<b>249</b>	<b>330</b>	<b>283</b>	<b>285</b>	<b>278</b>	<b>335</b>	<b>353</b>	<b>349</b>	<b>300</b>	<b>3,613</b>
Waltham Forest	12	16	17	21	18	18	14	15	16	15	17	14	193
Redbridge	16	11	16	13	18	9	16	10	11	13	16	14	163
Havering	12	14	10	10	12	13	3	10	8	12	6	13	123
Barking and Dagenham	5	3	12	12	10	18	8	9	11	11	13	8	120
Newham	24	18	23	26	24	18	28	13	22	19	18	9	242
Bexley	10	15	10	15	7	8	11	11	9	16	12	7	131
Bromley	22	16	19	12	20	15	15	10	15	17	23	13	197
Croydon	27	7	29	26	23	22	20	12	25	24	28	19	262
Sutton	9	9	7	7	11	5	8	4	9	8	3	4	84
Merton	7	5	5	10	10	9	8	1	12	14	15	7	103
Kingston	6	9	9	6	7	8	6	3	12	12	9	11	98
Richmond	12	12	13	9	8	7	5	6	10	12	9	13	116
Hounslow	15	20	13	12	15	6	12	10	19	10	15	13	160
Hillingdon	14	13	11	13	19	13	11	11	20	9	10	21	165
Ealing	18	25	22	30	28	23	27	28	24	33	23	23	304
Brent	22	14	24	20	19	31	23	19	33	22	26	25	278
Harrow	9	3	7	2	5	14	11	5	13	10	10	10	99
Barnet	19	21	19	15	28	34	25	16	21	11	26	20	255
Haringey	11	26	26	24	31	26	26	30	19	22	26	24	291
Enfield	15	17	18	22	27	17	18	9	26	24	20	15	228
<b>Total Outer</b>	<b>285</b>	<b>274</b>	<b>310</b>	<b>305</b>	<b>340</b>	<b>314</b>	<b>295</b>	<b>232</b>	<b>335</b>	<b>314</b>	<b>325</b>	<b>283</b>	<b>3,612</b>
<b>Greater London</b>	<b>536</b>	<b>559</b>	<b>625</b>	<b>554</b>	<b>670</b>	<b>597</b>	<b>580</b>	<b>510</b>	<b>670</b>	<b>667</b>	<b>674</b>	<b>583</b>	<b>7,225</b>

**Table 6.16 Accidents involving a pedestrian crossing the road in the Greater London area in 2002 tabulated by pedestrian action and borough**

<b>Borough</b>	<b>Crossing road at pedestrian crossing</b>	<b>Crossing within 50m of pedestrian crossing</b>	<b>Crossing road elsewhere</b>	<b>Total</b>
City of London	19	32	41	92
Westminster	174	99	237	510
Camden	76	81	141	298
Islington	60	54	144	258
Hackney	39	42	119	200
Tower Hamlets	51	34	87	172
Greenwich	32	46	97	175
Lewisham	42	66	111	219
Southwark	48	81	119	248
Lambeth	76	66	140	282
Wandsworth	46	68	97	211
Hammersmith and Fulham	59	29	77	165
Kensington and Chelsea	41	53	66	160
<b>Total Inner</b>	<b>763</b>	<b>751</b>	<b>1,476</b>	<b>2,990</b>
Waltham Forest	23	29	111	163
Redbridge	19	26	86	131
Havering	19	28	46	93
Barking and Dagenham	15	25	61	101
Newham	41	51	107	199
Bexley	16	9	84	109
Bromley	26	19	102	147
Croydon	40	66	117	223
Sutton	13	18	40	71
Merton	21	27	41	89
Kingston	15	15	53	83
Richmond	18	17	59	94
Hounslow	24	19	96	139
Hillingdon	24	33	71	128
Ealing	40	56	131	227
Brent	31	41	158	230
Harrow	7	15	56	78
Barnet	36	40	134	210
Haringey	35	49	158	242
Enfield	29	15	139	183
<b>Total Outer</b>	<b>492</b>	<b>598</b>	<b>1,850</b>	<b>2,940</b>
<b>Greater London</b>	<b>1,255</b>	<b>1,349</b>	<b>3,326</b>	<b>5,930</b>

Figure 6.17: Accidents in the dark 1998-2002



**Table 6.18 Accidents in the Greater London area in 2002 tabulated by day of the week and time of day**

<b>Time of day</b>	<b>Sunday</b>	<b>Monday</b>	<b>Tuesday</b>	<b>Wednesday</b>	<b>Thursday</b>	<b>Friday</b>	<b>Saturday</b>	<b>Total</b>
00.00-00.59	155	73	65	53	80	91	169	686
01.00-01.59	118	47	37	46	49	56	131	484
02.00-02.59	120	28	31	18	27	41	115	380
03.00-03.59	75	33	32	19	21	37	90	307
04.00-04.59	50	18	21	11	22	26	60	208
05.00-05.59	49	29	28	30	33	44	47	260
06.00-06.59	55	72	83	89	77	98	52	526
07.00-07.59	66	199	247	232	216	216	84	1,260
08.00-08.59	58	406	417	442	360	388	117	2,188
09.00-09.59	100	310	324	300	311	304	145	1,794
10.00-10.59	145	247	263	233	232	245	241	1,606
11.00-11.59	140	236	240	255	247	247	237	1,602
12.00-12.59	230	267	266	258	288	284	292	1,885
13.00-13.59	261	293	289	265	290	276	290	1,964
14.00-14.59	252	255	270	246	289	301	317	1,930
15.00-15.59	216	375	353	390	354	378	290	2,356
16.00-16.59	220	369	356	359	389	441	280	2,414
17.00-17.59	257	413	425	406	391	365	265	2,522
18.00-18.59	221	366	376	399	367	367	308	2,404
19.00-19.59	244	244	323	313	280	345	232	1,981
20.00-20.59	160	228	213	198	235	260	251	1,545
21.00-21.59	169	166	181	170	200	203	185	1,274
22.00-22.59	146	142	159	136	182	237	214	1,216
23.00-23.59	154	109	142	128	159	216	195	1,103
<b>Total</b>	<b>3,661</b>	<b>4,925</b>	<b>5,141</b>	<b>4,996</b>	<b>5,099</b>	<b>5,466</b>	<b>4,607</b>	<b>33,895</b>

**Table 6.19 Accidents in the Greater London area in 2002 tabulated by lighting condition and borough**

<b>Borough</b>	<b>Light</b>	<b>Dark</b>	<b>Total</b>
City of London	270	111	381
Westminster	1,420	690	2,110
Camden	836	389	1,225
Islington	748	355	1,103
Hackney	731	306	1,037
Tower Hamlets	656	274	930
Greenwich	696	348	1,044
Lewisham	821	388	1,209
Southwark	1,021	425	1,446
Lambeth	1,178	473	1,651
Wandsworth	846	363	1,209
Hammersmith and Fulham	559	239	798
Kensington and Chelsea	515	232	747
<b>Total Inner</b>	<b>10,297</b>	<b>4,593</b>	<b>14,890</b>
Waltham Forest	569	276	845
Redbridge	705	320	1,025
Havering	618	288	906
Barking and Dagenham	432	184	616
Newham	615	341	956
Bexley	533	210	743
Bromley	756	348	1,104
Croydon	811	415	1,226
Sutton	385	153	538
Merton	465	196	661
Kingston	302	143	445
Richmond	426	171	597
Hounslow	770	333	1,103
Hillingdon	762	373	1,135
Ealing	1,002	491	1,493
Brent	795	405	1,200
Harrow	381	179	560
Barnet	982	475	1,457
Haringey	713	303	1,016
Enfield	921	458	1,379
<b>Total Outer</b>	<b>12,943</b>	<b>6,062</b>	<b>19,005</b>
<b>Greater London</b>	<b>23,240</b>	<b>10,655</b>	<b>33,895</b>

**Table 6.20 Accidents in the Greater London area in 2002 tabulated by speed limit and borough**

<b>Borough</b>	<b>20 mph or less</b>	<b>30 mph</b>	<b>40 mph</b>	<b>50 mph</b>	<b>60 mph</b>	<b>70 mph</b>	<b>Total</b>
City of London	4	375	2	0	0	0	381
Westminster	2	2,071	19	17	1	0	2,110
Camden	0	1,219	6	0	0	0	1,225
Islington	0	1,099	4	0	0	0	1,103
Hackney	0	1,006	29	2	0	0	1,037
Tower Hamlets	2	878	23	27	0	0	930
Greenwich	4	922	55	61	2	0	1,044
Lewisham	1	1,197	10	1	0	0	1,209
Southwark	1	1,438	6	1	0	0	1,446
Lambeth	0	1,649	2	0	0	0	1,651
Wandsworth	2	1,177	30	0	0	0	1,209
Hammersmith and Fulham	3	764	31	0	0	0	798
Kensington and Chelsea	2	729	12	3	1	0	747
<b>Total Inner</b>	<b>21</b>	<b>14,524</b>	<b>229</b>	<b>112</b>	<b>4</b>	<b>0</b>	<b>14,890</b>
Waltham Forest	0	772	16	56	1	0	845
Redbridge	0	846	91	85	2	1	1,025
Havering	0	653	97	42	32	82	906
Barking and Dagenham	0	485	74	50	4	3	616
Newham	4	891	25	34	2	0	956
Bexley	0	666	28	46	0	3	743
Bromley	2	1,028	51	9	6	8	1,104
Croydon	3	1,160	51	5	7	0	1,226
Sutton	0	502	35	0	1	0	538
Merton	1	630	25	5	0	0	661
Kingston	0	400	19	26	0	0	445
Richmond	2	572	22	1	0	0	597
Hounslow	0	816	222	48	11	6	1,103
Hillingdon	1	716	239	74	29	76	1,135
Ealing	1	1,156	290	37	3	6	1,493
Brent	1	1,129	56	14	0	0	1,200
Harrow	0	526	33	1	0	0	560
Barnet	1	1,156	146	107	11	36	1,457
Haringey	3	987	26	0	0	0	1,016
Enfield	1	1,007	242	44	4	81	1,379
<b>Total Outer</b>	<b>20</b>	<b>16,098</b>	<b>1,788</b>	<b>684</b>	<b>113</b>	<b>302</b>	<b>19,005</b>
<b>Greater London</b>	<b>41</b>	<b>30,622</b>	<b>2,017</b>	<b>796</b>	<b>117</b>	<b>302</b>	<b>33,895</b>



**Table 6.21 Accidents in the Greater London area in 2002 tabulated by highway authority and borough**

<b>Borough</b>	<b>TLRN<sup>1</sup></b>	<b>Highways Agency</b>	<b>Borough</b>	<b>Total</b>
City of London	175	0	206	381
Westminster	558	0	1,552	2,110
Camden	319	0	906	1,225
Islington	483	0	620	1,103
Hackney	450	0	587	1,037
Tower Hamlets	532	0	398	930
Greenwich	295	0	749	1,044
Lewisham	573	0	636	1,209
Southwark	599	0	847	1,446
Lambeth	904	0	747	1,651
Wandsworth	593	0	616	1,209
Hammersmith and Fulham	60	0	738	798
Kensington and Chelsea	231	0	516	747
<b>Total Inner</b>	<b>5,772</b>	<b>0</b>	<b>9,118</b>	<b>14,890</b>
Waltham Forest	88	0	757	845
Redbridge	235	6	784	1,025
Havering	118	75	713	906
Barking and Dagenham	114	0	502	616
Newham	142	0	814	956
Bexley	75	0	668	743
Bromley	152	0	952	1,104
Croydon	231	0	995	1,226
Sutton	141	0	397	538
Merton	99	0	562	661
Kingston	82	0	363	445
Richmond	123	0	474	597
Hounslow	422	34	647	1,103
Hillingdon	144	92	899	1,135
Ealing	362	0	1,131	1,493
Brent	76	0	1,124	1,200
Harrow	0	0	560	560
Barnet	389	27	1,041	1,457
Haringey	211	0	805	1,016
Enfield	290	93	996	1,379
<b>Total Outer</b>	<b>3,494</b>	<b>327</b>	<b>15,184</b>	<b>19,005</b>
<b>Greater London</b>	<b>9,266</b>	<b>327</b>	<b>24,302</b>	<b>33,895</b>

<sup>1</sup> 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: Accidents in Greater London by month 2002

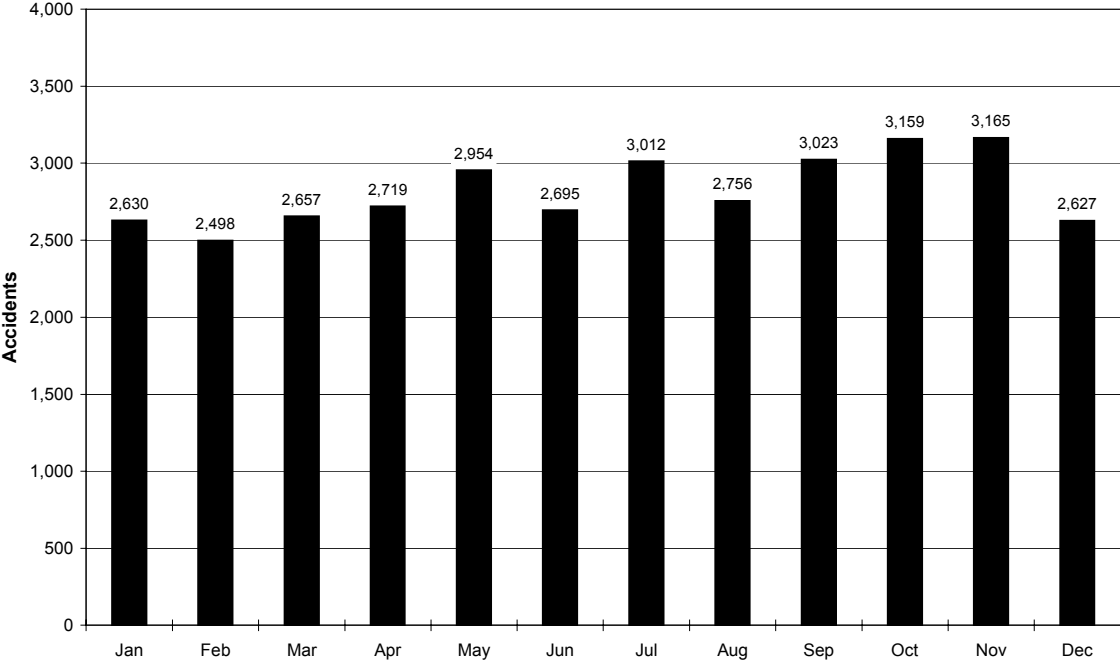


Figure 6.23: Accidents in Greater London by day of week 2002

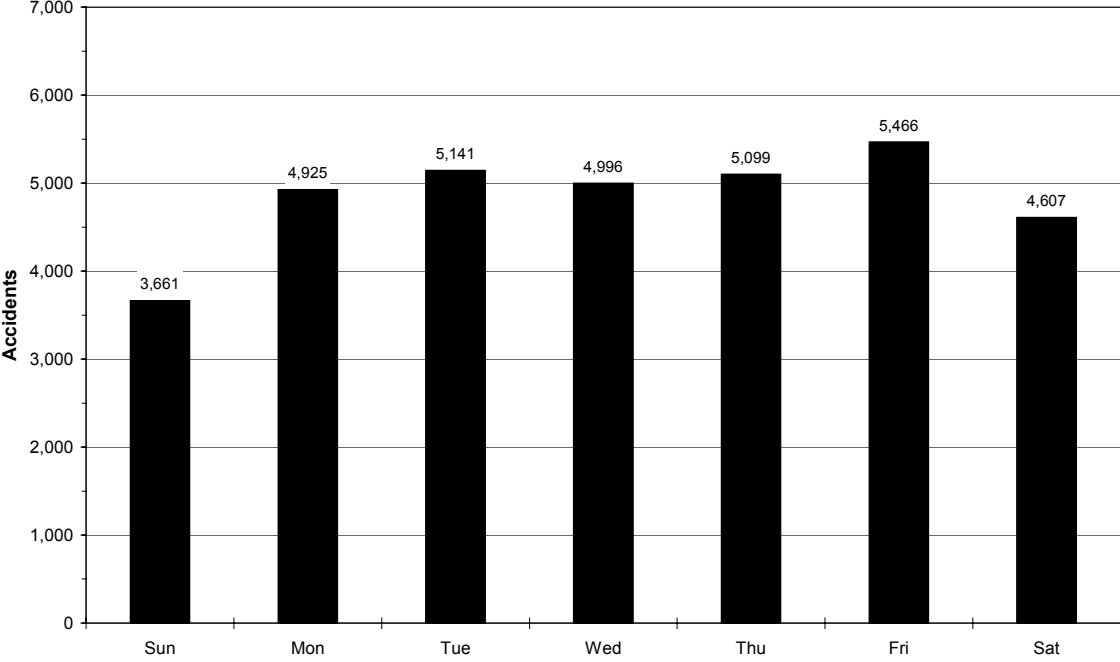
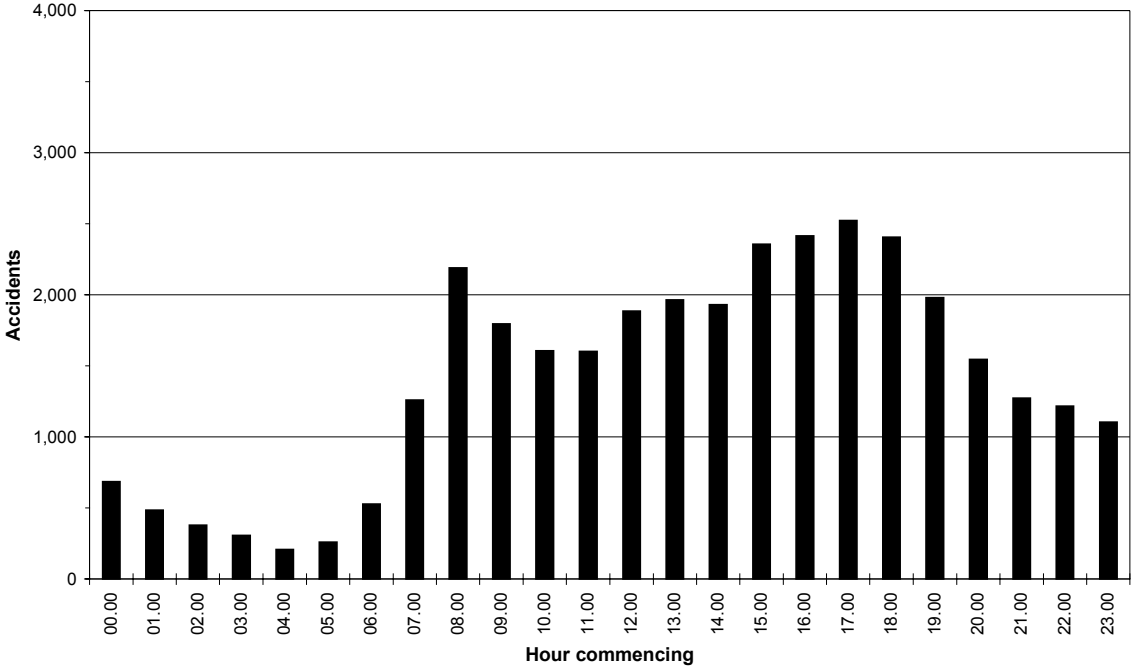


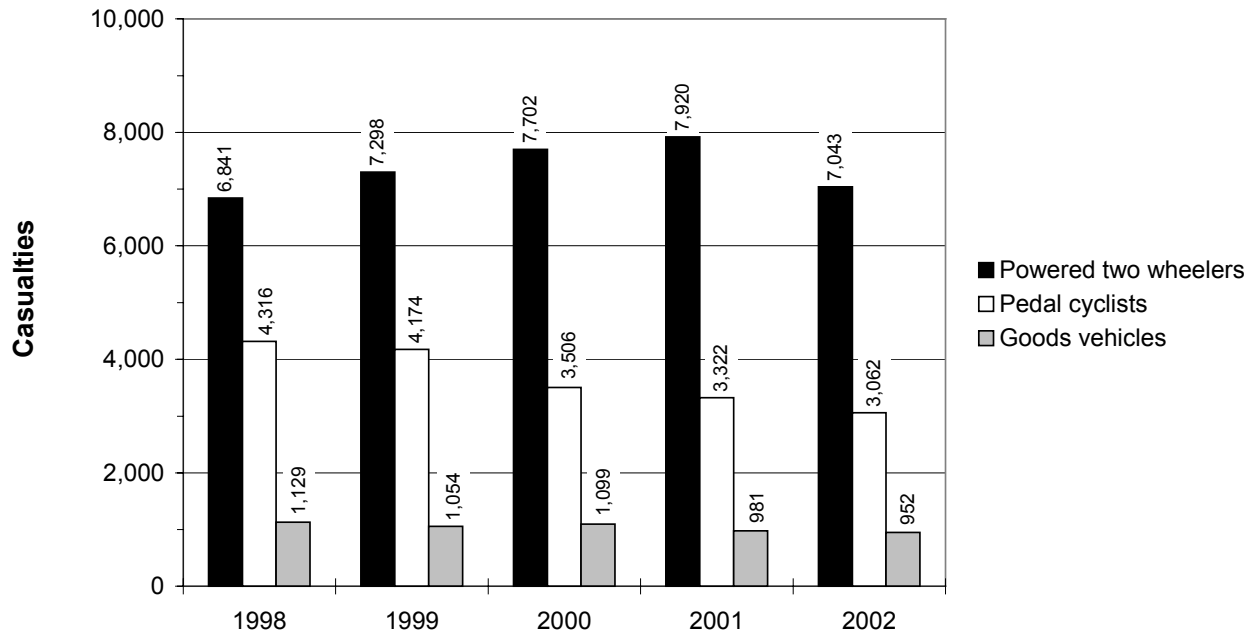
Figure 6.24: Accidents in Greater London by hour of day 2002



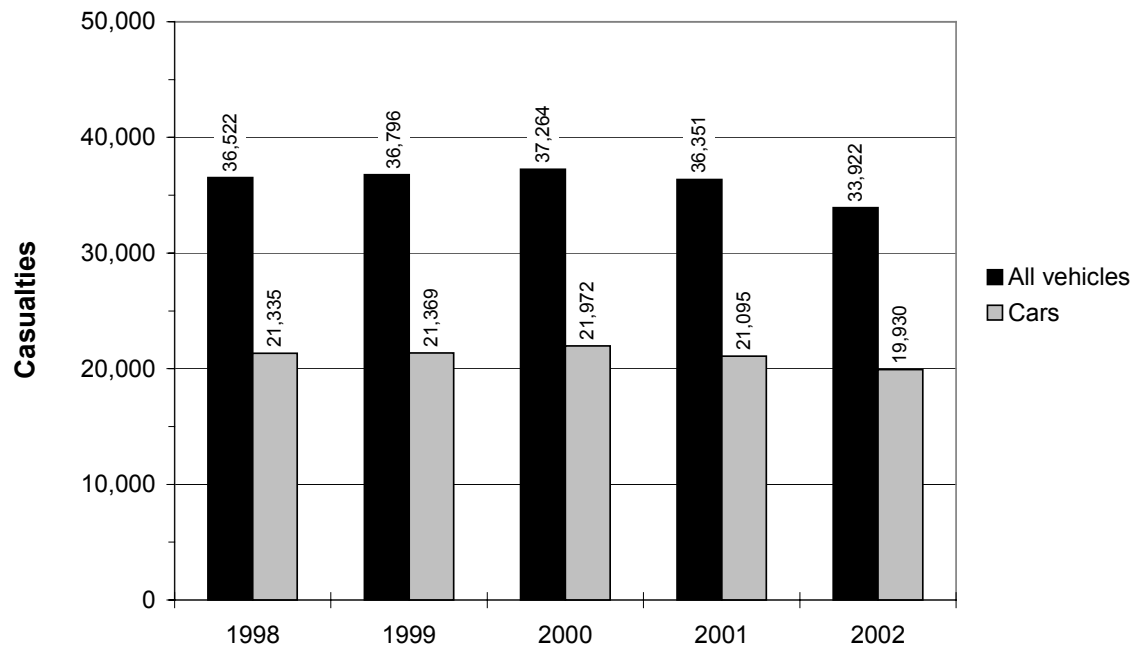


# 7. Casualties

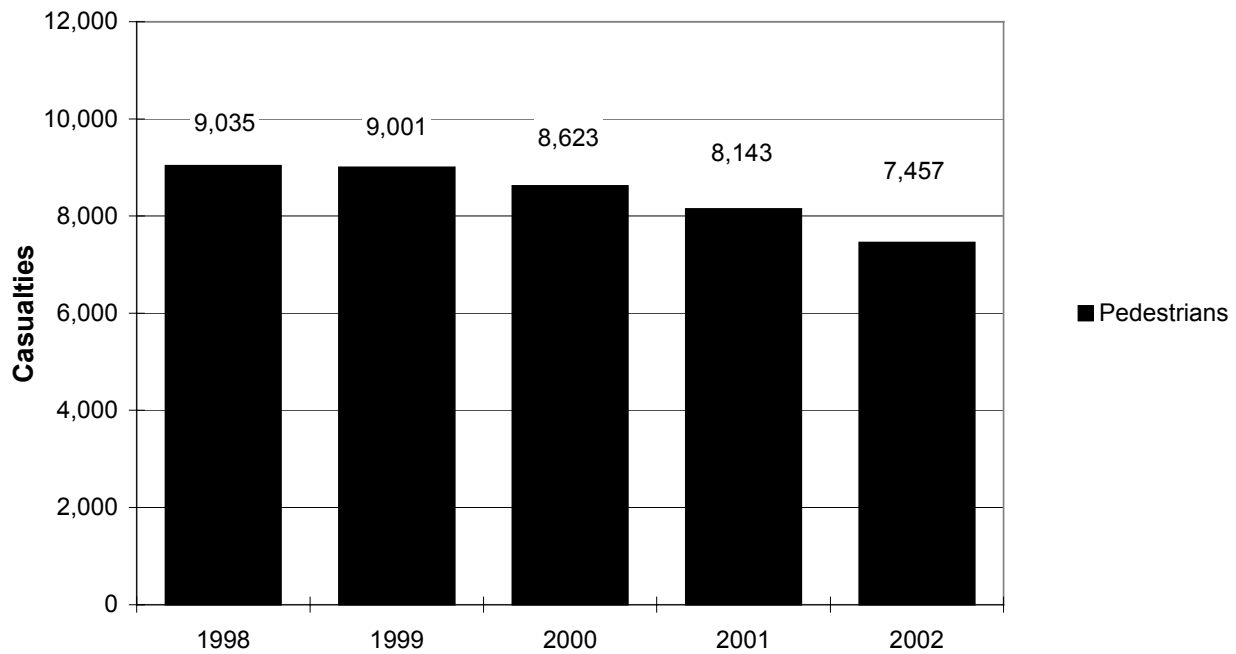
**Figure 7.1a: Vehicle casualties by type of road user 1998-2002**



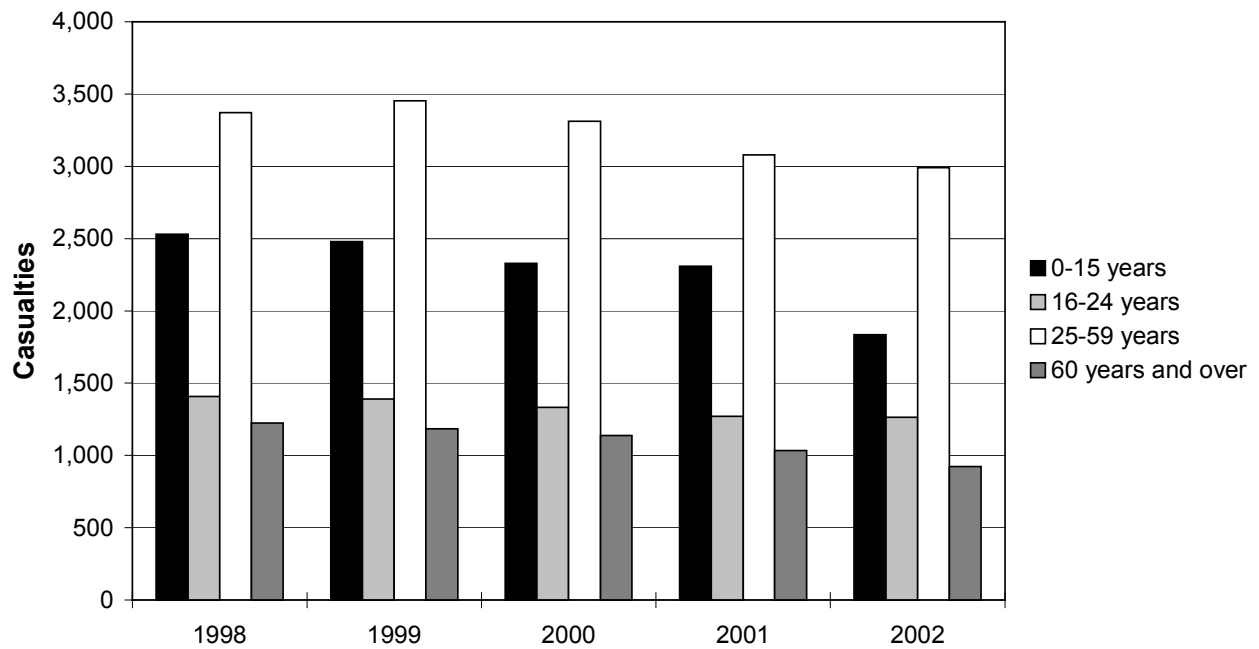
**Figure 7.1b: Vehicle casualties by type of road user 1998-2002**



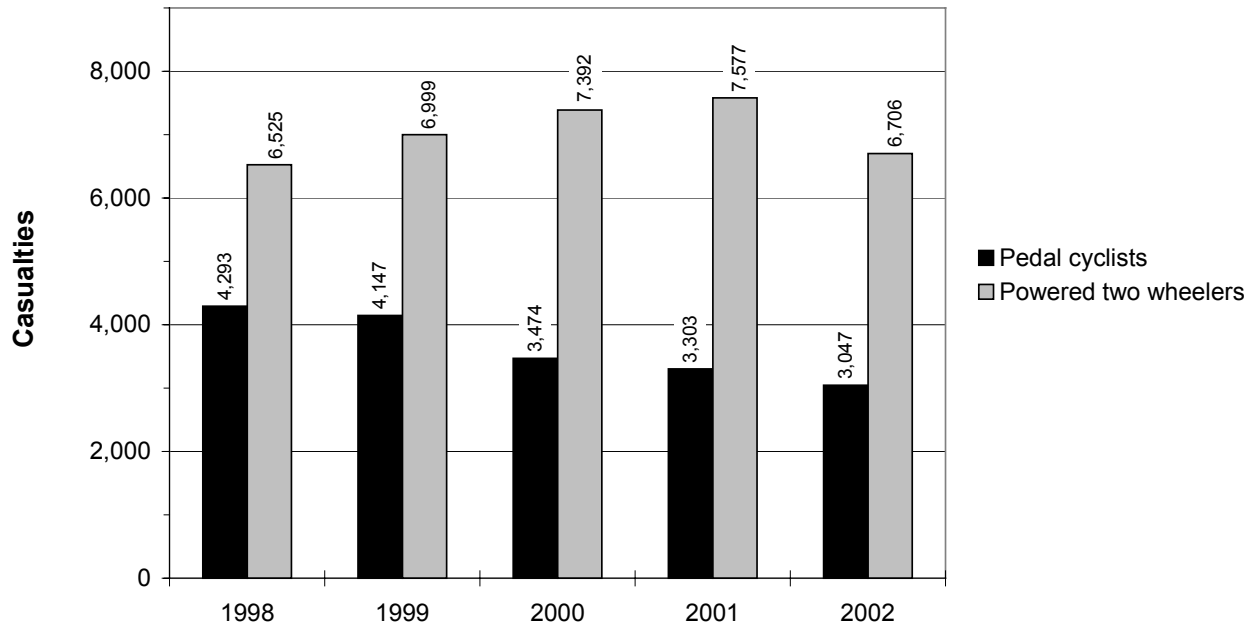
**Figure 7.2a: Pedestrian casualties 1998-2002**



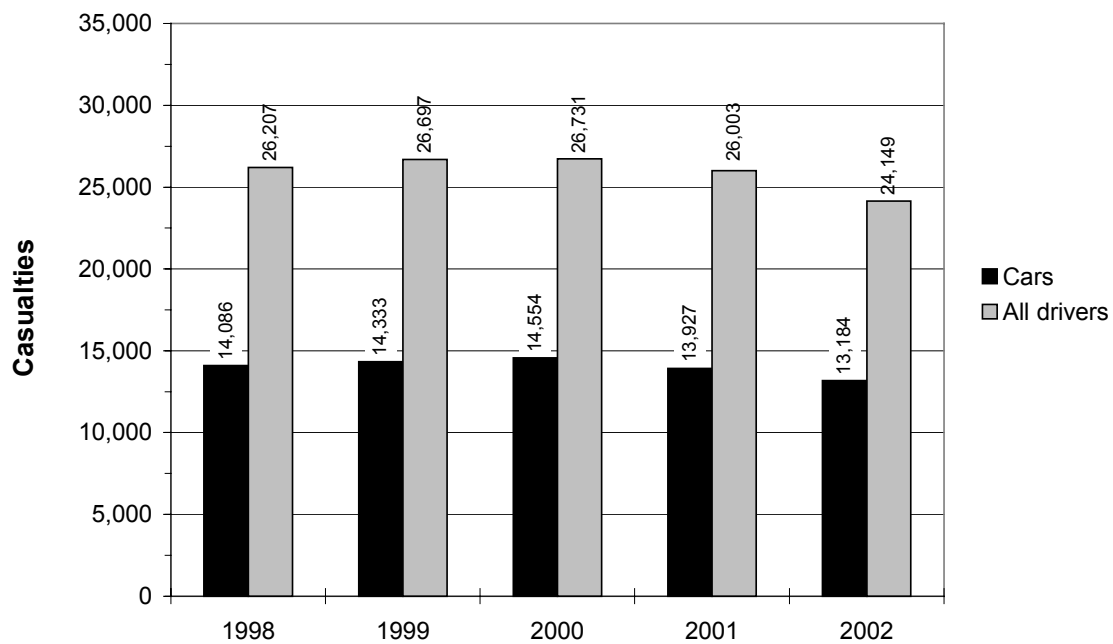
**Figure 7.2b: Pedestrian casualties by age groups 1998-2002**



**Figure 7.3a: Driver casualties by type of vehicle 1998-2002**

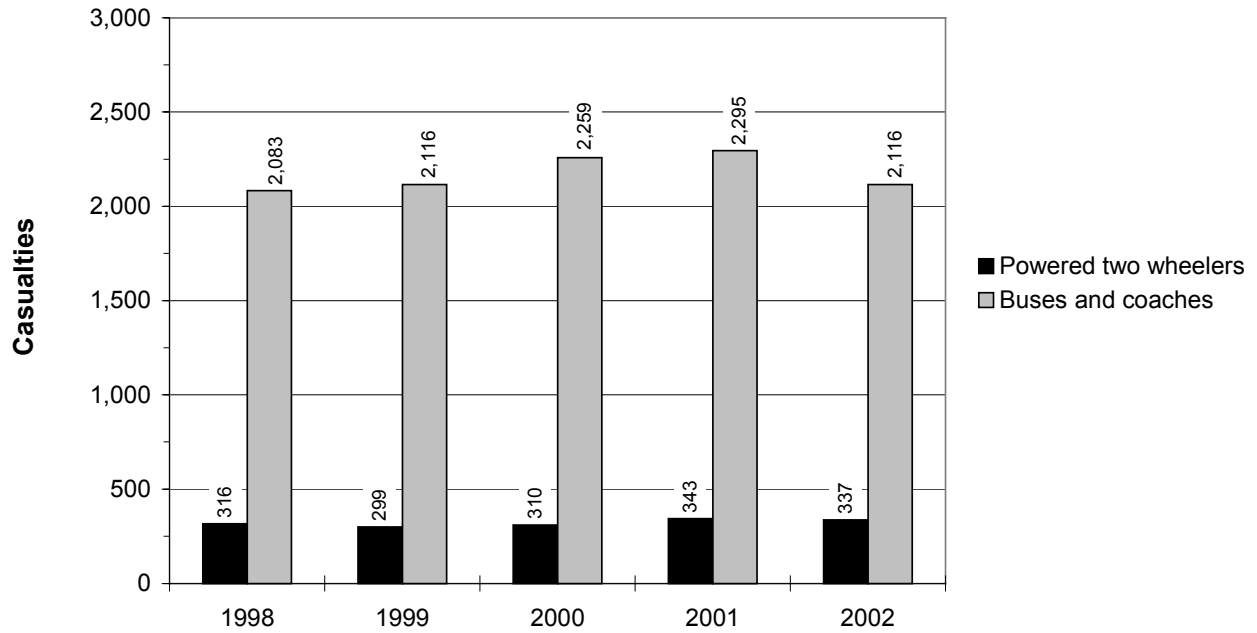


**Figure 7.3b: Driver casualties by type of vehicle 1998-2002**

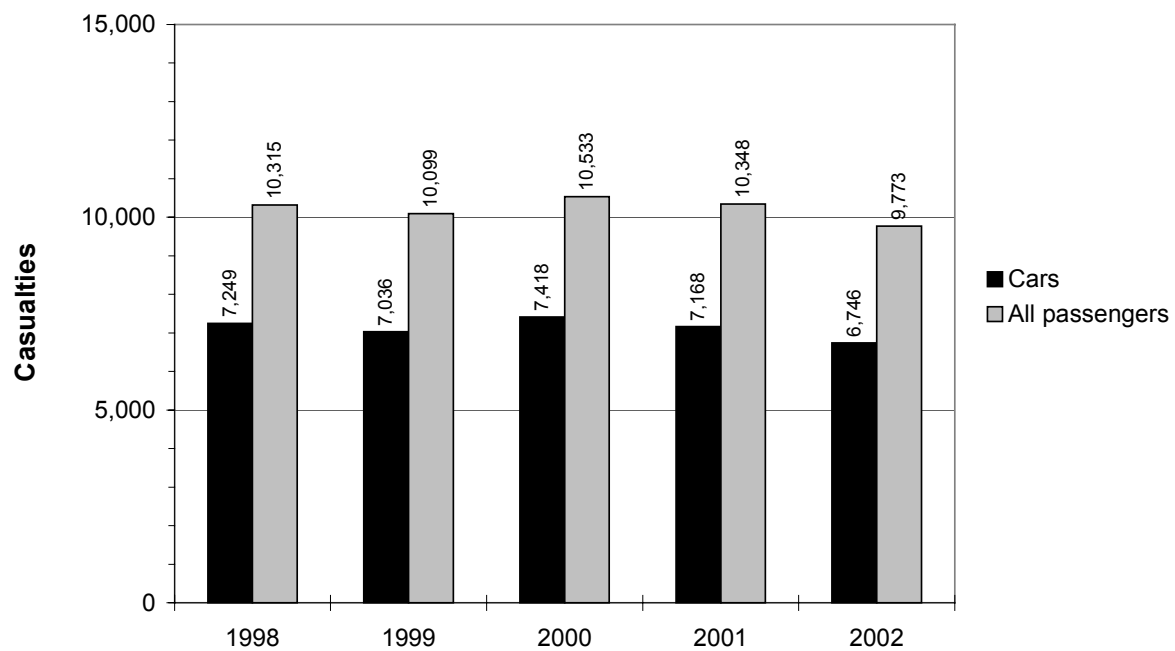




**Figure 7.4a: Passenger casualties by type of vehicle 1998-2002**



**Figure 7.4b: Passenger casualties by type of vehicle 1998-2002**



**Table 7.5 Driver and passenger casualties in the Greater London area in 2002 tabulated by age group and vehicle occupied**

<b>Vehicle type</b>	<b>0-15 years</b>	<b>16-24 years</b>	<b>25-59 years</b>	<b>60+ years</b>	<b>Not known</b>	<b>Total</b>
Pedal cycle	395	433	1,941	105	188	3,062
Moped	35	586	526	17	51	1,215
Motor cycle up to 125cc	44	851	1,157	21	58	2,131
Motor cycle over 125cc	15	477	3,017	41	147	3,697
Car	1,173	4,488	11,625	1,353	1,291	19,930
Taxi	10	21	258	48	44	381
Bus or coach	176	163	807	821	292	2,259
Goods	23	141	699	43	46	952
Other	28	28	152	34	53	295
<b>Total</b>	<b>1,899</b>	<b>7,188</b>	<b>20,182</b>	<b>2,483</b>	<b>2,170</b>	<b>33,922</b>

**Table 7.6 Casualties in the Greater London area in 2002 tabulated by severity and borough**

<b>Borough</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
City of London	3	48	374	425
Westminster	15	321	2,128	2,464
Camden	8	224	1,172	1,404
Islington	8	166	1,081	1,255
Hackney	10	162	1,028	1,200
Tower Hamlets	10	141	943	1,094
Greenwich	11	173	1,126	1,310
Lewisham	9	202	1,229	1,440
Southwark	8	214	1,473	1,695
Lambeth	10	267	1,635	1,912
Wandsworth	6	168	1,235	1,409
Hammersmith and Fulham	4	118	784	906
Kensington and Chelsea	7	141	747	895
<b>Total Inner</b>	<b>109</b>	<b>2,345</b>	<b>14,955</b>	<b>17,409</b>
Waltham Forest	6	144	929	1,079
Redbridge	11	151	1,165	1,327
Havering	7	168	1,012	1,187
Barking and Dagenham	9	92	672	773
Newham	6	123	1,067	1,196
Bexley	8	114	854	976
Bromley	9	213	1,161	1,383
Croydon	13	224	1,332	1,569
Sutton	6	92	566	664
Merton	5	103	704	812
Kingston	4	85	462	551
Richmond	7	102	594	703
Hounslow	12	191	1,172	1,375
Hillingdon	6	166	1,321	1,493
Ealing	18	180	1,649	1,847
Brent	5	177	1,272	1,454
Harrow	4	83	624	711
Barnet	14	249	1,587	1,850
Haringey	12	168	1,032	1,212
Enfield	9	200	1,599	1,808
<b>Total Outer</b>	<b>171</b>	<b>3,025</b>	<b>20,774</b>	<b>23,970</b>
<b>Greater London</b>	<b>280</b>	<b>5,370</b>	<b>35,729</b>	<b>41,379</b>

**Table 7.7 Casualties in the Greater London area in 2002 tabulated by borough, mode of travel and severity**

**00 City of London**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	0	19	96	115
Pedal cycles	2	7	68	77
Powered two wheelers	1	8	97	106
Car occupants	0	8	68	76
Taxi occupants	0	2	16	18
Bus or coach occupants	0	4	22	26
Goods vehicle occupants	0	0	7	7
Other vehicle occupants	0	0	0	0
<b>Total</b>	<b>3</b>	<b>48</b>	<b>374</b>	<b>425</b>

**01 Westminster**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	10	118	522	650
Pedal cycles	4	24	236	264
Powered two wheelers	0	71	425	496
Car occupants	0	62	505	567
Taxi occupants	0	8	122	130
Bus or coach occupants	1	31	248	280
Goods vehicle occupants	0	7	57	64
Other vehicle occupants	0	0	13	13
<b>Total</b>	<b>15</b>	<b>321</b>	<b>2,128</b>	<b>2,464</b>

**Table 7.7 Casualties in the Greater London area in 2002 tabulated by borough, mode of travel and severity**

**02 Camden**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	5	86	274	365
Pedal cycles	0	28	141	169
Powered two wheelers	0	49	265	314
Car occupants	2	44	368	414
Taxi occupants	0	0	32	32
Bus or coach occupants	1	12	62	75
Goods vehicle occupants	0	4	23	27
Other vehicle occupants	0	1	7	8
<b>Total</b>	<b>8</b>	<b>224</b>	<b>1,172</b>	<b>1,404</b>

**03 Islington**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	4	62	243	309
Pedal cycles	2	31	153	186
Powered two wheelers	2	38	264	304
Car occupants	0	27	298	325
Taxi occupants	0	0	12	12
Bus or coach occupants	0	6	79	85
Goods vehicle occupants	0	1	17	18
Other vehicle occupants	0	1	15	16
<b>Total</b>	<b>8</b>	<b>166</b>	<b>1,081</b>	<b>1,255</b>

**Table 7.7 Casualties in the Greater London area in 2002 tabulated by borough, mode of travel and severity**

**04 Hackney**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	2	58	192	252
Pedal cycles	1	19	103	123
Powered two wheelers	6	29	150	185
Car occupants	1	48	473	522
Taxi occupants	0	0	10	10
Bus or coach occupants	0	8	72	80
Goods vehicle occupants	0	0	5	5
Other vehicle occupants	0	0	23	23
<b>Total</b>	<b>10</b>	<b>162</b>	<b>1,028</b>	<b>1,200</b>

**05 Tower Hamlets**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	5	44	168	217
Pedal cycles	0	9	80	89
Powered two wheelers	3	46	226	275
Car occupants	1	29	391	421
Taxi occupants	0	3	15	18
Bus or coach occupants	1	5	30	36
Goods vehicle occupants	0	4	28	32
Other vehicle occupants	0	1	5	6
<b>Total</b>	<b>10</b>	<b>141</b>	<b>943</b>	<b>1,094</b>

**Table 7.7 Casualties in the Greater London area in 2002 tabulated by borough, mode of travel and severity**

**06 Greenwich**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	6	39	168	213
Pedal cycles	0	8	41	49
Powered two wheelers	1	38	183	222
Car occupants	4	74	620	698
Taxi occupants	0	1	6	7
Bus or coach occupants	0	8	80	88
Goods vehicle occupants	0	5	25	30
Other vehicle occupants	0	0	3	3
<b>Total</b>	<b>11</b>	<b>173</b>	<b>1,126</b>	<b>1,310</b>

**07 Lewisham**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	3	59	213	275
Pedal cycles	2	11	62	75
Powered two wheelers	2	61	215	278
Car occupants	2	51	609	662
Taxi occupants	0	3	9	12
Bus or coach occupants	0	10	94	104
Goods vehicle occupants	0	5	8	13
Other vehicle occupants	0	2	19	21
<b>Total</b>	<b>9</b>	<b>202</b>	<b>1,229</b>	<b>1,440</b>

**Table 7.7 Casualties in the Greater London area in 2002 tabulated by borough, mode of travel and severity**

**08 Southwark**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	3	51	252	306
Pedal cycles	0	27	173	200
Powered two wheelers	2	57	318	377
Car occupants	2	60	546	608
Taxi occupants	0	1	14	15
Bus or coach occupants	1	15	135	151
Goods vehicle occupants	0	3	29	32
Other vehicle occupants	0	0	6	6
<b>Total</b>	<b>8</b>	<b>214</b>	<b>1,473</b>	<b>1,695</b>

**09 Lambeth**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	5	91	268	364
Pedal cycles	0	24	169	193
Powered two wheelers	3	77	400	480
Car occupants	2	62	624	688
Taxi occupants	0	2	17	19
Bus or coach occupants	0	9	122	131
Goods vehicle occupants	0	2	26	28
Other vehicle occupants	0	0	9	9
<b>Total</b>	<b>10</b>	<b>267</b>	<b>1,635</b>	<b>1,912</b>



**Table 7.7 Casualties in the Greater London area in 2002 tabulated by borough, mode of travel and severity**

**10 Wandsworth**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	0	52	215	267
Pedal cycles	0	18	153	171
Powered two wheelers	3	50	325	378
Car occupants	3	33	447	483
Taxi occupants	0	2	4	6
Bus or coach occupants	0	8	61	69
Goods vehicle occupants	0	2	23	25
Other vehicle occupants	0	3	7	10
<b>Total</b>	<b>6</b>	<b>168</b>	<b>1,235</b>	<b>1,409</b>

**11 Hammersmith and Fulham**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	2	41	158	201
Pedal cycles	1	13	116	130
Powered two wheelers	1	39	199	239
Car occupants	0	20	242	262
Taxi occupants	0	0	12	12
Bus or coach occupants	0	4	44	48
Goods vehicle occupants	0	1	10	11
Other vehicle occupants	0	0	3	3
<b>Total</b>	<b>4</b>	<b>118</b>	<b>784</b>	<b>906</b>

**Table 7.7 Casualties in the Greater London area in 2002 tabulated by borough, mode of travel and severity**

**12 Kensington and Chelsea**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	4	42	158	204
Pedal cycles	1	21	93	115
Powered two wheelers	2	42	202	246
Car occupants	0	24	216	240
Taxi occupants	0	3	14	17
Bus or coach occupants	0	7	42	49
Goods vehicle occupants	0	1	11	12
Other vehicle occupants	0	1	11	12
<b>Total</b>	<b>7</b>	<b>141</b>	<b>747</b>	<b>895</b>

**13 Waltham Forest**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	4	47	147	198
Pedal cycles	0	7	53	60
Powered two wheelers	1	26	107	134
Car occupants	1	55	549	605
Taxi occupants	0	0	1	1
Bus or coach occupants	0	2	40	42
Goods vehicle occupants	0	5	28	33
Other vehicle occupants	0	2	4	6
<b>Total</b>	<b>6</b>	<b>144</b>	<b>929</b>	<b>1,079</b>

**Table 7.7 Casualties in the Greater London area in 2002 tabulated by borough, mode of travel and severity**

**14 Redbridge**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	2	30	136	168
Pedal cycles	2	7	31	40
Powered two wheelers	1	30	132	163
Car occupants	6	76	786	868
Taxi occupants	0	0	3	3
Bus or coach occupants	0	4	44	48
Goods vehicle occupants	0	3	27	30
Other vehicle occupants	0	1	6	7
<b>Total</b>	<b>11</b>	<b>151</b>	<b>1,165</b>	<b>1,327</b>

**15 Havering**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	1	25	99	125
Pedal cycles	1	5	32	38
Powered two wheelers	2	28	107	137
Car occupants	2	94	665	761
Taxi occupants	0	2	3	5
Bus or coach occupants	0	6	56	62
Goods vehicle occupants	1	8	42	51
Other vehicle occupants	0	0	8	8
<b>Total</b>	<b>7</b>	<b>168</b>	<b>1,012</b>	<b>1,187</b>

**Table 7.7 Casualties in the Greater London area in 2002 tabulated by borough, mode of travel and severity**

**16 Barking and Dagenham**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	1	25	96	122
Pedal cycles	1	4	33	38
Powered two wheelers	3	13	78	94
Car occupants	3	42	401	446
Taxi occupants	0	1	1	2
Bus or coach occupants	0	7	32	39
Goods vehicle occupants	1	0	29	30
Other vehicle occupants	0	0	2	2
<b>Total</b>	<b>9</b>	<b>92</b>	<b>672</b>	<b>773</b>

**17 Newham**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	1	51	206	258
Pedal cycles	0	8	57	65
Powered two wheelers	4	15	100	119
Car occupants	1	43	615	659
Taxi occupants	0	1	2	3
Bus or coach occupants	0	3	56	59
Goods vehicle occupants	0	2	27	29
Other vehicle occupants	0	0	4	4
<b>Total</b>	<b>6</b>	<b>123</b>	<b>1,067</b>	<b>1,196</b>

**Table 7.7 Casualties in the Greater London area in 2002 tabulated by borough, mode of travel and severity**

**18 Bexley**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	1	23	108	132
Pedal cycles	0	4	33	37
Powered two wheelers	2	19	106	127
Car occupants	4	57	513	574
Taxi occupants	0	0	2	2
Bus or coach occupants	1	7	49	57
Goods vehicle occupants	0	2	42	44
Other vehicle occupants	0	2	1	3
<b>Total</b>	<b>8</b>	<b>114</b>	<b>854</b>	<b>976</b>

**19 Bromley**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	3	44	156	203
Pedal cycles	0	8	50	58
Powered two wheelers	3	39	143	185
Car occupants	3	103	685	791
Taxi occupants	0	0	1	1
Bus or coach occupants	0	9	74	83
Goods vehicle occupants	0	7	46	53
Other vehicle occupants	0	3	6	9
<b>Total</b>	<b>9</b>	<b>213</b>	<b>1,161</b>	<b>1,383</b>

**Table 7.7 Casualties in the Greater London area in 2002 tabulated by borough, mode of travel and severity**

**20 Croydon**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	4	64	199	267
Pedal cycles	0	6	58	64
Powered two wheelers	7	48	202	257
Car occupants	2	95	744	841
Taxi occupants	0	0	12	12
Bus or coach occupants	0	5	62	67
Goods vehicle occupants	0	2	18	20
Other vehicle occupants	0	4	37	41
<b>Total</b>	<b>13</b>	<b>224</b>	<b>1,332</b>	<b>1,569</b>

**21 Sutton**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	4	18	62	84
Pedal cycles	0	7	44	51
Powered two wheelers	0	28	104	132
Car occupants	2	35	308	345
Taxi occupants	0	0	1	1
Bus or coach occupants	0	1	21	22
Goods vehicle occupants	0	3	25	28
Other vehicle occupants	0	0	1	1
<b>Total</b>	<b>6</b>	<b>92</b>	<b>566</b>	<b>664</b>

**Table 7.7 Casualties in the Greater London area in 2002 tabulated by borough, mode of travel and severity**

**22 Merton**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	0	16	92	108
Pedal cycles	1	10	58	69
Powered two wheelers	2	21	147	170
Car occupants	1	48	345	394
Taxi occupants	0	1	3	4
Bus or coach occupants	0	3	37	40
Goods vehicle occupants	1	4	18	23
Other vehicle occupants	0	0	4	4
<b>Total</b>	<b>5</b>	<b>103</b>	<b>704</b>	<b>812</b>

**23 Kingston**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	1	24	73	98
Pedal cycles	0	10	35	45
Powered two wheelers	1	13	86	100
Car occupants	2	34	232	268
Taxi occupants	0	0	0	0
Bus or coach occupants	0	1	24	25
Goods vehicle occupants	0	2	11	13
Other vehicle occupants	0	1	1	2
<b>Total</b>	<b>4</b>	<b>85</b>	<b>462</b>	<b>551</b>

**Table 7.7 Casualties in the Greater London area in 2002 tabulated by borough, mode of travel and severity**

**24 Richmond**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	1	24	92	117
Pedal cycles	1	12	65	78
Powered two wheelers	3	27	127	157
Car occupants	1	35	266	302
Taxi occupants	0	0	1	1
Bus or coach occupants	1	2	26	29
Goods vehicle occupants	0	1	15	16
Other vehicle occupants	0	1	2	3
<b>Total</b>	<b>7</b>	<b>102</b>	<b>594</b>	<b>703</b>

**25 Hounslow**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	5	48	112	165
Pedal cycles	1	8	78	87
Powered two wheelers	2	43	156	201
Car occupants	4	87	742	833
Taxi occupants	0	0	4	4
Bus or coach occupants	0	1	54	55
Goods vehicle occupants	0	2	17	19
Other vehicle occupants	0	2	9	11
<b>Total</b>	<b>12</b>	<b>191</b>	<b>1,172</b>	<b>1,375</b>



**Table 7.7 Casualties in the Greater London area in 2002 tabulated by borough, mode of travel and severity**

**26 Hillingdon**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	3	45	124	172
Pedal cycles	0	5	57	62
Powered two wheelers	3	19	115	137
Car occupants	0	89	959	1,048
Taxi occupants	0	0	5	5
Bus or coach occupants	0	4	26	30
Goods vehicle occupants	0	4	26	30
Other vehicle occupants	0	0	9	9
<b>Total</b>	<b>6</b>	<b>166</b>	<b>1,321</b>	<b>1,493</b>

**27 Ealing**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	9	49	254	312
Pedal cycles	0	16	93	109
Powered two wheelers	4	35	183	222
Car occupants	5	73	990	1,068
Taxi occupants	0	0	8	8
Bus or coach occupants	0	2	76	78
Goods vehicle occupants	0	5	39	44
Other vehicle occupants	0	0	6	6
<b>Total</b>	<b>18</b>	<b>180</b>	<b>1,649</b>	<b>1,847</b>

**Table 7.7 Casualties in the Greater London area in 2002 tabulated by borough, mode of travel and severity**

**28 Brent**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	2	57	225	284
Pedal cycles	0	7	67	74
Powered two wheelers	0	31	162	193
Car occupants	2	75	726	803
Taxi occupants	0	0	2	2
Bus or coach occupants	1	3	62	66
Goods vehicle occupants	0	4	26	30
Other vehicle occupants	0	0	2	2
<b>Total</b>	<b>5</b>	<b>177</b>	<b>1,272</b>	<b>1,454</b>

**29 Harrow**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	1	13	87	101
Pedal cycles	0	7	26	33
Powered two wheelers	1	15	60	76
Car occupants	2	45	416	463
Taxi occupants	0	0	7	7
Bus or coach occupants	0	2	19	21
Goods vehicle occupants	0	1	5	6
Other vehicle occupants	0	0	4	4
<b>Total</b>	<b>4</b>	<b>83</b>	<b>624</b>	<b>711</b>

**Table 7.7 Casualties in the Greater London area in 2002 tabulated by borough, mode of travel and severity**

**30 Barnet**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	5	59	198	262
Pedal cycles	0	5	56	61
Powered two wheelers	2	50	186	238
Car occupants	7	120	1,003	1,130
Taxi occupants	0	0	5	5
Bus or coach occupants	0	13	69	82
Goods vehicle occupants	0	1	50	51
Other vehicle occupants	0	1	20	21
<b>Total</b>	<b>14</b>	<b>249</b>	<b>1,587</b>	<b>1,850</b>

**31 Haringey**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	8	69	227	304
Pedal cycles	0	14	64	78
Powered two wheelers	0	28	130	158
Car occupants	4	49	520	573
Taxi occupants	0	1	3	4
Bus or coach occupants	0	5	57	62
Goods vehicle occupants	0	1	22	23
Other vehicle occupants	0	1	9	10
<b>Total</b>	<b>12</b>	<b>168</b>	<b>1,032</b>	<b>1,212</b>

**Table 7.7 Casualties in the Greater London area in 2002 tabulated by borough, mode of travel and severity**

**32 Enfield**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	2	46	191	239
Pedal cycles	0	4	70	74
Powered two wheelers	0	24	119	143
Car occupants	7	107	1,078	1,192
Taxi occupants	0	0	3	3
Bus or coach occupants	0	6	64	70
Goods vehicle occupants	0	12	60	72
Other vehicle occupants	0	1	14	15
<b>Total</b>	<b>9</b>	<b>200</b>	<b>1,599</b>	<b>1,808</b>

**Table 7.8 Casualties in the Greater London area in 2002 tabulated by borough, mode of travel and severity**

**Greater London total**

<b>Mode of travel</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Pedestrians	107	1,539	5,811	7,457
Pedal cycles	20	394	2,648	3,062
Powered two wheelers	67	1,157	5,819	7,043
Car occupants	76	1,904	17,950	19,930
Taxi occupants	0	31	350	381
Bus or coach occupants	7	213	2,039	2,259
Goods vehicle occupants	3	104	842	949
Other vehicle occupants	0	28	270	298
<b>Total</b>	<b>280</b>	<b>5,370</b>	<b>35,729</b>	<b>41,379</b>

**Table 7.9 Pedestrian casualties in the Greater London area in 2002 tabulated by severity and borough**

<b>Borough</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
City of London	0	19	96	115
Westminster	10	118	522	650
Camden	5	86	274	365
Islington	4	62	243	309
Hackney	2	58	192	252
Tower Hamlets	5	44	168	217
Greenwich	6	39	168	213
Lewisham	3	59	213	275
Southwark	3	51	252	306
Lambeth	5	91	268	364
Wandsworth	0	52	215	267
Hammersmith and Fulham	2	41	158	201
Kensington and Chelsea	4	42	158	204
<b>Total Inner</b>	<b>49</b>	<b>762</b>	<b>2,927</b>	<b>3,738</b>
Waltham Forest	4	47	147	198
Redbridge	2	30	136	168
Havering	1	25	99	125
Barking and Dagenham	1	25	96	122
Newham	1	51	206	258
Bexley	1	23	108	132
Bromley	3	44	156	203
Croydon	4	64	199	267
Sutton	4	18	62	84
Merton	0	16	92	108
Kingston	1	24	73	98
Richmond	1	24	92	117
Hounslow	5	48	112	165
Hillingdon	3	45	124	172
Ealing	9	49	254	312
Brent	2	57	225	284
Harrow	1	13	87	101
Barnet	5	59	198	262
Haringey	8	69	227	304
Enfield	2	46	191	239
<b>Total Outer</b>	<b>58</b>	<b>777</b>	<b>2,884</b>	<b>3,719</b>
<b>Greater London</b>	<b>107</b>	<b>1,539</b>	<b>5,811</b>	<b>7,457</b>

**Table 7.10 Driver casualties in the Greater London area in 2002 tabulated by severity and borough**

<b>Borough</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
City of London	3	22	227	252
Westminster	4	137	1,070	1,211
Camden	1	109	690	800
Islington	4	85	621	710
Hackney	8	79	590	677
Tower Hamlets	4	73	580	657
Greenwich	2	89	646	737
Lewisham	5	113	716	834
Southwark	3	123	869	995
Lambeth	4	135	983	1,122
Wandsworth	4	96	790	890
Hammersmith and Fulham	2	65	490	557
Kensington and Chelsea	3	79	447	529
<b>Total Inner</b>	<b>47</b>	<b>1,205</b>	<b>8,719</b>	<b>9,971</b>
Waltham Forest	2	70	516	588
Redbridge	5	87	707	799
Havering	6	95	645	746
Barking and Dagenham	7	42	399	448
Newham	3	51	561	615
Bexley	4	69	514	587
Bromley	4	128	696	828
Croydon	9	112	757	878
Sutton	2	59	364	425
Merton	3	72	450	525
Kingston	2	52	269	323
Richmond	5	63	396	464
Hounslow	5	104	770	879
Hillingdon	3	89	850	942
Ealing	6	107	997	1,110
Brent	0	93	723	816
Harrow	1	54	374	429
Barnet	7	132	963	1,102
Haringey	4	71	539	614
Enfield	4	101	955	1,060
<b>Total Outer</b>	<b>82</b>	<b>1,651</b>	<b>12,445</b>	<b>14,178</b>
<b>Greater London</b>	<b>129</b>	<b>2,856</b>	<b>21,164</b>	<b>24,149</b>

**Table 7.11 Passenger casualties in the Greater London area in 2002 tabulated by severity and borough**

<b>Borough</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
City of London	0	7	51	58
Westminster	1	66	536	603
Camden	2	29	208	239
Islington	0	19	217	236
Hackney	0	25	246	271
Tower Hamlets	1	24	195	220
Greenwich	3	45	312	360
Lewisham	1	30	300	331
Southwark	2	40	352	394
Lambeth	1	41	384	426
Wandsworth	2	20	230	252
Hammersmith and Fulham	0	12	136	148
Kensington and Chelsea	0	20	142	162
<b>Total Inner</b>	<b>13</b>	<b>378</b>	<b>3,309</b>	<b>3,700</b>
Waltham Forest	0	27	266	293
Redbridge	4	34	322	360
Havering	0	48	268	316
Barking and Dagenham	1	25	177	203
Newham	2	21	300	323
Bexley	3	22	232	257
Bromley	2	41	309	352
Croydon	0	48	376	424
Sutton	0	15	140	155
Merton	2	15	162	179
Kingston	1	9	120	130
Richmond	1	15	106	122
Hounslow	2	39	290	331
Hillingdon	0	32	347	379
Ealing	3	24	398	425
Brent	3	27	324	354
Harrow	2	16	163	181
Barnet	2	58	426	486
Haringey	0	28	266	294
Enfield	3	53	453	509
<b>Total Outer</b>	<b>31</b>	<b>597</b>	<b>5,445</b>	<b>6,073</b>
<b>Greater London</b>	<b>44</b>	<b>975</b>	<b>8,754</b>	<b>9,773</b>



**Table 7.12 Pedestrian casualties in the Greater London area in 2002 tabulated by pedestrian action and borough**

<b>Borough</b>	<b>Crossing road at pedestrian crossing</b>	<b>Crossing within 50m of pedestrian crossing</b>	<b>Crossing road elsewhere</b>	<b>Sub-total</b>
City of London	19	33	42	94
Westminster	180	101	240	521
Camden	79	85	147	311
Islington	63	56	145	264
Hackney	39	42	111	192
Tower Hamlets	54	35	88	177
Greenwich	34	47	99	180
Lewisham	43	68	103	214
Southwark	49	81	122	252
Lambeth	80	69	145	294
Wandsworth	50	71	98	219
Hammersmith and Fulham	62	31	77	170
Kensington and Chelsea	43	55	58	156
<b>Total Inner</b>	<b>795</b>	<b>774</b>	<b>1,475</b>	<b>3,044</b>
Waltham Forest	24	29	114	167
Redbridge	19	26	87	132
Havering	20	28	46	94
Barking and Dagenham	15	25	63	103
Newham	48	52	111	211
Bexley	16	10	84	110
Bromley	29	20	102	151
Croydon	40	68	113	221
Sutton	13	18	40	71
Merton	22	28	40	90
Kingston	15	15	53	83
Richmond	18	17	59	94
Hounslow	27	20	97	144
Hillingdon	25	35	73	133
Ealing	41	57	133	231
Brent	33	43	158	234
Harrow	7	15	57	79
Barnet	39	41	127	207
Haringey	35	49	161	245
Enfield	33	16	139	188
<b>Total Outer</b>	<b>519</b>	<b>612</b>	<b>1,857</b>	<b>2,988</b>
<b>Greater London</b>	<b>1,314</b>	<b>1,386</b>	<b>3,332</b>	<b>6,032</b>

Note: This table is continued on the next page.

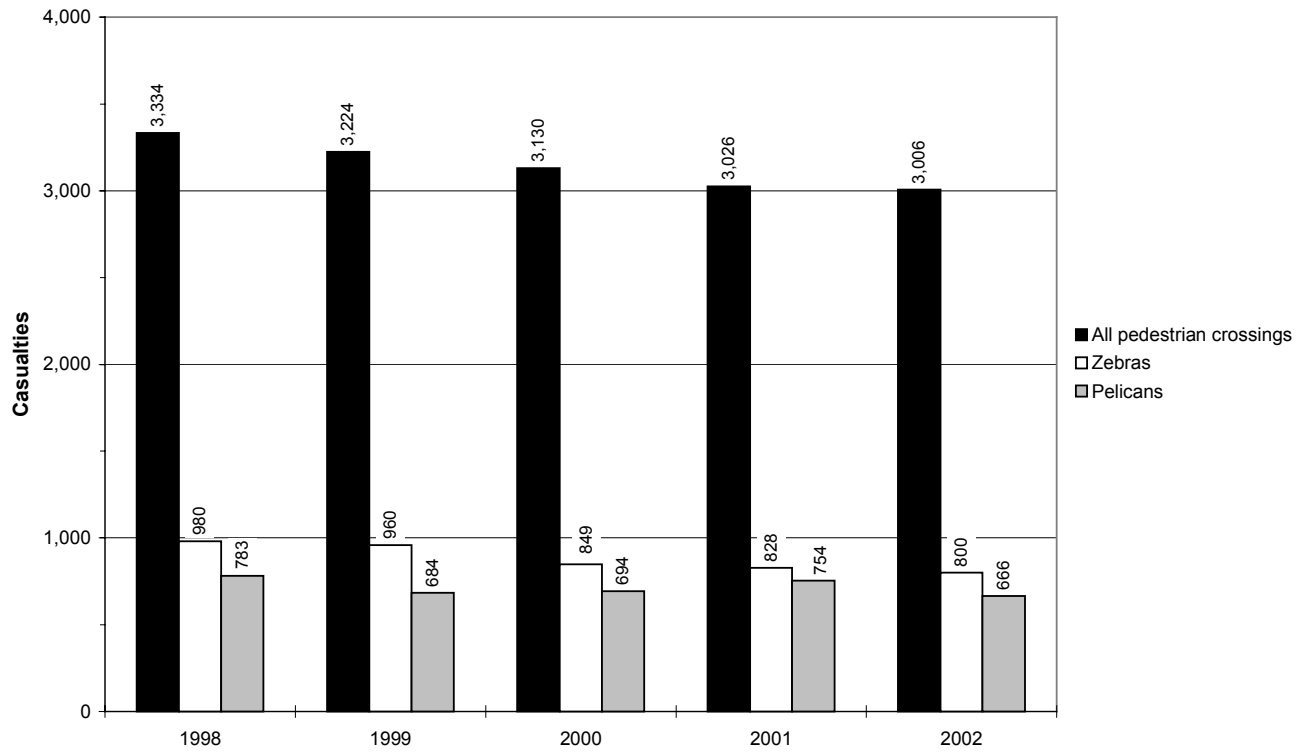
**Table 7.12 (cont.) Pedestrian casualties in the Greater London area in 2002 tabulated by pedestrian action and borough**

<b>Borough</b>	<b>In road not crossing</b>	<b>On footpath or verge</b>	<b>On refuge or central strip</b>	<b>In centre of carriageway</b>	<b>Pedestrian location unknown</b>	<b>Grand total</b>
City of London	8	6	0	0	7	115
Westminster	78	42	1	3	5	650
Camden	24	24	1	0	5	365
Islington	22	15	1	1	6	309
Hackney	26	17	1	9	7	252
Tower Hamlets	18	19	0	0	3	217
Greenwich	2	13	0	0	18	213
Lewisham	20	25	1	7	8	275
Southwark	9	16	1	1	27	306
Lambeth	29	21	0	0	20	364
Wandsworth	17	18	1	0	12	267
Hammersmith and Fulham	9	3	0	1	18	201
Kensington and Chelsea	24	11	0	10	3	204
<b>Total Inner</b>	<b>286</b>	<b>230</b>	<b>7</b>	<b>32</b>	<b>139</b>	<b>3,738</b>
Waltham Forest	15	13	0	1	2	198
Redbridge	5	10	0	0	21	168
Havering	22	7	0	0	2	125
Barking and Dagenham	12	4	0	0	3	122
Newham	0	17	0	0	30	258
Bexley	12	10	0	0	0	132
Bromley	24	27	0	0	1	203
Croydon	13	23	1	5	4	267
Sutton	7	3	0	0	3	84
Merton	9	6	1	0	2	108
Kingston	10	5	0	0	0	98
Richmond	14	7	0	0	2	117
Hounslow	11	5	0	0	5	165
Hillingdon	27	11	0	0	1	172
Ealing	60	15	0	2	4	312
Brent	19	14	0	2	15	284
Harrow	11	3	1	0	7	101
Barnet	15	15	1	7	17	262
Haringey	24	20	0	1	14	304
Enfield	21	29	1	0	0	239
<b>Total Outer</b>	<b>331</b>	<b>244</b>	<b>5</b>	<b>18</b>	<b>133</b>	<b>3,719</b>
<b>Greater London</b>	<b>617</b>	<b>474</b>	<b>12</b>	<b>50</b>	<b>272</b>	<b>7,457</b>

**Table 7.13 Driver casualties in the Greater London area in 2002 tabulated by vehicle type and borough**

<b>Borough</b>	<b>Pedal cycle</b>	<b>Moped</b>	<b>Motor cycle up to 125cc</b>	<b>Motor cycle over 125cc</b>	<b>Car</b>	<b>Taxi</b>	<b>Bus or coach</b>	<b>Goods vehicle</b>	<b>Other</b>	<b>Total</b>
City of London	77	9	27	67	56	10	2	4	0	252
Westminster	263	111	103	261	355	58	13	42	5	1,211
Camden	169	50	101	151	283	18	7	18	3	800
Islington	186	62	102	127	203	7	3	16	4	710
Hackney	123	34	43	98	352	7	4	3	13	677
Tower Hamlets	89	54	55	155	257	12	5	27	3	657
Greenwich	49	1	91	117	444	3	7	24	1	737
Lewisham	74	53	69	145	464	6	4	10	9	834
Southwark	199	21	154	181	395	8	7	25	5	995
Lambeth	190	84	135	235	436	7	8	22	5	1,122
Wandsworth	171	53	118	188	327	5	3	20	5	890
Hammersmith and Fulham	130	46	81	100	185	6	0	7	2	557
Kensington and Chelsea	115	59	46	124	157	8	6	8	6	529
<b>Total Inner</b>	<b>1,835</b>	<b>637</b>	<b>1,125</b>	<b>1,949</b>	<b>3,914</b>	<b>155</b>	<b>69</b>	<b>226</b>	<b>61</b>	<b>9,971</b>
Waltham Forest	59	34	30	64	369	1	2	24	5	588
Redbridge	40	3	55	93	574	2	3	24	5	799
Havering	38	17	53	62	525	4	4	38	5	746
Barking and Dagenham	37	13	30	47	293	2	3	22	1	448
Newham	64	1	61	47	409	3	6	20	4	615
Bexley	37	41	18	65	379	2	6	37	2	587
Bromley	58	70	28	82	532	1	10	41	6	828
Croydon	64	69	52	126	525	4	3	14	21	878
Sutton	50	30	30	64	229	1	0	20	1	425
Merton	69	27	49	87	271	2	2	14	4	525
Kingston	45	22	28	46	169	0	2	9	2	323
Richmond	77	28	47	72	223	1	1	13	2	464
Hounslow	87	21	57	115	574	2	3	16	4	879
Hillingdon	60	7	40	85	713	3	4	28	2	942
Ealing	108	19	70	127	731	5	7	37	6	1,110
Brent	74	20	65	95	534	2	3	22	1	816
Harrow	32	3	35	36	312	2	1	6	2	429
Barnet	61	37	71	117	763	2	6	37	8	1,102
Haringey	78	21	59	64	366	3	1	17	5	614
Enfield	74	37	33	70	779	3	7	51	6	1,060
<b>Total Outer</b>	<b>1,212</b>	<b>520</b>	<b>911</b>	<b>1,564</b>	<b>9,270</b>	<b>45</b>	<b>74</b>	<b>490</b>	<b>92</b>	<b>14,178</b>
<b>Greater London</b>	<b>3,047</b>	<b>1,157</b>	<b>2,036</b>	<b>3,513</b>	<b>13,184</b>	<b>200</b>	<b>143</b>	<b>716</b>	<b>153</b>	<b>24,149</b>

Figure 7.14: Pedestrian casualties at or within 50 metres of a pedestrian crossing 1998-2002



**Table 7.15 Passenger casualties in the Greater London area in 2002 tabulated by vehicle type and borough**

<b>Borough</b>	<b>Pedal cycle</b>	<b>Moped</b>	<b>Motor cycle up to 125cc</b>	<b>Motor cycle over 125cc</b>	<b>Car</b>	<b>Taxi</b>	<b>Bus or coach</b>	<b>Goods vehicle</b>	<b>Other</b>	<b>Total</b>
City of London	0	1	1	1	20	8	24	3	0	58
Westminster	1	5	7	9	212	72	267	22	8	603
Camden	0	1	4	7	131	14	68	9	5	239
Islington	0	5	1	7	122	5	82	2	12	236
Hackney	0	4	3	3	170	3	76	2	10	271
Tower Hamlets	0	4	2	5	164	6	31	5	3	220
Greenwich	0	0	2	11	254	4	81	8	0	360
Lewisham	1	2	4	5	198	6	100	3	12	331
Southwark	1	1	9	11	213	7	144	7	1	394
Lambeth	3	8	2	16	252	12	123	6	4	426
Wandsworth	0	3	3	13	156	1	66	5	5	252
Hammersmith and Fulham	0	2	7	3	77	6	48	4	1	148
Kensington and Chelsea	0	4	5	8	83	9	43	4	6	162
<b>Total Inner</b>	<b>6</b>	<b>40</b>	<b>50</b>	<b>99</b>	<b>2,052</b>	<b>153</b>	<b>1,153</b>	<b>80</b>	<b>67</b>	<b>3,700</b>
Waltham Forest	1	1	0	5	236	0	40	9	1	293
Redbridge	0	0	5	7	294	1	45	6	2	360
Havering	0	0	1	4	236	1	58	13	3	316
Barking and Dagenham	1	0	1	3	153	0	36	8	1	203
Newham	1	1	6	3	250	0	53	9	0	323
Bexley	0	1	0	2	195	0	51	7	1	257
Bromley	0	2	1	2	259	0	73	12	3	352
Croydon	0	0	2	8	316	8	64	6	20	424
Sutton	1	1	1	6	116	0	22	8	0	155
Merton	0	3	0	4	123	2	38	9	0	179
Kingston	0	0	1	3	99	0	23	4	0	130
Richmond	1	1	1	8	79	0	28	3	1	122
Hounslow	0	2	2	4	259	2	52	3	7	331
Hillingdon	2	0	1	4	335	2	26	3	6	379
Ealing	1	0	2	4	337	3	71	7	0	425
Brent	0	1	6	6	269	0	63	8	1	354
Harrow	1	0	1	1	151	5	20	0	2	181
Barnet	0	5	6	2	367	3	76	14	13	486
Haringey	0	0	6	8	207	1	61	6	5	294
Enfield	0	0	2	1	413	0	63	21	9	509
<b>Total Outer</b>	<b>9</b>	<b>18</b>	<b>45</b>	<b>85</b>	<b>4,694</b>	<b>28</b>	<b>963</b>	<b>156</b>	<b>75</b>	<b>6,073</b>
<b>Greater London</b>	<b>15</b>	<b>58</b>	<b>95</b>	<b>184</b>	<b>6,746</b>	<b>181</b>	<b>2,116</b>	<b>236</b>	<b>142</b>	<b>9,773</b>

**Table 7.16 Driver casualties in the Greater London area in 2002 tabulated by age group and borough**

<b>Borough</b>	<b>0-15 years</b>	<b>16-24 years</b>	<b>25-59 years</b>	<b>60+ years</b>	<b>Unknown</b>	<b>Total</b>
City of London	0	29	194	8	21	252
Westminster	7	153	953	40	58	1,211
Camden	4	125	604	35	32	800
Islington	18	125	524	15	28	710
Hackney	8	109	514	22	24	677
Tower Hamlets	9	111	492	22	23	657
Greenwich	13	159	511	36	18	737
Lewisham	15	186	566	37	30	834
Southwark	17	171	733	32	42	995
Lambeth	13	188	853	31	37	1,122
Wandsworth	17	154	659	28	32	890
Hammersmith and Fulham	12	104	397	24	20	557
Kensington and Chelsea	10	75	410	20	14	529
<b>Total Inner</b>	<b>143</b>	<b>1,689</b>	<b>7,410</b>	<b>350</b>	<b>379</b>	<b>9,971</b>
Waltham Forest	18	110	411	24	25	588
Redbridge	16	181	528	55	19	799
Havering	16	198	448	56	28	746
Barking and Dagenham	14	104	286	25	19	448
Newham	12	132	429	23	19	615
Bexley	20	161	357	36	13	587
Bromley	20	207	499	75	27	828
Croydon	14	234	559	52	19	878
Sutton	15	117	254	33	6	425
Merton	18	100	366	28	13	525
Kingston	12	91	190	26	4	323
Richmond	9	83	318	35	19	464
Hounslow	10	198	601	44	26	879
Hillingdon	26	225	596	63	32	942
Ealing	16	230	771	57	36	1,110
Brent	10	172	575	33	26	816
Harrow	8	104	270	24	23	429
Barnet	15	242	733	70	42	1,102
Haringey	14	116	436	31	17	614
Enfield	25	243	704	61	27	1,060
<b>Total Outer</b>	<b>308</b>	<b>3,248</b>	<b>9,331</b>	<b>851</b>	<b>440</b>	<b>14,178</b>
<b>Greater London</b>	<b>451</b>	<b>4,937</b>	<b>16,741</b>	<b>1,201</b>	<b>819</b>	<b>24,149</b>

**Table 7.17 Passenger casualties in the Greater London area in 2002 tabulated by age group and borough**

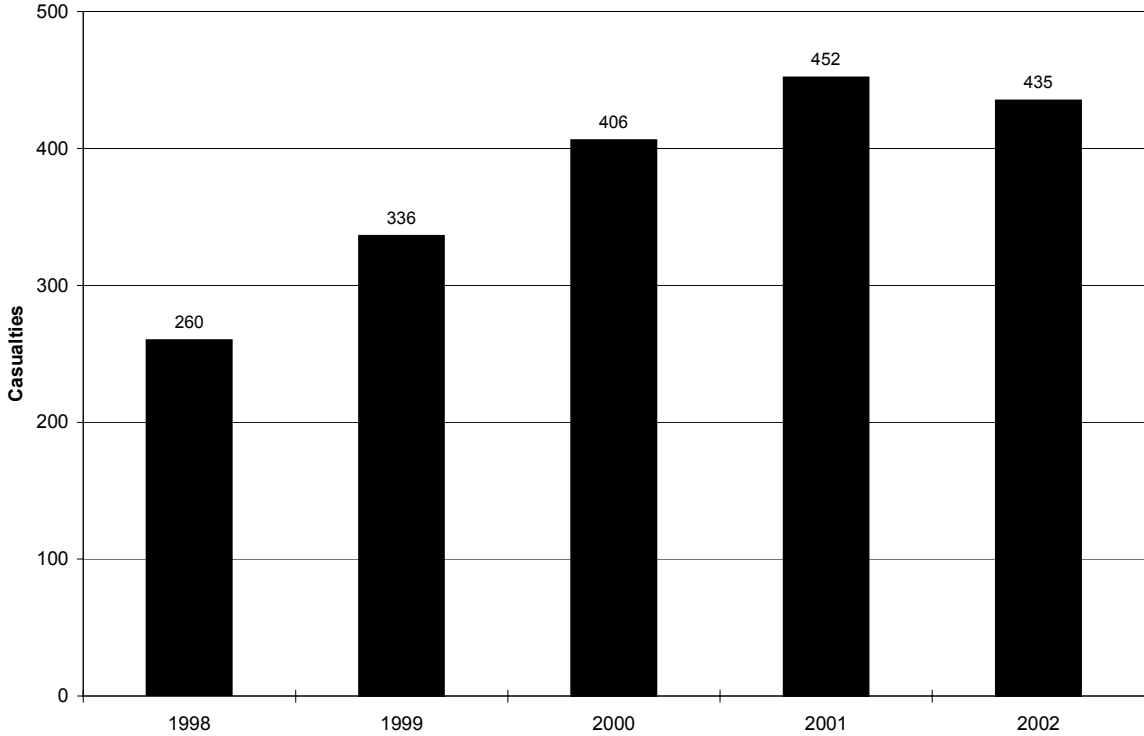
<b>Borough</b>	<b>0-15 years</b>	<b>16-24 years</b>	<b>25-59 years</b>	<b>60+ years</b>	<b>Unknown</b>	<b>Total</b>
City of London	2	6	34	4	12	58
Westminster	42	85	296	93	87	603
Camden	28	44	100	35	32	239
Islington	25	36	105	21	49	236
Hackney	44	45	110	30	42	271
Tower Hamlets	23	53	84	21	39	220
Greenwich	66	74	119	55	46	360
Lewisham	62	67	108	52	42	331
Southwark	77	72	130	51	64	394
Lambeth	60	92	167	53	54	426
Wandsworth	33	55	99	30	35	252
Hammersmith and Fulham	13	28	60	23	24	148
Kensington and Chelsea	15	31	75	23	18	162
<b>Total Inner</b>	<b>490</b>	<b>688</b>	<b>1,487</b>	<b>491</b>	<b>544</b>	<b>3,700</b>
Waltham Forest	44	67	113	28	41	293
Redbridge	53	98	107	41	61	360
Havering	43	89	86	57	41	316
Barking and Dagenham	38	56	55	30	24	203
Newham	58	88	116	26	35	323
Bexley	48	66	79	33	31	257
Bromley	70	88	85	69	40	352
Croydon	72	141	132	47	32	424
Sutton	29	35	55	26	10	155
Merton	31	46	60	21	21	179
Kingston	20	37	38	22	13	130
Richmond	12	28	38	29	15	122
Hounslow	44	71	126	46	44	331
Hillingdon	51	99	134	38	57	379
Ealing	55	91	158	37	84	425
Brent	55	77	112	48	62	354
Harrow	25	47	61	31	17	181
Barnet	72	118	160	73	63	486
Haringey	54	64	93	38	45	294
Enfield	84	157	146	51	71	509
<b>Total Outer</b>	<b>958</b>	<b>1,563</b>	<b>1,954</b>	<b>791</b>	<b>807</b>	<b>6,073</b>
<b>Greater London</b>	<b>1,448</b>	<b>2,251</b>	<b>3,441</b>	<b>1,282</b>	<b>1,351</b>	<b>9,773</b>

**Table 7.18 Pedestrian casualties in the Greater London area in 2002 tabulated by age group and borough**

<b>Borough</b>	<b>0-15 years</b>	<b>16-24 years</b>	<b>25-59 years</b>	<b>60+ years</b>	<b>Unknown</b>	<b>Total</b>
City of London	1	18	66	9	21	115
Westminster	53	138	333	84	42	650
Camden	54	70	191	32	18	365
Islington	61	40	151	35	22	309
Hackney	76	35	100	26	15	252
Tower Hamlets	55	43	74	31	14	217
Greenwich	82	34	61	24	12	213
Lewisham	75	51	92	37	20	275
Southwark	79	48	134	28	17	306
Lambeth	75	59	161	44	25	364
Wandsworth	57	41	120	34	15	267
Hammersmith and Fulham	39	39	86	28	9	201
Kensington and Chelsea	22	34	109	34	5	204
<b>Total Inner</b>	<b>729</b>	<b>650</b>	<b>1,678</b>	<b>446</b>	<b>235</b>	<b>3,738</b>
Waltham Forest	63	46	59	20	10	198
Redbridge	53	24	62	22	7	168
Havering	44	25	29	19	8	125
Barking and Dagenham	63	18	25	10	6	122
Newham	102	34	88	20	14	258
Bexley	48	20	29	30	5	132
Bromley	65	22	71	34	11	203
Croydon	95	48	85	29	10	267
Sutton	24	14	29	13	4	84
Merton	30	19	41	14	4	108
Kingston	25	18	39	15	1	98
Richmond	26	14	48	20	9	117
Hounslow	44	31	56	25	9	165
Hillingdon	51	31	51	30	9	172
Ealing	65	57	130	39	21	312
Brent	76	36	121	34	17	284
Harrow	25	14	35	18	9	101
Barnet	60	47	104	32	19	262
Haringey	74	64	126	28	12	304
Enfield	74	33	85	26	21	239
<b>Total Outer</b>	<b>1,107</b>	<b>615</b>	<b>1,313</b>	<b>478</b>	<b>206</b>	<b>3,719</b>
<b>Greater London</b>	<b>1,836</b>	<b>1,265</b>	<b>2,991</b>	<b>924</b>	<b>441</b>	<b>7,457</b>



Figure 7.19: Driver casualties of motor vehicles involved in accidents with positive breath test 1998-2002



**Table 7.20 Bus or coach passenger casualties in the Greater London area in 2002 tabulated by age group and borough**

<b>Borough</b>	<b>0-15 years</b>	<b>16-24 years</b>	<b>25-59 years</b>	<b>60+ years</b>	<b>Unknown</b>	<b>Total</b>
City of London	1	1	12	4	6	24
Westminster	18	22	126	71	30	267
Camden	6	6	21	28	7	68
Islington	5	2	38	16	21	82
Hackney	6	8	27	23	12	76
Tower Hamlets	2	1	9	16	3	31
Greenwich	10	6	23	33	9	81
Lewisham	13	7	24	43	13	100
Southwark	21	12	44	44	23	144
Lambeth	5	9	51	44	14	123
Wandsworth	7	6	21	23	9	66
Hammersmith and Fulham	2	6	14	19	7	48
Kensington and Chelsea	0	2	16	22	3	43
<b>Total Inner</b>	<b>96</b>	<b>88</b>	<b>426</b>	<b>386</b>	<b>157</b>	<b>1,153</b>
Waltham Forest	4	2	11	14	9	40
Redbridge	1	1	13	20	10	45
Havering	5	4	9	28	12	58
Barking and Dagenham	3	3	8	15	7	36
Newham	7	4	18	18	6	53
Bexley	6	7	10	19	9	51
Bromley	8	7	11	37	10	73
Croydon	3	4	18	32	7	64
Sutton	0	1	5	13	3	22
Merton	3	2	16	14	3	38
Kingston	1	0	6	16	0	23
Richmond	1	2	4	15	6	28
Hounslow	5	5	19	18	5	52
Hillingdon	5	2	9	9	1	26
Ealing	6	8	20	25	12	71
Brent	5	5	19	25	9	63
Harrow	2	0	4	14	0	20
Barnet	6	3	26	38	3	76
Haringey	4	5	14	29	9	61
Enfield	5	1	20	28	9	63
<b>Total Outer</b>	<b>80</b>	<b>66</b>	<b>260</b>	<b>427</b>	<b>130</b>	<b>963</b>
<b>Greater London</b>	<b>176</b>	<b>154</b>	<b>686</b>	<b>813</b>	<b>287</b>	<b>2,116</b>

Table 7.21 Pedestrian casualties in the Greater London area in 2002 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	0	3	1	1	133	6	15	4	1	0	0	0	164
01.00-01.59	0	0	1	1	75	6	6	4	1	0	1	0	95
02.00-02.59	0	0	0	1	78	2	4	1	0	1	1	0	88
03.00-03.59	0	0	1	0	45	3	3	2	1	0	0	0	55
04.00-04.59	0	0	2	0	20	1	1	2	1	1	0	0	28
05.00-05.59	0	0	0	1	24	0	2	2	0	0	1	0	30
06.00-06.59	0	1	0	4	36	0	3	7	0	4	0	0	55
07.00-07.59	2	4	5	19	108	3	17	17	1	3	2	0	181
08.00-08.59	7	18	8	44	324	6	22	27	1	7	6	0	470
09.00-09.59	0	4	12	19	239	6	23	29	2	10	6	0	350
10.00-10.59	2	7	8	26	227	7	31	37	4	8	9	0	366
11.00-11.59	0	6	8	19	236	6	22	35	0	12	3	0	347
12.00-12.59	3	8	8	21	292	7	38	34	2	8	4	0	425
13.00-13.59	3	10	13	35	295	6	30	37	4	14	2	0	449
14.00-14.59	2	7	16	18	304	12	26	20	4	9	9	0	427
15.00-15.59	1	10	18	28	509	16	50	41	2	10	6	0	691
16.00-16.59	2	12	25	38	454	12	48	31	0	8	3	0	633
17.00-17.59	8	13	28	44	407	7	43	26	1	0	2	0	579
18.00-18.59	6	13	20	40	369	15	32	24	0	1	3	0	523
19.00-19.59	2	8	12	29	354	11	33	6	0	0	3	0	458
20.00-20.59	3	8	6	13	263	10	17	10	0	0	2	0	332
21.00-21.59	2	1	1	14	205	11	13	10	0	2	0	0	259
22.00-22.59	0	5	8	6	163	6	10	9	1	2	2	0	212
23.00-23.59	0	2	4	8	190	11	13	8	0	1	3	0	240
<b>Total</b>	<b>43</b>	<b>140</b>	<b>205</b>	<b>429</b>	<b>5,350</b>	<b>170</b>	<b>502</b>	<b>423</b>	<b>26</b>	<b>101</b>	<b>68</b>	<b>0</b>	<b>7,457</b>

**Table 7.22 Casualties in the Greater London area in 2002 tabulated by casualty class, gender and borough**

Borough	Driver		Passenger		Pedestrian		Total
	Male	Female	Male	Female	Male	Female	
City of London	210	42	24	34	68	47	425
Westminster	989	222	239	364	344	306	2,464
Camden	623	177	107	132	200	165	1,404
Islington	556	154	97	139	162	147	1,255
Hackney	538	139	124	147	164	88	1,200
Tower Hamlets	553	104	108	112	135	82	1,094
Greenwich	542	195	132	228	120	93	1,310
Lewisham	611	223	130	201	167	108	1,440
Southwark	781	214	149	245	167	139	1,695
Lambeth	871	251	142	284	227	137	1,912
Wandsworth	684	206	96	156	141	126	1,409
Hammersmith and Fulham	436	121	58	90	107	94	906
Kensington and Chelsea	410	119	67	95	115	89	895
<b>Total Inner</b>	<b>7,804</b>	<b>2,167</b>	<b>1,473</b>	<b>2,227</b>	<b>2,117</b>	<b>1,621</b>	<b>17,409</b>
Waltham Forest	424	164	121	172	118	80	1,079
Redbridge	545	254	155	205	89	79	1,327
Havering	478	268	132	184	80	45	1,187
Barking and Dagenham	308	140	83	120	76	46	773
Newham	448	167	146	177	161	97	1,196
Bexley	387	200	88	169	69	63	976
Bromley	566	262	128	224	114	89	1,383
Croydon	639	239	198	226	165	102	1,569
Sutton	287	138	67	88	48	36	664
Merton	369	156	60	119	53	55	812
Kingston	219	104	50	80	47	51	551
Richmond	317	147	47	75	76	41	703
Hounslow	603	276	122	209	88	77	1,375
Hillingdon	592	350	166	213	94	78	1,493
Ealing	800	310	187	238	179	133	1,847
Brent	581	235	152	202	166	118	1,454
Harrow	289	140	67	114	64	37	711
Barnet	711	391	189	297	141	121	1,850
Haringey	437	177	112	182	196	108	1,212
Enfield	696	364	192	317	134	105	1,808
<b>Total Outer</b>	<b>9,696</b>	<b>4,482</b>	<b>2,462</b>	<b>3,611</b>	<b>2,158</b>	<b>1,561</b>	<b>23,970</b>
<b>Greater London</b>	<b>17,500</b>	<b>6,649</b>	<b>3,935</b>	<b>5,838</b>	<b>4,275</b>	<b>3,182</b>	<b>41,379</b>

**Table 7.23 Casualties in the Greater London area in 2002 tabulated by highway authority and borough**

<b>Borough</b>	<b>TLRN<sup>1</sup></b>	<b>Highways Agency</b>	<b>Borough</b>	<b>Total</b>
City of London	201	0	224	425
Westminster	679	0	1,785	2,464
Camden	368	0	1,036	1,404
Islington	559	0	696	1,255
Hackney	532	0	668	1,200
Tower Hamlets	640	0	454	1,094
Greenwich	391	0	919	1,310
Lewisham	672	0	768	1,440
Southwark	702	0	993	1,695
Lambeth	1,040	0	872	1,912
Wandsworth	697	0	712	1,409
Hammersmith and Fulham	69	0	837	906
Kensington and Chelsea	295	0	600	895
<b>Total Inner</b>	<b>6,845</b>	<b>0</b>	<b>10,564</b>	<b>17,409</b>
Waltham Forest	133	0	946	1,079
Redbridge	301	8	1,018	1,327
Havering	151	99	937	1,187
Barking and Dagenham	153	0	620	773
Newham	182	0	1,014	1,196
Bexley	118	0	858	976
Bromley	195	0	1,188	1,383
Croydon	304	0	1,265	1,569
Sutton	171	0	493	664
Merton	123	0	689	812
Kingston	127	0	424	551
Richmond	138	0	565	703
Hounslow	553	46	776	1,375
Hillingdon	200	136	1,157	1,493
Ealing	486	0	1,361	1,847
Brent	95	0	1,359	1,454
Harrow	0	0	711	711
Barnet	534	41	1,275	1,850
Haringey	247	0	965	1,212
Enfield	399	150	1,259	1,808
<b>Total Outer</b>	<b>4,610</b>	<b>480</b>	<b>18,880</b>	<b>23,970</b>
<b>Greater London</b>	<b>11,455</b>	<b>480</b>	<b>29,444</b>	<b>41,379</b>

<sup>1</sup> 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 2002 tabulated by age group and borough**

<b>Borough</b>	<b>0-15 years</b>	<b>16-24 years</b>	<b>25-59 years</b>	<b>60+ years</b>	<b>Unknown</b>	<b>Total</b>
City of London	0	7	57	1	12	77
Westminster	6	38	197	4	19	264
Camden	2	28	123	6	10	169
Islington	12	33	131	3	7	186
Hackney	8	15	88	4	8	123
Tower Hamlets	8	9	61	4	7	89
Greenwich	11	1	31	1	5	49
Lewisham	14	8	42	1	10	75
Southwark	14	28	147	5	6	200
Lambeth	12	22	141	0	18	193
Wandsworth	14	28	113	4	12	171
Hammersmith and Fulham	8	23	85	8	6	130
Kensington and Chelsea	5	22	75	6	7	115
<b>Total Inner</b>	<b>114</b>	<b>262</b>	<b>1,291</b>	<b>47</b>	<b>127</b>	<b>1,841</b>
Waltham Forest	15	8	31	2	4	60
Redbridge	16	4	14	4	2	40
Havering	15	5	9	5	4	38
Barking and Dagenham	15	6	15	1	1	38
Newham	9	15	35	3	3	65
Bexley	20	3	13	1	0	37
Bromley	13	8	29	3	5	58
Croydon	11	12	35	3	3	64
Sutton	15	6	29	1	0	51
Merton	16	7	37	5	4	69
Kingston	11	4	28	2	0	45
Richmond	10	6	51	6	5	78
Hounslow	10	20	46	7	4	87
Hillingdon	24	4	28	5	1	62
Ealing	16	16	69	1	7	109
Brent	8	9	50	0	7	74
Harrow	9	6	15	2	1	33
Barnet	12	13	28	5	3	61
Haringey	12	8	54	1	3	78
Enfield	24	11	34	1	4	74
<b>Total Outer</b>	<b>281</b>	<b>171</b>	<b>650</b>	<b>58</b>	<b>61</b>	<b>1,221</b>
<b>Greater London</b>	<b>395</b>	<b>433</b>	<b>1,941</b>	<b>105</b>	<b>188</b>	<b>3,062</b>

**Table 7.25 Powered two wheeler rider and passenger casualties in the Greater London area in 2002 tabulated by age group and borough**

<b>Borough</b>	<b>0-15 years</b>	<b>16-24 years</b>	<b>25-59 years</b>	<b>60+ years</b>	<b>Unknown</b>	<b>Total</b>
City of London	1	11	84	3	7	106
Westminster	1	69	398	2	26	496
Camden	3	70	221	5	15	314
Islington	7	69	213	1	14	304
Hackney	3	43	137	1	1	185
Tower Hamlets	0	55	206	3	11	275
Greenwich	3	65	151	2	1	222
Lewisham	5	89	171	4	9	278
Southwark	9	84	267	4	13	377
Lambeth	4	112	348	4	12	480
Wandsworth	3	83	276	4	12	378
Hammersmith and Fulham	4	64	162	1	8	239
Kensington and Chelsea	7	35	197	1	6	246
<b>Total Inner</b>	<b>50</b>	<b>849</b>	<b>2,831</b>	<b>35</b>	<b>135</b>	<b>3,900</b>
Waltham Forest	3	36	85	2	8	134
Redbridge	1	44	108	4	6	163
Havering	2	66	58	4	7	137
Barking and Dagenham	0	36	47	5	6	94
Newham	3	45	64	2	5	119
Bexley	1	48	73	3	2	127
Bromley	6	81	87	2	9	185
Croydon	1	105	144	2	5	257
Sutton	1	58	70	0	3	132
Merton	4	37	123	1	5	170
Kingston	1	38	56	2	3	100
Richmond	1	41	105	1	9	157
Hounslow	1	60	136	2	2	201
Hillingdon	3	45	86	1	2	137
Ealing	2	68	135	5	12	222
Brent	2	64	118	2	7	193
Harrow	0	26	43	0	7	76
Barnet	7	79	136	2	14	238
Haringey	4	40	107	1	6	158
Enfield	1	48	88	3	3	143
<b>Total Outer</b>	<b>44</b>	<b>1,065</b>	<b>1,869</b>	<b>44</b>	<b>121</b>	<b>3,143</b>
<b>Greater London</b>	<b>94</b>	<b>1,914</b>	<b>4,700</b>	<b>79</b>	<b>256</b>	<b>7,043</b>

**Table 7.26 Child casualties (0-15 years) in the Greater London area in 2002 tabulated by severity and borough**

<b>Borough</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
City of London	0	1	2	3
Westminster	1	21	80	102
Camden	1	16	69	86
Islington	0	16	88	104
Hackney	1	19	108	128
Tower Hamlets	1	11	75	87
Greenwich	0	24	137	161
Lewisham	3	23	126	152
Southwark	1	19	153	173
Lambeth	0	31	117	148
Wandsworth	0	16	91	107
Hammersmith and Fulham	0	14	50	64
Kensington and Chelsea	0	12	35	47
<b>Total Inner</b>	<b>8</b>	<b>223</b>	<b>1,131</b>	<b>1,362</b>
Waltham Forest	1	13	111	125
Redbridge	1	22	99	122
Havering	0	23	80	103
Barking and Dagenham	1	14	100	115
Newham	0	31	141	172
Bexley	1	11	104	116
Bromley	1	21	133	155
Croydon	0	34	147	181
Sutton	1	15	52	68
Merton	2	11	66	79
Kingston	1	16	40	57
Richmond	0	11	36	47
Hounslow	0	17	81	98
Hillingdon	1	18	109	128
Ealing	0	11	125	136
Brent	0	23	118	141
Harrow	0	9	49	58
Barnet	0	25	122	147
Haringey	0	24	118	142
Enfield	2	22	159	183
<b>Total Outer</b>	<b>12</b>	<b>371</b>	<b>1,990</b>	<b>2,373</b>
<b>Greater London</b>	<b>20</b>	<b>594</b>	<b>3,121</b>	<b>3,735</b>



# 8. Vehicles

Table 8.1 Vehicles involved in accidents in the Greater London area in 2002 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	83	14	33	83	233	63	45	53	2	14	3	0	626
Westminster	269	140	124	319	1,637	273	381	231	34	38	15	3	3,464
Camden	171	59	120	204	1,138	81	128	111	5	38	10	0	2,065
Islington	189	72	109	151	1,064	34	101	94	8	32	20	2	1,876
Hackney	126	43	47	123	1,243	19	97	21	8	14	73	0	1,814
Tower Hamlets	90	61	64	170	974	35	51	114	4	36	14	0	1,613
Greenwich	50	1	96	129	1,302	14	99	84	11	14	4	0	1,804
Lewisham	77	61	75	166	1,422	17	134	47	7	16	58	0	2,080
Southwark	203	24	188	194	1,534	27	163	111	18	20	9	0	2,491
Lambeth	194	101	149	282	1,741	25	170	126	10	36	19	1	2,854
Wandsworth	176	64	132	221	1,224	13	94	107	7	26	15	0	2,079
Hammersmith and Fulham	133	50	92	118	756	26	53	68	5	19	3	0	1,323
Kensington and Chelsea	119	66	51	142	713	52	64	32	6	13	34	0	1,292
<b>Total Inner</b>	<b>1,880</b>	<b>756</b>	<b>1,280</b>	<b>2,302</b>	<b>14,981</b>	<b>679</b>	<b>1,580</b>	<b>1,199</b>	<b>125</b>	<b>316</b>	<b>277</b>	<b>6</b>	<b>25,381</b>
Waltham Forest	60	35	30	73	1,139	2	54	88	4	33	13	0	1,531
Redbridge	40	3	60	98	1,472	8	58	93	9	13	10	1	1,865
Havering	38	18	55	67	1,236	5	64	91	14	47	14	2	1,651
Barking and Dagenham	37	13	33	49	820	6	41	54	7	20	8	0	1,088
Newham	65	1	68	52	1,249	9	80	67	12	27	8	0	1,638
Bexley	37	43	19	69	1,016	4	63	93	15	11	8	1	1,379
Bromley	59	78	30	88	1,429	5	114	133	11	10	9	2	1,968
Croydon	68	78	58	138	1,574	16	88	43	8	20	72	0	2,163
Sutton	51	32	32	67	668	2	33	55	3	12	4	0	959
Merton	69	29	52	92	820	6	53	55	7	22	5	2	1,212
Kingston	45	26	29	55	531	1	35	30	1	17	5	0	775
Richmond	81	29	53	80	695	4	42	51	1	15	2	0	1,053
Hounslow	87	22	60	123	1,533	8	60	77	4	41	11	3	2,029
Hillingdon	61	7	41	94	1,701	6	42	79	4	41	8	1	2,085
Ealing	109	24	71	136	2,036	11	99	128	13	40	16	2	2,685
Brent	75	23	72	106	1,564	7	94	109	6	26	9	0	2,091
Harrow	32	6	40	37	809	5	28	38	3	5	4	0	1,007
Barnet	64	43	76	125	2,071	13	97	117	11	36	21	0	2,674
Haringey	82	23	69	82	1,304	7	91	84	4	12	12	0	1,770
Enfield	74	44	37	75	2,020	5	84	161	1	68	12	0	2,581
<b>Total Outer</b>	<b>1,234</b>	<b>577</b>	<b>985</b>	<b>1,706</b>	<b>25,687</b>	<b>130</b>	<b>1,320</b>	<b>1,646</b>	<b>138</b>	<b>516</b>	<b>251</b>	<b>14</b>	<b>34,204</b>
<b>Greater London</b>	<b>3,114</b>	<b>1,333</b>	<b>2,265</b>	<b>4,008</b>	<b>40,668</b>	<b>809</b>	<b>2,900</b>	<b>2,845</b>	<b>263</b>	<b>832</b>	<b>528</b>	<b>20</b>	<b>59,585</b>

Table 8.2 Vehicles involved in accidents in the Greater London area in 2002 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	2	4	5	6	2	29	60	129	206	35	10	138	626
Westminster	18	8	22	27	43	44	164	337	625	1,267	239	81	589	3,464
Camden	18	9	22	19	26	18	110	214	385	698	134	38	374	2,065
Islington	33	17	10	22	33	29	109	221	333	608	92	25	344	1,876
Hackney	12	11	13	22	25	27	91	181	276	624	85	28	419	1,814
Tower Hamlets	17	13	25	16	27	25	118	176	299	517	66	18	296	1,613
Greenwich	20	19	25	33	40	44	111	159	269	657	97	54	276	1,804
Lewisham	34	28	22	26	37	48	130	210	337	686	119	54	349	2,080
Southwark	35	16	18	35	36	41	151	244	470	842	127	44	433	2,492
Lambeth	26	22	26	27	44	33	162	320	496	1,008	111	47	531	2,853
Wandsworth	36	16	20	20	25	30	126	239	361	637	98	53	418	2,079
Hammersmith and Fulham	16	16	10	13	15	16	78	136	220	456	58	29	260	1,323
Kensington and Chelsea	13	4	6	7	15	17	70	142	242	448	74	24	230	1,292
<b>Total Inner</b>	<b>278</b>	<b>181</b>	<b>223</b>	<b>272</b>	<b>372</b>	<b>374</b>	<b>1,449</b>	<b>2,639</b>	<b>4,442</b>	<b>8,654</b>	<b>1,335</b>	<b>505</b>	<b>4,657</b>	<b>25,381</b>
Waltham Forest	23	12	28	14	29	42	93	156	265	468	88	34	279	1,531
Redbridge	24	20	41	37	57	42	122	183	241	588	119	77	314	1,865
Havering	39	41	52	41	39	31	111	124	193	526	134	91	229	1,651
Barking and Dagenham	27	16	27	16	23	18	73	99	176	327	62	39	185	1,088
Newham	23	4	19	36	45	39	108	172	239	508	70	26	349	1,638
Bexley	33	28	32	43	35	30	97	117	159	422	124	61	198	1,379
Bromley	54	28	52	44	41	39	99	129	246	638	161	109	328	1,968
Croydon	45	42	51	56	61	55	140	169	341	734	131	76	262	2,163
Sutton	32	29	30	22	19	28	68	83	144	264	73	45	122	959
Merton	30	14	19	22	21	24	57	118	178	442	73	43	171	1,212
Kingston	24	13	26	21	25	21	48	73	118	229	58	46	73	775
Richmond	18	11	16	20	19	18	61	94	167	350	68	64	147	1,053
Hounslow	24	17	37	44	41	37	150	222	322	681	127	62	265	2,029
Hillingdon	43	34	50	50	43	58	144	197	285	640	127	87	327	2,085
Ealing	31	24	37	45	52	56	193	308	434	821	149	61	474	2,685
Brent	16	20	25	25	49	47	139	215	309	677	117	51	401	2,091
Harrow	14	24	26	16	28	19	64	66	129	327	73	38	183	1,007
Barnet	22	38	46	53	64	49	160	246	419	810	173	118	476	2,674
Haringey	24	14	17	26	34	28	105	166	268	564	77	47	400	1,770
Enfield	35	23	52	62	62	55	165	249	372	776	179	87	464	2,581
<b>Total Outer</b>	<b>581</b>	<b>452</b>	<b>683</b>	<b>693</b>	<b>787</b>	<b>736</b>	<b>2,197</b>	<b>3,186</b>	<b>5,005</b>	<b>10,792</b>	<b>2,183</b>	<b>1,262</b>	<b>5,647</b>	<b>34,204</b>
<b>Greater London</b>	<b>859</b>	<b>633</b>	<b>906</b>	<b>965</b>	<b>1,159</b>	<b>1,110</b>	<b>3,646</b>	<b>5,825</b>	<b>9,447</b>	<b>19,446</b>	<b>3,518</b>	<b>1,767</b>	<b>10,304</b>	<b>59,585</b>

**Table 8.3 Vehicles involved in accidents in the Greater London area in 2002 tabulated by skidding/overturning and borough**

<b>Borough</b>	<b>Skidded</b>	<b>Skidded and overturned</b>	<b>Jack-knifed</b>	<b>Jack-knifed and overturned</b>	<b>Overturned</b>	<b>No skid/overturn</b>	<b>Total</b>
City of London	9	0	0	0	2	615	626
Westminster	79	0	1	0	7	3,377	3,464
Camden	29	0	0	0	8	2,028	2,065
Islington	27	0	0	0	3	1,846	1,876
Hackney	34	6	0	0	2	1,772	1,814
Tower Hamlets	36	2	0	0	11	1,564	1,613
Greenwich	29	1	0	0	12	1,762	1,804
Lewisham	52	1	0	0	12	2,015	2,080
Southwark	39	3	0	0	9	2,441	2,492
Lambeth	29	0	0	0	6	2,818	2,853
Wandsworth	19	0	0	0	4	2,056	2,079
Hammersmith and Fulham	9	0	0	0	1	1,313	1,323
Kensington and Chelsea	48	0	0	0	0	1,244	1,292
<b>Total Inner</b>	<b>439</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>24,851</b>	<b>25,381</b>
Waltham Forest	40	0	0	0	10	1,481	1,531
Redbridge	39	2	0	0	17	1,807	1,865
Havering	47	0	0	0	22	1,582	1,651
Barking and Dagenham	19	0	0	0	12	1,057	1,088
Newham	22	0	0	0	8	1,608	1,638
Bexley	78	3	0	0	11	1,287	1,379
Bromley	115	5	0	0	27	1,821	1,968
Croydon	59	3	0	0	5	2,096	2,163
Sutton	7	1	0	0	5	946	959
Merton	21	3	0	0	4	1,184	1,212
Kingston	33	1	0	0	3	738	775
Richmond	19	1	0	0	5	1,028	1,053
Hounslow	61	1	0	0	11	1,956	2,029
Hillingdon	42	1	0	0	27	2,015	2,085
Ealing	52	0	0	0	20	2,613	2,685
Brent	55	2	0	0	5	2,029	2,091
Harrow	21	1	0	0	10	975	1,007
Barnet	71	3	0	0	18	2,582	2,674
Haringey	38	1	0	0	5	1,726	1,770
Enfield	68	3	0	0	29	2,481	2,581
<b>Total Outer</b>	<b>907</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>254</b>	<b>33,012</b>	<b>34,204</b>
<b>Greater London</b>	<b>1,346</b>	<b>44</b>	<b>1</b>	<b>0</b>	<b>331</b>	<b>57,863</b>	<b>59,585</b>

**Table 8.4 Drivers of motor vehicles involved in accidents in the Greater London area in 2002 tabulated by breath test and borough**

<b>Borough</b>	<b>Positive</b>	<b>Negative</b>	<b>Not required</b>	<b>Failed to provide</b>	<b>Driver not contacted</b>	<b>Not provided (medical reasons)</b>	<b>Total</b>
City of London	2	283	103	0	148	7	543
Westminster	40	1,705	473	2	844	128	3,192
Camden	14	702	427	1	666	84	1,894
Islington	15	537	484	0	588	61	1,685
Hackney	22	578	374	5	635	74	1,688
Tower Hamlets	16	493	494	3	487	30	1,523
Greenwich	21	666	350	2	647	68	1,754
Lewisham	41	894	388	5	588	87	2,003
Southwark	29	909	525	0	714	111	2,288
Lambeth	31	940	816	3	741	128	2,659
Wandsworth	27	814	393	2	562	105	1,903
Hammersmith and Fulham	8	583	175	1	354	69	1,190
Kensington and Chelsea	22	594	204	3	282	68	1,173
<b>Total Inner</b>	<b>288</b>	<b>9,698</b>	<b>5,206</b>	<b>27</b>	<b>7,256</b>	<b>1,020</b>	<b>23,495</b>
Waltham Forest	29	536	462	4	420	20	1,471
Redbridge	31	774	204	2	719	94	1,824
Havering	36	872	221	1	407	75	1,612
Barking and Dagenham	23	456	252	0	278	42	1,051
Newham	23	420	305	3	744	78	1,573
Bexley	27	630	228	5	393	58	1,341
Bromley	37	860	431	2	500	77	1,907
Croydon	57	1,019	548	9	336	126	2,095
Sutton	11	460	186	1	180	70	908
Merton	20	467	245	0	334	75	1,141
Kingston	13	472	84	0	99	62	730
Richmond	9	454	175	0	257	77	972
Hounslow	26	868	437	2	490	116	1,939
Hillingdon	47	990	313	4	578	91	2,023
Ealing	51	1,160	414	2	835	112	2,574
Brent	23	895	233	4	779	82	2,016
Harrow	13	401	135	1	351	74	975
Barnet	45	1,098	414	2	937	114	2,610
Haringey	21	552	288	0	791	36	1,688
Enfield	39	700	1,001	3	749	15	2,507
<b>Total Outer</b>	<b>581</b>	<b>14,084</b>	<b>6,576</b>	<b>45</b>	<b>10,177</b>	<b>1,494</b>	<b>32,957</b>
<b>Greater London</b>	<b>869</b>	<b>23,782</b>	<b>11,782</b>	<b>72</b>	<b>17,433</b>	<b>2,514</b>	<b>56,452</b>

**Table 8.5 Vehicles involved in accidents in the Greater London area in 2002 tabulated by manoeuvre and borough**

*Note: This table is continued on the next page*

<b>Borough</b>	<b>Parked</b>	<b>Stopping</b>	<b>Starting</b>	<b>Turning round</b>	<b>Turning left or waiting to turn</b>	<b>Turning right or waiting to turn</b>	<b>Going ahead but held up</b>	<b>Going ahead overtaking</b>	<b>Sub-total</b>
City of London	13	17	13	19	31	55	49	40	237
Westminster	93	115	131	65	182	375	291	305	1,557
Camden	85	85	73	40	92	231	109	105	820
Islington	82	81	52	46	78	266	87	108	800
Hackney	81	111	41	38	77	208	100	93	749
Tower Hamlets	30	71	37	45	72	199	152	108	714
Greenwich	62	47	23	38	53	217	176	70	686
Lewisham	84	93	34	40	84	300	123	113	871
Southwark	88	61	56	58	94	323	186	138	1,004
Lambeth	103	63	54	74	92	401	213	180	1,180
Wandsworth	101	30	40	47	67	310	150	170	915
Hammersmith and Fulham	52	22	22	29	54	173	93	111	556
Kensington and Chelsea	80	64	31	38	63	152	46	96	570
<b>Total Inner</b>	<b>954</b>	<b>860</b>	<b>607</b>	<b>577</b>	<b>1,039</b>	<b>3,210</b>	<b>1,775</b>	<b>1,637</b>	<b>10,659</b>
Waltham Forest	79	84	36	19	45	169	169	76	677
Redbridge	94	47	36	26	64	188	188	63	706
Havering	56	120	26	11	49	218	201	77	758
Barking and Dagenham	43	45	20	14	39	115	125	47	448
Newham	64	37	32	20	40	162	176	39	570
Bexley	77	43	21	15	55	198	141	78	628
Bromley	114	31	42	20	84	271	178	138	878
Croydon	91	127	43	19	109	318	94	90	891
Sutton	33	14	11	9	31	167	63	49	377
Merton	64	79	33	20	23	161	65	74	519
Kingston	38	51	13	6	25	105	24	37	299
Richmond	41	82	15	15	26	147	48	65	439
Hounslow	64	185	43	20	56	223	121	68	780
Hillingdon	57	123	30	15	53	276	253	80	887
Ealing	88	188	68	38	94	316	363	134	1,289
Brent	91	75	40	33	72	236	211	106	864
Harrow	49	28	16	11	35	140	92	34	405
Barnet	121	110	45	29	80	289	318	87	1,079
Haringey	100	73	42	26	60	198	177	75	751
Enfield	109	155	46	27	54	287	346	104	1,128
<b>Total Outer</b>	<b>1,473</b>	<b>1,697</b>	<b>658</b>	<b>393</b>	<b>1,094</b>	<b>4,184</b>	<b>3,353</b>	<b>1,521</b>	<b>14,373</b>
<b>Greater London</b>	<b>2,427</b>	<b>2,557</b>	<b>1,265</b>	<b>970</b>	<b>2,133</b>	<b>7,394</b>	<b>5,128</b>	<b>3,158</b>	<b>25,032</b>

Table 8.5 (cont.) Vehicles involved in accidents in the Greater London area in 2002 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	11	11	1	3	355	8	626
Westminster	69	53	15	29	1,676	65	3,464
Camden	34	22	2	7	1,150	30	2,065
Islington	24	18	0	4	1,002	28	1,876
Hackney	8	19	22	21	972	23	1,814
Tower Hamlets	27	25	6	11	796	34	1,613
Greenwich	25	30	11	14	1,023	15	1,804
Lewisham	9	16	39	42	1,074	29	2,080
Southwark	23	39	22	24	1,351	29	2,492
Lambeth	42	34	14	14	1,548	21	2,853
Wandsworth	19	30	4	10	1,087	14	2,079
Hammersmith and Fulham	14	20	6	3	709	15	1,323
Kensington and Chelsea	12	13	13	17	650	17	1,292
<b>Total Inner</b>	<b>317</b>	<b>330</b>	<b>155</b>	<b>199</b>	<b>13,393</b>	<b>328</b>	<b>25,381</b>
Waltham Forest	15	22	15	18	761	23	1,531
Redbridge	25	28	10	13	1,056	27	1,865
Havering	22	37	23	32	765	14	1,651
Barking and Dagenham	19	23	11	20	560	7	1,088
Newham	23	21	11	16	968	29	1,638
Bexley	14	9	30	39	632	27	1,379
Bromley	9	5	72	71	906	27	1,968
Croydon	9	10	36	67	1,126	24	2,163
Sutton	2	5	1	4	553	17	959
Merton	16	16	10	8	629	14	1,212
Kingston	8	14	3	6	435	10	775
Richmond	10	10	4	11	568	11	1,053
Hounslow	37	27	19	20	1,122	24	2,029
Hillingdon	31	32	27	36	1,052	20	2,085
Ealing	29	39	15	31	1,246	36	2,685
Brent	19	21	25	25	1,101	36	2,091
Harrow	5	7	11	17	547	15	1,007
Barnet	40	27	34	36	1,416	42	2,674
Haringey	22	16	12	18	922	29	1,770
Enfield	45	41	17	23	1,294	33	2,581
<b>Total Outer</b>	<b>400</b>	<b>410</b>	<b>386</b>	<b>511</b>	<b>17,659</b>	<b>465</b>	<b>34,204</b>
<b>Greater London</b>	<b>717</b>	<b>740</b>	<b>541</b>	<b>710</b>	<b>31,052</b>	<b>793</b>	<b>59,585</b>

**Table 8.6 Vehicles involved in accidents in the Greater London area in 2002 tabulated by manoeuvre and vehicle type**

*Note: This table is continued on the next page*

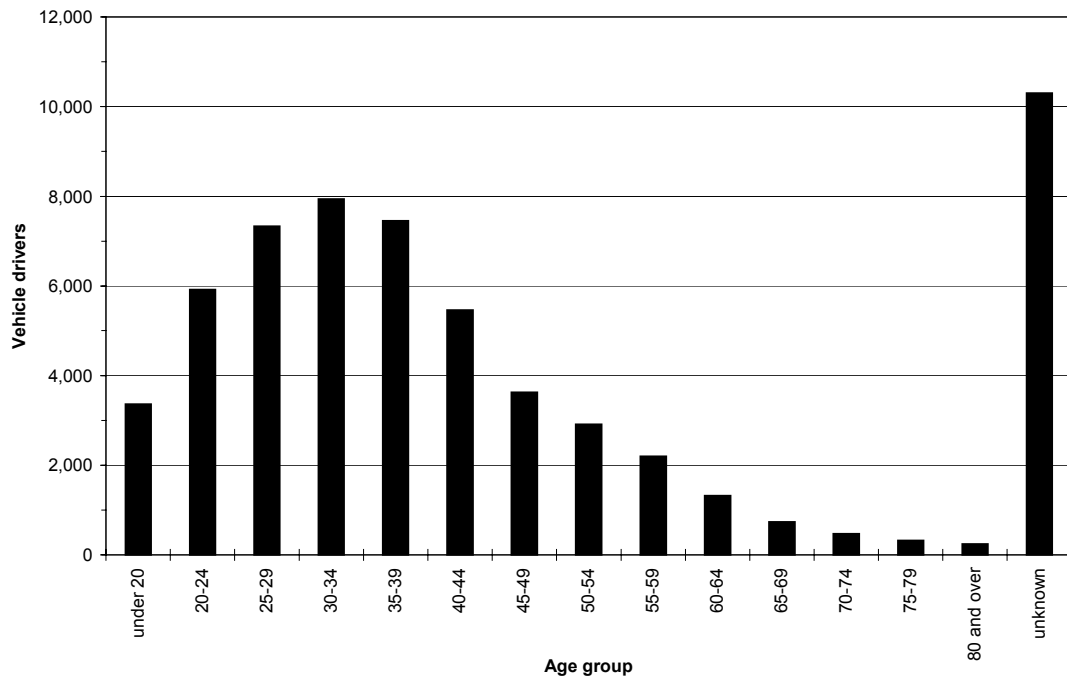
Type of vehicle	Parked	Stopping	Starting	Turning round	Turning left or waiting to turn	Turning right or waiting to turn	Going ahead but held up	Going ahead overtaking	Sub-total
Pedal cycle	6	43	16	3	67	146	45	290	616
Moped	6	49	20	5	40	62	27	286	495
Motor cycle up to 125cc	3	64	18	4	42	79	64	443	717
Motor cycle over 125cc	10	131	30	12	55	169	131	815	1,353
Car	1,942	1,642	698	817	1,570	6,176	4,243	1,109	18,197
Taxi	27	43	23	37	33	80	116	26	385
Bus or coach	177	438	370	2	81	132	189	59	1,448
Goods up to 3.5 tonnes MGW	178	90	52	69	127	401	241	74	1,232
Goods 3.5 to 7.5 tonnes MGW	12	6	8	4	26	27	12	12	107
Goods over 7.5 tonnes MGW	29	29	19	3	67	60	31	24	262
Other motor vehicle	33	22	11	14	24	62	27	19	212
Other non-motor vehicle	4	0	0	0	1	0	2	1	8
<b>Total</b>	<b>2,427</b>	<b>2,557</b>	<b>1,265</b>	<b>970</b>	<b>2,133</b>	<b>7,394</b>	<b>5,128</b>	<b>3,158</b>	<b>25,032</b>



Table 8.6 (cont.) Vehicles involved in accidents in the Greater London area  
in 2002 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	18	57	11	32	2,376	4	3,114
Moped	6	12	11	19	789	1	1,333
Motor cycle up to 125cc	14	8	24	28	1,474	0	2,265
Motor cycle over 125cc	34	27	47	58	2,487	2	4,008
Car	465	471	390	493	20,012	640	40,668
Taxi	11	13	2	3	389	6	809
Bus or coach	22	20	23	32	1,350	5	2,900
Goods up to 3.5 tonnes MGW	54	61	21	27	1,365	85	2,845
Goods 3.5 to 7.5 tonnes MGW	14	12	1	2	117	10	263
Goods over 7.5 tonnes MGW	70	52	5	11	410	22	832
Other motor vehicle	9	7	6	5	271	18	528
Other non-motor vehicle	0	0	0	0	12	0	20
<b>Total</b>	<b>717</b>	<b>740</b>	<b>541</b>	<b>710</b>	<b>31,052</b>	<b>793</b>	<b>59,585</b>

**Figure 8.7: Age profile of motor vehicle drivers involved in accidents in Greater London 2002**



**Figure 8.8: Positive breath tests for drivers involved in accidents in Greater London 2002**

