

Fact sheet

**London Road Safety Unit
 Annual summary - January to December 2003
 May 2004**

Casualties in Greater London during 2003

This fact sheet provides a summary and preliminary analysis of personal injury road traffic collisions and casualties within the Greater London area during 2003. Comparisons are made with 2002 and the 1994 to 1998 average casualty figures – that is the base period for the casualty reduction targets towards the year 2010.

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

It should be noted that very small changes have been made to previously published data for 2002, as a result of deleting two collision records. One was found to be a duplicate record involving a slight injury. One was a collision resulting in a fatal and serious injury found to have occurred off the public highway, hence outside of the *Stats 19* reporting requirements.

Collisions

31,811 road traffic collisions involving personal injury were reported to the Metropolitan and City Police within Greater London during 2003. This represents a 6% decrease compared with 2002.

Casualties

Table 1 shows that these 31,811 collisions resulted in 38,430 casualties.

Of these, 272 were fatally injured, 4,892 were seriously injured and 33,266 were slightly injured.

Fatalities in 2003 have fallen by 3% from 279 to 272 compared with 2002. Serious injuries decreased by 9%, and slight injuries decreased by 7%. Overall, casualties in 2003 decreased by 7% compared with 2002.

Table 1: Casualties in Greater London 2003 - mode of travel by severity and percentage change over 2002

| Mode of travel | Severity of casualty in 2003 (and percentage change over 2002) | | | | | | % of total in 2003 | |
|---------------------------|--|--------------|--------------|--------------|---------------|--------------|-----------------------|---------------|
| | Fatal | | Serious | | Slight | Total | | |
| Pedestrian | 119 | (11%) | 1,380 | (-10%) | 5,628 | (-3%) | 7,127 (-4.4%) | 18.5% |
| Pedal cyclist | 19 | (-5%) | 421 | (7%) | 2,616 | (-1%) | 3,056 (-0.2%) | 8.0% |
| Powered two-wheeler | 63 | (-5%) | 1,089 | (-6%) | 5,317 | (-9%) | 6,469 (-8.1%) | 16.8% |
| Car | 63 | (-17%) | 1,647 | (-13%) | 16,326 | (-9%) | 18,036 (-9.5%) | 46.9% |
| Taxi | 0 | (0%) | 31 | (0%) | 288 | (-18%) | 319 (-16.3%) | 0.8% |
| Bus or coach | 5 | (-29%) | 218 | (2%) | 2,120 | (4%) | 2,343 (3.7%) | 6.1% |
| Goods vehicle | 3 | (0%) | 84 | (-19%) | 730 | (-14%) | 817 (-14.2%) | 2.1% |
| Other vehicle | 0 | 0% | 22 | (-21%) | 241 | (-10%) | 263 (-10.8%) | 0.7% |
| Total | 272 | (-3%) | 4,892 | (-9%) | 33,266 | (-7%) | 38,430 (-7.1%) | 100.0% |
| % of total in 2003 | 0.7% | | 12.7% | | 86.6% | | 100.0% | |

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

Casualties in 12 months ending December 2003 compared with the 1994-98 average and 12 months ending December 2002

| Severity | User group | Casualty numbers | | | Percentage change in 12 months ending Dec 2003 compared with | |
|----------------------------|-------------------------------|-------------------|---------------------------|---------------------------|--|-------------------|
| | | 1994-1998 average | 12 months ending Dec 2002 | 12 months ending Dec 2003 | 12 months ending Dec 2002 | 1994-1998 average |
| Fatal | Pedestrians | 136.0 | 107 | 119 | 11% | -13% |
| | Pedal cyclists | 14.8 | 20 | 19 | -5% | 28% |
| | Powered two-wheeler | 33.6 | 66 | 63 | -5% | 88% |
| | Car occupants | 55.4 | 76 | 63 | -17% | 14% |
| | Bus or coach occupants | 3.0 | 7 | 5 | -29% | 67% |
| | Other vehicle occupants | 6.0 | 3 | 3 | 0% | -50% |
| | Total | 248.8 | 279 | 272 | -3% | 9% |
| Fatal & serious | Pedestrians | 2,136.6 | 1,646 | 1,499 | -9% | -30% |
| | Pedal cyclists | 566.8 | 414 | 440 | 6% | -22% |
| | Powered two-wheeler | 932.8 | 1,222 | 1,152 | -6% | 23% |
| | Car occupants | 2,568.8 | 1,980 | 1,710 | -14% | -33% |
| | Bus or coach occupants | 256.4 | 220 | 223 | 1% | -13% |
| | Other vehicle occupants | 223.0 | 166 | 140 | -16% | -37% |
| | Total | 6,684.4 | 5,648 | 5,164 | -9% | -23% |
| | Children (under 16yrs) | 935.4 | 614 | 543 | -12% | -42% |
| Slight* | Pedestrians | 7,155.2 | 5,811 | 5,628 | -3% | -21% |
| | Pedal cyclists | 3,845.6 | 2,648 | 2,616 | -1% | -32% |
| | Powered two-wheeler | 5,139.4 | 5,819 | 5,317 | -9% | 3% |
| | Car occupants | 19,314.0 | 17,949 | 16,326 | -9% | -15% |
| | Bus or coach occupants | 2,017.4 | 2,039 | 2,120 | 4% | 5% |
| | Other vehicle occupants | 1,525.2 | 1,462 | 1,259 | -14% | -17% |
| | Total | 38,996.8 | 35,728 | 33,266 | -7% | -15% |
| All casualties | Pedestrians | 9,291.8 | 7,457 | 7,127 | -4% | -23% |
| | Pedal cyclists | 4,412.4 | 3,062 | 3,056 | 0% | -31% |
| | Powered two-wheeler | 6,072.2 | 7,041 | 6,469 | -8% | 7% |
| | Car occupants | 21,882.8 | 19,929 | 18,036 | -9% | -18% |
| | Bus or coach occupants | 2,273.8 | 2,259 | 2,343 | 4% | 3% |
| | Other vehicle occupants | 1,748.2 | 1,628 | 1,399 | -14% | -20% |
| | Total | 45,681.2 | 41,376 | 38,430 | -7% | -16% |

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

* The government's target is for 10% reduction in the slight casualty rate per 100 million vehicle kilometres
Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

Casualty reduction targets - progress towards the year 2010

In March 2000, the Government announced a new national road safety strategy and casualty reduction targets for 2010 in *Tomorrow's roads - safer for everyone*. By the year 2010, the casualty reduction targets to be achieved, compared with the 1994-98 average are:

- a 40% reduction in the number of people killed or seriously injured
- a 50% reduction in the number of children killed or seriously injured
- a 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres.

In addition, a *Road Safety Plan for London* was produced by Transport for London in accordance with the *Mayor's Transport Strategy*. This plan supported the national targets and recommended further targets for reducing the numbers of pedestrians, pedal cyclists and powered two-wheeler riders who are killed or seriously injured by 40% by 2010.

Table 2 (page 2) shows progress towards these new targets for the 12 months ending December 2003, and highlights national and London casualty target categories.

In the national casualty target categories:

- Following a 9% decrease in the 12 months ending December 2003, all fatal or seriously injured casualties were 23% below the 1994-98 average.
- After a 12% decrease in the 12 months ending December 2003, all child fatal or seriously injured casualties were 42% below the 1994-98 average
- After a 7% decrease in the 12 months ending December 2003, slight casualties were 15% below the 1994-98 average.

In the London casualty target categories:

- After a 9% decrease in the 12 months ending December 2003, pedestrians

killed or seriously injured were 30% below the 1994-1998 average.

- Following a 6% increase in the 12 months ending December 2003, pedal cyclists killed or seriously injured were 22% below the 1994-98 average.
- After a 6% decrease in the 12 months ending December 2003, powered two-wheeler riders killed or seriously injured were 23% above the 1994-98 average.

It is also important to note that in the 12 months ending December 2003:

- A reduction of 3% in fatalities compared with the previous year, brought them 9% above the 1994-98 average.
- Overall casualties were 16% below the 1994-98 average, following a 7% reduction in the previous year.

While these general reductions during the 12 months to December 2003 are encouraging, collision and casualty figures do show variation from year to year.

Casualties in London in 2003

Casualty class

Figures for 2003 given in Table 1 and Figures 1 and 2 illustrate the vulnerability of pedestrians to serious injury and death.

- Pedestrians accounted for 44% of all fatalities and 28% of all serious injuries, compared with only 19% of all casualties.
- Riders / passengers of powered two wheelers and pedal cyclists accounted for 17% and 8% of all casualties, and 23% and 7% of all fatalities respectively.
- Car occupants accounted for 47% of all casualties, 34% of all serious injuries and 23% of all fatalities.
- Bus or coach occupants accounted for 6% of all casualties, and goods vehicle occupants for 2%.
- Taxi occupant casualties accounted for 1% of all casualties.

In 2003, 201 out of the 272 fatalities (74%) were people external to vehicles (pedestrians, pedal cyclists and powered two-wheeler users).

Fig. 1: Total casualties by mode of travel in Greater London, 2003

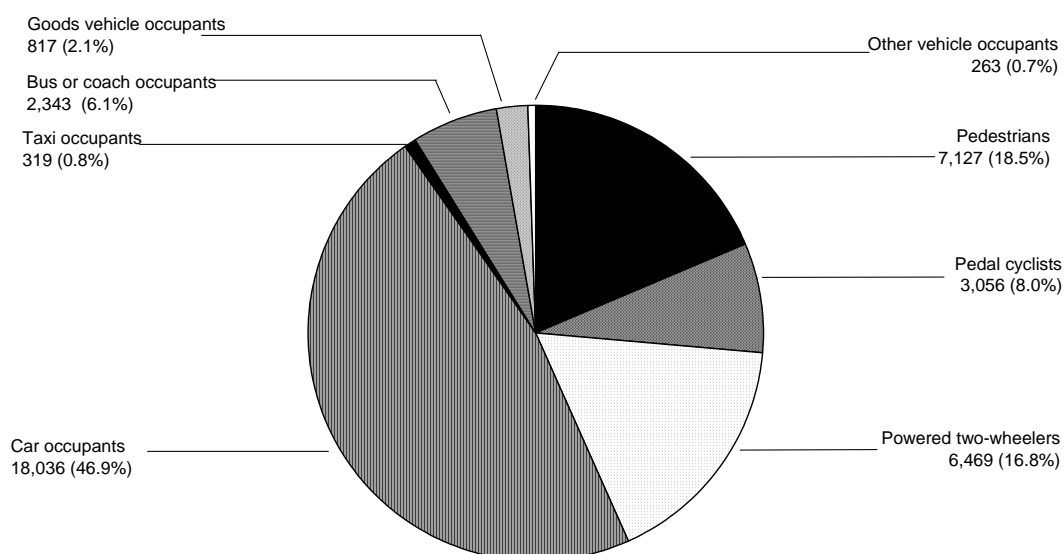


Fig. 2: Killed or seriously injured casualties by mode of travel in Greater London, 2003

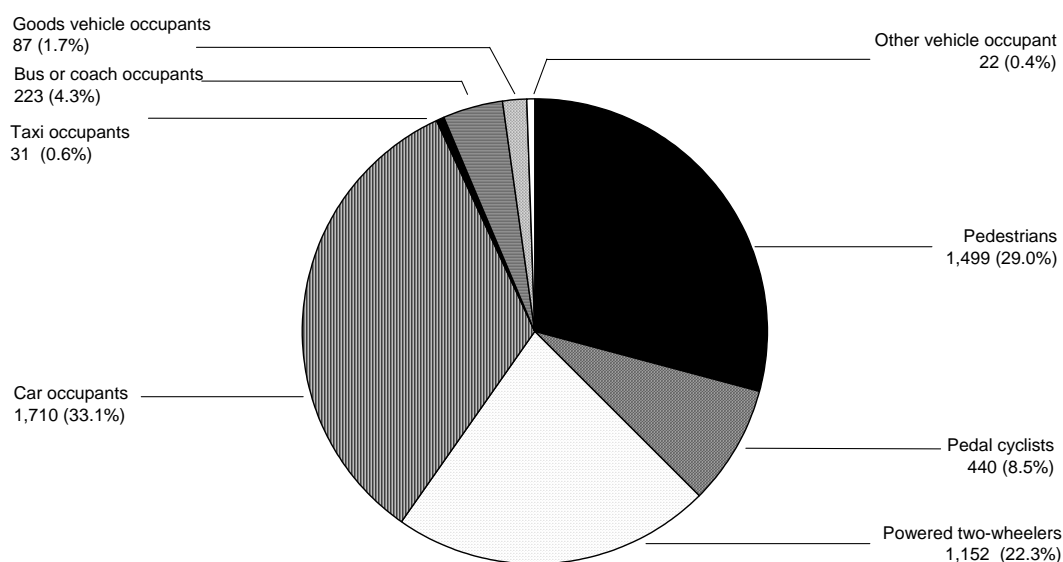


Table 3: Casualties in Greater London 2003 - casualty class by associated vehicle and percentage change over 2002

| Vehicle type | Casualty class in 2003 (and percentage change over 2002) | | | | | | |
|---------------------------|--|--------------|--------------|---------------|--------------|--------------|-----------------------|
| | Driver/rider | | Passenger | | Pedestrian | | Total |
| Pedal cycle | 3,043 | (0%) | 13 | (-13%) | 76 | (77%) | 3,132 (0.9%) |
| Powered two-wheeler | 6,176 | (-8%) | 293 | (-13%) | 713 | (-8%) | 7,182 (-8.1%) |
| Car | 12,201 | (-7%) | 5,835 | (-13%) | 4,999 | (-7%) | 23,035 (-8.9%) |
| Taxi | 169 | (-16%) | 150 | (-17%) | 167 | (-2%) | 486 (-11.8%) |
| Bus or coach | 146 | (2%) | 2,197 | (4%) | 604 | (20%) | 2,947 (6.7%) |
| Goods vehicle | 600 | (-16%) | 217 | (-8%) | 461 | (-16%) | 1,278 (-14.9%) |
| Other vehicle | 149 | (-3%) | 114 | (-20%) | 107 | (57%) | 370 (1.9%) |
| Total | 22,484 | (-7%) | 8,819 | (-10%) | 7,127 | (-4%) | 38,430 (-7.1%) |
| % of total in 2003 | 58.5% | | 22.9% | | 18.5% | | 100.0% |

Table 4: Casualties in Greater London 2003 - mode of travel by age group and gender

| Mode of travel | Age group | | | | | Gender | | Total |
|---------------------|--------------|--------------|---------------|--------------|--------------|---------------|---------------|---------------|
| | 0-15 | 16-24 | 25-59 | 60+ | Unknown | Male | Female | |
| Pedestrian | 1,635 | 1,258 | 2,876 | 939 | 419 | 4,052 | 3,075 | 7,127 |
| Pedal cyclist | 389 | 463 | 1,923 | 90 | 191 | 2,406 | 650 | 3,056 |
| Powered two-wheeler | 77 | 1,725 | 4,362 | 73 | 232 | 5,875 | 594 | 6,469 |
| Car | 992 | 3,782 | 10,632 | 1,383 | 1,247 | 9,720 | 8,316 | 18,036 |
| Taxi | 6 | 15 | 215 | 49 | 34 | 229 | 90 | 319 |
| Bus or coach | 193 | 192 | 930 | 739 | 289 | 818 | 1,525 | 2,343 |
| Goods vehicle | 21 | 118 | 576 | 43 | 59 | 723 | 94 | 817 |
| Other vehicle | 19 | 31 | 168 | 16 | 29 | 191 | 72 | 263 |
| Total | 3,332 | 7,584 | 21,682 | 3,332 | 2,500 | 24,014 | 14,416 | 38,430 |
| % of total | 8.7% | 19.7% | 56.4% | 8.7% | 6.5% | 62.5% | 37.5% | 100.0% |

In the main road user groups, the following compares 2003 with 2002:

- **Pedestrian** casualties decreased by 4%. Within this figure pedestrian fatalities rose by 11% to 119, serious injuries decreased by 10% and slight injuries decreased by 3%.
- **Pedal cyclist** casualties decreased by 0.2%. Within this, the number of fatalities fell from 20 to 19, serious injuries increased by 7% and slight injuries decreased by 1%.
- **Powered two-wheeler** casualties saw an overall decrease of 8%, and fatalities decreased by 5% to 63. Serious injuries decreased by 6%, and slight injuries decreased by 9%.
- **Car occupant** casualties, by far the largest casualty category, saw an overall decrease of 10%. Fatalities decreased from 76 to 63, serious injuries decreased by 13%, and slight injuries decreased by 9%.
- Although comparatively small in number, **taxi occupant** casualties decreased by 16% from 381 to 319, **goods vehicle occupant** casualties decreased by 14% from 952 to 817, and **bus or coach occupant** casualties rose by 4% from 2,259 to 2,343.

Casualty class and associated vehicle

Table 3 shows the casualty class and type of vehicle directly associated with each casualty, during 2003 compared with 2002. For driver/riders and passengers, this is the

vehicle the casualty was driving, riding or travelling in at the time of the collision. For pedestrians, it is the vehicle by which they were injured.

Gender of casualty

In 2003, males accounted for about 62% and females for 38% of casualties. Table 4 shows considerable variation in the proportion of male to female casualties for different modes of travel. Females accounted for 65% of bus or coach occupant casualties and 46% of car occupant casualties. Males accounted for 91% of powered two-wheeler casualties, 79% of pedal cyclist casualties, 54% of car occupant casualties and 57% of pedestrian casualties. Analysis of car occupants shows that males accounted for 59% of car driver casualties, and females made up 56% of car passenger casualties.

Casualty age groups

Table 4 shows a wide variation in casualties according to age group for each mode of travel. This suggests that the age and gender affect accessibility and choice of mode. The age was known for 93.5% of all casualties in 2003.

Of child casualties (under 16 years), 49% were pedestrians, 30% were car occupants and 12% were pedal cyclists. Table 5 shows that in 2003, 13 children were killed (3 cyclists, 8 pedestrians and 2 car passengers), 530 were seriously injured and 2,789 slightly injured.

Table 5: Child casualties in Greater London 2003 - mode of travel by severity and percentage change over 2002

| Mode of travel | Severity of casualty in 2003 (and percentage change over 2002) | | | | | | % of total in 2002 | |
|---------------------------|--|---------------|--------------|---------------|--------------|---------------|-----------------------|---------------|
| | Fatal | | Serious | | Slight | | | Total |
| Pedestrian | 8 | (-20%) | 316 | (-18%) | 1,311 | (-9%) | 1,635 (-10.9%) | 49.1% |
| Pedal cyclist | 3 | (-25%) | 59 | (26%) | 327 | (-5%) | 389 (-1.5%) | 11.7% |
| Powered two-wheeler | 0 | (-100%) | 28 | (65%) | 49 | (-36%) | 77 (-18.1%) | 2.3% |
| Car | 2 | (-50%) | 107 | (-12%) | 883 | (-16%) | 992 (-15.4%) | 29.8% |
| Taxi | 0 | (0%) | 0 | (-100%) | 6 | (-25%) | 6 (-40.0%) | 0.2% |
| Bus or coach | 0 | (-100%) | 16 | (7%) | 177 | (11%) | 193 (9.7%) | 5.8% |
| Goods vehicle | 0 | (0%) | 3 | (50%) | 18 | (-14%) | 21 (-8.7%) | 0.6% |
| Other vehicle | 0 | (0%) | 1 | (-67%) | 18 | (-28%) | 19 (-32.1%) | 0.6% |
| Total | 13 | (-35%) | 530 | (-11%) | 2,789 | (-11%) | 3,332 (-10.8%) | 100.0% |
| % of total in 2003 | 0.4% | | 15.9% | | 83.7% | | 100.0% | |

Of young adult casualties (16 to 24 years), 50% were car occupants, 17% were pedestrians, 23% were powered two wheeler users and 6% were pedal cyclists.

Of adult casualties (25 to 59 years), 49% were car occupants, 20% were powered two wheeler riders or passengers, 13% were pedestrians and 9% were pedal cyclists.

Of older road user casualties (60 years and over), the largest groups were car occupants (42%), pedestrians (28%), and bus or coach occupants (22%).

Collisions in London in 2003

Month of collisions

Figure 3 shows the month in which collisions occurred and the changes between 2003 and 2002. It shows that there were changes ranging from an increase of 4% in March to decreases of over 10% in May and November.

Lighting conditions

During 2003, the percentage of all collisions occurring in dark conditions was 31% - virtually the same as in 2002. The number of collisions occurring in light conditions decreased by 5% compared with 2002, and those occurring in dark conditions decreased by 8%.

Road surface conditions

In considering the road surface conditions at the time of collisions, several notable changes were evident in 2003, compared with 2002.

Although the numbers were relatively small, in 2003, the number of collisions on roads covered with snow, frost or ice increased by over 200%.

Collision numbers occurring on a dry road surface increased by 3%, while those on a wet surface saw an overall decrease of 37%. Figure 4 shows the variation in wet road collisions from month to month, identifying fairly substantial reductions of between 10% and 70% in most months in 2003 - largely a reflection of the drier weather throughout most of 2003. However an increase of 4% was noted in September 2003, compared with 2002.

Overall, in 2003, 82% of collisions occurred on dry road surfaces, 16% on wet roads, and 1% occurred on roads covered with snow, frost or ice. Figures for 2002 were 75%, 25% and less than 1% respectively. In addition, during 2003, 55 collisions occurred on a surface with oil/diesel and eight with mud - which comprises about 0.2% of the total number of collisions.

Casualty variation throughout London

Table 6 shows the number of casualties in each of the main road user groups, for each of the London boroughs. The percentage change between 2003 compared to the equivalent figures for 2002 is also shown.

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

The total number of casualties decreased by 6% in inner London and 8% in outer London. Pedestrian casualties decreased by 4% in inner London and 5% in outer London. Pedal cyclist casualties showed a 2% increase in inner London, but a 3% decrease in outer London. Powered two-wheeler casualties decreased by 7% in inner London and 9% in outer London. Car occupant casualties decreased by 12% in inner London and by 9% in outer London.

Table 6: Casualties in Greater London 2003 by borough and percentage change over 2002 figures

| Borough | Total casualties | | Pedestrians | | Pedal cyclists | | Powered two-wheelers | | Car occupants | | Total vehicle occupants | |
|---------------------------|------------------|----------------|--------------|----------------|----------------|----------------|----------------------|----------------|---------------|-----------------|-------------------------|----------------|
| City of London | 328 | (-22.8%) | 78 | (-32.2%) | 64 | (-16.9%) | 85 | (-19.8%) | 53 | (-30.3%) | 250 | (-19.4%) |
| Westminster | 2,415 | (-2.0%) | 668 | (2.8%) | 305 | (15.5%) | 514 | (3.6%) | 480 | (-15.3%) | 1,747 | (-3.7%) |
| Camden | 1,270 | (-9.5%) | 360 | (-1.4%) | 185 | (9.5%) | 282 | (-10.2%) | 288 | (-30.4%) | 910 | (-12.4%) |
| Islington | 1,132 | (-9.8%) | 262 | (-15.2%) | 181 | (-2.7%) | 258 | (-15.1%) | 310 | (-4.6%) | 870 | (-8.0%) |
| Hackney | 1,138 | (-5.2%) | 259 | (2.8%) | 140 | (13.8%) | 197 | (6.5%) | 410 | (-21.5%) | 879 | (-7.3%) |
| Tower Hamlets | 1,057 | (-3.4%) | 197 | (-9.2%) | 79 | (-11.2%) | 247 | (-10.2%) | 451 | (7.1%) | 860 | (-1.9%) |
| Greenwich | 1,246 | (-4.9%) | 187 | (-12.2%) | 52 | (6.1%) | 191 | (-14.0%) | 662 | (-5.2%) | 1,059 | (-3.5%) |
| Lewisham | 1,439 | (-0.1%) | 282 | (2.5%) | 85 | (13.3%) | 258 | (-7.2%) | 652 | (-1.5%) | 1,157 | (-0.7%) |
| Southwark | 1,617 | (-4.6%) | 327 | (6.9%) | 193 | (-3.5%) | 364 | (-3.4%) | 554 | (-8.9%) | 1,290 | (-7.1%) |
| Lambeth | 1,743 | (-8.8%) | 361 | (-0.8%) | 187 | (-3.1%) | 447 | (-6.9%) | 573 | (-16.7%) | 1,382 | (-10.7%) |
| Wandsworth | 1,174 | (-16.7%) | 224 | (-16.1%) | 154 | (-9.9%) | 319 | (-15.6%) | 372 | (-23.0%) | 950 | (-16.8%) |
| Hammersmith & Fulham | 908 | (0.2%) | 181 | (-10.0%) | 138 | (6.2%) | 223 | (-6.7%) | 244 | (-6.9%) | 727 | (3.1%) |
| Kensington & Chelsea | 842 | (-5.9%) | 192 | (-5.9%) | 106 | (-7.8%) | 226 | (-8.1%) | 230 | (-4.2%) | 650 | (-5.9%) |
| Total Inner London | 16,309 | (-6.3%) | 3,578 | (-4.3%) | 1,869 | (1.5%) | 3,611 | (-7.4%) | 5,279 | (-11.5%) | 12,731 | (-6.9%) |
| Waltham Forest | 1,077 | (-0.2%) | 193 | (-2.5%) | 63 | (5.0%) | 110 | (-17.9%) | 627 | (3.6%) | 884 | (0.3%) |
| Redbridge | 1,287 | (-3.0%) | 152 | (-9.5%) | 45 | (12.5%) | 122 | (-25.2%) | 867 | (-0.1%) | 1,135 | (-2.1%) |
| Havering | 1,122 | (-5.5%) | 145 | (16.0%) | 32 | (-15.8%) | 107 | (-21.9%) | 753 | (-1.1%) | 977 | (-8.0%) |
| Barking & Dagenham | 758 | (-1.9%) | 96 | (-21.3%) | 27 | (-28.9%) | 84 | (-10.6%) | 478 | (7.2%) | 662 | (1.7%) |
| Newham | 1,115 | (-6.8%) | 248 | (-3.9%) | 64 | (-1.5%) | 109 | (-8.4%) | 592 | (-10.2%) | 867 | (-7.6%) |
| Bexley | 764 | (-21.7%) | 112 | (-15.2%) | 30 | (-18.9%) | 115 | (-9.4%) | 442 | (-23.0%) | 652 | (-22.7%) |
| Bromley | 1,095 | (-20.8%) | 157 | (-22.7%) | 66 | (13.8%) | 152 | (-17.8%) | 626 | (-20.8%) | 938 | (-20.4%) |
| Croydon | 1,482 | (-5.5%) | 287 | (7.5%) | 68 | (6.3%) | 205 | (-20.2%) | 781 | (-7.1%) | 1,195 | (-8.2%) |
| Sutton | 660 | (-0.6%) | 115 | (36.9%) | 31 | (-39.2%) | 113 | (-14.4%) | 354 | (2.6%) | 545 | (-6.0%) |
| Merton | 722 | (-11.1%) | 144 | (33.3%) | 55 | (-20.3%) | 139 | (-18.2%) | 323 | (-18.0%) | 578 | (-17.9%) |
| Kingston | 525 | (-4.4%) | 92 | (-6.1%) | 49 | (8.9%) | 109 | (11.2%) | 233 | (-13.1%) | 433 | (-4.0%) |
| Richmond | 727 | (3.4%) | 106 | (-9.4%) | 101 | (29.5%) | 187 | (19.1%) | 284 | (-6.0%) | 621 | (6.0%) |
| Hounslow | 1,278 | (-7.1%) | 170 | (3.0%) | 100 | (14.9%) | 174 | (-13.4%) | 751 | (-9.8%) | 1,108 | (-8.4%) |
| Hillingdon | 1,361 | (-8.8%) | 121 | (-29.7%) | 67 | (8.1%) | 153 | (11.7%) | 933 | (-11.0%) | 1,240 | (-6.1%) |
| Ealing | 1,704 | (-7.7%) | 308 | (-1.3%) | 114 | (4.6%) | 215 | (-3.2%) | 946 | (-11.4%) | 1,396 | (-9.1%) |
| Brent | 1,382 | (-5.0%) | 249 | (-12.3%) | 65 | (-12.2%) | 206 | (6.7%) | 748 | (-6.8%) | 1,133 | (-3.2%) |
| Harrow | 676 | (-4.9%) | 118 | (16.8%) | 27 | (-18.2%) | 52 | (-31.6%) | 444 | (-4.1%) | 558 | (-8.5%) |
| Barnet | 1,658 | (-10.4%) | 251 | (-4.2%) | 71 | (16.4%) | 216 | (-9.2%) | 998 | (-11.7%) | 1,407 | (-11.4%) |
| Haringey | 1,203 | (-0.7%) | 279 | (-8.2%) | 53 | (-32.1%) | 159 | (0.6%) | 602 | (5.1%) | 924 | (1.8%) |
| Enfield | 1,525 | (-15.7%) | 206 | (-13.8%) | 59 | (-20.3%) | 131 | (-8.4%) | 975 | (-18.2%) | 1,319 | (-15.9%) |
| Total Outer London | 22,121 | (-7.7%) | 3,549 | (-4.6%) | 1,187 | (-2.8%) | 2,858 | (-9.0%) | 12,757 | (-8.6%) | 18,572 | (-8.3%) |
| Greater London | 38,430 | (-7.1%) | 7,127 | (-4.4%) | 3,056 | (-0.2%) | 6,469 | (-8.1%) | 18,036 | (-9.5%) | 31,303 | (-7.7%) |

Table 7 presents the number of casualties by severity, for each of the London boroughs. The percentage change between 2003 compared to the equivalent figures for 2002 is also shown.

Fatalities decreased by 11% in inner London, whilst they showed a 3% increase in outer London.

Serious injuries showed decreases of 12% in inner London and 6% in outer London.

Slight casualties decreased by 8% in outer London and 5% in inner London.

Overall, casualties decreased by 8% in outer London and 6% in inner London.

Table 7: Casualties in Greater London 2003 by borough, severity and percentage change over 2002 figures

| Borough | Fatal | | Serious | | Slight | | Total Casualties | |
|---------------------------|------------|-----------------|--------------|-----------------|---------------|----------------|------------------|----------------|
| City of London | 1 | (-66.7%) | 36 | (-25.0%) | 291 | (-22.2%) | 328 | (-22.8%) |
| Westminster | 11 | (-26.7%) | 330 | (2.8%) | 2,074 | (-2.5%) | 2,415 | (-2.0%) |
| Camden | 5 | (-37.5%) | 187 | (-16.5%) | 1,078 | (-8.0%) | 1,270 | (-9.5%) |
| Islington | 10 | (25.0%) | 152 | (-8.4%) | 970 | (-10.3%) | 1,132 | (-9.8%) |
| Hackney | 4 | (-60.0%) | 148 | (-8.6%) | 986 | (-4.1%) | 1,138 | (-5.2%) |
| Tower Hamlets | 6 | (-40.0%) | 133 | (-5.7%) | 918 | (-2.7%) | 1,057 | (-3.4%) |
| Greenwich | 7 | (-36.4%) | 135 | (-22.0%) | 1,104 | (-2.0%) | 1,246 | (-4.9%) |
| Lewisham | 11 | (22.2%) | 176 | (-12.9%) | 1,252 | (1.9%) | 1,439 | (-0.1%) |
| Southwark | 4 | (-50.0%) | 195 | (-8.9%) | 1,418 | (-3.7%) | 1,617 | (-4.6%) |
| Lambeth | 13 | (30.0%) | 209 | (-21.7%) | 1,521 | (-7.0%) | 1,743 | (-8.8%) |
| Wandsworth | 10 | (66.7%) | 138 | (-17.9%) | 1,026 | (-16.9%) | 1,174 | (-16.7%) |
| Hammersmith & Fulham | 6 | (50.0%) | 106 | (-10.2%) | 796 | (1.5%) | 908 | (0.2%) |
| Kensington & Chelsea | 9 | (28.6%) | 116 | (-17.7%) | 717 | (-4.0%) | 842 | (-5.9%) |
| Total Inner London | 97 | (-11.0%) | 2,061 | (-12.1%) | 14,151 | (-5.4%) | 16,309 | (-6.3%) |
| Waltham Forest | 7 | (16.7%) | 121 | (-16.0%) | 949 | (2.2%) | 1,077 | (-0.2%) |
| Redbridge | 7 | (-36.4%) | 157 | (4.0%) | 1,123 | (-3.6%) | 1,287 | (-3.0%) |
| Havering | 17 | (142.9%) | 154 | (-8.3%) | 951 | (-6.0%) | 1,122 | (-5.5%) |
| Barking & Dagenham | 6 | (-33.3%) | 99 | (7.6%) | 653 | (-2.8%) | 758 | (-1.9%) |
| Newham | 4 | (-33.3%) | 122 | (-0.8%) | 989 | (-7.3%) | 1,115 | (-6.8%) |
| Bexley | 4 | (-50.0%) | 115 | (0.9%) | 645 | (-24.5%) | 764 | (-21.7%) |
| Bromley | 13 | (44.4%) | 160 | (-24.9%) | 922 | (-20.5%) | 1,095 | (-20.8%) |
| Croydon | 14 | (7.7%) | 214 | (-4.5%) | 1,254 | (-5.9%) | 1,482 | (-5.5%) |
| Sutton | 6 | (0.0%) | 114 | (23.9%) | 540 | (-4.6%) | 660 | (-0.6%) |
| Merton | 6 | (20.0%) | 97 | (-5.8%) | 619 | (-12.1%) | 722 | (-11.1%) |
| Kingston | 3 | (0.0%) | 82 | (-2.4%) | 440 | (-4.8%) | 525 | (-4.4%) |
| Richmond | 2 | (-71.4%) | 122 | (19.6%) | 603 | (1.5%) | 727 | (3.4%) |
| Hounslow | 9 | (-25.0%) | 122 | (-36.1%) | 1,147 | (-2.1%) | 1,278 | (-7.1%) |
| Hillingdon | 5 | (-16.7%) | 153 | (-7.8%) | 1,203 | (-8.9%) | 1,361 | (-8.8%) |
| Ealing | 18 | (0.0%) | 180 | (0.0%) | 1,506 | (-8.7%) | 1,704 | (-7.7%) |
| Brent | 2 | (-60.0%) | 189 | (6.8%) | 1,191 | (-6.4%) | 1,382 | (-5.0%) |
| Harrow | 9 | (125.0%) | 70 | (-15.7%) | 597 | (-4.3%) | 676 | (-4.9%) |
| Barnet | 20 | (42.9%) | 197 | (-20.9%) | 1,441 | (-9.2%) | 1,658 | (-10.4%) |
| Haringey | 16 | (33.3%) | 175 | (4.2%) | 1,012 | (-1.9%) | 1,203 | (-0.7%) |
| Enfield | 7 | (-22.2%) | 188 | (-6.0%) | 1,330 | (-16.8%) | 1,525 | (-15.7%) |
| Total Outer London | 175 | (2.9%) | 2,831 | (-6.4%) | 19,115 | (-8.0%) | 22,121 | (-7.7%) |
| Greater London | 272 | (-2.5%) | 4,892 | (-8.9%) | 33,266 | (-6.9%) | 38,430 | (-7.1%) |

Fig. 3: All collisions in Greater London by month, 2002 and 2003

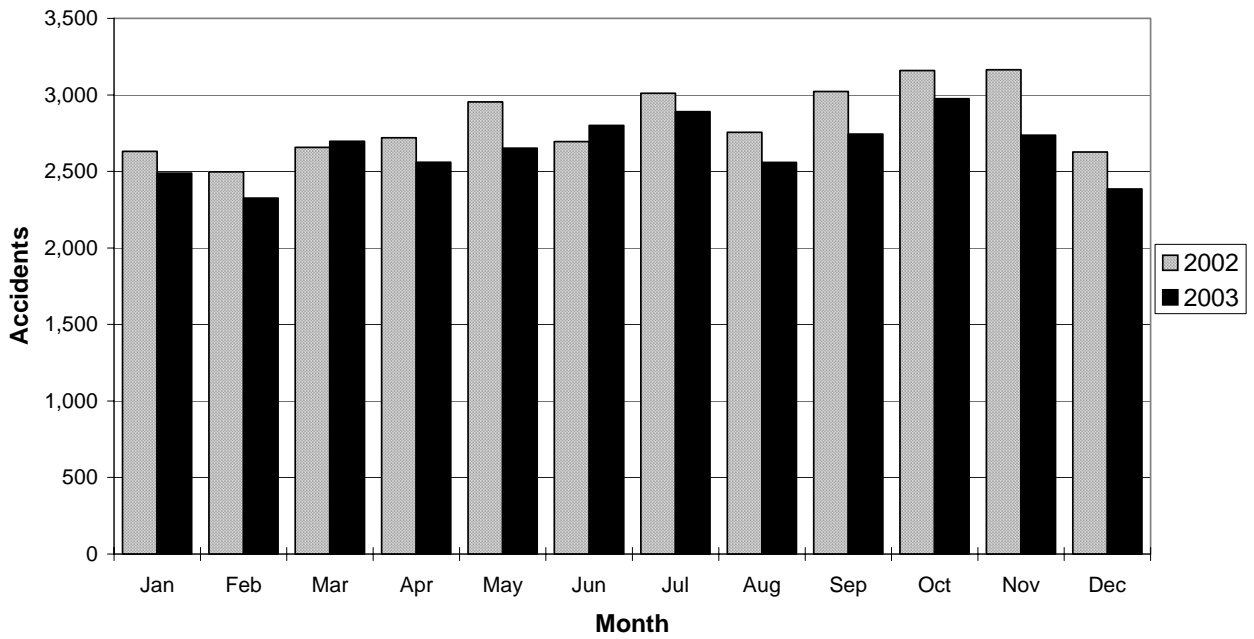


Fig. 4: Collisions on a wet road surface in Greater London by month, 2002 and 2003

