

Fact sheet

London Road Safety Unit Annual summary - January to December 2004 May 2005

Casualties in Greater London during 2004

This fact sheet provides a summary and analysis of personal injury road traffic collisions and casualties within the Greater London area during 2004.

Comparisons are made with 2003 and the average for 1994-1998, which 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.

More detailed information will be available in two forthcoming reports *Towards the year 2010: monitoring casualties in Greater London (Issue 5)* and *Collisions and casualties on London's roads 2004*, to be published later in the year.

Collisions

28,756 road traffic collisions involving personal injury were reported to the Metropolitan and City Police within Greater London during 2004. This is a 10% decrease compared with 2003.

Casualties

Table 1 shows that the 28,756 collisions resulted in 34,555 casualties.

Of these, 216 were fatally injured, 3,953 were seriously injured, and 30,386 were slightly injured.

Compared with 2003, fatalities in 2004 fell by 21% from 272 to 216. Serious injuries decreased by 19% and slight injuries decreased by 9%. Overall, casualties in 2004 decreased by 10% compared with 2003.

Table 1: Casualties in Greater London 2004 (Jan-Dec) - mode of travel by severity and percentage change over 2003

Mode of travel	Severity of casualty in 2004 (and percentage change over 2003)						% of total in 2004	
	Fatal		Serious		Slight	Total		
Pedestrian	92	(-23%)	1,242	(-10%)	5,042	(-10%)	6,376 (-10.5%)	18.5%
Pedal cyclist	8	(-58%)	332	(-21%)	2,620	(0%)	2,960 (-3.1%)	8.6%
Powered two-wheeler	47	(-25%)	848	(-22%)	4,663	(-12%)	5,558 (-14.1%)	16.1%
Car	53	(-16%)	1,239	(-25%)	14,871	(-9%)	16,163 (-10.4%)	46.8%
Taxi	1	(∞)	17	(-45%)	286	(-1%)	304 (-4.7%)	0.9%
Bus or coach	4	(-20%)	191	(-12%)	2,058	(-3%)	2,253 (-3.8%)	6.5%
Goods vehicle	9	(200%)	60	(-29%)	623	(-15%)	692 (-15.3%)	2.0%
Other vehicle	2	(∞)	24	(9%)	223	(-7%)	249 (-5.3%)	0.7%
Total	216	(-21%)	3,953	(-19%)	30,386	(-9%)	34,555 (-10.1%)	100.0%
% of total in 2004	0.6%		11.4%		87.9%		100.0%	

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

Casualties in 12 months ending December 2004 compared with the 1994-98 average and 12 months ending December 2003

Severity	User group	Casualty numbers			% change in 12 months ending Dec 2004 compared with	
		1994-1998 average	12 months ending Dec 2003	12 months ending Dec 2004	12 months ending Dec 2003	1994-1998 average
Fatal	Pedestrians	136.0	119	92	-23%	-32%
	Pedal cyclists	14.8	19	8	-58%	-46%
	Powered two-wheeler	33.6	63	47	-25%	40%
	Car occupants	55.4	63	53	-16%	-4%
	Bus or coach occupants	3.0	5	4	-20%	33%
	Other vehicle occupants	6.0	3	12	300%	100%
	Total	248.8	272	216	-21%	-13%
Fatal & serious	Pedestrians	2,136.6	1,499	1,334	-11%	-38%
	Pedal cyclists	566.8	440	340	-23%	-40%
	Powered two-wheeler	932.8	1,152	895	-22%	-4%
	Car occupants	2,568.8	1,710	1,292	-24%	-50%
	Bus or coach occupants	256.4	223	195	-13%	-24%
	Other vehicle occupants	223.0	140	113	-19%	-49%
	Total	6,684.4	5,164	4,169	-19%	-38%
	Children (under 16yrs)	935.4	542	487	-10%	-48%
Slight*	Pedestrians	7,155.2	5,628	5,042	-10%	-30%
	Pedal cyclists	3,845.6	2,616	2,620	0%	-32%
	Powered two-wheeler	5,139.4	5,317	4,663	-12%	-9%
	Car occupants	19,314.0	16,326	14,871	-9%	-23%
	Bus or coach occupants	2,017.4	2,120	2,058	-3%	2%
	Other vehicle occupants	1,525.2	1,259	1,132	-10%	-26%
	Total	38,996.8	33,266	30,386	-9%	-22%
All casualties	Pedestrians	9,291.8	7,127	6,376	-11%	-31%
	Pedal cyclists	4,412.4	3,056	2,960	-3%	-33%
	Powered two-wheeler	6,072.2	6,469	5,558	-14%	-8%
	Car occupants	21,882.8	18,036	16,163	-10%	-26%
	Bus or coach occupants	2,273.8	2,343	2,253	-4%	-1%
	Other vehicle occupants	1,748.2	1,399	1,245	-11%	-29%
	Total	45,681.2	38,430	34,555	-10%	-24%

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*. The casualty reduction targets to be achieved by 2010, compared with the 1994-1998 average are:

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

In addition, a *Road Safety Plan for London* was produced by 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 targets for the 12 months ending December 2004, and highlights national and London casualty target categories.

In the national casualty target categories:

- Following a 19% decrease in the 12 months ending December 2004, all fatal or seriously injured casualties were 38% below the 1994-98 average.
- After a 10% decrease in the 12 months ending December 2004, all child fatal or seriously injured casualties were 48% below the 1994-98 average
- After a 9% decrease in the 12 months ending December 2004, slight casualties were 22% below the 1994-98 average.

For the London casualty target categories:

- After an 11% decrease in the 12 months ending December 2004, pedestrians killed or seriously injured were 38% below the 1994-1998 average.

- Following a 23% decrease in the 12 months ending December 2004, pedal cyclists killed or seriously injured were 40% below the 1994-1998 average, thus reaching their target level.
- After a 22% decrease in the 12 months ending December 2004, powered two-wheeler riders killed or seriously injured were 4% below the 1994-1998 average

It is also important to note that in the 12 months ending December 2004:

- There was a reduction of 21% in fatalities compared with the previous year, which brought them to 13% below the 1994-1998 average.
- Overall casualties were 24% below the 1994-1998 average, following a 10% reduction in the previous year.

While these general reductions during the 12 months to December 2004 are encouraging, it should be noted that collision and casualty figures vary from year to year, particularly in the smaller road user and severity categories.

Casualties in London in 2004

Casualty class

Data for 2004 given in Table 1 and Figures 1 and 2 illustrate the vulnerability of pedestrians to serious injury and death.

Pedestrians accounted for:

- 43% of all fatalities and 31% of all serious injuries; compared with only
- 19% of all casualties

Riders / passengers of powered two wheelers and pedal cyclists accounted for:

- 16% and 9% of all casualties; and
- 22% and 4% of all fatalities respectively

Car occupants accounted for

- 47% of all casualties
- 31% of all serious injuries; and
- 25% of all fatalities

Bus or coach occupants accounted for 7% of all casualties, and goods vehicle occupants for 2%. **Taxi occupant** casualties accounted for less than 1% of all casualties.

In 2004, 147 out of the 216 fatalities (69%) were people external to vehicles (pedestrians, pedal cyclists and powered two-wheeler users).

Fig. 1: Total casualties by mode of travel in Greater London, 2004 (January to December)

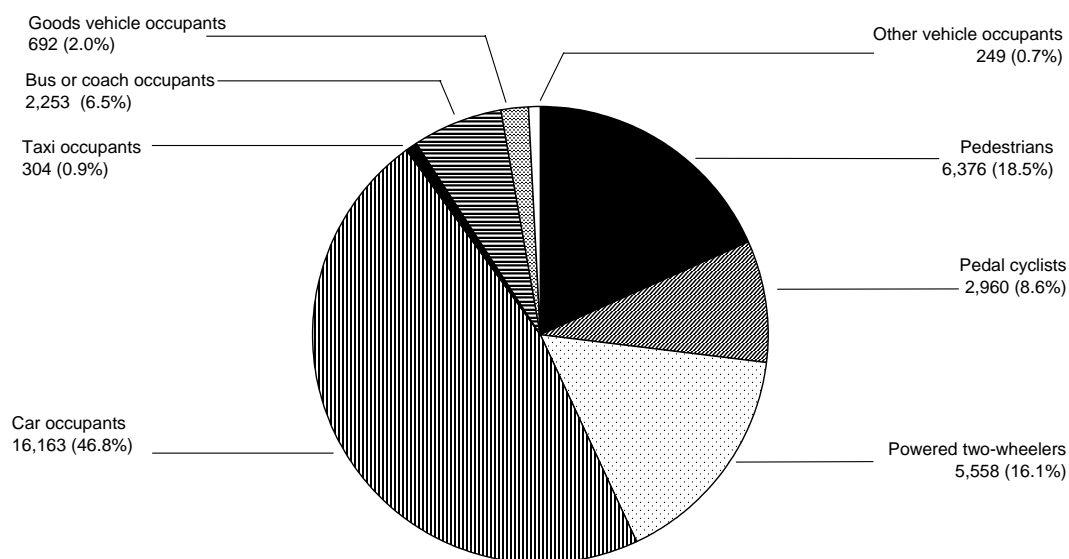


Fig. 2: Killed or seriously injured casualties by mode of travel in Greater London, 2004 (January to December)

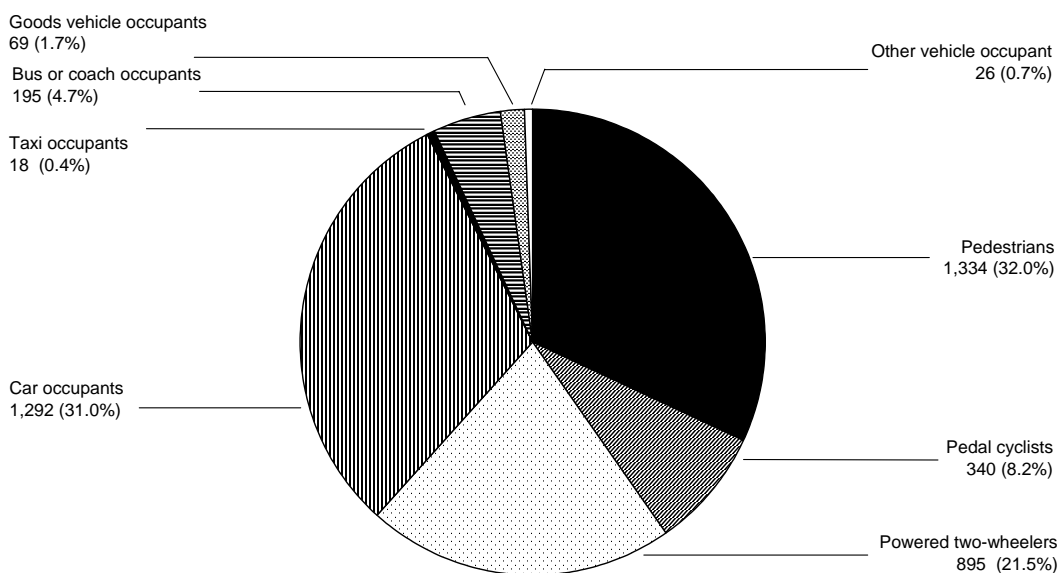


Table 3: Casualties in Greater London 2004 (Jan-Dec)- casualty class by associated vehicle and percentage change over 2003

Vehicle type	Casualty class in 2004 (and percentage change over 2003)			
	Driver/rider	Passenger	Pedestrian	Total
Pedal cycle	2,934 (-4%)	26 (100%)	78 (3%)	3,038 (-3.0%)
Powered two-wheeler	5,325 (-14%)	233 (-20%)	630 (-12%)	6,188 (-13.8%)
Car	11,059 (-9%)	5,104 (-13%)	4,396 (-12%)	20,559 (-10.7%)
Taxi	172 (2%)	132 (-12%)	160 (-4%)	464 (-4.5%)
Bus or coach	155 (6%)	2,098 (-5%)	567 (-6%)	2,820 (-4.3%)
Goods vehicle	518 (-14%)	174 (-20%)	426 (-8%)	1,118 (-12.5%)
Other vehicle	146 (-2%)	103 (-10%)	119 (11%)	368 (-0.5%)
Total	20,309 (-10%)	7,870 (-11%)	6,376 (-11%)	34,555 (-10.1%)
% of total in 2004	58.8%	22.8%	18.5%	100.0%

Table 4: Casualties in Greater London 2004 (Jan-Dec) - 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	1,507	1,091	2,590	788	400	3,678	2,698	6,376
Pedal cyclist	393	421	1,877	85	184	2,302	658	2,960
Powered two-wheeler	72	1,431	3,745	79	231	5,037	521	5,558
Car	870	3,492	9,481	1,105	1,215	8,659	7,504	16,163
Taxi	6	14	217	41	26	224	80	304
Bus or coach	162	157	892	794	248	761	1,492	2,253
Goods vehicle	20	102	496	36	38	621	71	692
Other vehicle	23	26	138	24	38	199	50	249
Total	3,053	6,734	19,436	2,952	2,380	21,481	13,074	34,555
% of total in 2004	8.8%	19.5%	56.2%	8.5%	6.9%	62.2%	37.8%	100.0%

In the main road user groups, the following compares 2004 with 2003:

- **Pedestrian** casualties decreased by 10%. Pedestrian fatalities decreased by 23% to 92, serious injuries decreased by 10% and slight injuries decreased by 10%.
- **Pedal cyclist** casualties decreased by 3%. Fatalities fell by 58% from 19 to eight, serious injuries decreased by 21% and slight injuries showed no change.
- **Powered two-wheeler** casualties saw an overall decrease of 14%. Fatalities decreased by 25% from 63 to 47. Serious injuries decreased by 22% and slight injuries by 12%.
- **Car occupant** casualties, by far the largest casualty category, saw an overall decrease of 10%. Fatalities decreased by 16% from 63 to 53, serious injuries decreased by 25%, and slight injuries decreased by 9%.
- Although comparatively small in number, **taxi occupant** casualties decreased by 5% to 304, **goods vehicle occupant** casualties decreased by 15% to 692, and **bus or coach occupant** casualties decreased by 4% to 2,253.

Casualty class and associated vehicle

Table 3 shows the casualty class and type of vehicle directly associated with each casualty, during 2004 compared with 2003. 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 2004, Table 4 shows that males accounted for about 62% and females for 38% of casualties. It shows considerable variation in the proportion of male to female casualties for different modes of travel. Females accounted for 66% of bus or coach occupant casualties and 46% of car occupant casualties. Males accounted for 91% of powered two-wheeler casualties, 78% of pedal cyclist casualties, 54% of car occupant casualties and 58% of pedestrian casualties. Analysis of car occupants shows that males accounted for 59% of car driver casualties, and females made up 58% of car passenger casualties.

Casualty age groups

Table 4 shows a wide variation in casualties according to age group for each mode of travel. This suggests that the age as well as gender affect accessibility and choice of mode. The age was known for 93.1% of all casualties in 2004.

Of child casualties (under 16 years), 49% were pedestrians, 28% were car occupants and 13% were pedal cyclists.

Table 5 shows that in 2004, 16 children were killed, an increase from 12 in 2003. Of these, eight were pedestrians, one a pedal cyclist, one a powered two-wheeler passenger, three car passengers, two passengers in an 'other' vehicle and one goods vehicle passenger. In addition, 471 were seriously injured and 2,566 slightly injured.

Table 5: Child casualties in Greater London 2004 (Jan-Dec) - mode of travel by severity and percentage change over 2003

Mode of travel	Severity of casualty in 2004 (and percentage change over 2003)						% of total in 2004	
	Fatal		Serious		Slight			Total
Pedestrian	8	(14%)	296	(-6%)	1,203	(-8%)	1,507 (-7.8%)	49.4%
Pedal cyclist	1	(-67%)	46	(-22%)	346	(6%)	393 (1.0%)	12.9%
Powered two-wheeler	1	(0%)	12	(-57%)	59	(20%)	72 (-6.5%)	2.4%
Car	3	(50%)	86	(-20%)	781	(-12%)	870 (-12.3%)	28.5%
Taxi	0	(0%)	0	(0%)	6	(0%)	6 (0.0%)	0.2%
Bus or coach	0	(0%)	21	(31%)	141	(-20%)	162 (-16.1%)	5.3%
Goods vehicle	1	(∞)	3	(0%)	16	(-11%)	20 (-4.8%)	0.7%
Other vehicle	2	(∞)	7	(600%)	14	(-22%)	23 (21.1%)	0.8%
Total	16	(33%)	471	(-11%)	2,566	(-8%)	3,053 (-8.3%)	100.0%
% of total in 2004	0.5%		15.4%		84.0%		100.0%	

Of young adult casualties (16 to 24 years), 52% were car occupants, 16% were pedestrians, 21% were powered two-wheeler users and 6% were pedal cyclists.

Of adult casualties (25 to 59 years), 49% were car occupants, 19% were powered two-wheeler riders or passengers, 13% were pedestrians and 10% were pedal cyclists.

Of older road user casualties (60 years and over), the largest groups were car occupants (37%), pedestrians (27%), and bus or coach occupants (27%).

Collisions in London in 2004

Month of collisions

Figure 3 (page 9) shows the month in which collisions occurred and the changes between 2003 and 2004. It shows that there were decreases each month ranging in size from 4% in January to 16% in March.

Lighting conditions

During 2004, 30% of all collisions occurred in dark conditions, virtually the same as the 31% observed in 2003. Collisions in 2004 that occurred in light conditions decreased by 9%, compared with 2003, and those in dark conditions decreased by 11%.

Road surface conditions

When considering the road surface conditions at the time of collisions, several notable changes were evident in 2004, compared with 2003.

Although the numbers were relatively small, in 2004, the number of collisions on roads covered with snow, frost or ice decreased by 47%.

Collisions that occurred on dry road surfaces decreased by 13%, while those on a wet surface increased by 11%. Figure 4 (page 9) shows the variation in wet road collisions from month to month, and illustrates substantial increases in January, March, April, August, September and October 2004 compared with the same months in 2003.

Overall, in 2004, 79% of collisions occurred on dry road surfaces, 21% on wet roads, and less than 1% on roads covered with snow, frost or ice. Corresponding figures for 2003 were 82%, 17% and 1% respectively. In addition, during 2004, 50 collisions occurred on an oil/diesel covered surface and seven with mud, which makes up about 0.2% of the total number of collisions.

Casualty variation throughout London

Table 6 shows the number of casualties in each of the main road user groups, for each of the London boroughs, and the percentage change in 2004 compared with 2003.

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

The total number of casualties decreased by 12% in inner London and 9% in outer London. Pedestrian casualties decreased by 11% in inner London and 10% in outer London. Pedal cyclist casualties showed a 2% decrease in inner London, and a 5% decrease in outer London. Powered two-wheeler casualties decreased by 14% in both inner and outer London. Car occupant casualties decreased by 13% in inner London and by 9% in outer London.

Table 6: Casualties in Greater London 2004 by borough and percentage change over 2003 figures (Jan-Dec)

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

Table 7 shows the number of casualties by severity, for each of the London boroughs, and the percentage change between 2004 compared to figures for 2003.

Fatalities decreased by 19% in inner London and by 22% in outer London.

Serious injuries decreased by 18% in inner London and 20% in outer London.

Slight casualties decreased by 11% in inner London and 7% in outer London.

Overall, casualties decreased by 12% in inner London and 9% in outer London.

Table 7: Casualties in Greater London 2004 by borough, severity and percentage change over 2003 figures (Jan-Dec).

Borough	Fatal		Serious		Slight		Total Casualties	
	Count	% Change	Count	% Change	Count	% Change	Count	% Change
City of London	3	(200.0%)	41	(13.9%)	299	(2.7%)	343	(4.6%)
Westminster	9	(-18.2%)	272	(-17.6%)	1,836	(-11.5%)	2,117	(-12.3%)
Camden	4	(-20.0%)	144	(-23.0%)	1,026	(-4.8%)	1,174	(-7.6%)
Islington	2	(-80.0%)	99	(-34.9%)	807	(-16.8%)	908	(-19.8%)
Hackney	8	(100.0%)	141	(-4.7%)	912	(-7.5%)	1,061	(-6.8%)
Tower Hamlets	6	(0.0%)	127	(-4.5%)	858	(-6.5%)	991	(-6.2%)
Greenwich	10	(42.9%)	103	(-23.7%)	949	(-14.0%)	1,062	(-14.8%)
Lewisham	5	(-54.5%)	142	(-19.3%)	1,110	(-11.3%)	1,257	(-12.6%)
Southwark	9	(125.0%)	117	(-40.0%)	1,148	(-19.0%)	1,274	(-21.2%)
Lambeth	4	(-69.2%)	163	(-22.0%)	1,248	(-17.9%)	1,415	(-18.8%)
Wandsworth	8	(-20.0%)	142	(2.9%)	1,053	(2.6%)	1,203	(2.5%)
Hammersmith & Fulham	6	(0.0%)	107	(0.9%)	761	(-4.4%)	874	(-3.7%)
Kensington & Chelsea	5	(-44.4%)	100	(-13.8%)	636	(-11.3%)	741	(-12.0%)
Total Inner London	79	(-18.6%)	1,698	(-17.6%)	12,643	(-10.7%)	14,420	(-11.6%)
Waltham Forest	1	(-85.7%)	104	(-14.0%)	790	(-16.8%)	895	(-16.9%)
Redbridge	9	(28.6%)	109	(-30.6%)	1,014	(-9.7%)	1,132	(-12.0%)
Havering	10	(-41.2%)	120	(-22.1%)	953	(0.2%)	1,083	(-3.5%)
Barking & Dagenham	9	(50.0%)	81	(-18.2%)	665	(1.8%)	755	(-0.4%)
Newham	4	(0.0%)	110	(-9.8%)	838	(-15.3%)	952	(-14.6%)
Bexley	2	(-50.0%)	80	(-30.4%)	650	(0.8%)	732	(-4.2%)
Bromley	10	(-23.1%)	148	(-7.5%)	977	(6.0%)	1,135	(3.7%)
Croydon	11	(-21.4%)	145	(-32.2%)	1,238	(-1.3%)	1,394	(-5.9%)
Sutton	3	(-50.0%)	61	(-46.5%)	548	(1.5%)	612	(-7.3%)
Merton	2	(-66.7%)	77	(-20.6%)	511	(-17.4%)	590	(-18.3%)
Kingston	4	(33.3%)	60	(-26.8%)	397	(-9.8%)	461	(-12.2%)
Richmond	6	(200.0%)	74	(-39.3%)	544	(-9.8%)	624	(-14.2%)
Hounslow	15	(66.7%)	119	(-2.5%)	968	(-15.6%)	1,102	(-13.8%)
Hillingdon	11	(120.0%)	146	(-4.6%)	1,163	(-3.3%)	1,320	(-3.0%)
Ealing	7	(-61.1%)	140	(-22.2%)	1,264	(-16.1%)	1,411	(-17.2%)
Brent	6	(200.0%)	149	(-21.2%)	1,058	(-11.2%)	1,213	(-12.2%)
Harrow	4	(-55.6%)	79	(12.9%)	625	(4.7%)	708	(4.7%)
Barnet	12	(-40.0%)	160	(-18.8%)	1,398	(-3.0%)	1,570	(-5.3%)
Haringey	3	(-81.3%)	128	(-26.9%)	866	(-14.4%)	997	(-17.1%)
Enfield	8	(14.3%)	165	(-12.2%)	1,276	(-4.1%)	1,449	(-5.0%)
Total Outer London	137	(-21.7%)	2,255	(-20.3%)	17,743	(-7.2%)	20,135	(-9.0%)
Greater London	216	(-20.6%)	3,953	(-19.2%)	30,386	(-8.7%)	34,555	(-10.1%)

Fig. 3: All collisions in Greater London by month, 2003 and 2004 (Jan-Dec)

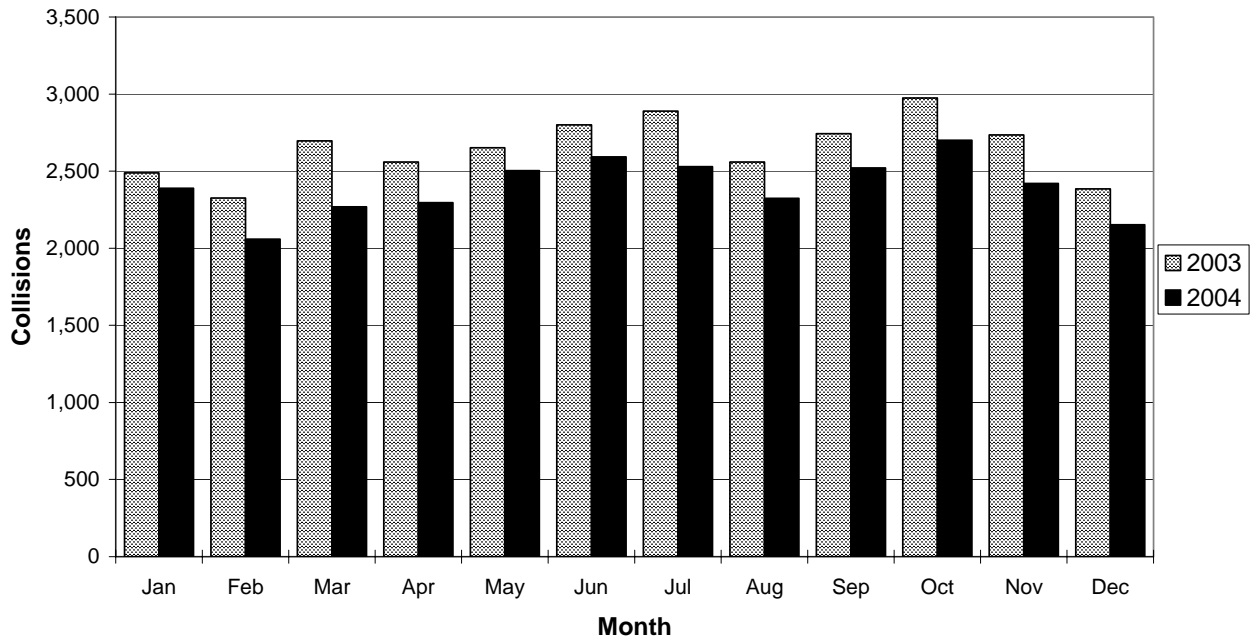


Fig. 4: Collisions on a wet road surface in Greater London by month, 2003 and 2004 (Jan-Dec)

