Accidents and casualties on London's roads 2003

July 2004

This report presents statistics and a commentary on road traffic accidents occurring on the public highway involving personal injury in the Greater London area. These are accidents reported to the Metropolitan and City of London police forces during 2003. The report also provides a summary of the work carried out by the London Road Safety Unit (LRSU) during the year.

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

The Greater London area comprises the 32 London boroughs and the City of London. It is the largest metropolitan area in Great Britain. Due to its large size and concentration of vehicle and pedestrian activity, it accounts for some 15% of the total accidents in Great Britain.

Data is presented on accidents, types of vehicles involved and casualties injured. These are presented 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 2003 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.

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
Windsor House,
42-50 Victoria Street
London SW1H 0TL

Contents

Index of tables and figures

7 Casualties

1

Introduction

1.1 Summary of general trends

In 2003, 31,811 personal injury accidents occurring on the public highway were reported to the Metropolitan and City of London police forces within the Greater London area. This represents a decrease of 6.1% over the 33,893 accidents recorded during 2002. These resulted in 38,430 casualties, a decrease of 7.1% compared with the figure of 41,376 recorded in 2002. These decreases are somewhat larger than the figures for Great Britain as a whole, where accidents decreased by 3.5% and casualties by 4.0%[1].

These changes - as well as much of the data recorded in this report - need to be seen in the context of current national and London-wide casualty reduction targets. In March 2000 the Government published its road safety strategy and casualty reduction targets for 2010 in the report *Tomorrow's roads: safer for everyone*. The 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 TfL Street Management on behalf of the Mayor (Street Management has since become part of Surface Transport directorate, in Spring 2003). Following wide consultation, *London's Road Safety Plan* was published in November 2001. As well as endorsing the national targets *London's Road Safety Plan* recognises the particular issues for vulnerable road users. *The Mayor's Transport Strategy* promotes walking and cycling, and recognises the recent increase in the use of powered two wheelers. Consequently, the 40% reduction target for fatal or serious casualties is to be applied in London to:

pedestrians
pedal cyclists
powered two wheeler users

to ensure that attention is directed at these groups.

By the end of 2003:

- all fatal or serious casualties were 23% below the 1994-98 average, following a 9% decrease to 5,164 in 2003
- child fatal or serious casualties were 42% below the 1994-98 average, following a decrease of 12% to 543 in 2003
- slight casualties were 15% below the 1994-98 average, following a decrease of 7% to 33,266 in 2003. 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 30% below the 1994-98 average, after a decrease of 9% to 1,499 in 2003
- pedal cyclist fatal or serious casualties were 22% below the 1994-98 average, following a 6% increase to 440 in 2003

- powered two wheeler user fatal or serious casualties were 23% *above* the 1994-98 average, after a 6% decrease to 1,152 in 2003.

(See table 1a)

Comparing London's performance towards the year 2010 national targets with those for Great Britain, (measured against the 1994-98 average), by the end of 2003:

- fatal or serious casualties in Great Britain had fallen 22% compared with London's fall of 23%
- child fatal or serious casualties in Great Britain had fallen by 40% compared with London's fall of 42%
- slight casualties in Great Britain had fallen by 17% compared with London's fall of 15% [1]. Note that in the absence of guidance at this stage from DfT as to how these are to be measured, slight casualty changes in London relate to absolute figures rather than rates.

For further information on progress towards the casualty reduction targets in London, see the report *Towards the year 2010: monitoring casualties in Greater London*, Issue 4 of which was published in July 2004 by TfL.

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

The cost to the community of accidents in Greater London for the year 2003 is estimated to be over £2.3 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.

Table 1a Summary of changes in casualties for London casualty reduction target categories by year 2003

Category		Casualties			% change by 2003 compared with	
	Target by 2010 (%)	1994-98 average	2002	2003	2002	1994-98 average
Fatal and serious casualties						
Total	-40%	6,684	5,648	5,164	-9%	-23%
Pedestrians	-40%	2,137	1,646	1,499	-9%	-30%
Pedal cyclists	-40%	567	414	440	+6%	-22%
Powered two-wheelers	-40%	933	1,222	1,152	-6%	+23%
Children	-50%	935	614	543	-12%	-42%
Slight casualties						
Total	-10%	38,997	35,728	33,266	-7%	-15%

During 2003, accidents and casualties in Greater London accounted for 15% and 13% respectively of those in Great Britain as a whole[1].

The accidents and casualties occurred against a background in which total distance travelled by motor vehicles in Greater London on all roads increased by 7% in the ten years to 2002, from 30.6 to 32.8 billion vehicle kilometres. However in the latest three years for which data is available the increase was only 0.3%. Information for the rest of Great Britain for the same 10 year period to 2002 suggests that the total distance travelled by motor vehicles increased by almost 19%[2].

In Section 2, Table 2a shows a summary of casualties by severity and mode of travel for 2003. Table 2b shows a summary of casualties in 2003 for each borough for each of the main modes of travel together with the percentage change in casualties compared with 2002. Table 2c shows casualties in 2003 according to severity and casualty class. Table 2d shows casualties in 2003 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 on the public highway occurring within the Greater London area. This information will assist in policy formulation for road safety, traffic and transport planning studies, the production of road safety plans, and for reference purposes.

This is the 18th 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 2003 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 serious accidents, casualties and fatalities post 1984 with those occurring before 1984.

(d) Data for the City of London recorded by the City of London police was added to the LRSU database for 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 commissioned a study[3] 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.

If the best estimate of the reporting rate (70%) is applied to the 38,430 casualties reported to the police during 2003 it can be estimated that there may have been about 55,000 people injured on the roads in London in 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 2003

1.4.1 Major road, traffic and public transport schemes or initiatives

During 2003, the following major schemes or initiatives were started, completed or ongoing.

- A new London Traffic Control Centre was opened in January bringing together staff from Transport for London and the Metropolitan Police to oversee traffic management.
- The London Mayor, Ken Livingstone, launched the central London congestion charging scheme on 17 February. The scheme involves an area licensing system covering a 21 sq km exclusion zone based on vehicle registration numbers and enforced by digital cameras, with a daily charge of £5 for most vehicles. The boundary of the zone is the Inner Ring Road. Traffic levels were down by approximately a quarter (60,000 vehicles) on the first day.
- In May Transport for London announced that weekday traffic speeds within the central London congestion charging zone had risen by more than 3km per hour from 15km per hour to over 18km per hour since the charge was introduced. Road traffic entering the zone had fallen by about 20% and traffic within the zone had fallen by 16%. This compared with a forecast reduction of 10–15%. Traffic on the inner ring road had remained at pre-charging levels. Bus delays in the zone due to traffic congestion fell by 50% in the first ten weeks of charging. Later, in June, Transport for London indicated that it expected the charge to generate a £65 million surplus for transport improvements in the capital.
- In October Transport for London's six month review of the central London congestion charge indicated that the impacts of the charge had stabilised and that journey times in the charge area had been cut by 30%.
- Work started on the Docklands Light Railway extension to London City Airport

and North Woolwich. The 4.4km extension will include four new stations and is due for completion by 2005.

- The Highways Agency awarded a design and build contract to widen the 11.7km section of the M25 between junctions 12 and 15 (the M3 to the M4). Between junctions 12 and 14 the motorway will be widened from four to five lanes in each direction and between junctions 14 and 15 from four to six lanes in each direction. The scheme also includes a 1km dual carriageway spur road to Heathrow Airport Terminal 5.
- The Greater London Authority began consultation in May on four designs for a new Thames Gateway bridge over the Thames between Beckton and Thamesmead.
- The Association of London Government approved the London Borough of Hillingdon's application to enforce bus lane and parking regulations using CCTV cameras and the London Borough of Richmond's bid to enforce parking regulations using CCTV cameras. This brought the number of boroughs using bus lane CCTV enforcement cameras to seven and those using parking enforcement CCTV to five.
- Transport for London proposed scaled down designs for three schemes on the A406 North Circular Road in north west London, at Golders Green Road, at the A1/A598 Regents Park Road, and at Bounds Green/Green Lanes.
- London Mayor, Ken Livingstone, re-opened Trafalgar Square after the completion of the 18 month project to pedestrianise the north side of the square and link it with the National Gallery, as part of the World Squares initiative.
- Transport for London's Cycling Centre of Excellence invited educational establishments to apply for a new initiative that funds and installs modern cycle parking facilities in schools and colleges aimed at making cycling a more attractive travel option.
- A contract was awarded for the construction of the Leamouth Bridge in east London, a cycle and pedestrian bridge over the River Lea linking Leamouth Peninsula with Canning Town. The bridge is of a tilt and pivot design to allow river traffic to pass.
- Work started on the widening of the M11 northbound at Junction 4 where it meets the A406. The proposal was for an extra lane to be added to the existing two lanes by using the embankment.
- The Corporation of London extended the coverage of its traffic, environmental and anti-terrorist zone into the western part of the City, initially on a trial basis. The zone limits the number of entry and exit points for traffic travelling in and out of the City.

1.4.2 Selected announcements in 2003

During 2003 there were several announcements from DfT and other sources regarding issues associated with road safety.

January

- The DfT announced the 17 winning bids for part of the £185,000 Road Safety Challenge Fund. The Fund is intended to assist projects supporting Britain's road safety strategy and casualty reduction targets by organisations other than local authorities.

- The Transport Minister indicated that there were no plans to make wearing personal protective clothing mandatory for cyclists. He indicated that public acceptance was currently too low and enforcement would be detrimental to encouraging more cycling.
- The DfT published a set of factsheets on aspects of personal travel, including travel to school, travel to work and bus use.
- The Parliamentary Advisory Council for Transport Safety (PACTS) indicated that a shortage of local authority staff with road safety skills was the most significant barrier to the Government achieving its road safety targets.

February

- The DfT published new traffic advisory leaflets on Home Zones and inclusive mobility. The Home Zones leaflet advised on best practice for achieving successful public participation, and the inclusive mobility leaflet detailed best practice on access to pedestrian and transport infrastructure.
- A two year pilot project commissioned by the DfT reported that the number of people killed or seriously injured in road accidents at safety camera sites fell by an average of 35% in six pilot areas across England and Scotland
- The Safer Streets Coalition, an alliance of 25 organisations including transport pressure groups called on the Government to review speed limits across the country. In an open letter to the Transport Secretary they called for 30mph limits in every village, wider use of 20mph zones, better speed enforcement and more funding for traffic calming and traffic reduction schemes. The coalition includes PACTS, The Council for the Protection of Rural England, Transport 2000, Slower Speeds Initiative, Sustrans, CTC, Living Streets and the Institution of Civil Engineers.
- Research commissioned by the DfT concluded that child pedestrian accidents in Great Britain are higher than in France and the Netherlands because British children cross busier roads more often and adopt riskier behaviour. The study also found that children were exposed to more risk in traffic calmed streets in Britain than in the Netherlands.

March

- A report by TRL (Transport Research Laboratory) for the DfT concluded that vehicle activated road signs to warn motorists that they are speeding can reduce accidents by as much as one third.
- Transport for London launched a new series of walking maps for the capital available free from London Transport information centres.

April

- A High Court challenge to the Government's policy of using only highly visible speed cameras in safety camera partnership areas ended with a joint statement by the DfT, Transport 2000 and the Slower Speeds Initiative recognising that police forces or local partnerships could apply to the Secretary of State to amend the rules or allow an exception to them. Transport 2000 indicated that the ruling established that safety camera partnerships could apply

to use covert fixed speed cameras.

- The DfT issued new guidance explaining how local authorities should conduct child road safety audits. The guide recommends that councils should include matters such as the number of school travel plans and safer routes to schools schemes and the number of pupils using different modes to get to school.
- The DfT issued guidance on how local authorities should deal with road safety problems in disadvantaged areas. The guidance was prompted by research showing that disadvantaged people are more likely than others to be road accident casualties.
- The Transport Secretary indicated that he would like to see traffic allowed to use motorway hard shoulders on some of the most congested parts of the motorway network including sections around London. The idea was due to be tested by the Highways Agency on part of the M42 south east of Birmingham.
- The DfT appointed TRL to monitor a trial by the London Borough of Newham to allow motorcycles and cycles to share the use of advanced stop lines at two junctions.
- A report commissioned by the DfT examined the issue of the effectiveness of cycle helmets. It concluded that helmets are effective at reducing head, brain and upper facial injury in cyclists but that discussion of the issue is hindered by the entrenched stance of opponents and advocates of their use.
- Research commissioned by the DfT indicated that older drivers up to 80 exhibit only a very small reduction in performance. The probability of being involved in an accident where the driver hits another vehicle or object did not change with age and the probability of being involved in a 'passive' accident actually reduced with age.

May

- The DfT commissioned research to review the starting red/amber timings at UK traffic lights. The current setting of two seconds of starting red/amber was last confirmed in the 1960's, since when there have been changes within signal technology, vehicle performance and driver behaviour.
- The Transport Minister indicated in a Parliamentary adjournment debate that he 'totally supported' tougher measures to deal with those convicted of causing death by dangerous driving. He said that it was the Government's intention to increase penalties for the offence and for causing death by careless driving while under the influence of drink or drugs.
- The DfT published new traffic advisory leaflets on vehicle activated signs, signal control at junctions on high speed roads, equestrian crossings, a cycling bibliography, and a walking bibliography.

June

- The Transport Minister announced £2.2 million of funding for 155 new cycling projects across England. The Cycle Project Funds will support schemes being promoted by the public, private and voluntary sectors.
- Figures published by the DfT indicated that the proportion of motorists exceeding the speed limit on Britain's roads fell in 2002. On roads with a 30 mph limit, for example, 59% of cars

exceeded the limit compared with 65% in 2001.

- The Transport Minister welcomed a study by TRL for the DfT which showed that the numbers of people wearing helmets when cycling was steadily increasing. On major built-up roads the figure rose from 16% in 1994 to 25% in 2002. However the survey also revealed that helmet wearing rates among teenage boys had fallen from 16% to 12%.
- National Cycling Strategy board members were informed that although the DfT's official position on helmet wearing is that it is a matter of personal choice, its Road Safety Division is requiring contractors to ensure that all publications on cycling should show only helmeted cyclists.
- In the third annual National Transport Awards organised by the Centre for Transport Policy the London Borough of Bromley won the Cycling and Walking Award, Camden won the London Transport Borough of the Year Award, and the London Mayor, Ken Livingstone, won the Outstanding Achievement Award for introducing the central London congestion charge.

July

- In a consultation paper on future road management policy the DfT said that early results from the central London congestion charge scheme were encouraging and gave strong backing to local authorities to consider congestion charging schemes.
- The DfT invited local authorities to come forward with plans for their towns to take part in a £7.5 million project to showcase best practice in reducing car use.

August

- Transport for London commissioned consultant TRL to assess the operation of two 'priority vehicle lanes' introduced in 1998 before TfL was created. The roads are Nine Elms Lane on the Transport for London road network in Wandsworth, and Muswell Hill, a borough road in Haringey. The research will look at issues such as road safety and traffic flow.
- London Mayor Ken Livingstone told the London Assembly that he would apply to ministers to take control of more roads if London boroughs threatened to undermine his transport strategy by removing bus lanes. He also indicated that boroughs would not be allowed to use TfL funds to pay for the removal of traffic calming features where it would make pedestrians less safe.
- The DfT launched three new television commercials as part of a new child road safety campaign aimed at seven to 11 year olds.

September

- The Transport Secretary and the Education Secretary announced that the Government wants 10,000 schools in England to have travel plans within three years as part of the efforts to reduce school escort car trips. The joint action plan to promote 'safe and healthy travel to school' will cost £50 million, and is designed to encourage pupils to lead healthier lifestyles by walking or cycling to school.
- A DfT commissioned study of the Home Zone pilot scheme in Leeds found that

residents gave the scheme widespread support but that although traffic speeds had fallen by about 6 mph there was little evidence that it had encouraged more street activity.

- According to research by TRL for the DfT an increasing proportion of adult pedestrians killed in road accidents showed evidence of having recently drunk alcohol. It found that over 40% of adult pedestrian fatalities aged up to 60 had drunk in excess of the drink-drive limit.
- According to research carried out by the AA Motoring Trust at least 20 lives had been saved in the past two years on 13 of Britain's roads in the European Road Assessment Programme (EuroRAP) as a result of simple road safety and engineering measures.
- The London Assembly announced that it was to hold an enquiry into speed humps including their effect on the emergency services, air and noise pollution, speeding and damage to cars.
- A report by University College London's Centre for Transport Studies concluded that walking to and from school can provide children with more physical activity than two hours of physical education. However, the journey to school was found to account for relatively little of a child's total daily calorie use whether on foot, by car or by bus.
- The European Union approved a new directive to make protection for pedestrians compulsory for all new car models from 2005 and existing models from 2012. Cars will be subject to a series of tests to indicate how they would impact with a pedestrian in an accident.

October

- The Government's Health Development Agency called for a 20 mph speed limit on all residential streets in an effort to cut child road accident deaths and injuries. The Agency claimed that child accident deaths and injuries could be cut by two thirds and that there was the greatest scope for reducing casualty figures in deprived communities.

November

- The Department for Transport launched a website providing information on safety cameras, including the location of static cameras (see **www.dft.gov.uk** under Road Safety).
- Police Bikesafe, a national police initiative for motorcycle riders to have their skills assessed, was relaunched.
- The Lord Chancellor's minister, in response to a parliamentary question, indicated that £105 million was recovered and paid to National Health hospitals in Britain for treating people injured in road traffic accidents in 2002-2003. She added that costs are recovered only where the person receives personal injury compensation.
- Research for the DfT by TRL concluded that shared pedestrian and cyclist space, though not ideal for either group, could often be an acceptable compromise. It found that the majority of cyclists slowed or dismounted in vehicle restricted areas and that a majority of pedestrians interviewed were 'not bothered' by cyclists.
- The Prime Minister, as part of his 'big conversation' with the British public, proposed a national review of speed limits based on evidence of the risks

posed by different types of road.

December

- The use of hand held mobile phones while driving became a criminal offence from 1 December. Offenders will initially be subject to a £30 fixed penalty notice. Drivers still risk prosecution (for failing to have proper control) if they use hands free phones when driving.
- Commission for Integrated Transport chairman, David Begg, urged ministers to revise their road safety strategy by introducing stricter drink-driving laws, more traffic police and hypothecating all speed camera revenues to road safety initiatives. His call came as the Government faced mounting pressure from newspapers, motoring organisations and from the opposition to halt the rising numbers of safety cameras installed on Britain's roads.
- It was announced that the DfT would devise a plan to increase the amount of walking and cycling as part of the Government's efforts to reduce obesity levels in the population. The aim would be to get 70% of adults to undertake the recommended half an hour's moderate exercise five times a week (the World Health Organisation's guideline) by 2010.
- The Government published its Traffic Management Bill aimed at imposing a new statutory duty on local authorities to keep traffic flowing. Transport for London would be the co-ordinator for traffic management between boroughs and other traffic authorities.
- The National Cycling Strategy Board published the assessments of councils' cycling provision performance. In London, Camden was described as 'literally streets ahead of most London boroughs' (for cycling provision), with its cycling strategy document often used as a model by other boroughs.

References

1. *'Road Casualties in Great Britain Main Results 2003' Department for Transport, 2004*
2. *'London Travel Report 2003' Transport for London, 2003*
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 2003

2.1 Accident trends

Accidents in Greater London decreased by 6.1% in 2003 following decreases of 7.6% in 2002 and 2.5% in 2001. In 2003 there were 31,811 accidents in Greater London, of which 259 were fatal, 4,511 were serious and 27,041 were slight.

Fatal accidents decreased from 265 in 2002 (down 2.3%), which followed a decrease from 293 in 2001 (down 9.2%) and an increase from 268 in 2000 (up 9.3%). 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 8.0%, following decreases of 7.4% in 2002 and 1.1% in 2001 (Figure 6.7b). Slight accidents decreased by 5.9%. The changes in accident numbers resulted in a slight reduction in the accident severity ratio (i.e. the ratio of fatal and serious accidents to total accidents) from 0.152 to 0.150.

Accidents involving pedestrians, which accounted for 21.7% of all accidents, decreased by 4.5%. Non-pedestrian accidents, which accounted for the remaining 78.3% of accidents, decreased by 6.6% (Figure 6.2).

With regard to the monthly variation in accident numbers, the worst month in 2003 was October when 9.3% of accidents occurred, followed by July (9.1%) and June (8.8%). The month with the lowest number of accidents was February, when only 7.3% of accidents occurred (Figure 6.22).

Considering the day of the week, the worst days were, as usual, Fridays, when 16.0% of all accidents and 21.1% of weekday accidents occurred. 13.0% of accidents occurred on Saturdays and 11.0% on Sundays (Figure 6.23).

As in previous years, the worst hour of the day was in the evening between 5pm and 6pm when 7.9% of all accidents occurred. A broad peak was observed between 3pm and 7pm during which time 29.7% 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 12.2% 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 2003 compared with 2002. Although the numbers were small, there was an increase of over 200% in accidents on a road covered with snow, frost or ice, probably due to a prolonged period of winter conditions. In terms of accident numbers, those occurring on a dry road surface increased by 3%, whilst those on a wet surface decreased by 37%. There were fairly substantial reductions in wet road accidents of between 10% and 70% in most months, largely a reflection of the drier weather throughout much of the year. However an increase of 4% was noted in September 2003 compared with 2002. Overall in 2003, 82% of accidents occurred on a dry road surface, 16% on a wet road, whilst 1% occurred on a road covered with snow, frost or ice. Corresponding percentages in 2002 were 75%, 25% and less than 1% respectively.

During 2003 the proportion of accidents

occurring in dark conditions was 31%, almost identical to 2002. The number of accidents in light conditions decreased by 5% compared with 2002 while those in dark conditions decreased by 8%.

In 2003, 44.4% of all accidents occurred in the 13 inner London boroughs (including the City of London), with the remaining 55.6% occurring in the 20 outer London boroughs. These are similar to the figures for 2002. Overall, accidents decreased by 5.2% in inner London and by 6.9% in outer London.

Accidents at or within 20 metres of junctions continued to account for the majority of accidents, amounting to 74.5% of the total. The number of junction accidents decreased by 6.2% compared with 2002. The junction types with the largest proportion of accidents were *T or staggered*, where 40.5% of all accidents occurred and *crossroads* where 17.3% were recorded. The number of accidents at *multiple junctions* decreased by 16.5%, at *slip roads* by 14.8% and at *mini-roundabouts* by 13.2%. The number of accidents at *crossroads* decreased by 10%, at *roundabouts* by 8.5%, at *T or staggered junctions* by 4.0% and at *private drives* by 2.7%.

Regarding the method of junction control, 64.2% of all junction accidents occurred at those with *give way* control, 25.8% at *automatic traffic signal* controlled junctions and 9.8% at *uncontrolled* junctions. At controlled junctions the number of accidents at *stop sign* controlled junctions decreased by 36.2%, and those at *automatic traffic signal* controlled junctions by 7.1%. The number of accidents at *authorised person* controlled junctions decreased by 5.0% and at *give way* controlled junctions by 3.3%.

In 2003, 6.3% of all accidents involved a parked vehicle, which is the same proportion as in 2002.

Regarding the classes of roads on which accidents occurred, only 0.9% occurred on *motorways*, while 63.1% of accidents occurred on *A* class roads, 8.8% on *B* class roads and the remaining 27.2% on *C or unclassified* roads. These proportions are very similar to those of 2002. Compared with 2002, accidents on *motorways* decreased by 11.6%. Accidents on *A* roads decreased by 5.8%, accidents on *B* roads by 5.3% and accidents on *C or unclassified* roads by 6.9%.

With regard to the speed limit, 91.2% of all accidents in 2003 occurred on roads with a speed limit of 30 mph or less, 5.2% on 40 mph limit roads, 2.4% on 50 mph limit roads, 0.3% on 60 mph limit roads and 0.8% on 70 mph limit roads. Comparison with 2002 shows that accidents decreased by 5.4% on 30 mph or less roads, by 17.5% on 40 mph roads, by 2.4% on 50 mph roads, by 27.4% on 60 mph roads and by 12.9% on 70 mph limit roads.

2.2 Casualty trends

During 2003, the 31,811 personal injury accidents reported to the Metropolitan and City of London police forces resulted in 38,430 casualties. Compared with 2002, this represents a decrease of 7.1%. 272 casualties were killed, 4,892 were seriously injured and 33,266 were slightly injured (Table 2a). Compared with 2002, fatalities

decreased by 2.5% from 279 to 272, serious injuries decreased by 8.9% 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 year on year changes range from a decrease of 2.5% to an increase of 14.9%, suggesting that relatively large annual fluctuations are to be expected.

The 38,430 casualties were made up of 22,484 vehicle drivers or riders (58.5%), 8,819 vehicle passengers (22.9%) and 7,127 pedestrians (18.5%). Compared with 2002, driver/rider casualties decreased by 6.9%, vehicle passenger casualties by 9.7%, and pedestrian casualties by 4.4%.

Table 2b shows the changes in casualties according to mode of travel, split between inner and outer London, and indicates that there were differences in the changes in the two areas of London for some of the different modes. Total casualties decreased by 6.3% in inner London, and by 7.7% in outer London. Pedestrian casualties decreased by 4.3% in inner London and by 4.6% in outer London, and pedal cyclist casualties increased by 1.5% and decreased by 2.8% respectively. Powered two wheeler casualties decreased by 7.4% in inner London and by 9.0% in outer London. Car occupants, by far the largest of the road user groups, decreased by 11.5% and 8.6% respectively.

The average number of casualties per accident was 1.21, very slightly lower than in 2002 (1.22).

Table 2a Casualties in Greater London in 2003 by mode of travel and severity of casualty

Mode of travel	Fatal	Serious	Slight	Total	% of total
Pedestrians	119	1,380	5,628	7,127	18.5%
Pedal cyclists	19	421	2,616	3,056	8.0%
Powered two-wheelers	63	1,089	5,317	6,469	16.8%
Car occupants	63	1,647	16,326	18,036	46.9%
Taxi occupants	0	31	288	319	0.8%
Bus or coach occupants	5	218	2,120	2,343	6.1%
Goods vehicle occupants	3	84	730	817	2.1%
Other vehicle occupants	0	22	241	263	0.7%
Total casualties	**272**	**4,892**	**33,266**	**38,430**	**100.0%**
(% of total)	**0.7%**	**12.7%**	**86.6%**	**100.0%**	

Table 2b: 2003 Casualties in Greater London by borough and mode of travel showing 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%)***

2.3 Pedestrian casualties

The 7,127 pedestrian casualties in 2003 accounted for 18.5% of all casualties, a slightly larger proportion to that of the previous year. Compared with 2002, pedestrian casualties showed a decrease of 4.4%, continuing a downward trend evident since 1989. Pedestrian fatalities increased by 11.2% from 107 in 2002 to 119, following a decrease by 16.4% from 128 in 2001. It is worth noting that pedestrian fatalities have fluctuated considerably over the past few years with a decrease of 25.6% recorded in 1998 and an increase of 31.1% recorded in 1997. Serious injuries decreased by 10.3% to 1,380, and slight injuries decreased by 3.1% to 5,628. In 2003, pedestrians accounted for 43.7% of all fatalities, which is somewhat higher than the respective figure for 2002 of 38.3%.

The continuing vulnerability of pedestrians to more serious injury is illustrated by the fact that in 2003 they accounted for 43.7% of fatalities and 28.2% of serious injuries, but comprised only 18.5% of all casualties.

Casualties decreased in all the main age bands, with the exception of the 60 or over age group. Child pedestrian casualties (i.e. under 16 years) fell by 10.9%, young adult pedestrian casualties (16 to 24 years) by 0.6%, and adult pedestrian casualties (25 to 59 years) by 3.8%. Pedestrian casualties aged 60 or over increased by 1.6% and pedestrian casualties where the age was unknown decreased by 5.0%.

Regarding pedestrian fatalities by age group, child pedestrian fatalities decreased from 10 in 2002 to 8 in 2003. Young adult pedestrian fatalities increased from 12 to 15 and adult pedestrian fatalities from 40 to 43. Fatalities among pedestrians aged 60 or over increased from 42 to 52. 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 almost 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 (1998) fatal and serious pedestrian casualties had fallen by 27.1% by 2003. Child pedestrian fatal and serious casualties decreased by 43.4% in the same five year period, and young adults by 12.7%. Adult pedestrian fatal and serious casualties decreased by 17.7% and those aged 60 or over decreased by 27.5%. Pedestrian fatal and serious casualties of

Table 2c Casualties in Greater London 2003 tabulated by casualty class and severity

Casualty class	Fatal	Serious	Slight	Total
Driver/rider	118	2,636	19,730	22,484
Passenger	35	876	7,908	8,819
Pedestrian	119	1,380	5,628	7,127
Total casualties	**272**	**4,892**	**33,266**	**38,430**

unknown age decreased by 40.6%. By the end of 2003 pedestrian fatal and serious casualties were at a level 29.9% below the 1994 to 1998 average (the base period for the current casualty reduction targets).

With regard to pedestrian casualties by gender in 2003, 56.9% were males and 43.1% females. For pedestrian fatal casualties the equivalent figures were 60.5% for males and 39.5% for females.

17.6% of pedestrians were injured when crossing a road at a formal crossing point, i.e. zebra, pelican or other signal controlled crossing. A further 18.9% were injured when crossing the road within 50 metres of a crossing. However, most (60.6%) were injured either when crossing the road away from a formal pedestrian crossing, or while not crossing the road (i.e. on a footpath or verge, or in the carriageway). In 3.0% of cases the pedestrian's location was unknown.

The vast majority of pedestrians injured (70.1%) were hit by cars. 10.0% were hit by powered two-wheelers, 8.5% by buses or coaches, 6.5% by goods vehicles, 2.3% by taxis and 1.1% by pedal cycles.

Considering areas of London, 50.2% of pedestrian casualties occurred in inner London and 49.8% in outer London. Compared with 2002, pedestrian casualties showed a decrease of 4.3% in inner London and of 4.6% in outer London.

2.4 Pedal cyclist casualties

Pedal cyclist casualties decreased by 0.2% in 2003, following reductions of 7.8% in 2002 and 5.2% in 2001. Prior to 2000, pedal cyclist casualties had remained at a fairly constant level throughout most of the 1990s. There were 3,056 pedal cyclist casualties

Table 2d Casualties in Greater London in 2003 by mode of travel, age group and gender

	Age					Gender		
Mode of travel	**0-15**	**16-24**	**25-59**	**60+**	**Unknown**	**Male**	**Female**	**Total**
Pedestrians	1,635	1,258	2,876	939	419	4,052	3,075	7,127
Pedal cyclists	389	463	1,923	90	191	2,406	650	3,056
Powered two-wheelers	77	1,725	4,362	73	232	5,875	594	6,469
Car occupants	992	3,782	10,632	1,383	1,247	9,720	8,316	18,036
Taxi occupants	6	15	215	49	34	229	90	319
Bus or coach occupants	193	192	930	739	289	818	1,525	2,343
Goods vehicle occupants	21	118	576	43	59	723	94	817
Other vehicle occupants	19	31	168	16	29	191	72	263
Total casualties	**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%**

which accounted for 8.0% of total casualties, a little higher than the previous year's proportion of 7.4%.

With regard to the severity of injury, there were 19 pedal cyclist fatalities in 2003, a decrease of 5.0% on the figure of 20 for 2002. 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 increased by 6.9% to 421, while slight injuries decreased by 1.2% to 2,616.

Over the past 20 years the higher severity pedal cycle casualty categories (fatal and serious casualties) have also fluctuated considerably. However, this pattern masks trends for different age groups. The higher severity child (under 16 years) and young adult casualties (16 to 24 years) have tended to decline since the late 1980s. For adult higher severity casualties (25 to 59 years) the figures for this period have tended to fluctuate from year to year but with no strong trend evident. By the end of 2003 pedal cycle fatal and serious casualties were 22.4% below the 1994 to 1998 average.

In 2003, where the age of the casualty was known, child pedal cyclist casualties (under 16 years) decreased by 1.5%, young adult pedal cyclist casualties (16 to 24 years) increased by 6.9%, adult pedal cyclist casualties (25 to 59 years) decreased by 0.9% and injuries to pedal cyclists aged 60 or over decreased by 14.3%. Pedal cyclist casualties where the age was unknown increased by 1.6%.

Considering areas of London, 61.2% of pedal cycle casualties occurred in inner London and 38.8% in outer London. Compared with 2002, pedal cyclist casualties increased by 1.5% in inner London, and decreased by 2.8% in outer London.

2.5 Powered two-wheeler casualties

There were 6,469 powered two-wheeler casualties in 2003, which accounted for 16.8% of all casualties, down from 17.0% in 2002. Compared with 2002, powered two-wheeler rider and passenger casualties showed a decrease of 8.1%. The decrease is particularly welcome following the previous year’s decrease of 11.1% which had halted an upward trend evident since 1995. Between 1996 and 2001 substantial annual increases ranging between 3% and 10% had been recorded. Between 1982 and 1995 there had been a steady reduction in casualties, (apart from one year, 1989). The decrease in 2003 means that by the end of 2003 the higher severity powered two-wheeler casualties (fatal and serious combined) were 23.5% *above* the 1994 to 1998 average. A comparison of the average number of licensed vehicles in 1994-8 with the number in 2003 (i.e. on the same basis as the casualty target monitoring) shows that whilst there has been a 54% increase in vehicles licensed, there has been an increase in powered two wheeler fatal and serious combined casualties of only 23%.

In 2003, powered two-wheeler fatalities decreased by 4.5% from 66 to 63, serious injuries decreased by 5.8% from 1,156 to 1,089 and slight injuries decreased by 8.6% to 5,317.

With regard to areas of London, 55.8% of powered two-wheeler casualties occurred in the 13 inner London boroughs and 44.2% in the 20 outer London boroughs. Compared with 2002, powered two-wheeler casualties in inner London decreased by 7.4% and by 9.0% in outer London.

2.6 Car occupant casualties

Car occupants form by far the largest group of road user casualties. In 2003 there were 18,036 injuries to car occupants, which amounts to nearly half (46.9%) of all casualties, slightly lower than the 48.2% proportion recorded in 2002. Casualty numbers in this category decreased by 9.5% compared with 2002.

Regarding severity of casualty, fatalities fell by 17.1% from 76 in 2002 to 63 in 2003. Serious casualties decreased by 13.5% to 1,647, and slight casualties decreased by 9.0% to 16,326. Over a period of ten years the trend for all car occupant casualties has been relatively flat, although with a downward trend over the past three years. For the higher severity casualties (fatal and serious combined) over the same period there was a rising trend for the three years to 1997 followed by a generally downward trend. The decrease in 2003 was 13.6% which means that by the end of 2003, the higher severity car occupant casualties (fatal and serious combined) were 33.4% below the 1994-98 average.

Over two thirds (70.7%) of all car casualties occurred in outer London, and 29.3% occurred in inner London. Casualties in inner London decreased by 11.5% and in outer London by 8.6%.

Seat belt fitting and usage were recorded for 39.3% of car driver casualties. Where seat belt fitting/usage was reported, 95.1% of driver casualties were wearing a seat belt, while 4.7% 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 40.6% of front seat car passenger casualties. Where seat belt fitting/usage was reported, 92.2% of front seat car passenger casualties were wearing a seat belt, while 7.5% 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 2003, out of the 26.5% of rear seat car passenger casualties where use/fitting of a belt was recorded, 66.1% of passengers were using a belt, 32.3% had a belt fitted but not worn, and 1.6% did not have a belt fitted. The proportion of rear seat casualties recorded as wearing a belt has increased from 60.8% in 2002.

2.7 Taxi casualties

In 2003 there were 319 taxi driver or passenger casualties, which is a decrease of 16.3% compared with 2002. There were no fatalities, the same as in 2002. Serious injuries were unchanged at 31 and slight injuries decreased by 17.7% to 288. Taxi

casualties accounted for 0.8% of all casualties in 2003, a slightly lower proportion than in the previous year.

2.8 Goods vehicle casualties

In 2003 there were 817 goods vehicle driver or passenger casualties, which is a decrease of 14.2% compared with 2002. Fatalities remained the same at three, serious injuries fell by 19.2% to 84 and slight injuries decreased by 13.6% to 730. Goods vehicle casualties accounted for 2.1% of all casualties in 2003, which is a slightly higher proportion than was recorded in the previous year.

2.9 Bus or coach casualties

There were 2,343 driver and passenger casualties injured on buses or coaches during 2003, accounting for 6.1% of all casualties, a slightly larger proportion than in 2002. Fatalities fell from seven to five, serious injuries increased by 2.3% to 218, while slight injuries increased by 4.0% to 2,120. Overall, casualties increased by 3.7% in 2002.

Of the 2,202 bus or coach passengers injured during 2003, 38.9% were standing in the vehicle, 41.2% were seated, 11.0% were alighting and 8.9% 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 2003, males accounted for 62.5% of all casualties with females comprising 37.5%. 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. This reflects a slight downward trend in the overall number of male casualties over the period and a more marked downward trend in the number of female casualties.

With regard to the casualty class, in 2003 males formed a majority of both the driver and pedestrian casualty categories with 72.5% and 56.9% respectively, while females made up 58.4% of all passenger casualties.

Looking at the mode of travel associated with casualties, 78.7% of pedal cyclist casualties and 90.8% of powered two-wheeler casualties were male in 2003. For car drivers, 58.8% of casualties were male, but for car passengers 56.5% were female. Females accounted for 65.1% of bus or coach casualties, which probably highlights the greater dependence women have on public transport. Males accounted for 88.5% 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 2003 was 93.5% of all casualties. Overall in 2003, children under 16 years accounted for 8.7% of all casualties, young adults between 16 and 24 years for 19.7%, adults between 25 and 59 years for 56.4%, and the older road user aged 60 or over for 8.7%. This distribution of casualties by age group is similar to that recorded in 2002.

In 2003, there were 3,332 child casualties of which 49.1% were pedestrians, 29.8% were car occupants and 11.7% were pedal cyclists. Children made up 22.9% of all pedestrian casualties, 12.7% of all pedal cycle casualties and 5.5% of all car occupant casualties. 22.4% of child casualties were injured on a journey to or from school, which is slightly higher than the proportion recorded in 2002 (20.3%).

Compared with 2002, child casualties in 2003 decreased by 10.8%, following decreases of 13.7%, in 2002 and 5.6% in 2001. Higher severity child casualties (fatal and serious combined) fell by 11.6% from 614 in 2002 to 543. This means that by the end of 2003 these higher severity casualties were 41.9% below the average for 1994 to 1998, the base period for the national casualty target of a 50% reduction in the number of children killed or seriously injured by the year 2010. The trend for these higher severity child casualties shows a steady decline in the early 1990s, but between 1993 and 1998 they remained at about the same level, followed by decreases in the past five years.

There were varying changes within the different modes of travel available to children. Decreases were noted for child pedestrian casualties (down 10.9%), pedal cyclist casualties (down 1.5%), and car occupant casualties (down 15.4%). Bus and coach passenger casualties increased by 9.7%. Although actual numbers were small, child powered two-wheeler casualties fell by 18.1% (from 94 to 77), and goods vehicle occupant casualties by 8.7%, (from 23 to 21).

In 2003, there were 7,584 young adult casualties (16 to 24 years), a decrease of 10.3% compared with 2002. 49.9% of these were car occupants, 22.7% were powered two-wheeler riders, 16.6% were pedestrians and 6.1% were pedal cyclists. Young adults in this age group accounted for 21.0% of all car occupant casualties, 26.7% of powered two-wheeler casualties, 17.7% of pedestrian casualties and 15.2% of pedal cycle casualties.

Compared with 2002, young adult pedestrian casualties decreased by 0.6%, powered two-wheeler casualties by 9.8%, and car occupant casualties by 15.7%. Pedal cycle casualties rose by 6.9%. Although the numbers involved were small, young adult goods vehicle occupant casualties decreased by 16.3%, and taxi occupant casualties decreased by 28.6%, whereas bus or coach occupant casualties increased by 17.8%.

During 2003, there were 21,682 adult casualties (25 to 59 years), which is a decrease of 6.4% compared with 2002. Adult casualties accounted for 56.4% of all casualties. Just under half of these (49.0%) were car occupants, 20.1% were powered two-wheeler casualties, 13.3% were pedestrians and 8.9% were pedal cyclists. Adults in this age group accounted for 58.9% of all car occupant casualties, 67.4% of powered two-wheeler casualties, 40.4% of pedestrian casualties and 62.9% of pedal cycle casualties.

Compared with 2002, adult pedestrian casualties decreased by 3.8%, pedal cycle casualties by 0.9%, powered two-wheeler casualties by 7.2% and car occupant

casualties by 8.5%. Adult goods vehicle occupant casualties decreased by 17.6%, and taxi occupant casualties by 16.7%, whereas bus and coach occupant casualties increased by 15.2%.

During 2003, 3,332 casualties were older road users aged 60 years or over, accounting for 8.7% of all casualties. Of these the largest numbers were car occupants (41.5%), pedestrians (28.2%), and bus or coach occupants (22.2%). Overall there was a decrease of 2.2% in casualty numbers in the older road user age group compared with 2002. Of the main casualty classes there was an increase of 1.6% in pedestrian casualties, and 2.2% in car casualties, whereas there was a decrease of 10.0% in bus or coach casualties.

2.12 Vehicles involved in accidents

In 2003, a total of 55,301 vehicles were involved in the 31,811 personal injury accidents within the Greater London area. This represents a decrease of 7.2% compared with 2002. Considering individual types of vehicle, decreases in involvement in accidents were noted for cars (down 8.7%), goods vehicles (down 12.5%), taxis (down 7.2%) and powered two-wheelers (down 7.4%). Increases in involvement in accidents were noted for pedal cycles (up 0.9%) and buses or coaches (up 7.9%).

Cars accounted for 67.1% of all vehicles involved in accidents, followed by powered two-wheelers (12.7%), goods vehicles (6.2%), pedal cycles (5.7%), buses or coaches (5.7%), taxis (1.4%) and other vehicles (1.2%).

Considering the age profile of vehicle drivers or riders involved in accidents in 2003, 1.5% were under 17 years, 13.8% were between 17 and 24 years, 24.8% were between 25 and 34 years, 39.1% between 35 and 64 years, and 3.0% aged 65 years or over. In addition, 17.7% of drivers were of unknown age.

Compared with 2002, there were differences in the changes between the age groups of vehicle drivers or riders involved in accidents in 2003. Young drivers under 17 involved in accidents decreased by 3.6%, those between 17 and 24 years by 9.3% and those between 25 and 34 years by 10.0%. Drivers between 35 and 64 years decreased by 5.8% and those 65 years and over by 5.0%.

The number of drivers involved in personal injury accidents and providing a positive breath test decreased from 869 in 2002 to 792 in 2003, down 8.9%. The number tested and providing a negative test decreased from 23,782 to 20,817, down 12.5%. The percentage of those tested, who provided a positive test, rose slightly from 3.5% in 2002 to 3.7% in 2003. 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 31,811 reported personal injury accidents in the Greater London area during 2003, then the total cost to the community of all road accidents in Greater London is estimated to be over £2.3 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
Average accident cost per injury accident (including an allowance for damage-only accidents)	**69,480**	**111,790**	**88,520**	**80,090**

Source: DfT Highways Economics Note No. 1 November 2003 (available on the DfT web site: www.dft.gov.uk*)*

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

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

4

Work undertaken by the London Road Safety Unit in 2003

N.B. Although this section relates primarily to work undertaken during 2003, it also includes relevant information to July 2004.

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 Streets, in the Traffic Technology Services (TTS) Division in the Operations Directorate.

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

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

Following further reorganisation in 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 1st Floor Annexe at 25 Eccleston Place, London SW1 9NF.

4.2 Work undertaken by LRSU in 2003

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

4.3 Objectives for LRSU

The main objectives for LRSU during 2003/4 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 to users in the boroughs, Metropolitan Police Service (MPS) and others within TfL.
- To provide a Traffic Accident Diary System to allow boroughs and other ACCSTATS users to monitor the effectiveness of their local safety schemes.
- To provide training, documentation and support services for ACCSTATS users.
- To develop, test and implement the new ACCSTATS system in consultation with users. The ACCSTATS system has been rewritten in Oracle by TfL Surface Transport Information Services, Information Technology Team (IS/IT) 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 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 Surface Transport Network 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 LAAU validates the data and assigns 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.

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 a few working days of receipt of the data from the MPS. Increasingly, the standard tables and listings data are being supplied to borough users on disk or 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, and 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 location plots for a wide range of accident or casualty 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 Surface Transport, including SMS Area Teams and their agents, the London Bus Initiative and the Congestion Charging Scheme.

4.6 Monitoring of the new national and London casualty reduction targets

Towards the year 2010

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

The 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 3 of *Towards the year 2010: monitoring casualties in Greater London* was published in July 2003 and Issue 4, containing data up to the end of 2003, was published in July 2004.

4.7 Road Safety Fact Sheets

During 2003 and 2004 (to July), the following LAAU Fact Sheets were produced:

- 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)*
- Topic 2004-1: Goods vehicle accidents and casualties in Greater London *(February 2004)*

In addition, the series of quarterly summary Fact Sheets was continued with the following published to July 2004:

- Accidents and casualties in Greater London during the first nine months of 2002 *(January 2003)*
- Accidents and casualties in Greater London during 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)*
- Accidents and casualties in Greater London during the first nine months of 2003 *(March 2004)*
- Accidents and casualties in Greater London 2003 *(May 2004)*

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

4.8 LAAU representation on external organisations

The LAAU was represented on a number of external organisations and committees associated with road safety and accident/casualty data issues during 2003/2004 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. 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 Engineering Team also undertakes safety audits of highway, traffic and development schemes, and safety studies on a wide range of subjects. All of these services are carried out on a commissioned basis for external clients.

These 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 the Engineering Teams was work agreed with TfL SMS Area Teams.

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

In August 2001 the Road Safety Education Manager was appointed in TfL to develop the campaign, training and education section. As the work of the Road Safety Education Unit expanded an additional Road Safety Officer was appointed in early 2002 and a further two in August 2003. Since its start in 2001 a number of very high quality campaigns have been run. The Unit's powered two wheeler cinema and TV advertisement was awarded third place in the most memorable advertisements of all time by *Campaign* magazine. London is starting to be looked to as an example of best practice in a number of areas concerning road safety education, training and publicity.

Ongoing areas of work include:

- Development of London-wide road safety publicity and awareness campaigns in conjunction with London stakeholders and the TfL Communications Division.
- Development of a library of road safety education or training resources to be made available to boroughs and TfL Surface Transport.
- Development of road safety education and training resources and materials for use by organisations 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 2003 to date have been:

- *Road Racing and Superbike Show.* A stand was shared with the Metropolitan and City Police at Alexandra Palace. This event included a soft launch of the BikeSafe London initiative. The stand had an innovative hands-on brake reaction tester hooked up to a City Police motorcycle. *(January to February 2003)*
- An innovative *Theatre in cinema* project was run over five weekends, at six carefully selected cinema complexes, to draw further attention to TfL's existing Powered two-wheeler advertising campaign showing in cinemas. The advertisement was targeted specifically at males aged 18-30. The *Theatre in cinema* campaign was a UK first and generated a great deal of interest from the media. *(November 2002 to February 2003)*
- TfL Road Safety took stands at RoSPA Congress held in Blackpool. One exhibit covered teenage pedestrian safety and the other powered two wheeler safety. A short presentation was given to Congress along with a viewing of the *Theatre in Cinema* and the cinema/TV advertisement. *(March 2003)*
- Launch of the *Powered two-wheeler* campaign advert on London commercial television, with 45 opportunities to view after the 9pm watershed. *(March 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)*

- TfL Road Safety attended a BikeSafe national event held at Gaydon with the BikeSafe London stand. *(April 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 included interactive features such as competitions. *(April 2003)*
- The first TfL sponsored training element of the RoSPA accredited course Pan London Road Safety Training, module 4, education publicity and training for RSO's was held at Church House. *(June 2003)*
- TfL Road Safety organised the British Superbikes event held at Brands Hatch with the BikeSafe London stand. *(June 2003)*
- TfL Road Safety attended the World Superbikes event held at Brands Hatch with the BikeSafe London stand. *(July 2003)*
- TfL Road Safety attended the Pan London Conference at the Royal Horticultural Halls in Westminster. The event covered media training skills together with a mini-conference and the launch of the Children's Traffic Club, 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 Trusts for each borough who provide the initial contact with the family. Membership of the club entitles the child to receive a series of six workbooks over a period of 18 months. The books are designed for child and parent/carer to work together to develop road safety skills. The club idea, originally from Scandinavia, is the most researched road safety scheme in existence and is proven to make members safer road users for life. *(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 travellers and was available free to all 33 London local authorities for a week each during the 2003-04 academic year. Feedback from students, teachers and RSO's has been very positive. *(September 2003)*
- Children's Traffic Club free training sessions were provided for RSO's and Primary Care Trust co-ordinators. A series of training sessions was provided by TfL so that those running the club at a local level could familiarise themselves with the materials and develop a strategy for running the club in their local areas. *(January 2004)*
- Launch of the Children's Traffic Club Playgroup packs at the Britannia International Hotel in Docklands. The event featured children from Harbinger Primary School who sang the children's Traffic Club song and demonstrated how to use a zebra crossing. Nursery packs include a full set of books, and a variety of materials for the teachers to use in a class setting with the children. *(February 2004)*
- TfL Road Safety assisted with and attended launches of Children's Traffic Club 14 to date. *(February 2004)*
- TfL Road Safety attended the RoSPA Congress in Cardiff, the theme of which was *protecting vulnerable road users*.

TfL had two exhibitions, BikeSafe London and Children's Traffic Club. *(March 2004)*
- TfL Road Safety organised an *In Car Safety* training event at Olympia. A series of in car safety training days were held for RSO's and others involved in fitting and giving advice on child in car safety measures, Course participants were given specialist information on fitting child seats. *(March 2004)*
- The Pan-London Safety Forum information day held at the Royal Horticultural Halls in Westminster was used to showcase the work of the London Road Safety Unit. It was attended by both RSO's and Engineers. *(March 2004)*
- TfL Road Safety provided a course for London's RSO's and other interested professionals on the dangers of recreational and hard drugs and how they affect driving performance. *(March 2004)*
- TfL Road Safety attended the British Superbikes event held at Brands Hatch with the BikeSafe London stand. *(June 2004)*
- TfL Road Safety attended the World Superbikes event held at Brands Hatch with the BikeSafe London stand. *(July 2004)*

4.12 London Safety Camera Partnership

The LSCP, which was set up in 2001, is a partnership between TfL, the Metropolitan Police Service, the City of London Police, the ALG, and the Greater London Magistrates' Courts Authority. TfL provides project management, treasury, accounting and procurement functions for the Partnership. The Partnership is responsible for implementing a comprehensive safety camera programme to reduce speed and red light running casualties across the whole of London. In April 2002, London joined the national scheme and agreed the following targets with the DfT:

- to reduce the number of people killed or seriously injured on London's roads in line with the reductions achieved by the pilot areas. These eight areas have achieved a 35% reduction in KSIs at camera locations.
- 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 (some must be speed related collisions)
- 85 percentile speed should be at or above the Association of Chief Police Officers' (ACPO) recommended threshold for enforcement (currently 10% +2mph)
- the site must pass a Health and Safety audit by traffic police officers.

Red light cameras:
- two 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.

Each year the LSCP assesses accident rates over a three year period across London. The partnership believes that there are about 800 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. The Partnership is funding the installation of 66 new cameras for 2003/4. It is envisaged this figure will rise to 100 for 2004/5.

Early indications suggest that cameras installed by the Partnership under the new criteria have achieved a 43% reduction in KSIs, though it must be borne in mind this is not comparing a 36 month before and after period.

5

ACCSTATS system developments in 2003 and 2004

5.1 Background

ACCSTATS is the accident database and data retrieval system for the Greater London area, holding details for personal injury road traffic collisions occurring on the public highway and reported to the Metropolitan and City police forces. Until early 2004, the system was hosted by the GLA on behalf of TfL. Following a major rewrite over the last couple of years the new system is now hosted by TfL and became available to external users in March 2004.

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

5.2 ACCSTATS User Group

The ACCSTATS User Group was set up in 1994 and continues to meet three or four times a year. London boroughs, TfL Surface Transport and the Metropolitan Police who use the 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 Enfield. Administrative support and accommodation is provided by LAAU in TfL LRSU.

The User Group acts as a forum to provide feedback on the ACCSTATS system by users, and has been actively involved in formulating the programme of developments to the ACCSTATS system. 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 currently comprises four borough representatives plus the LAAU and TfL Information Management (IM) Division and considers more technical issues, which are reported back to the full ACCSTATS User Group. During 2003 and 2004 the Working Group was involved in work associated with the rewrite of the ACCSTATS system, and helping with testing parts of the new system.

5.3 Traffic Accident Diary System

The current Traffic Accident Diary System (TADS) was developed originally by London

Research Centre and implemented in June 1995. The system enables ACCSTATS users to record details of their local safety schemes on a database and monitor 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 Rewrite of the ACCSTATS system

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

For internal TfL colleagues the system is available via a client server, whilst for external users access to the new system is 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 have been used, rather than the London variant that had been used previously. This change will make maintenance of the system and data easier, and permit users to more easily create extract files for use in third party analysis software. The new system appears more like a Windows package or web page, which users are more familiar with.

As with all developments of the ACCSTATS system, TfL has been keen to involve users, particularly via the User Group and Working Group, and initially consulted all ACCSTATS users, seeking their ideas for development of the new system. Suggestions were collated by LAAU and the IM development staff and discussed with Working Group representatives. Many of the suggestions for the data retrieval system were incorporated into the rewritten system. Even if the suggestions are not included in the initial rewrite work, they may 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 given by users.

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

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

functionality required from the system. The ACCSTATS rewrite was 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 could be populated with real data and made available to users.

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

Once the new system had been tested satisfactorily, data extracts were taken from the old system for the accident and casualty data, the LAAU network and TADS scheme data, for loading into the new system. The accident and casualty data were all records from 1980 to 2002 inclusive, which was loaded ‘as is’ into the new system.

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

The way the monthly data is processed in the new system is different to the old system, so that all of the corrections and amendments are made (as far as possible) prior to publishing the data for a given month. Whilst it may be a few days longer before users can see the data, it will be much more complete, without relatively large numbers of corrections records waiting to be processed in the next month’s processing (as was the case with the old system).

Data on schemes previously entered into TADS in the old system was also exported and loaded into the new system and made available for use by the owning organisation.

5.5 Access and security

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

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

5.6 ACCSTATS user documentation

The user documentation for the new system has been developed to be used online, and in the main part of the ACCSTATS system it is context sensitive, so that calling the Help

function from any part of the system will provide the user with the relevant help pages.

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

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

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

5.7 ACCSTATS training

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

A major period of training for users, both existing and new, was held by TfL in Spring/Summer 2004 for all of the users of the new system. The main training consists of two one-day courses, usually held in the TfL IM Training Room at 25 Eccleston Place, firstly the main Oracle Forms on-line system, and secondly, Oracle Discoverer.

It is also envisaged that TfL will arrange half-day training sessions in using the Traffic Accident Diary System.

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

Requests for ACCSTATS training should be made to LAAU on 020 7941 2057, 020 7941 2173 or 020 7941 2547.

5.8 Distribution of standard monthly tables and listings

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

5.9 ACCSTATS online News

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

5.10 Five-yearly review of *Stats 19* 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 Streets, the Metropolitan Police and the ALG. The comments and suggestions from the survey were fed into the DfT's national review during the autumn of 2001 and into 2002. Any changes to the *Stats 19* data will be implemented in January 2005.

Although there were several minor changes to coding lists for some variables, the main changes are:

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

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. Up to six factors associated with specific vehicles will be recorded by the reporting police officer for each collision, together with an indicator of the likelihood of the factor (Very likely or Possible).

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

Figure 2.1a: Casualties in Greater London by mode of travel 2003

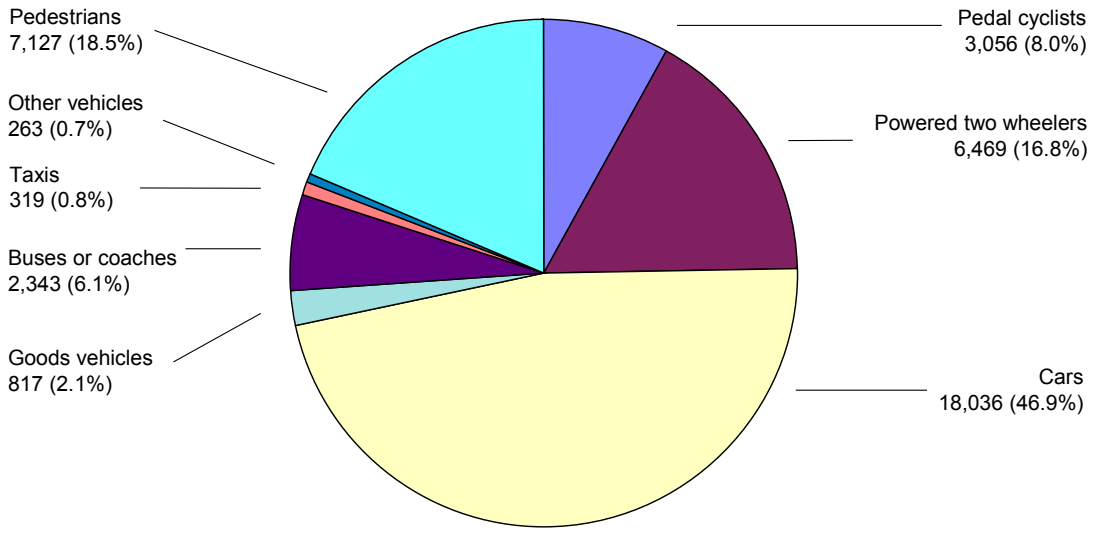


Figure 2.1b: Pedestrian casualties in Greater London by associated vehicle type 2003

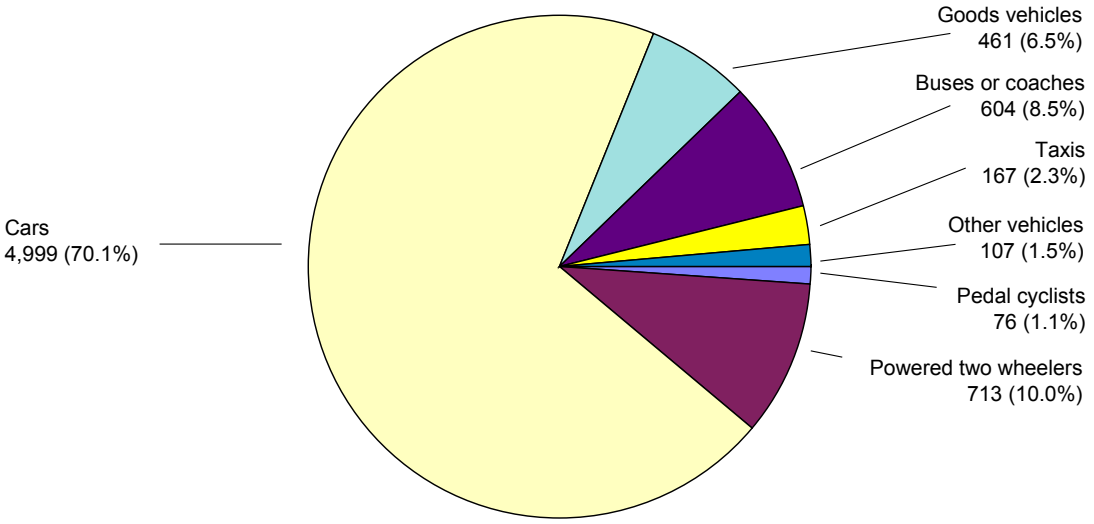


Figure 2.2: Total casualties in Greater London 1994-2003

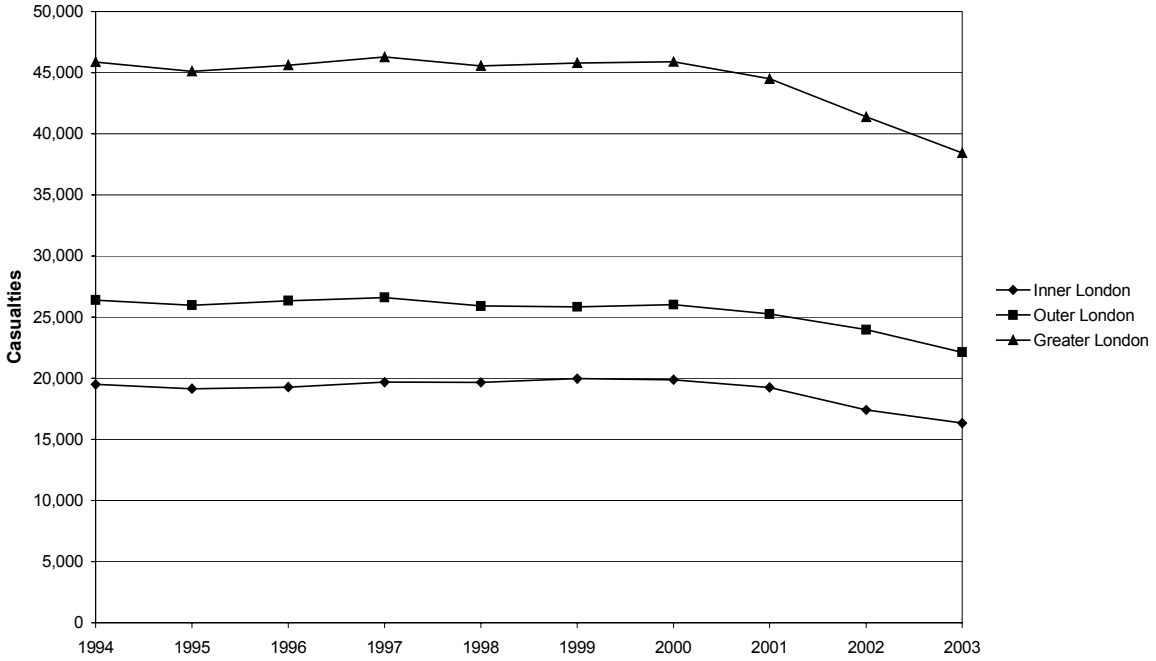


Figure 2.3: Killed and seriously injured casualties in Greater London 1994-2003

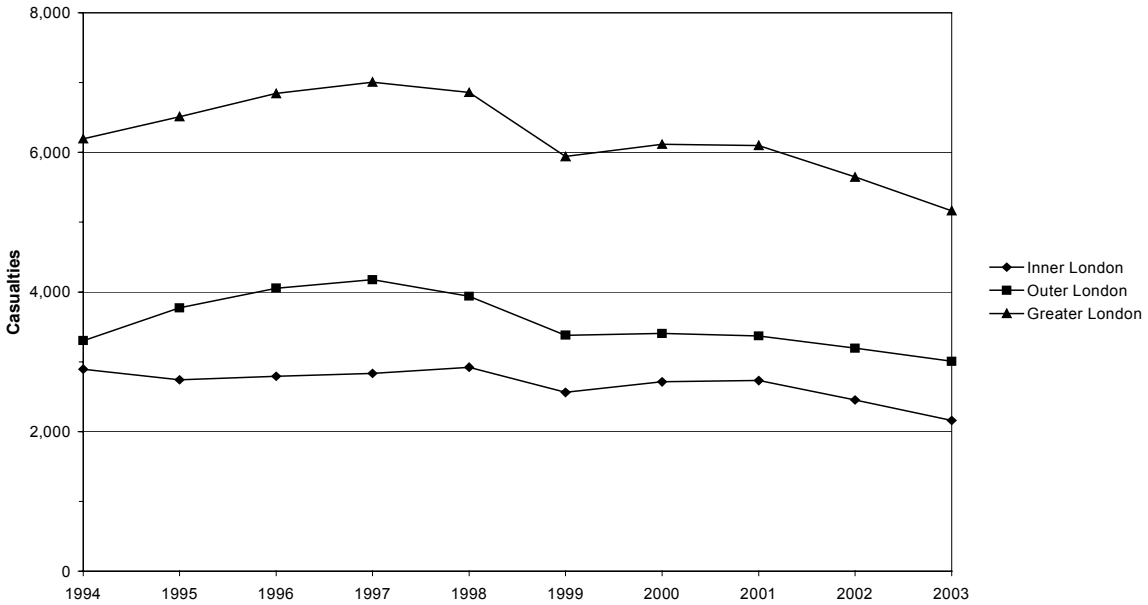


Figure 2.4: Pedestrian casualties in Greater London 1994-2003

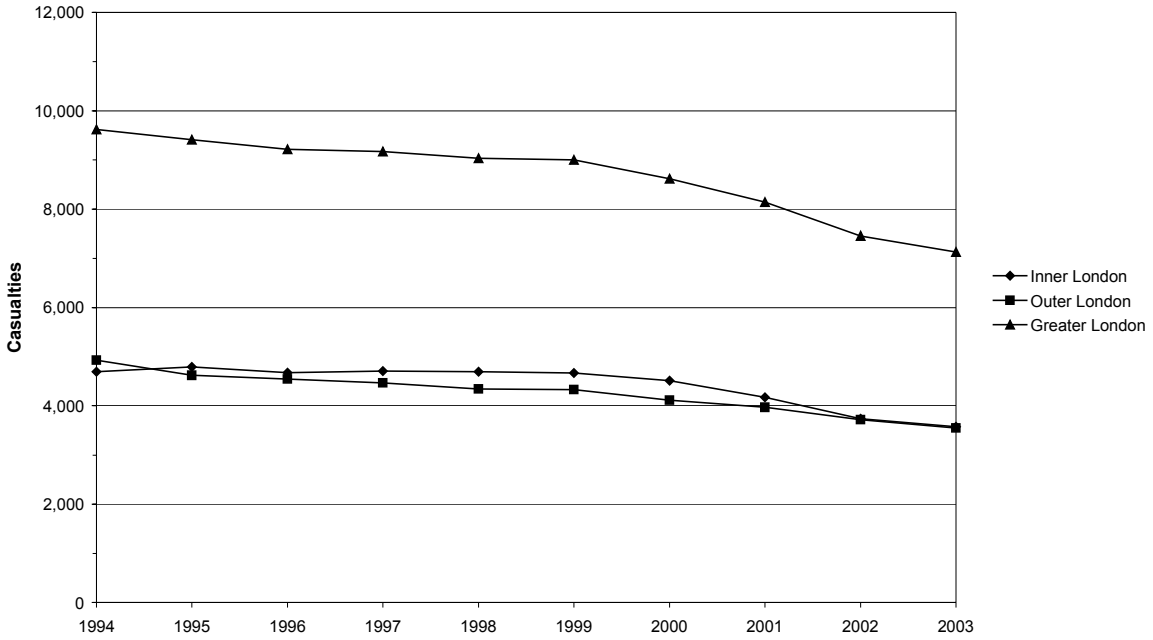


Figure 2.5: Pedal cyclist casualties in Greater London 1994-2003

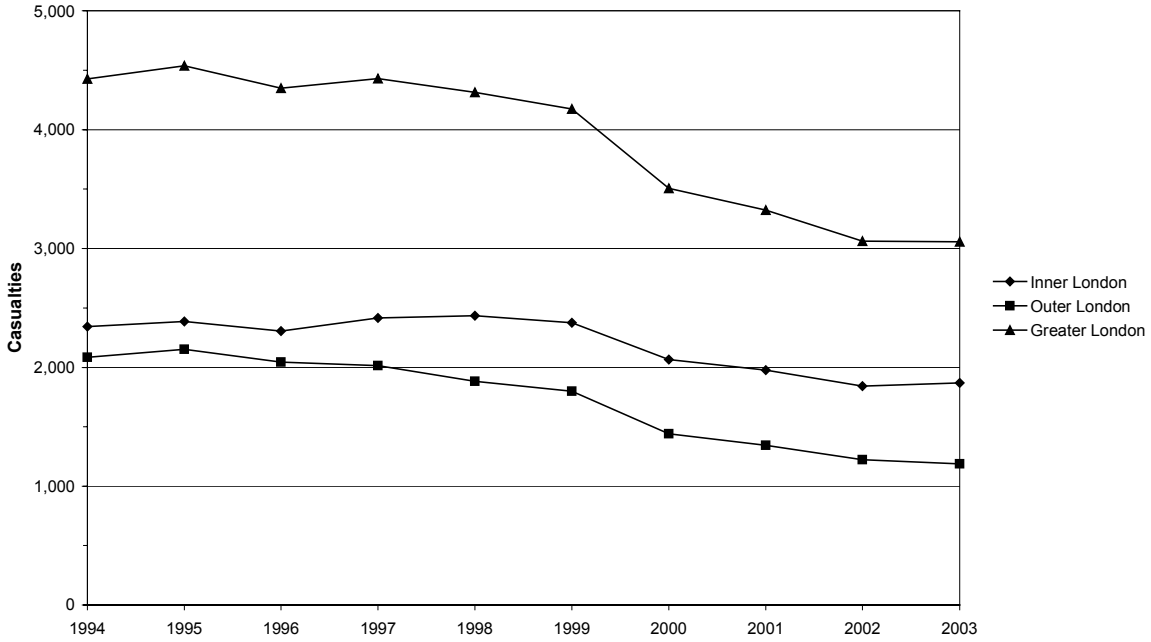


Figure 2.6: Powered two wheeler casualties in Greater London 1994-2003

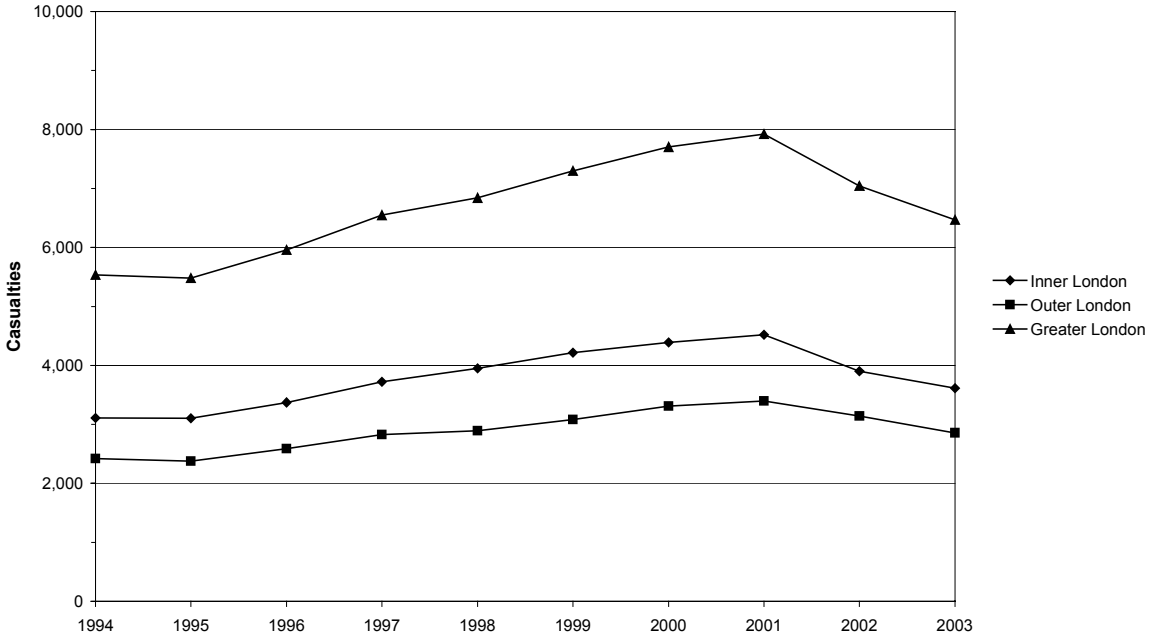


Figure 2.7: Car casualties in Greater London 1994-2003

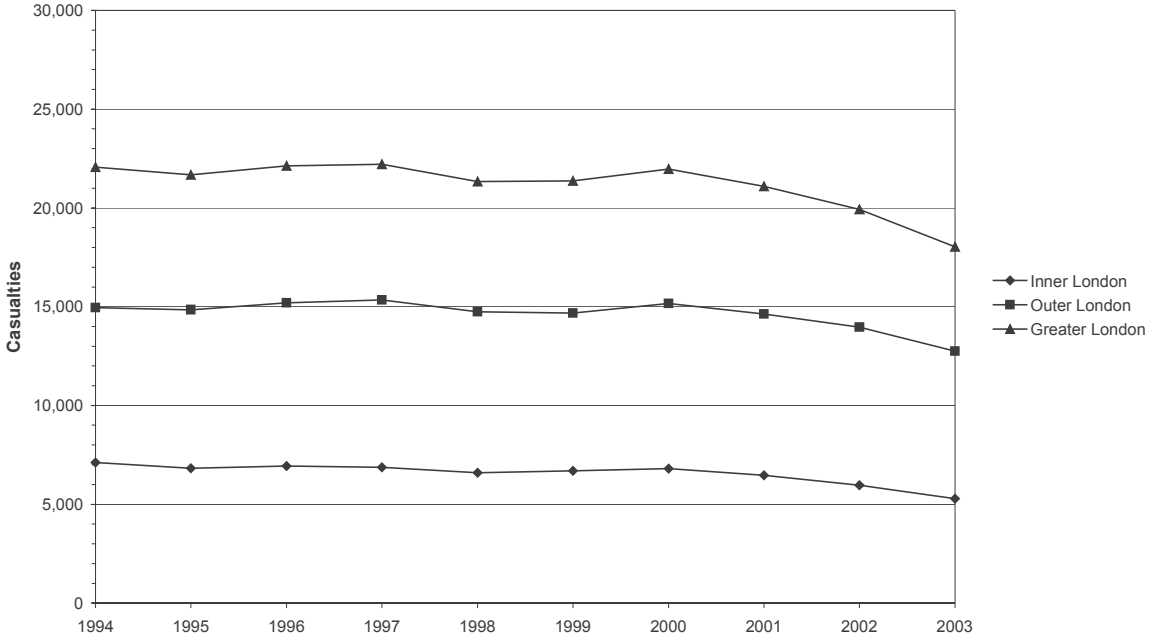
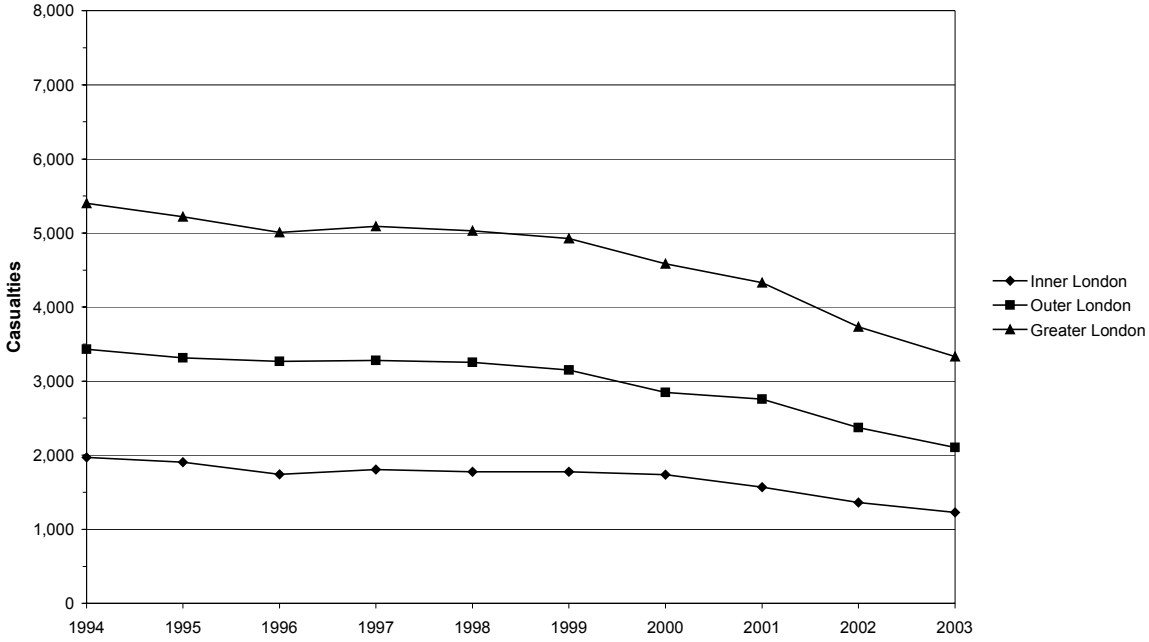


Figure 2.8: Child casualties in Greater London 1994-2003



6. Accidents

Figure 6.1: Accidents in Greater London 1999-2003

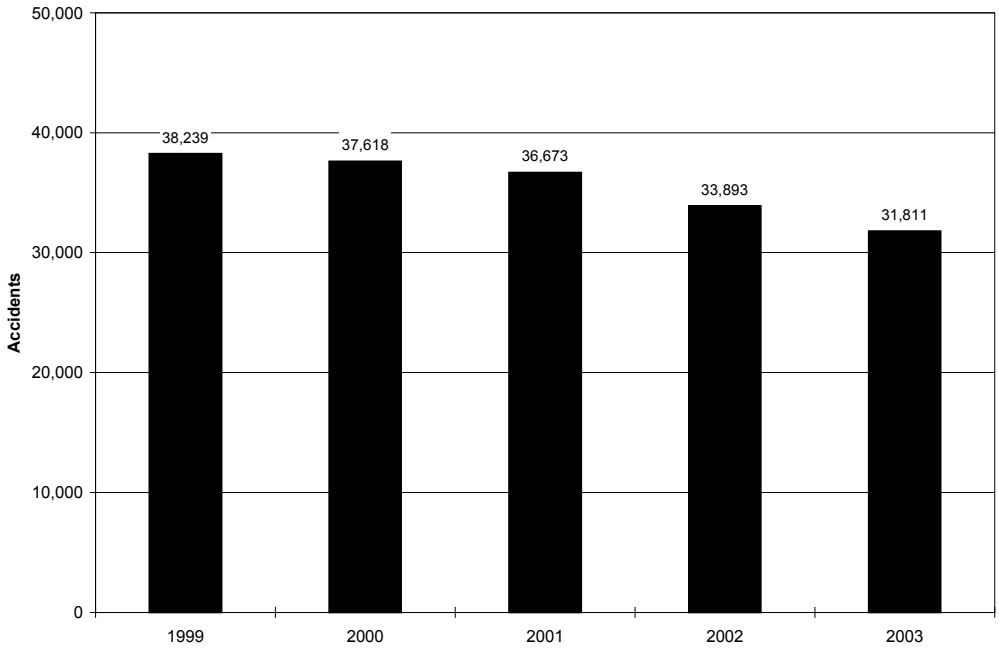


Figure 6.2: Pedestrian and non-pedestrian accidents in Greater London 1999-2003

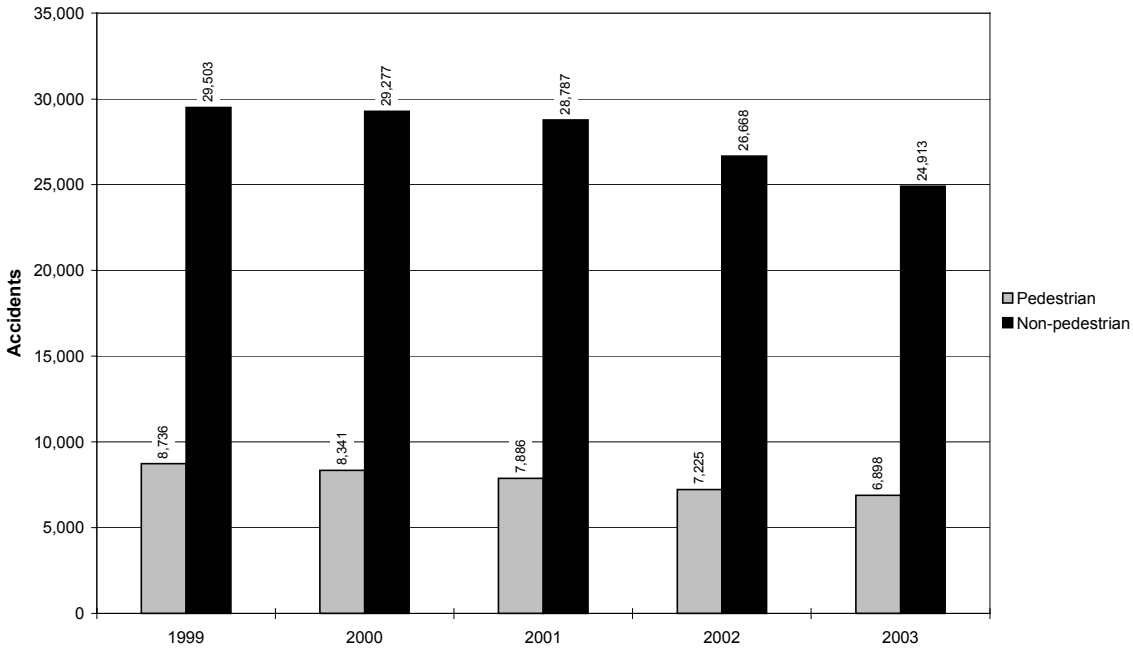


Table 6.3 Accidents in the Greater London area in 2003 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	1	35	258	294
Westminster	11	314	1,801	2,126
Camden	5	180	960	1,145
Islington	9	143	850	1,002
Hackney	4	142	862	1,008
Tower Hamlets	5	123	771	899
Greenwich	7	126	874	1,007
Lewisham	11	162	995	1,168
Southwark	4	192	1,220	1,416
Lambeth	13	195	1,301	1,509
Wandsworth	10	132	887	1,029
Hammersmith and Fulham	6	94	692	792
Kensington and Chelsea	9	109	610	728
Total Inner	**95**	**1,947**	**12,081**	**14,123**
Waltham Forest	6	110	721	837
Redbridge	7	140	843	990
Havering	16	132	697	845
Barking and Dagenham	6	88	487	581
Newham	4	115	802	921
Bexley	4	105	495	604
Bromley	13	146	724	883
Croydon	13	191	941	1,145
Sutton	6	103	437	546
Merton	6	90	497	593
Kingston	3	73	356	432
Richmond	2	107	505	614
Hounslow	7	115	898	1,020
Hillingdon	5	133	909	1,047
Ealing	17	166	1,204	1,387
Brent	2	172	966	1,140
Harrow	9	62	478	549
Barnet	19	190	1,147	1,356
Haringey	12	157	831	1,000
Enfield	7	169	1,022	1,198
Total Outer	**164**	**2,564**	**14,960**	**17,688**
Greater London	**259**	**4,511**	**27,041**	**31,811**

Table 6.4 Accidents in the Greater London area in 2003 tabulated by borough, severity and month

00 City of London

Month	Fatal	Serious	Slight	Total
January	0	0	14	14
February	1	3	25	29
March	0	1	30	31
April	0	5	11	16
May	0	3	16	19
June	0	4	34	38
July	0	4	31	35
August	0	2	17	19
September	0	1	28	29
October	0	3	27	30
November	0	2	13	15
December	0	7	12	19
Total	**1**	**35**	**258**	**294**

01 Westminster

Month	Fatal	Serious	Slight	Total
January	2	21	111	134
February	0	25	120	145
March	0	35	143	178
April	1	23	139	163
May	3	21	158	182
June	1	19	165	185
July	1	29	173	203
August	0	36	174	210
September	0	25	172	197
October	1	36	157	194
November	2	21	137	160
December	0	23	152	175
Total	**11**	**314**	**1,801**	**2,126**

Table 6.4 Accidents in the Greater London area in 2003 tabulated by borough, severity and month

02 Camden

Month	Fatal	Serious	Slight	Total
January	1	11	74	86
February	0	18	69	87
March	1	10	82	93
April	0	17	90	107
May	0	17	78	95
June	1	16	83	100
July	0	15	81	96
August	0	14	78	92
September	0	26	69	95
October	1	14	112	127
November	0	10	77	87
December	1	12	67	80
Total	**5**	**180**	**960**	**1,145**

03 Islington

Month	Fatal	Serious	Slight	Total
January	0	9	70	79
February	1	10	80	91
March	1	8	75	84
April	1	17	57	75
May	2	18	71	91
June	0	12	66	78
July	3	7	61	71
August	0	17	75	92
September	0	15	87	102
October	0	12	93	105
November	0	9	50	59
December	1	9	65	75
Total	**9**	**143**	**850**	**1,002**

Table 6.4 Accidents in the Greater London area in 2003 tabulated by borough, severity and month

04 Hackney

Month	Fatal	Serious	Slight	Total
January	1	10	50	61
February	0	10	53	63
March	0	8	75	83
April	0	14	65	79
May	1	13	86	100
June	1	15	76	92
July	0	10	82	92
August	0	11	59	70
September	1	14	77	92
October	0	12	65	77
November	0	14	99	113
December	0	11	75	86
Total	**4**	**142**	**862**	**1,008**

05 Tower Hamlets

Month	Fatal	Serious	Slight	Total
January	0	12	51	63
February	0	16	74	90
March	0	8	50	58
April	1	13	78	92
May	0	6	73	79
June	0	13	54	67
July	1	12	72	85
August	0	6	60	66
September	1	14	80	95
October	0	12	52	64
November	1	6	84	91
December	1	5	43	49
Total	**5**	**123**	**771**	**899**

Table 6.4 Accidents in the Greater London area in 2003 tabulated by borough, severity and month

06 Greenwich

Month	Fatal	Serious	Slight	Total
January	0	9	51	60
February	0	7	61	68
March	0	13	62	75
April	1	10	80	91
May	0	12	65	77
June	1	14	80	95
July	1	8	80	89
August	2	10	78	90
September	1	12	88	101
October	0	13	76	89
November	1	12	73	86
December	0	6	80	86
Total	**7**	**126**	**874**	**1,007**

07 Lewisham

Month	Fatal	Serious	Slight	Total
January	0	10	71	81
February	1	6	69	76
March	2	19	91	112
April	0	15	80	95
May	1	10	84	95
June	2	18	98	118
July	0	11	96	107
August	0	15	81	96
September	2	11	74	87
October	1	13	79	93
November	1	23	92	116
December	1	11	80	92
Total	**11**	**162**	**995**	**1,168**

Table 6.4 Accidents in the Greater London area in 2003 tabulated by borough, severity and month

08 Southwark

Month	Fatal	Serious	Slight	Total
January	1	19	86	106
February	1	17	82	100
March	1	16	107	124
April	0	15	90	105
May	0	14	117	131
June	0	20	113	133
July	0	21	122	143
August	0	7	100	107
September	1	14	92	107
October	0	23	121	144
November	0	14	115	129
December	0	12	75	87
Total	**4**	**192**	**1,220**	**1,416**

09 Lambeth

Month	Fatal	Serious	Slight	Total
January	1	12	100	113
February	4	15	91	110
March	1	12	112	125
April	0	17	100	117
May	2	28	97	127
June	1	20	127	148
July	1	16	126	143
August	1	13	111	125
September	1	21	125	147
October	0	22	116	138
November	0	11	98	109
December	1	8	98	107
Total	**13**	**195**	**1,301**	**1,509**

Table 6.4 Accidents in the Greater London area in 2003 tabulated by borough, severity and month

10 Wandsworth

Month	Fatal	Serious	Slight	Total
January	0	10	49	59
February	4	12	65	81
March	1	10	77	88
April	1	15	65	81
May	1	12	70	83
June	0	13	103	116
July	1	7	81	89
August	1	9	87	97
September	1	14	62	77
October	0	10	94	104
November	0	10	78	88
December	0	10	56	66
Total	**10**	**132**	**887**	**1,029**

11 Hammersmith and Fulham

Month	Fatal	Serious	Slight	Total
January	0	9	49	58
February	0	7	44	51
March	1	8	51	60
April	2	6	50	58
May	0	7	56	63
June	0	10	67	77
July	0	9	58	67
August	0	4	64	68
September	2	9	71	82
October	0	7	55	62
November	0	9	63	72
December	1	9	64	74
Total	**6**	**94**	**692**	**792**

Table 6.4 Accidents in the Greater London area in 2003 tabulated by borough, severity and month

12 Kensington and Chelsea

Month	Fatal	Serious	Slight	Total
January	0	10	46	56
February	2	10	39	51
March	0	7	49	56
April	1	9	47	57
May	0	10	57	67
June	2	8	62	72
July	1	11	60	72
August	0	7	54	61
September	0	7	60	67
October	1	11	50	62
November	1	13	47	61
December	1	6	39	46
Total	**9**	**109**	**610**	**728**

13 Waltham Forest

Month	Fatal	Serious	Slight	Total
January	0	8	52	60
February	0	7	56	63
March	0	7	83	90
April	0	8	54	62
May	0	9	60	69
June	2	8	55	65
July	3	8	76	87
August	0	12	55	67
September	0	7	60	67
October	0	19	58	77
November	1	6	60	67
December	0	11	52	63
Total	**6**	**110**	**721**	**837**

Table 6.4 Accidents in the Greater London area in 2003 tabulated by borough, severity and month

14 Redbridge

Month	Fatal	Serious	Slight	Total
January	0	7	65	72
February	1	14	63	78
March	0	7	64	71
April	0	13	82	95
May	0	12	72	84
June	0	17	72	89
July	1	13	83	97
August	1	10	55	66
September	1	13	67	81
October	0	14	79	93
November	2	10	83	95
December	1	10	58	69
Total	**7**	**140**	**843**	**990**

15 Havering

Month	Fatal	Serious	Slight	Total
January	2	12	65	79
February	1	11	56	68
March	2	14	59	75
April	1	16	38	55
May	1	11	51	63
June	1	8	60	69
July	1	12	69	82
August	5	6	53	64
September	1	10	56	67
October	0	17	78	95
November	1	7	51	59
December	0	8	61	69
Total	**16**	**132**	**697**	**845**

Table 6.4 Accidents in the Greater London area in 2003 tabulated by borough, severity and month

16 Barking and Dagenham

Month	Fatal	Serious	Slight	Total
January	0	6	38	44
February	0	10	28	38
March	0	3	38	41
April	1	4	45	50
May	0	7	34	41
June	1	19	43	63
July	0	5	43	48
August	0	3	39	42
September	1	8	67	76
October	0	9	42	51
November	2	9	38	49
December	1	5	32	38
Total	**6**	**88**	**487**	**581**

17 Newham

Month	Fatal	Serious	Slight	Total
January	1	7	60	68
February	0	11	52	63
March	0	9	66	75
April	0	9	63	72
May	0	15	63	78
June	1	7	76	84
July	0	15	74	89
August	1	2	81	84
September	0	11	70	81
October	0	12	65	77
November	1	7	76	84
December	0	10	56	66
Total	**4**	**115**	**802**	**921**

Table 6.4 Accidents in the Greater London area in 2003 tabulated by borough, severity and month

18 Bexley

Month	Fatal	Serious	Slight	Total
January	0	16	48	64
February	0	10	39	49
March	1	7	44	52
April	0	12	40	52
May	1	10	41	52
June	0	8	38	46
July	1	6	32	39
August	0	1	27	28
September	0	5	35	40
October	0	13	46	59
November	1	11	51	63
December	0	6	54	60
Total	**4**	**105**	**495**	**604**

19 Bromley

Month	Fatal	Serious	Slight	Total
January	1	13	56	70
February	0	9	57	66
March	2	18	60	80
April	1	16	62	79
May	0	12	68	80
June	2	9	68	79
July	1	14	68	83
August	0	3	34	37
September	1	4	56	61
October	0	16	66	82
November	4	20	69	93
December	1	12	60	73
Total	**13**	**146**	**724**	**883**

Table 6.4 Accidents in the Greater London area in 2003 tabulated by borough, severity and month

20 Croydon

Month	Fatal	Serious	Slight	Total
January	0	14	80	94
February	0	12	55	67
March	1	24	87	112
April	2	15	85	102
May	1	16	89	106
June	1	15	73	89
July	1	15	76	92
August	2	12	70	84
September	1	12	80	93
October	2	18	87	107
November	2	19	81	102
December	0	19	78	97
Total	**13**	**191**	**941**	**1,145**

21 Sutton

Month	Fatal	Serious	Slight	Total
January	1	8	37	46
February	1	11	26	38
March	0	8	40	48
April	1	8	27	36
May	0	12	35	47
June	0	9	47	56
July	0	9	43	52
August	2	11	34	47
September	1	7	32	40
October	0	9	31	40
November	0	6	42	48
December	0	5	43	48
Total	**6**	**103**	**437**	**546**

Table 6.4 Accidents in the Greater London area in 2003 tabulated by borough, severity and month

22 Merton

Month	Fatal	Serious	Slight	Total
January	0	8	49	57
February	3	9	36	48
March	1	7	49	57
April	1	8	38	47
May	0	8	45	53
June	0	5	38	43
July	0	9	46	55
August	1	4	40	45
September	0	4	38	42
October	0	7	49	56
November	0	12	34	46
December	0	9	35	44
Total	**6**	**90**	**497**	**593**

23 Kingston

Month	Fatal	Serious	Slight	Total
January	0	5	26	31
February	1	5	23	29
March	2	11	25	38
April	0	7	30	37
May	0	7	28	35
June	0	3	34	37
July	0	8	29	37
August	0	3	23	26
September	0	6	39	45
October	0	9	40	49
November	0	5	26	31
December	0	4	33	37
Total	**3**	**73**	**356**	**432**

Table 6.4 Accidents in the Greater London area in 2003 tabulated by borough, severity and month

24 Richmond

Month	Fatal	Serious	Slight	Total
January	0	9	38	47
February	0	7	33	40
March	0	7	43	50
April	0	5	42	47
May	1	14	40	55
June	0	14	47	61
July	0	10	45	55
August	0	7	41	48
September	0	6	45	51
October	0	8	59	67
November	1	15	39	55
December	0	5	33	38
Total	**2**	**107**	**505**	**614**

25 Hounslow

Month	Fatal	Serious	Slight	Total
January	0	12	76	88
February	0	11	75	86
March	1	14	67	82
April	0	4	74	78
May	0	9	68	77
June	0	10	66	76
July	0	9	100	109
August	3	8	74	85
September	0	17	86	103
October	1	13	91	105
November	2	6	64	72
December	0	2	57	59
Total	**7**	**115**	**898**	**1,020**

Table 6.4 Accidents in the Greater London area in 2003 tabulated by borough, severity and month

26 Hillingdon

Month	Fatal	Serious	Slight	Total
January	1	10	87	98
February	0	8	68	76
March	1	12	66	79
April	0	13	73	86
May	1	12	70	83
June	0	12	62	74
July	0	12	69	81
August	1	10	75	86
September	0	12	64	76
October	1	9	89	99
November	0	13	101	114
December	0	10	85	95
Total	**5**	**133**	**909**	**1,047**

27 Ealing

Month	Fatal	Serious	Slight	Total
January	1	16	101	118
February	0	15	74	89
March	1	19	88	108
April	1	11	97	109
May	0	19	102	121
June	2	18	101	121
July	1	11	135	147
August	1	16	114	131
September	2	7	111	120
October	3	17	96	116
November	3	8	97	108
December	2	9	88	99
Total	**17**	**166**	**1,204**	**1,387**

Table 6.4 Accidents in the Greater London area in 2003 tabulated by borough, severity and month

28 Brent

Month	Fatal	Serious	Slight	Total
January	0	17	80	97
February	0	11	81	92
March	0	14	88	102
April	0	13	78	91
May	0	16	73	89
June	0	13	78	91
July	0	15	75	90
August	1	14	95	110
September	0	10	106	116
October	0	18	79	97
November	1	19	68	88
December	0	12	65	77
Total	**2**	**172**	**966**	**1,140**

29 Harrow

Month	Fatal	Serious	Slight	Total
January	1	2	48	51
February	0	5	28	33
March	2	8	41	51
April	1	9	38	48
May	1	5	38	44
June	1	3	42	46
July	1	9	35	45
August	1	1	47	49
September	0	5	28	33
October	0	8	51	59
November	1	3	41	45
December	0	4	41	45
Total	**9**	**62**	**478**	**549**

Table 6.4 Accidents in the Greater London area in 2003 tabulated by borough, severity and month

30 Barnet

Month	Fatal	Serious	Slight	Total
January	3	16	98	117
February	1	16	73	90
March	2	17	95	114
April	0	15	96	111
May	0	11	88	99
June	1	14	100	115
July	0	21	91	112
August	0	16	97	113
September	0	12	92	104
October	3	19	122	144
November	5	21	120	146
December	4	12	75	91
Total	**19**	**190**	**1,147**	**1,356**

31 Haringey

Month	Fatal	Serious	Slight	Total
January	0	18	90	108
February	0	14	54	68
March	2	14	83	99
April	3	13	53	69
May	2	14	54	70
June	0	11	69	80
July	0	19	75	94
August	3	10	66	79
September	0	14	60	74
October	1	9	89	99
November	0	8	70	78
December	1	13	68	82
Total	**12**	**157**	**831**	**1,000**

Table 6.4 Accidents in the Greater London area in 2003 tabulated by borough, severity and month

32 Enfield

Month	Fatal	Serious	Slight	Total
January	1	12	97	110
February	0	20	82	102
March	0	16	90	106
April	1	22	75	98
May	1	9	87	97
June	1	15	81	97
July	0	16	88	104
August	2	13	60	75
September	0	7	89	96
October	0	14	99	113
November	1	14	92	107
December	0	11	82	93
Total	**7**	**169**	**1,022**	**1,198**

Table 6.5 Accidents in the Greater London area in 2003 tabulated by severity and month

Greater London total

Month	Fatal	Serious	Slight	Total
January	18	358	2,113	2,489
February	22	372	1,931	2,325
March	26	391	2,280	2,697
April	21	397	2,142	2,560
May	19	399	2,234	2,652
June	22	400	2,378	2,800
July	19	396	2,475	2,890
August	28	313	2,218	2,559
September	18	360	2,366	2,744
October	15	446	2,513	2,974
November	34	373	2,329	2,736
December	17	306	2,062	2,385
Total	**259**	**4,511**	**27,041**	**31,811**

Table 6.6 Accidents in the Greater London area in 2003 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	9	0	140	2	61	23	6	12	41	294
Westminster	76	6	746	5	733	24	29	16	491	2,126
Camden	5	2	398	3	314	55	33	1	334	1,145
Islington	31	2	414	1	243	10	33	3	265	1,002
Hackney	23	4	428	11	211	24	39	72	196	1,008
Tower Hamlets	33	5	379	22	141	17	58	17	227	899
Greenwich	74	15	371	16	179	32	25	17	278	1,007
Lewisham	24	16	527	8	210	18	36	92	237	1,168
Southwark	57	6	630	8	284	23	47	76	285	1,416
Lambeth	17	8	741	2	290	102	71	35	243	1,509
Wandsworth	14	12	581	2	179	6	74	10	151	1,029
Hammersmith and Fulham	22	16	389	4	124	8	37	6	186	792
Kensington and Chelsea	5	2	283	6	207	16	7	70	132	728
Total Inner	**390**	**94**	**6,027**	**90**	**3,176**	**358**	**495**	**427**	**3,066**	**14,123**
Waltham Forest	37	8	371	10	102	9	66	10	224	837
Redbridge	70	24	361	32	121	12	71	12	287	990
Havering	82	15	281	19	60	38	45	25	280	845
Barking and Dagenham	50	6	174	8	98	23	22	29	171	581
Newham	46	8	402	19	127	29	36	17	237	921
Bexley	40	18	251	5	62	1	25	5	197	604
Bromley	29	24	386	2	133	4	48	1	256	883
Croydon	49	13	468	13	139	44	39	111	269	1,145
Sutton	35	6	258	2	95	7	29	22	92	546
Merton	23	18	260	2	84	4	36	3	163	593
Kingston	23	4	175	9	48	2	39	0	132	432
Richmond	32	16	220	2	58	11	44	0	231	614
Hounslow	94	27	381	12	163	6	66	8	263	1,020
Hillingdon	139	29	347	29	71	40	58	31	303	1,047
Ealing	66	15	541	45	139	61	62	55	403	1,387
Brent	38	20	467	14	153	8	92	6	342	1,140
Harrow	39	5	195	9	81	8	44	11	157	549
Barnet	86	23	474	21	236	14	92	7	403	1,356
Haringey	15	18	440	1	174	26	68	16	242	1,000
Enfield	57	11	413	14	191	28	89	17	378	1,198
Total Outer	**1,050**	**308**	**6,865**	**268**	**2,335**	**375**	**1,071**	**386**	**5,030**	**17,688**
Greater London	**1,440**	**402**	**12,892**	**358**	**5,511**	**733**	**1,566**	**813**	**8,096**	**31,811**

Figure 6.7a: Fatal accidents 1999-2003

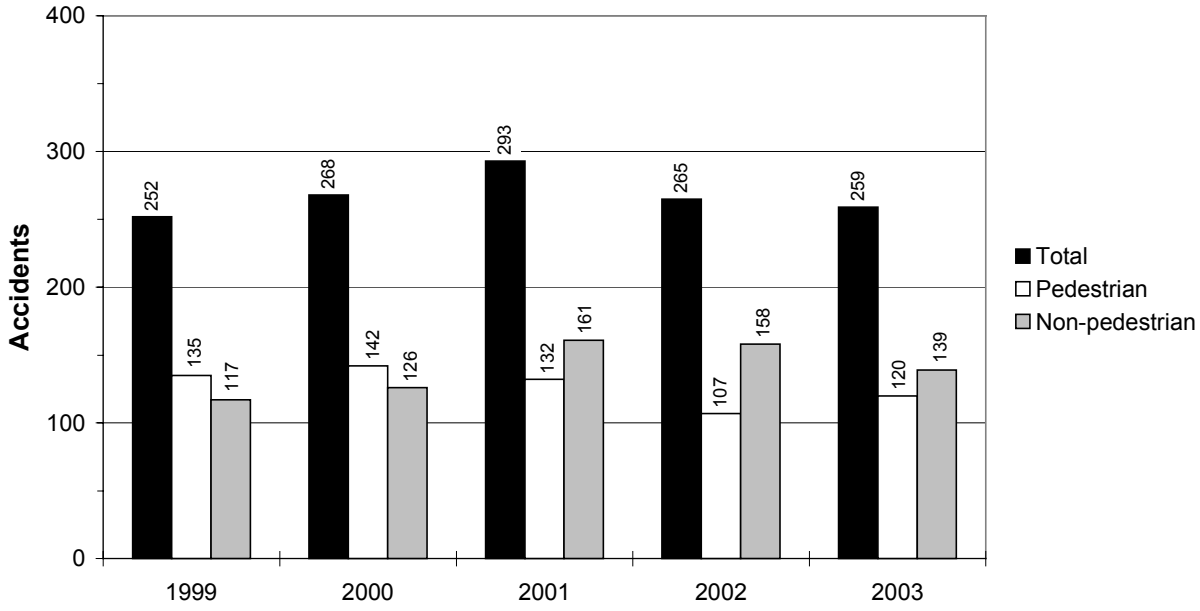


Figure 6.7b: Serious accidents 1999-2003

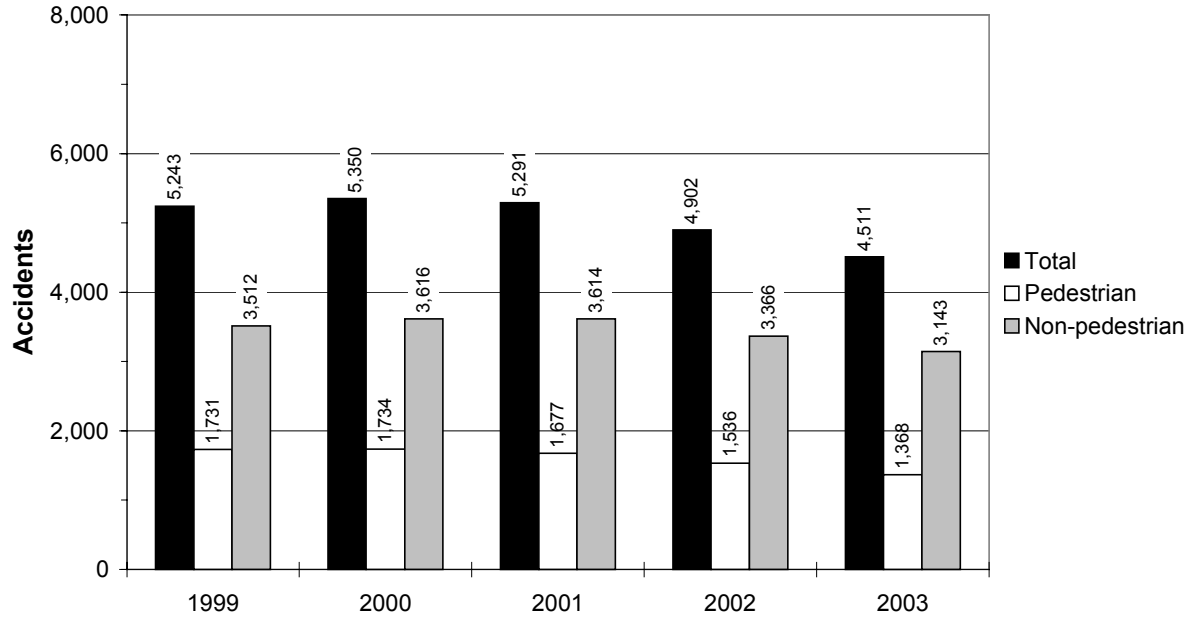


Table 6.8 Accidents at junctions in the Greater London area in 2003 tabulated by junction control and borough

Borough	Authorised person	Automatic traffic signal	Stop sign	Give way	Un-controlled	Total
City of London	1	104	0	117	31	253
Westminster	3	745	2	844	41	1,635
Camden	0	375	0	395	41	811
Islington	0	254	0	458	25	737
Hackney	1	225	2	461	123	812
Tower Hamlets	1	158	0	439	74	672
Greenwich	0	159	1	523	46	729
Lewisham	0	196	1	584	150	931
Southwark	4	313	1	659	154	1,131
Lambeth	0	424	0	746	96	1,266
Wandsworth	0	159	0	619	100	878
Hammersmith and Fulham	0	135	0	433	38	606
Kensington and Chelsea	0	225	4	279	88	596
Total Inner	**10**	**3,472**	**11**	**6,557**	**1,007**	**11,057**
Waltham Forest	1	99	4	436	73	613
Redbridge	0	108	0	501	94	703
Havering	1	104	1	400	59	565
Barking and Dagenham	1	119	1	257	32	410
Newham	0	192	1	443	48	684
Bexley	0	52	0	332	23	407
Bromley	0	73	0	518	36	627
Croydon	0	193	3	515	165	876
Sutton	0	71	4	322	57	454
Merton	0	109	0	293	28	430
Kingston	0	53	0	215	32	300
Richmond	0	68	0	299	16	383
Hounslow	0	202	0	486	69	757
Hillingdon	2	156	2	507	77	744
Ealing	2	253	0	628	101	984
Brent	1	136	0	581	80	798
Harrow	0	59	0	285	48	392
Barnet	0	240	0	620	93	953
Haringey	1	169	2	514	72	758
Enfield	0	197	1	514	108	820
Total Outer	**9**	**2,653**	**19**	**8,666**	**1,311**	**12,658**
Greater London	**19**	**6,125**	**30**	**15,223**	**2,318**	**23,715**

Table 6.9 Accidents in the Greater London area in 2003 tabulated by weather and borough

Borough	Raining	Snowing	Fog	Other	Unknown	Total
City of London	7	0	0	286	1	294
Westminster	199	11	1	1,895	20	2,126
Camden	112	10	0	942	81	1,145
Islington	95	8	0	852	47	1,002
Hackney	85	6	0	916	1	1,008
Tower Hamlets	99	4	1	792	3	899
Greenwich	113	1	2	885	6	1,007
Lewisham	78	4	0	1,085	1	1,168
Southwark	183	4	0	1,229	0	1,416
Lambeth	124	6	0	1,367	12	1,509
Wandsworth	90	5	0	934	0	1,029
Hammersmith and Fulham	74	4	1	696	17	792
Kensington and Chelsea	44	4	0	677	3	728
Total Inner	**1,303**	**67**	**5**	**12,556**	**192**	**14,123**
Waltham Forest	99	4	1	732	1	837
Redbridge	99	5	3	881	2	990
Havering	82	3	4	755	1	845
Barking and Dagenham	64	3	0	512	2	581
Newham	81	4	0	826	10	921
Bexley	64	6	3	525	6	604
Bromley	124	4	3	746	6	883
Croydon	78	6	1	1,060	0	1,145
Sutton	54	3	1	488	0	546
Merton	57	2	0	520	14	593
Kingston	44	3	1	370	14	432
Richmond	75	5	0	514	20	614
Hounslow	88	9	3	906	14	1,020
Hillingdon	100	16	2	926	3	1,047
Ealing	177	8	2	1,199	1	1,387
Brent	134	1	0	996	9	1,140
Harrow	75	1	3	468	2	549
Barnet	170	8	4	1,160	14	1,356
Haringey	118	5	1	875	1	1,000
Enfield	141	2	3	1,050	2	1,198
Total Outer	**1,924**	**98**	**35**	**15,509**	**122**	**17,688**
Greater London	**3,227**	**165**	**40**	**28,065**	**314**	**31,811**

Table 6.10 Accidents involving a parked vehicle in the Greater London area in 2003 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	3	10	13
Westminster	0	19	95	114
Camden	1	13	57	71
Islington	0	17	48	65
Hackney	0	8	63	71
Tower Hamlets	0	6	34	40
Greenwich	0	9	49	58
Lewisham	1	16	46	63
Southwark	0	12	54	66
Lambeth	3	9	66	78
Wandsworth	3	10	65	78
Hammersmith and Fulham	0	6	52	58
Kensington and Chelsea	1	3	30	34
Total Inner	**9**	**131**	**669**	**809**
Waltham Forest	0	6	55	61
Redbridge	1	11	65	77
Havering	0	14	37	51
Barking and Dagenham	0	7	32	39
Newham	1	4	51	56
Bexley	0	13	39	52
Bromley	0	13	63	76
Croydon	1	10	52	63
Sutton	0	6	27	33
Merton	1	7	39	47
Kingston	0	4	24	28
Richmond	0	11	40	51
Hounslow	1	7	51	59
Hillingdon	1	11	43	55
Ealing	2	10	59	71
Brent	0	19	53	72
Harrow	0	5	40	45
Barnet	1	15	69	85
Haringey	1	12	68	81
Enfield	0	11	68	79
Total Outer	**10**	**196**	**975**	**1,181**
Greater London	**19**	**327**	**1,644**	**1,990**

Table 6.11 Accidents in the Greater London area in 2003 tabulated by road surface condition and borough

Borough	Dry	Wet/Damp	Snow	Frost/Ice	Flood	Oil/diesel	Mud	Total
City of London	285	9	0	0	0	0	0	294
Westminster	1,791	324	2	4	0	5	0	2,126
Camden	956	170	4	11	0	4	0	1,145
Islington	844	142	3	12	0	1	0	1,002
Hackney	873	126	4	5	0	0	0	1,008
Tower Hamlets	730	159	0	6	2	2	0	899
Greenwich	789	203	3	9	0	3	0	1,007
Lewisham	1,034	123	5	3	0	3	0	1,168
Southwark	1,141	259	1	11	0	3	1	1,416
Lambeth	1,336	162	3	3	2	3	0	1,509
Wandsworth	915	106	5	2	1	0	0	1,029
Hammersmith and Fulham	666	116	2	7	0	1	0	792
Kensington and Chelsea	651	71	0	5	0	1	0	728
Total Inner	**12,011**	**1,970**	**32**	**78**	**5**	**26**	**1**	**14,123**
Waltham Forest	658	165	1	12	1	0	0	837
Redbridge	803	170	2	11	1	3	0	990
Havering	660	162	4	14	2	3	0	845
Barking and Dagenham	467	103	3	7	0	1	0	581
Newham	764	145	0	8	1	2	1	921
Bexley	460	133	1	9	0	1	0	604
Bromley	653	215	4	11	0	0	0	883
Croydon	981	152	3	7	0	2	0	1,145
Sutton	468	71	1	6	0	0	0	546
Merton	490	96	1	6	0	0	0	593
Kingston	344	80	1	6	0	1	0	432
Richmond	484	118	4	8	0	0	0	614
Hounslow	858	139	7	11	1	3	1	1,020
Hillingdon	800	213	7	20	0	5	2	1,047
Ealing	1,103	272	3	8	0	0	1	1,387
Brent	889	235	1	11	0	3	1	1,140
Harrow	407	132	0	9	0	1	0	549
Barnet	1,059	274	4	16	1	2	0	1,356
Haringey	797	187	0	14	0	1	1	1,000
Enfield	909	265	1	21	1	1	0	1,198
Total Outer	**14,054**	**3,327**	**48**	**215**	**8**	**29**	**7**	**17,688**
Greater London	**26,065**	**5,297**	**80**	**293**	**13**	**55**	**8**	**31,811**

Figure 6.12: Accidents on a wet road surface 1999-2003

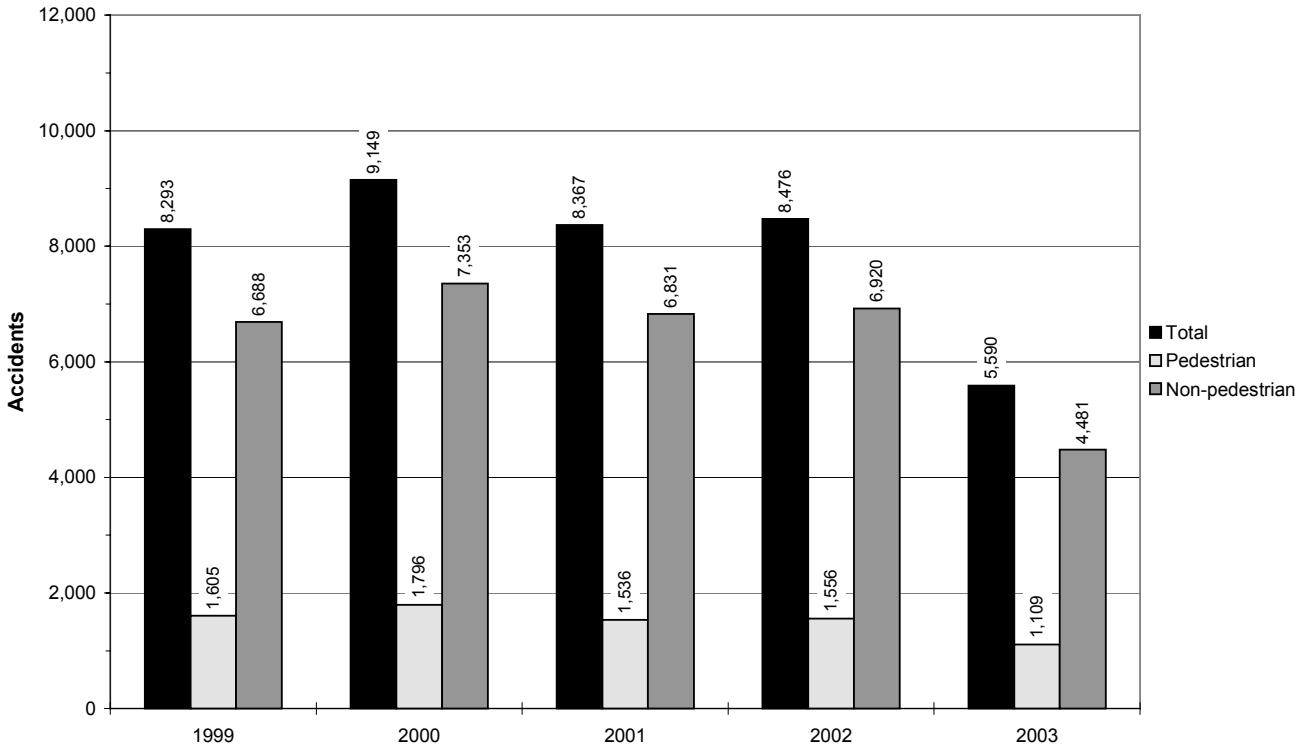


Table 6.13 Accidents in the Greater London area in 2003 tabulated by road class and borough

Borough	Motorway	A	B	C	Unclassified	Total
City of London	0	185	1	103	5	294
Westminster	0	1,410	185	252	279	2,126
Camden	0	764	141	133	107	1,145
Islington	0	756	55	86	105	1,002
Hackney	0	701	100	135	72	1,008
Tower Hamlets	0	634	112	42	111	899
Greenwich	0	671	73	106	157	1,007
Lewisham	0	741	130	116	181	1,168
Southwark	0	972	116	120	208	1,416
Lambeth	0	1,142	119	104	144	1,509
Wandsworth	0	711	70	93	155	1,029
Hammersmith and Fulham	0	572	55	47	118	792
Kensington and Chelsea	0	530	73	64	61	728
Total Inner	**0**	**9,789**	**1,230**	**1,401**	**1,703**	**14,123**
Waltham Forest	0	541	83	68	145	837
Redbridge	6	556	54	161	213	990
Havering	51	307	67	287	133	845
Barking and Dagenham	0	366	6	107	102	581
Newham	0	604	95	39	183	921
Bexley	0	350	29	115	110	604
Bromley	1	471	64	138	209	883
Croydon	0	681	141	142	181	1,145
Sutton	0	241	153	60	92	546
Merton	0	365	80	63	85	593
Kingston	0	280	26	64	62	432
Richmond	0	436	77	42	59	614
Hounslow	54	668	59	106	133	1,020
Hillingdon	73	442	73	288	171	1,047
Ealing	0	788	172	211	216	1,387
Brent	0	702	94	167	177	1,140
Harrow	0	271	34	138	106	549
Barnet	23	900	57	111	265	1,356
Haringey	0	637	141	74	148	1,000
Enfield	73	687	58	177	203	1,198
Total Outer	**281**	**10,293**	**1,563**	**2,558**	**2,993**	**17,688**
Greater London	**281**	**20,082**	**2,793**	**3,959**	**4,696**	**31,811**

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 2003 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	14	64	78
Westminster	5	117	532	654
Camden	3	82	261	346
Islington	1	50	203	254
Hackney	3	52	194	249
Tower Hamlets	4	39	143	186
Greenwich	2	36	142	180
Lewisham	5	54	209	268
Southwark	3	54	261	318
Lambeth	4	57	283	344
Wandsworth	2	48	171	221
Hammersmith and Fulham	3	23	154	180
Kensington and Chelsea	9	38	138	185
Total Inner	**44**	**664**	**2,755**	**3,463**
Waltham Forest	3	30	145	178
Redbridge	2	34	113	149
Havering	6	29	107	142
Barking and Dagenham	5	18	72	95
Newham	2	44	195	241
Bexley	2	20	84	106
Bromley	4	26	123	153
Croydon	4	63	208	275
Sutton	3	27	81	111
Merton	4	32	102	138
Kingston	1	25	62	88
Richmond	1	28	70	99
Hounslow	1	26	135	162
Hillingdon	1	22	95	118
Ealing	7	55	240	302
Brent	2	58	183	243
Harrow	4	29	85	118
Barnet	12	50	183	245
Haringey	9	55	205	269
Enfield	3	33	167	203
Total Outer	**76**	**704**	**2,655**	**3,435**
Greater London	**120**	**1,368**	**5,410**	**6,898**

Table 6.15 Pedestrian accidents in the Greater London area in 2003 tabulated by month and borough

Borough	Jan.	Feb.	March	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.	Total
City of London	4	9	8	3	4	7	10	4	9	7	6	7	78
Westminster	41	56	61	49	60	59	61	60	46	52	50	59	654
Camden	22	38	25	30	25	28	32	26	28	34	35	23	346
Islington	17	27	18	29	24	17	6	28	24	31	13	20	254
Hackney	21	15	20	23	26	26	20	15	17	19	32	15	249
Tower Hamlets	8	14	15	20	22	20	17	10	19	11	17	13	186
Greenwich	8	11	19	20	15	20	8	17	15	13	21	13	180
Lewisham	27	17	30	19	26	25	24	19	19	25	19	18	268
Southwark	26	28	26	23	31	28	26	22	23	28	33	24	318
Lambeth	29	23	22	21	23	45	27	32	33	38	25	26	344
Wandsworth	16	19	19	17	22	23	15	14	21	19	24	12	221
Hammersmith and Fulham	12	10	18	13	19	8	8	16	17	18	20	21	180
Kensington and Chelsea	14	17	13	21	16	15	21	11	15	11	18	13	185
Total Inner	**245**	**284**	**294**	**288**	**313**	**321**	**275**	**274**	**286**	**306**	**313**	**264**	**3,463**
Waltham Forest	14	15	20	12	15	11	18	15	13	18	19	8	178
Redbridge	19	16	9	13	6	16	15	5	9	16	13	12	149
Havering	22	12	18	14	8	13	6	5	10	16	10	8	142
Barking and Dagenham	4	8	4	10	9	12	5	8	11	9	8	7	95
Newham	14	17	24	18	21	21	28	19	16	21	24	18	241
Bexley	14	7	13	4	11	10	4	3	15	4	8	13	106
Bromley	16	12	19	13	7	10	12	3	16	15	22	8	153
Croydon	24	17	29	32	20	28	19	13	18	29	17	29	275
Sutton	13	9	9	6	7	11	8	10	11	6	10	11	111
Merton	19	12	15	12	8	11	12	7	10	13	9	10	138
Kingston	9	6	9	7	10	7	3	5	8	11	7	6	88
Richmond	11	3	7	14	10	5	5	5	11	7	13	8	99
Hounslow	15	14	11	17	13	10	14	9	20	12	13	14	162
Hillingdon	12	5	12	6	6	11	4	5	16	17	13	11	118
Ealing	26	21	26	17	31	24	25	29	20	26	30	27	302
Brent	21	25	21	25	22	21	17	20	17	18	19	17	243
Harrow	10	6	9	10	11	13	14	7	9	15	5	9	118
Barnet	32	18	26	21	17	16	17	20	9	24	24	21	245
Haringey	32	16	28	21	17	22	16	20	21	24	25	27	269
Enfield	22	20	20	6	23	14	10	9	13	26	22	18	203
Total Outer	**349**	**259**	**329**	**278**	**272**	**286**	**252**	**217**	**273**	**327**	**311**	**282**	**3,435**
Greater London	**594**	**543**	**623**	**566**	**585**	**607**	**527**	**491**	**559**	**633**	**624**	**546**	**6,898**

Table 6.16 Accidents involving a pedestrian crossing the road in the Greater London area in 2003 tabulated by pedestrian action and borough

Borough	Crossing road at pedestrian crossing	Crossing within 50m of pedestrian crossing	Crossing road elsewhere	Total
City of London	8	23	24	55
Westminster	171	117	266	554
Camden	73	87	117	277
Islington	54	58	110	222
Hackney	44	56	94	194
Tower Hamlets	37	34	76	147
Greenwich	30	21	96	147
Lewisham	33	68	118	219
Southwark	61	58	139	258
Lambeth	74	72	130	276
Wandsworth	43	43	96	182
Hammersmith and Fulham	38	39	75	152
Kensington and Chelsea	52	47	64	163
Total Inner	**718**	**723**	**1,405**	**2,846**
Waltham Forest	24	29	85	138
Redbridge	17	18	87	122
Havering	21	29	65	115
Barking and Dagenham	14	19	43	76
Newham	37	58	107	202
Bexley	14	7	56	77
Bromley	15	11	107	133
Croydon	50	53	114	217
Sutton	10	20	53	83
Merton	23	31	59	113
Kingston	11	11	50	72
Richmond	17	9	52	78
Hounslow	26	19	86	131
Hillingdon	14	24	59	97
Ealing	52	60	131	243
Brent	38	44	132	214
Harrow	11	16	69	96
Barnet	22	40	137	199
Haringey	47	71	100	218
Enfield	21	25	117	163
Total Outer	**484**	**594**	**1,709**	**2,787**
Greater London	**1,202**	**1,317**	**3,114**	**5,633**

Figure 6.17: Accidents in the dark 1999-2003

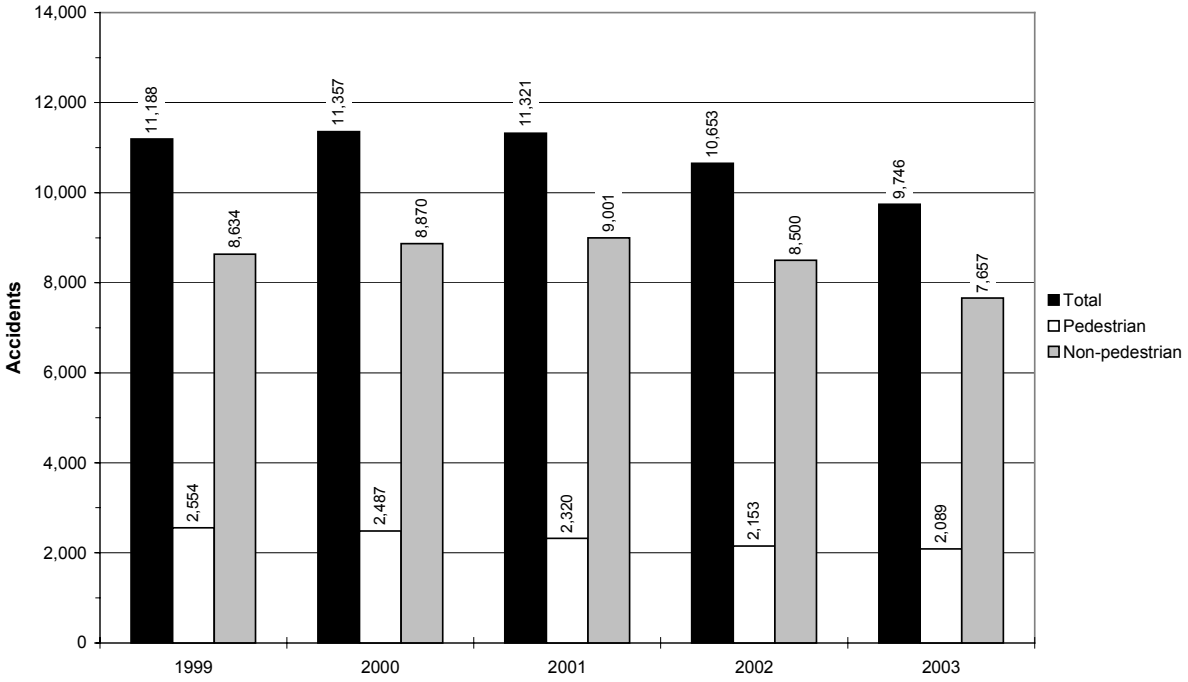


Table 6.18 Accidents in the Greater London area in 2003 tabulated by day of the week and time of day

Time of day	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
00.00-00.59	152	67	57	71	63	80	145	635
01.00-01.59	130	46	26	38	45	53	124	462
02.00-02.59	125	15	15	24	34	48	90	351
03.00-03.59	68	19	23	24	23	24	76	257
04.00-04.59	54	15	24	22	24	20	33	192
05.00-05.59	43	29	28	33	36	29	37	235
06.00-06.59	38	94	88	79	69	71	63	502
07.00-07.59	59	189	219	207	232	213	79	1,198
08.00-08.59	65	375	393	406	408	334	99	2,080
09.00-09.59	95	291	325	335	323	296	144	1,809
10.00-10.59	135	194	223	233	213	217	182	1,397
11.00-11.59	175	212	236	237	231	224	218	1,533
12.00-12.59	215	250	268	248	259	312	275	1,827
13.00-13.59	226	230	281	252	262	278	249	1,778
14.00-14.59	255	250	278	254	232	277	270	1,816
15.00-15.59	244	336	347	367	346	349	282	2,271
16.00-16.59	225	371	370	348	383	407	255	2,359
17.00-17.59	218	382	394	452	386	402	292	2,526
18.00-18.59	218	373	329	383	368	364	263	2,298
19.00-19.59	199	240	270	284	301	273	230	1,797
20.00-20.59	158	155	198	192	199	239	192	1,333
21.00-21.59	145	147	158	137	156	218	167	1,128
22.00-22.59	135	120	144	146	123	176	169	1,013
23.00-23.59	128	108	116	109	162	187	204	1,014
Total	**3,505**	**4,508**	**4,810**	**4,881**	**4,878**	**5,091**	**4,138**	**31,811**

Table 6.19 Accidents in the Greater London area in 2003 tabulated by lighting condition and borough

Borough	Light	Dark	Total
City of London	215	79	294
Westminster	1,450	676	2,126
Camden	781	364	1,145
Islington	667	335	1,002
Hackney	660	348	1,008
Tower Hamlets	600	299	899
Greenwich	745	262	1,007
Lewisham	805	363	1,168
Southwark	1,002	414	1,416
Lambeth	1,050	459	1,509
Wandsworth	722	307	1,029
Hammersmith and Fulham	542	250	792
Kensington and Chelsea	523	205	728
Total Inner	**9,762**	**4,361**	**14,123**
Waltham Forest	583	254	837
Redbridge	688	302	990
Havering	596	249	845
Barking and Dagenham	402	179	581
Newham	642	279	921
Bexley	413	191	604
Bromley	631	252	883
Croydon	783	362	1,145
Sutton	389	157	546
Merton	415	178	593
Kingston	284	148	432
Richmond	445	169	614
Hounslow	726	294	1,020
Hillingdon	760	287	1,047
Ealing	985	402	1,387
Brent	762	378	1,140
Harrow	376	173	549
Barnet	950	406	1,356
Haringey	661	339	1,000
Enfield	812	386	1,198
Total Outer	**12,303**	**5,385**	**17,688**
Greater London	**22,065**	**9,746**	**31,811**

Table 6.20 Accidents in the Greater London area in 2003 tabulated by speed limit and borough

Borough	20 mph or less	30 mph	40 mph	50 mph	60 mph	70 mph	Total
City of London	5	287	1	0	1	0	294
Westminster	2	2,087	23	13	1	0	2,126
Camden	0	1,143	2	0	0	0	1,145
Islington	0	1,002	0	0	0	0	1,002
Hackney	1	983	17	7	0	0	1,008
Tower Hamlets	3	840	20	36	0	0	899
Greenwich	6	895	41	65	0	0	1,007
Lewisham	1	1,160	6	1	0	0	1,168
Southwark	3	1,407	5	1	0	0	1,416
Lambeth	0	1,502	7	0	0	0	1,509
Wandsworth	2	1,003	24	0	0	0	1,029
Hammersmith and Fulham	0	755	30	5	0	2	792
Kensington and Chelsea	2	703	17	3	3	0	728
Total Inner	**25**	**13,767**	**193**	**131**	**5**	**2**	**14,123**
Waltham Forest	1	776	19	41	0	0	837
Redbridge	1	779	94	113	1	2	990
Havering	0	611	87	51	24	72	845
Barking and Dagenham	0	457	72	40	1	11	581
Newham	0	832	45	39	3	2	921
Bexley	0	545	10	47	0	2	604
Bromley	0	866	12	2	2	1	883
Croydon	4	1,078	59	2	2	0	1,145
Sutton	3	520	23	0	0	0	546
Merton	0	553	35	5	0	0	593
Kingston	0	395	19	18	0	0	432
Richmond	0	586	28	0	0	0	614
Hounslow	0	768	171	52	18	11	1,020
Hillingdon	0	707	201	66	18	55	1,047
Ealing	0	1,142	207	32	1	5	1,387
Brent	0	1,085	52	3	0	0	1,140
Harrow	0	528	20	0	1	0	549
Barnet	0	1,120	123	84	1	28	1,356
Haringey	2	965	31	2	0	0	1,000
Enfield	3	902	164	49	8	72	1,198
Total Outer	**14**	**15,215**	**1,472**	**646**	**80**	**261**	**17,688**
Greater London	**39**	**28,982**	**1,665**	**777**	**85**	**263**	**31,811**

Table 6.21 Accidents in the Greater London area in 2003 tabulated by highway authority and borough

Borough	TLRN [1]	Highways Agency	Borough	Total
City of London	127	0	167	294
Westminster	553	0	1,573	2,126
Camden	295	0	850	1,145
Islington	475	0	527	1,002
Hackney	463	0	545	1,008
Tower Hamlets	511	0	388	899
Greenwich	274	0	733	1,007
Lewisham	536	0	632	1,168
Southwark	576	0	840	1,416
Lambeth	859	0	650	1,509
Wandsworth	476	0	553	1,029
Hammersmith and Fulham	67	0	725	792
Kensington and Chelsea	261	0	467	728
Total Inner	**5,473**	**0**	**8,650**	**14,123**
Waltham Forest	76	0	761	837
Redbridge	268	6	716	990
Havering	126	67	652	845
Barking and Dagenham	122	0	459	581
Newham	132	0	789	921
Bexley	56	0	548	604
Bromley	108	1	774	883
Croydon	243	0	902	1,145
Sutton	152	0	394	546
Merton	90	0	503	593
Kingston	85	0	347	432
Richmond	130	0	484	614
Hounslow	361	45	614	1,020
Hillingdon	119	73	855	1,047
Ealing	310	0	1,077	1,387
Brent	74	0	1,066	1,140
Harrow	0	0	549	549
Barnet	327	17	1,012	1,356
Haringey	221	0	779	1,000
Enfield	228	79	891	1,198
Total Outer	**3,228**	**288**	**14,172**	**17,688**
Greater London	**8,701**	**288**	**22,822**	**31,811**

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

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

Figure 6.22: Accidents in Greater London by month 2003

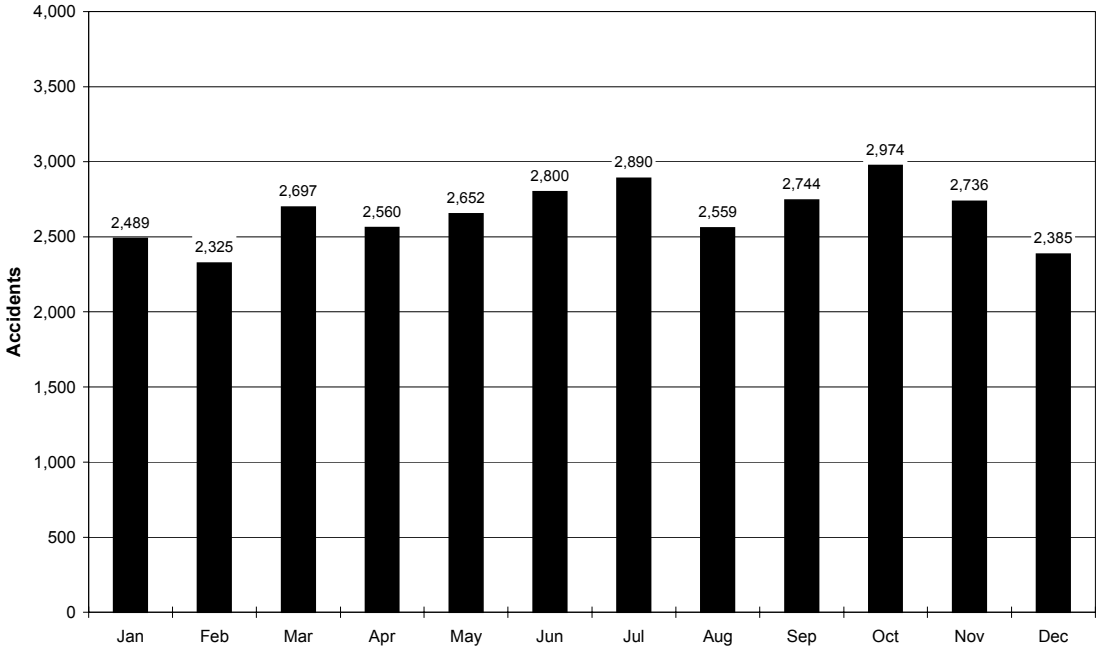


Figure 6.23: Accidents in Greater London by day of week 2003

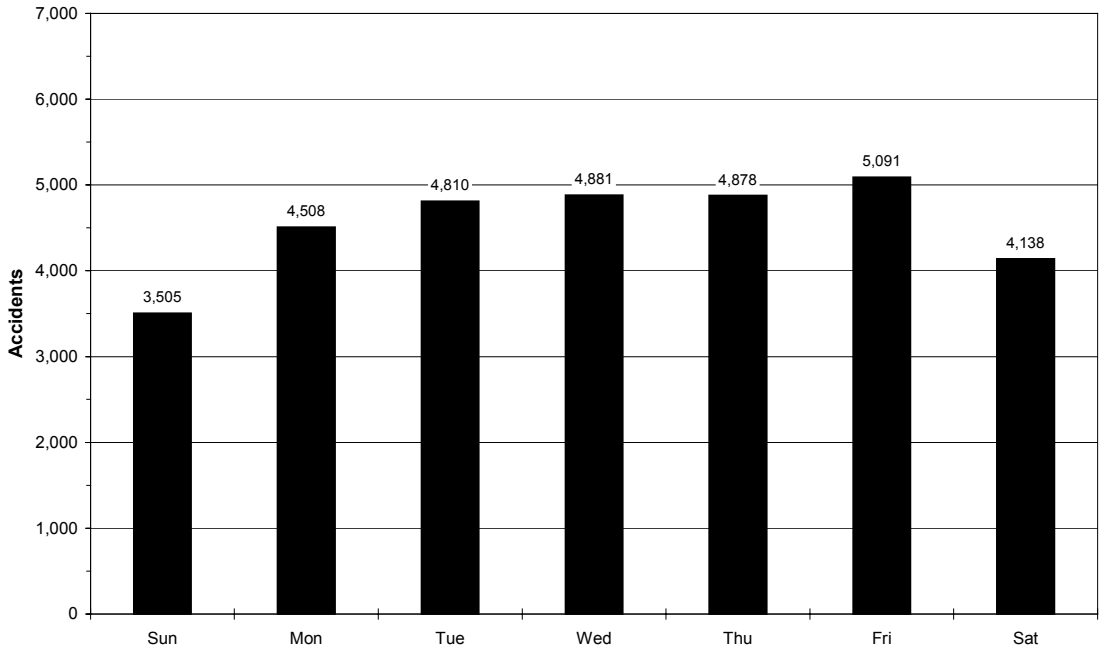
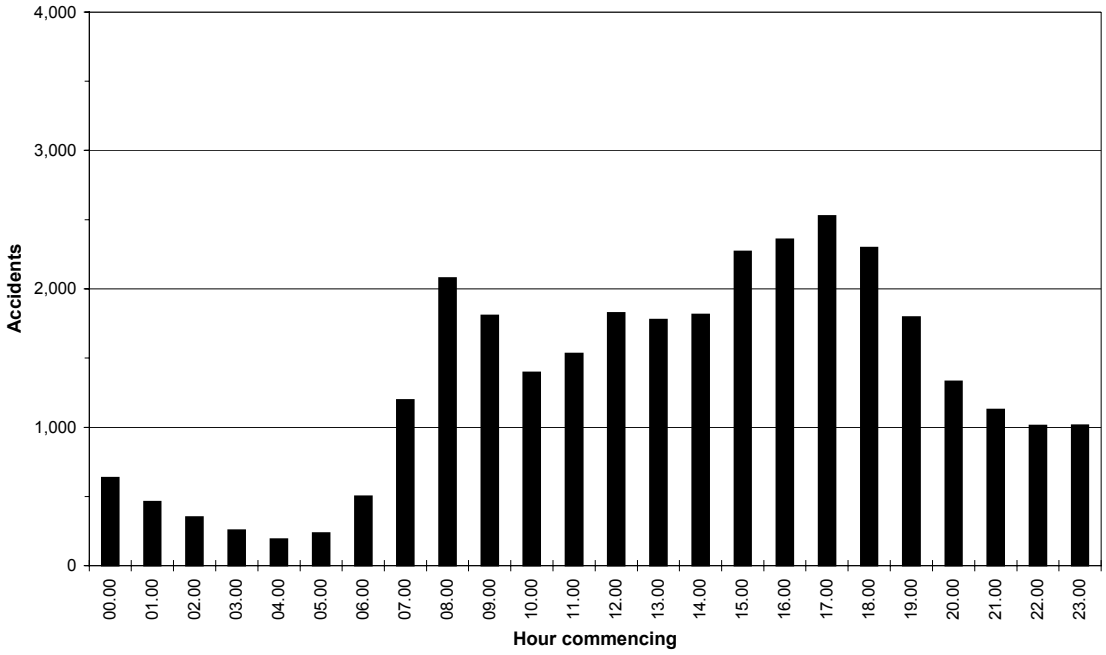


Figure 6.24: Accidents in Greater London by hour of day 2003



7. Casualties

Figure 7.1a: Vehicle casualties by type of road user 1999-2003

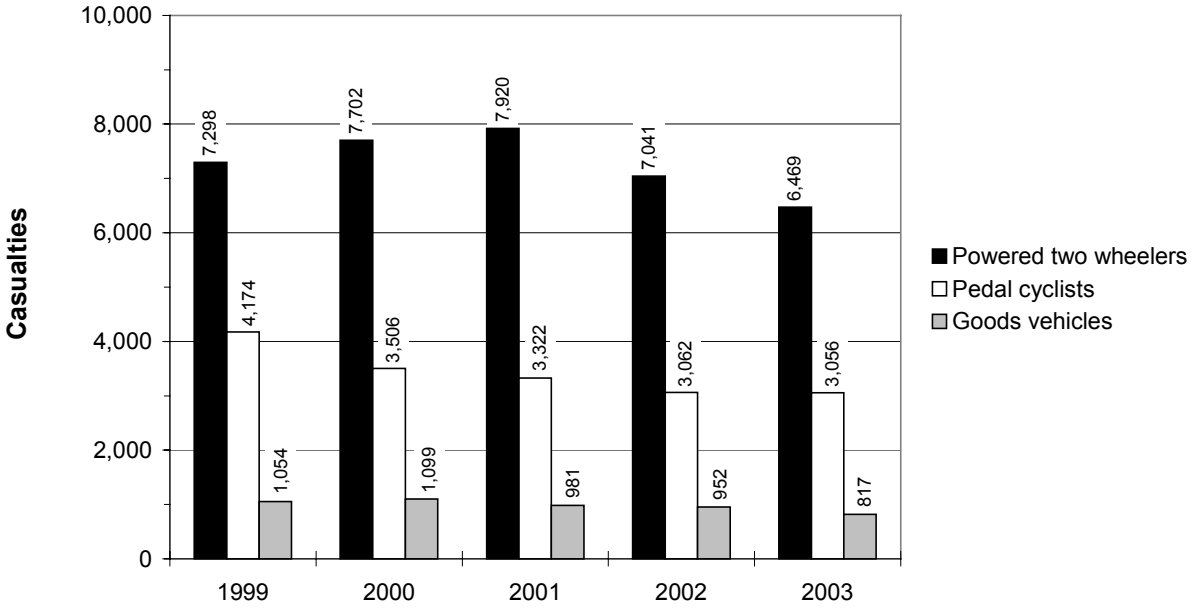


Figure 7.1b: Vehicle casualties by type of road user 1999-2003

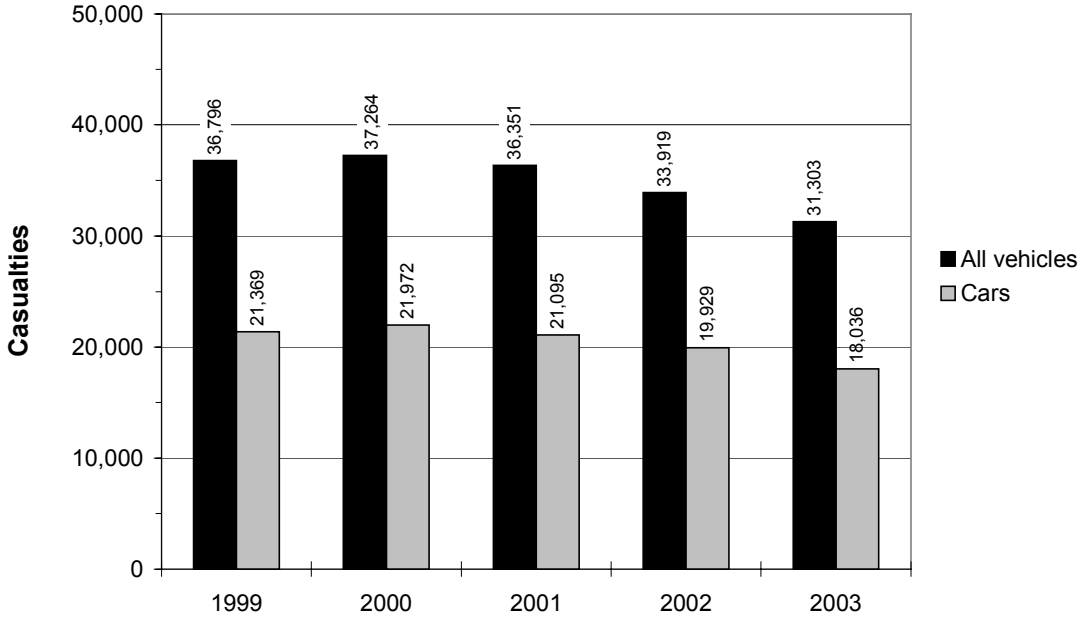


Figure 7.2a: Pedestrian casualties 1999-2003

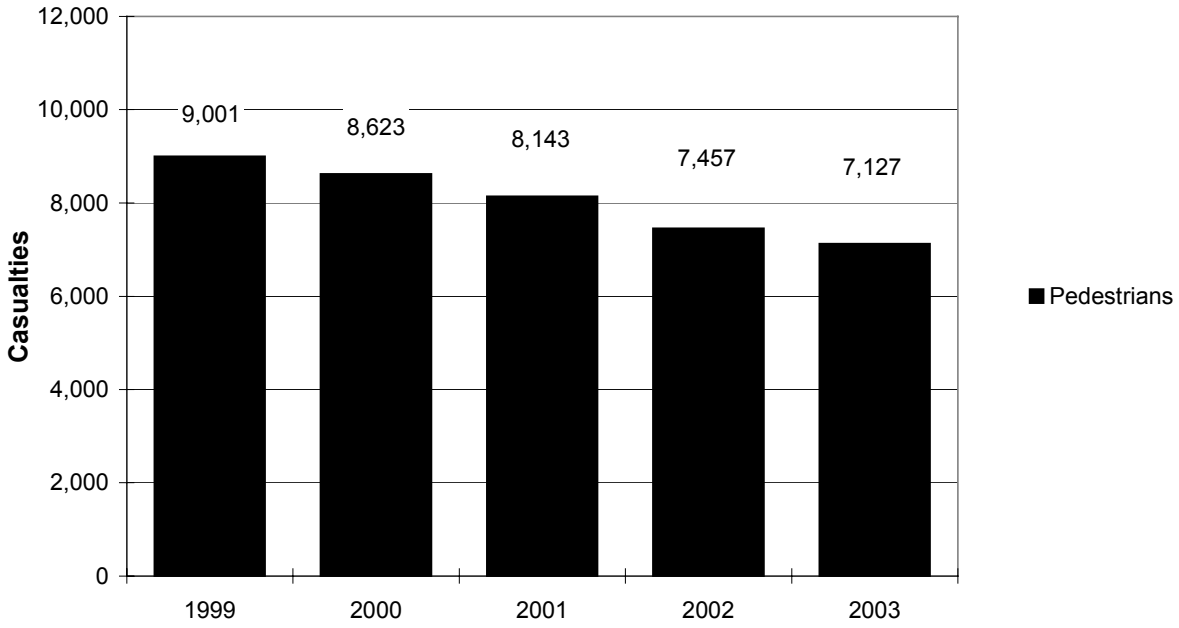


Figure 7.2b: Pedestrian casualties by age groups 1999-2003

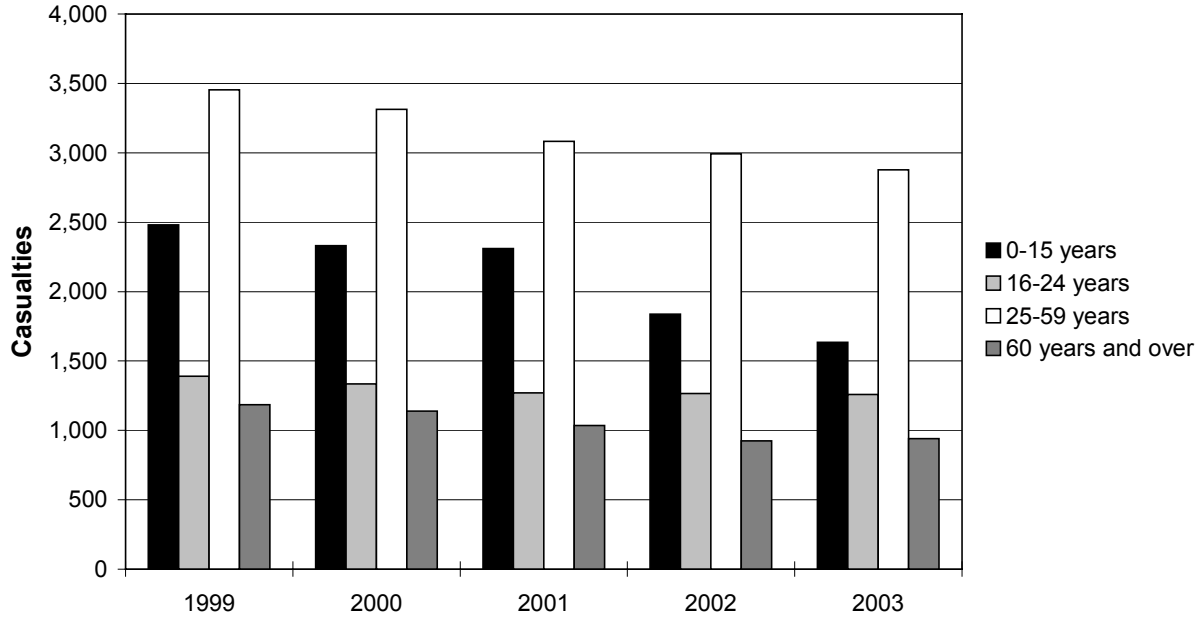


Figure 7.3a: Driver casualties by type of vehicle 1999-2003

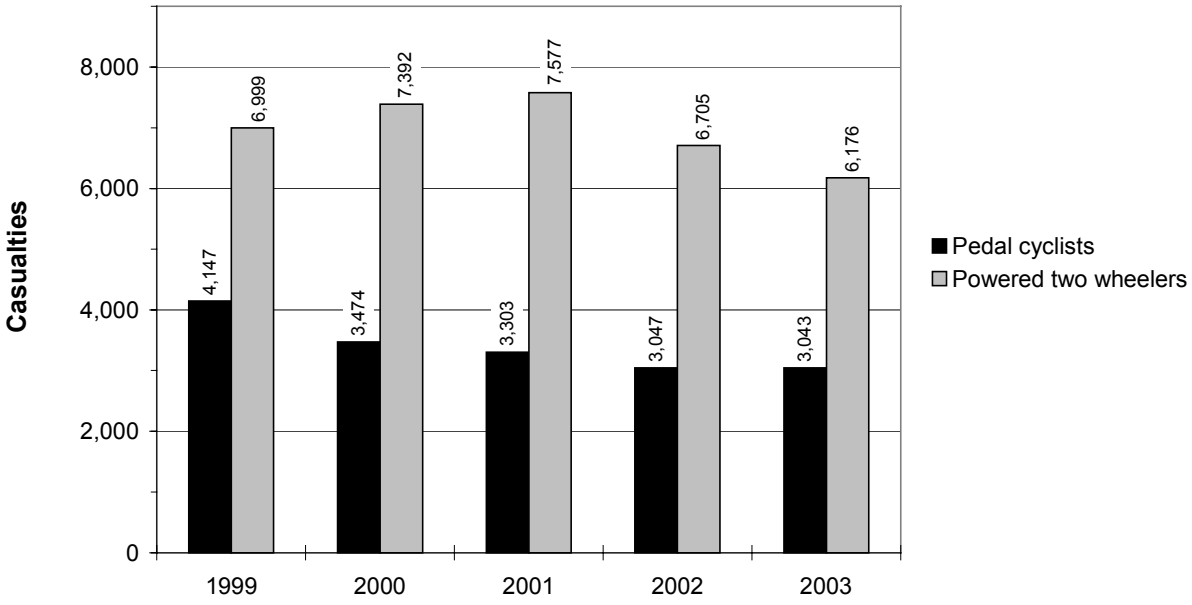


Figure 7.3b: Driver casualties by type of vehicle 1999-2003

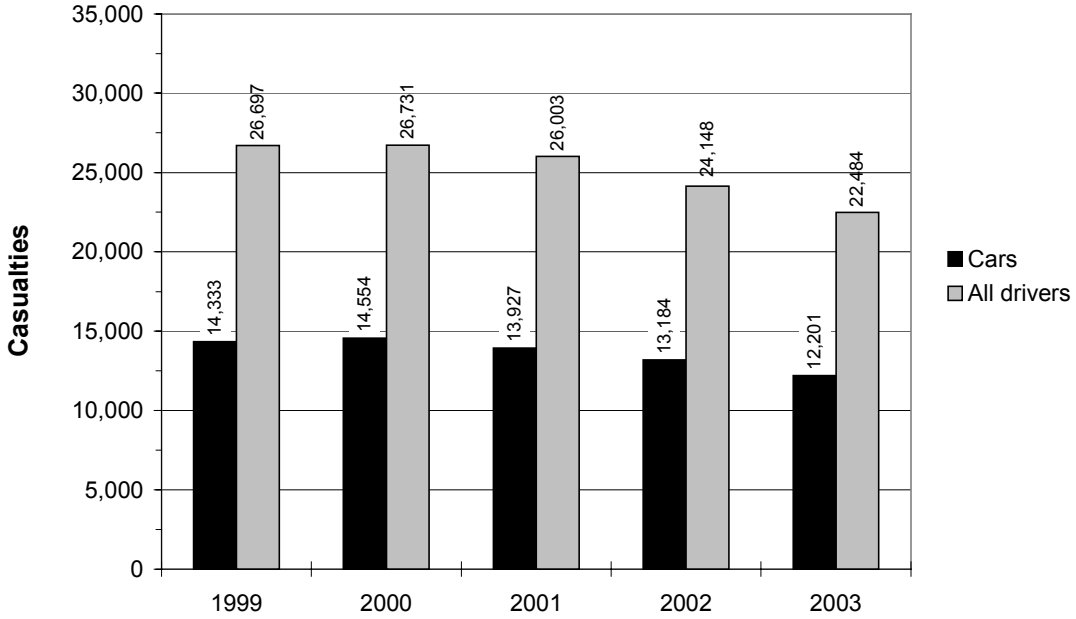


Figure 7.4a: Passenger casualties by type of vehicle 1999-2003

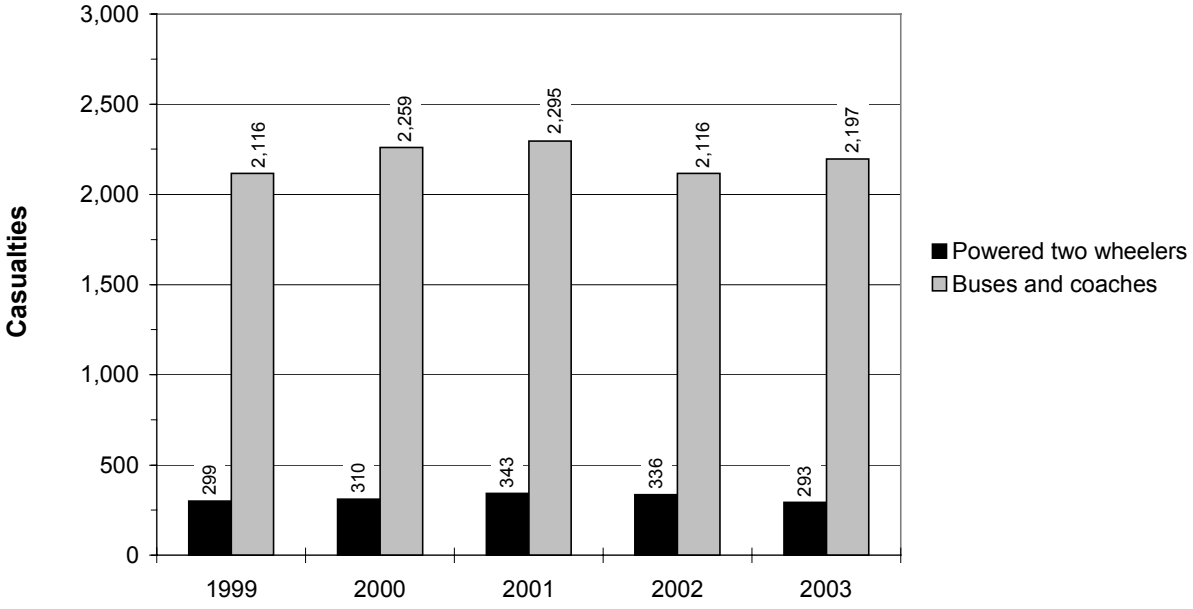


Figure 7.4b: Passenger casualties by type of vehicle 1999-2003

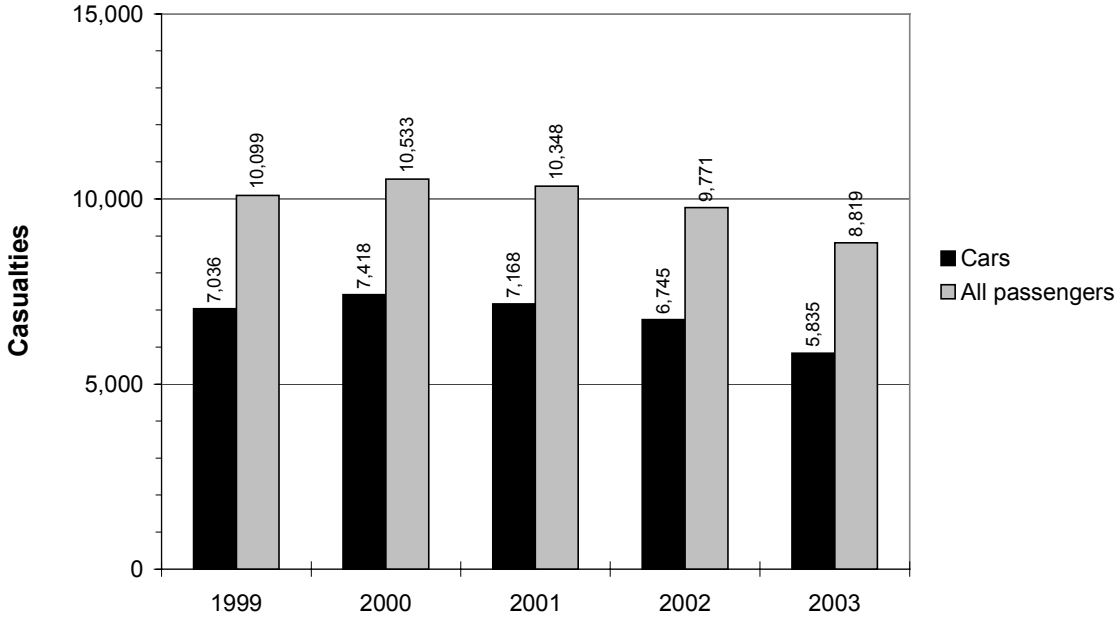


Table 7.5 Driver and passenger casualties in the Greater London area in 2003 tabulated by age group and vehicle occupied

Vehicle type	0-15 years	16-24 years	25-59 years	60+ years	Not known	Total
Pedal cycle	389	463	1,923	90	191	3,056
Moped	25	389	392	6	28	840
Motor cycle up to 125cc	41	869	1,141	21	68	2,140
Motor cycle over 125cc	11	467	2,829	46	136	3,489
Car	992	3,782	10,632	1,383	1,247	18,036
Taxi	6	15	215	49	34	319
Bus or coach	193	192	930	739	289	2,343
Goods	21	118	576	43	59	817
Other	19	31	168	16	29	263
Total	**1,697**	**6,326**	**18,806**	**2,393**	**2,081**	**31,303**

Table 7.6 Casualties in the Greater London area in 2003 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	1	36	291	328
Westminster	11	330	2,074	2,415
Camden	5	187	1,078	1,270
Islington	10	152	970	1,132
Hackney	4	148	986	1,138
Tower Hamlets	6	133	918	1,057
Greenwich	7	135	1,104	1,246
Lewisham	11	176	1,252	1,439
Southwark	4	195	1,418	1,617
Lambeth	13	209	1,521	1,743
Wandsworth	10	138	1,026	1,174
Hammersmith and Fulham	6	106	796	908
Kensington and Chelsea	9	116	717	842
Total Inner	**97**	**2,061**	**14,151**	**16,309**
Waltham Forest	7	121	949	1,077
Redbridge	7	157	1,123	1,287
Havering	17	154	951	1,122
Barking and Dagenham	6	99	653	758
Newham	4	122	989	1,115
Bexley	4	115	645	764
Bromley	13	160	922	1,095
Croydon	14	214	1,254	1,482
Sutton	6	114	540	660
Merton	6	97	619	722
Kingston	3	82	440	525
Richmond	2	122	603	727
Hounslow	9	122	1,147	1,278
Hillingdon	5	153	1,203	1,361
Ealing	18	180	1,506	1,704
Brent	2	189	1,191	1,382
Harrow	9	70	597	676
Barnet	20	197	1,441	1,658
Haringey	16	175	1,012	1,203
Enfield	7	188	1,330	1,525
Total Outer	**175**	**2,831**	**19,115**	**22,121**
Greater London	**272**	**4,892**	**33,266**	**38,430**

Table 7.7 Casualties in the Greater London area in 2003 tabulated by borough, mode of travel and severity

00 City of London

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	0	12	66	78
Pedal cycles	1	7	56	64
Powered two wheelers	0	11	74	85
Car occupants	0	4	49	53
Taxi occupants	0	0	15	15
Bus or coach occupants	0	2	19	21
Goods vehicle occupants	0	0	9	9
Other vehicle occupants	0	0	3	3
Total	**1**	**36**	**291**	**328**

01 Westminster

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	118	546	668
Pedal cycles	1	47	257	305
Powered two wheelers	6	80	428	514
Car occupants	0	45	435	480
Taxi occupants	0	11	77	88
Bus or coach occupants	0	26	272	298
Goods vehicle occupants	0	3	46	49
Other vehicle occupants	0	0	13	13
Total	**11**	**330**	**2,074**	**2,415**

Table 7.7 Casualties in the Greater London area in 2003 tabulated by borough, mode of travel and severity

02 Camden

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	83	274	360
Pedal cycles	0	23	162	185
Powered two wheelers	1	35	246	282
Car occupants	0	27	261	288
Taxi occupants	0	3	30	33
Bus or coach occupants	1	13	87	101
Goods vehicle occupants	0	3	13	16
Other vehicle occupants	0	0	5	5
Total	**5**	**187**	**1,078**	**1,270**

03 Islington

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	48	213	262
Pedal cycles	4	21	156	181
Powered two wheelers	3	43	212	258
Car occupants	2	28	280	310
Taxi occupants	0	0	12	12
Bus or coach occupants	0	8	76	84
Goods vehicle occupants	0	1	20	21
Other vehicle occupants	0	3	1	4
Total	**10**	**152**	**970**	**1,132**

Table 7.7 Casualties in the Greater London area in 2003 tabulated by borough, mode of travel and severity

04 Hackney

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	56	200	259
Pedal cycles	0	19	121	140
Powered two wheelers	0	34	163	197
Car occupants	1	27	382	410
Taxi occupants	0	0	8	8
Bus or coach occupants	0	10	90	100
Goods vehicle occupants	0	1	5	6
Other vehicle occupants	0	1	17	18
Total	**4**	**148**	**986**	**1,138**

05 Tower Hamlets

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	41	152	197
Pedal cycles	0	11	68	79
Powered two wheelers	2	34	211	247
Car occupants	0	36	415	451
Taxi occupants	0	2	10	12
Bus or coach occupants	0	3	31	34
Goods vehicle occupants	0	6	27	33
Other vehicle occupants	0	0	4	4
Total	**6**	**133**	**918**	**1,057**

Table 7.7 Casualties in the Greater London area in 2003 tabulated by borough, mode of travel and severity

06 Greenwich

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	37	148	187
Pedal cycles	1	8	43	52
Powered two wheelers	2	33	156	191
Car occupants	1	50	611	662
Taxi occupants	0	0	4	4
Bus or coach occupants	0	6	94	100
Goods vehicle occupants	1	1	40	42
Other vehicle occupants	0	0	8	8
Total	**7**	**135**	**1,104**	**1,246**

07 Lewisham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	5	51	226	282
Pedal cycles	1	7	77	85
Powered two wheelers	2	54	202	258
Car occupants	3	56	593	652
Taxi occupants	0	0	9	9
Bus or coach occupants	0	5	114	119
Goods vehicle occupants	0	2	15	17
Other vehicle occupants	0	1	16	17
Total	**11**	**176**	**1,252**	**1,439**

Table 7.7 Casualties in the Greater London area in 2003 tabulated by borough, mode of travel and severity

08 Southwark

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	53	271	327
Pedal cycles	1	24	168	193
Powered two wheelers	0	69	295	364
Car occupants	0	37	517	554
Taxi occupants	0	2	15	17
Bus or coach occupants	0	10	118	128
Goods vehicle occupants	0	0	28	28
Other vehicle occupants	0	0	6	6
Total	**4**	**195**	**1,418**	**1,617**

09 Lambeth

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	58	299	361
Pedal cycles	4	28	155	187
Powered two wheelers	2	63	382	447
Car occupants	3	45	525	573
Taxi occupants	0	0	6	6
Bus or coach occupants	0	9	112	121
Goods vehicle occupants	0	3	30	33
Other vehicle occupants	0	3	12	15
Total	**13**	**209**	**1,521**	**1,743**

Table 7.7 Casualties in the Greater London area in 2003 tabulated by borough, mode of travel and severity

10 Wandsworth

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	47	175	224
Pedal cycles	2	10	142	154
Powered two wheelers	5	50	264	319
Car occupants	1	25	346	372
Taxi occupants	0	0	6	6
Bus or coach occupants	0	4	70	74
Goods vehicle occupants	0	2	22	24
Other vehicle occupants	0	0	1	1
Total	**10**	**138**	**1,026**	**1,174**

11 Hammersmith and Fulham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	23	155	181
Pedal cycles	0	19	119	138
Powered two wheelers	1	28	194	223
Car occupants	0	15	229	244
Taxi occupants	0	4	12	16
Bus or coach occupants	1	13	66	80
Goods vehicle occupants	1	3	8	12
Other vehicle occupants	0	1	13	14
Total	**6**	**106**	**796**	**908**

Table 7.7 Casualties in the Greater London area in 2003 tabulated by borough, mode of travel and severity

12 Kensington and Chelsea

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	9	38	145	192
Pedal cycles	0	13	93	106
Powered two wheelers	0	38	188	226
Car occupants	0	20	210	230
Taxi occupants	0	0	18	18
Bus or coach occupants	0	6	48	54
Goods vehicle occupants	0	1	7	8
Other vehicle occupants	0	0	8	8
Total	**9**	**116**	**717**	**842**

13 Waltham Forest

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	31	159	193
Pedal cycles	0	4	59	63
Powered two wheelers	2	22	86	110
Car occupants	2	58	567	627
Taxi occupants	0	0	7	7
Bus or coach occupants	0	4	41	45
Goods vehicle occupants	0	2	26	28
Other vehicle occupants	0	0	4	4
Total	**7**	**121**	**949**	**1,077**

Table 7.7 Casualties in the Greater London area in 2003 tabulated by borough, mode of travel and severity

14 Redbridge

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	32	118	152
Pedal cycles	0	6	39	45
Powered two wheelers	3	23	96	122
Car occupants	2	85	780	867
Taxi occupants	0	2	10	12
Bus or coach occupants	0	8	35	43
Goods vehicle occupants	0	1	40	41
Other vehicle occupants	0	0	5	5
Total	**7**	**157**	**1,123**	**1,287**

15 Havering

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	6	29	110	145
Pedal cycles	0	3	29	32
Powered two wheelers	4	19	84	107
Car occupants	7	97	649	753
Taxi occupants	0	1	2	3
Bus or coach occupants	0	2	35	37
Goods vehicle occupants	0	3	37	40
Other vehicle occupants	0	0	5	5
Total	**17**	**154**	**951**	**1,122**

Table 7.7 Casualties in the Greater London area in 2003 tabulated by borough, mode of travel and severity

16 Barking and Dagenham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	5	18	73	96
Pedal cycles	0	6	21	27
Powered two wheelers	0	16	68	84
Car occupants	1	50	427	478
Taxi occupants	0	0	2	2
Bus or coach occupants	0	6	23	29
Goods vehicle occupants	0	2	27	29
Other vehicle occupants	0	1	12	13
Total	**6**	**99**	**653**	**758**

17 Newham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	45	201	248
Pedal cycles	0	6	58	64
Powered two wheelers	2	21	86	109
Car occupants	0	46	546	592
Taxi occupants	0	1	4	5
Bus or coach occupants	0	2	60	62
Goods vehicle occupants	0	1	29	30
Other vehicle occupants	0	0	5	5
Total	**4**	**122**	**989**	**1,115**

Table 7.7 Casualties in the Greater London area in 2003 tabulated by borough, mode of travel and severity

18 Bexley

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	20	90	112
Pedal cycles	0	5	25	30
Powered two wheelers	1	22	92	115
Car occupants	1	59	382	442
Taxi occupants	0	1	1	2
Bus or coach occupants	0	2	30	32
Goods vehicle occupants	0	6	20	26
Other vehicle occupants	0	0	5	5
Total	**4**	**115**	**645**	**764**

19 Bromley

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	26	127	157
Pedal cycles	2	14	50	66
Powered two wheelers	5	21	126	152
Car occupants	2	91	533	626
Taxi occupants	0	0	1	1
Bus or coach occupants	0	4	55	59
Goods vehicle occupants	0	4	16	20
Other vehicle occupants	0	0	14	14
Total	**13**	**160**	**922**	**1,095**

Table 7.7 Casualties in the Greater London area in 2003 tabulated by borough, mode of travel and severity

20 Croydon

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	63	220	287
Pedal cycles	0	6	62	68
Powered two wheelers	2	44	159	205
Car occupants	7	86	688	781
Taxi occupants	0	0	2	2
Bus or coach occupants	1	13	81	95
Goods vehicle occupants	0	0	15	15
Other vehicle occupants	0	2	27	29
Total	**14**	**214**	**1,254**	**1,482**

21 Sutton

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	28	84	115
Pedal cycles	0	9	22	31
Powered two wheelers	2	29	82	113
Car occupants	0	44	310	354
Taxi occupants	0	0	2	2
Bus or coach occupants	1	3	25	29
Goods vehicle occupants	0	0	9	9
Other vehicle occupants	0	1	6	7
Total	**6**	**114**	**540**	**660**

Table 7.7 Casualties in the Greater London area in 2003 tabulated by borough, mode of travel and severity

22 Merton

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	33	107	144
Pedal cycles	0	10	45	55
Powered two wheelers	0	21	118	139
Car occupants	2	27	294	323
Taxi occupants	0	1	2	3
Bus or coach occupants	0	3	27	30
Goods vehicle occupants	0	2	25	27
Other vehicle occupants	0	0	1	1
Total	**6**	**97**	**619**	**722**

23 Kingston

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	24	67	92
Pedal cycles	0	8	41	49
Powered two wheelers	0	19	90	109
Car occupants	2	29	202	233
Taxi occupants	0	0	2	2
Bus or coach occupants	0	0	26	26
Goods vehicle occupants	0	0	10	10
Other vehicle occupants	0	2	2	4
Total	**3**	**82**	**440**	**525**

Table 7.7 Casualties in the Greater London area in 2003 tabulated by borough, mode of travel and severity

24 Richmond

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	32	73	106
Pedal cycles	0	18	83	101
Powered two wheelers	1	26	160	187
Car occupants	0	38	246	284
Taxi occupants	0	0	3	3
Bus or coach occupants	0	5	24	29
Goods vehicle occupants	0	3	14	17
Other vehicle occupants	0	0	0	0
Total	**2**	**122**	**603**	**727**

25 Hounslow

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	27	142	170
Pedal cycles	2	12	86	100
Powered two wheelers	2	29	143	174
Car occupants	4	48	699	751
Taxi occupants	0	2	3	5
Bus or coach occupants	0	3	40	43
Goods vehicle occupants	0	1	28	29
Other vehicle occupants	0	0	6	6
Total	**9**	**122**	**1,147**	**1,278**

Table 7.7 Casualties in the Greater London area in 2003 tabulated by borough, mode of travel and severity

26 Hillingdon

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	23	97	121
Pedal cycles	0	8	59	67
Powered two wheelers	2	27	124	153
Car occupants	2	76	855	933
Taxi occupants	0	0	4	4
Bus or coach occupants	0	8	32	40
Goods vehicle occupants	0	11	28	39
Other vehicle occupants	0	0	4	4
Total	**5**	**153**	**1,203**	**1,361**

27 Ealing

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	7	55	246	308
Pedal cycles	0	20	94	114
Powered two wheelers	5	35	175	215
Car occupants	5	62	879	946
Taxi occupants	0	0	2	2
Bus or coach occupants	0	4	81	85
Goods vehicle occupants	1	2	19	22
Other vehicle occupants	0	2	10	12
Total	**18**	**180**	**1,506**	**1,704**

Table 7.7 Casualties in the Greater London area in 2003 tabulated by borough, mode of travel and severity

28 Brent

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	59	188	249
Pedal cycles	0	12	53	65
Powered two wheelers	0	36	170	206
Car occupants	0	61	687	748
Taxi occupants	0	1	2	3
Bus or coach occupants	0	14	68	82
Goods vehicle occupants	0	5	14	19
Other vehicle occupants	0	1	9	10
Total	**2**	**189**	**1,191**	**1,382**

29 Harrow

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	29	85	118
Pedal cycles	0	5	22	27
Powered two wheelers	4	10	38	52
Car occupants	1	24	419	444
Taxi occupants	0	0	0	0
Bus or coach occupants	0	1	29	30
Goods vehicle occupants	0	1	3	4
Other vehicle occupants	0	0	1	1
Total	**9**	**70**	**597**	**676**

Table 7.7 Casualties in the Greater London area in 2003 tabulated by borough, mode of travel and severity

30 Barnet

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	12	50	189	251
Pedal cycles	0	14	57	71
Powered two wheelers	3	37	176	216
Car occupants	5	85	908	998
Taxi occupants	0	0	5	5
Bus or coach occupants	0	7	76	83
Goods vehicle occupants	0	4	21	25
Other vehicle occupants	0	0	9	9
Total	**20**	**197**	**1,441**	**1,658**

31 Haringey

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	9	58	212	279
Pedal cycles	0	9	44	53
Powered two wheelers	0	31	128	159
Car occupants	6	67	529	602
Taxi occupants	0	0	7	7
Bus or coach occupants	1	5	67	73
Goods vehicle occupants	0	3	21	24
Other vehicle occupants	0	2	4	6
Total	**16**	**175**	**1,012**	**1,203**

Table 7.7 Casualties in the Greater London area in 2003 tabulated by borough, mode of travel and severity

32 Enfield

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	33	170	206
Pedal cycles	0	9	50	59
Powered two wheelers	1	29	101	131
Car occupants	3	99	873	975
Taxi occupants	0	0	5	5
Bus or coach occupants	0	9	68	77
Goods vehicle occupants	0	7	58	65
Other vehicle occupants	0	2	5	7
Total	**7**	**188**	**1,330**	**1,525**

Table 7.8 Casualties in the Greater London area in 2003 tabulated by borough, mode of travel and severity

Greater London total

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	119	1,380	5,628	7,127
Pedal cycles	19	421	2,616	3,056
Powered two wheelers	63	1,089	5,317	6,469
Car occupants	63	1,647	16,326	18,036
Taxi occupants	0	31	288	319
Bus or coach occupants	5	218	2,120	2,343
Goods vehicle occupants	3	84	730	817
Other vehicle occupants	0	22	241	263
Total	**272**	**4,892**	**33,266**	**38,430**

Table 7.9 Pedestrian casualties in the Greater London area in 2003 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	12	66	78
Westminster	4	118	546	668
Camden	3	83	274	360
Islington	1	48	213	262
Hackney	3	56	200	259
Tower Hamlets	4	41	152	197
Greenwich	2	37	148	187
Lewisham	5	51	226	282
Southwark	3	53	271	327
Lambeth	4	58	299	361
Wandsworth	2	47	175	224
Hammersmith and Fulham	3	23	155	181
Kensington and Chelsea	9	38	145	192
Total Inner	**43**	**665**	**2,870**	**3,578**
Waltham Forest	3	31	159	193
Redbridge	2	32	118	152
Havering	6	29	110	145
Barking and Dagenham	5	18	73	96
Newham	2	45	201	248
Bexley	2	20	90	112
Bromley	4	26	127	157
Croydon	4	63	220	287
Sutton	3	28	84	115
Merton	4	33	107	144
Kingston	1	24	67	92
Richmond	1	32	73	106
Hounslow	1	27	142	170
Hillingdon	1	23	97	121
Ealing	7	55	246	308
Brent	2	59	188	249
Harrow	4	29	85	118
Barnet	12	50	189	251
Haringey	9	58	212	279
Enfield	3	33	170	206
Total Outer	**76**	**715**	**2,758**	**3,549**
Greater London	**119**	**1,380**	**5,628**	**7,127**

Table 7.10 Driver casualties in the Greater London area in 2003 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	1	22	176	199
Westminster	6	161	1,028	1,195
Camden	1	77	632	710
Islington	8	79	567	654
Hackney	1	73	567	641
Tower Hamlets	1	78	573	652
Greenwich	5	73	668	746
Lewisham	6	101	706	813
Southwark	1	114	837	952
Lambeth	8	125	922	1,055
Wandsworth	7	79	651	737
Hammersmith and Fulham	2	60	496	558
Kensington and Chelsea	0	65	428	493
Total Inner	**47**	**1,107**	**8,251**	**9,405**
Waltham Forest	3	62	526	591
Redbridge	5	80	679	764
Havering	8	83	572	663
Barking and Dagenham	1	55	393	449
Newham	2	55	517	574
Bexley	1	72	390	463
Bromley	8	94	571	673
Croydon	6	107	682	795
Sutton	2	64	328	394
Merton	1	54	384	439
Kingston	1	46	280	327
Richmond	1	73	419	493
Hounslow	5	76	719	800
Hillingdon	3	97	798	898
Ealing	9	93	900	1,002
Brent	0	88	734	822
Harrow	5	31	349	385
Barnet	7	115	897	1,019
Haringey	1	85	540	626
Enfield	2	99	801	902
Total Outer	**71**	**1,529**	**11,479**	**13,079**
Greater London	**118**	**2,636**	**19,730**	**22,484**

Table 7.11 Passenger casualties in the Greater London area in 2003 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	2	49	51
Westminster	1	51	500	552
Camden	1	27	172	200
Islington	1	25	190	216
Hackney	0	19	219	238
Tower Hamlets	1	14	193	208
Greenwich	0	25	288	313
Lewisham	0	24	320	344
Southwark	0	28	310	338
Lambeth	1	26	300	327
Wandsworth	1	12	200	213
Hammersmith and Fulham	1	23	145	169
Kensington and Chelsea	0	13	144	157
Total Inner	**7**	**289**	**3,030**	**3,326**
Waltham Forest	1	28	264	293
Redbridge	0	45	326	371
Havering	3	42	269	314
Barking and Dagenham	0	26	187	213
Newham	0	22	271	293
Bexley	1	23	165	189
Bromley	1	40	224	265
Croydon	4	44	352	400
Sutton	1	22	128	151
Merton	1	10	128	139
Kingston	1	12	93	106
Richmond	0	17	111	128
Hounslow	3	19	286	308
Hillingdon	1	33	308	342
Ealing	2	32	360	394
Brent	0	42	269	311
Harrow	0	10	163	173
Barnet	1	32	355	388
Haringey	6	32	260	298
Enfield	2	56	359	417
Total Outer	**28**	**587**	**4,878**	**5,493**
Greater London	**35**	**876**	**7,908**	**8,819**

Table 7.12 Pedestrian casualties in the Greater London area in 2003 tabulated by pedestrian action and borough

Borough	Crossing road at pedestrian crossing	Crossing within 50m of pedestrian crossing	Crossing road elsewhere	Sub-total
City of London	8	23	24	55
Westminster	176	117	267	560
Camden	77	88	117	282
Islington	58	58	112	228
Hackney	47	60	94	201
Tower Hamlets	38	34	78	150
Greenwich	35	21	97	153
Lewisham	33	72	115	220
Southwark	63	60	136	259
Lambeth	75	74	128	277
Wandsworth	44	43	96	183
Hammersmith and Fulham	38	39	75	152
Kensington and Chelsea	55	49	61	165
Total Inner	**747**	**738**	**1,400**	**2,885**
Waltham Forest	29	30	89	148
Redbridge	18	18	89	125
Havering	21	29	65	115
Barking and Dagenham	14	19	43	76
Newham	38	60	107	205
Bexley	14	7	58	79
Bromley	16	11	109	136
Croydon	52	54	106	212
Sutton	10	21	54	85
Merton	25	32	60	117
Kingston	12	11	52	75
Richmond	17	9	54	80
Hounslow	30	19	89	138
Hillingdon	14	25	57	96
Ealing	53	62	132	247
Brent	39	45	134	218
Harrow	11	16	69	96
Barnet	23	40	140	203
Haringey	48	73	106	227
Enfield	22	25	116	163
Total Outer	**506**	**606**	**1,729**	**2,841**
Greater London	**1,253**	**1,344**	**3,129**	**5,726**

Note: This table is continued on the next page.

Table 7.12 (cont.) Pedestrian casualties in the Greater London area in 2003 tabulated by pedestrian action and borough

Borough	In road not crossing	On footpath or verge	On refuge or central strip	In centre of carriageway	Pedestrian location unknown	Grand total
City of London	6	3	0	0	14	78
Westminster	67	32	0	3	6	668
Camden	44	29	1	0	4	360
Islington	16	14	0	1	3	262
Hackney	29	16	0	3	10	259
Tower Hamlets	19	27	1	0	0	197
Greenwich	18	14	0	0	2	187
Lewisham	23	25	2	5	7	282
Southwark	28	23	0	6	11	327
Lambeth	23	15	3	0	43	361
Wandsworth	6	12	0	0	23	224
Hammersmith and Fulham	11	11	0	0	7	181
Kensington and Chelsea	13	8	0	3	3	192
Total Inner	**303**	**229**	**7**	**21**	**133**	**3,578**
Waltham Forest	23	21	0	0	1	193
Redbridge	14	7	0	0	6	152
Havering	17	12	1	0	0	145
Barking and Dagenham	11	6	0	0	3	96
Newham	23	10	0	2	8	248
Bexley	13	20	0	0	0	112
Bromley	8	10	0	0	3	157
Croydon	33	23	1	11	7	287
Sutton	17	7	0	0	6	115
Merton	9	9	0	0	9	144
Kingston	9	5	0	0	3	92
Richmond	11	14	0	0	1	106
Hounslow	10	10	0	0	12	170
Hillingdon	17	4	2	2	0	121
Ealing	45	11	0	2	3	308
Brent	18	8	0	1	4	249
Harrow	15	2	0	0	5	118
Barnet	28	16	0	1	3	251
Haringey	34	15	0	0	3	279
Enfield	27	14	1	0	1	206
Total Outer	**382**	**224**	**5**	**19**	**78**	**3,549**
Greater London	**685**	**453**	**12**	**40**	**211**	**7,127**

Table 7.13 Driver casualties in the Greater London area in 2003 tabulated by vehicle type and borough

Borough	Pedal cycle	Moped	Motor cycle up to 125cc	Motor cycle over 125cc	Car	Taxi	Bus or coach	Goods vehicle	Other	Total
City of London	64	9	30	43	36	8	1	7	1	199
Westminster	303	54	180	251	312	43	13	33	6	1,195
Camden	185	29	92	149	212	20	9	11	3	710
Islington	180	28	89	127	207	4	0	17	2	654
Hackney	139	31	55	99	291	6	4	5	11	641
Tower Hamlets	79	16	78	147	293	9	5	23	2	652
Greenwich	52	13	63	109	463	2	7	31	6	746
Lewisham	84	52	71	127	449	2	9	11	8	813
Southwark	192	30	152	167	375	6	7	20	3	952
Lambeth	187	43	137	247	398	3	7	24	9	1,055
Wandsworth	154	42	90	175	254	3	5	13	1	737
Hammersmith and Fulham	136	35	71	111	179	6	3	10	7	558
Kensington and Chelsea	106	65	38	106	153	11	4	6	4	493
Total Inner	**1,861**	**447**	**1,146**	**1,858**	**3,622**	**123**	**74**	**211**	**63**	**9,405**
Waltham Forest	62	8	42	55	397	4	2	17	4	591
Redbridge	45	3	36	75	559	6	2	35	3	764
Havering	31	5	39	59	490	1	4	31	3	663
Barking and Dagenham	27	7	36	39	321	1	1	15	2	449
Newham	64	10	33	58	374	4	4	22	5	574
Bexley	30	13	43	58	291	1	0	22	5	463
Bromley	66	22	58	67	433	1	3	17	6	673
Croydon	68	57	34	108	493	2	6	12	15	795
Sutton	30	27	31	54	239	0	1	8	4	394
Merton	55	15	54	63	224	2	1	24	1	439
Kingston	49	15	33	54	164	2	1	7	2	327
Richmond	101	33	50	95	197	1	1	15	0	493
Hounslow	100	30	43	95	501	4	3	20	4	800
Hillingdon	66	16	38	91	651	4	2	28	2	898
Ealing	113	20	66	115	650	1	12	16	9	1,002
Brent	65	24	74	97	533	1	9	12	7	822
Harrow	27	2	22	24	304	0	3	2	1	385
Barnet	71	34	57	114	712	3	5	18	5	1,019
Haringey	53	10	73	69	390	5	2	20	4	626
Enfield	59	8	53	61	656	3	10	48	4	902
Total Outer	**1,182**	**359**	**915**	**1,451**	**8,579**	**46**	**72**	**389**	**86**	**13,079**
Greater London	**3,043**	**806**	**2,061**	**3,309**	**12,201**	**169**	**146**	**600**	**149**	**22,484**

Figure 7.14: Pedestrian casualties at or within 50 metres of a pedestrian crossing 1999-2003

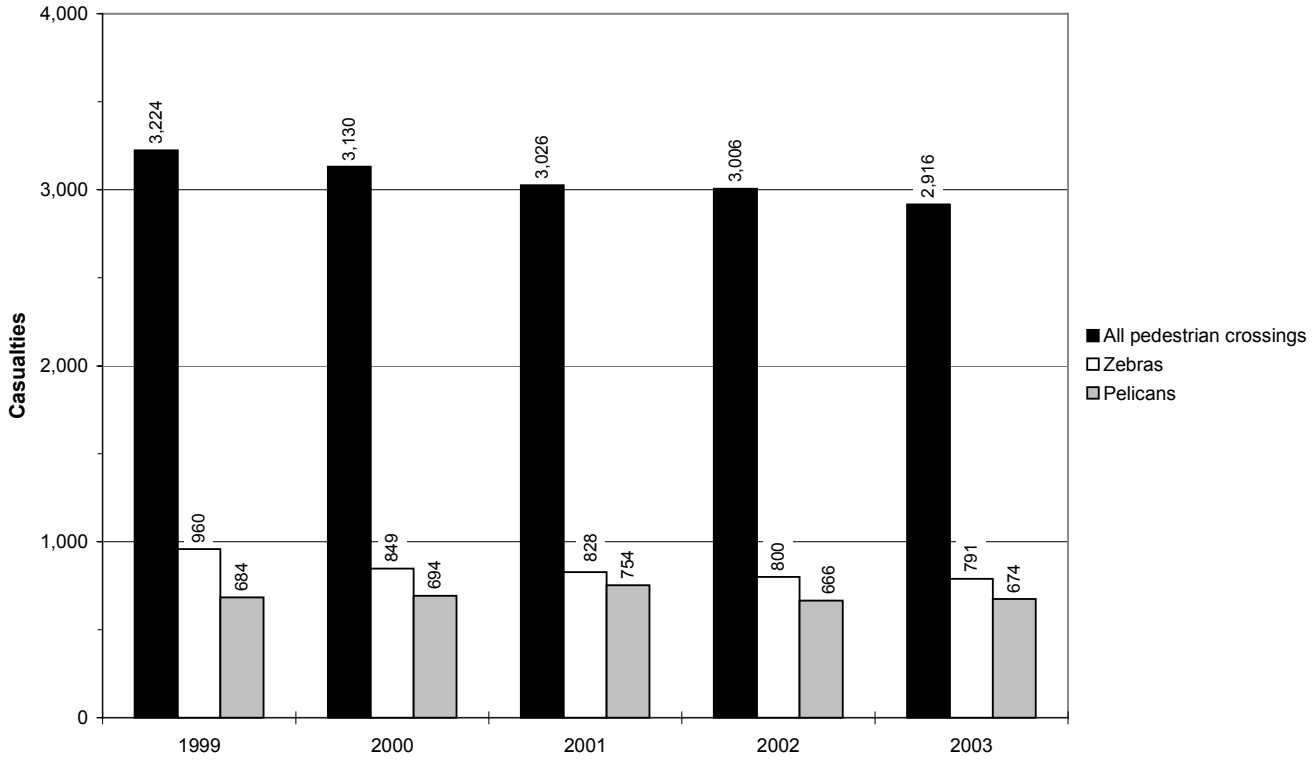


Table 7.15 Passenger casualties in the Greater London area in 2003 tabulated by vehicle type and borough

Borough	Pedal cycle	Moped	Motor cycle up to 125cc	Motor cycle over 125cc	Car	Taxi	Bus or coach	Goods vehicle	Other	Total
City of London	0	0	0	3	17	7	20	2	2	51
Westminster	2	1	10	18	168	45	285	16	7	552
Camden	0	0	1	11	76	13	92	5	2	200
Islington	1	1	7	6	103	8	84	4	2	216
Hackney	1	0	2	10	119	2	96	1	7	238
Tower Hamlets	0	0	2	4	158	3	29	10	2	208
Greenwich	0	0	2	4	199	2	93	11	2	313
Lewisham	1	0	1	7	203	7	110	6	9	344
Southwark	1	0	6	9	179	11	121	8	3	338
Lambeth	0	2	4	14	175	3	114	9	6	327
Wandsworth	0	4	2	6	118	3	69	11	0	213
Hammersmith and Fulham	2	3	1	2	65	10	77	2	7	169
Kensington and Chelsea	0	8	0	9	77	7	50	2	4	157
Total Inner	**8**	**19**	**38**	**103**	**1,657**	**121**	**1,240**	**87**	**53**	**3,326**
Waltham Forest	1	0	3	2	230	3	43	11	0	293
Redbridge	0	1	3	4	308	6	41	6	2	371
Havering	1	0	3	1	263	2	33	9	2	314
Barking and Dagenham	0	1	1	0	157	1	28	14	11	213
Newham	0	0	2	6	218	1	58	8	0	293
Bexley	0	0	0	1	151	1	32	4	0	189
Bromley	0	0	1	4	193	0	56	3	8	265
Croydon	0	1	0	5	288	0	89	3	14	400
Sutton	1	0	0	1	115	2	28	1	3	151
Merton	0	0	0	7	99	1	29	3	0	139
Kingston	0	2	1	4	69	0	25	3	2	106
Richmond	0	2	1	6	87	2	28	2	0	128
Hounslow	0	1	1	4	250	1	40	9	2	308
Hillingdon	1	0	3	5	282	0	38	11	2	342
Ealing	1	2	4	8	296	1	73	6	3	394
Brent	0	0	6	5	215	2	73	7	3	311
Harrow	0	0	2	2	140	0	27	2	0	173
Barnet	0	4	4	3	286	2	78	7	4	388
Haringey	0	1	2	4	212	2	71	4	2	298
Enfield	0	0	4	5	319	2	67	17	3	417
Total Outer	**5**	**15**	**41**	**77**	**4,178**	**29**	**957**	**130**	**61**	**5,493**
Greater London	**13**	**34**	**79**	**180**	**5,835**	**150**	**2,197**	**217**	**114**	**8,819**

Table 7.16 Driver casualties in the Greater London area in 2003 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	0	23	157	5	14	199
Westminster	13	165	929	41	47	1,195
Camden	10	97	551	21	31	710
Islington	13	112	479	23	27	654
Hackney	12	93	482	20	34	641
Tower Hamlets	10	112	502	8	20	652
Greenwich	15	158	517	31	25	746
Lewisham	19	166	562	38	28	813
Southwark	22	182	681	36	31	952
Lambeth	15	168	794	36	42	1,055
Wandsworth	8	118	543	33	35	737
Hammersmith and Fulham	10	92	416	23	17	558
Kensington and Chelsea	6	82	381	15	9	493
Total Inner	**153**	**1,568**	**6,994**	**330**	**360**	**9,405**
Waltham Forest	18	111	411	34	17	591
Redbridge	8	167	509	55	25	764
Havering	20	198	375	55	15	663
Barking and Dagenham	12	106	289	26	16	449
Newham	16	103	409	18	28	574
Bexley	19	122	285	24	13	463
Bromley	14	182	389	58	30	673
Croydon	24	178	523	46	24	795
Sutton	11	105	236	36	6	394
Merton	7	89	288	32	23	439
Kingston	9	88	205	21	4	327
Richmond	7	99	329	29	29	493
Hounslow	22	162	542	46	28	800
Hillingdon	25	195	570	70	38	898
Ealing	18	187	710	58	29	1,002
Brent	10	188	566	38	20	822
Harrow	9	95	233	34	14	385
Barnet	19	207	678	78	37	1,019
Haringey	12	124	432	33	25	626
Enfield	15	214	580	59	34	902
Total Outer	**295**	**2,920**	**8,559**	**850**	**455**	**13,079**
Greater London	**448**	**4,488**	**15,553**	**1,180**	**815**	**22,484**

Table 7.17 Passenger casualties in the Greater London area in 2003 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	2	12	18	8	11	51
Westminster	43	83	250	92	84	552
Camden	22	31	94	31	22	200
Islington	32	36	92	27	29	216
Hackney	34	32	101	40	31	238
Tower Hamlets	31	54	77	16	30	208
Greenwich	44	62	106	45	56	313
Lewisham	58	63	121	48	54	344
Southwark	51	57	150	39	41	338
Lambeth	37	60	150	33	47	327
Wandsworth	16	32	89	40	36	213
Hammersmith and Fulham	15	26	88	26	14	169
Kensington and Chelsea	24	30	69	25	9	157
Total Inner	**409**	**578**	**1,405**	**470**	**464**	**3,326**
Waltham Forest	45	75	91	24	58	293
Redbridge	54	87	128	46	56	371
Havering	60	84	83	40	47	314
Barking and Dagenham	28	56	76	22	31	213
Newham	53	64	106	16	54	293
Bexley	39	39	60	29	22	189
Bromley	42	60	69	63	31	265
Croydon	63	102	148	67	20	400
Sutton	28	24	45	38	16	151
Merton	21	22	58	20	18	139
Kingston	13	31	34	21	7	106
Richmond	19	30	36	25	18	128
Hounslow	50	69	110	34	45	308
Hillingdon	49	82	116	34	61	342
Ealing	52	69	163	50	60	394
Brent	41	75	112	43	40	311
Harrow	23	49	60	16	25	173
Barnet	53	82	125	68	60	388
Haringey	40	67	96	39	56	298
Enfield	67	93	132	48	77	417
Total Outer	**840**	**1,260**	**1,848**	**743**	**802**	**5,493**
Greater London	**1,249**	**1,838**	**3,253**	**1,213**	**1,266**	**8,819**

Table 7.18 Pedestrian casualties in the Greater London area in 2003 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	2	18	44	6	8	78
Westminster	44	137	360	71	56	668
Camden	32	64	201	42	21	360
Islington	46	55	123	24	14	262
Hackney	61	31	121	35	11	259
Tower Hamlets	48	26	91	22	10	197
Greenwich	60	22	59	33	13	187
Lewisham	87	40	88	46	21	282
Southwark	81	61	131	33	21	327
Lambeth	95	54	157	39	16	361
Wandsworth	57	35	88	33	11	224
Hammersmith and Fulham	26	36	81	26	12	181
Kensington and Chelsea	24	42	89	31	6	192
Total Inner	**663**	**621**	**1,633**	**441**	**220**	**3,578**
Waltham Forest	66	35	64	20	8	193
Redbridge	47	24	50	24	7	152
Havering	45	37	30	26	7	145
Barking and Dagenham	40	17	21	13	5	96
Newham	76	38	89	28	17	248
Bexley	41	27	27	15	2	112
Bromley	51	28	39	28	11	157
Croydon	68	60	106	43	10	287
Sutton	35	25	37	16	2	115
Merton	37	22	52	27	6	144
Kingston	18	35	26	10	3	92
Richmond	23	17	34	24	8	106
Hounslow	49	33	53	20	15	170
Hillingdon	36	21	33	14	17	121
Ealing	71	46	134	43	14	308
Brent	64	36	109	25	15	249
Harrow	33	19	43	18	5	118
Barnet	56	41	94	42	18	251
Haringey	59	42	123	31	24	279
Enfield	57	34	79	31	5	206
Total Outer	**972**	**637**	**1,243**	**498**	**199**	**3,549**
Greater London	**1,635**	**1,258**	**2,876**	**939**	**419**	**7,127**

Figure 7.19: Driver casualties with a positive breath test 1999-2003

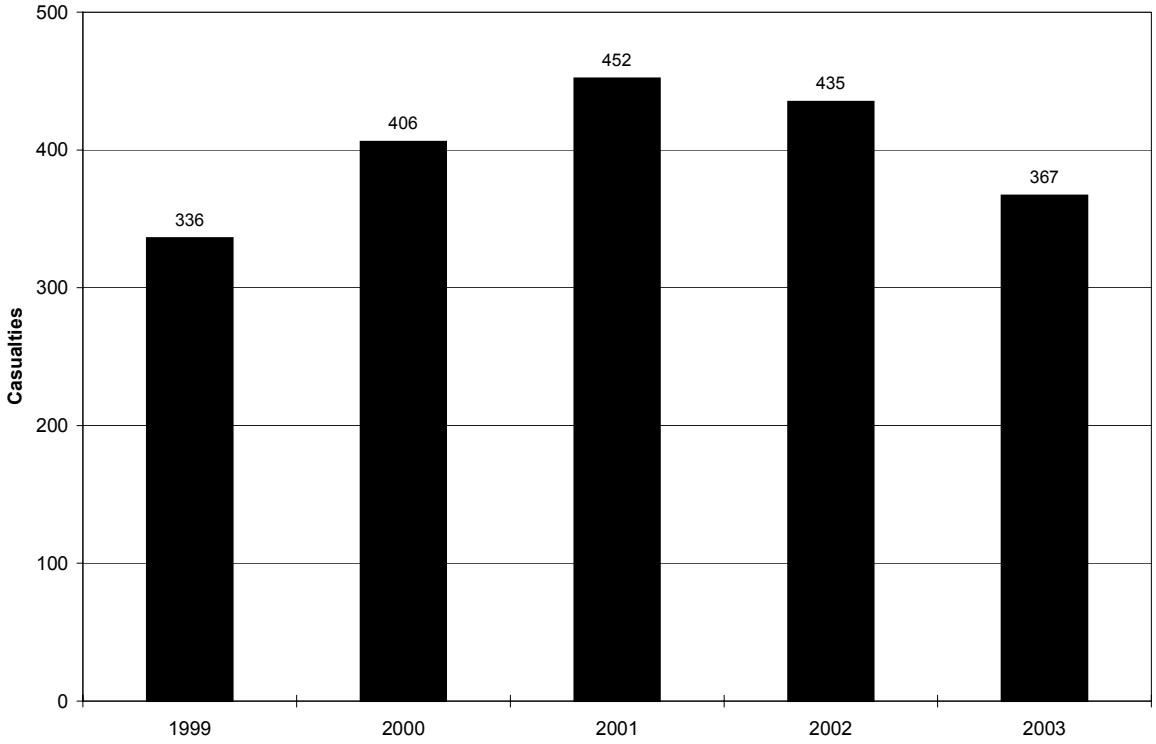


Table 7.20 Bus or coach passenger casualties in the Greater London area in 2003 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	1	5	6	7	1	20
Westminster	23	36	114	77	35	285
Camden	7	10	47	24	4	92
Islington	5	7	40	25	7	84
Hackney	13	3	37	33	10	96
Tower Hamlets	2	4	10	8	5	29
Greenwich	10	8	29	29	17	93
Lewisham	14	4	38	32	22	110
Southwark	13	7	53	32	16	121
Lambeth	10	7	57	25	15	114
Wandsworth	3	6	22	32	6	69
Hammersmith and Fulham	4	10	38	23	2	77
Kensington and Chelsea	1	6	17	22	4	50
Total Inner	**106**	**113**	**508**	**369**	**144**	**1,240**
Waltham Forest	2	2	15	15	9	43
Redbridge	5	2	9	18	7	41
Havering	5	2	3	13	10	33
Barking and Dagenham	2	3	8	10	5	28
Newham	11	5	21	11	10	58
Bexley	3	1	9	16	3	32
Bromley	3	2	7	32	12	56
Croydon	11	8	29	36	5	89
Sutton	0	2	6	19	1	28
Merton	0	2	12	13	2	29
Kingston	0	2	8	15	0	25
Richmond	1	1	6	16	4	28
Hounslow	7	2	18	11	2	40
Hillingdon	3	5	17	10	3	38
Ealing	4	7	23	29	10	73
Brent	5	4	32	24	8	73
Harrow	1	4	7	7	8	27
Barnet	4	5	22	34	13	78
Haringey	9	4	24	20	14	71
Enfield	11	3	19	20	14	67
Total Outer	**87**	**66**	**295**	**369**	**140**	**957**
Greater London	**193**	**179**	**803**	**738**	**284**	**2,197**

Table 7.21 Pedestrian casualties in the Greater London area in 2003 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	2	2	1	112	8	11	1	0	0	1	0	138
01.00-01.59	1	0	3	5	77	10	15	4	0	2	1	0	118
02.00-02.59	0	1	0	2	67	3	2	2	0	0	2	0	79
03.00-03.59	0	0	1	0	39	1	3	0	1	0	0	0	45
04.00-04.59	0	0	0	1	20	1	5	1	0	0	0	0	28
05.00-05.59	0	0	0	1	17	0	2	1	1	0	0	0	22
06.00-06.59	1	0	0	3	35	1	5	2	0	2	1	0	50
07.00-07.59	4	4	7	18	134	2	16	16	1	3	4	0	209
08.00-08.59	2	4	8	38	296	7	27	24	4	9	4	0	423
09.00-09.59	6	6	15	22	225	5	17	31	2	5	7	0	341
10.00-10.59	4	5	11	20	176	9	29	24	3	11	5	0	297
11.00-11.59	4	3	10	15	213	6	30	23	2	4	17	0	327
12.00-12.59	6	5	14	19	295	10	35	25	2	12	6	0	429
13.00-13.59	6	9	23	26	241	11	39	33	4	11	6	0	409
14.00-14.59	4	9	7	18	286	11	52	24	2	1	6	1	421
15.00-15.59	9	14	23	22	492	12	57	28	3	9	11	0	680
16.00-16.59	8	10	12	41	475	15	55	29	4	5	7	0	661
17.00-17.59	6	11	24	39	396	14	68	24	0	2	10	0	594
18.00-18.59	5	8	20	32	340	7	52	15	3	1	5	0	488
19.00-19.59	7	13	17	20	300	12	24	16	0	1	1	0	411
20.00-20.59	2	1	7	10	209	2	16	8	1	3	2	0	261
21.00-21.59	0	6	5	11	192	11	19	1	1	0	5	0	251
22.00-22.59	1	2	8	9	168	3	14	4	0	0	2	0	211
23.00-23.59	0	3	3	4	194	6	11	10	0	0	3	0	234
Total	**76**	**116**	**220**	**377**	**4,999**	**167**	**604**	**346**	**34**	**81**	**106**	**1**	**7,127**

Table 7.22 Casualties in the Greater London area in 2003 tabulated by casualty class, gender and borough

	Driver		Passenger		Pedestrian		
Borough	**Male**	**Female**	**Male**	**Female**	**Male**	**Female**	**Total**
City of London	173	26	20	31	46	32	328
Westminster	974	221	207	345	365	303	2,415
Camden	564	146	71	129	211	149	1,270
Islington	523	131	72	144	139	123	1,132
Hackney	510	131	99	139	154	105	1,138
Tower Hamlets	531	121	102	106	123	74	1,057
Greenwich	507	239	117	196	109	78	1,246
Lewisham	598	215	143	201	147	135	1,439
Southwark	735	217	139	199	197	130	1,617
Lambeth	815	240	149	178	209	152	1,743
Wandsworth	562	175	96	117	118	106	1,174
Hammersmith and Fulham	415	143	62	107	93	88	908
Kensington and Chelsea	400	93	70	87	92	100	842
Total Inner	**7,307**	**2,098**	**1,347**	**1,979**	**2,003**	**1,575**	**16,309**
Waltham Forest	411	180	138	155	109	84	1,077
Redbridge	509	255	146	225	90	62	1,287
Havering	449	214	134	180	78	67	1,122
Barking and Dagenham	316	133	92	121	67	29	758
Newham	433	141	145	148	163	85	1,115
Bexley	315	148	78	111	65	47	764
Bromley	443	230	107	158	85	72	1,095
Croydon	579	216	168	232	160	127	1,482
Sutton	273	121	59	92	71	44	660
Merton	326	113	53	86	78	66	722
Kingston	229	98	33	73	52	40	525
Richmond	339	154	49	79	48	58	727
Hounslow	545	255	139	169	94	76	1,278
Hillingdon	593	305	143	199	75	46	1,361
Ealing	714	288	158	236	180	128	1,704
Brent	581	241	137	174	139	110	1,382
Harrow	245	140	92	81	69	49	676
Barnet	651	368	159	229	142	109	1,658
Haringey	456	170	128	170	155	124	1,203
Enfield	580	322	163	254	129	77	1,525
Total Outer	**8,987**	**4,092**	**2,321**	**3,172**	**2,049**	**1,500**	**22,121**
Greater London	**16,294**	**6,190**	**3,668**	**5,151**	**4,052**	**3,075**	**38,430**

Table 7.23 Casualties in the Greater London area in 2003 tabulated by highway authority and borough

Borough	TLRN [1]	Highways Agency	Borough	Total
City of London	146	0	182	328
Westminster	654	0	1,761	2,415
Camden	332	0	938	1,270
Islington	535	0	597	1,132
Hackney	526	0	612	1,138
Tower Hamlets	610	0	447	1,057
Greenwich	347	0	899	1,246
Lewisham	671	0	768	1,439
Southwark	663	0	954	1,617
Lambeth	1,013	0	730	1,743
Wandsworth	560	0	614	1,174
Hammersmith and Fulham	90	0	818	908
Kensington and Chelsea	314	0	528	842
Total Inner	**6,461**	**0**	**9,848**	**16,309**
Waltham Forest	107	0	970	1,077
Redbridge	351	6	930	1,287
Havering	178	91	853	1,122
Barking and Dagenham	182	0	576	758
Newham	179	0	936	1,115
Bexley	91	0	673	764
Bromley	140	1	954	1,095
Croydon	328	0	1,154	1,482
Sutton	184	0	476	660
Merton	115	0	607	722
Kingston	110	0	415	525
Richmond	149	0	578	727
Hounslow	458	60	760	1,278
Hillingdon	167	117	1,077	1,361
Ealing	411	0	1,293	1,704
Brent	103	0	1,279	1,382
Harrow	0	0	676	676
Barnet	419	22	1,217	1,658
Haringey	263	0	940	1,203
Enfield	308	131	1,086	1,525
Total Outer	**4,243**	**428**	**17,450**	**22,121**
Greater London	**10,704**	**428**	**27,298**	**38,430**

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

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

Table 7.24 Pedal cycle rider and passenger casualties in the Greater London area in 2003 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	0	11	44	1	8	64
Westminster	11	43	230	4	17	305
Camden	9	26	135	3	12	185
Islington	6	28	134	3	10	181
Hackney	12	21	92	1	14	140
Tower Hamlets	6	16	56	0	1	79
Greenwich	12	13	22	0	5	52
Lewisham	17	13	50	2	3	85
Southwark	19	35	129	3	7	193
Lambeth	10	22	142	2	11	187
Wandsworth	7	26	102	3	16	154
Hammersmith and Fulham	10	16	98	5	9	138
Kensington and Chelsea	5	21	76	3	1	106
Total Inner	**124**	**291**	**1,310**	**30**	**114**	**1,869**
Waltham Forest	17	9	33	4	0	63
Redbridge	8	5	25	4	3	45
Havering	20	3	7	1	1	32
Barking and Dagenham	11	6	7	1	2	27
Newham	14	7	37	4	2	64
Bexley	18	1	7	2	2	30
Bromley	14	10	34	3	5	66
Croydon	19	7	40	2	0	68
Sutton	10	6	12	2	1	31
Merton	6	9	31	2	7	55
Kingston	8	6	29	4	2	49
Richmond	7	11	62	6	15	101
Hounslow	19	16	50	8	7	100
Hillingdon	21	11	22	3	10	67
Ealing	16	18	71	7	2	114
Brent	8	14	40	1	2	65
Harrow	9	4	12	1	1	27
Barnet	18	6	39	2	6	71
Haringey	7	7	33	1	5	53
Enfield	15	16	22	2	4	59
Total Outer	**265**	**172**	**613**	**60**	**77**	**1,187**
Greater London	**389**	**463**	**1,923**	**90**	**191**	**3,056**

Table 7.25 Powered two wheeler rider and passenger casualties in the Greater London area in 2003 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	0	10	72	1	2	85
Westminster	2	77	416	3	16	514
Camden	1	47	220	3	11	282
Islington	10	68	167	0	13	258
Hackney	1	40	145	0	11	197
Tower Hamlets	3	43	195	0	6	247
Greenwich	1	49	135	1	5	191
Lewisham	3	80	165	5	5	258
Southwark	5	94	245	5	15	364
Lambeth	6	97	321	4	19	447
Wandsworth	1	72	231	4	11	319
Hammersmith and Fulham	1	52	165	3	2	223
Kensington and Chelsea	2	40	175	3	6	226
Total Inner	**36**	**769**	**2,652**	**32**	**122**	**3,611**
Waltham Forest	1	32	69	4	4	110
Redbridge	0	47	67	1	7	122
Havering	1	52	49	2	3	107
Barking and Dagenham	1	32	46	2	3	84
Newham	3	25	75	0	6	109
Bexley	0	35	74	2	4	115
Bromley	0	65	77	2	8	152
Croydon	3	65	128	3	6	205
Sutton	0	47	62	4	0	113
Merton	0	43	84	3	9	139
Kingston	1	44	62	0	2	109
Richmond	2	61	116	3	5	187
Hounslow	5	55	107	2	5	174
Hillingdon	4	47	93	1	8	153
Ealing	6	45	153	2	9	215
Brent	3	63	134	0	6	206
Harrow	1	24	24	2	1	52
Barnet	2	65	136	4	9	216
Haringey	8	52	89	3	7	159
Enfield	0	57	65	1	8	131
Total Outer	**41**	**956**	**1,710**	**41**	**110**	**2,858**
Greater London	**77**	**1,725**	**4,362**	**73**	**232**	**6,469**

Table 7.26 Child casualties (0-15 years) in the Greater London area in 2003 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	0	4	4
Westminster	0	17	83	100
Camden	0	18	46	64
Islington	3	17	71	91
Hackney	0	16	91	107
Tower Hamlets	0	11	78	89
Greenwich	0	22	97	119
Lewisham	1	21	142	164
Southwark	1	15	138	154
Lambeth	0	21	126	147
Wandsworth	0	16	65	81
Hammersmith and Fulham	0	5	46	51
Kensington and Chelsea	0	7	47	54
Total Inner	**5**	**186**	**1,034**	**1,225**
Waltham Forest	0	18	111	129
Redbridge	0	19	90	109
Havering	0	20	105	125
Barking and Dagenham	1	15	64	80
Newham	0	18	127	145
Bexley	1	20	78	99
Bromley	1	12	94	107
Croydon	0	24	131	155
Sutton	1	24	49	74
Merton	0	15	50	65
Kingston	0	10	30	40
Richmond	0	11	38	49
Hounslow	0	13	108	121
Hillingdon	0	9	101	110
Ealing	1	12	128	141
Brent	0	22	93	115
Harrow	1	16	48	65
Barnet	1	25	102	128
Haringey	1	18	92	111
Enfield	0	23	116	139
Total Outer	**8**	**344**	**1,755**	**2,107**
Greater London	**13**	**530**	**2,789**	**3,332**

8. Vehicles

Table 8.1 Vehicles involved in accidents in the Greater London area in 2003 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	68	10	36	57	144	53	41	44	5	10	8	0	476
Westminster	323	58	228	306	1,485	264	441	188	25	32	28	1	3,379
Camden	194	33	108	182	948	80	165	103	5	28	16	0	1,862
Islington	187	35	113	158	939	37	108	107	6	29	6	0	1,725
Hackney	144	35	61	122	1,081	11	133	27	6	19	67	0	1,706
Tower Hamlets	80	20	89	161	1,007	16	55	93	6	34	16	0	1,577
Greenwich	52	20	70	118	1,264	7	114	97	11	28	16	1	1,798
Lewisham	88	61	77	145	1,363	10	129	52	13	13	55	0	2,006
Southwark	202	37	177	195	1,418	29	181	100	18	28	37	0	2,422
Lambeth	197	49	151	275	1,536	25	174	108	7	28	26	1	2,577
Wandsworth	156	50	104	202	984	14	109	95	4	22	7	0	1,747
Hammersmith and Fulham	139	44	81	123	752	25	83	67	4	26	10	0	1,354
Kensington and Chelsea	110	73	47	132	655	47	79	20	11	10	47	0	1,231
Total Inner	**1,940**	**525**	**1,342**	**2,176**	**13,576**	**618**	**1,812**	**1,101**	**121**	**307**	**339**	**3**	**23,860**
Waltham Forest	63	8	45	59	1,150	8	62	77	0	23	11	0	1,506
Redbridge	45	4	42	79	1,457	13	56	112	2	20	12	0	1,842
Havering	31	5	46	60	1,187	3	49	61	2	36	15	0	1,495
Barking and Dagenham	27	8	37	42	815	3	39	43	8	15	11	0	1,048
Newham	65	11	37	70	1,201	10	80	63	12	18	19	1	1,587
Bexley	30	14	45	61	793	4	42	71	7	23	7	0	1,097
Bromley	69	26	59	72	1,141	4	76	72	5	12	17	1	1,554
Croydon	69	64	35	121	1,409	10	98	32	4	14	65	0	1,921
Sutton	33	29	34	56	688	5	41	32	3	7	20	0	948
Merton	55	19	57	71	679	6	47	72	2	15	3	0	1,026
Kingston	49	19	36	57	529	3	42	18	3	7	10	0	773
Richmond	104	36	52	107	670	9	50	54	1	19	1	0	1,103
Hounslow	101	33	46	98	1,369	11	60	86	7	31	10	0	1,852
Hillingdon	67	21	39	104	1,504	5	53	78	5	37	22	0	1,935
Ealing	115	24	81	128	1,863	4	107	83	14	30	28	0	2,477
Brent	65	25	86	108	1,513	3	93	56	4	26	23	0	2,002
Harrow	28	2	25	26	793	2	39	14	0	6	5	0	940
Barnet	74	42	62	126	1,827	13	106	85	6	35	23	1	2,400
Haringey	53	14	80	79	1,277	10	96	92	2	16	8	0	1,727
Enfield	59	10	58	62	1,679	7	82	152	2	85	12	0	2,208
Total Outer	**1,202**	**414**	**1,002**	**1,586**	**23,544**	**133**	**1,318**	**1,353**	**89**	**475**	**322**	**3**	**31,441**
Greater London	**3,142**	**939**	**2,344**	**3,762**	**37,120**	**751**	**3,130**	**2,454**	**210**	**782**	**661**	**6**	**55,301**

Table 8.2 Vehicles involved in accidents in the Greater London area in 2003 tabulated by driver age and borough

Borough	under 17 years	17 years	18 years	19 years	20 years	21 years	22-24 years	25-28 years	29-34 years	35-54 years	55-64 years	65+ years	Not known	Total
City of London	0	1	0	5	1	7	26	52	81	183	33	7	80	476
Westminster	17	10	13	28	35	35	173	361	565	1,246	236	91	569	3,379
Camden	16	11	13	14	25	21	95	192	344	646	122	53	310	1,862
Islington	23	18	21	12	20	20	107	170	308	615	88	30	293	1,725
Hackney	17	12	16	16	26	26	78	147	304	513	96	23	432	1,706
Tower Hamlets	17	8	12	18	32	35	108	203	289	502	58	15	280	1,577
Greenwich	25	14	32	27	45	33	104	149	258	663	107	42	299	1,798
Lewisham	37	19	27	30	42	33	118	184	302	710	98	53	353	2,006
Southwark	36	28	27	29	21	38	153	228	388	863	125	47	439	2,422
Lambeth	29	15	33	26	35	26	164	266	433	843	148	50	509	2,577
Wandsworth	20	6	17	16	19	26	113	186	300	554	97	53	340	1,747
Hammersmith and Fulham	18	10	14	12	10	19	79	156	235	474	76	34	217	1,354
Kensington and Chelsea	9	2	8	9	14	12	80	133	231	423	66	28	216	1,231
Total Inner	**264**	**154**	**233**	**242**	**325**	**331**	**1,398**	**2,427**	**4,038**	**8,235**	**1,350**	**526**	**4,337**	**23,860**
Waltham Forest	27	12	23	21	26	24	94	139	236	513	78	37	276	1,506
Redbridge	23	26	40	32	43	38	123	177	218	573	109	77	363	1,842
Havering	42	26	46	38	45	43	95	132	185	431	116	77	219	1,495
Barking and Dagenham	21	20	16	19	18	16	74	91	153	352	76	31	161	1,048
Newham	22	11	20	15	28	31	126	145	245	492	67	17	368	1,587
Bexley	30	16	28	26	28	21	80	84	147	348	75	38	176	1,097
Bromley	37	34	45	34	40	31	82	113	169	492	148	80	249	1,554
Croydon	43	40	45	34	42	27	130	164	302	624	132	80	258	1,921
Sutton	26	20	21	26	25	15	67	70	117	327	71	53	110	948
Merton	16	15	16	17	24	23	46	100	139	327	79	41	183	1,026
Kingston	21	11	17	18	20	28	57	69	111	246	59	41	75	773
Richmond	24	18	14	13	15	11	72	106	181	382	71	39	157	1,103
Hounslow	33	16	37	28	34	40	134	178	246	579	101	57	369	1,852
Hillingdon	42	33	44	29	48	45	112	193	235	618	123	92	321	1,935
Ealing	34	10	39	21	53	34	175	282	392	786	151	53	447	2,477
Brent	20	19	28	45	42	34	159	218	328	616	95	59	339	2,002
Harrow	17	15	23	19	18	23	61	60	121	294	65	49	175	940
Barnet	36	26	36	52	55	41	145	216	319	762	161	103	448	2,400
Haringey	19	18	18	24	40	32	102	160	245	583	81	47	358	1,727
Enfield	31	25	54	39	68	48	128	201	290	707	147	81	389	2,208
Total Outer	**564**	**411**	**610**	**550**	**712**	**605**	**2,062**	**2,898**	**4,379**	**10,052**	**2,005**	**1,152**	**5,441**	**31,441**
Greater London	**828**	**565**	**843**	**792**	**1,037**	**936**	**3,460**	**5,325**	**8,417**	**18,287**	**3,355**	**1,678**	**9,778**	**55,301**

Table 8.3 Vehicles involved in accidents in the Greater London area in 2003 tabulated by skidding/overturning and borough

Borough	Skidded	Skidded and overturned	Jack-knifed	Jack-knifed and overturned	Overturned	No skid/ overturn	Total
City of London	2	0	0	0	0	474	476
Westminster	32	0	0	0	5	3,342	3,379
Camden	15	0	0	0	9	1,838	1,862
Islington	18	1	0	0	4	1,702	1,725
Hackney	31	4	0	0	3	1,668	1,706
Tower Hamlets	26	2	0	0	8	1,541	1,577
Greenwich	37	3	0	0	8	1,750	1,798
Lewisham	84	4	0	0	5	1,913	2,006
Southwark	74	1	0	0	7	2,340	2,422
Lambeth	21	1	0	0	7	2,548	2,577
Wandsworth	7	1	0	0	2	1,737	1,747
Hammersmith and Fulham	15	0	0	0	5	1,334	1,354
Kensington and Chelsea	74	1	0	0	1	1,155	1,231
Total Inner	**436**	**18**	**0**	**0**	**64**	**23,342**	**23,860**
Waltham Forest	28	0	0	0	11	1,467	1,506
Redbridge	35	0	0	0	11	1,796	1,842
Havering	38	7	0	0	24	1,426	1,495
Barking and Dagenham	24	2	0	0	4	1,018	1,048
Newham	26	1	0	0	11	1,549	1,587
Bexley	29	3	0	0	9	1,056	1,097
Bromley	27	4	0	1	16	1,506	1,554
Croydon	147	8	0	1	3	1,762	1,921
Sutton	38	4	0	0	4	902	948
Merton	16	2	0	0	4	1,004	1,026
Kingston	15	2	0	0	7	749	773
Richmond	23	1	0	0	6	1,073	1,103
Hounslow	23	1	0	0	11	1,817	1,852
Hillingdon	44	2	0	0	17	1,872	1,935
Ealing	31	2	0	0	9	2,435	2,477
Brent	17	2	0	0	8	1,975	2,002
Harrow	16	2	0	0	7	915	940
Barnet	56	5	0	0	23	2,316	2,400
Haringey	25	1	0	0	18	1,683	1,727
Enfield	36	3	0	0	24	2,145	2,208
Total Outer	**694**	**52**	**0**	**2**	**227**	**30,466**	**31,441**
Greater London	**1,130**	**70**	**0**	**2**	**291**	**53,808**	**55,301**

Table 8.4 Drivers of motor vehicles involved in accidents in the Greater London area in 2003 tabulated by breath test and borough

Borough	Positive	Negative	Not required	Failed to provide	Driver not contacted	Not provided (medical reasons)	Total
City of London	2	225	82	0	89	10	408
Westminster	38	1,467	641	1	769	140	3,056
Camden	16	689	379	0	511	73	1,668
Islington	14	513	454	0	487	70	1,538
Hackney	21	503	328	3	634	73	1,562
Tower Hamlets	17	506	423	4	460	87	1,497
Greenwich	29	644	502	1	499	70	1,745
Lewisham	37	739	499	3	551	89	1,918
Southwark	27	957	456	3	673	104	2,220
Lambeth	22	791	738	0	716	112	2,379
Wandsworth	22	711	287	2	455	114	1,591
Hammersmith and Fulham	13	622	200	0	334	46	1,215
Kensington and Chelsea	11	589	170	4	284	63	1,121
Total Inner	**269**	**8,956**	**5,159**	**21**	**6,462**	**1,051**	**21,918**
Waltham Forest	18	489	302	3	557	74	1,443
Redbridge	24	612	354	6	694	107	1,797
Havering	39	773	217	2	354	79	1,464
Barking and Dagenham	18	402	293	1	255	52	1,021
Newham	23	463	421	1	563	50	1,521
Bexley	18	498	215	3	278	55	1,067
Bromley	20	639	377	2	374	72	1,484
Croydon	46	813	551	3	312	127	1,852
Sutton	17	503	192	1	136	66	915
Merton	14	364	251	1	280	61	971
Kingston	16	481	93	0	86	48	724
Richmond	22	510	160	0	243	64	999
Hounslow	29	619	467	3	553	80	1,751
Hillingdon	38	803	392	4	541	90	1,868
Ealing	42	999	512	4	710	95	2,362
Brent	31	788	438	5	593	82	1,937
Harrow	13	283	254	1	322	39	912
Barnet	37	897	458	2	823	108	2,325
Haringey	30	364	560	3	651	66	1,674
Enfield	28	561	750	2	703	105	2,149
Total Outer	**523**	**11,861**	**7,257**	**47**	**9,028**	**1,520**	**30,236**
Greater London	**792**	**20,817**	**12,416**	**68**	**15,490**	**2,571**	**52,154**

Table 8.5 Vehicles involved in accidents in the Greater London area in 2003 tabulated by manoeuvre and borough

Note: This table is continued on the next page

Borough	Parked	Stopping	Starting	Turning round	Turning left or waiting to turn	Turning right or waiting to turn	Going ahead but held up	Going ahead overtaking	Sub-total
City of London	14	7	10	21	26	43	23	27	171
Westminster	123	63	140	76	199	377	241	183	1,402
Camden	74	83	65	21	76	217	75	96	707
Islington	74	81	51	32	79	228	80	123	748
Hackney	79	78	41	24	85	217	131	81	736
Tower Hamlets	47	68	32	42	66	221	143	102	721
Greenwich	70	46	35	25	74	222	207	74	753
Lewisham	67	69	32	31	78	284	136	112	809
Southwark	78	68	35	56	109	333	203	137	1,019
Lambeth	94	51	51	58	116	326	189	162	1,047
Wandsworth	87	24	49	27	64	255	108	108	722
Hammersmith and Fulham	58	47	28	39	65	167	60	64	528
Kensington and Chelsea	48	51	39	48	56	165	57	73	537
Total Inner	**913**	**736**	**608**	**500**	**1,093**	**3,055**	**1,653**	**1,342**	**9,900**
Waltham Forest	74	80	31	25	51	178	179	94	712
Redbridge	86	76	42	19	70	189	229	87	798
Havering	52	87	17	7	43	195	161	72	634
Barking and Dagenham	39	59	22	14	35	128	113	38	448
Newham	60	100	31	8	57	149	168	65	638
Bexley	54	16	20	12	41	143	113	46	445
Bromley	85	26	30	8	68	253	96	75	641
Croydon	71	101	37	21	71	292	123	91	807
Sutton	40	30	11	12	31	158	59	37	378
Merton	50	29	28	19	24	139	85	57	431
Kingston	31	45	22	5	21	115	54	36	329
Richmond	57	58	35	14	37	152	55	67	475
Hounslow	71	57	35	23	58	203	200	69	716
Hillingdon	55	93	31	19	63	248	260	77	846
Ealing	72	143	51	31	95	272	335	117	1,116
Brent	78	70	38	34	75	272	150	113	830
Harrow	51	29	21	9	38	135	74	35	392
Barnet	96	86	48	27	78	270	217	97	919
Haringey	95	83	42	31	48	213	151	131	794
Enfield	88	130	52	21	84	247	264	112	998
Total Outer	**1,305**	**1,398**	**644**	**359**	**1,088**	**3,951**	**3,086**	**1,516**	**13,347**
Greater London	**2,218**	**2,134**	**1,252**	**859**	**2,181**	**7,006**	**4,739**	**2,858**	**23,247**

Table 8.5 (cont.) Vehicles involved in accidents in the Greater London area in 2003 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	8	0	3	275	8	476
Westminster	60	70	22	40	1,726	59	3,379
Camden	40	28	2	7	1,048	30	1,862
Islington	22	20	13	4	900	18	1,725
Hackney	19	14	23	21	867	26	1,706
Tower Hamlets	32	19	30	39	716	20	1,577
Greenwich	25	35	24	34	911	16	1,798
Lewisham	14	23	53	46	1,039	22	2,006
Southwark	19	28	41	45	1,240	30	2,422
Lambeth	26	35	12	24	1,407	26	2,577
Wandsworth	16	19	2	6	962	20	1,747
Hammersmith and Fulham	19	18	3	3	750	33	1,354
Kensington and Chelsea	11	24	5	17	622	15	1,231
Total Inner	**314**	**341**	**230**	**289**	**12,463**	**323**	**23,860**
Waltham Forest	12	9	35	30	685	23	1,506
Redbridge	17	21	26	44	904	32	1,842
Havering	18	21	25	29	754	14	1,495
Barking and Dagenham	7	11	6	12	554	10	1,048
Newham	28	31	25	16	820	29	1,587
Bexley	17	13	18	23	564	17	1,097
Bromley	4	5	43	60	774	27	1,554
Croydon	7	9	55	58	959	26	1,921
Sutton	1	8	23	22	508	8	948
Merton	11	13	2	8	552	9	1,026
Kingston	12	10	1	4	406	11	773
Richmond	9	11	10	9	577	12	1,103
Hounslow	28	17	13	20	1,045	13	1,852
Hillingdon	24	25	37	45	945	13	1,935
Ealing	23	33	16	15	1,240	34	2,477
Brent	20	25	26	26	1,052	23	2,002
Harrow	1	1	8	11	508	19	940
Barnet	33	36	20	31	1,325	36	2,400
Haringey	15	13	30	42	811	22	1,727
Enfield	29	36	31	43	1,039	32	2,208
Total Outer	**316**	**348**	**450**	**548**	**16,022**	**410**	**31,441**
Greater London	**630**	**689**	**680**	**837**	**28,485**	**733**	**55,301**

Table 8.6 Vehicles involved in accidents in the Greater London area in 2003 tabulated by manoeuvre and vehicle type

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	5	26	21	3	72	182	50	240	599
Moped	4	17	11	5	20	62	15	163	297
Motor cycle up to 125cc	7	54	11	7	52	113	51	427	722
Motor cycle over 125cc	9	112	21	11	82	115	84	734	1,168
Car	1,694	1,284	679	698	1,565	5,766	4,039	1,050	16,775
Taxi	22	25	21	42	43	81	97	16	347
Bus or coach	239	498	370	4	96	155	99	87	1,548
Goods up to 3.5 tonnes MGW	138	73	62	56	137	357	215	83	1,121
Goods 3.5 to 7.5 tonnes MGW	16	3	9	4	16	24	9	9	90
Goods over 7.5 tonnes MGW	38	20	31	11	70	60	48	21	299
Other motor vehicle	46	22	16	17	28	91	31	28	279
Other non-motor vehicle	0	0	0	1	0	0	1	0	2
Total	**2,218**	**2,134**	**1,252**	**859**	**2,181**	**7,006**	**4,739**	**2,858**	**23,247**

Note: This table is continued on the next page

Table 8.6 (cont.) Vehicles involved in accidents in the Greater London area in 2003 tabulated by manoeuvre and vehicle type

Type of vehicle	Change lane to left	Change lane to right	Going ahead left bend	Going ahead right bend	Going ahead other	Reversing	Grand total
Pedal cycle	15	54	30	49	2,394	1	3,142
Moped	6	7	13	7	609	0	939
Motor cycle up to 125cc	17	13	34	36	1,519	3	2,344
Motor cycle over 125cc	27	29	48	64	2,425	1	3,762
Car	400	443	465	560	17,924	553	37,120
Taxi	15	8	4	6	363	8	751
Bus or coach	26	28	32	53	1,436	7	3,130
Goods up to 3.5 tonnes MGW	60	39	24	35	1,077	98	2,454
Goods 3.5 to 7.5 tonnes MGW	7	8	2	1	91	11	210
Goods over 7.5 tonnes MGW	48	52	14	12	330	27	782
Other motor vehicle	9	8	14	14	313	24	661
Other non-motor vehicle	0	0	0	0	4	0	6
Total	**630**	**689**	**680**	**837**	**28,485**	**733**	**55,301**

Figure 8.7: Age profile of motor vehicle drivers involved in accidents in Greater London 2003

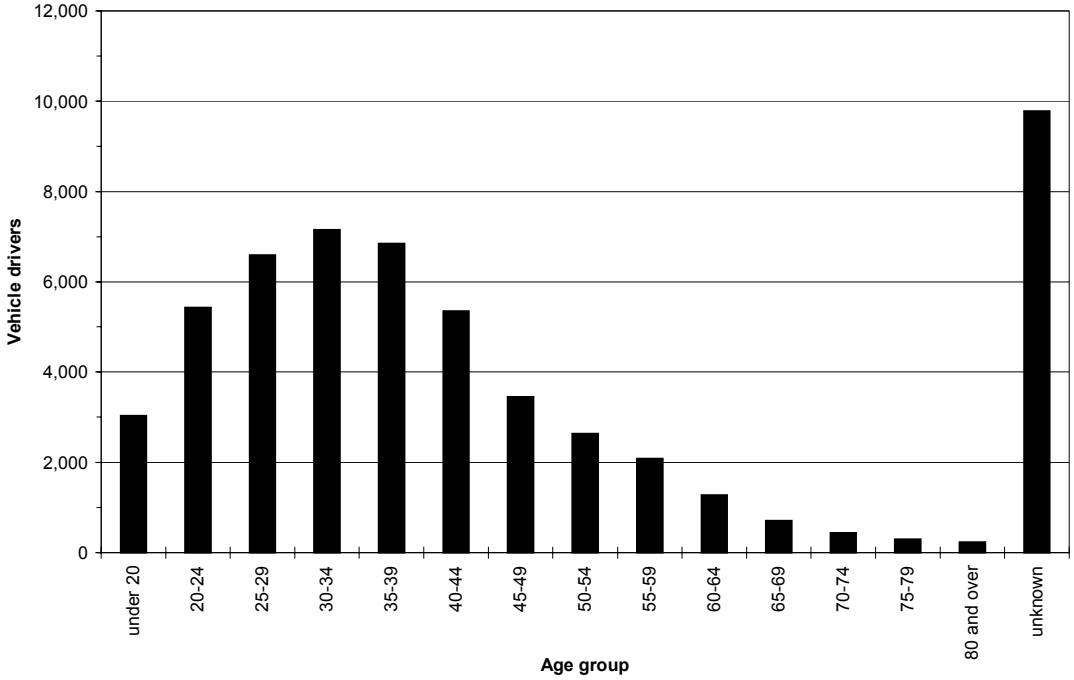


Figure 8.8: Positive breath tests for drivers involved in accidents in Greater London 2003