Collisions and casualties on London's roads 2005

July 2006

This report presents information and a commentary on road traffic collisions occurring on the public highway involving personal injury in the Greater London area. These are collisions reported to the Metropolitan and City of London police forces during 2005. 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 13% of the total collisions in Great Britain.

Data is presented on collisions, casualties injured and types of vehicles involved. These are presented in total and also analysed by the range of factors collected about each collision as part of the *Stats 19* national reporting system. Data has been presented in two ways: firstly to show how the main collision, casualty and vehicle trends in Greater London compare with previous years, and secondly, to present a more detailed picture of collision, casualty and vehicle factors during 2005 in each of the London boroughs. These factors include severity of collision and casualty, weather and road surface conditions, junction control, class of road user, age and gender of casualty, vehicle type and vehicle manoeuvre.

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

London Road Safety Unit
Road Network Performance
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London SW1H 0TL

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Introduction

1.1 Summary of general trends

In 2005, 26,742 personal injury collisions occurring on the public highway were reported to the Metropolitan and City of London police forces within the Greater London area. This represents a decrease of 7.0% over the 28,756 collisions recorded during 2004. These resulted in 31,830 casualties, a decrease of 7.9% compared with the 34,555 recorded in 2004. These decreases are somewhat larger than the figures for Great Britain as a whole, where collisions decreased by 4.2% and casualties by 3.5%[1].

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

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

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

pedestrians
pedal cyclists
powered two wheeler users

to ensure that attention is directed at these groups.

These targets have been achieved in London, apart from those for powered two wheelers, by 2004. The Mayor has therefore announced new lower targets in March 2006, to be achieved by 2010:

- a 50% reduction in the number of people killed or seriously injured
- a 50% reduction in the number of cyclists and pedestrians killed or seriously injured
- a 40% reduction in the number of powered two wheeler users killed or seriously injured (unchanged)
- a 60% reduction in the number of children killed or seriously injured
- a 25% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres

By the end of 2005:

- all fatal or serious casualties were 45% below the 1994-98 average, following a 12% decrease to 3,650 in 2005
- child fatal or serious casualties were 62% below the 1994-98 average,

following a decrease of 27% to 355 in 2005
- slight casualties were 28% below the 1994-98 average, following a decrease of 7% to 28,180 in 2005. 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 43% below the 1994-98 average, after a decrease of 8% to 1,224 in 2005
- pedal cyclist fatal or serious casualties were 34% below the 1994-98 average, following a 9% increase to 372 in 2005
- powered two wheeler user fatal or serious casualties were 9% below the 1994-98 average, after a 6% decrease to 845 in 2005.

(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 2005:
- fatal or serious casualties in Great Britain had fallen 33% compared with London's fall of 45%
- child fatal or serious casualties in Great Britain had fallen by 49% compared with London's fall of 62%
- slight casualties in Great Britain had fallen by 22% (provisional estimate) compared with London's fall of 28% [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 6 of which was published in July 2006 by TfL.

The trend in total casualties in Greater

Table 1a Summary of changes in casualties for London casualty reduction target categories by year 2005

Category		Casualties			% change by 2005 compared with	
	Target by 2010 (%)	1994-98 average	2004	2005	2004	1994-98 average
Fatal and serious casualties						
Total	-50%	6,684	4,169	3,650	-12%	-45%
Pedestrians	-50%	2,137	1,334	1,224	-8%	-43%
Pedal cyclists	-50%	567	340	372	9%	-34%
Powered two-wheelers	-40%	933	895	845	-6%	-9%
Children	-60%	935	487	355	-27%	-62%
Slight casualties						
Total	-25%	38,997	30,386	28,180	-7%	-28%

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

The cost to the community of collisions in Greater London for the year 2005 is estimated to be just over £2.1 billion at June 2005 prices (see *Section 3: Casualty and collision costs*). This suggests that substantial resources still need to be invested in new and existing road safety programmes. This would enable new initiatives to be developed and introduced to try to reduce the very large number of collisions and casualties within Greater London.

During 2005, collisions and casualties in Greater London accounted for 13% and 12% respectively of those in Great Britain as a whole[1].

The collisions and casualties occurred against a background in which total distance travelled by motor vehicles in Greater London on all roads increased by 7% in the ten years to 2004, from 30.7 to 32.7 billion vehicle kilometres. However in the latest three years for which data is available there was no change in motor traffic volume. Information for the rest of Great Britain for the same 10 year period to 2004 suggests that the total distance travelled by motor vehicles increased by almost 21%[2].

In Section 2, Table 2a shows a summary of casualties by severity and mode of travel for 2005. Table 2b shows a summary of casualties in 2005 for each borough for each of the main modes of travel together with the percentage change in casualties compared with 2004. Table 2c shows casualties in 2005 according to severity and casualty class. Table 2d shows casualties in 2005 according to the age group and gender of each casualty for each mode of travel.

1.2 Background

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

This is the 20th annual report published by the London Road Safety Unit (LRSU, formerly the London Accident Analysis Unit). The report continues the series of annual reports previously published by the Greater London Council's Road Safety Unit from 1972 to 1985. The individual tables in Section 6 (Collision Analysis), Section 7 (Casualty Analysis) and Section 8 (Vehicle Analysis) are produced without comment. A commentary is given in Section 2 on the broad collision and casualty trends compared with previous years.

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

- by telephone: 020 7027 9332
- by fax: 020 7027 9337
- by e-mail to: martinbrophy@streetmanagement.org.uk
- or in writing to:
  London Road Safety Unit
  Road Network Performance
  Transport for London Street Management
  Windsor House
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The report also summarises the work carried out by the LRSU in 2005 and presents details of the current DfT collision and casualty costs.

The attendant circumstances, casualty and vehicle data associated with each personal injury collision are recorded by the Metropolitan and City of London police forces as part of the *Stats 19* reporting system, as specified by the DfT for the national database for collisions occurring on the public highway.

The collision data is processed by the Metropolitan Police Service and forwarded to the LRSU on a monthly basis. The data is then run through the ACCSTATS suite of programs, which validates and assigns the collisions to the LRSU collision network. This is a computerised node and link representation of the (mainly) classified road network in Greater London. The nodes represent junctions of (mainly) classified roads and the links represent (mainly) classified roads between the nodes.

1.3 Important notes about collision data

1.3.1 Comparing collision data from year to year

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

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

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

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

(d) Data for the City of London recorded by the City of London police was added to the

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

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

For continuity the tables and figures included within this report correspond as closely as possible to those included in earlier reports, which date back to 1972, although the points made in the paragraphs above should be noted.

1.3.2 Reporting levels of collisions and casualties

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

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

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

- The overall reporting rate was judged to be around 70%, rather higher than in previous studies in free-standing towns, which vary between 50 and 60%.
- The level of reporting of pedestrian casualties is in line with previous studies with a best estimate of about 70%.
- The rate for pedal cycles is also in line with other studies at between 66 and 70%.
- The reporting rate for powered two wheeled motor vehicles is higher than in other studies at between 73 and 85%, possibly because of the high number of couriers and others who use their vehicles for work purposes.
- The rate for car occupants is also higher than elsewhere, possibly because of the high proportion of business users, together with a high police presence in London.
- The reporting rate for serious injury is lower than for slight injury, with only about two thirds of serious injuries

recorded by the police. This may be because police officers are untrained medically and may systematically underestimate the severity of injuries, especially where internal or head injuries are not immediately apparent.
- Rates for different age groups are close to the average reporting rate of 70%.
- There is no difference between the reporting rates between males and females.

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

If the best estimate of the reporting rate (70%) is applied to the 31,830 casualties reported to the police during 2005 it can be estimated that there may have been about 45,500 people injured on the roads in London in 2005.

1.3.3 Definitions of casualty severity

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

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

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

1.4 Transport and traffic issues in 2005

1.4.1 Major road, traffic and public transport schemes or initiatives

During 2005, the following major schemes or initiatives were started, completed or ongoing.

- Plans were unveiled in January to traffic calm Exhibition Road in the Royal Borough of Kensington and Chelsea, as part of a project covering the road and

surrounding area, which includes the Victoria and Albert, Science and Natural History Museums and educational institutions. The area receives over nine million visitors per year. Following a competition the proposals included the replacement of the existing surface with a public area used by both pedestrians and vehicles, as well as removing most of the existing street 'clutter'. The Borough would be partnered in the work by the City of Westminster and the Mayor of London.

- TfL approved plans in February for a safety and environmental improvement scheme on a 3km section of the A406 North Circular Road between the A109 Bounds Green Road and the A105 Green Lanes, providing a dual two lane road with widened at-grade junctions, and cycle and bus priority measures. Adjoining residential streets would be traffic calmed and pedestrian crossing facilities provided.
- The London mayor commissioned a design team to study ways of enhancing and revitalising the Victoria Embankment in central London, running along the north bank of the Thames between Westminster and Blackfriars Bridges. The aim would be to create a more pedestrian-friendly environment while still accommodating traffic needs.
- The DfT announced that it was to commission research to try to understand why traffic levels in London appeared to have stabilised, contrary to its own national traffic forecasts suggesting growth of between 18% and 26% between 2000 and 2010 in the capital. TfL data suggested that traffic levels in London had been steady since 2000, possibly because of policies such as improved public transport and the congestion charge.
- It was announced that legislation to create an Olympic Transport Authority would be brought forward by the Government following the award of the 2012 Olympic Games to London in July.
- The M25 widening between junctions 12 and 15 and the Heathrow Terminal 5 link road were completed in December. The widening included a section of six lanes in each direction between junctions 14 and 15, and five lanes in each direction between junctions 12 and 14.

1.4.2 Selected announcements in 2005

During 2005 there were several announcements from the DfT and other sources regarding issues associated with road safety.

January

- A study by TfL on collisions at roundabouts concluded that installing traffic signals on at-grade roundabouts could improve road safety for pedestrians and cyclists.
- The DfT published a guidebook explaining 50 walking and cycling 'success stories', with three themes: improving the walking and cycling environment, better facilities for walking and cycling, and influencing travel behaviour.
- The DfT indicated that the appointment of new staff at Safety Camera Partnerships was to be frozen until existing staff levels and structures had been reviewed.
- The DfT, Home Office and Association of Chief Police Officers announced a new

strategy for policing the roads and making roads safer by setting out their commitment to deal with all forms of illegal and anti-social use of the roads. Drink-driving and speeding were among the problems to be tackled by a joint approach aiming to make the roads safer for both pedestrians and drivers. A highly visible police presence would continue, speed cameras would be used at collision blackspots, and national drink-driving and seat belt campaigns would be launched. The aim would be not only to reduce deaths and injuries on the roads but also to reduce anti-social and criminal misuse of vehicles and provide a reassuring presence to the public.

February

- The London Assembly's transport committee called for pedicabs or rickshaws to be licensed, but rejected plans to ban them from bus lanes. Currently pedicabs cannot be ticketed for parking or obstruction offences.
- Research published by TRL suggested that highway authorities should do more to consider the needs of cyclists at road narrowings. It noted that DfT recommended construction of a cycle by-pass where narrowing is introduced on a road with a speed limit of 30 mph or more.
- It was announced that trials were taking place of 'amber arrows' to overcome confusion at traffic signal controlled junctions where a combination of left, right and ahead movements may occur at different times within the signal cycle. The trial sites were in four local authority areas, and funded by the four authorities and the Highways Agency.
- A DfT commissioned study by TRL reviewing two of the nine Home Zones pilot schemes set up in 1999 found conflicting results about their popularity. One scheme had helped to repopulate a run-down area but in the other the majority of residents opposed the Home Zone designation, and thought that children younger than secondary school age should not play in the street because of traffic speeds, traffic levels, 'stranger danger' and bullying.
- The DfT published the first National Motorcycling Strategy. It included a pledge to review whether it was still appropriate to advise local authorities not to allow motor cycles to use bus lanes. The DfT noted that several local authorities had gone against previous advice recommending against allowing their use. It also indicated that further trials were required before deciding whether motor cycles should be allowed to use advanced stop lines. In addition to the Strategy an in-depth accident causation study of 1,790 road accidents involving motor cycles from Midland police force records between 1997 and 2002 was published.

March

- The DfT published a review of the National Cycling Strategy and concluded that the growth of cycling in England was being held back by local authorities failing to build facilities in the right places, of the right quality or to adequately promote them. In addition it indicated that many councils did not take cycling seriously and that cycling trips were not rising despite increased investment. As a result of the review the existing National

Cycling Strategy board was to be replaced by a smaller and more autonomous body, Cycling England.

- A report by TRL for DfT found that improvements in vehicle safety were failing to bring about a reduction in motorist deaths because there had been a concurrent decline in driving standards. Based on an analysis of police collision data and contributory factors, TRL concluded that the proportion of fatal and serious collisions that involved 'loss of control', 'behaviour – careless/ thoughtless/reckless' and 'aggressive driving' had increased since 1999, and that drink-driving collisions had also increased.
- The annual European Road Assessment Programme (EuroRAP) concluded that Britain's inter-urban road network was one of the safest in Europe. The number of roads rated as 'high' or 'medium-high' risk fell by almost 30% between 1998-2000 and 2001-2003. The EuroRAP analysis of collision data from 850 sections of Britain's inter-urban road network is conducted by the AA Motoring Trust.
- It was announced that TfL and the London boroughs were to roll out the decriminalised enforcement of moving traffic offences such as yellow box junction contraventions and disobeying banned turns and 'no entry' signs, after trials of the powers proved successful. The pilot scheme by TfL and six London boroughs had used cameras to carry out the enforcement that was previously the responsibility of the police.

April

- Newly published DfT figures showed that 23 county and unitary authority areas had already reached the 2010 target of a 40% reduction in killed and seriously injured casualties compared with the 1994-1998 average by 2003. There were, however, increases in 18 authorities, with ten experiencing increases of 10% or more.
- Figures from the National Travel Survey indicated that the number of people under the age of 20 acquiring driving licences had fallen by 10% over ten years. High costs of driving lessons and insurance together with the increasing financial demands on students were thought to be the main reasons for the change. In addition the report indicated that three quarters of the increase in traffic since 1990 had been attributable to women.
- TfL launched a TV campaign to encourage Londoners to cycle more during the spring and summer, in which different types of cyclists described their positive experiences of cycling in London.
- A new DfT funded road safety guide for councillors was published by the Royal Society for the Prevention of Accidents to be distributed to councils across the UK.
- An international review of red light camera research undertaken by researchers from RoadPeace and Imperial College London suggested that they could reduce injuries at intersections by up to 30%.
- It was announced that a manual to encourage pedestrian and cycle-friendly residential street design was to be commissioned by DfT and the Office of the Deputy Prime Minister. Although the existing Planning Policy Guidance 3

promotes people-friendly street designs, the Government believed developers and highway authorities were still giving too much emphasis to vehicle flow.

May

- The Government published its new Road Safety Bill giving powers to introduce a graduated system of penalties for speeding offences. Motorists would receive fewer penalty points and a lower fine if they exceeded the speed limit by a small margin, and higher penalties for exceeding it by a large margin. The Bill also included increased penalties for driving whilst using a mobile phone and for careless and inconsiderate driving. It would also require motorists banned for two years or more to retake their driving test.
- The DfT announced that it was to examine how much of the recorded reduction in collisions at speed camera sites could be attributable to the random nature of collisions rather than the effectiveness of the cameras. The Department had previously claimed that speed cameras had been successful in reducing killed and seriously injured casualties by 40% but statisticians have suggested that part of the reduction is due to the ‘regression to the mean effect’.

June

- TfL published the first manual for better cycling design in London, ahead of new national guidance being prepared by DfT. The London Cycling Design Standards guide was produced by TfL to set standards for all infrastructure used by cyclists in the capital.
- The DfT announced it was to research whether the penalty points system for speeding offences was having a positive effect on driver behaviour. Though the number of speeding offences detected had increased significantly in recent years, largely because of increasing use of speed cameras, the DfT indicated there had been no discernable upward trend in the number of motorists receiving disqualifications. The DfT thought that the threat of disqualification could be acting as a deterrent to speeding, thereby helping to change driving behaviour.
- Road fatalities in Great Britain fell sharply in 2004 by 8% to 3,221, their lowest level since records began in 1926. Pedestrian fatalities fell 13% to 671, but pedal cyclist fatalities increased by 18% to 134.

July

- The British Medical Association voted to press the Government to introduce legislation banning cycling without a helmet, and that a ban should apply to cyclists of all ages. This followed a Canadian study that demonstrated that the introduction of helmet legislation did not reduce the numbers of children cycling.
- The AA included the location of all fixed speed cameras on its new road atlas of Great Britain, although the maps did not show the direction in which the cameras pointed. The atlas also included a list of regularly policed mobile camera sites. The organisation pointed out that by showing camera locations it was identifying places where extra care should be taken while driving.

- The DfT announced that there would be a freeze on the deployment of any further speed cameras across England and Wales pending a review of the rules for site selection and the way partnerships were organised.

August

- The new national cycling body, Cycling England, published a work plan aiming to create cycling demonstration towns as 'beacons of cycling excellence' rather than choosing to spread investment more widely. The towns chosen would each receive funding for three years to show the effect that major investment in cycling facilities could have in bringing about an appreciable increase in cycle trips.
- London mayor, Ken Livingstone, announced his intention to set new road safety targets for the capital after the latest figures indicated that the previous target, to cut the number of fatal and serious casualties by 40% by 2010 compared with the 1994 to 1998 baseline average, had been met five years early. The revised targets would be for a 50% reduction in fatal or serious casualties, a 60% reduction in child fatal or serious casualties and a 25% reduction in the slight casualty rate. In addition there were new targets for a 50% reduction in pedestrian and cyclist fatal and serious casualties, and an unchanged 40% reduction target for powered two wheeler fatal and serious casualties.

September

- A report by TRL on mobile phone use by drivers concluded that there remained a 'substantial level of use' of hand-held mobile phones by drivers despite such use being illegal since December 2003.
- A report by TRL for the DfT monitoring progress towards the 2010 casualty reduction targets concluded that efforts to reduce fatalities were being hampered by increased motor-cycling activity and a deterioration in driving standards. The report noted that since the mid-1990's deaths had declined at a much slower rate than that for fatal and serious injuries combined.
- A TRL report on 'psychological' traffic calming measures concluded that they could reduce traffic speeds at a fraction of the cost and less controversially than road humps and chicanes. Examples of the techniques include measures to limit motorists' forward visibility, narrowing the appearance of the road, and removing white lines from the middle of the road.

October

- TfL published a new guide for local authorities and developers on how to make London a more walkable city. *Improving walkability,* which followed on from TfL's *Walking Plan for London,* also gave local authorities advice on securing funds for improvements to walking facilities.
- New driving offences were announced by the Government as amendments to the Road Safety Bill. Drivers who caused death by careless driving could face five years in prison. Previously the offence of careless driving had a maximum penalty of a £2500 fine, and the toughening of the law had been demanded by road safety groups for some time. The measures also created a new offence of 'causing death while unlicensed,

disqualified or uninsured' with a sentence of up to two years.

- The DfT published its annual report *Road casualties Great Britain 2004* which showed that in 2004 fatal and serious casualties were 28% below the 1994 to 1998 base average, with child fatal and serious casualties at 43% below the base average. The reduction targets for these categories, to be achieved by 2010, are 40% and 50% respectively. The data also showed a 2% rise in deaths in collisions involving drink-driving.
- It was announced by the Association of Chief Police Officers that motorists in England and Wales caught committing low-end speeding offences would be offered the chance to take part in a one day speed awareness course instead of having points added to their licence, under a national roll-out of the pilot schemes. Individual police forces would set the speed threshold below which the courses would be offered, but they would not be an option if drivers were caught at more than 10% + 6mph over a limit.
- London mayor, Ken Livingstone, announced that cycle trips on London's main roads had doubled over the previous five years, from 59,000 per week in 2000 to 119,000 in 2005. The figures exceeded the mayor's target of an 80% increase between 2000 and 2010.
- The Association of London Government (ALG) advised the mayor that his proposed new road safety targets (see entry in August, above) should be set for London as a whole, as previously, rather than applying to individual London boroughs, as proposed. Some boroughs were also concerned that the targets for powered two wheeler and cycling casualties should be set as a rate because of growth in the use of the modes.
- The ALG also commented that because street-based engineering measures had already been implemented at many collision sites it was likely that engineering measures would become less important and the role of training and education more important in reducing casualties.

November

- A report by TRL on a Home Zone in Ealing, implemented as part of the Government's pilot programme, concluded that although residents were supportive of the scheme, there was no evidence that it had achieved the aim of encouraging people to walk more in their local neighbourhood.
- Cycling England launched a new national standard for cycling training by local authority and commercial training providers. The standard was aimed at all age groups and was set at three levels: basic bike handling skills; safe cycling on minor roads; and main road journeys. Cycling England indicated that local authorities would be encouraged to bring their training into line with the standard.

December

- New guidance in a report by the UK highways liability joint task group, backed by the DfT, advised that highway authorities should not let fear of litigation prevent the introduction of measures to give pedestrians more priority on streets, such as by removing guardrails.
- Two research reports commissioned by

the DfT concluded that motorists who chose to attend a course instead of having a Court prosecution and points on their licence for traffic offences such as speeding showed no noticeable subsequent improvement in their driving behaviour.

- The Transport Secretary announced that the current system of funding safety cameras through speeding fines was to be replaced by a new central road safety fund from 2007/08. Local authorities would be able to use the funding on all types of road safety measures, and it would be allocated based on road safety need and quality of annual casualty reduction plans in second round LTP submissions.
- The Transport Secretary also announced a requirement that all local authorities should review speed limits on their A and B class roads by 2011 as part of a move to encourage motorists to have greater respect for speed limits generally, and that limits could be raised as well as lowered.
- TRL published its latest monitoring study of cycle helmet wearing which showed that on major built-up roads helmet use was 28.2% in 2004, up 3.1% on the previous level recorded in 2002. In the first survey in the series in 1996 the rate had been 17.6%.

References

1. *'Road Casualties in Great Britain Main Results 2005' Department for Transport, 2006*
2. *'London Travel Report 2005' Transport for London, 2005*
3. *'Reporting of Road Traffic Accidents in London: Matching Police Stats 19 records with Hospital Accident and Emergency Department Data' Transport Research Laboratory Ltd, 2002*

2

Collisions and casualties in 2005

2.1 Collision trends

In 2005 there were 26,742 collisions in Greater London, of which 205 were fatal, 3,170 were serious and 23,367 were slight. Collisions in Greater London decreased by 7.0% in 2005 following decreases of 9.6% in 2004 and 6.1% in 2003.

Fatal collisions decreased from 208 in 2004 (down 1.4%), following decreases from 259 in 2003 (down 19.7%), and 265 in 2002 (down 2.3%). Fatal collisions tend to fluctuate from year to year because of the relatively small numbers involved (see Figure 6.7a), but they have now decreased for four consecutive years. Serious collisions decreased by 13.3%, following decreases of 18.9% in 2004, and of 8.0% in 2003. (Figure 6.7b). Slight collisions decreased by 6.1%. The changes in collision numbers resulted in a reduction in the collision severity ratio (i.e. the ratio of fatal and serious collisions to total collisions) from 0.134 to 0.126.

Collisions involving pedestrians, which accounted for 21.8% of all collisions, decreased by 5.8%. Non-pedestrian collisions, which accounted for the remaining 78.2% of collisions, decreased by 7.3% (Figure 6.2).

With regard to the monthly variation in collision numbers, the worst month in 2005 was November when 9.1% of collisions occurred, followed by May (8.9%) and October (8.8%). The month with the lowest number of collisions was February, - the same as in 2004 - when only 7.2% of collisions occurred (Figure 6.22).

Considering the day of the week, the worst days were, as usual, Fridays, when 15.8% of all collisions and 20.7% of weekday collisions occurred. 13.3% of collisions occurred on Saturdays and 10.4% on Sundays (Figure 6.23).

As in previous years, the worst hour of the day was in the evening between 5pm and 6pm when 8.0% of all collisions occurred. A broad peak was observed between 3pm and 7pm during which time 30.0% of collisions occurred. Collisions occurred at a high level from about 7am to midnight. Smaller peaks were noted in the morning between 8am and 10am and in the early afternoon between noon and 3pm, when 12.0% and 17.4% of all collisions occurred respectively (Figure 6.24).

When considering the road surface conditions at the time of collisions, several changes were evident in 2005, compared with 2004.

In 2005 there were increases in wet road collisions in February and December, but decreases in each of the other months compared with the same months in 2004. Collisions that occurred on dry road surfaces decreased by 4%, while those on a wet surface decreased by 17%.

Although relatively small in number, collisions on roads covered with snow, frost or ice increased by 7% to 209.

Overall, in 2005, 81% of collisions occurred on dry road surfaces, 18% on wet roads, and less than 1% on roads covered with snow, frost or ice.

During 2005 the proportion of collisions occurring in dark conditions was 30%, the

same as in 2004. The number of collisions in light conditions decreased by 7% compared with 2004 while those in dark conditions decreased by 8%.

In 2005, 43.3% of all collisions occurred in the 13 inner London boroughs (including the City of London), with the remaining 56.7% occurring in the 20 outer London boroughs. Compared with 2004 the proportion of collisions in outer London has increased a little relative to that of inner London. Overall, collisions decreased by 7.2% in inner London and by 6.8% in outer London.

Collisions at or within 20 metres of junctions continued to account for the majority of collisions, amounting to 69.7% of the total. The number of junction collisions decreased by 8.7% compared with 2004. The junction types with the largest proportion of collisions were *T or staggered*, where 42.1% of all collisions occurred and *crossroads* where 15.1% were recorded. The number of collisions at *slip roads* decreased by 21.5%, at *multiple junctions* by 12.7%, at *crossroads* by 12.6%, at *roundabouts* by 12.1%, at *T or staggered junctions* by 0.7% and at *private drives* by 30.1%. There was no change in the number of collisions at *mini-roundabouts*.

Regarding the method of junction control, 72.7% of all junction collisions occurred at *give way* or *uncontrolled* junctions, and 26.9% at *automatic traffic signal* controlled junctions. At controlled junctions the number of collisions at *stop sign* controlled junctions decreased by 18.5%, those at *automatic traffic signal* controlled junctions by 8.8% and at *give way/uncontrolled* junctions also by 8.8%. The number of collisions at *authorised person* controlled junctions increased by 45.0%.

In 2005, 6.5% of all collisions involved a parked vehicle, which is a slightly higher proportion than in 2004.

Regarding the classes of roads on which collisions occurred, only 0.9% occurred on *motorways*, while 61.0% of collisions occurred on *A* class roads, 8.4% on *B* class roads and the remaining 29.7% on *C or unclassified* roads. These proportions are similar to those of 2004. Compared with 2004, collisions on *motorways* decreased by 15.2%. Collisions on *A* roads decreased by 9.0%, collisions on *B* roads by 9.8% and collisions on *C or unclassified* roads by 1.4%.

With regard to the speed limit, 0.3% of all collisions in 2005 occurred on roads with a speed limit of 20 mph, 92.6% on 30 mph limit roads, 3.5% on 40 mph limit roads, 2.6% on 50 mph limit roads, 0.2% on 60 mph limit roads and 0.8% on 70 mph limit roads. Comparison with 2004 shows that collisions increased by 7.5% on 20mph limit roads. They decreased by 5.2% on 30 mph roads, by 34.6% on 40 mph roads, by 5.6% on 50 mph roads, by 64.7% on 60 mph roads and by 16.9% on 70 mph limit roads.

2.2 Casualty trends

During 2005, the 26,742 personal injury collisions reported to the Metropolitan and City of London police forces resulted in 31,830 casualties. Compared with 2004, this represents a decrease of 7.9%. 214 casualties were killed, 3,436 were seriously injured and 28,180 were slightly injured

(Table 2a). Compared with 2004, fatalities decreased by 0.9% from 216 to 214, serious injuries decreased by 13.1% and slight injuries decreased by 7.3%.

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

The 31,830 casualties were made up of 19,077 vehicle drivers or riders (59.9%), 6,730 vehicle passengers (21.1%) and 6,023 pedestrians (18.9%). Compared with 2004, driver/rider casualties decreased by 6.1%, vehicle passenger casualties by 14.5%, and pedestrian casualties by 5.5%.

Table 2b shows the changes in casualties according to mode of travel, split between inner and outer London, and indicates that there were differences in the changes in the two areas of London for some of the different modes. Total casualties decreased by 8.4% in inner London, and by 7.5% in outer London. Pedestrian casualties decreased by 3.3% in inner London and by 7.8% in outer London, and pedal cyclist casualties increased by 0.2% in inner London and decreased by 6.0% in outer London. Powered two wheeler casualties decreased by 8.0% in inner London and by 6.8% in outer London and car occupants, by far the largest of the road user groups, decreased by 12.4% in inner London and 7.1% in outer London.

Table 2a Casualties in Greater London in 2005 by mode of travel and severity of casualty

Mode of travel	Fatal	Serious	Slight	Total	% of total
Pedestrians	89	1,135	4,799	6,023	18.9%
Pedal cyclists	21	351	2,523	2,895	9.1%
Powered two-wheelers	44	801	4,297	5,142	16.2%
Car occupants	54	935	13,790	14,779	46.4%
Taxi occupants	0	18	308	326	1.0%
Bus or coach occupants	3	126	1,705	1,834	5.8%
Goods vehicle occupants	1	51	552	604	1.9%
Other vehicle occupants	2	19	206	227	0.7%
Total casualties	**214**	**3,436**	**28,180**	**31,830**	**100.0%**
(% of total)	**0.7%**	**10.8%**	**88.5%**	**100.0%**	

Table 2b: 2005 Casualties in Greater London by borough and mode of travel showing percentage change over 2004 figures

Borough	Total casualties		Pedestrians		Pedal cyclists		Powered two-wheelers		Car occupants		Total vehicle occupants	
City of London	351	*(2.3%)*	92	*(-9.8%)*	99	*(23.8%)*	75	*(-7.4%)*	31	*(-13.9%)*	259	*(7.5%)*
Westminster	1,762	*(-16.8%)*	568	*(-10.0%)*	249	*(-7.1%)*	348	*(-20.2%)*	336	*(-22.2%)*	1,194	*(-19.7%)*
Camden	1,036	*(-11.8%)*	270	*(-16.7%)*	182	*(-3.7%)*	234	*(-1.7%)*	222	*(-19.0%)*	766	*(-9.9%)*
Islington	815	*(-10.2%)*	198	*(8.8%)*	165	*(-1.2%)*	184	*(-18.2%)*	172	*(-18.9%)*	617	*(-15.0%)*
Hackney	1,026	*(-3.3%)*	247	*(13.3%)*	134	*(4.7%)*	169	*(-10.6%)*	375	*(-7.9%)*	779	*(-7.6%)*
Tower Hamlets	1,004	*(1.3%)*	184	*(-2.6%)*	104	*(0.0%)*	224	*(5.7%)*	418	*(7.2%)*	820	*(2.2%)*
Greenwich	941	*(-11.4%)*	184	*(7.0%)*	54	*(-1.8%)*	154	*(-8.9%)*	472	*(-15.4%)*	757	*(-14.9%)*
Lewisham	1,087	*(-13.5%)*	224	*(-3.4%)*	85	*(0.0%)*	201	*(-7.8%)*	453	*(-21.4%)*	863	*(-15.8%)*
Southwark	1,148	*(-9.9%)*	241	*(-13.3%)*	160	*(7.4%)*	229	*(-15.5%)*	375	*(-8.1%)*	907	*(-8.9%)*
Lambeth	1,335	*(-5.7%)*	318	*(7.4%)*	154	*(-21.4%)*	298	*(-8.9%)*	398	*(-9.8%)*	1,017	*(-9.1%)*
Wandsworth	981	*(-18.5%)*	169	*(-23.2%)*	152	*(-10.1%)*	266	*(-13.1%)*	328	*(-15.7%)*	812	*(-17.4%)*
Hammersmith & Fulham	839	*(-4.0%)*	182	*(-1.6%)*	138	*(-1.4%)*	232	*(3.1%)*	226	*(-7.8%)*	657	*(-4.6%)*
Kensington & Chelsea	889	*(20.0%)*	212	*(28.5%)*	153	*(59.4%)*	239	*(16.6%)*	203	*(-1.9%)*	677	*(17.5%)*
Total Inner London	**13,214**	***(-8.4%)***	**3,089**	***(-3.3%)***	**1,829**	***(0.2%)***	**2,853**	***(-8.0%)***	**4,009**	***(-12.4%)***	**10,125**	***(-9.8%)***
Waltham Forest	918	*(2.6%)*	178	*(-2.7%)*	62	*(17.0%)*	96	*(-5.0%)*	513	*(6.9%)*	740	*(3.9%)*
Redbridge	1,034	*(-8.7%)*	132	*(-3.6%)*	38	*(-2.6%)*	93	*(-1.1%)*	699	*(-9.2%)*	902	*(-9.3%)*
Havering	962	*(-11.2%)*	113	*(15.3%)*	27	*(-15.6%)*	80	*(-19.2%)*	644	*(-9.4%)*	849	*(-13.8%)*
Barking & Dagenham	682	*(-9.7%)*	102	*(-12.8%)*	36	*(-14.3%)*	76	*(-7.3%)*	421	*(-10.0%)*	580	*(-9.1%)*
Newham	1,033	*(8.5%)*	193	*(-13.1%)*	52	*(-16.1%)*	94	*(5.6%)*	592	*(16.8%)*	840	*(15.1%)*
Bexley	666	*(-9.0%)*	95	*(-6.9%)*	26	*(-7.1%)*	84	*(2.4%)*	409	*(-7.5%)*	571	*(-9.4%)*
Bromley	1,058	*(-6.8%)*	121	*(-18.8%)*	50	*(-18.0%)*	149	*(4.9%)*	646	*(1.1%)*	937	*(-5.0%)*
Croydon	1,412	*(1.3%)*	255	*(3.2%)*	71	*(-25.3%)*	191	*(-11.6%)*	778	*(8.1%)*	1,157	*(0.9%)*
Sutton	606	*(-1.0%)*	87	*(-15.5%)*	40	*(2.6%)*	88	*(-11.1%)*	343	*(6.5%)*	519	*(2.0%)*
Merton	559	*(-5.3%)*	104	*(11.8%)*	56	*(-16.4%)*	103	*(-8.0%)*	238	*(-10.5%)*	455	*(-8.5%)*
Kingston	468	*(1.5%)*	60	*(-9.1%)*	49	*(0.0%)*	75	*(1.4%)*	241	*(-0.8%)*	408	*(3.3%)*
Richmond	549	*(-12.0%)*	88	*(-19.3%)*	77	*(-2.5%)*	119	*(-19.6%)*	221	*(-11.2%)*	461	*(-10.5%)*
Hounslow	1,056	*(-4.2%)*	109	*(-23.2%)*	81	*(26.6%)*	138	*(-15.3%)*	643	*(4.0%)*	947	*(-1.4%)*
Hillingdon	1,140	*(-13.6%)*	129	*(-15.1%)*	59	*(-4.8%)*	112	*(-6.7%)*	739	*(-17.0%)*	1,011	*(-13.4%)*
Ealing	1,318	*(-6.6%)*	253	*(1.2%)*	73	*(-16.1%)*	175	*(-5.4%)*	697	*(-10.2%)*	1,065	*(-8.3%)*
Brent	1,148	*(-5.4%)*	208	*(-11.9%)*	71	*(9.2%)*	147	*(-7.5%)*	622	*(-5.8%)*	940	*(-3.8%)*
Harrow	640	*(-9.6%)*	113	*(-6.6%)*	35	*(-5.4%)*	58	*(-10.8%)*	384	*(-14.9%)*	527	*(-10.2%)*
Barnet	1,356	*(-13.6%)*	210	*(-10.3%)*	56	*(7.7%)*	187	*(-7.9%)*	798	*(-17.0%)*	1,146	*(-14.2%)*
Haringey	806	*(-19.2%)*	203	*(-17.5%)*	59	*(-16.9%)*	112	*(10.9%)*	359	*(-22.6%)*	603	*(-19.7%)*
Enfield	1,205	*(-16.8%)*	181	*(3.4%)*	48	*(-4.0%)*	112	*(-8.2%)*	783	*(-17.6%)*	1,024	*(-19.6%)*
Total Outer London	**18,616**	***(-7.5%)***	**2,934**	***(-7.8%)***	**1,066**	***(-6.0%)***	**2,289**	***(-6.8%)***	**10,770**	***(-7.1%)***	**15,682**	***(-7.5%)***
Greater London	**31,830**	***(-7.9%)***	**6,023**	***(-5.5%)***	**2,895**	***(-2.2%)***	**5,142**	***(-7.5%)***	**14,779**	***(-8.6%)***	**25,807**	***(-8.4%)***

The average number of casualties per collision was 1.19, very slightly lower than the 1.20 in 2004.

2.3 Pedestrian casualties

The 6,023 pedestrian casualties in 2005 accounted for 18.9% of all casualties, a slightly higher proportion than that of the previous year. Compared with 2004, pedestrian casualties showed a decrease of 5.5%, continuing a downward trend evident since 1989.

Pedestrian fatalities decreased 3.3% from 92 in 2004 to 89, following a decrease of 22.7% from 119 in 2003. It is worth noting that pedestrian fatalities have fluctuated considerably over the past few years with annual percentage change ranging from an increase of 12.6% in 1999 to the decrease in 2004 of 22.7%. Pedestrians make up by far the largest user group of fatalities, accounting for 41.6% in 2005, which is slightly lower than the respective figure for 2004 of 42.6%.

Serious injuries decreased by 8.6% to 1,135, and slight injuries decreased by 4.8% to 4,799.

The continuing vulnerability of pedestrians to more serious injury is illustrated by the fact that in 2005 they accounted for 41.6% of fatalities and 33.0% of serious injuries, but comprised only 18.9% of all casualties.

Casualties decreased in all the main age bands. Child pedestrian casualties (i.e. under 16 years) fell by 8.2%, young adult pedestrian casualties (16 to 24 years) by 4.7%, adult pedestrian casualties (25 to 59 years) by 3.9% and pedestrian casualties aged 60 or over by 12.6%. Pedestrian casualties where the age was unknown increased by 5.7%.

Regarding pedestrian fatalities by age group, child pedestrian fatalities increased from eight in 2004 to 11 in 2005. Young adult pedestrian fatalities increased from six to seven and adult pedestrian fatalities from 29 to 39. Fatalities among pedestrians aged 60 or over decreased from 47 to 32. Although pedestrian fatalities tend to fluctuate from year to year because of their relatively small numbers, there has been a general downward trend, with numbers reducing by over 60% in the past 20 years. By the end of 2005 pedestrian fatalities were 34.6% below the 1994 to 1998 average.

There is a much clearer downward trend in recent years for most age groups of

Table 2c Casualties in Greater London 2005 tabulated by casualty class and severity

Casualty class	Fatal	Serious	Slight	Total
Driver/rider	97	1,809	17,171	19,077
Passenger	28	492	6,210	6,730
Pedestrian	89	1,135	4,799	6,023
Total casualties	**214**	**3,436**	**28,180**	**31,830**

pedestrian casualties when fatal and serious casualties are combined. Compared with five years ago in 2000, fatal and serious pedestrian casualties had fallen by 34.5% by 2005. Child pedestrian fatal and serious casualties decreased by 47.9% in the same five year period, and young adults by 20.6%. Adult pedestrian fatal and serious casualties decreased by 30.5% and those aged 60 or over decreased by 41.4%. Pedestrian fatal and serious casualties of unknown age decreased by 2.7%. By the end of 2005 pedestrian fatal and serious casualties were at a level 42.7% below the 1994 to 1998 average (the base period for the current casualty reduction targets).

With regard to pedestrian casualties by gender in 2005, 57.3% were males and 42.6% females. For pedestrian fatal casualties the equivalent figures were 51.7% for males and 48.3% for females.

16.2% of pedestrians were injured when crossing a road at a formal crossing point, i.e. zebra, pelican or other signal controlled crossing. A further 13.6% were injured when crossing the road within 50 metres of a crossing. However, most (62.3%) 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 7.9% of cases the pedestrian's location was unknown.

The vast majority of pedestrians injured (68.1%) were hit by cars. 9.5% were hit by powered two-wheelers, 9.3% by buses or coaches, 7.2% by goods vehicles, 3.2% by taxis and 1.1% by pedal cycles.

Considering areas of London, 51.3% of pedestrian casualties occurred in inner London and 48.7% in outer London. Compared with 2004, pedestrian casualties

Table 2d Casualties in Greater London in 2005 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	1,383	1,040	2,488	689	423	3,454	2,569	6,023
Pedal cyclists	283	426	1,860	88	238	2,277	618	2,895
Powered two-wheelers	56	1,320	3,439	69	258	4,603	539	5,142
Car occupants	727	3,083	8,618	1,071	1,280	7,908	6,871	14,779
Taxi occupants	1	23	240	38	24	221	105	326
Bus or coach occupants	143	120	709	629	233	625	1,209	1,834
Goods vehicle occupants	12	76	442	28	46	541	63	604
Other vehicle occupants	14	20	121	19	53	174	53	227
Total casualties	**2,619**	**6,108**	**17,917**	**2,631**	**2,555**	**19,803**	**12,027**	**31,830**
% of total	**8.2%**	**19.2%**	**56.3%**	**8.3%**	**8.0%**	**62.2%**	**37.8%**	**100.0%**

showed a decrease of 3.3% in inner London and of 7.8% in outer London.

2.4 Pedal cyclist casualties

Pedal cyclist casualties decreased by 2.2% in 2005, following reductions of 3.1% in 2004, 0.2% in 2003, and 7.8% in 2002. Prior to 2000, pedal cyclist casualties had remained at a fairly constant level throughout most of the 1990s. There were 2,895 pedal cyclist casualties which accounted for 9.1% of total casualties, a little higher than the previous year's proportion of 8.6%.

With regard to the severity of injury, there were 21 pedal cyclist fatalities in 2005, an increase of 162.5% from eight in 2004, which was the lowest recorded annual figure for Greater London. Because of the small numbers involved, pedal cyclist fatalities often fluctuate considerably from year to year, ranging from eight to 21 over the last five years. Serious injuries increased by 5.7% to 351, while slight injuries decreased by 3.7% to 2,523.

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. In 2005 the child fatal and serious casualties, at 34, were 69.3% below the 1994 to 1998 average, and the young adult figure, at 52, were 52% below the 1994 to 1998 average. 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, and in 2005 were only 17.0% below the 1994 to 1998 average. By the end of 2005 all pedal cycle fatal and serious casualties were 34.4% below the 1994 to 1998 average.

In 2005, where the age of the casualty was known, child pedal cyclist casualties (under 16 years) decreased by 28.0%, young adult pedal cyclist casualties (16 to 24 years) increased by 1.2%, adult pedal cyclist casualties (25 to 59 years) decreased by 0.9% and injuries to pedal cyclists aged 60 or over increased by 3.5%. Pedal cyclist casualties where the age was unknown increased by 29.3%.

Considering areas of London, 63.2% of pedal cycle casualties occurred in inner London and 36.8% in outer London. Compared with 2004, pedal cyclist casualties increased by 0.2% in inner London, and decreased by 6.0% in outer London.

2.5 Powered two-wheeler casualties

There were 5,142 powered two-wheeler casualties in 2005, which accounted for 16.2% of all casualties, up from 16.1% in 2004. Compared with 2004, powered two-wheeler rider and passenger casualties showed a decrease of 7.5%. The decrease is welcome since it continues a downward trend evident since 2002 (down 11.1% in 2002, 8.1% in 2003, and 14.1% in 2004). Previously there had been an upward trend evident since 1995, and between 1996 and 2001 substantial annual increases ranging between 3% and 10% had been recorded. Between 1982 and 1995 there had been a

steady reduction in casualties, (apart from one year, 1989).

The decrease in 2005 means that by the end of 2005 the higher severity powered two-wheeler casualties (fatal and serious combined) were 9.4% below the 1994 to 1998 average.

A comparison of the average number of licensed vehicles in 1994-8 with the number in 2005 (i.e. on the same basis as the casualty target monitoring) shows that whilst there has been a 61% increase in vehicles licensed, there has been a decrease in powered two wheeler fatal and serious combined casualties of 9%.

In 2005, powered two-wheeler fatalities decreased by 6.4% from 47 to 44, serious injuries decreased by 5.5% from 848 to 801 and slight injuries decreased by 7.8% to 4,297.

With regard to areas of London, 55.5% of powered two-wheeler casualties occurred in the 13 inner London boroughs and 44.5% in the 20 outer London boroughs. Compared with 2004, powered two-wheeler casualties decreased by 8.0% in inner London and by 6.8% in outer London.

2.6 Car occupant casualties

Car occupants form by far the largest group of road user casualties. In 2005 there were 14,779 injuries to car occupants, which amounts to nearly half (46.4%) of all casualties, almost identical to the 46.8% proportion recorded in 2004. Casualty numbers in this category decreased by 8.6% compared with 2004.

Regarding severity of casualty, fatalities increased by 1.9% from 53 in 2004 to 54 in 2005. Serious casualties decreased by 24.5% to 935, and slight casualties decreased by 7.3% to 13,790. Over a period of ten years the trend for all car occupant casualties was relatively flat until 2000, but from 2001 there has been a downward trend.

For the higher severity casualties (fatal and serious combined) over the same period there was an increase between 1996 and 1997 but since then there has been a generally downward trend, with decreases each year except in 2000. The decrease in 2005 was 23.5% which means that by the end of 2005, the higher severity car occupant casualties (fatal and serious combined) were 61.5% below the 1994-98 average.

Over two thirds (72.9%) of all car casualties occurred in outer London, and 27.1% occurred in inner London. Casualties in inner London decreased by 12.4% and in outer London by 7.1%.

Seat belt fitting and usage were recorded for 24.8% of car driver casualties. Where seat belt fitting/usage was reported, 91.6% of driver casualties were wearing a seat belt, while 4.9% had a seat belt fitted but not worn. Only 3.5% were in a vehicle with a driver's seat belt not fitted.

Seat belt fitting and usage were recorded for 28.1% of front seat car passenger casualties. Where seat belt fitting/usage was reported, 91.5% of front seat car passenger casualties were wearing a seat belt, while 6.7% had a seat belt fitted but not worn.

Only 1.8% were in a vehicle with a front seat belt not fitted.

Rates of usage of rear seat belts remain lower. Since September 1989, if seat belts or child restraints are fitted in the rear of a car, it is the legal responsibility of the driver to ensure that children under 14 years wear them. From July 1991, it has also been the legal requirement for adults to wear a rear seat belt if fitted. However, during 2005, out of the 28.5% of rear seat car passenger casualties where use/fitting of a belt was recorded, 74.7% of passengers were using a belt, 19.5% had a belt fitted but not worn, and 5.8% did not have a belt fitted. The proportion of rear seat casualties recorded as wearing a belt has increased from 70.4% in 2004.

2.7 Taxi casualties

In 2005 there were 326 taxi driver or passenger casualties, which is an increase of 7.2% compared with 2004. There were no fatalities, which compares with one in 2004. Serious injuries increased by 5.9% from 17 to 18 and slight injuries increased by 7.7% to 308. Taxi casualties accounted for 1.0% of all casualties in 2005, a slightly higher proportion than in the previous year.

2.8 Goods vehicle casualties

In 2005 there were 604 goods vehicle driver or passenger casualties, which is a decrease of 12.7% compared with 2004. Fatalities decreased by 88.9% from nine to one, serious injuries fell by 15.0% to 51 and slight injuries by 11.4% to 552. Goods vehicle casualties accounted for 1.9% of all casualties in 2005, which is a slightly lower proportion than was recorded in the previous year.

2.9 Bus or coach casualties

There were 1,834 driver and passenger casualties injured on buses or coaches during 2005, accounting for 5.8% of all casualties, a slightly smaller proportion than in 2004. Fatalities fell from four to three, serious injuries decreased by 34.0% to 126, while slight injuries decreased by 17.2% to 1,705. Overall, casualties decreased by 18.6% in 2005.

Of the 1,714 bus or coach passengers injured during 2005, 41.3% were standing in the vehicle, 39.9% were seated, 8.9% were alighting and 9.8% were boarding the vehicle.

2.10 Casualties by gender

There are considerable differences in the distribution of casualties when the gender of the casualty is taken into account. In 2005, males accounted for 62.2% of all casualties with females comprising 37.8%. These proportions are identical to those of the previous year, and similar to those of the past few years, although over a period of ten years the ratio of male to female casualties has risen. This reflects a greater downward trend in the number of female casualties over the period compared with that for males. Between 1996 and 2005 male casualties decreased by 27.7% and female casualties by 34.0%.

With regard to the casualty class, in 2005 males formed a majority of both the driver and pedestrian casualty categories with

71.7% and 57.3% respectively, while females made up 60.4% of all passenger casualties.

Looking at the mode of travel associated with casualties in 2005, 78.7% of pedal cyclist casualties and 89.5% of powered two-wheeler casualties were male. For car drivers, 58.4% of casualties were male, but for car passengers 58.0% were female. Females accounted for 65.9% of bus or coach casualties, which probably highlights the greater dependence women have on public transport. Males accounted for 89.6% of all goods vehicle occupant casualties.

2.11 Casualties by age group

This section considers casualties where the age of the casualty was known, which in 2005 was 92.0% of all casualties. Overall in 2005, children under 16 years accounted for 8.2% of all casualties, young adults between 16 and 24 years for 19.2%, adults between 25 and 59 years for 56.3%, and the older road user aged 60 or over for 8.3%. This distribution of casualties by age group is similar to that recorded in 2004.

In 2005, there were 2,619 child casualties of which 52.8% were pedestrians, 27.8% were car occupants and 10.8% were pedal cyclists. Children made up 23.0% of all pedestrian casualties, 9.8% of all pedal cycle casualties and 4.9% of all car occupant casualties. 23.1% of child casualties were injured on a journey to or from school, which is slightly higher than the proportion recorded in 2004 (21.5%).

Compared with 2004, child casualties in 2005 decreased by 14.2%, following decreases of 8.4% in 2004, and 10.8% in 2003. Higher severity child casualties (fatal and serious combined) fell by 27.1% from 487 in 2004 to 355. This means that by the end of 2005 these higher severity casualties were 62.0% 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. Because this target has already been met it has been increased in London to a 60% reduction (see section 1.1). The trend for these higher severity child casualties shows a steady decline in the early 1990s, but between 1993 and 1998 they remained at about the same level, followed by decreases in each of the past seven years.

There were varying changes within the different modes of travel available to children. Child pedestrian casualties decreased by 8.2%, pedal cyclist casualties decreased by 28.0%, car occupant casualties decreased by 16.4% and bus and coach passenger casualties decreased by 11.7%.

In 2005, there were 6,108 young adult casualties (16 to 24 years), a decrease of 9.3% compared with 2004. 50.5% of these were car occupants, 21.6% were powered two-wheeler riders, 17.0% were pedestrians and 7.0% were pedal cyclists. Young adults in this age group accounted for 20.9% of all car occupant casualties, 25.7% of powered two-wheeler casualties, 17.3% of pedestrian casualties and 14.7% of pedal cycle casualties.

Compared with 2004, young adult pedestrian casualties decreased by 4.7%,

powered two-wheeler casualties by 7.8%, and car occupant casualties by 11.7%. Young adult pedal cycle casualties increased by 1.2%.

During 2005, there were 17,917 adult casualties (25 to 59 years), which is a decrease of 7.8% compared with 2004. Adult casualties accounted for 56.3% of all casualties. Just under half of these (48.1%) were car occupants, 19.2% were powered two-wheeler casualties, 13.9% were pedestrians and 10.4% were pedal cyclists. Adults in this age group accounted for 58.3% of all car occupant casualties, 66.9% of powered two-wheeler casualties, 41.3% of pedestrian casualties and 64.2% of pedal cycle casualties.

Compared with 2004, adult pedestrian casualties decreased by 3.9%, pedal cycle casualties by 0.9%, powered two-wheeler casualties by 8.2% and car occupant casualties by 9.1%. Adult goods vehicle occupant casualties decreased by 10.9%, and bus and coach occupant casualties by 20.5%, whereas taxi occupant casualties increased by 10.6%.

During 2005, 2,631 casualties were older road users aged 60 years or over, accounting for 8.3% of all casualties. Of these the largest numbers were car occupants (40.7%), pedestrians (26.2%), and bus or coach occupants (23.9%). Overall there was a decrease of 10.9% in casualty numbers in the older road user age group compared with 2004. Of the main casualty classes there was a decrease of 12.6% in pedestrian casualties, 3.1% in car casualties, and 20.8% in bus or coach casualties.

2.12 Vehicles involved in collisions

In 2005, a total of 48,250 vehicles were involved in the 26,742 personal injury collisions within the Greater London area. This represents a decrease of 3.3% compared with 2004. There were decreases in involvement in collisions for cars, by 3.1%, powered two wheelers by 8.1%, pedal cycles by 1.4%, buses or coaches by 10.2% and other vehicles by 11.8%. Taxi involvement in collisions increased by 22.5% and goods vehicle involvement by 5.9%.

Cars accounted for 66.9% of all vehicles involved in collisions, followed by powered two-wheelers (11.7%), goods vehicles (6.8%), pedal cycles (6.2%), buses or coaches (5.6%), taxis (1.7%) and other vehicles (1.2%).

Considering the age profile of vehicle drivers or riders involved in collisions in 2005, 1.2% were under 17 years, 12.9% were between 17 and 24 years, 22.3% were between 25 and 34 years, 38.3% between 35 and 64 years, and 3.2% aged 65 years or over. In addition, 22.1% of drivers were of unknown age.

Compared with 2004, there were differences in the changes between the age groups of vehicle drivers or riders involved in collisions in 2005. Young drivers under 17 involved in collisions decreased by 26.8%, those between 17 and 24 years by 8.6% and those between 25 and 34 years by 8.6%. Drivers between 35 and 64 years decreased by 6.4% and those 65 years and over by 1.5%.

The number of drivers involved in personal injury collisions and providing a positive breath test decreased from 620 in 2004 to

349 in 2005, down 43.7%. The number tested and providing a negative test decreased from 18,335 to 17,137, down 6.5%. The percentage of those tested, who provided a positive test, fell from 3.3% in 2004 to 2.0% in 2005. However, this data will underestimate the involvement of alcohol in collisions as there will have been collisions where it was not possible to conduct a breath test for medical reasons, and also a relatively large number of cases where the collision details were reported to the police at a police station, i.e. subsequent to the collision, so that a breath test would not have been conducted.

3

Casualty and collision costs

3.1 DfT collision costs

Table 3a shows the road collision costs by severity and road type for all hours of the day, as published by the DfT in *Highways Economics Note No. 1 (December 2005).* These collision costs are based on the following average costs per casualty at June 2004 prices:

Fatality	£1,384,463
Serious casualty	£155,563
Slight casualty	£11,991
Average, all casualties	£43,649

To convert June 2004 to June 2005 prices, the Department suggests that these costs should be multiplied by 1.0433. This is the current estimate of the increase in Gross Domestic Product per capita between 2004 and 2005. When assessing the potential savings from engineering remedial measures or other road safety schemes, it is normal practice to use the average collision cost, which includes an allowance for *damage only collisions*, (which are not recorded as part of the *Stats 19* national reporting system).

3.2 The cost to London

If the average collision cost for urban roads from Table 3a (£75,680) and the June 2004 to June 2005 conversion factor (1.0433) are applied to the 26,742 reported personal injury collisions in the Greater London area during 2005, then the total cost to the community of all road collisions in Greater London is estimated to be just over £2.1 billion at June 2005 prices.

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

Table 3a Collision costs (£'s at June 2004 prices)

Type of collision	Urban roads	Rural roads	Motorways	All roads
Fatal	1,507,210	1,619,650	1,625,830	1,573,220
Serious	174,900	201,080	206,830	184,270
Slight	17,440	20,740	24,480	18,500
All injury collisions	48,300	102,260	68,840	62,200
Damage only collisions	1,550	2,290	2,200	1,650
Average collision cost per injury collision (including an allowance for damage-only collisions)	**75,680**	**120,090**	**85,540**	**86,810**

Source: DfT Highways Economics Note No. 1 December 2005 (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 2005

N.B. Although this section relates primarily to work undertaken during 2005, it also includes relevant information to July 2006.

4.1 Organisational changes for London Accident Analysis Unit (LAAU)

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

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

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

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

4.2 Work undertaken by LRSU in 2005

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 2005/6 were as follows:

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

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

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

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

4.4 Monthly supply of collision data to the London boroughs

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

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

Each collision is flagged with the relevant node, link or cell network information, which is used extensively in data retrieval and ranking collision locations.

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

A quarterly liaison meeting is held with the MPS and DfT Statistics Division to discuss a range of issues including the delivery, content and quality of *Stats 19* data, and issues associated with the *Stats 19* five-yearly review, including the implementation of the new national system for recording contributory factors. It is primarily through this forum that borough concerns regarding aspects of the data are raised with the MPS, e.g. delivery times, accuracy of location information, and frequency of recording particular data fields such as *school attended* and *casualty age*. The reductions in collision numbers in 2004 and 2005 were also discussed at these meetings and verified through the process of investigation by the MPS that followed it.

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

One of the main services provided by LAAU to the London boroughs and colleagues in TfL, or their consultants, is a data retrieval service for collision data in a wide range of formats to best meet the user's needs.

The range of output reports included:

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

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

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

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

4.6 Monitoring of the new national and London casualty reduction targets

Towards the year 2010

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

The casualty reduction targets to be achieved by 2010 are:

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

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

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

and cycling, and recognises the recent increase in the use of powered two wheelers.

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

- pedestrians
- pedal cyclists
- powered two-wheeler users

to ensure that attention is focussed on these groups.

These targets have been achieved in London, apart from those for powered two wheelers, by 2004. The Mayor has therefore announced new lower targets in March 2006, to be achieved by 2010:

- a 50% reduction in the number of people killed or seriously injured
- a 50% reduction in the number of cyclists and pedestrians killed or seriously injured
- a 40% reduction in the number of powered two wheeler users killed or seriously injured (unchanged)
- a 60% reduction in the number of children killed or seriously injured
- a 25% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres

Issue 5 of *Towards the year 2010: monitoring casualties in Greater London* was published in July 2005 and Issue 6, containing data up to the end of 2005, was published in July 2006.

4.7 Road Safety Fact Sheets

During 2005 and 2006 (to July), the following LAAU Fact Sheets were produced:

- Topic 2005-1: Bus and coach casualties in Greater London *(February 2005)*
- Topic 2005-2: Pedal cyclist casualties in Greater London *(April 2005)*
- Topic 2005-3: Pedestrian casualties in Greater London *(July 2005)*
- Topic 2006-1: Hit and run collisions in Greater London *(April 2006)*

In addition, the series of quarterly summary Fact Sheets was continued with the following published to July 2006:

- Casualties in Greater London during the first nine months of 2004 *(January 2005)*
- Casualties in Greater London during 2004 *(May 2005)*
- Casualties in Greater London during the first three months of 2005 *(September 2005)*
- Casualties in Greater London during the first six months of 2005 *(January 2006)*
- Casualties in Greater London during the first nine months of 2005 *(April 2006)*
- Casualties in Greater London during 2005 *(May 2006)*

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.

In addition copies of LRSU published reports are available for download at:

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

4.8 LRSU representation on external organisations

The LRSU was represented on a number of

external organisations and committees associated with road safety and collision/casualty data issues during 2005/2006 including:

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

4.9 Road safety engineering projects

The LAAU provides advice and guidance on road safety engineering, road safety audit and other related work primarily to TfL Streets, but also to the London boroughs.

This can include:

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

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

These were generally carried out in accordance with TfL's safety audit procedure (http://www.tfl.gov.uk/streets/roadsafety-reports.shtml).
The team can also use an authority's own procedure if required.

4.10 Funding of safety schemes

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

Funding is also available to support education, training and publicity programmes. These initiatives deal with local problems and are part of the Borough's

Safety Plan. Programmes with a long-term benefit, such as school programmes, are encouraged. Joint bids are considered where boroughs can work together to achieve a common goal.

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

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

Further information on these courses is available on the TMS Consultancy website:
www.tmsconsultancy.co.uk/training/panlondon.shtml
Details of the modules and booking forms are also available.

4.11 Road safety education, training and campaigns

In August 2001 the Road Safety Education Manager was appointed in TfL to develop the campaign, training and education section. As the work of the Road Safety Education Unit expanded an additional Road Safety Officer was appointed in early 2002 and a further two in August 2003. As of October 2005 two additional Road Safety Assistants and an Administration Assistant joined the team bringing it up to seven in number.

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

Ongoing areas of work include:

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

Major road safety education initiatives from January 2005 to date are set out below:

- A ‘Walking Bus’ road safety training video was launched across London and

received an excellent response from all boroughs *(January 2005)*

- TfL in conjunction with its BikeSafe London partners, the Metropolitan Police Service and the City of London Police, took a stand at the Motor Cycle News (MCN) London Motorcycle Show at Alexandra Palace, for ten days promoting powered two wheeler safety and awareness. *(January/February 2005)*
- The year's RoSPA Congress was held at Brighton. The theme of the conference was 'Driving deaths down'. *(March 2005)*
- A new advertisement aimed at teenagers was filmed. The video forms part of TfL's 'Don't Die Before You've Lived' campaign. This started with the 'Sarah Rivers' cinema/television advertisement and radio advertisements and continued with this male version, entitled 'Blockbuster'. The storyline showed Scott Smith in his dream of becoming a Hollywood action hero. Sadly it was all a dream because Scott was knocked down and killed by a car on a London street when he was a schoolboy. The advertisement was launched with a four-week run on television, and met with an excellent initial response, generating much extra publicity in the media. *(March/April 2005)*
- A new Children's Traffic Club road safety educational resource was sent to all nurseries and playgroups across London featuring puppets, stencils and mobiles. A new Early Steps pack educational resource was also sent to 96 Sure Start areas where there are high levels of deprivation and high casualty rates. Enrolment of three year olds into the club increased and membership reached 45,000. *(March 2005)*
- In-car safety training for Road Safety Officers, Police and Garage Engineers took place at Olympia. Feedback from the road safety stakeholders was excellent. *(March 2005)*
- TfL organised two training days for Road Safety Officers, Police Officers and other interested professionals on the subject of Drugs and Driving. Drugs Education Training were engaged to facilitate the days where attendees learnt how recreational and prescribed drugs can affect the ability to drive. *(March/April 2005)*
- TfL and the BikeSafe London partnership were represented at the three-day National BikeSafe event held at Cheltenham Race course in Gloucestershire. *(April 2005)*
- Research was carried out at 22 School Crossing Patrol (SCP) sites for the 'Stop Means Stop' campaign. Research has established that there is a problem in London of drivers not behaving appropriately at SCP sites. Poor examples of driver behavior include failing to stop when requested, harassment and driving through whilst children are still crossing the road. *(April 2005)*
- TfL in partnership with Sainsbury's Supermarket chain launched a cycling and HGV campaign. The Campaign deals with the issue of the dangers posed to cyclists by HGV lorries turning left. Many HGV drivers have no option on London's roads but to swing out to the right in order to be able to make the left turn. This can lead to cyclists thinking that the lorry is turning right and going up the inside and becoming trapped as the vehicle swings back to the left. The eye

catching yellow A3 sized posters are placed on the rear of Sainsbury's London based fleet of vehicles. The campaign and launch attracted much media interest and was the lead article on "London Tonight". (*June 2005*)

- TfL produced a Junior Road Safety Officer (JRSO) pack and school guide road safety educational resource, which is available to borough road safety officers (RSO's). The JRSO scheme is aimed at Key Stage 2 pupils. Two pupils in Years 5 or 6, 9 – 11 years of age are appointed JRSO's and it is their job to promote and raise awareness of road safety issues to their school community and parents. The resource was launched in July 2005 and went live into schools in September. The resource has proven to be successful as has the website, www.tfl.gov.uk/juniorroadsafety where hits and downloads have come from across UK and some from around the world, including Spain, Poland, India and China. *(July 2005)*
- TfL Road Safety attended both the British Superbikes and the World Superbikes events held at Brands Hatch with the BikeSafe London stand. *(June/July 2005)*
- Several London boroughs requested TfL to attend their summer events to promote road safety, especially using The Children's Traffic Club and In Car Safety Training as a theme. Displays have been used in many London boroughs promoting these initiatives. *(Summer 2005)*
- The third year of 'The Price' road safety drama for Year 7 schoolchildren began. The production highlights the dangers that young people face on London's streets and engages the student's attention through humour and drama. The action culminates in one of the cast being killed in an incident that could so easily have been avoided. The Theatre In Education tour booked for the year was for a 29 week run. Each borough receives 10 performances that visit secondary schools. *(September 2005)*
- The Pan-London Road Safety Conference held at One Great George Street in Westminster took the theme of Alloys and Attitude and looked at young driver behaviour. The conference was over-subscribed, with 140 delegates comprising RSO's, Engineers and other stakeholders who heard speakers from the DfT, LRSU, RAC, Association of British Insurers and the Metropolitan Police. The LRSU ETP team launched its Pass Plus London (PPL) initiative. Extensive research revealed that young novice drivers in the 17 – 25 age range were over-represented in the casualty figures in their first two years of driving. In an effort to reduce this figure TfL's LRSU agreed to offer a £70 refund if these young drivers completed the Pass Plus programme. To qualify for the refund candidates *must* register with the PPL office *before* they start their sessions. They are required to take part in the evaluation of the initiative by completing three postal questionnaires. The first is sent out when they register for the scheme, the second 18 months after they have completed their sessions and the final one three years later. The candidates must be in the target age range, should have passed their car-driving test within the last 12 months and must live within a London borough.

(September 2006)

- The A – Z of Traffic Tales. This resource is aimed at Key Stage 1 pupils, 5 -7 years of age. The resource delivers road safety through the National Curriculum Literacy and Citizenship modules. The resource is based on the alphabet containing 26 short road safety stories. A launch for stakeholders took place in November 2005 and so far 3,300 sets of the resource pack Pan London have been sent to Infant and Primary schools, both state and independent. Excellent feedback has been received from schools and teachers. The resource is very successful and is regularly used in Literacy Hour. *(November 2005)*
- To support the A – Z of Traffic Tales resource, A – Z of Traffic Tales bookmarkers and parent advice cards were distributed to all schools that requested these. All children in Key Stage 1 and their parent/carer have received the bookmarkers and cards. *(January 2006)*
- In Car Safety Training (ICST). An ICST event was held over three days at the East Winter gardens, Canary Wharf. Stakeholders attended a one day training session which included both practical and theory aspects of ICST. Participants learnt about Child in Car legislation, suitability of seats and practical fitting of child seats. This is a very popular event with positive feedback from stakeholders and excellent evaluation, encouraging LRSU road safety education to continue to provide this valuable training event. *(January 2006)*
- The BikeSafe London partnership took a stand at the MCN London Motorcycle show at Alexandra Palace in January 2006 with an exhibit depicting the most common cause of PTW collisions in London, where the other vehicle turns right across the path of the PTW. *(January/February 2006)*
- TfL Road Safety attended the RoSPA Congress in Blackpool, the theme of which was The Road to Safer Behaviour. TfL provided an exhibition showcasing LRSU and road safety education work. *(March 2006)*
- The Children's Traffic Club (CTC); NHS, Local Authorities, Sure Starts and Early Years practitioners attended workshops run in Primary Care Trust (PCT) areas, enabling relationship building and a greater understanding of the need to obtain postcode breakdowns to monitor uptake of membership. *(February – May 2006)*
- An advertising campaign encouraging parents/carers to enrol their child into the Children's Traffic Club was carried out consisting of half page full colour adverts in local newspapers; bus shelter advertising within a 2km radius of Sure Start areas; and poster advertising at selected nurseries that carry parent source boards. A seventh book was introduced to the club. The book is a résumé of all the road safety messages from the six books that the children would have worked through with their parent/carer. *(April 2006)*
- LRSU organised a multi partnership Road User Education (RUE) conference "Proud to be Involved" which brought together Police forces, Youth Offending Teams, Road Safety Officers and Safer Neighbourhood Teams, to promote best practice and establish the way forward for educating young road users. *(May*

2006)

- The BikeSafe London (BSL) partnership launched ScooterSafe-London (SSL). Based on the successful BSL model this project aims to advise and educate the riders of small capacity powered two wheelers when riding in the urban environment. SSL will also tackle the issue of antisocial scooter use. *(May 2006)*
- Filming took place for a new PTW advert in April and May which addresses the issue of PTW riders losing control for no apparent reason, which accounts for around 11% of all PTW casualties. *(May 2006)*
- Street Safe Live Show. A show was held to reward all the JRSO's in London for their excellent work in helping to promote road safety and assisting in the contribution of the reduction of child casualties in London. The show called Street Safe Live, (see website www.tfl.gov.uk/streetsafelive) was totally child focused and was presented by popular children's television presenters. The show included quizzes, Theatre-in-education, Reflective Clothing Fashion Show, Speciality Football Competition and Competition Winners. A film featuring JRSO's from three London Borough's was shown to the audience. The boroughs were Tower Hamlets, Waltham Forest and Bexley. The aim of the film was to demonstrate the sharing of good practice. There was a VIP lounge where stakeholders were invited to attend. Within this area LRSU road safety education displayed the history of projects and campaigns past and present. Stakeholders learned of the achievements of LRSU with child casualty reduction in London and then had the opportunity of viewing the show. Prior to the show a competition was held where 21 schools took part, submitting up to 10 entries per school. The competition entries will be used for future JRSO resources. *(June 2006)*
- Word on the Street Newsletter (WOS), a quarterly newsletter, was produced by LRSU road safety education and sent to all stakeholders including Local Authorities, NHS/PCT's, Sure Starts, Police, and Pre-School Alliance etc. WOS informs stakeholders of current initiatives that are taking place, as well as giving borough road safety units the opportunity of sharing good practice with colleagues. *(Started September 2004 and on-going)*

4.12 London Safety Camera Partnership

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

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

- to reduce the number of people killed or seriously injured on London's roads in line with the reductions achieved by the pilot areas. These eight areas have

achieved a 35% reduction in ksi's at camera locations.
- management of London's existing network of safety cameras
- the introduction of new sites where appropriate
- to support the Partnership's enforcement strategy with educational campaigns.

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

Static speed cameras:
- at least three or more people killed or seriously injured in three years at that site. However, given the number of potential sites with four or more ksis in London, the LSCP is currently prioritising these collision hotspots.
- 85 percentile speed should be at or above the Association of Chief Police Officers' (ACPO) recommended threshold for enforcement (currently 10% +2mph) above the speed limit.
- the site must pass a Health and Safety audit by traffic police officers.

Red light cameras:
- at least one or more people killed or seriously injured in three years at that site due to red light running.

To achieve the objectives, the LSCP adopts an intelligence-led approach to ensure camera enforcement activity is efficiently targeted for maximum results. Each year the LSCP assesses collision data ranging over the latest 36 months across London. Some of these will be static camera sites and others will utilise mobile equipment.

In 2006, the LSCP has introduced digital speed cameras at a number of sites. Some digitals have replaced the familiar Gatso cameras, others have been installed at junctions where there has not previously been a camera. Images from digital cameras can be retrieved automatically, direct from the site over a broadband line, and can be stored ready for viewing at any time, without the need for film processing. The digital equipment can be accessed at any time and, because it does not require film, it does not need to be visited by staff. The Partnership is continuing to work in consultation with the various highway authorities to determine new locations for digital safety cameras.

In addition to enforcement, educating and informing road users on the role of safety cameras is an essential part of the Partnership's work. By communicating the benefits of safety cameras through a host of activities and campaigns the LSCP aims to raise awareness, improve driver behaviour and increase public support with the ultimate objective of reducing fatalities and injuries.

As part of the educational programme, the LSCP is launching a speed awareness course later this year. The objective of speed awareness training is to reduce casualties by educating rather than prosecuting speed offenders who may have had a lapse in attention or made a mistake rather than deliberately breaking the law. The course may be offered to drivers who exceed the speed limit by a marginal amount.

Recent research highlights that cameras installed by the Partnership under the new criteria have achieved more than a 50% reduction in ksi's, though it must be borne in mind this is not comparing a 36 month before and after period.

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

4.13 Road safety research projects

The LAAU conducts and commissions road safety research, contributing to a body of evidence which can help London road safety practitioners to make informed decisions.

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

- a scoping study into the technical feasibility of intelligent speed adaptation infrastructure for London;
- a study investigating pedestrian safety and behaviour at Puffin crossings;
- a survey of the characteristics, riding habits and reported collision involvement of London motorcycle riders;
- a study investigating road user behaviour at advanced stop lines for pedal cycles.

Other major projects, currently ongoing, include:

- a large scale and systematic study investigating the effect of side raised entry treatments on collision levels on the TLRN and on Borough roads;
- an evaluation of safety cameras using wireless technology in a 20mph zone;
- a research project investigating the link between deprivation and road traffic injury risk in London;
- a replication of previous studies matching hospital and police records, using 2004 data for inner and outer London;
- a study linking child casualty data with data from the school census data to identify risk and protective factors for children on the school journey.

Reports on completed projects are available on the TfL website:
www.tfl.gov.uk/streets/roadsafety-reports.shtml
To contact the LRSU research team:
Claudia Farley, Telephone 0207 027 9095,
RSResearch@tfl.gov.uk

5

ACCSTATS system developments in 2005 and 2006

5.1 Background

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

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

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

5.2 ACCSTATS User Group

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

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

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

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

Surface Information Management (IM) Division and considers more technical issues, which are reported back to the full ACCSTATS User Group. During 2004 and 2005 the Working Group was involved in work associated with the rewrite of the ACCSTATS system, and helping with testing parts of the new system and in the future the focus of the working group is likely to be the development of an internet GIS solution. Some very limited preliminary work has already begun on this.

5.3 Traffic Accident Diary System

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

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

5.4 ACCSTATS system developments

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

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

Shortly after, an Oracle consultant was commissioned by TfL Street Management IS/IT to undertake the bulk of the rewrite work which was project managed by TfL IM Division.

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

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

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

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

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

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

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

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

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

Developments completed to date include:

- new formats for report output (e.g. .csv, .txt);
- new casuality based TADS reports;
- upgrading of the system to incorporate new 2005 *Stats 19* variables, including the new national system for recording contributory factors.

The upgrading detailed in the final bullet point above illustrates the maturity of the system as considerable work was done in the spring of 2005 to alter the system to accommodate the new *Stats19* dataset. This work was completed without major incident and the system now holds pre-2005 data along side a complete year (at the time of writing) of post January 2005 data. The new data has meant some changes in working practices to retrieve information (particularly regarding the contributory factors) but the system accommodates this extremely well. Further information on the *Stats 19* changes can be found in section 5.10.

There have been continuing problems with the deployment of the Oracle Discoverer tool to allow 'ad hoc' queries of the data by external users via the internet. These problems centre on the required level of security of the system and the path of data as it passes from the system to the internet. A workable fix was identified and deployed but it had the unforeseen consequence of exploiting a known bug in Internet Explorer in around half of the boroughs which use ACCSTATS. This caused the application to exit and reports could only be retrieved by using the 'display previous reports' function. The fix was subsequently withdrawn.

Substantial work has been done on addressing this problem but it is proving challenging to resolve. The successful resolution of this issue is being given the highest priority.

5.5 Access and security

Internal TfL colleagues access the system via a client server with a local install on their desktop machines.

Access to the new system for external users in the London boroughs and the police is via a secure web site. TfL IM issues a security key fob to registered users that generates a new password for each session. Initially, boroughs have been permitted up to three user IDs (including their consultants) but this has now been increased to five users per borough.

In the past year considerable work has also been done on understanding how best to ensure external connections to ACCSTATS give the best performance. Work done has included increasing the size of the internet connection by five times and new, more specific technical guidance is now given to boroughs regarding what they will need to use.

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

5.6 ACCSTATS user documentation

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

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

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

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

5.7 ACCSTATS training

Training began during the summer of 2003. TfL 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 them to generate their own customised queries and reports, and generate extracts of data for export into spreadsheets or other third party analysis software.

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

The main training consists of two one-day courses, firstly the main Oracle Forms on-line system, and secondly, Oracle Discoverer. A new training room in Parnell House is being set up and this has slowed the progress of training in recent months but once this room is fully operational a more regular training schedule will commence.

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

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

Requests for ACCSTATS training should be made to LAAU on 020 7027 9105, 020 7027 9332 or 020 7027 9152. Training is run on a 'critical number' basis where as soon as there are enough candidates to form a reasonable sized group a training session will be organised.

5.8 Distribution of standard monthly tables and listings

Following the implementation of the new system, LAAU continues to offer the output of standard monthly reports or data extract files to meet the needs of the individual borough contacts. Any borough users wishing to change the medium in which they receive standard monthly listings or review which listings or extract files that they receive, should contact LAAU on 020 7027 9332.

5.9 ACCSTATS online News

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

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

As mentioned in section 5.4 the changes resulting from the DfT's *Stats 19* data review were effective from January 2005. They were incorporated into the ACCSTATS system and constituted the launch of ACCSTATS v2.0 in May 2005, and so have

been operational for over a year at the time of writing.

The major change in this review was the implementation of a national contributory factor system. This national system differed significantly from the previous London system. In the 'old' London system each collision was assigned a single factor which was considered to have been the major causation factor. In addition each vehicle and pedestrian casualty was assigned a contributory factor.

In the 2005 national system there is a matrix of up to six contributory factors per collision, each with an assigned probability of either 'very likely' or 'possible'. The factors can be assigned to one or more participants, namely a vehicle, a casualty, or an uninjured pedestrian. This means that one participant could have up to six factors, or multiple participants could have one or more factors each. Note that not all participants need have a contributory factor assigned to them, and there is no longer a single overriding collision contributory factor. It is also important to bear in mind that the contributory factors reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.

In addition, as well as several minor changes to coding lists for some variables, other agreed changes were implemented as follows:

- a new journey purpose variable for vehicle driver/riders;
- a new variable recording pedestrians injured in the course of 'on the road' work;
- a new variable recording information about foreign registered vehicles;
- modifications to the list of vehicle types, including new categories for Motorcycles as follows:
  - Motorcycle 50cc and under
  - Motorcycle over 50cc and up to 125cc
  - Motorcycle over 125cc and up to 500cc
  - Motorcycle over 500cc

  Previously there had been only three categories, namely:
  - Moped
  - Motor cycle up to 125cc
  - Motor cycle over 125cc

- In addition the existing Taxi category was amended to Taxi/Private hire car, although TfL and the MPS wished to see this item split into the two components. Later, it was agreed at a regular liaison meeting with the MPS that the variable Taxi/Private hire should be split into the following categories and ACCSTATS has been modified to hold this information from January 2005:
- Taxi
- Private hire (licensed)
- Private hire (unlicensed)

Figure 2.1a: Casualties in Greater London by mode of travel 2005

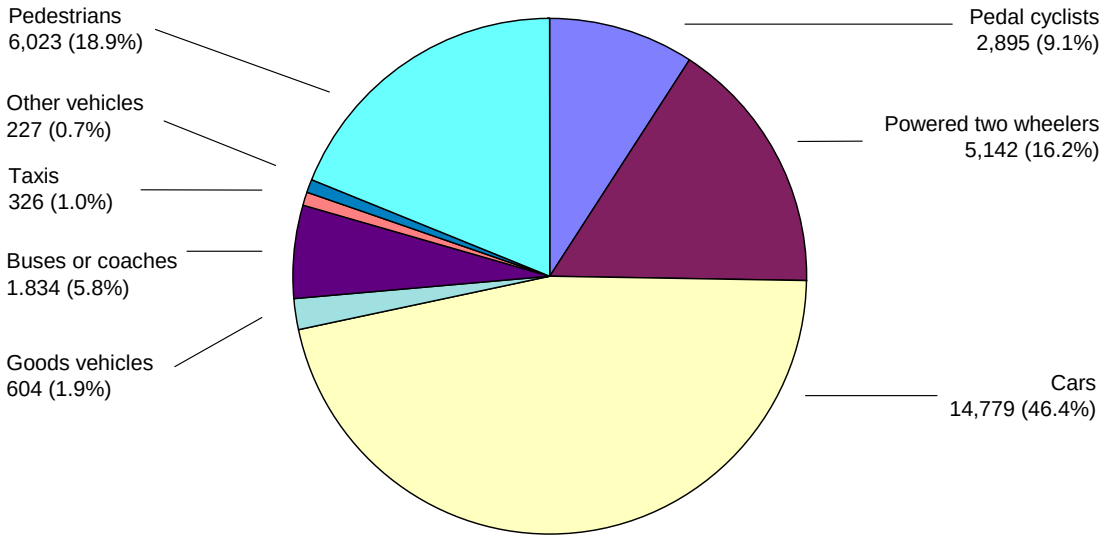


Figure 2.1b: Pedestrian casualties in Greater London by associated vehicle type 2005

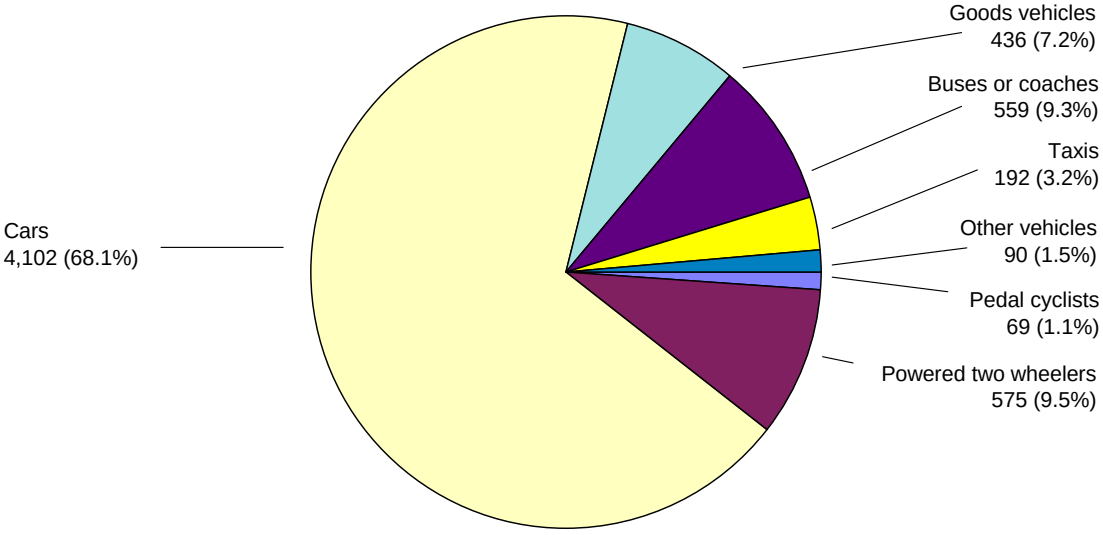


Figure 2.2: Total casualties in Greater London 1996-2005

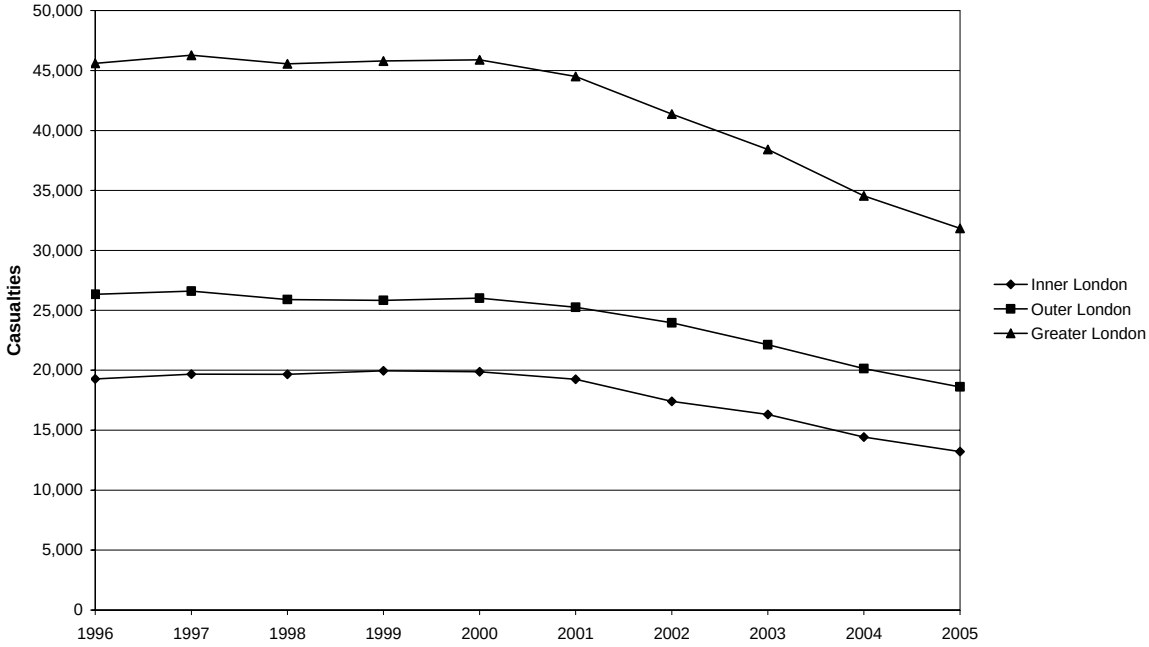


Figure 2.3: Killed and seriously injured casualties in Greater London 1996-2005

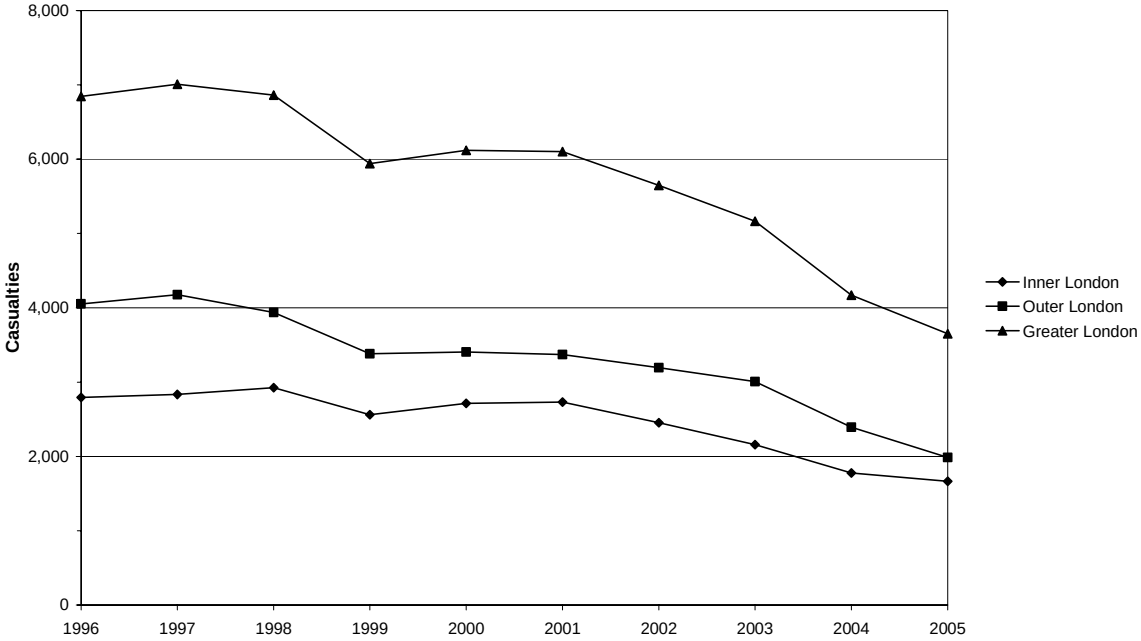


Figure 2.4: Pedestrian casualties in Greater London 1996-2005

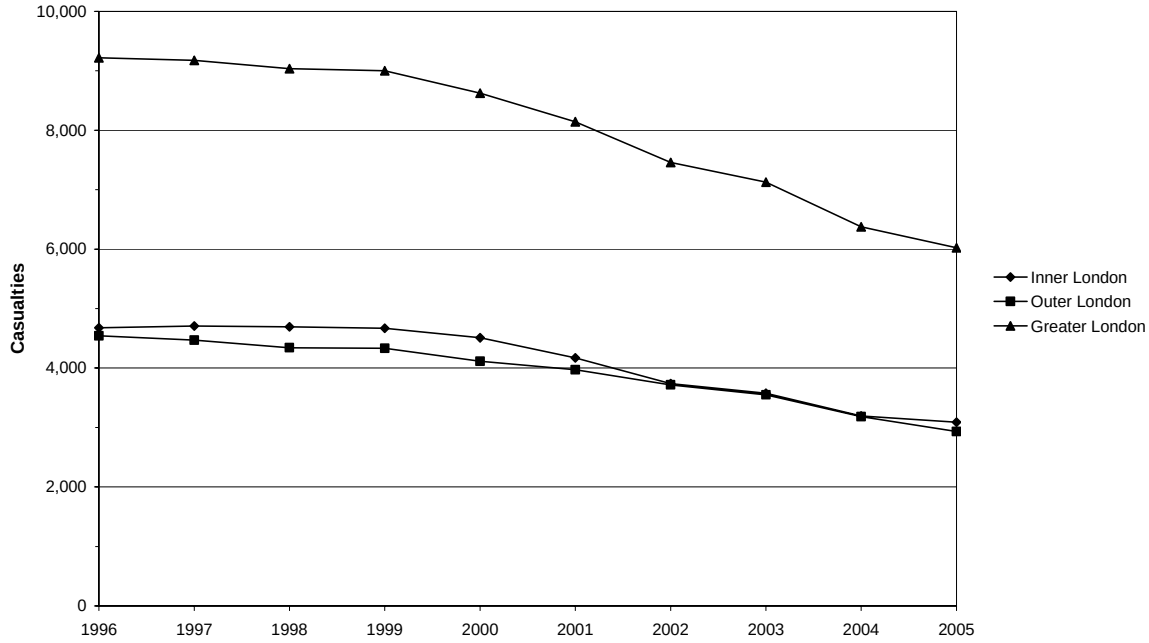


Figure 2.5: Pedal cyclist casualties in Greater London 1996-2005

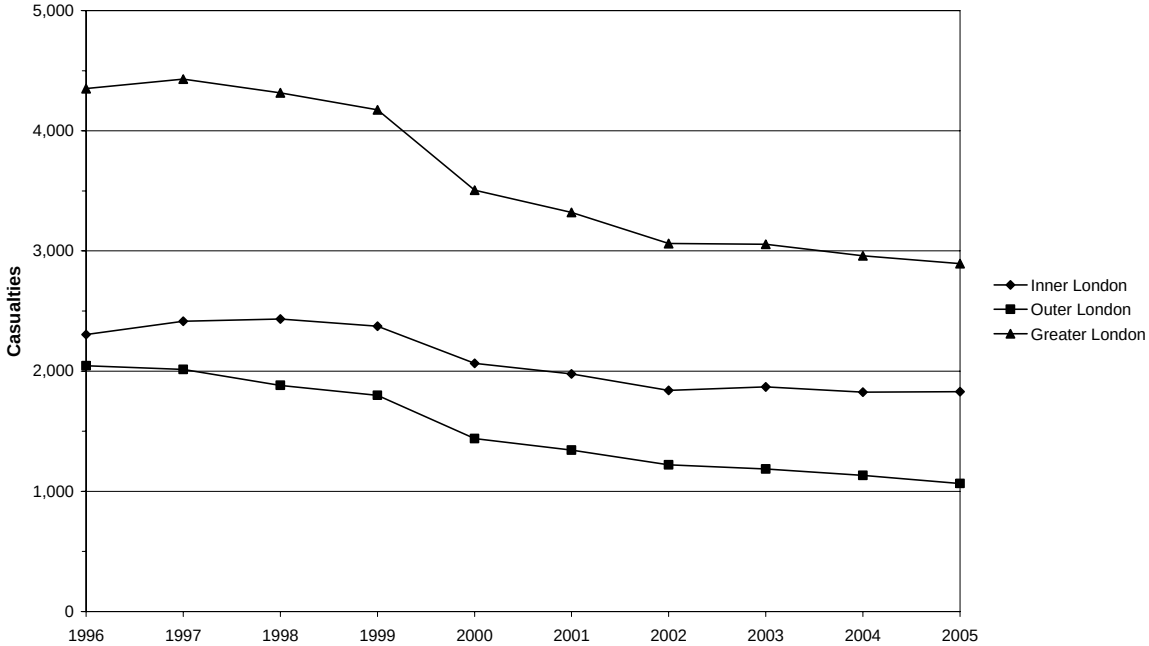


Figure 2.6: Powered two wheeler casualties in Greater London 1996-2005

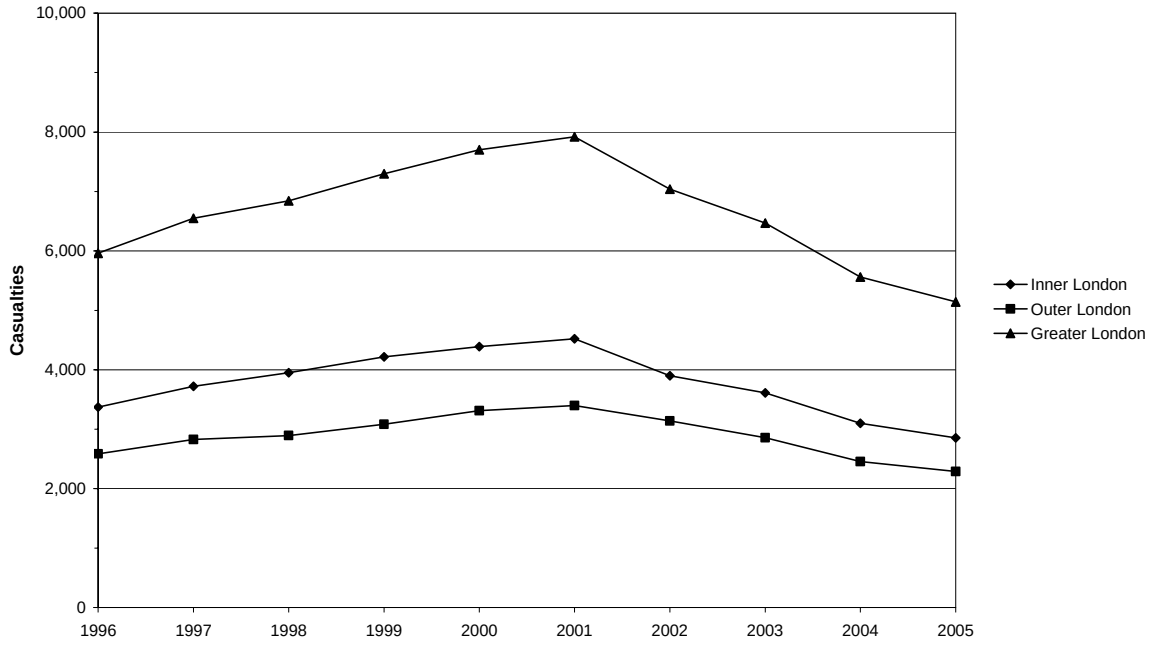


Figure 2.7: Car casualties in Greater London 1996-2005

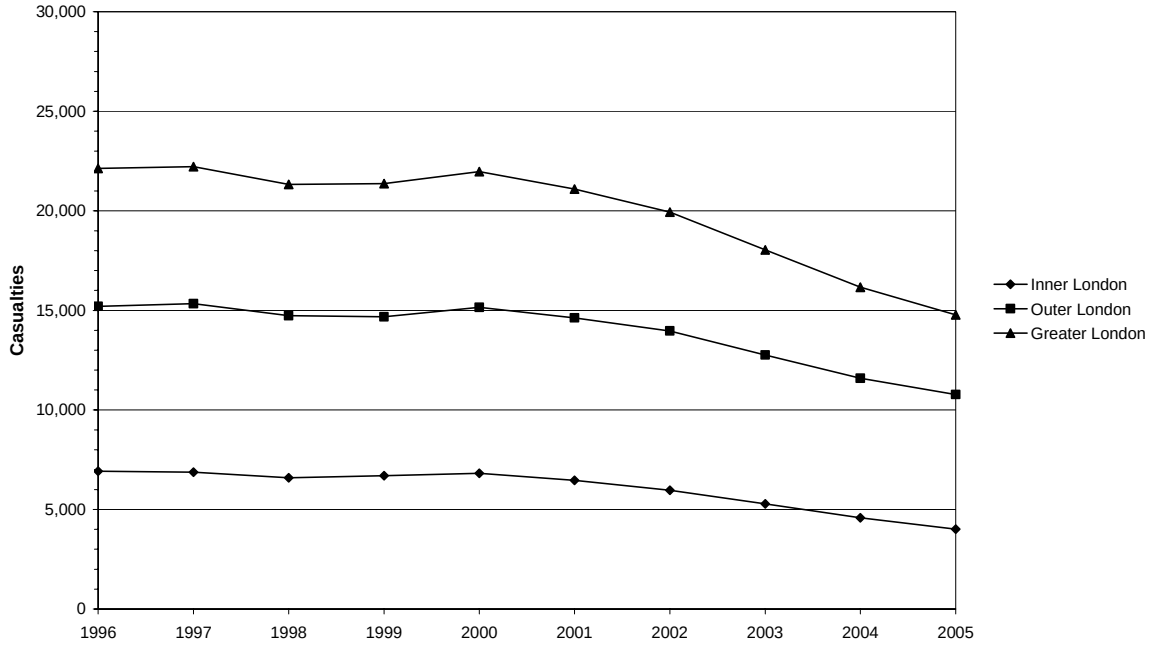
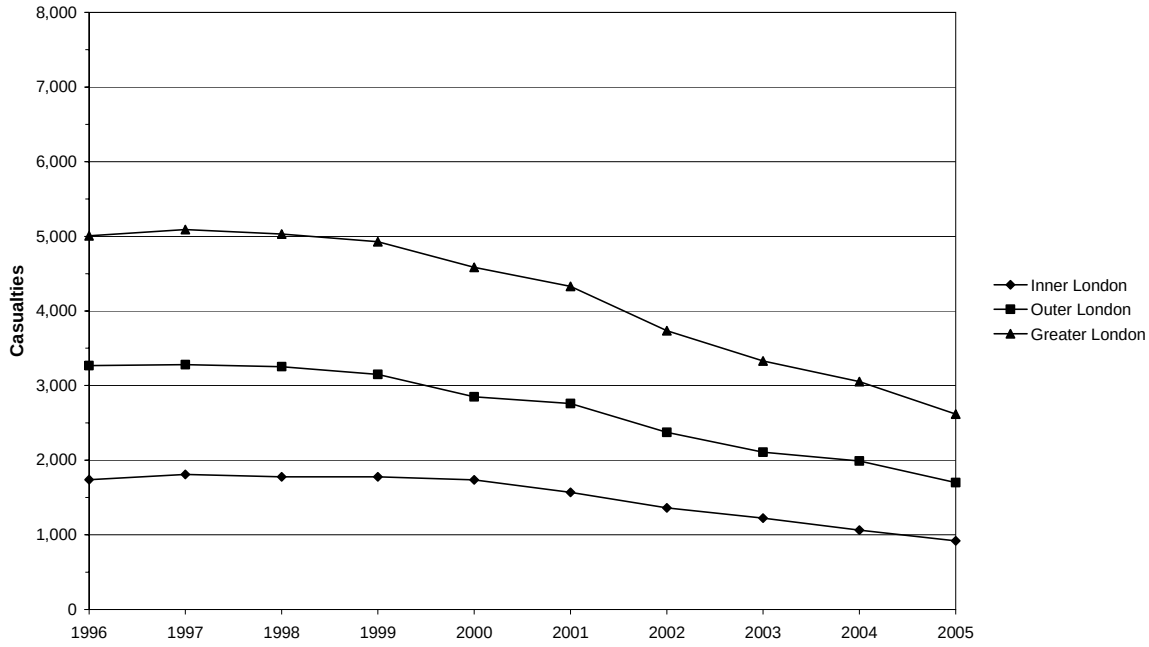


Figure 2.8: Child casualties in Greater London 1996-2005



6. Collisions

Figure 6.1: Collisions in Greater London 2001-2005

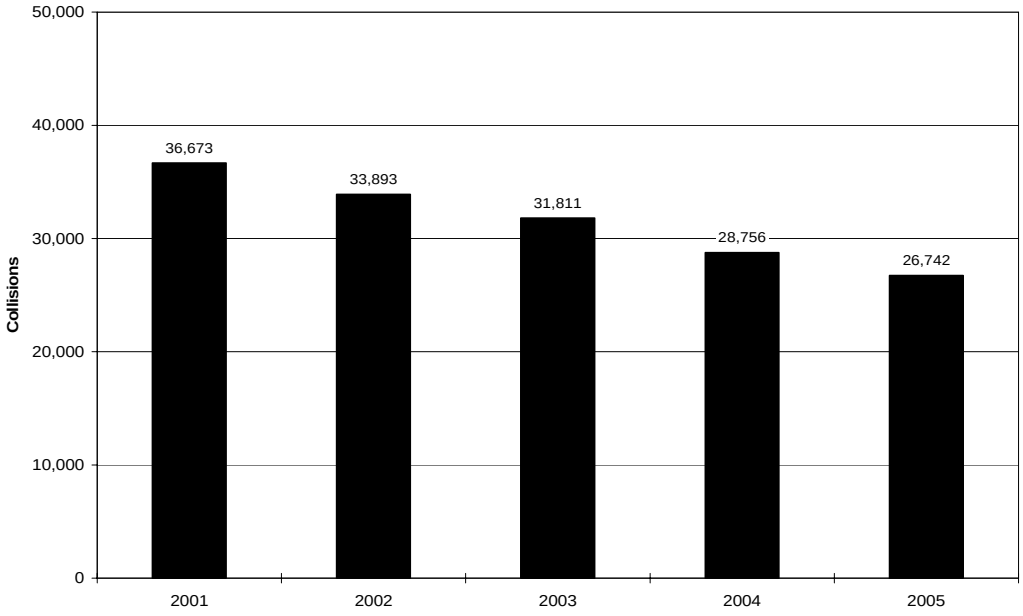


Figure 6.2: Pedestrian and non-pedestrian collisions in Greater London 2001-2005

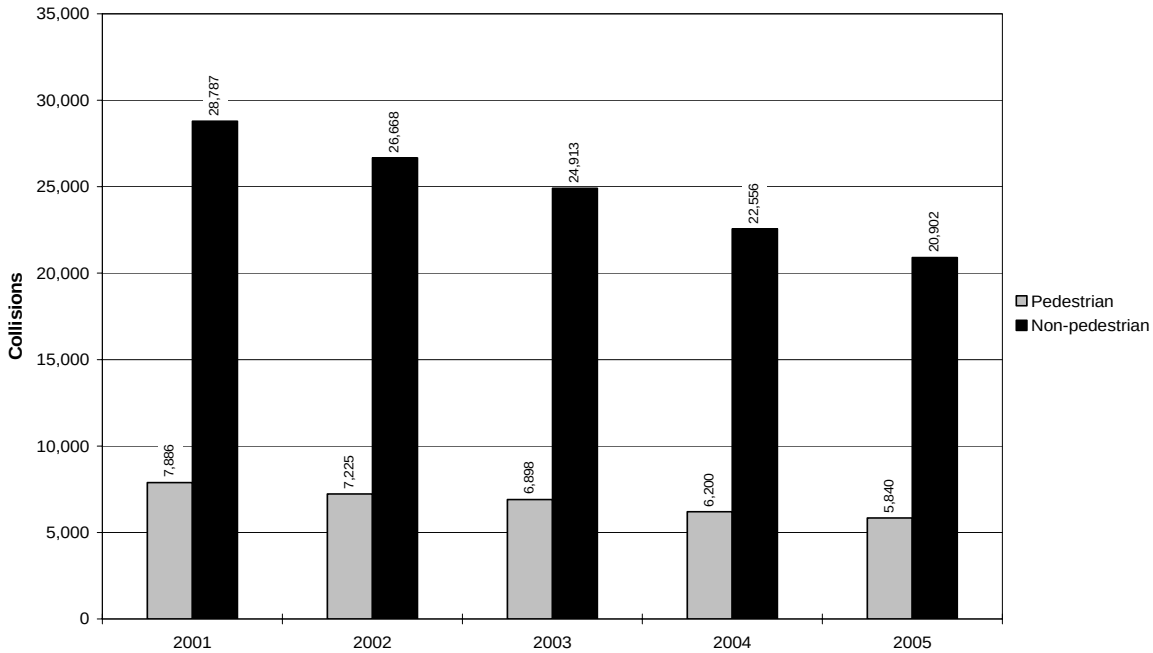


Table 6.3 Collisions in the Greater London area in 2005 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	1	39	271	311
Westminster	11	233	1,320	1,564
Camden	2	126	807	935
Islington	4	80	655	739
Hackney	4	105	790	899
Tower Hamlets	8	97	734	839
Greenwich	7	94	697	798
Lewisham	6	129	780	915
Southwark	5	120	893	1,018
Lambeth	8	148	1,020	1,176
Wandsworth	4	114	757	875
Hammersmith and Fulham	10	103	617	730
Kensington and Chelsea	10	102	660	772
Total Inner	**80**	**1,490**	**10,001**	**11,571**
Waltham Forest	5	75	697	777
Redbridge	7	80	738	825
Havering	6	64	649	719
Barking and Dagenham	6	42	495	543
Newham	2	75	762	839
Bexley	6	77	458	541
Bromley	9	113	735	857
Croydon	7	136	998	1,141
Sutton	2	61	447	510
Merton	1	64	402	467
Kingston	3	54	316	373
Richmond	2	62	407	471
Hounslow	13	93	723	829
Hillingdon	7	98	789	894
Ealing	8	110	990	1,108
Brent	7	106	839	952
Harrow	3	63	438	504
Barnet	12	125	1,000	1,137
Haringey	7	82	619	708
Enfield	12	100	864	976
Total Outer	**125**	**1,680**	**13,366**	**15,171**
Greater London	**205**	**3,170**	**23,367**	**26,742**

Table 6.4 Collisions in the Greater London area in 2005 tabulated by borough, severity and month

00 City of London

Month	Fatal	Serious	Slight	Total
January	0	5	13	18
February	0	3	15	18
March	0	3	17	20
April	0	2	20	22
May	1	1	22	24
June	0	6	27	33
July	0	3	27	30
August	0	6	29	35
September	0	4	32	36
October	0	3	20	23
November	0	2	28	30
December	0	1	21	22
Total	**1**	**39**	**271**	**311**

01 Westminster

Month	Fatal	Serious	Slight	Total
January	2	13	106	121
February	1	10	95	106
March	1	20	120	141
April	1	21	112	134
May	1	19	118	138
June	0	25	110	135
July	0	33	132	165
August	0	14	91	105
September	0	11	119	130
October	1	24	120	145
November	3	24	108	135
December	1	19	89	109
Total	**11**	**233**	**1,320**	**1,564**

Table 6.4 Collisions in the Greater London area in 2005 tabulated by borough, severity and month

02 Camden

Month	Fatal	Serious	Slight	Total
January	0	4	85	89
February	0	7	64	71
March	0	9	48	57
April	0	5	56	61
May	0	14	61	75
June	0	16	87	103
July	1	12	81	94
August	1	12	64	77
September	0	12	69	81
October	0	13	64	77
November	0	14	68	82
December	0	8	60	68
Total	**2**	**126**	**807**	**935**

03 Islington

Month	Fatal	Serious	Slight	Total
January	0	3	67	70
February	0	6	51	57
March	0	4	52	56
April	1	5	58	64
May	0	3	58	61
June	0	8	60	68
July	0	8	60	68
August	0	13	51	64
September	1	8	52	61
October	0	7	65	72
November	2	10	46	58
December	0	5	35	40
Total	**4**	**80**	**655**	**739**

Table 6.4 Collisions in the Greater London area in 2005 tabulated by borough, severity and month

04 Hackney

Month	Fatal	Serious	Slight	Total
January	0	6	37	43
February	0	6	60	66
March	0	4	76	80
April	0	4	78	82
May	0	9	70	79
June	0	11	78	89
July	1	12	82	95
August	0	13	70	83
September	1	9	54	64
October	0	12	74	86
November	0	12	56	68
December	2	7	55	64
Total	**4**	**105**	**790**	**899**

05 Tower Hamlets

Month	Fatal	Serious	Slight	Total
January	0	7	62	69
February	1	9	48	58
March	1	11	60	72
April	1	7	71	79
May	0	6	52	58
June	1	7	61	69
July	0	9	52	61
August	0	10	61	71
September	2	7	64	73
October	1	8	65	74
November	1	4	79	84
December	0	12	59	71
Total	**8**	**97**	**734**	**839**

Table 6.4 Collisions in the Greater London area in 2005 tabulated by borough, severity and month

06 Greenwich

Month	Fatal	Serious	Slight	Total
January	0	8	58	66
February	0	10	54	64
March	3	1	55	59
April	0	4	65	69
May	0	12	64	76
June	1	7	58	66
July	0	8	60	68
August	2	10	39	51
September	0	5	58	63
October	0	8	59	67
November	0	13	68	81
December	1	8	59	68
Total	**7**	**94**	**697**	**798**

07 Lewisham

Month	Fatal	Serious	Slight	Total
January	1	7	72	80
February	0	7	54	61
March	1	11	76	88
April	0	8	63	71
May	0	12	76	88
June	0	20	67	87
July	0	14	54	68
August	1	20	65	86
September	0	8	71	79
October	1	7	62	70
November	1	9	56	66
December	1	6	64	71
Total	**6**	**129**	**780**	**915**

Table 6.4 Collisions in the Greater London area in 2005 tabulated by borough, severity and month

08 Southwark

Month	Fatal	Serious	Slight	Total
January	0	7	82	89
February	0	9	68	77
March	0	6	87	93
April	1	9	76	86
May	0	11	75	86
June	1	11	74	86
July	2	16	73	91
August	0	5	65	70
September	0	13	72	85
October	1	12	83	96
November	0	12	73	85
December	0	9	65	74
Total	**5**	**120**	**893**	**1,018**

09 Lambeth

Month	Fatal	Serious	Slight	Total
January	0	10	70	80
February	0	10	78	88
March	0	13	84	97
April	1	8	90	99
May	0	15	100	115
June	2	19	94	115
July	0	14	91	105
August	1	9	79	89
September	0	13	89	102
October	1	15	88	104
November	1	11	74	86
December	2	11	83	96
Total	**8**	**148**	**1,020**	**1,176**

Table 6.4 Collisions in the Greater London area in 2005 tabulated by borough, severity and month

10 Wandsworth

Month	Fatal	Serious	Slight	Total
January	0	11	86	97
February	1	6	49	56
March	0	8	55	63
April	1	12	59	72
May	0	9	59	68
June	0	8	59	67
July	1	11	60	72
August	0	7	54	61
September	0	11	65	76
October	1	9	72	82
November	0	11	80	91
December	0	11	59	70
Total	**4**	**114**	**757**	**875**

11 Hammersmith and Fulham

Month	Fatal	Serious	Slight	Total
January	0	7	39	46
February	1	5	38	44
March	0	7	57	64
April	0	8	56	64
May	0	8	55	63
June	2	10	56	68
July	0	10	55	65
August	1	10	54	65
September	1	7	44	52
October	1	9	61	71
November	2	14	60	76
December	2	8	42	52
Total	**10**	**103**	**617**	**730**

Table 6.4 Collisions in the Greater London area in 2005 tabulated by borough, severity and month

12 Kensington and Chelsea

Month	Fatal	Serious	Slight	Total
January	0	3	32	35
February	0	3	51	54
March	1	6	49	56
April	1	7	53	61
May	1	6	52	59
June	1	9	65	75
July	1	15	57	73
August	0	8	56	64
September	1	11	57	69
October	2	12	70	84
November	0	11	65	76
December	2	11	53	66
Total	**10**	**102**	**660**	**772**

13 Waltham Forest

Month	Fatal	Serious	Slight	Total
January	1	4	47	52
February	1	3	54	58
March	0	1	58	59
April	0	9	49	58
May	0	10	68	78
June	0	8	67	75
July	1	4	63	68
August	1	11	54	66
September	0	8	76	84
October	0	4	60	64
November	1	6	60	67
December	0	7	41	48
Total	**5**	**75**	**697**	**777**

Table 6.4 Collisions in the Greater London area in 2005 tabulated by borough, severity and month

14 Redbridge

Month	Fatal	Serious	Slight	Total
January	0	3	75	78
February	0	2	44	46
March	2	5	67	74
April	0	5	63	68
May	0	3	84	87
June	1	8	45	54
July	1	7	53	61
August	1	8	52	61
September	1	7	61	69
October	0	10	55	65
November	1	8	86	95
December	0	14	53	67
Total	**7**	**80**	**738**	**825**

15 Havering

Month	Fatal	Serious	Slight	Total
January	0	3	69	72
February	1	4	55	60
March	0	6	58	64
April	0	1	50	51
May	1	6	60	67
June	0	7	46	53
July	1	6	53	60
August	0	9	52	61
September	0	5	46	51
October	0	8	53	61
November	2	3	56	61
December	1	6	51	58
Total	**6**	**64**	**649**	**719**

Table 6.4 Collisions in the Greater London area in 2005 tabulated by borough, severity and month

16 Barking and Dagenham

Month	Fatal	Serious	Slight	Total
January	0	4	39	43
February	0	0	41	41
March	1	1	26	28
April	0	3	31	34
May	1	4	48	53
June	1	4	38	43
July	1	4	62	67
August	0	5	45	50
September	0	7	38	45
October	2	5	34	41
November	0	3	47	50
December	0	2	46	48
Total	**6**	**42**	**495**	**543**

17 Newham

Month	Fatal	Serious	Slight	Total
January	0	6	65	71
February	0	1	61	62
March	0	4	46	50
April	0	5	59	64
May	0	6	72	78
June	0	7	63	70
July	1	10	60	71
August	0	8	72	80
September	1	8	67	76
October	0	5	73	78
November	0	8	76	84
December	0	7	48	55
Total	**2**	**75**	**762**	**839**

Table 6.4 Collisions in the Greater London area in 2005 tabulated by borough, severity and month

18 Bexley

Month	Fatal	Serious	Slight	Total
January	0	7	41	48
February	0	2	47	49
March	1	10	40	51
April	0	6	32	38
May	0	9	29	38
June	0	10	29	39
July	0	10	42	52
August	0	3	26	29
September	0	9	45	54
October	1	5	36	42
November	2	4	47	53
December	2	2	44	48
Total	**6**	**77**	**458**	**541**

19 Bromley

Month	Fatal	Serious	Slight	Total
January	0	5	60	65
February	1	3	60	64
March	1	5	84	90
April	0	8	80	88
May	1	18	65	84
June	0	11	53	64
July	2	10	59	71
August	1	12	43	56
September	0	12	58	70
October	1	11	60	72
November	1	9	58	68
December	1	9	55	65
Total	**9**	**113**	**735**	**857**

Table 6.4 Collisions in the Greater London area in 2005 tabulated by borough, severity and month

20 Croydon

Month	Fatal	Serious	Slight	Total
January	0	8	78	86
February	0	5	80	85
March	0	3	71	74
April	1	7	80	88
May	0	18	97	115
June	0	16	94	110
July	0	7	70	77
August	3	18	87	108
September	2	13	88	103
October	0	15	81	96
November	1	10	91	102
December	0	16	81	97
Total	**7**	**136**	**998**	**1,141**

21 Sutton

Month	Fatal	Serious	Slight	Total
January	0	6	40	46
February	0	2	27	29
March	0	5	38	43
April	0	6	37	43
May	0	5	44	49
June	1	5	45	51
July	1	3	36	40
August	0	6	31	37
September	0	5	26	31
October	0	5	38	43
November	0	11	37	48
December	0	2	48	50
Total	**2**	**61**	**447**	**510**

Table 6.4 Collisions in the Greater London area in 2005 tabulated by borough, severity and month

22 Merton

Month	Fatal	Serious	Slight	Total
January	0	2	15	17
February	0	2	32	34
March	0	8	39	47
April	0	1	27	28
May	0	7	31	38
June	0	4	34	38
July	1	7	34	42
August	0	2	26	28
September	0	6	42	48
October	0	8	42	50
November	0	11	41	52
December	0	6	39	45
Total	**1**	**64**	**402**	**467**

23 Kingston

Month	Fatal	Serious	Slight	Total
January	0	5	22	27
February	0	4	28	32
March	2	2	22	26
April	0	6	27	33
May	0	5	32	37
June	0	0	24	24
July	1	4	27	32
August	0	7	31	38
September	0	8	25	33
October	0	2	29	31
November	0	5	26	31
December	0	6	23	29
Total	**3**	**54**	**316**	**373**

Table 6.4 Collisions in the Greater London area in 2005 tabulated by borough, severity and month

24 Richmond

Month	Fatal	Serious	Slight	Total
January	0	5	28	33
February	0	2	24	26
March	0	7	34	41
April	0	2	29	31
May	0	6	46	52
June	1	3	38	42
July	0	5	35	40
August	0	3	37	40
September	0	7	31	38
October	0	6	47	53
November	1	6	28	35
December	0	10	30	40
Total	**2**	**62**	**407**	**471**

25 Hounslow

Month	Fatal	Serious	Slight	Total
January	4	5	71	80
February	2	3	57	62
March	1	9	64	74
April	0	6	75	81
May	0	5	55	60
June	2	9	68	79
July	0	7	55	62
August	1	12	56	69
September	1	10	55	66
October	1	10	63	74
November	0	9	57	66
December	1	8	47	56
Total	**13**	**93**	**723**	**829**

Table 6.4 Collisions in the Greater London area in 2005 tabulated by borough, severity and month

26 Hillingdon

Month	Fatal	Serious	Slight	Total
January	0	8	71	79
February	0	4	60	64
March	0	4	56	60
April	1	4	63	68
May	1	8	61	70
June	0	15	54	69
July	1	7	63	71
August	0	8	57	65
September	1	10	64	75
October	1	9	68	78
November	0	13	80	93
December	2	8	92	102
Total	**7**	**98**	**789**	**894**

27 Ealing

Month	Fatal	Serious	Slight	Total
January	0	9	64	73
February	1	9	70	80
March	0	4	82	86
April	0	5	100	105
May	2	10	85	97
June	0	10	92	102
July	2	11	90	103
August	0	13	83	96
September	0	6	94	100
October	1	9	64	74
November	0	17	88	105
December	2	7	78	87
Total	**8**	**110**	**990**	**1,108**

Table 6.4 Collisions in the Greater London area in 2005 tabulated by borough, severity and month

28 Brent

Month	Fatal	Serious	Slight	Total
January	1	5	79	85
February	0	4	58	62
March	0	5	67	72
April	0	6	63	69
May	2	14	95	111
June	0	12	76	88
July	0	11	66	77
August	0	9	65	74
September	0	12	71	83
October	2	8	65	75
November	2	8	75	85
December	0	12	59	71
Total	**7**	**106**	**839**	**952**

29 Harrow

Month	Fatal	Serious	Slight	Total
January	0	3	44	47
February	0	1	45	46
March	0	1	25	26
April	0	4	32	36
May	1	3	33	37
June	1	10	41	52
July	0	7	33	40
August	0	5	39	44
September	1	10	28	39
October	0	9	40	49
November	0	5	50	55
December	0	5	28	33
Total	**3**	**63**	**438**	**504**

Table 6.4 Collisions in the Greater London area in 2005 tabulated by borough, severity and month

30 Barnet

Month	Fatal	Serious	Slight	Total
January	0	6	105	111
February	1	5	84	90
March	3	9	78	90
April	0	9	83	92
May	0	12	89	101
June	1	15	73	89
July	0	21	81	102
August	0	9	67	76
September	2	12	81	95
October	1	10	84	95
November	2	11	98	111
December	2	6	77	85
Total	**12**	**125**	**1,000**	**1,137**

31 Haringey

Month	Fatal	Serious	Slight	Total
January	0	6	56	62
February	0	8	51	59
March	0	7	66	73
April	0	7	56	63
May	0	8	48	56
June	2	3	56	61
July	1	8	65	74
August	0	8	49	57
September	1	5	35	41
October	0	11	54	65
November	2	7	53	62
December	1	4	30	35
Total	**7**	**82**	**619**	**708**

Table 6.4 Collisions in the Greater London area in 2005 tabulated by borough, severity and month

32 Enfield

Month	Fatal	Serious	Slight	Total
January	1	11	74	86
February	0	6	56	62
March	0	3	60	63
April	0	2	87	89
May	1	12	64	77
June	3	10	64	77
July	0	12	73	85
August	1	8	73	82
September	2	4	87	93
October	2	10	88	100
November	1	10	73	84
December	1	12	65	78
Total	**12**	**100**	**864**	**976**

Table 6.5 Collisions in the Greater London area in 2005 tabulated by severity and month

Greater London total

Month	Fatal	Serious	Slight	Total
January	10	202	1,952	2,164
February	11	161	1,759	1,931
March	18	202	1,917	2,137
April	9	202	1,980	2,191
May	13	294	2,068	2,375
June	21	324	1,996	2,341
July	20	326	2,004	2,350
August	14	301	1,823	2,138
September	18	283	1,964	2,265
October	21	299	2,037	2,357
November	26	311	2,088	2,425
December	24	265	1,779	2,068
Total	**205**	**3,170**	**23,367**	**26,742**

Table 6.6 Collisions in the Greater London area in 2005 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	13	0	125	6	53	20	3	9	82	311
Westminster	28	5	558	6	461	51	10	15	430	1,564
Camden	7	6	403	6	228	44	15	11	215	935
Islington	21	1	325	2	170	20	18	10	172	739
Hackney	21	3	421	1	134	25	24	7	263	899
Tower Hamlets	27	2	386	16	130	15	24	5	234	839
Greenwich	60	12	292	8	103	7	20	11	285	798
Lewisham	25	11	423	1	129	10	30	4	282	915
Southwark	59	7	506	1	146	11	24	6	258	1,018
Lambeth	23	11	532	2	228	50	24	4	302	1,176
Wandsworth	21	13	423	6	161	23	21	7	200	875
Hammersmith and Fulham	49	21	364	3	62	12	12	12	195	730
Kensington and Chelsea	2	7	357	0	189	14	13	7	183	772
Total Inner	**356**	**99**	**5,115**	**58**	**2,194**	**302**	**238**	**108**	**3,101**	**11,571**
Waltham Forest	47	5	359	7	67	5	24	6	257	777
Redbridge	77	15	331	14	103	8	20	5	252	825
Havering	70	14	262	18	88	11	31	1	224	719
Barking and Dagenham	39	6	168	8	102	9	18	6	187	543
Newham	52	8	355	15	101	17	9	5	277	839
Bexley	45	10	206	9	36	1	25	3	206	541
Bromley	28	25	355	2	105	12	29	3	298	857
Croydon	46	26	526	6	119	31	42	11	334	1,141
Sutton	11	13	208	4	97	9	22	0	146	510
Merton	18	6	221	3	51	17	15	12	124	467
Kingston	30	5	160	12	39	5	6	2	114	373
Richmond	30	7	206	1	43	11	8	5	160	471
Hounslow	60	12	293	15	145	10	31	12	251	829
Hillingdon	90	20	269	28	70	17	28	6	366	894
Ealing	40	8	476	11	131	23	24	10	385	1,108
Brent	38	11	431	20	87	11	37	5	312	952
Harrow	31	10	177	6	69	9	20	6	176	504
Barnet	67	23	438	26	159	18	30	7	369	1,137
Haringey	12	12	354	3	102	14	13	3	195	708
Enfield	36	10	352	12	138	8	35	8	377	976
Total Outer	**867**	**246**	**6,147**	**220**	**1,852**	**246**	**467**	**116**	**5,010**	**15,171**
Greater London	**1,223**	**345**	**11,262**	**278**	**4,046**	**548**	**705**	**224**	**8,111**	**26,742**

Figure 6.7a: Fatal collisions 2001-2005

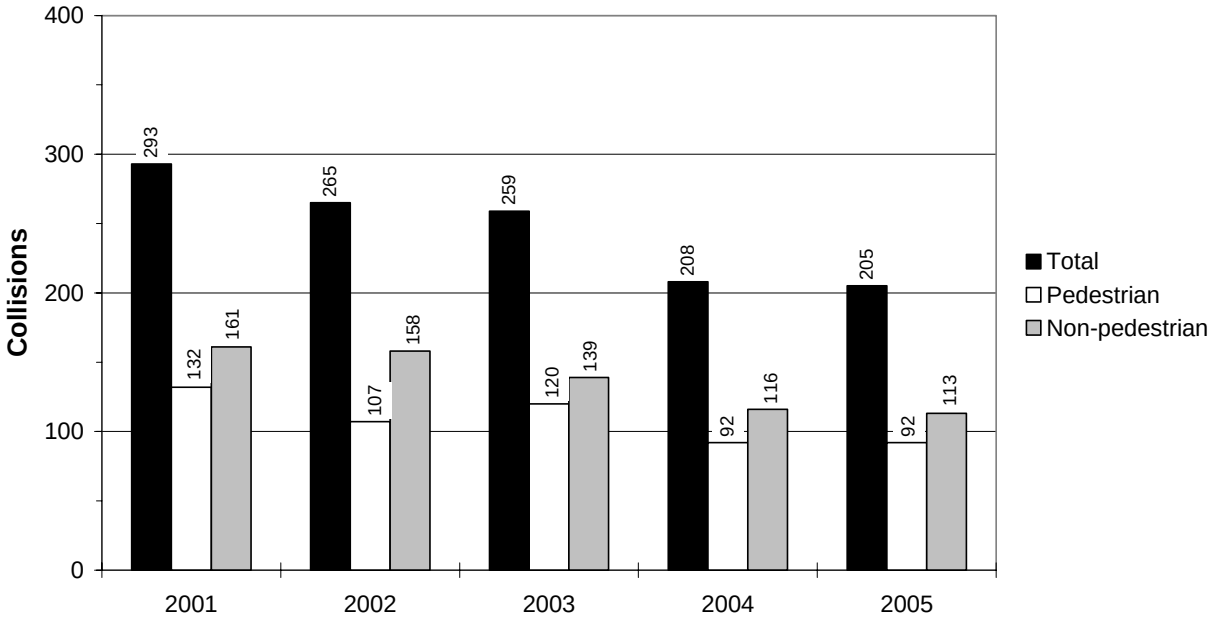


Figure 6.7b: Serious collisions 2001-2005

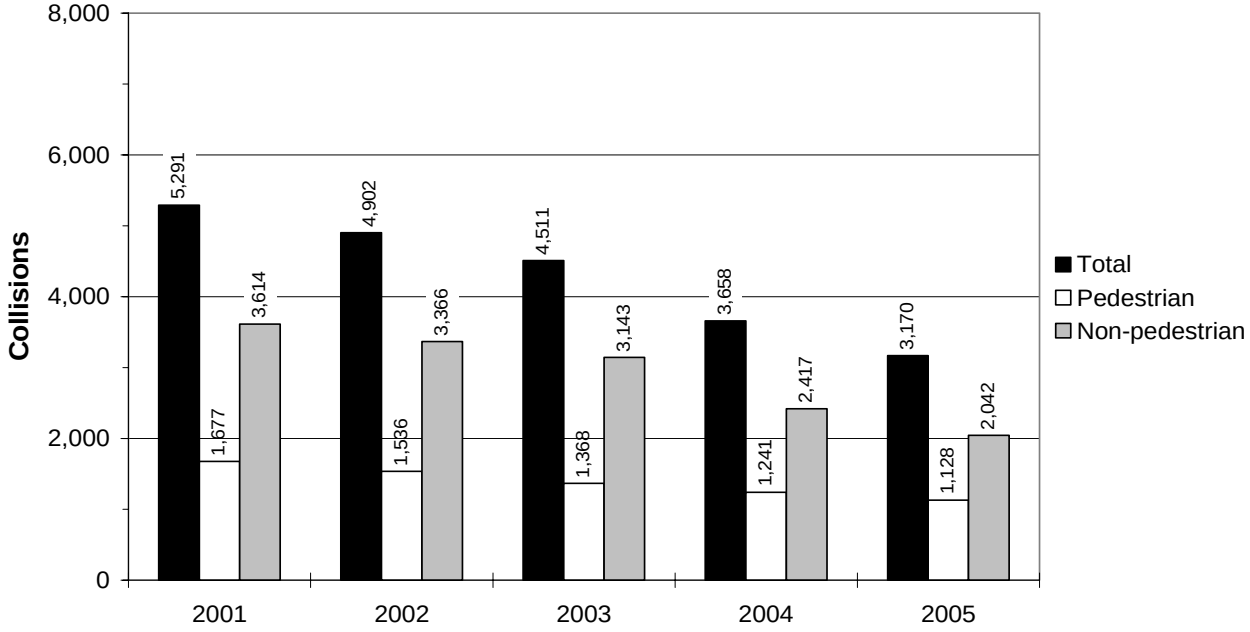


Table 6.8 Collisions at junctions in the Greater London area in 2005 tabulated by junction control and borough

Borough	Authorised person	Automatic traffic signal	Stop sign	Give Way/ Uncontrolled	Not at junction	Total
City of London	0	114	1	114	82	311
Westminster	6	595	2	531	430	1,564
Camden	0	318	1	401	215	935
Islington	0	215	4	348	172	739
Hackney	0	188	1	447	263	899
Tower Hamlets	1	165	1	438	234	839
Greenwich	3	92	4	414	285	798
Lewisham	0	156	1	476	282	915
Southwark	1	209	0	550	258	1,018
Lambeth	2	334	1	537	302	1,176
Wandsworth	0	187	4	484	200	875
Hammersmith and Fulham	1	124	0	410	195	730
Kensington and Chelsea	0	180	2	407	183	772
Total Inner	**14**	**2,877**	**22**	**5,557**	**3,101**	**11,571**
Waltham Forest	0	88	0	432	257	777
Redbridge	1	95	2	475	252	825
Havering	0	90	1	404	224	719
Barking and Dagenham	1	79	1	275	187	543
Newham	2	130	0	430	277	839
Bexley	0	51	0	284	206	541
Bromley	1	81	1	476	298	857
Croydon	1	166	2	638	334	1,141
Sutton	0	58	0	306	146	510
Merton	1	86	1	255	124	467
Kingston	1	68	0	190	114	373
Richmond	0	71	3	237	160	471
Hounslow	3	185	2	388	251	829
Hillingdon	0	106	1	421	366	894
Ealing	0	155	2	566	385	1,108
Brent	3	125	1	511	312	952
Harrow	0	65	1	262	176	504
Barnet	0	188	2	578	369	1,137
Haringey	0	96	2	415	195	708
Enfield	1	154	0	444	377	976
Total Outer	**15**	**2,137**	**22**	**7,987**	**5,010**	**15,171**
Greater London	**29**	**5,014**	**44**	**13,544**	**8,111**	**26,742**

Table 6.9 Collisions in the Greater London area in 2005 tabulated by weather and borough

Borough	Raining	Snowing	Fog	Other	Unknown	Total
City of London	24	1	0	284	2	311
Westminster	158	8	2	1,388	8	1,564
Camden	101	8	0	823	3	935
Islington	66	3	2	665	3	739
Hackney	85	2	1	811	0	899
Tower Hamlets	70	8	1	759	1	839
Greenwich	88	7	3	700	0	798
Lewisham	111	4	5	792	3	915
Southwark	110	5	1	899	3	1,018
Lambeth	149	4	4	1,017	2	1,176
Wandsworth	80	5	2	782	6	875
Hammersmith and Fulham	87	3	3	634	3	730
Kensington and Chelsea	93	5	1	673	0	772
Total Inner	**1,222**	**63**	**25**	**10,227**	**34**	**11,571**
Waltham Forest	76	1	2	696	2	777
Redbridge	83	2	1	737	2	825
Havering	62	8	2	646	1	719
Barking and Dagenham	37	4	1	501	0	543
Newham	85	3	0	748	3	839
Bexley	75	6	4	456	0	541
Bromley	102	10	1	741	3	857
Croydon	178	11	2	945	5	1,141
Sutton	73	4	1	432	0	510
Merton	46	1	2	414	4	467
Kingston	40	1	1	331	0	373
Richmond	48	3	1	417	2	471
Hounslow	96	7	3	720	3	829
Hillingdon	103	2	5	784	0	894
Ealing	122	1	4	974	7	1,108
Brent	103	8	1	838	2	952
Harrow	67	3	0	433	1	504
Barnet	122	7	3	1,002	3	1,137
Haringey	73	4	0	627	4	708
Enfield	98	4	0	872	2	976
Total Outer	**1,689**	**90**	**34**	**13,314**	**44**	**15,171**
Greater London	**2,911**	**153**	**59**	**23,541**	**78**	**26,742**

Table 6.10 Collisions involving a parked vehicle in the Greater London area in 2005 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	2	14	16
Westminster	0	18	74	92
Camden	0	5	50	55
Islington	0	4	31	35
Hackney	0	7	45	52
Tower Hamlets	0	3	41	44
Greenwich	1	7	48	56
Lewisham	1	5	49	55
Southwark	1	4	63	68
Lambeth	0	9	61	70
Wandsworth	0	8	44	52
Hammersmith and Fulham	0	7	39	46
Kensington and Chelsea	1	9	65	75
Total Inner	**4**	**88**	**624**	**716**
Waltham Forest	0	9	52	61
Redbridge	0	9	52	61
Havering	0	4	38	42
Barking and Dagenham	1	1	20	22
Newham	0	3	46	49
Bexley	1	7	37	45
Bromley	1	9	58	68
Croydon	0	7	66	73
Sutton	1	6	29	36
Merton	1	8	27	36
Kingston	0	4	17	21
Richmond	0	2	31	33
Hounslow	1	6	35	42
Hillingdon	1	6	47	54
Ealing	0	7	79	86
Brent	0	10	59	69
Harrow	1	4	37	42
Barnet	0	10	63	73
Haringey	0	1	46	47
Enfield	0	8	47	55
Total Outer	**8**	**121**	**886**	**1,015**
Greater London	**12**	**209**	**1,510**	**1,731**

Table 6.11 Collisions in the Greater London area in 2005 tabulated by road surface condition and borough

Borough	Dry	Wet/Damp	Snow	Frost/Ice	Flood	Oil/diesel[1]	Mud[1]	Total
City of London	259	52	0	0	0	0	0	311
Westminster	1,298	260	2	4	0	3	0	1,564
Camden	759	170	0	6	0	3	1	935
Islington	616	120	1	2	0	0	0	739
Hackney	781	115	0	3	0	0	0	899
Tower Hamlets	721	114	1	2	1	1	0	839
Greenwich	636	153	4	5	0	0	0	798
Lewisham	730	181	4	0	0	2	0	915
Southwark	837	174	4	2	0	1	0	1,018
Lambeth	926	244	2	4	0	1	0	1,176
Wandsworth	728	143	0	2	1	1	0	875
Hammersmith and Fulham	590	139	0	1	0	2	0	730
Kensington and Chelsea	637	132	1	2	0	2	0	772
Total Inner	**9,518**	**1,997**	**19**	**33**	**2**	**16**	**1**	**11,571**
Waltham Forest	673	99	0	4	1	2	0	777
Redbridge	692	127	0	6	0	0	0	825
Havering	585	123	5	6	0	1	0	719
Barking and Dagenham	469	73	0	1	0	0	0	543
Newham	718	117	3	1	0	0	0	839
Bexley	398	131	3	9	0	1	0	541
Bromley	651	193	3	10	0	5	0	857
Croydon	838	281	6	16	0	3	0	1,141
Sutton	386	122	0	2	0	0	0	510
Merton	378	85	0	4	0	0	0	467
Kingston	297	70	1	5	0	3	0	373
Richmond	380	85	1	5	0	1	0	471
Hounslow	648	173	2	6	0	2	0	829
Hillingdon	693	184	0	16	1	1	0	894
Ealing	895	199	1	12	0	3	0	1,108
Brent	764	180	1	7	0	2	0	952
Harrow	373	126	0	5	0	0	0	504
Barnet	895	234	1	7	0	0	0	1,137
Haringey	589	114	0	4	0	0	0	708
Enfield	799	172	1	3	1	0	0	976
Total Outer	**12,121**	**2,888**	**28**	**129**	**3**	**24**	**0**	**15,171**
Greater London	**21,639**	**4,885**	**47**	**162**	**5**	**40**	**1**	**26,742**

[1] Note that data for Oil/Diesel and Mud are obtained from the 'Special conditions at site' variable and consequently are not included in the Total column to avoid double counting of collisions.

Figure 6.12: Collisions on a wet road surface 2001-2005

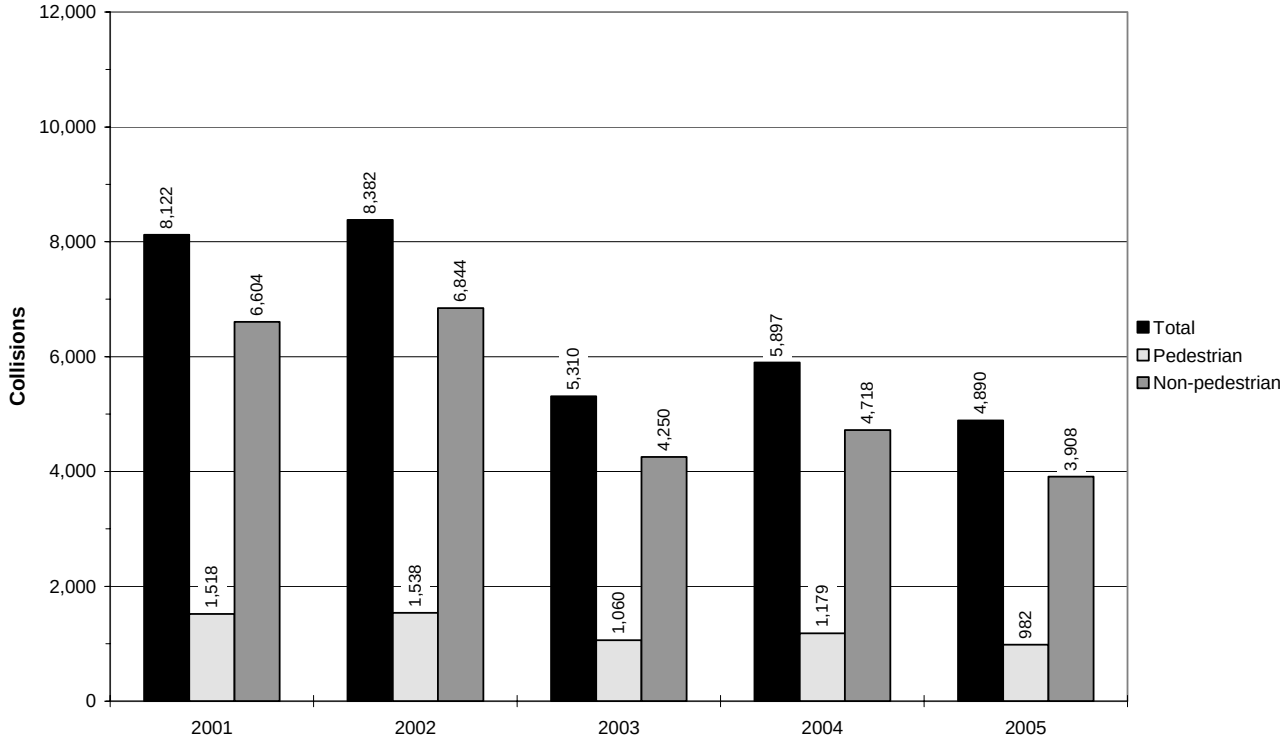


Table 6.13 Collisions in the Greater London area in 2005 tabulated by road class and borough

Borough	Motorway	A	B	C	Unclassified	Total
City of London	0	199	3	105	4	311
Westminster	0	1,048	126	209	181	1,564
Camden	0	626	120	95	94	935
Islington	0	573	44	56	66	739
Hackney	0	507	82	159	151	899
Tower Hamlets	0	537	98	67	137	839
Greenwich	0	507	37	82	172	798
Lewisham	0	546	88	124	157	915
Southwark	0	715	87	65	151	1,018
Lambeth	0	878	79	92	127	1,176
Wandsworth	0	617	56	71	131	875
Hammersmith and Fulham	0	511	62	46	111	730
Kensington and Chelsea	0	472	105	91	104	772
Total Inner	**0**	**7,736**	**987**	**1,262**	**1,586**	**11,571**
Waltham Forest	0	435	65	65	212	777
Redbridge	5	409	39	150	222	825
Havering	46	251	58	224	140	719
Barking and Dagenham	0	300	5	124	114	543
Newham	0	534	75	43	187	839
Bexley	0	315	25	113	88	541
Bromley	2	461	56	126	212	857
Croydon	0	654	126	167	194	1,141
Sutton	0	206	135	74	95	510
Merton	0	273	65	61	68	467
Kingston	0	239	33	45	56	373
Richmond	0	350	45	29	47	471
Hounslow	22	555	56	73	123	829
Hillingdon	79	371	78	208	158	894
Ealing	0	645	144	152	167	1,108
Brent	0	614	60	139	139	952
Harrow	0	256	17	135	96	504
Barnet	15	733	63	111	215	1,137
Haringey	0	440	93	62	113	708
Enfield	76	539	25	157	179	976
Total Outer	**245**	**8,580**	**1,263**	**2,258**	**2,825**	**15,171**
Greater London	**245**	**16,316**	**2,250**	**3,520**	**4,411**	**26,742**

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

Table 6.14 Collisions involving a pedestrian in the Greater London area in 2005 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	11	75	86
Westminster	7	116	424	547
Camden	0	58	207	265
Islington	1	35	157	193
Hackney	2	40	198	240
Tower Hamlets	6	35	139	180
Greenwich	3	27	152	182
Lewisham	3	53	150	206
Southwark	2	44	187	233
Lambeth	6	56	247	309
Wandsworth	1	24	141	166
Hammersmith and Fulham	4	40	134	178
Kensington and Chelsea	4	41	159	204
Total Inner	**39**	**580**	**2,370**	**2,989**
Waltham Forest	2	35	136	173
Redbridge	3	26	101	130
Havering	2	23	82	107
Barking and Dagenham	5	13	78	96
Newham	0	35	153	188
Bexley	2	20	71	93
Bromley	2	26	91	119
Croydon	2	45	203	250
Sutton	1	11	75	87
Merton	0	25	75	100
Kingston	1	16	42	59
Richmond	0	16	68	84
Hounslow	6	21	82	109
Hillingdon	2	30	94	126
Ealing	3	42	201	246
Brent	4	28	168	200
Harrow	1	20	89	110
Barnet	7	41	156	204
Haringey	4	44	150	198
Enfield	6	31	135	172
Total Outer	**53**	**548**	**2,250**	**2,851**
Greater London	**92**	**1,128**	**4,620**	**5,840**

Table 6.15 Pedestrian collisions in the Greater London area in 2005 tabulated by month and borough

Borough	Jan.	Feb.	March	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.	Total
City of London	4	9	4	7	5	14	6	7	9	6	9	6	86
Westminster	42	44	49	51	47	50	58	22	40	46	50	48	547
Camden	25	22	21	18	19	20	26	20	25	23	22	24	265
Islington	19	16	18	19	21	10	16	10	16	19	17	12	193
Hackney	11	16	18	23	24	21	27	21	18	24	18	19	240
Tower Hamlets	15	13	24	22	10	15	11	9	14	18	13	16	180
Greenwich	15	16	14	18	16	16	16	4	12	20	17	18	182
Lewisham	21	15	17	19	19	16	20	16	14	16	14	19	206
Southwark	19	17	28	17	23	17	27	14	14	24	16	17	233
Lambeth	21	23	28	24	34	24	22	20	28	29	23	33	309
Wandsworth	20	10	10	16	17	10	12	12	14	11	18	16	166
Hammersmith and Fulham	14	12	21	13	10	12	13	19	13	19	20	12	178
Kensington and Chelsea	10	13	15	17	12	15	15	19	27	22	16	23	204
Total Inner	**236**	**226**	**267**	**264**	**257**	**240**	**269**	**193**	**244**	**277**	**253**	**263**	**2,989**
Waltham Forest	14	14	15	18	24	16	11	11	18	11	12	9	173
Redbridge	11	9	15	12	15	8	5	7	13	11	15	9	130
Havering	11	9	12	7	8	6	11	6	9	8	9	11	107
Barking and Dagenham	4	6	2	6	15	7	14	8	6	6	11	11	96
Newham	14	17	9	18	15	17	12	14	18	21	19	14	188
Bexley	8	4	7	8	10	9	5	3	8	11	10	10	93
Bromley	13	10	13	10	10	11	10	5	9	7	10	11	119
Croydon	22	27	19	21	23	23	11	19	18	13	28	26	250
Sutton	9	6	5	8	10	4	6	5	5	6	9	14	87
Merton	5	6	9	4	6	9	9	4	11	14	14	9	100
Kingston	5	5	7	6	2	1	7	4	6	4	6	6	59
Richmond	6	4	8	8	6	6	5	6	8	13	8	6	84
Hounslow	15	9	11	10	8	13	5	8	6	9	4	11	109
Hillingdon	12	8	8	7	9	14	8	8	11	12	14	15	126
Ealing	12	12	20	21	20	23	28	16	17	23	30	24	246
Brent	20	12	20	13	27	19	16	15	21	12	16	9	200
Harrow	10	14	7	7	8	6	8	9	8	12	11	10	110
Barnet	18	15	18	19	17	18	20	11	16	14	21	17	204
Haringey	21	15	22	19	24	23	28	13	4	11	9	9	198
Enfield	20	15	6	15	16	11	16	10	15	16	17	15	172
Total Outer	**250**	**217**	**233**	**237**	**273**	**244**	**235**	**182**	**227**	**234**	**273**	**246**	**2,851**
Greater London	**486**	**443**	**500**	**501**	**530**	**484**	**504**	**375**	**471**	**511**	**526**	**509**	**5,840**

Table 6.16 Collisions involving a pedestrian crossing the road in the Greater London area in 2005 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	19	23	22	64
Westminster	134	89	185	408
Camden	76	31	85	192
Islington	38	30	68	136
Hackney	30	31	124	185
Tower Hamlets	36	26	80	142
Greenwich	25	22	96	143
Lewisham	33	25	109	167
Southwark	35	58	105	198
Lambeth	68	48	136	252
Wandsworth	27	35	70	132
Hammersmith and Fulham	30	32	68	130
Kensington and Chelsea	39	42	76	157
Total Inner	**590**	**492**	**1,224**	**2,306**
Waltham Forest	19	16	97	132
Redbridge	12	11	75	98
Havering	11	6	65	82
Barking and Dagenham	15	5	58	78
Newham	38	19	100	157
Bexley	6	10	51	67
Bromley	15	15	64	94
Croydon	36	50	121	207
Sutton	9	8	50	67
Merton	12	26	36	74
Kingston	17	8	21	46
Richmond	9	12	32	53
Hounslow	26	13	52	91
Hillingdon	15	3	58	76
Ealing	34	22	142	198
Brent	20	19	100	139
Harrow	6	6	54	66
Barnet	21	18	91	130
Haringey	29	27	101	157
Enfield	13	13	97	123
Total Outer	**363**	**307**	**1,465**	**2,135**
Greater London	**953**	**799**	**2,689**	**4,441**

Figure 6.17: Collisions in the dark 2001-2005

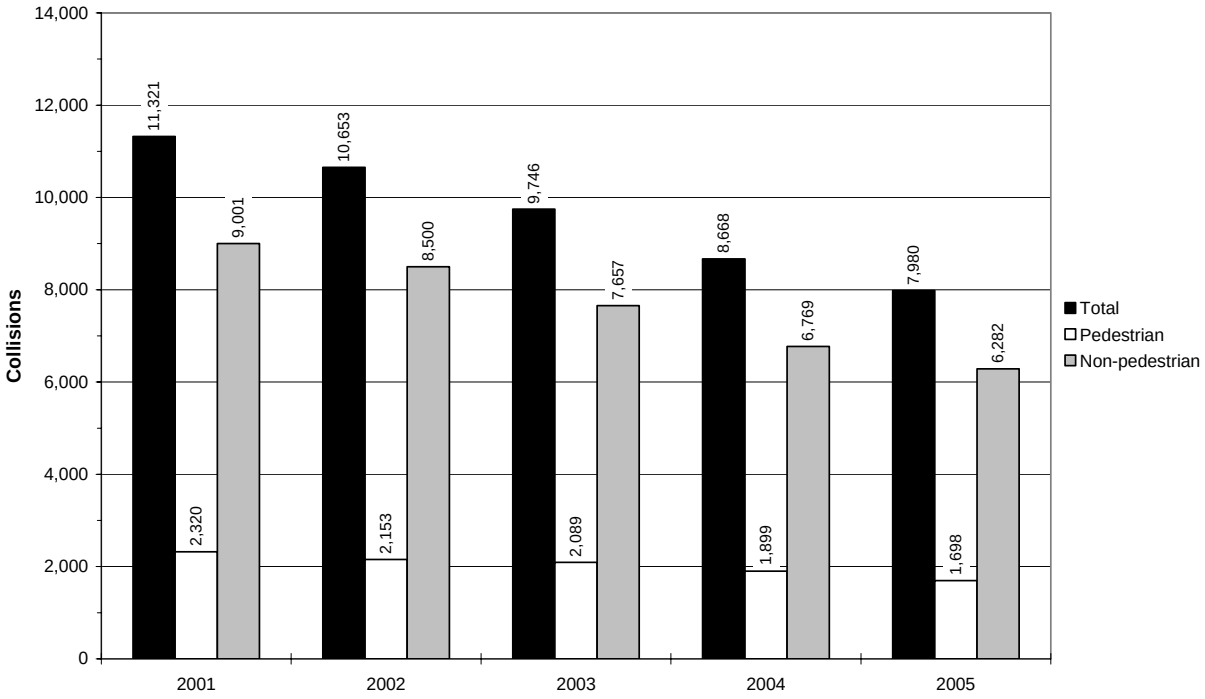


Table 6.18 Collisions in the Greater London area in 2005 tabulated by day of the week and time of day

Time of day	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
00.00-00.59	96	54	43	51	68	47	97	456
01.00-01.59	88	23	17	24	33	39	108	332
02.00-02.59	69	18	25	10	25	38	72	257
03.00-03.59	47	8	11	14	20	20	55	175
04.00-04.59	37	15	11	16	9	18	26	132
05.00-05.59	35	26	21	23	25	27	46	203
06.00-06.59	40	70	74	79	63	75	60	461
07.00-07.59	55	170	203	185	171	151	60	995
08.00-08.59	48	327	330	339	363	300	88	1,795
09.00-09.59	64	223	260	263	259	227	124	1,420
10.00-10.59	128	201	204	177	165	178	163	1,216
11.00-11.59	132	171	187	192	186	178	193	1,239
12.00-12.59	184	197	227	219	208	259	255	1,549
13.00-13.59	206	247	240	230	213	224	277	1,637
14.00-14.59	194	195	210	204	247	216	211	1,477
15.00-15.59	188	283	296	337	318	322	246	1,990
16.00-16.59	158	283	319	301	297	315	244	1,917
17.00-17.59	175	316	342	364	335	354	241	2,127
18.00-18.59	196	308	329	323	286	315	227	1,984
19.00-19.59	179	239	255	236	218	253	194	1,574
20.00-20.59	151	177	168	175	155	214	175	1,215
21.00-21.59	121	142	141	135	134	173	144	990
22.00-22.59	100	93	115	126	147	128	111	820
23.00-23.59	97	74	93	122	109	157	129	781
Total	**2,788**	**3,860**	**4,121**	**4,145**	**4,054**	**4,228**	**3,546**	**26,742**

Table 6.19 Collisions in the Greater London area in 2005 tabulated by lighting condition and borough

Borough	Light	Dark	Total
City of London	234	77	311
Westminster	1,037	527	1,564
Camden	646	289	935
Islington	492	247	739
Hackney	635	264	899
Tower Hamlets	570	269	839
Greenwich	566	232	798
Lewisham	644	271	915
Southwark	712	306	1,018
Lambeth	856	320	1,176
Wandsworth	622	253	875
Hammersmith and Fulham	506	224	730
Kensington and Chelsea	525	247	772
Total Inner	**8,045**	**3,526**	**11,571**
Waltham Forest	567	210	777
Redbridge	582	243	825
Havering	520	199	719
Barking and Dagenham	395	148	543
Newham	589	250	839
Bexley	387	154	541
Bromley	624	233	857
Croydon	807	334	1,141
Sutton	365	145	510
Merton	334	133	467
Kingston	275	98	373
Richmond	347	124	471
Hounslow	584	245	829
Hillingdon	632	262	894
Ealing	745	363	1,108
Brent	653	299	952
Harrow	334	170	504
Barnet	772	365	1,137
Haringey	504	204	708
Enfield	701	275	976
Total Outer	**10,717**	**4,454**	**15,171**
Greater London	**18,762**	**7,980**	**26,742**

Table 6.20 Collisions in the Greater London area in 2005 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	1	310	0	0	0	0	311
Westminster	7	1,523	20	11	2	1	1,564
Camden	2	929	4	0	0	0	935
Islington	4	732	3	0	0	0	739
Hackney	2	874	11	11	0	1	899
Tower Hamlets	1	771	31	34	0	2	839
Greenwich	9	709	24	56	0	0	798
Lewisham	1	912	2	0	0	0	915
Southwark	6	1,005	3	4	0	0	1,018
Lambeth	1	1,175	0	0	0	0	1,176
Wandsworth	5	856	9	4	1	0	875
Hammersmith and Fulham	2	686	26	15	1	0	730
Kensington and Chelsea	3	761	6	2	0	0	772
Total Inner	**44**	**11,243**	**139**	**137**	**4**	**4**	**11,571**
Waltham Forest	2	712	24	37	0	2	777
Redbridge	0	711	54	59	0	1	825
Havering	0	577	23	61	7	51	719
Barking and Dagenham	2	479	25	30	1	6	543
Newham	1	735	53	46	1	3	839
Bexley	2	476	9	54	0	0	541
Bromley	0	837	8	9	1	2	857
Croydon	2	1,121	15	3	0	0	1,141
Sutton	0	498	9	2	1	0	510
Merton	1	455	8	2	1	0	467
Kingston	1	342	6	24	0	0	373
Richmond	5	435	29	2	0	0	471
Hounslow	2	663	116	34	9	5	829
Hillingdon	0	676	99	48	11	60	894
Ealing	2	1,005	61	36	1	3	1,108
Brent	2	883	49	14	0	4	952
Harrow	0	493	10	1	0	0	504
Barnet	3	960	98	59	2	15	1,137
Haringey	2	697	8	1	0	0	708
Enfield	1	767	104	31	3	70	976
Total Outer	**28**	**13,522**	**808**	**553**	**38**	**222**	**15,171**
Greater London	**72**	**24,765**	**947**	**690**	**42**	**226**	**26,742**

Table 6.21 Collisions in the Greater London area in 2005 tabulated by highway authority and borough

Borough	TLRN [1]	Highways Agency	Borough	Total
City of London	141	0	170	311
Westminster	426	0	1,138	1,564
Camden	264	0	671	935
Islington	346	0	393	739
Hackney	395	0	504	899
Tower Hamlets	444	0	395	839
Greenwich	227	0	571	798
Lewisham	424	0	491	915
Southwark	417	0	601	1,018
Lambeth	659	0	517	1,176
Wandsworth	439	0	436	875
Hammersmith and Fulham	86	0	644	730
Kensington and Chelsea	247	0	525	772
Total Inner	**4,515**	**0**	**7,056**	**11,571**
Waltham Forest	75	0	702	777
Redbridge	188	4	633	825
Havering	129	50	540	719
Barking and Dagenham	95	0	448	543
Newham	145	0	694	839
Bexley	51	0	490	541
Bromley	118	2	737	857
Croydon	239	0	902	1,141
Sutton	141	0	369	510
Merton	62	0	405	467
Kingston	84	0	289	373
Richmond	118	0	353	471
Hounslow	305	18	506	829
Hillingdon	132	79	683	894
Ealing	229	0	879	1,108
Brent	83	0	869	952
Harrow	0	0	504	504
Barnet	265	14	858	1,137
Haringey	135	0	573	708
Enfield	210	77	689	976
Total Outer	**2,804**	**244**	**12,123**	**15,171**
Greater London	**7,319**	**244**	**19,179**	**26,742**

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

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

Figure 6.22: Collisions in Greater London by month 2005

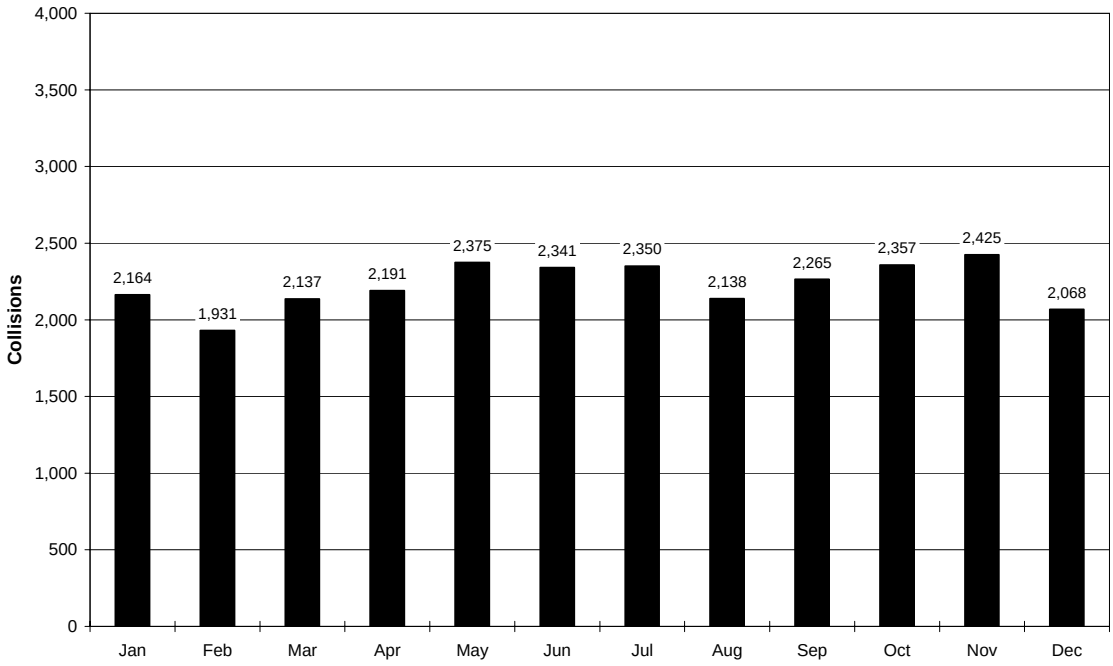


Figure 6.23: Collisions in Greater London by day of week 2005

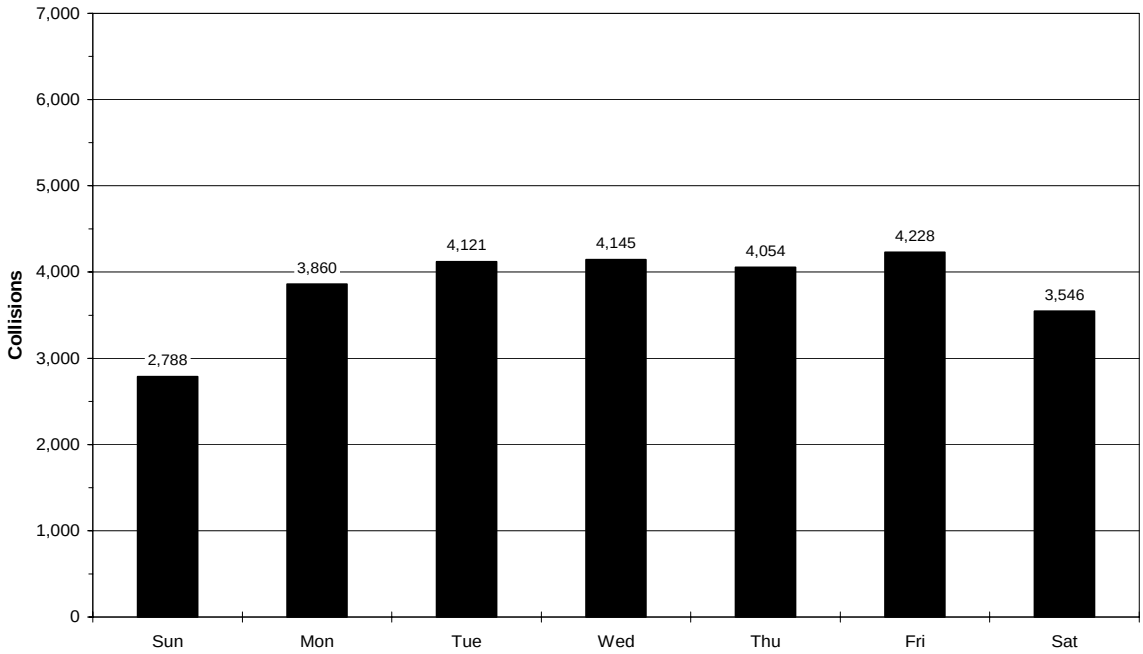
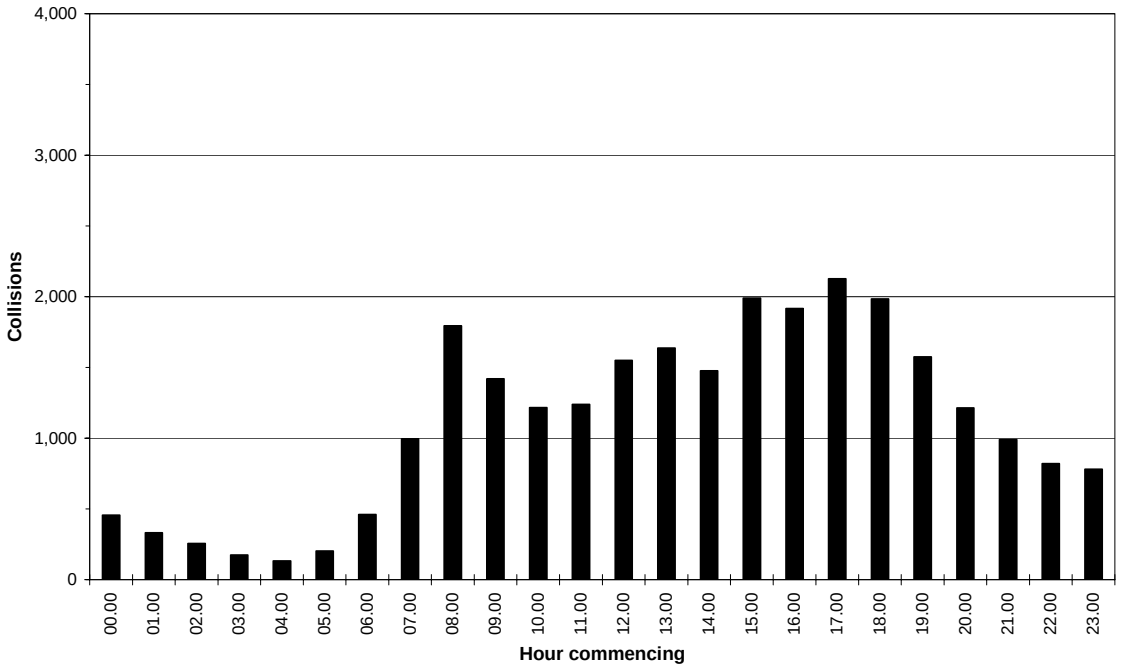


Figure 6.24: Collisions in Greater London by hour of day 2005



7. Casualties

Figure 7.1a: Vehicle casualties by type of road user 2001-2005

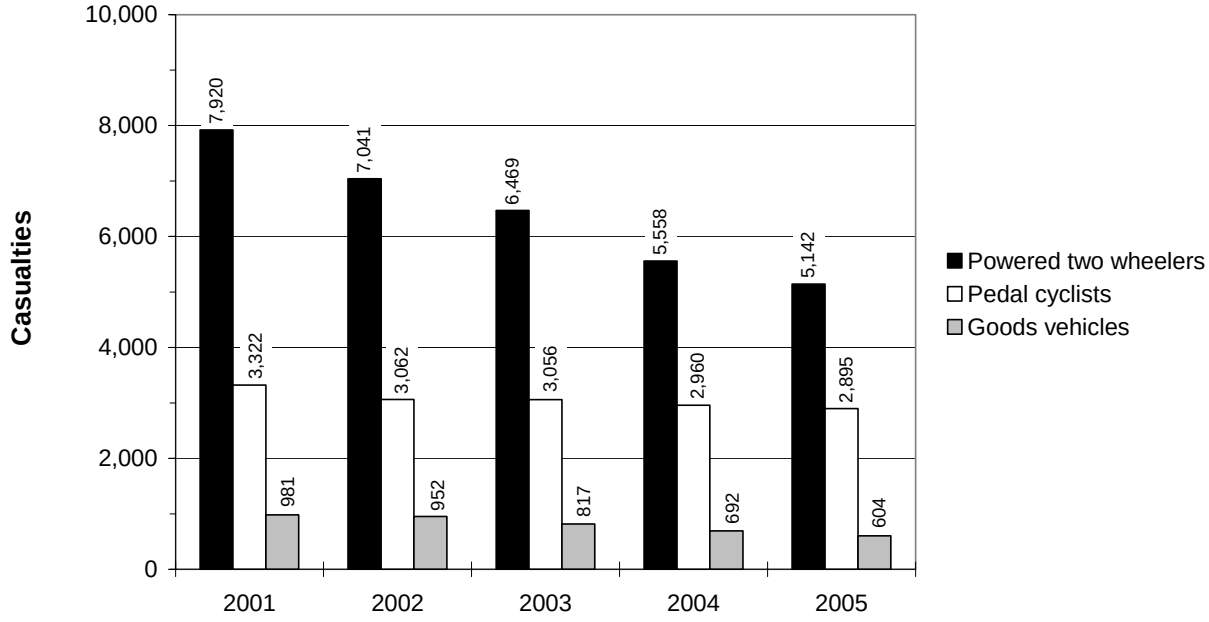


Figure 7.1b: Vehicle casualties by type of road user 2001-2005

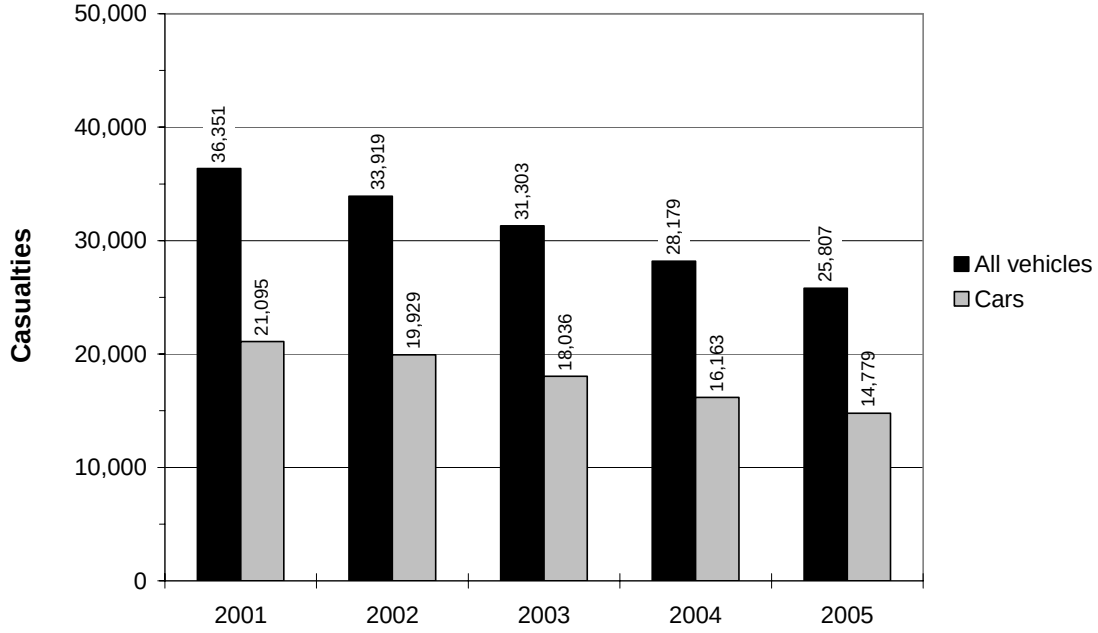


Figure 7.2a: Pedestrian casualties 2001-2005

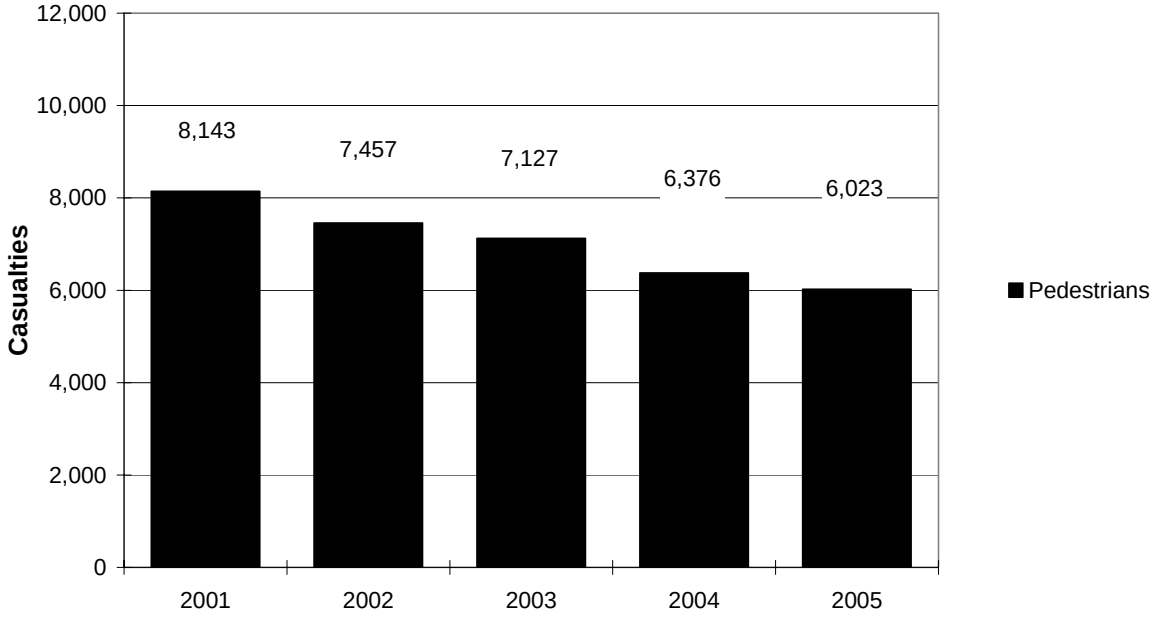


Figure 7.2b: Pedestrian casualties by age groups 2001-2005

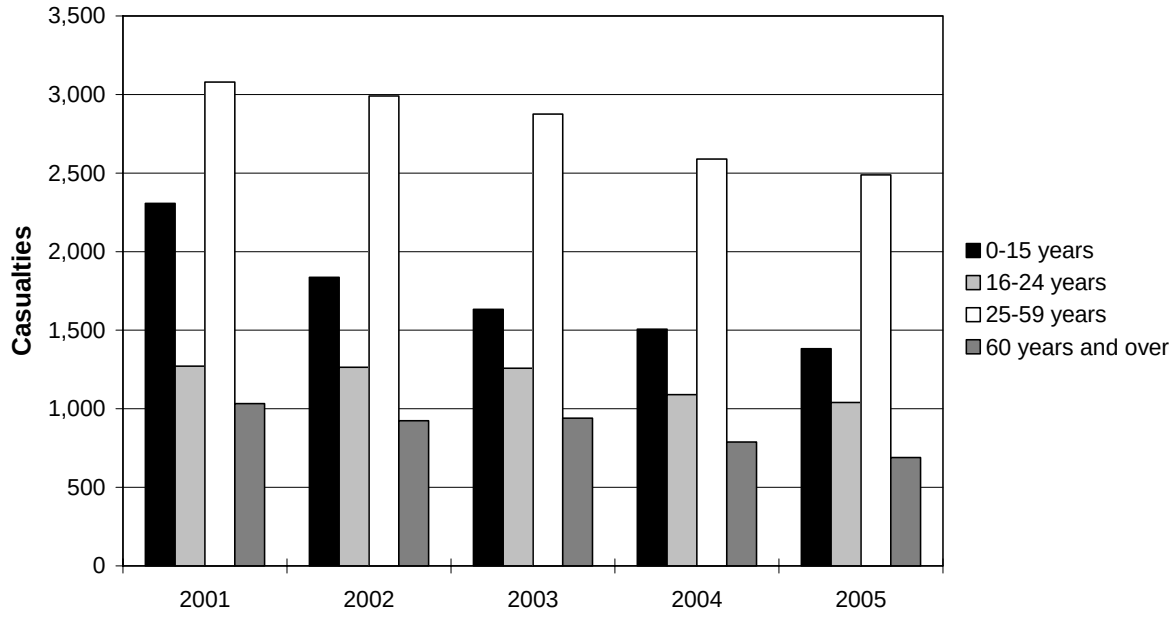


Figure 7.3a: Driver casualties by type of vehicle 2001-2005

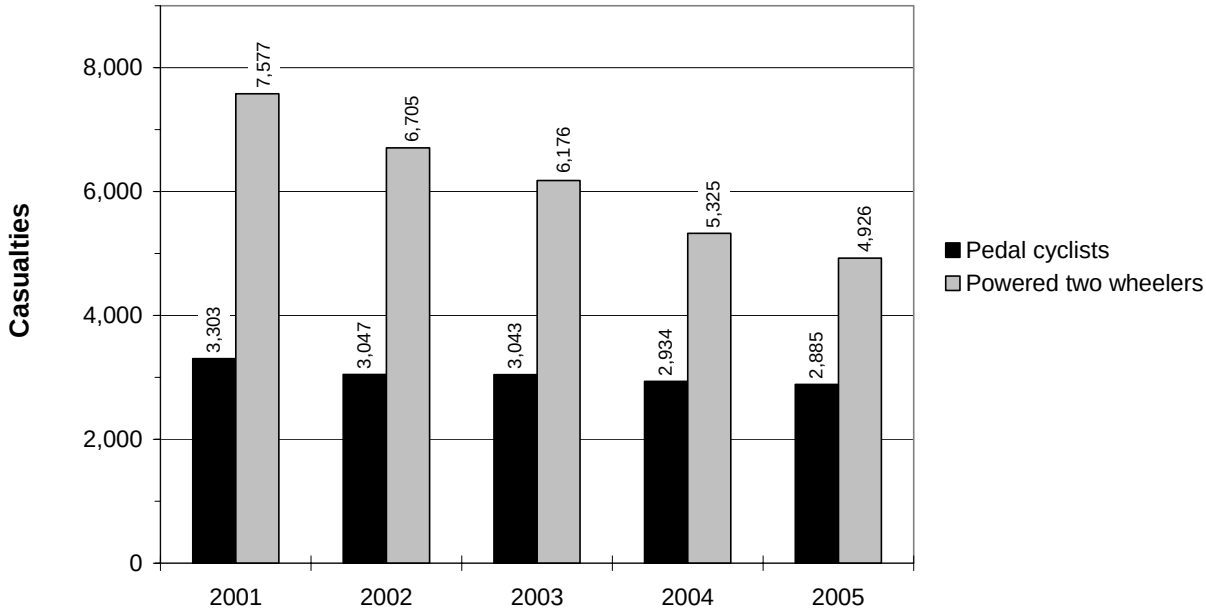


Figure 7.3b: Driver casualties by type of vehicle 2001-2005

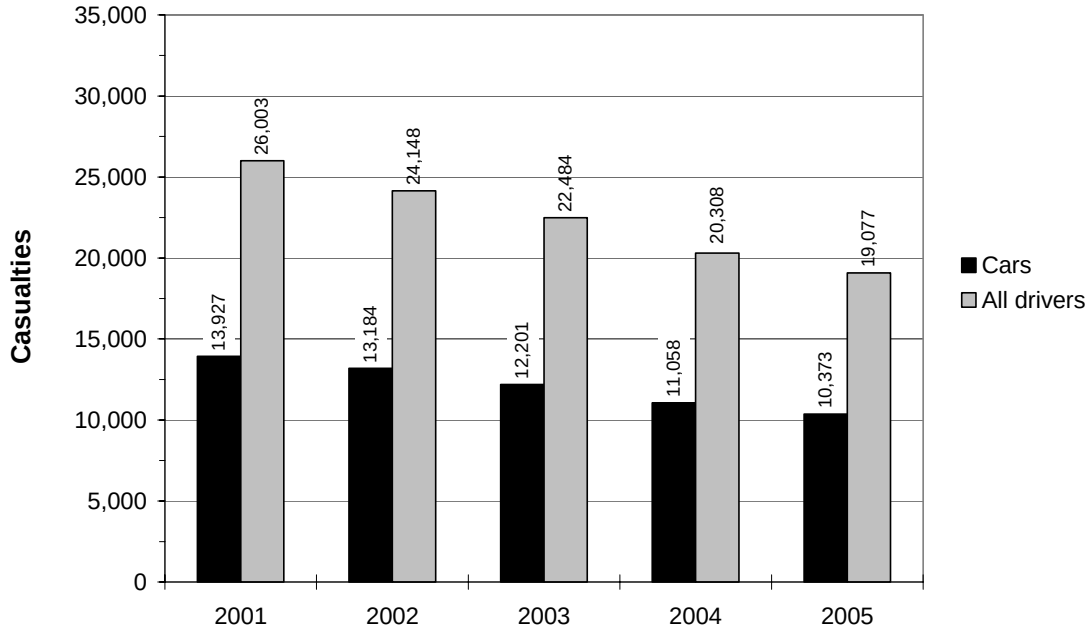


Figure 7.4a: Passenger casualties by type of vehicle 2001-2005

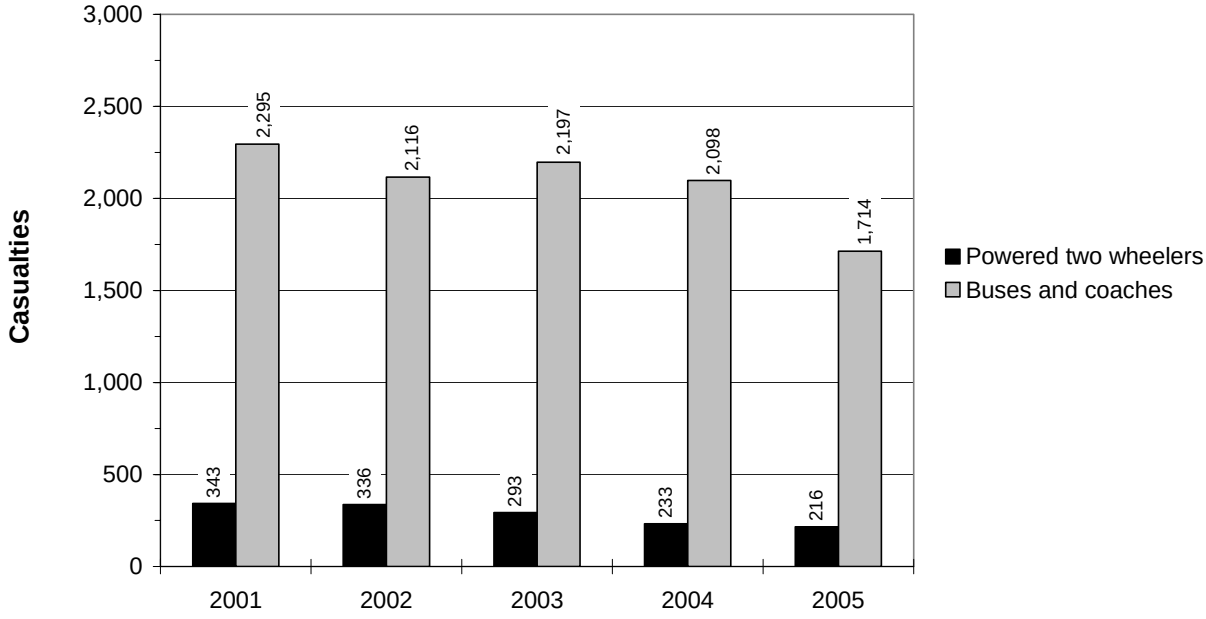


Figure 7.4b: Passenger casualties by type of vehicle 2001-2005

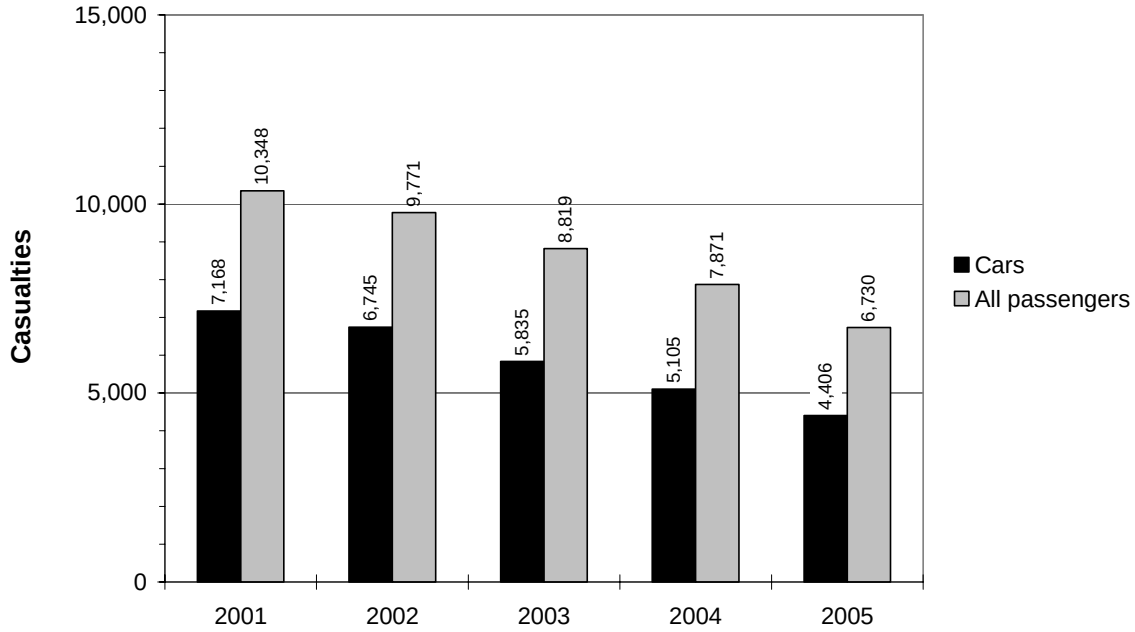


Table 7.5 Driver and passenger casualties in the Greater London area in 2005 tabulated by age group and vehicle occupied

Vehicle type	0-15 years	16-24 years	25-59 years	60+ years	Not known	Total
Pedal cycle	283	426	1,860	88	238	2,895
Motor cycle up to 50cc	36	538	603	17	66	1,260
Motor cycle 50 to 125cc	13	429	760	19	49	1,270
Motor cycle 125 to 500cc	5	186	878	16	55	1,140
Motor cycle over 500cc	2	167	1,198	17	88	1,472
Car	727	3,083	8,618	1,071	1,280	14,779
Taxi	1	23	240	38	24	326
Bus or coach	143	120	709	629	233	1,834
Goods	12	76	442	28	46	604
Other	14	20	121	19	53	227
Total	**1,236**	**5,068**	**15,429**	**1,942**	**2,132**	**25,807**

Table 7.6 Casualties in the Greater London area in 2005 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	1	42	308	351
Westminster	12	251	1,499	1,762
Camden	2	129	905	1,036
Islington	4	86	725	815
Hackney	4	120	902	1,026
Tower Hamlets	8	103	893	1,004
Greenwich	8	100	833	941
Lewisham	6	139	942	1,087
Southwark	7	125	1,016	1,148
Lambeth	8	154	1,173	1,335
Wandsworth	4	117	860	981
Hammersmith and Fulham	10	112	717	839
Kensington and Chelsea	10	103	776	889
Total Inner	**84**	**1,581**	**11,549**	**13,214**
Waltham Forest	5	88	825	918
Redbridge	7	87	940	1,034
Havering	7	76	879	962
Barking and Dagenham	6	46	630	682
Newham	2	78	953	1,033
Bexley	6	81	579	666
Bromley	9	125	924	1,058
Croydon	7	151	1,254	1,412
Sutton	2	64	540	606
Merton	1	70	488	559
Kingston	3	60	405	468
Richmond	2	70	477	549
Hounslow	14	106	936	1,056
Hillingdon	8	111	1,021	1,140
Ealing	9	118	1,191	1,318
Brent	7	117	1,024	1,148
Harrow	3	73	564	640
Barnet	12	134	1,210	1,356
Haringey	7	87	712	806
Enfield	13	113	1,079	1,205
Total Outer	**130**	**1,855**	**16,631**	**18,616**
Greater London	**214**	**3,436**	**28,180**	**31,830**

Table 7.7 Casualties in the Greater London area in 2005 tabulated by borough, mode of travel and severity

00 City of London

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	0	12	80	92
Pedal cycles	1	13	85	99
Powered two wheelers	0	10	65	75
Car occupants	0	1	30	31
Taxi occupants	0	4	17	21
Bus or coach occupants	0	1	24	25
Goods vehicle occupants	0	1	6	7
Other vehicle occupants	0	0	1	1
Total	**1**	**42**	**308**	**351**

01 Westminster

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	7	114	447	568
Pedal cycles	2	29	218	249
Powered two wheelers	2	48	298	348
Car occupants	1	35	300	336
Taxi occupants	0	2	75	77
Bus or coach occupants	0	19	139	158
Goods vehicle occupants	0	4	14	18
Other vehicle occupants	0	0	8	8
Total	**12**	**251**	**1,499**	**1,762**

Table 7.7 Casualties in the Greater London area in 2005 tabulated by borough, mode of travel and severity

02 Camden

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	0	58	212	270
Pedal cycles	1	18	163	182
Powered two wheelers	1	32	201	234
Car occupants	0	10	212	222
Taxi occupants	0	2	17	19
Bus or coach occupants	0	6	72	78
Goods vehicle occupants	0	2	19	21
Other vehicle occupants	0	1	9	10
Total	**2**	**129**	**905**	**1,036**

03 Islington

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	34	163	198
Pedal cycles	3	18	144	165
Powered two wheelers	0	20	164	184
Car occupants	0	10	162	172
Taxi occupants	0	0	18	18
Bus or coach occupants	0	4	60	64
Goods vehicle occupants	0	0	12	12
Other vehicle occupants	0	0	2	2
Total	**4**	**86**	**725**	**815**

Table 7.7 Casualties in the Greater London area in 2005 tabulated by borough, mode of travel and severity

04 Hackney

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	41	204	247
Pedal cycles	1	17	116	134
Powered two wheelers	0	30	139	169
Car occupants	0	25	350	375
Taxi occupants	0	0	14	14
Bus or coach occupants	0	6	61	67
Goods vehicle occupants	0	0	13	13
Other vehicle occupants	1	1	5	7
Total	**4**	**120**	**902**	**1,026**

05 Tower Hamlets

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	6	34	144	184
Pedal cycles	0	11	93	104
Powered two wheelers	2	41	181	224
Car occupants	0	13	405	418
Taxi occupants	0	1	11	12
Bus or coach occupants	0	2	35	37
Goods vehicle occupants	0	1	21	22
Other vehicle occupants	0	0	3	3
Total	**8**	**103**	**893**	**1,004**

Table 7.7 Casualties in the Greater London area in 2005 tabulated by borough, mode of travel and severity

06 Greenwich

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	28	153	184
Pedal cycles	1	6	47	54
Powered two wheelers	1	32	121	154
Car occupants	2	31	439	472
Taxi occupants	0	0	3	3
Bus or coach occupants	0	1	54	55
Goods vehicle occupants	0	1	12	13
Other vehicle occupants	1	1	4	6
Total	**8**	**100**	**833**	**941**

07 Lewisham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	55	166	224
Pedal cycles	0	9	76	85
Powered two wheelers	1	33	167	201
Car occupants	2	33	418	453
Taxi occupants	0	0	3	3
Bus or coach occupants	0	6	95	101
Goods vehicle occupants	0	2	13	15
Other vehicle occupants	0	1	4	5
Total	**6**	**139**	**942**	**1,087**

Table 7.7 Casualties in the Greater London area in 2005 tabulated by borough, mode of travel and severity

08 Southwark

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	44	195	241
Pedal cycles	0	16	144	160
Powered two wheelers	2	30	197	229
Car occupants	3	29	343	375
Taxi occupants	0	0	9	9
Bus or coach occupants	0	6	99	105
Goods vehicle occupants	0	0	21	21
Other vehicle occupants	0	0	8	8
Total	**7**	**125**	**1,016**	**1,148**

09 Lambeth

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	6	56	256	318
Pedal cycles	2	20	132	154
Powered two wheelers	0	50	248	298
Car occupants	0	20	378	398
Taxi occupants	0	1	12	13
Bus or coach occupants	0	4	108	112
Goods vehicle occupants	0	3	24	27
Other vehicle occupants	0	0	15	15
Total	**8**	**154**	**1,173**	**1,335**

Table 7.7 Casualties in the Greater London area in 2005 tabulated by borough, mode of travel and severity

10 Wandsworth

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	25	143	169
Pedal cycles	1	27	124	152
Powered two wheelers	2	43	221	266
Car occupants	0	19	309	328
Taxi occupants	0	0	4	4
Bus or coach occupants	0	2	46	48
Goods vehicle occupants	0	0	8	8
Other vehicle occupants	0	1	5	6
Total	**4**	**117**	**860**	**981**

11 Hammersmith and Fulham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	41	138	182
Pedal cycles	0	21	117	138
Powered two wheelers	5	29	198	232
Car occupants	2	17	207	226
Taxi occupants	0	1	10	11
Bus or coach occupants	0	3	32	35
Goods vehicle occupants	0	0	5	5
Other vehicle occupants	0	0	10	10
Total	**10**	**112**	**717**	**839**

Table 7.7 Casualties in the Greater London area in 2005 tabulated by borough, mode of travel and severity

12 Kensington and Chelsea

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	40	168	212
Pedal cycles	3	15	135	153
Powered two wheelers	3	33	203	239
Car occupants	0	8	195	203
Taxi occupants	0	3	18	21
Bus or coach occupants	0	4	41	45
Goods vehicle occupants	0	0	9	9
Other vehicle occupants	0	0	7	7
Total	**10**	**103**	**776**	**889**

13 Waltham Forest

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	37	139	178
Pedal cycles	0	3	59	62
Powered two wheelers	1	17	78	96
Car occupants	2	29	482	513
Taxi occupants	0	0	3	3
Bus or coach occupants	0	2	41	43
Goods vehicle occupants	0	0	18	18
Other vehicle occupants	0	0	5	5
Total	**5**	**88**	**825**	**918**

Table 7.7 Casualties in the Greater London area in 2005 tabulated by borough, mode of travel and severity

14 Redbridge

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	25	104	132
Pedal cycles	1	4	33	38
Powered two wheelers	2	12	79	93
Car occupants	1	42	656	699
Taxi occupants	0	0	6	6
Bus or coach occupants	0	1	30	31
Goods vehicle occupants	0	3	25	28
Other vehicle occupants	0	0	7	7
Total	**7**	**87**	**940**	**1,034**

15 Havering

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	23	88	113
Pedal cycles	0	2	25	27
Powered two wheelers	1	9	70	80
Car occupants	4	33	607	644
Taxi occupants	0	0	5	5
Bus or coach occupants	0	1	33	34
Goods vehicle occupants	0	8	38	46
Other vehicle occupants	0	0	13	13
Total	**7**	**76**	**879**	**962**

Table 7.7 Casualties in the Greater London area in 2005 tabulated by borough, mode of travel and severity

16 Barking and Dagenham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	14	84	102
Pedal cycles	0	1	35	36
Powered two wheelers	1	12	63	76
Car occupants	1	17	403	421
Taxi occupants	0	0	1	1
Bus or coach occupants	0	1	19	20
Goods vehicle occupants	0	0	23	23
Other vehicle occupants	0	1	2	3
Total	**6**	**46**	**630**	**682**

17 Newham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	0	35	158	193
Pedal cycles	0	5	47	52
Powered two wheelers	0	12	82	94
Car occupants	2	20	570	592
Taxi occupants	0	0	6	6
Bus or coach occupants	0	3	63	66
Goods vehicle occupants	0	2	19	21
Other vehicle occupants	0	1	8	9
Total	**2**	**78**	**953**	**1,033**

Table 7.7 Casualties in the Greater London area in 2005 tabulated by borough, mode of travel and severity

18 Bexley

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	19	74	95
Pedal cycles	0	4	22	26
Powered two wheelers	0	21	63	84
Car occupants	3	32	374	409
Taxi occupants	0	0	5	5
Bus or coach occupants	1	3	29	33
Goods vehicle occupants	0	1	7	8
Other vehicle occupants	0	1	5	6
Total	**6**	**81**	**579**	**666**

19 Bromley

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	26	93	121
Pedal cycles	0	5	45	50
Powered two wheelers	4	29	116	149
Car occupants	2	55	589	646
Taxi occupants	0	0	4	4
Bus or coach occupants	0	5	54	59
Goods vehicle occupants	1	2	13	16
Other vehicle occupants	0	3	10	13
Total	**9**	**125**	**924**	**1,058**

Table 7.7 Casualties in the Greater London area in 2005 tabulated by borough, mode of travel and severity

20 Croydon

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	46	207	255
Pedal cycles	0	8	63	71
Powered two wheelers	1	25	165	191
Car occupants	4	59	715	778
Taxi occupants	0	1	11	12
Bus or coach occupants	0	9	65	74
Goods vehicle occupants	0	3	23	26
Other vehicle occupants	0	0	5	5
Total	**7**	**151**	**1,254**	**1,412**

21 Sutton

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	11	75	87
Pedal cycles	0	10	30	40
Powered two wheelers	0	16	72	88
Car occupants	0	21	322	343
Taxi occupants	0	0	4	4
Bus or coach occupants	1	3	21	25
Goods vehicle occupants	0	2	13	15
Other vehicle occupants	0	1	3	4
Total	**2**	**64**	**540**	**606**

Table 7.7 Casualties in the Greater London area in 2005 tabulated by borough, mode of travel and severity

22 Merton

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	0	24	80	104
Pedal cycles	0	10	46	56
Powered two wheelers	0	11	92	103
Car occupants	1	21	216	238
Taxi occupants	0	0	6	6
Bus or coach occupants	0	1	35	36
Goods vehicle occupants	0	3	7	10
Other vehicle occupants	0	0	6	6
Total	**1**	**70**	**488**	**559**

23 Kingston

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	16	43	60
Pedal cycles	0	7	42	49
Powered two wheelers	1	11	63	75
Car occupants	1	22	218	241
Taxi occupants	0	1	4	5
Bus or coach occupants	0	3	23	26
Goods vehicle occupants	0	0	8	8
Other vehicle occupants	0	0	4	4
Total	**3**	**60**	**405**	**468**

Table 7.7 Casualties in the Greater London area in 2005 tabulated by borough, mode of travel and severity

24 Richmond

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	0	16	72	88
Pedal cycles	1	10	66	77
Powered two wheelers	0	20	99	119
Car occupants	1	21	199	221
Taxi occupants	0	0	3	3
Bus or coach occupants	0	3	26	29
Goods vehicle occupants	0	0	7	7
Other vehicle occupants	0	0	5	5
Total	**2**	**70**	**477**	**549**

25 Hounslow

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	5	22	82	109
Pedal cycles	2	12	67	81
Powered two wheelers	5	28	105	138
Car occupants	2	36	605	643
Taxi occupants	0	0	9	9
Bus or coach occupants	0	3	43	46
Goods vehicle occupants	0	4	21	25
Other vehicle occupants	0	1	4	5
Total	**14**	**106**	**936**	**1,056**

Table 7.7 Casualties in the Greater London area in 2005 tabulated by borough, mode of travel and severity

26 Hillingdon

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	31	96	129
Pedal cycles	0	8	51	59
Powered two wheelers	1	17	94	112
Car occupants	5	49	685	739
Taxi occupants	0	1	4	5
Bus or coach occupants	0	2	42	44
Goods vehicle occupants	0	3	39	42
Other vehicle occupants	0	0	10	10
Total	**8**	**111**	**1,021**	**1,140**

27 Ealing

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	42	208	253
Pedal cycles	0	9	64	73
Powered two wheelers	0	25	150	175
Car occupants	6	32	659	697
Taxi occupants	0	0	6	6
Bus or coach occupants	0	9	79	88
Goods vehicle occupants	0	0	22	22
Other vehicle occupants	0	1	3	4
Total	**9**	**118**	**1,191**	**1,318**

Table 7.7 Casualties in the Greater London area in 2005 tabulated by borough, mode of travel and severity

28 Brent

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	28	176	208
Pedal cycles	0	10	61	71
Powered two wheelers	0	22	125	147
Car occupants	2	48	572	622
Taxi occupants	0	0	9	9
Bus or coach occupants	1	5	56	62
Goods vehicle occupants	0	3	19	22
Other vehicle occupants	0	1	6	7
Total	**7**	**117**	**1,024**	**1,148**

29 Harrow

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	20	92	113
Pedal cycles	1	6	28	35
Powered two wheelers	1	10	47	58
Car occupants	0	34	350	384
Taxi occupants	0	0	1	1
Bus or coach occupants	0	2	29	31
Goods vehicle occupants	0	0	9	9
Other vehicle occupants	0	1	8	9
Total	**3**	**73**	**564**	**640**

Table 7.7 Casualties in the Greater London area in 2005 tabulated by borough, mode of travel and severity

30 Barnet

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	7	42	161	210
Pedal cycles	0	7	49	56
Powered two wheelers	3	35	149	187
Car occupants	2	45	751	798
Taxi occupants	0	0	4	4
Bus or coach occupants	0	3	56	59
Goods vehicle occupants	0	1	28	29
Other vehicle occupants	0	1	12	13
Total	**12**	**134**	**1,210**	**1,356**

31 Haringey

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	45	154	203
Pedal cycles	0	4	55	59
Powered two wheelers	0	16	96	112
Car occupants	3	20	336	359
Taxi occupants	0	0	1	1
Bus or coach occupants	0	1	55	56
Goods vehicle occupants	0	0	15	15
Other vehicle occupants	0	1	0	1
Total	**7**	**87**	**712**	**806**

Table 7.7 Casualties in the Greater London area in 2005 tabulated by borough, mode of travel and severity

32 Enfield

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	6	31	144	181
Pedal cycles	1	6	41	48
Powered two wheelers	4	22	86	112
Car occupants	2	48	733	783
Taxi occupants	0	1	5	6
Bus or coach occupants	0	2	40	42
Goods vehicle occupants	0	2	21	23
Other vehicle occupants	0	1	9	10
Total	**13**	**113**	**1,079**	**1,205**

Table 7.8 Casualties in the Greater London area in 2005 tabulated by borough, mode of travel and severity

Greater London total

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	89	1,135	4,799	6,023
Pedal cycles	21	351	2,523	2,895
Powered two wheelers	44	801	4,297	5,142
Car occupants	54	935	13,790	14,779
Taxi occupants	0	18	308	326
Bus or coach occupants	3	126	1,705	1,834
Goods vehicle occupants	1	51	552	604
Other vehicle occupants	2	19	206	227
Total	**214**	**3,436**	**28,180**	**31,830**

Table 7.9 Pedestrian casualties in the Greater London area in 2005 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	12	80	92
Westminster	7	114	447	568
Camden	0	58	212	270
Islington	1	34	163	198
Hackney	2	41	204	247
Tower Hamlets	6	34	144	184
Greenwich	3	28	153	184
Lewisham	3	55	166	224
Southwark	2	44	195	241
Lambeth	6	56	256	318
Wandsworth	1	25	143	169
Hammersmith and Fulham	3	41	138	182
Kensington and Chelsea	4	40	168	212
Total Inner	**38**	**582**	**2,469**	**3,089**
Waltham Forest	2	37	139	178
Redbridge	3	25	104	132
Havering	2	23	88	113
Barking and Dagenham	4	14	84	102
Newham	0	35	158	193
Bexley	2	19	74	95
Bromley	2	26	93	121
Croydon	2	46	207	255
Sutton	1	11	75	87
Merton	0	24	80	104
Kingston	1	16	43	60
Richmond	0	16	72	88
Hounslow	5	22	82	109
Hillingdon	2	31	96	129
Ealing	3	42	208	253
Brent	4	28	176	208
Harrow	1	20	92	113
Barnet	7	42	161	210
Haringey	4	45	154	203
Enfield	6	31	144	181
Total Outer	**51**	**553**	**2,330**	**2,934**
Greater London	**89**	**1,135**	**4,799**	**6,023**

Table 7.10 Driver casualties in the Greater London area in 2005 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	1	25	184	210
Westminster	3	104	752	859
Camden	2	63	531	596
Islington	3	42	455	500
Hackney	2	58	518	578
Tower Hamlets	2	60	548	610
Greenwich	4	62	476	542
Lewisham	3	64	543	610
Southwark	3	65	615	683
Lambeth	2	89	665	756
Wandsworth	3	86	579	668
Hammersmith and Fulham	7	56	449	512
Kensington and Chelsea	6	54	496	556
Total Inner	**41**	**828**	**6,811**	**7,680**
Waltham Forest	2	37	502	541
Redbridge	4	50	615	669
Havering	1	36	547	584
Barking and Dagenham	2	28	392	422
Newham	2	33	531	566
Bexley	1	49	375	425
Bromley	7	76	609	692
Croydon	4	74	727	805
Sutton	0	45	354	399
Merton	1	36	316	353
Kingston	1	35	262	298
Richmond	1	41	330	372
Hounslow	7	67	622	696
Hillingdon	4	57	679	740
Ealing	4	55	701	760
Brent	1	67	608	676
Harrow	2	36	316	354
Barnet	4	64	779	847
Haringey	3	29	412	444
Enfield	5	66	683	754
Total Outer	**56**	**981**	**10,360**	**11,397**
Greater London	**97**	**1,809**	**17,171**	**19,077**

Table 7.11 Passenger casualties in the Greater London area in 2005 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	5	44	49
Westminster	2	33	300	335
Camden	0	8	162	170
Islington	0	10	107	117
Hackney	0	21	180	201
Tower Hamlets	0	9	201	210
Greenwich	1	10	204	215
Lewisham	0	20	233	253
Southwark	2	16	206	224
Lambeth	0	9	252	261
Wandsworth	0	6	138	144
Hammersmith and Fulham	0	15	130	145
Kensington and Chelsea	0	9	112	121
Total Inner	**5**	**171**	**2,269**	**2,445**
Waltham Forest	1	14	184	199
Redbridge	0	12	221	233
Havering	4	17	244	265
Barking and Dagenham	0	4	154	158
Newham	0	10	264	274
Bexley	3	13	130	146
Bromley	0	23	222	245
Croydon	1	31	320	352
Sutton	1	8	111	120
Merton	0	10	92	102
Kingston	1	9	100	110
Richmond	1	13	75	89
Hounslow	2	17	232	251
Hillingdon	2	23	246	271
Ealing	2	21	282	305
Brent	2	22	240	264
Harrow	0	17	156	173
Barnet	1	28	270	299
Haringey	0	13	146	159
Enfield	2	16	252	270
Total Outer	**23**	**321**	**3,941**	**4,285**
Greater London	**28**	**492**	**6,210**	**6,730**

Table 7.12 Pedestrian casualties in the Greater London area in 2005 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	22	23	22	67
Westminster	141	92	191	424
Camden	76	31	85	192
Islington	38	30	70	138
Hackney	32	31	126	189
Tower Hamlets	36	26	82	144
Greenwich	25	22	97	144
Lewisham	35	26	120	181
Southwark	35	60	109	204
Lambeth	68	52	138	258
Wandsworth	27	35	71	133
Hammersmith and Fulham	31	33	68	132
Kensington and Chelsea	39	43	77	159
Total Inner	**605**	**504**	**1,256**	**2,365**
Waltham Forest	20	16	100	136
Redbridge	12	11	77	100
Havering	12	6	67	85
Barking and Dagenham	17	5	61	83
Newham	39	20	101	160
Bexley	6	10	51	67
Bromley	15	15	65	95
Croydon	37	51	122	210
Sutton	9	8	50	67
Merton	12	27	38	77
Kingston	18	8	21	47
Richmond	9	13	34	56
Hounslow	26	13	52	91
Hillingdon	15	3	60	78
Ealing	35	22	145	202
Brent	20	19	102	141
Harrow	6	6	57	69
Barnet	23	19	92	134
Haringey	29	27	103	159
Enfield	13	15	100	128
Total Outer	**373**	**314**	**1,498**	**2,185**
Greater London	**978**	**818**	**2,754**	**4,550**

Note: This table is continued on the next page.

Table 7.12 (cont.) Pedestrian casualties in the Greater London area in 2005 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	9	1	4	5	92
Westminster	45	38	9	14	38	568
Camden	16	18	2	5	37	270
Islington	11	13	0	2	34	198
Hackney	27	18	1	6	6	247
Tower Hamlets	11	10	2	6	11	184
Greenwich	16	19	0	2	3	184
Lewisham	17	20	1	2	3	224
Southwark	9	20	1	1	6	241
Lambeth	19	20	2	3	16	318
Wandsworth	12	10	0	1	13	169
Hammersmith and Fulham	21	15	0	1	13	182
Kensington and Chelsea	10	22	1	1	19	212
Total Inner	**220**	**232**	**20**	**48**	**204**	**3,089**
Waltham Forest	14	16	1	3	8	178
Redbridge	8	10	0	5	9	132
Havering	11	8	0	1	8	113
Barking and Dagenham	2	11	0	2	4	102
Newham	14	10	0	2	7	193
Bexley	9	17	0	1	1	95
Bromley	10	10	1	0	5	121
Croydon	16	18	1	2	8	255
Sutton	4	11	0	2	3	87
Merton	8	7	1	0	11	104
Kingston	4	3	0	1	5	60
Richmond	9	15	1	1	6	88
Hounslow	9	4	0	3	2	109
Hillingdon	8	7	0	2	34	129
Ealing	20	12	2	3	14	253
Brent	12	10	2	3	40	208
Harrow	12	8	0	1	23	113
Barnet	23	7	0	0	46	210
Haringey	14	11	0	4	15	203
Enfield	17	12	0	1	23	181
Total Outer	**224**	**207**	**9**	**37**	**272**	**2,934**
Greater London	**444**	**439**	**29**	**85**	**476**	**6,023**

Table 7.13 Driver casualties in the Greater London area in 2005 tabulated by vehicle type and borough

Borough	Pedal cycle	Motor cycle up to 50cc	Motor cycle 50 to 125cc	Motor cycle 125 to 500cc	Motor cycle over 500cc	Car	Taxi	Bus or coach	Goods vehicle	Other	Total
City of London	98	8	18	11	35	21	11	1	6	1	210
Westminster	248	74	87	46	129	221	32	5	16	1	859
Camden	182	44	59	41	76	162	8	6	12	6	596
Islington	165	48	53	35	42	132	11	5	9	0	500
Hackney	134	41	46	42	31	256	6	5	12	5	578
Tower Hamlets	104	30	47	70	69	265	7	2	15	1	610
Greenwich	54	37	27	34	49	321	1	4	12	3	542
Lewisham	85	58	39	39	57	314	2	2	11	3	610
Southwark	160	57	49	43	72	268	5	9	16	4	683
Lambeth	151	72	77	60	76	285	5	4	22	4	756
Wandsworth	151	61	76	60	63	238	3	4	7	5	668
Hammersmith and Fulham	137	58	58	56	44	140	7	3	5	4	512
Kensington and Chelsea	153	65	55	58	48	148	17	1	7	4	556
Total Inner	**1,822**	**653**	**691**	**595**	**791**	**2,771**	**115**	**51**	**150**	**41**	**7,680**
Waltham Forest	62	19	29	23	20	363	3	7	12	3	541
Redbridge	38	23	20	25	22	504	6	3	23	5	669
Havering	27	18	22	21	18	434	4	3	30	7	584
Barking and Dagenham	36	20	14	26	14	287	0	3	20	2	422
Newham	51	17	21	21	28	397	5	4	15	7	566
Bexley	26	26	14	16	26	301	4	0	8	4	425
Bromley	50	43	15	31	53	469	3	4	14	10	692
Croydon	71	57	37	35	53	518	6	6	18	4	805
Sutton	40	30	21	14	21	255	2	1	13	2	399
Merton	56	27	22	30	21	175	3	6	10	3	353
Kingston	49	29	14	16	14	164	3	0	6	3	298
Richmond	77	30	31	22	30	169	0	4	6	3	372
Hounslow	81	32	32	43	27	447	8	5	17	4	696
Hillingdon	58	21	25	23	37	528	3	3	36	6	740
Ealing	73	24	57	47	44	486	3	5	18	3	760
Brent	71	36	40	16	45	440	4	4	15	5	676
Harrow	35	20	14	7	15	251	0	5	5	2	354
Barnet	56	37	52	28	62	578	2	2	23	7	847
Haringey	59	25	32	22	25	266	1	1	13	0	444
Enfield	47	24	29	24	32	570	2	3	17	6	754
Total Outer	**1,063**	**558**	**541**	**490**	**607**	**7,602**	**62**	**69**	**319**	**86**	**11,397**
Greater London	**2,885**	**1,211**	**1,232**	**1,085**	**1,398**	**10,373**	**177**	**120**	**469**	**127**	**19,077**

Figure 7.14: Pedestrian casualties at or within 50 metres of a pedestrian crossing 2001-2005

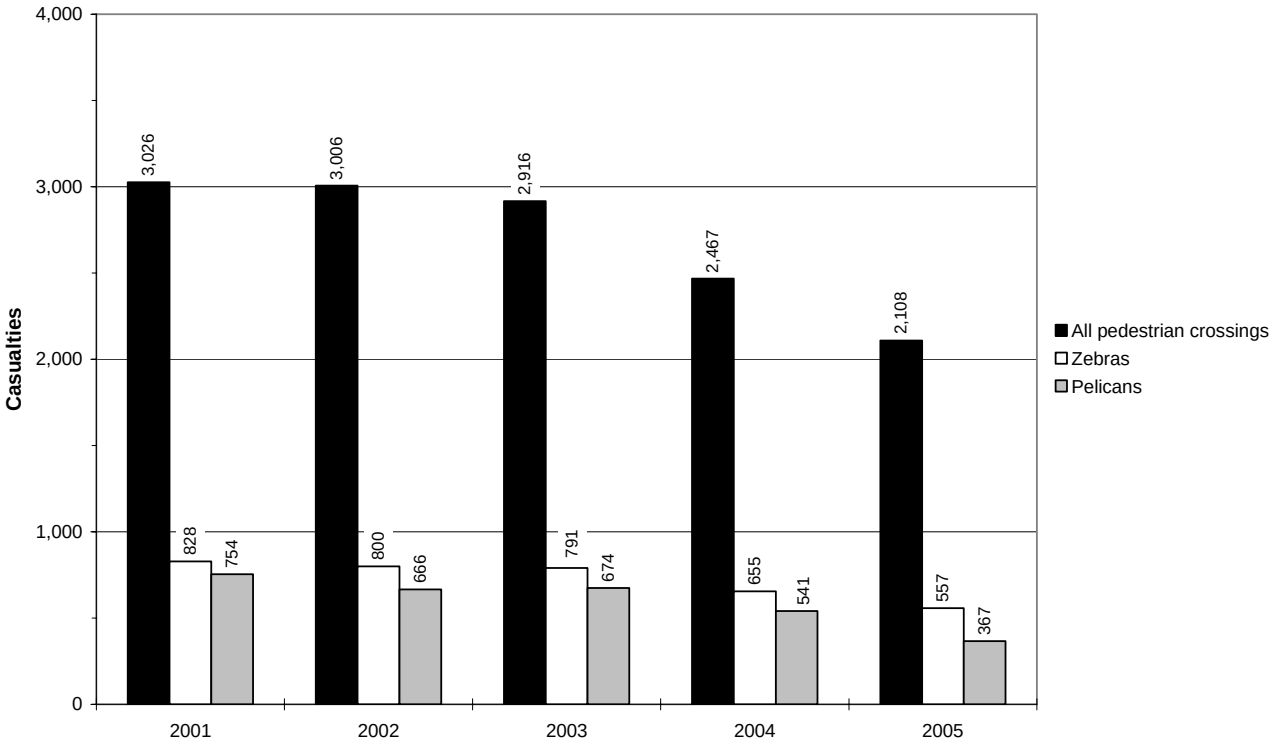


Table 7.15 Passenger casualties in the Greater London area in 2005 tabulated by vehicle type and borough

Borough	Pedal cycle	Motor cycle up to 50cc	Motor cycle 50 to 125cc	Motor cycle 125 to 500cc	Motor cycle over 500cc	Car	Taxi	Bus or coach	Goods vehicle	Other	Total
City of London	1	0	0	0	3	10	10	24	1	0	49
Westminster	1	3	4	1	4	115	45	153	2	7	335
Camden	0	2	0	5	7	60	11	72	9	4	170
Islington	0	0	0	3	3	40	7	59	3	2	117
Hackney	0	4	1	3	1	119	8	62	1	2	201
Tower Hamlets	0	3	2	1	2	153	5	35	7	2	210
Greenwich	0	2	1	1	3	151	2	51	1	3	215
Lewisham	0	1	1	3	3	139	1	99	4	2	253
Southwark	0	4	1	0	3	107	4	96	5	4	224
Lambeth	3	4	2	3	4	113	8	108	5	11	261
Wandsworth	1	0	3	0	3	90	1	44	1	1	144
Hammersmith and Fulham	1	6	2	4	4	86	4	32	0	6	145
Kensington and Chelsea	0	4	6	2	1	55	4	44	2	3	121
Total Inner	**7**	**33**	**23**	**26**	**41**	**1,238**	**110**	**879**	**41**	**47**	**2,445**
Waltham Forest	0	1	2	0	2	150	0	36	6	2	199
Redbridge	0	0	0	0	3	195	0	28	5	2	233
Havering	0	0	0	0	1	210	1	31	16	6	265
Barking and Dagenham	0	1	0	1	0	134	1	17	3	1	158
Newham	1	0	0	5	2	195	1	62	6	2	274
Bexley	0	0	0	0	2	108	1	33	0	2	146
Bromley	0	3	0	1	3	177	1	55	2	3	245
Croydon	0	1	3	1	4	260	6	68	8	1	352
Sutton	0	0	0	2	0	88	2	24	2	2	120
Merton	0	1	1	1	0	63	3	30	0	3	102
Kingston	0	0	0	1	1	77	2	26	2	1	110
Richmond	0	2	1	3	0	52	3	25	1	2	89
Hounslow	0	0	1	1	2	196	1	41	8	1	251
Hillingdon	1	2	1	1	2	211	2	41	6	4	271
Ealing	0	0	0	3	0	211	3	83	4	1	305
Brent	0	2	1	2	5	182	5	58	7	2	264
Harrow	0	1	0	0	1	133	1	26	4	7	173
Barnet	0	1	1	3	3	220	2	57	6	6	299
Haringey	0	1	4	1	2	93	0	55	2	1	159
Enfield	1	0	0	3	0	213	4	39	6	4	270
Total Outer	**3**	**16**	**15**	**29**	**33**	**3,168**	**39**	**835**	**94**	**53**	**4,285**
Greater London	**10**	**49**	**38**	**55**	**74**	**4,406**	**149**	**1,714**	**135**	**100**	**6,730**

Table 7.16 Driver casualties in the Greater London area in 2005 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	0	30	162	5	13	210
Westminster	8	121	655	29	46	859
Camden	8	83	460	18	27	596
Islington	7	78	384	13	18	500
Hackney	13	83	425	17	40	578
Tower Hamlets	6	111	438	11	44	610
Greenwich	10	108	379	23	22	542
Lewisham	15	120	426	24	25	610
Southwark	13	118	500	17	35	683
Lambeth	11	100	594	18	33	756
Wandsworth	8	109	494	22	35	668
Hammersmith and Fulham	11	81	373	18	29	512
Kensington and Chelsea	9	65	434	21	27	556
Total Inner	**119**	**1,207**	**5,724**	**236**	**394**	**7,680**
Waltham Forest	8	95	381	27	30	541
Redbridge	8	139	443	50	29	669
Havering	5	139	368	49	23	584
Barking and Dagenham	15	101	268	16	22	422
Newham	14	116	377	25	34	566
Bexley	12	115	248	34	16	425
Bromley	17	170	403	70	32	692
Croydon	15	185	511	49	45	805
Sutton	5	100	242	31	21	399
Merton	4	74	240	19	16	353
Kingston	2	82	180	20	14	298
Richmond	4	84	230	35	19	372
Hounslow	10	149	466	41	30	696
Hillingdon	17	164	467	61	31	740
Ealing	12	142	521	44	41	760
Brent	11	131	471	34	29	676
Harrow	8	87	215	27	17	354
Barnet	12	180	562	56	37	847
Haringey	6	85	323	10	20	444
Enfield	17	172	464	63	38	754
Total Outer	**202**	**2,510**	**7,380**	**761**	**544**	**11,397**
Greater London	**321**	**3,717**	**13,104**	**997**	**938**	**19,077**

Table 7.17 Passenger casualties in the Greater London area in 2005 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	0	2	27	8	12	49
Westminster	22	43	157	55	58	335
Camden	10	36	90	20	14	170
Islington	12	18	47	24	16	117
Hackney	22	26	79	39	35	201
Tower Hamlets	27	49	71	18	45	210
Greenwich	41	43	77	27	27	215
Lewisham	39	38	83	47	46	253
Southwark	35	37	81	33	38	224
Lambeth	27	36	122	33	43	261
Wandsworth	26	16	56	24	22	144
Hammersmith and Fulham	14	30	55	19	27	145
Kensington and Chelsea	7	26	56	12	20	121
Total Inner	**282**	**400**	**1,001**	**359**	**403**	**2,445**
Waltham Forest	37	39	58	31	34	199
Redbridge	36	51	65	29	52	233
Havering	44	62	70	42	47	265
Barking and Dagenham	30	38	50	13	27	158
Newham	31	42	104	23	74	274
Bexley	24	29	40	32	21	146
Bromley	35	62	62	43	43	245
Croydon	63	73	94	50	72	352
Sutton	19	29	30	24	18	120
Merton	11	21	30	17	23	102
Kingston	21	27	27	20	15	110
Richmond	11	19	24	21	14	89
Hounslow	47	64	83	21	36	251
Hillingdon	40	81	84	28	38	271
Ealing	41	51	120	46	47	305
Brent	36	51	97	29	51	264
Harrow	23	49	48	21	32	173
Barnet	33	65	90	38	73	299
Haringey	19	25	67	23	25	159
Enfield	32	73	81	35	49	270
Total Outer	**633**	**951**	**1,324**	**586**	**791**	**4,285**
Greater London	**915**	**1,351**	**2,325**	**945**	**1,194**	**6,730**

Table 7.18 Pedestrian casualties in the Greater London area in 2005 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	0	13	66	3	10	92
Westminster	45	116	313	61	33	568
Camden	34	49	139	35	13	270
Islington	30	36	104	18	10	198
Hackney	52	43	117	15	20	247
Tower Hamlets	39	37	78	10	20	184
Greenwich	53	28	68	23	12	184
Lewisham	59	39	88	27	11	224
Southwark	65	41	94	20	21	241
Lambeth	65	59	142	25	27	318
Wandsworth	29	28	81	19	12	169
Hammersmith and Fulham	27	28	96	16	15	182
Kensington and Chelsea	21	32	117	29	13	212
Total Inner	**519**	**549**	**1,503**	**301**	**217**	**3,089**
Waltham Forest	67	25	62	18	6	178
Redbridge	40	18	35	30	9	132
Havering	41	26	28	14	4	113
Barking and Dagenham	46	18	21	10	7	102
Newham	62	34	62	16	19	193
Bexley	34	15	19	18	9	95
Bromley	34	12	38	22	15	121
Croydon	70	49	87	33	16	255
Sutton	30	10	22	18	7	87
Merton	28	19	43	8	6	104
Kingston	16	15	16	9	4	60
Richmond	22	11	33	15	7	88
Hounslow	30	20	45	12	2	109
Hillingdon	49	22	35	14	9	129
Ealing	52	51	112	24	14	253
Brent	56	31	87	20	14	208
Harrow	29	28	37	14	5	113
Barnet	50	33	72	38	17	210
Haringey	58	32	80	20	13	203
Enfield	50	22	51	35	23	181
Total Outer	**864**	**491**	**985**	**388**	**206**	**2,934**
Greater London	**1,383**	**1,040**	**2,488**	**689**	**423**	**6,023**

Figure 7.19: Driver casualties with a positive breath test 2001-2005

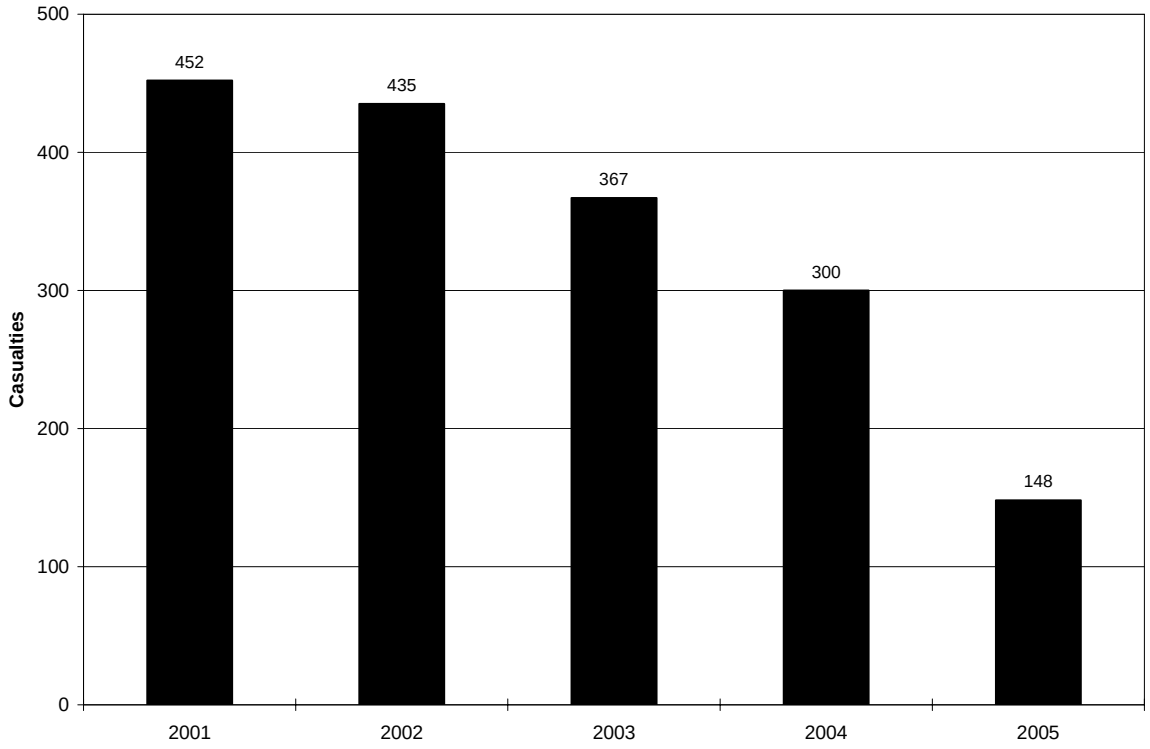


Table 7.20 Bus or coach passenger casualties in the Greater London area in 2005 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	0	0	12	7	5	24
Westminster	8	10	66	46	23	153
Camden	3	7	44	16	2	72
Islington	7	5	21	21	5	59
Hackney	3	1	27	24	7	62
Tower Hamlets	4	1	11	13	6	35
Greenwich	6	3	16	23	3	51
Lewisham	7	7	28	39	18	99
Southwark	11	4	37	26	18	96
Lambeth	13	8	48	23	16	108
Wandsworth	6	3	16	17	2	44
Hammersmith and Fulham	1	2	9	17	3	32
Kensington and Chelsea	2	4	24	11	3	44
Total Inner	**71**	**55**	**359**	**283**	**111**	**879**
Waltham Forest	1	2	10	17	6	36
Redbridge	4	2	7	15	0	28
Havering	1	2	3	21	4	31
Barking and Dagenham	0	0	11	5	1	17
Newham	2	5	20	17	18	62
Bexley	3	0	6	17	7	33
Bromley	5	2	10	27	11	55
Croydon	4	5	16	35	8	68
Sutton	1	2	6	12	3	24
Merton	1	2	10	10	7	30
Kingston	1	2	7	9	7	26
Richmond	1	3	5	16	0	25
Hounslow	8	4	19	8	2	41
Hillingdon	10	9	10	11	1	41
Ealing	7	4	31	34	7	83
Brent	5	1	27	16	9	58
Harrow	2	2	11	9	2	26
Barnet	4	6	17	21	9	57
Haringey	9	1	17	20	8	55
Enfield	3	0	13	19	4	39
Total Outer	**72**	**54**	**256**	**339**	**114**	**835**
Greater London	**143**	**109**	**615**	**622**	**225**	**1,714**

Table 7.21 Pedestrian casualties in the Greater London area in 2005 tabulated by associated vehicle type and time of day

Time	Pedal cycle	Motor cycle up to 50cc	Motor cycle 50 to 125cc	Motor cycle 125 to 500cc	Motor cycle over 500cc	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	1	1	0	1	69	12	10	3	1	1	1	0	100
01.00-01.59	0	3	1	1	2	47	10	5	1	0	0	2	0	72
02.00-02.59	0	0	0	0	0	47	3	7	1	0	0	0	0	58
03.00-03.59	0	1	1	0	0	37	5	4	1	0	0	2	0	51
04.00-04.59	0	0	0	0	0	15	1	2	2	1	1	0	0	22
05.00-05.59	1	1	0	0	0	18	1	1	1	0	0	0	0	23
06.00-06.59	0	0	0	0	0	39	2	7	3	0	3	1	0	55
07.00-07.59	1	1	3	6	6	115	4	10	16	2	1	2	0	167
08.00-08.59	9	13	12	22	11	234	6	22	28	4	5	5	0	371
09.00-09.59	11	7	5	8	6	193	11	22	11	2	5	4	0	285
10.00-10.59	1	5	4	8	6	190	2	34	24	5	8	12	0	299
11.00-11.59	3	4	5	6	8	169	8	26	23	4	10	8	0	274
12.00-12.59	2	4	8	7	8	223	7	37	29	6	7	10	0	348
13.00-13.59	3	4	6	5	8	236	9	34	36	4	2	8	0	355
14.00-14.59	6	8	12	7	7	214	13	42	24	2	2	4	0	341
15.00-15.59	8	10	13	8	12	435	9	59	38	5	6	8	0	611
16.00-16.59	9	10	13	16	17	329	13	68	26	1	4	11	0	517
17.00-17.59	3	13	18	19	17	324	13	46	17	2	4	2	0	478
18.00-18.59	6	22	13	15	12	295	14	35	20	1	0	2	0	435
19.00-19.59	2	4	2	11	12	250	10	21	17	0	0	2	0	331
20.00-20.59	3	8	12	5	5	193	4	21	2	0	1	2	0	256
21.00-21.59	0	6	8	3	3	183	8	13	2	0	0	1	0	227
22.00-22.59	0	2	2	8	3	122	11	10	5	0	1	3	0	167
23.00-23.59	1	2	2	0	6	125	16	23	5	0	0	0	0	180
Total	**69**	**129**	**141**	**155**	**150**	**4,102**	**192**	**559**	**335**	**40**	**61**	**90**	**0**	**6,023**

Table 7.22 Casualties in the Greater London area in 2005 tabulated by casualty class, gender and borough

	Driver		Passenger		Pedestrian		
Borough	**Male**	**Female**	**Male**	**Female**	**Male**	**Female**	**Total**
City of London	177	33	20	29	45	47	351
Westminster	694	165	135	200	320	248	1,762
Camden	479	117	59	111	165	105	1,036
Islington	395	105	47	70	117	81	815
Hackney	451	127	69	132	156	91	1,026
Tower Hamlets	496	114	96	114	112	72	1,004
Greenwich	387	155	83	132	112	72	941
Lewisham	459	151	89	164	124	100	1,087
Southwark	539	144	89	135	124	117	1,148
Lambeth	563	193	98	163	183	135	1,335
Wandsworth	493	175	54	90	97	72	981
Hammersmith and Fulham	407	105	53	92	100	82	839
Kensington and Chelsea	420	136	54	67	113	99	889
Total Inner	**5,960**	**1,720**	**946**	**1,499**	**1,768**	**1,321**	**13,214**
Waltham Forest	392	149	92	107	105	73	918
Redbridge	438	231	107	126	86	46	1,034
Havering	378	206	98	167	60	53	962
Barking and Dagenham	284	138	64	94	51	51	682
Newham	405	161	116	158	113	80	1,033
Bexley	266	159	50	96	54	41	666
Bromley	445	247	93	152	74	47	1,058
Croydon	531	274	132	220	133	122	1,412
Sutton	250	149	44	76	40	47	606
Merton	246	107	35	67	64	40	559
Kingston	191	107	45	65	28	32	468
Richmond	258	114	28	61	39	49	549
Hounslow	483	213	93	158	62	47	1,056
Hillingdon	500	240	133	138	88	41	1,140
Ealing	536	224	124	181	147	106	1,318
Brent	513	163	121	143	140	68	1,148
Harrow	211	143	66	107	63	50	640
Barnet	564	283	109	190	116	94	1,356
Haringey	330	114	63	96	119	84	806
Enfield	503	251	106	164	104	77	1,205
Total Outer	**7,724**	**3,673**	**1,719**	**2,566**	**1,686**	**1,248**	**18,616**
Greater London	**13,684**	**5,393**	**2,665**	**4,065**	**3,454**	**2,569**	**31,830**

Table 7.23 Casualties in the Greater London area in 2005 tabulated by highway authority and borough

Borough	TLRN [1]	Highways Agency	Borough	Total
City of London	161	0	190	351
Westminster	469	0	1,293	1,762
Camden	302	0	734	1,036
Islington	388	0	427	815
Hackney	447	0	579	1,026
Tower Hamlets	535	0	469	1,004
Greenwich	270	0	671	941
Lewisham	494	0	593	1,087
Southwark	459	0	689	1,148
Lambeth	761	0	574	1,335
Wandsworth	486	0	495	981
Hammersmith and Fulham	110	0	729	839
Kensington and Chelsea	284	0	605	889
Total Inner	**5,166**	**0**	**8,048**	**13,214**
Waltham Forest	104	0	814	918
Redbridge	247	5	782	1,034
Havering	179	79	704	962
Barking and Dagenham	121	0	561	682
Newham	197	0	836	1,033
Bexley	71	0	595	666
Bromley	154	2	902	1,058
Croydon	299	0	1,113	1,412
Sutton	167	0	439	606
Merton	74	0	485	559
Kingston	109	0	359	468
Richmond	136	0	413	549
Hounslow	397	22	637	1,056
Hillingdon	182	112	846	1,140
Ealing	291	0	1,027	1,318
Brent	120	0	1,028	1,148
Harrow	0	0	640	640
Barnet	323	19	1,014	1,356
Haringey	153	0	653	806
Enfield	265	118	822	1,205
Total Outer	**3,589**	**357**	**14,670**	**18,616**
Greater London	**8,755**	**357**	**22,718**	**31,830**

[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 2005 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	0	16	73	0	10	99
Westminster	8	37	190	3	11	249
Camden	7	27	133	5	10	182
Islington	7	18	130	3	7	165
Hackney	10	15	95	0	14	134
Tower Hamlets	4	15	72	3	10	104
Greenwich	8	10	30	2	4	54
Lewisham	13	9	50	0	13	85
Southwark	12	20	116	3	9	160
Lambeth	11	20	114	1	8	154
Wandsworth	7	14	115	6	10	152
Hammersmith and Fulham	10	23	92	4	9	138
Kensington and Chelsea	8	20	110	7	8	153
Total Inner	**105**	**244**	**1,320**	**37**	**123**	**1,829**
Waltham Forest	7	9	38	2	6	62
Redbridge	7	6	19	1	5	38
Havering	4	3	12	4	4	27
Barking and Dagenham	14	7	9	1	5	36
Newham	12	11	20	1	8	52
Bexley	11	0	9	0	6	26
Bromley	15	8	22	4	1	50
Croydon	11	6	41	4	9	71
Sutton	5	7	21	2	5	40
Merton	4	12	32	3	5	56
Kingston	2	10	30	2	5	49
Richmond	4	13	45	6	9	77
Hounslow	10	17	40	7	7	81
Hillingdon	15	9	23	4	8	59
Ealing	9	13	39	4	8	73
Brent	9	13	41	2	6	71
Harrow	8	4	18	1	4	35
Barnet	11	11	27	2	5	56
Haringey	6	13	36	0	4	59
Enfield	14	10	18	1	5	48
Total Outer	**178**	**182**	**540**	**51**	**115**	**1,066**
Greater London	**283**	**426**	**1,860**	**88**	**238**	**2,895**

Table 7.25 Powered two wheeler rider and passenger casualties in the Greater London area in 2005 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	61	1	2	75
Westminster	2	52	270	7	17	348
Camden	1	44	179	2	8	234
Islington	0	42	135	3	4	184
Hackney	5	36	120	0	8	169
Tower Hamlets	3	46	158	1	16	224
Greenwich	4	40	102	2	6	154
Lewisham	1	55	141	0	4	201
Southwark	1	63	149	1	15	229
Lambeth	2	49	230	1	16	298
Wandsworth	3	53	193	3	14	266
Hammersmith and Fulham	4	44	171	2	11	232
Kensington and Chelsea	1	33	193	3	9	239
Total Inner	**27**	**568**	**2,102**	**26**	**130**	**2,853**
Waltham Forest	1	25	63	1	6	96
Redbridge	1	24	56	6	6	93
Havering	1	31	41	3	4	80
Barking and Dagenham	1	31	40	0	4	76
Newham	2	24	61	0	7	94
Bexley	1	40	37	3	3	84
Bromley	2	49	77	5	16	149
Croydon	3	73	98	4	13	191
Sutton	0	39	43	1	5	88
Merton	2	34	59	3	5	103
Kingston	0	33	41	0	1	75
Richmond	2	40	68	4	5	119
Hounslow	1	46	80	3	8	138
Hillingdon	3	40	64	0	5	112
Ealing	3	48	113	2	9	175
Brent	3	38	96	2	8	147
Harrow	0	23	33	1	1	58
Barnet	1	48	127	1	10	187
Haringey	1	32	71	2	6	112
Enfield	1	34	69	2	6	112
Total Outer	**29**	**752**	**1,337**	**43**	**128**	**2,289**
Greater London	**56**	**1,320**	**3,439**	**69**	**258**	**5,142**

Table 7.26 Child casualties (0-15 years) in the Greater London area in 2005 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	0	0	0
Westminster	0	14	61	75
Camden	0	11	41	52
Islington	1	5	43	49
Hackney	1	20	66	87
Tower Hamlets	0	8	64	72
Greenwich	0	11	93	104
Lewisham	0	19	94	113
Southwark	1	8	104	113
Lambeth	0	7	96	103
Wandsworth	0	6	57	63
Hammersmith and Fulham	1	9	42	52
Kensington and Chelsea	0	3	34	37
Total Inner	**4**	**121**	**795**	**920**
Waltham Forest	0	21	91	112
Redbridge	1	13	70	84
Havering	0	11	79	90
Barking and Dagenham	1	9	81	91
Newham	0	10	97	107
Bexley	0	10	60	70
Bromley	0	16	70	86
Croydon	0	13	135	148
Sutton	0	4	50	54
Merton	0	5	38	43
Kingston	0	3	36	39
Richmond	0	3	34	37
Hounslow	0	10	77	87
Hillingdon	0	22	84	106
Ealing	1	14	90	105
Brent	1	13	89	103
Harrow	0	4	56	60
Barnet	2	20	73	95
Haringey	1	14	68	83
Enfield	0	8	91	99
Total Outer	**7**	**223**	**1,469**	**1,699**
Greater London	**11**	**344**	**2,264**	**2,619**

8. Vehicles

Table 8.1 Vehicles involved in collisions in the Greater London area in 2005 tabulated by vehicle type and borough

Borough	Pedal cycle	Motor cycle up to 50cc	Motor cycle 50 to 125cc	Motor cycle 125 to 500cc	Motor cycle over 500cc	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	107	11	27	19	41	135	67	55	41	6	11	4	0	524
Westminster	258	83	111	64	151	1,119	225	296	136	19	23	32	0	2,517
Camden	192	57	69	52	90	756	70	125	111	13	15	21	0	1,571
Islington	168	63	62	44	50	623	45	89	83	12	16	9	0	1,264
Hackney	136	50	56	52	37	989	28	100	65	9	20	15	1	1,558
Tower Hamlets	104	34	55	79	75	944	34	56	81	11	22	19	0	1,514
Greenwich	55	41	31	37	52	1,005	11	97	61	10	22	16	1	1,439
Lewisham	86	66	42	44	64	1,074	8	123	69	7	11	15	1	1,610
Southwark	166	63	52	54	89	1,087	25	137	89	8	17	17	0	1,804
Lambeth	164	87	87	74	87	1,211	28	149	110	18	17	23	0	2,055
Wandsworth	155	66	85	71	68	951	18	87	64	8	12	29	1	1,615
Hammersmith and Fulham	143	67	65	67	50	691	37	68	60	6	15	21	0	1,290
Kensington and Chelsea	156	76	72	70	52	697	64	73	69	12	14	21	1	1,377
Total Inner	**1,890**	**764**	**814**	**727**	**906**	**11,282**	**660**	**1,455**	**1,039**	**139**	**215**	**242**	**5**	**20,138**
Waltham Forest	63	24	33	26	21	1,083	5	56	71	1	14	12	0	1,409
Redbridge	40	25	21	26	25	1,316	15	42	59	6	23	11	0	1,609
Havering	27	19	22	23	21	1,029	16	45	87	13	40	24	0	1,366
Barking and Dagenham	38	24	14	27	14	783	1	30	61	7	24	5	1	1,029
Newham	56	18	29	26	31	1,166	10	70	80	12	16	18	0	1,532
Bexley	28	29	15	16	27	755	9	49	47	8	14	10	0	1,007
Bromley	50	45	18	37	56	1,175	7	79	66	9	10	20	0	1,572
Croydon	72	65	40	38	59	1,493	15	118	79	13	13	26	0	2,031
Sutton	40	32	22	17	21	705	4	44	47	2	11	11	0	956
Merton	59	32	23	33	23	568	12	48	27	5	10	17	0	857
Kingston	50	30	14	20	16	495	7	38	32	4	6	12	0	724
Richmond	81	33	32	22	30	555	10	43	33	11	6	10	0	866
Hounslow[1]	84	37	32	43	29	1,156	14	64	72	12	30	23	0	1,596
Hillingdon	61	23	27	24	37	1,285	6	50	93	11	41	21	0	1,679
Ealing	73	30	60	50	47	1,487	13	115	109	16	35	30	0	2,065
Brent	75	43	43	26	52	1,283	8	92	67	9	17	21	1	1,737
Harrow	36	22	14	10	16	707	3	32	39	4	5	8	0	896
Barnet	57	38	54	33	65	1,655	8	78	85	16	24	24	0	2,137
Haringey	60	27	39	29	32	861	5	76	64	11	6	11	0	1,221
Enfield	51	30	31	25	33	1,435	5	58	74	12	48	19	2	1,823
Total Outer	**1,101**	**626**	**583**	**551**	**655**	**20,992**	**173**	**1,227**	**1,292**	**182**	**393**	**333**	**4**	**28,112**
Greater London	**2,991**	**1,390**	**1,397**	**1,278**	**1,561**	**32,274**	**833**	**2,682**	**2,331**	**321**	**608**	**575**	**9**	**48,250**

[1] *Note: 'Goods up to 3.5t MGW' includes one vehicle 'Goods unknown MGW'*

Table 8.2 Vehicles involved in collisions in the Greater London area in 2005 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	0	2	4	3	8	35	59	83	190	30	12	98	524
Westminster	14	8	12	24	26	21	136	245	369	905	166	71	520	2,517
Camden	10	16	14	16	21	19	67	169	229	556	108	31	315	1,571
Islington	11	9	10	11	17	18	54	124	213	432	74	25	266	1,264
Hackney	17	5	2	16	21	18	86	151	248	507	69	28	390	1,558
Tower Hamlets	9	7	13	24	26	21	112	165	218	460	67	24	368	1,514
Greenwich	23	10	23	14	18	32	85	121	195	511	89	34	284	1,439
Lewisham	26	15	20	24	26	29	75	135	210	558	99	40	353	1,610
Southwark	22	11	21	22	25	19	97	142	260	630	98	42	415	1,804
Lambeth	15	9	16	17	26	34	101	202	306	709	108	43	469	2,055
Wandsworth	12	9	14	19	23	20	84	171	279	536	67	40	341	1,615
Hammersmith and Fulham	18	6	8	8	13	25	79	146	181	431	66	24	285	1,290
Kensington and Chelsea	10	2	7	16	17	15	76	141	230	471	89	39	264	1,377
Total Inner	**187**	**107**	**162**	**215**	**262**	**279**	**1,087**	**1,971**	**3,021**	**6,896**	**1,130**	**453**	**4,368**	**20,138**
Waltham Forest	12	10	19	19	22	19	80	123	185	454	66	45	355	1,409
Redbridge	11	14	23	25	40	50	92	123	184	507	91	60	389	1,609
Havering	16	19	37	36	38	24	76	100	160	422	120	84	234	1,366
Barking and Dagenham	24	15	18	16	33	19	61	79	136	320	61	24	223	1,029
Newham	16	10	14	27	31	32	126	139	181	444	74	26	412	1,532
Bexley	25	13	32	31	26	17	55	60	107	319	74	38	210	1,007
Bromley	30	23	44	36	34	26	87	113	154	479	125	103	318	1,572
Croydon	26	37	35	35	46	33	93	151	246	652	136	85	456	2,031
Sutton	13	21	26	24	22	23	59	60	114	309	65	45	175	956
Merton	17	11	14	8	14	16	46	68	105	285	61	36	176	857
Kingston	9	11	14	17	20	19	46	57	102	221	47	38	123	724
Richmond	16	9	17	11	16	13	61	71	125	268	66	44	149	866
Hounslow	22	15	20	29	27	26	108	175	219	488	87	59	321	1,596
Hillingdon	25	28	42	35	34	40	97	135	201	524	112	91	315	1,679
Ealing	18	13	29	20	32	35	125	181	294	624	112	61	521	2,065
Brent	16	8	22	21	25	33	117	162	216	541	100	50	426	1,737
Harrow	19	13	17	20	16	14	63	63	104	261	53	39	214	896
Barnet	20	15	28	32	42	41	151	172	255	663	108	92	518	2,137
Haringey	10	6	15	11	17	29	74	104	168	385	68	18	316	1,221
Enfield	30	12	34	39	25	45	107	169	200	536	105	65	456	1,823
Total Outer	**375**	**303**	**500**	**492**	**560**	**554**	**1,724**	**2,305**	**3,456**	**8,702**	**1,731**	**1,103**	**6,307**	**28,112**
Greater London	**562**	**410**	**662**	**707**	**822**	**833**	**2,811**	**4,276**	**6,477**	**15,598**	**2,861**	**1,556**	**10,675**	**48,250**

Table 8.3 Vehicles involved in collisions in the Greater London area in 2005 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	39	1	0	0	0	484	524
Westminster	100	4	0	0	5	2,408	2,517
Camden	35	3	0	0	4	1,529	1,571
Islington	30	2	0	0	3	1,229	1,264
Hackney	33	1	0	0	1	1,523	1,558
Tower Hamlets	32	5	0	0	1	1,476	1,514
Greenwich	46	4	0	0	4	1,385	1,439
Lewisham	49	2	0	0	4	1,555	1,610
Southwark	44	3	0	0	4	1,753	1,804
Lambeth	52	0	0	0	6	1,997	2,055
Wandsworth	53	2	0	0	1	1,559	1,615
Hammersmith and Fulham	48	4	0	0	1	1,237	1,290
Kensington and Chelsea	39	2	0	0	1	1,335	1,377
Total Inner	**600**	**33**	**0**	**0**	**35**	**19,470**	**20,138**
Waltham Forest	32	1	0	0	4	1,372	1,409
Redbridge	30	3	1	0	11	1,564	1,609
Havering	37	5	1	1	7	1,315	1,366
Barking and Dagenham	9	4	0	0	4	1,012	1,029
Newham	31	1	0	0	3	1,497	1,532
Bexley	33	2	0	0	8	964	1,007
Bromley	47	13	0	1	15	1,496	1,572
Croydon	67	2	0	0	10	1,952	2,031
Sutton	26	5	0	0	4	921	956
Merton	32	3	0	0	4	818	857
Kingston	22	3	0	0	2	697	724
Richmond	38	4	0	0	3	821	866
Hounslow	73	8	0	0	7	1,508	1,596
Hillingdon	41	12	0	0	11	1,615	1,679
Ealing	54	5	0	0	12	1,994	2,065
Brent	32	2	0	0	2	1,701	1,737
Harrow	21	4	0	0	3	868	896
Barnet	46	7	0	0	6	2,078	2,137
Haringey	20	0	0	0	2	1,199	1,221
Enfield	41	9	0	0	4	1,769	1,823
Total Outer	**732**	**93**	**2**	**2**	**122**	**27,161**	**28,112**
Greater London	**1,332**	**126**	**2**	**2**	**157**	**46,631**	**48,250**

Table 8.4 Drivers of motor vehicles involved in collisions in the Greater London area in 2005 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	4	214	68	0	122	9	417
Westminster	11	1,131	444	1	611	61	2,259
Camden	12	677	331	2	327	30	1,379
Islington	10	352	392	2	309	31	1,096
Hackney	10	348	619	2	415	27	1,421
Tower Hamlets	7	522	433	0	409	39	1,410
Greenwich	15	529	429	3	360	48	1,384
Lewisham	15	611	379	2	460	56	1,523
Southwark	20	620	458	6	495	39	1,638
Lambeth	11	573	703	1	550	53	1,891
Wandsworth	7	644	348	2	411	47	1,459
Hammersmith and Fulham	16	506	260	3	329	33	1,147
Kensington and Chelsea	2	611	264	1	309	33	1,220
Total Inner	**140**	**7,338**	**5,128**	**25**	**5,107**	**506**	**18,244**
Waltham Forest	8	393	464	5	446	30	1,346
Redbridge	12	529	461	1	538	28	1,569
Havering	8	658	318	3	323	29	1,339
Barking and Dagenham	7	261	409	0	290	23	990
Newham	15	503	427	1	509	21	1,476
Bexley	8	449	216	1	270	35	979
Bromley	11	695	344	1	419	52	1,522
Croydon	15	765	543	2	572	62	1,959
Sutton	9	373	261	2	228	43	916
Merton	4	295	251	2	218	28	798
Kingston	4	369	118	1	156	26	674
Richmond	8	391	178	1	180	27	785
Hounslow	14	518	512	7	417	44	1,512
Hillingdon	13	671	451	4	434	45	1,618
Ealing	18	711	538	0	666	59	1,992
Brent	18	570	523	1	516	33	1,661
Harrow	12	153	407	3	267	18	860
Barnet	11	709	628	2	679	51	2,080
Haringey	9	381	342	2	404	23	1,161
Enfield	5	405	739	1	576	46	1,772
Total Outer	**209**	**9,799**	**8,130**	**40**	**8,108**	**723**	**27,009**
Greater London	**349**	**17,137**	**13,258**	**65**	**13,215**	**1,229**	**45,253**

Table 8.5 Vehicles involved in collisions in the Greater London area in 2005 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	16	24	19	21	33	53	34	42	242
Westminster	103	132	98	49	180	282	104	137	1,085
Camden	66	79	41	40	77	191	57	78	629
Islington	38	63	19	26	80	183	69	79	557
Hackney	65	96	40	25	75	210	99	85	695
Tower Hamlets	51	93	34	39	83	201	103	78	682
Greenwich	66	130	33	18	74	181	57	59	618
Lewisham	71	134	42	25	80	213	79	90	734
Southwark	80	113	44	33	98	254	77	86	785
Lambeth	83	169	60	37	121	260	66	113	909
Wandsworth	62	89	32	19	94	285	86	96	763
Hammersmith and Fulham	50	65	29	28	86	186	60	62	566
Kensington and Chelsea	84	43	29	49	77	198	62	67	609
Total Inner	**835**	**1,230**	**520**	**409**	**1,158**	**2,697**	**953**	**1,072**	**8,874**
Waltham Forest	74	101	34	13	64	166	99	50	601
Redbridge	80	125	32	24	57	194	128	41	681
Havering	46	124	25	11	53	183	99	30	571
Barking and Dagenham	33	70	20	13	39	124	85	30	414
Newham	58	143	26	13	52	158	119	47	616
Bexley	55	78	17	9	41	122	51	35	408
Bromley	83	103	30	16	61	233	54	62	642
Croydon	80	148	53	24	79	320	101	93	898
Sutton	41	68	19	8	35	158	51	46	426
Merton	40	39	24	13	49	132	65	30	392
Kingston	31	42	23	4	35	101	47	34	317
Richmond	35	56	19	11	42	145	54	42	404
Hounslow	48	115	34	20	74	226	149	51	717
Hillingdon	62	107	25	16	60	190	88	49	597
Ealing	105	150	40	20	107	239	138	63	862
Brent	86	108	33	25	90	243	95	70	750
Harrow	48	45	24	14	35	130	53	30	379
Barnet	96	141	46	29	94	262	146	71	885
Haringey	55	64	23	18	59	167	75	46	507
Enfield	65	135	26	14	59	219	162	46	726
Total Outer	**1,221**	**1,962**	**573**	**315**	**1,185**	**3,712**	**1,859**	**966**	**11,793**
Greater London	**2,056**	**3,192**	**1,093**	**724**	**2,343**	**6,409**	**2,812**	**2,038**	**20,667**

Table 8.5 (cont.) Vehicles involved in collisions in the Greater London area in 2005 tabulated by manoeuvre and borough

Borough	Change lane to left	Change lane to right	Going ahead left bend	Going ahead right bend	Going ahead other	Reversing	Grand total
City of London	10	4	11	9	240	8	524
Westminster	45	47	27	25	1,240	48	2,517
Camden	20	20	14	22	847	19	1,571
Islington	14	17	9	7	644	16	1,264
Hackney	9	11	12	10	790	31	1,558
Tower Hamlets	32	20	15	16	734	15	1,514
Greenwich	29	23	20	34	687	28	1,439
Lewisham	17	12	37	27	753	30	1,610
Southwark	30	18	13	22	920	16	1,804
Lambeth	36	16	21	31	1,023	19	2,055
Wandsworth	15	15	20	24	756	22	1,615
Hammersmith and Fulham	24	23	12	24	630	11	1,290
Kensington and Chelsea	14	14	12	8	698	22	1,377
Total Inner	**295**	**240**	**223**	**259**	**9,962**	**285**	**20,138**
Waltham Forest	11	19	23	22	708	25	1,409
Redbridge	25	26	26	29	797	25	1,609
Havering	20	18	23	23	696	15	1,366
Barking and Dagenham	16	18	10	11	547	13	1,029
Newham	15	29	20	28	797	27	1,532
Bexley	10	22	12	14	529	12	1,007
Bromley	4	7	52	61	785	21	1,572
Croydon	9	15	39	40	1,005	25	2,031
Sutton	3	4	9	15	491	8	956
Merton	4	5	10	14	426	6	857
Kingston	7	15	15	14	349	7	724
Richmond	3	9	6	19	416	9	866
Hounslow	15	21	23	29	781	10	1,596
Hillingdon	23	27	45	39	933	15	1,679
Ealing	34	26	29	37	1,049	28	2,065
Brent	10	20	26	26	883	22	1,737
Harrow	2	6	16	20	464	9	896
Barnet	20	19	29	40	1,116	28	2,137
Haringey	4	7	13	14	658	18	1,221
Enfield	32	26	25	18	959	37	1,823
Total Outer	**267**	**339**	**451**	**513**	**14,389**	**360**	**28,112**
Greater London	**562**	**579**	**674**	**772**	**24,351**	**645**	**48,250**

Table 8.6 Vehicles involved in collisions in the Greater London area in 2005 tabulated by manoeuvre and vehicle type

Type of vehicle	Parked	Stopping	Starting	Turning round	Turning left or waiting to turn[1]	Turning right or waiting to turn	Going ahead but held up	Going ahead overtaking	Sub-total
Pedal cycle	4	25	26	1	94	198	25	217	590
Motor cycle up to 50cc	10	42	17	7	40	63	19	226	424
Motor cycle 50 to 125cc	2	34	13	3	40	57	25	241	415
Motor cycle 125 to 500cc	3	44	13	7	30	49	24	217	387
Motor cycle over 500cc	5	63	20	3	37	74	20	259	481
Car	1,596	2,202	592	584	1,698	5,263	2,307	675	14,917
Taxi	42	65	28	43	41	88	62	25	394
Bus or coach	173	512	291	1	82	143	146	47	1,395
Goods up to 3.5 tonnes MGW	154	124	56	54	160	302	133	77	1,060
Goods 3.5 to 7.5 tonnes MGW	20	18	4	3	33	36	11	8	133
Goods over 7.5 tonnes MGW	20	27	19	3	58	45	17	19	208
Other motor vehicle	26	36	14	15	29	91	23	27	261
Other non-motor vehicle	1	0	0	0	1	0	0	0	2
Total	**2,056**	**3,192**	**1,093**	**724**	**2,343**	**6,409**	**2,812**	**2,038**	**20,667**

[1] *Note: 'Goods up to 3.5t MGW' category includes one vehicle 'Goods unknown MGW'*

Note: This table is continued on the next page

Table 8.6 (cont.) Vehicles involved in collisions in the Greater London area in 2005 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	11	38	37	64	2,249	2	2,991
Motor cycle up to 50cc	4	8	22	23	908	1	1,390
Motor cycle 50 to 125cc	7	7	22	19	926	1	1,397
Motor cycle 125 to 500cc	10	15	23	24	818	1	1,278
Motor cycle over 500cc	5	7	23	21	1,022	2	1,561
Car	351	372	461	533	15,158	482	32,274
Taxi	16	10	5	9	391	8	833
Bus or coach	12	22	31	32	1,179	11	2,682
Goods up to 3.5 tonnes MGW	55	42	26	18	1,036	94	2,331
Goods 3.5 to 7.5 tonnes MGW	24	9	2	8	130	15	321
Goods over 7.5 tonnes MGW	56	34	9	13	273	15	608
Other motor vehicle	11	15	13	8	254	13	575
Other non-motor vehicle	0	0	0	0	7	0	9
Total	**562**	**579**	**674**	**772**	**24,351**	**645**	**48,250**

Figure 8.7: Age profile of motor vehicle drivers involved in collisions in Greater London 2005

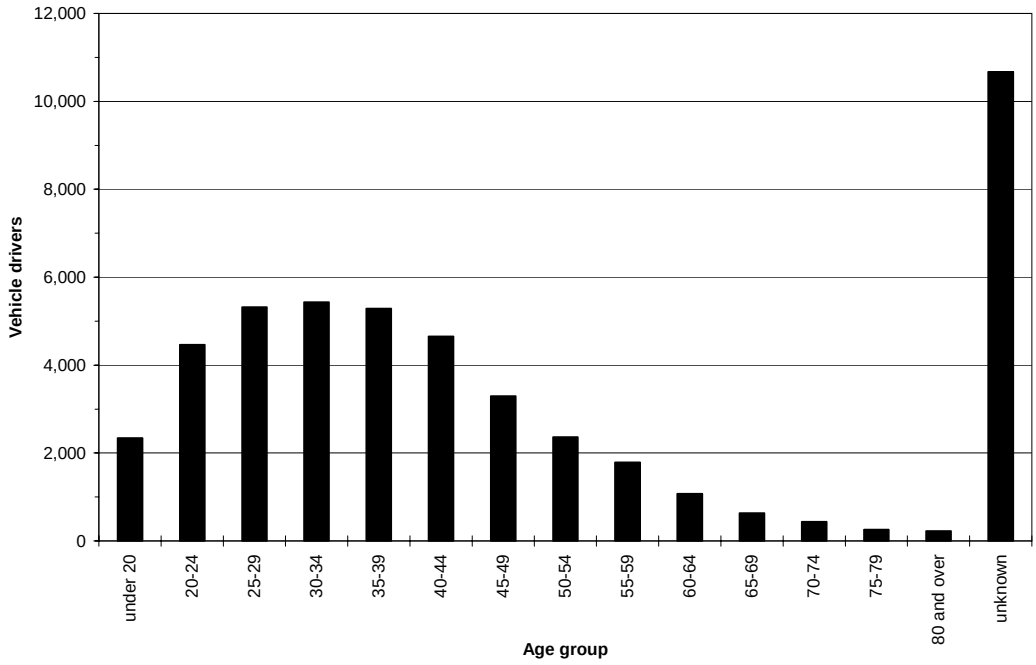


Figure 8.8: Positive breath tests for drivers involved in collisions in Greater London 2005