

Collisions and casualties on London's roads 2006

August 2007

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 2006 in accordance with the *Stats 19* national reporting system. 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) which 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.

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* 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 2006 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.

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Introduction

1.1 Summary of general trends

In 2006, 24,810 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 6.3% over the 26,742 collisions recorded during 2005. These resulted in 29,810 casualties, a decrease of 7.2% compared with the 31,830 recorded in 2005. These decreases are somewhat larger than the figures for Great Britain as a whole, where collisions decreased by 4.8% and casualties by 4.7%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, now London Streets, has since become part of Surface Transport directorate in Spring 2003).

Following wide consultation, *London's Road Safety Plan* was published in November 2001. As well as endorsing the national targets *London's Road Safety Plan* recognises the particular issues for vulnerable road users. *The Mayor's Transport Strategy* promotes walking and cycling, and recognises the recent increase in the use of powered two wheelers. Consequently, the 40% reduction target for fatal or serious casualties is to be applied in London to:

- pedestrians
- pedal cyclists
- powered two wheeler users

to ensure that attention is directed at these groups.

By 2004 these targets had been achieved in London, apart from those for powered two wheelers. The Mayor therefore announced new, more challenging 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 2006:

- slight casualties were 34% below the 1994-98 average, following a decrease of 8% to 25,864 in 2006. 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.

- all fatal or serious casualties were 41% below the 1994-98 average, following an 8% increase to 3,946 in 2006.
- child fatal or serious casualties were 58% below the 1994-98 average, following an increase of 10% to 392 in 2006.

Considering the additional casualty reduction targets for London:

- pedestrian fatal or serious casualties were 39% below the 1994-98 average, after an increase of 6% to 1,303 in 2006
- pedal cyclist fatal or serious casualties were 31% below the 1994-98 average, following a 5% increase to 392 in 2006
- powered two wheeler user fatal or serious casualties were 9% below the 1994-98 average, after a 0.4% increase to 848 in 2006.

(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 2006:

- fatal or serious casualties in Great Britain had fallen 33% compared with London's fall of 41%
- child fatal or serious casualties in Great Britain had fallen by 52% compared with London's fall of 58%
- slight casualties in Great Britain had fallen by 26% (provisional estimate) compared with London's fall of 34%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 7 of which was published in August 2007 by TfL.

The trend in total casualties in Greater

Table 1a Summary of changes in casualties for London casualty reduction target categories by year 2006

Category	Casualties				% change by 2006 compared with	
	Target by 2010 (%)	1994-98 average	2005	2006	2005	1994-98 average
Fatal and serious casualties						
Total	-50%	6,684	3,650	3,946	8%	-41%
Pedestrians	-50%	2,137	1,224	1,303	6%	-39%
Pedal cyclists	-50%	567	372	392	5%	-31%
Powered two-wheelers	-40%	933	845	848	0%	-9%
Children	-60%	935	355	392	10%	-58%
Slight casualties						
Total	-25%	38,997	28,180	25,864	-8%	-34%

London over the past ten years was generally flat until 2000 but in the subsequent six 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 2006 is estimated to be just over £2.0 billion at June 2006 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 2006, collisions and casualties in Greater London accounted for 13% and 12% respectively of those in Great Britain as a whole¹.

The collisions and casualties occurred against a background in which total distance travelled by motor vehicles in Greater London on all roads increased by 5% in the ten years to 2005, from 31.2 to 32.7 billion vehicle kilometres. However over the latest six years for which data is available there was little change in motor traffic volume. Information for the rest of Great Britain for the same 10 year period to 2005 suggests that the total distance travelled by motor vehicles increased by 16%².

In Section 2, Table 2a shows a summary of casualties by severity and mode of travel for 2006. Table 2b shows a summary of

casualties in 2006 for each borough for each of the main modes of travel together with the percentage change in casualties compared with 2005. Table 2c shows casualties in 2006 according to severity and casualty class. Table 2d shows casualties in 2006 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 and reported to the police. 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 21st 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.

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The report also summarises the work carried out by the LRSU in 2006 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 increase in serious casualties in 2006, particularly for car occupants, is larger than expected. In conjunction with the Metropolitan Police Service (MPS), TfL investigated possible discrepancies in the 2004/05 casualty data, concentrating on the period between November 2004 and April 2005, when serious injuries were noticeably lower compared to subsequent months. Since then figures have returned to a more consistent trend. During this period there were several organisational changes within the MPS with regards to the collision and casualty data processing. Detailed investigations by MPS have not identified direct links between these changes and the apparent decrease in serious injuries during this period. Consequently, some of the increase in serious injuries in 2006 is probably as a result of comparing the 2006 data with the low data in 2005.

(b) 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.

(c) 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.

(d) 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.

(e) 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.

(f) 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 study³ 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 29,810 casualties reported to the police during 2006 it can be estimated that there may have been about

42,600 people injured on the roads in London in 2006.

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 2006

1.4.1 Major road, traffic and public transport schemes or initiatives

During 2006, the following major schemes or initiatives were started, completed or ongoing.

- TfL opened a staffed cycle park facility at Finsbury Park in north London with cyclists paying 50p a day to park their bikes. The cycle park has capacity for 125 bikes and is located close to the rail, tube and bus stations. Access is available 24 hours a day by smart card. The facility is jointly funded by TfL, the Finsbury Park Partnership, London Borough of Haringey and the Heritage Lottery Fund.
- TfL and the London Boroughs of Havering and Barking and Dagenham opened a series of regeneration schemes along 4km of the A1306. A steel fence separating the carriageways was removed to enable pedestrian crossings to be installed, and a footbridge, and three subways were replaced by surface level crossings. In addition bus priority measures have been introduced, soft landscaping added, and lighting improved.
- The A23 Coulsdon relief road on the Transport for London Road Network in

the London Borough of Croydon was opened to traffic in December. The 1.7km single-carriageway road forms phase 1 of the Coulsdon town centre development, and by-passes the town.

1.4.2 Selected announcements in 2006

During 2006 there were several announcements from the DfT and other sources regarding issues associated with road safety.

January

- The Transport Secretary indicated that the Government was reviewing the constitution of the bodies that would replace safety camera partnerships following the decision to end the practice of 'netting-off'.
- It was announced that Cycling England would provide the charity Sustrans with funding over three years to operate a team of 'Bike It' officers to promote cycling to school children in six cycling demonstration towns.

February

- The Department for Transport confirmed that when the current safety camera partnerships were dissolved (in April 2007) restrictions on where cameras could be placed would be reviewed, with the siting of cameras being decided locally.
- The Road Safety Minister announced that the British and Irish Governments would work together to keep disqualified drivers off the road.

March

- MPs reinstated to the Road Safety Bill the power to allow courts to imprison

motorists who caused death by careless or inconsiderate driving, earlier removed by peers.

- The UK's first installation of an innovative system of flashing warning lights on chevron signs at bends was started in Leicestershire. The normal, reflective chevron signs are transformed into a pulsing LED display when speeding drivers are detected by radar units, to warn them of the severity of the corner.

April

- The DfT's annual speed survey indicated that more drivers were observing 30 mph speed limits, but that there had been little progress in reducing the percentage of motorists who break speed limits.
- The DfT produced a new set of advisory leaflets on traffic control by traffic signals. The four brochures covered matters such as signal displays, signal sequences, control strategies, and phasing.
- Research commissioned by eight safety camera partnerships in the Midlands concluded that drivers with penalty points for speeding were more likely to have been involved in an accident. 72% of motorists with more than four points on their licence had been involved in an accident compared to 42% with a clean licence.
- The European Commission carried out a consultation on promoting better road safety on the trans-European road network (TEN) with the aim of requiring member states to develop guidelines on infrastructure safety management for TEN designated roads.
- The DfT published a road safety research report on the effectiveness of Motorway Service Areas in reducing road

traffic collisions, especially those that are sleep related.

May

- Official DfT figures for 2005 suggested that the government was on course to meet its road casualty target of a 40% reduction in the number of people killed or seriously injured in road traffic collisions by 2010. In 2005 fatal and serious casualties fell by 6%, putting them 33% below the baseline of the 1994 to 1998 average.
- The DfT published figures showing that motor cycle traffic had increased by 37% between 1994 and 2004. It added that the relative risk for a motorcyclist being killed or seriously injured per kilometre travelled was 46 times higher than for car drivers in 2004.
- In its annual report on the safety of Britain's main roads, collected as part of the European Road Assessment Programme (EuroRAP), the AA Motoring Trust said that people continued to be killed and badly injured because simple, affordable measures that dramatically reduce risk were not being put in place.
- In a document explaining its road related research strategy the DfT indicated that there was no hard evidence to support cyclists' standpoint that motorcyclists should not be allowed to use bus lanes and advanced stop line facilities at junctions.

June

- A research report for the DfT recommended that the government adopt the Swedish target of reducing fatal and serious road casualties to zero. Measures would include adopting a

20mph urban speed limit and tougher penalties for traffic violations.

- The Transport Secretary announced that Cycling England's annual budget was being doubled for the next three years. It was intended that the extra funding would help speed up delivery of the Links to School project that aims to connect schools into the Sustrans national cycling network, and also deliver the new tougher cycling proficiency test for children.

July

- The Transport Secretary wrote to local authorities around the M25 inviting them to discuss traffic management issues with the Highways Agency. He advised that management of traffic flow was necessary to 'lock in' the benefits resulting from the Government's £2 billion widening programme.
- The DfT published a guidance note on best practice for speed limit and safety camera signing in an effort to ensure correct and consistent signing across the country.

August

- The DfT published a Circular on setting local speed limits on A and B roads in which it recommended using mean traffic speed rather than the 85th percentile speed as guidance.
- A research report by the London School of Hygiene and Tropical Medicine concluded that there were 50 times as many child cyclists and 30 times as many child pedestrians killed as there were child car passengers for the same distance travelled. The researchers commented that present conditions

created a 'vicious circle' with increasing road danger leading to more children being driven, which in turn leads to a further increase in road danger for pedestrians and cyclists.

- The DfT and the County Surveyors Society published a new good practice guide on Puffin crossings, providing advice on scheme development, installation, commissioning, and maintenance for both new and converted crossing facilities. A CD-Rom and DVD gave advice on initial calculation of the benefits of a crossing through to ensuring that the benefits were maintained when the crossing was operational.

September

- TfL launched a 'share the road' safety campaign to encourage all road users to share the road, consider the needs of other road users and obey traffic regulations.
- The Government's cycling advisory body Cycling England launched Bikeability, a new cycling proficiency standard for children. There would be three levels to the standard: level one for traffic free environments, level two for quiet roads and level three for busy roads. Bikeability would be trialled by 3,000 children across England before being rolled out nationally.
- New legislation on child car restraints came into force requiring that children aged under 12 who also measure less than 135 cm (4ft 5in) will have to use the correct child restraint when travelling in cars, vans and goods vehicles. The DfT estimated that the new regulations would save up to 2,000 child deaths and

injuries every year.

October

- The DfT published a first report on contributory factors to road collisions since the start in 2005 of the requirement for all police forces in Britain to record contributory factors as an integral part of the *Stats 19* data collection. The report concluded that ‘failed to look properly’ was the most frequently reported factor, recorded in 32% of all collisions. For fatal collisions the most common factor was ‘loss of control’ which was involved in 35% of fatalities.
- It was announced that TfL was preparing a new signing system to help pedestrians navigate around central London. TfL noted that many people find walking from one part of central London to another difficult because their spatial knowledge is restricted to the tube map. The new system would include street signs, maps and journey planning technology.
- The Transport Minister announced a new £4 million road safety partnership grant scheme which would provide funding to approximately 20 local highway authorities in England who were taking an ‘innovative approach’ to improving road safety. The scheme aims to encourage partnerships between road safety professionals and those in other sectors such as education, health, youth and voluntary organisations.
- TfL announced the start of a five week awareness and enforcement campaign with the Metropolitan Police in the boroughs of Hackney, Newham and Haringey which have a high rate of drivers who fail to stop after a collision.
- The House of Commons Transport

Committee recommended that the increasing use of camera technology for detecting traffic offences should not be used as a reason to reduce the number of traffic police on Britain’s roads. The committee said that visible policing was an important deterrent to ‘hit and run’ collisions and drink-driving offences, both of which it said were increasing.

November

- The DfT announced that it would be providing £15 million for ‘walking bus’ and other projects to encourage walking to primary schools as part of the Safer routes to school initiatives.
- The DfT, Cycling England and transport charity Sustrans, published a new best practice guide for local authorities wanting to help Sustrans extend the National Cycle Network by developing new cycling routes to schools. The new guide draws examples of good practice from fifteen case studies.
- The Government’s new Road Safety Bill was granted Royal Assent. The Act introduced the new offences of causing death by careless driving or causing death by driving while unlicensed, disqualified or uninsured and of being the registered keeper of an uninsured vehicle. It brought in measures to raise driving standards through better education and training and to offer graduated fixed penalties for speeding, and increased penalties for driving using a hand-held mobile phone. It gave powers to require repeat drink-driving offenders to retake their driving test, and allowed for the experimental introduction of alcohol ignition interlocks, the piloting of motorway rest areas, and the ending

of 'netting off' of safety camera enforcement revenue. It also included measures to make it more difficult for foreign drivers to escape penalties for driving offences in the UK.

records with Hospital Accident and Emergency Department Data' Transport Research Laboratory Ltd, 2002

December

- The DfT announced the annual THINK! Christmas drink-driving campaign to warn motorists of the dangers of getting behind the wheel after even one drink. It was the 30th year of the campaign.
- A project was announced to be carried out by the Transport Research Laboratory aimed at developing a rating system to indicate the level of risk of inter-urban roads. The project would build on the risk-rating map of the UK's motorway and major road network published as part of the European Road Assessment Programme (EuroRAP), and would be funded by the Highways Agency and the AA Motoring Trust (now the Institute of Advanced Motorists [IAM] MotoringTrust).
- New draft guidance from the DfT indicated that road safety partnerships across England and Wales would have to ensure that speed cameras remained well-signed and conspicuous after the national safety camera programme was wound up in April 2007.

References

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2

Collisions and casualties in 2006

2.1 Collision trends

In 2006 there were 24,810 collisions in Greater London, of which 221 were fatal, 3,420 were serious and 21,169 were slight. Collisions in Greater London decreased by 7.2% in 2006 following decreases of 7.0% in 2005 and 9.6% in 2004.

Fatal collisions increased from 205 in 2005 (up 7.8%) to 221, following decreases from 208 in 2004, and 259 in 2003. Fatal collisions tend to fluctuate from year to year because of the relatively small numbers involved (see Figure 6.7a), but the increase this year follows decreases for four consecutive years. Serious collisions increased by 7.9% following decreases of 13.3% in 2005, and 18.9% in 2004. (Figure 6.7b). Slight collisions decreased by 9.4%. The changes in collision numbers resulted in an increase in the collision severity ratio (i.e. the ratio of fatal and serious collisions to total collisions) from 0.126 to 0.147.

Collisions involving pedestrians, which accounted for 21.7% of all collisions, decreased by 7.8%. Non-pedestrian collisions, which accounted for the remaining 78.3% of collisions, decreased by 7.1% (Figure 6.2).

With regard to the monthly variation in collision numbers, the worst month in 2006 was July when 9.1% of collisions occurred, followed by June (9.0%) and October (9.0%). The month with the lowest number of collisions was February, - the same as in 2005 - when only 7.0% of collisions occurred (Figure 6.22).

Considering the day of the week, the worst days were, as usual, Fridays, when 16.2%

of all collisions and 21.5% of weekday collisions occurred. 13.3% of collisions occurred on Saturdays and 11.0% on Sundays (Figure 6.23).

As in previous years, the worst hour of the day was in the evening between 5pm and 6pm when 7.8% of all collisions occurred. A broad peak was observed in the four hours between 3pm and 7pm during which time 29.5% 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 12.6% and 17.2% of all collisions occurred respectively (Figure 6.24).

When considering the road surface conditions at the time of collisions, several changes were evident in 2006, compared with 2005.

In 2006 there were increases in wet road collisions in May, August, November and December, but decreases in each of the other months compared with the same months in 2005. 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 decreased by 55% to 94 in 2006.

Overall, in 2006, 83% of collisions occurred on dry road surfaces, 16% on wet roads, and less than 1% on roads covered with snow, frost or ice.

During 2006 the proportion of collisions occurring in dark conditions was 29%,

similar to the 30% observed in 2005. The number of collisions in light conditions decreased by 7% compared with 2005 while those in dark conditions decreased by 9%.

In 2006, 43.7% of all collisions occurred in the 13 inner London boroughs (including the City of London), with the remaining 56.3% occurring in the 20 outer London boroughs. Compared with 2005 the proportion of collisions in inner London has increased a little relative to that of outer London. Overall, collisions decreased by 6.4% in inner London and by 7.9% in outer London.

Collisions at or within 20 metres of junctions continued to account for the majority of collisions, amounting to 71.4% of the total. The number of junction collisions decreased by 4.9% compared with 2005. The junction types with the largest proportion of collisions were *T or staggered*, where 42.5% of all collisions occurred and *crossroads* where 16.7% were recorded. The number of collisions at *multiple junctions* decreased by 25.5%, at *mini-roundabouts* by 16.2%, at *slip roads* by 7.6%, at *T or staggered junctions* by 6.3%, and at *roundabouts* by 5.6%. The number of collisions at *crossroads* increased by 2.2% and at *private drives* by 20.6%.

Regarding the method of junction control, 72.3% of all junction collisions occurred at *give way or uncontrolled* junctions, and 27.3% at *automatic traffic signal* controlled junctions. At controlled junctions the number of collisions at *stop sign* controlled junctions decreased by 36.4%, those at *give way/uncontrolled* controlled junctions by 5.4% and at *automatic traffic signal* junctions by 3.4%.

In 2006, 5.7% of all collisions involved a

parked vehicle, which is a slightly lower proportion than in 2005.

Regarding the classes of roads on which collisions occurred, only 1.1% occurred on *motorways*, while 60.2% of collisions occurred on *A class roads*, 8.2% on *B class roads* and the remaining 30.5% on *C or unclassified roads*. These proportions are similar to those of 2005. Compared with 2005, collisions on *motorways* increased by 11.8%. Collisions on *A roads* decreased by 8.5%, collisions on *B roads* by 9.2% and collisions on *C or unclassified roads* by 4.6%.

With regard to the speed limit, 0.1% of all collisions in 2006 occurred on roads with a speed limit of 20 mph, 92.8% on 30 mph limit roads, 2.3% on 40 mph limit roads, 3.3% on 50 mph limit roads, 0.1% on 60 mph limit roads and 1.3% on 70 mph limit roads.

Comparison with 2005 shows that collisions decreased by 52.8% on 20mph limit roads, by 7.1% on 30 mph roads, and by 39.5% on 40 mph roads. They increased by 20.0% on 50 mph roads, decreased by 19.0% on 60 mph roads and increased by 42.9% on 70 mph limit roads.

2.2 Casualty trends

During 2006, the 24,810 personal injury collisions reported to the Metropolitan and City of London police forces resulted in 29,810 casualties. Compared with 2005, this represents a decrease of 6.3%. 231 casualties were killed, 3,715 were seriously injured and 25,864 were slightly injured (Table 2a). Compared with 2005, fatalities

increased by 7.9% from 214 to 231, serious injuries increased by 8.1% and slight injuries decreased by 8.2%.

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 7.9% (in 2006), suggesting that relatively large annual fluctuations are to be expected. Over the past five years the number of fatalities decreased each year until the increase in 2006, and the figures for 2004 (216) and 2005 (214) were the lowest recorded in Greater London.

In the early 1990's fatalities had shown a steady decrease from over 400, but since

1993 they have continued to fluctuate in the range between about 215 and 300. By the end of 2006 fatalities had shown a 7.2% decrease below the 1994-98 average.

In 2006, 162 out of the 231 fatalities (70.1%) were people external to vehicles (i.e. pedestrians, pedal cyclists or powered two wheeler users).

The total of 29,810 casualties in 2006 was made up of 18,270 vehicle drivers or riders (61.3%), 5,999 vehicle passengers (20.1%) and 5,541 pedestrians (18.6%). Compared with 2005, driver/rider casualties decreased by 4.2%, vehicle passenger casualties by 10.9%, and pedestrian casualties by 8.0%.

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

Table 2a Casualties in Greater London in 2006 by mode of travel and severity of casualty

Mode of travel	Fatal	Serious	Slight	Total	% of total
Pedestrians	100	1,203	4,238	5,541	18.6%
Pedal cyclists	19	373	2,566	2,958	9.9%
Powered two-wheelers	43	805	3,827	4,675	15.7%
Car occupants	61	1,045	12,741	13,847	46.5%
Taxi occupants	1	39	326	366	1.2%
Bus or coach occupants	4	155	1,511	1,670	5.6%
Goods vehicle occupants	3	69	547	619	2.1%
Other vehicle occupants	0	26	108	134	0.4%
Total casualties	231	3,715	25,864	29,810	100.0%
(% of total)	0.8%	12.5%	86.8%	100.0%	

Table 2b: 2006 Casualties in Greater London by borough and mode of travel showing percentage change over 2005 figures

Borough	Total casualties		Pedestrians		Pedal cyclists		Powered two-wheelers		Car occupants		Total vehicle occupants	
City of London	389	(10.8%)	112	(21.7%)	114	(15.2%)	91	(21.3%)	32	(3.2%)	277	(6.9%)
Westminster	1,841	(4.5%)	522	(-8.1%)	266	(6.8%)	402	(15.5%)	389	(15.8%)	1,319	(10.5%)
Camden	872	(-15.8%)	247	(-8.5%)	159	(-12.6%)	187	(-20.1%)	177	(-20.3%)	625	(-18.4%)
Islington	736	(-9.7%)	163	(-17.7%)	155	(-6.1%)	171	(-7.1%)	178	(3.5%)	573	(-7.1%)
Hackney	877	(-14.5%)	162	(-34.4%)	136	(1.5%)	162	(-4.1%)	325	(-13.3%)	715	(-8.2%)
Tower Hamlets	916	(-8.8%)	172	(-6.5%)	112	(7.7%)	182	(-18.8%)	376	(-10.0%)	744	(-9.3%)
Greenwich	906	(-3.7%)	172	(-6.5%)	49	(-9.3%)	132	(-14.3%)	450	(-4.7%)	734	(-3.0%)
Lewisham	1,019	(-6.3%)	206	(-8.0%)	101	(18.8%)	181	(-10.0%)	409	(-9.7%)	813	(-5.8%)
Southwark	1,188	(3.5%)	222	(-7.9%)	209	(30.6%)	211	(-7.9%)	384	(2.4%)	966	(6.5%)
Lambeth	1,232	(-7.7%)	232	(-27.0%)	193	(25.3%)	252	(-15.4%)	448	(12.6%)	1,000	(-1.7%)
Wandsworth	905	(-7.7%)	200	(18.3%)	154	(1.3%)	221	(-16.9%)	261	(-20.4%)	705	(-13.2%)
Hammersmith & Fulham	724	(-13.7%)	161	(-11.5%)	118	(-14.5%)	168	(-27.6%)	215	(-4.9%)	563	(-14.3%)
Kensington & Chelsea	813	(-8.5%)	195	(-8.0%)	139	(-9.2%)	240	(0.4%)	165	(-18.7%)	618	(-8.7%)
Total Inner London	12,418	(-6.0%)	2,766	(-10.5%)	1,905	(4.2%)	2,600	(-8.9%)	3,809	(-5.0%)	9,652	(-4.7%)
Waltham Forest	905	(-1.4%)	151	(-15.2%)	58	(-6.5%)	109	(13.5%)	506	(-1.4%)	754	(1.9%)
Redbridge	905	(-12.5%)	139	(5.3%)	29	(-23.7%)	77	(-17.2%)	604	(-13.6%)	766	(-15.1%)
Havering	973	(1.1%)	104	(-8.0%)	24	(-11.1%)	77	(-3.8%)	679	(5.4%)	869	(2.4%)
Barking & Dagenham	623	(-8.7%)	96	(-5.9%)	38	(5.6%)	71	(-6.6%)	367	(-12.8%)	527	(-9.1%)
Newham	1,011	(-2.1%)	205	(6.2%)	70	(34.6%)	85	(-9.6%)	555	(-6.3%)	806	(-4.0%)
Bexley	711	(6.8%)	106	(11.6%)	30	(15.4%)	78	(-7.1%)	417	(2.0%)	605	(6.0%)
Bromley	946	(-10.6%)	133	(9.9%)	37	(-26.0%)	117	(-21.5%)	570	(-11.8%)	813	(-13.2%)
Croydon	1,213	(-14.1%)	205	(-19.6%)	77	(8.5%)	145	(-24.1%)	681	(-12.5%)	1,008	(-12.9%)
Sutton	640	(5.6%)	80	(-8.0%)	52	(30.0%)	99	(12.5%)	370	(7.9%)	560	(7.9%)
Merton	513	(-8.2%)	98	(-5.8%)	51	(-8.9%)	83	(-19.4%)	239	(0.4%)	415	(-8.8%)
Kingston	400	(-14.5%)	67	(11.7%)	46	(-6.1%)	73	(-2.7%)	174	(-27.8%)	333	(-18.4%)
Richmond	479	(-12.8%)	68	(-22.7%)	71	(-7.8%)	125	(5.0%)	186	(-15.8%)	411	(-10.8%)
Hounslow	997	(-5.6%)	126	(15.6%)	70	(-13.6%)	144	(4.3%)	572	(-11.0%)	871	(-8.0%)
Hillingdon	1,037	(-9.0%)	125	(-3.1%)	57	(-3.4%)	99	(-11.6%)	670	(-9.3%)	912	(-9.8%)
Ealing	1,230	(-6.7%)	200	(-20.9%)	86	(17.8%)	153	(-12.6%)	695	(-0.3%)	1,030	(-3.3%)
Brent	965	(-15.9%)	198	(-4.8%)	57	(-19.7%)	138	(-6.1%)	494	(-20.6%)	767	(-18.4%)
Harrow	558	(-12.8%)	102	(-9.7%)	37	(5.7%)	57	(-1.7%)	324	(-15.6%)	456	(-13.5%)
Barnet	1,347	(-0.7%)	223	(6.2%)	51	(-8.9%)	149	(-20.3%)	827	(3.6%)	1,124	(-1.9%)
Haringey	885	(9.8%)	194	(-4.4%)	73	(23.7%)	100	(-10.7%)	433	(20.6%)	691	(14.6%)
Enfield	1,054	(-12.5%)	155	(-14.4%)	39	(-18.8%)	96	(-14.3%)	675	(-13.8%)	899	(-12.2%)
Total Outer London	17,392	(-6.6%)	2,775	(-5.4%)	1,053	(-1.2%)	2,075	(-9.3%)	10,038	(-6.8%)	14,617	(-6.8%)
Greater London	29,810	(-6.3%)	5,541	(-8.0%)	2,958	(2.2%)	4,675	(-9.1%)	13,847	(-6.3%)	24,269	(-6.0%)

different modes. Total casualties decreased by 6.0% in inner London, and by 6.6% in outer London.

Pedestrian casualties decreased by 10.5% in inner London and by 5.4% in outer London. Pedal cyclist casualties increased by 4.2% in inner London and decreased by 1.2% in outer London. Powered two wheeler casualties decreased by 8.9% in inner London and by 9.3% in outer London. Car occupants, by far the largest of the road user groups, decreased by 5.0% in inner London and 6.8% in outer London.

The average number of casualties per collision was 1.20, very slightly higher than the 1.19 in 2005.

2.3 Pedestrian casualties

The 5,541 pedestrian casualties in 2006 accounted for 18.6% of all casualties, a slightly lower proportion than that of the previous year. Compared with 2005, pedestrian casualties showed a decrease of 8.0%, continuing a downward trend evident since 1989.

Pedestrian fatalities increased by 12.4% to 100 from 89 in 2005, following a decrease of 3.3% from 92 in 2004. 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 a decrease in 2004 of 22.7%. Pedestrians make up by far the largest user group of fatalities, accounting for 43.3% in 2006, which is slightly higher than the respective figure for 2005 of 41.6%.

Serious injuries increased by 6.0% to 1,203, and slight injuries decreased by 11.7% to 4,238.

The continuing vulnerability of pedestrians to more serious injury is illustrated by the fact that in 2006 they accounted for 43.3% of fatalities and 32.4% of serious injuries, but comprised only 18.6% of all casualties.

Casualties decreased in all the main age bands. Child pedestrian casualties (i.e. under 16 years) fell by 10.9%, young adult pedestrian casualties (16 to 24 years) by 9.4%, adult pedestrian casualties (25 to 59 years) by 9.3% and pedestrian casualties aged 60 or over by 5.4%. Pedestrian casualties where the age was unknown increased by 8.5%.

Regarding pedestrian fatalities by age group, child pedestrian fatalities remained

Table 2c Casualties in Greater London 2006 tabulated by casualty class and severity

Casualty class	Fatal	Serious	Slight	Total
Driver/rider	104	1,955	16,211	18,270
Passenger	27	557	5,415	5,999
Pedestrian	100	1,203	4,238	5,541
Total casualties	231	3,715	25,864	29,810

the same as in 2005 at 11. Young adult pedestrian fatalities increased from seven to eleven. Adult pedestrian fatalities decreased from 39 to 37. Fatalities among pedestrians aged 60 or over increased from 32 to 41. 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 2006 pedestrian fatalities were 26.5% below the 1994 to 1998 average.

There is a much clearer downward trend in recent years for most age groups of pedestrian casualties when fatal and serious casualties are combined. Compared with five years ago in 2001, fatal and serious pedestrian casualties had fallen by 27.8% by 2006. Child pedestrian fatal and serious casualties decreased by 44.7% in the same five year period, and young adults by 26.7%. Adult pedestrian fatal and serious casualties

decreased by 13.7% and those aged 60 or over decreased by 35.3%. Pedestrian fatal and serious casualties of unknown age decreased by 9.5%. By the end of 2006 pedestrian fatal and serious casualties were at a level 39.0% below the 1994 to 1998 average (the base period for the current casualty reduction targets).

With regard to pedestrian casualties by gender in 2006, 56.2% were males and 43.8% females. For pedestrian fatal casualties the equivalent figures were 67.0% for males and 33.0% for females.

17.7% of pedestrians were injured when crossing a road at a formal crossing point, i.e. zebra, pelican or other signal controlled crossing. A further 15.9% were injured when crossing the road within 50 metres of a crossing. However, most (60.1%) were injured either when crossing the road away from a formal pedestrian crossing, or while

Table 2d Casualties in Greater London in 2006 by mode of travel, age group and gender

Mode of travel	Age					Gender		Total
	0-15	16-24	25-59	60+	Unknown	Male	Female	
Pedestrians	1,232	942	2,256	652	459	3,114	2,427	5,541
Pedal cyclists	218	379	2,058	83	220	2,303	655	2,958
Powered two-wheelers	32	1,076	3,205	74	288	4,147	528	4,675
Car occupants	586	2,905	7,990	1,009	1,357	7,463	6,384	13,847
Taxi occupants	8	28	245	45	40	250	116	366
Bus or coach occupants	146	126	657	493	248	612	1,058	1,670
Goods vehicle occupants	6	88	446	33	46	572	47	619
Other vehicle occupants	13	7	78	17	19	101	33	134
Total casualties	2,241	5,551	16,935	2,406	2,677	18,562	11,248	29,810
% of total	7.5%	18.6%	56.8%	8.1%	9.0%	62.3%	37.7%	100.0%

not crossing the road (i.e. on a footpath or verge, or in the carriageway). In 6.4% of cases the pedestrian's location was unknown.

The vast majority of pedestrians injured (68.3%) were hit by cars. 10.1% were hit by powered two-wheelers, 8.8% by buses or coaches, 7.9% by goods vehicles, 3.0% by taxis and 1.3% by pedal cycles.

Considering areas of London, 49.9% of pedestrian casualties occurred in inner London and 50.1% in outer London. Compared with 2005, pedestrian casualties showed a decrease of 10.5% in inner London and of 5.4% in outer London.

2.4 Pedal cyclist casualties

Pedal cyclist casualties increased by 2.2% in 2006 following reductions of 2.2% in 2005, 3.1% in 2004, and 0.2% in 2003. Prior to 2000, pedal cyclist casualties had remained at a fairly constant level throughout most of the 1990s, but showed steady decreases from 1999 to 2002. Since 2002 there has been little change. There were 2,958 pedal cyclist casualties in 2006 which accounted for 9.9% of total casualties, a little higher than the previous year's proportion of 9.1%. The changes should be seen in the context of substantially increased cycle usage in recent years, especially in central and inner London.

With regard to the severity of injury, there were 19 pedal cycle fatalities in 2006, a decrease of 9.5% from the 21 in 2005, which was an increase of 162.5% from eight in 2004, 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 6.3% to 373, while slight injuries increased by 1.7% to 2,566.

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 2006 the child fatal and serious casualties, at 37, were 66.6% below the 1994 to 1998 average, and the young adult figure, at 43, was 60.3% 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 2006 were only 10.4% below the 1994 to 1998 average.

By the end of 2006 all pedal cycle fatal and serious casualties were 30.8% below the 1994 to 1998 average.

In 2006, where the age of the casualty was known, child pedal cyclist casualties (under 16 years) decreased by 23.0%, young adult pedal cyclist casualties (16 to 24 years) decreased by 11.0%, adult pedal cyclist casualties (25 to 59 years) increased by 10.6% and injuries to pedal cyclists aged 60 or over decreased by 5.7%. Pedal cyclist casualties where the age was unknown decreased by 7.6%.

Considering areas of London, 64.4% of pedal cycle casualties occurred in inner

London and 35.6% in outer London. Compared with 2005, pedal cyclist casualties increased by 4.2% in inner London, and decreased by 1.2% in outer London.

2.5 Powered two-wheeler casualties

There were 4,675 powered two-wheeler casualties in 2006, which accounted for 15.7% of all casualties, down from 16.2% in 2005. Compared with 2005, powered two-wheeler rider and passenger casualties showed a decrease of 9.1%. The decrease is welcome since it continues a downward trend evident since 2002 (down 11.1% in 2002, 8.1% in 2003, 14.1% in 2004, and 7.5% in 2005). 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).

By the end of 2006 the higher severity powered two-wheeler casualties (fatal and serious combined) were 9.1% below the 1994 to 1998 average, following a very slight increase from 845 to 848.

A comparison of the average number of licensed vehicles in 1994-8 with the number in 2006 (i.e. on the same basis as the casualty target monitoring) shows that whilst there has been a 64% increase in vehicles licensed, there has been a decrease in powered two wheeler fatal and serious combined casualties of 9%.

In 2006, powered two-wheeler fatalities decreased by 2.3% from 44 to 43, serious

injuries increased by 0.5% from 801 to 805 and slight injuries decreased by 10.9% to 3,827.

With regard to areas of London, 55.6% of powered two-wheeler casualties occurred in the 13 inner London boroughs and 44.4% in the 20 outer London boroughs. Compared with 2005, powered two-wheeler casualties decreased by 8.9% in inner London and by 9.3% in outer London.

2.6 Car occupant casualties

Car occupants form by far the largest group of road user casualties. In 2006 there were 13,847 injuries to car occupants, which amounts to nearly half (46.5%) of all casualties, almost identical to the 46.4% proportion recorded in 2005. Casualty numbers in this category decreased by 6.3% compared with 2005.

Regarding severity of casualty, fatalities increased by 13.0% from 54 in 2005 to 61 in 2006. Serious casualties increased by 11.8% to 1,045, and slight casualties decreased by 7.6% to 12,741. 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 and in 2006. The increase in 2006 was 11.8% which means that by the end of 2006, the higher severity car occupant casualties (fatal and serious

combined) were 56.9% below the 1994-98 average.

Over two thirds (72.5%) of all car casualties occurred in outer London, and 27.5% occurred in inner London. Casualties in inner London decreased by 5.0% and in outer London by 6.8%.

Seat belt fitting and usage were recorded for 24.1% of car driver casualties. Where seat belt fitting/usage was reported, 96.3% of driver casualties were wearing a seat belt, while 3.0% had a seat belt fitted but not worn. Only 0.7% were in a vehicle with a driver's seat belt not fitted.

Seat belt fitting and usage were recorded for 27.4% of front seat car passenger casualties. Where seat belt fitting/usage was reported, 94.3% of front seat car passenger casualties were wearing a seat belt, while 5.3% had a seat belt fitted but not worn. Only 0.4% 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. New legislation on child car restraints came into force in September 2006 requiring that children aged under 12 who also measure less than 135 cm (4ft 5in) will have to use the correct child restraint when travelling in cars, vans and goods vehicles. During 2006, out of the 26.3% of rear seat car passenger casualties where use/fitting of a belt was recorded, 83.0% of

passengers were using a belt, 15.9% had a belt fitted but not worn, and 1.1% did not have a belt fitted. The proportion of rear seat casualties recorded as wearing a belt has increased from 74.7% in 2005.

2.7 Taxi casualties

In 2006 there were 366 taxi driver or passenger casualties, which is an increase of 12.3% compared with 2005. There was one fatality, which compares with none in 2005. Serious injuries increased by 116.7% from 18 to 39 and slight injuries increased by 5.8% to 326. Taxi casualties accounted for 1.2% of all casualties in 2006, a slightly higher proportion than the figure of 1.0% in the previous year.

2.8 Goods vehicle casualties

In 2006 there were 619 goods vehicle driver or passenger casualties, which is an increase of 2.5% compared with 2005. Fatalities increased by 200.0% from one to three, serious injuries increased by 35.3% to 69 and slight injuries decreased by 0.9% to 547. Goods vehicle casualties accounted for 2.1% of all casualties in 2006, which is a slightly higher proportion than was recorded in the previous year.

2.9 Bus or coach casualties

There were 1,670 driver and passenger casualties injured on buses or coaches during 2006, accounting for 5.6% of all casualties, a slightly smaller proportion than in 2005. Fatalities increased from three to four, serious injuries increased by 23.0% to 155, while slight injuries decreased by 11.4% to 1,511. Overall, casualties

decreased by 8.9% in 2006.

Of the 1,515 bus or coach passengers injured during 2006, 48.1% were standing in the vehicle, 38.1% were seated, 6.1% were alighting and 7.7% 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 2006, males accounted for 62.3% of all casualties with females comprising 37.7%. These proportions are almost 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 1997 and 2006 male casualties decreased by 33.4% and female casualties by 38.9%.

With regard to the casualty class, in 2006 males formed a majority of both the driver and pedestrian casualty categories with 71.0% and 56.2% respectively, while females made up 58.8% of all passenger casualties.

Looking at the mode of travel associated with casualties in 2006, 77.9% of pedal cyclist casualties and 88.7% of powered two-wheeler casualties were male. For car drivers, 58.1% of casualties were male, but for car passengers 56.7% were female. Females accounted for 63.4% of bus or coach casualties, which probably highlights the greater dependence women have on

public transport. Males accounted for 92.4% 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 2006 was 91.0% of all casualties. Overall in 2006, children under 16 years accounted for 7.5% of all casualties, young adults between 16 and 24 years for 18.6%, adults between 25 and 59 years for 56.8%, and the older road user aged 60 or over for 8.1%. This distribution of casualties by age group is similar to that recorded in 2005.

In 2006, there were 2,241 child casualties of which 55.0% were pedestrians, 26.1% were car occupants and 9.7% were pedal cyclists. Children made up 22.2% of all pedestrian casualties, 7.4% of all pedal cycle casualties and 4.2% of all car occupant casualties. 22.4% of child casualties were injured on a journey to or from school, which is slightly lower than the proportion recorded in 2005 (23.1%).

Compared with 2005, child casualties in 2006 decreased by 14.4%, following decreases of 14.2% in 2005, and 8.4% in 2004. Child casualties accounted for 7.5% of all casualties. Higher severity child casualties (fatal and serious combined) increased by 10.4% from 355 in 2005 to 392. This means that by the end of 2006 these higher severity casualties were 58.1% 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 had 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 for seven successive years until the increase in 2006.

There were varying changes within the different modes of travel available to children. Child pedestrian casualties decreased by 10.9%, pedal cyclist casualties decreased by 23.0%, car occupant casualties decreased by 19.4% and bus and coach passenger casualties increased by 2.1%.

In 2006, there were 5,551 young adult casualties (16 to 24 years), a decrease of 9.1% compared with 2005, accounting for 18.6% of all casualties. 52.3% of these were car occupants, 19.4% were powered two-wheeler riders, 17.0% were pedestrians and 6.8% were pedal cyclists. Young adults in this age group accounted for 21.0% of all car occupant casualties, 23.0% of powered two-wheeler casualties, 17.0% of pedestrian casualties and 12.8% of pedal cycle casualties.

Compared with 2005, young adult pedestrian casualties decreased by 9.4%, pedal cycle casualties by 11.0%, powered two-wheeler casualties by 18.5%, and car occupant casualties by 5.8%.

During 2006, there were 16,935 adult casualties (25 to 59 years), which is a decrease of 5.5% compared with 2005. Adult casualties accounted for 56.8% of all casualties. Just under half of these (47.2%) were car occupants, 18.9% were powered

two-wheeler casualties, 13.3% were pedestrians and 12.2% were pedal cyclists. Adults in this age group accounted for 57.7% of all car occupant casualties, 68.6% of powered two-wheeler casualties, 40.7% of pedestrian casualties and 69.6% of pedal cycle casualties.

Compared with 2005, adult pedestrian casualties decreased by 9.3%, powered two-wheeler casualties by 6.8%, car occupant casualties by 7.3%, and bus and coach occupant casualties by 7.3%. Adult pedal cycle casualties increased by 10.6%, goods vehicle occupant casualties by 0.9%, and taxi occupant casualties by 2.1%

During 2006, 2,406 casualties were older road users aged 60 years or over, accounting for 8.1% of all casualties. Of these the largest numbers were car occupants (41.9%), pedestrians (27.1%), and bus or coach occupants (20.5%). Overall there was a decrease of 8.6% in casualty numbers in the older road user age group compared with 2005. Of the main casualty classes there was a decrease of 5.4% in pedestrian casualties, 5.8% in car casualties, and 21.6% in bus or coach casualties.

2.12 Vehicles involved in collisions

In 2006, a total of 44,463 vehicles were involved in the 24,810 personal injury collisions within the Greater London area. This represents a decrease of 7.8% compared with 2005. There were decreases in involvement in collisions for cars, by 8.1%, powered two wheelers by 8.5%, goods vehicles by 2.9%, buses or coaches by 11.9% and other vehicles by 59.1%. Taxi

involvement in collisions increased by 2.3% and pedal cycle involvement by 2.0%.

Cars accounted for 66.7% of all vehicles involved in collisions, followed by powered two-wheelers (11.6%), goods vehicles (7.1%), pedal cycles (6.9%), buses or coaches (5.3%), taxis (1.9%) and other vehicles (0.5%).

Considering the age profile of vehicle drivers or riders involved in collisions in 2006, 0.9% were under 17 years, 12.6% were between 17 and 24 years, 22.1% were between 25 and 34 years, 38.5% between 35 and 64 years, and 3.0% aged 65 years or over. In addition, 22.7% of drivers were of unknown age.

Compared with 2005, there were differences in the changes between the age groups of vehicle drivers or riders involved in collisions in 2006. Young drivers under 17 involved in collisions decreased by 25.3%, those between 17 and 24 years by 10.0% and those between 25 and 34 years by 8.5%. Drivers between 35 and 64 years decreased by 7.2% and those 65 years and over by 13.2%.

The number of drivers involved in personal injury collisions and providing a positive breath test decreased from 349 in 2005 to 216 in 2006, down 38.1%. The number tested and providing a negative test decreased from 17,137 to 14,898, down 13.1%. The percentage of those tested, who provided a positive test, fell from 2.0% in 2005 to 1.4% in 2006. 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 (January 2007)*. These collision costs are based on the following average costs per casualty at June 2005 prices:

Fatality	£1,428,180
Serious casualty	£160,480
Slight casualty	£12,370
Average, all casualties	£44,920

To convert June 2005 to June 2006 prices, the Department suggests that these costs should be multiplied by 1.0427. This is the current estimate of the increase in Gross Domestic Product per capita between 2005 and 2006. 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 (£77,820) and the June 2005 to June 2006 conversion factor (1.0427) are applied to the 24,810 reported personal injury collisions in the Greater London area during 2006, then the total cost to the community of all road collisions in Greater London is estimated to be just over £2.0 billion at June 2006 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 2005 prices)

Type of collision	Urban roads	Rural roads	Motorways	All roads
Fatal	1,558,290	1,699,140	1,751,150	1,644,790
Serious	179,210	206,700	213,540	188,920
Slight	18,130	21,620	25,570	19,250
All injury collisions	49,580	105,900	78,930	64,440
Damage only collisions	1,590	2,360	2,270	1,710
Average collision cost per injury collision (including an allowance for damage-only collisions)	77,820	124,280	96,160	89,820

Source: DfT *Highways Economics Note No. 1 January 2007* (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 2006

N.B. Although this section relates primarily to work undertaken during 2006, it also includes relevant information to July 2007.

4.1 London Road Safety Unit (LRSU)

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

- London Accident Analysis Unit (LAAU)
- 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 TfL London Streets.

4.2 Work undertaken by LRSU in 2006

From 3 July 2000, LRSU became funded as part of TfL Streets, including the ongoing work for the London boroughs to manage and maintain the collision and casualty database and retrieval system, and provide monitoring and analyses of the casualty data.

4.3 Objectives for LRSU

The main objectives for LRSU during 2006/7 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 colleagues 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 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 (DfT) 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, including assessments of the safety performance of safety engineering or other traffic management measures, road user behaviour or wider health and social issues.
- 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 street schemes.
- To offer specialist advice on road safety issues, including the assessment of the effects on safety of proposed traffic management initiatives.
- To manage the budget allocation for the boroughs' Local Safety Schemes, 20mph zone schemes and education campaigns 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 and Press Office.
- 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 Streets Road Network Performance Directorate 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, defined by the co-ordinates of the south-west corner of the cell.

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, the City Police 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 DfT's *Stats 19* five-yearly review. It is through this forum that 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 apparently high reductions in collision numbers in late 2004 and early 2005 were also discussed at these meetings and verified through the process of investigation carried out by the MPS subsequently.

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 include:

- 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
- data extract files for use in third party software packages.

Requests can be made:

- by telephone: 020 7027 9332
- by fax: 020 7027 9337
- by e-mail to:
martin.brophy@tfl.gov.uk
- or in writing to:
London Road Safety Unit
Road Network Performance
London Streets
Transport for London
Windsor House
42-50 Victoria Street
London SW1H 0TL

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, including RND and RNM and their agents, London Buses, Public Carriage Office and Congestion Charging.

4.6 Monitoring of the national and London casualty reduction targets *Towards the year 2010*

With regard to casualty reduction targets by the year 2010, the Government published its 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 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 had largely been achieved in London by 2004, apart from those for powered two-wheelers. The Mayor therefore announced new, more challenging targets in March 2006 to be achieved by the end of 2010, following consultation with stakeholders:

- a 50% reduction in the number of people killed or seriously injured
- a 50% reduction in the number of pedestrians killed or seriously injured
- a 50% reduction in the number of pedal cyclists 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 6 of *Towards the year 2010*:

monitoring casualties in Greater London, containing data up to the end of 2005, was published in July 2006 and Issue 7, containing data up to the end of 2006, will be published in summer 2007.

4.7 Road Safety Fact Sheets

During 2006 and 2007 (to July), the following LAAU Fact Sheets were produced:

- Topic 2006-1: Hit and run collisions in Greater London (*April 2006*)
- Topic 2006-2: Powered two wheeler user casualties in Greater London (*Feb 2007*)

In addition, the series of quarterly summary Fact Sheets was continued with the following published to July 2007:

- 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*)
- Casualties in Greater London during the first six months of 2006 (*November 2006*)
- Casualties in Greater London during the first nine months of 2006 (*February 2007*)
- Casualties in Greater London during 2006 (*July 2007*)

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. Suggestions are invited for future Fact Sheet topics for consideration by LAAU.

In addition copies of LRSU published reports are available for download at:
<http://www.tfl.gov.uk/corporate/2840.aspx>

4.8 Road safety research projects

The LRSU conducts and commissions road safety research to promote evidence-based practice across London. The research contributes to a body of evidence which can help London's road safety practitioners to make informed decisions.

Some of the major research projects completed in the last year were:

- a survey of courier and food delivery businesses deploying motorcycle or pedal cycle riders;
- a study investigating the effect of side raised entry treatments on collision levels on the TLRN and on borough roads;
- an observational survey of seatbelt wearing and use of hand-held mobile phones on London's roads;
- an inventory of all 20mph zones in London.

Current road safety research projects are:

- surveying attitudes on seatbelt wearing and use of hand-held mobile phones;
- quantifying ethnic inequalities in road traffic injury amongst London's black and Asian minority ethnic groups;
- investigating 20 mph zones in London and their effect on casualty reduction;
- developing best practice to improve road safety of London's diverse communities.

Reports on completed projects are available on the TfL website:

<http://www.tfl.gov.uk/corporate/2840.aspx>

To contact the LRSU research team:

Claudia Farley, Telephone 020 7027 9095, RSResearch@tfl.gov.uk

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/assets/downloads/corporate/Road_Safety_Audit_issue2.pdf)

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 a Road Safety Officer was appointed in early 2002 and a further two in August 2003. In October 2005 two 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 (PTW) casualties in the Greater London area. In November 2006 TfL received the Prince Michael Road Safety Award for its innovative Junior Road Safety Officer Scheme. 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.
- The BikeSafe London Partnership, whose members include Transport for London, Metropolitan Police Traffic Officers and the City of London Police Traffic Unit, was represented at the three-day National BikeSafe event held at Cheltenham Race course in Gloucestershire. Members of the Partnership along with other National BikeSafe Police practitioners conducted observer rides for riders of motorcycles, scooters and mopeds, offering them advice and guidance on how to improve their riding skills and encouraging them to undertake further training. The National BikeSafe event is held annually and will be staged in London in 2008.

Recent road safety education initiatives are set out below:

- A number of advertisements aimed at teenagers, forming part of TfL's 'Don't Die Before You've Lived' campaign have been filmed. They started with the 'Sarah Rivers' cinema/television advertisement and radio advertisements and continued with a 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.
- 'Shattered Dreams' is the latest advertisement to be produced in the series. It shows the dreams of a young athlete literally shattering after she walks out onto a road – into the path of a moving car – without looking. This is followed by other images shattering – her running shoes, her team GB track suit and finally her image shattering as she leaves the starting blocks of the Women's 100m final at the Olympic Games in London. (*November 2006*)
- 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. The eye catching yellow A3 sized posters are placed on the rear of large goods vehicles. The campaign and launch attracted much media interest and was the lead article on 'London Tonight'. (*June 2005*). This campaign has since been extended to many more companies including Ford UK, Tradeteam and The Brewery Logistics Group.
- In addition to this campaign, the unit is working with other key stakeholders as part of the 'Share the road' initiative which aims to encourage all road users to consider the needs of others. This has given the opportunity to highlight issues affecting particular modes including HGV's and cyclists. Topics covered include encroachment by vehicles into advanced stop lines, HGV's turning left,

- and cyclists' visibility. (*September 2006*)
- 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 the UK and some from around the world, including Spain, Poland, India and China.
 - The LRSU ETP team launched its Pass Plus London (PPL) initiative in 2005. 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. To date over 4,000 young drivers have signed up to the initiative.
 - The fourth year of 'The Price' road safety drama for Year 7 schoolchildren will begin in September 2007. 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 25 week run. Each borough receives 10 performances that visit secondary schools.
 - Each year the unit organises the Pan-London Road Safety Conference. The conference themes cover matters of road safety interest and are attended by delegates comprising RSO's, Engineers and other road safety stakeholders. This year's conference is being held at One Great George Street, Westminster (*September 2007*)
 - The A – Z of Traffic Tales 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. To support the 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 designed and staffed 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. When the show moved to ExCel in London's Docklands in 2007 the Partnership again took a stand promoting BikeSafe Rider Skills Days and the benefits of further training for PTW riders.
- TfL Road Safety attended the RoSPA Congress in Stratford on Avon the theme of which was Encouraging Education in Road Safety. TfL provided an exhibition showcasing LRSU and road safety education work, in particular the Junior Road Safety Officer Scheme. *(February 2007)*
- 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 advertisements 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)* The team have actively promoted the CTC at a number of high profile events including Vishaki, the Brick Lane Mela and the Rise Festival. *(spring/summer 2007)*
- LRSU in partnership with Road User Education organised a multi agency conference 'Proud to be involved 2006' 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*)

- A new PTW advertisement was filmed which addresses the issue of the increasing number of PTW riders losing control for no apparent reason, which accounts for around 11% of all PTW casualties. (*May 2006*)
- Street Safe Live Show. An annual show is held to reward all the JRSO's in London for their excellent work in helping to promote road safety and assisting in contributing to the reduction of child casualties in London. The show called Street Safe Live, (see website www.tfl.gov.uk/streetsafelive) is totally child focused and includes theatre, games, quizzes and interactive road safety tasks. Prior to the event a competition was held and the winners were announced at the show. (*June 2007*)
- 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, London Councils 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 (KSI's) on London's roads in line with the reductions achieved by the pilot areas. These eight areas have achieved a 35% reduction in KSIs at camera locations.
- management of London's existing network of safety cameras
- the introduction of new sites where appropriate
- to support the Partnership's enforcement strategy with educational campaigns.

The LSCP currently operates within the criteria stipulated by the DfT in selecting sites for safety cameras. All 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 person killed or seriously injured in three years at that site due to red light running.

In April 2007 The National Safety Camera Partnership was disbanded and funding was allocated to Transport for London to continue with the Partnership's work. LSCP are reviewing the current criteria to ensure priority sites are continuously identified.

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 April 2007 LSCP launched Phase 2 of the Installation Programme, where over the next 12 months 100 new digital cameras will be installed across the capital.

LSCP are also trialing Front Facing Gatso Cameras in Lower Thames Street, Truvelo Digital Cameras at the A4, Gillette Corner, Redflex Digital Cameras at the A406 North Circular and Speed Check Services SPECS 3 20 mph zone Digital Cameras within the London Borough of Camden.

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, increase public awareness and support with the ultimate objective of reducing fatalities and injuries on London's roads.

As part of the educational programme, the LSCP has launched a speed awareness course. 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. At present LSCP is undertaking research into a Red Light Course for offenders who disobey the red signal, which will run in a very similar way to the Speed Awareness Course.

LSCP has also run educational events aimed at Young Drivers along with working very closely with the London Boroughs to

ensure the communities within London have access to LSCP.

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.

4.13 Intelligent Speed Adaptation project (ISA)

Work has begun on a project to investigate the use of ISA in London. ISA is a set of technologies designed to assist the driver in the task of speed management. Vehicles are made 'aware' of the surrounding speed limit and use this information in various ways.

Advisory ISA systems simply display the speed limit to the driver via a dashboard interface.

Voluntary ISA systems include engine management which can be engaged/disengaged by the driver as appropriate and prevent the vehicle accelerating beyond the speed limit. The control is usually placed as a steering wheel switch.

Mandatory ISA includes the engine management but is 'always on' and only has an emergency over-ride function to disengage the system.

The London Road Safety Unit plans to trial both the advisory and voluntary systems. At July 2007 the project is currently at the stage where a digital speed limit map is being compiled for use by the system.

Individual vehicles would carry the digital speed limit information in a device typically fitted to the vehicle's dashboard. Fitting would normally be during manufacture of the vehicle but could be later. The on-board digital speed limit map would then interact with Global Positioning System (GPS) information giving the street location.

The digital speed limit map would also be made freely available to any interested organisation in an attempt to further promote ISA development in London.

It is expected that the first test vehicle will be available in the first quarter of 2008, with the equipment being fitted to TfL fleet vehicles, as well as other test vehicles. The project is scheduled to run to the end of the 2010/2011 financial year.

4.14 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 2006/2007 including:

- Pan London Road Safety Forum, including the Steering Group, Research and Development, Campaigns and Education and London Safety Engineering Forum 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 and City Police
- 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

5

ACCSTATS system developments in 2006 and 2007

5.1 Background

ACCSTATS is the collision and casualty database and data retrieval system for the Greater London area, holding details of personal injury road traffic collisions occurring on the public highway and reported to the Metropolitan or City police forces in accordance with the *Stats19* national reporting requirements. 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 paragraph 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 in LRSU to work with the users of the application and provide a focus for user issues and to ensure that developments to the system to enhance functionality are carried out 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 and are welcomed at any time by LAAU.

In early 2005 the LAAU began a series of visits to 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 and to help with any local problems users may be experiencing. These visits have recently been scaled down while various system updates are being completed (see para 5.4) but it is intended to recommence these in the future, as they provide LAAU with an excellent first hand opportunity to see how the system is being used by external users and some of the problems they face. 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 2006 and 2007 the Working Group was involved in work associated with the advanced testing of the external use of the Oracle Discoverer tool for which LRSU is extremely grateful. The focus of the Working Group in future will be the development of an internet GIS solution. Some 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.

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.

Wherever possible, true *Stats 19* data values have been used, rather than the London variant used previously. This change makes maintenance of the system and data easier, and permits 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.

Since the system was made available in

2002 the major issue has been the non-availability of Oracle Discoverer to external users of the system (internet users).

Significant work has been done on this issue with a repeatable connection test having been completed in many external locations. The LAAU, with assistance from seven external organisations, is currently (July 2007) at the stage of advanced user testing to ensure that there are no unforeseen connectivity issues and that the system performance is acceptable. If the advanced user testing gives a positive result it is expected to make Oracle Discoverer training, and subsequently the tool itself, available to all users who express an interest.

Other developments in the past 12 months have largely been related to improving system performance, reliability and resilience, and maintaining version compatibility.

Oracle.com recently released a new version of their database software (10g) and announced that they would no longer support the existing version (9i). This required TfL to perform an upgrade of the ACCSTATS servers and software platforms which will be complete in mid 2007. New servers have been installed which have improved system reliability and performance and improvements continue to be made.

In the future the focus of developments will return to system functionality enhancements such as those completed in the past.

In this context the LAAU and the working group welcome suggestions for development

for consideration. Suggestions that are not immediately included in the initial work may be considered for development at a later stage. Much of the development work in the future will however be focused on developing an Internet GIS interface.

The Oracle consultant, who worked on the bulk of the rewrite, has been retained until the end of 2007 to provide support and progress development requirements.

Developments completed to date include:

- new formats for report output (e.g. .csv, .txt);
- new casualty based TADS reports;
- additional option of TADS monitoring reports without seasonal variation
- upgrading of the system to incorporate new 2005 *Stats 19* variables, including the new national system for recording contributory factors.

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 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 7.00 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 initial version of 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.

Since then TfL has and will continue to provide training for users, as the system is rolled out both internally and externally.

Initial training consists of a one-day course in the main Oracle Forms on-line system. Once the Oracle Discoverer tool becomes available to external users further training courses will be made available.

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 LA AU on 020 7027 9105, 020 7027 9332 or 020 7027 9152. Training is generally 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.

Pending the successful testing and sign-off of Oracle Discoverer there will be a Discoverer training schedule for external users advertised for the autumn of 2007.

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.

Figure 2.1a: Casualties in Greater London by mode of travel 2006

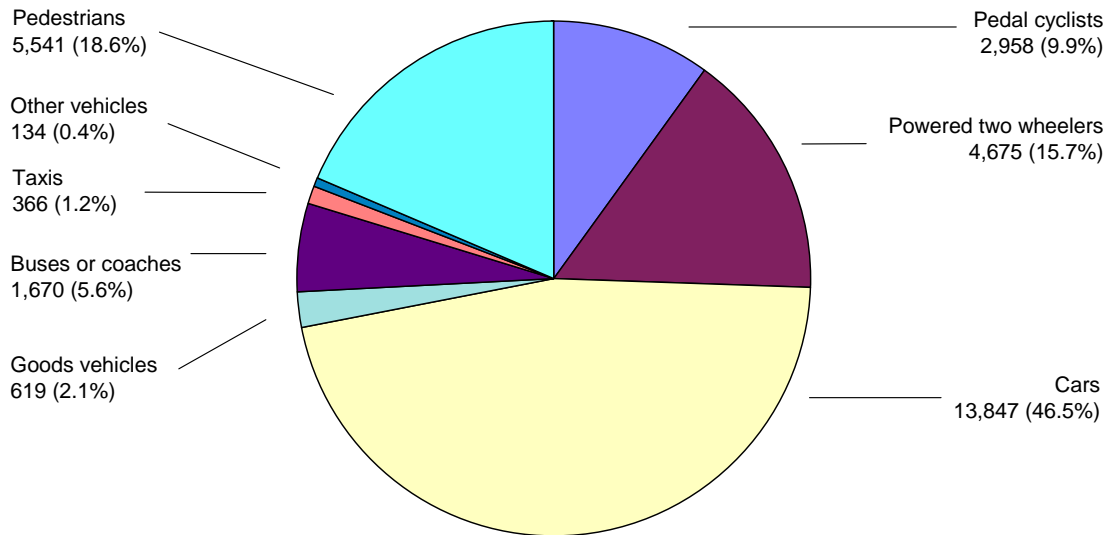


Figure 2.1b: Pedestrian casualties in Greater London by associated vehicle type 2006

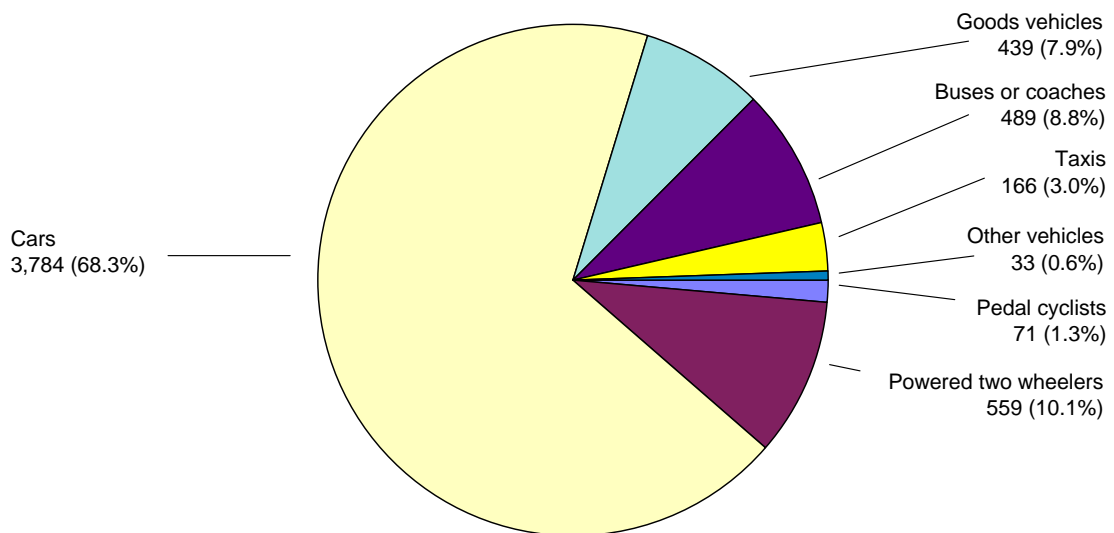


Figure 2.2: Total casualties in Greater London 1997-2006

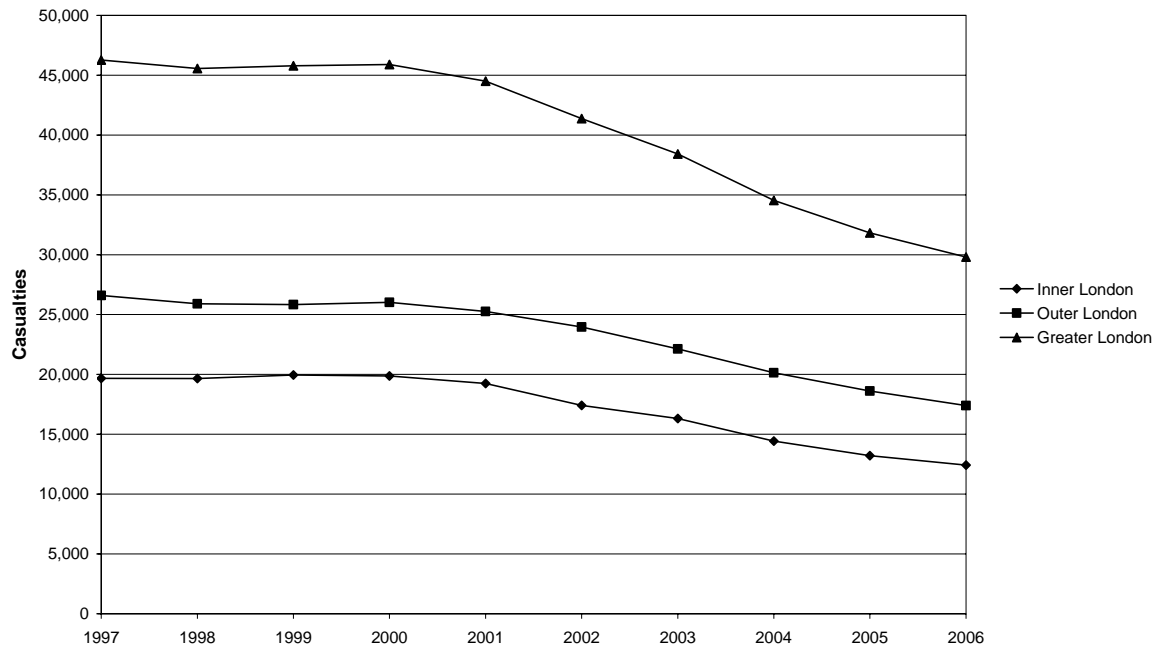


Figure 2.3: Killed and seriously injured casualties in Greater London 1997-2006

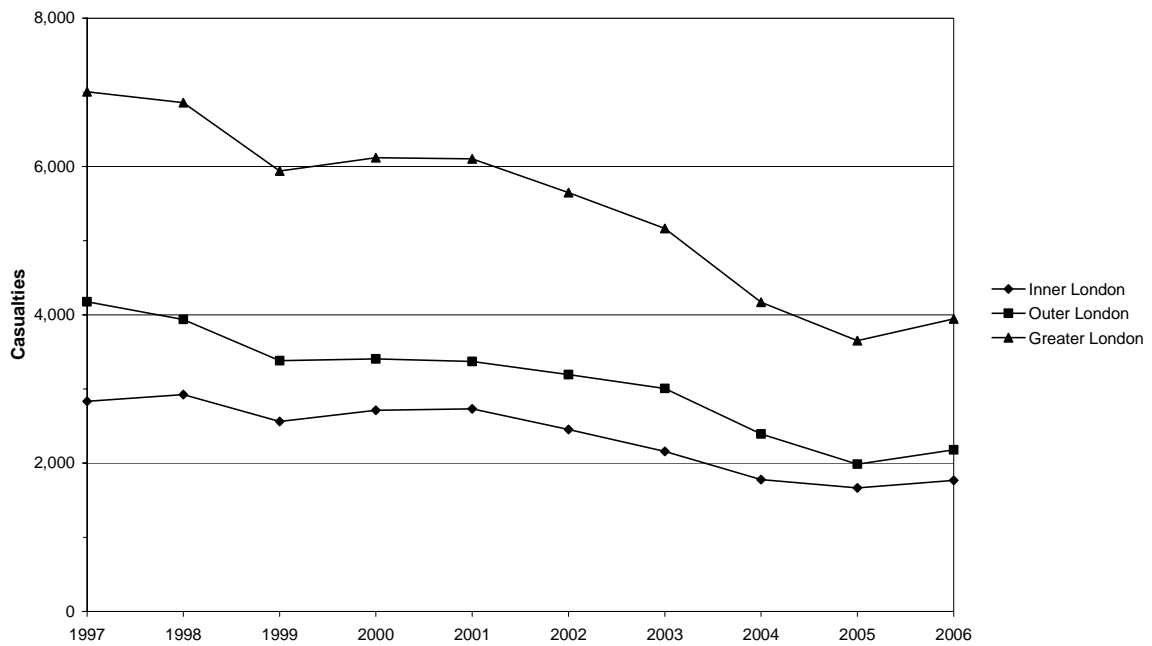


Figure 2.4: Pedestrian casualties in Greater London 1997-2006

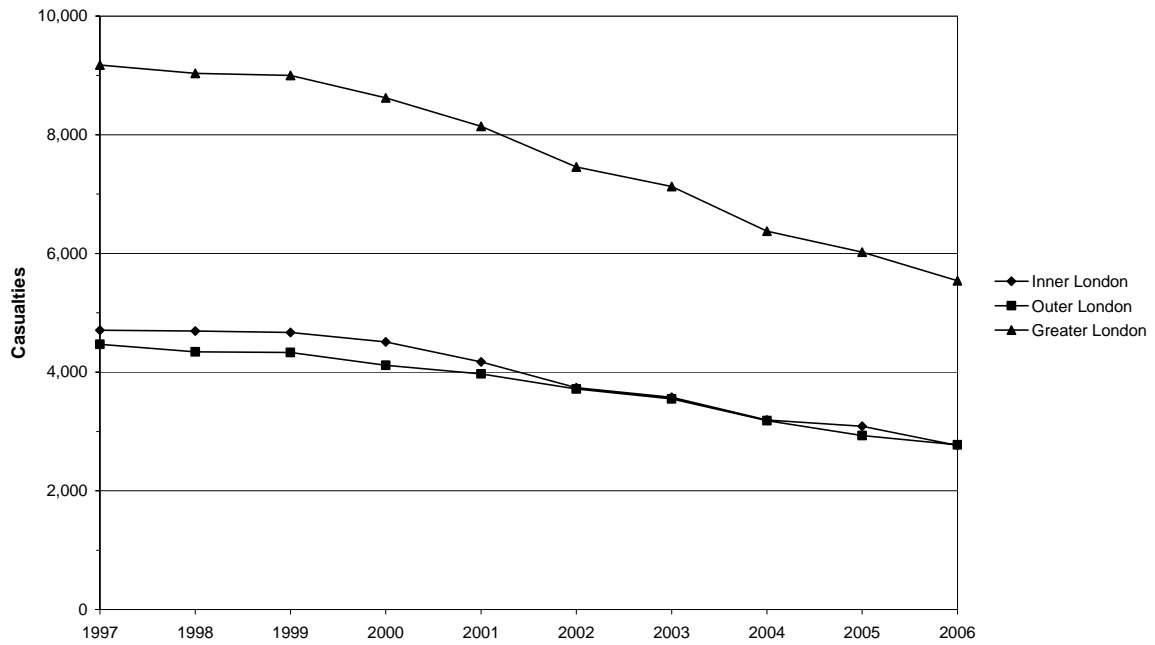


Figure 2.5: Pedal cyclist casualties in Greater London 1997-2006

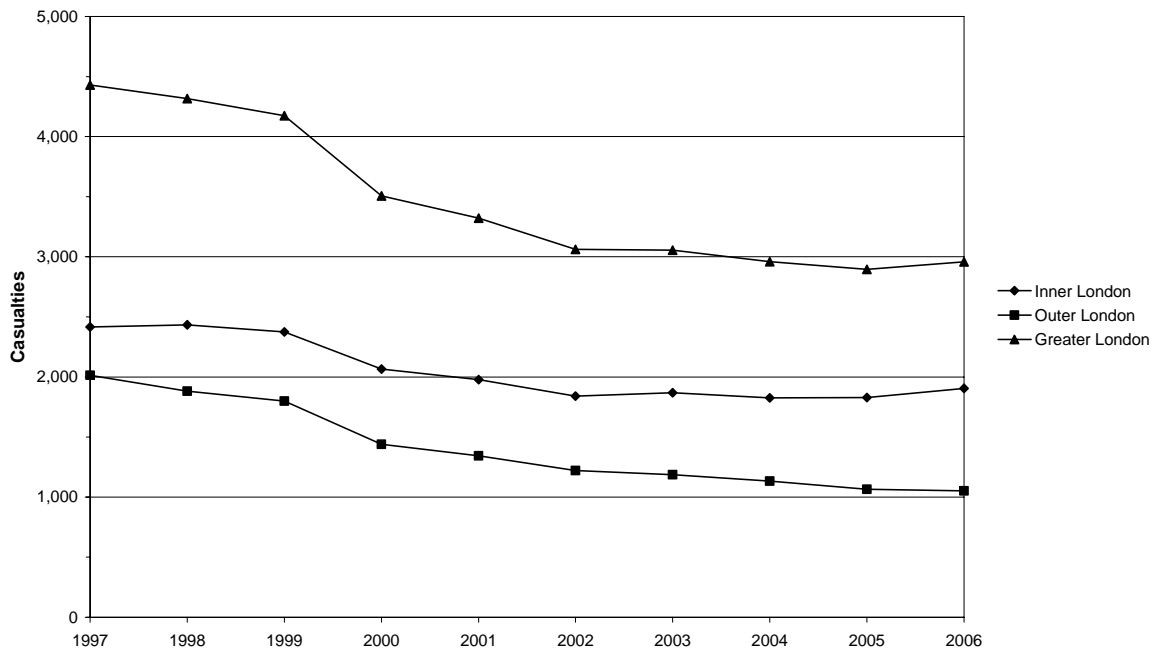


Figure 2.6: Powered two wheeler casualties in Greater London 1997-2006

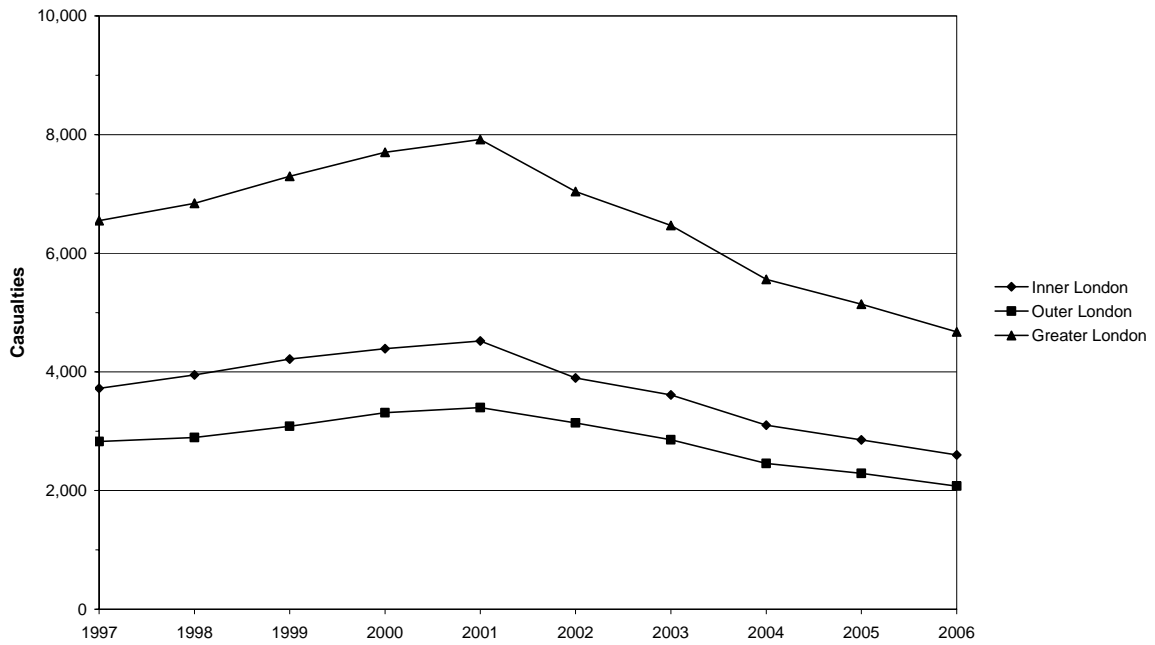


Figure 2.7: Car casualties in Greater London 1997-2006

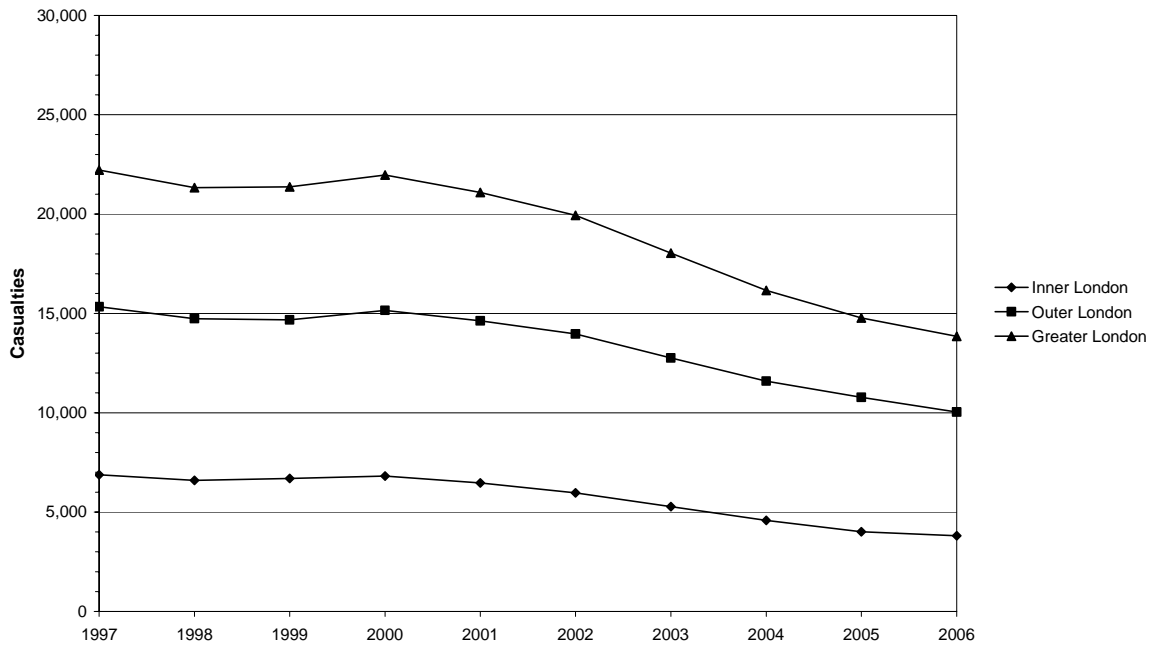
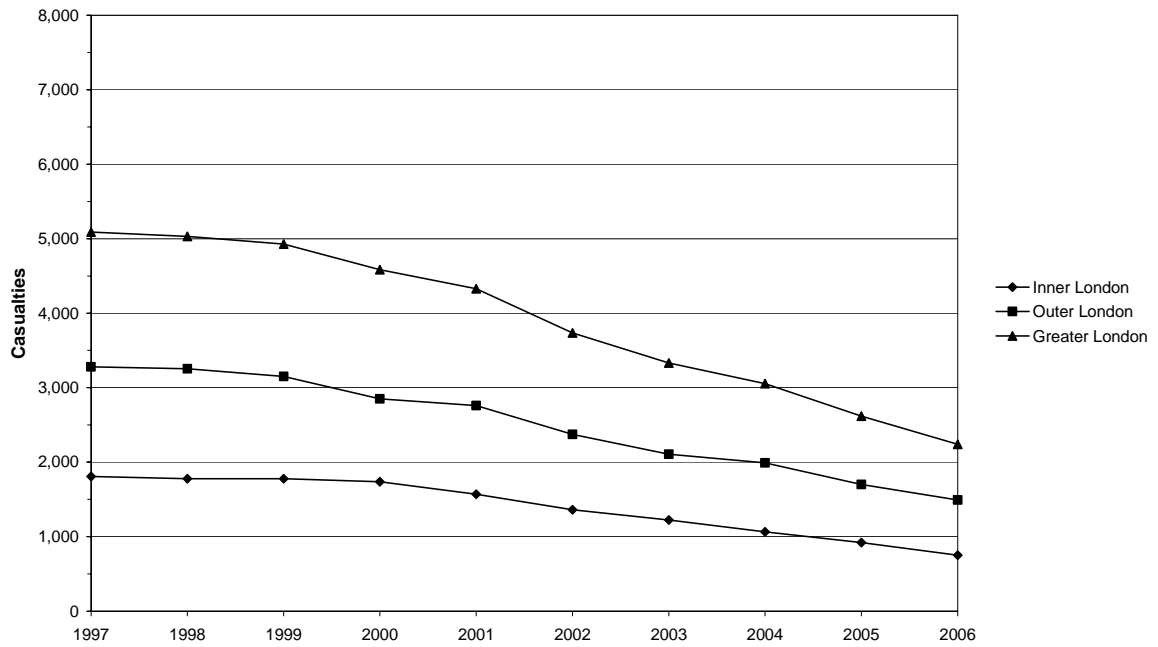


Figure 2.8: Child casualties in Greater London 1997-2006



6. Collisions

Figure 6.1: Collisions in Greater London 2002-2006

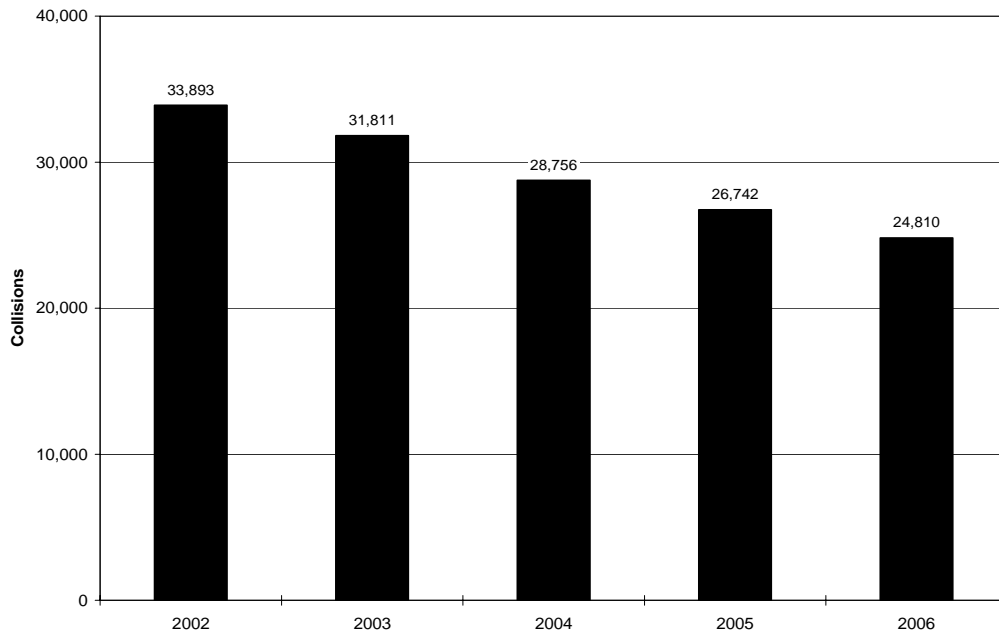


Figure 6.2: Pedestrian and non-pedestrian collisions in Greater London 2002-2006

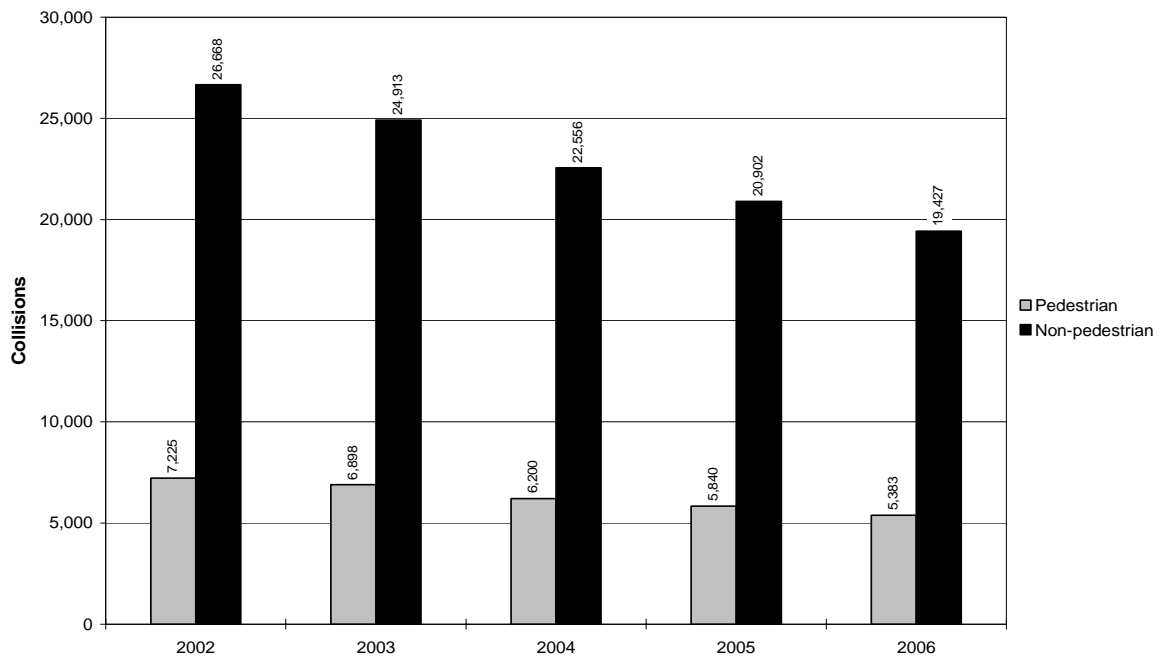


Table 6.3 Collisions in the Greater London area in 2006 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	1	58	296	355
Westminster	13	263	1,309	1,585
Camden	8	114	664	786
Islington	2	79	566	647
Hackney	7	103	641	751
Tower Hamlets	5	109	673	787
Greenwich	11	100	643	754
Lewisham	2	119	741	862
Southwark	7	126	937	1,070
Lambeth	9	172	900	1,081
Wandsworth	7	123	654	784
Hammersmith and Fulham	6	120	520	646
Kensington and Chelsea	3	108	617	728
Total Inner	81	1,594	9,161	10,836
Waltham Forest	1	90	627	718
Redbridge	5	84	639	728
Havering	3	100	631	734
Barking and Dagenham	4	58	463	525
Newham	3	69	788	860
Bexley	6	83	472	561
Bromley	12	132	612	756
Croydon	6	125	856	987
Sutton	2	74	437	513
Merton	5	59	358	422
Kingston	2	69	238	309
Richmond	5	82	313	400
Hounslow	13	120	653	786
Hillingdon	6	95	712	813
Ealing	10	126	851	987
Brent	10	90	689	789
Harrow	3	52	399	454
Barnet	16	124	947	1,087
Haringey	8	98	616	722
Enfield	20	96	707	823
Total Outer	140	1,826	12,008	13,974
Greater London	221	3,420	21,169	24,810

Table 6.4 Collisions in the Greater London area in 2006 tabulated by borough, severity and month

00 City of London

Month	Fatal	Serious	Slight	Total
January	0	4	16	20
February	0	4	22	26
March	0	5	30	35
April	0	8	23	31
May	1	3	23	27
June	0	3	32	35
July	0	5	23	28
August	0	1	28	29
September	0	7	31	38
October	0	4	21	25
November	0	8	23	31
December	0	6	24	30
Total	1	58	296	355

01 Westminster

Month	Fatal	Serious	Slight	Total
January	1	10	89	100
February	0	17	81	98
March	0	29	102	131
April	1	18	102	121
May	1	23	121	145
June	1	18	106	125
July	2	24	129	155
August	1	25	111	137
September	3	21	127	151
October	1	25	138	164
November	1	25	112	138
December	1	28	91	120
Total	13	263	1,309	1,585

Table 6.4 Collisions in the Greater London area in 2006 tabulated by borough, severity and month

02 Camden

Month	Fatal	Serious	Slight	Total
January	0	10	47	57
February	0	13	44	57
March	0	17	52	69
April	2	11	40	53
May	1	10	61	72
June	0	12	48	60
July	1	9	68	78
August	0	10	59	69
September	0	7	66	73
October	0	10	62	72
November	1	0	60	61
December	3	5	57	65
Total	8	114	664	786

03 Islington

Month	Fatal	Serious	Slight	Total
January	0	7	54	61
February	0	8	43	51
March	0	9	42	51
April	0	9	41	50
May	0	5	45	50
June	0	9	55	64
July	1	7	41	49
August	0	3	38	41
September	1	8	61	70
October	0	4	50	54
November	0	8	51	59
December	0	2	45	47
Total	2	79	566	647

Table 6.4 Collisions in the Greater London area in 2006 tabulated by borough, severity and month

04 Hackney

Month	Fatal	Serious	Slight	Total
January	0	7	48	55
February	3	10	35	48
March	0	11	54	65
April	0	5	48	53
May	2	6	65	73
June	0	10	83	93
July	0	6	62	68
August	0	12	60	72
September	1	3	55	59
October	0	16	49	65
November	1	12	48	61
December	0	5	34	39
Total	7	103	641	751

05 Tower Hamlets

Month	Fatal	Serious	Slight	Total
January	0	13	44	57
February	1	5	52	58
March	0	7	54	61
April	0	4	37	41
May	0	5	55	60
June	1	13	72	86
July	1	10	60	71
August	0	5	66	71
September	0	14	63	77
October	1	11	56	68
November	0	13	61	74
December	1	9	53	63
Total	5	109	673	787

Table 6.4 Collisions in the Greater London area in 2006 tabulated by borough, severity and month

06 Greenwich

Month	Fatal	Serious	Slight	Total
January	0	12	55	67
February	0	8	41	49
March	2	7	69	78
April	0	8	39	47
May	1	8	53	62
June	0	15	57	72
July	2	6	51	59
August	0	10	42	52
September	0	8	59	67
October	2	5	59	66
November	1	8	61	70
December	3	5	57	65
Total	11	100	643	754

07 Lewisham

Month	Fatal	Serious	Slight	Total
January	0	11	67	78
February	0	13	61	74
March	0	7	72	79
April	0	9	52	61
May	0	7	50	57
June	0	14	61	75
July	0	10	75	85
August	1	5	57	63
September	1	6	60	67
October	0	11	73	84
November	0	13	65	78
December	0	13	48	61
Total	2	119	741	862

Table 6.4 Collisions in the Greater London area in 2006 tabulated by borough, severity and month

08 Southwark

Month	Fatal	Serious	Slight	Total
January	0	6	72	78
February	0	9	67	76
March	0	12	67	79
April	0	9	63	72
May	0	19	70	89
June	1	13	86	100
July	0	10	93	103
August	1	7	79	87
September	2	13	88	103
October	1	11	90	102
November	0	7	78	85
December	2	10	84	96
Total	7	126	937	1,070

09 Lambeth

Month	Fatal	Serious	Slight	Total
January	2	14	55	71
February	0	8	69	77
March	1	17	76	94
April	0	12	71	83
May	0	9	72	81
June	1	19	79	99
July	0	15	75	90
August	0	21	77	98
September	2	13	81	96
October	0	10	105	115
November	0	18	82	100
December	3	16	58	77
Total	9	172	900	1,081

Table 6.4 Collisions in the Greater London area in 2006 tabulated by borough, severity and month

10 Wandsworth

Month	Fatal	Serious	Slight	Total
January	0	11	41	52
February	1	9	50	60
March	1	12	59	72
April	2	8	49	59
May	1	14	51	66
June	0	8	51	59
July	0	9	63	72
August	1	6	60	67
September	1	14	55	70
October	0	6	70	76
November	0	14	59	73
December	0	12	46	58
Total	7	123	654	784

11 Hammersmith and Fulham

Month	Fatal	Serious	Slight	Total
January	0	7	37	44
February	1	7	30	38
March	1	13	44	58
April	0	7	35	42
May	0	10	36	46
June	0	11	56	67
July	0	15	51	66
August	0	10	47	57
September	3	12	44	59
October	1	7	39	47
November	0	11	60	71
December	0	10	41	51
Total	6	120	520	646

Table 6.4 Collisions in the Greater London area in 2006 tabulated by borough, severity and month

12 Kensington and Chelsea

Month	Fatal	Serious	Slight	Total
January	0	8	37	45
February	0	12	34	46
March	0	7	39	46
April	0	10	42	52
May	1	9	64	74
June	0	8	61	69
July	0	11	71	82
August	0	9	48	57
September	1	6	46	53
October	1	12	65	78
November	0	12	70	82
December	0	4	40	44
Total	3	108	617	728

13 Waltham Forest

Month	Fatal	Serious	Slight	Total
January	0	6	52	58
February	0	6	40	46
March	1	5	44	50
April	0	5	56	61
May	0	5	48	53
June	0	10	63	73
July	0	5	59	64
August	0	11	60	71
September	0	5	54	59
October	0	13	43	56
November	0	9	64	73
December	0	10	44	54
Total	1	90	627	718

Table 6.4 Collisions in the Greater London area in 2006 tabulated by borough, severity and month

14 Redbridge

Month	Fatal	Serious	Slight	Total
January	0	14	66	80
February	0	5	39	44
March	1	6	49	56
April	1	6	45	52
May	0	5	79	84
June	0	8	73	81
July	0	6	60	66
August	1	8	41	50
September	1	5	42	48
October	1	8	57	66
November	0	9	48	57
December	0	4	40	44
Total	5	84	639	728

15 Havering

Month	Fatal	Serious	Slight	Total
January	0	6	40	46
February	0	10	51	61
March	0	7	46	53
April	0	5	49	54
May	0	5	61	66
June	0	6	63	69
July	1	7	56	64
August	1	7	51	59
September	0	10	54	64
October	1	10	55	66
November	0	16	54	70
December	0	11	51	62
Total	3	100	631	734

Table 6.4 Collisions in the Greater London area in 2006 tabulated by borough, severity and month

16 Barking and Dagenham

Month	Fatal	Serious	Slight	Total
January	0	7	27	34
February	0	7	36	43
March	1	2	33	36
April	0	5	36	41
May	1	5	44	50
June	1	2	45	48
July	0	3	48	51
August	1	5	35	41
September	0	3	44	47
October	0	5	37	42
November	0	6	40	46
December	0	8	38	46
Total	4	58	463	525

17 Newham

Month	Fatal	Serious	Slight	Total
January	0	2	63	65
February	0	5	50	55
March	0	3	72	75
April	1	7	73	81
May	0	7	78	85
June	0	3	65	68
July	1	2	68	71
August	0	5	55	60
September	0	1	72	73
October	0	10	75	85
November	1	13	53	67
December	0	11	64	75
Total	3	69	788	860

Table 6.4 Collisions in the Greater London area in 2006 tabulated by borough, severity and month

18 Bexley

Month	Fatal	Serious	Slight	Total
January	0	7	36	43
February	0	3	34	37
March	0	10	46	56
April	2	6	39	47
May	0	8	42	50
June	0	7	50	57
July	1	5	35	41
August	1	6	28	35
September	1	8	47	56
October	0	7	35	42
November	0	9	34	43
December	1	7	46	54
Total	6	83	472	561

19 Bromley

Month	Fatal	Serious	Slight	Total
January	4	10	44	58
February	2	9	43	54
March	1	15	50	66
April	1	8	52	61
May	0	10	58	68
June	0	9	61	70
July	2	14	58	74
August	0	7	58	65
September	0	8	49	57
October	0	12	47	59
November	1	14	50	65
December	1	16	42	59
Total	12	132	612	756

Table 6.4 Collisions in the Greater London area in 2006 tabulated by borough, severity and month

20 Croydon

Month	Fatal	Serious	Slight	Total
January	0	15	65	80
February	0	10	64	74
March	0	9	64	73
April	1	13	78	92
May	1	13	70	84
June	1	13	70	84
July	0	12	75	87
August	0	5	74	79
September	1	8	71	80
October	1	3	87	91
November	0	11	77	88
December	1	13	61	75
Total	6	125	856	987

21 Sutton

Month	Fatal	Serious	Slight	Total
January	1	7	32	40
February	0	3	25	28
March	0	9	41	50
April	0	5	37	42
May	0	13	49	62
June	0	4	30	34
July	1	2	37	40
August	0	8	26	34
September	0	4	40	44
October	0	7	40	47
November	0	8	41	49
December	0	4	39	43
Total	2	74	437	513

Table 6.4 Collisions in the Greater London area in 2006 tabulated by borough, severity and month

22 Merton

Month	Fatal	Serious	Slight	Total
January	0	4	26	30
February	2	7	33	42
March	0	5	29	34
April	0	7	20	27
May	0	6	43	49
June	0	4	31	35
July	0	6	29	35
August	2	2	33	37
September	0	5	33	38
October	0	1	25	26
November	0	8	30	38
December	1	4	26	31
Total	5	59	358	422

23 Kingston

Month	Fatal	Serious	Slight	Total
January	0	2	22	24
February	0	2	16	18
March	1	5	30	36
April	0	8	20	28
May	0	5	27	32
June	0	6	21	27
July	0	8	19	27
August	0	5	20	25
September	0	10	27	37
October	1	2	13	16
November	0	12	14	26
December	0	4	9	13
Total	2	69	238	309

Table 6.4 Collisions in the Greater London area in 2006 tabulated by borough, severity and month

24 Richmond

Month	Fatal	Serious	Slight	Total
January	0	3	25	28
February	1	5	28	34
March	0	9	24	33
April	0	12	34	46
May	0	9	33	42
June	0	3	32	35
July	0	1	35	36
August	0	5	20	25
September	0	4	24	28
October	0	8	22	30
November	1	12	17	30
December	3	11	19	33
Total	5	82	313	400

25 Hounslow

Month	Fatal	Serious	Slight	Total
January	1	8	41	50
February	1	8	46	55
March	0	7	54	61
April	3	11	65	79
May	1	11	57	69
June	1	16	50	67
July	0	8	64	72
August	1	6	57	64
September	1	11	53	65
October	3	11	51	65
November	0	15	61	76
December	1	8	54	63
Total	13	120	653	786

Table 6.4 Collisions in the Greater London area in 2006 tabulated by borough, severity and month

26 Hillingdon

Month	Fatal	Serious	Slight	Total
January	1	12	49	62
February	1	7	40	48
March	0	8	45	53
April	1	0	58	59
May	0	7	58	65
June	1	5	50	56
July	1	9	84	94
August	1	4	50	55
September	0	10	70	80
October	0	11	69	80
November	0	14	79	93
December	0	8	60	68
Total	6	95	712	813

27 Ealing

Month	Fatal	Serious	Slight	Total
January	2	13	53	68
February	2	7	68	77
March	0	10	62	72
April	0	14	78	92
May	1	12	85	98
June	2	11	79	92
July	0	8	75	83
August	1	9	81	91
September	0	7	81	88
October	0	10	69	79
November	0	11	65	76
December	2	14	55	71
Total	10	126	851	987

Table 6.4 Collisions in the Greater London area in 2006 tabulated by borough, severity and month

28 Brent

Month	Fatal	Serious	Slight	Total
January	1	5	68	74
February	0	9	52	61
March	1	7	66	74
April	1	7	51	59
May	0	5	55	60
June	2	10	55	67
July	1	6	63	70
August	0	10	56	66
September	1	7	63	71
October	1	10	69	80
November	1	12	58	71
December	1	2	33	36
Total	10	90	689	789

29 Harrow

Month	Fatal	Serious	Slight	Total
January	0	4	39	43
February	0	5	23	28
March	0	8	37	45
April	1	6	30	37
May	0	2	32	34
June	0	4	35	39
July	0	3	39	42
August	0	7	26	33
September	0	5	43	48
October	1	0	39	40
November	0	4	30	34
December	1	4	26	31
Total	3	52	399	454

Table 6.4 Collisions in the Greater London area in 2006 tabulated by borough, severity and month

30 Barnet

Month	Fatal	Serious	Slight	Total
January	0	7	75	82
February	2	9	74	85
March	2	11	87	100
April	2	12	42	56
May	1	11	65	77
June	1	13	68	82
July	2	7	92	101
August	2	4	81	87
September	1	13	95	109
October	1	13	92	106
November	2	12	94	108
December	0	12	82	94
Total	16	124	947	1,087

31 Haringey

Month	Fatal	Serious	Slight	Total
January	1	5	39	45
February	0	11	39	50
March	0	12	37	49
April	0	9	58	67
May	1	7	63	71
June	1	12	64	77
July	3	11	63	77
August	0	5	45	50
September	1	5	54	60
October	0	10	54	64
November	0	5	51	56
December	1	6	49	56
Total	8	98	616	722

Table 6.4 Collisions in the Greater London area in 2006 tabulated by borough, severity and month

32 Enfield

Month	Fatal	Serious	Slight	Total
January	2	13	60	75
February	2	7	42	51
March	1	13	63	77
April	0	4	58	62
May	2	5	81	88
June	2	11	63	76
July	1	9	55	65
August	1	11	63	75
September	2	5	48	55
October	5	5	59	69
November	1	5	59	65
December	1	8	56	65
Total	20	96	707	823

Table 6.5 Collisions in the Greater London area in 2006 tabulated by severity and month

Greater London total

Month	Fatal	Serious	Slight	Total
January	16	270	1,584	1,870
February	19	258	1,472	1,749
March	14	314	1,739	2,067
April	19	268	1,621	1,908
May	16	279	1,894	2,189
June	16	310	1,915	2,241
July	21	269	1,976	2,266
August	16	254	1,732	2,002
September	24	266	1,900	2,190
October	22	288	1,915	2,225
November	11	354	1,849	2,214
December	27	290	1,572	1,889
Total	221	3,420	21,169	24,810

Table 6.6 Collisions in the Greater London area in 2006 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	8	0	165	6	79	14	0	6	77	355
Westminster	30	8	566	2	516	36	20	7	400	1,585
Camden	5	1	310	6	197	59	18	2	188	786
Islington	26	4	296	1	154	23	8	2	133	647
Hackney	12	3	405	2	141	9	14	3	162	751
Tower Hamlets	22	7	393	7	136	10	17	4	191	787
Greenwich	55	5	300	9	104	8	23	1	249	754
Lewisham	17	10	409	0	120	6	41	1	258	862
Southwark	70	3	509	3	206	7	33	2	237	1,070
Lambeth	20	6	524	0	193	37	32	2	267	1,081
Wandsworth	20	7	394	1	137	10	21	1	193	784
Hammersmith and Fulham	37	11	312	7	90	12	14	1	162	646
Kensington and Chelsea	15	5	322	1	217	8	11	0	149	728
Total Inner	337	70	4,905	45	2,290	239	252	32	2,666	10,836
Waltham Forest	35	6	336	8	100	5	23	7	198	718
Redbridge	45	16	271	20	91	1	28	2	254	728
Havering	65	16	253	11	97	5	36	4	247	734
Barking and Dagenham	41	4	185	7	94	2	19	2	171	525
Newham	38	8	398	8	148	6	17	6	231	860
Bexley	50	19	204	6	45	2	38	0	197	561
Bromley	32	15	325	2	111	6	47	0	218	756
Croydon	38	17	489	4	119	12	34	1	273	987
Sutton	12	13	230	0	85	3	47	0	123	513
Merton	18	6	208	4	53	12	19	1	101	422
Kingston	20	4	127	6	35	7	16	0	94	309
Richmond	21	7	164	1	32	7	22	3	143	400
Hounslow	66	8	277	14	137	8	28	4	244	786
Hillingdon	110	14	235	31	68	8	40	3	304	813
Ealing	40	5	402	23	128	17	33	3	336	987
Brent	50	9	325	14	87	18	30	1	255	789
Harrow	29	10	172	7	56	2	28	1	149	454
Barnet	47	14	399	31	162	23	44	3	364	1,087
Haringey	11	7	341	1	100	20	19	4	219	722
Enfield	49	21	301	14	98	5	30	3	302	823
Total Outer	817	219	5,642	212	1,846	169	598	48	4,423	13,974
Greater London	1,154	289	10,547	257	4,136	408	850	80	7,089	24,810

Figure 6.7a: Fatal collisions 2002-2006

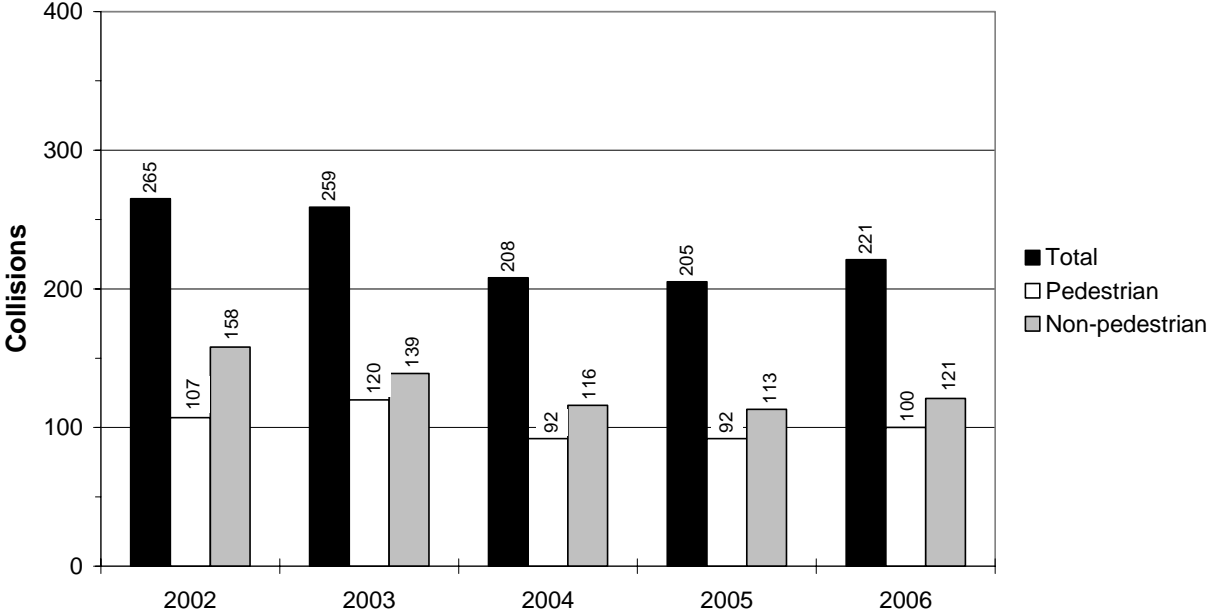


Figure 6.7b: Serious collisions 2002-2006

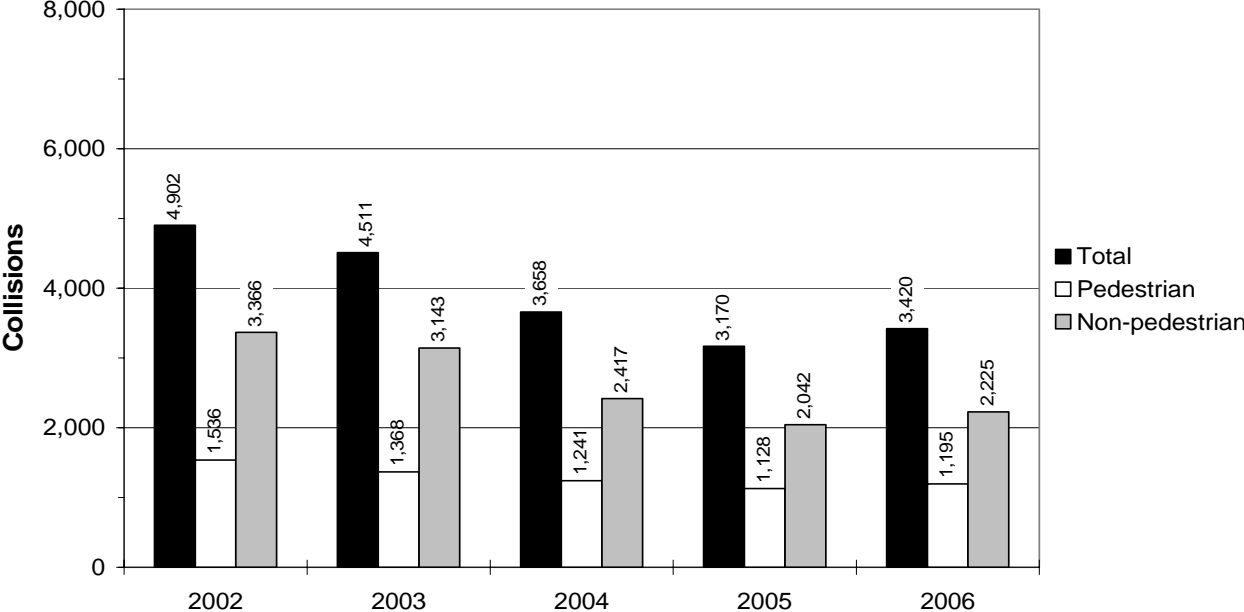


Table 6.8 Collisions at junctions in the Greater London area in 2006 tabulated by junction control and borough

Borough	Authorised person	Automatic traffic signal	Stop sign	Give Way/ Uncontrolled	Not at junction	Total
City of London	0	146	1	131	77	355
Westminster	4	580	2	599	400	1,585
Camden	0	277	2	319	188	786
Islington	0	165	0	349	133	647
Hackney	4	164	1	420	162	751
Tower Hamlets	5	156	2	433	191	787
Greenwich	0	123	0	382	249	754
Lewisham	0	134	0	470	258	862
Southwark	0	262	2	569	237	1,070
Lambeth	0	305	0	509	267	1,081
Wandsworth	0	175	4	412	193	784
Hammersmith and Fulham	0	120	0	364	162	646
Kensington and Chelsea	0	213	0	366	149	728
Total Inner	13	2,820	14	5,323	2,666	10,836
Waltham Forest	4	83	2	431	198	718
Redbridge	4	74	0	396	254	728
Havering	2	99	0	386	247	734
Barking and Dagenham	5	64	0	285	171	525
Newham	3	150	4	472	231	860
Bexley	0	50	0	314	197	561
Bromley	0	86	1	451	218	756
Croydon	0	136	0	578	273	987
Sutton	0	65	1	324	123	513
Merton	1	76	0	244	101	422
Kingston	0	46	0	169	94	309
Richmond	0	44	0	213	143	400
Hounslow	0	194	0	348	244	786
Hillingdon	0	117	1	391	304	813
Ealing	0	165	3	483	336	987
Brent	0	105	1	428	255	789
Harrow	0	46	0	259	149	454
Barnet	1	180	0	542	364	1,087
Haringey	0	124	1	378	219	722
Enfield	0	121	0	400	302	823
Total Outer	20	2,025	14	7,492	4,423	13,974
Greater London	33	4,845	28	12,815	7,089	24,810

Table 6.9 Collisions in the Greater London area in 2006 tabulated by weather and borough

Borough	Raining	Snowing	Fog	Other	Unknown	Total
City of London	37	0	0	317	1	355
Westminster	188	0	2	1,391	4	1,585
Camden	55	0	3	727	1	786
Islington	45	1	3	598	0	647
Hackney	44	0	1	706	0	751
Tower Hamlets	44	0	0	742	1	787
Greenwich	99	2	2	651	0	754
Lewisham	108	1	2	751	0	862
Southwark	129	0	2	939	0	1,070
Lambeth	123	1	5	951	1	1,081
Wandsworth	109	2	3	670	0	784
Hammersmith and Fulham	59	0	2	583	2	646
Kensington and Chelsea	73	1	3	650	1	728
Total Inner	1,113	8	28	9,676	11	10,836
Waltham Forest	31	1	2	684	0	718
Redbridge	50	0	0	678	0	728
Havering	58	0	0	676	0	734
Barking and Dagenham	29	0	1	495	0	525
Newham	46	0	0	813	1	860
Bexley	81	0	2	478	0	561
Bromley	114	0	3	639	0	756
Croydon	141	4	1	839	2	987
Sutton	60	0	2	450	1	513
Merton	45	1	2	374	0	422
Kingston	25	0	2	282	0	309
Richmond	35	0	1	364	0	400
Hounslow	74	1	7	702	2	786
Hillingdon	84	0	9	720	0	813
Ealing	112	0	8	867	0	987
Brent	55	1	5	727	1	789
Harrow	45	0	2	407	0	454
Barnet	113	4	5	964	1	1,087
Haringey	50	1	3	668	0	722
Enfield	72	1	4	746	0	823
Total Outer	1,320	14	59	12,573	8	13,974
Greater London	2,433	22	87	22,249	19	24,810

Table 6.10 Collisions involving a parked vehicle in the Greater London area in 2006 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	1	9	10
Westminster	2	6	37	45
Camden	0	3	36	39
Islington	0	2	24	26
Hackney	1	7	41	49
Tower Hamlets	1	2	29	32
Greenwich	2	7	26	35
Lewisham	0	14	40	54
Southwark	0	8	45	53
Lambeth	0	12	42	54
Wandsworth	0	8	36	44
Hammersmith and Fulham	0	7	29	36
Kensington and Chelsea	0	11	45	56
Total Inner	6	88	439	533
Waltham Forest	0	10	48	58
Redbridge	2	13	34	49
Havering	0	5	30	35
Barking and Dagenham	0	7	33	40
Newham	0	7	33	40
Bexley	0	11	33	44
Bromley	0	11	45	56
Croydon	1	4	53	58
Sutton	0	5	22	27
Merton	1	6	26	33
Kingston	0	4	11	15
Richmond	0	9	30	39
Hounslow	1	10	25	36
Hillingdon	0	3	29	32
Ealing	1	11	56	68
Brent	1	6	49	56
Harrow	0	4	36	40
Barnet	1	10	49	60
Haringey	1	6	38	45
Enfield	2	9	34	45
Total Outer	11	151	714	876
Greater London	17	239	1,153	1,409

Table 6.11 Collisions in the Greater London area in 2006 tabulated by road surface condition and borough

Borough	Dry	Wet/Damp	Snow	Frost/Ice	Flood	Oil/diesel¹	Mud¹	Total
City of London	288	67	0	0	0	4	0	355
Westminster	1,295	290	0	0	0	6	0	1,585
Camden	695	89	0	2	0	0	0	786
Islington	575	71	0	1	0	0	0	647
Hackney	688	61	0	2	0	2	0	751
Tower Hamlets	723	63	0	1	0	0	0	787
Greenwich	579	173	1	1	0	3	0	754
Lewisham	683	170	0	9	0	2	0	862
Southwark	860	209	0	1	0	3	0	1,070
Lambeth	865	213	0	3	0	2	0	1,081
Wandsworth	636	146	0	2	0	2	0	784
Hammersmith and Fulham	544	102	0	0	0	2	1	646
Kensington and Chelsea	601	127	0	0	0	0	0	728
Total Inner	9,032	1,781	1	22	0	26	1	10,836
Waltham Forest	673	41	1	2	1	0	0	718
Redbridge	658	69	0	1	0	1	0	728
Havering	650	80	0	4	0	2	0	734
Barking and Dagenham	472	47	0	6	0	1	0	525
Newham	792	66	0	2	0	0	0	860
Bexley	428	130	1	2	0	2	0	561
Bromley	556	194	0	6	0	2	0	756
Croydon	746	235	0	6	0	1	0	987
Sutton	395	118	0	0	0	0	0	513
Merton	344	77	0	1	0	0	0	422
Kingston	261	48	0	0	0	2	1	309
Richmond	338	59	0	3	0	0	0	400
Hounslow	636	143	2	5	0	1	0	786
Hillingdon	653	156	1	3	0	2	0	813
Ealing	813	169	0	5	0	2	0	987
Brent	682	103	0	4	0	0	0	789
Harrow	371	80	0	3	0	0	0	454
Barnet	863	213	0	9	2	3	0	1,087
Haringey	618	103	0	1	0	0	0	722
Enfield	684	135	0	3	1	0	0	823
Total Outer	11,633	2,266	5	66	4	19	1	13,974
Greater London	20,665	4,047	6	88	4	45	2	24,810

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 2002-2006

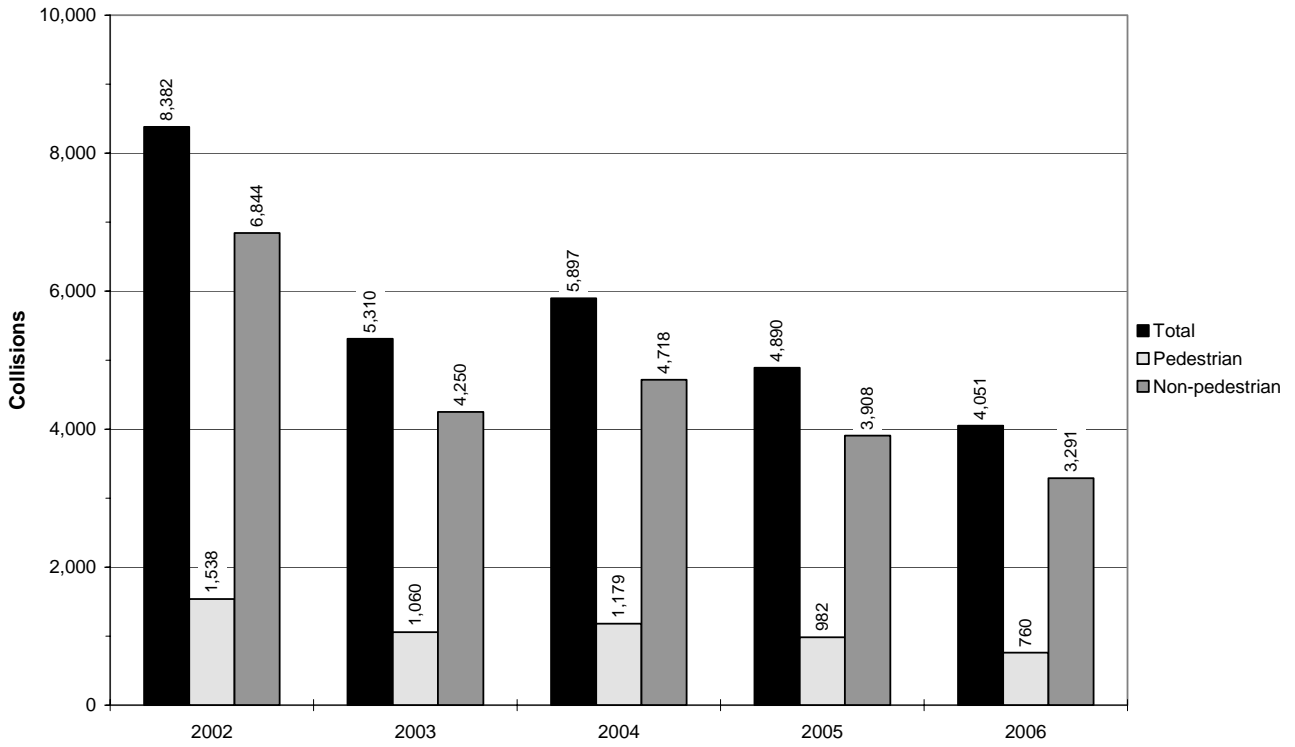


Table 6.13 Collisions in the Greater London area in 2006 tabulated by road class and borough

Borough	Motorway	A	B	C	Unclassified	Total
City of London	0	194	5	154	2	355
Westminster	0	1,000	138	230	217	1,585
Camden	0	524	128	78	56	786
Islington	0	491	38	56	62	647
Hackney	0	368	49	154	180	751
Tower Hamlets	0	431	86	77	193	787
Greenwich	0	492	39	82	141	754
Lewisham	0	532	84	81	165	862
Southwark	0	803	82	61	124	1,070
Lambeth	0	803	77	68	133	1,081
Wandsworth	0	561	39	54	130	784
Hammersmith and Fulham	0	490	43	41	72	646
Kensington and Chelsea	0	463	65	109	91	728
Total Inner	0	7,152	873	1,245	1,566	10,836
Waltham Forest	0	382	40	65	231	718
Redbridge	6	326	37	129	230	728
Havering	47	245	39	248	155	734
Barking and Dagenham	0	259	8	114	144	525
Newham	0	483	59	58	260	860
Bexley	0	317	27	115	102	561
Bromley	0	417	68	85	186	756
Croydon	0	552	117	137	181	987
Sutton	0	231	132	54	96	513
Merton	0	240	67	58	57	422
Kingston	0	215	18	31	45	309
Richmond	0	272	54	28	46	400
Hounslow	44	502	52	73	115	786
Hillingdon	78	331	63	186	155	813
Ealing	0	574	127	127	159	987
Brent	0	509	59	117	104	789
Harrow	0	221	16	134	83	454
Barnet	31	706	79	77	194	1,087
Haringey	0	501	84	57	80	722
Enfield	68	495	24	128	108	823
Total Outer	274	7,778	1,170	2,021	2,731	13,974
Greater London	274	14,930	2,043	3,266	4,297	24,810

Note: Road Class is allocated according to the category of the road at which the collisions occurred. For collisions occurring at a junction where the collision 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 2006 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	1	27	81	109
Westminster	9	120	375	504
Camden	5	52	187	244
Islington	1	26	133	160
Hackney	3	42	113	158
Tower Hamlets	2	41	127	170
Greenwich	4	29	132	165
Lewisham	1	36	163	200
Southwark	6	47	164	217
Lambeth	4	63	162	229
Wandsworth	3	53	141	197
Hammersmith and Fulham	3	46	111	160
Kensington and Chelsea	0	32	159	191
Total Inner	42	614	2,048	2,704
Waltham Forest	0	30	115	145
Redbridge	4	30	99	133
Havering	0	32	64	96
Barking and Dagenham	4	20	68	92
Newham	2	35	161	198
Bexley	0	19	80	99
Bromley	4	35	89	128
Croydon	3	38	160	201
Sutton	0	20	58	78
Merton	2	21	70	93
Kingston	0	21	45	66
Richmond	2	16	48	66
Hounslow	8	34	82	124
Hillingdon	2	31	88	121
Ealing	5	40	150	195
Brent	4	37	147	188
Harrow	1	18	81	100
Barnet	8	41	170	219
Haringey	3	33	154	190
Enfield	6	30	111	147
Total Outer	58	581	2,040	2,679
Greater London	100	1,195	4,088	5,383

Table 6.15 Pedestrian collisions in the Greater London area in 2006 tabulated by month and borough

Borough	Jan.	Feb.	March	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.	Total
City of London	9	9	8	8	11	8	8	10	9	6	12	11	109
Westminster	28	33	34	37	53	37	52	43	47	50	51	39	504
Camden	18	25	23	12	26	15	20	19	21	27	20	18	244
Islington	11	17	19	13	11	13	7	13	13	17	14	12	160
Hackney	13	12	18	13	16	18	10	16	10	11	13	8	158
Tower Hamlets	9	14	16	9	13	22	16	12	20	13	14	12	170
Greenwich	15	11	20	13	12	18	12	8	16	17	14	9	165
Lewisham	13	24	22	13	10	16	21	10	10	24	22	15	200
Southwark	20	11	18	11	17	24	13	18	15	24	20	26	217
Lambeth	15	11	24	18	16	22	12	23	24	22	23	19	229
Wandsworth	14	23	17	14	12	10	18	20	20	13	21	15	197
Hammersmith and Fulham	15	11	15	12	19	10	15	10	10	10	20	13	160
Kensington and Chelsea	11	14	16	13	15	17	22	16	12	14	22	19	191
Total Inner	191	215	250	186	231	230	226	218	227	248	266	216	2,704
Waltham Forest	10	10	10	21	8	19	9	9	14	11	8	16	145
Redbridge	17	11	11	11	9	15	11	6	11	12	8	11	133
Havering	6	8	6	9	6	8	5	9	9	8	17	5	96
Barking and Dagenham	6	9	4	11	9	9	10	4	7	8	9	6	92
Newham	19	12	16	19	14	12	22	14	14	20	15	21	198
Bexley	7	6	14	8	5	11	8	4	11	10	6	9	99
Bromley	13	9	16	12	14	9	7	5	8	8	13	14	128
Croydon	19	17	16	13	20	22	12	13	11	24	16	18	201
Sutton	6	4	12	6	10	3	5	6	4	7	9	6	78
Merton	8	12	12	5	11	7	10	4	5	5	4	10	93
Kingston	6	3	1	6	8	8	5	4	8	6	9	2	66
Richmond	7	9	4	11	7	1	3	5	2	4	4	9	66
Hounslow	8	13	8	13	14	7	8	7	8	13	13	12	124
Hillingdon	12	8	7	8	5	6	17	5	10	16	14	13	121
Ealing	16	18	15	16	14	16	9	11	23	18	16	23	195
Brent	18	8	20	10	18	16	13	19	13	21	23	9	188
Harrow	12	5	13	10	3	10	10	6	8	4	9	10	100
Barnet	19	20	29	11	20	12	14	13	21	25	16	19	219
Haringey	12	14	20	16	16	27	23	10	9	16	17	10	190
Enfield	13	9	17	10	13	12	9	12	15	9	15	13	147
Total Outer	234	205	251	226	224	230	210	166	211	245	241	236	2,679
Greater London	425	420	501	412	455	460	436	384	438	493	507	452	5,383

Table 6.16 Collisions involving a pedestrian crossing the road in the Greater London area in 2006 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	21	45	85
Westminster	102	108	178	388
Camden	58	66	54	178
Islington	39	25	59	123
Hackney	23	22	81	126
Tower Hamlets	42	20	83	145
Greenwich	24	25	86	135
Lewisham	32	33	103	168
Southwark	38	50	103	191
Lambeth	46	53	90	189
Wandsworth	28	53	81	162
Hammersmith and Fulham	32	42	60	134
Kensington and Chelsea	40	44	61	145
Total Inner	523	562	1,084	2,169
Waltham Forest	22	11	84	117
Redbridge	19	14	73	106
Havering	12	13	52	77
Barking and Dagenham	13	3	58	74
Newham	46	14	106	166
Bexley	12	13	53	78
Bromley	16	16	63	95
Croydon	30	33	109	172
Sutton	11	13	44	68
Merton	22	11	41	74
Kingston	10	9	28	47
Richmond	15	8	23	46
Hounslow	24	21	58	103
Hillingdon	15	6	57	78
Ealing	29	19	109	157
Brent	27	29	91	147
Harrow	15	6	56	77
Barnet	31	23	102	156
Haringey	28	32	87	147
Enfield	20	13	76	109
Total Outer	417	307	1,370	2,094
Greater London	940	869	2,454	4,263

Figure 6.17: Collisions in the dark 2002-2006

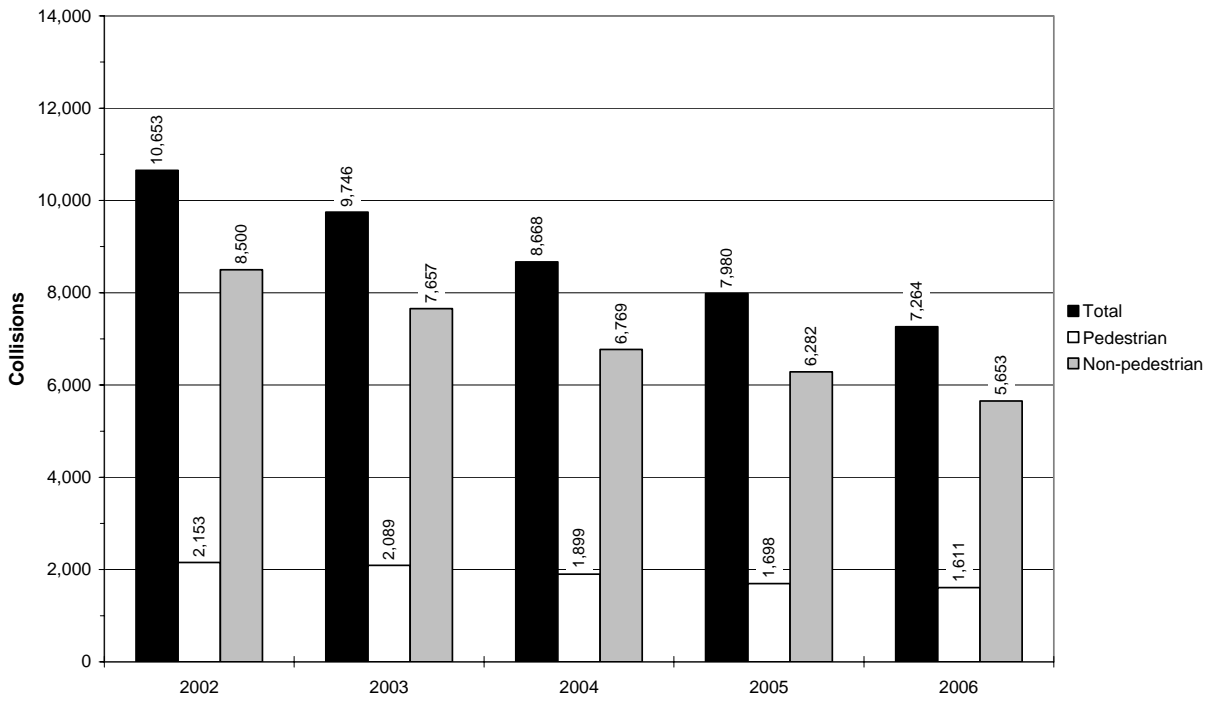


Table 6.18 Collisions in the Greater London area in 2006 tabulated by day of the week and time of day

Time of day	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
00.00-00.59	98	38	44	39	51	47	105	422
01.00-01.59	103	28	15	19	40	34	93	332
02.00-02.59	74	22	19	22	13	29	75	254
03.00-03.59	77	16	14	15	22	19	54	217
04.00-04.59	46	11	18	18	16	23	40	172
05.00-05.59	46	28	19	23	23	16	36	191
06.00-06.59	40	57	84	81	57	71	55	445
07.00-07.59	55	125	192	192	179	161	53	957
08.00-08.59	50	296	327	364	314	296	81	1,728
09.00-09.59	79	229	235	285	248	221	101	1,398
10.00-10.59	99	151	159	138	195	170	148	1,060
11.00-11.59	128	165	174	181	161	199	189	1,197
12.00-12.59	185	161	201	204	195	209	209	1,364
13.00-13.59	202	197	194	204	214	215	223	1,449
14.00-14.59	181	172	226	229	186	232	235	1,461
15.00-15.59	191	253	269	266	269	305	223	1,776
16.00-16.59	176	216	276	283	272	316	206	1,745
17.00-17.59	178	321	314	309	294	318	213	1,947
18.00-18.59	146	244	337	327	277	291	225	1,847
19.00-19.59	150	219	241	235	232	231	189	1,497
20.00-20.59	143	138	138	157	152	191	161	1,080
21.00-21.59	111	93	123	117	100	146	135	825
22.00-22.59	88	87	102	108	114	150	107	756
23.00-23.59	91	81	78	90	76	139	135	690
Total	2,737	3,348	3,799	3,906	3,700	4,029	3,291	24,810

Table 6.19 Collisions in the Greater London area in 2006 tabulated by lighting condition and borough

Borough	Light	Dark	Total
City of London	257	98	355
Westminster	1,097	488	1,585
Camden	553	233	786
Islington	445	202	647
Hackney	518	233	751
Tower Hamlets	548	239	787
Greenwich	539	215	754
Lewisham	610	252	862
Southwark	730	340	1,070
Lambeth	712	369	1,081
Wandsworth	546	238	784
Hammersmith and Fulham	427	219	646
Kensington and Chelsea	516	212	728
Total Inner	7,498	3,338	10,836
Waltham Forest	529	189	718
Redbridge	519	209	728
Havering	555	179	734
Barking and Dagenham	409	116	525
Newham	627	233	860
Bexley	399	162	561
Bromley	542	214	756
Croydon	725	262	987
Sutton	389	124	513
Merton	290	132	422
Kingston	235	74	309
Richmond	286	114	400
Hounslow	553	233	786
Hillingdon	580	233	813
Ealing	687	300	987
Brent	546	243	789
Harrow	330	124	454
Barnet	754	333	1,087
Haringey	500	222	722
Enfield	593	230	823
Total Outer	10,048	3,926	13,974
Greater London	17,546	7,264	24,810

Table 6.20 Collisions in the Greater London area in 2006 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	353	1	0	0	0	355
Westminster	2	1,558	17	8	0	0	1,585
Camden	1	781	3	1	0	0	786
Islington	0	645	2	0	0	0	647
Hackney	0	709	7	32	1	2	751
Tower Hamlets	1	674	12	92	0	8	787
Greenwich	0	685	12	55	0	2	754
Lewisham	0	859	0	3	0	0	862
Southwark	1	1,067	1	1	0	0	1,070
Lambeth	0	1,079	2	0	0	0	1,081
Wandsworth	0	775	8	1	0	0	784
Hammersmith and Fulham	0	619	22	5	0	0	646
Kensington and Chelsea	2	721	4	1	0	0	728
Total Inner	8	10,525	91	199	1	12	10,836
Waltham Forest	0	645	6	53	0	14	718
Redbridge	0	596	21	92	0	19	728
Havering	1	564	17	92	4	56	734
Barking and Dagenham	0	452	11	45	4	13	525
Newham	4	726	15	73	6	36	860
Bexley	0	501	10	50	0	0	561
Bromley	1	745	6	2	1	1	756
Croydon	0	982	5	0	0	0	987
Sutton	0	508	4	1	0	0	513
Merton	2	408	8	4	0	0	422
Kingston	2	286	3	18	0	0	309
Richmond	10	375	13	2	0	0	400
Hounslow	1	649	97	21	9	9	786
Hillingdon	0	647	59	41	2	64	813
Ealing	4	902	49	32	0	0	987
Brent	0	757	17	13	0	2	789
Harrow	0	450	4	0	0	0	454
Barnet	0	926	60	64	4	33	1,087
Haringey	0	710	12	0	0	0	722
Enfield	1	664	65	26	3	64	823
Total Outer	26	12,493	482	629	33	311	13,974
Greater London	34	23,018	573	828	34	323	24,810

Table 6.21 Collisions in the Greater London area in 2006 tabulated by highway authority and borough

Borough	TLRN¹	Highways Agency	Borough	Total
City of London	138	0	217	355
Westminster	395	0	1,190	1,585
Camden	206	0	580	786
Islington	299	0	348	647
Hackney	368	0	383	751
Tower Hamlets	431	0	356	787
Greenwich	220	0	534	754
Lewisham	405	0	457	862
Southwark	490	0	580	1,070
Lambeth	619	0	462	1,081
Wandsworth	386	0	398	784
Hammersmith and Fulham	79	0	567	646
Kensington and Chelsea	233	0	495	728
Total Inner	4,269	0	6,567	10,836
Waltham Forest	81	0	637	718
Redbridge	175	6	547	728
Havering	147	55	532	734
Barking and Dagenham	98	0	427	525
Newham	158	0	702	860
Bexley	61	0	500	561
Bromley	99	0	657	756
Croydon	203	0	784	987
Sutton	161	0	352	513
Merton	57	0	365	422
Kingston	76	0	233	309
Richmond	90	0	310	400
Hounslow	301	32	453	786
Hillingdon	109	80	624	813
Ealing	226	0	761	987
Brent	63	0	726	789
Harrow	0	0	454	454
Barnet	251	28	808	1,087
Haringey	159	0	563	722
Enfield	163	72	588	823
Total Outer	2,678	273	11,023	13,974
Greater London	6,947	273	17,590	24,810

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 collision occurred. For a collision occurring at a junction where the collision 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 2006

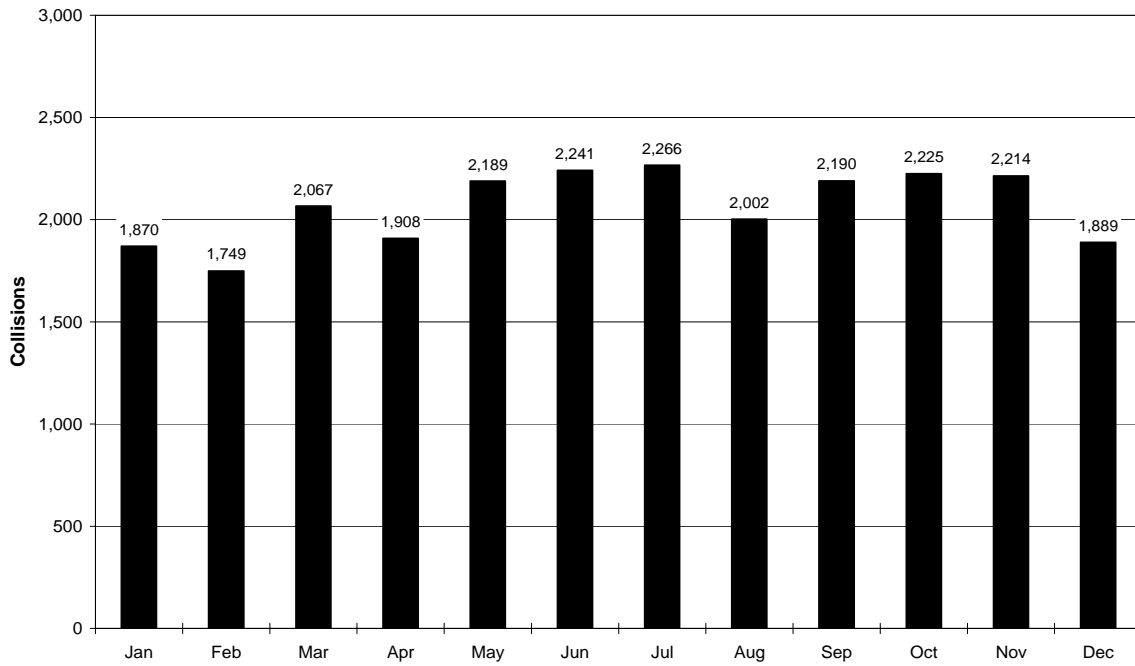


Figure 6.23: Collisions in Greater London by day of week 2006

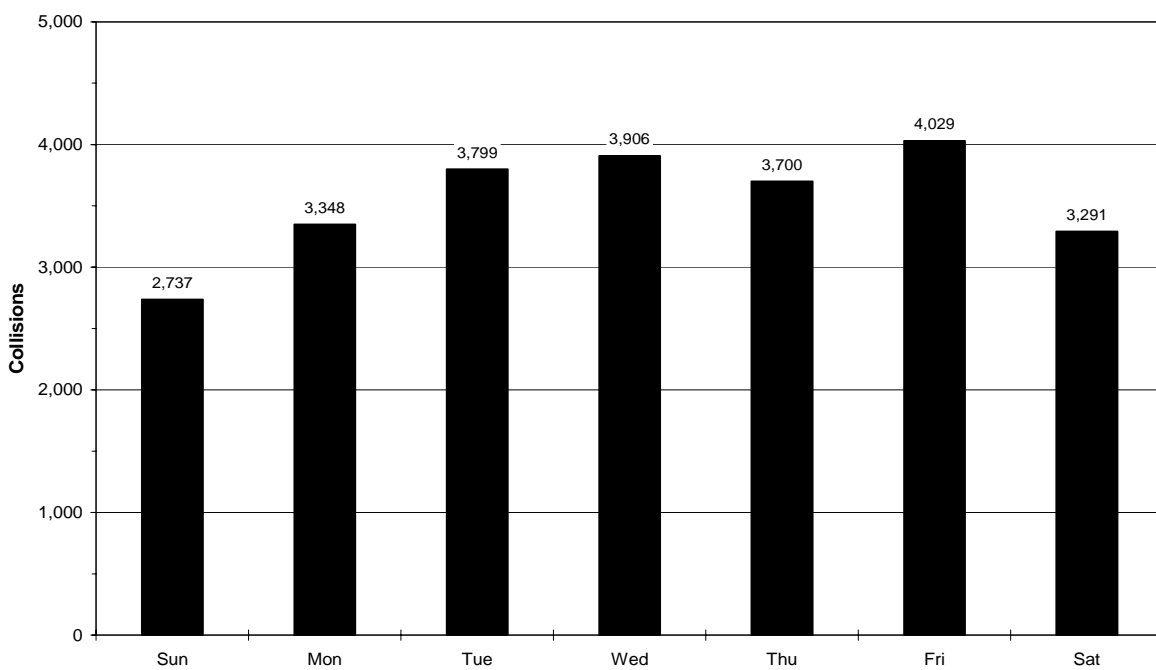
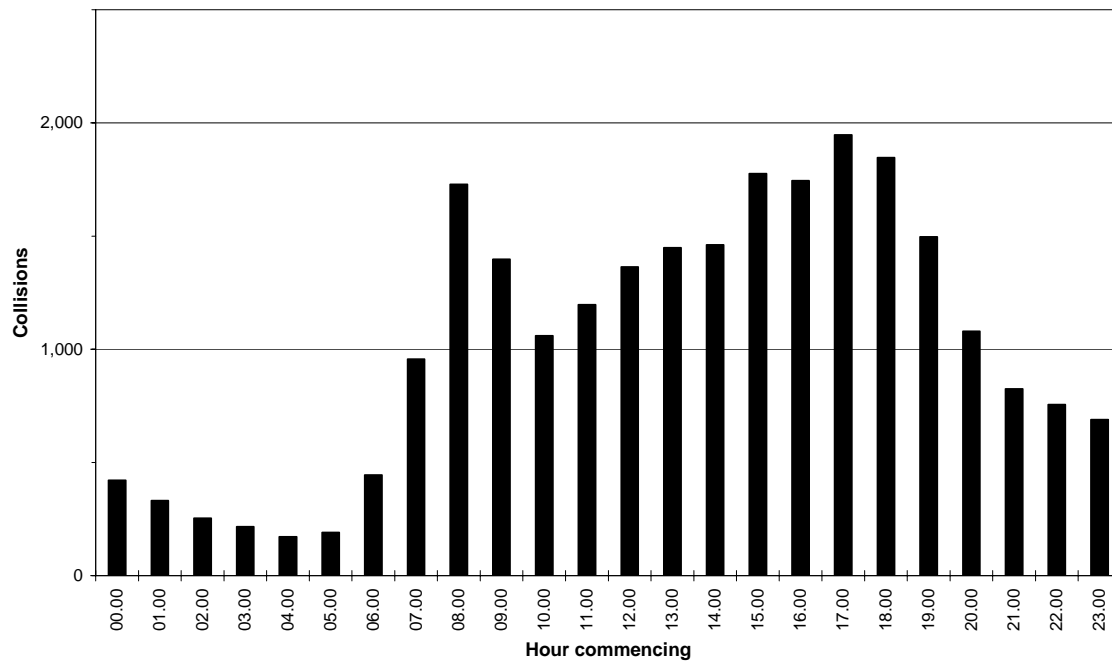


Figure 6.24: Collisions in Greater London by hour of day 2006



7. Casualties

Figure 7.1a: Vehicle casualties by type of road user 2002-2006

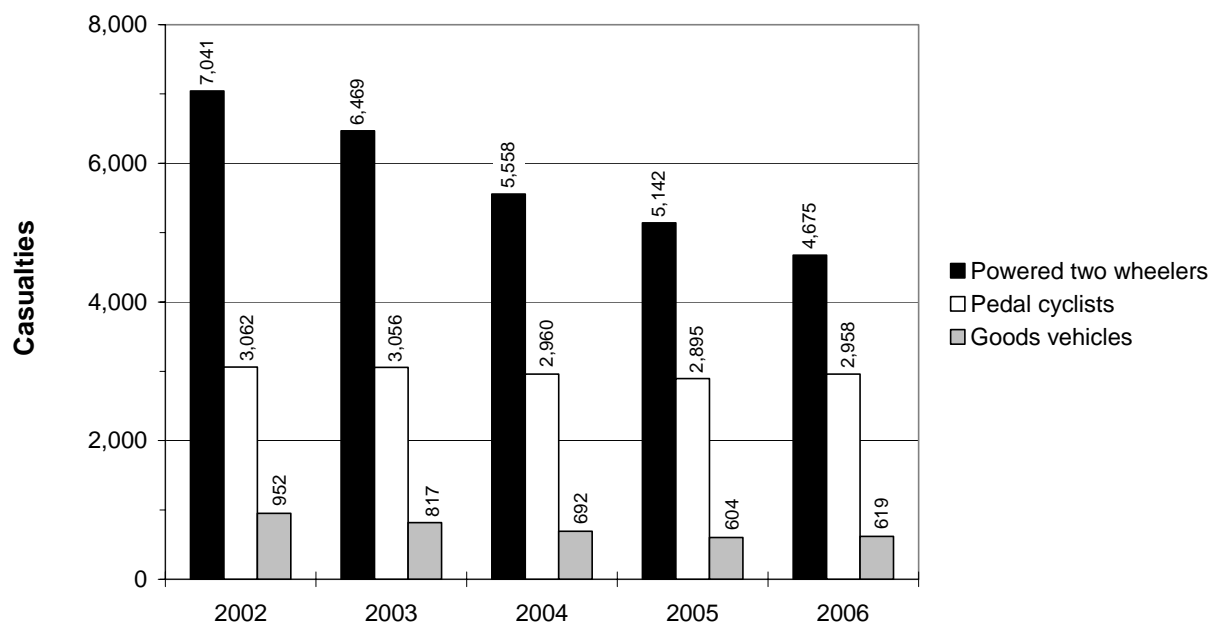


Figure 7.1b: Vehicle casualties by type of road user 2002-2006

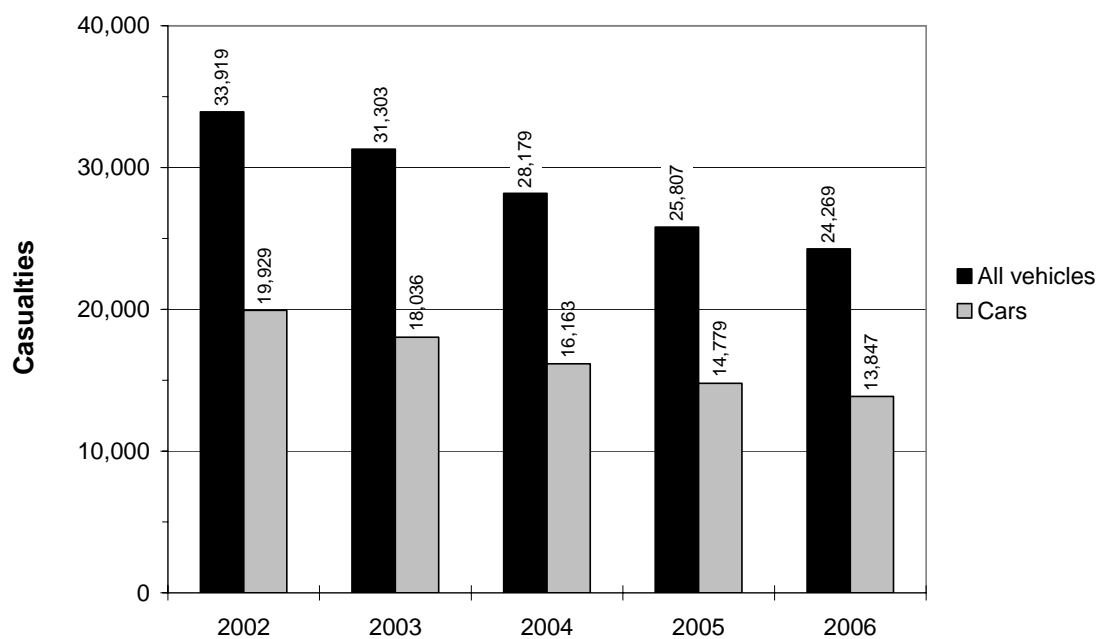


Figure 7.2a: Pedestrian casualties 2002-2006

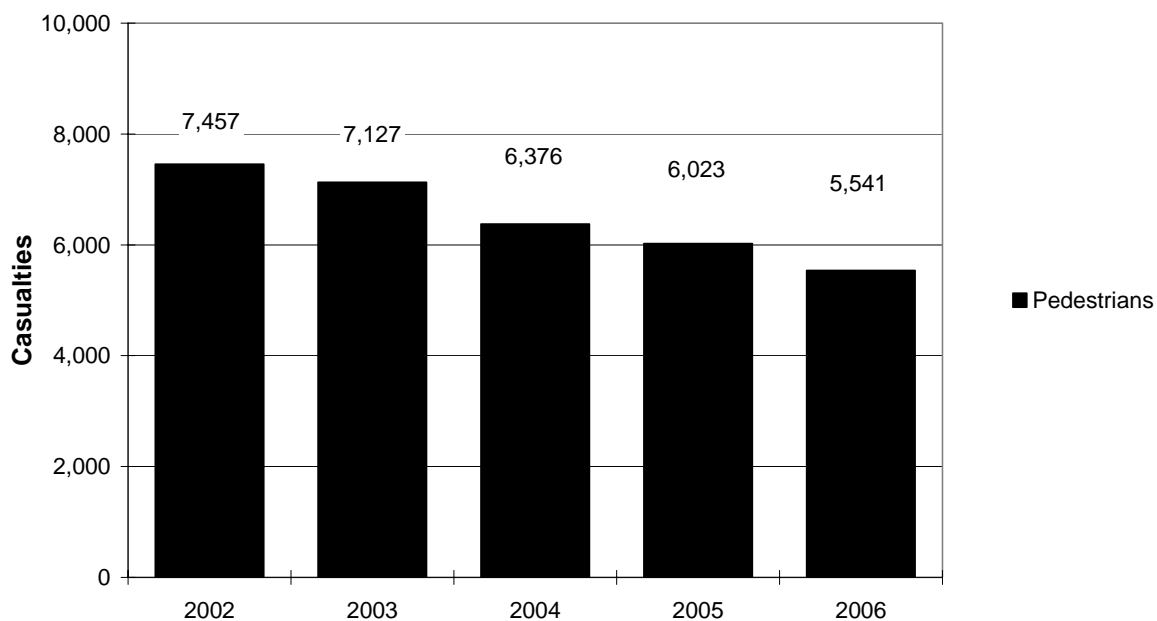


Figure 7.2b: Pedestrian casualties by age groups 2002-2006

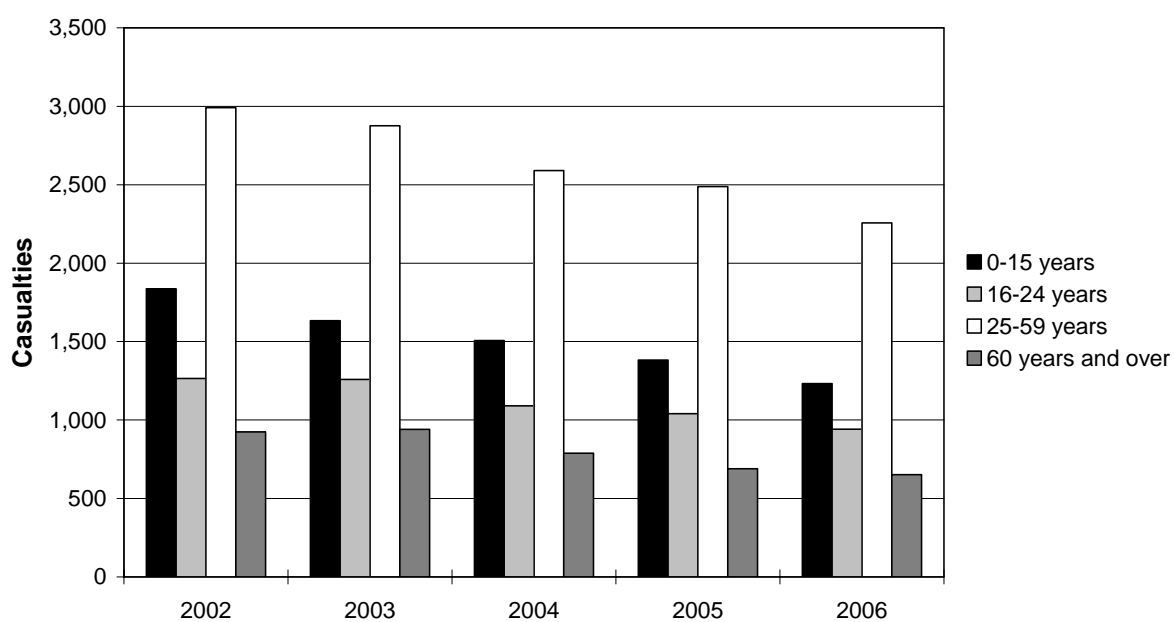


Figure 7.3a: Driver casualties by type of vehicle 2002-2006

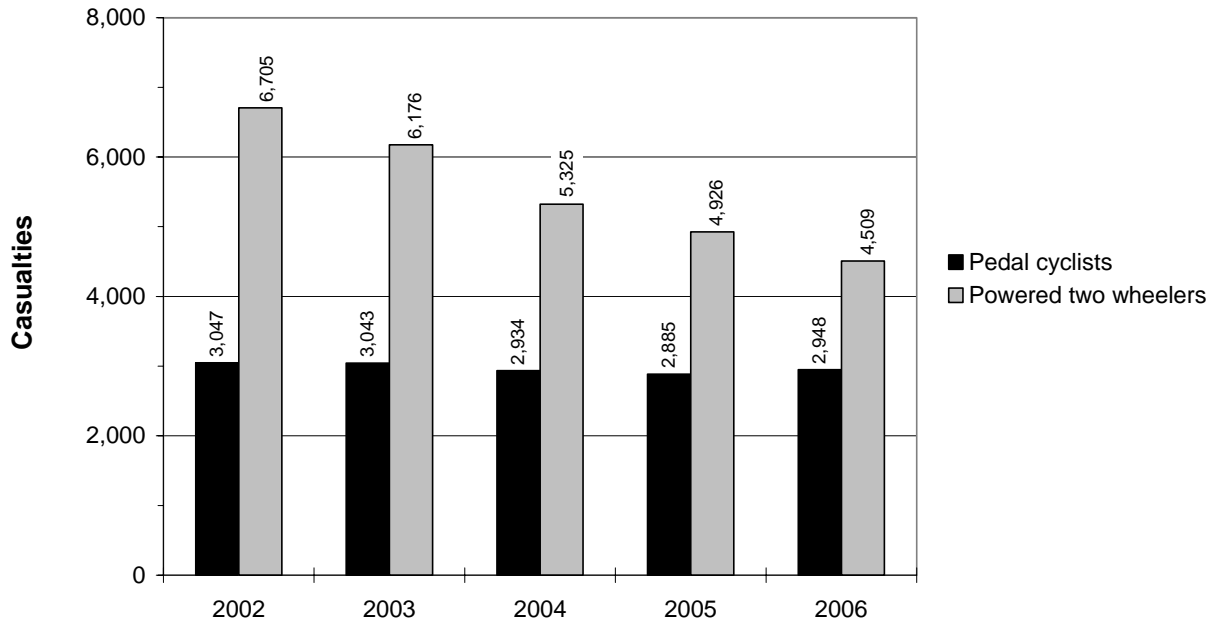


Figure 7.3b: Driver casualties by type of vehicle 2002-2006

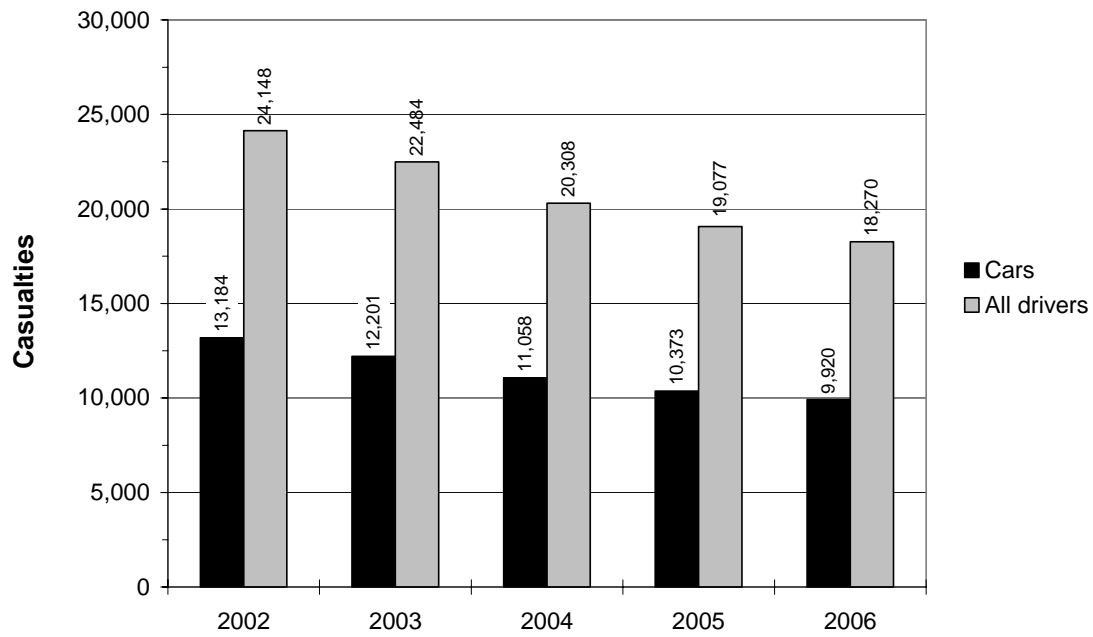


Figure 7.4a: Passenger casualties by type of vehicle 2002-2006

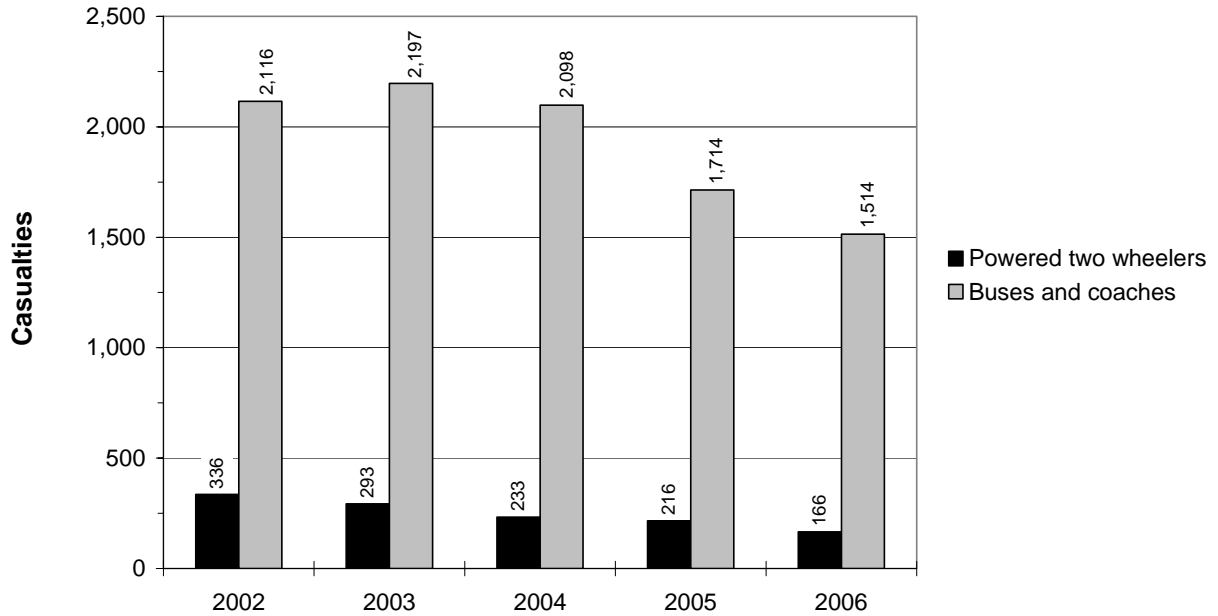


Figure 7.4b: Passenger casualties by type of vehicle 2002-2006

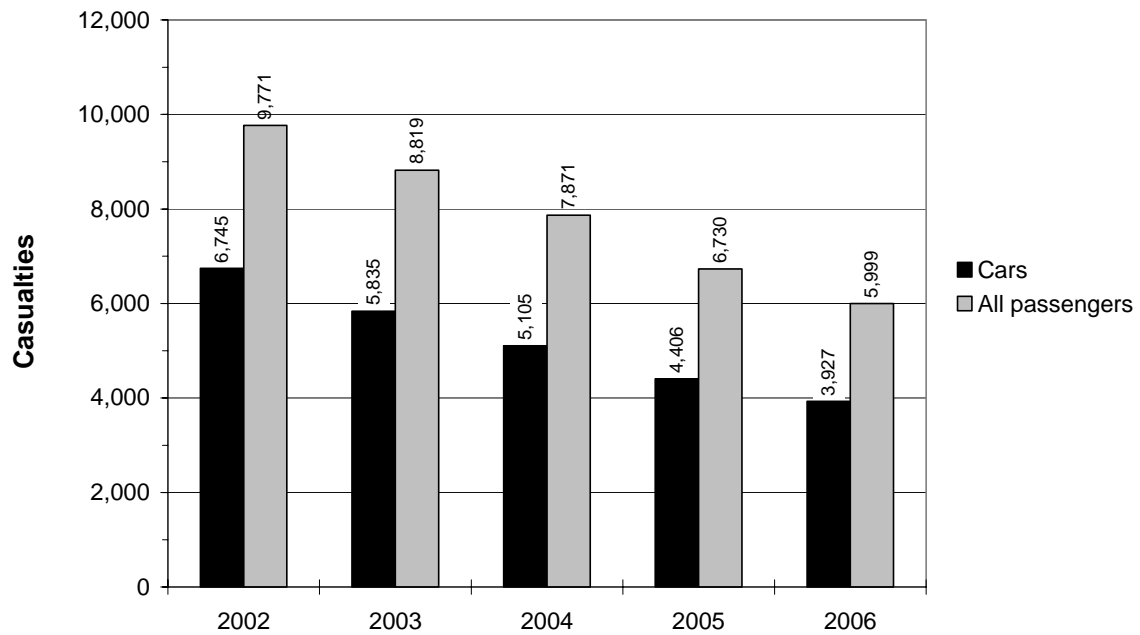


Table 7.5 Driver and passenger casualties in the Greater London area in 2006 tabulated by age group and vehicle occupied

Vehicle type	0-15 years	16-24 years	25-59 years	60+ years	Not known	Total
Pedal cycle	218	379	2,058	83	220	2,958
Motor cycle up to 50cc	19	359	416	21	58	873
Motor cycle 50 to 125cc	9	441	893	12	89	1,444
Motor cycle 125 to 500cc	1	83	378	18	32	512
Motor cycle over 500cc	3	193	1,518	23	109	1,846
Car	586	2,905	7,990	1,009	1,357	13,847
Taxi	8	28	245	45	40	366
Bus or coach	146	126	657	493	248	1,670
Goods	6	88	446	33	46	619
Other	13	7	78	17	19	134
Total	1,009	4,609	14,679	1,754	2,218	24,269

Table 7.6 Casualties in the Greater London area in 2006 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	1	60	328	389
Westminster	13	280	1,548	1,841
Camden	8	115	749	872
Islington	2	79	655	736
Hackney	7	110	760	877
Tower Hamlets	6	118	792	916
Greenwich	13	109	784	906
Lewisham	2	130	887	1,019
Southwark	7	131	1,050	1,188
Lambeth	10	185	1,037	1,232
Wandsworth	7	127	771	905
Hammersmith and Fulham	6	127	591	724
Kensington and Chelsea	3	111	699	813
Total Inner	85	1,682	10,651	12,418
Waltham Forest	1	99	805	905
Redbridge	5	93	807	905
Havering	5	115	853	973
Barking and Dagenham	4	63	556	623
Newham	3	72	936	1,011
Bexley	6	97	608	711
Bromley	12	151	783	946
Croydon	6	143	1,064	1,213
Sutton	2	81	557	640
Merton	5	69	439	513
Kingston	3	74	323	400
Richmond	6	97	376	479
Hounslow	13	133	851	997
Hillingdon	6	104	927	1,037
Ealing	10	137	1,083	1,230
Brent	10	97	858	965
Harrow	3	55	500	558
Barnet	17	130	1,200	1,347
Haringey	8	109	768	885
Enfield	21	114	919	1,054
Total Outer	146	2,033	15,213	17,392
Greater London	231	3,715	25,864	29,810

Table 7.7 Casualties in the Greater London area in 2006 tabulated by borough, mode of travel and severity

00 City of London

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	25	86	112
Pedal cycles	0	20	94	114
Powered two wheelers	0	8	83	91
Car occupants	0	2	30	32
Taxi occupants	0	4	15	19
Bus or coach occupants	0	0	16	16
Goods vehicle occupants	0	1	4	5
Other vehicle occupants	0	0	0	0
Total	1	60	328	389

01 Westminster

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	9	122	391	522
Pedal cycles	1	33	232	266
Powered two wheelers	1	64	337	402
Car occupants	2	33	354	389
Taxi occupants	0	11	70	81
Bus or coach occupants	0	11	134	145
Goods vehicle occupants	0	3	22	25
Other vehicle occupants	0	3	8	11
Total	13	280	1,548	1,841

Table 7.7 Casualties in the Greater London area in 2006 tabulated by borough, mode of travel and severity

02 Camden

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	5	52	190	247
Pedal cycles	2	14	143	159
Powered two wheelers	1	28	158	187
Car occupants	0	12	165	177
Taxi occupants	0	0	21	21
Bus or coach occupants	0	8	62	70
Goods vehicle occupants	0	1	9	10
Other vehicle occupants	0	0	1	1
Total	8	115	749	872

03 Islington

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	26	136	163
Pedal cycles	1	16	138	155
Powered two wheelers	0	25	146	171
Car occupants	0	7	171	178
Taxi occupants	0	0	11	11
Bus or coach occupants	0	4	34	38
Goods vehicle occupants	0	1	15	16
Other vehicle occupants	0	0	4	4
Total	2	79	655	736

Table 7.7 Casualties in the Greater London area in 2006 tabulated by borough, mode of travel and severity

04 Hackney

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	43	116	162
Pedal cycles	3	16	117	136
Powered two wheelers	0	25	137	162
Car occupants	1	19	305	325
Taxi occupants	0	1	5	6
Bus or coach occupants	0	5	69	74
Goods vehicle occupants	0	1	10	11
Other vehicle occupants	0	0	1	1
Total	7	110	760	877

05 Tower Hamlets

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	41	129	172
Pedal cycles	1	16	95	112
Powered two wheelers	1	30	151	182
Car occupants	2	25	349	376
Taxi occupants	0	0	21	21
Bus or coach occupants	0	5	26	31
Goods vehicle occupants	0	1	16	17
Other vehicle occupants	0	0	5	5
Total	6	118	792	916

Table 7.7 Casualties in the Greater London area in 2006 tabulated by borough, mode of travel and severity

06 Greenwich

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	29	139	172
Pedal cycles	0	5	44	49
Powered two wheelers	3	28	101	132
Car occupants	5	29	416	450
Taxi occupants	0	1	4	5
Bus or coach occupants	0	8	58	66
Goods vehicle occupants	1	6	18	25
Other vehicle occupants	0	3	4	7
Total	13	109	784	906

07 Lewisham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	36	169	206
Pedal cycles	1	12	88	101
Powered two wheelers	0	34	147	181
Car occupants	0	35	374	409
Taxi occupants	0	2	7	9
Bus or coach occupants	0	10	86	96
Goods vehicle occupants	0	0	16	16
Other vehicle occupants	0	1	0	1
Total	2	130	887	1,019

Table 7.7 Casualties in the Greater London area in 2006 tabulated by borough, mode of travel and severity

08 Southwark

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	6	51	165	222
Pedal cycles	0	21	188	209
Powered two wheelers	1	31	179	211
Car occupants	0	18	366	384
Taxi occupants	0	1	12	13
Bus or coach occupants	0	8	113	121
Goods vehicle occupants	0	0	20	20
Other vehicle occupants	0	1	7	8
Total	7	131	1,050	1,188

09 Lambeth

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	64	164	232
Pedal cycles	1	26	166	193
Powered two wheelers	0	55	197	252
Car occupants	4	30	414	448
Taxi occupants	0	2	9	11
Bus or coach occupants	1	3	70	74
Goods vehicle occupants	0	5	12	17
Other vehicle occupants	0	0	5	5
Total	10	185	1,037	1,232

Table 7.7 Casualties in the Greater London area in 2006 tabulated by borough, mode of travel and severity

10 Wandsworth

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	54	143	200
Pedal cycles	0	17	137	154
Powered two wheelers	3	36	182	221
Car occupants	1	15	245	261
Taxi occupants	0	0	5	5
Bus or coach occupants	0	4	44	48
Goods vehicle occupants	0	0	15	15
Other vehicle occupants	0	1	0	1
Total	7	127	771	905

11 Hammersmith and Fulham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	46	112	161
Pedal cycles	2	23	93	118
Powered two wheelers	0	30	138	168
Car occupants	1	20	194	215
Taxi occupants	0	2	9	11
Bus or coach occupants	0	4	29	33
Goods vehicle occupants	0	2	12	14
Other vehicle occupants	0	0	4	4
Total	6	127	591	724

Table 7.7 Casualties in the Greater London area in 2006 tabulated by borough, mode of travel and severity

12 Kensington and Chelsea

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	0	31	164	195
Pedal cycles	1	21	117	139
Powered two wheelers	1	41	198	240
Car occupants	1	11	153	165
Taxi occupants	0	3	28	31
Bus or coach occupants	0	2	28	30
Goods vehicle occupants	0	2	10	12
Other vehicle occupants	0	0	1	1
Total	3	111	699	813

13 Waltham Forest

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	0	29	122	151
Pedal cycles	0	7	51	58
Powered two wheelers	0	16	93	109
Car occupants	1	36	469	506
Taxi occupants	0	0	7	7
Bus or coach occupants	0	4	35	39
Goods vehicle occupants	0	6	22	28
Other vehicle occupants	0	1	6	7
Total	1	99	805	905

Table 7.7 Casualties in the Greater London area in 2006 tabulated by borough, mode of travel and severity

14 Redbridge

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	30	105	139
Pedal cycles	0	6	23	29
Powered two wheelers	0	8	69	77
Car occupants	1	40	563	604
Taxi occupants	0	1	2	3
Bus or coach occupants	0	3	31	34
Goods vehicle occupants	0	5	10	15
Other vehicle occupants	0	0	4	4
Total	5	93	807	905

15 Havering

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	0	35	69	104
Pedal cycles	0	4	20	24
Powered two wheelers	0	12	65	77
Car occupants	5	52	622	679
Taxi occupants	0	2	6	8
Bus or coach occupants	0	4	39	43
Goods vehicle occupants	0	2	27	29
Other vehicle occupants	0	4	5	9
Total	5	115	853	973

Table 7.7 Casualties in the Greater London area in 2006 tabulated by borough, mode of travel and severity

16 Barking and Dagenham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	19	73	96
Pedal cycles	0	5	33	38
Powered two wheelers	0	16	55	71
Car occupants	0	17	350	367
Taxi occupants	0	1	2	3
Bus or coach occupants	0	1	23	24
Goods vehicle occupants	0	3	17	20
Other vehicle occupants	0	1	3	4
Total	4	63	556	623

17 Newham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	35	168	205
Pedal cycles	1	8	61	70
Powered two wheelers	0	7	78	85
Car occupants	0	18	537	555
Taxi occupants	0	0	8	8
Bus or coach occupants	0	3	62	65
Goods vehicle occupants	0	1	19	20
Other vehicle occupants	0	0	3	3
Total	3	72	936	1,011

Table 7.7 Casualties in the Greater London area in 2006 tabulated by borough, mode of travel and severity

18 Bexley

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	0	19	87	106
Pedal cycles	1	1	28	30
Powered two wheelers	1	20	57	78
Car occupants	2	42	373	417
Taxi occupants	0	0	0	0
Bus or coach occupants	1	10	49	60
Goods vehicle occupants	1	4	13	18
Other vehicle occupants	0	1	1	2
Total	6	97	608	711

19 Bromley

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	33	96	133
Pedal cycles	0	5	32	37
Powered two wheelers	4	29	84	117
Car occupants	4	69	497	570
Taxi occupants	0	1	2	3
Bus or coach occupants	0	8	42	50
Goods vehicle occupants	0	3	23	26
Other vehicle occupants	0	3	7	10
Total	12	151	783	946

Table 7.7 Casualties in the Greater London area in 2006 tabulated by borough, mode of travel and severity

20 Croydon

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	37	165	205
Pedal cycles	0	11	66	77
Powered two wheelers	1	28	116	145
Car occupants	2	60	619	681
Taxi occupants	0	0	0	0
Bus or coach occupants	0	4	72	76
Goods vehicle occupants	0	0	26	26
Other vehicle occupants	0	3	0	3
Total	6	143	1,064	1,213

21 Sutton

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	0	20	60	80
Pedal cycles	0	3	49	52
Powered two wheelers	1	10	88	99
Car occupants	1	43	326	370
Taxi occupants	0	1	2	3
Bus or coach occupants	0	3	22	25
Goods vehicle occupants	0	1	9	10
Other vehicle occupants	0	0	1	1
Total	2	81	557	640

Table 7.7 Casualties in the Greater London area in 2006 tabulated by borough, mode of travel and severity

22 Merton

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	21	75	98
Pedal cycles	0	7	44	51
Powered two wheelers	1	12	70	83
Car occupants	2	23	214	239
Taxi occupants	0	1	8	9
Bus or coach occupants	0	3	13	16
Goods vehicle occupants	0	2	12	14
Other vehicle occupants	0	0	3	3
Total	5	69	439	513

23 Kingston

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	0	21	46	67
Pedal cycles	1	9	36	46
Powered two wheelers	2	20	51	73
Car occupants	0	22	152	174
Taxi occupants	0	0	6	6
Bus or coach occupants	0	2	16	18
Goods vehicle occupants	0	0	8	8
Other vehicle occupants	0	0	8	8
Total	3	74	323	400

Table 7.7 Casualties in the Greater London area in 2006 tabulated by borough, mode of travel and severity

24 Richmond

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	17	49	68
Pedal cycles	0	9	62	71
Powered two wheelers	0	30	95	125
Car occupants	4	36	146	186
Taxi occupants	0	1	2	3
Bus or coach occupants	0	1	14	15
Goods vehicle occupants	0	1	7	8
Other vehicle occupants	0	2	1	3
Total	6	97	376	479

25 Hounslow

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	8	34	84	126
Pedal cycles	1	9	60	70
Powered two wheelers	2	25	117	144
Car occupants	2	58	512	572
Taxi occupants	0	0	13	13
Bus or coach occupants	0	6	41	47
Goods vehicle occupants	0	1	23	24
Other vehicle occupants	0	0	1	1
Total	13	133	851	997

Table 7.7 Casualties in the Greater London area in 2006 tabulated by borough, mode of travel and severity

26 Hillingdon

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	31	92	125
Pedal cycles	0	6	51	57
Powered two wheelers	2	18	79	99
Car occupants	2	40	628	670
Taxi occupants	0	0	7	7
Bus or coach occupants	0	4	25	29
Goods vehicle occupants	0	5	32	37
Other vehicle occupants	0	0	13	13
Total	6	104	927	1,037

27 Ealing

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	5	39	156	200
Pedal cycles	1	14	71	86
Powered two wheelers	2	30	121	153
Car occupants	1	46	648	695
Taxi occupants	0	0	16	16
Bus or coach occupants	1	6	54	61
Goods vehicle occupants	0	2	16	18
Other vehicle occupants	0	0	1	1
Total	10	137	1,083	1,230

Table 7.7 Casualties in the Greater London area in 2006 tabulated by borough, mode of travel and severity

28 Brent

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	38	156	198
Pedal cycles	1	4	52	57
Powered two wheelers	2	21	115	138
Car occupants	1	27	466	494
Taxi occupants	1	0	6	7
Bus or coach occupants	1	3	40	44
Goods vehicle occupants	0	2	18	20
Other vehicle occupants	0	2	5	7
Total	10	97	858	965

29 Harrow

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	18	83	102
Pedal cycles	0	3	34	37
Powered two wheelers	1	13	43	57
Car occupants	1	19	304	324
Taxi occupants	0	0	1	1
Bus or coach occupants	0	2	19	21
Goods vehicle occupants	0	0	15	15
Other vehicle occupants	0	0	1	1
Total	3	55	500	558

Table 7.7 Casualties in the Greater London area in 2006 tabulated by borough, mode of travel and severity

30 Barnet

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	8	41	174	223
Pedal cycles	0	5	46	51
Powered two wheelers	3	23	123	149
Car occupants	5	51	771	827
Taxi occupants	0	2	5	7
Bus or coach occupants	0	4	40	44
Goods vehicle occupants	1	4	38	43
Other vehicle occupants	0	0	3	3
Total	17	130	1,200	1,347

31 Haringey

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	33	158	194
Pedal cycles	0	12	61	73
Powered two wheelers	4	19	77	100
Car occupants	1	38	394	433
Taxi occupants	0	1	9	10
Bus or coach occupants	0	4	60	64
Goods vehicle occupants	0	2	9	11
Other vehicle occupants	0	0	0	0
Total	8	109	768	885

Table 7.7 Casualties in the Greater London area in 2006 tabulated by borough, mode of travel and severity

32 Enfield

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	6	33	116	155
Pedal cycles	0	5	34	39
Powered two wheelers	6	13	77	96
Car occupants	9	52	614	675
Taxi occupants	0	1	7	8
Bus or coach occupants	0	8	45	53
Goods vehicle occupants	0	2	24	26
Other vehicle occupants	0	0	2	2
Total	21	114	919	1,054

Table 7.8 Casualties in the Greater London area in 2006 tabulated by borough, mode of travel and severity

Greater London total

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	100	1,203	4,238	5,541
Pedal cycles	19	373	2,566	2,958
Powered two wheelers	43	805	3,827	4,675
Car occupants	61	1,045	12,741	13,847
Taxi occupants	1	39	326	366
Bus or coach occupants	4	155	1,511	1,670
Goods vehicle occupants	3	69	547	619
Other vehicle occupants	0	26	108	134
Total	231	3,715	25,864	29,810

Table 7.9 Pedestrian casualties in the Greater London area in 2006 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	1	25	86	112
Westminster	9	122	391	522
Camden	5	52	190	247
Islington	1	26	136	163
Hackney	3	43	116	162
Tower Hamlets	2	41	129	172
Greenwich	4	29	139	172
Lewisham	1	36	169	206
Southwark	6	51	165	222
Lambeth	4	64	164	232
Wandsworth	3	54	143	200
Hammersmith and Fulham	3	46	112	161
Kensington and Chelsea	0	31	164	195
Total Inner	42	620	2,104	2,766
Waltham Forest	0	29	122	151
Redbridge	4	30	105	139
Havering	0	35	69	104
Barking and Dagenham	4	19	73	96
Newham	2	35	168	205
Bexley	0	19	87	106
Bromley	4	33	96	133
Croydon	3	37	165	205
Sutton	0	20	60	80
Merton	2	21	75	98
Kingston	0	21	46	67
Richmond	2	17	49	68
Hounslow	8	34	84	126
Hillingdon	2	31	92	125
Ealing	5	39	156	200
Brent	4	38	156	198
Harrow	1	18	83	102
Barnet	8	41	174	223
Haringey	3	33	158	194
Enfield	6	33	116	155
Total Outer	58	583	2,134	2,775
Greater London	100	1,203	4,238	5,541

Table 7.10 Driver casualties in the Greater London area in 2006 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	30	215	245
Westminster	3	128	853	984
Camden	3	54	436	493
Islington	1	46	416	463
Hackney	4	55	481	540
Tower Hamlets	3	64	531	598
Greenwich	5	62	455	522
Lewisham	1	78	528	607
Southwark	1	68	676	745
Lambeth	3	100	688	791
Wandsworth	4	64	515	583
Hammersmith and Fulham	3	66	400	469
Kensington and Chelsea	3	71	442	516
Total Inner	34	886	6,636	7,556
Waltham Forest	0	46	497	543
Redbridge	1	51	504	556
Havering	2	58	557	617
Barking and Dagenham	0	33	360	393
Newham	1	27	530	558
Bexley	5	51	386	442
Bromley	8	86	525	619
Croydon	2	80	654	736
Sutton	1	44	378	423
Merton	3	35	289	327
Kingston	2	45	194	241
Richmond	2	60	269	331
Hounslow	4	74	575	653
Hillingdon	3	54	612	669
Ealing	4	73	672	749
Brent	5	46	521	572
Harrow	2	28	319	349
Barnet	9	73	756	838
Haringey	5	53	409	467
Enfield	11	52	568	631
Total Outer	70	1,069	9,575	10,714
Greater London	104	1,955	16,211	18,270

Table 7.11 Passenger casualties in the Greater London area in 2006 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	5	27	32
Westminster	1	30	304	335
Camden	0	9	123	132
Islington	0	7	103	110
Hackney	0	12	163	175
Tower Hamlets	1	13	132	146
Greenwich	4	18	190	212
Lewisham	0	16	190	206
Southwark	0	12	209	221
Lambeth	3	21	185	209
Wandsworth	0	9	113	122
Hammersmith and Fulham	0	15	79	94
Kensington and Chelsea	0	9	93	102
Total Inner	9	176	1,911	2,096
Waltham Forest	1	24	186	211
Redbridge	0	12	198	210
Havering	3	22	227	252
Barking and Dagenham	0	11	123	134
Newham	0	10	238	248
Bexley	1	27	135	163
Bromley	0	32	162	194
Croydon	1	26	245	272
Sutton	1	17	119	137
Merton	0	13	75	88
Kingston	1	8	83	92
Richmond	2	20	58	80
Hounslow	1	25	192	218
Hillingdon	1	19	223	243
Ealing	1	25	255	281
Brent	1	13	181	195
Harrow	0	9	98	107
Barnet	0	16	270	286
Haringey	0	23	201	224
Enfield	4	29	235	268
Total Outer	18	381	3,504	3,903
Greater London	27	557	5,415	5,999

Table 7.12 Pedestrian casualties in the Greater London area in 2006 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	21	21	46	88
Westminster	106	108	181	395
Camden	58	68	54	180
Islington	40	25	60	125
Hackney	23	23	83	129
Tower Hamlets	43	20	84	147
Greenwich	26	26	86	138
Lewisham	33	33	104	170
Southwark	38	51	106	195
Lambeth	46	53	92	191
Wandsworth	28	54	82	164
Hammersmith and Fulham	32	42	60	134
Kensington and Chelsea	41	45	63	149
Total Inner	535	569	1,101	2,205
Waltham Forest	24	11	85	120
Redbridge	22	14	75	111
Havering	15	13	56	84
Barking and Dagenham	13	3	60	76
Newham	47	14	108	169
Bexley	17	13	55	85
Bromley	19	16	64	99
Croydon	31	34	111	176
Sutton	11	13	46	70
Merton	22	13	41	76
Kingston	10	9	28	47
Richmond	15	8	23	46
Hounslow	24	21	60	105
Hillingdon	16	6	58	80
Ealing	29	19	112	160
Brent	31	30	93	154
Harrow	16	7	56	79
Barnet	32	23	103	158
Haringey	28	34	88	150
Enfield	21	13	77	111
Total Outer	443	314	1,399	2,156
Greater London	978	883	2,500	4,361

Note: This table is continued on the next page.

Table 7.12 (cont.) Pedestrian casualties in the Greater London area in 2006 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	8	2	3	5	112
Westminster	41	32	6	11	37	522
Camden	20	11	0	4	32	247
Islington	5	4	0	1	28	163
Hackney	22	9	0	1	1	162
Tower Hamlets	15	8	0	0	2	172
Greenwich	9	17	1	2	5	172
Lewisham	14	17	0	0	5	206
Southwark	8	8	0	2	9	222
Lambeth	16	17	3	2	3	232
Wandsworth	16	10	0	0	10	200
Hammersmith and Fulham	12	5	0	1	9	161
Kensington and Chelsea	26	7	3	1	9	195
Total Inner	210	153	15	28	155	2,766
Waltham Forest	12	15	1	0	3	151
Redbridge	12	12	0	2	2	139
Havering	7	11	0	0	2	104
Barking and Dagenham	5	9	0	0	6	96
Newham	10	20	1	0	5	205
Bexley	5	12	0	1	3	106
Bromley	10	17	3	1	3	133
Croydon	9	13	1	0	6	205
Sutton	2	7	1	0	0	80
Merton	7	6	0	0	9	98
Kingston	6	5	0	0	9	67
Richmond	7	13	0	1	1	68
Hounslow	6	7	0	1	7	126
Hillingdon	13	11	0	3	18	125
Ealing	14	13	1	1	11	200
Brent	11	11	0	0	22	198
Harrow	6	3	0	0	14	102
Barnet	13	9	1	2	40	223
Haringey	13	12	2	0	17	194
Enfield	11	14	0	0	19	155
Total Outer	179	220	11	12	197	2,775
Greater London	389	373	26	40	352	5,541

Table 7.13 Driver casualties in the Greater London area in 2006 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	114	8	36	12	33	23	11	4	4	0	245
Westminster	265	52	132	36	167	268	33	12	16	3	984
Camden	159	33	69	11	62	132	8	10	8	1	493
Islington	155	26	67	10	62	116	5	6	12	4	463
Hackney	136	35	42	31	46	231	4	6	8	1	540
Tower Hamlets	112	25	43	37	73	276	12	4	14	2	598
Greenwich	49	23	30	10	64	316	2	6	19	3	522
Lewisham	100	37	42	19	78	304	4	8	14	1	607
Southwark	209	42	60	17	89	292	8	8	16	4	745
Lambeth	192	56	65	17	105	330	5	4	14	3	791
Wandsworth	154	40	74	20	78	196	3	5	12	1	583
Hammersmith and Fulham	118	35	55	21	54	169	6	1	9	1	469
Kensington and Chelsea	139	40	84	15	89	120	19	1	9	0	516
Total Inner	1,902	452	799	256	1,000	2,773	120	75	155	24	7,556
Waltham Forest	58	14	30	26	30	358	4	4	17	2	543
Redbridge	29	16	16	16	27	433	2	4	12	1	556
Havering	24	12	24	18	22	483	1	4	24	5	617
Barking and Dagenham	38	17	18	14	18	264	2	2	16	4	393
Newham	68	15	23	24	20	381	4	5	16	2	558
Bexley	29	17	17	5	37	317	0	5	13	2	442
Bromley	37	25	19	14	55	431	2	8	22	6	619
Croydon	77	42	25	10	66	485	0	10	20	1	736
Sutton	51	26	27	8	34	264	3	1	8	1	423
Merton	51	17	24	8	31	172	6	3	13	2	327
Kingston	46	15	21	7	27	114	2	1	6	2	241
Richmond	71	20	46	7	47	128	3	2	6	1	331
Hounslow	70	21	49	21	50	406	8	7	21	0	653
Hillingdon	57	14	23	8	52	473	5	4	30	3	669
Ealing	83	28	53	18	53	488	5	5	15	1	749
Brent	57	28	52	4	49	352	5	5	16	4	572
Harrow	37	9	13	7	25	243	1	1	12	1	349
Barnet	51	28	46	6	60	602	7	6	31	1	838
Haringey	73	17	39	11	30	284	4	0	9	0	467
Enfield	39	14	37	9	31	469	4	4	22	2	631
Total Outer	1,046	395	602	241	764	7,147	68	81	329	41	10,714
Greater London	2,948	847	1,401	497	1,764	9,920	188	156	484	65	18,270

Figure 7.14: Pedestrian casualties at or within 50 metres of a pedestrian crossing 2002-2006

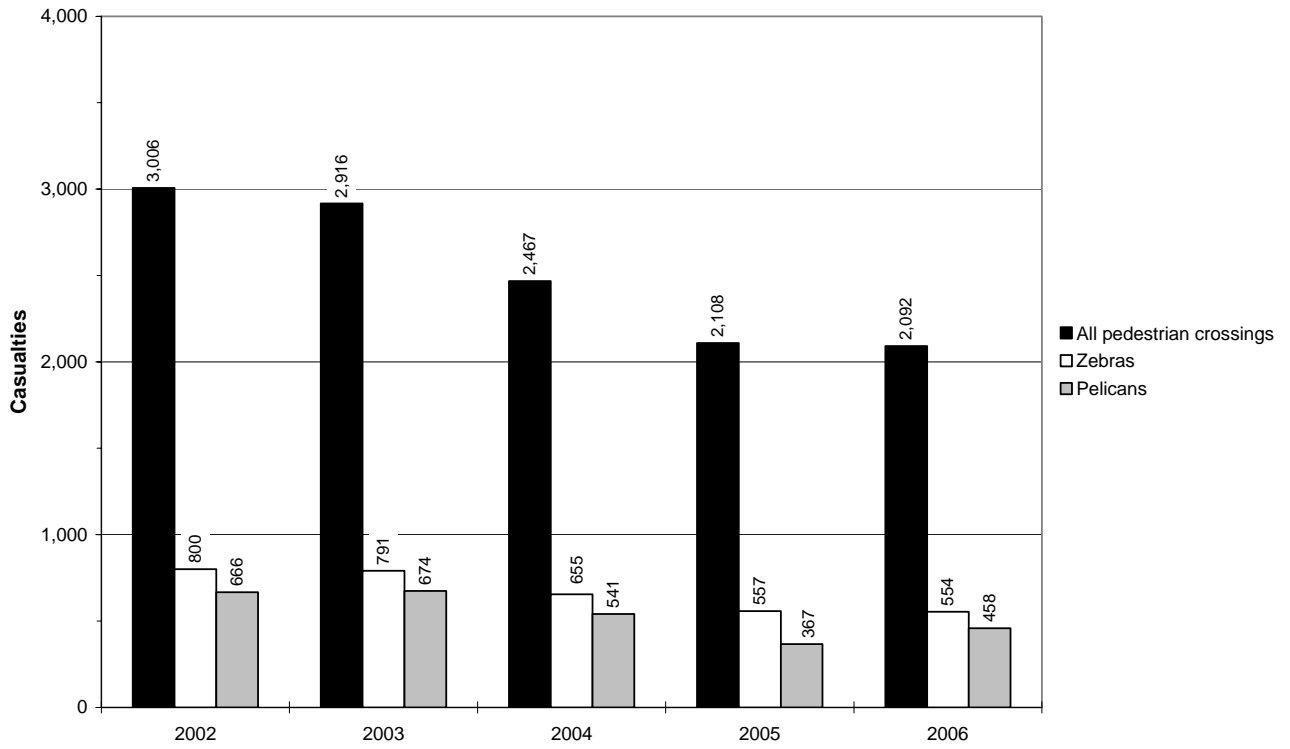


Table 7.15 Passenger casualties in the Greater London area in 2006 tabulated by vehicle type and borough

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	0	0	1	0	1	9	8	12	1	0	32
Westminster	1	0	6	1	8	121	48	133	9	8	335
Camden	0	2	3	1	6	45	13	60	2	0	132
Islington	0	0	1	1	4	62	6	32	4	0	110
Hackney	0	1	4	1	2	94	2	68	3	0	175
Tower Hamlets	0	0	2	0	2	100	9	27	3	3	146
Greenwich	0	2	0	0	3	134	3	60	6	4	212
Lewisham	1	1	2	1	1	105	5	88	2	0	206
Southwark	0	0	0	1	2	92	5	113	4	4	221
Lambeth	1	1	2	0	6	118	6	70	3	2	209
Wandsworth	0	1	1	1	6	65	2	43	3	0	122
Hammersmith and Fulham	0	1	0	0	2	46	5	32	5	3	94
Kensington and Chelsea	0	3	2	1	6	45	12	29	3	1	102
Total Inner	3	12	24	8	49	1,036	124	767	48	25	2,096
Waltham Forest	0	1	4	0	4	148	3	35	11	5	211
Redbridge	0	0	0	1	1	171	1	30	3	3	210
Havering	0	0	0	1	0	196	7	39	5	4	252
Barking and Dagenham	0	2	0	0	2	103	1	22	4	0	134
Newham	2	1	0	1	1	174	4	60	4	1	248
Bexley	1	0	1	0	1	100	0	55	5	0	163
Bromley	0	0	0	1	3	139	1	42	4	4	194
Croydon	0	0	0	1	1	196	0	66	6	2	272
Sutton	1	1	0	1	2	106	0	24	2	0	137
Merton	0	1	2	0	0	67	3	13	1	1	88
Kingston	0	1	0	0	2	60	4	17	2	6	92
Richmond	0	2	0	1	2	58	0	13	2	2	80
Hounslow	0	1	2	0	0	166	5	40	3	1	218
Hillingdon	0	0	0	0	2	197	2	25	7	10	243
Ealing	3	0	1	0	0	207	11	56	3	0	281
Brent	0	1	2	0	2	142	2	39	4	3	195
Harrow	0	0	0	0	3	81	0	20	3	0	107
Barnet	0	3	2	0	4	225	0	38	12	2	286
Haringey	0	0	2	0	1	149	6	64	2	0	224
Enfield	0	0	3	0	2	206	4	49	4	0	268
Total Outer	7	14	19	7	33	2,891	54	747	87	44	3,903
Greater London	10	26	43	15	82	3,927	178	1,514	135	69	5,999

Table 7.16 Driver casualties in the Greater London area in 2006 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	0	21	207	4	13	245
Westminster	2	108	783	39	52	984
Camden	3	73	383	11	23	493
Islington	7	59	347	17	33	463
Hackney	6	83	403	20	28	540
Tower Hamlets	4	93	449	15	37	598
Greenwich	9	99	362	32	20	522
Lewisham	12	108	414	32	41	607
Southwark	15	93	583	18	36	745
Lambeth	5	124	598	23	41	791
Wandsworth	7	99	435	15	27	583
Hammersmith and Fulham	3	71	352	20	23	469
Kensington and Chelsea	2	59	407	20	28	516
Total Inner	75	1,090	5,723	266	402	7,556
Waltham Forest	5	111	360	27	40	543
Redbridge	6	121	373	30	26	556
Havering	7	159	357	63	31	617
Barking and Dagenham	18	86	248	20	21	393
Newham	7	110	387	22	32	558
Bexley	9	116	258	30	29	442
Bromley	5	147	382	62	23	619
Croydon	13	156	481	56	30	736
Sutton	12	102	255	27	27	423
Merton	8	64	221	22	12	327
Kingston	5	52	153	19	12	241
Richmond	2	75	196	35	23	331
Hounslow	7	126	452	32	36	653
Hillingdon	14	128	440	53	34	669
Ealing	6	154	525	25	39	749
Brent	8	115	391	31	27	572
Harrow	9	85	200	34	21	349
Barnet	6	172	537	86	37	838
Haringey	11	79	321	22	34	467
Enfield	7	122	418	40	44	631
Total Outer	165	2,280	6,955	736	578	10,714
Greater London	240	3,370	12,678	1,002	980	18,270

Table 7.17 Passenger casualties in the Greater London area in 2006 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	1	5	20	2	4	32
Westminster	19	54	140	46	76	335
Camden	6	13	65	25	23	132
Islington	9	19	44	15	23	110
Hackney	24	32	62	22	35	175
Tower Hamlets	15	32	55	10	34	146
Greenwich	34	35	82	26	35	212
Lewisham	36	33	76	31	30	206
Southwark	24	27	98	30	42	221
Lambeth	15	31	88	27	48	209
Wandsworth	11	14	43	20	34	122
Hammersmith and Fulham	11	20	35	13	15	94
Kensington and Chelsea	11	14	45	11	21	102
Total Inner	216	329	853	278	420	2,096
Waltham Forest	21	56	63	16	55	211
Redbridge	40	35	61	21	53	210
Havering	41	68	62	39	42	252
Barking and Dagenham	18	36	41	17	22	134
Newham	25	47	80	26	70	248
Bexley	21	46	41	31	24	163
Bromley	40	38	48	41	27	194
Croydon	59	63	79	30	41	272
Sutton	18	42	33	20	24	137
Merton	14	28	25	16	5	88
Kingston	20	27	25	6	14	92
Richmond	7	37	19	11	6	80
Hounslow	30	47	70	27	44	218
Hillingdon	27	68	78	20	50	243
Ealing	34	60	90	37	60	281
Brent	22	40	66	18	49	195
Harrow	23	23	26	18	17	107
Barnet	34	60	92	31	69	286
Haringey	30	35	74	26	59	224
Enfield	29	54	75	23	87	268
Total Outer	553	910	1,148	474	818	3,903
Greater London	769	1,239	2,001	752	1,238	5,999

Table 7.18 Pedestrian casualties in the Greater London area in 2006 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	2	13	84	8	5	112
Westminster	42	98	283	60	39	522
Camden	27	55	113	27	25	247
Islington	29	32	65	19	18	163
Hackney	38	24	74	13	13	162
Tower Hamlets	33	31	81	12	15	172
Greenwich	60	25	64	15	8	172
Lewisham	52	43	76	17	18	206
Southwark	51	36	100	18	17	222
Lambeth	48	30	112	22	20	232
Wandsworth	37	35	87	25	16	200
Hammersmith and Fulham	21	29	77	20	14	161
Kensington and Chelsea	18	24	109	33	11	195
Total Inner	458	475	1,325	289	219	2,766
Waltham Forest	54	25	40	18	14	151
Redbridge	40	19	47	26	7	139
Havering	45	15	22	14	8	104
Barking and Dagenham	44	10	19	11	12	96
Newham	60	33	82	14	16	205
Bexley	34	30	23	10	9	106
Bromley	34	15	39	32	13	133
Croydon	56	40	63	26	20	205
Sutton	23	16	21	12	8	80
Merton	32	14	43	6	3	98
Kingston	15	12	21	8	11	67
Richmond	14	9	27	12	6	68
Hounslow	35	20	44	21	6	126
Hillingdon	46	28	29	16	6	125
Ealing	45	40	76	28	11	200
Brent	46	32	77	27	16	198
Harrow	28	17	33	15	9	102
Barnet	40	39	82	35	27	223
Haringey	46	30	84	16	18	194
Enfield	37	23	59	16	20	155
Total Outer	774	467	931	363	240	2,775
Greater London	1,232	942	2,256	652	459	5,541

Figure 7.19: Driver casualties with a positive breath test 2002-2006

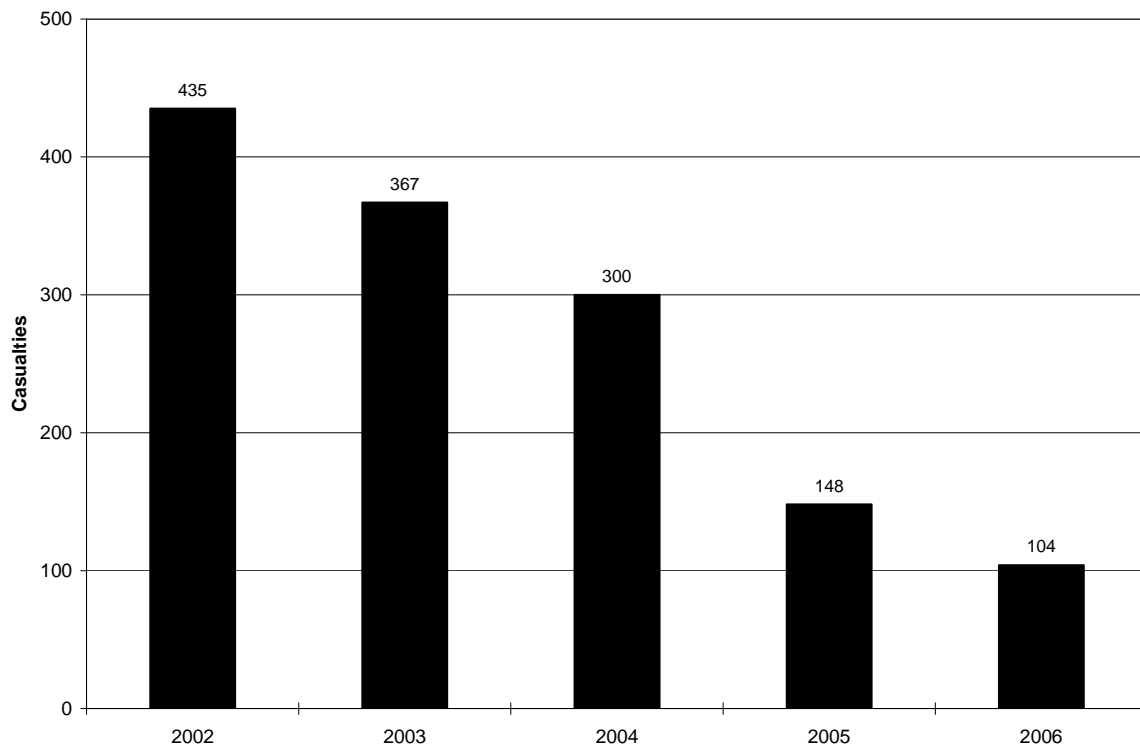


Table 7.20 Bus or coach passenger casualties in the Greater London area in 2006 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	0	1	9	2	0	12
Westminster	5	12	62	32	22	133
Camden	2	2	29	20	7	60
Islington	3	1	11	15	2	32
Hackney	5	5	28	19	11	68
Tower Hamlets	1	5	10	7	4	27
Greenwich	11	6	19	19	5	60
Lewisham	11	3	37	26	11	88
Southwark	13	9	46	24	21	113
Lambeth	3	6	31	19	11	70
Wandsworth	2	2	14	17	8	43
Hammersmith and Fulham	4	6	10	11	1	32
Kensington and Chelsea	6	0	10	9	4	29
Total Inner	66	58	316	220	107	767
Waltham Forest	2	2	14	9	8	35
Redbridge	2	2	6	12	8	30
Havering	7	1	8	14	9	39
Barking and Dagenham	2	1	4	10	5	22
Newham	4	6	20	16	14	60
Bexley	6	4	15	24	6	55
Bromley	5	2	2	23	10	42
Croydon	9	8	23	21	5	66
Sutton	1	1	3	11	8	24
Merton	0	1	5	7	0	13
Kingston	2	2	5	6	2	17
Richmond	0	0	1	10	2	13
Hounslow	8	3	9	14	6	40
Hillingdon	4	2	9	7	3	25
Ealing	11	3	18	23	1	56
Brent	5	4	12	11	7	39
Harrow	1	1	4	10	4	20
Barnet	3	4	9	12	10	38
Haringey	5	4	23	16	16	64
Enfield	3	8	18	11	9	49
Total Outer	80	59	208	267	133	747
Greater London	146	117	524	487	240	1,514

Table 7.21 Pedestrian casualties in the Greater London area in 2006 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	4	3	2	90	6	11	1	1	0	0	0	119
01.00-01.59	0	0	0	0	1	65	8	7	3	0	1	0	0	85
02.00-02.59	0	0	0	0	0	33	9	7	2	0	0	1	0	52
03.00-03.59	0	0	0	0	1	36	4	4	6	0	2	0	0	53
04.00-04.59	0	0	1	0	0	23	0	2	2	0	0	0	0	28
05.00-05.59	0	0	1	0	1	17	0	0	1	0	0	0	0	20
06.00-06.59	0	5	0	0	3	33	2	6	6	1	1	0	0	57
07.00-07.59	4	1	9	1	9	104	3	8	12	2	1	1	0	155
08.00-08.59	15	6	26	2	14	250	3	21	24	2	3	4	0	370
09.00-09.59	4	6	10	2	20	166	4	23	22	2	3	2	0	264
10.00-10.59	3	3	9	4	9	135	3	21	27	4	6	2	0	226
11.00-11.59	3	3	6	2	4	174	3	32	19	2	9	4	0	261
12.00-12.59	2	3	7	1	7	199	10	34	26	2	8	1	0	300
13.00-13.59	3	2	7	6	21	216	10	37	32	4	7	3	0	348
14.00-14.59	5	5	13	3	5	196	11	31	24	3	2	2	0	300
15.00-15.59	5	8	19	2	22	374	6	42	42	0	5	3	0	528
16.00-16.59	5	10	19	4	19	342	14	38	32	1	1	3	0	488
17.00-17.59	2	11	16	11	29	320	13	42	31	2	1	2	0	480
18.00-18.59	5	8	19	7	28	244	10	30	17	2	1	1	0	372
19.00-19.59	8	5	10	1	18	232	10	24	7	1	2	1	0	319
20.00-20.59	5	3	3	1	5	164	3	20	3	0	3	1	0	211
21.00-21.59	1	3	5	0	5	149	6	13	2	1	1	1	0	187
22.00-22.59	1	0	6	2	4	117	12	16	6	0	3	0	0	167
23.00-23.59	0	4	1	0	2	105	16	20	2	0	0	1	0	151
Total	71	87	191	52	229	3,784	166	489	349	30	60	33	0	5,541

Table 7.22 Casualties in the Greater London area in 2006 tabulated by casualty class, gender and borough

Borough	Driver		Passenger		Pedestrian		Total
	Male	Female	Male	Female	Male	Female	
City of London	205	40	18	14	68	44	389
Westminster	774	210	135	200	264	258	1,841
Camden	386	107	49	83	138	109	872
Islington	367	96	48	62	90	73	736
Hackney	419	121	70	105	97	65	877
Tower Hamlets	489	109	67	79	111	61	916
Greenwich	364	158	88	124	96	76	906
Lewisham	441	166	79	127	113	93	1,019
Southwark	544	201	83	138	133	89	1,188
Lambeth	574	217	74	135	132	100	1,232
Wandsworth	429	154	46	76	98	102	905
Hammersmith and Fulham	357	112	49	45	94	67	724
Kensington and Chelsea	390	126	41	61	95	100	813
Total Inner	5,739	1,817	847	1,249	1,529	1,237	12,418
Waltham Forest	395	148	107	104	84	67	905
Redbridge	351	205	80	130	83	56	905
Havering	368	249	91	161	58	46	973
Barking and Dagenham	265	128	46	88	61	35	623
Newham	417	141	101	147	118	87	1,011
Bexley	283	159	54	109	61	45	711
Bromley	401	218	75	119	79	54	946
Croydon	487	249	103	169	104	101	1,213
Sutton	264	159	49	88	39	41	640
Merton	233	94	39	49	58	40	513
Kingston	154	87	45	47	28	39	400
Richmond	240	91	34	46	36	32	479
Hounslow	495	158	99	119	68	58	997
Hillingdon	450	219	98	145	69	56	1,037
Ealing	532	217	103	178	123	77	1,230
Brent	399	173	88	107	115	83	965
Harrow	225	124	56	51	59	43	558
Barnet	546	292	134	152	132	91	1,347
Haringey	317	150	95	129	124	70	885
Enfield	416	215	127	141	86	69	1,054
Total Outer	7,238	3,476	1,624	2,279	1,585	1,190	17,392
Greater London	12,977	5,293	2,471	3,528	3,114	2,427	29,810

Table 7.23 Casualties in the Greater London area in 2006 tabulated by highway authority and borough

Borough	TLRN¹	Highways Agency	Borough	Total
City of London	146	0	243	389
Westminster	474	0	1,367	1,841
Camden	231	0	641	872
Islington	350	0	386	736
Hackney	431	0	446	877
Tower Hamlets	511	0	405	916
Greenwich	255	0	651	906
Lewisham	489	0	530	1,019
Southwark	543	0	645	1,188
Lambeth	722	0	510	1,232
Wandsworth	453	0	452	905
Hammersmith and Fulham	95	0	629	724
Kensington and Chelsea	276	0	537	813
Total Inner	4,976	0	7,442	12,418
Waltham Forest	120	0	785	905
Redbridge	230	8	667	905
Havering	199	88	686	973
Barking and Dagenham	118	0	505	623
Newham	196	0	815	1,011
Bexley	85	0	626	711
Bromley	129	0	817	946
Croydon	252	0	961	1,213
Sutton	195	0	445	640
Merton	69	0	444	513
Kingston	102	0	298	400
Richmond	103	0	376	479
Hounslow	393	56	548	997
Hillingdon	149	130	758	1,037
Ealing	284	0	946	1,230
Brent	76	0	889	965
Harrow	0	0	558	558
Barnet	318	36	993	1,347
Haringey	195	0	690	885
Enfield	216	99	739	1,054
Total Outer	3,429	417	13,546	17,392
Greater London	8,405	417	20,988	29,810

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 collision occurred. For a collision occurring at a junction where the collision 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 2006 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	0	12	94	1	7	114
Westminster	3	35	208	8	12	266
Camden	3	24	117	4	11	159
Islington	6	22	112	2	13	155
Hackney	5	19	102	2	8	136
Tower Hamlets	3	15	86	0	8	112
Greenwich	6	7	29	2	5	49
Lewisham	11	9	68	2	11	101
Southwark	15	18	157	3	16	209
Lambeth	4	19	153	2	15	193
Wandsworth	7	27	108	3	9	154
Hammersmith and Fulham	3	13	93	3	6	118
Kensington and Chelsea	2	11	111	4	11	139
Total Inner	68	231	1,438	36	132	1,905
Waltham Forest	5	7	38	1	7	58
Redbridge	5	4	17	2	1	29
Havering	6	4	9	4	1	24
Barking and Dagenham	17	5	11	0	5	38
Newham	8	17	40	2	3	70
Bexley	10	5	8	3	4	30
Bromley	4	5	21	4	3	37
Croydon	13	4	56	0	4	77
Sutton	13	10	24	2	3	52
Merton	7	8	34	1	1	51
Kingston	4	4	31	3	4	46
Richmond	2	13	43	6	7	71
Hounslow	6	9	49	2	4	70
Hillingdon	13	5	31	4	4	57
Ealing	5	13	58	1	9	86
Brent	5	8	39	2	3	57
Harrow	8	6	14	4	5	37
Barnet	4	7	30	3	7	51
Haringey	9	9	48	1	6	73
Enfield	6	5	19	2	7	39
Total Outer	150	148	620	47	88	1,053
Greater London	218	379	2,058	83	220	2,958

Table 7.25 Powered two wheeler rider and passenger casualties in the Greater London area in 2006 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	0	6	80	0	5	91
Westminster	0	48	322	7	25	402
Camden	1	28	150	1	7	187
Islington	2	29	125	4	11	171
Hackney	1	38	110	0	13	162
Tower Hamlets	1	31	133	0	17	182
Greenwich	3	26	95	1	7	132
Lewisham	4	43	117	2	15	181
Southwark	0	37	162	3	9	211
Lambeth	0	55	183	3	11	252
Wandsworth	0	45	164	2	10	221
Hammersmith and Fulham	0	28	129	3	8	168
Kensington and Chelsea	1	35	192	4	8	240
Total Inner	13	449	1,962	30	146	2,600
Waltham Forest	1	38	59	2	9	109
Redbridge	0	19	47	3	8	77
Havering	0	29	45	0	3	77
Barking and Dagenham	3	30	34	1	3	71
Newham	1	21	53	3	7	85
Bexley	0	34	37	1	6	78
Bromley	1	36	69	2	9	117
Croydon	0	45	86	6	8	145
Sutton	0	34	55	2	8	99
Merton	0	24	54	1	4	83
Kingston	2	23	44	0	4	73
Richmond	0	43	70	4	8	125
Hounslow	1	35	93	3	12	144
Hillingdon	1	25	66	2	5	99
Ealing	2	40	99	1	11	153
Brent	3	39	88	4	4	138
Harrow	0	18	34	3	2	57
Barnet	1	41	96	3	8	149
Haringey	2	25	60	1	12	100
Enfield	1	28	54	2	11	96
Total Outer	19	627	1,243	44	142	2,075
Greater London	32	1,076	3,205	74	288	4,675

Table 7.26 Child casualties (0-15 years) in the Greater London area in 2006 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	0	3	3
Westminster	0	8	55	63
Camden	0	8	28	36
Islington	0	5	40	45
Hackney	1	16	51	68
Tower Hamlets	0	9	43	52
Greenwich	3	15	85	103
Lewisham	0	13	87	100
Southwark	3	15	72	90
Lambeth	0	20	48	68
Wandsworth	1	11	43	55
Hammersmith and Fulham	0	11	24	35
Kensington and Chelsea	0	3	28	31
Total Inner	8	134	607	749
Waltham Forest	0	15	65	80
Redbridge	1	7	78	86
Havering	0	19	74	93
Barking and Dagenham	0	12	68	80
Newham	1	11	80	92
Bexley	0	9	55	64
Bromley	0	13	66	79
Croydon	0	17	111	128
Sutton	1	5	47	53
Merton	0	15	39	54
Kingston	0	9	31	40
Richmond	0	5	18	23
Hounslow	2	15	55	72
Hillingdon	0	16	71	87
Ealing	0	15	70	85
Brent	0	14	62	76
Harrow	0	7	53	60
Barnet	1	9	70	80
Haringey	1	15	71	87
Enfield	1	14	58	73
Total Outer	8	242	1,242	1,492
Greater London	16	376	1,849	2,241

8. Vehicles

Table 8.1 Vehicles involved in collisions in the Greater London area in 2006 tabulated by vehicle type and borough

Borough	Motor	Motor	Motor	Motor	Car	Taxi	Bus or coach	Goods	Goods	Goods	Other	Other	Total	
	Pedal cycle to 50cc	cycle up to 125cc	cycle 50 to 125cc	cycle 125 to 500cc				cycle over 500cc	up to 3.5t MGW	3.5 - 7.5t MGW	over 7.5t MGW	motor vehicle		non-motor vehicle
City of London	126	9	47	17	51	142	82	46	46	7	8	4	0	585
Westminster	279	55	155	46	196	1,119	218	293	162	20	28	8	0	2,579
Camden	171	35	89	14	77	621	63	103	93	6	14	7	0	1,293
Islington	161	30	85	12	74	547	34	63	78	5	20	7	0	1,116
Hackney	142	40	56	36	52	799	19	86	72	15	13	7	1	1,338
Tower Hamlets	116	31	50	43	83	879	35	53	83	12	31	6	0	1,422
Greenwich	49	24	31	13	72	955	13	94	65	7	15	10	0	1,348
Lewisham	101	43	44	21	86	1,024	17	109	56	12	10	6	0	1,529
Southwark	213	54	72	22	104	1,132	31	160	92	16	16	7	1	1,920
Lambeth	202	62	74	21	130	1,200	21	106	83	15	9	5	1	1,929
Wandsworth	158	48	86	23	93	783	23	60	66	14	14	8	0	1,376
Hammersmith and Fulham	122	41	67	24	66	640	31	51	67	6	12	14	0	1,141
Kensington and Chelsea	144	42	94	18	96	651	78	43	76	9	13	7	0	1,271
Total Inner	1,984	514	950	310	1,180	10,492	665	1,267	1,039	144	203	96	3	18,847
Waltham Forest	59	19	37	28	30	976	7	61	63	4	11	6	0	1,301
Redbridge	31	17	17	18	30	1,099	7	45	53	6	23	6	0	1,352
Havering	25	15	25	18	22	1,087	10	53	77	9	42	8	0	1,391
Barking and Dagenham	39	21	19	16	20	767	7	32	57	4	16	8	1	1,007
Newham	69	19	25	26	21	1,203	10	81	68	7	19	8	0	1,556
Bexley	30	20	17	5	38	768	3	56	56	10	13	3	0	1,019
Bromley	37	27	19	16	58	1,036	5	64	65	10	8	13	1	1,359
Croydon	79	46	29	12	72	1,342	10	92	91	10	16	13	0	1,812
Sutton	54	27	31	9	36	706	6	33	34	6	3	3	1	949
Merton	51	20	24	9	33	532	14	26	47	4	6	5	0	771
Kingston	47	16	22	7	29	354	4	28	27	7	7	4	0	552
Richmond	75	23	47	8	51	434	9	31	33	2	8	3	0	724
Hounslow ¹	71	24	54	22	52	1,058	22	62	88	8	18	11	0	1,490
Hillingdon	58	15	25	8	55	1,177	14	47	83	3	37	7	0	1,529
Ealing	84	31	56	20	55	1,334	17	89	100	18	27	8	0	1,839
Brent	59	33	59	6	52	1,005	8	63	74	5	25	10	0	1,399
Harrow	37	10	13	7	26	652	1	23	33	3	5	1	0	811
Barnet	51	35	52	6	70	1,534	13	61	112	3	25	9	0	1,971
Haringey	73	18	48	11	36	894	10	83	63	1	11	3	0	1,251
Enfield	39	15	41	11	33	1,195	10	66	59	8	48	8	0	1,533
Total Outer	1,068	451	660	263	819	19,153	187	1,096	1,283	128	368	137	3	25,616
Greater London	3,052	965	1,610	573	1,999	29,645	852	2,363	2,322	272	571	233	6	44,463

Table 8.2 Vehicles involved in collisions in the Greater London area in 2006 tabulated by driver age and borough

Borough	under 17 years	17 years	18 years	19 years	20 years	21 years	22-24 years	25-28 years	29-34 years	35-54 years	55-64 years	65+ years	Not known	Total
City of London	0	2	0	2	10	3	33	67	102	217	47	7	95	585
Westminster	3	4	15	11	27	32	123	271	426	928	182	66	491	2,579
Camden	6	2	10	14	16	18	66	141	183	445	93	21	278	1,293
Islington	13	6	4	9	12	15	50	109	176	382	60	27	253	1,116
Hackney	10	11	10	7	17	16	81	134	181	405	77	20	369	1,338
Tower Hamlets	8	3	11	18	14	32	98	155	244	399	56	18	366	1,422
Greenwich	20	10	20	19	26	24	82	102	161	474	100	37	273	1,348
Lewisham	13	12	19	22	16	20	88	128	183	545	91	36	356	1,529
Southwark	17	7	10	24	28	21	87	186	264	695	110	32	439	1,920
Lambeth	9	7	24	13	17	25	118	190	299	664	107	41	415	1,929
Wandsworth	16	11	14	16	21	24	81	154	237	410	71	35	286	1,376
Hammersmith and Fulham	5	6	10	15	10	9	64	103	176	384	67	32	260	1,141
Kensington and Chelsea	4	7	6	4	13	11	60	129	195	463	81	25	273	1,271
Total Inner	124	88	153	174	227	250	1,031	1,869	2,827	6,411	1,142	397	4,154	18,847
Waltham Forest	11	10	20	21	27	26	76	122	164	376	61	35	352	1,301
Redbridge	12	12	23	27	15	26	94	103	138	421	81	45	355	1,352
Havering	18	22	30	46	38	33	88	99	134	411	137	77	258	1,391
Barking and Dagenham	23	17	20	23	19	23	50	66	122	317	78	21	228	1,007
Newham	11	7	12	18	30	39	98	146	199	457	73	26	440	1,556
Bexley	19	22	28	29	27	21	58	61	100	290	87	41	236	1,019
Bromley	14	23	41	31	38	25	67	89	132	427	106	98	268	1,359
Croydon	20	25	36	45	29	38	100	162	186	609	130	61	371	1,812
Sutton	23	19	32	20	24	24	52	71	99	288	72	41	184	949
Merton	14	8	14	14	16	12	36	53	92	272	58	36	146	771
Kingston	11	6	12	12	11	6	28	49	75	158	51	30	103	552
Richmond	7	15	18	12	19	8	40	48	91	233	53	36	144	724
Hounslow	15	18	21	18	22	19	90	135	218	465	88	39	342	1,490
Hillingdon	19	22	25	34	37	26	86	142	189	468	108	62	311	1,529
Ealing	11	13	23	30	31	41	102	161	263	565	90	47	462	1,839
Brent	10	7	17	30	26	18	91	141	200	410	77	35	337	1,399
Harrow	9	12	28	18	28	19	45	54	70	276	49	34	169	811
Barnet	16	21	27	33	40	37	94	181	230	570	131	110	481	1,971
Haringey	16	8	13	21	19	15	52	106	152	400	77	27	345	1,251
Enfield	17	19	22	28	23	25	74	129	176	466	94	52	408	1,533
Total Outer	296	306	462	510	519	481	1,421	2,118	3,030	7,879	1,701	953	5,940	25,616
Greater London	420	394	615	684	746	731	2,452	3,987	5,857	14,290	2,843	1,350	10,094	44,463

Table 8.3 Vehicles involved in collisions in the Greater London area in 2006 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	38	1	0	0	0	546	585
Westminster	115	5	0	0	7	2,452	2,579
Camden	15	0	0	0	0	1,278	1,293
Islington	9	0	0	0	0	1,107	1,116
Hackney	22	2	0	0	1	1,313	1,338
Tower Hamlets	31	1	0	0	3	1,387	1,422
Greenwich	20	0	0	0	7	1,321	1,348
Lewisham	18	1	0	0	5	1,505	1,529
Southwark	22	0	0	0	3	1,895	1,920
Lambeth	29	1	0	0	4	1,895	1,929
Wandsworth	50	4	0	0	6	1,316	1,376
Hammersmith and Fulham	30	5	0	0	2	1,104	1,141
Kensington and Chelsea	40	0	0	0	1	1,230	1,271
Total Inner	439	20	0	0	39	18,349	18,847
Waltham Forest	27	5	0	0	5	1,264	1,301
Redbridge	40	6	0	0	3	1,303	1,352
Havering	52	12	0	0	10	1,317	1,391
Barking and Dagenham	23	4	0	0	4	976	1,007
Newham	25	3	1	1	1	1,525	1,556
Bexley	12	1	0	0	7	999	1,019
Bromley	41	4	0	0	13	1,301	1,359
Croydon	34	1	0	0	8	1,769	1,812
Sutton	19	2	0	0	2	926	949
Merton	28	3	0	0	4	736	771
Kingston	24	4	0	0	4	520	552
Richmond	32	1	0	0	4	687	724
Hounslow	52	6	0	0	5	1,427	1,490
Hillingdon	18	4	0	0	1	1,506	1,529
Ealing	65	3	0	0	4	1,767	1,839
Brent	18	1	0	0	0	1,380	1,399
Harrow	8	3	0	0	2	798	811
Barnet	32	5	0	0	5	1,929	1,971
Haringey	15	3	0	0	1	1,232	1,251
Enfield	22	6	0	0	4	1,501	1,533
Total Outer	587	77	1	1	87	24,863	25,616
Greater London	1,026	97	1	1	126	43,212	44,463

Table 8.4 Drivers of motor vehicles involved in collisions in the Greater London area in 2006 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	0	269	68	0	113	9	459
Westminster	10	1,099	577	1	543	70	2,300
Camden	6	384	431	1	274	26	1,122
Islington	3	264	395	2	268	23	955
Hackney	3	285	543	1	346	17	1,195
Tower Hamlets	5	454	464	0	352	31	1,306
Greenwich	10	511	420	0	328	30	1,299
Lewisham	4	562	389	0	428	45	1,428
Southwark	11	587	502	3	555	48	1,706
Lambeth	7	560	617	1	477	64	1,726
Wandsworth	5	468	353	0	346	46	1,218
Hammersmith and Fulham	8	459	206	1	305	40	1,019
Kensington and Chelsea	7	506	264	1	302	47	1,127
Total Inner	79	6,408	5,229	11	4,637	496	16,860
Waltham Forest	11	421	429	1	361	19	1,242
Redbridge	4	397	454	4	439	23	1,321
Havering	4	647	400	0	284	31	1,366
Barking and Dagenham	14	342	358	1	238	14	967
Newham	5	568	394	5	498	17	1,487
Bexley	7	476	157	0	308	41	989
Bromley	10	441	441	0	381	48	1,321
Croydon	7	655	543	0	470	58	1,733
Sutton	6	315	273	0	240	60	894
Merton	4	279	217	1	185	34	720
Kingston	4	254	95	0	121	31	505
Richmond	4	289	144	1	168	43	649
Hounslow	2	540	365	1	457	54	1,419
Hillingdon	9	528	504	1	394	35	1,471
Ealing	11	511	566	1	604	62	1,755
Brent	13	363	519	1	420	24	1,340
Harrow	5	150	404	1	196	18	774
Barnet	9	736	501	0	618	56	1,920
Haringey	5	305	415	0	430	23	1,178
Enfield	3	273	645	0	553	20	1,494
Total Outer	137	8,490	7,824	18	7,365	711	24,545
Greater London	216	14,898	13,053	29	12,002	1,207	41,405

Table 8.5 Vehicles involved in collisions in the Greater London area in 2006 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	10	26	25	24	31	55	49	58	278
Westminster	49	116	120	68	161	287	176	184	1,161
Camden	43	72	58	29	90	157	72	86	607
Islington	27	55	31	22	76	154	55	77	497
Hackney	65	81	36	26	50	192	89	56	595
Tower Hamlets	34	113	28	23	70	191	123	66	648
Greenwich	49	140	43	22	55	144	97	86	636
Lewisham	72	129	74	29	51	223	93	117	788
Southwark	69	151	96	35	99	234	132	152	968
Lambeth	63	151	73	41	85	253	115	149	930
Wandsworth	53	56	30	22	74	229	77	83	624
Hammersmith and Fulham	37	46	27	22	62	152	77	57	480
Kensington and Chelsea	60	51	38	38	78	162	67	66	560
Total Inner	631	1,187	679	401	982	2,433	1,222	1,237	8,772
Waltham Forest	74	71	33	14	61	142	99	36	530
Redbridge	70	95	42	14	48	156	109	34	568
Havering	43	123	28	10	56	153	123	32	568
Barking and Dagenham	43	71	18	11	39	104	91	35	412
Newham	44	112	36	9	62	182	167	35	647
Bexley	53	102	41	7	39	106	80	37	465
Bromley	71	113	38	21	44	225	70	65	647
Croydon	75	149	56	17	62	262	138	106	865
Sutton	32	94	29	8	27	158	71	58	477
Merton	44	24	15	9	54	137	55	36	374
Kingston	18	39	16	6	21	75	30	29	234
Richmond	44	38	20	15	24	104	53	30	328
Hounslow	44	108	35	21	78	192	153	55	686
Hillingdon	38	107	40	15	74	169	155	37	635
Ealing	90	88	41	30	72	221	153	77	772
Brent	69	84	32	25	73	157	103	68	611
Harrow	51	38	16	11	35	111	43	16	321
Barnet	74	149	44	27	87	234	162	66	843
Haringey	49	72	24	22	58	182	98	53	558
Enfield	49	96	47	18	63	173	165	52	663
Total Outer	1,075	1,773	651	310	1,077	3,243	2,118	957	11,204
Greater London	1,706	2,960	1,330	711	2,059	5,676	3,340	2,194	19,976

Table 8.5 (cont.) Vehicles involved in collisions in the Greater London area in 2006 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	13	10	16	9	251	8	585
Westminster	43	36	18	30	1,246	45	2,579
Camden	13	14	3	6	627	23	1,293
Islington	15	16	7	10	552	19	1,116
Hackney	13	12	8	13	678	19	1,338
Tower Hamlets	15	20	4	8	702	25	1,422
Greenwich	22	20	20	26	609	15	1,348
Lewisham	10	9	15	22	669	16	1,529
Southwark	33	16	14	29	837	23	1,920
Lambeth	33	21	19	17	890	19	1,929
Wandsworth	11	11	18	33	662	17	1,376
Hammersmith and Fulham	18	20	16	31	563	13	1,141
Kensington and Chelsea	20	13	16	14	624	24	1,271
Total Inner	259	218	174	248	8,910	266	18,847
Waltham Forest	9	15	12	13	690	32	1,301
Redbridge	18	19	22	31	669	25	1,352
Havering	25	27	25	29	702	15	1,391
Barking and Dagenham	18	11	12	7	535	12	1,007
Newham	28	25	17	17	783	39	1,556
Bexley	10	8	21	36	465	14	1,019
Bromley	6	3	37	35	609	22	1,359
Croydon	15	6	29	33	847	17	1,812
Sutton	3	5	6	13	431	14	949
Merton	2	7	15	18	345	10	771
Kingston	8	9	7	16	271	7	552
Richmond	12	5	12	15	345	7	724
Hounslow	20	17	24	50	679	14	1,490
Hillingdon	20	21	27	33	771	22	1,529
Ealing	25	25	26	37	926	28	1,839
Brent	18	15	27	28	691	9	1,399
Harrow	2	5	16	16	433	18	811
Barnet	18	23	41	29	983	34	1,971
Haringey	8	5	7	15	638	20	1,251
Enfield	20	16	8	21	782	23	1,533
Total Outer	285	267	391	492	12,595	382	25,616
Greater London	544	485	565	740	21,505	648	44,463

**Table 8.6: Vehicles involved in collisions in the Greater London area in 2006
tabulated by manoeuvre and vehicle type**

Note: This table is continued on the next page

Type of vehicle	Parked	Stopping	Starting	Turning round	Turning left or waiting to turn	Turning right or waiting to turn	Going ahead but held up	Going ahead overtaking	Sub-total
Pedal cycle	4	26	61	3	68	163	28	291	644
Motor cycle up to 50cc	0	28	20	4	27	55	19	167	320
Motor cycle 50 to 125cc	2	46	19	6	38	76	42	297	526
Motor cycle 125 to 500cc	1	17	6	1	16	22	20	136	219
Motor cycle over 500cc	6	70	33	4	46	62	65	436	722
Car	1,399	2,018	740	568	1,472	4,625	2,755	689	14,266
Taxi	27	55	37	46	54	109	88	19	435
Bus or coach	102	484	289	3	88	99	164	57	1,286
Goods up to 3.5 tonnes MGW	112	169	74	65	161	359	123	65	1,128
Goods 3.5 to 7.5 tonnes MGW	14	9	13	4	28	30	11	14	123
Goods over 7.5 tonnes MGW	22	30	30	4	48	46	17	14	211
Other motor vehicle	15	8	8	3	13	30	8	9	94
Other non-motor vehicle	2	0	0	0	0	0	0	0	2
Total	1,706	2,960	1,330	711	2,059	5,676	3,340	2,194	19,976

Table 8.6 (cont.) Vehicles involved in collisions in the Greater London area in 2006 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	13	33	31	57	2,273	1	3,052
Motor cycle up to 50cc	5	2	9	23	605	1	965
Motor cycle 50 to 125cc	6	8	30	22	1,016	2	1,610
Motor cycle 125 to 500cc	2	3	7	11	330	1	573
Motor cycle over 500cc	9	11	33	39	1,182	3	1,999
Car	358	316	391	483	13,333	498	29,645
Taxi	15	12	10	17	351	12	852
Bus or coach	19	13	20	31	991	3	2,363
Goods up to 3.5 tonnes MGW	52	43	21	30	946	102	2,322
Goods 3.5 to 7.5 tonnes MGW	15	6	4	8	108	8	272
Goods over 7.5 tonnes MGW	47	33	5	16	246	13	571
Other motor vehicle	3	5	4	3	120	4	233
Other non-motor vehicle	0	0	0	0	4	0	6
Total	544	485	565	740	21,505	648	44,463

Figure 8.7: Age profile of motor vehicle drivers involved in collisions in Greater London 2006

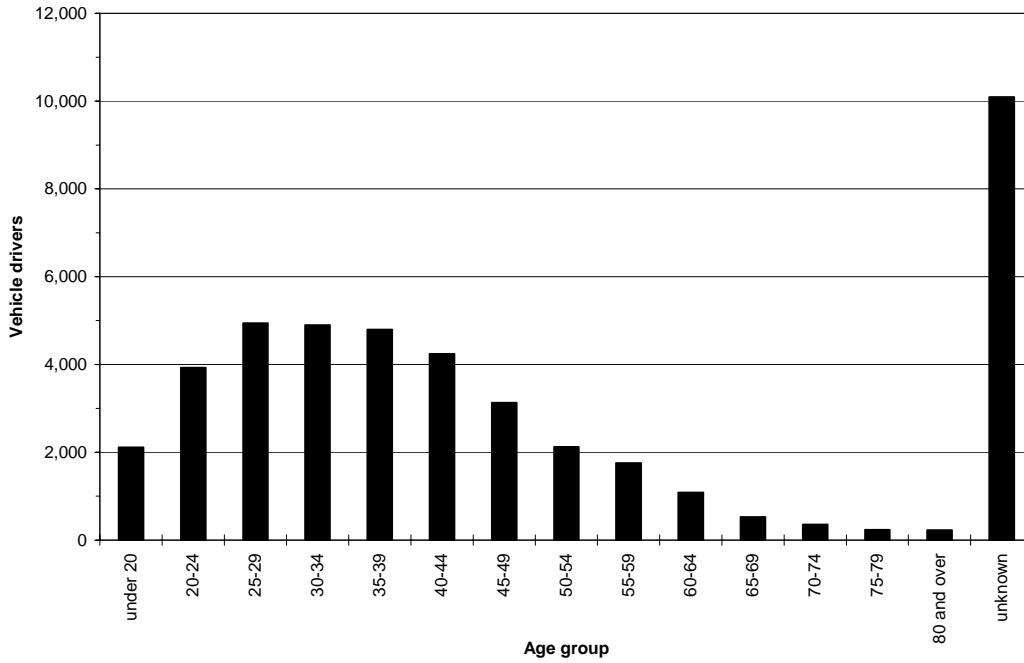


Figure 8.8: Positive breath tests for drivers involved in collisions in Greater London 2006

