



## Fact sheet

### London Road Safety Unit Quarterly summary - Year 2002 April 2003

## Accidents and casualties in Greater London 2002

This fact sheet provides a summary and preliminary analysis of personal injury road traffic accidents and casualties that occurred within the Greater London area during 2002. Some comparisons are made with the same period in 2001 and the 1994 to 1998 average casualty figures (i.e. the base period for the casualty reduction targets towards the year 2010).

More detailed information will be available in two forthcoming reports *Towards the year 2010: monitoring casualties in Greater London* and *Accidents and casualties on London's roads 2002*, to be published later in the year.

Data are for personal injury road traffic accidents occurring on the public highway and reported to the police, in accordance with the *Stats 19* national reporting system.

### Accidents

33,895 road traffic accidents involving personal injury were reported to the Metropolitan and City Police within Greater London during 2002. This is an 8% decrease compared with 2001.

### Casualties

Table 1 shows that these 33,895 accidents resulted in 41,379 casualties. Of these 280 were killed, 5,370 were seriously injured and 35,729 were slightly injured.

Fatalities have decreased by 6% from 299 to 280 compared with 2001. Serious injuries decreased by 7% and slight injuries decreased by 7%. Overall, casualties in 2002 have shown a decrease of 7% compared with 2001.

Table 1: Casualties in Greater London 2002 - mode of travel by severity (and percentage change over 2001)

Mode of travel	Severity of casualty in 2002 and percentage change over 2001						Total		% of total in 2002
	Fatal		Serious		Slight				
Pedestrian	107	(-16%)	1,539	(-8%)	5,811	(-8%)	7,457	(-8.4%)	18.0%
Pedal cyclist	20	(-5%)	394	(-11%)	2,648	(-7%)	3,062	(-7.8%)	7.4%
Powered two wheeler	67	(-6%)	1,157	(-5%)	5,819	(-12%)	7,043	(-11.1%)	17.0%
Car	76	(21%)	1,904	(-8%)	17,950	(-5%)	19,930	(-5.5%)	48.2%
Taxi	0	(0%)	31	(0%)	350	(-3%)	381	(-2.8%)	0.9%
Bus or coach	7	(17%)	213	(-17%)	2,039	(-7%)	2,259	(-7.9%)	5.5%
Goods vehicle	3	(-25%)	104	(16%)	845	(-5%)	952	(-3.0%)	2.3%
Other vehicle	0	(-100%)	28	(4%)	267	(73%)	295	(57.8%)	0.7%
<b>Total</b>	<b>280</b>	<b>(-6%)</b>	<b>5,370</b>	<b>(-7%)</b>	<b>35,729</b>	<b>(-7%)</b>	<b>41,379</b>	<b>(-7.0%)</b>	<b>100.0%</b>
<b>% of total in 2002</b>	<b>0.7%</b>		<b>13.0%</b>		<b>86.3%</b>		<b>100.0%</b>		

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

Casualties in 12 months ending December 2002 compared with the 1994-98 average and 12 months ending December 2001.

Severity	User group	Casualty numbers			Percentage change in 12 months ending Dec 2002 over	
		1994-1998 average	12 months ending Dec 2001	12 months ending Dec 2002	12 months ending Dec 2001	1994-1998 average
<b>Fatal</b>	Pedestrians	136.0	128	107	-16%	-21%
	Pedal cyclists	14.8	21	20	-5%	35%
	Powered 2 wheeler	33.6	71	67	-6%	99%
	Car occupants	55.4	63	76	21%	37%
	Bus or coach occupants	3.0	6	7	17%	133%
	Other vehicle occupants	6.0	10	3	-70%	-50%
	<b>Total</b>	<b>248.8</b>	<b>299</b>	<b>280</b>	<b>-6%</b>	<b>13%</b>
<b>Fatal &amp; serious</b>	Pedestrians	2,136.6	1,804	1,646	-9%	-23%
	Pedal cyclists	566.8	465	414	-11%	-27%
	Powered 2 wheeler	932.8	1,286	1,224	-5%	31%
	Car occupants	2,568.8	2,126	1,980	-7%	-23%
	Bus or coach occupants	256.4	262	220	-16%	-14%
	Other vehicle occupants	223.0	158	166	5%	-26%
	<b>Total</b>	<b>6,684.4</b>	<b>6,101</b>	<b>5,650</b>	<b>-7%</b>	<b>-15%</b>
	<b>Children (under 16yrs)</b>	<b>935.4</b>	<b>717</b>	<b>614</b>	<b>-14%</b>	<b>-34%</b>
<b>Slight*</b>	Pedestrians	7,155.2	6,339	5,811	-8%	-19%
	Pedal cyclists	3,845.6	2,857	2,648	-7%	-31%
	Powered 2 wheeler	5,139.4	6,634	5,819	-12%	13%
	Car occupants	19,314.0	18,969	17,950	-5%	-7%
	Bus or coach occupants	2,017.4	2,192	2,039	-7%	1%
	Other vehicle occupants	1,525.2	1,402	1,462	4%	-4%
	<b>Total</b>	<b>38,996.8</b>	<b>38,393</b>	<b>35,729</b>	<b>-7%</b>	<b>-8%</b>
<b>All casualties</b>	Pedestrians	9,291.8	8,143	7,457	-8%	-20%
	Pedal cyclists	4,412.4	3,322	3,062	-8%	-31%
	Powered 2 wheeler	6,072.2	7,920	7,043	-11%	16%
	Car occupants	21,882.8	21,095	19,930	-6%	-9%
	Bus or coach occupants	2,273.8	2,454	2,259	-8%	-1%
	Other vehicle occupants	1,748.2	1,560	1,628	4%	-7%
	<b>Total</b>	<b>45,681.2</b>	<b>44,494</b>	<b>41,379</b>	<b>-7%</b>	<b>-9%</b>

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

\* The government's target is for 10% reduction in the slight casualty rate per 100 million vehicle kilometres

Until guidance is received from DfT on how this should be measured, slight casualties

are shown as casualty numbers rather than a casualty rate.

## Casualty reduction targets - progress towards the year 2010

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

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

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

Table 2 presents monitoring of progress towards these new targets for the 12 months ending December 2002, and highlights national and London casualty target categories.

With regard to the national casualty target categories:

- Following a 7% decrease in the 12 months ending December 2002, all fatal or seriously injured casualties were 15% below the 1994-98 average
- After a 14% decrease in the 12 months ending December 2002, all child fatal or seriously injured casualties were 34% below the 1994-98 average
- After a 7% decrease in the 12 months ending December 2002, slight casualties were 8% below the 1994-98 average.

Casualty target categories for London, also included in Table 2, show that:

- After a 9% decrease in the 12 months ending December 2002, pedestrians

killed or seriously injured were 23% below the 1994-1998 average

- Following an 11% decrease in the 12 months ending December 2002, pedal cyclists killed or seriously injured were 27% below the 1994-98 average
- After a 5% decrease in the 12 months ending December 2002, powered two wheeler riders are now 31% above the 1994-98 average.

It is also important to note that in the 12 months ending December 2002:

- Despite the overall decrease in fatalities in 2002, they were still 13% above the 1994-98 average.
- In terms of overall casualties, there was a 9% reduction in comparison with the 1994-98 average.

While these reductions during 2002 are encouraging, accident and casualty figures do show considerable variation from year to year, and there is still a considerable amount to be done in order to achieve the targets

## Casualties in London in 2002

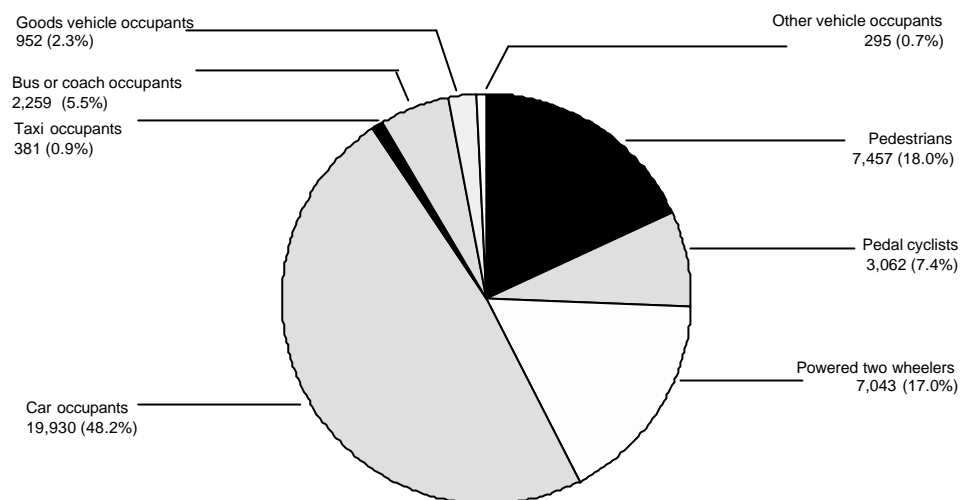
### Casualty class

Table 1 and Figures 1 and 2 illustrate the vulnerability of pedestrians to serious injury and death in 2002. Pedestrians accounted for 38% of all fatalities and 29% of all serious injuries, compared with only 18% of all casualties. Car occupants accounted for 48% of all casualties, 35% of all serious injuries and 27% of all fatalities. Riders / passengers of powered two wheelers and pedal cyclists accounted for 17% and 7% of all casualties, and 24% and 7% of all fatalities respectively. Bus or coach occupants accounted for 6% of all casualties, and goods vehicle occupants for 2%. Taxi occupant casualties accounted for 1% of all casualties.

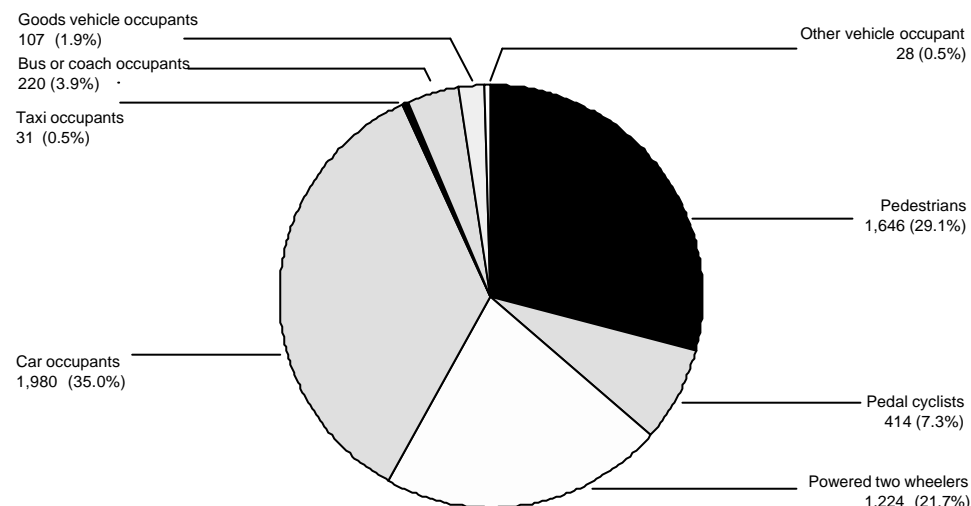
For the main road user groups, comparing 2002 with 2001:

- **Pedestrian** casualties in 2002 have shown an overall decrease of 8%. Pedestrian fatalities reduced by 16% to 107. Serious and slight injuries both decreased by 8%.

**Fig. 1: Total casualties by mode of travel in Greater London, 2002**



**Fig. 2: Killed or seriously injured casualties by mode of travel in Greater London, 2002**



**Table 3: Casualties in Greater London 2002 - casualty class by associated vehicle and percentage change over 2001**

Vehicle type	Casualty class in 2002 and percentage change over 2001						
	Driver/rider		Passenger		Pedestrian		Total
Pedal cycle	3,047	(-8%)	15	(-21%)	43	(-34%)	<b>3,105</b> <b>(-8.3%)</b>
Powered two wheeler	6,706	(-11%)	337	(-2%)	774	(-13%)	<b>7,817</b> <b>(-11.3%)</b>
Car	13,184	(-5%)	6,746	(-6%)	5,350	(-6%)	<b>25,280</b> <b>(-5.6%)</b>
Taxi	200	(-1%)	181	(-5%)	170	(-26%)	<b>551</b> <b>(-11.3%)</b>
Bus or coach	143	(-10%)	2,116	(-8%)	502	(-11%)	<b>2,761</b> <b>(-8.4%)</b>
Goods vehicle	716	(-3%)	236	(-4%)	550	(-14%)	<b>1,502</b> <b>(-7.4%)</b>
Other vehicle	153	(55%)	142	(61%)	68	(19%)	<b>363</b> <b>(48.8%)</b>
<b>Total</b>	<b>24,149</b>	<b>(-7%)</b>	<b>9,773</b>	<b>(-6%)</b>	<b>7,457</b>	<b>(-8%)</b>	<b>41,379</b> <b>(-7.0%)</b>
<b>% of total in 2002</b>	<b>58.4%</b>		<b>23.6%</b>		<b>18.0%</b>		<b>100.0%</b>

- **Pedal cyclist** casualties decreased by 8%, with the number of fatalities decreasing by 5% from 21 to 20; serious injuries decreased by 11% and slight injuries decreased by 7%.
- **Powered two wheeler** casualties have shown a decrease of 11%. Fatalities decreased from 71 to 67, serious injuries decreased by 5% and slight injuries by 12%.
- **Car occupant** casualties, by far the largest casualty category, showed an overall decrease of 6%. However, fatalities increased by 21% from 63 to 76; serious injuries decreased by 8% whilst slight injuries decreased by 5%.
- Although comparatively small in number, **taxi occupant** casualties decreased by 3% from 392 to 381, **goods vehicle occupant** casualties decreased by 3% from 981 to 952, and **bus or coach occupant** casualties fell by 8% from 2,454 to 2,259.

### Casualty class and associated vehicle

Table 3 shows the casualty class and type of vehicle directly associated with each casualty during 2002 compared with 2001. For driver/riders and passengers, this is the vehicle the casualty was driving/riding or travelling in at the time of the accident. For pedestrians, it is the vehicle they were injured by.

### Gender of casualty

In 2002 males accounted for about 62% and females for 38% of casualties. Table 4 shows considerable variation in the proportion of male and female casualties for different modes of travel. Females accounted for 66% of bus or coach occupant casualties and 47% of car occupant casualties. Males accounted for 90% of powered two wheeler casualties, 79% of pedal cyclist casualties, 53% of car occupant casualties and 57% of pedestrian casualties. Analysis of car occupants shows that males accounted for 59% of car driver casualties, whilst females made up 58% of car passenger casualties.

### Casualty age groups

Table 4 shows a wide variation in casualties according to age group for each mode of travel. This indicates that accessibility and choice of mode are affected by the age and gender of the road user. The age was known for 94% of all casualties in 2002.

For child casualties (aged under 16 years), 49% were pedestrians, 31% were car occupants and 11% were pedal cyclists. Table 5 also shows that in 2002 there were 20 children killed, 594 seriously injured and 3,121 slightly injured.

For young adults (16 to 24 years), 53% were car occupants, 15% were pedestrians, 23% were powered two wheeler riders or passengers and 5% were pedal cyclists.

Table 4: Casualties in Greater London 2002 - mode of travel by age group and gender

Mode of travel	Age group					Gender		Total
	0-15	16-24	25-59	60+	Unknown	Male	Female	
Pedestrian	1,836	1,265	2,991	924	441	4,275	3,182	<b>7,457</b>
Pedal cyclist	395	433	1,941	105	188	2,422	640	<b>3,062</b>
Powered two wheeler	94	1,914	4,700	79	256	6,373	670	<b>7,043</b>
Car	1,173	4,488	11,625	1,353	1,291	10,544	9,386	<b>19,930</b>
Taxi	10	21	258	48	44	271	110	<b>381</b>
Bus or coach	176	163	807	821	292	765	1,494	<b>2,259</b>
Goods vehicle	23	141	699	43	46	853	99	<b>952</b>
Other vehicle	28	28	152	34	53	207	88	<b>295</b>
<b>Total</b>	<b>3,735</b>	<b>8,453</b>	<b>23,173</b>	<b>3,407</b>	<b>2,611</b>	<b>25,710</b>	<b>15,669</b>	<b>41,379</b>
<b>% of total</b>	<b>9.0%</b>	<b>20.4%</b>	<b>56.0%</b>	<b>8.2%</b>	<b>6.3%</b>	<b>62.1%</b>	<b>37.9%</b>	<b>100.0%</b>

**Table 5: Child casualties in Greater London 2002 - mode of travel by severity and percentage change over 2001**

Mode of travel	Severity of casualty in 2002 and percentage change over 2001						% of total in 2002		
	Fatal		Serious		Slight			Total	
Pedestrian	10	(-29%)	387	(-17%)	1,439	(-21%)	1,836	(-20.5%)	49.2%
Pedal cyclist	4	(0%)	47	(-19%)	344	(-5%)	395	(-6.6%)	10.6%
Powered two wheeler	1	(0%)	17	(-11%)	76	(10%)	94	(5.6%)	2.5%
Car	4	(300%)	121	(-4%)	1,048	(-8%)	1,173	(-7.1%)	31.4%
Taxi	0	(0%)	2	(n/a)	8	(0%)	10	(25.0%)	0.3%
Bus or coach	1	(0%)	15	(-25%)	160	(-15%)	176	(-16.2%)	4.7%
Goods vehicle	0	(0%)	2	(n/a)	21	(24%)	23	(35.3%)	0.6%
Other vehicle	0	(0%)	3	(-25%)	25	(213%)	28	(133.3%)	0.7%
<b>Total</b>	<b>20</b>	<b>(-5%)</b>	<b>594</b>	<b>(-15%)</b>	<b>3,121</b>	<b>(-14%)</b>	<b>3,735</b>	<b>(-13.7%)</b>	<b>100.0%</b>
<b>% of total in 2002</b>	<b>0.5%</b>		<b>15.9%</b>		<b>83.6%</b>		<b>100.0%</b>		

For adults (25 to 59 years), 50% were car occupants, 20% were powered two wheeler riders or passengers, 13% were pedestrians and 8% were pedal cyclists.

For older road users (60 years and over), the largest groups were car occupants (40%), pedestrians (27%) and bus or coach occupants (24%).

### Casualty variation throughout London

Table 5 shows the number of casualties in each of the main road user groups for each of the London boroughs. The percentage change between 2002 figures compared to 2001 is also shown.

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

Total casualties showed decreases of 10% in inner London and 5% in outer London. Pedestrian casualties showed decreases of 10% in inner London and 6% in outer London. Pedal cyclist casualties showed decreases of 7% and 9% in inner and outer London respectively. Powered two wheeler casualties showed decreases of 14% in inner London and 8% in outer London. Car occupant casualties decreased by 8% in inner London and by 5% in outer London.

## Accidents in London in 2002

### Month of accidents

Figure 3 shows the month in which accidents occurred and the changes between 2001 and 2002. It shows that there were decreases in each month of between 2% and 16%, with the exception of September when a 1% increase was noted.

### Road surface conditions

Considering the road surface conditions at the time of accidents, several notable changes were evident in 2002 compared with 2001.

Although the numbers were relatively small, in 2002 the number of accidents on a road covered with snow, frost or ice reduced by 62%.

In terms of accident numbers, those occurring on a dry road surface decreased by 16%, whilst those on a wet surface decreased overall by 3%. However Figure 4 shows substantial variation in wet road accidents from month to month, which will be associated with prolonged periods of wet weather. Of particular note are the large percentage increases in wet road accidents in May, June, July, November and December.

Overall in 2002, 80% of accidents occurred on a dry road surface, 19% on a wet road, and less than 1% occurred on a road covered with snow, frost or ice.

Corresponding percentages in 2001 were 79% and 21% respectively. In addition, during 2002, 37 accidents occurred on a surface with oil/diesel and seven with mud, the sum of which comprises about 0.1% of the overall total.

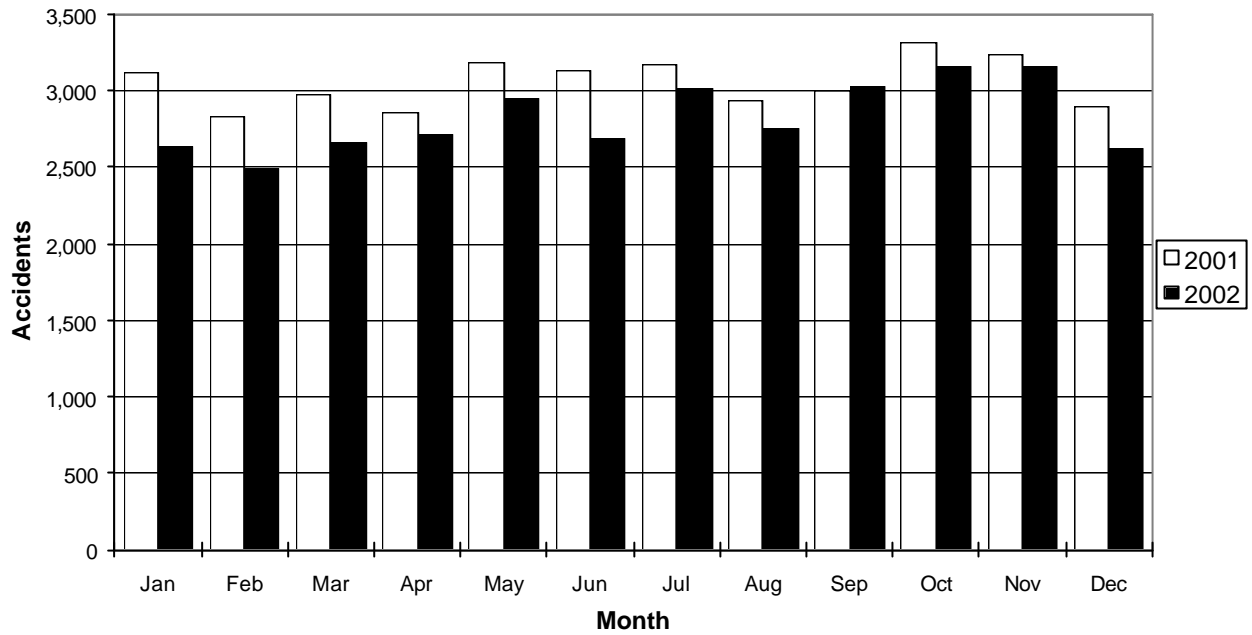
## Lighting conditions

During 2002, the proportion of all accidents occurring in dark conditions was 31%, almost identical to 2001. The number of accidents occurring in light conditions decreased by 8% compared with 2001, whereas those occurring in dark conditions also decreased by 6%.

**Table 5: Casualties in Greater London 2002 by borough and percentage change over 2001 figures**

Borough	Total casualties		Pedestrians		Pedal cyclists		Powered two wheelers		Car occupants		Total vehicle occupants	
City of London	425	(-8.2%)	115	(-8.7%)	77	(6.9%)	106	(-13.8%)	76	(-11.6%)	310	(-8.0%)
Westminster	2,464	(-10.0%)	650	(-15.1%)	264	(-4.0%)	496	(-21.5%)	567	(-8.5%)	1,814	(-8.0%)
Camden	1,404	(-15.4%)	365	(-9.0%)	169	(-10.6%)	314	(-28.3%)	414	(-9.6%)	1,039	(-17.4%)
Islington	1,255	(-9.8%)	309	(-0.6%)	186	(-1.6%)	304	(-12.4%)	325	(-15.8%)	946	(-12.4%)
Hackney	1,200	(-17.9%)	252	(-18.4%)	123	(-8.2%)	185	(-29.1%)	522	(-14.7%)	948	(-17.8%)
Tower Hamlets	1,094	(-22.2%)	217	(-16.9%)	89	(-9.2%)	275	(-17.7%)	421	(-29.5%)	877	(-23.5%)
Greenwich	1,310	(-8.1%)	213	(0.9%)	49	(-30.0%)	222	(-2.6%)	698	(-8.9%)	1,097	(-9.7%)
Lewisham	1,440	(-6.9%)	275	(3.4%)	75	(-23.5%)	278	(-11.5%)	662	(-7.0%)	1,165	(-9.1%)
Southwark	1,695	(-5.5%)	306	(-14.5%)	200	(4.2%)	377	(-9.6%)	608	(-2.4%)	1,389	(-3.2%)
Lambeth	1,912	(-0.8%)	364	(-9.2%)	193	(-12.7%)	480	(-1.2%)	688	(7.8%)	1,548	(1.4%)
Wandsworth	1,409	(-1.3%)	267	(-8.6%)	171	(6.2%)	378	(-5.3%)	483	(13.6%)	1,142	(0.6%)
Hammersmith & Fulham	906	(-11.7%)	201	(-6.9%)	130	(-11.0%)	239	(-14.6%)	262	(-12.7%)	705	(-13.0%)
Kensington & Chelsea	895	(-8.6%)	204	(-19.7%)	115	(-13.5%)	246	(-6.5%)	240	(-2.4%)	691	(-4.7%)
<b>Total Inner London</b>	<b>17,409</b>	<b>(-9.5%)</b>	<b>3,738</b>	<b>(-10.4%)</b>	<b>1,841</b>	<b>(-6.9%)</b>	<b>3,900</b>	<b>(-13.8%)</b>	<b>5,966</b>	<b>(-7.8%)</b>	<b>13,671</b>	<b>(-9.3%)</b>
Waltham Forest	1,079	(-4.0%)	198	(-7.9%)	60	(9.1%)	134	(-9.5%)	605	(-1.9%)	881	(-3.1%)
Redbridge	1,327	(-14.7%)	168	(-6.7%)	40	(-39.4%)	163	(-7.4%)	868	(-15.3%)	1,159	(-15.8%)
Havering	1,187	(-8.5%)	125	(-24.7%)	38	(15.2%)	137	(16.1%)	761	(-12.8%)	1,062	(-6.1%)
Barking & Dagenham	773	(-13.2%)	122	(-3.9%)	38	(-9.5%)	94	(-13.0%)	446	(-17.1%)	651	(-14.8%)
Newham	1,196	(-13.1%)	258	(-6.2%)	65	(-21.7%)	119	(-17.9%)	659	(-14.2%)	938	(-14.8%)
Bexley	976	(8.6%)	132	(-13.2%)	37	(-15.9%)	127	(1.6%)	574	(14.1%)	844	(13.0%)
Bromley	1,383	(10.2%)	203	(6.3%)	58	(13.7%)	185	(-5.1%)	791	(9.4%)	1,180	(10.9%)
Croydon	1,569	(-5.3%)	267	(-13.9%)	64	(-12.3%)	257	(-3.0%)	841	(-6.9%)	1,302	(-3.3%)
Sutton	664	(-19.2%)	84	(-16.0%)	51	(-5.6%)	132	(-19.0%)	345	(-24.7%)	580	(-19.7%)
Merton	812	(3.4%)	108	(-25.5%)	69	(7.8%)	170	(-0.6%)	394	(19.4%)	704	(10.0%)
Kingston	551	(-3.8%)	98	(-2.0%)	45	(-19.6%)	100	(4.2%)	268	(-5.6%)	453	(-4.2%)
Richmond	703	(-9.9%)	117	(0.0%)	78	(-11.4%)	157	(-12.3%)	302	(-9.6%)	586	(-11.6%)
Hounslow	1,375	(-10.1%)	165	(-11.8%)	87	(-25.0%)	201	(3.6%)	833	(-10.0%)	1,210	(-9.9%)
Hillingdon	1,493	(-5.8%)	172	(1.8%)	62	(-23.5%)	137	(0.7%)	1,048	(-5.1%)	1,321	(-6.7%)
Ealing	1,847	(-4.7%)	312	(1.0%)	109	(-18.7%)	222	(-25.3%)	1,068	(1.4%)	1,535	(-5.8%)
Brent	1,454	(-3.8%)	284	(6.0%)	74	(17.5%)	193	(-3.5%)	803	(-4.9%)	1,170	(-5.9%)
Harrow	711	(-11.1%)	101	(-30.8%)	33	(-19.5%)	76	(7.0%)	463	(-5.7%)	610	(-6.7%)
Barnet	1,850	(1.6%)	262	(-6.8%)	61	(-11.6%)	238	(0.0%)	1,130	(4.3%)	1,588	(3.2%)
Haringey	1,212	(-10.8%)	304	(-1.3%)	78	(8.3%)	158	(-21.0%)	573	(-13.4%)	908	(-13.5%)
Enfield	1,808	(6.9%)	239	(6.2%)	74	(25.4%)	143	(-17.3%)	1,192	(7.7%)	1,569	(7.0%)
<b>Total Outer London</b>	<b>23,970</b>	<b>(-5.1%)</b>	<b>3,719</b>	<b>(-6.3%)</b>	<b>1,221</b>	<b>(-9.2%)</b>	<b>3,143</b>	<b>(-7.5%)</b>	<b>13,964</b>	<b>(-4.5%)</b>	<b>20,251</b>	<b>(-4.8%)</b>
<b>Greater London</b>	<b>41,379</b>	<b>(-7.0%)</b>	<b>7,457</b>	<b>(-8.4%)</b>	<b>3,062</b>	<b>(-7.8%)</b>	<b>7,043</b>	<b>(-11.1%)</b>	<b>19,930</b>	<b>(-5.5%)</b>	<b>33,922</b>	<b>(-6.7%)</b>

**Fig. 3: Accidents in Greater London by month, 2001 and 2002**



**Fig. 4: Accidents on a wet road surface in Greater London by month, 2001 and 2002**

