Collisions and casualties on London's roads 2007

October 2008

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 2007 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 2007 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 2007, 23,210 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 6.4% over the 24,810 collisions recorded during 2006. These resulted in 28,361 casualties, a decrease of 4.9% compared with the 29,810 recorded in 2006. These decreases are somewhat larger than the figures for Great Britain as a whole, where collisions decreased by 3.7% and casualties by 4.1%[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. 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 was to be applied in London to:

- pedestrians
- pedal cyclists
- powered two wheelers

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 2007:

- slight casualties were 37% below the 1994-98 average, following a decrease of 5% to 24,577 in 2007. 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 43% below the 1994-98 average, following a 4% decrease to 3,784 in 2007
- child fatal or serious casualties were 65% below the 1994-98 average, following a decrease of 16% to 331 in 2007.

Considering the additional casualty reduction targets for London:
- pedestrian fatal or serious casualties were 40% below the 1994-98 average, after a decrease of 1% to 1,292 in 2007
- pedal cyclist fatal or serious casualties were 19% below the 1994-98 average, following an 18% increase to 461 in 2007
- powered two wheeler user fatal or serious casualties were 12% below the 1994-98 average, after a 3% decrease to 819 in 2007.

(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 2007:
- fatal or serious casualties in Great Britain had fallen 36% compared with London's fall of 43%
- child fatal or serious casualties in Great Britain had fallen by 55% compared with London's fall of 65%
- slight casualties in Great Britain had fallen by 30% (provisional estimate) compared with London's fall of 37% [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 8 of which was published in August 2008 by TfL.

The trend in total casualties in Greater

Table 1a Summary of changes in casualties for London casualty reduction target categories by year 2007

Category		Casualties			% change by 2007 compared with	
	Target by 2010 (%)	1994-98 average	2006	2007	2006	1994-98 average
Fatal and serious casualties						
Total	-50%	6,684	3,946	3,784	-4%	-43%
Pedestrians	-50%	2,137	1,303	1,292	-1%	-40%
Pedal cyclists	-50%	567	392	461	18%	-19%
Powered two-wheelers	-40%	933	848	819	-3%	-12%
Children	-60%	935	392	331	-16%	-65%
Slight casualties						
Total	-25%	38,997	25,864	24,577	-5%	-37%

London over the past ten years was generally flat until 2000 but in the subsequent seven years there has been a noticeable decline (see figure 2.2, p.53). 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 2007 is estimated to be almost £1.9 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 2007, collisions and casualties in Greater London accounted for 13% and 11% respectively of those in Great Britain as a whole[1].

The collisions and casualties occurred against a background in which total distance travelled by motor vehicles in Greater London on all roads increased by 5% in the ten years to 2006, from 31.5 to 33.0 billion vehicle kilometres. However over the latest seven 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 2006 suggests that the total distance travelled by motor vehicles increased by 15%[2].

In Section 2, Table 2a shows a summary of casualties by severity and mode of travel for 2007. Table 2b shows a summary of casualties in 2007 for each borough for each of the main modes of travel together with the percentage change in casualties compared with 2006. Table 2c shows casualties in 2007 according to severity and casualty class. Table 2d shows casualties in 2007 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 22nd 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 2007 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, was 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 was 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 study[3] by Transport Research Laboratory Ltd (TRL), which was completed in November 2002. This matched hospital collision and emergency department records of people injured on the roads around three representative hospitals, one each in outer, inner and central London, with police *Stats 19* records of reported personal injury collisions. The report provided a best estimate of the reporting rate of 70%.

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 28,361 casualties reported to the police during 2007 it can be estimated that there may have been about 41,000 people injured on the roads in London in 2007.

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 Selected announcements in 2007

During 2007 there were several announcements from the DfT and other sources regarding issues relating to road safety.

January

- The Transport Secretary announced tougher new penalties for motorists using hand-held mobile phones while driving. From February 27 the fixed penalty would include the award of three penalty points and the fine would double to £60.
- The DfT published Fact sheets on Cycling and Walking (levels of activity and public attitudes to them), and Health related travel, focussing on the travel patterns of people whose health problems affect their personal mobility.

February

- The DfT issued new guidance on the deployment of speed and red light enforcement cameras in England and Wales replacing the guidance that ceased to apply when the safety camera partnership scheme ends in March. The

new circular advises that the DfT expects road safety partnerships to continue to ensure that cameras are well signed and conspicuous.

- The DfT published three reports from a research project intended to provide an understanding of trends in the circumstances of fatal collisions.
- The DfT published its Second Review of the Government's Road Safety Strategy, a report detailing the progress made towards achieving the casualty reduction targets for 2010.
- The DfT published its Child Road Safety Strategy 2007, setting out the Department's intentions for improving road safety for children to help meet the 2010 casualty reduction targets.

March

- The Road Safety Minister announced a new THINK! road safety campaign to tackle stress and distractions among the UK's three million 'white van men' with the aim of reducing road deaths and casualties.
- The Transport Minister announced the new Manual for Streets giving guidance on street design that aims to breathe new life into communities by creating safe and sustainable environments for residents. The guidance represents the biggest rethink on the design of residential streets for 30 years, and emphasises the need to design street environments that are attractive places and not just areas for vehicle movement. The manual is a joint project of the DfT and the Department for Communities and Local Government.
- The DfT published a new Traffic Advisory Leaflet (2/07) recommending that local authorities should adopt a flexible 'case by case' assessment of allowing motorcycles to use bus lanes. Authorities wanting to allow motorcyclists to use a particular bus lane would still need to apply to the Secretary of State for authorisation to erect the necessary signs.

April

- The DfT published guidance on the appraisal of walking and cycling schemes setting out a methodology for placing monetary values on the benefits of increased walking and cycling. The guide also provides advice on how to estimate the demand for new walking and cycling facilities.
- The Transport Minister in a Parliamentary answer reported that the number of motor vehicle collisions involving uninsured drivers in Great Britain fell by 14.5% from 28,518 in 2004 to 24,367 in 2005. The number involving drivers who could not be traced rose slightly (by 1.1%) in the same period to 13,221.

May

- The DfT announced that the Government was seeking a review of the European regulations for quadricycles after initial tests of their safety performance, following their growth in popularity as a more environmentally friendly alternative to cars.
- The Road Safety Minister announced that twenty-five local highway authorities in England and their road safety partners would share the first award of a new £4 million Road Safety Partnership Grant. The funding would support a range of

projects including motor cycle audits, child pedestrian training, cycling safety and seatbelt compliance.
- The DfT published a report indicating that it was adding questions on people's experience of road accidents to the National Travel Survey. It commented that it hoped to use the data to better understand the level of accident reporting in the police's STATS19 accident records.

June
- The DfT proposed further changes to the cycling rules in the current revision of the Highway Code, in order to clarify advice on the use of cycle facilities and cycle lanes, following representations from cycling interests.
- The DfT announced that new research indicated that vehicles fitted with Electronic Stability Control (ESC) are 25% less likely to be involved in a fatal accident than those without it. If every vehicle on the road were fitted with ESC this would equate to approximately 380 fewer fatal accidents each year. ESC is a computer controlled technology which automatically controls the vehicle by comparing the driver's steering and braking actions to what is actually happening. The research suggests that it is especially effective in helping to prevent crashes that involve skidding or overturning.
- A report by the European Transport Safety Council indicated that the UK had lost its long-standing lead in improving road safety. The report contrasted a 7% reduction in UK road deaths between 2001 and 2005 with around 25% in Sweden and the Netherlands and 35% in France. It also identified a rise in drink-driving deaths as the main reason that the rate of reduction in UK road deaths was now 'slower than in other top performing countries'.
- It was announced that the Transport Minister and the Home Office Minister had written to Chief Police Officers urging them to give more priority to traffic policing.
- The DfT published changes to the Traffic Signs Regulations and General Directions to take account of changed rules for the signing of safety cameras.

July
- The DfT announced a £7.5 million package of Government funding to help boost sustainable travel to school for a further two years. The project is based around the development of school travel plans which set out how individual schools will encourage more sustainable travel, namely walking, cycling and using public transport, and reducing car use.
- The Transport Secretary launched a new £3 million anti drink-drive campaign. Responding to concerns that young men are more likely to be involved in a drink-drive accident than other groups the new THINK! campaign aimed to speak directly to them and on their terms.
- The Road Safety Minister indicated in a Parliamentary answer that the number of adult male cyclists wearing helmets increased from 15.5% to 28.7% between 1994 and 2004. For adult female cyclists there was an increase from 17.0% to 29.7% over the same period.

August
- A four year £30 million programme by a consortium led by Sustrans to encourage

people in England to take up walking and cycling as part of their everyday lifestyles was launched using national lottery funding. The members of the Active Travel Consortium include the London Cycling Campaign.

September

- The Transport Secretary announced additional funding of £1.2 million for the SAFED scheme aimed at training van drivers in safer and greener driving techniques. The scheme consists of a one-day training course teaching drivers techniques such as better use of gears and brakes, and better road awareness.
- The Road Safety Minister launched the first revision of the Highway Code in eight years. A new Safety Code for Novice Drivers has been added to help motorists deal with their first few months behind the wheel, offering practical advice including: 'If you are driving with passengers, you are responsible for their safety. Don't let them distract you or encourage you to take risks' and 'Never show off or try to compete with other drivers, particularly if they are driving badly'.

October

- The Transport Secretary announced that an extra £2 million was being dedicated to the Government's ongoing drive to enforce road safety law for hauliers, focusing particularly on those undertaking international journeys. It would be funded from new measures which would allow inspectors from the Vehicle Operator and Service Agency and the Police to collect on-the-spot penalties from drivers suspected of an offence without a valid British address.
- The DfT launched a THINK! Rural Speed Campaign, warning drivers not to go faster than conditions allow. The Department pointed out that you are three times more likely to be killed on a rural road than an urban one whilst in a car, and that there is often only one car involved in rural accidents.
- The Road Safety Minister launched a new THINK! road safety campaign called Copy Cat, targeting parents for the first time. The campaign reminds parents that kids copy their behaviour and educates them about the dangers that children face on the road.
- The Road Safety Minister launched a THINK! Be Safe Be Seen road safety campaign reminding parents and children to wear bright or fluorescent materials by day and bright or reflective materials at night, whether walking or cycling.

November

- The Road Safety Minister launched a pioneering new Government motorcycle helmet safety rating scheme. Helmets will be rated from one to five stars, using an independent rating known as SHARP, based on how much protection it offers in an impact. It is anticipated that the new rating system could save the lives of 50 riders a year.
- The DfT launched the Christmas drink-drive THINK! campaign, including new internet and radio adverts. The Government and Police joined forces to urge anyone hitting the party scene to leave their car keys at home, and to remind drivers, and young men in particular, just how badly getting behind the wheel after a few drinks can affect

their lives.

Research Laboratory Ltd, 2002

December

- The DfT announced that the Government was considering plans to replace the current three penalty point regime for speeding offences with a range of fixed penalties, doubling the number of points for exceeding speed limits by a wide margin but reducing them for lower level infringements. The plans could mean drivers being banned after being caught speeding twice.
- A pilot of a new signage system to help pedestrians find their way around London was launched in the Bond Street area. The trial was developed by Transport for London, Westminster City Council and the New West End Company that promotes retailing in London's West End.
- The first results of a new star rating system for the UK's motorways and A roads were published with the aim of helping public authorities prioritise safety expenditure. The project, co-funded by the Highways Agency and Institute of Advanced Motorists, classifies roads by how well their design protects car occupants from death or serious injury in the event of a collision.

References

1. *'Road Casualties in Great Britain Main Results 2007' Department for Transport, 2008*
2. *'London Travel Report 2007' Transport for London, 2007*
3. *'Reporting of Road Traffic Accidents in London: Matching Police Stats 19 records with Hospital Accident and Emergency Department Data' Transport*

2

Collisions and casualties in 2007

2.1 Collision trends

In 2007 there were 23,210 collisions in Greater London, of which 211 were fatal, 3,267 were serious and 19,732 were slight. Collisions in Greater London decreased by 6.4% in 2007 following decreases of 7.2% in 2006 and 7.0% in 2005.

Fatal collisions decreased from 221 in 2006 (down 4.5%) to 211, following an increase from 205 in 2005, and a decrease from 208 in 2004. Fatal collisions tend to fluctuate from year to year because of the relatively small numbers involved (see Figure 6.7a), and over the past four years they have ranged between a low of 205 in 2005 and a high of 221 in 2006. Serious collisions decreased by 4.5% following an increase of 7.9% in 2006, and a decrease of 13.3% in 2005. (Figure 6.7b). Slight collisions decreased by 6.8%. 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 0.147 to 0.150.

Collisions involving pedestrians, which accounted for 21.9% of all collisions, decreased by 5.5%. Non-pedestrian collisions, which accounted for the remaining 78.1% of collisions, decreased by 6.7% (Figure 6.2).

With regard to the monthly variation in collision numbers, the worst month in 2007 was May when 9.1% of collisions occurred, followed by July (also 9.1%) and October (8.9%). The month with the lowest number of collisions was February, - the same as in 2006 - when only 7.2% of collisions occurred (Figure 6.22).

Considering the day of the week, the worst days were, as usual, Fridays, when 15.8% of all collisions and 20.8% of weekday collisions occurred. 13.4% of collisions occurred on Saturdays and 10.7% on Sundays (Figure 6.23).

The worst hour of the day was in the evening between 6pm and 7pm when 7.8% of all collisions occurred. A broad peak was observed in the four hours between 3pm and 7pm during which time 29.4% 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 12.8% and 17.1% of all collisions occurred respectively (Figure 6.24).

When considering the road surface conditions at the time of collisions, several changes were evident in 2007, compared with 2006. In 2007 there were increases in wet road collisions in January, February, May, June, and July, but decreases in each of the other months compared with the same months in 2006. Collisions that occurred on dry road surfaces decreased by 9%, while those on a wet surface increased by 5%. Although relatively small in number, collisions on roads covered with snow, frost or ice increased by 41% to 133 in 2007.

Overall, in 2007, 81% of collisions occurred on dry road surfaces, 18% on wet roads, and less than 1% on roads covered with snow, frost or ice.

During 2007 the proportion of collisions occurring in dark conditions was 28%, similar to the 29% observed in 2006. The

number of collisions in light conditions decreased by 5% compared with 2006 while those in dark conditions decreased by 11%.

In 2007, 44.4% of all collisions occurred in the 13 inner London boroughs (including the City of London), with the remaining 55.6% occurring in the 20 outer London boroughs. Compared with 2006 the proportion of collisions in inner London has increased a little relative to that of outer London. Overall, collisions decreased by 4.9% in inner London and by 7.7% in outer London.

Collisions at or within 20 metres of junctions continued to account for the majority of collisions, amounting to 70.5% of the total. The number of junction collisions decreased by 7.7% compared with 2006. The junction types with the largest proportion of collisions were *T or staggered*, where 40.8% of all collisions occurred and *crossroads* where 14.6% were recorded. The number of collisions at *private drives* decreased by 34.8%, at *crossroads* by 18.0%, at *mini-roundabouts* by 12.8%, at *T or staggered junctions* by 10.2%, at *slip roads* by 9.3%, and at *roundabouts* by 4.9%. The number of collisions at *multiple junctions* increased by 30.1%.

Regarding the method of junction control, 72.4% of all junction collisions occurred at *give way* or *uncontrolled* junctions, and 26.8% at *automatic traffic signal* controlled junctions. At controlled junctions the number of collisions at *give way/uncontrolled* junctions decreased by 7.5% and at *automatic traffic signal* junctions by 9.4%.

In 2007, 5.7% of all collisions involved a parked vehicle, which is the same proportion as in 2006.

Regarding the classes of roads on which collisions occurred, only 1.2% occurred on *motorways*, while 62.2% of collisions occurred on *A* class roads, 8.8% on *B* class roads and the remaining 27.9% on *C or unclassified* roads. These proportions are similar to those of 2006. Compared with 2006, collisions on *motorways* decreased by 2.2%, and collisions on *A* roads by 3.4%, Collisions on *B* roads increased by 0.1% and collisions on *C or unclassified* roads decreased by 14.5%.

With regard to the speed limit, 0.2% of all collisions in 2007 occurred on roads with a speed limit of 20 mph, 93.6% on 30 mph limit roads, 2.9% on 40 mph limit roads, 2.1% on 50 mph limit roads, 0.1% on 60 mph limit roads and 1.0% on 70 mph limit roads.

Comparison with 2006 shows that collisions increased by 32.4% on 20mph limit roads, decreased by 5.6% on 30 mph roads, and increased by 16.1% on 40 mph roads. They decreased by 39.7% on 50 mph roads, by 3.0% on 60 mph roads and by 26.9% on 70 mph limit roads.

2.2 Casualty trends

During 2007, the 23,210 personal injury collisions reported to the Metropolitan and City of London police forces resulted in 28,361 casualties. Compared with 2006, this represents a decrease of 4.9%. 222 casualties were killed, 3,562 were seriously injured and 24,577 were slightly injured (Table 2a). Compared with 2006, fatalities decreased by 3.9% from 231 to 222, serious

injuries decreased by 4.1% and slight injuries decreased by 5.0%.

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% in 2004 to an increase of 7.9% in 2006, suggesting that relatively large annual fluctuations are to be expected. 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 between1993 and 2004 they fluctuated in a range between about 215 and 300. Since 2004, however, they have fluctuated in a narrower range between 214 and 231. By the end of 2007 fatalities had shown a 10.8% decrease below the 1994-98 average.

In 2007, 165 out of the 222 fatalities (74.3%) were people external to vehicles (i.e. pedestrians, pedal cyclists or powered two wheeler users).

The total of 28,361 casualties in 2007 was made up of 17,619 vehicle drivers or riders (62.1%), 5,490 vehicle passengers (19.4%) and 5,252 pedestrians (18.5%). Compared with 2006, driver/rider casualties decreased by 3.6%, vehicle passenger casualties by 8.5%, and pedestrian casualties by 5.2%.

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 2007 by mode of travel and severity of casualty

Mode of travel	Fatal	Serious	Slight	Total	% of total
Pedestrians	109	1,183	3,960	5,252	18.5%
Pedal cyclists	15	446	2,509	2,970	10.5%
Powered two-wheelers	41	778	3,629	4,448	15.7%
Car occupants	52	908	12,255	13,215	46.6%
Taxi occupants	2	29	289	320	1.1%
Bus or coach occupants	1	133	1,274	1,408	5.0%
Goods vehicle occupants	1	47	468	516	1.8%
Other vehicle occupants	1	38	193	232	0.8%
Total casualties	**222**	**3,562**	**24,577**	**28,361**	**100.0%**
(% of total)	**0.8%**	**12.6%**	**86.7%**	**100.0%**	

Table 2b: 2007 Casualties in Greater London by borough and mode of travel showing percentage change over 2006

Borough	Total casualties		Pedestrians		Pedal cyclists		Powered two-wheelers		Car occupants		Total vehicle occupants	
City of London	381	*(-2.1%)*	119	*(6.3%)*	92	*(-19.3%)*	90	*(-1.1%)*	34	*(6.3%)*	262	*(-5.4%)*
Westminster	1,698	*(-7.8%)*	476	*(-8.8%)*	278	*(4.5%)*	384	*(-4.5%)*	308	*(-20.8%)*	1,222	*(-7.4%)*
Camden	841	*(-3.6%)*	234	*(-5.3%)*	154	*(-3.1%)*	177	*(-5.3%)*	190	*(7.3%)*	607	*(-2.9%)*
Islington	667	*(-9.4%)*	161	*(-1.2%)*	160	*(3.2%)*	139	*(-18.7%)*	150	*(-15.7%)*	506	*(-11.7%)*
Hackney	937	*(6.8%)*	191	*(17.9%)*	148	*(8.8%)*	142	*(-12.3%)*	364	*(12.0%)*	746	*(4.3%)*
Tower Hamlets	969	*(5.8%)*	155	*(-9.9%)*	124	*(10.7%)*	217	*(19.2%)*	409	*(8.8%)*	814	*(9.4%)*
Greenwich	954	*(5.3%)*	139	*(-19.2%)*	66	*(34.7%)*	123	*(-6.8%)*	522	*(16.0%)*	815	*(11.0%)*
Lewisham	880	*(-13.6%)*	155	*(-24.8%)*	107	*(5.9%)*	137	*(-24.3%)*	394	*(-3.7%)*	725	*(-10.8%)*
Southwark	1,050	*(-11.6%)*	220	*(-0.9%)*	213	*(1.9%)*	203	*(-3.8%)*	284	*(-26.0%)*	830	*(-14.1%)*
Lambeth	1,129	*(-8.4%)*	217	*(-6.5%)*	178	*(-7.8%)*	245	*(-2.8%)*	395	*(-11.8%)*	912	*(-8.8%)*
Wandsworth	915	*(1.1%)*	190	*(-5.0%)*	167	*(8.4%)*	236	*(6.8%)*	242	*(-7.3%)*	725	*(2.8%)*
Hammersmith & Fulham	765	*(5.7%)*	158	*(-1.9%)*	142	*(20.3%)*	188	*(11.9%)*	218	*(1.4%)*	607	*(7.8%)*
Kensington & Chelsea	794	*(-2.3%)*	184	*(-5.6%)*	146	*(5.0%)*	224	*(-6.7%)*	162	*(-1.8%)*	610	*(-1.3%)*
Total Inner London	**11,980**	***(-3.5%)***	**2,599**	***(-6.0%)***	**1,975**	***(3.7%)***	**2,505**	***(-3.7%)***	**3,672**	***(-3.6%)***	**9,381**	***(-2.8%)***
Waltham Forest	839	*(-7.3%)*	142	*(-6.0%)*	66	*(13.8%)*	90	*(-17.4%)*	494	*(-2.4%)*	697	*(-7.6%)*
Redbridge	785	*(-13.3%)*	115	*(-17.3%)*	26	*(-10.3%)*	67	*(-13.0%)*	527	*(-12.7%)*	670	*(-12.5%)*
Havering	902	*(-7.3%)*	111	*(6.7%)*	31	*(29.2%)*	80	*(3.9%)*	621	*(-8.5%)*	791	*(-9.0%)*
Barking & Dagenham	575	*(-7.7%)*	87	*(-9.4%)*	21	*(-44.7%)*	48	*(-32.4%)*	379	*(3.3%)*	488	*(-7.4%)*
Newham	1,005	*(-0.6%)*	216	*(5.4%)*	64	*(-8.6%)*	90	*(5.9%)*	564	*(1.6%)*	789	*(-2.1%)*
Bexley	581	*(-18.3%)*	101	*(-4.7%)*	33	*(10.0%)*	72	*(-7.7%)*	328	*(-21.3%)*	480	*(-20.7%)*
Bromley	900	*(-4.9%)*	128	*(-3.8%)*	45	*(21.6%)*	116	*(-0.9%)*	549	*(-3.7%)*	772	*(-5.0%)*
Croydon	1,145	*(-5.6%)*	209	*(2.0%)*	58	*(-24.7%)*	132	*(-9.0%)*	644	*(-5.4%)*	936	*(-7.1%)*
Sutton	589	*(-8.0%)*	83	*(3.8%)*	39	*(-25.0%)*	77	*(-22.2%)*	354	*(-4.3%)*	506	*(-9.6%)*
Merton	540	*(5.3%)*	101	*(3.1%)*	59	*(15.7%)*	102	*(22.9%)*	234	*(-2.1%)*	439	*(5.8%)*
Kingston	369	*(-7.8%)*	63	*(-6.0%)*	55	*(19.6%)*	65	*(-11.0%)*	153	*(-12.1%)*	306	*(-8.1%)*
Richmond	489	*(2.1%)*	88	*(29.4%)*	81	*(14.1%)*	91	*(-27.2%)*	198	*(6.5%)*	401	*(-2.4%)*
Hounslow	932	*(-6.5%)*	106	*(-15.9%)*	76	*(8.6%)*	124	*(-13.9%)*	566	*(-1.0%)*	826	*(-5.2%)*
Hillingdon	1,030	*(-0.7%)*	126	*(0.8%)*	43	*(-24.6%)*	83	*(-16.2%)*	713	*(6.4%)*	904	*(-0.9%)*
Ealing	1,148	*(-6.7%)*	189	*(-5.5%)*	78	*(-9.3%)*	170	*(11.1%)*	601	*(-13.5%)*	959	*(-6.9%)*
Brent	845	*(-12.4%)*	166	*(-16.2%)*	54	*(-5.3%)*	125	*(-9.4%)*	439	*(-11.1%)*	679	*(-11.5%)*
Harrow	496	*(-11.1%)*	96	*(-5.9%)*	19	*(-48.6%)*	32	*(-43.9%)*	317	*(-2.2%)*	400	*(-12.3%)*
Barnet	1,392	*(3.3%)*	232	*(4.0%)*	67	*(31.4%)*	176	*(18.1%)*	825	*(-0.2%)*	1,160	*(3.2%)*
Haringey	789	*(-10.8%)*	156	*(-19.6%)*	47	*(-35.6%)*	105	*(5.0%)*	410	*(-5.3%)*	633	*(-8.4%)*
Enfield	1,030	*(-2.3%)*	138	*(-11.0%)*	33	*(-15.4%)*	98	*(2.1%)*	627	*(-7.1%)*	892	*(-0.8%)*
Total Outer London	**16,381**	***(-5.8%)***	**2,653**	***(-4.4%)***	**995**	***(-5.5%)***	**1,943**	***(-6.4%)***	**9,543**	***(-4.9%)***	**13,728**	***(-6.1%)***
Greater London	**28,361**	***(-4.9%)***	**5,252**	***(-5.2%)***	**2,970**	***(0.4%)***	**4,448**	***(-4.9%)***	**13,215**	***(-4.6%)***	**23,109**	***(-4.8%)***

different modes. Total casualties decreased by 3.5% in inner London, and by 5.8% in outer London.

Pedestrian casualties decreased by 6.0% in inner London and by 4.4% in outer London. Pedal cyclist casualties increased by 3.7% in inner London and decreased by 5.5% in outer London. Powered two wheeler casualties decreased by 3.7% in inner London and by 6.4% in outer London. Car occupants, by far the largest of the road user groups, decreased by 3.6% in inner London and 4.9% in outer London.

The average number of casualties per collision was 1.22, slightly higher than the 1.20 in 2006.

2.3 Pedestrian casualties

The 5,252 pedestrian casualties in 2007 accounted for 18.5% of all casualties, a slightly lower proportion than that of the previous year. Compared with 2006, pedestrian casualties showed a decrease of 5.2%, continuing a downward trend evident since 1989.

Pedestrian fatalities increased by 9.0% to 109 from 100 in 2006, following an increase of 12.4% from 89 in 2005. 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 49.1% in 2007, which is somewhat higher than the respective figure for 2006 of 43.3%.

Serious injuries decreased by 1.7% to 1,183, and slight injuries decreased by 6.6% to 3,960.

The continuing vulnerability of pedestrians to more serious injury is illustrated by the fact that in 2007 they accounted for 49.1% of fatalities and 33.2% of serious injuries, but comprised only 18.5% of all casualties.

Casualties decreased in the main age bands apart from pedestrians aged 60 or over. Child pedestrian casualties (i.e. under 16 years) fell by 3.8%, young adult pedestrian casualties (16 to 24 years) by 3.7%, and adult pedestrian casualties (25 to 59 years) by 6.9%. Pedestrian casualties aged 60 or over increased by 5.8%, and pedestrian casualties where the age was unknown decreased by 19.4%.

Regarding pedestrian fatalities by age

Table 2c Casualties in Greater London 2007 tabulated by casualty class and severity

Casualty class	Fatal	Serious	Slight	Total
Driver/rider	85	1,899	15,635	17,619
Passenger	28	480	4,982	5,490
Pedestrian	109	1,183	3,960	5,252
Total casualties	**222**	**3,562**	**24,577**	**28,361**

group, child pedestrian fatalities decreased from 11 in 2006 to eight in 2007. Young adult pedestrian fatalities also decreased from 11 to eight. Adult pedestrian fatalities decreased from 37 to 36. Fatalities among pedestrians aged 60 or over increased from 41 to 54. Although pedestrian fatalities tend to fluctuate from year to year because of their relatively small numbers, there has been a general downward trend, with numbers reducing by almost 60% in the past 20 years. By the end of 2007 pedestrian fatalities were 19.9% 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 2002, fatal and serious pedestrian casualties had fallen by 21.5% by 2007. Child pedestrian fatal and serious casualties decreased by 36.8% in the same five year period, and young adults by 27.2%. Adult pedestrian fatal and serious casualties decreased by 18.6% and those aged 60 or over decreased by 3.3%. Pedestrian fatal and serious casualties of unknown age decreased by 12.9%. By the end of 2007 pedestrian fatal and serious casualties were at a level 39.5% below the 1994 to 1998 average.

With regard to pedestrian casualties by gender in 2007, 55.0% were males and 45.0% females. For pedestrian fatal casualties the equivalent figures were 57.8% for males and 42.2% for females.

17.2% of pedestrians were injured when crossing a road at a formal crossing point, i.e. zebra, pelican or other signal controlled crossing. A further 12.5% were injured when crossing the road within 50 metres of a crossing. However, most (56.2%) were injured either when crossing the road away

Table 2d Casualties in Greater London in 2007 by mode of travel, age group and gender

	Age					Gender		
Mode of travel	**0-15**	**16-24**	**25-59**	**60+**	**Unknown**	**Male**	**Female**	**Total**
Pedestrians	1,185	907	2,100	690	370	2,888	2,364	5,252
Pedal cyclists	209	389	2,089	76	207	2,317	653	2,970
Powered two-wheelers	21	948	3,152	84	243	3,993	455	4,448
Car occupants	533	2,893	7,559	939	1,291	7,312	5,903	13,215
Taxi occupants	5	30	198	47	40	232	88	320
Bus or coach occupants	121	128	580	406	173	507	901	1,408
Goods vehicle occupants	6	76	381	23	30	456	60	516
Other vehicle occupants	2	30	156	22	22	180	52	232
Total casualties	**2,082**	**5,401**	**16,215**	**2,287**	**2,376**	**17,885**	**10,476**	**28,361**
% of total	**7.3%**	**19.0%**	**57.2%**	**8.1%**	**8.4%**	**63.1%**	**36.9%**	**100.0%**

from a formal pedestrian crossing, or while not crossing the road (i.e. on a footpath or verge, or in the carriageway). In 14.2% of cases the pedestrian's location was unknown.

The vast majority of pedestrians injured (67.5%) were hit by cars. 9.8% were hit by powered two-wheelers, 8.3% by buses or coaches, 7.4% by goods vehicles, 3.1% by taxis and 1.4% by pedal cycles.

Considering areas of London, 49.5% of pedestrian casualties occurred in inner London and 50.5% in outer London. Compared with 2006, pedestrian casualties showed a decrease of 6.0% in inner London and of 4.4% in outer London.

2.4 Pedal cyclist casualties

Pedal cyclist casualties increased by 0.4% in 2007 following an increase of 2.2% in 2006 and a reduction of 2.2% in 2005. 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 2,970 pedal cyclist casualties in 2007 which accounted for 10.5% of total casualties, a little higher than the previous year's proportion of 9.9%. 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 15 pedal cycle fatalities in 2007, a decrease of 21.1% from the 19 in 2006. 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. The eight cyclist fatalities in 2004 is the lowest recorded annual figure for Greater London. Serious injuries in 2007 increased by 19.6% to 446, while slight injuries decreased by 2.2% to 2,509.

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 declined substantially since the late 1980s. In 2007 the child fatal and serious casualties, at 22, were 80.1% below the 1994 to 1998 average, and the young adult figure, at 48, was 55.7% 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, although there has been a noticeable increase of 28.9% over the past year. This means that in 2007 adult higher severity casualties were 15.5% above the 1994 to 1998 average.

By the end of 2007 all pedal cycle fatal and serious casualties were 18.7% below the 1994 to 1998 average.

In 2007, where the age of the casualty was known, child pedal cyclist casualties (under 16 years) decreased by 4.1%, young adult pedal cyclist casualties (16 to 24 years) increased by 2.6%, adult pedal cyclist casualties (25 to 59 years) increased by 1.5% and injuries to pedal cyclists aged 60 or over decreased by 8.4%. Pedal cyclist

casualties where the age was unknown decreased by 5.9%.

Considering areas of London, 66.5% of pedal cycle casualties occurred in inner London and 33.5% in outer London. Compared with 2006, pedal cyclist casualties increased by 3.7% in inner London, and decreased by 5.5% in outer London.

2.5 Powered two-wheeler casualties

There were 4,448 powered two wheeler casualties in 2007, which accounted for 15.7% of all casualties, the same proportion as in 2006. Compared with 2006, powered two-wheeler rider and passenger casualties showed a decrease of 4.9%. The decrease is welcome since it continues a downward trend evident since 2002. 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.

By the end of 2007 the higher severity powered two-wheeler casualties (fatal and serious combined) were 12.2% below the 1994 to 1998 average, following a decrease of 3.4% to 819.

A comparison of the average number of licensed vehicles in 1994-8 with the number in 2007 (i.e. on the same basis as the casualty target monitoring) shows that whilst there has been a 68% increase in vehicles licensed, there has been a decrease in powered two wheeler fatal and serious combined casualties of 12%.

In 2007, powered two-wheeler fatalities decreased by 4.7% from 43 to 41, serious injuries decreased by 3.4% from 805 to 778 and slight injuries decreased by 5.2% to 3,629.

With regard to areas of London, 56.3% of powered two-wheeler casualties occurred in the 13 inner London boroughs and 43.7% in the 20 outer London boroughs. Compared with 2006, powered two-wheeler casualties decreased by 3.7% in inner London and by 6.4% in outer London.

2.6 Car occupant casualties

Car occupants form by far the largest group of road user casualties. In 2007 there were 13,215 injuries to car occupants, which amounts to nearly half (46.6%) of all casualties, almost identical to the 46.5% recorded in 2006. Casualty numbers in this category decreased by 4.6% compared with 2006.

Regarding severity of casualty, fatalities decreased by 14.8% from 61 in 2006 to 52 in 2007. Serious casualties decreased by 13.1% to 908, and slight casualties decreased by 3.8% to 12,255. 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 has been a generally downward trend, with decreases each year except in 2000 and in 2006. The decrease in 2007 was 13.2% which means that by the end of 2007, the higher severity car occupant casualties (fatal and serious combined) were 62.6%

below the 1994-98 average.

Over two thirds (72.2%) of all car casualties occurred in outer London, and 27.8% occurred in inner London. Casualties in inner London decreased by 3.6% and in outer London by 4.9%.

Seat belt fitting and usage were recorded for 27.4% of car driver casualties. Where seat belt fitting/usage was reported, 96.7% of driver casualties were wearing a seat belt, while 2.8% had a seat belt fitted but not worn. Only 0.5% were in a vehicle with a driver's seat belt not fitted.

Seat belt fitting and usage were recorded for 31.7% of front seat car passenger casualties. Where seat belt fitting/usage was reported, 93.0% of front seat car passenger casualties were wearing a seat belt, while 6.8% had a seat belt fitted but not worn. Only 0.1% 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 2007, out of the 30.1% of rear seat car passenger casualties where use/fitting of a belt was recorded, 84.4% of passengers were using a belt, 14.0% had a belt fitted but not worn, and 1.6% did not have a belt fitted. The proportion of rear seat casualties recorded as wearing a belt has increased from 83.0% in 2006.

2.7 Taxi casualties

In 2007 there were 320 taxi driver or passenger casualties, which is a decrease of 12.6% compared with 2006. There were two fatalities, which compares with one in 2006. Serious injuries decreased by 25.6% from 39 to 29 and slight injuries decreased by 11.3% to 289. Taxi casualties accounted for 1.1% of all casualties in 2007, a slightly lower proportion than the figure of 1.2% in the previous year.

2.8 Goods vehicle casualties

In 2007 there were 516 goods vehicle driver or passenger casualties, which is a decrease of 16.6% compared with 2006. Fatalities decreased by 66.7% from three to one, serious injuries decreased by 31.9% to 47 and slight injuries decreased by 14.4% to 468. Goods vehicle casualties accounted for 1.8% of all casualties in 2007, which is a slightly lower proportion than was recorded in the previous year.

2.9 Bus or coach casualties

There were 1,408 driver and passenger casualties injured on buses or coaches during 2007, accounting for 5.0% of all casualties, a slightly smaller proportion than in 2006. Fatalities decreased from four to one, serious injuries decreased by 14.2% to 133, while slight injuries decreased by 15.7% to 1,274. Overall, casualties decreased by 15.7% in 2007.

Of the 1,277 bus or coach passengers injured during 2007, 44.9% were standing in the vehicle, 42.8% were seated, 7.6% were alighting and 4.8% were boarding the vehicle.

2.10 Casualties by gender

There are considerable differences in the distribution of casualties when the gender of the casualty is taken into account. In 2007, males accounted for 63.1% of all casualties with females comprising 36.9%. 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 1998 and 2007 male casualties decreased by 35.1% and female casualties by 41.7%.

With regard to the casualty class, in 2007 males formed a majority of both the driver and pedestrian casualty categories with 72.5% and 55.0% respectively, while females made up 59.5% of all passenger casualties.

Looking at the mode of travel associated with casualties in 2007, 78.0% of pedal cyclist casualties and 89.8% of powered two-wheeler casualties were male. For car drivers, 60.2% of casualties were male, but for car passengers 57.1% were female. Females accounted for 64.0% of bus or coach casualties, which probably highlights the greater dependence women have on public transport. Males accounted for 88.4% 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 2007 was 91.6% of all casualties. Overall in 2007, children under 16 years accounted for 7.3% of all casualties, young adults between 16 and 24 years for 19.0%, adults between 25 and 59 years for 57.2%, 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 2006.

In 2007, there were 2,082 child casualties of which 56.9% were pedestrians, 25.6% were car occupants and 10.0% were pedal cyclists. Children made up 22.6% of all pedestrian casualties, 7.0% of all pedal cycle casualties and 4.0% of all car occupant casualties. 21.4% of child casualties were injured on a journey to or from school, which is slightly lower than the proportion recorded in 2006 (22.4%).

Compared with 2006, child casualties in 2007 decreased by 7.1% following decreases of 14.4% in 2006 and 14.2% in 2005. Child casualties accounted for 7.3% of all casualties. Higher severity child casualties (fatal and serious combined) decreased by 15.6% from 392 in 2006 to 331. This means that by the end of 2007 these higher severity casualties were 64.6% 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 in eight of the nine years to date.

There were varying changes within the different modes of travel available to children. Child pedestrian casualties decreased by 3.8%, pedal cyclist casualties by 4.1%, car occupant casualties by 9.0% and bus and coach passenger casualties by 17.1%.

In 2007, there were 5,401 young adult casualties (16 to 24 years), a decrease of 2.7% compared with 2006, accounting for 19.0% of all casualties. 53.6% of these were car occupants, 17.6% were powered two-wheeler riders, 16.8% were pedestrians and 7.2% were pedal cyclists. Young adults in this age group accounted for 21.9% of all car occupant casualties, 21.3% of powered two-wheeler casualties, 17.3% of pedestrian casualties and 13.1% of pedal cycle casualties.

Compared with 2006, young adult pedestrian casualties decreased by 3.7%, powered two-wheeler casualties by 11.9%, and car occupant casualties by 0.4%. Young adult pedal cycle casualties increased by 2.6%,

During 2007, there were 16,215 adult casualties (25 to 59 years), which is a decrease of 4.3% compared with 2006. Adult casualties accounted for 57.2% of all casualties. Just under half of these (46.6%) were car occupants, 19.4% were powered two-wheeler casualties, 13.0% were pedestrians and 12.9% were pedal cyclists. Adults in this age group accounted for 57.2% of all car occupant casualties, 70.9% of powered two-wheeler casualties, 40.0% of pedestrian casualties and 70.3% of pedal cycle casualties.

Compared with 2006, adult pedestrian casualties decreased by 6.9%, powered two-wheeler casualties by 1.7%, car occupant casualties by 5.4%, bus and coach occupant casualties by 11.7%, goods vehicle occupant casualties by 14.6%, and taxi occupant casualties by 19.2%. Adult pedal cycle casualties increased by 1.5%.

During 2007, 2,287 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 (41.1%), pedestrians (30.2%), and bus or coach occupants (17.8%). Overall there was a decrease of 4.9% in casualty numbers in the older road user age group compared with 2006. Of the main casualty classes there was a decrease of 6.9% in car casualties, and 17.6% in bus or coach casualties. There was an increase of 5.8% in pedestrian casualties.

2.12 Vehicles involved in collisions

In 2007, a total of 41,791 vehicles were involved in the 23,210 personal injury collisions within the Greater London area. This represents a decrease of 6.0% compared with 2006. There were decreases in involvement in collisions for cars, by 6.3%, powered two wheelers by 4.2%, goods vehicles by 15.8%, buses or coaches by 15.0% and taxis by 11.5%. Pedal cycle involvement increased by 0.8%, and other vehicle involvement by 147.3%, (although

relatively small in number).

Cars accounted for 66.1% of all vehicles involved in collisions, followed by powered two-wheelers (11.8%), pedal cycles (7.4%), goods vehicles (6.4%), buses or coaches (4.8%), taxis (1.8%) and other vehicles (1.4%).

Considering the age profile of vehicle drivers or riders involved in collisions in 2007, 0.8% were under 17 years, 12.9% were between 17 and 24 years, 22.6% were between 25 and 34 years, 38.9% between 35 and 64 years, and 3.2% aged 65 years or over. In addition, the age was unknown for 21.6% of drivers.

Compared with 2006, there were differences in the changes between the age groups of vehicle drivers or riders involved in collisions in 2007. Young drivers under 17 involved in collisions decreased by 16.7%, those between 17 and 24 years by 4.1% and those between 25 and 34 years by 4.1%. Drivers between 35 and 64 years decreased by 5.1% and those 65 years and over by 2.3%.

The number of drivers involved in personal injury collisions providing a positive breath test and reported in the Stats 19 data decreased from 216 in 2006 to 212 in 2007, down 1.9%. The number tested and providing a negative test decreased from 14,898 to 14,571, down 2.2%. The percentage of those tested, who provided a positive test, remained the same as in 2006 at 1.4%. 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 and inflation 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).

More recent figures may become available on the DfT's web site.

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 23,210 reported personal injury collisions in the Greater London area during 2007, then the total cost to the community of all road collisions in Greater London is estimated to be almost £1.9 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

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*)*

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 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 2007

N.B. Although this section relates primarily to work undertaken during 2007, it also includes relevant information to August 2008.

4.1 London Road Safety Unit (LRSU)

From July 2000 the London Accident Analysis Unit (LAAU) became part of TfL, continuing 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.

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, comprising the following teams:

- LAAU
- Road Safety Engineering
- Road Safety Education
- London Safety Camera Partnership

Following further reorganisation in April 2008, LRSU now forms part of the Strategy Directorate in Surface Transport.

4.2 Objectives for LRSU

The main objectives for LRSU during 2007/8 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.
- 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 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.

- To produce a series of fact sheets giving 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 Road Network Management (RNM) Directorate.
- To provide collision summaries to the Area Teams in TfL RNM.
- To provide a service to the Area Teams in TfL 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 Local Implementation 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.

4.3 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. 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, by email 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*.

4.4 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 3054 1041
- by fax: 020 3054 2004
- by e-mail to: martin.brophy@tfl.gov.uk
- or in writing to:
  London Road Safety Unit
  Transport for London
  Palestra
  197 Blackfriars Road
  London SE1 8NJ

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 RNM for the TLRN.

In addition to data requests for the London boroughs, LAAU processes an increasing number of data requests for various parts of TfL, including London Buses, Public Carriage Office and Congestion Charging.

4.5 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 was to be applied in London to:

- pedestrians
- pedal cyclists
- powered two-wheeler users

to ensure that attention is focused 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 kilometers

Issue 8 of *Towards the year 2010: monitoring casualties in Greater London*, containing data up to the end of 2007, was published in August 2008.

4.6 Road Safety Fact Sheets

During 2007 and 2008 (to August), the following LAAU Fact Sheet was produced:

- Topic 2007-1: Powered two wheeler user casualties in Greater London *(Feb 2007)*

In addition, the series of summary Fact Sheets was continued with the following published to August 2008:

- Casualties in Greater London during the first nine months of 2006 *(February 2007)*
- Casualties in Greater London during 2006 *(July 2007)*
- Casualties in Greater London during 2007 *(May 2008)*

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/roadsafetyreports

4.7 Road safety research projects

The LRSU research team supports road safety professionals in their efforts to achieve their casualty reduction targets by undertaking and commissioning research, building up a body of research evidence, and communicating research findings to promote evidence-based policy and practice in London. The LRSU research programme is guided by London's current road safety policy and practice and informed by the road safety plan and other mayoral strategies.

Recently published research reports are:

- Deprivation and road safety in London
- Road safety of London's Black and Asian minority ethnic groups
- Mobile phone and seat belt usage rates in London in 2007
- The effectiveness of speed indicator devices on reducing vehicle speeds in London
- The effect on side raised entry treatments on road safety in London
- Understanding road safety issues for courier and food delivery riders
- London powered two-wheeler survey
- Review of simplified streetscape schemes

Research reports are published on the internet:
www.tfl.gov.uk/roadsafetyreports

Current road safety research projects are:
- Cyclist fatalities in London: analysis of police fatal collision files
- Effectiveness of 20 mph zones on road safety in London
- Advertising and driver distraction in London: simulator study
- Working with diverse communities to improve road safety in London

LRSU researchers liaise with stakeholders to identify and understand research requirements related to road safety in London. The research team can be contacted by phone (020 3054 1056) or by email (RSResearch@tfl.gov.uk).

4.8 Road safety engineering projects

The LRSU provides advice and guidance on road safety engineering, road safety audit and other related work primarily to TfL Surface, 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
- calculation of likely collision savings following the implementation of a scheme
- 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:
www.tfl.gov.uk/assets/downloads/Road_Safety_Audit_issue2.pdf

The team can also use an authority's own procedure if required.

4.9 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 Local Implementation Plan process. In general, the London boroughs with higher levels of collisions on their roads receive a higher percentage of their requests 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, dates and booking forms are also available.

4.10 Road safety education, training and campaigns

In 2001 the Road Safety Education Manager was appointed in TfL to develop the education, training and publicity section. As the work of the Road Safety Education Unit expanded three Road Safety Officers had been appointed by August 2003 followed by two Road Safety Assistants and an Administration Assistant in 2005. In September 2007 a Community Development Specialist joined the team to assist with project work amongst the Black, Asian and minority ethnic (BAME) community and those living in areas of deprivation, who we have identified as being more at risk of being involved in collisions. Currently the team stands at seven.

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 emergency services, Driving Standards Agency and others.

Recent road safety education initiatives are set out below:

- An advertising campaign encouraging parents/carers to enrol their child into the Children's Traffic Club (CTC) was carried out and 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 continue to actively promote the CTC at a number of high profile events including Vaishaki, the Brick Lane Mela and the Rise Festival. *(spring/summer 2008)*
- In September 2007 the CTC Road Show was launched. Nurseries across London have had the opportunity to have the show which brings the characters from the books to life. This has proved to be a very popular event and in the first year it has visited 1500 nurseries.
- In February 2008 the CTC Road Show was extended to cover shopping centers. Between February and August shopping centers have been visited across London. The first centre visited was Stratford in East London and over 200 new registrations were taken in one day.
- During 2007 due to ongoing issues with the NHS computer we began to use the Bounty Pack mail list. This has proved to be an excellent way to contact those who are not getting the invitations to join via the Primary Care Trusts (PCT's). Since January 2008 a total of 6,418 have been recruited via Bounty.
- Since September 2003 when the scheme started 128,073 children have been enrolled on the scheme, including 44,041 who have been right through the scheme and gone on to school. At present there are 84,032 currently in the scheme.
- 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 have been sent to Infant and Primary schools in London, 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)*
- LRSU Education team launched a new, totally free multi-media road safety resource designed to be used in all Key Stage 2 (7-11 year olds) schools across London in November 2007. This resource called *Just a Journey* is designed to encourage safer attitudes and behaviours and tackles road safety, personal, social, health, emotional and citizenship issues through literacy and scenarios that illustrate the richness of social, economic and ethnic diversity in London. This multi-media resource can be used individually on personal computers, in groups by using interactive whiteboards or as a class by way of reading, discussion and writing in class or after school clubs as homework.
- 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 went live into schools in September 2005. The resource has proven to be successful as has the website: www.tfl.gov.uk/tfl/jrso where hits and downloads have come from across the UK and some from around the world, including Spain, Poland, India and China.

- 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 (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 2008)*
- The fifth year of *The Price* road safety drama for Year 7 schoolchildren started 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.
- *Now You See Me Now You Don't* drama aimed at Year 6 children continued for a second year. The drama deals with the new, complicated and increasingly dangerous journeys that young people undertake when starting secondary school.
- A brand new, hard hitting road safety production was piloted in 2008. Using a unique blend of film and live theatre, *Wasted* is a powerful and ground breaking drama which explores the issue of drug and drink driving within modern youth culture. Aimed at Year 9 and above, this educational drama seeks to address some of the moral issues linked to driving under the influence of drugs and drink.
- A series of advertisements aimed at teenagers, forming part of TfL's *Don't die before you've lived* campaign have been filmed. *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 and continuing*)
- LRSU teamed up with Channel 4 to produce a new documentary series that was aired on C4's youth strand T4 in November 2007, as part of T4's Talent weekend. *Debutantes* featured seven lucky young people who had the opportunity to realise their dreams as

they pursue careers in their chosen creative industry and received guidance from an expert mentor. The series aimed to make young people aware of the importance of road safety and reduce the number of fatal and serious incidents to young people by 60% by 2010. The documentary follows on from the success of the *Don't die before you've lived* road safety advertising campaign.

- A new campaign targeting young drivers via posters, cinema and web based materials was launched in March 2008. The project highlighted speeding, unlicensed, uninsured drivers and drivers under the influence of drugs. The strap line read *Lose your license, you're just a kid again*. This initiative was undertaken in partnership with the LSCP.
- 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. They are required to take part in the evaluation of the initiative by completing three postal questionnaires. 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. Over 8,500 young drivers have signed up to the initiative.
- 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 launch in 2005 attracted much media interest and was the lead article on *London Tonight*. This campaign has since been extended to many more companies including Ford UK, Tradeteam, The Brewery Logistics Group and DHL. Recent initiatives have included funding 40,000 Fresnel lenses to help eliminate driver blind spots.
- In addition to this campaign, the LRSU 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 and continuing)*
- A new advertisement entitled *Do the test* launched in April 2008. The advert called for road users to look out for cyclists and ran on TV and cinema with a supporting web site. This campaign proved to be one of TfL's most successful projects having 4 million hits to the web site in the first two weeks. The advert also won an award at the 2008 Cannes film festival.
- In partnership with Road User Education a multi-agency conference *Proud to be involved 2008* was run which brought together Police forces, Magistrates and Criminal Justice Units, Youth Offending Teams, Road Safety Officers and Safer Neighbourhood Teams, to promote best practice and establish the way forward for educating young road users.
- A new powered two wheeler (PTW)

advert was launched in Spring 2008 focusing on optical illusion and perception of the speed and distance of smaller objects, e.g. PTW's, especially at junctions or when turning across their path. The strap line used is *Give motorcyclists a second thought*.

- The BikeSafe London Partnership, whose members include TfL's Road Safety Unit, Metropolitan Police Traffic Officers and the City of London Police Traffic Unit, organised the 2008 National BikeSafe event which was held at the Metropolitan Police Training School in Hendon. Members of the Partnership along with other National BikeSafe Police practitioners conducted observed 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 BikeSafe London Partnership exhibited at the MCN London Motorcycle Show 2008 which was held at the ExCel Centre in London's docklands. The aim of this year's stand was to encourage PTW users to register their interest in attending a Rider Skill Day and to promote the benefits of undertaking further training; and to encourage drivers to take a second look for bikes especially at junctions and when turning across their path. The partnership also took a similar stand to the International Custom Bike Show 2008 at Earl's Court and the British International Motor Show 2008 which was again held at the ExCel Centre. The partnership attended the World Superbike Series at Brands Hatch in August 2008, to promote the BikeSafe and ScooterSafe initiatives and raise driver awareness of the vulnerability of PTW users.
- 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 and continuing)*
- In Car Safety Training (ICST). An ICST event was held over two days at the Barbican Centre. Participants learnt about Child in Car legislation, and suitability 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.
- 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)*
- In January 2008 the unit launched its new newsletter London Ahead. This monthly news sheet builds into a road safety resource and is backed up by a dedicated web site: http://londonahead.tfl.gov.uk/
- Each year the unit organises the Pan-London Road Safety Conference. The conference themes cover matters of road safety interest and it is 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, the theme being Legal and Illegal Distractions and Impairments *(September 2008)*

- 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)*
- TfL attended the RoSPA Congress in Glasgow in February 2008 providing a speaker to the theme of Securing Wider Engagement in Road Safety and highlighting the work TfL are doing around community engagement.
- LRSU in conjunction with the London Borough of Havering and the Emergency Services ran the four day *Safe Drive Stay Alive* event at the Queens Theatre in Hornchurch. All 18 Havering Secondary schools took part and the hard hitting production was seen by almost 3,500 16 year olds. A research project has tracked some of the youngsters who attended to evaluate their reaction to the event and their attitude to driving and road safety.
- Injury Inequality Reduction Scheme: this scheme was developed in response to the disproportionate number of people killed and/or seriously injured from deprived and/or BAME communities. TFL funded research found that differences in the ratio of people being killed or seriously injured from deprived communities has persisted. Another study found that while there was a direct relationship between increasing levels of deprivation and a concurrent increase in reported casualties for Asian and white communities, the same did not hold true for black communities. The recommendation of both these reports was that road safety professionals be encouraged to widen their current practice to include the development of community based projects. This scheme aims to fund borough initiated projects which address injury inequality by engaging the community in developing road safety products and awareness-raising events to reduce casualties within their local communities. The scheme has run for one year and seven boroughs took part. There were a range of projects including:
  - A range of tailored road safety initiatives based at a Muslim community centre in Haringey.
  - A similar type of project developed for the Somali community in Hounslow.
  - A research project conducted by young people to investigate the road safety awareness and practice of their peers in Camden.
  - The development of a workbook which identified the similar skills needed for road safety and the playing of sports in Hammersmith and Fulham.
  - The development and broadcast of a TV programme by Hackney aimed at the Nigerian community comparing road safety back home to London.

The first year also involved an evaluation of the project by an external consultant as well as the production of guidelines on how to engage communities in road safety. The

second year of the scheme will start in August 2008 and boroughs will have the opportunity to apply for projects which can run for up to three years.

4.11 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 four or more people killed or seriously injured in three years at that site, of which two must be speed related.
- 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 and one other personal injury collision (i.e. slight) 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.

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 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.

LSCP will continue to roll out Phase 2 of the camera installation programme that started in 2007.

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 Road and Speed Check Services SPECS 3 20 mph zone Digital Cameras within the London Borough of Camden. A trial of new time/distance camera technology will start in a year to assess all camera systems for suitability for grade separated dual carriageway monitoring as well as 20mph zones.

In addition to enforcement, educating and informing road users on the role of safety cameras is an essential part of the Partnership's work. By communicating the benefits of safety cameras through a host of activities and campaigns the LSCP aims to raise awareness, improve driver behaviour, and increase public 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 and traffic light awareness course. The objective of these training courses is to reduce casualties by educating rather than prosecuting 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 or run the red traffic light by a marginal amount.

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.

LSCP has recently re-launched the LSCP website (www.lscp.org.uk) which features current campaigns, camera locations and general information. In September 2008 LSCP will be introducing downloadable educational resources aimed at young people from 11 to 16 years, focusing on speed and red light related issues.

The new Insight quarterly newsletter was also launched, keeping stakeholders, partners and public up to date with current campaigns and information.

LSCP has introduced an interactive trailer to use at events pan-London. The trailer also exhibits current collision and casualty data, camera criteria and locations for each specific borough. There are also a range of information leaflets targeted at the different road user groups.

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 full 36 month before and after period.

4.12 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. The advisory system will be based on existing satellite navigation systems while the voluntary system will be a purpose built solution. At July 2008 the project is currently at the stage where a digital speed limit map has been compiled for use by the system and is currently undergoing its first update.

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.

Work has begun with a partner on the development of a voluntary ISA solution with the first test vehicle available in the final quarter of 2008, with the equipment being fitted to a sample of TfL fleet vehicles, as well as other test vehicles.

An advisory ISA solution has also been developed using an existing Sat Nav solution which is also being deployed to TfL fleet vehicles for testing at the time of writing. 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.

The project is scheduled to run to the end of the 2010/2011 financial year.

4.13 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 2007 to 2008 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)
- DfT 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 2007 and 2008

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. 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 once or twice 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. As the system is used on a wider basis there is a need for developments and refinements. 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 for external users and to help with any local problems users may be experiencing. These visits have 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 the London Research Centre and implemented in June 1995. The system enables ACCSTATS users to record details of their local safety schemes on the 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 to the database 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 2004 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 several external organisations, has tested connectivity to Oracle Discoverer. System performance has proven to be an issue for some and the use of the lighter weight Oracle Discoverer Viewer tool is likely to be a feasible alternative. It is the internet connection speed at desktop which appears to be a significant factor. Oracle Discoverer training, and subsequently the tool itself is available to all users who express an interest.

Other developments 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 was completed in the second quarter of 2008.

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 2008 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

Due to the recent relocation of much of Surface Transport to the Palestra building internal colleagues now access the system via a Citrix server, using either a ‘thick’ or ‘thin’ client machine. In the future it may be possible to provide access to external users via this technique.

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.

Work continues to be 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, new, more specific technical guidance available for boroughs and moving the server to a virtualized environment, which not only reduces the carbon footprint of the system, but also offers the system access to much greater computing power.

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. Now that the Oracle Discoverer tool is 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 LAAU on 020 3054 1068. 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 organized.

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 3054 1041.

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. This is now displayed on the main ACCSTATS home page.

Figure 2.1a: Casualties in Greater London by mode of travel 2007

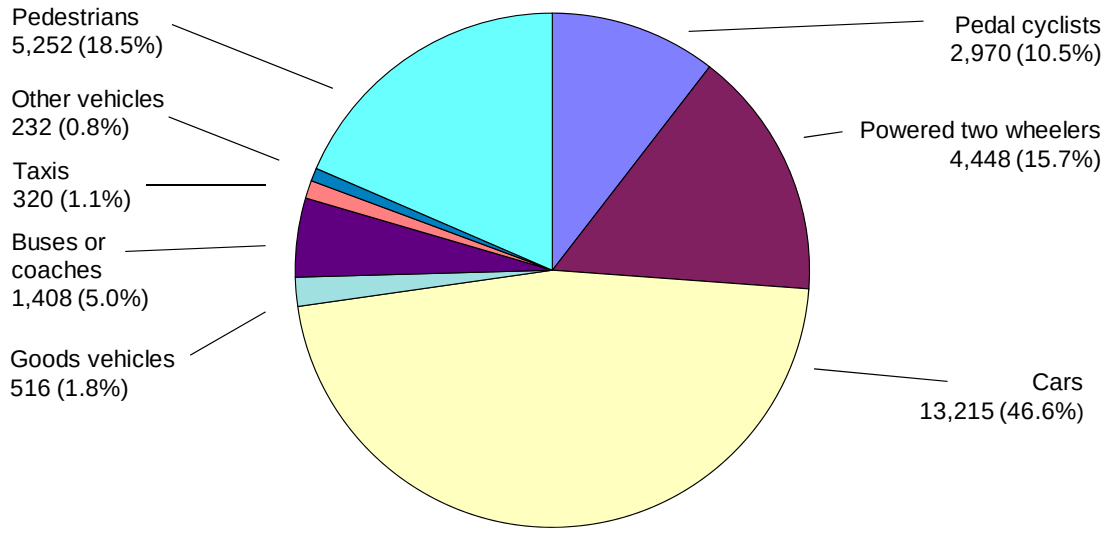


Figure 2.1b: Pedestrian casualties in Greater London by associated vehicle type 2007

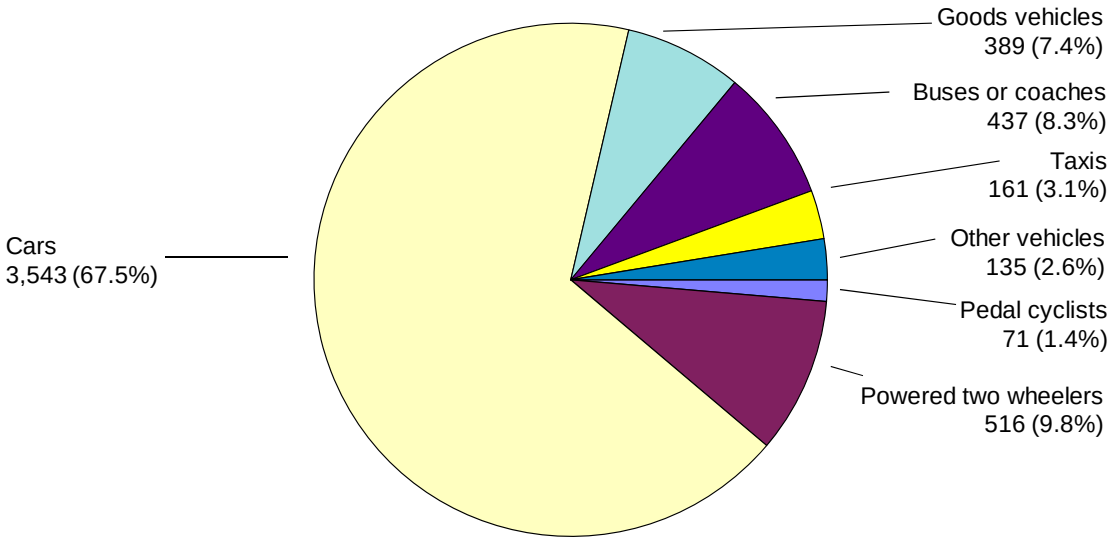


Figure 2.2: Total casualties in Greater London 1998-2007

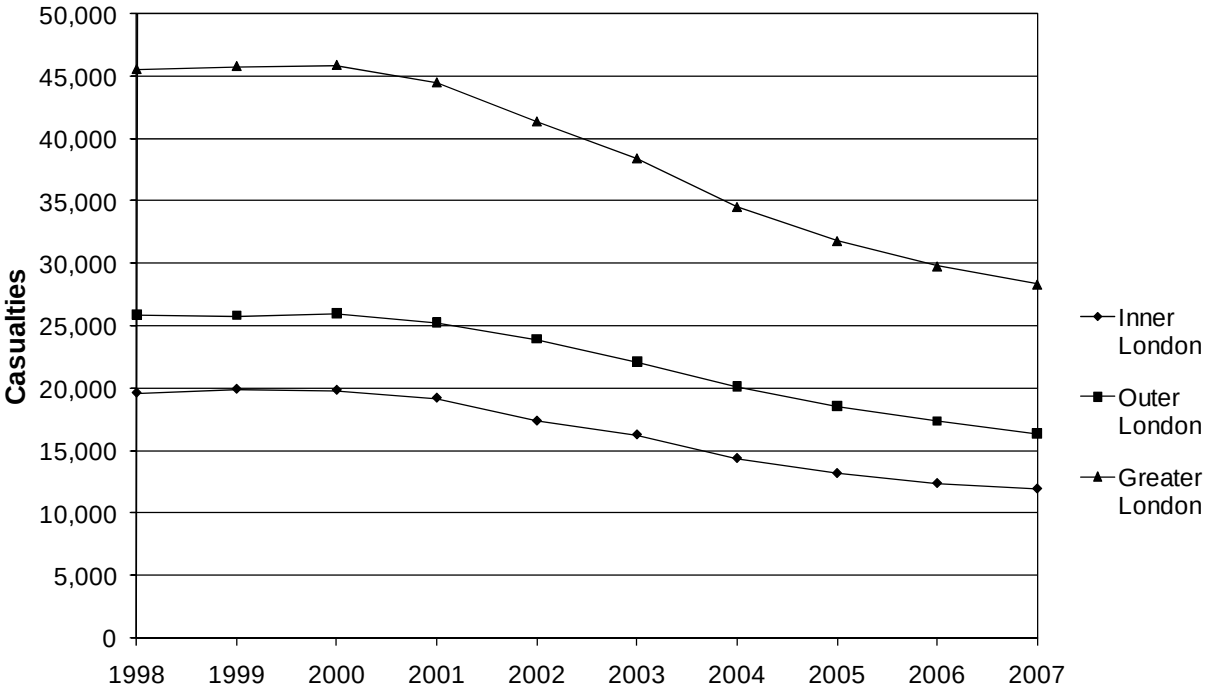


Figure 2.3: Killed and seriously injured casualties in Greater London 1998-2007

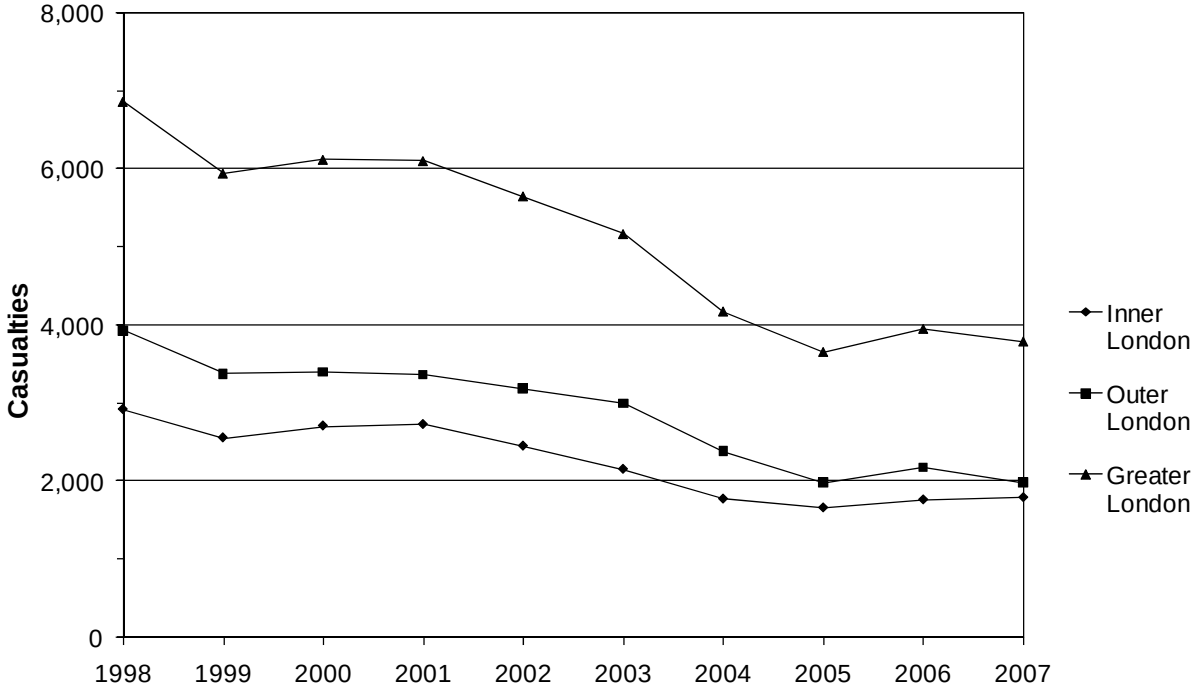


Figure 2.4: Pedestrian casualties in Greater London 1998-2007

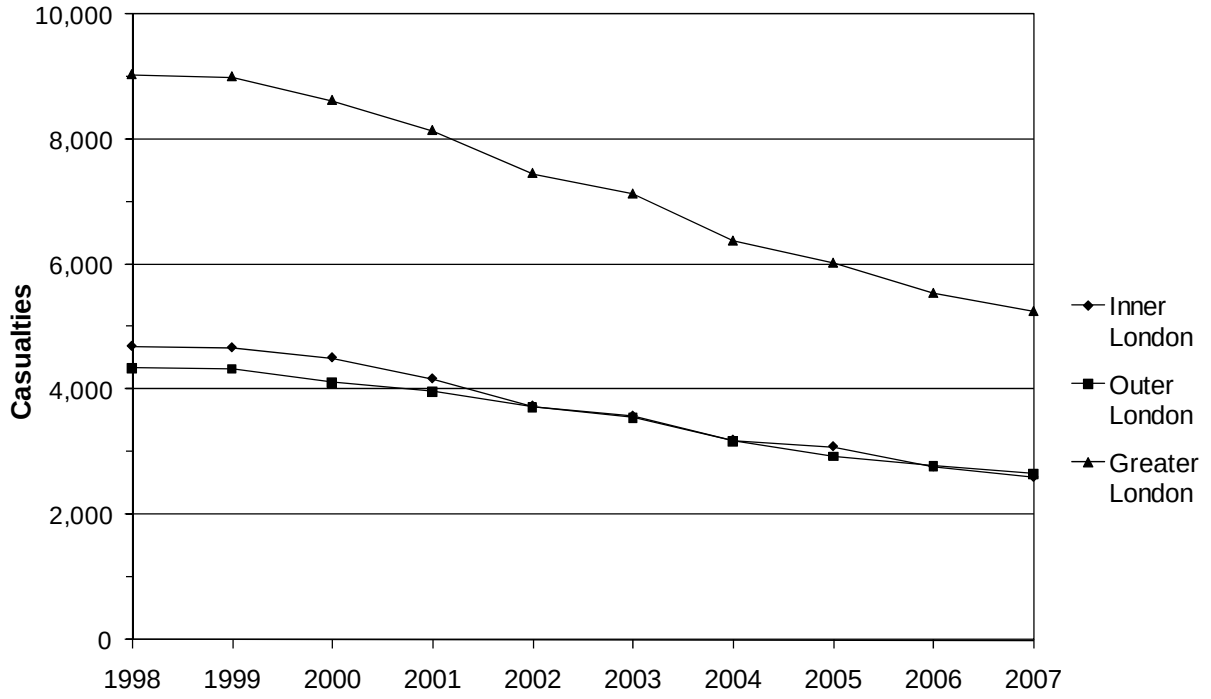


Figure 2.5: Pedal cyclist casualties in Greater London 1998-2007

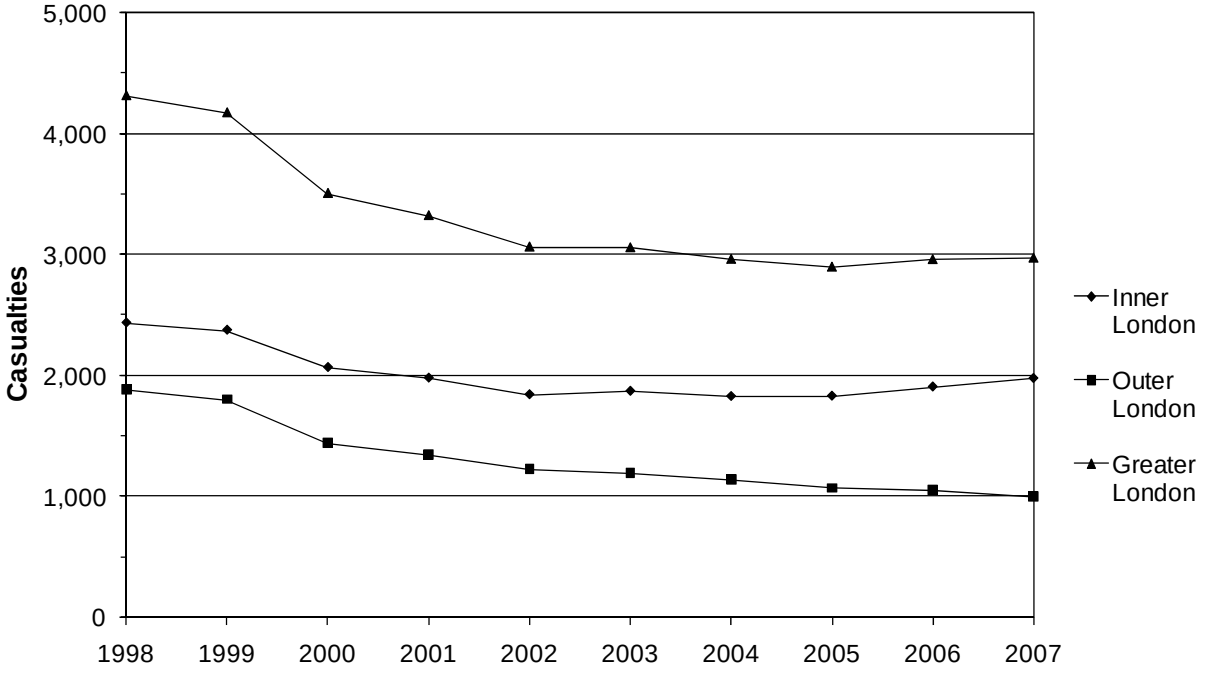


Figure 2.6: Powered two wheeler casualties in Greater London 1998-2007

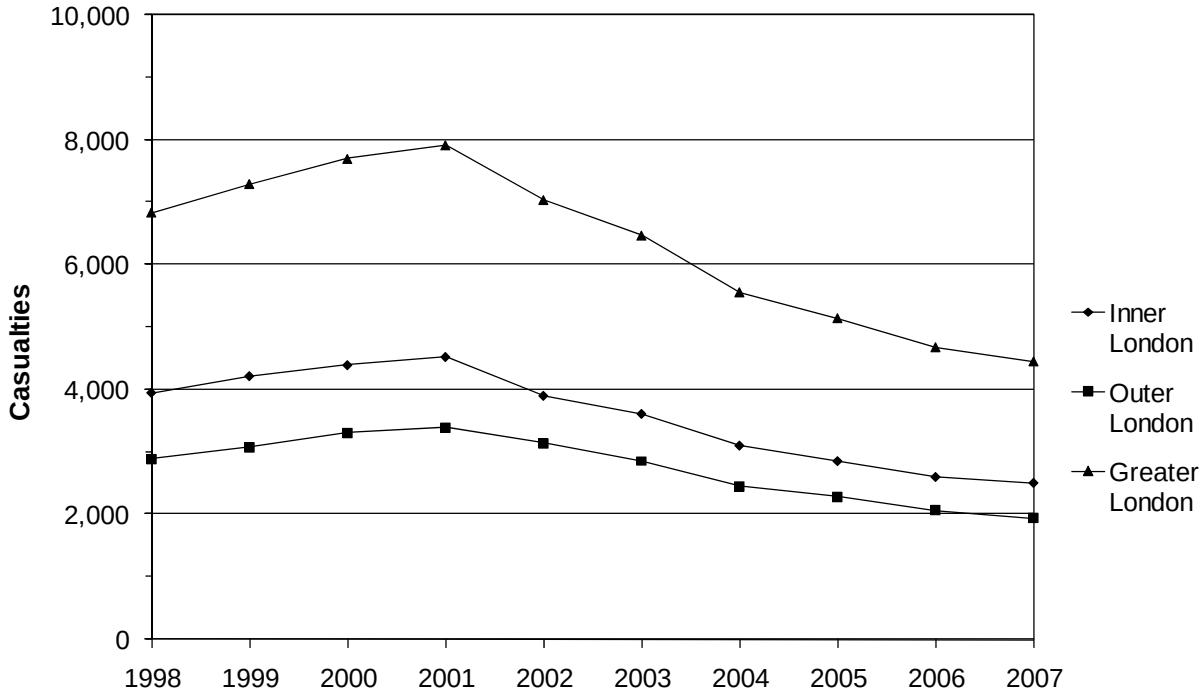


Figure 2.7: Car casualties in Greater London 1998-2007

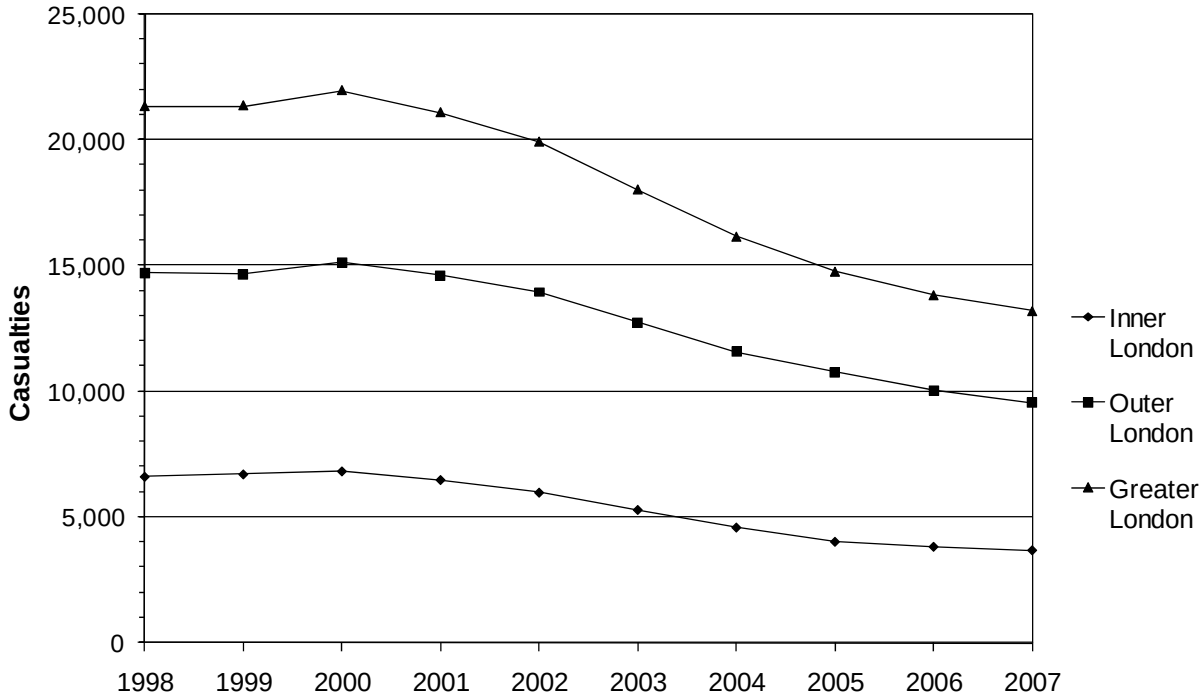
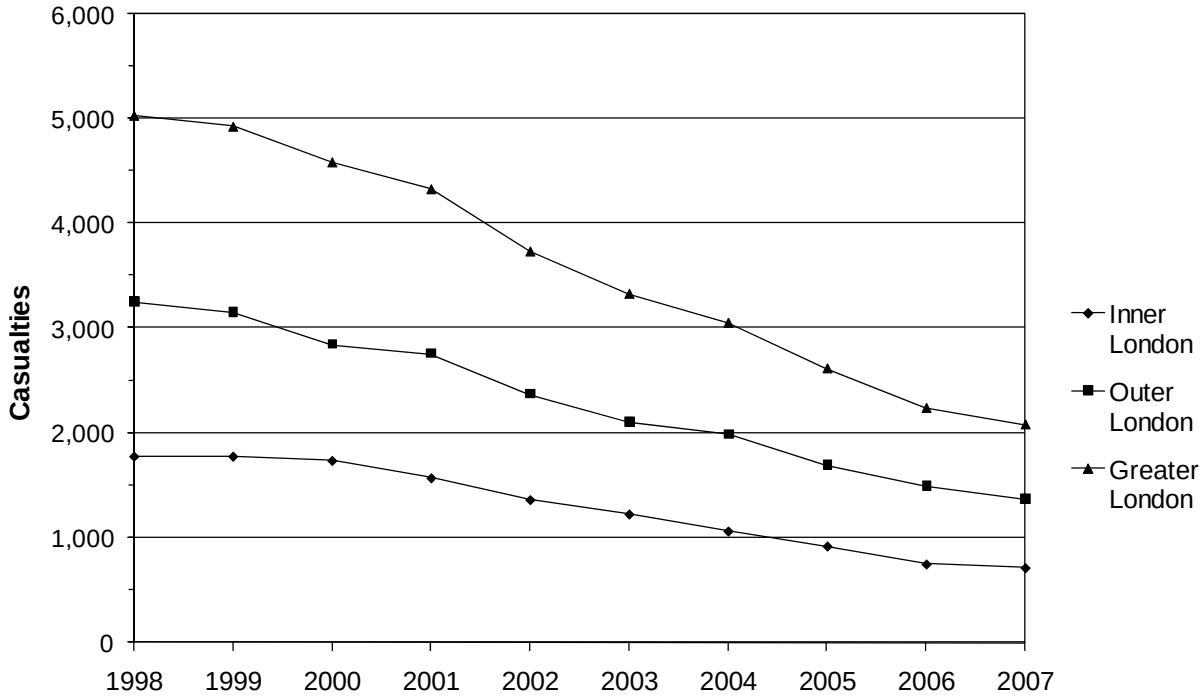


Figure 2.8: Child casualties in Greater London 1998-2007



6. Collisions

Figure 6.1: Collisions in Greater London 2003-2007

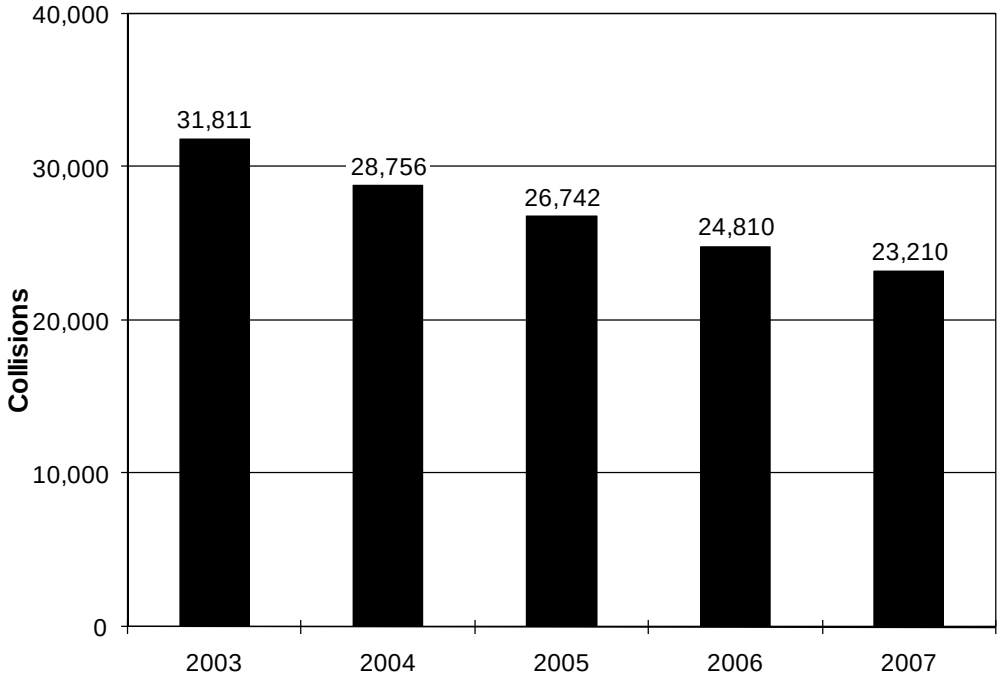


Figure 6.2: Pedestrian and non-pedestrian collisions in Greater London 2003-2007

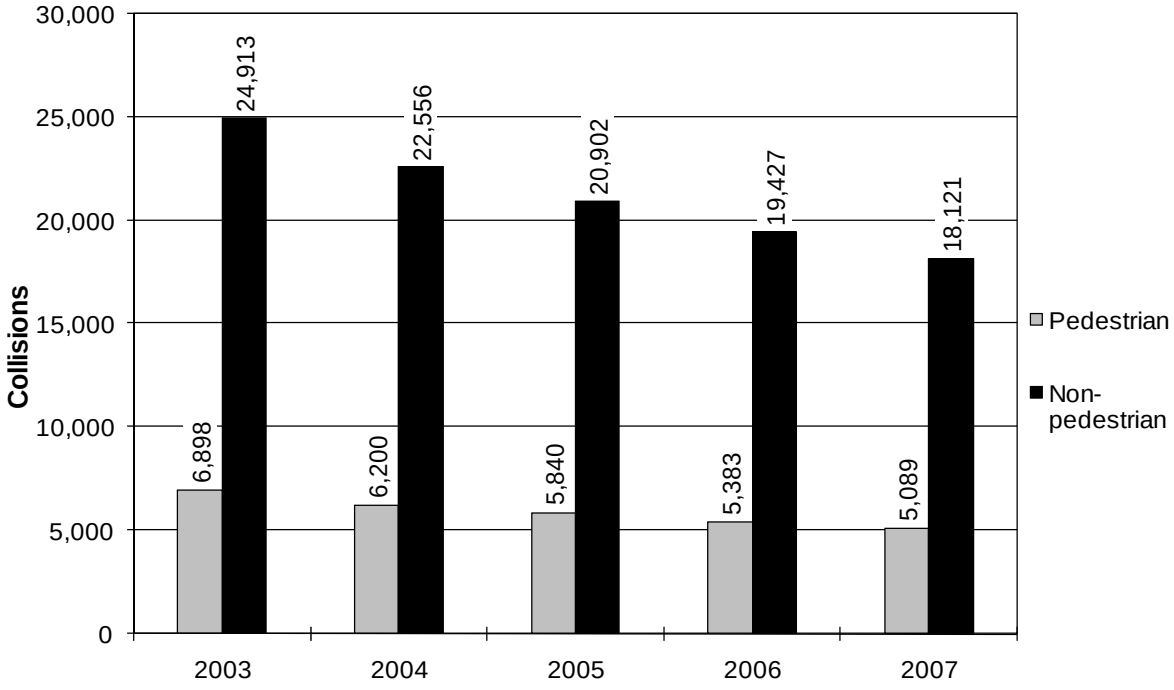


Table 6.3 Collisions in the Greater London area in 2007 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	2	44	295	341
Westminster	5	267	1,218	1,490
Camden	6	94	648	748
Islington	7	98	494	599
Hackney	2	121	671	794
Tower Hamlets	4	135	692	831
Greenwich	8	108	629	745
Lewisham	6	111	612	729
Southwark	5	130	769	904
Lambeth	10	166	785	961
Wandsworth	2	159	634	795
Hammersmith and Fulham	6	95	576	677
Kensington and Chelsea	8	101	584	693
Total Inner	**71**	**1,629**	**8,607**	**10,307**
Waltham Forest	3	78	589	670
Redbridge	9	68	516	593
Havering	10	101	582	693
Barking and Dagenham	7	46	386	439
Newham	6	82	705	793
Bexley	5	83	370	458
Bromley	7	121	548	676
Croydon	8	132	793	933
Sutton	2	60	387	449
Merton	4	54	377	435
Kingston	5	43	263	311
Richmond	2	70	330	402
Hounslow	9	85	649	743
Hillingdon	9	90	686	785
Ealing	13	117	785	915
Brent	10	83	611	704
Harrow	2	49	336	387
Barnet	14	133	942	1,089
Haringey	4	70	569	643
Enfield	11	73	701	785
Total Outer	**140**	**1,638**	**11,125**	**12,903**
Greater London	**211**	**3,267**	**19,732**	**23,210**

Table 6.4 Collisions in the Greater London area in 2007 tabulated by borough, severity and month

00 City of London

Month	Fatal	Serious	Slight	Total
January	1	2	29	32
February	0	2	17	19
March	0	3	21	24
April	0	2	27	29
May	0	5	26	31
June	0	3	20	23
July	0	3	30	33
August	0	7	23	30
September	0	7	24	31
October	0	4	30	34
November	1	4	31	36
December	0	2	17	19
Total	**2**	**44**	**295**	**341**

01 Westminster

Month	Fatal	Serious	Slight	Total
January	0	18	76	94
February	1	26	89	116
March	0	25	97	122
April	0	25	99	124
May	1	20	119	140
June	0	22	117	139
July	0	27	128	155
August	1	22	114	137
September	1	22	121	144
October	0	21	85	106
November	1	24	104	129
December	0	15	69	84
Total	**5**	**267**	**1,218**	**1,490**

Table 6.4 Collisions in the Greater London area in 2007 tabulated by borough, severity and month

02 Camden

Month	Fatal	Serious	Slight	Total
January	0	10	51	61
February	1	8	43	52
March	2	9	46	57
April	1	5	39	45
May	0	7	69	76
June	0	7	51	58
July	1	12	67	80
August	0	17	48	65
September	0	3	64	67
October	0	5	68	73
November	1	3	63	67
December	0	8	39	47
Total	**6**	**94**	**648**	**748**

03 Islington

Month	Fatal	Serious	Slight	Total
January	1	8	32	41
February	0	5	33	38
March	3	5	42	50
April	0	10	43	53
May	0	10	47	57
June	1	12	40	53
July	0	12	44	56
August	1	8	39	48
September	0	2	39	41
October	0	5	43	48
November	0	12	52	64
December	1	9	40	50
Total	**7**	**98**	**494**	**599**

Table 6.4 Collisions in the Greater London area in 2007 tabulated by borough, severity and month

04 Hackney

Month	Fatal	Serious	Slight	Total
January	0	9	39	48
February	0	12	44	56
March	0	7	61	68
April	1	4	45	50
May	1	8	64	73
June	0	18	63	81
July	0	15	66	81
August	0	15	61	76
September	0	11	72	83
October	0	11	60	71
November	0	7	49	56
December	0	4	47	51
Total	**2**	**121**	**671**	**794**

05 Tower Hamlets

Month	Fatal	Serious	Slight	Total
January	0	21	39	60
February	0	11	56	67
March	0	9	66	75
April	2	7	58	67
May	0	6	57	63
June	0	10	66	76
July	0	20	47	67
August	1	13	50	64
September	1	8	63	72
October	0	8	66	74
November	0	13	68	81
December	0	9	56	65
Total	**4**	**135**	**692**	**831**

Table 6.4 Collisions in the Greater London area in 2007 tabulated by borough, severity and month

06 Greenwich

Month	Fatal	Serious	Slight	Total
January	0	7	36	43
February	0	17	63	80
March	1	5	69	75
April	0	10	54	64
May	0	5	46	51
June	2	13	55	70
July	0	3	44	47
August	1	7	64	72
September	0	12	57	69
October	0	10	36	46
November	2	12	46	60
December	2	7	59	68
Total	**8**	**108**	**629**	**745**

07 Lewisham

Month	Fatal	Serious	Slight	Total
January	0	4	51	55
February	1	8	44	53
March	2	14	57	73
April	0	11	44	55
May	1	8	53	62
June	0	7	51	58
July	0	6	62	68
August	0	11	59	70
September	1	8	46	55
October	0	12	53	65
November	0	13	41	54
December	1	9	51	61
Total	**6**	**111**	**612**	**729**

Table 6.4 Collisions in the Greater London area in 2007 tabulated by borough, severity and month

08 Southwark

Month	Fatal	Serious	Slight	Total
January	0	12	42	54
February	0	8	54	62
March	0	15	60	75
April	1	6	66	73
May	1	16	73	90
June	0	8	94	102
July	1	10	70	81
August	0	10	65	75
September	1	7	63	71
October	0	18	57	75
November	0	11	59	70
December	1	9	66	76
Total	**5**	**130**	**769**	**904**

09 Lambeth

Month	Fatal	Serious	Slight	Total
January	2	11	53	66
February	0	8	51	59
March	2	19	67	88
April	0	18	67	85
May	3	14	79	96
June	1	17	76	94
July	0	18	65	83
August	0	10	58	68
September	1	17	65	83
October	0	10	85	95
November	0	16	67	83
December	1	8	52	61
Total	**10**	**166**	**785**	**961**

Table 6.4 Collisions in the Greater London area in 2007 tabulated by borough, severity and month

10 Wandsworth

Month	Fatal	Serious	Slight	Total
January	1	10	54	65
February	0	17	49	66
March	1	18	50	69
April	0	15	46	61
May	0	21	64	85
June	0	7	56	63
July	0	20	62	82
August	0	6	46	52
September	0	14	63	77
October	0	9	48	57
November	0	13	62	75
December	0	9	34	43
Total	**2**	**159**	**634**	**795**

11 Hammersmith and Fulham

Month	Fatal	Serious	Slight	Total
January	0	11	33	44
February	0	6	31	37
March	1	7	44	52
April	0	9	42	51
May	1	7	58	66
June	0	4	60	64
July	0	7	61	68
August	0	11	39	50
September	0	13	65	78
October	1	10	49	60
November	0	3	52	55
December	3	7	42	52
Total	**6**	**95**	**576**	**677**

Table 6.4 Collisions in the Greater London area in 2007 tabulated by borough, severity and month

12 Kensington and Chelsea

Month	Fatal	Serious	Slight	Total
January	1	7	46	54
February	0	6	37	43
March	0	9	50	59
April	2	6	44	52
May	0	8	54	62
June	0	9	63	72
July	1	13	40	54
August	0	6	46	52
September	0	12	52	64
October	2	14	51	67
November	2	7	57	66
December	0	4	44	48
Total	**8**	**101**	**584**	**693**

13 Waltham Forest

Month	Fatal	Serious	Slight	Total
January	0	6	37	43
February	0	4	51	55
March	0	5	60	65
April	1	5	43	49
May	0	2	51	53
June	0	10	45	55
July	1	10	39	50
August	1	8	49	58
September	0	8	61	69
October	0	9	49	58
November	0	8	56	64
December	0	3	48	51
Total	**3**	**78**	**589**	**670**

Table 6.4 Collisions in the Greater London area in 2007 tabulated by borough, severity and month

14 Redbridge

Month	Fatal	Serious	Slight	Total
January	1	6	52	59
February	0	4	45	49
March	0	8	40	48
April	1	7	30	38
May	0	3	47	50
June	0	7	42	49
July	0	6	51	57
August	3	4	37	44
September	0	5	40	45
October	3	6	46	55
November	1	6	49	56
December	0	6	37	43
Total	**9**	**68**	**516**	**593**

15 Havering

Month	Fatal	Serious	Slight	Total
January	1	18	55	74
February	0	9	49	58
March	1	9	52	62
April	0	5	38	43
May	1	7	63	71
June	1	11	48	60
July	2	6	43	51
August	0	5	38	43
September	2	8	40	50
October	1	8	55	64
November	1	6	54	61
December	0	9	47	56
Total	**10**	**101**	**582**	**693**

Table 6.4 Collisions in the Greater London area in 2007 tabulated by borough, severity and month

16 Barking and Dagenham

Month	Fatal	Serious	Slight	Total
January	0	5	25	30
February	1	3	24	28
March	0	4	44	48
April	0	4	30	34
May	0	0	42	42
June	0	3	28	31
July	1	4	27	32
August	1	7	30	38
September	0	3	41	44
October	1	4	31	36
November	0	5	32	37
December	3	4	32	39
Total	**7**	**46**	**386**	**439**

17 Newham

Month	Fatal	Serious	Slight	Total
January	0	8	50	58
February	1	4	51	56
March	0	7	53	60
April	0	6	59	65
May	0	3	53	56
June	0	7	79	86
July	0	14	68	82
August	2	14	63	79
September	1	4	52	57
October	1	4	62	67
November	1	8	58	67
December	0	3	57	60
Total	**6**	**82**	**705**	**793**

Table 6.4 Collisions in the Greater London area in 2007 tabulated by borough, severity and month

18 Bexley

Month	Fatal	Serious	Slight	Total
January	0	5	34	39
February	0	4	21	25
March	1	7	24	32
April	0	5	29	34
May	0	7	31	38
June	0	9	23	32
July	1	11	35	47
August	1	10	27	38
September	2	8	32	42
October	0	11	40	51
November	0	4	38	42
December	0	2	36	38
Total	**5**	**83**	**370**	**458**

19 Bromley

Month	Fatal	Serious	Slight	Total
January	2	12	41	55
February	0	12	40	52
March	0	10	46	56
April	1	11	28	40
May	0	6	51	57
June	0	8	52	60
July	0	12	51	63
August	0	11	41	52
September	1	12	42	55
October	1	11	62	74
November	0	11	52	63
December	2	5	42	49
Total	**7**	**121**	**548**	**676**

Table 6.4 Collisions in the Greater London area in 2007 tabulated by borough, severity and month

20 Croydon

Month	Fatal	Serious	Slight	Total
January	0	12	66	78
February	1	9	51	61
March	0	17	62	79
April	1	16	55	72
May	0	14	86	100
June	0	12	64	76
July	0	5	70	75
August	1	9	64	74
September	2	9	56	67
October	2	14	84	100
November	1	9	74	84
December	0	6	61	67
Total	**8**	**132**	**793**	**933**

21 Sutton

Month	Fatal	Serious	Slight	Total
January	0	5	37	42
February	0	4	30	34
March	0	6	30	36
April	0	1	27	28
May	0	4	29	33
June	1	6	26	33
July	0	6	36	42
August	0	6	38	44
September	0	6	36	42
October	0	5	40	45
November	1	4	31	36
December	0	7	27	34
Total	**2**	**60**	**387**	**449**

Table 6.4 Collisions in the Greater London area in 2007 tabulated by borough, severity and month

22 Merton

Month	Fatal	Serious	Slight	Total
January	0	4	32	36
February	1	5	27	33
March	0	2	34	36
April	0	7	24	31
May	1	7	31	39
June	1	5	32	38
July	0	5	35	40
August	0	5	29	34
September	0	4	38	42
October	1	4	35	40
November	0	3	28	31
December	0	3	32	35
Total	**4**	**54**	**377**	**435**

23 Kingston

Month	Fatal	Serious	Slight	Total
January	1	4	20	25
February	0	0	26	26
March	0	6	15	21
April	1	6	16	23
May	0	4	24	28
June	2	3	29	34
July	0	4	20	24
August	0	5	23	28
September	0	5	23	28
October	0	2	30	32
November	0	2	19	21
December	1	2	18	21
Total	**5**	**43**	**263**	**311**

Table 6.4 Collisions in the Greater London area in 2007 tabulated by borough, severity and month

24 Richmond

Month	Fatal	Serious	Slight	Total
January	0	6	23	29
February	0	10	24	34
March	0	8	38	46
April	1	8	28	37
May	0	3	35	38
June	1	3	29	33
July	0	5	32	37
August	0	5	15	20
September	0	7	23	30
October	0	4	26	30
November	0	6	33	39
December	0	5	24	29
Total	**2**	**70**	**330**	**402**

25 Hounslow

Month	Fatal	Serious	Slight	Total
January	2	8	43	53
February	0	7	49	56
March	0	11	49	60
April	0	9	61	70
May	1	9	52	62
June	1	7	53	61
July	1	3	57	61
August	0	7	53	60
September	1	5	65	71
October	2	6	63	71
November	1	7	60	68
December	0	6	44	50
Total	**9**	**85**	**649**	**743**

Table 6.4 Collisions in the Greater London area in 2007 tabulated by borough, severity and month

26 Hillingdon

Month	Fatal	Serious	Slight	Total
January	0	4	49	53
February	2	8	53	63
March	3	4	62	69
April	0	9	47	56
May	1	10	58	69
June	1	5	57	63
July	0	8	64	72
August	0	9	56	65
September	0	4	50	54
October	1	13	58	72
November	1	9	73	83
December	0	7	59	66
Total	**9**	**90**	**686**	**785**

27 Ealing

Month	Fatal	Serious	Slight	Total
January	0	9	56	65
February	0	6	52	58
March	1	17	80	98
April	2	14	53	69
May	2	6	77	85
June	0	9	77	86
July	1	11	68	80
August	0	11	56	67
September	1	8	87	96
October	2	7	72	81
November	2	9	53	64
December	2	10	54	66
Total	**13**	**117**	**785**	**915**

Table 6.4 Collisions in the Greater London area in 2007 tabulated by borough, severity and month

28 Brent

Month	Fatal	Serious	Slight	Total
January	1	9	45	55
February	0	4	32	36
March	0	7	51	58
April	1	14	52	67
May	0	6	57	63
June	2	10	46	58
July	0	7	50	57
August	1	4	55	60
September	1	10	56	67
October	1	7	60	68
November	3	2	67	72
December	0	3	40	43
Total	**10**	**83**	**611**	**704**

29 Harrow

Month	Fatal	Serious	Slight	Total
January	0	4	29	33
February	1	2	21	24
March	0	1	36	37
April	0	4	26	30
May	0	5	33	38
June	0	5	26	31
July	0	9	36	45
August	0	3	23	26
September	1	2	21	24
October	0	4	29	33
November	0	6	26	32
December	0	4	30	34
Total	**2**	**49**	**336**	**387**

Table 6.4 Collisions in the Greater London area in 2007 tabulated by borough, severity and month

30 Barnet

Month	Fatal	Serious	Slight	Total
January	1	4	82	87
February	1	5	68	74
March	0	8	74	82
April	2	15	59	76
May	0	13	88	101
June	0	17	80	97
July	2	11	88	101
August	1	12	78	91
September	1	8	91	100
October	1	14	91	106
November	3	13	80	96
December	2	13	63	78
Total	**14**	**133**	**942**	**1,089**

31 Haringey

Month	Fatal	Serious	Slight	Total
January	1	4	48	53
February	0	3	34	37
March	0	2	32	34
April	0	6	28	34
May	1	12	54	67
June	0	6	54	60
July	1	13	58	72
August	0	5	53	58
September	1	7	54	62
October	0	4	51	55
November	0	6	59	65
December	0	2	44	46
Total	**4**	**70**	**569**	**643**

Table 6.4 Collisions in the Greater London area in 2007 tabulated by borough, severity and month

32 Enfield

Month	Fatal	Serious	Slight	Total
January	0	9	56	65
February	1	2	53	56
March	0	4	66	70
April	1	3	61	65
May	1	9	62	72
June	1	8	57	66
July	3	11	54	68
August	0	3	51	54
September	0	3	66	69
October	1	3	61	65
November	1	10	66	77
December	2	8	48	58
Total	**11**	**73**	**701**	**785**

Table 6.5 Collisions in the Greater London area in 2007 tabulated by severity and month

Greater London total

Month	Fatal	Serious	Slight	Total
January	16	272	1,461	1,749
February	12	239	1,412	1,663
March	18	288	1,678	1,984
April	19	283	1,468	1,770
May	16	265	1,833	2,114
June	15	288	1,759	2,062
July	16	327	1,768	2,111
August	15	286	1,591	1,892
September	19	262	1,768	2,049
October	21	277	1,776	2,074
November	23	272	1,759	2,054
December	21	208	1,459	1,688
Total	**211**	**3,267**	**19,732**	**23,210**

Table 6.6 Collisions in the Greater London area in 2007 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	4	1	145	1	79	29	5	10	67	341
Westminster	32	9	486	9	466	59	11	47	371	1,490
Camden	9	4	321	3	185	35	8	33	150	748
Islington	18	2	273	2	124	26	9	37	108	599
Hackney	9	7	403	2	124	24	9	82	134	794
Tower Hamlets	25	3	372	16	118	16	6	35	240	831
Greenwich	70	13	262	6	84	11	14	16	269	745
Lewisham	22	12	343	1	93	9	24	34	191	729
Southwark	61	5	412	2	131	11	20	38	224	904
Lambeth	23	0	436	2	154	47	21	45	233	961
Wandsworth	18	9	418	2	116	11	34	3	184	795
Hammersmith and Fulham	35	12	332	9	78	14	18	5	174	677
Kensington and Chelsea	11	4	340	2	186	4	8	3	135	693
Total Inner	**337**	**81**	**4,543**	**57**	**1,938**	**296**	**187**	**388**	**2,480**	**10,307**
Waltham Forest	38	2	306	6	55	10	8	39	206	670
Redbridge	36	9	198	8	48	7	14	44	229	593
Havering	48	12	217	9	70	12	10	32	283	693
Barking and Dagenham	24	6	114	5	65	4	7	40	174	439
Newham	37	3	311	5	73	19	9	63	273	793
Bexley	49	13	142	4	43	4	14	9	180	458
Bromley	40	20	235	1	81	7	26	39	227	676
Croydon	51	12	396	3	100	17	35	35	284	933
Sutton	14	8	177	0	76	5	14	19	136	449
Merton	19	5	226	4	49	14	11	2	105	435
Kingston	21	1	138	5	37	11	14	1	83	311
Richmond	24	13	187	2	40	6	11	2	117	402
Hounslow	72	7	239	16	130	15	34	6	224	743
Hillingdon	69	11	258	24	69	5	20	17	312	785
Ealing	46	8	394	20	109	17	37	7	277	915
Brent	24	8	262	15	58	12	19	9	297	704
Harrow	25	5	133	5	36	10	16	12	145	387
Barnet	59	8	430	23	142	24	28	33	342	1,089
Haringey	22	9	300	1	79	24	11	29	168	643
Enfield	42	11	261	20	92	12	29	15	303	785
Total Outer	**760**	**171**	**4,924**	**176**	**1,452**	**235**	**367**	**453**	**4,365**	**12,903**
Greater London	**1,097**	**252**	**9,467**	**233**	**3,390**	**531**	**554**	**841**	**6,845**	**23,210**

Figure 6.7a: Fatal collisions 2003-2007

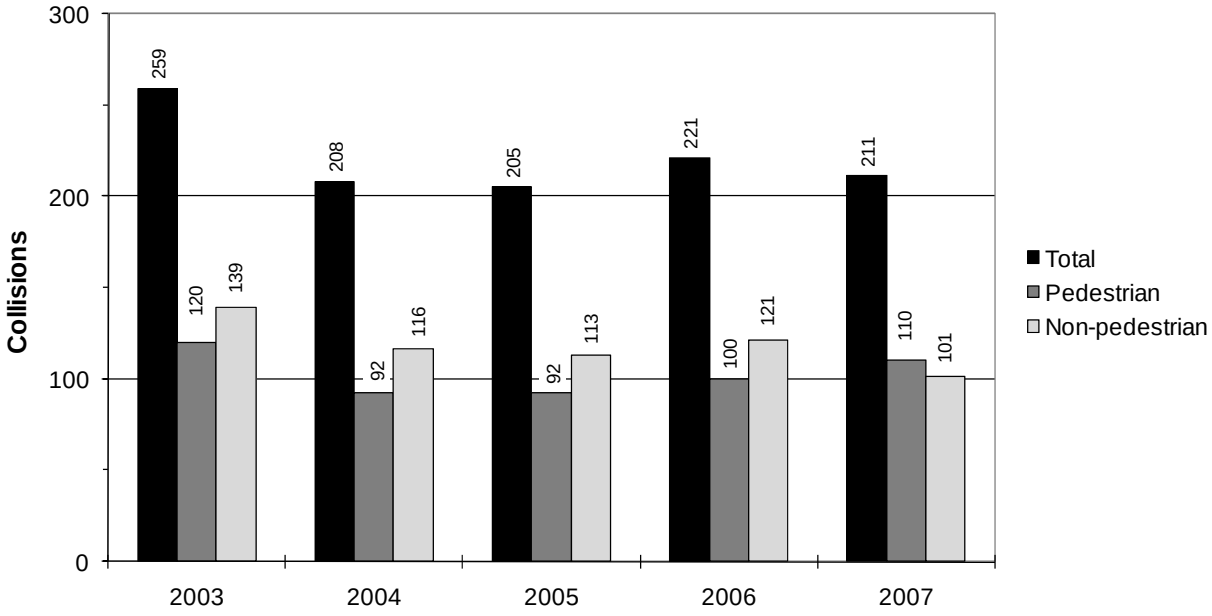


Figure 6.7b: Serious collisions 2003-2007

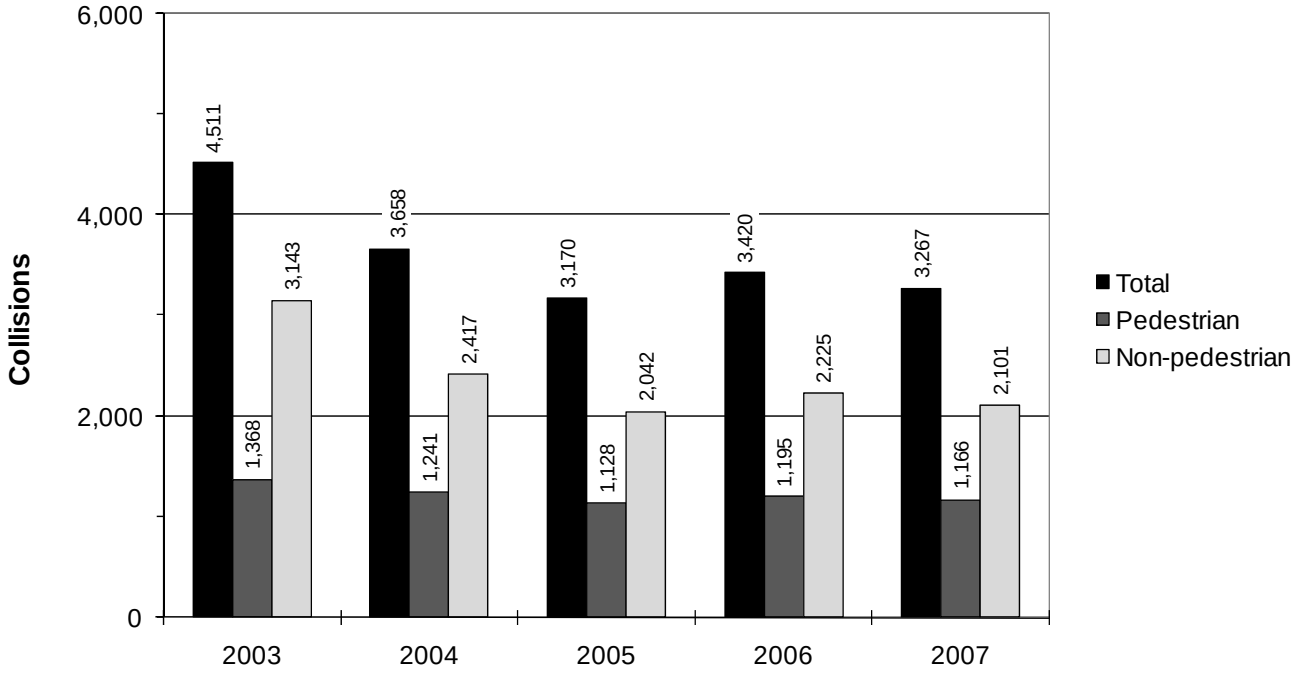


Table 6.8 Collisions at junctions in the Greater London area in 2007 tabulated by junction control and borough

Borough	Authorised person	Automatic traffic signal	Stop sign	Give Way/ Uncontrolled	Not at junction	Total
City of London	0	142	0	132	67	341
Westminster	3	561	4	551	371	1,490
Camden	3	247	5	343	150	748
Islington	2	160	5	324	108	599
Hackney	3	171	9	477	134	794
Tower Hamlets	0	166	8	417	240	831
Greenwich	0	116	1	359	269	745
Lewisham	1	129	2	406	191	729
Southwark	3	215	0	462	224	904
Lambeth	5	267	1	455	233	961
Wandsworth	1	155	1	454	184	795
Hammersmith and Fulham	0	113	1	389	174	677
Kensington and Chelsea	0	183	0	375	135	693
Total Inner	**21**	**2,625**	**37**	**5,144**	**2,480**	**10,307**
Waltham Forest	7	84	1	372	206	670
Redbridge	1	60	4	299	229	593
Havering	2	81	4	323	283	693
Barking and Dagenham	0	58	2	205	174	439
Newham	0	102	3	415	273	793
Bexley	2	43	4	229	180	458
Bromley	1	48	5	395	227	676
Croydon	1	126	5	517	284	933
Sutton	0	55	2	256	136	449
Merton	1	74	0	255	105	435
Kingston	0	52	0	176	83	311
Richmond	1	43	0	241	117	402
Hounslow	2	192	2	323	224	743
Hillingdon	1	101	3	368	312	785
Ealing	0	124	1	513	277	915
Brent	0	78	0	329	297	704
Harrow	0	38	1	203	145	387
Barnet	3	172	4	568	342	1,089
Haringey	0	115	4	356	168	643
Enfield	0	119	1	362	303	785
Total Outer	**22**	**1,765**	**46**	**6,705**	**4,365**	**12,903**
Greater London	**43**	**4,390**	**83**	**11,849**	**6,845**	**23,210**

Table 6.9 Collisions in the Greater London area in 2007 tabulated by weather and borough

Borough	Raining	Snowing	Fog	Other	Unknown	Total
City of London	37	0	0	301	3	341
Westminster	168	3	1	1,300	18	1,490
Camden	76	1	0	654	17	748
Islington	48	1	1	533	16	599
Hackney	54	1	0	725	14	794
Tower Hamlets	75	0	3	721	32	831
Greenwich	99	0	3	630	13	745
Lewisham	84	1	2	627	15	729
Southwark	91	1	0	795	17	904
Lambeth	107	0	1	812	41	961
Wandsworth	107	0	2	682	4	795
Hammersmith and Fulham	81	0	1	593	2	677
Kensington and Chelsea	85	4	0	602	2	693
Total Inner	**1,112**	**12**	**14**	**8,975**	**194**	**10,307**
Waltham Forest	54	1	3	594	18	670
Redbridge	67	0	0	507	19	593
Havering	65	1	4	585	38	693
Barking and Dagenham	31	1	1	393	13	439
Newham	69	2	3	684	35	793
Bexley	56	0	1	391	10	458
Bromley	97	0	1	568	10	676
Croydon	137	4	4	747	41	933
Sutton	62	1	0	380	6	449
Merton	50	2	1	379	3	435
Kingston	21	0	1	288	1	311
Richmond	54	0	0	347	1	402
Hounslow	116	1	2	624	0	743
Hillingdon	103	4	1	659	18	785
Ealing	100	2	3	807	3	915
Brent	69	0	0	612	23	704
Harrow	47	0	0	325	15	387
Barnet	132	5	2	937	13	1,089
Haringey	79	1	1	544	18	643
Enfield	81	3	3	686	12	785
Total Outer	**1,490**	**28**	**31**	**11,057**	**297**	**12,903**
Greater London	**2,602**	**40**	**45**	**20,032**	**491**	**23,210**

Table 6.10 Collisions involving a parked vehicle in the Greater London area in 2007 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	1	11	12
Westminster	0	11	46	57
Camden	1	2	34	37
Islington	0	3	24	27
Hackney	0	5	32	37
Tower Hamlets	1	7	39	47
Greenwich	1	6	33	40
Lewisham	0	9	24	33
Southwark	1	5	39	45
Lambeth	0	8	34	42
Wandsworth	0	5	30	35
Hammersmith and Fulham	0	8	39	47
Kensington and Chelsea	0	12	45	57
Total Inner	**4**	**82**	**430**	**516**
Waltham Forest	0	5	43	48
Redbridge	0	8	33	41
Havering	0	6	27	33
Barking and Dagenham	0	3	18	21
Newham	0	5	34	39
Bexley	0	9	29	38
Bromley	1	12	38	51
Croydon	0	8	45	53
Sutton	0	6	29	35
Merton	0	3	17	20
Kingston	0	1	14	15
Richmond	2	11	18	31
Hounslow	1	4	26	31
Hillingdon	2	6	28	36
Ealing	2	10	51	63
Brent	1	4	43	48
Harrow	1	4	27	32
Barnet	0	9	55	64
Haringey	0	6	42	48
Enfield	2	4	44	50
Total Outer	**12**	**124**	**661**	**797**
Greater London	**16**	**206**	**1,091**	**1,313**

Table 6.11 Collisions in the Greater London area in 2007 tabulated by road surface condition and borough

Borough	Dry	Wet/Damp	Snow	Frost/Ice	Flood	Oil/diesel[1]	Mud[1]	Total
City of London	270	70	0	1	0	1	0	341
Westminster	1,210	274	1	3	2	7	0	1,490
Camden	613	133	1	1	0	2	0	748
Islington	516	82	1	0	0	0	0	599
Hackney	704	87	1	2	0	0	0	794
Tower Hamlets	722	107	0	1	1	1	0	831
Greenwich	547	193	0	5	0	2	0	745
Lewisham	572	151	1	5	0	2	0	729
Southwark	746	155	0	3	0	0	1	904
Lambeth	777	179	0	4	1	0	0	961
Wandsworth	640	149	1	4	1	1	0	795
Hammersmith and Fulham	560	115	0	2	0	1	0	677
Kensington and Chelsea	563	127	3	0	0	4	0	693
Total Inner	**8,440**	**1,822**	**9**	**31**	**5**	**21**	**1**	**10,307**
Waltham Forest	580	88	0	2	0	0	0	670
Redbridge	480	108	0	3	2	0	0	593
Havering	574	112	1	6	0	1	0	693
Barking and Dagenham	388	45	1	5	0	0	0	439
Newham	679	105	0	7	2	1	0	793
Bexley	362	95	0	1	0	2	0	458
Bromley	502	170	1	3	0	1	0	676
Croydon	691	229	4	8	1	1	0	933
Sutton	329	110	0	10	0	1	0	449
Merton	344	86	1	4	0	2	0	435
Kingston	262	47	0	1	1	1	0	311
Richmond	320	82	0	0	0	0	0	402
Hounslow	559	176	1	4	3	3	0	743
Hillingdon	627	153	2	2	1	1	0	785
Ealing	732	176	3	4	0	2	2	915
Brent	605	97	1	1	0	2	0	704
Harrow	314	71	0	2	0	2	0	387
Barnet	872	210	1	6	0	1	0	1,089
Haringey	544	97	0	2	0	1	0	643
Enfield	634	145	1	5	0	2	0	785
Total Outer	**10,398**	**2,402**	**17**	**76**	**10**	**24**	**2**	**12,903**
Greater London	**18,838**	**4,224**	**26**	**107**	**15**	**45**	**3**	**23,210**

[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 2003-2007

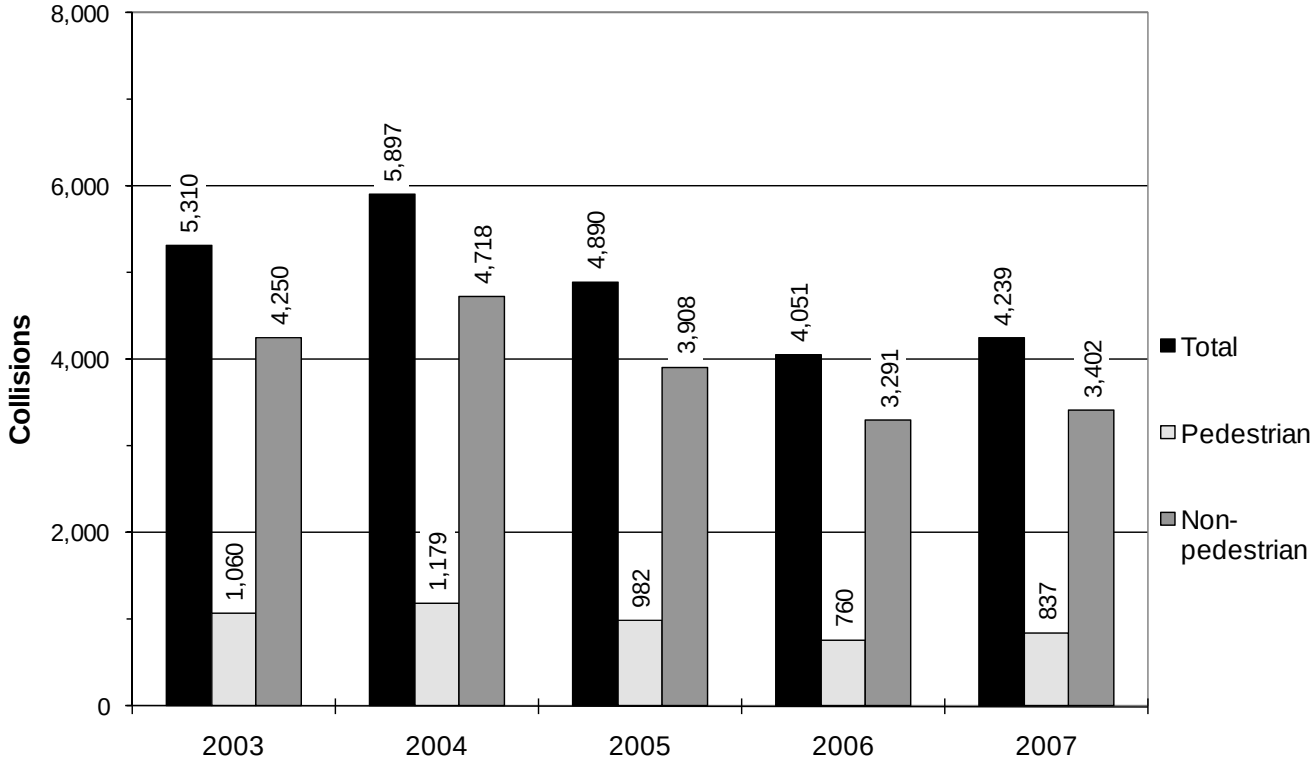


Table 6.13 Collisions in the Greater London area in 2007 tabulated by road class and borough

Borough	Motorway	A	B	C	Unclassified	Total
City of London	0	214	2	119	6	341
Westminster	0	990	141	194	165	1,490
Camden	0	483	102	83	80	748
Islington	0	474	19	54	52	599
Hackney	0	519	66	114	95	794
Tower Hamlets	0	544	126	57	104	831
Greenwich	0	489	50	75	131	745
Lewisham	0	463	76	66	124	729
Southwark	0	654	59	58	133	904
Lambeth	0	712	70	67	112	961
Wandsworth	0	587	47	63	98	795
Hammersmith and Fulham	0	473	68	42	94	677
Kensington and Chelsea	0	448	83	92	70	693
Total Inner	**0**	**7,050**	**909**	**1,084**	**1,264**	**10,307**
Waltham Forest	0	411	62	61	136	670
Redbridge	5	305	23	111	149	593
Havering	52	277	48	190	126	693
Barking and Dagenham	0	266	6	88	79	439
Newham	0	515	82	32	164	793
Bexley	0	242	27	100	89	458
Bromley	0	377	44	99	156	676
Croydon	0	527	102	136	168	933
Sutton	0	206	117	56	70	449
Merton	0	261	74	53	47	435
Kingston	0	210	18	43	40	311
Richmond	0	287	51	33	31	402
Hounslow	42	495	40	69	97	743
Hillingdon	91	310	56	198	130	785
Ealing	0	527	129	113	146	915
Brent	0	425	56	98	125	704
Harrow	0	182	14	122	69	387
Barnet	23	699	58	105	204	1,089
Haringey	0	402	101	52	88	643
Enfield	55	453	28	115	134	785
Total Outer	**268**	**7,377**	**1,136**	**1,874**	**2,248**	**12,903**
Greater London	**268**	**14,427**	**2,045**	**2,958**	**3,512**	**23,210**

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 2007 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	17	98	115
Westminster	3	97	355	455
Camden	5	43	181	229
Islington	4	39	113	156
Hackney	0	45	143	188
Tower Hamlets	1	37	115	153
Greenwich	1	38	98	137
Lewisham	6	43	102	151
Southwark	2	53	158	213
Lambeth	9	56	147	212
Wandsworth	1	56	133	190
Hammersmith and Fulham	5	30	117	152
Kensington and Chelsea	4	40	132	176
Total Inner	**41**	**594**	**1,892**	**2,527**
Waltham Forest	0	31	109	140
Redbridge	3	23	82	108
Havering	3	31	75	109
Barking and Dagenham	3	14	62	79
Newham	4	40	164	208
Bexley	3	31	63	97
Bromley	4	30	89	123
Croydon	2	49	153	204
Sutton	1	25	56	82
Merton	4	16	76	96
Kingston	4	11	47	62
Richmond	1	21	58	80
Hounslow	6	27	70	103
Hillingdon	1	21	100	122
Ealing	7	45	134	186
Brent	5	34	124	163
Harrow	1	25	68	94
Barnet	8	42	171	221
Haringey	3	30	121	154
Enfield	6	26	99	131
Total Outer	**69**	**572**	**1,921**	**2,562**
Greater London	**110**	**1,166**	**3,813**	**5,089**

Table 6.15 Pedestrian collisions in the Greater London area in 2007 tabulated by month and borough

Borough	Jan.	Feb.	March	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.	Total
City of London	9	3	9	11	8	7	15	8	12	12	15	6	115
Westminster	25	38	34	36	41	43	41	40	40	43	43	31	455
Camden	22	24	20	20	17	21	22	16	16	21	14	16	229
Islington	16	15	13	10	12	12	10	9	13	11	21	14	156
Hackney	13	14	15	15	22	15	15	17	21	17	17	7	188
Tower Hamlets	10	10	16	6	13	11	10	19	13	16	16	13	153
Greenwich	7	15	11	14	7	12	8	5	17	10	12	19	137
Lewisham	11	11	22	13	16	7	19	5	10	13	13	11	151
Southwark	16	19	16	9	20	19	18	14	13	21	18	30	213
Lambeth	16	12	23	15	21	18	16	21	22	23	15	10	212
Wandsworth	15	16	18	18	22	10	15	14	20	12	17	13	190
Hammersmith and Fulham	13	7	13	16	15	9	18	12	16	14	7	12	152
Kensington and Chelsea	21	10	12	17	14	11	12	15	17	13	20	14	176
Total Inner	**194**	**194**	**222**	**200**	**228**	**195**	**219**	**195**	**230**	**226**	**228**	**196**	**2,527**
Waltham Forest	11	9	14	11	9	15	11	13	15	9	14	9	140
Redbridge	9	12	5	7	7	9	9	7	5	17	12	9	108
Havering	13	9	13	5	9	9	10	7	6	10	9	9	109
Barking and Dagenham	5	9	11	5	7	10	4	5	4	6	6	7	79
Newham	16	12	23	14	16	16	24	18	19	13	18	19	208
Bexley	8	5	10	8	7	8	9	6	10	13	6	7	97
Bromley	9	14	14	7	7	8	7	4	10	13	16	14	123
Croydon	19	15	25	15	17	13	16	12	11	20	22	19	204
Sutton	7	6	5	4	8	6	10	5	7	11	8	5	82
Merton	6	12	8	5	6	11	7	6	7	10	6	12	96
Kingston	4	5	3	4	5	13	4	3	6	3	6	6	62
Richmond	7	10	7	9	7	7	7	2	3	5	8	8	80
Hounslow	12	1	9	12	10	9	9	4	12	10	9	6	103
Hillingdon	7	13	6	6	14	9	15	9	11	9	16	7	122
Ealing	19	14	15	19	12	17	17	10	22	14	16	11	186
Brent	10	10	15	22	10	11	16	8	16	15	20	10	163
Harrow	4	7	13	6	8	9	11	10	8	4	6	8	94
Barnet	19	17	16	11	16	20	19	16	26	18	22	21	221
Haringey	15	8	11	6	17	12	18	10	18	12	19	8	154
Enfield	14	7	12	13	14	15	9	5	3	13	14	12	131
Total Outer	**214**	**195**	**235**	**189**	**206**	**227**	**232**	**160**	**219**	**225**	**253**	**207**	**2,562**
Greater London	**408**	**389**	**457**	**389**	**434**	**422**	**451**	**355**	**449**	**451**	**481**	**403**	**5,089**

Table 6.16 Collisions involving a pedestrian crossing the road in the Greater London area in 2007 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	23	24	36	83
Westminster	108	79	150	337
Camden	48	37	67	152
Islington	30	27	46	103
Hackney	26	11	102	139
Tower Hamlets	31	17	73	121
Greenwich	19	19	59	97
Lewisham	23	20	64	107
Southwark	40	34	100	174
Lambeth	34	30	103	167
Wandsworth	29	43	76	148
Hammersmith and Fulham	40	24	51	115
Kensington and Chelsea	34	44	58	136
Total Inner	**485**	**409**	**985**	**1,879**
Waltham Forest	20	16	83	119
Redbridge	12	6	47	65
Havering	12	5	58	75
Barking and Dagenham	9	4	40	53
Newham	32	17	114	163
Bexley	11	6	42	59
Bromley	15	11	65	91
Croydon	40	24	91	155
Sutton	10	7	40	57
Merton	19	20	34	73
Kingston	16	8	27	51
Richmond	17	13	35	65
Hounslow	18	14	41	73
Hillingdon	10	8	56	74
Ealing	30	17	102	149
Brent	11	6	92	109
Harrow	9	5	45	59
Barnet	24	13	103	140
Haringey	35	21	54	110
Enfield	23	13	54	90
Total Outer	**373**	**234**	**1,223**	**1,830**
Greater London	**858**	**643**	**2,208**	**3,709**

Figure 6.17: Collisions in the dark 2003-2007

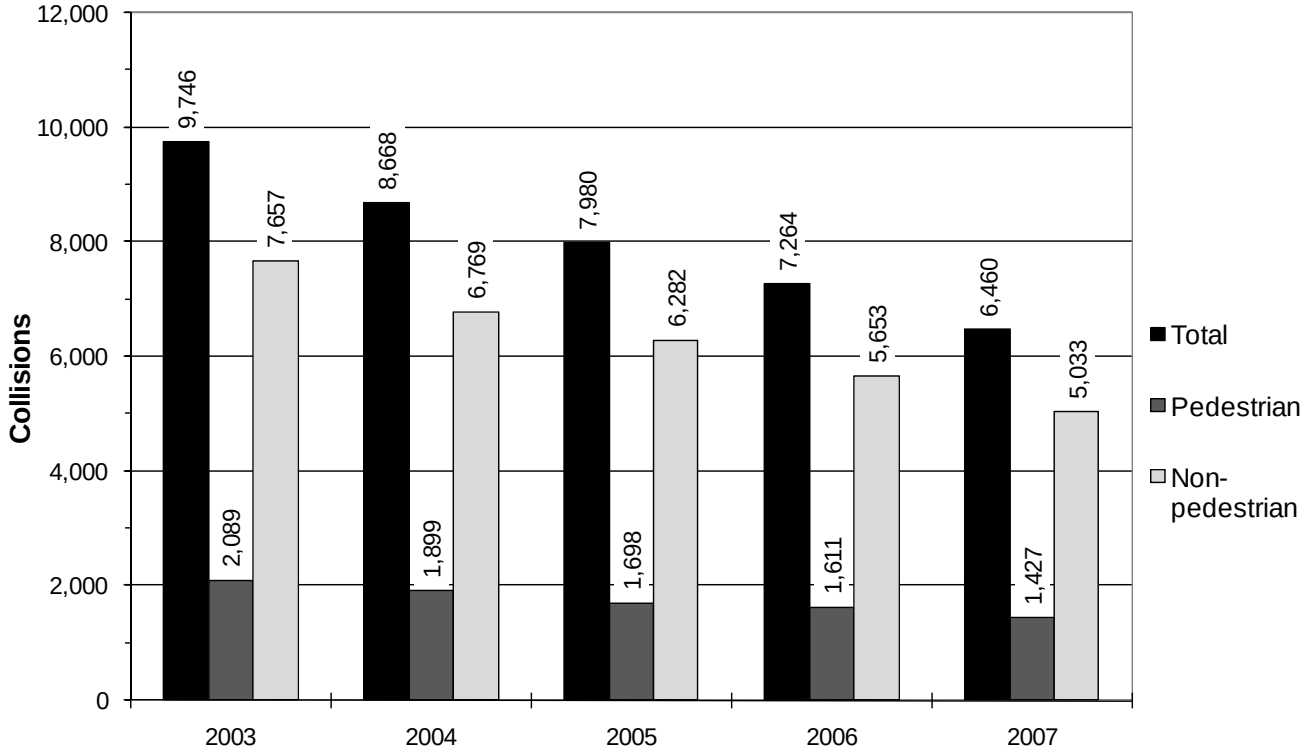


Table 6.18 Collisions in the Greater London area in 2007 tabulated by day of week and time of day

Time of day	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
00.00-00.59	106	44	33	32	55	61	109	440
01.00-01.59	80	29	17	24	22	31	73	276
02.00-02.59	81	16	21	9	16	19	74	236
03.00-03.59	55	15	13	16	22	25	40	186
04.00-04.59	37	21	5	11	12	21	45	152
05.00-05.59	24	32	17	28	29	19	21	170
06.00-06.59	41	62	66	71	63	70	52	425
07.00-07.59	40	152	173	212	184	177	69	1,007
08.00-08.59	34	302	335	366	290	281	81	1,689
09.00-09.59	67	199	241	228	242	201	114	1,292
10.00-10.59	91	147	161	145	149	145	125	963
11.00-11.59	113	162	171	146	160	167	164	1,083
12.00-12.59	183	172	183	187	163	204	216	1,308
13.00-13.59	149	199	170	217	194	209	214	1,352
14.00-14.59	173	183	187	168	208	186	213	1,318
15.00-15.59	157	260	241	268	255	260	215	1,656
16.00-16.59	184	256	262	278	252	248	189	1,669
17.00-17.59	159	239	275	282	274	283	194	1,706
18.00-18.59	147	291	304	273	289	271	228	1,803
19.00-19.59	166	172	191	191	210	226	167	1,323
20.00-20.59	137	127	128	146	121	183	132	974
21.00-21.59	86	110	106	110	128	139	125	804
22.00-22.59	111	90	97	96	107	125	116	742
23.00-23.59	60	72	87	87	82	120	128	636
Total	**2,481**	**3,352**	**3,484**	**3,591**	**3,527**	**3,671**	**3,104**	**23,210**

Table 6.19 Collisions in the Greater London area in 2007 tabulated by lighting condition and borough

Borough	Light	Dark	Total
City of London	256	85	341
Westminster	1,026	464	1,490
Camden	540	208	748
Islington	423	176	599
Hackney	604	190	794
Tower Hamlets	602	229	831
Greenwich	537	208	745
Lewisham	534	195	729
Southwark	633	271	904
Lambeth	657	304	961
Wandsworth	583	212	795
Hammersmith and Fulham	480	197	677
Kensington and Chelsea	490	203	693
Total Inner	**7,365**	**2,942**	**10,307**
Waltham Forest	528	142	670
Redbridge	442	151	593
Havering	518	175	693
Barking and Dagenham	328	111	439
Newham	578	215	793
Bexley	342	116	458
Bromley	494	182	676
Croydon	678	255	933
Sutton	341	108	449
Merton	312	123	435
Kingston	238	73	311
Richmond	298	104	402
Hounslow	506	237	743
Hillingdon	547	238	785
Ealing	664	251	915
Brent	496	208	704
Harrow	274	113	387
Barnet	790	299	1,089
Haringey	465	178	643
Enfield	546	239	785
Total Outer	**9,385**	**3,518**	**12,903**
Greater London	**16,750**	**6,460**	**23,210**

Table 6.20 Collisions in the Greater London area in 2007 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	340	0	0	0	0	341
Westminster	1	1,475	2	12	0	0	1,490
Camden	2	738	8	0	0	0	748
Islington	3	594	2	0	0	0	599
Hackney	0	788	0	5	0	1	794
Tower Hamlets	2	785	18	24	2	0	831
Greenwich	1	675	27	42	0	0	745
Lewisham	0	727	1	1	0	0	729
Southwark	0	902	2	0	0	0	904
Lambeth	1	955	1	4	0	0	961
Wandsworth	2	790	3	0	0	0	795
Hammersmith and Fulham	0	647	20	10	0	0	677
Kensington and Chelsea	1	686	2	4	0	0	693
Total Inner	**14**	**10,102**	**86**	**102**	**2**	**1**	**10,307**
Waltham Forest	3	644	6	12	1	4	670
Redbridge	4	490	43	50	1	5	593
Havering	2	543	18	44	17	69	693
Barking and Dagenham	1	389	19	26	2	2	439
Newham	3	744	23	23	0	0	793
Bexley	0	424	7	26	0	1	458
Bromley	0	659	14	2	1	0	676
Croydon	0	926	7	0	0	0	933
Sutton	0	432	16	1	0	0	449
Merton	1	426	6	2	0	0	435
Kingston	3	284	8	16	0	0	311
Richmond	4	380	18	0	0	0	402
Hounslow	1	619	78	33	5	7	743
Hillingdon	0	599	64	39	3	80	785
Ealing	4	838	51	22	0	0	915
Brent	1	661	31	10	0	1	704
Harrow	1	383	3	0	0	0	387
Barnet	1	935	84	47	0	22	1,089
Haringey	2	631	9	1	0	0	643
Enfield	0	624	74	43	0	44	785
Total Outer	**31**	**11,631**	**579**	**397**	**30**	**235**	**12,903**
Greater London	**45**	**21,733**	**665**	**499**	**32**	**236**	**23,210**

Table 6.21 Collisions in the Greater London area in 2007 tabulated by highway authority and borough

Borough	TLRN [1]	Highways Agency	Borough	Total
City of London	159	0	182	341
Westminster	405	0	1,085	1,490
Camden	190	0	558	748
Islington	286	0	313	599
Hackney	373	0	421	794
Tower Hamlets	472	0	359	831
Greenwich	208	0	537	745
Lewisham	344	0	385	729
Southwark	409	0	495	904
Lambeth	526	0	435	961
Wandsworth	404	0	391	795
Hammersmith and Fulham	79	0	598	677
Kensington and Chelsea	204	0	489	693
Total Inner	**4,059**	**0**	**6,248**	**10,307**
Waltham Forest	69	0	601	670
Redbridge	149	5	439	593
Havering	115	56	522	693
Barking and Dagenham	87	0	352	439
Newham	118	0	675	793
Bexley	37	0	421	458
Bromley	91	0	585	676
Croydon	202	0	731	933
Sutton	167	0	282	449
Merton	70	0	365	435
Kingston	71	0	240	311
Richmond	102	0	300	402
Hounslow	306	35	402	743
Hillingdon	80	91	614	785
Ealing	211	0	704	915
Brent	61	0	643	704
Harrow	0	0	387	387
Barnet	263	19	807	1,089
Haringey	133	0	510	643
Enfield	184	55	546	785
Total Outer	**2,516**	**261**	**10,126**	**12,903**
Greater London	**6,575**	**261**	**16,374**	**23,210**

[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 2007

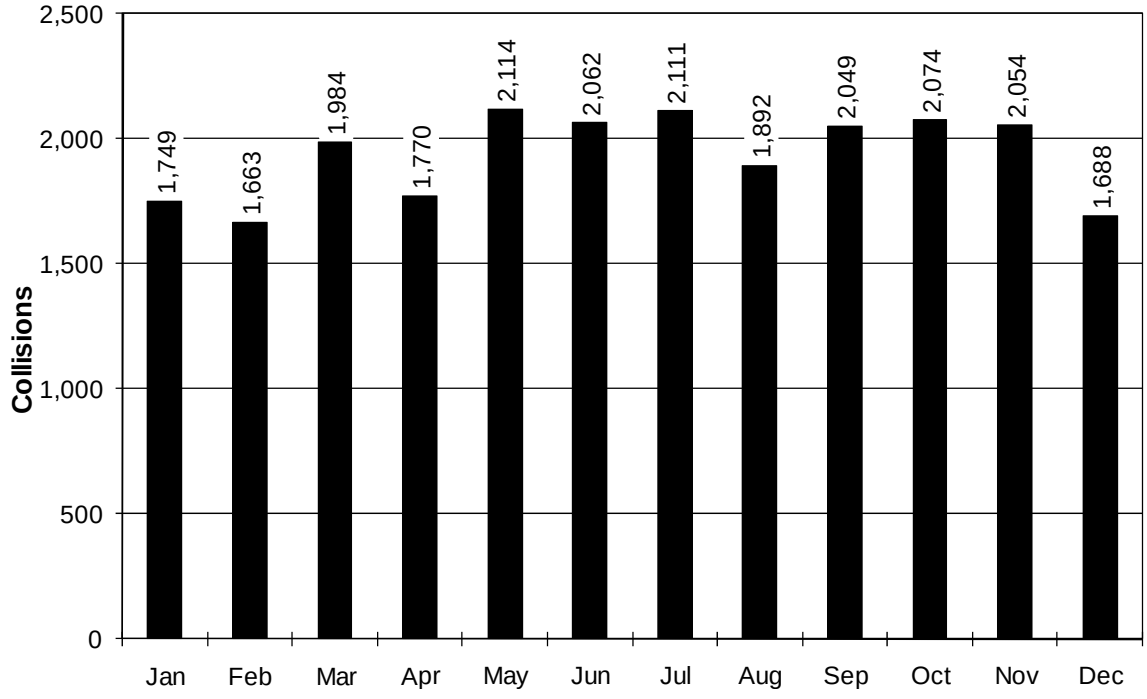


Figure 6.23: Collisions in Greater London by day of week 2007

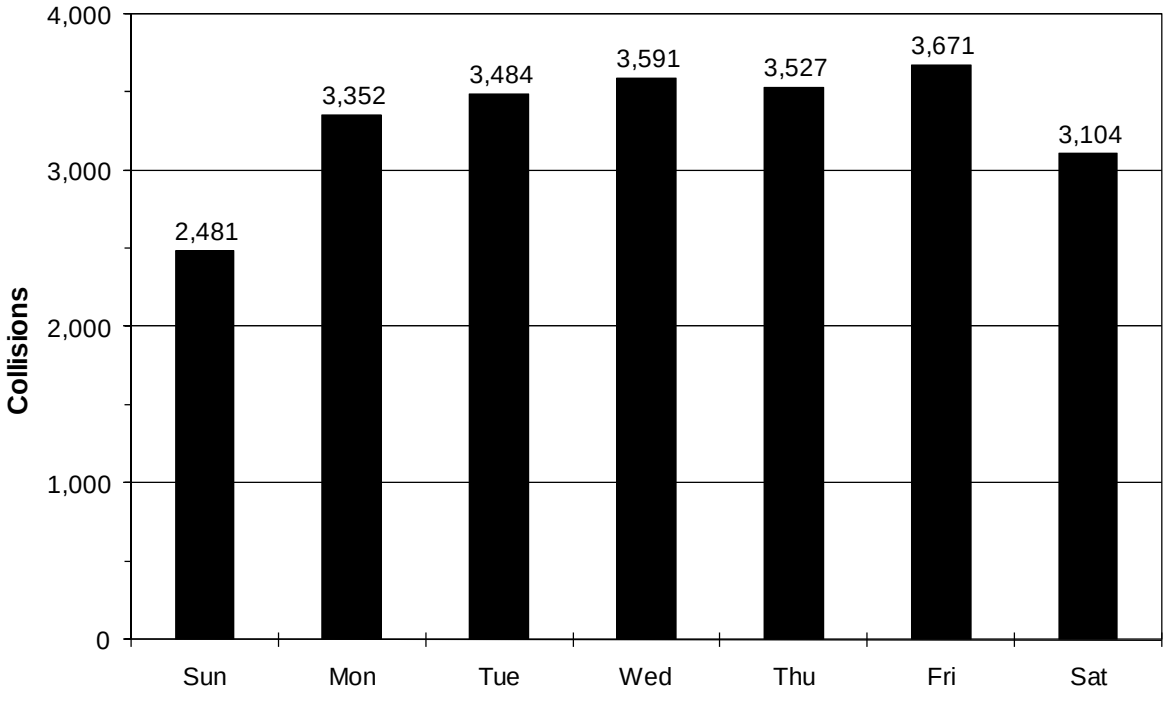
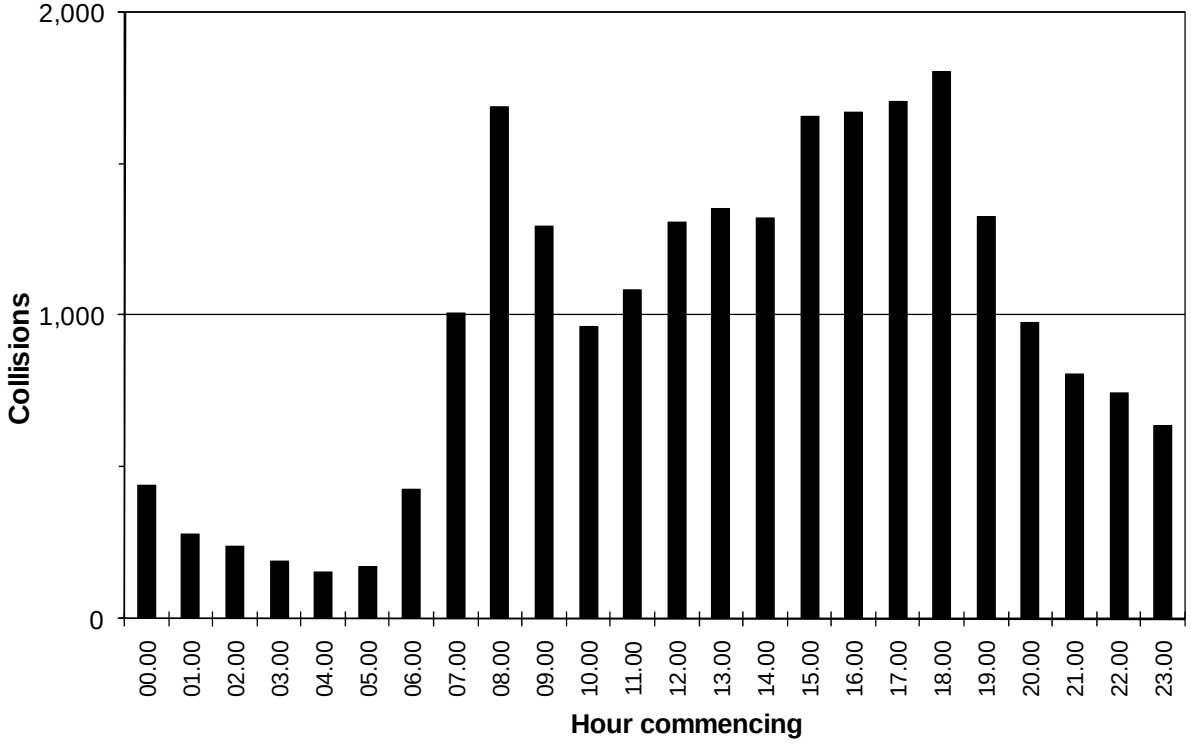


Figure 6.24: Collisions in Greater London by hour of day 2007



7. Casualties

Figure 7.1a: Vehicle casualties by type of road user 2003-2007

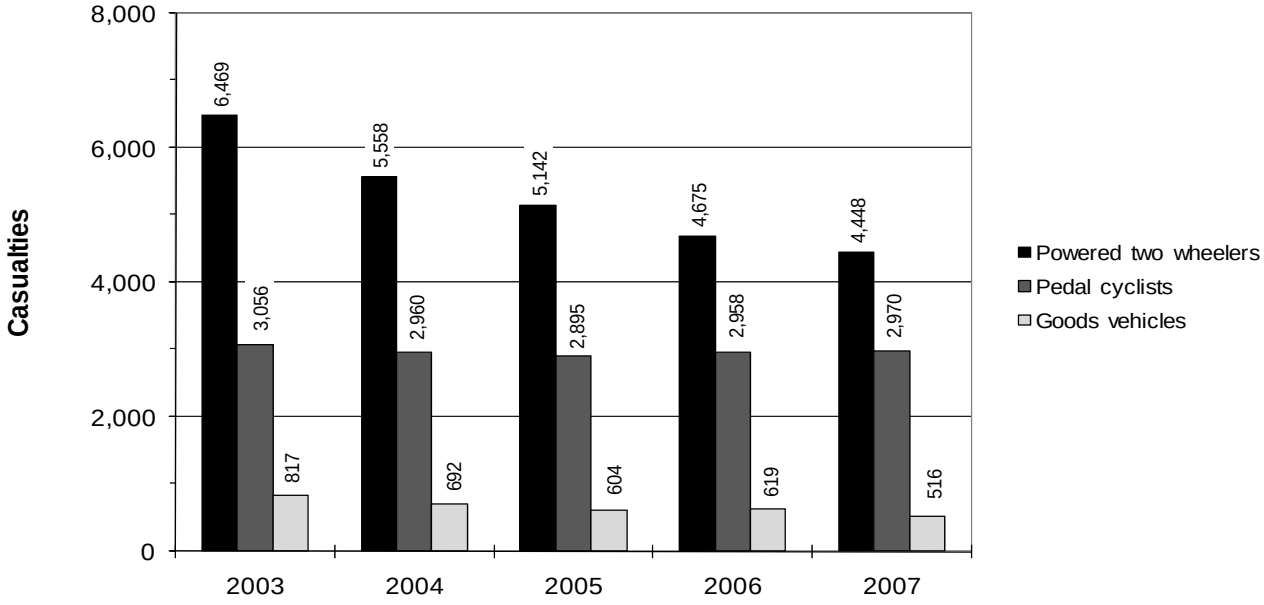


Figure 7.1b: Vehicle casualties by type of road user 2003-2007

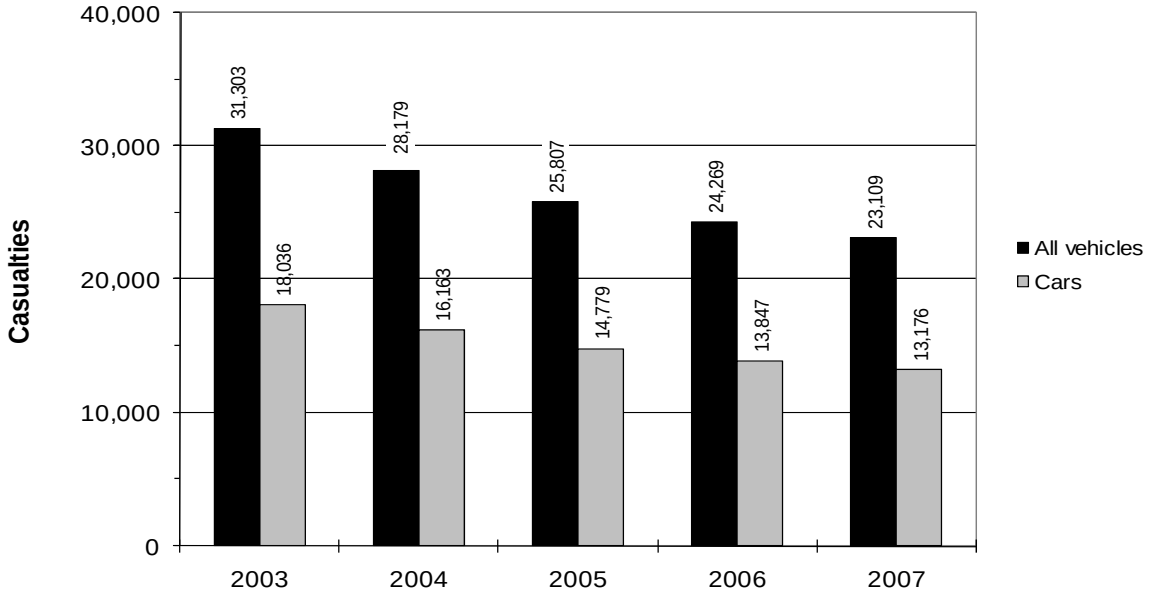


Figure 7.2a: Pedestrian casualties 2003-2007

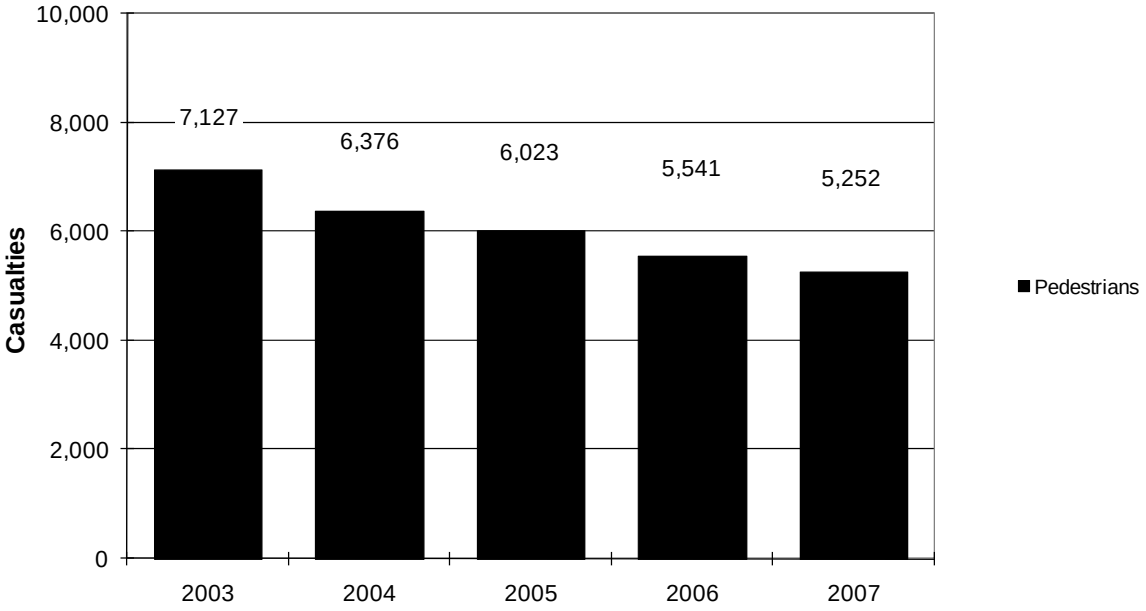


Figure 7.2b: Pedestrian casualties by age groups 2003-2007

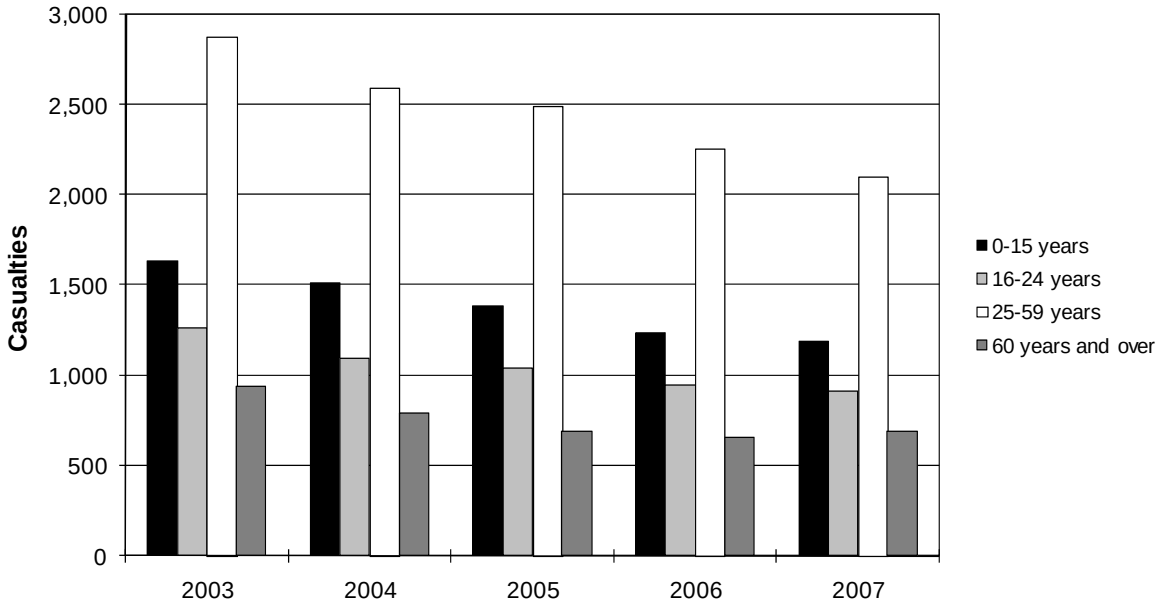


Figure 7.3a: Driver casualties by type of vehicle 2003-2007

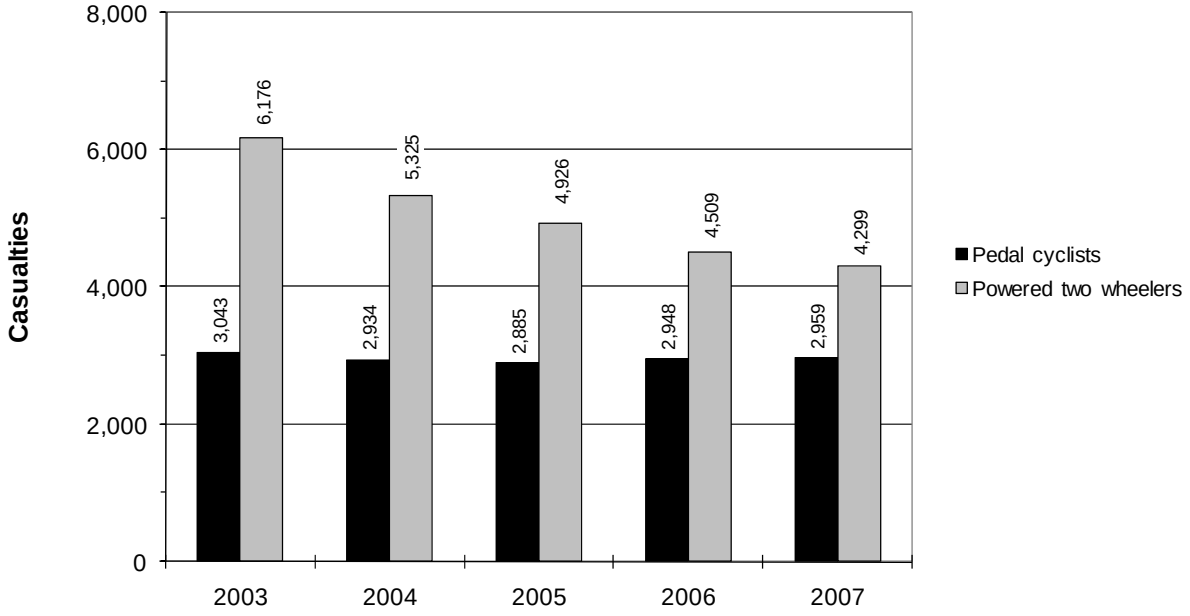


Figure 7.3b: Driver casualties by type of vehicle 2003-2007

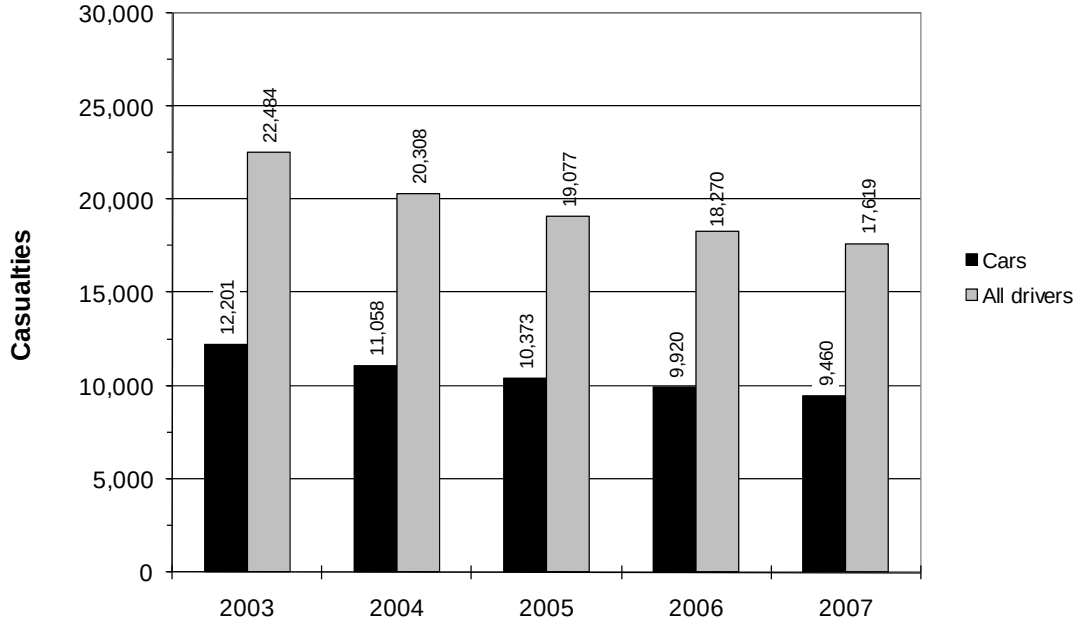


Figure 7.4a: Passenger casualties by type of vehicle 2003-2007

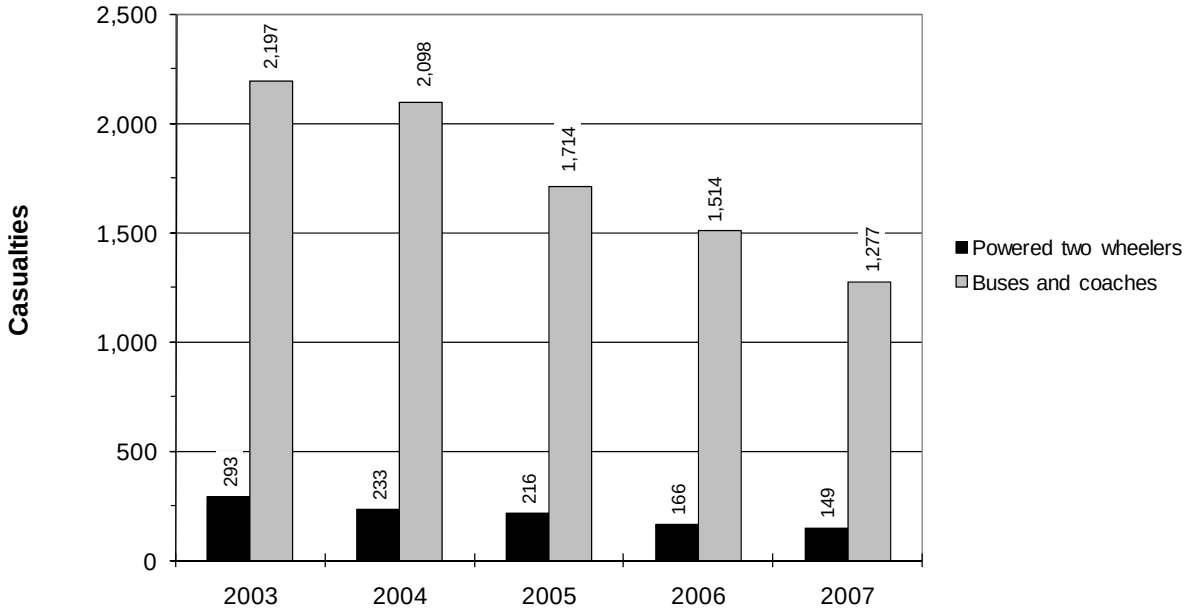


Figure 7.4b: Passenger casualties by type of vehicle 2003-2007

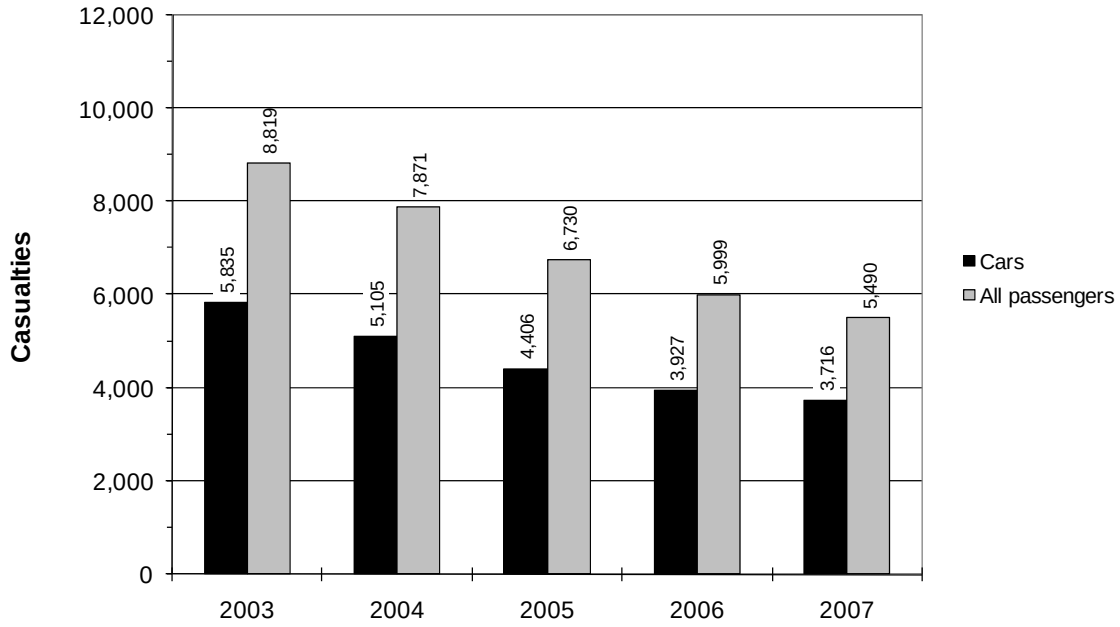


Table 7.5 Driver and passenger casualties in the Greater London area in 2007 tabulated by age group and vehicle occupied

Vehicle type	0-15 years	16-24 years	25-59 years	60+ years	Not known	Total
Pedal cycle	209	389	2,089	76	207	2,970
Motor cycle up to 50cc	8	193	308	13	36	558
Motor cycle 50 to 125cc	6	464	1,070	19	93	1,652
Motor cycle 125 to 500cc	1	110	436	23	29	599
Motor cycle over 500cc	6	181	1,338	29	85	1,639
Car	531	2,889	7,536	932	1,288	13,176
Taxi	6	30	198	46	40	320
Private hire	2	7	51	8	8	76
Bus or coach	121	128	580	406	173	1,408
Goods	6	76	381	23	30	516
Other	2	27	128	21	17	195
Total	**898**	**4,494**	**14,115**	**1,596**	**2,006**	**23,109**

Table 7.6 Casualties in the Greater London area in 2007 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	2	46	333	381
Westminster	5	281	1,412	1,698
Camden	6	99	736	841
Islington	7	105	555	667
Hackney	2	125	810	937
Tower Hamlets	6	145	818	969
Greenwich	8	122	824	954
Lewisham	6	118	756	880
Southwark	5	134	911	1,050
Lambeth	10	175	944	1,129
Wandsworth	2	164	749	915
Hammersmith and Fulham	6	97	662	765
Kensington and Chelsea	8	112	674	794
Total Inner	**73**	**1,723**	**10,184**	**11,980**
Waltham Forest	3	89	747	839
Redbridge	10	86	689	785
Havering	12	117	773	902
Barking and Dagenham	7	53	515	575
Newham	8	97	900	1,005
Bexley	6	99	476	581
Bromley	7	136	757	900
Croydon	9	149	987	1,145
Sutton	2	68	519	589
Merton	4	58	478	540
Kingston	5	44	320	369
Richmond	2	74	413	489
Hounslow	9	94	829	932
Hillingdon	9	107	914	1,030
Ealing	13	124	1,011	1,148
Brent	11	87	747	845
Harrow	2	53	441	496
Barnet	14	144	1,234	1,392
Haringey	4	74	711	789
Enfield	12	86	932	1,030
Total Outer	**149**	**1,839**	**14,393**	**16,381**
Greater London	**222**	**3,562**	**24,577**	**28,361**

Table 7.7 Casualties in the Greater London area in 2007 by borough, mode of travel and severity

00 City of London

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	0	17	102	119
Pedal cycles	1	16	75	92
Powered two wheelers	0	7	83	90
Car occupants	0	3	31	34
Taxi occupants	1	3	13	17
Bus or coach occupants	0	0	20	20
Goods vehicle occupants	0	0	8	8
Other vehicle occupants	0	0	1	1
Total	**2**	**46**	**333**	**381**

01 Westminster

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	99	374	476
Pedal cycles	0	47	231	278
Powered two wheelers	2	76	306	384
Car occupants	0	24	284	308
Taxi occupants	0	5	76	81
Bus or coach occupants	0	20	96	116
Goods vehicle occupants	0	5	28	33
Other vehicle occupants	0	5	17	22
Total	**5**	**281**	**1,412**	**1,698**

Table 7.7 Casualties in the Greater London area in 2007 by borough, mode of travel and severity

02 Camden

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	45	185	234
Pedal cycles	1	21	132	154
Powered two wheelers	1	18	158	177
Car occupants	0	6	184	190
Taxi occupants	0	3	14	17
Bus or coach occupants	0	4	46	50
Goods vehicle occupants	0	2	13	15
Other vehicle occupants	0	0	4	4
Total	**6**	**99**	**736**	**841**

03 Islington

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	39	118	161
Pedal cycles	1	22	137	160
Powered two wheelers	2	26	111	139
Car occupants	0	14	136	150
Taxi occupants	0	0	7	7
Bus or coach occupants	0	2	39	41
Goods vehicle occupants	0	2	5	7
Other vehicle occupants	0	0	2	2
Total	**7**	**105**	**555**	**667**

Table 7.7 Casualties in the Greater London area in 2007 by borough, mode of travel and severity

04 Hackney

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	0	45	146	191
Pedal cycles	2	21	125	148
Powered two wheelers	0	27	115	142
Car occupants	0	23	341	364
Taxi occupants	0	0	7	7
Bus or coach occupants	0	9	56	65
Goods vehicle occupants	0	0	8	8
Other vehicle occupants	0	0	12	12
Total	**2**	**125**	**810**	**937**

05 Tower Hamlets

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	36	118	155
Pedal cycles	0	21	103	124
Powered two wheelers	2	50	165	217
Car occupants	3	36	370	409
Taxi occupants	0	1	6	7
Bus or coach occupants	0	1	34	35
Goods vehicle occupants	0	0	11	11
Other vehicle occupants	0	0	11	11
Total	**6**	**145**	**818**	**969**

Table 7.7 Casualties in the Greater London area in 2007 by borough, mode of travel and severity

06 Greenwich

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	37	101	139
Pedal cycles	1	10	55	66
Powered two wheelers	3	23	97	123
Car occupants	3	45	474	522
Taxi occupants	0	0	5	5
Bus or coach occupants	0	2	69	71
Goods vehicle occupants	0	4	19	23
Other vehicle occupants	0	1	4	5
Total	**8**	**122**	**824**	**954**

07 Lewisham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	6	44	105	155
Pedal cycles	0	14	93	107
Powered two wheelers	0	22	115	137
Car occupants	0	30	364	394
Taxi occupants	0	0	4	4
Bus or coach occupants	0	6	51	57
Goods vehicle occupants	0	1	14	15
Other vehicle occupants	0	1	10	11
Total	**6**	**118**	**756**	**880**

Table 7.7 Casualties in the Greater London area in 2007 by borough, mode of travel and severity

08 Southwark

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	53	165	220
Pedal cycles	1	21	191	213
Powered two wheelers	0	37	166	203
Car occupants	2	13	269	284
Taxi occupants	0	0	9	9
Bus or coach occupants	0	6	88	94
Goods vehicle occupants	0	2	13	15
Other vehicle occupants	0	2	10	12
Total	**5**	**134**	**911**	**1,050**

09 Lambeth

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	9	56	152	217
Pedal cycles	1	37	140	178
Powered two wheelers	0	46	199	245
Car occupants	0	27	368	395
Taxi occupants	0	0	3	3
Bus or coach occupants	0	6	51	57
Goods vehicle occupants	0	1	19	20
Other vehicle occupants	0	2	12	14
Total	**10**	**175**	**944**	**1,129**

Table 7.7 Casualties in the Greater London area in 2007 by borough, mode of travel and severity

10 Wandsworth

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	53	136	190
Pedal cycles	0	38	129	167
Powered two wheelers	1	46	189	236
Car occupants	0	18	224	242
Taxi occupants	0	5	10	15
Bus or coach occupants	0	3	35	38
Goods vehicle occupants	0	1	18	19
Other vehicle occupants	0	0	8	8
Total	**2**	**164**	**749**	**915**

11 Hammersmith and Fulham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	5	29	124	158
Pedal cycles	1	14	127	142
Powered two wheelers	0	35	153	188
Car occupants	0	12	206	218
Taxi occupants	0	0	13	13
Bus or coach occupants	0	5	24	29
Goods vehicle occupants	0	0	11	11
Other vehicle occupants	0	2	4	6
Total	**6**	**97**	**662**	**765**

Table 7.7 Casualties in the Greater London area in 2007 by borough, mode of travel and severity

12 Kensington and Chelsea

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	42	138	184
Pedal cycles	0	22	124	146
Powered two wheelers	3	30	191	224
Car occupants	1	10	151	162
Taxi occupants	0	2	32	34
Bus or coach occupants	0	4	27	31
Goods vehicle occupants	0	1	9	10
Other vehicle occupants	0	1	2	3
Total	**8**	**112**	**674**	**794**

13 Waltham Forest

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	0	31	111	142
Pedal cycles	1	5	60	66
Powered two wheelers	1	16	73	90
Car occupants	1	32	461	494
Taxi occupants	0	1	1	2
Bus or coach occupants	0	1	28	29
Goods vehicle occupants	0	2	3	5
Other vehicle occupants	0	1	10	11
Total	**3**	**89**	**747**	**839**

Table 7.7 Casualties in the Greater London area in 2007 by borough, mode of travel and severity

14 Redbridge

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	27	85	115
Pedal cycles	0	4	22	26
Powered two wheelers	3	16	48	67
Car occupants	4	35	488	527
Taxi occupants	0	0	7	7
Bus or coach occupants	0	2	23	25
Goods vehicle occupants	0	1	14	15
Other vehicle occupants	0	1	2	3
Total	**10**	**86**	**689**	**785**

15 Havering

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	31	77	111
Pedal cycles	0	4	27	31
Powered two wheelers	3	15	62	80
Car occupants	6	57	558	621
Taxi occupants	0	0	2	2
Bus or coach occupants	0	8	31	39
Goods vehicle occupants	0	0	11	11
Other vehicle occupants	0	2	5	7
Total	**12**	**117**	**773**	**902**

Table 7.7 Casualties in the Greater London area in 2007 by borough, mode of travel and severity

16 Barking and Dagenham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	17	67	87
Pedal cycles	0	3	18	21
Powered two wheelers	2	8	38	48
Car occupants	2	14	363	379
Taxi occupants	0	0	0	0
Bus or coach occupants	0	2	11	13
Goods vehicle occupants	0	3	11	14
Other vehicle occupants	0	6	7	13
Total	**7**	**53**	**515**	**575**

17 Newham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	41	171	216
Pedal cycles	1	6	57	64
Powered two wheelers	0	14	76	90
Car occupants	3	33	528	564
Taxi occupants	0	0	5	5
Bus or coach occupants	0	1	45	46
Goods vehicle occupants	0	2	11	13
Other vehicle occupants	0	0	7	7
Total	**8**	**97**	**900**	**1,005**

Table 7.7 Casualties in the Greater London area in 2007 by borough, mode of travel and severity

18 Bexley

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	32	66	101
Pedal cycles	0	6	27	33
Powered two wheelers	1	11	60	72
Car occupants	2	42	284	328
Taxi occupants	0	0	1	1
Bus or coach occupants	0	7	25	32
Goods vehicle occupants	0	0	11	11
Other vehicle occupants	0	1	2	3
Total	**6**	**99**	**476**	**581**

19 Bromley

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	30	94	128
Pedal cycles	0	13	32	45
Powered two wheelers	1	26	89	116
Car occupants	2	58	489	549
Taxi occupants	0	0	3	3
Bus or coach occupants	0	6	31	37
Goods vehicle occupants	0	1	11	12
Other vehicle occupants	0	2	8	10
Total	**7**	**136**	**757**	**900**

Table 7.7 Casualties in the Greater London area in 2007 by borough, mode of travel and severity

20 Croydon

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	49	158	209
Pedal cycles	0	9	49	58
Powered two wheelers	1	21	110	132
Car occupants	6	63	575	644
Taxi occupants	0	1	2	3
Bus or coach occupants	0	2	64	66
Goods vehicle occupants	0	2	18	20
Other vehicle occupants	0	2	11	13
Total	**9**	**149**	**987**	**1,145**

21 Sutton

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	24	58	83
Pedal cycles	0	5	34	39
Powered two wheelers	1	10	66	77
Car occupants	0	26	328	354
Taxi occupants	0	0	2	2
Bus or coach occupants	0	2	23	25
Goods vehicle occupants	0	1	7	8
Other vehicle occupants	0	0	1	1
Total	**2**	**68**	**519**	**589**

Table 7.7 Casualties in the Greater London area in 2007 by borough, mode of travel and severity

22 Merton

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	17	80	101
Pedal cycles	0	9	50	59
Powered two wheelers	0	19	83	102
Car occupants	0	10	224	234
Taxi occupants	0	0	6	6
Bus or coach occupants	0	2	19	21
Goods vehicle occupants	0	1	13	14
Other vehicle occupants	0	0	3	3
Total	**4**	**58**	**478**	**540**

23 Kingston

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	12	47	63
Pedal cycles	0	8	47	55
Powered two wheelers	0	12	53	65
Car occupants	1	8	144	153
Taxi occupants	0	0	4	4
Bus or coach occupants	0	3	14	17
Goods vehicle occupants	0	0	9	9
Other vehicle occupants	0	1	2	3
Total	**5**	**44**	**320**	**369**

Table 7.7 Casualties in the Greater London area in 2007 by borough, mode of travel and severity

24 Richmond

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	23	64	88
Pedal cycles	0	15	66	81
Powered two wheelers	0	20	71	91
Car occupants	1	12	185	198
Taxi occupants	0	0	3	3
Bus or coach occupants	0	3	16	19
Goods vehicle occupants	0	0	8	8
Other vehicle occupants	0	1	0	1
Total	**2**	**74**	**413**	**489**

25 Hounslow

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	6	27	73	106
Pedal cycles	1	11	64	76
Powered two wheelers	0	17	107	124
Car occupants	2	28	536	566
Taxi occupants	0	1	17	18
Bus or coach occupants	0	4	12	16
Goods vehicle occupants	0	6	16	22
Other vehicle occupants	0	0	4	4
Total	**9**	**94**	**829**	**932**

Table 7.7 Casualties in the Greater London area in 2007 by borough, mode of travel and severity

26 Hillingdon

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	21	104	126
Pedal cycles	0	10	33	43
Powered two wheelers	2	10	71	83
Car occupants	3	55	655	713
Taxi occupants	1	2	12	15
Bus or coach occupants	0	1	20	21
Goods vehicle occupants	1	3	17	21
Other vehicle occupants	1	5	2	8
Total	**9**	**107**	**914**	**1,030**

27 Ealing

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	7	46	136	189
Pedal cycles	2	9	67	78
Powered two wheelers	2	27	141	170
Car occupants	2	35	564	601
Taxi occupants	0	2	9	11
Bus or coach occupants	0	4	57	61
Goods vehicle occupants	0	1	29	30
Other vehicle occupants	0	0	8	8
Total	**13**	**124**	**1,011**	**1,148**

Table 7.7 Casualties in the Greater London area in 2007 by borough, mode of travel and severity

28 Brent

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	5	35	126	166
Pedal cycles	0	6	48	54
Powered two wheelers	3	22	100	125
Car occupants	3	21	415	439
Taxi occupants	0	0	2	2
Bus or coach occupants	0	3	39	42
Goods vehicle occupants	0	0	14	14
Other vehicle occupants	0	0	3	3
Total	**11**	**87**	**747**	**845**

29 Harrow

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	25	70	96
Pedal cycles	0	1	18	19
Powered two wheelers	1	7	24	32
Car occupants	0	19	298	317
Taxi occupants	0	0	1	1
Bus or coach occupants	0	1	17	18
Goods vehicle occupants	0	0	8	8
Other vehicle occupants	0	0	5	5
Total	**2**	**53**	**441**	**496**

Table 7.7 Casualties in the Greater London area in 2007 by borough, mode of travel and severity

30 Barnet

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	8	42	182	232
Pedal cycles	0	11	56	67
Powered two wheelers	2	30	144	176
Car occupants	3	52	770	825
Taxi occupants	0	1	8	9
Bus or coach occupants	1	5	34	40
Goods vehicle occupants	0	2	32	34
Other vehicle occupants	0	1	8	9
Total	**14**	**144**	**1,234**	**1,392**

31 Haringey

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	30	123	156
Pedal cycles	0	5	42	47
Powered two wheelers	1	17	87	105
Car occupants	0	14	396	410
Taxi occupants	0	1	1	2
Bus or coach occupants	0	5	48	53
Goods vehicle occupants	0	1	12	13
Other vehicle occupants	0	1	2	3
Total	**4**	**74**	**711**	**789**

Table 7.7 Casualties in the Greater London area in 2007 by borough, mode of travel and severity

32 Enfield

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	6	28	104	138
Pedal cycles	1	2	30	33
Powered two wheelers	3	17	78	98
Car occupants	2	33	592	627
Taxi occupants	0	1	4	5
Bus or coach occupants	0	3	81	84
Goods vehicle occupants	0	2	37	39
Other vehicle occupants	0	0	6	6
Total	**12**	**86**	**932**	**1,030**

Table 7.8 Casualties in the Greater London area in 2007 by borough, mode of travel and severity

Greater London total

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	109	1,183	3,960	5,252
Pedal cycles	15	446	2,509	2,970
Powered two wheelers	41	778	3,629	4,448
Car occupants	52	908	12,255	13,215
Taxi occupants	2	29	289	320
Bus or coach occupants	1	133	1,274	1,408
Goods vehicle occupants	1	47	468	516
Other vehicle occupants	1	38	193	232
Total	**222**	**3,562**	**24,577**	**28,361**

Table 7.9 Pedestrian casualties in the Greater London area in 2007 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	17	102	119
Westminster	3	99	374	476
Camden	4	45	185	234
Islington	4	39	118	161
Hackney	0	45	146	191
Tower Hamlets	1	36	118	155
Greenwich	1	37	101	139
Lewisham	6	44	105	155
Southwark	2	53	165	220
Lambeth	9	56	152	217
Wandsworth	1	53	136	190
Hammersmith and Fulham	5	29	124	158
Kensington and Chelsea	4	42	138	184
Total Inner	**40**	**595**	**1,964**	**2,599**
Waltham Forest	0	31	111	142
Redbridge	3	27	85	115
Havering	3	31	77	111
Barking and Dagenham	3	17	67	87
Newham	4	41	171	216
Bexley	3	32	66	101
Bromley	4	30	94	128
Croydon	2	49	158	209
Sutton	1	24	58	83
Merton	4	17	80	101
Kingston	4	12	47	63
Richmond	1	23	64	88
Hounslow	6	27	73	106
Hillingdon	1	21	104	126
Ealing	7	46	136	189
Brent	5	35	126	166
Harrow	1	25	70	96
Barnet	8	42	182	232
Haringey	3	30	123	156
Enfield	6	28	104	138
Total Outer	**69**	**588**	**1,996**	**2,653**
Greater London	**109**	**1,183**	**3,960**	**5,252**

Table 7.10 Driver casualties in the Greater London area in 2007 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	1	26	196	223
Westminster	2	143	786	931
Camden	2	47	439	488
Islington	3	59	359	421
Hackney	2	64	514	580
Tower Hamlets	2	90	568	660
Greenwich	5	65	509	579
Lewisham	0	59	489	548
Southwark	3	75	581	659
Lambeth	1	104	624	729
Wandsworth	1	101	506	608
Hammersmith and Fulham	1	58	450	509
Kensington and Chelsea	4	62	446	512
Total Inner	**27**	**953**	**6,467**	**7,447**
Waltham Forest	3	43	462	508
Redbridge	5	48	445	498
Havering	7	59	516	582
Barking and Dagenham	3	28	333	364
Newham	2	37	502	541
Bexley	2	44	309	355
Bromley	2	83	473	558
Croydon	4	78	612	694
Sutton	1	31	335	367
Merton	0	34	310	344
Kingston	0	25	215	240
Richmond	0	46	284	330
Hounslow	3	54	596	653
Hillingdon	6	54	605	665
Ealing	5	62	640	707
Brent	5	47	473	525
Harrow	1	18	266	285
Barnet	3	75	782	860
Haringey	1	34	420	455
Enfield	5	46	590	641
Total Outer	**58**	**946**	**9,168**	**10,172**
Greater London	**85**	**1,899**	**15,635**	**17,619**

Table 7.11 Passenger casualties in the Greater London area in 2007 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	1	3	35	39
Westminster	0	39	252	291
Camden	0	7	112	119
Islington	0	7	78	85
Hackney	0	16	150	166
Tower Hamlets	3	19	132	154
Greenwich	2	20	214	236
Lewisham	0	15	162	177
Southwark	0	6	165	171
Lambeth	0	15	168	183
Wandsworth	0	10	107	117
Hammersmith and Fulham	0	10	88	98
Kensington and Chelsea	0	8	90	98
Total Inner	**6**	**175**	**1,753**	**1,934**
Waltham Forest	0	15	174	189
Redbridge	2	11	159	172
Havering	2	27	180	209
Barking and Dagenham	1	8	115	124
Newham	2	19	227	248
Bexley	1	23	101	125
Bromley	1	23	190	214
Croydon	3	22	217	242
Sutton	0	13	126	139
Merton	0	7	88	95
Kingston	1	7	58	66
Richmond	1	5	65	71
Hounslow	0	13	160	173
Hillingdon	2	32	205	239
Ealing	1	16	235	252
Brent	1	5	148	154
Harrow	0	10	105	115
Barnet	3	27	270	300
Haringey	0	10	168	178
Enfield	1	12	238	251
Total Outer	**22**	**305**	**3,229**	**3,556**
Greater London	**28**	**480**	**4,982**	**5,490**

Table 7.12 Pedestrian casualties in the Greater London area in 2007 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	24	24	37	85
Westminster	114	84	151	349
Camden	49	38	69	156
Islington	32	27	47	106
Hackney	27	11	102	140
Tower Hamlets	32	17	74	123
Greenwich	19	19	59	97
Lewisham	23	21	66	110
Southwark	43	35	102	180
Lambeth	34	31	106	171
Wandsworth	29	43	76	148
Hammersmith and Fulham	42	25	53	120
Kensington and Chelsea	38	44	58	140
Total Inner	**506**	**419**	**1,000**	**1,925**
Waltham Forest	20	16	85	121
Redbridge	12	6	49	67
Havering	12	5	58	75
Barking and Dagenham	12	4	43	59
Newham	34	17	118	169
Bexley	12	6	42	60
Bromley	18	12	65	95
Croydon	40	25	93	158
Sutton	10	7	40	57
Merton	20	20	35	75
Kingston	16	8	28	52
Richmond	20	13	36	69
Hounslow	19	14	43	76
Hillingdon	11	8	57	76
Ealing	31	17	104	152
Brent	12	6	93	111
Harrow	9	5	46	60
Barnet	26	13	103	142
Haringey	37	21	54	112
Enfield	24	14	57	95
Total Outer	**395**	**237**	**1,249**	**1,881**
Greater London	**901**	**656**	**2,249**	**3,806**

Note: This table is continued on the next page.

Table 7.12 (cont.) Pedestrian casualties in the Greater London area in 2007 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	8	7	1	5	13	119
Westminster	22	34	4	7	60	476
Camden	13	7	0	1	57	234
Islington	9	5	0	3	38	161
Hackney	9	14	0	8	20	191
Tower Hamlets	17	5	0	2	8	155
Greenwich	9	7	1	3	22	139
Lewisham	10	13	1	0	21	155
Southwark	14	10	0	4	12	220
Lambeth	11	11	1	0	23	217
Wandsworth	12	8	1	2	19	190
Hammersmith and Fulham	16	8	0	0	14	158
Kensington and Chelsea	16	17	0	0	11	184
Total Inner	**166**	**146**	**9**	**35**	**318**	**2,599**
Waltham Forest	7	6	0	1	7	142
Redbridge	7	13	0	3	25	115
Havering	8	6	0	1	21	111
Barking and Dagenham	1	12	1	1	13	87
Newham	12	10	0	4	21	216
Bexley	9	12	0	5	15	101
Bromley	7	5	1	3	17	128
Croydon	11	16	0	2	22	209
Sutton	6	7	1	1	11	83
Merton	8	6	0	1	11	101
Kingston	4	3	0	0	4	63
Richmond	4	5	0	0	10	88
Hounslow	6	9	2	1	12	106
Hillingdon	3	6	2	0	39	126
Ealing	14	12	0	0	11	189
Brent	5	6	0	0	44	166
Harrow	3	4	0	1	28	96
Barnet	17	10	3	5	55	232
Haringey	4	7	0	1	32	156
Enfield	7	6	2	0	28	138
Total Outer	**143**	**161**	**12**	**30**	**426**	**2,653**
Greater London	**309**	**307**	**21**	**65**	**744**	**5,252**

Table 7.13 Driver casualties in the Greater London area in 2007 tabulated by vehicle type and borough

		Motor cycle										
	Pedal	up to	50 to	125 to	over			Private	Bus or	Goods		
Borough	cycle	50cc	125cc	500cc	500cc	Car	Taxi	hire	coach	vehicle	Other	Total
City of London	92	5	38	5	41	22	9	1	2	8	0	223
Westminster	275	52	142	40	132	215	31	2	11	21	10	931
Camden	154	15	81	28	47	136	7	3	3	12	2	488
Islington	160	15	62	14	41	115	4	1	3	4	2	421
Hackney	148	19	48	30	41	261	6	10	8	6	3	580
Tower Hamlets	124	16	77	36	83	294	5	4	5	11	5	660
Greenwich	66	7	33	19	59	363	4	2	6	17	3	579
Lewisham	107	22	43	15	53	281	2	1	4	11	9	548
Southwark	213	21	63	32	79	216	7	1	7	13	7	659
Lambeth	175	25	81	42	84	288	1	2	6	15	10	729
Wandsworth	167	25	86	17	103	178	9	0	4	15	4	608
Hammersmith and Fulham	141	28	100	11	43	162	11	0	1	7	5	509
Kensington and Chelsea	146	31	100	21	63	119	17	0	3	9	3	512
Total Inner	**1,968**	**281**	**954**	**310**	**869**	**2,650**	**113**	**27**	**63**	**149**	**63**	**7,447**
Waltham Forest	66	11	36	14	25	337	2	5	3	4	5	508
Redbridge	25	5	14	15	30	384	6	1	5	11	2	498
Havering	31	13	25	9	29	455	0	1	7	8	4	582
Barking and Dagenham	21	5	15	8	20	273	0	1	0	13	8	364
Newham	64	18	21	16	29	365	1	5	7	11	4	541
Bexley	33	16	22	8	25	238	1	0	1	9	2	355
Bromley	45	11	28	27	49	370	2	3	5	11	7	558
Croydon	58	16	42	15	55	473	1	3	5	18	8	694
Sutton	39	14	24	11	26	244	1	0	1	6	1	367
Merton	59	16	41	7	35	167	1	0	4	11	3	344
Kingston	55	11	19	10	24	107	4	0	0	7	3	240
Richmond	78	9	38	10	31	149	3	0	3	8	1	330
Hounslow	76	16	38	6	63	419	11	0	2	18	4	653
Hillingdon	43	10	35	11	24	508	10	0	3	17	4	665
Ealing	78	23	60	24	59	424	4	0	8	23	4	707
Brent	54	14	45	21	40	334	1	0	4	10	2	525
Harrow	19	3	12	4	11	224	0	0	2	7	3	285
Barnet	67	20	60	27	64	578	3	1	4	29	7	860
Haringey	47	12	49	10	33	289	1	0	0	11	3	455
Enfield	33	16	36	10	31	472	4	1	4	31	3	641
Total Outer	**991**	**259**	**660**	**263**	**703**	**6,810**	**56**	**21**	**68**	**263**	**78**	**10,172**
Greater London	**2,959**	**540**	**1,614**	**573**	**1,572**	**9,460**	**169**	**48**	**131**	**412**	**141**	**17,619**

Figure 7.14: Pedestrian casualties at or within 50 metres of a pedestrian crossing 2003-2007

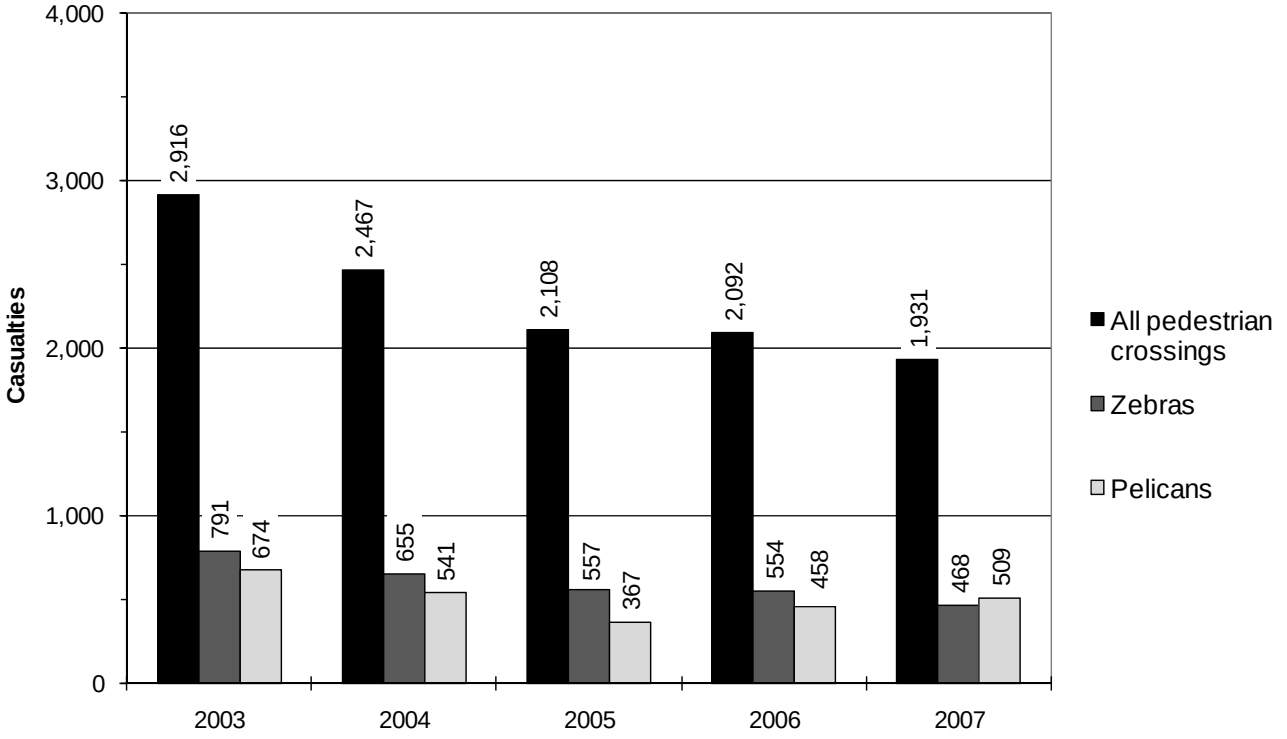


Table 7.15 Passenger casualties in the Greater London area in 2007 tabulated by vehicle type and borough

		Motor cycle										
Borough	Pedal cycle	up to 50cc	50 to 125cc	125 to 500cc	over 500cc	Car	Taxi	Private hire	Bus or coach	Goods vehicle	Other	Total
City of London	0	0	0	0	1	12	8	0	18	0	0	39
Westminster	3	4	3	2	9	90	50	2	105	12	11	291
Camden	0	1	3	1	1	50	10	2	47	3	1	119
Islington	0	0	2	2	3	34	3	0	38	3	0	85
Hackney	0	1	0	0	3	100	1	2	57	2	0	166
Tower Hamlets	0	0	2	1	2	114	2	0	30	0	3	154
Greenwich	0	1	0	1	3	152	1	6	65	6	1	236
Lewisham	0	0	0	1	3	113	2	0	53	4	1	177
Southwark	0	1	2	2	3	68	2	0	87	2	4	171
Lambeth	3	0	5	2	6	101	2	5	51	5	3	183
Wandsworth	0	1	2	1	1	64	6	0	34	4	4	117
Hammersmith and Fulham	1	0	3	1	2	56	2	0	28	4	1	98
Kensington and Chelsea	0	4	2	1	2	43	17	0	28	1	0	98
Total Inner	**7**	**13**	**24**	**15**	**39**	**997**	**106**	**17**	**641**	**46**	**29**	**1,934**
Waltham Forest	0	0	1	1	2	153	0	4	26	1	1	189
Redbridge	1	2	0	1	0	143	1	0	20	4	0	172
Havering	0	0	2	0	2	166	2	0	32	3	2	209
Barking and Dagenham	0	0	0	0	0	106	0	1	13	1	3	124
Newham	0	1	3	0	2	195	4	2	39	2	0	248
Bexley	0	0	0	1	0	90	0	0	31	2	1	125
Bromley	0	0	0	1	0	177	1	0	32	1	2	214
Croydon	0	0	0	0	4	171	2	0	61	2	2	242
Sutton	0	0	0	1	1	110	1	0	24	2	0	139
Merton	0	1	1	0	1	67	5	0	17	3	0	95
Kingston	0	0	0	0	1	46	0	0	17	2	0	66
Richmond	3	0	1	1	1	49	0	0	16	0	0	71
Hounslow	0	0	0	0	1	147	7	0	14	4	0	173
Hillingdon	0	0	0	0	3	205	5	0	18	4	4	239
Ealing	0	0	0	1	3	177	7	0	53	7	4	252
Brent	0	0	2	2	1	105	1	0	38	4	1	154
Harrow	0	0	0	1	1	93	1	1	16	1	1	115
Barnet	0	1	1	0	3	243	6	3	36	5	2	300
Haringey	0	0	1	0	0	121	1	0	53	2	0	178
Enfield	0	0	2	1	2	155	1	0	80	8	2	251
Total Outer	**4**	**5**	**14**	**11**	**28**	**2,719**	**45**	**11**	**636**	**58**	**25**	**3,556**
Greater London	**11**	**18**	**38**	**26**	**67**	**3,716**	**151**	**28**	**1,277**	**104**	**54**	**5,490**

Table 7.16 Driver casualties in the Greater London area in 2007 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	0	23	183	6	11	223
Westminster	6	91	744	37	53	931
Camden	2	45	382	19	40	488
Islington	5	50	328	15	23	421
Hackney	8	83	443	9	37	580
Tower Hamlets	4	117	471	23	45	660
Greenwich	11	111	417	21	19	579
Lewisham	5	97	393	31	22	548
Southwark	9	92	517	22	19	659
Lambeth	8	101	573	22	25	729
Wandsworth	9	102	457	14	26	608
Hammersmith and Fulham	6	86	373	19	25	509
Kensington and Chelsea	2	78	387	21	24	512
Total Inner	**75**	**1,076**	**5,668**	**259**	**369**	**7,447**
Waltham Forest	8	107	335	16	42	508
Redbridge	6	126	311	36	19	498
Havering	8	138	346	63	27	582
Barking and Dagenham	6	83	217	26	32	364
Newham	9	116	375	18	23	541
Bexley	10	102	202	27	14	355
Bromley	6	134	333	61	24	558
Croydon	12	148	441	62	31	694
Sutton	9	89	229	24	16	367
Merton	9	63	236	19	17	344
Kingston	5	50	156	16	13	240
Richmond	7	67	220	21	15	330
Hounslow	10	131	471	24	17	653
Hillingdon	9	144	402	43	67	665
Ealing	6	133	483	33	52	707
Brent	3	98	366	24	34	525
Harrow	1	66	170	26	22	285
Barnet	7	170	558	72	53	860
Haringey	2	88	317	20	28	455
Enfield	8	134	409	31	59	641
Total Outer	**141**	**2,187**	**6,577**	**662**	**605**	**10,172**
Greater London	**216**	**3,263**	**12,245**	**921**	**974**	**17,619**

Table 7.17 Passenger casualties in the Greater London area in 2007 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	4	5	15	3	12	39
Westminster	19	34	148	47	43	291
Camden	11	19	51	20	18	119
Islington	5	13	30	16	21	85
Hackney	30	14	73	14	35	166
Tower Hamlets	9	48	51	8	38	154
Greenwich	29	77	71	26	33	236
Lewisham	27	36	66	31	17	177
Southwark	14	17	85	31	24	171
Lambeth	29	33	77	15	29	183
Wandsworth	21	11	49	18	18	117
Hammersmith and Fulham	12	23	33	10	20	98
Kensington and Chelsea	5	16	54	16	7	98
Total Inner	**215**	**346**	**803**	**255**	**315**	**1,934**
Waltham Forest	23	45	58	22	41	189
Redbridge	16	49	54	13	40	172
Havering	25	60	49	31	44	209
Barking and Dagenham	22	27	44	11	20	124
Newham	33	60	70	10	75	248
Bexley	29	35	24	24	13	125
Bromley	38	82	45	25	24	214
Croydon	31	48	82	38	43	242
Sutton	16	35	47	24	17	139
Merton	18	20	32	11	14	95
Kingston	8	17	19	12	10	66
Richmond	12	13	25	16	5	71
Hounslow	23	44	53	18	35	173
Hillingdon	30	55	68	24	62	239
Ealing	20	55	91	28	58	252
Brent	31	24	58	14	27	154
Harrow	14	25	32	19	25	115
Barnet	36	57	102	43	62	300
Haringey	17	31	56	22	52	178
Enfield	25	103	58	15	50	251
Total Outer	**467**	**885**	**1,067**	**420**	**717**	**3,556**
Greater London	**682**	**1,231**	**1,870**	**675**	**1,032**	**5,490**

Table 7.18 Pedestrian casualties in the Greater London area in 2007 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	2	21	74	11	11	119
Westminster	44	84	265	51	32	476
Camden	25	43	121	29	16	234
Islington	22	40	64	24	11	161
Hackney	33	36	95	14	13	191
Tower Hamlets	38	35	60	14	8	155
Greenwich	52	17	50	16	4	139
Lewisham	42	26	67	13	7	155
Southwark	47	28	112	21	12	220
Lambeth	38	37	102	21	19	217
Wandsworth	36	32	84	28	10	190
Hammersmith and Fulham	27	29	63	26	13	158
Kensington and Chelsea	18	34	97	19	16	184
Total Inner	**424**	**462**	**1,254**	**287**	**172**	**2,599**
Waltham Forest	44	28	46	16	8	142
Redbridge	32	17	42	20	4	115
Havering	29	25	27	22	8	111
Barking and Dagenham	35	18	19	9	6	87
Newham	60	47	74	23	12	216
Bexley	32	26	21	16	6	101
Bromley	46	15	34	23	10	128
Croydon	59	35	72	30	13	209
Sutton	27	6	25	14	11	83
Merton	22	21	38	17	3	101
Kingston	20	12	17	12	2	63
Richmond	27	11	36	12	2	88
Hounslow	28	19	31	19	9	106
Hillingdon	42	26	25	16	17	126
Ealing	49	26	66	32	16	189
Brent	39	24	73	23	7	166
Harrow	31	14	26	17	8	96
Barnet	59	41	72	39	21	232
Haringey	36	19	58	23	20	156
Enfield	44	15	44	20	15	138
Total Outer	**761**	**445**	**846**	**403**	**198**	**2,653**
Greater London	**1,185**	**907**	**2,100**	**690**	**370**	**5,252**

Figure 7.19: Driver casualties with a positive breath test 2003-2007

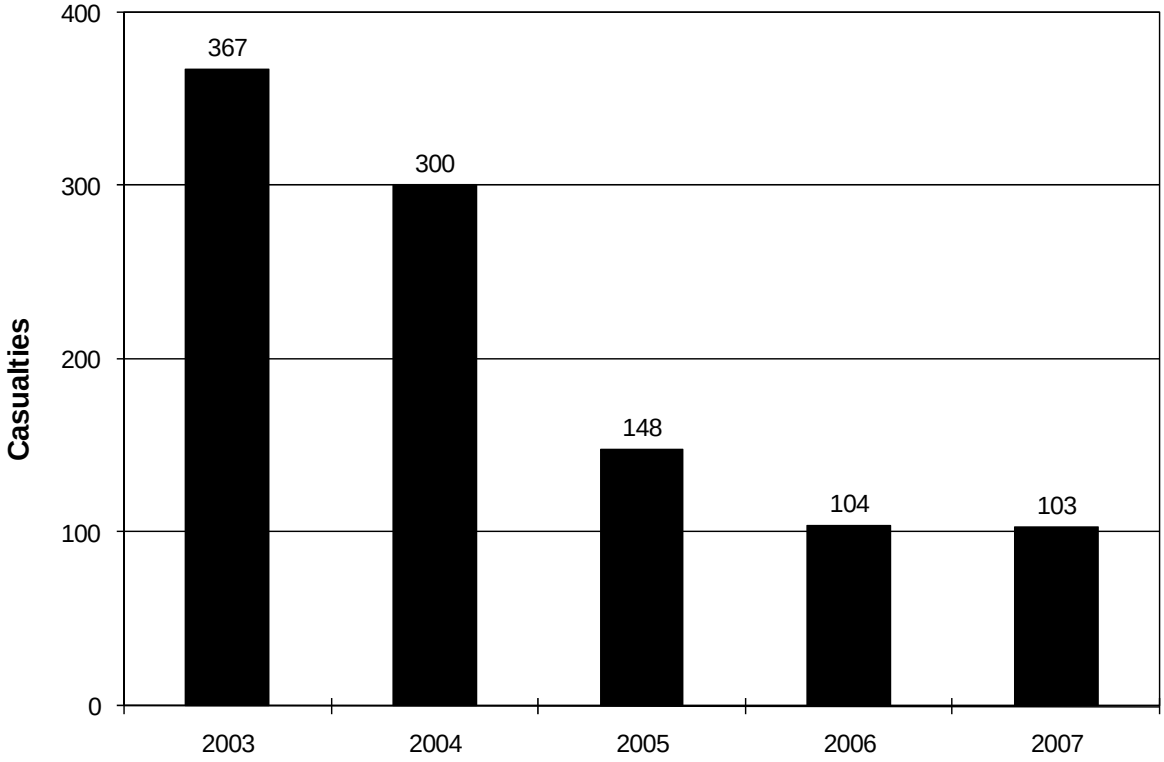


Table 7.20 Bus or coach passenger casualties in the Greater London area in 2007 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	1	1	10	3	3	18
Westminster	5	0	59	33	8	105
Camden	7	1	21	15	3	47
Islington	2	3	11	15	7	38
Hackney	6	2	29	12	8	57
Tower Hamlets	1	6	15	5	3	30
Greenwich	6	10	21	20	8	65
Lewisham	4	4	15	25	5	53
Southwark	4	4	46	24	9	87
Lambeth	9	3	21	11	7	51
Wandsworth	3	2	11	14	4	34
Hammersmith and Fulham	2	5	9	7	5	28
Kensington and Chelsea	2	1	14	10	1	28
Total Inner	**52**	**42**	**282**	**194**	**71**	**641**
Waltham Forest	2	1	7	10	6	26
Redbridge	2	3	7	6	2	20
Havering	5	2	5	12	8	32
Barking and Dagenham	2	0	5	5	1	13
Newham	2	5	16	7	9	39
Bexley	6	5	4	13	3	31
Bromley	3	2	8	12	7	32
Croydon	2	5	20	20	14	61
Sutton	3	0	8	9	4	24
Merton	3	0	3	9	2	17
Kingston	2	1	5	8	1	17
Richmond	0	2	4	9	1	16
Hounslow	2	2	3	6	1	14
Hillingdon	4	0	3	8	3	18
Ealing	5	2	24	18	4	53
Brent	7	2	16	9	4	38
Harrow	5	0	3	7	1	16
Barnet	7	2	11	14	2	36
Haringey	4	2	19	15	13	53
Enfield	3	43	14	8	12	80
Total Outer	**69**	**79**	**185**	**205**	**98**	**636**
Greater London	**121**	**121**	**467**	**399**	**169**	**1,277**

Table 7.21 Pedestrian casualties in the Greater London area in 2007 tabulated by associated vehicle type and time of day

		Motor cycle								Goods					
Time	Pedal cycle	up to 50cc	50 to 125cc	125 to 500cc	over 500cc	Car	Taxi	Private hire	Bus or coach	up to 3.5t MGW	3.5 - 7.5t MGW	over 7.5t MGW	Other motor vehicle	Other non-motor vehicle	Total
00.00-00.59	0	0	0	0	2	83	10	2	15	2	0	1	0	0	115
01.00-01.59	0	0	1	0	3	38	7	0	9	1	0	0	1	0	60
02.00-02.59	0	1	0	1	0	54	10	1	2	1	0	1	1	0	72
03.00-03.59	0	0	0	0	0	26	3	0	6	0	0	1	3	0	39
04.00-04.59	0	0	0	1	0	22	1	0	3	0	0	0	1	0	28
05.00-05.59	0	0	0	1	1	14	2	0	6	2	0	0	1	0	27
06.00-06.59	0	0	1	1	3	27	0	0	3	9	0	0	3	0	47
07.00-07.59	2	3	6	0	10	87	0	0	13	17	4	3	2	0	147
08.00-08.59	16	3	20	4	16	238	4	0	13	18	1	2	6	0	341
09.00-09.59	3	3	10	6	11	163	6	1	18	17	4	7	12	0	261
10.00-10.59	3	0	6	7	7	135	3	0	10	14	4	4	7	0	200
11.00-11.59	4	3	4	1	8	144	2	1	23	17	2	11	10	0	230
12.00-12.59	3	2	13	1	5	208	7	3	30	28	2	9	7	1	319
13.00-13.59	2	5	11	5	10	216	9	1	40	26	1	6	9	1	342
14.00-14.59	6	1	8	5	8	207	8	0	36	25	1	6	6	0	317
15.00-15.59	4	11	14	3	13	357	10	2	29	30	5	2	5	0	485
16.00-16.59	4	5	20	9	20	319	11	4	38	28	1	2	10	0	471
17.00-17.59	10	4	19	11	28	270	13	3	20	12	0	2	4	0	396
18.00-18.59	6	6	15	12	20	279	12	1	43	17	0	2	5	0	418
19.00-19.59	5	8	13	3	9	193	9	1	25	8	0	0	4	0	278
20.00-20.59	2	2	9	3	8	152	7	2	20	8	1	1	4	0	219
21.00-21.59	0	4	5	2	3	120	6	1	8	5	0	3	2	0	159
22.00-22.59	1	3	4	1	2	99	7	0	16	9	2	0	4	0	148
23.00-23.59	0	1	1	1	6	92	14	0	11	4	0	0	3	0	133
Total	**71**	**65**	**180**	**78**	**193**	**3,543**	**161**	**23**	**437**	**298**	**28**	**63**	**110**	**2**	**5,252**

Table 7.22 Casualties in the Greater London area in 2007 tabulated by casualty class, gender and borough

	Driver		Passenger		Pedestrian		
Borough	**Male**	**Female**	**Male**	**Female**	**Male**	**Female**	**Total**
City of London	190	33	16	23	56	63	381
Westminster	755	176	121	170	232	244	1,698
Camden	386	102	49	70	134	100	841
Islington	332	89	26	59	77	84	667
Hackney	442	138	59	107	101	90	937
Tower Hamlets	536	124	65	89	91	64	969
Greenwich	412	167	83	153	78	61	954
Lewisham	385	163	58	119	79	76	880
Southwark	501	158	59	112	111	109	1,050
Lambeth	529	200	72	111	128	89	1,129
Wandsworth	468	140	45	72	112	78	915
Hammersmith and Fulham	397	112	41	57	81	77	765
Kensington and Chelsea	415	97	51	47	99	85	794
Total Inner	**5,748**	**1,699**	**745**	**1,189**	**1,379**	**1,220**	**11,980**
Waltham Forest	355	153	67	122	81	61	839
Redbridge	334	164	76	96	65	50	785
Havering	347	235	71	138	68	43	902
Barking and Dagenham	236	128	53	71	47	40	575
Newham	414	127	123	125	118	98	1,005
Bexley	236	119	46	79	64	37	581
Bromley	369	189	80	134	66	62	900
Croydon	467	227	81	161	105	104	1,145
Sutton	231	136	56	83	44	39	589
Merton	234	110	43	52	56	45	540
Kingston	157	83	31	35	37	26	369
Richmond	229	101	25	46	40	48	489
Hounslow	479	174	67	106	65	41	932
Hillingdon	435	230	107	132	80	46	1,030
Ealing	528	179	108	144	119	70	1,148
Brent	395	130	72	82	101	65	845
Harrow	186	99	55	60	50	46	496
Barnet	596	264	125	175	130	102	1,392
Haringey	336	119	75	103	94	62	789
Enfield	459	182	120	131	79	59	1,030
Total Outer	**7,023**	**3,149**	**1,481**	**2,075**	**1,509**	**1,144**	**16,381**
Greater London	**12,771**	**4,848**	**2,226**	**3,264**	**2,888**	**2,364**	**28,361**

Table 7.23 Casualties in the Greater London area in 2007 tabulated by highway authority and borough

Borough	TLRN [1]	Highways Agency	Borough	Total
City of London	188	0	193	381
Westminster	477	0	1,221	1,698
Camden	226	0	615	841
Islington	325	0	342	667
Hackney	445	0	492	937
Tower Hamlets	544	0	425	969
Greenwich	281	0	673	954
Lewisham	416	0	464	880
Southwark	487	0	563	1,050
Lambeth	620	0	509	1,129
Wandsworth	470	0	445	915
Hammersmith and Fulham	94	0	671	765
Kensington and Chelsea	254	0	540	794
Total Inner	**4,827**	**0**	**7,153**	**11,980**
Waltham Forest	95	0	744	839
Redbridge	202	5	578	785
Havering	158	80	664	902
Barking and Dagenham	120	0	455	575
Newham	143	0	862	1,005
Bexley	53	0	528	581
Bromley	123	0	777	900
Croydon	237	0	908	1,145
Sutton	229	0	360	589
Merton	85	0	455	540
Kingston	87	0	282	369
Richmond	117	0	372	489
Hounslow	396	49	487	932
Hillingdon	119	143	768	1,030
Ealing	282	0	866	1,148
Brent	81	0	764	845
Harrow	0	0	496	496
Barnet	353	26	1,013	1,392
Haringey	167	0	622	789
Enfield	235	141	654	1,030
Total Outer	**3,282**	**444**	**12,655**	**16,381**
Greater London	**8,109**	**444**	**19,808**	**28,361**

[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 2007 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	0	7	78	1	6	92
Westminster	7	30	211	5	25	278
Camden	2	18	117	3	14	154
Islington	5	14	129	2	10	160
Hackney	7	12	115	1	13	148
Tower Hamlets	3	16	91	2	12	124
Greenwich	11	12	38	1	4	66
Lewisham	5	15	81	2	4	107
Southwark	9	31	165	2	6	213
Lambeth	9	14	140	3	12	178
Wandsworth	9	18	128	2	10	167
Hammersmith and Fulham	5	21	104	3	9	142
Kensington and Chelsea	2	22	110	4	8	146
Total Inner	**74**	**230**	**1,507**	**31**	**133**	**1,975**
Waltham Forest	8	12	35	2	9	66
Redbridge	7	4	13	0	2	26
Havering	8	4	15	4	0	31
Barking and Dagenham	6	4	7	0	4	21
Newham	8	12	41	1	2	64
Bexley	10	4	16	0	3	33
Bromley	6	7	30	2	0	45
Croydon	10	11	28	6	3	58
Sutton	8	5	21	2	3	39
Merton	8	11	33	3	4	59
Kingston	5	9	34	2	5	55
Richmond	9	9	57	5	1	81
Hounslow	9	12	47	2	6	76
Hillingdon	8	6	19	2	8	43
Ealing	4	16	46	7	5	78
Brent	3	11	34	0	6	54
Harrow	1	3	11	1	3	19
Barnet	7	11	43	2	4	67
Haringey	2	7	33	2	3	47
Enfield	8	1	19	2	3	33
Total Outer	**135**	**159**	**582**	**45**	**74**	**995**
Greater London	**209**	**389**	**2,089**	**76**	**207**	**2,970**

Table 7.25 Powered two wheeler rider and passenger casualties in the Greater London area in 2007 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	0	15	73	1	1	90
Westminster	2	43	318	5	16	384
Camden	0	13	149	5	10	177
Islington	0	17	107	7	8	139
Hackney	1	31	100	1	9	142
Tower Hamlets	1	34	160	5	17	217
Greenwich	0	28	87	1	7	123
Lewisham	0	26	99	5	7	137
Southwark	0	34	156	7	6	203
Lambeth	2	41	192	1	9	245
Wandsworth	1	50	172	2	11	236
Hammersmith and Fulham	1	43	131	3	10	188
Kensington and Chelsea	0	36	175	2	11	224
Total Inner	**8**	**411**	**1,919**	**45**	**122**	**2,505**
Waltham Forest	1	25	51	1	12	90
Redbridge	1	19	45	0	2	67
Havering	0	30	43	4	3	80
Barking and Dagenham	0	15	28	1	4	48
Newham	3	20	57	1	9	90
Bexley	0	33	31	6	2	72
Bromley	0	29	76	4	7	116
Croydon	1	34	86	2	9	132
Sutton	2	30	39	1	5	77
Merton	1	22	72	3	4	102
Kingston	0	16	45	2	2	65
Richmond	0	30	56	1	4	91
Hounslow	1	33	85	2	3	124
Hillingdon	1	26	49	2	5	83
Ealing	2	41	113	1	13	170
Brent	0	30	87	2	6	125
Harrow	0	9	20	1	2	32
Barnet	0	44	115	4	13	176
Haringey	0	23	74	1	7	105
Enfield	0	28	61	0	9	98
Total Outer	**13**	**537**	**1,233**	**39**	**121**	**1,943**
Greater London	**21**	**948**	**3,152**	**84**	**243**	**4,448**

Table 7.26 Child casualties (0-15 years) in the Greater London area in 2007 by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	3	2	5
Westminster	0	6	63	69
Camden	0	1	37	38
Islington	0	5	27	32
Hackney	0	10	61	71
Tower Hamlets	0	7	44	51
Greenwich	1	11	80	92
Lewisham	0	17	57	74
Southwark	0	11	59	70
Lambeth	0	14	61	75
Wandsworth	1	16	49	66
Hammersmith and Fulham	0	7	38	45
Kensington and Chelsea	0	2	23	25
Total Inner	**2**	**110**	**601**	**713**
Waltham Forest	0	15	60	75
Redbridge	0	11	43	54
Havering	0	13	49	62
Barking and Dagenham	1	9	53	63
Newham	0	19	83	102
Bexley	1	15	55	71
Bromley	0	15	75	90
Croydon	0	14	88	102
Sutton	0	10	42	52
Merton	0	1	48	49
Kingston	0	7	26	33
Richmond	0	5	41	46
Hounslow	2	11	48	61
Hillingdon	0	13	68	81
Ealing	0	9	66	75
Brent	2	10	61	73
Harrow	0	6	40	46
Barnet	0	13	89	102
Haringey	0	8	47	55
Enfield	0	9	68	77
Total Outer	**6**	**213**	**1,150**	**1,369**
Greater London	**8**	**323**	**1,751**	**2,082**

8. Vehicles

Table 8.1 Vehicles involved in collisions in the Greater London area in 2007 tabulated by vehicle type and borough

		Motor cycle							Goods			Other	Other	
Borough	Pedal cycle	up to 50cc	50 to 125cc	125 to 500cc	over 500cc	Car	Taxi	Private Hire	Bus or coach	up to 3.5t MGW	3.5 - 7.5t MGW	over 7.5t MGW	motor vehicle	non-motor vehicle	Total
City of London	101	7	56	10	64	123	57	4	52	52	10	11	4	0	551
Westminster	299	61	163	48	161	1,002	229	7	238	171	16	24	32	5	2,456
Camden	156	17	96	30	56	624	38	13	87	71	6	17	24	0	1,235
Islington	161	21	76	20	56	519	30	8	63	35	5	24	18	0	1,036
Hackney	156	29	57	38	52	858	16	27	90	31	7	11	25	0	1,397
Tower Hamlets	129	20	83	45	89	951	18	8	49	62	14	12	31	0	1,511
Greenwich	67	8	37	20	66	927	11	3	88	62	10	18	13	1	1,331
Lewisham	113	27	48	16	62	823	9	4	82	56	9	18	25	3	1,295
Southwark	220	28	69	39	89	820	31	7	129	103	8	8	35	0	1,586
Lambeth	182	31	97	47	95	1,023	21	8	96	86	6	21	25	0	1,738
Wandsworth	176	30	91	22	110	754	24	0	74	92	12	14	16	0	1,415
Hammersmith and Fulham	144	32	110	16	51	667	37	0	44	71	10	12	14	1	1,209
Kensington and Chelsea	156	39	113	25	74	586	76	1	54	74	12	11	11	1	1,233
Total Inner	**2,060**	**350**	**1,096**	**376**	**1,025**	**9,677**	**597**	**90**	**1,146**	**966**	**125**	**201**	**273**	**11**	**17,993**
Waltham Forest	69	13	41	15	30	937	4	10	44	24	3	9	14	1	1,214
Redbridge	25	6	18	15	34	925	7	3	30	31	6	9	16	0	1,125
Havering	32	15	30	9	33	1,035	5	1	44	32	11	24	28	1	1,300
Barking and Dagenham	23	6	17	9	22	663	2	3	18	20	3	13	19	0	818
Newham	65	22	26	16	32	1,109	5	6	62	25	10	7	22	0	1,407
Bexley	34	16	25	9	25	611	4	0	42	35	5	7	10	1	824
Bromley	46	12	29	28	53	916	6	4	49	44	2	6	23	1	1,219
Croydon	59	17	46	16	63	1,267	7	4	75	63	13	15	24	1	1,670
Sutton	39	16	25	12	28	627	3	1	30	32	2	5	12	0	832
Merton	59	19	46	7	42	519	11	0	33	42	1	5	9	0	793
Kingston	55	11	19	10	27	378	7	0	27	23	5	3	3	0	568
Richmond	81	10	39	11	34	473	12	0	28	41	5	4	7	0	745
Hounslow	78	20	42	8	70	1,054	22	0	35	69	10	21	13	0	1,442
Hillingdon	43	10	37	13	25	1,240	13	1	38	62	7	27	13	1	1,530
Ealing	82	24	67	25	65	1,203	15	0	70	99	23	26	16	0	1,715
Brent	56	17	52	24	41	919	7	4	47	46	6	20	14	0	1,253
Harrow	19	3	14	4	11	575	3	1	25	32	0	4	9	0	700
Barnet	68	23	64	31	72	1,515	10	2	64	91	5	19	22	0	1,986
Haringey	48	13	57	12	35	844	3	2	64	44	6	5	15	0	1,148
Enfield	34	16	38	11	35	1,147	11	1	38	86	18	62	12	0	1,509
Total Outer	**1,015**	**289**	**732**	**285**	**777**	**17,957**	**157**	**43**	**863**	**941**	**141**	**291**	**301**	**6**	**23,798**
Greater London	**3,075**	**639**	**1,828**	**661**	**1,802**	**27,634**	**754**	**133**	**2,009**	**1,907**	**266**	**492**	**574**	**17**	**41,791**

Table 8.2 Vehicles involved in collisions in the Greater London area in 2007 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	1	0	1	4	2	8	27	71	93	208	41	10	85	551
Westminster	7	5	7	22	19	30	103	214	387	905	197	62	498	2,456
Camden	2	0	5	6	16	11	52	121	205	432	82	29	274	1,235
Islington	10	4	7	7	15	11	45	119	175	362	51	22	208	1,036
Hackney	9	6	6	12	15	19	94	137	202	478	66	21	332	1,397
Tower Hamlets	4	5	17	28	22	33	98	151	210	466	67	14	396	1,511
Greenwich	14	11	19	23	32	30	93	124	151	472	90	36	236	1,331
Lewisham	12	11	14	23	29	26	56	112	161	481	78	39	253	1,295
Southwark	13	9	11	13	25	20	72	140	249	609	97	28	300	1,586
Lambeth	10	7	11	20	15	32	93	189	259	637	82	31	352	1,738
Wandsworth	13	4	12	17	16	25	87	164	228	472	73	29	275	1,415
Hammersmith and Fulham	10	3	11	11	23	18	78	124	168	404	75	27	257	1,209
Kensington and Chelsea	3	5	17	12	7	16	72	135	193	408	82	38	245	1,233
Total Inner	**108**	**70**	**138**	**198**	**236**	**279**	**970**	**1,801**	**2,681**	**6,334**	**1,081**	**386**	**3,711**	**17,993**
Waltham Forest	13	19	13	19	17	19	72	122	146	357	60	36	321	1,214
Redbridge	11	10	30	24	20	26	78	98	131	340	78	49	230	1,125
Havering	16	16	38	28	31	31	86	110	119	386	106	75	258	1,300
Barking and Dagenham	9	7	17	17	12	25	55	79	105	246	56	28	162	818
Newham	12	5	21	21	30	29	110	136	192	404	71	34	342	1,407
Bexley	17	13	37	17	14	19	62	64	80	271	56	41	133	824
Bromley	11	22	34	25	23	28	77	103	113	394	106	92	191	1,219
Croydon	18	24	34	37	27	32	102	129	194	512	128	78	355	1,670
Sutton	15	16	13	19	20	19	59	62	93	269	63	40	144	832
Merton	13	8	10	6	9	15	47	77	108	249	58	27	166	793
Kingston	7	9	12	9	11	18	34	45	57	204	44	22	96	568
Richmond	12	7	14	13	10	6	35	64	100	269	52	31	132	745
Hounslow	18	17	26	25	30	25	78	145	205	440	85	32	316	1,442
Hillingdon	18	15	27	29	47	27	84	149	167	455	104	53	355	1,530
Ealing	13	14	27	24	27	32	88	189	237	517	87	37	423	1,715
Brent	4	9	17	20	26	17	79	124	157	413	73	34	280	1,253
Harrow	3	3	15	15	21	10	41	62	73	208	38	43	168	700
Barnet	11	21	34	26	42	39	115	182	227	611	116	106	456	1,986
Haringey	5	4	19	12	24	20	66	94	161	324	58	29	332	1,148
Enfield	16	16	22	24	38	29	61	110	150	442	88	46	467	1,509
Total Outer	**242**	**255**	**460**	**410**	**479**	**466**	**1,429**	**2,144**	**2,815**	**7,311**	**1,527**	**933**	**5,327**	**23,798**
Greater London	**350**	**325**	**598**	**608**	**715**	**745**	**2,399**	**3,945**	**5,496**	**13,645**	**2,608**	**1,319**	**9,038**	**41,791**

Table 8.3 Vehicles involved in collisions in the Greater London area in 2007 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	47	7	0	0	1	496	551
Westminster	165	10	0	0	13	2,268	2,456
Camden	29	3	0	0	4	1,199	1,235
Islington	13	2	0	0	7	1,014	1,036
Hackney	27	4	0	0	5	1,361	1,397
Tower Hamlets	61	18	0	0	15	1,417	1,511
Greenwich	46	5	0	0	10	1,270	1,331
Lewisham	35	6	0	0	7	1,247	1,295
Southwark	35	5	0	0	7	1,539	1,586
Lambeth	44	8	0	0	8	1,678	1,738
Wandsworth	50	2	0	0	5	1,358	1,415
Hammersmith and Fulham	41	4	0	0	3	1,161	1,209
Kensington and Chelsea	48	2	0	0	1	1,182	1,233
Total Inner	**641**	**76**	**0**	**0**	**86**	**17,190**	**17,993**
Waltham Forest	59	6	0	0	7	1,142	1,214
Redbridge	49	10	0	0	11	1,055	1,125
Havering	76	9	0	0	14	1,201	1,300
Barking and Dagenham	32	10	0	0	7	769	818
Newham	54	7	0	0	8	1,338	1,407
Bexley	39	3	0	0	8	774	824
Bromley	64	9	0	0	12	1,134	1,219
Croydon	58	5	0	0	13	1,594	1,670
Sutton	37	4	0	0	11	780	832
Merton	30	6	0	0	4	753	793
Kingston	19	5	0	0	1	543	568
Richmond	28	0	0	0	6	711	745
Hounslow	66	13	0	0	2	1,361	1,442
Hillingdon	40	5	0	0	4	1,481	1,530
Ealing	64	5	0	0	6	1,640	1,715
Brent	27	4	0	0	4	1,218	1,253
Harrow	7	5	0	0	0	688	700
Barnet	51	11	0	0	7	1,917	1,986
Haringey	11	3	0	0	5	1,129	1,148
Enfield	27	6	0	0	10	1,466	1,509
Total Outer	**838**	**126**	**0**	**0**	**140**	**22,694**	**23,798**
Greater London	**1,479**	**202**	**0**	**0**	**226**	**39,884**	**41,791**

Table 8.4 Drivers of motor vehicles involved in collisions in the Greater London area in 2007 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	3	265	69	0	94	20	451
Westminster	8	968	567	3	549	81	2,176
Camden	3	342	480	0	251	22	1,098
Islington	3	298	358	0	224	23	906
Hackney	2	462	528	0	286	29	1,307
Tower Hamlets	4	453	396	0	513	52	1,418
Greenwich	16	496	411	4	303	45	1,275
Lewisham	7	503	337	1	308	48	1,204
Southwark	7	527	439	2	364	48	1,387
Lambeth	13	566	524	3	422	58	1,586
Wandsworth	5	496	359	0	329	53	1,242
Hammersmith and Fulham	10	504	198	0	312	45	1,069
Kensington and Chelsea	5	488	252	1	271	61	1,078
Total Inner	**86**	**6,368**	**4,918**	**14**	**4,226**	**585**	**16,197**
Waltham Forest	13	449	239	2	447	26	1,176
Redbridge	14	409	406	0	252	24	1,105
Havering	12	563	380	1	285	36	1,277
Barking and Dagenham	8	272	343	0	155	24	802
Newham	3	487	543	1	277	60	1,371
Bexley	7	410	168	0	171	35	791
Bromley	7	604	252	0	254	69	1,186
Croydon	6	545	603	0	415	54	1,623
Sutton	14	306	268	1	181	35	805
Merton	2	277	223	0	205	27	734
Kingston	3	254	112	1	122	24	516
Richmond	2	271	201	0	150	41	665
Hounslow	3	491	364	3	448	57	1,366
Hillingdon	4	442	638	2	351	53	1,490
Ealing	13	558	486	1	518	63	1,639
Brent	2	296	591	1	283	39	1,212
Harrow	0	139	363	0	165	19	686
Barnet	9	788	567	3	489	72	1,928
Haringey	0	367	349	0	361	26	1,103
Enfield	4	275	652	2	514	35	1,482
Total Outer	**126**	**8,203**	**7,748**	**18**	**6,043**	**819**	**22,957**
Greater London	**212**	**14,571**	**12,666**	**32**	**10,269**	**1,404**	**39,154**

Table 8.5 Vehicles involved in collisions in the Greater London area in 2007 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	12	27	23	15	35	51	46	80	289
Westminster	59	145	188	62	151	263	148	201	1,217
Camden	45	76	59	13	75	171	89	63	591
Islington	35	40	42	13	59	161	75	71	496
Hackney	44	74	62	24	61	181	79	46	571
Tower Hamlets	50	75	37	29	77	171	100	59	598
Greenwich	53	98	49	27	64	122	122	78	613
Lewisham	41	91	56	19	55	176	90	93	621
Southwark	51	103	73	44	72	196	93	118	750
Lambeth	53	116	63	20	87	260	132	125	856
Wandsworth	44	61	33	33	93	231	72	83	650
Hammersmith and Fulham	48	79	34	25	67	179	70	70	572
Kensington and Chelsea	66	44	33	43	78	195	46	81	586
Total Inner	**601**	**1,029**	**752**	**367**	**974**	**2,357**	**1,162**	**1,168**	**8,410**
Waltham Forest	59	45	47	7	49	111	73	31	422
Redbridge	57	70	32	7	43	107	71	19	406
Havering	41	104	34	15	34	142	81	23	474
Barking and Dagenham	29	37	25	5	18	75	58	15	262
Newham	49	96	43	6	55	154	70	44	517
Bexley	47	50	34	10	33	69	57	38	338
Bromley	67	76	51	12	58	162	72	70	568
Croydon	71	134	67	14	65	222	124	90	787
Sutton	41	60	22	7	29	128	66	47	400
Merton	27	45	9	14	39	120	55	36	345
Kingston	17	31	11	4	30	76	39	34	242
Richmond	49	48	21	14	42	121	46	35	376
Hounslow	41	72	31	19	87	179	128	50	607
Hillingdon	43	134	35	13	47	161	261	56	750
Ealing	80	104	43	20	104	220	121	82	774
Brent	57	73	39	15	40	146	81	65	516
Harrow	45	41	18	9	33	74	52	21	293
Barnet	77	131	69	26	101	214	188	55	861
Haringey	65	70	45	17	42	131	154	51	575
Enfield	76	106	38	9	66	177	172	64	708
Total Outer	**1,038**	**1,527**	**714**	**243**	**1,015**	**2,789**	**1,969**	**926**	**10,221**
Greater London	**1,639**	**2,556**	**1,466**	**610**	**1,989**	**5,146**	**3,131**	**2,094**	**18,631**

Table 8.5 (cont.) Vehicles involved in collisions in the Greater London area in 2007 by manoeuvre and borough

Borough	Change lane to left	Change lane to right	Going ahead left bend	Going ahead right bend	Going ahead other	Reversing	Grand total
City of London	11	9	3	10	222	7	551
Westminster	49	46	11	32	1,059	42	2,456
Camden	13	12	7	5	585	22	1,235
Islington	8	7	8	5	501	11	1,036
Hackney	18	4	2	11	768	23	1,397
Tower Hamlets	28	14	19	7	811	34	1,511
Greenwich	20	21	29	42	594	12	1,331
Lewisham	13	11	21	30	583	16	1,295
Southwark	38	13	23	35	702	25	1,586
Lambeth	29	16	26	20	771	20	1,738
Wandsworth	11	11	21	26	678	18	1,415
Hammersmith and Fulham	15	18	22	44	516	22	1,209
Kensington and Chelsea	13	14	19	17	569	15	1,233
Total Inner	**266**	**196**	**211**	**284**	**8,359**	**267**	**17,993**
Waltham Forest	1	1	12	14	733	31	1,214
Redbridge	13	10	11	10	648	27	1,125
Havering	14	10	19	25	741	17	1,300
Barking and Dagenham	4	19	4	6	513	10	818
Newham	20	12	13	19	798	28	1,407
Bexley	8	6	29	31	401	11	824
Bromley	3	4	30	36	562	16	1,219
Croydon	8	9	22	28	782	34	1,670
Sutton	6	0	5	10	397	14	832
Merton	3	8	36	20	375	6	793
Kingston	4	10	16	13	272	11	568
Richmond	3	8	7	19	323	9	745
Hounslow	21	25	31	43	699	16	1,442
Hillingdon	13	20	18	19	687	23	1,530
Ealing	24	14	31	51	801	20	1,715
Brent	15	8	15	14	671	14	1,253
Harrow	4	5	12	13	360	13	700
Barnet	17	13	33	33	1,002	27	1,986
Haringey	8	6	16	13	516	14	1,148
Enfield	20	21	16	16	713	15	1,509
Total Outer	**209**	**209**	**376**	**433**	**11,994**	**356**	**23,798**
Greater London	**475**	**405**	**587**	**717**	**20,353**	**623**	**41,791**

Table 8.6 Vehicles involved in collisions in the Greater London area in 2007 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	8	46	69	0	85	165	54	295	722
Motor cycle up to 50cc	1	24	16	4	28	31	17	119	240
Motor cycle 50 to 125cc	5	88	31	4	51	91	74	326	670
Motor cycle 125 to 500cc	2	24	14	1	15	25	25	129	235
Motor cycle over 500cc	6	58	35	4	42	52	50	374	621
Car	1,355	1,725	803	499	1,403	4,181	2,517	657	13,140
Taxi	33	52	39	41	35	101	61	23	385
Private hire	6	9	14	1	5	14	14	4	67
Bus or coach	83	349	286	3	76	94	160	43	1,094
Goods up to 3.5 tonnes MGW	84	106	77	43	154	269	93	73	899
Goods 3.5 to 7.5 tonnes MGW	10	17	15	1	29	15	11	14	112
Goods over 7.5 tonnes MGW	15	32	39	1	32	34	21	20	194
Other motor vehicle	28	26	25	8	34	74	33	16	244
Other non-motor vehicle	3	0	3	0	0	0	1	1	8
Total	**1,639**	**2,556**	**1,466**	**610**	**1,989**	**5,146**	**3,131**	**2,094**	**18,631**

Table 8.6 (cont.) Vehicles involved in collisions in the Greater London area in 2007 tabulated by manoeuvre and vehicle type

Type of vehicle	Change lane to left	Change lane to right	Going ahead left bend	Going ahead right bend	Going ahead other	Reversing	Grand total
Pedal cycle	11	27	37	73	2,203	2	3,075
Motor cycle up to 50cc	6	5	10	14	364	0	639
Motor cycle 50 to 125cc	8	10	33	32	1,074	1	1,828
Motor cycle 125 to 500cc	4	5	9	6	402	0	661
Motor cycle over 500cc	6	12	33	42	1,088	0	1,802
Car	300	267	385	451	12,625	466	27,634
Taxi	14	6	5	16	319	9	754
Private hire	1	0	1	3	58	3	133
Bus or coach	17	13	29	27	823	6	2,009
Goods up to 3.5 tonnes MGW	43	23	18	35	804	85	1,907
Goods 3.5 to 7.5 tonnes MGW	16	14	8	3	101	12	266
Goods over 7.5 tonnes MGW	35	18	12	7	217	9	492
Other motor vehicle	14	4	7	8	267	30	574
Other non-motor vehicle	0	1	0	0	8	0	17
Total	**475**	**405**	**587**	**717**	**20,353**	**623**	**41,791**

Figure 8.7: Age profile of motor vehicle drivers involved in collisions in Greater London 2007

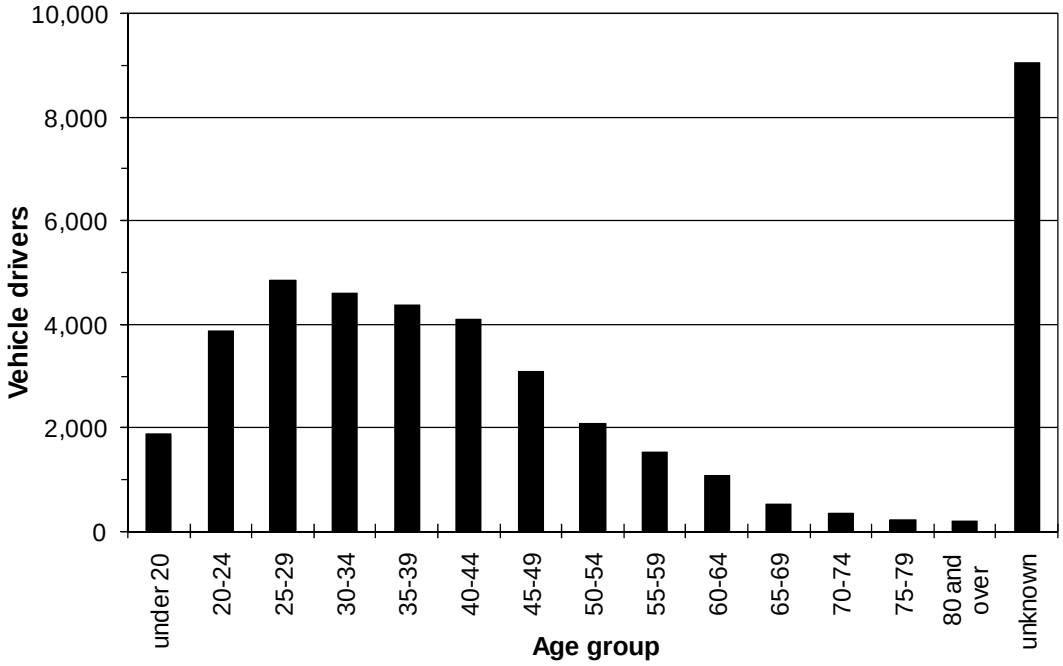


Figure 8.8: Positive breath tests for drivers involved in collisions in Greater London 2007