Surface Transport

2008

Collisions and casualties on London's roads

London Road Safety Unit

MAYOR OF LONDON

Transport for London

Collisions and casualties on London's roads 2008

August 2009

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 services during 2008 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 major 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 2008 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 2008, 23,116 personal injury collisions occurring on the public highway were reported to the Metropolitan and City of London police services within the Greater London area. This represents a decrease of 0.4% over the 23,210 collisions recorded during 2007. These resulted in 28,153 casualties, a decrease of 0.7% compared with the 28,361 recorded in 2007. These decreases are smaller than the figures for Great Britain as a whole, where collisions decreased by 6.3% and casualties by 6.8%[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 increase since the mid 1990s 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 2008:

- slight casualties were 37% below the 1994-98 average, following virtually no change (0.2% increase) to 24,627 in 2008. 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 47% below the 1994-98 average, following a 7% decrease to 3,526 in 2008
- child fatal or serious casualties were 67% below the 1994-98 average, following a decrease of 6% to 310 in 2008.

Considering the additional casualty reduction targets for London:
- pedestrian fatal or serious casualties were 43% below the 1994-98 average, after a decrease of 7% to 1,208 in 2008
- pedal cyclist fatal or serious casualties were 21% below the 1994-98 average, following a 3% decrease to 445 in 2008
- powered two wheeler user fatal or serious casualties were 21% below the 1994-98 average, after a 10% decrease to 738 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 2008:
- fatal or serious casualties in Great Britain had fallen 40% compared with London's fall of 47%
- child fatal or serious casualties in Great Britain had fallen by 59% compared with London's fall of 67%
- slight casualties in Great Britain had fallen by 36% 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 9 of which was published in July 2009 by TfL.

In April 2009, the government published

Table 1a Summary of changes in casualties for London casualty reduction target categories by year 2008

Category		Casualties			% change by 2008 compared with	
	Target by 2010 (%)	1994-98 average	2007	2008	2007	1994-98 average
Fatal and serious casualties						
Total	-50%	6,684	3,784	3,526	-7%	-47%
Pedestrians	-50%	2,137	1,292	1,208	-7%	-43%
Pedal cyclists	-50%	567	461	445	-3%	-21%
Powered two-wheelers	-40%	933	819	738	-10%	-21%
Children	-60%	935	331	310	-6%	-67%
Slight casualties						
Total	-25%	38,997	24,577	24,627	0%	-37%

proposals for a new post 2010 road safety strategy *A Safer Way: consultation on making Britain's roads the safest in the world*. This consultation document included proposed national targets for achievement by 2020, compared to a baseline of the average for 2004 to 2008:

- to reduce the number of people killed in personal injury collisions reported to the police by at least 33%
- to reduce the number of people seriously injured in personal injury collisions reported to the police by at least 33%
- to reduce the number of children and young people (under 18) killed or seriously injured in personal injury collisions reported to the police by 50%
- to reduce the combined rate of death or serious injury for pedestrians and cyclists, per million km walked or cycled by 50%.

The trend in total casualties in Greater London over the past ten years was generally flat between 1999 and 2000 but in the subsequent eight years there has been a noticeable decline, although in the past year this has been less marked (see figure 2.2). The still very high numbers continue to place a substantial burden on society in terms of social, emotional and economic costs.

The cost to the community of collisions in Greater London for the year 2008 is estimated to be almost £2.2 billion at December 2008 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 2008, collisions and casualties in Greater London accounted for 14% and 12% respectively of those in Great Britain as a whole[1].

The collisions and casualties occurred against a background in which total distance travelled by motor vehicles in Greater London on all roads increased by 0.3% in the ten years to 2007, from 31.7 to 31.8 billion vehicle kilometres. During this period a peak of between 32.5 and 32.7 billion vehicle kilometres was reached between 1999 and 2003. Information for the rest of Great Britain for the same 10 year period to 2007 suggests that the total distance travelled by motor vehicles increased by 14%[2].

In Section 2, Table 2a shows a summary of casualties by severity and mode of travel for 2008. Table 2b shows a summary of casualties in 2008 for each borough for each of the main modes of travel together with the percentage change in casualties compared with 2007. Table 2c shows casualties in 2008 according to severity and casualty class. Table 2d shows casualties in 2008 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 23rd annual report published by the London Road Safety Unit (LRSU, formerly the London Accident Analysis Unit). The report continues the series of annual reports previously published by the Greater London Council's Road Safety Unit from 1972 to 1985. The individual tables in Section 6 (Collision Analysis), Section 7 (Casualty Analysis) and Section 8 (Vehicle Analysis) are produced without comment. A commentary is given in Section 2 on the broad collision and casualty trends compared with previous years.

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

Requests can be made:

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The report also summarises the work carried out by the LRSU in 2008 and 2009 to July 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 services in accordance with 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 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) and longer period trend graphs (Figures 2.9 to 2.11), include data for the City of London.

(f) Due to changes in Metropolitan Police 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.

(g) It should also be noted that the Department for Transport in their annual report *Road casualties Great Britain* include collision data for Heathrow Airport within both the London Borough of Hillingdon total and the Greater London total.

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

This year new time series graphs have been included for the period from 1972 to the present, showing fatal casualties, fatal and

serious casualties and total casualties in Greater London (Figures 2.9 to 2.11). Additional tables showing child casualties, and child pedestrian casualties by severity, highway authority and borough have also been included (Tables 7.26 and 7.27). Finally, new tables showing casualties by mode of travel, highway authority and borough have been included (Tables 7.28 to 7.31).

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 28,153 casualties reported to the police during 2008 it can be estimated that there may have been about 40,200 people injured on the roads in London in 2008.

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 2008

During 2008 there were several announcements from the DfT and other sources regarding issues relating to road safety.

January

- On the 25th anniversary of the original seatbelt wearing law the Road Safety Minister announced that seatbelts have prevented an estimated 60,000 deaths, but reminded rear seat passengers of the need to wear a seatbelt. More than 90% of drivers and front seat passengers wear belts, but only 70% of adults when seated in the back.
- The Road Safety Minister unveiled the first part of a package of measures to help improve the safe operation of stretched limousines and keep unlawful vehicles off the road.
- The Transport Secretary launched a three year £140 million investment in cycling aimed at helping half a million children cycle safely and a generation of adults rediscover their bikes. Additional aims were to help tackle road congestion and improve air quality as well as creating more opportunities for exercise. The initiatives included increased Bikeability cycle training for ten year olds, additional Safe Links to Schools and connections of schools to the National Cycling Network, and the creation of additional Cycling Demonstration Towns and the first large Demonstration City.
- Students from 20 London boroughs attended the 'Risk it and lose it' workshops set up by the London Safety Camera Partnership led by Transport for London, exploring the issue of risk-taking behaviour, and the role of both passenger and driver. The workshops involved a mock inquest held by a real Coroner, a dramatic filmed reconstruction of a crash, and presentations from members of the emergency services and people affected by real life crashes. The context for the workshops is that 17-25 year olds account for just 8% of all car driving licences in London, but are involved in 18% of all collisions.

February

- The Road Safety Minister launched a new THINK! Campaign to highlight the dangers of using a mobile phone when driving, timed to coincide with the first anniversary of the introduction of tougher penalties for using a mobile phone when driving.
- Britain has one of the worst pedestrian fatality road accident rates of ten

European countries studied in a new report commissioned by European automobile clubs including the AA.

- The UK committee of transport professionals examining the revision of the European Standard on manhole covers recommended that non-skid surfaces should be mandatory. The committee included representatives of motorcycling interests.

March

- The Road Safety Minister launched a new THINK! campaign to remind drivers of the dangers of driving when tired. The campaign was primarily targeted at people who drive for work, as research shows they are at particular risk.
- London Councils announced funding of £1.2million to help groups promote walking and cycling in the capital. Pedestrian group Living Streets will work with schools, businesses, local authorities and community groups to encourage walking, and the London Cycling Campaign will work with local authorities to promote cycling by children and develop social cycle rides. Creative Environment Networks will work with schools and businesses to encourage cycling and walking.
- Transport for London launched a major new campaign to tackle cyclist collisions with goods vehicles which is the biggest cause of cyclist fatalities in the capital, with more than half involving a collision with a goods vehicle. 10,000 safety 'Fresnel' lenses will be distributed to freight companies. These easy to fit lenses stick on to the passenger window of a truck cab, improving drivers' vision of cyclists who come within close proximity of their vehicles. TfL will also be launching a new thought provoking advertising campaign designed to make drivers aware of the needs of cyclists on the road. Other elements of the campaign are the promotion of free or subsidised adult cycle training, and free wind-up powered secondary lights for cyclists.
- Transport for London published two road safety reports that explore the relationship between deprivation, ethnicity and road safety. Findings show that the situation regarding road collisions involving London's Black and Minority Ethnic communities has improved greatly since 2000, with the casualty rate for black child pedestrians falling slightly faster than for white children over the last five years. However, casualty rates are still significantly higher than those for white children. The new research shows that there is strong evidence of a link between deprivation and child injury rates, and this differs by ethnic groups. However, regardless of their levels of wealth, the injury rate for black child pedestrians is one and a half times greater than for white children. While the causes of this are not yet clear, TfL is focusing on the issue by funding a number of pilot projects that work directly with local communities.

April

- The Road Safety Minister announced additional funding aimed at clamping down on unsafe HGV's on international journeys, with tougher safety checks on goods vehicles crossing Britain's borders. Enforcement figures show that

HGVs from overseas are more likely to be unroadworthy, overloaded or being driven in excess of drivers' hours rules than their UK counterparts.

- A consultation document on a national play strategy for children published by the Department for Children, Schools and Families and the Department for Culture, Media and Sport encouraged local authorities to provide more 20 mph zones and to develop 'safe routes to play'. At the same time the DfT announced that it was commissioning a new assessment of the effectiveness and progress in implementing 20 mph zones with the aim of updating best practice advice to local authorities.
- The Department for Transport introduced changes to the definition of private hire vehicles in London. The range of vehicles and services requiring licences will go beyond the mini-cab, executive and chauffeur services that currently form the bulk of the private hire industry to include vehicles with fewer than nine passenger seats made available for hire with a driver.

May

- The Road Safety Minister launched a new THINK! campaign aimed at demonstrating how the behaviour of parents on the road can pass dangerous habits onto their children. The campaign took the form of innovative workshops for parents in schools.
- The Road Safety Minister told the House of Commons transport committee inquiry into road safety that for 20mph zones to be effective it was no use just putting up signs because they would not be adhered to. He added that to be effective there would have to be physical restraints, whether bollards, obstructions in the road, cameras or repeater signs.

June

- The Road Safety Minister noted that 50 lives a year could be saved if all riders wore the safest helmets available as indicated by ground-breaking motorcycle helmet safety ratings. Ratings for 56 of the most popular full face helmets on the market were published after testing by SHARP, the Safety Helmet Assessment and Rating Programme set up in a world first by the Department for Transport.
- The Road Safety Minister and the respective Irish and Northern Irish Ministers announced an agreement that UK drivers disqualified for an offence in Ireland would no longer escape that punishment back in the UK. Similarly, any disqualification earned by Irish drivers in the UK would be recognised and enforced back in Ireland. The agreement was the first practical step of its kind in Europe.
- The London Safety Camera Partnership introduced new measures to cut the number of people killed or seriously injured by red light jumping. Motorists detected jumping a red light may now be given the choice of attending an instructive workshop rather than receiving a fixed penalty fine and points on their driving licence. The workshop aims to change drivers' behaviour, educating them to the danger they put themselves and other road users in if they ignore traffic signals. Through changing driver behaviour the course aims to have a long term impact on safety for all road users.

- Transport for London published figures showing that the number of children killed or seriously injured on London's roads had fallen to a record low. In 2007 the number of children killed or seriously injured fell by 16% from 392 to 331. Compared with the mid to late 1990s there has been a 65% fall in the numbers of children killed or seriously injured.

July

- The Road Safety Minister announced the publication of the new Motorcycling Strategy Action Plan. The Plan, agreed with the National Motorcycle Council, set out what the Government would do to improve safety for motorcyclists and to continue to facilitate motorcycling as a choice of travel.
- The Road Safety Minister announced new measures to tackle non-UK drivers and hauliers who break road traffic laws. The new system would give police and examiners from the Vehicle Operator and Services Agency the power to collect on-the-spot penalties from anyone without a satisfactory UK address. They would also be able to issue penalty points for endorsable offences, and to immobilise vehicles where the driver was found to be breaking the rules on drivers' hours or driving a vehicle with defects, including over-loading.
- Primary school children from more than 100 schools across London were thanked for the hard work and dedication they had put in over the year as Junior Road Safety Officers. For the third successive year Transport for London treated the JRSOs to a day of fun and interactive activities at TfL's Street Safe Live event at the Southbank Centre.
- The number of road traffic accident fatalities in Great Britain fell to 2,946 in 2007, a fall of 7.1% compared with 2006, and the lowest number since the data were first collected in the mid-1920s. It is the first time that road deaths have fallen below 3,000 per year. The number of child fatalities fell by 28.4% to 121.

August

- The Department for Transport published provisional figures indicating that fatalities resulting from drink-drive collisions decreased by 18% from 560 in 2006 to 460 in 2007.
- Singer and musician Josh Osho was named the winner of the TfL and Bebo young talent competition 'Talent Lives', which was run on Bebo as part of TfL's ongoing 'Don't die before you've lived' teen road safety campaign. The song, written, played and sung by Josh, was inspired by the futility of dying young. TfL teamed up with social networking site Bebo to host 'Debutantes', a TV series following young people working with their role models, and the 'Talent Lives' competition.

September

- The Transport Minister announced the biggest review of traffic signs in Britain for 40 years. The Minister called on motorists, cyclists, pedestrians, highway authorities and road organisations who are interested in having a say in how our streets will look in the future to take part in the review

October

- The DfT noted that the most frequent contributory factor recorded by the police

at personal injury road accidents in 2007 was ‘failed to look properly’, which was reported in 35% of all cases, and was also a factor used in the majority of accidents involving pedestrians.

- Figures released by Transport for London as ‘Walk to School’ month got underway showed that travel plans were helping to turn the tide against the school run, with more children using public transport, cycling or walking to school than they did just three years previously. Since 2005 schools in London with travel plans have seen car journeys fall by 6.4%. More than 70% of London’s schools now have travel plans, and it is expected that all of them will have one by the end of 2009.
- Transport for London launched a new cycling safety campaign urging cyclists and motorists to watch out for each other on London’s roads. The advertisements carrying the stark message: ‘It’s easy to miss what you’re not looking for. Look out for cyclists’, were shown in cinemas, in print advertising and on-line.
- The House of Commons Transport Select Committee published a report, ‘Ending the scandal of complacency: road safety beyond 2010’, examining the progress made in reducing deaths and injuries and in reducing danger to vulnerable road users. It focuses on the diverging trends between deaths and serious injuries, and identifies key actions and delivery mechanisms that the committee believes are necessary to reduce casualties dramatically beyond 2010. In particular, it highlights the need for a step-change in approach, overseen by a high-level independent Road Safety Commission to ensure that high priority and adequate resources are given to road safety and that all government departments and agencies give active support. It also recommended the establishment of a road accident investigation branch, like those in aviation, rail and marine. The committee said it was ‘particularly concerned’ about high accident rates among male drivers, younger drivers and those using country roads, and noted that road accidents are the largest single cause of death for people between the ages of 5 and 35 in Britain. It also pointed out that deaths and injuries on roads far outweigh the deaths and injuries in other transport modes, and should be viewed as a major public health problem.

November

- The Road Safety Minister launched a shocking new THINK! campaign to highlight the potentially deadly consequences of not always wearing a seat belt. The TV campaign showed graphic images of the fatal damage to internal organs that could result from not wearing a belt and demonstrated the sequence of events experienced in a road accident when a person is not belted.
- The Department for Transport reported that the number of drivers on Britain’s roads without a valid licence, insurance or MOT had dropped significantly as a result of a joint Government and police operation. In the two years from 2006 to 2008 unlicensed drivers stopped fell from 1.6% to 0.8%, uninsured drivers from 1.9% to 1.2% and those without a valid MOT when required from 4.2% to 1.5%. The Road Safety Minister noted that

uninsured drivers add £30 a year to every motorist's insurance premium, and that uninsured and untraced drivers are estimated to kill 160 people every year.

- The Road Safety Minister launched a new THINK! campaign using animated characters telling a series of cautionary 'Tales of the Road' warning children of the dangers of not crossing the road safely. He noted that because today's 6-11 year olds are exposed to new media such as computer games and the internet they need the real world dangers of not using roads safely spelled out in a new, more realistic way. The first campaign was called 'The boy who didn't stop, look and listen', and this was followed by 'The girl who didn't dress bright in the dark'.
- The Road Safety Minister unveiled a major new consultation on a range of new proposals to tackle drink and drug drivers and reckless driving on Britain's roads.

December

- The Road Safety Minister launched a new hard-hitting THINK! campaign warning drivers to leave their car keys at home over the Christmas festive season and not risk the devastation that drinking and driving causes. The campaign reminded drivers, and young men in particular, that getting caught drink-driving would result in them being treated like any other criminal.
- The Eurotest consortium of European motoring organisations called for standardisation of pedestrian crossing rules in Europe after examining the designs of 215 crossings in 17 cities. Its survey judged London's pedestrian crossings to be amongst the best.

References

1. *'Road Casualties in Great Britain Main Results 2008' Department for Transport, 2009*
2. *'Travel in London, Report number 1' Transport for London, 2009*
3. *'Reporting of Road Traffic Accidents in London: Matching Police Stats 19 records with Hospital Accident and Emergency Department Data' Transport Research Laboratory Ltd, 2002*

2

Collisions and casualties in 2008

2.1 Collision trends

In 2008 there were 23,116 personal injury collisions in Greater London reported to the Metropolitan and City of London police services, a reduction of 0.4% compared with 2007. 195 of these collisions resulted in fatalities, 3,057 in serious injuries and 19,864 in slight injuries.

Fatal collisions decreased by 7.6% from 211 in 2007 to 195. Because of the relatively small numbers involved fatal collisions tend to fluctuate from year to year (see Figure 6.7a), and over the past five years they have ranged between a low of 195 in 2008 and a high of 221 in 2006. Serious collisions decreased by 6.4% from 3,267 to 3,057 (Figure 6.7b). Slight collisions increased by 0.7% from 19,732. The changes in collision numbers resulted in a slight decrease in the collision severity ratio (i.e. the ratio of fatal and serious collisions to total collisions) from 0.150 to 0.141.

Collisions involving pedestrians, which accounted for 21.6% of all collisions, decreased by 1.9%. Non-pedestrian collisions, which accounted for the remaining 78.4% of collisions, increased by less than 0.1% (Figure 6.2).

Looking at the monthly variation in collision numbers, the worst month in 2008 was October when 9.6% of collisions occurred, followed by September (9.2%) and July (9.0%). The month with the lowest number of collisions was January when only 7.3% of collisions occurred (Figure 6.22).

The worst day of the week for collisions was Tuesdays, when 15.9% of all collisions and 20.7% of weekday collisions occurred. Fridays, which in previous years have tended to be the worst day, were third worst behind Tuesdays and Wednesdays, although the numbers on all three days varied only slightly. 13.1% of collisions occurred on Saturdays and 10.3% on Sundays (Figure 6.23).

The worst hour of the day was in the evening between 5pm and 6pm when 8.0% of all collisions occurred. A broad peak was evident in the four hours between 3pm and 7pm during which 29.5% of collisions occurred. Collisions occurred at a high level from about 7am to midnight. There was a smaller peak in the morning between 8am and 10am when 13.1% of all collisions occurred (Figure 6.24).

When considering the road surface conditions at the time of collisions there were substantial increases in wet road collisions in January, March, April, September and November, but notable decreases in February, May, June and July compared with the same months in 2007. Collisions that occurred on dry road surfaces decreased by 2%, while those on a wet surface increased by 7%. Although relatively small in number, collisions on roads covered with snow, frost or ice remained virtually unchanged, accounting for about 0.6% of all collisions.

Overall, in 2008, 80% of collisions occurred on dry road surfaces, 20% on wet roads, and less than 1% on roads covered with snow, frost or ice.

During 2008 the proportion of collisions occurring in dark conditions was 29%, similar to the 28% in 2007. The number of

collisions in light conditions decreased by 1% compared with 2007 while those in dark conditions increased by 2%.

In 2008, 44.9% of all collisions occurred in the 13 inner London boroughs (including the City of London), with the remaining 55.1% occurring in the 20 outer London boroughs. Compared with 2007 the proportion of collisions in inner London has increased a little relative to that of outer London. Overall, collisions increased by 0.7% in inner London and decreased by 1.3% in outer London.

Collisions at or within 20 metres of junctions continued to account for the majority of collisions, amounting to 72.3% of the total. The number of junction collisions increased by 2.1% compared with 2007. The junction types with the largest proportion of collisions were *T or staggered*, where 42.4% of all collisions occurred and *crossroads* where 15.1% were recorded. The number of collisions at *T or staggered* junctions increased by 3.5% and at *crossroads* by 3.0%.

Regarding the method of junction control, 72.8% of all junction collisions occurred at *give way* or *uncontrolled* junctions, and 26.6% at *automatic traffic signal* controlled junctions. The number of collisions at *give way/uncontrolled* junctions increased by 2.7% and at *automatic traffic signal* junctions by 1.2%.

In 2008, 5.7% of all collisions involved a parked vehicle, which is the same proportion as in 2007.

Looking at the classes of roads on which collisions occurred, only 1.0% occurred on *motorways*, while 62.9% occurred on *A* class roads, some of which are on the Transport for London Road Network (TLRN). 8.8% occurred on *B* class roads and the remaining 27.2% on *C or unclassified* roads. These proportions are similar to those of 2007. Compared with 2007, collisions on *motorways* decreased by 10.4%, and collisions on *A* roads increased by 0.8%, Collisions on *B* roads decreased by 0.4% and collisions on *C or unclassified* roads decreased by 2.6%.

0.2% of all collisions in 2008 occurred on roads with a speed limit of 20 mph, 94.2% on 30 mph limit roads, 2.7% on 40 mph limit roads, 2.0% on 50 mph limit roads, 0.2% on 60 mph limit roads and 0.8% on 70 mph limit roads.

Comparison with 2007 shows that collisions decreased by 20.0% on 20mph limit roads, increased by 0.2% on 30 mph roads, and decreased by 7.5% on 40 mph roads. They decreased by 6.6% on 50 mph roads, and increased by 15.6% on 60 mph roads. On 70 mph limit roads they decreased by 19.5%.

2.2 Casualty trends

During 2008, the 23,116 personal injury collisions reported to the Metropolitan and City of London police services resulted in 28,153 casualties. Compared with 2007, this is a decrease of 0.7%. 204 casualties were killed, 3,322 were seriously injured and 24,627 were slightly injured (Table 2a). Compared with 2007, fatalities decreased by 8.1% from 222, serious injuries decreased by 6.7% and slight injuries increased by 0.2%. For the eighth consecutive year total

casualties were the lowest recorded in Greater London in any one year. Fatalities and serious casualties, and hence killed and seriously injured casualties combined (KSIs), were also the lowest recorded in any one year.

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. As mentioned above, the figure for 2008 at 204 is the lowest annual figure recorded in Greater London. Figure 2.9 shows the longer term trend in fatal casualties in Greater London since 1972 and during this period fatalities have fallen by almost 72% from 727 to 204.

In the early 1990s 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 204 and 231. By the end of 2008 fatalities had shown an 18.0% decrease below the 1994-98 average.

In 2008, 159 out of the 204 fatalities (77.9%) were people external to vehicles (i.e. pedestrians, pedal cyclists or powered two wheeler users).

The total of 28,153 casualties in 2008 was made up of 17,583 vehicle drivers or riders

Table 2a Casualties in Greater London in 2008 by mode of travel and severity of casualty

Mode of travel	Fatal	Serious	Slight	Total	% of total
Pedestrians	94	1,114	3,919	5,127	18.2%
Pedal cyclists	15	430	2,757	3,202	11.4%
Powered two-wheelers	50	688	3,484	4,222	15.0%
Car occupants	39	841	12,149	13,029	46.3%
Taxi occupants	0	27	284	311	1.1%
Private hire occupants	0	10	64	74	0.3%
Bus or coach occupants	1	151	1,340	1,492	5.3%
Goods vehicle occupants	5	40	480	525	1.9%
Other vehicle occupants	0	21	150	171	0.6%
Total casualties	**204**	**3,322**	**24,627**	**28,153**	**100.0%**
(% of total)	**0.7%**	**11.8%**	**87.5%**	**100.0%**	

Table 2b: 2008 Casualties in Greater London by borough and mode of travel showing percentage change over 2007

Borough	Total casualties		Pedestrians		Pedal cyclists		Powered two-wheelers		Car occupants		Total vehicle occupants	
City of London	379	*(-0.5%)*	105	*(-11.8%)*	111	*(20.7%)*	71	*(-21.1%)*	41	*(20.6%)*	274	*(4.6%)*
Westminster	1,604	*(-5.5%)*	458	*(-3.8%)*	277	*(-0.4%)*	306	*(-20.3%)*	313	*(2.6%)*	1,146	*(-6.2%)*
Camden	853	*(1.4%)*	196	*(-16.2%)*	167	*(8.4%)*	184	*(4.0%)*	219	*(17.7%)*	657	*(8.2%)*
Islington	681	*(2.1%)*	130	*(-19.3%)*	160	*(0.0%)*	122	*(-12.2%)*	210	*(40.9%)*	551	*(8.9%)*
Hackney	978	*(4.4%)*	196	*(2.6%)*	188	*(27.0%)*	176	*(23.9%)*	314	*(-13.0%)*	782	*(4.8%)*
Tower Hamlets	1,103	*(13.8%)*	194	*(25.2%)*	137	*(10.5%)*	189	*(-12.9%)*	476	*(16.7%)*	909	*(11.7%)*
Greenwich	921	*(-3.5%)*	153	*(10.1%)*	56	*(-15.2%)*	113	*(-8.1%)*	494	*(-4.1%)*	768	*(-5.8%)*
Lewisham	880	*(0.0%)*	149	*(-3.9%)*	104	*(-2.8%)*	140	*(2.2%)*	409	*(3.8%)*	731	*(0.8%)*
Southwark	1,189	*(13.2%)*	235	*(6.8%)*	236	*(10.8%)*	208	*(2.5%)*	375	*(32.0%)*	954	*(14.9%)*
Lambeth	1,187	*(5.1%)*	234	*(7.8%)*	205	*(15.2%)*	248	*(1.2%)*	372	*(-4.4%)*	953	*(4.5%)*
Wandsworth	891	*(-2.6%)*	176	*(-7.4%)*	166	*(-0.6%)*	224	*(-5.1%)*	258	*(6.6%)*	715	*(-1.4%)*
Hammersmith & Fulham	675	*(-11.8%)*	135	*(-14.6%)*	131	*(-7.7%)*	178	*(-5.3%)*	193	*(-11.5%)*	540	*(-11.0%)*
Kensington & Chelsea	829	*(4.4%)*	185	*(0.5%)*	150	*(2.7%)*	252	*(12.5%)*	146	*(-9.9%)*	644	*(5.6%)*
Total Inner London	**12,170**	***(1.6%)***	**2,546**	***(-2.0%)***	**2,088**	***(5.7%)***	**2,411**	***(-3.8%)***	**3,820**	***(4.7%)***	**9,624**	***(2.6%)***
Waltham Forest	927	*(10.5%)*	160	*(12.7%)*	65	*(-1.5%)*	72	*(-20.0%)*	569	*(16.1%)*	767	*(10.0%)*
Redbridge	837	*(6.6%)*	125	*(8.7%)*	34	*(30.8%)*	64	*(-4.5%)*	557	*(5.7%)*	712	*(6.3%)*
Havering	932	*(3.3%)*	93	*(-16.2%)*	29	*(-6.5%)*	77	*(-3.8%)*	652	*(5.0%)*	839	*(6.1%)*
Barking & Dagenham	615	*(7.0%)*	98	*(12.6%)*	29	*(38.1%)*	57	*(18.8%)*	376	*(-0.8%)*	517	*(5.9%)*
Newham	1,077	*(7.2%)*	198	*(-8.3%)*	71	*(10.9%)*	90	*(0.0%)*	623	*(11.3%)*	879	*(11.4%)*
Bexley	632	*(8.8%)*	89	*(-11.9%)*	35	*(6.1%)*	84	*(16.7%)*	379	*(15.5%)*	543	*(13.1%)*
Bromley	865	*(-3.9%)*	128	*(0.0%)*	67	*(48.9%)*	107	*(-7.8%)*	498	*(-9.0%)*	737	*(-4.5%)*
Croydon	1,129	*(-1.4%)*	168	*(-19.6%)*	93	*(60.3%)*	155	*(17.4%)*	620	*(-3.7%)*	961	*(2.7%)*
Sutton	564	*(-4.2%)*	84	*(1.2%)*	38	*(-2.6%)*	95	*(23.4%)*	301	*(-15.0%)*	480	*(-5.1%)*
Merton	521	*(-3.5%)*	90	*(-10.9%)*	62	*(5.1%)*	101	*(-1.0%)*	234	*(0.0%)*	431	*(-1.8%)*
Kingston	453	*(22.8%)*	80	*(27.0%)*	52	*(-5.5%)*	71	*(9.2%)*	218	*(42.5%)*	373	*(21.9%)*
Richmond	467	*(-4.5%)*	63	*(-28.4%)*	96	*(18.5%)*	103	*(13.2%)*	161	*(-18.7%)*	404	*(0.7%)*
Hounslow	930	*(-0.2%)*	122	*(15.1%)*	91	*(19.7%)*	119	*(-4.0%)*	509	*(-10.1%)*	808	*(-2.2%)*
Hillingdon	960	*(-6.8%)*	127	*(0.8%)*	53	*(23.3%)*	67	*(-19.3%)*	630	*(-11.6%)*	833	*(-7.9%)*
Ealing	1,000	*(-12.9%)*	180	*(-4.8%)*	87	*(11.5%)*	133	*(-21.8%)*	512	*(-14.8%)*	820	*(-14.5%)*
Brent	785	*(-7.1%)*	201	*(21.1%)*	54	*(0.0%)*	92	*(-26.4%)*	374	*(-14.8%)*	584	*(-14.0%)*
Harrow	470	*(-5.2%)*	80	*(-16.7%)*	24	*(26.3%)*	48	*(50.0%)*	308	*(-2.8%)*	390	*(-2.5%)*
Barnet	1,222	*(-12.2%)*	194	*(-16.4%)*	50	*(-25.4%)*	114	*(-35.2%)*	791	*(-3.7%)*	1,028	*(-11.4%)*
Haringey	743	*(-5.8%)*	183	*(17.3%)*	52	*(10.6%)*	94	*(-10.5%)*	327	*(-20.2%)*	560	*(-11.5%)*
Enfield	854	*(-17.1%)*	118	*(-14.5%)*	32	*(-3.0%)*	68	*(-30.6%)*	570	*(-9.1%)*	736	*(-17.5%)*
Total Outer London	**15,983**	***(-2.4%)***	**2,581**	***(-2.7%)***	**1,114**	***(12.0%)***	**1,811**	***(-6.8%)***	**9,209**	***(-3.4%)***	**13,402**	***(-2.4%)***
Greater London	**28,153**	***(-0.7%)***	**5,127**	***(-2.4%)***	**3,202**	***(7.8%)***	**4,222**	***(-5.1%)***	**13,029**	***(-1.1%)***	**23,026**	***(-0.4%)***

(62.5%), 5,443 vehicle passengers (19.3%) and 5,127 pedestrians (18.2%). Compared with 2007, driver/rider casualties decreased by 0.2%, vehicle passenger casualties by 0.9% and pedestrian casualties by 2.4%.

Table 2b gives the changes in casualties according to mode of travel between 2007 and 2008, split between inner and outer London, and shows that there were differences in the changes in the two areas for the different modes. Total casualties increased by 1.6% in inner London, and decreased by 2.4% in outer London.

Pedestrian casualties decreased by 2.0% in inner London and by 2.7% in outer London. Pedal cyclist casualties increased by 5.7% in inner London and by 12.0% in outer London. Powered two wheeler casualties decreased by 3.8% in inner London and by 6.8% in outer London. Car occupants, by far the largest of the road user groups, increased by 4.7% in inner London and decreased by 3.4% in outer London.

The average number of casualties per collision was 1.22, the same as in 2007.

2.3 Pedestrian casualties

The 5,127 pedestrian casualties in 2008 accounted for 18.2% of all casualties, a slightly lower proportion than that of the previous year. Compared with 2007, pedestrian casualties showed a decrease of 2.4%, continuing a downward trend evident since 1989. Pedestrian casualties in the serious, slight and the combined killed and seriously injured (KSI) categories were also at their lowest recorded levels in Greater London for any one year.

Pedestrian fatalities decreased by 13.8% to 94 from 109 in 2007, following an increase of 9.0% from 100 in 2006. Pedestrian fatalities fluctuate considerably from year to year because of the relatively small numbers involved, and over the past few years annual percentage changes have ranged 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 46.1% in 2008, which is somewhat lower than the figure for 2007 of 49.1%.

Serious injuries decreased by 5.8% to 1,114, and slight injuries decreased by 1.0% to 3,919.

The continuing vulnerability of pedestrians to more serious injury is shown by the fact that in 2008 they accounted for 46.1% of

Table 2c Casualties in Greater London 2008 tabulated by casualty class and severity

Casualty class	Fatal	Serious	Slight	Total
Driver/rider	93	1,755	15,735	17,583
Passenger	17	453	4,973	5,443
Pedestrian	94	1,114	3,919	5,127
Total casualties	**204**	**3,322**	**24,627**	**28,153**

fatalities and 33.5% of serious injuries, but comprised only 18.2% of all casualties. Adult pedestrian casualties aged between 25 and 59 increased slightly by 0.7%. Pedestrian casualties in the other main age bands decreased. Child pedestrian casualties (i.e. under 16 years) fell by 7.8%, young adult pedestrian casualties (16 to 24 years) by 14.4%, and pedestrian casualties aged 60 or over by 3.3%. Pedestrian casualties where the age was unknown increased by 29.2%.

Looking at pedestrian fatalities by age group, child pedestrian fatalities increased from eight in 2007 to 13 in 2008. Young adult pedestrian fatalities increased from eight to 12. Adult pedestrian fatalities decreased from 36 to 30. Fatalities among pedestrians aged 60 or over decreased from 54 to 39. Although pedestrian fatalities tend to fluctuate from year to year because of their relatively small numbers, there has been a general downward trend, with numbers reducing by over 60% in the past 20 years. The lowest recorded figure for pedestrian fatalities in Greater London was 89 in 2005. By the end of 2008 pedestrian fatalities were 30.9% 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 2003, fatal and serious pedestrian casualties had fallen by 19.4% by 2008. Child pedestrian fatal and serious casualties decreased by 30.0% in the same five year period, and young adults by 31.2%. Adult pedestrian fatal and serious casualties decreased by 17.6% and those aged 60 or

Table 2d Casualties in Greater London in 2008 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	1,092	776	2,114	667	478	2,835	2,292	5,127
Pedal cyclists	228	405	2,237	87	245	2,477	725	3,202
Powered two-wheelers	20	959	2,932	55	256	3,805	417	4,222
Car occupants	537	2,660	7,168	915	1,749	7,307	5,722	13,029
Taxi occupants	3	20	231	30	27	233	78	311
Private hire occupants	0	6	59	2	7	57	17	74
Bus or coach occupants	156	100	604	441	191	557	935	1,492
Goods vehicle occupants	8	69	395	23	30	470	55	525
Other vehicle occupants	20	15	102	18	16	129	42	171
Total casualties	**2,064**	**5,010**	**15,842**	**2,238**	**2,999**	**17,870**	**10,283**	**28,153**
% of total	**7.3%**	**17.8%**	**56.3%**	**7.9%**	**10.7%**	**63.5%**	**36.5%**	**100.0%**

over by 16.3%. Pedestrian fatal and serious casualties of unknown age increased by 50.8%. By the end of 2008 pedestrian fatal and serious casualties were at a level 43.5% below the 1994 to 1998 average.

Looking at pedestrian casualties by gender in 2008, 55.3% were males and 44.7% females. For pedestrian fatal casualties the equivalent figures were 60.6% for males and 39.4% for females.

19.1% of pedestrians were injured when crossing a road at a formal crossing point, i.e. zebra, pelican or other signal controlled crossing. A further 13.9% were injured when crossing the road within 50 metres of a crossing. However, most (56.9%) were injured either when crossing the road away from a formal pedestrian crossing (40.8%), or while not crossing the road, i.e. on a footpath or verge, or in the carriageway (16.1%). In 10.1% of cases the pedestrian's location was unknown.

The vast majority of pedestrians injured (66.8%) were hit by cars. 9.3% were hit by powered two-wheelers, 8.9% by buses or coaches, 7.2% by goods vehicles, 3.6% by taxis and 1.5% by pedal cycles. 0.7% were hit by private hire vehicles and 2.0% by other vehicles.

Considering areas of London, 49.7% of pedestrian casualties occurred in inner London and 50.3% in outer London. Compared with 2007, pedestrian casualties showed a decrease of 2.0% in inner London and of 2.7% in outer London.

2.4 Pedal cyclist casualties

Pedal cyclist casualties increased by 7.8% in 2008, following increases of 0.4% in 2007 and 2.2% in 2006. 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 had been little overall change until the current year. In inner London, however, there has now been an upward trend for three consecutive years, since 2005, whereas in outer London a downward trend continued until 2007 (Figure 2.5). There were 3,202 pedal cyclist casualties in 2008 which accounted for 11.4% of total casualties, a little higher than the previous year's proportion of 10.5%. The changes should be seen in the context of substantially increased cycle usage in recent years, especially in central and inner London.

Regarding the severity of injury, there were 15 pedal cycle fatalities in 2008, the same as in 2007. 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 2008 decreased by 3.6% to 430, while slight injuries increased by 9.9% to 2,757.

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 2008 the child fatal and serious casualties, at 32, were 71.1% below the 1994 to 1998 average, and the young adult figure, at 59, was 45.6% 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. This means that in 2008 adult higher severity casualties were 1.3% above the 1994 to 1998 average.

By the end of 2008 all pedal cycle fatal and serious casualties were 21.5% below the 1994 to 1998 average.

In 2008, where the age of the casualty was known, child pedal cyclist casualties (under 16 years) increased by 9.1%, young adult pedal cyclist casualties (16 to 24 years) increased by 4.1%, adult pedal cyclist casualties (25 to 59 years) increased by 7.1% and injuries to pedal cyclists aged 60 or over increased by 14.5%. Pedal cyclist casualties where the age was unknown increased by 18.4%.

Traffic cordon counts carried out by TfL (and formerly by DfT) show that the use of pedal cycles has increased considerably since a low point in 1993. Pedal cycle traffic levels across the central cordon increased by 197% by 2008 compared with 1993, and for the inner London cordon over approximately the same period pedal cycle traffic increased by 63%.

Other estimates of the trends in cycle flow, based on measurements on the TLRN, have been quoted by TfL, such as the 107% increase in cycle flow on the TLRN between 2000 and 2008. These figures differ from others quoted here because of differences in the geographical areas and the period of measurement, but all demonstrate the considerable growth in cycling in London.

Almost two thirds (65.2%) of pedal cycle casualties occurred in inner London and 34.8% occurred in outer London. Compared with 2007, pedal cyclist casualties increased by 5.7% in inner London, and by 12.0% in outer London.

2.5 Powered two-wheeler casualties

There were 4,222 powered two wheeler casualties in 2008, which accounted for 15.0% of all casualties, a slightly smaller proportion than in 2007. For the fourth consecutive year this is the lowest annual figure recorded in Greater London. Casualties in the serious, killed and seriously injured combined (KSIs) and slight categories were also the lowest recorded in Greater London. Compared with 2007, powered two-wheeler rider and passenger casualties showed a decrease of 5.1%. 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 2008 the higher severity powered two-wheeler casualties (fatal and serious combined) were 20.9% below the 1994 to 1998 average, following a decrease of 9.9% to 738.

A comparison of the average number of licensed vehicles in 1994-8 with the number in 2008 (i.e. on the same basis as the

casualty target monitoring) shows that whilst there has been a 73% increase in vehicles licensed, there has been a decrease in powered two wheeler fatal and serious combined casualties of 21%.

In 2008, powered two-wheeler fatalities increased by 22.0% from 41 to 50, serious injuries decreased by 11.6% from 778 to 688 and slight injuries decreased by 4.0% to 3,484.

Looking at areas of London, 57.1% of powered two-wheeler casualties occurred in the 13 inner London boroughs and 42.9% in the 20 outer London boroughs. Compared with 2007, powered two-wheeler casualties decreased by 3.8% in inner London and by 6.8% in outer London.

2.6 Car occupant casualties

Car occupants form by far the largest group of road user casualties. In 2008 there were 13,029 injuries to car occupants, which amounts to nearly half (46.3%) of all casualties, a little lower than the 46.6% recorded in 2007. Casualty numbers in this category decreased by 1.1% compared with 2007.

Regarding severity of casualty, fatalities decreased by 25.0% from 52 in 2007 to 39 in 2008. This is the lowest annual figure recorded in Greater London, and the figures for all the other severity categories, including killed and seriously injured combined (KSIs), are also the lowest recorded. Serious casualties decreased by 6.6% to 841, and slight casualties decreased by 0.6% to 12,149. Over a period of ten years the trend for all car occupant casualties increased slightly in 2000, (having been relatively flat in the previous few years) 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 2008 was 7.6% which means that by the end of 2008, the higher severity car occupant casualties (fatal and serious combined) were 65.7% below the 1994-98 average.

Over two thirds (70.7%) of all car occupant casualties occurred in outer London, and 29.3% occurred in inner London. Casualties in inner London increased by 5.0% and in outer London decreased by 3.5%.

Seat belt fitting and usage were recorded for 18.1% of car driver casualties. Where seat belt fitting/usage was reported, 93.2% of driver casualties were wearing a seat belt, while 4.9% had a seat belt fitted but not worn. Only 1.9% were in a vehicle with a driver’s seat belt not fitted.

Seat belt fitting and usage were recorded for 25.6% of front seat car passenger casualties. Where seat belt fitting/usage was reported, 92.9% of front seat car passenger casualties were wearing a seat belt, while 6.4% had a seat belt fitted but not worn. Only 0.7% 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 2008, out of the 23.0% of rear seat car passenger casualties where use/fitting of a belt was recorded, 78.4% of passengers were using a belt, 20.1% had a belt fitted but not worn, and 1.4% did not have a belt fitted. The proportion of rear seat casualties recorded as wearing a belt has decreased from 84.4% in 2007.

2.7 Taxi casualties

In 2008 there were 311 taxi driver or passenger casualties, which is a decrease of 2.8% compared with 2007. There were no fatalities, which compares with two in 2007. Serious injuries decreased by 6.9% from 29 to 27 and slight injuries decreased by 1.7% to 284. Taxi casualties accounted for 1.1% of all casualties in 2008, the same proportion as in the previous year.

2.8 Goods vehicle casualties

In 2008 there were 525 goods vehicle driver or passenger casualties, which is an increase of 1.7% compared with 2007. Fatalities increased from one to five, serious injuries decreased by 14.9% to 40 and slight injuries increased by 2.6% to 480. Goods vehicle casualties accounted for 1.9% of all casualties in 2008, which is a slightly higher proportion than was recorded in the previous year.

2.9 Bus or coach casualties

There were 1,492 driver and passenger casualties injured on buses or coaches during 2008, accounting for 5.3% of all casualties, a slightly larger proportion than in 2007. Fatalities were unchanged at one, serious injuries increased by 13.5% to 151, while slight injuries increased by 5.2% to 1,340. Overall, casualties increased by 6.0% in 2008.

Of the 1,370 bus or coach passengers injured during 2008, 44.3% were standing in the vehicle, 44.1% were seated, 5.9% were alighting and 5.7% were boarding the vehicle.

2.10 Casualties by gender

There are considerable differences in the distribution of casualties when the gender of the casualty is taken into account. In 2008, males accounted for 63.5% of all casualties with females comprising 36.5%. These proportions are almost identical to those of the previous year, and similar to those of the past few years, although over a longer period, since 1993, 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. Male casualty numbers in fact showed a slight upward trend in the period from 1993 to 2000. Between 2000 and 2008 male casualties decreased by 36.6% and female casualties by 42.0%.

With regard to the casualty class, in 2008 males formed a majority of both the driver and pedestrian casualty categories with 72.9% and 55.3% respectively, while females made up 59.2% of all passenger

casualties.

Looking at the mode of travel associated with casualties in 2008, 77.4% of pedal cyclist casualties and 90.1% of powered two-wheeler casualties were male. For car drivers, 61.3% of casualties were male, but for car passengers 57.4% were female. Females accounted for 62.7% of bus or coach casualties, which probably highlights the greater dependence women have on public transport. Males accounted for 89.5% of all goods vehicle occupant casualties.

2.11 Casualties by age group

This section considers casualties where the age of the casualty was known, which in 2008 was 89.3% of all casualties. Overall in 2008, children under 16 years accounted for 7.3% of all casualties, young adults between 16 and 24 years for 17.8%, adults between 25 and 59 years for 56.3%, and the older road user aged 60 or over for 7.9%. This distribution of casualties by age group is similar to that recorded in 2007.

In 2008, there were 2,064 child casualties of which 52.9% were pedestrians, 26.0% were car occupants and 11.0% were pedal cyclists. Children made up 21.3% of all pedestrian casualties, 7.1% of all pedal cycle casualties and 4.1% of all car occupant casualties. 20.6% of child casualties were injured on a journey to or from school, which is slightly lower than the proportion recorded in 2007 (21.4%).

Compared with 2007, child casualties in 2008 decreased by 0.9%, which means that they have now fallen each year since 1998. Child casualties accounted for 7.3% of all casualties. Higher severity child casualties (fatal and serious combined) decreased by 6.3% from 331 in 2007 to 310. This means that by the end of 2008 these higher severity casualties were 66.9% below the average for 1994 to 1998, the base period for the national casualty target of a 50% reduction in the number of children killed or seriously injured by the year 2010. 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 nine of the ten years to date.

There were varying changes within the different modes of travel available to children. Child pedestrian casualties decreased by 7.8%, but pedal cyclist casualties increased by 9.1%, car occupant casualties by 1.1% and bus and coach passenger casualties by 28.9%.

In 2008, there were 5,010 young adult casualties (16 to 24 years), a decrease of 7.2% compared with 2007, accounting for 17.8% of all casualties. 53.1% of these were car occupants, 19.1% were powered two-wheeler riders, 15.5% were pedestrians and 8.1% were pedal cyclists. Young adults in this age group accounted for 20.4% of all car occupant casualties, 22.7% of powered two-wheeler casualties, 15.1% of pedestrian casualties and 12.6% of pedal cycle casualties.

Compared with 2007, young adult pedestrian casualties decreased by 14.4% and car occupant casualties by 7.9%. Young

adult powered two-wheeler casualties increased by 1.2% and pedal cycle casualties by 4.1%.

During 2007, there were 15,842 adult casualties (25 to 59 years), which is a decrease of 2.3% compared with 2007. Adult casualties accounted for 56.3% of all casualties. Just under half of these (45.2%) were car occupants, 18.5% were powered two-wheeler casualties, 14.1% were pedal cyclists and 13.3% were pedestrians. Adults in this age group accounted for 55.0% of all car occupant casualties, 69.4% of powered two-wheeler casualties, 41.2% of pedestrian casualties and 69.9% of pedal cycle casualties.

Compared with 2007, adult pedestrian casualties increased by 0.7%, pedal cycle casualties by 7.1%, bus and coach occupant casualties by 4.1%, goods vehicle occupant casualties by 3.7% and taxi occupant casualties by 16.7%. Powered two-wheeler casualties decreased by 7.0% and car occupant casualties by 4.9%.

During 2008, 2,238 casualties were older road users aged 60 years or over, accounting for 7.9% of all casualties. Of these the largest numbers were car occupants (40.9%), pedestrians (29.8%), and bus or coach occupants (19.7%). Overall there was a decrease of 2.1% in casualty numbers in the older road user age group compared with 2007. Of the main casualty classes there was a decrease of 1.8% in car casualties, and 3.3% in pedestrian casualties. There was an increase of 8.6% in bus or coach casualties.

2.12 Vehicles involved in collisions

In 2008, a total of 41,507 vehicles were involved in the 23,116 personal injury collisions within the Greater London area. This represents a decrease of 0.7% compared with 2007. There were decreases in involvement in collisions for cars, by 1.8%, powered two wheelers by 5.4% and other vehicles by 16.1%. Pedal cycle involvement increased by 8.0%, goods vehicles by 3.3% and buses or coaches by 8.4%. Taxi involvement increased by 9.3% and private hire by 0.8%.

Cars accounted for 65.4% of all vehicles involved in collisions, followed by powered two-wheelers (11.2%), pedal cycles (8.0%), goods vehicles (6.6%), buses or coaches (5.2%), taxis (2.0%), other vehicles (1.2%), and private hire (0.3%).

The age of vehicle drivers or riders was recorded for 76.1% of vehicles involved in collisions in 2008. Of these, 1.2% were under 17 years, 16.2% were between 17 and 24 years, 29.1% were between 25 and 34 years, 49.5% between 35 and 64 years, and 4.0% aged 65 years or over. The age was unknown for 23.9% of drivers.

Compared with 2007, there were differences in the changes between the age groups of vehicle drivers or riders involved in collisions in 2008. Young drivers under 17 involved in collisions increased by 6.3%, those between 17 and 24 years decreased by 5.1% and those between 25 and 34 years by 2.5%. Drivers between 35 and 64 years decreased by 3.8% and those 65 years and over by 4.4%.

The number of drivers involved in personal

injury collisions providing a positive breath test and reported in the Stats 19 data increased from 212 in 2007 to 216 in 2008, up 1.9%. The number tested and providing a negative test decreased from 14,571 to 13,263, down 9.0%. The percentage of those tested, who provided a positive test, increased from 1.4% in 2007 to 1.6%. 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 Department for Transport in the *Accidents Sub-objective Unit* on the *Transport Analysis Guidance (TAG)* web site *(www.dft.gov.uk/webtag)* in December 2008.

These collision costs are based on the following average costs per casualty at June 2007 prices:

Fatal casualty	£1,638,390
Serious casualty	£185,220
Slight casualty	£14,280
Average, all casualties	£52,850

To update June 2007 prices the Department suggests that these costs be multiplied by a factor representing the current estimate of the change in nominal Gross Domestic Product (GDP) per capita: (note that nominal GDP is real GDP including a factor for inflation/deflation). To convert to December 2008 prices the June 2007 prices should be multiplied by 1.01874[1].

When assessing the potential savings from engineering remedial measures or other road safety schemes, it is normal practice to use the average collision cost, which includes an allowance for *damage only collisions*, (which are not recorded as part of the *Stats 19* national reporting system).

3.2 The cost to London

If the average collision cost for urban roads from Table 3a (£91,810) and the June 2007 to December 2008 conversion factor (1.01874) is applied to the 23,116 reported personal injury collisions in the Greater London area during 2008, then the total cost to the community of all road collisions in Greater London is estimated to be almost £2.2 billion at December 2008 prices.

Prior to 1988, the Department of Transport used a modified *human capital* approach.

[1] Office for National Statistics, current estimate of change between 2007 Quarter 2 and 2008 Quarter 4.

Table 3a Collision costs (£'s at June 2007 prices)

Type of collision	Urban roads	Rural roads	Motorways	All roads
Fatal collision	1,769,900	1,930,740	2,145,280	1,876,830
Serious collision	207,120	231,110	235,690	215,170
Slight collision	21,000	24,750	29,490	22,230
All injury collisions	59,240	121,420	91,930	75,610
Damage only collisions	1,840	2,720	2,620	1,970
Average collision cost per injury collision (including an allowance for damage-only collisions)	**91,810**	**142,640**	**111,810**	**104,900**

Source: Department for Transport figures from the Accidents Sub-objective Unit on the Transport Analysis Guidance web site (www.dft.gov.uk/webtag) December 2008.

This placed a value on the contribution which the collision victim would have made to the economy in terms of output, together with medical costs and a notional allowance for pain, grief and suffering. This method was replaced (in 1988 for fatal collisions and in 1993 for serious and slight collisions) by a *willingness to pay* approach, intended to encompass all aspects of the cost of a casualty; namely lost output, medical costs and a variety of *human costs* based on *willingness to pay* values such as pain, grief and suffering to the casualty. The revised method gives significantly increased cost 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 2008 and 2009

N.B. Although this section relates primarily to work undertaken during 2008, it also includes relevant information to July 2009.

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 May 2009, LRSU now forms part of the Integrated Programme Delivery Directorate in Surface Transport. The new directorate incorporates a number of key delivery programmes including road safety, cycling, walking and accessibility, bus priority, public realm improvements, smarter travel and freight.

4.2 LRSU web site

In June 2009 LRSU launched its new road safety website providing information for stakeholders, journalists and the public on the work of the Unit. The site can be found at:
www.tfl.gov.uk/londonroadsafety

Areas of interest for stakeholders include:

- Casualty reduction targets
- Casualty data reports and fact sheets
- Road safety research reports and studies
- Information on Intelligent Speed Adaptation
- Details of road safety education resources available in London
- Details of road safety campaigns
- LRSU's engineering and road safety audit procedures
- Motorcycle safety in London
- A diary of international/national road safety events
- News bulletins from LRSU and road safety in general

4.3 Objectives for LRSU

The main objectives for LRSU during 2008 and 2009 (to date) 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.
- 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 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.
- 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 develop and manage 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.

4.4 Monthly supply of collision data to the London boroughs

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

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

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

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

The range of output reports include:

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

Requests can be made:

- by telephone: 020 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 Directorate of Traffic Operations (DTO), London Buses, Public Carriage Office and Congestion Charging.

4.6 Monitoring of the national and London casualty reduction targets

Towards the year 2010

The Government published its national road safety strategy in March 2000 in *Tomorrow's roads: safer for everyone,* setting out casualty reduction targets to be achieved by 2010.

These casualty reduction 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.

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 increase since the mid 1990s 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 vulnerable road user 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 9 of *Towards the year 2010: monitoring casualties in Greater London*, containing data up to the end of 2008, was published in July 2009.

4.7 Road Safety Fact Sheets

During 2008 and 2009 (to July), the following LAAU Fact Sheets were produced:

- Topic 2008-1: Pedal cyclist collisions and casualties in Greater London *(Dec 2008)*
- Topic 2009-1: Pedestrian casualties in Greater London *(Jan 2009)*

In addition, the series of summary Fact Sheets was continued with the following published to July 2009:

- Casualties in Greater London during 2007 *(May 2008)*
- Casualties in Greater London during 2008 *(May 2009)*

Copies of the Fact Sheets are circulated by email 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 on the LRSU website at: www.tfl.gov.uk/londonroadsafety

4.8 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:

- Safe Drive Stay Alive road safety presentation for pre-drivers: evaluations in 2006 and 2007
- 20 mph zones and road safety in London
- The effect of 20 mph zones on inequalities in road casualties in London
- Working with communities to reduce road traffic injury inequalities in London
- Mobile phone and seat belt usage rates in London 2008
- The safety of schoolchildren on London's roads
- The effectiveness of speed indicator devices on reducing vehicle speeds in London
- Evaluation of Operation Radar
- Investigating driver distraction: the effects of video and static advertising

Research reports can be found on the LRSU website at:
www.tfl.gov.uk/londonroadsafety

Current road safety research projects being undertaken include:

- Cyclist fatalities in London: analysis of police fatal collision files
- Road safety at traffic signals and signalised crossings in London: a literature review
- Attitudes and understanding of speed and speed management in London
- Evaluation of bus simulator training for bus drivers
- Work-related collisions and barriers to adopting good practice in London
- Mobile phone and seat belt usage rates in London 2009
- Road safety and streetscape design

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 1076) or by email (RSResearch@tfl.gov.uk).

4.9 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
- estimation 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_issue3.pdf

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

4.10 Funding of safety schemes

Since April 2002 the Road Safety Engineering team within the LRSU has managed the budget for the boroughs' Local Safety Schemes and 20mph zone schemes that are funded through the Local Implementation Plan (LIP) 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.

From 1 April 2010 new funding arrangements for the LIP process are being introduced. The road safety elements will be formula-based recognizing need as demonstrated by the numbers of casualties within the London borough area. In addition the number of programme areas is being condensed from 23 to five and the road safety elements will be represented in the corridors, neighbourhoods and sustainable travel programmes.

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.

4.11 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. In 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 were identified as being more at risk of being involved in collisions.

Since its start in 2001 a number of very high quality diverse campaigns have been run. In 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 2006 TfL received the Prince Michael Road Safety Award for its innovative Junior Road Safety Officer Scheme. In 2007 TfL received the Premier Prince Michael International Road Safety Award chosen from a number of projects around the world for its consistently successful programme. 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 coordinated 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 key organisations such as the emergency services, the Driving Standards Agency and others.

Recent road safety education initiatives are set out below:

- The team continued actively to promote the *Children's Traffic Club*, (CTC) at a number of high profile events including Vaishaki, the Danson Festival and Lewisham Day *(spring/summer 2009).*
- In September 2007 the *CTC Road Show* was launched. Since then, nurseries across London have had the opportunity to see the show, which brings the characters from the set of CTC books to life. This has proved to be a very popular event and in the first year it visited 1,500 nurseries. In the 2008 to 2009 academic year demand exceeded what could be supplied and the road show is now fully booked for the 2009 to 2010 academic year.
- In February 2008 the *CTC Road Show* was extended to cover shopping centres and since then centres 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 because of ongoing issues with the NHS computer the LRSU Education team 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 the CTC via the Primary Care Trusts (PCTs). Since January 2008 a total of 14,497 have been recruited via Bounty.

- Since September 2003 when the scheme started 172,241 children have been enrolled on the scheme, including 113,906 who have been right through the scheme and gone on to school. At present there are 58,335 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 and is based on the alphabet containing 26 short road safety stories. It was launched for stakeholders in 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 parents/carers have received the bookmarkers and cards.
- *Just a Journey* was launched by the LRSU Education team as a new, 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 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.
- *Life's Journey* is a new Key Stage 3 multi-media interactive DVD resource that is themed around theatre in education. This powerful platform is an ideal way to engage the 11 to 14 year old target audience. The resource includes lesson plans, teacher notes, film clips and backdrops allowing pupils to create and produce their own road safety plays. In May 2009 the resource was supplied free to all Key Stage 3 schools in London.
- TfL produced a Junior Road Safety Officer (JRSO) pack and school guide road safety educational resource, which is available to borough road safety officers (RSOs). The JRSO scheme is aimed at Key Stage 2 pupils. Two pupils in Years 5 or 6, (9–11 years of age) are appointed JRSOs and it is their job to promote and raise awareness of road safety issues to their school community and parents. The resource originally 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 sometimes from around the world, including from Spain, Poland, India and China.
- An annual *Street Safe Live Show* is held to reward all the JRSOs 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 child focused and includes educational theatre, games, quizzes and interactive road safety tasks *(June 2009).*

- The sixth year of *The Price* road safety drama for Year 7 schoolchildren started in September 2008. The production highlights the dangers that young people face on London's streets and engages the students' 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 24 week run. Each borough receives 10 performances that visit secondary schools.
- The *Now you see me, now you don't* drama aimed at Year 6 children continued for a third year. The drama deals with the new, and often more complicated journeys that young people undertake when starting secondary school.
- A brand new, hard hitting road safety production was piloted in 2008 and is now running as a production. 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 poster and radio advertisements aimed at teenagers, forming part of TfL's *Don't let your friendship die on the road* has been produced. The posters show several teenagers who have been knocked down as pedestrians in road traffic collisions *(March 2009 and continuing*).
- LRSU teamed up with Sony and BEBO to produce a road safety teen drama within the popular *Sofia's Diary* featured on the BEBO website where the series with a road safety content achieved viewing figures in excess of 190,000 of the defined target age group. This work 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 Education team launched its Pass Plus London (PPL) initiative in 2005. Extensive research revealed that young novice drivers in the 17 to 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 were required to take part in the evaluation of the initiative by completing three postal questionnaires. The scheme closed at the end of April 2009 by which time over 12,500 new drivers and over 2,500 Approved Driving Instructors had signed up to the initiative.
- TfL in partnership with Sainsbury's supermarket chain launched a cycling and HGV campaign in 2005. 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 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, DHL and Tesco. Recent initiatives have included funding 40,000 Fresnel lenses to help eliminate driver blind spots.

- A DVD has been produced showing the relationship between cycles and lorries on London streets. The DVD particularly examines the problems of blind spots and of collisions between left turning lorries and cycles. It can be seen at: www.tfl.gov.uk/roadusers/cycling/11687.aspx
- 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 HGVs and cyclists. Topics covered include encroachment by vehicles into advanced stop lines, HGVs turning left, and cyclists' visibility *(September 2006 and continuing).*
- A new advertisement entitled *Do the test* launched in April 2008. It called for road users to look out for cyclists and ran on TV and in cinemas with a supporting web site. This campaign proved to be one of TfL's most successful projects having four million hits to the web site in the first two weeks. The advert also won an award at the 2008 Cannes Lions advertising festival. Based around the idea of *change blindness*, it demonstrates that only a tiny fraction of all the information going into your brain enters your consciousness. People often fail to see a change in their surroundings because their attention is elsewhere, and what is even stranger, when they concentrate on something they may become blind to other events around them that they would normally notice. This *inattention blindness* is a contributory factor in collisions involving drivers and cyclists. The *Do the Test* website: www.dothetest.co.uk features three online visual distraction films: *The Original Awareness Test*, *The New Awareness Test* and *Whodunnit*.
- A multi-agency conference *Proud to be involved 2008* was run in partnership with Road User Education (RUE). It brought together Police services, 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. The Peer Ambassador Project, which was developed from the RUE initiative, identifies and trains a pool of young people who in turn work within the local communities passing on positive messages for acceptable behaviour on London's roads.
- A powered two wheeler (PTW) advertisement launched in early 2008 focused on optical illusion and perception of the speed and distance of smaller objects, e.g. PTWs, especially at junctions or when turning across their

path. The advertisement used the strap line *Give motorcyclists a second thought* and the campaign was repeated in the spring of 2009.

- The BikeSafe London partnership, whose members include TfL's London Motorcycle Policy Unit, Metropolitan Police Traffic Officers and the City of London Police Traffic Unit, organised the National BikeSafe events in 2008 and 2009 which were 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 2009 which was held at the ExCel Centre in London's docklands, as well as at the Alexandra Palace Motorcycle Show and a number of local borough events throughout the GLA area. The aim of the stands at these events is 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.
- In 2006 the BikeSafe London (BSL) partnership launched Scooter Safe-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 also aims to tackle the issue of antisocial scooter use *(May 2006 and continuing).*
- In Car Safety Training (ICST) courses were formerly run by the Education team of the LRSU with great success. The team now works in partnership with the London Borough of Bromley via their Road Safety Unit to continue this important training. Funding through the LIP process ensures that Road Safety Officers throughout London have access to information and training on all aspects of Child In-Car legislation, suitability and practical fitment.
- 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/PCTs, 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: www.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 RSOs, Engineers and other road safety stakeholders. Last year's conference was held at One Great George Street, Westminster, with the theme Legal and Illegal Distractions and Impairments *(September 2008).*
- TfL attended the RoSPA Congress in

Blackpool in February 2009 providing a speaker to the theme of *Road safety: what have we learnt*, and highlighting the work TfL is doing around community engagement and injury and inequality.

- 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 4,000 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.
- The Injury Inequality Reduction Scheme was developed in response to the disproportionate number of people killed 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 is now at the end of its second year. Five boroughs made new applications to continue their original project, one borough applied to run a new project and two new boroughs joined the scheme.
- The third year of the scheme will start in August 2009 and boroughs will have the opportunity to apply for projects which can run for up to three years. The Injury Inequality Reduction Scheme Partnership which is composed of all the boroughs taking part in the scheme received a Highly Commended Award at the 2009 London Transport Awards in the Transport Partnership Project of the year category. The Hounslow Injury Inequality Reduction Project *TW4* also received a Highly Commended Award at the same event.
- A road safety DVD aimed at under 5s from deprived and BAME communities is being produced. The DVD will provide new songs which will be translated into the five priority community languages as defined by the vulnerability of certain communities. The DVD will be filmed in community settings and the whole project will engage with parents as well as children in the development of appropriate images. The DVD will be distributed via nurseries and other community settings providing services for under 5s.
- PhD case studentship funding has been acquired in conjunction with the University of St. Andrews. This will allow further research into the impact that different cultural lifestyles, experiences

and attitudes have in relation to road safety.
- A DVD montage of the original seven pilot projects has been produced. This was shown at the RoSPA 2009 conference and was included in the DVD proceedings of the conference. Copies of the montage are now being distributed to all boroughs in London as an example of good practice in engaging with minority and disadvantaged communities.

4.12 London Safety Camera Partnership

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

The Partnership is responsible for implementing a comprehensive safety camera programme to reduce speed and red light running casualties across the whole of London.

The LSCP currently operates within the following criteria.

Speed cameras:
- In the most recent 36 month period there must be a collision history along the length of road of four KSI collisions, two of which must be speed related.

Red light cameras:
- In the most recent 36 month period there must be a collision history at the junction, and on the same arm, of one KSI collision and one other personal injury collision (i.e. slight). Both of these collisions must have been caused by a vehicle *Disobeying Automatic Traffic Signals* (i.e. running a red light).

LSCP adopts an intelligence-led approach to ensure camera enforcement is efficiently targeted for maximum collision and casualty reduction.

In 2006, the LSCP began introducing 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.

LSCP also allows camera manufacturers the opportunity to trial new equipment on London's roads. Trials are currently taking place at Henley's Corner, Mansfield Road (Camden) and Salter Road (Southwark).

In addition to enforcement, communicating 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 collisions and casualties on London's roads.

A range of promotional items, including leaflets targeted at specific age groups and road users, are distributed at community events, schools and colleges. These communicate the dangers and consequences of speed and red light running. These are available to download from the LSCP website:
www. lscp.org.uk

LSCP offer educational programmes and resources, including 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 also offer educational resources for Key Stages 2, 3 and 4. These resources are offered free to all schools in London. All resources are also available to download from the LSCP website.

Insight, the LSCP's quarterly newsletter, is distributed to households, Primary Care Trusts and libraries throughout London. The newsletter includes recent news and events from the LSCP and articles from the field of speed management.

LSCP use an interactive trailer at events pan-London. The trailer also exhibits current collision and casualty data, camera criteria and locations for each specific borough.

4.13 Intelligent Speed Adaptation project (ISA)

ISA is a set of technologies designed to assist the driver in the task of speed management. Vehicles carry a digital speed limit map which is used to make the vehicle *aware* of the surrounding speed limit. The vehicle then uses this information to assist the driver in the task of speed control

In 2007 TfL began a proof of concept trial proving the technology in London and developing an ISA system which would be suitable for commercial deployment. The project is developing both an advisory and voluntary system.

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 prevents the vehicle accelerating beyond the speed limit. The control is usually placed as a steering wheel switch.

The first step in the development of an ISA system was the creation of a digital speed limit map for the area the system must work in.

Individual vehicles would carry the digital speed limit map 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.

TfL completed this map in mid-2008 and has been continually updating it since.

In February 2009 a website was launched: www.tfl.gov.uk/isa
where users could download the map and install it on a selected number of satellite navigation (Sat Nav) systems as a form of advisory ISA.

The take up of this was high given the limited number of devices which could use the map and the overall feedback has been positive.

Work began with a partner on the development of a voluntary ISA solution and the first test vehicle was available in the final quarter of 2008. The equipment is currently being fitted to a sample of TfL fleet vehicles, as well as other test vehicles. The aim of these trials is to get a better understanding of ISA in Greater London, and the effects on journey times, emissions and driver behavior. All drivers participating will be asked to complete a questionnaire relating their own personal experiences and likes/dislikes of the technology.

An advisory ISA solution has also been developed using an existing Sat Nav solution which is also being deployed to some 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 to 2011 financial year.

4.14 LRSU representation on external organisations

The LRSU was represented on a number of external organisations and committees associated with road safety and collision/casualty data issues during 2008 to 2009 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 (PACTS)
- PACTS Road User Behaviour Working Party
- PACTS Road Environment Working Party
- Royal Society for the Prevention of Accidents (RoSPA) Road Safety Advisory Group
- RoSPA National Road Safety Committee
- County Surveyors Society Transport and Environment Committee
- Traffic Advisers Group (TAG) Transportation Committee
- Department for Transport Road User Safety and Cycling Advisory Group

- Department for Transport Road Safety Delivery Board
- British Standards Institute (BSI) HS/001/02 ISO 39001 Road traffic safety management systems

5

ACCSTATS system developments in 2008 and 2009

N.B. Although this section relates primarily to work undertaken during 2008, it also includes relevant information to July 2009.

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 services 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 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 services and some parts of TfL are able to use the ACCSTATS system themselves as authorised users.

In 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 aims to meet once or twice a year. Recently User Group meetings have been limited, although it is planned to hold regular meetings in the future. 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. 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 aims 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. The focus of the Working Group in future will be the development of an internet GIS solution with preliminary work already begun on this.

5.3 Traffic Accident Diary System

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 ACCSTATS system holds all TADS records from the legacy system (pre-March 2004) which were imported, along with current scheme information entered since the system was launched, and is now being used to monitor TfL funded safety schemes.

5.4 ACCSTATS system developments

During 2008 a major upgrade to the 10g version of the Oracle platform was completed. This coincided with moving the ACCSTATS system to the new TfL data centre and more robust and powerful servers.

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 processing of monthly data is 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.

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 might be a feasible alternative. It is the internet connection speed at desktop which appears to be a significant factor.

These solutions are now due to be deployed generally, although the deployment has been slowed because of the lack of suitable training facilities.

Other developments have largely been

related to improving system performance, reliability and resilience, and maintaining version compatibility.

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 through new IM consultancy arrangements to provide support and progress development requirements.

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 using *Safeword PremierAccess* software. 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 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

Since the move to Palestra the training schedule has stalled due to lack of facilities. Recently, however, it appears that a viable solution has been found which may be used going forward, especially to catch up with the current backlog in the short-term. In the longer term TfL 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. News is also shown on the main page external users see after entering their *PremierAccess* details and internal users see when opening the application. 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 2008

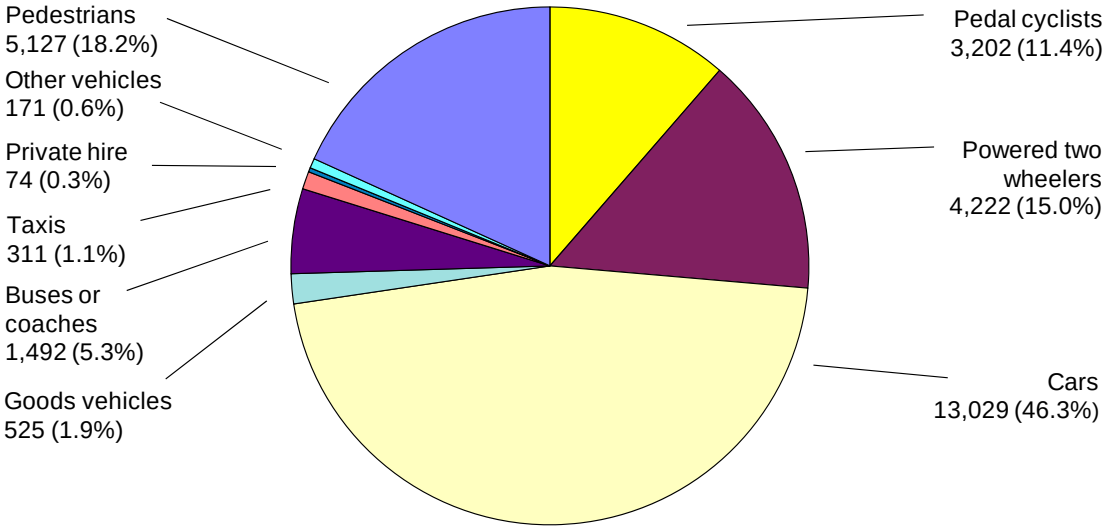


Figure 2.1b: Pedestrian casualties in Greater London by associated vehicle type 2008

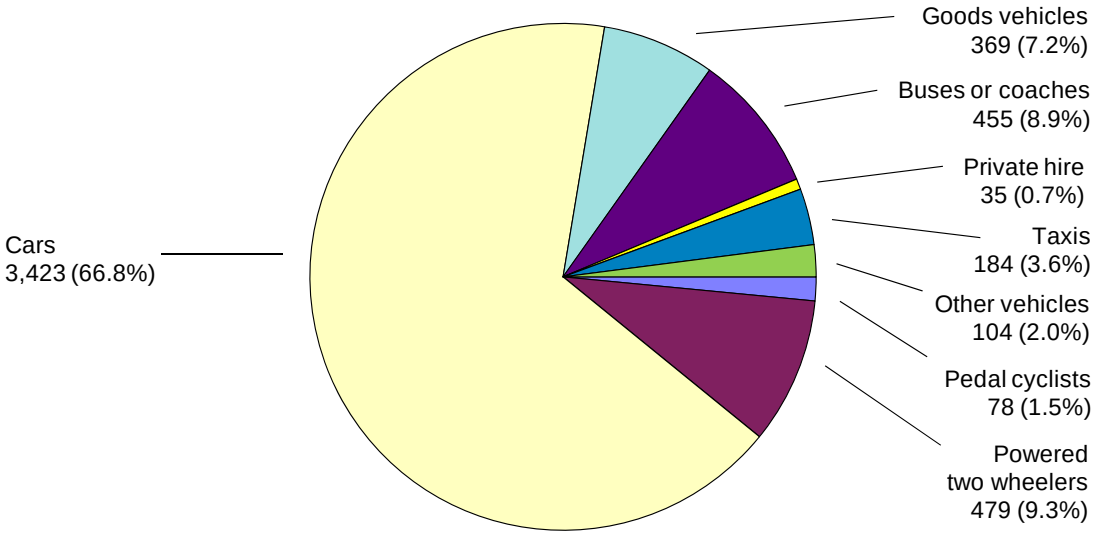


Figure 2.2: Total casualties in Greater London 1999-2008

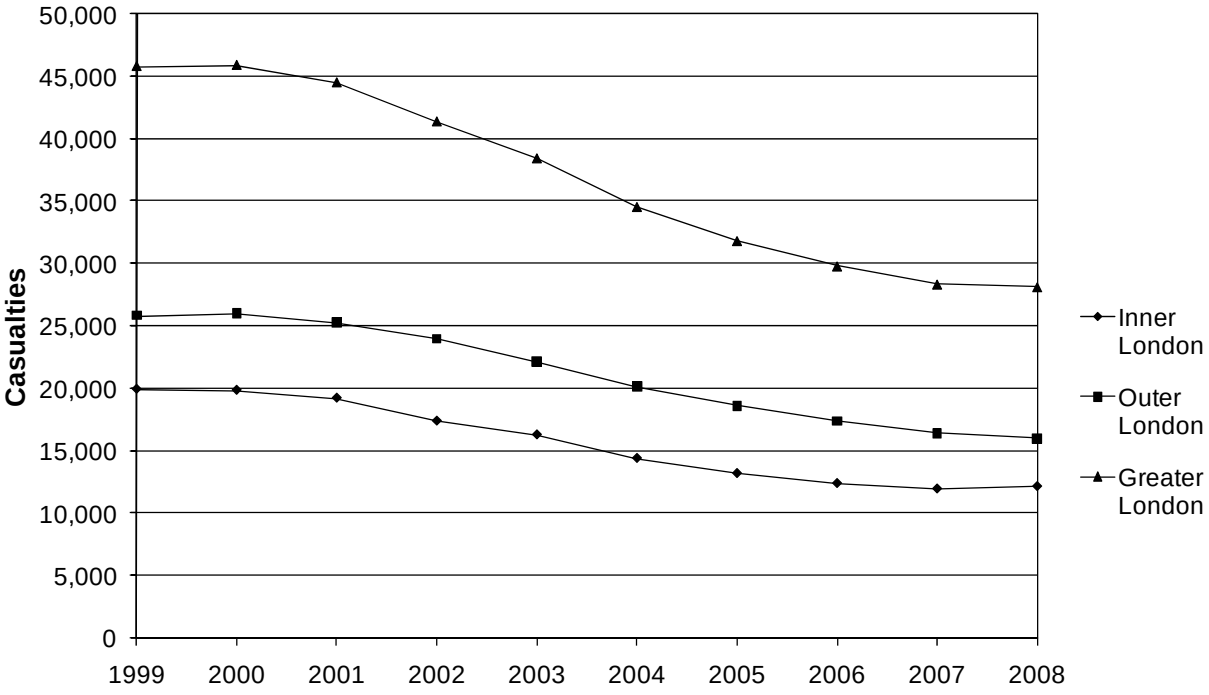


Figure 2.3: Killed and seriously injured casualties in Greater London 1999-2008

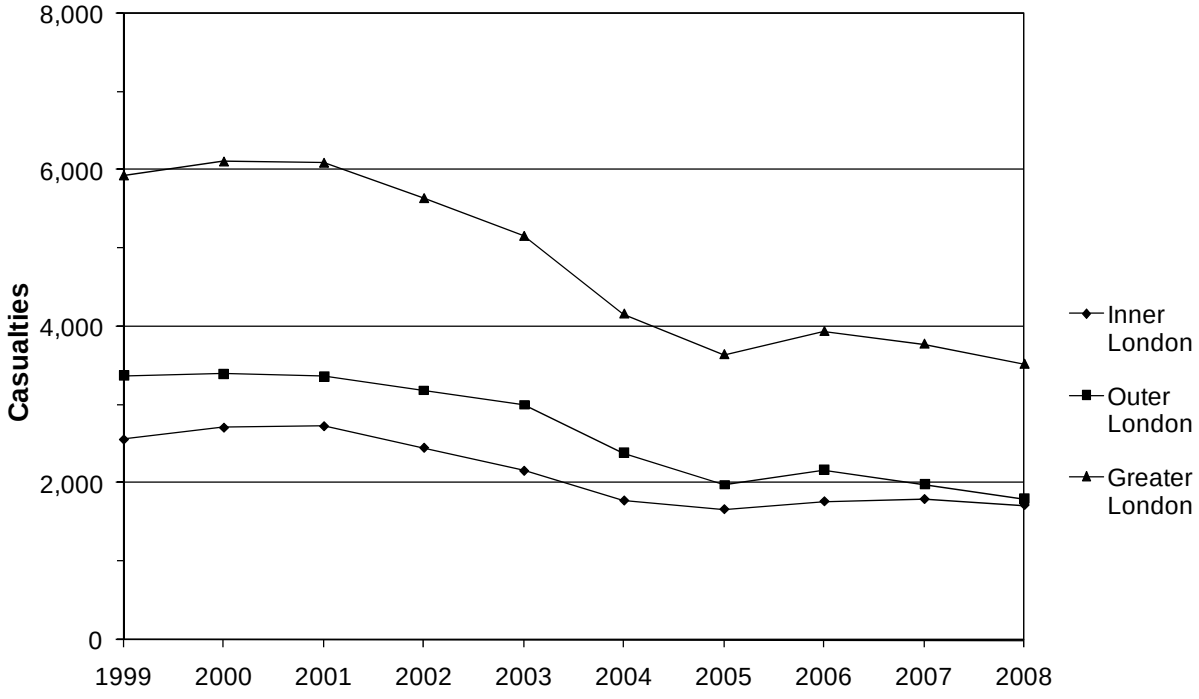


Figure 2.4: Pedestrian casualties in Greater London 1999-2008

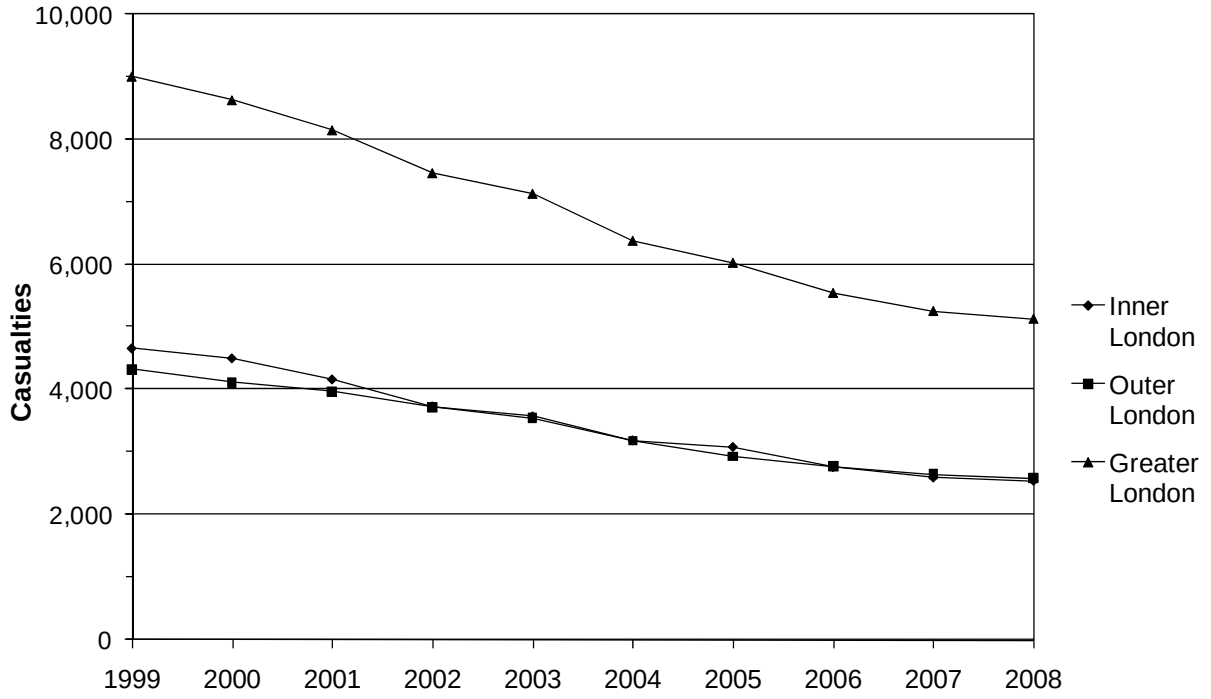


Figure 2.5: Pedal cyclist casualties in Greater London 1999-2008

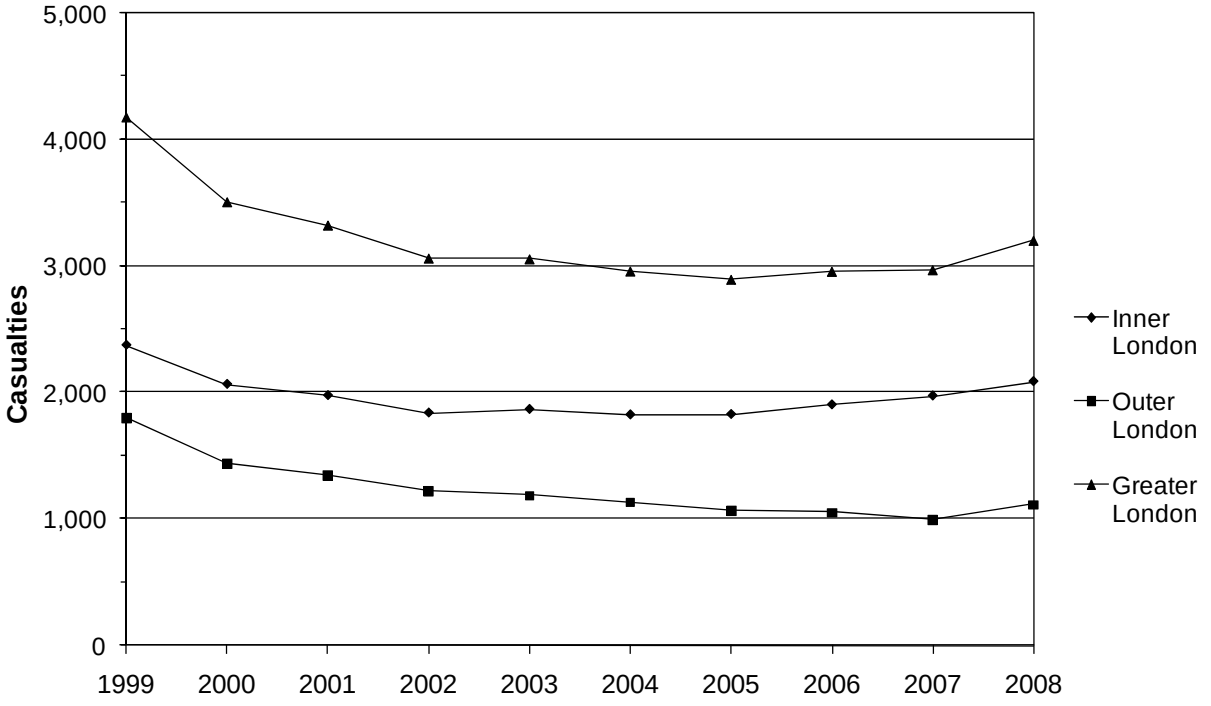


Figure 2.6: Powered two wheeler casualties in Greater London 1999-2008

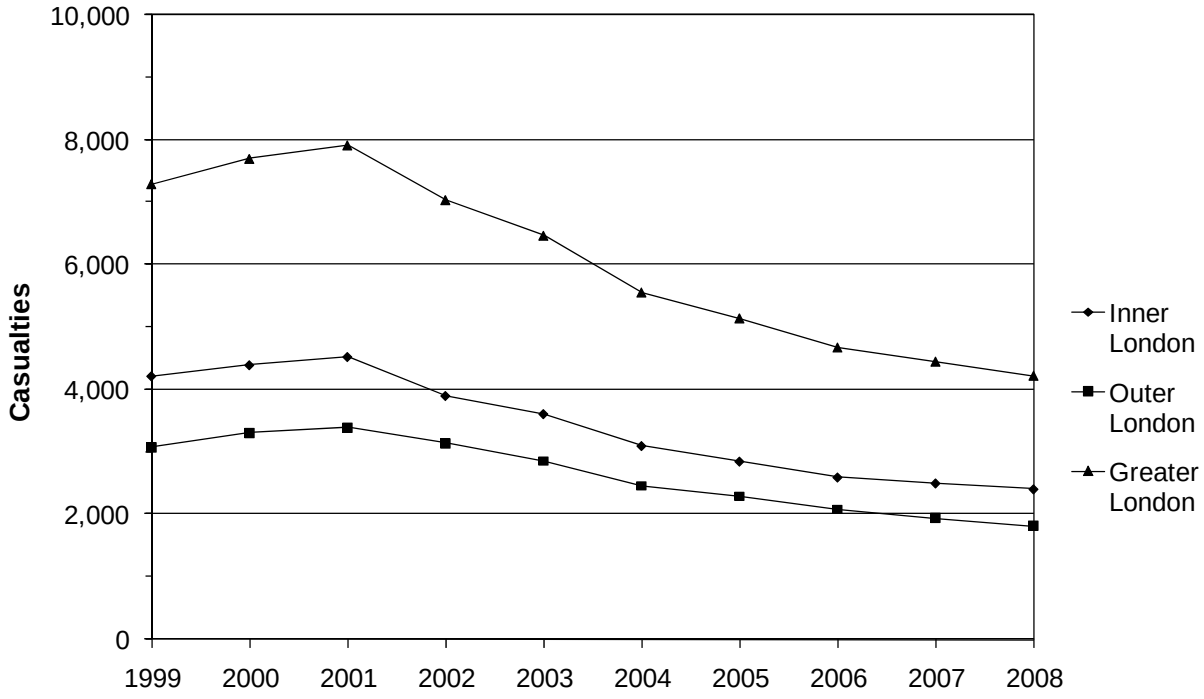


Figure 2.7: Car casualties in Greater London 1999-2008

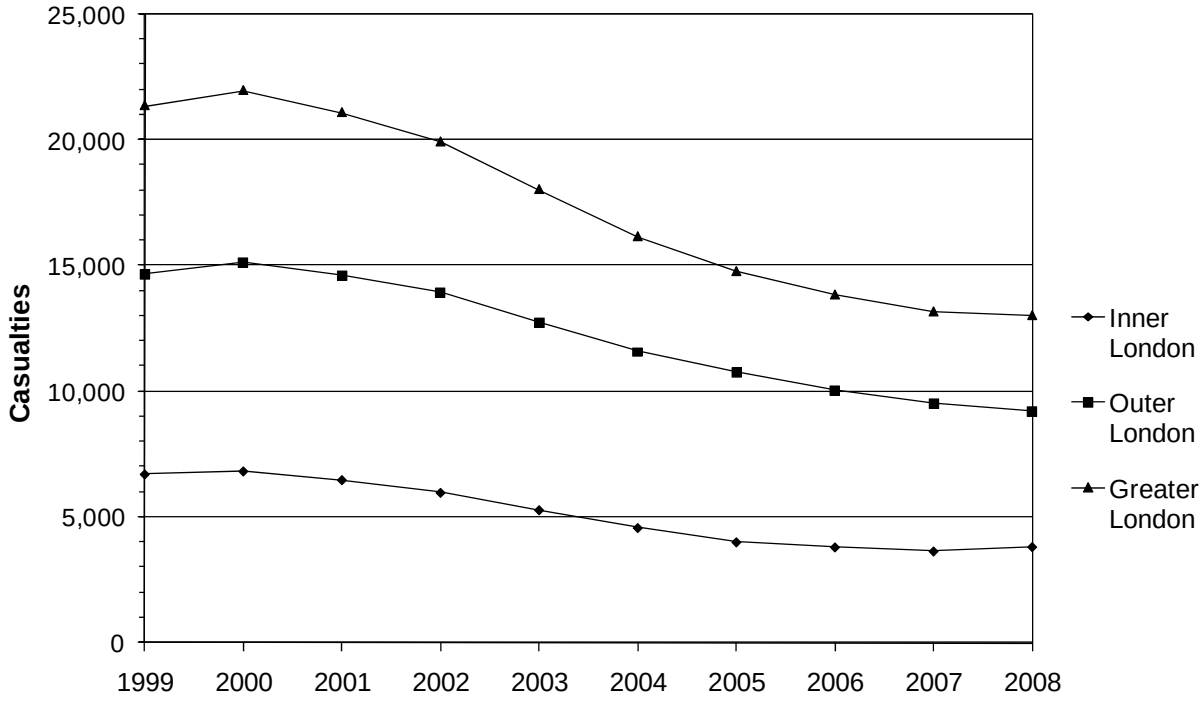


Figure 2.8: Child casualties in Greater London 1999-2008

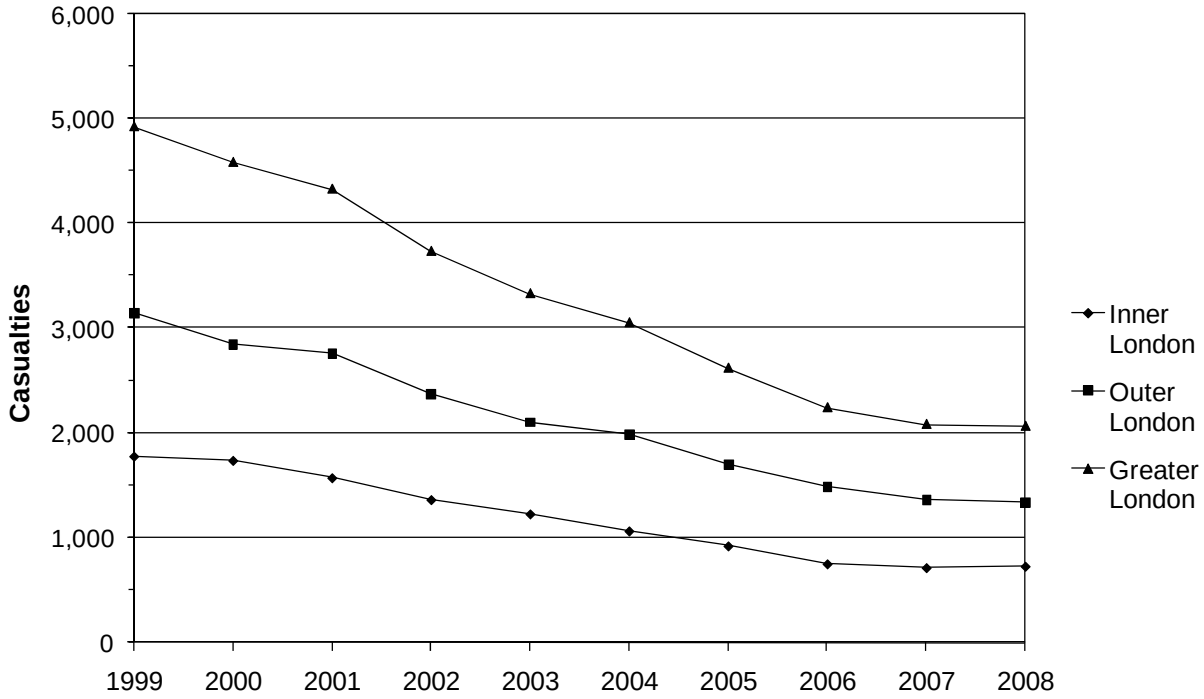


Figure 2.9: Fatal casualties in Greater London 1972-2008

Figure 2.10: Killed and seriously injured casualties in Greater London 1972-2008

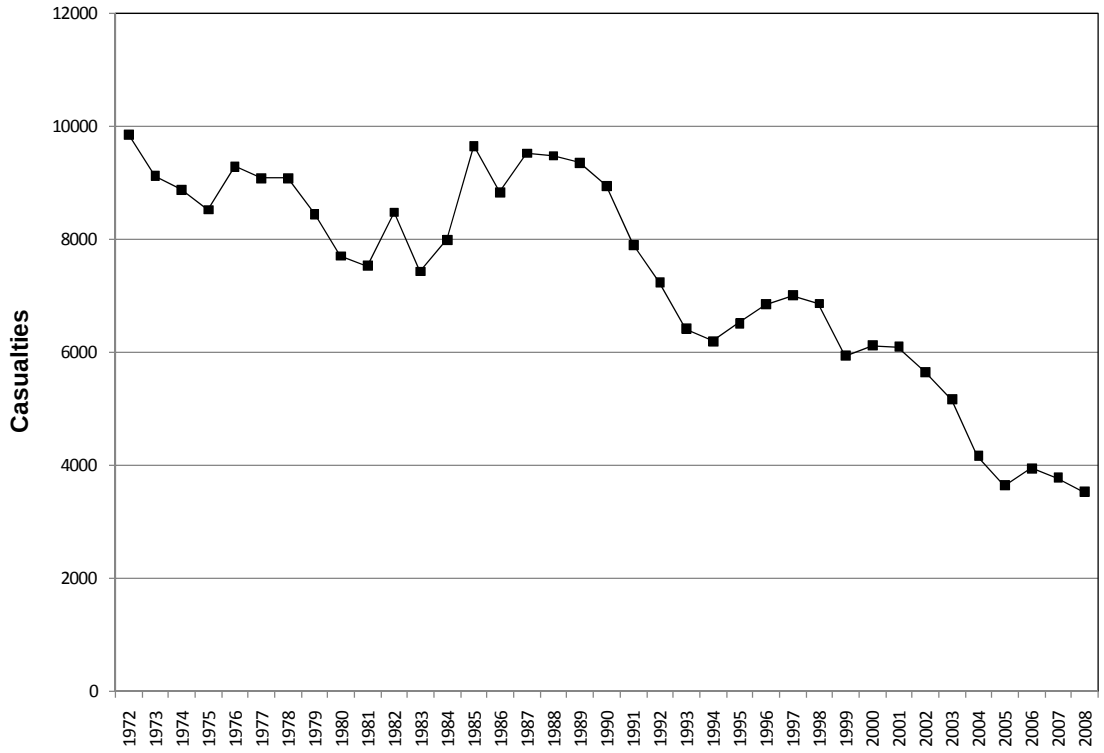
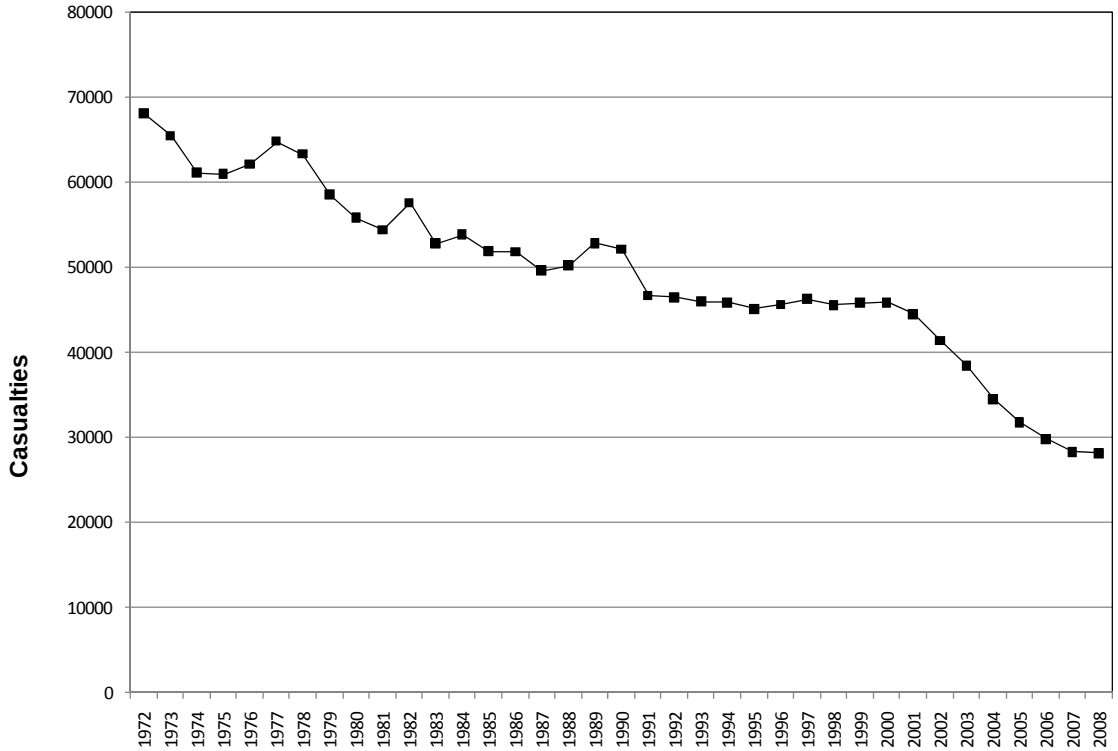


Figure 2.11: Total casualties in Greater London 1972-2008



6. Collisions

Figure 6.1: Collisions in Greater London 2004-2008

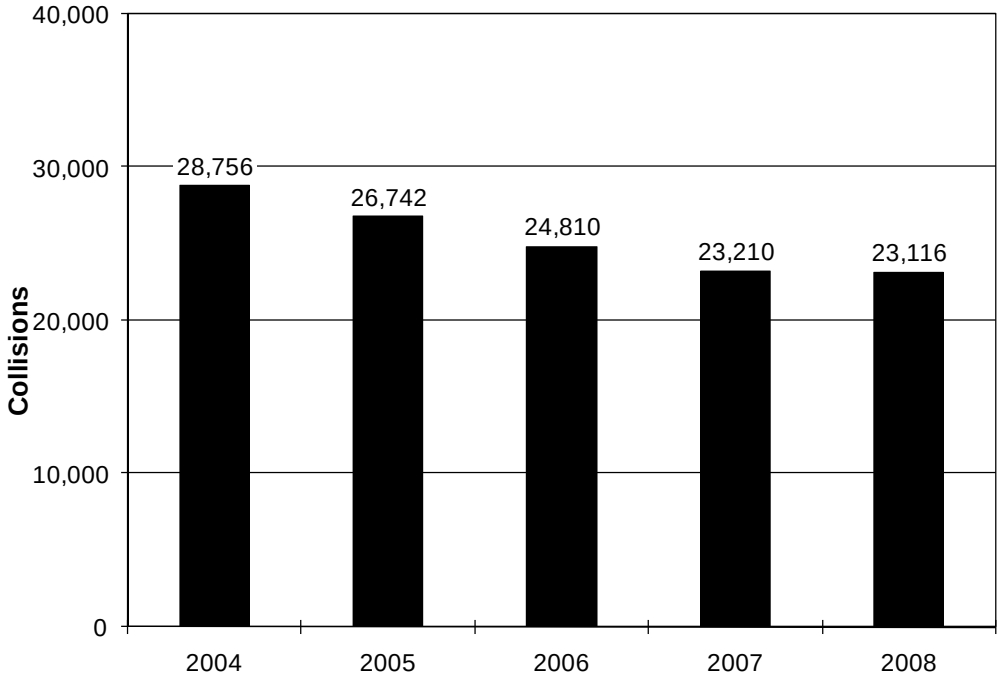


Figure 6.2: Pedestrian and non-pedestrian collisions in Greater London 2004-2008

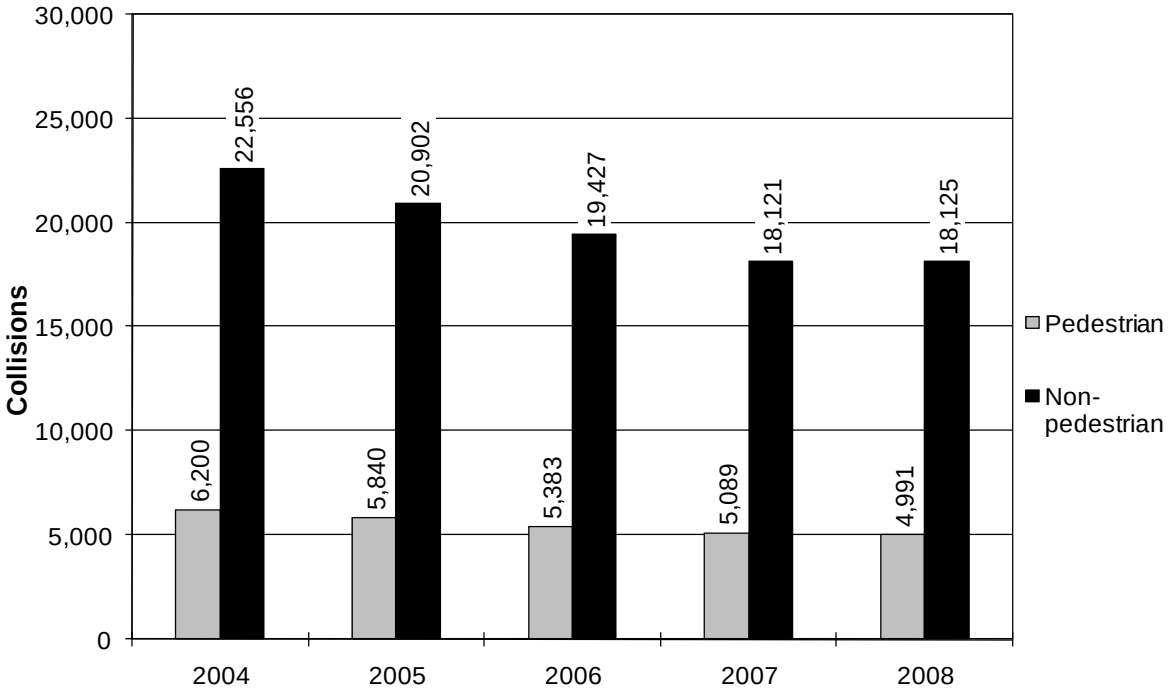


Table 6.3 Collisions in the Greater London area in 2008 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	2	49	290	341
Westminster	20	245	1,140	1,405
Camden	4	112	613	729
Islington	4	66	521	591
Hackney	6	143	681	830
Tower Hamlets	8	131	738	877
Greenwich	10	102	646	758
Lewisham	3	106	613	722
Southwark	8	147	858	1,013
Lambeth	10	137	883	1,030
Wandsworth	6	100	654	760
Hammersmith and Fulham	3	91	497	591
Kensington and Chelsea	4	107	619	730
Total Inner	**88**	**1,536**	**8,753**	**10,377**
Waltham Forest	3	90	639	732
Redbridge	6	71	552	629
Havering	4	68	603	675
Barking and Dagenham	8	47	424	479
Newham	0	81	773	854
Bexley	0	64	448	512
Bromley	13	104	566	683
Croydon	4	113	816	933
Sutton	2	62	394	458
Merton	4	56	371	431
Kingston	2	56	298	356
Richmond	1	57	348	406
Hounslow	3	89	649	741
Hillingdon	13	84	656	753
Ealing	13	95	706	814
Brent	7	84	569	660
Harrow	0	45	327	372
Barnet	15	111	833	959
Haringey	3	73	548	624
Enfield	6	71	591	668
Total Outer	**107**	**1,521**	**11,111**	**12,739**
Greater London	**195**	**3,057**	**19,864**	**23,116**

Table 6.4 Collisions in the Greater London area in 2008 tabulated by borough, severity and month

00 City of London

Month	Fatal	Serious	Slight	Total
January	0	2	29	31
February	0	6	13	19
March	0	3	14	17
April	0	4	14	18
May	0	5	34	39
June	0	5	21	26
July	0	1	28	29
August	0	4	23	27
September	1	7	24	32
October	0	4	33	37
November	1	3	36	40
December	0	5	21	26
Total	**2**	**49**	**290**	**341**

01 Westminster

Month	Fatal	Serious	Slight	Total
January	1	22	85	108
February	5	27	89	121
March	2	24	76	102
April	0	31	85	116
May	0	26	102	128
June	4	18	104	126
July	4	15	120	139
August	0	12	93	105
September	0	22	107	129
October	1	14	103	118
November	3	17	100	120
December	0	17	76	93
Total	**20**	**245**	**1,140**	**1,405**

Table 6.4 Collisions in the Greater London area in 2008 tabulated by borough, severity and month

02 Camden

Month	Fatal	Serious	Slight	Total
January	0	5	34	39
February	1	10	32	43
March	0	8	42	50
April	0	9	59	68
May	0	13	58	71
June	0	8	81	89
July	1	7	52	60
August	0	8	42	50
September	1	18	61	80
October	0	7	55	62
November	0	6	56	62
December	1	13	41	55
Total	**4**	**112**	**613**	**729**

03 Islington

Month	Fatal	Serious	Slight	Total
January	0	6	31	37
February	0	8	44	52
March	1	2	46	49
April	0	3	40	43
May	1	5	44	50
June	0	7	56	63
July	0	5	64	69
August	0	3	32	35
September	1	3	56	60
October	0	12	48	60
November	1	4	31	36
December	0	8	29	37
Total	**4**	**66**	**521**	**591**

Table 6.4 Collisions in the Greater London area in 2008 tabulated by borough, severity and month

04 Hackney

Month	Fatal	Serious	Slight	Total
January	0	20	50	70
February	1	15	62	78
March	0	16	44	60
April	1	10	55	66
May	0	12	53	65
June	1	14	65	80
July	0	15	56	71
August	2	9	39	50
September	1	11	72	84
October	0	8	70	78
November	0	6	70	76
December	0	7	45	52
Total	**6**	**143**	**681**	**830**

05 Tower Hamlets

Month	Fatal	Serious	Slight	Total
January	0	9	49	58
February	1	10	63	74
March	1	8	48	57
April	0	9	71	80
May	1	22	50	73
June	0	13	69	82
July	0	12	76	88
August	1	5	56	62
September	0	11	69	80
October	2	13	69	84
November	1	6	71	78
December	1	13	47	61
Total	**8**	**131**	**738**	**877**

Table 6.4 Collisions in the Greater London area in 2008 tabulated by borough, severity and month

06 Greenwich

Month	Fatal	Serious	Slight	Total
January	2	7	46	55
February	1	11	54	66
March	1	10	50	61
April	1	11	63	75
May	0	10	53	63
June	0	11	53	64
July	2	7	75	84
August	0	5	49	54
September	2	4	47	53
October	0	15	57	72
November	1	8	49	58
December	0	3	50	53
Total	**10**	**102**	**646**	**758**

07 Lewisham

Month	Fatal	Serious	Slight	Total
January	0	6	30	36
February	1	9	47	57
March	0	7	50	57
April	0	5	43	48
May	0	16	59	75
June	2	11	51	64
July	0	9	64	73
August	0	7	53	60
September	0	9	57	66
October	0	8	46	54
November	0	7	57	64
December	0	12	56	68
Total	**3**	**106**	**613**	**722**

Table 6.4 Collisions in the Greater London area in 2008 tabulated by borough, severity and month

08 Southwark

Month	Fatal	Serious	Slight	Total
January	0	7	49	56
February	1	10	55	66
March	2	14	56	72
April	0	11	80	91
May	1	7	93	101
June	0	18	82	100
July	1	11	76	88
August	0	17	70	87
September	2	14	77	93
October	1	15	81	97
November	0	8	82	90
December	0	15	57	72
Total	**8**	**147**	**858**	**1,013**

09 Lambeth

Month	Fatal	Serious	Slight	Total
January	0	11	55	66
February	1	6	71	78
March	0	10	56	66
April	2	14	67	83
May	0	11	79	90
June	2	15	72	89
July	0	11	86	97
August	3	7	74	84
September	0	18	80	98
October	0	13	94	107
November	1	9	80	90
December	1	12	69	82
Total	**10**	**137**	**883**	**1,030**

Table 6.4 Collisions in the Greater London area in 2008 tabulated by borough, severity and month

10 Wandsworth

Month	Fatal	Serious	Slight	Total
January	1	7	34	42
February	0	10	44	54
March	0	6	41	47
April	0	8	44	52
May	0	11	66	77
June	1	5	66	72
July	2	9	61	72
August	1	4	47	52
September	0	16	54	70
October	1	7	81	89
November	0	12	60	72
December	0	5	56	61
Total	**6**	**100**	**654**	**760**

11 Hammersmith and Fulham

Month	Fatal	Serious	Slight	Total
January	0	6	39	45
February	0	4	47	51
March	0	10	39	49
April	0	14	33	47
May	0	11	39	50
June	0	9	49	58
July	0	8	53	61
August	2	3	34	39
September	0	8	29	37
October	0	6	61	67
November	1	2	34	37
December	0	10	40	50
Total	**3**	**91**	**497**	**591**

Table 6.4 Collisions in the Greater London area in 2008 tabulated by borough, severity and month

12 Kensington and Chelsea

Month	Fatal	Serious	Slight	Total
January	1	9	34	44
February	0	11	45	56
March	0	11	40	51
April	0	11	60	71
May	1	8	61	70
June	1	11	64	76
July	0	13	50	63
August	0	8	41	49
September	0	9	59	68
October	0	3	69	72
November	0	8	56	64
December	1	5	40	46
Total	**4**	**107**	**619**	**730**

13 Waltham Forest

Month	Fatal	Serious	Slight	Total
January	1	5	48	54
February	0	13	55	68
March	0	7	52	59
April	0	5	56	61
May	0	4	60	64
June	0	12	45	57
July	0	8	51	59
August	1	11	54	66
September	1	7	48	56
October	0	7	65	72
November	0	2	59	61
December	0	9	46	55
Total	**3**	**90**	**639**	**732**

Table 6.4 Collisions in the Greater London area in 2008 tabulated by borough, severity and month

14 Redbridge

Month	Fatal	Serious	Slight	Total
January	2	10	36	48
February	0	3	44	47
March	0	3	42	45
April	0	5	55	60
May	1	7	54	62
June	0	6	51	57
July	0	6	39	45
August	0	3	43	46
September	0	8	48	56
October	1	9	42	52
November	0	7	47	54
December	2	4	51	57
Total	**6**	**71**	**552**	**629**

15 Havering

Month	Fatal	Serious	Slight	Total
January	0	7	54	61
February	1	6	44	51
March	0	6	41	47
April	0	1	53	54
May	0	5	48	53
June	1	1	57	59
July	0	1	54	55
August	1	10	47	58
September	0	9	52	61
October	0	6	46	52
November	0	4	58	62
December	1	12	49	62
Total	**4**	**68**	**603**	**675**

Table 6.4 Collisions in the Greater London area in 2008 tabulated by borough, severity and month

16 Barking and Dagenham

Month	Fatal	Serious	Slight	Total
January	0	5	34	39
February	1	2	36	39
March	0	3	28	31
April	2	3	31	36
May	0	5	36	41
June	0	3	32	35
July	1	4	43	48
August	1	4	32	37
September	0	6	29	35
October	2	3	41	46
November	0	7	48	55
December	1	2	34	37
Total	**8**	**47**	**424**	**479**

17 Newham

Month	Fatal	Serious	Slight	Total
January	0	6	73	79
February	0	6	65	71
March	0	7	66	73
April	0	7	48	55
May	0	10	71	81
June	0	5	66	71
July	0	6	66	72
August	0	6	53	59
September	0	11	65	76
October	0	9	78	87
November	0	5	65	70
December	0	3	57	60
Total	**0**	**81**	**773**	**854**

Table 6.4 Collisions in the Greater London area in 2008 tabulated by borough, severity and month

18 Bexley

Month	Fatal	Serious	Slight	Total
January	0	6	34	40
February	0	6	19	25
March	0	2	32	34
April	0	8	26	34
May	0	7	44	51
June	0	4	39	43
July	0	4	38	42
August	0	8	36	44
September	0	7	41	48
October	0	4	49	53
November	0	5	52	57
December	0	3	38	41
Total	**0**	**64**	**448**	**512**

19 Bromley

Month	Fatal	Serious	Slight	Total
January	3	8	39	50
February	1	10	37	48
March	1	6	33	40
April	0	6	45	51
May	1	14	48	63
June	1	6	51	58
July	0	7	44	51
August	1	11	45	57
September	1	12	60	73
October	2	12	63	77
November	2	9	56	67
December	0	3	45	48
Total	**13**	**104**	**566**	**683**

Table 6.4 Collisions in the Greater London area in 2008 tabulated by borough, severity and month

20 Croydon

Month	Fatal	Serious	Slight	Total
January	0	4	76	80
February	1	13	66	80
March	1	9	79	89
April	0	11	51	62
May	0	16	63	79
June	0	11	66	77
July	0	10	71	81
August	0	10	71	81
September	1	11	82	94
October	1	10	66	77
November	0	5	68	73
December	0	3	57	60
Total	**4**	**113**	**816**	**933**

21 Sutton

Month	Fatal	Serious	Slight	Total
January	0	4	33	37
February	0	3	38	41
March	1	5	29	35
April	0	5	28	33
May	0	4	40	44
June	0	6	32	38
July	1	6	26	33
August	0	7	36	43
September	0	10	33	43
October	0	8	43	51
November	0	3	28	31
December	0	1	28	29
Total	**2**	**62**	**394**	**458**

Table 6.4 Collisions in the Greater London area in 2008 tabulated by borough, severity and month

22 Merton

Month	Fatal	Serious	Slight	Total
January	0	8	36	44
February	1	3	25	29
March	0	3	27	30
April	1	6	30	37
May	0	4	28	32
June	0	7	30	37
July	0	3	35	38
August	1	8	30	39
September	0	5	37	42
October	0	5	40	45
November	0	2	28	30
December	1	2	25	28
Total	**4**	**56**	**371**	**431**

23 Kingston

Month	Fatal	Serious	Slight	Total
January	1	7	23	31
February	0	3	20	23
March	0	8	35	43
April	0	7	27	34
May	0	4	27	31
June	0	3	23	26
July	0	5	26	31
August	0	3	22	25
September	0	4	22	26
October	0	5	23	28
November	0	5	24	29
December	1	2	26	29
Total	**2**	**56**	**298**	**356**

Table 6.4 Collisions in the Greater London area in 2008 tabulated by borough, severity and month

24 Richmond

Month	Fatal	Serious	Slight	Total
January	0	9	19	28
February	0	6	33	39
March	0	3	36	39
April	0	5	37	42
May	0	4	35	39
June	0	8	30	38
July	0	5	37	42
August	0	2	24	26
September	0	5	19	24
October	1	5	22	28
November	0	2	33	35
December	0	3	23	26
Total	**1**	**57**	**348**	**406**

25 Hounslow

Month	Fatal	Serious	Slight	Total
January	1	6	49	56
February	0	15	58	73
March	0	11	48	59
April	0	10	51	61
May	0	5	58	63
June	0	7	62	69
July	1	4	59	64
August	0	7	50	57
September	0	8	52	60
October	0	4	56	60
November	1	9	54	64
December	0	3	52	55
Total	**3**	**89**	**649**	**741**

Table 6.4 Collisions in the Greater London area in 2008 tabulated by borough, severity and month

26 Hillingdon

Month	Fatal	Serious	Slight	Total
January	1	6	58	65
February	0	7	48	55
March	1	7	54	62
April	0	3	43	46
May	0	6	41	47
June	4	7	55	66
July	0	3	65	68
August	0	9	58	67
September	1	7	60	68
October	1	13	64	78
November	2	12	56	70
December	3	4	54	61
Total	**13**	**84**	**656**	**753**

27 Ealing

Month	Fatal	Serious	Slight	Total
January	2	3	49	54
February	0	10	47	57
March	2	9	56	67
April	1	8	52	61
May	0	7	60	67
June	1	11	58	70
July	0	7	64	71
August	1	8	57	66
September	1	8	72	81
October	3	11	75	89
November	1	6	64	71
December	1	7	52	60
Total	**13**	**95**	**706**	**814**

Table 6.4 Collisions in the Greater London area in 2008 tabulated by borough, severity and month

28 Brent

Month	Fatal	Serious	Slight	Total
January	1	8	43	52
February	2	9	52	63
March	0	6	34	40
April	0	7	45	52
May	0	8	50	58
June	0	6	51	57
July	0	9	53	62
August	2	2	42	46
September	1	10	56	67
October	0	8	59	67
November	1	5	40	46
December	0	6	44	50
Total	**7**	**84**	**569**	**660**

29 Harrow

Month	Fatal	Serious	Slight	Total
January	0	2	25	27
February	0	4	19	23
March	0	3	25	28
April	0	7	18	25
May	0	2	24	26
June	0	4	23	27
July	0	7	41	48
August	0	4	19	23
September	0	3	39	42
October	0	5	29	34
November	0	2	29	31
December	0	2	36	38
Total	**0**	**45**	**327**	**372**

Table 6.4 Collisions in the Greater London area in 2008 tabulated by borough, severity and month

30 Barnet

Month	Fatal	Serious	Slight	Total
January	2	10	48	60
February	2	5	58	65
March	1	19	63	83
April	1	8	52	61
May	0	8	77	85
June	0	9	60	69
July	2	9	64	75
August	0	3	75	78
September	1	6	89	96
October	1	14	79	94
November	2	8	89	99
December	3	12	79	94
Total	**15**	**111**	**833**	**959**

31 Haringey

Month	Fatal	Serious	Slight	Total
January	0	3	42	45
February	0	6	46	52
March	0	6	47	53
April	0	11	43	54
May	0	3	45	48
June	0	10	54	64
July	0	2	40	42
August	1	6	37	44
September	0	6	64	70
October	0	14	69	83
November	2	1	24	27
December	0	5	37	42
Total	**3**	**73**	**548**	**624**

Table 6.4 Collisions in the Greater London area in 2008 tabulated by borough, severity and month

32 Enfield

Month	Fatal	Serious	Slight	Total
January	2	6	54	62
February	0	11	47	58
March	0	7	58	65
April	0	5	37	42
May	0	2	47	49
June	0	12	41	53
July	0	6	53	59
August	1	0	41	42
September	1	10	58	69
October	0	7	51	58
November	0	1	49	50
December	2	4	55	61
Total	**6**	**71**	**591**	**668**

Table 6.5 Collisions in the Greater London area in 2008 tabulated by severity and month

Greater London total

Month	Fatal	Serious	Slight	Total
January	21	240	1,438	1,699
February	21	278	1,523	1,822
March	14	259	1,487	1,760
April	9	268	1,542	1,819
May	6	282	1,747	2,035
June	18	283	1,759	2,060
July	15	235	1,830	2,080
August	19	214	1,525	1,758
September	16	303	1,818	2,137
October	17	284	1,927	2,228
November	20	196	1,753	1,969
December	19	215	1,515	1,749
Total	**195**	**3,057**	**19,864**	**23,116**

Table 6.6 Collisions in the Greater London area in 2008 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	7	1	133	0	80	27	9	5	79	341
Westminster	37	9	494	8	449	35	20	35	318	1,405
Camden	5	2	329	3	217	13	9	10	141	729
Islington	15	0	356	1	76	9	7	15	112	591
Hackney	19	7	345	3	127	53	3	131	142	830
Tower Hamlets	37	4	319	26	127	33	11	86	234	877
Greenwich	60	4	329	3	98	11	12	2	239	758
Lewisham	27	9	353	1	115	7	17	7	186	722
Southwark	62	9	497	1	169	16	19	6	234	1,013
Lambeth	15	3	506	1	183	48	22	10	242	1,030
Wandsworth	19	12	381	4	129	14	32	7	162	760
Hammersmith and Fulham	38	9	305	9	79	12	24	4	111	591
Kensington and Chelsea	11	9	358	3	191	9	6	4	139	730
Total Inner	**352**	**78**	**4,705**	**63**	**2,040**	**287**	**191**	**322**	**2,339**	**10,377**
Waltham Forest	35	4	330	8	52	14	3	46	240	732
Redbridge	60	8	162	9	54	7	5	86	238	629
Havering	82	11	152	28	60	22	18	39	263	675
Barking and Dagenham	32	6	104	13	60	10	7	73	174	479
Newham	40	7	284	22	108	29	4	35	325	854
Bexley	44	14	210	6	50	3	17	4	164	512
Bromley	40	13	291	2	93	10	24	3	207	683
Croydon	55	16	435	2	112	24	21	10	258	933
Sutton	17	10	220	1	82	2	14	2	110	458
Merton	26	6	208	5	56	12	21	2	95	431
Kingston	23	8	150	9	38	14	12	3	99	356
Richmond	23	10	186	0	40	13	22	2	110	406
Hounslow	85	17	244	14	125	16	30	6	204	741
Hillingdon	88	11	243	14	56	3	33	8	297	753
Ealing	38	13	331	19	112	18	37	6	240	814
Brent	20	6	326	6	52	1	23	7	219	660
Harrow	29	5	159	4	40	1	19	1	114	372
Barnet	52	6	477	7	94	5	26	6	286	959
Haringey	8	11	315	0	83	6	11	6	184	624
Enfield	30	7	269	9	86	3	21	6	237	668
Total Outer	**827**	**189**	**5,096**	**178**	**1,453**	**213**	**368**	**351**	**4,064**	**12,739**
Greater London	**1,179**	**267**	**9,801**	**241**	**3,493**	**500**	**559**	**673**	**6,403**	**23,116**

Figure 6.7a: Fatal collisions 2004-2008

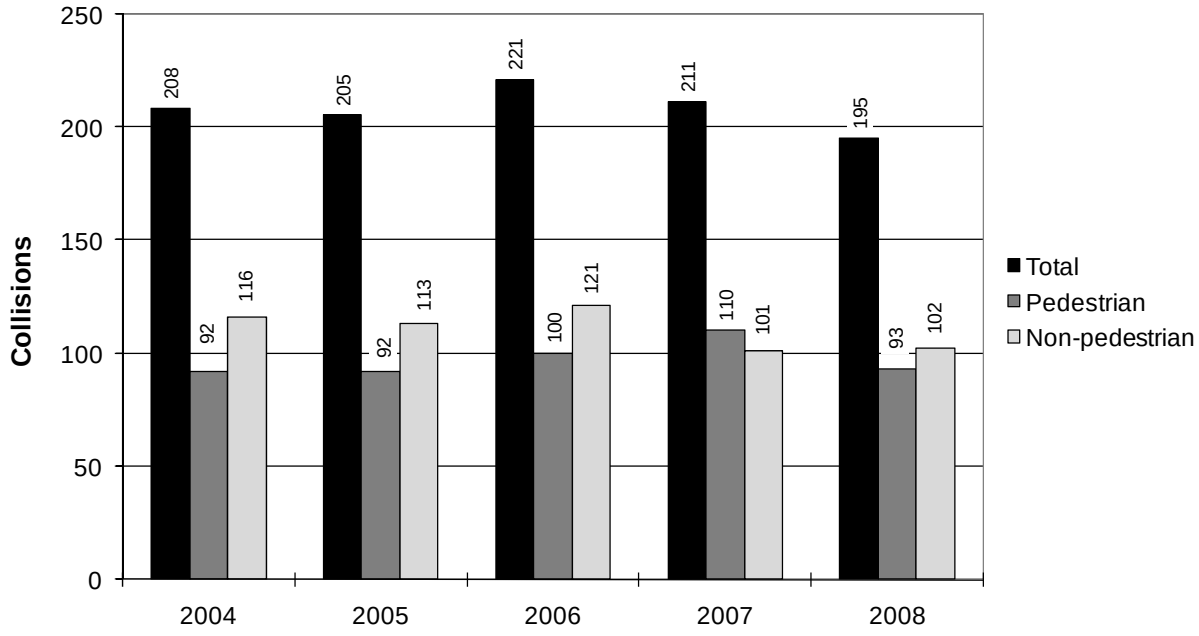


Figure 6.7b: Serious collisions 2004-2008

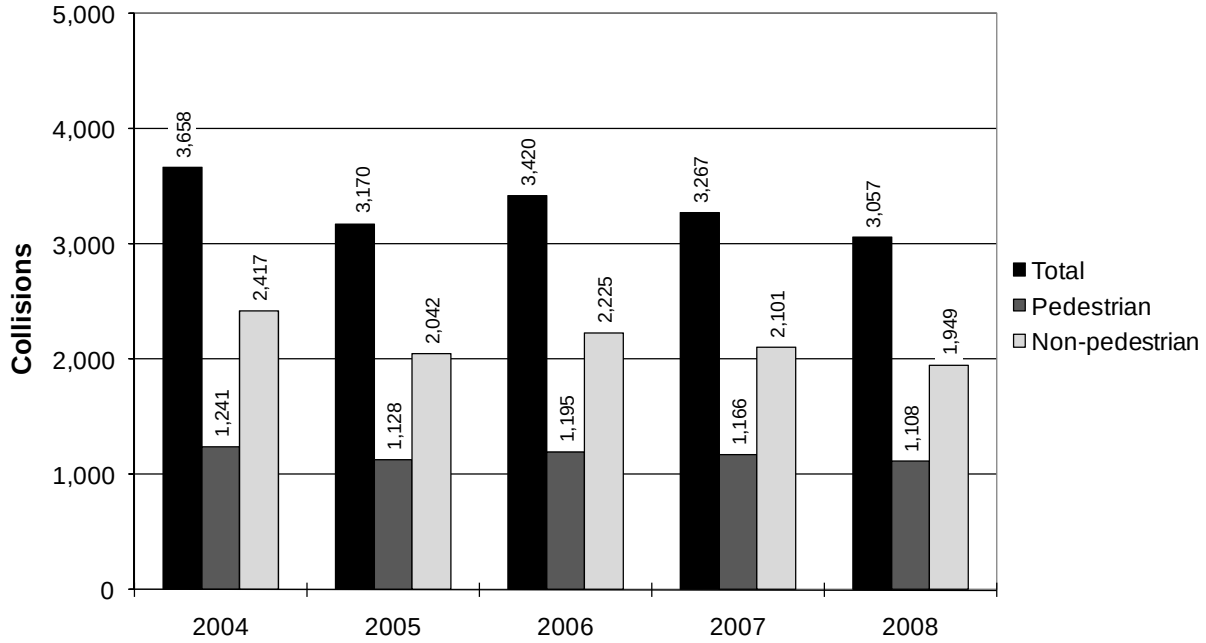


Table 6.8 Collisions at junctions in the Greater London area in 2008 tabulated by junction control and borough

Borough	Authorised person	Automatic traffic signal	Stop sign	Give Way/ Uncontrolled	Not at junction	Total
City of London	0	144	0	118	79	341
Westminster	1	554	2	530	318	1,405
Camden	0	270	1	317	141	729
Islington	1	113	1	364	112	591
Hackney	10	190	9	479	142	830
Tower Hamlets	1	240	5	397	234	877
Greenwich	1	99	0	419	239	758
Lewisham	0	120	1	415	186	722
Southwark	0	217	2	560	234	1,013
Lambeth	1	256	3	528	242	1,030
Wandsworth	0	159	1	438	162	760
Hammersmith and Fulham	0	106	1	373	111	591
Kensington and Chelsea	0	204	1	386	139	730
Total Inner	**15**	**2,672**	**27**	**5,324**	**2,339**	**10,377**
Waltham Forest	11	83	3	395	240	732
Redbridge	1	60	7	323	238	629
Havering	3	80	10	319	263	675
Barking and Dagenham	1	64	2	238	174	479
Newham	1	168	5	355	325	854
Bexley	0	50	2	296	164	512
Bromley	2	69	0	405	207	683
Croydon	0	95	1	579	258	933
Sutton	0	39	0	309	110	458
Merton	0	87	0	249	95	431
Kingston	0	52	1	204	99	356
Richmond	0	61	1	234	110	406
Hounslow	1	188	0	348	204	741
Hillingdon	0	86	0	370	297	753
Ealing	0	123	0	451	240	814
Brent	0	90	0	351	219	660
Harrow	0	37	0	221	114	372
Barnet	0	131	2	540	286	959
Haringey	1	113	0	326	184	624
Enfield	0	95	0	336	237	668
Total Outer	**21**	**1,771**	**34**	**6,849**	**4,064**	**12,739**
Greater London	**36**	**4,443**	**61**	**12,173**	**6,403**	**23,116**

Table 6.9 Collisions in the Greater London area in 2008 tabulated by weather and borough

Borough	Raining	Snowing	Fog	Other	Unknown	Total
City of London	25	0	0	314	2	341
Westminster	160	0	2	1,234	9	1,405
Camden	77	0	1	643	8	729
Islington	51	1	1	534	4	591
Hackney	81	2	1	735	11	830
Tower Hamlets	94	1	1	756	25	877
Greenwich	92	0	5	654	7	758
Lewisham	85	1	2	625	9	722
Southwark	106	0	0	903	4	1,013
Lambeth	114	0	1	908	7	1,030
Wandsworth	97	0	0	656	7	760
Hammersmith and Fulham	59	1	0	528	3	591
Kensington and Chelsea	111	1	0	618	0	730
Total Inner	**1,152**	**7**	**14**	**9,108**	**96**	**10,377**
Waltham Forest	75	1	3	621	32	732
Redbridge	79	1	1	492	56	629
Havering	86	4	5	535	45	675
Barking and Dagenham	45	2	6	383	43	479
Newham	95	0	1	666	92	854
Bexley	68	1	1	440	2	512
Bromley	105	2	6	562	8	683
Croydon	133	2	1	784	13	933
Sutton	56	0	1	396	5	458
Merton	58	0	1	372	0	431
Kingston	25	0	1	330	0	356
Richmond	44	0	1	359	2	406
Hounslow	87	2	0	651	1	741
Hillingdon	97	0	1	653	2	753
Ealing	103	2	3	706	0	814
Brent	54	2	1	602	1	660
Harrow	39	0	1	331	1	372
Barnet	82	2	1	871	3	959
Haringey	64	1	1	554	4	624
Enfield	58	2	0	604	4	668
Total Outer	**1,453**	**24**	**36**	**10,912**	**314**	**12,739**
Greater London	**2,605**	**31**	**50**	**20,020**	**410**	**23,116**

Table 6.10 Collisions involving a parked vehicle in the Greater London area in 2008 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	2	9	11
Westminster	2	15	60	77
Camden	0	3	29	32
Islington	2	6	32	40
Hackney	0	8	41	49
Tower Hamlets	2	5	29	36
Greenwich	1	7	26	34
Lewisham	0	7	29	36
Southwark	0	6	32	38
Lambeth	0	12	37	49
Wandsworth	1	6	33	40
Hammersmith and Fulham	0	6	35	41
Kensington and Chelsea	0	6	42	48
Total Inner	**8**	**89**	**434**	**531**
Waltham Forest	1	7	46	54
Redbridge	0	8	35	43
Havering	0	6	35	41
Barking and Dagenham	0	5	34	39
Newham	0	6	43	49
Bexley	0	5	31	36
Bromley	2	7	45	54
Croydon	2	6	41	49
Sutton	0	5	18	23
Merton	0	1	28	29
Kingston	0	5	18	23
Richmond	1	6	27	34
Hounslow	0	6	33	39
Hillingdon	2	4	28	34
Ealing	2	7	42	51
Brent	1	5	32	38
Harrow	0	4	27	31
Barnet	1	7	42	50
Haringey	0	4	29	33
Enfield	2	8	38	48
Total Outer	**14**	**112**	**672**	**798**
Greater London	**22**	**201**	**1,106**	**1,329**

Table 6.11 Collisions in the Greater London area in 2008 tabulated by road surface condition and borough

Borough	Dry	Wet/Damp	Snow	Frost/Ice	Flood	Oil/diesel[1]	Mud[1]	Total
City of London	280	61	0	0	0	0	0	341
Westminster	1,141	259	0	4	1	6	0	1,405
Camden	594	133	0	2	0	3	0	729
Islington	502	87	0	2	0	0	0	591
Hackney	661	165	1	3	0	0	0	830
Tower Hamlets	719	153	0	5	0	3	2	877
Greenwich	593	165	0	0	0	4	0	758
Lewisham	557	157	1	7	0	1	0	722
Southwark	821	190	0	2	0	2	0	1,013
Lambeth	833	192	0	5	0	2	0	1,030
Wandsworth	599	158	0	3	0	1	0	760
Hammersmith and Fulham	485	102	0	4	0	1	0	591
Kensington and Chelsea	572	155	0	3	0	1	0	730
Total Inner	**8,357**	**1,977**	**2**	**40**	**1**	**24**	**2**	**10,377**
Waltham Forest	605	123	0	4	0	0	0	732
Redbridge	492	130	1	6	0	2	0	629
Havering	512	157	0	6	0	3	0	675
Barking and Dagenham	388	87	2	2	0	0	0	479
Newham	694	157	0	3	0	2	0	854
Bexley	391	115	1	4	1	2	0	512
Bromley	479	194	1	8	1	0	0	683
Croydon	705	218	1	9	0	3	2	933
Sutton	356	99	0	3	0	2	0	458
Merton	329	96	0	6	0	2	0	431
Kingston	301	51	0	4	0	2	0	356
Richmond	324	80	0	2	0	1	0	406
Hounslow	589	148	0	3	1	0	0	741
Hillingdon	571	176	0	5	1	1	2	753
Ealing	646	163	0	5	0	2	0	814
Brent	560	100	0	0	0	0	0	660
Harrow	294	77	0	1	0	2	0	372
Barnet	779	173	1	6	0	0	0	959
Haringey	521	101	0	2	0	0	0	624
Enfield	556	106	1	5	0	0	0	668
Total Outer	**10,092**	**2,551**	**8**	**84**	**4**	**24**	**4**	**12,739**
Greater London	**18,449**	**4,528**	**10**	**124**	**5**	**48**	**6**	**23,116**

[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 2004-2008

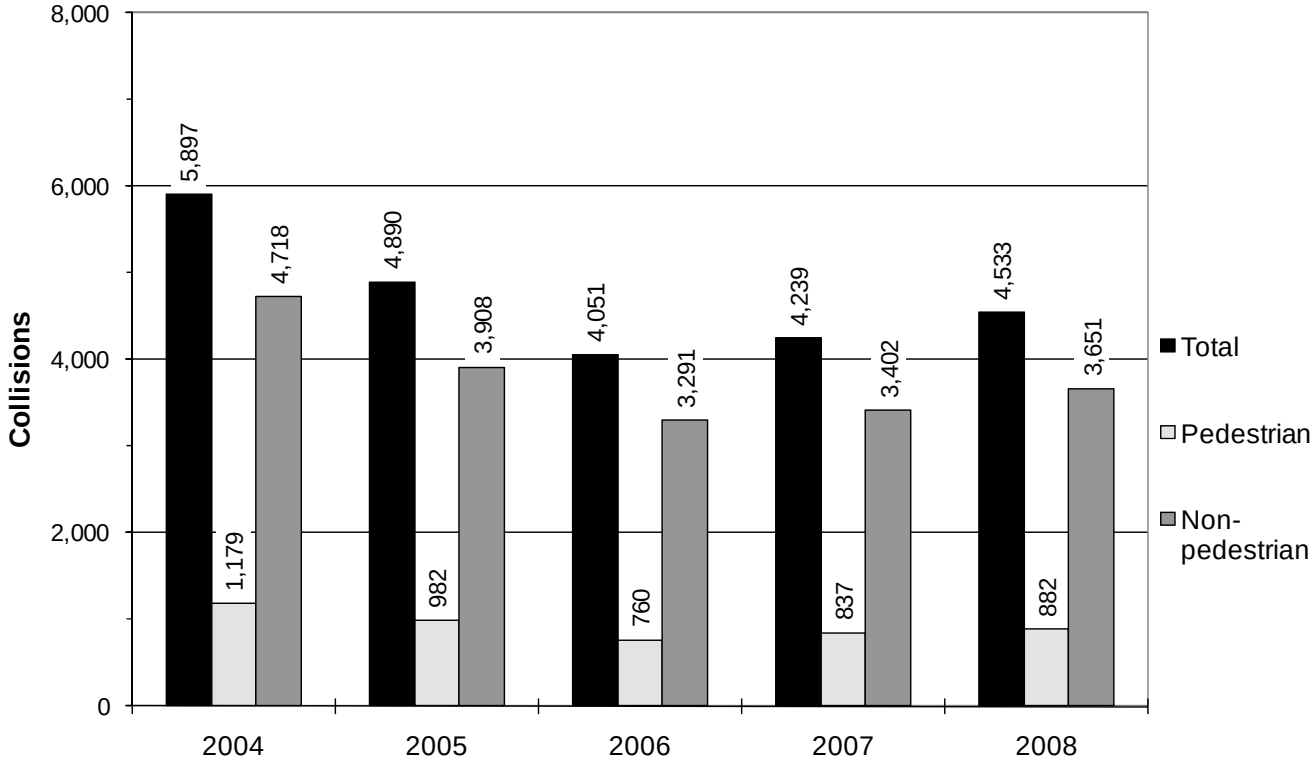


Table 6.13 Collisions in the Greater London area in 2008 tabulated by road class and borough

Borough	Motorway	A	B	C	Unclassified	Total
City of London	0	209	7	120	5	341
Westminster	0	947	133	150	175	1,405
Camden	0	503	101	70	55	729
Islington	0	457	35	51	48	591
Hackney	0	545	80	99	106	830
Tower Hamlets	0	593	137	51	96	877
Greenwich	0	497	43	84	134	758
Lewisham	0	482	64	77	99	722
Southwark	0	751	72	57	133	1,013
Lambeth	0	762	87	66	115	1,030
Wandsworth	0	560	40	53	107	760
Hammersmith and Fulham	0	433	41	40	77	591
Kensington and Chelsea	0	479	96	76	79	730
Total Inner	**0**	**7,218**	**936**	**994**	**1,229**	**10,377**
Waltham Forest	0	460	51	60	161	732
Redbridge	4	355	24	97	149	629
Havering	48	217	54	221	135	675
Barking and Dagenham	0	268	15	107	89	479
Newham	0	562	60	49	183	854
Bexley	0	276	23	116	97	512
Bromley	0	368	59	107	149	683
Croydon	0	542	111	123	157	933
Sutton	0	206	119	54	79	458
Merton	0	256	61	53	61	431
Kingston	0	245	24	41	46	356
Richmond	0	290	48	23	45	406
Hounslow	51	470	35	82	103	741
Hillingdon	77	304	63	175	134	753
Ealing	0	477	111	99	127	814
Brent	0	439	56	81	84	660
Harrow	0	184	22	91	75	372
Barnet	21	611	53	93	181	959
Haringey	0	386	91	54	93	624
Enfield	39	406	21	95	107	668
Total Outer	**240**	**7,322**	**1,101**	**1,821**	**2,255**	**12,739**
Greater London	**240**	**14,540**	**2,037**	**2,815**	**3,484**	**23,116**

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 2008 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	1	21	80	102
Westminster	12	102	333	447
Camden	1	45	147	193
Islington	3	24	101	128
Hackney	2	57	131	190
Tower Hamlets	5	51	133	189
Greenwich	5	26	119	150
Lewisham	2	34	105	141
Southwark	4	50	174	228
Lambeth	4	48	172	224
Wandsworth	2	40	132	174
Hammersmith and Fulham	1	36	94	131
Kensington and Chelsea	3	35	144	182
Total Inner	**45**	**569**	**1,865**	**2,479**
Waltham Forest	2	37	117	156
Redbridge	2	33	87	122
Havering	0	20	67	87
Barking and Dagenham	2	18	73	93
Newham	0	39	151	190
Bexley	0	18	68	86
Bromley	7	28	90	125
Croydon	1	34	123	158
Sutton	1	12	68	81
Merton	0	19	71	90
Kingston	1	14	65	80
Richmond	0	15	46	61
Hounslow	1	34	85	120
Hillingdon	6	25	95	126
Ealing	7	44	127	178
Brent	6	42	148	196
Harrow	0	12	65	77
Barnet	6	35	148	189
Haringey	3	37	141	181
Enfield	3	23	90	116
Total Outer	**48**	**539**	**1,925**	**2,512**
Greater London	**93**	**1,108**	**3,790**	**4,991**

Table 6.15 Pedestrian collisions in the Greater London area in 2008 tabulated by month and borough

Borough	Jan.	Feb.	March	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.	Total
City of London	6	7	7	6	10	10	12	5	14	12	7	6	102
Westminster	37	42	26	35	48	39	44	27	40	37	47	25	447
Camden	14	16	14	18	19	15	15	10	18	15	18	21	193
Islington	12	11	13	9	13	9	17	7	6	11	10	10	128
Hackney	22	13	15	18	20	21	9	8	17	16	18	13	190
Tower Hamlets	19	19	17	19	23	14	13	9	11	15	20	10	189
Greenwich	16	16	13	12	12	13	17	8	12	12	10	9	150
Lewisham	16	9	13	12	11	13	8	8	13	10	10	18	141
Southwark	13	12	19	24	19	20	19	14	18	30	22	18	228
Lambeth	16	17	16	17	20	10	22	23	23	26	17	17	224
Wandsworth	13	17	10	7	20	17	11	7	23	18	15	16	174
Hammersmith and Fulham	15	11	9	15	7	10	11	7	9	13	10	14	131
Kensington and Chelsea	11	13	17	22	16	16	11	11	16	16	18	15	182
Total Inner	**210**	**203**	**189**	**214**	**238**	**207**	**209**	**144**	**220**	**231**	**222**	**192**	**2,479**
Waltham Forest	16	18	11	8	12	11	10	14	12	18	10	16	156
Redbridge	9	6	9	10	17	8	9	5	13	10	10	16	122
Havering	10	8	12	4	9	5	6	4	11	3	6	9	87
Barking and Dagenham	9	8	6	9	7	3	8	6	10	12	8	7	93
Newham	24	16	18	10	17	19	16	9	20	17	14	10	190
Bexley	5	4	5	8	12	5	4	6	12	10	6	9	86
Bromley	14	11	11	6	15	6	5	6	15	11	12	13	125
Croydon	13	14	12	9	15	11	17	13	9	11	13	21	158
Sutton	7	10	10	4	7	5	3	4	11	7	5	8	81
Merton	11	9	6	3	7	9	3	6	12	11	9	4	90
Kingston	9	9	9	10	6	2	7	4	3	4	6	11	80
Richmond	5	7	5	12	4	4	7	3	5	3	1	5	61
Hounslow	10	19	7	9	8	10	9	9	13	9	10	7	120
Hillingdon	9	6	17	9	11	10	10	7	9	12	14	12	126
Ealing	17	15	14	14	12	14	13	18	9	19	17	16	178
Brent	17	14	15	23	16	11	15	9	25	17	11	23	196
Harrow	10	4	5	5	5	6	6	6	7	5	9	9	77
Barnet	16	15	16	9	10	13	15	15	16	15	22	27	189
Haringey	14	17	14	15	9	15	8	8	30	27	8	16	181
Enfield	17	13	12	5	3	13	11	4	14	6	12	6	116
Total Outer	**242**	**223**	**214**	**182**	**202**	**180**	**182**	**156**	**256**	**227**	**203**	**245**	**2,512**
Greater London	**452**	**426**	**403**	**396**	**440**	**387**	**391**	**300**	**476**	**458**	**425**	**437**	**4,991**

Table 6.16 Collisions involving a pedestrian crossing the road in the Greater London area in 2008 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	20	16	32	68
Westminster	126	82	129	337
Camden	53	37	43	133
Islington	26	21	31	78
Hackney	34	24	93	151
Tower Hamlets	51	13	74	138
Greenwich	18	21	73	112
Lewisham	24	18	71	113
Southwark	43	52	103	198
Lambeth	41	41	99	181
Wandsworth	29	36	70	135
Hammersmith and Fulham	33	28	42	103
Kensington and Chelsea	40	45	61	146
Total Inner	**538**	**434**	**921**	**1,893**
Waltham Forest	22	9	87	118
Redbridge	23	4	56	83
Havering	9	4	43	56
Barking and Dagenham	7	11	44	62
Newham	46	10	86	142
Bexley	8	10	47	65
Bromley	16	11	64	91
Croydon	23	21	78	122
Sutton	13	8	41	62
Merton	21	13	39	73
Kingston	15	12	27	54
Richmond	12	15	21	48
Hounslow	22	15	54	91
Hillingdon	16	11	68	95
Ealing	30	28	85	143
Brent	36	20	71	127
Harrow	11	6	43	60
Barnet	25	17	66	108
Haringey	30	30	75	135
Enfield	16	11	47	74
Total Outer	**401**	**266**	**1,142**	**1,809**
Greater London	**939**	**700**	**2,063**	**3,702**

Figure 6.17: Collisions in the dark 2004-2008

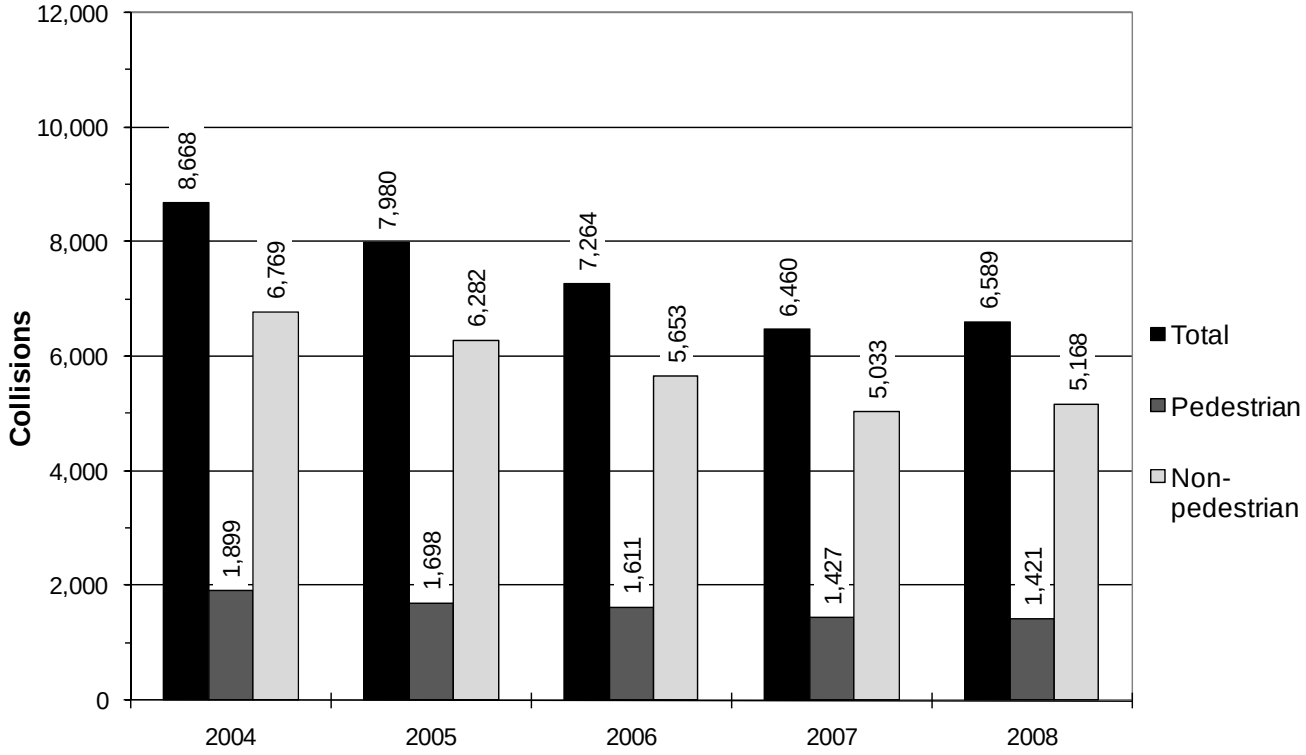


Table 6.18 Collisions in the Greater London area in 2008 tabulated by day of week and time of day

Time of day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
00.00-00.59	40	42	37	50	60	87	77	393
01.00-01.59	22	27	24	25	34	60	74	266
02.00-02.59	19	22	12	13	27	62	75	230
03.00-03.59	19	17	8	19	19	47	69	198
04.00-04.59	15	13	14	11	15	22	34	124
05.00-05.59	35	24	23	23	31	34	40	210
06.00-06.59	69	78	67	74	72	53	37	450
07.00-07.59	159	206	184	185	153	50	34	971
08.00-08.59	281	372	364	285	318	91	50	1,761
09.00-09.59	191	231	254	208	196	109	78	1,267
10.00-10.59	147	152	152	146	128	142	83	950
11.00-11.59	175	161	182	138	157	167	124	1,104
12.00-12.59	157	181	177	186	194	182	141	1,218
13.00-13.59	187	165	189	185	195	215	168	1,304
14.00-14.59	178	210	217	192	197	191	171	1,356
15.00-15.59	227	283	272	242	246	186	167	1,623
16.00-16.59	260	252	238	239	245	212	158	1,604
17.00-17.59	279	312	318	279	313	197	158	1,856
18.00-18.59	281	273	275	285	252	219	155	1,740
19.00-19.59	197	211	228	220	211	196	151	1,414
20.00-20.59	123	139	133	151	168	167	117	998
21.00-21.59	127	116	105	123	142	120	88	821
22.00-22.59	82	99	86	106	137	119	84	713
23.00-23.59	58	81	72	70	105	109	50	545
Total	**3,328**	**3,667**	**3,631**	**3,455**	**3,615**	**3,037**	**2,383**	**23,116**

Table 6.19 Collisions in the Greater London area in 2008 tabulated by lighting condition and borough

Borough	Light	Dark	Total
City of London	250	91	341
Westminster	977	428	1,405
Camden	520	209	729
Islington	460	131	591
Hackney	580	250	830
Tower Hamlets	594	283	877
Greenwich	547	211	758
Lewisham	511	211	722
Southwark	727	286	1,013
Lambeth	702	328	1,030
Wandsworth	525	235	760
Hammersmith and Fulham	387	204	591
Kensington and Chelsea	504	226	730
Total Inner	**7,284**	**3,093**	**10,377**
Waltham Forest	548	184	732
Redbridge	445	184	629
Havering	481	194	675
Barking and Dagenham	359	120	479
Newham	580	274	854
Bexley	383	129	512
Bromley	483	200	683
Croydon	659	274	933
Sutton	332	126	458
Merton	322	109	431
Kingston	269	87	356
Richmond	310	96	406
Hounslow	548	193	741
Hillingdon	554	199	753
Ealing	593	221	814
Brent	497	163	660
Harrow	261	111	372
Barnet	699	260	959
Haringey	436	188	624
Enfield	484	184	668
Total Outer	**9,243**	**3,496**	**12,739**
Greater London	**16,527**	**6,589**	**23,116**

Table 6.20 Collisions in the Greater London area in 2008 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	0	340	1	0	0	0	341
Westminster	2	1,392	2	8	1	0	1,405
Camden	0	725	1	0	3	0	729
Islington	1	588	2	0	0	0	591
Hackney	0	823	7	0	0	0	830
Tower Hamlets	6	854	15	2	0	0	877
Greenwich	0	673	37	48	0	0	758
Lewisham	0	718	4	0	0	0	722
Southwark	0	1,007	6	0	0	0	1,013
Lambeth	0	1,018	12	0	0	0	1,030
Wandsworth	0	754	6	0	0	0	760
Hammersmith and Fulham	1	567	18	5	0	0	591
Kensington and Chelsea	0	724	1	5	0	0	730
Total Inner	**10**	**10,183**	**112**	**68**	**4**	**0**	**10,377**
Waltham Forest	3	700	6	22	1	0	732
Redbridge	2	545	50	32	0	0	629
Havering	2	513	24	38	21	77	675
Barking and Dagenham	2	405	40	29	1	2	479
Newham	2	792	47	11	1	1	854
Bexley	0	475	14	22	0	1	512
Bromley	0	668	9	2	1	3	683
Croydon	1	904	27	1	0	0	933
Sutton	0	454	4	0	0	0	458
Merton	2	420	6	3	0	0	431
Kingston	2	331	4	19	0	0	356
Richmond	3	392	11	0	0	0	406
Hounslow	0	640	71	25	4	1	741
Hillingdon	0	585	51	56	3	58	753
Ealing	3	745	37	28	0	1	814
Brent	0	627	17	16	0	0	660
Harrow	0	363	6	3	0	0	372
Barnet	0	863	34	49	0	13	959
Haringey	2	609	12	1	0	0	624
Enfield	2	558	33	41	1	33	668
Total Outer	**26**	**11,589**	**503**	**398**	**33**	**190**	**12,739**
Greater London	**36**	**21,772**	**615**	**466**	**37**	**190**	**23,116**

Table 6.21 Collisions in the Greater London area in 2008 tabulated by highway authority and borough

Borough	TLRN [1]	Highways Agency	Borough	Total
City of London	148	0	193	341
Westminster	392	0	1,013	1,405
Camden	207	0	522	729
Islington	264	0	327	591
Hackney	401	0	429	830
Tower Hamlets	480	0	397	877
Greenwich	221	0	537	758
Lewisham	354	0	368	722
Southwark	485	0	528	1,013
Lambeth	578	0	452	1,030
Wandsworth	380	0	380	760
Hammersmith and Fulham	73	0	518	591
Kensington and Chelsea	228	0	502	730
Total Inner	**4,211**	**0**	**6,166**	**10,377**
Waltham Forest	79	0	653	732
Redbridge	125	4	500	629
Havering	111	62	502	675
Barking and Dagenham	90	0	389	479
Newham	133	0	721	854
Bexley	37	0	475	512
Bromley	75	0	608	683
Croydon	202	0	731	933
Sutton	152	0	306	458
Merton	61	0	370	431
Kingston	80	0	276	356
Richmond	96	0	310	406
Hounslow	279	44	418	741
Hillingdon	66	76	611	753
Ealing	193	0	621	814
Brent	46	0	614	660
Harrow	0	0	372	372
Barnet	210	17	732	959
Haringey	137	0	487	624
Enfield	142	39	487	668
Total Outer	**2,314**	**242**	**10,183**	**12,739**
Greater London	**6,525**	**242**	**16,349**	**23,116**

[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 2008

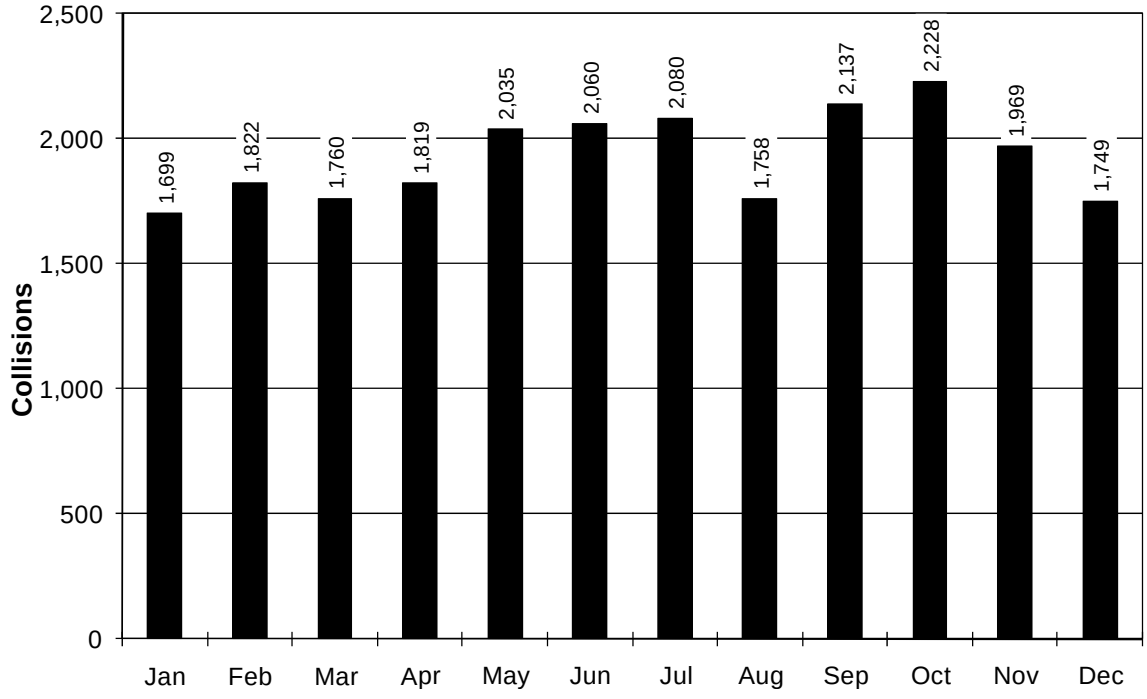


Figure 6.23: Collisions in Greater London by day of week 2008

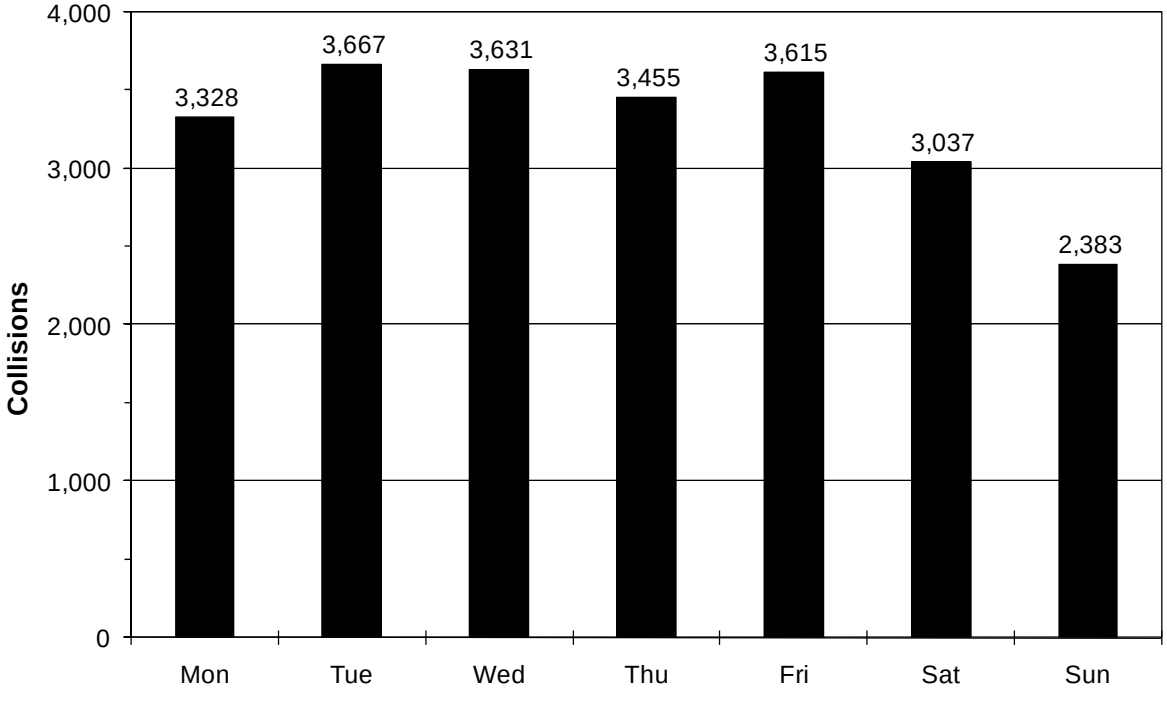
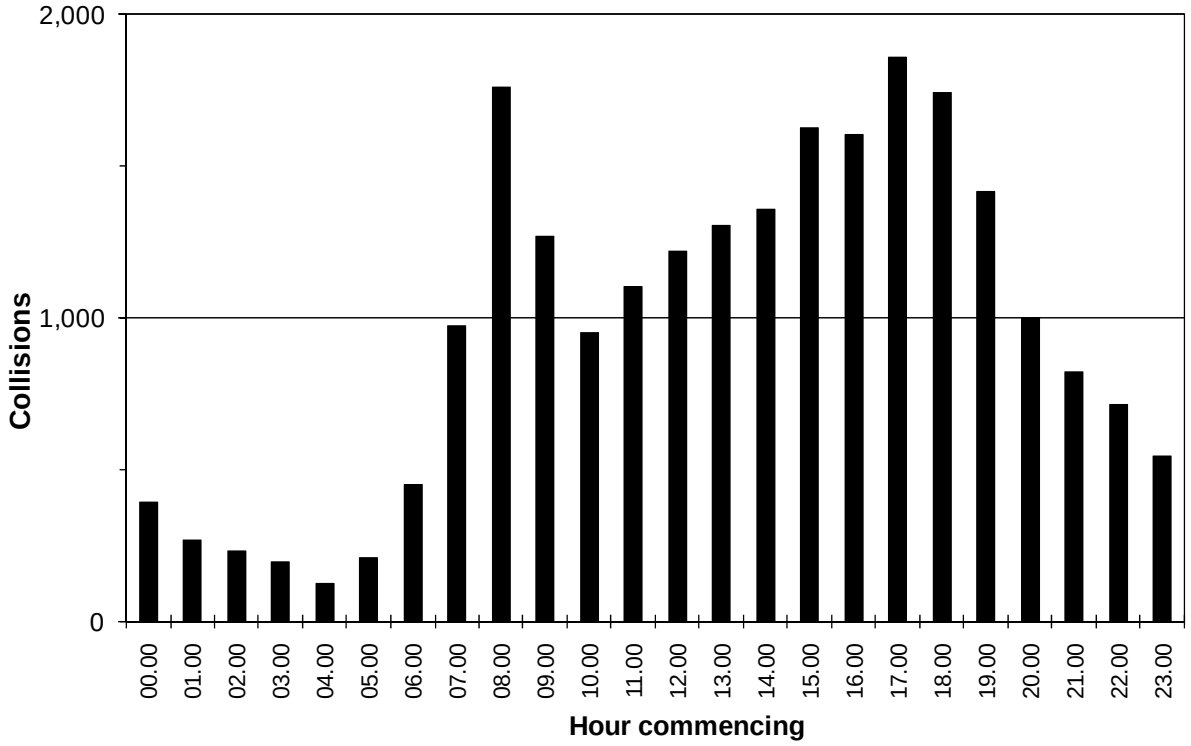


Figure 6.24: Collisions in Greater London by hour of day 2008



7. Casualties

Figure 7.1a: Vehicle casualties by type of road user 2004-2008

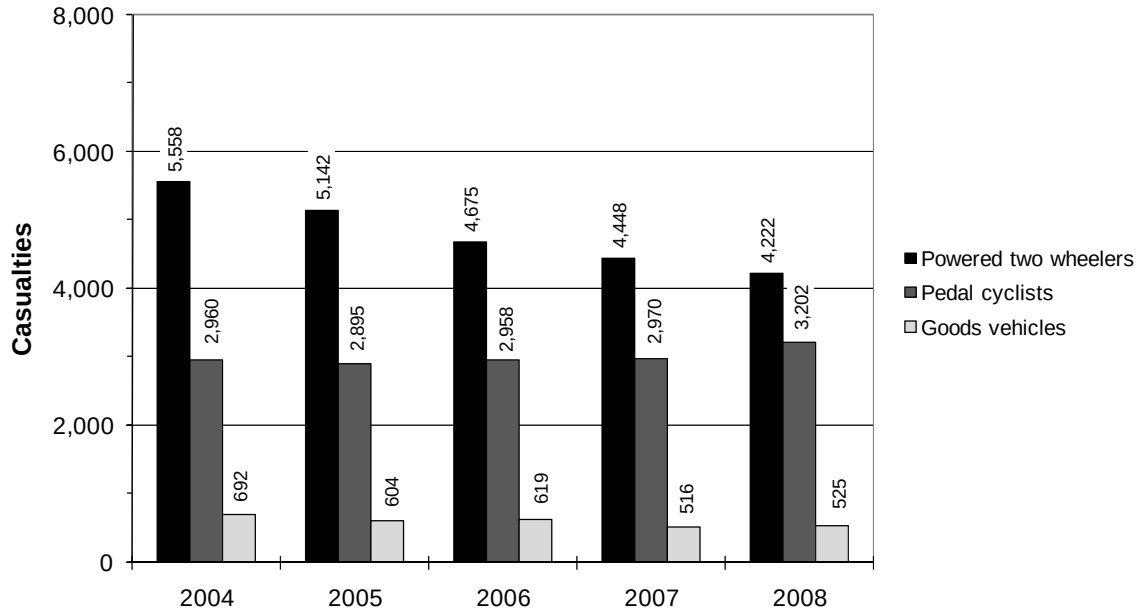


Figure 7.1b: Vehicle casualties by type of road user 2004-2008

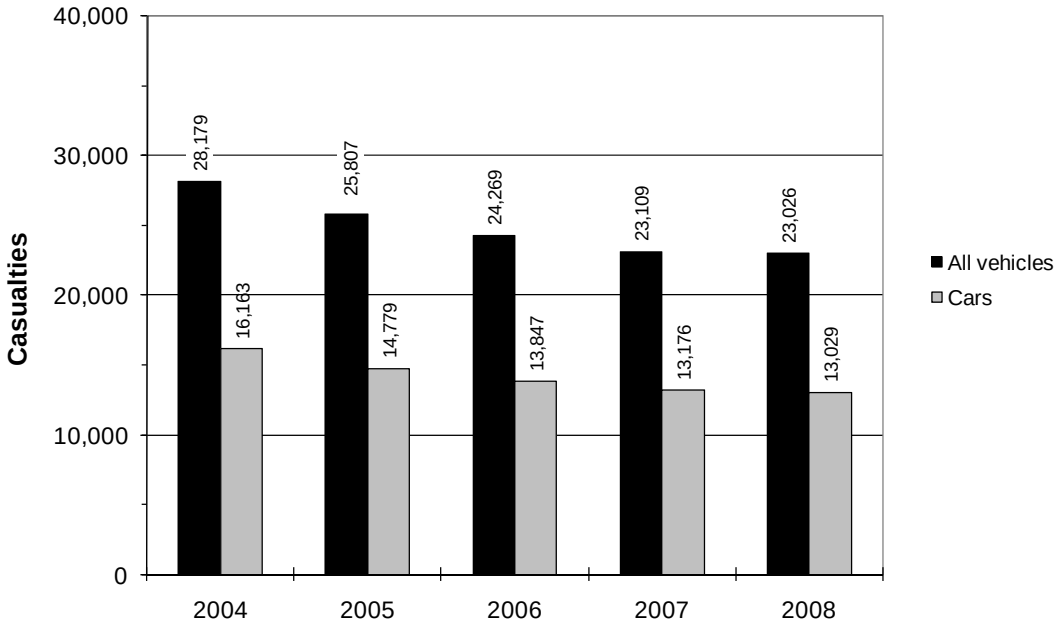


Figure 7.2a: Pedestrian casualties 2004-2008

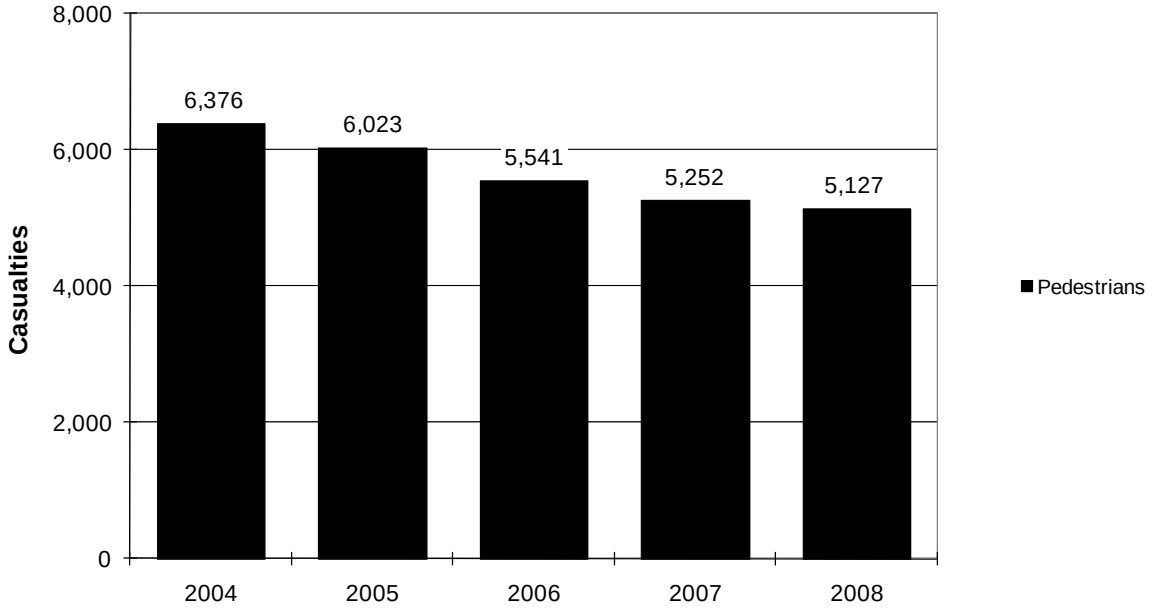


Figure 7.2b: Pedestrian casualties by age groups 2004-2008

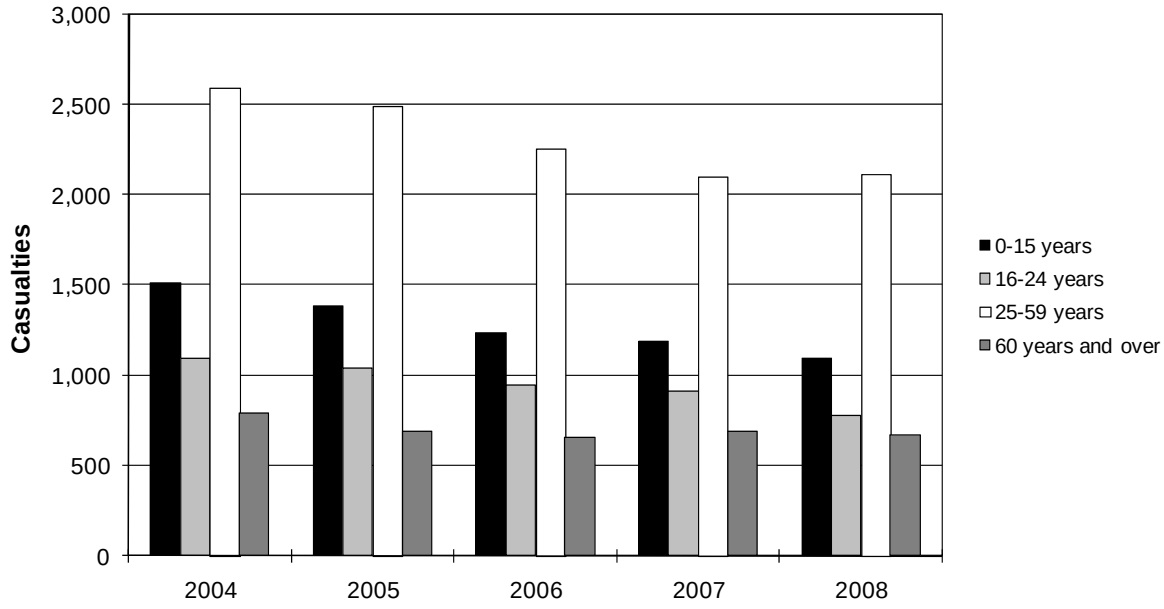


Figure 7.3a: Driver casualties by type of vehicle 2004-2008

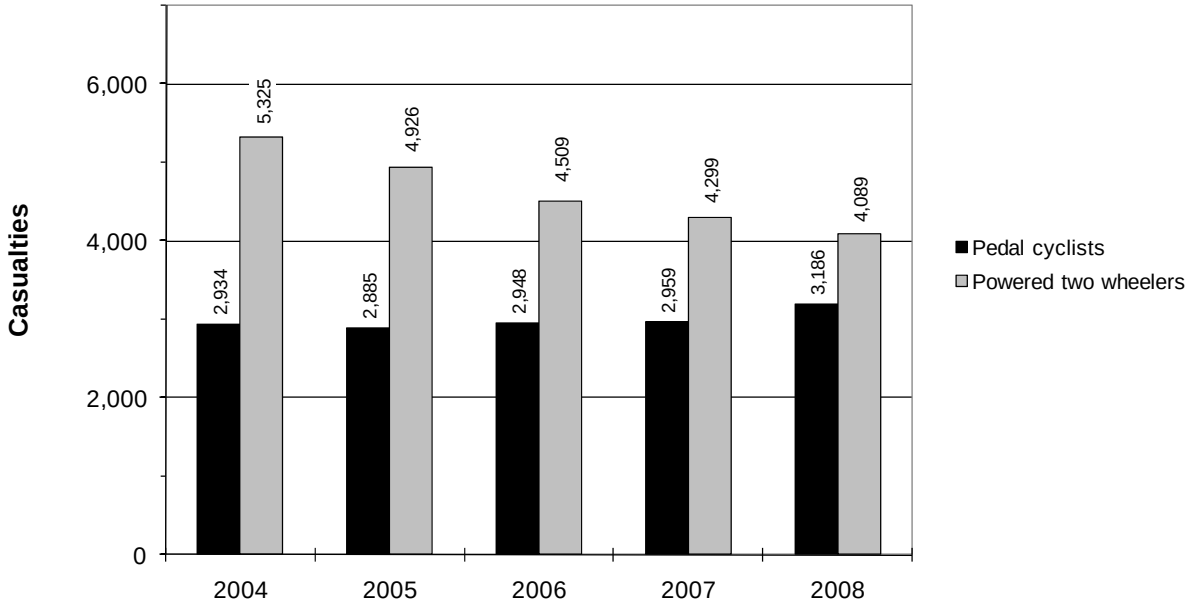


Figure 7.3b: Driver casualties by type of vehicle 2004-2008

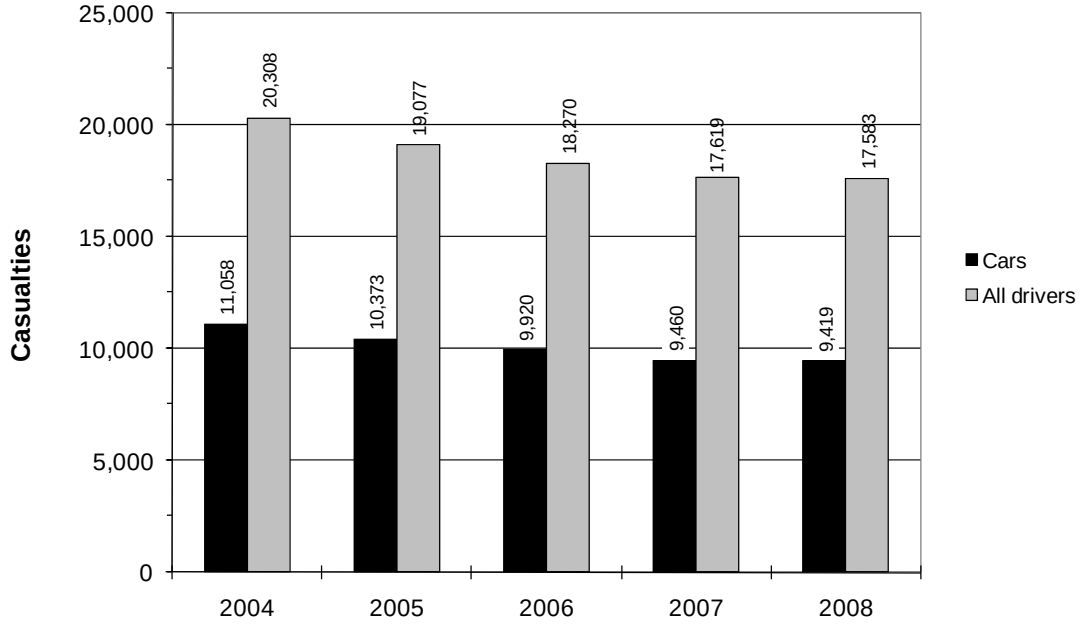


Figure 7.4a: Passenger casualties by type of vehicle 2004-2008

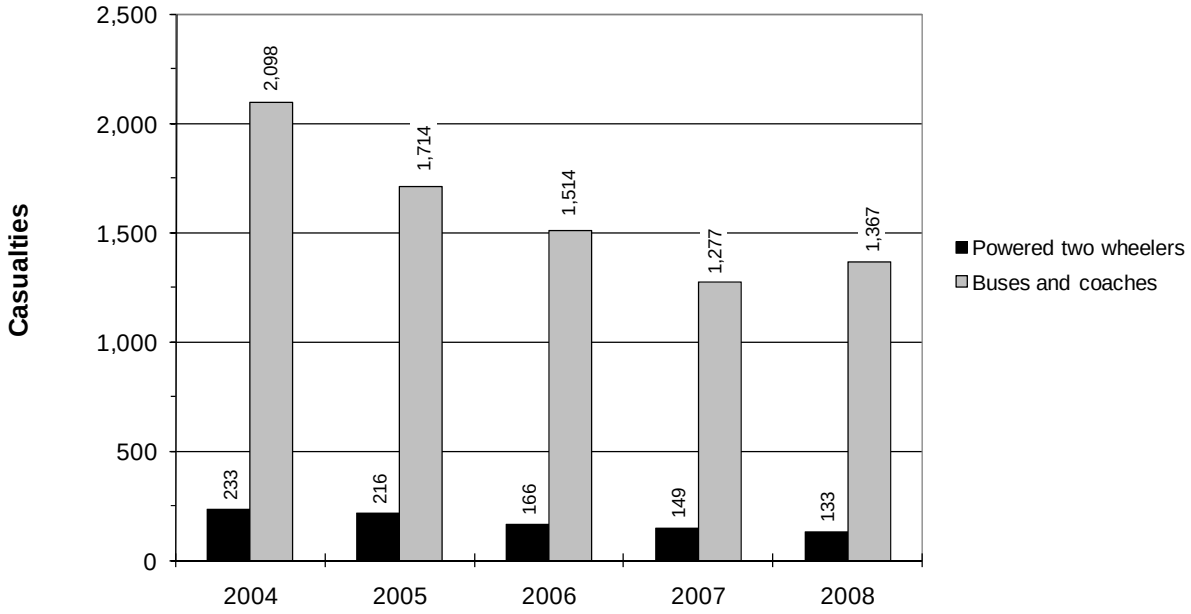


Figure 7.4b: Passenger casualties by type of vehicle 2004-2008

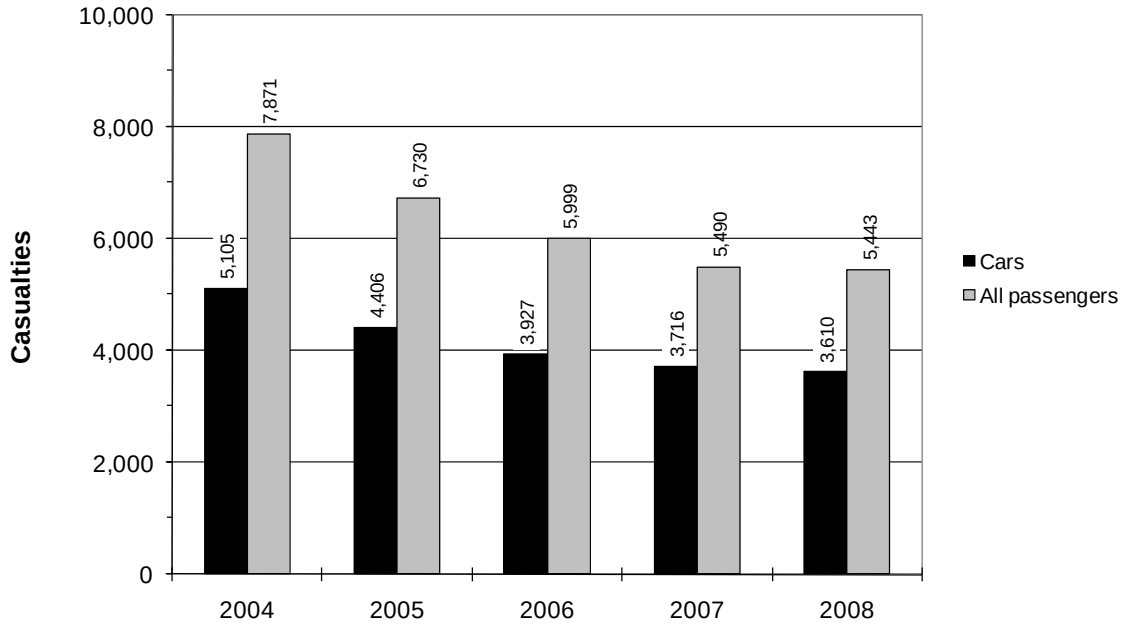


Table 7.5 Driver and passenger casualties in the Greater London area in 2008 tabulated by age group and vehicle occupied

Vehicle type	0-15 years	16-24 years	25-59 years	60+ years	Not known	Total
Pedal cycle	228	405	2,237	87	245	3,202
Motor cycle up to 50cc	9	203	246	6	30	494
Motor cycle 50 to 125cc	4	498	1,025	18	130	1,675
Motor cycle 125 to 500cc	0	94	380	15	32	521
Motor cycle over 500cc	7	164	1,281	16	64	1,532
Car	537	2,660	7,168	915	1,749	13,029
Taxi	3	20	231	30	27	311
Private hire	0	6	59	2	7	74
Bus or coach	156	100	604	441	191	1,492
Goods	8	69	395	23	30	525
Other	20	15	102	18	16	171
Total	**972**	**4,234**	**13,728**	**1,571**	**2,521**	**23,026**

Table 7.6 Casualties in the Greater London area in 2008 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	2	49	328	379
Westminster	20	252	1,332	1,604
Camden	4	119	730	853
Islington	4	71	606	681
Hackney	6	156	816	978
Tower Hamlets	8	138	957	1,103
Greenwich	12	114	795	921
Lewisham	3	110	767	880
Southwark	8	157	1,024	1,189
Lambeth	12	152	1,023	1,187
Wandsworth	6	110	775	891
Hammersmith and Fulham	3	91	581	675
Kensington and Chelsea	4	109	716	829
Total Inner	**92**	**1,628**	**10,450**	**12,170**
Waltham Forest	3	101	823	927
Redbridge	6	77	754	837
Havering	4	80	848	932
Barking and Dagenham	8	55	552	615
Newham	0	88	989	1,077
Bexley	0	73	559	632
Bromley	14	126	725	865
Croydon	4	128	997	1,129
Sutton	2	72	490	564
Merton	4	60	457	521
Kingston	2	63	388	453
Richmond	1	63	403	467
Hounslow	3	99	828	930
Hillingdon	13	94	853	960
Ealing	14	99	887	1,000
Brent	7	90	688	785
Harrow	0	52	418	470
Barnet	18	118	1,086	1,222
Haringey	3	77	663	743
Enfield	6	79	769	854
Total Outer	**112**	**1,694**	**14,177**	**15,983**
Greater London	**204**	**3,322**	**24,627**	**28,153**

Table 7.7 Casualties in the Greater London area in 2008 by borough, mode of travel and severity

00 City of London

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	21	83	105
Pedal cycles	1	17	93	111
Powered two wheelers	0	6	65	71
Car occupants	0	2	39	41
Taxi occupants	0	0	16	16
Private hire occupants	0	0	0	0
Bus or coach occupants	0	3	26	29
Goods vehicle occupants	0	0	6	6
Other vehicle occupants	0	0	0	0
Total	**2**	**49**	**328**	**379**

01 Westminster

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	12	103	343	458
Pedal cycles	1	47	229	277
Powered two wheelers	6	55	245	306
Car occupants	1	21	291	313
Taxi occupants	0	6	80	86
Private hire occupants	0	1	5	6
Bus or coach occupants	0	17	96	113
Goods vehicle occupants	0	2	30	32
Other vehicle occupants	0	0	13	13
Total	**20**	**252**	**1,332**	**1,604**

Table 7.7 Casualties in the Greater London area in 2008 by borough, mode of travel and severity

02 Camden

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	44	151	196
Pedal cycles	1	22	144	167
Powered two wheelers	2	25	157	184
Car occupants	0	20	199	219
Taxi occupants	0	2	21	23
Private hire occupants	0	0	0	0
Bus or coach occupants	0	6	45	51
Goods vehicle occupants	0	0	7	7
Other vehicle occupants	0	0	6	6
Total	**4**	**119**	**730**	**853**

03 Islington

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	23	104	130
Pedal cycles	0	20	140	160
Powered two wheelers	1	16	105	122
Car occupants	0	10	200	210
Taxi occupants	0	2	7	9
Private hire occupants	0	0	2	2
Bus or coach occupants	0	0	42	42
Goods vehicle occupants	0	0	5	5
Other vehicle occupants	0	0	1	1
Total	**4**	**71**	**606**	**681**

Table 7.7 Casualties in the Greater London area in 2008 by borough, mode of travel and severity

04 Hackney

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	58	136	196
Pedal cycles	2	30	156	188
Powered two wheelers	2	35	139	176
Car occupants	0	26	288	314
Taxi occupants	0	0	0	0
Private hire occupants	0	0	10	10
Bus or coach occupants	0	7	77	84
Goods vehicle occupants	0	0	4	4
Other vehicle occupants	0	0	6	6
Total	**6**	**156**	**816**	**978**

05 Tower Hamlets

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	5	50	139	194
Pedal cycles	0	22	115	137
Powered two wheelers	1	35	153	189
Car occupants	2	24	450	476
Taxi occupants	0	0	12	12
Private hire occupants	0	1	9	10
Bus or coach occupants	0	4	47	51
Goods vehicle occupants	0	2	19	21
Other vehicle occupants	0	0	13	13
Total	**8**	**138**	**957**	**1,103**

Table 7.7 Casualties in the Greater London area in 2008 by borough, mode of travel and severity

06 Greenwich

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	5	27	121	153
Pedal cycles	0	11	45	56
Powered two wheelers	2	27	84	113
Car occupants	5	38	451	494
Taxi occupants	0	1	6	7
Private hire occupants	0	0	0	0
Bus or coach occupants	0	8	52	60
Goods vehicle occupants	0	1	30	31
Other vehicle occupants	0	1	6	7
Total	**12**	**114**	**795**	**921**

07 Lewisham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	35	112	149
Pedal cycles	0	9	95	104
Powered two wheelers	1	30	109	140
Car occupants	0	26	383	409
Taxi occupants	0	1	4	5
Private hire occupants	0	0	0	0
Bus or coach occupants	0	8	49	57
Goods vehicle occupants	0	1	14	15
Other vehicle occupants	0	0	1	1
Total	**3**	**110**	**767**	**880**

Table 7.7 Casualties in the Greater London area in 2008 by borough, mode of travel and severity

08 Southwark

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	4	50	181	235
Pedal cycles	1	30	205	236
Powered two wheelers	3	35	170	208
Car occupants	0	28	347	375
Taxi occupants	0	3	9	12
Private hire occupants	0	0	0	0
Bus or coach occupants	0	10	101	111
Goods vehicle occupants	0	0	11	11
Other vehicle occupants	0	1	0	1
Total	**8**	**157**	**1,024**	**1,189**

09 Lambeth

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	5	48	181	234
Pedal cycles	1	25	179	205
Powered two wheelers	2	37	209	248
Car occupants	3	26	343	372
Taxi occupants	0	0	10	10
Private hire occupants	0	1	0	1
Bus or coach occupants	0	9	77	86
Goods vehicle occupants	1	2	17	20
Other vehicle occupants	0	4	7	11
Total	**12**	**152**	**1,023**	**1,187**

Table 7.7 Casualties in the Greater London area in 2008 by borough, mode of travel and severity

10 Wandsworth

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	38	136	176
Pedal cycles	2	22	142	166
Powered two wheelers	2	25	197	224
Car occupants	0	20	238	258
Taxi occupants	0	1	9	10
Private hire occupants	0	0	0	0
Bus or coach occupants	0	3	33	36
Goods vehicle occupants	0	1	15	16
Other vehicle occupants	0	0	5	5
Total	**6**	**110**	**775**	**891**

11 Hammersmith and Fulham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	36	98	135
Pedal cycles	0	17	114	131
Powered two wheelers	2	28	148	178
Car occupants	0	8	185	193
Taxi occupants	0	0	6	6
Private hire occupants	0	0	0	0
Bus or coach occupants	0	2	17	19
Goods vehicle occupants	0	0	8	8
Other vehicle occupants	0	0	5	5
Total	**3**	**91**	**581**	**675**

Table 7.7 Casualties in the Greater London area in 2008 by borough, mode of travel and severity

12 Kensington and Chelsea

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	35	147	185
Pedal cycles	0	20	130	150
Powered two wheelers	1	34	217	252
Car occupants	0	11	135	146
Taxi occupants	0	4	31	35
Private hire occupants	0	0	0	0
Bus or coach occupants	0	3	37	40
Goods vehicle occupants	0	2	16	18
Other vehicle occupants	0	0	3	3
Total	**4**	**109**	**716**	**829**

13 Waltham Forest

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	39	119	160
Pedal cycles	0	13	52	65
Powered two wheelers	1	10	61	72
Car occupants	0	33	536	569
Taxi occupants	0	0	3	3
Private hire occupants	0	0	7	7
Bus or coach occupants	0	4	30	34
Goods vehicle occupants	0	0	7	7
Other vehicle occupants	0	2	8	10
Total	**3**	**101**	**823**	**927**

Table 7.7 Casualties in the Greater London area in 2008 by borough, mode of travel and severity

14 Redbridge

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	32	91	125
Pedal cycles	0	2	32	34
Powered two wheelers	3	13	48	64
Car occupants	1	26	530	557
Taxi occupants	0	3	7	10
Private hire occupants	0	0	5	5
Bus or coach occupants	0	1	27	28
Goods vehicle occupants	0	0	8	8
Other vehicle occupants	0	0	6	6
Total	**6**	**77**	**754**	**837**

15 Havering

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	0	20	73	93
Pedal cycles	0	3	26	29
Powered two wheelers	1	11	65	77
Car occupants	2	37	613	652
Taxi occupants	0	0	3	3
Private hire occupants	0	3	8	11
Bus or coach occupants	0	4	34	38
Goods vehicle occupants	1	2	20	23
Other vehicle occupants	0	0	6	6
Total	**4**	**80**	**848**	**932**

Table 7.7 Casualties in the Greater London area in 2008 by borough, mode of travel and severity

16 Barking and Dagenham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	2	21	75	98
Pedal cycles	1	3	25	29
Powered two wheelers	3	9	45	57
Car occupants	2	16	358	376
Taxi occupants	0	0	3	3
Private hire occupants	0	0	9	9
Bus or coach occupants	0	2	14	16
Goods vehicle occupants	0	3	19	22
Other vehicle occupants	0	1	4	5
Total	**8**	**55**	**552**	**615**

17 Newham

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	0	37	161	198
Pedal cycles	0	10	61	71
Powered two wheelers	0	18	72	90
Car occupants	0	21	602	623
Taxi occupants	0	0	3	3
Private hire occupants	0	0	9	9
Bus or coach occupants	0	0	51	51
Goods vehicle occupants	0	1	16	17
Other vehicle occupants	0	1	14	15
Total	**0**	**88**	**989**	**1,077**

Table 7.7 Casualties in the Greater London area in 2008 by borough, mode of travel and severity

18 Bexley

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	0	20	69	89
Pedal cycles	0	3	32	35
Powered two wheelers	0	14	70	84
Car occupants	0	30	349	379
Taxi occupants	0	0	2	2
Private hire occupants	0	0	0	0
Bus or coach occupants	0	4	28	32
Goods vehicle occupants	0	2	8	10
Other vehicle occupants	0	0	1	1
Total	**0**	**73**	**559**	**632**

19 Bromley

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	7	28	93	128
Pedal cycles	1	9	57	67
Powered two wheelers	0	22	85	107
Car occupants	6	56	436	498
Taxi occupants	0	0	2	2
Private hire occupants	0	0	0	0
Bus or coach occupants	0	9	34	43
Goods vehicle occupants	0	1	13	14
Other vehicle occupants	0	1	5	6
Total	**14**	**126**	**725**	**865**

Table 7.7 Casualties in the Greater London area in 2008 by borough, mode of travel and severity

20 Croydon

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	36	131	168
Pedal cycles	0	9	84	93
Powered two wheelers	1	25	129	155
Car occupants	1	40	579	620
Taxi occupants	0	0	4	4
Private hire occupants	0	0	0	0
Bus or coach occupants	1	12	49	62
Goods vehicle occupants	0	3	16	19
Other vehicle occupants	0	3	5	8
Total	**4**	**128**	**997**	**1,129**

21 Sutton

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	14	69	84
Pedal cycles	0	6	32	38
Powered two wheelers	1	20	74	95
Car occupants	0	28	273	301
Taxi occupants	0	0	2	2
Private hire occupants	0	0	0	0
Bus or coach occupants	0	3	29	32
Goods vehicle occupants	0	1	9	10
Other vehicle occupants	0	0	2	2
Total	**2**	**72**	**490**	**564**

Table 7.7 Casualties in the Greater London area in 2008 by borough, mode of travel and severity

22 Merton

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	0	18	72	90
Pedal cycles	0	9	53	62
Powered two wheelers	3	16	82	101
Car occupants	1	15	218	234
Taxi occupants	0	0	0	0
Private hire occupants	0	0	0	0
Bus or coach occupants	0	1	16	17
Goods vehicle occupants	0	1	15	16
Other vehicle occupants	0	0	1	1
Total	**4**	**60**	**457**	**521**

23 Kingston

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	12	67	80
Pedal cycles	0	8	44	52
Powered two wheelers	1	14	56	71
Car occupants	0	23	195	218
Taxi occupants	0	0	1	1
Private hire occupants	0	0	0	0
Bus or coach occupants	0	1	18	19
Goods vehicle occupants	0	2	6	8
Other vehicle occupants	0	3	1	4
Total	**2**	**63**	**388**	**453**

Table 7.7 Casualties in the Greater London area in 2008 by borough, mode of travel and severity

24 Richmond

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	0	17	46	63
Pedal cycles	0	12	84	96
Powered two wheelers	0	14	89	103
Car occupants	1	13	147	161
Taxi occupants	0	0	0	0
Private hire occupants	0	0	0	0
Bus or coach occupants	0	7	25	32
Goods vehicle occupants	0	0	9	9
Other vehicle occupants	0	0	3	3
Total	**1**	**63**	**403**	**467**

25 Hounslow

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	1	32	89	122
Pedal cycles	1	12	78	91
Powered two wheelers	1	16	102	119
Car occupants	0	35	474	509
Taxi occupants	0	0	17	17
Private hire occupants	0	2	0	2
Bus or coach occupants	0	1	35	36
Goods vehicle occupants	0	1	22	23
Other vehicle occupants	0	0	11	11
Total	**3**	**99**	**828**	**930**

Table 7.7 Casualties in the Greater London area in 2008 by borough, mode of travel and severity

26 Hillingdon

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	6	25	96	127
Pedal cycles	0	5	48	53
Powered two wheelers	3	7	57	67
Car occupants	4	44	582	630
Taxi occupants	0	1	0	1
Private hire occupants	0	2	0	2
Bus or coach occupants	0	4	33	37
Goods vehicle occupants	0	3	37	40
Other vehicle occupants	0	3	0	3
Total	**13**	**94**	**853**	**960**

27 Ealing

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	8	44	128	180
Pedal cycles	1	10	76	87
Powered two wheelers	2	23	108	133
Car occupants	2	15	495	512
Taxi occupants	0	0	7	7
Private hire occupants	0	0	0	0
Bus or coach occupants	0	4	51	55
Goods vehicle occupants	1	3	20	24
Other vehicle occupants	0	0	2	2
Total	**14**	**99**	**887**	**1,000**

Table 7.7 Casualties in the Greater London area in 2008 by borough, mode of travel and severity

28 Brent

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	5	44	152	201
Pedal cycles	1	2	51	54
Powered two wheelers	0	14	78	92
Car occupants	0	26	348	374
Taxi occupants	0	1	9	10
Private hire occupants	0	0	0	0
Bus or coach occupants	0	3	39	42
Goods vehicle occupants	1	0	10	11
Other vehicle occupants	0	0	1	1
Total	**7**	**90**	**688**	**785**

29 Harrow

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	0	12	68	80
Pedal cycles	0	6	18	24
Powered two wheelers	0	10	38	48
Car occupants	0	24	284	308
Taxi occupants	0	0	2	2
Private hire occupants	0	0	0	0
Bus or coach occupants	0	0	3	3
Goods vehicle occupants	0	0	5	5
Other vehicle occupants	0	0	0	0
Total	**0**	**52**	**418**	**470**

Table 7.7 Casualties in the Greater London area in 2008 by borough, mode of travel and severity

30 Barnet

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	6	35	153	194
Pedal cycles	0	6	44	50
Powered two wheelers	4	20	90	114
Car occupants	7	47	737	791
Taxi occupants	0	1	1	2
Private hire occupants	0	0	0	0
Bus or coach occupants	0	6	42	48
Goods vehicle occupants	1	3	16	20
Other vehicle occupants	0	0	3	3
Total	**18**	**118**	**1,086**	**1,222**

31 Haringey

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	37	143	183
Pedal cycles	0	8	44	52
Powered two wheelers	0	12	82	94
Car occupants	0	14	313	327
Taxi occupants	0	1	4	5
Private hire occupants	0	0	0	0
Bus or coach occupants	0	3	64	67
Goods vehicle occupants	0	2	11	13
Other vehicle occupants	0	0	2	2
Total	**3**	**77**	**663**	**743**

Table 7.7 Casualties in the Greater London area in 2008 by borough, mode of travel and severity

32 Enfield

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	3	23	92	118
Pedal cycles	1	2	29	32
Powered two wheelers	1	12	55	68
Car occupants	1	38	531	570
Taxi occupants	0	0	3	3
Private hire occupants	0	0	0	0
Bus or coach occupants	0	2	19	21
Goods vehicle occupants	0	1	31	32
Other vehicle occupants	0	1	9	10
Total	**6**	**79**	**769**	**854**

Table 7.8 Casualties in the Greater London area in 2008 by borough, mode of travel and severity

Greater London total

Mode of travel	Fatal	Serious	Slight	Total
Pedestrians	94	1,114	3,919	5,127
Pedal cycles	15	430	2,757	3,202
Powered two wheelers	50	688	3,484	4,222
Car occupants	39	841	12,149	13,029
Taxi occupants	0	27	284	311
Private hire occupants	0	10	64	74
Bus or coach occupants	1	151	1,340	1,492
Goods vehicle occupants	5	40	480	525
Other vehicle occupants	0	21	150	171
Total	**204**	**3,322**	**24,627**	**28,153**

Table 7.9 Pedestrian casualties in the Greater London area in 2008 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	1	21	83	105
Westminster	12	103	343	458
Camden	1	44	151	196
Islington	3	23	104	130
Hackney	2	58	136	196
Tower Hamlets	5	50	139	194
Greenwich	5	27	121	153
Lewisham	2	35	112	149
Southwark	4	50	181	235
Lambeth	5	48	181	234
Wandsworth	2	38	136	176
Hammersmith and Fulham	1	36	98	135
Kensington and Chelsea	3	35	147	185
Total Inner	**46**	**568**	**1,932**	**2,546**
Waltham Forest	2	39	119	160
Redbridge	2	32	91	125
Havering	0	20	73	93
Barking and Dagenham	2	21	75	98
Newham	0	37	161	198
Bexley	0	20	69	89
Bromley	7	28	93	128
Croydon	1	36	131	168
Sutton	1	14	69	84
Merton	0	18	72	90
Kingston	1	12	67	80
Richmond	0	17	46	63
Hounslow	1	32	89	122
Hillingdon	6	25	96	127
Ealing	8	44	128	180
Brent	5	44	152	201
Harrow	0	12	68	80
Barnet	6	35	153	194
Haringey	3	37	143	183
Enfield	3	23	92	118
Total Outer	**48**	**546**	**1,987**	**2,581**
Greater London	**94**	**1,114**	**3,919**	**5,127**

Table 7.10 Driver casualties in the Greater London area in 2008 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	1	25	198	224
Westminster	7	124	773	904
Camden	3	59	457	519
Islington	1	42	413	456
Hackney	4	77	503	584
Tower Hamlets	2	71	585	658
Greenwich	4	64	503	571
Lewisham	1	62	507	570
Southwark	4	87	663	754
Lambeth	5	84	689	778
Wandsworth	4	62	529	595
Hammersmith and Fulham	2	50	393	445
Kensington and Chelsea	1	67	465	533
Total Inner	**39**	**874**	**6,678**	**7,591**
Waltham Forest	1	48	503	552
Redbridge	3	35	470	508
Havering	3	43	536	582
Barking and Dagenham	5	28	359	392
Newham	0	41	580	621
Bexley	0	41	364	405
Bromley	6	69	489	564
Croydon	2	73	686	761
Sutton	1	48	333	382
Merton	4	37	297	338
Kingston	1	42	241	284
Richmond	1	33	299	333
Hounslow	2	59	578	639
Hillingdon	7	52	563	622
Ealing	5	42	565	612
Brent	2	37	403	442
Harrow	0	27	270	297
Barnet	9	59	677	745
Haringey	0	29	358	387
Enfield	2	38	486	526
Total Outer	**54**	**881**	**9,057**	**9,992**
Greater London	**93**	**1,755**	**15,735**	**17,583**

Table 7.11 Passenger casualties in the Greater London area in 2008 tabulated by severity and borough

Borough	Fatal	Serious	Slight	Total
City of London	0	3	47	50
Westminster	1	25	216	242
Camden	0	16	122	138
Islington	0	6	89	95
Hackney	0	21	177	198
Tower Hamlets	1	17	233	251
Greenwich	3	23	171	197
Lewisham	0	13	148	161
Southwark	0	20	180	200
Lambeth	2	20	153	175
Wandsworth	0	10	110	120
Hammersmith and Fulham	0	5	90	95
Kensington and Chelsea	0	7	104	111
Total Inner	**7**	**186**	**1,840**	**2,033**
Waltham Forest	0	14	201	215
Redbridge	1	10	193	204
Havering	1	17	239	257
Barking and Dagenham	1	6	118	125
Newham	0	10	248	258
Bexley	0	12	126	138
Bromley	1	29	143	173
Croydon	1	19	180	200
Sutton	0	10	88	98
Merton	0	5	88	93
Kingston	0	9	80	89
Richmond	0	13	58	71
Hounslow	0	8	161	169
Hillingdon	0	17	194	211
Ealing	1	13	194	208
Brent	0	9	133	142
Harrow	0	13	80	93
Barnet	3	24	256	283
Haringey	0	11	162	173
Enfield	1	18	191	210
Total Outer	**10**	**267**	**3,133**	**3,410**
Greater London	**17**	**453**	**4,973**	**5,443**

Table 7.12 Pedestrian casualties in the Greater London area in 2008 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	20	16	32	68
Westminster	133	83	130	346
Camden	55	38	43	136
Islington	27	21	31	79
Hackney	36	24	94	154
Tower Hamlets	54	13	75	142
Greenwich	19	21	73	113
Lewisham	26	18	74	118
Southwark	43	54	105	202
Lambeth	43	42	100	185
Wandsworth	30	36	71	137
Hammersmith and Fulham	36	29	42	107
Kensington and Chelsea	42	46	61	149
Total Inner	**564**	**441**	**931**	**1,936**
Waltham Forest	23	9	89	121
Redbridge	23	4	58	85
Havering	9	5	43	57
Barking and Dagenham	7	13	44	64
Newham	47	10	88	145
Bexley	9	10	47	66
Bromley	16	12	66	94
Croydon	25	22	82	129
Sutton	15	9	41	65
Merton	21	13	39	73
Kingston	15	12	27	54
Richmond	14	15	21	50
Hounslow	22	15	56	93
Hillingdon	17	11	68	96
Ealing	30	28	85	143
Brent	37	20	72	129
Harrow	11	6	46	63
Barnet	26	17	67	110
Haringey	30	31	75	136
Enfield	17	11	48	76
Total Outer	**414**	**273**	**1,162**	**1,849**
Greater London	**978**	**714**	**2,093**	**3,785**

Note: This table is continued on the next page.

Table 7.12 (cont.) Pedestrian casualties in the Greater London area in 2008 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	10	17	1	4	5	105
Westminster	31	28	3	4	46	458
Camden	15	14	1	6	24	196
Islington	6	3	0	29	13	130
Hackney	8	16	2	3	13	196
Tower Hamlets	8	15	1	6	22	194
Greenwich	9	11	0	0	20	153
Lewisham	8	6	2	0	15	149
Southwark	6	9	1	1	16	235
Lambeth	8	13	0	0	28	234
Wandsworth	11	9	0	0	19	176
Hammersmith and Fulham	14	3	1	3	7	135
Kensington and Chelsea	13	8	1	1	13	185
Total Inner	**147**	**152**	**13**	**57**	**241**	**2,546**
Waltham Forest	14	9	0	4	12	160
Redbridge	3	6	1	0	30	125
Havering	7	7	1	2	19	93
Barking and Dagenham	3	7	0	2	22	98
Newham	17	17	0	4	15	198
Bexley	7	8	0	0	8	89
Bromley	5	9	1	2	17	128
Croydon	7	10	0	4	18	168
Sutton	5	2	1	1	10	84
Merton	6	7	0	0	4	90
Kingston	7	10	1	1	7	80
Richmond	5	4	0	0	4	63
Hounslow	11	7	0	0	11	122
Hillingdon	10	6	0	6	9	127
Ealing	6	17	0	3	11	180
Brent	13	5	0	29	25	201
Harrow	2	4	0	4	7	80
Barnet	12	8	1	47	16	194
Haringey	14	5	0	11	17	183
Enfield	3	8	0	17	14	118
Total Outer	**157**	**156**	**6**	**137**	**276**	**2,581**
Greater London	**304**	**308**	**19**	**194**	**517**	**5,127**

Table 7.13 Driver casualties in the Greater London area in 2008 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	111	9	22	6	31	27	11	0	1	6	0	224
Westminster	274	45	112	19	119	244	48	3	9	26	5	904
Camden	167	18	91	12	53	153	15	0	0	7	3	519
Islington	159	16	62	8	32	165	6	1	2	4	1	456
Hackney	186	14	85	39	33	205	0	9	5	3	5	584
Tower Hamlets	136	14	71	32	66	303	4	7	3	17	5	658
Greenwich	56	4	38	19	49	367	3	0	10	23	2	571
Lewisham	104	7	48	26	55	305	5	0	6	14	0	570
Southwark	234	17	89	30	67	291	8	0	9	9	0	754
Lambeth	205	20	92	39	89	292	6	1	10	18	6	778
Wandsworth	166	25	99	16	77	187	3	0	3	14	5	595
Hammersmith and Fulham	131	27	74	15	52	131	6	0	2	6	1	445
Kensington and Chelsea	149	32	102	21	88	102	19	0	1	17	2	533
Total Inner	**2,078**	**248**	**985**	**282**	**811**	**2,772**	**134**	**21**	**61**	**164**	**35**	**7,591**
Waltham Forest	64	15	30	4	20	394	3	6	2	5	9	552
Redbridge	34	7	23	10	21	386	8	4	4	5	6	508
Havering	29	10	31	13	22	443	2	8	1	17	6	582
Barking and Dagenham	28	8	20	12	17	279	2	6	0	15	5	392
Newham	71	11	29	18	30	425	3	4	4	13	13	621
Bexley	35	17	28	16	21	277	2	0	1	7	1	405
Bromley	67	12	28	23	42	367	1	0	8	12	4	564
Croydon	92	22	61	27	44	487	2	0	7	14	5	761
Sutton	38	8	36	19	30	238	1	0	3	7	2	382
Merton	62	17	37	8	38	163	0	0	0	12	1	338
Kingston	52	13	21	5	29	154	1	0	0	7	2	284
Richmond	95	15	38	9	37	124	0	0	5	8	2	333
Hounslow	91	18	37	6	56	388	14	2	4	19	4	639
Hillingdon	53	12	23	7	23	466	1	2	4	29	2	622
Ealing	86	16	46	8	59	371	4	0	3	17	2	612
Brent	54	9	41	7	32	279	6	0	4	9	1	442
Harrow	24	5	19	5	16	221	1	0	1	5	0	297
Barnet	49	9	42	11	48	558	1	0	8	17	2	745
Haringey	52	4	40	7	39	228	3	0	4	9	1	387
Enfield	32	5	25	8	28	399	3	0	1	22	3	526
Total Outer	**1,108**	**233**	**655**	**223**	**652**	**6,647**	**58**	**32**	**64**	**249**	**71**	**9,992**
Greater London	**3,186**	**481**	**1,640**	**505**	**1,463**	**9,419**	**192**	**53**	**125**	**413**	**106**	**17,583**

Figure 7.14: Pedestrian casualties at or within 50 metres of a pedestrian crossing 2004-2008

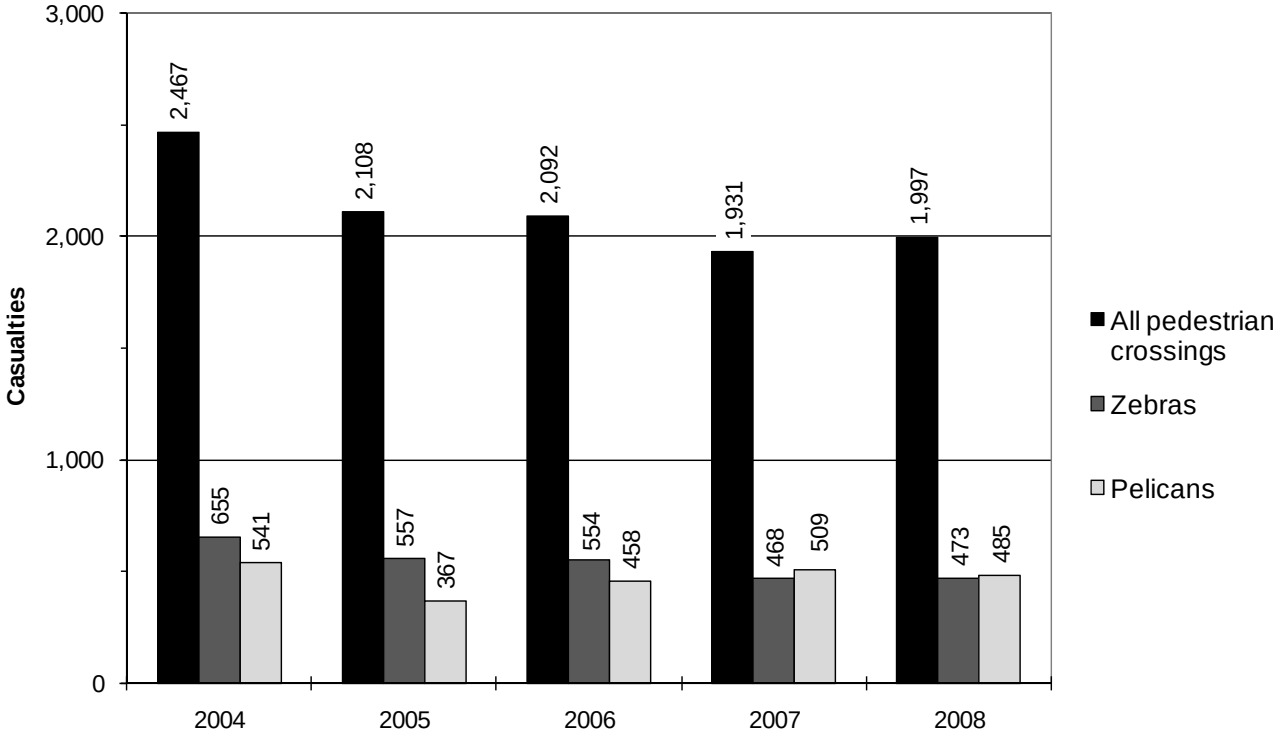


Table 7.15 Passenger casualties in the Greater London area in 2008 tabulated by vehicle type and borough

		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	2	0	1	14	5	0	28	0	0	50
Westminster	3	0	3	1	7	69	38	3	104	6	8	242
Camden	0	1	5	1	3	66	8	0	51	0	3	138
Islington	1	2	1	0	1	45	3	1	40	1	0	95
Hackney	2	1	1	1	2	109	0	1	79	1	1	198
Tower Hamlets	1	0	0	3	3	173	8	3	48	4	8	251
Greenwich	0	0	2	0	1	127	4	0	50	8	5	197
Lewisham	0	0	0	1	3	104	0	0	51	1	1	161
Southwark	2	1	2	0	2	84	4	0	102	2	1	200
Lambeth	0	1	2	2	3	80	4	0	76	2	5	175
Wandsworth	0	1	1	1	4	71	7	0	33	2	0	120
Hammersmith and Fulham	0	1	2	3	4	62	0	0	17	2	4	95
Kensington and Chelsea	1	0	2	1	6	44	16	0	39	1	1	111
Total Inner	**10**	**8**	**23**	**14**	**40**	**1,048**	**97**	**8**	**718**	**30**	**37**	**2,033**
Waltham Forest	1	1	1	1	0	175	0	1	32	2	1	215
Redbridge	0	0	2	0	1	171	2	1	24	3	0	204
Havering	0	0	1	0	0	209	1	3	37	6	0	257
Barking and Dagenham	1	0	0	0	0	97	1	3	16	7	0	125
Newham	0	0	1	0	1	198	0	5	47	4	2	258
Bexley	0	0	0	0	2	102	0	0	31	3	0	138
Bromley	0	0	0	0	2	131	1	0	35	2	2	173
Croydon	1	0	1	0	0	133	2	0	55	5	3	200
Sutton	0	0	1	0	1	63	1	0	29	3	0	98
Merton	0	0	0	0	1	71	0	0	17	4	0	93
Kingston	0	0	0	0	3	64	0	0	19	1	2	89
Richmond	1	1	0	1	2	37	0	0	27	1	1	71
Hounslow	0	0	0	0	2	121	3	0	32	4	7	169
Hillingdon	0	0	0	0	2	164	0	0	33	11	1	211
Ealing	1	0	0	0	4	141	3	0	52	7	0	208
Brent	0	1	1	0	1	95	4	0	38	2	0	142
Harrow	0	1	0	0	2	87	1	0	2	0	0	93
Barnet	1	0	2	0	2	233	1	0	40	3	1	283
Haringey	0	1	1	0	2	99	2	0	63	4	1	173
Enfield	0	0	1	0	1	171	0	0	20	10	7	210
Total Outer	**6**	**5**	**12**	**2**	**29**	**2,562**	**22**	**13**	**649**	**82**	**28**	**3,410**
Greater London	**16**	**13**	**35**	**16**	**69**	**3,610**	**119**	**21**	**1,367**	**112**	**65**	**5,443**

Table 7.16 Driver casualties in the Greater London area in 2008 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	0	29	186	1	8	224
Westminster	3	101	708	42	50	904
Camden	3	70	391	13	42	519
Islington	5	47	272	10	122	456
Hackney	12	103	432	11	26	584
Tower Hamlets	7	115	487	16	33	658
Greenwich	3	128	394	26	20	571
Lewisham	13	93	412	24	28	570
Southwark	12	122	565	23	32	754
Lambeth	10	99	604	35	30	778
Wandsworth	5	103	449	19	19	595
Hammersmith and Fulham	0	66	348	9	22	445
Kensington and Chelsea	5	76	421	15	16	533
Total Inner	**78**	**1,152**	**5,669**	**244**	**448**	**7,591**
Waltham Forest	9	105	356	30	52	552
Redbridge	2	116	348	31	11	508
Havering	11	156	338	49	28	582
Barking and Dagenham	8	87	253	24	20	392
Newham	5	132	429	27	28	621
Bexley	15	113	221	38	18	405
Bromley	10	150	328	59	17	564
Croydon	10	169	512	40	30	761
Sutton	8	94	227	41	12	382
Merton	8	70	226	19	15	338
Kingston	6	70	172	26	10	284
Richmond	8	59	222	29	15	333
Hounslow	15	116	436	50	22	639
Hillingdon	7	136	361	37	81	622
Ealing	6	109	440	28	29	612
Brent	5	56	248	20	113	442
Harrow	7	49	154	24	63	297
Barnet	4	93	382	47	219	745
Haringey	4	55	253	14	61	387
Enfield	6	90	288	29	113	526
Total Outer	**154**	**2,025**	**6,194**	**662**	**957**	**9,992**
Greater London	**232**	**3,177**	**11,863**	**906**	**1,405**	**17,583**

Table 7.17 Passenger casualties in the Greater London area in 2008 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	3	7	21	10	9	50
Westminster	19	18	127	39	39	242
Camden	9	20	70	17	22	138
Islington	10	9	38	12	26	95
Hackney	29	43	73	23	30	198
Tower Hamlets	39	59	73	15	65	251
Greenwich	34	35	82	24	22	197
Lewisham	35	21	50	25	30	161
Southwark	16	44	98	21	21	200
Lambeth	19	25	88	28	15	175
Wandsworth	16	17	57	18	12	120
Hammersmith and Fulham	11	21	36	7	20	95
Kensington and Chelsea	15	14	48	17	17	111
Total Inner	**255**	**333**	**861**	**256**	**328**	**2,033**
Waltham Forest	37	45	55	18	60	215
Redbridge	37	45	78	15	29	204
Havering	34	77	63	28	55	257
Barking and Dagenham	19	38	27	10	31	125
Newham	28	46	74	21	89	258
Bexley	22	35	39	23	19	138
Bromley	30	57	37	31	18	173
Croydon	36	30	70	32	32	200
Sutton	14	34	21	24	5	98
Merton	15	25	27	11	15	93
Kingston	16	15	26	21	11	89
Richmond	9	11	23	19	9	71
Hounslow	26	34	75	14	20	169
Hillingdon	29	48	64	16	54	211
Ealing	22	37	77	32	40	208
Brent	15	15	45	22	45	142
Harrow	11	25	22	4	31	93
Barnet	34	52	59	29	109	283
Haringey	18	25	64	22	44	173
Enfield	33	30	58	17	72	210
Total Outer	**485**	**724**	**1,004**	**409**	**788**	**3,410**
Greater London	**740**	**1,057**	**1,865**	**665**	**1,116**	**5,443**

Table 7.18 Pedestrian casualties in the Greater London area in 2008 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	1	16	71	10	7	105
Westminster	28	76	254	61	39	458
Camden	15	36	100	26	19	196
Islington	20	13	50	21	26	130
Hackney	41	29	89	20	17	196
Tower Hamlets	40	25	95	24	10	194
Greenwich	54	23	46	23	7	153
Lewisham	35	31	53	19	11	149
Southwark	44	42	104	32	13	235
Lambeth	53	32	108	25	16	234
Wandsworth	31	30	84	23	8	176
Hammersmith and Fulham	21	22	72	15	5	135
Kensington and Chelsea	10	31	107	25	12	185
Total Inner	**393**	**406**	**1,233**	**324**	**190**	**2,546**
Waltham Forest	50	21	54	18	17	160
Redbridge	40	18	39	20	8	125
Havering	25	14	28	15	11	93
Barking and Dagenham	40	14	28	9	7	98
Newham	62	33	75	16	12	198
Bexley	38	7	24	11	9	89
Bromley	34	19	42	24	9	128
Croydon	51	21	65	20	11	168
Sutton	25	11	32	12	4	84
Merton	14	18	30	22	6	90
Kingston	17	21	26	11	5	80
Richmond	13	12	26	10	2	63
Hounslow	41	13	47	15	6	122
Hillingdon	39	19	33	21	15	127
Ealing	36	32	77	28	7	180
Brent	40	20	82	18	41	201
Harrow	25	14	20	11	10	80
Barnet	46	18	61	29	40	194
Haringey	34	33	62	22	32	183
Enfield	29	12	30	11	36	118
Total Outer	**699**	**370**	**881**	**343**	**288**	**2,581**
Greater London	**1,092**	**776**	**2,114**	**667**	**478**	**5,127**

Figure 7.19: Driver casualties with a positive breath test 2004-2008

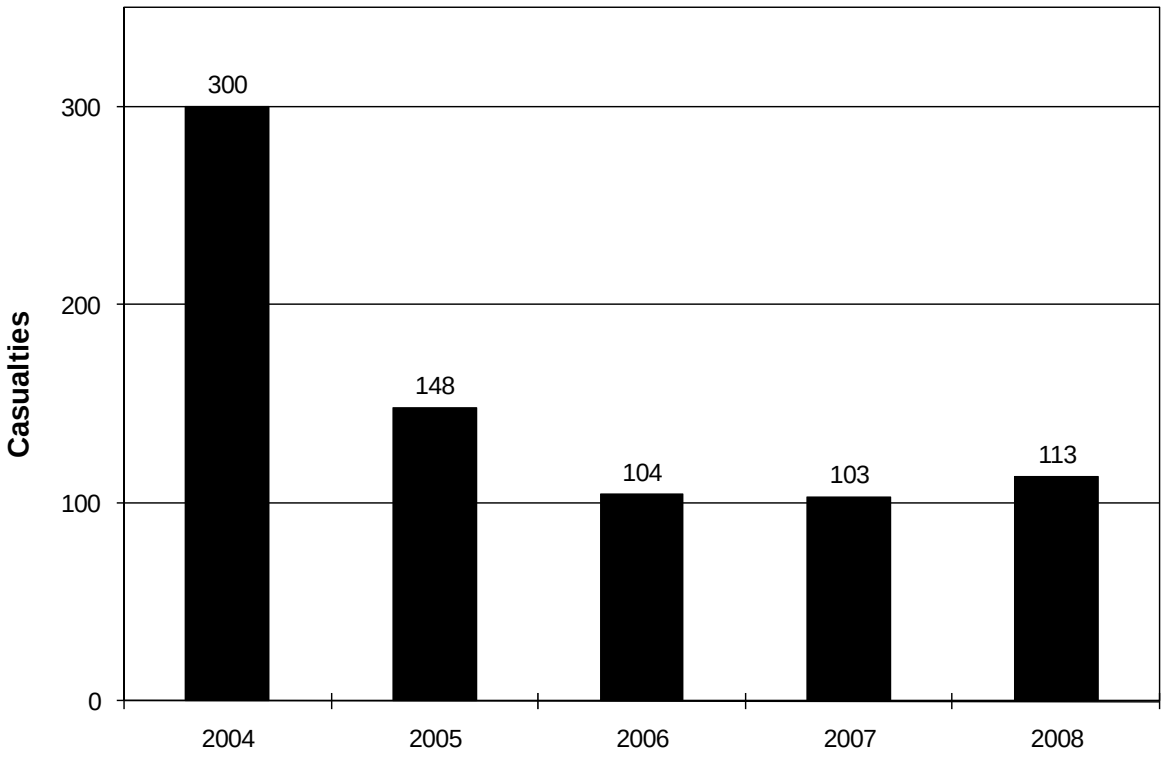


Table 7.20 Bus or coach passenger casualties in the Greater London area in 2008 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	1	1	10	10	6	28
Westminster	14	3	52	27	8	104
Camden	5	2	24	13	7	51
Islington	3	3	16	9	9	40
Hackney	11	8	31	20	9	79
Tower Hamlets	7	3	22	10	6	48
Greenwich	9	4	20	11	6	50
Lewisham	9	4	13	15	10	51
Southwark	9	14	51	18	10	102
Lambeth	6	5	36	21	8	76
Wandsworth	1	1	16	13	2	33
Hammersmith and Fulham	3	0	8	5	1	17
Kensington and Chelsea	4	3	15	12	5	39
Total Inner	**82**	**51**	**314**	**184**	**87**	**718**
Waltham Forest	5	2	9	11	5	32
Redbridge	3	4	9	4	4	24
Havering	8	2	2	16	9	37
Barking and Dagenham	2	0	5	5	4	16
Newham	3	5	13	11	15	47
Bexley	6	2	2	17	4	31
Bromley	3	1	5	18	8	35
Croydon	7	4	15	21	8	55
Sutton	2	1	7	17	2	29
Merton	1	1	7	7	1	17
Kingston	3	1	2	12	1	19
Richmond	3	0	9	13	2	27
Hounslow	3	5	14	10	0	32
Hillingdon	4	3	11	12	3	33
Ealing	2	2	23	20	5	52
Brent	3	1	10	18	6	38
Harrow	0	0	1	0	1	2
Barnet	4	2	12	14	8	40
Haringey	6	4	25	19	9	63
Enfield	6	0	7	5	2	20
Total Outer	**74**	**40**	**188**	**250**	**97**	**649**
Greater London	**156**	**91**	**502**	**434**	**184**	**1,367**

Table 7.21 Pedestrian casualties in the Greater London area in 2008 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	2	0	1	1	0	51	6	2	17	3	0	0	0	0	83
01.00-01.59	0	1	0	0	1	39	13	7	9	0	0	0	0	0	70
02.00-02.59	0	0	0	0	2	47	8	5	4	2	0	2	1	0	71
03.00-03.59	0	0	0	0	0	37	13	2	4	1	0	0	1	0	58
04.00-04.59	0	1	3	0	0	9	6	0	5	0	0	0	0	0	24
05.00-05.59	0	0	0	0	0	15	3	0	4	3	0	0	0	0	25
06.00-06.59	0	0	1	0	3	29	1	0	5	2	1	0	5	0	47
07.00-07.59	5	2	8	4	10	93	1	0	12	7	2	4	4	0	152
08.00-08.59	7	8	20	6	26	231	4	2	16	25	2	6	8	1	362
09.00-09.59	12	3	12	7	5	142	9	3	23	24	2	4	8	0	254
10.00-10.59	2	2	5	1	7	124	10	1	15	11	1	4	5	0	188
11.00-11.59	4	1	4	4	7	159	4	1	19	29	2	3	3	0	240
12.00-12.59	4	0	11	6	3	198	7	0	27	13	3	10	5	0	287
13.00-13.59	5	0	7	7	6	182	11	0	30	27	5	2	8	0	290
14.00-14.59	1	2	9	3	6	200	7	0	38	24	1	12	8	0	311
15.00-15.59	6	6	11	3	12	331	14	0	43	35	3	4	9	0	477
16.00-16.59	6	4	19	9	12	312	9	1	44	22	3	3	10	0	454
17.00-17.59	7	6	26	9	24	277	11	1	30	20	1	1	14	1	428
18.00-18.59	7	4	19	7	18	280	8	5	34	11	0	1	5	0	399
19.00-19.59	5	4	11	6	13	209	14	1	19	11	0	1	4	0	298
20.00-20.59	3	3	8	0	4	162	6	1	19	2	0	2	1	0	211
21.00-21.59	0	0	6	1	3	118	2	1	19	2	0	0	1	0	153
22.00-22.59	1	0	5	4	2	95	6	0	8	3	1	2	0	0	127
23.00-23.59	1	0	4	0	0	83	11	2	11	2	1	1	2	0	118
Total	**78**	**47**	**190**	**78**	**164**	**3,423**	**184**	**35**	**455**	**279**	**28**	**62**	**102**	**2**	**5,127**

Table 7.22 Casualties in the Greater London area in 2008 tabulated by casualty class, gender and borough

	Driver		Passenger		Pedestrian		
Borough	**Male**	**Female**	**Male**	**Female**	**Male**	**Female**	**Total**
City of London	190	34	22	28	66	39	379
Westminster	747	157	99	143	246	212	1,604
Camden	416	103	47	91	113	83	853
Islington	348	108	38	57	67	63	681
Hackney	440	144	70	128	109	87	978
Tower Hamlets	518	140	119	132	124	70	1,103
Greenwich	412	159	92	105	77	76	921
Lewisham	436	134	51	110	72	77	880
Southwark	581	173	74	126	131	104	1,189
Lambeth	582	196	70	105	128	106	1,187
Wandsworth	463	132	35	85	92	84	891
Hammersmith and Fulham	335	110	43	52	77	58	675
Kensington and Chelsea	415	118	37	74	89	96	829
Total Inner	**5,883**	**1,708**	**797**	**1,236**	**1,391**	**1,155**	**12,170**
Waltham Forest	396	156	104	111	83	77	927
Redbridge	339	169	92	112	76	49	837
Havering	334	248	94	163	46	47	932
Barking and Dagenham	270	122	53	72	50	48	615
Newham	466	155	115	143	115	83	1,077
Bexley	274	131	52	86	49	40	632
Bromley	385	179	56	117	62	66	865
Croydon	517	244	69	131	105	63	1,129
Sutton	233	149	35	63	50	34	564
Merton	238	100	43	50	49	41	521
Kingston	189	95	37	52	47	33	453
Richmond	249	84	27	44	33	30	467
Hounslow	459	180	69	100	74	48	930
Hillingdon	406	216	91	120	71	56	960
Ealing	443	169	84	124	107	73	1,000
Brent	339	103	66	76	110	91	785
Harrow	197	100	47	46	39	41	470
Barnet	525	220	123	160	101	93	1,222
Haringey	297	90	68	105	108	75	743
Enfield	374	152	100	110	69	49	854
Total Outer	**6,930**	**3,062**	**1,425**	**1,985**	**1,444**	**1,137**	**15,983**
Greater London	**12,813**	**4,770**	**2,222**	**3,221**	**2,835**	**2,292**	**28,153**

Table 7.23 Casualties in the Greater London area in 2008 tabulated by highway authority and borough

Borough	TLRN [1]	Highways Agency	Borough	Total
City of London	168	0	211	379
Westminster	459	0	1,145	1,604
Camden	242	0	611	853
Islington	320	0	361	681
Hackney	472	0	506	978
Tower Hamlets	603	0	500	1,103
Greenwich	292	0	629	921
Lewisham	430	0	450	880
Southwark	576	0	613	1,189
Lambeth	677	0	510	1,187
Wandsworth	450	0	441	891
Hammersmith and Fulham	87	0	588	675
Kensington and Chelsea	272	0	557	829
Total Inner	**5,048**	**0**	**7,122**	**12,170**
Waltham Forest	110	0	817	927
Redbridge	184	9	644	837
Havering	170	107	655	932
Barking and Dagenham	135	0	480	615
Newham	163	0	914	1,077
Bexley	50	0	582	632
Bromley	100	0	765	865
Croydon	239	0	890	1,129
Sutton	193	0	371	564
Merton	76	0	445	521
Kingston	109	0	344	453
Richmond	107	0	360	467
Hounslow	361	64	505	930
Hillingdon	82	117	761	960
Ealing	246	0	754	1,000
Brent	66	0	719	785
Harrow	0	0	470	470
Barnet	271	32	919	1,222
Haringey	158	0	585	743
Enfield	181	56	617	854
Total Outer	**3,001**	**385**	**12,597**	**15,983**
Greater London	**8,049**	**385**	**19,719**	**28,153**

[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 2008 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	0	14	92	1	4	111
Westminster	2	27	222	8	18	277
Camden	3	18	125	2	19	167
Islington	5	15	99	5	36	160
Hackney	14	25	142	0	7	188
Tower Hamlets	6	23	104	3	1	137
Greenwich	2	7	41	2	4	56
Lewisham	13	13	67	2	9	104
Southwark	13	32	176	1	14	236
Lambeth	7	24	155	9	10	205
Wandsworth	5	25	127	5	4	166
Hammersmith and Fulham	0	16	108	0	7	131
Kensington and Chelsea	5	16	121	4	4	150
Total Inner	**75**	**255**	**1,579**	**42**	**137**	**2,088**
Waltham Forest	10	8	34	0	13	65
Redbridge	2	2	25	3	2	34
Havering	11	2	10	2	4	29
Barking and Dagenham	8	6	13	0	2	29
Newham	5	12	49	2	3	71
Bexley	14	3	17	1	0	35
Bromley	10	3	47	5	2	67
Croydon	9	18	63	1	2	93
Sutton	8	10	15	4	1	38
Merton	7	11	40	2	2	62
Kingston	6	6	33	4	3	52
Richmond	9	12	64	5	6	96
Hounslow	15	15	51	8	2	91
Hillingdon	6	10	28	0	9	53
Ealing	6	10	62	2	7	87
Brent	5	8	26	0	15	54
Harrow	7	0	10	1	6	24
Barnet	5	3	28	2	12	50
Haringey	4	9	28	2	9	52
Enfield	6	2	15	1	8	32
Total Outer	**153**	**150**	**658**	**45**	**108**	**1,114**
Greater London	**228**	**405**	**2,237**	**87**	**245**	**3,202**

Table 7.25 Powered two wheeler rider and passenger casualties in the Greater London area in 2008 tabulated by age group and borough

Borough	0-15 years	16-24 years	25-59 years	60+ years	Unknown	Total
City of London	0	11	57	0	3	71
Westminster	1	39	250	3	13	306
Camden	0	40	131	0	13	184
Islington	1	23	78	0	20	122
Hackney	0	35	134	0	7	176
Tower Hamlets	1	28	144	4	12	189
Greenwich	0	30	75	1	7	113
Lewisham	0	26	107	2	5	140
Southwark	0	46	147	3	12	208
Lambeth	3	34	200	3	8	248
Wandsworth	1	38	174	2	9	224
Hammersmith and Fulham	0	32	136	0	10	178
Kensington and Chelsea	1	45	198	2	6	252
Total Inner	**8**	**427**	**1,831**	**20**	**125**	**2,411**
Waltham Forest	1	22	39	0	10	72
Redbridge	2	23	36	1	2	64
Havering	0	30	38	1	8	77
Barking and Dagenham	0	20	35	0	2	57
Newham	0	23	60	1	6	90
Bexley	1	38	39	1	5	84
Bromley	1	34	65	4	3	107
Croydon	1	57	88	3	6	155
Sutton	0	28	56	6	5	95
Merton	1	24	66	5	5	101
Kingston	0	25	41	1	4	71
Richmond	0	22	71	5	5	103
Hounslow	0	25	86	1	7	119
Hillingdon	1	22	35	3	6	67
Ealing	1	35	91	0	6	133
Brent	1	27	57	1	6	92
Harrow	1	12	22	1	12	48
Barnet	0	24	77	0	13	114
Haringey	0	21	61	1	11	94
Enfield	1	20	38	0	9	68
Total Outer	**12**	**532**	**1,101**	**35**	**131**	**1,811**
Greater London	**20**	**959**	**2,932**	**55**	**256**	**4,222**

Table 7.26 Child casualties (0-15 years) in the Greater London area in 2008 by severity, highway authority and borough

	TLRN[1]				Borough				All roads[2]			
Borough	**Fatal**	**Serious**	**Slight**	**Total**	**Fatal**	**Serious**	**Slight**	**Total**	**Fatal**	**Serious**	**Slight**	**Total**
City of London	0	1	2	3	0	0	1	1	0	1	3	4
Westminster	0	3	7	10	1	4	35	40	1	7	42	50
Camden	0	3	6	9	0	1	17	18	0	4	23	27
Islington	0	3	11	14	0	4	17	21	0	7	28	35
Hackney	0	5	27	32	0	12	38	50	0	17	65	82
Tower Hamlets	0	3	27	30	0	9	47	56	0	12	74	86
Greenwich	0	2	11	13	3	11	64	78	3	13	75	91
Lewisham	0	7	27	34	2	7	40	49	2	14	67	83
Southwark	0	4	24	28	0	4	40	44	0	8	64	72
Lambeth	0	3	35	38	1	8	35	44	1	11	70	82
Wandsworth	0	5	14	19	0	4	29	33	0	9	43	52
Hammersmith and Fulham	0	0	1	1	0	5	26	31	0	5	27	32
Kensington and Chelsea	0	1	8	9	0	1	20	21	0	2	28	30
Total Inner	**0**	**40**	**200**	**240**	**7**	**70**	**409**	**486**	**7**	**110**	**609**	**726**
Waltham Forest	0	0	7	7	1	16	72	89	1	16	79	96
Redbridge	0	1	12	13	1	6	59	66	1	7	71	79
Havering	0	0	6	6	0	8	53	61	0	8	62	70
Barking and Dagenham	0	0	2	2	0	5	60	65	0	5	62	67
Newham	0	0	5	5	0	17	73	90	0	17	78	95
Bexley	0	0	3	3	0	14	58	72	0	14	61	75
Bromley	0	0	4	4	1	15	54	70	1	15	58	74
Croydon	0	1	12	13	1	14	69	84	1	15	81	97
Sutton	0	4	11	15	0	3	29	32	0	7	40	47
Merton	0	0	4	4	0	2	31	33	0	2	35	37
Kingston	0	0	7	7	0	2	30	32	0	2	37	39
Richmond	0	0	2	2	0	4	24	28	0	4	26	30
Hounslow	0	1	21	22	0	8	49	57	0	9	73	82
Hillingdon	0	0	3	3	1	8	59	68	1	8	66	75
Ealing	0	0	8	8	1	11	44	56	1	11	52	64
Brent	1	0	1	2	1	11	46	58	2	11	47	60
Harrow	0	0	0	0	0	5	38	43	0	5	38	43
Barnet	0	0	7	7	0	11	65	76	1	11	72	84
Haringey	0	1	9	10	1	7	38	46	1	8	47	56
Enfield	0	2	8	10	0	6	49	55	0	8	60	68
Total Outer	**1**	**10**	**132**	**143**	**8**	**173**	**1000**	**1181**	**10**	**183**	**1145**	**1338**
Greater London	**1**	**50**	**332**	**383**	**15**	**243**	**1409**	**1667**	**17**	**293**	**1754**	**2064**

[1] TLRN is the Transport for London Road Network. *[2] Includes Highways Agency roads*

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 7.27 Child pedestrian casualties (0-15 years) in the Greater London area in 2008 by severity, highway authority and borough

	TLRN[1]				Borough				All roads[2]			
Borough	**Fatal**	**Serious**	**Slight**	**Total**	**Fatal**	**Serious**	**Slight**	**Total**	**Fatal**	**Serious**	**Slight**	**Total**
City of London	0	1	0	1	0	0	0	0	0	1	0	1
Westminster	0	1	1	2	1	3	22	26	1	4	23	28
Camden	0	1	4	5	0	1	9	10	0	2	13	15
Islington	0	2	5	7	0	3	10	13	0	5	15	20
Hackney	0	3	9	12	0	8	21	29	0	11	30	41
Tower Hamlets	0	3	5	8	0	6	26	32	0	9	31	40
Greenwich	0	1	3	4	1	8	41	50	1	9	44	54
Lewisham	0	5	8	13	2	5	15	22	2	10	23	35
Southwark	0	3	14	17	0	1	26	27	0	4	40	44
Lambeth	0	3	23	26	0	5	22	27	0	8	45	53
Wandsworth	0	4	5	9	0	3	19	22	0	7	24	31
Hammersmith and Fulham	0	0	0	0	0	5	16	21	0	5	16	21
Kensington and Chelsea	0	1	0	1	0	0	9	9	0	1	9	10
Total Inner	**0**	**28**	**77**	**105**	**4**	**48**	**236**	**288**	**4**	**76**	**313**	**393**
Waltham Forest	0	0	0	0	1	11	38	50	1	11	38	50
Redbridge	0	1	0	1	0	5	34	39	0	6	34	40
Havering	0	0	0	0	0	7	18	25	0	7	18	25
Barking and Dagenham	0	0	0	0	0	5	35	40	0	5	35	40
Newham	0	0	0	0	0	14	48	62	0	14	48	62
Bexley	0	0	1	1	0	9	28	37	0	9	29	38
Bromley	0	0	1	1	1	7	25	33	1	7	26	34
Croydon	0	1	4	5	1	10	35	46	1	11	39	51
Sutton	0	3	7	10	0	1	14	15	0	4	21	25
Merton	0	0	1	1	0	2	11	13	0	2	12	14
Kingston	0	0	2	2	0	1	14	15	0	1	16	17
Richmond	0	0	1	1	0	3	9	12	0	3	10	13
Hounslow	0	1	3	4	0	5	32	37	0	6	35	41
Hillingdon	0	0	0	0	1	7	31	39	1	7	31	39
Ealing	0	0	3	3	1	8	24	33	1	8	27	36
Brent	1	0	0	1	1	11	27	39	2	11	27	40
Harrow	0	0	0	0	0	3	22	25	0	3	22	25
Barnet	0	0	0	0	0	9	36	45	1	9	36	46
Haringey	0	1	5	6	1	6	21	28	1	7	26	34
Enfield	0	1	2	3	0	5	21	26	0	6	23	29
Total Outer	**1**	**8**	**30**	**39**	**7**	**129**	**523**	**659**	**9**	**137**	**553**	**699**
Greater London	**1**	**36**	**107**	**144**	**11**	**177**	**759**	**947**	**13**	**213**	**866**	**1092**

[1] *TLRN is the Transport for London Road Network.* [2] *Includes Highways Agency roads*

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 7.28 Casualties in Greater London on the TLRN[1] in 2008 by mode of travel and borough

Borough	Pedest-rians	Pedal cyclists	Powered two wheelers	Car	Taxi	Private hire	Bus or coach	Goods vehicle	Other	Total
City of London	34	46	39	25	5	0	17	2	0	168
Westminster	84	77	96	111	33	4	30	17	7	459
Camden	48	41	43	79	8	0	17	5	1	242
Islington	61	64	51	114	3	2	20	4	1	320
Hackney	97	80	98	139	0	7	47	3	1	472
Tower Hamlets	84	63	127	273	2	3	23	16	12	603
Greenwich	18	12	50	184	3	0	6	13	6	292
Lewisham	68	51	77	194	1	0	31	8	0	430
Southwark	121	117	109	162	7	0	55	5	0	576
Lambeth	132	112	151	190	6	1	63	14	8	677
Wandsworth	74	86	126	142	5	0	10	7	0	450
Hammersmith and Fulham	10	5	22	46	1	0	1	2	0	87
Kensington and Chelsea	49	42	91	69	4	0	12	5	0	272
Total Inner	**880**	**796**	**1,080**	**1,728**	**78**	**17**	**332**	**101**	**36**	**5,048**
Waltham Forest	1	1	8	92	0	0	3	3	2	110
Redbridge	9	4	20	143	1	0	0	6	1	184
Havering	2	0	15	141	0	1	4	6	1	170
Barking and Dagenham	2	3	13	102	0	4	0	10	1	135
Newham	2	4	26	119	0	0	0	6	6	163
Bexley	1	0	8	39	1	0	0	1	0	50
Bromley	12	9	9	61	0	0	3	4	2	100
Croydon	21	29	40	139	0	0	8	2	0	239
Sutton	27	10	39	108	1	0	4	4	0	193
Merton	11	9	19	34	0	0	2	1	0	76
Kingston	7	9	18	69	0	0	1	5	0	109
Richmond	11	25	34	31	0	0	3	3	0	107
Hounslow	16	27	53	230	8	1	7	9	10	361
Hillingdon	5	2	8	56	0	1	1	9	0	82
Ealing	17	7	43	159	3	0	6	11	0	246
Brent	4	3	5	52	0	0	0	2	0	66
Harrow	0	0	0	0	0	0	0	0	0	0
Barnet	9	6	36	202	0	0	2	14	2	271
Haringey	29	11	19	74	0	0	24	1	0	158
Enfield	18	5	17	130	0	0	3	8	0	181
Total Outer	**204**	**164**	**430**	**1,981**	**14**	**7**	**71**	**105**	**25**	**3,001**
Greater London	**1,084**	**960**	**1,510**	**3,709**	**92**	**24**	**403**	**206**	**61**	**8,049**

[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 7.29 Casualties in Greater London on borough roads in 2008 by mode of travel and borough

Borough	Pedest-rians	Pedal cyclists	Powered two wheelers	Car	Taxi	Private hire	Bus or coach	Goods vehicle	Other	Total
City of London	71	65	32	16	11	0	12	4	0	211
Westminster	374	200	210	202	53	2	83	15	6	1,145
Camden	148	126	141	140	15	0	34	2	5	611
Islington	69	96	71	96	6	0	22	1	0	361
Hackney	99	108	78	175	0	3	37	1	5	506
Tower Hamlets	110	74	62	203	10	7	28	5	1	500
Greenwich	135	44	63	310	4	0	54	18	1	629
Lewisham	81	53	63	215	4	0	26	7	1	450
Southwark	114	119	99	213	5	0	56	6	1	613
Lambeth	102	93	97	182	4	0	23	6	3	510
Wandsworth	102	80	98	116	5	0	26	9	5	441
Hammersmith and Fulham	125	126	156	147	5	0	18	6	5	588
Kensington and Chelsea	136	108	161	77	31	0	28	13	3	557
Total Inner	**1,666**	**1,292**	**1,331**	**2,092**	**153**	**12**	**447**	**93**	**36**	**7,122**
Waltham Forest	159	64	64	477	3	7	31	4	8	817
Redbridge	116	30	44	405	9	5	28	2	5	644
Havering	91	29	57	421	3	10	34	5	5	655
Barking and Dagenham	96	26	44	274	3	5	16	12	4	480
Newham	196	67	64	504	3	9	51	11	9	914
Bexley	88	35	76	340	1	0	32	9	1	582
Bromley	116	58	98	437	2	0	40	10	4	765
Croydon	147	64	115	481	4	0	54	17	8	890
Sutton	57	28	56	193	1	0	28	6	2	371
Merton	79	53	82	200	0	0	15	15	1	445
Kingston	73	43	53	149	1	0	18	3	4	344
Richmond	52	71	69	130	0	0	29	6	3	360
Hounslow	106	64	58	238	4	0	27	7	1	505
Hillingdon	121	51	59	473	1	1	33	19	3	761
Ealing	163	80	90	353	4	0	49	13	2	754
Brent	197	51	87	322	10	0	42	9	1	719
Harrow	80	24	48	308	2	0	3	5	0	470
Barnet	184	44	75	561	2	0	46	6	1	919
Haringey	154	41	75	253	5	0	43	12	2	585
Enfield	100	27	50	395	3	0	18	14	10	617
Total Outer	**2,375**	**950**	**1,364**	**6,914**	**61**	**37**	**637**	**185**	**74**	**12,597**
Greater London	**4,041**	**2,242**	**2,695**	**9,006**	**214**	**49**	**1,084**	**278**	**110**	**19,719**

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 7.30 Casualties in Greater London on Highways Agency roads in 2008 by mode of travel and borough

Borough	Pedest-rians	Pedal cyclists	Powered two wheelers	Car	Taxi	Private hire	Bus or coach	Goods vehicle	Other	Total
City of London	0	0	0	0	0	0	0	0	0	0
Westminster	0	0	0	0	0	0	0	0	0	0
Camden	0	0	0	0	0	0	0	0	0	0
Islington	0	0	0	0	0	0	0	0	0	0
Hackney	0	0	0	0	0	0	0	0	0	0
Tower Hamlets	0	0	0	0	0	0	0	0	0	0
Greenwich	0	0	0	0	0	0	0	0	0	0
Lewisham	0	0	0	0	0	0	0	0	0	0
Southwark	0	0	0	0	0	0	0	0	0	0
Lambeth	0	0	0	0	0	0	0	0	0	0
Wandsworth	0	0	0	0	0	0	0	0	0	0
Hammersmith and Fulham	0	0	0	0	0	0	0	0	0	0
Kensington and Chelsea	0	0	0	0	0	0	0	0	0	0
Total Inner	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Waltham Forest	0	0	0	0	0	0	0	0	0	0
Redbridge	0	0	0	9	0	0	0	0	0	9
Havering	0	0	5	90	0	0	0	12	0	107
Barking and Dagenham	0	0	0	0	0	0	0	0	0	0
Newham	0	0	0	0	0	0	0	0	0	0
Bexley	0	0	0	0	0	0	0	0	0	0
Bromley	0	0	0	0	0	0	0	0	0	0
Croydon	0	0	0	0	0	0	0	0	0	0
Sutton	0	0	0	0	0	0	0	0	0	0
Merton	0	0	0	0	0	0	0	0	0	0
Kingston	0	0	0	0	0	0	0	0	0	0
Richmond	0	0	0	0	0	0	0	0	0	0
Hounslow	0	0	8	41	5	1	2	7	0	64
Hillingdon	1	0	0	101	0	0	3	12	0	117
Ealing	0	0	0	0	0	0	0	0	0	0
Brent	0	0	0	0	0	0	0	0	0	0
Harrow	0	0	0	0	0	0	0	0	0	0
Barnet	1	0	3	28	0	0	0	0	0	32
Haringey	0	0	0	0	0	0	0	0	0	0
Enfield	0	0	1	45	0	0	0	10	0	56
Total Outer	**2**	**0**	**17**	**314**	**5**	**1**	**5**	**41**	**0**	**385**
Greater London	**2**	**0**	**17**	**314**	**5**	**1**	**5**	**41**	**0**	**385**

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 7.31 Casualties in Greater London on all roads in 2008 by mode of travel and borough

Borough	Pedest-rians	Pedal cyclists	Powered two wheelers	Car	Taxi	Private hire	Bus or coach	Goods vehicle	Other	Total
City of London	105	111	71	41	16	0	29	6	0	379
Westminster	458	277	306	313	86	6	113	32	13	1,604
Camden	196	167	184	219	23	0	51	7	6	853
Islington	130	160	122	210	9	2	42	5	1	681
Hackney	196	188	176	314	0	10	84	4	6	978
Tower Hamlets	194	137	189	476	12	10	51	21	13	1,103
Greenwich	153	56	113	494	7	0	60	31	7	921
Lewisham	149	104	140	409	5	0	57	15	1	880
Southwark	235	236	208	375	12	0	111	11	1	1,189
Lambeth	234	205	248	372	10	1	86	20	11	1,187
Wandsworth	176	166	224	258	10	0	36	16	5	891
Hammersmith and Fulham	135	131	178	193	6	0	19	8	5	675
Kensington and Chelsea	185	150	252	146	35	0	40	18	3	829
Total Inner	**2,546**	**2,088**	**2,411**	**3,820**	**231**	**29**	**779**	**194**	**72**	**12,170**
Waltham Forest	160	65	72	569	3	7	34	7	10	927
Redbridge	125	34	64	557	10	5	28	8	6	837
Havering	93	29	77	652	3	11	38	23	6	932
Barking and Dagenham	98	29	57	376	3	9	16	22	5	615
Newham	198	71	90	623	3	9	51	17	15	1,077
Bexley	89	35	84	379	2	0	32	10	1	632
Bromley	128	67	107	498	2	0	43	14	6	865
Croydon	168	93	155	620	4	0	62	19	8	1,129
Sutton	84	38	95	301	2	0	32	10	2	564
Merton	90	62	101	234	0	0	17	16	1	521
Kingston	80	52	71	218	1	0	19	8	4	453
Richmond	63	96	103	161	0	0	32	9	3	467
Hounslow	122	91	119	509	17	2	36	23	11	930
Hillingdon	127	53	67	630	1	2	37	40	3	960
Ealing	180	87	133	512	7	0	55	24	2	1,000
Brent	201	54	92	374	10	0	42	11	1	785
Harrow	80	24	48	308	2	0	3	5	0	470
Barnet	194	50	114	791	2	0	48	20	3	1,222
Haringey	183	52	94	327	5	0	67	13	2	743
Enfield	118	32	68	570	3	0	21	32	10	854
Total Outer	**2,581**	**1,114**	**1,811**	**9,209**	**80**	**45**	**713**	**331**	**99**	**15,983**
Greater London	**5,127**	**3,202**	**4,222**	**13,029**	**311**	**74**	**1,492**	**525**	**171**	**28,153**

8. Vehicles

Table 8.1 Vehicles involved in collisions in the Greater London area in 2008 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	122	9	32	12	37	130	75	0	61	50	12	17	3	0	560
Westminster	288	48	136	32	145	938	249	3	244	183	11	27	30	0	2,334
Camden	177	21	108	16	65	585	72	0	83	86	3	18	11	0	1,245
Islington	164	16	69	17	37	591	18	2	55	47	3	10	7	1	1,037
Hackney	196	18	95	45	36	818	13	31	107	31	14	11	36	0	1,451
Tower Hamlets	148	15	76	38	74	986	23	16	70	68	18	16	34	2	1,584
Greenwich	57	7	43	21	51	957	13	0	85	81	13	15	17	0	1,360
Lewisham	106	8	50	32	59	872	14	1	72	66	5	21	6	1	1,313
Southwark	242	22	106	40	80	968	27	0	129	132	8	18	15	0	1,787
Lambeth	213	26	105	49	113	1,026	31	2	126	104	11	16	10	1	1,833
Wandsworth	174	31	106	18	94	735	25	0	61	79	10	12	17	0	1,362
Hammersmith and Fulham	132	30	83	17	64	549	32	1	47	75	10	8	9	0	1,057
Kensington and Chelsea	158	36	112	22	95	578	83	1	73	87	10	10	12	0	1,277
Total Inner	**2,177**	**287**	**1,121**	**359**	**950**	**9,733**	**675**	**57**	**1,213**	**1,089**	**128**	**199**	**207**	**5**	**18,200**
Waltham Forest	70	18	37	6	22	1,038	6	13	55	18	6	17	36	0	1,342
Redbridge	34	7	23	12	25	959	9	6	28	23	1	7	36	0	1,170
Havering	30	12	32	14	24	966	6	16	43	37	5	38	39	0	1,262
Barking and Dagenham	30	9	21	12	18	702	4	12	25	28	14	9	16	1	901
Newham	75	13	33	21	35	1,170	6	16	66	28	8	16	46	2	1,535
Bexley	35	18	32	17	24	685	7	0	42	47	3	10	3	1	924
Bromley	68	12	31	24	49	882	3	0	59	57	6	8	9	1	1,209
Croydon	94	22	68	32	49	1,261	9	0	74	78	9	8	10	1	1,715
Sutton	40	8	39	20	31	629	3	1	36	32	7	5	5	0	856
Merton	64	19	39	9	41	487	4	1	26	62	13	6	12	0	783
Kingston	52	13	22	5	33	456	6	0	38	29	4	4	4	0	666
Richmond	96	17	38	12	42	427	6	0	49	38	8	5	6	0	744
Hounslow	92	19	41	7	60	995	31	2	56	69	14	16	14	0	1,416
Hillingdon	55	12	23	7	26	1,099	6	4	55	87	1	26	9	0	1,410
Ealing	91	17	48	9	66	1,059	11	2	69	89	19	21	8	0	1,509
Brent	54	13	49	11	39	834	11	0	51	45	1	10	4	0	1,122
Harrow	25	5	20	5	16	559	3	0	16	25	3	3	0	0	680
Barnet	50	9	48	12	53	1,429	4	0	57	52	7	17	6	0	1,744
Haringey	55	5	49	7	44	740	6	3	83	47	5	5	5	0	1,054
Enfield	33	6	26	8	29	1,028	8	1	36	61	5	15	9	0	1,265
Total Outer	**1,143**	**254**	**719**	**250**	**726**	**17,405**	**149**	**77**	**964**	**952**	**139**	**246**	**277**	**6**	**23,307**
Greater London	**3,320**	**541**	**1,840**	**609**	**1,676**	**27,138**	**824**	**134**	**2,177**	**2,041**	**267**	**445**	**484**	**11**	**41,507**

Table 8.2 Vehicles involved in collisions in the Greater London area in 2008 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	2	3	6	9	21	56	91	214	40	6	111	560
Westminster	4	5	13	15	23	26	93	209	336	873	178	59	500	2,334
Camden	4	5	4	10	13	16	69	108	209	405	80	28	294	1,245
Islington	9	5	3	5	10	13	39	88	115	301	35	12	402	1,037
Hackney	13	8	22	18	32	22	82	152	235	509	58	22	278	1,451
Tower Hamlets	11	4	12	18	30	35	103	173	242	514	65	25	352	1,584
Greenwich	5	7	21	33	28	19	78	126	155	507	83	32	266	1,360
Lewisham	16	6	17	14	24	17	79	136	154	505	53	31	261	1,313
Southwark	16	6	15	19	27	30	101	168	262	648	95	27	373	1,787
Lambeth	12	1	18	19	20	32	96	181	281	636	103	52	382	1,833
Wandsworth	10	6	15	14	22	22	76	157	222	447	73	37	261	1,362
Hammersmith and Fulham	2	2	6	12	19	14	63	104	179	355	60	27	214	1,057
Kensington and Chelsea	8	3	8	9	15	12	64	142	179	497	78	31	231	1,277
Total Inner	**111**	**58**	**156**	**189**	**269**	**267**	**964**	**1,800**	**2,660**	**6,411**	**1,001**	**389**	**3,925**	**18,200**
Waltham Forest	15	12	14	16	29	27	79	113	151	398	60	38	390	1,342
Redbridge	4	11	29	28	22	27	72	96	175	350	72	45	239	1,170
Havering	17	18	50	46	27	21	77	106	131	364	104	62	239	1,262
Barking and Dagenham	12	9	17	18	20	15	60	80	110	303	65	29	163	901
Newham	6	7	23	24	34	31	114	169	211	407	71	29	409	1,535
Bexley	28	19	22	20	25	20	61	66	94	285	81	41	162	924
Bromley	19	13	42	41	30	25	77	89	119	370	95	74	215	1,209
Croydon	29	19	45	33	31	29	99	162	183	553	110	65	357	1,715
Sutton	13	12	29	27	21	22	49	55	68	294	84	42	140	856
Merton	14	8	12	10	11	22	44	74	99	253	53	26	157	783
Kingston	10	8	11	16	15	17	37	54	84	207	37	40	130	666
Richmond	17	10	16	12	7	10	33	65	101	239	60	39	135	744
Hounslow	20	12	21	18	21	29	74	137	185	444	106	47	302	1,416
Hillingdon	11	10	30	23	25	38	78	115	174	399	86	46	375	1,410
Ealing	10	6	22	18	21	16	95	138	221	477	86	45	354	1,509
Brent	7	5	16	11	15	15	53	86	153	278	41	36	406	1,122
Harrow	9	7	12	5	11	6	35	48	56	177	45	28	241	680
Barnet	6	12	21	23	18	17	49	119	204	387	90	69	729	1,744
Haringey	6	4	8	17	14	5	59	77	145	296	40	23	360	1,054
Enfield	8	3	15	22	22	22	47	101	127	282	67	48	501	1,265
Total Outer	**261**	**205**	**455**	**428**	**419**	**414**	**1,292**	**1,950**	**2,791**	**6,763**	**1,453**	**872**	**6,004**	**23,307**
Greater London	**372**	**263**	**611**	**617**	**688**	**681**	**2,256**	**3,750**	**5,451**	**13,174**	**2,454**	**1,261**	**9,929**	**41,507**

Table 8.3 Vehicles involved in collisions in the Greater London area in 2008 tabulated by skidding/overturning and borough

Borough	Skidded	Skidded & overturned	Jack-knifed	Jack-knifed & overturned	Overturned	No skid/ overturn	Total
City of London	46	1	0	0	1	512	560
Westminster	121	12	0	0	6	2,195	2,334
Camden	65	4	0	0	4	1,172	1,245
Islington	9	2	0	0	6	1,020	1,037
Hackney	49	17	0	0	19	1,366	1,451
Tower Hamlets	74	12	0	0	19	1,479	1,584
Greenwich	45	3	0	0	6	1,306	1,360
Lewisham	30	4	0	0	2	1,277	1,313
Southwark	25	3	0	0	5	1,754	1,787
Lambeth	41	3	0	0	7	1,782	1,833
Wandsworth	33	5	0	0	9	1,315	1,362
Hammersmith and Fulham	23	6	0	0	4	1,024	1,057
Kensington and Chelsea	30	4	0	0	3	1,240	1,277
Total Inner	**591**	**76**	**0**	**0**	**91**	**17,442**	**18,200**
Waltham Forest	59	11	0	0	12	1,260	1,342
Redbridge	63	9	0	0	11	1,087	1,170
Havering	115	18	0	0	20	1,109	1,262
Barking and Dagenham	56	8	0	0	8	829	901
Newham	73	10	0	0	17	1,435	1,535
Bexley	27	3	0	0	5	889	924
Bromley	41	12	1	0	4	1,151	1,209
Croydon	46	6	0	0	8	1,655	1,715
Sutton	15	1	0	0	4	836	856
Merton	30	4	0	0	3	746	783
Kingston	23	7	0	0	1	635	666
Richmond	32	1	0	0	5	706	744
Hounslow	33	4	0	0	9	1,370	1,416
Hillingdon	31	11	0	0	8	1,360	1,410
Ealing	41	11	0	0	8	1,449	1,509
Brent	17	2	0	0	2	1,101	1,122
Harrow	11	4	0	0	2	663	680
Barnet	35	10	0	0	6	1,693	1,744
Haringey	17	1	0	0	4	1,032	1,054
Enfield	20	4	0	0	6	1,235	1,265
Total Outer	**785**	**137**	**1**	**0**	**143**	**22,241**	**23,307**
Greater London	**1,376**	**213**	**1**	**0**	**234**	**39,683**	**41,507**

Table 8.4 Drivers of motor vehicles involved in collisions in the Greater London area in 2008 tabulated by breath test and borough

Borough	Positive	Negative	Not required	Failed to provide	Driver not contacted	Not provided (medical reasons)	Total
City of London	4	252	45	0	132	7	440
Westminster	9	864	507	0	595	77	2,052
Camden	1	404	339	1	295	30	1,070
Islington	2	184	462	2	220	17	887
Hackney	3	327	799	2	258	42	1,431
Tower Hamlets	8	421	599	2	444	47	1,521
Greenwich	6	530	345	1	371	52	1,305
Lewisham	10	521	298	0	336	43	1,208
Southwark	13	546	500	0	443	48	1,550
Lambeth	12	598	477	3	471	62	1,623
Wandsworth	4	482	328	1	324	58	1,197
Hammersmith and Fulham	6	451	170	1	269	33	930
Kensington and Chelsea	3	479	295	0	284	61	1,122
Total Inner	**81**	**6,059**	**5,164**	**13**	**4,442**	**577**	**16,336**
Waltham Forest	9	430	295	3	559	29	1,325
Redbridge	14	376	480	0	240	42	1,152
Havering	8	460	451	0	291	45	1,255
Barking and Dagenham	11	212	453	1	172	30	879
Newham	8	393	773	1	287	64	1,526
Bexley	11	414	187	0	232	44	888
Bromley	17	602	154	2	304	62	1,141
Croydon	12	463	598	2	497	50	1,622
Sutton	7	306	277	1	185	42	818
Merton	0	265	212	0	216	31	724
Kingston	3	303	119	0	162	27	614
Richmond	2	263	190	0	167	28	650
Hounslow	6	472	365	3	422	59	1,327
Hillingdon	7	348	575	3	374	48	1,355
Ealing	10	512	329	1	506	63	1,421
Brent	1	252	544	1	242	31	1,071
Harrow	1	147	296	3	190	18	655
Barnet	7	410	836	2	401	42	1,698
Haringey	0	376	254	1	341	29	1,001
Enfield	1	200	590	0	414	29	1,234
Total Outer	**135**	**7,204**	**7,978**	**24**	**6,202**	**813**	**22,356**
Greater London	**216**	**13,263**	**13,142**	**37**	**10,644**	**1,390**	**38,692**

Table 8.5 Vehicles involved in collisions in the Greater London area in 2008 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	11	24	36	17	39	64	36	69	296
Westminster	85	133	157	58	179	232	181	182	1,207
Camden	36	73	68	19	80	147	170	102	695
Islington	46	36	18	16	47	147	289	81	680
Hackney	57	88	92	25	68	204	76	65	675
Tower Hamlets	41	90	89	19	81	193	137	69	719
Greenwich	44	116	48	16	63	145	109	60	601
Lewisham	47	81	40	14	76	178	91	108	635
Southwark	44	71	74	31	109	247	103	141	820
Lambeth	51	102	58	38	86	263	118	155	871
Wandsworth	47	60	42	26	99	246	62	69	651
Hammersmith and Fulham	49	53	40	17	79	177	53	64	532
Kensington and Chelsea	53	54	48	35	65	197	57	65	574
Total Inner	**611**	**981**	**810**	**331**	**1,071**	**2,440**	**1,482**	**1,230**	**8,956**
Waltham Forest	70	52	25	13	40	107	67	23	397
Redbridge	55	69	39	11	52	136	57	25	444
Havering	49	91	63	7	33	142	82	27	494
Barking and Dagenham	54	60	34	2	36	84	45	16	331
Newham	62	132	81	14	58	153	108	37	645
Bexley	47	46	36	7	46	106	51	49	388
Bromley	70	63	35	11	57	201	50	64	551
Croydon	65	127	69	16	80	235	125	93	810
Sutton	26	48	32	7	48	142	53	51	407
Merton	37	33	23	13	37	143	54	47	387
Kingston	27	53	19	3	40	101	48	36	327
Richmond	39	40	26	15	47	112	51	45	375
Hounslow	43	90	44	13	73	171	134	38	606
Hillingdon	37	102	27	23	61	168	290	39	747
Ealing	65	117	42	8	100	192	110	59	693
Brent	44	42	22	8	46	152	301	73	688
Harrow	41	22	7	8	26	105	130	33	372
Barnet	58	48	25	19	52	202	595	92	1,091
Haringey	47	68	25	12	51	112	198	52	565
Enfield	60	63	25	12	53	122	346	43	724
Total Outer	**996**	**1,366**	**699**	**222**	**1,036**	**2,886**	**2,895**	**942**	**11,042**
Greater London	**1,607**	**2,347**	**1,509**	**553**	**2,107**	**5,326**	**4,377**	**2,172**	**19,998**

Table 8.5 (cont.) Vehicles involved in collisions in the Greater London area in 2008 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	17	9	4	3	222	9	560
Westminster	46	40	12	26	947	56	2,334
Camden	15	13	8	6	490	18	1,245
Islington	6	10	7	3	328	3	1,037
Hackney	13	10	20	11	689	33	1,451
Tower Hamlets	30	26	22	8	745	34	1,584
Greenwich	30	19	25	22	646	17	1,360
Lewisham	16	7	19	26	591	19	1,313
Southwark	25	19	35	33	834	21	1,787
Lambeth	22	19	20	20	856	25	1,833
Wandsworth	13	8	33	47	591	19	1,362
Hammersmith and Fulham	11	13	19	28	445	9	1,057
Kensington and Chelsea	19	17	22	32	593	20	1,277
Total Inner	**263**	**210**	**246**	**265**	**7,977**	**283**	**18,200**
Waltham Forest	9	8	20	12	863	33	1,342
Redbridge	9	4	21	23	649	20	1,170
Havering	19	27	24	32	643	23	1,262
Barking and Dagenham	16	11	12	3	517	11	901
Newham	25	25	16	16	770	38	1,535
Bexley	6	7	27	21	464	11	924
Bromley	5	3	30	34	567	19	1,209
Croydon	10	8	17	30	817	23	1,715
Sutton	3	3	8	9	415	11	856
Merton	6	7	21	22	323	17	783
Kingston	4	9	18	17	282	9	666
Richmond	4	5	20	20	315	5	744
Hounslow	18	19	43	47	668	15	1,416
Hillingdon	9	12	28	29	568	17	1,410
Ealing	22	16	29	41	687	21	1,509
Brent	13	2	17	17	360	25	1,122
Harrow	3	0	11	9	278	7	680
Barnet	11	11	26	27	558	20	1,744
Haringey	6	4	6	17	443	13	1,054
Enfield	9	10	19	21	465	17	1,265
Total Outer	**207**	**191**	**413**	**447**	**10,652**	**355**	**23,307**
Greater London	**470**	**401**	**659**	**712**	**18,629**	**638**	**41,507**

Table 8.6 Vehicles involved in collisions in the Greater London area in 2008 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	5	44	64	3	102	202	155	313	888
Motor cycle up to 50cc	3	29	10	1	11	23	18	96	191
Motor cycle 50 to 125cc	3	60	35	3	41	85	113	352	692
Motor cycle 125 to 500cc	2	31	9	6	15	30	15	107	215
Motor cycle over 500cc	4	56	42	5	44	69	56	301	577
Car	1,302	1,522	832	433	1,461	4,264	3,546	819	14,179
Taxi	35	45	45	44	47	105	94	26	441
Private hire	9	9	9	3	1	17	9	1	58
Bus or coach	91	357	309	0	96	102	203	61	1,219
Goods up to 3.5 tonnes MGW	92	128	85	35	177	323	116	69	1,025
Goods 3.5 to 7.5 tonnes MGW	6	18	12	6	27	29	5	6	109
Goods over 7.5 tonnes MGW	20	19	33	4	54	15	25	11	181
Other motor vehicle	32	29	23	10	30	61	22	10	217
Other non-motor vehicle	3	0	1	0	1	1	0	0	6
Total	**1,607**	**2,347**	**1,509**	**553**	**2,107**	**5,326**	**4,377**	**2,172**	**19,998**

Table 8.6 (cont.) Vehicles involved in collisions in the Greater London area in 2008 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	17	38	37	76	2,262	2	3,320
Motor cycle up to 50cc	2	4	6	10	328	0	541
Motor cycle 50 to 125cc	7	9	41	38	1,051	2	1,840
Motor cycle 125 to 500cc	6	4	16	18	349	1	609
Motor cycle over 500cc	10	16	42	38	992	1	1,676
Car	291	229	429	444	11,114	452	27,138
Taxi	9	11	11	10	330	12	824
Private hire	1	1	1	3	66	4	134
Bus or coach	24	14	27	30	857	6	2,177
Goods up to 3.5 tonnes MGW	57	26	29	20	772	112	2,041
Goods 3.5 to 7.5 tonnes MGW	14	11	8	3	112	10	267
Goods over 7.5 tonnes MGW	23	29	5	14	177	16	445
Other motor vehicle	9	9	7	8	214	20	484
Other non-motor vehicle	0	0	0	0	5	0	11
Total	**470**	**401**	**659**	**712**	**18,629**	**638**	**41,507**

Figure 8.7: Age profile of motor vehicle drivers involved in collisions in Greater London 2008

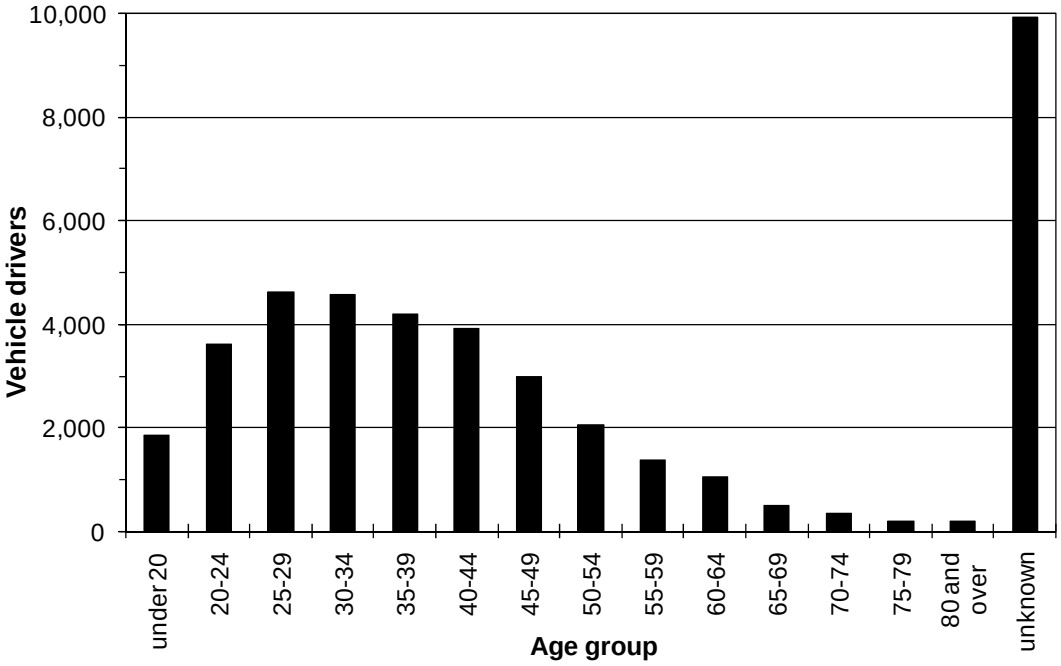
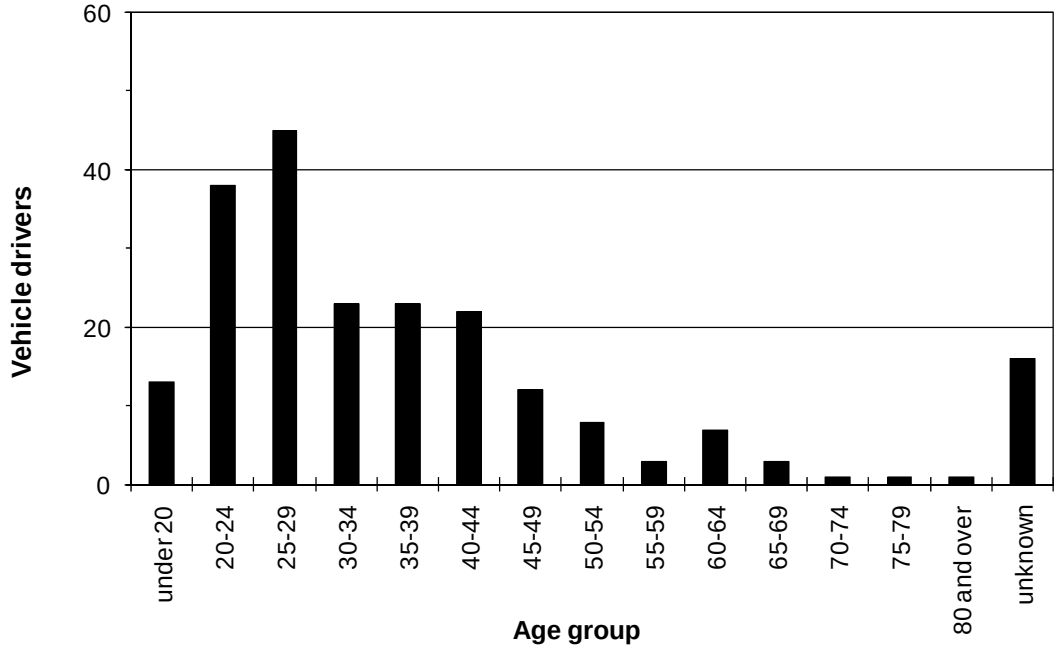


Figure 8.8: Positive breath tests for drivers involved in collisions in Greater London 2008



The London Road Safety Unit is part of Transport for London.

Transport for London (TfL) operates and improves conditions on 580km of London's most important roads. You will recognise these roads as 'Red Routes'. They carry nearly a third of all London's traffic.

We work on behalf of the Mayor of London to improve Red Routes for pedestrians, cyclists, bus passengers, people with disabilities, drivers and transporting goods.

In particular we aim to:

- Improve road safety
- Improve public transport
- Provide and improve facilities for sustainable transport such as cycling and walking
- Improve the street environment
- Reduce congestion.

This report presents statistics and commentary on road traffic collisions involving personal injury that occurred in the Greater London area during 2008. Information has been derived from collisions reported to the Metropolitan and City of London police services.

A summary of the work carried out during the year by the London Road Safety Unit is also provided.

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