

Towards the year 2010:
monitoring casualties in Greater London

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London Road Safety Unit

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Road Safety in London

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Summary

1 This report presents an analysis of progress towards the current road casualty reduction targets in London, using data up to the end of the year 2006.

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

- a 40% reduction in the number of people killed or seriously injured (KSI) in road accidents
- 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.

3 In addition, one of the key proposals published in *The Mayor's Transport Strategy* in July 2001 was to develop the first London-wide Road Safety Plan, which was led by Transport for London (TfL) Street Management. After wide consultation *London's Road Safety Plan* was published in November 2001.

4 *The Mayor's Transport Strategy* promotes an increase in walking and cycling, and also recognises the recent increase in the use of powered two-wheelers. As well as endorsing the national targets, *London's Road Safety Plan* recognised the particular circumstances in London for vulnerable road users. Thus, the 40% reduction for KSI casualties in London was applied to:

- pedestrians
- pedal cyclists
- powered two-wheeler users

to ensure that attention is focussed on these groups.

5 These targets had largely been achieved in London by 2004, apart from those for powered two-wheelers. The Mayor therefore announced new, more challenging targets in March 2006 to be achieved by the end of 2010 following consultation with stakeholders:

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

6 It must be noted that the Government's slight target is for a reduction in the slight casualty rate per 100 million vehicle kilometres. In the absence of guidance from the Department for Transport at the time of writing as to how this should be measured, the slight casualty monitoring throughout this report is shown as casualty numbers rather than a casualty rate.

7 The report presents monitoring charts and tables for these agreed casualty target groups and some additional important casualty categories; for London as a whole; and for individual London boroughs.

8 Table A presents a summary of the changes in casualties in the target categories by the end of the year 2006 compared with both the 1994-98 average and 2005, together with the target reduction to be achieved by the year 2010. Figure A summarises the percentage changes by 2006 in the form of a chart.

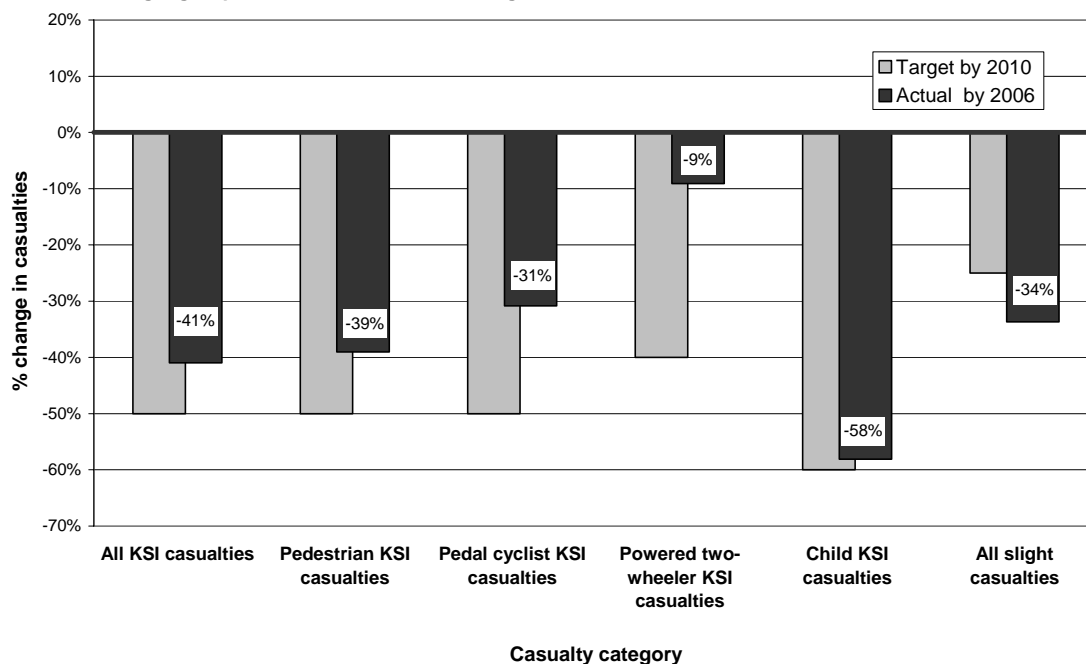
- all KSI casualties were 41% below the 1994-98 average following an increase of 8% in 2006 (Original target met and long term trend indicates that the new target will be met by 2010),
- child KSI casualties were 58% below the 1994-98 average following an increase of 10% in 2006. (Original target met and long term trend indicates that the new target will be met by 2010).

9 With regard to the national casualty target categories, Table A shows that:

Table A: Summary of changes in casualties for London target categories by year 2006

Category	Casualties			% change by 2006 compared with		
	Target change by 2010 (%)	1994-98 average	2005	2006	1994-98 average	
Killed or seriously injured casualties						
Total	-50%	6,684.4	3,650	3,946	8%	-41%
Pedestrians	-50%	2,136.6	1,224	1,303	6%	-39%
Pedal cyclists	-50%	566.8	372	392	5%	-31%
Powered two-wheelers	-40%	932.8	845	848	0%	-9%
Children	-60%	935.4	355	392	10%	-58%
Slight casualties						
Total	-25%	38,996.8	28,180	25,864	-8%	-34%

Figure A: Summary of percentage change in casualties on all roads in Greater London for target groups between the 1994-98 average and 2006



- slight casualties were 34% below the 1994-98 average after a decrease of 8% in 2006 (Original and revised targets met).

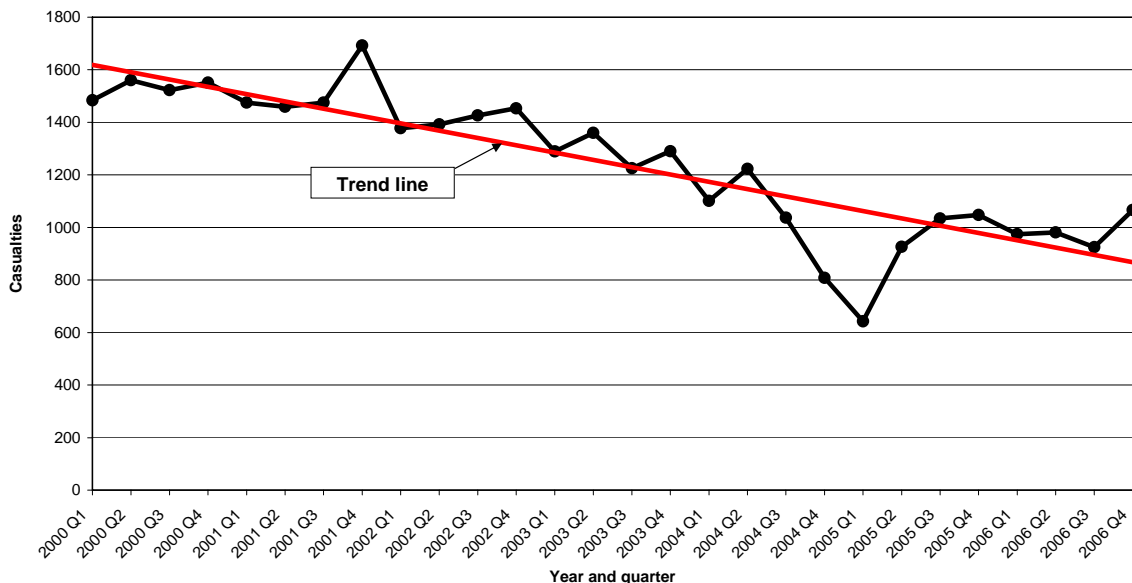
10 Considering the additional casualty reduction target categories for London:

- pedestrian KSI casualties were 39% below the 1994-98 average after an increase of 6% in 2006, The 2006 figure is close to meeting the original target and the long term trend indicates the new target for 2010 will be met.
- pedal cyclist KSI casualties were 31% below the 1994-98 average following a 5% increase in 2006,
- powered two-wheeler user KSI casualties were 9% below the 1994-98 average, (only the third year that they have been below the 1994-98 average since the current targets were set) after no change in the year 2006.

11 In addition, it is important to note that by the end of 2006:

- The number of fatalities was 7% below the 1994-98 average as a result of an 8% increase in 2006. It is important to recognise that some of this change may be due to the year-on-year random fluctuation in relatively small numbers particularly within specific user groups. (Figure 1 on page 34 illustrates the extent of the year-on-year fluctuations, which are particularly evident since 1994). The increase in fatalities in 2006 follows decreases in each of the last four years.
- Car occupant KSI casualties were 57% below the 1994-98 average following an increase of 12% in 2006 compared with 2005.
- In terms of overall casualties, following a 6% decrease in 2006, they were 35% below the 1994-98 average.

Fig. B: All killed and seriously injured casualties per quarter, Greater London (2000 Q1 to 2006 Q4)



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

13 The casualties referred to in this report are those injured in road traffic collisions on the public highway and reported to the police, in accordance with the national *Stats 19* reporting system requirements. However, not all collisions and casualties are reported to the police, because:

- some people are unaware that they should report injury collisions; or,
- some people choose not to report their collisions, or
- the police do not attend the collision, or
- there are circumstances when the collision does not need to be reported.

14 To get a better estimate of the level of reporting to the police, TfL commissioned a research project from TRL Limited and University College London to estimate the reporting rate, i.e. all casualties known to the police divided by all known casualties (from hospital or police records, or known to both).

15 Records from the national police *Stats 19* data were matched with a sample of hospital Accident and Emergency department data representing different areas of London.

16 The study concluded that the best estimate of the reporting rate in London at 70% is considerably higher than that in previous similar studies of free-standing towns (generally between 50 and 60%).

17 If the best estimate of the reporting rate (70%) is applied to the number of casualties reported to the police during 2006 (29,810), it can be estimated that there may have been about 42,600 people injured on the roads in London in 2006.

1. Introduction

1.1 This report presents an analysis of progress towards the new road casualty reduction targets in London, using data up to the end of the year 2006. It is the seventh report in an annual series.

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

- a 40% reduction in the number of people killed or seriously injured (KSI) in road accidents
- 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.

1.3 In addition, one of the key proposals published in *The Mayor's Transport Strategy* in July 2001 was to develop the first London-wide Road Safety Plan, which was led by Transport for London (TfL) Street Management. After wide consultation *London's Road Safety Plan* was published in November 2001.

1.4 *The Mayor's Transport Strategy* promotes an increase in walking and cycling, and also recognises the recent increase in the use of powered two-wheelers. As well as endorsing the national targets, *London's Road Safety Plan* recognised the particular circumstances in London for vulnerable road users. Thus, the 40% reduction for KSI casualties in London was applied to:

- pedestrians
- pedal cyclists
- powered two-wheeler users

to ensure that attention is focussed on these groups.

1.5 These targets had been achieved in London by 2004, apart from those for powered two-wheelers. The Mayor therefore announced new, more challenging targets in March 2006 to be achieved by the end of 2010 following consultation with stakeholders:

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

1.6 The report presents charts and tables for the agreed casualty target groups and additional important casualty categories for London as a whole (Section 5). In addition, there are profile tables and charts showing progress in each of the London boroughs in each of the main target and other categories (Appendix A).

1.7 The format of this report was agreed with members of the Pan London Road Safety Forum Monitoring Sub-Group, to ensure information is presented in a way that would be of help to road safety practitioners in the London boroughs and TfL.

1.8 To provide background information that may help to provide an explanation for some of the casualty trends identified,

the numbers of vehicles licensed for some of the main modes in London is given in Appendix B and data on radial traffic movements is given in Appendix C, again for the main modes.

1.9 It must be noted that the Government's target is for a reduction in the slight casualty rate per 100 million

vehicle kilometres. In the absence of guidance from the Department for Transport at the time of writing as to how this should be measured, the slight casualty monitoring throughout this report is shown as casualty numbers rather than a casualty rate.

2. Format and content of monitoring tables and charts

2.1 This section provides an explanation of the format and content of the tables and charts contained in the report, which illustrate the changes in casualties that have taken place. All of the charts and tables for London-wide monitoring are contained in Section 5. Tables and charts for individual London boroughs are contained in Appendix A.

2.2 The casualties referred to in this report are those injured in road traffic collisions on the public highway and reported to the police, in accordance with the *Stats 19* national reporting system requirements. Not all collisions and casualties are reported to the police, because there are people who do not know that they should report injury collisions or, for other reasons choose not to do so. There are also circumstances when the collision does not need to be reported.

2.3 To get a better estimate of the level of reporting to the police, TfL commissioned a research project from TRL Limited/University College London to estimate the reporting rate, i.e. all casualties known to the police divided by all known casualties (from hospital or police records or known to both).

2.4 Records from the police *Stats 19* data were matched with a sample of hospital Accident and Emergency data representing different areas of London.

2.5 The study concluded that the best estimate of the reporting rate in London at 70% is considerably higher than that in other previous similar studies of freestanding towns (generally between 50 and 60%).

2.6 If the best estimate of the reporting rate (70%) is applied to the number of casualties reported to the police during 2006 (29,810), it can be estimated that there may have been about 42,600 people injured on the roads in London.

Casualty monitoring charts

2.7 Each of the casualty monitoring charts included in this report shows the following information:

- An upper horizontal line showing the average number of casualties between 1994 and 1998, i.e. the base period against which the new target reductions are measured;
- A lower horizontal line showing the target casualty level to be achieved by the year 2010.
- The number of casualties for each year from 1990 to 2006. Note that data for years prior to 1994 is shown to provide an indication of the casualty trend prior to the new base period.
- A diagonal line between the 1994-98 average line in 1998 (i.e. the end of the base period) and the target line in the year 2010, to provide a simple visual indication as to whether the casualty category is performing better or worse than necessary to meet the target. An actual casualty figure below the diagonal line indicates a better performance and, above the line represents a worse performance.
- A note of the percentage change in casualties recorded by the end of the latest year (i.e. 2006 in this edition of the report) compared with the 1994-98 average figure.

- An arrow showing the percentage reduction to be achieved for the particular casualty category by the year 2010 compared with the 1994-98 average.

Casualty profiles

2.8 For London overall, for each type of highway authority and each London borough, a casualty profile table is shown.

2.9 The format and content of the casualty profiles were developed with the help of the Pan London Safety Forum Monitoring sub-group, including representatives from the London boroughs, TfL Street Management and the Metropolitan and City police forces.

2.10 For each of the casualty types included, the casualty profiles provide information on the:

- 1994-1998 average (the base period)
- casualty numbers in 2005
- casualty numbers in 2006
- percentage change in year 2006 compared with 2005
- percentage change in the year 2006 compared with the 1994-1998 average.

2.11 For London-wide, highway authority and borough tables, casualty types are shown for the following severities:

- fatal
- fatal and serious (combined)
- slight
- all severities.

These casualty severity categories are further broken down into the main user group categories of:

- pedestrians
- pedal cyclists
- powered two-wheeler users
- car occupants

- bus or coach occupants
- other vehicle occupants.

2.12 For each of the six main casualty reduction target categories respectively, Tables 5 to 10 show a summary of progress within each of the London boroughs for the particular category, and are a new addition to this year's report.

2.13 For fatal and serious casualties, child casualties are also shown. For the London-wide and highway authority tables, this is further broken down into:

- child pedestrians
- child pedal cyclists
- child car passengers
- child bus or coach passengers
- other child casualties.

However, again due to the generally small numbers of child casualties in these sub-categories at a borough level, these breakdowns are not shown for the individual London boroughs.

2.14 The categories that are either national or London target categories are shown with shading for ease of reference.

2.15 Numbers of casualties for each of the highway authorities is obtained from the LAAU node/link/cell network representation of the classified road network in Greater London, to which all accidents are assigned. The nodes are main junctions between (mainly) classified roads and the links are the (mainly) classified roads between nodes. Cells are 500m by 500m Ordnance Survey grid squares. All nodes and links (and consequently collisions) are flagged with a highway authority label to indicate if they are on the Transport for London Road Network (TLRN), borough roads or Highways Agency roads. Where more than one highway authority is present at a node, it is usually flagged as that with the highest level in the hierarchy.

3. Commentary on casualty trends towards the year 2010

London-wide target categories summary

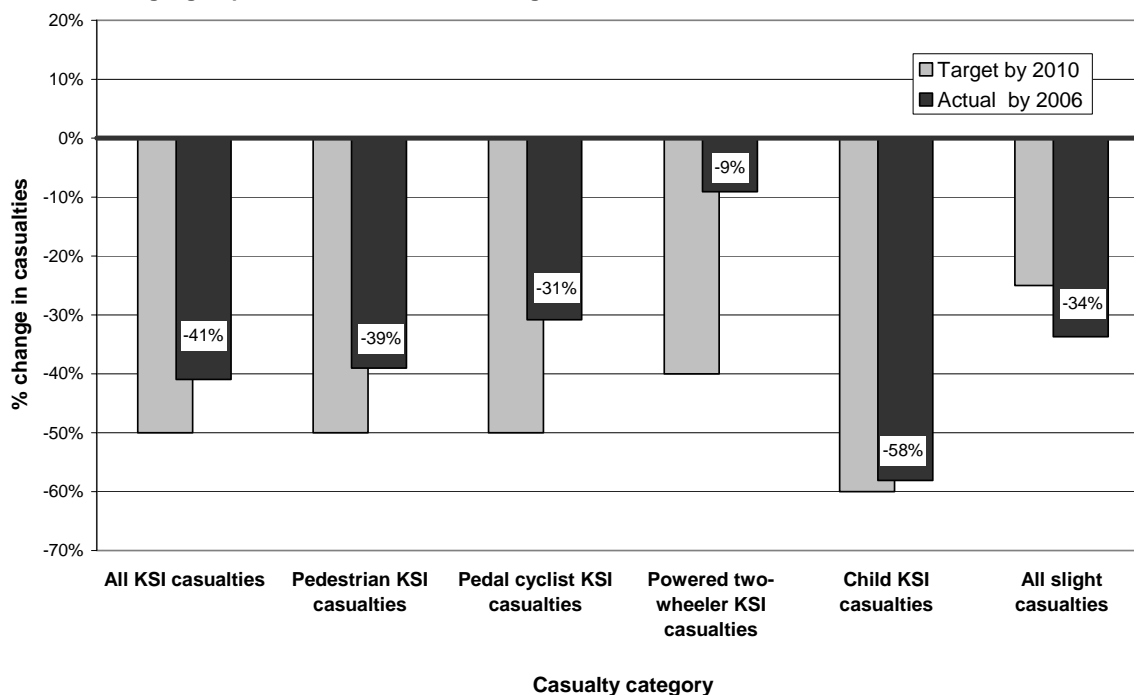
3.1 Table A summarises the changes in casualties for the target categories included in *London's Road Safety Plan* in November

2001 for all roads in London. Figure A summarises the percentage changes by 2006 in the form of a chart.

Table A: Summary of changes in casualties for London target categories by year 2006

Category	Casualties			% change by 2006 compared with		
	Target change by 2010 (%)	1994-98 average	2005	2006	2005	1994-98 average
Killed or seriously injured casualties						
Total	-50%	6,684.4	3,650	3,946	8%	-41%
Pedestrians	-50%	2,136.6	1,224	1,303	6%	-39%
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Children	-60%	935.4	355	392	10%	-58%
Slight casualties						
Total	-25%	38,996.8	28,180	25,864	-8%	-34%

Figure A: Summary of percentage change in casualties on all roads in Greater London for target groups between the 1994-98 average and 2006



3.2 A more detailed commentary for each of these target categories, together with the other casualty categories analysed, is presented in the remainder of Section 3, including trends since 1990. *Unless stated otherwise, all of the categories discussed in the rest of Section 3 refer to London-wide figures on all types of roads.*

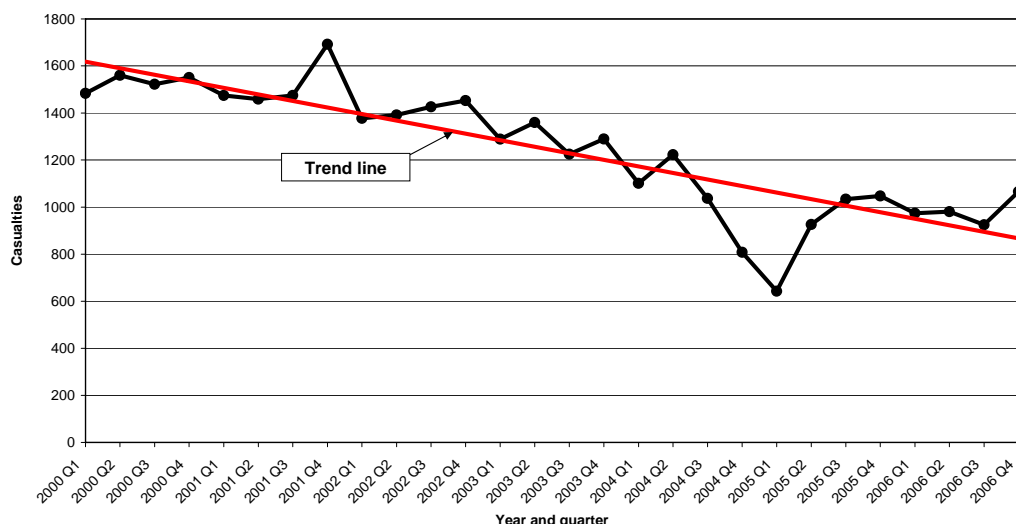
3.3 It is important to recognise that the increase in serious casualties, particularly for car occupants, is larger than expected. In conjunction with the Metropolitan Police Service (MPS), TfL investigated possible discrepancies in the 2004/05 casualty data, concentrating on the period between November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

3.4 Overall, by the end of 2006 compared with the 1994-1998 average, there have been reductions of 41% in total killed or seriously injured casualties (exceeding the original target), together with reductions of 39% for pedestrian KSI casualties and 31% for pedal cyclist KSI casualties. In addition, there has been a reduction of 58% for child KSI casualties, exceeding the original target. For powered two-wheeler KSI casualties there has been a reduction of 9% below the 1994-98 average, and this is the third year the figure has fallen below the 1994-98 average baseline, following increases in collisions from 1996 to 2001. Slight casualties have decreased by 34% compared with the 1994-98 average, and have already exceeded the revised target.

All fatalities

3.5 Figure 1 and Table 1 show that by the end of 2006, all fatalities had shown a 7% decrease below the 1994-98 average, with an 8% increase to 231 recorded in 2006 compared with 2005. In the early 1990s, fatalities had shown a steady decrease from over 400, but since 1994 they have continued to fluctuate in the range between about 215 and 300.

Fig. B: All killed and seriously injured casualties per quarter, Greater London (2000 Q1 to 2006 Q4)



3.6 In 2006, 162 out of the 231 fatalities (70%) were people external to vehicles (i.e. pedestrians, pedal cyclists or powered two-wheeler users).

Pedestrian fatalities

3.7 Pedestrians make up by far the largest user group of fatalities, accounting for 43% in 2006, i.e. 100 out of a total of 231. Figure 2 and Table 1 show that pedestrian fatalities had shown a decrease of 26% below the 1994-98 average by the end of 2006 following an increase of 12% in 2006.

3.8 In the early 1990s there had been a steady decrease in pedestrian fatalities, but since 1995 - with the exception of a peak of 160 in 1997 - they had remained in the region of 90 to 140 per year, with a generally downward trend evident.

Pedal cyclist fatalities

3.9 Figure 3 and Table 1 show that following a decrease of 10% from 21 in 2005 to 19 in 2006, pedal cyclist fatalities were still 28% above the 1994-98 average. Their numbers are relatively small, although they comprise about 8% of all fatalities in 2006 and consequently have shown substantial year-on-year fluctuation. These changes should be seen in the context of substantially increased cycle usage, especially in central and inner London.

Powered two-wheeler user fatalities

3.10 Figure 4 and Table 1 show that following a large decrease in the early 1990s to a low point of 25 in 1995, there has been a generally steady upward trend in powered two-wheeler fatalities, until 2001. Following decreases of 7% from 71 to 66 in 2002, then 5% to 63 in 2003, a

25% decrease to 47 in 2004 and a 6% decrease to 44 in 2005, a small decrease of 2% to 43 was recorded in 2006. By the end of the year 2006, powered two-wheeler fatalities were still 28% above the 1994-98 average. A discussion of some of the possible reasons for the increase is given in paragraphs 3.28 to 3.32 on the target category for powered two-wheeler killed or seriously injured casualties.

3.11 Powered two-wheeler users accounted for 43 (19%) of the total of 231 fatalities in 2006.

Car occupant fatalities

3.12 Figure 5 and Table 1 show that by the year 2006, car occupant fatalities were 10% above the 1994-98 average level, following an increase of 13% in 2006 from 54 to 61. After a low point of 46 in 1994, car occupant fatalities have shown a generally fluctuating trend to their current level of 61.

3.13 Car occupants accounted for 61 (26%) of the total of 231 fatalities in 2006.

Bus or coach occupant fatalities

3.14 While very small in number, bus or coach occupant fatalities increased from three in 2005 to four in 2006, which means that they now were above the 1994-98 average of three (Table 1).

Other vehicle occupant fatalities

3.15 While very small in number, other vehicle fatalities had decreased by 33% from the 1994-98 average of 6 to 4 in 2006 (Table 1).

All killed or seriously injured casualties (National target category)

3.16 By 2006, the number of killed or seriously injured casualties was 41% below the 1994-98 average, thus exceeding the original target (Table 1 and Figure 6). This is despite an increase of 8% compared with 2005. The long term trend indicates that the new target for 2010 will be met.

3.17 Following a steady decrease in KSI casualties in the early 1990s, numbers rose slightly to a peak of around 7,000 in 1997. Since then, decreases occurred in the next two years to a low point in 1999, after which there was a small increase in the year 2000. The number remained very similar in 2001 before decreasing in each of the four years to 2005. The increase in 2006 was the first recorded since 2001 (See 3.3 for explanation).

3.18 The 3,946 casualties killed or seriously injured accounted for 13% of the total number of casualties (29,810) in 2006. Out of these, 2,543 KSI casualties (64%) were people external to vehicles (pedestrians, pedal cyclists and powered two-wheeler users).

Pedestrian killed or seriously injured casualties (London target category)

3.19 By 2006, pedestrian KSI casualties were 39% below the 1994-98 average level, thus very close to the original target. The long term trend indicates that the new target for 2010 will be met. Figure 7 and Table 1 show that since the early 1990s there has been a generally steady reduction in pedestrian KSI casualties to 2005, but an increase of 6% was recorded in 2006. (Table 1 and Figure 7).

3.20 Pedestrians accounted for 1,303 (33%) of the total of 3,946 KSI casualties during 2006.

3.21 With regards to pedestrian exposure, there is at present a lack of robust information concerning an appropriate measure for the volume of walking in London. TfL is looking to develop an effective means of monitoring the levels of walking in central, inner and outer London that may help inform future versions of this report in terms of usage and exposure.

Pedal cyclist killed or seriously injured casualties (London target category)

3.22 Pedal cyclist KSI casualties were 31% below the 1994-98 average, after an increase of 5% in 2006, so are still to achieve the original target. Figure 8 and Table 1 show that in the period since 1990, pedal cyclist KSI casualties have fluctuated substantially, possibly due to their relatively lower numbers. From a high point of 650 in 1991, they decreased to just over 500 in 1994. Following that, they increased to a further peak of 614 in 1998, since when there have been fluctuating year on year changes (decreases and increases) but with a generally downward trend.

3.23 Pedal cyclists accounted for 392 (10%) of the total of 3,946 KSI casualties during 2006.

3.24 The traffic Cordon Counts (Appendix C2), show that the use of pedal cycles has generally increased substantially across the central cordon since the low point in 1993. For the central cordon, pedal cyclist traffic levels had increased by 180% by 2006 compared with 1993. For the inner London cordon, over approximately the same period, a much flatter trend was shown, with an increase of 26% by 2005. Across the London boundary cordon, a small but steady decrease was evident across the whole of the period, from 1989 to 2004.

3.25 Despite these general increases in cycling usage, particularly in central and inner London, pedal cyclists still account for only about 2% of travel in London. They account for a disproportionate 10% of all KSI casualties, which emphasises the value of continuing to have specific KSI casualty reduction target for pedal cyclists in *London's Road Safety Plan*.

**Powered two-wheeler killed or seriously injured casualties
(London target category)**

3.26 By 2006, powered two-wheeler KSI casualties were still 9% below the 1994-98 average following no change in 2005. This is only the third year that they have been below the 1994-98 average since the current targets were set. Despite good progress since 2001 (from a level considerably above the 1994-98 average base line), it is unlikely that the target will be met.

3.27 In the early 1990s, powered two-wheeler KSI casualties showed a steady decrease, reaching a low point of 849 in 1995. Since then, there was an increase in each year until a peak in 2001. Subsequently they decreased by 5%, 6%, 22% and 6% in 2002 to 2005 respectively. However, in 2006 there was virtually no change. (Figure 9 and Table 1).

3.28 Powered two-wheeler users accounted for 848 (21%) of the total of 3,946 KSI casualties during 2006.

3.29 Despite considerable increases in ownership and use of powered two-wheelers, they still account for only about 2-3% of travel in London. The disproportionate number of KSI casualties (21% of total) emphasises the value of having a specific KSI casualty reduction target for powered two-wheeler users in *London's Road Safety Plan*.

3.30 With regards to indicators of use and exposure, Figure B1 shows the change in the numbers of powered two-wheelers licensed with the keeper's address in London and Figure C3 shows the change in traffic flow across the London boundary, inner and central traffic cordons in London.

3.31 Regarding licensed vehicles, Figure B1 shows that there has been a decrease to a low point in 1995, matching the low point in KSI casualties. This has then been followed by a sharp increase in the number of powered two-wheelers licensed in London until 2002, which remained at the same level as 2001. However, further smaller increases were noted in each year to 2006.

3.32 A comparison of the average number of licensed vehicles in 1994-98 with the number in 2006 (i.e. on the same basis as the casualty target monitoring) shows that whilst there has been a 64% increase in vehicles licensed, there has been a decrease in powered two-wheeler KSI casualties of 9%.

3.33 Considering the radial traffic movements across the traffic cordons, Figure C3 shows that there were similar low points in the early-1990s, followed by pronounced increases in motorcycle movements, most notably across the central and inner cordons. For example, between 1993 and 2006, motorcycle traffic across the central cordon increased by 40%, and between 1993 and 2005 motorcycle traffic across the inner cordon increased by 21%. Despite these large increases in usage, there have been small decreases in powered two-wheeler KSI casualties over the same period.

Car occupant killed or seriously injured casualties

3.34 Figure 10 shows that in the early 1990s car occupant KSI casualties showed a steady decline reaching a low point of 2,096 in 1994. After this, there was a steady rise to a peak of 2,817 in 1997, followed by a decline to another low point of 2,129 in 1999. An increase of 6% in 2000, followed by decreases of 6% in 2001, 7% in 2002, 14% in 2003, 24% in 2004 and 23% in 2005, meant that by the end of 2005, car occupant KSI casualties were 61% below the 1994-98 average. However, in 2006 there was an increase of 12% meaning that by the end of 2006 car occupant KSI casualties were 57% below the 1994-98 average (Table 1).

3.35 Car occupants accounted for 1,106 (28%) of the total of 3,946 KSI casualties during 2006.

3.36 Considering indicators of car usage, Figure B2 shows relatively little change in the number of cars licensed in Greater London. Between the average for 1994-98 and the year 2006, there was an increase of 9%.

3.37 Regarding vehicle flows, the cordon counts for cars showed that there was very little change compared with the other vehicle modes. (Figure C4). Between 1992 and 2004 there was an increase of 4% in car traffic across the boundary cordon. Between 1993 and 2005, there was a decrease of 6% for the inner cordon and between 1993 and 2006 there was a 30% decrease across the central cordon.

Bus or coach occupant killed or seriously injured casualties

3.38 Figure 11 shows that while throughout most of the 1990s there has been a general decline in bus or coach occupant casualties, there are some

considerable year-on-year fluctuations, possibly due to the relatively small numbers of casualties in this user category. By the end of 2006, they were 38% below the 1994-98 average following an increase of 23% in 2006.

3.39 Bus or coach occupants accounted for 159 (4%) of the total of 3,946 KSI casualties during 2006. (Table 1)

3.40 In terms of traffic flow, Figure C5 shows that bus and coach movements increased substantially across each of the three cordons throughout most of the 1990s. Between 1993 and 2005, bus and coach flows across the inner cordon increased by 33%, whilst between 1993 and 2006 flows across the central cordon increased by 49%. Between the 1992 and 2004 London boundary cordon counts there was an increase of 16%.

Other vehicle killed or seriously injured casualties

3.41 *Other vehicles* includes taxis, goods vehicles, minibuses, agricultural vehicles, trams and other less common vehicle types. They are relatively small in number compared to the other main modes, and subject to substantial year on year fluctuation.

3.42 Figure 12 shows that following an initial sharp decrease in the early 1990s, other vehicle occupant casualties remained at a similar level between 1993 and 1997. Since then, there has been a further steady year-on-year decline up to the year 2001. Between 2002 and 2005, there were year on year decreases but an increase of 52% in 2006 means that other KSI casualties were 38% below the 1994-98 average. (Table 1).

3.43 Other vehicle occupants accounted for 138 (3%) of the total number of KSI casualties (3,946) during 2006.

Child killed or seriously injured casualties (*National target*)

3.44 Figure 13 and Table 1 show that by the end of the year 2006 child killed or seriously injured casualties were 58% below the average for 1994-98, exceeding the original target and close to meeting the new target. In the early 1990s there was a steady decline to 1993, but between then and 1998, they remained at about the same level. In the eight years since 1998, there have been further decreases including a 27% decrease in 2005, although an increase of 10% was recorded in 2006, the first since 1998.

3.45 Children accounted for 392 (10%) of the total of 3,946 KSI casualties in London during 2006.

Child pedestrian killed or seriously injured casualties

3.46 Considering child pedestrian KSI casualties, Figure 14 shows a fairly steady decline until 2000, after which, there was a 4% increase in 2001. There followed decreases in each year to 2005 but an increase of 11% in 2006 means that they were 55% below the average for 1994-98. They amounted to 267 (68%) of the total of 392 child KSI casualties during 2006, by far the largest child casualty category (Figure 14 and Table 1).

Child pedal cyclist killed or seriously injured casualties

3.47 Compared with child pedestrian KSI casualties, the numbers of child pedal cyclist KSI casualties are very small. The trend has shown considerable fluctuation throughout the whole of the 1990s, but following a 9% increase in 2006, they were 67% below the 1994-98 average. Child pedal cyclists accounted for 37 (9%)

of the total of 392 child KSI casualties during 2006 (Figure 15 and Table 1).

Child car passengers killed or seriously injured casualties

3.48 Once again, there have been considerable fluctuations in the relatively small numbers of child car occupant casualties. After a peak of 236 casualties in 1998, there was a large fall in 1999, after which, there was an increase of 14% in 2000, followed by a 24% decrease in 2001. Decreases of 2% in 2002, 13% in 2003, 18% in 2004 and 40% in 2005 were followed by a 13% increase in 2006, which meant that child car occupant KSI casualties were 69% below the 1994-98 average. They accounted for 60 (15%) of the total of 392 child KSI casualties in 2006 (Figure 16 and Table 1).

All slightly injured casualties (*National target*)

3.49 By 2006 slight casualties were 34% below the 1994-98 average, and again exceeded both the original and revised target reductions. Figure 17 shows that between 1991 and 2000, there was relatively little change in the numbers of slightly injured casualties. However, decreases each year since 1999, including a decrease of 8% in 2006, meant that

3.50 In 2006, 25,864 slight casualties made up 87% of the total of 29,810 casualties in London (Table 1).

Pedestrian slightly injured casualties

3.51 Figure 18 shows that there has been a steady decline in the number of slightly injured pedestrian casualties throughout the 1990s. Decreases were noted in each year since 1999 so that

following a 12% reduction in 2006, slight casualties were 41% below the 1994-98 average, and again had exceeded their target reduction. (Table 1 and Figure 18).

3.52 Pedestrians accounted for 4,238 (16%) of the total of 25,864 slight casualties in London during 2006.

Pedal cyclist slightly injured casualties

3.53 Figure 19 shows that pedal cyclist slight casualties have remained at a fairly constant level throughout most of the 1990s, but showed steady decreases from 1999 to 2003, although no change was found in 2004. A small decrease of 4% was observed in 2005, followed by a 2% increase in 2006 so that by the end of 2006, pedal cyclist slight casualties were 33% below the 1994-98 average, and continued to exceed the target reduction.

3.54 They accounted for 2,566 (10%) of the total of 25,864 slight casualties in London during 2006 (Table 1).

3.55 However, the reduction in cyclist slight casualties should be viewed against the substantial increase in usage as demonstrated by the increase in cycle traffic, particularly across the inner and central cordons (Figure C2).

Powered two-wheeler slightly injured casualties

3.56 The general trend for slightly injured powered two-wheeler casualties (Figure 20) is very similar to that observed for killed or seriously injured casualties, so that after the low point in 1995 there was a steady increase in each year until 2001. However, decreases of 12% in 2002, 9% in 2003, 12% in 2004, 8% in 2005 and 11% in 2006 meant that by the end of 2006, powered two-wheeler slight

casualties were 26% below the 1994-98 average. (Table 1).

3.57 Powered two-wheeler users accounted for 3,827 (15%) of the total of 25,864 slight casualties in 2006. The reduction in 2006 is the fifth year in which a decrease has been recorded following the increases recorded between the mid-1990s and 2001.

Car occupant slightly injured casualties

3.58 Figure 21 shows that slightly injured car occupant casualties remained at more or less the same level for the whole period between 1990 and 2000, with only small year-on-year fluctuations. However, decreases in each year since 2001, including 8% in 2006 mean that slightly injured car occupant casualties were 34% below the 1994-98 average (Table 1).

3.59 Car occupants accounted for 12,741 (49%) of the total of 25,864 slight casualties in London during 2006.

3.60 The decrease in slight casualties by 2006 is broadly similar in scale to the changes observed in the number of cars crossing the central, inner, and London boundary traffic cordons (Figures B2 and C4 respectively).

Bus and coach occupant slightly injured casualties

3.61 Figure 22 shows that following a peak of 2,463 in 1992, bus or coach occupant slightly injured casualties fell to a low point of 1,920 in 1997. After small increases in 1998, 1999 and 2000, there were decreases of 1% in 2001 and 8% in 2002. However, a 4% increase in 2003 was followed by decreases of 3% in 2004, 17% in 2005 and 11% in 2006. This meant that slightly injured bus and coach occupant casualties were 25% below the

1994-98 average by the end of 2006 (Table 1).

3.62 However, it must be remembered that bus and coach traffic levels across the cordons have increased substantially in all parts of London. In terms of traffic flow, Figure C5 shows that bus and coach movements increased across each of the three cordons throughout most of the 1990s. Between 1993 and 2005, bus and coach flows across the inner cordon increased by 33%, whilst between 1993 and 2006 flows across the central cordon increased by 49%. Between the 1992 and 2004 London boundary cordon counts there was an increase of 16%.

3.63 Bus or coach occupants accounted for 1,511 (6%) of the total of 25,864 slightly injured casualties in 2006.

Other vehicle occupant slightly injured casualties

3.64 Figure 23 shows that following a decrease in the early 1990s, other vehicle occupant slight casualties reached a low point in 1995, and then until 2002 remained at about the same level. Decreases of 14% in 2003, 10% in 2004, 6% in 2005 and 8% in 2006 meant that they were 36% below the 1994-98 average. Other vehicle occupants accounted for 981 (4%) of the total of 25,864 slightly injured casualties during 2006 (Table 1).

Casualties by highway authority

3.65 Sections 3.66 to 3.79 present a summary of the main casualty target categories for each of the highway authorities, i.e. the Transport for London Road Network (TLRN), Borough roads and Highways Agency roads. Tables 2, 3 and 4 present a summary for each,

showing the same categories as in Table 1 for all roads in London. Figures 24 to 29 show these changes graphically.

Transport for London Road Network (TLRN)

3.66 Table 2 and Figure 24 show that following a 10% increase in 2006, all killed and seriously injured casualties on the TLRN were 36% below the 1994-98 average, which is slightly less than the change for London as a whole (41%).

3.67 Following a 1% increase in 2006, pedestrian KSI casualties were 39% below the 1994-98 average (Fig. 25).

3.68 Pedal cyclist KSI casualties increased by 5% (from 110 to 115) in 2006, so they were only 15% below the 1994-98 average (Fig. 26).

3.69 Powered two-wheeler KSI casualties increased by 5% in 2006, meaning that they were 2% below the 1994-98 average (Fig. 27).

3.70 Although relatively small in number, child KSI casualties on the TLRN by 2006 were 71% below the 1994-98 average, following a 30% reduction, with most of this being accounted for by a decrease in child car passenger and child pedestrian KSI casualties (Fig. 28). Although based on very small numbers, this meant that the revised target had been exceeded by 2006.

3.71 By the end of 2006, slightly injured casualties were 31% below the 1994-98 average, following a reduction of 6% in 2006 (Fig. 29) and had exceeded the revised target. This recent reduction is made up of decreases across most categories of road users except pedal cyclists in 2006.

3.72 Fatalities in the year 2006 on the TLRN returned to the 1994-98 average, following a 49% increase to a total of 85.

Increases in 2006 were evident for all categories of road users, particularly car occupants, powered two-wheeler users and pedestrians.

Borough roads

3.73 Table 3 shows that a 7% increase in 2006 means that all killed and seriously injured casualties on borough roads were 43% below the 1994-98 average. This is slightly better than the 41% recorded for London as a whole (Fig 30).

3.74 Pedestrian KSI casualties on borough roads showed an 8% increase in 2006, so that they were 39% below the 1994-98 average (Fig 31).

3.75 Pedal cyclist KSI casualties showed a 6% increase in 2006, which means that they are now 36% below the 1994-98 average (Fig 32).

3.76 Powered two-wheeler KSI casualties decreased by 2% in 2006, which means that they are now 13% below the 1994-98 average (Fig 33).

3.77 Child KSI casualties on borough roads in 2006 were 56% below the 1994-98 average, following an increase of 18% in 2006 (Fig. 34).

3.78 Slight casualties on borough roads were 35% below the 1994-98 average levels following a 9% reduction in 2006, which is slightly better than that recorded for slight casualties on all roads in London (Fig. 35). This meant that the original and revised targets had already been exceeded by 2006.

3.79 Fatalities on borough roads were 12% below the 1994-98 average, following an 11% decrease in 2006, mainly due to decreases in pedal cyclist, powered two-wheeler and car occupant fatalities. Pedestrian fatalities were 26% below the 1994-98 average, but pedal cyclist and

powered two-wheeler were substantially above the 1994-98 average.

Highways Agency roads

3.80 The length of roads in London for which the Highways Agency is responsible has reduced considerably since the formation of Transport for London. Only the short sections of motorways that cross the London boundary remain, i.e. the M1, M4 and M11, together with short sections of the M25.

3.81 Thus, the numbers of casualties are very small in comparison with those on the TLRN and borough roads, accounting for about 1% of all casualties on the London database in 2006, and subject to considerable annual fluctuation.

3.82 In terms of the main casualty reduction target groups, Table 4 shows the summary for casualties injured on Highways Agency roads, and it is seen that compared with the 1994-98 average, KSI casualties overall had decreased by 34%, and slight casualties decreased by 14% by the end of 2006.

3.83 Due to the nature of the roads, there were very few vulnerable road user casualties, but it is worth noting that powered two-wheeler KSI casualties remained the same as in 2005 so that they were 5% above the 1994-98 average. In addition, car occupant casualties were 36% below the 1994-98 average, following more than a doubling of their numbers in 2006, although once again, it must be emphasised that their numbers were very small.

3.84 It should be noted that fatalities on Highways Agency roads increased from zero in 2005 to seven in 2006, six of which were car occupants.

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5.1 Casualty monitoring summary tables

Table 1: Towards the year 2010: Monitoring casualties in London - all roads.
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	136.0	89	100	12%	-26%
	Pedal cyclists	14.8	21	19	-10%	28%
	Powered two-wheeler	33.6	44	43	-2%	28%
	Car occupants	55.4	54	61	13%	10%
	Bus or coach occupants	3.0	3	4	33%	33%
	Other vehicle occupants	6.0	3	4	33%	-33%
	Total	248.8	214	231	8%	-7%
Fatal & serious	Pedestrians	2,136.6	1,224	1,303	6%	-39%
	Pedal cyclists	566.8	372	392	5%	-31%
	Powered two-wheeler	932.8	845	848	0%	-9%
	Car occupants	2,568.8	989	1,106	12%	-57%
	Bus or coach occupants	256.4	129	159	23%	-38%
	Other vehicle occupants	223.0	91	138	52%	-38%
	Total	6,684.4	3,650	3,946	8%	-41%
	Child pedestrians	591.6	241	267	11%	-55%
	Child pedal cyclists	110.6	34	37	9%	-67%
	Child car passengers	195.0	53	60	13%	-69%
	Child bus/coach passengers	20.8	9	16	78%	-23%
	Other child casualties	17.4	18	12	-33%	-31%
	Children (under 16yrs)	935.4	355	392	10%	-58%
Slight*	Pedestrians	7,155.2	4,799	4,238	-12%	-41%
	Pedal cyclists	3,845.6	2,523	2,566	2%	-33%
	Powered two-wheeler	5,139.4	4,297	3,827	-11%	-26%
	Car occupants	19,314.0	13,790	12,741	-8%	-34%
	Bus or coach occupants	2,017.4	1,705	1,511	-11%	-25%
	Other vehicle occupants	1,525.2	1,066	981	-8%	-36%
	Total	38,996.8	28,180	25,864	-8%	-34%
All severities	Pedestrians	9,291.8	6,023	5,541	-8%	-40%
	Pedal cyclists	4,412.4	2,895	2,958	2%	-33%
	Powered two-wheeler	6,072.2	5,142	4,675	-9%	-23%
	Car occupants	21,882.8	14,779	13,847	-6%	-37%
	Bus or coach occupants	2,273.8	1,834	1,670	-9%	-27%
	Other vehicle occupants	1,748.2	1,157	1,119	-3%	-36%
	Total	45,681.2	31,830	29,810	-6%	-35%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

**Table 2: Towards the year 2010: Monitoring casualties on the Transport for London Road Network
Casualties in the year 2006 compared with the 1994-98 average and 2005**

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	45.6	27	34	26%	-25%
	Pedal cyclists	7.0	8	9	13%	29%
	Powered two-wheeler	12.6	13	19	46%	51%
	Car occupants	17.0	9	19	111%	12%
	Bus or coach occupants	1.2	0	1	∞	-17%
	Other vehicle occupants	1.6	0	3	∞	88%
	Total	85.0	57	85	49%	0%
Fatal & serious	Pedestrians	496.8	302	305	1%	-39%
	Pedal cyclists	135.8	110	115	5%	-15%
	Powered two-wheeler	317.6	297	311	5%	-2%
	Car occupants	679.8	258	307	19%	-55%
	Bus or coach occupants	69.0	34	36	6%	-48%
	Other vehicle occupants	67.2	23	53	130%	-21%
	Total	1,766.2	1,024	1,127	10%	-36%
	Child pedestrians	81.4	32	26	-19%	-68%
	Child pedal cyclists	11.0	5	3	-40%	-73%
	Child car passengers	48.6	16	12	-25%	-75%
	Child bus/coach passengers	5.6	5	2	-60%	-64%
	Other child casualties	2.0	3	0	-100%	-100%
	Children (under 16yrs)	148.6	61	43	-30%	-71%
Slight*	Pedestrians	1,384.8	944	782	-17%	-44%
	Pedal cyclists	929.8	724	757	5%	-19%
	Powered two-wheeler	1,718.6	1,411	1,361	-4%	-21%
	Car occupants	5,439.2	3,867	3,614	-7%	-34%
	Bus or coach occupants	562.8	443	443	0%	-21%
	Other vehicle occupants	470.6	344	329	-4%	-30%
	Total	10,505.8	7,733	7,286	-6%	-31%
All severities	Pedestrians	1,881.6	1,246	1,087	-13%	-42%
	Pedal cyclists	1,065.6	834	872	5%	-18%
	Powered two-wheeler	2,036.2	1,708	1,672	-2%	-18%
	Car occupants	6,119.0	4,125	3,921	-5%	-36%
	Bus or coach occupants	631.8	477	479	0%	-24%
	Other vehicle occupants	537.8	367	382	4%	-29%
	Total	12,272.0	8,757	8,413	-4%	-31%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

Table 3: Towards the year 2010: Monitoring casualties on borough roads in London
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	89.2	62	66	6%	-26%
	Pedal cyclists	7.8	13	10	-23%	28%
	Powered two-wheeler	19.6	31	23	-26%	17%
	Car occupants	35.6	45	36	-20%	1%
	Bus or coach occupants	1.8	3	3	0%	67%
	Other vehicle occupants	4.0	3	1	-67%	-75%
	Total	158.0	157	139	-11%	-12%
Fatal & serious	Pedestrians	1,636.8	922	996	8%	-39%
	Pedal cyclists	431.0	262	277	6%	-36%
	Powered two-wheeler	607.6	540	529	-2%	-13%
	Car occupants	1,837.2	718	766	7%	-58%
	Bus or coach occupants	186.8	95	123	29%	-34%
	Other vehicle occupants	149.2	63	82	30%	-45%
	Total	4,848.6	2,600	2,773	7%	-43%
	Child pedestrians	510.2	209	239	14%	-53%
	Child pedal cyclists	99.6	29	34	17%	-66%
	Child car passengers	143.4	36	46	28%	-68%
	Child bus/coach passengers	15.2	4	14	250%	-8%
	Other child casualties	15.0	15	12	-20%	-20%
	Children (under 16yrs)	783.4	293	345	18%	-56%
Slight*	Pedestrians	5,768.6	3,855	3,456	-10%	-40%
	Pedal cyclists	2,914.8	1,797	1,809	1%	-38%
	Powered two-wheeler	3,392.0	2,868	2,450	-15%	-28%
	Car occupants	13,521.2	9,648	8,823	-9%	-35%
	Bus or coach occupants	1,450.6	1,260	1,066	-15%	-27%
	Other vehicle occupants	1,010.4	688	603	-12%	-40%
	Total	28,057.6	20,116	18,207	-9%	-35%
All severities	Pedestrians	7,405.4	4,777	4,452	-7%	-40%
	Pedal cyclists	3,345.8	2,059	2,086	1%	-38%
	Powered two-wheeler	3,999.6	3,408	2,979	-13%	-26%
	Car occupants	15,358.4	10,366	9,589	-7%	-38%
	Bus or coach occupants	1,637.4	1,355	1,189	-12%	-27%
	Other vehicle occupants	1,159.6	751	685	-9%	-41%
	Total	32,906.2	22,716	20,980	-8%	-36%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

Table 4: Towards the year 2010: Monitoring casualties on Highways Agency roads in London
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	1.2	0	0	0%	-100%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	1.4	0	1	∞	-29%
	Car occupants	2.8	0	6	∞	114%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	0	0	0%	-100%
	Total	5.8	0	7	∞	21%
Fatal & serious	Pedestrians	3.0	0	2	∞	-33%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	7.6	8	8	0%	5%
	Car occupants	51.8	13	33	154%	-36%
	Bus or coach occupants	0.6	0	0	0%	-100%
	Other vehicle occupants	6.6	5	3	-40%	-55%
	Total	69.6	26	46	77%	-34%
	Child pedestrians	0.0	0	2	∞	∞
	Child pedal cyclists	0.0	0	0	0%	0%
	Child car passengers	3.0	1	2	100%	-33%
	Child bus/coach passengers	0.0	0	0	0%	0%
	Other child casualties	0.4	0	0	0%	-100%
	Children (under 16yrs)	3.4	1	4	300%	18%
Slight*	Pedestrians	1.8	0	0	0%	-100%
	Pedal cyclists	1.0	2	0	-100%	-100%
	Powered two-wheeler	28.8	18	16	-11%	-44%
	Car occupants	353.6	275	304	11%	-14%
	Bus or coach occupants	4.0	2	2	0%	-50%
	Other vehicle occupants	44.2	34	49	44%	11%
	Total	433.4	331	371	12%	-14%
All severities	Pedestrians	4.8	0	2	∞	-58%
	Pedal cyclists	1.0	2	0	-100%	-100%
	Powered two-wheeler	36.4	26	24	-8%	-34%
	Car occupants	405.4	288	337	17%	-17%
	Bus or coach occupants	4.6	2	2	0%	-57%
	Other vehicle occupants	50.8	39	52	33%	2%
	Total	503.0	357	417	17%	-17%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

Towards the year 2010: Monitoring casualties on all roads by borough

Table 5: All killed or seriously injured casualties - Target reduction 50% by 2010

Borough	Year			% change from	
	1994-98 average	2005	2006	2005 to 2006	1994-98 average to 2006
Barking & Dagenham	150.4	52	67	29%	-55%
Barnet	268.8	146	147	1%	-45%
Bexley	146.2	87	103	18%	-30%
Brent	244.0	124	107	-14%	-56%
Bromley	241.2	134	163	22%	-32%
Camden	249.6	131	123	-6%	-51%
City of London	64.6	43	61	42%	-6%
City of Westminster	408.6	263	293	11%	-28%
Croydon	246.8	158	149	-6%	-40%
Ealing	287.2	127	147	16%	-49%
Enfield	235.6	126	135	7%	-43%
Greenwich	200.2	108	122	13%	-39%
Hackney	208.6	124	117	-6%	-44%
Hammersmith & Fulham	149.0	122	133	9%	-11%
Haringey	160.6	94	117	24%	-27%
Harrow	121.8	76	58	-24%	-52%
Havering	211.6	83	120	45%	-43%
Hillingdon	255.0	119	110	-8%	-57%
Hounslow	226.4	120	146	22%	-36%
Islington	185.6	90	81	-10%	-56%
Kensington & Chelsea	170.8	113	114	1%	-33%
Kingston upon Thames	124.0	63	77	22%	-38%
Lambeth	312.6	162	195	20%	-38%
Lewisham	206.4	145	132	-9%	-36%
Merton	130.2	71	74	4%	-43%
Newham	189.6	80	75	-6%	-60%
Redbridge	187.4	94	98	4%	-48%
Richmond upon Thames	135.4	72	103	43%	-24%
Southwark	239.2	132	138	5%	-42%
Sutton	116.0	66	83	26%	-28%
Tower Hamlets	186.6	111	124	12%	-34%
Waltham Forest	169.6	93	100	8%	-41%
Wandsworth	254.8	121	134	11%	-47%
Greater London	6,684.4	3,650	3,946	8%	-41%

Towards the year 2010: Monitoring casualties on all roads by borough

Table 6: Pedestrian killed or seriously injured casualties - Target reduction 50% by 2010

Borough	Year			% change from	
	1994-98 average	2005	2006	2005 to 2006	1994-98 average to 2006
Barking & Dagenham	35.2	18	23	28%	-35%
Barnet	70.4	49	49	0%	-30%
Bexley	34.8	21	19	-10%	-45%
Brent	84.6	32	42	31%	-50%
Bromley	48.8	28	37	32%	-24%
Camden	104.0	58	57	-2%	-45%
City of London	24.6	12	26	117%	6%
City of Westminster	178.8	121	131	8%	-27%
Croydon	67.6	48	40	-17%	-41%
Ealing	91.2	45	44	-2%	-52%
Enfield	64.4	37	39	5%	-39%
Greenwich	60.2	31	33	6%	-45%
Hackney	78.4	43	46	7%	-41%
Hammersmith & Fulham	59.6	44	49	11%	-18%
Haringey	65.2	49	36	-27%	-45%
Harrow	34.4	21	19	-10%	-45%
Havering	38.2	25	35	40%	-8%
Hillingdon	54.0	33	33	0%	-39%
Hounslow	50.2	27	42	56%	-16%
Islington	76.0	35	27	-23%	-64%
Kensington & Chelsea	71.8	44	31	-30%	-57%
Kingston upon Thames	31.6	17	21	24%	-34%
Lambeth	123.8	62	68	10%	-45%
Lewisham	81.6	58	37	-36%	-55%
Merton	37.4	24	23	-4%	-39%
Newham	68.4	35	37	6%	-46%
Redbridge	48.2	28	34	21%	-29%
Richmond upon Thames	32.2	16	19	19%	-41%
Southwark	79.8	46	57	24%	-29%
Sutton	30.0	12	20	67%	-33%
Tower Hamlets	72.6	40	43	8%	-41%
Waltham Forest	60.4	39	29	-26%	-52%
Wandsworth	78.2	26	57	119%	-27%
Greater London	2,136.6	1224	1303	6%	-39%

Towards the year 2010: Monitoring casualties on all roads by borough

Table 7: Pedal cyclist killed or seriously injured casualties - Target reduction 50% by 2010

Borough	Year			% change from	
	1994-98 average	2005	2006	2005 to 2006	1994-98 average to 2006
Barking & Dagenham	7.6	1	5	400%	-34%
Barnet	14.4	7	5	-29%	-65%
Bexley	9.0	4	2	-50%	-78%
Brent	17.6	10	5	-50%	-72%
Bromley	18.0	5	5	0%	-72%
Camden	31.0	19	16	-16%	-48%
City of London	7.4	14	20	43%	170%
City of Westminster	38.4	31	34	10%	-11%
Croydon	13.0	8	11	38%	-15%
Ealing	20.6	9	15	67%	-27%
Enfield	13.0	7	5	-29%	-62%
Greenwich	9.8	7	5	-29%	-49%
Hackney	18.8	18	19	6%	1%
Hammersmith & Fulham	20.2	21	25	19%	24%
Haringey	11.8	4	12	200%	2%
Harrow	7.4	7	3	-57%	-59%
Havering	11.4	2	4	100%	-65%
Hillingdon	19.6	8	6	-25%	-69%
Hounslow	19.2	14	10	-29%	-48%
Islington	26.0	21	17	-19%	-35%
Kensington & Chelsea	18.0	18	22	22%	22%
Kingston upon Thames	14.0	7	10	43%	-29%
Lambeth	36.4	22	27	23%	-26%
Lewisham	14.2	9	13	44%	-8%
Merton	11.6	10	7	-30%	-40%
Newham	10.8	5	9	80%	-17%
Redbridge	12.4	5	6	20%	-52%
Richmond upon Thames	21.4	11	9	-18%	-58%
Southwark	24.6	16	21	31%	-15%
Sutton	10.0	10	3	-70%	-70%
Tower Hamlets	14.4	11	17	55%	18%
Waltham Forest	12.0	3	7	133%	-42%
Wandsworth	32.8	28	17	-39%	-48%
Greater London	566.8	372	392	5%	-31%

Towards the year 2010: Monitoring casualties on all roads by borough

Table 8: Powered two wheeler killed or seriously injured casualties - Target reduction 40% by 2010

Borough	Year			% change from	
	1994-98 average	2005	2006	2005 to 2006	1994-98 average to 2006
Barking & Dagenham	13.2	13	16	23%	21%
Barnet	34.0	38	26	-32%	-24%
Bexley	17.2	21	21	0%	22%
Brent	24.6	22	23	5%	-7%
Bromley	33.4	33	33	0%	-1%
Camden	41.0	33	29	-12%	-29%
City of London	15.2	10	8	-20%	-47%
City of Westminster	64.8	50	65	30%	0%
Croydon	31.2	26	29	12%	-7%
Ealing	32.0	25	32	28%	0%
Enfield	21.2	26	19	-27%	-10%
Greenwich	30.0	33	31	-6%	3%
Hackney	25.0	30	25	-17%	0%
Hammersmith & Fulham	26.2	34	30	-12%	15%
Haringey	21.0	16	23	44%	10%
Harrow	12.0	11	14	27%	17%
Havering	19.8	10	12	20%	-39%
Hillingdon	25.4	18	20	11%	-21%
Hounslow	28.0	33	27	-18%	-4%
Islington	31.8	20	25	25%	-21%
Kensington & Chelsea	31.0	36	42	17%	35%
Kingston upon Thames	22.2	12	22	83%	-1%
Lambeth	51.2	50	55	10%	7%
Lewisham	30.0	34	34	0%	13%
Merton	21.2	11	13	18%	-39%
Newham	17.6	12	7	-42%	-60%
Redbridge	14.4	14	8	-43%	-44%
Richmond upon Thames	24.2	20	30	50%	24%
Southwark	47.4	32	32	0%	-32%
Sutton	16.0	16	11	-31%	-31%
Tower Hamlets	37.8	43	31	-28%	-18%
Waltham Forest	19.4	18	16	-11%	-18%
Wandsworth	53.4	45	39	-13%	-27%
Greater London	932.8	845	848	0%	-9%

Towards the year 2010: Monitoring casualties on all roads by borough

Table 9: Child killed or seriously injured casualties - Target reduction 60% by 2010

Borough	Year			% change from	
	1994-98 average	2005	2006	2005 to 2006	1994-98 average to 2006
Barking & Dagenham	30.0	10	12	20%	-60%
Barnet	31.0	22	10	-55%	-68%
Bexley	24.6	10	9	-10%	-63%
Brent	42.4	14	14	0%	-67%
Bromley	33.6	16	13	-19%	-61%
Camden	24.6	11	8	-27%	-67%
City of London	2.0	0	0	0%	-100%
City of Westminster	22.6	14	8	-43%	-65%
Croydon	41.8	13	17	31%	-59%
Ealing	34.8	15	15	0%	-57%
Enfield	33.2	8	15	88%	-55%
Greenwich	37.0	11	18	64%	-51%
Hackney	38.8	21	17	-19%	-56%
Hammersmith & Fulham	18.4	10	11	10%	-40%
Haringey	23.2	15	16	7%	-31%
Harrow	19.8	4	7	75%	-65%
Havering	35.6	11	19	73%	-47%
Hillingdon	37.4	22	16	-27%	-57%
Hounslow	29.2	10	17	70%	-42%
Islington	18.6	6	5	-17%	-73%
Kensington & Chelsea	11.2	3	3	0%	-73%
Kingston upon Thames	13.4	3	9	200%	-33%
Lambeth	45.0	7	20	186%	-56%
Lewisham	41.4	19	13	-32%	-69%
Merton	20.8	5	15	200%	-28%
Newham	43.0	10	12	20%	-72%
Redbridge	26.0	14	8	-43%	-69%
Richmond upon Thames	14.2	3	5	67%	-65%
Southwark	34.0	9	18	100%	-47%
Sutton	21.6	4	6	50%	-72%
Tower Hamlets	27.4	8	9	13%	-67%
Waltham Forest	30.0	21	15	-29%	-50%
Wandsworth	28.8	6	12	100%	-58%
Greater London	935.4	355	392	10%	-58%

Towards the year 2010: Monitoring casualties on all roads by borough

Table 10: All slight casualties - Target reduction 25% by 2010

Borough	Year			% change from	
	1994-98 average	2005	2006	2005 to 2006	1994-98 average to 2006
Barking & Dagenham	781.2	630	556	-12%	-29%
Barnet	1,772.8	1,210	1,200	-1%	-32%
Bexley	797.6	579	608	5%	-24%
Brent	1,361.4	1,024	858	-16%	-37%
Bromley	1,232.0	924	783	-15%	-36%
Camden	1,430.8	905	749	-17%	-48%
City of London	411.0	308	328	6%	-20%
City of Westminster	2,384.4	1,499	1,548	3%	-35%
Croydon	1,632.4	1,254	1,064	-15%	-35%
Ealing	1,614.0	1,191	1,083	-9%	-33%
Enfield	1,503.8	1,079	919	-15%	-39%
Greenwich	1,146.8	833	784	-6%	-32%
Hackney	1,098.4	902	760	-16%	-31%
Hammersmith & Fulham	930.4	717	591	-18%	-36%
Haringey	1,010.4	712	768	8%	-24%
Harrow	727.6	564	500	-11%	-31%
Havering	1,095.8	879	853	-3%	-22%
Hillingdon	1,337.4	1,021	927	-9%	-31%
Hounslow	1,352.2	936	851	-9%	-37%
Islington	1,113.8	725	655	-10%	-41%
Kensington & Chelsea	1,004.8	776	699	-10%	-30%
Kingston upon Thames	678.0	405	323	-20%	-52%
Lambeth	1,831.6	1,173	1,037	-12%	-43%
Lewisham	1,390.0	942	887	-6%	-36%
Merton	711.4	488	439	-10%	-38%
Newham	1,118.8	953	936	-2%	-16%
Redbridge	1,199.4	940	807	-14%	-33%
Richmond upon Thames	715.4	477	376	-21%	-47%
Southwark	1,543.0	1,016	1,050	3%	-32%
Sutton	717.6	540	557	3%	-22%
Tower Hamlets	1,022.6	893	792	-11%	-23%
Waltham Forest	1,028.4	825	805	-2%	-22%
Wandsworth	1,301.6	860	771	-10%	-41%
Greater London	38,996.8	28,180	25,864	-8%	-34%

5.2 London-wide casualty monitoring charts - all roads

Fig. 1: Greater London - All fatalities

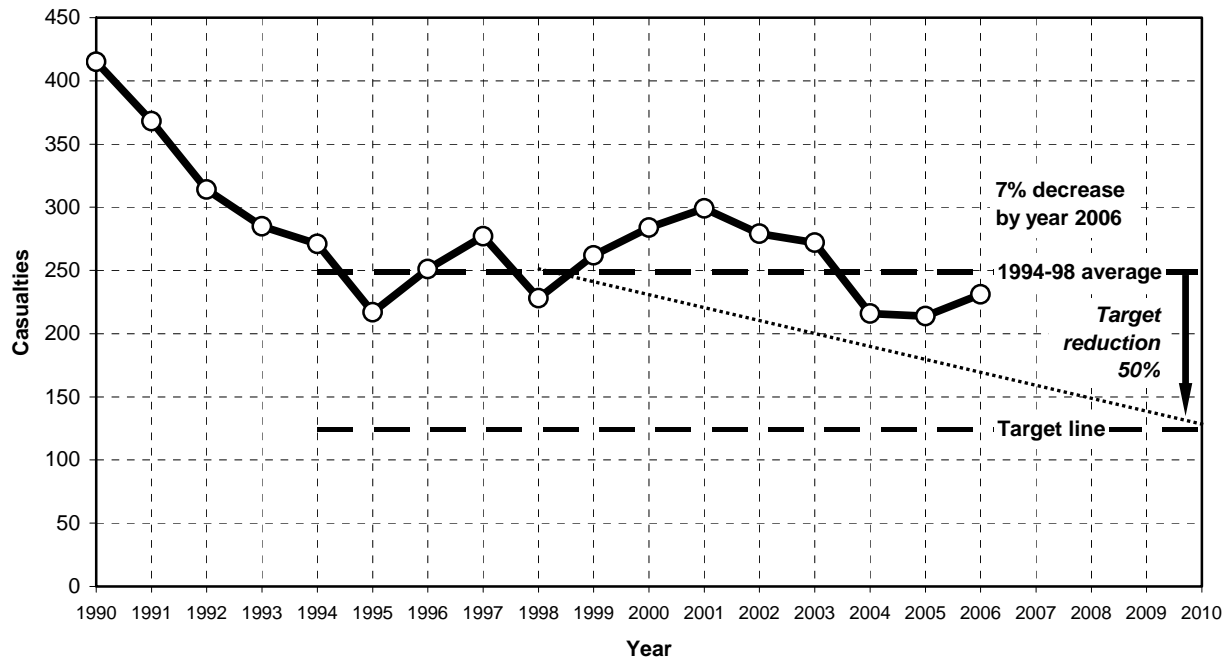


Fig. 2: Greater London - Pedestrian fatalities

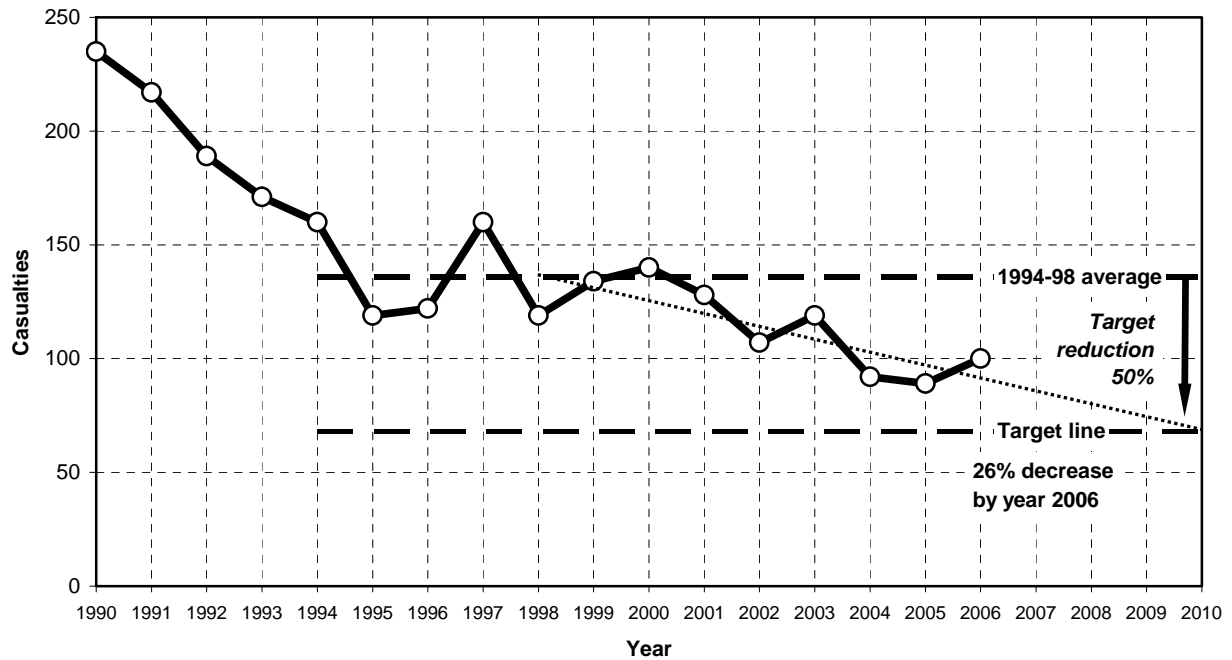


Fig. 3: Greater London - Pedal cyclist fatalities

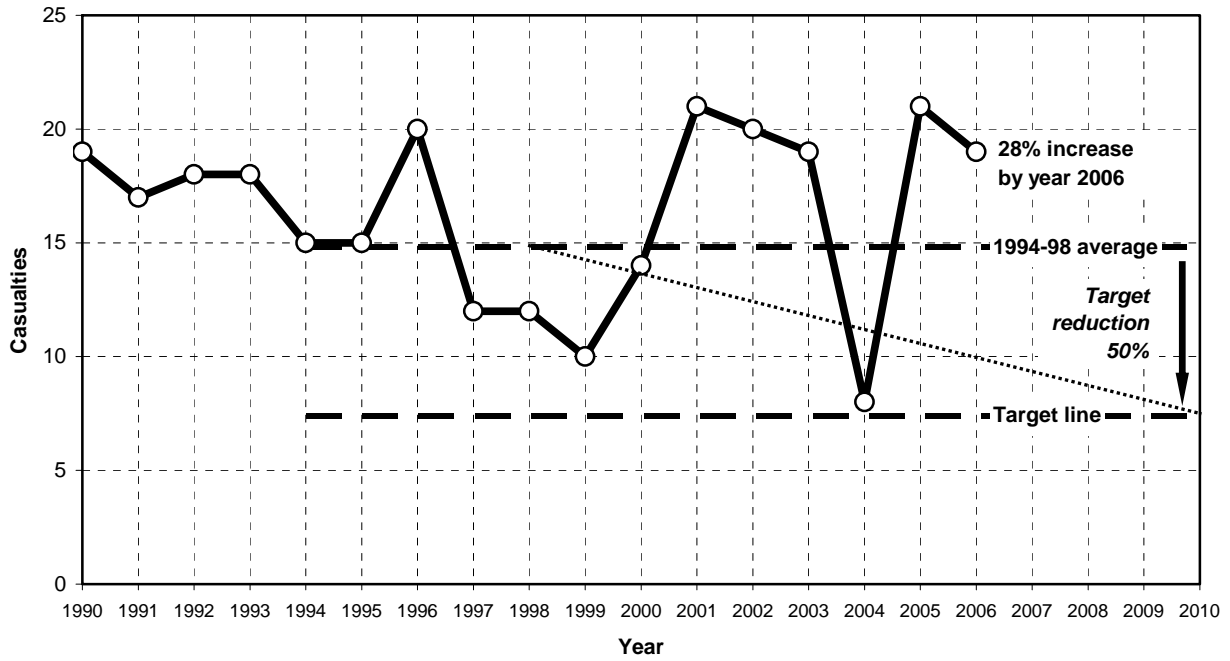


Fig. 4: Greater London - Powered two wheeler fatalities

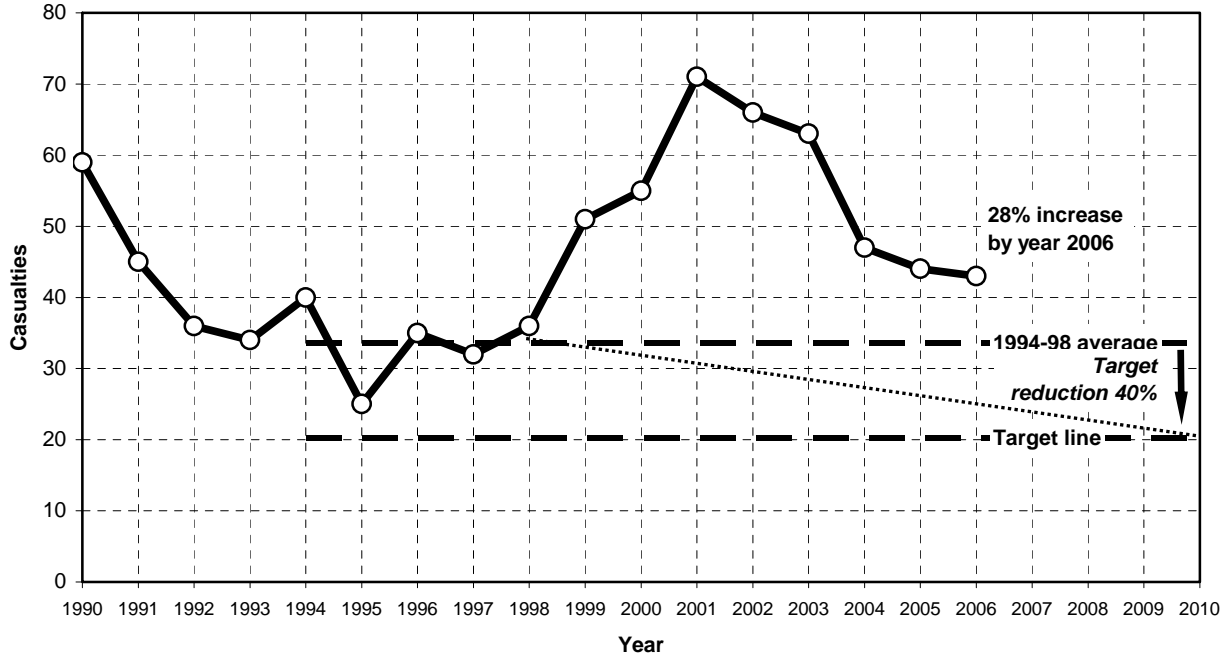


Fig. 5: Greater London - Car occupant fatalities

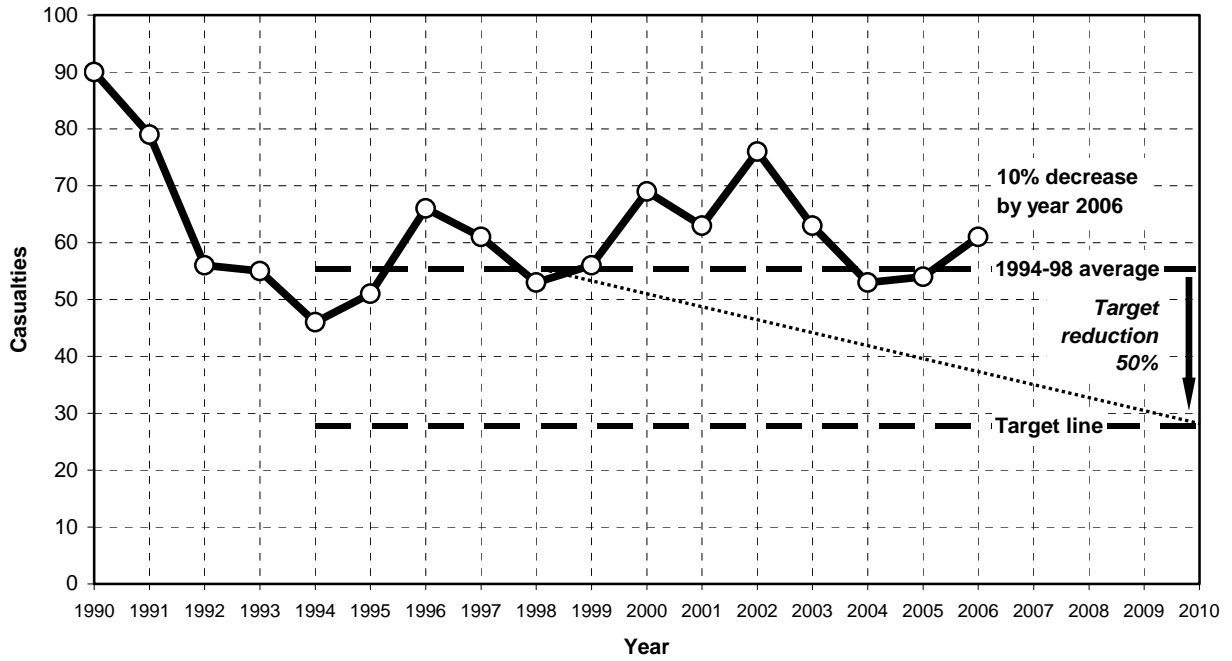


Fig. 6: Greater London - All killed or seriously injured casualties (National Target category)

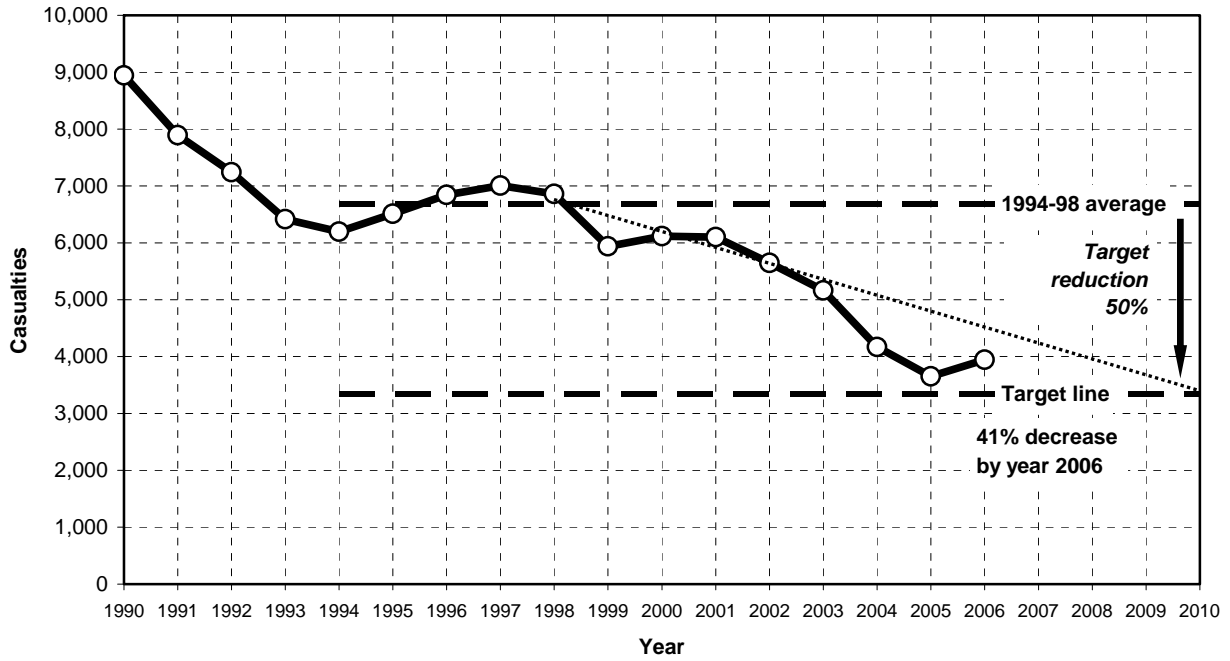


Fig. 7: Greater London - Pedestrian killed or seriously injured casualties (London Target category)

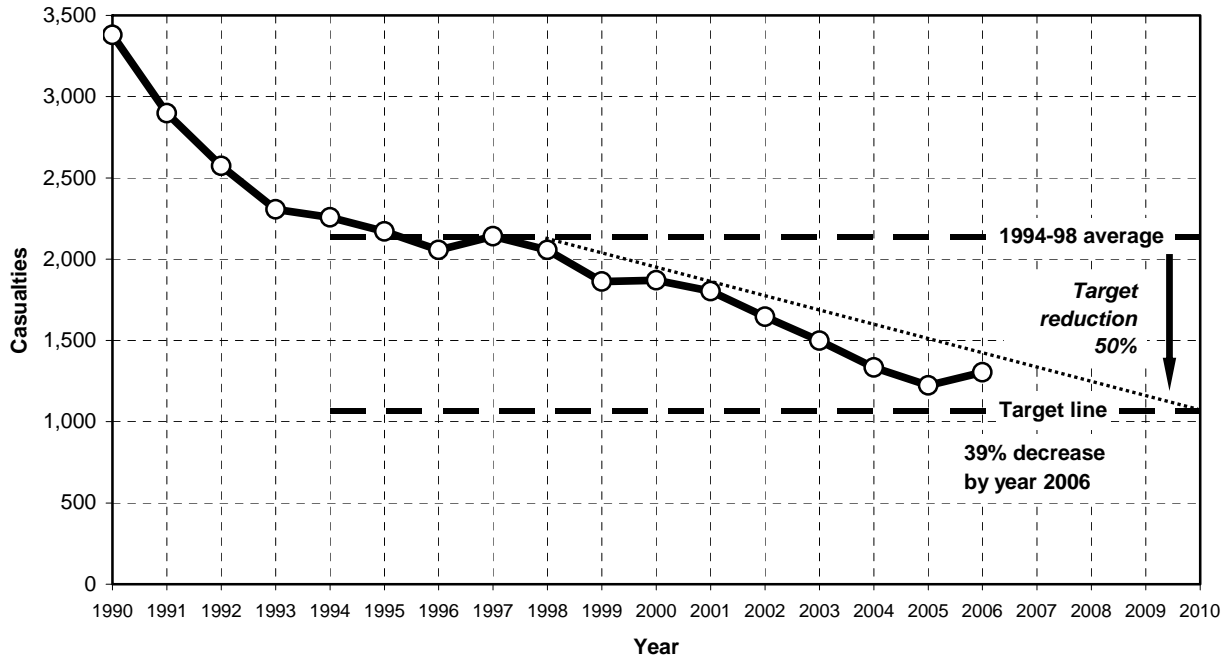


Fig. 8: Greater London - Pedal cyclist killed or seriously injured casualties

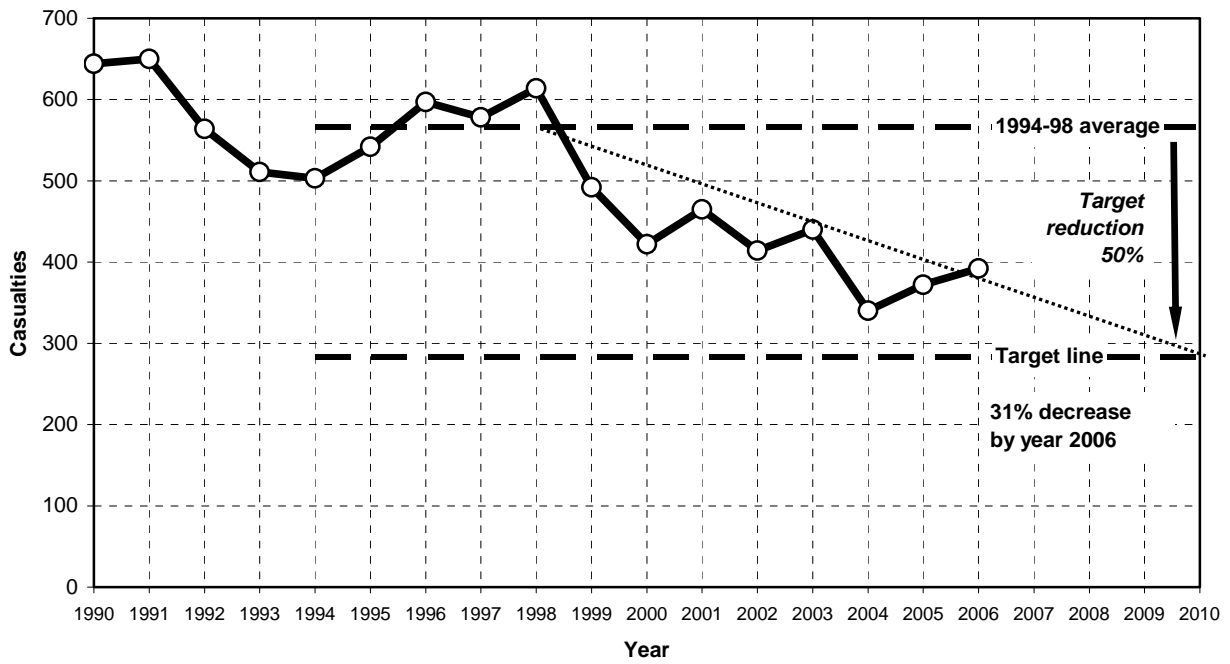


Fig. 9: Greater London - Powered two wheeler killed or seriously injured casualties (London Target)

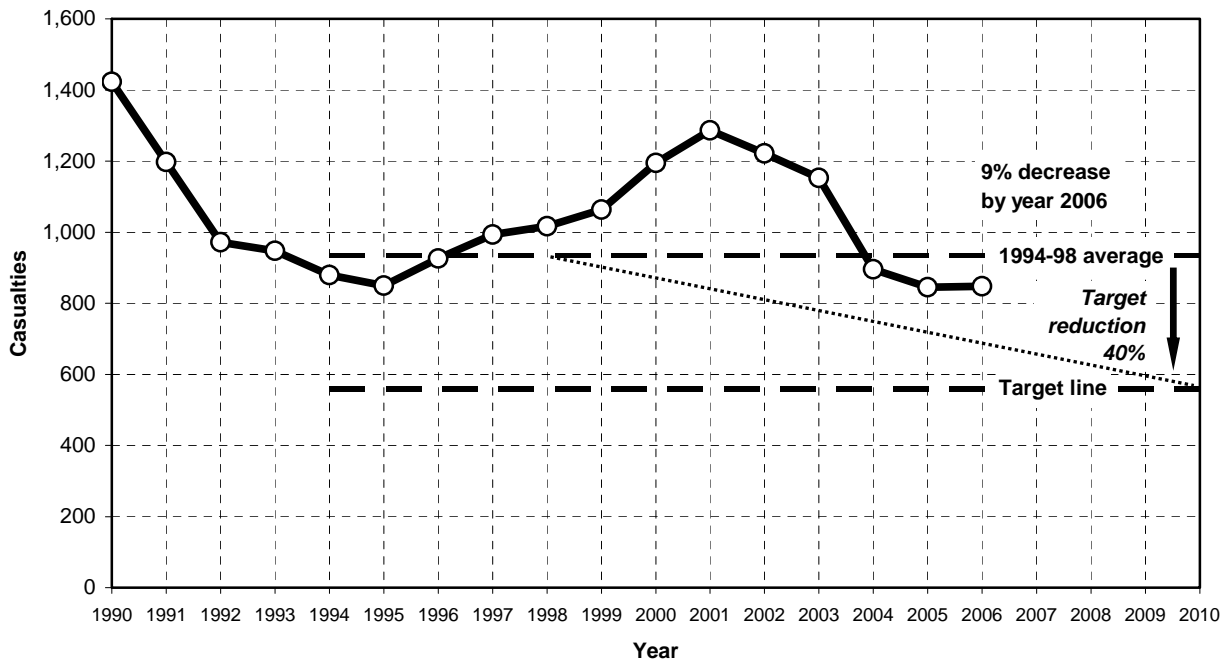


Fig. 10: Greater London - Car occupant killed or seriously injured casualties

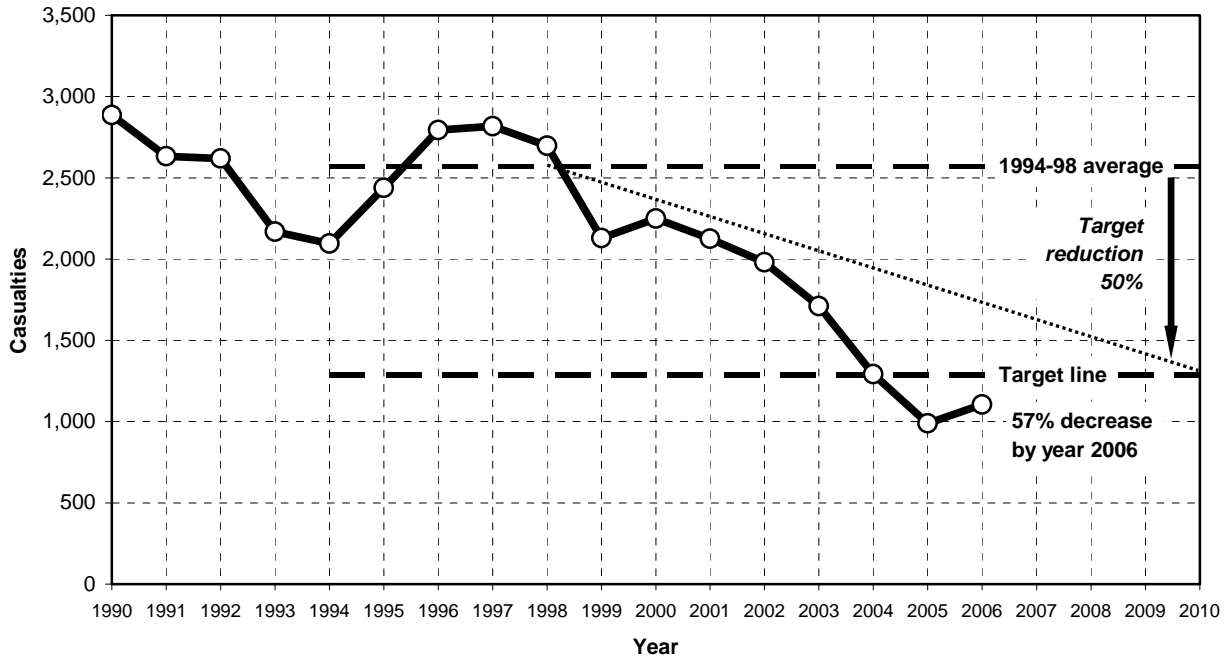


Fig. 11: Greater London - Bus or coach occupant killed or seriously injured casualties

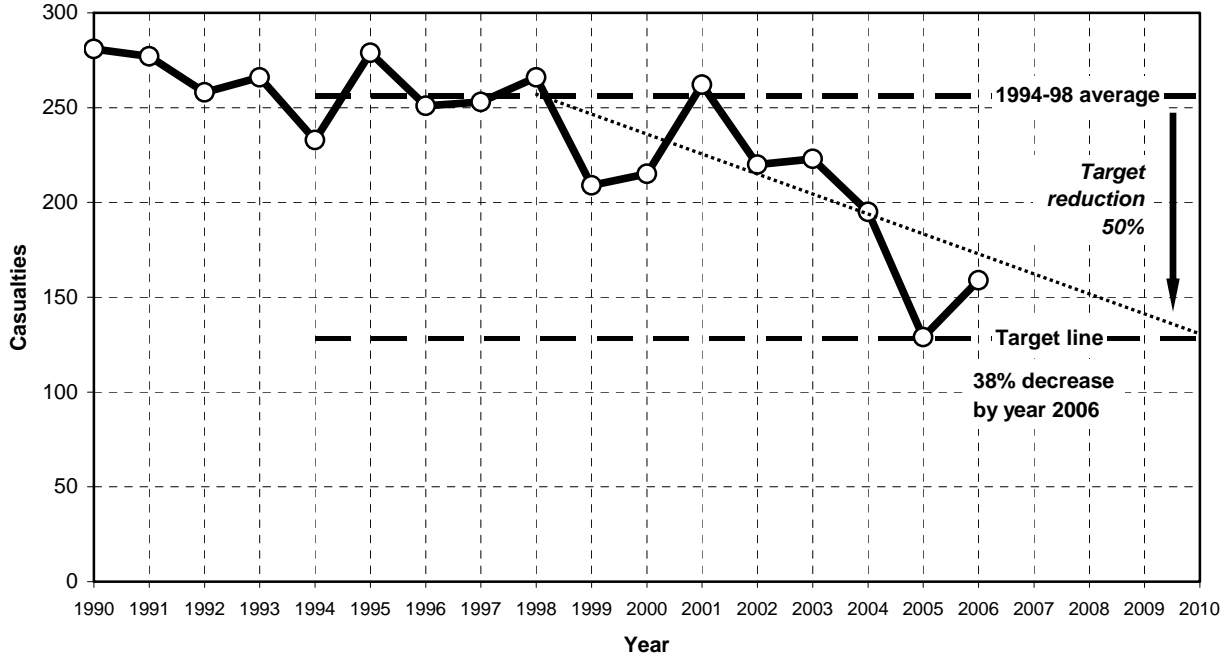


Fig. 12: Greater London - Other vehicle occupant killed or seriously injured casualties

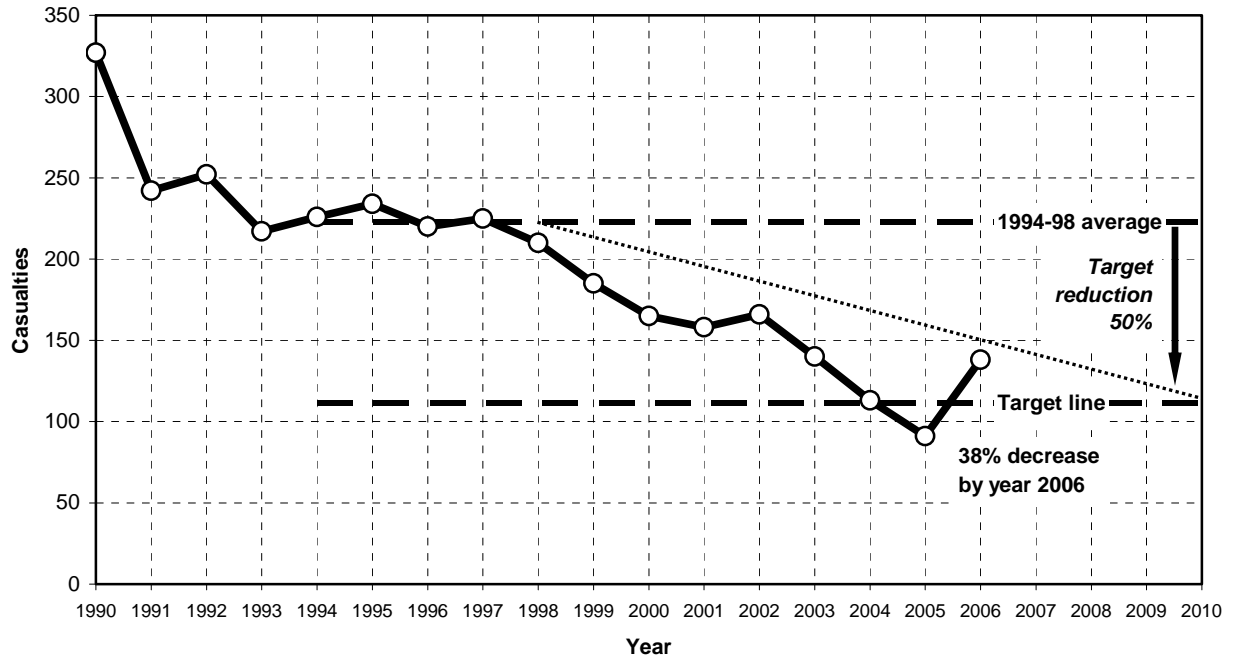


Fig. 13: Greater London - All child killed or seriously injured casualties (National Target category)

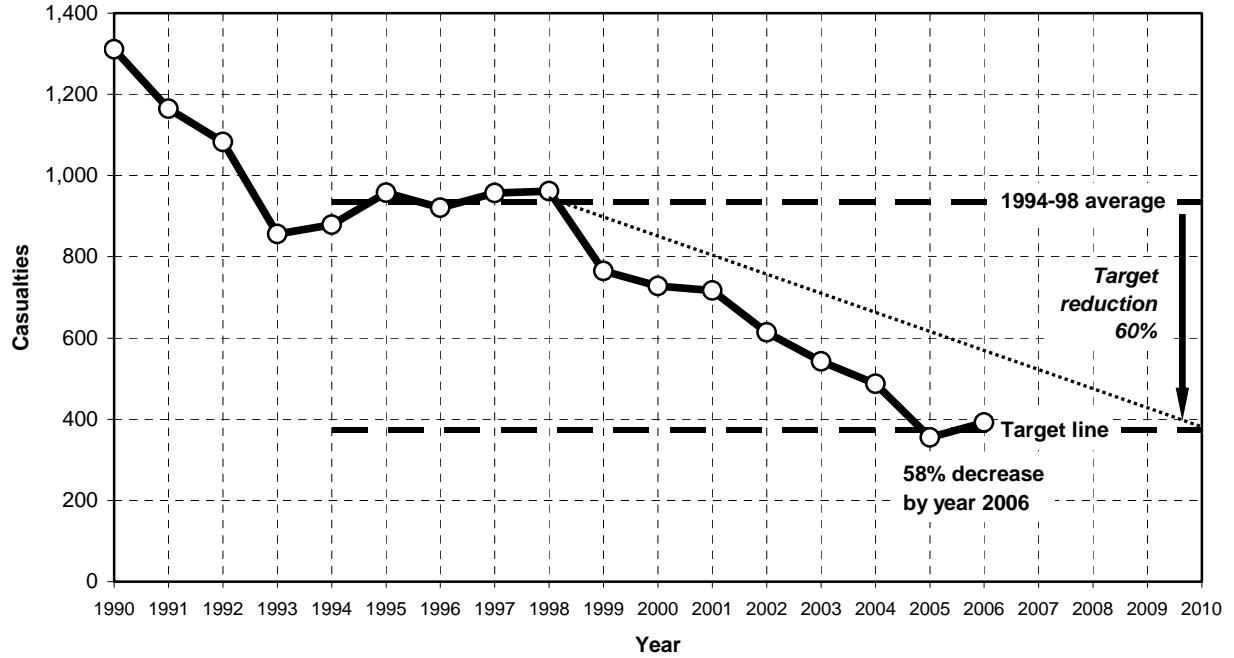


Fig. 14: Greater London - child pedestrian killed or seriously injured casualties

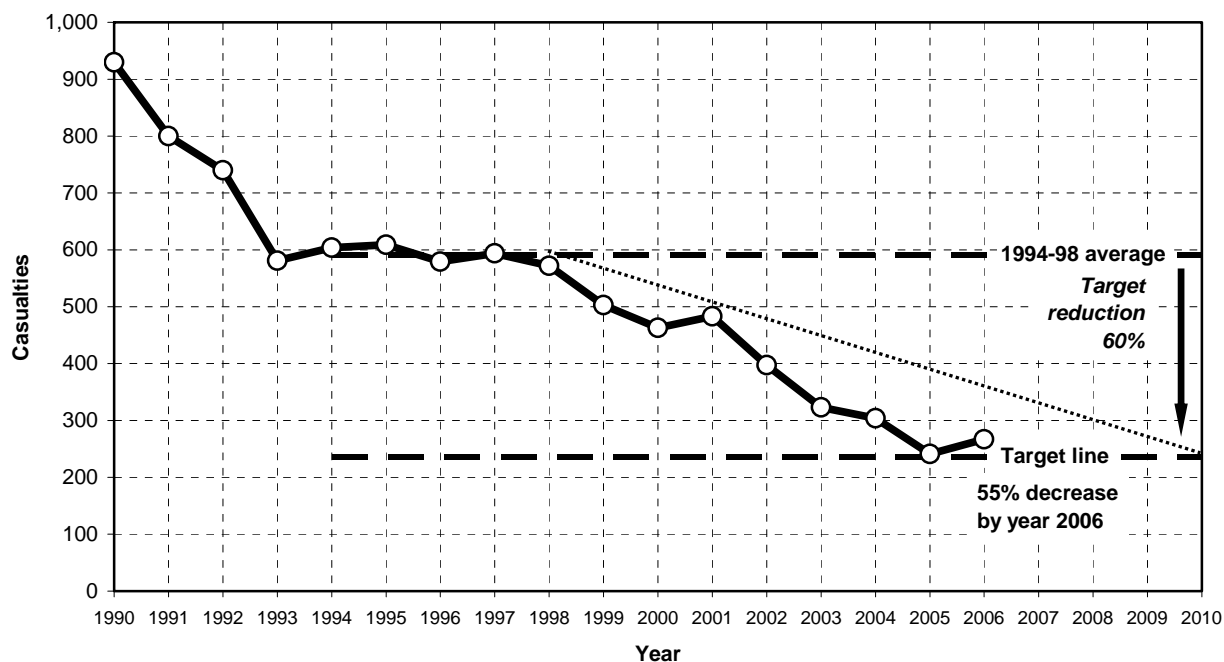


Fig. 15: Greater London - child pedal cyclist killed or seriously injured casualties

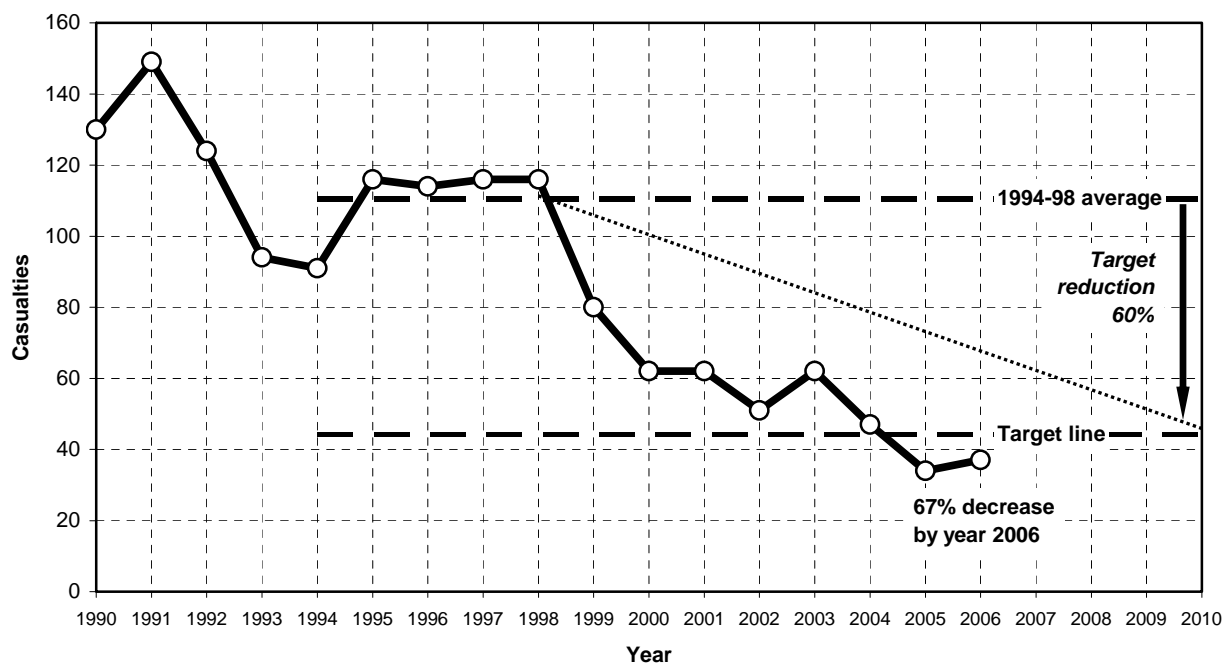


Fig. 16: Greater London - child car passenger killed or seriously injured casualties

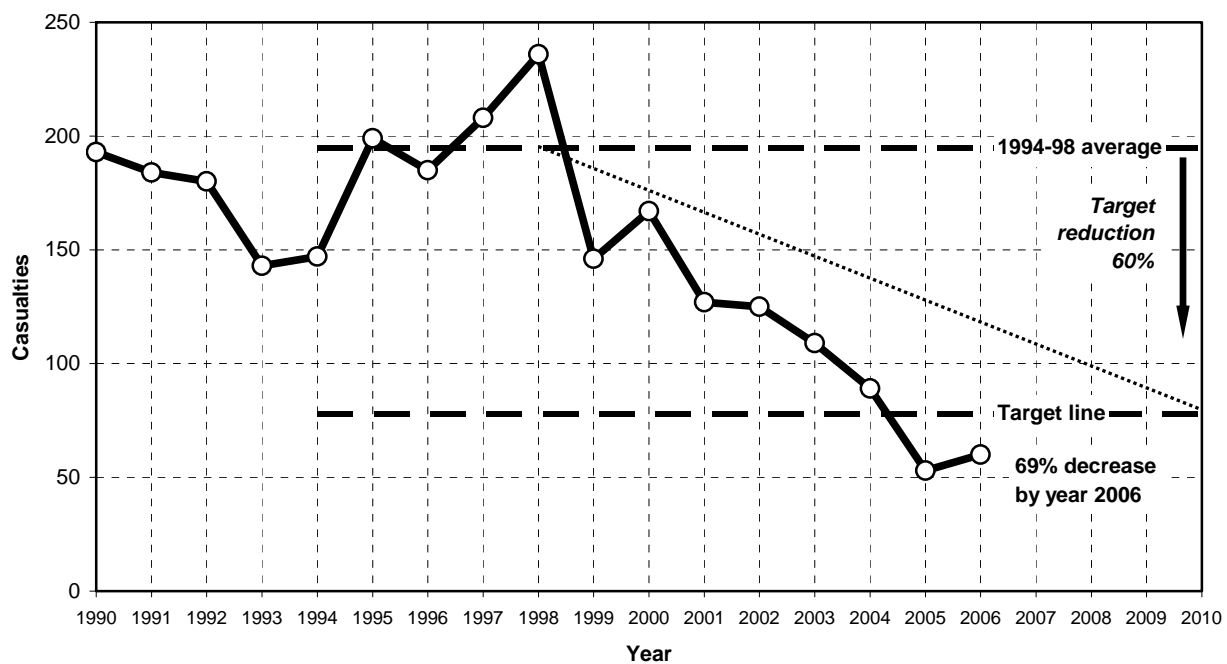


Fig. 17: Greater London - All slightly injured casualties (National Target category)

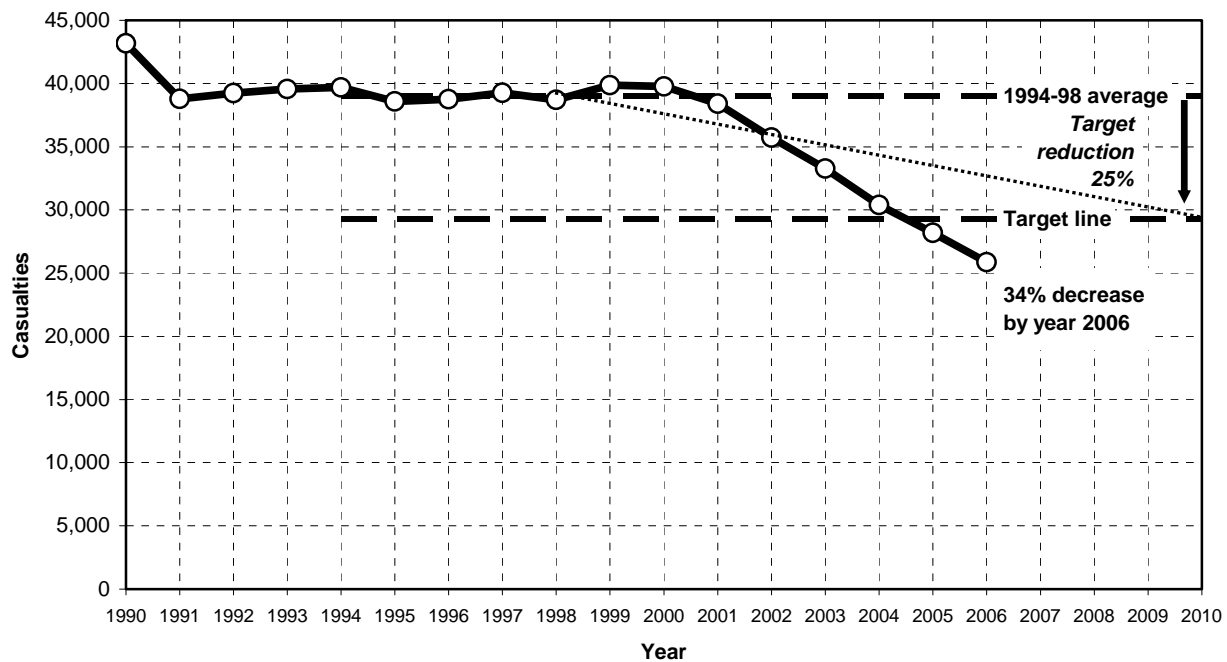


Fig. 18: Greater London - Pedestrian slightly injured casualties

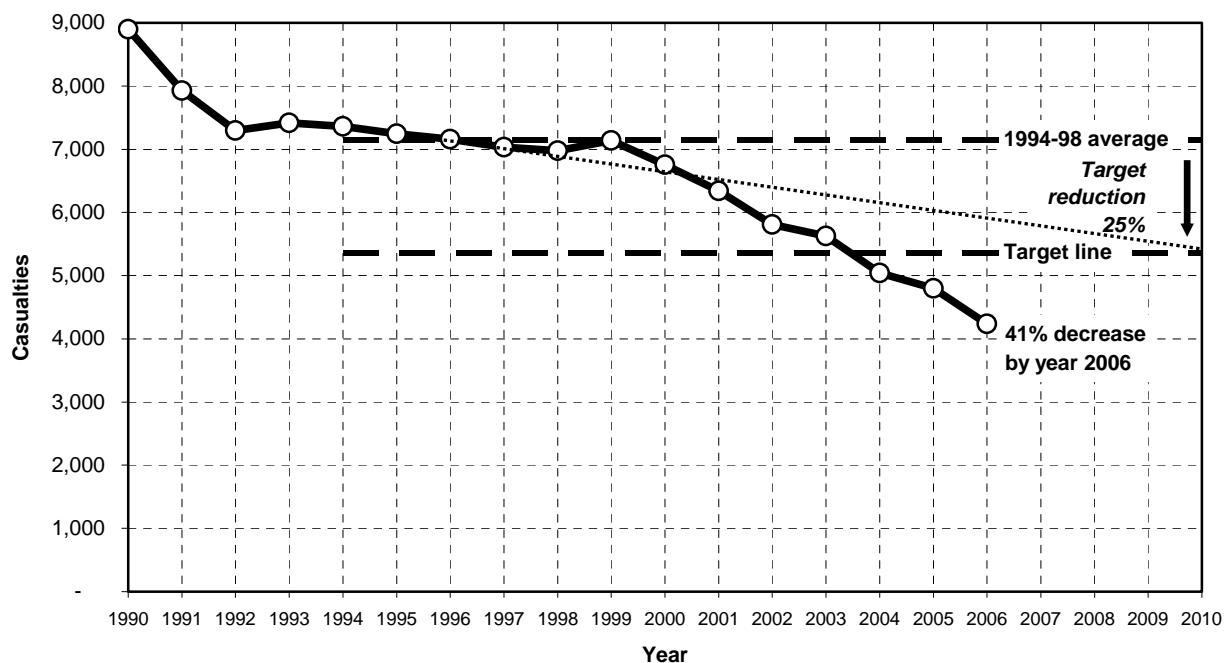


Fig. 19: Greater London - Pedal cyclist slightly injured casualties

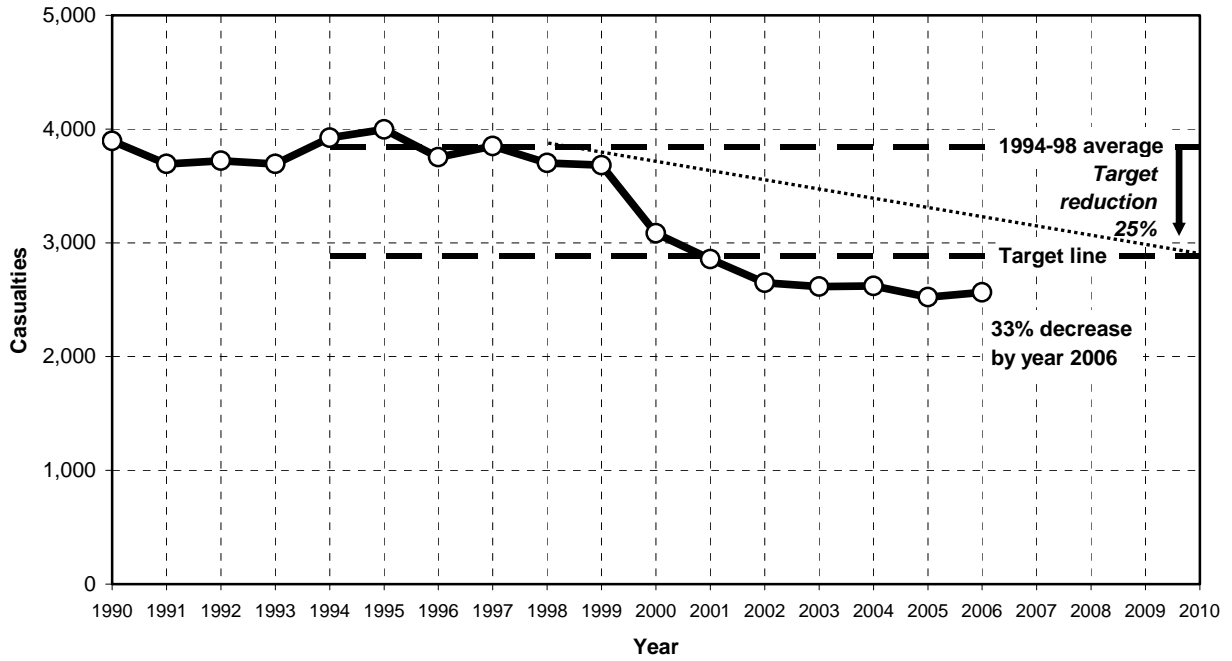


Fig. 20: Greater London - Powered two wheeler slightly injured casualties

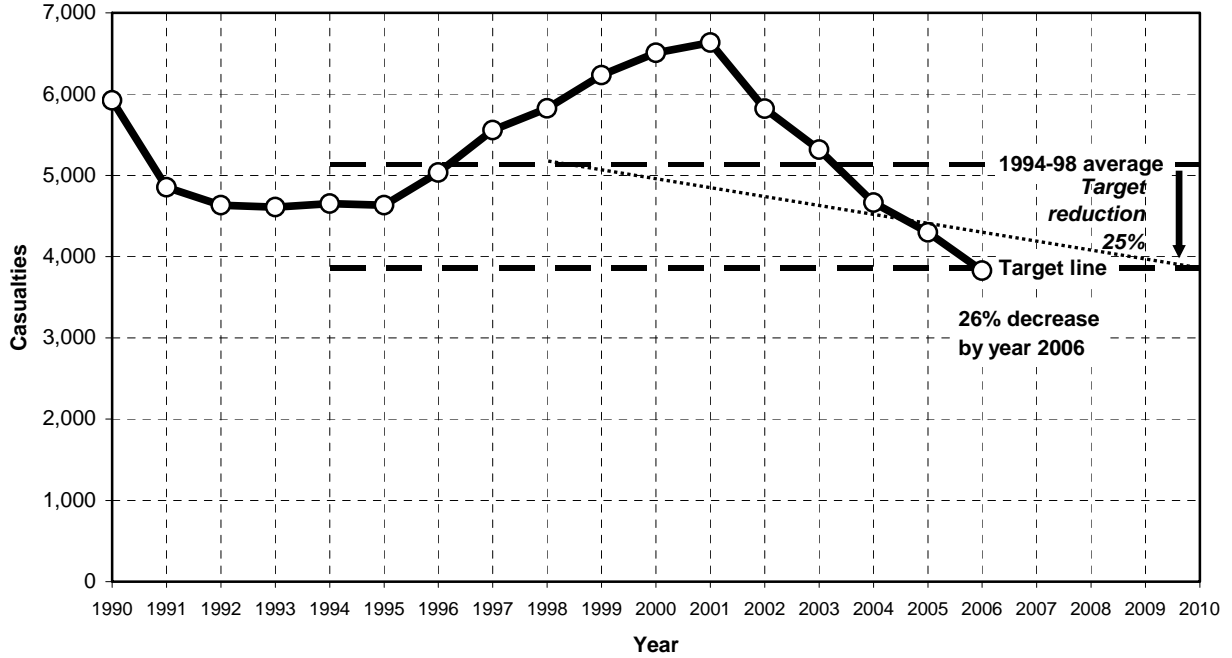


Fig. 21: Greater London - Car occupant slightly injured casualties

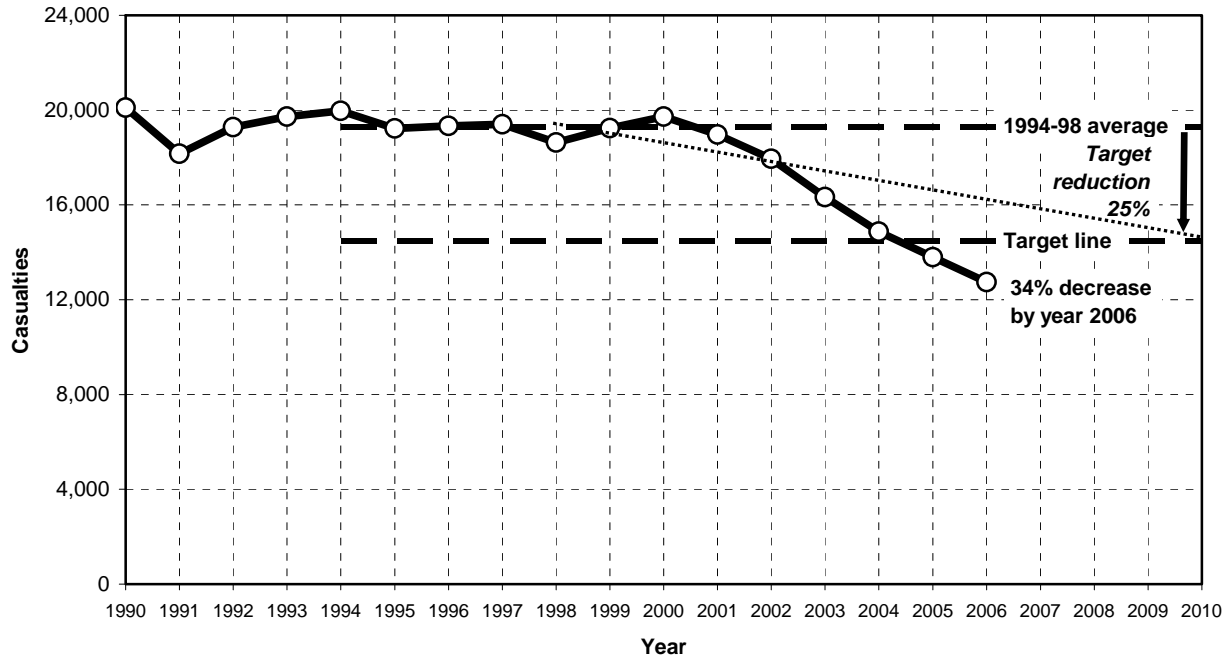


Fig. 22: Greater London - Bus occupant slightly injured casualties

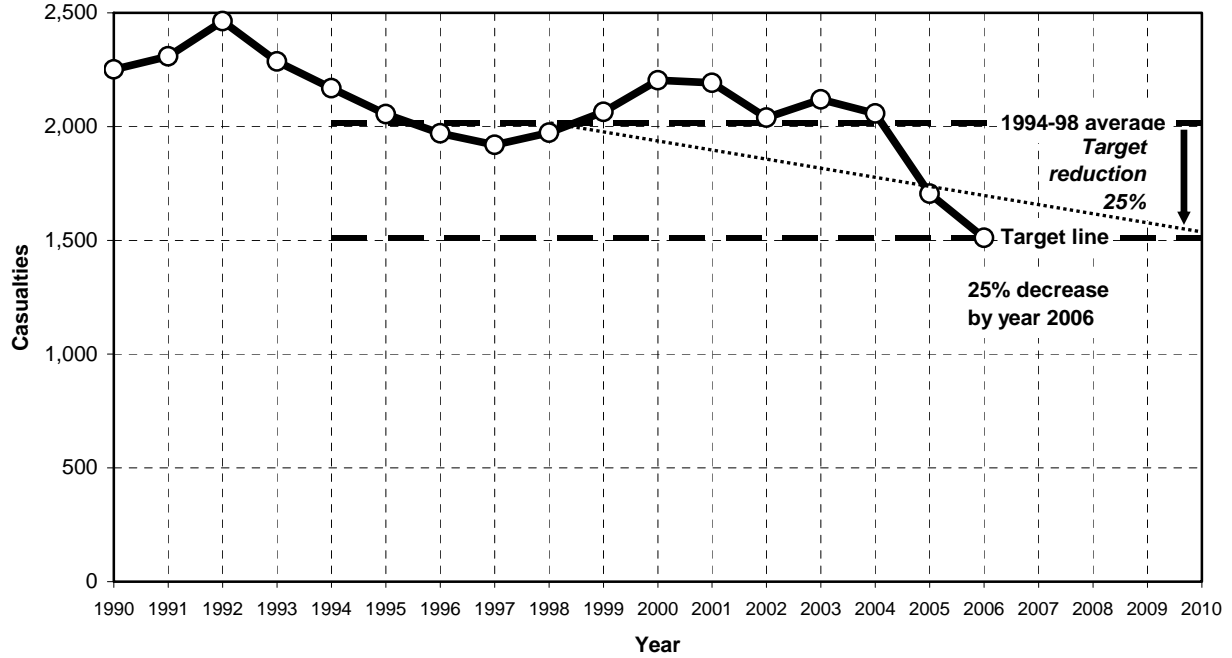
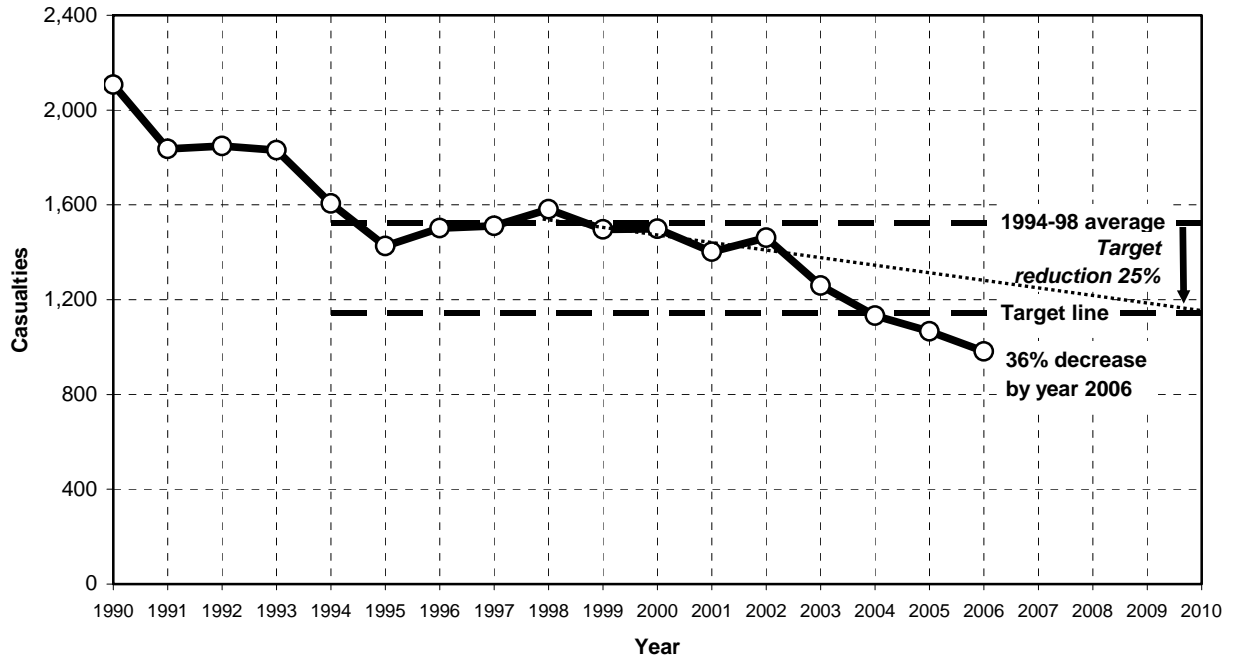


Fig. 23: Greater London - Other vehicle occupant slightly injured casualties



5.3 Transport for London Road Network casualty monitoring charts

Fig. 24: TLRN - All killed or seriously injured casualties (National Target Category)

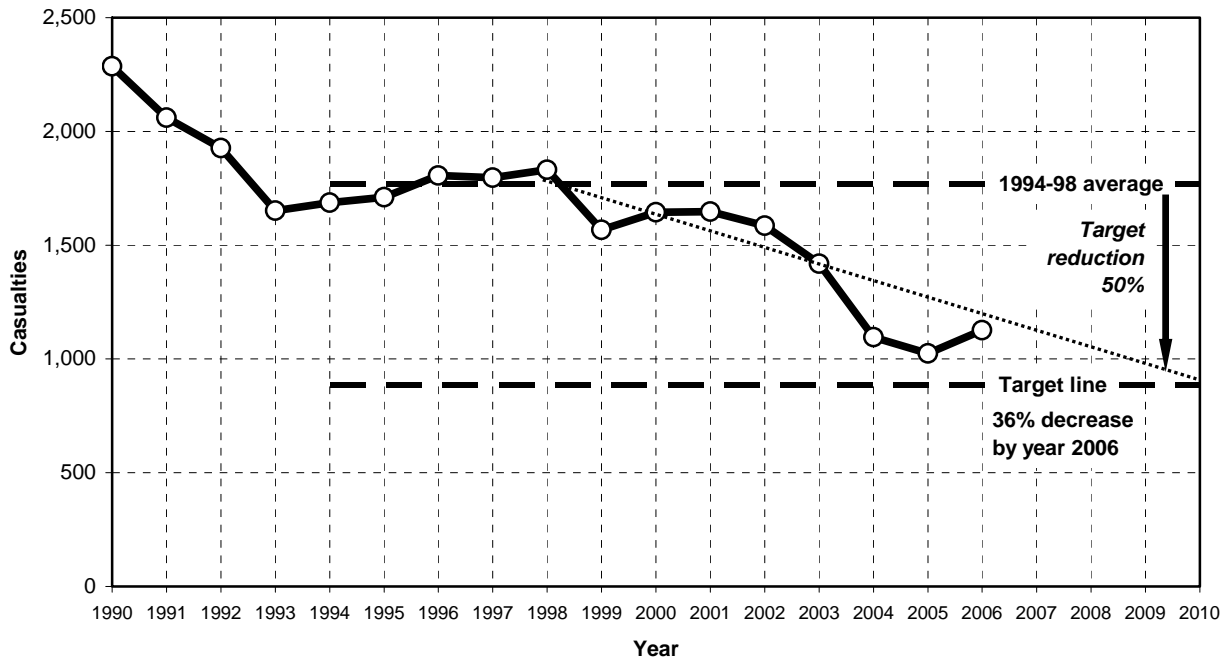


Fig. 25: TLRN - Pedestrian killed or seriously injured casualties (London Target Category)

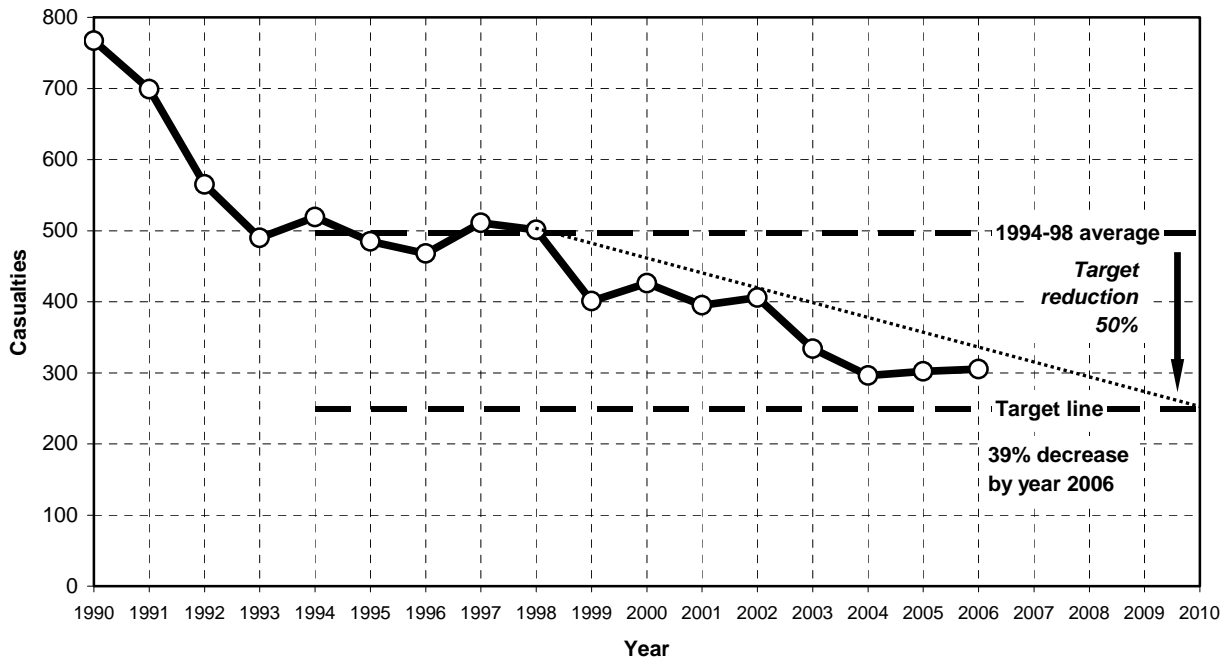


Fig. 26: TLRN - Pedal cyclist killed or seriously injured casualties (London Target Category)

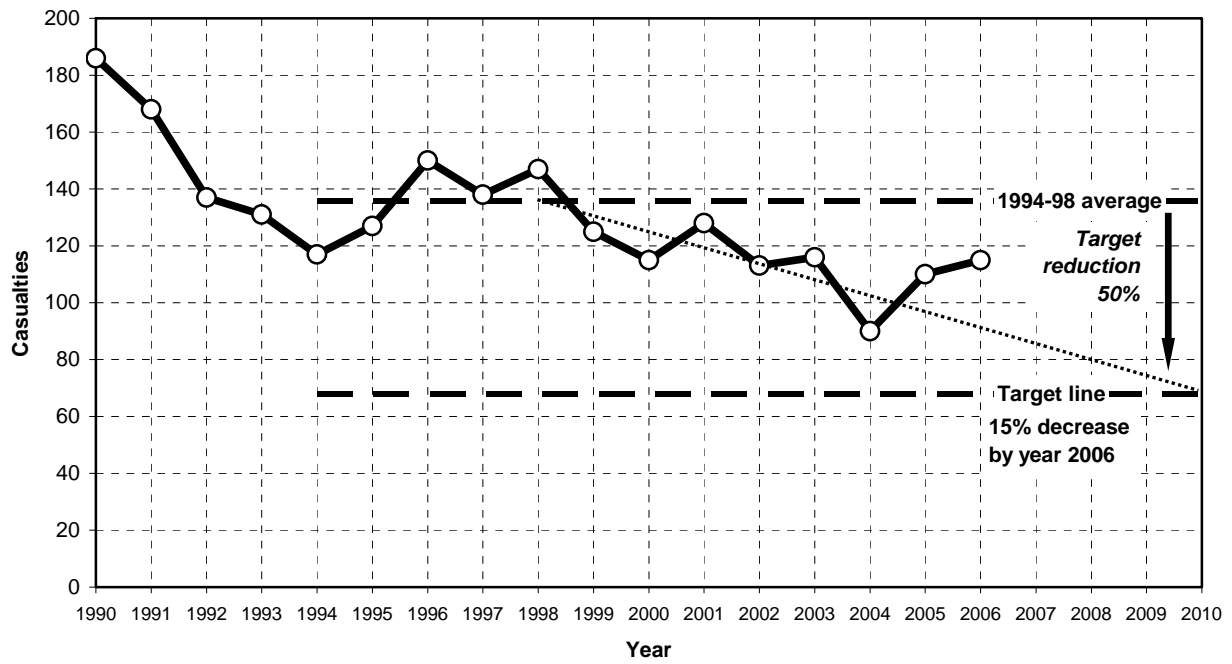


Fig. 27: TLRN - Powered two wheeler killed or seriously injured casualties (London Target Category)

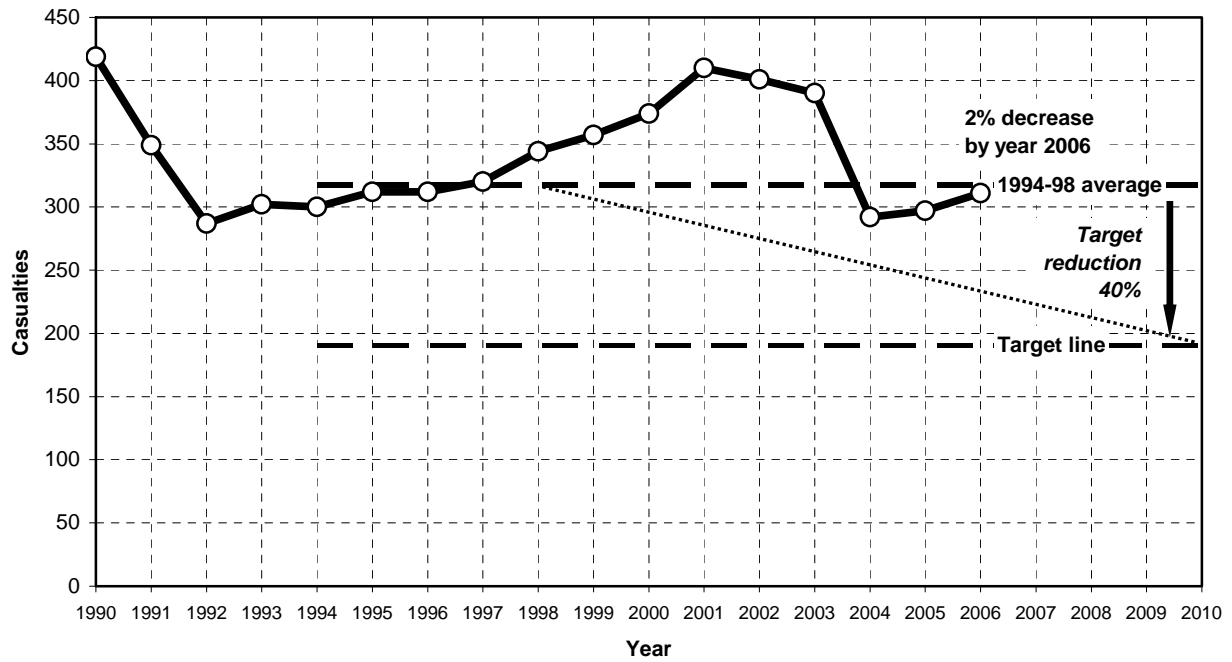


Fig. 28: TLRN - Child killed or seriously injured casualties (National Target Category)

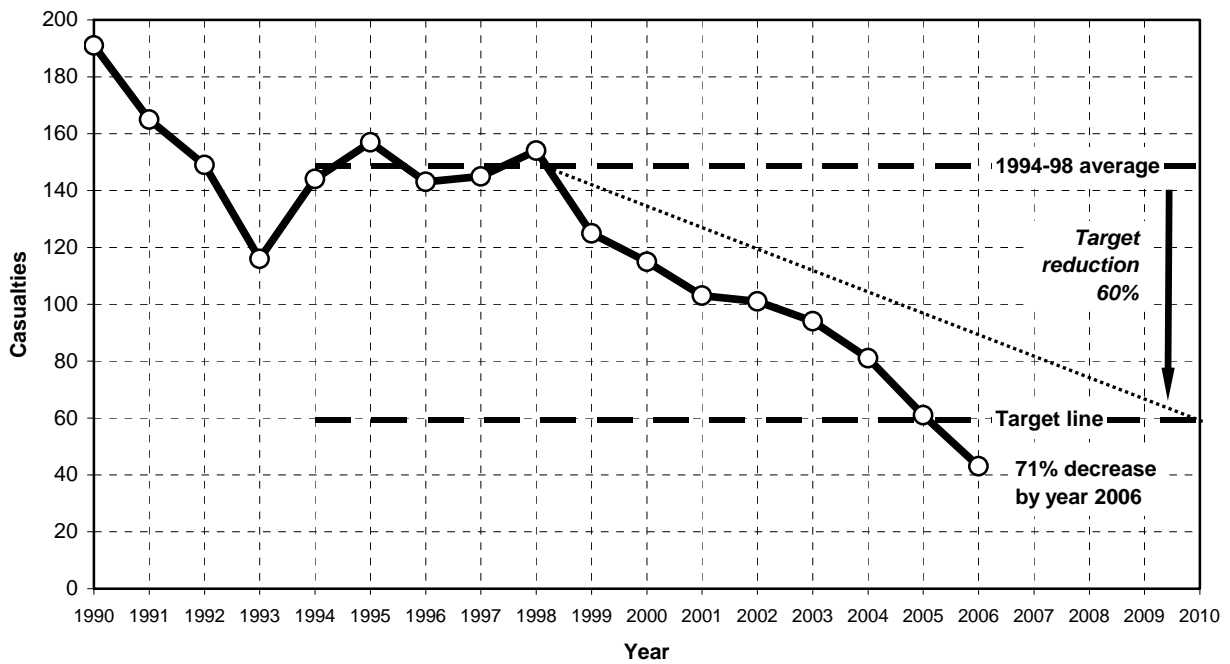
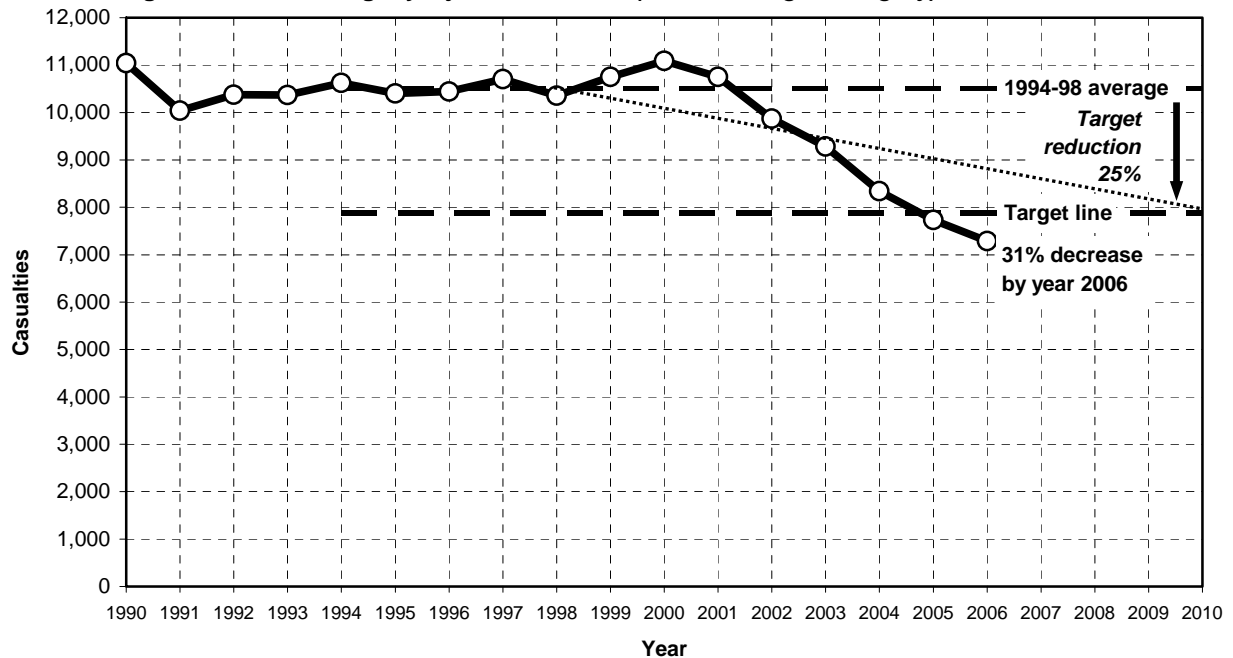


Fig. 29: TLRN - All slightly injured casualties (National Target Category)



5.4 Borough roads casualty monitoring charts

Fig. 30: Borough roads - All killed or seriously injured casualties (*National Target Category*)

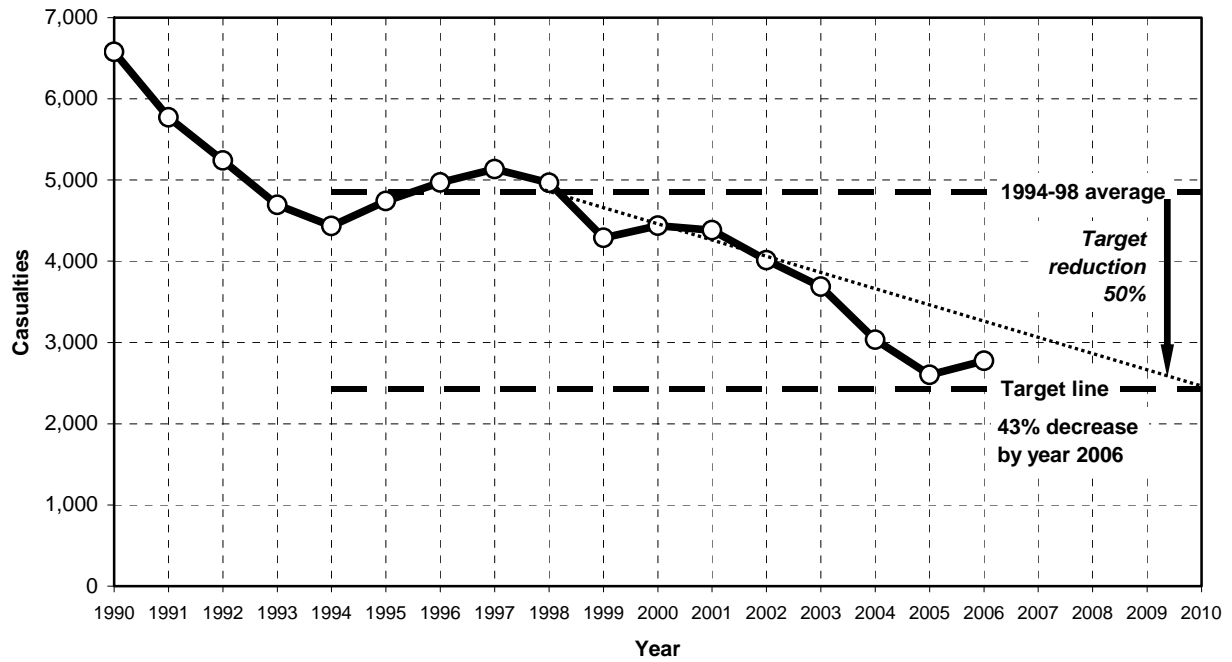


Fig. 31: Borough roads - Pedestrian killed or seriously injured casualties (*London Target Category*)

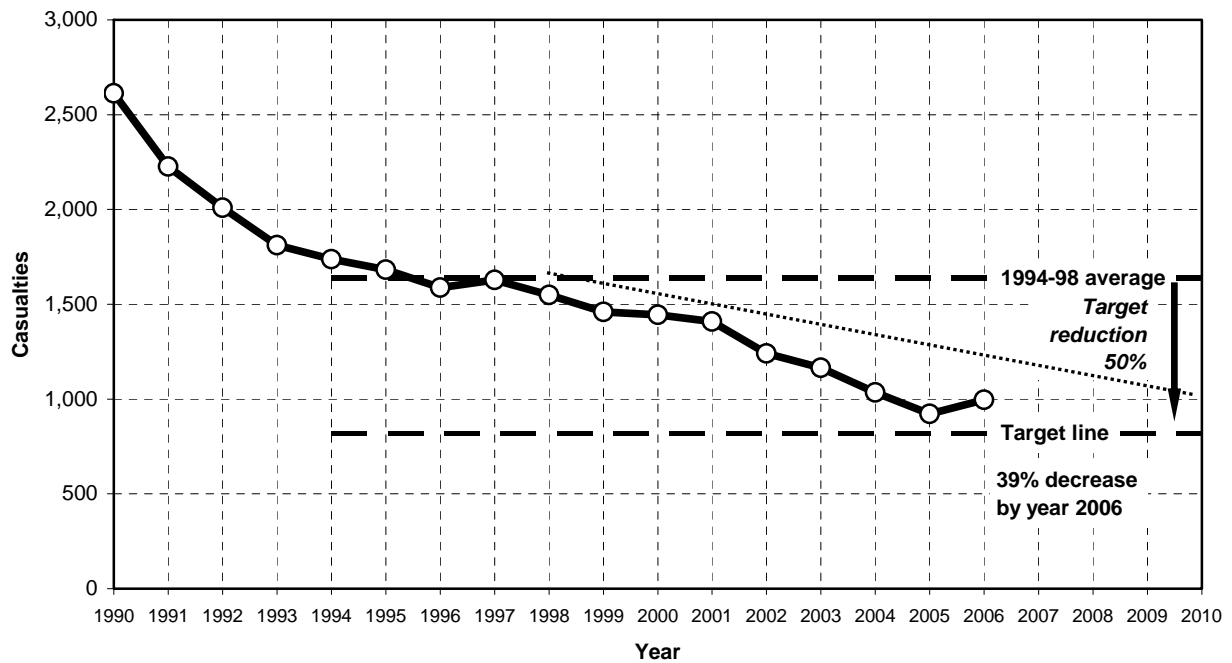


Fig. 32: Borough roads - Pedal cyclist killed or seriously injured casualties (London Target Category)

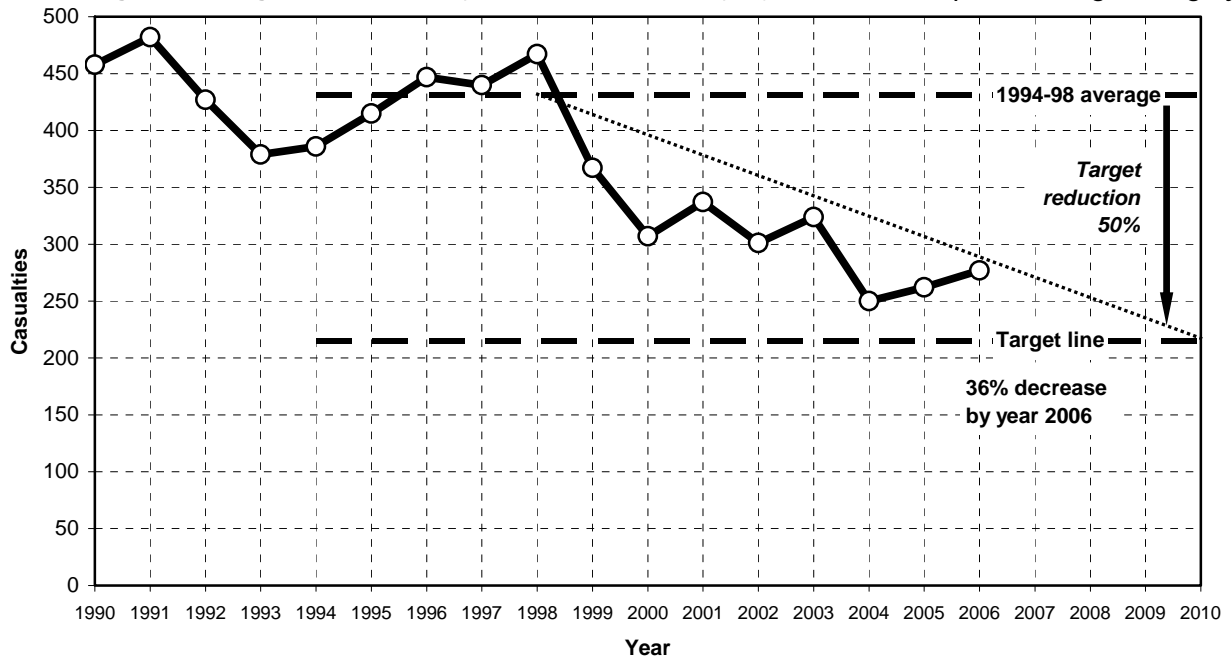


Fig. 33: Borough roads - Powered two wheeler killed or seriously injured casualties (London Target Category)

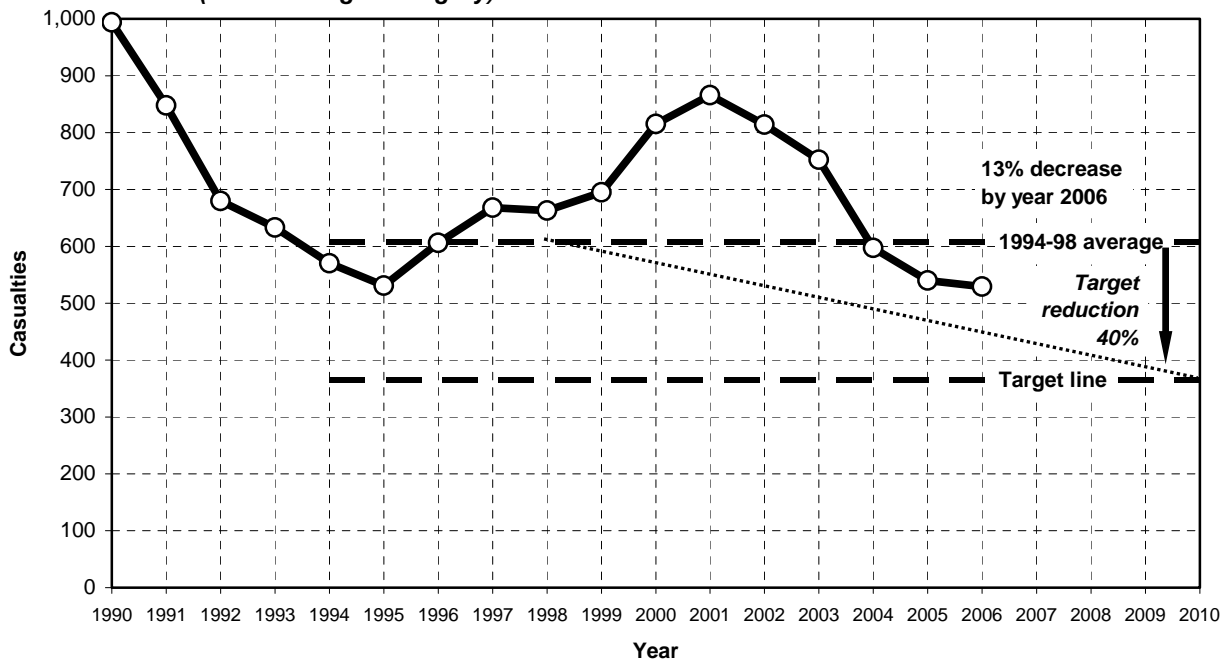


Fig. 34: Borough roads - Child killed or seriously injured casualties (National Target Category)

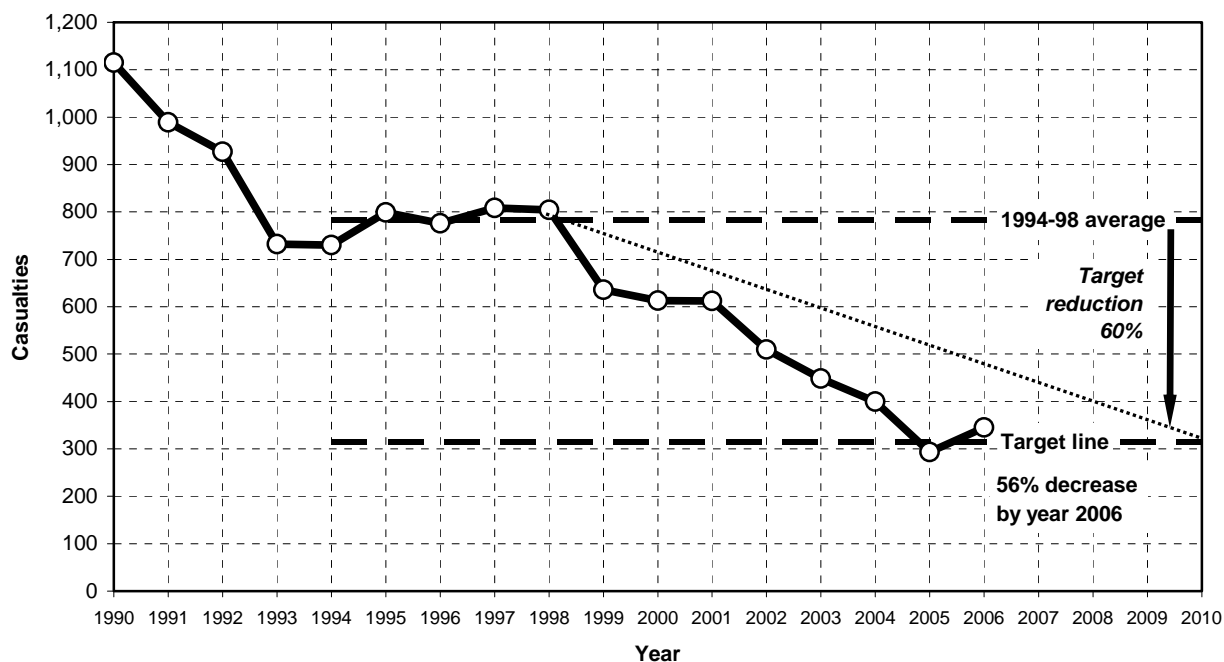
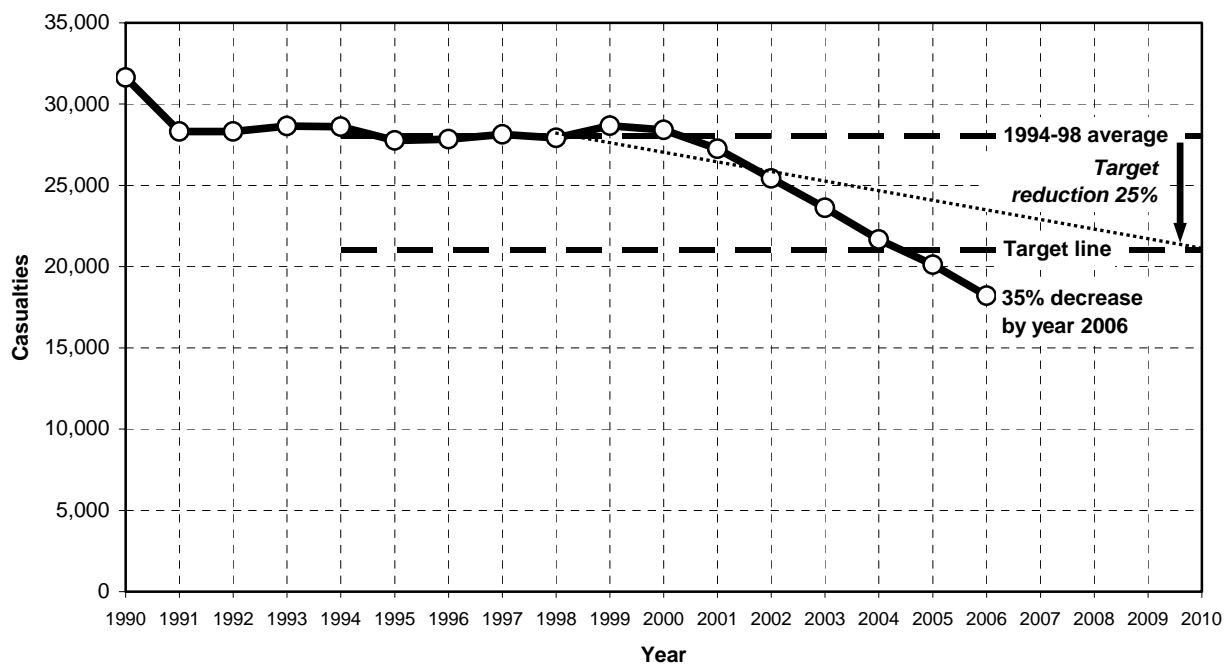


Fig. 35: Borough roads - All slightly injured casualties (National Target Category)



5.5 Highways Agency roads casualty monitoring charts

Fig. 36: Highways Agency roads - All killed or seriously injured casualties (National Target Category)

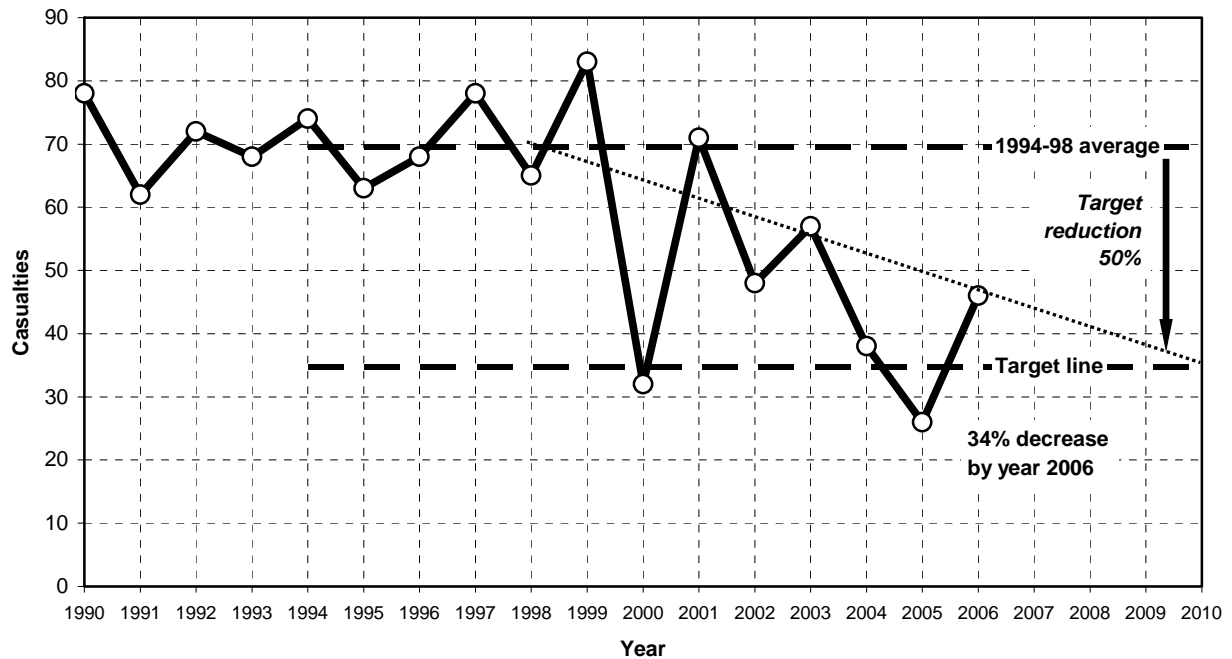
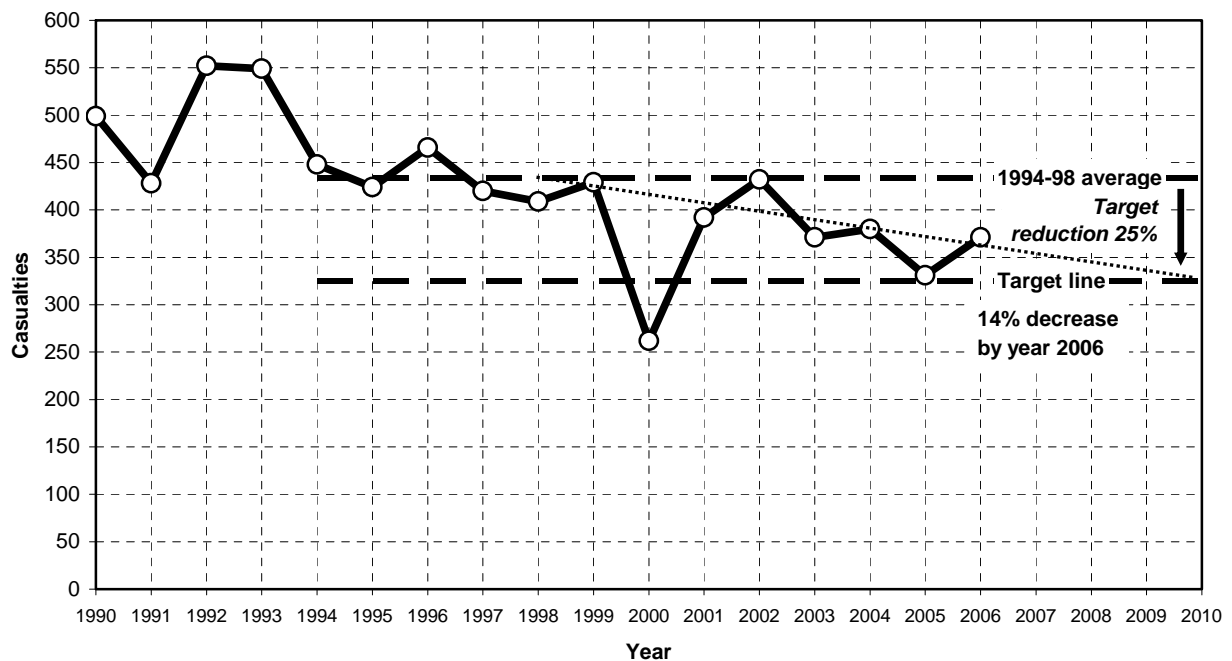


Fig. 37: Highways Agency roads - All slightly injured casualties (National Target Category)



Appendix A

Borough casualty monitoring charts and tables

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1. Barking & Dagenham

Fig. A1.1: L.B. of Barking & Dagenham - All killed and seriously injured casualties

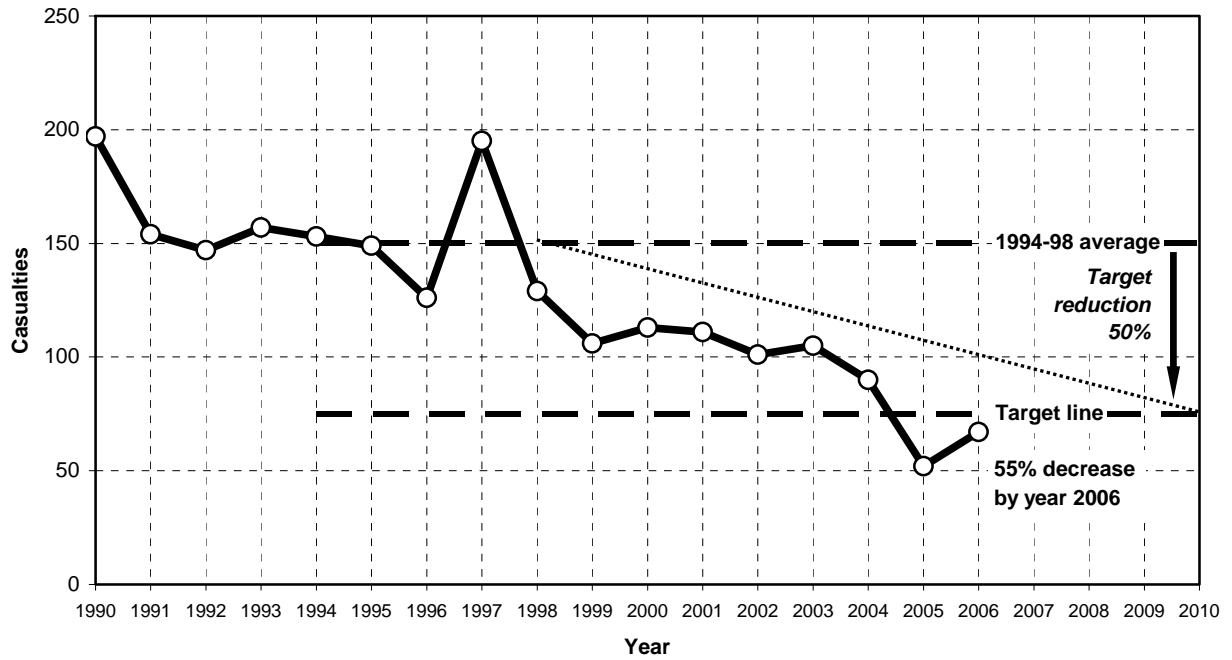


Fig. A1.2: L.B. of Barking & Dagenham - All slight casualties

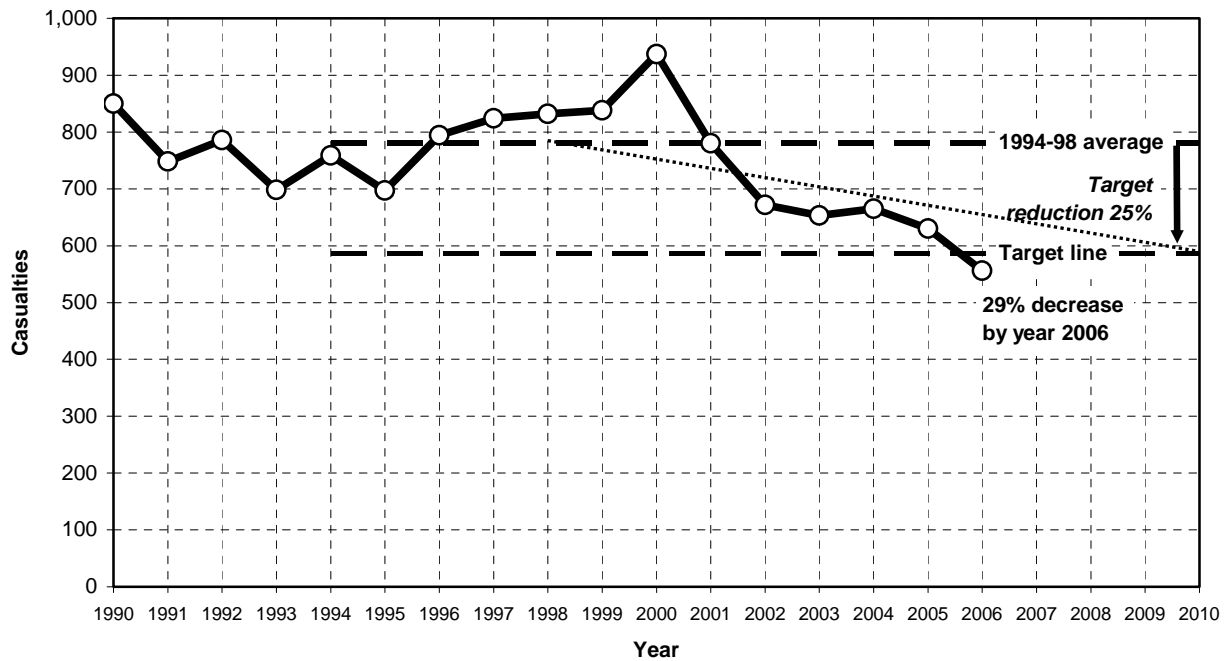


Table A1: Towards the year 2010: Monitoring casualties in L.B. of Barking & Dagenham
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	3.2	4	4	0%	25%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.4	1	0	-100%	-100%
	Car occupants	1.0	1	0	-100%	-100%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	5.4	6	4	-33%	-26%
Fatal & serious	Pedestrians	35.2	18	23	28%	-35%
	Pedal cyclists	7.6	1	5	400%	-34%
	Powered two-wheeler	13.2	13	16	23%	21%
	Car occupants	83.6	18	17	-6%	-80%
	Bus or coach occupants	3.6	1	1	0%	-72%
	Other vehicle occupants	7.2	1	5	400%	-31%
	Total	150.4	52	67	29%	-55%
	Children (under 16yrs)	30.0	10	12	20%	-60%
Slight*	Pedestrians	123.2	84	73	-13%	-41%
	Pedal cyclists	61.6	35	33	-6%	-46%
	Powered two-wheeler	53.6	63	55	-13%	3%
	Car occupants	482.0	403	350	-13%	-27%
	Bus or coach occupants	28.0	19	23	21%	-18%
	Other vehicle occupants	32.8	26	22	-15%	-33%
	Total	781.2	630	556	-12%	-29%
All severities	Pedestrians	158.4	102	96	-6%	-39%
	Pedal cyclists	69.2	36	38	6%	-45%
	Powered two-wheeler	66.8	76	71	-7%	6%
	Car occupants	565.6	421	367	-13%	-35%
	Bus or coach occupants	31.6	20	24	20%	-24%
	Other vehicle occupants	40.0	27	27	0%	-33%
	Total	931.6	682	623	-9%	-33%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

2. Barnet

Fig. A2.1: L.B. of Barnet - All killed and seriously injured casualties

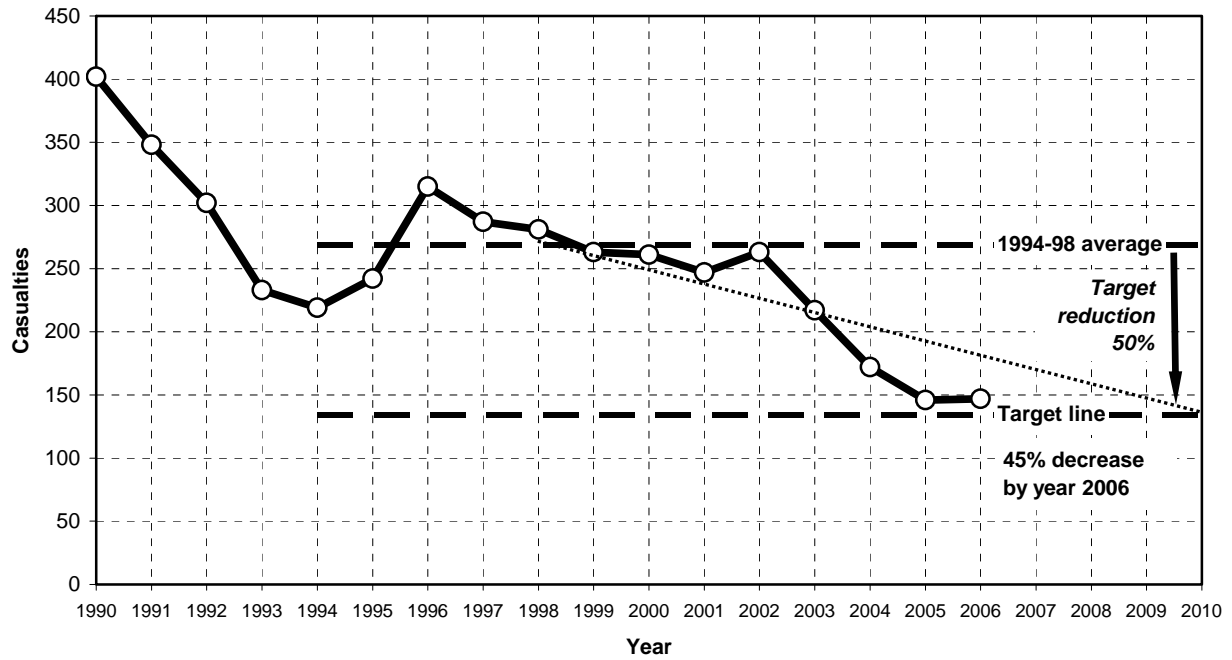


Fig. A2.2: L.B. of Barnet - All slight casualties

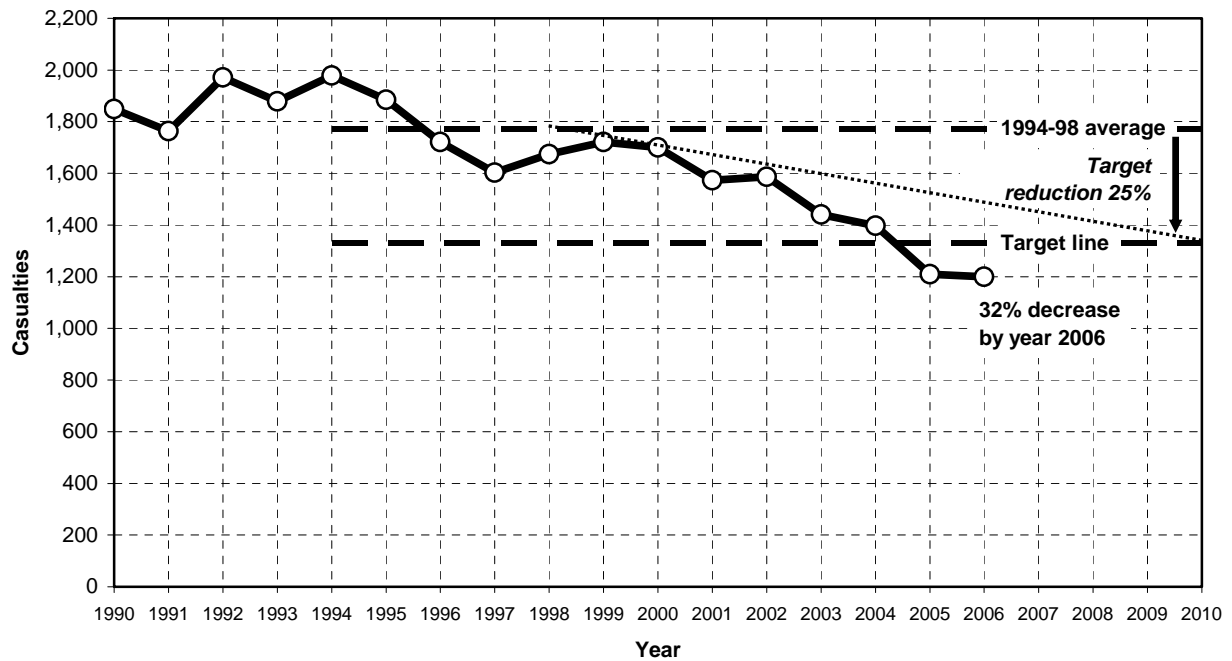


Table A2: Towards the year 2010: Monitoring casualties in L.B. of Barnet
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	4.0	7	8	14%	100%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	2.2	3	3	0%	36%
	Car occupants	4.2	2	5	150%	19%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.6	0	1	∞	67%
	Total	11.6	12	17	42%	47%
Fatal & serious	Pedestrians	70.4	49	49	0%	-30%
	Pedal cyclists	14.4	7	5	-29%	-65%
	Powered two-wheeler	34.0	38	26	-32%	-24%
	Car occupants	133.2	47	56	19%	-58%
	Bus or coach occupants	7.2	3	4	33%	-44%
	Other vehicle occupants	9.6	2	7	250%	-27%
	Total	268.8	146	147	1%	-45%
	Children (under 16yrs)	31.0	22	10	-55%	-68%
Slight*	Pedestrians	252.8	161	174	8%	-31%
	Pedal cyclists	89.0	49	46	-6%	-48%
	Powered two-wheeler	168.4	149	123	-17%	-27%
	Car occupants	1,125.2	751	771	3%	-31%
	Bus or coach occupants	65.8	56	40	-29%	-39%
	Other vehicle occupants	71.6	44	46	5%	-36%
	Total	1,772.8	1,210	1,200	-1%	-32%
All severities	Pedestrians	323.2	210	223	6%	-31%
	Pedal cyclists	103.4	56	51	-9%	-51%
	Powered two-wheeler	202.4	187	149	-20%	-26%
	Car occupants	1,258.4	798	827	4%	-34%
	Bus or coach occupants	73.0	59	44	-25%	-40%
	Other vehicle occupants	81.2	46	53	15%	-35%
	Total	2,041.6	1,356	1,347	-1%	-34%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

3. Bexley

Fig. A3.1: L.B. of Bexley - All killed and seriously injured casualties

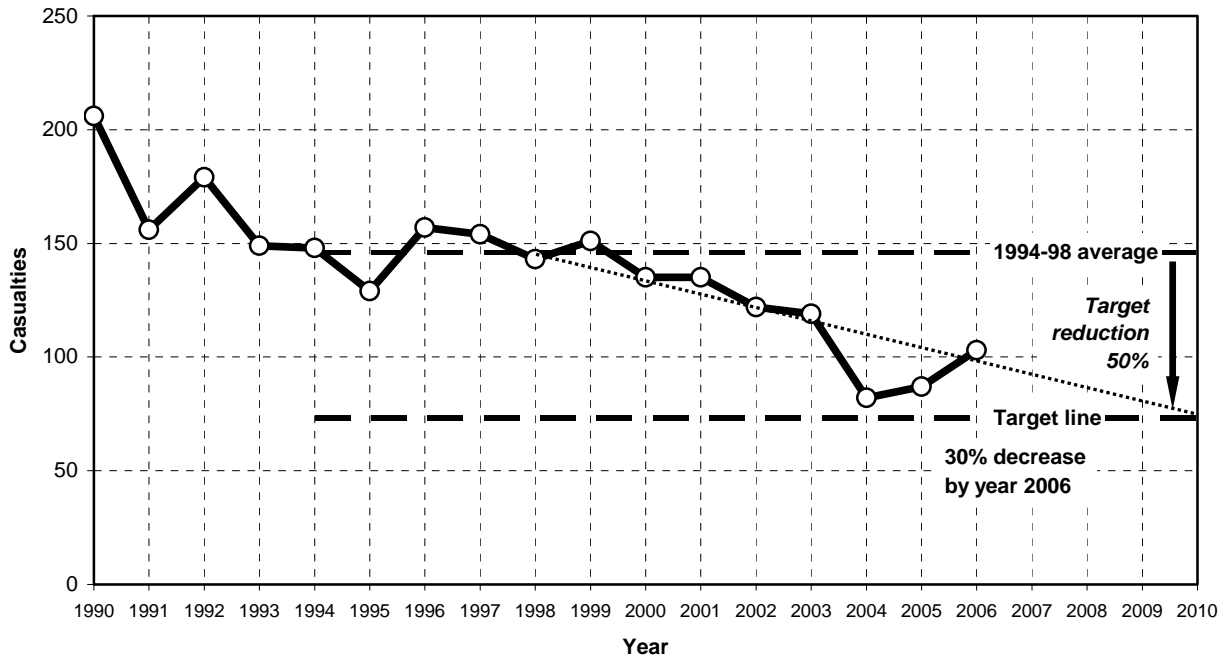


Fig. A3.2: L.B. of Bexley - All slight casualties

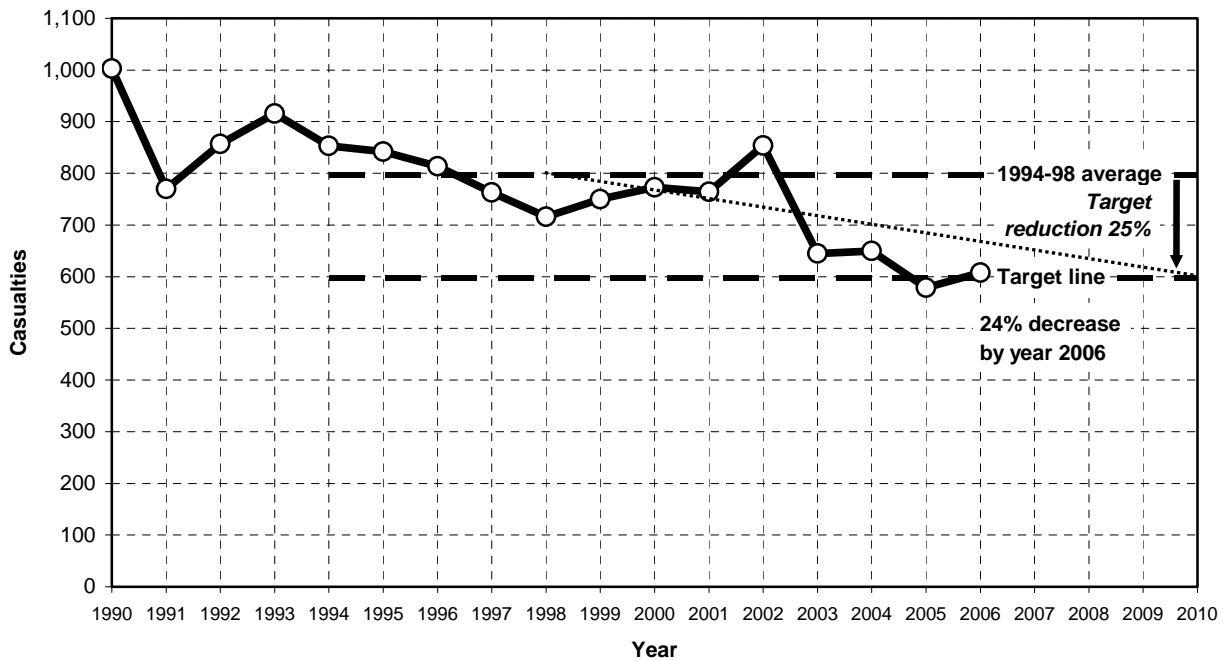


Table A3: Towards the year 2010: Monitoring casualties in L.B. of Bexley
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	1.2	2	0	-100%	-100%
	Pedal cyclists	0.0	0	1	∞	∞
	Powered two-wheeler	1.6	0	1	∞	-38%
	Car occupants	1.6	3	2	-33%	25%
	Bus or coach occupants	0.0	1	1	0%	∞
	Other vehicle occupants	0.2	0	1	∞	400%
	Total	4.6	6	6	0%	30%
Fatal & serious	Pedestrians	34.8	21	19	-10%	-45%
	Pedal cyclists	9.0	4	2	-50%	-78%
	Powered two-wheeler	17.2	21	21	0%	22%
	Car occupants	77.0	35	44	26%	-43%
	Bus or coach occupants	3.8	4	11	175%	189%
	Other vehicle occupants	4.4	2	6	200%	36%
	Total	146.2	87	103	18%	-30%
	Children (under 16yrs)	24.6	10	9	-10%	-63%
Slight*	Pedestrians	109.4	74	87	18%	-20%
	Pedal cyclists	57.0	22	28	27%	-51%
	Powered two-wheeler	76.2	63	57	-10%	-25%
	Car occupants	477.8	374	373	0%	-22%
	Bus or coach occupants	48.8	29	49	69%	0%
	Other vehicle occupants	28.4	17	14	-18%	-51%
	Total	797.6	579	608	5%	-24%
All severities	Pedestrians	144.2	95	106	12%	-26%
	Pedal cyclists	66.0	26	30	15%	-55%
	Powered two-wheeler	93.4	84	78	-7%	-16%
	Car occupants	554.8	409	417	2%	-25%
	Bus or coach occupants	52.6	33	60	82%	14%
	Other vehicle occupants	32.8	19	20	5%	-39%
	Total	943.8	666	711	7%	-25%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

4. Brent

Fig. A4.1: L.B. of Brent - All killed and seriously injured casualties

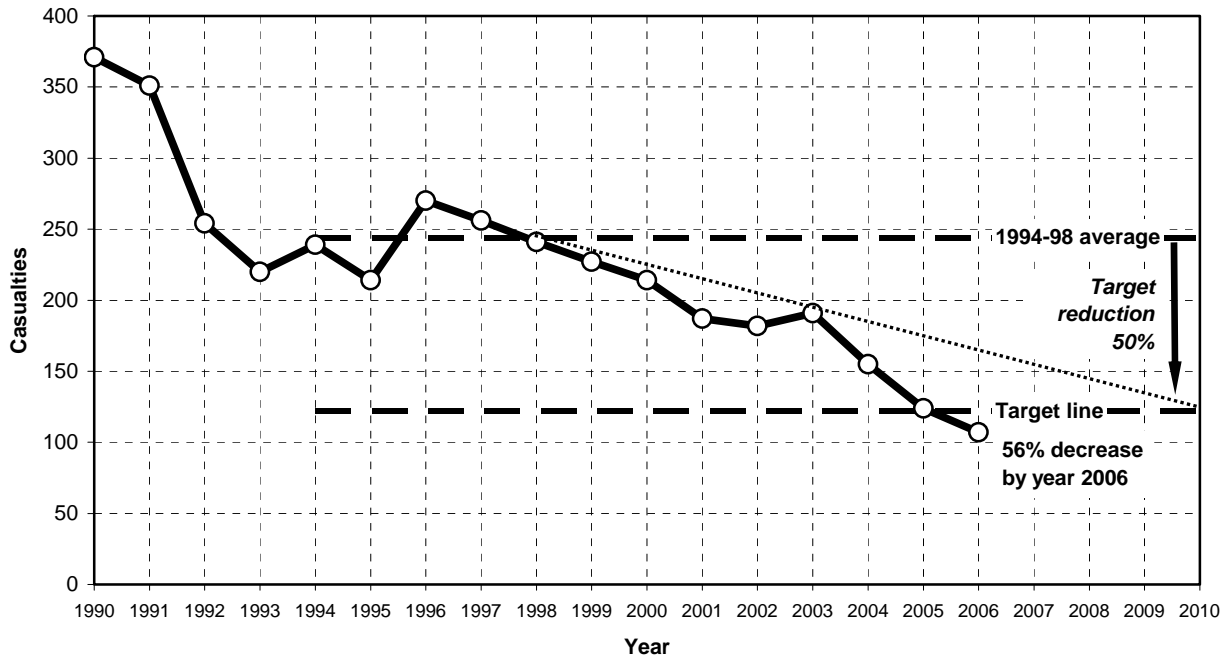


Fig. A4.2: L.B. of Brent - All slight casualties

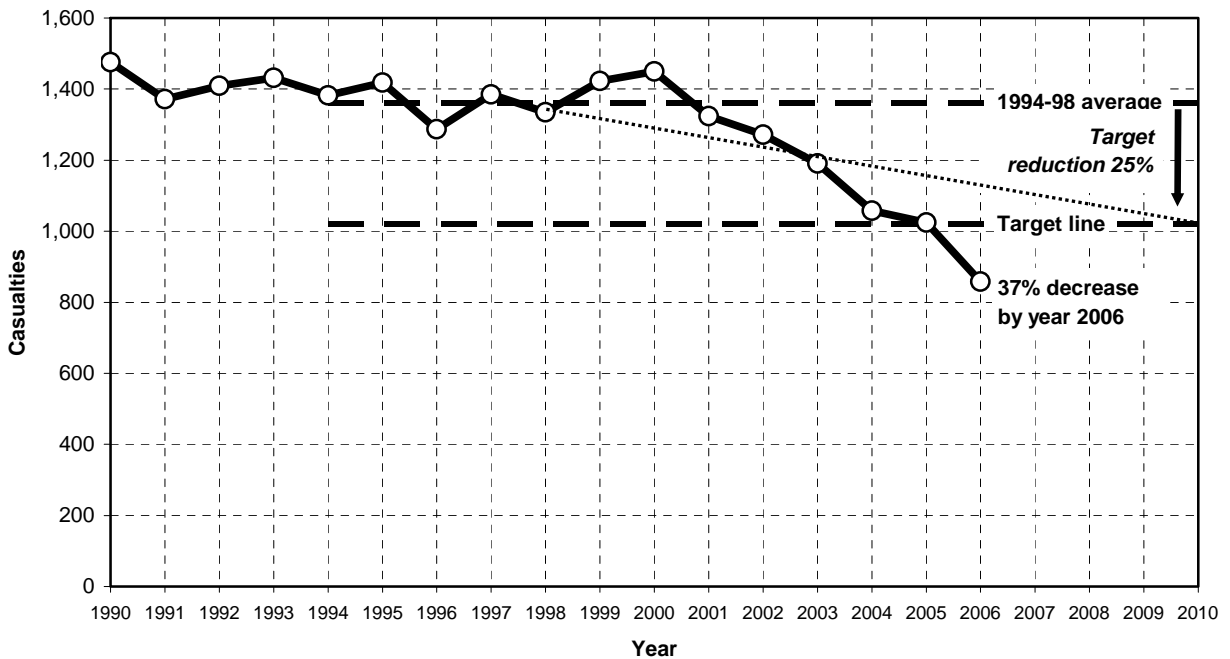


Table A4: Towards the year 2010: Monitoring casualties in L.B. of Brent
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	5.0	4	4	0%	-20%
	Pedal cyclists	0.4	0	1	∞	150%
	Powered two-wheeler	0.8	0	2	∞	150%
	Car occupants	1.8	2	1	-50%	-44%
	Bus or coach occupants	0.0	1	1	0%	∞
	Other vehicle occupants	0.2	0	1	∞	400%
	Total	8.2	7	10	43%	22%
Fatal & serious	Pedestrians	84.6	32	42	31%	-50%
	Pedal cyclists	17.6	10	5	-50%	-72%
	Powered two-wheeler	24.6	22	23	5%	-7%
	Car occupants	102.4	50	28	-44%	-73%
	Bus or coach occupants	7.4	6	4	-33%	-46%
	Other vehicle occupants	7.4	4	5	25%	-32%
	Total	244.0	124	107	-14%	-56%
	Children (under 16yrs)	42.4	14	14	0%	-67%
Slight*	Pedestrians	257.2	176	156	-11%	-39%
	Pedal cyclists	87.8	61	52	-15%	-41%
	Powered two-wheeler	132.6	125	115	-8%	-13%
	Car occupants	780.2	572	466	-19%	-40%
	Bus or coach occupants	54.4	56	40	-29%	-26%
	Other vehicle occupants	49.2	34	29	-15%	-41%
	Total	1,361.4	1,024	858	-16%	-37%
All severities	Pedestrians	341.8	208	198	-5%	-42%
	Pedal cyclists	105.4	71	57	-20%	-46%
	Powered two-wheeler	157.2	147	138	-6%	-12%
	Car occupants	882.6	622	494	-21%	-44%
	Bus or coach occupants	61.8	62	44	-29%	-29%
	Other vehicle occupants	56.6	38	34	-11%	-40%
	Total	1,605.4	1,148	965	-16%	-40%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

5. Bromley

Fig. A5.1: L.B. of Bromley - All killed and seriously injured casualties

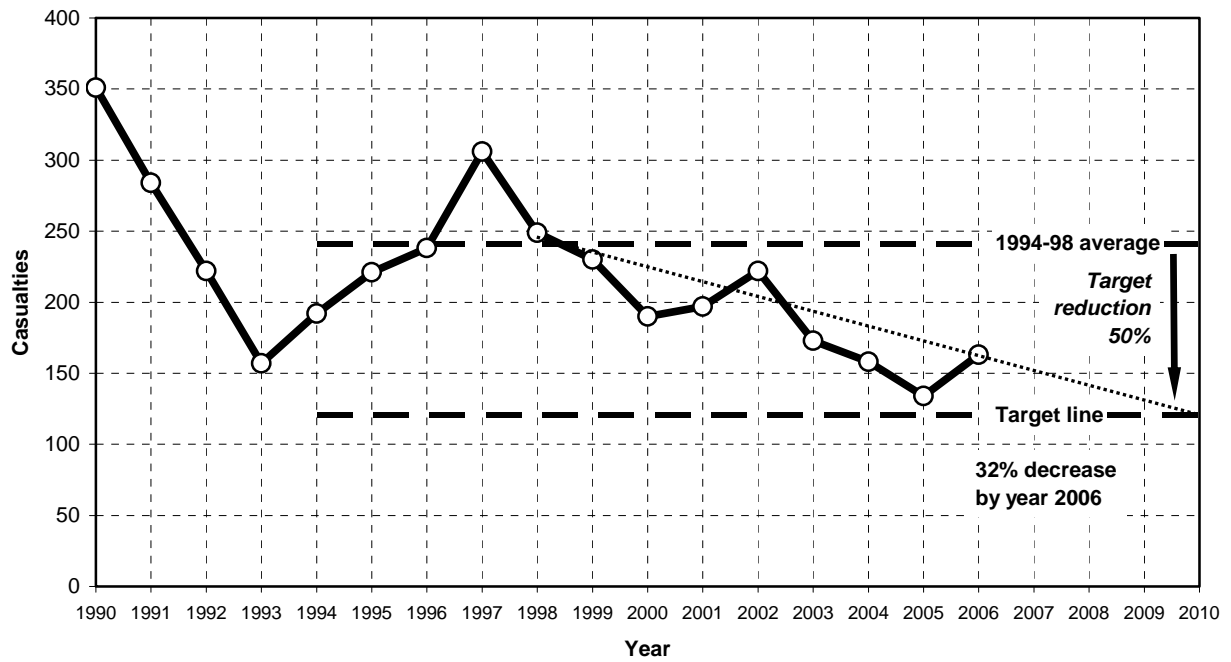


Fig. A5.2: L.B. of Bromley - All slight casualties

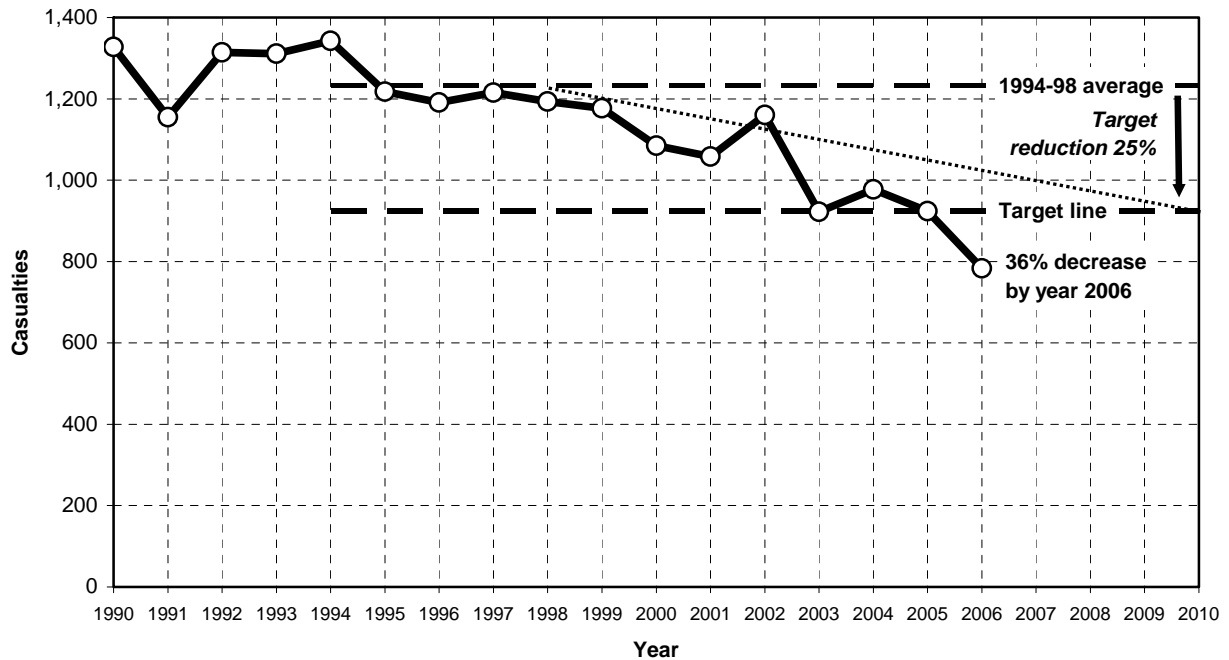


Table A5: Towards the year 2010: Monitoring casualties in L.B. of Bromley
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	3.4	2	4	100%	18%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	2.0	4	4	0%	100%
	Car occupants	3.2	2	4	100%	25%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.8	1	0	-100%	-100%
	Total	9.8	9	12	33%	22%
Fatal & serious	Pedestrians	48.8	28	37	32%	-24%
	Pedal cyclists	18.0	5	5	0%	-72%
	Powered two-wheeler	33.4	33	33	0%	-1%
	Car occupants	127.0	57	73	28%	-43%
	Bus or coach occupants	8.0	5	8	60%	0%
	Other vehicle occupants	6.0	6	7	17%	17%
	Total	241.2	134	163	22%	-32%
	Children (under 16yrs)	33.6	16	13	-19%	-61%
Slight*	Pedestrians	175.8	93	96	3%	-45%
	Pedal cyclists	90.4	45	32	-29%	-65%
	Powered two-wheeler	120.6	116	84	-28%	-30%
	Car occupants	738.0	589	497	-16%	-33%
	Bus or coach occupants	70.2	54	42	-22%	-40%
	Other vehicle occupants	37.0	27	32	19%	-14%
	Total	1,232.0	924	783	-15%	-36%
All severities	Pedestrians	224.6	121	133	10%	-41%
	Pedal cyclists	108.4	50	37	-26%	-66%
	Powered two-wheeler	154.0	149	117	-21%	-24%
	Car occupants	865.0	646	570	-12%	-34%
	Bus or coach occupants	78.2	59	50	-15%	-36%
	Other vehicle occupants	43.0	33	39	18%	-9%
	Total	1,473.2	1,058	946	-11%	-36%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

6. Camden

Fig. A6.1: L.B. of Camden - All killed and seriously injured casualties

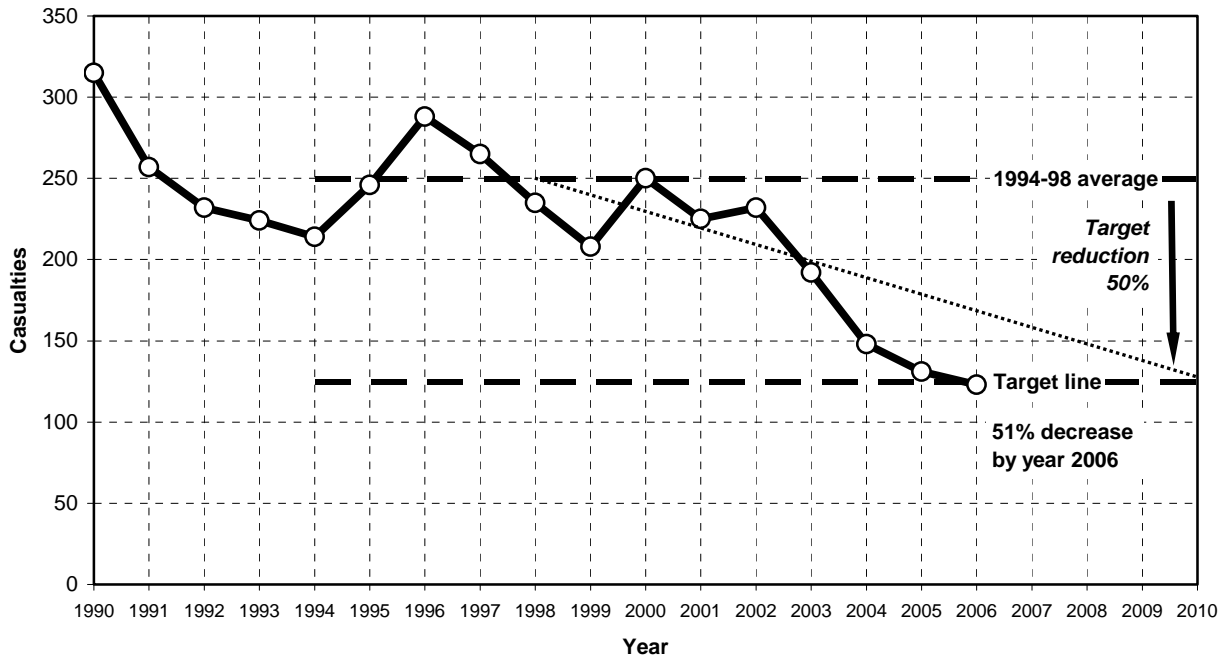


Fig. A6.2: L.B. of Camden - All slight casualties

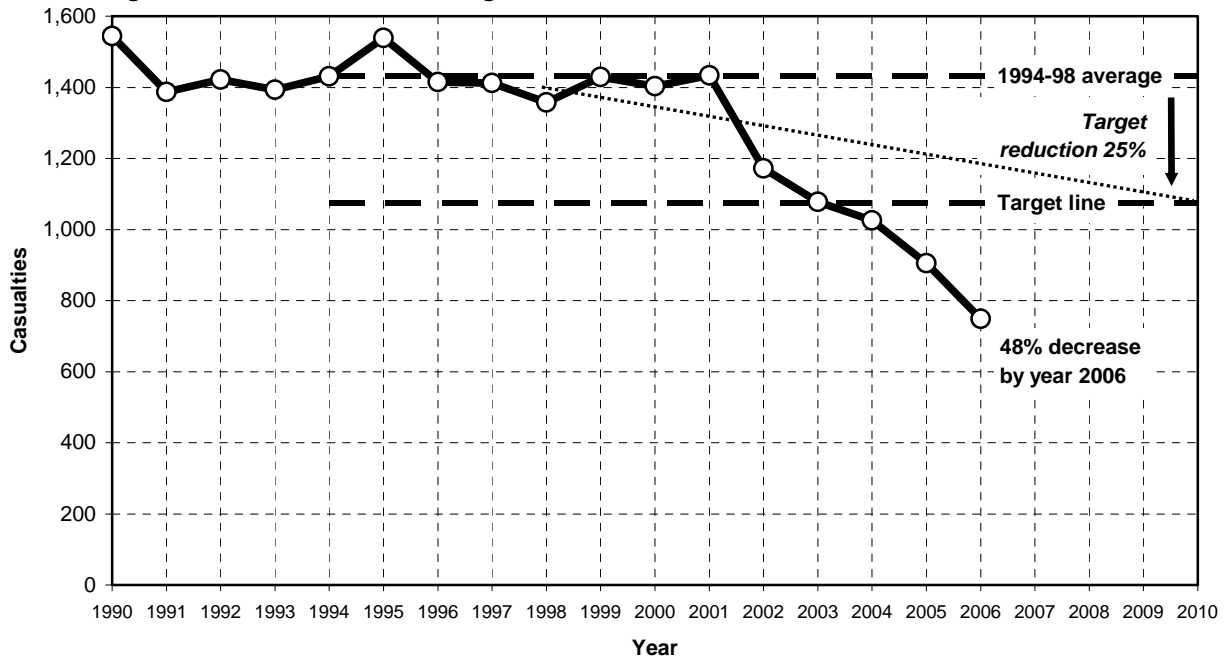


Table A6: Towards the year 2010: Monitoring casualties in L.B. of Camden
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	5.0	0	5	∞	0%
	Pedal cyclists	0.6	1	2	100%	233%
	Powered two-wheeler	0.8	1	1	0%	25%
	Car occupants	0.8	0	0	0%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	0	0	0%	-100%
	Total	7.6	2	8	300%	5%
Fatal & serious	Pedestrians	104.0	58	57	-2%	-45%
	Pedal cyclists	31.0	19	16	-16%	-48%
	Powered two-wheeler	41.0	33	29	-12%	-29%
	Car occupants	51.4	10	12	20%	-77%
	Bus or coach occupants	11.2	6	8	33%	-29%
	Other vehicle occupants	11.0	5	1	-80%	-91%
	Total	249.6	131	123	-6%	-51%
	Children (under 16yrs)	24.6	11	8	-27%	-67%
Slight*	Pedestrians	351.0	212	190	-10%	-46%
	Pedal cyclists	192.8	163	143	-12%	-26%
	Powered two-wheeler	289.0	201	158	-21%	-45%
	Car occupants	444.6	212	165	-22%	-63%
	Bus or coach occupants	78.0	72	62	-14%	-21%
	Other vehicle occupants	75.4	45	31	-31%	-59%
	Total	1,430.8	905	749	-17%	-48%
All severities	Pedestrians	455.0	270	247	-9%	-46%
	Pedal cyclists	223.8	182	159	-13%	-29%
	Powered two-wheeler	330.0	234	187	-20%	-43%
	Car occupants	496.0	222	177	-20%	-64%
	Bus or coach occupants	89.2	78	70	-10%	-22%
	Other vehicle occupants	86.4	50	32	-36%	-63%
	Total	1,680.4	1,036	872	-16%	-48%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

7. City of London

Fig. A7.1: City of London - All killed and seriously injured casualties

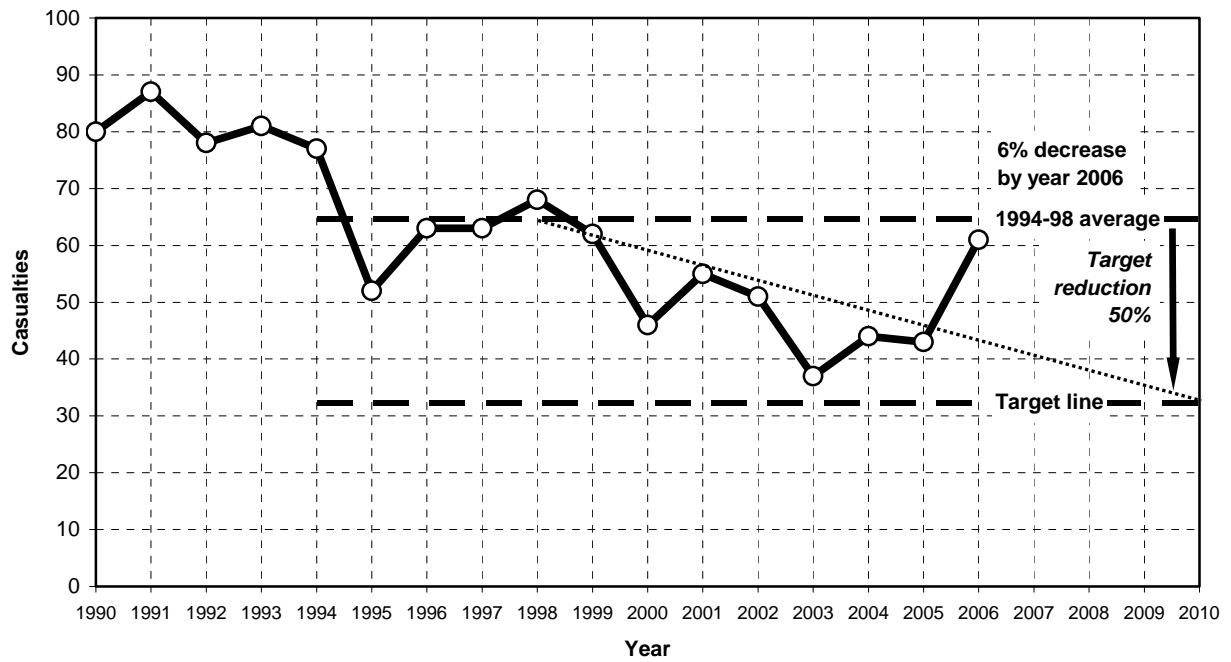


Fig. A7.2: City of London - All slight casualties

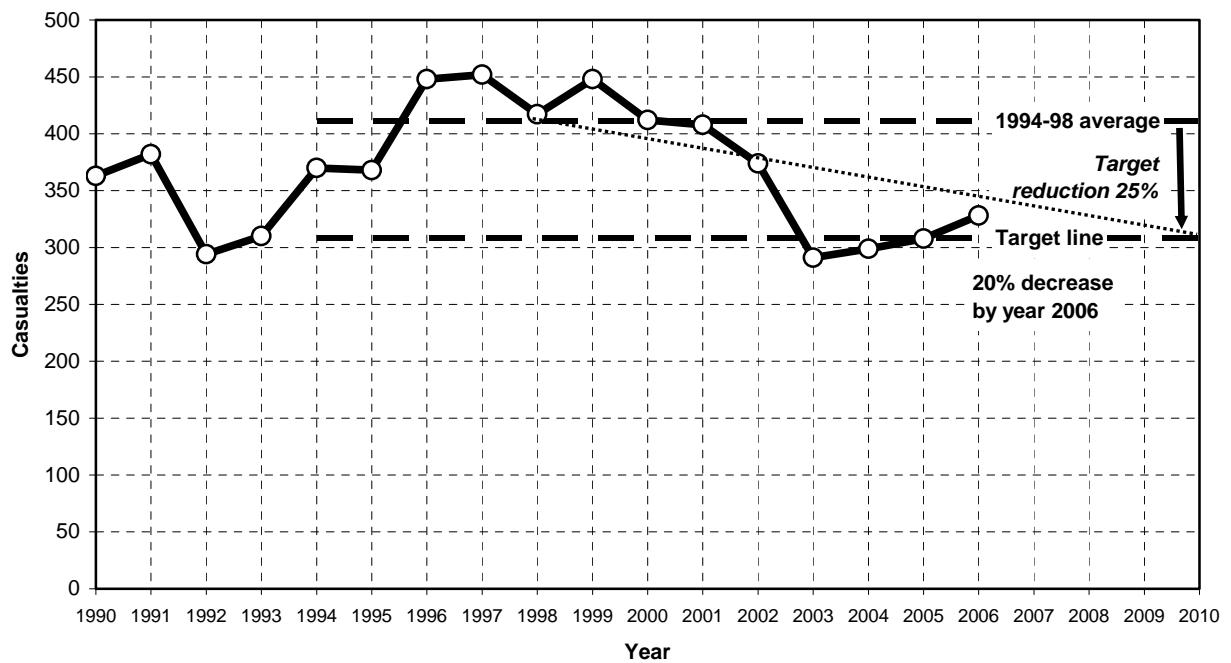


Table A7: Towards the year 2010: Monitoring casualties in the City of London.
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	0.8	0	1	∞	25%
	Pedal cyclists	0.8	1	0	-100%	-100%
	Powered two-wheeler	0.6	0	0	0%	-100%
	Car occupants	0.8	0	0	0%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	3.0	1	1	0%	-67%
Fatal & serious	Pedestrians	24.6	12	26	117%	6%
	Pedal cyclists	7.4	14	20	43%	170%
	Powered two-wheeler	15.2	10	8	-20%	-47%
	Car occupants	10.0	1	2	100%	-80%
	Bus or coach occupants	3.8	1	0	-100%	-100%
	Other vehicle occupants	3.6	5	5	0%	39%
	Total	64.6	43	61	42%	-6%
	Children (under 16yrs)	2.0	0	0	0%	-100%
Slight*	Pedestrians	121.8	80	86	8%	-29%
	Pedal cyclists	66.0	85	94	11%	42%
	Powered two-wheeler	105.8	65	83	28%	-22%
	Car occupants	66.6	30	30	0%	-55%
	Bus or coach occupants	23.0	24	16	-33%	-30%
	Other vehicle occupants	27.8	24	19	-21%	-32%
	Total	411.0	308	328	6%	-20%
All severities	Pedestrians	146.4	92	112	22%	-23%
	Pedal cyclists	73.4	99	114	15%	55%
	Powered two-wheeler	121.0	75	91	21%	-25%
	Car occupants	76.6	31	32	3%	-58%
	Bus or coach occupants	26.8	25	16	-36%	-40%
	Other vehicle occupants	31.4	29	24	-17%	-24%
	Total	475.6	351	389	11%	-18%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

8. City of Westminster

Fig. A8.1: City of Westminster - All killed and seriously injured casualties

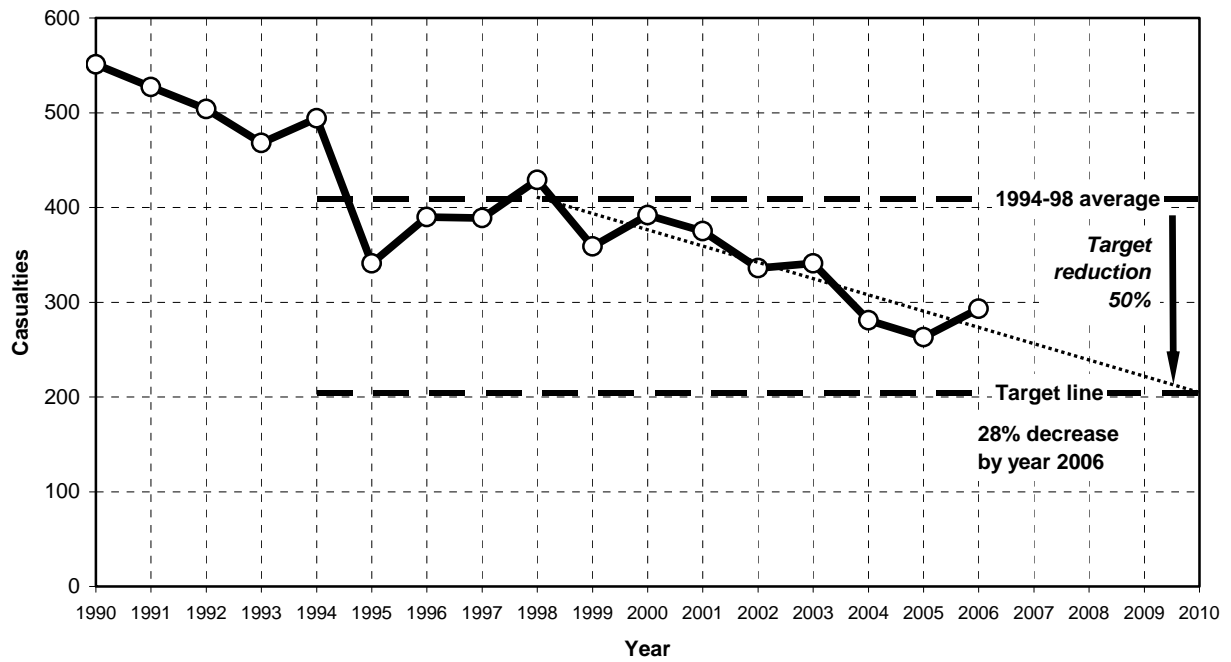


Fig. A8.2: City of Westminster - All slight casualties

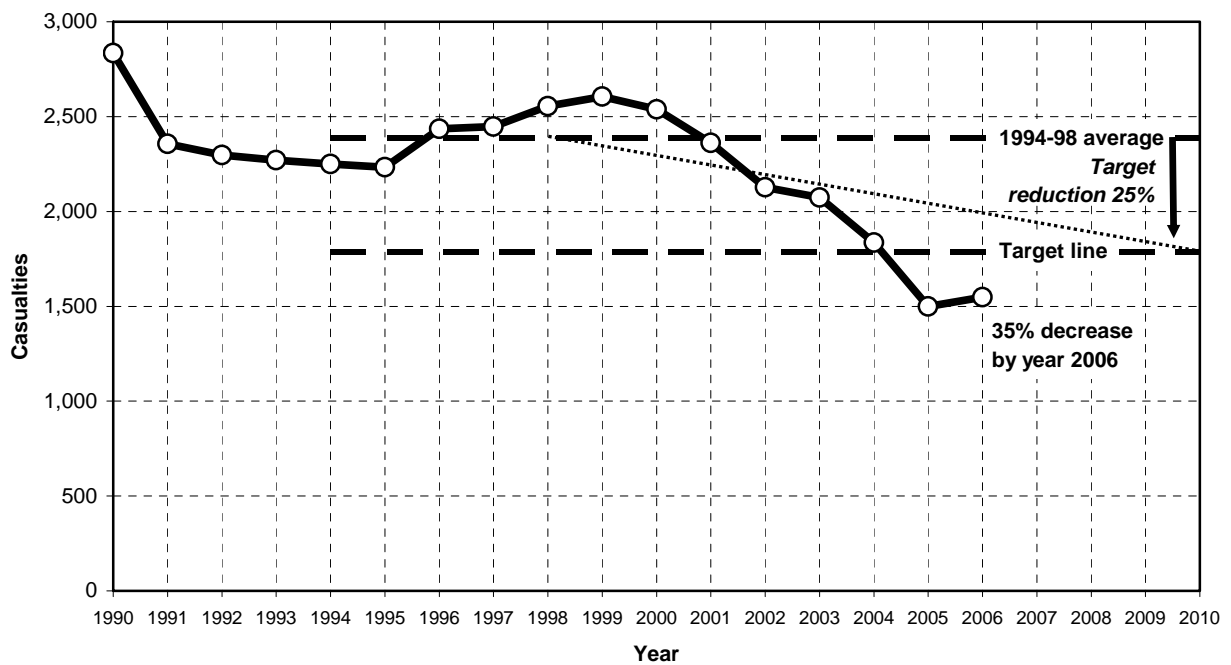


Table A8: Towards the year 2010: Monitoring casualties in City of Westminster
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	10.4	7	9	29%	-13%
	Pedal cyclists	0.8	2	1	-50%	25%
	Powered two-wheeler	1.4	2	1	-50%	-29%
	Car occupants	1.2	1	2	100%	67%
	Bus or coach occupants	0.4	0	0	0%	-100%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	14.2	12	13	8%	-8%
Fatal & serious	Pedestrians	178.8	121	131	8%	-27%
	Pedal cyclists	38.4	31	34	10%	-11%
	Powered two-wheeler	64.8	50	65	30%	0%
	Car occupants	71.4	36	35	-3%	-51%
	Bus or coach occupants	36.2	19	11	-42%	-70%
	Other vehicle occupants	19.0	6	17	183%	-11%
	Total	408.6	263	293	11%	-28%
	Children (under 16yrs)	22.6	14	8	-43%	-65%
Slight*	Pedestrians	652.8	447	391	-13%	-40%
	Pedal cyclists	303.4	218	232	6%	-24%
	Powered two-wheeler	467.2	298	337	13%	-28%
	Car occupants	579.0	300	354	18%	-39%
	Bus or coach occupants	213.0	139	134	-4%	-37%
	Other vehicle occupants	169.0	97	100	3%	-41%
	Total	2,384.4	1,499	1,548	3%	-35%
All severities	Pedestrians	831.6	568	522	-8%	-37%
	Pedal cyclists	341.8	249	266	7%	-22%
	Powered two-wheeler	532.0	348	402	16%	-24%
	Car occupants	650.4	336	389	16%	-40%
	Bus or coach occupants	249.2	158	145	-8%	-42%
	Other vehicle occupants	188.0	103	117	14%	-38%
	Total	2,793.0	1,762	1,841	4%	-34%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

9. Croydon

Fig. A9.1: L.B. of Croydon - All killed and seriously injured casualties

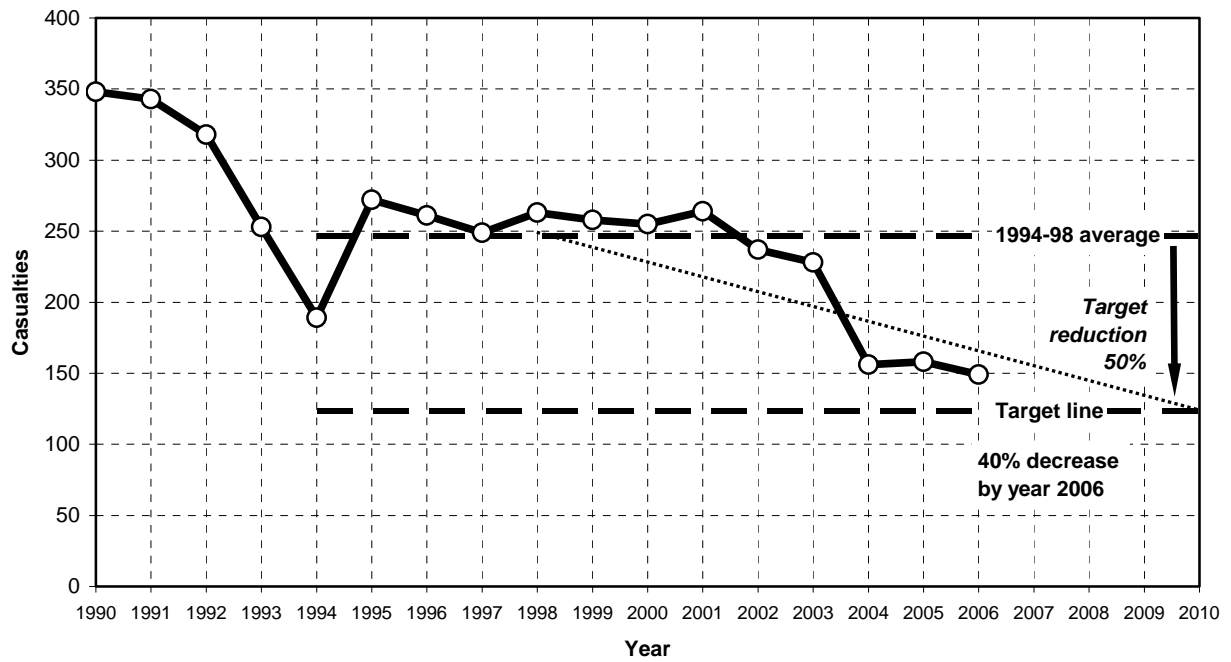


Fig. A9.2: L.B. of Croydon - All slight casualties

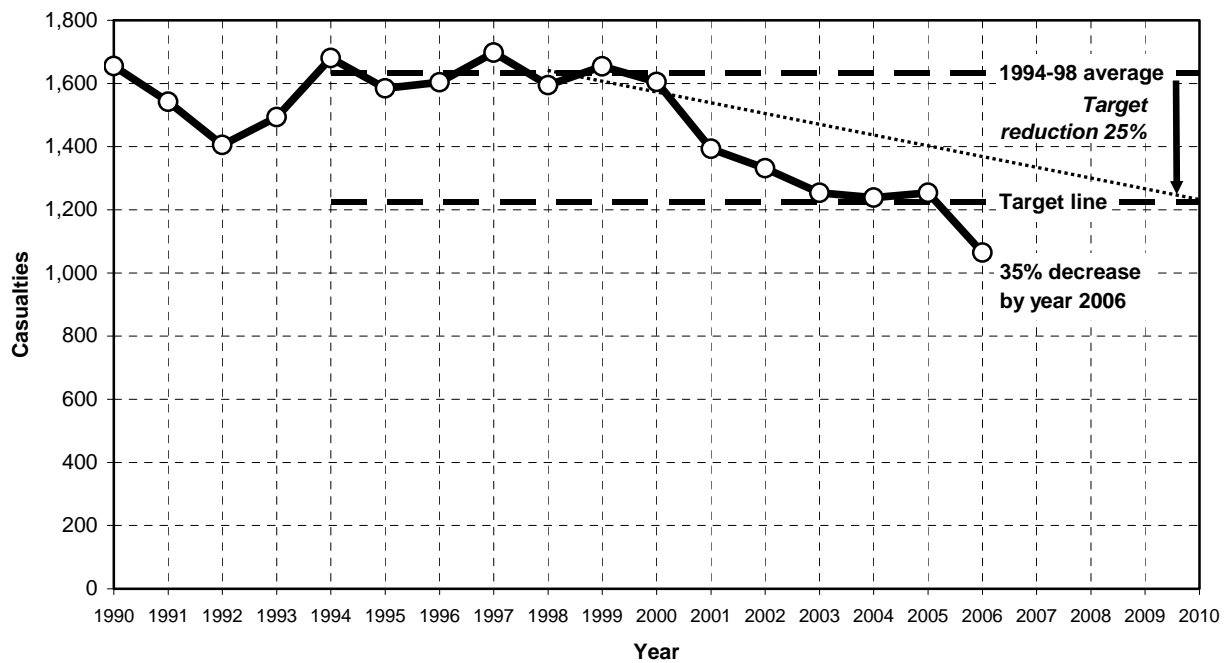


Table A9: Towards the year 2010: Monitoring casualties in L.B. of Croydon
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	5.6	2	3	50%	-46%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	1.0	1	1	0%	0%
	Car occupants	1.4	4	2	-50%	43%
	Bus or coach occupants	0.4	0	0	0%	-100%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	8.8	7	6	-14%	-32%
Fatal & serious	Pedestrians	67.6	48	40	-17%	-41%
	Pedal cyclists	13.0	8	11	38%	-15%
	Powered two-wheeler	31.2	26	29	12%	-7%
	Car occupants	117.6	63	62	-2%	-47%
	Bus or coach occupants	10.6	9	4	-56%	-62%
	Other vehicle occupants	6.8	4	3	-25%	-56%
	Total	246.8	158	149	-6%	-40%
	Children (under 16yrs)	41.8	13	17	31%	-59%
Slight*	Pedestrians	274.6	207	165	-20%	-40%
	Pedal cyclists	119.2	63	66	5%	-45%
	Powered two-wheeler	174.6	165	116	-30%	-34%
	Car occupants	950.0	715	619	-13%	-35%
	Bus or coach occupants	77.0	65	72	11%	-6%
	Other vehicle occupants	37.0	39	26	-33%	-30%
	Total	1,632.4	1,254	1,064	-15%	-35%
All severities	Pedestrians	342.2	255	205	-20%	-40%
	Pedal cyclists	132.2	71	77	8%	-42%
	Powered two-wheeler	205.8	191	145	-24%	-30%
	Car occupants	1,067.6	778	681	-12%	-36%
	Bus or coach occupants	87.6	74	76	3%	-13%
	Other vehicle occupants	43.8	43	29	-33%	-34%
	Total	1,879.2	1,412	1,213	-14%	-35%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

10. Ealing

Fig. A10.1: L.B. of Ealing - All killed and seriously injured casualties

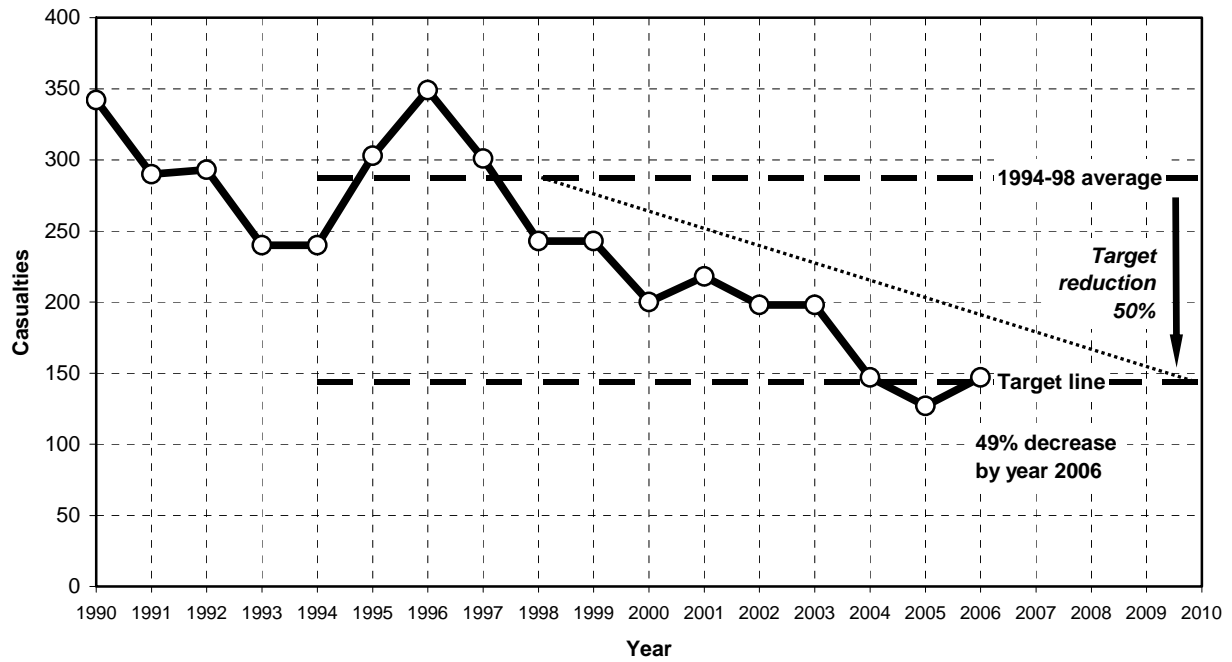


Fig. A10.2: L.B. of Ealing - All slight casualties

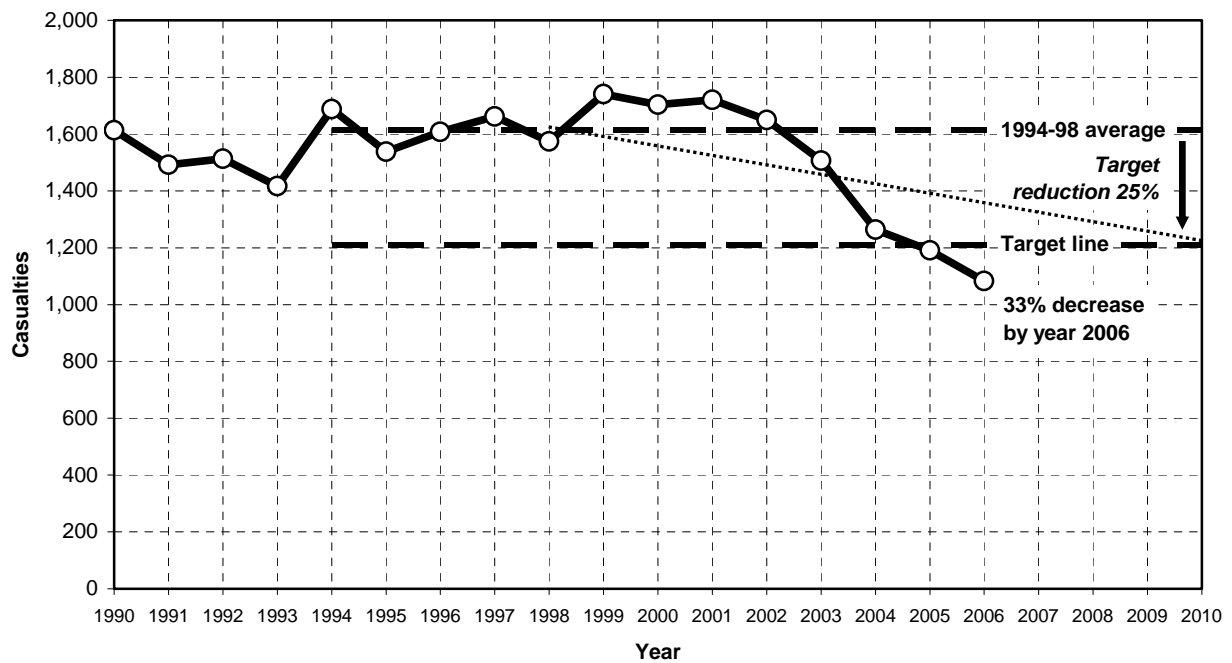


Table A10: Towards the year 2010: Monitoring casualties in L.B. of Ealing
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	7.0	3	5	67%	-29%
	Pedal cyclists	0.4	0	1	∞	150%
	Powered two-wheeler	0.8	0	2	∞	150%
	Car occupants	1.6	6	1	-83%	-38%
	Bus or coach occupants	0.0	0	1	∞	∞
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	10.0	9	10	11%	0%
Fatal & serious	Pedestrians	91.2	45	44	-2%	-52%
	Pedal cyclists	20.6	9	15	67%	-27%
	Powered two-wheeler	32.0	25	32	28%	0%
	Car occupants	126.2	38	47	24%	-63%
	Bus or coach occupants	7.2	9	7	-22%	-3%
	Other vehicle occupants	10.0	1	2	100%	-80%
	Total	287.2	127	147	16%	-49%
	Children (under 16yrs)	34.8	15	15	0%	-57%
Slight*	Pedestrians	269.2	208	156	-25%	-42%
	Pedal cyclists	136.6	64	71	11%	-48%
	Powered two-wheeler	167.8	150	121	-19%	-28%
	Car occupants	923.8	659	648	-2%	-30%
	Bus or coach occupants	56.2	79	54	-32%	-4%
	Other vehicle occupants	60.4	31	33	6%	-45%
	Total	1,614.0	1,191	1,083	-9%	-33%
All severities	Pedestrians	360.4	253	200	-21%	-45%
	Pedal cyclists	157.2	73	86	18%	-45%
	Powered two-wheeler	199.8	175	153	-13%	-23%
	Car occupants	1,050.0	697	695	0%	-34%
	Bus or coach occupants	63.4	88	61	-31%	-4%
	Other vehicle occupants	70.4	32	35	9%	-50%
	Total	1,901.2	1,318	1,230	-7%	-35%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

11. Enfield

Fig. A11.1: L.B. of Enfield - All killed and seriously injured casualties

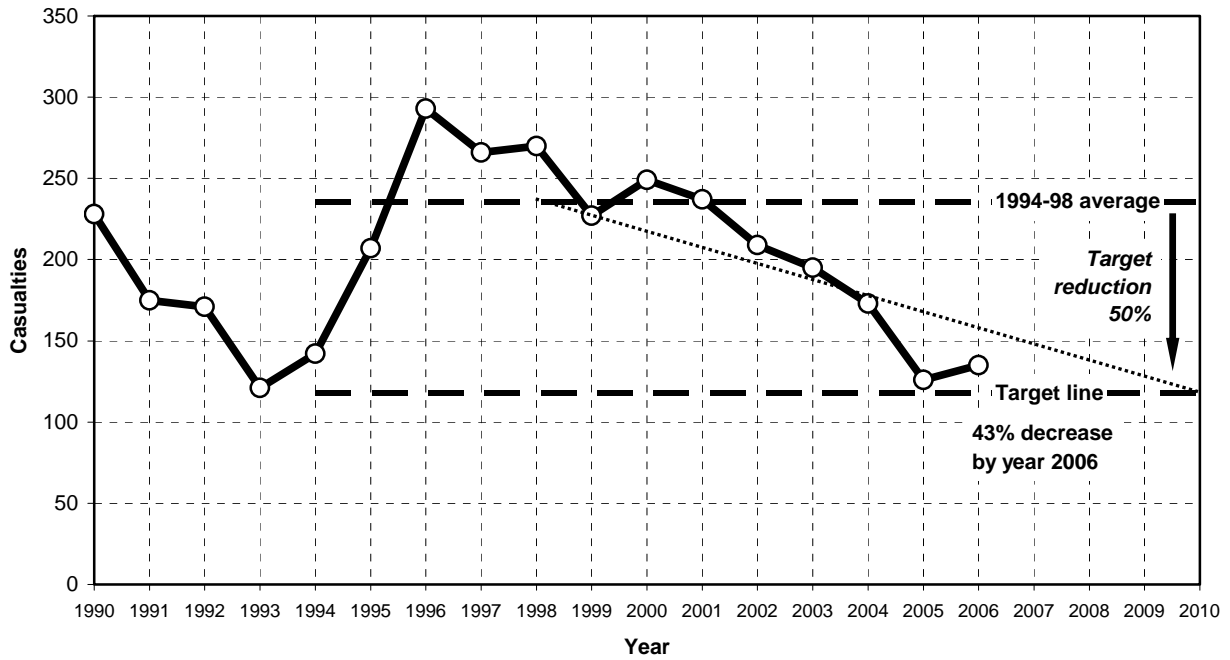


Fig. A11.2: L.B. of Enfield - All slight casualties

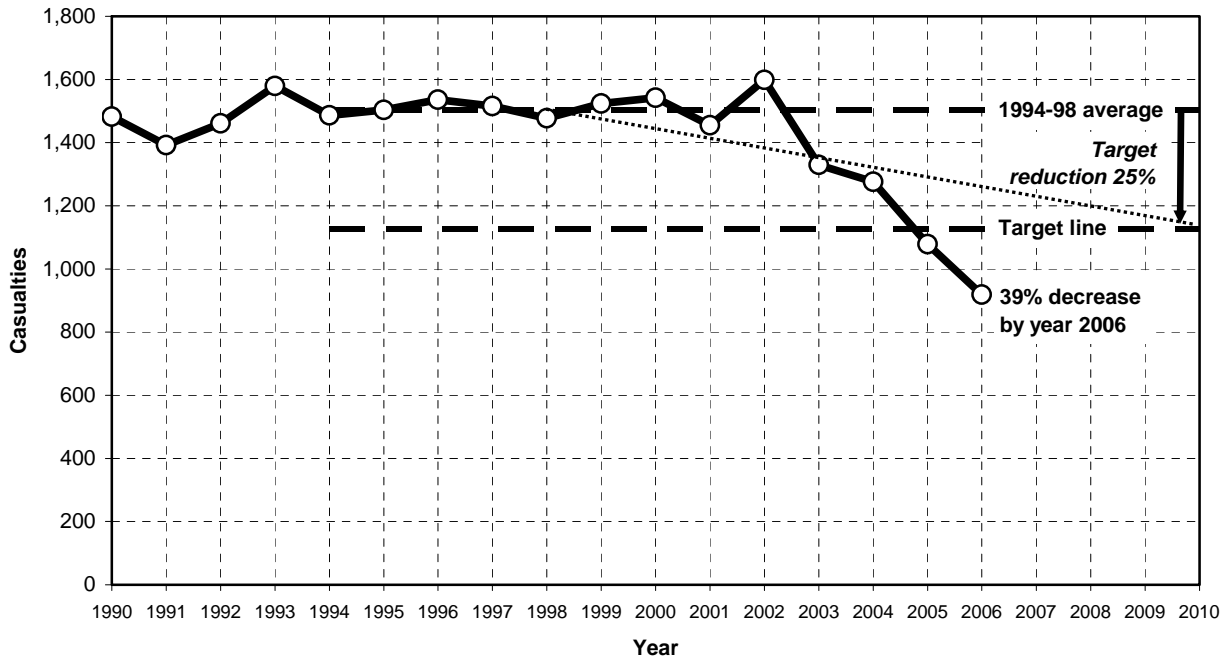


Table A11: Towards the year 2010: Monitoring casualties in L.B. of Enfield
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	5.0	6	6	0%	20%
	Pedal cyclists	0.6	1	0	-100%	-100%
	Powered two-wheeler	1.2	4	6	50%	400%
	Car occupants	3.2	2	9	350%	181%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	10.2	13	21	62%	106%
Fatal & serious	Pedestrians	64.4	37	39	5%	-39%
	Pedal cyclists	13.0	7	5	-29%	-62%
	Powered two-wheeler	21.2	26	19	-27%	-10%
	Car occupants	124.6	50	61	22%	-51%
	Bus or coach occupants	5.0	2	8	300%	60%
	Other vehicle occupants	7.4	4	3	-25%	-59%
	Total	235.6	126	135	7%	-43%
	Children (under 16yrs)	33.2	8	15	88%	-55%
Slight*	Pedestrians	220.8	144	116	-19%	-47%
	Pedal cyclists	80.8	41	34	-17%	-58%
	Powered two-wheeler	116.0	86	77	-10%	-34%
	Car occupants	973.8	733	614	-16%	-37%
	Bus or coach occupants	46.6	40	45	13%	-3%
	Other vehicle occupants	65.8	35	33	-6%	-50%
	Total	1,503.8	1,079	919	-15%	-39%
All severities	Pedestrians	285.2	181	155	-14%	-46%
	Pedal cyclists	93.8	48	39	-19%	-58%
	Powered two-wheeler	137.2	112	96	-14%	-30%
	Car occupants	1,098.4	783	675	-14%	-39%
	Bus or coach occupants	51.6	42	53	26%	3%
	Other vehicle occupants	73.2	39	36	-8%	-51%
	Total	1,739.4	1,205	1,054	-13%	-39%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

12. Greenwich

Fig. A12.1: L.B. of Greenwich - All killed and seriously injured casualties

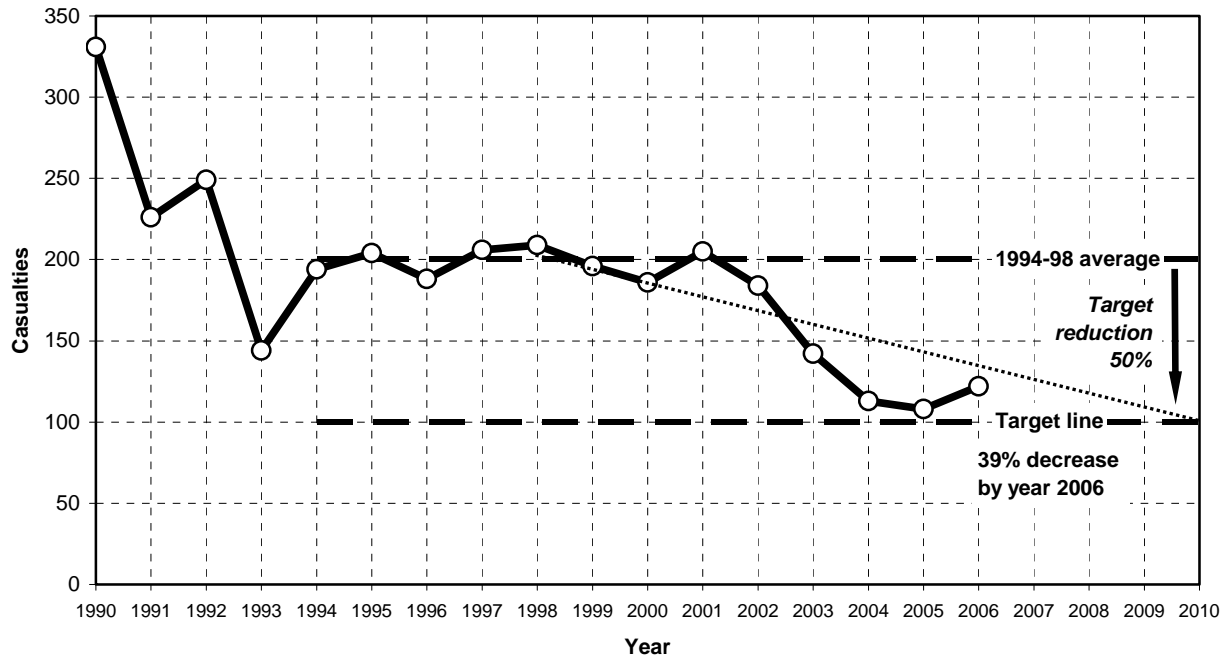


Fig. A12.2: L.B. of Greenwich - All slight casualties

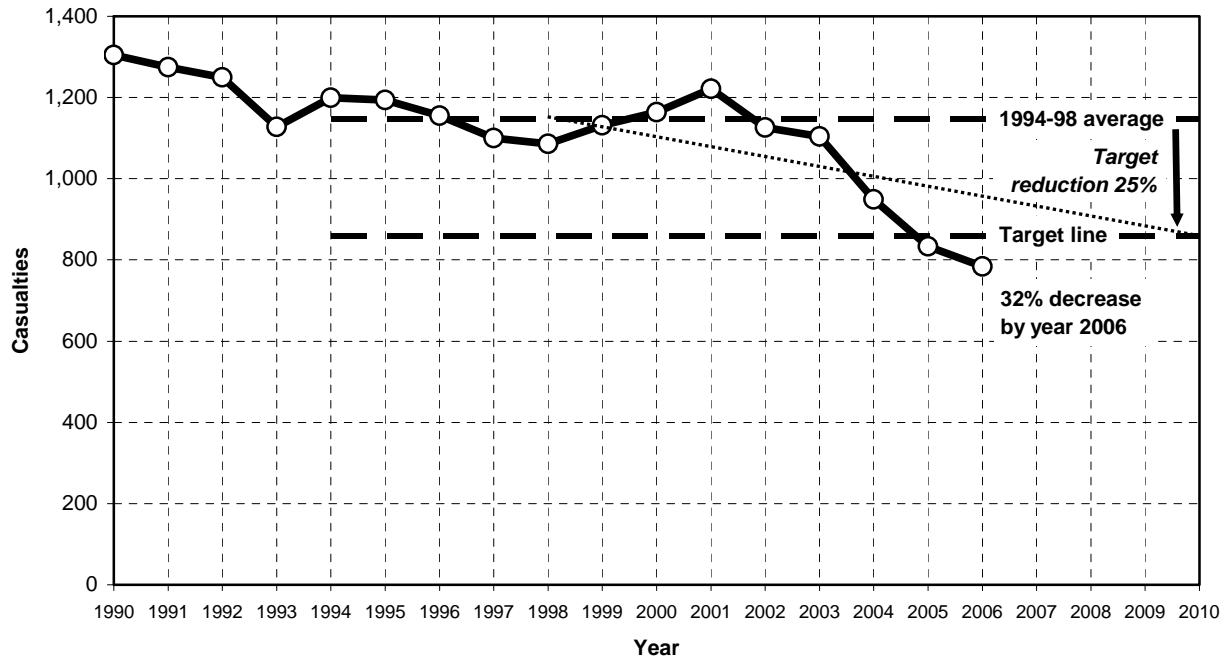


Table A12: Towards the year 2010: Monitoring casualties in L.B. of Greenwich
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	3.6	3	4	33%	11%
	Pedal cyclists	0.2	1	0	-100%	-100%
	Powered two-wheeler	2.4	1	3	200%	25%
	Car occupants	2.8	2	5	150%	79%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	1	1	0%	400%
	Total	9.2	8	13	63%	41%
Fatal & serious	Pedestrians	60.2	31	33	6%	-45%
	Pedal cyclists	9.8	7	5	-29%	-49%
	Powered two-wheeler	30.0	33	31	-6%	3%
	Car occupants	88.4	33	34	3%	-62%
	Bus or coach occupants	6.4	1	8	700%	25%
	Other vehicle occupants	5.4	3	11	267%	104%
	Total	200.2	108	122	13%	-39%
	Children (under 16yrs)	37.0	11	18	64%	-51%
Slight*	Pedestrians	192.6	153	139	-9%	-28%
	Pedal cyclists	78.2	47	44	-6%	-44%
	Powered two-wheeler	149.0	121	101	-17%	-32%
	Car occupants	614.2	439	416	-5%	-32%
	Bus or coach occupants	67.2	54	58	7%	-14%
	Other vehicle occupants	45.6	19	26	37%	-43%
	Total	1,146.8	833	784	-6%	-32%
All severities	Pedestrians	252.8	184	172	-7%	-32%
	Pedal cyclists	88.0	54	49	-9%	-44%
	Powered two-wheeler	179.0	154	132	-14%	-26%
	Car occupants	702.6	472	450	-5%	-36%
	Bus or coach occupants	73.6	55	66	20%	-10%
	Other vehicle occupants	51.0	22	37	68%	-27%
	Total	1,347.0	941	906	-4%	-33%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

13. Hackney

Fig. A13.1: L.B. of Hackney - All killed and seriously injured casualties

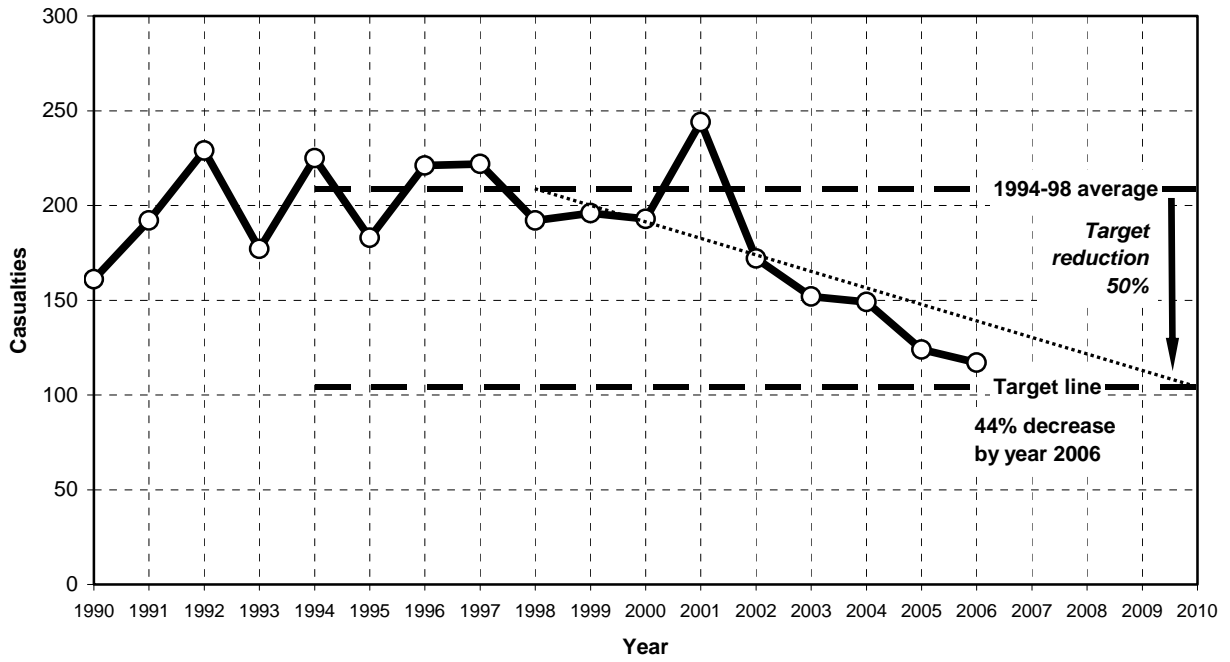


Fig. A13.2: L.B. of Hackney - All slight casualties

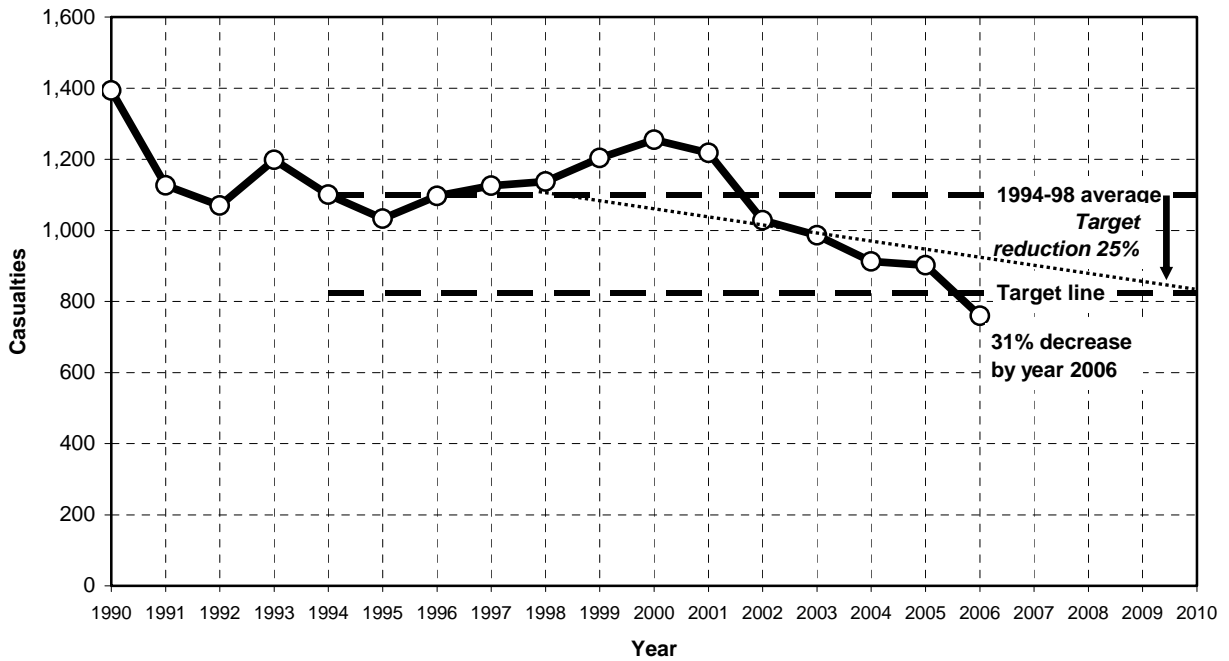


Table A13: Towards the year 2010: Monitoring casualties in L.B. of Hackney
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	4.8	2	3	50%	-38%
	Pedal cyclists	0.4	1	3	200%	650%
	Powered two-wheeler	0.4	0	0	0%	-100%
	Car occupants	1.8	0	1	∞	-44%
	Bus or coach occupants	0.6	0	0	0%	-100%
	Other vehicle occupants	0.0	1	0	-100%	0%
	Total	8.0	4	7	75%	-13%
Fatal & serious	Pedestrians	78.4	43	46	7%	-41%
	Pedal cyclists	18.8	18	19	6%	1%
	Powered two-wheeler	25.0	30	25	-17%	0%
	Car occupants	69.4	25	20	-20%	-71%
	Bus or coach occupants	10.4	6	5	-17%	-52%
	Other vehicle occupants	6.6	2	2	0%	-70%
	Total	208.6	124	117	-6%	-44%
	Children (under 16yrs)	38.8	21	17	-19%	-56%
Slight*	Pedestrians	258.6	204	116	-43%	-55%
	Pedal cyclists	127.8	116	117	1%	-8%
	Powered two-wheeler	152.0	139	137	-1%	-10%
	Car occupants	441.4	350	305	-13%	-31%
	Bus or coach occupants	80.0	61	69	13%	-14%
	Other vehicle occupants	38.6	32	16	-50%	-59%
	Total	1,098.4	902	760	-16%	-31%
All severities	Pedestrians	337.0	247	162	-34%	-52%
	Pedal cyclists	146.6	134	136	1%	-7%
	Powered two-wheeler	177.0	169	162	-4%	-8%
	Car occupants	510.8	375	325	-13%	-36%
	Bus or coach occupants	90.4	67	74	10%	-18%
	Other vehicle occupants	45.2	34	18	-47%	-60%
	Total	1,307.0	1,026	877	-15%	-33%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

14. Hammersmith & Fulham

Fig. A14.1: L.B. of Hammersmith & Fulham - All killed and seriously injured casualties

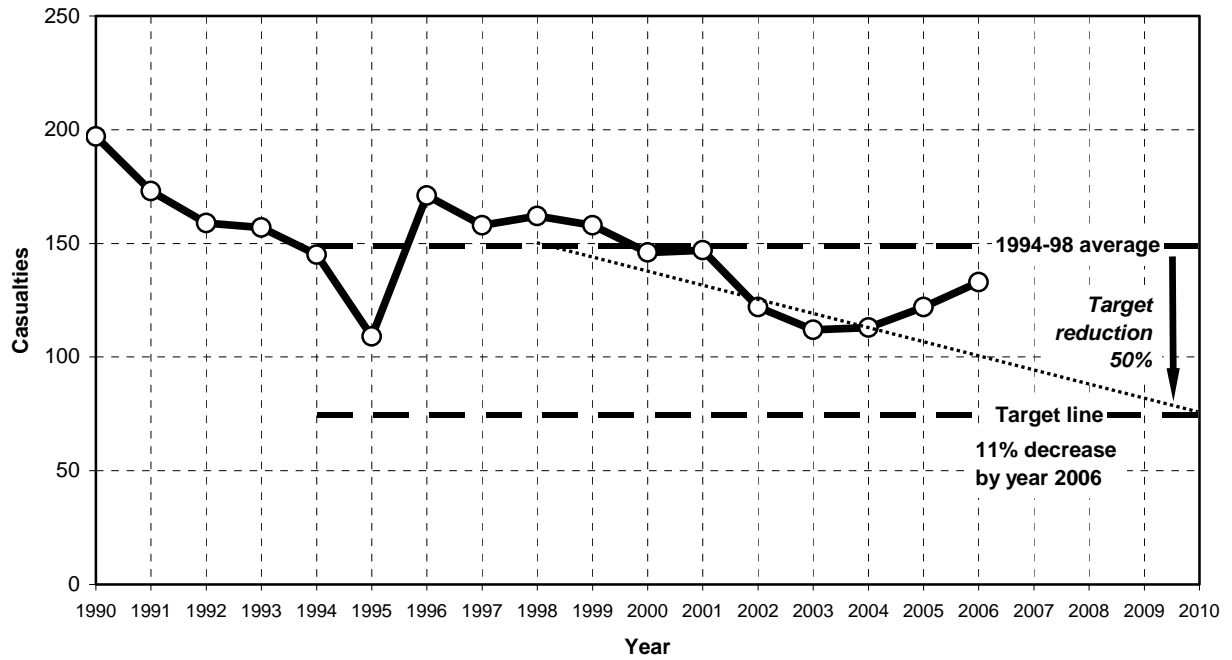


Fig. A14.2: L.B. of Hammersmith & Fulham - All slight casualties

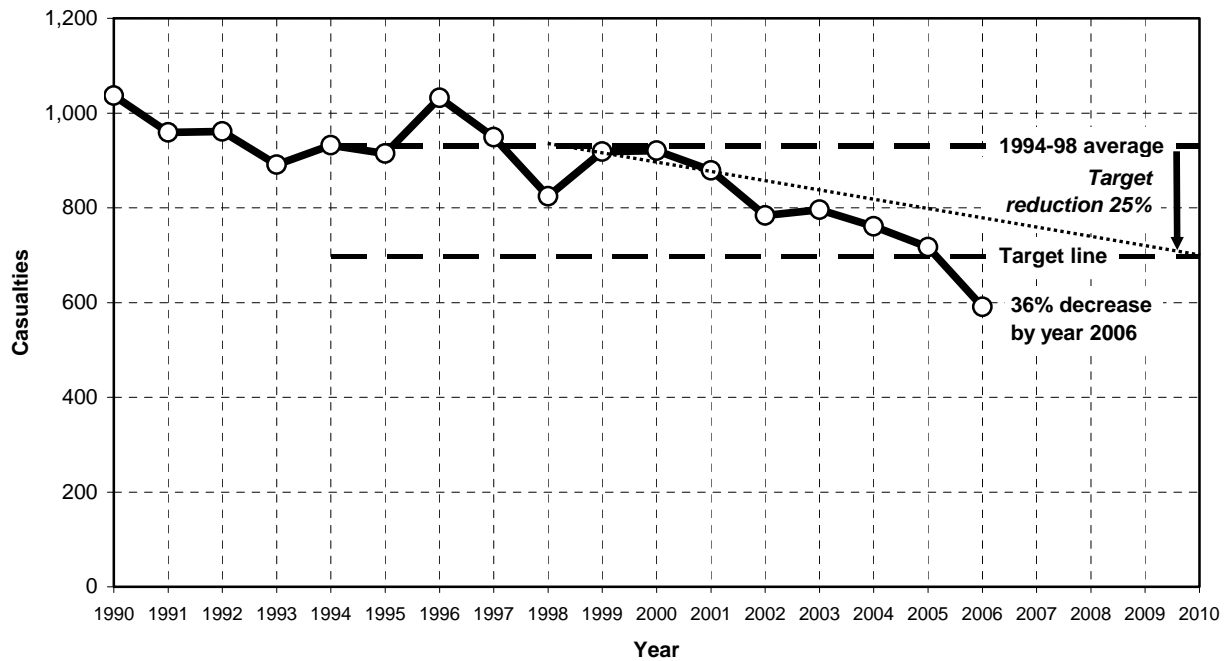


Table A14: Towards the year 2010: Monitoring casualties in L.B. of Hammersmith & Fulham
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	2.2	3	3	0%	36%
	Pedal cyclists	0.8	0	2	∞	150%
	Powered two-wheeler	0.4	5	0	-100%	-100%
	Car occupants	0.8	2	1	-50%	25%
	Bus or coach occupants	0.4	0	0	0%	-100%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	4.8	10	6	-40%	25%
Fatal & serious	Pedestrians	59.6	44	49	11%	-18%
	Pedal cyclists	20.2	21	25	19%	24%
	Powered two-wheeler	26.2	34	30	-12%	15%
	Car occupants	30.2	19	21	11%	-30%
	Bus or coach occupants	9.0	3	4	33%	-56%
	Other vehicle occupants	3.8	1	4	300%	5%
	Total	149.0	122	133	9%	-11%
	Children (under 16yrs)	18.4	10	11	10%	-40%
Slight*	Pedestrians	193.8	138	112	-19%	-42%
	Pedal cyclists	149.8	117	93	-21%	-38%
	Powered two-wheeler	178.4	198	138	-30%	-23%
	Car occupants	320.4	207	194	-6%	-39%
	Bus or coach occupants	57.2	32	29	-9%	-49%
	Other vehicle occupants	30.8	25	25	0%	-19%
	Total	930.4	717	591	-18%	-36%
All severities	Pedestrians	253.4	182	161	-12%	-36%
	Pedal cyclists	170.0	138	118	-14%	-31%
	Powered two-wheeler	204.6	232	168	-28%	-18%
	Car occupants	350.6	226	215	-5%	-39%
	Bus or coach occupants	66.2	35	33	-6%	-50%
	Other vehicle occupants	34.6	26	29	12%	-16%
	Total	1,079.4	839	724	-14%	-33%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

15. Haringey

Fig. A15.1: L.B. of Haringey - All killed and seriously injured casualties

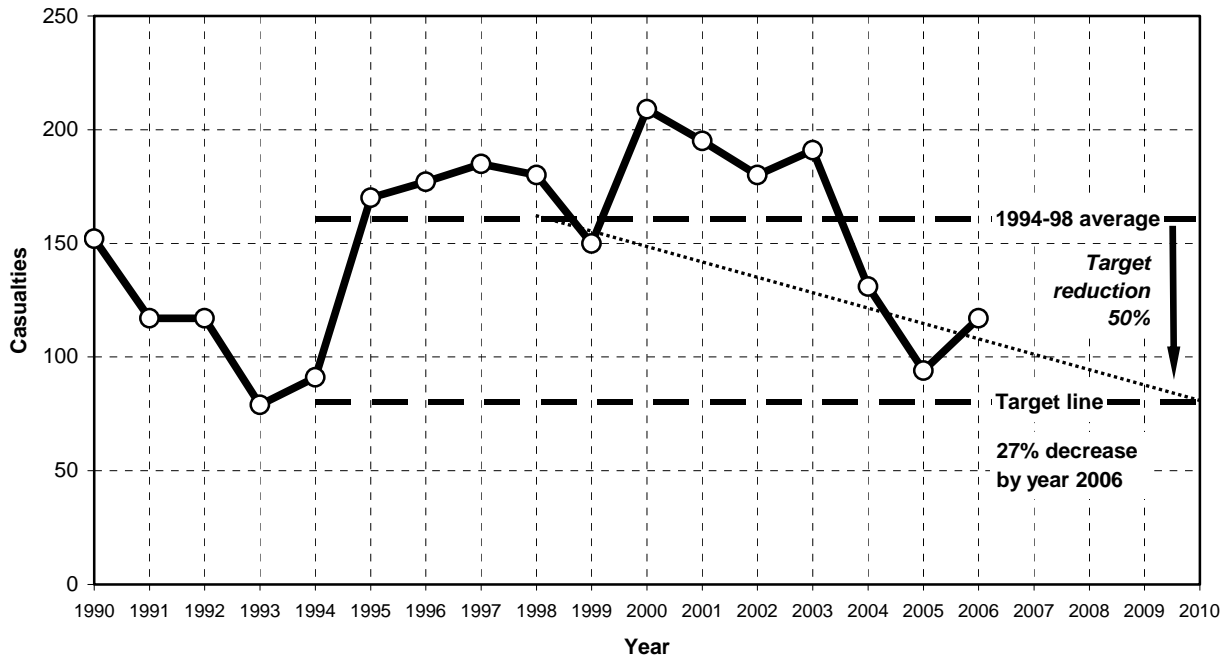


Fig. A15.2: L.B. of Haringey - All slight casualties

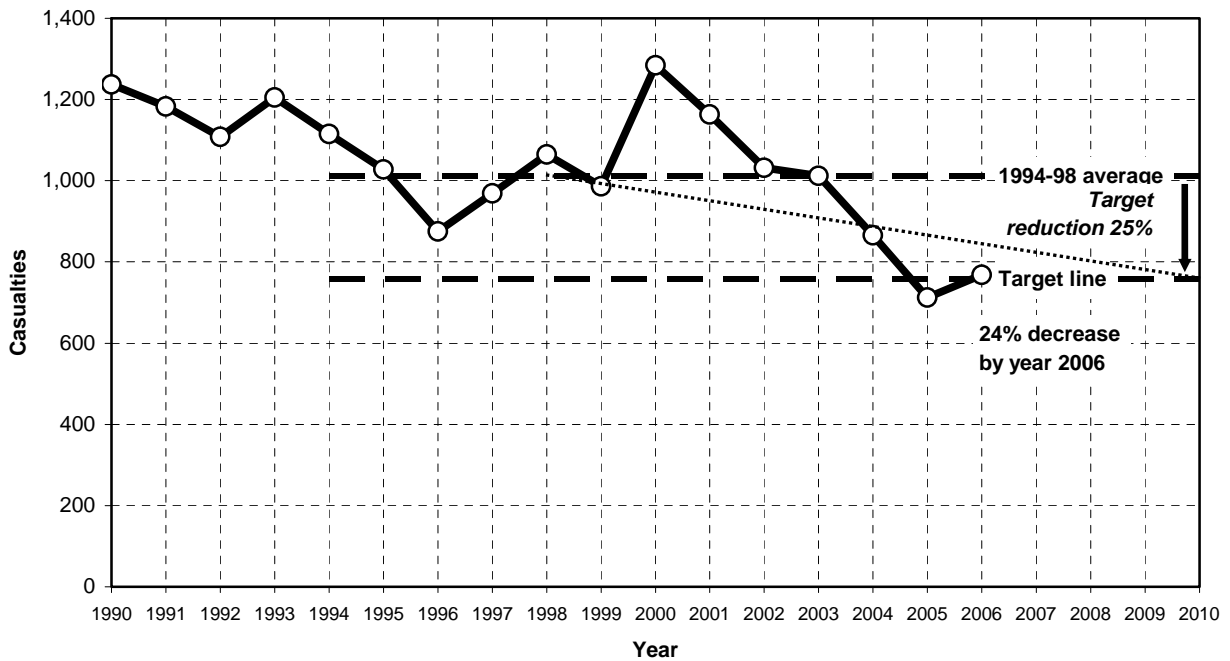


Table A15: Towards the year 2010: Monitoring casualties in L.B. of Haringey
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	5.8	4	3	-25%	-48%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.2	0	4	∞	1900%
	Car occupants	1.4	3	1	-67%	-29%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	7.8	7	8	14%	3%
Fatal & serious	Pedestrians	65.2	49	36	-27%	-45%
	Pedal cyclists	11.8	4	12	200%	2%
	Powered two-wheeler	21.0	16	23	44%	10%
	Car occupants	55.2	23	39	70%	-29%
	Bus or coach occupants	5.0	1	4	300%	-20%
	Other vehicle occupants	2.4	1	3	200%	25%
	Total	160.6	94	117	24%	-27%
	Children (under 16yrs)	23.2	15	16	7%	-31%
Slight*	Pedestrians	257.8	154	158	3%	-39%
	Pedal cyclists	76.8	55	61	11%	-21%
	Powered two-wheeler	118.0	96	77	-20%	-35%
	Car occupants	475.8	336	394	17%	-17%
	Bus or coach occupants	50.6	55	60	9%	19%
	Other vehicle occupants	31.4	16	18	13%	-43%
	Total	1,010.4	712	768	8%	-24%
All severities	Pedestrians	323.0	203	194	-4%	-40%
	Pedal cyclists	88.6	59	73	24%	-18%
	Powered two-wheeler	139.0	112	100	-11%	-28%
	Car occupants	531.0	359	433	21%	-18%
	Bus or coach occupants	55.6	56	64	14%	15%
	Other vehicle occupants	33.8	17	21	24%	-38%
	Total	1,171.0	806	885	10%	-24%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

16. Harrow

Fig. A16.1: L.B. of Harrow - All killed and seriously injured casualties

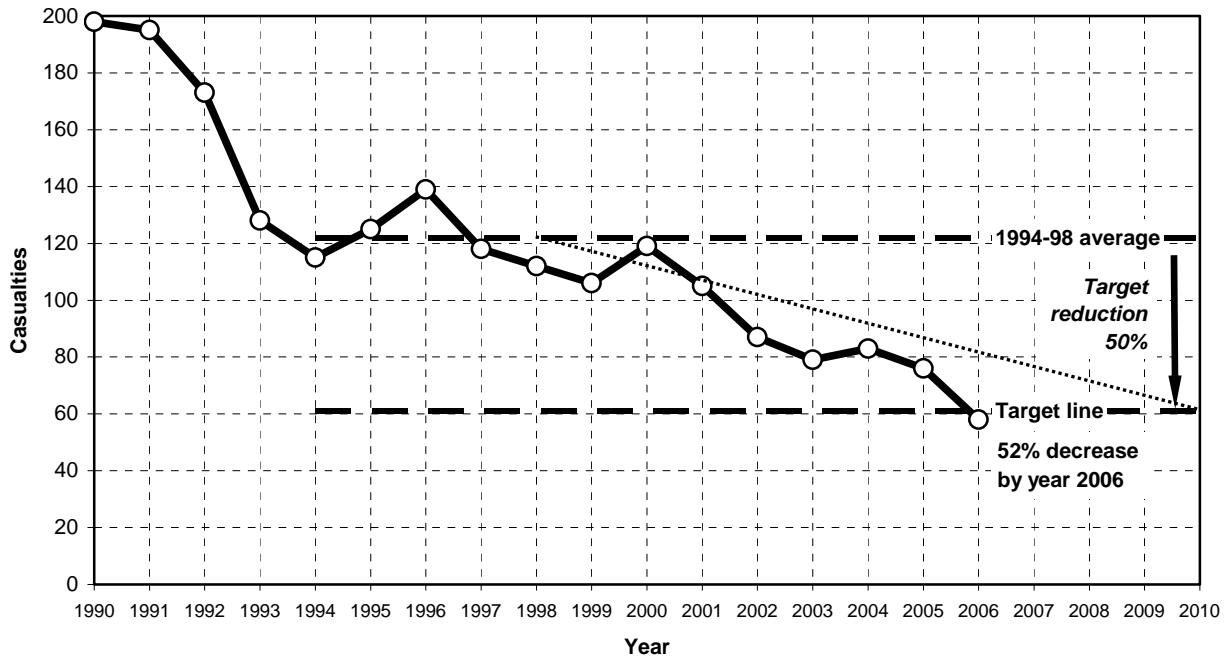


Fig. A16.2: L.B. of Harrow - All slight casualties

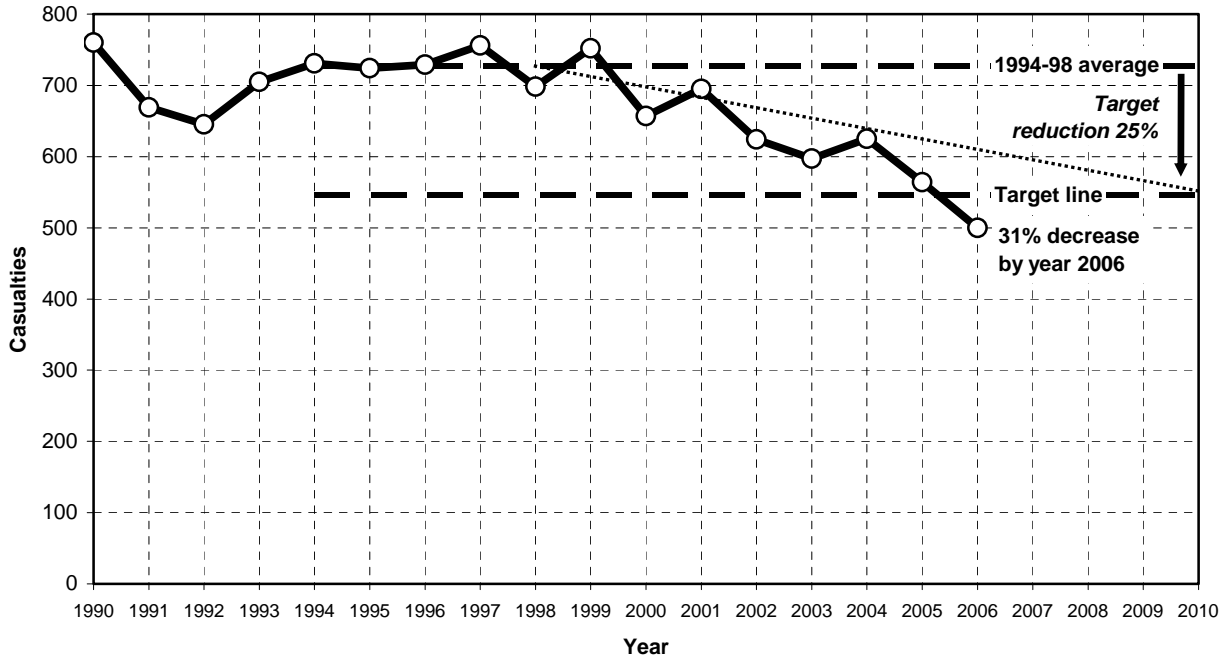


Table A16: Towards the year 2010: Monitoring casualties in L.B. of Harrow
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	1.8	1	1	0%	-44%
	Pedal cyclists	0.0	1	0	-100%	0%
	Powered two-wheeler	0.4	1	1	0%	150%
	Car occupants	2.2	0	1	∞	-55%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	4.4	3	3	0%	-32%
Fatal & serious	Pedestrians	34.4	21	19	-10%	-45%
	Pedal cyclists	7.4	7	3	-57%	-59%
	Powered two-wheeler	12.0	11	14	27%	17%
	Car occupants	61.4	34	20	-41%	-67%
	Bus or coach occupants	3.4	2	2	0%	-41%
	Other vehicle occupants	3.2	1	0	-100%	-100%
	Total	121.8	76	58	-24%	-52%
	Children (under 16yrs)	19.8	4	7	75%	-65%
Slight*	Pedestrians	129.6	92	83	-10%	-36%
	Pedal cyclists	51.2	28	34	21%	-34%
	Powered two-wheeler	66.6	47	43	-9%	-35%
	Car occupants	433.6	350	304	-13%	-30%
	Bus or coach occupants	27.4	29	19	-34%	-31%
	Other vehicle occupants	19.2	18	17	-6%	-11%
	Total	727.6	564	500	-11%	-31%
All severities	Pedestrians	164.0	113	102	-10%	-38%
	Pedal cyclists	58.6	35	37	6%	-37%
	Powered two-wheeler	78.6	58	57	-2%	-27%
	Car occupants	495.0	384	324	-16%	-35%
	Bus or coach occupants	30.8	31	21	-32%	-32%
	Other vehicle occupants	22.4	19	17	-11%	-24%
	Total	849.4	640	558	-13%	-34%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

17. Havering

Fig. A17.1: L.B. of Havering - All killed and seriously injured casualties

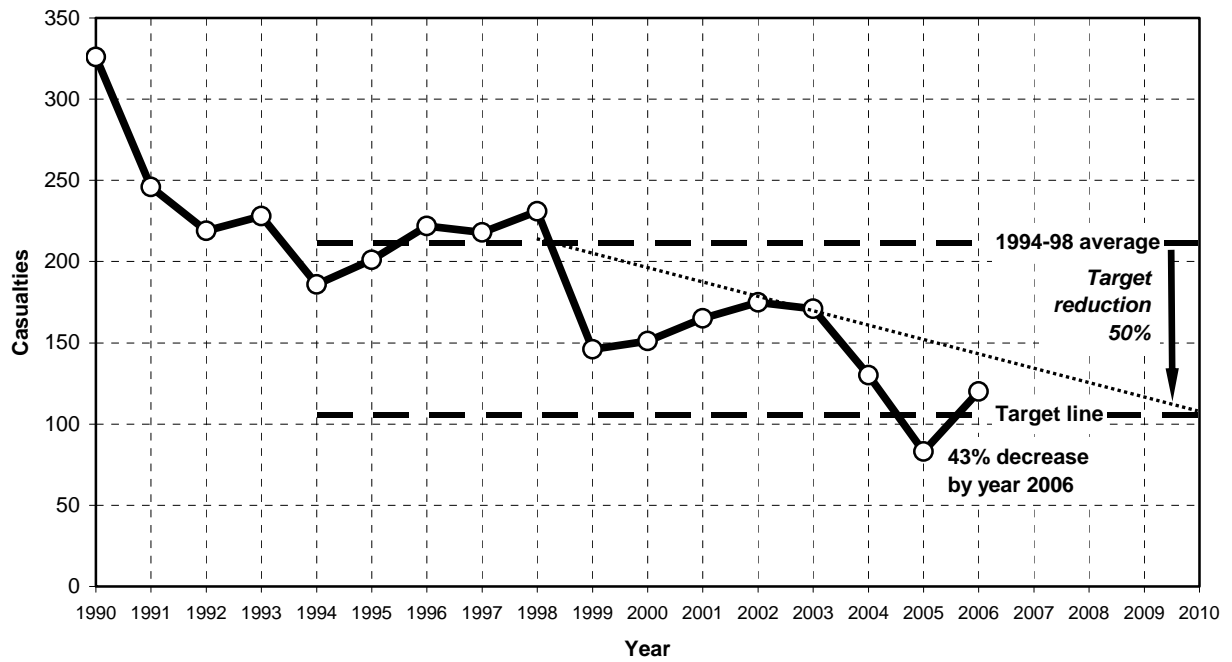


Fig. A17.2: L.B. of Havering - All slight casualties

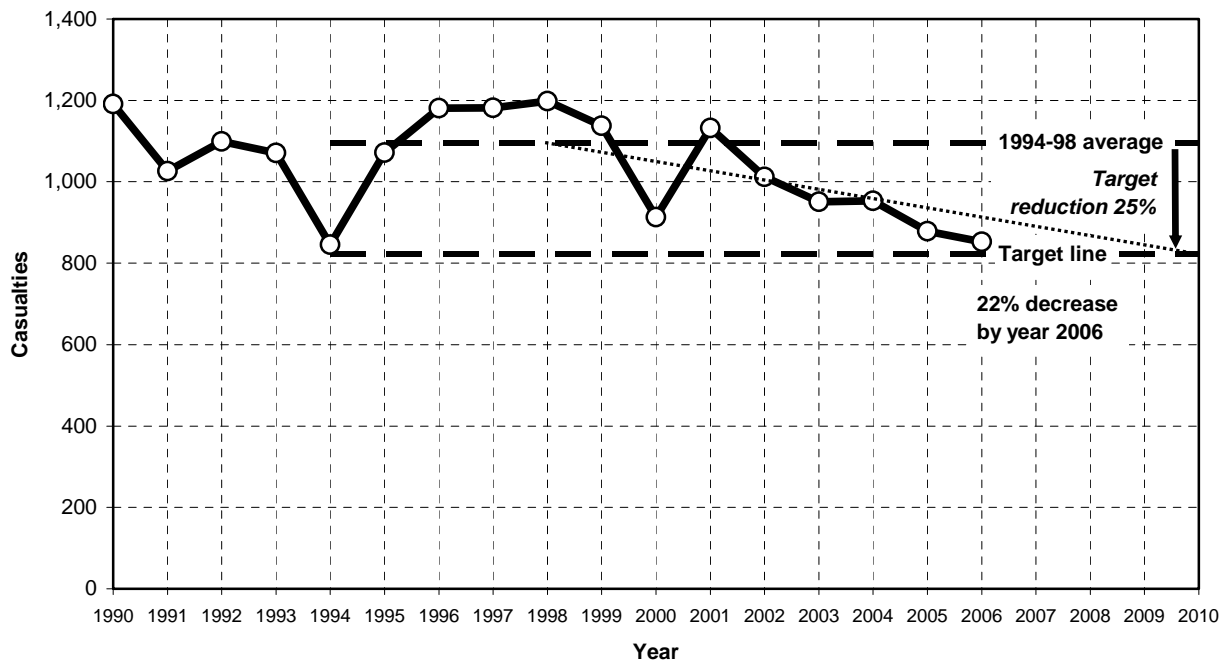


Table A17: Towards the year 2010: Monitoring casualties in L.B. of Havering
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	2.4	2	0	-100%	-100%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	0.8	1	0	-100%	-100%
	Car occupants	3.8	4	5	25%	32%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	7.4	7	5	-29%	-32%
Fatal & serious	Pedestrians	38.2	25	35	40%	-8%
	Pedal cyclists	11.4	2	4	100%	-65%
	Powered two-wheeler	19.8	10	12	20%	-39%
	Car occupants	130.6	37	57	54%	-56%
	Bus or coach occupants	5.4	1	4	300%	-26%
	Other vehicle occupants	6.2	8	8	0%	29%
	Total	211.6	83	120	45%	-43%
	Children (under 16yrs)	35.6	11	19	73%	-47%
Slight*	Pedestrians	114.8	88	69	-22%	-40%
	Pedal cyclists	69.6	25	20	-20%	-71%
	Powered two-wheeler	74.8	70	65	-7%	-13%
	Car occupants	751.8	607	622	2%	-17%
	Bus or coach occupants	40.6	33	39	18%	-4%
	Other vehicle occupants	44.2	56	38	-32%	-14%
	Total	1,095.8	879	853	-3%	-22%
All severities	Pedestrians	153.0	113	104	-8%	-32%
	Pedal cyclists	81.0	27	24	-11%	-70%
	Powered two-wheeler	94.6	80	77	-4%	-19%
	Car occupants	882.4	644	679	5%	-23%
	Bus or coach occupants	46.0	34	43	26%	-7%
	Other vehicle occupants	50.4	64	46	-28%	-9%
	Total	1,307.4	962	973	1%	-26%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

18. Hillingdon

Fig. A18.1: L.B. of Hillingdon - All killed and seriously injured casualties

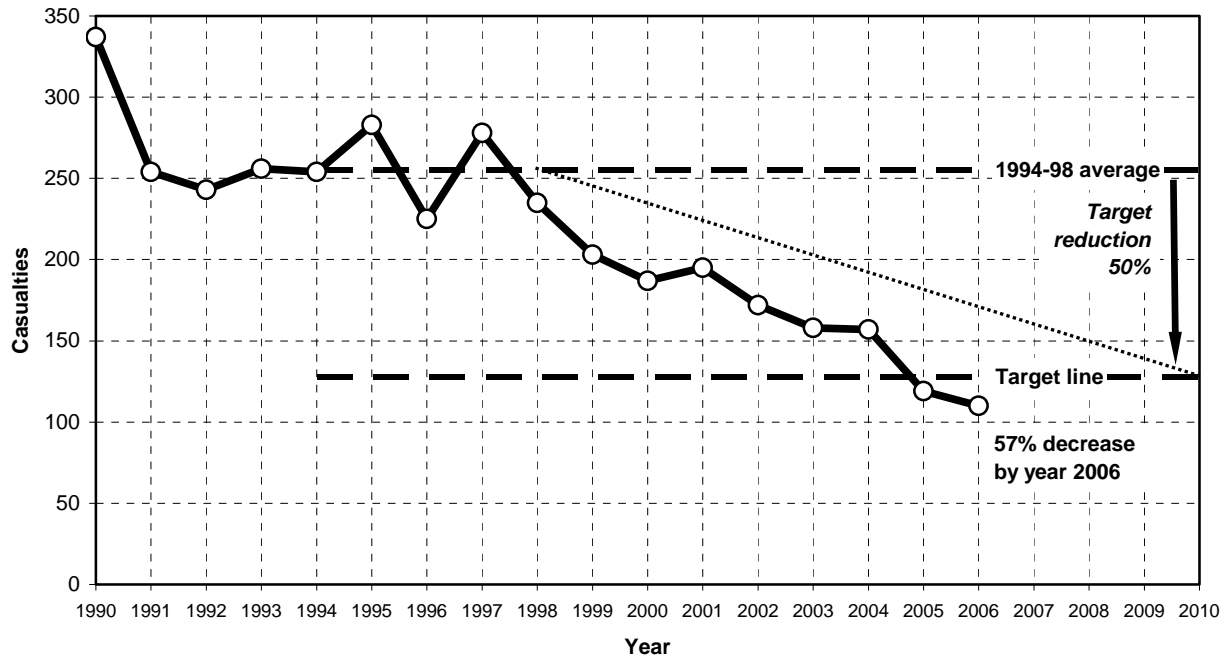


Fig. A18.2: L.B. of Hillingdon - All slight casualties

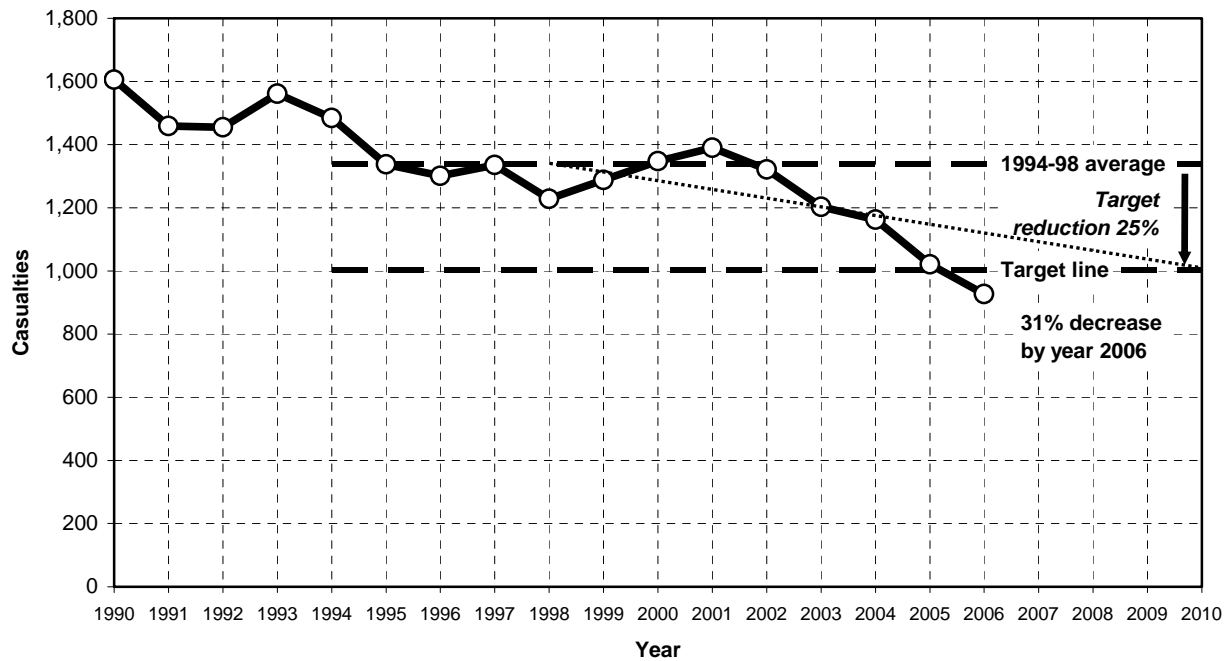


Table A18: Towards the year 2010: Monitoring casualties in L.B. of Hillingdon
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	5.0	2	2	0%	-60%
	Pedal cyclists	1.0	0	0	0%	-100%
	Powered two-wheeler	1.6	1	2	100%	25%
	Car occupants	3.0	5	2	-60%	-33%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.6	0	0	0%	-100%
	Total	11.4	8	6	-25%	-47%
Fatal & serious	Pedestrians	54.0	33	33	0%	-39%
	Pedal cyclists	19.6	8	6	-25%	-69%
	Powered two-wheeler	25.4	18	20	11%	-21%
	Car occupants	138.2	54	42	-22%	-70%
	Bus or coach occupants	5.6	2	4	100%	-29%
	Other vehicle occupants	12.2	4	5	25%	-59%
	Total	255.0	119	110	-8%	-57%
	Children (under 16yrs)	37.4	22	16	-27%	-57%
Slight*	Pedestrians	141.0	96	92	-4%	-35%
	Pedal cyclists	106.6	51	51	0%	-52%
	Powered two-wheeler	95.2	94	79	-16%	-17%
	Car occupants	905.8	685	628	-8%	-31%
	Bus or coach occupants	35.2	42	25	-40%	-29%
	Other vehicle occupants	53.6	53	52	-2%	-3%
	Total	1,337.4	1,021	927	-9%	-31%
All severities	Pedestrians	195.0	129	125	-3%	-36%
	Pedal cyclists	126.2	59	57	-3%	-55%
	Powered two-wheeler	120.6	112	99	-12%	-18%
	Car occupants	1,044.0	739	670	-9%	-36%
	Bus or coach occupants	40.8	44	29	-34%	-29%
	Other vehicle occupants	65.8	57	57	0%	-13%
	Total	1,592.4	1,140	1,037	-9%	-35%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

19. Hounslow

Fig. A19.1: L.B. of Hounslow - All killed and seriously injured casualties

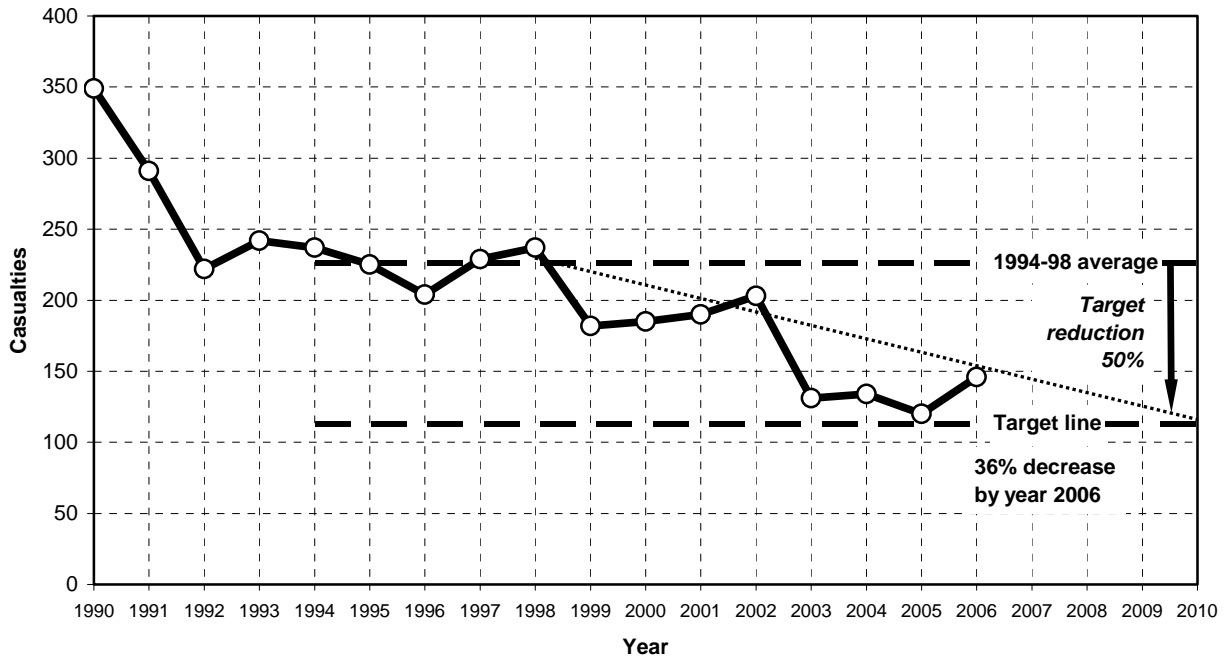


Fig. A19.2: L.B. of Hounslow - All slight casualties

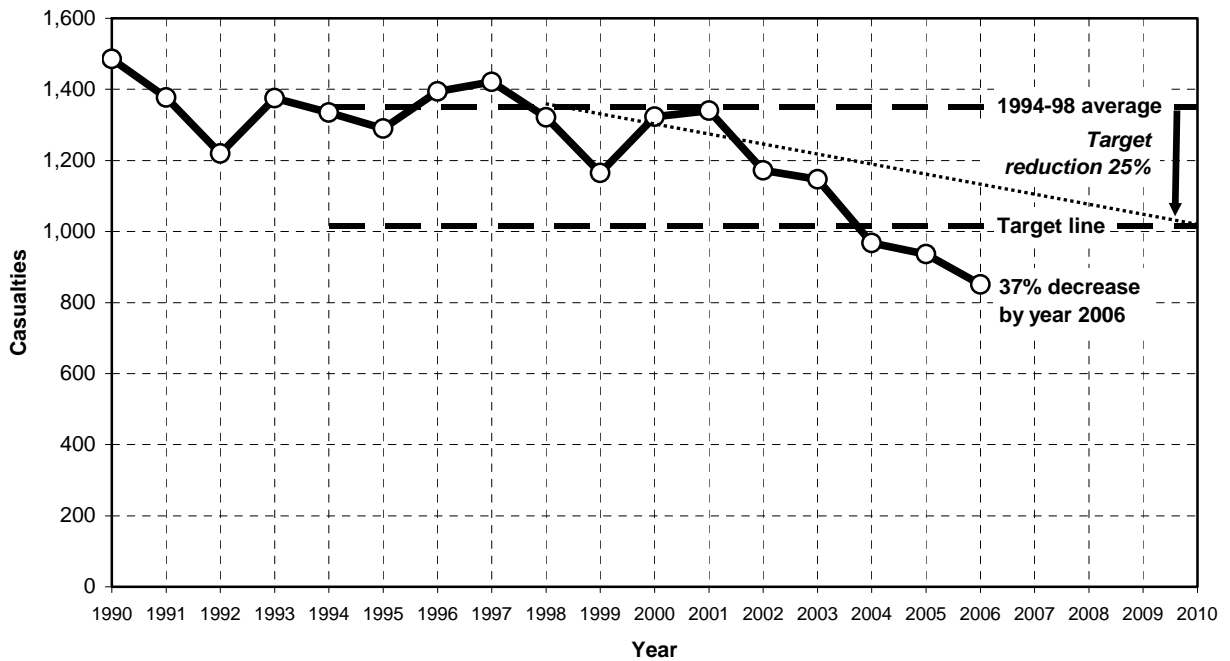


Table A19: Towards the year 2010: Monitoring casualties in L.B. of Hounslow
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	4.0	5	8	60%	100%
	Pedal cyclists	0.4	2	1	-50%	150%
	Powered two-wheeler	1.4	5	2	-60%	43%
	Car occupants	3.6	2	2	0%	-44%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.6	0	0	0%	-100%
	Total	10.0	14	13	-7%	30%
Fatal & serious	Pedestrians	50.2	27	42	56%	-16%
	Pedal cyclists	19.2	14	10	-29%	-48%
	Powered two-wheeler	28.0	33	27	-18%	-4%
	Car occupants	111.0	38	60	58%	-46%
	Bus or coach occupants	7.6	3	6	100%	-21%
	Other vehicle occupants	10.4	5	1	-80%	-90%
	Total	226.4	120	146	22%	-36%
	Children (under 16yrs)	29.2	10	17	70%	-42%
Slight*	Pedestrians	173.0	82	84	2%	-51%
	Pedal cyclists	132.4	67	60	-10%	-55%
	Powered two-wheeler	141.8	105	117	11%	-17%
	Car occupants	787.4	605	512	-15%	-35%
	Bus or coach occupants	63.6	43	41	-5%	-36%
	Other vehicle occupants	54.0	34	37	9%	-31%
	Total	1,352.2	936	851	-9%	-37%
All severities	Pedestrians	223.2	109	126	16%	-44%
	Pedal cyclists	151.6	81	70	-14%	-54%
	Powered two-wheeler	169.8	138	144	4%	-15%
	Car occupants	898.4	643	572	-11%	-36%
	Bus or coach occupants	71.2	46	47	2%	-34%
	Other vehicle occupants	64.4	39	38	-3%	-41%
	Total	1,578.6	1,056	997	-6%	-37%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

20. Islington

Fig. A20.1: L.B. of Islington - All killed and seriously injured casualties

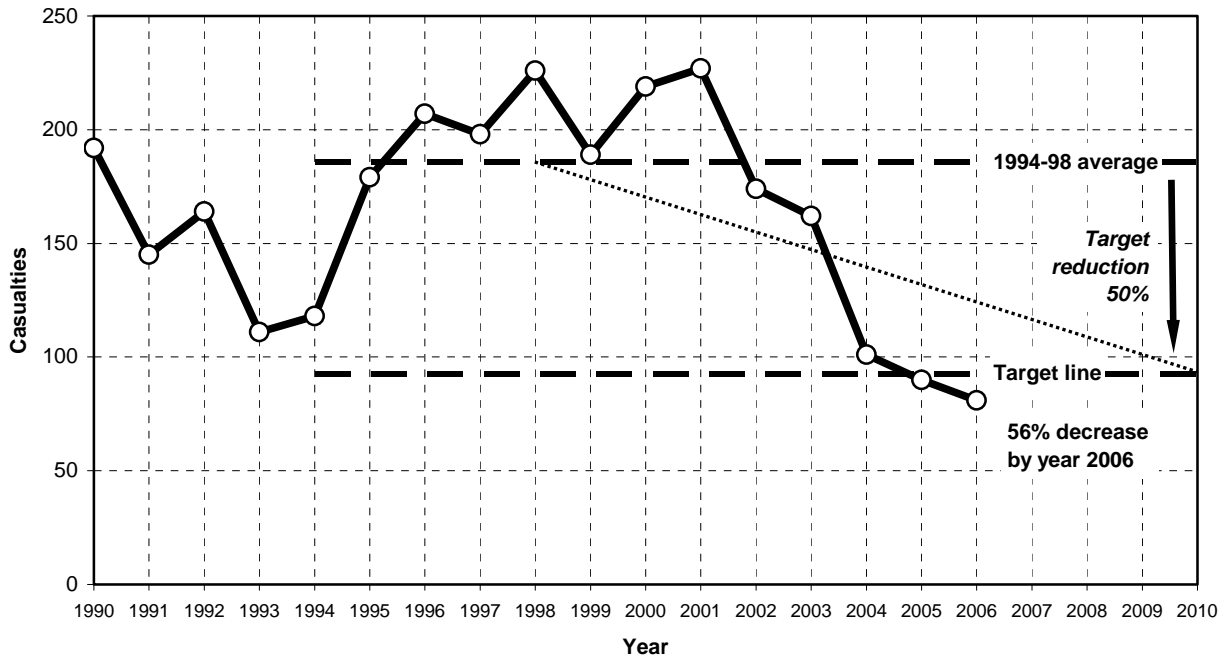


Fig. A20.2: L.B. of Islington - All slight casualties

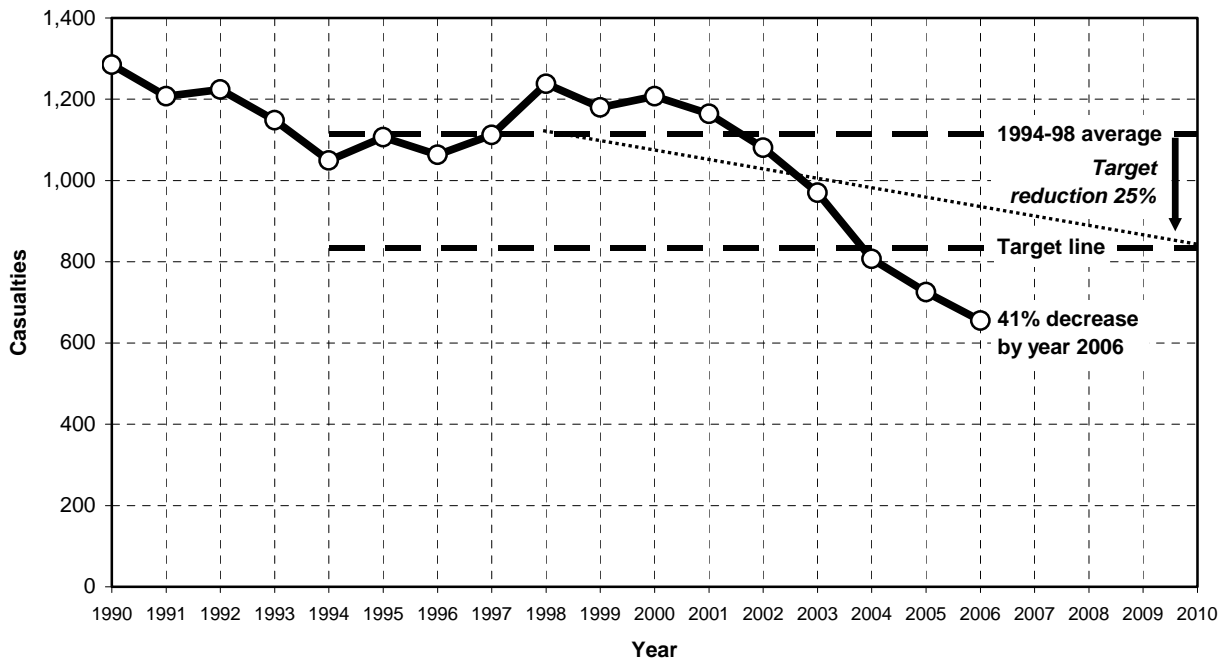


Table A20: Towards the year 2010: Monitoring casualties in L.B. of Islington
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	5.6	1	1	0%	-82%
	Pedal cyclists	0.6	3	1	-67%	67%
	Powered two-wheeler	1.2	0	0	0%	-100%
	Car occupants	1.0	0	0	0%	-100%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	8.6	4	2	-50%	-77%
Fatal & serious	Pedestrians	76.0	35	27	-23%	-64%
	Pedal cyclists	26.0	21	17	-19%	-35%
	Powered two-wheeler	31.8	20	25	25%	-21%
	Car occupants	38.4	10	7	-30%	-82%
	Bus or coach occupants	8.2	4	4	0%	-51%
	Other vehicle occupants	5.2	0	1	∞	-81%
	Total	185.6	90	81	-10%	-56%
	Children (under 16yrs)	18.6	6	5	-17%	-73%
Slight*	Pedestrians	259.4	163	136	-17%	-48%
	Pedal cyclists	177.8	144	138	-4%	-22%
	Powered two-wheeler	221.4	164	146	-11%	-34%
	Car occupants	343.4	162	171	6%	-50%
	Bus or coach occupants	70.0	60	34	-43%	-51%
	Other vehicle occupants	41.8	32	30	-6%	-28%
	Total	1,113.8	725	655	-10%	-41%
All severities	Pedestrians	335.4	198	163	-18%	-51%
	Pedal cyclists	203.8	165	155	-6%	-24%
	Powered two-wheeler	253.2	184	171	-7%	-32%
	Car occupants	381.8	172	178	3%	-53%
	Bus or coach occupants	78.2	64	38	-41%	-51%
	Other vehicle occupants	47.0	32	31	-3%	-34%
	Total	1,299.4	815	736	-10%	-43%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

21. Kensington & Chelsea

Fig. A21.1: R.B. of Kensington & Chelsea - All killed and seriously injured casualties

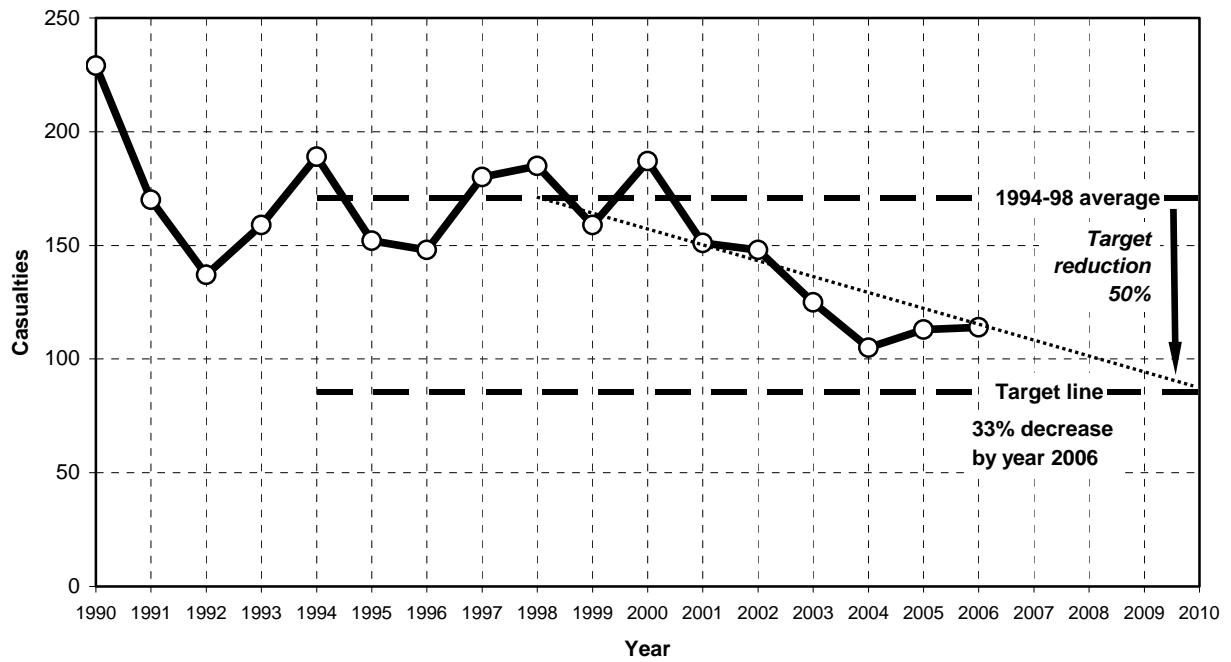


Fig. A21.2: R.B. of Kensington & Chelsea - All slight casualties

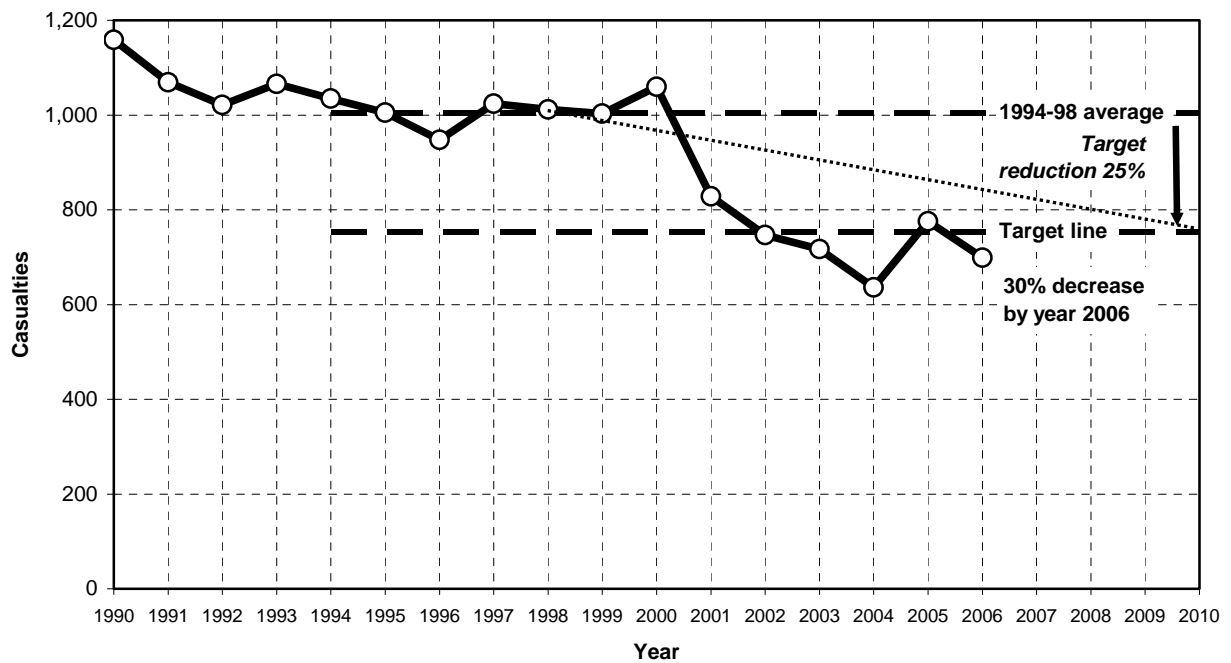


Table A21: Towards the year 2010: Monitoring casualties in R.B. of Kensington & Chelsea
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	4.4	4	0	-100%	-100%
	Pedal cyclists	0.4	3	1	-67%	150%
	Powered two-wheeler	1.0	3	1	-67%	0%
	Car occupants	0.8	0	1	∞	25%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	0	0	0%	-100%
	Total	7.0	10	3	-70%	-57%
Fatal & serious	Pedestrians	71.8	44	31	-30%	-57%
	Pedal cyclists	18.0	18	22	22%	22%
	Powered two-wheeler	31.0	36	42	17%	35%
	Car occupants	35.6	8	12	50%	-66%
	Bus or coach occupants	7.2	4	2	-50%	-72%
	Other vehicle occupants	7.2	3	5	67%	-31%
	Total	170.8	113	114	1%	-33%
	Children (under 16yrs)	11.2	3	3	0%	-73%
Slight*	Pedestrians	248.8	168	164	-2%	-34%
	Pedal cyclists	143.4	135	117	-13%	-18%
	Powered two-wheeler	202.6	203	198	-2%	-2%
	Car occupants	299.4	195	153	-22%	-49%
	Bus or coach occupants	46.6	41	28	-32%	-40%
	Other vehicle occupants	64.0	34	39	15%	-39%
	Total	1,004.8	776	699	-10%	-30%
All severities	Pedestrians	320.6	212	195	-8%	-39%
	Pedal cyclists	161.4	153	139	-9%	-14%
	Powered two-wheeler	233.6	239	240	0%	3%
	Car occupants	335.0	203	165	-19%	-51%
	Bus or coach occupants	53.8	45	30	-33%	-44%
	Other vehicle occupants	71.2	37	44	19%	-38%
	Total	1,175.6	889	813	-9%	-31%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

22. Kingston upon Thames

Fig. A22.1: R.B. of Kingston upon Thames - All killed and seriously injured casualties

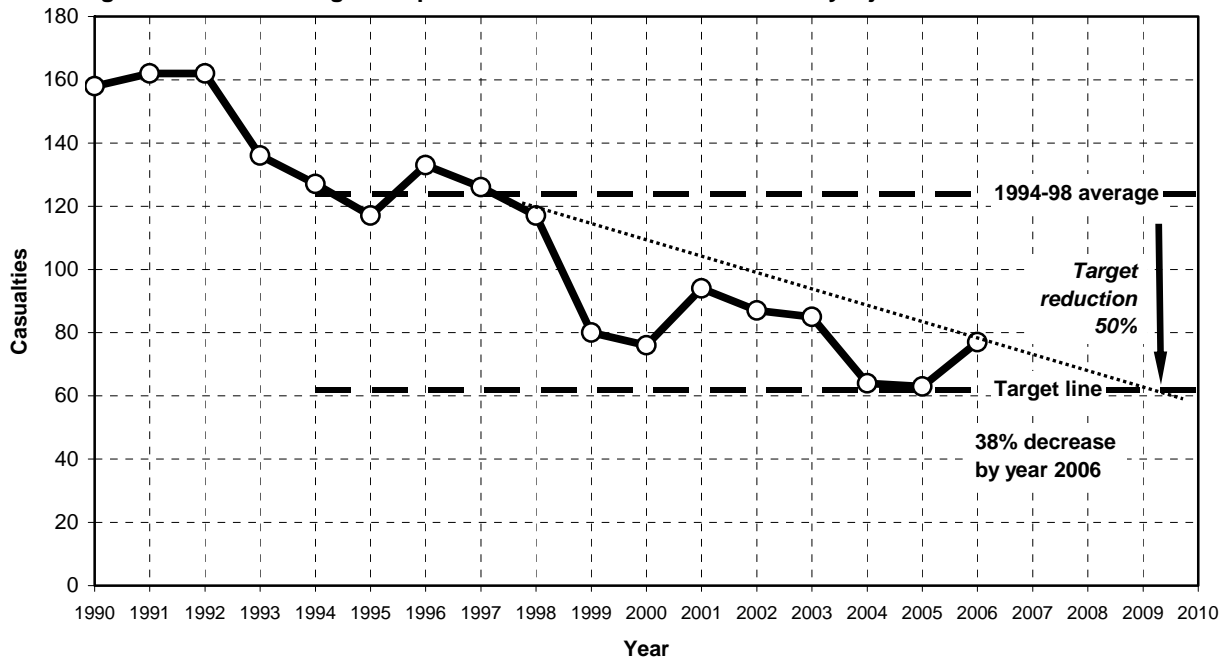


Fig. A22.2: R.B. of Kingston upon Thames - All slight casualties

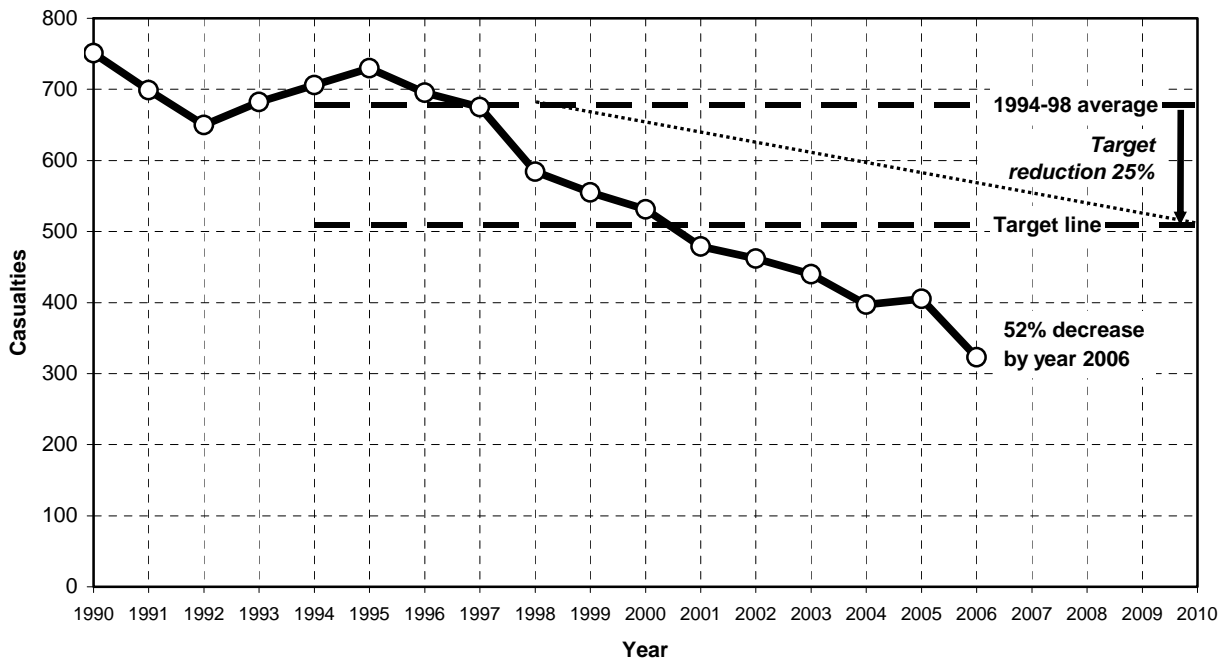


Table A22: Towards the year 2010: Monitoring casualties in R.B. of Kingston upon Thames
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	4.6	1	0	-100%	-100%
	Pedal cyclists	0.2	0	1	∞	400%
	Powered two-wheeler	0.4	1	2	100%	400%
	Car occupants	1.2	1	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	6.4	3	3	0%	-53%
Fatal & serious	Pedestrians	31.6	17	21	24%	-34%
	Pedal cyclists	14.0	7	10	43%	-29%
	Powered two-wheeler	22.2	12	22	83%	-1%
	Car occupants	50.2	23	22	-4%	-56%
	Bus or coach occupants	3.4	3	2	-33%	-41%
	Other vehicle occupants	2.6	1	0	-100%	-100%
	Total	124.0	63	77	22%	-38%
	Children (under 16yrs)	13.4	3	9	200%	-33%
Slight*	Pedestrians	89.2	43	46	7%	-48%
	Pedal cyclists	91.8	42	36	-14%	-61%
	Powered two-wheeler	79.4	63	51	-19%	-36%
	Car occupants	367.0	218	152	-30%	-59%
	Bus or coach occupants	29.2	23	16	-30%	-45%
	Other vehicle occupants	21.4	16	22	38%	3%
	Total	678.0	405	323	-20%	-52%
All severities	Pedestrians	120.8	60	67	12%	-45%
	Pedal cyclists	105.8	49	46	-6%	-57%
	Powered two-wheeler	101.6	75	73	-3%	-28%
	Car occupants	417.2	241	174	-28%	-58%
	Bus or coach occupants	32.6	26	18	-31%	-45%
	Other vehicle occupants	24.0	17	22	29%	-8%
	Total	802.0	468	400	-15%	-50%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

23. Lambeth

Fig. A23.1: L.B. of Lambeth - All killed and seriously injured casualties

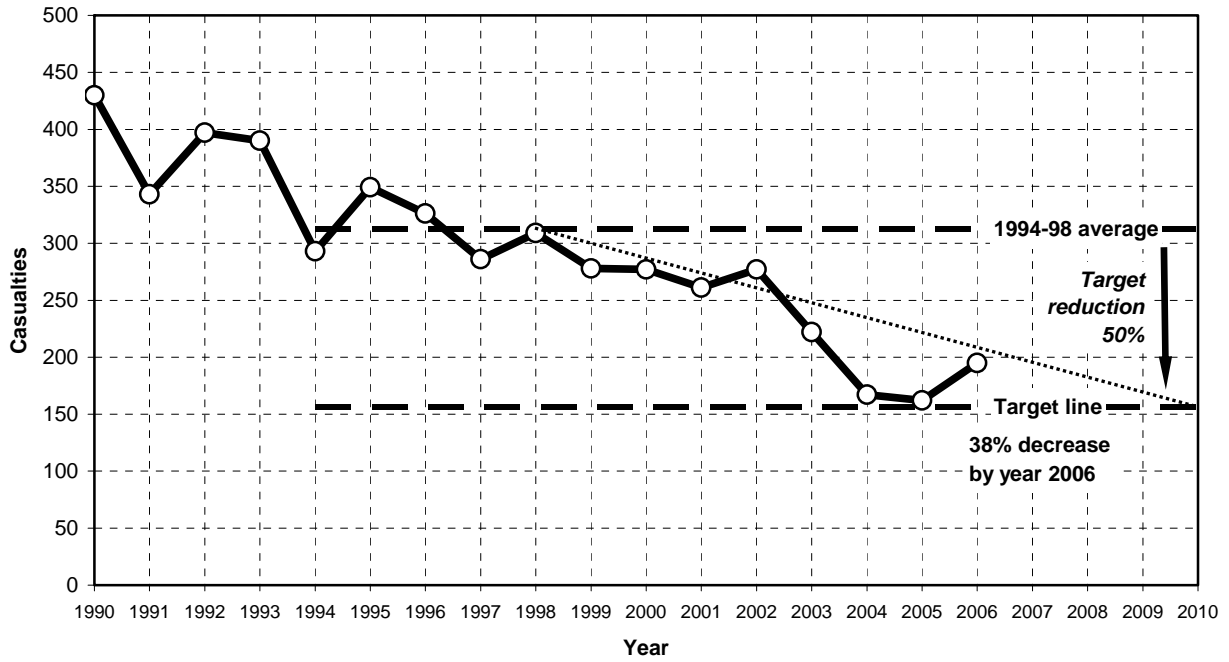


Fig. A23.2: L.B. of Lambeth - All slight casualties

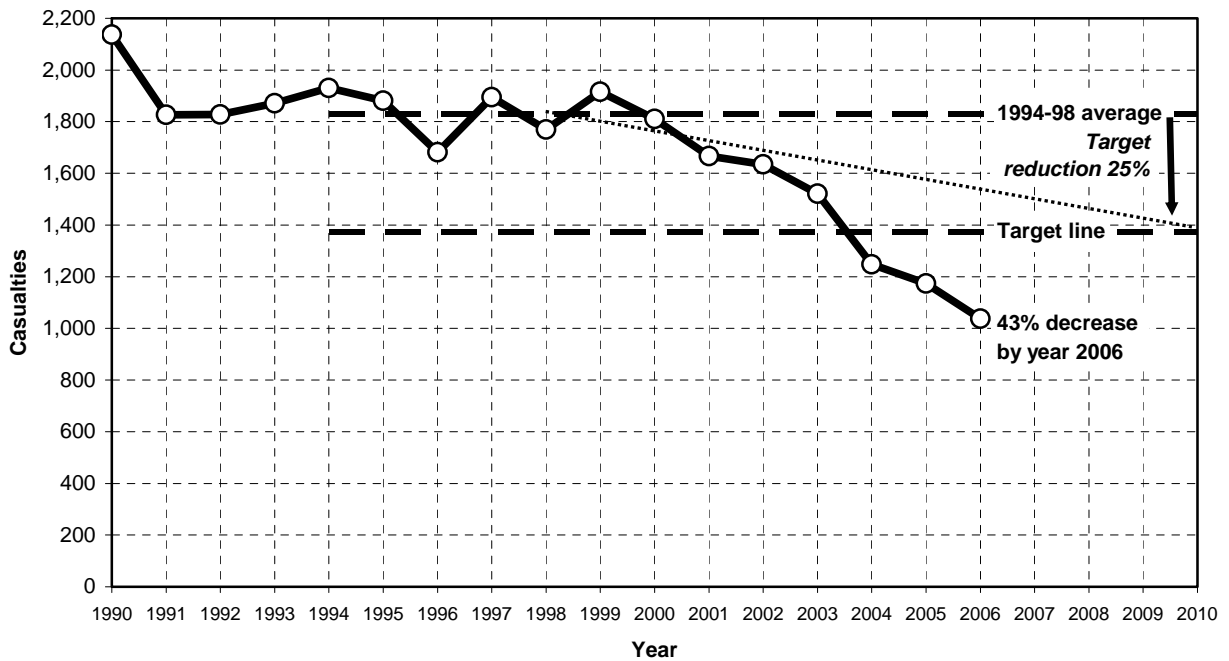


Table A23: Towards the year 2010: Monitoring casualties in L.B. of Lambeth
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	7.4	6	4	-33%	-46%
	Pedal cyclists	0.8	2	1	-50%	25%
	Powered two-wheeler	1.4	0	0	0%	-100%
	Car occupants	1.0	0	4	∞	300%
	Bus or coach occupants	0.2	0	1	∞	400%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	11.0	8	10	25%	-9%
Fatal & serious	Pedestrians	123.8	62	68	10%	-45%
	Pedal cyclists	36.4	22	27	23%	-26%
	Powered two-wheeler	51.2	50	55	10%	7%
	Car occupants	80.8	20	34	70%	-58%
	Bus or coach occupants	12.8	4	4	0%	-69%
	Other vehicle occupants	7.6	4	7	75%	-8%
	Total	312.6	162	195	20%	-38%
	Children (under 16yrs)	45.0	7	20	186%	-56%
Slight*	Pedestrians	359.0	256	164	-36%	-54%
	Pedal cyclists	222.4	132	166	26%	-25%
	Powered two-wheeler	314.4	248	197	-21%	-37%
	Car occupants	758.4	378	414	10%	-45%
	Bus or coach occupants	114.6	108	70	-35%	-39%
	Other vehicle occupants	62.8	51	26	-49%	-59%
	Total	1,831.6	1,173	1,037	-12%	-43%
All severities	Pedestrians	482.8	318	232	-27%	-52%
	Pedal cyclists	258.8	154	193	25%	-25%
	Powered two-wheeler	365.6	298	252	-15%	-31%
	Car occupants	839.2	398	448	13%	-47%
	Bus or coach occupants	127.4	112	74	-34%	-42%
	Other vehicle occupants	70.4	55	33	-40%	-53%
	Total	2,144.2	1,335	1,232	-8%	-43%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

24. Lewisham

Fig. A24.1: L.B. of Lewisham - All killed and seriously injured casualties

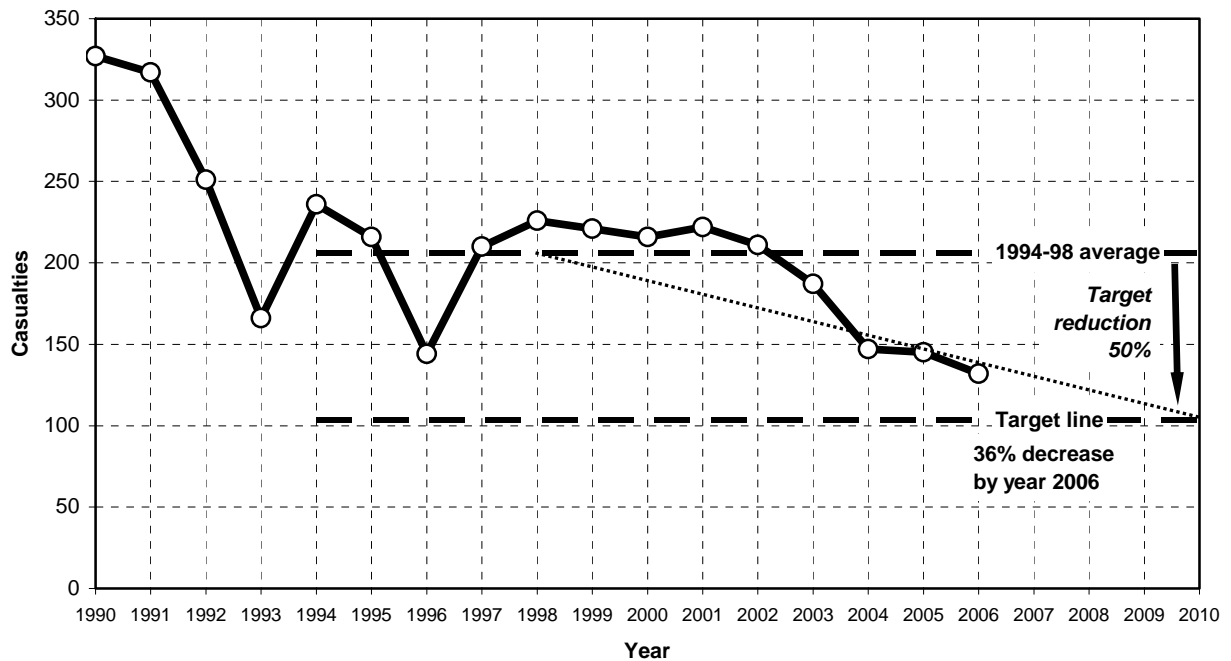


Fig. A24.2: L.B. of Lewisham - All slight casualties

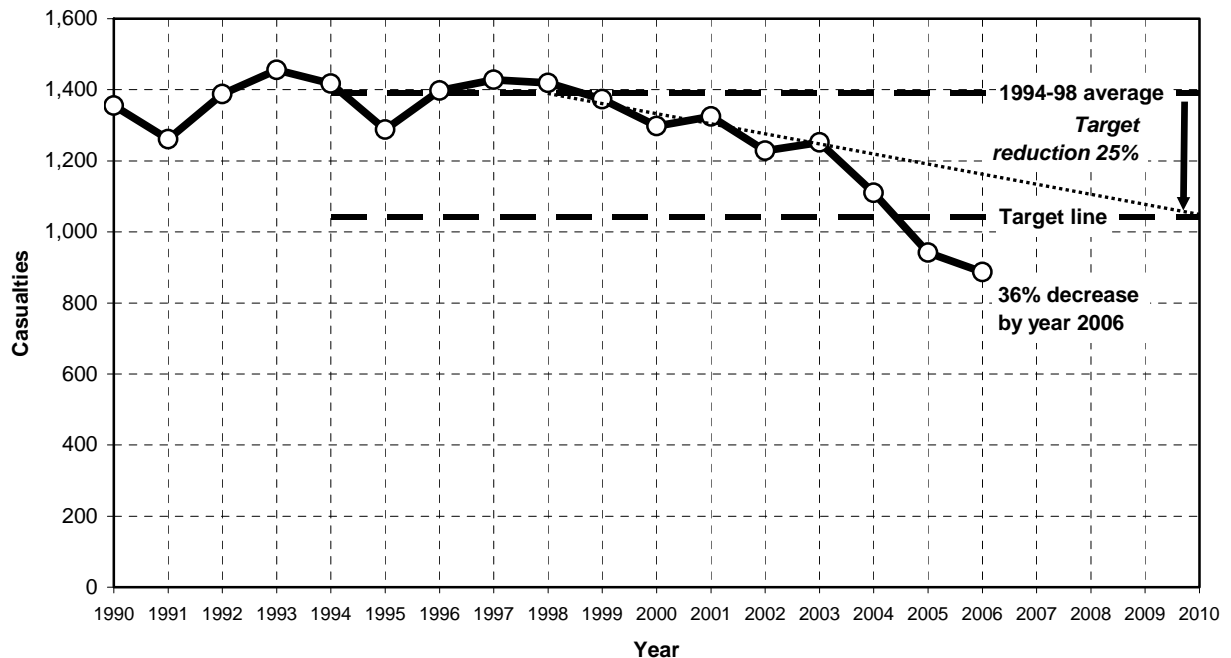


Table A24: Towards the year 2010: Monitoring casualties in L.B. of Lewisham
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	3.6	3	1	-67%	-72%
	Pedal cyclists	0.6	0	1	∞	67%
	Powered two-wheeler	1.0	1	0	-100%	-100%
	Car occupants	1.0	2	0	-100%	-100%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	6.4	6	2	-67%	-69%
Fatal & serious	Pedestrians	81.6	58	37	-36%	-55%
	Pedal cyclists	14.2	9	13	44%	-8%
	Powered two-wheeler	30.0	34	34	0%	13%
	Car occupants	63.2	35	35	0%	-45%
	Bus or coach occupants	13.2	6	10	67%	-24%
	Other vehicle occupants	4.2	3	3	0%	-29%
	Total	206.4	145	132	-9%	-36%
	Children (under 16yrs)	41.4	19	13	-32%	-69%
Slight*	Pedestrians	260.0	166	169	2%	-35%
	Pedal cyclists	118.0	76	88	16%	-25%
	Powered two-wheeler	172.8	167	147	-12%	-15%
	Car occupants	699.2	418	374	-11%	-47%
	Bus or coach occupants	102.4	95	86	-9%	-16%
	Other vehicle occupants	37.6	20	23	15%	-39%
	Total	1,390.0	942	887	-6%	-36%
All severities	Pedestrians	341.6	224	206	-8%	-40%
	Pedal cyclists	132.2	85	101	19%	-24%
	Powered two-wheeler	202.8	201	181	-10%	-11%
	Car occupants	762.4	453	409	-10%	-46%
	Bus or coach occupants	115.6	101	96	-5%	-17%
	Other vehicle occupants	41.8	23	26	13%	-38%
	Total	1,596.4	1,087	1,019	-6%	-36%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

25. Merton

Fig. A25.1: L.B. of Merton - All killed and seriously injured casualties

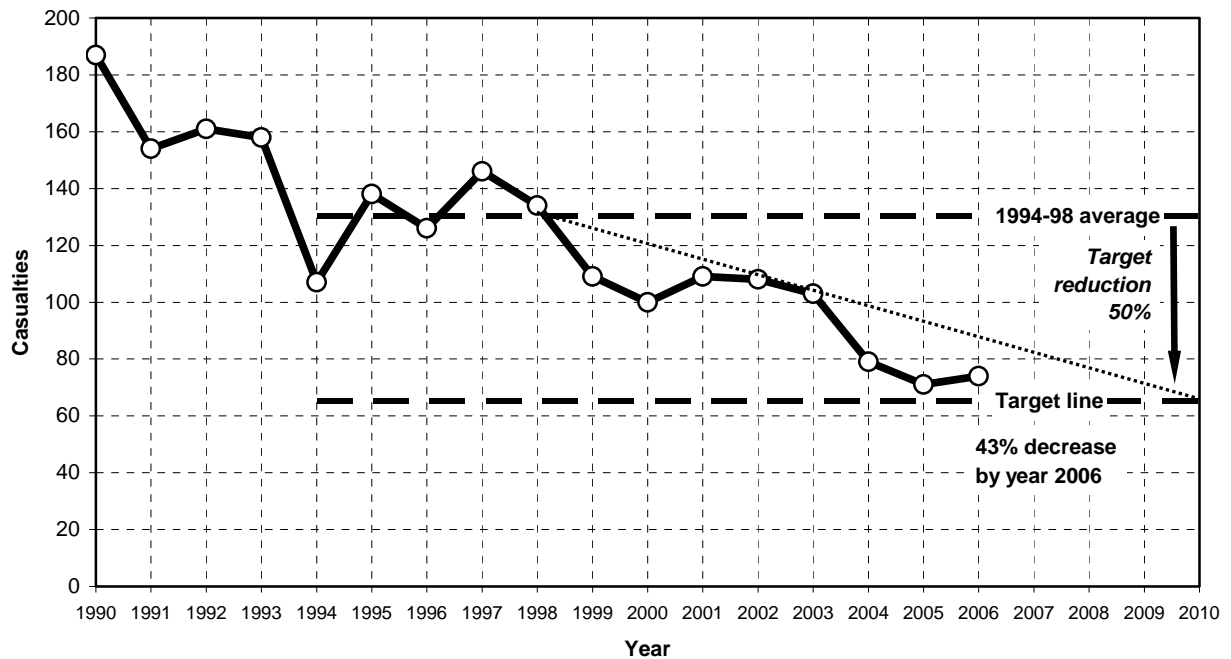


Fig. A25.2: L.B. of Merton - All slight casualties

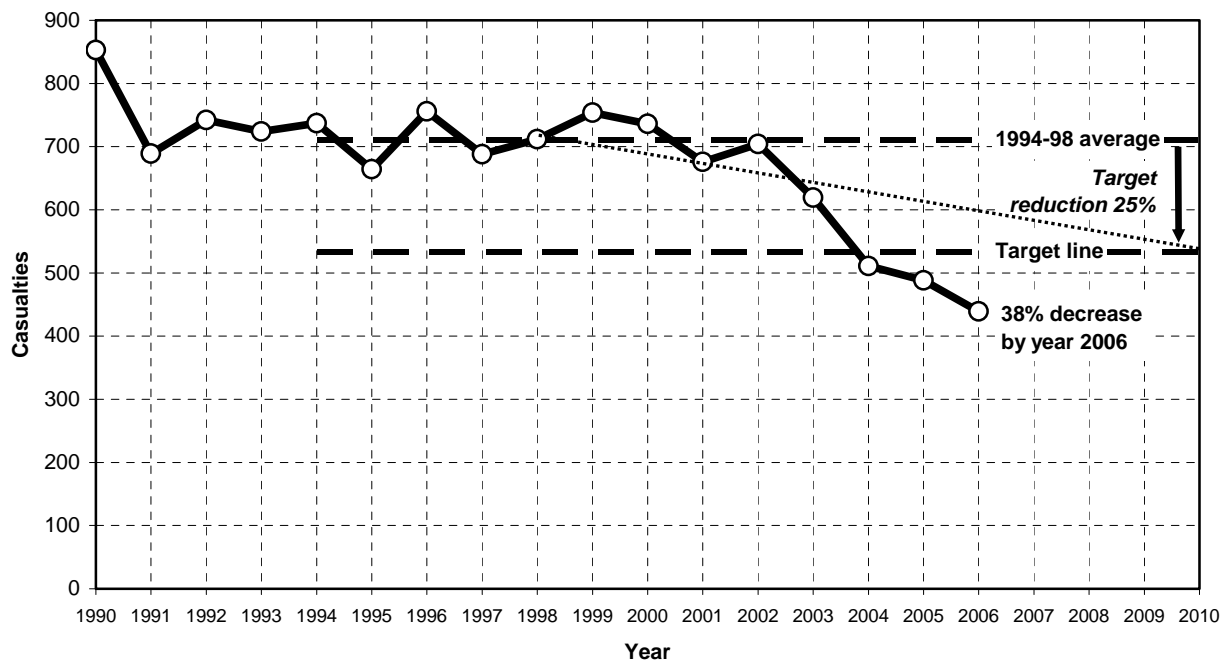


Table A25: Towards the year 2010: Monitoring casualties in L.B. of Merton
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	2.2	0	2	∞	-9%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.8	0	1	∞	25%
	Car occupants	1.4	1	2	100%	43%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	5.0	1	5	400%	0%
Fatal & serious	Pedestrians	37.4	24	23	-4%	-39%
	Pedal cyclists	11.6	10	7	-30%	-40%
	Powered two-wheeler	21.2	11	13	18%	-39%
	Car occupants	50.8	22	25	14%	-51%
	Bus or coach occupants	4.6	1	3	200%	-35%
	Other vehicle occupants	4.6	3	3	0%	-35%
	Total	130.2	71	74	4%	-43%
	Children (under 16yrs)	20.8	5	15	200%	-28%
Slight*	Pedestrians	121.4	80	75	-6%	-38%
	Pedal cyclists	85.0	46	44	-4%	-48%
	Powered two-wheeler	97.8	92	70	-24%	-28%
	Car occupants	358.4	216	214	-1%	-40%
	Bus or coach occupants	27.0	35	13	-63%	-52%
	Other vehicle occupants	21.8	19	23	21%	6%
	Total	711.4	488	439	-10%	-38%
All severities	Pedestrians	158.8	104	98	-6%	-38%
	Pedal cyclists	96.6	56	51	-9%	-47%
	Powered two-wheeler	119.0	103	83	-19%	-30%
	Car occupants	409.2	238	239	0%	-42%
	Bus or coach occupants	31.6	36	16	-56%	-49%
	Other vehicle occupants	26.4	22	26	18%	-2%
	Total	841.6	559	513	-8%	-39%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

26. Newham

Fig. A26.1: L.B. of Newham - All killed and seriously injured casualties

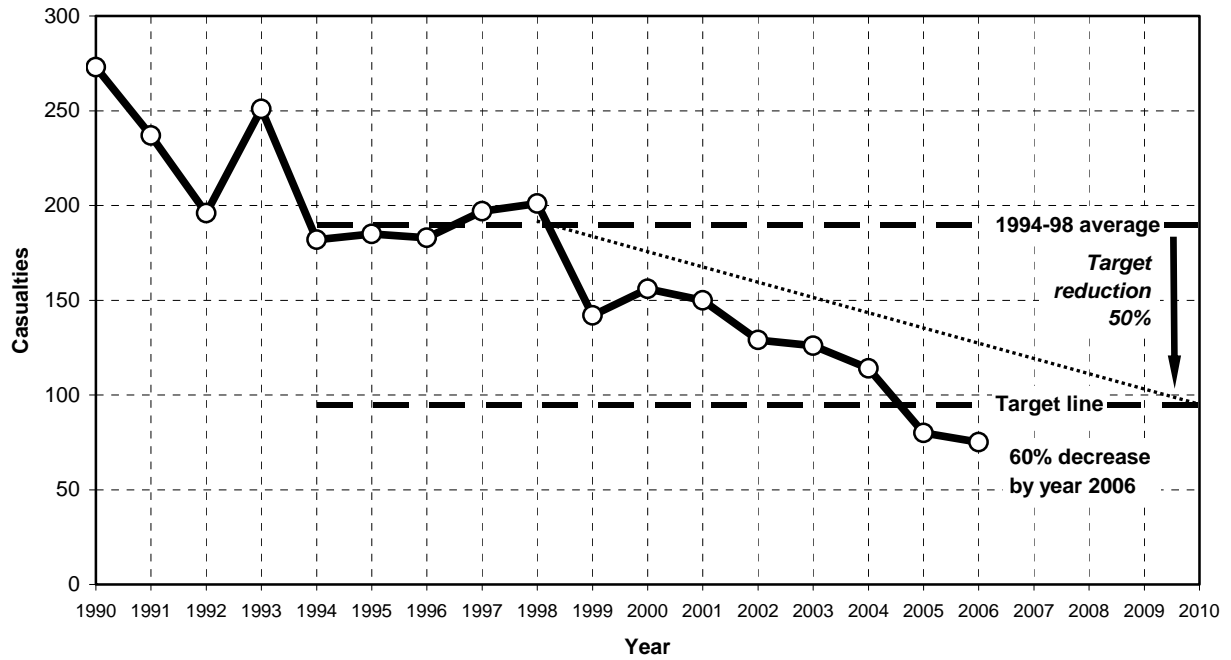


Fig. A26.2: L.B. of Newham - All slight casualties

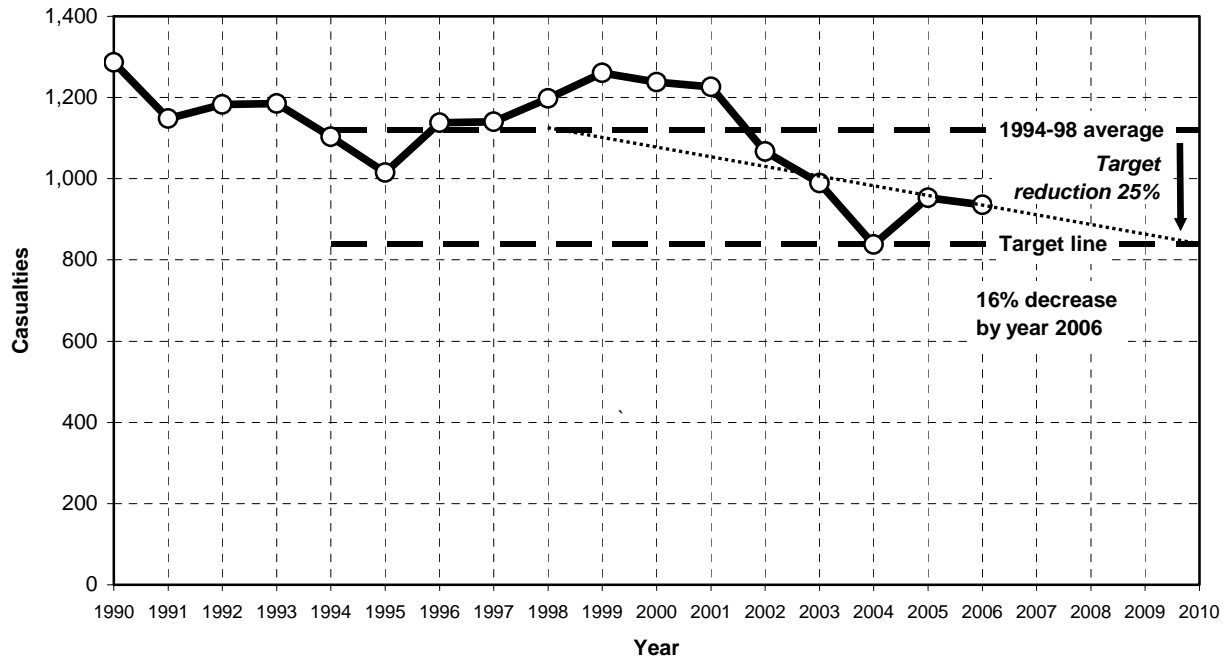


Table A26: Towards the year 2010: Monitoring casualties in L.B. of Newham
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	2.2	0	2	∞	-9%
	Pedal cyclists	0.2	0	1	∞	400%
	Powered two-wheeler	1.2	0	0	0%	-100%
	Car occupants	0.6	2	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	4.2	2	3	50%	-29%
Fatal & serious	Pedestrians	68.4	35	37	6%	-46%
	Pedal cyclists	10.8	5	9	80%	-17%
	Powered two-wheeler	17.6	12	7	-42%	-60%
	Car occupants	76.6	22	18	-18%	-77%
	Bus or coach occupants	7.8	3	3	0%	-62%
	Other vehicle occupants	8.4	3	1	-67%	-88%
	Total	189.6	80	75	-6%	-60%
	Children (under 16yrs)	43.0	10	12	20%	-72%
Slight*	Pedestrians	248.4	158	168	6%	-32%
	Pedal cyclists	88.6	47	61	30%	-31%
	Powered two-wheeler	89.4	82	78	-5%	-13%
	Car occupants	580.2	570	537	-6%	-7%
	Bus or coach occupants	70.6	63	62	-2%	-12%
	Other vehicle occupants	41.6	33	30	-9%	-28%
	Total	1,118.8	953	936	-2%	-16%
All severities	Pedestrians	316.8	193	205	6%	-35%
	Pedal cyclists	99.4	52	70	35%	-30%
	Powered two-wheeler	107.0	94	85	-10%	-21%
	Car occupants	656.8	592	555	-6%	-15%
	Bus or coach occupants	78.4	66	65	-2%	-17%
	Other vehicle occupants	50.0	36	31	-14%	-38%
	Total	1,308.4	1,033	1,011	-2%	-23%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

27. Redbridge

Fig. A27.1: L.B. of Redbridge - All killed and seriously injured casualties

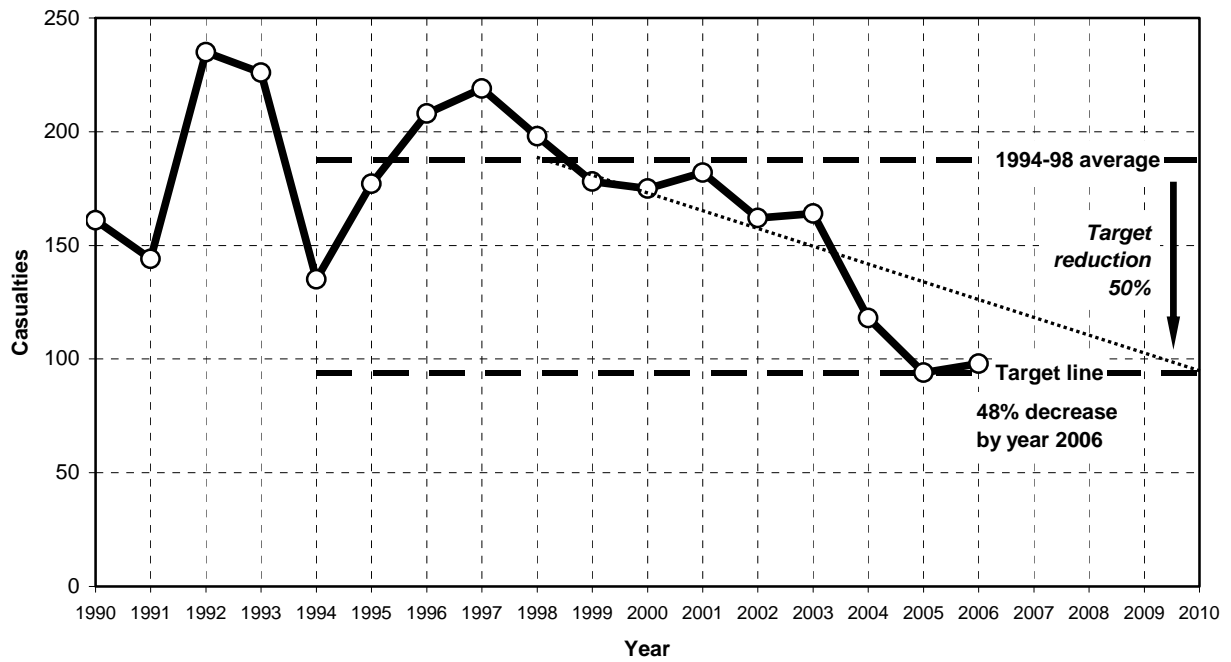


Fig. A27.2: L.B. of Redbridge - All slight casualties

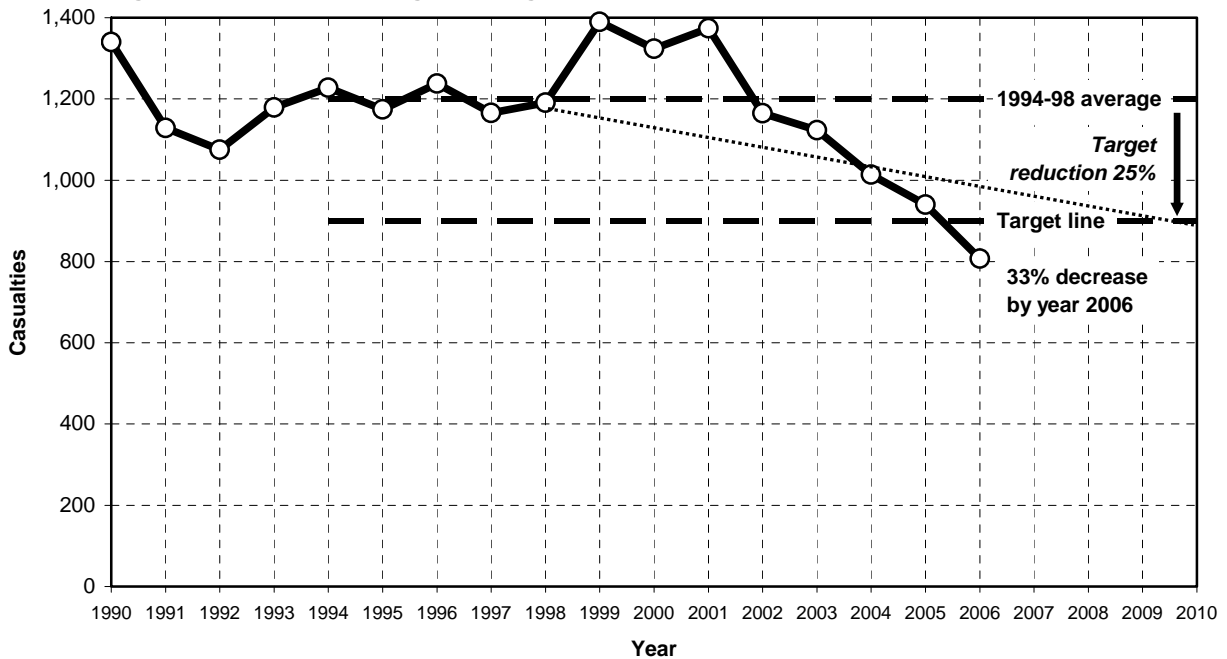


Table A27: Towards the year 2010: Monitoring casualties in L.B. of Redbridge
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	4.6	3	4	33%	-13%
	Pedal cyclists	0.4	1	0	-100%	-100%
	Powered two-wheeler	1.0	2	0	-100%	-100%
	Car occupants	1.4	1	1	0%	-29%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	0	0	0%	-100%
	Total	7.8	7	5	-29%	-36%
Fatal & serious	Pedestrians	48.2	28	34	21%	-29%
	Pedal cyclists	12.4	5	6	20%	-52%
	Powered two-wheeler	14.4	14	8	-43%	-44%
	Car occupants	101.8	43	41	-5%	-60%
	Bus or coach occupants	4.4	1	3	200%	-32%
	Other vehicle occupants	6.2	3	6	100%	-3%
	Total	187.4	94	98	4%	-48%
	Children (under 16yrs)	26.0	14	8	-43%	-69%
Slight*	Pedestrians	163.8	104	105	1%	-36%
	Pedal cyclists	74.0	33	23	-30%	-69%
	Powered two-wheeler	91.4	79	69	-13%	-25%
	Car occupants	773.0	656	563	-14%	-27%
	Bus or coach occupants	48.2	30	31	3%	-36%
	Other vehicle occupants	49.0	38	16	-58%	-67%
	Total	1,199.4	940	807	-14%	-33%
All severities	Pedestrians	212.0	132	139	5%	-34%
	Pedal cyclists	86.4	38	29	-24%	-66%
	Powered two-wheeler	105.8	93	77	-17%	-27%
	Car occupants	874.8	699	604	-14%	-31%
	Bus or coach occupants	52.6	31	34	10%	-35%
	Other vehicle occupants	55.2	41	22	-46%	-60%
	Total	1,386.8	1,034	905	-12%	-35%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

28. Richmond upon Thames

Fig. A28.1: L.B. of Richmond upon Thames - All killed and seriously injured casualties

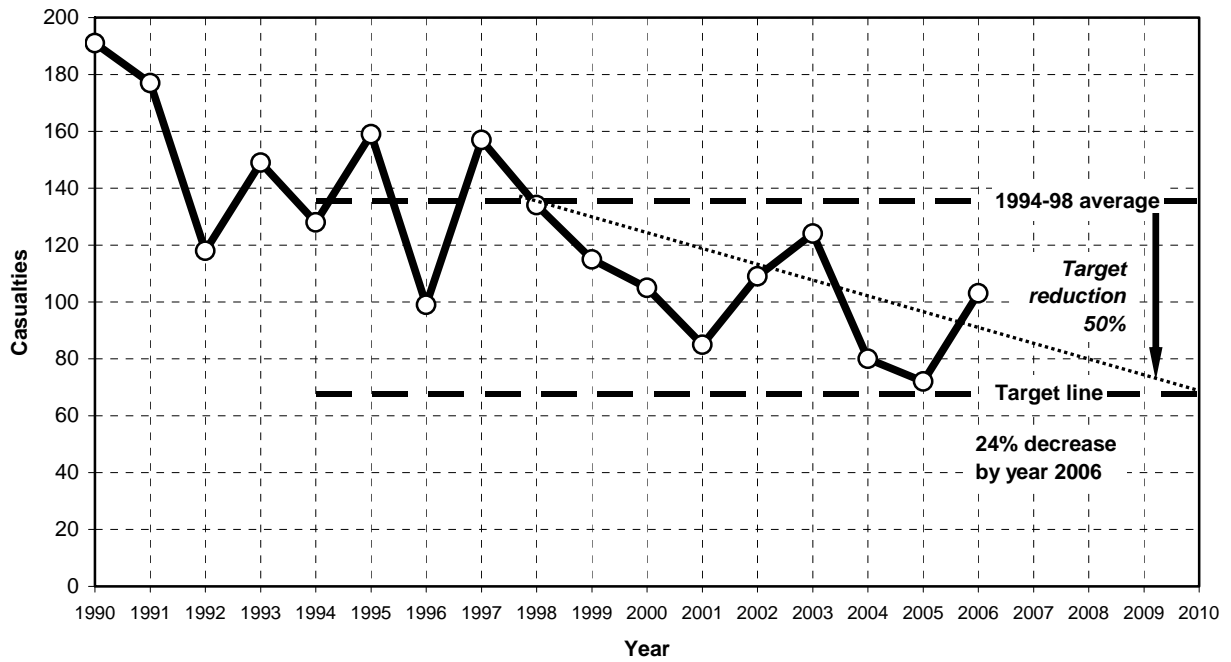


Fig. A28.2: L.B. of Richmond upon Thames - All slight casualties

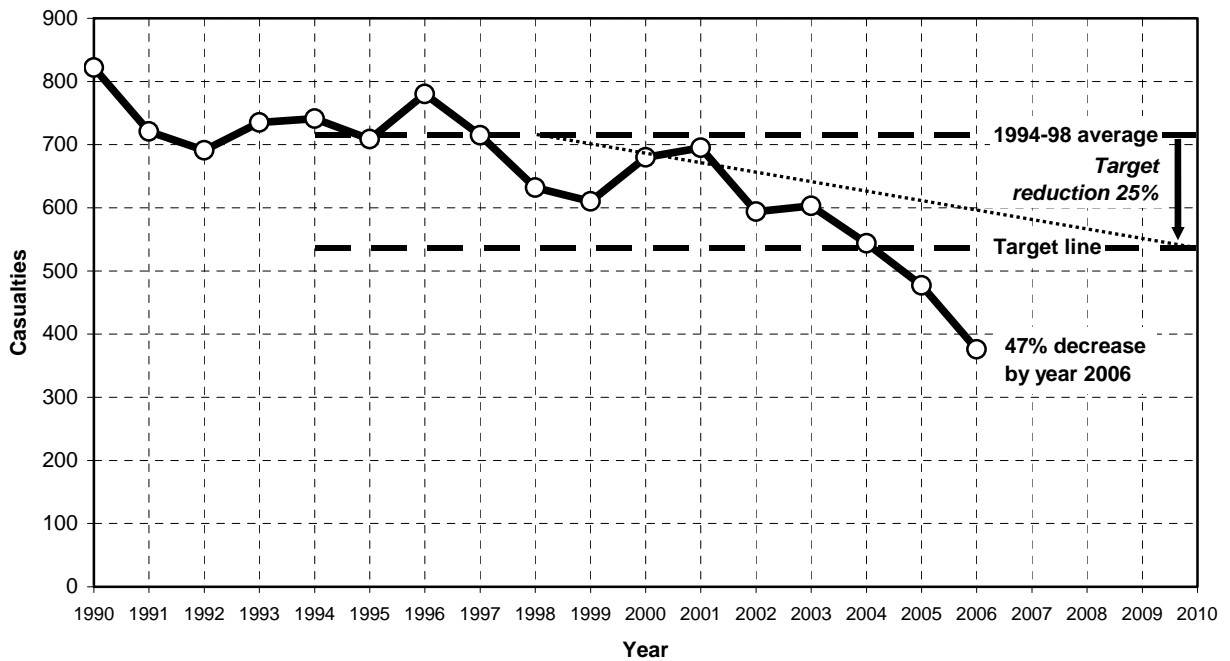


Table A28: Towards the year 2010: Monitoring casualties in L.B. of Richmond upon Thames
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	1.2	0	2	∞	67%
	Pedal cyclists	0.2	1	0	-100%	-100%
	Powered two-wheeler	0.4	0	0	0%	-100%
	Car occupants	1.0	1	4	300%	300%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	2.8	2	6	200%	114%
Fatal & serious	Pedestrians	32.2	16	19	19%	-41%
	Pedal cyclists	21.4	11	9	-18%	-58%
	Powered two-wheeler	24.2	20	30	50%	24%
	Car occupants	48.0	22	40	82%	-17%
	Bus or coach occupants	4.6	3	1	-67%	-78%
	Other vehicle occupants	5.0	0	4	∞	-20%
	Total	135.4	72	103	43%	-24%
	Children (under 16yrs)	14.2	3	5	67%	-65%
Slight*	Pedestrians	103.2	72	49	-32%	-53%
	Pedal cyclists	112.4	66	62	-6%	-45%
	Powered two-wheeler	111.6	99	95	-4%	-15%
	Car occupants	337.4	199	146	-27%	-57%
	Bus or coach occupants	32.4	26	14	-46%	-57%
	Other vehicle occupants	18.4	15	10	-33%	-46%
	Total	715.4	477	376	-21%	-47%
All severities	Pedestrians	135.4	88	68	-23%	-50%
	Pedal cyclists	133.8	77	71	-8%	-47%
	Powered two-wheeler	135.8	119	125	5%	-8%
	Car occupants	385.4	221	186	-16%	-52%
	Bus or coach occupants	37.0	29	15	-48%	-59%
	Other vehicle occupants	23.4	15	14	-7%	-40%
	Total	850.8	549	479	-13%	-44%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

29. Southwark

Fig. A29.1: L.B. of Southwark - All killed and seriously injured casualties

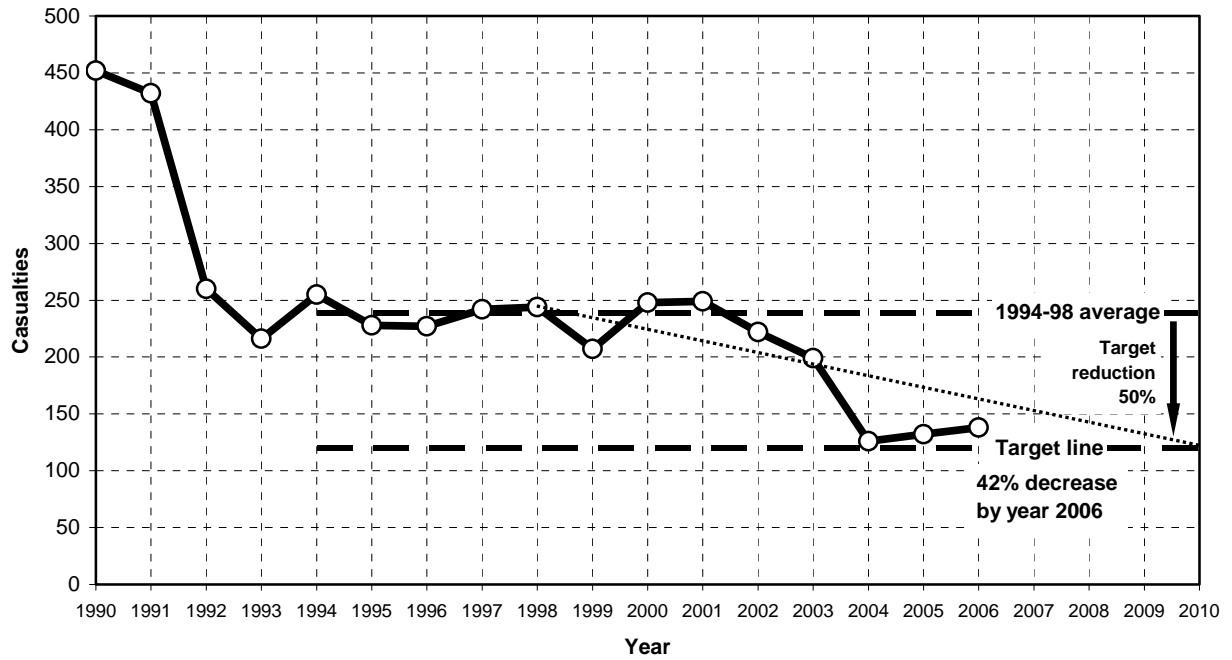


Fig. A29.2: L.B. of Southwark - All slight casualties

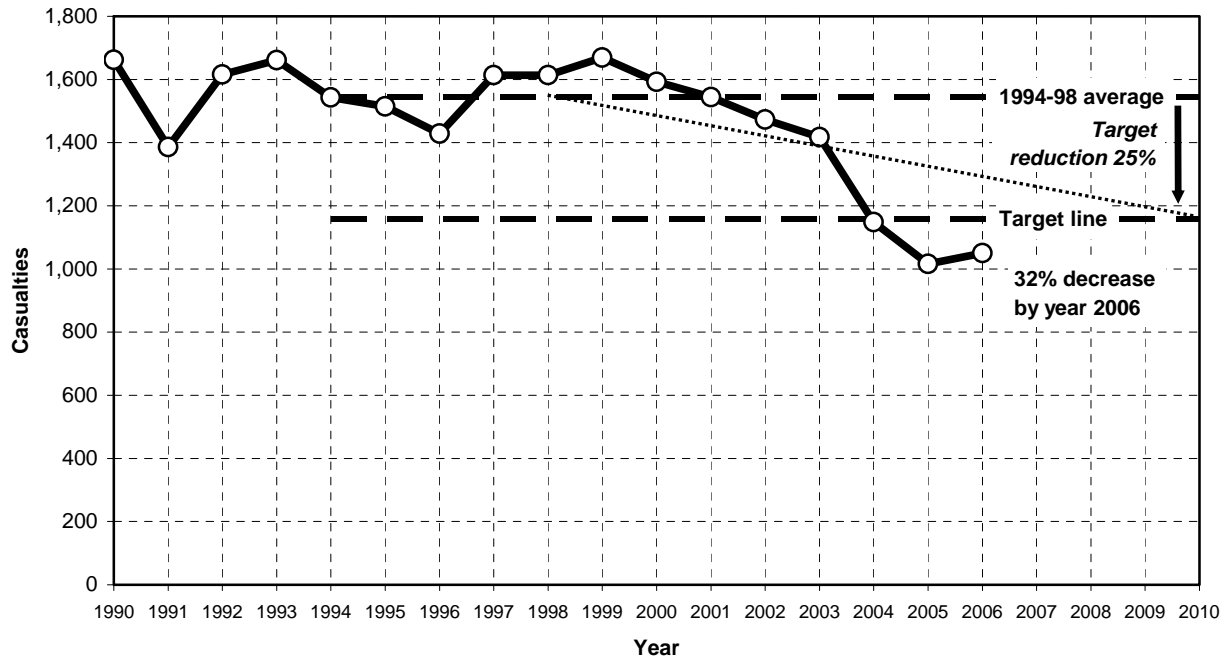


Table A29: Towards the year 2010: Monitoring casualties in L.B. of Southwark
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	4.4	2	6	200%	36%
	Pedal cyclists	1.0	0	0	0%	-100%
	Powered two-wheeler	1.0	2	1	-50%	0%
	Car occupants	0.6	3	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	7.0	7	7	0%	0%
Fatal & serious	Pedestrians	79.8	46	57	24%	-29%
	Pedal cyclists	24.6	16	21	31%	-15%
	Powered two-wheeler	47.4	32	32	0%	-32%
	Car occupants	69.2	32	18	-44%	-74%
	Bus or coach occupants	11.8	6	8	33%	-32%
	Other vehicle occupants	6.4	0	2	∞	-69%
	Total	239.2	132	138	5%	-42%
	Children (under 16yrs)	34.0	9	18	100%	-47%
Slight*	Pedestrians	286.0	195	165	-15%	-42%
	Pedal cyclists	189.2	144	188	31%	-1%
	Powered two-wheeler	252.4	197	179	-9%	-29%
	Car occupants	655.2	343	366	7%	-44%
	Bus or coach occupants	116.2	99	113	14%	-3%
	Other vehicle occupants	44.0	38	39	3%	-11%
	Total	1,543.0	1,016	1,050	3%	-32%
All severities	Pedestrians	365.8	241	222	-8%	-39%
	Pedal cyclists	213.8	160	209	31%	-2%
	Powered two-wheeler	299.8	229	211	-8%	-30%
	Car occupants	724.4	375	384	2%	-47%
	Bus or coach occupants	128.0	105	121	15%	-5%
	Other vehicle occupants	50.4	38	41	8%	-19%
	Total	1,782.2	1,148	1,188	3%	-33%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

30. Sutton

Fig. A30.1: L.B. of Sutton - All killed and seriously injured casualties

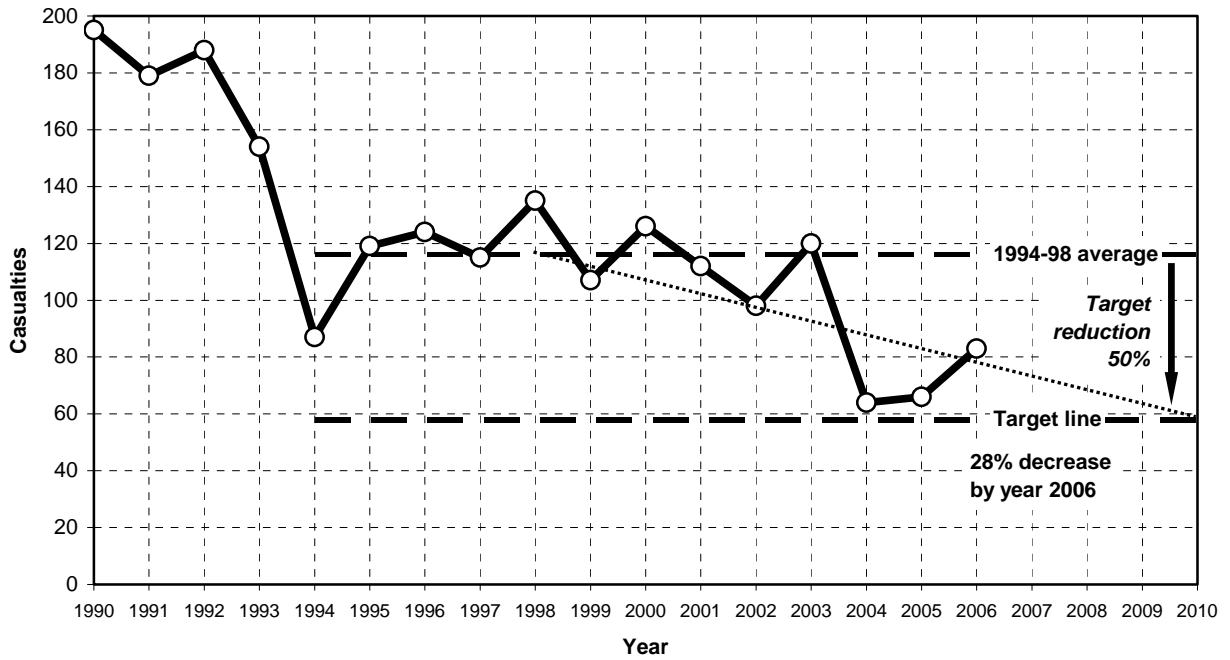


Fig. A30.2: L.B. of Sutton - All slight casualties

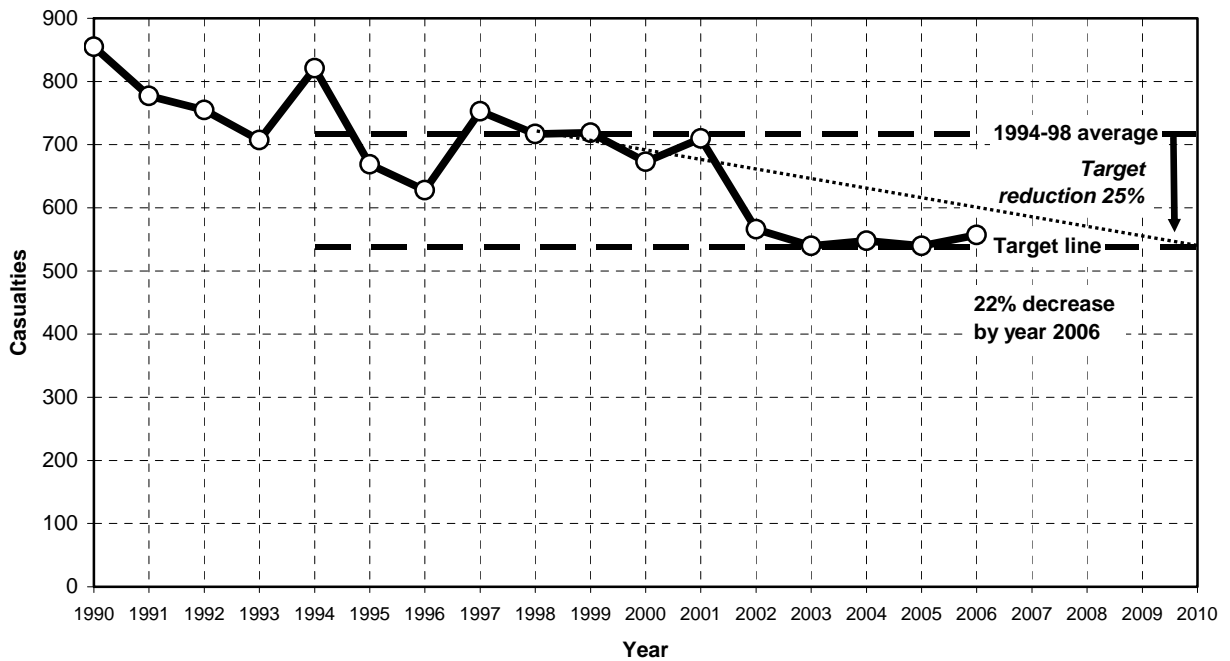


Table A30: Towards the year 2010: Monitoring casualties in L.B. of Sutton
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	4.2	1	0	-100%	-100%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	0.4	0	1	∞	150%
	Car occupants	1.8	0	1	∞	-44%
	Bus or coach occupants	0.0	1	0	-100%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	6.4	2	2	0%	-69%
Fatal & serious	Pedestrians	30.0	12	20	67%	-33%
	Pedal cyclists	10.0	10	3	-70%	-70%
	Powered two-wheeler	16.0	16	11	-31%	-31%
	Car occupants	52.8	21	44	110%	-17%
	Bus or coach occupants	4.0	4	3	-25%	-25%
	Other vehicle occupants	3.2	3	2	-33%	-38%
	Total	116.0	66	83	26%	-28%
	Children (under 16yrs)	21.6	4	6	50%	-72%
Slight*	Pedestrians	101.8	75	60	-20%	-41%
	Pedal cyclists	62.0	30	49	63%	-21%
	Powered two-wheeler	77.8	72	88	22%	13%
	Car occupants	430.4	322	326	1%	-24%
	Bus or coach occupants	26.4	21	22	5%	-17%
	Other vehicle occupants	19.2	20	12	-40%	-38%
	Total	717.6	540	557	3%	-22%
All severities	Pedestrians	131.8	87	80	-8%	-39%
	Pedal cyclists	72.0	40	52	30%	-28%
	Powered two-wheeler	93.8	88	99	13%	6%
	Car occupants	483.2	343	370	8%	-23%
	Bus or coach occupants	30.4	25	25	0%	-18%
	Other vehicle occupants	22.4	23	14	-39%	-38%
	Total	833.6	606	640	6%	-23%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

31. Tower Hamlets

Fig. A31.1: L.B. of Tower Hamlets - All killed and seriously injured casualties

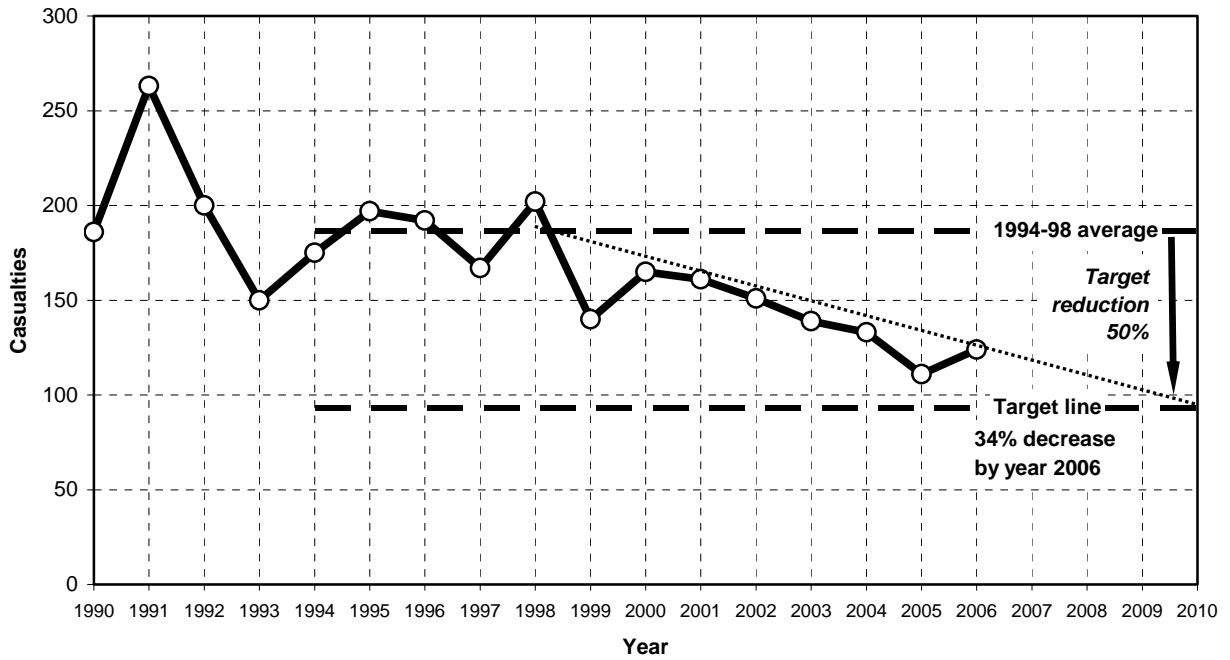


Fig. A31.2: L.B. of Tower Hamlets - All slight casualties

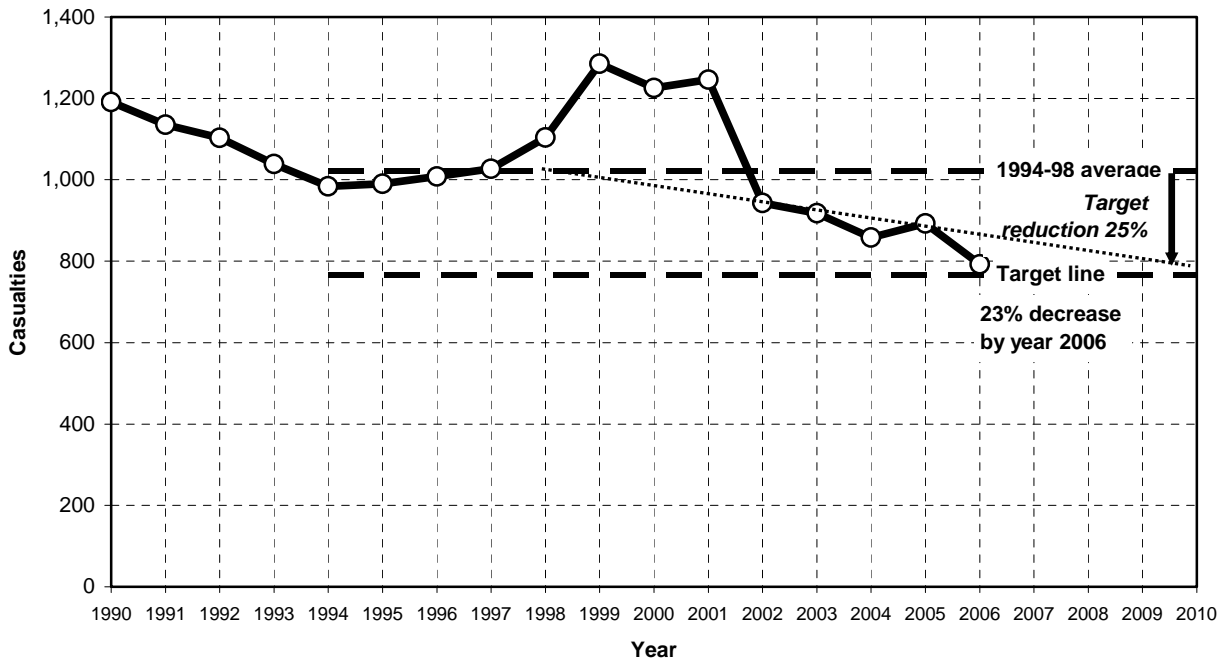


Table A31: Towards the year 2010: Monitoring casualties in L.B. of Tower Hamlets
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	4.2	6	2	-67%	-52%
	Pedal cyclists	0.2	0	1	∞	400%
	Powered two-wheeler	1.0	2	1	-50%	0%
	Car occupants	1.8	0	2	∞	11%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	7.2	8	6	-25%	-17%
Fatal & serious	Pedestrians	72.6	40	43	8%	-41%
	Pedal cyclists	14.4	11	17	55%	18%
	Powered two-wheeler	37.8	43	31	-28%	-18%
	Car occupants	51.4	13	27	108%	-47%
	Bus or coach occupants	4.4	2	5	150%	14%
	Other vehicle occupants	6.0	2	1	-50%	-83%
	Total	186.6	111	124	12%	-34%
	Children (under 16yrs)	27.4	8	9	13%	-67%
Slight*	Pedestrians	211.4	144	129	-10%	-39%
	Pedal cyclists	112.0	93	95	2%	-15%
	Powered two-wheeler	199.2	181	151	-17%	-24%
	Car occupants	413.2	405	349	-14%	-16%
	Bus or coach occupants	39.2	35	26	-26%	-34%
	Other vehicle occupants	47.6	35	42	20%	-12%
	Total	1,022.6	893	792	-11%	-23%
All severities	Pedestrians	284.0	184	172	-7%	-39%
	Pedal cyclists	126.4	104	112	8%	-11%
	Powered two-wheeler	237.0	224	182	-19%	-23%
	Car occupants	464.6	418	376	-10%	-19%
	Bus or coach occupants	43.6	37	31	-16%	-29%
	Other vehicle occupants	53.6	37	43	16%	-20%
	Total	1,209.2	1,004	916	-9%	-24%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

32. Waltham Forest

Fig. A32.1: L.B. of Waltham Forest - All killed and seriously injured casualties

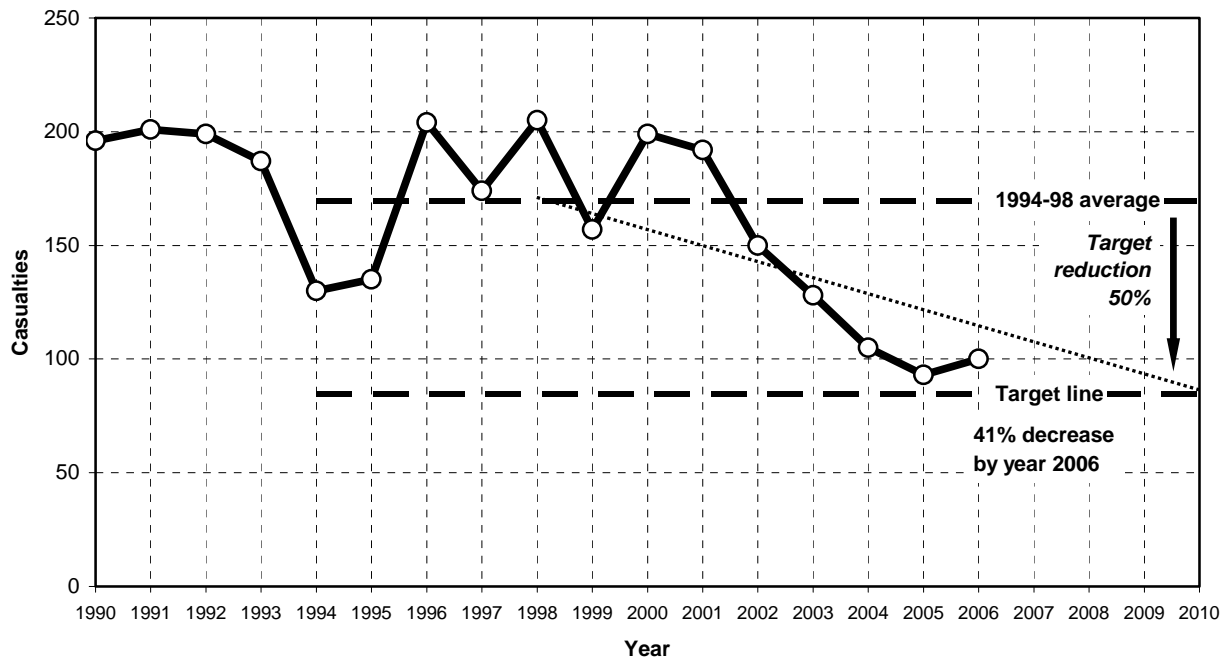


Fig. A32.2: L.B. of Waltham Forest - All slight casualties

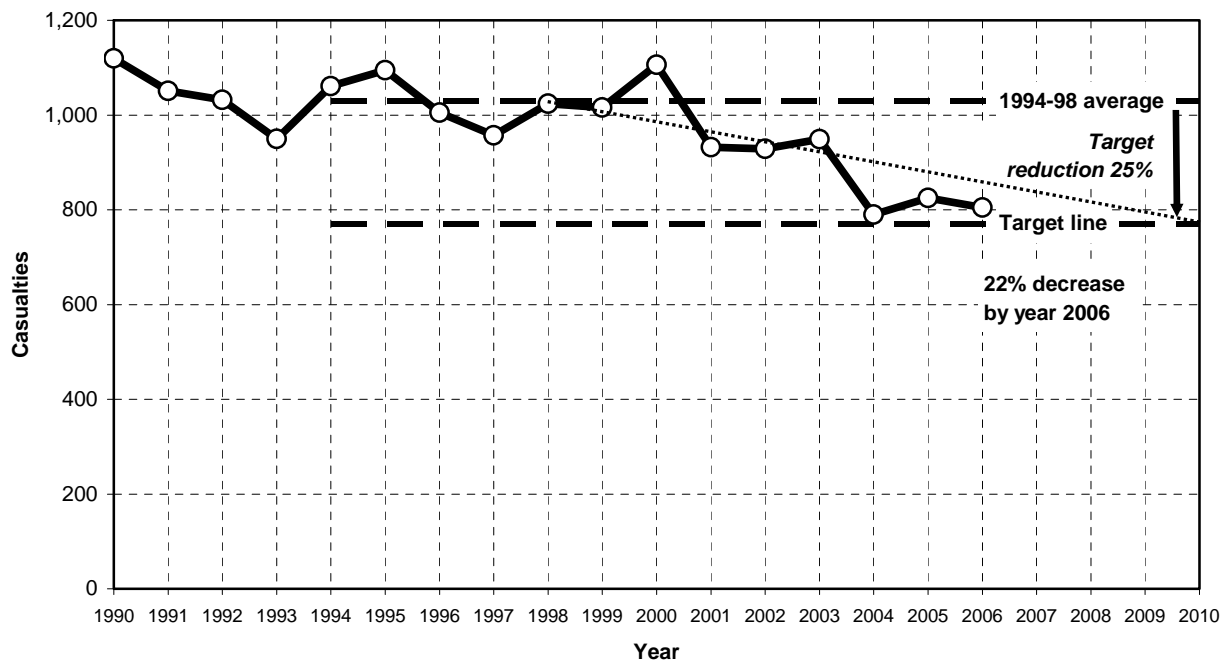


Table A32: Towards the year 2010: Monitoring casualties in L.B. of Waltham Forest
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	3.0	2	0	-100%	-100%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.6	1	0	-100%	-100%
	Car occupants	1.4	2	1	-50%	-29%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	5.4	5	1	-80%	-81%
Fatal & serious	Pedestrians	60.4	39	29	-26%	-52%
	Pedal cyclists	12.0	3	7	133%	-42%
	Powered two-wheeler	19.4	18	16	-11%	-18%
	Car occupants	66.6	31	37	19%	-44%
	Bus or coach occupants	5.8	2	4	100%	-31%
	Other vehicle occupants	5.4	0	7	∞	30%
	Total	169.6	93	100	8%	-41%
	Children (under 16yrs)	30.0	21	15	-29%	-50%
Slight*	Pedestrians	205.4	139	122	-12%	-41%
	Pedal cyclists	88.0	59	51	-14%	-42%
	Powered two-wheeler	118.6	78	93	19%	-22%
	Car occupants	528.8	482	469	-3%	-11%
	Bus or coach occupants	45.4	41	35	-15%	-23%
	Other vehicle occupants	42.2	26	35	35%	-17%
	Total	1,028.4	825	805	-2%	-22%
All severities	Pedestrians	265.8	178	151	-15%	-43%
	Pedal cyclists	100.0	62	58	-6%	-42%
	Powered two-wheeler	138.0	96	109	14%	-21%
	Car occupants	595.4	513	506	-1%	-15%
	Bus or coach occupants	51.2	43	39	-9%	-24%
	Other vehicle occupants	47.6	26	42	62%	-12%
	Total	1,198.0	918	905	-1%	-24%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

33. Wandsworth

Fig. A33.1: L.B. of Wandsworth - All killed and seriously injured casualties

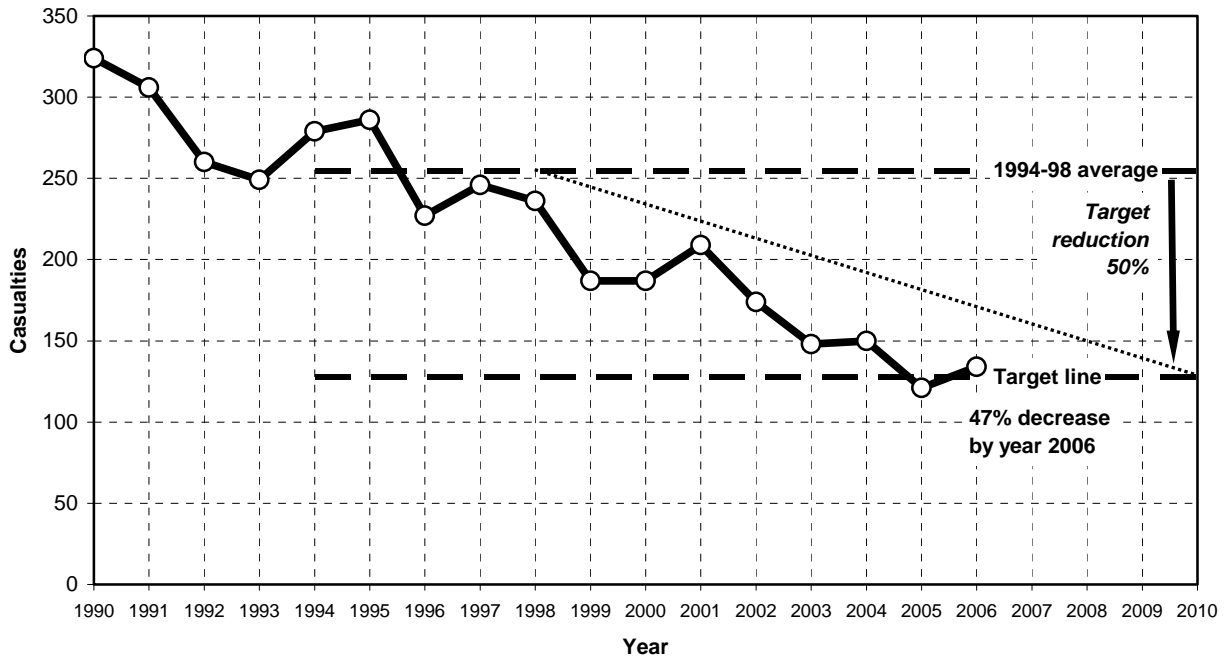


Fig. A33.2: L.B. of Wandsworth - All slight casualties

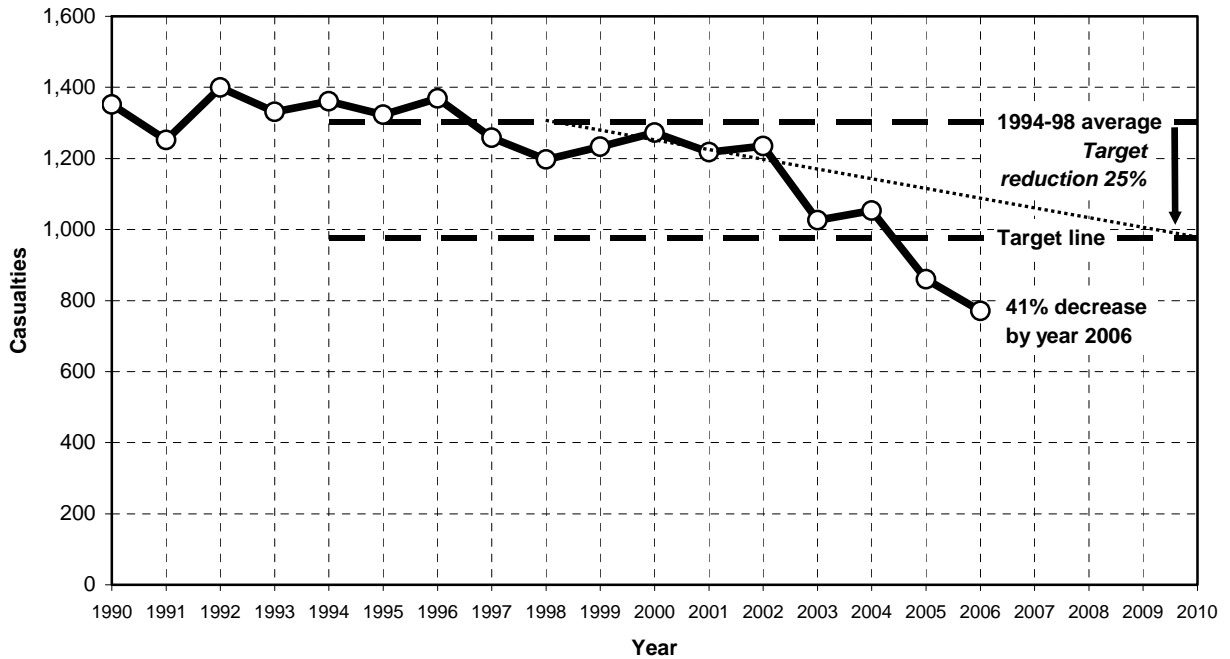


Table A33: Towards the year 2010: Monitoring casualties in L.B. of Wandsworth
Casualties in the year 2006 compared with the 1994-98 average and 2005

Casualty severity	User group	Casualty numbers			Percentage change in 2006 over	
		1994-1998 average	2005	2006	2005	1994-1998 average
Fatal	Pedestrians	4.2	1	3	200%	-29%
	Pedal cyclists	1.0	1	0	-100%	-100%
	Powered two-wheeler	1.8	2	3	50%	67%
	Car occupants	0.2	0	1	∞	400%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	7.2	4	7	75%	-3%
Fatal & serious	Pedestrians	78.2	26	57	119%	-27%
	Pedal cyclists	32.8	28	17	-39%	-48%
	Powered two-wheeler	53.4	45	39	-13%	-27%
	Car occupants	74.6	19	16	-16%	-79%
	Bus or coach occupants	7.4	2	4	100%	-46%
	Other vehicle occupants	8.4	1	1	0%	-88%
	Total	254.8	121	134	11%	-47%
	Children (under 16yrs)	28.8	6	12	100%	-58%
Slight*	Pedestrians	227.6	143	143	0%	-37%
	Pedal cyclists	204.0	124	137	10%	-33%
	Powered two-wheeler	263.0	221	182	-18%	-31%
	Car occupants	498.6	309	245	-21%	-51%
	Bus or coach occupants	66.4	46	44	-4%	-34%
	Other vehicle occupants	42.0	17	20	18%	-52%
	Total	1,301.6	860	771	-10%	-41%
All severities	Pedestrians	305.8	169	200	18%	-35%
	Pedal cyclists	236.8	152	154	1%	-35%
	Powered two-wheeler	316.4	266	221	-17%	-30%
	Car occupants	573.2	328	261	-20%	-54%
	Bus or coach occupants	73.8	48	48	0%	-35%
	Other vehicle occupants	50.4	18	21	17%	-58%
	Total	1,556.4	981	905	-8%	-42%

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

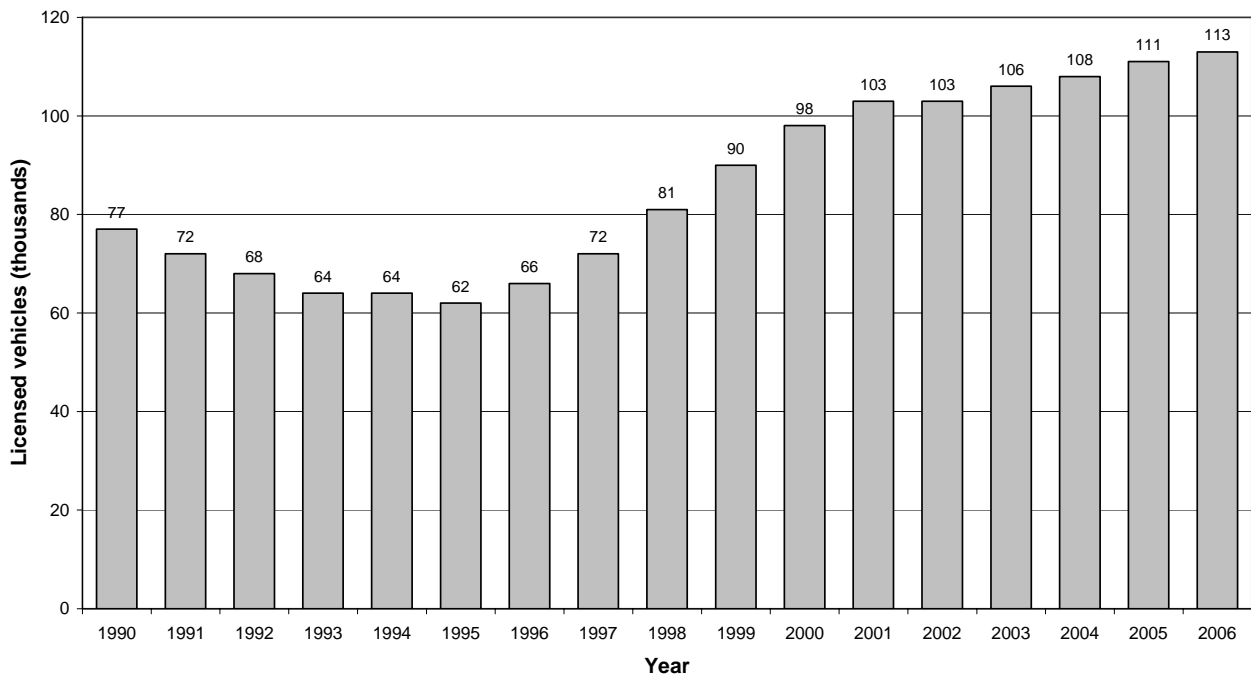
Appendix B

Vehicles licensed in Greater London

	Type	Page
Fig. B1	Motorcycles, mopeds and scooters	124
Fig. B2	Cars	124
Fig. B3	All vehicles	125

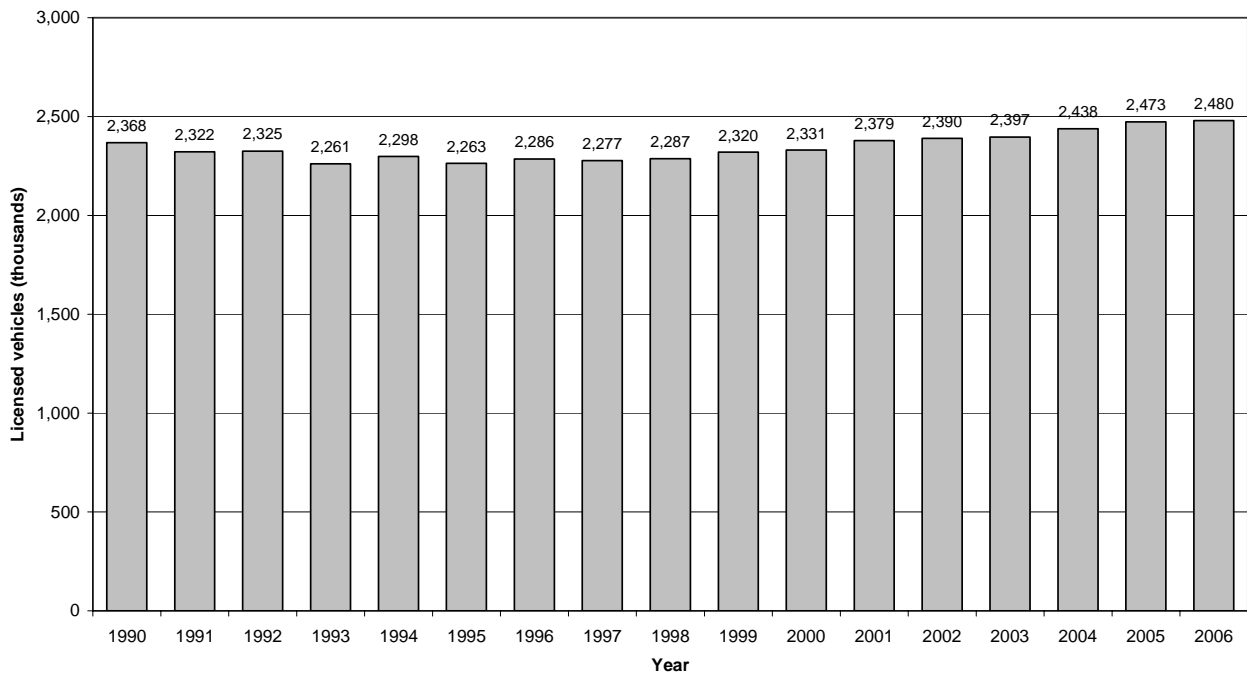
Vehicles licensed in Greater London

Fig. B1: Motorcycles, scooters & mopeds licensed in Greater London (1990-2006)



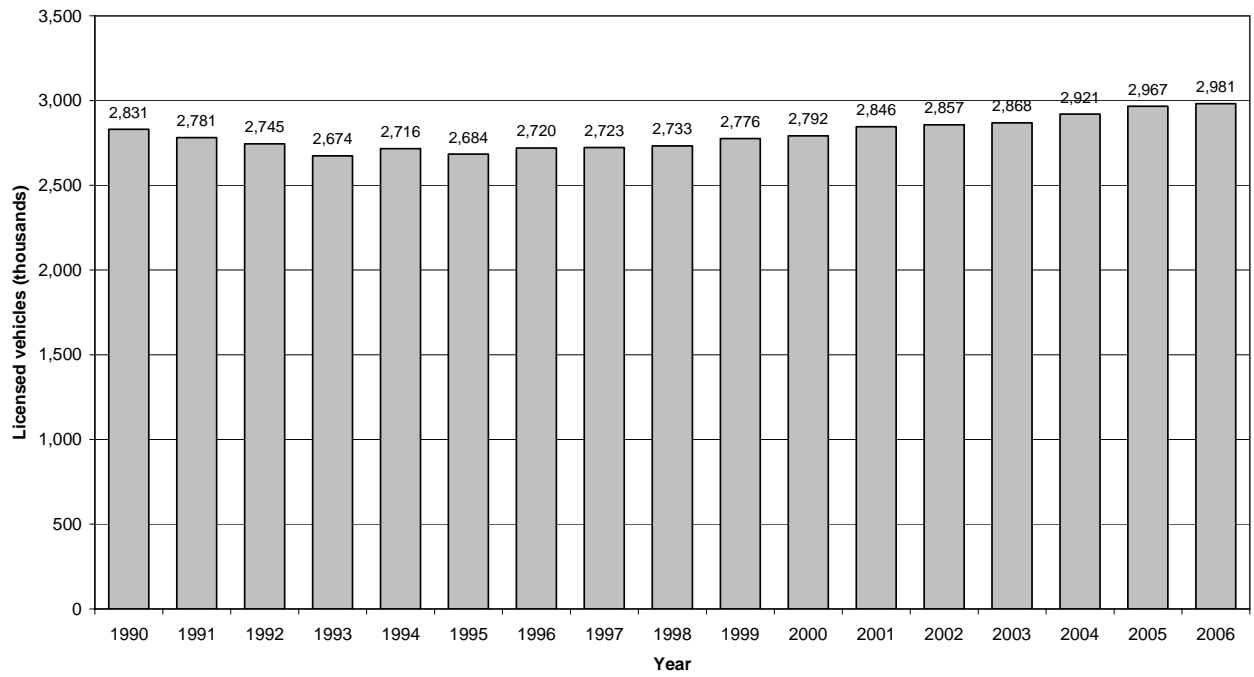
Source: Driver Vehicle Licensing Agency; Department for Transport

Fig. B2: Cars licensed in Greater London (1990-2006)



Source: Driver Vehicle Licensing Agency; Department for Transport

Fig. B3: All vehicles licensed in Greater London (1990-2006)



Source: Driver Vehicle Licensing Agency; Department for Transport

Appendix C

Radial traffic movements in London

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Fig. C2	Pedal cycles	129
Fig. C3	Motorcycles	130
Fig. C4	Cars	130
Fig. C5	Bus and coach	131
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Radial traffic movements in London

This section presents charts depicting the changes in radial traffic movements for most of the main vehicle types crossing three traffic survey cordons in London.

The surveys are now carried out by Transport for London, and continue a programme previously carried out by Department of the Environment, Transport and the Regions (now Department for Transport).

The traffic volumes are 24-hour flows for both directions combined.

Since 2001, the central cordon surveys have been undertaken on a yearly cycle, where previously they were on a two-year cycle. Both the inner and boundary cordons are surveyed on a three yearly cycle. Because of the cycle of surveys,

only the central cordon was monitored in year 2006.

Cordon locations are shown in Map C1.

- The *boundary cordon* roughly corresponds to the Greater London boundary.
- The *inner cordon* encloses an area roughly corresponding to the old London County Council area, but excludes most of the boroughs of Greenwich and Lewisham.
- The *central cordon* encloses an area within a 1 to 2 mile radius of Aldwych.

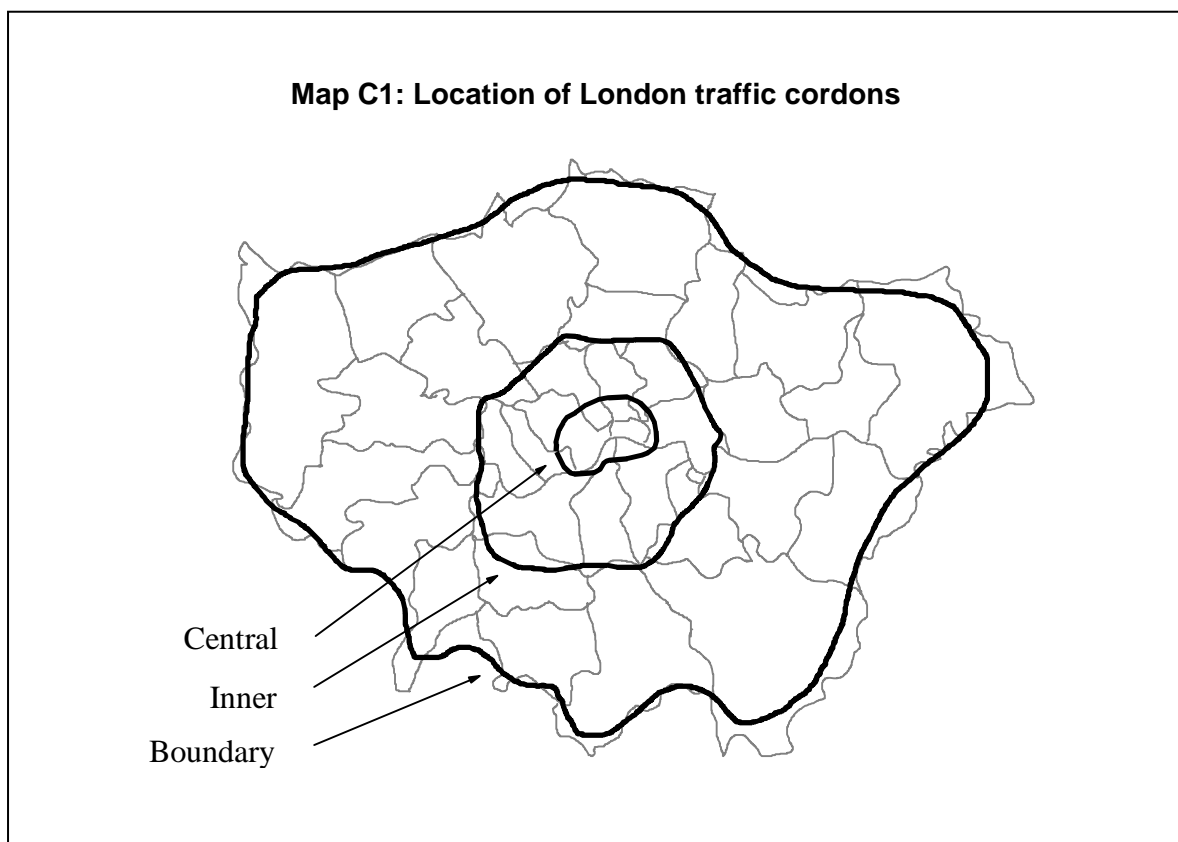


Fig. C1: Radial 24 hour all motor vehicle movements in London, both directions combined, 1989-2006

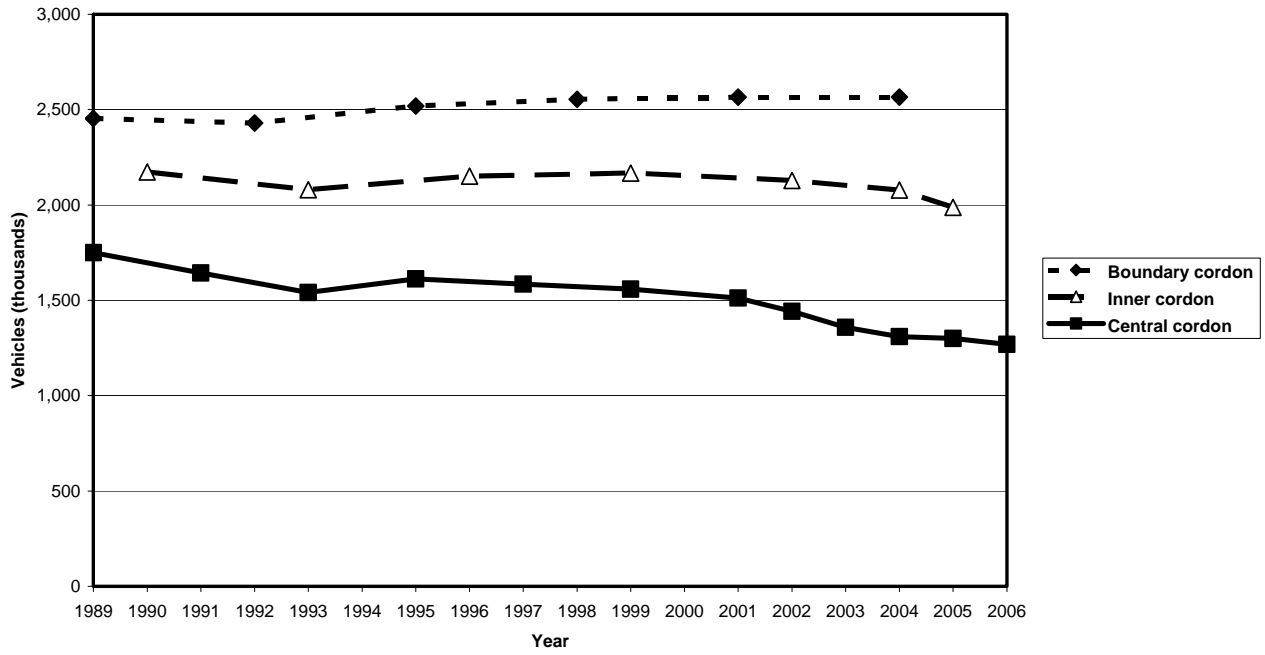


Fig. C2: Radial 24 hour pedal cycle movements in London, both directions combined, 1989-2006

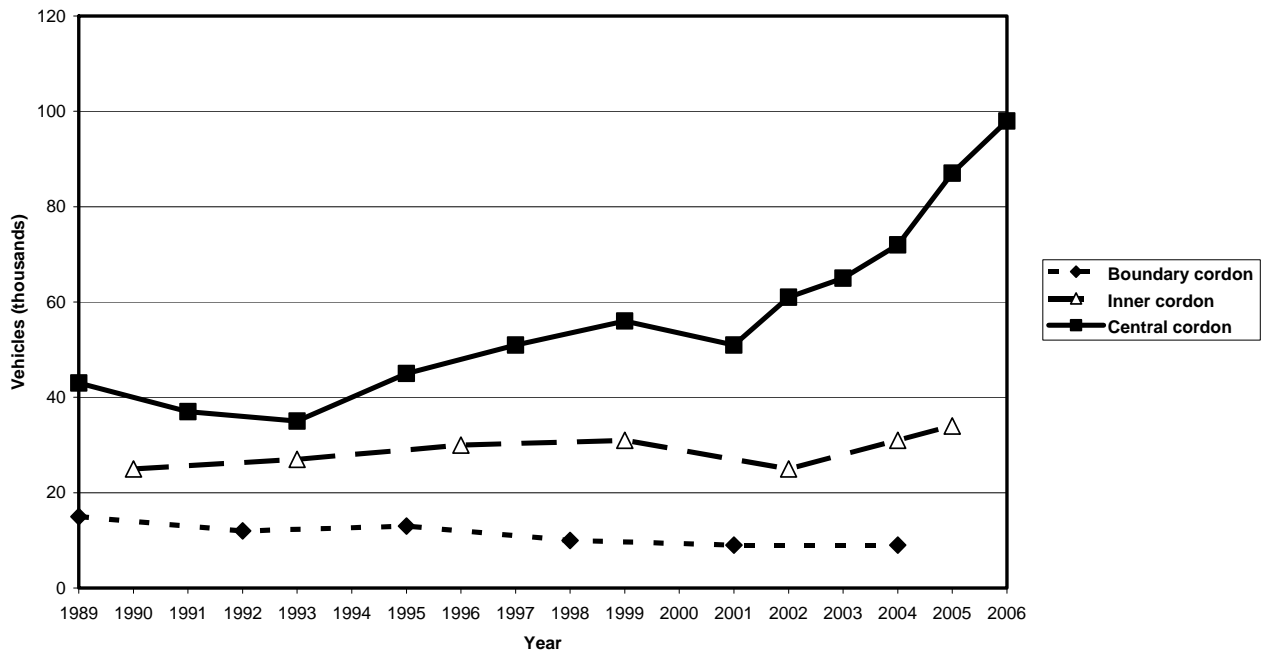


Fig. C3: Radial 24 hour motorcycle movements in London, both directions combined, 1989-2006

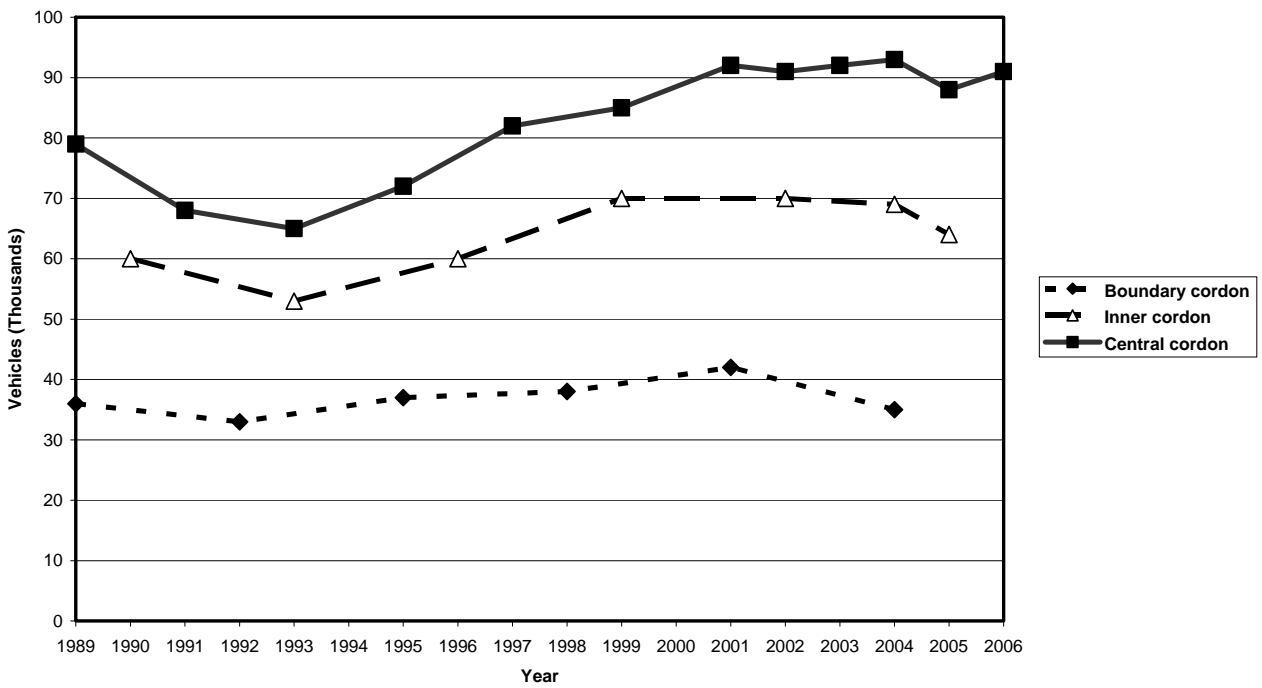


Fig. C4: Radial car movements in London, both directions combined, 1989-2006

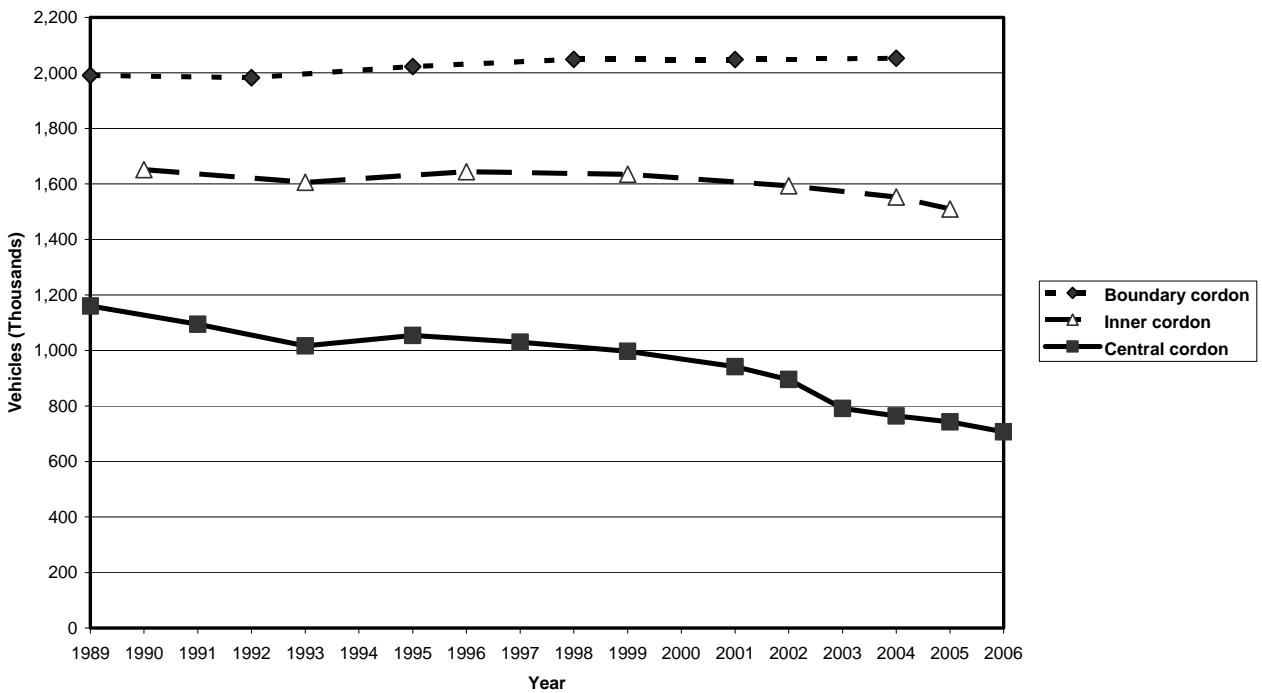


Fig. C5: Radial bus & coach movements in London, both directions combined, 1989-2006

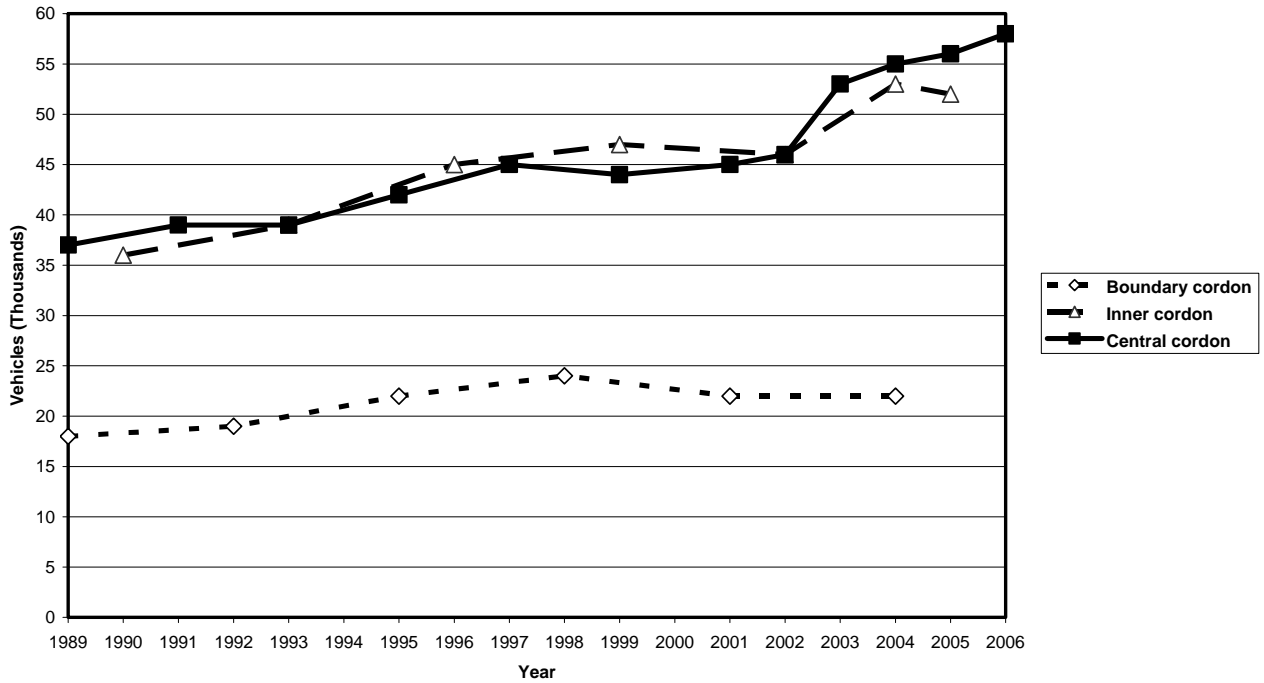


Fig. C6: Radial goods vehicle movements in London, both directions combined, 1989-2006

