

# **Towards the year 2010: monitoring casualties in Greater London**

*(Issue 4, July 2004)*

Prepared by

London Accident Analysis Unit

London Road Safety Unit

Transport for London Street Management

July 2004



**Road Safety in London**



# Contents

	Page
Summary	1
<b>1</b> Introduction	5
<b>2</b> Format and content of tables, charts and maps	7
<b>3</b> Commentary on casualty trends towards the year 2010	11
<b>4</b> References	20
<b>5</b> London-wide casualty monitoring tables, charts and maps	21
<b>5.1</b> Casualty monitoring summary tables	24
<b>5.2</b> London-wide casualty monitoring charts - all roads	28
<b>5.3</b> Transport for London Road Network casualty monitoring charts	41
<b>5.4</b> Borough roads casualty monitoring charts	44
<b>5.5</b> Highways Agency roads casualty monitoring charts	47
<b>5.6</b> London-wide thematic maps	49
 <b>Appendices</b>	
<b>A</b> Borough casualty monitoring charts and tables	65
<b>B</b> Vehicles licensed in London	133
<b>C</b> Radial traffic movements in London	137



## Summary

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 2003.

2. In March 2000, the Government published its road safety strategy and casualty reduction targets for 2010 in the report *Tomorrow's roads: safer for everyone*. The new targets, to be achieved by 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* is intended to promote and increase 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* recognises the particular circumstances in London for vulnerable road users.

5 Thus, the 40% reduction for KSI casualties in London is to be applied to:

- pedestrians
- pedal cyclists

- powered two-wheeler users to ensure that attention is focussed on these groups.

6 It must be noted that the Government's target is for a 10% 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, tables and maps 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 (overleaf) presents a summary of the changes in casualties in the target categories by the end of the year 2003 compared with both the 1994-98 average and 2002, together with the target reduction to be achieved by the year 2010.

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

- following a decrease of 9% in 2003, all KSI casualties were 23% below the 1994-98 average
- following a decrease of 12% in 2003, child KSI casualties were 42% below the 1994-98 average
- after a decrease of 7% in 2003, slight casualties were 15% below the 1994-98 average.

**Table A: Summary of changes in casualties for London target categories by year 2003**

Category	Target change by 2010 (%)	Casualties			% change by 2003 compared with	
		1994-98 average	2002	2003	2002	1994-98 average
<b>Killed or seriously injured casualties</b>						
Total	-40%	6,684.4	5,648	5,164	-9%	-23%
Pedestrians	-40%	2,136.6	1,646	1,499	-9%	-30%
Pedal cyclists	-40%	566.8	414	440	6%	-22%
Powered two-wheelers	-40%	932.8	1,222	1,152	-6%	23%
Children	-50%	935.4	614	543	-12%	-42%
<b>Slight casualties</b>						
Total	-10%	38,996.8	35,728	33,266	-7%	-15%

10 Considering the additional casualty reduction target categories for London:

- after a decrease of 9% in 2003, pedestrian KSI casualties were 30% below the 1994-98 average
- following a 6% increase in 2003, pedal cyclist KSI casualties were now only 22% below the 1994-98 average
- after a 6% decrease in the year 2003, powered two-wheeler user KSI casualties were 23% above the 1994-98 average.

11 In addition, it is important to note that by the end of 2003:

- despite a 3% decrease in 2003, the number of fatalities was still 9% above the 1994-98 average. Within this 3% decrease there were decreases in pedal cyclist, powered two-wheeler rider and car occupant fatalities. However there was an increase of 11% in pedestrian fatalities from 107 to 119. It is important to recognise that some of this change may be due to the year-on-year random fluctuation in relatively small numbers within specific user groups, and may not be indicative of an upward trend. (Figure 1 on page 24

illustrates the extent of the year-on-year fluctuations, which are particularly evident since 1994). The overall decreases in fatalities in 2002 and 2003 follows three years when increases were noted.

- In terms of overall casualties, following a 7% decrease in 2003, they were 16% below the 1994-98 average.
- Following a decrease of 14% in the year 2003 compared with 2002, car occupant KSI casualties were 33% below the 1994-98 average.

12 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 accidents and casualties are reported to the police, because:

- some people are unaware that they should report injury accidents; or,
- some people choose not to report accidents
- there are circumstances when the accident does not need to be reported.

13 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).

14 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.

15 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%).

16 If the best estimate of the reporting rate (70%) is applied to the number of casualties reported to the police during 2003 (38,430), it can be estimated that there may have been about 55,000 people injured on the roads in London in 2003.





# 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 2003. It is the fourth in an annual series.

1.2 In March 2000, the Government published its road safety strategy and casualty reduction targets for 2010. These were set out in *Tomorrow's roads: safer for everyone*. The new targets to be achieved by 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 in *The Mayor's Transport Strategy* was to develop the first London-wide Road Safety Plan. TfL Street Management led development of the plan and after wide consultation *London's Road Safety Plan* was published by TfL on behalf of the Mayor of London in November 2001.

1.4 *The Mayor's Transport Strategy* is intended to promote and increase 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.

1.5 Accordingly, the 40% reduction target for killed and seriously injured casualties is to be applied in London to:

- pedestrians
- pedal cyclists
- powered two-wheeler users

to ensure that attention is focussed on these groups.

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 (Appendix A). Thematic maps for all of the London boroughs are also included to illustrate how the changes in each of the main casualty categories are distributed across London.

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 provided in a way that would be of help to road safety practitioners in the 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 in London is given in Appendix B and data on radial traffic movements is given in Appendix C.

1.9 It must be noted that the Government's target is for a 10% 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 tables, charts and maps

2.1 This section provides an explanation of the format and content of the tables, charts and maps contained in the report, which illustrate the changes in casualties that have taken place. All of the charts, tables and maps 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 accidents on the public highway and reported to the police, in accordance with the *Stats 19* national reporting system requirements. Not all accidents and casualties are reported to the police, because there are people who do not know that they should report injury accidents or, for other reasons choose not to do so. There are also circumstances when the accident 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 2003 (38,430), it can be estimated that there may have been about 55,000 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 2003. 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. 2003 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.

## London thematic maps

2.8 The report contains thematic maps that compare the percentage changes achieved in each London borough for each of the casualty categories analysed. This helps to identify and compare how particular areas of London are performing.

2.9 The shading schemes have been kept constant for each casualty target reduction level so that the degree of percentage change is represented consistently across the maps, i.e.:

- for KSI categories (other than for child KSI) a 20% banding has been used
- for child KSI categories a 25% banding is used
- for slight casualties a 10% banding has been used.

2.10 All of the main target categories are shown in the thematic maps. However, the actual cases for some categories in individual boroughs may be relatively small, so not all of the additional casualty categories (presented in the London-wide charts and tables) are shown for the borough thematic maps. This can mean, a small year on year change in a small casualty number could appear as a relatively large percentage change, and could provide a misleading picture. Consequently, only casualty categories with relatively high numbers are presented in the thematic maps.

## Casualty profiles

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

2.12 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 police.

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

- 1994-1998 average (the new base period)
- casualty numbers in 2002
- casualty numbers in 2003
- percentage change in year 2003 compared with 2002
- percentage change in the year 2003 compared with the 1994-1998 average.

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

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

These 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.

2.15 For the fatal and serious casualty category, 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.

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

2.17 The numbers of casualties for each of the highway authorities is obtained from the London Accident Analysis Unit 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 accidents) 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

Table A: Summary of changes in casualties for London target categories by year 2003

Category	Target change by 2010 (%)	Casualties			% change by 2003 compared with	
		1994-98 average	2002	2003	2002	1994-98 average
<b>Killed or seriously injured casualties</b>						
Total	-40%	6,684.4	5,648	5,164	-9%	-23%
Pedestrians	-40%	2,136.6	1,646	1,499	-9%	-30%
Pedal cyclists	-40%	566.8	414	440	6%	-22%
Powered two-wheelers	-40%	932.8	1,222	1,152	-6%	23%
Children	-50%	935.4	614	543	-12%	-42%
<b>Slight casualties</b>						
Total	-10%	38,996.8	35,728	33,266	-7%	-15%

#### 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.

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 Overall, by the end of 2003 compared with the 1994-1998 average, there have been reductions of 23% in total killed or seriously injured casualties, together with reductions of 30% for pedestrian KSI casualties and 22% for pedal cyclist KSI casualties. In addition, there has been a reduction of 42% for child KSI casualties. However, for powered two-wheeler KSI casualties there has been an increase of 23% above the 1994-98 average, although there was a

decrease of 6% between 2002 and 2003. Slight casualties have decreased by 15% compared with the 1994-98 average.

#### All fatalities

3.4 Figure 1 and Table 1 show that by the end of 2003, all fatalities had shown a 9% increase above the 1994-98 average, although a 3% decrease was recorded in 2003. This follows a decrease of 6% in 2002. 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 around about 220 and 300.

3.5 In 2003, 201 out of the 272 fatalities (74%) were people external to vehicles (i.e. pedestrians, pedal cyclists or powered two-wheeler users).

#### Pedestrian fatalities

3.6 Pedestrians make up by far the largest user group of fatalities, accounting for 44% in 2003, i.e. 119 out of a total of 272. Figure 2 and Table 1 show that

following an increase of 11% in 2003, by the end of the year 2003 pedestrian fatalities had shown a decrease of 13% below the 1994-98 average.

3.7 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 have remained in the region of 110 to 140 per year.

### **Pedal cyclist fatalities**

3.8 Figure 3 and Table 1 show that following a 5% decrease from 20 in 2002 to 19 in 2003, pedal cyclist fatalities have shown an increase of 28% above the 1994-98 average. Their numbers are comparatively small, comprising about 7% of all fatalities in 2003 and consequently have shown substantial year-on-year fluctuation. The small decrease in 2003 follows a small decrease in the previous year.

### **Powered two-wheeler user fatalities**

3.9 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 2002. In that year a 7% decrease from 71 to 66 was recorded, following which there was a 5% decrease from 66 to 63 in 2003. By the end of the year 2003, powered two-wheeler fatalities were 88% 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 powered two-wheeler killed or seriously injured casualties.

3.10 Powered two-wheeler users accounted for 66 (23%) of the total of 272 fatalities in 2003.

### **Car occupant fatalities**

3.11 Figure 5 and Table 1 show that by the year 2003, car occupant fatalities were 14% above the 1994-98 average level, following a decrease of 17% in 2003. After a low point of 46 in 1994, car occupant fatalities have shown a generally fluctuating trend to their current level of 63.

3.12 Car occupants accounted for 63 (23%) of the total of 272 fatalities in 2003.

### **Bus or coach occupant fatalities**

3.13 While very small in number, bus or coach occupant fatalities decreased from seven in 2002 to six in 2003, but were still 67% above the 1994-98 average of three (Table 1).

### **Other vehicle occupant fatalities**

3.14 While very small in number, other vehicle fatalities had decreased by 50% from the 1994-98 average of 6 to 3 in the year (Table 1).

### **All killed or seriously injured casualties (National target category)**

3.15 A decrease of 9% in the overall number of killed or seriously injured casualties in 2003, brought the figures to 23% below the 1994-98 average (Table 1 and Figure 6).

3.16 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 reducing in both 2002 and 2003.

3.17 The 5,164 casualties killed or seriously injured accounted for 13% of the



total number of casualties (38,430) in 2003. Out of these, 3,091 KSI casualties (60%) were people external to vehicles (pedestrian, pedal cyclists and powered two-wheeler users).

### **Pedestrian killed or seriously injured casualties (*London target category*)**

3.18 Figure 7 and Table 1 show that since the early 1990s there has been a generally steady reduction in pedestrian KSI casualties. After a decrease of 9% in 2003, pedestrian KSI casualties were 30% below the 1994-98 average level (Table 1 and Figure 7).

3.19 Pedestrians accounted for 1,499 (29%) of the total of 5,164 KSI casualties during 2003.

3.20 With regards to pedestrian exposure, there is at present, a lack of robust information concerning 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 to inform future versions of this report in terms of usage and exposure.

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

3.21 Figure 8 and Table 1 show that in the period since 1990, pedal cyclist KSI casualties have fluctuated substantially. 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 decreases in 1999 and 2000, and an increase of 10% in 2001. After an increase of 6% in 2003, pedal cyclist KSI casualties were only 22% below the 1994-98 average.

3.22 Pedal cyclists accounted for 440 (9%) of the total of 5,164 KSI casualties during 2003.

3.23 The 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 85% by 2003. For the inner London cordon, over approximately the same period, a much flatter trend was shown, with a decrease of 7% by 2002. Across the London boundary cordon, a small but steady decrease was evident across the whole of the period, from 1989 to 2001.

3.24 Despite these general increases in usage, particularly in central and inner London, pedal cyclists still account for approximately 2% of the total number of trips in London. They account for a disproportionate 9% of all KSI casualties, which emphasises the value of setting a 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*)**

3.25 In the early 1990s, powered two-wheeler KSI casualties showed a steady decrease, reaching a low point of 849 in 1995. Since then, there has been an increase in each year, until 2002 and 2003 when they decreased by 5% and 6% respectively. (Figure 9 and Table 1).

3.26 Despite these decreases, by the end of 2003, powered two-wheeler KSI casualties were 23% above the 1994-98 average.

3.27 Powered two-wheeler users accounted for 1,152 (22%) of the total of 5,164 KSI casualties during 2003.

3.28 Despite considerable increases in ownership and use of powered two-wheelers, they still account for only about 2% of trips in London. The disproportionate number of KSI casualties (22% of total) emphasises the value of setting a specific KSI casualty reduction target for powered two-wheeler users in *London's Road Safety Plan*.

3.29 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.

3.30 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 steady increase in the number of powered two-wheelers licensed in London until 2002, which remained at the same level as 2001. However, a further small increase was noted in 2003. A comparison of the average number of licensed vehicles in 1994-98 with the number in 2003 (i.e. on the same basis as the casualty target monitoring) shows that whilst there has been a 54% increase in vehicles licensed, there has been an increase in powered two-wheeler KSI casualties of only 23%.

3.31 Considering the changes in vehicles licensed in London between the low point for licensed powered two-wheelers in 1995 and 2003, while vehicles licensed increased by 71%, powered two-wheeler KSI casualties increased by only 36%.

3.32 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 2003, motorcycle traffic across the central cordon increased by 42%, and between 1993 and 2003 motorcycle traffic across the inner cordon increased by 32%. These increases in vehicle flows are again less than the increase in powered two-wheeler KSI casualties.

### **Car occupant killed or seriously injured casualties**

3.33 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 and 14% in 2003, meant that by the end of 2003, car occupant KSI casualties were 33% below the 1994-98 average (Table 1).

3.34 Car occupants accounted for 1,710 (33%) of the total of 5,164 KSI casualties during 2003.

3.35 Considering indicators of car usage, Figure B2 shows relatively little change in the number of cars licensed in London. Between the average for 1994-98 and the year 2003, there was an increase of only 5%.

3.36 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 2001 there was an increase of 3% in car traffic across the boundary cordon. Between 1993 and 2002, there was a decrease of 1% for the inner cordon

but between 1993 and 2003 there was a 22% decrease across the central cordon.

### **Bus or coach occupant killed or seriously injured casualties**

3.37 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. Following a decrease of 16% in bus or coach occupant KSI casualties in 2002, a 1% increase was recorded in 2003. By 2003, they were 13% below the 1994-98 average.

3.38 Bus or coach occupants accounted for 223 (4%) of the total of 5,164 KSI casualties during 2003. (Table 1)

3.39 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 2002, bus and coach flows across the inner cordon increased by 18%, whilst between 1993 and 2003 flows across the central cordon increased by 36%. Between the 1992 and 2001 London boundary cordon counts there was an increase of 16%.

### **Other vehicle killed or seriously injured casualties**

3.40 *Other vehicles* includes taxis, goods vehicles, minibuses, agricultural vehicles, trams and other less common vehicle types.

3.41 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, although an increase of 5% was recorded in 2002. Following that, a decrease of 16 in 2003 means that other KSI casualties were 37% below the 1994-98 average. (Table 1).

3.42 Other vehicle occupants accounted for 140 (3%) of the total number of KSI casualties (5,164) during 2003.

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

3.43 Figure 13 and Table 1 show that by the end of the year 2003, child killed or seriously injured casualties were 42% below the average for 1994-98. 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 last five years since 1998, there have been further decreases including a 12% decrease in 2003.

3.44 Children accounted for 543 (11%) of the total of 5,164 KSI casualties in London during 2003.

### **Child pedestrian killed or seriously injured casualties**

3.45 Considering child pedestrian KSI casualties, Figure 14 shows a fairly steady decline until 2000, after which, there was a 4% increase in 2001. However, 18% decreases in both 2002 and 2003 means that they were 45% below the average for 1994-98. They amounted to 324 (60%) of the total of 543 child KSI casualties during 2003 (Figure 14 and Table 1).

### **Child pedal cyclist killed or seriously injured casualties**

3.46 Compared with child pedestrian KSI casualties, the numbers of child pedal

cyclist KSI casualties are relatively small. The trend has shown considerable fluctuation throughout the whole of the 1990s, but following a 22% increase in 2003, they were 44% below the 1994-98 average. Child pedal cyclists accounted for 62 (11%) of the total of 543 child KSI casualties during 2003 (Figure 15 and Table 1).

### **Child car passengers killed or seriously injured casualties**

3.47 Once again, there have been considerable fluctuations in the 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. A 2% decrease in 2002 followed by a 13% decrease in 2003 meant that child car occupant KSI casualties were 44% below the 1994-98 average. They accounted for 109 (20%) of the total of 543 child KSI casualties in 2003 (Figure 16 and Table 1).

### **All slightly injured casualties (*National target*)**

3.48 Figure 17 shows that between 1991 and 2000, there has been relatively little change in the numbers of slightly injured casualties. However, decreases of 4%, 7% and 7% in 2001, 2002 and 2003 respectively meant that slight casualties were 15% below the 1994-98 average, and had exceeded the 10% target reduction.

3.49 In 2003, 33,266 slight casualties made up 87% of the total of 38,430 casualties in London (Table 1).

### **Pedestrian slightly injured casualties**

3.50 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 3% reduction in 2003, slight casualties were 21% below the 1994-98 average, and had exceeded their target of a 10% reduction (Table 1 and Figure 18).

3.51 Pedestrians accounted for 5,628 (17%) of the total of 33,266 slight casualties in London during 2003.

### **Pedal cyclist slightly injured casualties**

3.52 Figure 19 shows that pedal cyclist slight casualties have remained at a fairly constant level throughout most of the 1990s, but showed notable decreases since 1999, including a 7% reduction in 2002 and a 1% reduction in 2003. By the end of 2003, pedal cyclist slight casualties were 32% below the 1994-98 average, and continued to exceed the 10% target reduction.

3.53 They accounted for 2,616 (8%) of the total of 33,266 slight casualties in London during 2003 (Table 1).

3.54 However, the reduction in cyclist slight casualties should be viewed against the generally increasing usage as demonstrated by the increase in cycle traffic 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 has been a steady increase in each year until

2002. However, decreases of 12% in 2002 and 9% in 2003 meant that by the end of 2003, powered two-wheeler slight casualties were 3% above the 1994-98 average, which is a smaller increase above the base period than that for KSI casualties (Table 1).

3.57 Powered two-wheeler users accounted for 5,317 (16%) of the total of 33,266 slight casualties in 2003. The reduction in 2003 is the second year in which a decrease has been recorded since the mid-1990s.

### **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 of 4% in 2001, 5% in 2002 and 9% in 2003 mean that slightly injured car occupant casualties were 15% below the 1994-98 (Table 1).

3.59 Car occupants accounted for 16,326 (49%) of the total of 33,266 slight casualties in London during 2003.

3.60 The small change in slight casualties is very similar in magnitude to the small change observed in the number of cars licensed in London and also 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 meant that they were 5% above the 1994-98 average (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 2002, bus and coach flows across the inner cordon increased by 18%, whilst between 1993 and 2003 flows across the central cordon increased by 36%. Between the 1992 and 2001 London boundary cordon counts there was an increase of 16%. All of these increases in flows are substantially greater than any of the increases in casualties.

3.63 Bus or coach occupants accounted for 2,120 (6%) of the total of 33,266 slightly injured casualties in 2003.

### **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. A 14% decrease in 2003 meant that they were 17% below the 1994-98 average. Other vehicle occupants accounted for 1,259 (4%) of the total of 33,266 slightly injured casualties during 2003 (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 an 11% decrease in 2003, all killed and seriously injured casualties on the TLRN were 20% below the 1994-98 average, which is slightly less than the change for London as a whole (23%).

3.67 Following an 18% decrease in 2003, pedestrian KSI casualties were 33% below the 1994-98 average (Fig. 25).

3.68 Pedal cyclist KSI casualties increased by 3% in 2003, so they were 15% below the 1994-98 average (Fig. 26).

3.69 Powered two-wheeler KSI casualties decreased by 3% in 2003, meaning that they were 23% above the 1994-98 average (Fig. 27).

3.70 Although relatively small in number, child KSI casualties on the TLRN by 2003 were 37% below the 1994-98 average, with most of this reduction being accounted for by a decrease in child pedestrian KSI casualties (Fig. 28).

3.71 By the end of 2003, slightly injured casualties were 12% below the 1994-98 average, following a reduction of 6% in 2003 (Fig. 29). This recent reduction is made up of decreases across all categories of road users in 2003, except pedestrians and pedal cyclist casualties.

3.72 Fatalities in the year 2003 on the TLRN were 20% above the 1994-98 average, following a 4% increase, slightly worse than for London as a whole.

### **Borough roads**

3.73 Table 3 shows that an 8% decrease in 2003 means that all killed and seriously injured casualties on borough roads were 24% below the 1994-98 average. This is very slightly better than that recorded for London as a whole (Fig 30).

3.74 Pedestrian KSI casualties on borough roads showed a 6% decrease in 2003, so that they were 29% below the 1994-98 average (Fig 31).

3.75 Pedal cyclist KSI casualties showed an 8% increase in 2003, which means that they are now 25% below the 1994-98 average (Fig 32).

3.76 Powered two-wheeler KSI casualties decreased by 8% in 2003, which means that they are now 24% above the 1994-98 average (Fig 33).

3.77 Child KSI casualties on borough roads in 2003 were 43% below the 1994-98 average, following a reduction of 12% in 2003 (Fig. 34).

3.78 Slight casualties on borough roads were 16% below the 1994-98 average levels following a 7% reduction in 2003, which is very slightly better than that recorded for slight casualties on all roads in London (Fig. 35).

3.79 Fatalities on borough roads were 6% above the 1994-98 average, following a 5% decrease in 2003.

### **Highways Agency roads**

3.80 The number 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 2003, and subject to considerable annual fluctuation.

3.82 Table 4 shows the summary for casualties on Highways Agency roads, and it is seen that compared with the 1994-98 average, KSI casualties overall had decreased by 18%, and slight

casualties decreased by 14% by the end of 2003.

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 increased in 2003 by 43% (from 7 to 10) so that they were 32% above the 1994-98 average. In addition, car occupant casualties were 21% below the 1994-98 average, although once again, their numbers were very small.

## 4. References

*London's Road Safety Plan*

Transport for London Street Management  
(November 2001)

*The Mayor's Transport Strategy*

Greater London Authority (July 2001)

*Tomorrow's roads - safer for everyone*

Department of the Environment, Transport  
and the Regions: London (March 2000)

*Transport Statistics for London 2003*

Transport for London (2001)

Safety Research Report 1:

*Reporting of road traffic accidents –  
Matching police Stats 19 records with  
hospital Accident & Emergency  
Department data.*

Transport for London (2003)



## 5. London-wide casualty monitoring tables, charts and maps

<b>5.1</b>	<b>Casualty monitoring summary tables</b>	<b>Page</b>
Table 1	Monitoring casualties in London - all roads	24
Table 2	Monitoring casualties on the Transport for London Road Network	25
Table 3	Monitoring casualties on the borough roads	26
Table 4	Monitoring casualties on Highways Agency roads	27
<b>5.2</b>	<b>London-wide casualty monitoring charts - all roads</b>	
Fig. 1	All fatalities	28
Fig. 2	Pedestrian fatalities	28
Fig. 3	Pedal cyclist fatalities	29
Fig. 4	Powered two-wheeler fatalities	29
Fig. 5	Car occupant fatalities	30
Fig. 6	All killed or seriously injured casualties	31
Fig. 7	Pedestrian killed or seriously injured casualties	31
Fig. 8	Pedal cyclist killed or seriously injured casualties	32
Fig. 9	Powered two-wheeler user killed or seriously injured casualties	32
Fig. 10	Car occupant killed or seriously injured casualties	33
Fig. 11	Bus or coach occupant killed or seriously injured casualties	33
Fig. 12	Other vehicle occupant killed or seriously injured casualties	34
Fig. 13	All child killed or seriously injured casualties	34
Fig. 14	Child pedestrian killed or seriously injured casualties	35
Fig. 15	Child pedal cyclist killed or seriously injured casualties	35
Fig. 16	Child car passenger killed or seriously injured casualties	36
Fig. 17	All slightly injured casualties	36
Fig. 18	Pedestrian slightly injured casualties	37
Fig. 19	Pedal cyclist slightly injured casualties	37
Fig. 20	Powered two-wheeler slightly injured casualties	38
Fig. 21	Car occupant slightly injured casualties	38
Fig. 22	Bus occupant slightly injured casualties	39
Fig. 23	Other vehicle occupant slightly injured casualties	39
<b>5.3</b>	<b>Transport for London Road Network (TLRN) casualty monitoring charts</b>	
Fig. 24	TLRN - All killed or seriously injured casualties	41
Fig. 25	TLRN - Pedestrian killed or seriously injured casualties	41
Fig. 26	TLRN - Pedal cyclist killed or seriously injured casualties	42

Fig. 27	TLRN - Powered two-wheeler killed or seriously injured casualties	42
Fig. 28	TLRN - Child killed or seriously injured casualties	43
Fig. 29	TLRN - All slightly injured casualties	43
<b>5.4</b>	<b>Borough roads casualty monitoring charts</b>	
Fig. 30	Borough roads - All killed or seriously injured casualties	44
Fig. 31	Borough roads - Pedestrian killed or seriously injured casualties	44
Fig. 32	Borough roads - Pedal cyclist killed or seriously injured casualties	45
Fig. 33	Borough roads - Powered two-wheeler killed or seriously injured casualties	45
Fig. 34	Borough roads - Child killed or seriously injured casualties	46
Fig. 35	Borough roads - All slightly injured casualties	46
<b>5.5</b>	<b>Highways Agency roads casualty monitoring charts</b>	
Fig. 36	Highways Agency roads - All killed or seriously injured casualties	47
Fig. 37	Highways Agency roads - All slightly injured casualties	47
<b>5.6</b>	<b>London-wide thematic maps - all roads (Percentage change in casualties from 1994-98 average to the year 2003)</b>	
Map A	All fatalities	50
Map B	All pedestrians killed or seriously injured	51
Map C	All pedal cyclists killed or seriously injured	52
Map D	All powered two-wheeler users killed or seriously injured	53
Map E	All car occupants killed or seriously injured	54
Map F	All bus or coach occupants killed or seriously injured	55
Map G	Total killed or seriously injured	56
Map H	Children killed or seriously injured	57
Map I	Pedestrian casualties slightly injured	58
Map J	Pedal cyclist casualties slightly injured	59
Map K	Powered two-wheeler user casualties slightly injured	60
Map L	Car occupant casualties slightly injured	61
Map M	Bus or coach casualties slightly injured	62
Map N	Total casualties slightly injured	63



## 5.1 Casualty monitoring summary tables

**Table 1: Towards the year 2010: Monitoring casualties in London - all roads.**  
Casualties in the year 2003 compared with the 1994-98 average and 2002

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	136.0	107	119	11%	-13%
	Pedal cyclists	14.8	20	19	-5%	28%
	Powered two-wheeler	33.6	66	63	-5%	88%
	Car occupants	55.4	76	63	-17%	14%
	Bus or coach occupants	3.0	7	5	-29%	67%
	Other vehicle occupants	6.0	3	3	0%	-50%
	<b>Total</b>	<b>248.8</b>	<b>279</b>	<b>272</b>	<b>-3%</b>	<b>9%</b>
<b>Fatal &amp; serious</b>	Pedestrians	2,136.6	1,646	1,499	-9%	-30%
	Pedal cyclists	566.8	414	440	6%	-22%
	Powered two-wheeler	932.8	1,222	1,152	-6%	23%
	Car occupants	2,568.8	1,980	1,710	-14%	-33%
	Bus or coach occupants	256.4	220	223	1%	-13%
	Other vehicle occupants	223.0	166	140	-16%	-37%
	<b>Total</b>	<b>6,684.4</b>	<b>5,648</b>	<b>5,164</b>	<b>-9%</b>	<b>-23%</b>
	Child pedestrians	591.6	397	324	-18%	-45%
	Child pedal cyclists	110.6	51	62	22%	-44%
	Child car passengers	195.0	125	109	-13%	-44%
	Child bus/coach passengers	20.8	16	16	0%	-23%
	Other child casualties	17.4	25	32	28%	84%
	<b>Children (under 16yrs)</b>	<b>935.4</b>	<b>614</b>	<b>543</b>	<b>-12%</b>	<b>-42%</b>
<b>Slight*</b>	Pedestrians	7,155.2	5,811	5,628	-3%	-21%
	Pedal cyclists	3,845.6	2,648	2,616	-1%	-32%
	Powered two-wheeler	5,139.4	5,819	5,317	-9%	3%
	Car occupants	19,314.0	17,949	16,326	-9%	-15%
	Bus or coach occupants	2,017.4	2,039	2,120	4%	5%
	Other vehicle occupants	1,525.2	1,462	1,259	-14%	-17%
	<b>Total</b>	<b>38,996.8</b>	<b>35,728</b>	<b>33,266</b>	<b>-7%</b>	<b>-15%</b>
<b>All severities</b>	Pedestrians	9,291.8	7,457	7,127	-4%	-23%
	Pedal cyclists	4,412.4	3,062	3,056	0%	-31%
	Powered two-wheeler	6,072.2	7,041	6,469	-8%	7%
	Car occupants	21,882.8	19,929	18,036	-9%	-18%
	Bus or coach occupants	2,273.8	2,259	2,343	4%	3%
	Other vehicle occupants	1,748.2	1,628	1,399	-14%	-20%
	<b>Total</b>	<b>45,681.2</b>	<b>41,376</b>	<b>38,430</b>	<b>-7%</b>	<b>-16%</b>

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

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

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

**Table 2: Towards the year 2010: Monitoring casualties on the Transport for London Road Network  
Casualties in the year 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	45.6	37	42	14%	-8%
	Pedal cyclists	7.0	7	10	43%	43%
	Powered two-wheeler	12.6	21	24	14%	90%
	Car occupants	17.0	28	22	-21%	29%
	Bus or coach occupants	1.2	3	2	-33%	67%
	Other vehicle occupants	1.6	2	2	0%	25%
	<b>Total</b>	<b>85.0</b>	<b>98</b>	<b>102</b>	<b>4%</b>	<b>20%</b>
<b>Fatal &amp; serious</b>	Pedestrians	496.8	406	334	-18%	-33%
	Pedal cyclists	135.8	113	116	3%	-15%
	Powered two-wheeler	317.6	401	390	-3%	23%
	Car occupants	679.8	545	484	-11%	-29%
	Bus or coach occupants	69.0	62	49	-21%	-29%
	Other vehicle occupants	67.2	59	45	-24%	-33%
	<b>Total</b>	<b>1,766.2</b>	<b>1,586</b>	<b>1,418</b>	<b>-11%</b>	<b>-20%</b>
	Child pedestrians	81.4	58	44	-24%	-46%
	Child pedal cyclists	11.0	7	4	-43%	-64%
	Child car passengers	48.6	28	33	18%	-32%
	Child bus/coach passengers	5.6	7	7	0%	25%
	Other child casualties	2.0	1	6	500%	200%
	<b>Children (under 16yrs)</b>	<b>148.6</b>	<b>101</b>	<b>94</b>	<b>-7%</b>	<b>-37%</b>
<b>Slight*</b>	Pedestrians	1,384.8	1,100	1,155	5%	-17%
	Pedal cyclists	929.8	666	703	6%	-24%
	Powered two-wheeler	1,718.6	1,998	1,784	-11%	4%
	Car occupants	5,439.2	5,110	4,579	-10%	-16%
	Bus or coach occupants	562.8	554	630	14%	12%
	Other vehicle occupants	470.6	441	435	-1%	-8%
	<b>Total</b>	<b>10,505.8</b>	<b>9,869</b>	<b>9,286</b>	<b>-6%</b>	<b>-12%</b>
<b>All severities</b>	Pedestrians	1,881.6	1,506	1,489	-1%	-21%
	Pedal cyclists	1,065.6	779	819	5%	-23%
	Powered two-wheeler	2,036.2	2,399	2,174	-9%	7%
	Car occupants	6,119.0	5,655	5,063	-10%	-17%
	Bus or coach occupants	631.8	616	679	10%	7%
	Other vehicle occupants	537.8	500	480	-4%	-11%
	<b>Total</b>	<b>12,272.0</b>	<b>11,455</b>	<b>10,704</b>	<b>-7%</b>	<b>-13%</b>

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

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

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

**Table 3: Towards the year 2010: Monitoring casualties on borough roads in London**  
**Casualties in the year 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	89.2	70	77	10%	-14%
	Pedal cyclists	7.8	13	9	-31%	15%
	Powered two-wheeler	19.6	46	39	-15%	99%
	Car occupants	35.6	43	39	-9%	10%
	Bus or coach occupants	1.8	4	3	-25%	67%
	Other vehicle occupants	4.0	1	1	0%	-75%
	<b>Total</b>	<b>158.0</b>	<b>177</b>	<b>168</b>	<b>-5%</b>	<b>6%</b>
<b>Fatal &amp; serious</b>	Pedestrians	1,636.8	1,240	1,165	-6%	-29%
	Pedal cyclists	431.0	301	324	8%	-25%
	Powered two-wheeler	607.6	814	752	-8%	24%
	Car occupants	1,837.2	1,403	1,185	-16%	-35%
	Bus or coach occupants	186.8	158	174	10%	-7%
	Other vehicle occupants	149.2	98	89	-9%	-40%
	<b>Total</b>	<b>4,848.6</b>	<b>4,014</b>	<b>3,689</b>	<b>-8%</b>	<b>-24%</b>
	Child pedestrians	510.2	339	280	-17%	-45%
	Child pedal cyclists	99.6	44	58	32%	-42%
	Child car passengers	143.4	94	76	-19%	-47%
	Child bus/coach passengers	15.2	9	9	0%	-41%
	Other child casualties	15.0	24	26	8%	73%
	<b>Children (under 16yrs)</b>	<b>783.4</b>	<b>510</b>	<b>449</b>	<b>-12%</b>	<b>-43%</b>
	<b>Slight*</b>	Pedestrians	5,768.6	4,706	4,472	-5%
Pedal cyclists		2,914.8	1,982	1,913	-3%	-34%
Powered two-wheeler		3,392.0	3,791	3,511	-7%	4%
Car occupants		13,521.2	12,499	11,442	-8%	-15%
Bus or coach occupants		1,450.6	1,481	1,485	0%	2%
Other vehicle occupants		1,010.4	968	786	-19%	-22%
<b>Total</b>		<b>28,057.6</b>	<b>25,427</b>	<b>23,609</b>	<b>-7%</b>	<b>-16%</b>
<b>All severities</b>	Pedestrians	7,405.4	5,946	5,637	-5%	-24%
	Pedal cyclists	3,345.8	2,283	2,237	-2%	-33%
	Powered two-wheeler	3,999.6	4,605	4,263	-7%	7%
	Car occupants	15,358.4	13,902	12,627	-9%	-18%
	Bus or coach occupants	1,637.4	1,639	1,659	1%	1%
	Other vehicle occupants	1,159.6	1,066	875	-18%	-25%
	<b>Total</b>	<b>32,906.2</b>	<b>29,441</b>	<b>27,298</b>	<b>-7%</b>	<b>-17%</b>

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

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

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

**Table 4: Towards the year 2010: Monitoring casualties on Highways Agency roads in London**  
**Casualties in the year 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	1.2	0	0	0%	-100%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	1.4	0	0	0%	-100%
	Car occupants	2.8	5	2	-60%	-29%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	0	0	0%	-100%
	<b>Total</b>	<b>5.8</b>	<b>5</b>	<b>2</b>	<b>-60%</b>	<b>-66%</b>
<b>Fatal &amp; serious</b>	Pedestrians	3.0	0	0	0%	-100%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	7.6	7	10	43%	32%
	Car occupants	51.8	32	41	28%	-21%
	Bus or coach occupants	0.6	0	0	0%	-100%
	Other vehicle occupants	6.6	9	6	-33%	-9%
	<b>Total</b>	<b>69.6</b>	<b>48</b>	<b>57</b>	<b>19%</b>	<b>-18%</b>
	Child pedestrians	0.0	0	0	0%	0%
	Child pedal cyclists	0.0	0	0	0%	0%
	Child car passengers	3.0	3	0	-100%	-100%
	Child bus/coach passengers	0.0	0	0	0%	0%
	Other child casualties	0.4	0	0	0%	-100%
	<b>Children (under 16yrs)</b>	<b>3.4</b>	<b>3</b>	<b>0</b>	<b>-100%</b>	<b>-100%</b>
	<b>Slight*</b>	Pedestrians	1.8	5	1	-80%
Pedal cyclists		1.0	0	0	0%	-100%
Powered two-wheeler		28.8	30	22	-27%	-24%
Car occupants		353.6	340	305	-10%	-14%
Bus or coach occupants		4.0	4	5	25%	25%
Other vehicle occupants		44.2	53	38	-28%	-14%
<b>Total</b>		<b>433.4</b>	<b>432</b>	<b>371</b>	<b>-14%</b>	<b>-14%</b>
<b>All severities</b>	Pedestrians	4.8	5	1	-80%	-79%
	Pedal cyclists	1.0	0	0	0%	-100%
	Powered two-wheeler	36.4	37	32	-14%	-12%
	Car occupants	405.4	372	346	-7%	-15%
	Bus or coach occupants	4.6	4	5	25%	9%
	Other vehicle occupants	50.8	62	44	-29%	-13%
	<b>Total</b>	<b>503.0</b>	<b>480</b>	<b>428</b>	<b>-11%</b>	<b>-15%</b>

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

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

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

## 5.2 London-wide casualty monitoring charts - all roads

Fig. 1: Greater London - All fatalities

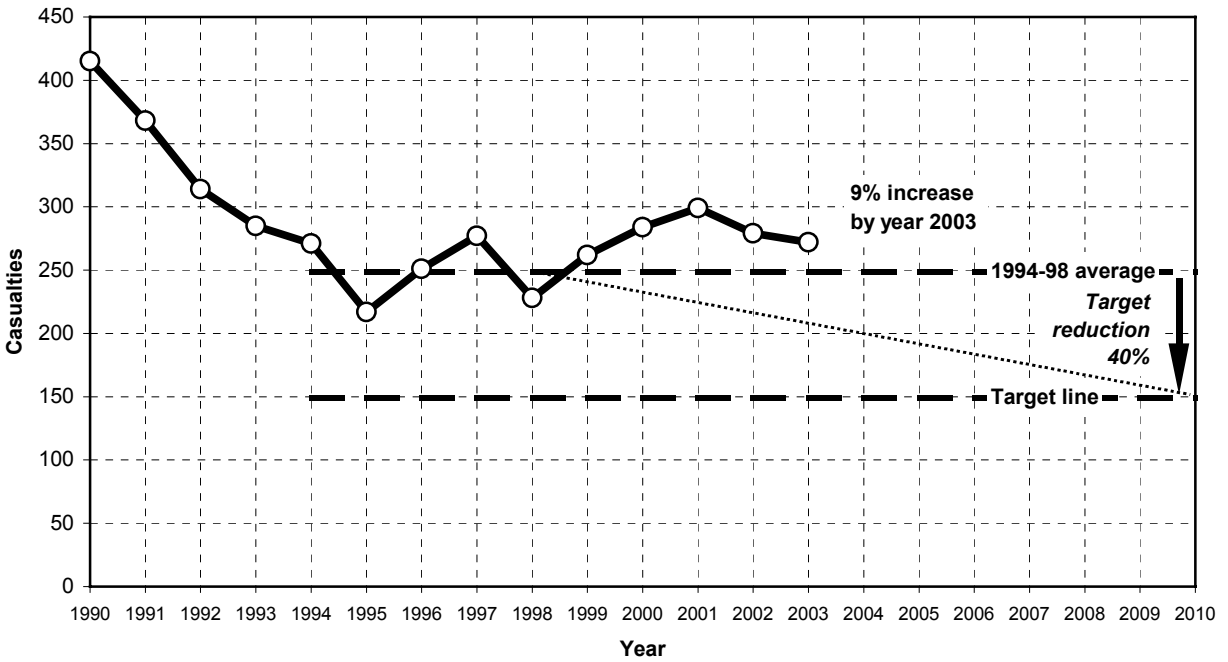
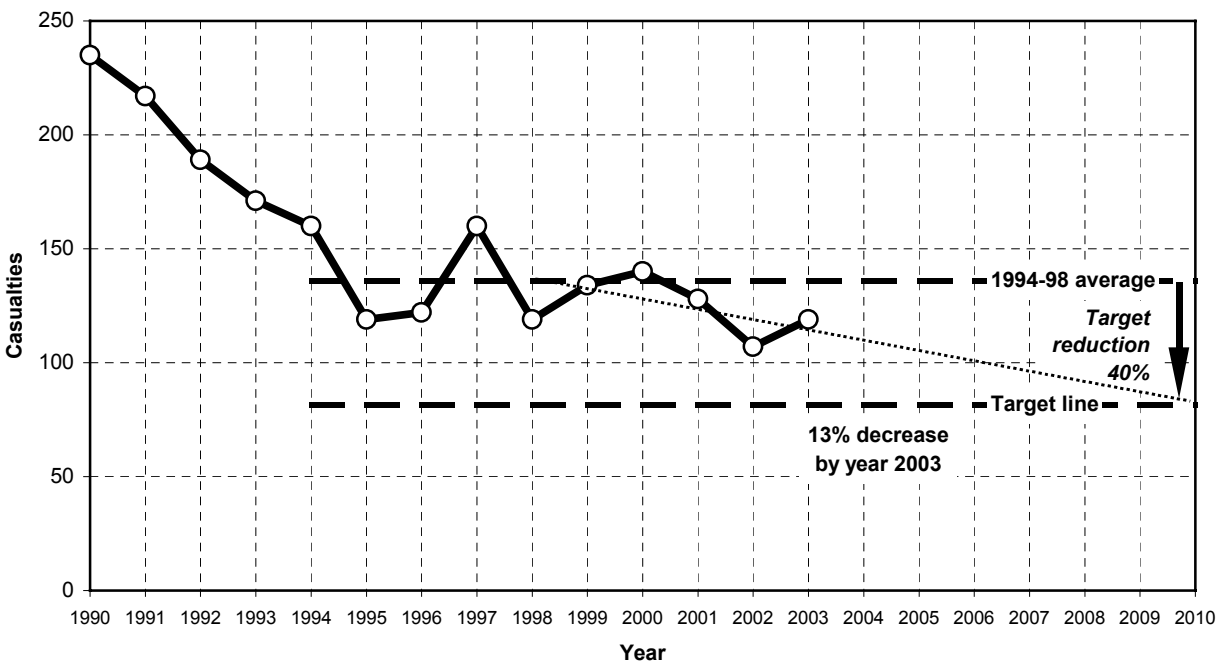
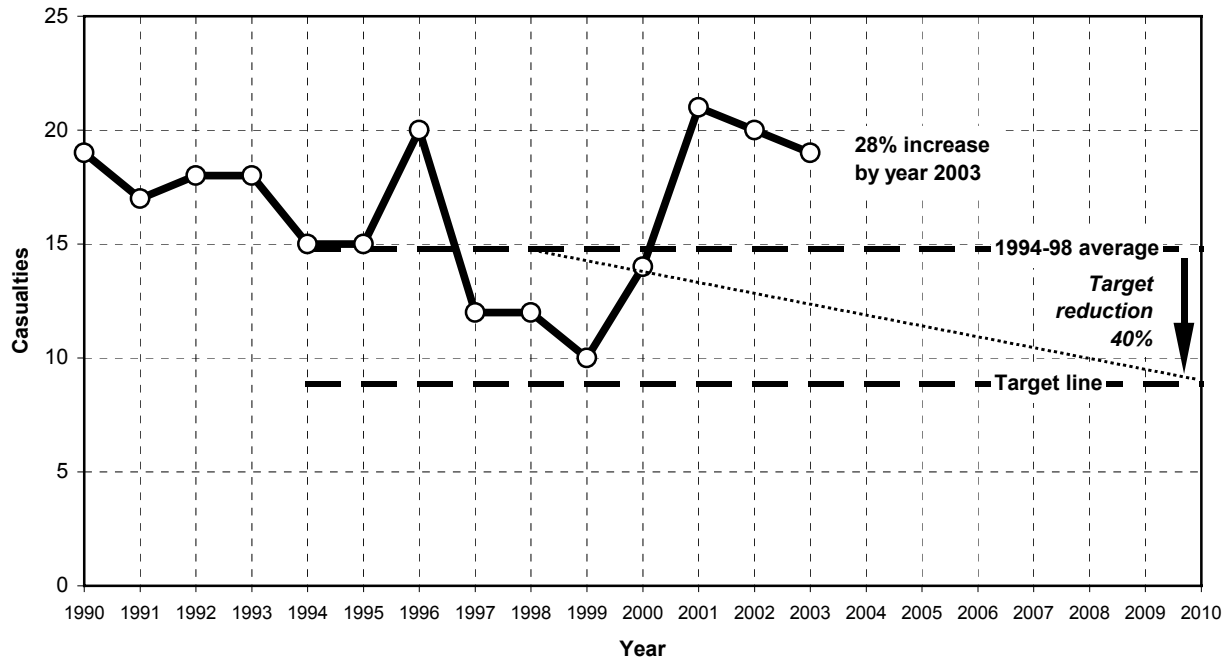


Fig. 2: Greater London - Pedestrian fatalities





**Fig. 3: Greater London - Pedal cyclist fatalities**



**Fig. 4: Greater London - Powered two wheeler fatalities**

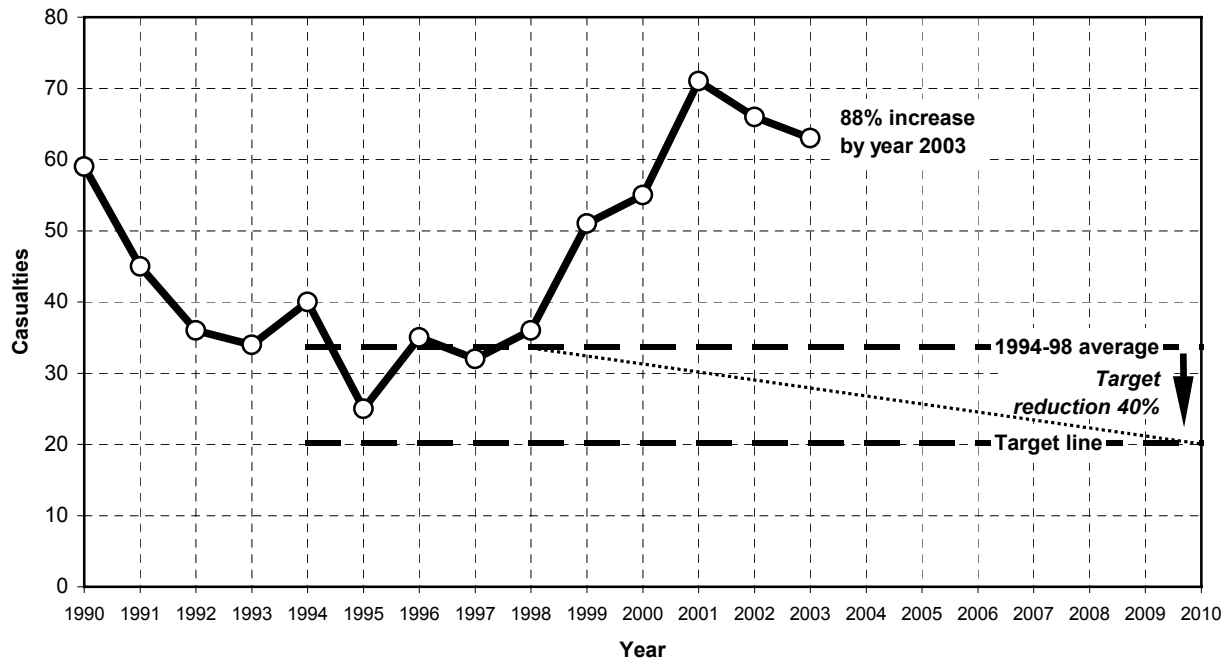
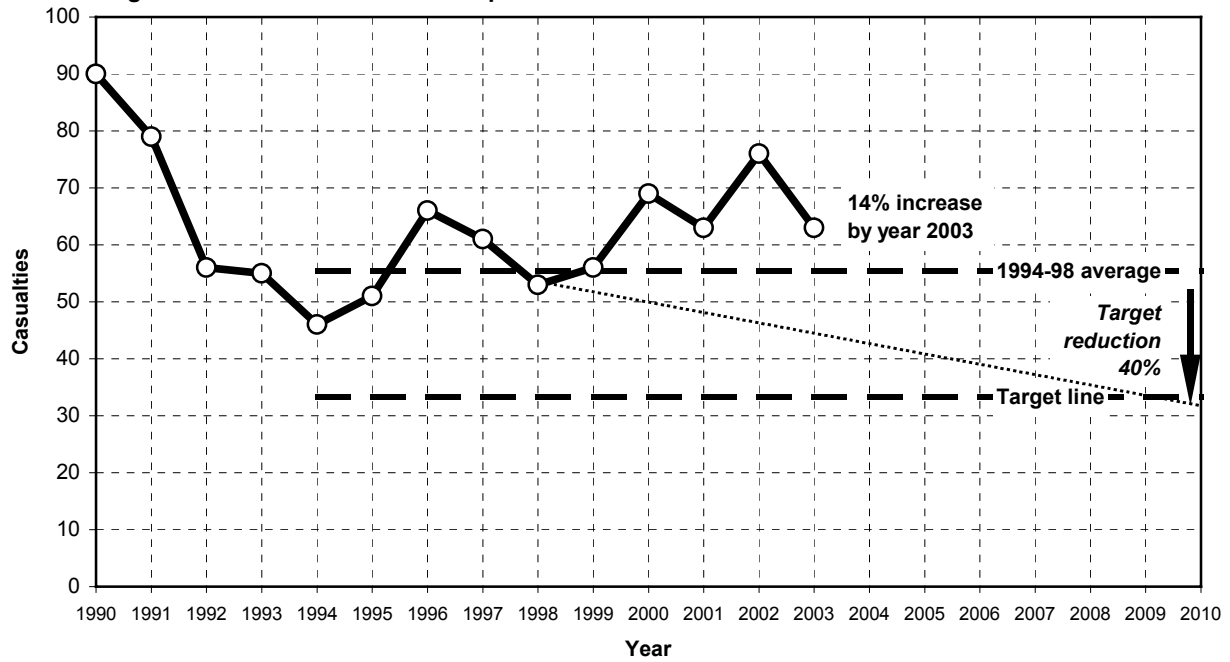
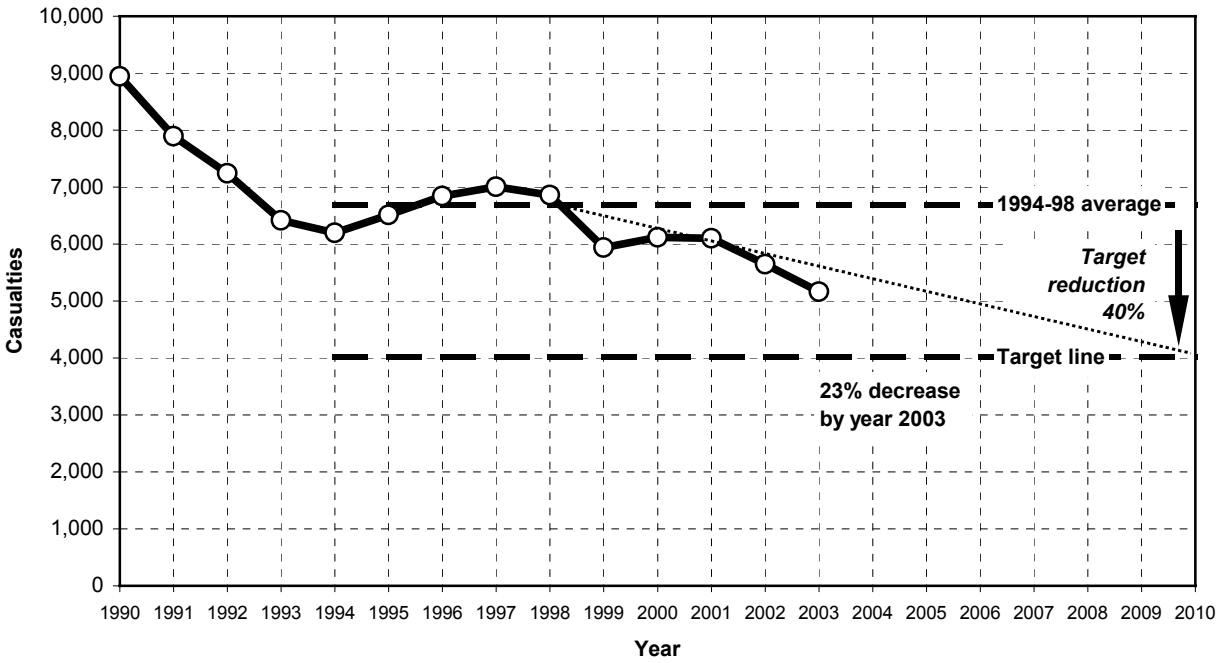


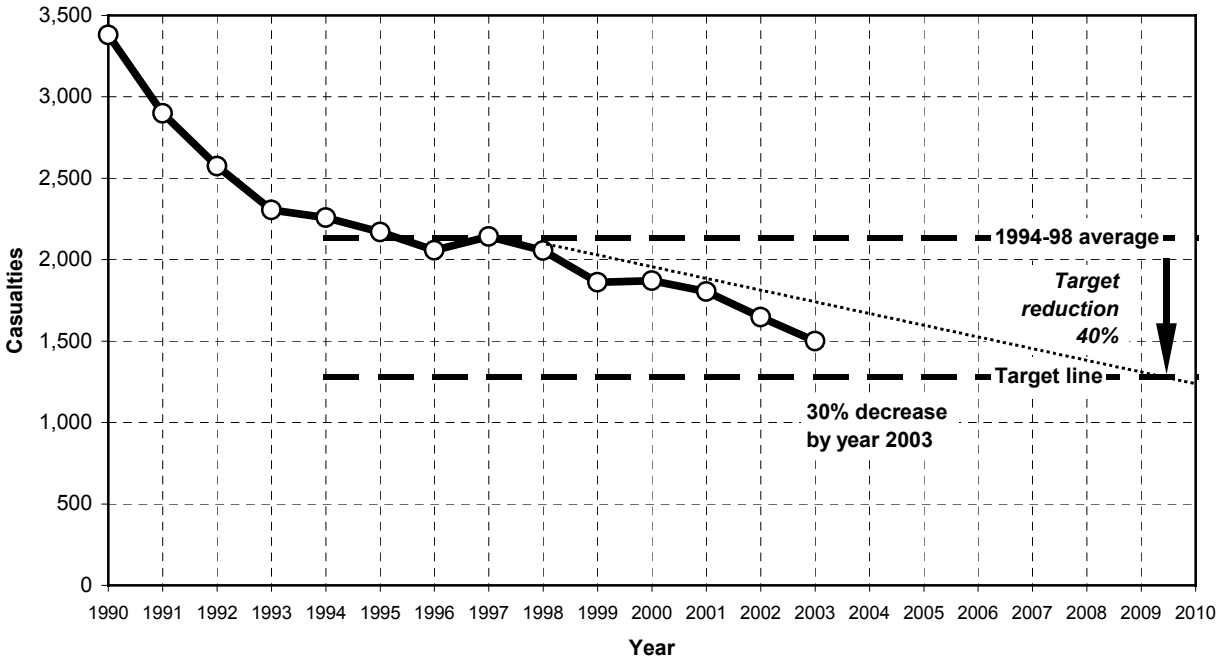
Fig. 5: Greater London - Car occupant fatalities



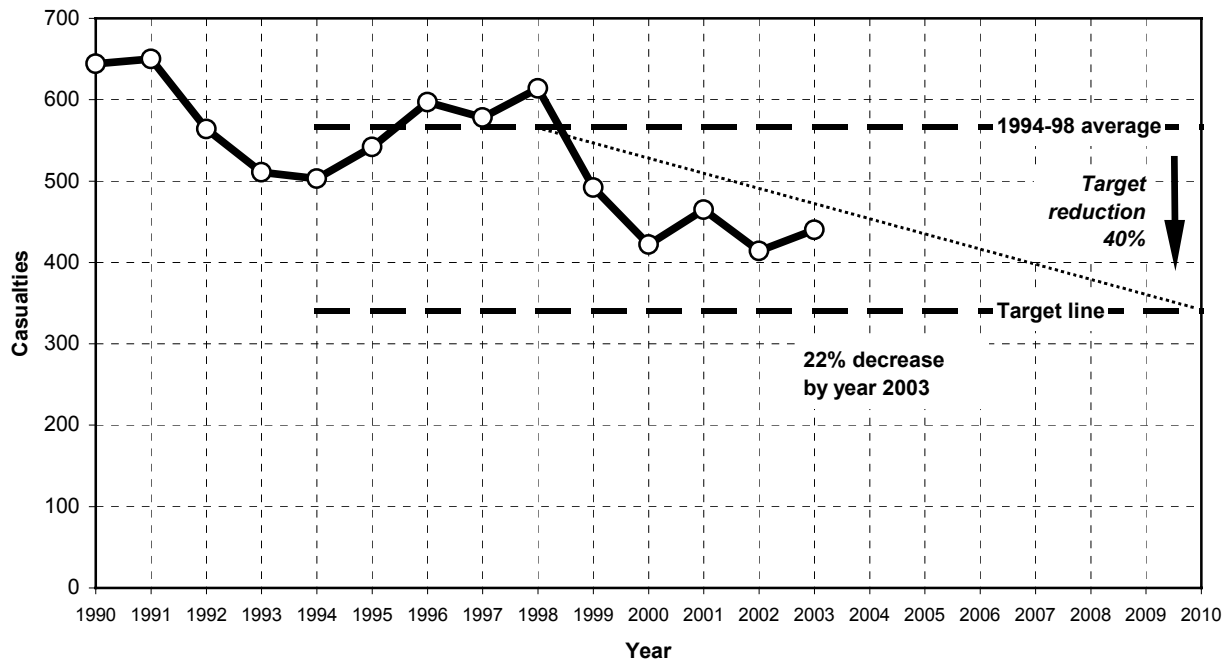
**Fig. 6: Greater London - All killed or seriously injured casualties (National Target Category)**



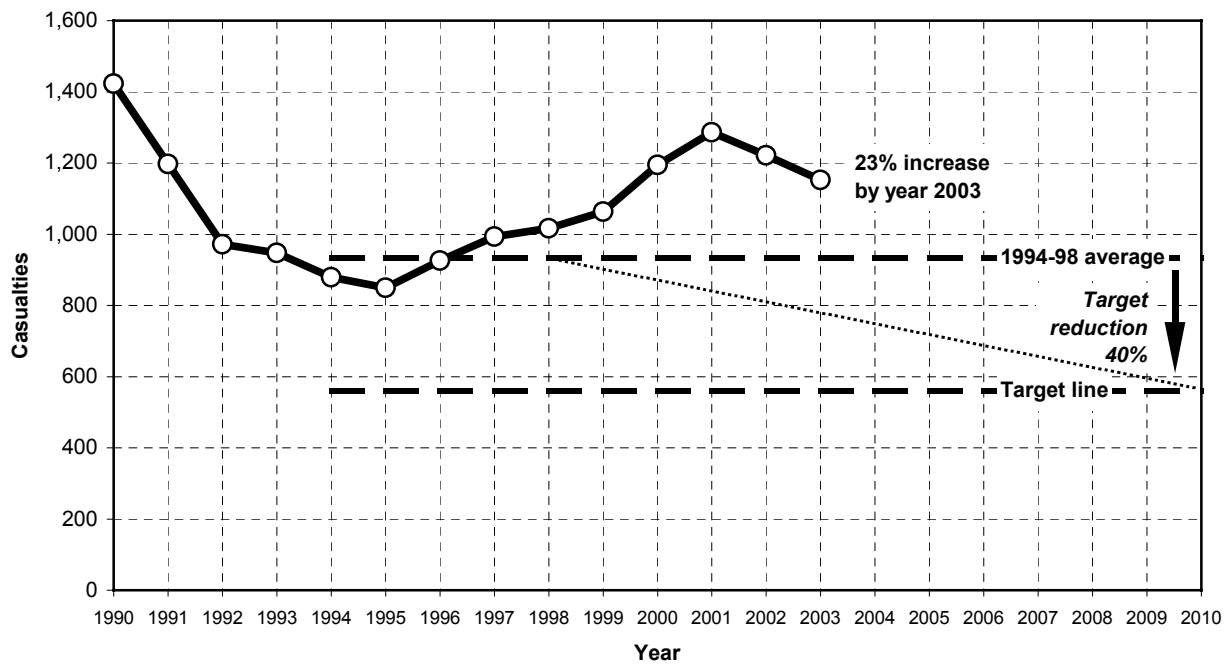
**Fig. 7: Greater London - Pedestrian killed or seriously injured casualties (London Target category)**



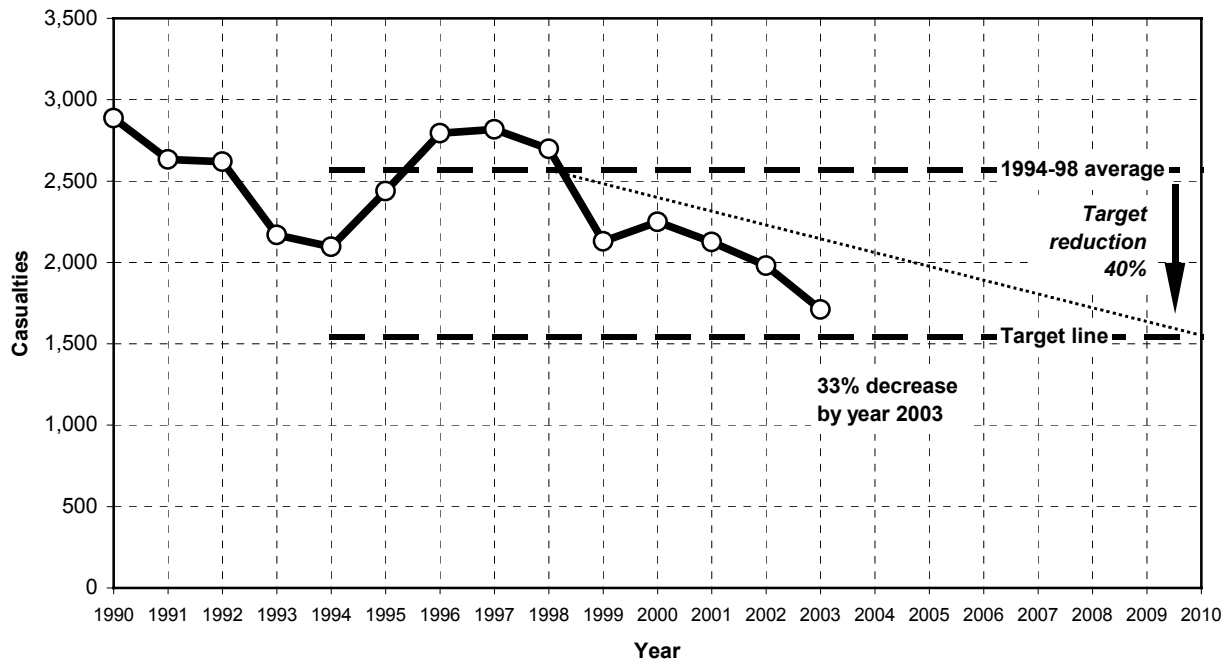
**Fig. 8: Greater London - Pedal cyclist killed or seriously injured casualties (London Target category)**



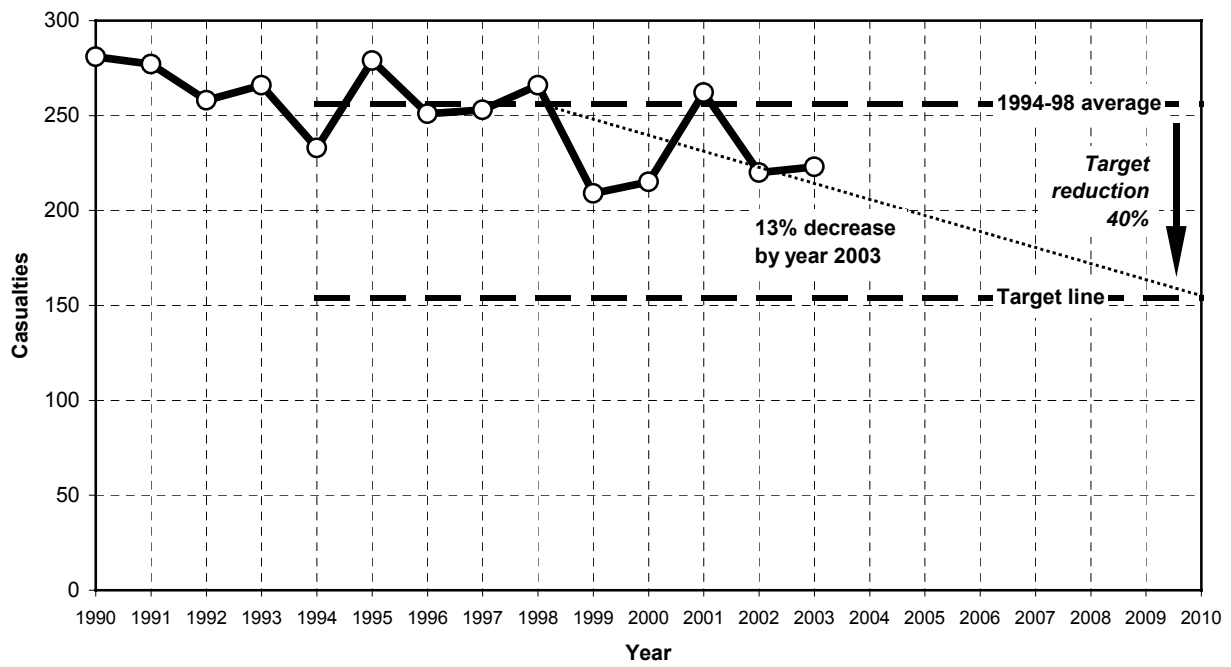
**Fig. 9: Greater London - Powered two wheeler killed or seriously injured casualties (London Target)**



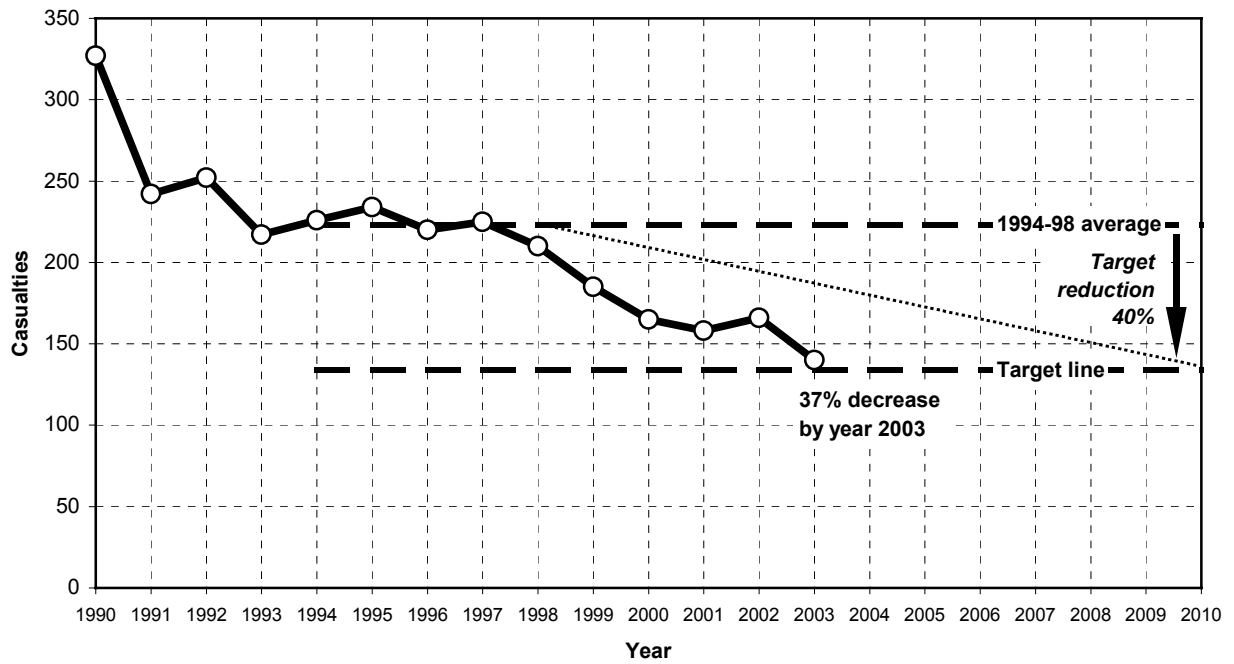
**Fig. 10: Greater London - Car occupant killed or seriously injured casualties**



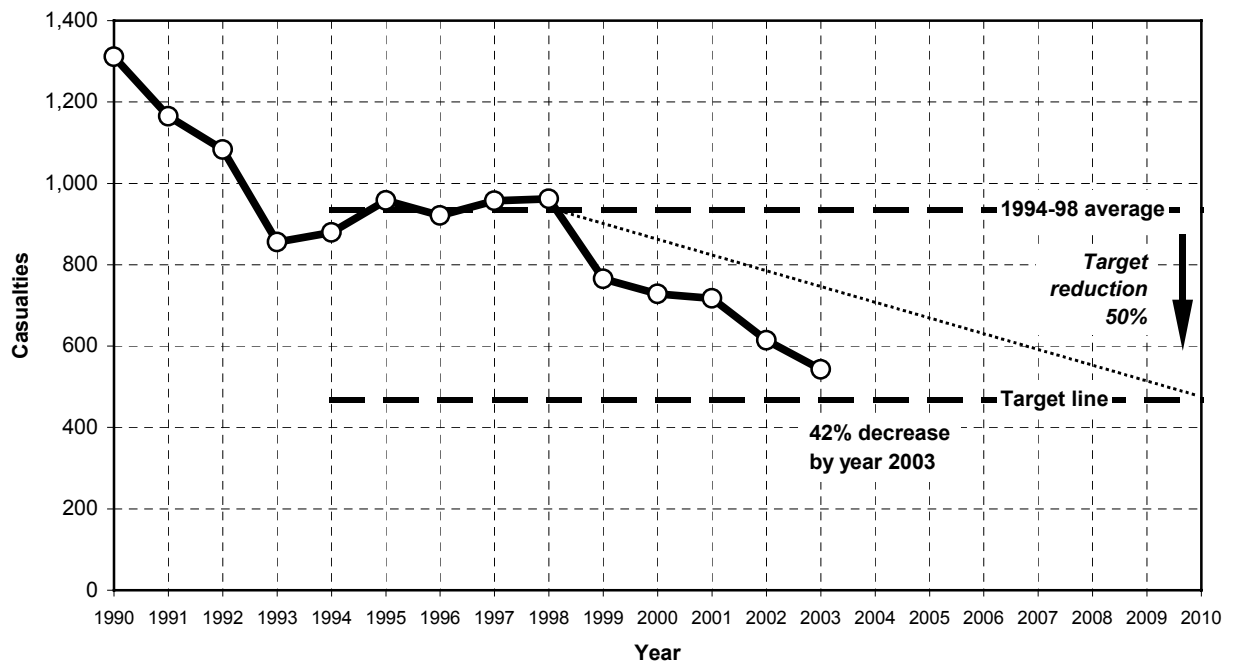
**Fig. 11: Greater London - Bus or coach occupant killed or seriously injured casualties**



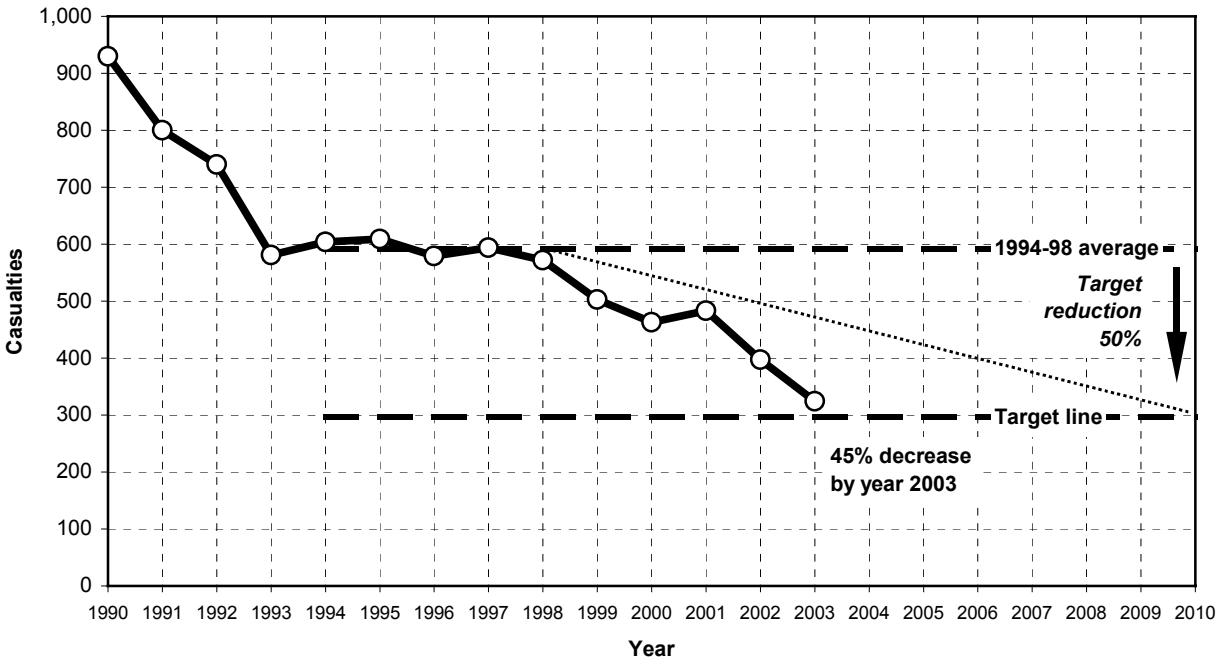
**Fig. 12: Greater London - Other vehicle occupant killed or seriously injured casualties**



**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**

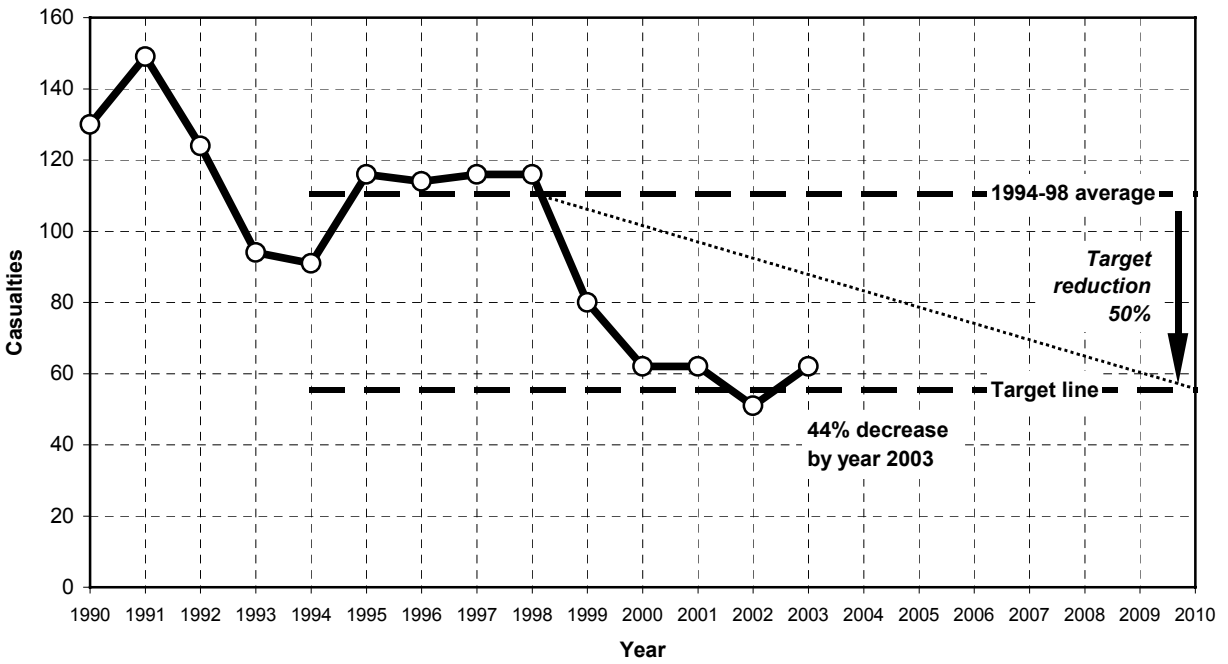
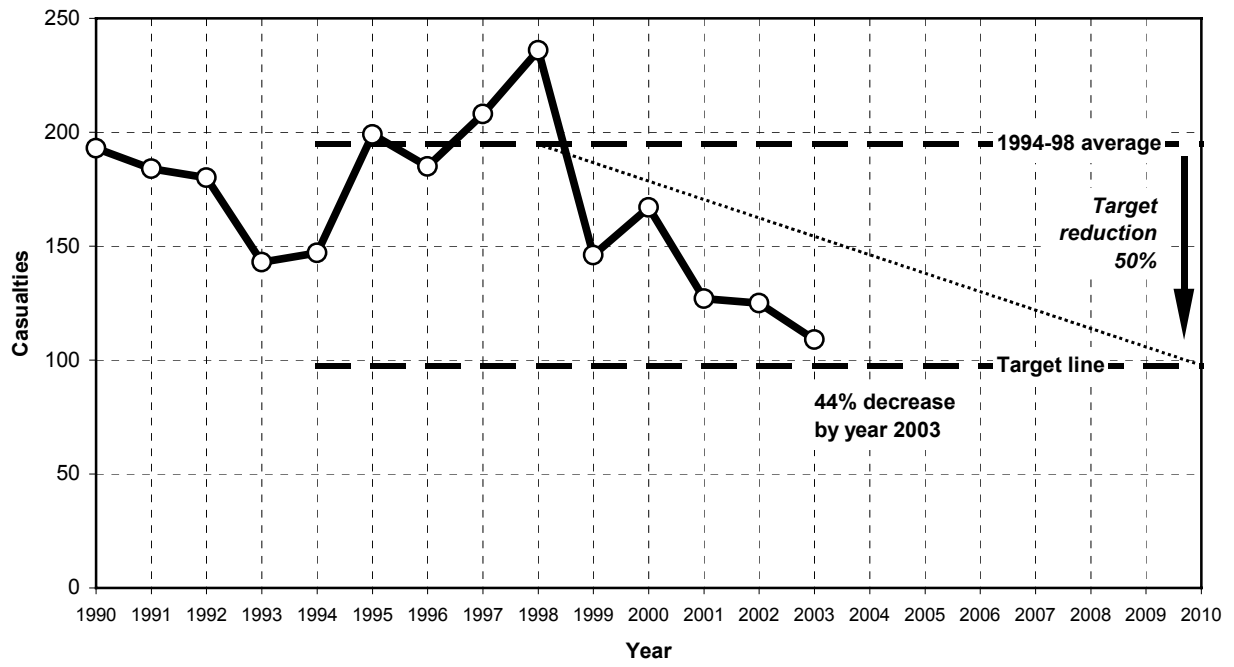
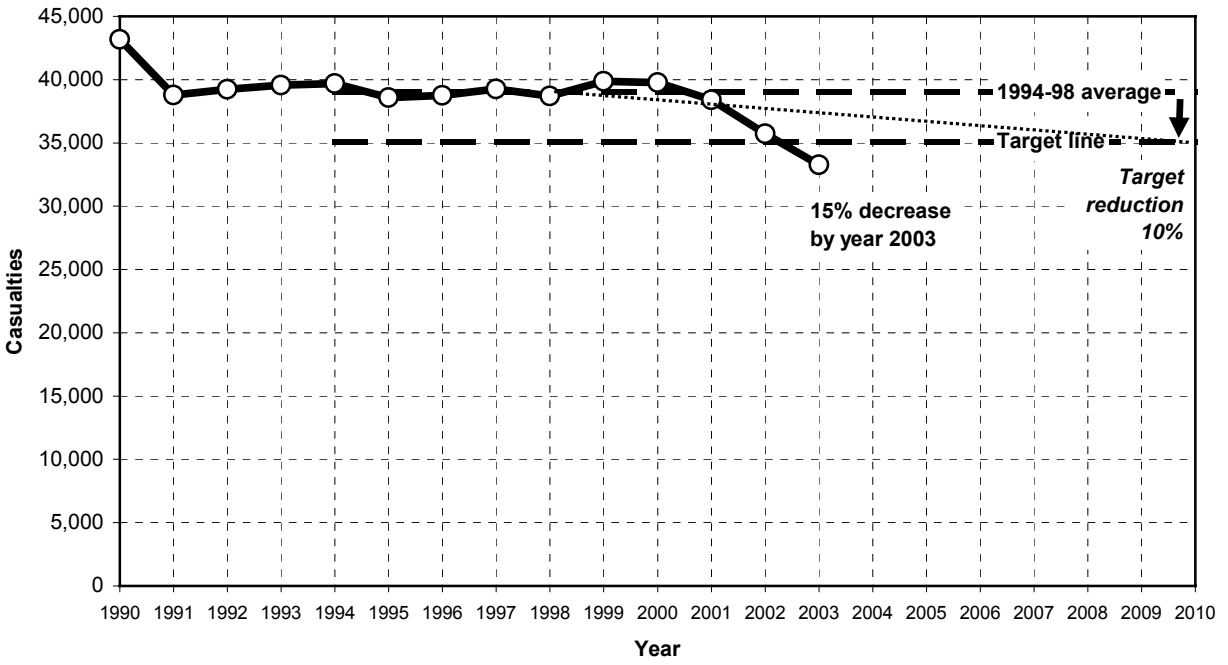


Fig. 16: Greater London - child car passenger killed or seriously injured casualties

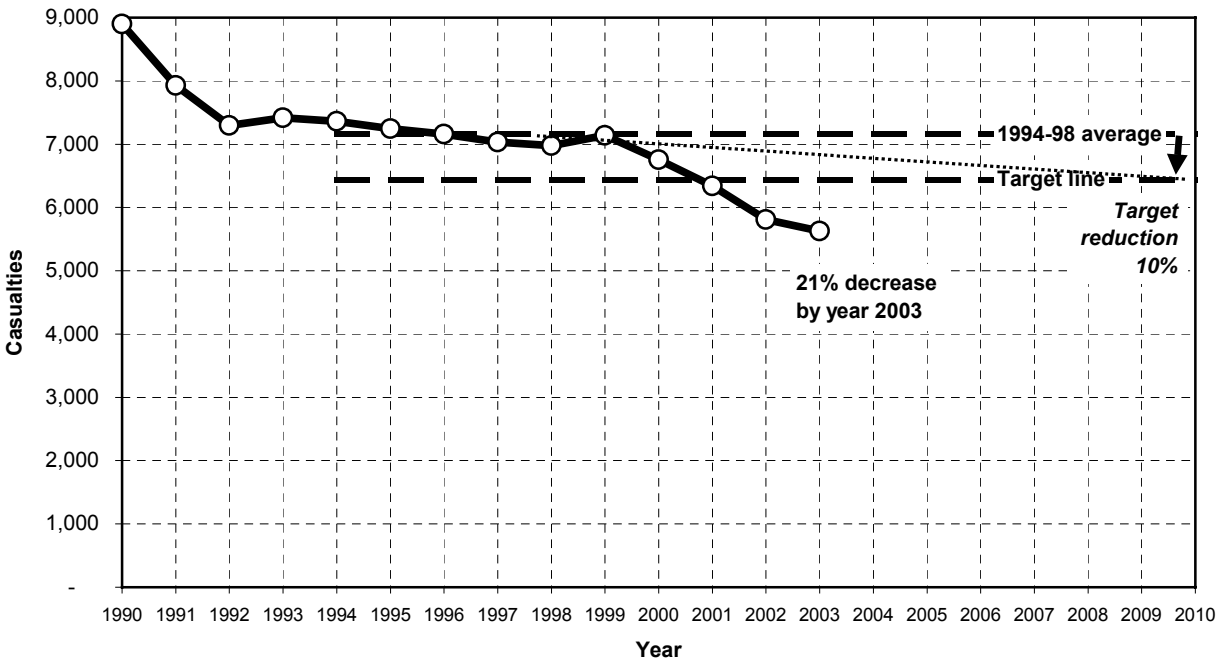




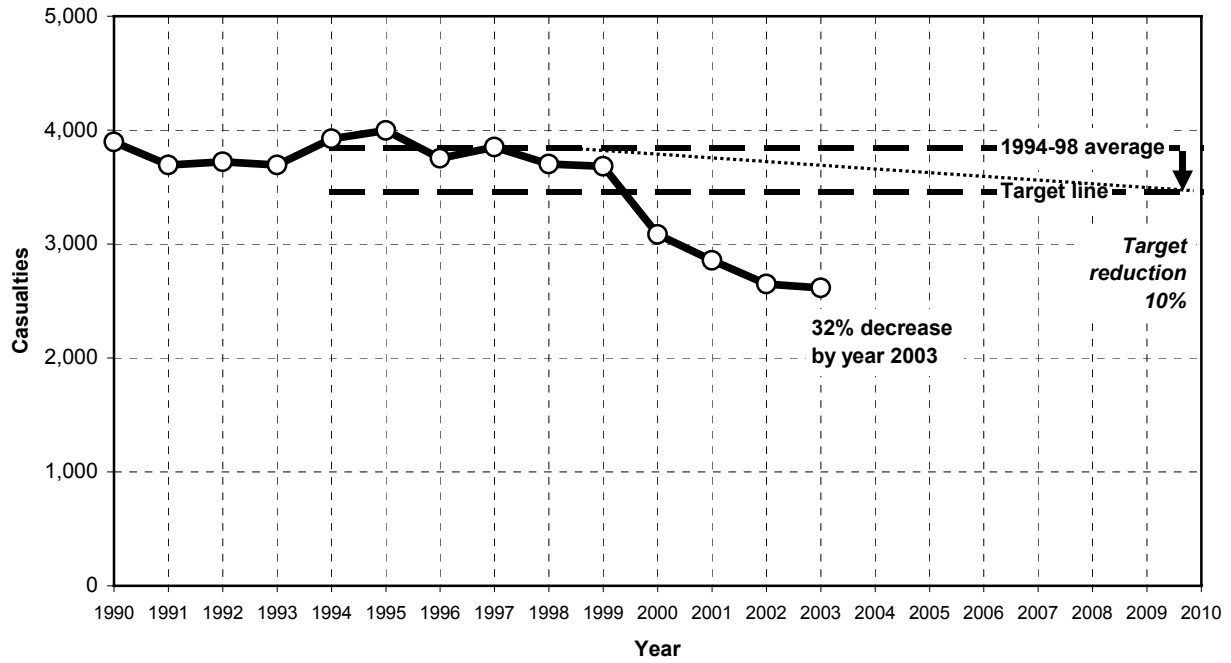
**Fig. 17: Greater London - All slightly injured casualties (National Target category)**



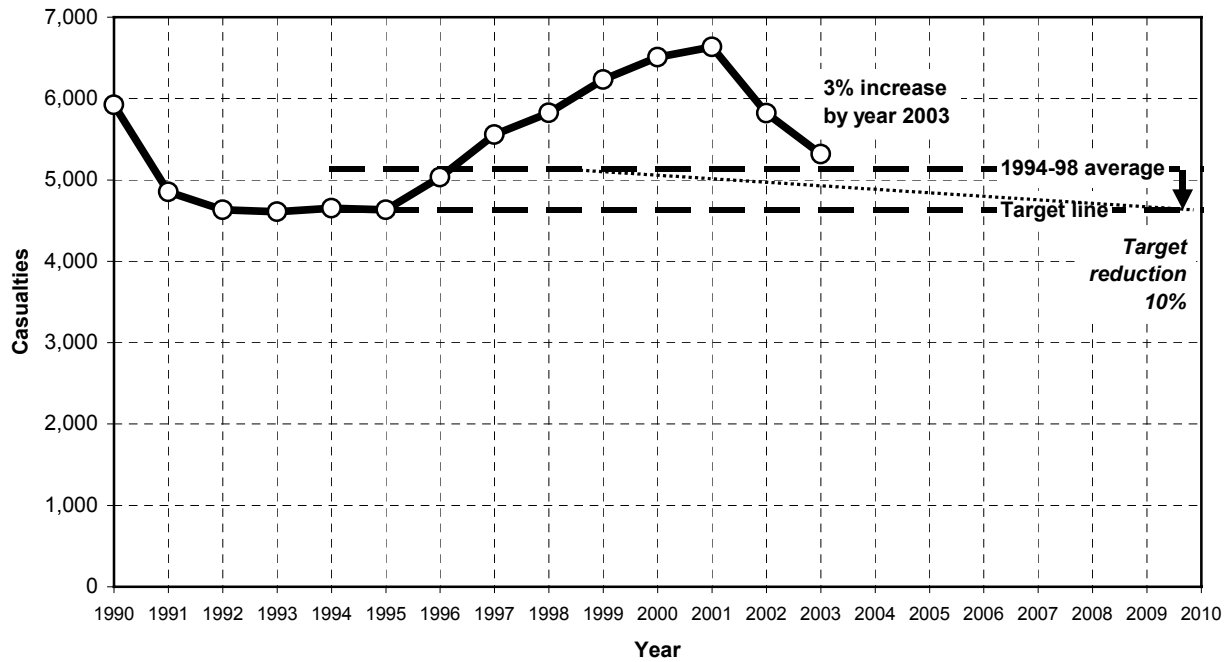
**Fig. 18: Greater London - Pedestrian slightly injured casualties**



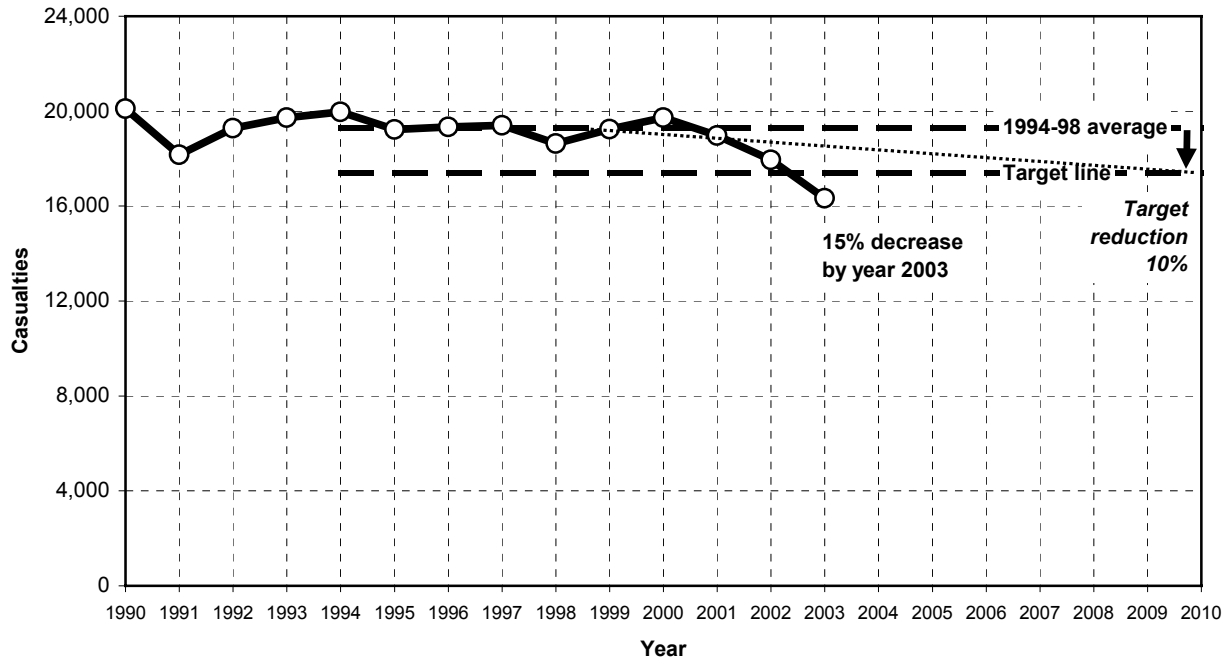
**Fig. 19: Greater London - Pedal cyclist slightly injured casualties**



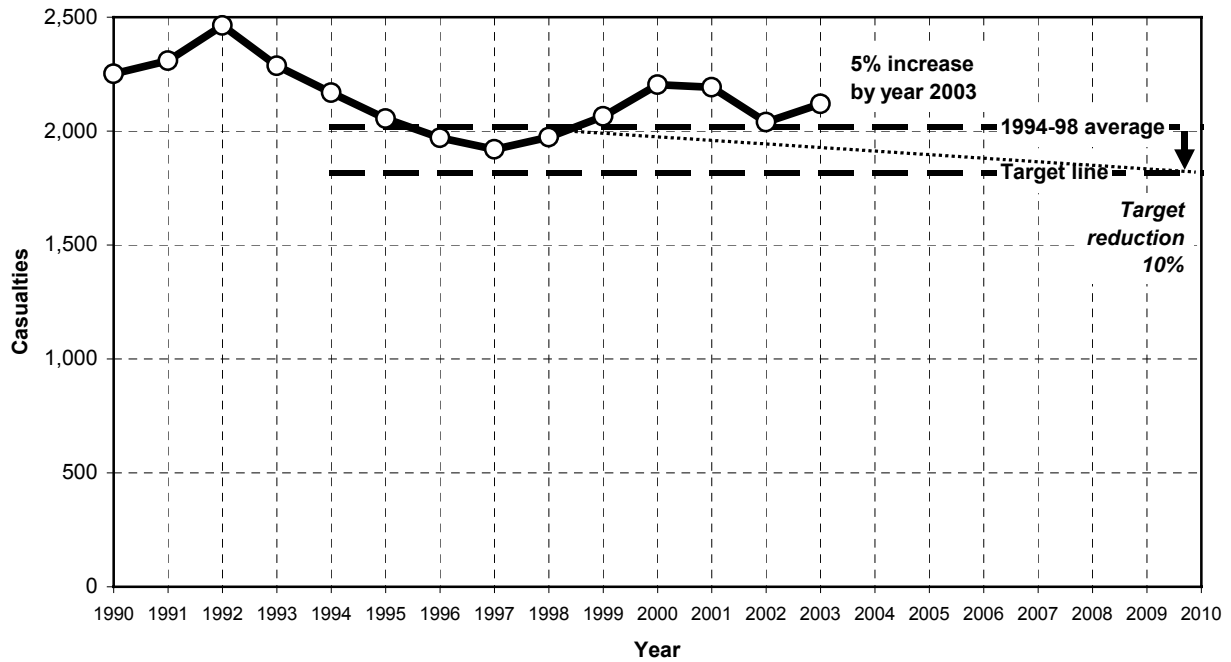
**Fig. 20: Greater London - Powered two wheeler slightly injured casualties**



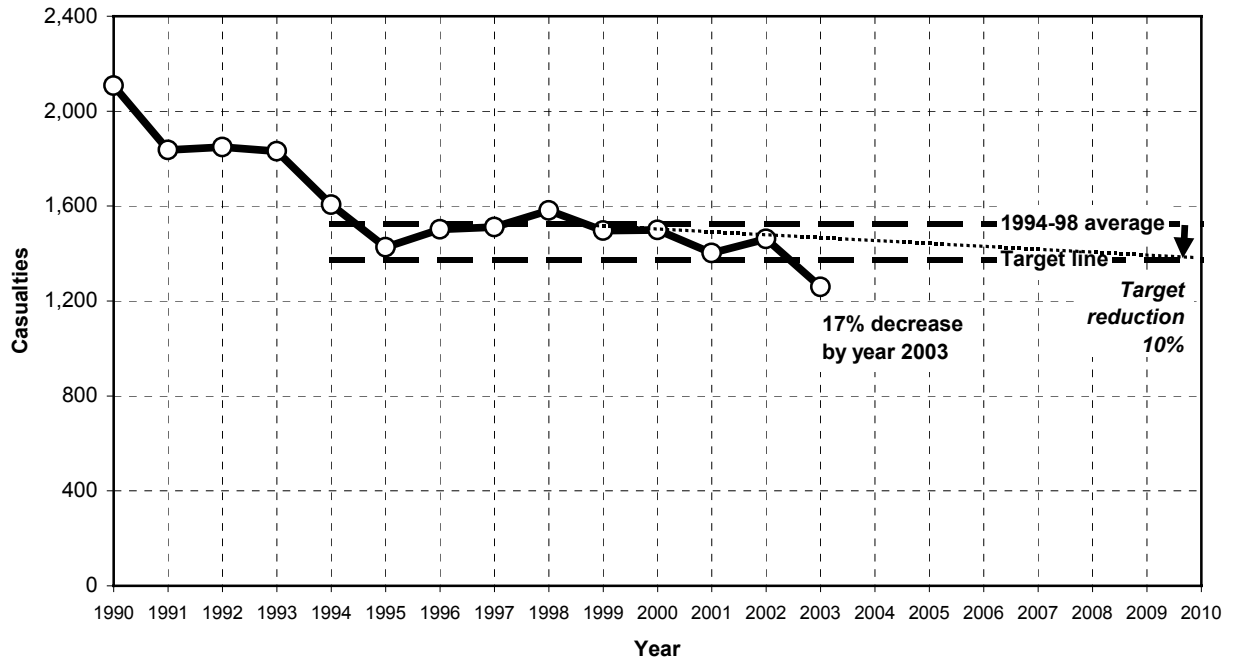
**Fig. 21: Greater London - Car occupant slightly injured casualties**



**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)

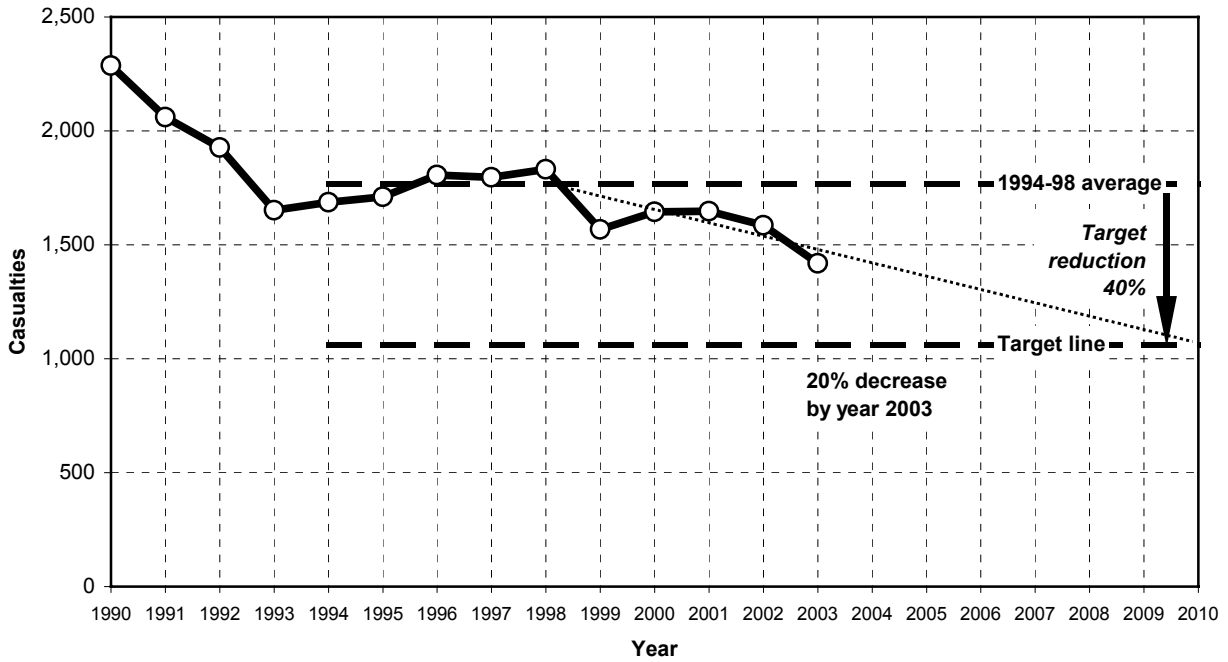
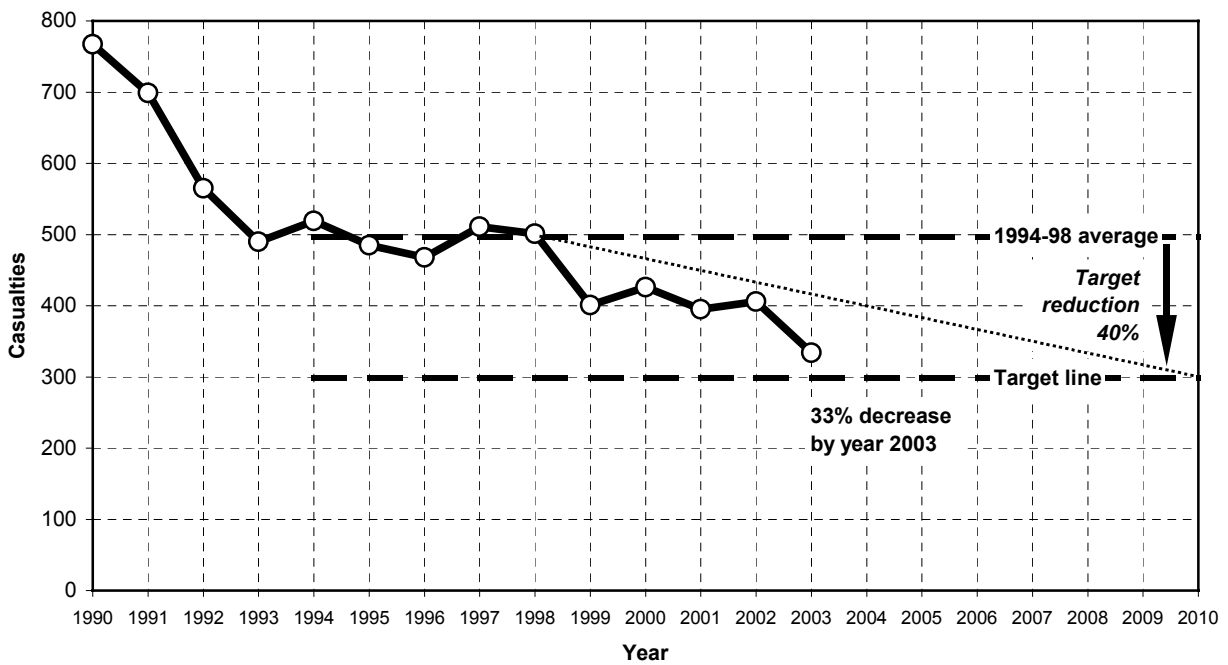
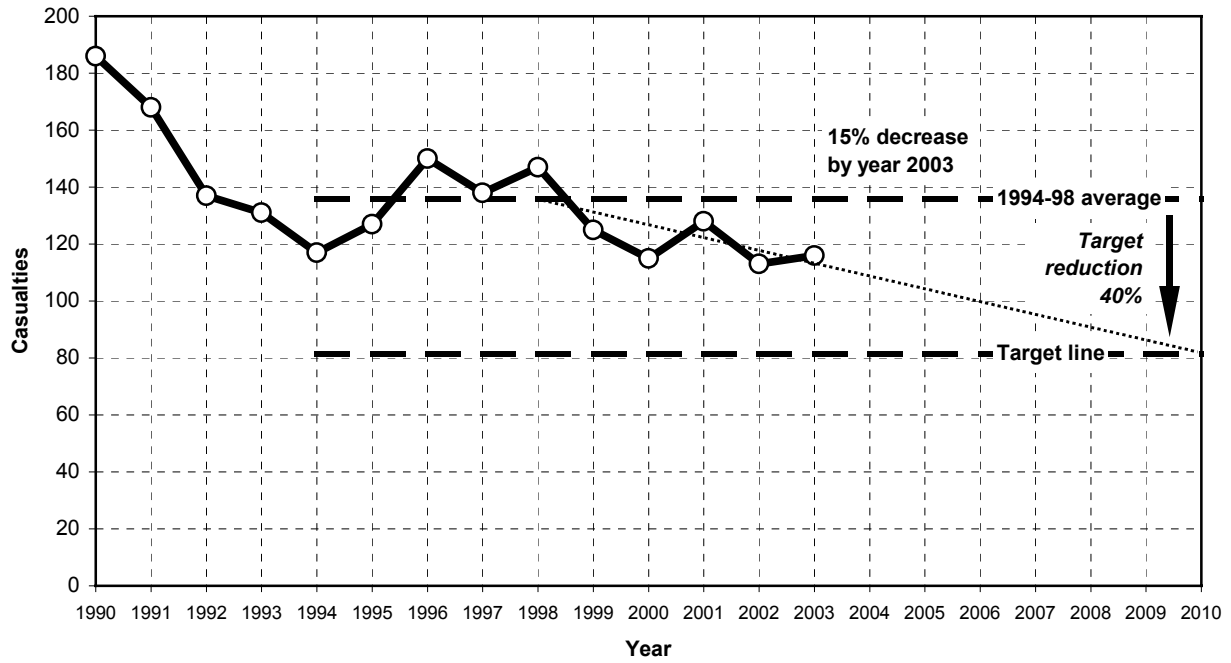


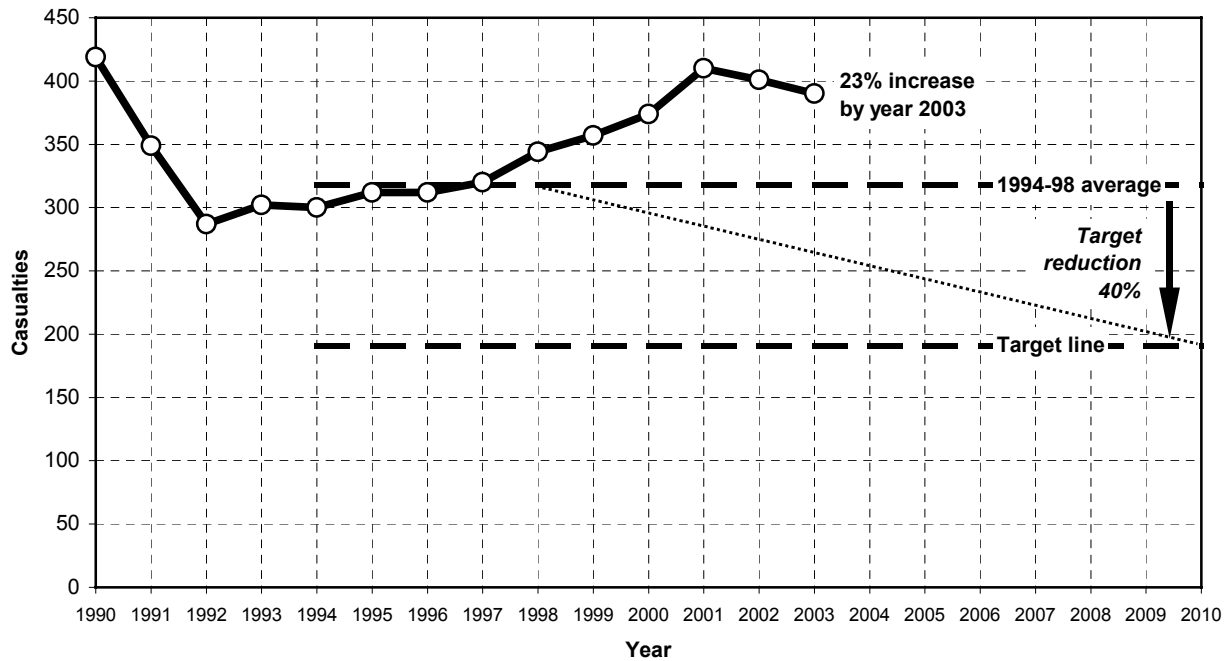
Fig. 25: TLRN - Pedestrian killed or seriously injured casualties (London Target Category)



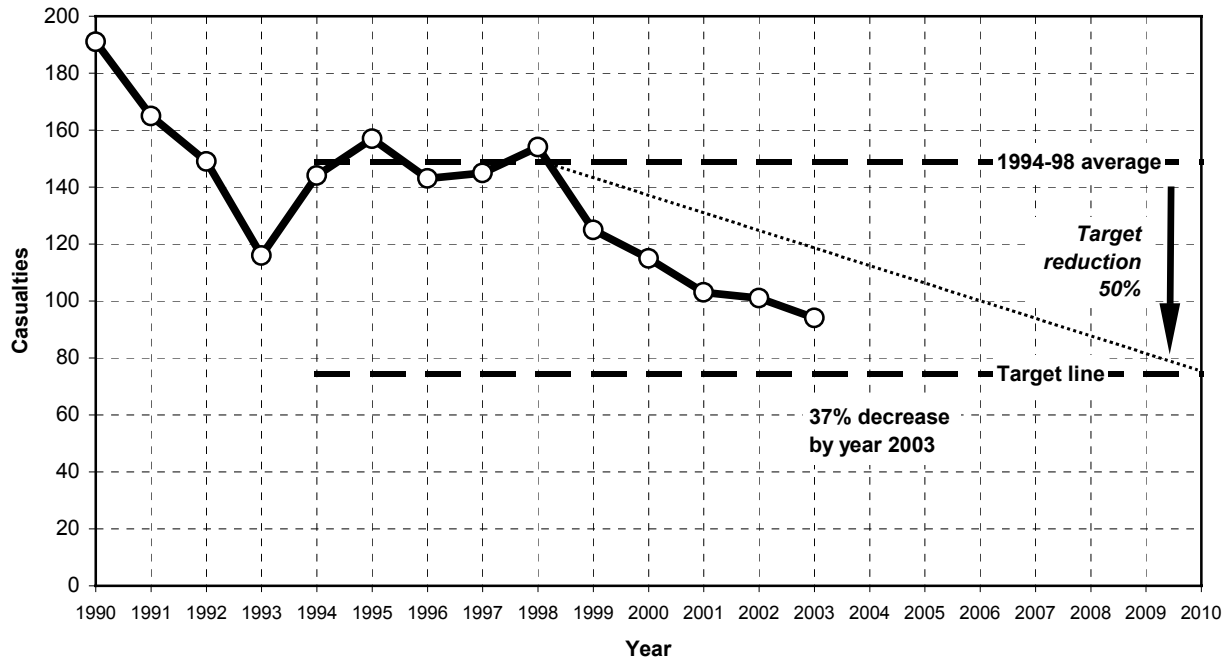
**Fig. 26: TLRN - Pedal cyclist killed or seriously injured casualties (London Target Category)**



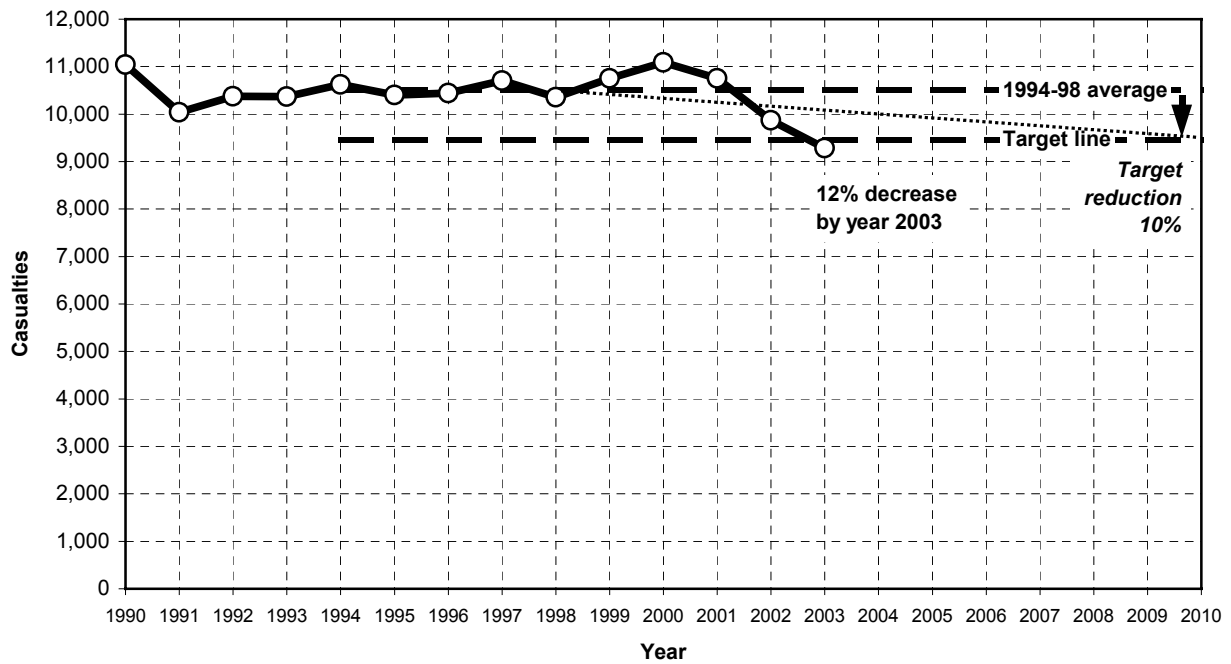
**Fig. 27: TLRN - Powered two wheeler killed or seriously injured casualties (London Target Category)**



**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)

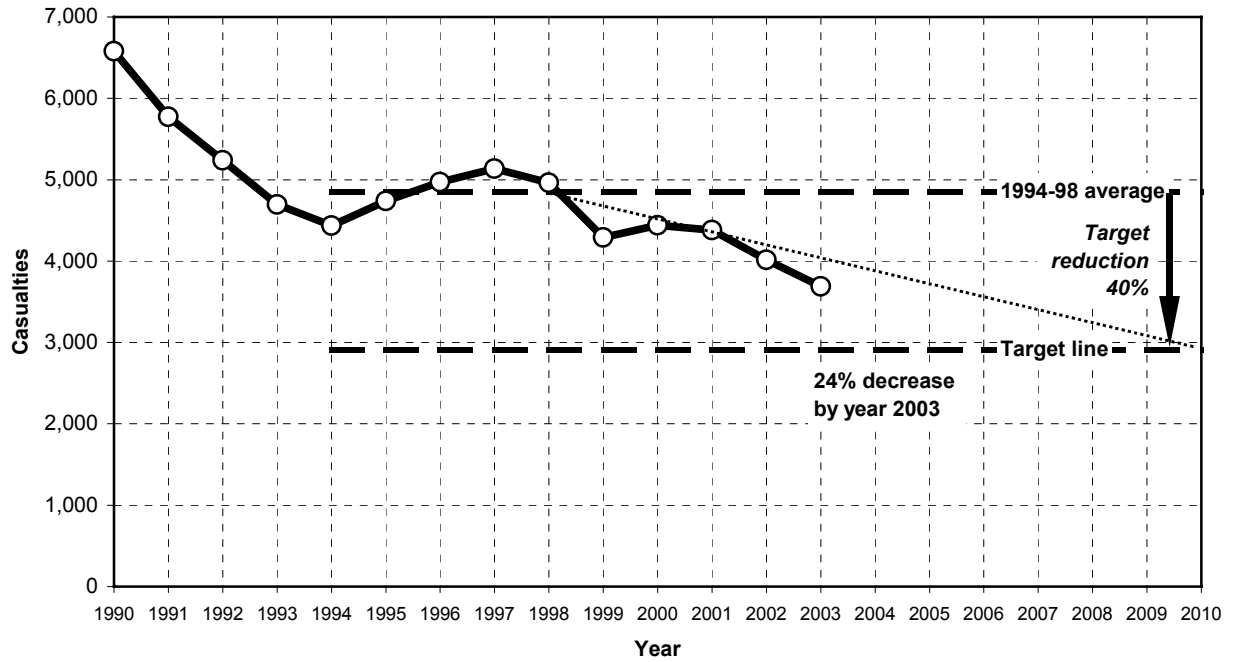
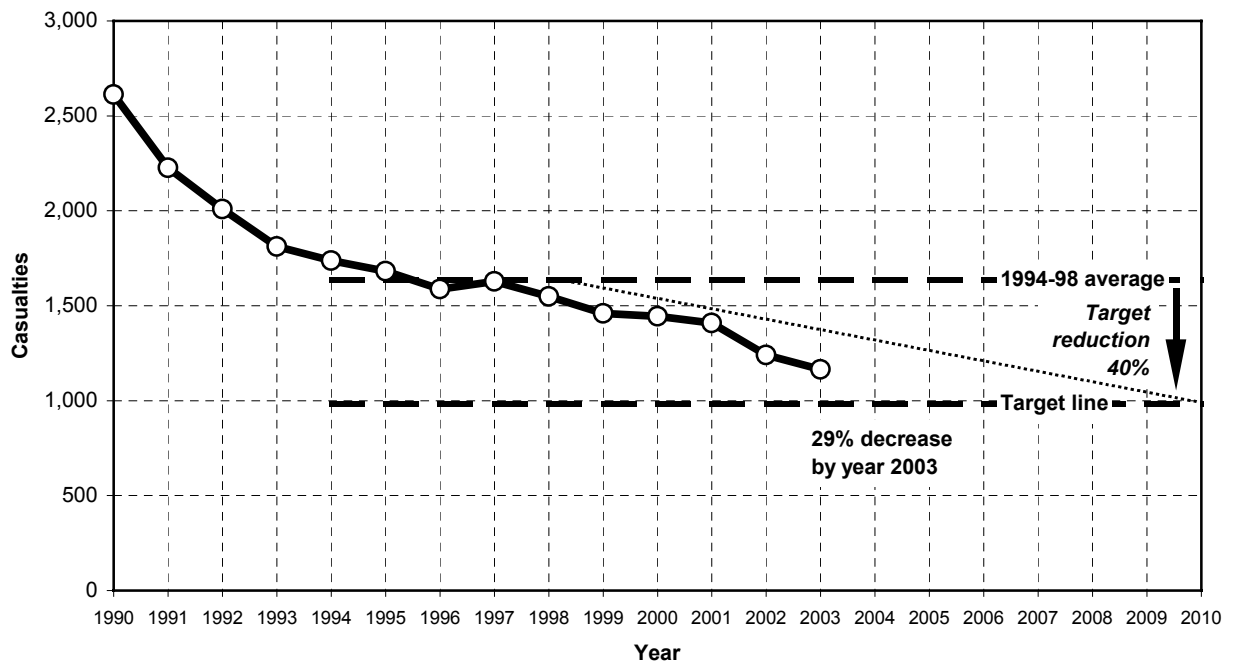
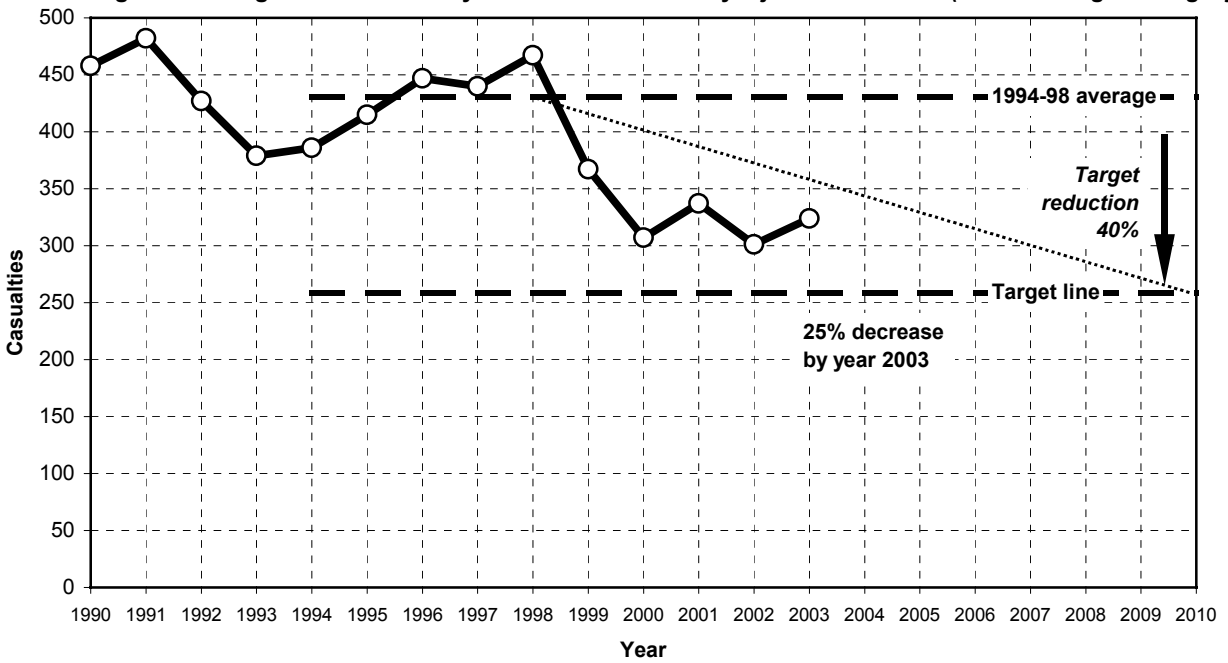


Fig. 31: Borough roads - Pedestrian killed or seriously injured casualties (London Target Category)

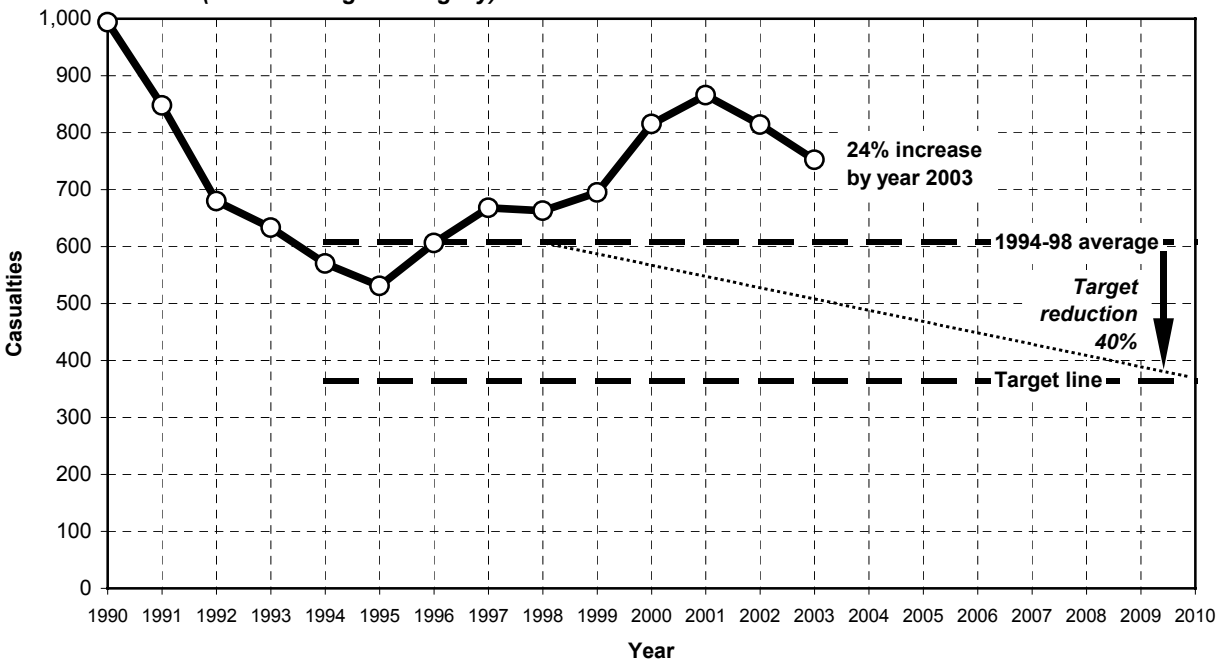




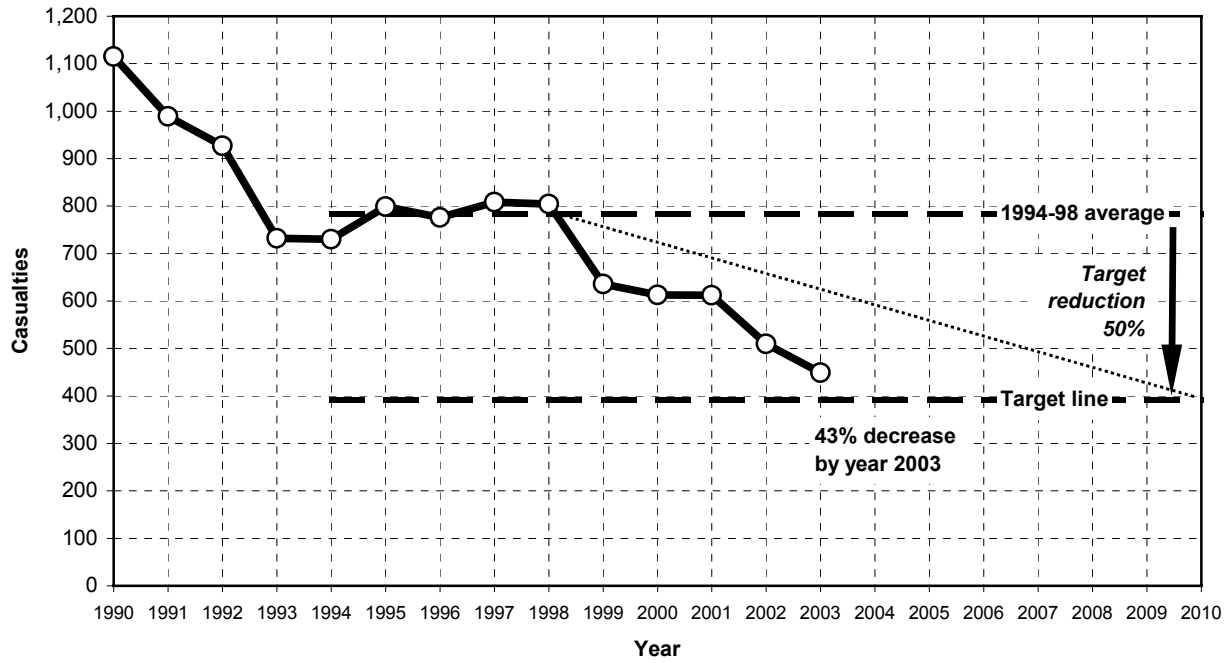
**Fig. 32: Borough roads - Pedal cyclist killed or seriously injured casualties (London Target Category)**



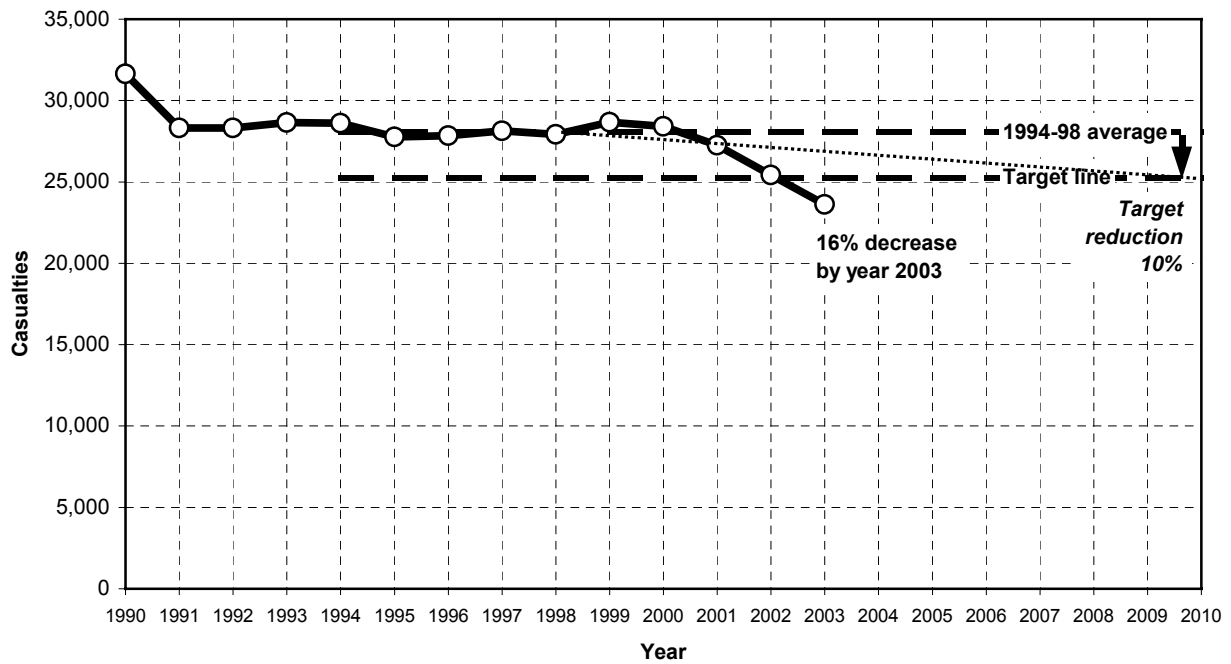
**Fig. 33: Borough roads - Powered two wheeler killed or seriously injured casualties (London Target Category)**



**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)

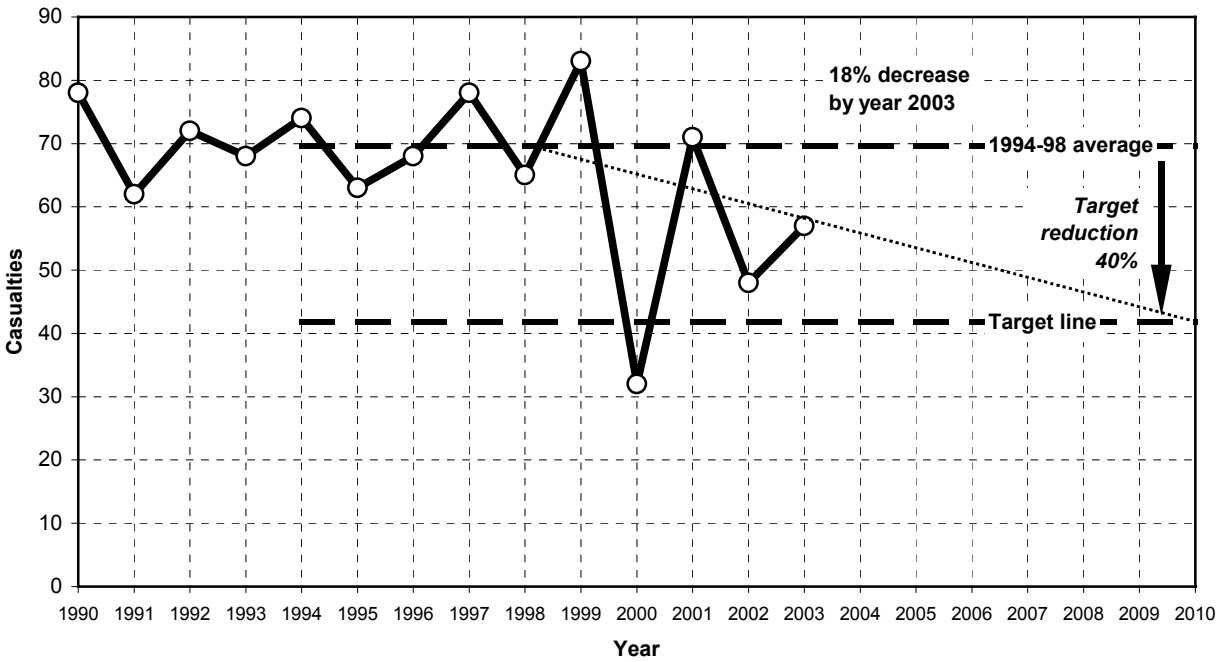
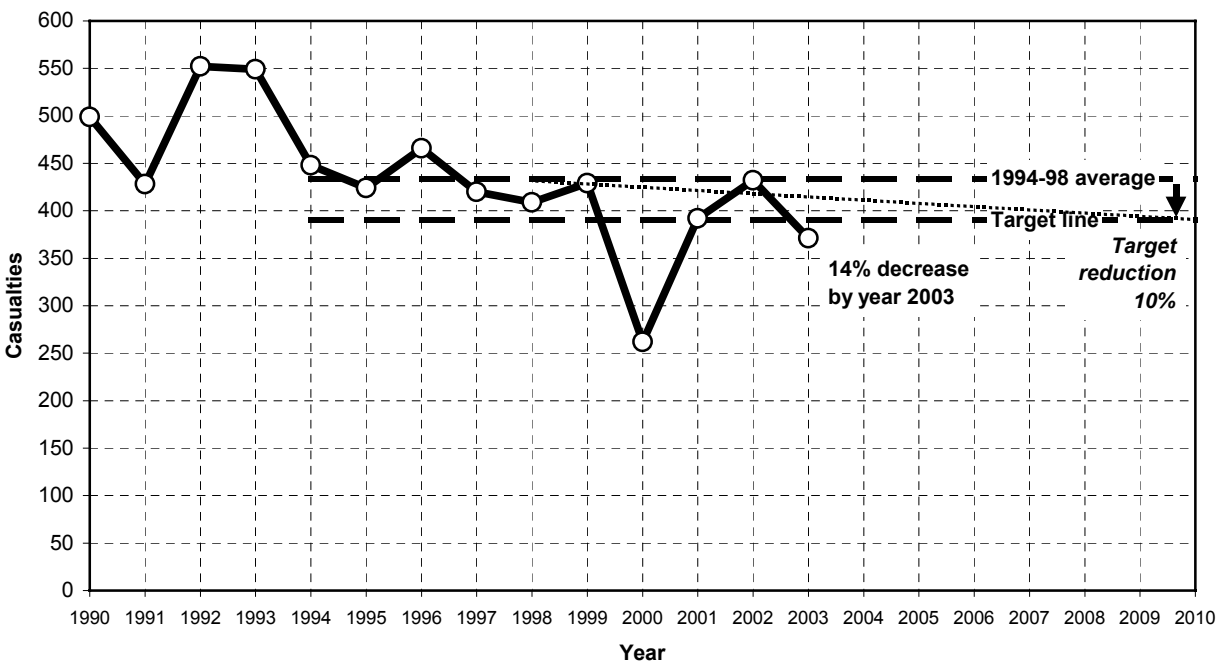


Fig. 37: Highways Agency roads - All slightly injured casualties (National Target Category)

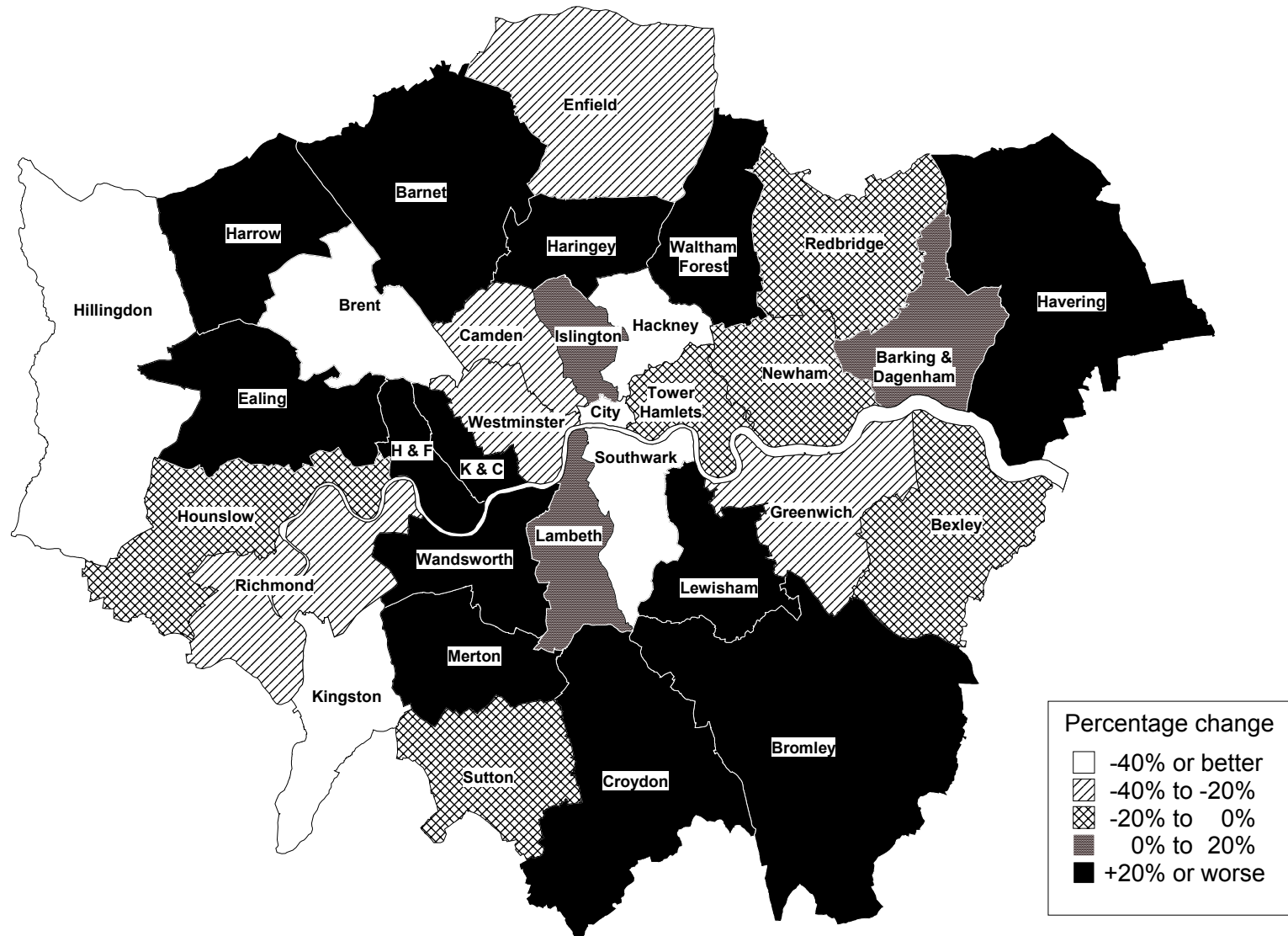




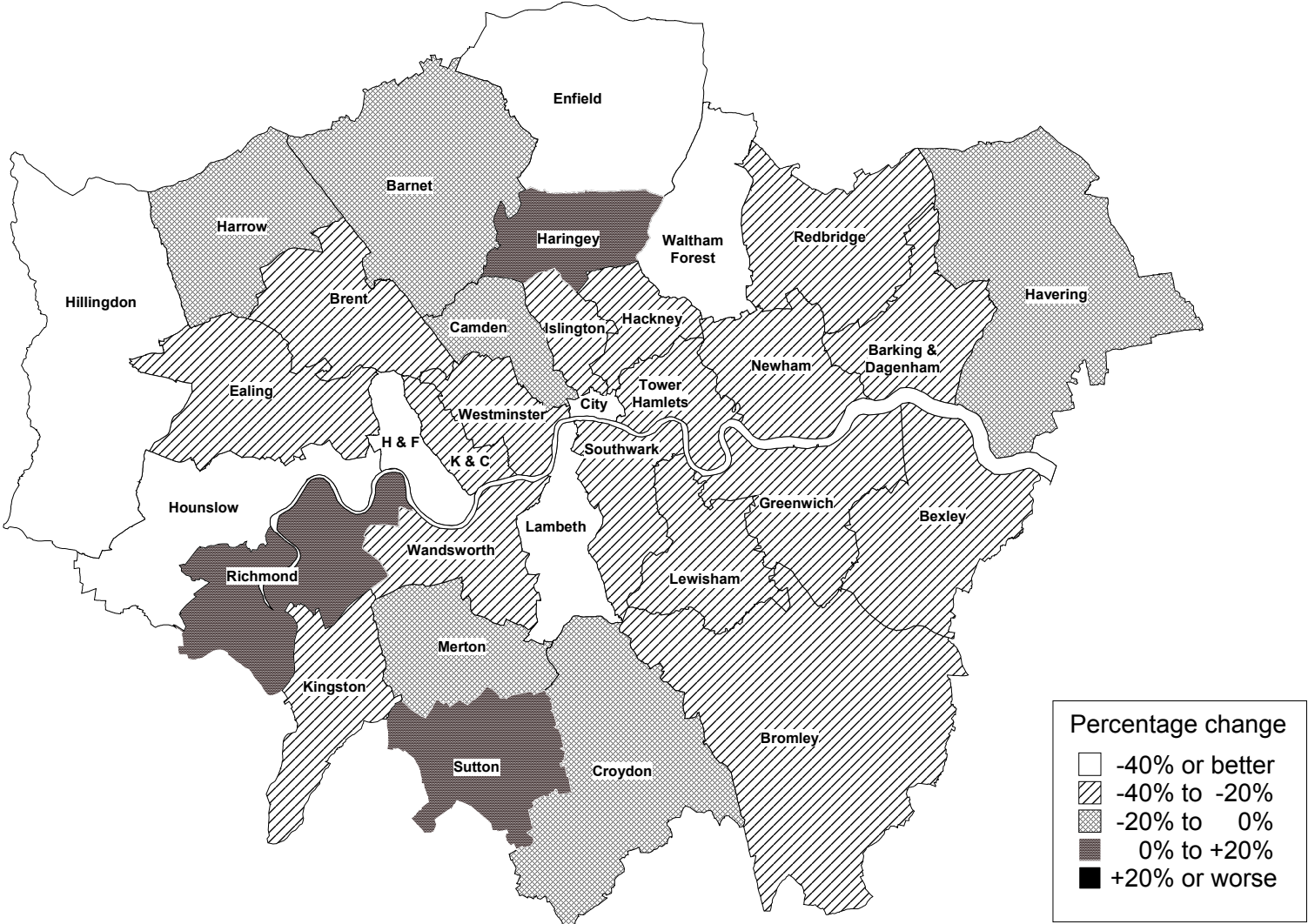
## 5.6 London-wide thematic maps

# Map A: Greater London - All Fatalities

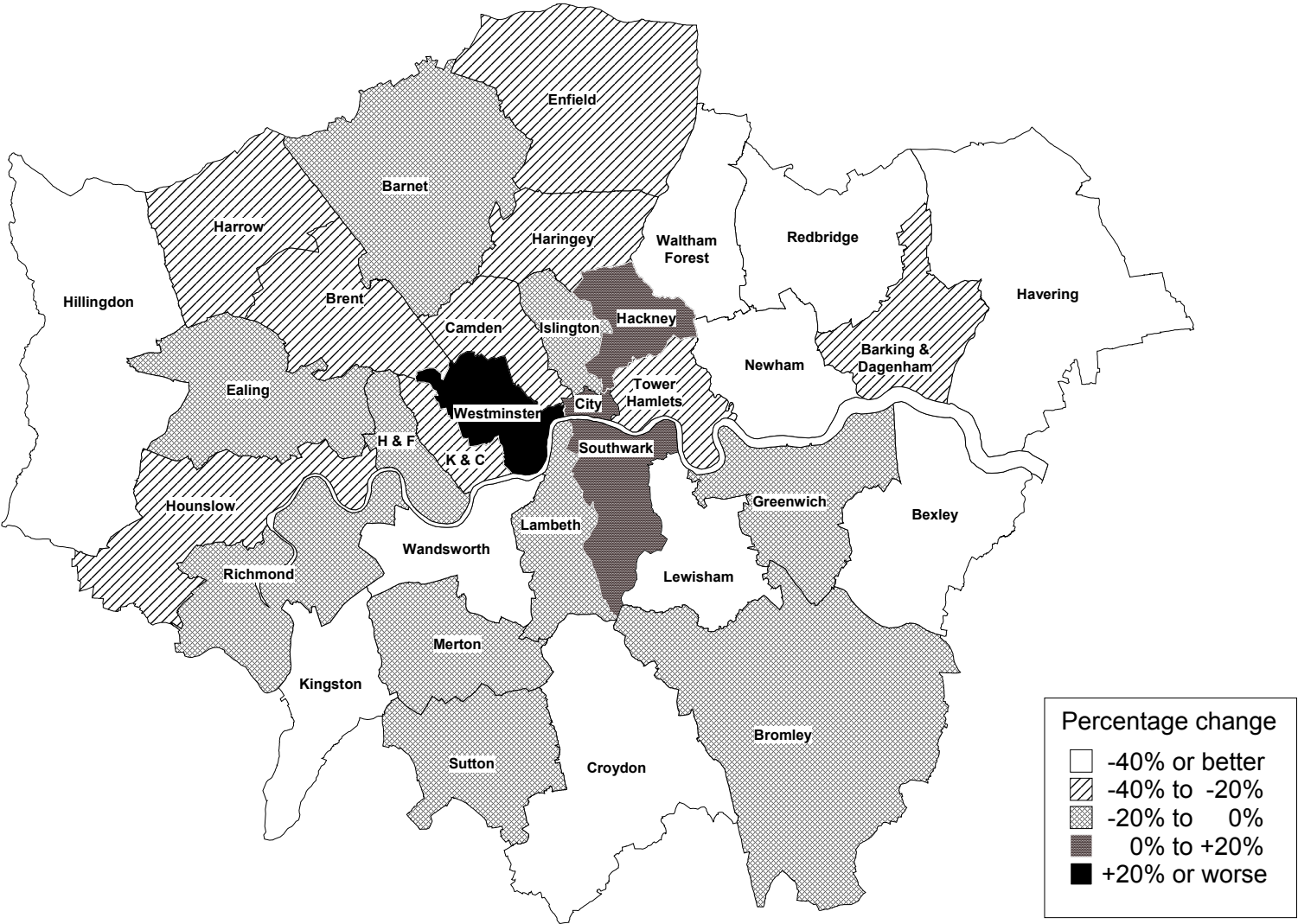
## Percentage change from 1994-98 average to year 2003



**Map B: Greater London - All pedestrians killed or seriously injured (KSI)  
Percentage change from 1994-98 average to year 2003**

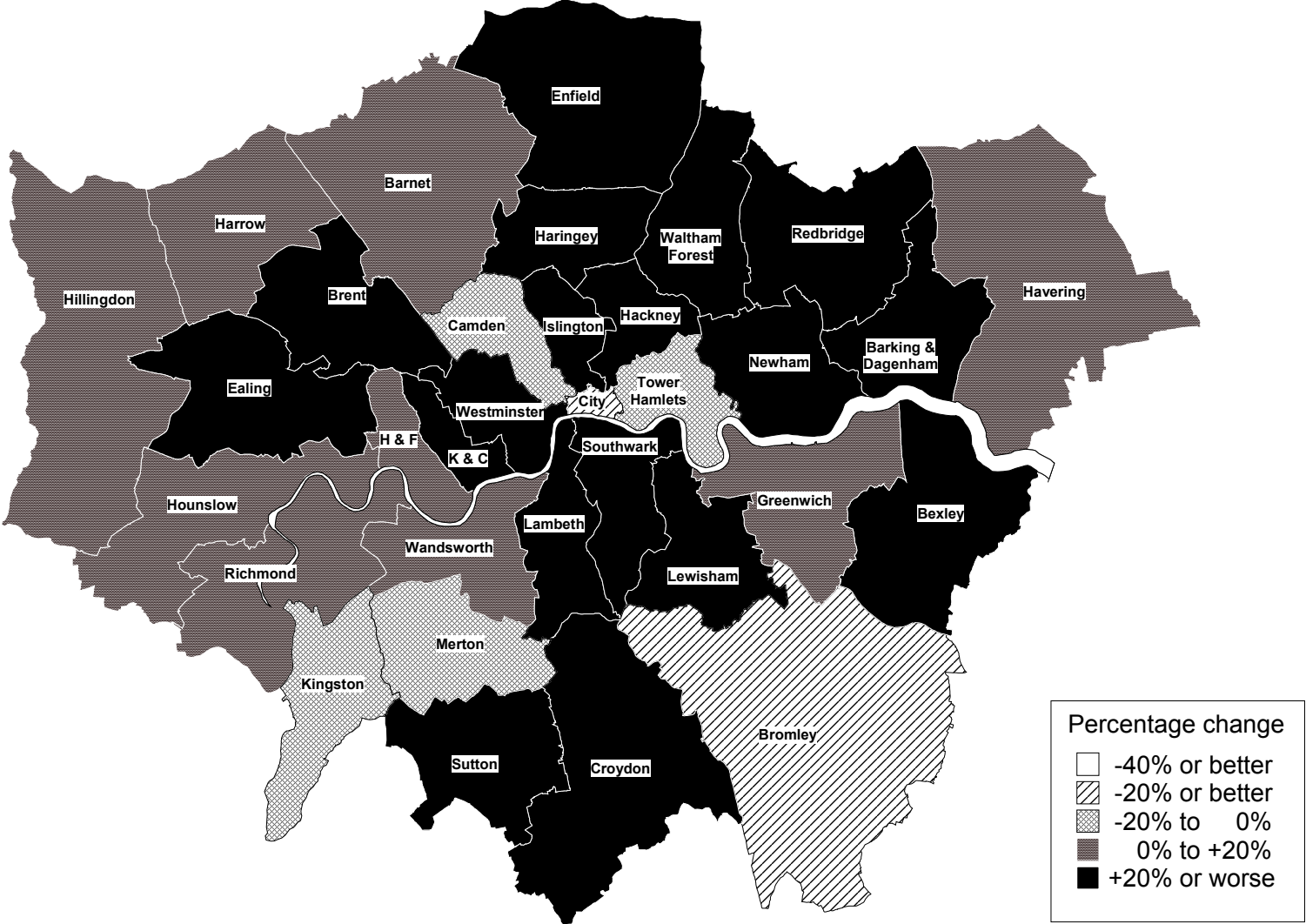


### Map C: Greater London - All pedal cyclists killed or seriously injured (KSI) Percentage change from 1994-98 average to year 2003





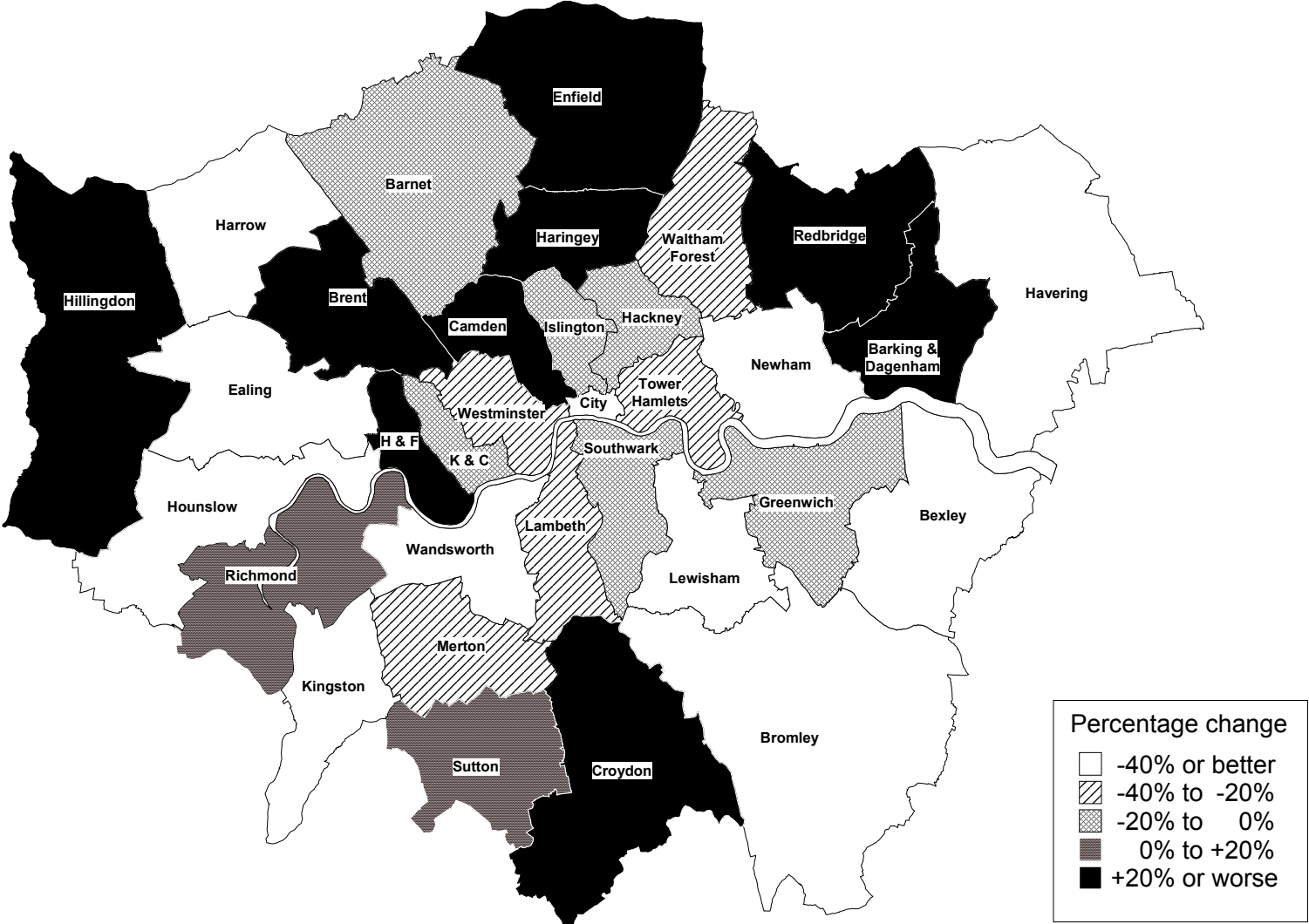
**Map D: Greater London - All powered two wheeler users killed or seriously injured (KSI)  
Percentage change from 1994-98 average to year 2003**



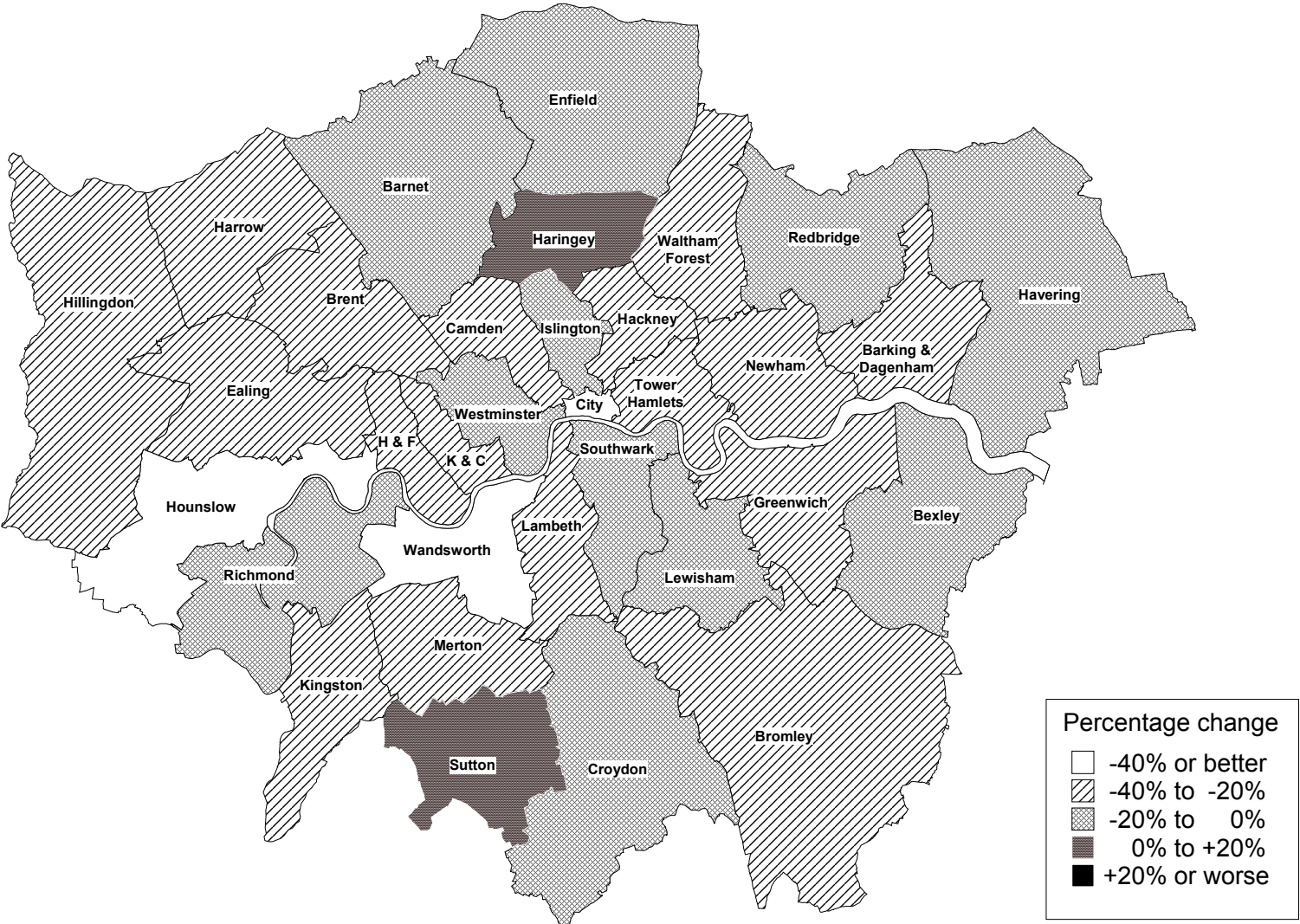
**Map E: Greater London - All car occupants killed or seriously injured (KSI)  
Percentage change from 1994-98 average to year 2003**



**Map F: Greater London - All bus/coach occupants killed or seriously injured (KSI)  
Percentage change from 1994-98 average to year 2003**



### Map G: Greater London - Total killed or seriously injured (KSI) Percentage change from 1994-98 average to year 2003

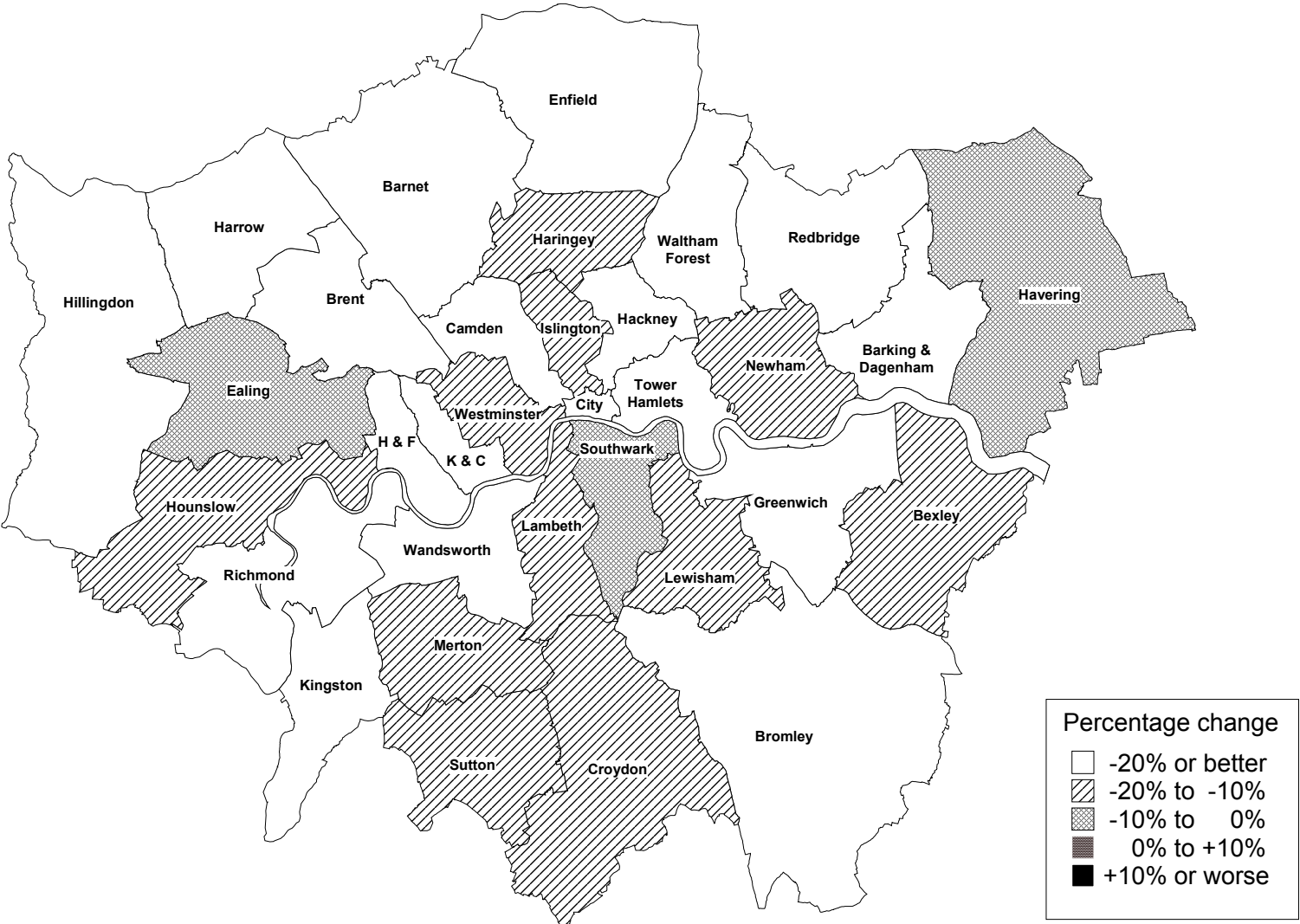


**Map H: Greater London - Children Killed or seriously injured (KSI)  
Percentage change from 1994-98 average to year 2003**



### Map I: Greater London - Pedestrian casualties slightly injured

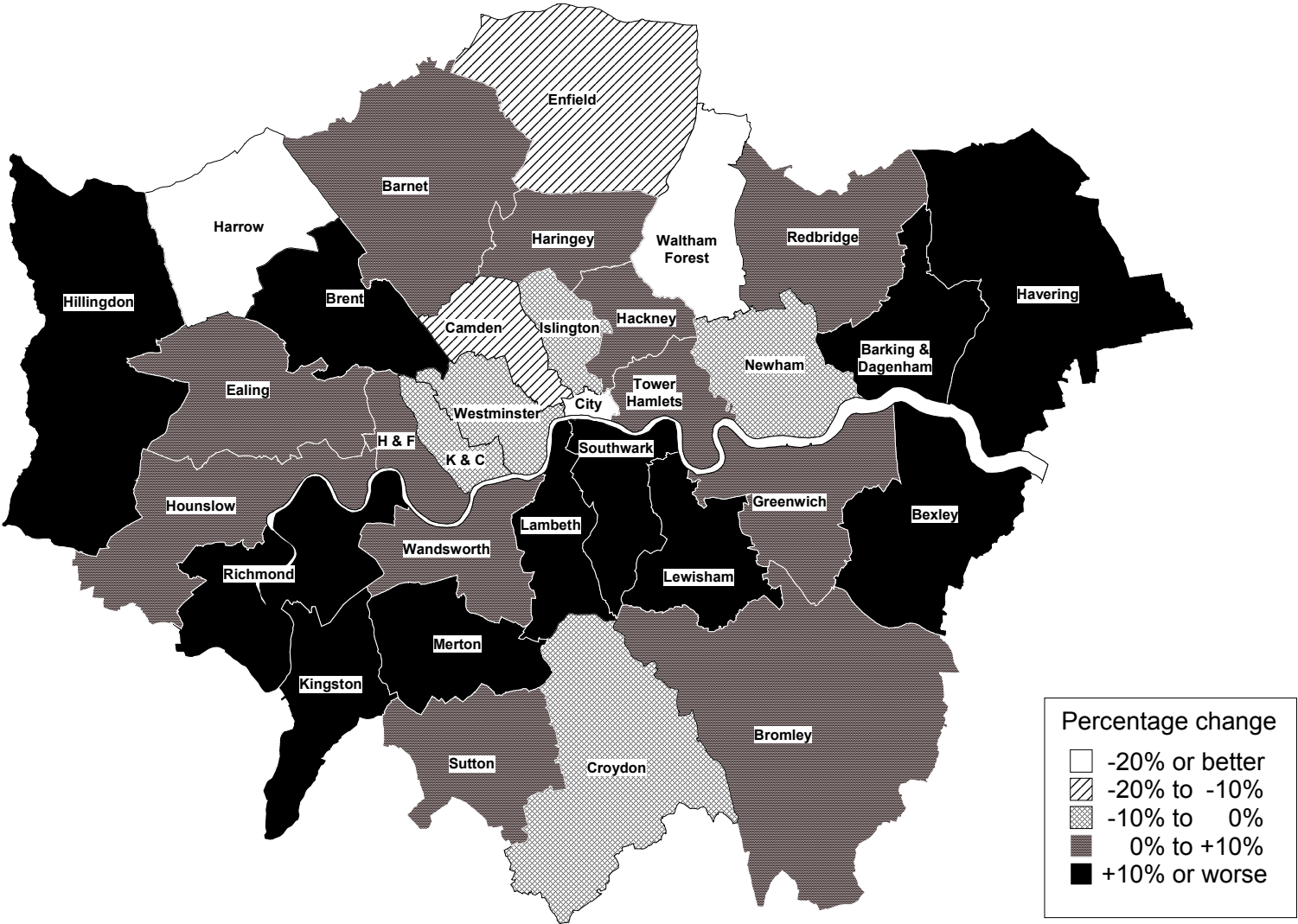
Percentage change from 1994-98 average to year 2003



**Map J: Greater London - Pedal cyclist casualties slightly injured**  
**Percentage change from 1994-98 average to year 2003**

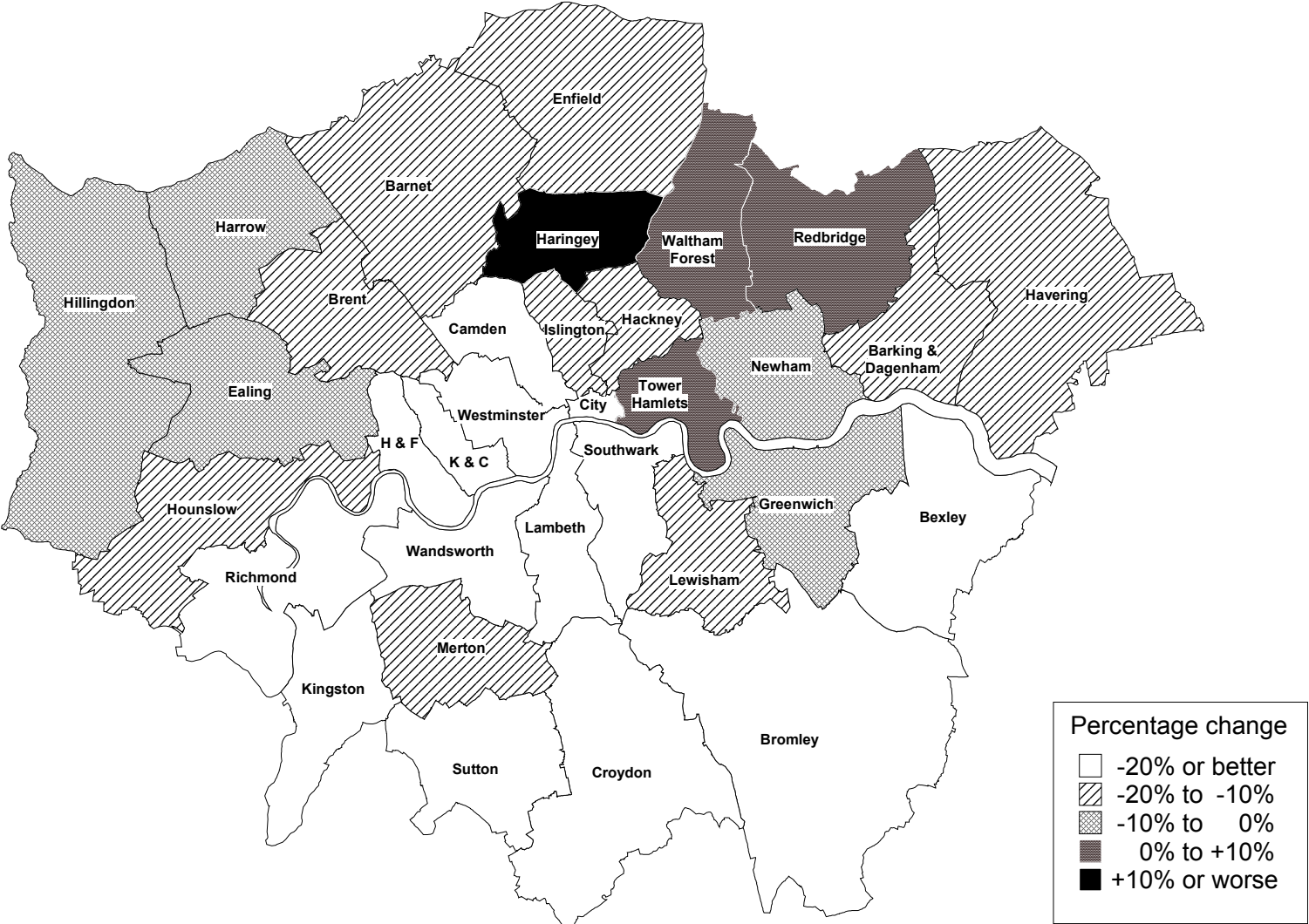


**Map K: Greater London - Powered two wheeler user casualties slightly injured  
Percentage change from 1994-98 average to year 2003**

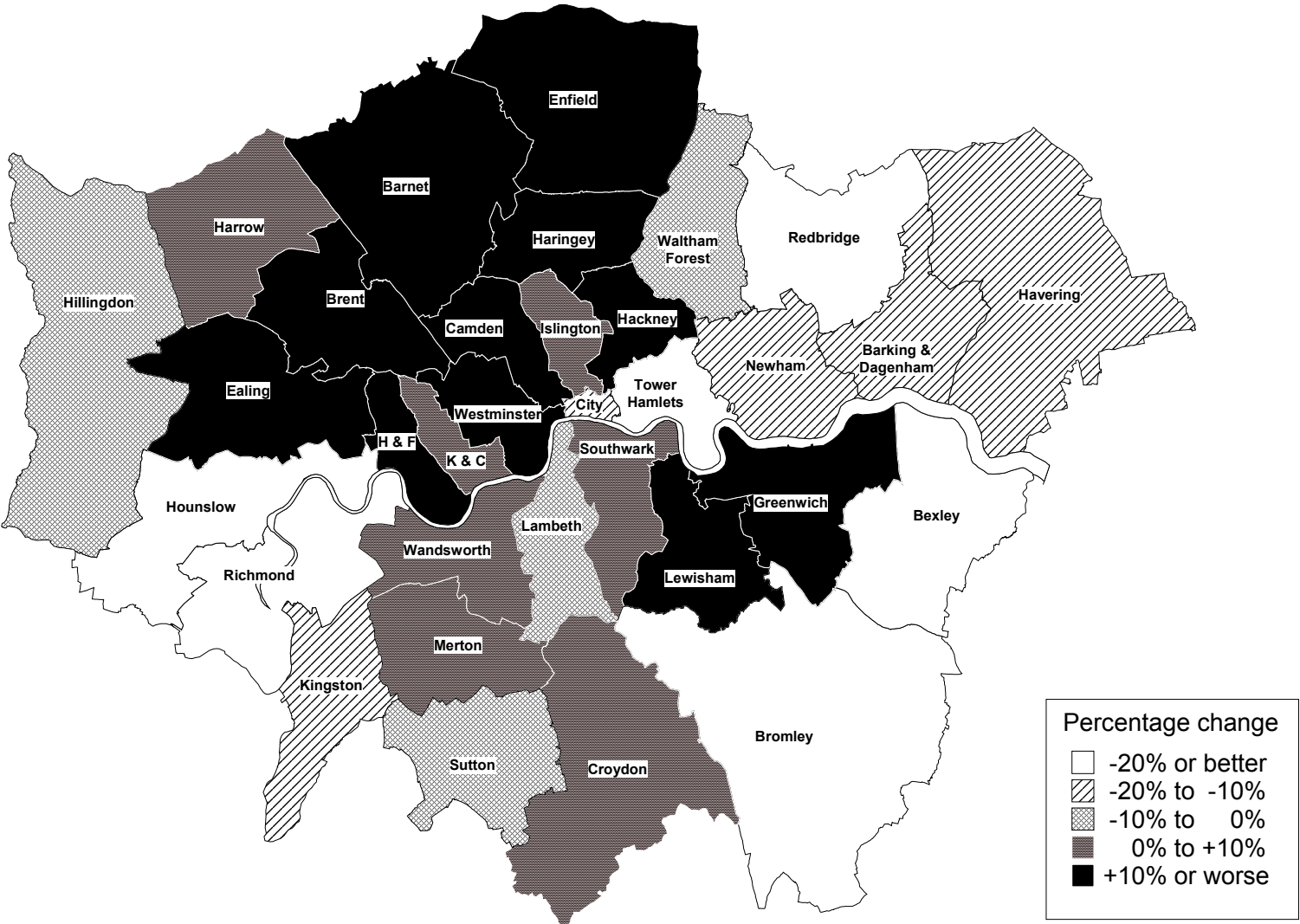




**Map L: Greater London - Car occupant casualties slightly injured**  
**Percentage change from 1994-98 average to year 2003**



### Map M: Greater London - Bus/coach occupant casualties slightly injured Percentage change from 1994-98 average to year 2003



**Map N: Greater London - Total casualties slightly injured  
Percentage change from 1994-98 average to year 2003**





# Appendix A

## Borough casualty monitoring charts and tables

	<b>Borough</b>	<b>Page</b>
1	Barking & Dagenham	66
2	Barnet	68
3	Bexley	70
4	Brent	72
5	Bromley	74
6	Camden	76
7	City of London	78
8	City of Westminster	80
9	Croydon	82
10	Ealing	84
11	Enfield	86
12	Greenwich	88
13	Hackney	90
14	Hammersmith & Fulham	92
15	Haringey	94
16	Harrow	96
17	Havering	98
18	Hillingdon	100
19	Hounslow	102
20	Islington	104
21	Kensington & Chelsea	106
22	Kingston upon Thames	108
23	Lambeth	110
24	Lewisham	112
25	Merton	114
26	Newham	116
27	Redbridge	118
28	Richmond upon Thames	120
29	Southwark	122
30	Sutton	124
31	Tower Hamlets	126
32	Waltham Forest	128
33	Wandsworth	130

# 1. Barking & Dagenham

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

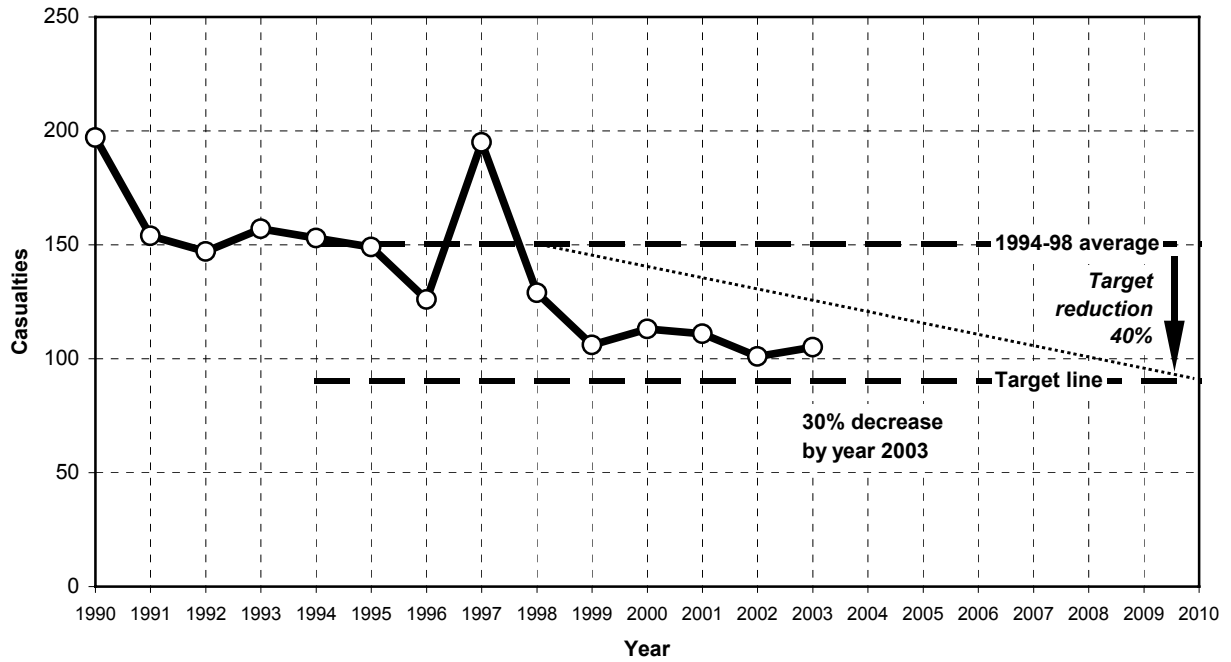
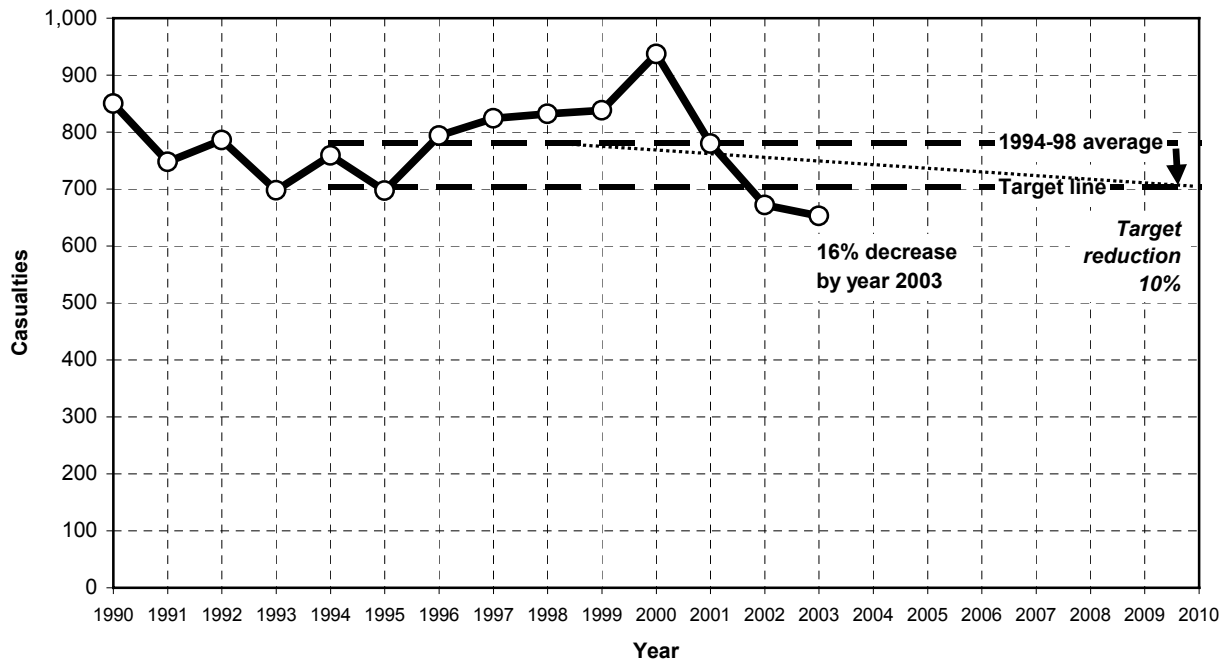


Fig. A1.2: L.B. of Barking & Dagenham - All slight casualties



**Table A1: Towards the year 2010: Monitoring casualties in L.B. of Barking & Dagenham**  
**Casualties in the year 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	3.2	1	5	400%	56%
	Pedal cyclists	0.4	1	0	-100%	-100%
	Powered two-wheeler	0.4	3	0	-100%	-100%
	Car occupants	1.0	3	1	-67%	0%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.2	1	0	-100%	-100%
	<b>Total</b>	<b>5.4</b>	<b>9</b>	<b>6</b>	<b>-33%</b>	<b>11%</b>
<b>Fatal &amp; serious</b>	Pedestrians	35.2	26	23	-12%	-35%
	Pedal cyclists	7.6	5	6	20%	-21%
	Powered two-wheeler	13.2	16	16	0%	21%
	Car occupants	83.6	45	51	13%	-39%
	Bus or coach occupants	3.6	7	6	-14%	67%
	Other vehicle occupants	7.2	2	3	50%	-58%
	<b>Total</b>	<b>150.4</b>	<b>101</b>	<b>105</b>	<b>4%</b>	<b>-30%</b>
	<b>Children (under 16yrs)</b>	<b>30.0</b>	<b>15</b>	<b>16</b>	<b>7%</b>	<b>-47%</b>
<b>Slight*</b>	Pedestrians	123.2	96	73	-24%	-41%
	Pedal cyclists	61.6	33	21	-36%	-66%
	Powered two-wheeler	53.6	78	68	-13%	27%
	Car occupants	482.0	401	427	6%	-11%
	Bus or coach occupants	28.0	32	23	-28%	-18%
	Other vehicle occupants	32.8	32	41	28%	25%
	<b>Total</b>	<b>781.2</b>	<b>672</b>	<b>653</b>	<b>-3%</b>	<b>-16%</b>
<b>All severities</b>	Pedestrians	158.4	122	96	-21%	-39%
	Pedal cyclists	69.2	38	27	-29%	-61%
	Powered two-wheeler	66.8	94	84	-11%	26%
	Car occupants	565.6	446	478	7%	-15%
	Bus or coach occupants	31.6	39	29	-26%	-8%
	Other vehicle occupants	40.0	34	44	29%	10%
	<b>Total</b>	<b>931.6</b>	<b>773</b>	<b>758</b>	<b>-2%</b>	<b>-19%</b>

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

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

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

## 2. Barnet

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

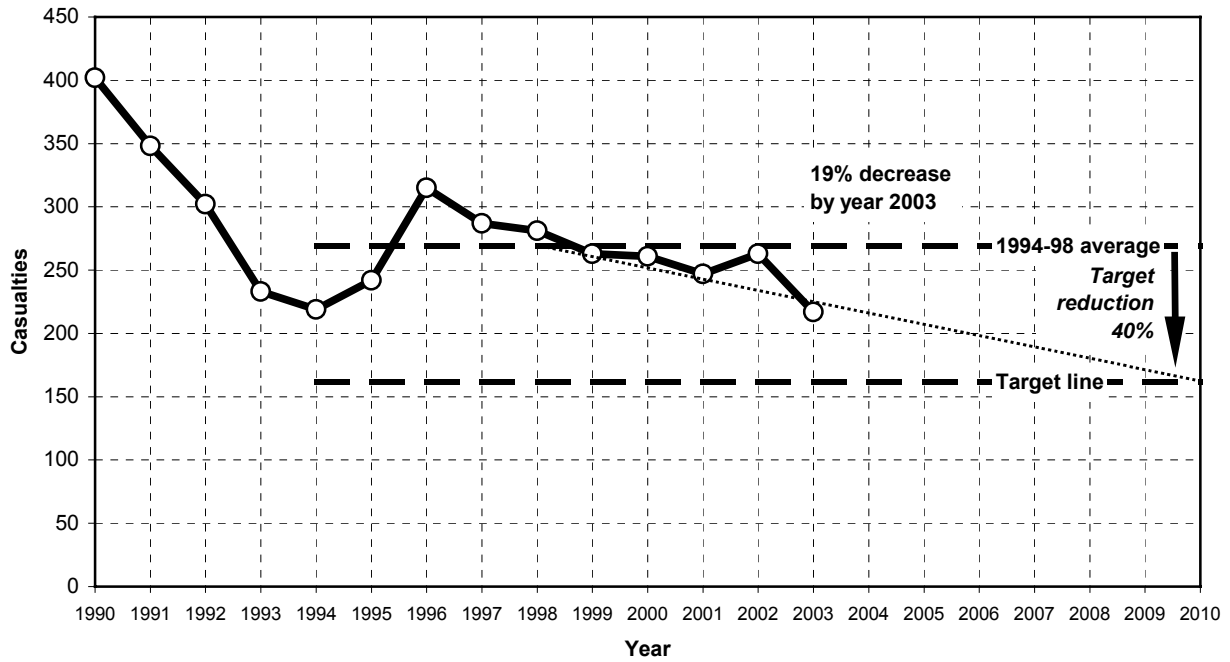
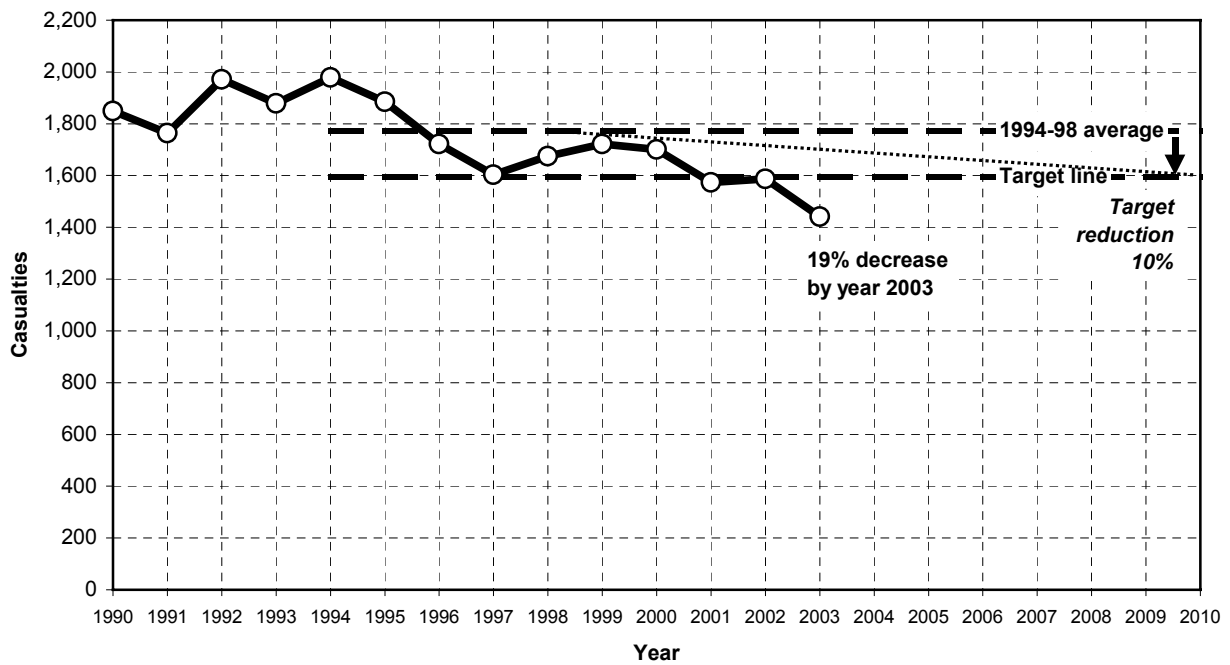


Fig. A2.2: L.B. of Barnet - All slight casualties





**Table A2: Towards the year 2010: Monitoring casualties in L.B. of Barnet  
Casualties in the year 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	4.0	5	12	140%	200%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	2.2	2	3	50%	36%
	Car occupants	4.2	7	5	-29%	19%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.6	0	0	0%	-100%
	<b>Total</b>	<b>11.6</b>	<b>14</b>	<b>20</b>	<b>43%</b>	<b>72%</b>
<b>Fatal &amp; serious</b>	Pedestrians	70.4	64	62	-3%	-12%
	Pedal cyclists	14.4	5	14	180%	-3%
	Powered two-wheeler	34.0	52	40	-23%	18%
	Car occupants	133.2	127	90	-29%	-32%
	Bus or coach occupants	7.2	13	7	-46%	-3%
	Other vehicle occupants	9.6	2	4	100%	-58%
	<b>Total</b>	<b>268.8</b>	<b>263</b>	<b>217</b>	<b>-17%</b>	<b>-19%</b>
	<b>Children (under 16yrs)</b>	<b>31.0</b>	<b>25</b>	<b>26</b>	<b>4%</b>	<b>-16%</b>
<b>Slight*</b>	Pedestrians	252.8	198	189	-5%	-25%
	Pedal cyclists	89.0	56	57	2%	-36%
	Powered two-wheeler	168.4	186	176	-5%	5%
	Car occupants	1,125.2	1,003	908	-9%	-19%
	Bus or coach occupants	65.8	69	76	10%	16%
	Other vehicle occupants	71.6	75	35	-53%	-51%
	<b>Total</b>	<b>1,772.8</b>	<b>1,587</b>	<b>1,441</b>	<b>-9%</b>	<b>-19%</b>
<b>All severities</b>	Pedestrians	323.2	262	251	-4%	-22%
	Pedal cyclists	103.4	61	71	16%	-31%
	Powered two-wheeler	202.4	238	216	-9%	7%
	Car occupants	1,258.4	1,130	998	-12%	-21%
	Bus or coach occupants	73.0	82	83	1%	14%
	Other vehicle occupants	81.2	77	39	-49%	-52%
	<b>Total</b>	<b>2,041.6</b>	<b>1,850</b>	<b>1,658</b>	<b>-10%</b>	<b>-19%</b>

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

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

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

### 3. Bexley

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

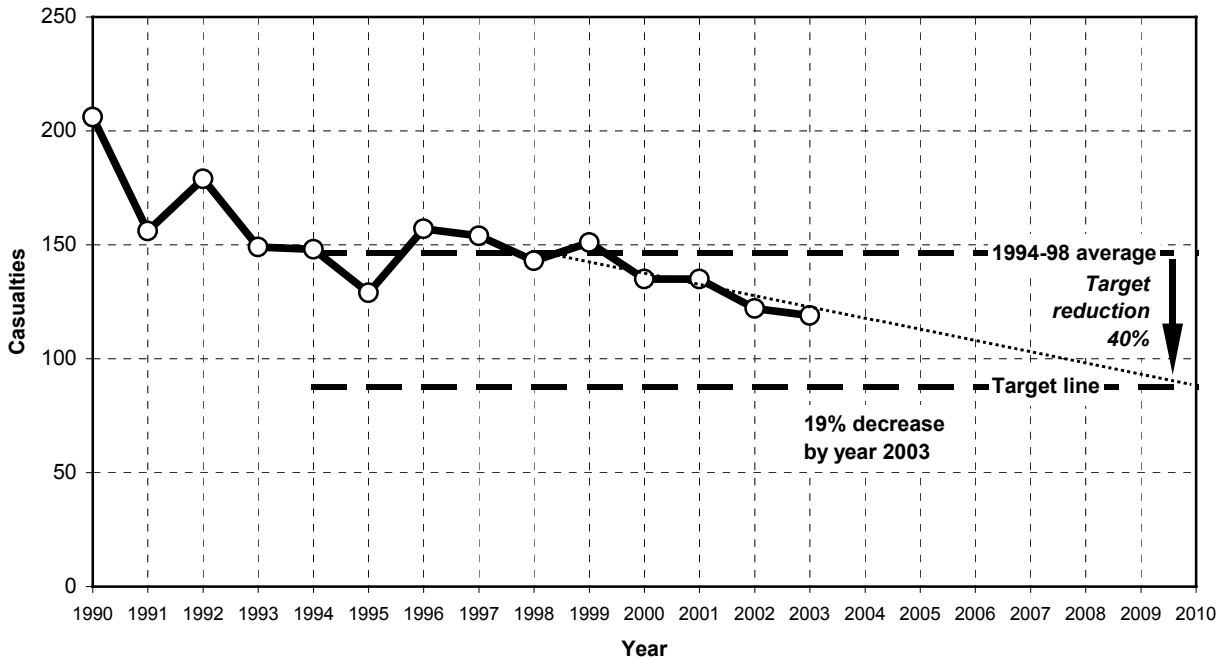
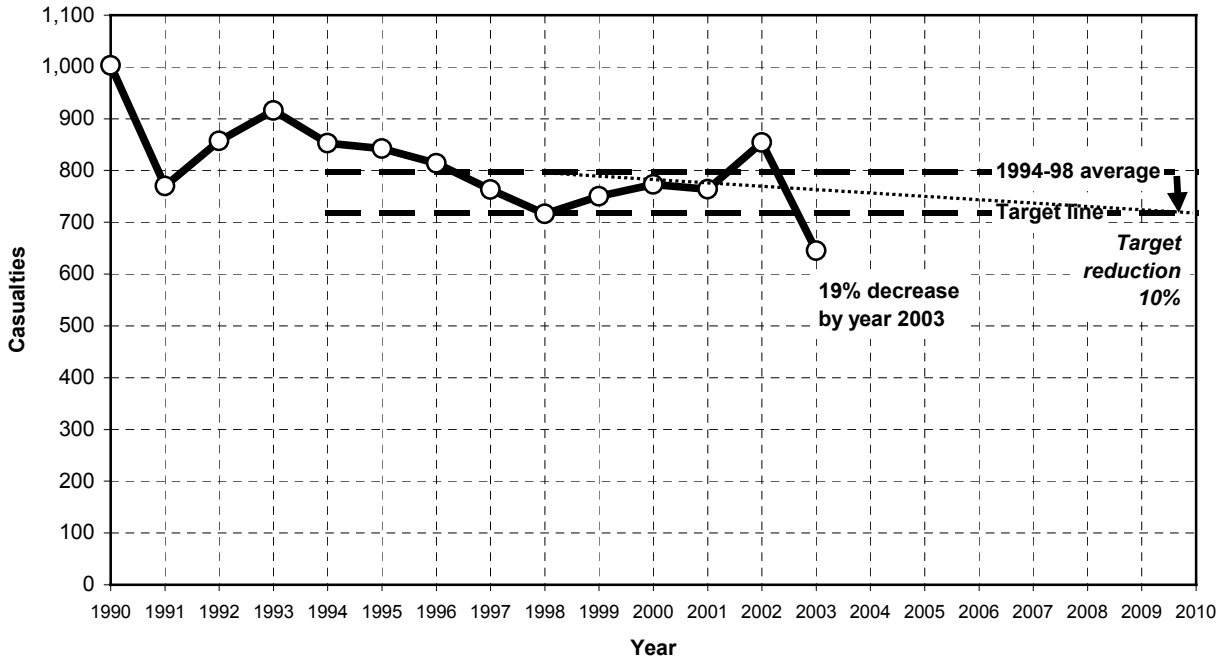


Fig. A3.2: L.B. of Bexley - All slight casualties



**Table A3: Towards the year 2010: Monitoring casualties in L.B. of Bexley  
Casualties in the year 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	1.2	1	2	100%	67%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	1.6	2	1	-50%	-38%
	Car occupants	1.6	4	1	-75%	-38%
	Bus or coach occupants	0.0	1	0	-100%	0%
	Other vehicle occupants	0.2	0	0	0%	-100%
	<b>Total</b>	<b>4.6</b>	<b>8</b>	<b>4</b>	<b>-50%</b>	<b>-13%</b>
<b>Fatal &amp; serious</b>	Pedestrians	34.8	24	22	-8%	-37%
	Pedal cyclists	9.0	4	5	25%	-44%
	Powered two-wheeler	17.2	21	23	10%	34%
	Car occupants	77.0	61	60	-2%	-22%
	Bus or coach occupants	3.8	8	2	-75%	-47%
	Other vehicle occupants	4.4	4	7	75%	59%
	<b>Total</b>	<b>146.2</b>	<b>122</b>	<b>119</b>	<b>-2%</b>	<b>-19%</b>
	<b>Children (under 16yrs)</b>	<b>24.6</b>	<b>12</b>	<b>21</b>	<b>75%</b>	<b>-15%</b>
<b>Slight*</b>	Pedestrians	109.4	108	90	-17%	-18%
	Pedal cyclists	57.0	33	25	-24%	-56%
	Powered two-wheeler	76.2	106	92	-13%	21%
	Car occupants	477.8	513	382	-26%	-20%
	Bus or coach occupants	48.8	49	30	-39%	-39%
	Other vehicle occupants	28.4	45	26	-42%	-8%
	<b>Total</b>	<b>797.6</b>	<b>854</b>	<b>645</b>	<b>-24%</b>	<b>-19%</b>
<b>All severities</b>	Pedestrians	144.2	132	112	-15%	-22%
	Pedal cyclists	66.0	37	30	-19%	-55%
	Powered two-wheeler	93.4	127	115	-9%	23%
	Car occupants	554.8	574	442	-23%	-20%
	Bus or coach occupants	52.6	57	32	-44%	-39%
	Other vehicle occupants	32.8	49	33	-33%	1%
	<b>Total</b>	<b>943.8</b>	<b>976</b>	<b>764</b>	<b>-22%</b>	<b>-19%</b>

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

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

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

## 4. Brent

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

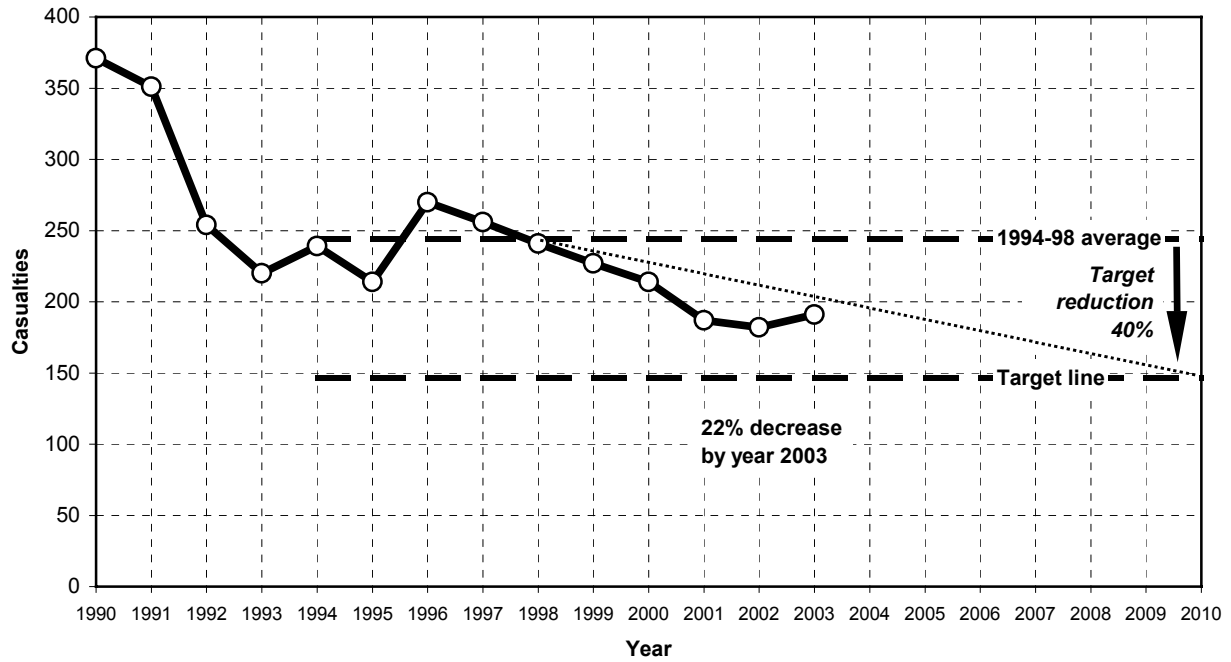
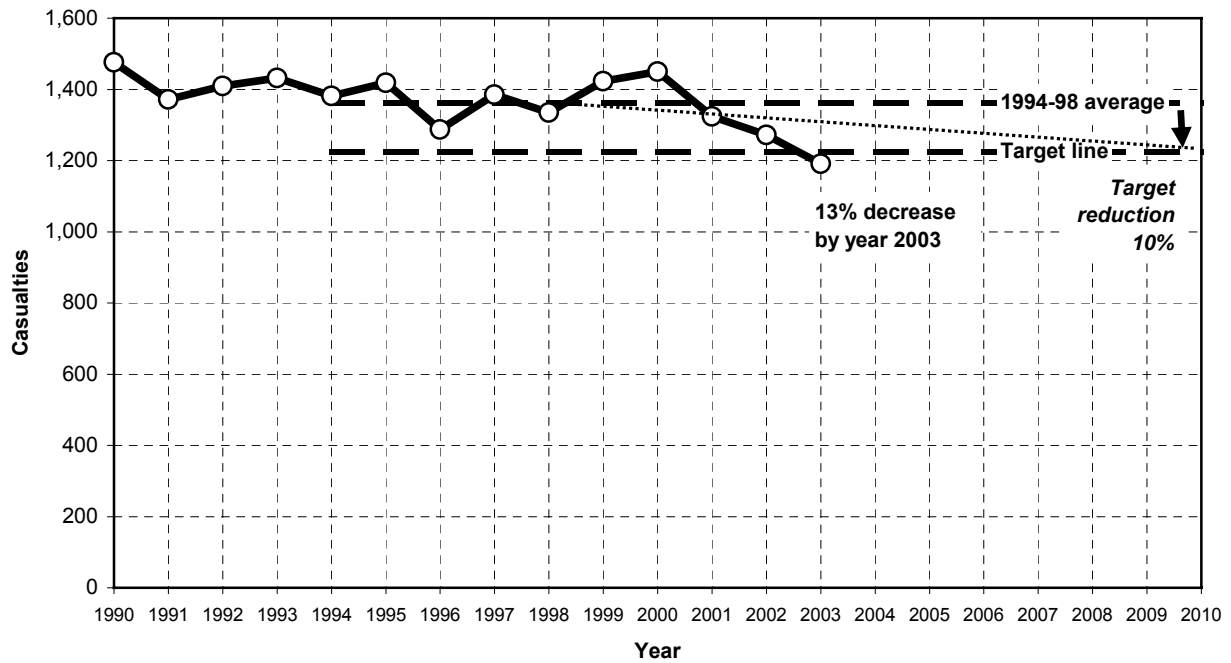


Fig. A4.2: L.B. of Brent - All slight casualties



**Table A4: Towards the year 2010: Monitoring casualties in L.B. of Brent  
Casualties in the year 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	5.0	2	2	0%	-60%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.8	0	0	0%	-100%
	Car occupants	1.8	2	0	-100%	-100%
	Bus or coach occupants	0.0	1	0	-100%	0%
	Other vehicle occupants	0.2	0	0	0%	-100%
	<b>Total</b>	<b>8.2</b>	<b>5</b>	<b>2</b>	<b>-60%</b>	<b>-76%</b>
<b>Fatal &amp; serious</b>	Pedestrians	84.6	59	61	3%	-28%
	Pedal cyclists	17.6	7	12	71%	-32%
	Powered two-wheeler	24.6	31	36	16%	46%
	Car occupants	102.4	77	61	-21%	-40%
	Bus or coach occupants	7.4	4	14	250%	89%
	Other vehicle occupants	7.4	4	7	75%	-5%
	<b>Total</b>	<b>244.0</b>	<b>182</b>	<b>191</b>	<b>5%</b>	<b>-22%</b>
	<b>Children (under 16yrs)</b>	<b>42.4</b>	<b>23</b>	<b>22</b>	<b>-4%</b>	<b>-48%</b>
<b>Slight*</b>	Pedestrians	257.2	225	188	-16%	-27%
	Pedal cyclists	87.8	67	53	-21%	-40%
	Powered two-wheeler	132.6	162	170	5%	28%
	Car occupants	780.2	726	687	-5%	-12%
	Bus or coach occupants	54.4	62	68	10%	25%
	Other vehicle occupants	49.2	30	25	-17%	-49%
	<b>Total</b>	<b>1,361.4</b>	<b>1,272</b>	<b>1,191</b>	<b>-6%</b>	<b>-13%</b>
<b>All severities</b>	Pedestrians	341.8	284	249	-12%	-27%
	Pedal cyclists	105.4	74	65	-12%	-38%
	Powered two-wheeler	157.2	193	206	7%	31%
	Car occupants	882.6	803	748	-7%	-15%
	Bus or coach occupants	61.8	66	82	24%	33%
	Other vehicle occupants	56.6	34	32	-6%	-43%
	<b>Total</b>	<b>1,605.4</b>	<b>1,454</b>	<b>1,382</b>	<b>-5%</b>	<b>-14%</b>

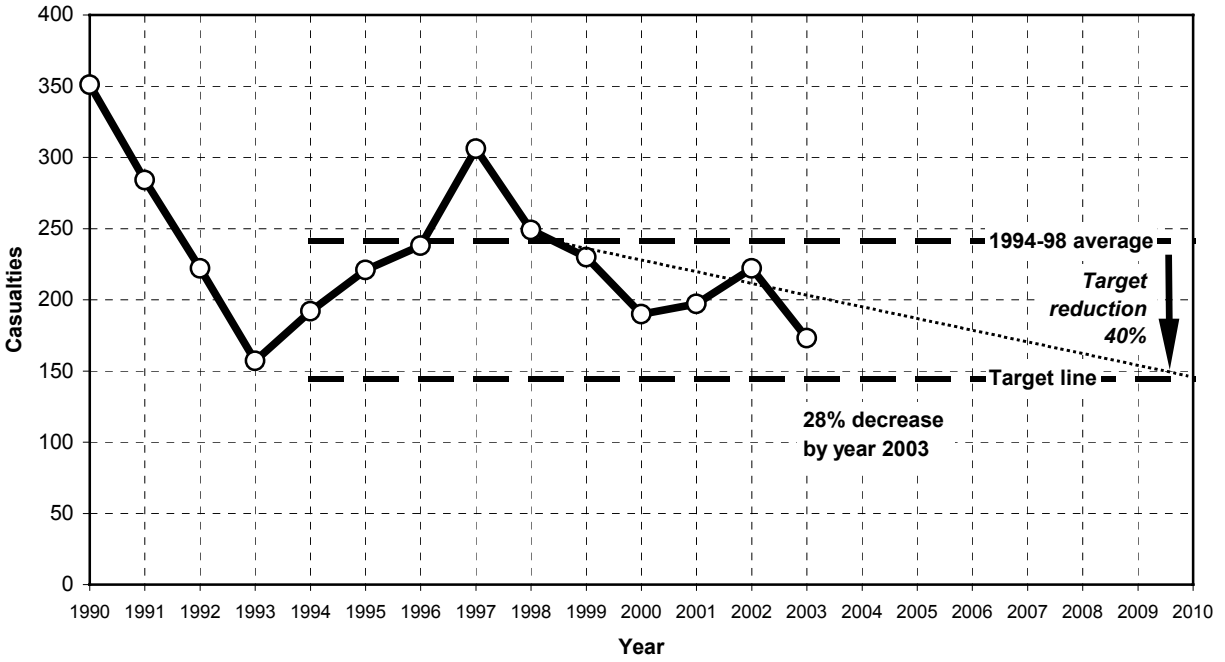
NB. Shaded areas show the National and London casualty reduction target categories

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

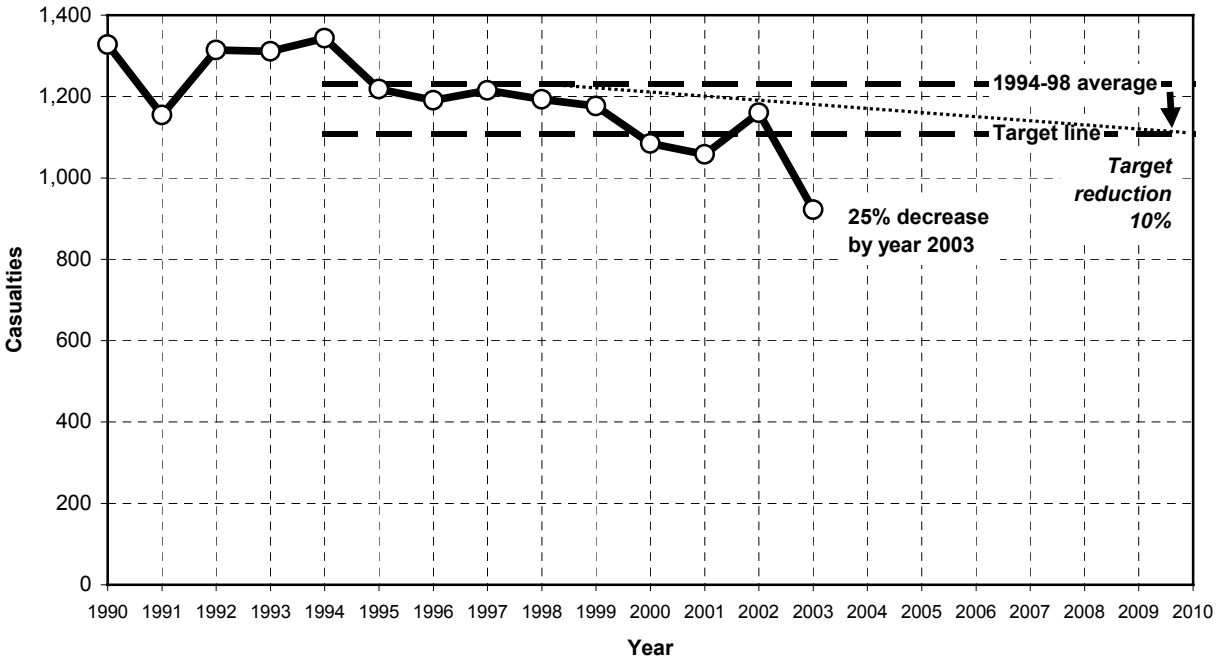
Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

# 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 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	3.4	3	4	33%	18%
	Pedal cyclists	0.4	0	2	∞	400%
	Powered two-wheeler	2.0	3	5	67%	150%
	Car occupants	3.2	3	2	-33%	-38%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.8	0	0	0%	-100%
	<b>Total</b>	<b>9.8</b>	<b>9</b>	<b>13</b>	<b>44%</b>	<b>33%</b>
<b>Fatal &amp; serious</b>	Pedestrians	48.8	47	30	-36%	-39%
	Pedal cyclists	18.0	8	16	100%	-11%
	Powered two-wheeler	33.4	42	26	-38%	-22%
	Car occupants	127.0	106	93	-12%	-27%
	Bus or coach occupants	8.0	9	4	-56%	-50%
	Other vehicle occupants	6.0	10	4	-60%	-33%
	<b>Total</b>	<b>241.2</b>	<b>222</b>	<b>173</b>	<b>-22%</b>	<b>-28%</b>
	<b>Children (under 16yrs)</b>	<b>33.6</b>	<b>22</b>	<b>13</b>	<b>-41%</b>	<b>-61%</b>
<b>Slight*</b>	Pedestrians	175.8	156	127	-19%	-28%
	Pedal cyclists	90.4	50	50	0%	-45%
	Powered two-wheeler	120.6	143	126	-12%	4%
	Car occupants	738.0	684	533	-22%	-28%
	Bus or coach occupants	70.2	74	55	-26%	-22%
	Other vehicle occupants	37.0	53	31	-42%	-16%
	<b>Total</b>	<b>1,232.0</b>	<b>1,160</b>	<b>922</b>	<b>-21%</b>	<b>-25%</b>
<b>All severities</b>	Pedestrians	224.6	203	157	-23%	-30%
	Pedal cyclists	108.4	58	66	14%	-39%
	Powered two-wheeler	154.0	185	152	-18%	-1%
	Car occupants	865.0	790	626	-21%	-28%
	Bus or coach occupants	78.2	83	59	-29%	-25%
	Other vehicle occupants	43.0	63	35	-44%	-19%
	<b>Total</b>	<b>1,473.2</b>	<b>1,382</b>	<b>1,095</b>	<b>-21%</b>	<b>-26%</b>

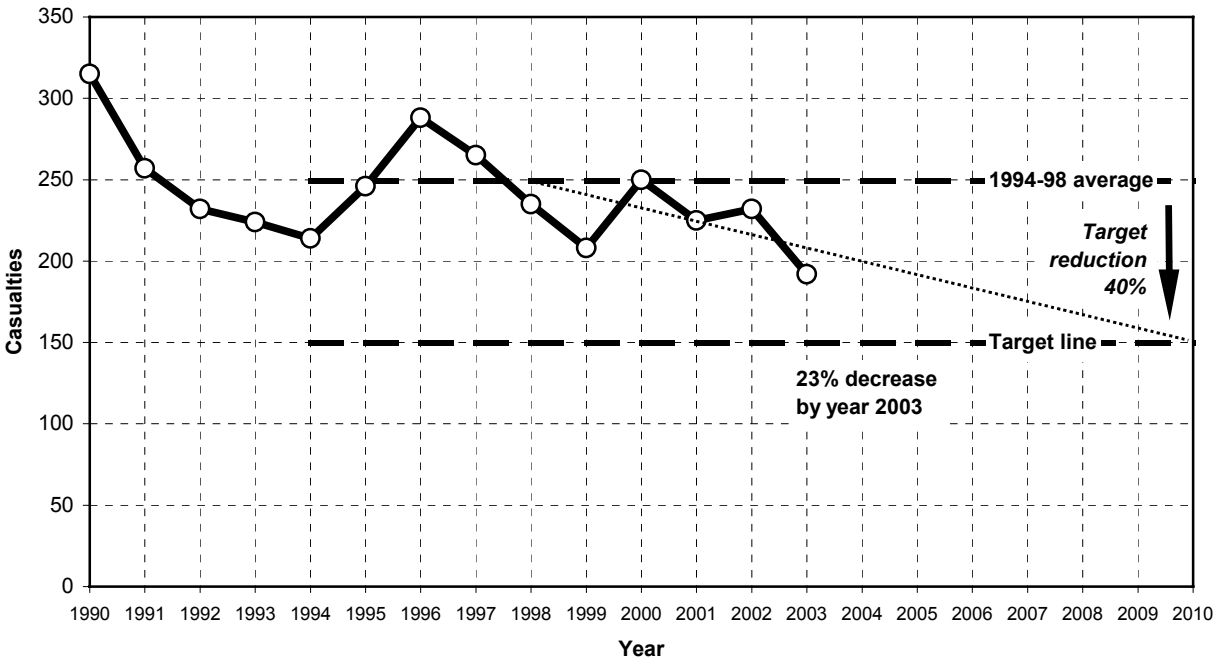
NB. Shaded areas show the National and London casualty reduction target categories

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

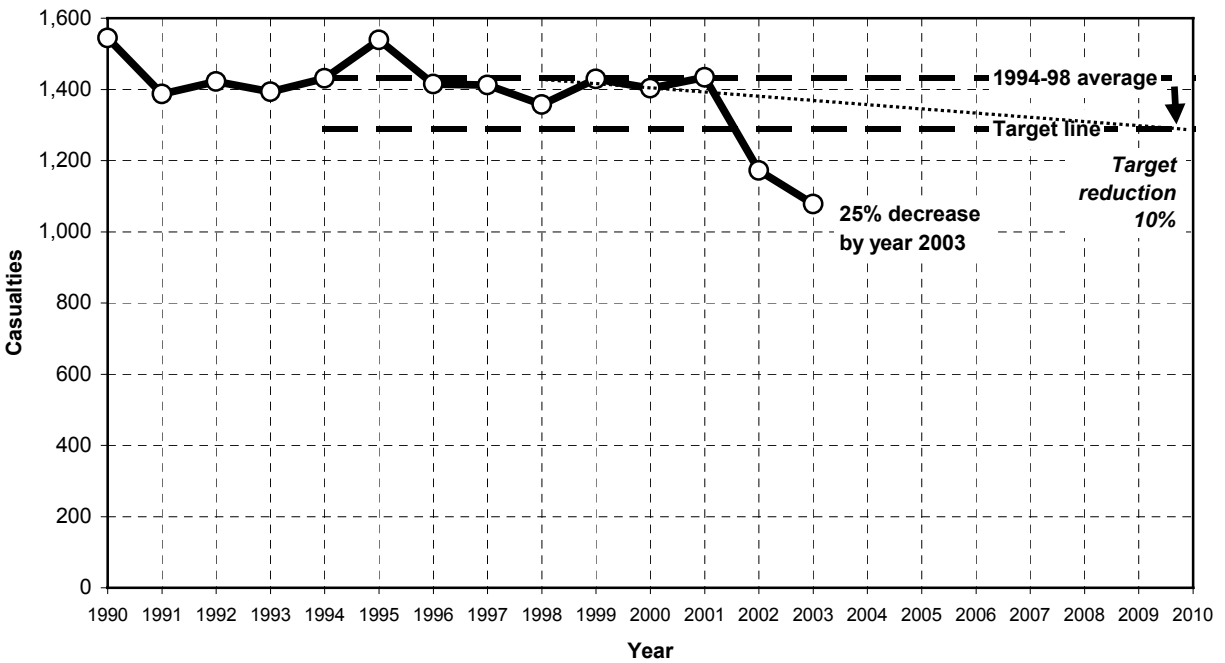
Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

## 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 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	5.0	5	3	-40%	-40%
	Pedal cyclists	0.6	0	0	0%	-100%
	Powered two-wheeler	0.8	0	1	∞	25%
	Car occupants	0.8	2	0	-100%	-100%
	Bus or coach occupants	0.0	1	1	0%	∞
	Other vehicle occupants	0.4	0	0	0%	-100%
	<b>Total</b>	<b>7.6</b>	<b>8</b>	<b>5</b>	<b>-38%</b>	<b>-34%</b>
<b>Fatal &amp; serious</b>	Pedestrians	104.0	91	86	-5%	-17%
	Pedal cyclists	31.0	28	23	-18%	-26%
	Powered two-wheeler	41.0	49	36	-27%	-12%
	Car occupants	51.4	46	27	-41%	-47%
	Bus or coach occupants	11.2	13	14	8%	25%
	Other vehicle occupants	11.0	5	6	20%	-45%
	<b>Total</b>	<b>249.6</b>	<b>232</b>	<b>192</b>	<b>-17%</b>	<b>-23%</b>
	<b>Children (under 16yrs)</b>	<b>24.6</b>	<b>17</b>	<b>18</b>	<b>6%</b>	<b>-27%</b>
<b>Slight*</b>	Pedestrians	351.0	274	274	0%	-22%
	Pedal cyclists	192.8	141	162	15%	-16%
	Powered two-wheeler	289.0	265	246	-7%	-15%
	Car occupants	444.6	368	261	-29%	-41%
	Bus or coach occupants	78.0	62	87	40%	12%
	Other vehicle occupants	75.4	62	48	-23%	-36%
	<b>Total</b>	<b>1,430.8</b>	<b>1,172</b>	<b>1,078</b>	<b>-8%</b>	<b>-25%</b>
<b>All severities</b>	Pedestrians	455.0	365	360	-1%	-21%
	Pedal cyclists	223.8	169	185	9%	-17%
	Powered two-wheeler	330.0	314	282	-10%	-15%
	Car occupants	496.0	414	288	-30%	-42%
	Bus or coach occupants	89.2	75	101	35%	13%
	Other vehicle occupants	86.4	67	54	-19%	-38%
	<b>Total</b>	<b>1,680.4</b>	<b>1,404</b>	<b>1,270</b>	<b>-10%</b>	<b>-24%</b>

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

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

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

## 7. City of London

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

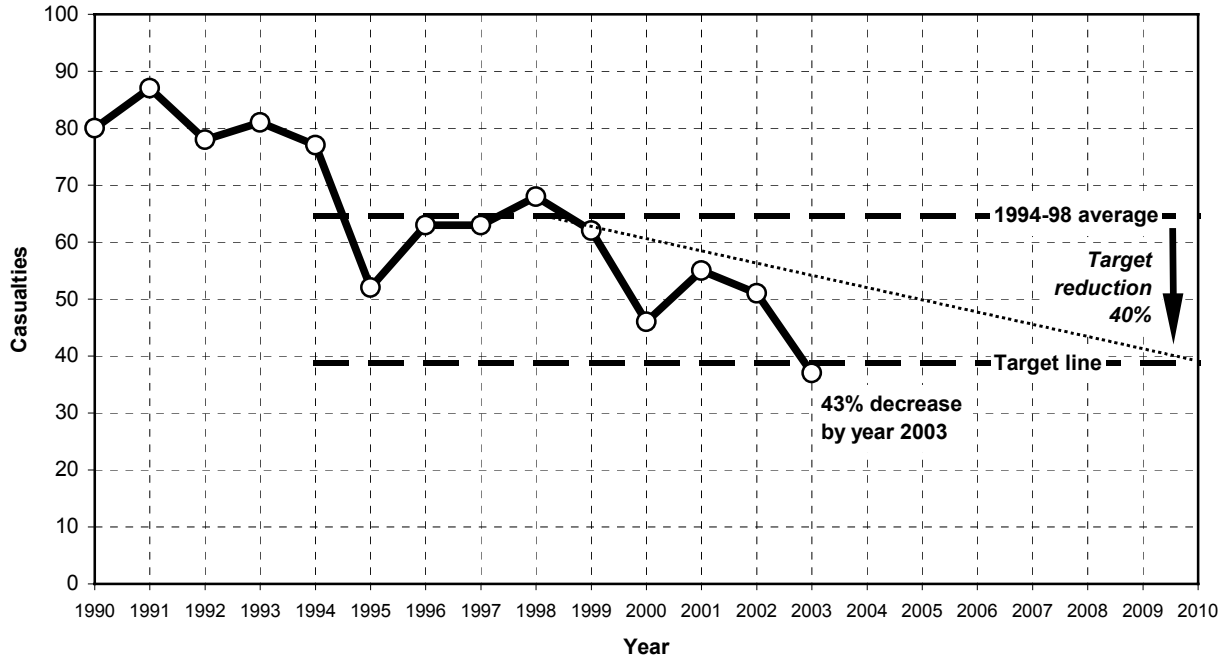
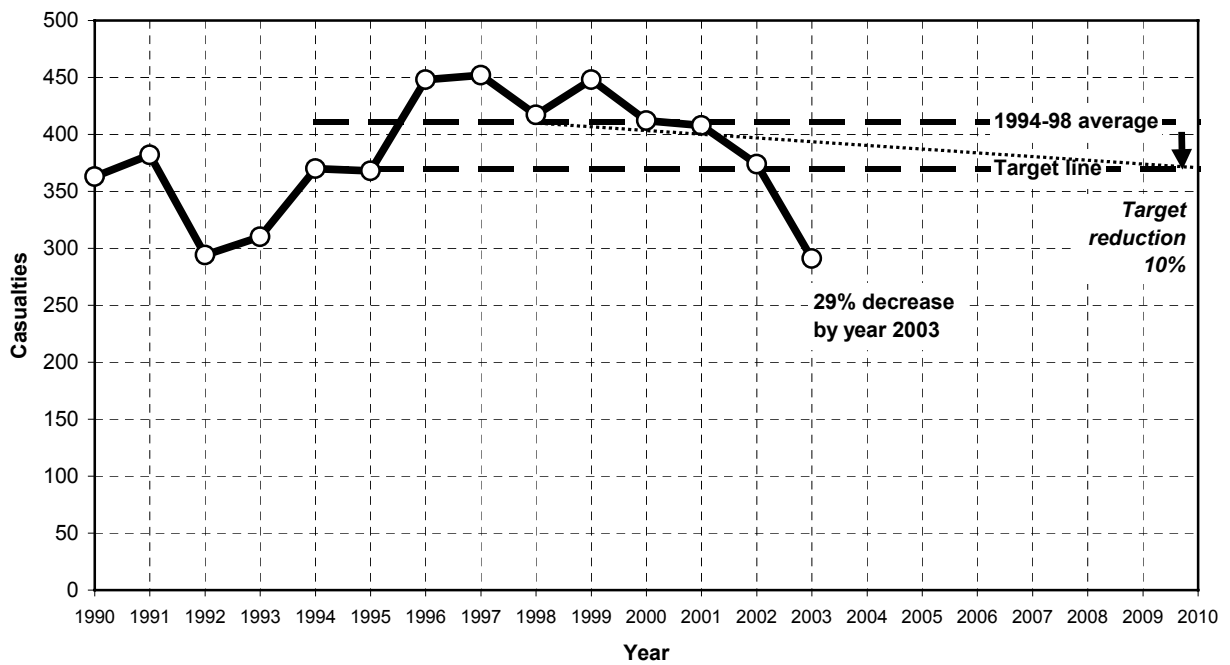


Fig. A7.2: City of London - All slight casualties



**Table A7: Towards the year 2010: Monitoring casualties in the City of London.  
Casualties in the year 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	0.8	0	0	0%	-100%
	Pedal cyclists	0.8	2	1	-50%	25%
	Powered two-wheeler	0.6	1	0	-100%	-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%
	<b>Total</b>	<b>3.0</b>	<b>3</b>	<b>1</b>	<b>-67%</b>	<b>-67%</b>
<b>Fatal &amp; serious</b>	Pedestrians	24.6	19	12	-37%	-51%
	Pedal cyclists	7.4	9	8	-11%	8%
	Powered two-wheeler	15.2	9	11	22%	-28%
	Car occupants	10.0	8	4	-50%	-60%
	Bus or coach occupants	3.8	4	2	-50%	-47%
	Other vehicle occupants	3.6	2	0	-100%	-100%
	<b>Total</b>	<b>64.6</b>	<b>51</b>	<b>37</b>	<b>-27%</b>	<b>-43%</b>
	<b>Children (under 16yrs)</b>	<b>2.0</b>	<b>1</b>	<b>0</b>	<b>-100%</b>	<b>-100%</b>
<b>Slight*</b>	Pedestrians	121.8	96	66	-31%	-46%
	Pedal cyclists	66.0	68	56	-18%	-15%
	Powered two-wheeler	105.8	97	74	-24%	-30%
	Car occupants	66.6	68	49	-28%	-26%
	Bus or coach occupants	23.0	22	19	-14%	-17%
	Other vehicle occupants	27.8	23	27	17%	-3%
	<b>Total</b>	<b>411.0</b>	<b>374</b>	<b>291</b>	<b>-22%</b>	<b>-29%</b>
<b>All severities</b>	Pedestrians	146.4	115	78	-32%	-47%
	Pedal cyclists	73.4	77	64	-17%	-13%
	Powered two-wheeler	121.0	106	85	-20%	-30%
	Car occupants	76.6	76	53	-30%	-31%
	Bus or coach occupants	26.8	26	21	-19%	-22%
	Other vehicle occupants	31.4	25	27	8%	-14%
	<b>Total</b>	<b>475.6</b>	<b>425</b>	<b>328</b>	<b>-23%</b>	<b>-31%</b>

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

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

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

## 8. City of Westminster

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

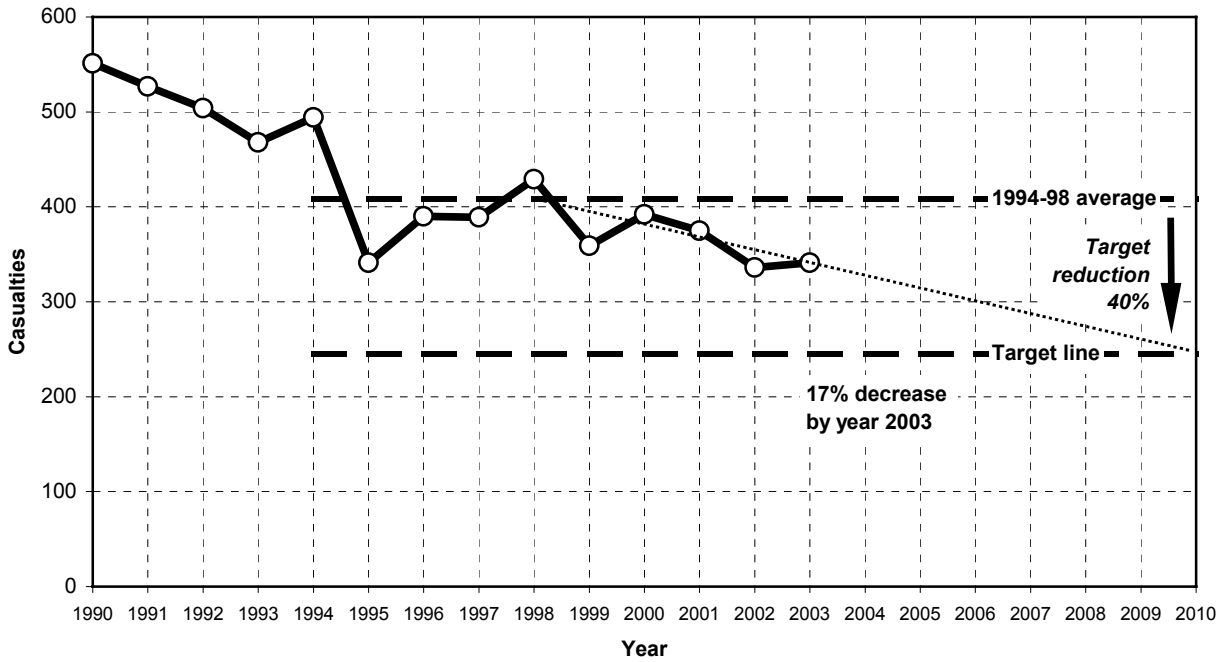
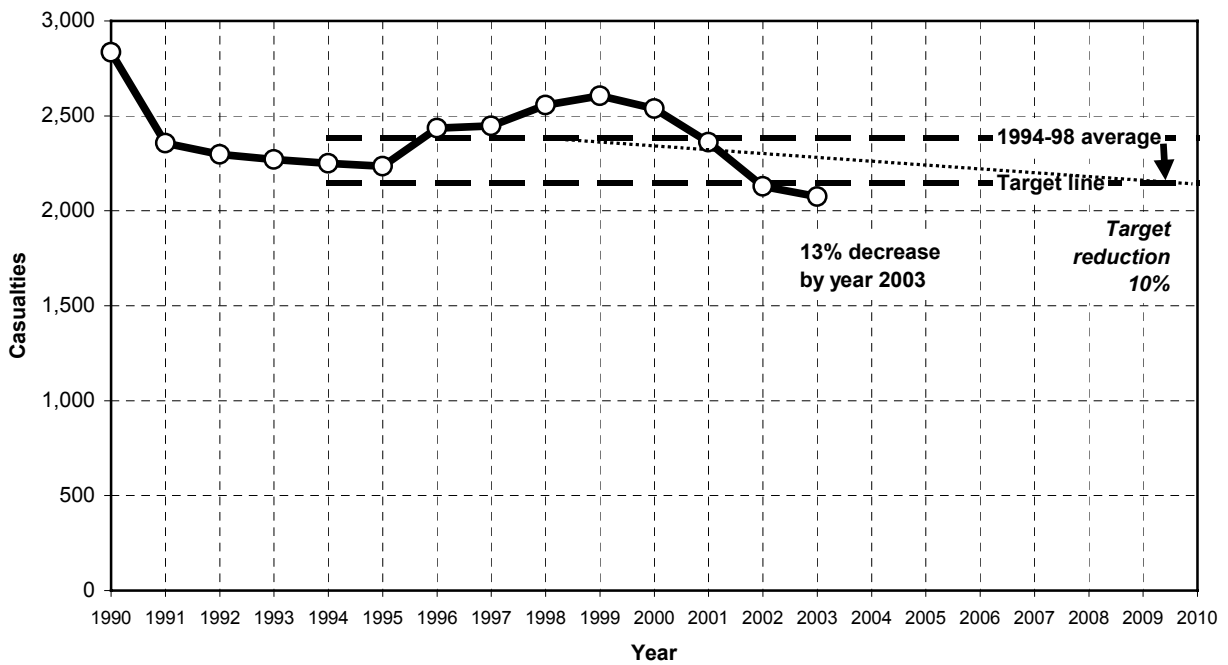


Fig. A8.2: City of Westminster - All slight casualties



**Table A8: Towards the year 2010: Monitoring casualties in City of Westminster  
Casualties in the year 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	10.4	10	4	-60%	-62%
	Pedal cyclists	0.8	4	1	-75%	25%
	Powered two-wheeler	1.4	0	6	∞	329%
	Car occupants	1.2	0	0	0%	-100%
	Bus or coach occupants	0.4	1	0	-100%	-100%
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>14.2</b>	<b>15</b>	<b>11</b>	<b>-27%</b>	<b>-23%</b>
<b>Fatal &amp; serious</b>	Pedestrians	178.8	128	122	-5%	-32%
	Pedal cyclists	38.4	28	48	71%	25%
	Powered two-wheeler	64.8	71	86	21%	33%
	Car occupants	71.4	62	45	-27%	-37%
	Bus or coach occupants	36.2	32	26	-19%	-28%
	Other vehicle occupants	19.0	15	14	-7%	-26%
	<b>Total</b>	<b>408.6</b>	<b>336</b>	<b>341</b>	<b>1%</b>	<b>-17%</b>
	<b>Children (under 16yrs)</b>	<b>22.6</b>	<b>22</b>	<b>17</b>	<b>-23%</b>	<b>-25%</b>
<b>Slight*</b>	Pedestrians	652.8	522	546	5%	-16%
	Pedal cyclists	303.4	236	257	9%	-15%
	Powered two-wheeler	467.2	425	428	1%	-8%
	Car occupants	579.0	505	435	-14%	-25%
	Bus or coach occupants	213.0	248	272	10%	28%
	Other vehicle occupants	169.0	192	136	-29%	-20%
	<b>Total</b>	<b>2,384.4</b>	<b>2,128</b>	<b>2,074</b>	<b>-3%</b>	<b>-13%</b>
<b>All severities</b>	Pedestrians	831.6	650	668	3%	-20%
	Pedal cyclists	341.8	264	305	16%	-11%
	Powered two-wheeler	532.0	496	514	4%	-3%
	Car occupants	650.4	567	480	-15%	-26%
	Bus or coach occupants	249.2	280	298	6%	20%
	Other vehicle occupants	188.0	207	150	-28%	-20%
	<b>Total</b>	<b>2,793.0</b>	<b>2,464</b>	<b>2,415</b>	<b>-2%</b>	<b>-14%</b>

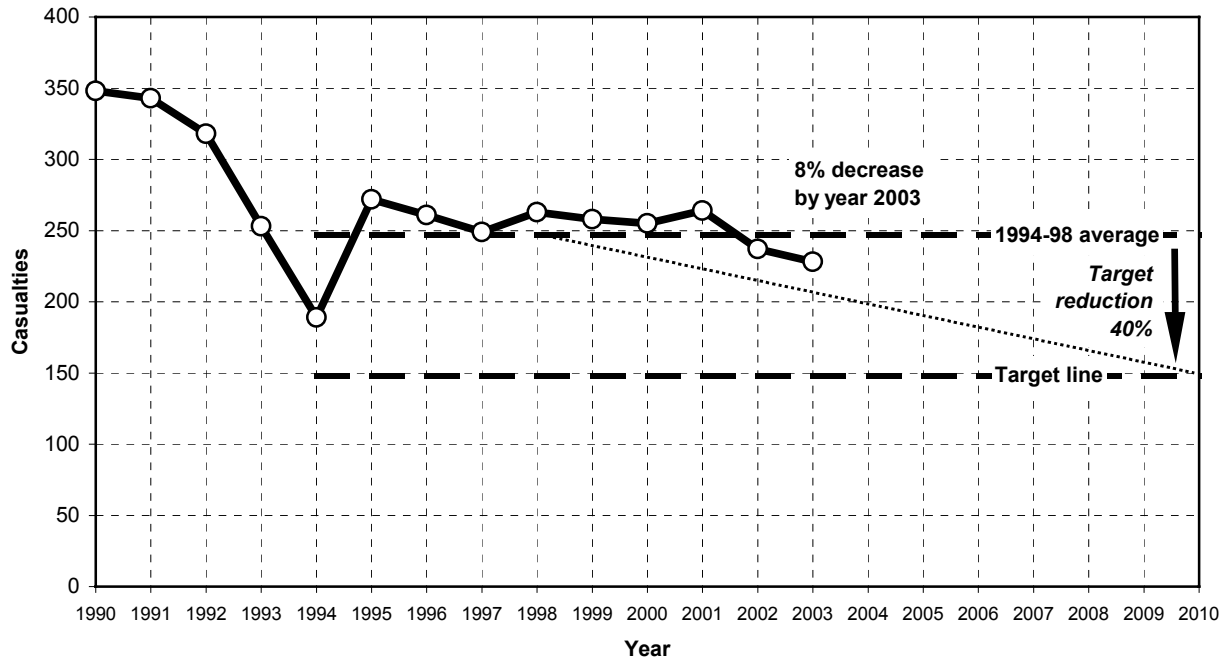
NB. Shaded areas show the National and London casualty reduction target categories

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

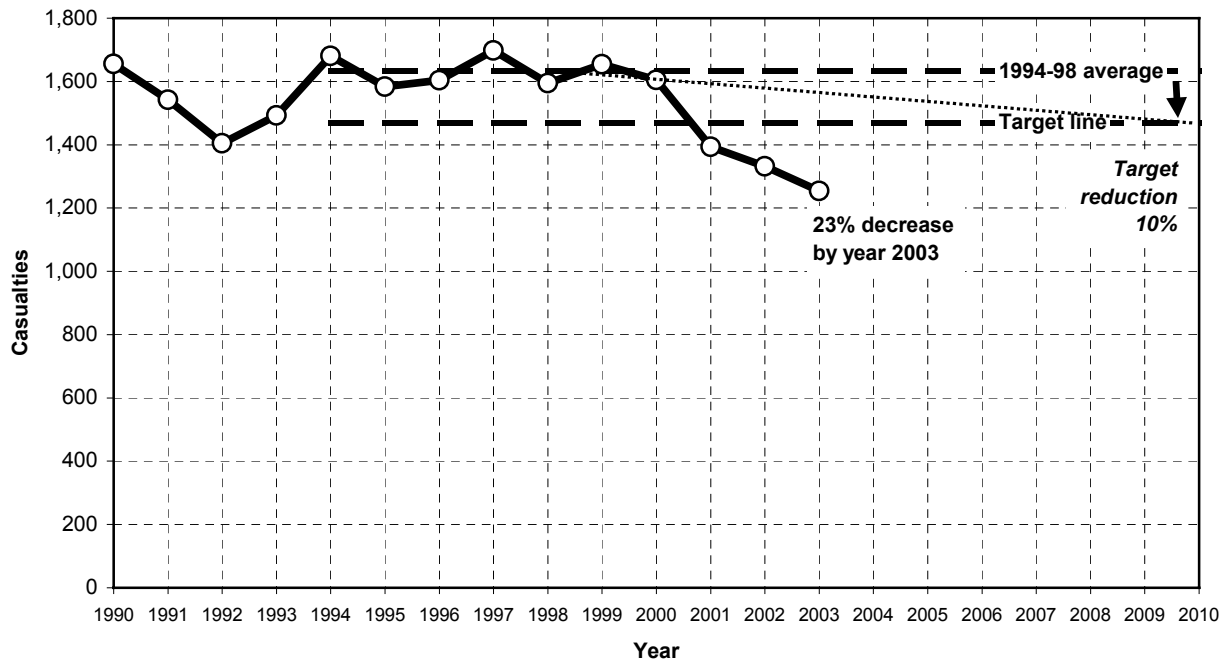
Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

# 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 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	5.6	4	4	0%	-29%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	1.0	7	2	-71%	100%
	Car occupants	1.4	2	7	250%	400%
	Bus or coach occupants	0.4	0	1	∞	150%
	Other vehicle occupants	0.2	0	0	0%	-100%
	<b>Total</b>	<b>8.8</b>	<b>13</b>	<b>14</b>	<b>8%</b>	<b>59%</b>
<b>Fatal &amp; serious</b>	Pedestrians	67.6	68	67	-1%	-1%
	Pedal cyclists	13.0	6	6	0%	-54%
	Powered two-wheeler	31.2	55	46	-16%	47%
	Car occupants	117.6	97	93	-4%	-21%
	Bus or coach occupants	10.6	5	14	180%	32%
	Other vehicle occupants	6.8	6	2	-67%	-71%
	<b>Total</b>	<b>246.8</b>	<b>237</b>	<b>228</b>	<b>-4%</b>	<b>-8%</b>
	<b>Children (under 16yrs)</b>	<b>41.8</b>	<b>34</b>	<b>24</b>	<b>-29%</b>	<b>-43%</b>
<b>Slight*</b>	Pedestrians	274.6	199	220	11%	-20%
	Pedal cyclists	119.2	58	62	7%	-48%
	Powered two-wheeler	174.6	202	159	-21%	-9%
	Car occupants	950.0	744	688	-8%	-28%
	Bus or coach occupants	77.0	62	81	31%	5%
	Other vehicle occupants	37.0	67	44	-34%	19%
	<b>Total</b>	<b>1,632.4</b>	<b>1,332</b>	<b>1,254</b>	<b>-6%</b>	<b>-23%</b>
<b>All severities</b>	Pedestrians	342.2	267	287	7%	-16%
	Pedal cyclists	132.2	64	68	6%	-49%
	Powered two-wheeler	205.8	257	205	-20%	0%
	Car occupants	1,067.6	841	781	-7%	-27%
	Bus or coach occupants	87.6	67	95	42%	8%
	Other vehicle occupants	43.8	73	46	-37%	5%
	<b>Total</b>	<b>1,879.2</b>	<b>1,569</b>	<b>1,482</b>	<b>-6%</b>	<b>-21%</b>

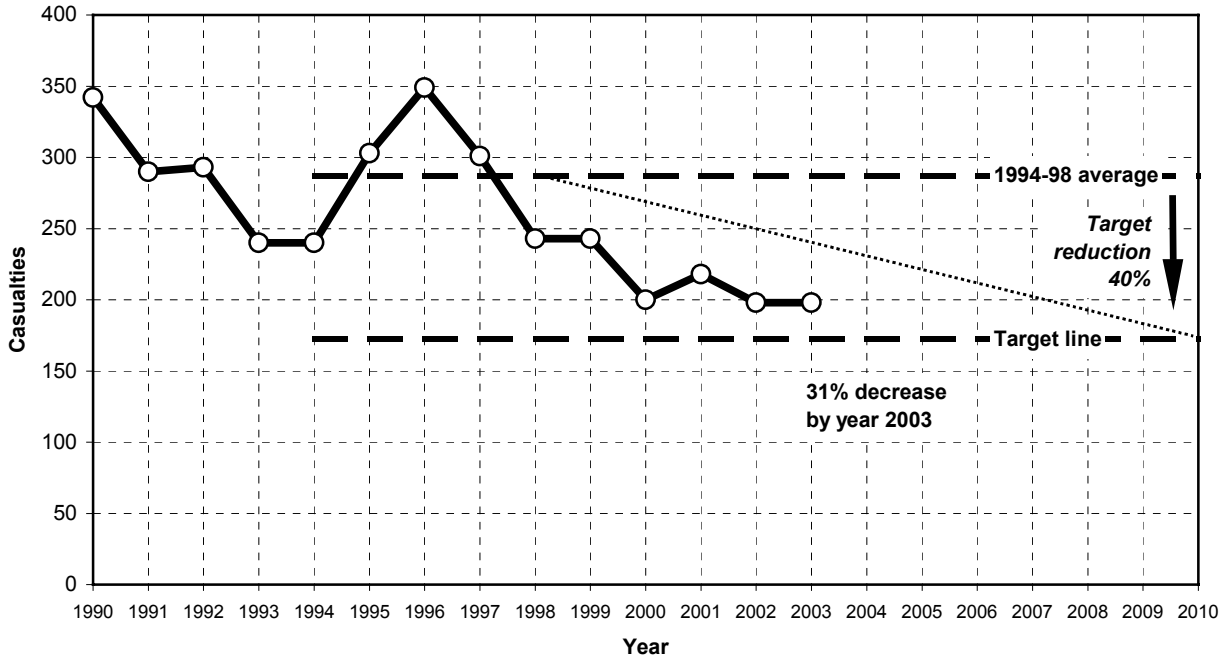
NB. Shaded areas show the National and London casualty reduction target categories

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

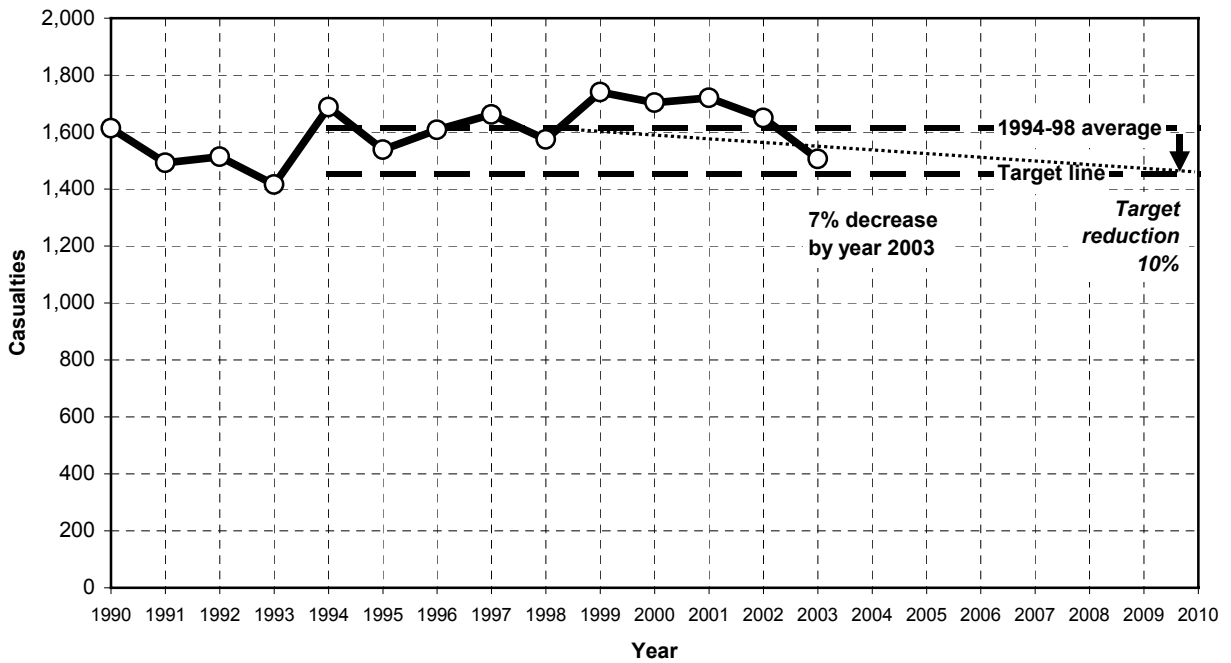
Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

# 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 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	7.0	9	7	-22%	0%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.8	4	5	25%	525%
	Car occupants	1.6	5	5	0%	213%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	1	∞	400%
	<b>Total</b>	<b>10.0</b>	<b>18</b>	<b>18</b>	<b>0%</b>	<b>80%</b>
<b>Fatal &amp; serious</b>	Pedestrians	91.2	58	62	7%	-32%
	Pedal cyclists	20.6	16	20	25%	-3%
	Powered two-wheeler	32.0	39	40	3%	25%
	Car occupants	126.2	78	67	-14%	-47%
	Bus or coach occupants	7.2	2	4	100%	-44%
	Other vehicle occupants	10.0	5	5	0%	-50%
	<b>Total</b>	<b>287.2</b>	<b>198</b>	<b>198</b>	<b>0%</b>	<b>-31%</b>
	<b>Children (under 16yrs)</b>	<b>34.8</b>	<b>11</b>	<b>13</b>	<b>18%</b>	<b>-63%</b>
<b>Slight*</b>	Pedestrians	269.2	254	246	-3%	-9%
	Pedal cyclists	136.6	93	94	1%	-31%
	Powered two-wheeler	167.8	183	175	-4%	4%
	Car occupants	923.8	990	879	-11%	-5%
	Bus or coach occupants	56.2	76	81	7%	44%
	Other vehicle occupants	60.4	53	31	-42%	-49%
	<b>Total</b>	<b>1,614.0</b>	<b>1,649</b>	<b>1,506</b>	<b>-9%</b>	<b>-7%</b>
<b>All severities</b>	Pedestrians	360.4	312	308	-1%	-15%
	Pedal cyclists	157.2	109	114	5%	-27%
	Powered two-wheeler	199.8	222	215	-3%	8%
	Car occupants	1,050.0	1,068	946	-11%	-10%
	Bus or coach occupants	63.4	78	85	9%	34%
	Other vehicle occupants	70.4	58	36	-38%	-49%
	<b>Total</b>	<b>1,901.2</b>	<b>1,847</b>	<b>1,704</b>	<b>-8%</b>	<b>-10%</b>

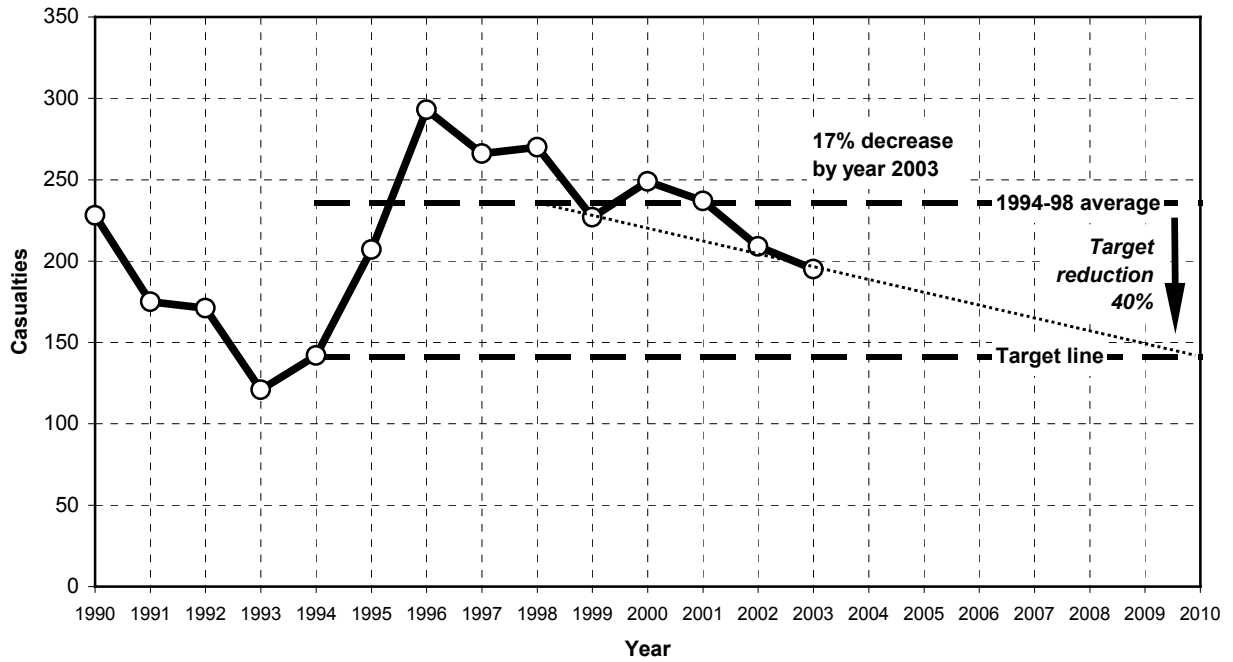
NB. Shaded areas show the National and London casualty reduction target categories

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

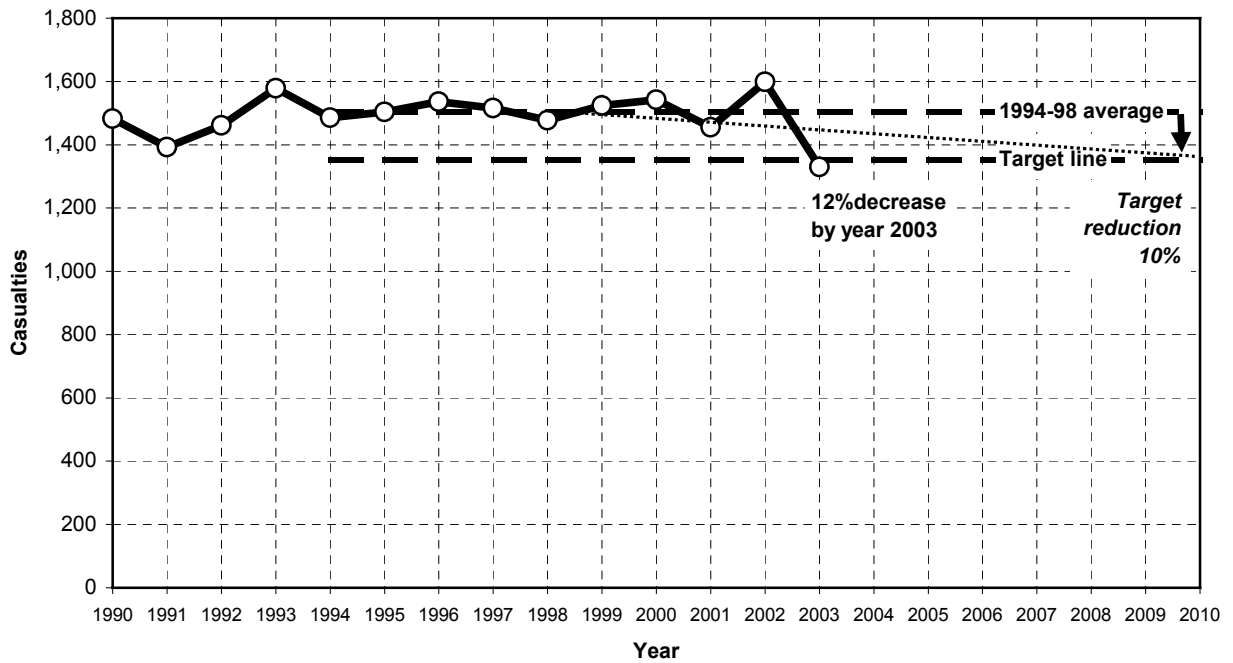
Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

# 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 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	5.0	2	3	50%	-40%
	Pedal cyclists	0.6	0	0	0%	-100%
	Powered two-wheeler	1.2	0	1	∞	-17%
	Car occupants	3.2	7	3	-57%	-6%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	0	0%	-100%
	<b>Total</b>	<b>10.2</b>	<b>9</b>	<b>7</b>	<b>-22%</b>	<b>-31%</b>
<b>Fatal &amp; serious</b>	Pedestrians	64.4	48	36	-25%	-44%
	Pedal cyclists	13.0	4	9	125%	-31%
	Powered two-wheeler	21.2	24	30	25%	42%
	Car occupants	124.6	114	102	-11%	-18%
	Bus or coach occupants	5.0	6	9	50%	80%
	Other vehicle occupants	7.4	13	9	-31%	22%
	<b>Total</b>	<b>235.6</b>	<b>209</b>	<b>195</b>	<b>-7%</b>	<b>-17%</b>
	<b>Children (under 16yrs)</b>	<b>33.2</b>	<b>24</b>	<b>23</b>	<b>-4%</b>	<b>-31%</b>
<b>Slight*</b>	Pedestrians	220.8	191	170	-11%	-23%
	Pedal cyclists	80.8	70	50	-29%	-38%
	Powered two-wheeler	116.0	119	101	-15%	-13%
	Car occupants	973.8	1,078	873	-19%	-10%
	Bus or coach occupants	46.6	64	68	6%	46%
	Other vehicle occupants	65.8	77	68	-12%	3%
	<b>Total</b>	<b>1,503.8</b>	<b>1,599</b>	<b>1,330</b>	<b>-17%</b>	<b>-12%</b>
<b>All severities</b>	Pedestrians	285.2	239	206	-14%	-28%
	Pedal cyclists	93.8	74	59	-20%	-37%
	Powered two-wheeler	137.2	143	131	-8%	-5%
	Car occupants	1,098.4	1,192	975	-18%	-11%
	Bus or coach occupants	51.6	70	77	10%	49%
	Other vehicle occupants	73.2	90	77	-14%	5%
	<b>Total</b>	<b>1,739.4</b>	<b>1,808</b>	<b>1,525</b>	<b>-16%</b>	<b>-12%</b>

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

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

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

## 12. Greenwich

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

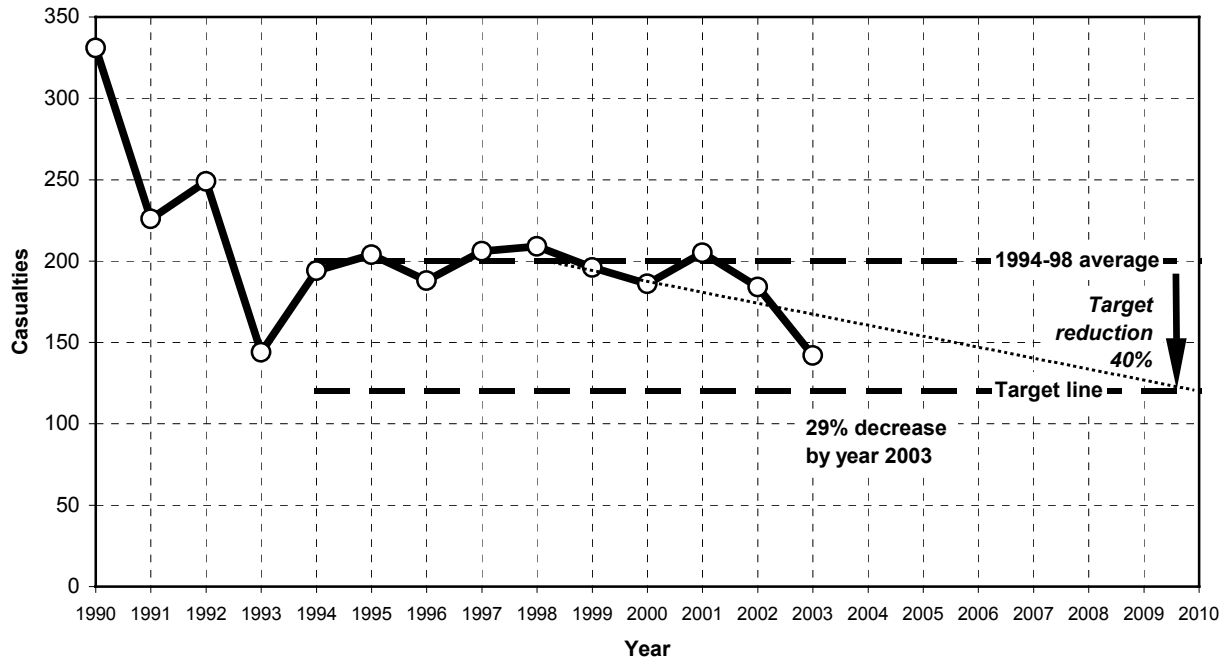
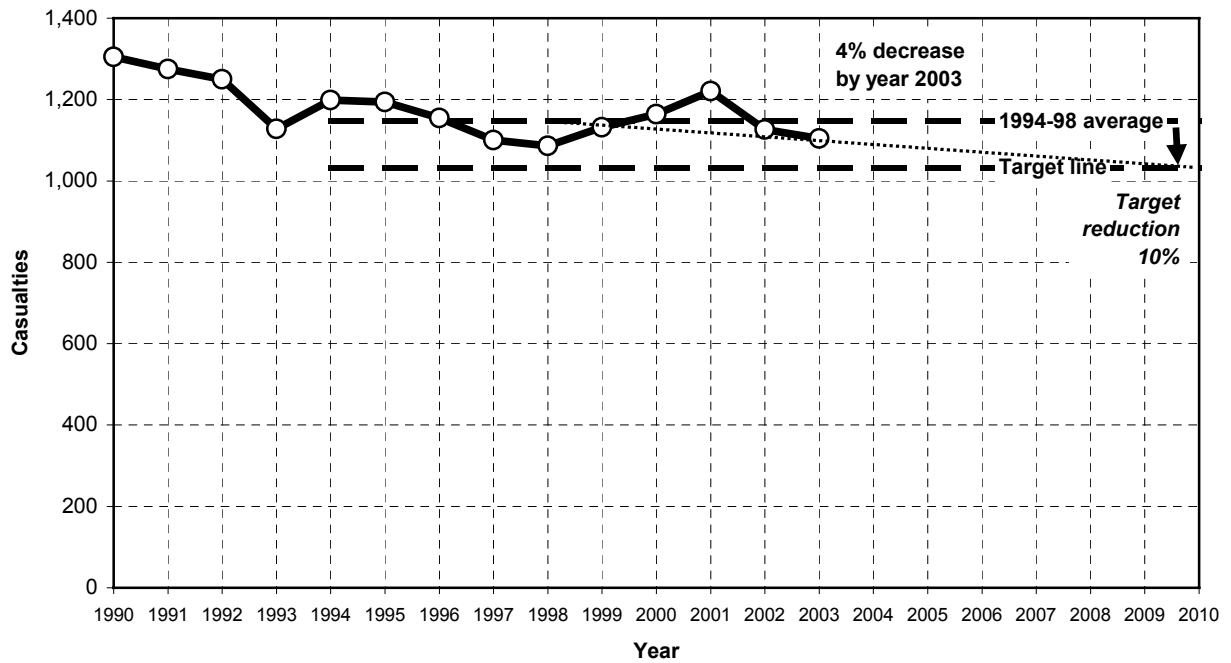


Fig. A12.2: L.B. of Greenwich - All slight casualties



**Table A12: Towards the year 2010: Monitoring casualties in L.B. of Greenwich  
Casualties in the year 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	3.6	6	2	-67%	-44%
	Pedal cyclists	0.2	0	1	∞	400%
	Powered two-wheeler	2.4	1	2	100%	-17%
	Car occupants	2.8	4	1	-75%	-64%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	1	∞	400%
	<b>Total</b>	<b>9.2</b>	<b>11</b>	<b>7</b>	<b>-36%</b>	<b>-24%</b>
<b>Fatal &amp; serious</b>	Pedestrians	60.2	45	39	-13%	-35%
	Pedal cyclists	9.8	8	9	13%	-8%
	Powered two-wheeler	30.0	39	35	-10%	17%
	Car occupants	88.4	78	51	-35%	-42%
	Bus or coach occupants	6.4	8	6	-25%	-6%
	Other vehicle occupants	5.4	6	2	-67%	-63%
	<b>Total</b>	<b>200.2</b>	<b>184</b>	<b>142</b>	<b>-23%</b>	<b>-29%</b>
	<b>Children (under 16yrs)</b>	<b>37.0</b>	<b>24</b>	<b>22</b>	<b>-8%</b>	<b>-41%</b>
<b>Slight*</b>	Pedestrians	192.6	168	148	-12%	-23%
	Pedal cyclists	78.2	41	43	5%	-45%
	Powered two-wheeler	149.0	183	156	-15%	5%
	Car occupants	614.2	620	611	-1%	-1%
	Bus or coach occupants	67.2	80	94	18%	40%
	Other vehicle occupants	45.6	34	52	53%	14%
	<b>Total</b>	<b>1,146.8</b>	<b>1,126</b>	<b>1,104</b>	<b>-2%</b>	<b>-4%</b>
<b>All severities</b>	Pedestrians	252.8	213	187	-12%	-26%
	Pedal cyclists	88.0	49	52	6%	-41%
	Powered two-wheeler	179.0	222	191	-14%	7%
	Car occupants	702.6	698	662	-5%	-6%
	Bus or coach occupants	73.6	88	100	14%	36%
	Other vehicle occupants	51.0	40	54	35%	6%
	<b>Total</b>	<b>1,347.0</b>	<b>1,310</b>	<b>1,246</b>	<b>-5%</b>	<b>-7%</b>

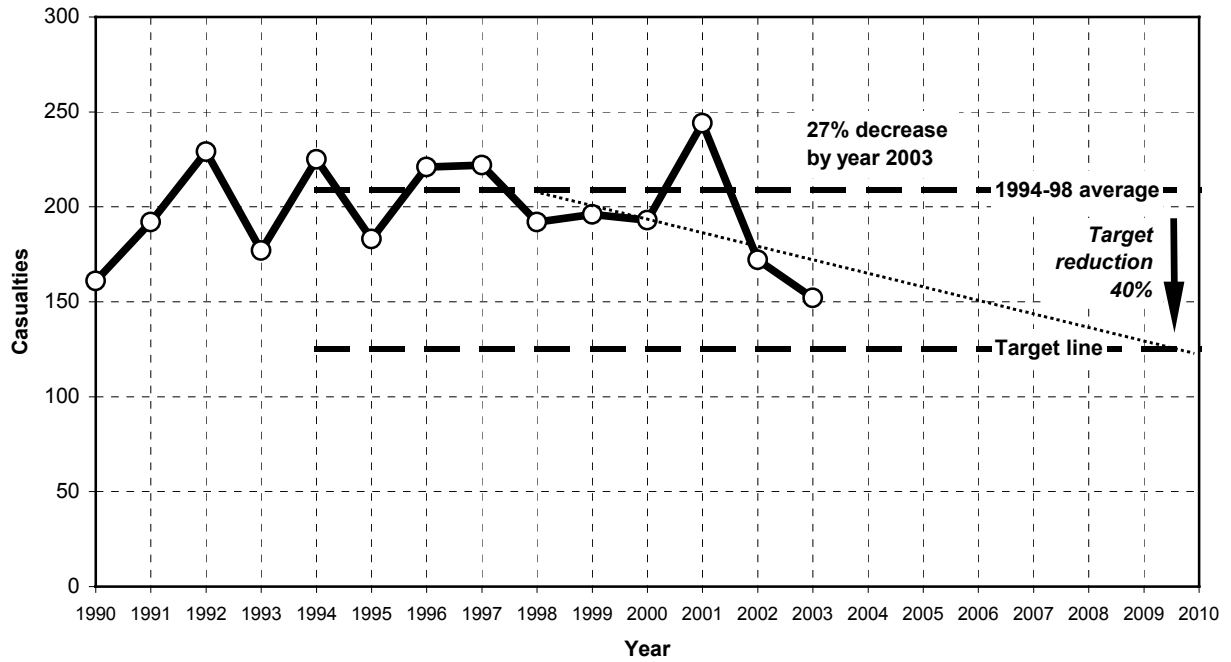
NB. Shaded areas show the National and London casualty reduction target categories

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

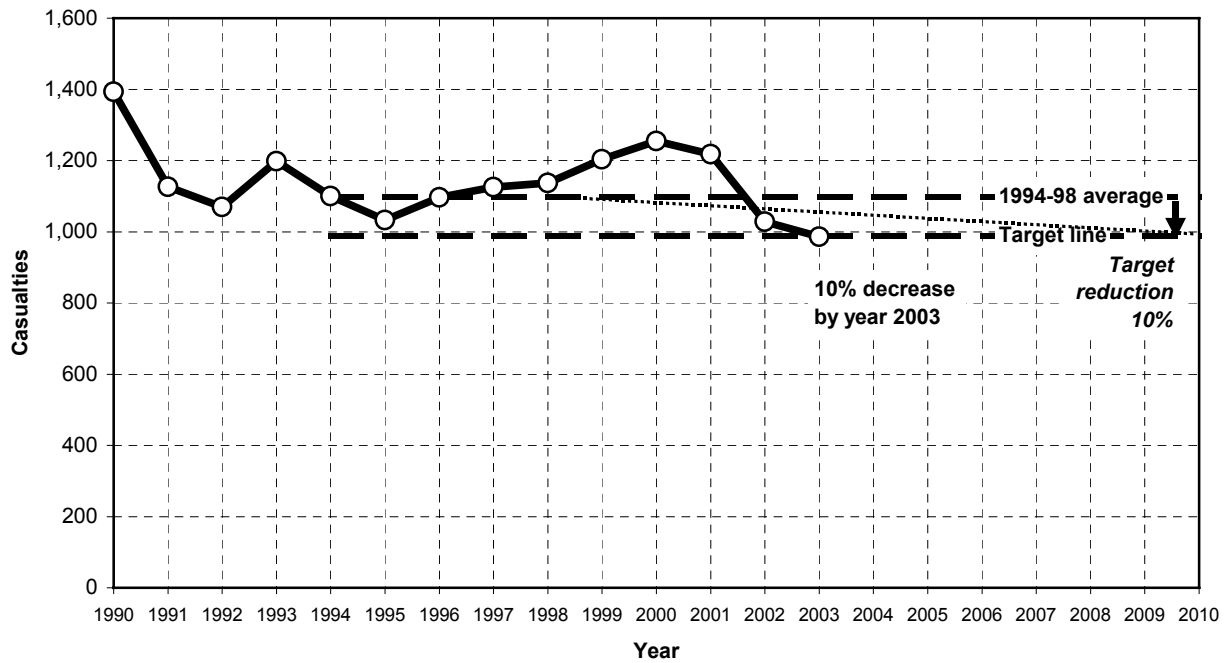
Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

# 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 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	4.8	2	3	50%	-38%
	Pedal cyclists	0.4	1	0	-100%	-100%
	Powered two-wheeler	0.4	6	0	-100%	-100%
	Car occupants	1.8	1	1	0%	-44%
	Bus or coach occupants	0.6	0	0	0%	-100%
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>8.0</b>	<b>10</b>	<b>4</b>	<b>-60%</b>	<b>-50%</b>
<b>Fatal &amp; serious</b>	Pedestrians	78.4	60	59	-2%	-25%
	Pedal cyclists	18.8	20	19	-5%	1%
	Powered two-wheeler	25.0	35	34	-3%	36%
	Car occupants	69.4	49	28	-43%	-60%
	Bus or coach occupants	10.4	8	10	25%	-4%
	Other vehicle occupants	6.6	0	2	∞	-70%
	<b>Total</b>	<b>208.6</b>	<b>172</b>	<b>152</b>	<b>-12%</b>	<b>-27%</b>
	<b>Children (under 16yrs)</b>	<b>38.8</b>	<b>20</b>	<b>16</b>	<b>-20%</b>	<b>-59%</b>
<b>Slight*</b>	Pedestrians	258.6	192	200	4%	-23%
	Pedal cyclists	127.8	103	121	17%	-5%
	Powered two-wheeler	152.0	150	163	9%	7%
	Car occupants	441.4	473	382	-19%	-13%
	Bus or coach occupants	80.0	72	90	25%	13%
	Other vehicle occupants	38.6	38	30	-21%	-22%
	<b>Total</b>	<b>1,098.4</b>	<b>1,028</b>	<b>986</b>	<b>-4%</b>	<b>-10%</b>
<b>All severities</b>	Pedestrians	337.0	252	259	3%	-23%
	Pedal cyclists	146.6	123	140	14%	-5%
	Powered two-wheeler	177.0	185	197	6%	11%
	Car occupants	510.8	522	410	-21%	-20%
	Bus or coach occupants	90.4	80	100	25%	11%
	Other vehicle occupants	45.2	38	32	-16%	-29%
	<b>Total</b>	<b>1,307.0</b>	<b>1,200</b>	<b>1,138</b>	<b>-5%</b>	<b>-13%</b>

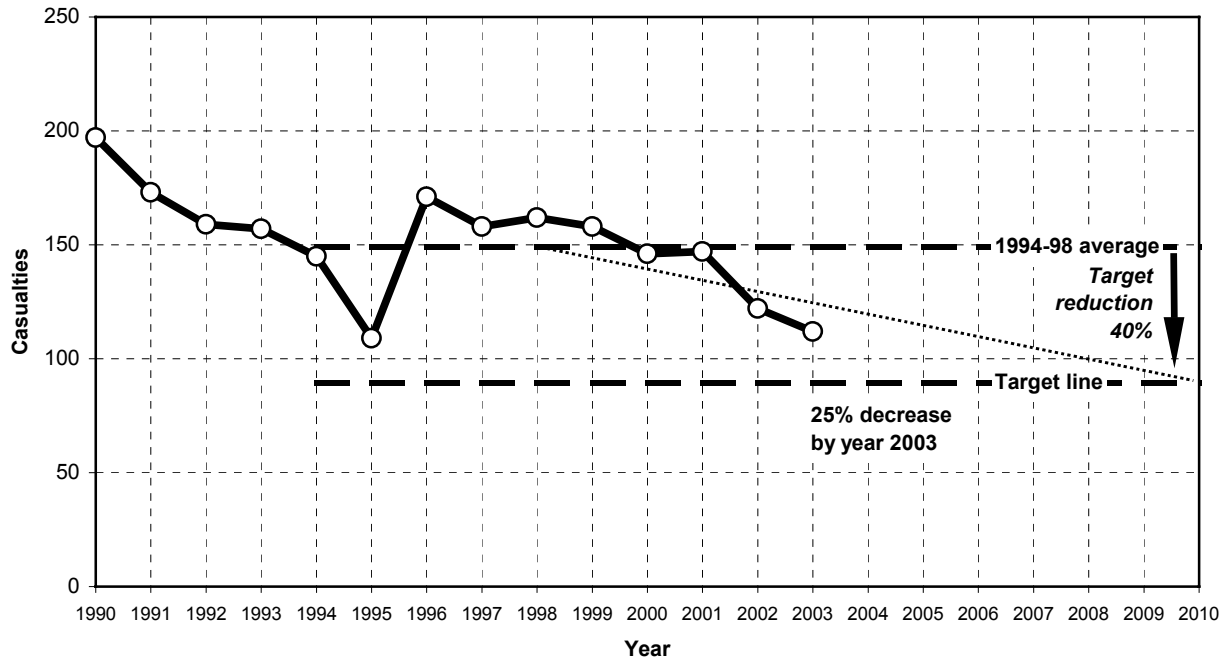
NB. Shaded areas show the National and London casualty reduction target categories

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

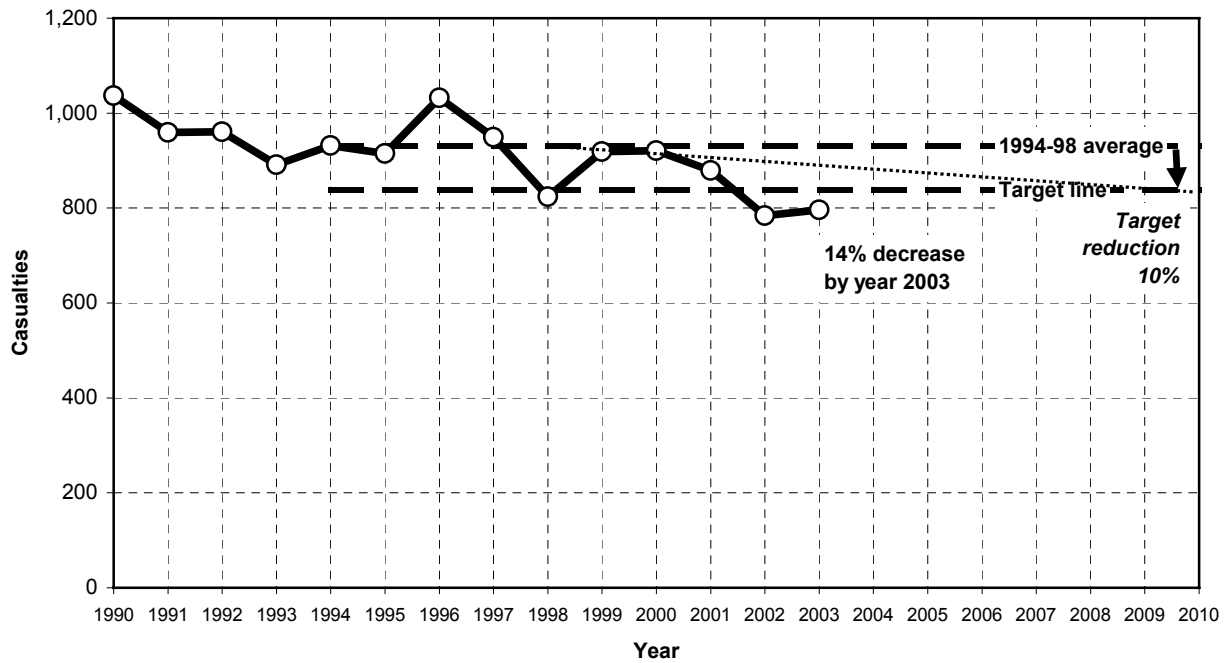
Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

# 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 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	2.2	2	3	50%	36%
	Pedal cyclists	0.8	1	0	-100%	-100%
	Powered two-wheeler	0.4	1	1	0%	150%
	Car occupants	0.8	0	0	0%	-100%
	Bus or coach occupants	0.4	0	1	∞	150%
	Other vehicle occupants	0.2	0	1	∞	400%
	<b>Total</b>	<b>4.8</b>	<b>4</b>	<b>6</b>	<b>50%</b>	<b>25%</b>
<b>Fatal &amp; serious</b>	Pedestrians	59.6	43	26	-40%	-56%
	Pedal cyclists	20.2	14	19	36%	-6%
	Powered two-wheeler	26.2	40	29	-28%	11%
	Car occupants	30.2	20	15	-25%	-50%
	Bus or coach occupants	9.0	4	14	250%	56%
	Other vehicle occupants	3.8	1	9	800%	137%
	<b>Total</b>	<b>149.0</b>	<b>122</b>	<b>112</b>	<b>-8%</b>	<b>-25%</b>
	<b>Children (under 16yrs)</b>	<b>18.4</b>	<b>14</b>	<b>5</b>	<b>-64%</b>	<b>-73%</b>
<b>Slight*</b>	Pedestrians	193.8	158	155	-2%	-20%
	Pedal cyclists	149.8	116	119	3%	-21%
	Powered two-wheeler	178.4	199	194	-3%	9%
	Car occupants	320.4	242	229	-5%	-29%
	Bus or coach occupants	57.2	44	66	50%	15%
	Other vehicle occupants	30.8	25	33	32%	7%
	<b>Total</b>	<b>930.4</b>	<b>784</b>	<b>796</b>	<b>2%</b>	<b>-14%</b>
<b>All severities</b>	Pedestrians	253.4	201	181	-10%	-29%
	Pedal cyclists	170.0	130	138	6%	-19%
	Powered two-wheeler	204.6	239	223	-7%	9%
	Car occupants	350.6	262	244	-7%	-30%
	Bus or coach occupants	66.2	48	80	67%	21%
	Other vehicle occupants	34.6	26	42	62%	21%
	<b>Total</b>	<b>1,079.4</b>	<b>906</b>	<b>908</b>	<b>0%</b>	<b>-16%</b>

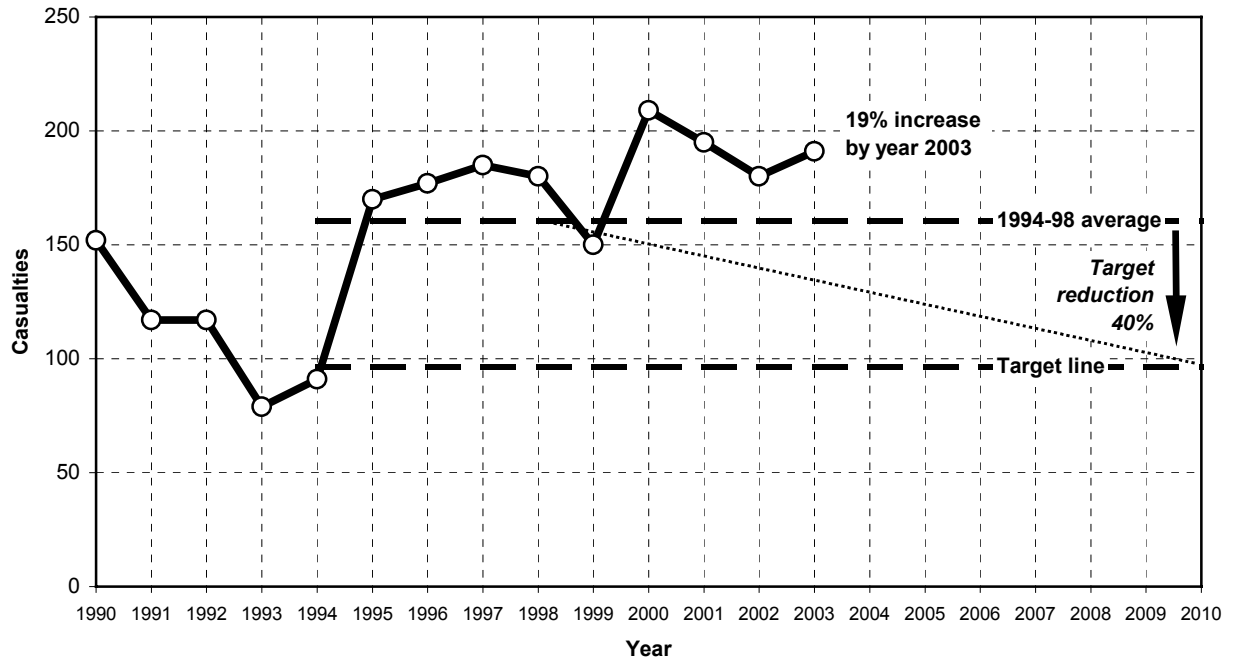
NB. Shaded areas show the National and London casualty reduction target categories

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

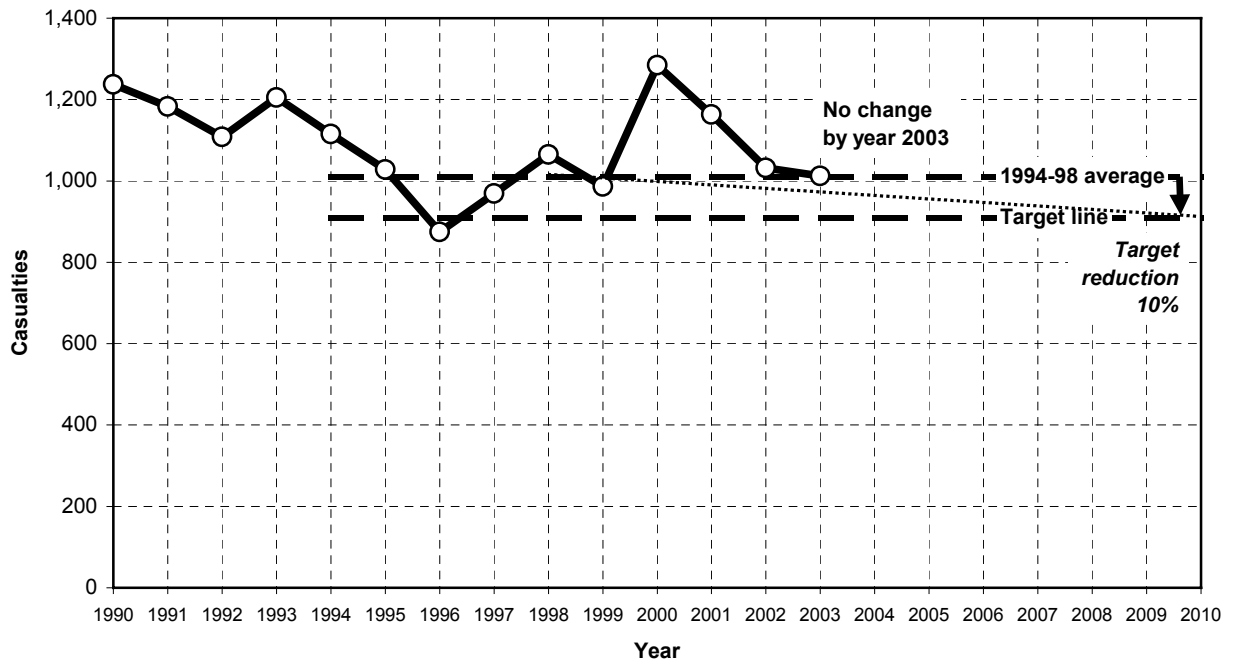
Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

# 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 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	5.8	8	9	13%	55%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.2	0	0	0%	-100%
	Car occupants	1.4	4	6	50%	329%
	Bus or coach occupants	0.0	0	1	0%	∞
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>7.8</b>	<b>12</b>	<b>16</b>	<b>33%</b>	<b>105%</b>
<b>Fatal &amp; serious</b>	Pedestrians	65.2	77	67	-13%	3%
	Pedal cyclists	11.8	14	9	-36%	-24%
	Powered two-wheeler	21.0	28	31	11%	48%
	Car occupants	55.2	53	73	38%	32%
	Bus or coach occupants	5.0	5	6	20%	20%
	Other vehicle occupants	2.4	3	5	67%	108%
	<b>Total</b>	<b>160.6</b>	<b>180</b>	<b>191</b>	<b>6%</b>	<b>19%</b>
	<b>Children (under 16yrs)</b>	<b>23.2</b>	<b>24</b>	<b>19</b>	<b>-21%</b>	<b>-18%</b>
<b>Slight*</b>	Pedestrians	257.8	227	212	-7%	-18%
	Pedal cyclists	76.8	64	44	-31%	-43%
	Powered two-wheeler	118.0	130	128	-2%	8%
	Car occupants	475.8	520	529	2%	11%
	Bus or coach occupants	50.6	57	67	18%	32%
	Other vehicle occupants	31.4	34	32	-6%	2%
	<b>Total</b>	<b>1,010.4</b>	<b>1,032</b>	<b>1,012</b>	<b>-2%</b>	<b>0%</b>
<b>All severities</b>	Pedestrians	323.0	304	279	-8%	-14%
	Pedal cyclists	88.6	78	53	-32%	-40%
	Powered two-wheeler	139.0	158	159	1%	14%
	Car occupants	531.0	573	602	5%	13%
	Bus or coach occupants	55.6	62	73	18%	31%
	Other vehicle occupants	33.8	37	37	0%	9%
	<b>Total</b>	<b>1,171.0</b>	<b>1,212</b>	<b>1,203</b>	<b>-1%</b>	<b>3%</b>

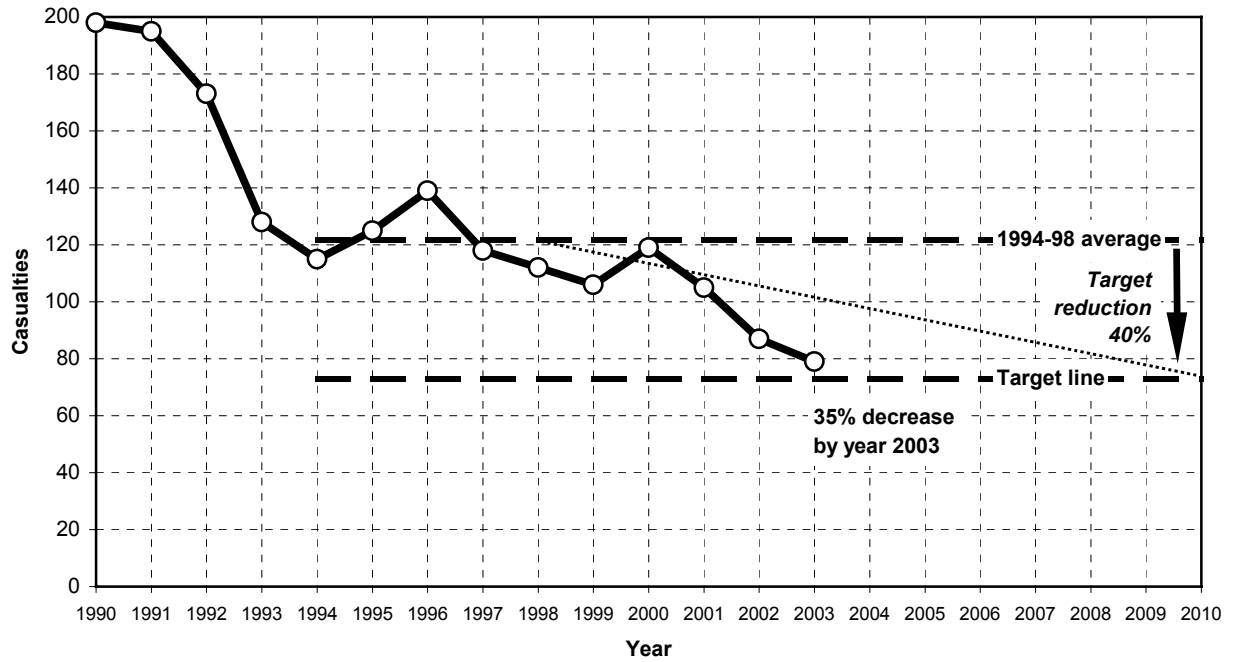
NB. Shaded areas show the National and London casualty reduction target categories

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

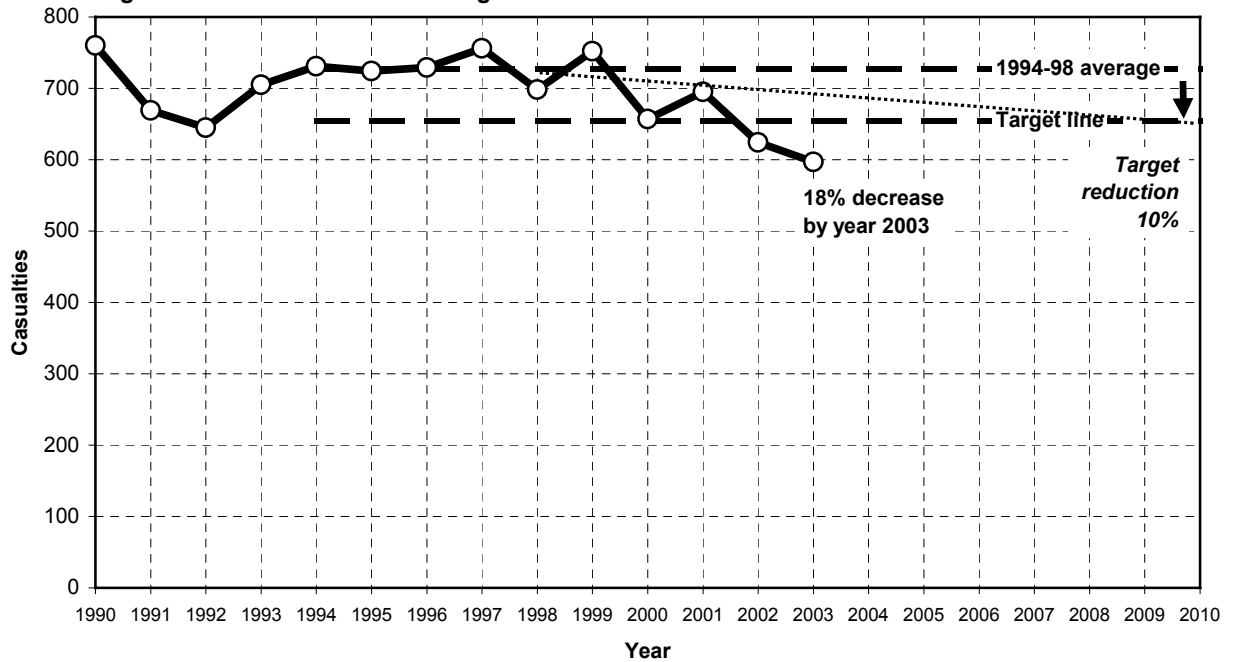
Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

# 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 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	1.8	1	4	300%	122%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	0.4	1	4	300%	900%
	Car occupants	2.2	2	1	-50%	-55%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>4.4</b>	<b>4</b>	<b>9</b>	<b>125%</b>	<b>105%</b>
<b>Fatal &amp; serious</b>	Pedestrians	34.4	14	33	136%	-4%
	Pedal cyclists	7.4	7	5	-29%	-32%
	Powered two-wheeler	12.0	16	14	-13%	17%
	Car occupants	61.4	47	25	-47%	-59%
	Bus or coach occupants	3.4	2	1	-50%	-71%
	Other vehicle occupants	3.2	1	1	0%	-69%
	<b>Total</b>	<b>121.8</b>	<b>87</b>	<b>79</b>	<b>-9%</b>	<b>-35%</b>
	<b>Children (under 16yrs)</b>	<b>19.8</b>	<b>9</b>	<b>17</b>	<b>89%</b>	<b>-14%</b>
<b>Slight*</b>	Pedestrians	129.6	87	85	-2%	-34%
	Pedal cyclists	51.2	26	22	-15%	-57%
	Powered two-wheeler	66.6	60	38	-37%	-43%
	Car occupants	433.6	416	419	1%	-3%
	Bus or coach occupants	27.4	19	29	53%	6%
	Other vehicle occupants	19.2	16	4	-75%	-79%
	<b>Total</b>	<b>727.6</b>	<b>624</b>	<b>597</b>	<b>-4%</b>	<b>-18%</b>
<b>All severities</b>	Pedestrians	164.0	101	118	17%	-28%
	Pedal cyclists	58.6	33	27	-18%	-54%
	Powered two-wheeler	78.6	76	52	-32%	-34%
	Car occupants	495.0	463	444	-4%	-10%
	Bus or coach occupants	30.8	21	30	43%	-3%
	Other vehicle occupants	22.4	17	5	-71%	-78%
	<b>Total</b>	<b>849.4</b>	<b>711</b>	<b>676</b>	<b>-5%</b>	<b>-20%</b>

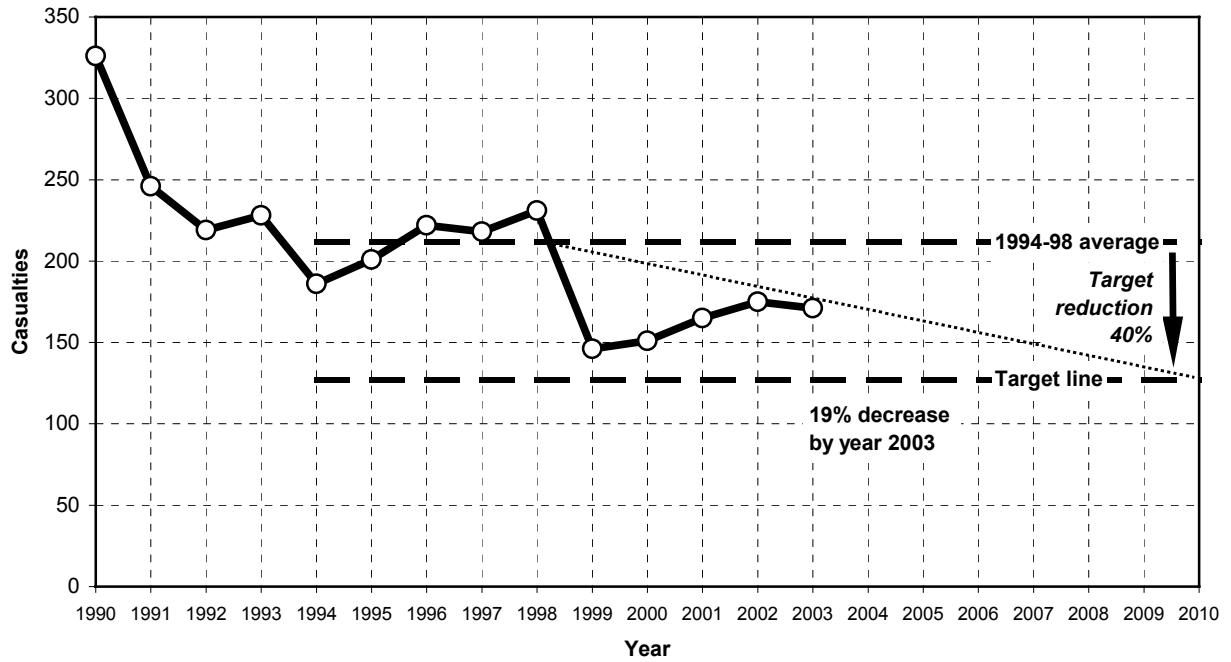
NB. Shaded areas show the National and London casualty reduction target categories

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

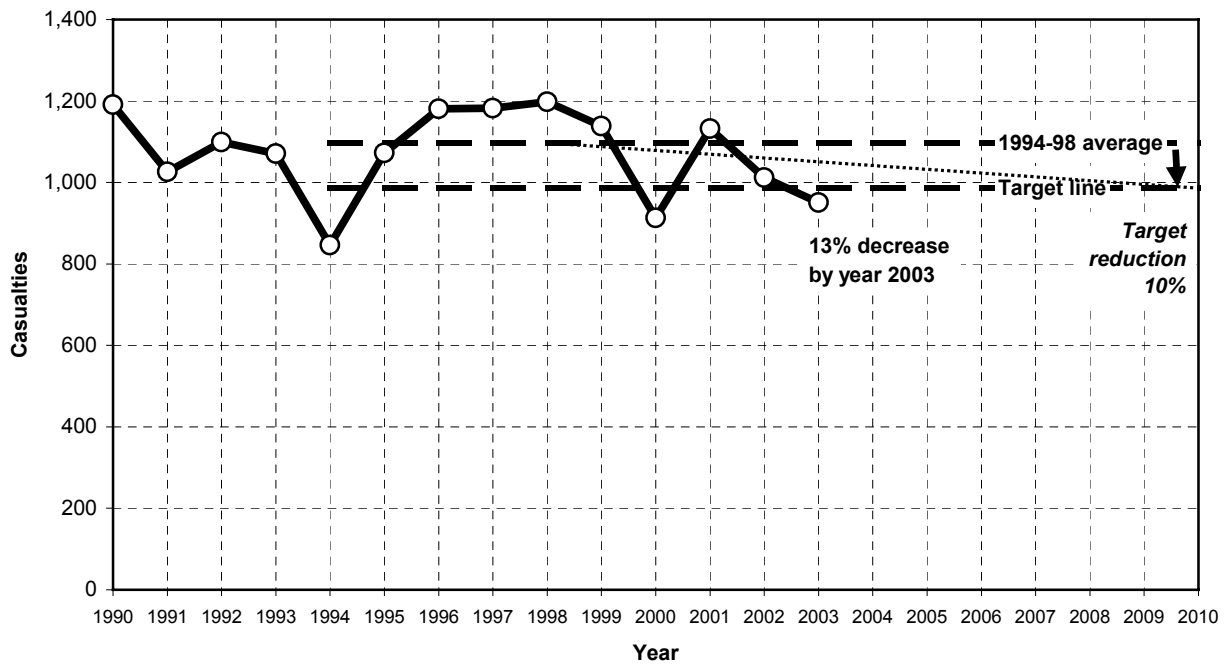
Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

# 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 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	2.4	1	6	500%	150%
	Pedal cyclists	0.2	1	0	-100%	-100%
	Powered two-wheeler	0.8	2	4	100%	400%
	Car occupants	3.8	2	7	250%	84%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	1	0	-100%	-100%
	<b>Total</b>	<b>7.4</b>	<b>7</b>	<b>17</b>	<b>143%</b>	<b>130%</b>
<b>Fatal &amp; serious</b>	Pedestrians	38.2	26	35	35%	-8%
	Pedal cyclists	11.4	6	3	-50%	-74%
	Powered two-wheeler	19.8	30	23	-23%	16%
	Car occupants	130.6	96	104	8%	-20%
	Bus or coach occupants	5.4	6	2	-67%	-63%
	Other vehicle occupants	6.2	11	4	-64%	-35%
	<b>Total</b>	<b>211.6</b>	<b>175</b>	<b>171</b>	<b>-2%</b>	<b>-19%</b>
	<b>Children (under 16yrs)</b>	<b>35.6</b>	<b>23</b>	<b>20</b>	<b>-13%</b>	<b>-44%</b>
<b>Slight*</b>	Pedestrians	114.8	99	110	11%	-4%
	Pedal cyclists	69.6	32	29	-9%	-58%
	Powered two-wheeler	74.8	107	84	-21%	12%
	Car occupants	751.8	665	649	-2%	-14%
	Bus or coach occupants	40.6	56	35	-38%	-14%
	Other vehicle occupants	44.2	53	44	-17%	0%
	<b>Total</b>	<b>1,095.8</b>	<b>1,012</b>	<b>951</b>	<b>-6%</b>	<b>-13%</b>
<b>All severities</b>	Pedestrians	153.0	125	145	16%	-5%
	Pedal cyclists	81.0	38	32	-16%	-60%
	Powered two-wheeler	94.6	137	107	-22%	13%
	Car occupants	882.4	761	753	-1%	-15%
	Bus or coach occupants	46.0	62	37	-40%	-20%
	Other vehicle occupants	50.4	64	48	-25%	-5%
	<b>Total</b>	<b>1,307.4</b>	<b>1,187</b>	<b>1,122</b>	<b>-5%</b>	<b>-14%</b>

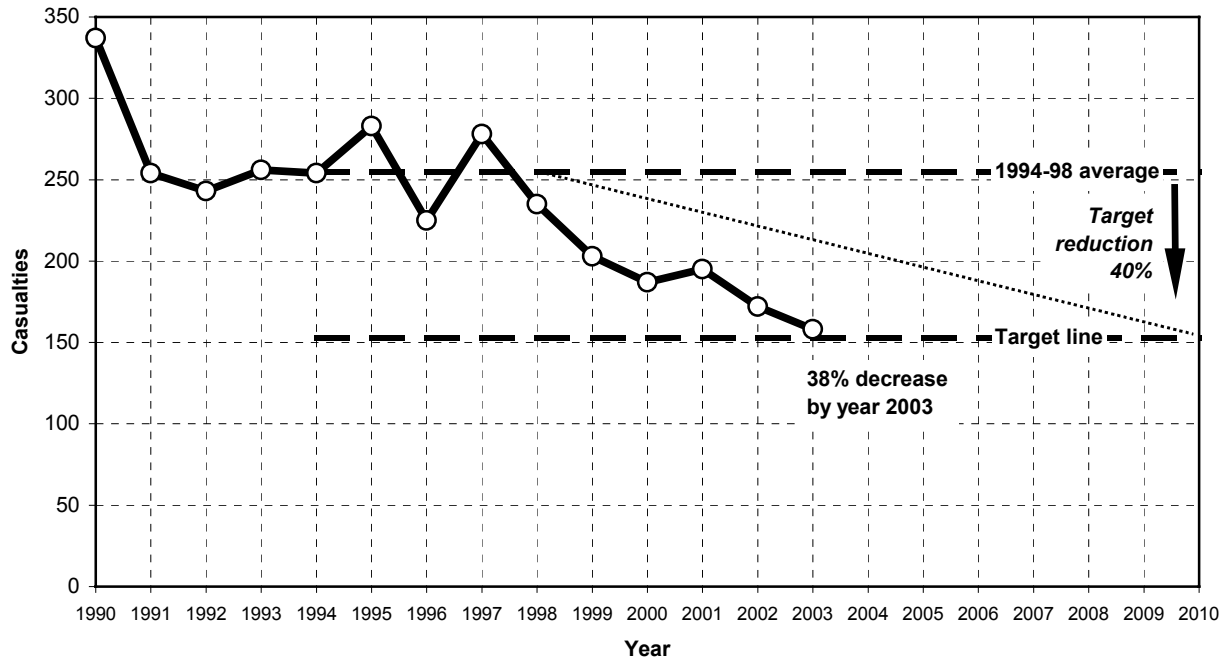
NB. Shaded areas show the National and London casualty reduction target categories

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

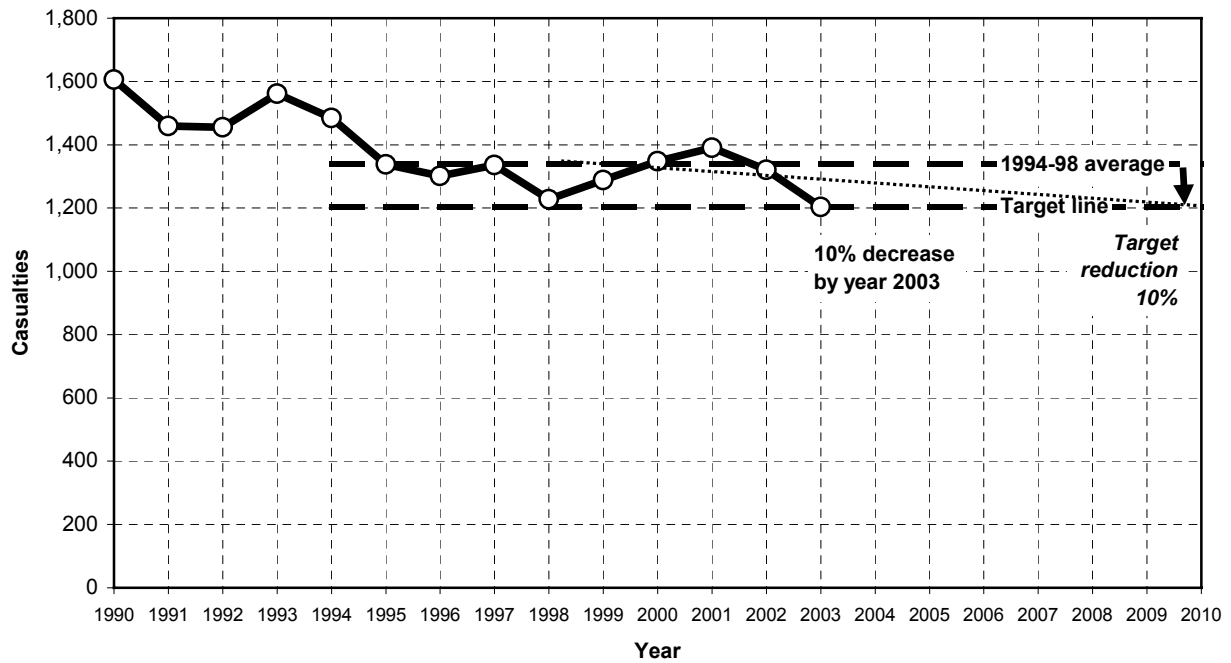
Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

# 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 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	5.0	3	1	-67%	-80%
	Pedal cyclists	1.0	0	0	0%	-100%
	Powered two-wheeler	1.6	3	2	-33%	25%
	Car occupants	3.0	0	2	∞	-33%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.6	0	0	0%	-100%
	<b>Total</b>	<b>11.4</b>	<b>6</b>	<b>5</b>	<b>-17%</b>	<b>-56%</b>
<b>Fatal &amp; serious</b>	Pedestrians	54.0	48	24	-50%	-56%
	Pedal cyclists	19.6	5	8	60%	-59%
	Powered two-wheeler	25.4	22	29	32%	14%
	Car occupants	138.2	89	78	-12%	-44%
	Bus or coach occupants	5.6	4	8	100%	43%
	Other vehicle occupants	12.2	4	11	175%	-10%
	<b>Total</b>	<b>255.0</b>	<b>172</b>	<b>158</b>	<b>-8%</b>	<b>-38%</b>
	<b>Children (under 16yrs)</b>	<b>37.4</b>	<b>19</b>	<b>9</b>	<b>-53%</b>	<b>-76%</b>
<b>Slight*</b>	Pedestrians	141.0	124	97	-22%	-31%
	Pedal cyclists	106.6	57	59	4%	-45%
	Powered two-wheeler	95.2	115	124	8%	30%
	Car occupants	905.8	959	855	-11%	-6%
	Bus or coach occupants	35.2	26	32	23%	-9%
	Other vehicle occupants	53.6	40	36	-10%	-33%
	<b>Total</b>	<b>1,337.4</b>	<b>1,321</b>	<b>1,203</b>	<b>-9%</b>	<b>-10%</b>
<b>All severities</b>	Pedestrians	195.0	172	121	-30%	-38%
	Pedal cyclists	126.2	62	67	8%	-47%
	Powered two-wheeler	120.6	137	153	12%	27%
	Car occupants	1,044.0	1,048	933	-11%	-11%
	Bus or coach occupants	40.8	30	40	33%	-2%
	Other vehicle occupants	65.8	44	47	7%	-29%
	<b>Total</b>	<b>1,592.4</b>	<b>1,493</b>	<b>1,361</b>	<b>-9%</b>	<b>-15%</b>

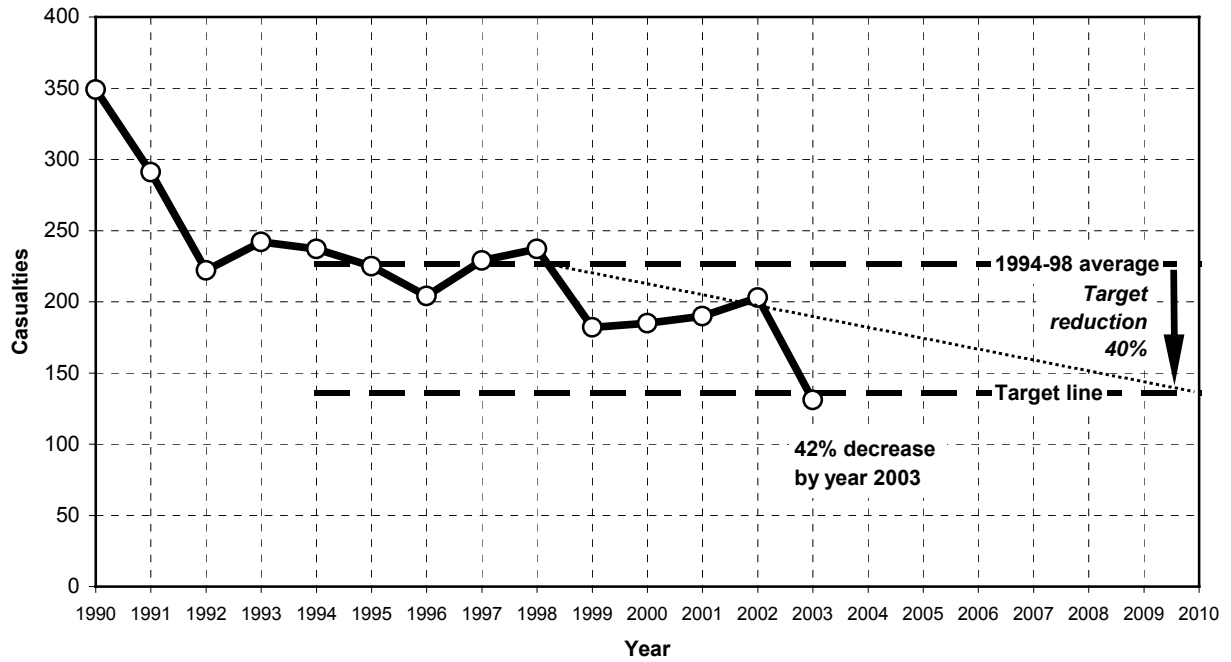
NB. Shaded areas show the National and London casualty reduction target categories

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

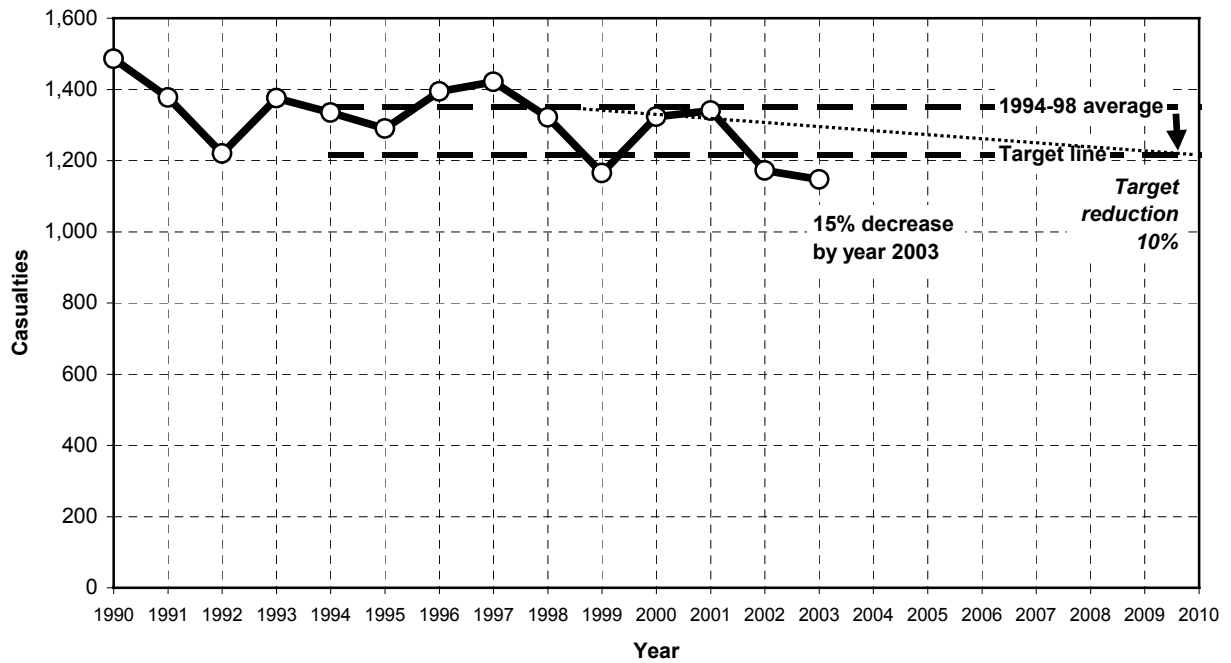
Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

# 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 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	4.0	5	1	-80%	-75%
	Pedal cyclists	0.4	1	2	100%	400%
	Powered two-wheeler	1.4	2	2	0%	43%
	Car occupants	3.6	4	4	0%	11%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.6	0	0	0%	-100%
	<b>Total</b>	<b>10.0</b>	<b>12</b>	<b>9</b>	<b>-25%</b>	<b>-10%</b>
<b>Fatal &amp; serious</b>	Pedestrians	50.2	53	28	-47%	-44%
	Pedal cyclists	19.2	9	14	56%	-27%
	Powered two-wheeler	28.0	45	31	-31%	11%
	Car occupants	111.0	91	52	-43%	-53%
	Bus or coach occupants	7.6	1	3	200%	-61%
	Other vehicle occupants	10.4	4	3	-25%	-71%
	<b>Total</b>	<b>226.4</b>	<b>203</b>	<b>131</b>	<b>-35%</b>	<b>-42%</b>
	<b>Children (under 16yrs)</b>	<b>29.2</b>	<b>17</b>	<b>13</b>	<b>-24%</b>	<b>-55%</b>
<b>Slight*</b>	Pedestrians	173.0	112	142	27%	-18%
	Pedal cyclists	132.4	78	86	10%	-35%
	Powered two-wheeler	141.8	156	143	-8%	1%
	Car occupants	787.4	742	699	-6%	-11%
	Bus or coach occupants	63.6	54	40	-26%	-37%
	Other vehicle occupants	54.0	30	37	23%	-31%
	<b>Total</b>	<b>1,352.2</b>	<b>1,172</b>	<b>1,147</b>	<b>-2%</b>	<b>-15%</b>
<b>All severities</b>	Pedestrians	223.2	165	170	3%	-24%
	Pedal cyclists	151.6	87	100	15%	-34%
	Powered two-wheeler	169.8	201	174	-13%	2%
	Car occupants	898.4	833	751	-10%	-16%
	Bus or coach occupants	71.2	55	43	-22%	-40%
	Other vehicle occupants	64.4	34	40	18%	-38%
	<b>Total</b>	<b>1,578.6</b>	<b>1,375</b>	<b>1,278</b>	<b>-7%</b>	<b>-19%</b>

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

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

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

## 20. Islington

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

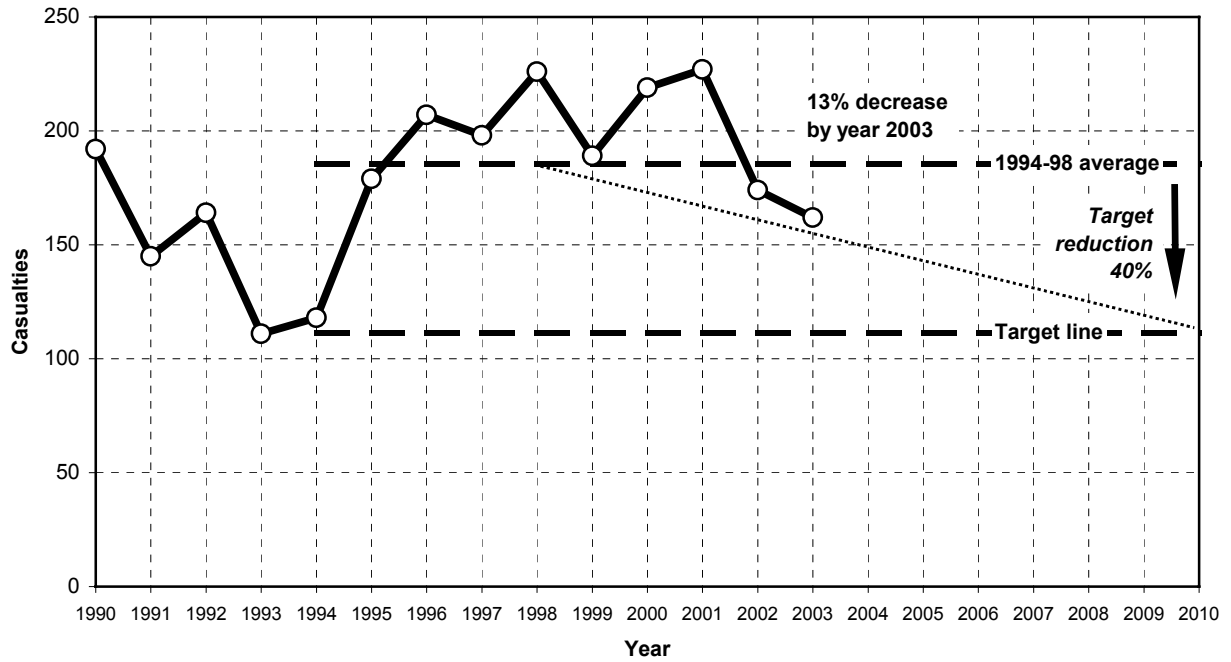
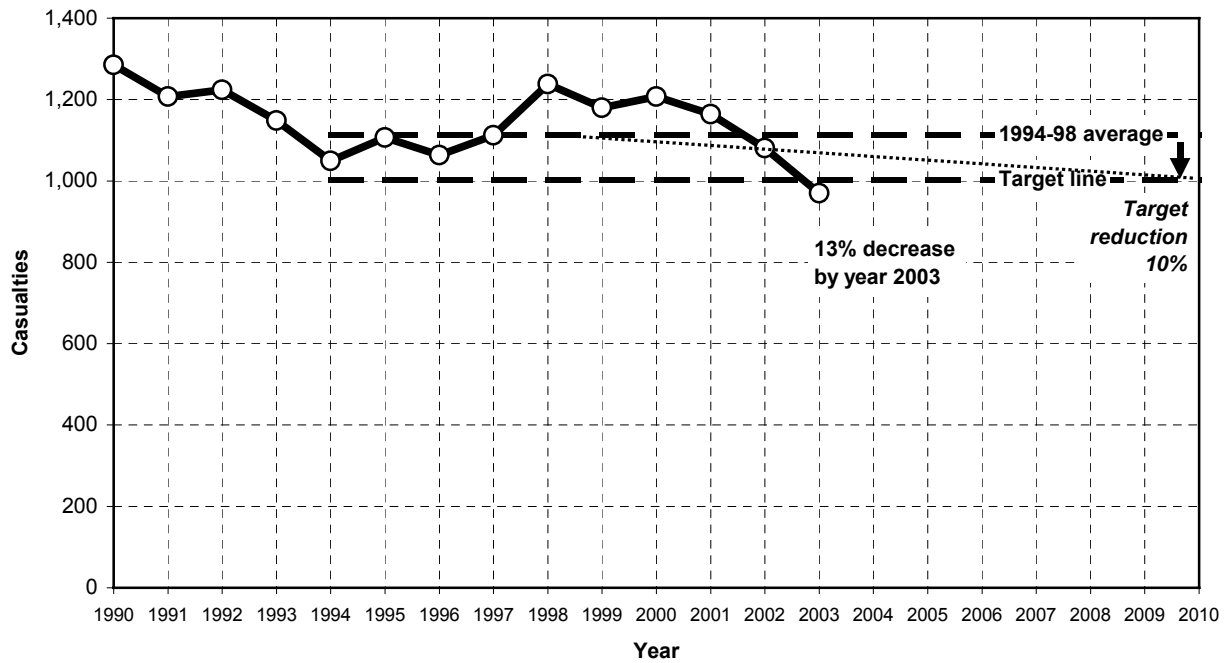


Fig. A20.2: L.B. of Islington - All slight casualties



**Table A20: Towards the year 2010: Monitoring casualties in L.B. of Islington**  
**Casualties in the year 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	5.6	4	1	-75%	-82%
	Pedal cyclists	0.6	2	4	100%	567%
	Powered two-wheeler	1.2	2	3	50%	150%
	Car occupants	1.0	0	2	∞	100%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>8.6</b>	<b>8</b>	<b>10</b>	<b>25%</b>	<b>16%</b>
<b>Fatal &amp; serious</b>	Pedestrians	76.0	66	49	-26%	-36%
	Pedal cyclists	26.0	33	25	-24%	-4%
	Powered two-wheeler	31.8	40	46	15%	45%
	Car occupants	38.4	27	30	11%	-22%
	Bus or coach occupants	8.2	6	8	33%	-2%
	Other vehicle occupants	5.2	2	4	100%	-23%
	<b>Total</b>	<b>185.6</b>	<b>174</b>	<b>162</b>	<b>-7%</b>	<b>-13%</b>
	<b>Children (under 16yrs)</b>	<b>18.6</b>	<b>16</b>	<b>20</b>	<b>25%</b>	<b>8%</b>
<b>Slight*</b>	Pedestrians	259.4	243	213	-12%	-18%
	Pedal cyclists	177.8	153	156	2%	-12%
	Powered two-wheeler	221.4	264	212	-20%	-4%
	Car occupants	343.4	298	280	-6%	-18%
	Bus or coach occupants	70.0	79	76	-4%	9%
	Other vehicle occupants	41.8	44	33	-25%	-21%
	<b>Total</b>	<b>1,113.8</b>	<b>1,081</b>	<b>970</b>	<b>-10%</b>	<b>-13%</b>
<b>All severities</b>	Pedestrians	335.4	309	262	-15%	-22%
	Pedal cyclists	203.8	186	181	-3%	-11%
	Powered two-wheeler	253.2	304	258	-15%	2%
	Car occupants	381.8	325	310	-5%	-19%
	Bus or coach occupants	78.2	85	84	-1%	7%
	Other vehicle occupants	47.0	46	37	-20%	-21%
	<b>Total</b>	<b>1,299.4</b>	<b>1,255</b>	<b>1,132</b>	<b>-10%</b>	<b>-13%</b>

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

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

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

## 21. Kensington & Chelsea

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

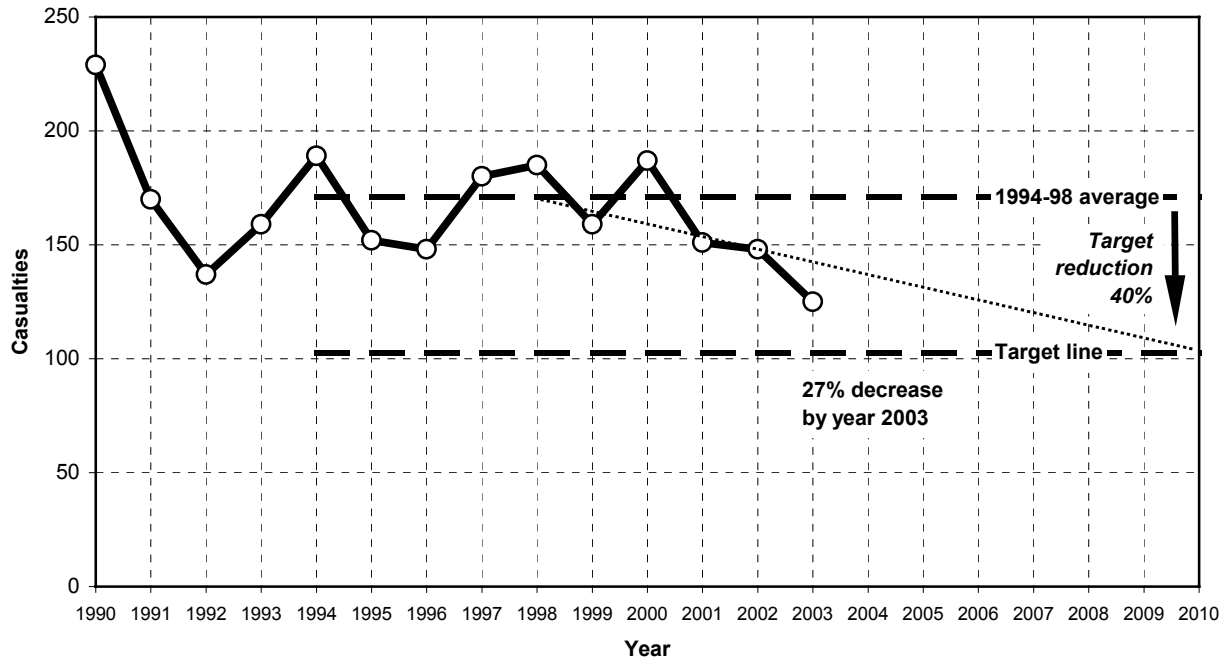
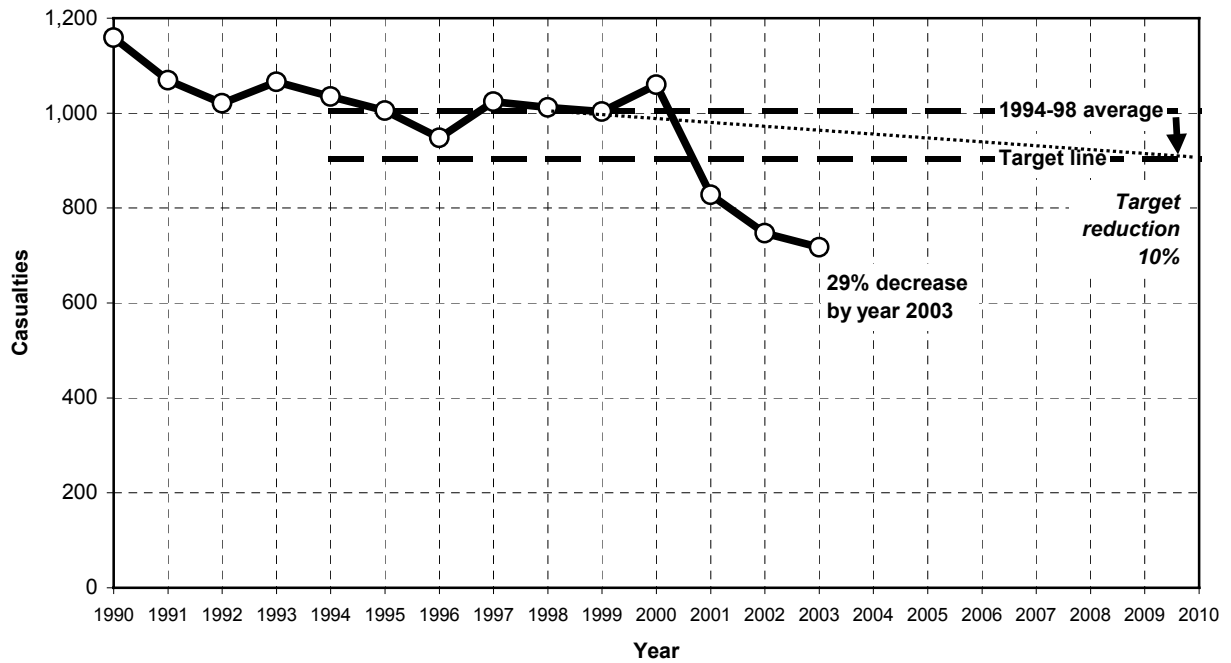


Fig. A21.2: R.B. of Kensington & Chelsea - All slight casualties



**Table A21: Towards the year 2010: Monitoring casualties in R.B. of Kensington & Chelsea  
Casualties in the year 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	4.4	4	9	125%	105%
	Pedal cyclists	0.4	1	0	-100%	-100%
	Powered two-wheeler	1.0	2	0	-100%	-100%
	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%
	<b>Total</b>	<b>7.0</b>	<b>7</b>	<b>9</b>	<b>29%</b>	<b>29%</b>
<b>Fatal &amp; serious</b>	Pedestrians	71.8	46	47	2%	-35%
	Pedal cyclists	18.0	22	13	-41%	-28%
	Powered two-wheeler	31.0	44	38	-14%	23%
	Car occupants	35.6	24	20	-17%	-44%
	Bus or coach occupants	7.2	7	6	-14%	-17%
	Other vehicle occupants	7.2	5	1	-80%	-86%
	<b>Total</b>	<b>170.8</b>	<b>148</b>	<b>125</b>	<b>-16%</b>	<b>-27%</b>
	<b>Children (under 16yrs)</b>	<b>11.2</b>	<b>12</b>	<b>7</b>	<b>-42%</b>	<b>-38%</b>
<b>Slight*</b>	Pedestrians	248.8	158	145	-8%	-42%
	Pedal cyclists	143.4	93	93	0%	-35%
	Powered two-wheeler	202.6	202	188	-7%	-7%
	Car occupants	299.4	216	210	-3%	-30%
	Bus or coach occupants	46.6	42	48	14%	3%
	Other vehicle occupants	64.0	36	33	-8%	-48%
	<b>Total</b>	<b>1,004.8</b>	<b>747</b>	<b>717</b>	<b>-4%</b>	<b>-29%</b>
<b>All severities</b>	Pedestrians	320.6	204	192	-6%	-40%
	Pedal cyclists	161.4	115	106	-8%	-34%
	Powered two-wheeler	233.6	246	226	-8%	-3%
	Car occupants	335.0	240	230	-4%	-31%
	Bus or coach occupants	53.8	49	54	10%	0%
	Other vehicle occupants	71.2	41	34	-17%	-52%
	<b>Total</b>	<b>1,175.6</b>	<b>895</b>	<b>842</b>	<b>-6%</b>	<b>-28%</b>

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

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

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

## 22. Kingston upon Thames

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

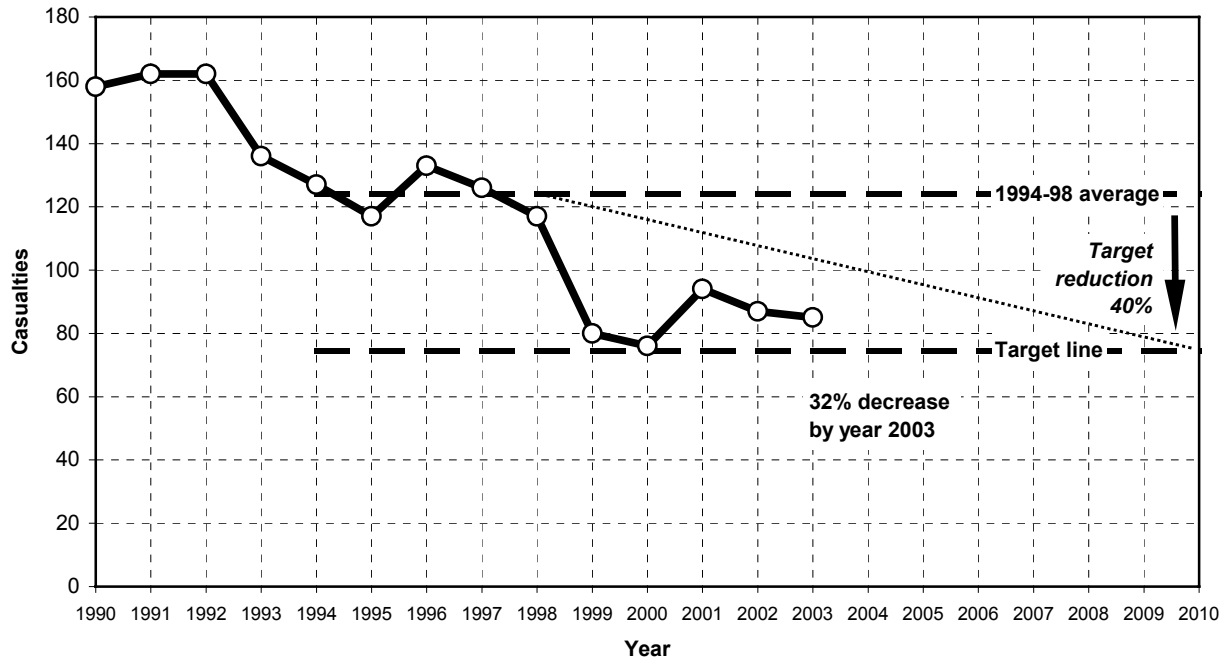
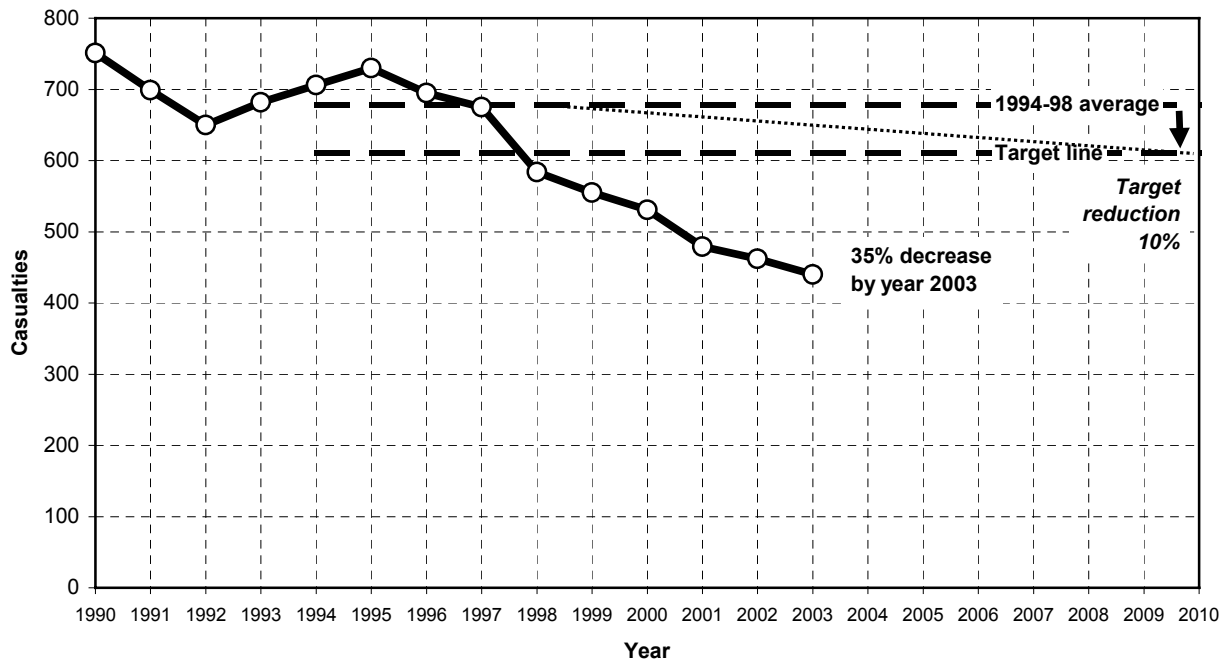


Fig. A22.2: R.B. of Kingston upon Thames - All slight casualties





**Table A22: Towards the year 2010: Monitoring casualties in R.B. of Kingston upon Thames  
Casualties in the year 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	4.6	1	1	0%	-78%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	0.4	0	0	0%	-100%
	Car occupants	1.2	2	2	0%	67%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>6.4</b>	<b>3</b>	<b>3</b>	<b>0%</b>	<b>-53%</b>
<b>Fatal &amp; serious</b>	Pedestrians	31.6	25	25	0%	-21%
	Pedal cyclists	14.0	10	8	-20%	-43%
	Powered two-wheeler	22.2	12	19	58%	-14%
	Car occupants	50.2	36	31	-14%	-38%
	Bus or coach occupants	3.4	1	0	-100%	-100%
	Other vehicle occupants	2.6	3	2	-33%	-23%
	<b>Total</b>	<b>124.0</b>	<b>87</b>	<b>85</b>	<b>-2%</b>	<b>-31%</b>
	<b>Children (under 16yrs)</b>	<b>13.4</b>	<b>17</b>	<b>10</b>	<b>-41%</b>	<b>-25%</b>
<b>Slight*</b>	Pedestrians	89.2	73	67	-8%	-25%
	Pedal cyclists	91.8	35	41	17%	-55%
	Powered two-wheeler	79.4	86	90	5%	13%
	Car occupants	367.0	232	202	-13%	-45%
	Bus or coach occupants	29.2	24	26	8%	-11%
	Other vehicle occupants	21.4	12	14	17%	-35%
	<b>Total</b>	<b>678.0</b>	<b>462</b>	<b>440</b>	<b>-5%</b>	<b>-35%</b>
<b>All severities</b>	Pedestrians	120.8	98	92	-6%	-24%
	Pedal cyclists	105.8	45	49	9%	-54%
	Powered two-wheeler	101.6	98	109	11%	7%
	Car occupants	417.2	268	233	-13%	-44%
	Bus or coach occupants	32.6	25	26	4%	-20%
	Other vehicle occupants	24.0	15	16	7%	-33%
	<b>Total</b>	<b>802.0</b>	<b>549</b>	<b>525</b>	<b>-4%</b>	<b>-35%</b>

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

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

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

## 23. Lambeth

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

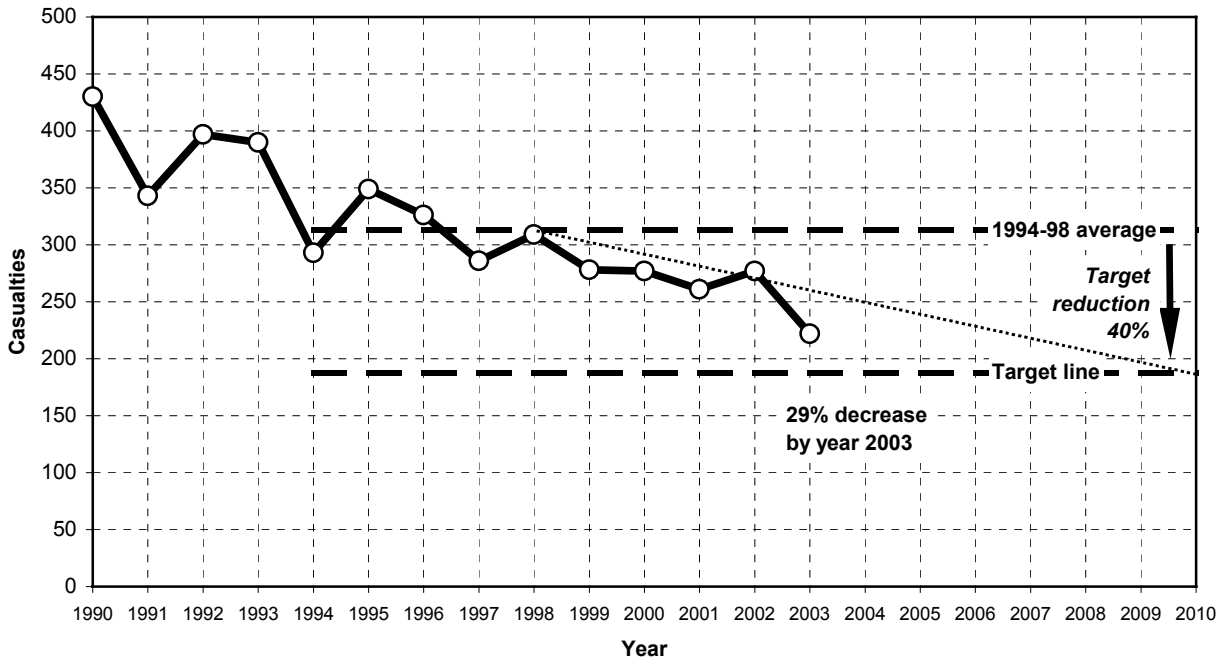
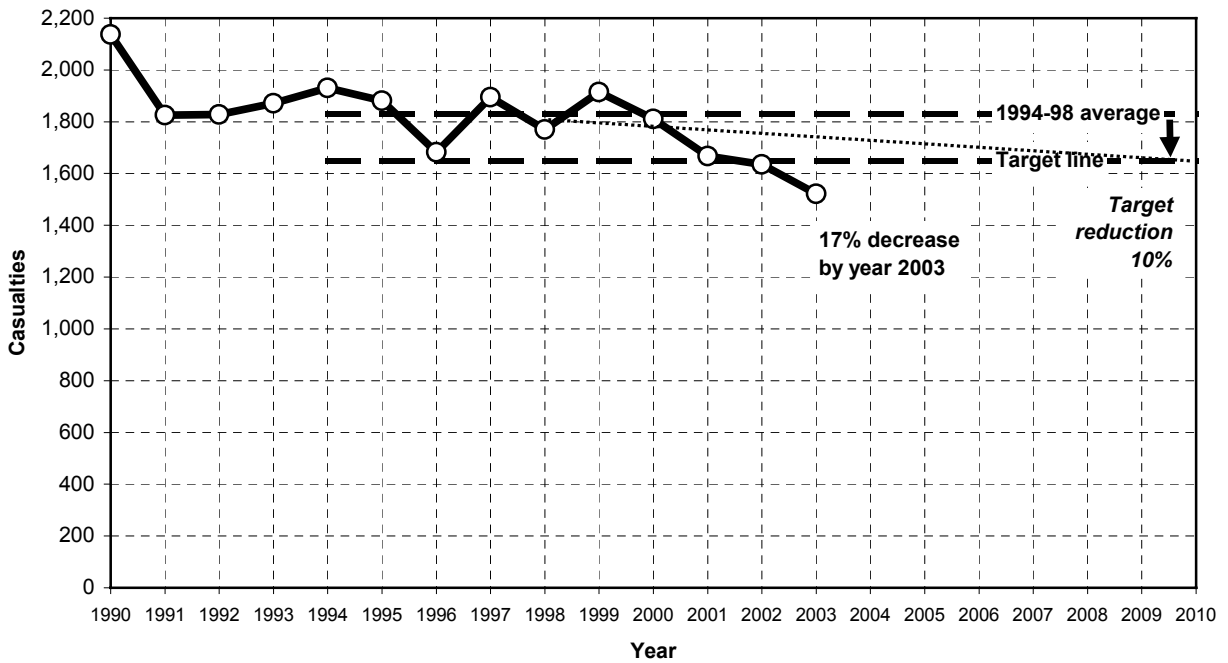


Fig. A23.2: L.B. of Lambeth - All slight casualties



**Table A23: Towards the year 2010: Monitoring casualties in L.B. of Lambeth**  
**Casualties in the year 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	7.4	5	4	-20%	-46%
	Pedal cyclists	0.8	0	4	∞	400%
	Powered two-wheeler	1.4	3	2	-33%	43%
	Car occupants	1.0	2	3	50%	200%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.2	0	0	0%	-100%
	<b>Total</b>	<b>11.0</b>	<b>10</b>	<b>13</b>	<b>30%</b>	<b>18%</b>
<b>Fatal &amp; serious</b>	Pedestrians	123.8	96	62	-35%	-50%
	Pedal cyclists	36.4	24	32	33%	-12%
	Powered two-wheeler	51.2	80	65	-19%	27%
	Car occupants	80.8	64	48	-25%	-41%
	Bus or coach occupants	12.8	9	9	0%	-30%
	Other vehicle occupants	7.6	4	6	50%	-21%
	<b>Total</b>	<b>312.6</b>	<b>277</b>	<b>222</b>	<b>-20%</b>	<b>-29%</b>
	<b>Children (under 16yrs)</b>	<b>45.0</b>	<b>31</b>	<b>21</b>	<b>-32%</b>	<b>-53%</b>
<b>Slight*</b>	Pedestrians	359.0	268	299	12%	-17%
	Pedal cyclists	222.4	169	155	-8%	-30%
	Powered two-wheeler	314.4	400	382	-5%	22%
	Car occupants	758.4	624	525	-16%	-31%
	Bus or coach occupants	114.6	122	112	-8%	-2%
	Other vehicle occupants	62.8	52	48	-8%	-24%
	<b>Total</b>	<b>1,831.6</b>	<b>1,635</b>	<b>1,521</b>	<b>-7%</b>	<b>-17%</b>
<b>All severities</b>	Pedestrians	482.8	364	361	-1%	-25%
	Pedal cyclists	258.8	193	187	-3%	-28%
	Powered two-wheeler	365.6	480	447	-7%	22%
	Car occupants	839.2	688	573	-17%	-32%
	Bus or coach occupants	127.4	131	121	-8%	-5%
	Other vehicle occupants	70.4	56	54	-4%	-23%
	<b>Total</b>	<b>2,144.2</b>	<b>1,912</b>	<b>1,743</b>	<b>-9%</b>	<b>-19%</b>

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

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

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

## 24. Lewisham

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

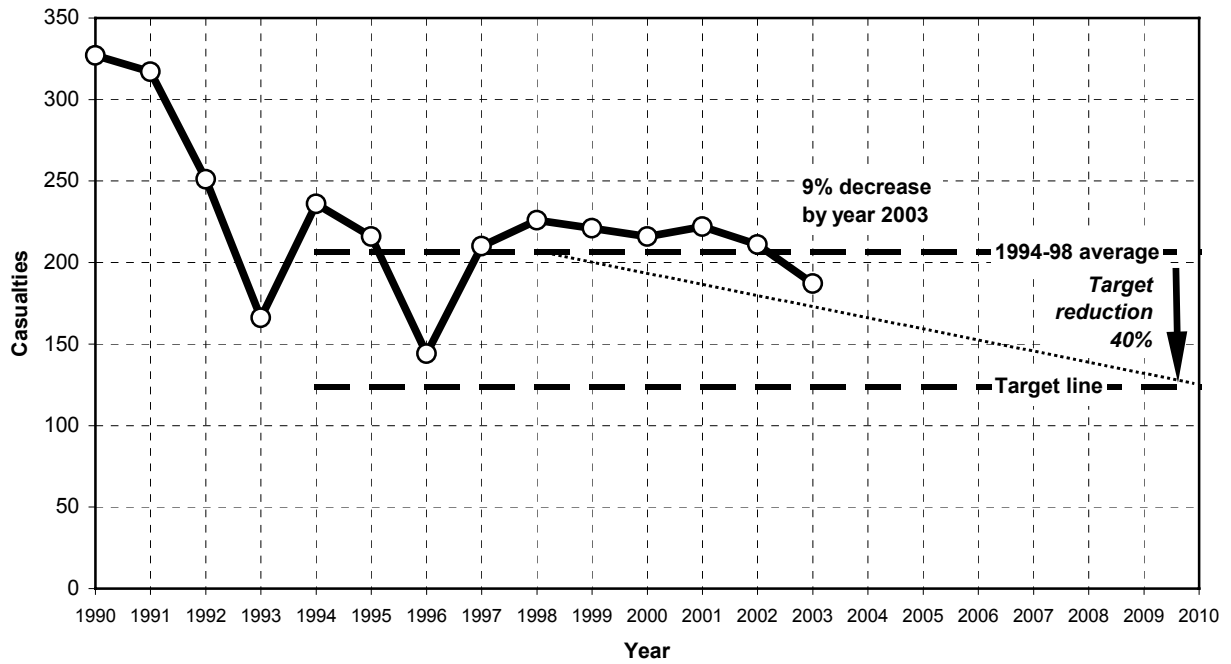
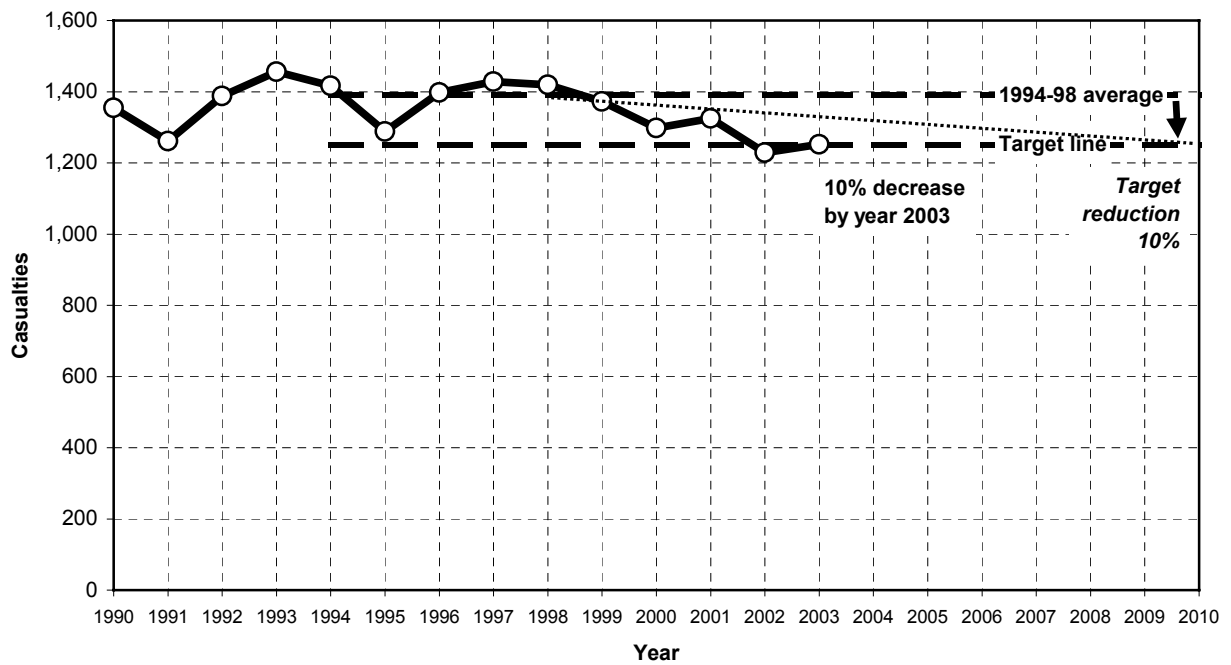


Fig. A24.2: L.B. of Lewisham - All slight casualties



**Table A24: Towards the year 2010: Monitoring casualties in L.B. of Lewisham**  
**Casualties in the year 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	3.6	3	5	67%	39%
	Pedal cyclists	0.6	2	1	-50%	67%
	Powered two-wheeler	1.0	2	2	0%	100%
	Car occupants	1.0	2	3	50%	200%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>6.4</b>	<b>9</b>	<b>11</b>	<b>22%</b>	<b>72%</b>
<b>Fatal &amp; serious</b>	Pedestrians	81.6	62	56	-10%	-31%
	Pedal cyclists	14.2	13	8	-38%	-44%
	Powered two-wheeler	30.0	63	56	-11%	87%
	Car occupants	63.2	53	59	11%	-7%
	Bus or coach occupants	13.2	10	5	-50%	-62%
	Other vehicle occupants	4.2	10	3	-70%	-29%
	<b>Total</b>	<b>206.4</b>	<b>211</b>	<b>187</b>	<b>-11%</b>	<b>-9%</b>
	<b>Children (under 16yrs)</b>	<b>41.4</b>	<b>26</b>	<b>22</b>	<b>-15%</b>	<b>-47%</b>
<b>Slight*</b>	Pedestrians	260.0	213	226	6%	-13%
	Pedal cyclists	118.0	62	77	24%	-35%
	Powered two-wheeler	172.8	215	202	-6%	17%
	Car occupants	699.2	609	593	-3%	-15%
	Bus or coach occupants	102.4	94	114	21%	11%
	Other vehicle occupants	37.6	36	40	11%	6%
	<b>Total</b>	<b>1,390.0</b>	<b>1,229</b>	<b>1,252</b>	<b>2%</b>	<b>-10%</b>
<b>All severities</b>	Pedestrians	341.6	275	282	3%	-17%
	Pedal cyclists	132.2	75	85	13%	-36%
	Powered two-wheeler	202.8	278	258	-7%	27%
	Car occupants	762.4	662	652	-2%	-14%
	Bus or coach occupants	115.6	104	119	14%	3%
	Other vehicle occupants	41.8	46	43	-7%	3%
	<b>Total</b>	<b>1,596.4</b>	<b>1,440</b>	<b>1,439</b>	<b>0%</b>	<b>-10%</b>

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

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

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

## 25. Merton

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

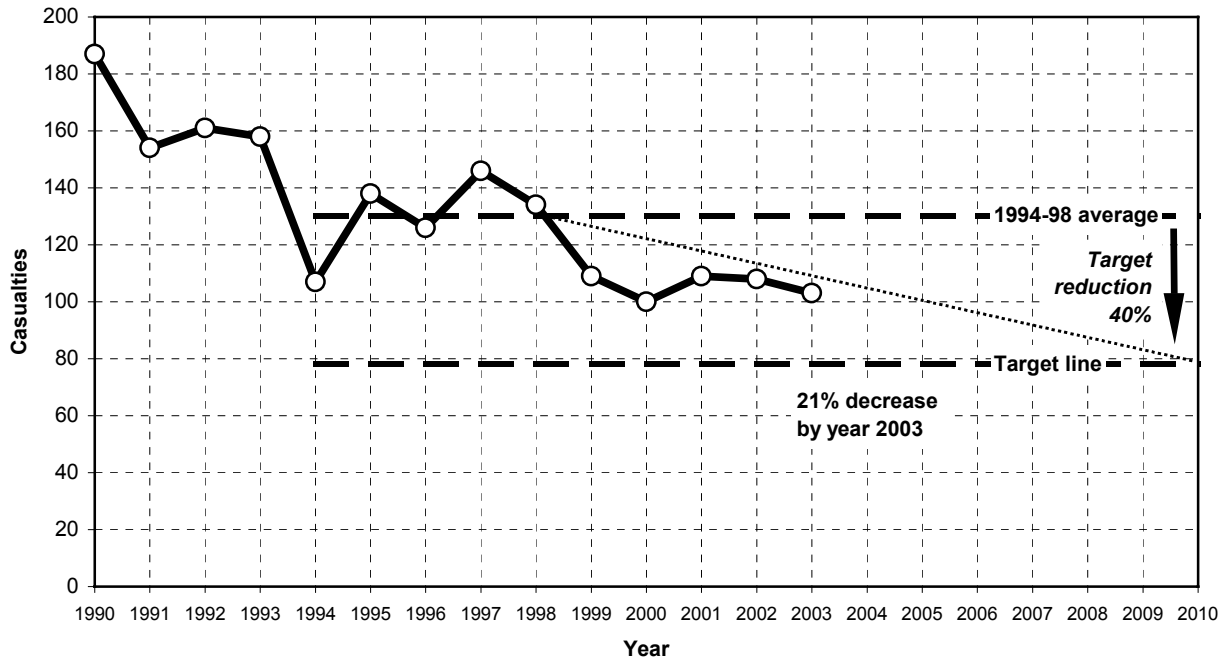
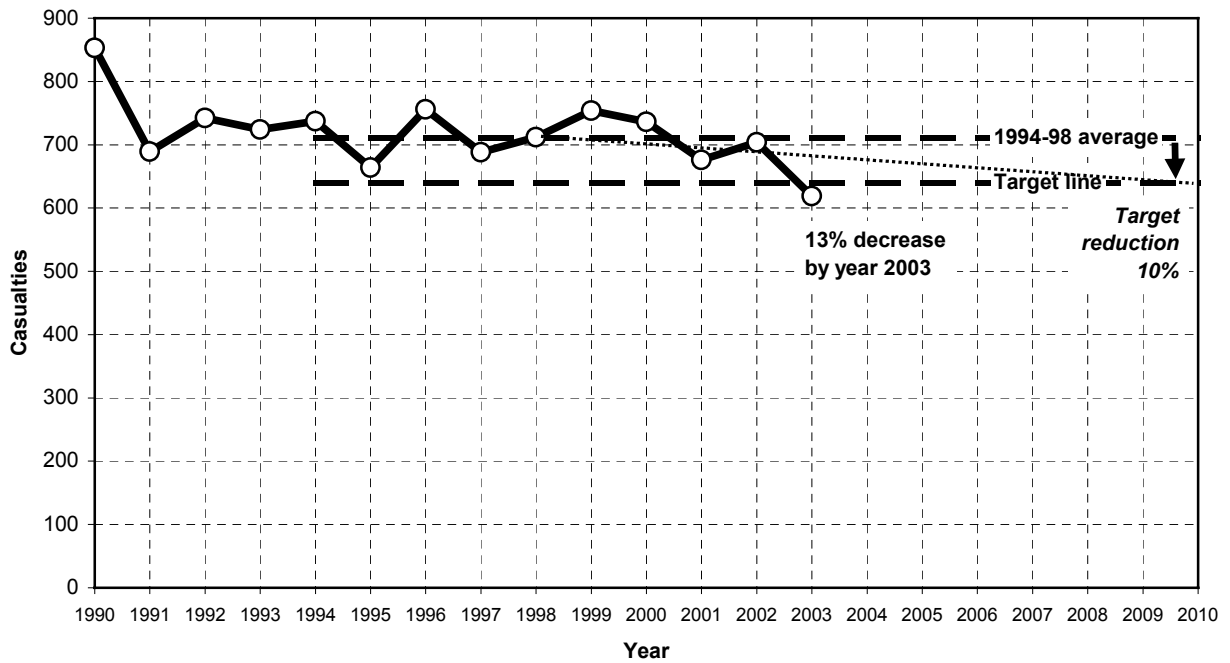


Fig. A25.2: L.B. of Merton - All slight casualties



**Table A25: Towards the year 2010: Monitoring casualties in L.B. of Merton**  
**Casualties in the year 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	2.2	0	4	∞	82%
	Pedal cyclists	0.4	1	0	-100%	-100%
	Powered two-wheeler	0.8	2	0	-100%	-100%
	Car occupants	1.4	1	2	100%	43%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	1	0	-100%	-100%
	<b>Total</b>	<b>5.0</b>	<b>5</b>	<b>6</b>	<b>20%</b>	<b>20%</b>
<b>Fatal &amp; serious</b>	Pedestrians	37.4	16	37	131%	-1%
	Pedal cyclists	11.6	11	10	-9%	-14%
	Powered two-wheeler	21.2	23	21	-9%	-1%
	Car occupants	50.8	49	29	-41%	-43%
	Bus or coach occupants	4.6	3	3	0%	-35%
	Other vehicle occupants	4.6	6	3	-50%	-35%
	<b>Total</b>	<b>130.2</b>	<b>108</b>	<b>103</b>	<b>-5%</b>	<b>-21%</b>
	<b>Children (under 16yrs)</b>	<b>20.8</b>	<b>13</b>	<b>15</b>	<b>15%</b>	<b>-28%</b>
<b>Slight*</b>	Pedestrians	121.4	92	107	16%	-12%
	Pedal cyclists	85.0	58	45	-22%	-47%
	Powered two-wheeler	97.8	147	118	-20%	21%
	Car occupants	358.4	345	294	-15%	-18%
	Bus or coach occupants	27.0	37	27	-27%	0%
	Other vehicle occupants	21.8	25	28	12%	28%
	<b>Total</b>	<b>711.4</b>	<b>704</b>	<b>619</b>	<b>-12%</b>	<b>-13%</b>
<b>All severities</b>	Pedestrians	158.8	108	144	33%	-9%
	Pedal cyclists	96.6	69	55	-20%	-43%
	Powered two-wheeler	119.0	170	139	-18%	17%
	Car occupants	409.2	394	323	-18%	-21%
	Bus or coach occupants	31.6	40	30	-25%	-5%
	Other vehicle occupants	26.4	31	31	0%	17%
	<b>Total</b>	<b>841.6</b>	<b>812</b>	<b>722</b>	<b>-11%</b>	<b>-14%</b>

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

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

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

## 26. Newham

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

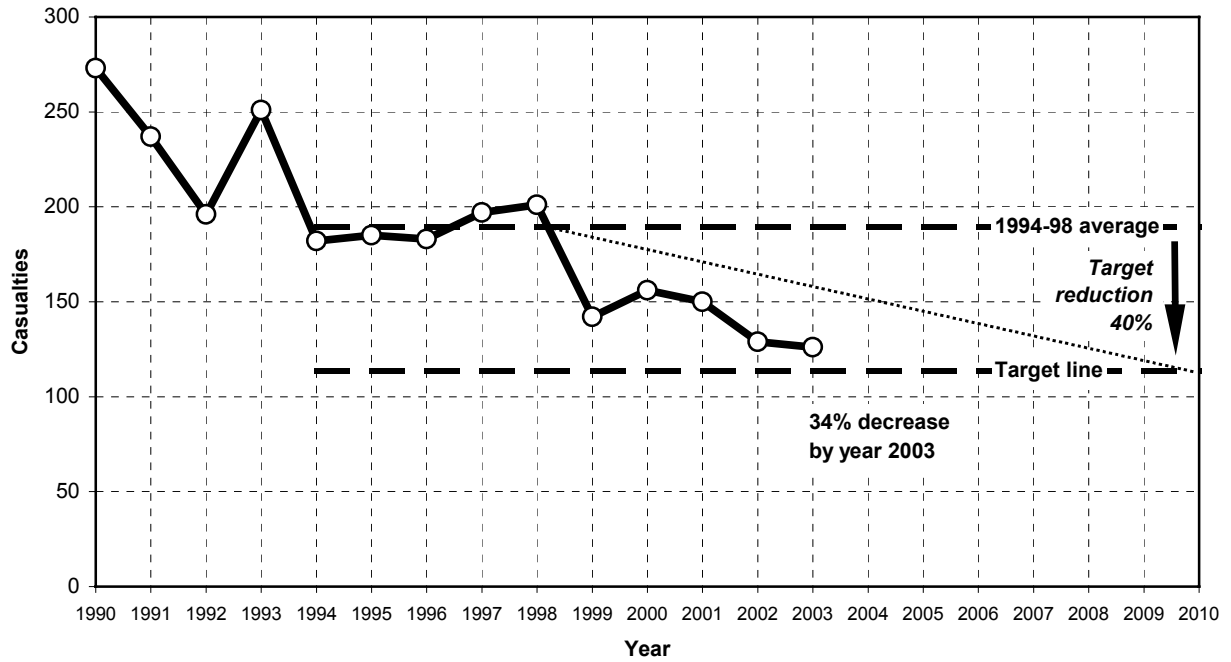
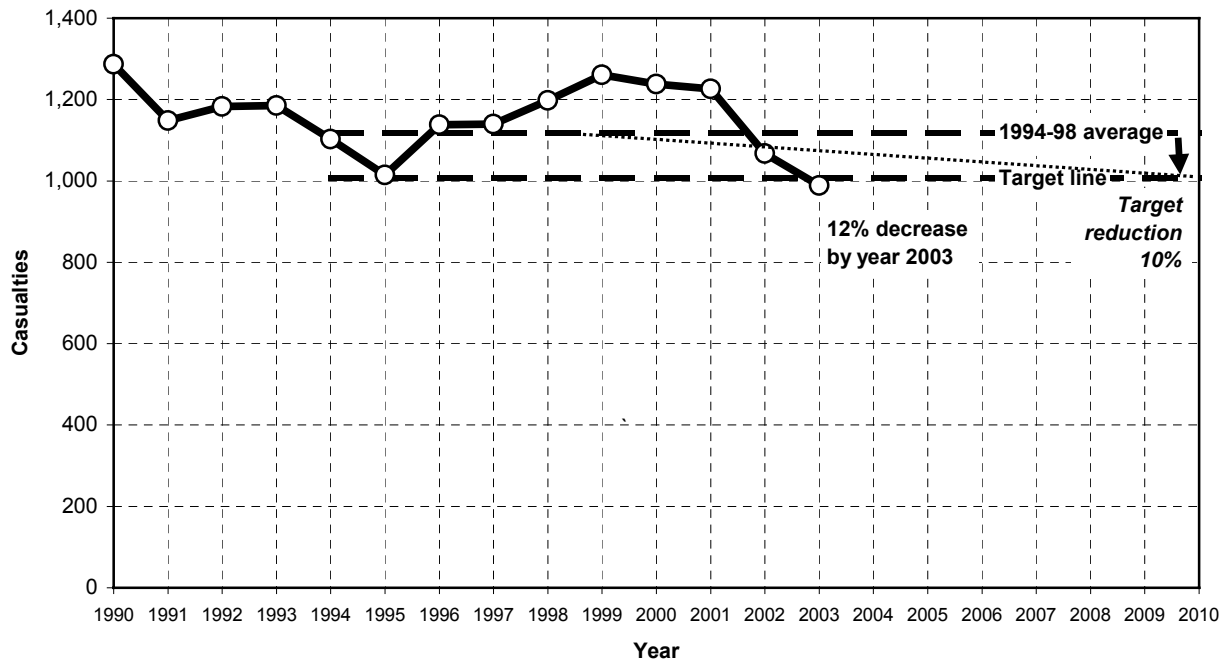


Fig. A26.2: L.B. of Newham - All slight casualties





**Table A26: Towards the year 2010: Monitoring casualties in L.B. of Newham**  
**Casualties in the year 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	2.2	1	2	100%	-9%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	1.2	4	2	-50%	67%
	Car occupants	0.6	1	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>4.2</b>	<b>6</b>	<b>4</b>	<b>-33%</b>	<b>-5%</b>
<b>Fatal &amp; serious</b>	Pedestrians	68.4	52	47	-10%	-31%
	Pedal cyclists	10.8	8	6	-25%	-44%
	Powered two-wheeler	17.6	19	23	21%	31%
	Car occupants	76.6	44	46	5%	-40%
	Bus or coach occupants	7.8	3	2	-33%	-74%
	Other vehicle occupants	8.4	3	2	-33%	-76%
	<b>Total</b>	<b>189.6</b>	<b>129</b>	<b>126</b>	<b>-2%</b>	<b>-34%</b>
	<b>Children (under 16yrs)</b>	<b>43.0</b>	<b>31</b>	<b>18</b>	<b>-42%</b>	<b>-58%</b>
<b>Slight*</b>	Pedestrians	248.4	206	201	-2%	-19%
	Pedal cyclists	88.6	57	58	2%	-35%
	Powered two-wheeler	89.4	100	86	-14%	-4%
	Car occupants	580.2	615	546	-11%	-6%
	Bus or coach occupants	70.6	56	60	7%	-15%
	Other vehicle occupants	41.6	33	38	15%	-9%
	<b>Total</b>	<b>1,118.8</b>	<b>1,067</b>	<b>989</b>	<b>-7%</b>	<b>-12%</b>
<b>All severities</b>	Pedestrians	316.8	258	248	-4%	-22%
	Pedal cyclists	99.4	65	64	-2%	-36%
	Powered two-wheeler	107.0	119	109	-8%	2%
	Car occupants	656.8	659	592	-10%	-10%
	Bus or coach occupants	78.4	59	62	5%	-21%
	Other vehicle occupants	50.0	36	40	11%	-20%
	<b>Total</b>	<b>1,308.4</b>	<b>1,196</b>	<b>1,115</b>	<b>-7%</b>	<b>-15%</b>

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

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

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

## 27. Redbridge

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

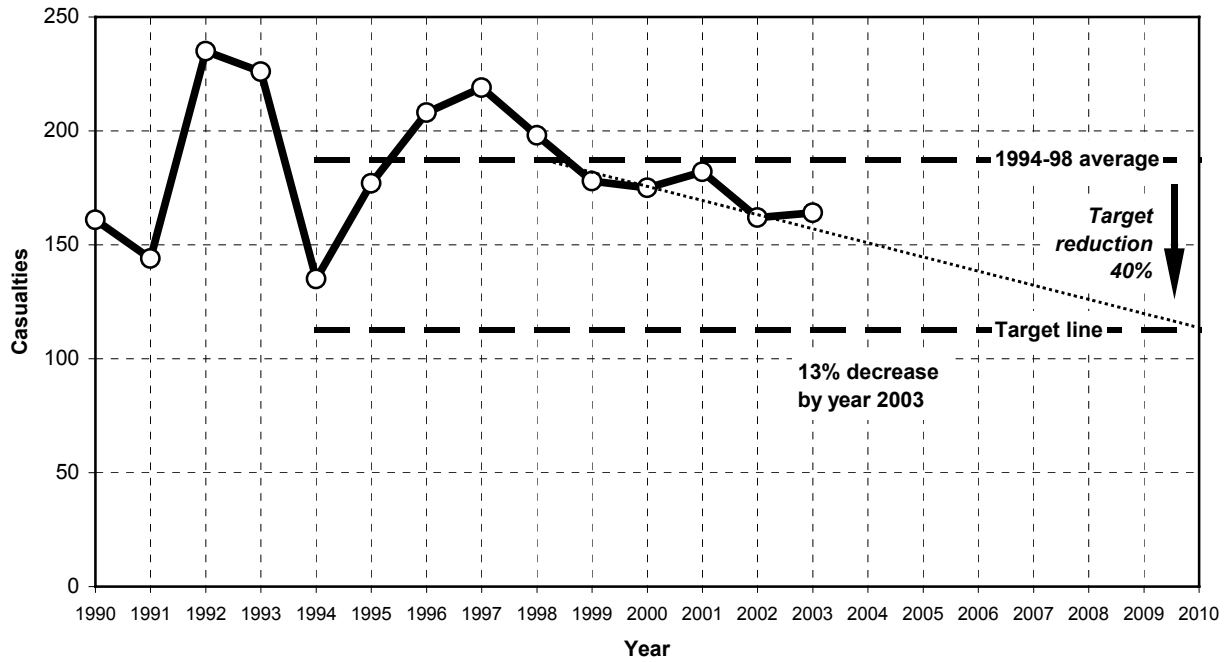
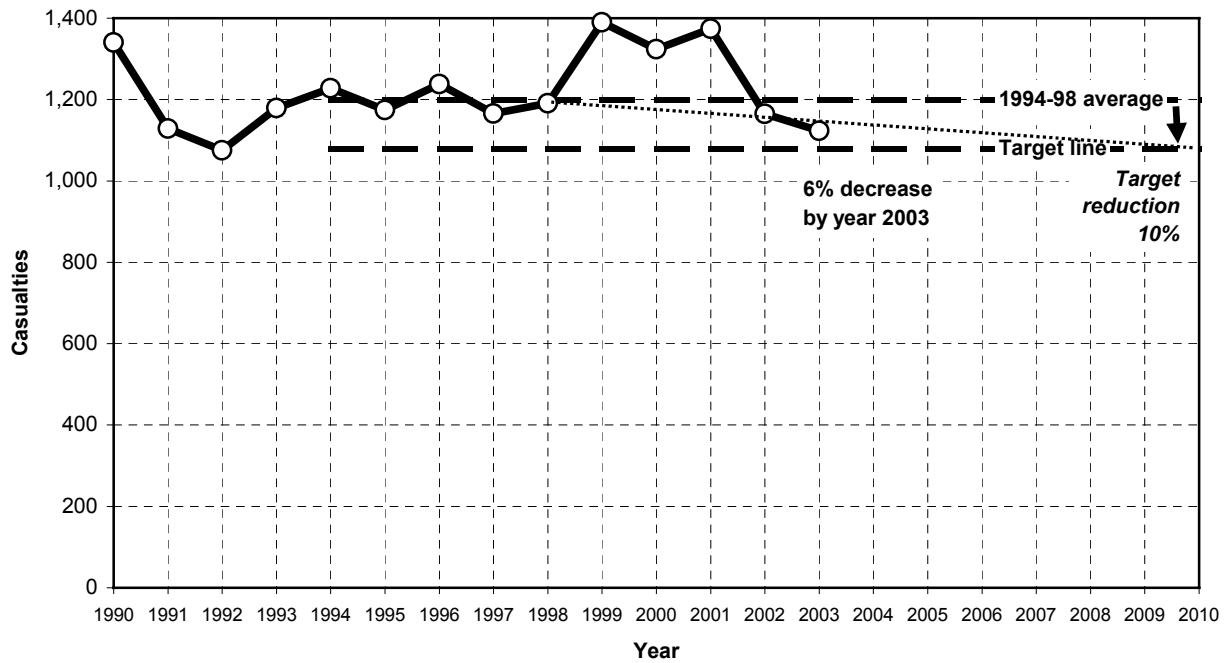


Fig. A27.2: L.B. of Redbridge - All slight casualties



**Table A27: Towards the year 2010: Monitoring casualties in L.B. of Redbridge**  
**Casualties in the year 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	4.6	2	2	0%	-57%
	Pedal cyclists	0.4	2	0	-100%	-100%
	Powered two-wheeler	1.0	1	3	200%	200%
	Car occupants	1.4	6	2	-67%	43%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	0	0	0%	-100%
	<b>Total</b>	<b>7.8</b>	<b>11</b>	<b>7</b>	<b>-36%</b>	<b>-10%</b>
<b>Fatal &amp; serious</b>	Pedestrians	48.2	32	34	6%	-29%
	Pedal cyclists	12.4	9	6	-33%	-52%
	Powered two-wheeler	14.4	31	26	-16%	81%
	Car occupants	101.8	82	87	6%	-15%
	Bus or coach occupants	4.4	4	8	100%	82%
	Other vehicle occupants	6.2	4	3	-25%	-52%
	<b>Total</b>	<b>187.4</b>	<b>162</b>	<b>164</b>	<b>1%</b>	<b>-12%</b>
	<b>Children (under 16yrs)</b>	<b>26.0</b>	<b>23</b>	<b>19</b>	<b>-17%</b>	<b>-27%</b>
<b>Slight*</b>	Pedestrians	163.8	136	118	-13%	-28%
	Pedal cyclists	74.0	31	39	26%	-47%
	Powered two-wheeler	91.4	132	96	-27%	5%
	Car occupants	773.0	786	780	-1%	1%
	Bus or coach occupants	48.2	44	35	-20%	-27%
	Other vehicle occupants	49.0	36	55	53%	12%
	<b>Total</b>	<b>1,199.4</b>	<b>1,165</b>	<b>1,123</b>	<b>-4%</b>	<b>-6%</b>
<b>All severities</b>	Pedestrians	212.0	168	152	-10%	-28%
	Pedal cyclists	86.4	40	45	13%	-48%
	Powered two-wheeler	105.8	163	122	-25%	15%
	Car occupants	874.8	868	867	0%	-1%
	Bus or coach occupants	52.6	48	43	-10%	-18%
	Other vehicle occupants	55.2	40	58	45%	5%
	<b>Total</b>	<b>1,386.8</b>	<b>1,327</b>	<b>1,287</b>	<b>-3%</b>	<b>-7%</b>

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

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

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

## 28. Richmond upon Thames

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

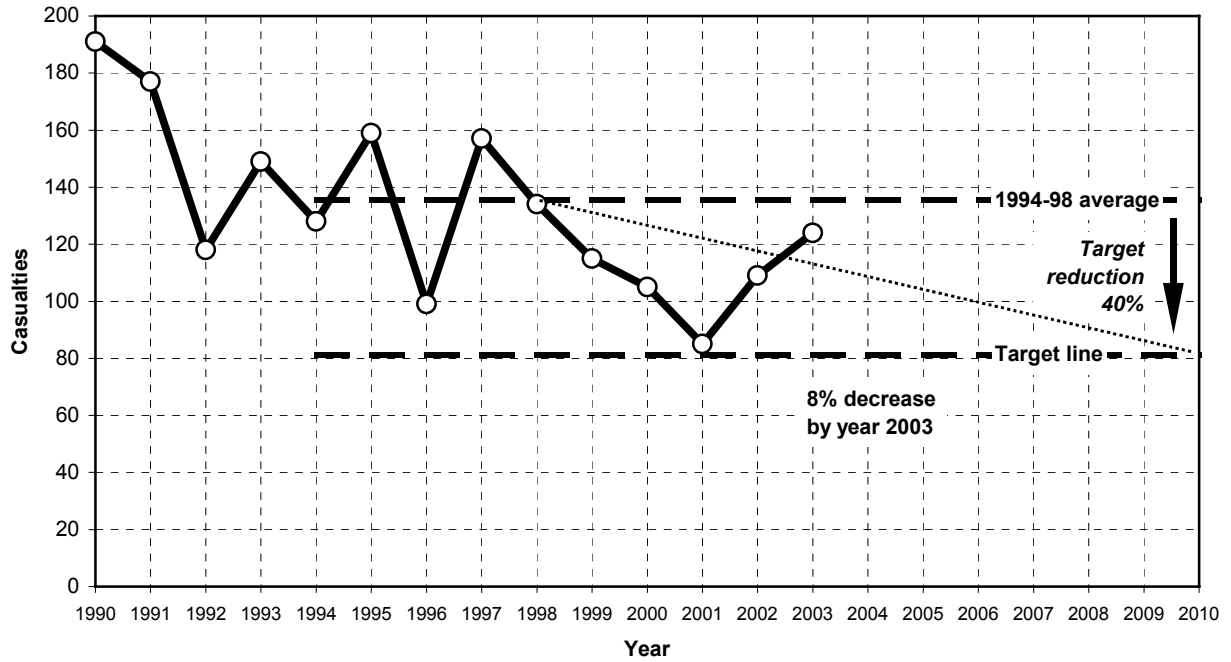
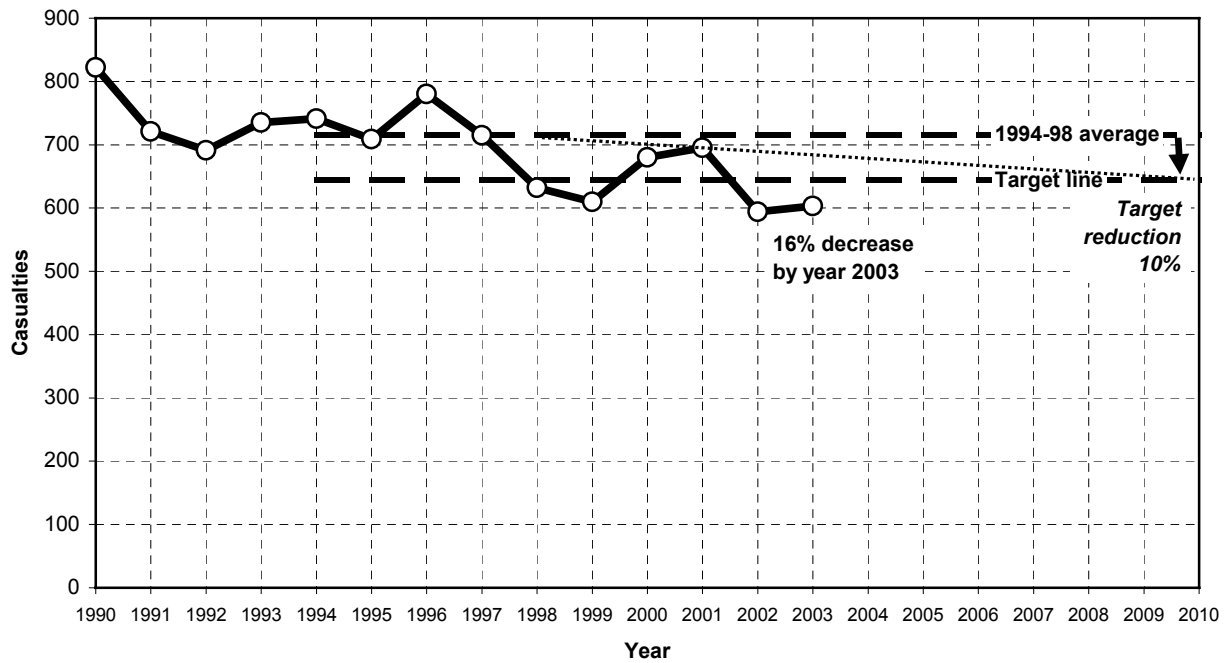


Fig. A28.2: L.B. of Richmond upon Thames - All slight casualties



**Table A28: Towards the year 2010: Monitoring casualties in L.B. of Richmond upon Thames  
Casualties in the year 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	1.2	1	1	0%	-17%
	Pedal cyclists	0.2	1	0	-100%	-100%
	Powered two-wheeler	0.4	3	1	-67%	150%
	Car occupants	1.0	1	0	-100%	-100%
	Bus or coach occupants	0.0	1	0	-100%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>2.8</b>	<b>7</b>	<b>2</b>	<b>-71%</b>	<b>-29%</b>
<b>Fatal &amp; serious</b>	Pedestrians	32.2	25	33	32%	2%
	Pedal cyclists	21.4	13	18	38%	-16%
	Powered two-wheeler	24.2	30	27	-10%	12%
	Car occupants	48.0	36	38	6%	-21%
	Bus or coach occupants	4.6	3	5	67%	9%
	Other vehicle occupants	5.0	2	3	50%	-40%
	<b>Total</b>	<b>135.4</b>	<b>109</b>	<b>124</b>	<b>14%</b>	<b>-8%</b>
	<b>Children (under 16yrs)</b>	<b>14.2</b>	<b>11</b>	<b>11</b>	<b>0%</b>	<b>-23%</b>
<b>Slight*</b>	Pedestrians	103.2	92	73	-21%	-29%
	Pedal cyclists	112.4	65	83	28%	-26%
	Powered two-wheeler	111.6	127	160	26%	43%
	Car occupants	337.4	266	246	-8%	-27%
	Bus or coach occupants	32.4	26	24	-8%	-26%
	Other vehicle occupants	18.4	18	17	-6%	-8%
	<b>Total</b>	<b>715.4</b>	<b>594</b>	<b>603</b>	<b>2%</b>	<b>-16%</b>
<b>All severities</b>	Pedestrians	135.4	117	106	-9%	-22%
	Pedal cyclists	133.8	78	101	29%	-25%
	Powered two-wheeler	135.8	157	187	19%	38%
	Car occupants	385.4	302	284	-6%	-26%
	Bus or coach occupants	37.0	29	29	0%	-22%
	Other vehicle occupants	23.4	20	20	0%	-15%
	<b>Total</b>	<b>850.8</b>	<b>703</b>	<b>727</b>	<b>3%</b>	<b>-15%</b>

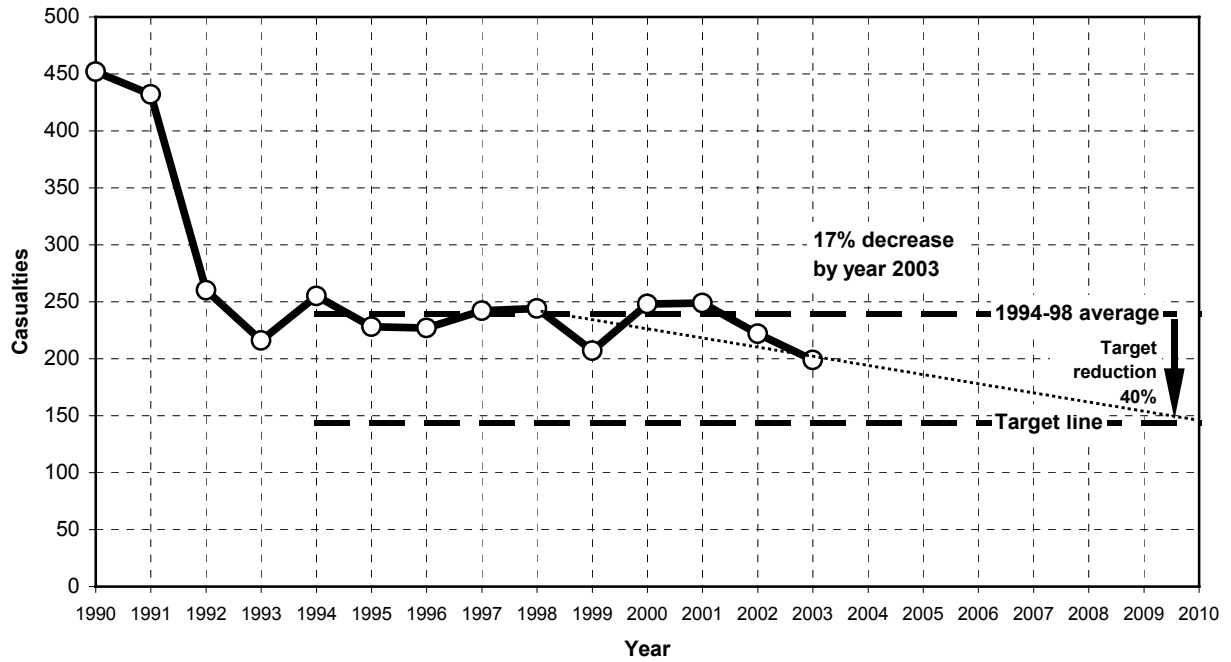
NB. Shaded areas show the National and London casualty reduction target categories

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

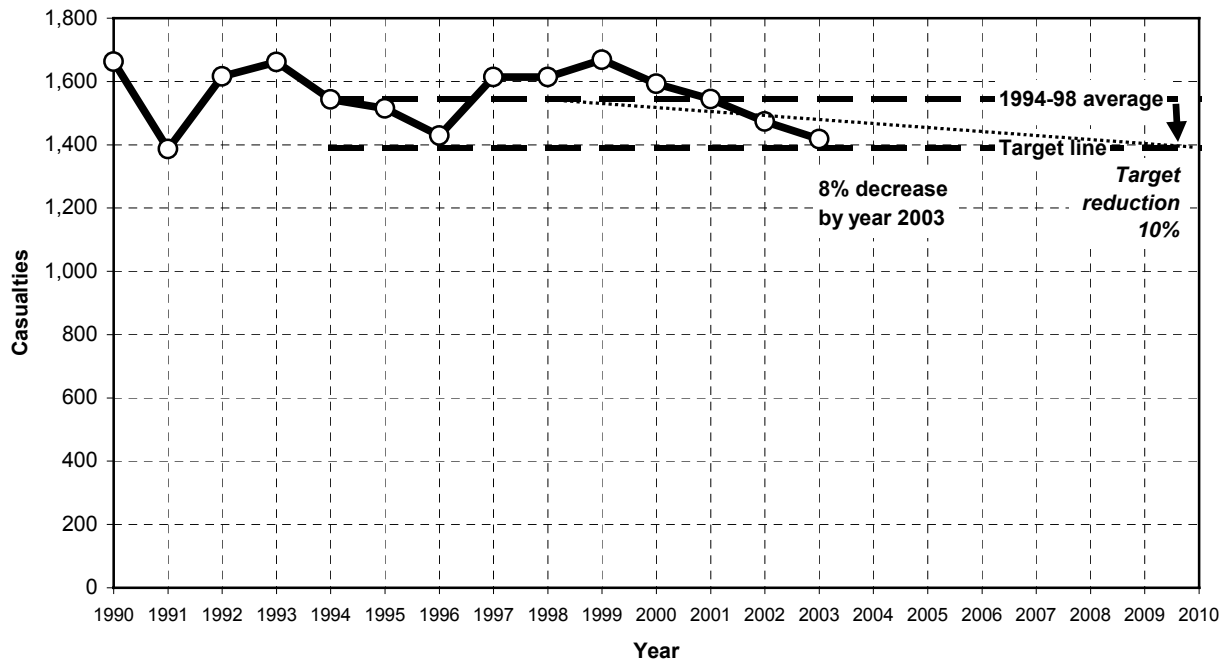
Until guidance is received from DfT on how this should be measured, slight casualties

# 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 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	4.4	3	3	0%	-32%
	Pedal cyclists	1.0	0	1	∞	0%
	Powered two-wheeler	1.0	2	0	-100%	-100%
	Car occupants	0.6	2	0	-100%	-100%
	Bus or coach occupants	0.0	1	0	-100%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>7.0</b>	<b>8</b>	<b>4</b>	<b>-50%</b>	<b>-43%</b>
<b>Fatal &amp; serious</b>	Pedestrians	79.8	54	56	4%	-30%
	Pedal cyclists	24.6	27	25	-7%	2%
	Powered two-wheeler	47.4	59	69	17%	46%
	Car occupants	69.2	62	37	-40%	-47%
	Bus or coach occupants	11.8	16	10	-38%	-15%
	Other vehicle occupants	6.4	4	2	-50%	-69%
	<b>Total</b>	<b>239.2</b>	<b>222</b>	<b>199</b>	<b>-10%</b>	<b>-17%</b>
	<b>Children (under 16yrs)</b>	<b>34.0</b>	<b>20</b>	<b>16</b>	<b>-20%</b>	<b>-53%</b>
<b>Slight*</b>	Pedestrians	286.0	252	271	8%	-5%
	Pedal cyclists	189.2	173	168	-3%	-11%
	Powered two-wheeler	252.4	318	295	-7%	17%
	Car occupants	655.2	546	517	-5%	-21%
	Bus or coach occupants	116.2	135	118	-13%	2%
	Other vehicle occupants	44.0	49	49	0%	11%
	<b>Total</b>	<b>1,543.0</b>	<b>1,473</b>	<b>1,418</b>	<b>-4%</b>	<b>-8%</b>
<b>All severities</b>	Pedestrians	365.8	306	327	7%	-11%
	Pedal cyclists	213.8	200	193	-4%	-10%
	Powered two-wheeler	299.8	377	364	-3%	21%
	Car occupants	724.4	608	554	-9%	-24%
	Bus or coach occupants	128.0	151	128	-15%	0%
	Other vehicle occupants	50.4	53	51	-4%	1%
	<b>Total</b>	<b>1,782.2</b>	<b>1,695</b>	<b>1,617</b>	<b>-5%</b>	<b>-9%</b>

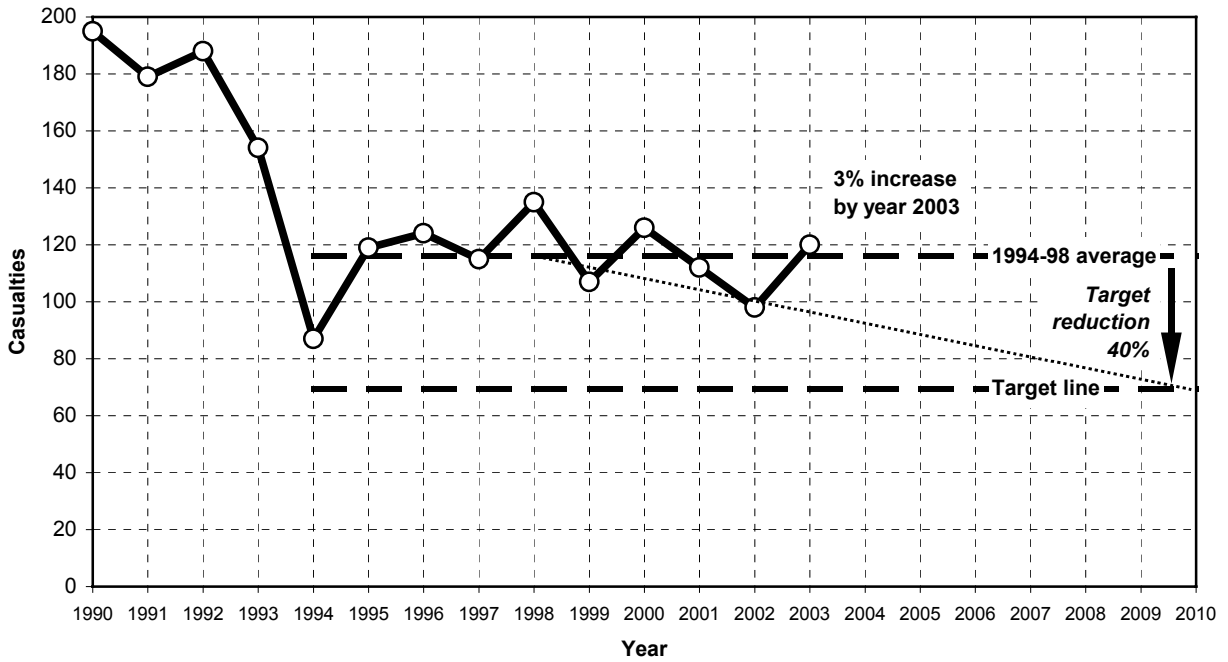
NB. Shaded areas show the National and London casualty reduction target categories

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

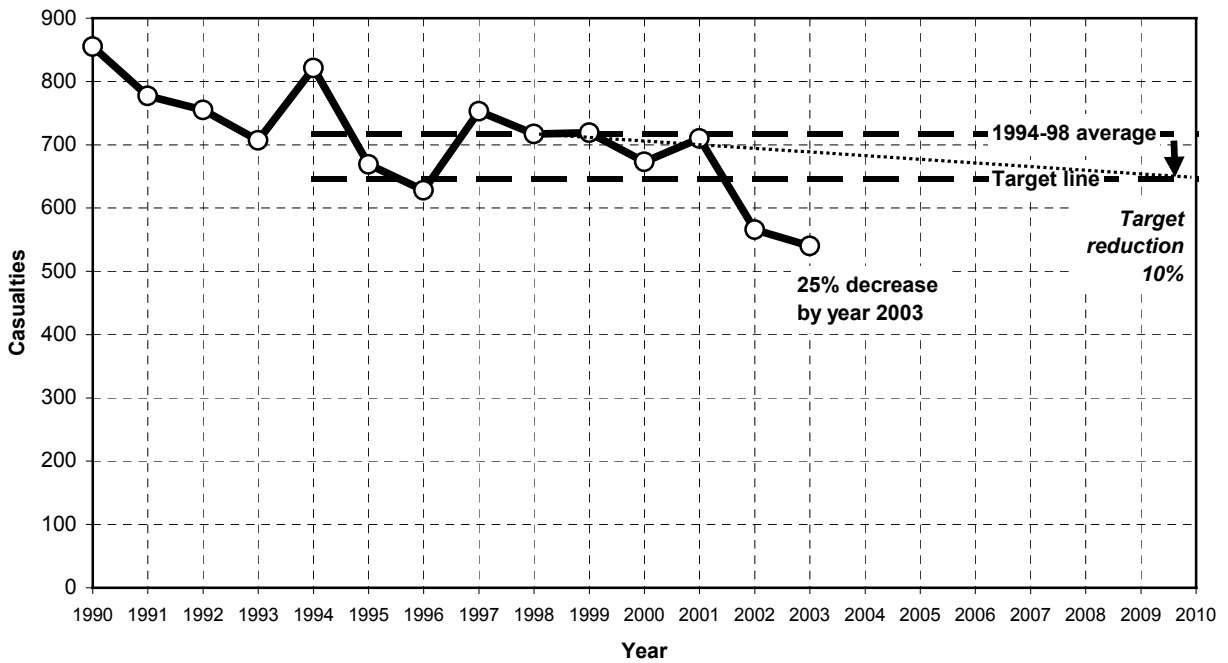
Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

# 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 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	4.2	4	3	-25%	-29%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	0.4	0	2	∞	400%
	Car occupants	1.8	2	0	-100%	-100%
	Bus or coach occupants	0.0	0	1	0%	∞
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>6.4</b>	<b>6</b>	<b>6</b>	<b>0%</b>	<b>-6%</b>
<b>Fatal &amp; serious</b>	Pedestrians	30.0	22	31	41%	3%
	Pedal cyclists	10.0	7	9	29%	-10%
	Powered two-wheeler	16.0	28	31	11%	94%
	Car occupants	52.8	37	44	19%	-17%
	Bus or coach occupants	4.0	1	4	300%	0%
	Other vehicle occupants	3.2	3	1	-67%	-69%
	<b>Total</b>	<b>116.0</b>	<b>98</b>	<b>120</b>	<b>22%</b>	<b>3%</b>
	<b>Children (under 16yrs)</b>	<b>21.6</b>	<b>16</b>	<b>25</b>	<b>56%</b>	<b>16%</b>
<b>Slight*</b>	Pedestrians	101.8	62	84	35%	-17%
	Pedal cyclists	62.0	44	22	-50%	-65%
	Powered two-wheeler	77.8	104	82	-21%	5%
	Car occupants	430.4	308	310	1%	-28%
	Bus or coach occupants	26.4	21	25	19%	-5%
	Other vehicle occupants	19.2	27	17	-37%	-11%
	<b>Total</b>	<b>717.6</b>	<b>566</b>	<b>540</b>	<b>-5%</b>	<b>-25%</b>
<b>All severities</b>	Pedestrians	131.8	84	115	37%	-13%
	Pedal cyclists	72.0	51	31	-39%	-57%
	Powered two-wheeler	93.8	132	113	-14%	20%
	Car occupants	483.2	345	354	3%	-27%
	Bus or coach occupants	30.4	22	29	32%	-5%
	Other vehicle occupants	22.4	30	18	-40%	-20%
	<b>Total</b>	<b>833.6</b>	<b>664</b>	<b>660</b>	<b>-1%</b>	<b>-21%</b>

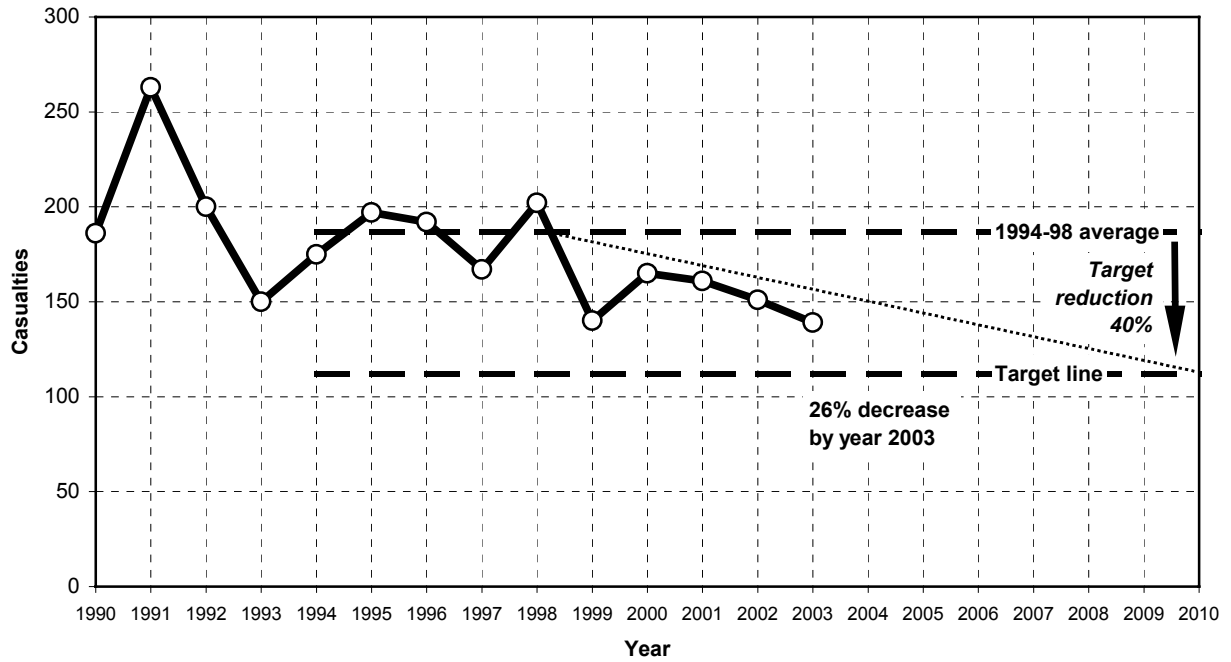
NB. Shaded areas show the National and London casualty reduction target categories

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

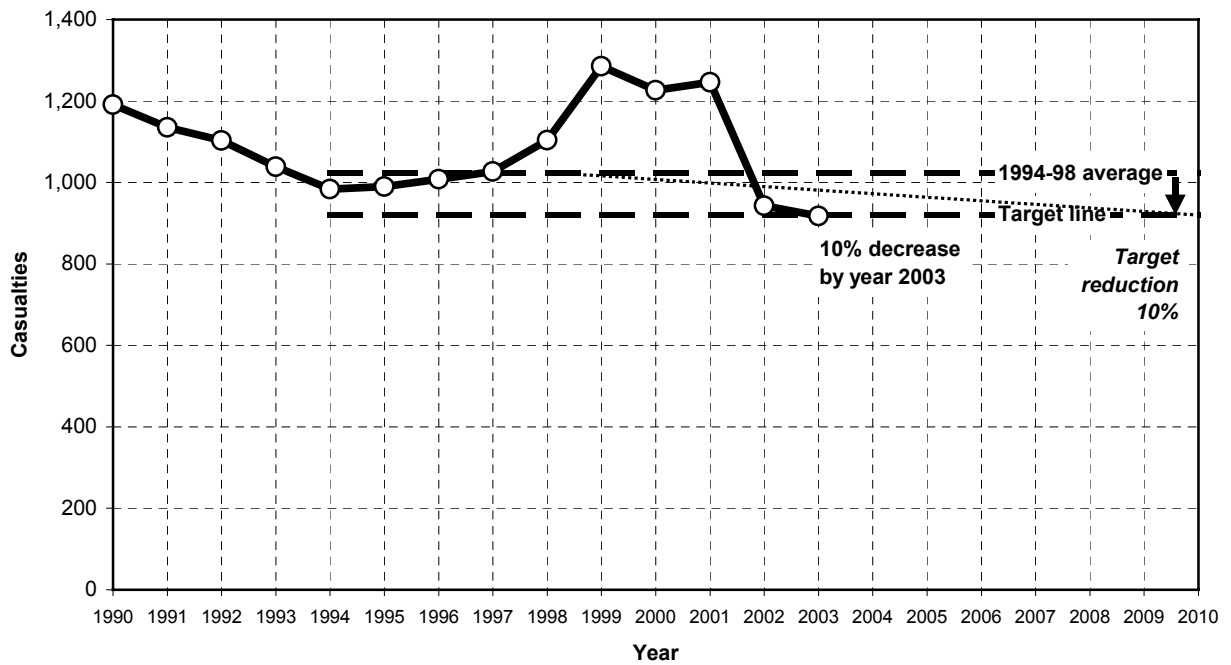
Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

# 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 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	4.2	5	4	-20%	-5%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	1.0	3	2	-33%	100%
	Car occupants	1.8	1	0	-100%	-100%
	Bus or coach occupants	0.0	1	0	-100%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>7.2</b>	<b>10</b>	<b>6</b>	<b>-40%</b>	<b>-17%</b>
<b>Fatal &amp; serious</b>	Pedestrians	72.6	49	45	-8%	-38%
	Pedal cyclists	14.4	9	11	22%	-24%
	Powered two-wheeler	37.8	49	36	-27%	-5%
	Car occupants	51.4	30	36	20%	-30%
	Bus or coach occupants	4.4	6	3	-50%	-32%
	Other vehicle occupants	6.0	8	8	0%	33%
	<b>Total</b>	<b>186.6</b>	<b>151</b>	<b>139</b>	<b>-8%</b>	<b>-26%</b>
	<b>Children (under 16yrs)</b>	<b>27.4</b>	<b>12</b>	<b>11</b>	<b>-8%</b>	<b>-60%</b>
<b>Slight*</b>	Pedestrians	211.4	168	152	-10%	-28%
	Pedal cyclists	112.0	80	68	-15%	-39%
	Powered two-wheeler	199.2	226	211	-7%	6%
	Car occupants	413.2	391	415	6%	0%
	Bus or coach occupants	39.2	30	31	3%	-21%
	Other vehicle occupants	47.6	48	41	-15%	-14%
	<b>Total</b>	<b>1,022.6</b>	<b>943</b>	<b>918</b>	<b>-3%</b>	<b>-10%</b>
<b>All severities</b>	Pedestrians	284.0	217	197	-9%	-31%
	Pedal cyclists	126.4	89	79	-11%	-38%
	Powered two-wheeler	237.0	275	247	-10%	4%
	Car occupants	464.6	421	451	7%	-3%
	Bus or coach occupants	43.6	36	34	-6%	-22%
	Other vehicle occupants	53.6	56	49	-13%	-9%
	<b>Total</b>	<b>1,209.2</b>	<b>1,094</b>	<b>1,057</b>	<b>-3%</b>	<b>-13%</b>

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

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

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

## 32. Waltham Forest

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

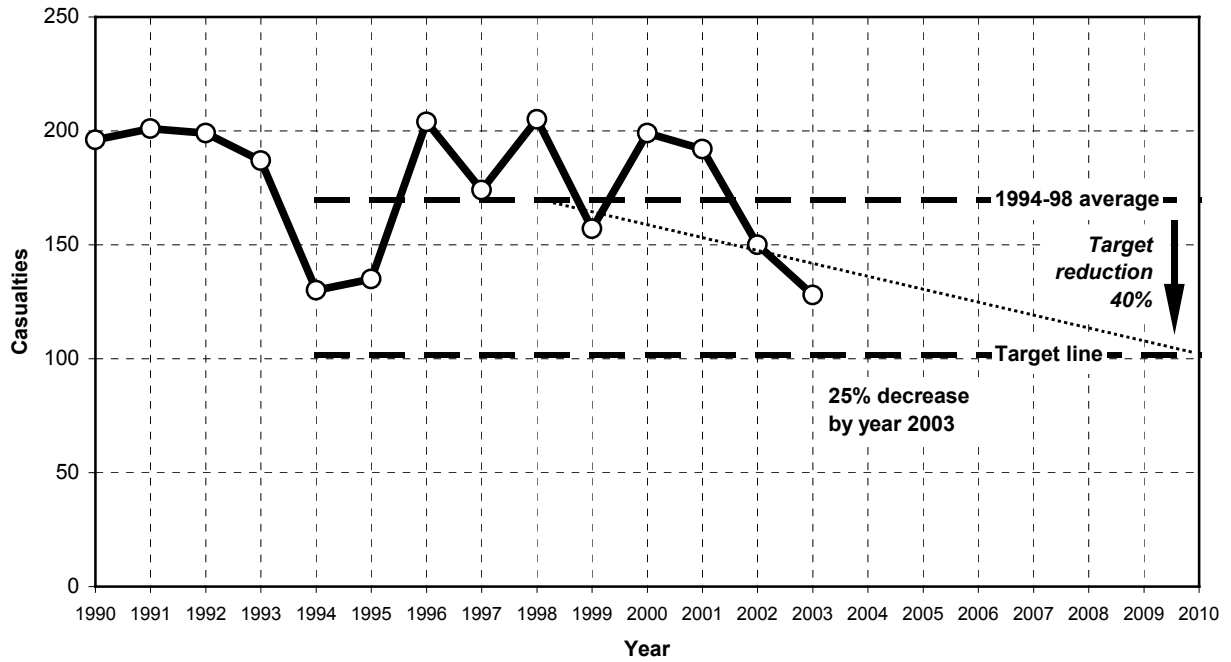
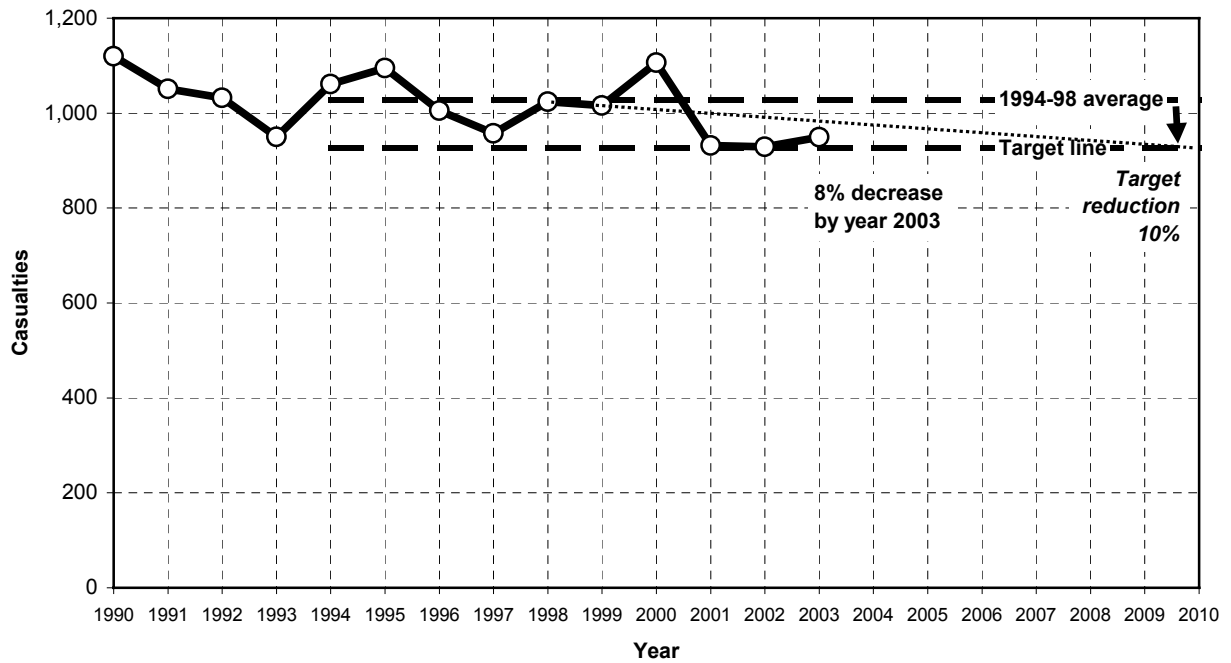


Fig. A32.2: L.B. of Waltham Forest - All slight casualties



**Table A32: Towards the year 2010: Monitoring casualties in L.B. of Waltham Forest**  
**Casualties in the year 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	3.0	4	3	-25%	0%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.6	1	2	100%	233%
	Car occupants	1.4	1	2	100%	43%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>5.4</b>	<b>6</b>	<b>7</b>	<b>17%</b>	<b>30%</b>
<b>Fatal &amp; serious</b>	Pedestrians	60.4	51	34	-33%	-44%
	Pedal cyclists	12.0	7	4	-43%	-67%
	Powered two-wheeler	19.4	27	24	-11%	24%
	Car occupants	66.6	56	60	7%	-10%
	Bus or coach occupants	5.8	2	4	100%	-31%
	Other vehicle occupants	5.4	7	2	-71%	-63%
	<b>Total</b>	<b>169.6</b>	<b>150</b>	<b>128</b>	<b>-15%</b>	<b>-25%</b>
	<b>Children (under 16yrs)</b>	<b>30.0</b>	<b>14</b>	<b>18</b>	<b>29%</b>	<b>-40%</b>
<b>Slight*</b>	Pedestrians	205.4	147	159	8%	-23%
	Pedal cyclists	88.0	53	59	11%	-33%
	Powered two-wheeler	118.6	107	86	-20%	-27%
	Car occupants	528.8	549	567	3%	7%
	Bus or coach occupants	45.4	40	41	3%	-10%
	Other vehicle occupants	42.2	33	37	12%	-12%
	<b>Total</b>	<b>1,028.4</b>	<b>929</b>	<b>949</b>	<b>2%</b>	<b>-8%</b>
<b>All severities</b>	Pedestrians	265.8	198	193	-3%	-27%
	Pedal cyclists	100.0	60	63	5%	-37%
	Powered two-wheeler	138.0	134	110	-18%	-20%
	Car occupants	595.4	605	627	4%	5%
	Bus or coach occupants	51.2	42	45	7%	-12%
	Other vehicle occupants	47.6	40	39	-3%	-18%
	<b>Total</b>	<b>1,198.0</b>	<b>1,079</b>	<b>1,077</b>	<b>0%</b>	<b>-10%</b>

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

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

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

### 33. Wandsworth

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

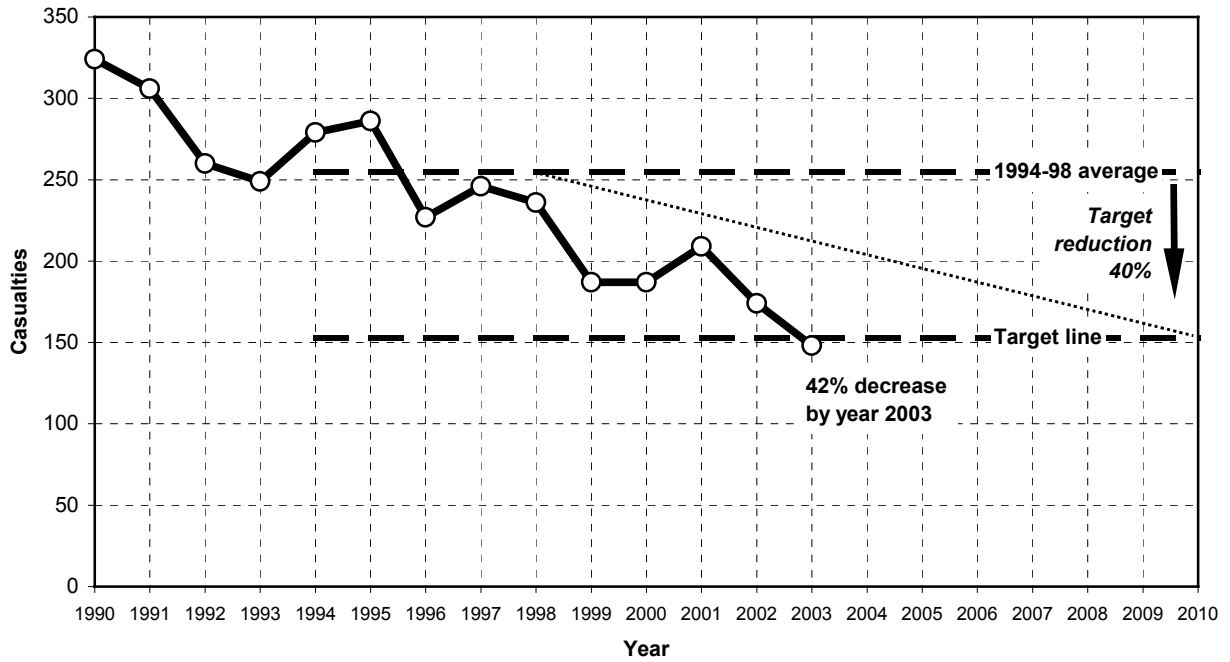
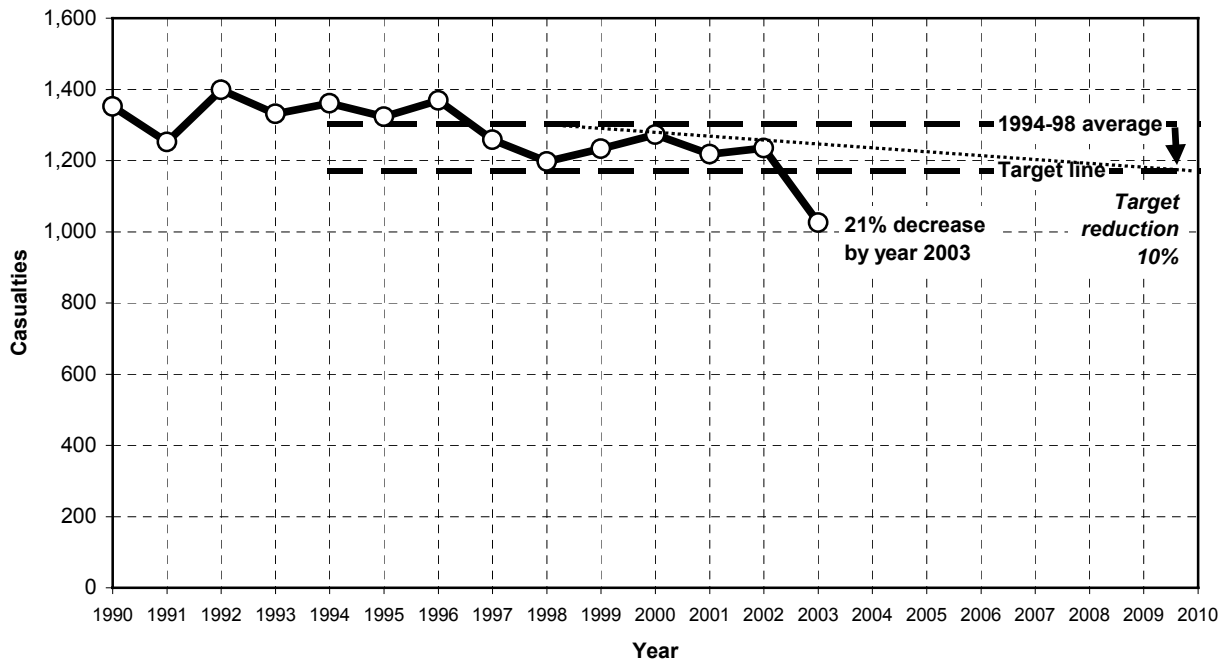


Fig. A33.2: L.B. of Wandsworth - All slight casualties



**Table A33: Towards the year 2010: Monitoring casualties in L.B. of Wandsworth  
Casualties in the year 2003 compared with the 1994-98 average and 2002**

Casualty severity	User group	Casualty numbers			Percentage change in 2003 over	
		1994-1998 average	2002	2003	2002	1994-1998 average
<b>Fatal</b>	Pedestrians	4.2	0	2	∞	-52%
	Pedal cyclists	1.0	0	2	∞	100%
	Powered two-wheeler	1.8	3	5	67%	178%
	Car occupants	0.2	3	1	-67%	400%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>7.2</b>	<b>6</b>	<b>10</b>	<b>67%</b>	<b>39%</b>
<b>Fatal &amp; serious</b>	Pedestrians	78.2	52	49	-6%	-37%
	Pedal cyclists	32.8	18	12	-33%	-63%
	Powered two-wheeler	53.4	53	55	4%	3%
	Car occupants	74.6	36	26	-28%	-65%
	Bus or coach occupants	7.4	8	4	-50%	-46%
	Other vehicle occupants	8.4	7	2	-71%	-76%
	<b>Total</b>	<b>254.8</b>	<b>174</b>	<b>148</b>	<b>-15%</b>	<b>-42%</b>
	<b>Children (under 16yrs)</b>	<b>28.8</b>	<b>16</b>	<b>16</b>	<b>0%</b>	<b>-44%</b>
<b>Slight*</b>	Pedestrians	227.6	215	175	-19%	-23%
	Pedal cyclists	204.0	153	142	-7%	-30%
	Powered two-wheeler	263.0	325	264	-19%	0%
	Car occupants	498.6	447	346	-23%	-31%
	Bus or coach occupants	66.4	61	70	15%	5%
	Other vehicle occupants	42.0	34	29	-15%	-31%
	<b>Total</b>	<b>1,301.6</b>	<b>1,235</b>	<b>1,026</b>	<b>-17%</b>	<b>-21%</b>
<b>All severities</b>	Pedestrians	305.8	267	224	-16%	-27%
	Pedal cyclists	236.8	171	154	-10%	-35%
	Powered two-wheeler	316.4	378	319	-16%	1%
	Car occupants	573.2	483	372	-23%	-35%
	Bus or coach occupants	73.8	69	74	7%	0%
	Other vehicle occupants	50.4	41	31	-24%	-38%
	<b>Total</b>	<b>1,556.4</b>	<b>1,409</b>	<b>1,174</b>	<b>-17%</b>	<b>-25%</b>

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

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

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





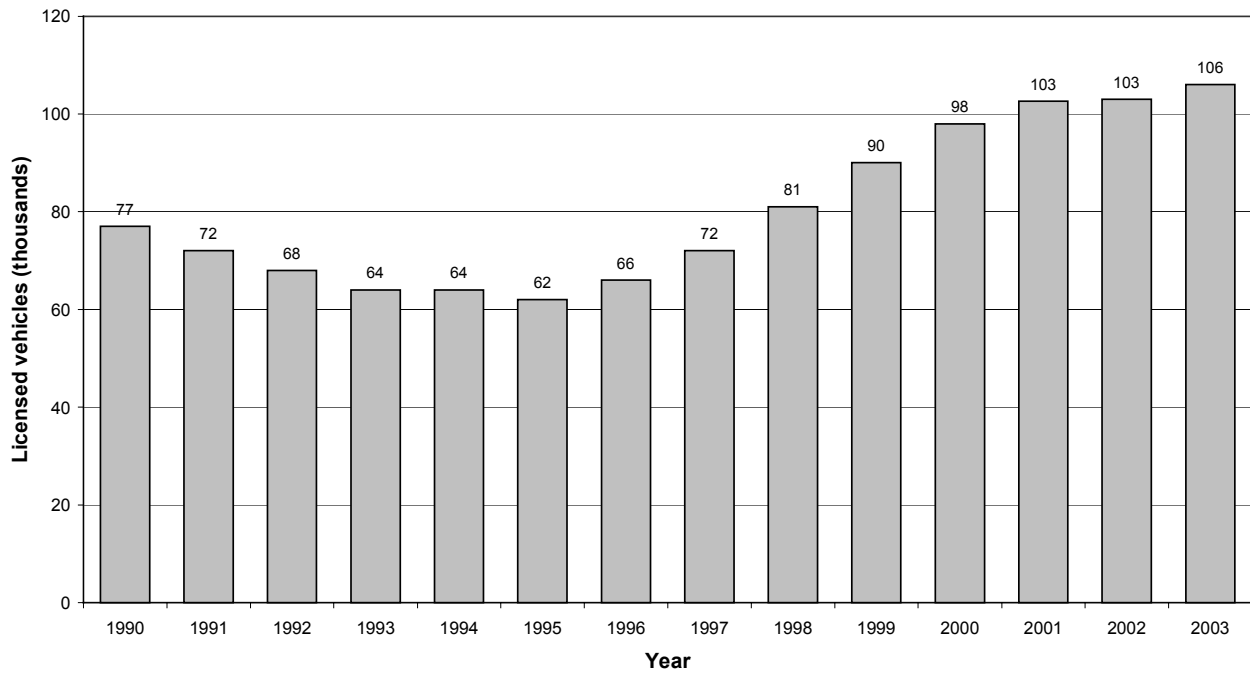
# Appendix B

## Vehicles licensed in Greater London

	Type	Page
Fig. B1	Motorcycles, mopeds and scooters	134
Fig. B2	Cars	134
Fig. B3	All vehicles	135

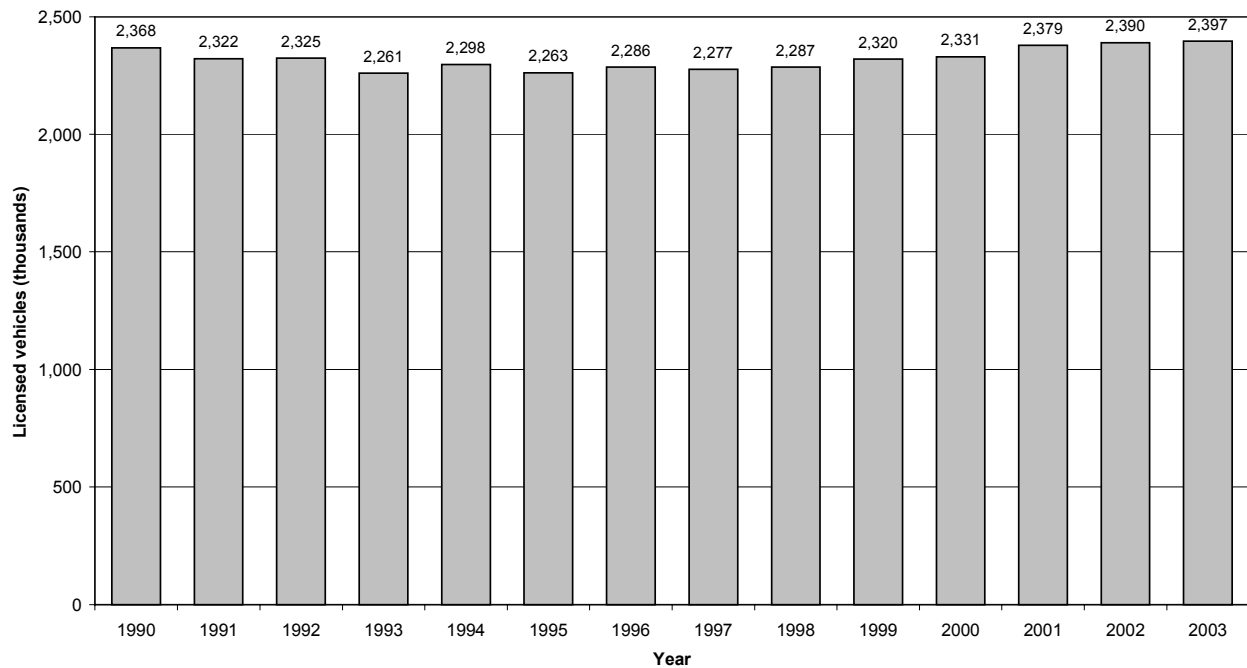
# Vehicles licensed in Greater London

**Fig. B1: Motorcycles, scooters & mopeds licensed in Greater London (1990-2003)**



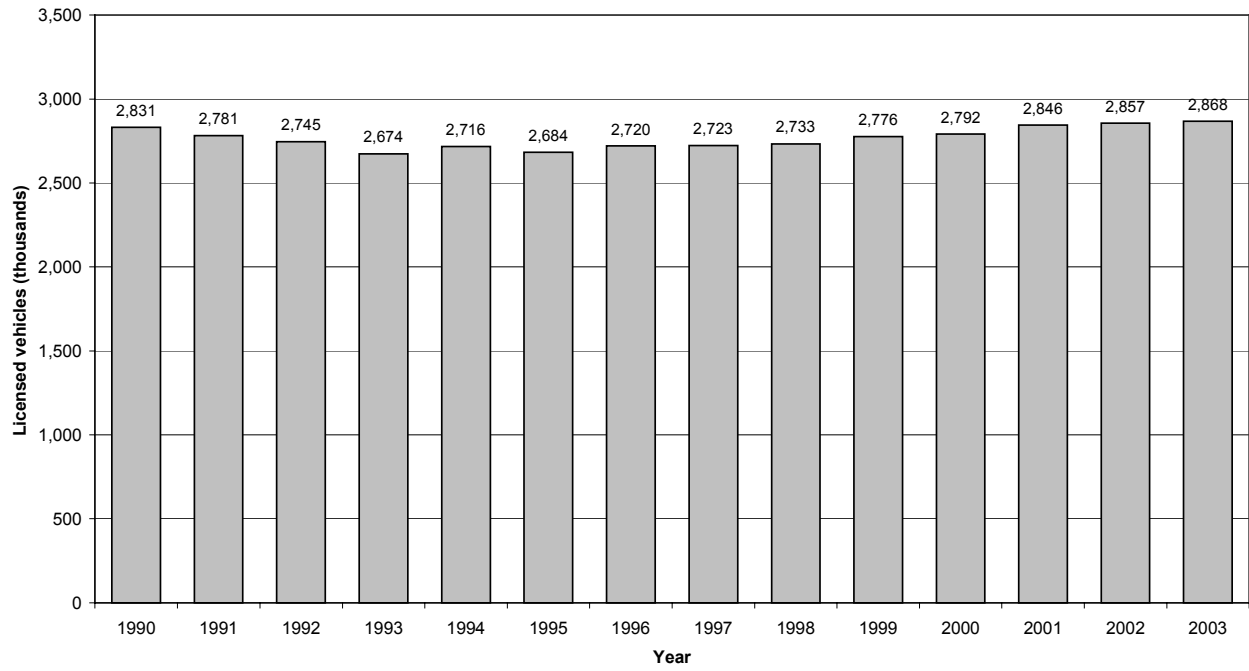
Source: Driver Vehicle Licensing Agency; Department for Transport

**Fig. B2: Cars licensed in Greater London (1990-2003)**



Source: Driver Vehicle Licensing Agency; Department for Transport

**Fig. B3: All vehicles licensed in Greater London (1990-2003)**



Source: Driver Vehicle Licensing Agency; Department for Transport



# Appendix C

## Radial traffic movements in London

	<b>Type</b>	<b>Page</b>
Fig. C1	All motor vehicles	139
Fig. C2	Pedal cycles	139
Fig. C3	Motorcycles	140
Fig. C4	Cars	140
Fig. C5	Bus and coach	141
Fig. C6	Goods vehicles	141

## 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.

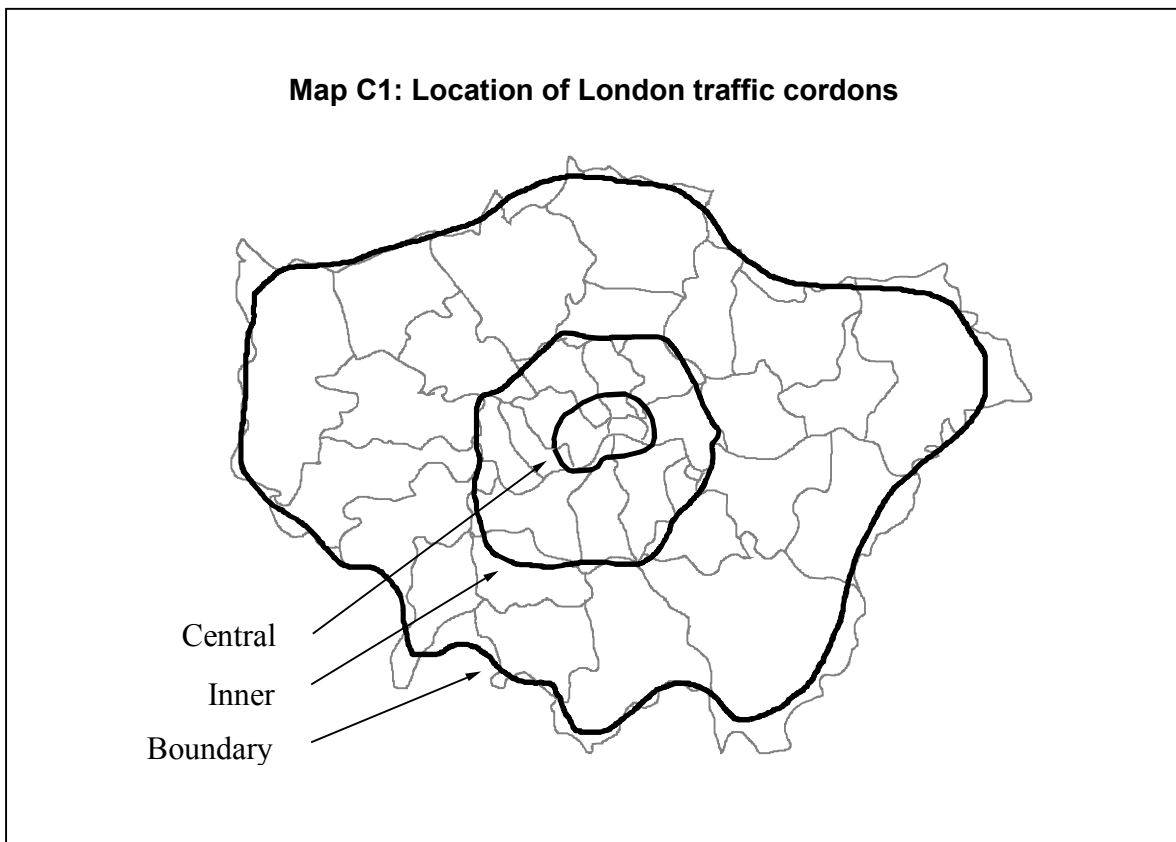
Since 2001, the central cordon surveys are now undertaken on a yearly cycle, where previously they were on a two-year cycle. Both the inner and boundary cordons are surveyed on a three yearly cycle. Because of the cycle of surveys,

none were carried out on these three cordons in the year 2000.

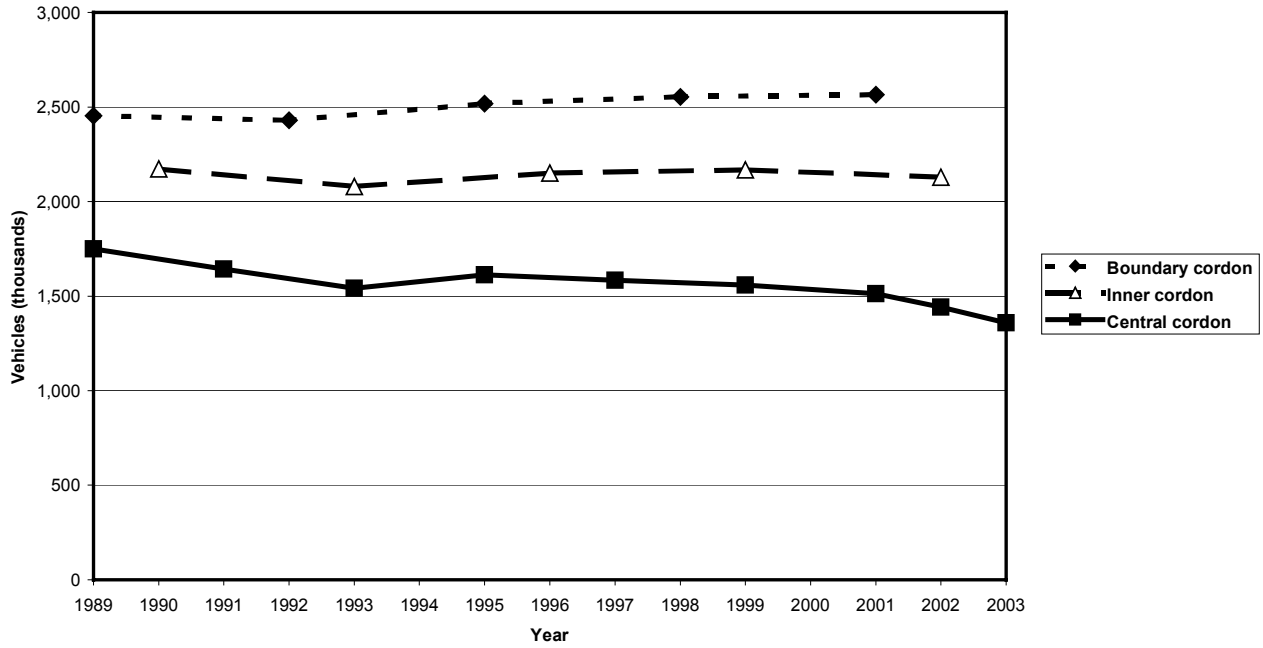
Cordon locations are shown in Map C1.

- The *boundary cordon* roughly corresponds to the new GLA 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.

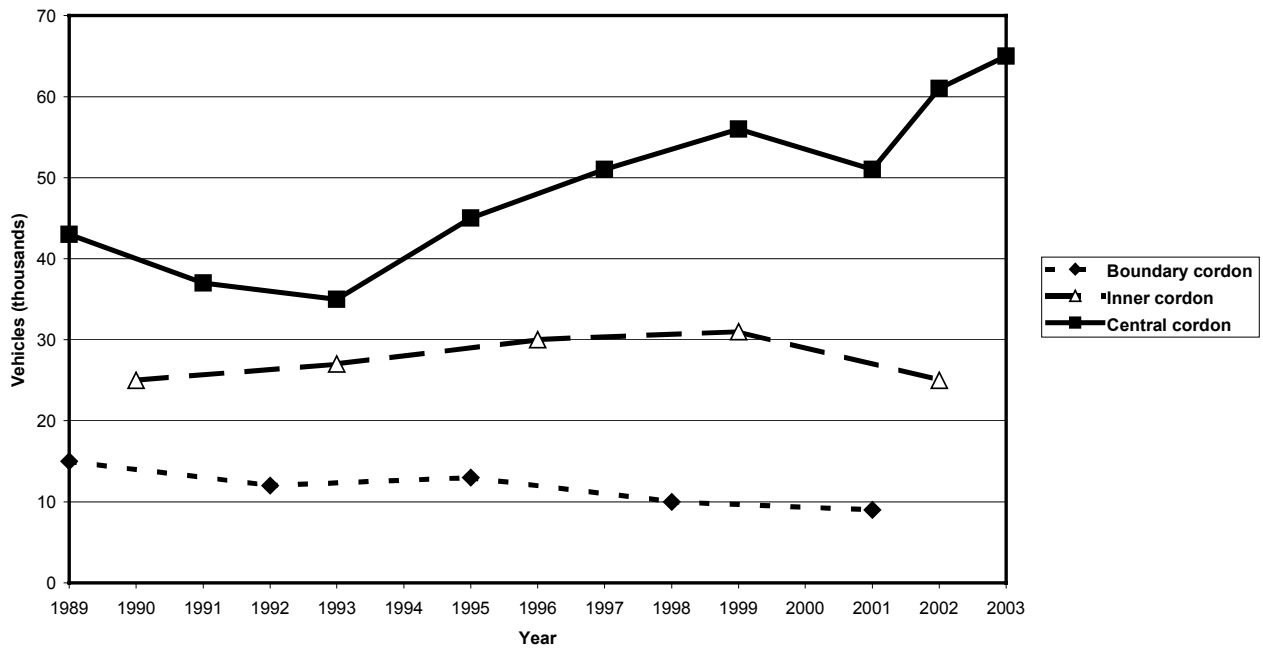
The most recent year available for the central cordon is 2003, for the inner cordon the most recent year is 2002 and for the London boundary cordon the most recent year is 2001



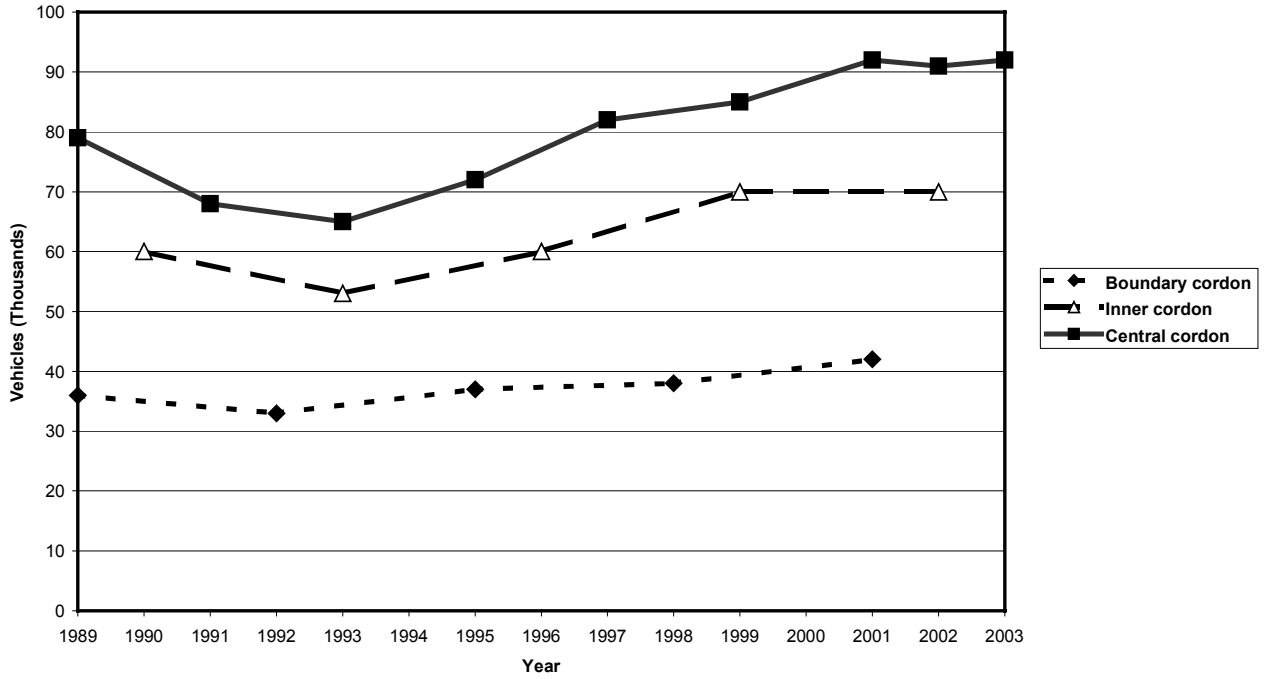
**Fig. C1: Radial 24 hour all motor vehicle movements in London, both directions combined, 1989-2003**



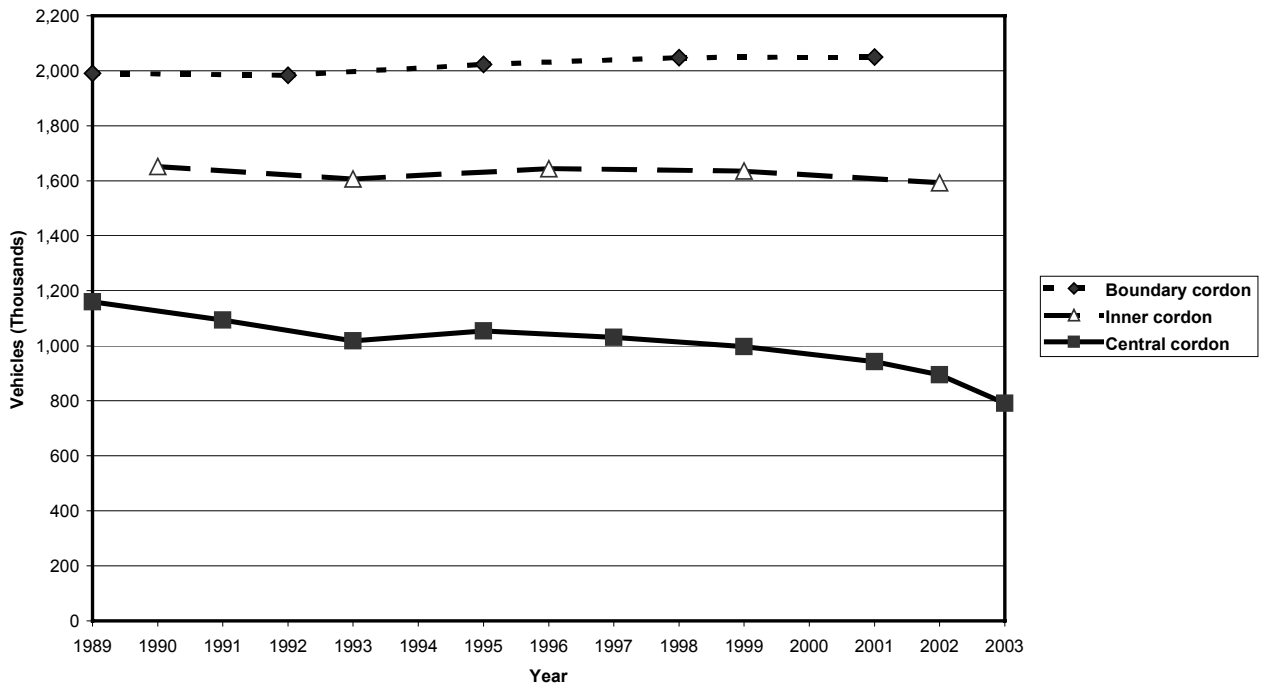
**Fig. C2: Radial 24 hour pedal cycle movements in London, both directions combined, 1989-2003**



**Fig. C3: Radial 24 hour motorcycle movements in London, both directions combined, 1989-2003**

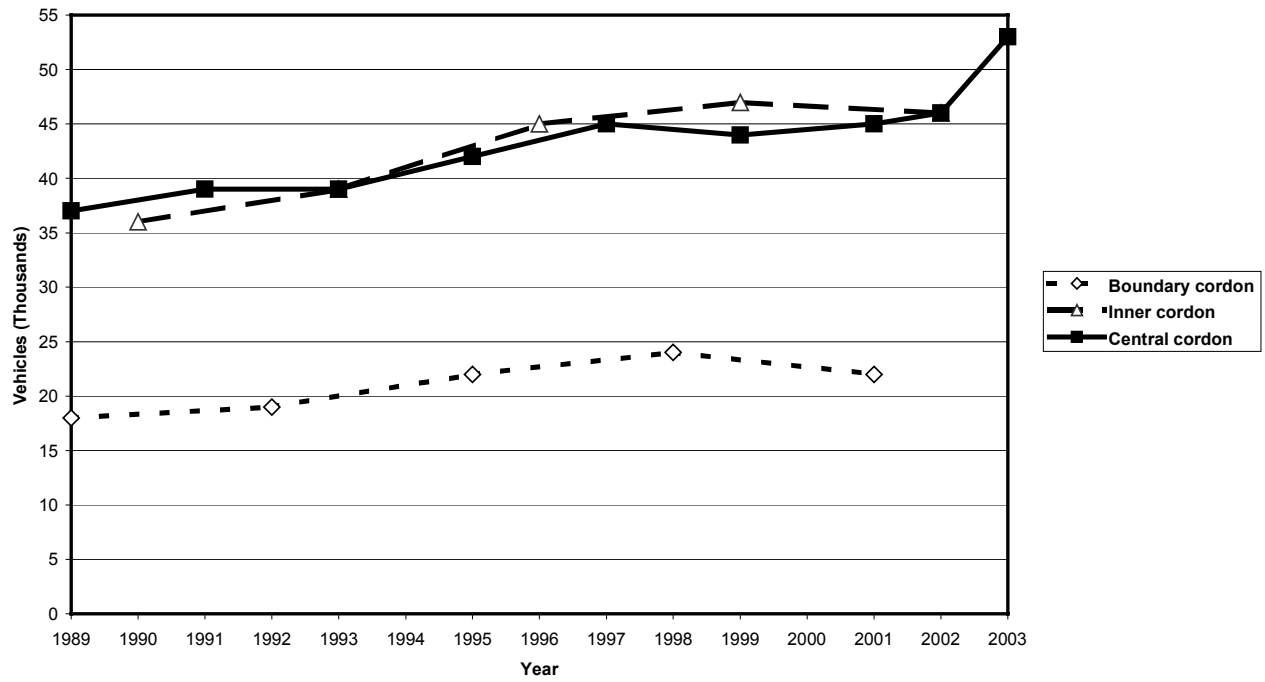


**Fig. C4: Radial car movements in London, both directions combined, 1989-2003**





**Fig. C5: Radial bus & coach movements in London, both directions combined, 1989-2003**



**Fig. C6: Radial goods vehicle movements in London, both directions combined, 1989-2003**

