

Towards the year 2010: monitoring casualties in Greater London

Issue 8, August 2008



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(Issue 8, August 2008)

London Road Safety Unit

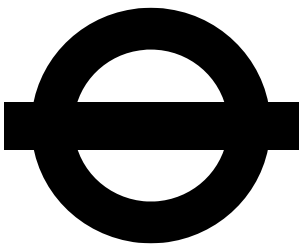
Strategy Directorate

Transport for London

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Road Safety in London

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ii TfL Surface Transport

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Summary

1 This report presents an analysis of progress towards the current road casualty reduction targets in London, using data up to the end of the year 2007.

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

- a 40% reduction in the number of people killed or seriously injured (KSI) in road accidents
- a 50% reduction in the number of children killed or seriously injured
- a 10% reduction in the slight casualty rate expressed as the number of people slightly injured per 100 million vehicle kilometres.

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

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

- pedestrians
- pedal cyclists
- powered two-wheeler users

to ensure that attention is focussed on these groups.

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

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

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

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

8 Table A presents a summary of the changes in casualties in the target categories by the end of the year 2007 compared with both the 1994-98 average and 2006, together with the target reduction to be achieved by the year 2010. Figure A summarises the percentage changes by 2007 in the form of a chart.

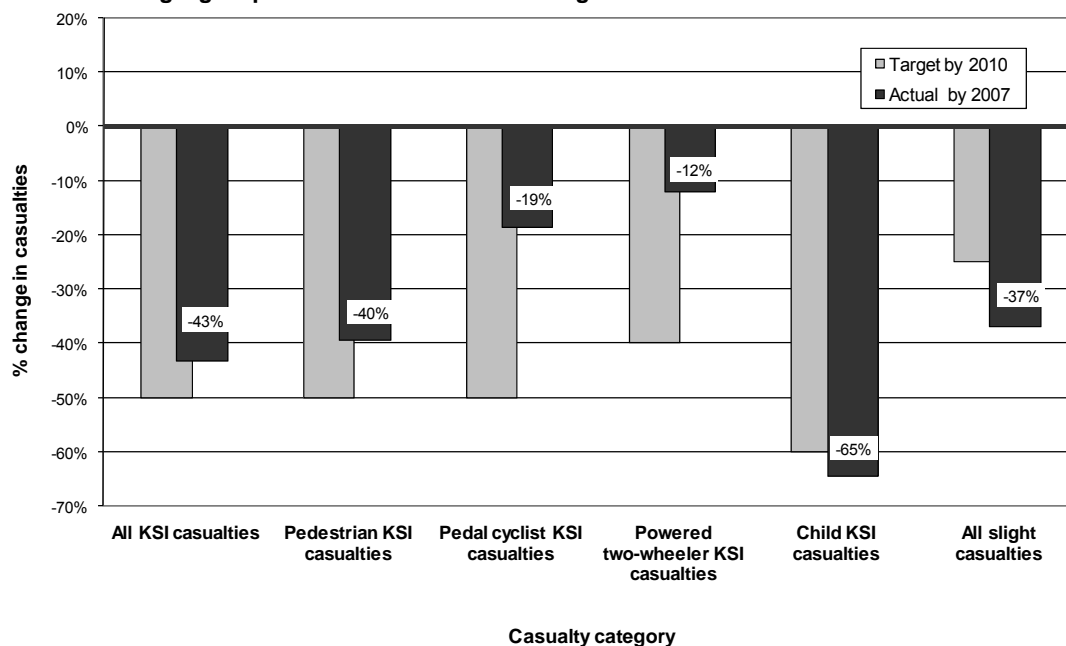
- all KSI casualties were 43% below the 1994-98 average following a decrease of 4% in 2007 (original target met and long term trend indicates that the new target likely to be met by 2010),
- child KSI casualties were 65% below the 1994-98 average following a decrease of 16% in 2007 (original and revised targets met).

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

Table A: Summary of changes in casualties for London target categories by year 2007

Category	Target change by 2010 (%)	Casualties			% change by 2007 compared with	
		1994-98 average	2006	2007	2006	1994-98 average
Killed or seriously injured casualties						
Total	-50%	6,684.4	3,946	3,784	-4%	-43%
Pedestrians	-50%	2,136.6	1,303	1,292	-1%	-40%
Pedal cyclists	-50%	566.8	392	461	18%	-19%
Powered two-wheelers	-40%	932.8	848	819	-3%	-12%
Children	-60%	935.4	392	331	-16%	-65%
Slight casualties						
Total	-25%	38,996.8	25,864	24,577	-5%	-37%

Figure A: Summary of percentage change in casualties on all roads in Greater London for target groups between the 1994-98 average and 2007



- slight casualties were 37% below the 1994-98 average after a decrease of 5% in 2007 (original and revised targets met).

10 Considering the additional casualty reduction target categories for London:

- pedestrian KSI casualties were 40% below the 1994-98 average after a decrease of 1% in 2007. The 2007 figure meets the original target and the long term trend indicates the new target for 2010 may be met.
- pedal cyclist KSI casualties were 19% below the 1994-98 average following an 18% increase in 2007 (and the recent rising trend indicates the target may not be met).
- powered two-wheeler user KSI casualties were 12% below the 1994-98 average, (only the fourth year that they have been below the 1994-98 average since the current targets were set) after a decrease of 3% in 2007 (and the recent slightly decreasing trend indicates the target is unlikely to be met).

11 In addition, it is important to note that by the end of 2007:

- The number of fatalities was 11% below the 1994-98 average as a result of a 4% decrease in 2007. It is important to recognise that some of this change may be due to the year-on-year random fluctuation in relatively small numbers particularly within specific user groups. (Figure 1 on page 34 illustrates the extent of the year-on-year fluctuations, which are particularly evident since 1994). The decrease in fatalities in 2007 follows an increase in 2006.
- Car occupant KSI casualties were 63% below the 1994-98 average following a decrease of 14% in 2007 compared with 2006.

- In terms of overall casualties, following a 5% decrease in 2007, they were 38% 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 collisions and casualties are reported to the police, because:

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

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. 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%). If the best estimate of the reporting rate (70%) is applied to the number of casualties reported to the police during 2007 (28,361), it can be estimated that there may have been about 41,000 people injured on the roads in London in 2007.

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 2007. It is the eighth report in an annual series.

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

- a 40% reduction in the number of people killed or seriously injured (KSI) in road accidents
- a 50% reduction in the number of children killed or seriously injured
- a 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres.

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

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

- pedestrians
- pedal cyclists
- powered two-wheeler users

to ensure that attention is focussed on these groups.

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

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

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

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

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

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

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

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

2. Format and content of monitoring tables and charts

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

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

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

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

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

2.6 If the best estimate of the reporting rate (70%) is applied to the number of casualties reported to the police during 2007 (28,361), it can be estimated that there may have been about 41,000 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 2007. 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. 2007 in this edition of the report) compared with the 1994-98 average figure.

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

Casualty profiles

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

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

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

- 1994-1998 average (the base period)
- casualty numbers in 2006
- casualty numbers in 2007
- percentage change in year 2007 compared with 2006
- percentage change in the year 2007 compared with the 1994-1998 average.

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

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

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

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

- bus or coach occupants
- other vehicle occupants.

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

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

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

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

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

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

3. Commentary on casualty trends towards the year 2010

London-wide target categories summary

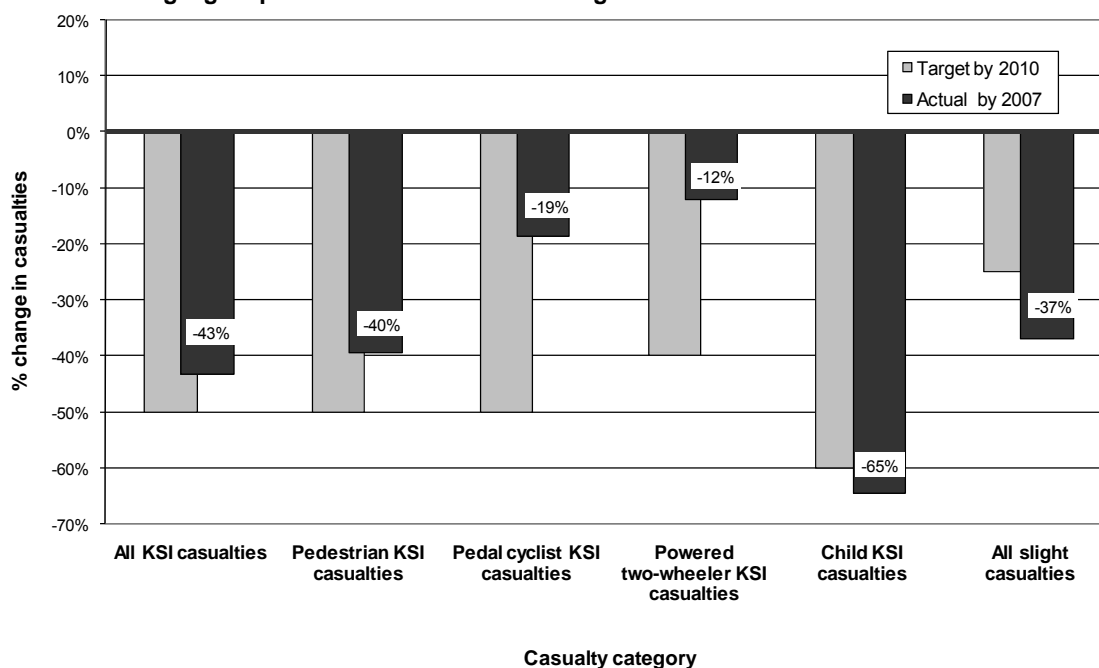
3.1 Table A summarises the changes in casualties for the target categories included in *London's Road Safety Plan* in November

2001 for all roads in London. Figure A summarises the percentage changes by 2007 in the form of a chart.

Table A: Summary of changes in casualties for London target categories by year 2007

Category	Target change by 2010 (%)	Casualties			% change by 2007 compared with	
		1994-98 average	2006	2007	2006	1994-98 average
Killed or seriously injured casualties						
Total	-50%	6,684.4	3,946	3,784	-4%	-43%
Pedestrians	-50%	2,136.6	1,303	1,292	-1%	-40%
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Children	-60%	935.4	392	331	-16%	-65%
Slight casualties						
Total	-25%	38,996.8	25,864	24,577	-5%	-37%

Figure A: Summary of percentage change in casualties on all roads in Greater London for target groups between the 1994-98 average and 2007



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, for the main casualty reduction target categories, by the end of 2007 compared with the 1994-1998 average, there have been reductions of 43% in total killed or seriously injured casualties (exceeding the original target), together with reductions of 40% for pedestrian KSI casualties and 19% for pedal cyclist KSI casualties. In addition, there has been a reduction of 65% for child KSI casualties, exceeding the original and revised targets. For powered two-wheeler KSI casualties there has been a reduction of 12% below the 1994-98 average, and this is the fourth year running the figure has been below the 1994-98 average baseline, following increases in collisions from 1996 to 2001. Slight casualties have decreased by 37% compared with the 1994-98 average, and have already exceeded the revised target.

All fatalities

3.4 Figure 1 and Table 1 show that by the end of 2007, all fatalities had shown a decrease of 11% below the 1994-98 average, with a 4% decrease to 222 recorded in 2007 compared with 231 in 2006. In the early 1990s, fatalities had shown a steady decrease from over 400, to around 215 in 1995, but since then they have continued to fluctuate in the range between about 215 and 300.

3.5 In 2007, 165 out of the 222 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 49% in 2007, i.e. 109 out of a total of 222. Figure 2 and Table 1 show that pedestrian fatalities had shown a decrease of 20% below the 1994-98 average following an increase of 9% in 2007.

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 had remained in the region of 90 to 140 per year, with a generally downward trend evident.

Pedal cyclist fatalities

3.8 Figure 3 and Table 1 show that following a decrease of 21% from 19 in 2006 to 15 in 2007, pedal cyclist fatalities were still 1% above the 1994-98 average. Their numbers are relatively small, although they comprise about 7% of all fatalities in 2007 and consequently have shown substantial year-on-year fluctuation. These changes must be seen in the context of substantially increased cycle usage, especially in central and inner areas of London (See Fig. C2).

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 was a generally steady upward trend in powered two-wheeler fatalities, until 2001. Following this there were decreases in each of the last four years, including a 3% decrease in 2007. By the end of the year 2007, powered two-wheeler fatalities were

still 22% above the 1994-98 average. A discussion of some of the possible reasons for the increase is given in paragraphs 3.28 to 3.32 on the target category for powered two-wheeler killed or seriously injured casualties.

3.10 Powered two-wheeler users accounted for 41 (18%) of the total of 222 fatalities in 2007.

Car occupant fatalities

3.11 Figure 5 and Table 1 show that by the year 2007, car occupant fatalities were 6% below the 1994-98 average level, following a decrease of 15% in 2007 from 61 to 52. After a low point of 46 in 1994, car occupant fatalities have shown a generally fluctuating trend to their current level of 52.

3.12 Car occupants accounted for 52 (23%) of the total of 222 fatalities in 2007.

Bus or coach occupant fatalities

3.13 While very small in number, bus or coach occupant fatalities decreased from four in 2006 to one in 2007, which means that they were 67% below the 1994-98 average (Table 1).

Other vehicle occupant fatalities

3.14 While very small in number, other vehicle fatalities had remained at the same level at four in 2007 and were 33% below the 1994-98 average (Table 1).

All killed or seriously injured casualties (National target category)

3.15 By 2007, the number of killed or seriously injured casualties was 43% below the 1994-98 average, thus exceeding the original target (Table 1 and Figure 6). This is following a decrease of

4% compared with 2006. The long term trend suggests that the new target for 2010 will be met.

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 decreasing in each of the four years to 2005. The increase in 2006 was the first recorded since 2001, but there followed a decrease again in 2007.

3.17 The 3,784 casualties killed or seriously injured accounted for 13% of the total number of casualties (28,361) in 2007. Out of these, 2,572 KSI casualties (68%) were people external to vehicles (pedestrians, pedal cyclists and powered two-wheeler users).

Pedestrian killed or seriously injured casualties (London target category)

3.18 By 2007, pedestrian KSI casualties were 40% below the 1994-98 average level, thus meeting the original target. The long term trend indicates that the new 50% reduction target for 2010 will be met. Figure 7 and Table 1 show that since the early 1990s there has been a generally steady reduction in pedestrian KSI casualties to 2005, but an increase of 6% was recorded in 2006, followed by a decrease of 1% in 2007 (Table 1 and Figure 7).

3.19 Pedestrians accounted for 1,292 (34%) of the total of 3,784 KSI casualties during 2007.

3.20 With regards to pedestrian exposure, there is at present a lack of robust information concerning an appropriate measure for the volume of

walking in London. TfL is looking to develop an effective means of monitoring the levels of walking in central, inner and outer London that may help better inform future versions of this report in terms of usage and exposure.

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

3.21 Pedal cyclist KSI casualties were 19% below the 1994-98 average, after an increase of 18% in 2007. Figure 8 and Table 1 show that in the period since 1990, pedal cyclist KSI casualties have fluctuated substantially, possibly due to their relatively smaller numbers. From a high point of 650 in 1991, they decreased to just over 500 in 1994. Following that, they increased to a further peak of 614 in 1998, since when there have been fluctuating year on year changes (decreases and increases) but with a generally downward trend until the increases observed in the last three years.

3.22 Pedal cyclists accounted for 461 (12%) of the total of 3,784 KSI casualties during 2007.

3.23 The traffic Cordon Counts (Appendix C2), show that the use of pedal cycles has increased considerably across the central cordon since the low point in 1993. For the central cordon, pedal cyclist traffic levels had increased by 194% by 2007 compared with 1993. For the inner London cordon, over approximately the same period, a much flatter trend was seen, with an increase of 26% by 2005. Across the London boundary cordon, a small but steady decrease was evident across the whole of the period, from 1989 to 2004, although a rise of 22% was observed between 2004 and 2007.

3.24 Despite these general increases in cycling usage, particularly in central and inner London, pedal cyclists still account

for only about 2% of travel in London. They account for a disproportionate 12% of all KSI casualties, which emphasises the importance of continuing to have specific KSI casualty reduction target for pedal cyclists in *London's Road Safety Plan* together with schemes and awareness campaigns across London to improve safety for cyclists.

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

3.25 By 2007, powered two-wheeler KSI casualties were 12% below the 1994-98 average following a 3% decrease in 2007. This is only the fourth year that they have been below the 1994-98 average since the current targets were set. Despite good progress since 2001 (from a level considerably above the 1994-98 average base line), it is unlikely that the original target will be met.

3.26 In the early 1990s, powered two-wheeler KSI casualties showed a steady decrease, reaching a low point of 849 in 1995. Since then, there was an increase in each year until a peak in 2001. Subsequently they have decreased each year since then, and by 2007 are just below the previous low point in 1995. (Figure 9 and Table 1).

3.27 Powered two-wheeler users accounted for 819 (22%) of the total of 3,784 KSI casualties during 2007.

3.28 Despite considerable increases in ownership and use of powered two-wheelers, they still account for only about 2-3% of travel in London. The disproportionate number of KSI casualties (22% of total) emphasises the importance of having 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 was a decrease to a low point in 1995, matching the low point in KSI casualties. This has then been followed by a sharp increase in the number of powered two-wheelers licensed in London until 2002, which remained at the same level as 2001. However, further smaller increases were noted in each year to 2007.

3.31 A comparison of the average number of licensed vehicles in 1994-98 with the number in 2007 (i.e. on the same basis as the casualty target monitoring) shows that whilst there was a 68% increase in vehicles licensed, there was a decrease in powered two-wheeler KSI casualties of 12%.

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 2007, motorcycle traffic across the central cordon increased by 40%, and between 1993 and 2005 motorcycle traffic across the inner cordon increased by 21%. Across the boundary cordon, the flow in 2007 was at about the same level as in 1995, and had shown little change over the whole period. Despite these large increases in usage, particularly across the Central cordon, there have been small decreases in

powered two-wheeler KSI casualties over the same period.

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, 14% in 2003, 24% in 2004 and 23% in 2005, meant that by the end of 2005, car occupant KSI casualties were 61% below the 1994-98 average. An increase of 12%, in 2006 was followed by a decrease of 14% in 2007, meaning that by the end of 2007 car occupant KSI casualties were 63% below the 1994-98 average (Table 1).

3.34 Car occupants accounted for 952 (25%) of the total of 3,784 KSI casualties during 2007.

3.35 Considering indicators of car usage, Figure B2 shows relatively little change in the number of cars licensed in Greater London. Between the average for 1994-98 and the year 2007, there was an increase of 9%.

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 2007 there was an increase of 4% in car traffic across the boundary cordon. Between 1993 and 2005, there was a decrease of 6% for the inner cordon and between 1993 and 2007 there was a 28% 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 was a general decline in bus or coach occupant casualties, there are some considerable year-on-year fluctuations, possibly due to the relatively small numbers of casualties in this user category. By the end of 2007, they were 48% below the 1994-98 average following a decrease of 16% in 2007.

3.38 Bus or coach occupants accounted for 134 (4%) of the total of 3,784 KSI casualties during 2007 (Table 1)

3.39 In terms of traffic flow, Figure C5 shows that bus and coach movements increased substantially across each of the three cordons throughout most of the 1990s. Between 1993 and 2005, bus and coach flows across the inner cordon increased by 33%, whilst between 1993 and 2007 flows across the central cordon increased by 59%. Between the 1992 and 2007 London boundary cordon counts there was an increase of 42%.

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. They are relatively small in number compared to the other main modes, and subject to substantial year on year fluctuation.

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. Between 2002 and 2005, there were year on year decreases but an

increase of 52% in 2006. However, a reduction of 9% in 2007 means that 'other KSI' casualties were 43% below the 1994-98 average (Table 1).

3.42 Other vehicle occupants accounted for 126 (3%) of the total number of KSI casualties (3,784) during 2007.

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

3.43 Figure 13 and Table 1 show that by the end of the year 2007 child killed or seriously injured casualties were 65% below the average for 1994-98, exceeding both the original and new targets. In the early 1990s there was a steady decline to 1993, but between then and 1998, they remained at about the same level. In the eight years since 1998, there were further decreases including a 27% decrease in 2005, although an increase of 10% was recorded in 2006, the first since 1998. However, a decrease of 16% in 2007 meant that they were at their lowest level since records began.

3.44 Children accounted for 331 (9%) of the total of 3,784 KSI casualties in London during 2007.

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. There followed decreases in each year to 2005 then an increase of 11% in 2006. However a 6% decrease in 2007 means that they were 58% below the average for 1994-98. They amounted to 251 (76%) of the total of 331 child KSI casualties during 2007, by far the largest child casualty category (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 very small. The trend showed considerable fluctuation throughout the whole of the 1990s and a generally downward trend since 1998, but following a 41% decrease in 2007, they were 80% below the 1994-98 average. Child pedal cyclists accounted for 22 (7%) of the total of 331 child KSI casualties during 2007 (Figure 15 and Table 1).

Child car passengers killed or seriously injured casualties

3.47 Once again, there have been considerable fluctuations in the relatively small numbers of child car occupant casualties. After a peak of 236 casualties in 1998, there was a large fall in 1999, after which, there was an increase of 14% in 2000, followed by a 24% decrease in 2001. Decreases of 2% in 2002, 13% in 2003, 18% in 2004 and 40% in 2005 were followed by a 13% increase in 2006, and a decrease of 38% in 2007 which meant that child car occupant KSI casualties were 81% below the 1994-98 average. They accounted for 37 (11%) of the total of 331 child KSI casualties in 2007 (Figure 16 and Table 1).

All slightly injured casualties (*National target*)

3.48 By 2007 slight casualties were 37% below the 1994-98 average, and again exceeded both the original and revised target reductions. Figure 17 shows that between 1991 and 2000, there was relatively little change in the numbers of slightly injured casualties. However, decreases each year since 1999, including a decrease of 5% in 2007,

meant that they were 37% below the 1994-98 average.

3.49 In 2007, 24,577 slight casualties made up 87% of the total of 28,361 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 since 1999. Decreases were noted in each year since 1999 so that following a 7% reduction in 2007, pedestrian slight casualties were 45% below the 1994-98 average, and had exceeded their target reduction (Table 1 and Figure 18).

3.51 Pedestrians accounted for 3,960 (16%) of the total of 24,577 slight casualties in London during 2007.

Pedal cyclist slightly injured casualties

3.52 Figure 19 shows that pedal cyclist slight casualties remained at a fairly constant level throughout most of the 1990s, but showed steady decreases from 1999 to 2003, although no change was found in 2004. A decrease of 4% in 2005, and a 2% increase in 2006 was followed by a 2% decrease in 2007 so that by the end of 2007, pedal cyclist slight casualties were 35% below the 1994-98 average, and continued to exceed the target reduction.

3.53 They accounted for 2,509 (10%) of the total of 24,577 slight casualties in London during 2007 (Table 1).

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

Powered two-wheeler slightly injured casualties

3.55 The general trend for slightly injured powered two-wheeler casualties (Figure 20) is very similar to that observed for killed or seriously injured casualties, so that after the low point in 1995 there was a steady increase in each year until 2001. However, decreases in each year since 2001, including a 5% decrease in 2007 meant that powered two-wheeler slight casualties were 29% below the 1994-98 average (Table 1).

3.56 Powered two-wheeler users accounted for 3,629 (15%) of the total of 24,577 slight casualties in 2007. The reduction in 2007 is the sixth year in which a decrease has been recorded following the increases recorded between the mid-1990s and 2001.

Car occupant slightly injured casualties

3.57 Figure 21 shows that slightly injured car occupant casualties remained at more or less the same level for the whole period between 1990 and 2000, with only small year-on-year fluctuations. However, decreases in each year since 2000, including 4% in 2007 mean that slightly injured car occupant casualties were 37% below the 1994-98 average (Table 1).

3.58 Car occupants accounted for 12,224 (50%) of the total of 24,577 slight casualties in London during 2007.

3.59 The decrease in slight casualties by 2007 is broadly similar in scale to the changes observed in the number of cars crossing the central, inner, and London boundary traffic cordons (Figures B2 and C4 respectively).

Bus and coach occupant slightly injured casualties

3.60 Figure 22 shows that following a peak of 2,463 in 1992, bus or coach occupant slightly injured casualties fell to a low point of 1,920 in 1997. After small increases in 1998, 1999 and 2000, there were decreases of 1% in 2001 and 8% in 2002. However, a 4% increase in 2003 was followed by decreases of 3% in 2004, 17% in 2005, 11% in 2006 and 16% in 2007. This meant that slightly injured bus and coach occupant casualties were 37% below the 1994-98 average by the end of 2007 (Table 1).

3.61 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 substantially across each of the three cordons throughout most of the 1990s. Between 1993 and 2005, bus and coach flows across the inner cordon increased by 33%, whilst between 1993 and 2007 flows across the central cordon increased by 59%. Between the 1992 and 2007 London boundary cordon counts there was an increase of 42%.

3.62 Bus or coach occupants accounted for 1,274 (5%) of the total of 24,577 slightly injured casualties in 2007.

Other vehicle occupant slightly injured casualties

3.63 Figure 23 shows that following a decrease in the early 1990s, other vehicle occupant slight casualties reached a low point in 1995, and then until 2002 remained at about the same level. Decreases of 14% in 2003, 10% in 2004, 6% in 2005, 8% in 2006 and 3% in 2007 meant that they were 36% below the

1994-98 average. Other vehicle occupants accounted for 981 (4%) of the total of 24,577 slightly injured casualties during 2007 (Table 1).

Casualties by highway authority

3.64 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)

3.65 Table 2 and Figure 24 show that following a 4% decrease in 2007, all killed and seriously injured casualties on the TLRN were 39% below the 1994-98 average, which is slightly less than the change for London as a whole (43%).

3.66 Following a 7% increase in 2007, pedestrian KSI casualties were 35% below the 1994-98 average (Fig. 25).

3.67 Pedal cyclist KSI casualties increased by 28% (from 115 to 147) in 2007, so they were now 8% above the 1994-98 average (Fig. 26).

3.68 Powered two-wheeler KSI casualties decreased by 7% in 2007, meaning that they were 9% below the 1994-98 average (Fig. 27).

3.69 Although relatively small in number, child KSI casualties on the TLRN by 2007 were 63% below the 1994-98 average, following a 28% increase, with most of this being accounted for by an increase in child pedestrian KSI casualties (Fig. 28). Although based on very small numbers,

this meant that, despite the increase, the revised target had still been exceeded by 2007.

3.70 By the end of 2007, slightly injured casualties were 33% below the 1994-98 average, following a reduction of 3% in 2007 (Fig. 29) and had exceeded the revised target. This recent reduction is made up of decreases across most categories of road users except pedestrians in 2007.

3.71 Fatalities in the year 2007 on the TLRN were 20% below the 1994-98 average, following a 20% decrease to a total of 68. Decreases in 2007 were evident for all categories of road users although the numbers in each were very small.

Borough roads

3.72 Table 3 shows that a 4% decrease in 2007 means that all killed and seriously injured casualties on borough roads were 45% below the 1994-98 average. This is slightly better than the 43% recorded for London as a whole (Fig 30).

3.73 Pedestrian KSI casualties on borough roads showed a 3% decrease in 2007, so that they were 41% below the 1994-98 average (Fig 31).

3.74 Pedal cyclist KSI casualties showed a 13% increase in 2007, which means that they are now only 27% below the 1994-98 average (Fig 32).

3.75 Powered two-wheeler KSI casualties decreased by 1% in 2007, which means that they are now 14% below the 1994-98 average (Fig 33).

3.76 Child KSI casualties on borough roads in 2007 were 65% below the 1994-98 average, following a decrease of 20% in 2007 (Fig. 34).

3.77 Slight casualties on borough roads were 39% below the 1994-98 average levels

following a 6% reduction in 2007, which is slightly better than that recorded for slight casualties on all roads in London (Fig. 35). This meant that the original and revised targets had already been exceeded by 2007.

3.78 Fatalities on borough roads were only 3% below the 1994-98 average, following an 11% increase in 2006, mainly due to an increase in pedestrian fatalities (17% increase from 66 to 77). Pedestrian fatalities were 14% below the 1994-98 average, but pedal cyclist and powered two-wheeler fatalities were substantially above the 1994-98 average.

Highways Agency roads

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

3.80 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 2007, and subject to considerable annual fluctuation.

3.81 In terms of the main casualty reduction target groups, Table 4 shows the summary for casualties injured on Highways Agency roads, and it is seen that

compared with the 1994-98 average, KSI casualties overall had decreased by 51%, and slight casualties decreased by 5% by the end of 2007.

3.82 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 decreased from 8 to 7 in 2007 so that they were 8% below the 1994-98 average. In addition, car occupant casualties were 59% below the 1994-98 average, following a 36% decrease in 2007, although once again, it must be emphasised that their numbers were very small.

3.83 It should be noted that fatalities on Highways Agency roads decreased from seven in 2006 to zero in 2007.

Value of casualty reductions between 2006 and 2007

3.84 In 2007 compared to 2006, fatalities fell by nine, serious casualties fell by 153 and slight casualties fell by 1,287.

3.85 A financial value of saving death and injury is estimated by the Department for Transport and is currently £1.49M for a death, £167.4k for a serious injury and £12.9k for a slight injury (at June 2006 prices). The value of casualties saved in 2007 compared to 2006 is then estimated at £55.6M (at June 2006 prices).

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5.1 Casualty monitoring summary tables

Table 1: Towards the year 2010: Monitoring casualties in London - all roads.
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	136.0	100	109	9%	-20%
	Pedal cyclists	14.8	19	15	-21%	1%
	Powered two-wheeler	33.6	43	41	-5%	22%
	Car occupants	55.4	61	52	-15%	-6%
	Bus or coach occupants	3.0	4	1	-75%	-67%
	Other vehicle occupants	6.0	4	4	0%	-33%
	Total	248.8	231	222	-4%	-11%
Fatal and serious	Pedestrians	2,136.6	1,303	1,292	-1%	-40%
	Pedal cyclists	566.8	392	461	18%	-19%
	Powered two-wheeler	932.8	848	819	-3%	-12%
	Car occupants	2,568.8	1,106	952	-14%	-63%
	Bus or coach occupants	256.4	159	134	-16%	-48%
	Other vehicle occupants	223.0	138	126	-9%	-43%
	Total	6,684.4	3,946	3,784	-4%	-43%
	Child pedestrians	591.6	267	251	-6%	-58%
	Child pedal cyclists	110.6	37	22	-41%	-80%
	Child car passengers	195.0	60	37	-38%	-81%
	Child bus/coach passengers	20.8	16	12	-25%	-42%
	Other child casualties	17.4	12	9	-25%	-48%
	Children (under 16yrs)	935.4	392	331	-16%	-65%
Slight*	Pedestrians	7,155.2	4,238	3,960	-7%	-45%
	Pedal cyclists	3,845.6	2,566	2,509	-2%	-35%
	Powered two-wheeler	5,139.4	3,827	3,629	-5%	-29%
	Car occupants	19,314.0	12,741	12,224	-4%	-37%
	Bus or coach occupants	2,017.4	1,511	1,274	-16%	-37%
	Other vehicle occupants	1,525.2	981	981	0%	-36%
	Total	38,996.8	25,864	24,577	-5%	-37%
All severities	Pedestrians	9,291.8	5,541	5,252	-5%	-43%
	Pedal cyclists	4,412.4	2,958	2,970	0%	-33%
	Powered two-wheeler	6,072.2	4,675	4,448	-5%	-27%
	Car occupants	21,882.8	13,847	13,176	-5%	-40%
	Bus or coach occupants	2,273.8	1,670	1,408	-16%	-38%
	Other vehicle occupants	1,748.2	1,119	1,107	-1%	-37%
	Total	45,681.2	29,810	28,361	-5%	-38%

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 TLRN
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	45.6	34	32	-6%	-30%
	Pedal cyclists	7.0	9	5	-44%	-29%
	Powered two-wheeler	12.6	19	14	-26%	11%
	Car occupants	17.0	19	15	-21%	-12%
	Bus or coach occupants	1.2	1	0	-100%	-100%
	Other vehicle occupants	1.6	3	2	-33%	25%
	Total	85.0	85	68	-20%	-20%
Fatal and serious	Pedestrians	496.8	305	325	7%	-35%
	Pedal cyclists	135.8	115	147	28%	8%
	Powered two-wheeler	317.6	311	288	-7%	-9%
	Car occupants	679.8	307	267	-13%	-61%
	Bus or coach occupants	69.0	36	24	-33%	-65%
	Other vehicle occupants	67.2	53	34	-36%	-49%
	Total	1,766.2	1,127	1,085	-4%	-39%
	Child pedestrians	81.4	26	40	54%	-51%
	Child pedal cyclists	11.0	3	1	-67%	-91%
	Child car passengers	48.6	12	11	-8%	-77%
	Child bus/coach passenger	5.6	2	1	-50%	-82%
	Other child casualties	2.0	0	2	∞	0%
	Children (under 16yrs)	148.6	43	55	28%	-63%
	Slight*	Pedestrians	1,384.8	781	784	0%
Pedal cyclists		929.8	757	712	-6%	-23%
Powered two-wheeler		1,718.6	1,361	1,289	-5%	-25%
Car occupants		5,439.2	3,609	3,549	-2%	-35%
Bus or coach occupants		562.8	442	374	-15%	-34%
Other vehicle occupants		470.6	326	316	-3%	-33%
Total		10,505.8	7,276	7,024	-3%	-33%
All severities	Pedestrians	1,881.6	1,086	1,109	2%	-41%
	Pedal cyclists	1,065.6	872	859	-1%	-19%
	Powered two-wheeler	2,036.2	1,672	1,577	-6%	-23%
	Car occupants	6,119.0	3,916	3,816	-3%	-38%
	Bus or coach occupants	631.8	478	398	-17%	-37%
	Other vehicle occupants	537.8	379	350	-8%	-35%
	Total	12,272.0	8,403	8,109	-3%	-34%

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

* The government's target is for 10% reduction in the slight casualty rate per 100 million vehicle kilometres. Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

Table 3: Towards the year 2010: Monitoring casualties on borough roads in London
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	89.2	66	77	17%	-14%
	Pedal cyclists	7.8	10	10	0%	28%
	Powered two-wheeler	19.6	23	27	17%	38%
	Car occupants	35.6	36	37	3%	4%
	Bus or coach occupants	1.8	3	1	-67%	-44%
	Other vehicle occupants	4.0	1	2	100%	-50%
	Total	158.0	139	154	11%	-3%
Fatal and serious	Pedestrians	1,636.8	996	967	-3%	-41%
	Pedal cyclists	431.0	277	314	13%	-27%
	Powered two-wheeler	607.6	529	524	-1%	-14%
	Car occupants	1,837.2	766	664	-13%	-64%
	Bus or coach occupants	186.8	123	109	-11%	-42%
	Other vehicle occupants	149.2	82	87	6%	-42%
	Total	4,848.6	2,773	2,665	-4%	-45%
	Child pedestrians	510.2	239	211	-12%	-59%
	Child pedal cyclists	99.6	34	21	-38%	-79%
	Child car passengers	143.4	46	26	-43%	-82%
	Child bus/coach passenger	15.2	14	11	-21%	-28%
	Other child casualties	15.0	12	7	-42%	-53%
	Children (under 16yrs)	783.4	345	276	-20%	-65%
	Slight*	Pedestrians	5,768.6	3,457	3,175	-8%
Pedal cyclists		2,914.8	1,809	1,797	-1%	-38%
Powered two-wheeler		3,392.0	2,450	2,327	-5%	-31%
Car occupants		13,521.2	8,828	8,375	-5%	-38%
Bus or coach occupants		1,450.6	1,067	840	-21%	-42%
Other vehicle occupants		1,010.4	606	629	4%	-38%
Total		28,057.6	18,217	17,143	-6%	-39%
All severities	Pedestrians	7,405.4	4,453	4,142	-7%	-44%
	Pedal cyclists	3,345.8	2,086	2,111	1%	-37%
	Powered two-wheeler	3,999.6	2,979	2,851	-4%	-29%
	Car occupants	15,358.4	9,594	9,039	-6%	-41%
	Bus or coach occupants	1,637.4	1,190	949	-20%	-42%
	Other vehicle occupants	1,159.6	688	716	4%	-38%
	Total	32,906.2	20,990	19,808	-6%	-40%

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

* The government's target is for 10% reduction in the slight casualty rate per 100 million vehicle kilometres. Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

Table 4: Towards the year 2010: Monitoring casualties on Highways Agency roads in London
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	1.2	0	0	0%	-100%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	1.4	1	0	-100%	-100%
	Car occupants	2.8	6	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	0	0	0%	-100%
	Total	5.8	7	0	-100%	-100%
Fatal and serious	Pedestrians	3.0	2	0	-100%	-100%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	7.6	8	7	-13%	-8%
	Car occupants	51.8	33	21	-36%	-59%
	Bus or coach occupants	0.6	0	1	∞	67%
	Other vehicle occupants	6.6	3	5	67%	-24%
	Total	69.6	46	34	-26%	-51%
	Child pedestrians	0.0	2	0	-100%	0%
	Child pedal cyclists	0.0	0	0	0%	0%
	Child car passengers	3.0	2	0	-100%	-100%
	Child bus/coach passenger	0.0	0	0	0%	0%
	Other child casualties	0.4	0	0	0%	-100%
	Children (under 16yrs)	3.4	4	0	-100%	-100%
Slight*	Pedestrians	1.8	0	1	∞	-44%
	Pedal cyclists	1.0	0	0	0%	-100%
	Powered two-wheeler	28.8	16	13	-19%	-55%
	Car occupants	353.6	304	300	-1%	-15%
	Bus or coach occupants	4.0	2	60	2900%	1400%
	Other vehicle occupants	44.2	49	36	-27%	-19%
	Total	433.4	371	410	11%	-5%
All severities	Pedestrians	4.8	2	1	-50%	-79%
	Pedal cyclists	1.0	0	0	0%	-100%
	Powered two-wheeler	36.4	24	20	-17%	-45%
	Car occupants	405.4	337	321	-5%	-21%
	Bus or coach occupants	4.6	2	61	2950%	1226%
	Other vehicle occupants	50.8	52	41	-21%	-19%
	Total	503.0	417	444	6%	-12%

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

* The government's target is for 10% reduction in the slight casualty rate per 100 million vehicle kilometres. Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

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

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

Borough	Year			% change from	
	1994-98 average	2006	2007	2006 to 2007	1994-98 average to 2007
Barking & Dagenham	150.4	67	60	-10%	-60%
Barnet	268.8	147	158	7%	-41%
Bexley	146.2	103	105	2%	-28%
Brent	244.0	107	98	-8%	-60%
Bromley	241.2	163	143	-12%	-41%
Camden	249.6	123	105	-15%	-58%
City of London	64.6	61	48	-21%	-26%
City of Westminster	408.6	293	286	-2%	-30%
Croydon	246.8	149	158	6%	-36%
Ealing	287.2	147	137	-7%	-52%
Enfield	235.6	135	98	-27%	-58%
Greenwich	200.2	122	130	7%	-35%
Hackney	208.6	117	127	9%	-39%
Hammersmith & Fulham	149.0	133	103	-23%	-31%
Haringey	160.6	117	78	-33%	-51%
Harrow	121.8	58	55	-5%	-55%
Havering	211.6	120	129	8%	-39%
Hillingdon	255.0	110	116	5%	-55%
Hounslow	226.4	146	103	-29%	-55%
Islington	185.6	81	112	38%	-40%
Kensington & Chelsea	170.8	114	120	5%	-30%
Kingston upon Thames	124.0	77	49	-36%	-60%
Lambeth	312.6	195	185	-5%	-41%
Lewisham	206.4	132	124	-6%	-40%
Merton	130.2	74	62	-16%	-52%
Newham	189.6	75	105	40%	-45%
Redbridge	187.4	98	96	-2%	-49%
Richmond upon Thames	135.4	103	76	-26%	-44%
Southwark	239.2	138	139	1%	-42%
Sutton	116.0	83	70	-16%	-40%
Tower Hamlets	186.6	124	151	22%	-19%
Waltham Forest	169.6	100	92	-8%	-46%
Wandsworth	254.8	134	166	24%	-35%
Greater London	6,684.4	3,946	3,784	-4%	-43%

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

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

Borough	Year			% change from	
	1994-98 average	2006	2007	2006 to 2007	1994-98 average to 2007
Barking & Dagenham	35.2	23	20	-13%	-43%
Barnet	70.4	49	50	2%	-29%
Bexley	34.8	19	35	84%	1%
Brent	84.6	42	40	-5%	-53%
Bromley	48.8	37	34	-8%	-30%
Camden	104.0	57	49	-14%	-53%
City of London	24.6	26	17	-35%	-31%
City of Westminster	178.8	131	102	-22%	-43%
Croydon	67.6	40	51	28%	-25%
Ealing	91.2	44	53	20%	-42%
Enfield	64.4	39	34	-13%	-47%
Greenwich	60.2	33	38	15%	-37%
Hackney	78.4	46	45	-2%	-43%
Hammersmith & Fulham	59.6	49	34	-31%	-43%
Haringey	65.2	36	33	-8%	-49%
Harrow	34.4	19	26	37%	-24%
Havering	38.2	35	34	-3%	-11%
Hillingdon	54.0	33	22	-33%	-59%
Hounslow	50.2	42	33	-21%	-34%
Islington	76.0	27	43	59%	-43%
Kensington & Chelsea	71.8	31	46	48%	-36%
Kingston upon Thames	31.6	21	16	-24%	-49%
Lambeth	123.8	68	65	-4%	-47%
Lewisham	81.6	37	50	35%	-39%
Merton	37.4	23	21	-9%	-44%
Newham	68.4	37	45	22%	-34%
Redbridge	48.2	34	30	-12%	-38%
Richmond upon Thames	32.2	19	24	26%	-25%
Southwark	79.8	57	55	-4%	-31%
Sutton	30.0	20	25	25%	-17%
Tower Hamlets	72.6	43	37	-14%	-49%
Waltham Forest	60.4	29	31	7%	-49%
Wandsworth	78.2	57	54	-5%	-31%
Greater London	2,136.6	1,303	1,292	-1%	-40%

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

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

Borough	Year			% change from	
	1994-98 average	2006	2007	2006 to 2007	1994-98 average to 2007
Barking & Dagenham	7.6	5	3	-40%	-61%
Barnet	14.4	5	11	120%	-24%
Bexley	9.0	2	6	200%	-33%
Brent	17.6	5	6	20%	-66%
Bromley	18.0	5	13	160%	-28%
Camden	31.0	16	22	38%	-29%
City of London	7.4	20	17	-15%	130%
City of Westminster	38.4	34	47	38%	22%
Croydon	13.0	11	9	-18%	-31%
Ealing	20.6	15	11	-27%	-47%
Enfield	13.0	5	3	-40%	-77%
Greenwich	9.8	5	11	120%	12%
Hackney	18.8	19	23	21%	22%
Hammersmith & Fulham	20.2	25	15	-40%	-26%
Haringey	11.8	12	5	-58%	-58%
Harrow	7.4	3	1	-67%	-86%
Havering	11.4	4	4	0%	-65%
Hillingdon	19.6	6	10	67%	-49%
Hounslow	19.2	10	12	20%	-38%
Islington	26.0	17	23	35%	-12%
Kensington & Chelsea	18.0	22	22	0%	22%
Kingston upon Thames	14.0	10	8	-20%	-43%
Lambeth	36.4	27	38	41%	4%
Lewisham	14.2	13	14	8%	-1%
Merton	11.6	7	9	29%	-22%
Newham	10.8	9	7	-22%	-35%
Redbridge	12.4	6	4	-33%	-68%
Richmond upon Thames	21.4	9	15	67%	-30%
Southwark	24.6	21	22	5%	-11%
Sutton	10.0	3	5	67%	-50%
Tower Hamlets	14.4	17	21	24%	46%
Waltham Forest	12.0	7	6	-14%	-50%
Wandsworth	32.8	17	38	124%	16%
Greater London	566.8	392	461	18%	-19%

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

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

Borough	Year			% change from	
	1994-98 average	2006	2007	2006 to 2007	1994-98 average to 2007
Barking & Dagenham	13.2	16	10	-38%	-24%
Barnet	34.0	26	32	23%	-6%
Bexley	17.2	21	12	-43%	-30%
Brent	24.6	23	25	9%	2%
Bromley	33.4	33	27	-18%	-19%
Camden	41.0	29	19	-34%	-54%
City of London	15.2	8	7	-13%	-54%
City of Westminster	64.8	65	78	20%	20%
Croydon	31.2	29	22	-24%	-29%
Ealing	32.0	32	29	-9%	-9%
Enfield	21.2	19	20	5%	-6%
Greenwich	30.0	31	26	-16%	-13%
Hackney	25.0	25	27	8%	8%
Hammersmith & Fulham	26.2	30	35	17%	34%
Haringey	21.0	23	18	-22%	-14%
Harrow	12.0	14	8	-43%	-33%
Havering	19.8	12	18	50%	-9%
Hillingdon	25.4	20	12	-40%	-53%
Hounslow	28.0	27	17	-37%	-39%
Islington	31.8	25	28	12%	-12%
Kensington & Chelsea	31.0	42	33	-21%	6%
Kingston upon Thames	22.2	22	12	-45%	-46%
Lambeth	51.2	55	46	-16%	-10%
Lewisham	30.0	34	22	-35%	-27%
Merton	21.2	13	19	46%	-10%
Newham	17.6	7	14	100%	-20%
Redbridge	14.4	8	19	138%	32%
Richmond upon Thames	24.2	30	20	-33%	-17%
Southwark	47.4	32	37	16%	-22%
Sutton	16.0	11	11	0%	-31%
Tower Hamlets	37.8	31	52	68%	38%
Waltham Forest	19.4	16	17	6%	-12%
Wandsworth	53.4	39	47	21%	-12%
Greater London	932.8	848	819	-3%	-12%

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

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

Borough	Year			% change from	
	1994-98 average	2006	2007	2006 to 2007	1994-98 average to 2007
Barking & Dagenham	30.0	12	10	-17%	-67%
Barnet	31.0	10	13	30%	-58%
Bexley	24.6	9	16	78%	-35%
Brent	42.4	14	12	-14%	-72%
Bromley	33.6	13	15	15%	-55%
Camden	24.6	8	1	-88%	-96%
City of London	2.0	0	3	∞	50%
City of Westminster	22.6	8	6	-25%	-73%
Croydon	41.8	17	14	-18%	-67%
Ealing	34.8	15	9	-40%	-74%
Enfield	33.2	15	9	-40%	-73%
Greenwich	37.0	18	12	-33%	-68%
Hackney	38.8	17	10	-41%	-74%
Hammersmith & Fulham	18.4	11	7	-36%	-62%
Haringey	23.2	16	8	-50%	-66%
Harrow	19.8	7	6	-14%	-70%
Havering	35.6	19	13	-32%	-63%
Hillingdon	37.4	16	13	-19%	-65%
Hounslow	29.2	17	13	-24%	-55%
Islington	18.6	5	5	0%	-73%
Kensington & Chelsea	11.2	3	2	-33%	-82%
Kingston upon Thames	13.4	9	7	-22%	-48%
Lambeth	45.0	20	14	-30%	-69%
Lewisham	41.4	13	17	31%	-59%
Merton	20.8	15	1	-93%	-95%
Newham	43.0	12	19	58%	-56%
Redbridge	26.0	8	11	38%	-58%
Richmond upon Thames	14.2	5	5	0%	-65%
Southwark	34.0	18	11	-39%	-68%
Sutton	21.6	6	10	67%	-54%
Tower Hamlets	27.4	9	7	-22%	-74%
Waltham Forest	30.0	15	15	0%	-50%
Wandsworth	28.8	12	17	42%	-41%
Greater London	935.4	392	331	-16%	-65%

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

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

Borough	Year			% change from	
	1994-98 average	2006	2007	2006 to 2007	1994-98 average to 2007
Barking & Dagenham	781.2	556	515	-7%	-34%
Barnet	1,772.8	1,200	1,234	3%	-30%
Bexley	797.6	608	476	-22%	-40%
Brent	1,361.4	858	747	-13%	-45%
Bromley	1,232.0	783	757	-3%	-39%
Camden	1,430.8	749	736	-2%	-49%
City of London	411.0	328	333	2%	-19%
City of Westminster	2,384.4	1,548	1,412	-9%	-41%
Croydon	1,632.4	1,064	987	-7%	-40%
Ealing	1,614.0	1,083	1,011	-7%	-37%
Enfield	1,503.8	919	932	1%	-38%
Greenwich	1,146.8	784	824	5%	-28%
Hackney	1,098.4	760	810	7%	-26%
Hammersmith & Fulham	930.4	591	662	12%	-29%
Haringey	1,010.4	768	711	-7%	-30%
Harrow	727.6	500	441	-12%	-39%
Havering	1,095.8	853	773	-9%	-29%
Hillingdon	1,337.4	927	914	-1%	-32%
Hounslow	1,352.2	851	829	-3%	-39%
Islington	1,113.8	655	555	-15%	-50%
Kensington & Chelsea	1,004.8	699	674	-4%	-33%
Kingston upon Thames	678.0	323	320	-1%	-53%
Lambeth	1,831.6	1,037	944	-9%	-48%
Lewisham	1,390.0	887	756	-15%	-46%
Merton	711.4	439	478	9%	-33%
Newham	1,118.8	936	900	-4%	-20%
Redbridge	1,199.4	807	689	-15%	-43%
Richmond upon Thames	715.4	376	413	10%	-42%
Southwark	1,543.0	1,050	911	-13%	-41%
Sutton	717.6	557	519	-7%	-28%
Tower Hamlets	1,022.6	792	818	3%	-20%
Waltham Forest	1,028.4	805	747	-7%	-27%
Wandsworth	1,301.6	771	749	-3%	-42%
Greater London	38,996.8	25,864	24,577	-5%	-37%

5.2 London-wide casualty monitoring charts - all roads

Fig. 1: Greater London - all fatalities

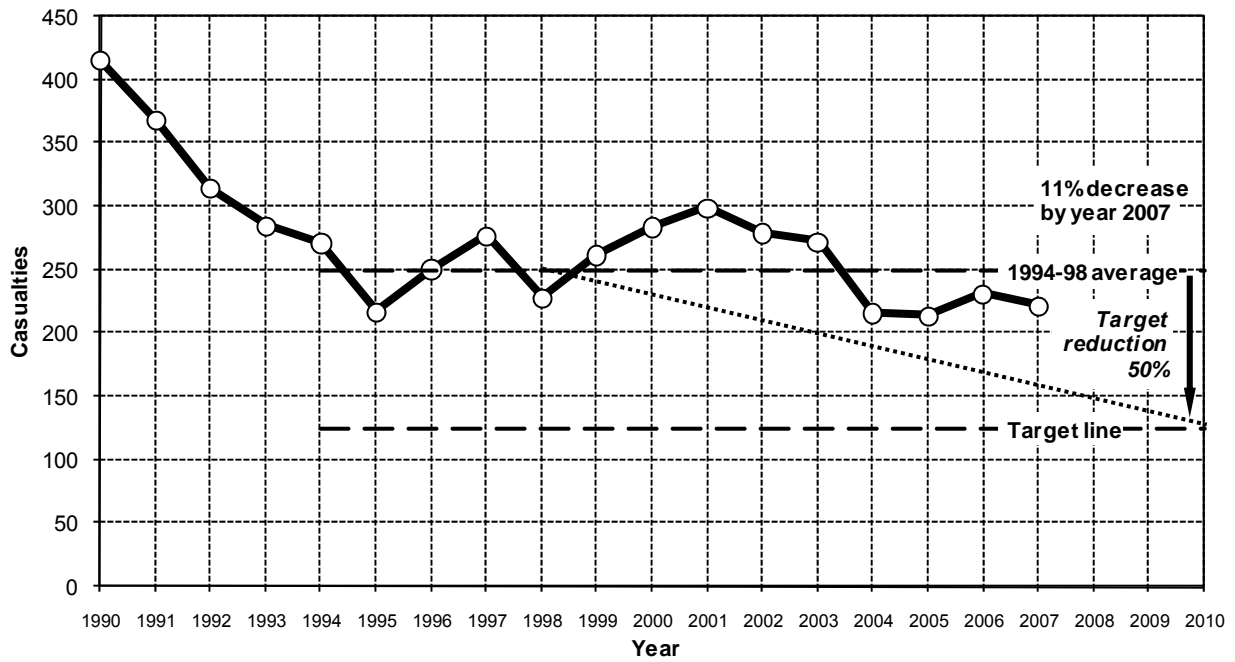


Fig. 2: Greater London - pedestrian fatalities

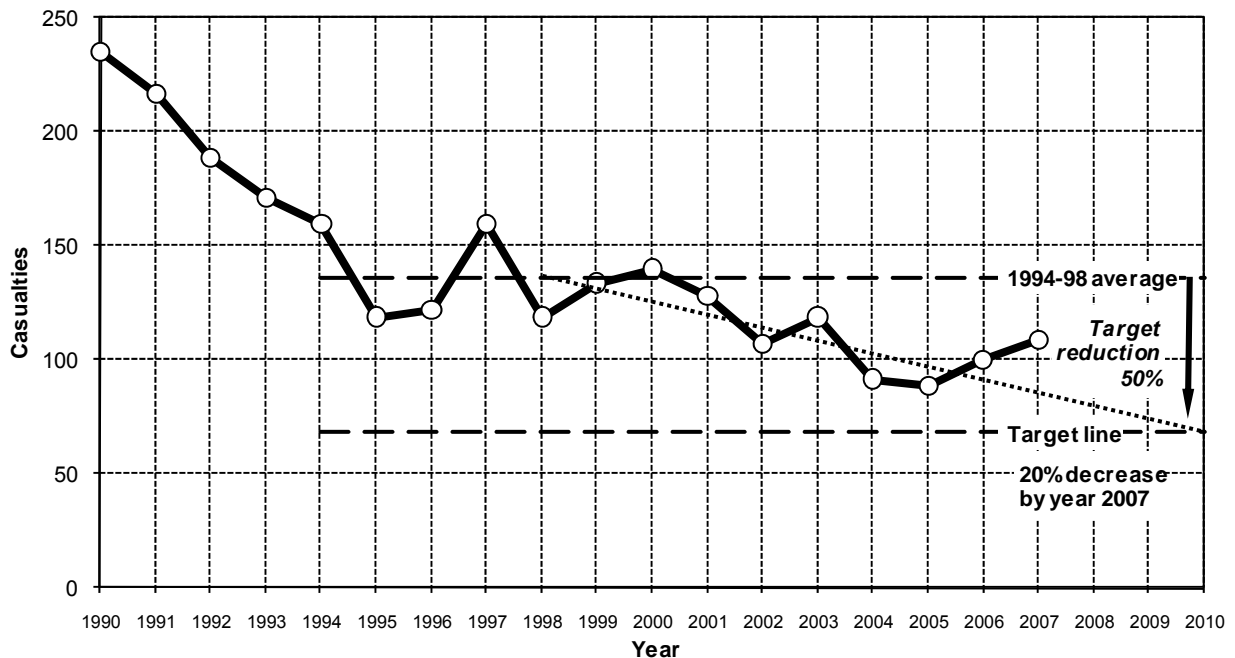


Fig. 3: Greater London - pedal cyclist fatalities

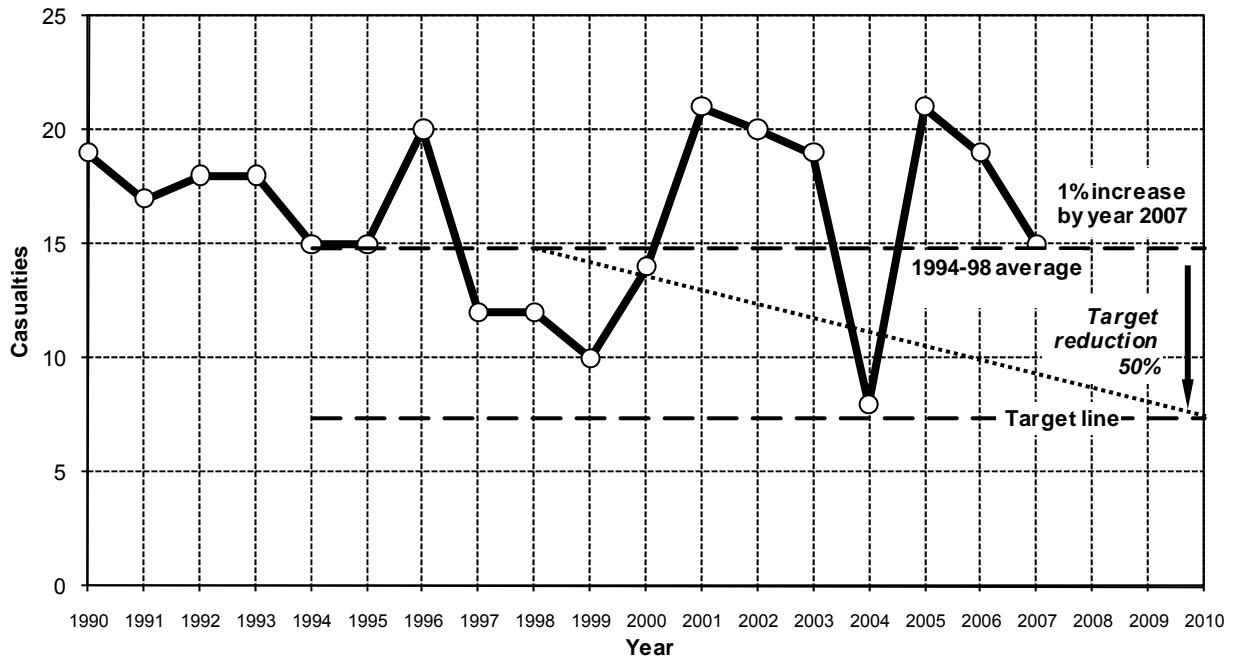


Fig. 4: Greater London - powered two wheeler fatalities

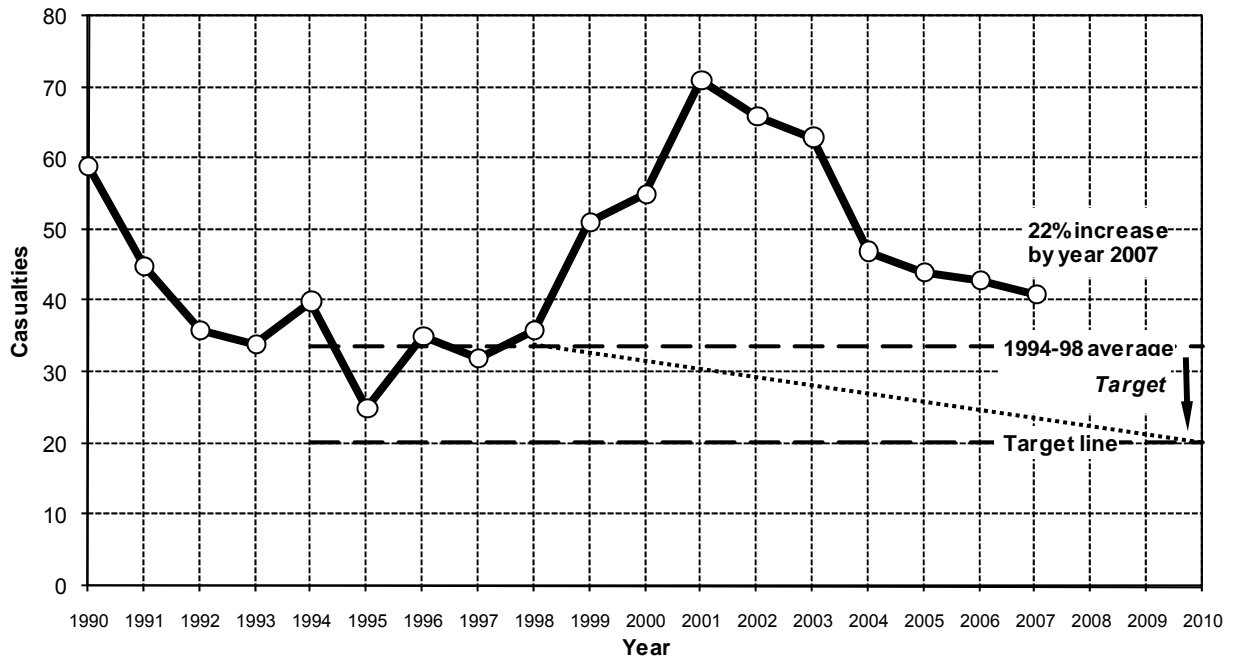


Fig. 5: Greater London - car occupant fatalities

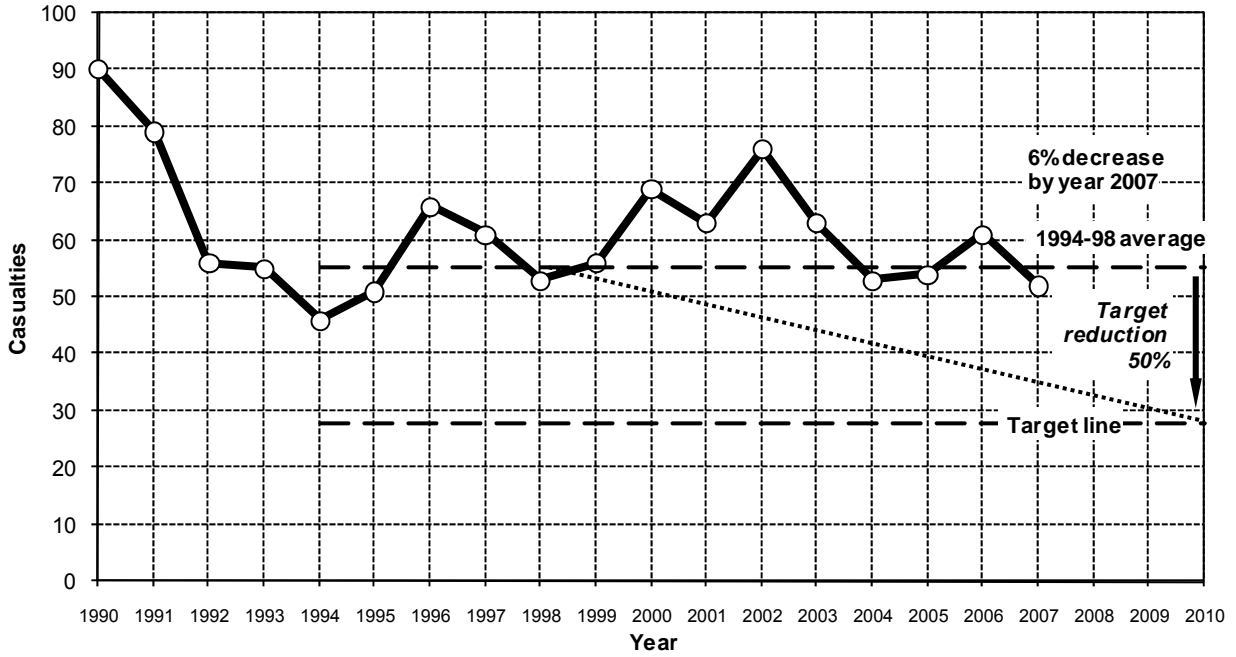


Fig. 6: Greater London - all killed or seriously injured casualties (National target category)

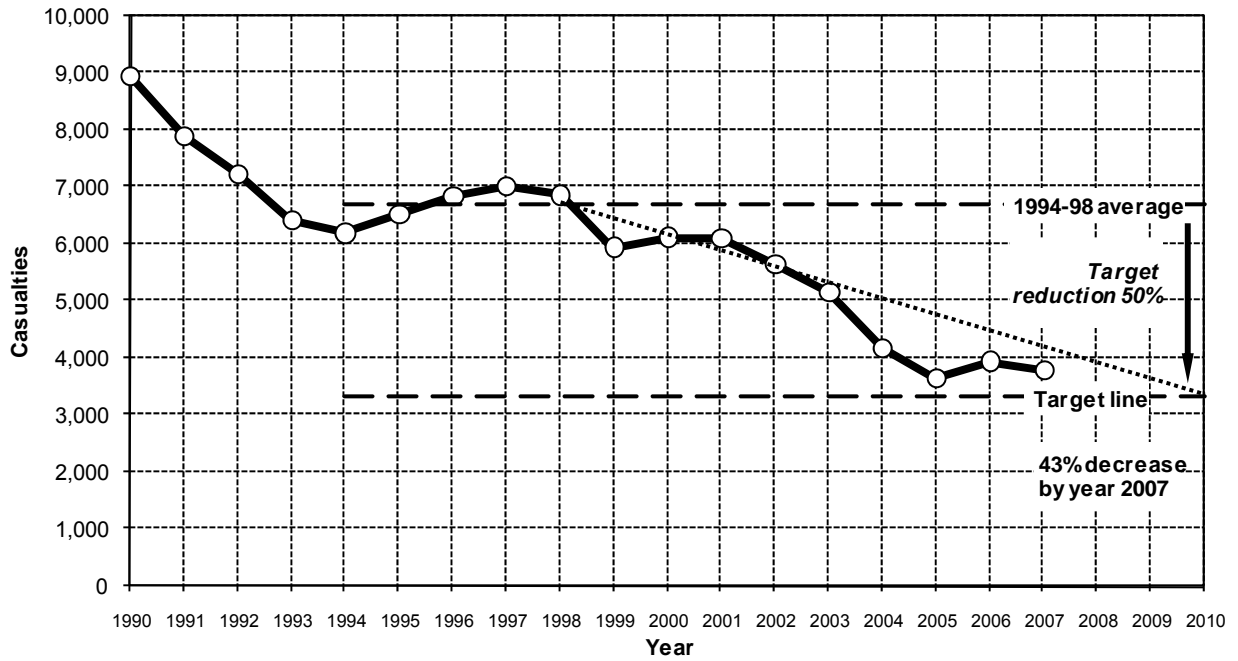


Fig. 7: Greater London - pedestrian killed or seriously injured casualties (London target category)

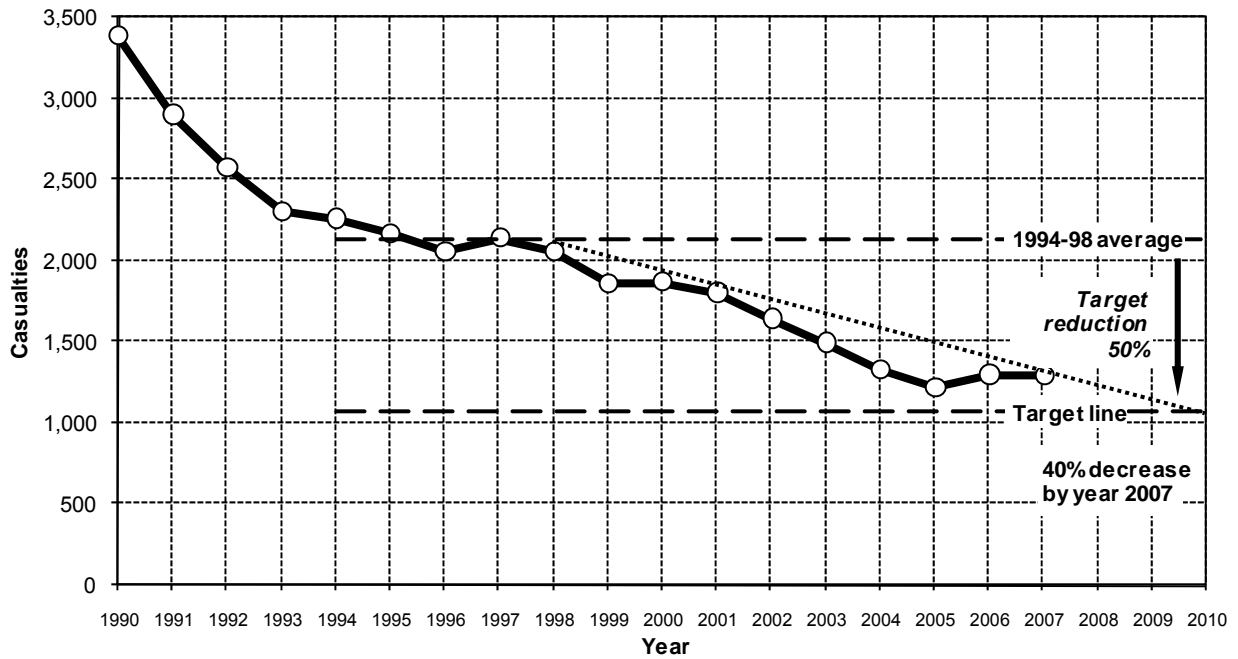


Fig. 8: Greater London - pedal cyclist killed or seriously injured casualties (London target category)

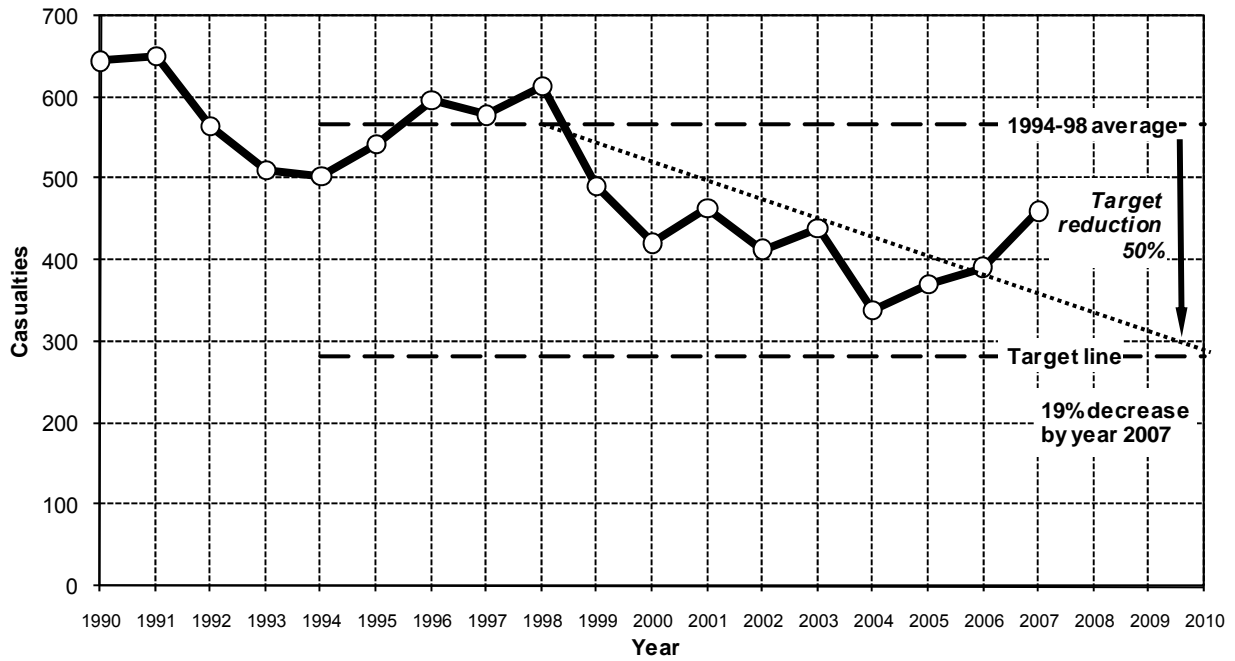


Fig. 9: Greater London - powered two wheeler killed or seriously injured casualties (London target)

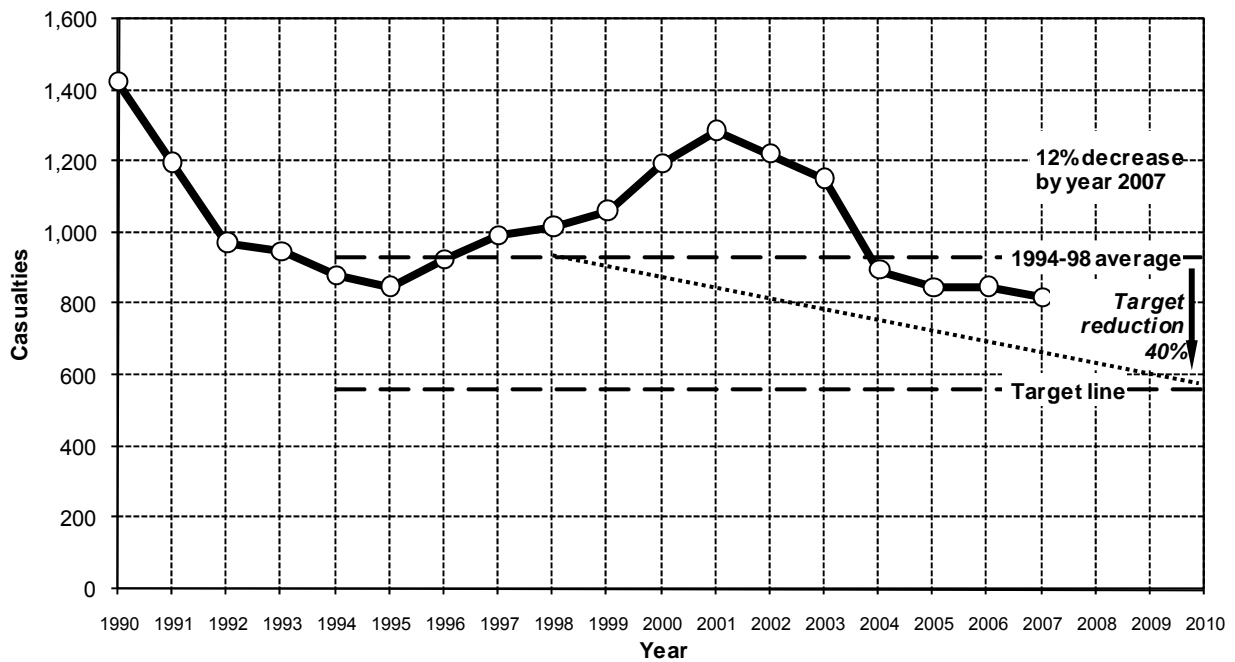


Fig. 10: Greater London - car occupant killed or seriously injured casualties

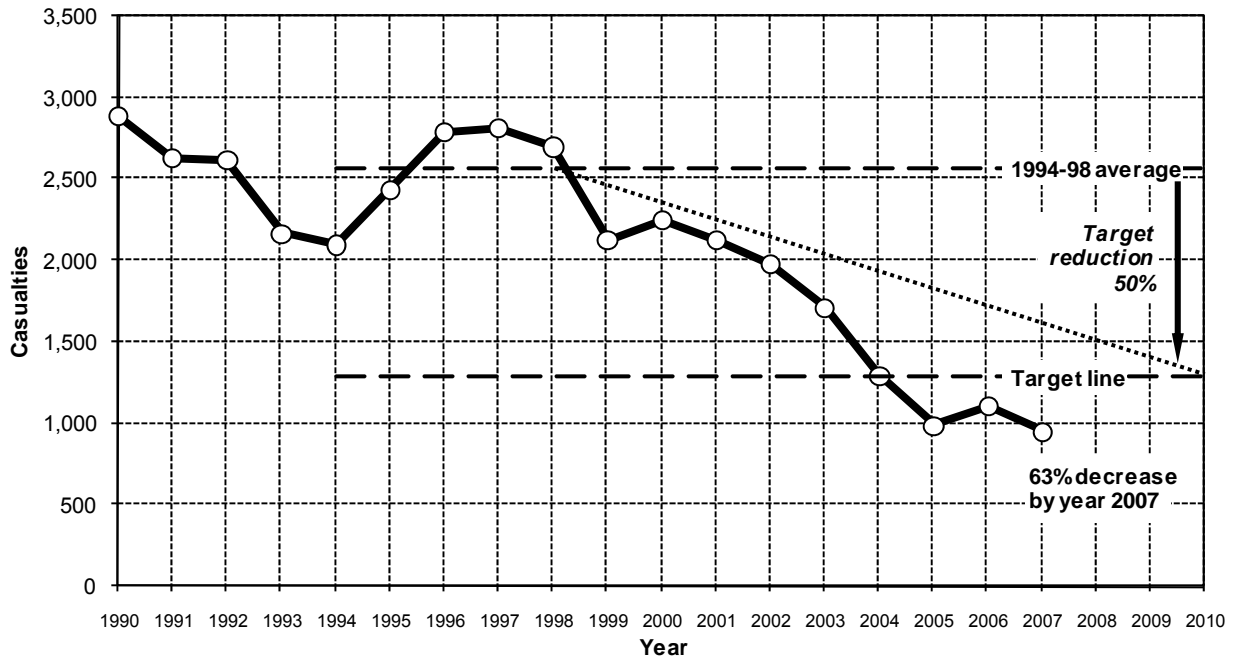


Fig. 11: Greater London - bus or coach occupant killed or seriously injured casualties

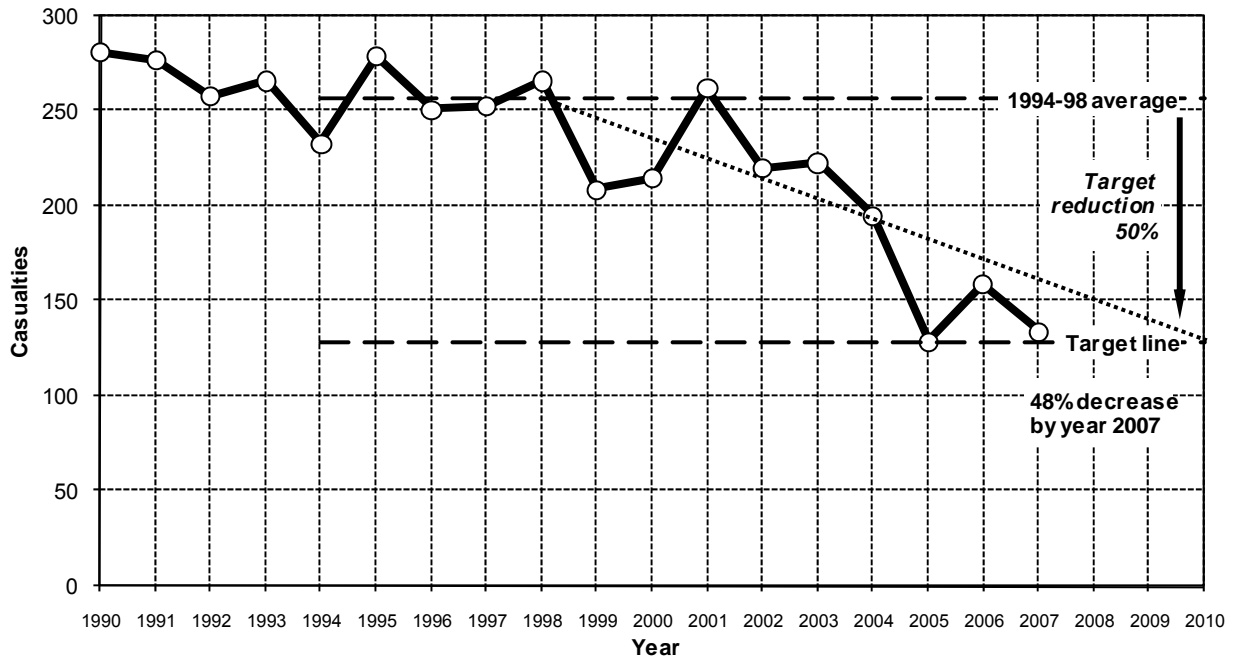


Fig. 12: Greater London - other vehicle occupant killed or seriously injured casualties

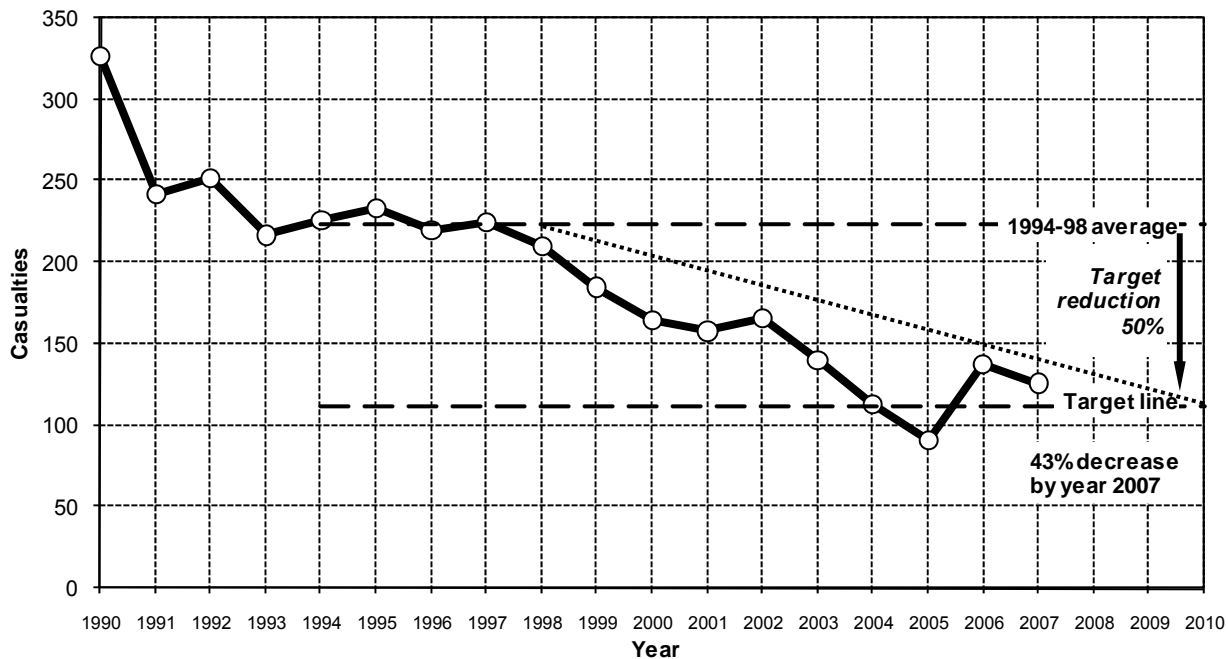


Fig. 13: Greater London - all child killed or seriously injured casualties (National target category)

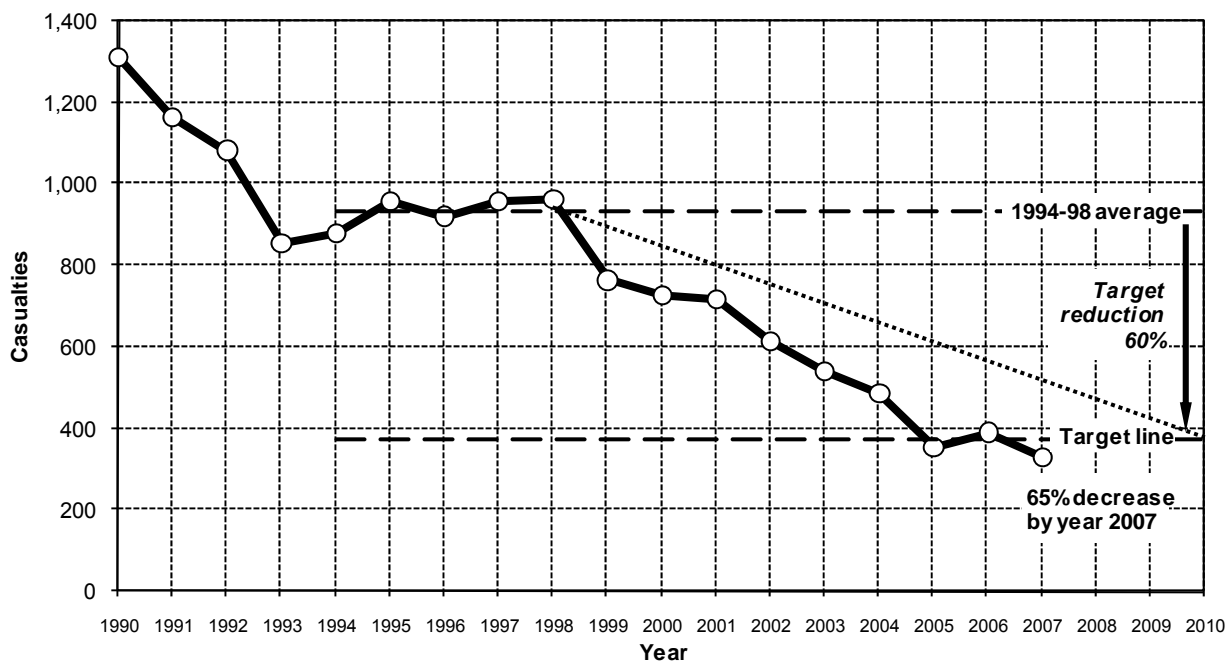


Fig. 14: Greater London - child pedestrian killed or seriously injured casualties

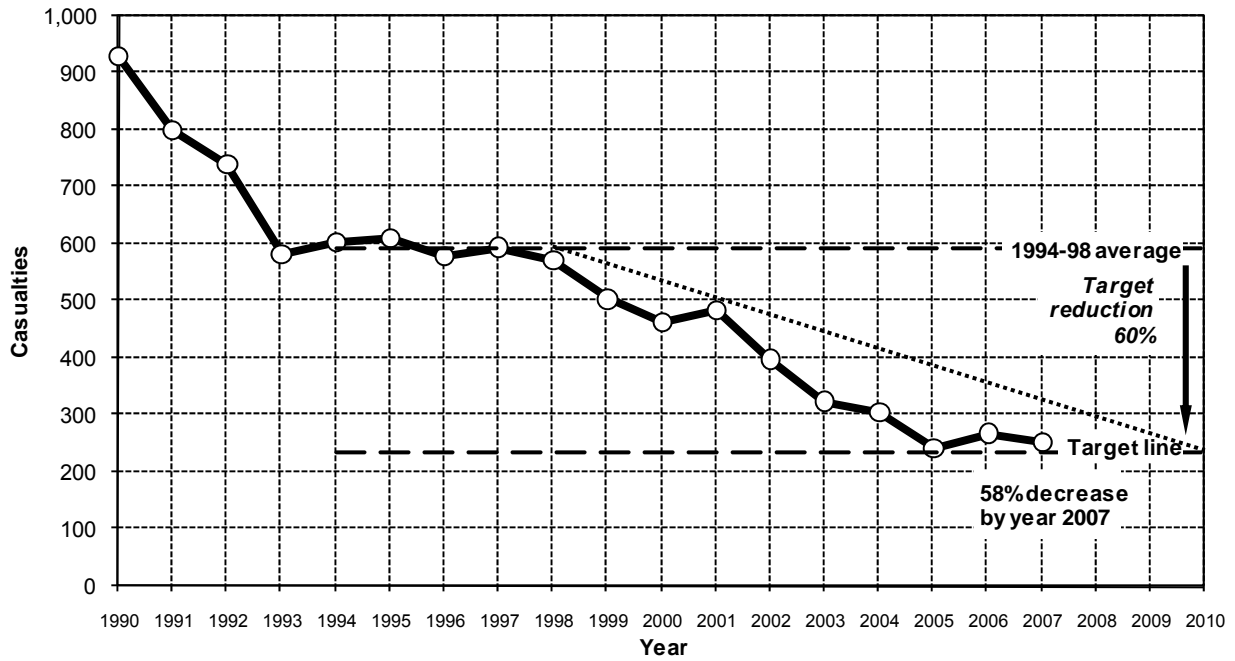


Fig. 15: Greater London - child pedal cyclist killed or seriously injured casualties

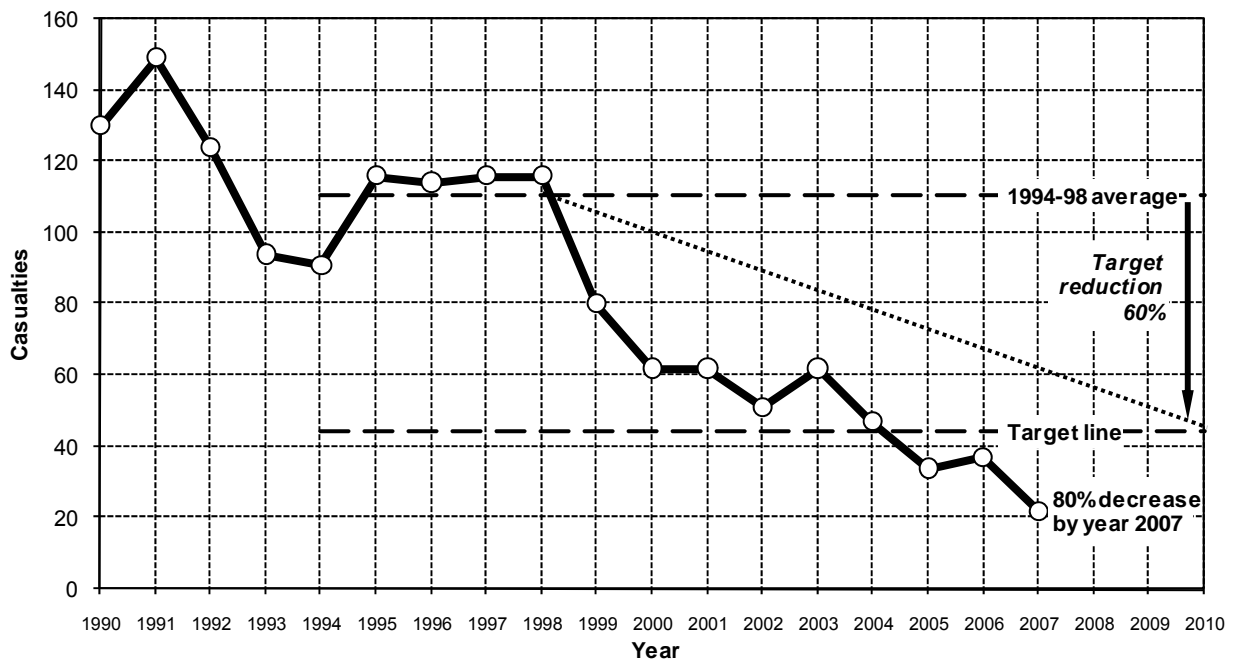


Fig. 16: Greater London - child car passenger killed or seriously injured casualties

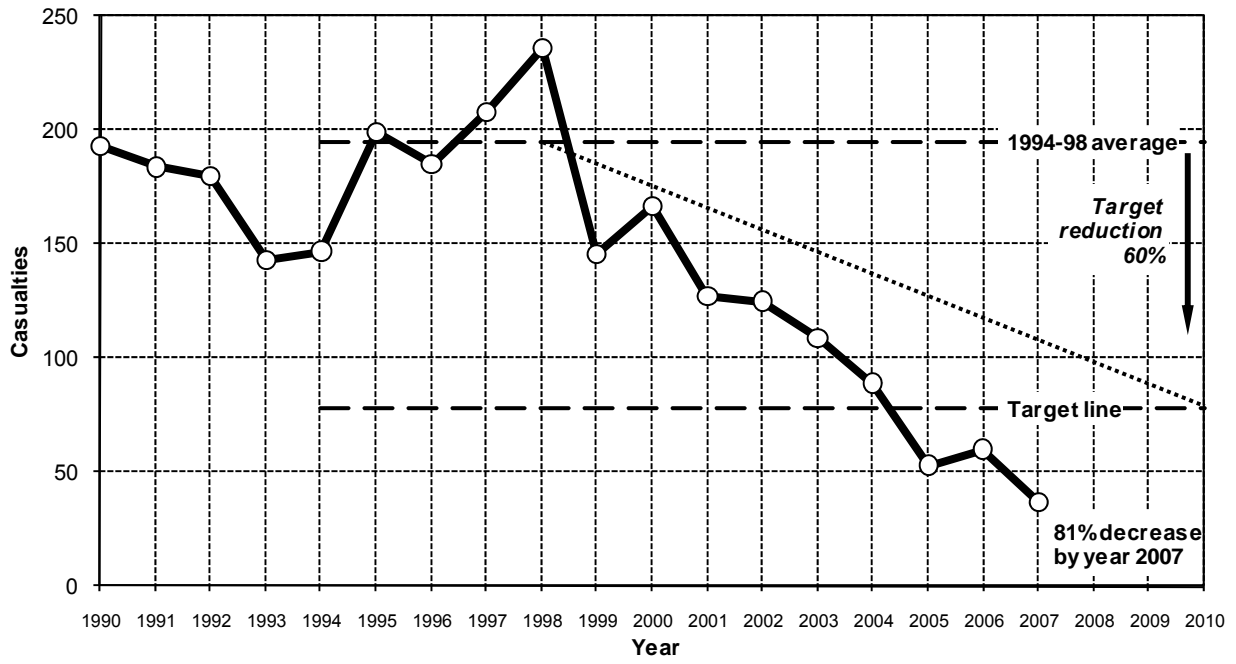


Fig. 17: Greater London - all slightly injured casualties (National target category)

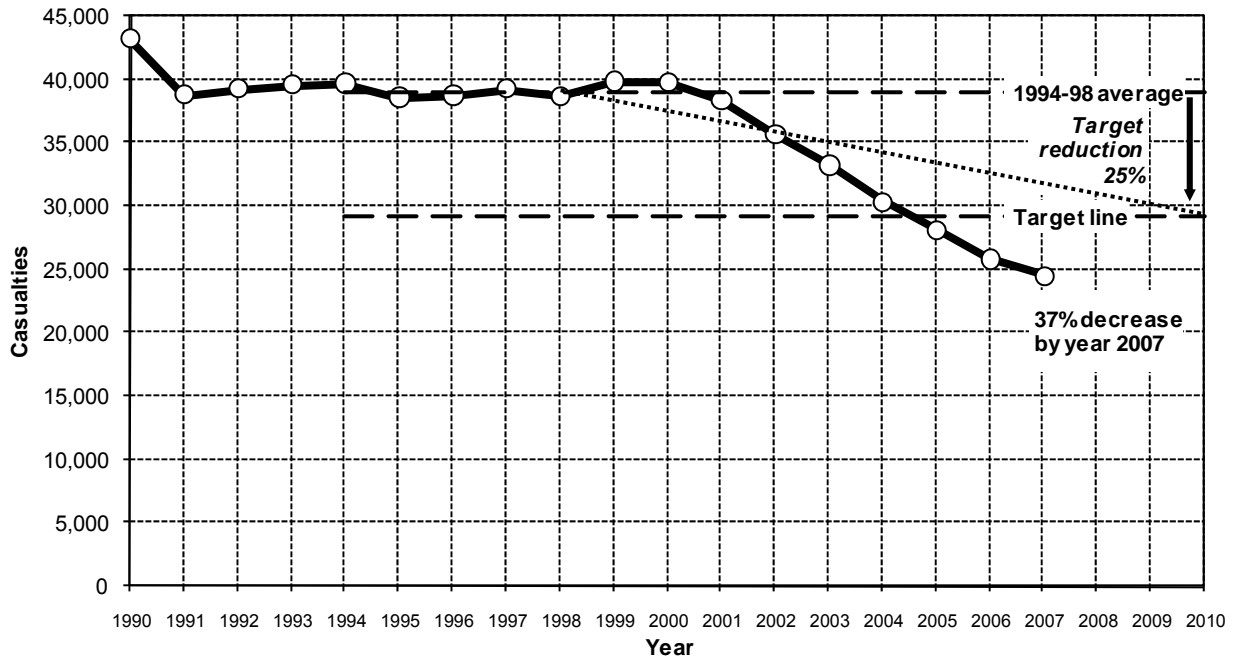


Fig. 18: Greater London - pedestrian slightly injured casualties

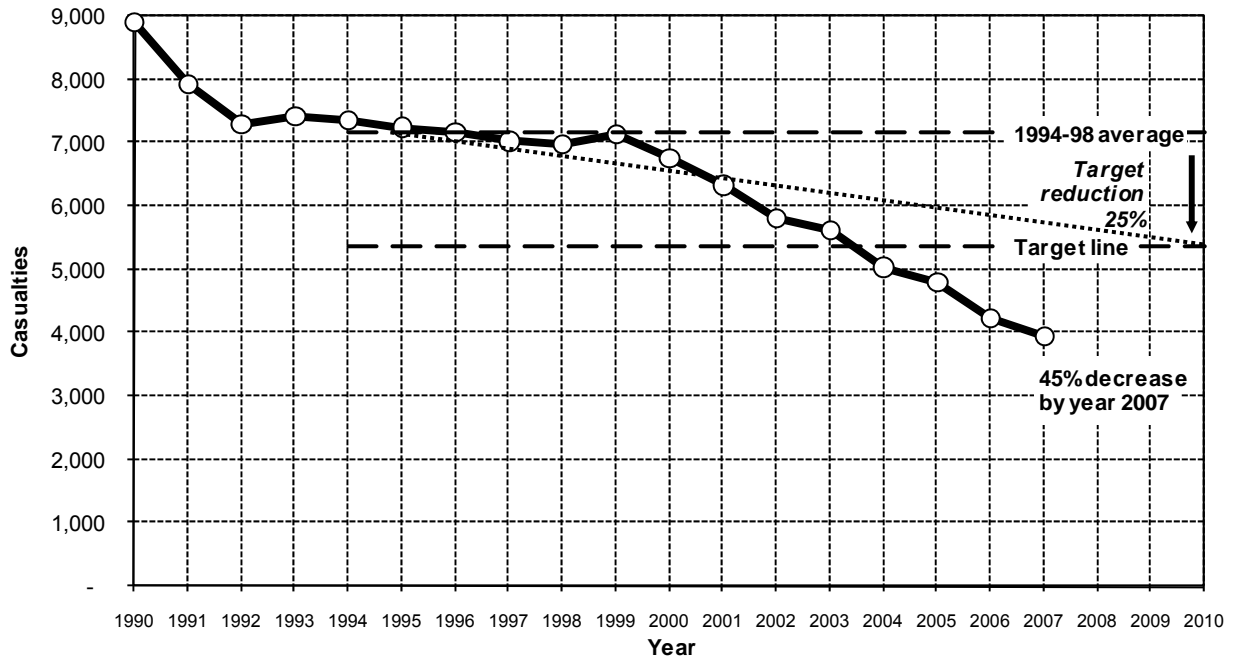


Fig. 19: Greater London - pedal cyclist slightly injured casualties

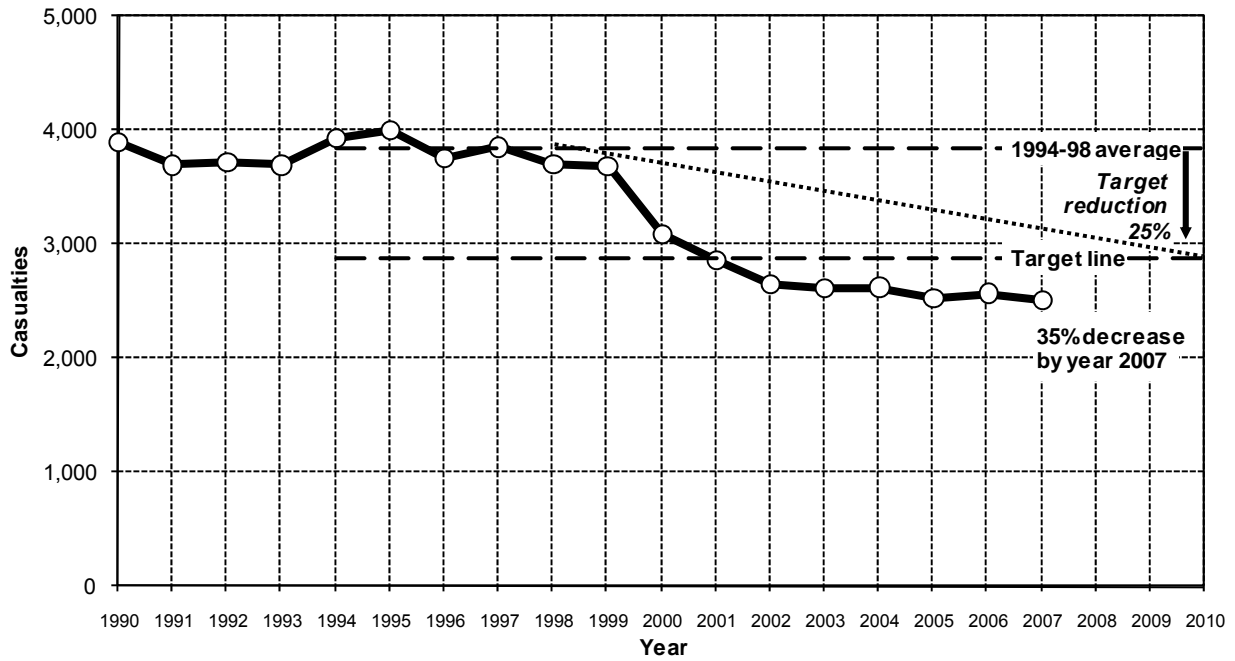


Fig. 20: Greater London - powered two wheeler slightly injured casualties

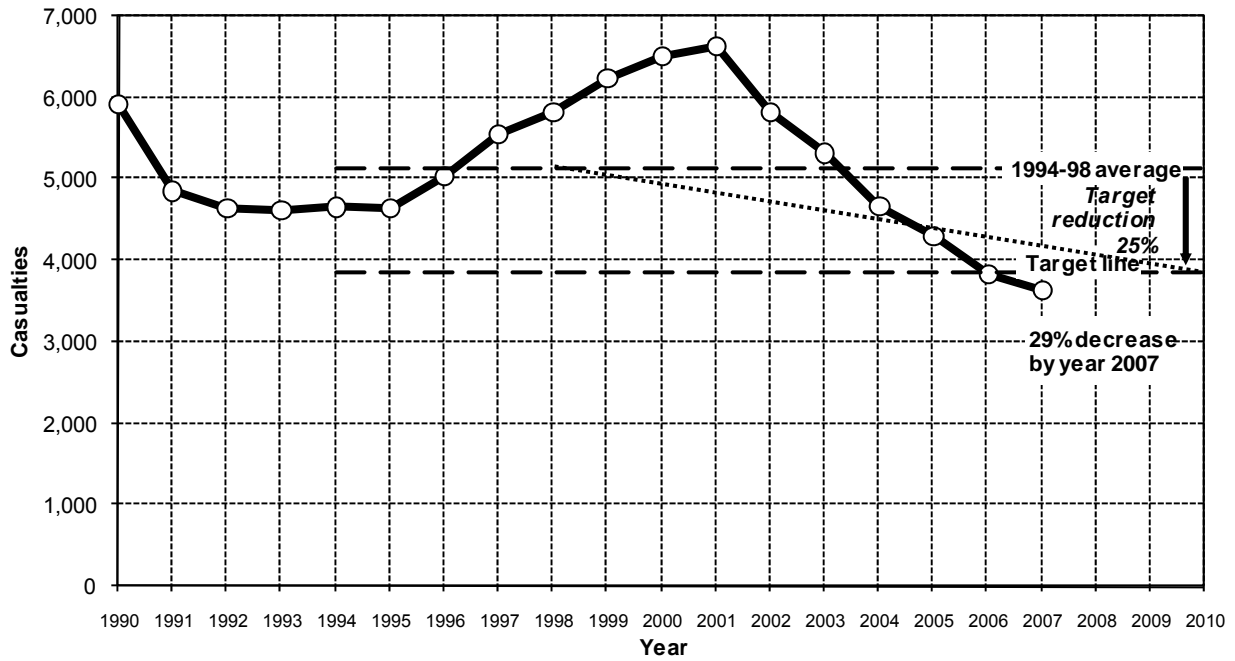


Fig. 21: Greater London - car occupant slightly injured casualties

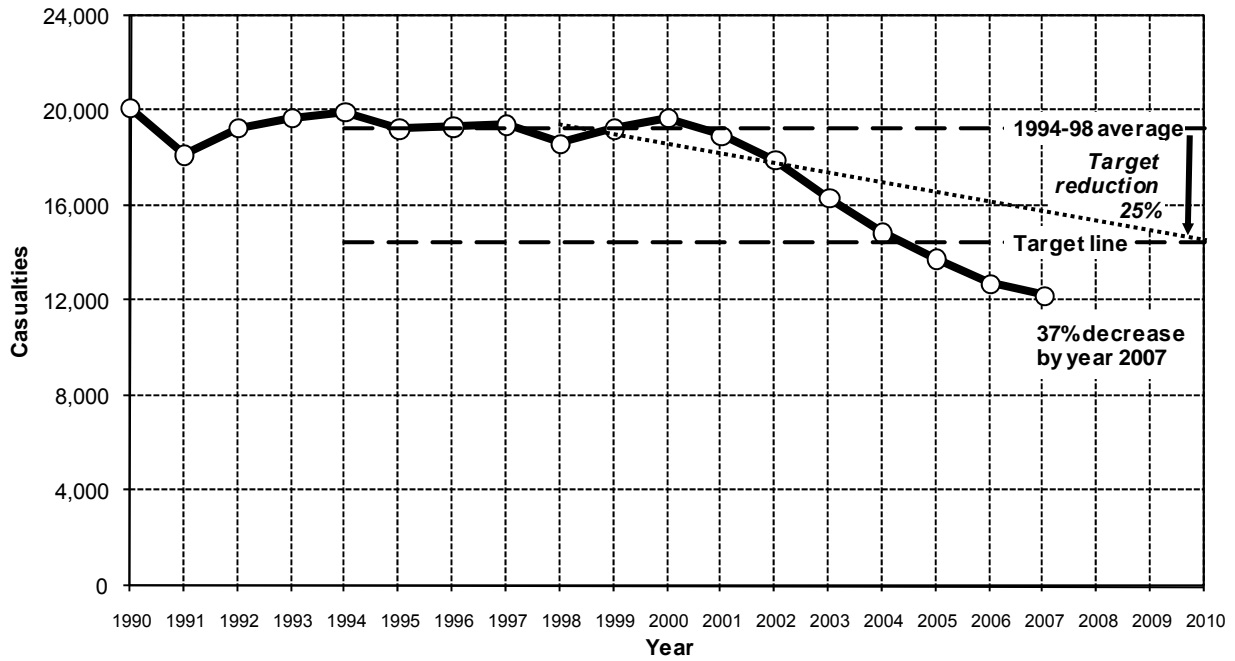


Fig. 22: Greater London - bus occupant slightly injured casualties

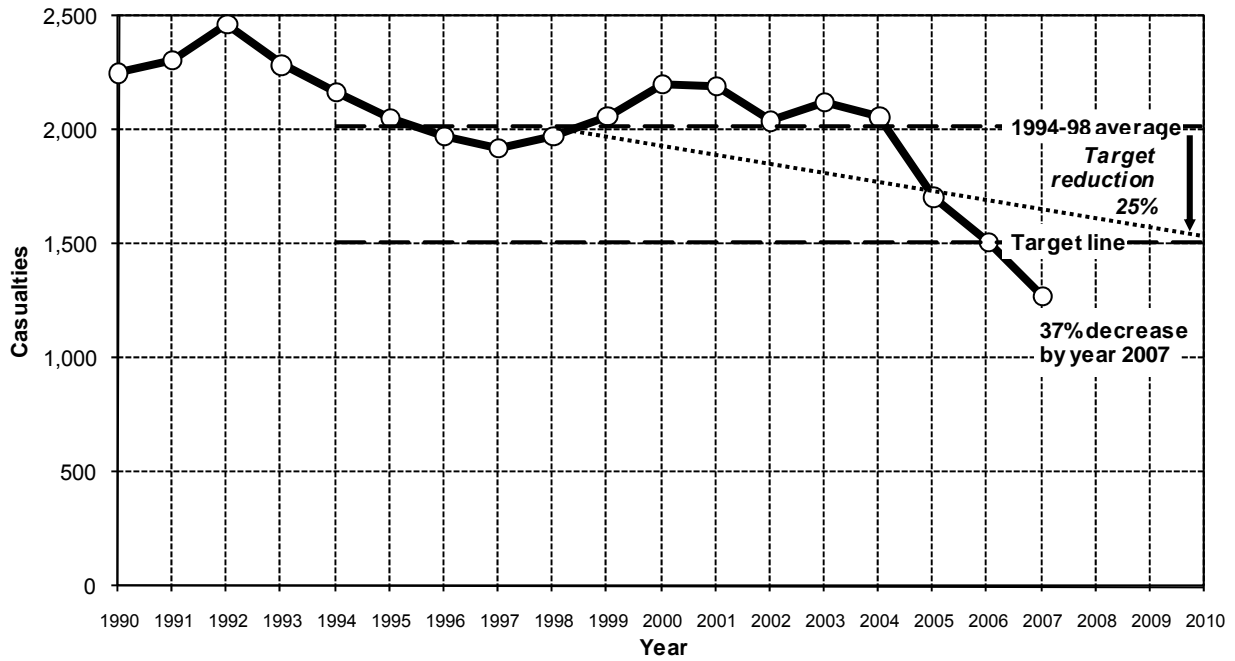
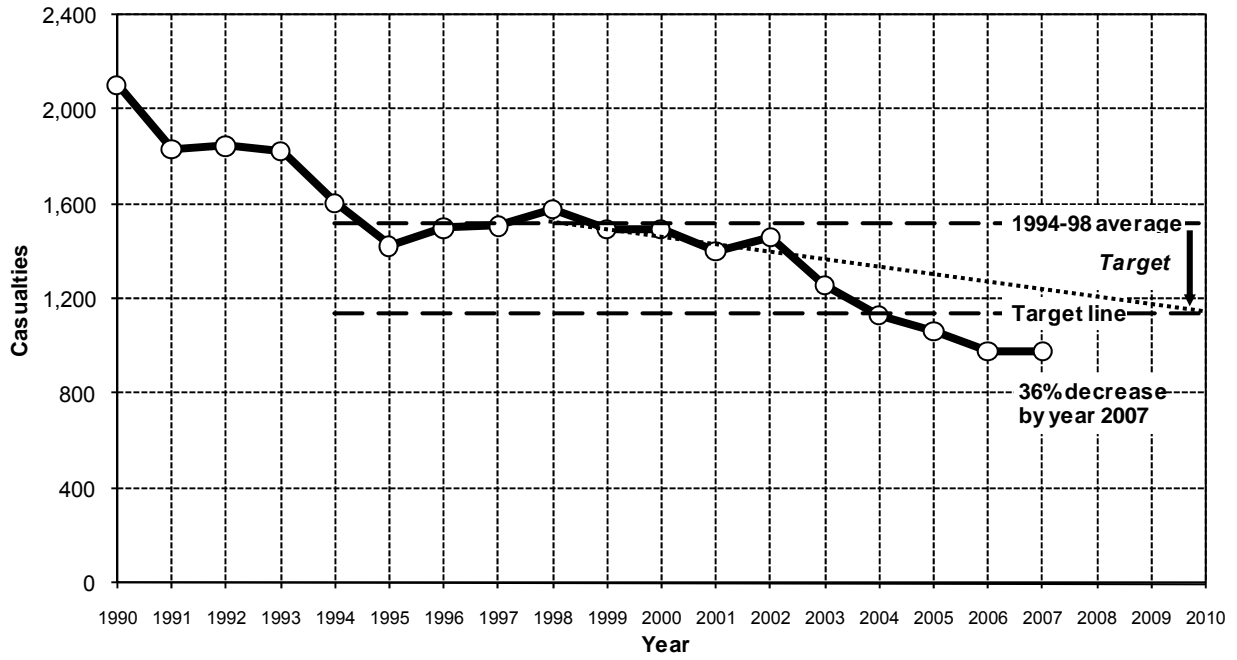


Fig. 23: Greater London - other vehicle occupant slightly injured casualties



5.3 Transport for London Road Network casualty monitoring charts

Fig. 24: TLRN - all killed or seriously injured casualties (National target category)

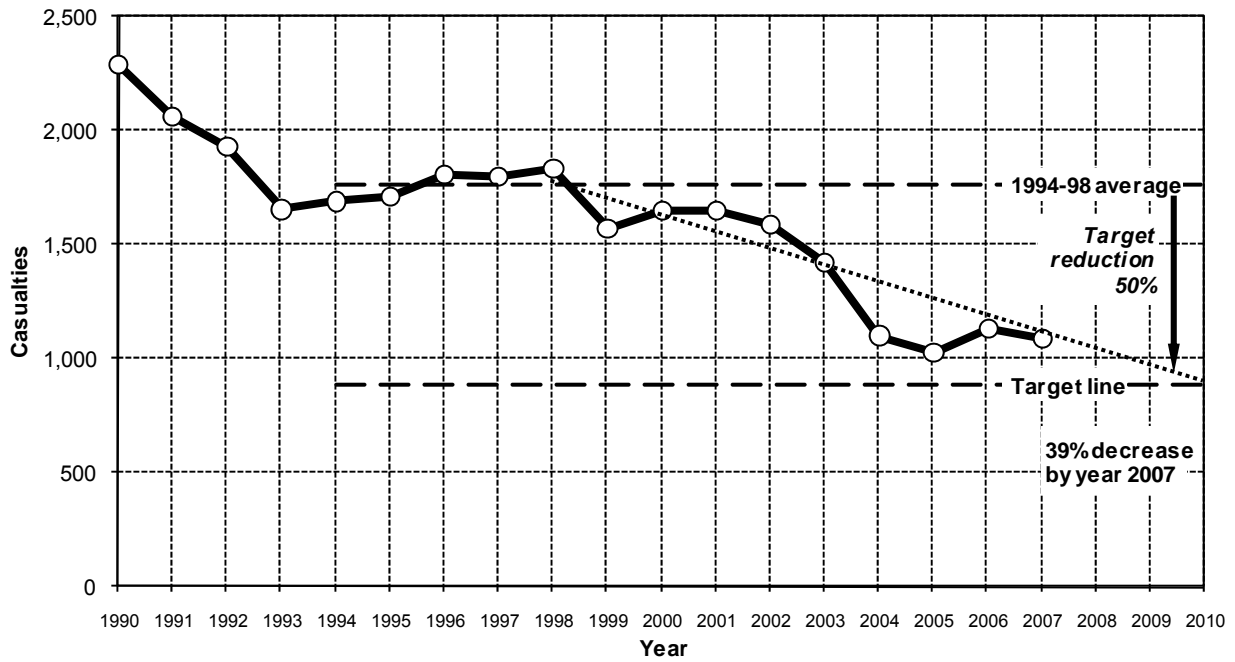


Fig. 25: TLRN - pedestrian killed or seriously injured casualties (London target category)

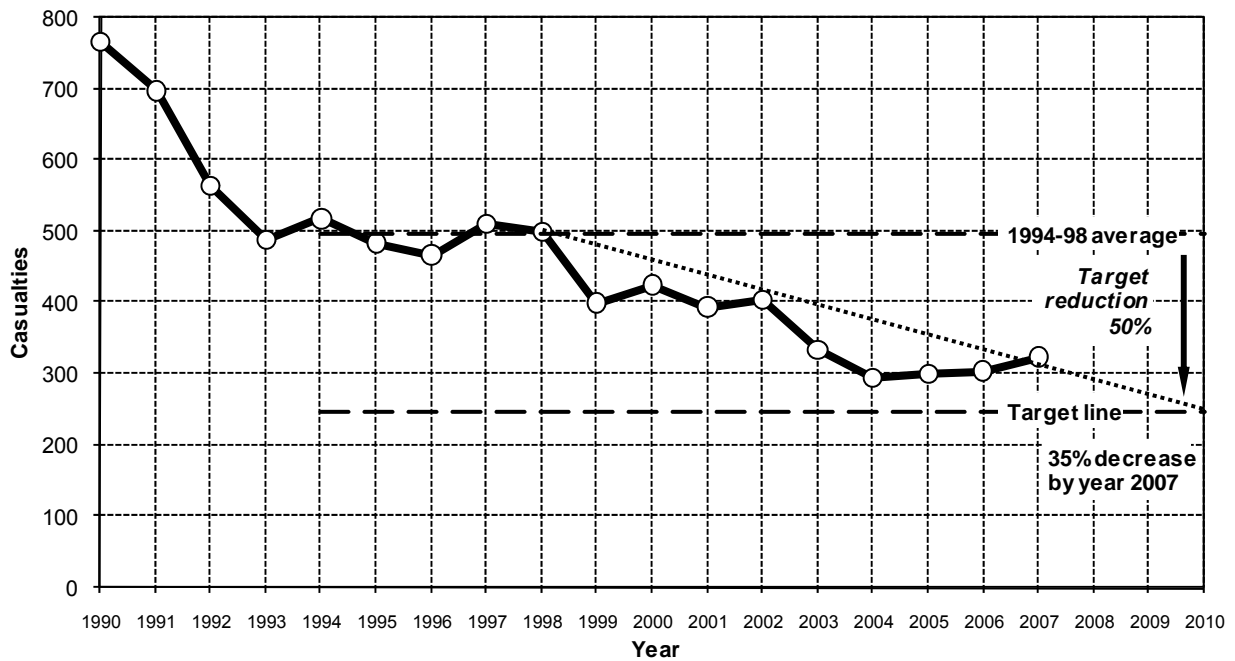


Fig. 26: TLRN - pedal cyclist killed or seriously injured casualties (London target category)

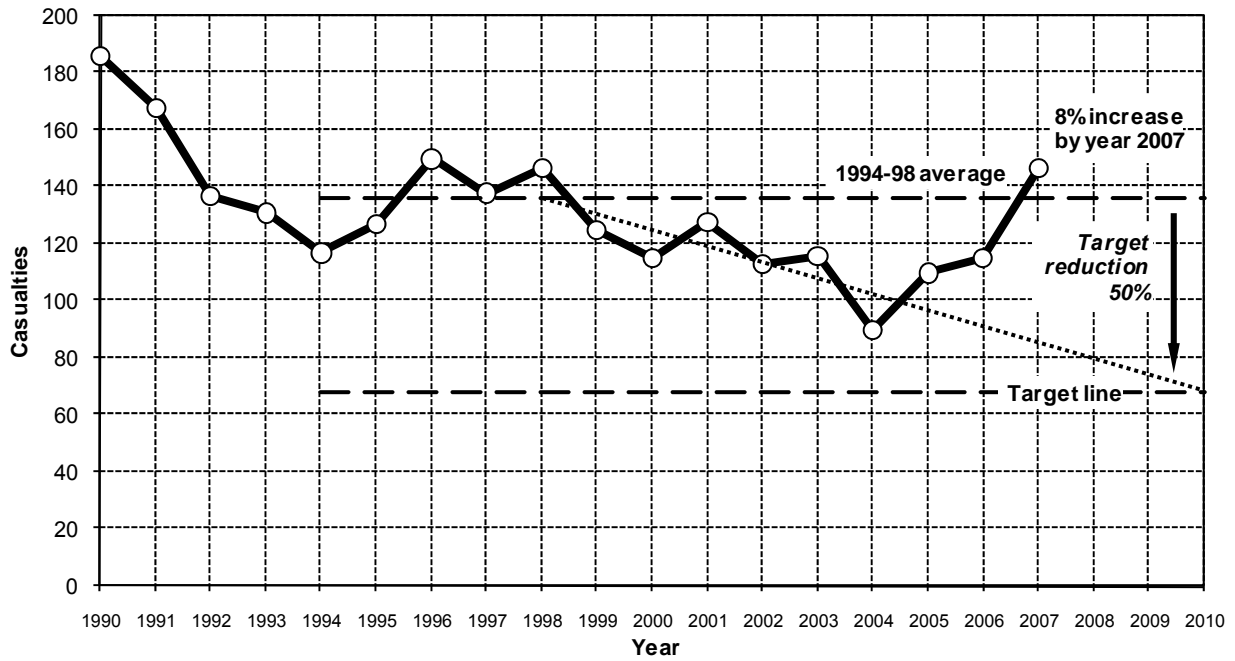


Fig. 27: TLRN - powered two wheeler killed or seriously injured casualties (London target category)

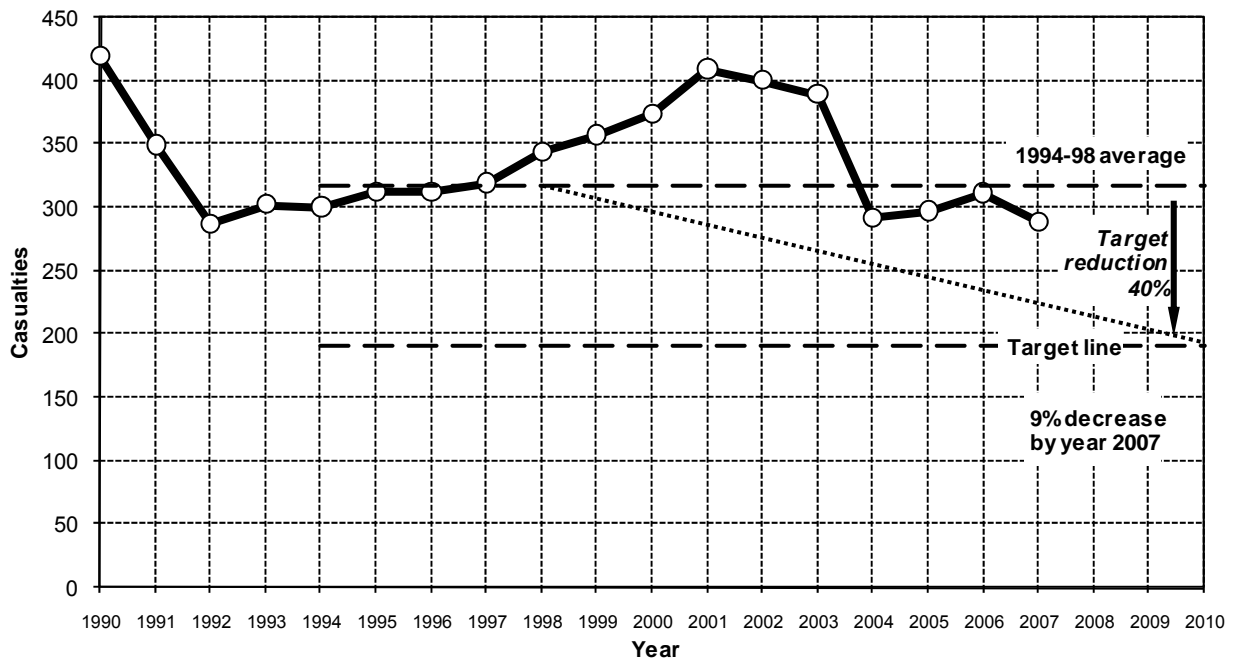


Fig. 28: TLRN - child killed or seriously injured casualties (National target category)

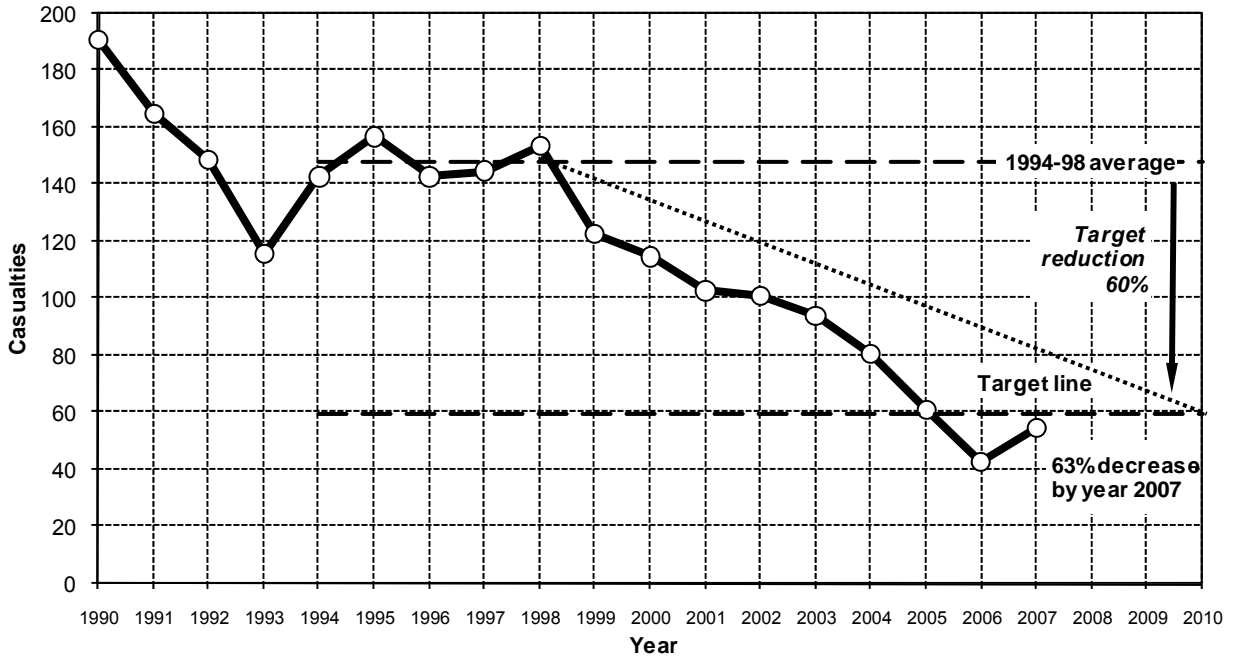
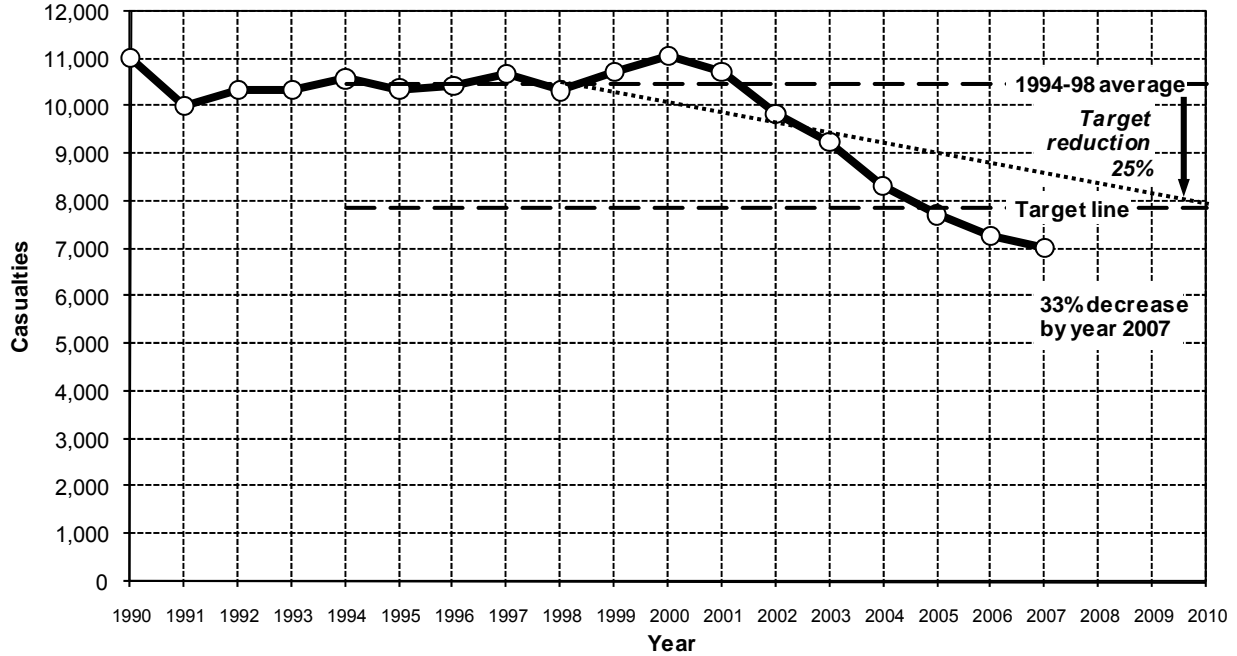


Fig. 29: TLRN - all slightly injured casualties (National target category)



5.4 Borough roads casualty monitoring charts

Fig. 30: Borough roads - all killed or seriously injured casualties (*National target category*)

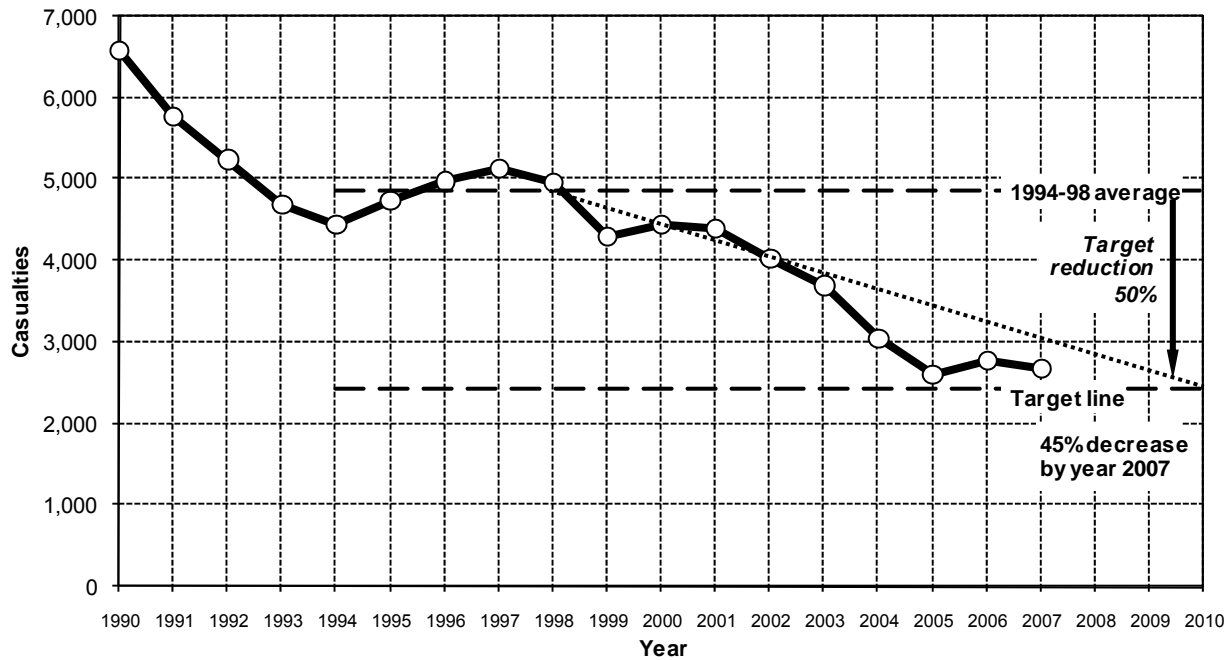


Fig. 31: Borough roads - pedestrian killed or seriously injured casualties (*London target category*)

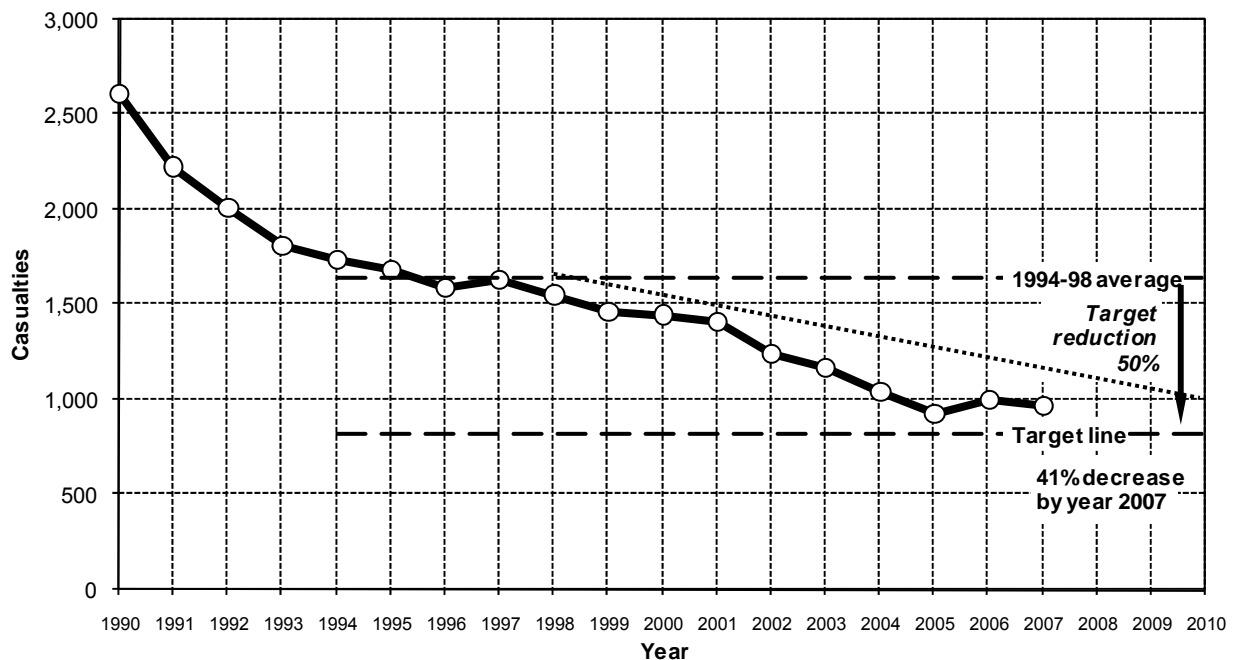


Fig. 32: Borough roads - pedal cyclist killed or seriously injured casualties (London target category)

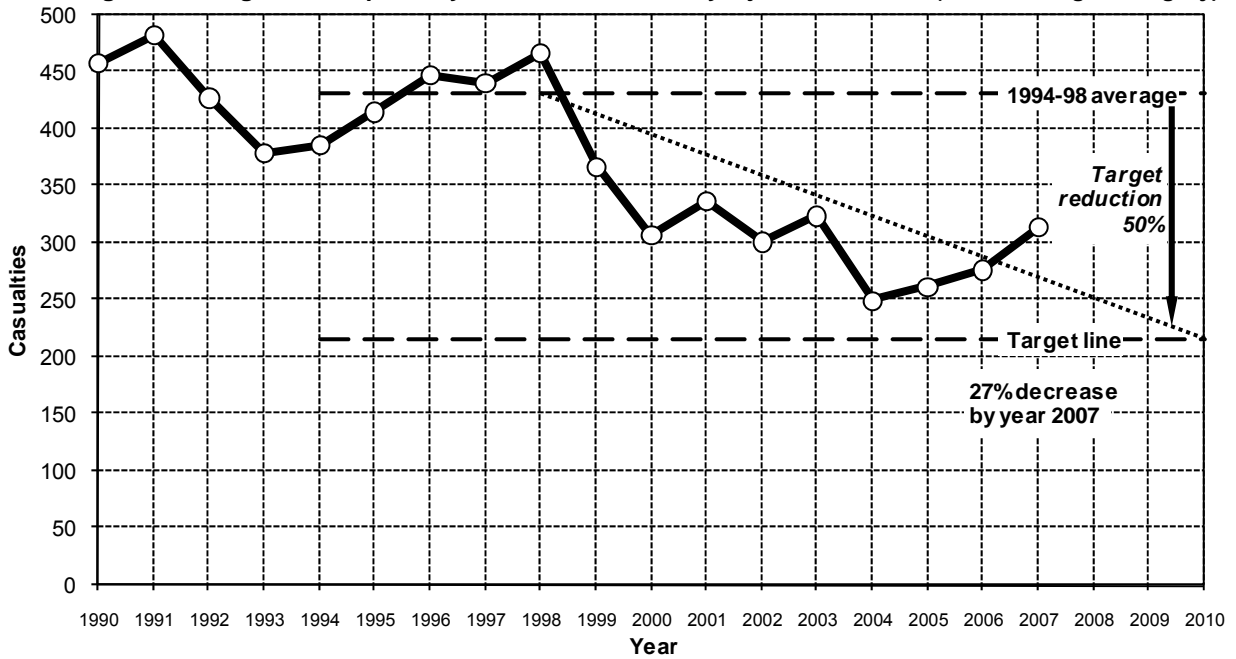


Fig. 33: Borough roads - powered two wheeler killed or seriously injured casualties (London target category)

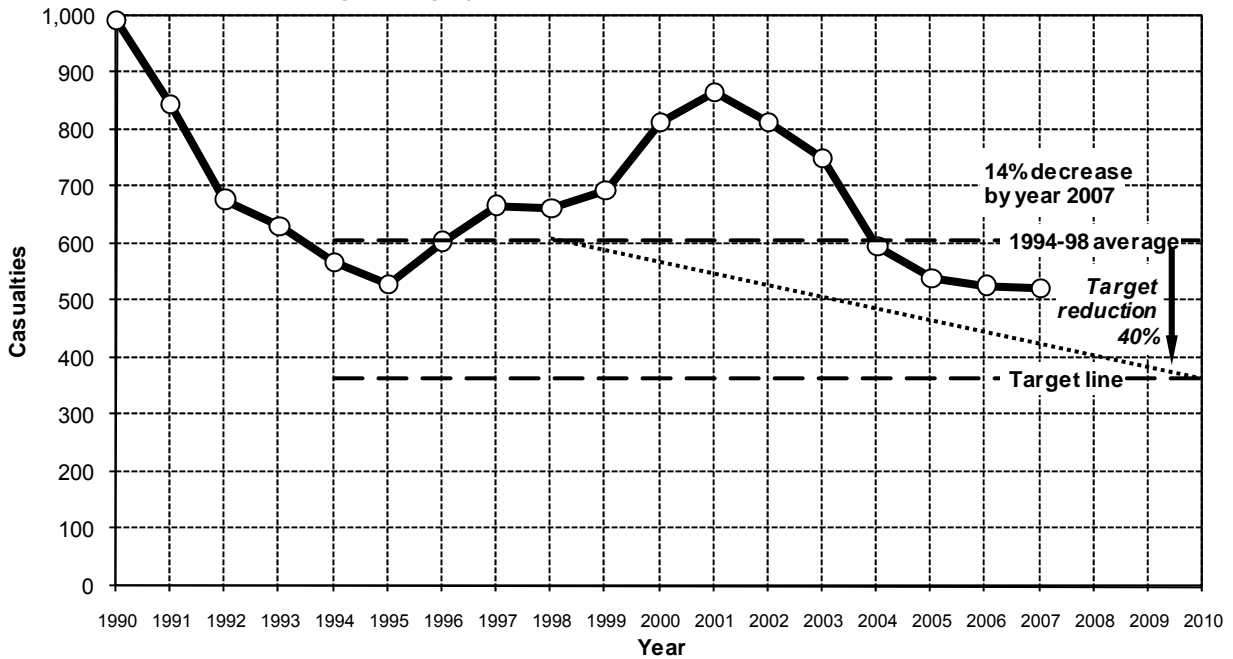


Fig. 34: Borough roads - child killed or seriously injured casualties (National target category)

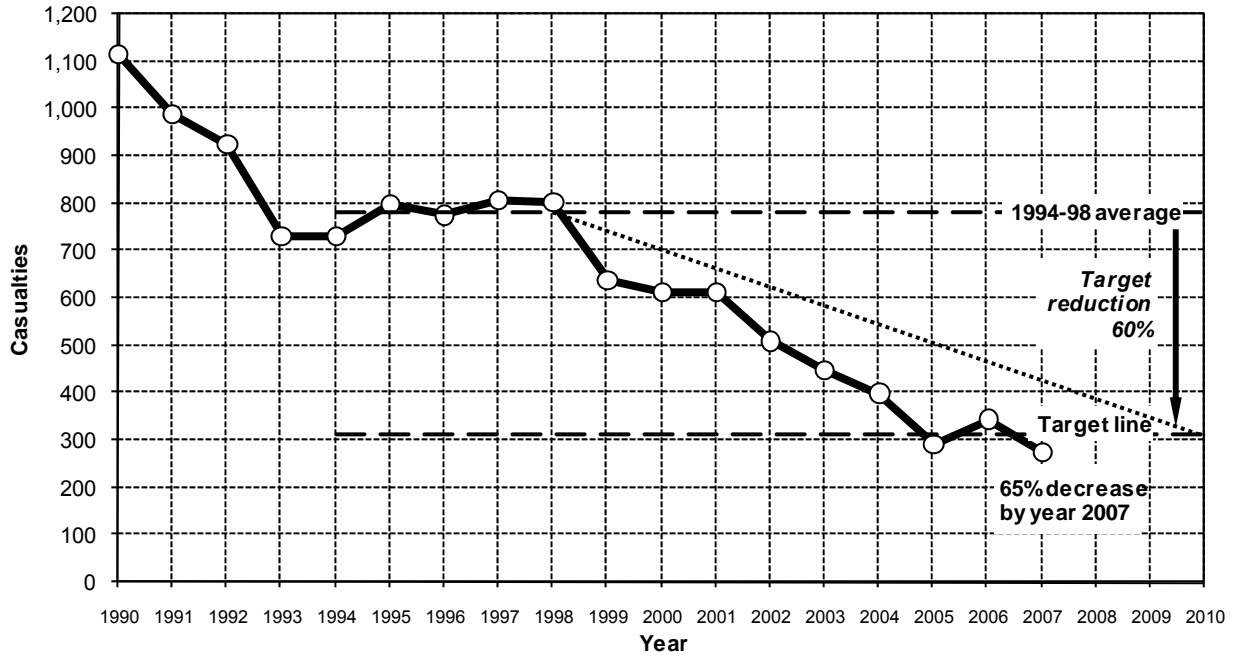
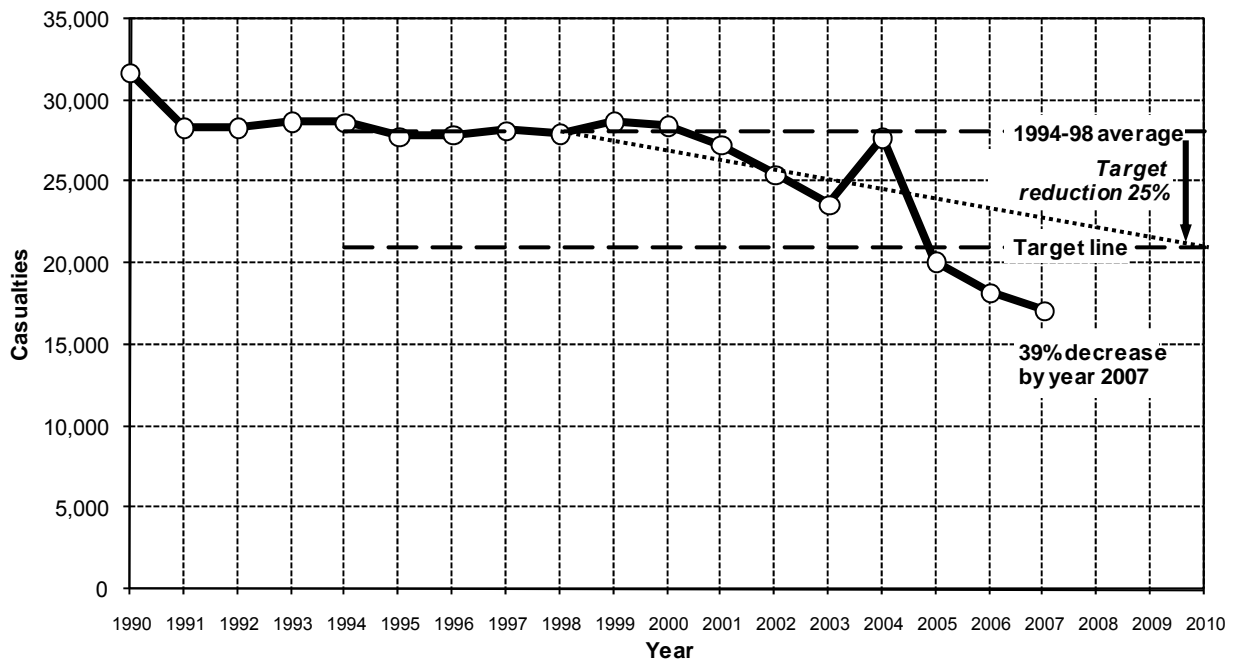


Fig. 35: Borough roads - all slightly injured casualties (National target category)



5.5 Highways Agency roads casualty monitoring charts

Fig. 36: Highways Agency roads - all killed or seriously injured casualties (*National target category*)

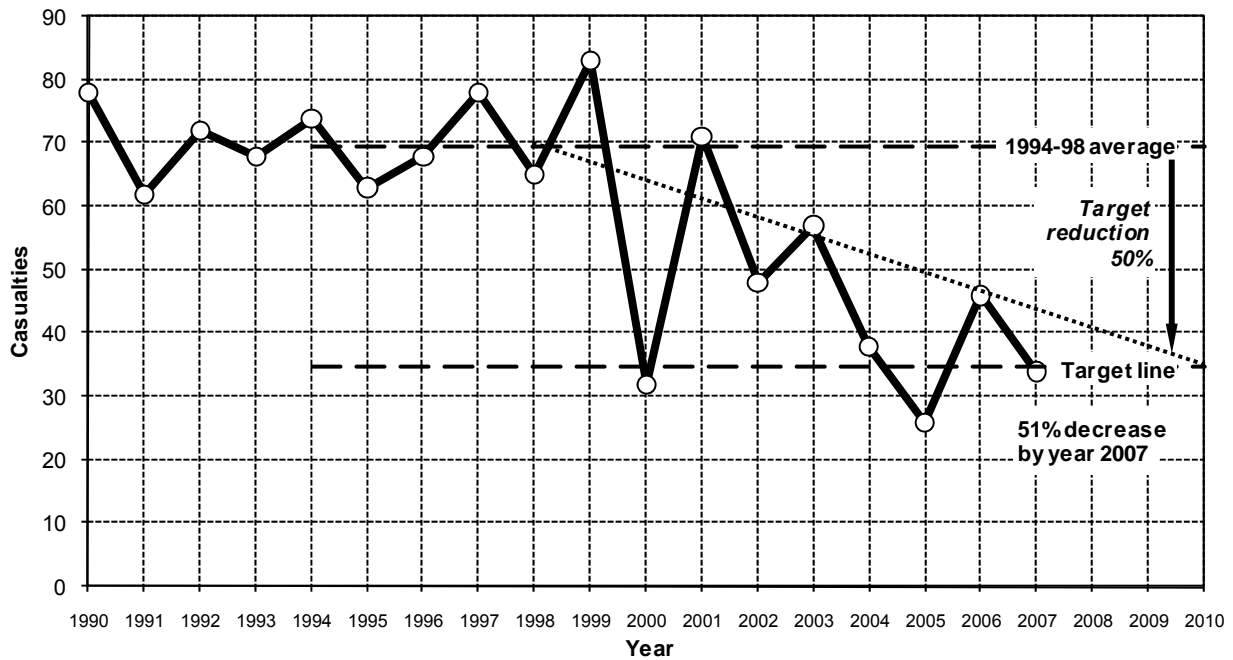
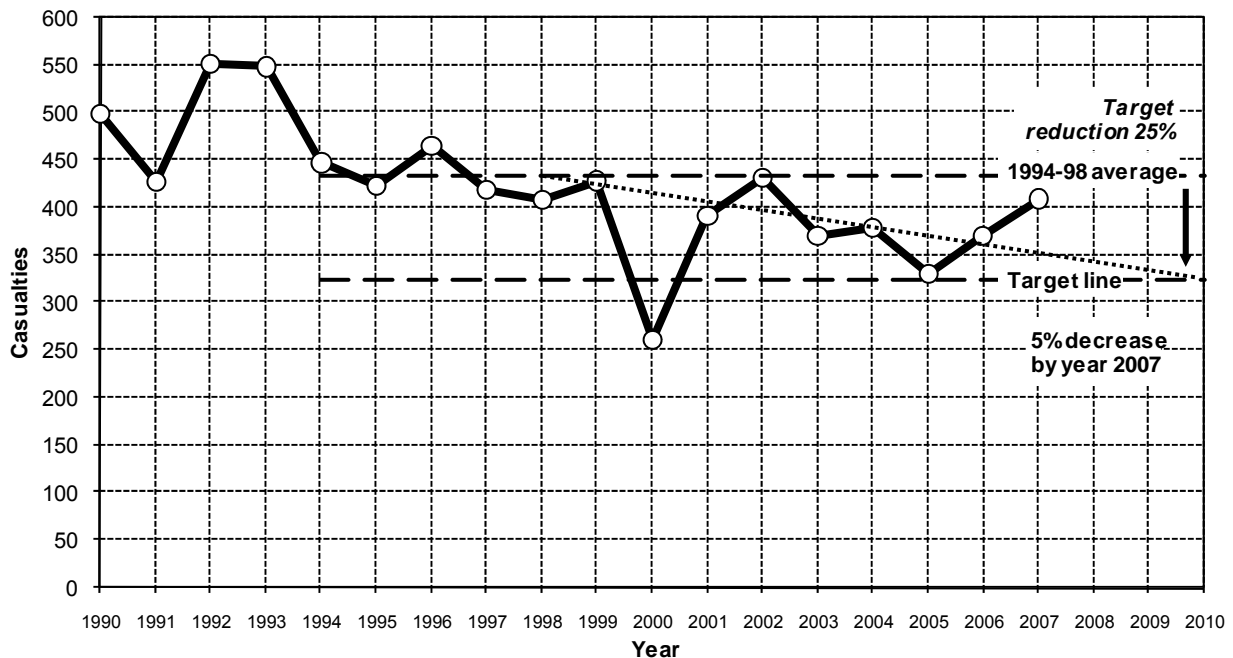


Fig. 37: Highways Agency roads - all slightly injured casualties (*National target category*)



Appendix A

Borough casualty monitoring charts and tables

	Borough	Page
1	Barking & Dagenham	56
2	Barnet	58
3	Bexley	60
4	Brent	62
5	Bromley	64
6	Camden	66
7	City of London	68
8	City of Westminster	70
9	Croydon	72
10	Ealing	74
11	Enfield	76
12	Greenwich	78
13	Hackney	80
14	Hammersmith & Fulham	82
15	Haringey	84
16	Harrow	86
17	Havering	88
18	Hillingdon	90
19	Hounslow	92
20	Islington	94
21	Kensington & Chelsea	96
22	Kingston upon Thames	98
23	Lambeth	100
24	Lewisham	102
25	Merton	104
26	Newham	106
27	Redbridge	108
28	Richmond upon Thames	110
29	Southwark	112
30	Sutton	114
31	Tower Hamlets	116
32	Waltham Forest	118
33	Wandsworth	120

1. Barking & Dagenham

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

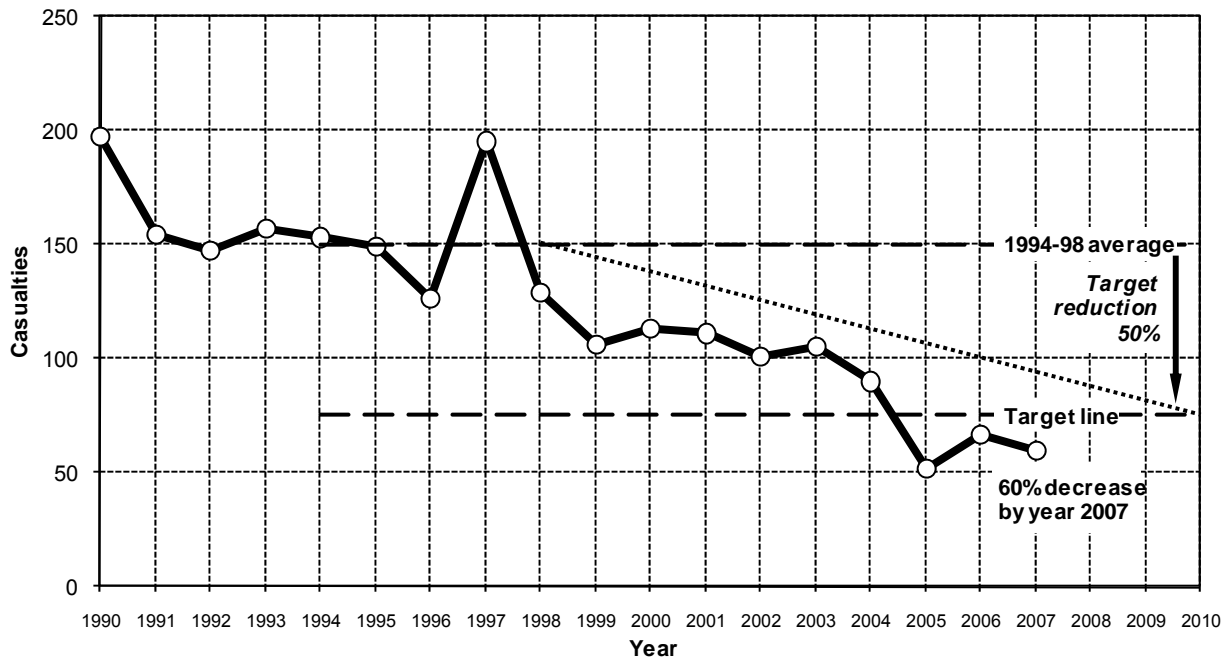


Fig. A1.2: L.B. of Barking and Dagenham - all slight casualties

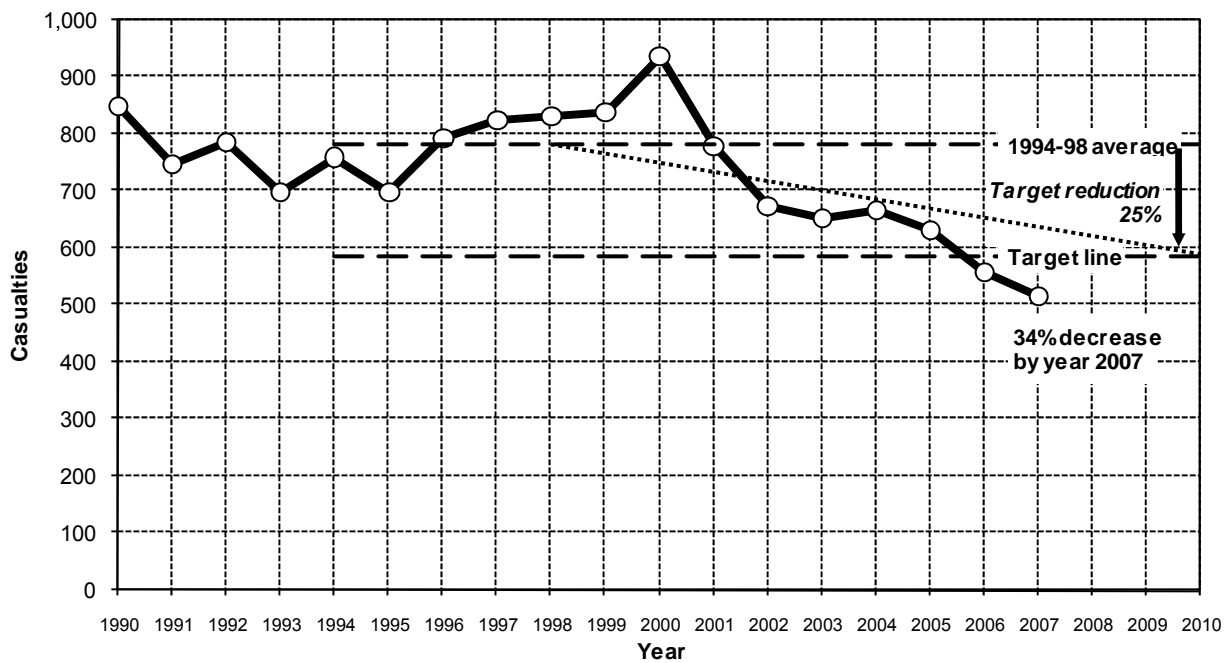


Table A1: Towards the year 2010: Monitoring casualties in L.B. of Barking & Dagenham
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	3.2	4	3	-25%	-6%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.4	0	2	∞	400%
	Car occupants	1.0	0	2	∞	100%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	5.4	4	7	75%	30%
Fatal and serious	Pedestrians	35.2	23	20	-13%	-43%
	Pedal cyclists	7.6	5	3	-40%	-61%
	Powered two-wheeler	13.2	16	10	-38%	-24%
	Car occupants	83.6	17	16	-6%	-81%
	Bus or coach occupants	3.6	1	2	100%	-44%
	Other vehicle occupants	7.2	5	9	80%	25%
	Total	150.4	67	60	-10%	-60%
	Children (under 16yrs)	30.0	12	10	-17%	-67%
Slight*	Pedestrians	123.2	73	67	-8%	-46%
	Pedal cyclists	61.6	33	18	-45%	-71%
	Powered two-wheeler	53.6	55	38	-31%	-29%
	Car occupants	482.0	350	363	4%	-25%
	Bus or coach occupants	28.0	23	11	-52%	-61%
	Other vehicle occupants	32.8	22	18	-18%	-45%
	Total	781.2	556	515	-7%	-34%
All severities	Pedestrians	158.4	96	87	-9%	-45%
	Pedal cyclists	69.2	38	21	-45%	-70%
	Powered two-wheeler	66.8	71	48	-32%	-28%
	Car occupants	565.6	367	379	3%	-33%
	Bus or coach occupants	31.6	24	13	-46%	-59%
	Other vehicle occupants	40.0	27	27	0%	-33%
	Total	931.6	623	575	-8%	-38%

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

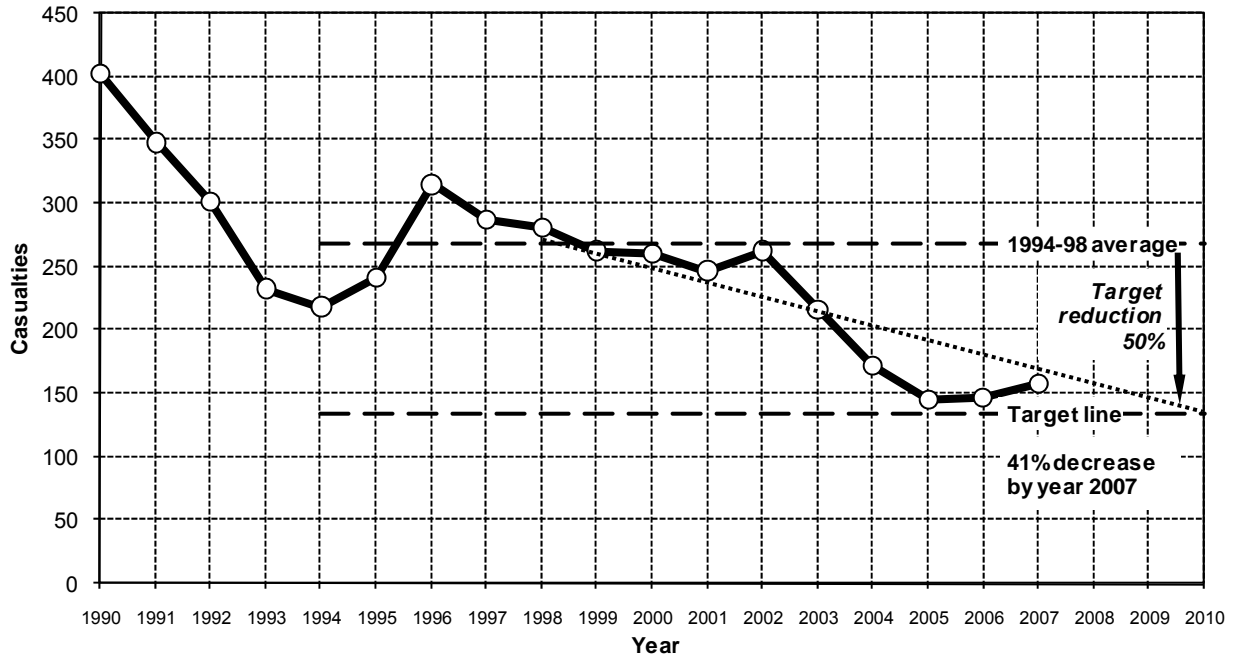


Fig. A2.2: L.B. of Barnet - all slight casualties

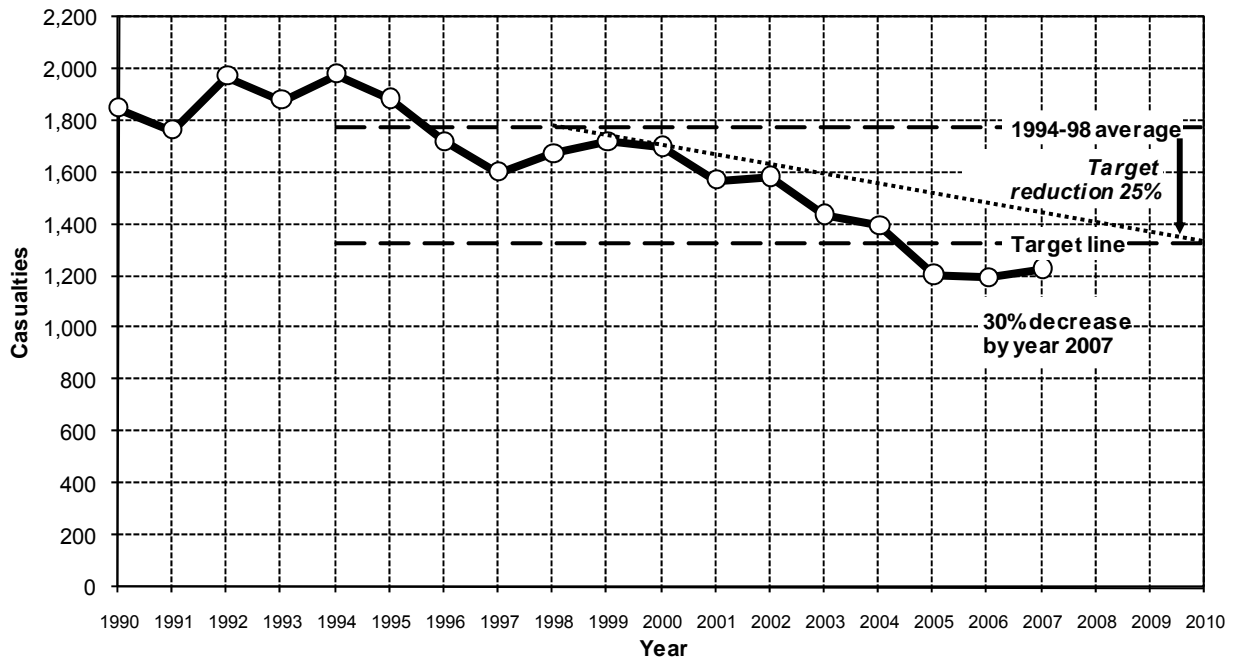


Table A2: Towards the year 2010: Monitoring casualties in L.B. of Barnet
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	4.0	8	8	0%	100%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	2.2	3	2	-33%	-9%
	Car occupants	4.2	5	3	-40%	-29%
	Bus or coach occupants	0.2	0	1	∞	400%
	Other vehicle occupants	0.6	1	0	-100%	-100%
	Total	11.6	17	14	-18%	21%
Fatal and serious	Pedestrians	70.4	49	50	2%	-29%
	Pedal cyclists	14.4	5	11	120%	-24%
	Powered two-wheeler	34.0	26	32	23%	-6%
	Car occupants	133.2	56	54	-4%	-59%
	Bus or coach occupants	7.2	4	6	50%	-17%
	Other vehicle occupants	9.6	7	5	-29%	-48%
	Total	268.8	147	158	7%	-41%
	Children (under 16yrs)	31.0	10	13	30%	-58%
Slight*	Pedestrians	252.8	174	182	5%	-28%
	Pedal cyclists	89.0	46	56	22%	-37%
	Powered two-wheeler	168.4	123	144	17%	-14%
	Car occupants	1,125.2	771	767	-1%	-32%
	Bus or coach occupants	65.8	40	34	-15%	-48%
	Other vehicle occupants	71.6	46	51	11%	-29%
	Total	1,772.8	1,200	1,234	3%	-30%
All severities	Pedestrians	323.2	223	232	4%	-28%
	Pedal cyclists	103.4	51	67	31%	-35%
	Powered two-wheeler	202.4	149	176	18%	-13%
	Car occupants	1,258.4	827	821	-1%	-35%
	Bus or coach occupants	73.0	44	40	-9%	-45%
	Other vehicle occupants	81.2	53	56	6%	-31%
	Total	2,041.6	1,347	1,392	3%	-32%

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

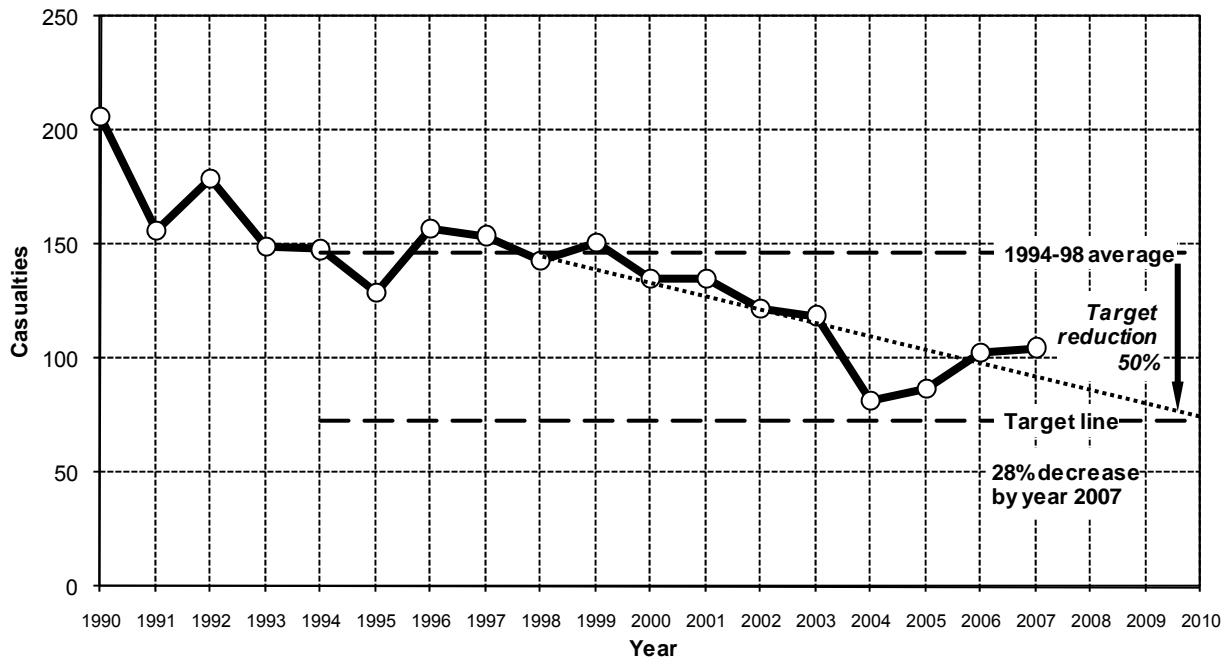


Fig. A3.2: L.B. of Bexley - all slight casualties

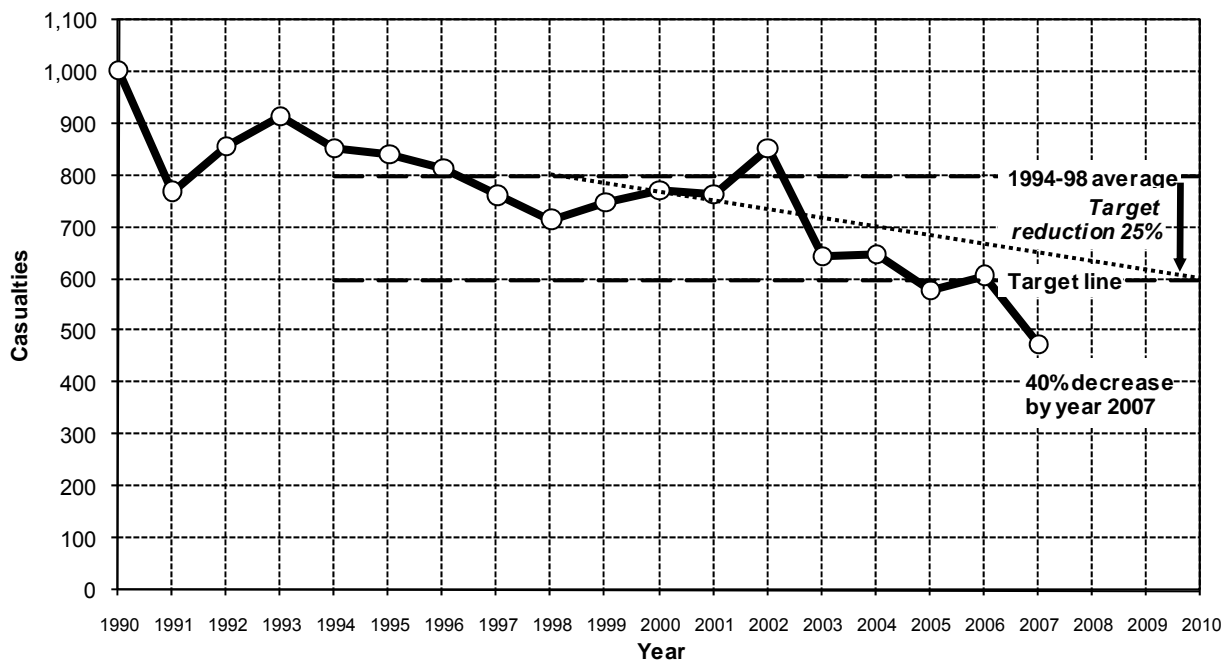


Table A3: Towards the year 2010: Monitoring casualties in L.B. of Bexley
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	1.2	0	3	∞	150%
	Pedal cyclists	0.0	1	0	-100%	0%
	Powered two-wheeler	1.6	1	1	0%	-38%
	Car occupants	1.6	2	2	0%	25%
	Bus or coach occupants	0.0	1	0	-100%	0%
	Other vehicle occupants	0.2	1	0	-100%	-100%
	Total	4.6	6	6	0%	30%
Fatal and serious	Pedestrians	34.8	19	35	84%	1%
	Pedal cyclists	9.0	2	6	200%	-33%
	Powered two-wheeler	17.2	21	12	-43%	-30%
	Car occupants	77.0	44	44	0%	-43%
	Bus or coach occupants	3.8	11	7	-36%	84%
	Other vehicle occupants	4.4	6	1	-83%	-77%
	Total	146.2	103	105	2%	-28%
	Children (under 16yrs)	24.6	9	16	78%	-35%
Slight*	Pedestrians	109.4	87	66	-24%	-40%
	Pedal cyclists	57.0	28	27	-4%	-53%
	Powered two-wheeler	76.2	57	60	5%	-21%
	Car occupants	477.8	373	284	-24%	-41%
	Bus or coach occupants	48.8	49	25	-49%	-49%
	Other vehicle occupants	28.4	14	14	0%	-51%
	Total	797.6	608	476	-22%	-40%
All severities	Pedestrians	144.2	106	101	-5%	-30%
	Pedal cyclists	66.0	30	33	10%	-50%
	Powered two-wheeler	93.4	78	72	-8%	-23%
	Car occupants	554.8	417	328	-21%	-41%
	Bus or coach occupants	52.6	60	32	-47%	-39%
	Other vehicle occupants	32.8	20	15	-25%	-54%
	Total	943.8	711	581	-18%	-38%

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

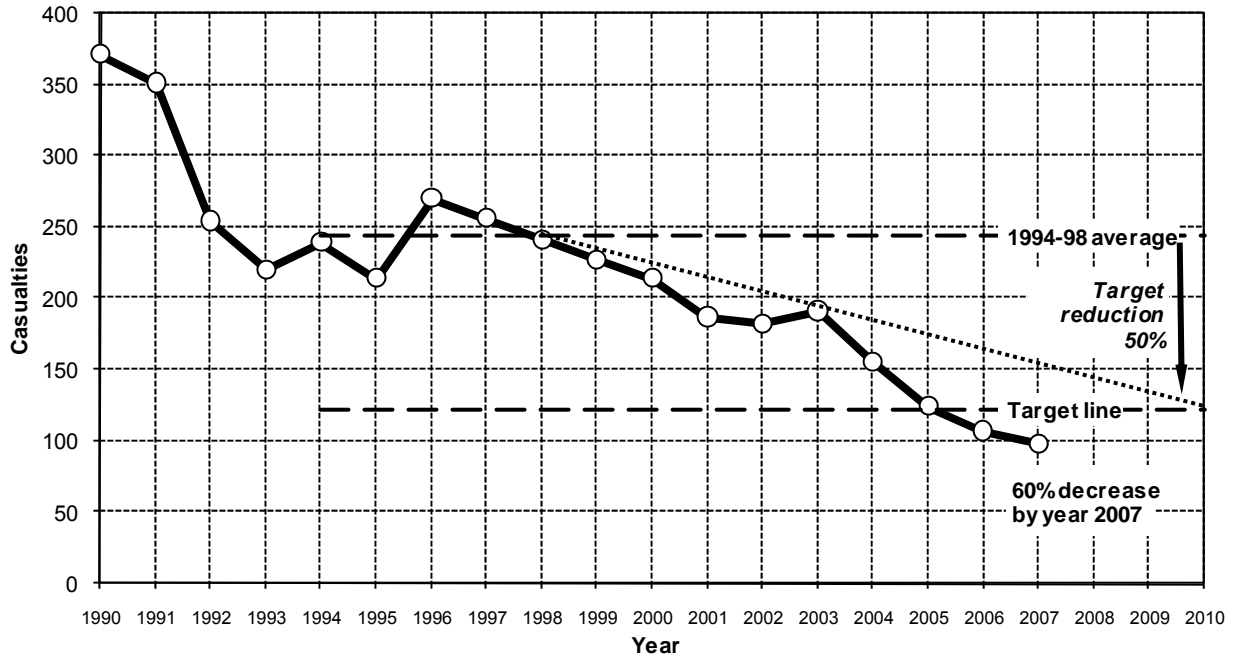
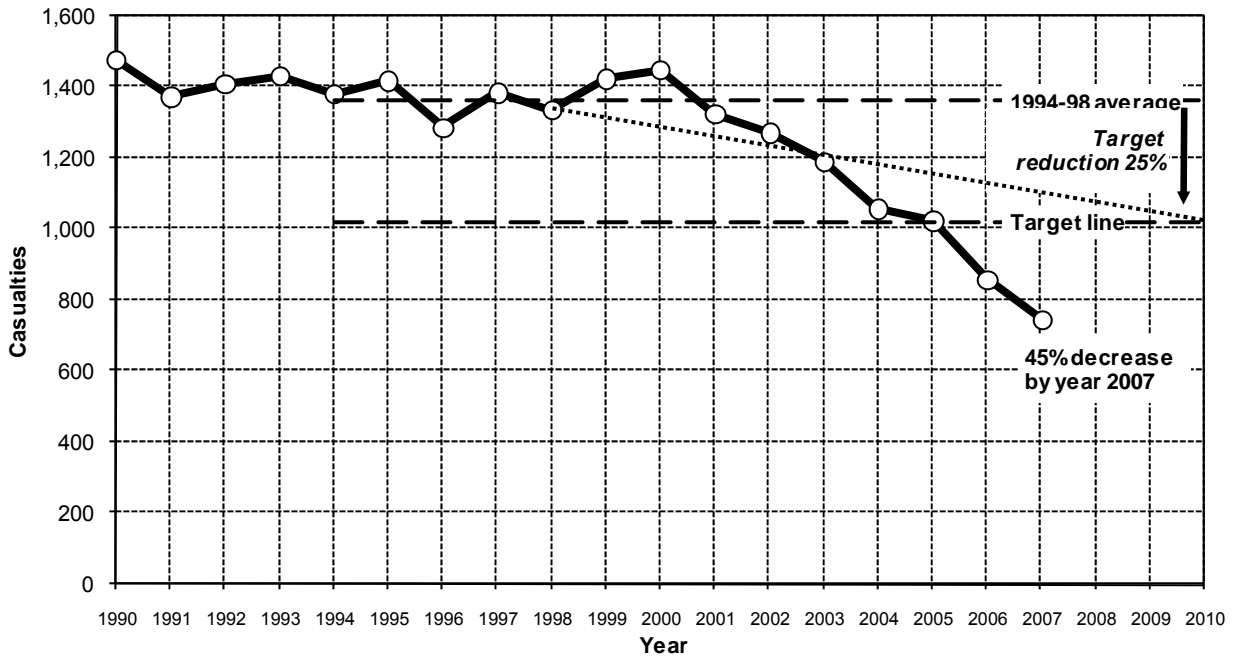


Fig. A4.2: L.B. of Brent - all slight casualties



**Table A4: Towards the year 2010: Monitoring casualties in L.B. of Brent
Casualties in the year 2007 compared with the 1994-98 average and 2006**

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	5.0	4	5	25%	0%
	Pedal cyclists	0.4	1	0	-100%	-100%
	Powered two-wheeler	0.8	2	3	50%	275%
	Car occupants	1.8	1	3	200%	67%
	Bus or coach occupants	0.0	1	0	-100%	0%
	Other vehicle occupants	0.2	1	0	-100%	-100%
	Total	8.2	10	11	10%	34%
Fatal and serious	Pedestrians	84.6	42	40	-5%	-53%
	Pedal cyclists	17.6	5	6	20%	-66%
	Powered two-wheeler	24.6	23	25	9%	2%
	Car occupants	102.4	28	24	-14%	-77%
	Bus or coach occupants	7.4	4	3	-25%	-59%
	Other vehicle occupants	7.4	5	0	-100%	-100%
	Total	244.0	107	98	-8%	-60%
	Children (under 16yrs)	42.4	14	12	-14%	-72%
Slight*	Pedestrians	257.2	156	126	-19%	-51%
	Pedal cyclists	87.8	52	48	-8%	-45%
	Powered two-wheeler	132.6	115	100	-13%	-25%
	Car occupants	780.2	466	415	-11%	-47%
	Bus or coach occupants	54.4	40	39	-3%	-28%
	Other vehicle occupants	49.2	29	19	-34%	-61%
	Total	1,361.4	858	747	-13%	-45%
All severities	Pedestrians	341.8	198	166	-16%	-51%
	Pedal cyclists	105.4	57	54	-5%	-49%
	Powered two-wheeler	157.2	138	125	-9%	-20%
	Car occupants	882.6	494	439	-11%	-50%
	Bus or coach occupants	61.8	44	42	-5%	-32%
	Other vehicle occupants	56.6	34	19	-44%	-66%
	Total	1,605.4	965	845	-12%	-47%

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

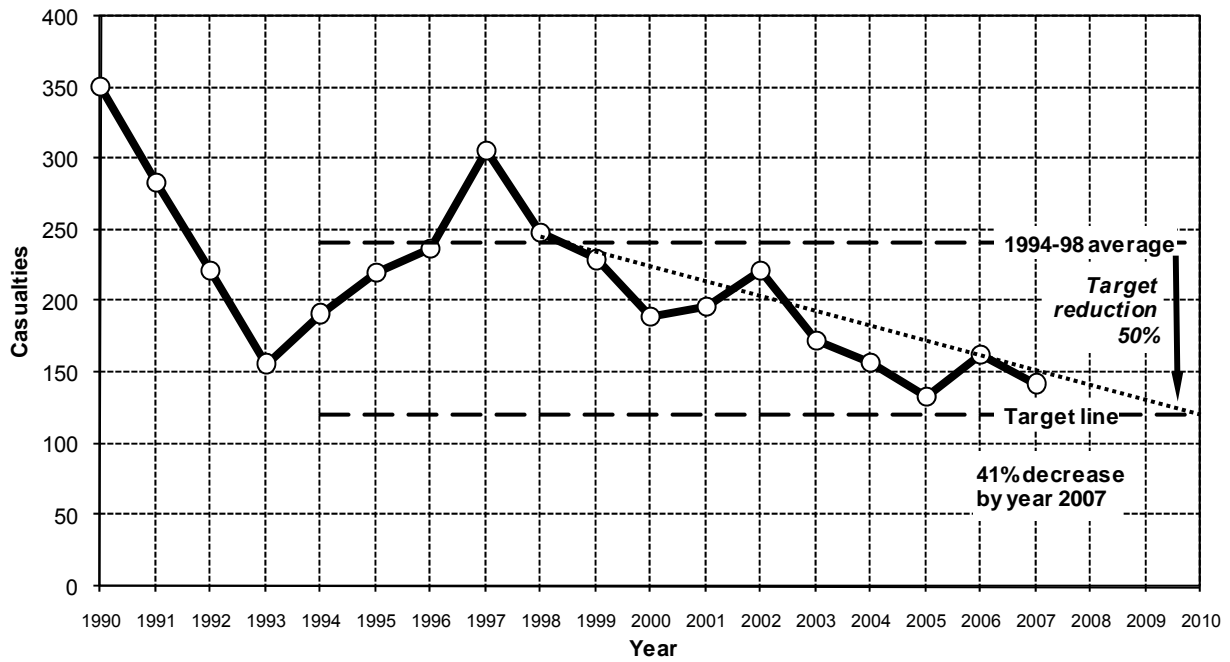


Fig. A5.2: L.B. of Bromley - all slight casualties

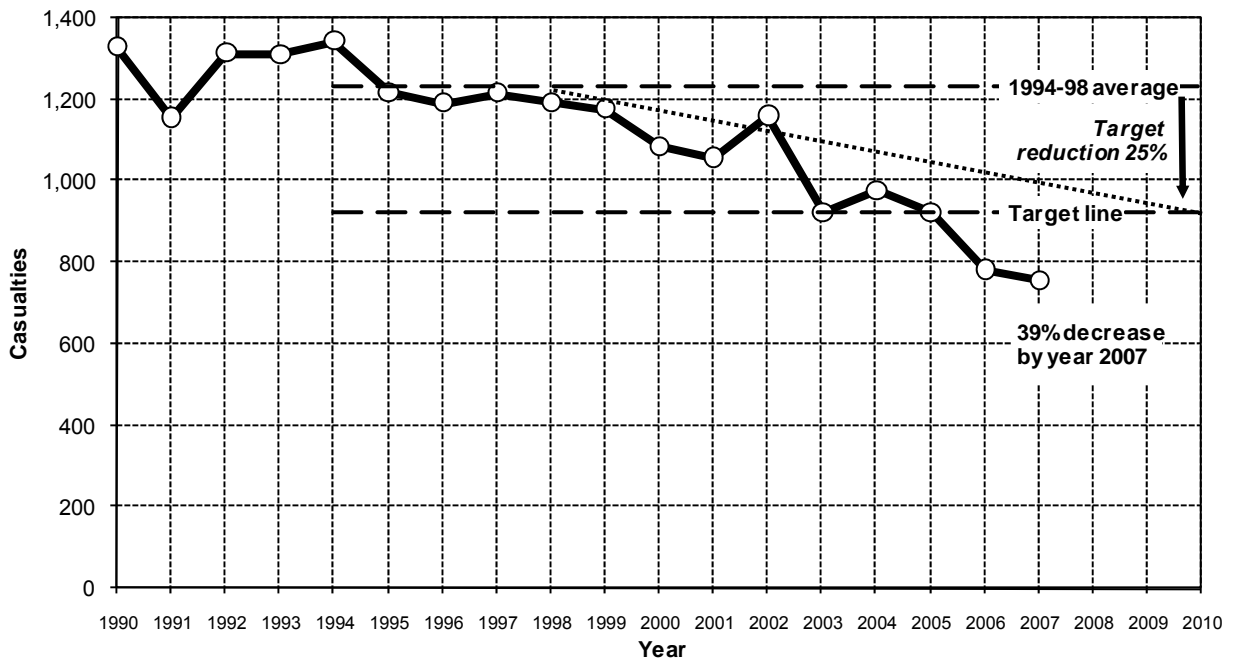


Table A5: Towards the year 2010: Monitoring casualties in L.B. of Bromley
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	3.4	4	4	0%	18%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	2.0	4	1	-75%	-50%
	Car occupants	3.2	4	2	-50%	-38%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.8	0	0	0%	-100%
	Total	9.8	12	7	-42%	-29%
Fatal and serious	Pedestrians	48.8	37	34	-8%	-30%
	Pedal cyclists	18.0	5	13	160%	-28%
	Powered two-wheeler	33.4	33	27	-18%	-19%
	Car occupants	127.0	73	59	-19%	-54%
	Bus or coach occupants	8.0	8	6	-25%	-25%
	Other vehicle occupants	6.0	7	4	-43%	-33%
	Total	241.2	163	143	-12%	-41%
	Children (under 16yrs)	33.6	13	15	15%	-55%
Slight*	Pedestrians	175.8	96	94	-2%	-47%
	Pedal cyclists	90.4	32	32	0%	-65%
	Powered two-wheeler	120.6	84	89	6%	-26%
	Car occupants	738.0	497	488	-2%	-34%
	Bus or coach occupants	70.2	42	31	-26%	-56%
	Other vehicle occupants	37.0	32	23	-28%	-38%
	Total	1,232.0	783	757	-3%	-39%
All severities	Pedestrians	224.6	133	128	-4%	-43%
	Pedal cyclists	108.4	37	45	22%	-58%
	Powered two-wheeler	154.0	117	116	-1%	-25%
	Car occupants	865.0	570	547	-4%	-37%
	Bus or coach occupants	78.2	50	37	-26%	-53%
	Other vehicle occupants	43.0	39	27	-31%	-37%
	Total	1,473.2	946	900	-5%	-39%

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

* The government's target is for 10% reduction in the slight casualty rate per 100 million vehicle kilometres. Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

6. Camden

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

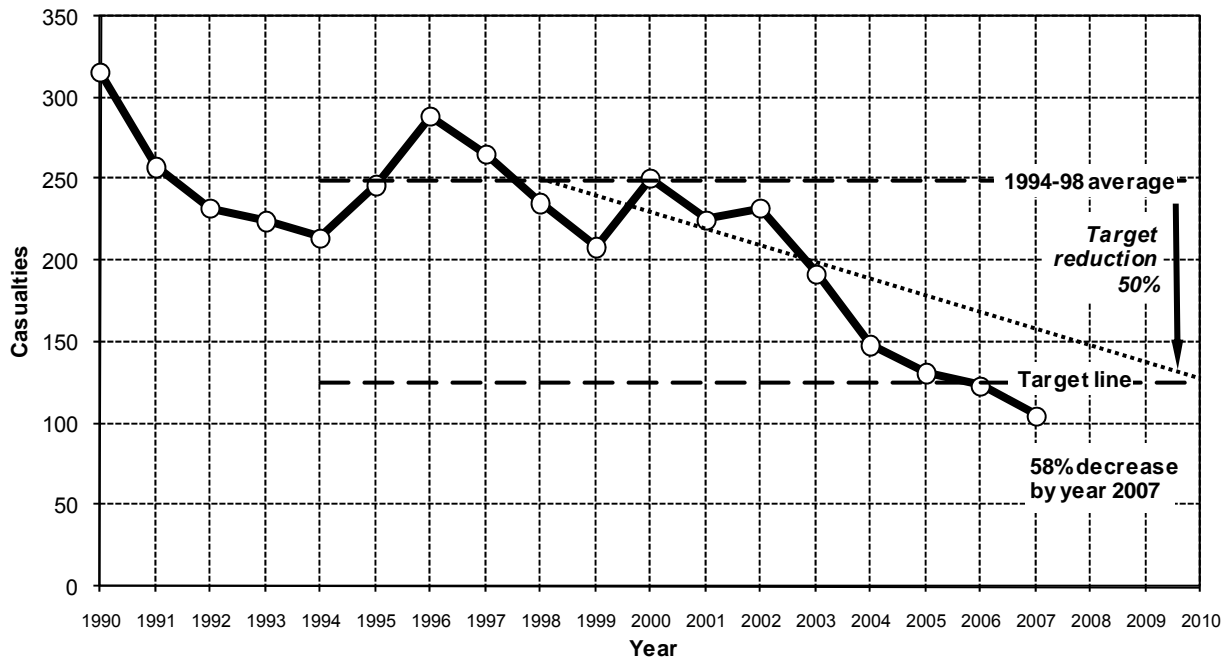


Fig. A6.2: L.B. of Camden - all slight casualties

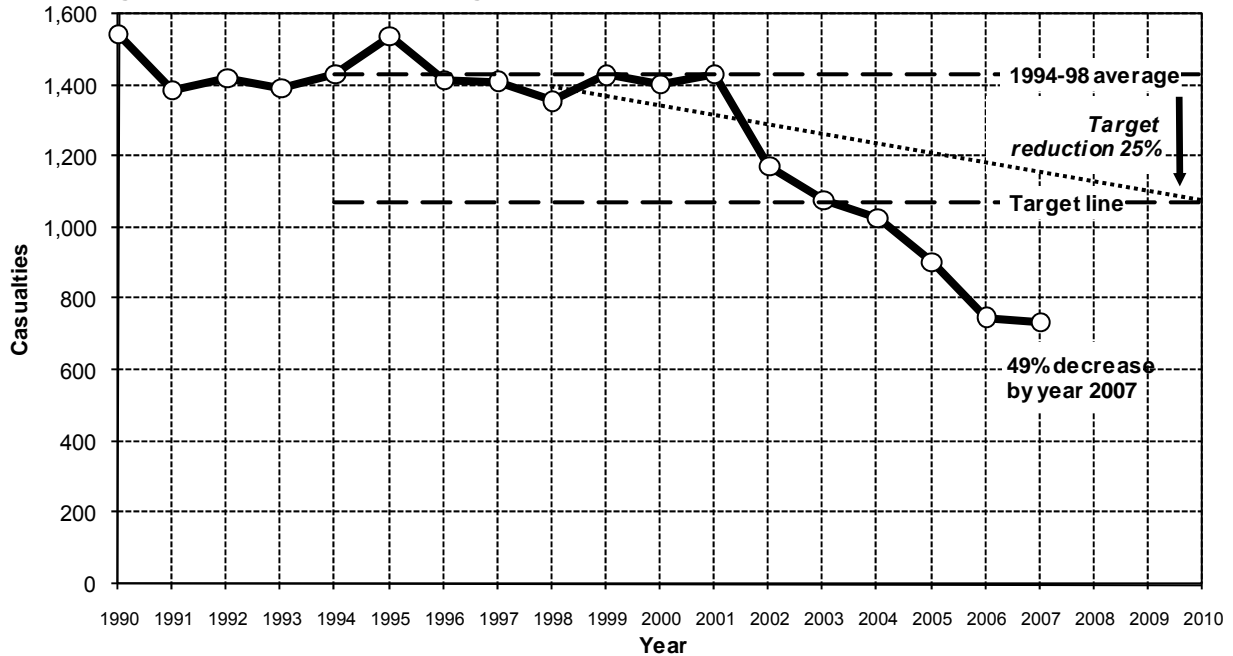


Table A6: Towards the year 2010: Monitoring casualties in L.B. of Camden
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	5.0	5	4	-20%	-20%
	Pedal cyclists	0.6	2	1	-50%	67%
	Powered two-wheeler	0.8	1	1	0%	25%
	Car occupants	0.8	0	0	0%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	0	0	0%	-100%
	Total	7.6	8	6	-25%	-21%
Fatal and serious	Pedestrians	104.0	57	49	-14%	-53%
	Pedal cyclists	31.0	16	22	38%	-29%
	Powered two-wheeler	41.0	29	19	-34%	-54%
	Car occupants	51.4	12	6	-50%	-88%
	Bus or coach occupants	11.2	8	4	-50%	-64%
	Other vehicle occupants	11.0	1	5	400%	-55%
	Total	249.6	123	105	-15%	-58%
	Children (under 16yrs)	24.6	8	1	-88%	-96%
Slight*	Pedestrians	351.0	190	185	-3%	-47%
	Pedal cyclists	192.8	143	132	-8%	-32%
	Powered two-wheeler	289.0	158	158	0%	-45%
	Car occupants	444.6	165	180	9%	-60%
	Bus or coach occupants	78.0	62	46	-26%	-41%
	Other vehicle occupants	75.4	31	35	13%	-54%
	Total	1,430.8	749	736	-2%	-49%
All severities	Pedestrians	455.0	247	234	-5%	-49%
	Pedal cyclists	223.8	159	154	-3%	-31%
	Powered two-wheeler	330.0	187	177	-5%	-46%
	Car occupants	496.0	177	186	5%	-63%
	Bus or coach occupants	89.2	70	50	-29%	-44%
	Other vehicle occupants	86.4	32	40	25%	-54%
	Total	1,680.4	872	841	-4%	-50%

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

* The government's target is for 10% reduction in the slight casualty rate per 100 million vehicle kilometres. Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

7. City of London

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

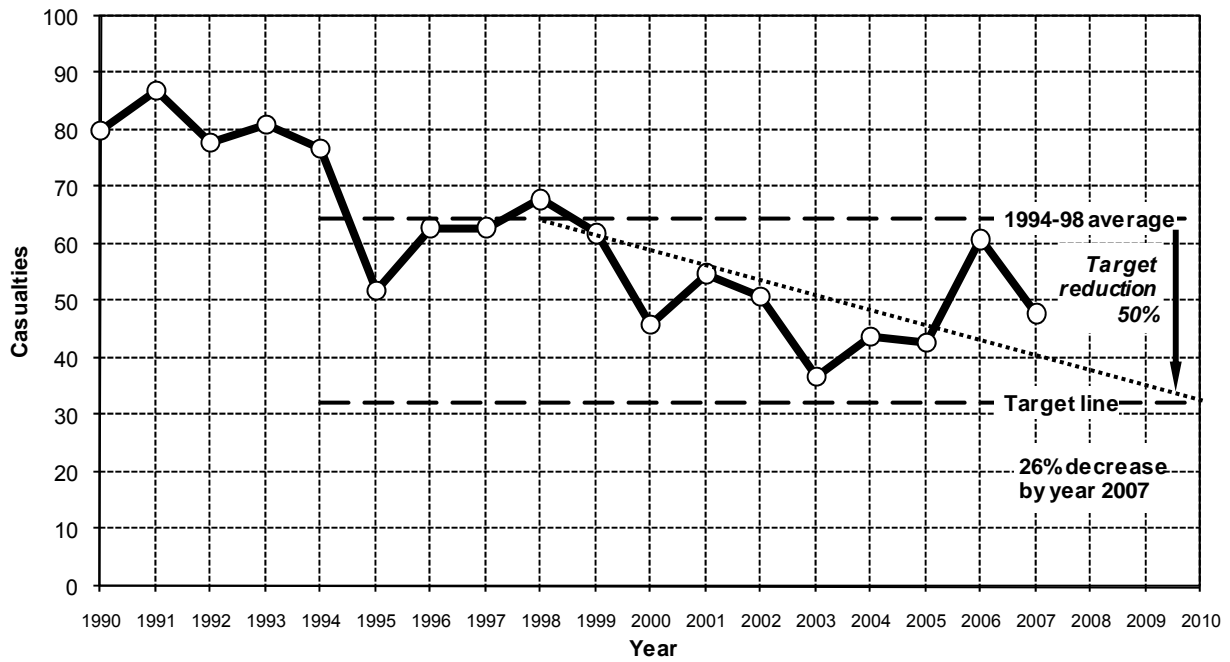


Fig. A7.2: City of London - all slight casualties

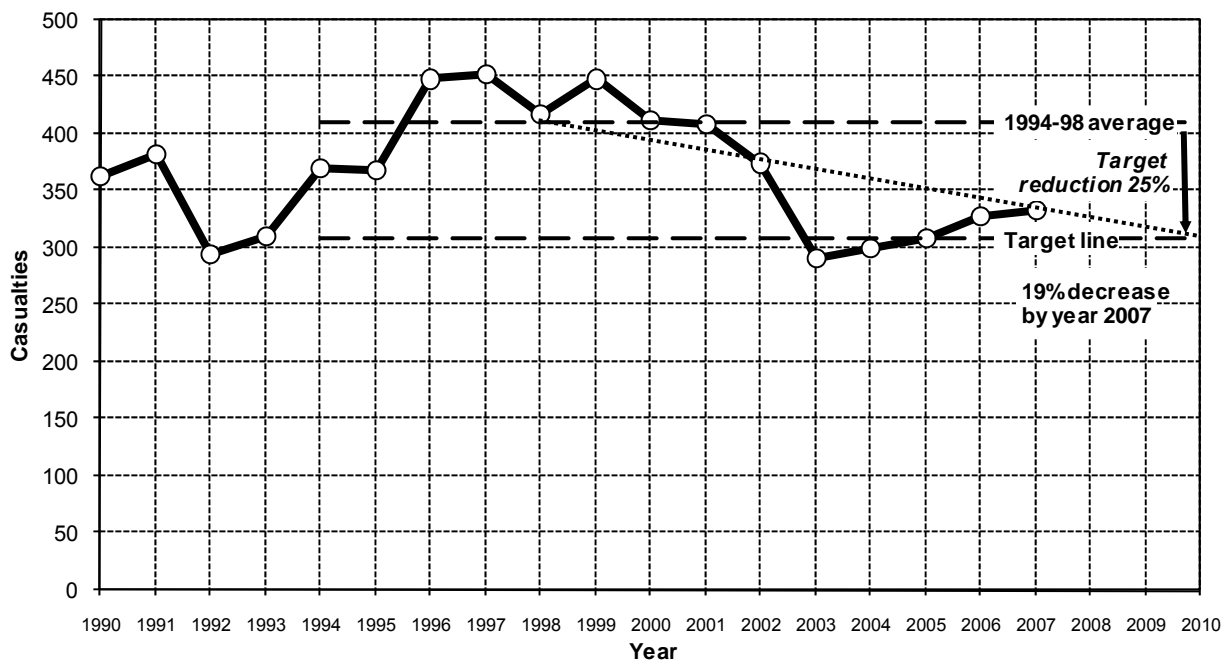


Table A8: Towards the year 2010: Monitoring casualties in City of London
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	0.8	1	0	-100%	-100%
	Pedal cyclists	0.8	0	1	∞	25%
	Powered two-wheeler	0.6	0	0	0%	-100%
	Car occupants	0.8	0	0	0%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	1	0%	0%
	Total	3.0	1	2	100%	-33%
Fatal and serious	Pedestrians	24.6	26	17	-35%	-31%
	Pedal cyclists	7.4	20	17	-15%	130%
	Powered two-wheeler	15.2	8	7	-13%	-54%
	Car occupants	10.0	2	3	50%	-70%
	Bus or coach occupants	3.8	0	0	0%	-100%
	Other vehicle occupants	3.6	5	4	-20%	11%
	Total	64.6	61	48	-21%	-26%
	Children (under 16yrs)	2.0	0	3	∞	50%
Slight*	Pedestrians	121.8	86	102	19%	-16%
	Pedal cyclists	66.0	94	75	-20%	14%
	Powered two-wheeler	105.8	83	83	0%	-22%
	Car occupants	66.6	30	31	3%	-53%
	Bus or coach occupants	23.0	16	20	25%	-13%
	Other vehicle occupants	27.8	19	22	16%	-21%
	Total	411.0	328	333	2%	-19%
All severities	Pedestrians	146.4	112	119	6%	-19%
	Pedal cyclists	73.4	114	92	-19%	25%
	Powered two-wheeler	121.0	91	90	-1%	-26%
	Car occupants	76.6	32	34	6%	-56%
	Bus or coach occupants	26.8	16	20	25%	-25%
	Other vehicle occupants	31.4	24	26	8%	-17%
	Total	475.6	389	381	-2%	-20%

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

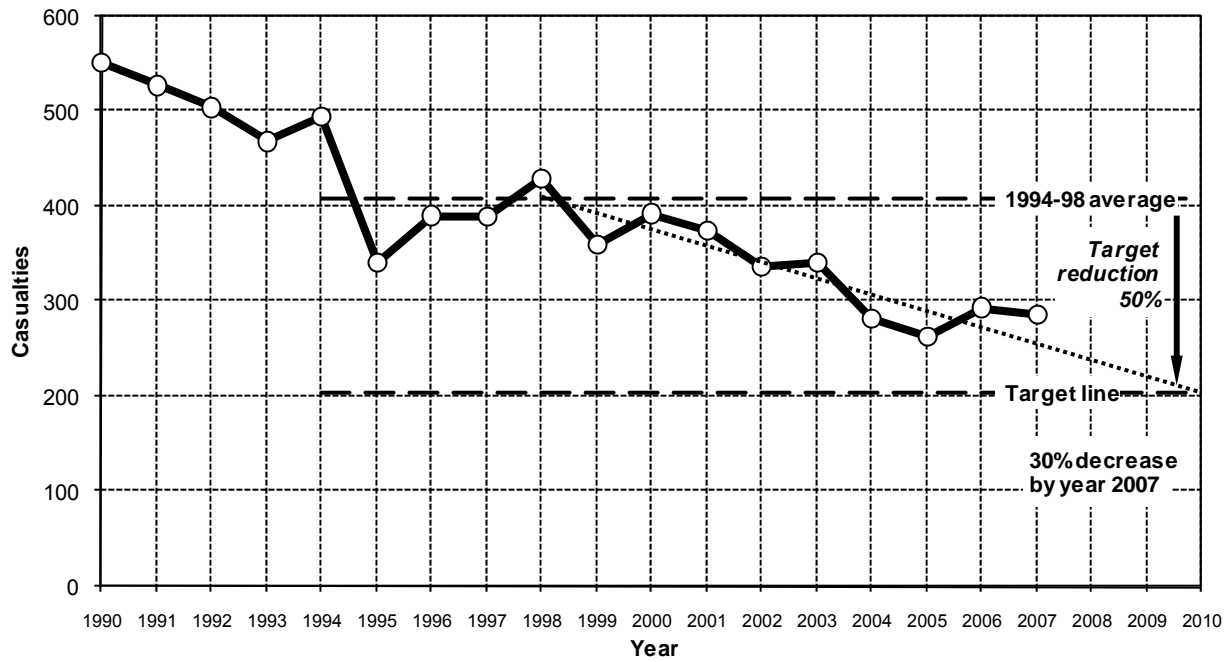
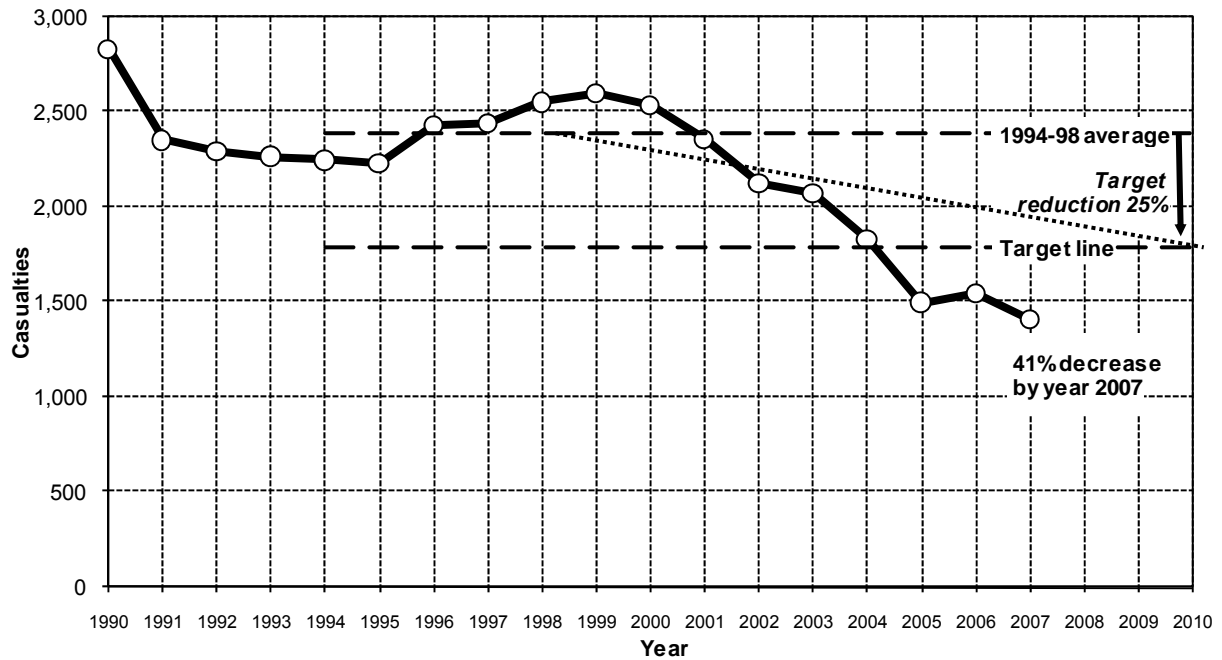


Fig. A8.2: City of Westminster - all slight casualties



**Table A8: Towards the year 2010: Monitoring casualties in City of Westminster
Casualties in the year 2007 compared with the 1994-98 average and 2006**

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	10.4	9	3	-67%	-71%
	Pedal cyclists	0.8	1	0	-100%	-100%
	Powered two-wheeler	1.4	1	2	100%	43%
	Car occupants	1.2	2	0	-100%	-100%
	Bus or coach occupants	0.4	0	0	0%	-100%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	14.2	13	5	-62%	-65%
Fatal and serious	Pedestrians	178.8	131	102	-22%	-43%
	Pedal cyclists	38.4	34	47	38%	22%
	Powered two-wheeler	64.8	65	78	20%	20%
	Car occupants	71.4	35	23	-34%	-68%
	Bus or coach occupants	36.2	11	20	82%	-45%
	Other vehicle occupants	19.0	17	16	-6%	-16%
	Total	408.6	293	286	-2%	-30%
	Children (under 16yrs)	22.6	8	6	-25%	-73%
Slight*	Pedestrians	652.8	391	374	-4%	-43%
	Pedal cyclists	303.4	232	231	0%	-24%
	Powered two-wheeler	467.2	337	306	-9%	-35%
	Car occupants	579.0	354	282	-20%	-51%
	Bus or coach occupants	213.0	134	96	-28%	-55%
	Other vehicle occupants	169.0	100	123	23%	-27%
	Total	2,384.4	1,548	1,412	-9%	-41%
All severities	Pedestrians	831.6	522	476	-9%	-43%
	Pedal cyclists	341.8	266	278	5%	-19%
	Powered two-wheeler	532.0	402	384	-4%	-28%
	Car occupants	650.4	389	305	-22%	-53%
	Bus or coach occupants	249.2	145	116	-20%	-53%
	Other vehicle occupants	188.0	117	139	19%	-26%
	Total	2,793.0	1,841	1,698	-8%	-39%

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

* The government's target is for 10% reduction in the slight casualty rate per 100 million vehicle kilometres. Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

9. Croydon

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

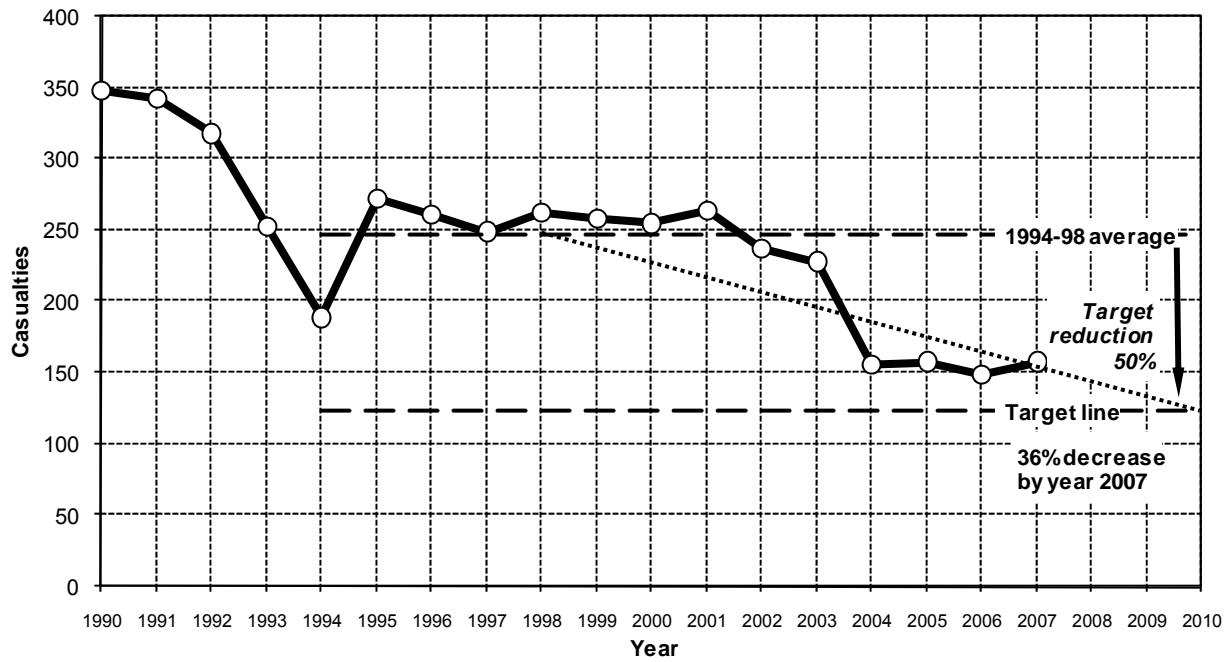


Fig. A9.2: L.B. of Croydon - all slight casualties

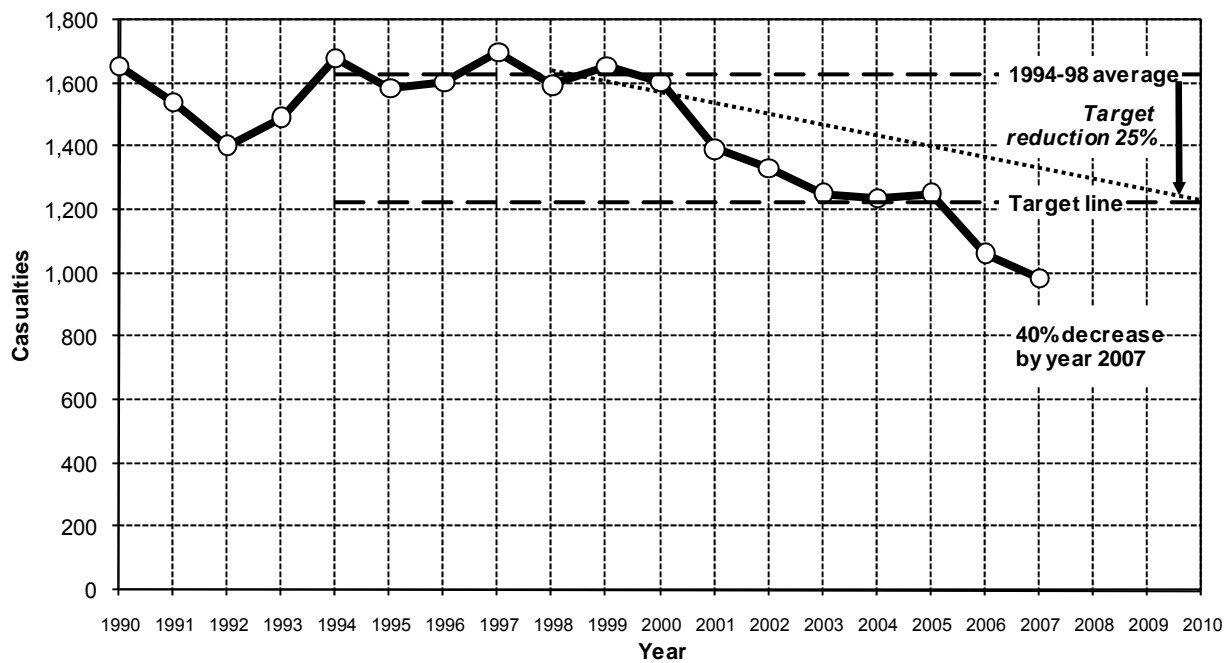


Table A9: Towards the year 2010: Monitoring casualties in L.B. of Croydon
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	5.6	3	2	-33%	-64%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	1.0	1	1	0%	0%
	Car occupants	1.4	2	6	200%	329%
	Bus or coach occupants	0.4	0	0	0%	-100%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	8.8	6	9	50%	2%
Fatal and serious	Pedestrians	67.6	40	51	28%	-25%
	Pedal cyclists	13.0	11	9	-18%	-31%
	Powered two-wheeler	31.2	29	22	-24%	-29%
	Car occupants	117.6	62	69	11%	-41%
	Bus or coach occupants	10.6	4	2	-50%	-81%
	Other vehicle occupants	6.8	3	5	67%	-26%
	Total	246.8	149	158	6%	-36%
	Children (under 16yrs)	41.8	17	14	-18%	-67%
Slight*	Pedestrians	274.6	165	158	-4%	-42%
	Pedal cyclists	119.2	66	49	-26%	-59%
	Powered two-wheeler	174.6	116	110	-5%	-37%
	Car occupants	950.0	619	575	-7%	-39%
	Bus or coach occupants	77.0	72	64	-11%	-17%
	Other vehicle occupants	37.0	26	31	19%	-16%
	Total	1,632.4	1,064	987	-7%	-40%
All severities	Pedestrians	342.2	205	209	2%	-39%
	Pedal cyclists	132.2	77	58	-25%	-56%
	Powered two-wheeler	205.8	145	132	-9%	-36%
	Car occupants	1,067.6	681	644	-5%	-40%
	Bus or coach occupants	87.6	76	66	-13%	-25%
	Other vehicle occupants	43.8	29	36	24%	-18%
	Total	1,879.2	1,213	1,145	-6%	-39%

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

* The government's target is for 10% reduction in the slight casualty rate per 100 million vehicle kilometres. Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

10. Ealing

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

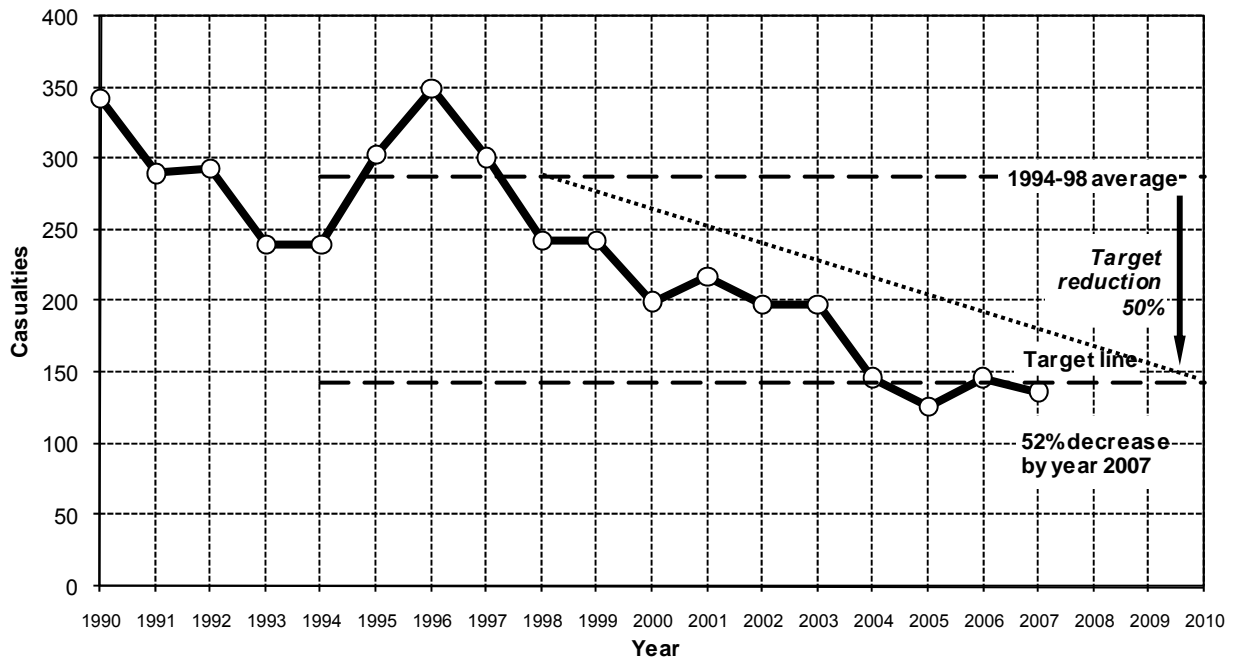


Fig. A10.2: L.B. of Ealing - all slight casualties

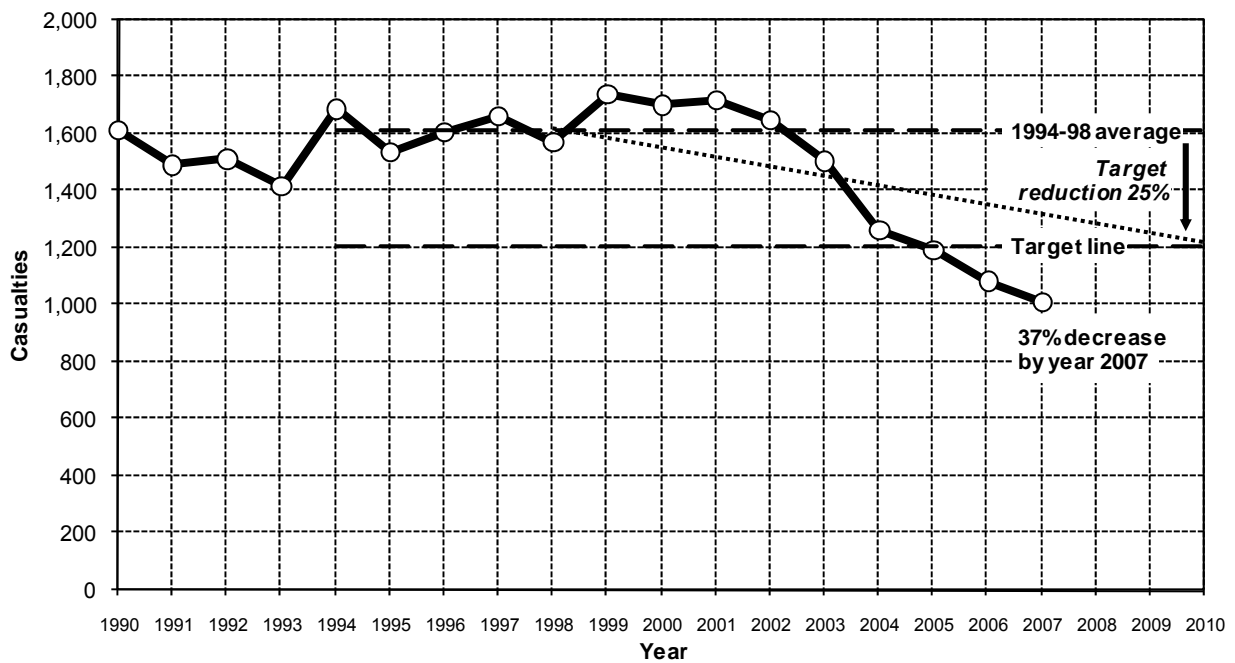


Table A10: Towards the year 2010: Monitoring casualties in L.B. of Ealing
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	7.0	5	7	40%	0%
	Pedal cyclists	0.4	1	2	100%	400%
	Powered two-wheeler	0.8	2	2	0%	150%
	Car occupants	1.6	1	2	100%	25%
	Bus or coach occupants	0.0	1	0	-100%	0%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	10.0	10	13	30%	30%
Fatal and serious	Pedestrians	91.2	44	53	20%	-42%
	Pedal cyclists	20.6	15	11	-27%	-47%
	Powered two-wheeler	32.0	32	29	-9%	-9%
	Car occupants	126.2	47	37	-21%	-71%
	Bus or coach occupants	7.2	7	4	-43%	-44%
	Other vehicle occupants	10.0	2	3	50%	-70%
	Total	287.2	147	137	-7%	-52%
	Children (under 16yrs)	34.8	15	9	-40%	-74%
Slight*	Pedestrians	269.2	156	136	-13%	-49%
	Pedal cyclists	136.6	71	67	-6%	-51%
	Powered two-wheeler	167.8	121	141	17%	-16%
	Car occupants	923.8	648	564	-13%	-39%
	Bus or coach occupants	56.2	54	57	6%	1%
	Other vehicle occupants	60.4	33	46	39%	-24%
	Total	1,614.0	1,083	1,011	-7%	-37%
All severities	Pedestrians	360.4	200	189	-6%	-48%
	Pedal cyclists	157.2	86	78	-9%	-50%
	Powered two-wheeler	199.8	153	170	11%	-15%
	Car occupants	1,050.0	695	601	-14%	-43%
	Bus or coach occupants	63.4	61	61	0%	-4%
	Other vehicle occupants	70.4	35	49	40%	-30%
	Total	1,901.2	1,230	1,148	-7%	-40%

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

* The government's target is for 10% reduction in the slight casualty rate per 100 million vehicle kilometres. Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

11. Enfield

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

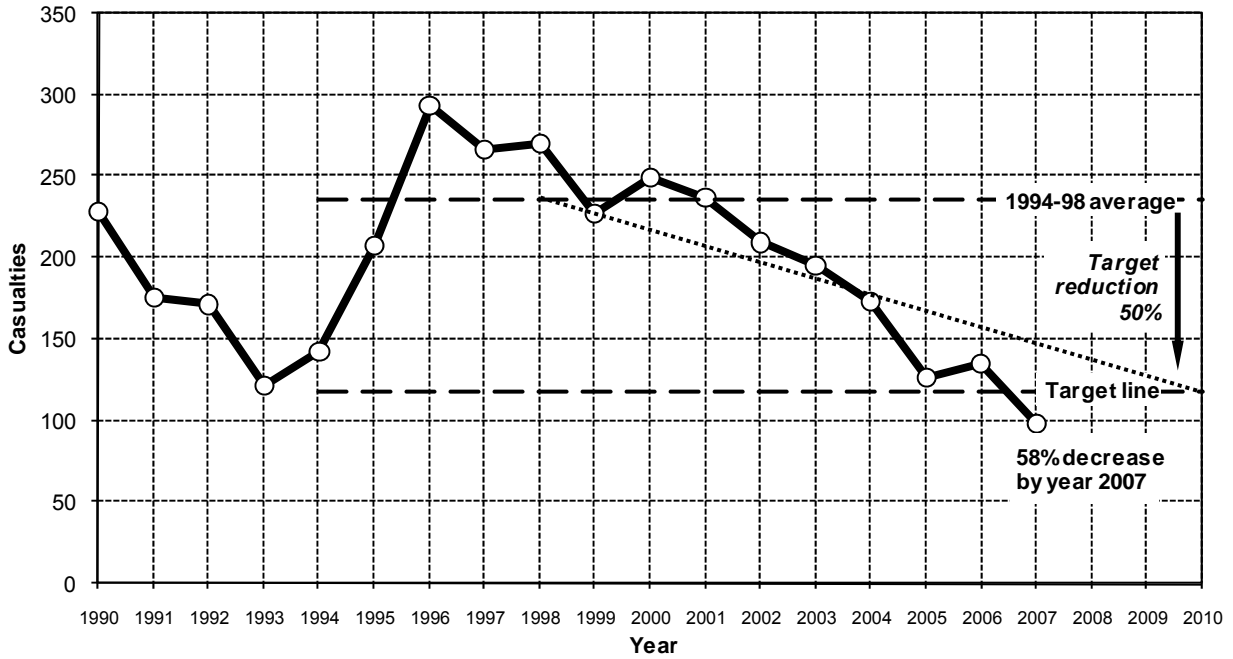


Fig. A11.2: L.B. of Enfield - all slight casualties

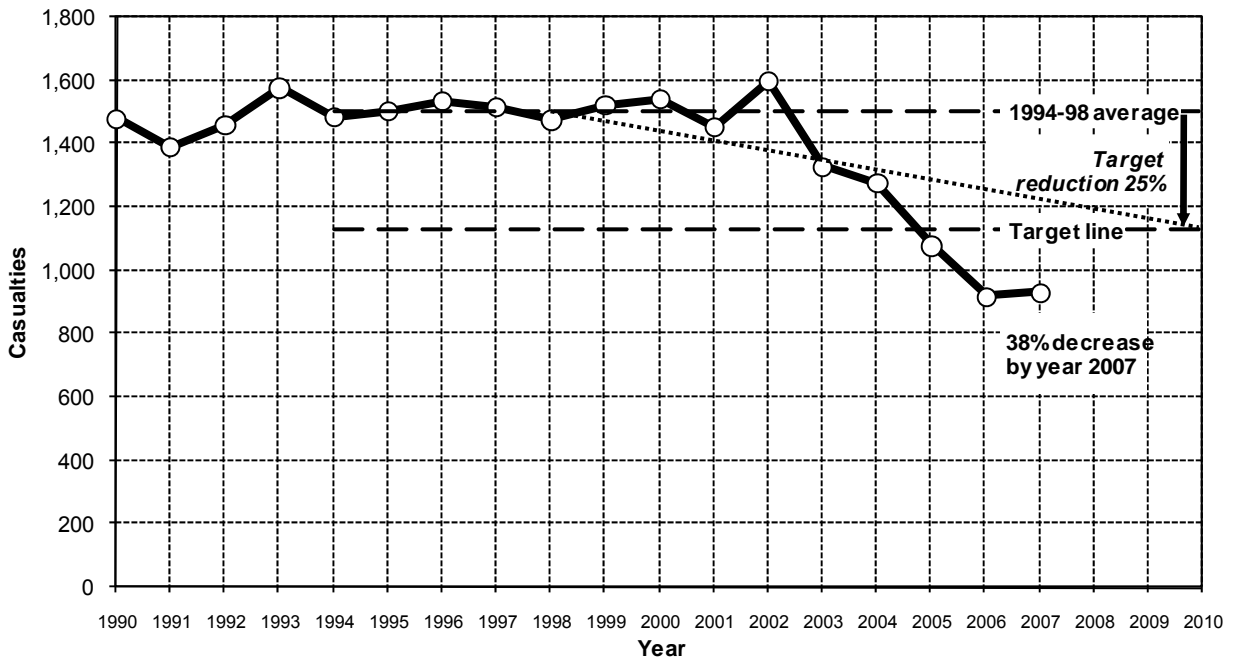


Table A11: Towards the year 2010: Monitoring casualties in L.B. of Enfield
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	5.0	6	6	0%	20%
	Pedal cyclists	0.6	0	1	∞	67%
	Powered two-wheeler	1.2	6	3	-50%	150%
	Car occupants	3.2	9	2	-78%	-38%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	10.2	21	12	-43%	18%
Fatal and serious	Pedestrians	64.4	39	34	-13%	-47%
	Pedal cyclists	13.0	5	3	-40%	-77%
	Powered two-wheeler	21.2	19	20	5%	-6%
	Car occupants	124.6	61	35	-43%	-72%
	Bus or coach occupants	5.0	8	3	-63%	-40%
	Other vehicle occupants	7.4	3	3	0%	-59%
	Total	235.6	135	98	-27%	-58%
	Children (under 16yrs)	33.2	15	9	-40%	-73%
Slight*	Pedestrians	220.8	116	104	-10%	-53%
	Pedal cyclists	80.8	34	30	-12%	-63%
	Powered two-wheeler	116.0	77	78	1%	-33%
	Car occupants	973.8	614	592	-4%	-39%
	Bus or coach occupants	46.6	45	81	80%	74%
	Other vehicle occupants	65.8	33	47	42%	-29%
	Total	1,503.8	919	932	1%	-38%
All severities	Pedestrians	285.2	155	138	-11%	-52%
	Pedal cyclists	93.8	39	33	-15%	-65%
	Powered two-wheeler	137.2	96	98	2%	-29%
	Car occupants	1,098.4	675	627	-7%	-43%
	Bus or coach occupants	51.6	53	84	58%	63%
	Other vehicle occupants	73.2	36	50	39%	-32%
	Total	1,739.4	1,054	1,030	-2%	-41%

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

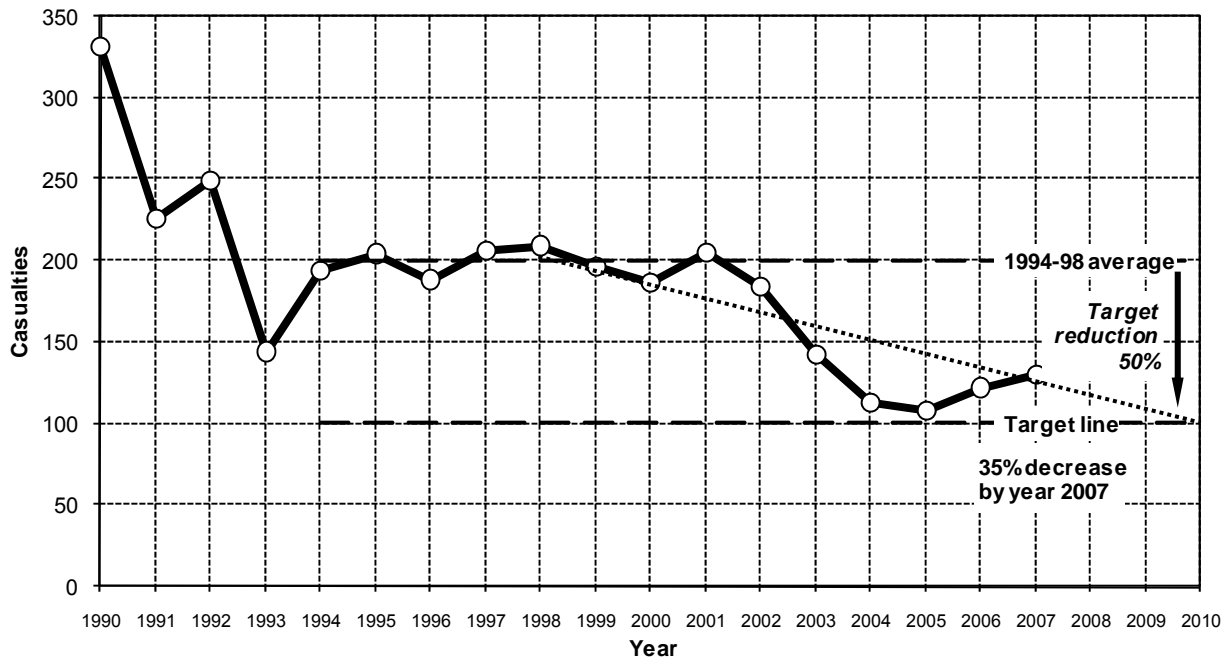
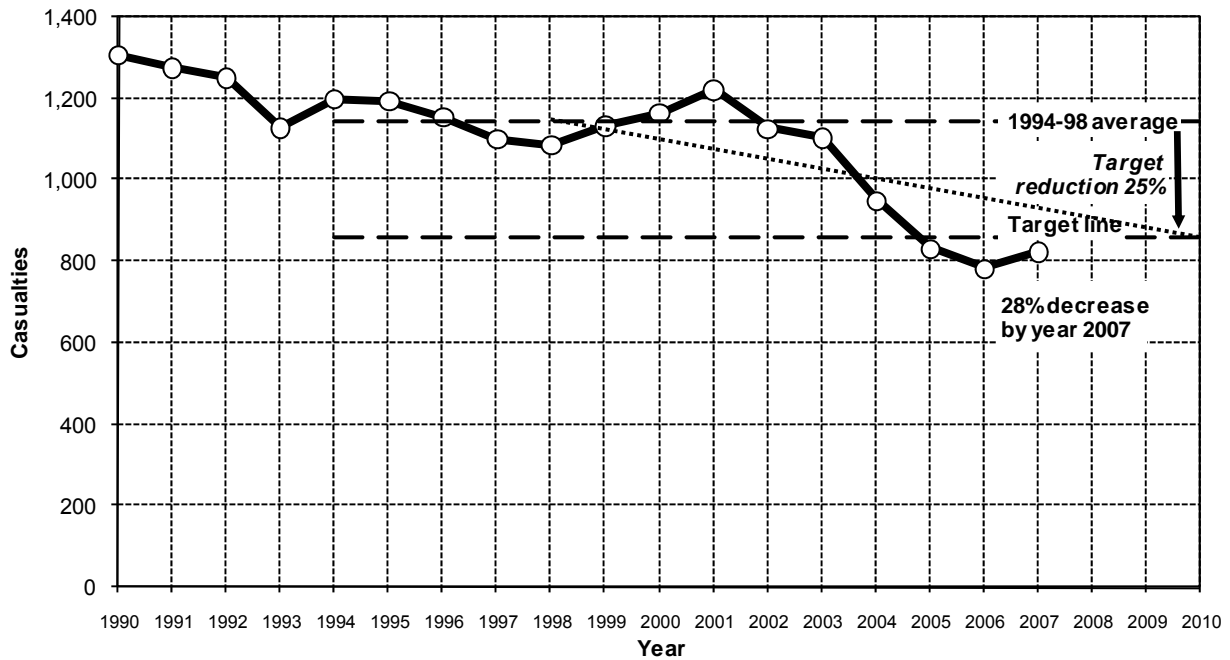


Fig. A12.2: L.B. of Greenwich - all slight casualties



**Table A12: Towards the year 2010: Monitoring casualties in L.B. of Greenwich
Casualties in the year 2007 compared with the 1994-98 average and 2006**

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	3.6	4	1	-75%	-72%
	Pedal cyclists	0.2	0	1	∞	400%
	Powered two-wheeler	2.4	3	3	0%	25%
	Car occupants	2.8	5	3	-40%	7%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	1	0	-100%	-100%
	Total	9.2	13	8	-38%	-13%
Fatal and serious	Pedestrians	60.2	33	38	15%	-37%
	Pedal cyclists	9.8	5	11	120%	12%
	Powered two-wheeler	30.0	31	26	-16%	-13%
	Car occupants	88.4	34	45	32%	-49%
	Bus or coach occupants	6.4	8	2	-75%	-69%
	Other vehicle occupants	5.4	11	8	-27%	48%
	Total	200.2	122	130	7%	-35%
	Children (under 16yrs)	37.0	18	12	-33%	-68%
Slight*	Pedestrians	192.6	139	101	-27%	-48%
	Pedal cyclists	78.2	44	55	25%	-30%
	Powered two-wheeler	149.0	101	97	-4%	-35%
	Car occupants	614.2	416	470	13%	-23%
	Bus or coach occupants	67.2	58	69	19%	3%
	Other vehicle occupants	45.6	26	32	23%	-30%
	Total	1,146.8	784	824	5%	-28%
All severities	Pedestrians	252.8	172	139	-19%	-45%
	Pedal cyclists	88.0	49	66	35%	-25%
	Powered two-wheeler	179.0	132	123	-7%	-31%
	Car occupants	702.6	450	515	14%	-27%
	Bus or coach occupants	73.6	66	71	8%	-4%
	Other vehicle occupants	51.0	37	40	8%	-22%
	Total	1,347.0	906	954	5%	-29%

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

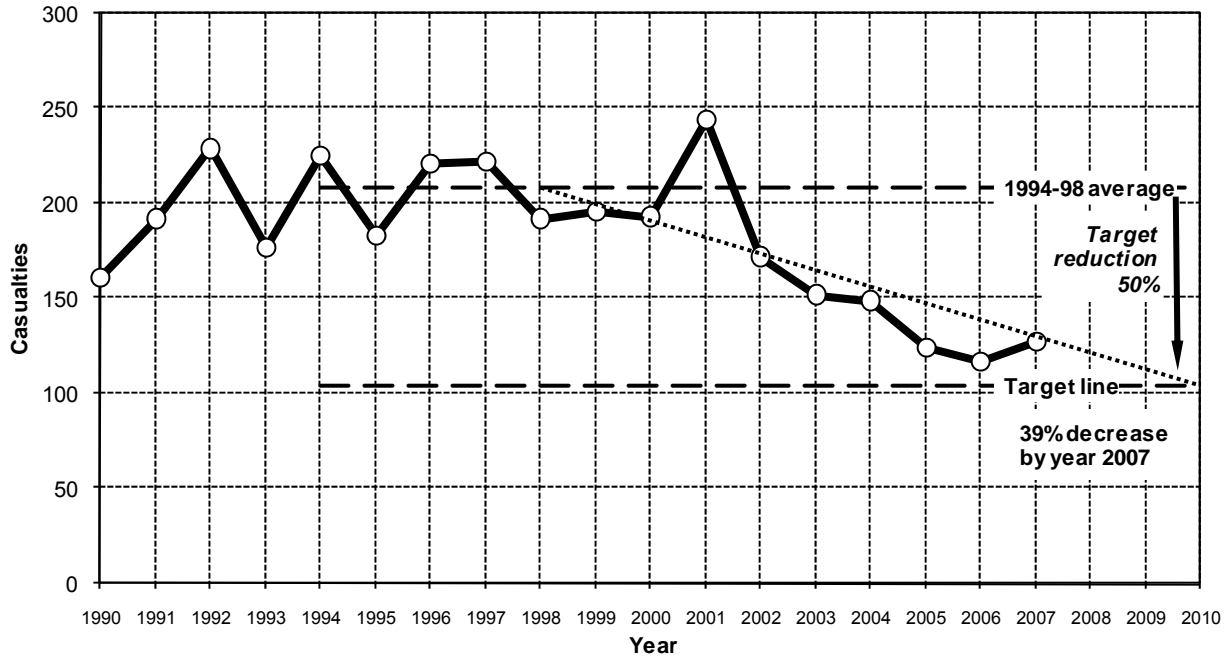


Fig. A13.2: L.B. of Hackney - all slight casualties

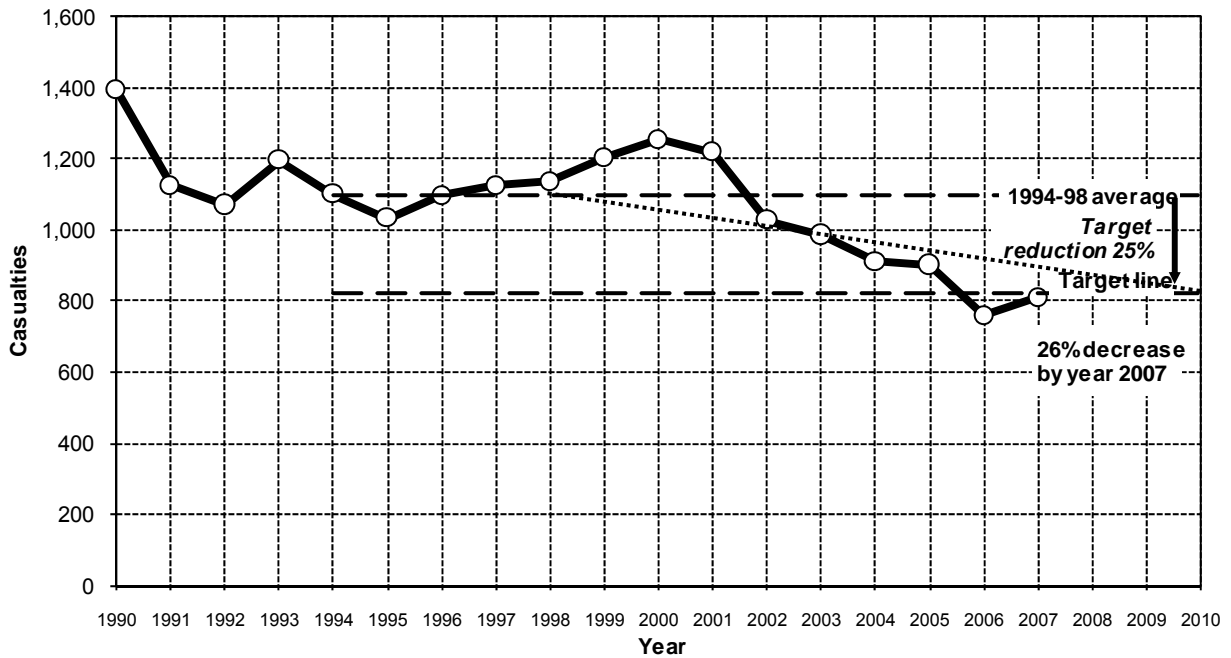


Table A13: Towards the year 2010: Monitoring casualties in L.B. of Hackney
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	4.8	3	0	-100%	-100%
	Pedal cyclists	0.4	3	2	-33%	400%
	Powered two-wheeler	0.4	0	0	0%	-100%
	Car occupants	1.8	1	0	-100%	-100%
	Bus or coach occupants	0.6	0	0	0%	-100%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	8.0	7	2	-71%	-75%
Fatal and serious	Pedestrians	78.4	46	45	-2%	-43%
	Pedal cyclists	18.8	19	23	21%	22%
	Powered two-wheeler	25.0	25	27	8%	8%
	Car occupants	69.4	20	23	15%	-67%
	Bus or coach occupants	10.4	5	9	80%	-13%
	Other vehicle occupants	6.6	2	0	-100%	-100%
	Total	208.6	117	127	9%	-39%
	Children (under 16yrs)	38.8	17	10	-41%	-74%
Slight*	Pedestrians	258.6	116	146	26%	-44%
	Pedal cyclists	127.8	117	125	7%	-2%
	Powered two-wheeler	152.0	137	115	-16%	-24%
	Car occupants	441.4	305	338	11%	-23%
	Bus or coach occupants	80.0	69	56	-19%	-30%
	Other vehicle occupants	38.6	16	30	88%	-22%
	Total	1,098.4	760	810	7%	-26%
All severities	Pedestrians	337.0	162	191	18%	-43%
	Pedal cyclists	146.6	136	148	9%	1%
	Powered two-wheeler	177.0	162	142	-12%	-20%
	Car occupants	510.8	325	361	11%	-29%
	Bus or coach occupants	90.4	74	65	-12%	-28%
	Other vehicle occupants	45.2	18	30	67%	-34%
	Total	1,307.0	877	937	7%	-28%

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 and Fulham - all killed and seriously injured casualties

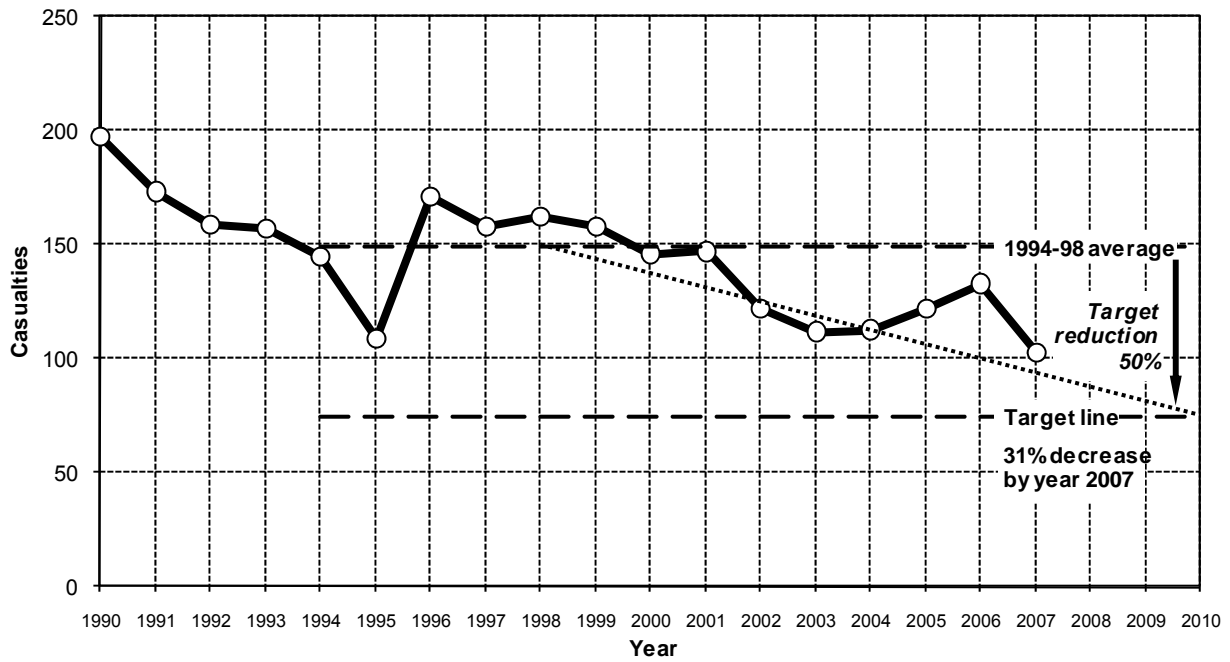
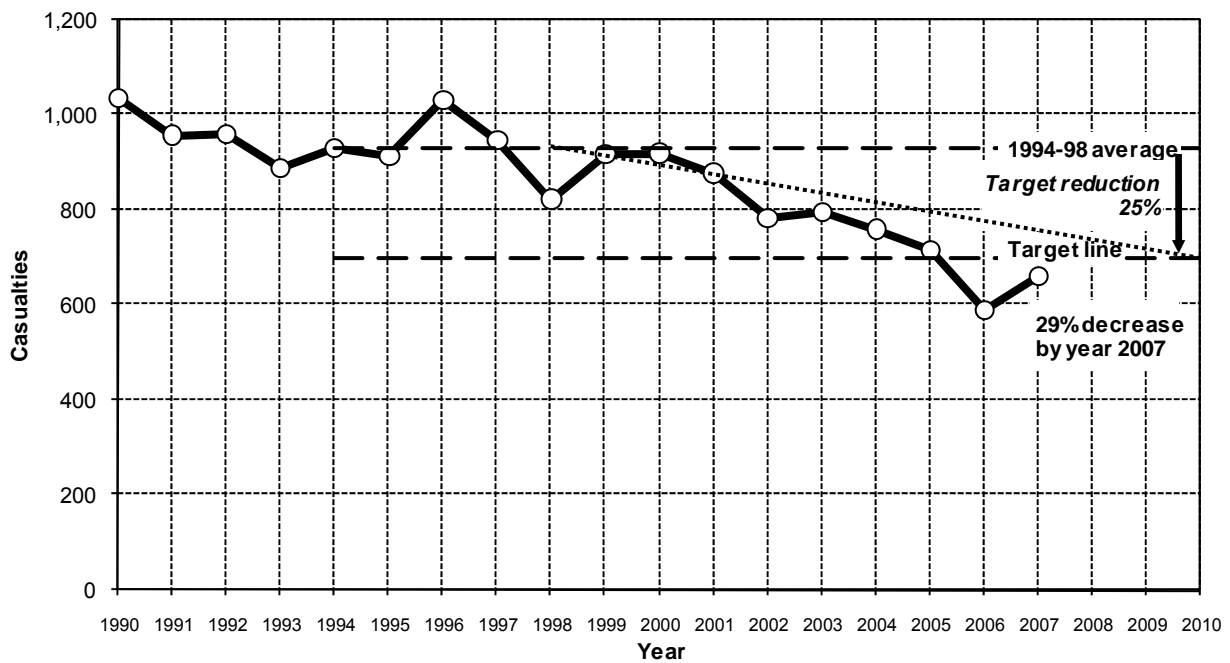


Fig. A14.2: L.B. of Hammersmith and Fulham - all slight casualties



**Table A14: Towards the year 2010: Monitoring casualties in L.B. of Hammersmith & Fulham
Casualties in the year 2007 compared with the 1994-98 average and 2006**

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	2.2	3	5	67%	127%
	Pedal cyclists	0.8	2	1	-50%	25%
	Powered two-wheeler	0.4	0	0	0%	-100%
	Car occupants	0.8	1	0	-100%	-100%
	Bus or coach occupants	0.4	0	0	0%	-100%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	4.8	6	6	0%	25%
Fatal and serious	Pedestrians	59.6	49	34	-31%	-43%
	Pedal cyclists	20.2	25	15	-40%	-26%
	Powered two-wheeler	26.2	30	35	17%	34%
	Car occupants	30.2	21	12	-43%	-60%
	Bus or coach occupants	9.0	4	5	25%	-44%
	Other vehicle occupants	3.8	4	2	-50%	-47%
	Total	149.0	133	103	-23%	-31%
	Children (under 16yrs)	18.4	11	7	-36%	-62%
Slight*	Pedestrians	193.8	112	124	11%	-36%
	Pedal cyclists	149.8	93	127	37%	-15%
	Powered two-wheeler	178.4	138	153	11%	-14%
	Car occupants	320.4	194	206	6%	-36%
	Bus or coach occupants	57.2	29	24	-17%	-58%
	Other vehicle occupants	30.8	25	28	12%	-9%
	Total	930.4	591	662	12%	-29%
All severities	Pedestrians	253.4	161	158	-2%	-38%
	Pedal cyclists	170.0	118	142	20%	-16%
	Powered two-wheeler	204.6	168	188	12%	-8%
	Car occupants	350.6	215	218	1%	-38%
	Bus or coach occupants	66.2	33	29	-12%	-56%
	Other vehicle occupants	34.6	29	30	3%	-13%
	Total	1,079.4	724	765	6%	-29%

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

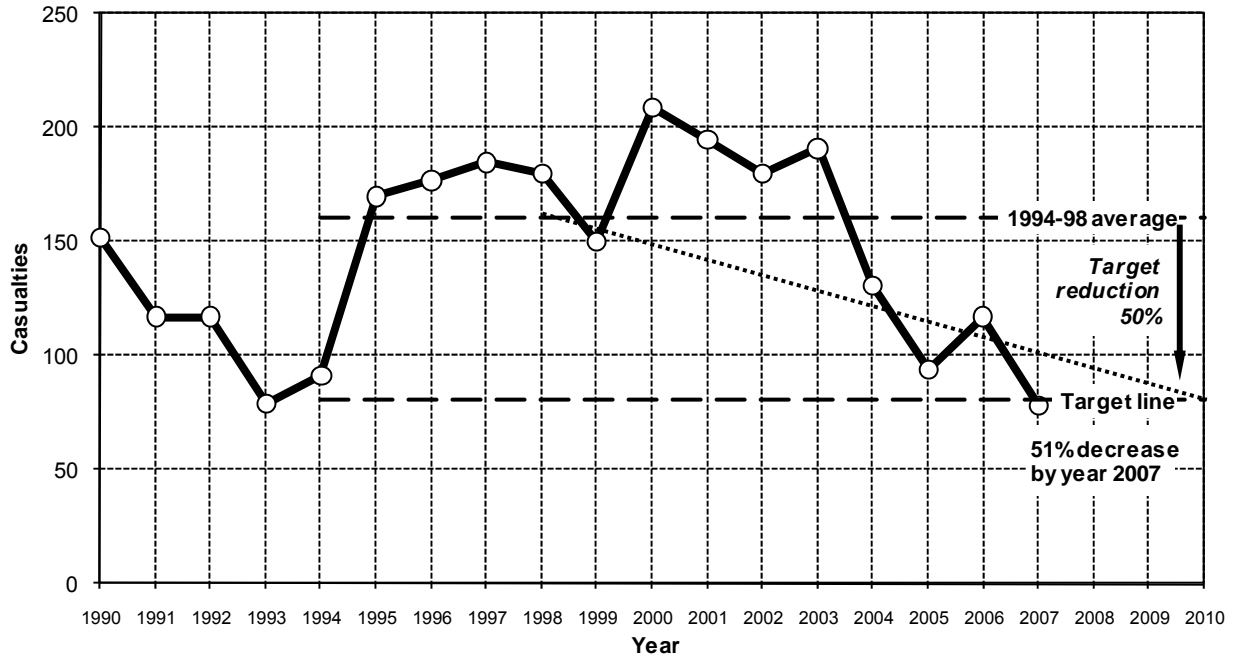


Fig. A15.2: L.B. of Haringey - all slight casualties

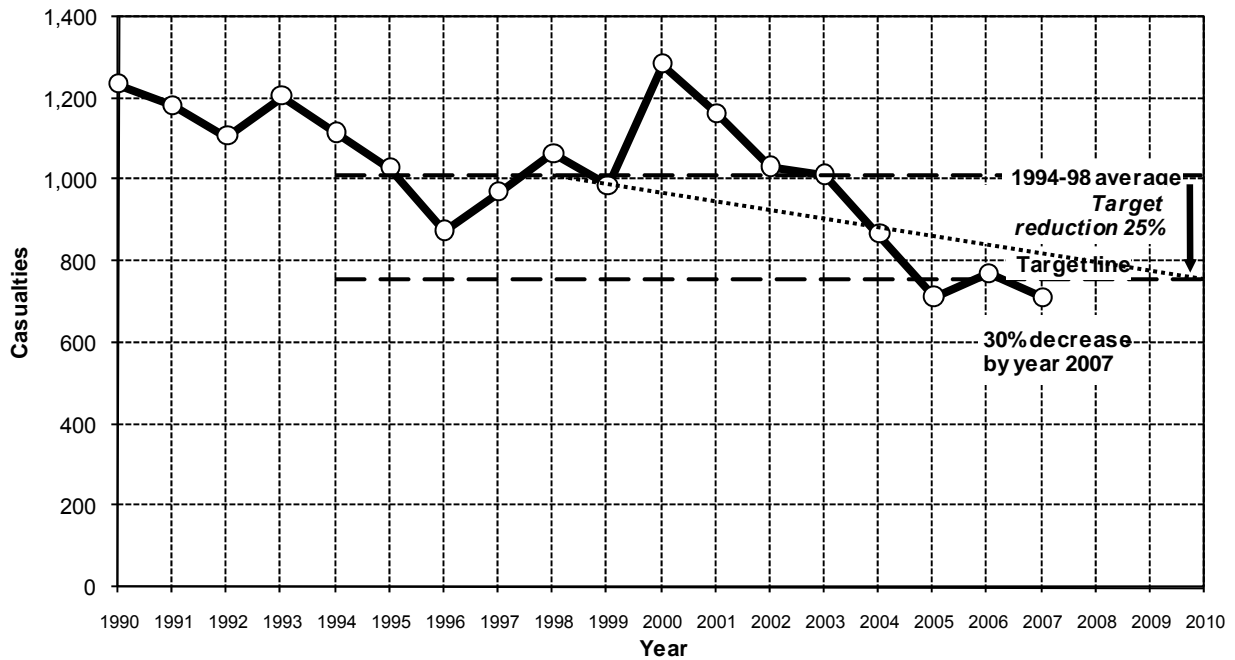


Table A15: Towards the year 2010: Monitoring casualties in L.B. of Haringey
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	5.8	3	3	0%	-48%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.2	4	1	-75%	400%
	Car occupants	1.4	1	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	7.8	8	4	-50%	-49%
Fatal and serious	Pedestrians	65.2	36	33	-8%	-49%
	Pedal cyclists	11.8	12	5	-58%	-58%
	Powered two-wheeler	21.0	23	18	-22%	-14%
	Car occupants	55.2	39	14	-64%	-75%
	Bus or coach occupants	5.0	4	5	25%	0%
	Other vehicle occupants	2.4	3	3	0%	25%
	Total	160.6	117	78	-33%	-51%
	Children (under 16yrs)	23.2	16	8	-50%	-66%
Slight*	Pedestrians	257.8	158	123	-22%	-52%
	Pedal cyclists	76.8	61	42	-31%	-45%
	Powered two-wheeler	118.0	77	87	13%	-26%
	Car occupants	475.8	394	396	1%	-17%
	Bus or coach occupants	50.6	60	48	-20%	-5%
	Other vehicle occupants	31.4	18	15	-17%	-52%
	Total	1,010.4	768	711	-7%	-30%
All severities	Pedestrians	323.0	194	156	-20%	-52%
	Pedal cyclists	88.6	73	47	-36%	-47%
	Powered two-wheeler	139.0	100	105	5%	-24%
	Car occupants	531.0	433	410	-5%	-23%
	Bus or coach occupants	55.6	64	53	-17%	-5%
	Other vehicle occupants	33.8	21	18	-14%	-47%
	Total	1,171.0	885	789	-11%	-33%

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

* The government's target is for 10% reduction in the slight casualty rate per 100 million vehicle kilometres. Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

16. Harrow

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

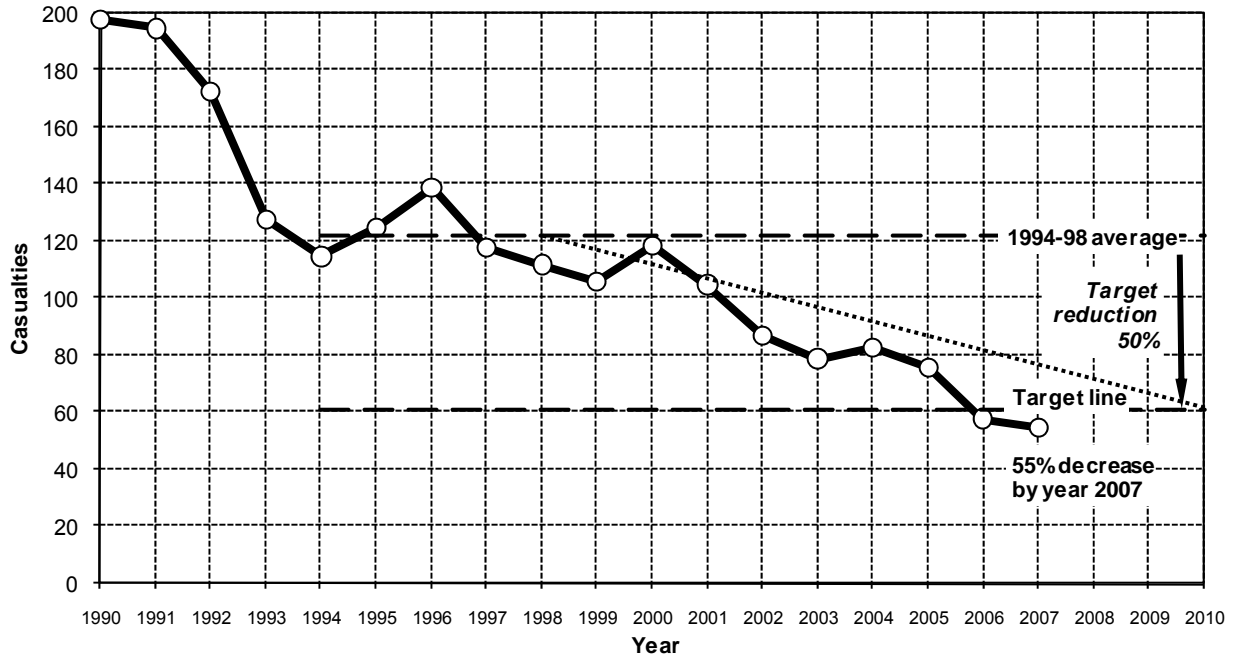


Fig. A16.2: L.B. of Harrow - all slight casualties

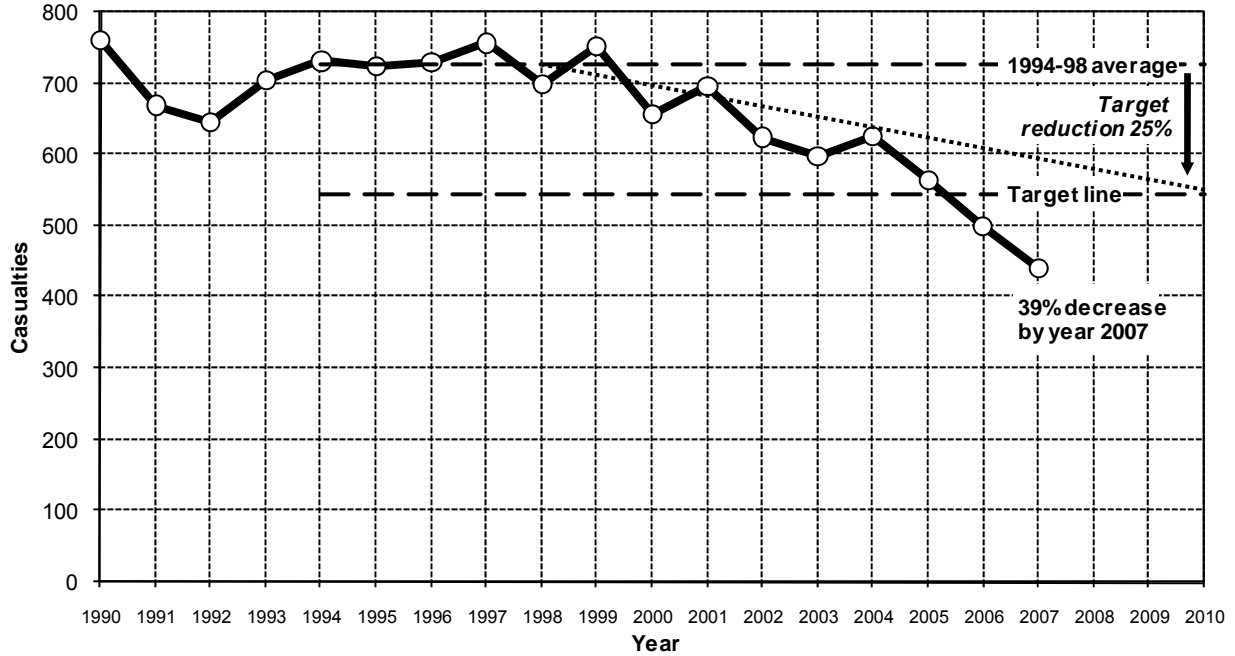


Table A16: Towards the year 2010: Monitoring casualties in L.B. of Harrow
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	1.8	1	1	0%	-44%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	0.4	1	1	0%	150%
	Car occupants	2.2	1	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	4.4	3	2	-33%	-55%
Fatal and serious	Pedestrians	34.4	19	26	37%	-24%
	Pedal cyclists	7.4	3	1	-67%	-86%
	Powered two-wheeler	12.0	14	8	-43%	-33%
	Car occupants	61.4	20	19	-5%	-69%
	Bus or coach occupants	3.4	2	1	-50%	-71%
	Other vehicle occupants	3.2	0	0	0%	-100%
	Total	121.8	58	55	-5%	-55%
	Children (under 16yrs)	19.8	7	6	-14%	-70%
Slight*	Pedestrians	129.6	83	70	-16%	-46%
	Pedal cyclists	51.2	34	18	-47%	-65%
	Powered two-wheeler	66.6	43	24	-44%	-64%
	Car occupants	433.6	304	298	-2%	-31%
	Bus or coach occupants	27.4	19	17	-11%	-38%
	Other vehicle occupants	19.2	17	14	-18%	-27%
	Total	727.6	500	441	-12%	-39%
All severities	Pedestrians	164.0	102	96	-6%	-41%
	Pedal cyclists	58.6	37	19	-49%	-68%
	Powered two-wheeler	78.6	57	32	-44%	-59%
	Car occupants	495.0	324	317	-2%	-36%
	Bus or coach occupants	30.8	21	18	-14%	-42%
	Other vehicle occupants	22.4	17	14	-18%	-38%
	Total	849.4	558	496	-11%	-42%

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

* The government's target is for 10% reduction in the slight casualty rate per 100 million vehicle kilometres. Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

17. Havering

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

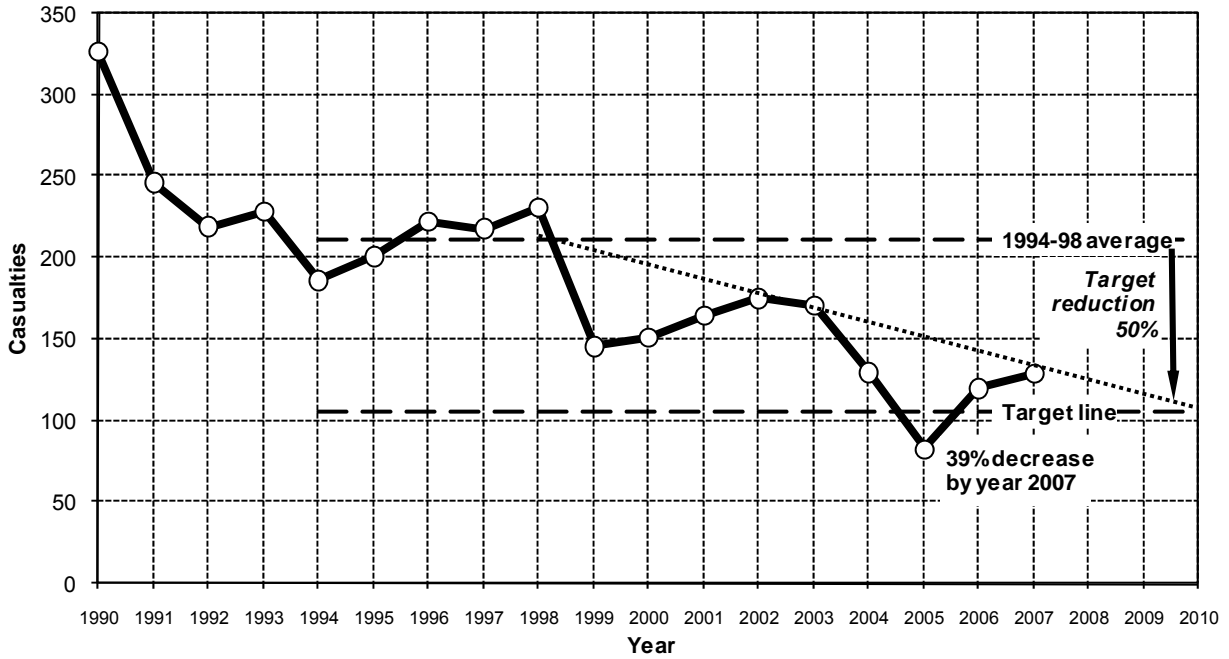


Fig. A17.2: L.B. of Havering - all slight casualties

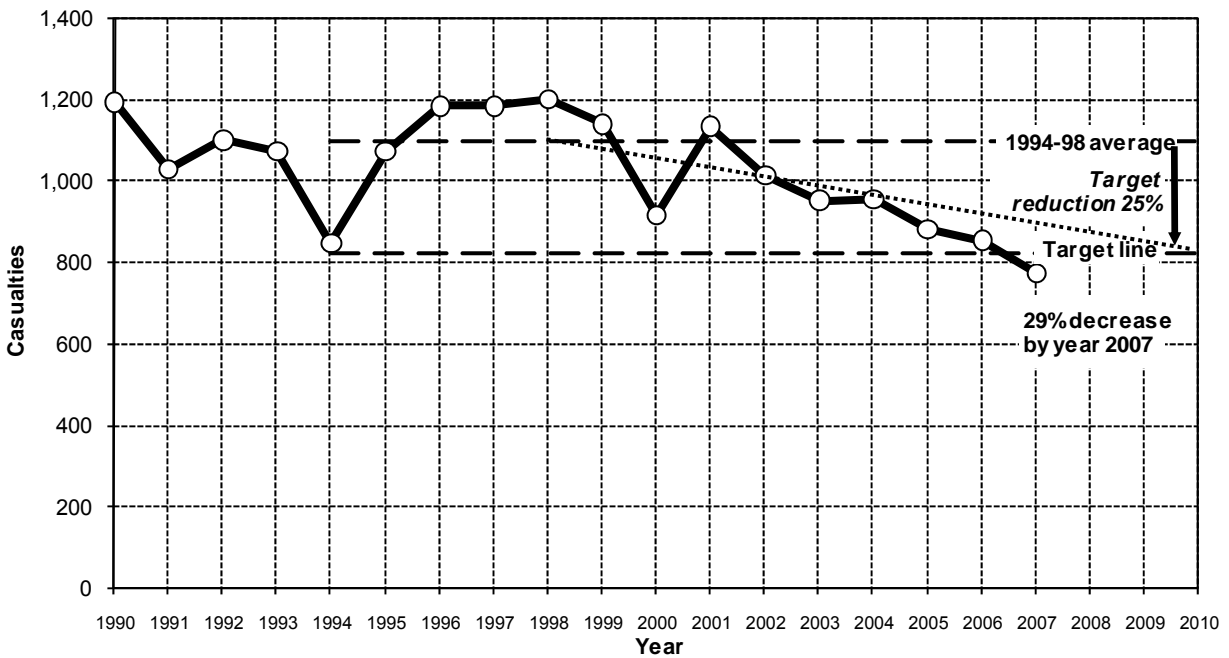


Table A17: Towards the year 2010: Monitoring casualties in L.B. of Havering
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	2.4	0	3	∞	25%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	0.8	0	3	∞	275%
	Car occupants	3.8	5	6	20%	58%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	7.4	5	12	140%	62%
Fatal and serious	Pedestrians	38.2	35	34	-3%	-11%
	Pedal cyclists	11.4	4	4	0%	-65%
	Powered two-wheeler	19.8	12	18	50%	-9%
	Car occupants	130.6	57	63	11%	-52%
	Bus or coach occupants	5.4	4	8	100%	48%
	Other vehicle occupants	6.2	8	2	-75%	-68%
	Total	211.6	120	129	8%	-39%
	Children (under 16yrs)	35.6	19	13	-32%	-63%
Slight*	Pedestrians	114.8	69	77	12%	-33%
	Pedal cyclists	69.6	20	27	35%	-61%
	Powered two-wheeler	74.8	65	62	-5%	-17%
	Car occupants	751.8	622	558	-10%	-26%
	Bus or coach occupants	40.6	39	31	-21%	-24%
	Other vehicle occupants	44.2	38	18	-53%	-59%
	Total	1,095.8	853	773	-9%	-29%
All severities	Pedestrians	153.0	104	111	7%	-27%
	Pedal cyclists	81.0	24	31	29%	-62%
	Powered two-wheeler	94.6	77	80	4%	-15%
	Car occupants	882.4	679	621	-9%	-30%
	Bus or coach occupants	46.0	43	39	-9%	-15%
	Other vehicle occupants	50.4	46	20	-57%	-60%
	Total	1,307.4	973	902	-7%	-31%

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

* The government's target is for 10% reduction in the slight casualty rate per 100 million vehicle kilometres. Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

18. Hillingdon

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

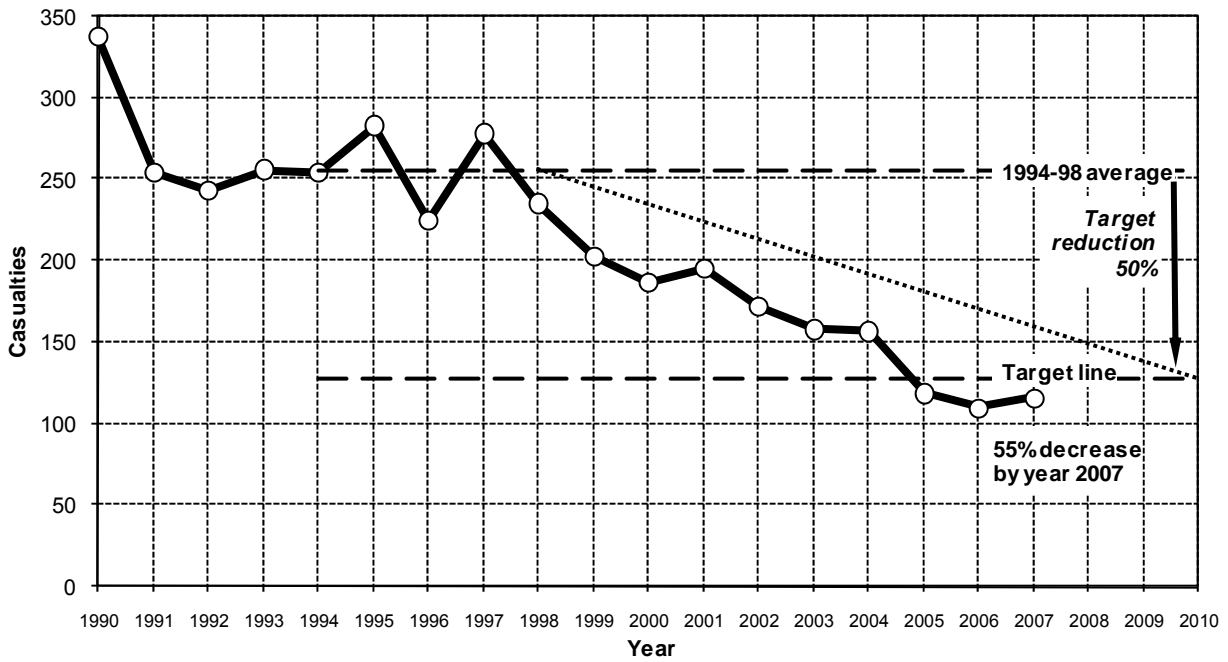


Fig. A18.2: L.B. of Hillingdon - all slight casualties

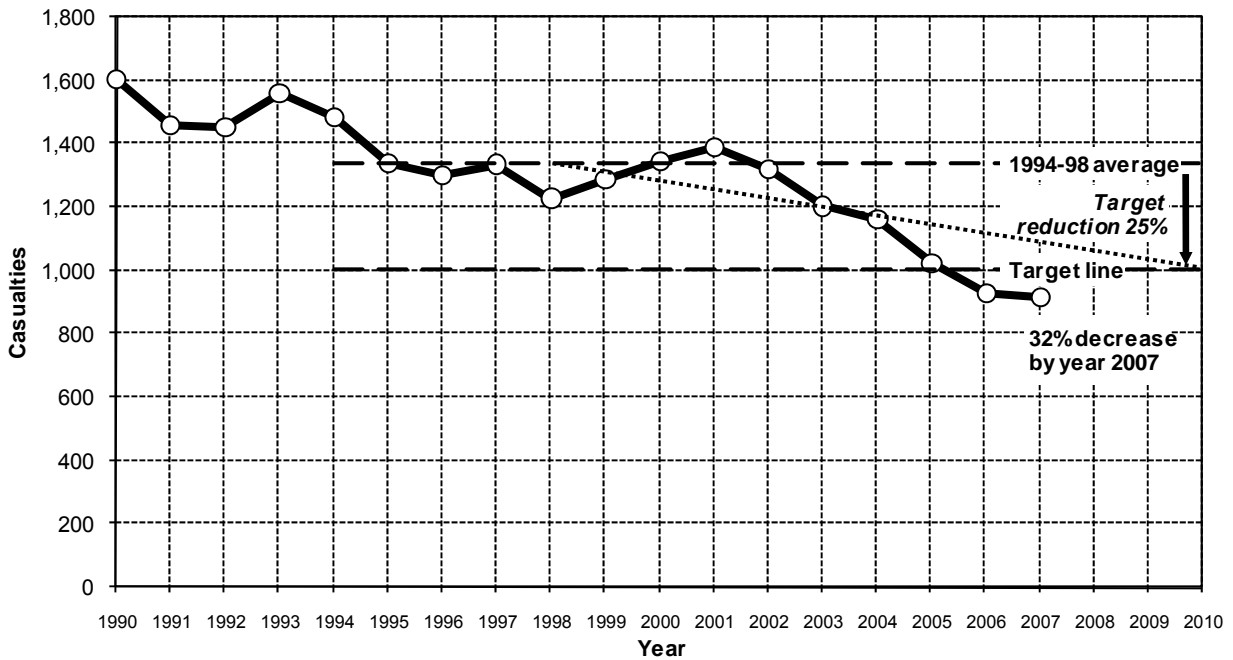


Table A18: Towards the year 2010: Monitoring casualties in L.B. of Hillingdon
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	5.0	2	1	-50%	-80%
	Pedal cyclists	1.0	0	0	0%	-100%
	Powered two-wheeler	1.6	2	2	0%	25%
	Car occupants	3.0	2	3	50%	0%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.6	0	3	∞	400%
	Total	11.4	6	9	50%	-21%
Fatal and serious	Pedestrians	54.0	33	22	-33%	-59%
	Pedal cyclists	19.6	6	10	67%	-49%
	Powered two-wheeler	25.4	20	12	-40%	-53%
	Car occupants	138.2	42	58	38%	-58%
	Bus or coach occupants	5.6	4	1	-75%	-82%
	Other vehicle occupants	12.2	5	13	160%	7%
	Total	255.0	110	116	5%	-55%
	Children (under 16yrs)	37.4	16	13	-19%	-65%
Slight*	Pedestrians	141.0	92	104	13%	-26%
	Pedal cyclists	106.6	51	33	-35%	-69%
	Powered two-wheeler	95.2	79	71	-10%	-25%
	Car occupants	905.8	628	655	4%	-28%
	Bus or coach occupants	35.2	25	20	-20%	-43%
	Other vehicle occupants	53.6	52	31	-40%	-42%
	Total	1,337.4	927	914	-1%	-32%
All severities	Pedestrians	195.0	125	126	1%	-35%
	Pedal cyclists	126.2	57	43	-25%	-66%
	Powered two-wheeler	120.6	99	83	-16%	-31%
	Car occupants	1,044.0	670	713	6%	-32%
	Bus or coach occupants	40.8	29	21	-28%	-49%
	Other vehicle occupants	65.8	57	44	-23%	-33%
	Total	1,592.4	1,037	1,030	-1%	-35%

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

* The government's target is for 10% reduction in the slight casualty rate per 100 million vehicle kilometres. Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

19. Hounslow

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

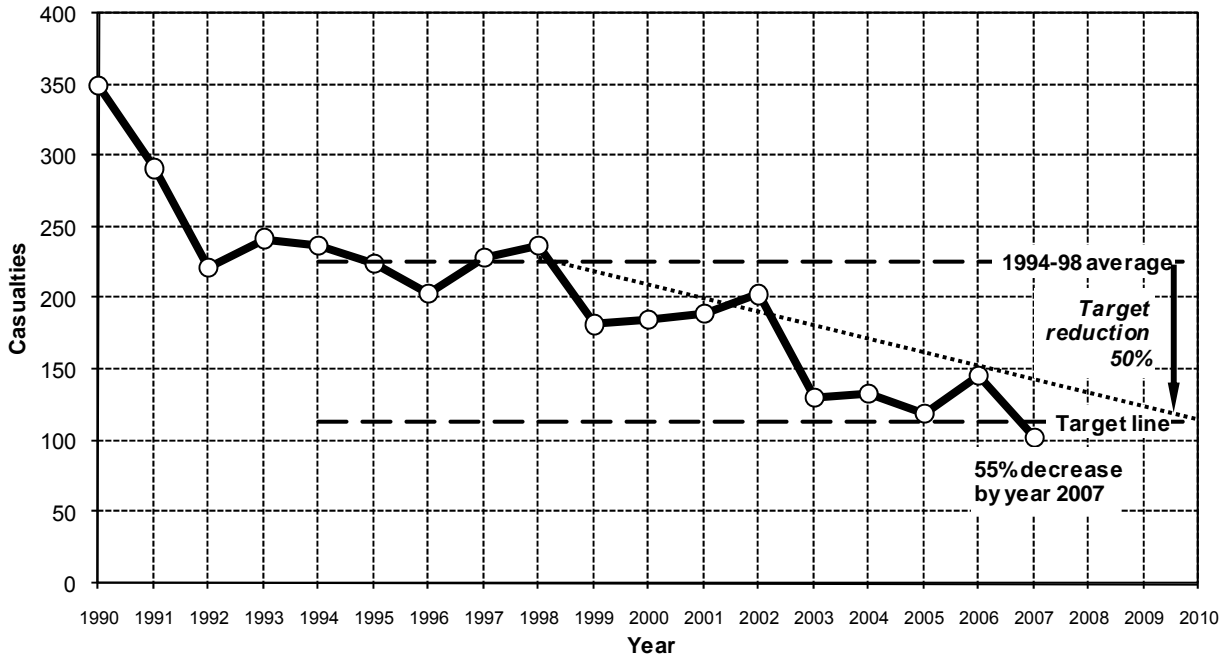


Fig. A19.2: L.B. of Hounslow - all slight casualties

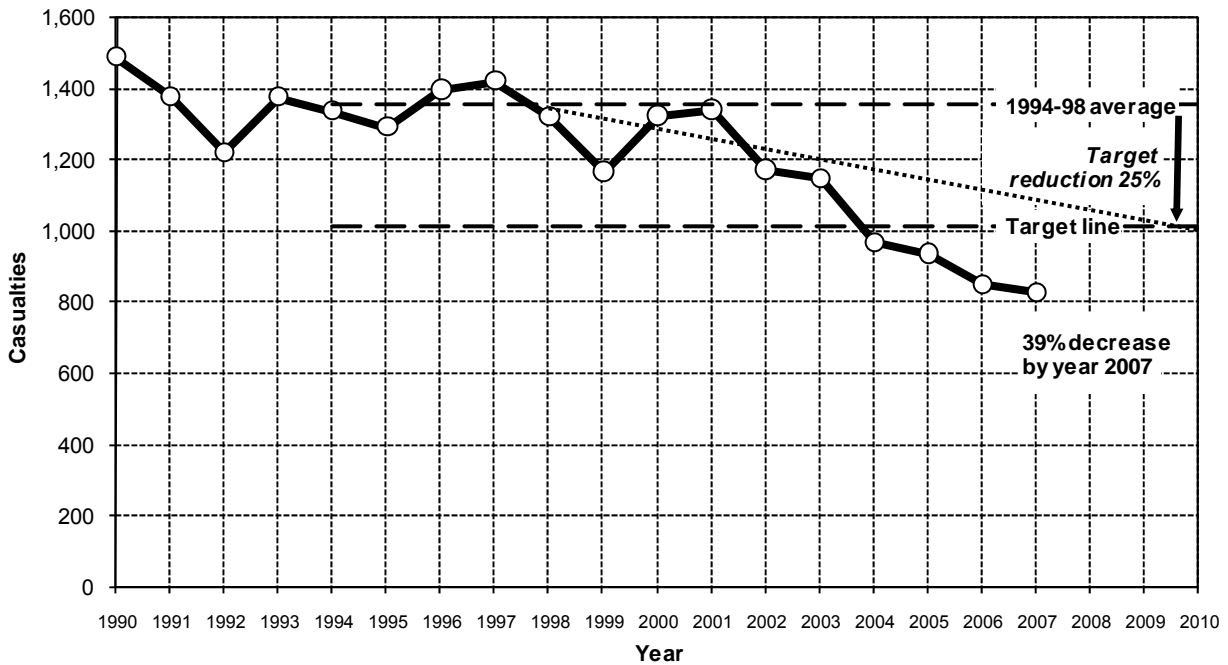


Table A19: Towards the year 2010: Monitoring casualties in L.B. of Hounslow
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	4.0	8	6	-25%	50%
	Pedal cyclists	0.4	1	1	0%	150%
	Powered two-wheeler	1.4	2	0	-100%	-100%
	Car occupants	3.6	2	2	0%	-44%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.6	0	0	0%	-100%
	Total	10.0	13	9	-31%	-10%
Fatal and serious	Pedestrians	50.2	42	33	-21%	-34%
	Pedal cyclists	19.2	10	12	20%	-38%
	Powered two-wheeler	28.0	27	17	-37%	-39%
	Car occupants	111.0	60	30	-50%	-73%
	Bus or coach occupants	7.6	6	4	-33%	-47%
	Other vehicle occupants	10.4	1	7	600%	-33%
	Total	226.4	146	103	-29%	-55%
	Children (under 16yrs)	29.2	17	13	-24%	-55%
Slight*	Pedestrians	173.0	84	73	-13%	-58%
	Pedal cyclists	132.4	60	64	7%	-52%
	Powered two-wheeler	141.8	117	107	-9%	-25%
	Car occupants	787.4	512	536	5%	-32%
	Bus or coach occupants	63.6	41	12	-71%	-81%
	Other vehicle occupants	54.0	37	37	0%	-31%
	Total	1,352.2	851	829	-3%	-39%
All severities	Pedestrians	223.2	126	106	-16%	-53%
	Pedal cyclists	151.6	70	76	9%	-50%
	Powered two-wheeler	169.8	144	124	-14%	-27%
	Car occupants	898.4	572	566	-1%	-37%
	Bus or coach occupants	71.2	47	16	-66%	-78%
	Other vehicle occupants	64.4	38	44	16%	-32%
	Total	1,578.6	997	932	-7%	-41%

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

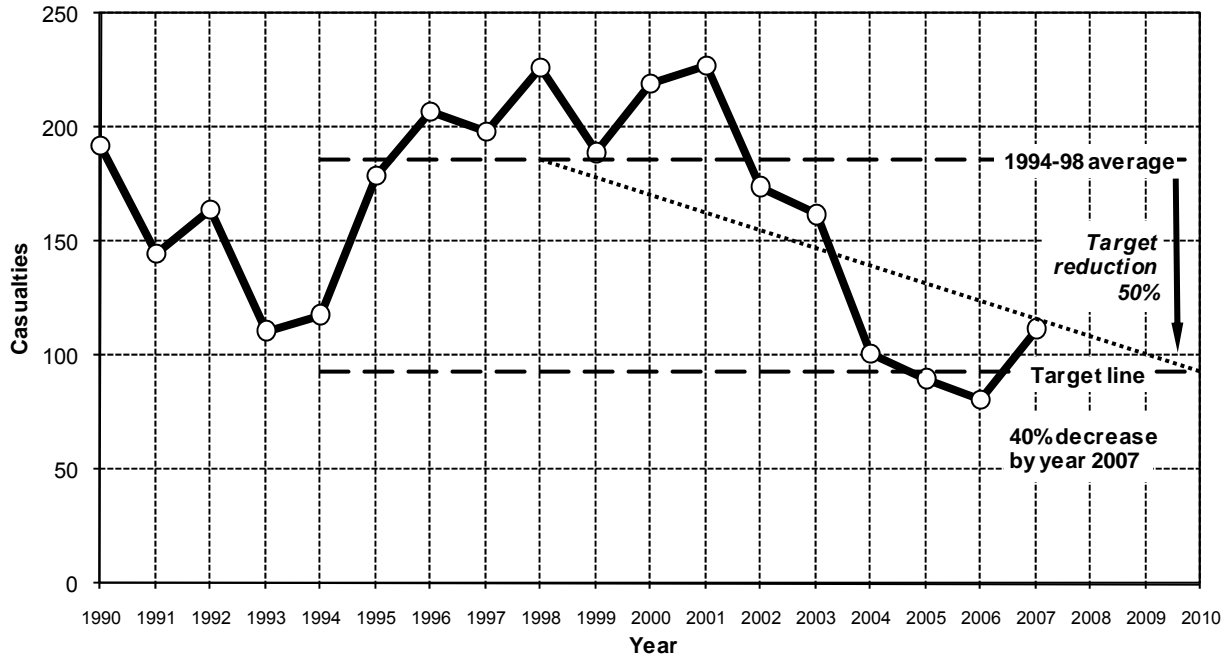


Fig. A20.2: L.B. of Islington - all slight casualties

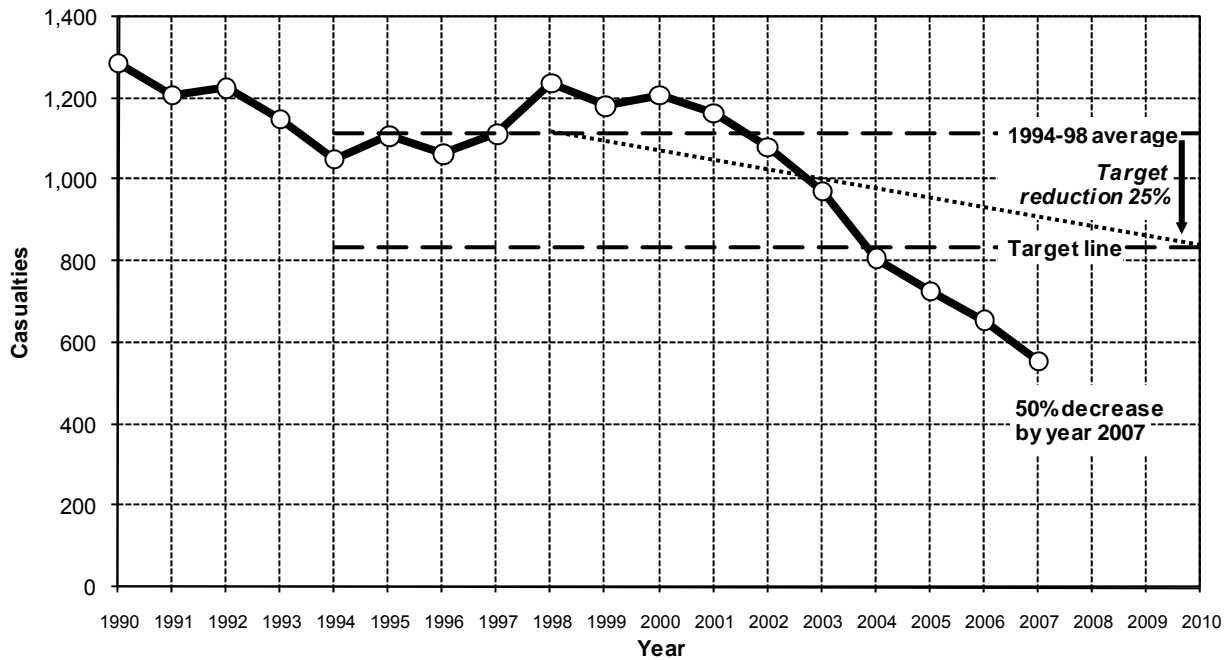


Table A20: Towards the year 2010: Monitoring casualties in L.B. of Islington
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	5.6	1	4	300%	-29%
	Pedal cyclists	0.6	1	1	0%	67%
	Powered two-wheeler	1.2	0	2	∞	67%
	Car occupants	1.0	0	0	0%	-100%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	8.6	2	7	250%	-19%
Fatal and serious	Pedestrians	76.0	27	43	59%	-43%
	Pedal cyclists	26.0	17	23	35%	-12%
	Powered two-wheeler	31.8	25	28	12%	-12%
	Car occupants	38.4	7	14	100%	-64%
	Bus or coach occupants	8.2	4	2	-50%	-76%
	Other vehicle occupants	5.2	1	2	100%	-62%
	Total	185.6	81	112	38%	-40%
	Children (under 16yrs)	18.6	5	5	0%	-73%
Slight*	Pedestrians	259.4	136	118	-13%	-55%
	Pedal cyclists	177.8	138	137	-1%	-23%
	Powered two-wheeler	221.4	146	111	-24%	-50%
	Car occupants	343.4	171	135	-21%	-61%
	Bus or coach occupants	70.0	34	39	15%	-44%
	Other vehicle occupants	41.8	30	15	-50%	-64%
	Total	1,113.8	655	555	-15%	-50%
All severities	Pedestrians	335.4	163	161	-1%	-52%
	Pedal cyclists	203.8	155	160	3%	-21%
	Powered two-wheeler	253.2	171	139	-19%	-45%
	Car occupants	381.8	178	149	-16%	-61%
	Bus or coach occupants	78.2	38	41	8%	-48%
	Other vehicle occupants	47.0	31	17	-45%	-64%
	Total	1,299.4	736	667	-9%	-49%

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 and Chelsea - all killed and seriously injured casualties

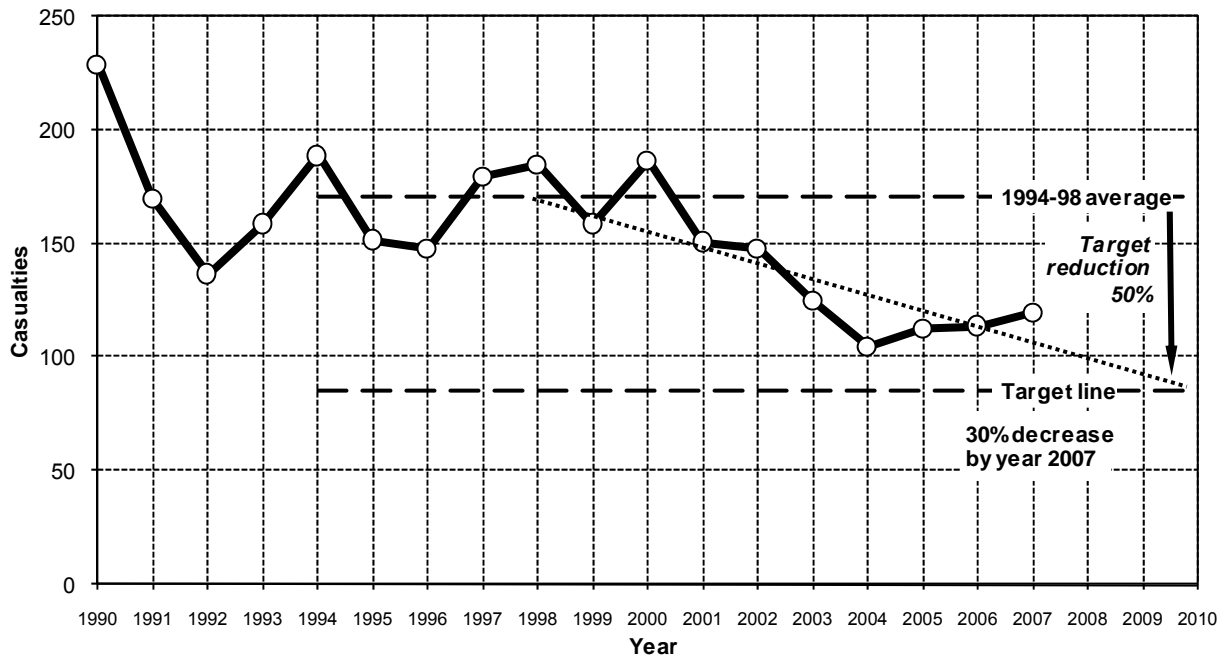


Fig. A21.2: R.B. of Kensington and Chelsea - all slight casualties

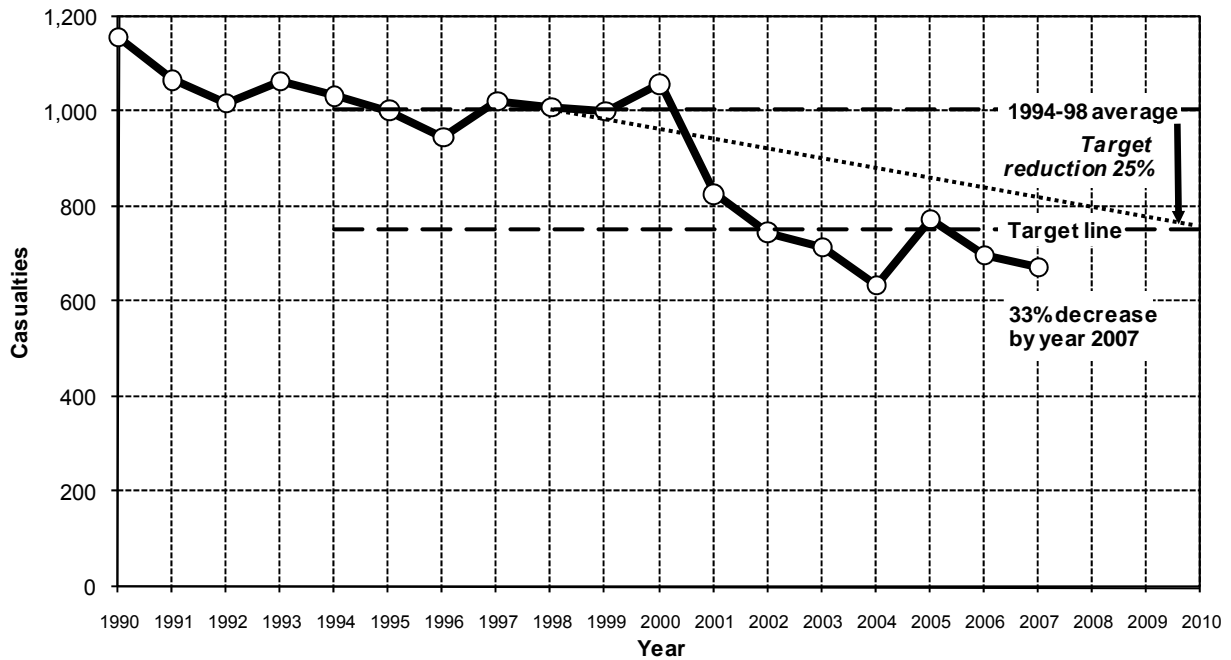


Table A21: Towards the year 2010: Monitoring casualties in R.B. of Kensington & Chelsea
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	4.4	0	4	∞	-9%
	Pedal cyclists	0.4	1	0	-100%	-100%
	Powered two-wheeler	1.0	1	3	200%	200%
	Car occupants	0.8	1	1	0%	25%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	0	0	0%	-100%
	Total	7.0	3	8	167%	14%
Fatal and serious	Pedestrians	71.8	31	46	48%	-36%
	Pedal cyclists	18.0	22	22	0%	22%
	Powered two-wheeler	31.0	42	33	-21%	6%
	Car occupants	35.6	12	11	-8%	-69%
	Bus or coach occupants	7.2	2	4	100%	-44%
	Other vehicle occupants	7.2	5	4	-20%	-44%
	Total	170.8	114	120	5%	-30%
	Children (under 16yrs)	11.2	3	2	-33%	-82%
Slight*	Pedestrians	248.8	164	138	-16%	-45%
	Pedal cyclists	143.4	117	124	6%	-14%
	Powered two-wheeler	202.6	198	191	-4%	-6%
	Car occupants	299.4	153	151	-1%	-50%
	Bus or coach occupants	46.6	28	27	-4%	-42%
	Other vehicle occupants	64.0	39	43	10%	-33%
	Total	1,004.8	699	674	-4%	-33%
All severities	Pedestrians	320.6	195	184	-6%	-43%
	Pedal cyclists	161.4	139	146	5%	-10%
	Powered two-wheeler	233.6	240	224	-7%	-4%
	Car occupants	335.0	165	162	-2%	-52%
	Bus or coach occupants	53.8	30	31	3%	-42%
	Other vehicle occupants	71.2	44	47	7%	-34%
	Total	1,175.6	813	794	-2%	-32%

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

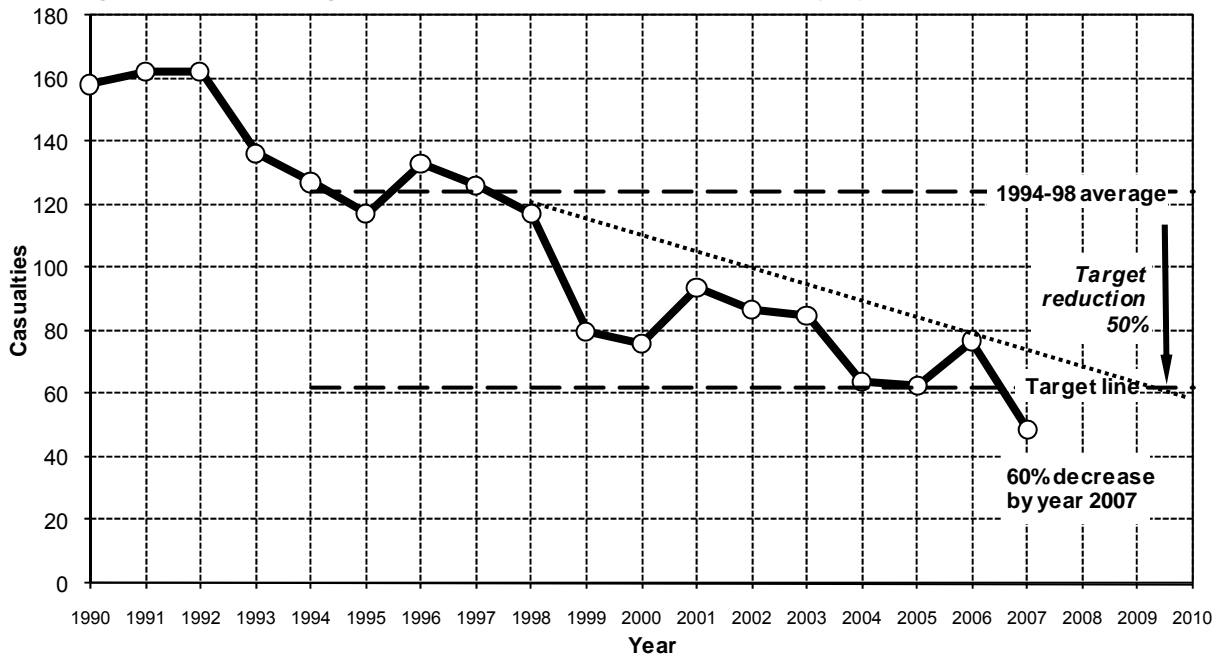
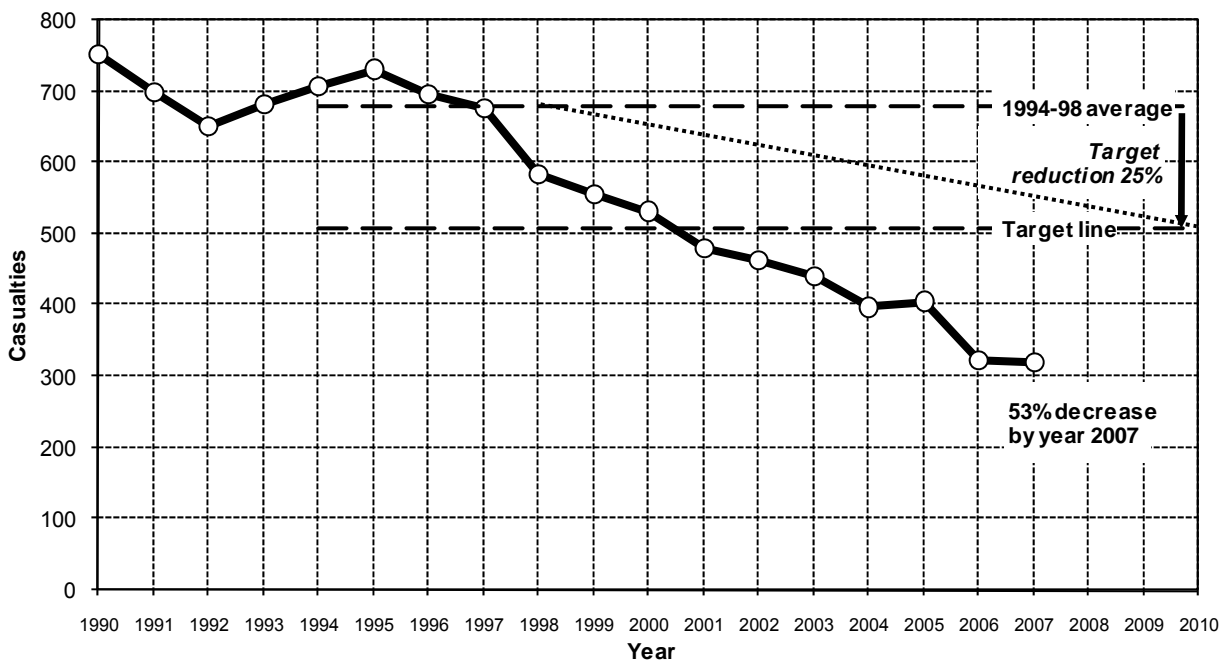


Fig. A22.2: R.B. of Kingston upon Thames - all slight casualties



**Table A22: Towards the year 2010: Monitoring casualties in R.B. of Kingston upon Thames
Casualties in the year 2007 compared with the 1994-98 average and 2006**

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	4.6	0	4	∞	-13%
	Pedal cyclists	0.2	1	0	-100%	-100%
	Powered two-wheeler	0.4	2	0	-100%	-100%
	Car occupants	1.2	0	1	∞	-17%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	6.4	3	5	67%	-22%
Fatal and serious	Pedestrians	31.6	21	16	-24%	-49%
	Pedal cyclists	14.0	10	8	-20%	-43%
	Powered two-wheeler	22.2	22	12	-45%	-46%
	Car occupants	50.2	22	9	-59%	-82%
	Bus or coach occupants	3.4	2	3	50%	-12%
	Other vehicle occupants	2.6	0	1	∞	-62%
	Total	124.0	77	49	-36%	-60%
	Children (under 16yrs)	13.4	9	7	-22%	-48%
Slight*	Pedestrians	89.2	46	47	2%	-47%
	Pedal cyclists	91.8	36	47	31%	-49%
	Powered two-wheeler	79.4	51	53	4%	-33%
	Car occupants	367.0	152	144	-5%	-61%
	Bus or coach occupants	29.2	16	14	-13%	-52%
	Other vehicle occupants	21.4	22	15	-32%	-30%
	Total	678.0	323	320	-1%	-53%
All severities	Pedestrians	120.8	67	63	-6%	-48%
	Pedal cyclists	105.8	46	55	20%	-48%
	Powered two-wheeler	101.6	73	65	-11%	-36%
	Car occupants	417.2	174	153	-12%	-63%
	Bus or coach occupants	32.6	18	17	-6%	-48%
	Other vehicle occupants	24.0	22	16	-27%	-33%
	Total	802.0	400	369	-8%	-54%

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

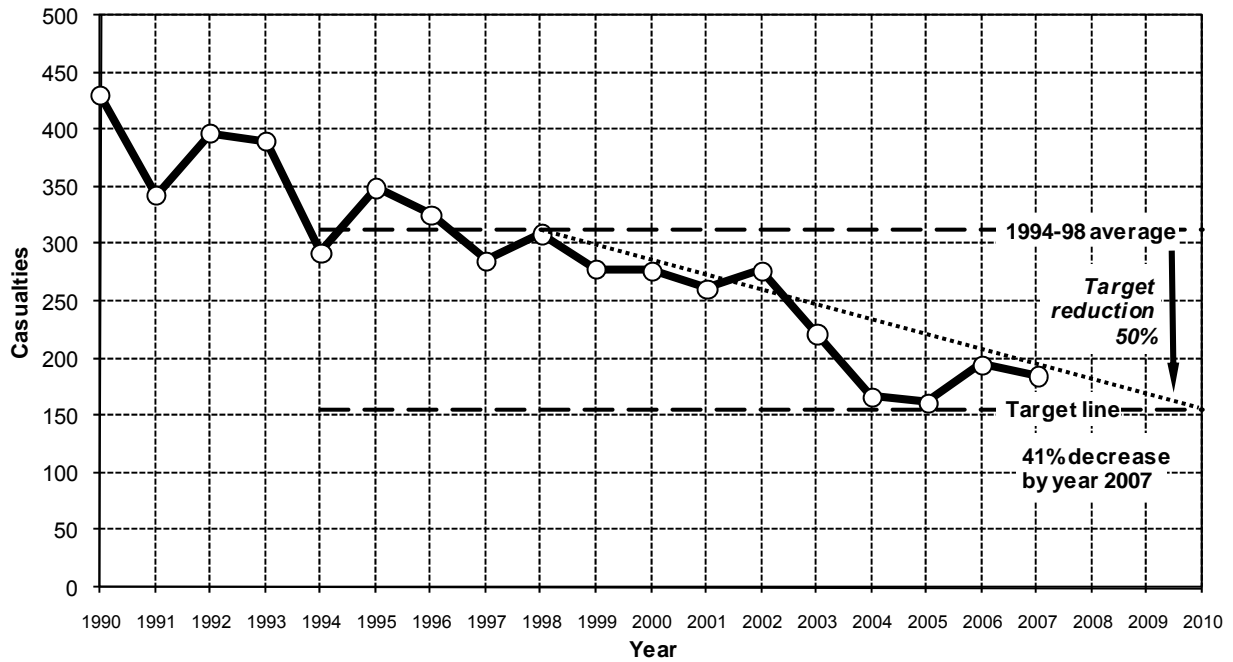


Fig. A23.2: L.B. of Lambeth - all slight casualties

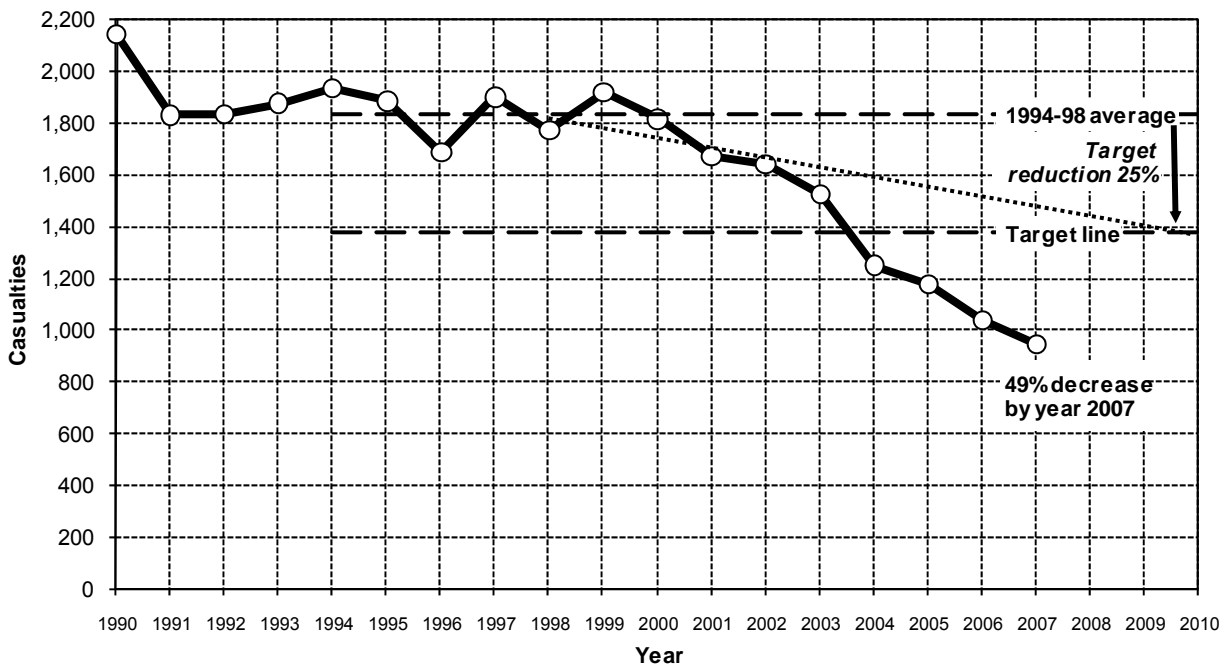


Table A23: Towards the year 2010: Monitoring casualties in L.B. of Lambeth
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	7.4	4	9	125%	22%
	Pedal cyclists	0.8	1	1	0%	25%
	Powered two-wheeler	1.4	0	0	0%	-100%
	Car occupants	1.0	4	0	-100%	-100%
	Bus or coach occupants	0.2	1	0	-100%	-100%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	11.0	10	10	0%	-9%
Fatal and serious	Pedestrians	123.8	68	65	-4%	-47%
	Pedal cyclists	36.4	27	38	41%	4%
	Powered two-wheeler	51.2	55	46	-16%	-10%
	Car occupants	80.8	34	27	-21%	-67%
	Bus or coach occupants	12.8	4	6	50%	-53%
	Other vehicle occupants	7.6	7	3	-57%	-61%
	Total	312.6	195	185	-5%	-41%
	Children (under 16yrs)	45.0	20	14	-30%	-69%
Slight*	Pedestrians	359.0	164	152	-7%	-58%
	Pedal cyclists	222.4	166	140	-16%	-37%
	Powered two-wheeler	314.4	197	199	1%	-37%
	Car occupants	758.4	414	362	-13%	-52%
	Bus or coach occupants	114.6	70	51	-27%	-55%
	Other vehicle occupants	62.8	26	40	54%	-36%
	Total	1,831.6	1,037	944	-9%	-48%
All severities	Pedestrians	482.8	232	217	-6%	-55%
	Pedal cyclists	258.8	193	178	-8%	-31%
	Powered two-wheeler	365.6	252	245	-3%	-33%
	Car occupants	839.2	448	389	-13%	-54%
	Bus or coach occupants	127.4	74	57	-23%	-55%
	Other vehicle occupants	70.4	33	43	30%	-39%
	Total	2,144.2	1,232	1,129	-8%	-47%

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

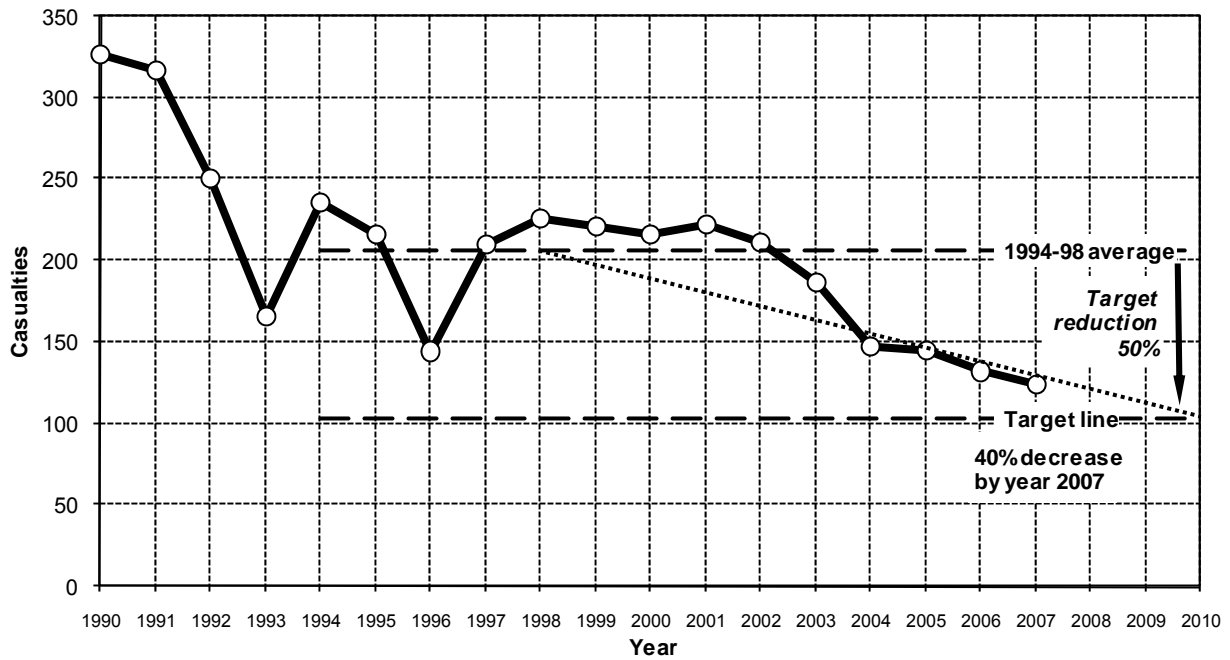


Fig. A24.2: L.B. of Lewisham - all slight casualties

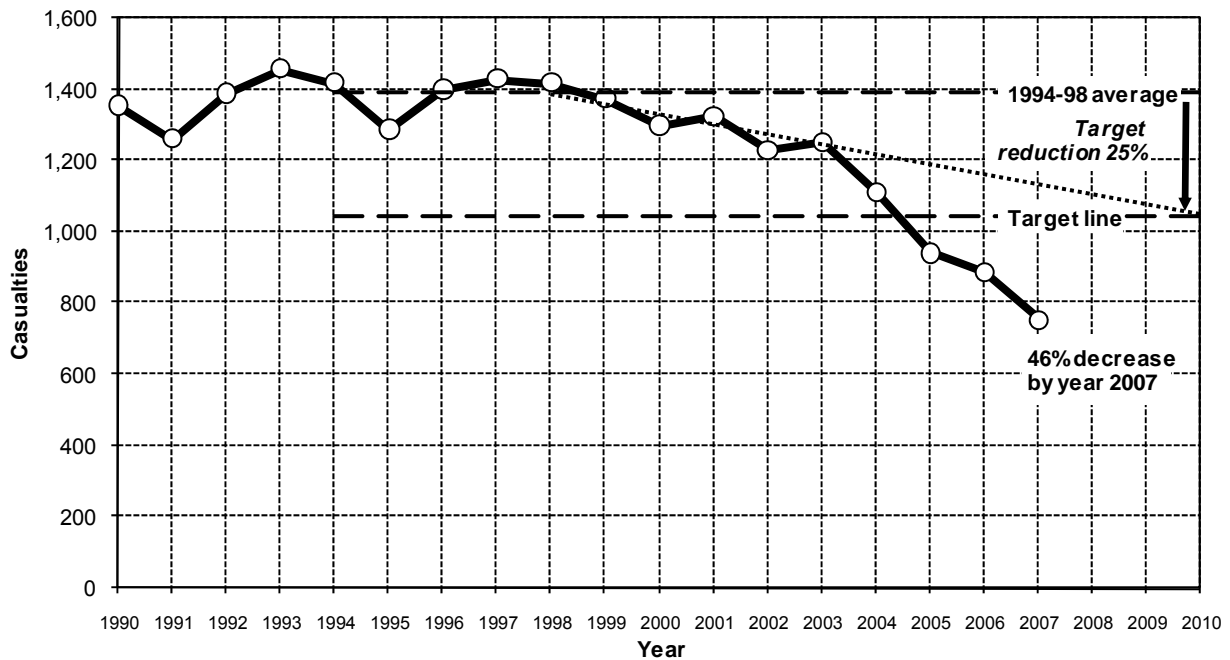


Table A24: Towards the year 2010: Monitoring casualties in L.B. of Lewisham
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	3.6	1	6	500%	67%
	Pedal cyclists	0.6	1	0	-100%	-100%
	Powered two-wheeler	1.0	0	0	0%	-100%
	Car occupants	1.0	0	0	0%	-100%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	6.4	2	6	200%	-6%
Fatal and serious	Pedestrians	81.6	37	50	35%	-39%
	Pedal cyclists	14.2	13	14	8%	-1%
	Powered two-wheeler	30.0	34	22	-35%	-27%
	Car occupants	63.2	35	30	-14%	-53%
	Bus or coach occupants	13.2	10	6	-40%	-55%
	Other vehicle occupants	4.2	3	2	-33%	-52%
	Total	206.4	132	124	-6%	-40%
	Children (under 16yrs)	41.4	13	17	31%	-59%
Slight*	Pedestrians	260.0	169	105	-38%	-60%
	Pedal cyclists	118.0	88	93	6%	-21%
	Powered two-wheeler	172.8	147	115	-22%	-33%
	Car occupants	699.2	374	364	-3%	-48%
	Bus or coach occupants	102.4	86	51	-41%	-50%
	Other vehicle occupants	37.6	23	28	22%	-26%
	Total	1,390.0	887	756	-15%	-46%
All severities	Pedestrians	341.6	206	155	-25%	-55%
	Pedal cyclists	132.2	101	107	6%	-19%
	Powered two-wheeler	202.8	181	137	-24%	-32%
	Car occupants	762.4	409	394	-4%	-48%
	Bus or coach occupants	115.6	96	57	-41%	-51%
	Other vehicle occupants	41.8	26	30	15%	-28%
	Total	1,596.4	1,019	880	-14%	-45%

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

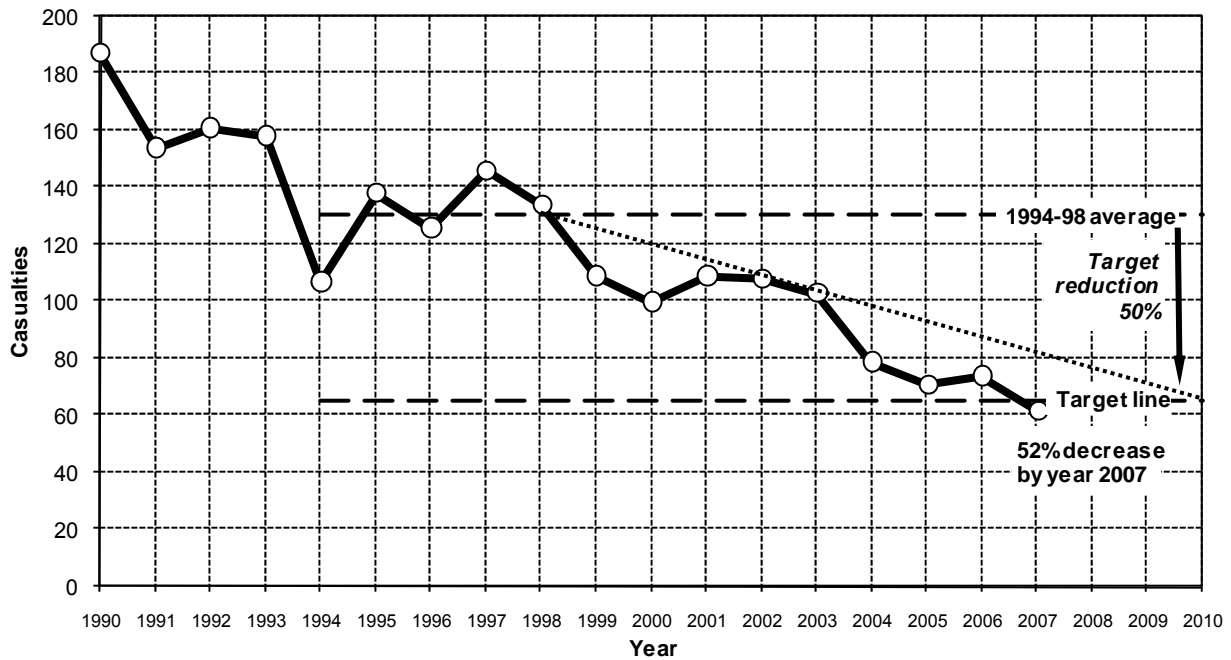


Fig. A25.2: L.B. of Merton - all slight casualties

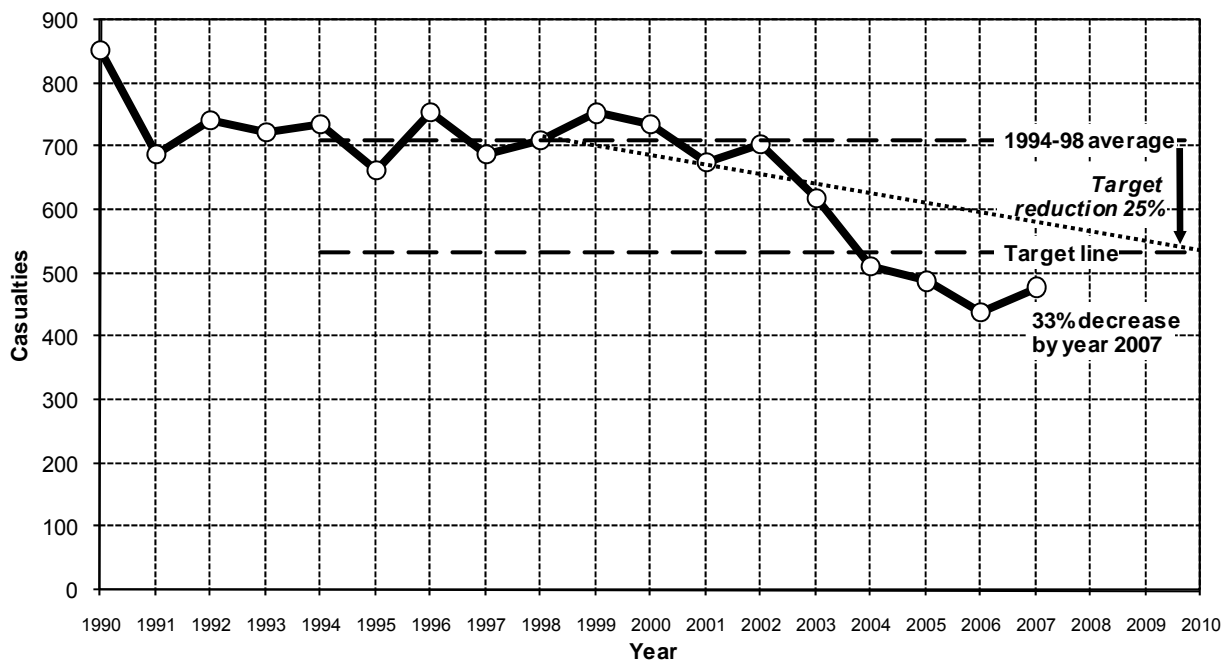


Table A25: Towards the year 2010: Monitoring casualties in L.B. of Merton
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	2.2	2	4	100%	82%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.8	1	0	-100%	-100%
	Car occupants	1.4	2	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	5.0	5	4	-20%	-20%
Fatal and serious	Pedestrians	37.4	23	21	-9%	-44%
	Pedal cyclists	11.6	7	9	29%	-22%
	Powered two-wheeler	21.2	13	19	46%	-10%
	Car occupants	50.8	25	10	-60%	-80%
	Bus or coach occupants	4.6	3	2	-33%	-57%
	Other vehicle occupants	4.6	3	1	-67%	-78%
	Total	130.2	74	62	-16%	-52%
	Children (under 16yrs)	20.8	15	1	-93%	-95%
Slight*	Pedestrians	121.4	75	80	7%	-34%
	Pedal cyclists	85.0	44	50	14%	-41%
	Powered two-wheeler	97.8	70	83	19%	-15%
	Car occupants	358.4	214	224	5%	-38%
	Bus or coach occupants	27.0	13	19	46%	-30%
	Other vehicle occupants	21.8	23	22	-4%	1%
	Total	711.4	439	478	9%	-33%
All severities	Pedestrians	158.8	98	101	3%	-36%
	Pedal cyclists	96.6	51	59	16%	-39%
	Powered two-wheeler	119.0	83	102	23%	-14%
	Car occupants	409.2	239	234	-2%	-43%
	Bus or coach occupants	31.6	16	21	31%	-34%
	Other vehicle occupants	26.4	26	23	-12%	-13%
	Total	841.6	513	540	5%	-36%

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

* The government's target is for 10% reduction in the slight casualty rate per 100 million vehicle kilometres. Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

26. Newham

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

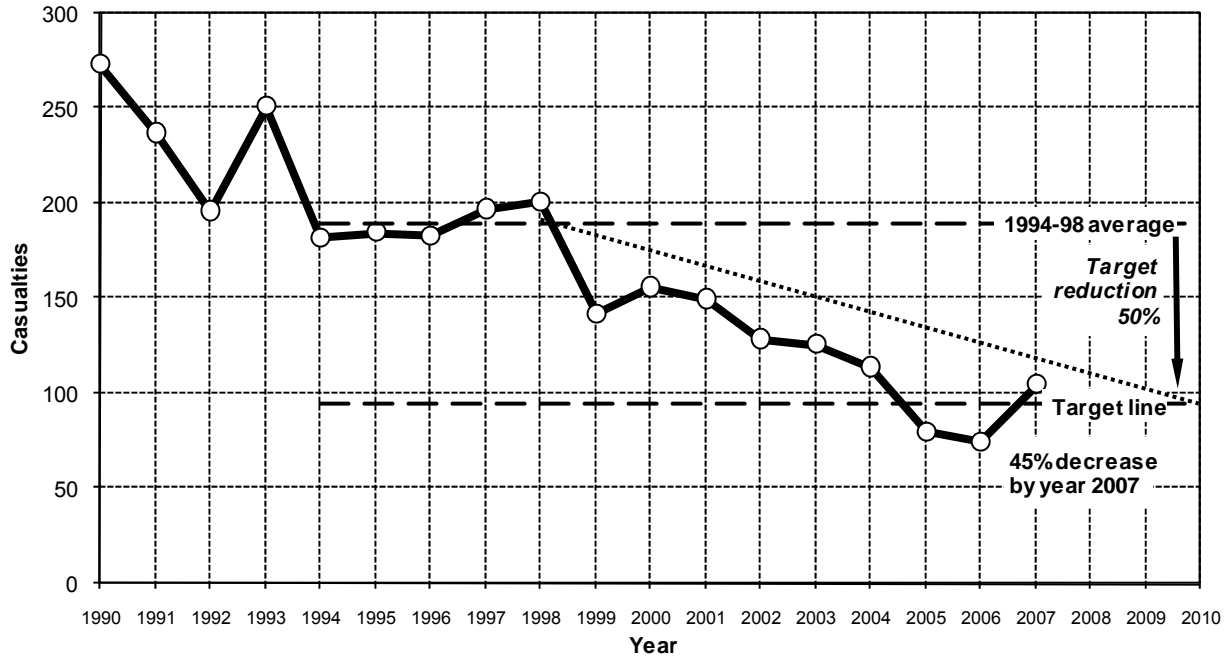


Fig. A26.2: L.B. of Newham - all slight casualties

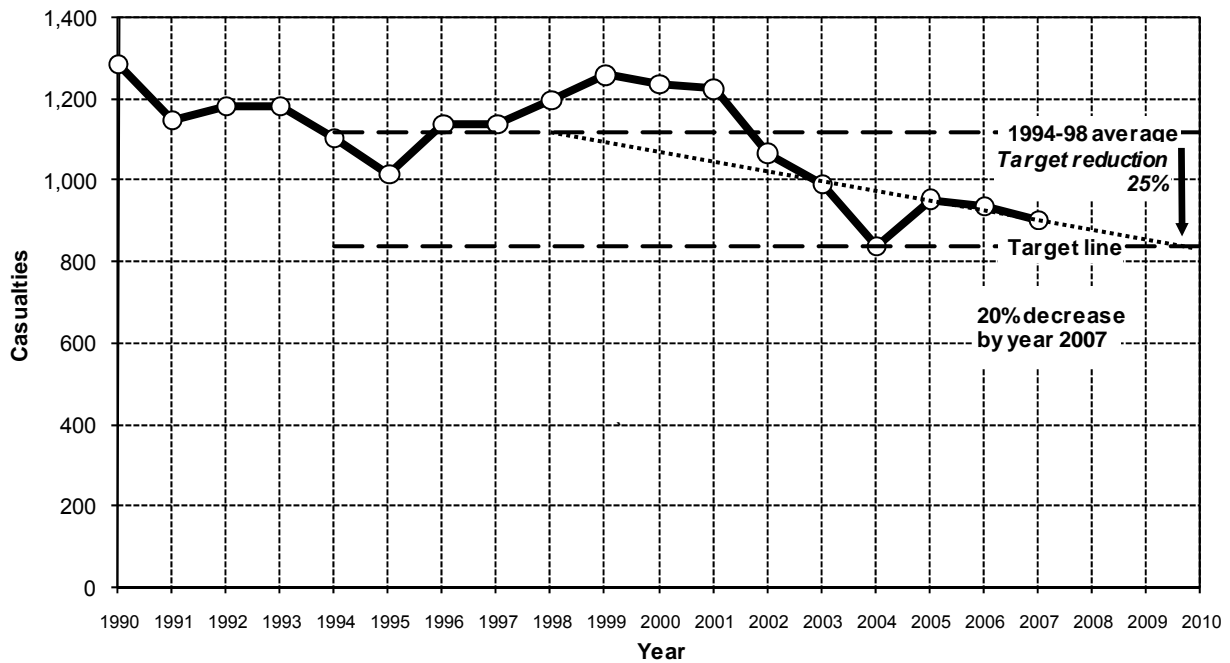


Table A26: Towards the year 2010: Monitoring casualties in L.B. of Newham
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	2.2	2	4	100%	82%
	Pedal cyclists	0.2	1	1	0%	400%
	Powered two-wheeler	1.2	0	0	0%	-100%
	Car occupants	0.6	0	3	∞	400%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	4.2	3	8	167%	90%
Fatal and serious	Pedestrians	68.4	37	45	22%	-34%
	Pedal cyclists	10.8	9	7	-22%	-35%
	Powered two-wheeler	17.6	7	14	100%	-20%
	Car occupants	76.6	18	35	94%	-54%
	Bus or coach occupants	7.8	3	1	-67%	-87%
	Other vehicle occupants	8.4	1	3	200%	-64%
	Total	189.6	75	105	40%	-45%
	Children (under 16yrs)	43.0	12	19	58%	-56%
Slight*	Pedestrians	248.4	168	171	2%	-31%
	Pedal cyclists	88.6	61	57	-7%	-36%
	Powered two-wheeler	89.4	78	76	-3%	-15%
	Car occupants	580.2	537	525	-2%	-10%
	Bus or coach occupants	70.6	62	45	-27%	-36%
	Other vehicle occupants	41.6	30	26	-13%	-38%
	Total	1,118.8	936	900	-4%	-20%
All severities	Pedestrians	316.8	205	216	5%	-32%
	Pedal cyclists	99.4	70	64	-9%	-36%
	Powered two-wheeler	107.0	85	90	6%	-16%
	Car occupants	656.8	555	560	1%	-15%
	Bus or coach occupants	78.4	65	46	-29%	-41%
	Other vehicle occupants	50.0	31	29	-6%	-42%
	Total	1,308.4	1,011	1,005	-1%	-23%

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

* The government's target is for 10% reduction in the slight casualty rate per 100 million vehicle kilometres. Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

27. Redbridge

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

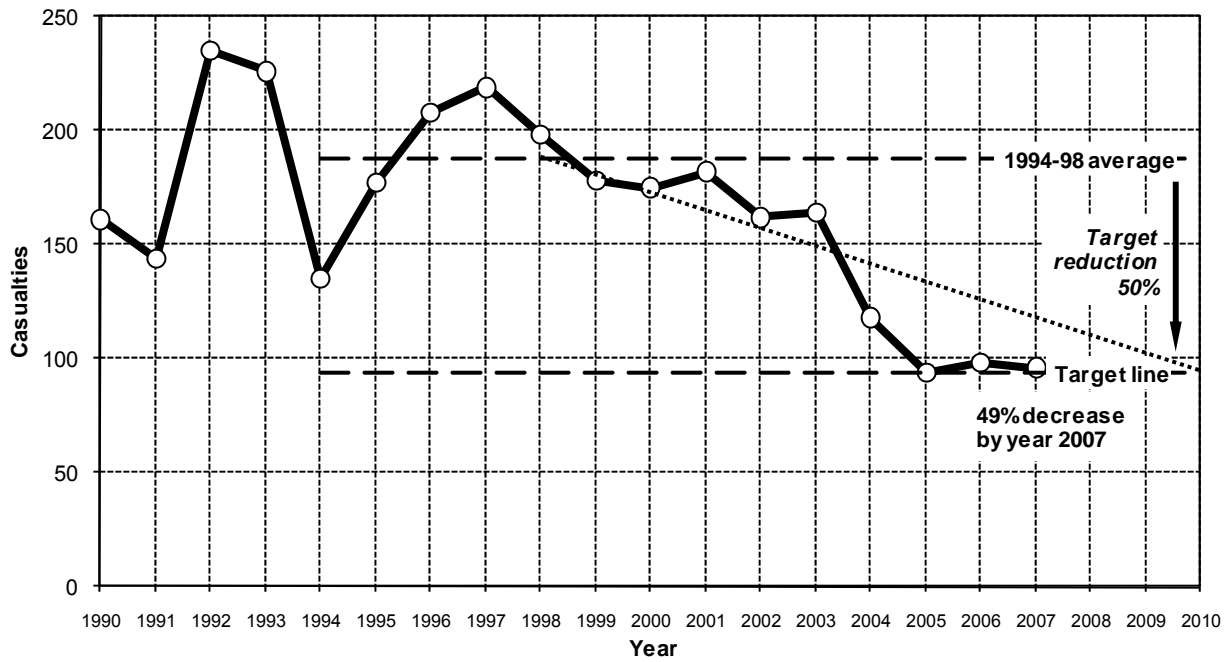


Fig. A27.2: L.B. of Redbridge - all slight casualties

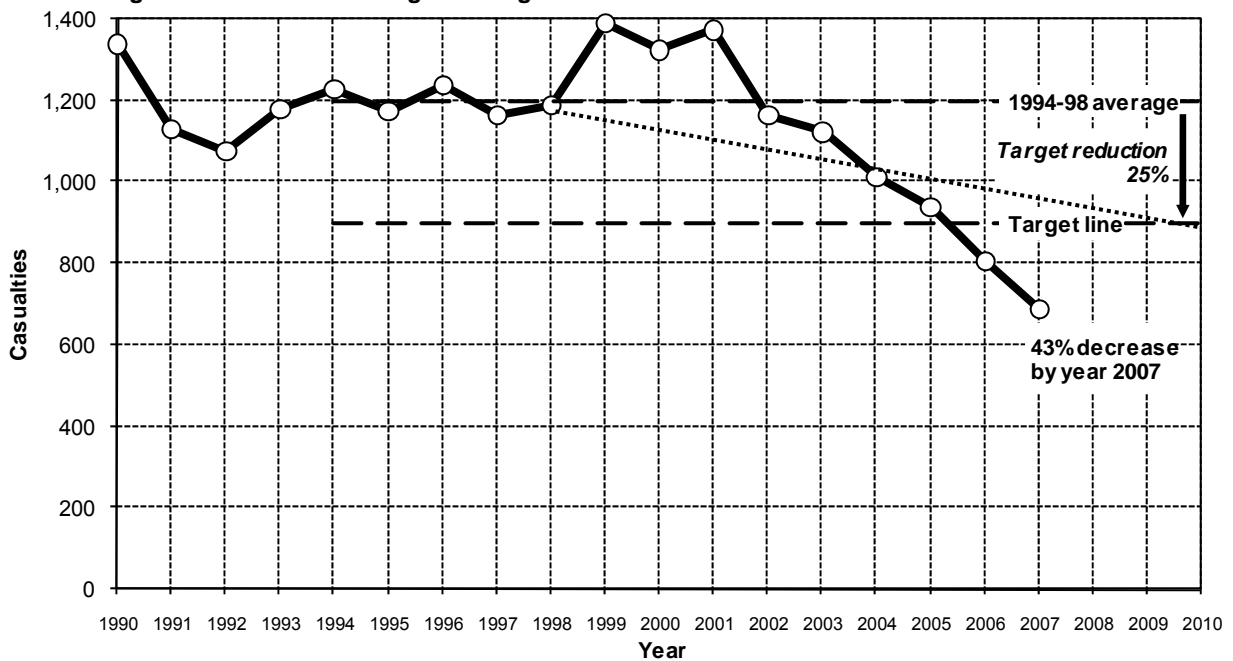


Table A27: Towards the year 2010: Monitoring casualties in L.B. of Redbridge
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	4.6	4	3	-25%	-35%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	1.0	0	3	∞	200%
	Car occupants	1.4	1	4	300%	186%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	0	0	0%	-100%
	Total	7.8	5	10	100%	28%
Fatal and serious	Pedestrians	48.2	34	30	-12%	-38%
	Pedal cyclists	12.4	6	4	-33%	-68%
	Powered two-wheeler	14.4	8	19	138%	32%
	Car occupants	101.8	41	39	-5%	-62%
	Bus or coach occupants	4.4	3	2	-33%	-55%
	Other vehicle occupants	6.2	6	2	-67%	-68%
	Total	187.4	98	96	-2%	-49%
	Children (under 16yrs)	26.0	8	11	38%	-58%
Slight*	Pedestrians	163.8	105	85	-19%	-48%
	Pedal cyclists	74.0	23	22	-4%	-70%
	Powered two-wheeler	91.4	69	48	-30%	-47%
	Car occupants	773.0	563	488	-13%	-37%
	Bus or coach occupants	48.2	31	23	-26%	-52%
	Other vehicle occupants	49.0	16	23	44%	-53%
	Total	1,199.4	807	689	-15%	-43%
All severities	Pedestrians	212.0	139	115	-17%	-46%
	Pedal cyclists	86.4	29	26	-10%	-70%
	Powered two-wheeler	105.8	77	67	-13%	-37%
	Car occupants	874.8	604	527	-13%	-40%
	Bus or coach occupants	52.6	34	25	-26%	-52%
	Other vehicle occupants	55.2	22	25	14%	-55%
	Total	1,386.8	905	785	-13%	-43%

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

* The government's target is for 10% reduction in the slight casualty rate per 100 million vehicle kilometres. Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

28. Richmond upon Thames

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

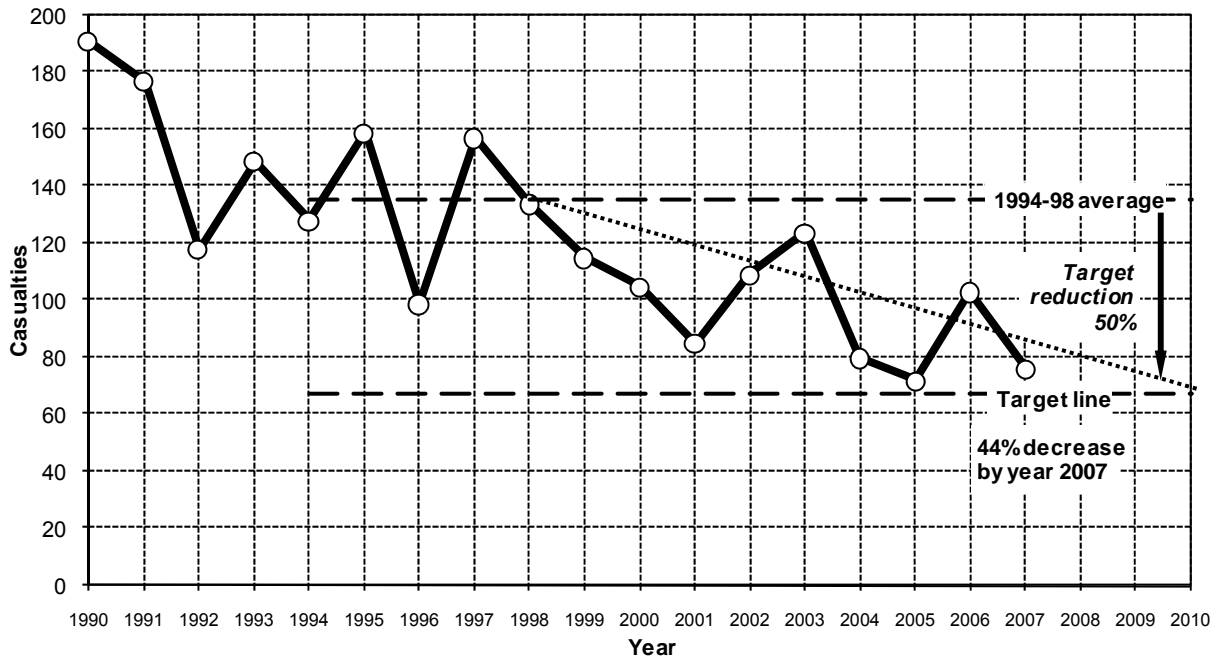


Fig. A28.2: L.B. of Richmond upon Thames - all slight casualties

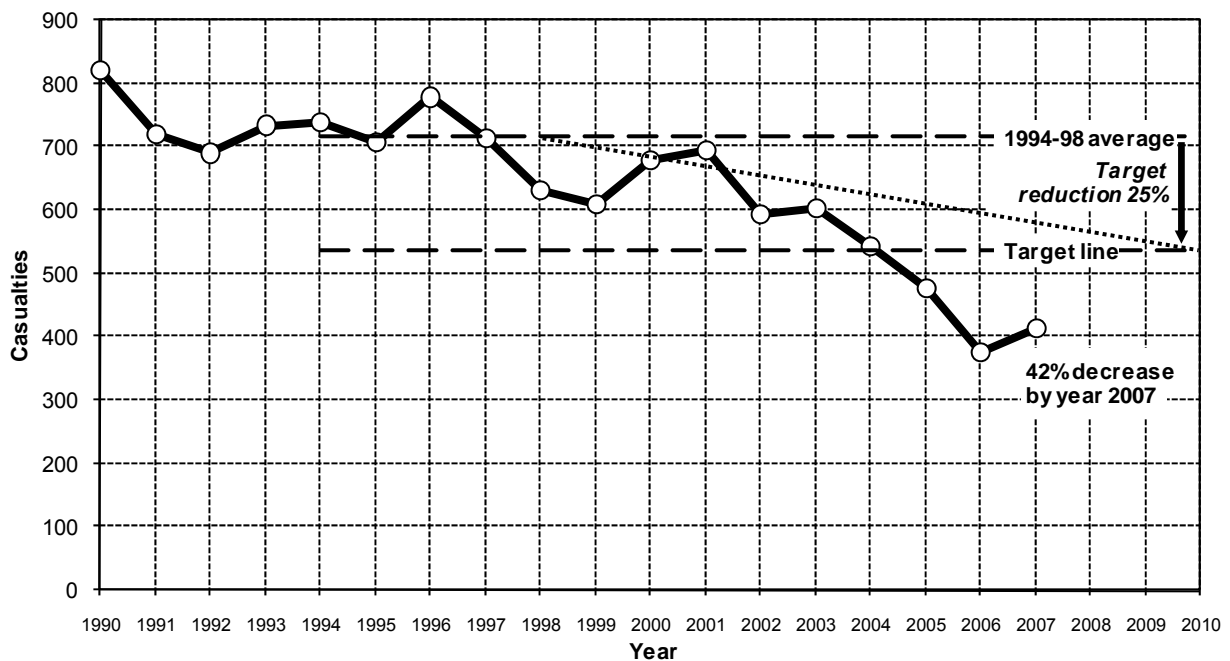


Table A28: Towards the year 2010: Monitoring casualties in L.B. of Richmond upon Thames
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	1.2	2	1	-50%	-17%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	0.4	0	0	0%	-100%
	Car occupants	1.0	4	1	-75%	0%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total		2.8	6	2	-67%
Fatal and serious	Pedestrians	32.2	19	24	26%	-25%
	Pedal cyclists	21.4	9	15	67%	-30%
	Powered two-wheeler	24.2	30	20	-33%	-17%
	Car occupants	48.0	40	13	-68%	-73%
	Bus or coach occupants	4.6	1	3	200%	-35%
	Other vehicle occupants	5.0	4	1	-75%	-80%
	Total		135.4	103	76	-26%
	Children (under 16yrs)	14.2	5	5	0%	-65%
Slight*	Pedestrians	103.2	49	64	31%	-38%
	Pedal cyclists	112.4	62	66	6%	-41%
	Powered two-wheeler	111.6	95	71	-25%	-36%
	Car occupants	337.4	146	185	27%	-45%
	Bus or coach occupants	32.4	14	16	14%	-51%
	Other vehicle occupants	18.4	10	11	10%	-40%
	Total		715.4	376	413	10%
All severities	Pedestrians	135.4	68	88	29%	-35%
	Pedal cyclists	133.8	71	81	14%	-39%
	Powered two-wheeler	135.8	125	91	-27%	-33%
	Car occupants	385.4	186	198	6%	-49%
	Bus or coach occupants	37.0	15	19	27%	-49%
	Other vehicle occupants	23.4	14	12	-14%	-49%
	Total		850.8	479	489	2%

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

* The government's target is for 10% reduction in the slight casualty rate per 100 million vehicle kilometres. Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

29. Southwark

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

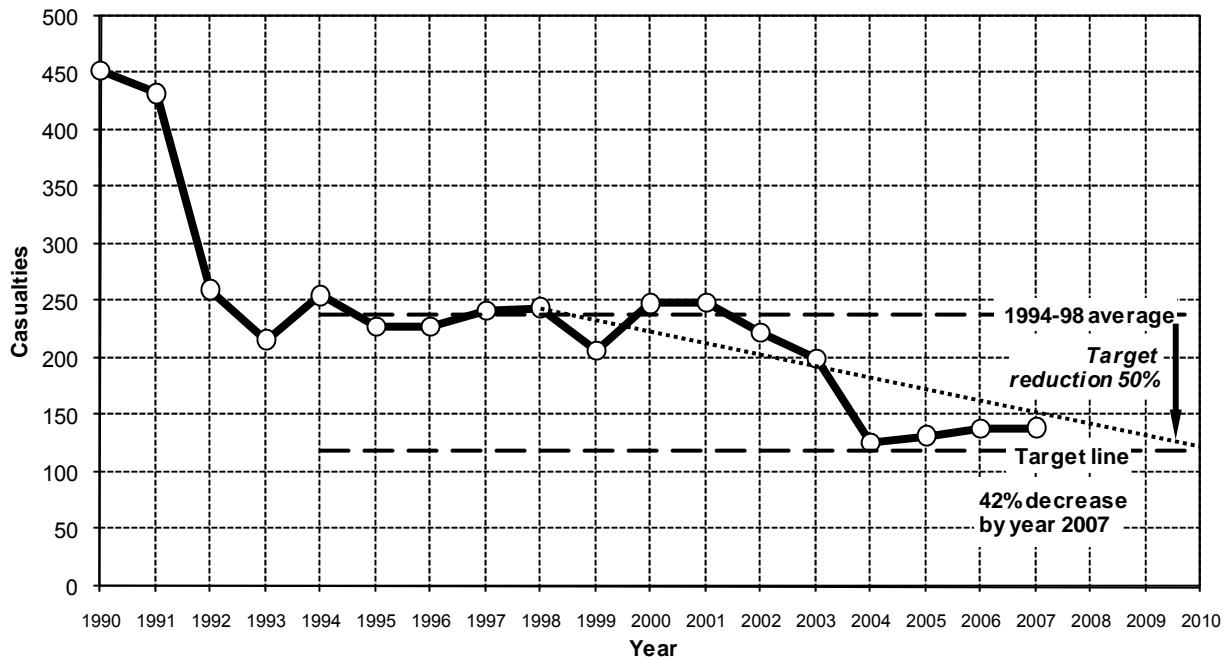


Fig. A29.2: L.B. of Southwark - all slight casualties

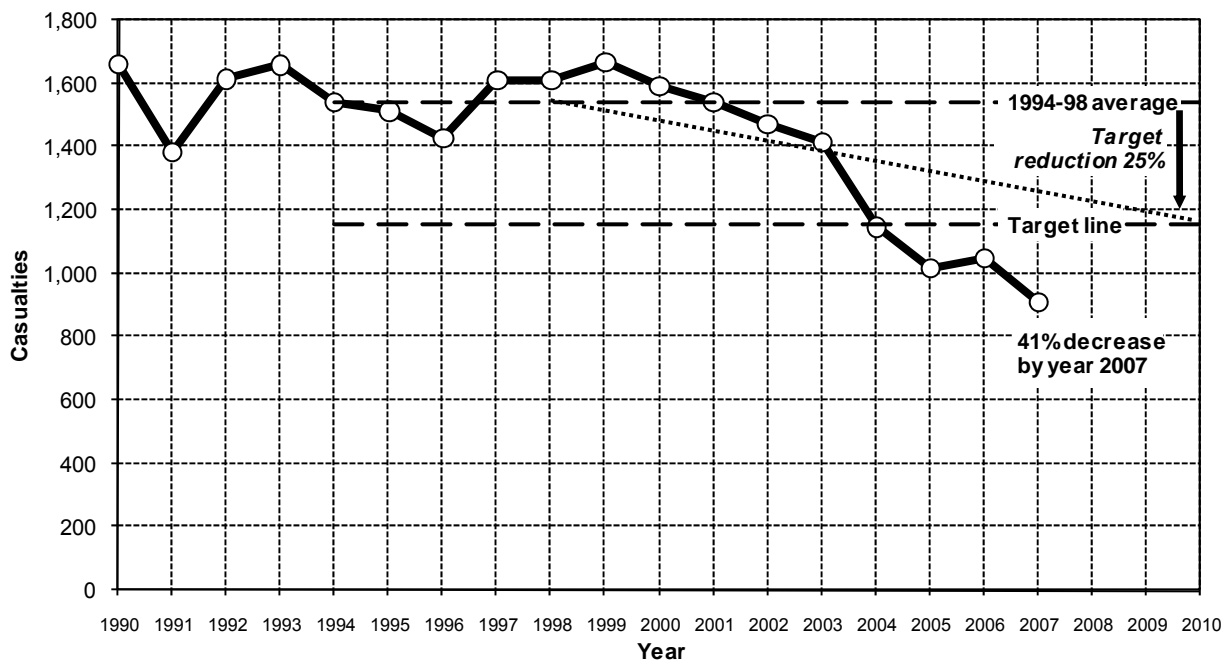


Table A29: Towards the year 2010: Monitoring casualties in L.B. of Southwark
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	4.4	6	2	-67%	-55%
	Pedal cyclists	1.0	0	1	∞	0%
	Powered two-wheeler	1.0	1	0	-100%	-100%
	Car occupants	0.6	0	2	∞	233%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	7.0	7	5	-29%	-29%
Fatal and serious	Pedestrians	79.8	57	55	-4%	-31%
	Pedal cyclists	24.6	21	22	5%	-11%
	Powered two-wheeler	47.4	32	37	16%	-22%
	Car occupants	69.2	18	15	-17%	-78%
	Bus or coach occupants	11.8	8	6	-25%	-49%
	Other vehicle occupants	6.4	2	4	100%	-38%
	Total	239.2	138	139	1%	-42%
	Children (under 16yrs)	34.0	18	11	-39%	-68%
Slight*	Pedestrians	286.0	165	165	0%	-42%
	Pedal cyclists	189.2	188	191	2%	1%
	Powered two-wheeler	252.4	179	166	-7%	-34%
	Car occupants	655.2	366	269	-27%	-59%
	Bus or coach occupants	116.2	113	88	-22%	-24%
	Other vehicle occupants	44.0	39	32	-18%	-27%
	Total	1,543.0	1,050	911	-13%	-41%
All severities	Pedestrians	365.8	222	220	-1%	-40%
	Pedal cyclists	213.8	209	213	2%	0%
	Powered two-wheeler	299.8	211	203	-4%	-32%
	Car occupants	724.4	384	284	-26%	-61%
	Bus or coach occupants	128.0	121	94	-22%	-27%
	Other vehicle occupants	50.4	41	36	-12%	-29%
	Total	1,782.2	1,188	1,050	-12%	-41%

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

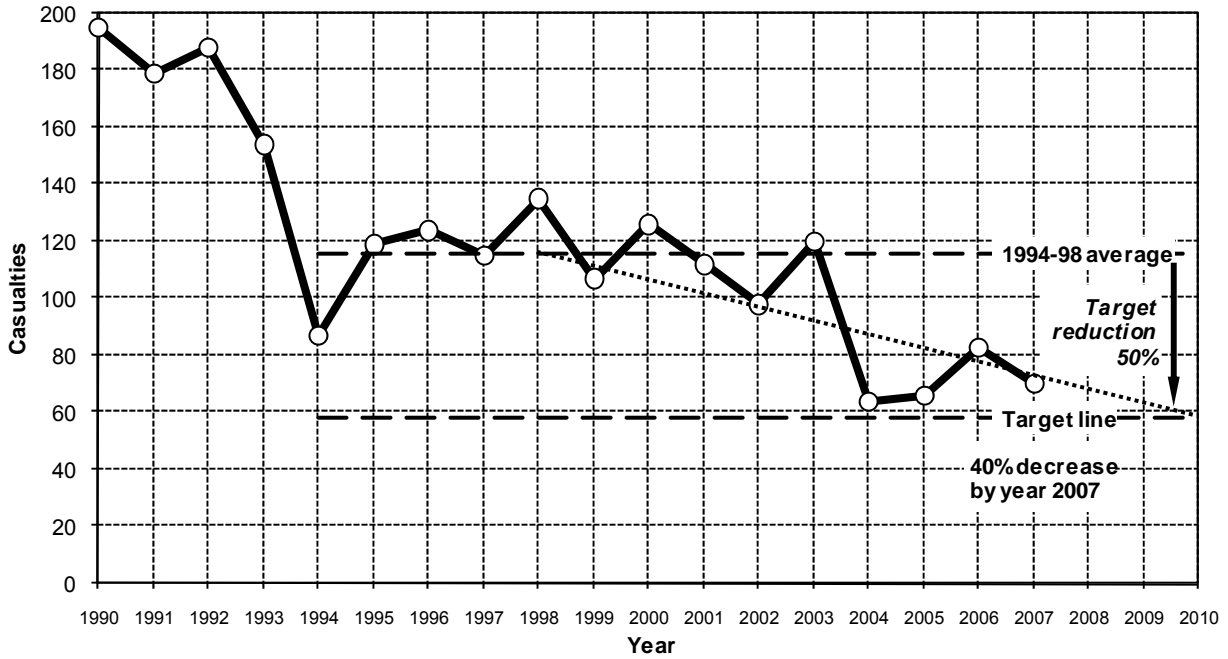


Fig. A30.2: L.B. of Sutton - all slight casualties

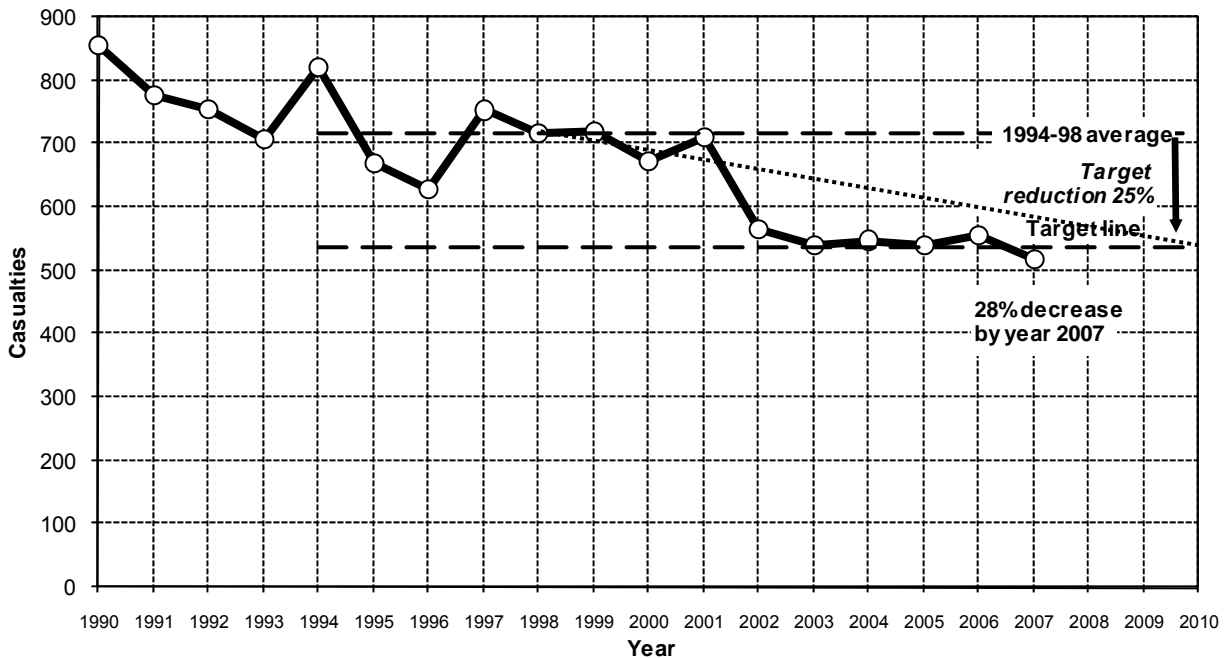


Table A30: Towards the year 2010: Monitoring casualties in L.B. of Sutton
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	4.2	0	1	∞	-76%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	0.4	1	1	0%	150%
	Car occupants	1.8	1	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	6.4	2	2	0%	-69%
Fatal and serious	Pedestrians	30.0	20	25	25%	-17%
	Pedal cyclists	10.0	3	5	67%	-50%
	Powered two-wheeler	16.0	11	11	0%	-31%
	Car occupants	52.8	44	26	-41%	-51%
	Bus or coach occupants	4.0	3	2	-33%	-50%
	Other vehicle occupants	3.2	2	1	-50%	-69%
	Total	116.0	83	70	-16%	-40%
	Children (under 16yrs)	21.6	6	10	67%	-54%
Slight*	Pedestrians	101.8	60	58	-3%	-43%
	Pedal cyclists	62.0	49	34	-31%	-45%
	Powered two-wheeler	77.8	88	66	-25%	-15%
	Car occupants	430.4	326	328	1%	-24%
	Bus or coach occupants	26.4	22	23	5%	-13%
	Other vehicle occupants	19.2	12	10	-17%	-48%
	Total	717.6	557	519	-7%	-28%
All severities	Pedestrians	131.8	80	83	4%	-37%
	Pedal cyclists	72.0	52	39	-25%	-46%
	Powered two-wheeler	93.8	99	77	-22%	-18%
	Car occupants	483.2	370	354	-4%	-27%
	Bus or coach occupants	30.4	25	25	0%	-18%
	Other vehicle occupants	22.4	14	11	-21%	-51%
	Total	833.6	640	589	-8%	-29%

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

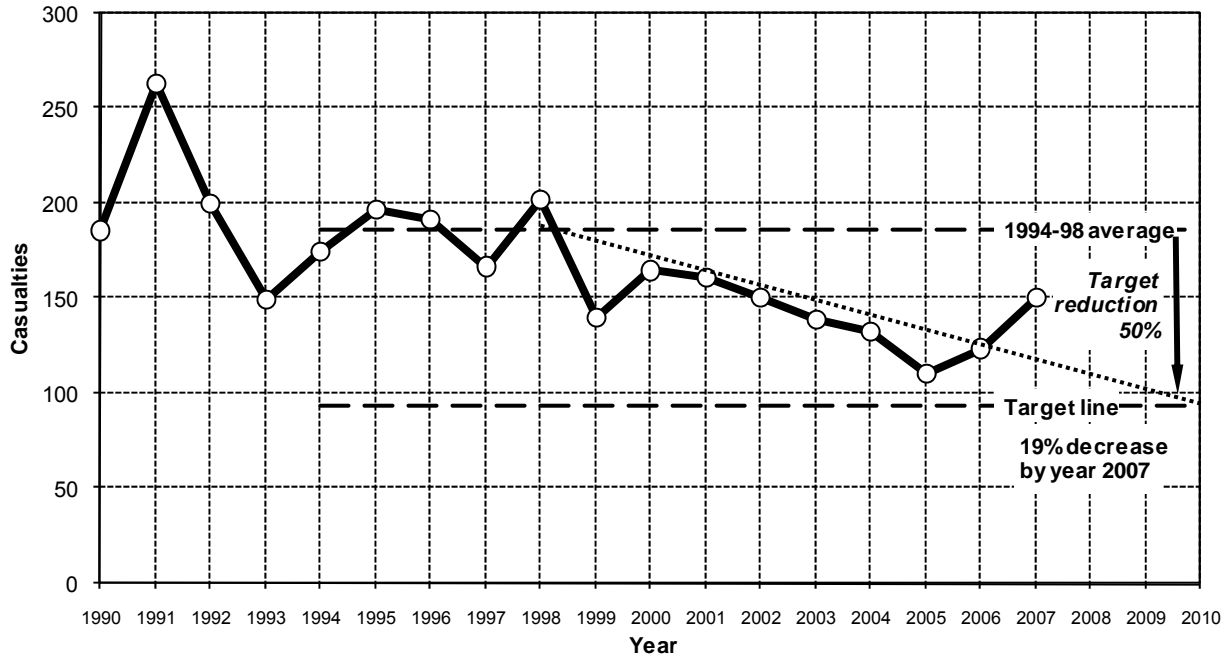


Fig. A31.2: L.B. of Tower Hamlets - all slight casualties

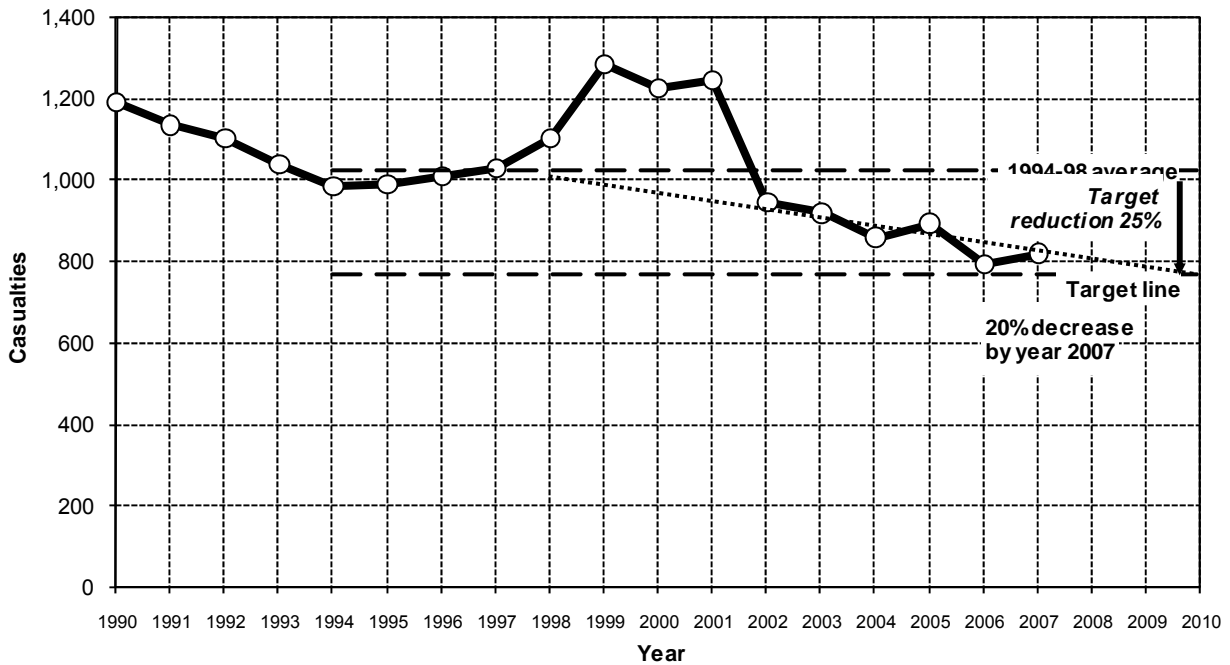


Table A31: Towards the year 2010: Monitoring casualties in L.B. of Tower Hamlets
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	4.2	2	1	-50%	-76%
	Pedal cyclists	0.2	1	0	-100%	-100%
	Powered two-wheeler	1.0	1	2	100%	100%
	Car occupants	1.8	2	3	50%	67%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	7.2	6	6	0%	-17%
Fatal and serious	Pedestrians	72.6	43	37	-14%	-49%
	Pedal cyclists	14.4	17	21	24%	46%
	Powered two-wheeler	37.8	31	52	68%	38%
	Car occupants	51.4	27	39	44%	-24%
	Bus or coach occupants	4.4	5	1	-80%	-77%
	Other vehicle occupants	6.0	1	1	0%	-83%
	Total	186.6	124	151	22%	-19%
	Children (under 16yrs)	27.4	9	7	-22%	-74%
Slight*	Pedestrians	211.4	129	118	-9%	-44%
	Pedal cyclists	112.0	95	103	8%	-8%
	Powered two-wheeler	199.2	151	165	9%	-17%
	Car occupants	413.2	349	369	6%	-11%
	Bus or coach occupants	39.2	26	34	31%	-13%
	Other vehicle occupants	47.6	42	29	-31%	-39%
	Total	1,022.6	792	818	3%	-20%
All severities	Pedestrians	284.0	172	155	-10%	-45%
	Pedal cyclists	126.4	112	124	11%	-2%
	Powered two-wheeler	237.0	182	217	19%	-8%
	Car occupants	464.6	376	408	9%	-12%
	Bus or coach occupants	43.6	31	35	13%	-20%
	Other vehicle occupants	53.6	43	30	-30%	-44%
	Total	1,209.2	916	969	6%	-20%

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

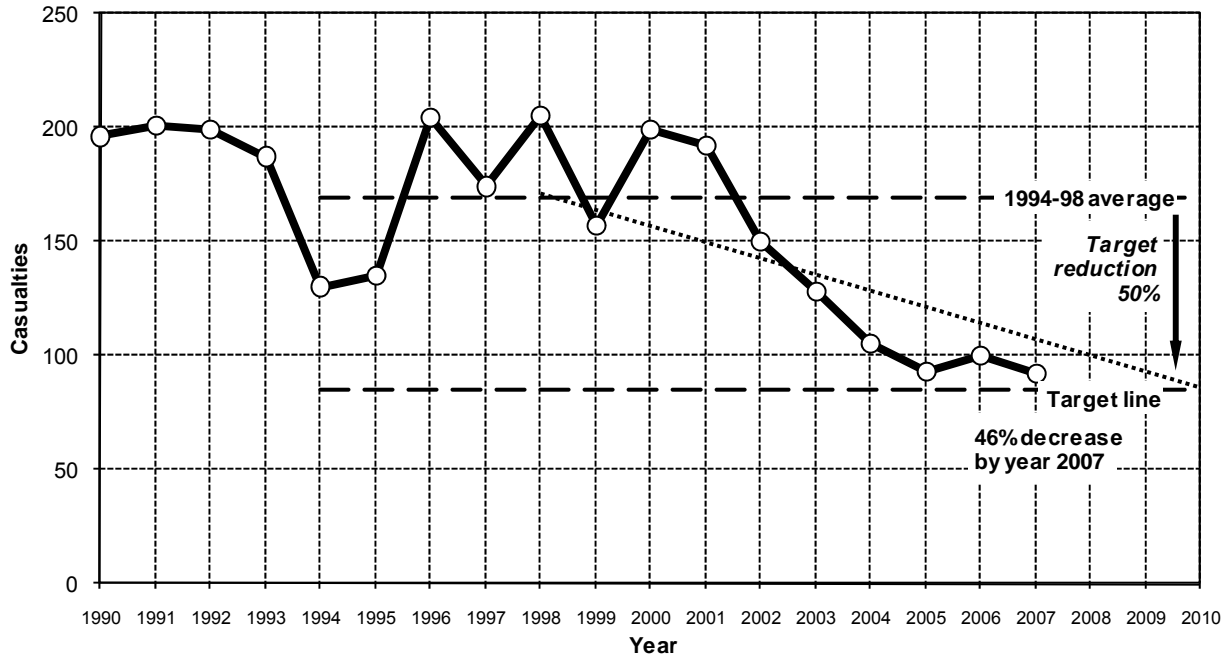


Fig. A32.2: L.B. of Waltham Forest - all slight casualties

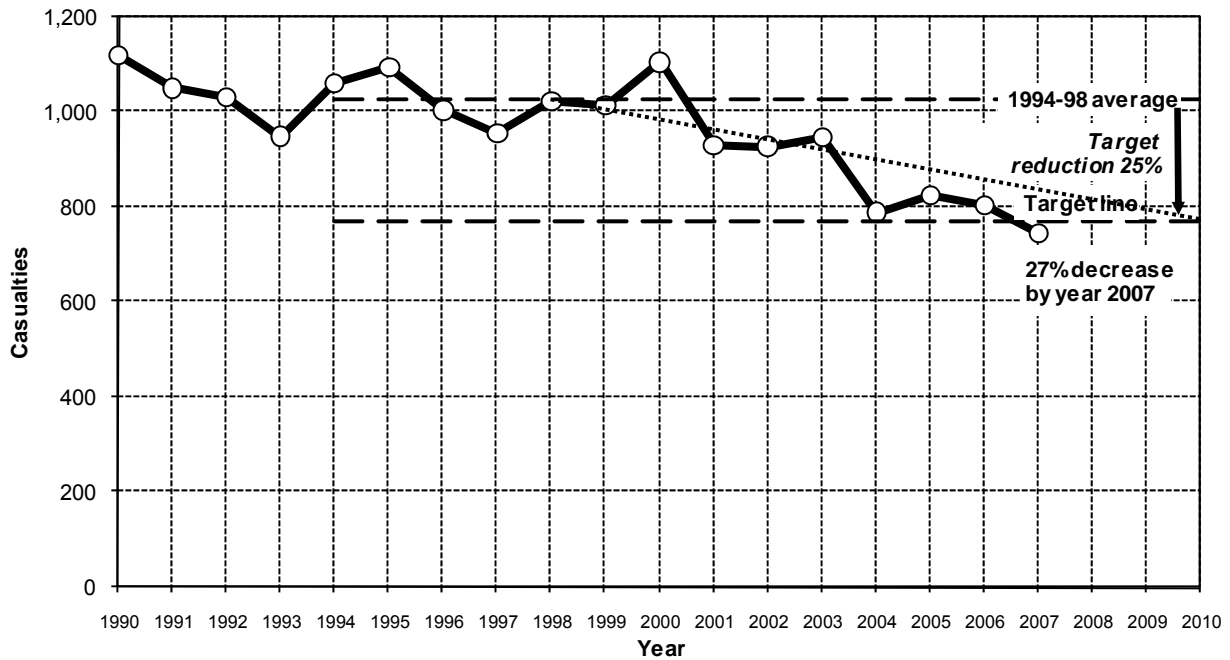


Table A32: Towards the year 2010: Monitoring casualties in L.B. of Waltham Forest
Casualties in the year 2007 compared with the 1994-98 average and 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	3.0	0	0	0%	-100%
	Pedal cyclists	0.4	0	1	∞	150%
	Powered two-wheeler	0.6	0	1	∞	67%
	Car occupants	1.4	1	1	0%	-29%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total		5.4	1	3	200%
Fatal and serious	Pedestrians	60.4	29	31	7%	-49%
	Pedal cyclists	12.0	7	6	-14%	-50%
	Powered two-wheeler	19.4	16	17	6%	-12%
	Car occupants	66.6	37	32	-14%	-52%
	Bus or coach occupants	5.8	4	1	-75%	-83%
	Other vehicle occupants	5.4	7	5	-29%	-7%
	Total		169.6	100	92	-8%
	Children (under 16yrs)	30.0	15	15	0%	-50%
Slight*	Pedestrians	205.4	122	111	-9%	-46%
	Pedal cyclists	88.0	51	60	18%	-32%
	Powered two-wheeler	118.6	93	73	-22%	-38%
	Car occupants	528.8	469	458	-2%	-13%
	Bus or coach occupants	45.4	35	28	-20%	-38%
	Other vehicle occupants	42.2	35	17	-51%	-60%
	Total		1,028.4	805	747	-7%
All severities	Pedestrians	265.8	151	142	-6%	-47%
	Pedal cyclists	100.0	58	66	14%	-34%
	Powered two-wheeler	138.0	109	90	-17%	-35%
	Car occupants	595.4	506	490	-3%	-18%
	Bus or coach occupants	51.2	39	29	-26%	-43%
	Other vehicle occupants	47.6	42	22	-48%	-54%
	Total		1,198.0	905	839	-7%

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

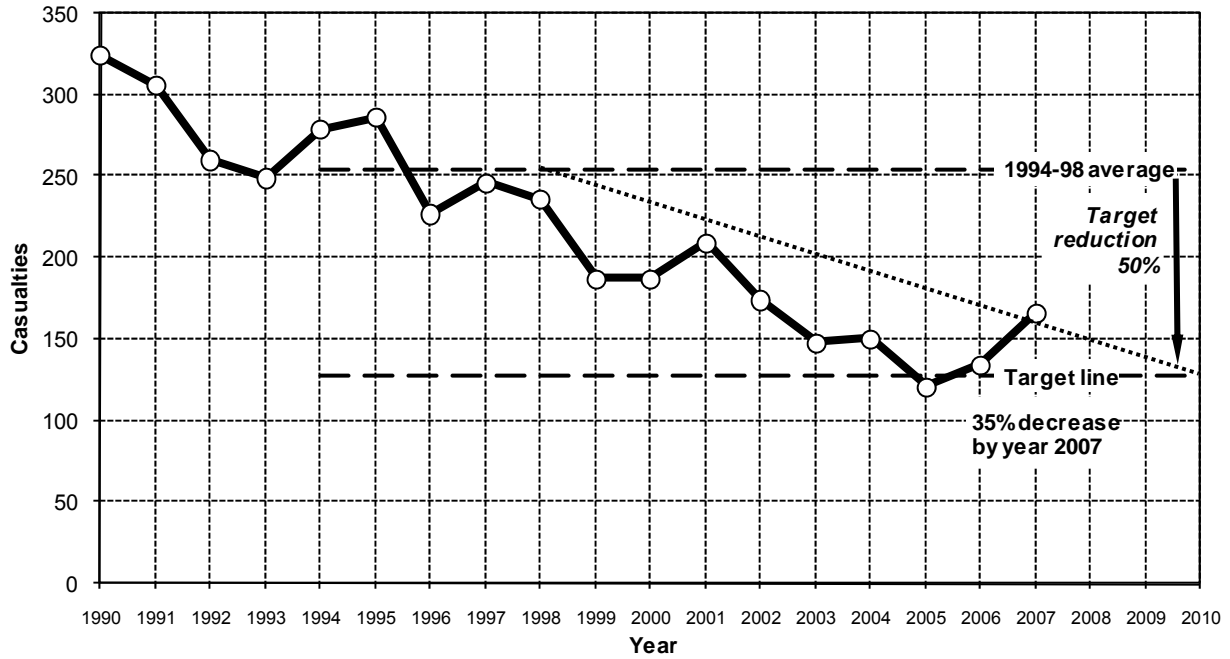
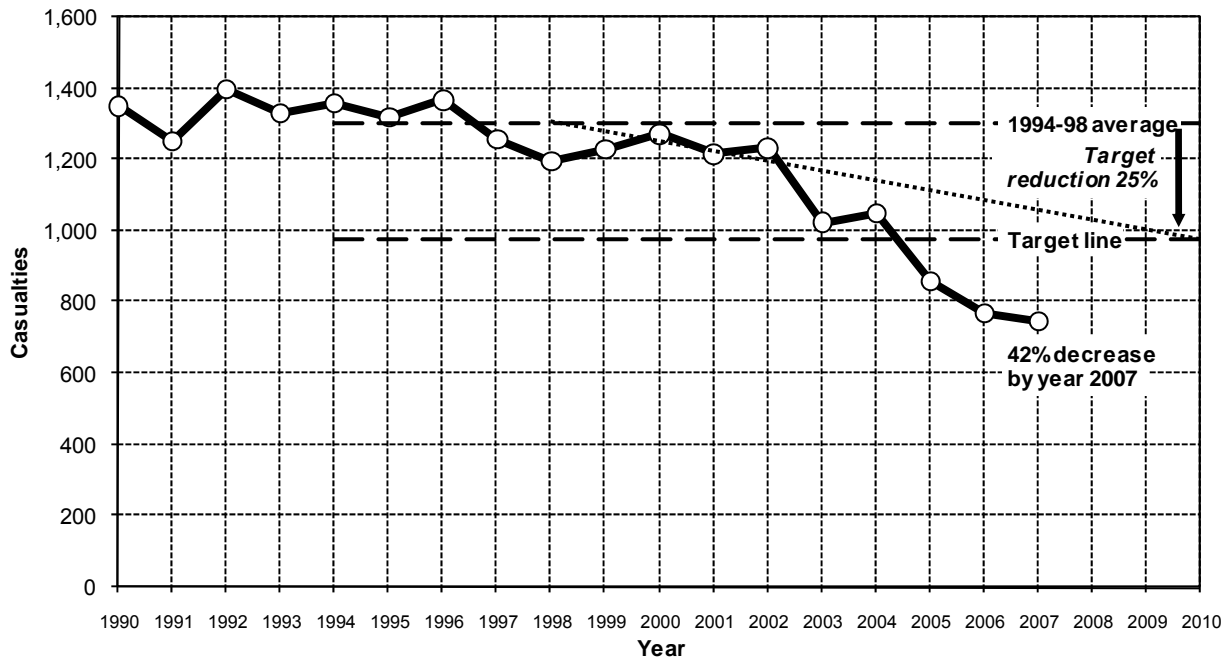


Fig. A33.2: L.B. of Wandsworth - all slight casualties



**Table A33: Towards the year 2010: Monitoring casualties in L.B. of Wandsworth
Casualties in the year 2007 compared with the 1994-98 average and 2006**

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	4.2	3	1	-67%	-76%
	Pedal cyclists	1.0	0	0	0%	-100%
	Powered two-wheeler	1.8	3	1	-67%	-44%
	Car occupants	0.2	1	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	7.2	7	2	-71%	-72%
Fatal and serious	Pedestrians	78.2	57	54	-5%	-31%
	Pedal cyclists	32.8	17	38	124%	16%
	Powered two-wheeler	53.4	39	47	21%	-12%
	Car occupants	74.6	16	18	13%	-76%
	Bus or coach occupants	7.4	4	3	-25%	-59%
	Other vehicle occupants	8.4	1	6	500%	-29%
	Total	254.8	134	166	24%	-35%
	Children (under 16yrs)	28.8	12	17	42%	-41%
Slight*	Pedestrians	227.6	143	136	-5%	-40%
	Pedal cyclists	204.0	137	129	-6%	-37%
	Powered two-wheeler	263.0	182	189	4%	-28%
	Car occupants	498.6	245	224	-9%	-55%
	Bus or coach occupants	66.4	44	35	-20%	-47%
	Other vehicle occupants	42.0	20	36	80%	-14%
	Total	1,301.6	771	749	-3%	-42%
All severities	Pedestrians	305.8	200	190	-5%	-38%
	Pedal cyclists	236.8	154	167	8%	-29%
	Powered two-wheeler	316.4	221	236	7%	-25%
	Car occupants	573.2	261	242	-7%	-58%
	Bus or coach occupants	73.8	48	38	-21%	-49%
	Other vehicle occupants	50.4	21	42	100%	-17%
	Total	1,556.4	905	915	1%	-41%

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

* The government's target is for 10% reduction in the slight casualty rate per 100 million vehicle kilometres. Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

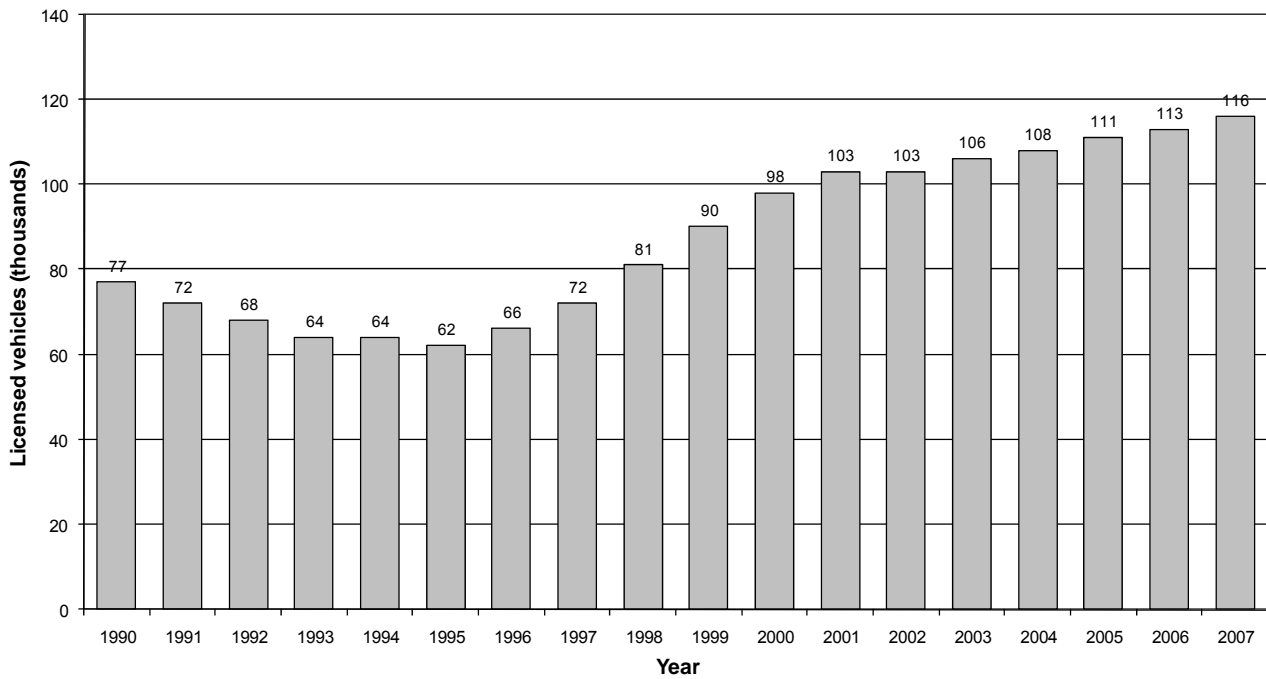
Appendix B

Vehicles licensed in Greater London

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

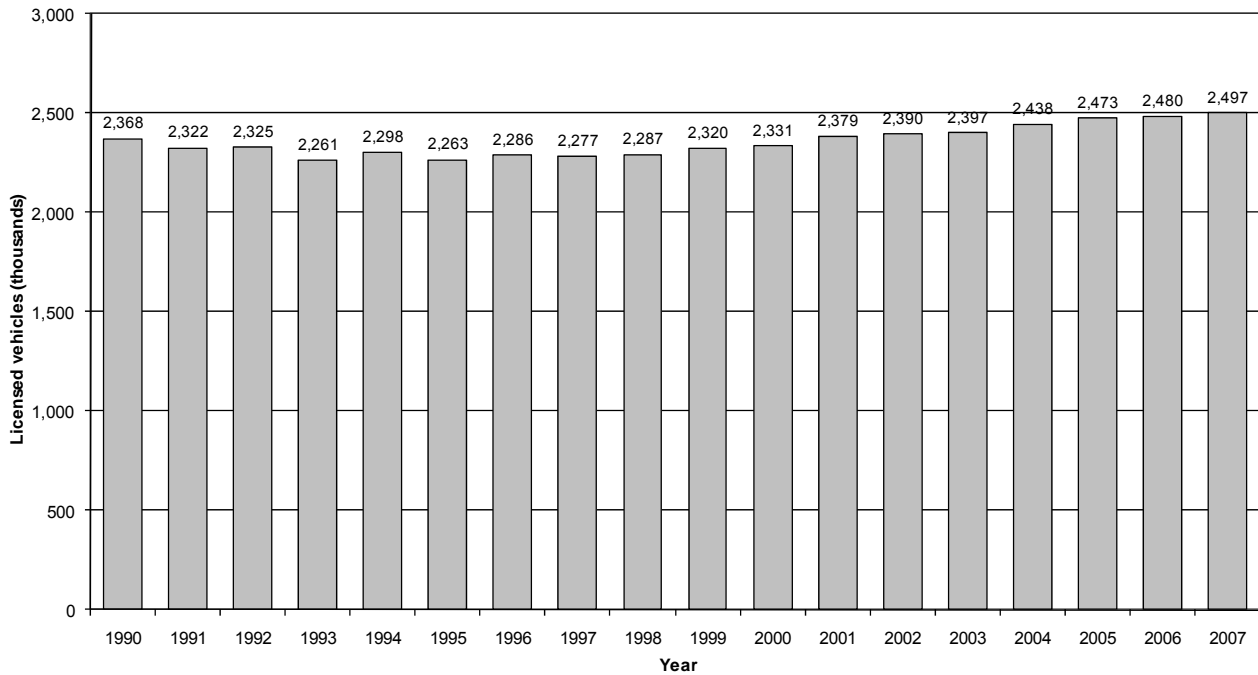
Vehicles licensed in Greater London

Fig. B1: Motorcycles, scooters and mopeds licensed in Greater London (1990-2007)



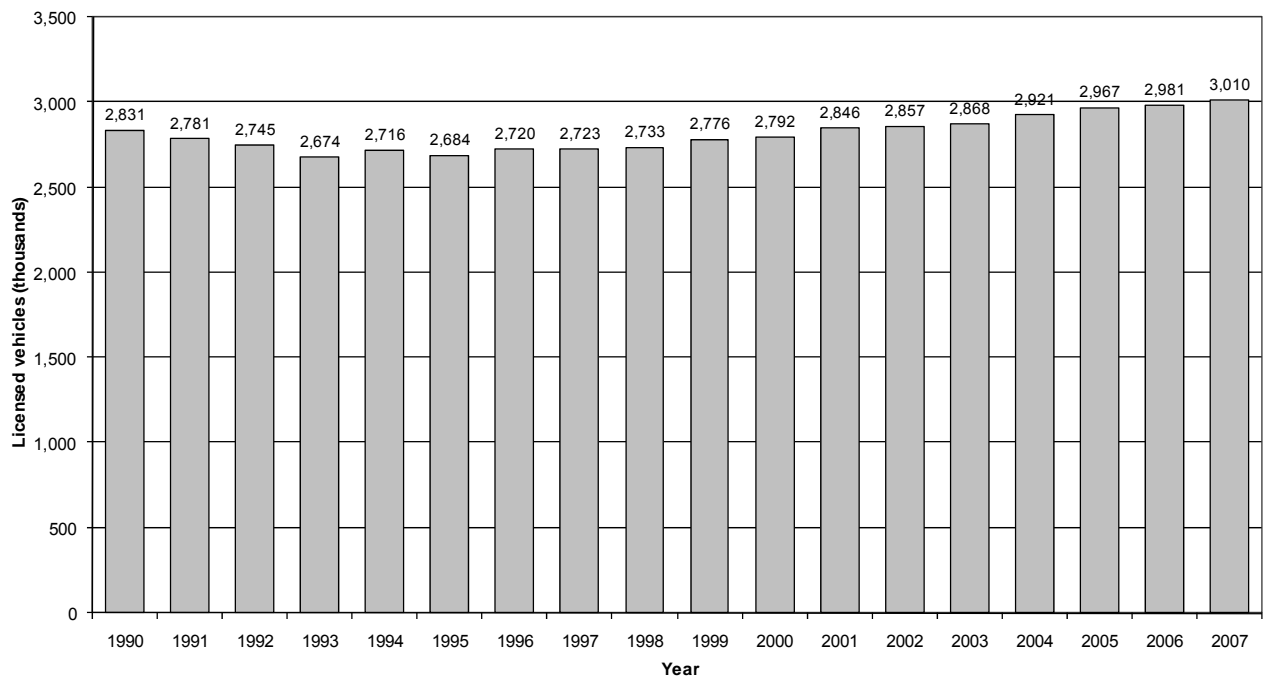
Source: Department for Transport

Fig. B2: Cars licensed in Greater London (1990-2007)



Source: Department for Transport

Fig. B3: All vehicles licensed in Greater London (1990-2007)



Source: Department for Transport

Appendix C

Radial traffic movements in London

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Fig. C5	Bus and coach	131
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Radial traffic movements in London

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

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

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

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

only the central and boundary cordons were monitored in year 2007.

Cordon locations are shown in Map C1.

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

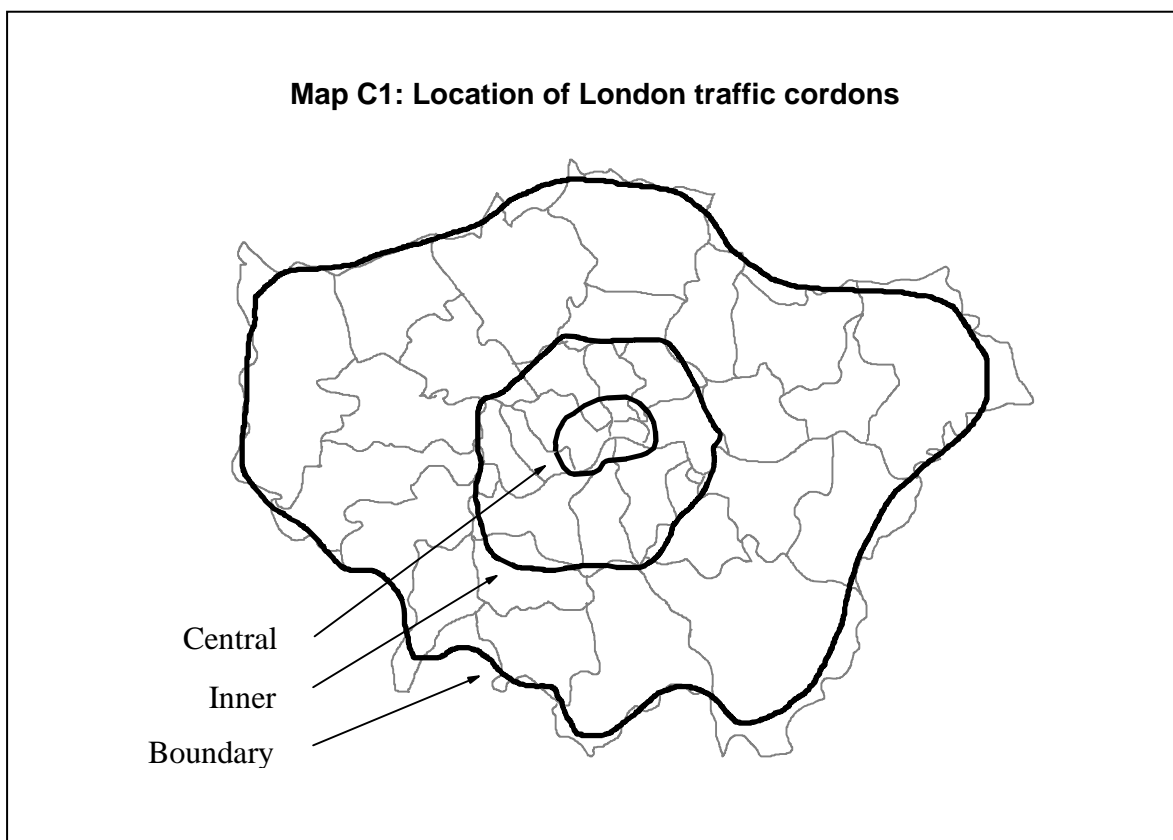


Fig. C1: Radial 24 hour all motor vehicle movements in London, both directions combined, 1989-2007

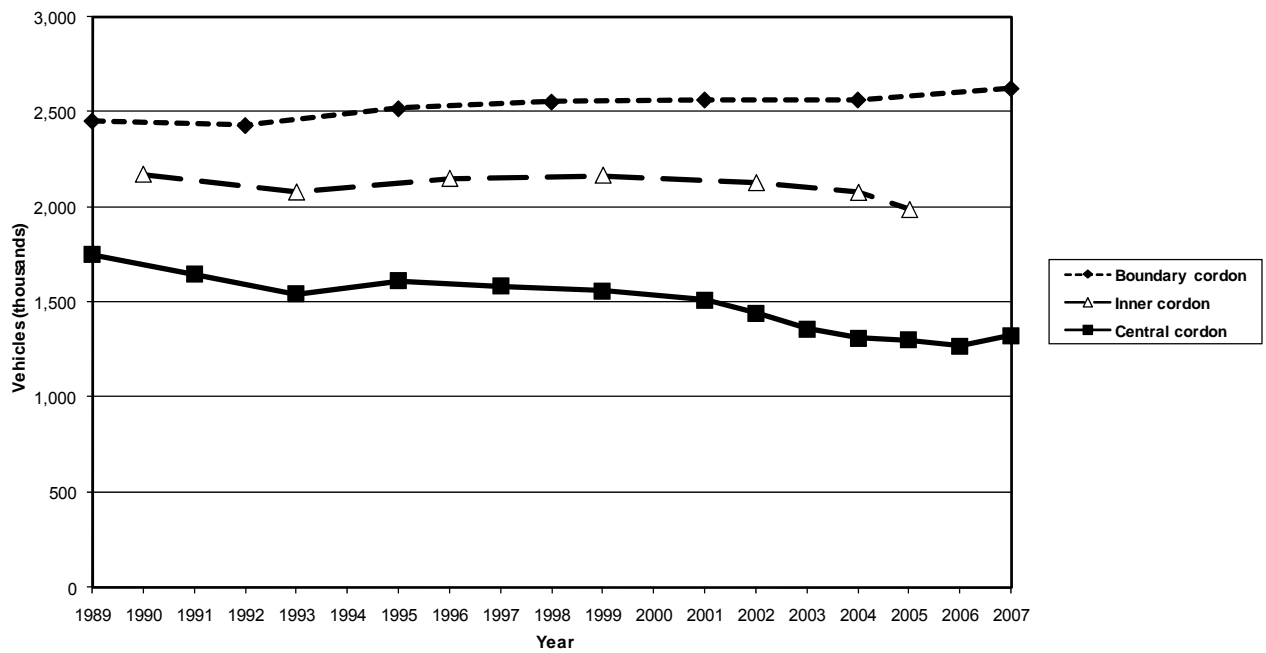


Fig. C2: Radial 24 hour pedal cycle movements in London, both directions combined, 1989-2007

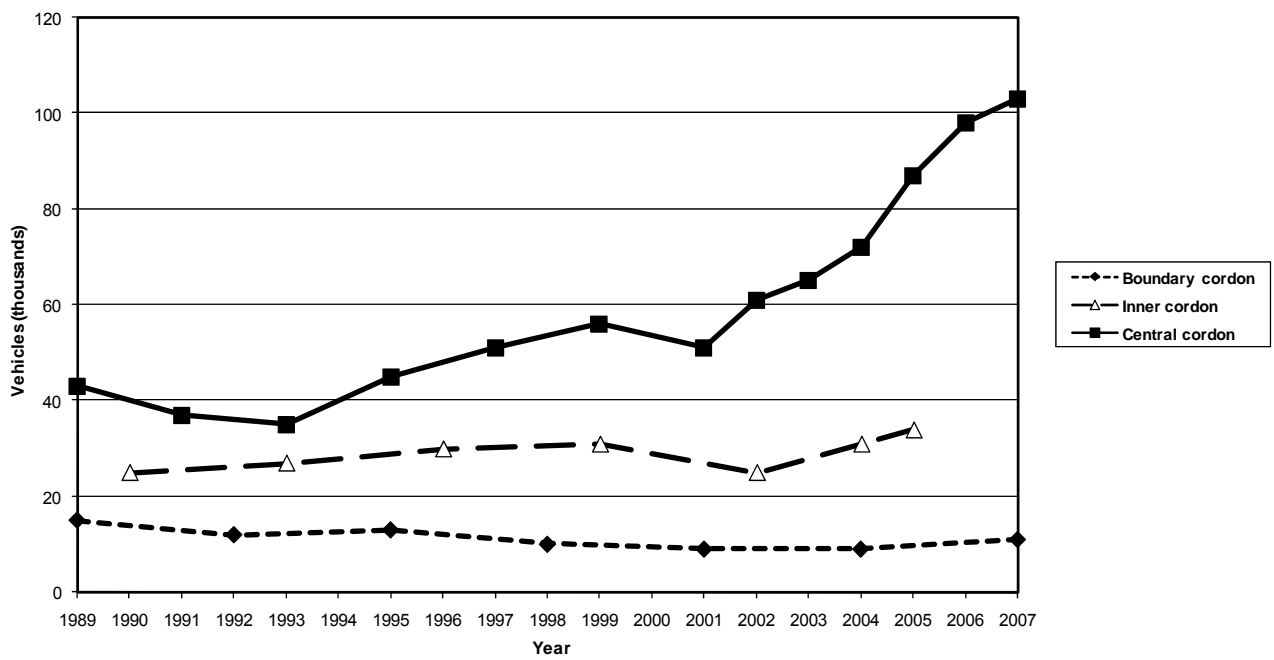


Fig. C3: Radial 24 hour motorcycle movements in London, both directions combined, 1989-2007

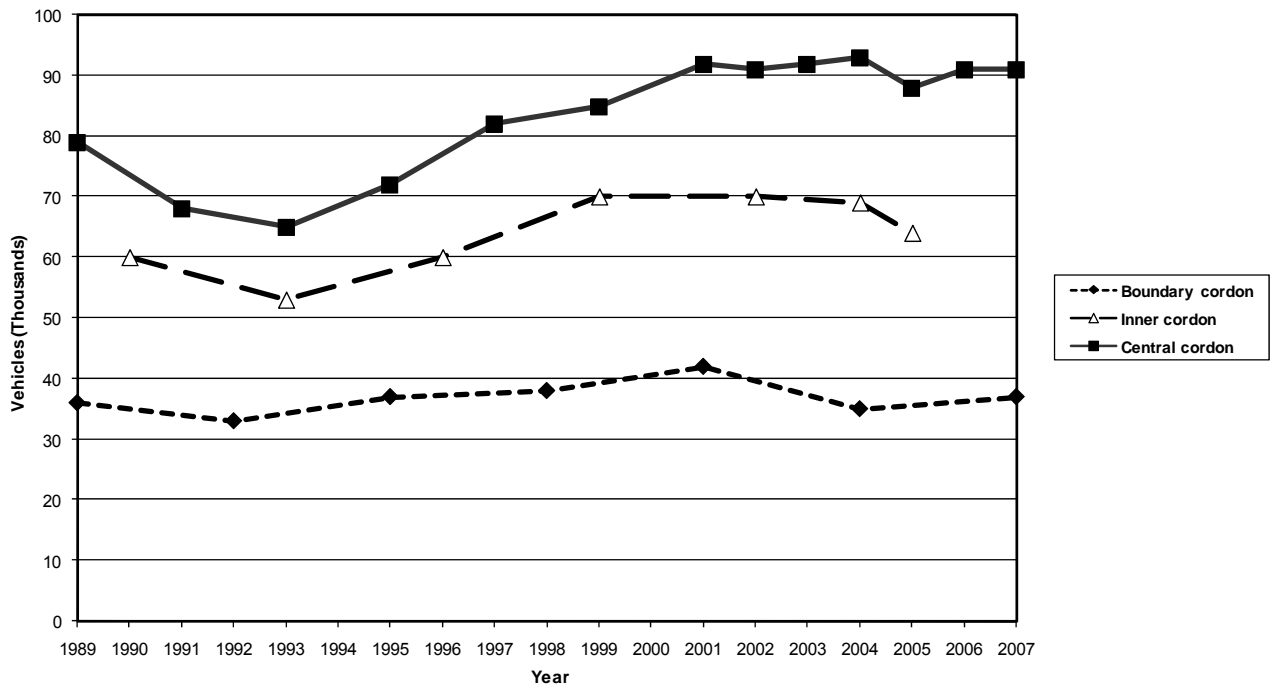


Fig. C4: Radial 24 hour car movements in London, both directions combined, 1989-2007

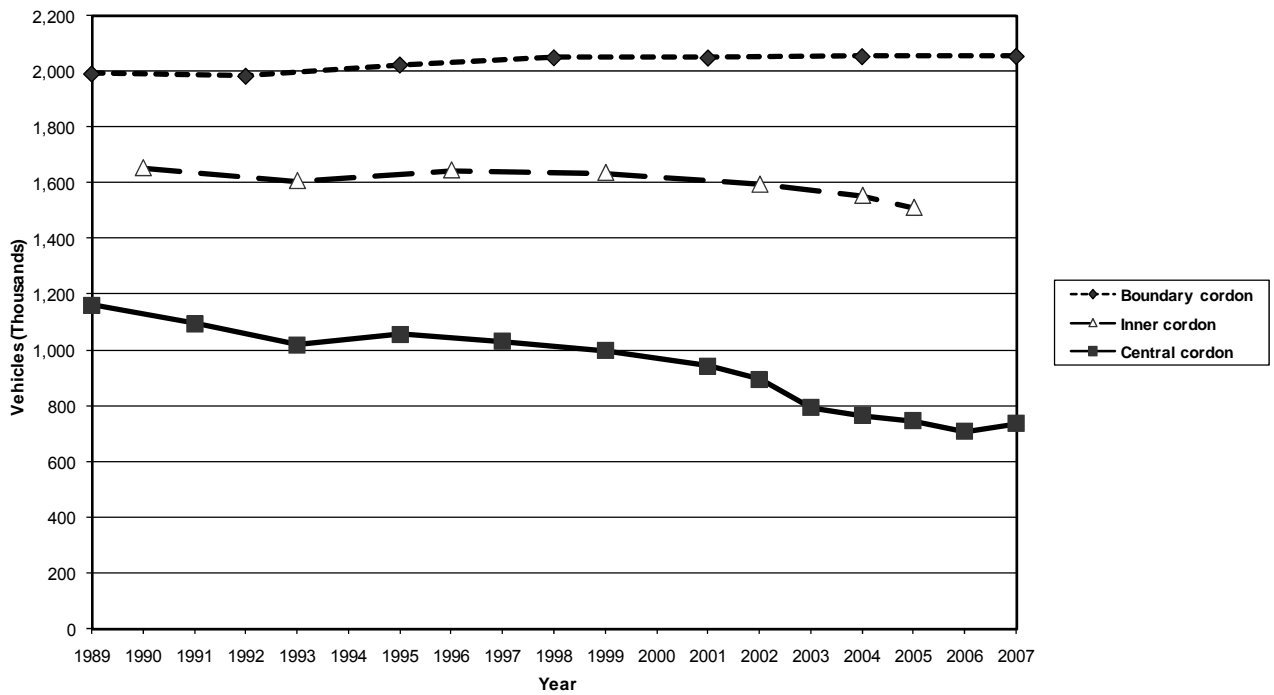


Fig. C5: Radial 24 hour bus & coach movements in London, both directions combined, 1989-2007

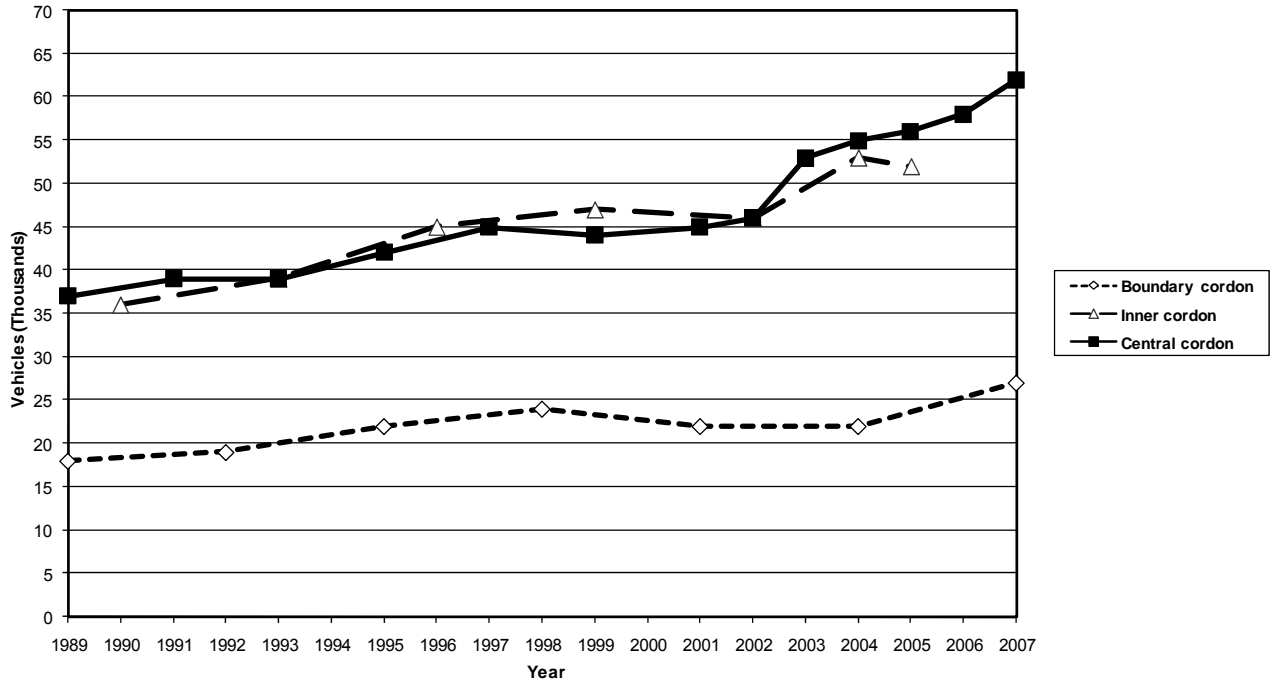


Fig. C6: Radial 24 hour goods vehicle movements in London, both directions combined, 1989-2007

