

Surface Transport



Towards the year 2010: monitoring casualties in Greater London

Issue 11, June 2012

MAYOR OF LONDON

Transport for London

Towards the year 2010: monitoring casualties in Greater London

(Issue 11, June 2012)

Research, Data and Analysis

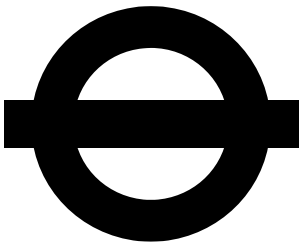
Surface Planning – Delivery Planning

Transport for London

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Road Safety in London

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In memory of John Devenport

Summary

1 This document is the final report in a series of ten that have monitored progress towards the 2010 casualty reduction targets in London.

2 In March 2000, the previous Government published a 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, were:

- 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 a London-wide Road Safety Plan. After widespread consultation, *London's Road Safety Plan* was published in November 2001.

4 The *Mayor's Transport Strategy* (2001) promoted an increase in walking and cycling, and also recognised the 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 was focussed on these groups.

5 These targets had largely been achieved in London by 2005, apart from that for powered two-wheelers. The previous Mayor therefore announced new, more challenging targets in March 2006 to be achieved by the end of 2010 compared with the average for 1994-98 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 previous Government's slight target was for a reduction in the slight casualty rate per 100 million vehicle kilometres. In the absence of guidance from the Department for Transport 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 Government published a new national Strategic Framework for Road Safety (SFRS) in May 2011. The SFRS sets out the policies that are intended to continue to reduce deaths and injuries on the roads and it encourages local authorities to continue to improve road

safety by adopting policies that reflect local priorities and circumstances. The SFRS contains forecasts of expected casualty reductions at a national level from the 2005 – 2009 average.

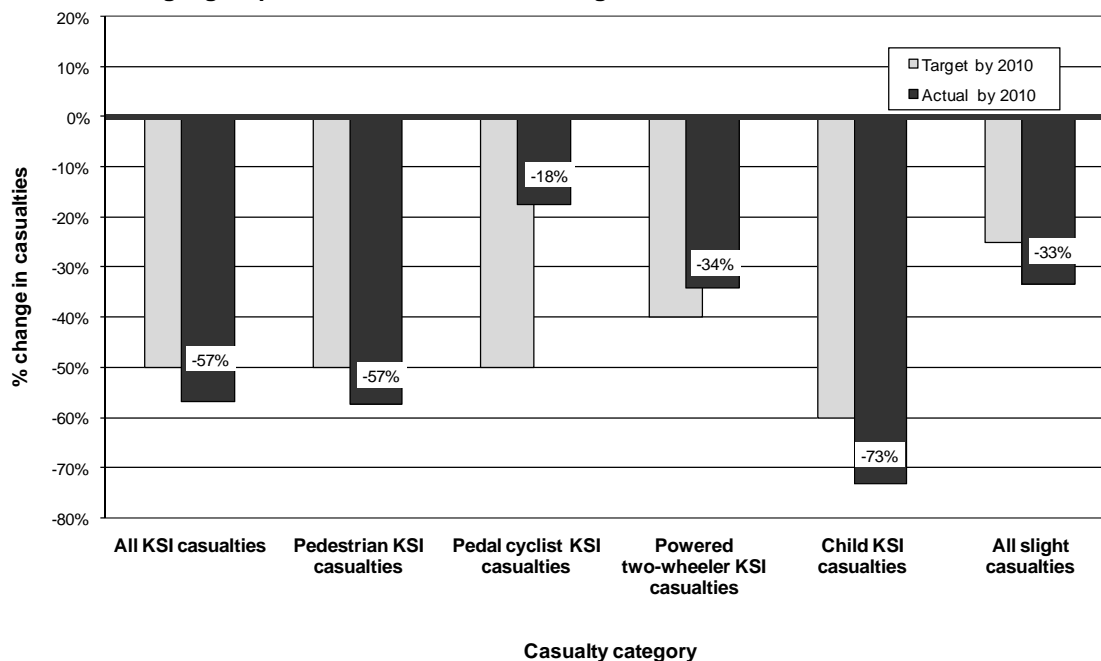
8 This report presents monitoring charts and tables by casualty target groups and some additional important casualty categories; for London as a whole; and for individual London boroughs up to 2010.

9 Table A presents a summary of the changes in casualties in the target categories by the end of the year 2010 compared with both the 1994-98 average and 2009, together with the target reduction achieved by the year 2010. Figure A summarises the percentage changes achieved by 2010 in the form of a chart.

Table A: Summary of changes in casualties for London target categories by year 2010

Category	Target change by 2010 (%)	Casualties			% change by 2010 compared with	
		1994-98 average	2009	2010	2009	1994-98 average
Killed or seriously injured casualties						
Total	-50%	6,684.4	3,227	2,886	-11%	-57%
Pedestrians	-50%	2,136.6	1,055	913	-13%	-57%
Pedal cyclists	-50%	566.8	433	467	8%	-18%
Powered two-wheelers	-40%	932.8	706	615	-13%	-34%
Children	-60%	935.4	263	250	-5%	-73%
Slight casualties						
Total	-25%	38,996.8	24,752	26,003	5%	-33%

Figure A: Summary of percentage change in casualties on all roads in Greater London for target groups between the 1994-98 average and 2010



10 With regard to the Towards 2010 national casualty target categories, Table A shows that:

- all KSI casualties in London were 57% below the 1994-98 average following a decrease of 11% in 2010 compared to 2009, and now exceed the revised target of 50%.
- child KSI casualties in London were 73% below the 1994-98 average following a decrease of 5% in 2010 (original and revised targets met). Slight casualties were 33% below the 1994-98 average following an increase of 5% in 2010, meaning original and revised targets have been met.

11 Considering the additional casualty reduction target categories for London:

- pedestrian KSI casualties in London were 57% below the 1994-98 average after a decrease of 13% in 2010 and have now exceeded the revised target of 50%.
- pedal cyclist KSI casualties in London were 18% below the 1994-98 average following a 8% increase in 2010. This trend shows that London has not reached the 50% reduction target for cyclist KSIs although this needs to be set against the considerable growth cycling in London in recent years.
- powered two-wheeler user KSI casualties in London were 34% below the 1994-98 average, (the seventh year that they have been below the 1994-98 average since the current targets were set) after a decrease of 13% in 2010. While this trend is now showing annual reductions in motorcyclist casualties, the 40% target reduction in motorcyclist KSIs has not been met and this shows that more needs to be done to reduce collisions involving motorcyclists.

12 In addition, it is important to note that by the end of 2010:

- The number of fatalities was 49% below the 1994-98 average following a 32% decrease in 2010. It should be recognised that some of this change may be due to year-on-year random fluctuation in relatively small numbers, particularly within specific user groups. (Figure 1 on page 30 illustrates the extent of the year-on-year fluctuations, which are particularly evident since 1994). The decrease in fatalities in 2010 means that they are well below 150 for the first time and at their lowest level since recent records began in the mid-1970s.
- Car occupant KSI casualties were 72% below the 1994-98 average following a decrease of 12% in 2010 compared with 2009.
- In terms of overall casualties, these showed a 3% increase in 2010 however they were 37% below the 1994-98 average.

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

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

14 To obtain a better estimate of the level of reporting to the police, TfL commissioned a research project from TRL Limited and University College

London to estimate the reporting rate, i.e. all casualties known to the police divided by all known casualties (from hospital or police records, or known to both).

15 Records from the national police Stats 19 data were matched with a sample of hospital Accident and Emergency department data representing different areas of London. 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 2010 (28,889), it can be estimated that there may have been about 40,000 people injured on the roads in London in 2010. This higher estimated figure is not used to measure progress against the targets.

16 In future, following the publication of the new Road Safety Plan for London, TfL will continue to report annually on trends in collisions and casualties in London and track progress against the direction established in the new Plan.

1. Introduction

1.1 This document presents an analysis of progress towards casualty reduction targets in London, using data up to the end of the year 2010. It is the eleventh and final report of this type in an annual series.

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).

1.8 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.

2. Commentary on casualty trends towards the year 2010

London-wide target categories summary

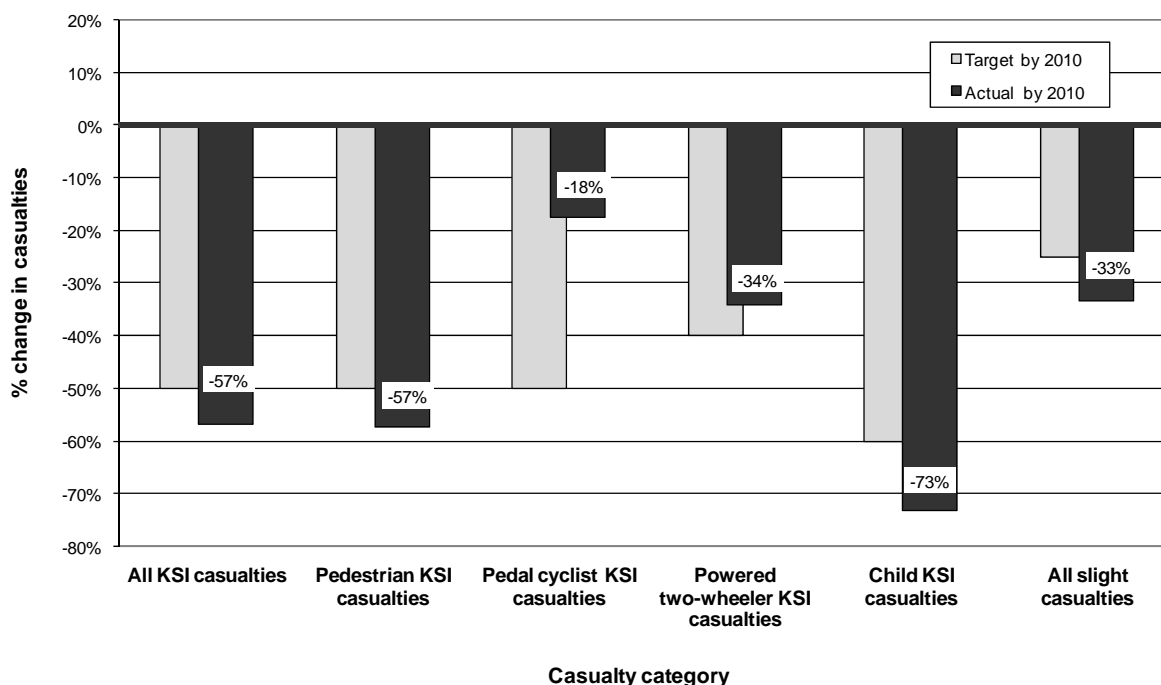
2.1 Table A summarises the changes in casualties for the target categories included in *London's Road Safety Plan* in November

2001 for all roads in London. Figure A summarises the percentage changes by 2010 in the form of a chart.

Table A: Summary of changes in casualties for London target categories by year 2010

Category	Target change by 2010 (%)	Casualties			% change by 2010 compared with	
		1994-98 average	2009	2010	2009	1994-98 average
Killed or seriously injured casualties						
Total	-50%	6,684.4	3,227	2,886	-11%	-57%
Pedestrians	-50%	2,136.6	1,055	913	-13%	-57%
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Powered two-wheelers	-40%	932.8	706	615	-13%	-34%
Children	-60%	935.4	263	250	-5%	-73%
Slight casualties						
Total	-25%	38,996.8	24,752	26,003	5%	-33%

Figure A: Summary of percentage change in casualties on all roads in Greater London for target groups between the 1994-98 average and 2010



2.2 A more detailed commentary for each of these target categories, together with the other casualty categories analysed, is presented in the remainder of Section 2, including trends since 1990. *Unless stated otherwise, all of the categories discussed in the rest of Section 2 refer to London-wide figures on all types of roads.*

2.3 Overall, for the main casualty reduction target categories, by the end of 2010 compared with the 1994-1998 average, there have been reductions of 57% in total killed or seriously injured casualties (exceeding the revised target), together with reductions of 57% for pedestrian KSI casualties (exceeding the revised target) and 18% for pedal cyclist KSI casualties. In addition, there has been a reduction of 73% for child KSI casualties, exceeding the original and revised targets. For powered two-wheeler KSI casualties there has been a reduction of 34% below the 1994-98 average, and this is the seventh year running the figure has been below the 1994-98 average baseline, following considerable increases in collisions from 1996 to 2001. Slight casualties have decreased by 33% compared with the 1994-98 average, and have exceeded the revised target.

All fatalities

2.4 Figure 1 and Table 1 show that by the end of 2010, all fatalities had shown a decrease of 49% below the 1994-98 average, with a 32% decrease to 126 recorded in 2010 compared with 184 in 2009. 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, 2010's figure is the lowest ever recorded but it should

be remembered that these relatively small numbers may show fluctuation .

2.5 In 2010, 96 out of the 126 fatalities (76%) were people external to vehicles (i.e. pedestrians, pedal cyclists or powered two-wheeler users). Percentage wise the same as 2009.

Pedestrian fatalities

2.6 Pedestrians make up by far the largest user group of fatalities, accounting for 46% in 2010, i.e. 58 out of a total of 126. Figure 2 and Table 1 show that pedestrian fatalities have shown a decrease of 57% below the 1994-98 average following a decrease of 34% in 2010.

2.7 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

2.8 Figure 3 and Table 1 show that following a decrease of 23% from 13 recorded in 2009 to 10 in 2010, pedal cyclist fatalities were 32% below the 1994-98 average. Their numbers are relatively small, although they comprise about 8% of all fatalities in 2010 and consequently have shown substantial year-on-year fluctuation. These changes must be seen in the context of substantially increased cycle usage in London, especially in central and inner areas of London (See Fig. C2).

Powered two-wheeler user fatalities

2.9 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 four years up to 2007, but an increase in 2008 to 50.

However a 28% decrease to 28 meant that by the end of 2010, powered two-wheeler fatalities were 17% below the 1994-98 average.

2.10 Powered two-wheeler users accounted for 28 (22%) of the total of 126 fatalities in 2010.

Car occupant fatalities

2.11 Figure 5 and Table 1 show that by the year 2010, car occupant fatalities were 51% below the 1994-98 average level, following a decrease of 34% in 2010 from 41 to 27.

2.12 Car occupants accounted for 27 (21%) of the total of 126 fatalities in 2010.

Bus or coach occupant fatalities

2.13 There were no reported bus or coach fatalities in 2010. Three were recorded in 2009. (Table 1).

Other vehicle occupant fatalities

2.14 While very small in number, other vehicle fatalities increased to 3 in 2010 accounting for 2% of the total of 126. (Table 1).

All killed or seriously injured casualties (National target category)

2.15 By 2010, the number of killed or seriously injured casualties was 57% below the 1994-98 average, thus exceeding the revised target of a 50% reduction. (Table 1 and Figure 6). This is following a decrease of 11% in 2010 compared with 2009.

2.16 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 decreases in each year between 2007 and 2010.

2.17 The 2,886 casualties killed or seriously injured accounted for 10% of the total number of casualties (28,889) in 2010. Out of these, 1,995 KSI casualties (69%) were people external to vehicles (pedestrians, pedal cyclists and powered two-wheeler users).

Pedestrian killed or seriously injured casualties (London target category)

2.18 By 2010, pedestrian KSI casualties were 57% below the 1994-98 average level, thus meeting the revised 50% reduction target. 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 decreases of 1% in 2007, 7% in 2008, 13% in 2009 and 13% again in 2010. (Table 1 and Figure 7).

2.19 Pedestrians accounted for 913 (32%) of the total of 2,886 KSI casualties during 2010.

2.20 With regard to pedestrian exposure, there is at present a lack of robust information suitable for creating an appropriate measure of 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 and this is reported annually in the Travel in London Report (Table 2.2).

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

2.21 Pedal cyclist KSI casualties were 18% below the 1994-98 average, after an increase of 8% in 2010. 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 three years from 2005 to 2007. However, decreases of 3% in both 2008 and 2009 were recorded.

2.22 Pedal cyclists accounted for 467 (16%) of the total of 2,886 KSI casualties during 2010.

2.23 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 291% by 2010 compared with 1993. For the inner London cordon, over approximately the same period, a more gradual trend was seen, with an increase of 93% by 2010 (the most recent year available). 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 56% was observed between 2004 and 2009. Other estimates of the trends in cycle flow, based on measurements on the TLRN, have been quoted by TfL, such as the 150% increase

in cycle flow on the TLRN between 2000 and 2010, with a 15% increase in cycle flows in 2010 alone. These give slightly different figures from other figures quoted here due to differences to the geographical areas and the period of measurement, but all demonstrate the considerable growth in cycling in London.

2.24 Despite these general increases in cycling usage, particularly in central and inner London, pedal cyclists still accounts for only about 2% of travel in London. They account for a disproportionate 16% of all KSI casualties, which emphasises the importance of continued schemes, initiatives and awareness campaigns across London to improve safety for cyclists.

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

2.25 By 2010, powered two-wheeler KSI casualties were 34% below the 1994-98 average following a 13% decrease in 2010. This is the seventh year that they have been below the 1994-98 average since targets were set. Despite good progress since 2001 (from a level considerably above the 1994-98 average base line), the target was not met.

2.26 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 for each of the last nine years and by 2010 were at their lowest recorded level. (Figure 9 and Table 1).

2.27 Powered two-wheeler users accounted for 615 (21%) of the total of 2,886 KSI casualties during 2009.

2.28 Despite considerable increases in ownership and use of powered two-wheelers, they still account for only about 2-3% of travel in London in terms of vehicle kilometres.

The disproportionate number of KSI casualties (21% of total) emphasises the importance of continued schemes, initiatives and awareness campaigns across London to improve safety for powered two-wheeler users.

2.29 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.

2.30 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 2008, with 2010 seeing a slight decline.

2.31 A comparison of the average number of licensed vehicles in 1994-98 with the number in 2010 (i.e. on the same basis as the casualty target monitoring) shows that whilst there was a 69% increase in vehicles licensed, there was a decrease in powered two-wheeler KSI casualties of 34%.

2.32 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 2010, motorcycle traffic across the central cordon increased by 22%, and between 1993 and 2010 motorcycle traffic across the inner cordon increased by 26%. Across the boundary cordon, the flow in 2010 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 decreases in powered two-wheeler KSI casualties over the same period.

Car occupant killed or seriously injured casualties

2.33 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. Following this, there was a steady rise to a peak of 2,817 in 1997, after which there has been a generally downward trend. Recently there have been decreases each year since 2006 including a 12% decrease in 2010, meaning that by the end of 2010 car occupant KSI casualties were 72% below the 1994-98 average (Table 1).

2.34 Car occupants accounted for 722 (25%) of the total of 2,886 KSI casualties during 2010.

2.35 Considering indicators of car usage, Figure B2 shows relatively little increase in the number of cars licensed in Greater London. Between the average for 1994-98 and the year 2010, there was an increase of 8%.

2.36 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 2009 there was an increase of less than 1% in car traffic across the boundary cordon. Between 1993 and 2010, there was a decrease of 13% for the inner cordon and between 1993 and 2010 there

was a 40% decrease across the central cordon. Note that the cordons used by TfL for counting vehicle flow in these estimates are different to the Congestion Charging Zone, so the vehicle flow estimates are slightly different.

Bus or coach occupant killed or seriously injured casualties

2.37 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 2010, they were 62% below the 1994-98 average following a decrease of 21% in 2010.

2.38 Bus or coach occupants accounted for 98 (3%) of the total of 2,886 KSI casualties during 2010 (Table 1).

2.39 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 2010, bus and coach flows across the inner cordon increased by 44%, whilst between 1993 and 2010 flows across the central cordon increased by 46%. Between the 1992 and 2009 London boundary cordon counts there was an increase of 32%.

Other vehicle killed or seriously injured casualties

2.40 *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.

2.41 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, reductions in each of the latest three years, including a 22% reduction in 2010, mean that 'other KSI' casualties were 68% below the 1994-98 average (Table 1).

2.42 Other vehicle occupants accounted for 71 (3%) of the total number of KSI casualties (2,886) during 2010.

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

2.43 Figure 13 and Table 1 show that by the end of the year 2010 child killed or seriously injured casualties were 73% below the average for 1994-98, and still exceeding both the original 50% and revised 60% reduction targets. In the early 1990s there was a steady decline to 1993, but between then and 1998, they remained at about the same level. Since 1998 they have decreased each year except for a small increase in 2006. However, a decrease of 5% in 2010 meant that they were at their lowest level since records began.

2.44 Children accounted for 250 (9%) of the total of 2,886 KSI casualties in London during 2010.

Child pedestrian killed or seriously injured casualties

2.45 Considering child pedestrian KSI casualties, Figure 14 shows a fairly steady decline until 2000, after which, there was a 4% increase in 2001. Since then there have been decreases in all years except 2006 and 2010. A 9% increase in 2010 means that they were 68% below the average for 1994-98. They amounted to

174 (66%) of the total of 189 child KSI casualties during 2010 and were by far the largest child casualty category (Figure 14 and Table 1).

Child pedal cyclist killed or seriously injured casualties

2.46 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 with increases in 2008 and 2009 they were still 65% below the 1994-98 average, however a 44% decrease was seen in 2010 (39 to 22) meaning a final 80% reduction against this average. Child pedal cyclists accounted for 22 (9%) of the total of 250 child KSI casualties during 2010 (Figure 15 and Table 1).

Child car passengers killed or seriously injured casualties

2.47 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 have been decreases in most years since then. A decrease of 9% (from 34 to 31) in 2010 meant that child car occupant KSI casualties were 84% below the 1994-98 average. They accounted for 31 (12%) of the total of 250 child KSI casualties in 2010 (Figure 16 and Table 1).

All slightly injured casualties (*National target*)

2.48 By 2010 slight casualties were 33% 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. Between 2000 and 2007 there was a steady decrease, but in 2008 no change and in 2009 an increase of 1%. In 2010 a 5% increase was seen meaning that figures were 33% below the 1994-98 average.

2.49 In 2010, 26,003 slight casualties made up 90% of the total of 28,889 casualties in London (Table 1).

Pedestrian slightly injured casualties

2.50 Figure 18 shows that there has generally been a steady decline in the number of slightly injured pedestrian casualties since 1999. Decreases were noted in each year between 1999 and 2008, but an increase of 6% was recorded in 2009 and 8% in 2010 which means that pedestrian slight casualties are 37% below the 1994-98 average (Table 1 and Figure 18).

2.51 Pedestrians accounted for 4,478 (17%) of the total of 26,003 slight casualties in London during 2010.

Pedal cyclist slightly injured casualties

2.52 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. Since then, numbers have fluctuated, including a 9% increase in 2010, so that by the end of 2010 pedal cyclist slight casualties were 8% below the 1994-98 average.

2.53 They accounted for 3,540 (14%) of the total of 26,003 slight casualties in London during 2009 (Table 1).

2.54 However, this change in cyclist slight casualties should be viewed against the considerable increase in usage as demonstrated by the increase in cycle

traffic, particularly across the inner and central cordons as previously described in paragraphs 3.23 and (Figure C2).

Powered two-wheeler slightly injured casualties

2.55 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. Decreases were recorded in each year between 2001 and 2008 with a 9% increase in 2009, however 2010 showed a 2% decrease meaning that slight casualties were 28% below the 1994-98 average (Table 1).

2.56 Powered two-wheeler users accounted for 3,722 (14%) of the total of 26,003 slight casualties in 2010.

Car occupant slightly injured casualties

2.57 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, except a 6% increase in 2010 mean that slightly injured car occupant casualties were 39% below the 1994-98 average (Table 1).

2.58 Car occupants accounted for 11,851 (45%) of the total of 26,003 slight casualties in London during 2010.

2.59 The decrease in slight casualties 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

2.60 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 between 1998 and 2000, there were decreases in 2001 and 2002. However, an increase in 2003 was followed by decreases in each year to 2007. A 5% increase in 2008 followed by a 2% decrease in 2009 and a 1% decrease in 2010 meant that slightly injured bus and coach occupant casualties were 35% below the 1994-98 average by the end of 2010 (Table 1).

2.61 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 2010, bus and coach flows across the inner cordon increased by 44%, whilst between 1993 and 2010 flows across the central cordon increased by 46%. Between the 1992 and 2009 London boundary cordon counts there was an increase of 32%.

2.62 Bus or coach occupants accounted for 1,303 (5%) of the total of 26,003 slightly injured casualties in 2010.

Other vehicle occupant slightly injured casualties

2.63 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 between 2003 and 2007 followed by no change in 2008, an increase of 4% in 2009 and a 9% increase in 2010 meant that they were 27% below

the 1994-98 average. Other vehicle occupants accounted for 1,109 (4%) of the total of 26,003 slightly injured casualties during 2010 (Table 1).

Casualties by highway authority

2.64 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 highway authority, 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)

2.65 Table 2 and Figure 24 show that following a 3% decrease in 2010, all killed and seriously injured casualties on the TLRN were 49% below the 1994-98 average, which is slightly less than the change for London as a whole (57%).

2.66 Following a 7% decrease in 2010, pedestrian KSI casualties were 53% below the 1994-98 average (Fig. 25).

2.67 Pedal cyclist KSI casualties increased by 10% (from 136 to 150) in 2010, so they were now 10% above the 1994-98 average (Fig. 26). This needs to be considered in the context of considerable growth of cycling on the TLRN, including a 15% increase between 2009 and 2010. Over the period between 2000 and 2010 cycle flow on the TLRN increased by 150% whereas cyclist KSI casualties increased by 30%.

2.68 Powered two-wheeler KSI casualties had little change (from 240 to 239), meaning that they were 25% below the 1994-98 average (Fig. 27).

2.69 Although relatively small in number, child KSI casualties on the TLRN by 2010 were 69% below the 1994-98 average, following a 8% decrease in 2010. (Fig. 28).

2.70 By the end of 2010, slightly injured casualties were 27% below the 1994-98 average, following an increase of 6% in 2010 (Fig. 29) and had exceeded the revised target.

2.71 Fatalities in the year 2010 on the TLRN were 51% below the 1994-98 average, following a decrease of 19% in 2010, from 52 to 42. This included a decrease in pedal cyclist fatalities from 5 to 3, an increase in powered two-wheeler fatalities from 12 to 15 and a decrease in pedestrian fatalities from 25 to 14 in 2010.

Borough roads

2.72 Table 3 shows that an 14% decrease in 2010 means that all killed and seriously injured casualties on borough roads were 60% below the 1994-98 average. This is slightly better than the 57% recorded for London as a whole (Fig 30) and exceeds the revised target of 50%.

2.73 Pedestrian KSI casualties on borough roads showed a 16% decrease in 2010, so that they were 59% below the 1994-98 average (Fig 31), exceeding the revised 50% target.

2.74 Pedal cyclist KSI casualties showed a 7% increase in 2010, which means that they are now 26% below the 1994-98 average (Fig 32).

2.75 Powered two-wheeler KSI casualties showed a 19% decrease in 2010, which means they are 39% below the 1994-98 average (Fig 33).

2.76 Child KSI casualties on borough roads in 2010 were 74% below the

1994-98 average, following a decrease of 3% in 2010 (Fig. 34).

2.77 Slight casualties on borough roads were 38% below the 1994-98 average levels following a 4% increase in 2010, 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 is exceeded.

2.78 Fatalities on borough roads were 48% below the 1994-98 average, following a 37% decrease in 2010, mainly due to decreases in pedestrian fatalities (32% decrease from 63 to 43) and powered two wheeler fatalities (52% decrease from 27 to 13). Car occupant fatalities also show a 45% decrease (31 to 17).

Highways Agency roads

2.79 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.

2.80 Thus, the numbers of casualties are very small in comparison with those on the TLRN and borough roads, accounting for about 2.0% of all casualties in London during 2010, and subject to considerable annual fluctuation.

2.81 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 55%, and slight casualties increased by 13% in 2010.

2.82 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 showed a 20% reduction (5 to 4) so that they were 47% below the 1994-98 average. In addition, car occupant casualties were 58% below the 1994-98 average, although it must be emphasised that numbers were very small.

2.83 It should be noted that fatalities on Highways Agency roads increased from one in 2009 to four in 2010, but show considerable year to year fluctuation due to their very small numbers.

Value of casualty reductions between 2009 and 2010

2.84 In 2010, compared to 2009, fatalities fell by 58, serious casualties fell by 283 and slight casualties increased by 1,251.

2.85 A financial value of saving death and injury is estimated by the Department for Transport and is currently £1.585M for a death, £178.2k for a serious injury and £13.7k for a slight injury (at June 2009 prices). The value of casualties saved in 2010 compared to 2009 is then estimated at £125.2M (at June 2009 prices).

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4.1 Casualty monitoring summary tables

Table 1: Towards the year 2010: Monitoring casualties in London - all roads.
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010 over	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	136.0	88	58	-34%	-57%
	Pedal cyclists	14.8	13	10	-23%	-32%
	Powered two-wheeler	33.6	39	28	-28%	-17%
	Car occupants	55.4	41	27	-34%	-51%
	Bus or coach occupants	3.0	3	0	-100%	-100%
	Other vehicle occupants	6.0	0	3	∞	-50%
	Total	248.8	184	126	-32%	-49%
Fatal and serious	Pedestrians	2,136.6	1,055	913	-13%	-57%
	Pedal cyclists	566.8	433	467	8%	-18%
	Powered two-wheeler	932.8	706	615	-13%	-34%
	Car occupants	2,568.8	818	722	-12%	-72%
	Bus or coach occupants	256.4	124	98	-21%	-62%
	Other vehicle occupants	223.0	91	71	-22%	-68%
	Total	6,684.4	3,227	2,886	-11%	-57%
	Child pedestrians	591.6	174	189	9%	-68%
	Child pedal cyclists	110.6	39	22	-44%	-80%
	Child car passengers	195.0	34	31	-9%	-84%
	Child bus/coach passengers	20.8	6	5	-17%	-76%
	Other child casualties	17.4	10	3	-70%	-83%
	Children (under 16yrs)	935.4	263	250	-5%	-73%
	Slight*	Pedestrians	7,155.2	4,154	4,478	8%
Pedal cyclists		3,845.6	3,236	3,540	9%	-8%
Powered two-wheeler		5,139.4	3,795	3,722	-2%	-28%
Car occupants		19,314.0	11,230	11,851	6%	-39%
Bus or coach occupants		2,017.4	1,319	1,303	-1%	-35%
Other vehicle occupants		1,525.2	1,018	1,109	9%	-27%
Total		38,996.8	24,752	26,003	5%	-33%
All severities	Pedestrians	9,291.8	5,209	5,391	3%	-42%
	Pedal cyclists	4,412.4	3,669	4,007	9%	-9%
	Powered two-wheeler	6,072.2	4,501	4,337	-4%	-29%
	Car occupants	21,882.8	12,048	12,573	4%	-43%
	Bus or coach occupants	2,273.8	1,443	1,401	-3%	-38%
	Other vehicle occupants	1,748.2	1,109	1,180	6%	-33%
	Total	45,681.2	27,979	28,889	3%	-37%

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

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

Table 2: Towards the year 2010: Monitoring casualties on the TLRN
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010 over	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	45.6	25	14	-44%	-69%
	Pedal cyclists	7.0	5	3	-40%	-57%
	Powered two-wheeler	12.6	12	15	25%	19%
	Car occupants	17.0	9	9	0%	-47%
	Bus or coach occupants	1.2	1	0	-100%	-100%
	Other vehicle occupants	1.6	0	1	∞	-38%
	Total	85.0	52	42	-19%	-51%
Fatal and serious	Pedestrians	496.8	252	234	-7%	-53%
	Pedal cyclists	135.8	136	150	10%	10%
	Powered two-wheeler	317.6	240	239	0%	-25%
	Car occupants	679.8	231	224	-3%	-67%
	Bus or coach occupants	69.0	30	27	-10%	-61%
	Other vehicle occupants	67.2	34	21	-38%	-69%
	Total	1,766.2	923	895	-3%	-49%
	Child pedestrians	81.4	32	35	9%	-57%
	Child pedal cyclists	11.0	6	2	-67%	-82%
	Child car passengers	48.6	11	6	-45%	-88%
	Child bus/coach passengers	5.6	0	3	∞	-46%
	Other child casualties	2.0	1	0	-100%	-100%
	Children (under 16yrs)	148.6	50	46	-8%	-69%
Slight*	Pedestrians	1,384.8	795	875	10%	-37%
	Pedal cyclists	929.8	937	1,105	18%	19%
	Powered two-wheeler	1,718.6	1,406	1,348	-4%	-22%
	Car occupants	5,439.2	3,283	3,496	6%	-36%
	Bus or coach occupants	562.8	385	406	5%	-28%
	Other vehicle occupants	470.6	378	403	7%	-14%
	Total	10,505.8	7,184	7,633	6%	-27%
All severities	Pedestrians	1,881.6	1,047	1,109	6%	-41%
	Pedal cyclists	1,065.6	1,073	1,255	17%	18%
	Powered two-wheeler	2,036.2	1,646	1,587	-4%	-22%
	Car occupants	6,119.0	3,514	3,720	6%	-39%
	Bus or coach occupants	631.8	415	433	4%	-31%
	Other vehicle occupants	537.8	412	424	3%	-21%
	Total	12,272.0	8,107	8,528	5%	-31%

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

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

Table 3: Towards the year 2010: Monitoring casualties on borough roads in London
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010 over	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	89.2	63	43	-32%	-52%
	Pedal cyclists	7.8	8	7	-13%	-10%
	Powered two-wheeler	19.6	27	13	-52%	-34%
	Car occupants	35.6	31	17	-45%	-52%
	Bus or coach occupants	1.8	2	0	-100%	-100%
	Other vehicle occupants	4.0	0	2	∞	-50%
	Total	158.0	131	82	-37%	-48%
Fatal and serious	Pedestrians	1,636.8	803	678	-16%	-59%
	Pedal cyclists	431.0	297	317	7%	-26%
	Powered two-wheeler	607.6	461	372	-19%	-39%
	Car occupants	1,837.2	569	476	-16%	-74%
	Bus or coach occupants	186.8	94	71	-24%	-62%
	Other vehicle occupants	149.2	55	46	-16%	-69%
	Total	4,848.6	2,279	1,960	-14%	-60%
	Child pedestrians	510.2	142	154	8%	-70%
	Child pedal cyclists	99.6	33	20	-39%	-80%
	Child car passengers	143.4	21	25	19%	-83%
	Child bus/coach passengers	15.2	6	2	-67%	-87%
	Other child casualties	15.0	9	3	-67%	-80%
	Children (under 16yrs)	783.4	211	204	-3%	-74%
Slight*	Pedestrians	5,768.6	3,356	3,603	7%	-38%
	Pedal cyclists	2,914.8	2,299	2,435	6%	-16%
	Powered two-wheeler	3,392.0	2,372	2,363	0%	-30%
	Car occupants	13,521.2	7,739	8,116	5%	-40%
	Bus or coach occupants	1,450.6	934	897	-4%	-38%
	Other vehicle occupants	1,010.4	620	676	9%	-33%
	Total	28,057.6	17,320	18,090	4%	-36%
All severities	Pedestrians	7,405.4	4,159	4,281	3%	-42%
	Pedal cyclists	3,345.8	2,596	2,752	6%	-18%
	Powered two-wheeler	3,999.6	2,833	2,735	-3%	-32%
	Car occupants	15,358.4	8,308	8,592	3%	-44%
	Bus or coach occupants	1,637.4	1,028	968	-6%	-41%
	Other vehicle occupants	1,159.6	675	722	7%	-38%
	Total	32,906.2	19,599	20,050	2%	-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.

Table 4: Towards the year 2010: Monitoring casualties on Highways Agency roads in London
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010 over	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	1.2	0	1	∞	-17%
	Pedal cyclists	0.0	0	0	∞	∞
	Powered two-wheeler	1.4	0	0	∞	-100%
	Car occupants	2.8	1	1	0%	-64%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.4	0	0	∞	∞
	Total	5.8	1	2	100%	-66%
Fatal and serious	Pedestrians	3.0	0	1	∞	-67%
	Pedal cyclists	0.0	0	0	∞	∞
	Powered two-wheeler	7.6	5	4	-20%	-47%
	Car occupants	51.8	18	22	22%	-58%
	Bus or coach occupants	0.6	0	0	∞	-100%
	Other vehicle occupants	6.6	2	4	100%	-39%
	Total	69.6	25	31	24%	-55%
	Child pedestrians	0.0	0	0	∞	∞
	Child pedal cyclists	0.0	0	0	∞	∞
	Child car passengers	3.0	2	0	-100%	-100%
	Child bus/coach passengers	0.0	0	0	∞	∞
	Other child casualties	0.4	0	0	∞	-100%
	Children (under 16yrs)	3.4	2	0	-100%	-100%
Slight*	Pedestrians	1.8	3	0	-100%	-100%
	Pedal cyclists	1.0	0	0	∞	-100%
	Powered two-wheeler	28.8	17	11	-35%	-62%
	Car occupants	353.6	208	239	15%	-32%
	Bus or coach occupants	4.0	0	0	∞	-100%
	Other vehicle occupants	44.2	20	30	50%	-32%
	Total	433.4	248	280	13%	-35%
All severities	Pedestrians	4.8	3	1	-67%	-79%
	Pedal cyclists	1.0	0	0	∞	-100%
	Powered two-wheeler	36.4	22	15	-32%	-59%
	Car occupants	405.4	226	261	15%	-36%
	Bus or coach occupants	4.6	0	0	∞	-100%
	Other vehicle occupants	50.8	22	34	55%	-33%
	Total	503.0	273	311	14%	-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.

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	2009	2010	2009 to 2010	1994-98 average to 2010
Barking & Dagenham	150.4	45	48	7%	-68%
Barnet	268.8	137	132	-4%	-51%
Bexley	146.2	82	68	-17%	-53%
Brent	244.0	101	84	-17%	-66%
Bromley	241.2	127	90	-29%	-63%
Camden	249.6	141	112	-21%	-55%
City of London	64.6	46	41	-11%	-37%
City of Westminster	408.6	261	186	-29%	-54%
Croydon	246.8	107	87	-19%	-65%
Ealing	287.2	126	85	-33%	-70%
Enfield	235.6	97	98	1%	-58%
Greenwich	200.2	99	104	5%	-48%
Hackney	208.6	103	103	0%	-51%
Hammersmith & Fulham	149.0	93	74	-20%	-50%
Haringey	160.6	98	79	-19%	-51%
Harrow	121.8	49	39	-20%	-68%
Havering	211.6	75	63	-16%	-70%
Hillingdon	255.0	88	83	-6%	-67%
Hounslow	226.4	101	97	-4%	-57%
Islington	185.6	77	81	5%	-56%
Kensington & Chelsea	170.8	94	80	-15%	-53%
Kingston upon Thames	124.0	52	46	-12%	-63%
Lambeth	312.6	173	156	-10%	-50%
Lewisham	206.4	112	108	-4%	-48%
Merton	130.2	55	39	-29%	-70%
Newham	189.6	93	81	-13%	-57%
Redbridge	187.4	69	76	10%	-59%
Richmond upon Thames	135.4	56	72	29%	-47%
Southwark	239.2	127	165	30%	-31%
Sutton	116.0	57	49	-14%	-58%
Tower Hamlets	186.6	105	91	-13%	-51%
Waltham Forest	169.6	61	67	10%	-60%
Wandsworth	254.8	120	102	-15%	-60%
Greater London	6,684.4	3,227	2,886	-11%	-57%

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	2009	2010	2009 to 2010	1994-98 average to 2010
16	Barking & Dagenham	35.2	10	13	30%	-63%
30	Barnet	70.4	45	34	-24%	-52%
18	Bexley	34.8	21	13	-38%	-63%
28	Brent	84.6	35	28	-20%	-67%
19	Bromley	48.8	28	14	-50%	-71%
2	Camden	104.0	65	55	-15%	-47%
0	City of London	24.6	16	18	13%	-27%
1	City of Westminster	178.8	99	71	-28%	-60%
20	Croydon	67.6	34	26	-24%	-62%
27	Ealing	91.2	40	28	-30%	-69%
32	Enfield	64.4	31	40	29%	-38%
6	Greenwich	60.2	23	24	4%	-60%
4	Hackney	78.4	29	27	-7%	-66%
11	Hammersmith & Fulham	59.6	28	26	-7%	-56%
31	Haringey	65.2	43	39	-9%	-40%
29	Harrow	34.4	18	8	-56%	-77%
15	Havering	38.2	16	13	-19%	-66%
26	Hillingdon	54.0	18	21	17%	-61%
25	Hounslow	50.2	24	31	29%	-38%
3	Islington	76.0	29	23	-21%	-70%
12	Kensington & Chelsea	71.8	29	29	0%	-60%
23	Kingston upon Thames	31.6	10	7	-30%	-78%
9	Lambeth	123.8	51	50	-2%	-60%
7	Lewisham	81.6	38	32	-16%	-61%
22	Merton	37.4	20	11	-45%	-71%
17	Newham	68.4	51	29	-43%	-58%
14	Redbridge	48.2	20	35	75%	-27%
24	Richmond upon Thames	32.2	14	23	64%	-29%
8	Southwark	79.8	47	56	19%	-30%
21	Sutton	30.0	16	9	-44%	-70%
5	Tower Hamlets	72.6	46	34	-26%	-53%
13	Waltham Forest	60.4	17	18	6%	-70%
10	Wandsworth	78.2	44	28	-36%	-64%
	Greater London	2,136.6	1,055	913	-13%	-57%

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	2009	2010	2009 to 2010	1994-98 average to 2010
Barking & Dagenham	7.6	4	4	0%	-47%
Barnet	14.4	4	12	200%	-17%
Bexley	9.0	8	6	-25%	-33%
Brent	17.6	4	3	-25%	-83%
Bromley	18.0	5	10	100%	-44%
Camden	31.0	22	23	5%	-26%
City of London	7.4	19	18	-5%	143%
City of Westminster	38.4	45	38	-16%	-1%
Croydon	13.0	7	5	-29%	-62%
Ealing	20.6	16	13	-19%	-37%
Enfield	13.0	2	5	150%	-62%
Greenwich	9.8	13	12	-8%	22%
Hackney	18.8	23	23	0%	22%
Hammersmith & Fulham	20.2	21	14	-33%	-31%
Haringey	11.8	4	11	175%	-7%
Harrow	7.4	1	3	200%	-59%
Havering	11.4	6	3	-50%	-74%
Hillingdon	19.6	7	8	14%	-59%
Hounslow	19.2	11	11	0%	-43%
Islington	26.0	18	24	33%	-8%
Kensington & Chelsea	18.0	23	18	-22%	0%
Kingston upon Thames	14.0	9	7	-22%	-50%
Lambeth	36.4	33	37	12%	2%
Lewisham	14.2	11	12	9%	-15%
Merton	11.6	7	7	0%	-40%
Newham	10.8	8	12	50%	11%
Redbridge	12.4	8	4	-50%	-68%
Richmond upon Thames	21.4	17	19	12%	-11%
Southwark	24.6	27	35	30%	42%
Sutton	10.0	3	8	167%	-20%
Tower Hamlets	14.4	15	21	40%	46%
Waltham Forest	12.0	9	11	22%	-8%
Wandsworth	32.8	23	30	30%	-9%
Greater London	566.8	433	467	8%	-18%

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	2009	2010	2009 to 2010	1994-98 average to 2010
Barking & Dagenham	13.2	11	15	36%	14%
Barnet	34.0	24	22	-8%	-35%
Bexley	17.2	14	10	-29%	-42%
Brent	24.6	27	13	-52%	-47%
Bromley	33.4	26	16	-38%	-52%
Camden	41.0	28	18	-36%	-56%
City of London	15.2	7	3	-57%	-80%
City of Westminster	64.8	62	45	-27%	-31%
Croydon	31.2	18	15	-17%	-52%
Ealing	32.0	33	20	-39%	-38%
Enfield	21.2	14	17	21%	-20%
Greenwich	30.0	13	29	123%	-3%
Hackney	25.0	23	19	-17%	-24%
Hammersmith & Fulham	26.2	31	22	-29%	-16%
Haringey	21.0	22	12	-45%	-43%
Harrow	12.0	6	8	33%	-33%
Havering	19.8	12	14	17%	-29%
Hillingdon	25.4	15	17	13%	-33%
Hounslow	28.0	20	23	15%	-18%
Islington	31.8	15	23	53%	-28%
Kensington & Chelsea	31.0	30	24	-20%	-23%
Kingston upon Thames	22.2	13	17	31%	-23%
Lambeth	51.2	49	34	-31%	-34%
Lewisham	30.0	28	25	-11%	-17%
Merton	21.2	17	8	-53%	-62%
Newham	17.6	19	10	-47%	-43%
Redbridge	14.4	8	9	13%	-38%
Richmond upon Thames	24.2	13	14	8%	-42%
Southwark	47.4	34	41	21%	-14%
Sutton	16.0	11	10	-9%	-38%
Tower Hamlets	37.8	21	23	10%	-39%
Waltham Forest	19.4	8	10	25%	-48%
Wandsworth	53.4	34	29	-15%	-46%
Greater London	932.8	706	615	-13%	-34%

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	2009	2010	2009 to 2010	1994-98 average to 2010
Barking & Dagenham	30.0	3	11	267%	-63%
Barnet	31.0	6	7	17%	-77%
Bexley	24.6	14	9	-36%	-63%
Brent	42.4	11	10	-9%	-76%
Bromley	33.6	7	5	-29%	-85%
Camden	24.6	9	7	-22%	-72%
City of London	2.0	1	0	-100%	-100%
City of Westminster	22.6	7	10	43%	-56%
Croydon	41.8	19	8	-58%	-81%
Ealing	34.8	11	6	-45%	-83%
Enfield	33.2	8	12	50%	-64%
Greenwich	37.0	12	14	17%	-62%
Hackney	38.8	4	6	50%	-85%
Hammersmith & Fulham	18.4	7	2	-71%	-89%
Haringey	23.2	13	5	-62%	-78%
Harrow	19.8	4	1	-75%	-95%
Havering	35.6	9	7	-22%	-80%
Hillingdon	37.4	6	10	67%	-73%
Hounslow	29.2	10	11	10%	-62%
Islington	18.6	5	3	-40%	-84%
Kensington & Chelsea	11.2	6	5	-17%	-55%
Kingston upon Thames	13.4	3	2	-33%	-85%
Lambeth	45.0	21	10	-52%	-78%
Lewisham	41.4	8	13	63%	-69%
Merton	20.8	2	2	0%	-90%
Newham	43.0	11	10	-9%	-77%
Redbridge	26.0	6	14	133%	-46%
Richmond upon Thames	14.2	1	9	800%	-37%
Southwark	34.0	8	22	175%	-35%
Sutton	21.6	6	4	-33%	-81%
Tower Hamlets	27.4	12	6	-50%	-78%
Waltham Forest	30.0	7	5	-29%	-83%
Wandsworth	28.8	6	4	-33%	-86%
Greater London	935.4	263	250	-5%	-73%

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	2009	2010	2009 to 2010	1994-98 average to 2010
Barking & Dagenham	781.2	479	497	4%	-36%
Barnet	1,772.8	1,266	1,388	10%	-22%
Bexley	797.6	550	521	-5%	-35%
Brent	1,361.4	748	844	13%	-38%
Bromley	1,232.0	750	726	-3%	-41%
Camden	1,430.8	767	852	11%	-40%
City of London	411.0	297	339	14%	-18%
City of Westminster	2,384.4	1,309	1,413	8%	-41%
Croydon	1,632.4	1,035	1,035	0%	-37%
Ealing	1,614.0	953	968	2%	-40%
Enfield	1,503.8	925	977	6%	-35%
Greenwich	1,146.8	773	748	-3%	-35%
Hackney	1,098.4	819	795	-3%	-28%
Hammersmith & Fulham	930.4	629	616	-2%	-34%
Haringey	1,010.4	831	905	9%	-10%
Harrow	727.6	459	512	12%	-30%
Havering	1,095.8	673	730	8%	-33%
Hillingdon	1,337.4	883	997	13%	-25%
Hounslow	1,352.2	778	878	13%	-35%
Islington	1,113.8	734	752	2%	-32%
Kensington & Chelsea	1,004.8	671	712	6%	-29%
Kingston upon Thames	678.0	409	381	-7%	-44%
Lambeth	1,831.6	1,112	1,137	2%	-38%
Lewisham	1,390.0	860	830	-3%	-40%
Merton	711.4	420	419	0%	-41%
Newham	1,118.8	853	830	-3%	-26%
Redbridge	1,199.4	699	862	23%	-28%
Richmond upon Thames	715.4	389	403	4%	-44%
Southwark	1,543.0	981	984	0%	-36%
Sutton	717.6	426	432	1%	-40%
Tower Hamlets	1,022.6	787	879	12%	-14%
Waltham Forest	1,028.4	675	719	7%	-30%
Wandsworth	1,301.6	812	922	14%	-29%
Greater London	38,996.8	24,752	26,003	5%	-33%

4.2 London-wide casualty monitoring charts - all roads

Fig. 1: Greater London - all fatalities

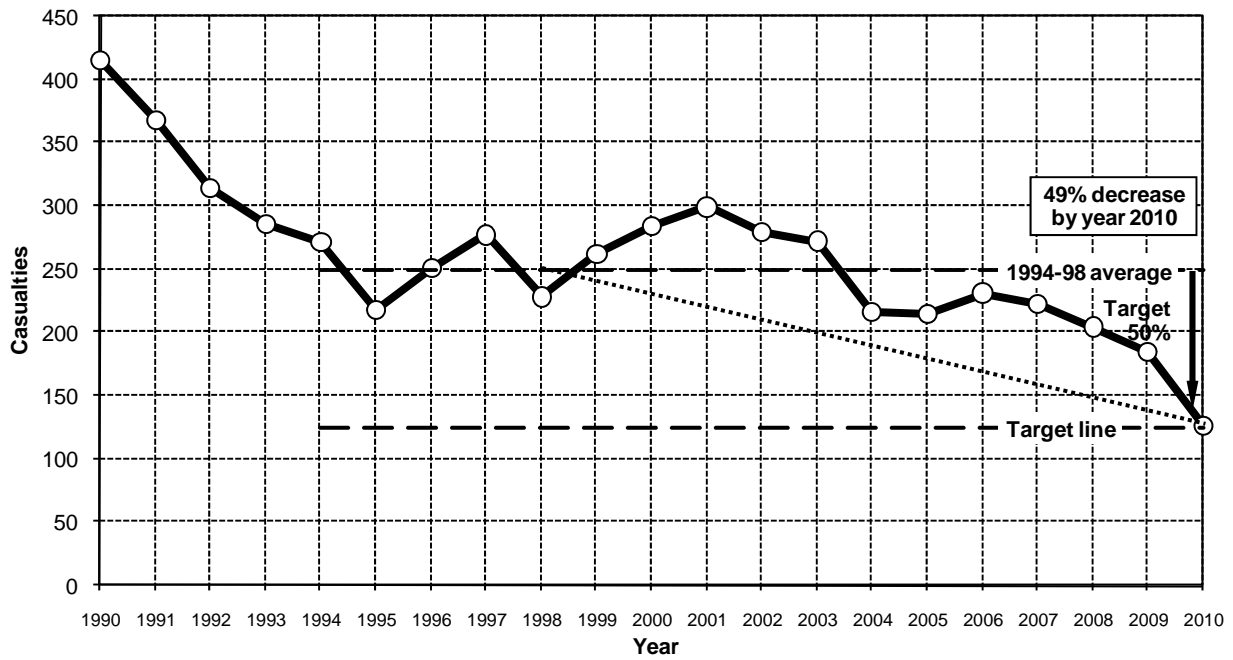


Fig. 2: Greater London - pedestrian fatalities

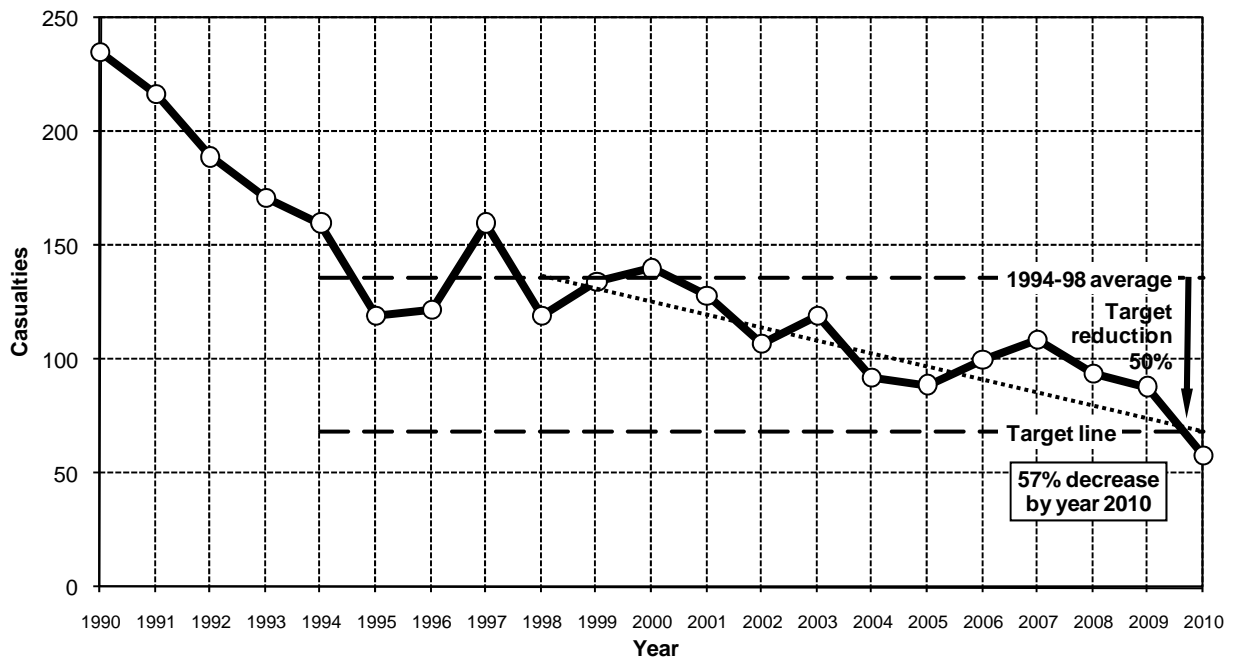


Fig. 3: Greater London - pedal cyclist fatalities

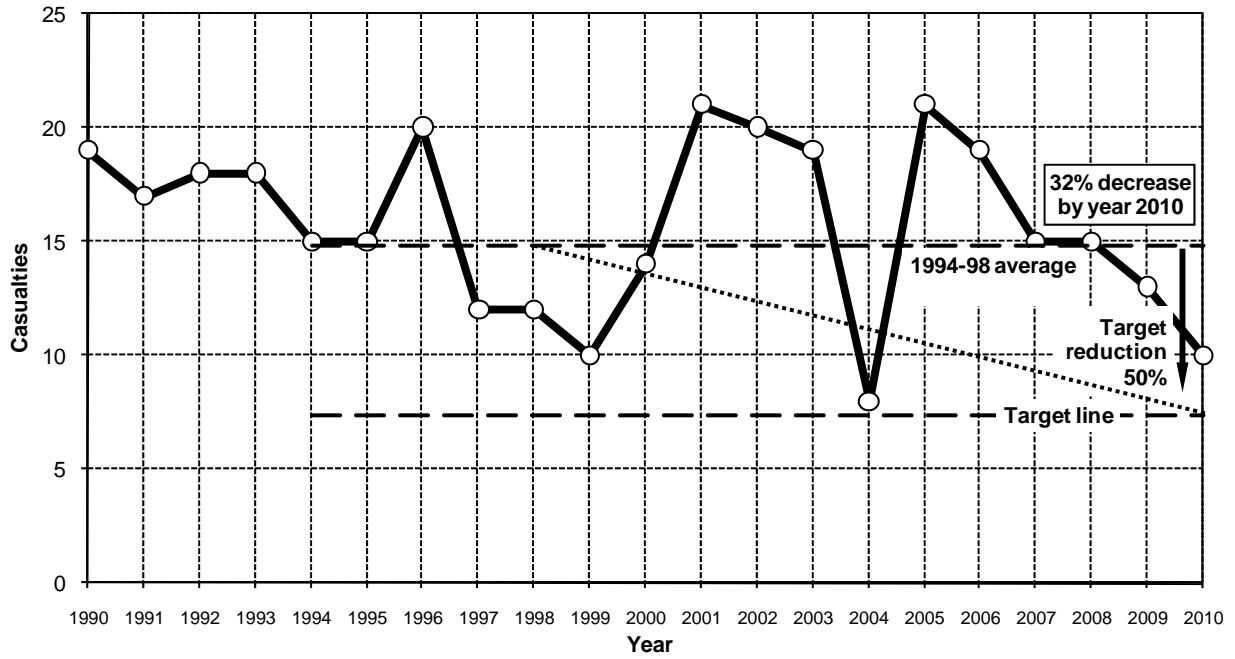


Fig. 4: Greater London - powered two wheeler fatalities

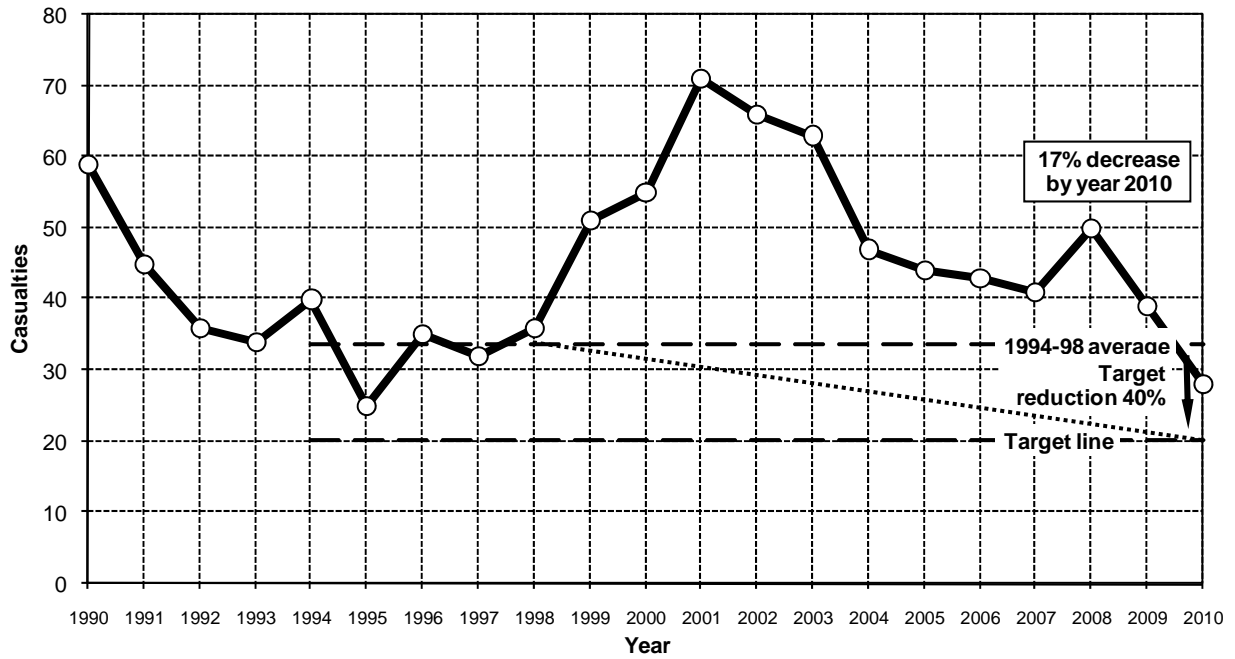


Fig. 5: Greater London - car occupant fatalities

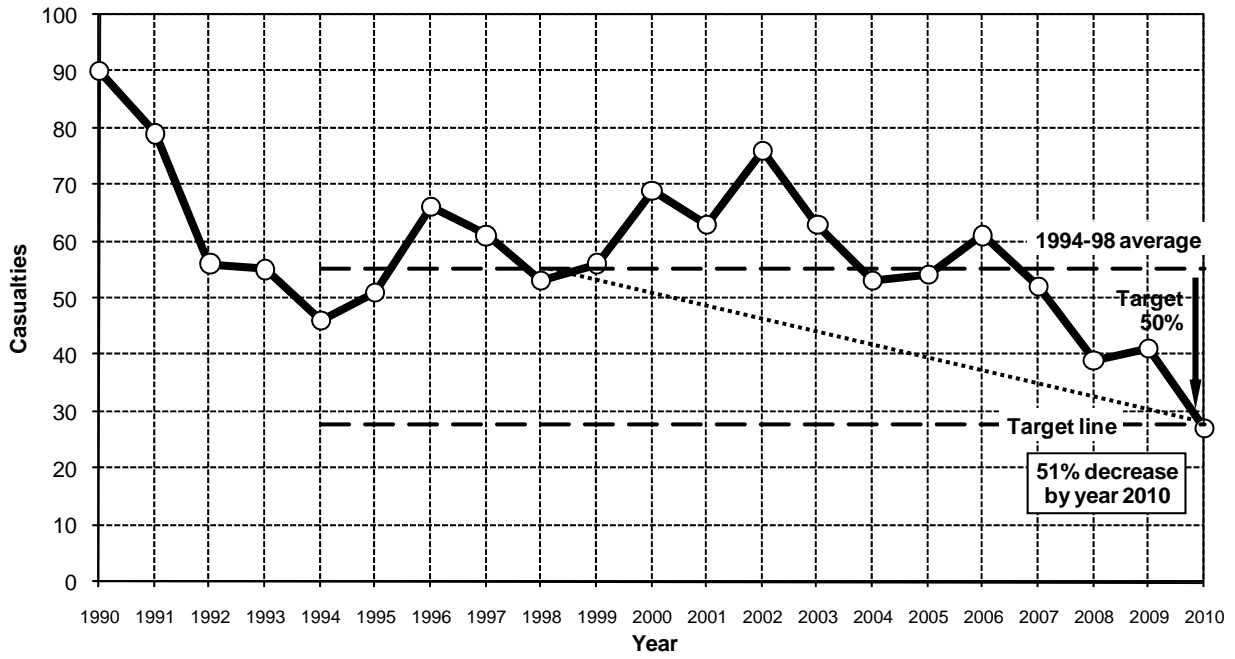


Fig. 6: Greater London - all killed or seriously injured casualties (national and London target category)

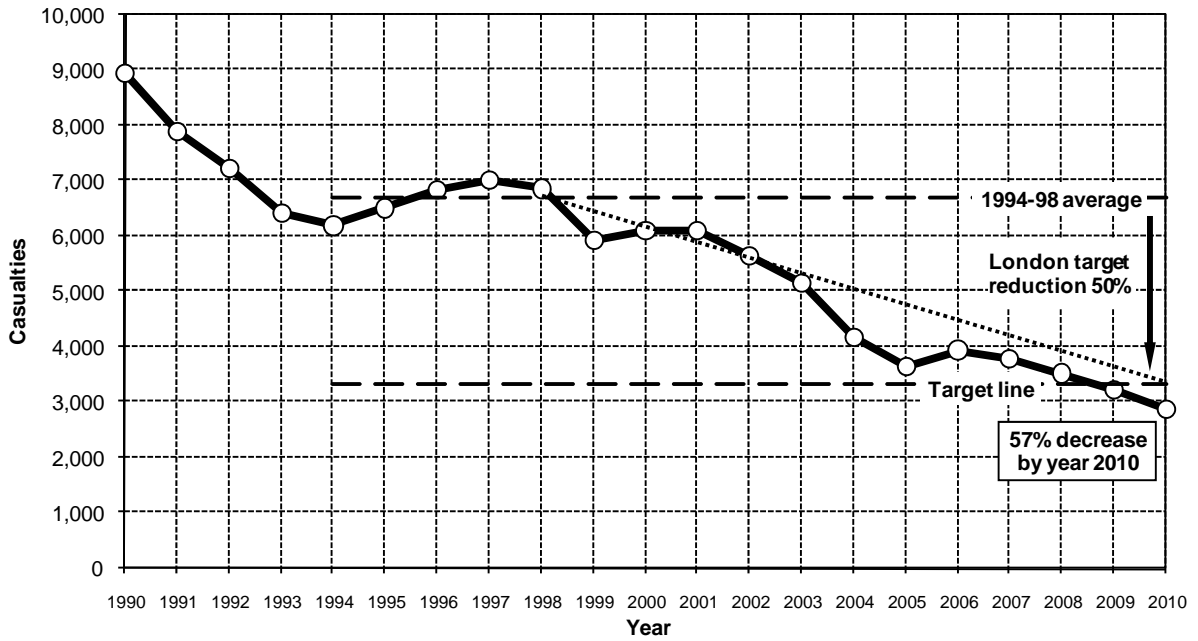


Fig. 7: Greater London - pedestrian killed or seriously injured casualties (London target category)

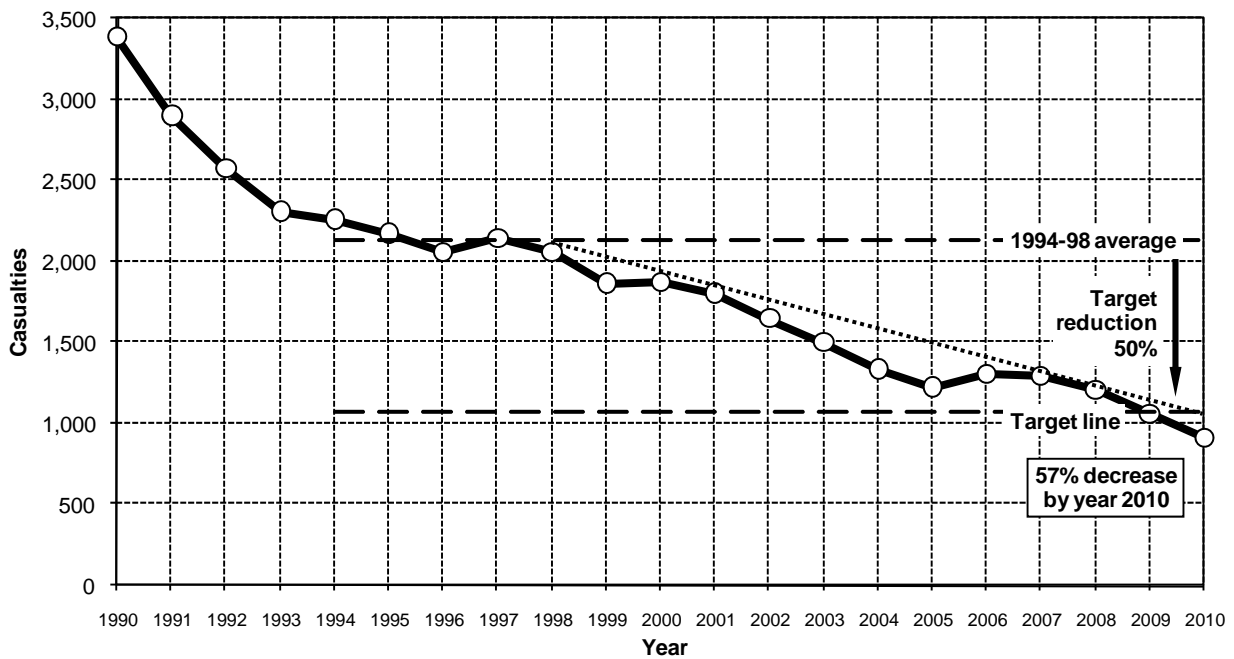


Fig. 8: Greater London - pedal cyclist killed or seriously injured casualties (London target category)

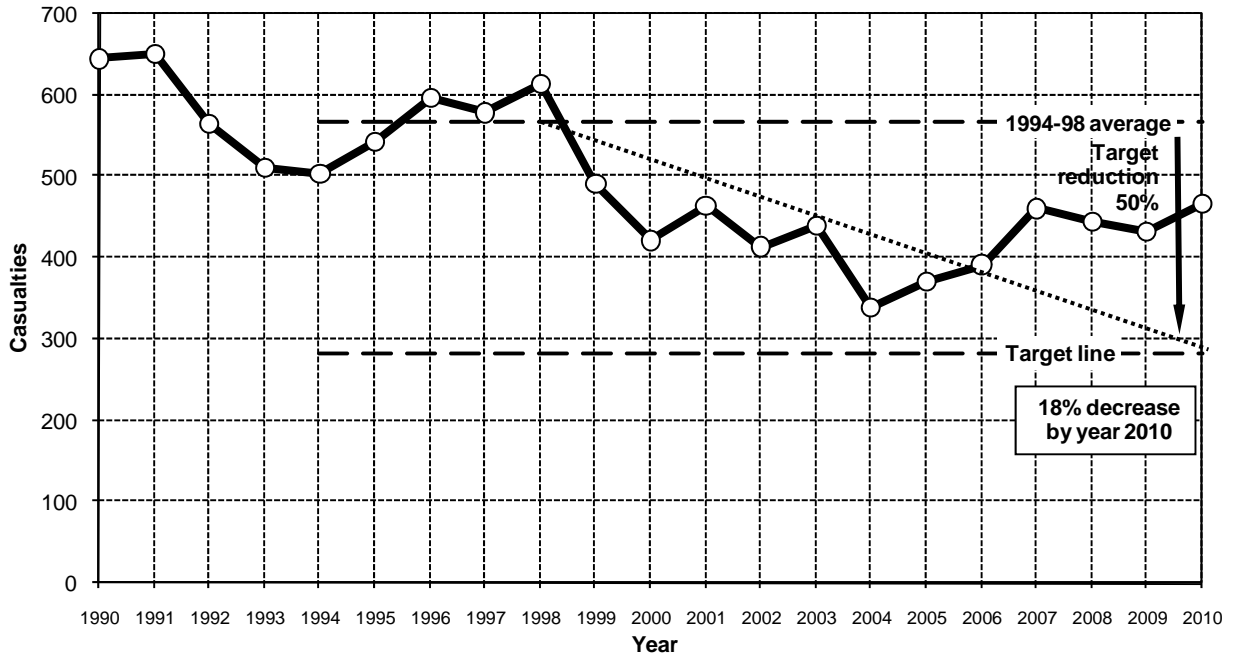


Fig. 9: Greater London - powered two wheeler killed or seriously injured casualties (London target)

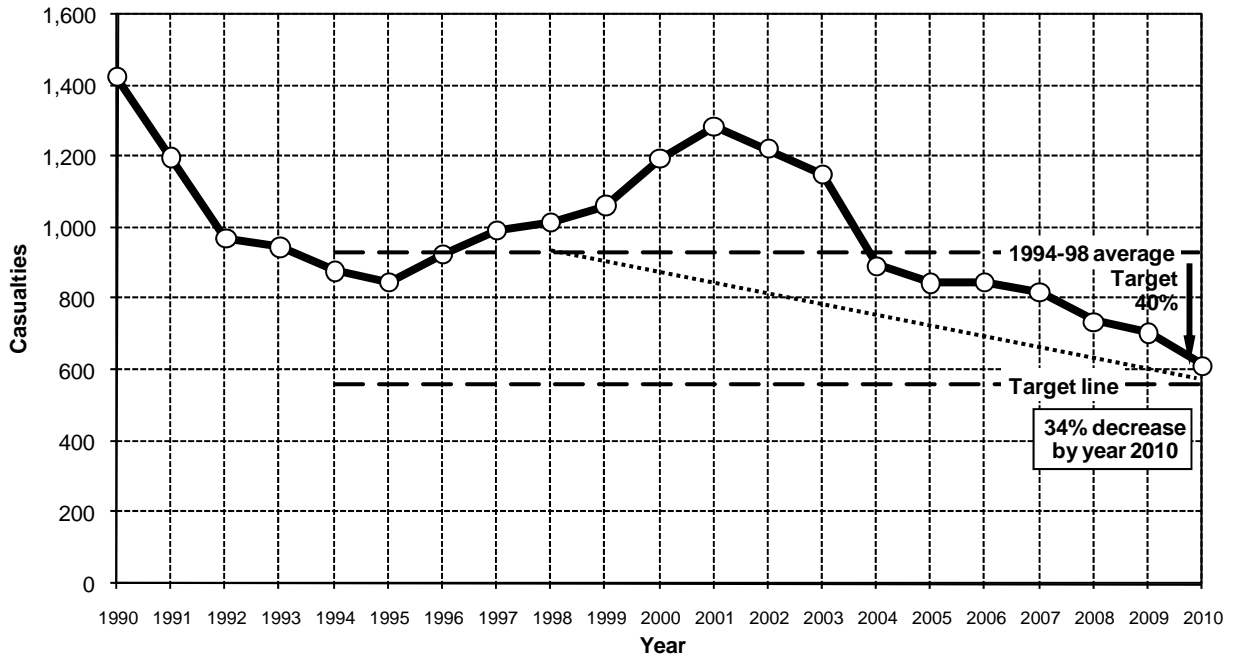


Fig. 10: Greater London - car occupant killed or seriously injured casualties

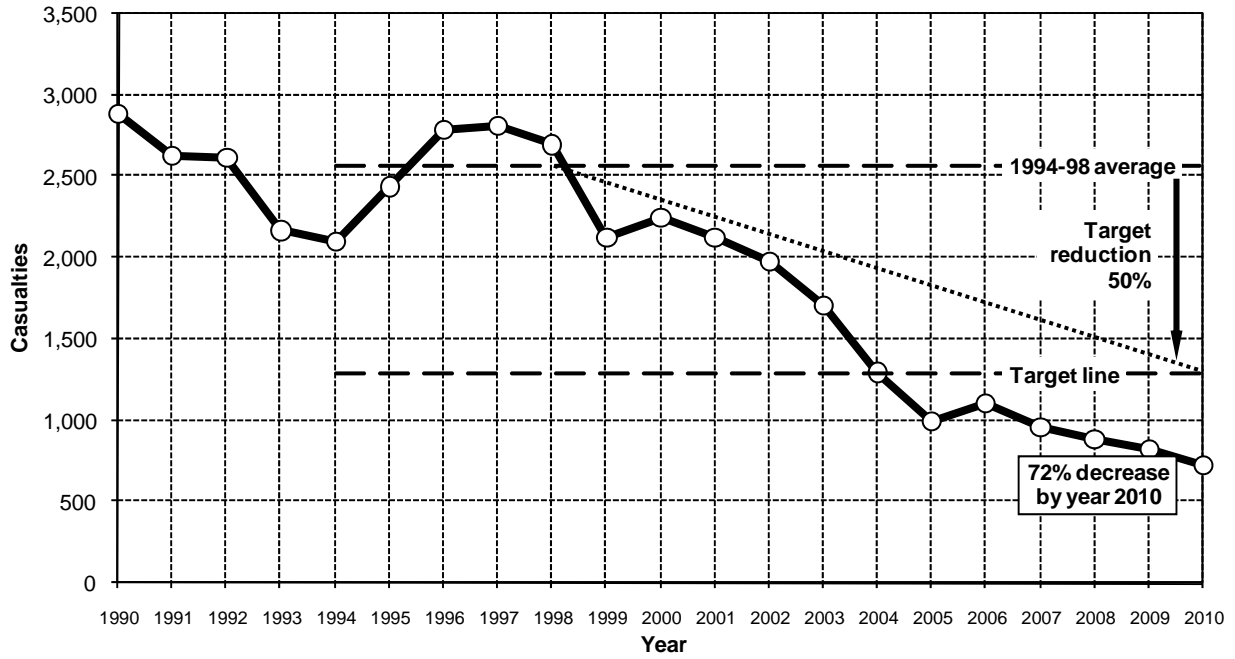


Fig. 11: Greater London - bus or coach occupant killed or seriously injured casualties

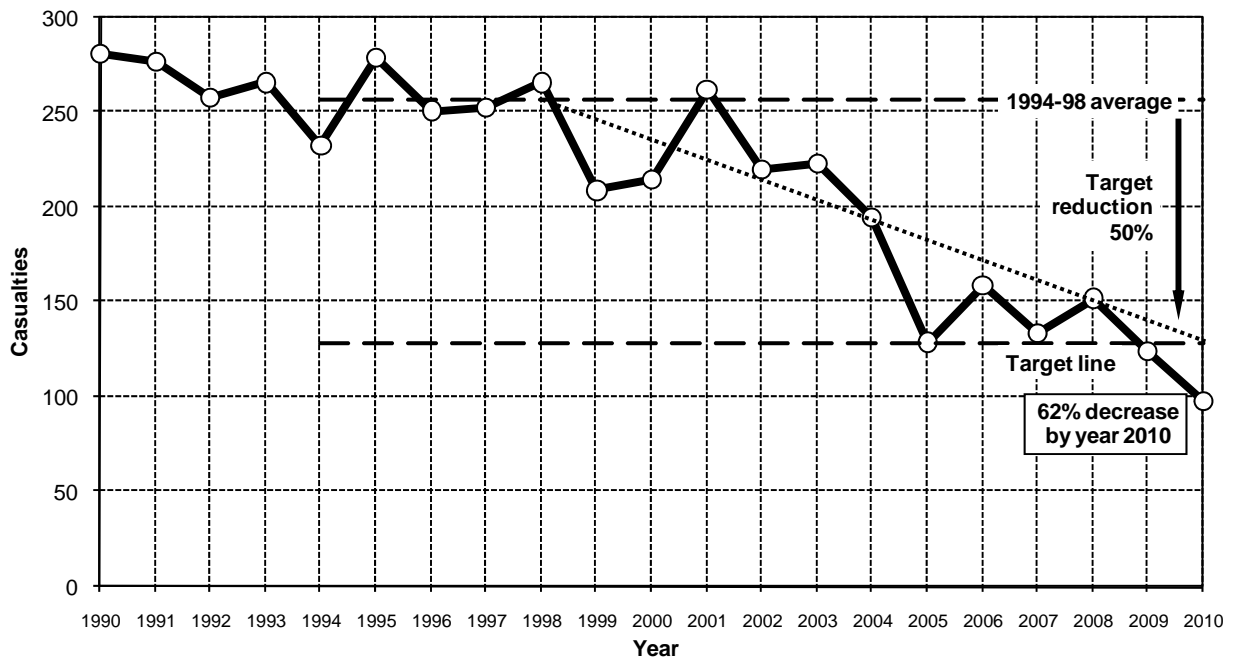


Fig. 12: Greater London - other vehicle occupant killed or seriously injured casualties

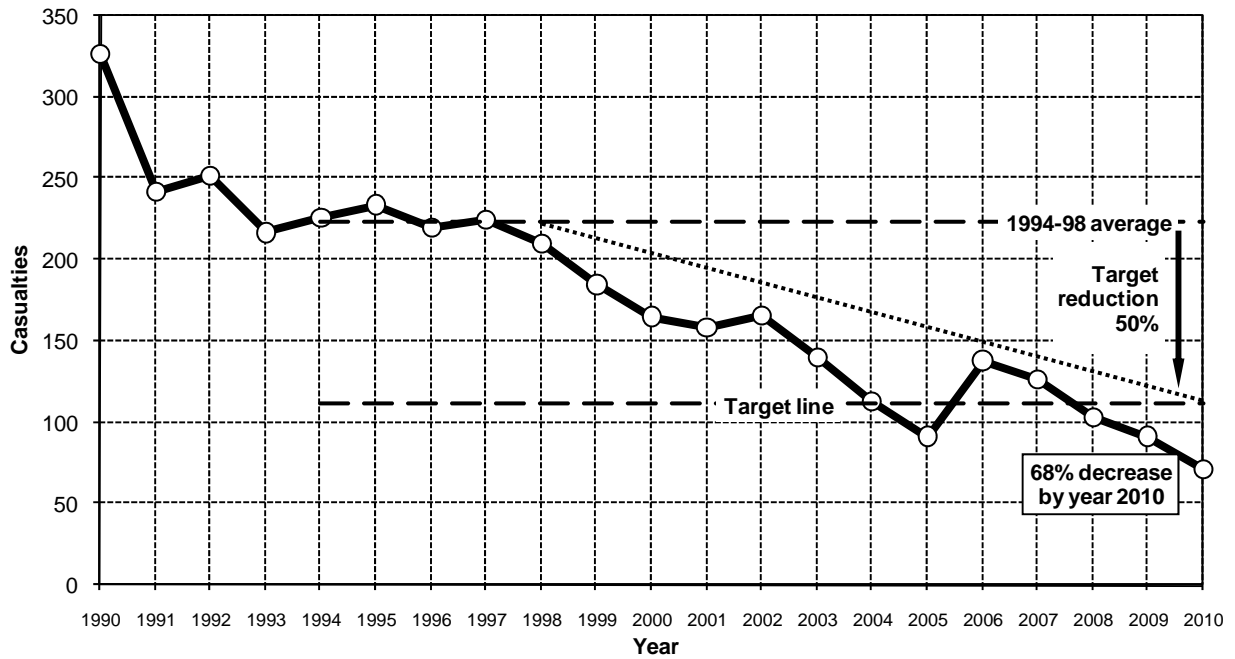


Fig. 13: Greater London - all child killed or seriously injured casualties (national and London target category)

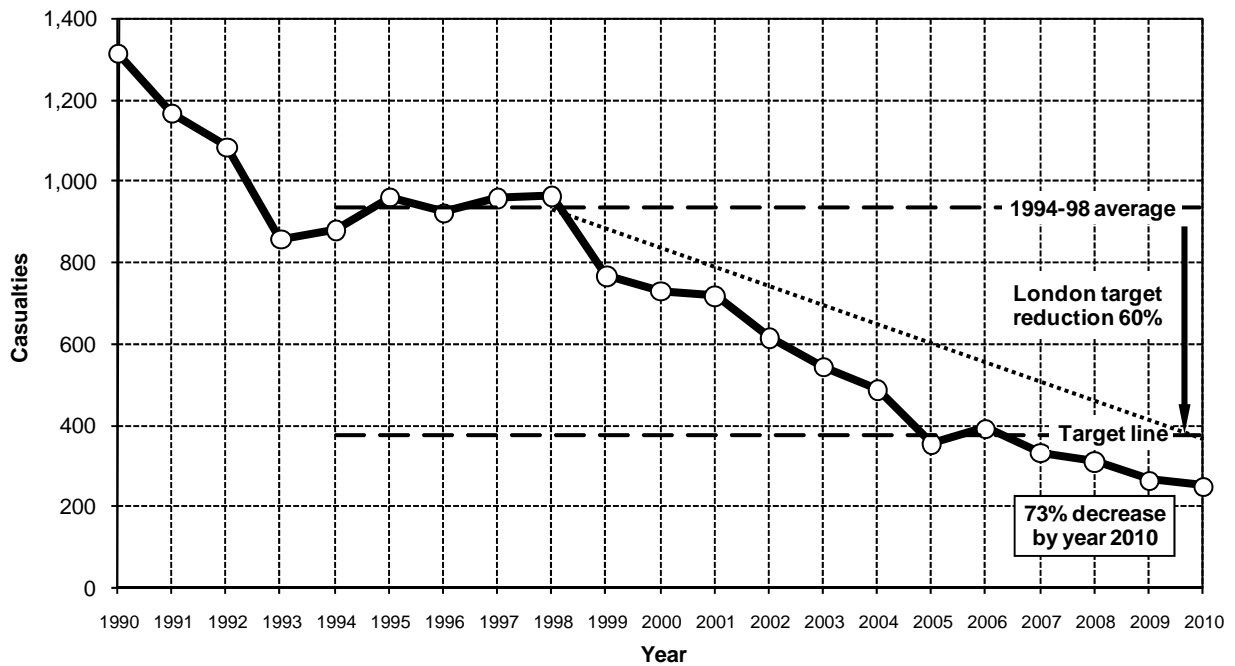


Fig. 14: Greater London - child pedestrian killed or seriously injured casualties

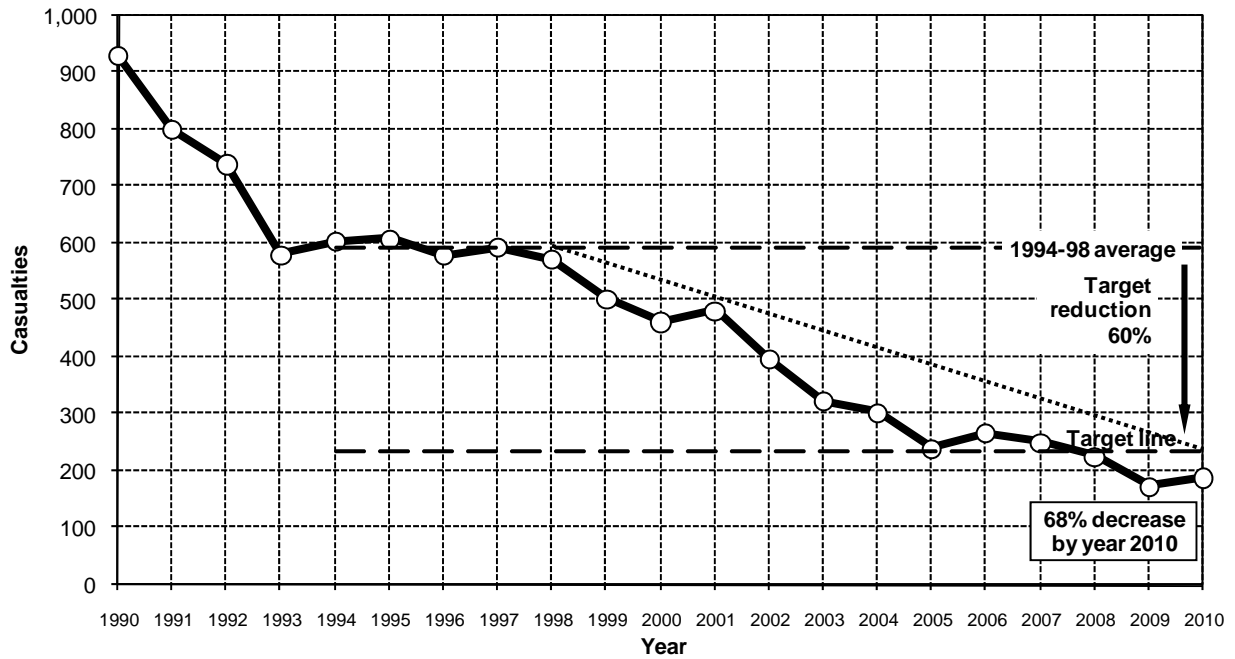


Fig. 15: Greater London - child pedal cyclist killed or seriously injured casualties

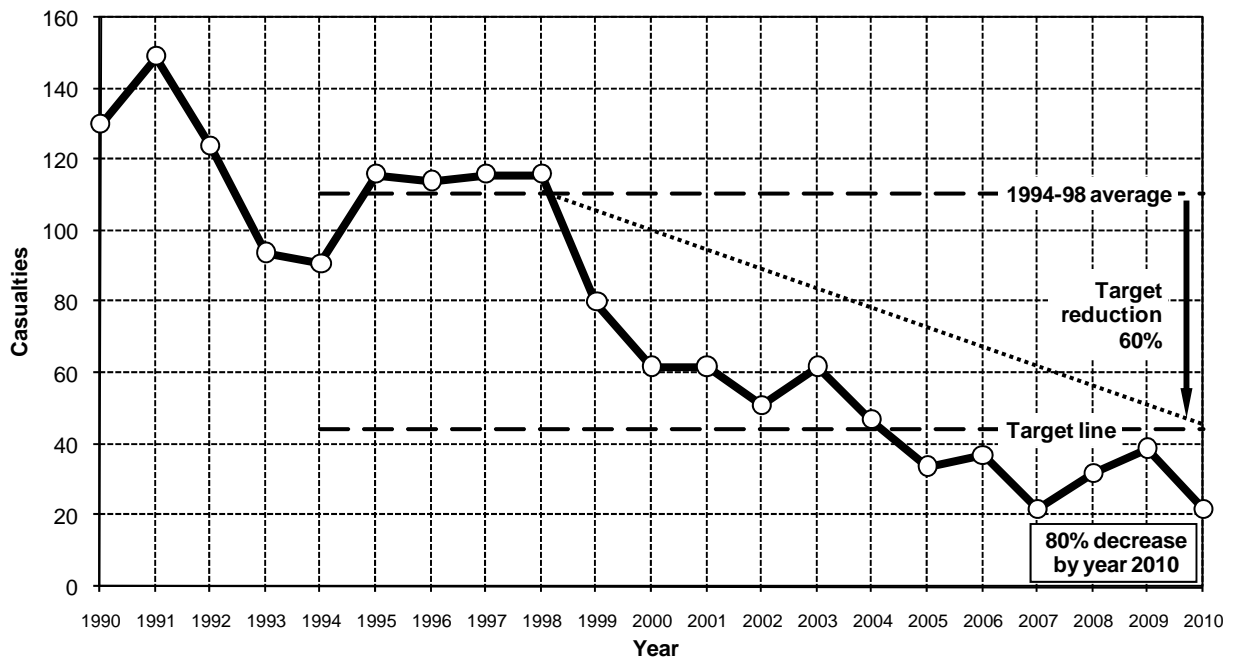


Fig. 16: Greater London - child car passenger killed or seriously injured casualties

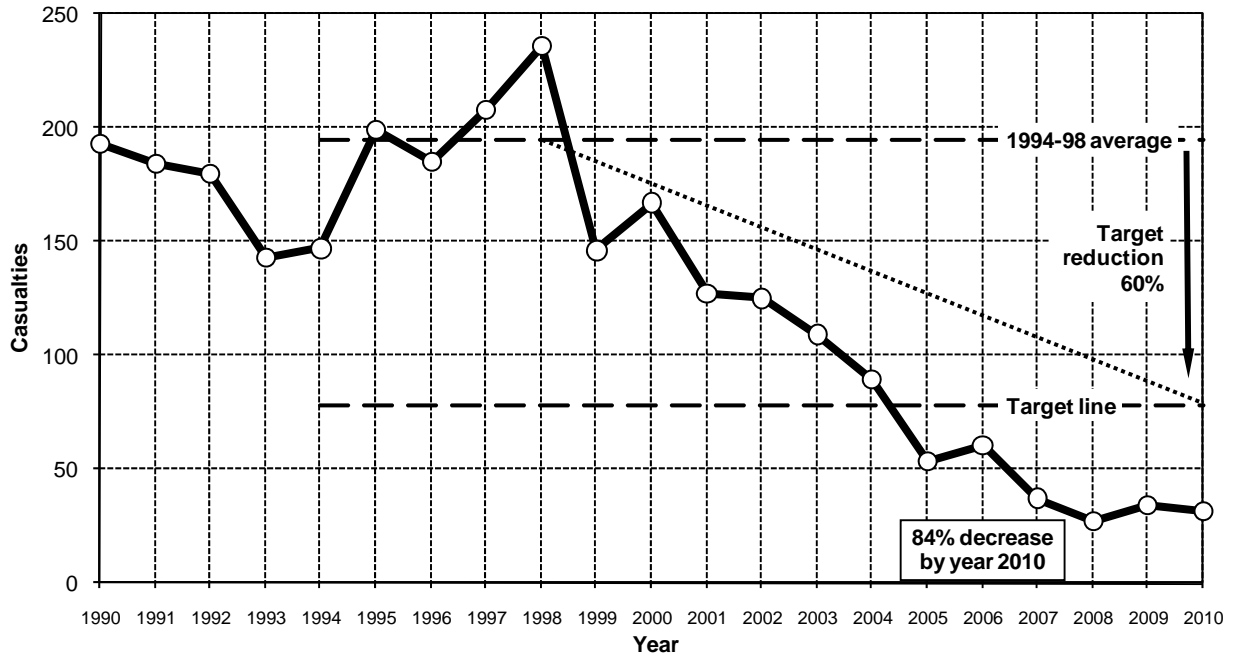


Fig. 17: Greater London - all slightly injured casualties (national and London target category)

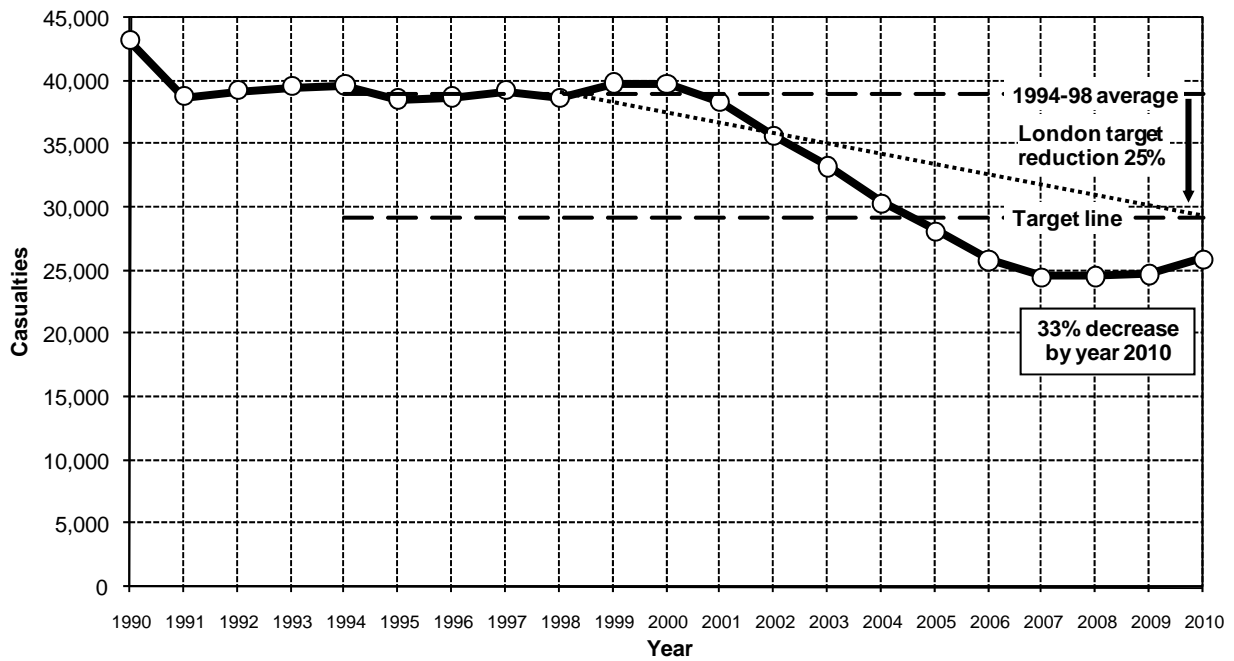


Fig. 18: Greater London - pedestrian slightly injured casualties

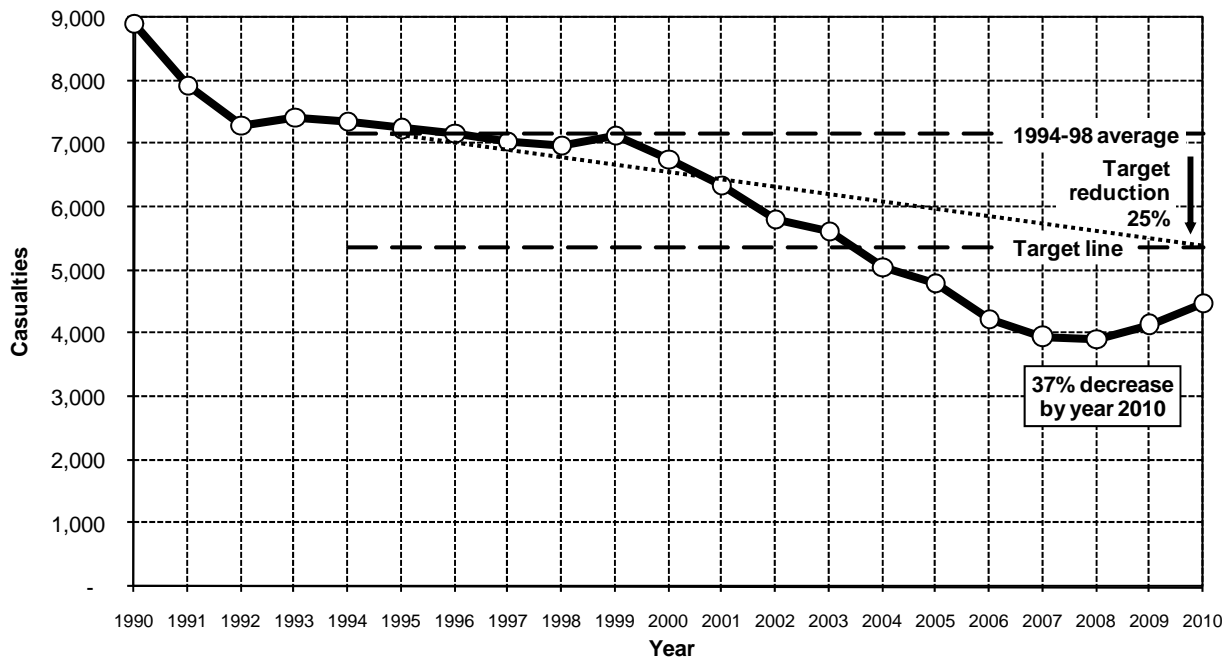


Fig. 19: Greater London - pedal cyclist slightly injured casualties

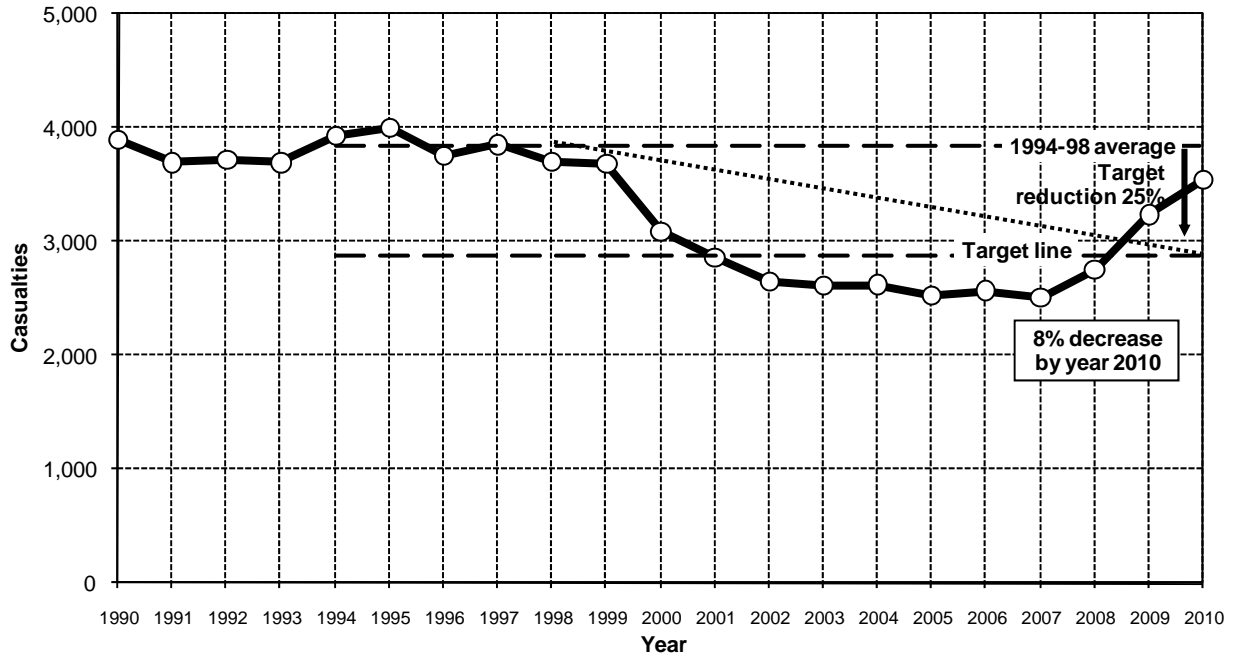


Fig. 20: Greater London - powered two wheeler slightly injured casualties

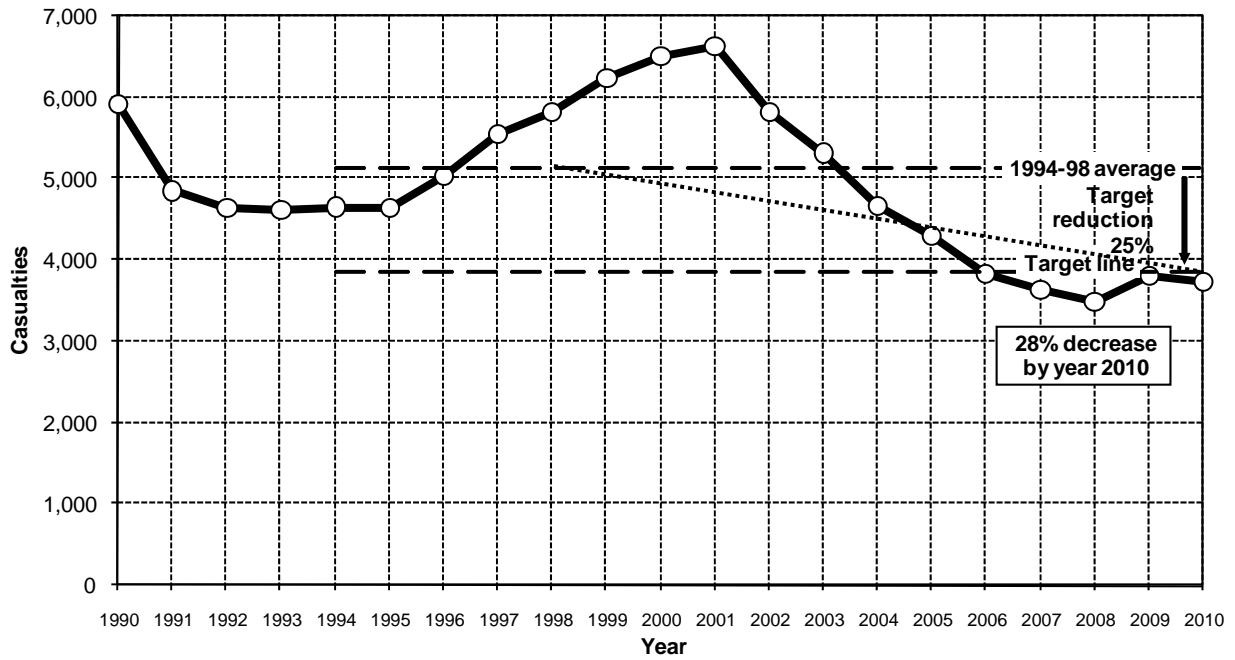


Fig. 21: Greater London - car occupant slightly injured casualties

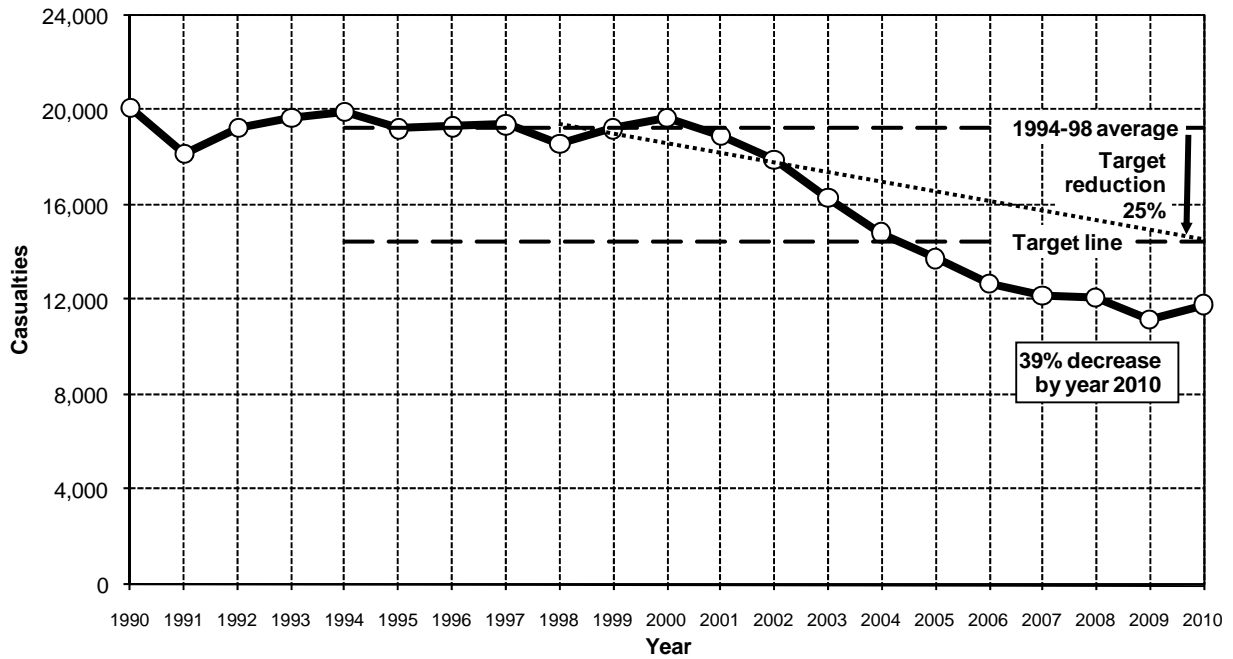


Fig. 22: Greater London - bus or coach occupant slightly injured casualties

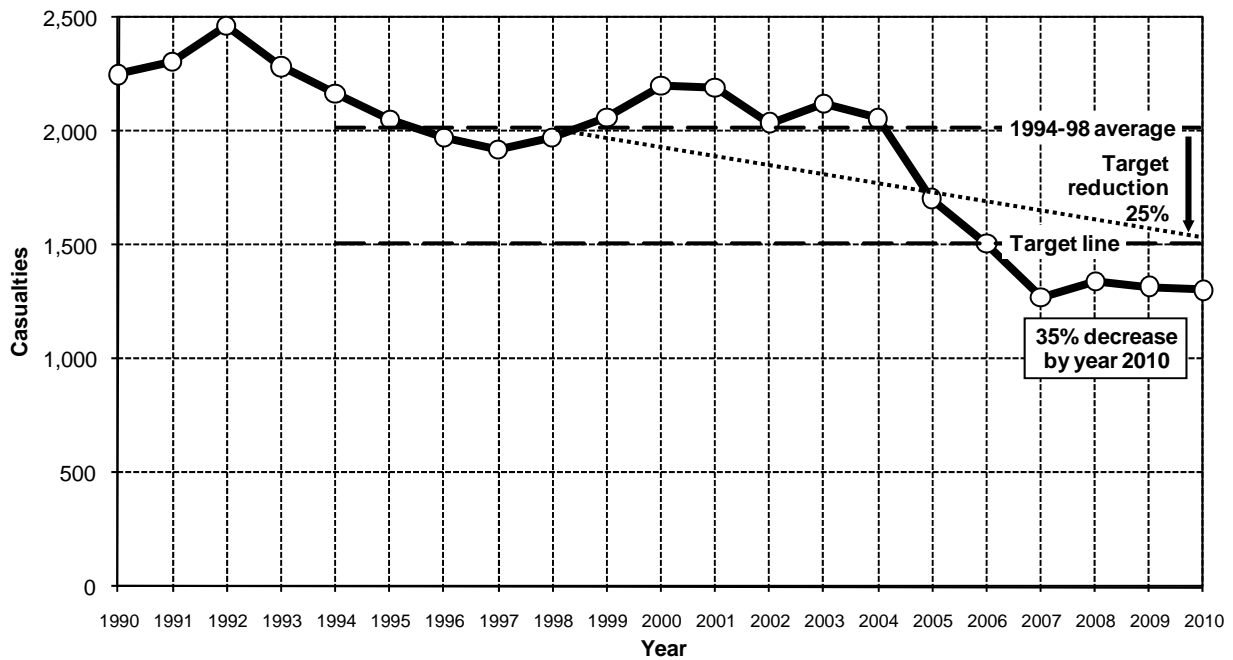
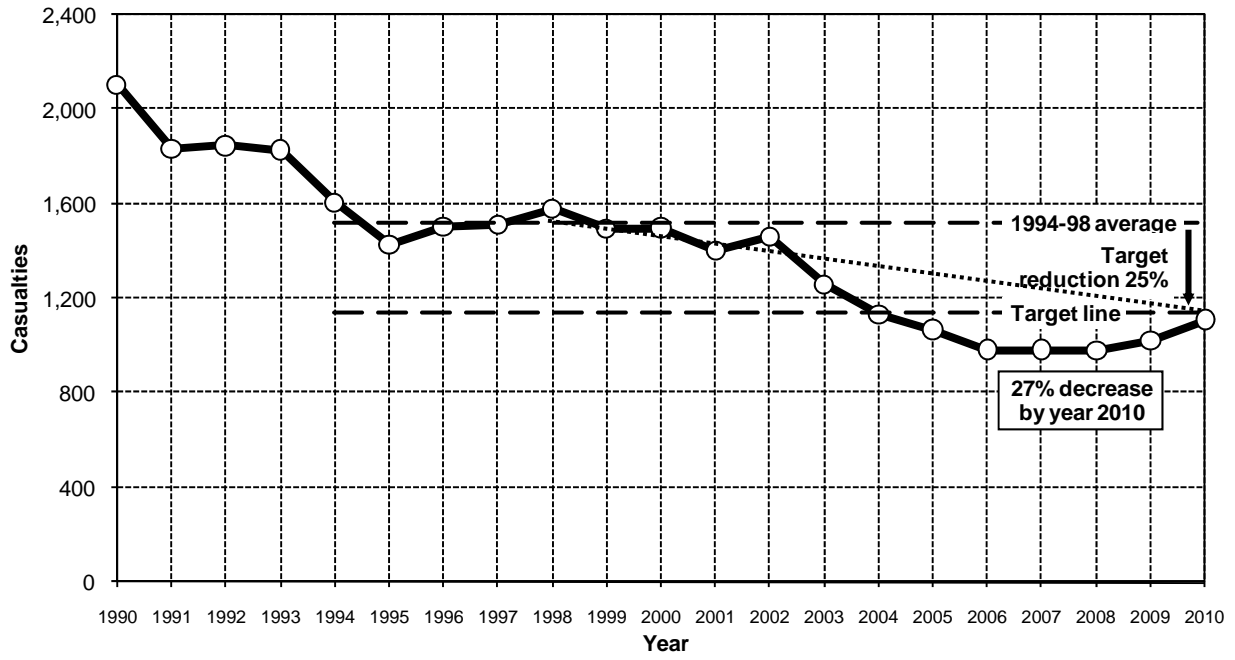


Fig. 23: Greater London - other vehicle occupant slightly injured casualties



4.3 Transport for London Road Network casualty monitoring charts

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

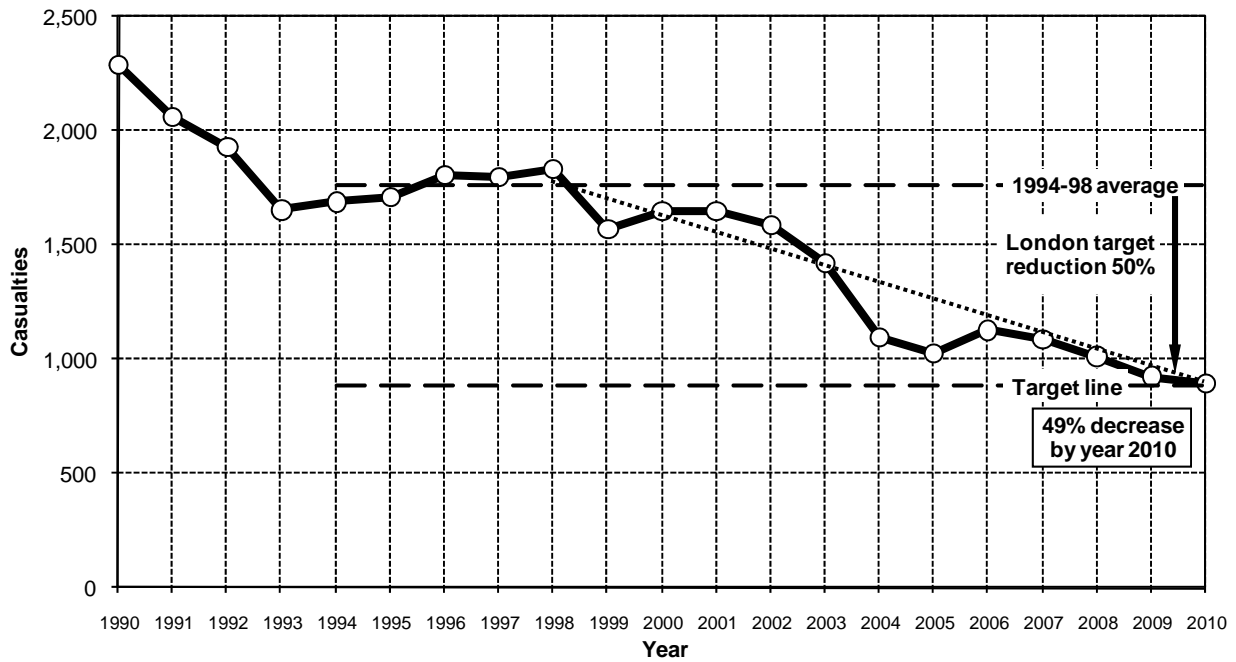


Fig. 25: TLRN - pedestrian killed or seriously injured casualties (London target category)

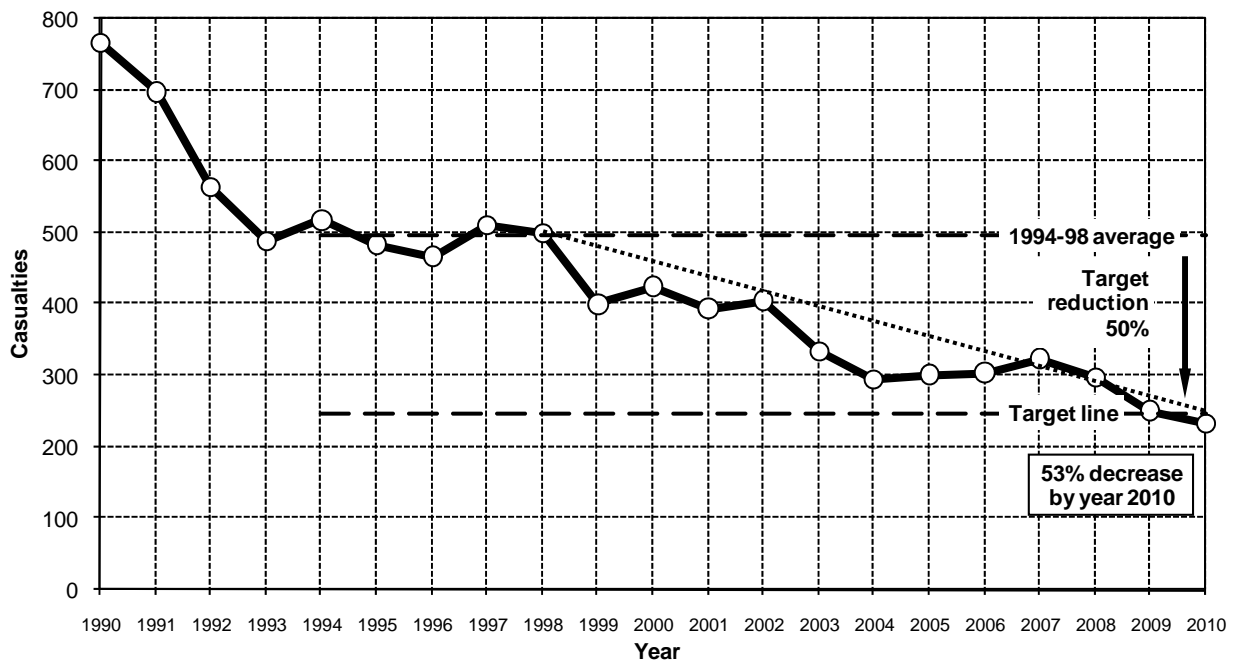


Fig. 26: TLRN - pedal cyclist killed or seriously injured casualties (London target category)

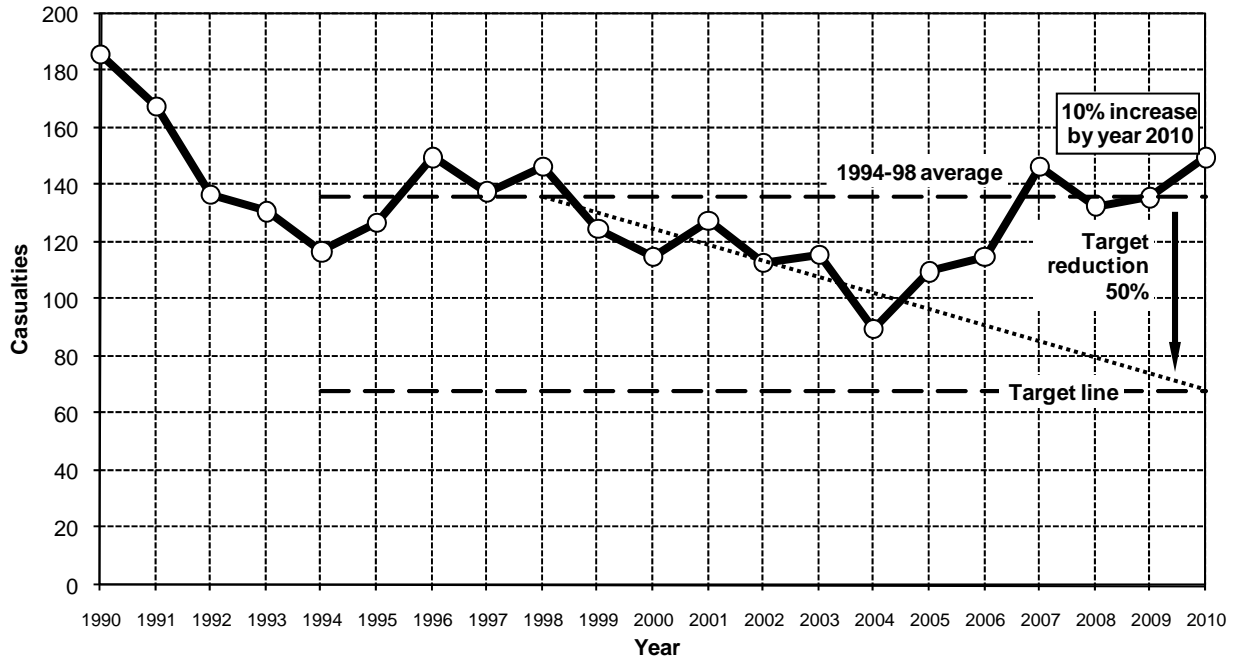


Fig. 27: TLRN - powered two wheeler killed or seriously injured casualties (London target category)

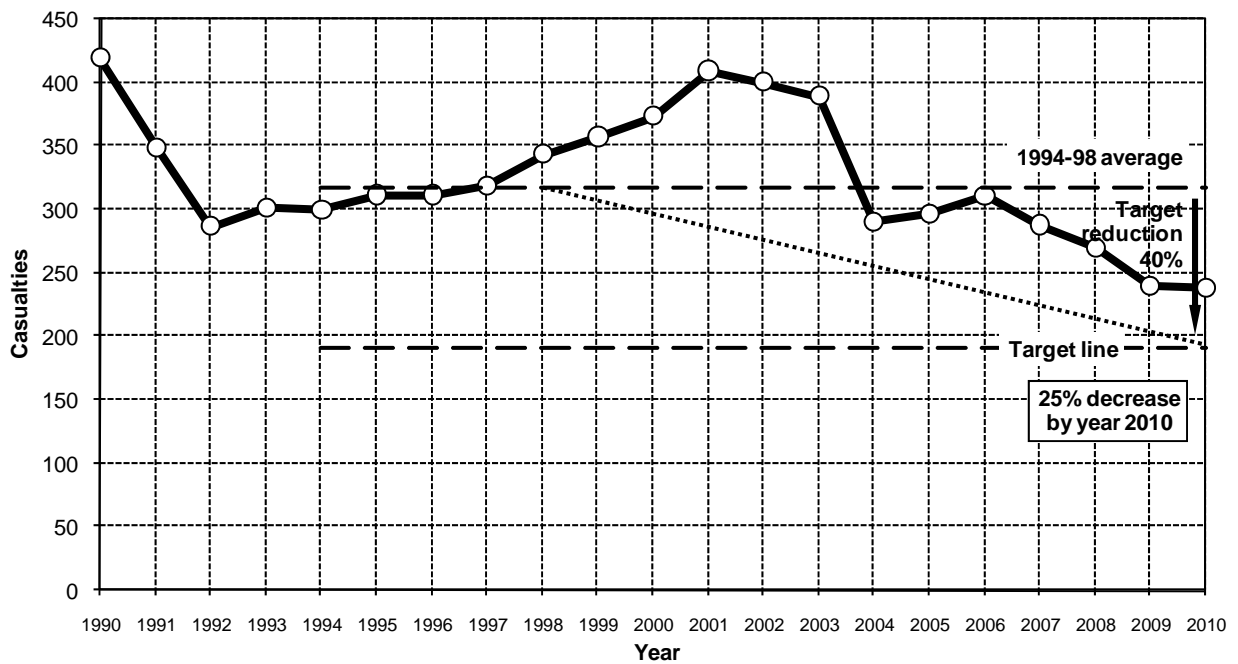


Fig. 28: TLRN - child killed or seriously injured casualties (national and London target category)

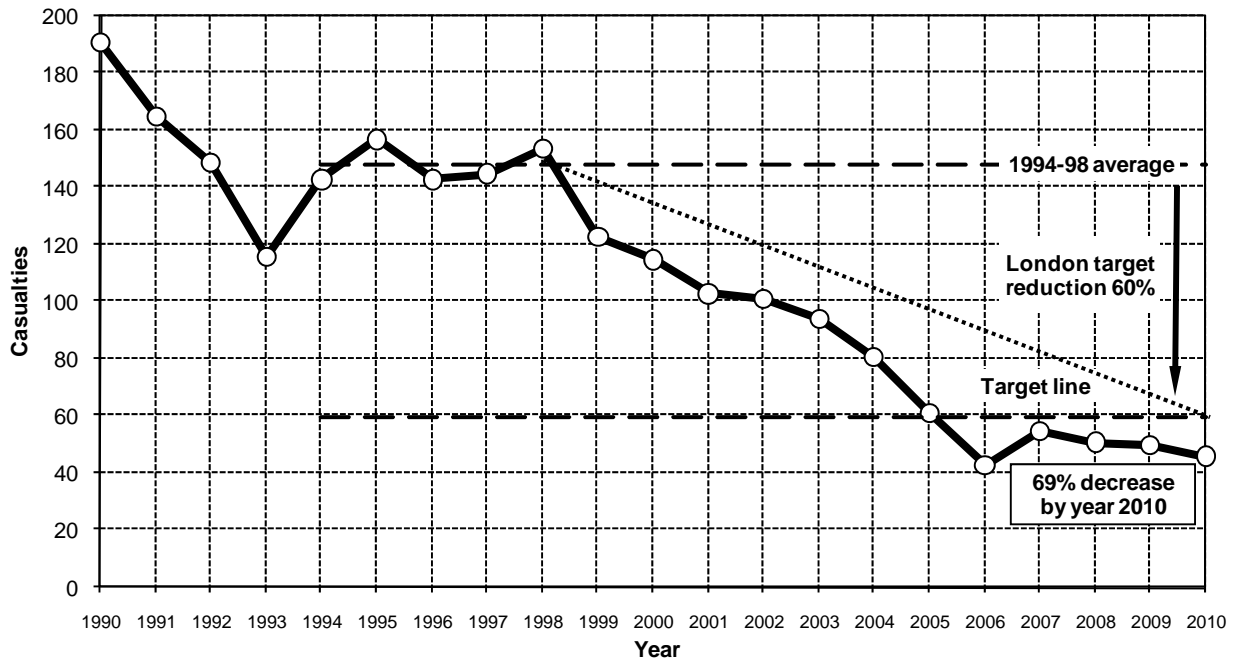
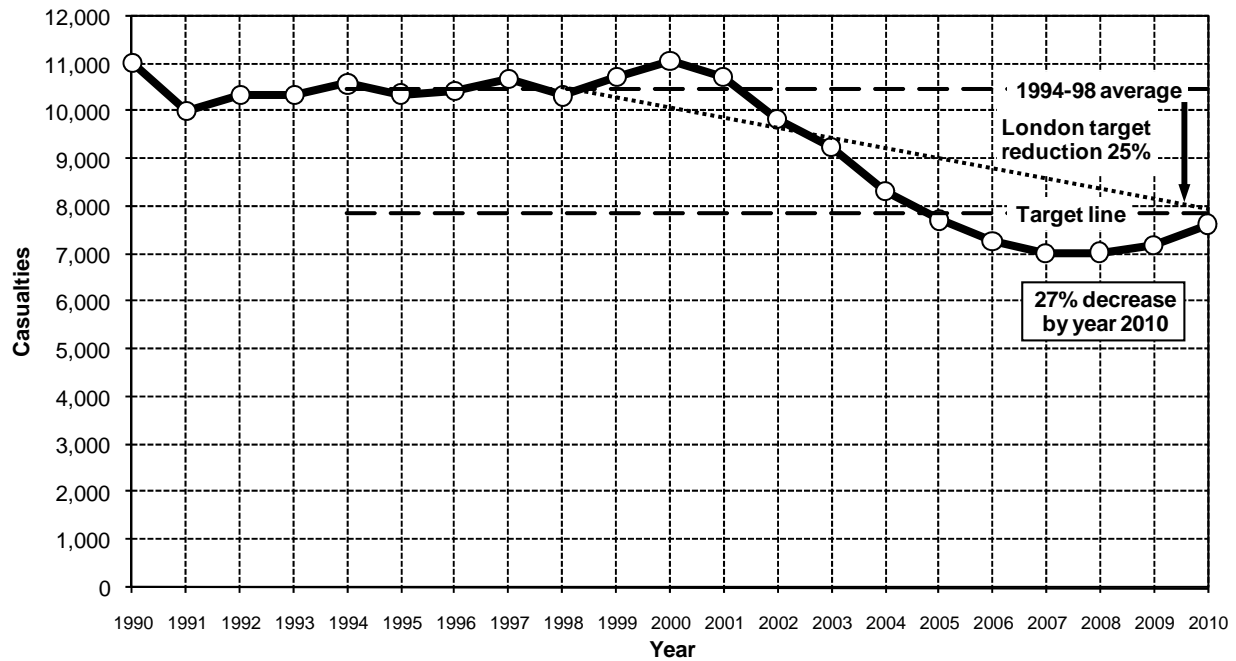


Fig. 29: TLRN - all slightly injured casualties (national and London target category)



4.4 Borough roads casualty monitoring charts

Fig. 30: Borough roads - all killed or seriously injured casualties (national and London target category)

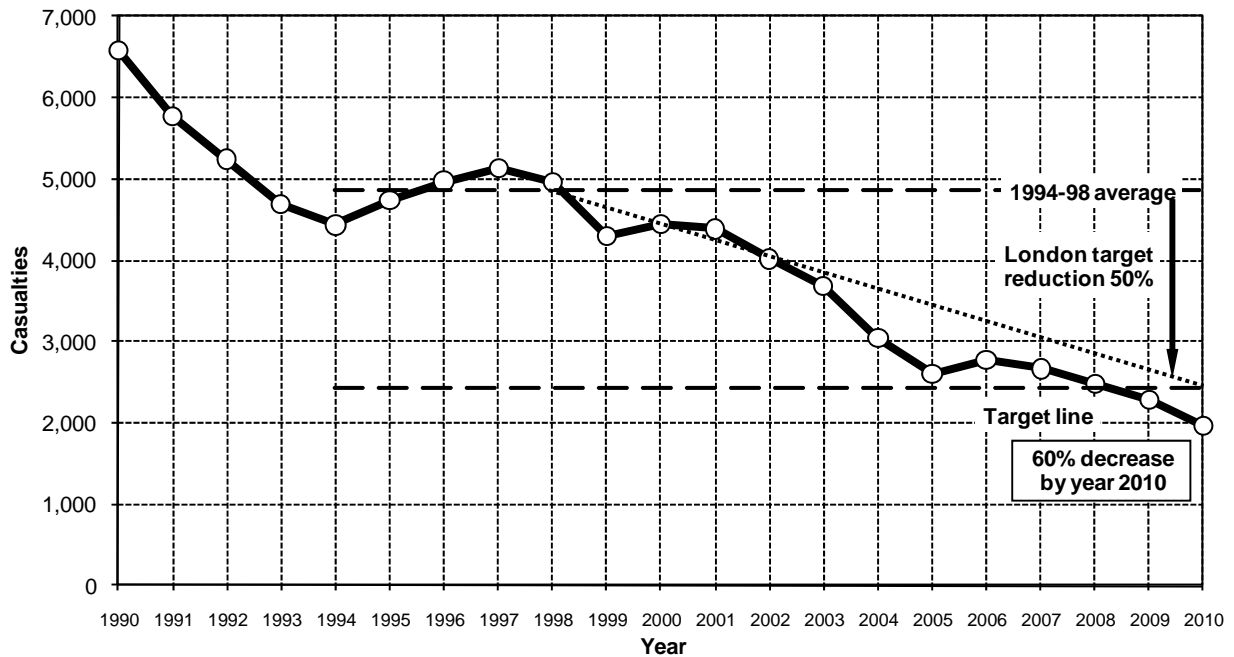


Fig. 31: Borough roads - pedestrian killed or seriously injured casualties (London target category)

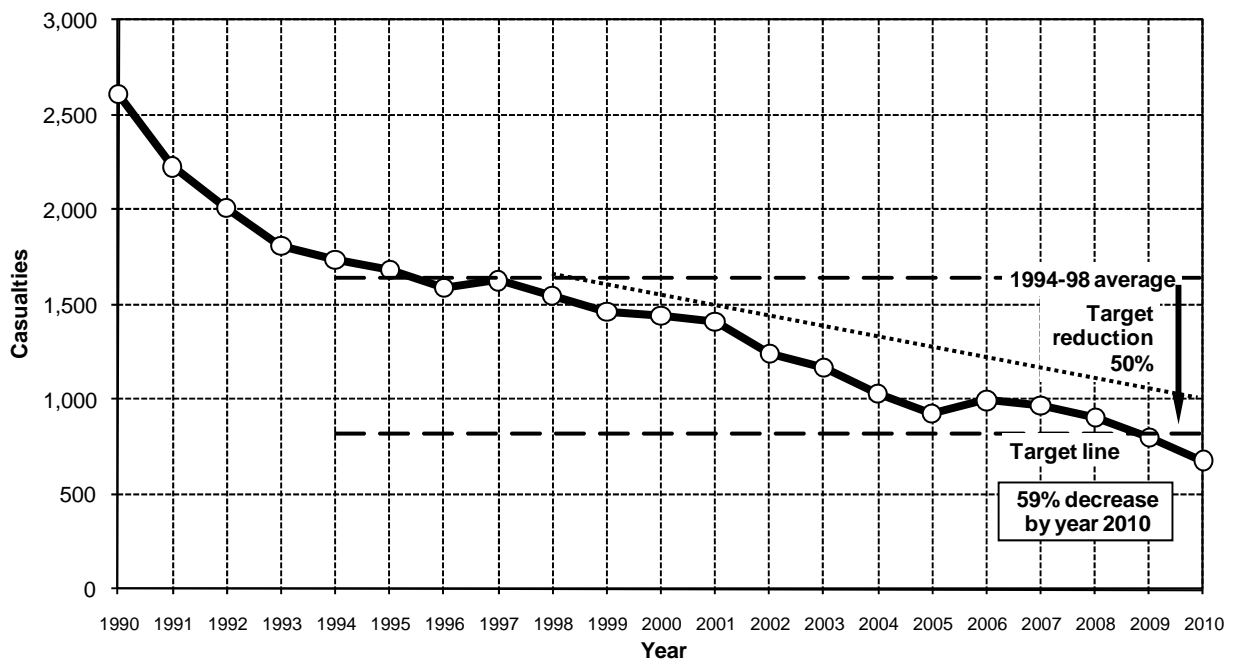


Fig. 32: Borough roads - pedal cyclist killed or seriously injured casualties (London target category)

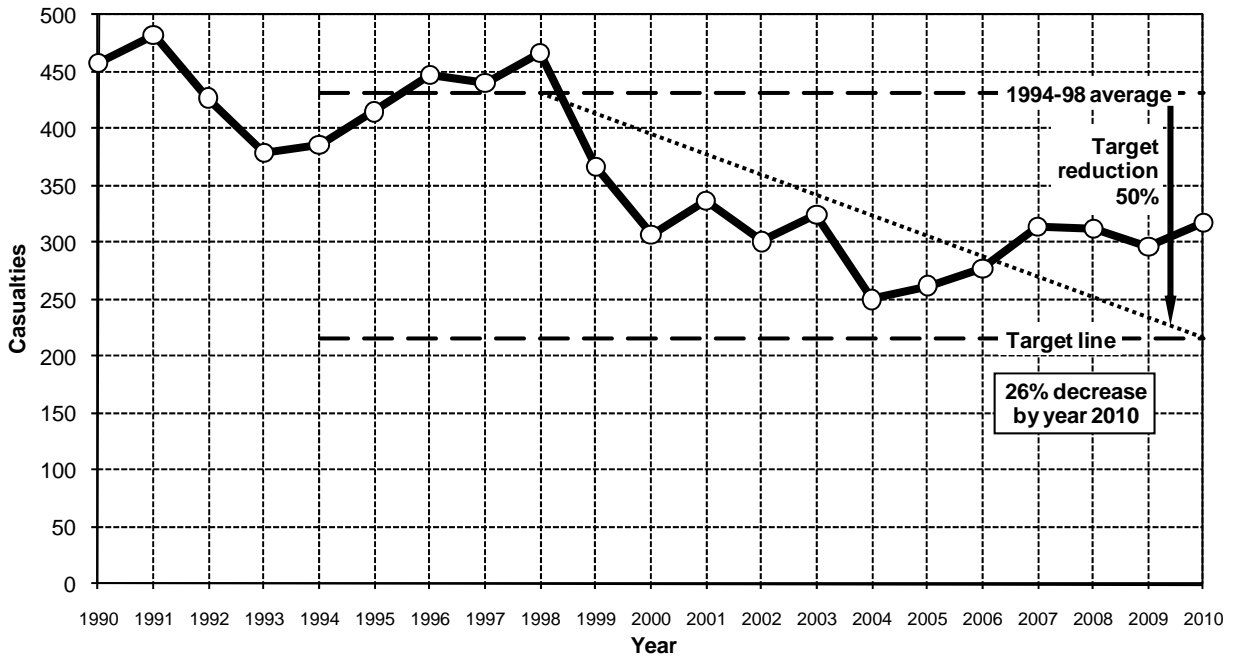


Fig. 33: Borough roads - powered two wheeler killed or seriously injured casualties (London target category)

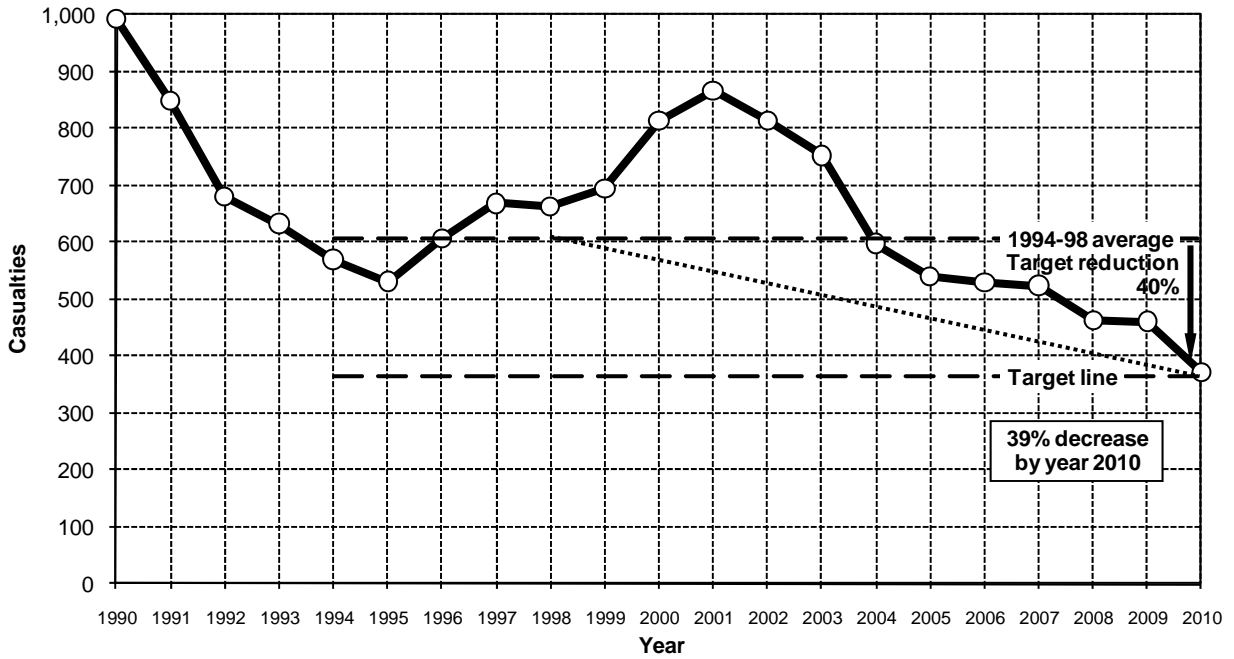


Fig. 34: Borough roads - child killed or seriously injured casualties (national and London target category)

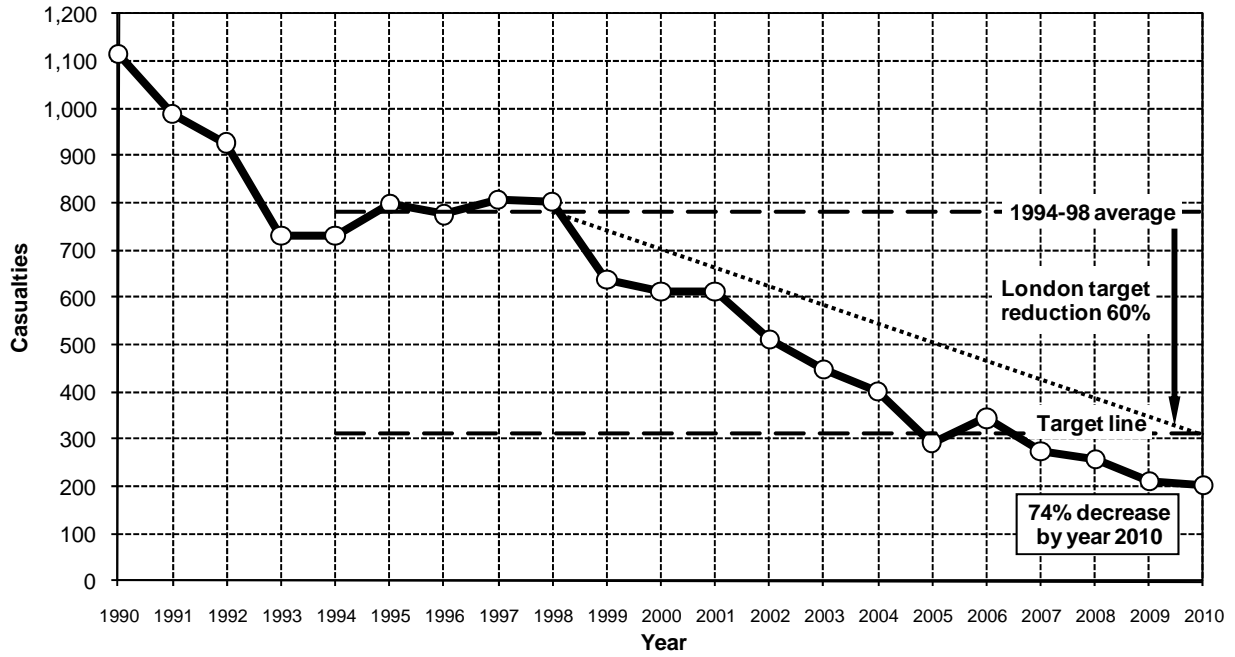
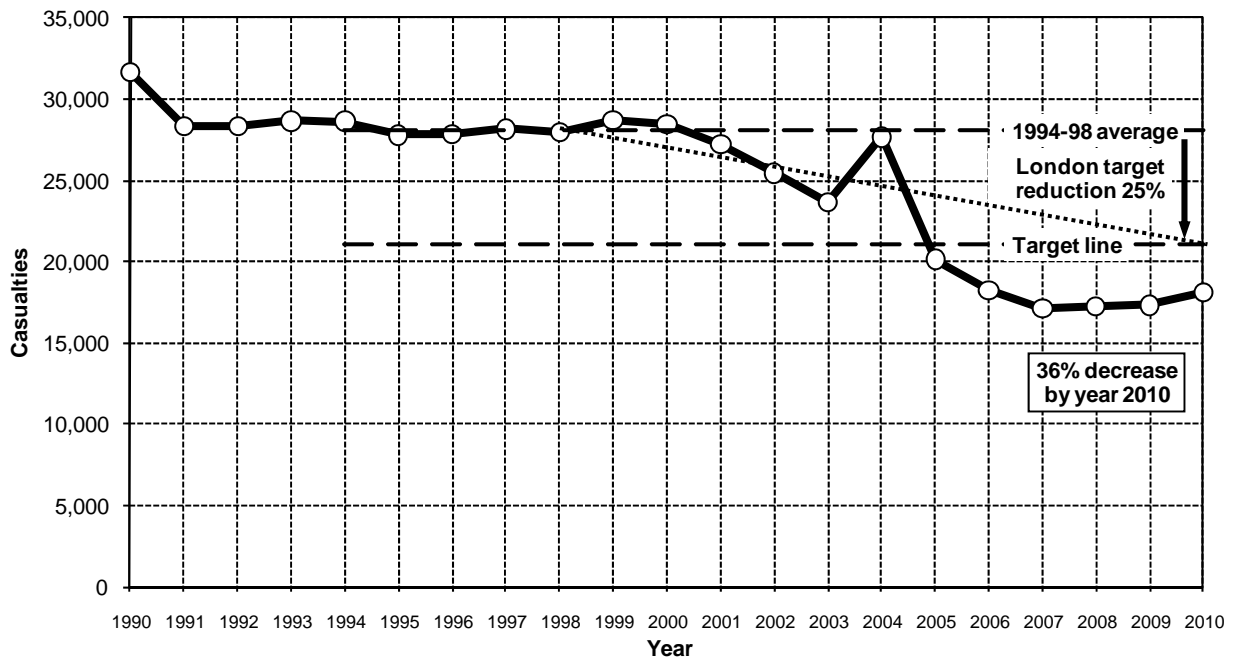


Fig. 35: Borough roads - all slightly injured casualties (national and London target category)



4.5 Highways Agency roads casualty monitoring charts

Fig. 36: Highways Agency roads - all killed or serious injured casualties (national and London target category)

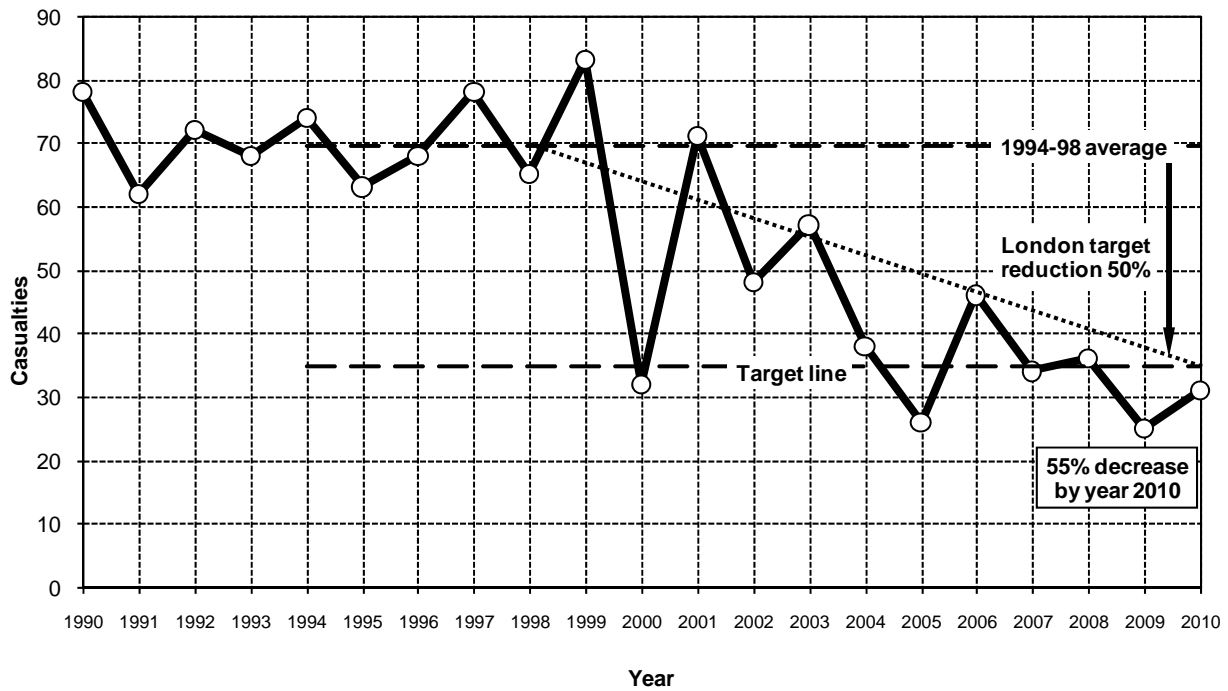
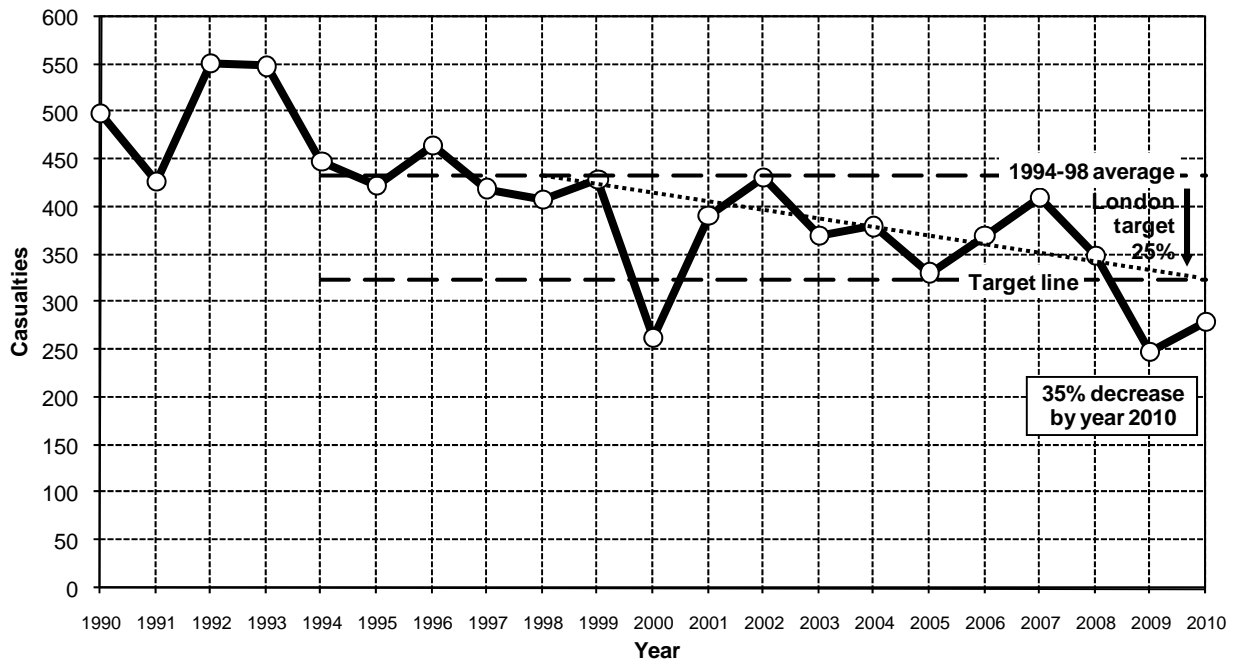


Fig. 37: Highways Agency roads - all slightly injured casualties (national and London target category)



Appendix A

Borough casualty monitoring charts and tables

	Borough	Page
1	Barking & Dagenham	51
2	Barnet	53
3	Bexley	55
4	Brent	57
5	Bromley	59
6	Camden	61
7	City of London	63
8	City of Westminster	65
9	Croydon	67
10	Ealing	69
11	Enfield	71
12	Greenwich	73
13	Hackney	75
14	Hammersmith & Fulham	77
15	Haringey	79
16	Harrow	81
17	Havering	83
18	Hillingdon	85
19	Hounslow	87
20	Islington	89
21	Kensington & Chelsea	91
22	Kingston upon Thames	93
23	Lambeth	95
24	Lewisham	97
25	Merton	99
26	Newham	101
27	Redbridge	103
28	Richmond upon Thames	105
29	Southwark	107
30	Sutton	109
31	Tower Hamlets	111
32	Waltham Forest	113
33	Wandsworth	115

1. Barking & Dagenham

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

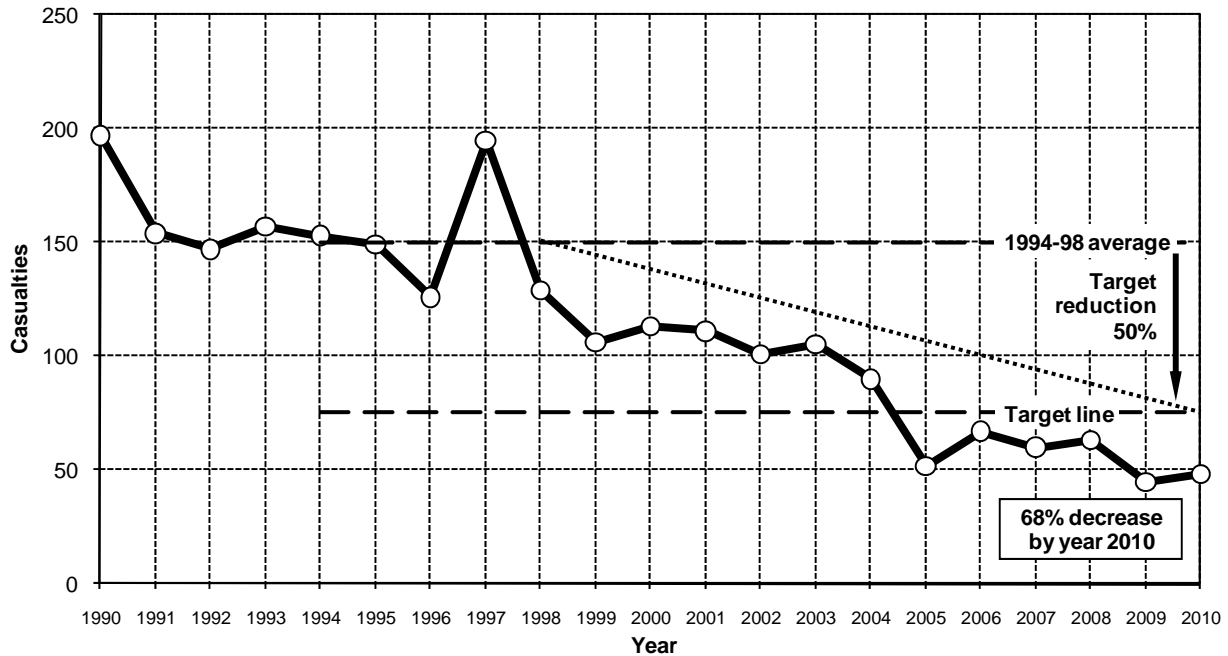


Fig. A1.2: L.B. of Barking and Dagenham - all slight casualties

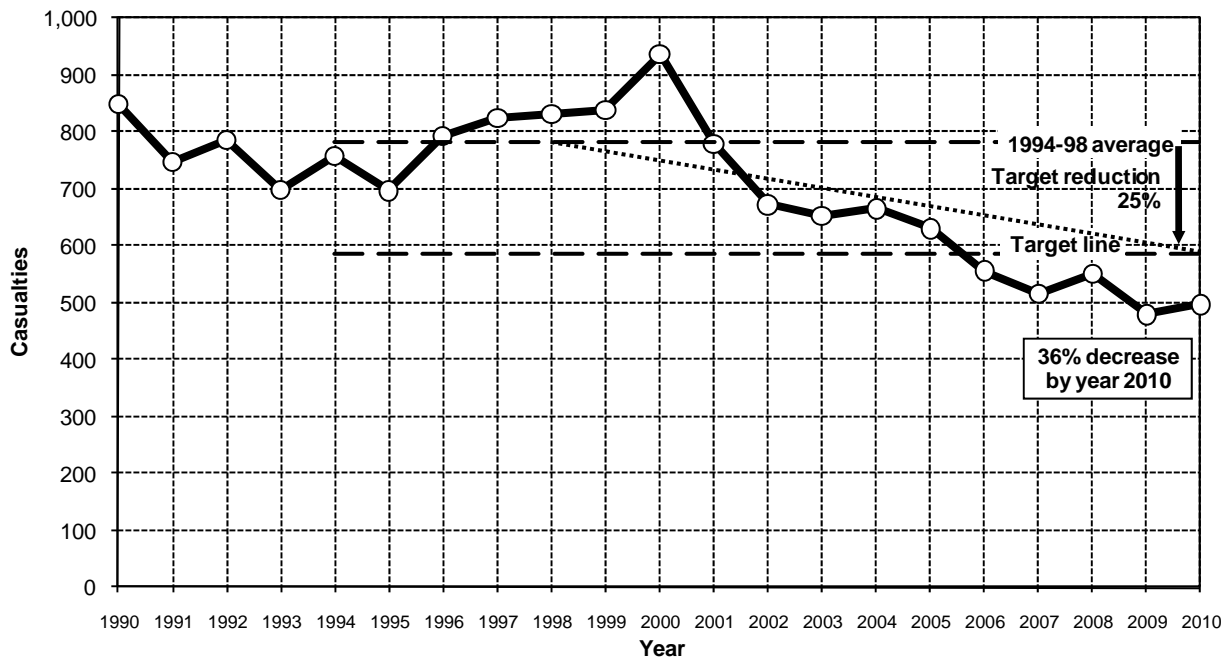


Table A1: Towards the year 2010: Monitoring casualties in L.B. of Barking & Dagenham
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010 over	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	3.2	0	2	∞	-38%
	Pedal cyclists	0.4	0	0	∞	-100%
	Powered two-wheeler	0.4	1	1	0%	150%
	Car occupants	1.0	1	0	-100%	-100%
	Bus or coach occupants	0.2	0	0	∞	-100%
	Other vehicle occupants	0.2	0	0	∞	-100%
	Total	5.4	2	3	50%	-44%
Fatal and serious	Pedestrians	35.2	10	13	30%	-63%
	Pedal cyclists	7.6	4	4	0%	-47%
	Powered two-wheeler	13.2	11	15	36%	14%
	Car occupants	83.6	18	12	-33%	-86%
	Bus or coach occupants	3.6	1	0	-100%	-100%
	Other vehicle occupants	7.2	1	4	300%	-44%
	Total	150.4	45	48	7%	-68%
	Children (under 16yrs)	30.0	3	11	267%	-63%
Slight*	Pedestrians	123.2	60	69	15%	-44%
	Pedal cyclists	61.6	24	40	67%	-35%
	Powered two-wheeler	53.6	48	48	0%	-10%
	Car occupants	482.0	305	298	-2%	-38%
	Bus or coach occupants	28.0	17	15	-12%	-46%
	Other vehicle occupants	32.8	25	27	8%	-18%
	Total	781.2	479	497	4%	-36%
All severities	Pedestrians	158.4	70	82	17%	-48%
	Pedal cyclists	69.2	28	44	57%	-36%
	Powered two-wheeler	66.8	59	63	7%	-6%
	Car occupants	565.6	323	310	-4%	-45%
	Bus or coach occupants	31.6	18	15	-17%	-53%
	Other vehicle occupants	40.0	26	31	19%	-23%
	Total	931.6	524	545	4%	-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.*

2. Barnet

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

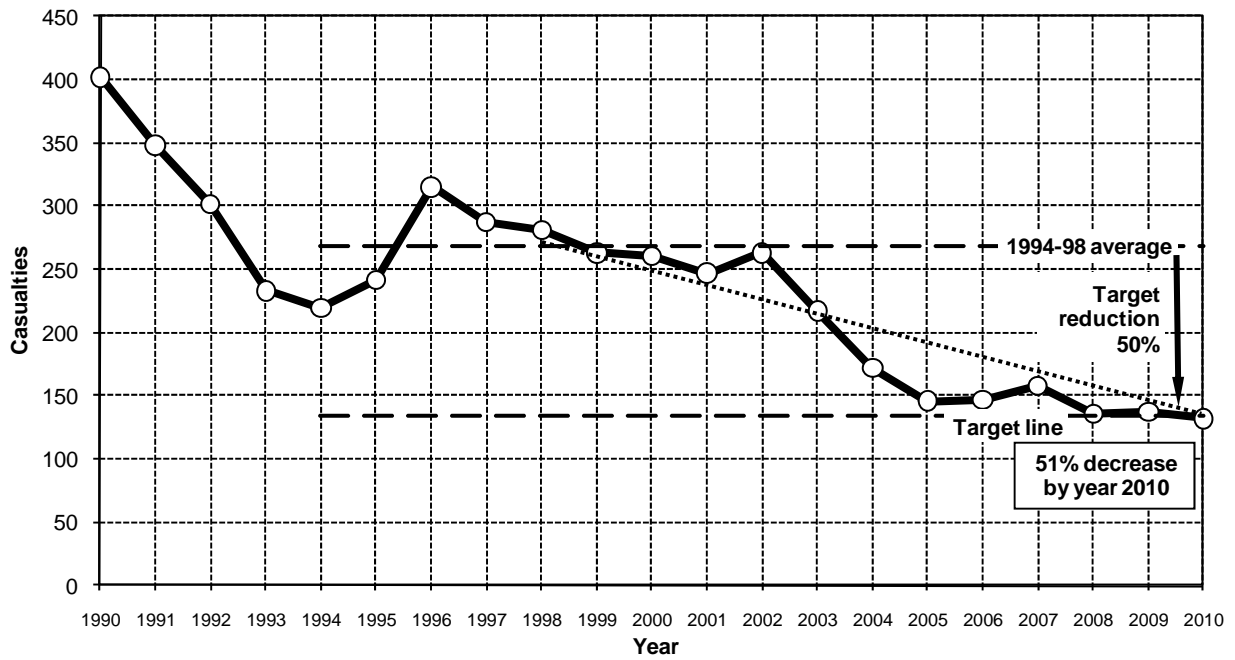


Fig. A2.2: L.B. of Barnet - all slight casualties

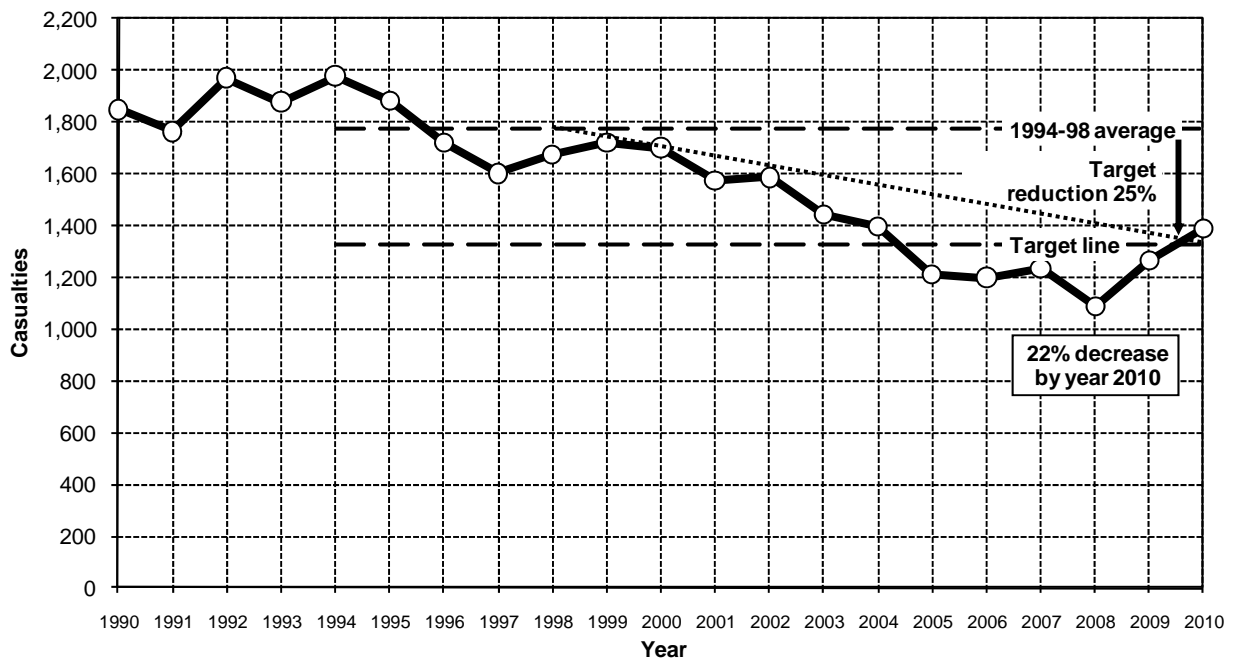


Table A2: Towards the year 2010: Monitoring casualties in L.B. of Barnet
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	4.0	5	5	0%	25%
	Pedal cyclists	0.4	0	1	∞	150%
	Powered two-wheeler	2.2	2	2	0%	-9%
	Car occupants	4.2	1	1	0%	-76%
	Bus or coach occupants	0.2	0	0	∞	-100%
	Other vehicle occupants	0.6	0	0	∞	-100%
	Total		11.6	8	9	13%
Fatal and serious	Pedestrians	70.4	45	34	-24%	-52%
	Pedal cyclists	14.4	4	12	200%	-17%
	Powered two-wheeler	34.0	24	22	-8%	-35%
	Car occupants	133.2	55	60	9%	-55%
	Bus or coach occupants	7.2	8	2	-75%	-72%
	Other vehicle occupants	9.6	1	2	100%	-79%
	Total		268.8	137	132	-4%
	Children (under 16yrs)	31.0	6	7	17%	-77%
Slight*	Pedestrians	252.8	170	207	22%	-18%
	Pedal cyclists	89.0	58	70	21%	-21%
	Powered two-wheeler	168.4	123	151	23%	-10%
	Car occupants	1,125.2	822	853	4%	-24%
	Bus or coach occupants	65.8	39	42	8%	-36%
	Other vehicle occupants	71.6	54	65	20%	-9%
	Total		1,772.8	1,266	1,388	10%
All severities	Pedestrians	323.2	215	241	12%	-25%
	Pedal cyclists	103.4	62	82	32%	-21%
	Powered two-wheeler	202.4	147	173	18%	-15%
	Car occupants	1,258.4	877	913	4%	-27%
	Bus or coach occupants	73.0	47	44	-6%	-40%
	Other vehicle occupants	81.2	55	67	22%	-17%
	Total		2,041.6	1,403	1,520	8%

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

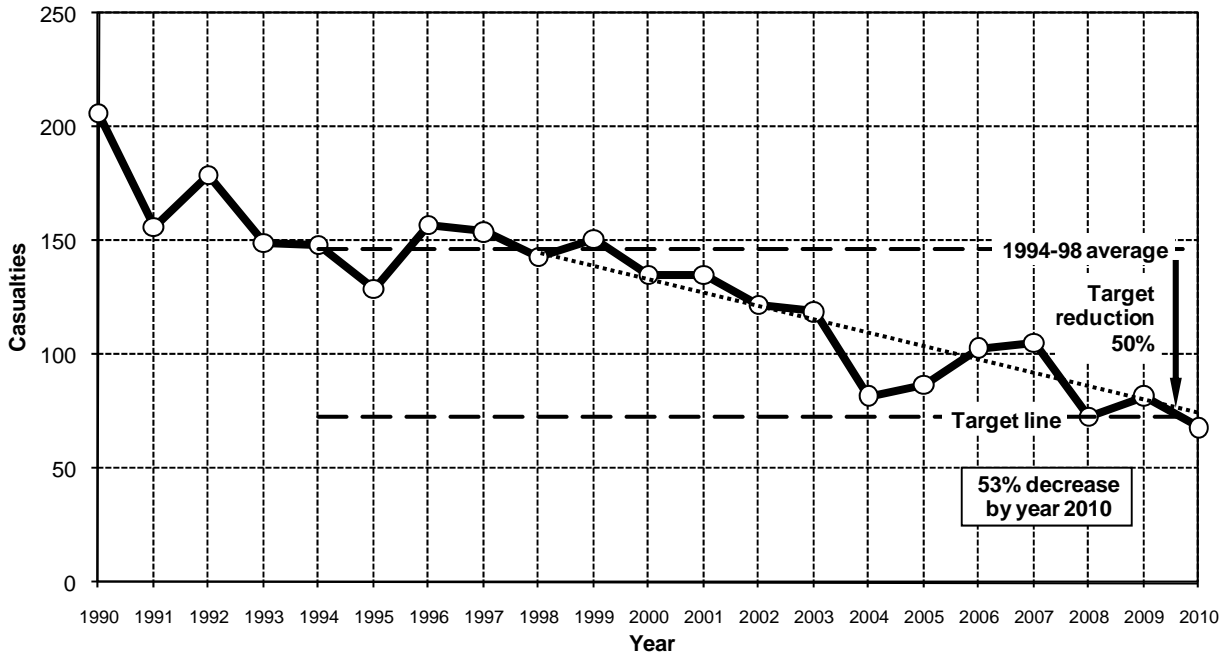


Fig. A3.2: L.B. of Bexley - all slight casualties

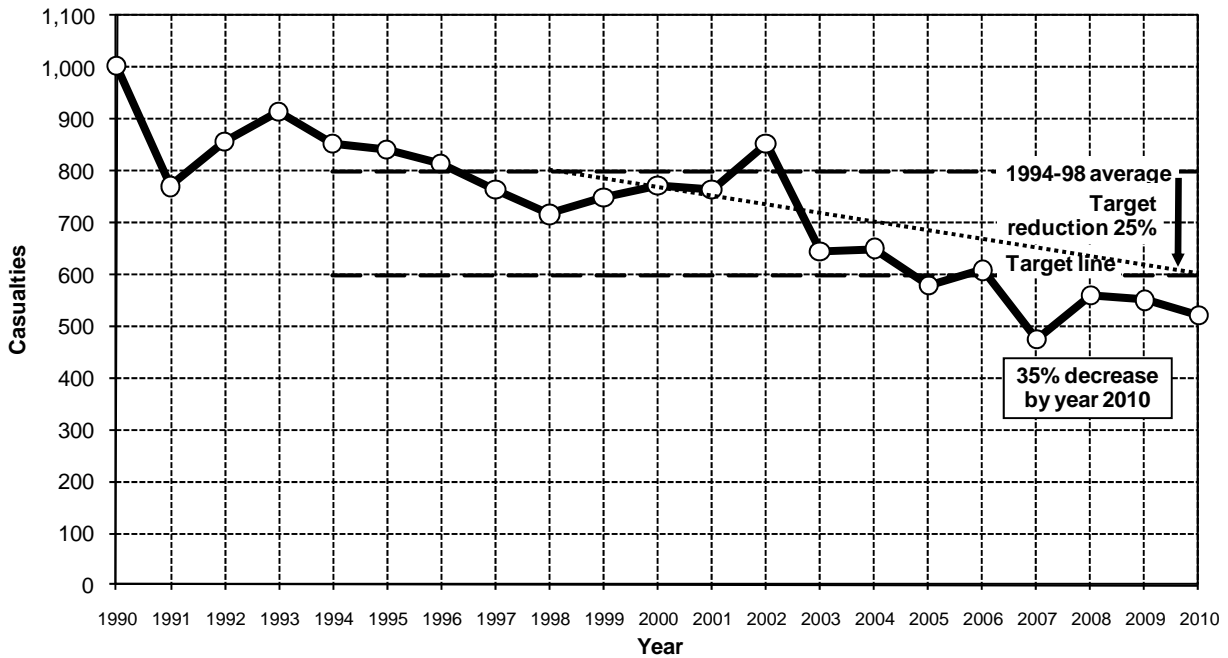


Table A3: Towards the year 2010: Monitoring casualties in L.B. of Bexley
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	1.2	2	2	0%	67%
	Pedal cyclists	0.0	0	0	∞	∞
	Powered two-wheeler	1.6	1	0	-100%	-100%
	Car occupants	1.6	2	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.2	0	0	∞	-100%
	Total	4.6	5	2	-60%	-57%
Fatal and serious	Pedestrians	34.8	21	13	-38%	-63%
	Pedal cyclists	9.0	8	6	-25%	-33%
	Powered two-wheeler	17.2	14	10	-29%	-42%
	Car occupants	77.0	32	36	13%	-53%
	Bus or coach occupants	3.8	3	1	-67%	-74%
	Other vehicle occupants	4.4	4	2	-50%	-55%
	Total	146.2	82	68	-17%	-53%
	Children (under 16yrs)	24.6	14	9	-36%	-63%
Slight*	Pedestrians	109.4	62	74	19%	-32%
	Pedal cyclists	57.0	26	47	81%	-18%
	Powered two-wheeler	76.2	58	53	-9%	-30%
	Car occupants	477.8	350	297	-15%	-38%
	Bus or coach occupants	48.8	35	22	-37%	-55%
	Other vehicle occupants	28.4	19	28	47%	-1%
	Total	797.6	550	521	-5%	-35%
All severities	Pedestrians	144.2	83	87	5%	-40%
	Pedal cyclists	66.0	34	53	56%	-20%
	Powered two-wheeler	93.4	72	63	-13%	-33%
	Car occupants	554.8	382	333	-13%	-40%
	Bus or coach occupants	52.6	38	23	-39%	-56%
	Other vehicle occupants	32.8	23	30	30%	-9%
	Total	943.8	632	589	-7%	-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

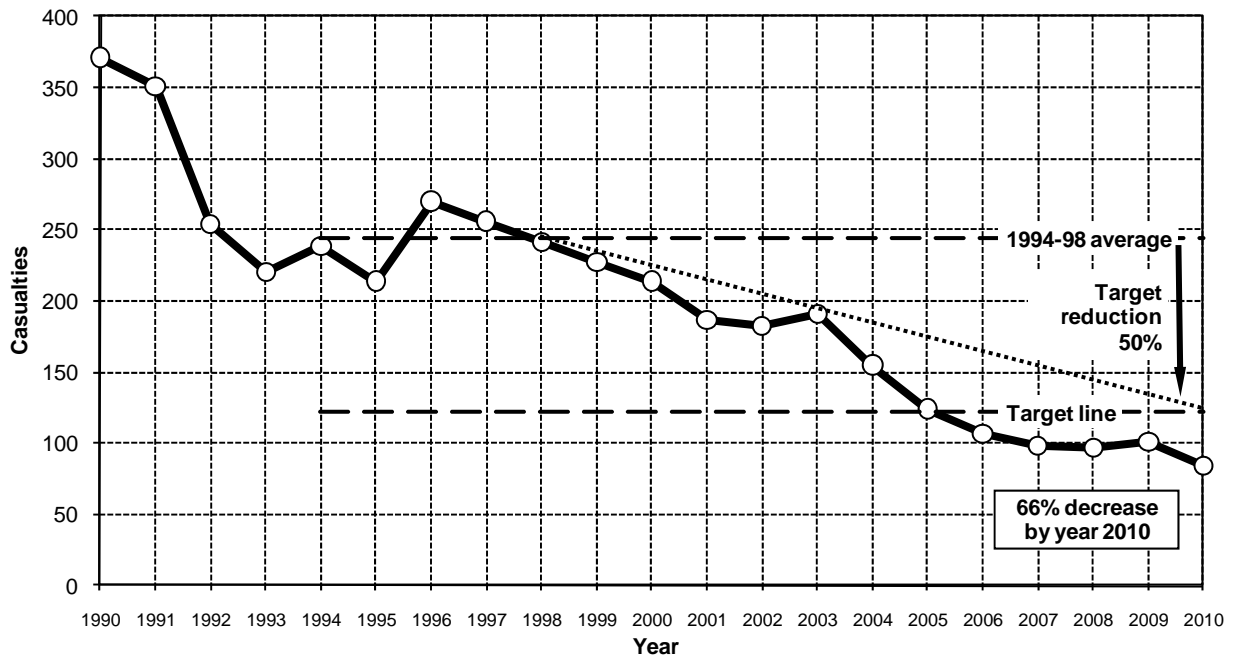


Fig. A4.2: L.B. of Brent - all slight casualties

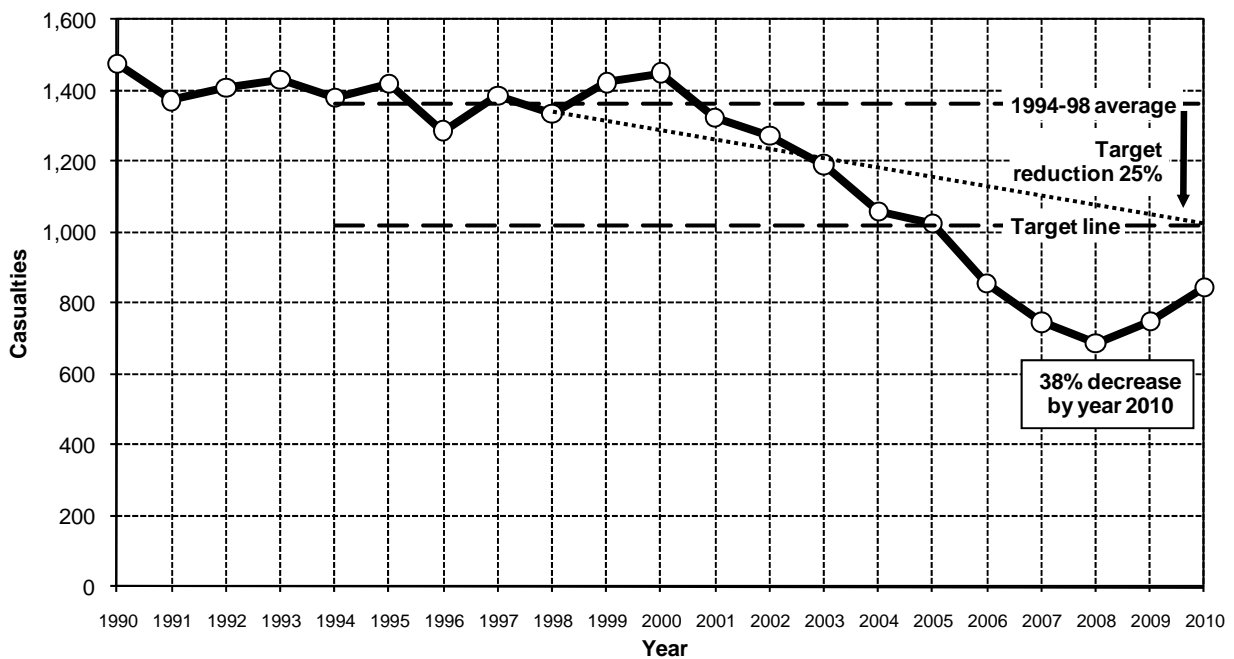


Table A4: Towards the year 2010: Monitoring casualties in L.B. of Brent
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	5.0	5	3	-40%	-40%
	Pedal cyclists	0.4	0	0	∞	-100%
	Powered two-wheeler	0.8	2	0	-100%	-100%
	Car occupants	1.8	1	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.2	0	0	∞	-100%
	Total	8.2	8	3	-63%	-63%
Fatal and serious	Pedestrians	84.6	35	28	-20%	-67%
	Pedal cyclists	17.6	4	3	-25%	-83%
	Powered two-wheeler	24.6	27	13	-52%	-47%
	Car occupants	102.4	32	32	0%	-69%
	Bus or coach occupants	7.4	2	5	150%	-32%
	Other vehicle occupants	7.4	1	3	200%	-59%
	Total	244.0	101	84	-17%	-66%
	Children (under 16yrs)	42.4	11	10	-9%	-76%
Slight*	Pedestrians	257.2	171	163	-5%	-37%
	Pedal cyclists	87.8	65	78	20%	-11%
	Powered two-wheeler	132.6	116	132	14%	0%
	Car occupants	780.2	337	409	21%	-48%
	Bus or coach occupants	54.4	27	35	30%	-36%
	Other vehicle occupants	49.2	32	27	-16%	-45%
	Total	1,361.4	748	844	13%	-38%
All severities	Pedestrians	341.8	206	191	-7%	-44%
	Pedal cyclists	105.4	69	81	17%	-23%
	Powered two-wheeler	157.2	143	145	1%	-8%
	Car occupants	882.6	369	441	20%	-50%
	Bus or coach occupants	61.8	29	40	38%	-35%
	Other vehicle occupants	56.6	33	30	-9%	-47%
	Total	1,605.4	849	928	9%	-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.

5. Bromley

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

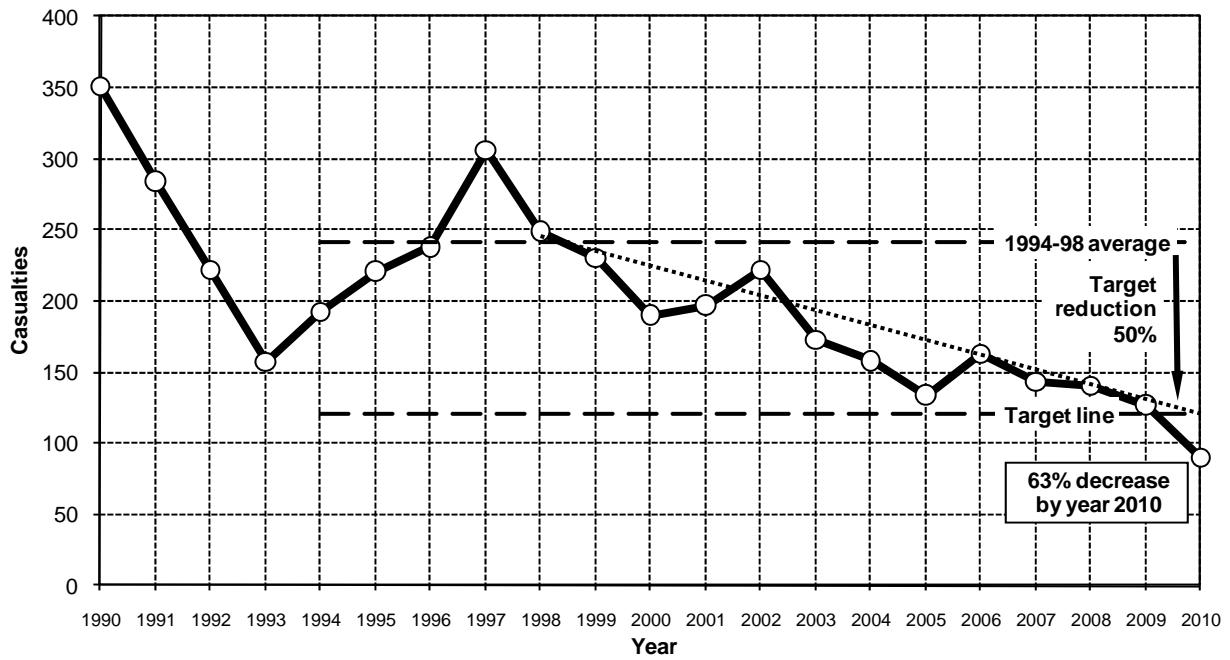


Fig. A5.2: L.B. of Bromley - all slight casualties

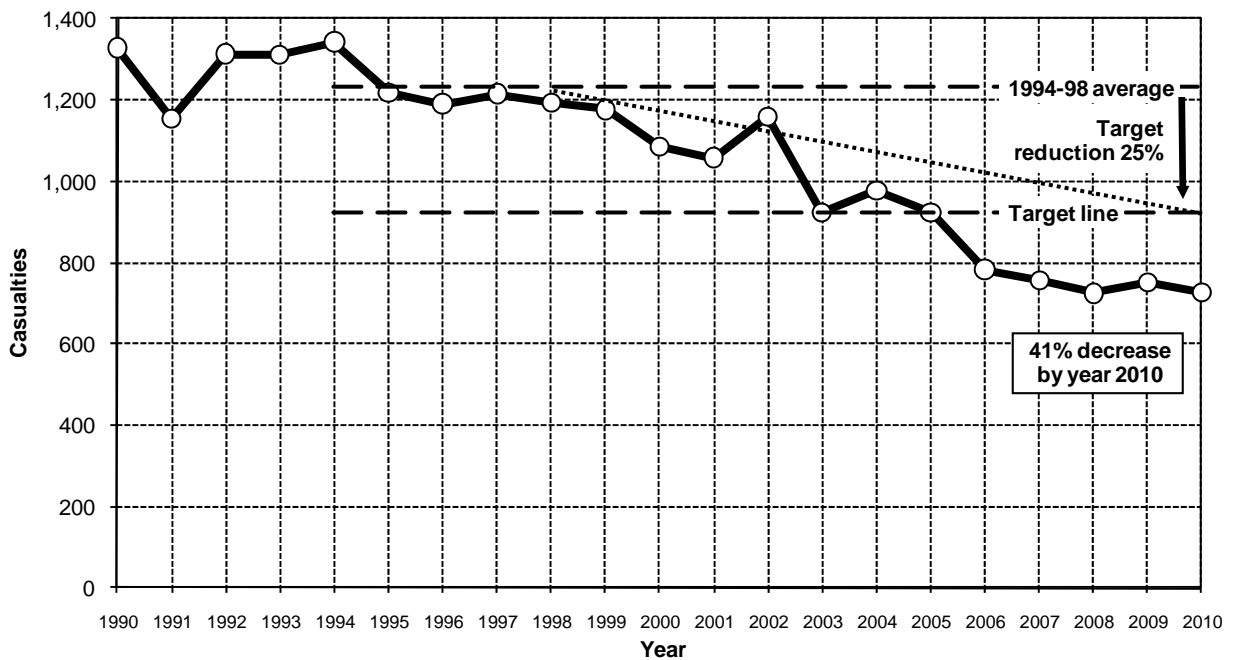


Table A5: Towards the year 2010: Monitoring casualties in L.B. of Bromley
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	3.4	0	0	∞	-100%
	Pedal cyclists	0.4	0	0	∞	-100%
	Powered two-wheeler	2.0	5	0	-100%	-100%
	Car occupants	3.2	6	3	-50%	-6%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.8	0	0	∞	-100%
	Total	9.8	11	3	-73%	-69%
Fatal and serious	Pedestrians	48.8	28	14	-50%	-71%
	Pedal cyclists	18.0	5	10	100%	-44%
	Powered two-wheeler	33.4	26	16	-38%	-52%
	Car occupants	127.0	57	46	-19%	-64%
	Bus or coach occupants	8.0	7	1	-86%	-88%
	Other vehicle occupants	6.0	4	3	-25%	-50%
	Total	241.2	127	90	-29%	-63%
	Children (under 16yrs)	33.6	7	5	-29%	-85%
Slight*	Pedestrians	175.8	76	110	45%	-37%
	Pedal cyclists	90.4	58	78	34%	-14%
	Powered two-wheeler	120.6	82	88	7%	-27%
	Car occupants	738.0	477	399	-16%	-46%
	Bus or coach occupants	70.2	36	28	-22%	-60%
	Other vehicle occupants	37.0	21	23	10%	-38%
	Total	1,232.0	750	726	-3%	-41%
All severities	Pedestrians	224.6	104	124	19%	-45%
	Pedal cyclists	108.4	63	88	40%	-19%
	Powered two-wheeler	154.0	108	104	-4%	-32%
	Car occupants	865.0	534	445	-17%	-49%
	Bus or coach occupants	78.2	43	29	-33%	-63%
	Other vehicle occupants	43.0	25	26	4%	-40%
	Total	1,473.2	877	816	-7%	-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.*

6. Camden

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

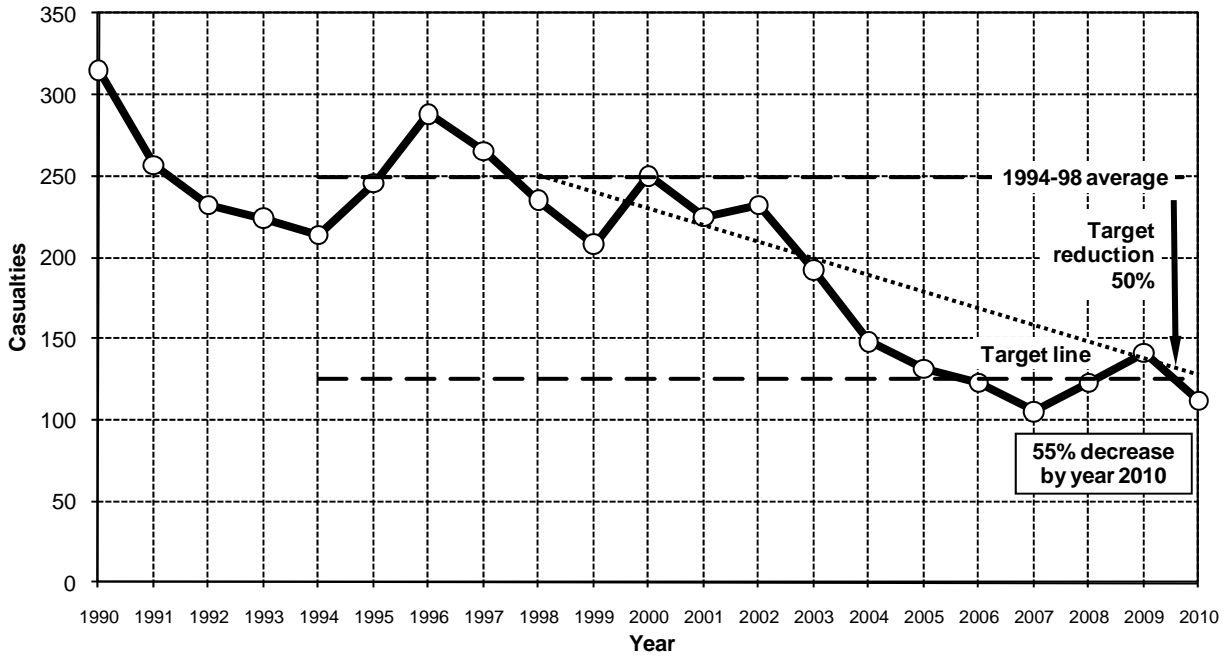


Fig. A6.2: L.B. of Camden - all slight casualties

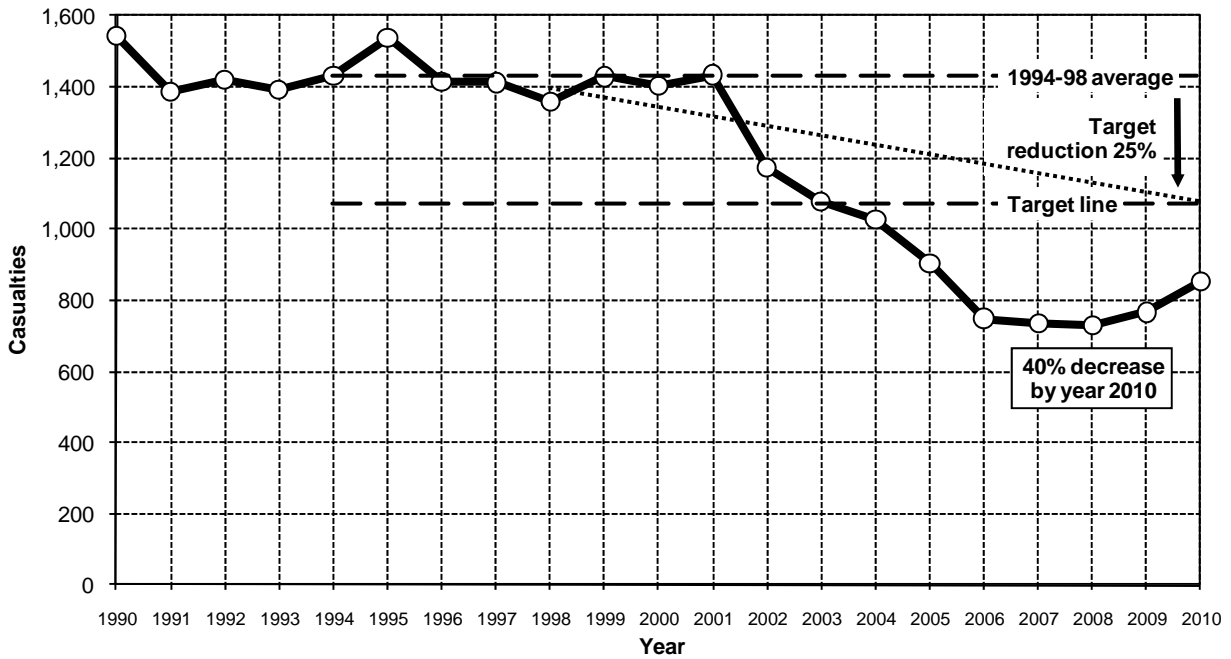


Table A6: Towards the year 2010: Monitoring casualties in L.B. of Camden
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	5.0	4	4	0%	-20%
	Pedal cyclists	0.6	1	1	0%	67%
	Powered two-wheeler	0.8	0	1	∞	25%
	Car occupants	0.8	0	1	∞	25%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.4	0	0	∞	-100%
	Total	7.6	5	7	40%	-8%
Fatal and serious	Pedestrians	104.0	65	55	-15%	-47%
	Pedal cyclists	31.0	22	23	5%	-26%
	Powered two-wheeler	41.0	28	18	-36%	-56%
	Car occupants	51.4	14	12	-14%	-77%
	Bus or coach occupants	11.2	6	4	-33%	-64%
	Other vehicle occupants	11.0	6	0	-100%	-100%
	Total	249.6	141	112	-21%	-55%
	Children (under 16yrs)	24.6	9	7	-22%	-72%
Slight*	Pedestrians	351.0	209	196	-6%	-44%
	Pedal cyclists	192.8	145	211	46%	9%
	Powered two-wheeler	289.0	157	158	1%	-45%
	Car occupants	444.6	160	177	11%	-60%
	Bus or coach occupants	78.0	51	65	27%	-17%
	Other vehicle occupants	75.4	45	45	0%	-40%
	Total	1,430.8	767	852	11%	-40%
All severities	Pedestrians	455.0	274	251	-8%	-45%
	Pedal cyclists	223.8	167	234	40%	5%
	Powered two-wheeler	330.0	185	176	-5%	-47%
	Car occupants	496.0	174	189	9%	-62%
	Bus or coach occupants	89.2	57	69	21%	-23%
	Other vehicle occupants	86.4	51	45	-12%	-48%
	Total	1,680.4	908	964	6%	-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.

7. City of London

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

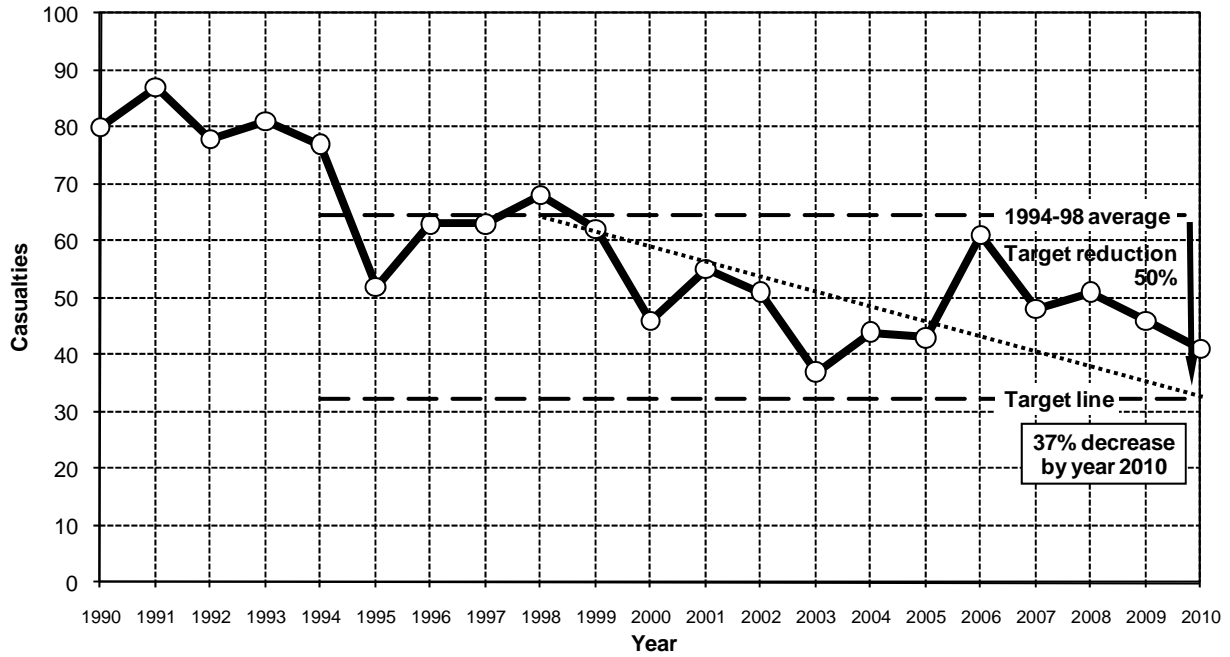


Fig. A7.2: City of London - all slight casualties

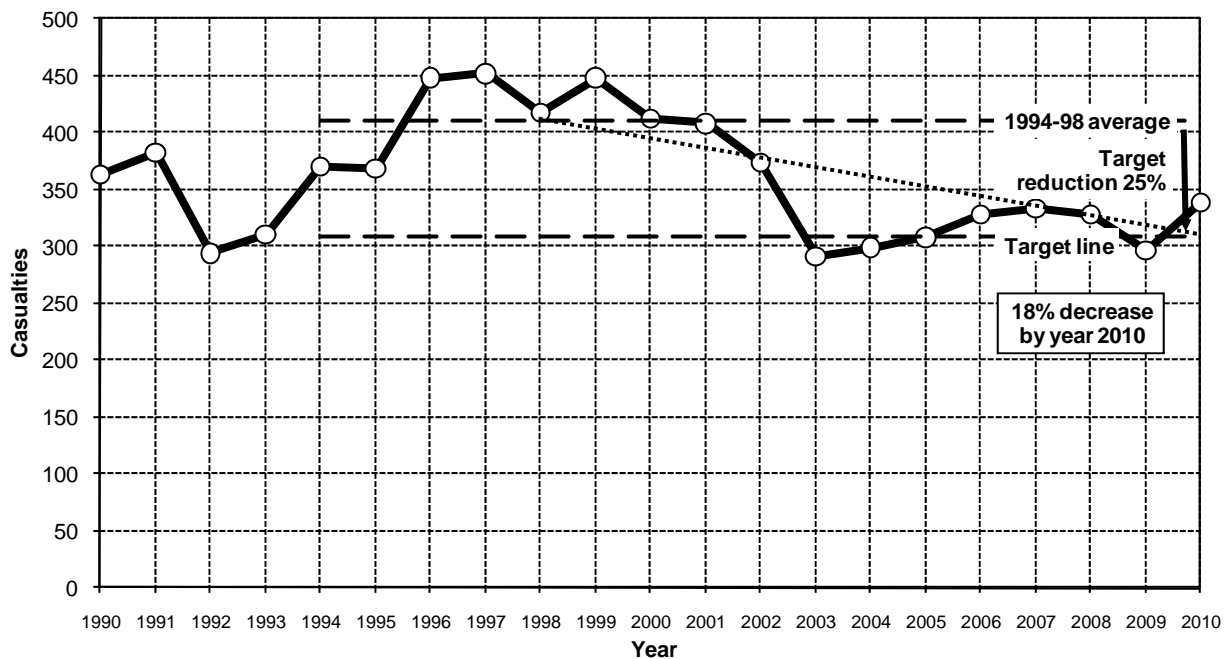


Table A7: Towards the year 2010: Monitoring casualties in City of London
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	0.8	2	1	-50%	25%
	Pedal cyclists	0.8	1	0	-100%	-100%
	Powered two-wheeler	0.6	0	0	∞	-100%
	Car occupants	0.8	0	0	∞	-100%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.0	0	0	∞	∞
	Total	3.0	3	1	-67%	-67%
Fatal and serious	Pedestrians	24.6	16	18	13%	-27%
	Pedal cyclists	7.4	19	18	-5%	143%
	Powered two-wheeler	15.2	7	3	-57%	-80%
	Car occupants	10.0	4	1	-75%	-90%
	Bus or coach occupants	3.8	0	0	∞	-100%
	Other vehicle occupants	3.6	0	1	∞	-72%
	Total	64.6	46	41	-11%	-37%
	Children (under 16yrs)	2.0	1	0	-100%	-100%
Slight*	Pedestrians	121.8	73	95	30%	-22%
	Pedal cyclists	66.0	91	109	20%	65%
	Powered two-wheeler	105.8	66	54	-18%	-49%
	Car occupants	66.6	29	32	10%	-52%
	Bus or coach occupants	23.0	22	24	9%	4%
	Other vehicle occupants	27.8	16	25	56%	-10%
	Total	411.0	297	339	14%	-18%
All severities	Pedestrians	146.4	89	113	27%	-23%
	Pedal cyclists	73.4	110	127	15%	73%
	Powered two-wheeler	121.0	73	57	-22%	-53%
	Car occupants	76.6	33	33	0%	-57%
	Bus or coach occupants	26.8	22	24	9%	-10%
	Other vehicle occupants	31.4	16	26	63%	-17%
	Total	475.6	343	380	11%	-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

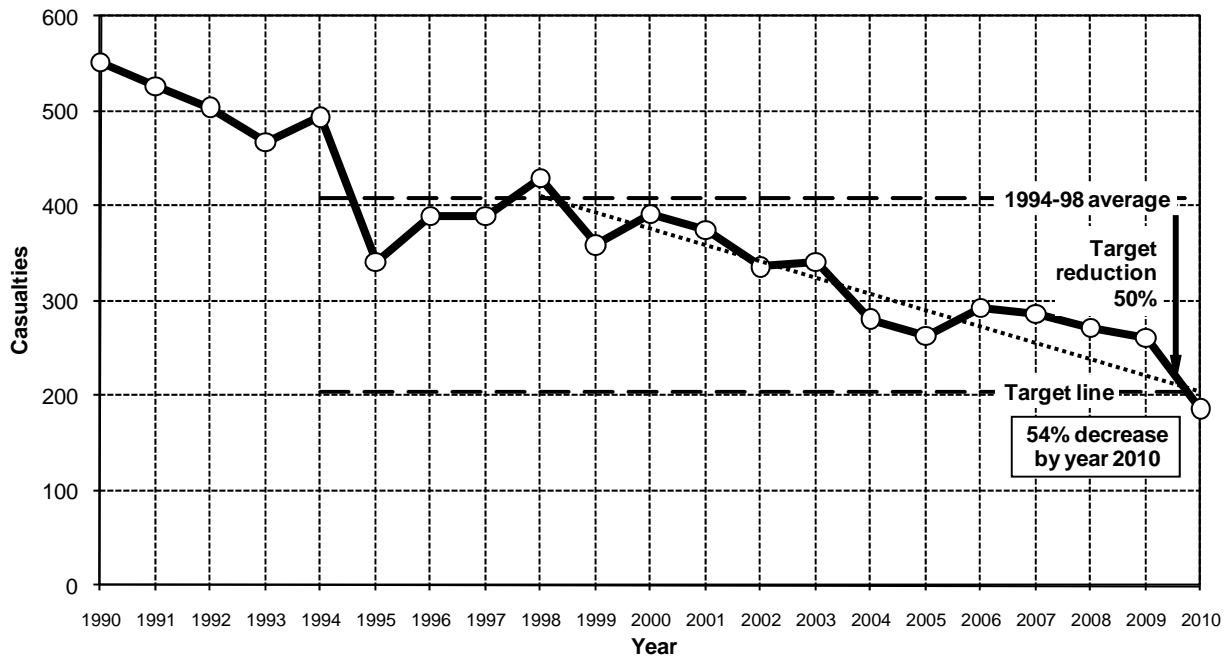


Fig. A8.2: City of Westminster - all slight casualties

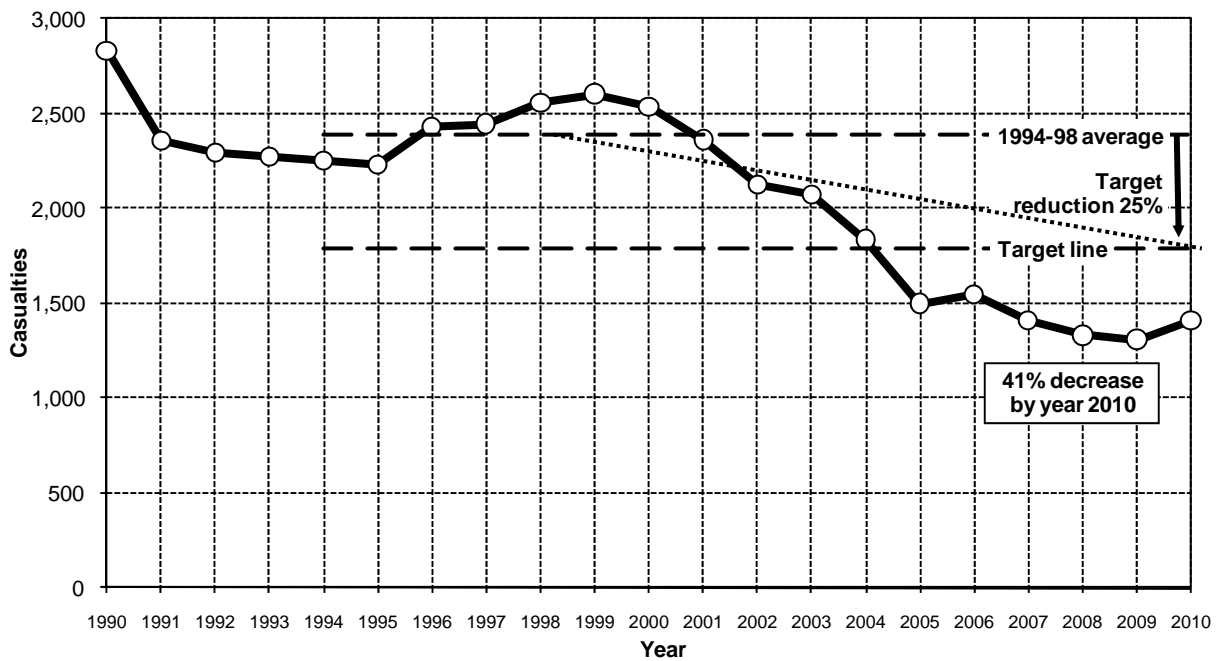


Table A8: Towards the year 2010: Monitoring casualties in City of Westminster
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	10.4	10	2	-80%	-81%
	Pedal cyclists	0.8	1	2	100%	150%
	Powered two-wheeler	1.4	3	0	-100%	-100%
	Car occupants	1.2	0	0	∞	-100%
	Bus or coach occupants	0.4	1	0	-100%	-100%
	Other vehicle occupants	0.0	0	0	∞	∞
	Total	14.2	15	4	-73%	-72%
Fatal and serious	Pedestrians	178.8	99	71	-28%	-60%
	Pedal cyclists	38.4	45	38	-16%	-1%
	Powered two-wheeler	64.8	62	45	-27%	-31%
	Car occupants	71.4	27	18	-33%	-75%
	Bus or coach occupants	36.2	16	11	-31%	-70%
	Other vehicle occupants	19.0	12	3	-75%	-84%
	Total	408.6	261	186	-29%	-54%
	Children (under 16yrs)	22.6	7	10	43%	-56%
Slight*	Pedestrians	652.8	320	379	18%	-42%
	Pedal cyclists	303.4	258	270	5%	-11%
	Powered two-wheeler	467.2	285	286	0%	-39%
	Car occupants	579.0	248	264	6%	-54%
	Bus or coach occupants	213.0	113	110	-3%	-48%
	Other vehicle occupants	169.0	85	104	22%	-38%
	Total	2,384.4	1,309	1,413	8%	-41%
All severities	Pedestrians	831.6	419	450	7%	-46%
	Pedal cyclists	341.8	303	308	2%	-10%
	Powered two-wheeler	532.0	347	331	-5%	-38%
	Car occupants	650.4	275	282	3%	-57%
	Bus or coach occupants	249.2	129	121	-6%	-51%
	Other vehicle occupants	188.0	97	107	10%	-43%
	Total	2,793.0	1,570	1,599	2%	-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.

9. Croydon

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

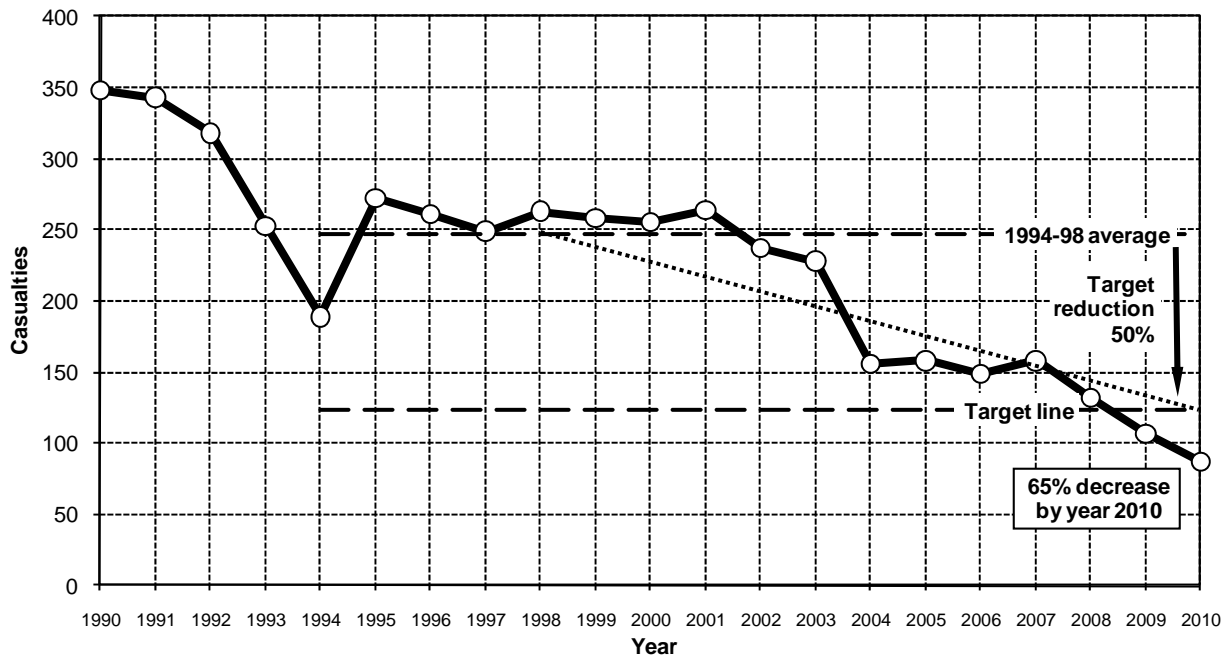


Fig. A9.2: L.B. of Croydon - all slight casualties

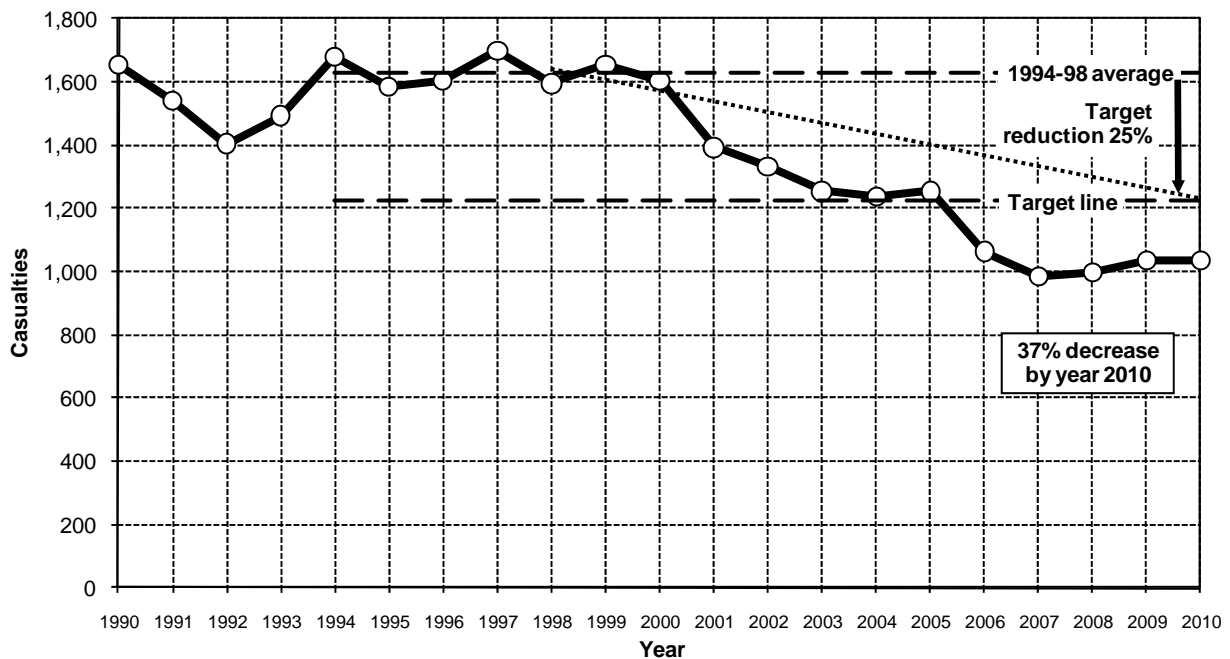


Table A9: Towards the year 2010: Monitoring casualties in L.B. of Croydon
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	5.6	4	1	-75%	-82%
	Pedal cyclists	0.2	0	0	∞	-100%
	Powered two-wheeler	1.0	1	1	0%	0%
	Car occupants	1.4	0	2	∞	43%
	Bus or coach occupants	0.4	0	0	∞	-100%
	Other vehicle occupants	0.2	0	1	∞	400%
	Total	8.8	5	5	0%	-43%
Fatal and serious	Pedestrians	67.6	34	26	-24%	-62%
	Pedal cyclists	13.0	7	5	-29%	-62%
	Powered two-wheeler	31.2	18	15	-17%	-52%
	Car occupants	117.6	41	32	-22%	-73%
	Bus or coach occupants	10.6	5	5	0%	-53%
	Other vehicle occupants	6.8	2	4	100%	-41%
	Total	246.8	107	87	-19%	-65%
	Children (under 16yrs)	41.8	19	8	-58%	-81%
Slight*	Pedestrians	274.6	169	185	9%	-33%
	Pedal cyclists	119.2	75	66	-12%	-45%
	Powered two-wheeler	174.6	126	120	-5%	-31%
	Car occupants	950.0	596	567	-5%	-40%
	Bus or coach occupants	77.0	46	59	28%	-23%
	Other vehicle occupants	37.0	23	38	65%	3%
	Total	1,632.4	1,035	1,035	0%	-37%
All severities	Pedestrians	342.2	203	211	4%	-38%
	Pedal cyclists	132.2	82	71	-13%	-46%
	Powered two-wheeler	205.8	144	135	-6%	-34%
	Car occupants	1,067.6	637	599	-6%	-44%
	Bus or coach occupants	87.6	51	64	25%	-27%
	Other vehicle occupants	43.8	25	42	68%	-4%
	Total	1,879.2	1,142	1,122	-2%	-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.

10. Ealing

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

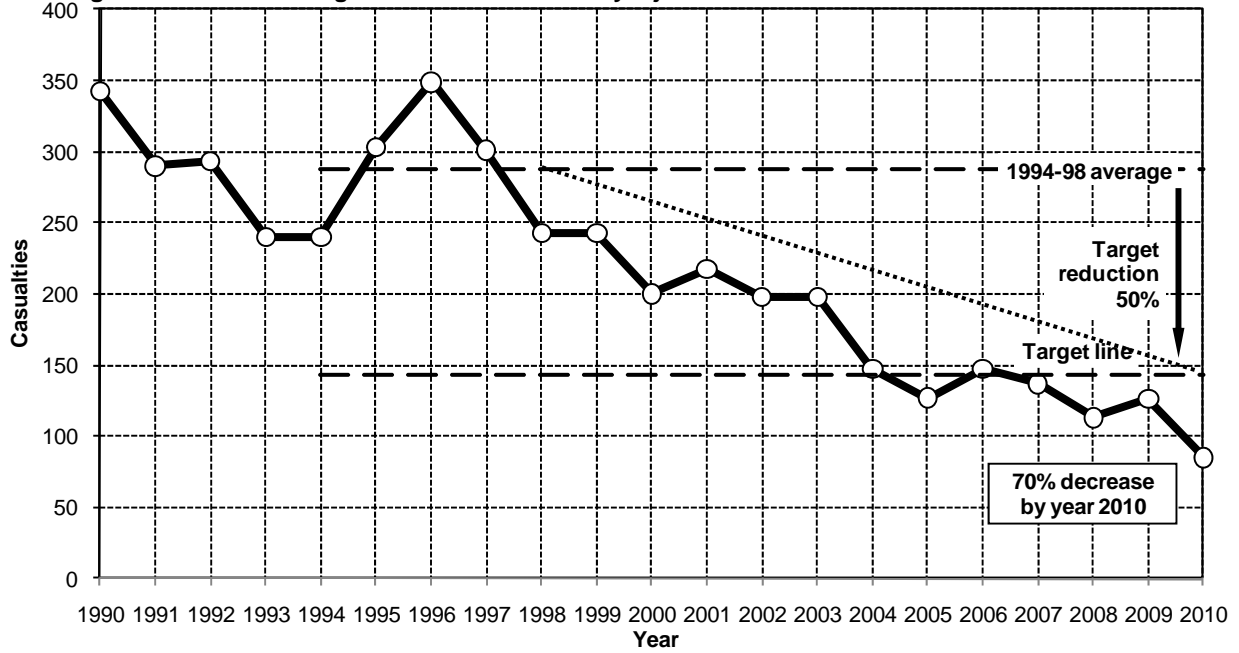


Fig. A10.2: L.B. of Ealing - all slight casualties

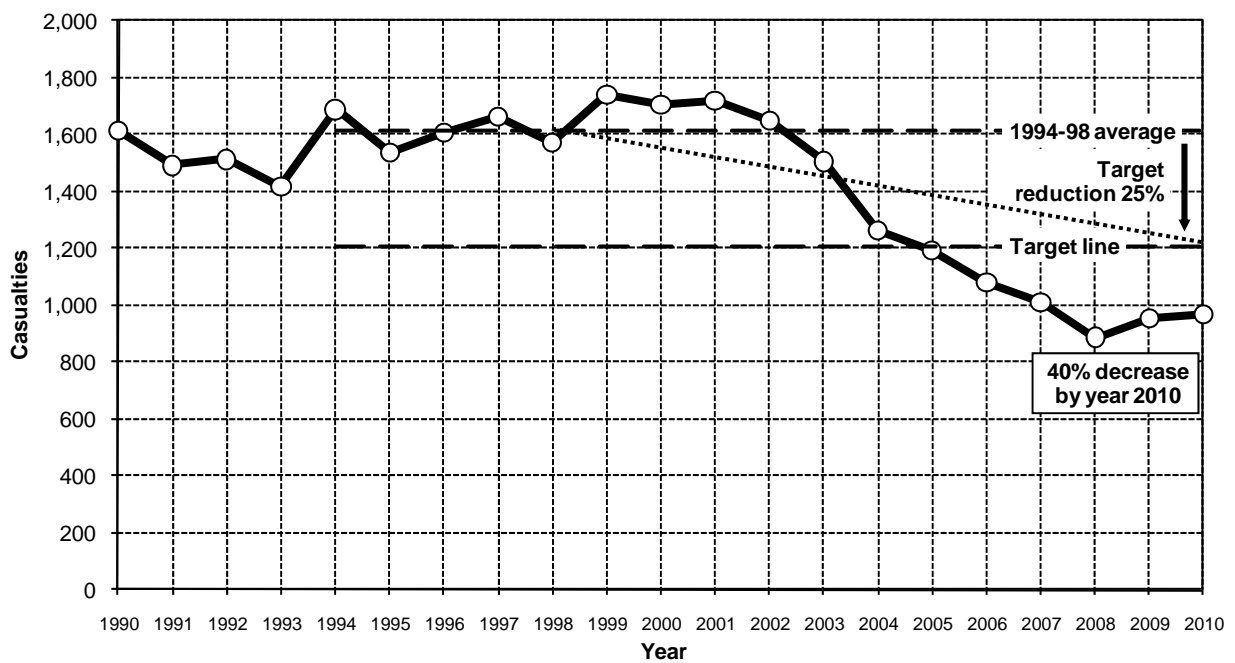


Table A10: Towards the year 2010: Monitoring casualties in L.B. of Ealing
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	7.0	5	2	-60%	-71%
	Pedal cyclists	0.4	1	0	-100%	-100%
	Powered two-wheeler	0.8	1	0	-100%	-100%
	Car occupants	1.6	0	2	∞	25%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.2	0	0	∞	-100%
	Total	10.0	7	4	-43%	-60%
Fatal and serious	Pedestrians	91.2	40	28	-30%	-69%
	Pedal cyclists	20.6	16	13	-19%	-37%
	Powered two-wheeler	32.0	33	20	-39%	-38%
	Car occupants	126.2	27	21	-22%	-83%
	Bus or coach occupants	7.2	4	2	-50%	-72%
	Other vehicle occupants	10.0	6	1	-83%	-90%
	Total	287.2	126	85	-33%	-70%
	Children (under 16yrs)	34.8	11	6	-45%	-83%
Slight*	Pedestrians	269.2	135	183	36%	-32%
	Pedal cyclists	136.6	95	87	-8%	-36%
	Powered two-wheeler	167.8	157	131	-17%	-22%
	Car occupants	923.8	483	477	-1%	-48%
	Bus or coach occupants	56.2	38	38	0%	-32%
	Other vehicle occupants	60.4	45	52	16%	-14%
	Total	1,614.0	953	968	2%	-40%
All severities	Pedestrians	360.4	175	211	21%	-41%
	Pedal cyclists	157.2	111	100	-10%	-36%
	Powered two-wheeler	199.8	190	151	-21%	-24%
	Car occupants	1,050.0	510	498	-2%	-53%
	Bus or coach occupants	63.4	42	40	-5%	-37%
	Other vehicle occupants	70.4	51	53	4%	-25%
	Total	1,901.2	1,079	1,053	-2%	-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.

11. Enfield

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

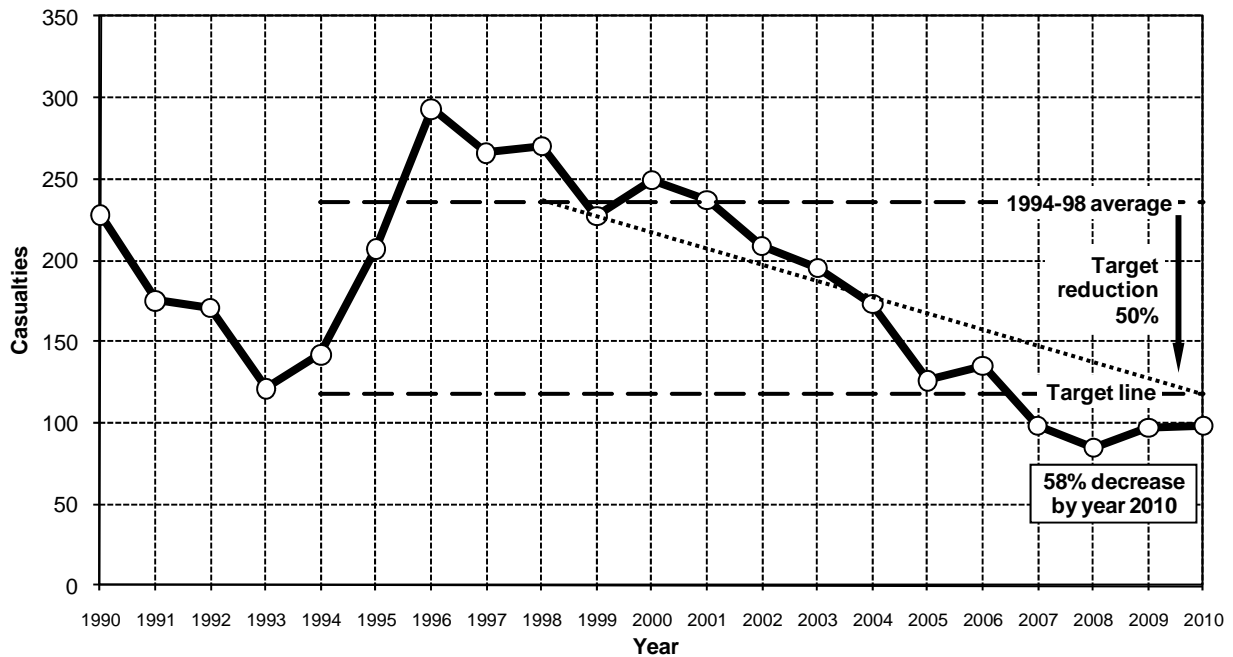


Fig. A11.2: L.B. of Enfield - all slight casualties

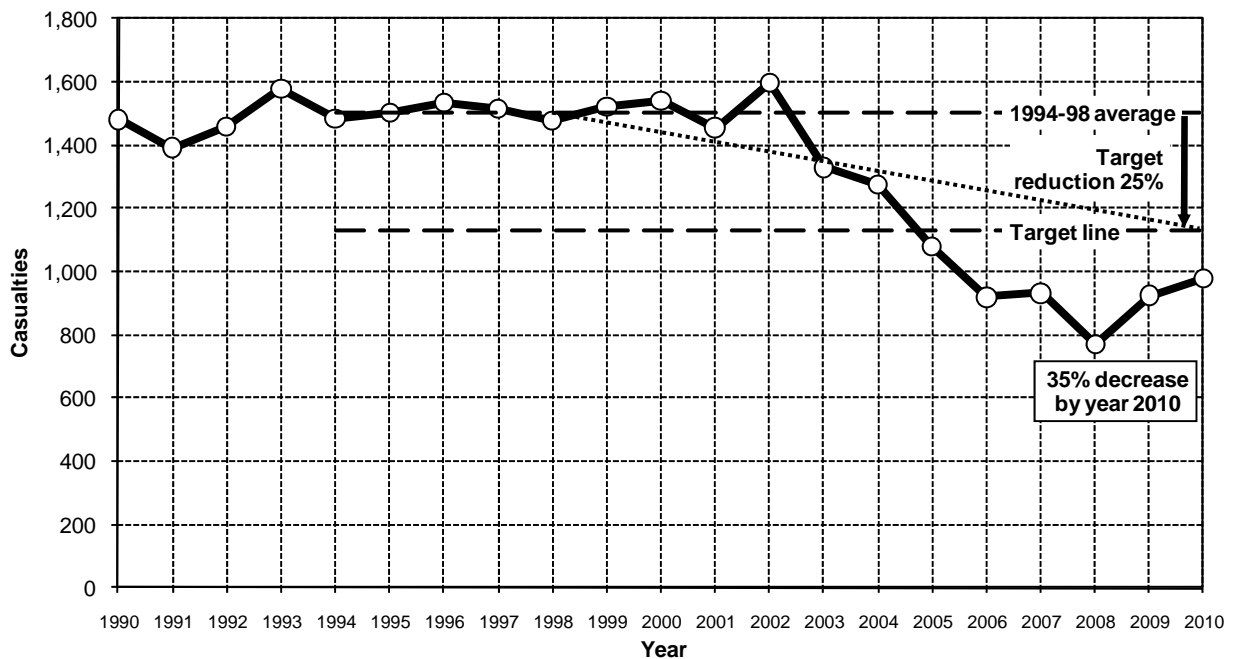


Table A11: Towards the year 2010: Monitoring casualties in L.B. of Enfield
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	5.0	3	4	33%	-20%
	Pedal cyclists	0.6	0	0	∞	-100%
	Powered two-wheeler	1.2	2	2	0%	67%
	Car occupants	3.2	4	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.2	0	1	∞	400%
	Total	10.2	9	7	-22%	-31%
Fatal and serious	Pedestrians	64.4	31	40	29%	-38%
	Pedal cyclists	13.0	2	5	150%	-62%
	Powered two-wheeler	21.2	14	17	21%	-20%
	Car occupants	124.6	48	31	-35%	-75%
	Bus or coach occupants	5.0	1	2	100%	-60%
	Other vehicle occupants	7.4	1	3	200%	-59%
	Total	235.6	97	98	1%	-58%
	Children (under 16yrs)	33.2	8	12	50%	-64%
Slight*	Pedestrians	220.8	140	130	-7%	-41%
	Pedal cyclists	80.8	36	50	39%	-38%
	Powered two-wheeler	116.0	58	68	17%	-41%
	Car occupants	973.8	623	613	-2%	-37%
	Bus or coach occupants	46.6	27	38	41%	-18%
	Other vehicle occupants	65.8	41	78	90%	19%
	Total	1,503.8	925	977	6%	-35%
All severities	Pedestrians	285.2	171	170	-1%	-40%
	Pedal cyclists	93.8	38	55	45%	-41%
	Powered two-wheeler	137.2	72	85	18%	-38%
	Car occupants	1,098.4	671	644	-4%	-41%
	Bus or coach occupants	51.6	28	40	43%	-22%
	Other vehicle occupants	73.2	42	81	93%	11%
	Total	1,739.4	1,022	1,075	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.*

12. Greenwich

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

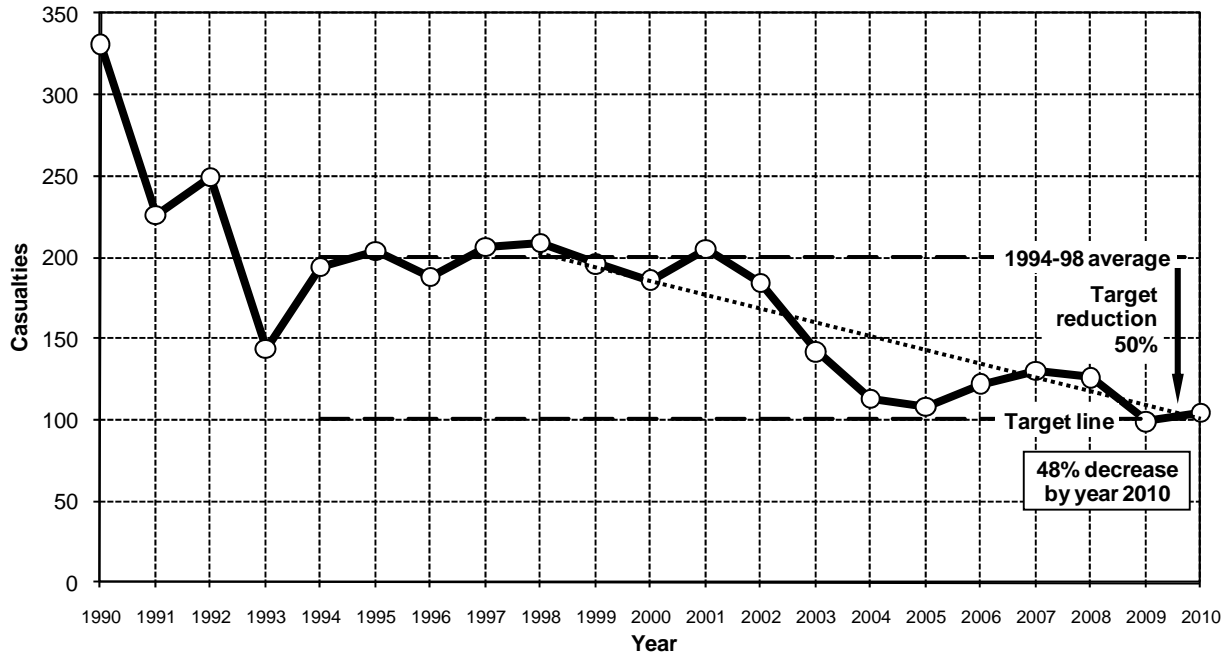


Fig. A12.2: L.B. of Greenwich - all slight casualties

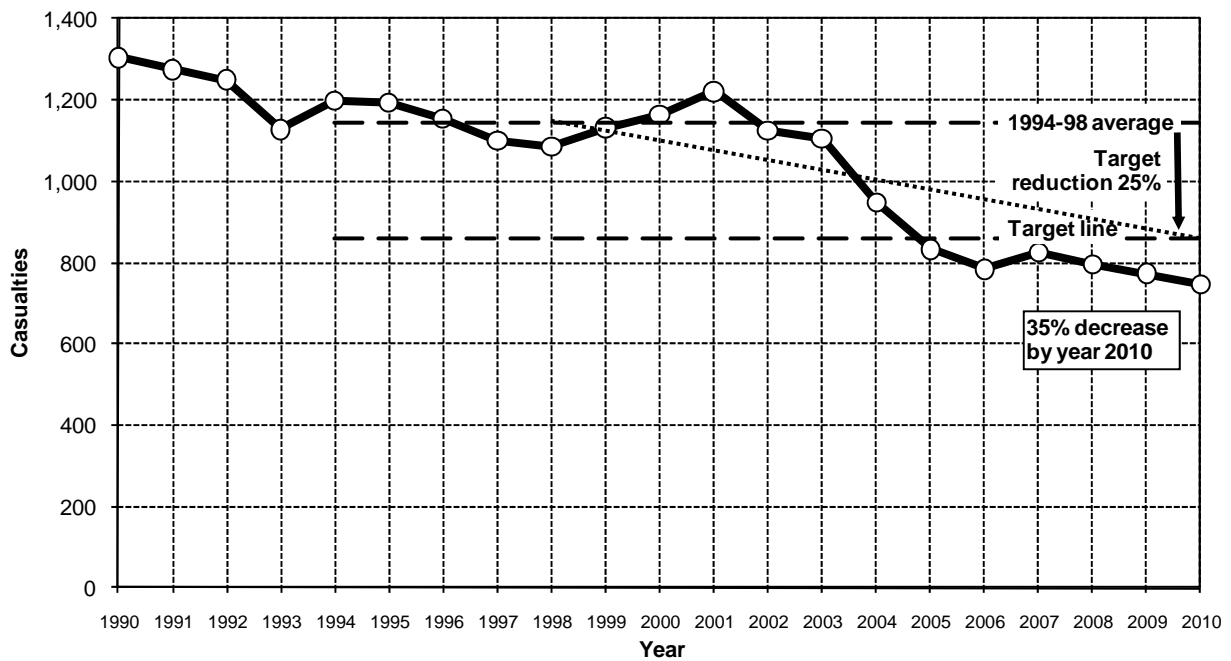


Table A12: Towards the year 2010: Monitoring casualties in L.B. of Greenwich
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	3.6	3	2	-33%	-44%
	Pedal cyclists	0.2	2	0	-100%	-100%
	Powered two-wheeler	2.4	0	2	∞	-17%
	Car occupants	2.8	3	1	-67%	-64%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.2	0	0	∞	-100%
	Total	9.2	8	5	-38%	-46%
Fatal and serious	Pedestrians	60.2	23	24	4%	-60%
	Pedal cyclists	9.8	13	12	-8%	22%
	Powered two-wheeler	30.0	13	29	123%	-3%
	Car occupants	88.4	41	30	-27%	-66%
	Bus or coach occupants	6.4	5	4	-20%	-38%
	Other vehicle occupants	5.4	4	5	25%	-7%
	Total	200.2	99	104	5%	-48%
	Children (under 16yrs)	37.0	12	14	17%	-62%
Slight*	Pedestrians	192.6	110	123	12%	-36%
	Pedal cyclists	78.2	60	60	0%	-23%
	Powered two-wheeler	149.0	122	95	-22%	-36%
	Car occupants	614.2	413	369	-11%	-40%
	Bus or coach occupants	67.2	38	60	58%	-11%
	Other vehicle occupants	45.6	30	41	37%	-10%
	Total	1,146.8	773	748	-3%	-35%
All severities	Pedestrians	252.8	133	147	11%	-42%
	Pedal cyclists	88.0	73	72	-1%	-18%
	Powered two-wheeler	179.0	135	124	-8%	-31%
	Car occupants	702.6	454	399	-12%	-43%
	Bus or coach occupants	73.6	43	64	49%	-13%
	Other vehicle occupants	51.0	34	46	35%	-10%
	Total	1,347.0	872	852	-2%	-37%

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

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

13. Hackney

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

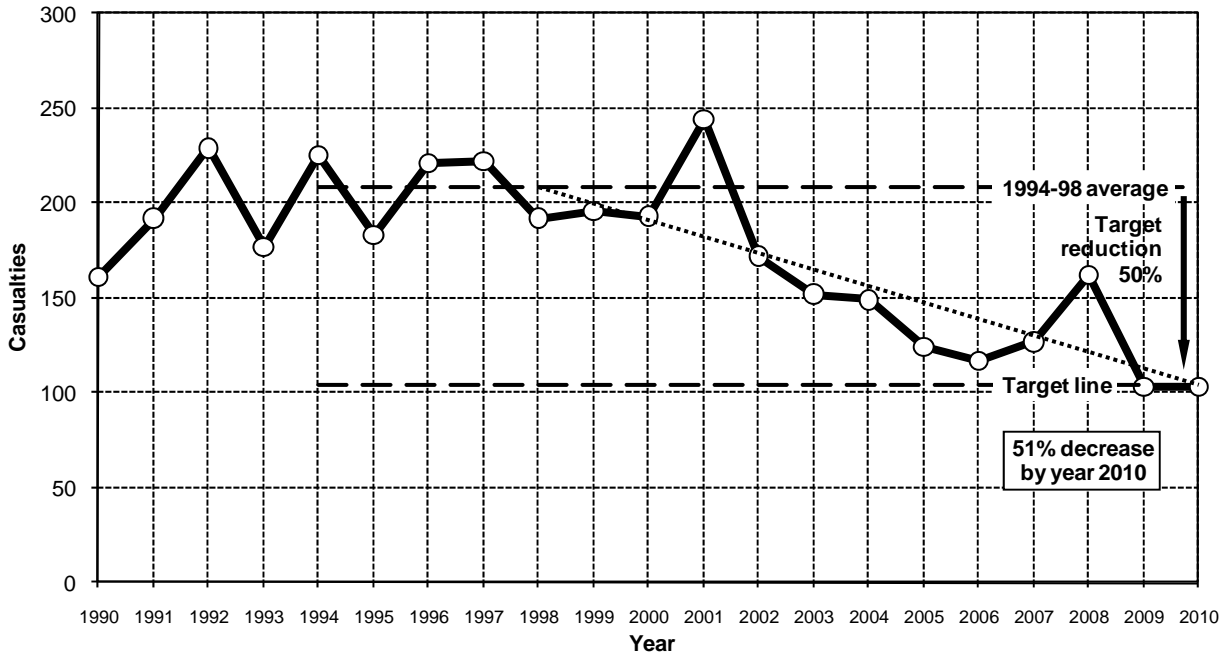


Fig. A13.2: L.B. of Hackney- all slight casualties

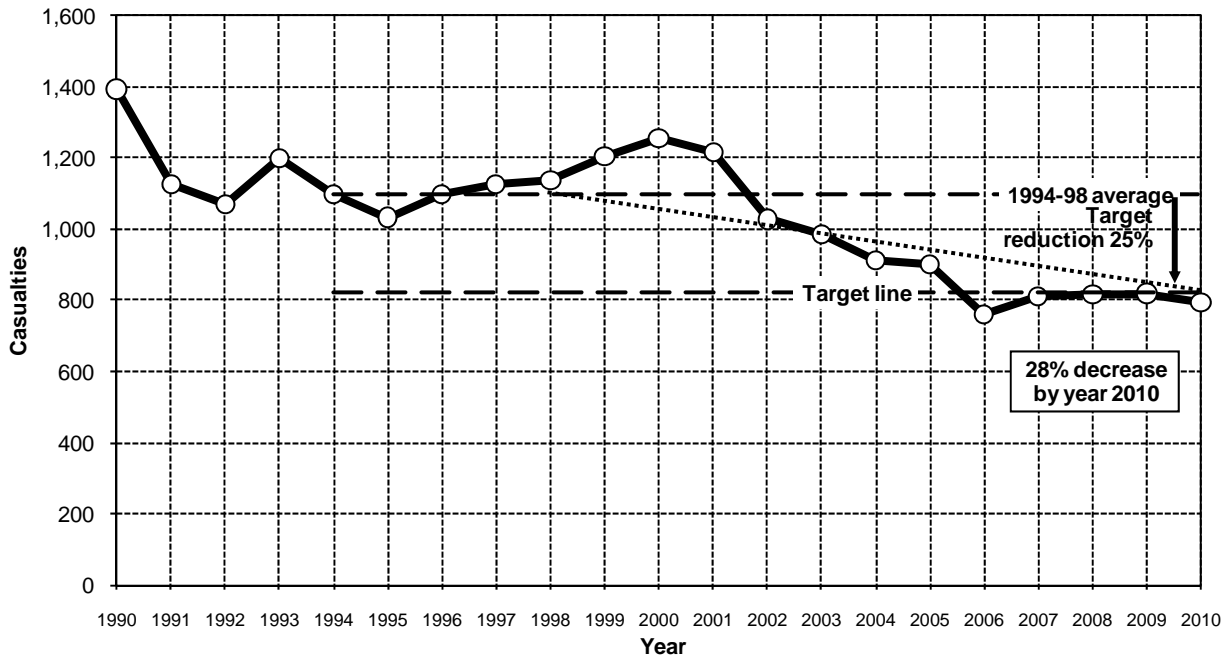


Table A13: Towards the year 2010: Monitoring casualties in L.B. of Hackney
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	4.8	3	2	-33%	-58%
	Pedal cyclists	0.4	0	2	∞	400%
	Powered two-wheeler	0.4	1	1	0%	150%
	Car occupants	1.8	0	0	∞	-100%
	Bus or coach occupants	0.6	0	0	∞	-100%
	Other vehicle occupants	0.0	0	0	∞	∞
	Total	8.0	4	5	25%	-38%
Fatal and serious	Pedestrians	78.4	29	27	-7%	-66%
	Pedal cyclists	18.8	23	23	0%	22%
	Powered two-wheeler	25.0	23	19	-17%	-24%
	Car occupants	69.4	22	24	9%	-65%
	Bus or coach occupants	10.4	3	3	0%	-71%
	Other vehicle occupants	6.6	3	7	133%	6%
	Total	208.6	103	103	0%	-51%
	Children (under 16yrs)	38.8	4	6	50%	-85%
Slight*	Pedestrians	258.6	147	145	-1%	-44%
	Pedal cyclists	127.8	169	174	3%	36%
	Powered two-wheeler	152.0	127	109	-14%	-28%
	Car occupants	441.4	257	285	11%	-35%
	Bus or coach occupants	80.0	78	47	-40%	-41%
	Other vehicle occupants	38.6	41	35	-15%	-9%
	Total	1,098.4	819	795	-3%	-28%
All severities	Pedestrians	337.0	176	172	-2%	-49%
	Pedal cyclists	146.6	192	197	3%	34%
	Powered two-wheeler	177.0	150	128	-15%	-28%
	Car occupants	510.8	279	309	11%	-40%
	Bus or coach occupants	90.4	81	50	-38%	-45%
	Other vehicle occupants	45.2	44	42	-5%	-7%
	Total	1,307.0	922	898	-3%	-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.*

14. Hammersmith & Fulham

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

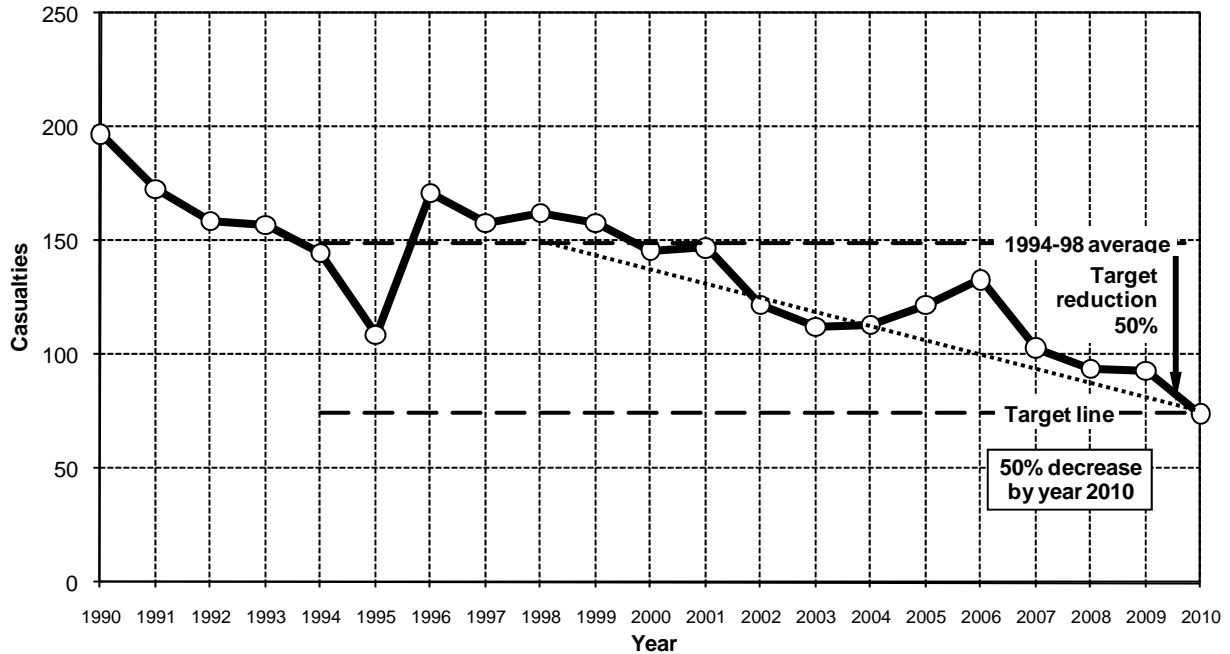


Fig. A14.2: L.B. of Hammersmith and Fulham - all slight casualties

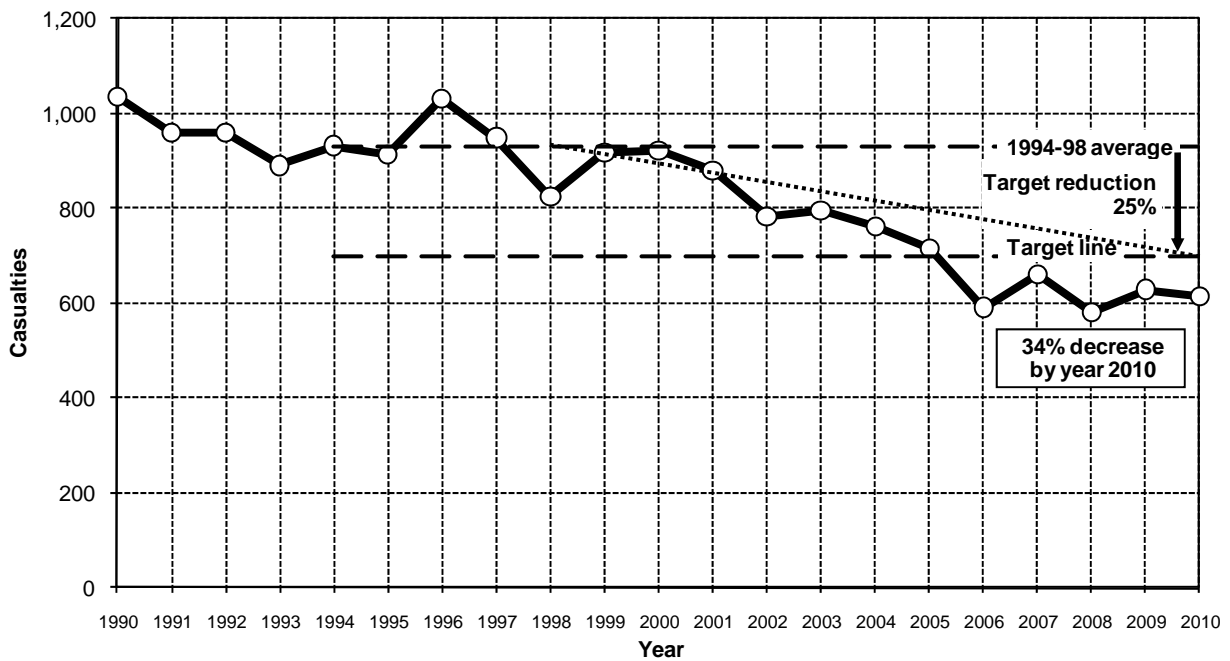


Table A14: Towards the year 2010: Monitoring casualties in L.B. of Hammersmith & Fulham
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010 over	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	2.2	1	1	0%	-55%
	Pedal cyclists	0.8	0	0	∞	-100%
	Powered two-wheeler	0.4	2	1	-50%	150%
	Car occupants	0.8	0	0	∞	-100%
	Bus or coach occupants	0.4	0	0	∞	-100%
	Other vehicle occupants	0.2	0	0	∞	-100%
	Total	4.8	3	2	-33%	-58%
Fatal and serious	Pedestrians	59.6	28	26	-7%	-56%
	Pedal cyclists	20.2	21	14	-33%	-31%
	Powered two-wheeler	26.2	31	22	-29%	-16%
	Car occupants	30.2	6	9	50%	-70%
	Bus or coach occupants	9.0	5	2	-60%	-78%
	Other vehicle occupants	3.8	2	1	-50%	-74%
	Total	149.0	93	74	-20%	-50%
	Children (under 16yrs)	18.4	7	2	-71%	-89%
Slight*	Pedestrians	193.8	117	100	-15%	-48%
	Pedal cyclists	149.8	135	153	13%	2%
	Powered two-wheeler	178.4	162	152	-6%	-15%
	Car occupants	320.4	158	163	3%	-49%
	Bus or coach occupants	57.2	41	33	-20%	-42%
	Other vehicle occupants	30.8	16	15	-6%	-51%
	Total	930.4	629	616	-2%	-34%
All severities	Pedestrians	253.4	145	126	-13%	-50%
	Pedal cyclists	170.0	156	167	7%	-2%
	Powered two-wheeler	204.6	193	174	-10%	-15%
	Car occupants	350.6	164	172	5%	-51%
	Bus or coach occupants	66.2	46	35	-24%	-47%
	Other vehicle occupants	34.6	18	16	-11%	-54%
	Total	1,079.4	722	690	-4%	-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.*

15. Haringey

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

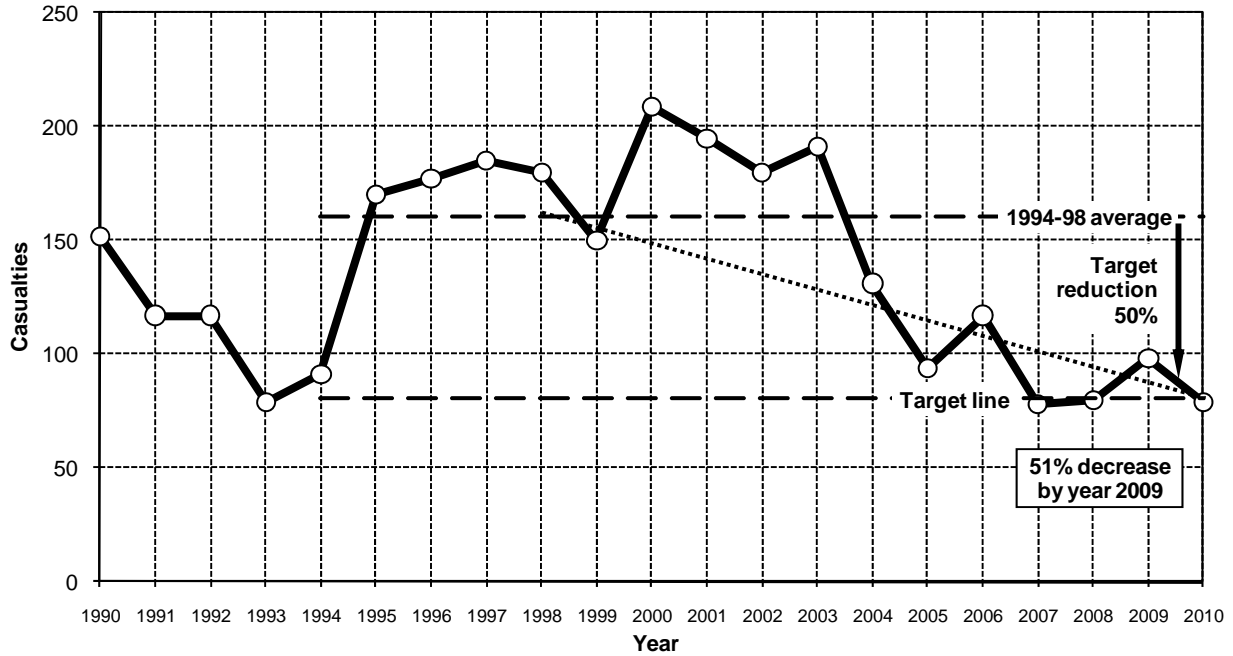


Fig. A15.2: L.B. of Haringey - all slight casualties

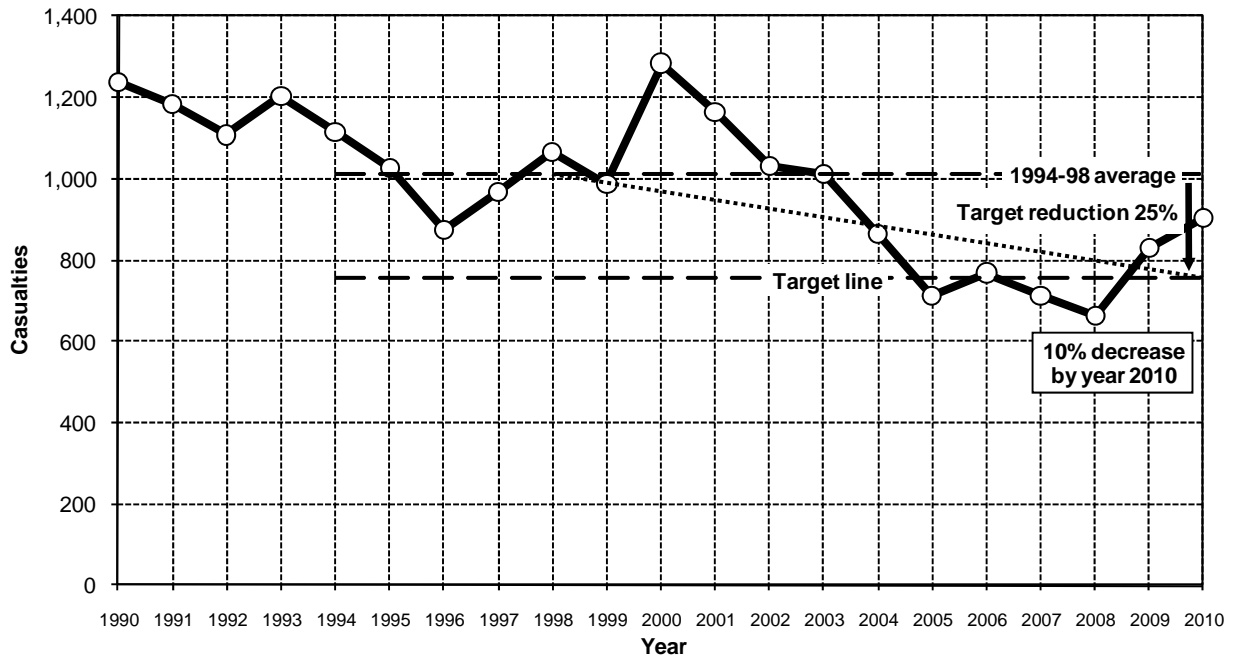


Table A15: Towards the year 2010: Monitoring casualties in L.B. of Haringey
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	5.8	4	0	-100%	-100%
	Pedal cyclists	0.4	0	0	∞	-100%
	Powered two-wheeler	0.2	1	1	0%	400%
	Car occupants	1.4	1	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.0	0	0	∞	∞
	Total	7.8	6	1	-83%	-87%
Fatal and serious	Pedestrians	65.2	43	39	-9%	-40%
	Pedal cyclists	11.8	4	11	175%	-7%
	Powered two-wheeler	21.0	22	12	-45%	-43%
	Car occupants	55.2	25	15	-40%	-73%
	Bus or coach occupants	5.0	2	1	-50%	-80%
	Other vehicle occupants	2.4	2	1	-50%	-58%
	Total	160.6	98	79	-19%	-51%
	Children (under 16yrs)	23.2	13	5	-62%	-78%
Slight*	Pedestrians	257.8	161	173	7%	-33%
	Pedal cyclists	76.8	92	85	-8%	11%
	Powered two-wheeler	118.0	125	115	-8%	-3%
	Car occupants	475.8	364	432	19%	-9%
	Bus or coach occupants	50.6	58	67	16%	32%
	Other vehicle occupants	31.4	31	33	6%	5%
	Total	1,010.4	831	905	9%	-10%
All severities	Pedestrians	323.0	204	212	4%	-34%
	Pedal cyclists	88.6	96	96	0%	8%
	Powered two-wheeler	139.0	147	127	-14%	-9%
	Car occupants	531.0	389	447	15%	-16%
	Bus or coach occupants	55.6	60	68	13%	22%
	Other vehicle occupants	33.8	33	34	3%	1%
	Total	1,171.0	929	984	6%	-16%

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

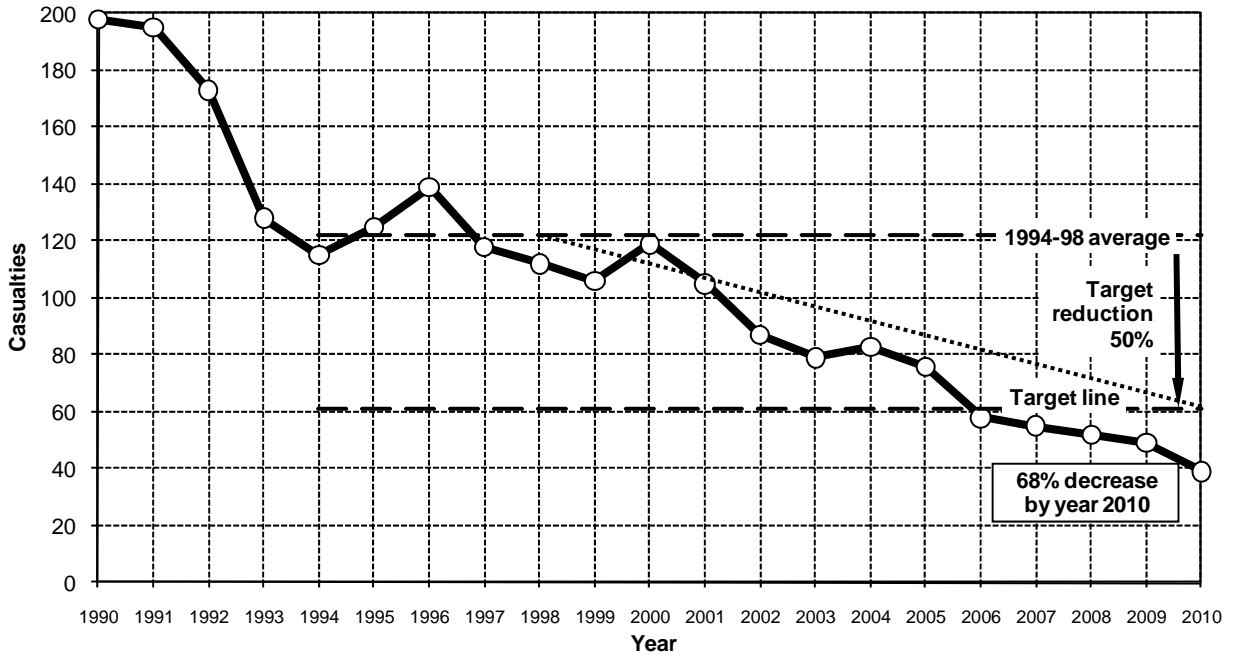


Fig. A16.2: L.B. of Harrow - all slight casualties

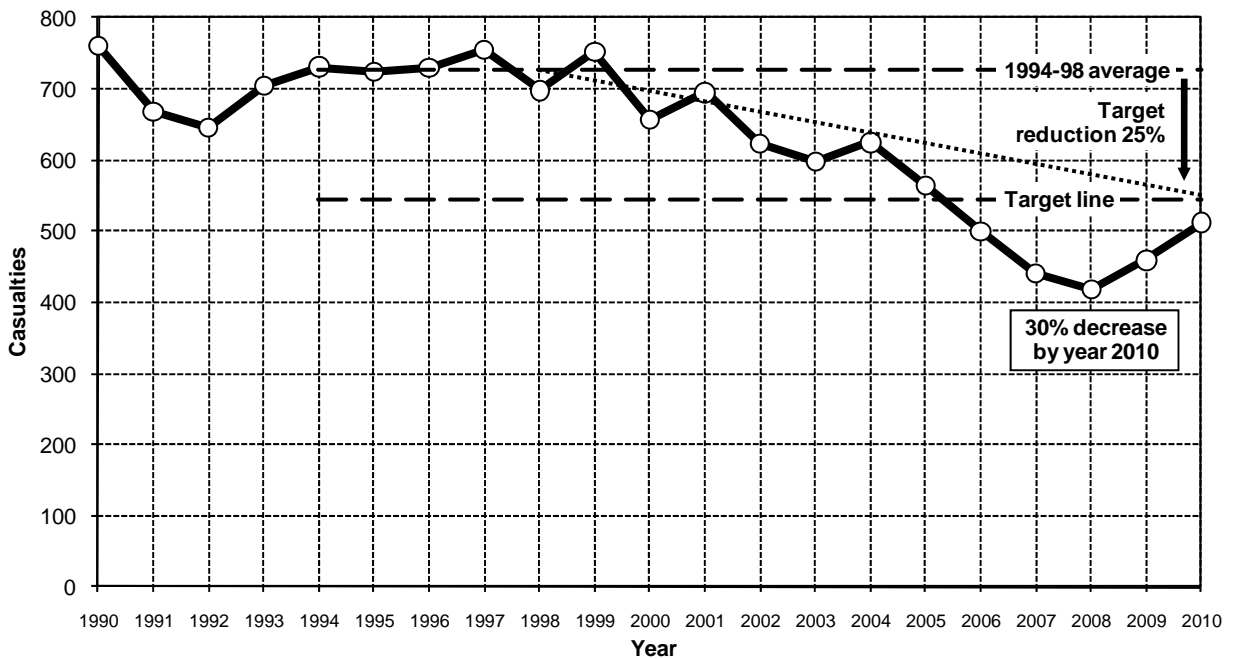


Table A16: Towards the year 2010: Monitoring casualties in L.B. of Harrow
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	1.8	2	0	-100%	-100%
	Pedal cyclists	0.0	0	1	∞	∞
	Powered two-wheeler	0.4	0	1	∞	150%
	Car occupants	2.2	1	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.0	0	0	∞	∞
	Total	4.4	3	2	-33%	-55%
Fatal and serious	Pedestrians	34.4	18	8	-56%	-77%
	Pedal cyclists	7.4	1	3	200%	-59%
	Powered two-wheeler	12.0	6	8	33%	-33%
	Car occupants	61.4	19	16	-16%	-74%
	Bus or coach occupants	3.4	2	4	100%	18%
	Other vehicle occupants	3.2	3	0	-100%	-100%
	Total	121.8	49	39	-20%	-68%
	Children (under 16yrs)	19.8	4	1	-75%	-95%
Slight*	Pedestrians	129.6	82	96	17%	-26%
	Pedal cyclists	51.2	30	27	-10%	-47%
	Powered two-wheeler	66.6	40	33	-18%	-50%
	Car occupants	433.6	293	333	14%	-23%
	Bus or coach occupants	27.4	6	17	183%	-38%
	Other vehicle occupants	19.2	8	6	-25%	-69%
	Total	727.6	459	512	12%	-30%
All severities	Pedestrians	164.0	100	104	4%	-37%
	Pedal cyclists	58.6	31	30	-3%	-49%
	Powered two-wheeler	78.6	46	41	-11%	-48%
	Car occupants	495.0	312	349	12%	-29%
	Bus or coach occupants	30.8	8	21	163%	-32%
	Other vehicle occupants	22.4	11	6	-45%	-73%
	Total	849.4	508	551	8%	-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.

17. Havering

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

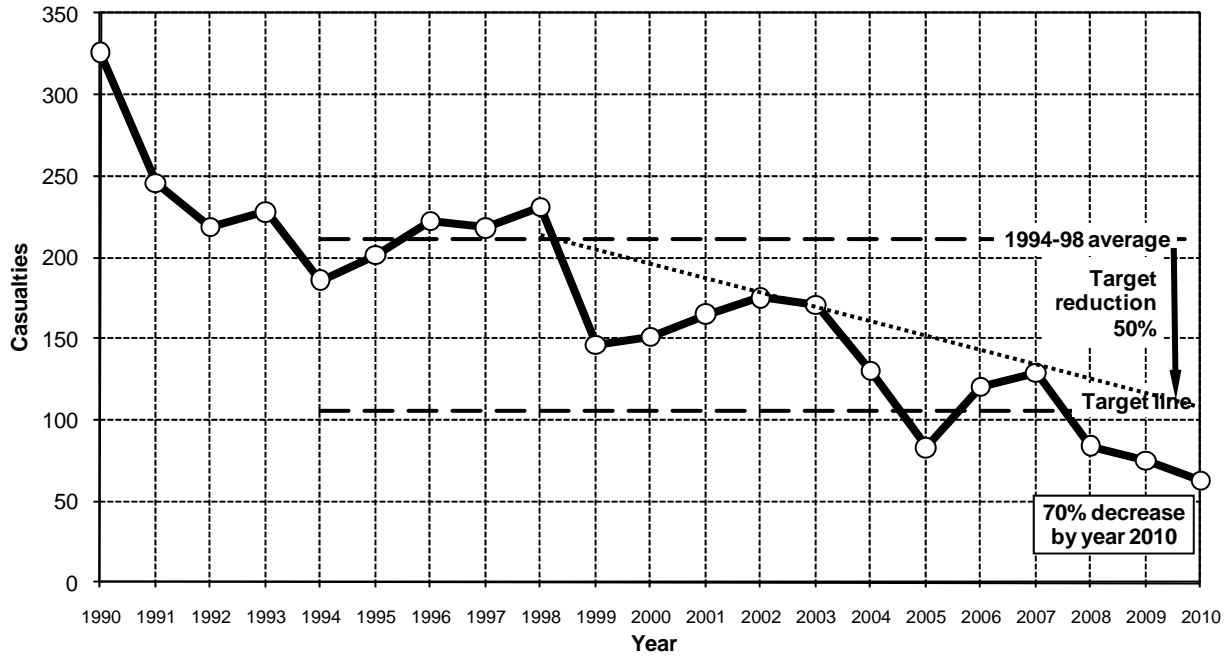


Fig. A17.2: L.B. of Havering - all slight casualties

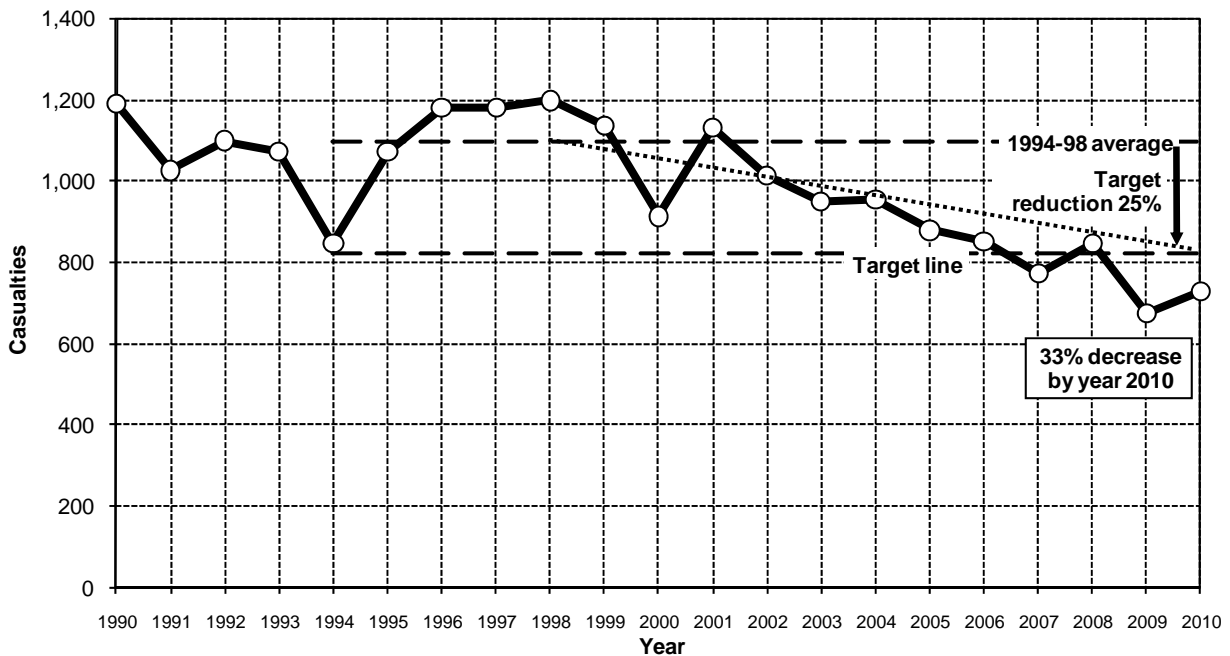


Table A17: Towards the year 2010: Monitoring casualties in L.B. of Havering
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	2.4	1	0	-100%	-100%
	Pedal cyclists	0.2	0	0	∞	-100%
	Powered two-wheeler	0.8	0	0	∞	-100%
	Car occupants	3.8	4	5	25%	32%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.2	0	0	∞	-100%
	Total	7.4	5	5	0%	-32%
Fatal and serious	Pedestrians	38.2	16	13	-19%	-66%
	Pedal cyclists	11.4	6	3	-50%	-74%
	Powered two-wheeler	19.8	12	14	17%	-29%
	Car occupants	130.6	38	30	-21%	-77%
	Bus or coach occupants	5.4	1	0	-100%	-100%
	Other vehicle occupants	6.2	2	3	50%	-52%
	Total	211.6	75	63	-16%	-70%
	Children (under 16yrs)	35.6	9	7	-22%	-80%
Slight*	Pedestrians	114.8	72	86	19%	-25%
	Pedal cyclists	69.6	25	31	24%	-55%
	Powered two-wheeler	74.8	47	52	11%	-30%
	Car occupants	751.8	445	498	12%	-34%
	Bus or coach occupants	40.6	44	33	-25%	-19%
	Other vehicle occupants	44.2	40	30	-25%	-32%
	Total	1,095.8	673	730	8%	-33%
All severities	Pedestrians	153.0	88	99	13%	-35%
	Pedal cyclists	81.0	31	34	10%	-58%
	Powered two-wheeler	94.6	59	66	12%	-30%
	Car occupants	882.4	483	528	9%	-40%
	Bus or coach occupants	46.0	45	33	-27%	-28%
	Other vehicle occupants	50.4	42	33	-21%	-35%
	Total	1,307.4	748	793	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.

18. Hillingdon

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

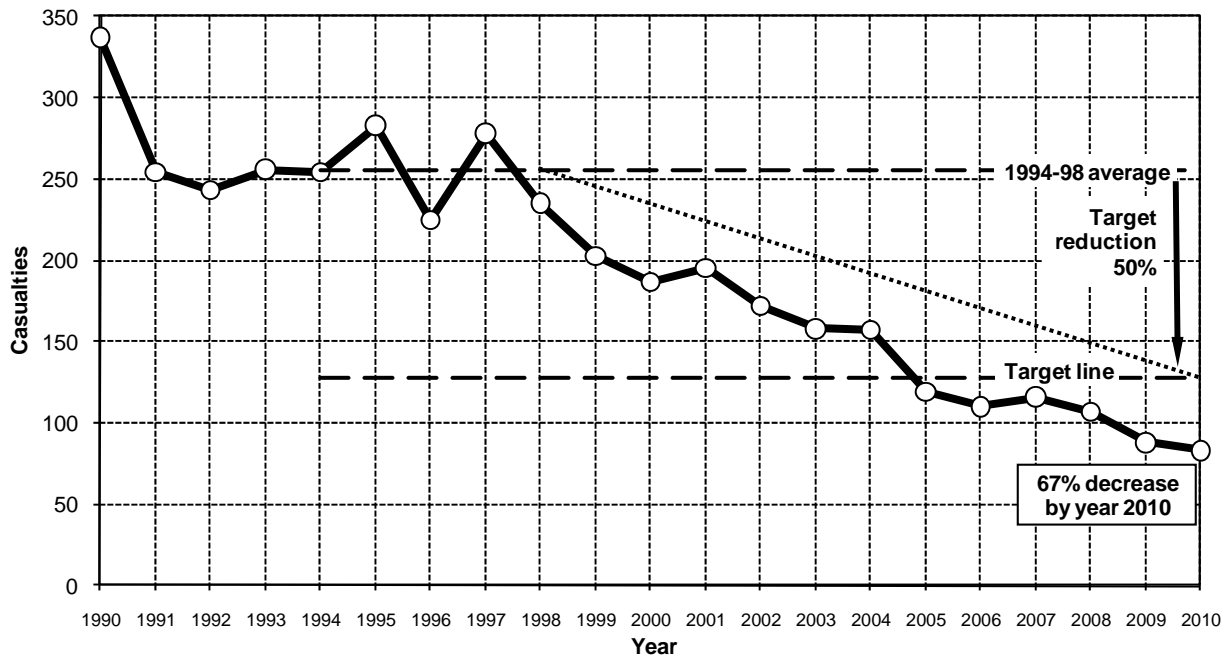


Fig. A18.2: L.B. of Hillingdon - all slight casualties

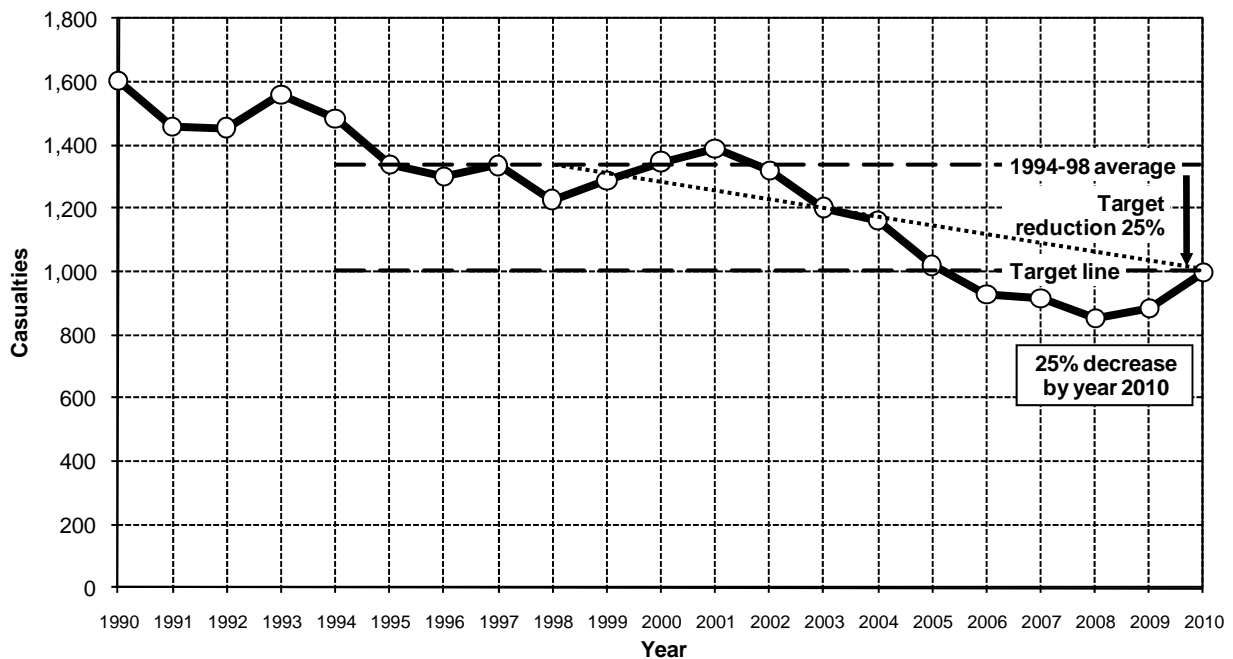


Table A18: Towards the year 2010: Monitoring casualties in L.B. of Hillingdon
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	5.0	1	3	200%	-40%
	Pedal cyclists	1.0	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	∞	-100%
	Other vehicle occupants	0.6	0	0	∞	-100%
	Total	11.4	5	8	60%	-30%
Fatal and serious	Pedestrians	54.0	18	21	17%	-61%
	Pedal cyclists	19.6	7	8	14%	-59%
	Powered two-wheeler	25.4	15	17	13%	-33%
	Car occupants	138.2	40	32	-20%	-77%
	Bus or coach occupants	5.6	4	3	-25%	-46%
	Other vehicle occupants	12.2	4	2	-50%	-84%
	Total	255.0	88	83	-6%	-67%
	Children (under 16yrs)	37.4	6	10	67%	-73%
Slight*	Pedestrians	141.0	104	101	-3%	-28%
	Pedal cyclists	106.6	65	72	11%	-32%
	Powered two-wheeler	95.2	62	76	23%	-20%
	Car occupants	905.8	590	694	18%	-23%
	Bus or coach occupants	35.2	29	23	-21%	-35%
	Other vehicle occupants	53.6	33	31	-6%	-42%
	Total	1,337.4	883	997	13%	-25%
All severities	Pedestrians	195.0	122	122	0%	-37%
	Pedal cyclists	126.2	72	80	11%	-37%
	Powered two-wheeler	120.6	77	93	21%	-23%
	Car occupants	1,044.0	630	726	15%	-30%
	Bus or coach occupants	40.8	33	26	-21%	-36%
	Other vehicle occupants	65.8	37	33	-11%	-50%
	Total	1,592.4	971	1,080	11%	-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.*

19. Hounslow

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

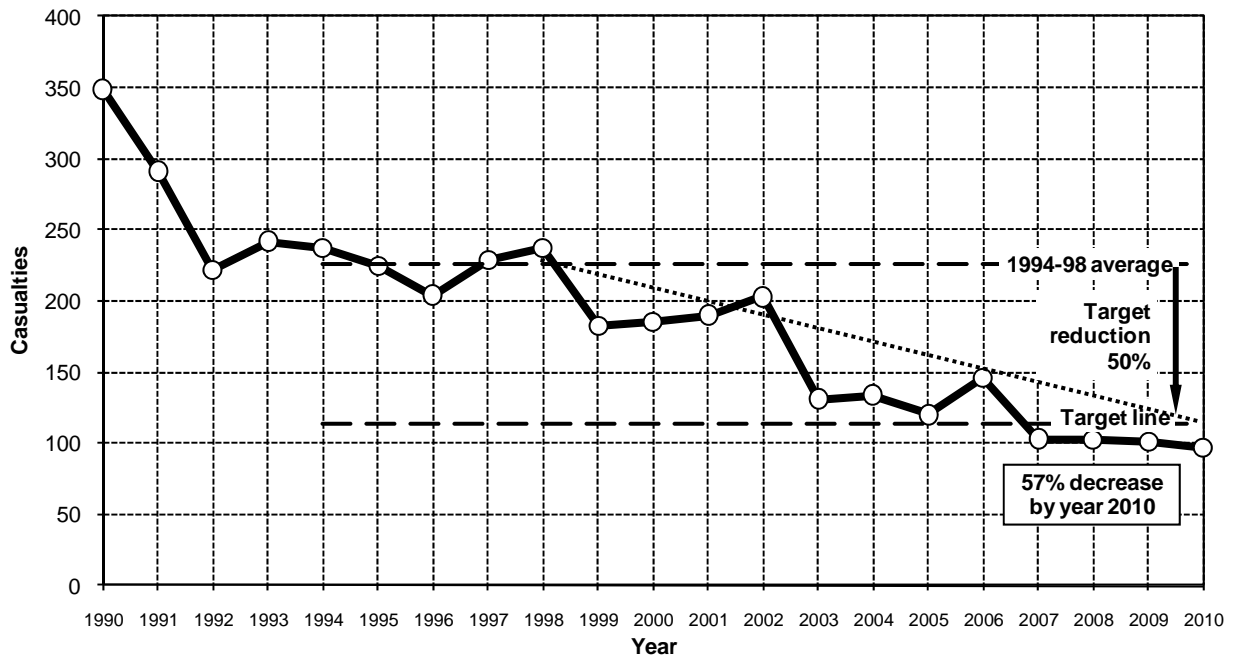


Fig. A19.2: L.B. of Hounslow - all slight casualties

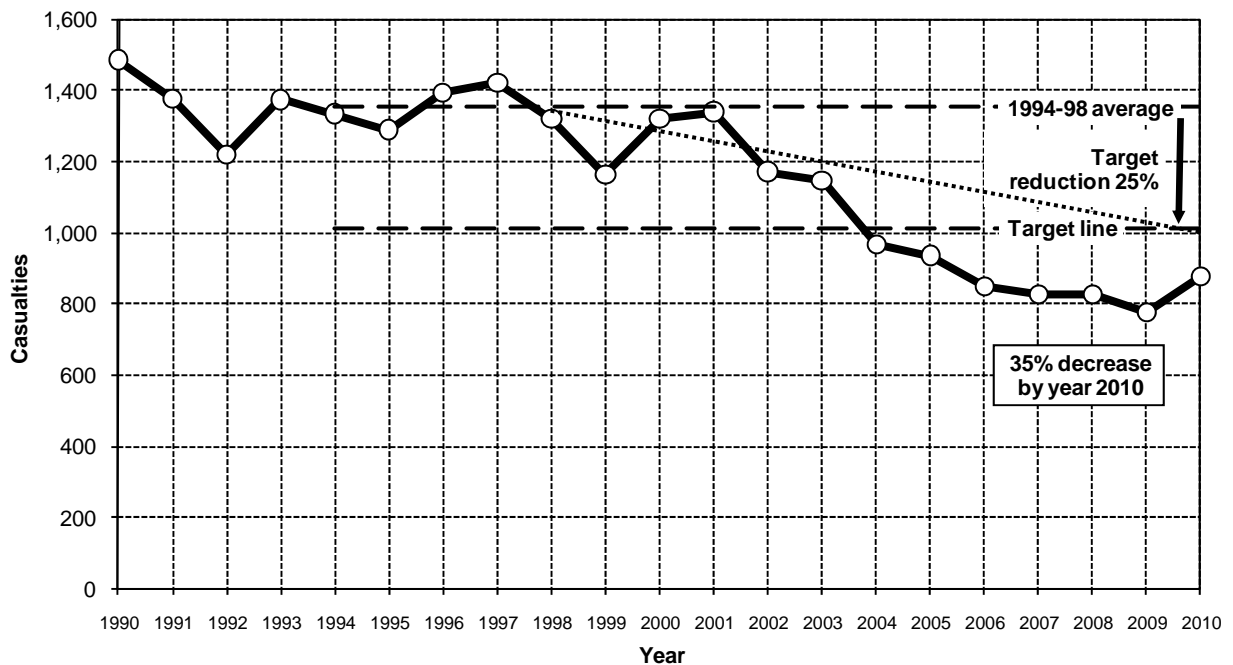


Table A19: Towards the year 2010: Monitoring casualties in L.B. of Hounslow
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	4.0	3	2	-33%	-50%
	Pedal cyclists	0.4	0	0	∞	-100%
	Powered two-wheeler	1.4	1	1	0%	-29%
	Car occupants	3.6	2	3	50%	-17%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.6	0	1	∞	67%
	Total	10.0	6	7	17%	-30%
Fatal and serious	Pedestrians	50.2	24	31	29%	-38%
	Pedal cyclists	19.2	11	11	0%	-43%
	Powered two-wheeler	28.0	20	23	15%	-18%
	Car occupants	111.0	39	29	-26%	-74%
	Bus or coach occupants	7.6	4	1	-75%	-87%
	Other vehicle occupants	10.4	3	2	-33%	-81%
	Total	226.4	101	97	-4%	-57%
	Children (under 16yrs)	29.2	10	11	10%	-62%
Slight*	Pedestrians	173.0	99	88	-11%	-49%
	Pedal cyclists	132.4	72	99	38%	-25%
	Powered two-wheeler	141.8	120	114	-5%	-20%
	Car occupants	787.4	430	518	20%	-34%
	Bus or coach occupants	63.6	26	17	-35%	-73%
	Other vehicle occupants	54.0	31	42	35%	-22%
	Total	1,352.2	778	878	13%	-35%
All severities	Pedestrians	223.2	123	119	-3%	-47%
	Pedal cyclists	151.6	83	110	33%	-27%
	Powered two-wheeler	169.8	140	137	-2%	-19%
	Car occupants	898.4	469	547	17%	-39%
	Bus or coach occupants	71.2	30	18	-40%	-75%
	Other vehicle occupants	64.4	34	44	29%	-32%
	Total	1,578.6	879	975	11%	-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.

20. Islington

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

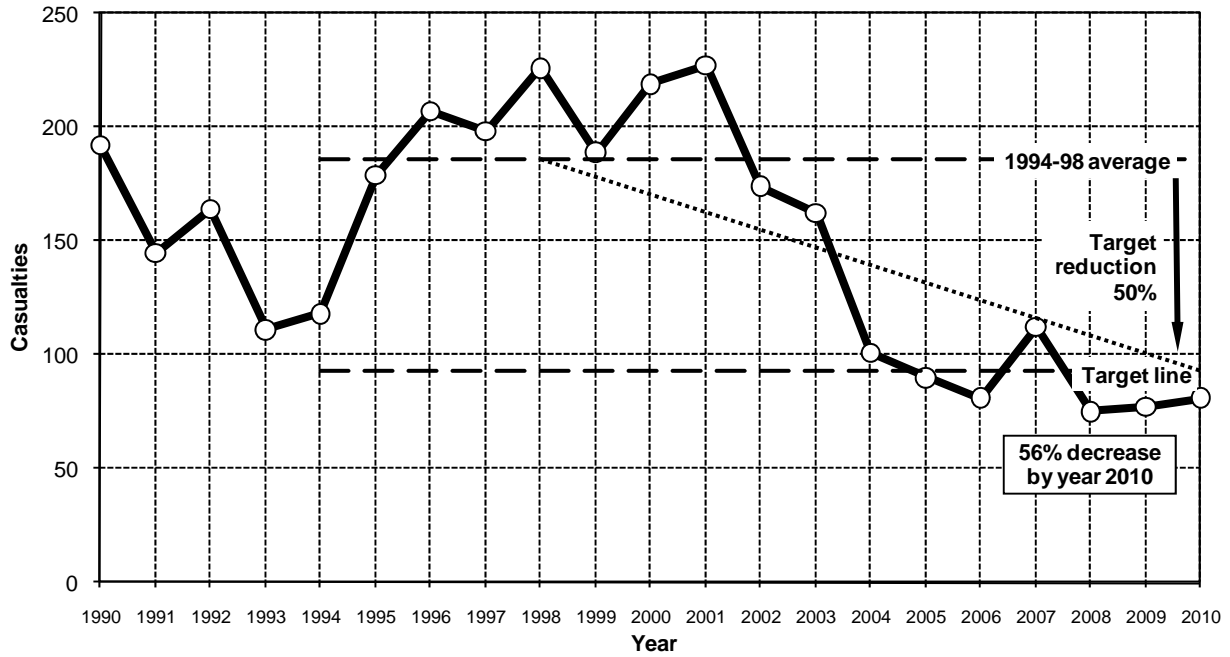


Fig. A20.2: L.B. of Islington - all slight casualties

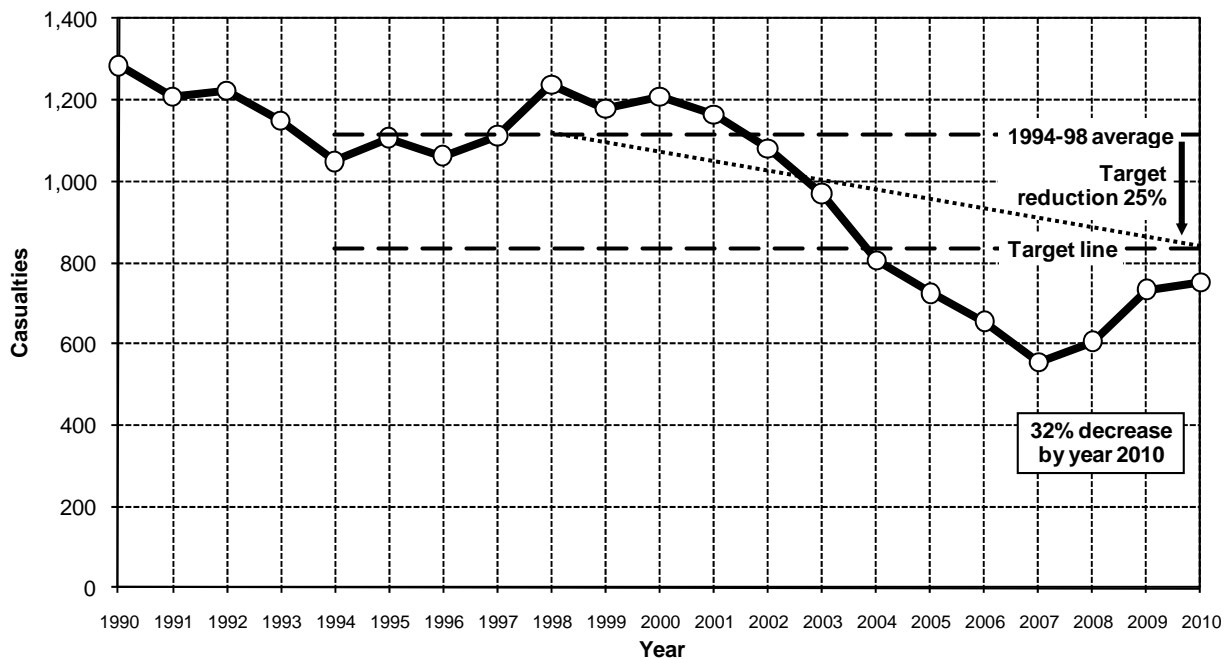


Table A20: Towards the year 2010: Monitoring casualties in L.B. of Islington
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	5.6	1	0	-100%	-100%
	Pedal cyclists	0.6	1	1	0%	67%
	Powered two-wheeler	1.2	0	1	∞	-17%
	Car occupants	1.0	0	0	∞	-100%
	Bus or coach occupants	0.2	1	0	-100%	-100%
	Other vehicle occupants	0.0	0	0	∞	∞
	Total	8.6	3	2	-33%	-77%
Fatal and serious	Pedestrians	76.0	29	23	-21%	-70%
	Pedal cyclists	26.0	18	24	33%	-8%
	Powered two-wheeler	31.8	15	23	53%	-28%
	Car occupants	38.4	8	7	-13%	-82%
	Bus or coach occupants	8.2	7	3	-57%	-63%
	Other vehicle occupants	5.2	0	1	∞	-81%
	Total	185.6	77	81	5%	-56%
	Children (under 16yrs)	18.6	5	3	-40%	-84%
Slight*	Pedestrians	259.4	141	166	18%	-36%
	Pedal cyclists	177.8	212	208	-2%	17%
	Powered two-wheeler	221.4	133	146	10%	-34%
	Car occupants	343.4	164	156	-5%	-55%
	Bus or coach occupants	70.0	51	52	2%	-26%
	Other vehicle occupants	41.8	33	24	-27%	-43%
	Total	1,113.8	734	752	2%	-32%
All severities	Pedestrians	335.4	170	189	11%	-44%
	Pedal cyclists	203.8	230	232	1%	14%
	Powered two-wheeler	253.2	148	169	14%	-33%
	Car occupants	381.8	172	163	-5%	-57%
	Bus or coach occupants	78.2	58	55	-5%	-30%
	Other vehicle occupants	47.0	33	25	-24%	-47%
	Total	1,299.4	811	833	3%	-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.

21. Kensington & Chelsea

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

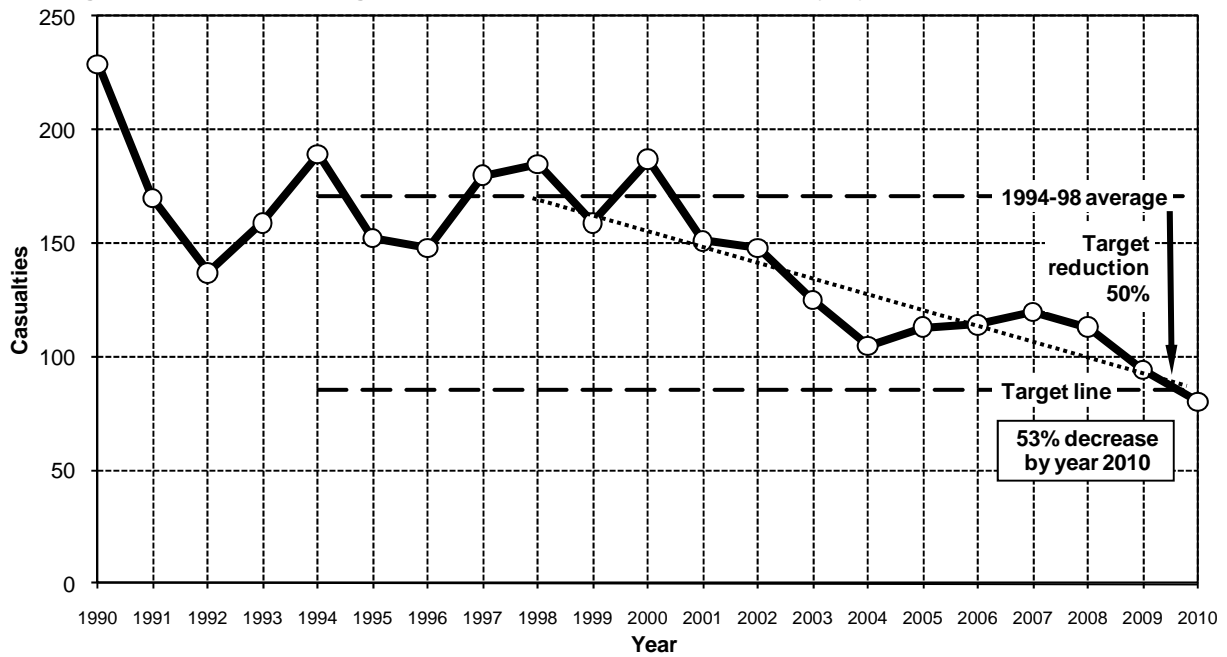


Fig. A21.2: R.B. of Kensington and Chelsea - all slight casualties

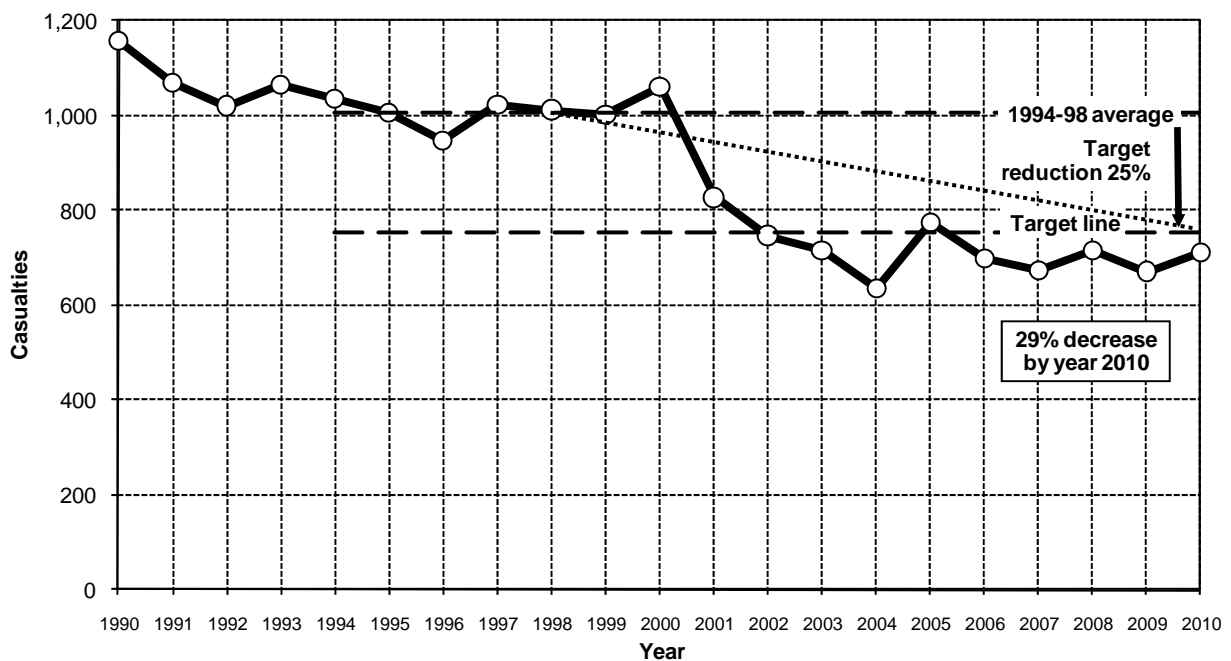


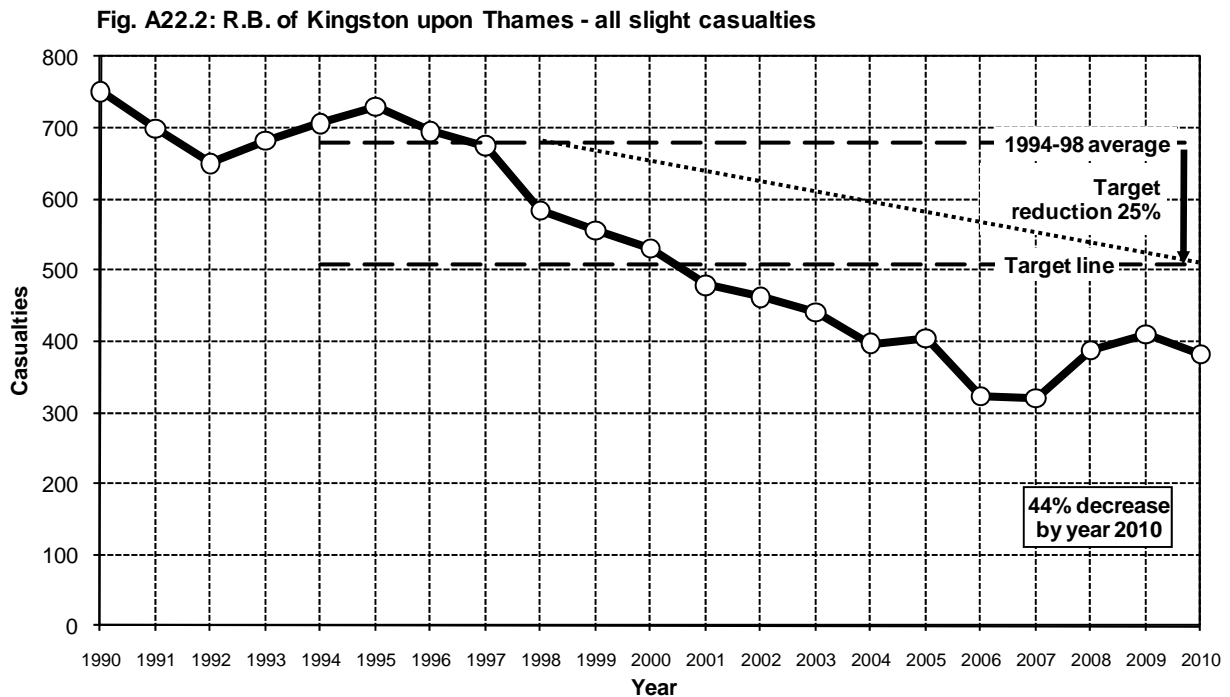
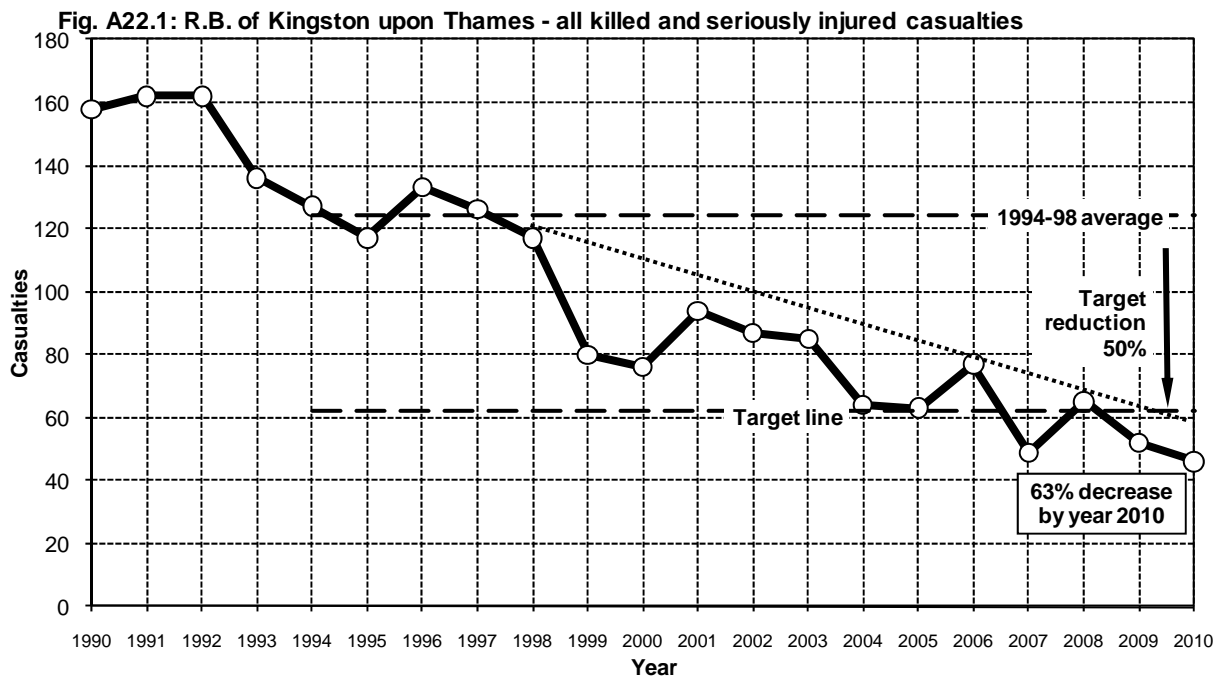
Table A21: Towards the year 2010: Monitoring casualties in R.B. of Kensington & Chelsea
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010 over	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	4.4	0	2	∞	-55%
	Pedal cyclists	0.4	1	0	-100%	-100%
	Powered two-wheeler	1.0	1	1	0%	0%
	Car occupants	0.8	0	0	∞	-100%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.4	0	0	∞	-100%
	Total		7.0	2	3	50%
Fatal and serious	Pedestrians	71.8	29	29	0%	-60%
	Pedal cyclists	18.0	23	18	-22%	0%
	Powered two-wheeler	31.0	30	24	-20%	-23%
	Car occupants	35.6	5	7	40%	-80%
	Bus or coach occupants	7.2	5	1	-80%	-86%
	Other vehicle occupants	7.2	2	1	-50%	-86%
	Total		170.8	94	80	-15%
	Children (under 16yrs)	11.2	6	5	-17%	-55%
Slight*	Pedestrians	248.8	145	142	-2%	-43%
	Pedal cyclists	143.4	149	169	13%	18%
	Powered two-wheeler	202.6	165	196	19%	-3%
	Car occupants	299.4	140	145	4%	-52%
	Bus or coach occupants	46.6	37	24	-35%	-48%
	Other vehicle occupants	64.0	35	36	3%	-44%
	Total		1,004.8	671	712	6%
All severities	Pedestrians	320.6	174	171	-2%	-47%
	Pedal cyclists	161.4	172	187	9%	16%
	Powered two-wheeler	233.6	195	220	13%	-6%
	Car occupants	335.0	145	152	5%	-55%
	Bus or coach occupants	53.8	42	25	-40%	-54%
	Other vehicle occupants	71.2	37	37	0%	-48%
	Total		1,175.6	765	792	4%

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



**Table A22: Towards the year 2010: Monitoring casualties in R.B. of Kingston upon Thames
Casualties in the year 2010 compared with the 1994-98 average and 2009**

Casualty severity	User group	Casualty numbers			Percentage change in 2010 over	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	4.6	1	1	0%	-78%
	Pedal cyclists	0.2	0	0	∞	-100%
	Powered two-wheeler	0.4	1	0	-100%	-100%
	Car occupants	1.2	0	0	∞	-100%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.0	0	0	∞	∞
	Total	6.4	2	1	-50%	-84%
Fatal and serious	Pedestrians	31.6	10	7	-30%	-78%
	Pedal cyclists	14.0	9	7	-22%	-50%
	Powered two-wheeler	22.2	13	17	31%	-23%
	Car occupants	50.2	14	11	-21%	-78%
	Bus or coach occupants	3.4	4	3	-25%	-12%
	Other vehicle occupants	2.6	2	1	-50%	-62%
	Total	124.0	52	46	-12%	-63%
	Children (under 16yrs)	13.4	3	2	-33%	-85%
Slight*	Pedestrians	89.2	63	50	-21%	-44%
	Pedal cyclists	91.8	60	54	-10%	-41%
	Powered two-wheeler	79.4	58	41	-29%	-48%
	Car occupants	367.0	203	213	5%	-42%
	Bus or coach occupants	29.2	14	6	-57%	-79%
	Other vehicle occupants	21.4	11	17	55%	-21%
	Total	678.0	409	381	-7%	-44%
All severities	Pedestrians	120.8	73	57	-22%	-53%
	Pedal cyclists	105.8	69	61	-12%	-42%
	Powered two-wheeler	101.6	71	58	-18%	-43%
	Car occupants	417.2	217	224	3%	-46%
	Bus or coach occupants	32.6	18	9	-50%	-72%
	Other vehicle occupants	24.0	13	18	38%	-25%
	Total	802.0	461	427	-7%	-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.

23. Lambeth

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

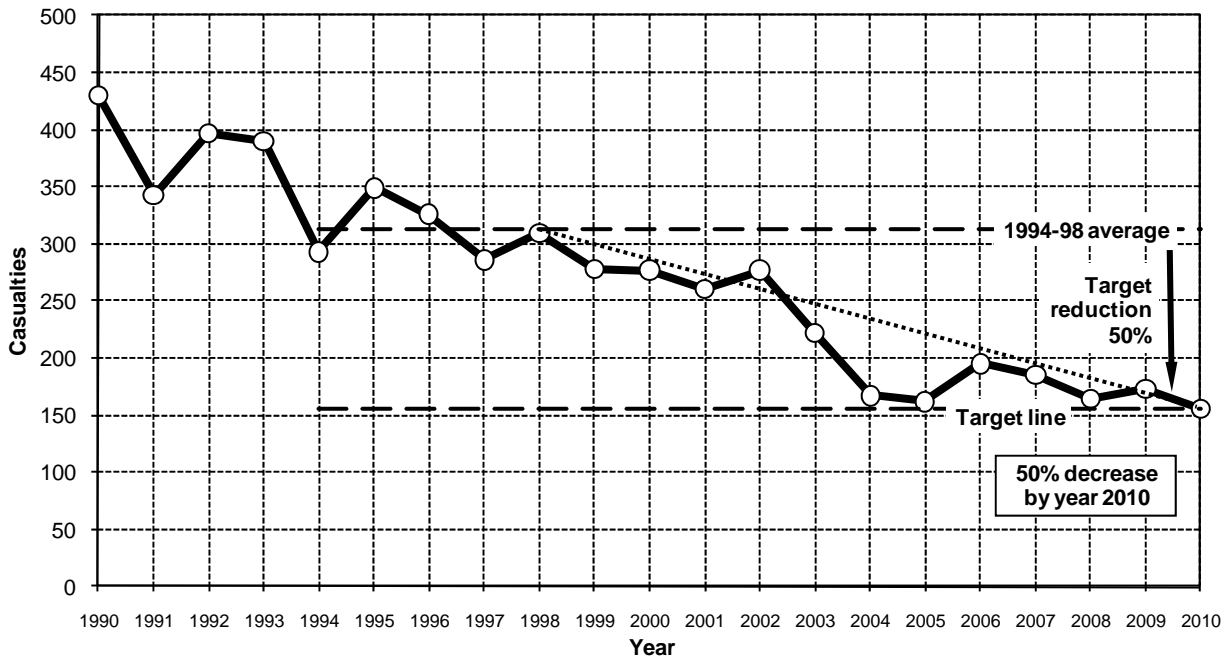


Fig. A23.2: L.B. of Lambeth - all slight casualties

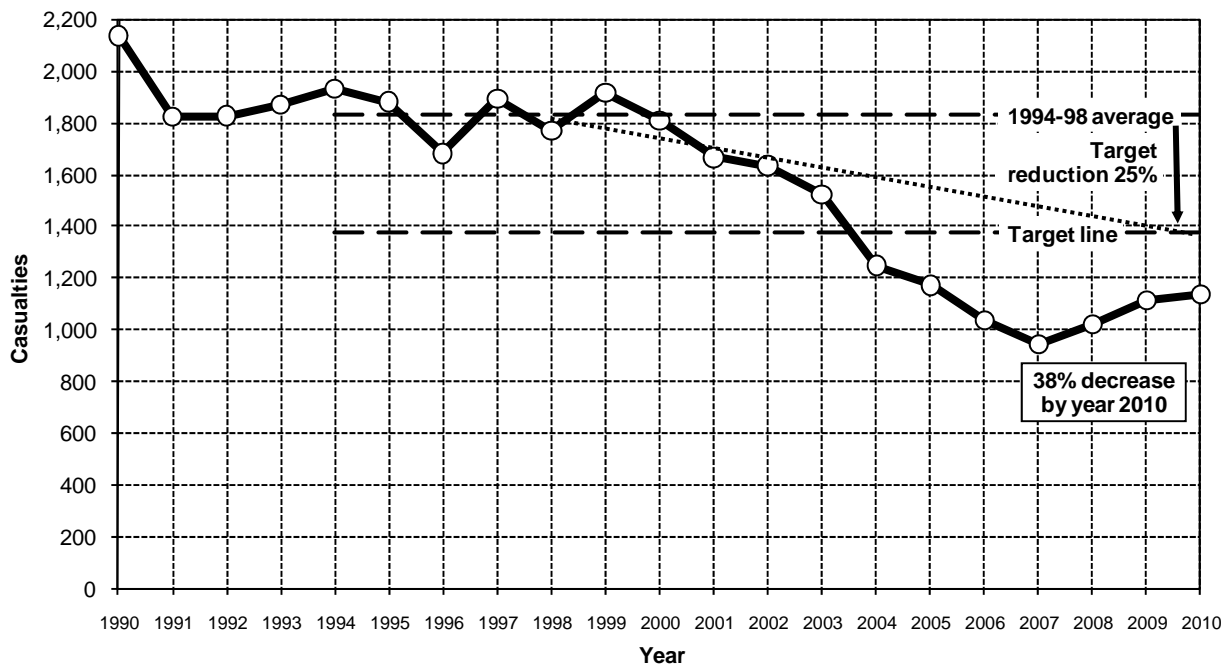


Table A23: Towards the year 2010: Monitoring casualties in L.B. of Lambeth
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	7.4	1	1	0%	-86%
	Pedal cyclists	0.8	1	0	-100%	-100%
	Powered two-wheeler	1.4	0	1	∞	-29%
	Car occupants	1.0	0	0	∞	-100%
	Bus or coach occupants	0.2	0	0	∞	-100%
	Other vehicle occupants	0.2	0	0	∞	-100%
	Total	11.0	2	2	0%	-82%
Fatal and serious	Pedestrians	123.8	51	50	-2%	-60%
	Pedal cyclists	36.4	33	37	12%	2%
	Powered two-wheeler	51.2	49	34	-31%	-34%
	Car occupants	80.8	32	23	-28%	-72%
	Bus or coach occupants	12.8	5	8	60%	-38%
	Other vehicle occupants	7.6	3	4	33%	-47%
	Total	312.6	173	156	-10%	-50%
	Children (under 16yrs)	45.0	21	10	-52%	-78%
Slight*	Pedestrians	359.0	199	203	2%	-43%
	Pedal cyclists	222.4	242	236	-2%	6%
	Powered two-wheeler	314.4	248	228	-8%	-27%
	Car occupants	758.4	315	315	0%	-58%
	Bus or coach occupants	114.6	75	106	41%	-8%
	Other vehicle occupants	62.8	33	49	48%	-22%
	Total	1,831.6	1,112	1,137	2%	-38%
All severities	Pedestrians	482.8	250	253	1%	-48%
	Pedal cyclists	258.8	275	273	-1%	5%
	Powered two-wheeler	365.6	297	262	-12%	-28%
	Car occupants	839.2	347	338	-3%	-60%
	Bus or coach occupants	127.4	80	114	43%	-11%
	Other vehicle occupants	70.4	36	53	47%	-25%
	Total	2,144.2	1,285	1,293	1%	-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.*

24. Lewisham

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

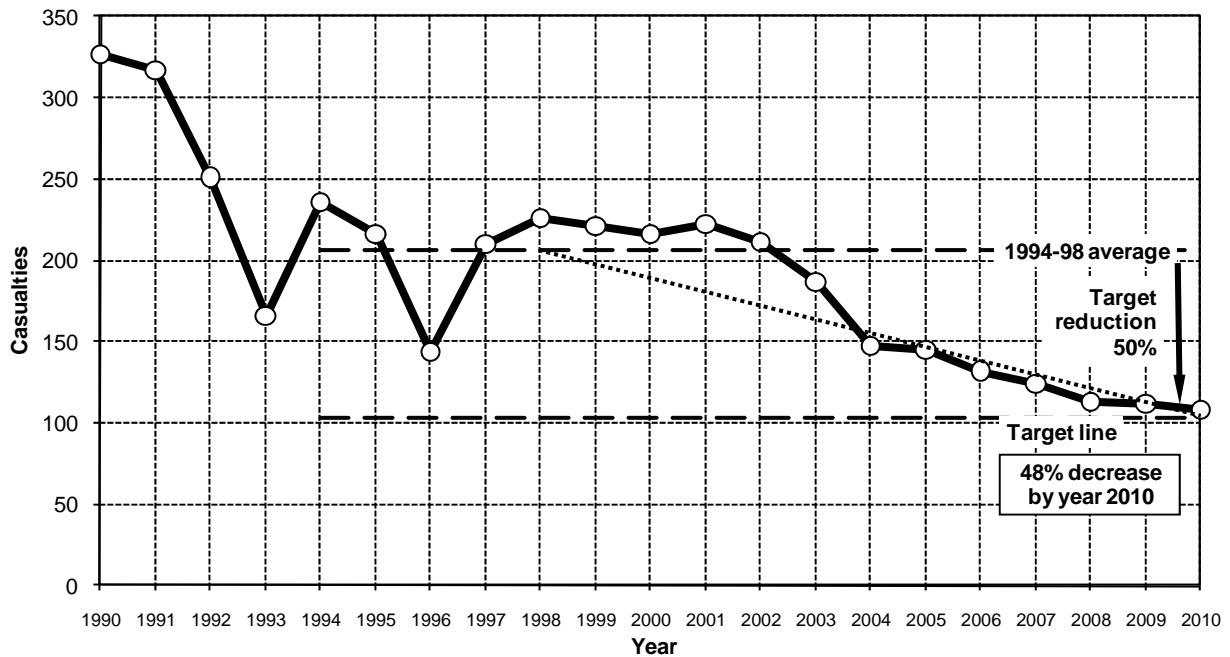


Fig. A24.2: L.B. of Lewisham - all slight casualties

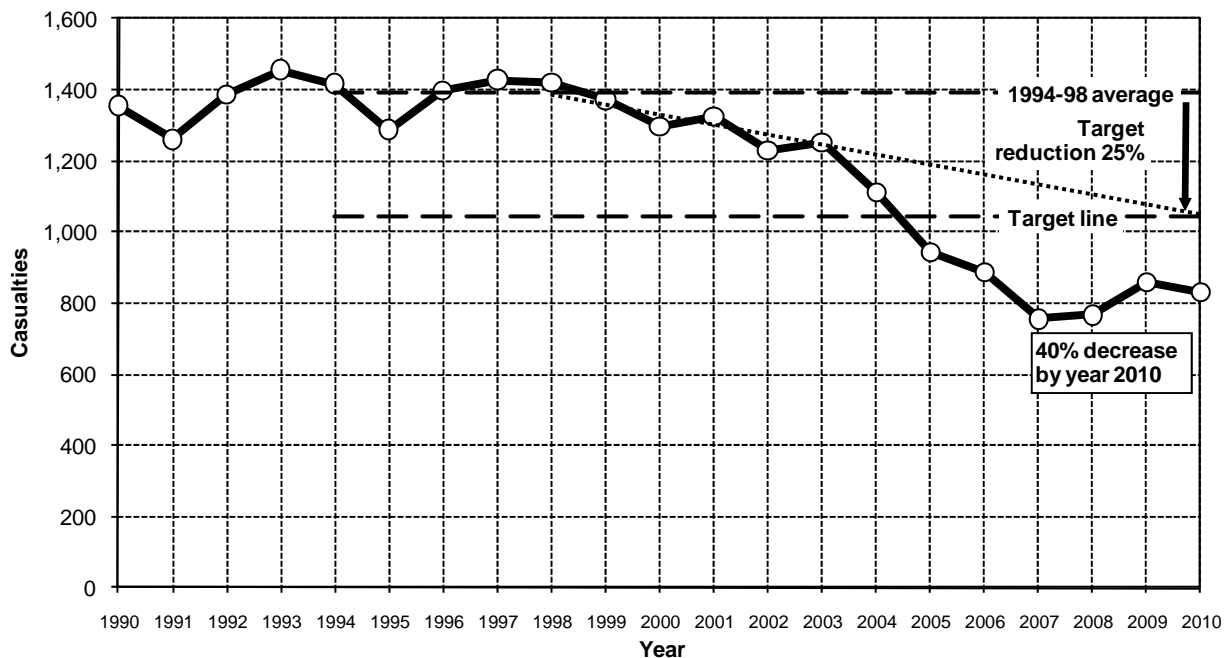


Table A24: Towards the year 2010: Monitoring casualties in L.B. of Lewisham
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	3.6	3	2	-33%	-44%
	Pedal cyclists	0.6	0	0	∞	-100%
	Powered two-wheeler	1.0	4	1	-75%	0%
	Car occupants	1.0	0	0	∞	-100%
	Bus or coach occupants	0.2	0	0	∞	-100%
	Other vehicle occupants	0.0	0	0	∞	∞
	Total	6.4	7	3	-57%	-53%
Fatal and serious	Pedestrians	81.6	38	32	-16%	-61%
	Pedal cyclists	14.2	11	12	9%	-15%
	Powered two-wheeler	30.0	28	25	-11%	-17%
	Car occupants	63.2	24	29	21%	-54%
	Bus or coach occupants	13.2	3	8	167%	-39%
	Other vehicle occupants	4.2	8	2	-75%	-52%
	Total	206.4	112	108	-4%	-48%
	Children (under 16yrs)	41.4	8	13	63%	-69%
Slight*	Pedestrians	260.0	156	146	-6%	-44%
	Pedal cyclists	118.0	104	111	7%	-6%
	Powered two-wheeler	172.8	153	118	-23%	-32%
	Car occupants	699.2	363	371	2%	-47%
	Bus or coach occupants	102.4	58	58	0%	-43%
	Other vehicle occupants	37.6	26	26	0%	-31%
	Total	1,390.0	860	830	-3%	-40%
All severities	Pedestrians	341.6	194	178	-8%	-48%
	Pedal cyclists	132.2	115	123	7%	-7%
	Powered two-wheeler	202.8	181	143	-21%	-29%
	Car occupants	762.4	387	400	3%	-48%
	Bus or coach occupants	115.6	61	66	8%	-43%
	Other vehicle occupants	41.8	34	28	-18%	-33%
	Total	1,596.4	972	938	-3%	-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.

25. Merton

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

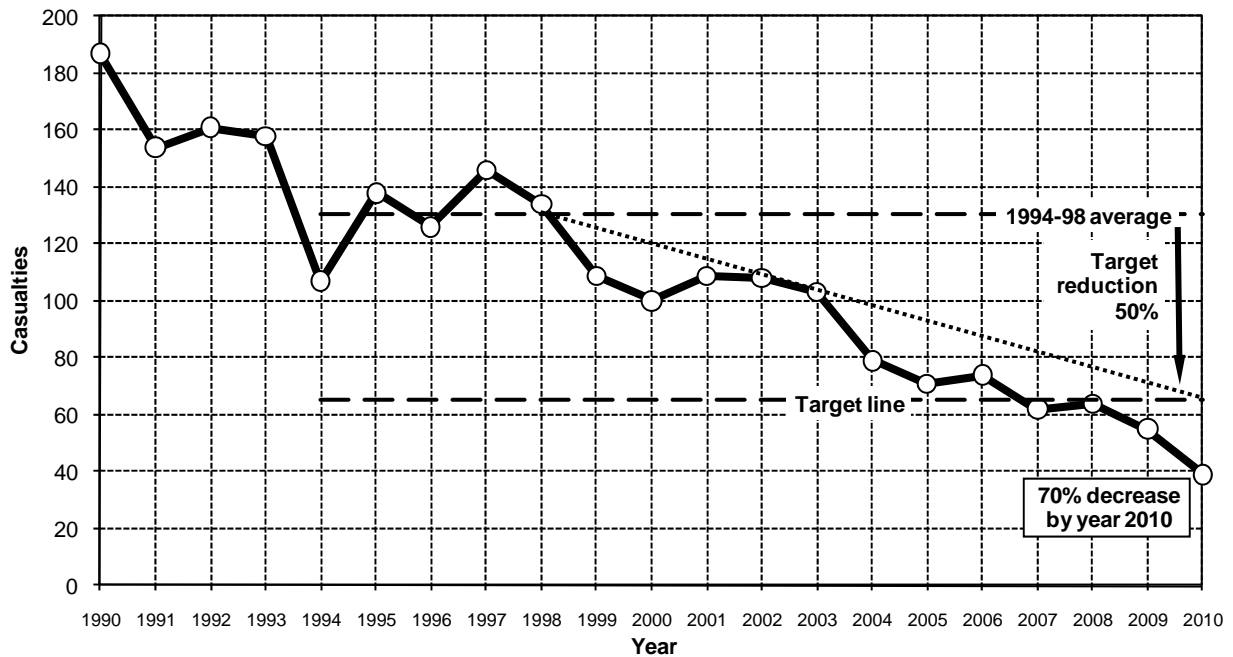


Fig. A25.2: L.B. of Merton - all slight casualties

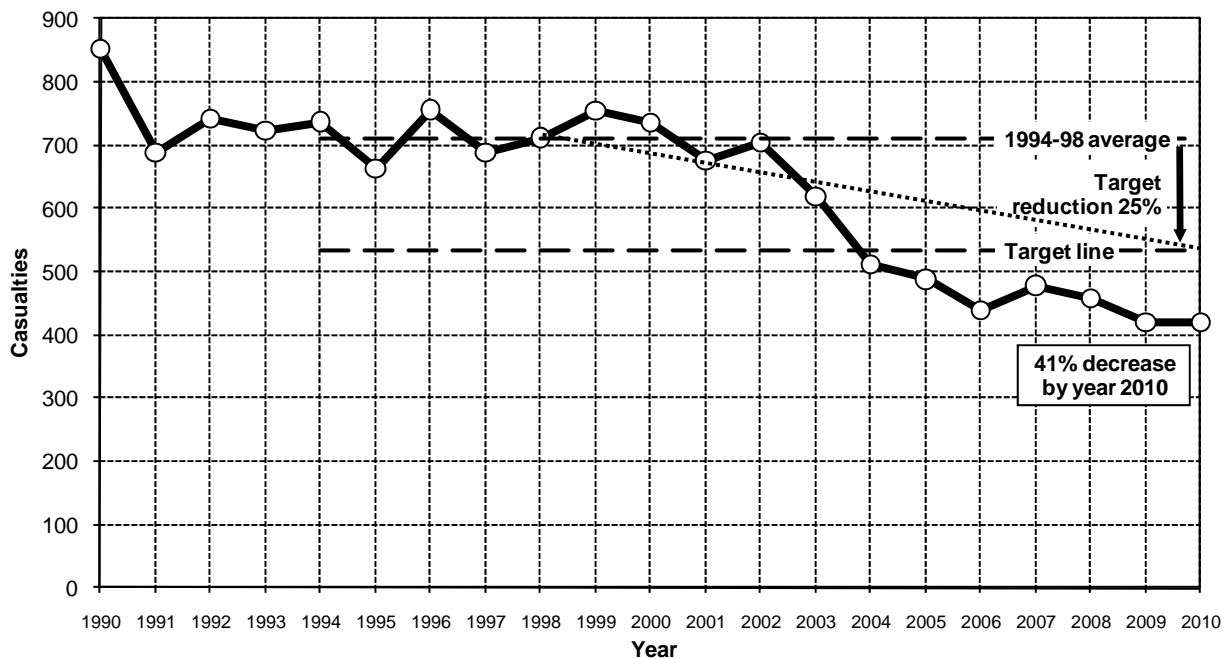


Table A25: Towards the year 2010: Monitoring casualties in L.B. of Merton
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	2.2	2	1	-50%	-55%
	Pedal cyclists	0.4	0	0	∞	-100%
	Powered two-wheeler	0.8	0	0	∞	-100%
	Car occupants	1.4	0	1	∞	-29%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.2	0	0	∞	-100%
	Total	5.0	2	2	0%	-60%
Fatal and serious	Pedestrians	37.4	20	11	-45%	-71%
	Pedal cyclists	11.6	7	7	0%	-40%
	Powered two-wheeler	21.2	17	8	-53%	-62%
	Car occupants	50.8	9	13	44%	-74%
	Bus or coach occupants	4.6	1	0	-100%	-100%
	Other vehicle occupants	4.6	1	0	-100%	-100%
	Total	130.2	55	39	-29%	-70%
	Children (under 16yrs)	20.8	2	2	0%	-90%
Slight*	Pedestrians	121.4	67	77	15%	-37%
	Pedal cyclists	85.0	55	57	4%	-33%
	Powered two-wheeler	97.8	69	68	-1%	-30%
	Car occupants	358.4	186	191	3%	-47%
	Bus or coach occupants	27.0	23	13	-43%	-52%
	Other vehicle occupants	21.8	20	13	-35%	-40%
	Total	711.4	420	419	0%	-41%
All severities	Pedestrians	158.8	87	88	1%	-45%
	Pedal cyclists	96.6	62	64	3%	-34%
	Powered two-wheeler	119.0	86	76	-12%	-36%
	Car occupants	409.2	195	204	5%	-50%
	Bus or coach occupants	31.6	24	13	-46%	-59%
	Other vehicle occupants	26.4	21	13	-38%	-51%
	Total	841.6	475	458	-4%	-46%

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

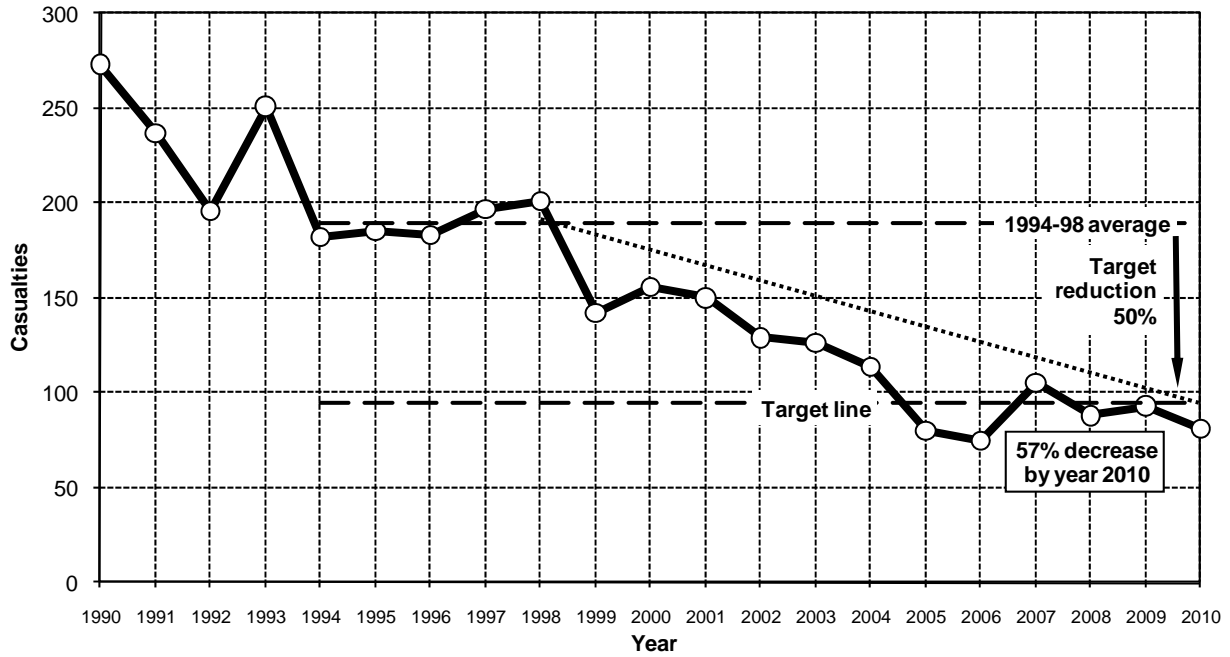


Fig. A26.2: L.B. of Newham - all slight casualties

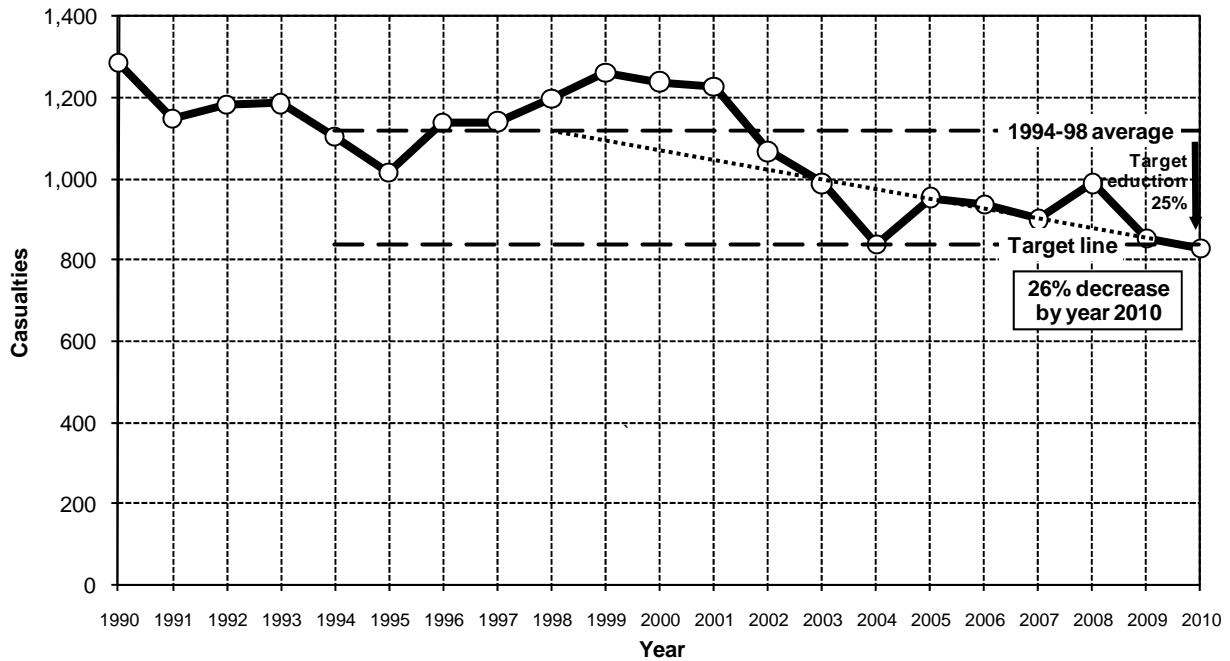


Table A26: Towards the year 2010: Monitoring casualties in L.B. of Newham
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	2.2	4	1	-75%	-55%
	Pedal cyclists	0.2	2	0	-100%	-100%
	Powered two-wheeler	1.2	1	2	100%	67%
	Car occupants	0.6	2	2	0%	233%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.0	0	0	∞	∞
	Total		4.2	9	5	-44%
Fatal and serious	Pedestrians	68.4	51	29	-43%	-58%
	Pedal cyclists	10.8	8	12	50%	11%
	Powered two-wheeler	17.6	19	10	-47%	-43%
	Car occupants	76.6	12	27	125%	-65%
	Bus or coach occupants	7.8	2	2	0%	-74%
	Other vehicle occupants	8.4	1	1	0%	-88%
	Total		189.6	93	81	-13%
	Children (under 16yrs)	43.0	11	10	-9%	-77%
Slight*	Pedestrians	248.4	146	187	28%	-25%
	Pedal cyclists	88.6	77	78	1%	-12%
	Powered two-wheeler	89.4	69	76	10%	-15%
	Car occupants	580.2	472	429	-9%	-26%
	Bus or coach occupants	70.6	55	43	-22%	-39%
	Other vehicle occupants	41.6	34	17	-50%	-59%
	Total		1,118.8	853	830	-3%
All severities	Pedestrians	316.8	197	216	10%	-32%
	Pedal cyclists	99.4	85	90	6%	-9%
	Powered two-wheeler	107.0	88	86	-2%	-20%
	Car occupants	656.8	484	456	-6%	-31%
	Bus or coach occupants	78.4	57	45	-21%	-43%
	Other vehicle occupants	50.0	35	18	-49%	-64%
	Total		1,308.4	946	911	-4%

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

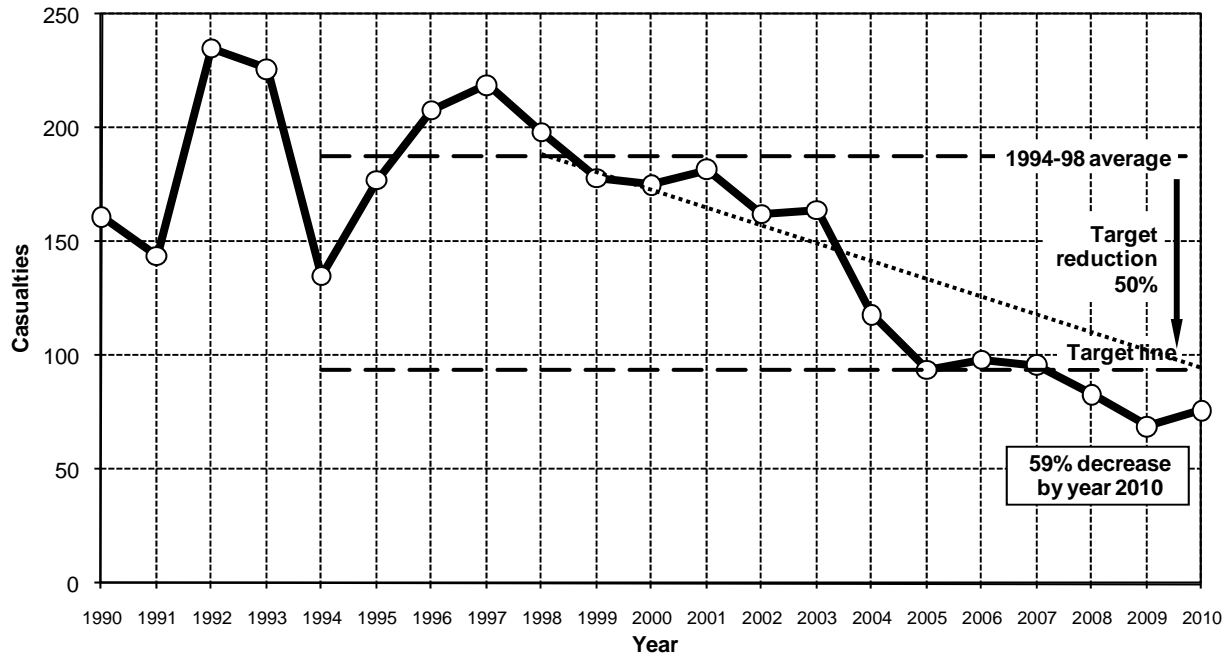


Fig. A27.2: L.B. of Redbridge - all slight casualties

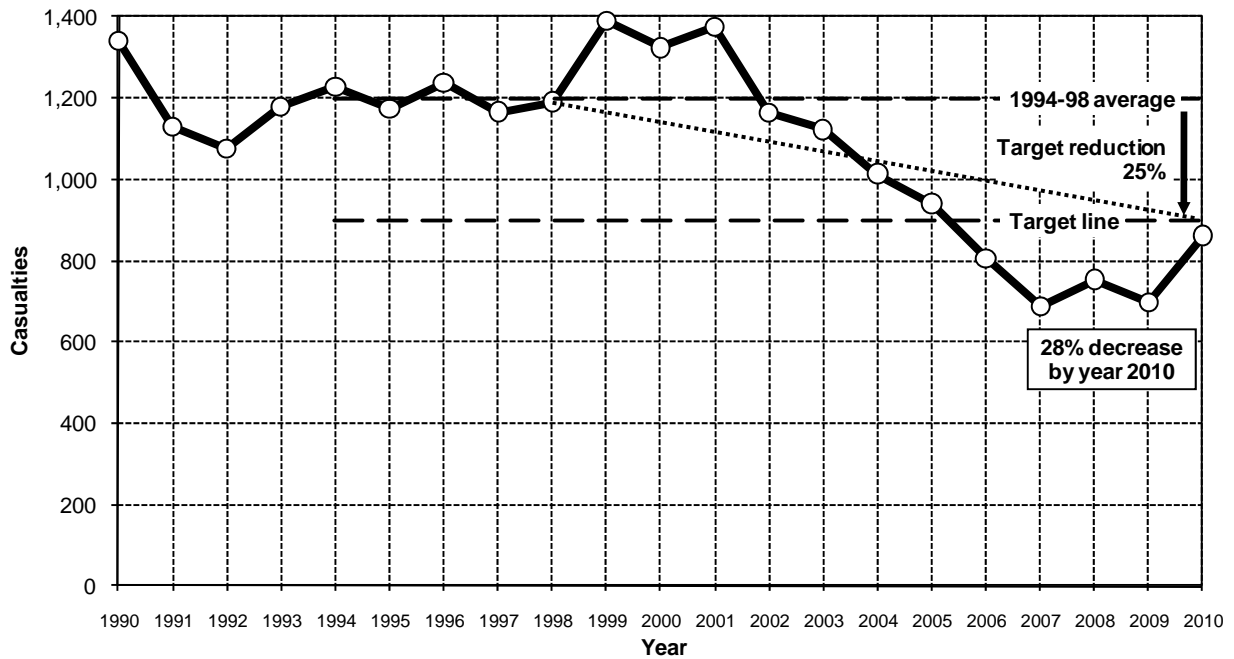


Table A27: Towards the year 2010: Monitoring casualties in L.B. of Redbridge
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	4.6	3	3	0%	-35%
	Pedal cyclists	0.4	0	0	∞	-100%
	Powered two-wheeler	1.0	0	0	∞	-100%
	Car occupants	1.4	6	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.4	0	0	∞	-100%
	Total	7.8	9	3	-67%	-62%
Fatal and serious	Pedestrians	48.2	20	35	75%	-27%
	Pedal cyclists	12.4	8	4	-50%	-68%
	Powered two-wheeler	14.4	8	9	13%	-38%
	Car occupants	101.8	29	27	-7%	-73%
	Bus or coach occupants	4.4	1	1	0%	-77%
	Other vehicle occupants	6.2	3	0	-100%	-100%
	Total	187.4	69	76	10%	-59%
	Children (under 16yrs)	26.0	6	14	133%	-46%
Slight*	Pedestrians	163.8	103	121	17%	-26%
	Pedal cyclists	74.0	33	38	15%	-49%
	Powered two-wheeler	91.4	63	67	6%	-27%
	Car occupants	773.0	451	556	23%	-28%
	Bus or coach occupants	48.2	16	37	131%	-23%
	Other vehicle occupants	49.0	33	43	30%	-12%
	Total	1,199.4	699	862	23%	-28%
All severities	Pedestrians	212.0	123	156	27%	-26%
	Pedal cyclists	86.4	41	42	2%	-51%
	Powered two-wheeler	105.8	71	76	7%	-28%
	Car occupants	874.8	480	583	21%	-33%
	Bus or coach occupants	52.6	17	38	124%	-28%
	Other vehicle occupants	55.2	36	43	19%	-22%
	Total	1,386.8	768	938	22%	-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.

28. Richmond upon Thames

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

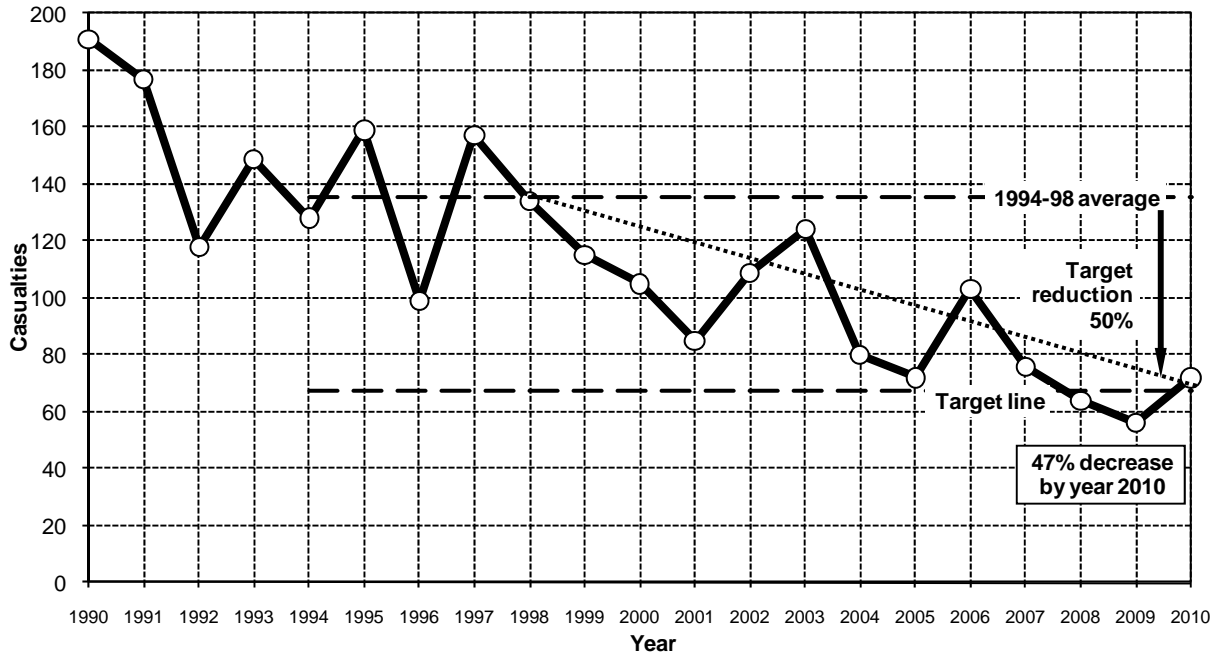


Fig. A28.2: L.B. of Richmond upon Thames - all slight casualties

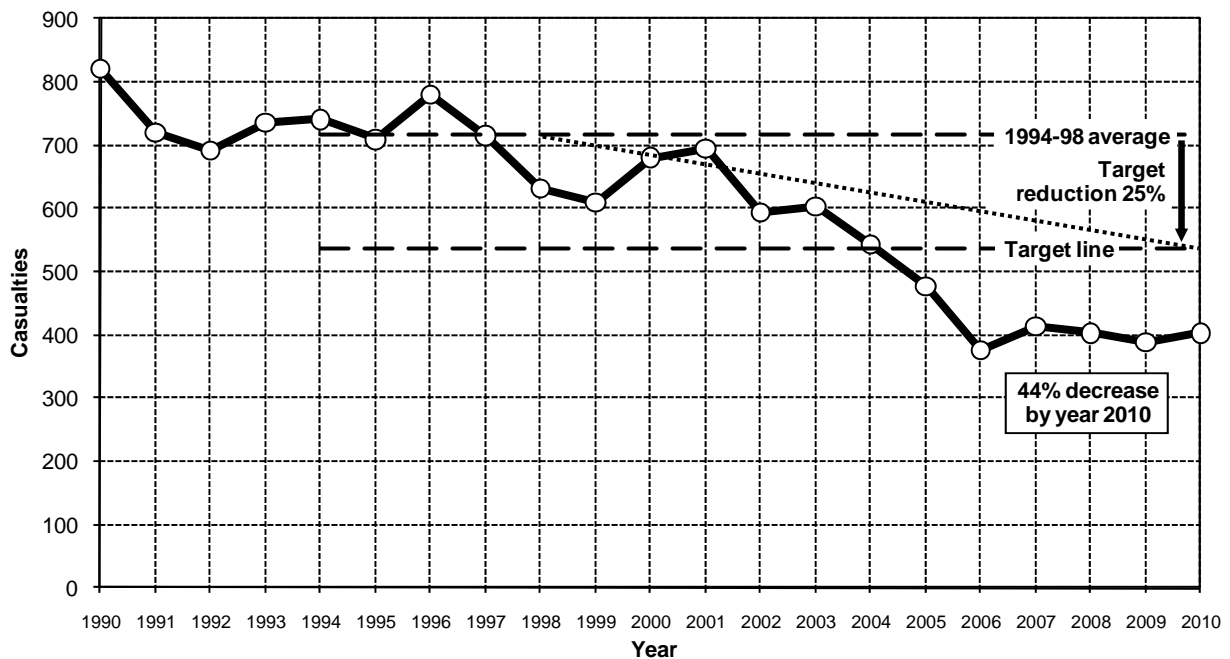


Table A28: Towards the year 2010: Monitoring casualties in L.B. of Richmond upon Thames
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010 over	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	1.2	3	1	-67%	-17%
	Pedal cyclists	0.2	0	0	∞	-100%
	Powered two-wheeler	0.4	0	0	∞	-100%
	Car occupants	1.0	0	0	∞	-100%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.0	0	0	∞	∞
	Total	2.8	3	1	-67%	-64%
Fatal and serious	Pedestrians	32.2	14	23	64%	-29%
	Pedal cyclists	21.4	17	19	12%	-11%
	Powered two-wheeler	24.2	13	14	8%	-42%
	Car occupants	48.0	11	10	-9%	-79%
	Bus or coach occupants	4.6	1	4	300%	-13%
	Other vehicle occupants	5.0	0	2	∞	-60%
	Total	135.4	56	72	29%	-47%
	Children (under 16yrs)	14.2	1	9	800%	-37%
Slight*	Pedestrians	103.2	49	56	14%	-46%
	Pedal cyclists	112.4	82	91	11%	-19%
	Powered two-wheeler	111.6	92	83	-10%	-26%
	Car occupants	337.4	146	155	6%	-54%
	Bus or coach occupants	32.4	8	11	38%	-66%
	Other vehicle occupants	18.4	12	7	-42%	-62%
	Total	715.4	389	403	4%	-44%
All severities	Pedestrians	135.4	63	79	25%	-42%
	Pedal cyclists	133.8	99	110	11%	-18%
	Powered two-wheeler	135.8	105	97	-8%	-29%
	Car occupants	385.4	157	165	5%	-57%
	Bus or coach occupants	37.0	9	15	67%	-59%
	Other vehicle occupants	23.4	12	9	-25%	-62%
	Total	850.8	445	475	7%	-44%

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

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

29. Southwark

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

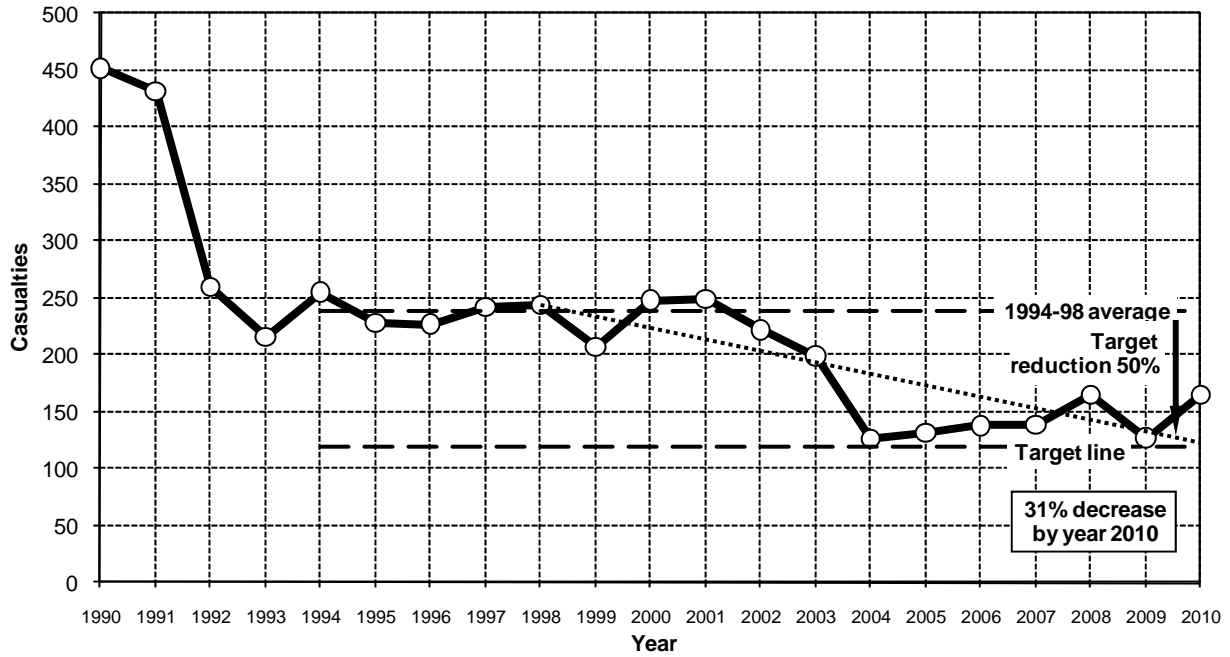


Fig. A29.2: L.B. of Southwark - all slight casualties

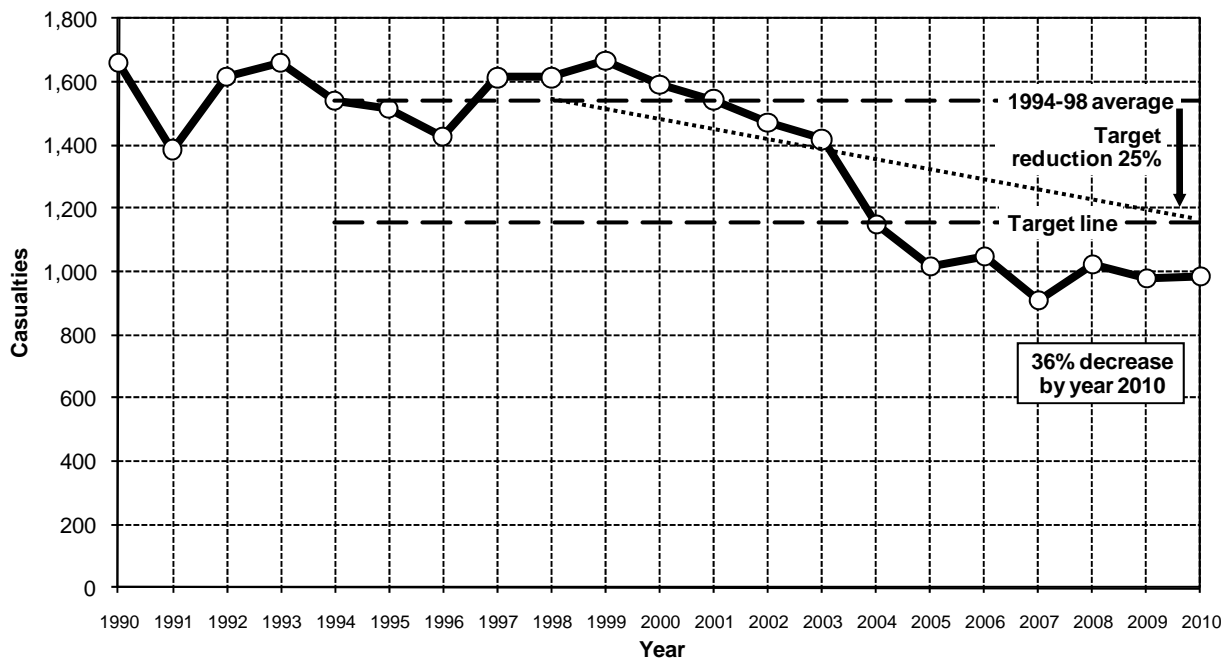


Table A29: Towards the year 2010: Monitoring casualties in L.B. of Southwark
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	4.4	3	3	0%	-32%
	Pedal cyclists	1.0	1	2	100%	100%
	Powered two-wheeler	1.0	0	2	∞	100%
	Car occupants	0.6	2	1	-50%	67%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.0	0	0	∞	∞
	Total	7.0	6	8	33%	14%
Fatal and serious	Pedestrians	79.8	47	56	19%	-30%
	Pedal cyclists	24.6	27	35	30%	42%
	Powered two-wheeler	47.4	34	41	21%	-14%
	Car occupants	69.2	13	20	54%	-71%
	Bus or coach occupants	11.8	3	10	233%	-15%
	Other vehicle occupants	6.4	3	3	0%	-53%
	Total	239.2	127	165	30%	-31%
	Children (under 16yrs)	34.0	8	22	175%	-35%
Slight*	Pedestrians	286.0	163	150	-8%	-48%
	Pedal cyclists	189.2	195	230	18%	22%
	Powered two-wheeler	252.4	196	188	-4%	-26%
	Car occupants	655.2	301	316	5%	-52%
	Bus or coach occupants	116.2	91	71	-22%	-39%
	Other vehicle occupants	44.0	35	29	-17%	-34%
	Total	1,543.0	981	984	0%	-36%
All severities	Pedestrians	365.8	210	206	-2%	-44%
	Pedal cyclists	213.8	222	265	19%	24%
	Powered two-wheeler	299.8	230	229	0%	-24%
	Car occupants	724.4	314	336	7%	-54%
	Bus or coach occupants	128.0	94	81	-14%	-37%
	Other vehicle occupants	50.4	38	32	-16%	-37%
	Total	1,782.2	1,108	1,149	4%	-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.*

30. Sutton

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

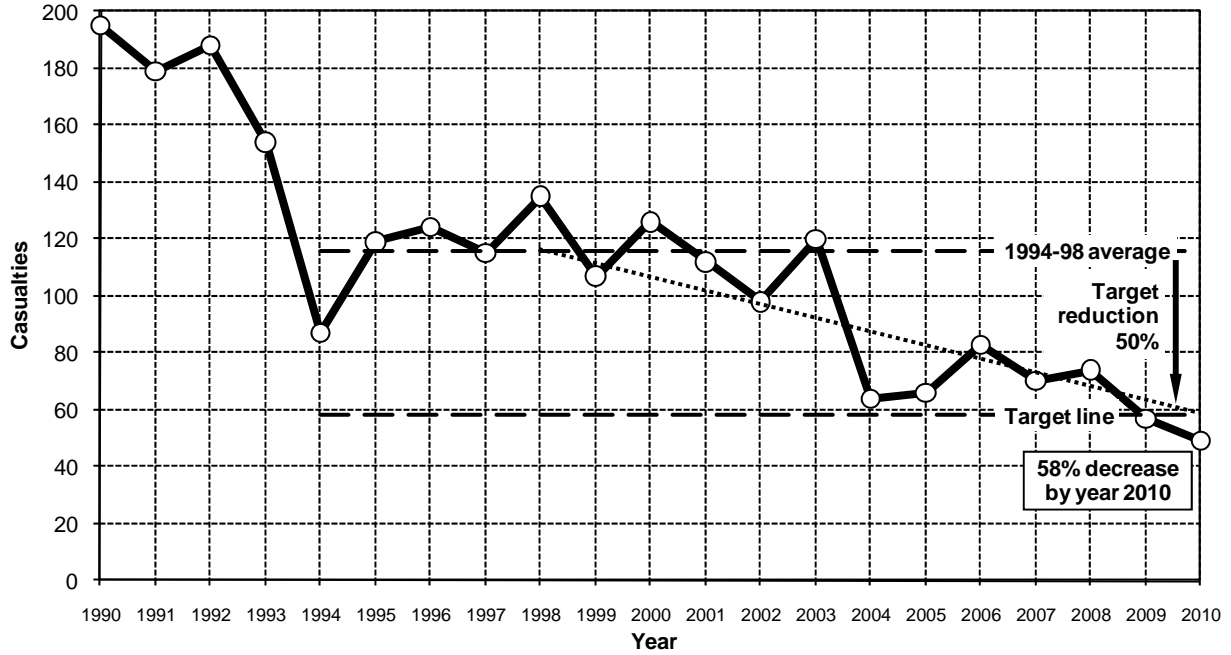


Fig. A30.2: L.B. of Sutton - all slight casualties

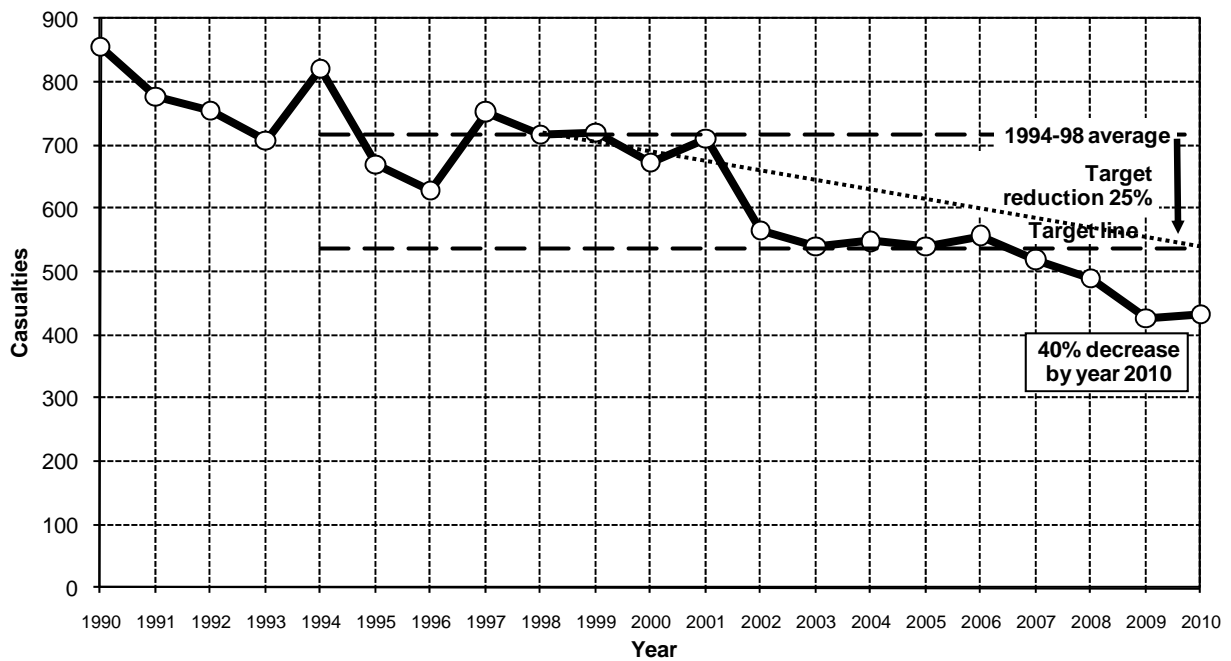


Table A30: Towards the year 2010: Monitoring casualties in L.B. of Sutton
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	4.2	0	1	∞	-76%
	Pedal cyclists	0.0	0	0	∞	∞
	Powered two-wheeler	0.4	2	0	-100%	-100%
	Car occupants	1.8	1	1	0%	-44%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.0	0	0	∞	∞
	Total	6.4	3	2	-33%	-69%
Fatal and serious	Pedestrians	30.0	16	9	-44%	-70%
	Pedal cyclists	10.0	3	8	167%	-20%
	Powered two-wheeler	16.0	11	10	-9%	-38%
	Car occupants	52.8	22	18	-18%	-66%
	Bus or coach occupants	4.0	3	1	-67%	-75%
	Other vehicle occupants	3.2	2	3	50%	-6%
	Total	116.0	57	49	-14%	-58%
	Children (under 16yrs)	21.6	6	4	-33%	-81%
Slight*	Pedestrians	101.8	60	59	-2%	-42%
	Pedal cyclists	62.0	39	32	-18%	-48%
	Powered two-wheeler	77.8	46	60	30%	-23%
	Car occupants	430.4	245	243	-1%	-44%
	Bus or coach occupants	26.4	21	19	-10%	-28%
	Other vehicle occupants	19.2	15	19	27%	-1%
	Total	717.6	426	432	1%	-40%
All severities	Pedestrians	131.8	76	68	-11%	-48%
	Pedal cyclists	72.0	42	40	-5%	-44%
	Powered two-wheeler	93.8	57	70	23%	-25%
	Car occupants	483.2	267	261	-2%	-46%
	Bus or coach occupants	30.4	24	20	-17%	-34%
	Other vehicle occupants	22.4	17	22	29%	-2%
	Total	833.6	483	481	0%	-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.

31. Tower Hamlets

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

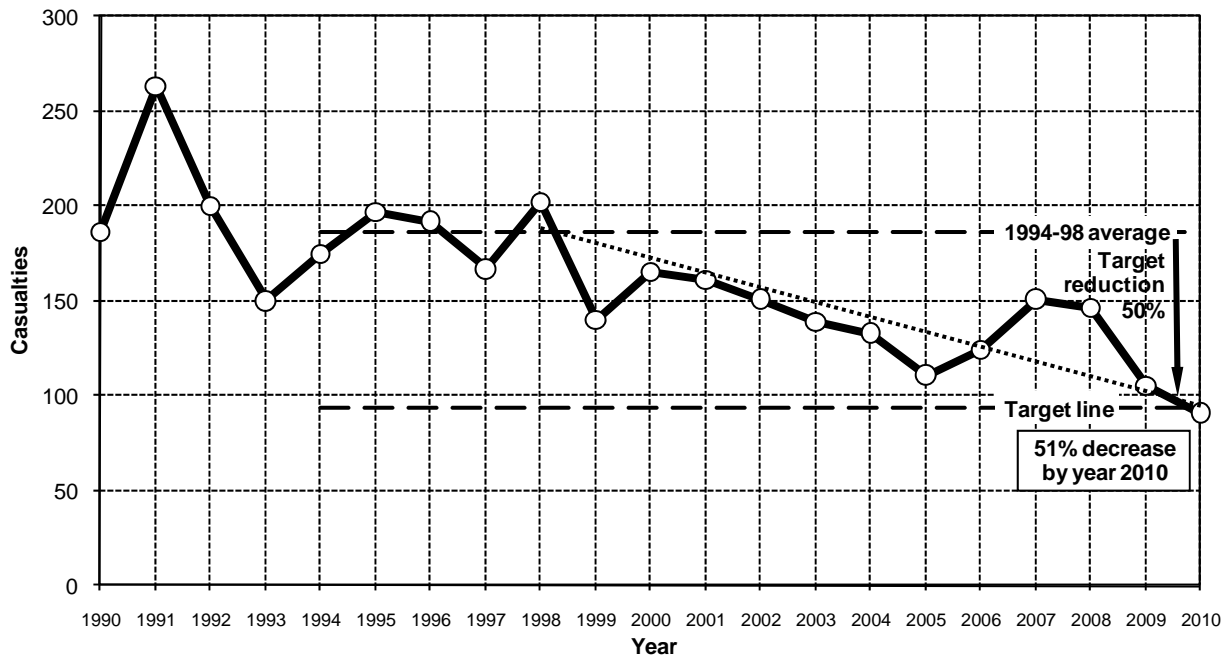


Fig. A31.2: L.B. of Tower Hamlets - all slight casualties

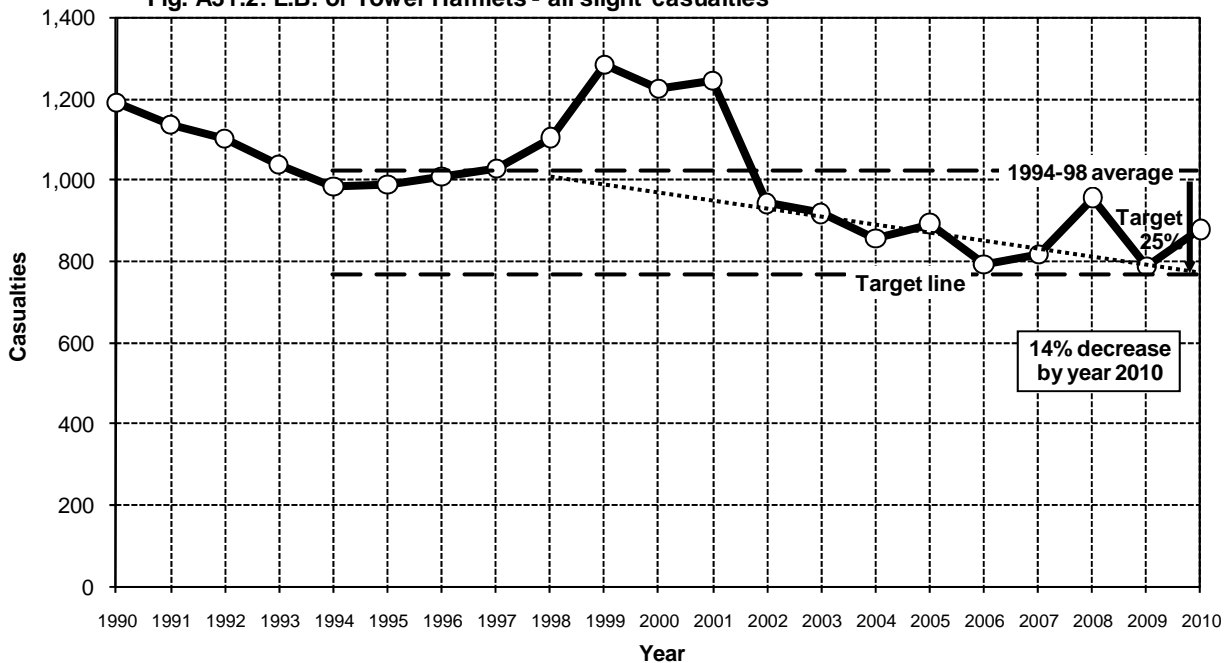


Table A31: Towards the year 2010: Monitoring casualties in L.B. of Tower Hamlets
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	4.2	3	3	0%	-29%
	Pedal cyclists	0.2	1	0	-100%	-100%
	Powered two-wheeler	1.0	2	3	50%	200%
	Car occupants	1.8	1	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.0	0	0	∞	∞
	Total		7.2	7	6	-14%
Fatal and serious	Pedestrians	72.6	46	34	-26%	-53%
	Pedal cyclists	14.4	15	21	40%	46%
	Powered two-wheeler	37.8	21	23	10%	-39%
	Car occupants	51.4	19	9	-53%	-82%
	Bus or coach occupants	4.4	1	1	0%	-77%
	Other vehicle occupants	6.0	3	3	0%	-50%
	Total		186.6	105	91	-13%
	Children (under 16yrs)	27.4	12	6	-50%	-78%
Slight*	Pedestrians	211.4	152	147	-3%	-30%
	Pedal cyclists	112.0	143	156	9%	39%
	Powered two-wheeler	199.2	138	135	-2%	-32%
	Car occupants	413.2	293	378	29%	-9%
	Bus or coach occupants	39.2	32	34	6%	-13%
	Other vehicle occupants	47.6	29	29	0%	-39%
	Total		1,022.6	787	879	12%
All severities	Pedestrians	284.0	198	181	-9%	-36%
	Pedal cyclists	126.4	158	177	12%	40%
	Powered two-wheeler	237.0	159	158	-1%	-33%
	Car occupants	464.6	312	387	24%	-17%
	Bus or coach occupants	43.6	33	35	6%	-20%
	Other vehicle occupants	53.6	32	32	0%	-40%
	Total		1,209.2	892	970	9%

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

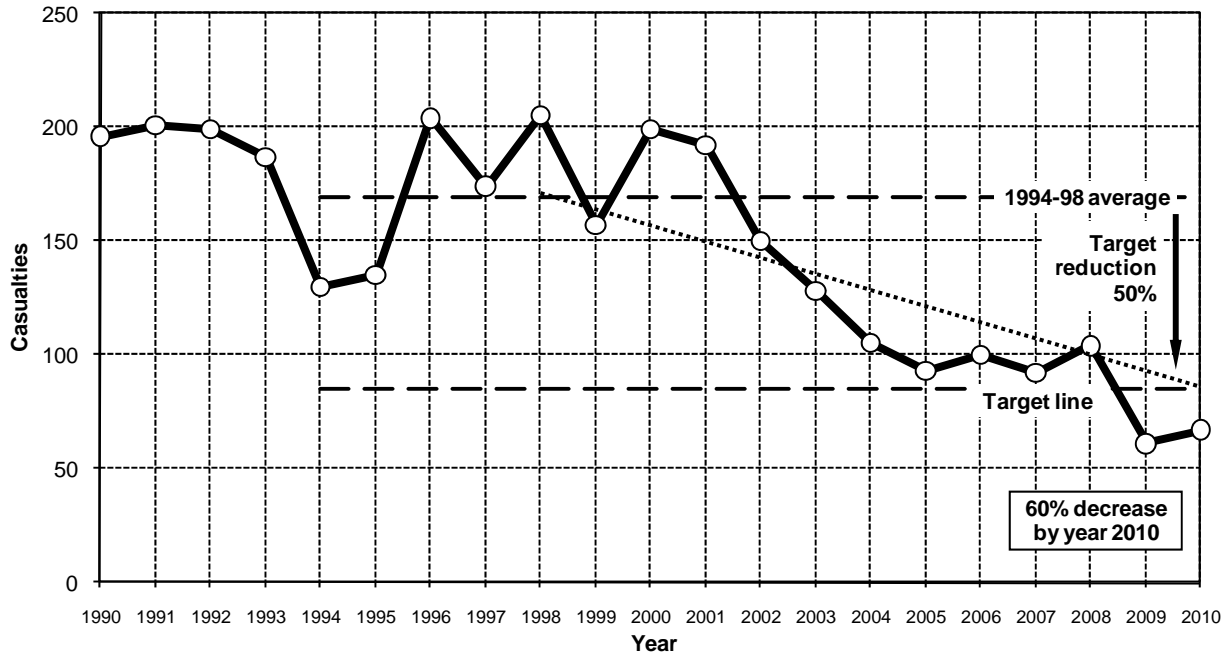


Fig. A32.2: L.B. of Waltham Forest - all slight casualties

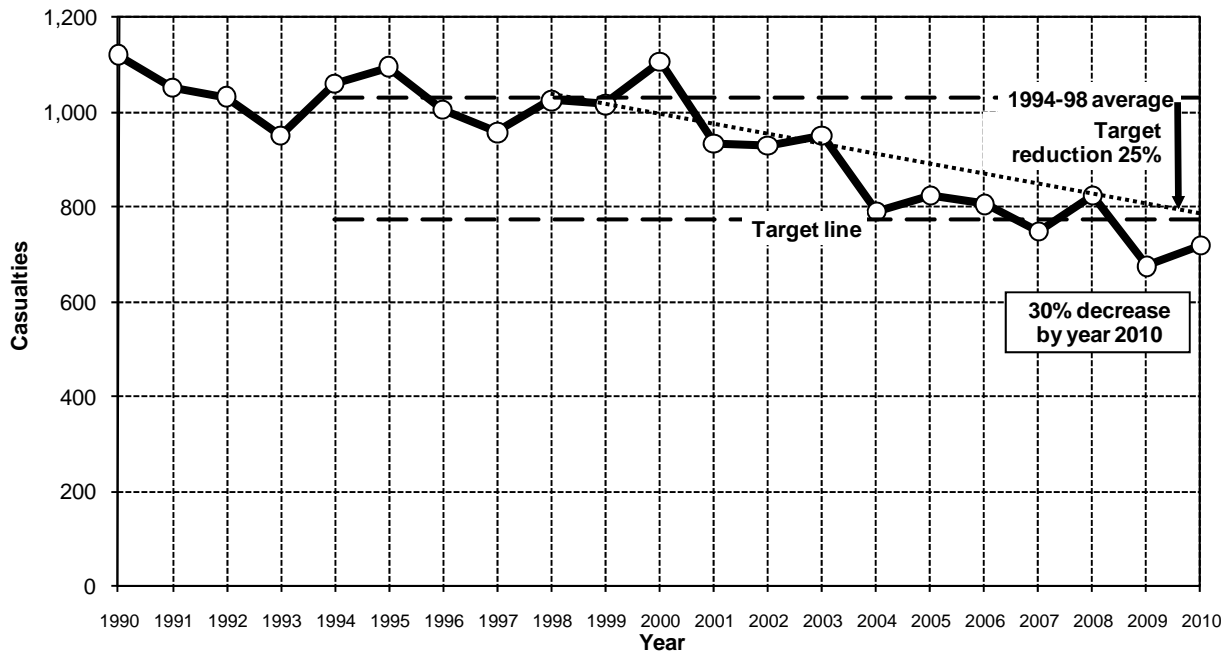


Table A32: Towards the year 2010: Monitoring casualties in L.B. of Waltham Forest
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	3.0	1	1	0%	-67%
	Pedal cyclists	0.4	0	0	∞	-100%
	Powered two-wheeler	0.6	2	1	-50%	67%
	Car occupants	1.4	1	0	-100%	-100%
	Bus or coach occupants	0.0	1	0	-100%	∞
	Other vehicle occupants	0.0	0	0	∞	∞
	Total	5.4	5	2	-60%	-63%
Fatal and serious	Pedestrians	60.4	17	18	6%	-70%
	Pedal cyclists	12.0	9	11	22%	-8%
	Powered two-wheeler	19.4	8	10	25%	-48%
	Car occupants	66.6	22	22	0%	-67%
	Bus or coach occupants	5.8	3	4	33%	-31%
	Other vehicle occupants	5.4	2	2	0%	-63%
	Total	169.6	61	67	10%	-60%
	Children (under 16yrs)	30.0	7	0	-100%	-100%
Slight*	Pedestrians	205.4	104	111	7%	-46%
	Pedal cyclists	88.0	84	65	-23%	-26%
	Powered two-wheeler	118.6	61	66	8%	-44%
	Car occupants	528.8	350	426	22%	-19%
	Bus or coach occupants	45.4	41	28	-32%	-38%
	Other vehicle occupants	42.2	35	23	-34%	-45%
	Total	1,028.4	675	719	7%	-30%
All severities	Pedestrians	265.8	121	129	7%	-51%
	Pedal cyclists	100.0	93	76	-18%	-24%
	Powered two-wheeler	138.0	69	76	10%	-45%
	Car occupants	595.4	372	448	20%	-25%
	Bus or coach occupants	51.2	44	32	-27%	-38%
	Other vehicle occupants	47.6	37	25	-32%	-47%
	Total	1,198.0	736	786	7%	-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.*

33. Wandsworth

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

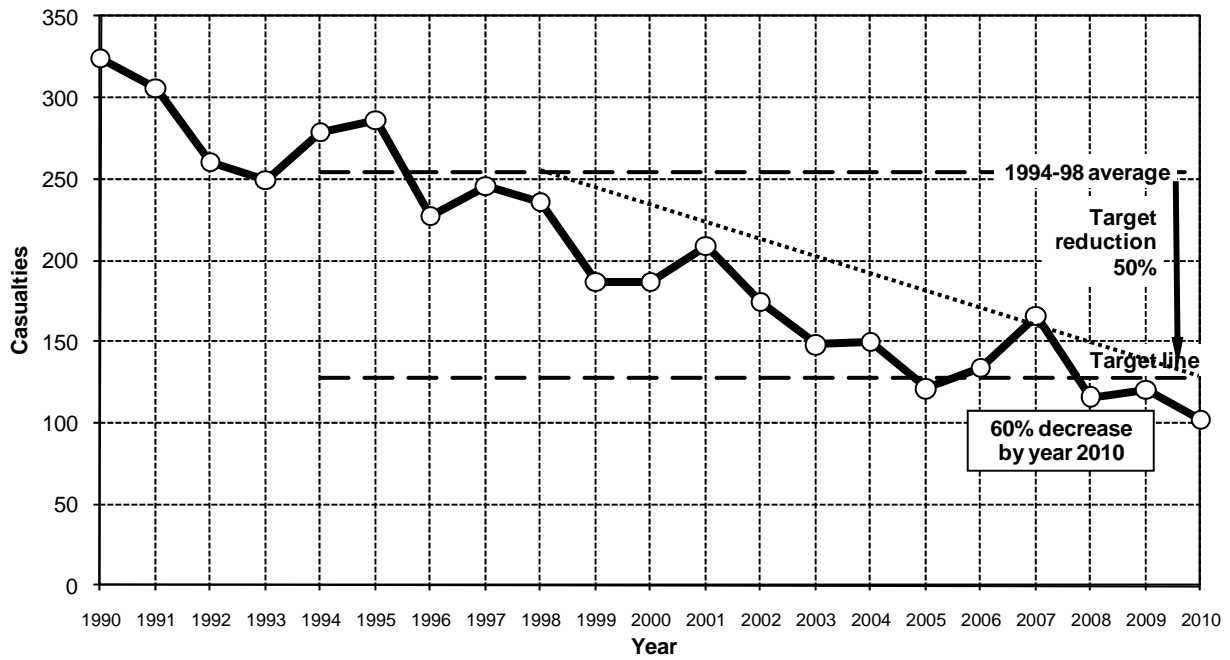


Fig. A33.2: L.B. of Wandsworth - all slight casualties

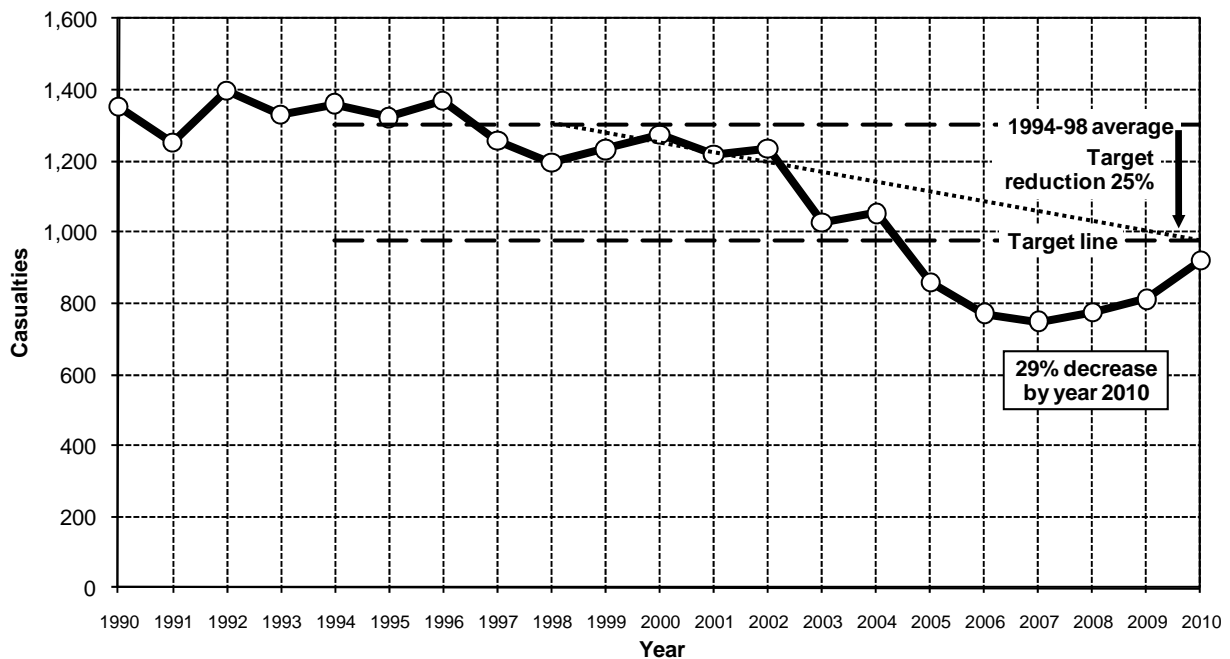


Table A33: Towards the year 2010: Monitoring casualties in L.B. of Wandsworth
Casualties in the year 2010 compared with the 1994-98 average and 2009

Casualty severity	User group	Casualty numbers			Percentage change in 2010 over	
		1994-1998 average	2009	2010	2009	1994-1998 average
Fatal	Pedestrians	4.2	5	2	-60%	-52%
	Pedal cyclists	1.0	0	0	∞	-100%
	Powered two-wheeler	1.8	1	0	-100%	-100%
	Car occupants	0.2	0	1	∞	400%
	Bus or coach occupants	0.0	0	0	∞	∞
	Other vehicle occupants	0.0	0	0	∞	∞
	Total	7.2	6	3	-50%	-58%
Fatal and serious	Pedestrians	78.2	44	28	-36%	-64%
	Pedal cyclists	32.8	23	30	30%	-9%
	Powered two-wheeler	53.4	34	29	-15%	-46%
	Car occupants	74.6	13	13	0%	-83%
	Bus or coach occupants	7.4	6	1	-83%	-86%
	Other vehicle occupants	8.4	0	1	∞	-88%
	Total	254.8	120	102	-15%	-60%
	Children (under 16yrs)	28.8	6	4	-33%	-86%
Slight*	Pedestrians	227.6	129	160	24%	-30%
	Pedal cyclists	204.0	182	208	14%	2%
	Powered two-wheeler	263.0	223	215	-4%	-18%
	Car occupants	498.6	221	279	26%	-44%
	Bus or coach occupants	66.4	26	28	8%	-58%
	Other vehicle occupants	42.0	31	32	3%	-24%
	Total	1,301.6	812	922	14%	-29%
All severities	Pedestrians	305.8	173	188	9%	-39%
	Pedal cyclists	236.8	205	238	16%	1%
	Powered two-wheeler	316.4	257	244	-5%	-23%
	Car occupants	573.2	234	292	25%	-49%
	Bus or coach occupants	73.8	32	29	-9%	-61%
	Other vehicle occupants	50.4	31	33	6%	-35%
	Total	1,556.4	932	1,024	10%	-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.*

Appendix B

Vehicles licensed in Greater London

	Type	Page
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Vehicles licensed in Greater London to 2010

Fig. B1: Motorcycles, scooters and mopeds licensed in Greater London (1990-2010)

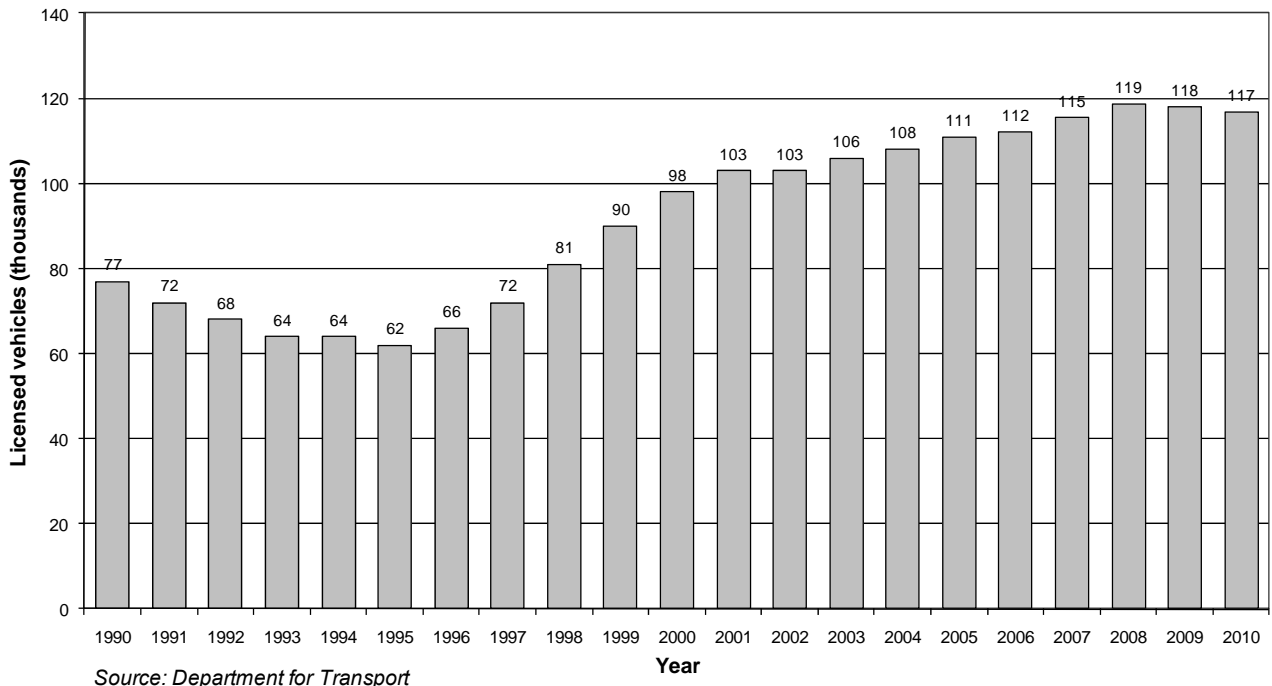


Fig. B2: Cars licensed in Greater London (1990-2010)

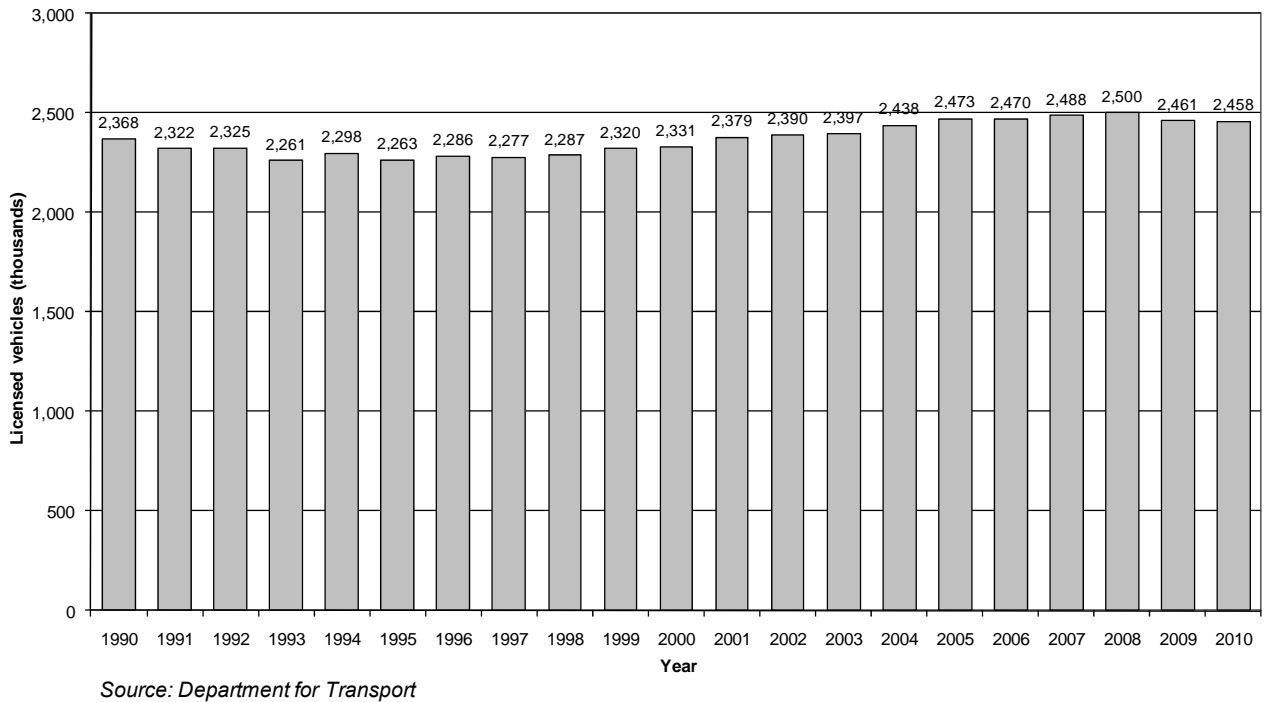
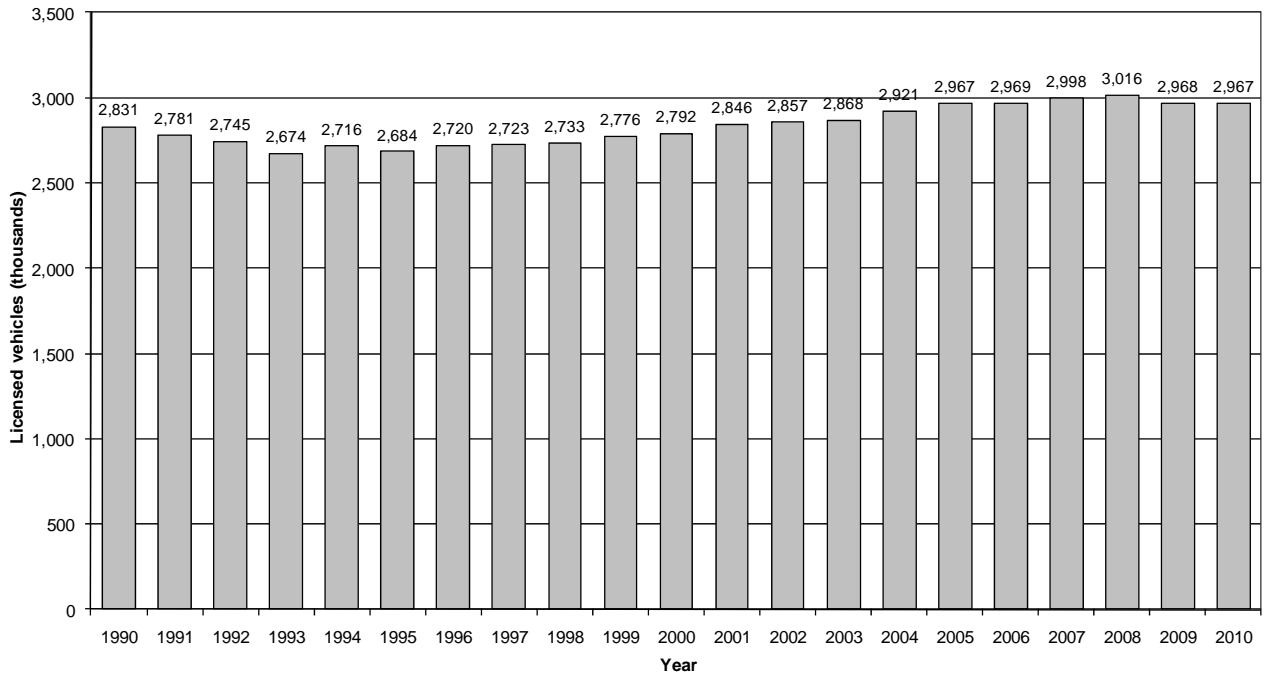


Fig. B3: All vehicles licensed in Greater London (1990-2010)



Source: Department for Transport

Appendix C

Radial traffic movements in London

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Fig. C6	Goods vehicles	124

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 Road Network Performance, 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 2008.

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.

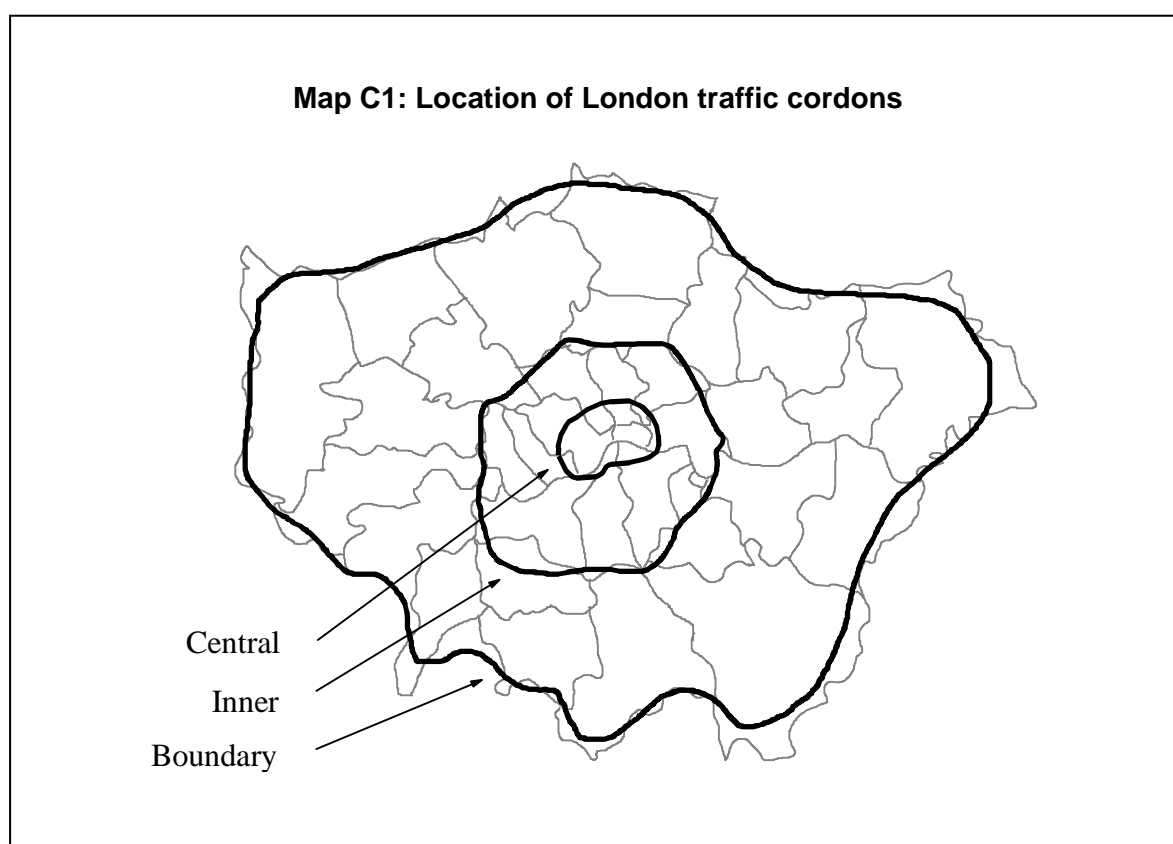


Fig. C1: Radial 24 hour all motor vehicle movements in London, both directions combined, 1989-2010

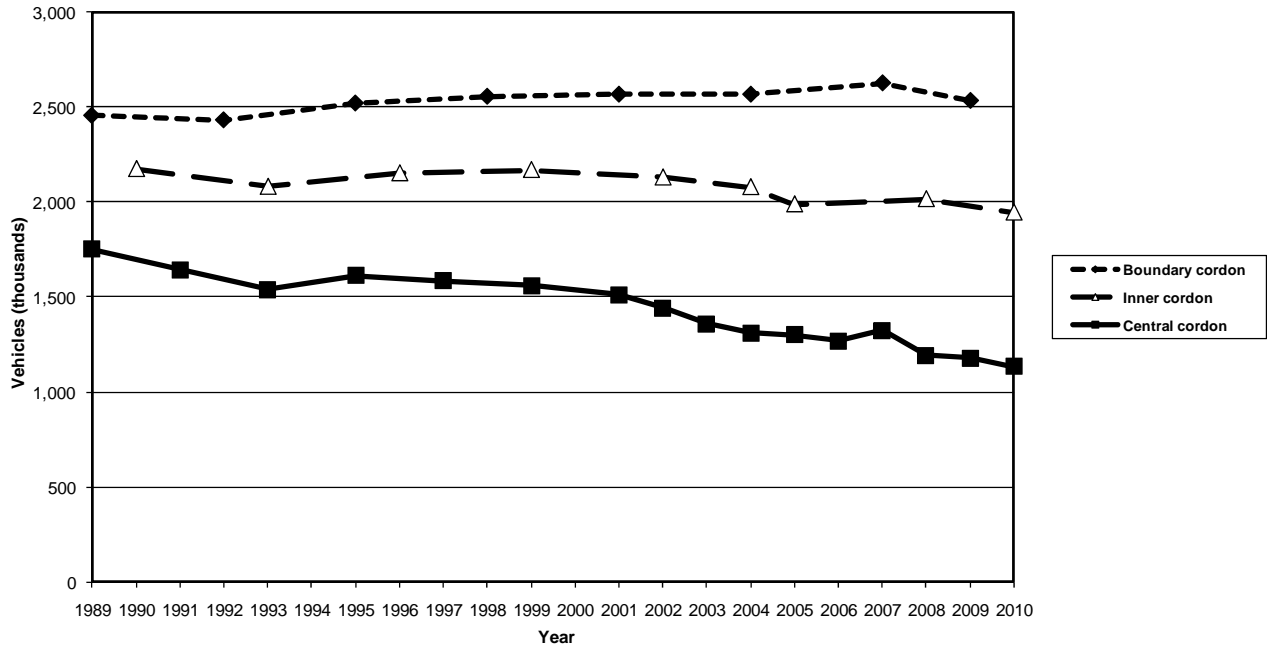


Fig. C2: Radial 24 hour pedal cycle movements in London, both directions combined, 1989-2010

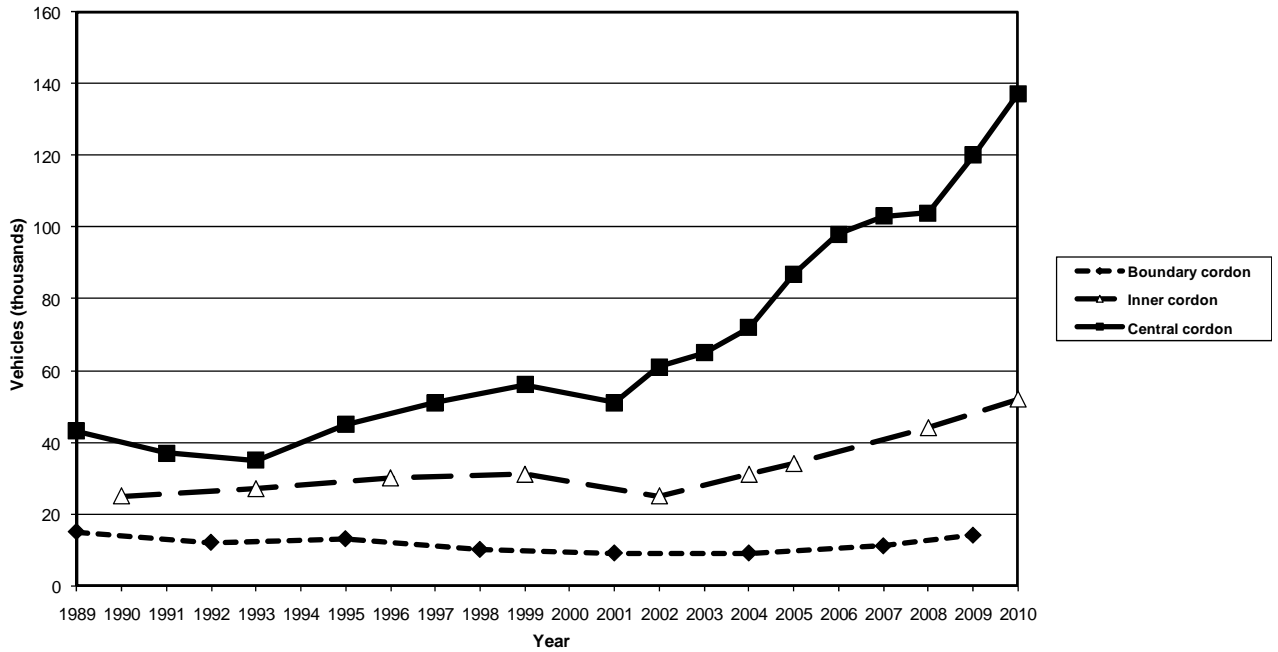


Fig. C3: Radial 24 hour motorcycle movements in London, both directions combined, 1989-2010

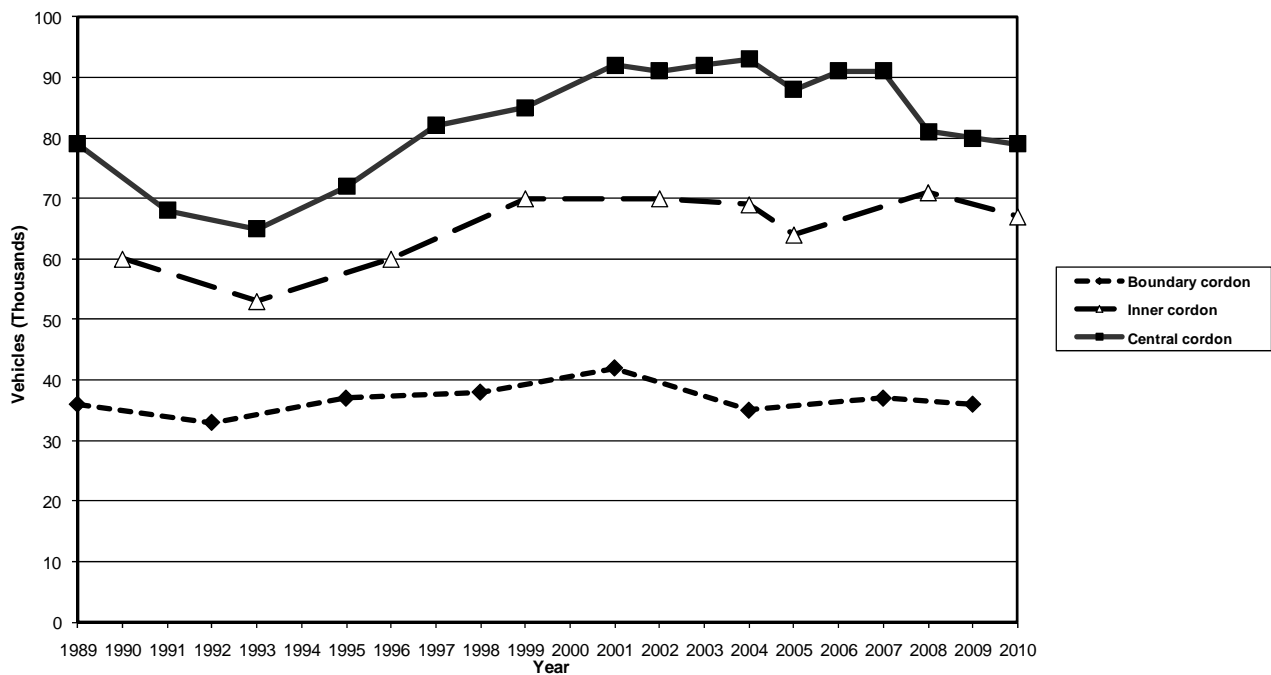


Fig. C4: Radial 24 hour car movements in London, both directions combined, 1989-2010

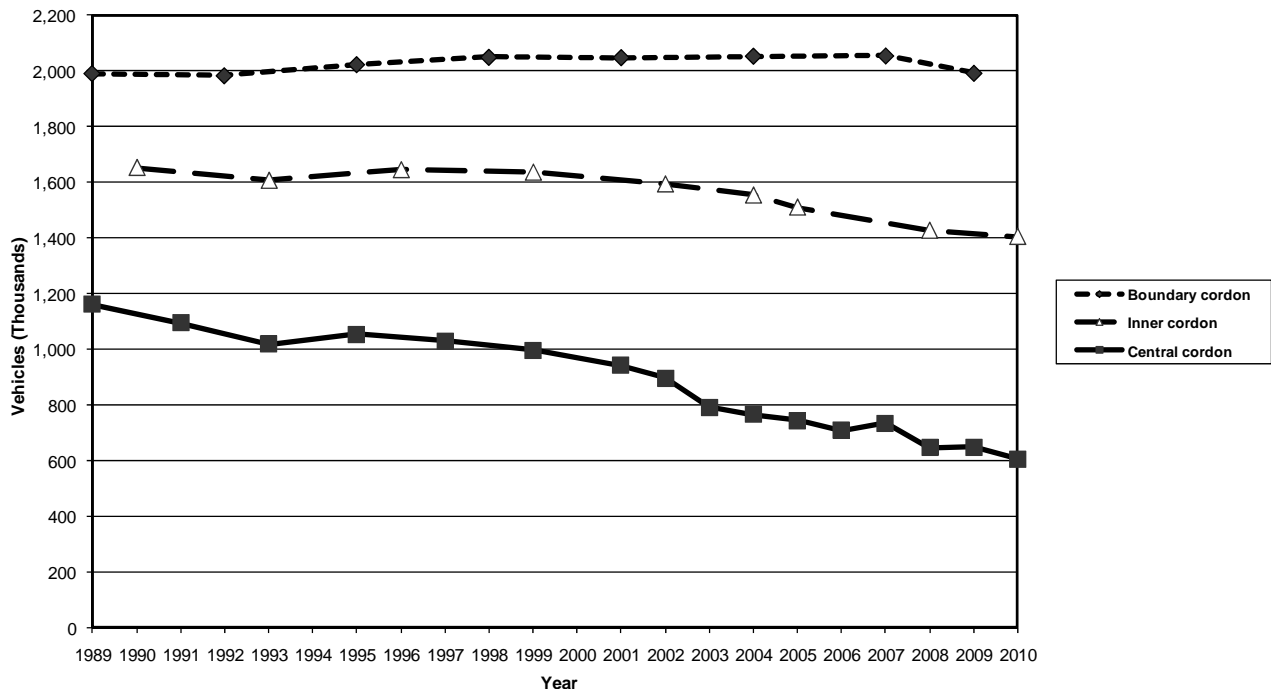


Fig. C5: Radial 24 hour bus & coach movements in London, both directions combined, 1989-2010

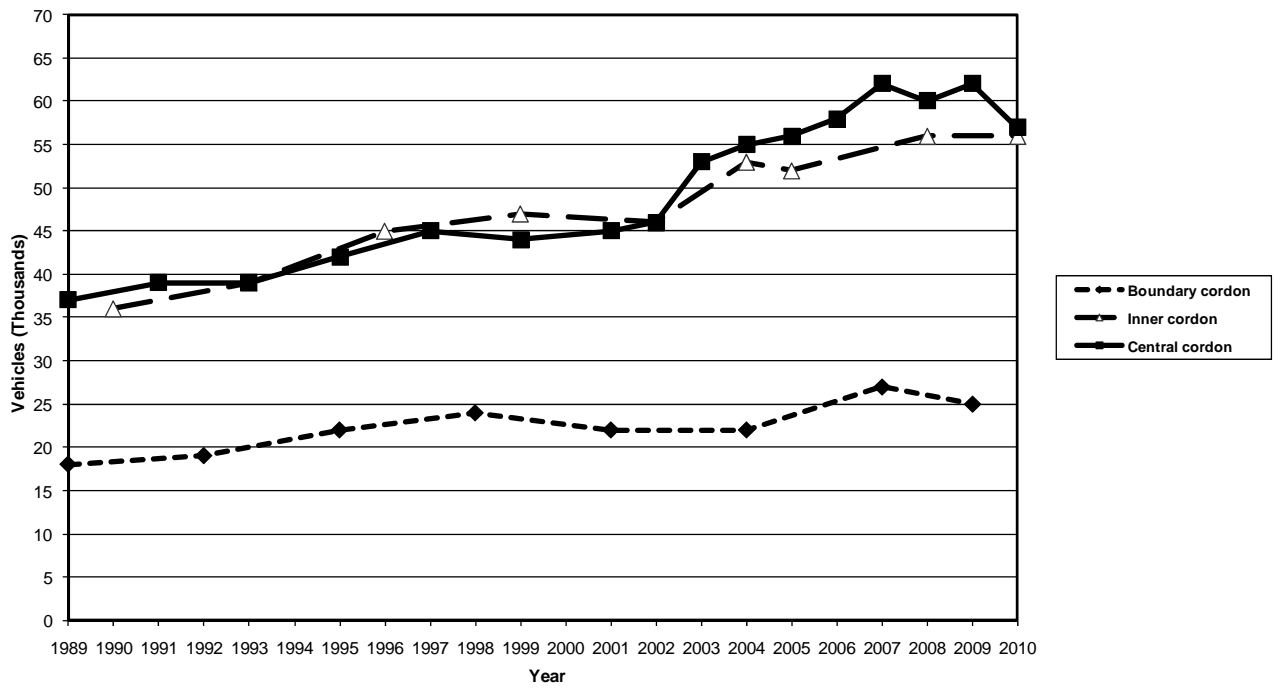


Fig. C6: Radial 24 hour goods vehicle movements in London, both directions combined, 1989-2010

