Towards the year 2010: monitoring casualties in Greater London

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Contents

Summary

1 This report presents an analysis of progress towards the new road casualty reduction targets in London, using data up to the end of the year 2002.

2. In March 2000, the government published its road safety strategy and casualty reduction targets for 2010 in the report *Tomorrow's roads: safer for everyone.* The new targets, to be achieved by 2010, compared with the average for 1994-98, are:

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

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

4 *The Mayor's Transport Strategy* is intended to promote and increase walking and cycling, and also recognises the recent increase in the use of powered two-wheelers. As well as endorsing the national targets, *London's Road Safety Plan* recognises the particular circumstances in London for vulnerable road users.

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

- pedestrians;
- pedal cyclists; and
- powered two-wheeler users

to ensure that attention is focussed on these groups.

6 It must be noted that the government's target is for a 10% reduction in the slight casualty rate per 100 million vehicle kilometres. In the absence of guidance from the Department for Transport at the time of writing as to how this should be measured, the slight casualty monitoring throughout this report is shown as casualty numbers rather than a casualty rate.

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

8 Table A (overleaf) presents a summary of the changes in casualties in the target categories by the end of the year 2002 compared with both the 1994-98 average and 2001, together with the target reduction to be achieved by the year 2010.

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

- following a decrease of 7% in 2002, all KSI casualties were 15% below the 1994-98 average;
- following a decrease of 14% in 2002, child KSI casualties were 34% below the 1994-98 average; and
- after a decrease of 7% in 2002, slight casualties were 8% below the 1994-98 average.

Table A: Summary of changes in casualties for London target categories by year 2002

Category		Casualties			% change by 2002 compared with	
	Target change by 2010 (%)	1994-98 average	2001	2002	*2001*	*1994-98 average*
Killed or seriously injured casualties						
Total	*-40%*	6,684	6,101	5,650	*-7%*	*-15%*
Pedestrians	*-40%*	2,137	1,804	1,646	*-9%*	*-23%*
Pedal cyclists	*-40%*	567	465	414	*-11%*	*-27%*
Powered two wheelers	*-40%*	933	1,286	1,224	*-5%*	*31%*
Children	*-50%*	935	717	614	*-14%*	*-34%*
Slight casualties						
Total	*-10%*	38,997	38,393	35,729	*-7%*	*-8%*

10 Considering the additional casualty reduction target categories for London:

- after a decrease of 9% in 2002, pedestrian KSI casualties were 23% below the 1994-98 average;
- following an 11% decrease in 2002, pedal cyclist KSI casualties were now 27% below the 1994-98 average; and
- after a 5% decrease in the year 2002, powered two-wheeler user KSI casualties were 31% *above* the 1994-98 average.

11 In addition, it is important to note that by the end of 2002:

- despite a 5% decrease in 2002, the number of fatalities was still 13% above the 1994-98 average. Within this 5% decrease there were decreases in pedestrian, pedal cyclist and powered two-wheeler rider fatalities, the latter category showing the first decrease since 1997. For car occupants however, there was a 21% increase in fatalities in 2002. It is important to recognise that some of this change may be due to the year-on-year random fluctuation in relatively small numbers within specific user groups, and may not be indicative of an upward trend. (Figure 1 on page 24 illustrates the extent of the year-on-year fluctuations, which are particularly evident since 1994). The overall decrease in fatalities in 2002 follows three years when increases were noted.
- In terms of overall casualties, following a 7% decrease in 2002, they were 8% below the 1994-98 average.
- Following a decrease of 7% in the year 2002 compared with 2001, car occupant KSI casualties were 23% below the 1994-98 average.

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

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

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

14 Records from the national police *Stats 19* data were matched with a sample of hospital A&E data representing different areas of London.

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

16 If the best estimate of the reporting rate (70%) is applied to the number of casualties reported to the police during 2002 (41,379), it can be estimated that there may have been over 59,000 people injured on the roads in London in 2002.

1. Introduction

1.1 This report presents an analysis of progress towards the new road casualty reduction targets in London, using data up to the end of the year 2002. It is the second in an annual series.

1.2 In March 2000, the government published its road safety strategy and casualty reduction targets for 2010. These were set out in *Tomorrow's roads: safer for everyone.* The new targets to be achieved by 2010, compared with the average for 1994-98, are:

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

1.3 In addition, one of the key proposals in *The Mayor's Transport Strategy* was to develop the first London-wide Road Safety Plan. Development of the plan was led by TfL Street Management and after wide consultation *London's Road Safety Plan* was published by TfL on behalf of the Mayor of London in November 2001.

1.4 *The Mayor's Transport Strategy* is intended to promote and increase walking and cycling, and also recognises the recent increase in the use of powered two-wheelers. As well as endorsing the national targets, *London's Road Safety Plan* recognised the particular circumstances in London for vulnerable road users.

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

- pedestrians;
- pedal cyclists; and
- powered two-wheeler users

to ensure that attention is focussed on these groups.

1.6 The report presents charts and tables for the agreed casualty target groups and additional important casualty categories for London as a whole (Section 5). In addition, there are profile tables and charts showing progress in each of the London boroughs (Appendix A). Thematic maps for all of the London boroughs are also included to illustrate how the changes in each of the main casualty categories are distributed across London.

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

1.8 To provide background information that may help to provide an explanation for some of the casualty trends identified, the numbers of vehicles licensed in London is given in Appendix B and data on radial traffic movements is given in Appendix C.

1.9 It must be noted that the government's target is for a 10% reduction in the slight casualty rate per 100 million vehicle kilometres. In the absence of guidance from the Department for Transport at the time of writing as to how this should be measured, the slight casualty monitoring throughout this report is shown as casualty numbers rather than a casualty rate.

2. Format and content of tables, charts and maps

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

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

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

2.4 Records form the police Stats 19 data were matched with a sample of hospital A&E data representing different areas of London.

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

2.6 If the best estimate of the reporting rate (70%) is applied to the number of casualties reported to the police during 2002 (41,379), it can be estimated that there may have been over 59,000 people injured on the roads in London.

Casualty monitoring charts

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

- An upper horizontal line showing the average number of casualties between 1994 and 1998, i.e. the base period against which the new target reductions are measured;
- A lower horizontal line showing the target casualty level to be achieved by the year 2010;
- The number of casualties for each year since 1990. Note that data for years prior to 1994 is shown to provide an indication of the casualty trend prior to the new base period;
- A diagonal line between the 1994-98 average line in 1998 (i.e. the end of the base period) and the target line in the year 2010, to provide a simple visual indication as to whether the casualty category is performing better or worse than necessary to meet the target. An actual casualty figure below the diagonal line indicates a better performance and, above the line represents a worse performance;
- A note of the percentage change in casualties recorded by the end of the latest year (i.e. 2002 in this edition of the report) compared with the 1994-98 average figure;

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

London thematic maps

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

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

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

2.10 All of the main target categories are shown in the thematic maps, but because for some of the casualty categories (e.g. child pedestrians killed or seriously injured), the actual cases in individual boroughs may be relatively small, not all of the additional casualty categories presented in the London-wide charts and tables are shown for the borough thematic maps. Consequently, a small year on year change in a small casualty number could appear as a relatively large percentage change, and could provide a misleading picture. Accordingly, only casualty categories with relatively high numbers are presented in the thematic maps.

Casualty profiles

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

2.12 The format and content of the casualty profiles were developed with the help of the Pan London Safety Forum Monitoring sub-group, including representatives from the London boroughs, T*f*L Street Management and the police.

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

- the 1994-1998 average (i.e. the new base period);
- the casualty numbers in 2001;
- the casualty numbers in 2002;
- the percentage change in year 2002 over 2001; and
- the percentage change in the year 2002 compared with the 1994-1998 average.

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

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

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

- pedestrians;
- pedal cyclists;
- powered two-wheeler users;
- car occupants;
- bus or coach occupants; and
- other vehicle occupants

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

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

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

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

2.17 The numbers of casualties for each of the highway authorities is obtained from the LAAU node/link/cell network representation of the classified road network in Greater London, to which all accidents are assigned. The nodes are main junctions between (mainly) classified roads and the links are the (mainly) classified roads between nodes. Cells are $500m^2$ Ordnance Survey grid squares. All nodes and links (and consequently accidents) are flagged with a highway authority label to indicate if they are on the Transport for London Road Network (TLRN), borough roads or Highways Agency roads. Where more than one highway authority is present at a node, it is usually flagged as that with the highest level in the hierarchy.

3. Commentary on casualty trends towards the year 2010

Table A: Summary of changes in casualties for London target categories by year 2002

Category		Casualties			% change by 2002 compared with	
	Target change by 2010 (%)	1994-98 average	2001	2002	*2001*	*1994-98 average*
Killed or seriously injured casualties						
Total	*-40%*	6,684	6,101	5,650	*-7%*	*-15%*
Pedestrians	*-40%*	2,137	1,804	1,646	*-9%*	*-23%*
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Powered two wheelers	*-40%*	933	1,286	1,224	*-5%*	*31%*
Children	*-50%*	935	717	614	*-14%*	*-34%*
Slight casualties						
Total	*-10%*	38,997	38,393	35,729	*-7%*	*-8%*

London-wide target categories summary

3.1 Table A summarises the changes in casualties for the target categories included in *London's Road Safety Plan* in November 2001 for all roads in London.

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

3.3 Overall, it is seen that compared with the 1994-1998 average, there have been reductions of 15% in total killed or seriously injured casualties, together with reductions of 23% for pedestrian KSI casualties and 27% for pedal cyclist KSI casualties. In addition, there has been a reduction of 34% for child KSI casualties. However, for powered two-wheeler KSI casualties there has been an increase of 31% above the 1994-98 average, although there was decrease of 5% in 2002. Overall, slight casualties have decreased by 8% compared with the 1994-98 average.

All fatalities

3.4 Figure 1 and Table 1 show that by the end of 2002, all fatalities had shown a 13% increase above the 1994-98 average, although a 6% decrease was recorded in 2002. This follows increases of 15% and 8% and 5% in each of the three previous years respectively.

3.5 In the early 1990s, fatalities had shown a steady decrease from over 400, but since 1994 they have continued to fluctuate between around 220 and 300.

Pedestrian fatalities

3.6 Pedestrians make up by far the largest user group of fatalities, accounting for 38% in 2002, i.e. 107 out of a total of 280. Figure 2 and Table 1 show that following a decrease of 16% in 2002, by

the end of the year 2002 pedestrian fatalities had shown a decrease of 21% below the 1994-98 average.

3.7 In the early 1990s there had been a steady decrease in pedestrian fatalities, but since 1995 - with the exception of a peak of 160 in 1997 - they have remained in the region of 110 to 140 per year.

Pedal cyclist fatalities

3.8 Figure 3 and Table 1 show that following a 5% decrease from 21 in 2001 to 20 in 2002, pedal cyclist fatalities have shown an increase of 35% above the 1994-98 average. Their numbers are comparatively small, comprising about 7% of all fatalities in 2002 and consequently have shown substantial year-on-year fluctuation. The small decrease follows increases in the previous two years.

Powered two-wheeler user fatalities

3.9 Figure 4 and Table 1 show that following a large decrease in the early 1990s to a low point of 25 in 1995, there has been a generally steady upward trend in powered two-wheeler fatalities, until 2002, when a 6% decrease from 71 to 67 was recorded. By the end of the year 2002, powered two-wheeler fatalities had almost doubled compared with the 1994-98 average. A discussion of some of the possible reasons for the increase is given in paragraphs 3.28 to 3.32 on powered two-wheeler killed or seriously injured casualties.

3.10 Powered two-wheeler users accounted for 67 (24%) of the total of 280 fatalities in 2002.

Car occupant fatalities

3.11 Figure 5 and Table 1 show that by the year 2002, car occupant fatalities were 37% above the 1994-98 average level, following an increase of 21% in 2002. After a low point of 46 in 1994, car occupant fatalities have shown a generally fluctuating trend up to their current level of 76.

3.12 Car occupants accounted for 76 (27%) of the total of 280 fatalities in 2002.

Bus or coach occupant fatalities

3.13 While very small in number, bus or coach occupant fatalities increased from six in 2001 to seven in 2002, greater than twice that of the 1994-98 average of three. (Table 1)

Other vehicle occupant fatalities

3.14 While very small in number, other vehicle fatalities had decreased from the 1994-98 average of 6 to 3 in the year 2002, a decrease of 50%. (Table 1)

All killed or seriously injured casualties
(National target category)

3.15 A decrease of 7% in the overall number of killed or seriously injured casualties in 2002, brought the figures to 15% below the 1994-98 average. (Table 1 and Figure 6)

3.16 Following a steady decrease in KSI casualties in the early 1990s, numbers rose slightly to a peak of around 7,000 in 1997. Since then, decreases occurred in the next two years to a low point in 1999, after which there was a small increase in the year 2000, remaining very similar in 2001, before reducing in 2002.

3.17 The 5,650 casualties killed or seriously injured accounted for 14% of the total number of casualties (41,379) in 2002.

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

3.18 Figure 7 and Table 1 show that since the early 1990s there has been a generally steady reduction in pedestrian KSI casualties. After a decrease of 9% in 2002, pedestrian KSI casualties were 23% below the 1994-98 average level. (Table 1 and Figure 7)

3.19 Pedestrians accounted for 1,646 (29%) of the total of 5,650 KSI casualties during 2002.

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

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

3.21 Figure 8 and Table 1 show that in the period since 1990, pedal cyclist KSI casualties have fluctuated substantially. From a high point of 650 in 1991, they decreased to just over 500 in 1994. Following that, they increased to a further peak of 614 in 1998, since when, there have been decreases in 1999 and 2000, and an increase of 10% in 2001. By the end of 2002, following an 11% decrease, they were at a level 27% below the 1994-98 average.

3.22 Pedal cyclists accounted for 414 (7%) of the total of 5,650 KSI casualties during 2002.

3.23 From the Cordon Counts (Appendix C2), it is seen that the usage of pedal cycles has generally increased substantially across both the inner and central cordon since the mid 1990s. For the central cordon, by 2002, pedal cyclist traffic levels had increased by 74%. For the inner London cordon, there was a decrease of 7% by 2002.

3.24 Despite these general increases in usage, pedal cyclists still account for only about 2% of the total number of trips in London, which emphasises the need to set a specific KSI casualty reduction target for pedal cyclists in *London's Road Safety Plan.*

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

3.25 In the early 1990s, powered two-wheeler KSI casualties showed a steady decrease, reaching a low point of 849 in 1995. Since then, there has been an increase in each year, until 2002 when they decreased by 5% to 1,224 (Figure 9 and Table 1).

3.26 Despite this decrease, by the end of 2002, powered two-wheeler KSI casualties were 31% above the 1994-98 average.

3.27 Powered two-wheeler users accounted for 1,224 (22%) of the total of 5,650 KSI casualties during 2002.

3.28 Despite the increases in ownership and usage of powered two-wheelers described below, these still account for only about 2% of trips in

London. The disproportionate number of KSI casualties emphasises the need to set a specific KSI casualty reduction target for powered two-wheeler users in *London's Road Safety Plan*.

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

3.30 Regarding licensed vehicles, Figure B1 shows that there has been a decrease to a low point in 1995, matching the low point in KSI casualties. This has then been followed by a steady increase in the number of powered two-wheelers licensed in London until 2002, which remained at the same level as 2001. A comparison of the average number of licensed vehicles in 1994-98 with the number in 2002 (i.e. on the same basis as the casualty target monitoring) shows that whilst there has been a 49% increase in vehicles licensed, there has been an increase in powered two-wheeler KSI casualties of only 31%.

3.31 Considering the changes in vehicles licensed in London between the low point for licensed powered two-wheelers (i.e. 1995) and 2002, whilst vehicles licensed increased by 66%, powered two-wheeler KSI casualties increased by only 44%.

3.32 Considering the radial traffic movements across the traffic cordons, Figure C3 shows that there were similar low points in the mid-1990s, followed by pronounced increases in motorcycle movements, most notably across the central and inner cordons. For example, between 1993 and 2002, motorcycle traffic across the central cordon increased by 40%, and between 1993 and 2002 motorcycle traffic across the inner cordon increased by 32%. These increases in vehicle flows are slightly less than the increase in powered two-wheeler KSI casualties.

Car occupant killed or seriously injured casualties

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

3.34 Car occupants accounted for 1,980 (35%) of the total of 5,6501 KSI casualties during 2002.

3.35 Considering indicators of car usage, Figure B2 shows relatively little change in the number of cars licensed in London. Between the average for 1994-98 and the year 2002, there was an increase of only 5%.

3.36 Regarding vehicle flows, the cordon counts for cars showed very little change compared with the other vehicle modes(Figure C4). However, between 1992 and 2001 there was an increase of 3% in car traffic across the boundary cordon. Between 1993 and 2002, there was a decrease of 1% for the inner cordon and between

1993 and 2002 there was a 12% decrease across the central cordon.

Bus or coach occupant killed or seriously injured casualties

3.37 Figure 11 shows that while throughout most of the 1990s there has been a general decline in bus or coach occupant casualties, there are some considerable year-on-year fluctuations. Following increases in both 2000 and 2001, a decrease of 16% in bus or coach occupant KSI casualties was recorded, meaning that by 2002, they were 14% below the 1994-98 average.

3.38 Bus or coach occupants accounted for 220 (4%) of the total of 5.650 KSI casualties during 2002. (Table 1)

3.39 In terms of traffic flow, Figure C5 shows that bus and coach movements increased across each of the three cordons throughout the whole of the 1990s. Between 1993 and 2002, bus and coach flows across both the central and inner cordons increased by 18%. Between the1992 and 2001 London boundary cordon counts there was an increase of 14%.

Other vehicle killed or seriously injured casualties

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

3.41 Figure 12 shows that following an initial sharp decrease in the early 1990s, other vehicle occupant casualties remained at a similar level between 1993 and 1997. Since then, there has been a further steady year-on-year decline up to the year 2001, although an increase of 5% in other vehicle occupant KSI casualties in 2002 means that they were 26% below the 1994-98 average (Table 1).

3.42 Other vehicle occupants accounted for 166 (3%) of the total number of KSI casualties (5,650) during 2002.

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

3.43 Figure 13 and Table 1 show that by the end of the year 2002, child killed or seriously injured casualties were 34% below the average for 1994-98. In the early 1990s there was a steady decline to 1993, but between then and 1998, they remained at about the same level. In the last four years, there have been further decreases including a 14% decrease in 2002.

3.44 Children accounted for 614 (11%) of the total of 5,650 KSI casualties in London during 2002.

Child pedestrian killed or seriously injured casualties

3.45 Considering child pedestrian KSI casualties, Figure 14 shows a fairly steady decline until 2000, after which, there was a 4% increase in 2001. However, an 18% decrease in 2002 means that they were 33% below the average for 1994-98. They amounted to 397 (64%) of the total of 614 child KSI casualties during 2002 (Figure 14 and Table 1).

Child pedal cyclist killed or seriously injured casualties

3.46 Compared with child pedestrian KSI casualties, the numbers of child pedal cyclist KSI casualties are relatively small. The trend has shown considerable fluctuation throughout the whole of the 1990s, but following an 18% increase in 2002, they were 54% below the 1994-98 average. Child pedal cyclists accounted for 51 (8%) of the total of 614 child KSI casualties during 2002 (Figure 15 and Table 1).

Child car passengers killed or seriously injured casualties

3.47 Once again, there have been considerable fluctuations in the numbers of child car occupant casualties. After a peak of 236 casualties in 1998, there was a large fall in 1999, after which, there was an increase of 14% in 2000, followed by a 24% decrease in 2001. In 2002, a 2% decrease meant that 2001 child car occupant KSI casualties were 36% below the 1994-98 average. They accounted for 125 (20%) of the total of 614 child KSI casualties in 2002 (Figure 16 and Table 1).

All slightly injured casualties *(National target)*

3.48 Figure 17 shows that between 1991 and 2000, there has been relatively little change in the numbers of slightly injured casualties. However, decreases of 4% and 7% in 2001 and 2002 respectively meant that slight casualties were 8% below the 1994-98 average.

3.49 In 2002, the 35,729 slight casualties made up 86% of the total of 41,379 casualties in London (Table 1).

Pedestrian slightly injured casualties

3.50 Figure 18 shows that there has been a small but steady decline in the number of slightly injured pedestrian casualties throughout the 1990s. Larger decreases were noted in 2000 and 2001, and in 2002 there was a 6% decrease, which meant that they were 19% below the 1994-98 average, and had exceeded their target of a 10% reduction (Table 1).

3.51 Pedestrians accounted for 5,811 (16%) of the total of 35,729 slight casualties in London during 2002.

Pedal cyclist slightly injured casualties

3.52 Figure 19 shows that pedal cyclist slight casualties have remained at a fairly constant level throughout most of the 1990s, but showed notable decreases since 2000, including a 7% reduction in 2002. By the end of 2002, pedal cyclist slight casualties were 31% below the 1994-98 average, and continued to exceed the 10% target reduction.

3.53 They accounted for 2,648 (7%) of the total of 35,729 slight casualties in London during 2002 (Table 1).

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

3.55 The downward trend in slight pedal cyclist casualties is also broadly in-line with the trend in KSI pedal cyclist casualties observed in 2001.

Powered two-wheeler slightly injured casualties

3.56 The general trend for slightly injured powered two-wheeler casualties (Figure 20) is very similar to that observed for killed or seriously injured casualties, so that after the low point in 1995 there has been a steady increase in each year until 2002. However, a decrease of 12% meant that by the end of 2002, powered two-wheeler slight casualties were 13% above the 1994-98 average, which is a slightly smaller increase above the base period than that for KSI casualties (Table 1).

3.57 Powered two-wheeler users accounted for 5,819 (16%) of the total of 35,729 slight casualties in 2002. The change in 2002 marks the first decrease since the mid-1990s, and will be important to observe whether this downward trend is maintained in 2003 and beyond.

Car occupant slightly injured casualties

3.58 Figure 21 shows that slightly injured car occupant casualties remained at more or less the same level for the whole period between 1990 and 2000, with only small year-on-year fluctuations. However, decreases of 4% in 2001 and 5% in 2002 mean that slightly injured car occupant casualties were 2% below the 1994-98 (Table 1).

3.59 Car occupants accounted for 17,950 (50%) of the total of 35,7293 slight casualties in London during 2002.

3.60 The small changes in slight casualties is very similar in magnitude to the small changes observed in the number of cars licensed in London and also the number of cars crossing the central, inner, and London boundary traffic cordons (Figures B2 and C4 respectively).

Bus and coach occupant slightly injured casualties

3.61 Figure 22 shows that following a peak of 2,463 in 1992, bus or coach occupant slightly injured casualties fell to a low point of 1,920 in 1997. After small increases in 1998, 1999 and 2000, there were decreases of 1% in 2001 and 8% in 2002, so that by 2002 they were only 1% above the 1994-98 average (Table 1).

3.62 However, it must be remembered that bus and coach traffic levels across the cordons have increased substantially in all parts of London. Between 1993 and 2002, bus and coach flows across both the central and inner cordons increased by 18%, and between 1992 and 2001 there was an increase of 16% across the London boundary. The increases in traffic levels are substantially larger than the 1% increase in bus or coach occupants slightly injured.

3.63 Bus or coach occupants accounted for 2,039 (6%) of the total of 35,729 slightly injured casualties in 2002.

Other vehicle occupant slightly injured casualties

3.64 Figure 23 shows that following a decrease in the early 1990s, other vehicle occupant slight casualties reached a low point in 1995, since when, they have remained at about the same level. By the end of 2002 they were 4% below the 1994-98

average following a 4% increase in 2002. Other vehicle occupants accounted for 1,462 (4%) of the total of 35,729 slightly injured casualties during 2002 (Table 1).

Casualties by highway authority

3.65 Sections 3.66 to 3.79 present a summary of the main casualty target categories for each of the highway authorities, i.e. the Transport for London Road Network (TLRN), Borough roads and Highways Agency roads. Tables 2, 3 and 4 present a summary for each, showing the same categories as in Table 1 for all roads in London.

Transport for London Road Network (TLRN)

3.66 Table 2 shows that following a 4% decrease in 2002, all killed and seriously injured casualties on the TLRN were 10% below the 1994-98 average, which is slightly less than the change for London as a whole.

3.67 Following a 3% increase in 2002, pedestrian KSI casualties were 18% below the 1994-98 average.

3.68 Pedal cyclist KSI casualties decreased by 12% in 2002, so they were 17% below the 1994-98 average.

3.69 Powered two-wheeler KSI casualties decreased by 2% in 2002, but they were 26% above the 1994-98 average.

3.70 Although relatively small in number, child KSI casualties on the TLRN by 2002 were 32% below the 1994-98 average, with most of this reduction being accounted for by a decrease in child pedestrian and car passenger KSI casualties.

3.71 By the end of 2002, slightly injured casualties were 6% below the 1994-98 average, following a reduction of 8% in 2002. This recent reduction is made up of decreases across all categories of road users in 2002.

3.72 Fatalities in the year 2002 on the TLRN were 15% above the 1994-98 average, following a 2% increase, slightly worse than for London as a whole.

Borough roads

3.73 Table 3 shows that an 8% decrease in 2002 means that, all killed and seriously injured casualties on borough roads were 17% below the 1994-98 average, which is slightly better than that recorded for London as a whole.

3.74 Pedestrian KSI casualties on borough roads showed a 12% decrease in 2002, so that they were 24% below the 1994-98 average.

3.75 Pedal cyclist KSI casualties showed an 11% decrease in 2002, which means that they are now 30% below the 1994-98 average.

3.76 Powered two-wheeler KSI casualties decreased by 6% in 2002, which means that they are now only 34% above the 1994-98 average.

3.77 Child KSI casualties on borough roads in 2002 were 35% below the 1994-98 average, due to a reduction of 17% in 2002.

3.78 Slight casualties on borough roads were 9% below the 1994-98 average levels following a 7% reduction in 2002, which is slightly better than that recorded for slight casualties on all roads in London.

3.79 Fatalities on borough roads were 12% above the 1994-98 average, following a 9% increase in 2002. This is similar to that for London as a whole.

Highways Agency roads

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

3.81 Thus, the numbers of casualties are very small in comparison with those on the TLRN and borough roads, accounting for only a very small part (1%) of all casualties on the London database in 2001, and subject to considerable annual fluctuation.

3.82 Table 4 shows the summary for casualties on Highways Agency roads, and it is seen that compared with the 1994-98 average, KSI casualties overall had decreased by 31%, although slight casualties had shown no overall change.

3.83 Regarding the vulnerable road users, while due to the nature of the roads, there were very few casualties, it is worth noting that powered two-wheeler KSI casualties had decreased by 2002 by 8% compared with the 1994-98 average. In addition, car occupant casualties were 38% below the 1994-98 average, although once again, their numbers were very small.

4. References

London's Road Safety Plan
Transport for London Street Management
(November 2001)

The Mayor's Transport Strategy
Greater London Authority (July 2001)

Tomorrow's roads - safer for *everyone*
Department of the Environment, Transport and the Regions: London (March 2000)

Transport Statistics for London 2001
Transport for London (2001)

Safety Research Report 1:
Reporting of road traffic accidents – Matching police Stats 19 records with hospital Accident & Emergency Department data.
Transport for London (2003)

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

5.1 Casualty monitoring summary tables

Table 1: Towards the year 2010: Monitoring casualties in London - all roads. Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	136.0	128	107	*-16%*	*-21%*
	Pedal cyclists	14.8	21	20	*-5%*	*35%*
	Powered 2 Wheeler	33.6	71	67	*-6%*	*99%*
	Car occupants	55.4	63	76	*21%*	*37%*
	Bus or coach occupants	3.0	6	7	*17%*	*133%*
	Other vehicle occupants	6.0	10	3	*-70%*	*-50%*
	Total	**248.8**	**299**	**280**	***-6%***	***13%***
Fatal & serious	Pedestrians	2,136.6	1,804	1,646	*-9%*	*-23%*
	Pedal cyclists	566.8	465	414	*-11%*	*-27%*
	Powered 2 Wheeler	932.8	1,286	1,224	*-5%*	*31%*
	Car occupants	2,568.8	2,126	1,980	*-7%*	*-23%*
	Bus or coach occupants	256.4	262	220	*-16%*	*-14%*
	Other vehicle occupants	223.0	158	166	*5%*	*-26%*
	Total	**6,684.4**	**6,101**	**5,650**	***-7%***	***-15%***
	Child pedestrians	591.6	483	397	*-18%*	*-33%*
	Child pedal cyclists	110.6	62	51	*-18%*	*-54%*
	Child car passengers	195.0	127	125	*-2%*	*-36%*
	Child bus/coach passengers	20.8	21	16	*-24%*	*-23%*
	Other child casualties	17.4	24	25	*4%*	*44%*
	Children (under 16yrs)	**935.4**	**717**	**614**	***-14%***	***-34%***
Slight*	Pedestrians	7,155.2	6,339	5,811	*-8%*	*-19%*
	Pedal cyclists	3,845.6	2,857	2,648	*-7%*	*-31%*
	Powered 2 Wheeler	5,139.4	6,634	5,819	*-12%*	*13%*
	Car occupants	19,314.0	18,969	17,950	*-5%*	*-7%*
	Bus or coach occupants	2,017.4	2,192	2,039	*-7%*	*1%*
	Other vehicle occupants	1,525.2	1,402	1,462	*4%*	*-4%*
	Total	**38,996.8**	**38,393**	**35,729**	***-7%***	***-8%***
All severities	Pedestrians	9,291.8	8,143	7,457	*-8%*	*-20%*
	Pedal cyclists	4,412.4	3,322	3,062	*-8%*	*-31%*
	Powered 2 Wheeler	6,072.2	7,920	7,043	*-11%*	*16%*
	Car occupants	21,882.8	21,095	19,930	*-6%*	*-9%*
	Bus or coach occupants	2,273.8	2,454	2,259	*-8%*	*-1%*
	Other vehicle occupants	1,748.2	1,560	1,628	*4%*	*-7%*
	Total	**45,681.2**	**44,494**	**41,379**	***-7%***	***-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.

Table 2: Towards the year 2010: Monitoring casualties on the Transport *for* London Road Network
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	45.6	32	37	*16%*	*-19%*
	Pedal cyclists	7.0	3	7	*133%*	*0%*
	Powered 2 Wheeler	12.6	31	21	*-32%*	*67%*
	Car occupants	17.0	25	28	*12%*	*65%*
	Bus or coach occupants	1.2	2	3	*50%*	*150%*
	Other vehicle occupants	1.6	3	2	*-33%*	*25%*
	Total	**85.0**	**96**	**98**	***2%***	***15%***
Fatal & serious	Pedestrians	496.8	395	406	*3%*	*-18%*
	Pedal cyclists	135.8	128	113	*-12%*	*-17%*
	Powered 2 Wheeler	317.6	410	401	*-2%*	*26%*
	Car occupants	679.8	584	545	*-7%*	*-20%*
	Bus or coach occupants	69.0	70	62	*-11%*	*-10%*
	Other vehicle occupants	67.2	61	59	*-3%*	*-12%*
	Total	**1,766.2**	**1,648**	**1,586**	***-4%***	***-10%***
	Child pedestrians	81.4	58	58	*0%*	*-29%*
	Child pedal cyclists	11.0	7	7	*0%*	*-36%*
	Child car passengers	48.6	31	28	*-10%*	*-42%*
	Child bus/coach passengers	5.6	6	7	*17%*	*25%*
	Other child casualties	2.0	1	1	*0%*	*-50%*
	Children (under 16yrs)	**148.6**	**103**	**101**	***-2%***	***-32%***
Slight*	Pedestrians	1,384.8	1,237	1,100	*-11%*	*-21%*
	Pedal cyclists	929.8	751	666	*-11%*	*-28%*
	Powered 2 Wheeler	1,718.6	2,194	1,998	*-9%*	*16%*
	Car occupants	5,439.2	5,524	5,110	*-7%*	*-6%*
	Bus or coach occupants	562.8	597	554	*-7%*	*-2%*
	Other vehicle occupants	470.6	451	441	*-2%*	*-6%*
	Total	**10,505.8**	**10,754**	**9,869**	***-8%***	***-6%***
All severities	Pedestrians	1,881.6	1,632	1,506	*-8%*	*-20%*
	Pedal cyclists	1,065.6	879	779	*-11%*	*-27%*
	Powered 2 Wheeler	2,036.2	2,604	2,399	*-8%*	*18%*
	Car occupants	6,119.0	6,108	5,655	*-7%*	*-8%*
	Bus or coach occupants	631.8	667	616	*-8%*	*-3%*
	Other vehicle occupants	537.8	512	500	*-2%*	*-7%*
	Total	**12,272.0**	**12,402**	**11,455**	***-8%***	***-7%***

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

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

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

are shown as casualty numbers rather than a casualty rate.

Table 3: Towards the year 2010: Monitoring casualties on Borough roads in London
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	89.2	96	70	*-27%*	*-22%*
	Pedal cyclists	7.8	18	13	*-28%*	*67%*
	Powered 2 Wheeler	19.6	38	46	*21%*	*135%*
	Car occupants	35.6	36	43	*19%*	*21%*
	Bus or coach occupants	1.8	4	4	*0%*	*122%*
	Other vehicle occupants	4.0	3	1	*-67%*	*-75%*
	Total	**158.0**	**195**	**177**	***-9%***	***12%***
Fatal & serious	Pedestrians	1,636.8	1,409	1,240	*-12%*	*-24%*
	Pedal cyclists	431.0	337	301	*-11%*	*-30%*
	Powered 2 Wheeler	607.6	866	816	*-6%*	*34%*
	Car occupants	1,837.2	1,496	1,403	*-6%*	*-24%*
	Bus or coach occupants	186.8	192	158	*-18%*	*-15%*
	Other vehicle occupants	149.2	82	98	*20%*	*-34%*
	Total	**4,848.6**	**4,382**	**4,016**	***-8%***	***-17%***
	Child pedestrians	510.2	425	339	*-20%*	*-34%*
	Child pedal cyclists	99.6	55	44	*-20%*	*-56%*
	Child car passengers	143.4	95	94	*-1%*	*-34%*
	Child bus/coach passengers	15.2	15	9	*-40%*	*-41%*
	Other child casualties	15.0	22	24	*9%*	*60%*
	Children (under 16yrs)	**783.4**	**612**	**510**	***-17%***	***-35%***
Slight*	Pedestrians	5,768.6	5,101	4,706	*-8%*	*-18%*
	Pedal cyclists	2,914.8	2,106	1,982	*-6%*	*-32%*
	Powered 2 Wheeler	3,392.0	4,418	3,791	*-14%*	*12%*
	Car occupants	13,521.2	13,128	12,500	*-5%*	*-8%*
	Bus or coach occupants	1,450.6	1,583	1,481	*-6%*	*2%*
	Other vehicle occupants	1,010.4	911	968	*6%*	*-4%*
	Total	**28,057.6**	**27,247**	**25,428**	***-7%***	***-9%***
All severities	Pedestrians	7,405.4	6,510	5,946	*-9%*	*-20%*
	Pedal cyclists	3,345.8	2,443	2,283	*-7%*	*-32%*
	Powered 2 Wheeler	3,999.6	5,284	4,607	*-13%*	*15%*
	Car occupants	15,358.4	14,624	13,903	*-5%*	*-9%*
	Bus or coach occupants	1,637.4	1,775	1,639	*-8%*	*0%*
	Other vehicle occupants	1,159.6	993	1,066	*7%*	*-8%*
	Total	**32,906.2**	**31,629**	**29,444**	***-7%***	***-11%***

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 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	1.2	0	0	*0%*	*-100%*
	Pedal cyclists	0.0	0	0	*0%*	*0%*
	Powered 2 Wheeler	1.4	2	0	*-100%*	*-100%*
	Car occupants	2.8	2	5	*150%*	*79%*
	Bus or coach occupants	0.0	0	0	*0%*	*0%*
	Other vehicle occupants	0.4	4	0	*-100%*	*-100%*
	Total	**5.8**	**8**	**5**	***-38%***	***-14%***
Fatal & serious	Pedestrians	3.0	0	0	*0%*	*-100%*
	Pedal cyclists	0.0	0	0	*0%*	*0%*
	Powered 2 Wheeler	7.6	10	7	*-30%*	*-8%*
	Car occupants	51.8	46	32	*-30%*	*-38%*
	Bus or coach occupants	0.6	0	0	*0%*	*-100%*
	Other vehicle occupants	6.6	15	9	*-40%*	*36%*
	Total	**69.6**	**71**	**48**	***-32%***	***-31%***
	Child pedestrians	0.0	0	0	*0%*	*0%*
	Child pedal cyclists	0.0	0	0	*0%*	*0%*
	Child car passengers	3.0	1	3	*200%*	*0%*
	Child bus/coach passengers	0.0	0	0	*0%*	*0%*
	Other child casualties	0.4	1	0	*-100%*	*-100%*
	Children (under 16yrs)	**3.4**	**2**	**3**	***50%***	***-12%***
Slight*	Pedestrians	1.8	1	5	*400%*	*178%*
	Pedal cyclists	1.0	0	0	*0%*	*-100%*
	Powered 2 Wheeler	28.8	22	30	*36%*	*4%*
	Car occupants	353.6	317	340	*7%*	*-4%*
	Bus or coach occupants	4.0	12	4	*-67%*	*0%*
	Other vehicle occupants	44.2	40	53	*33%*	*20%*
	Total	**433.4**	**392**	**432**	***10%***	***0%***
All severities	Pedestrians	4.8	1	5	*400%*	*4%*
	Pedal cyclists	1.0	0	0	*0%*	*-100%*
	Powered 2 Wheeler	36.4	32	37	*16%*	*2%*
	Car occupants	405.4	363	372	*2%*	*-8%*
	Bus or coach occupants	4.6	12	4	*-67%*	*-13%*
	Other vehicle occupants	50.8	55	62	*13%*	*22%*
	Total	**503.0**	**463**	**480**	***4%***	***-5%***

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

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

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

are shown as casualty numbers rather than a casualty rate.

5.2 London-wide casualty monitoring charts - all roads

Fig. 1: Greater London - All fatalities

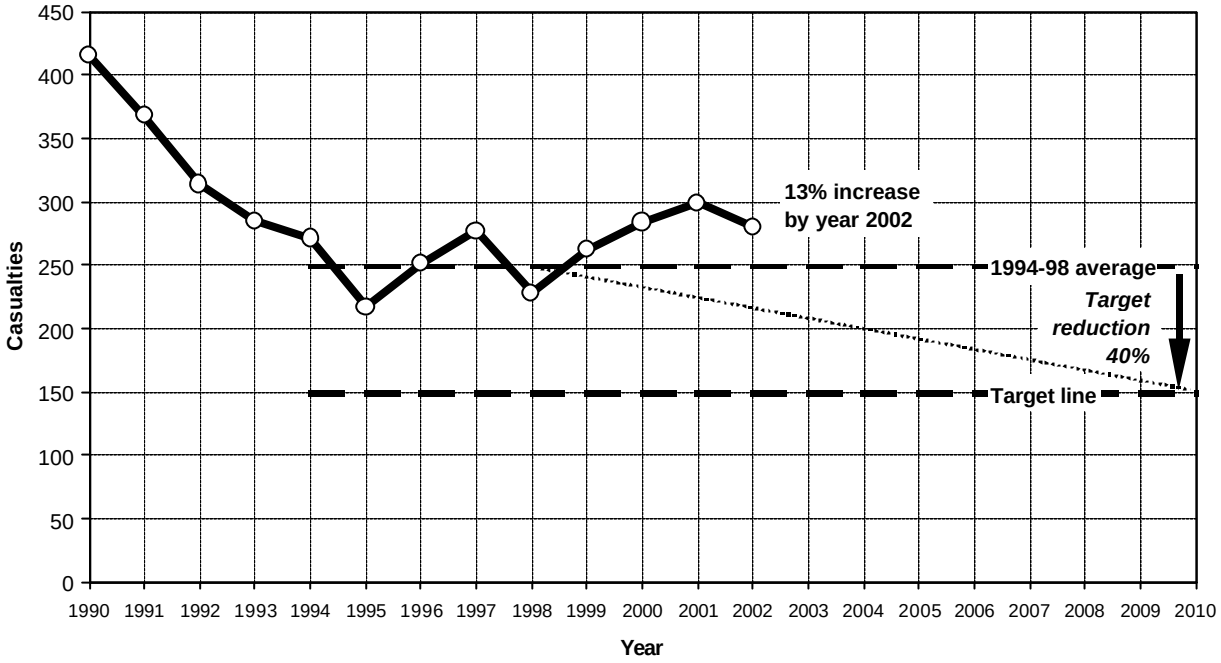


Fig. 2: Greater London - Pedestrian fatalities

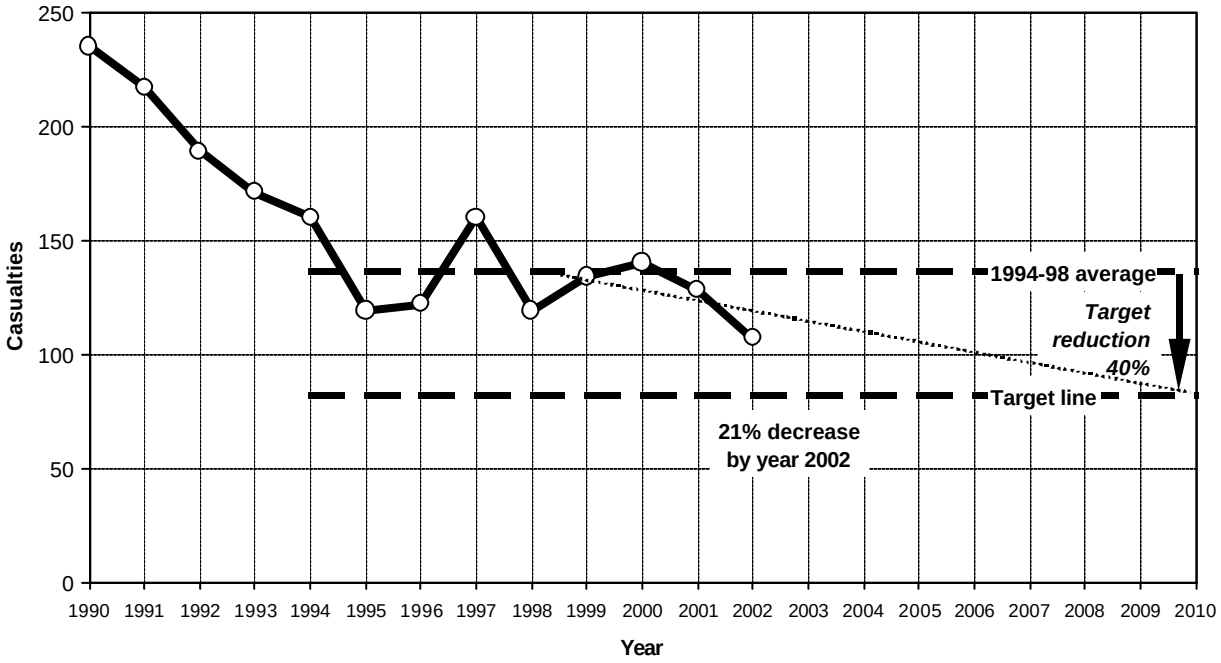


Fig. 3: Greater London - Pedal cyclist fatalities

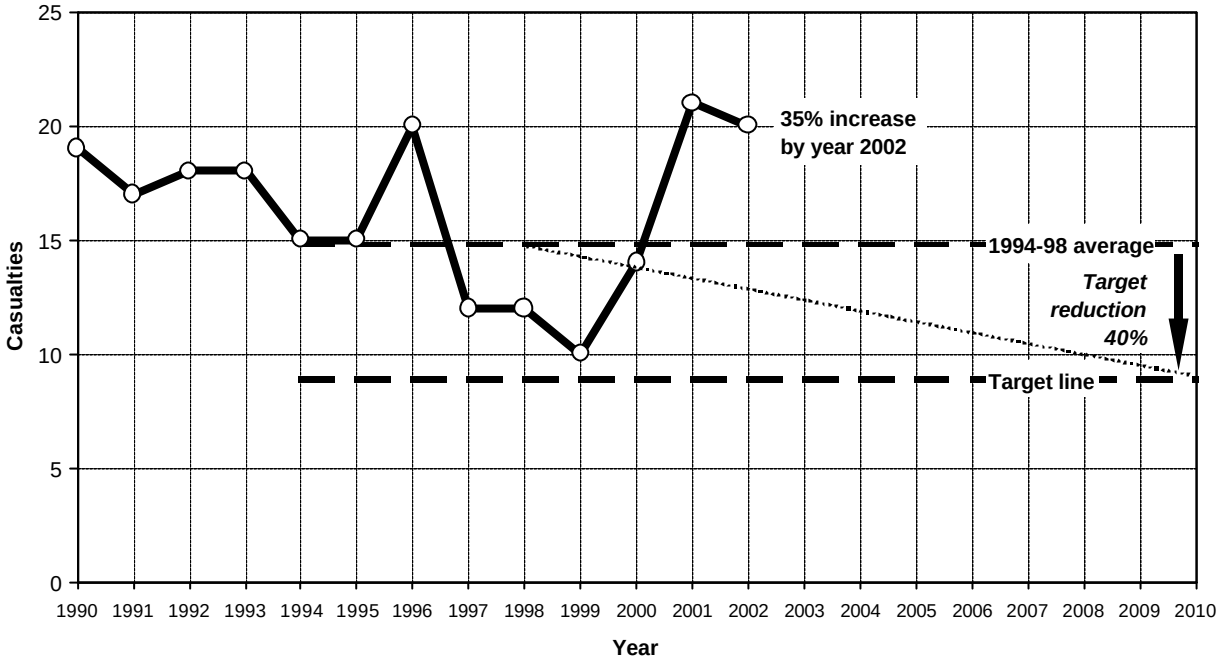


Fig. 4: Greater London - Powered two wheeler fatalities

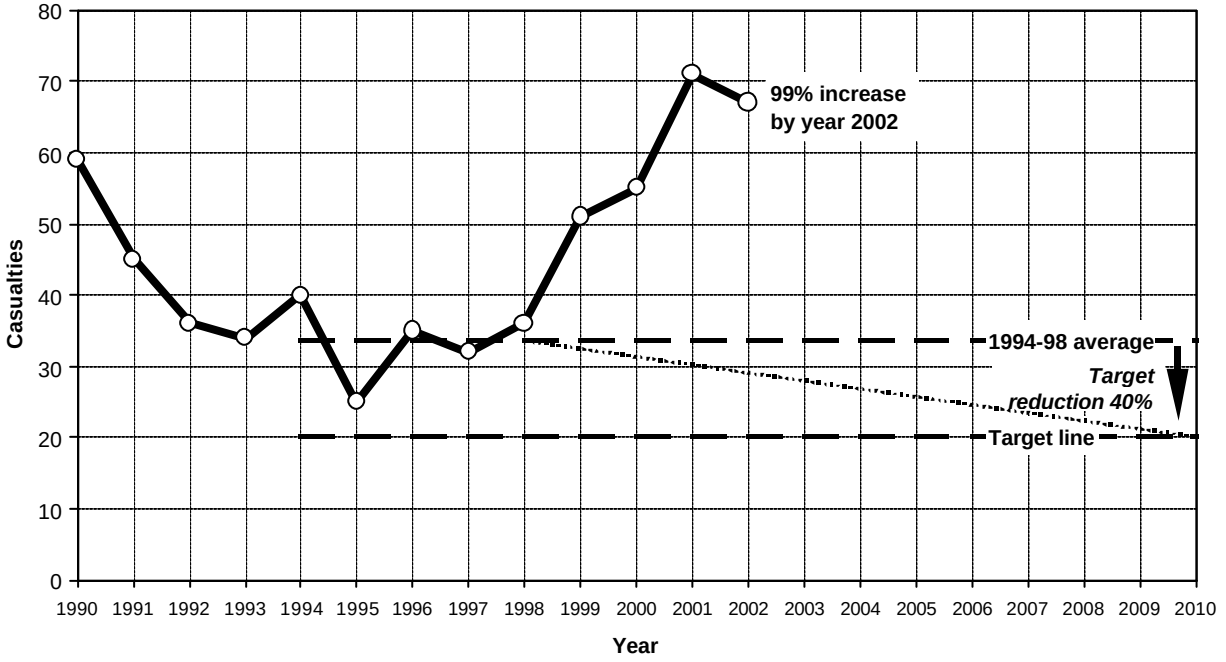


Fig. 5: Greater London - Car occupant fatalities

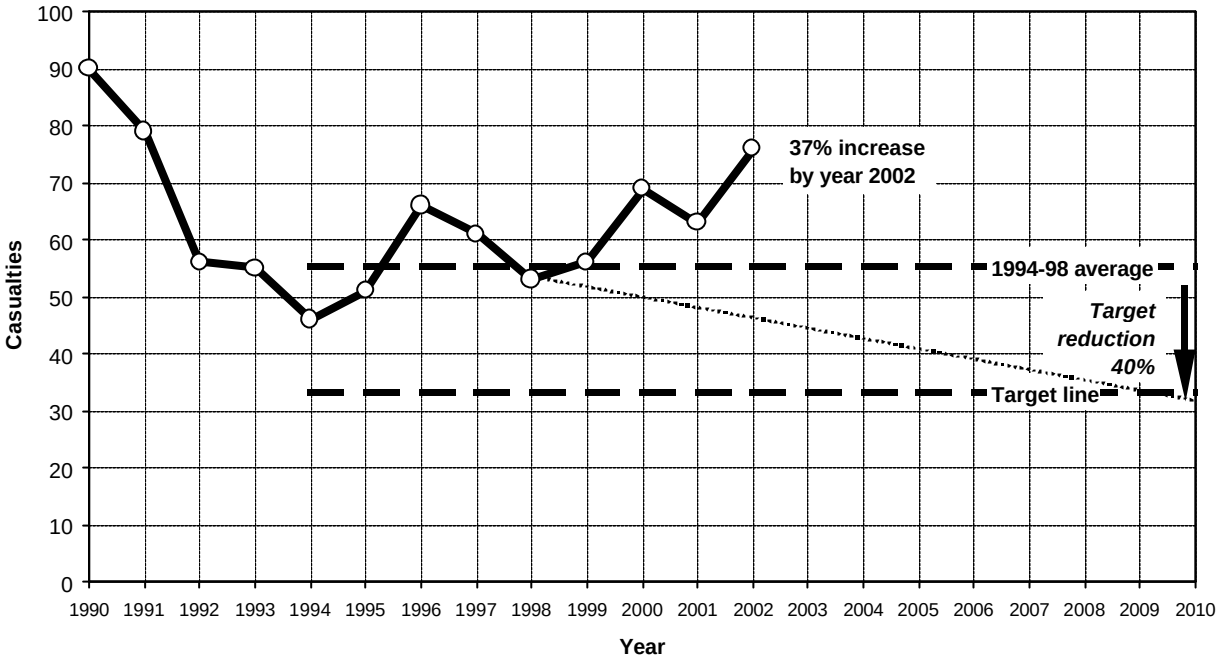


Fig. 6: Greater London - All killed or seriously injured casualties *(National Target Category)*

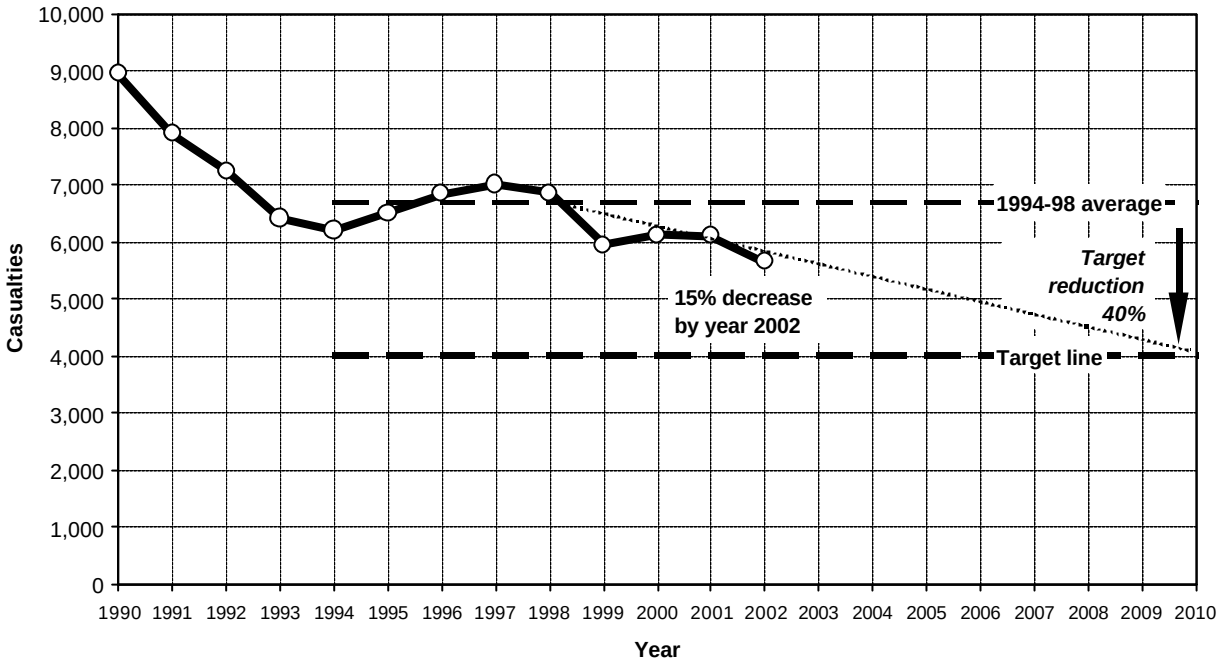


Fig. 7: Greater London - Pedestrian killed or seriously injured casualties *(London Target category)*

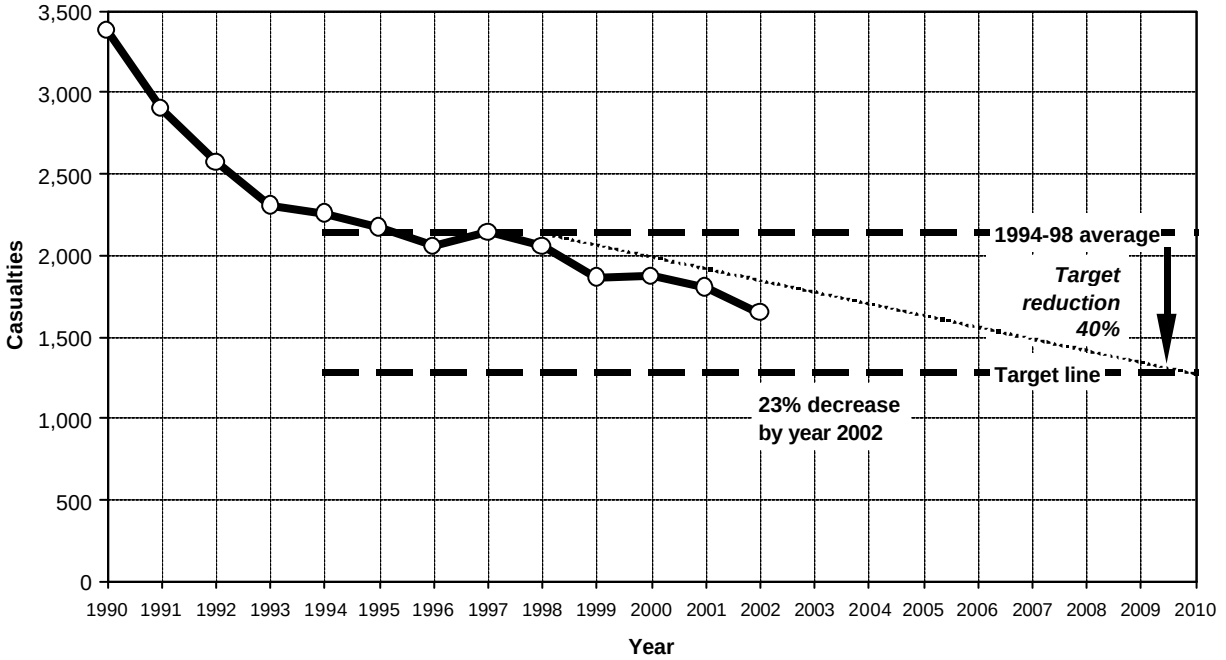


Fig. 8: Greater London - Pedal cyclist killed or seriously injured casualties *(London Target category)*

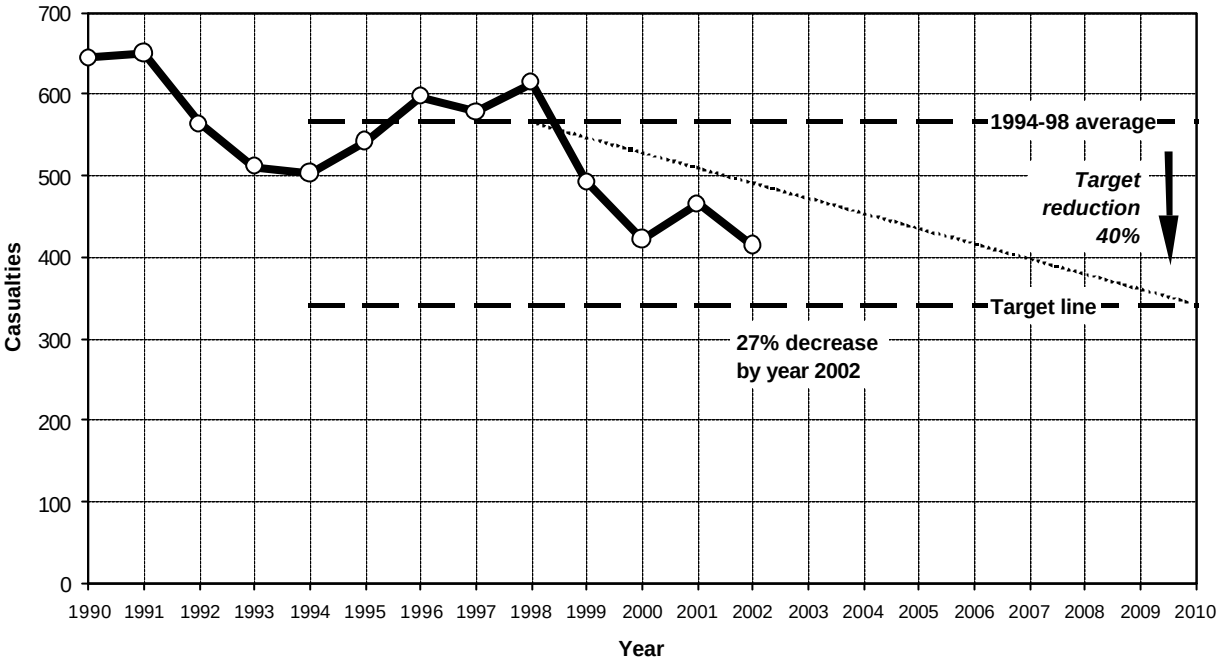


Fig. 9: Greater London - Powered two wheeler killed or seriously injured casualties *(London Target)*

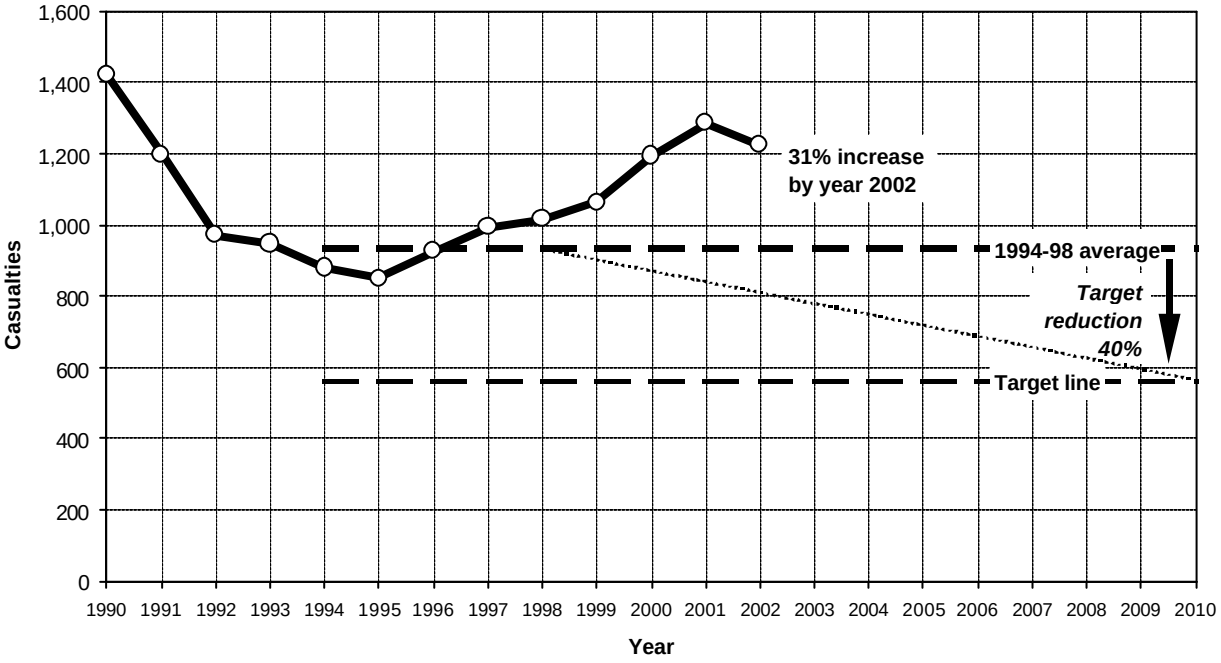


Fig. 10: Greater London - Car occupant killed or seriously injured casualties

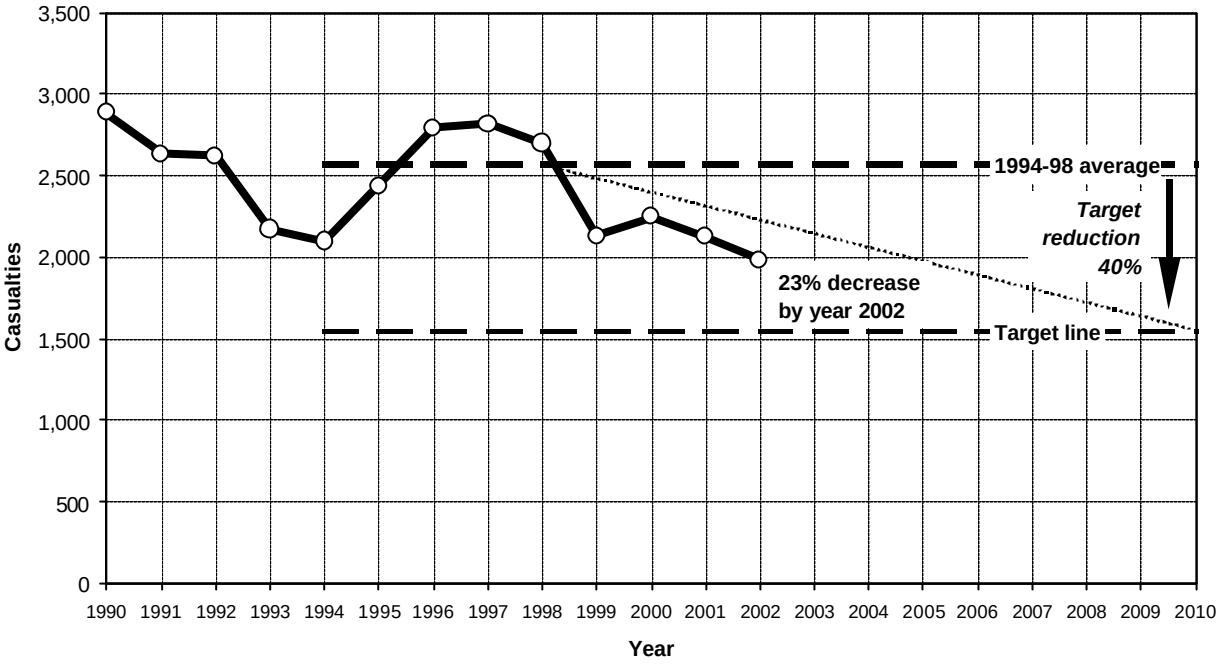


Fig. 11: Greater London - Bus or coach occupant killed or seriously injured casualties

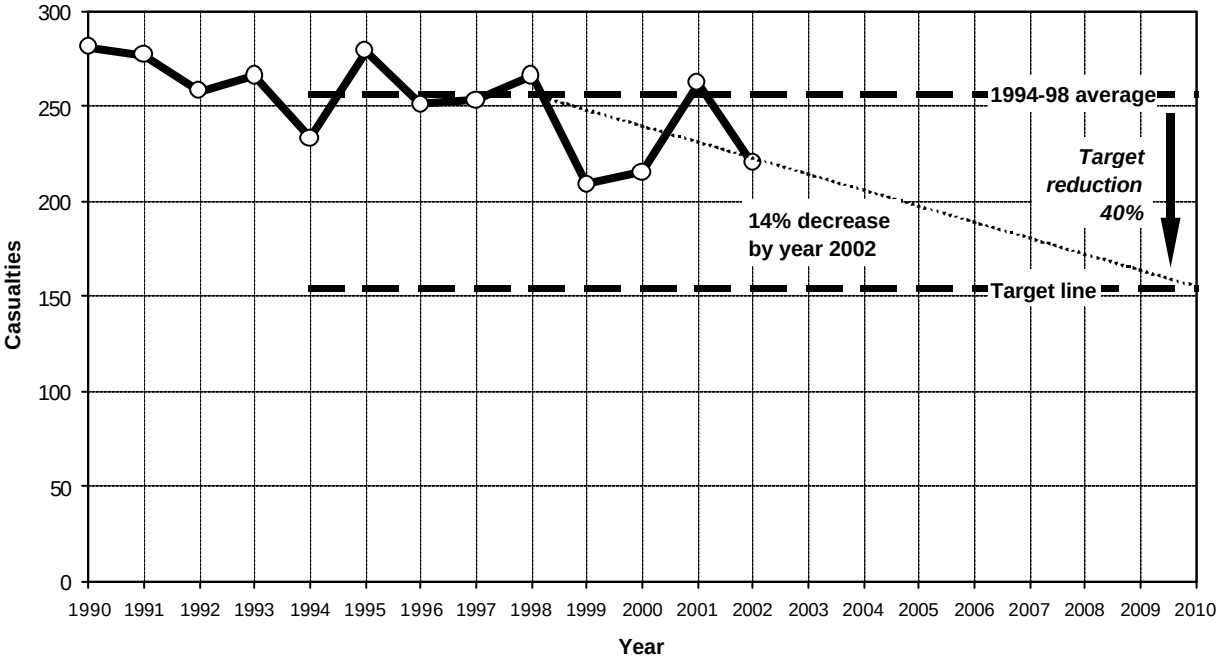


Fig. 12: Greater London - Other vehicle occupant killed or seriously injured casualties

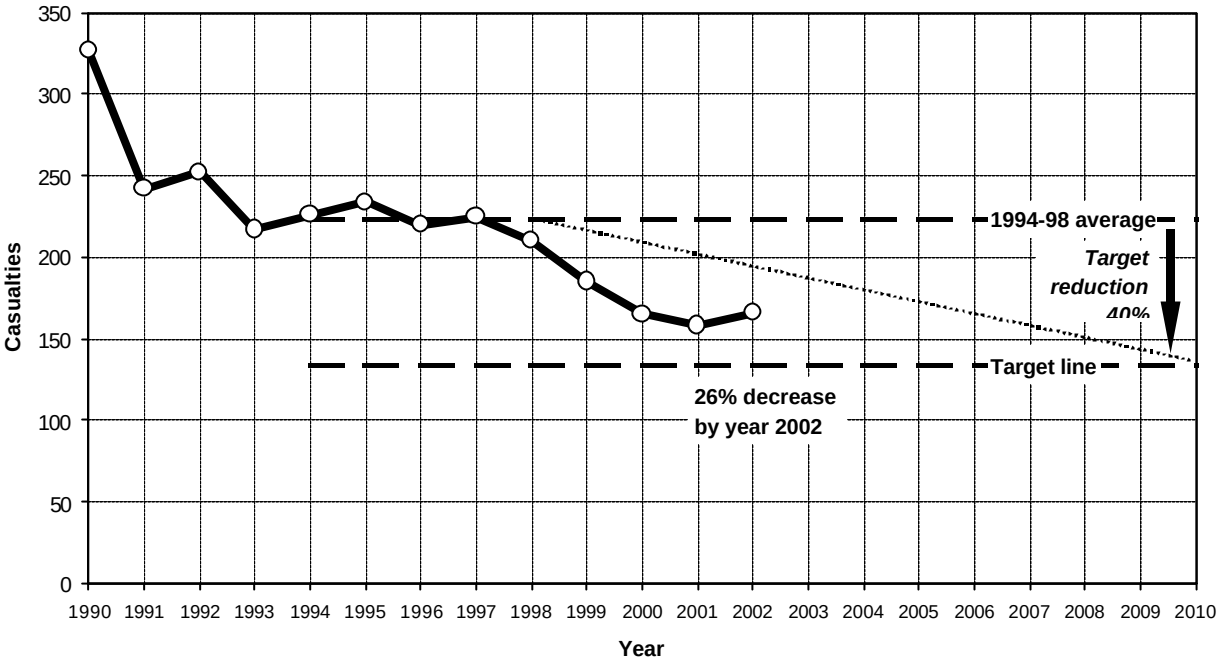


Fig. 13: Greater London - All child killed or seriously injured casualties *(National Target category)*

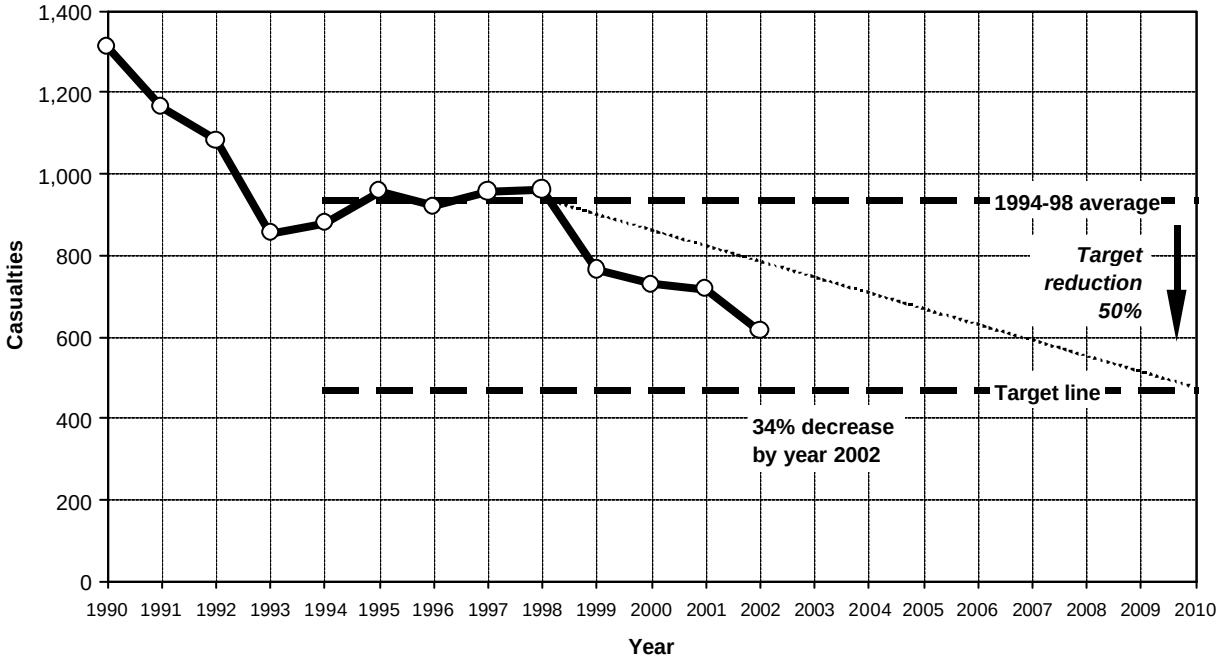


Fig. 14: Greater London - child pedestrian killed or seriously injured casualties

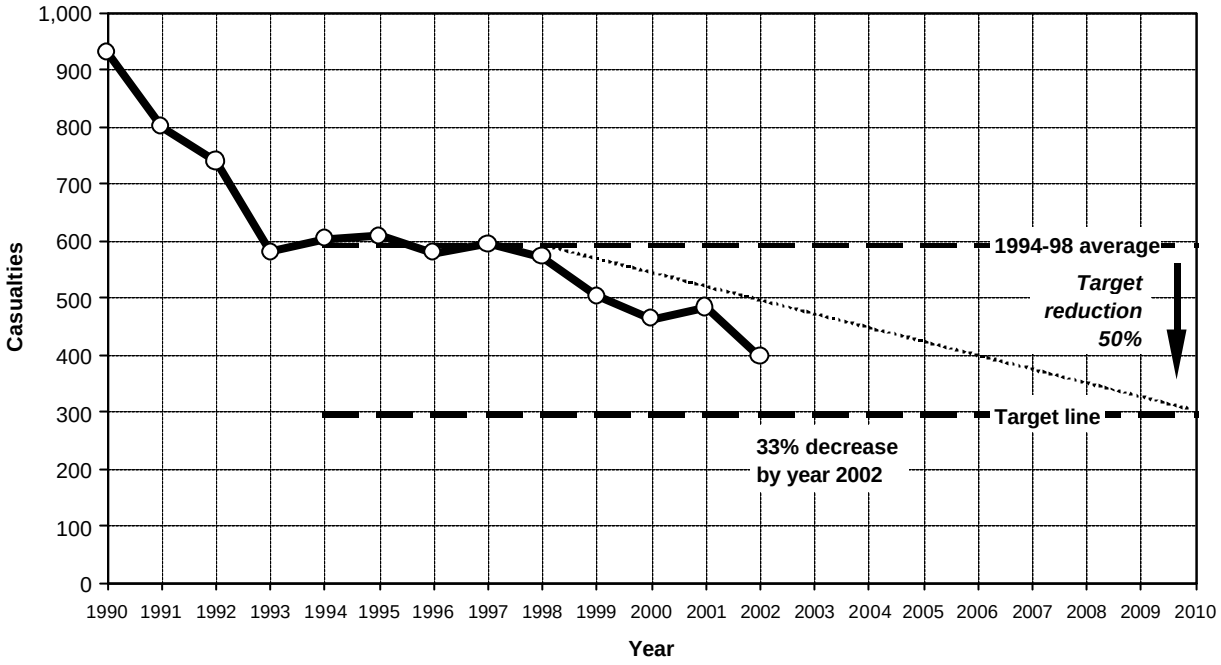


Fig. 15: Greater London - child pedal cyclist killed or seriously injured casualties

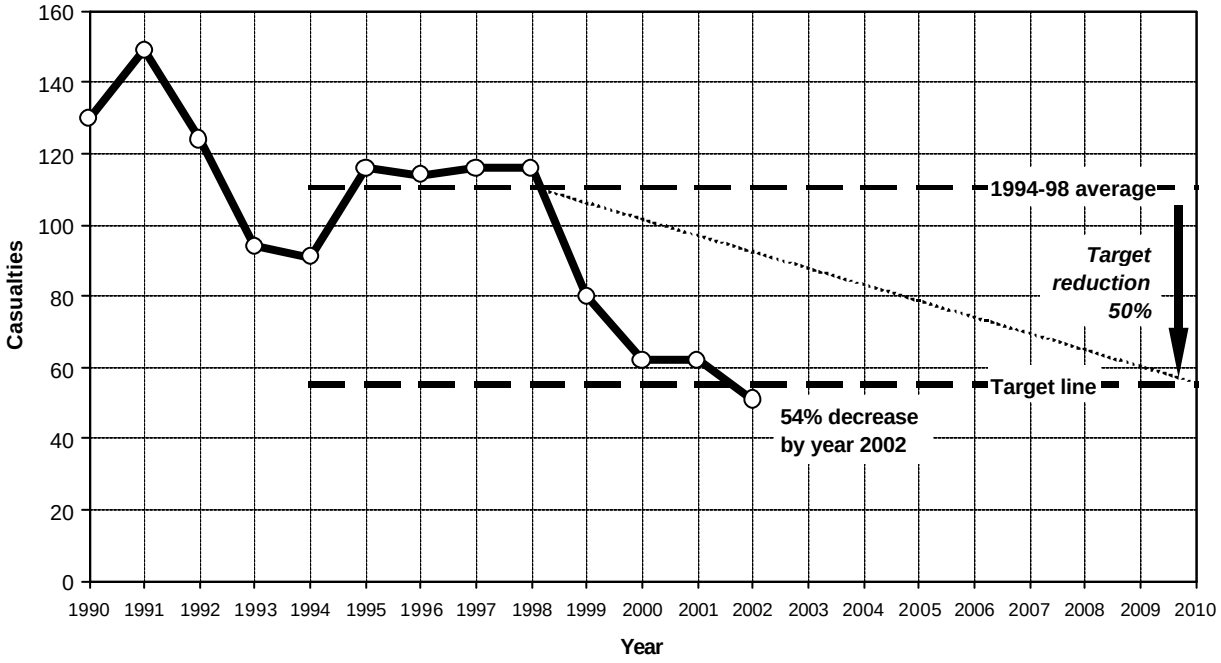


Fig. 16: Greater London - child car passenger killed or seriously injured casualties

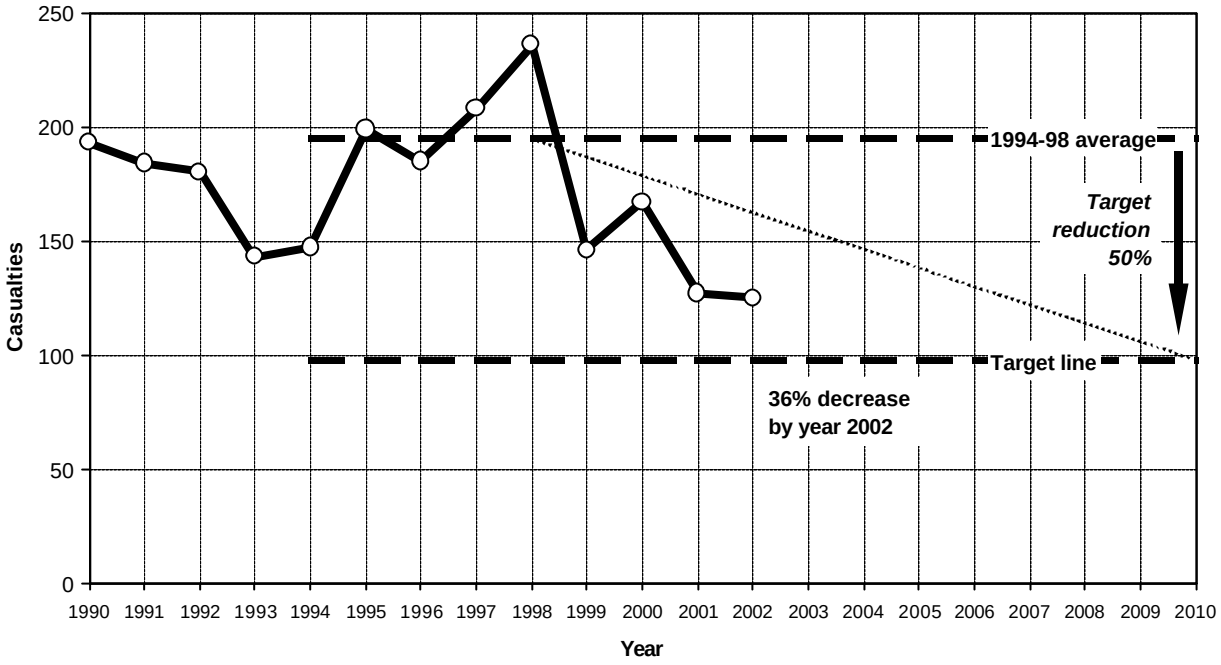


Fig. 17: Greater London - All slightly injured casualties *(National Target category)*

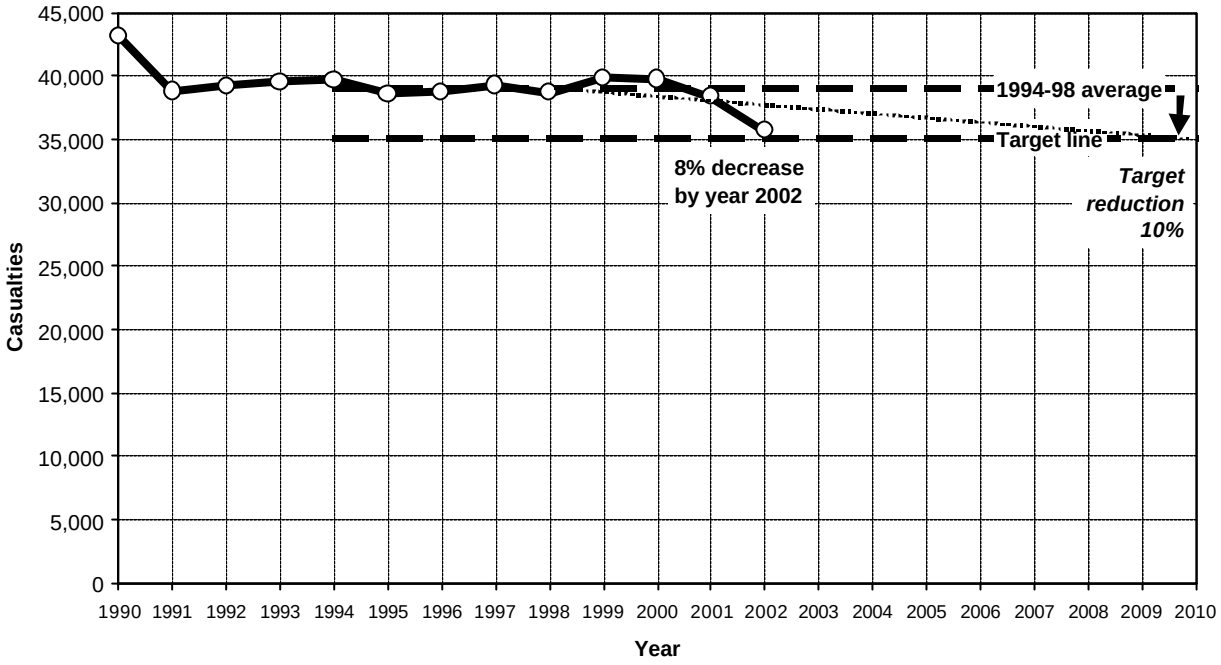


Fig. 18: Greater London - Pedestrian slightly injured casualties

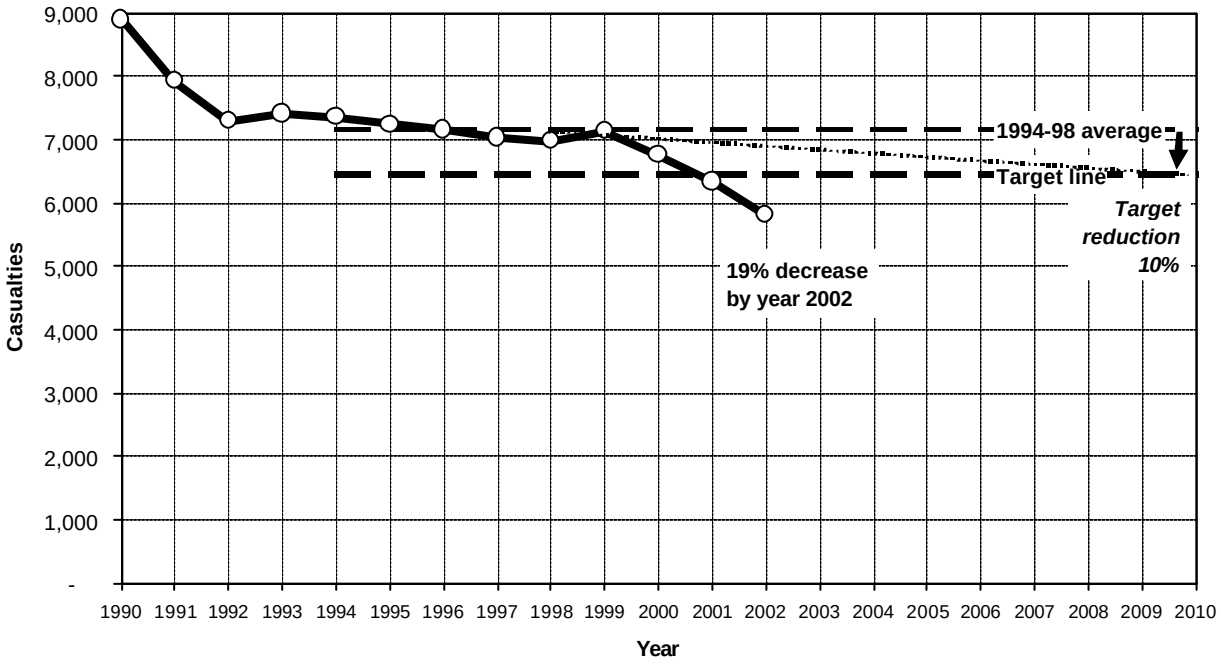


Fig. 19: Greater London - Pedal cyclist slightly injured casualties

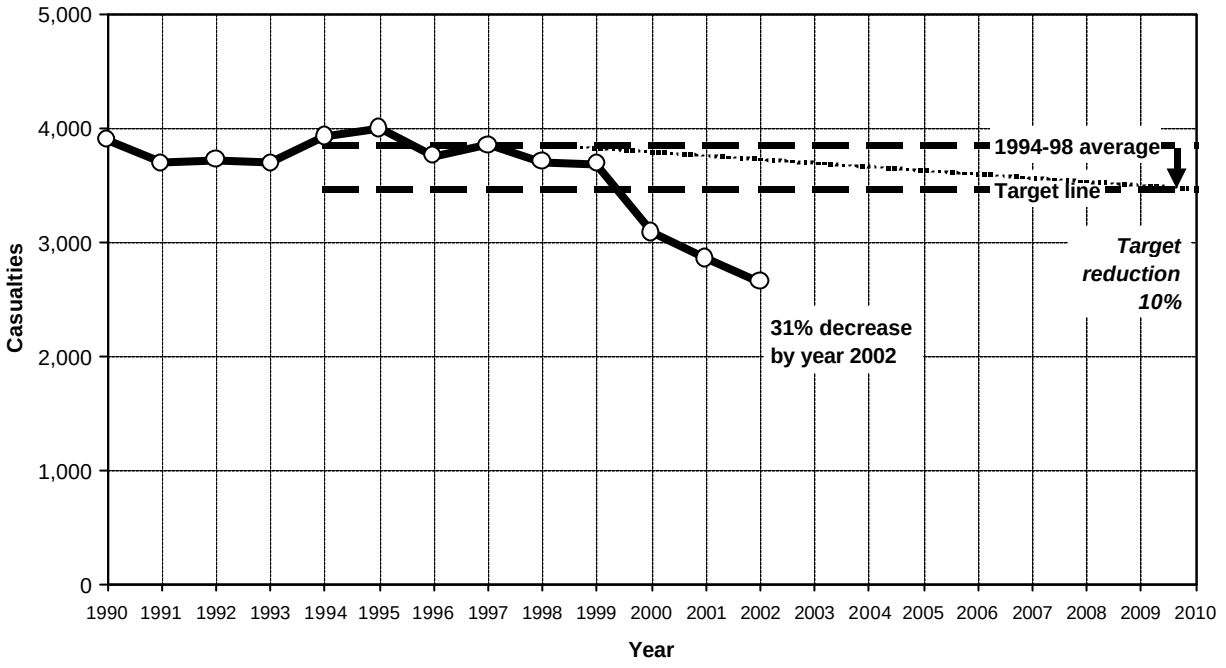


Fig. 20: Greater London - Powered two wheeler slightly injured casualties

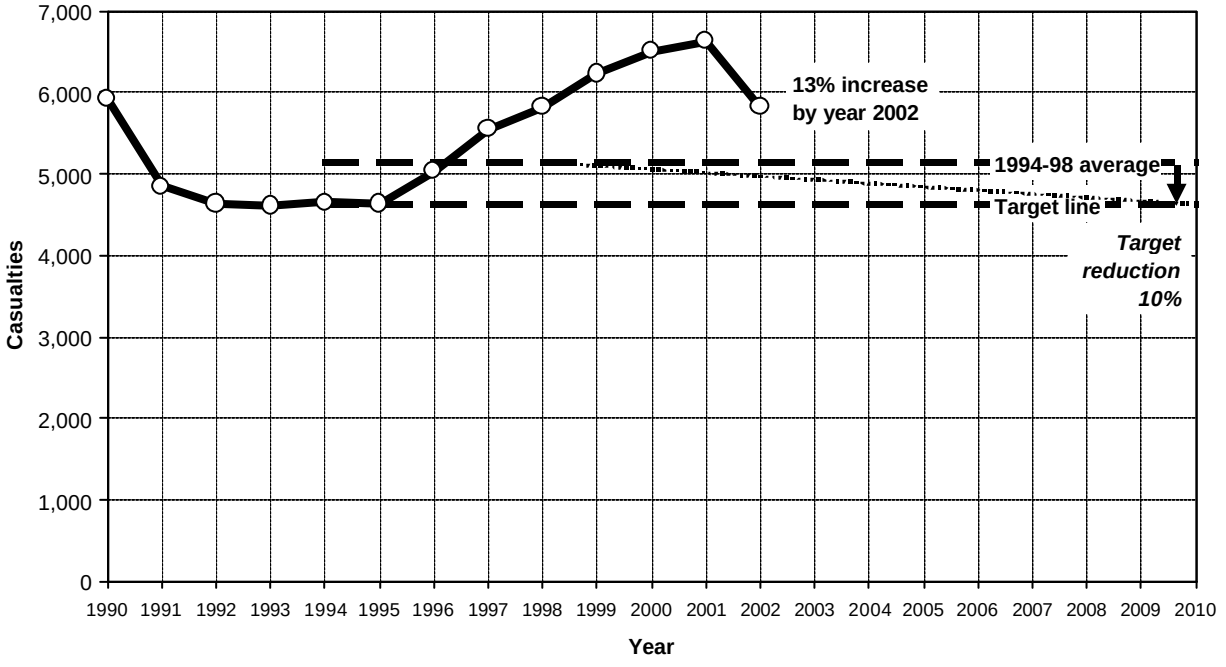


Fig. 21: Greater London - Car occupant slightly injured casualties

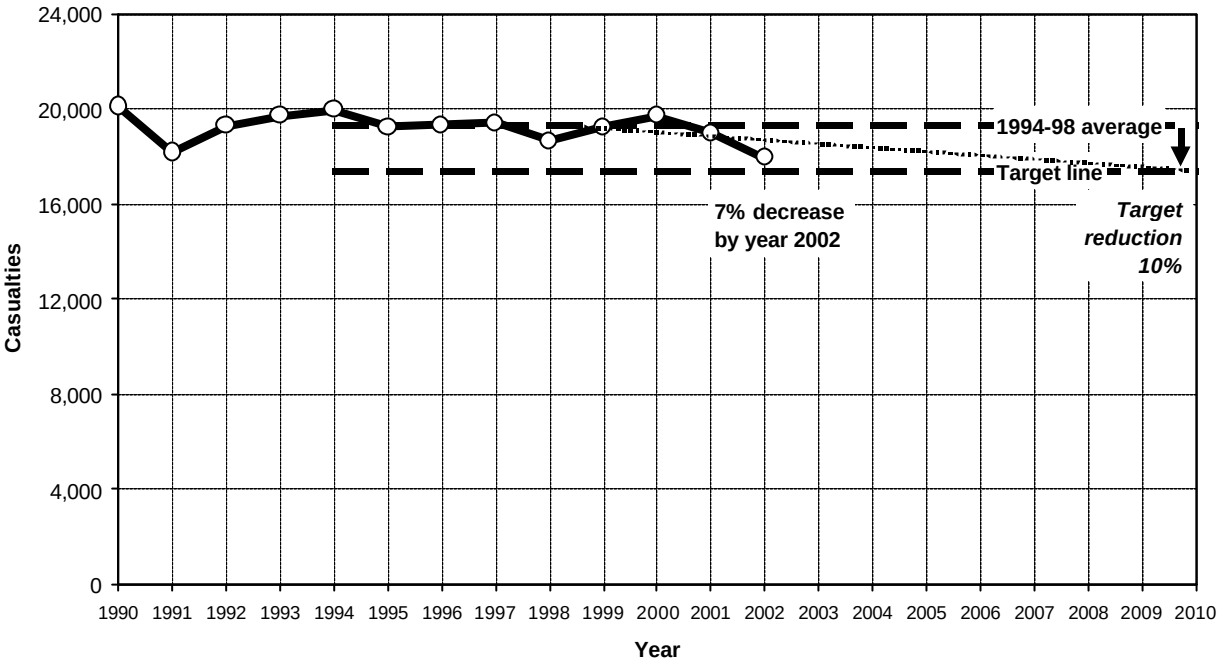


Fig. 22: Greater London - Bus occupant slightly injured casualties

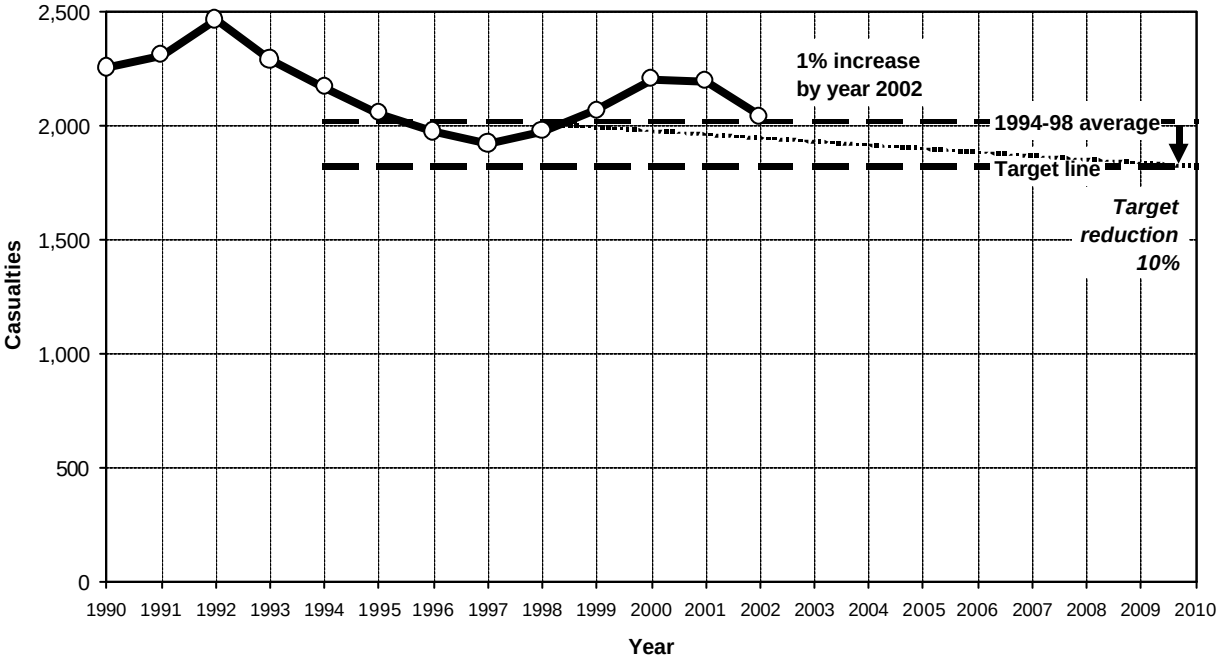
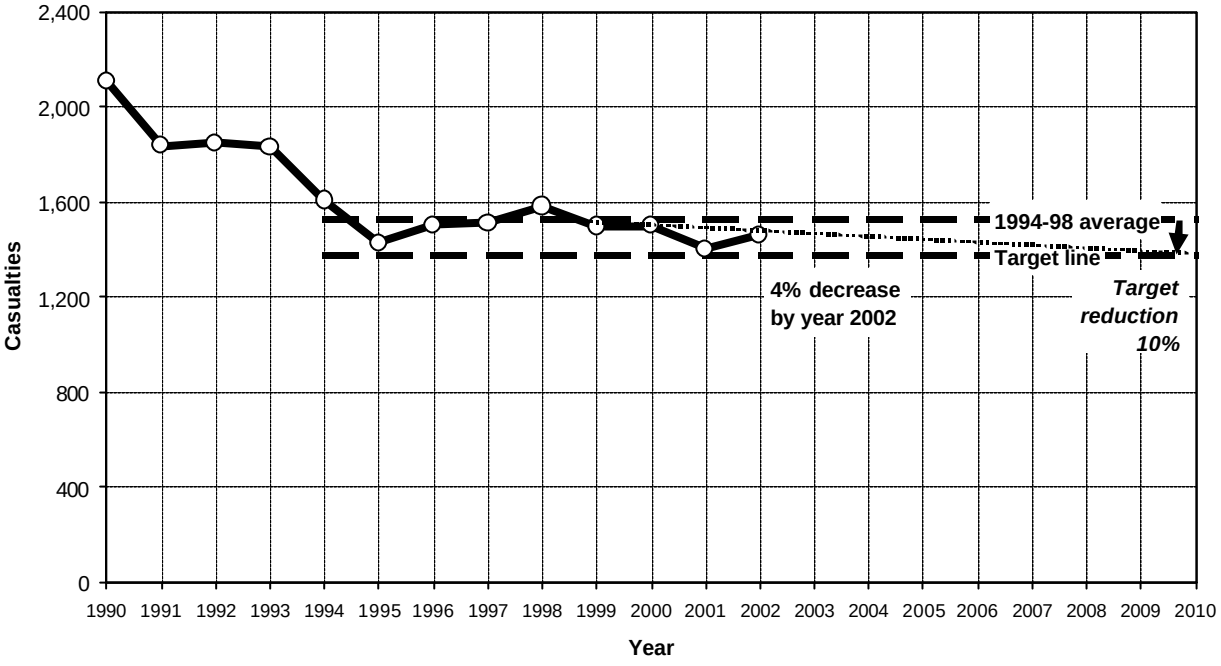


Fig. 23: Greater London - Other vehicle occupant slightly injured casualties



5.3 Transport for London Road Network casualty monitoring charts

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

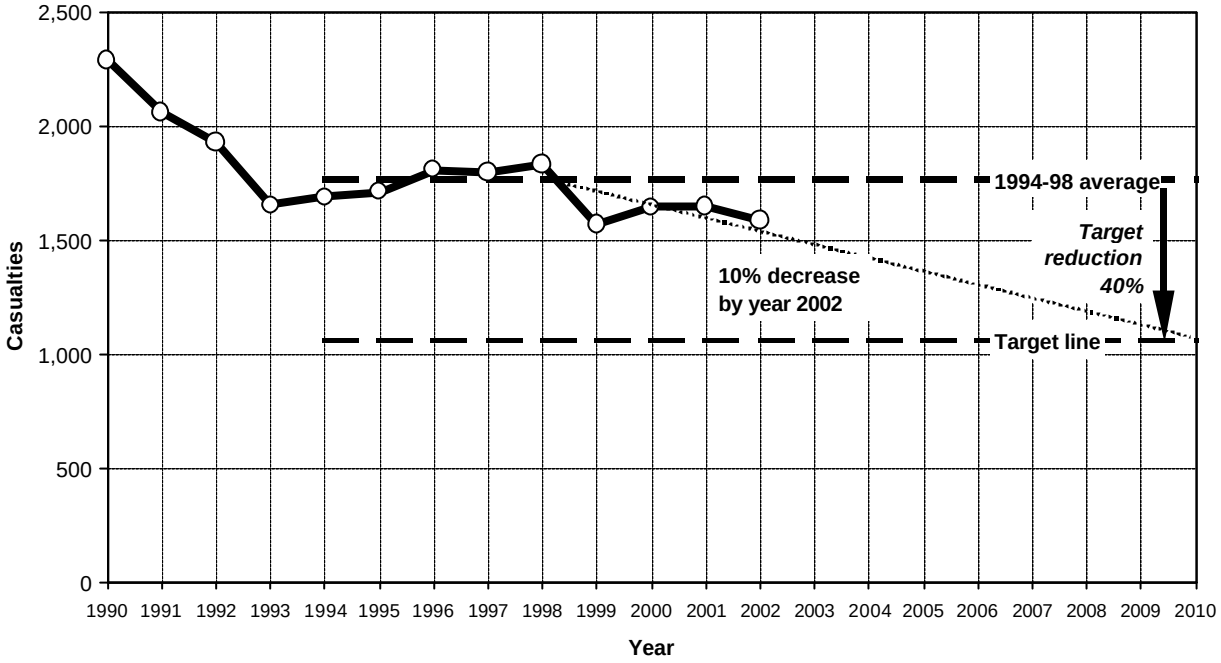


Fig. 25: TLRN - Pedestrian killed or seriously injured casualties *(London Target Category)*

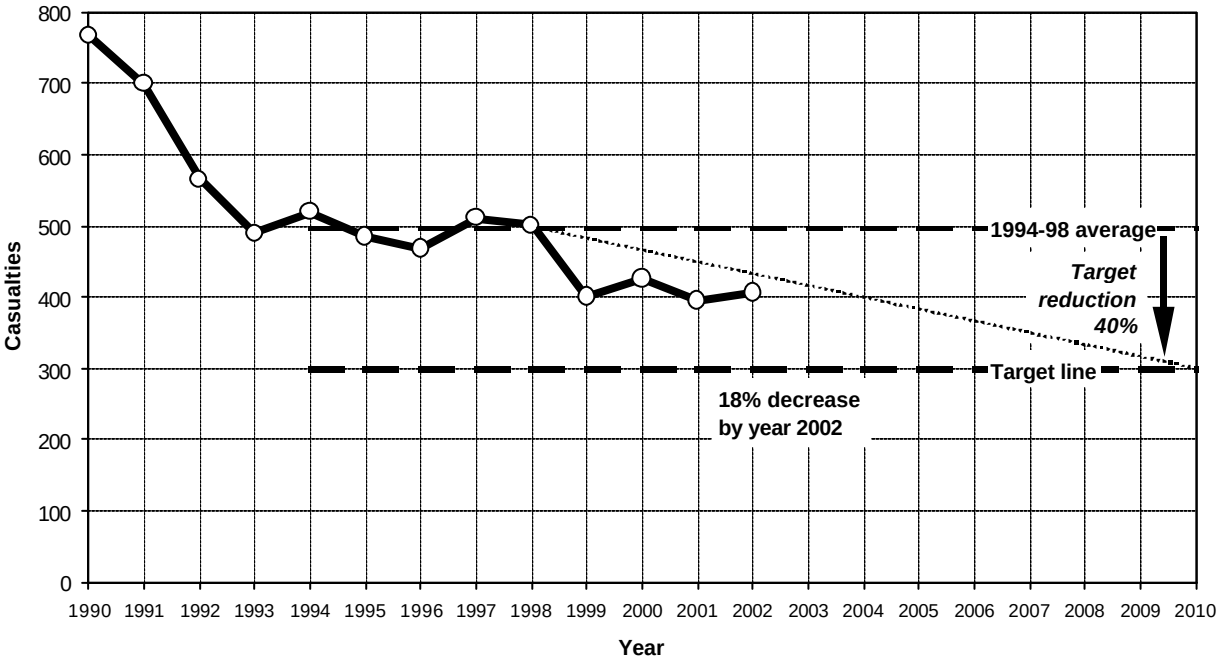


Fig. 26: TLRN - Pedal cyclist killed or seriously injured casualties *(London Target Category)*

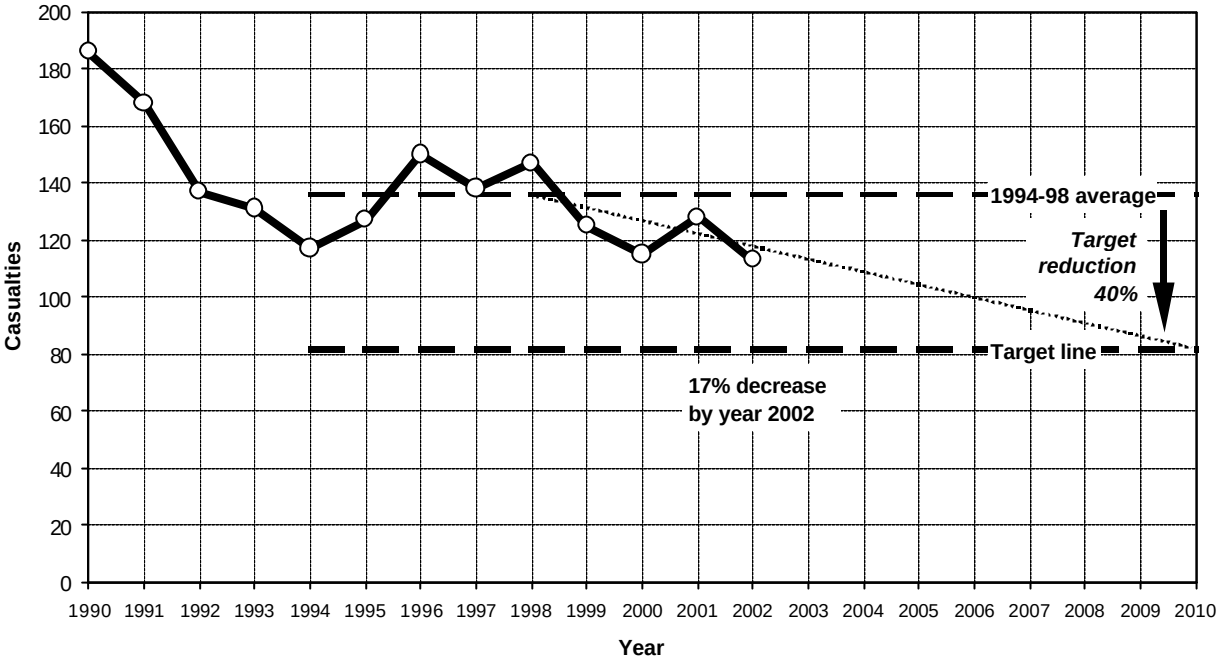


Fig. 27: TLRN - Powered two wheeler killed or seriously injured casualties *(London Target Category)*

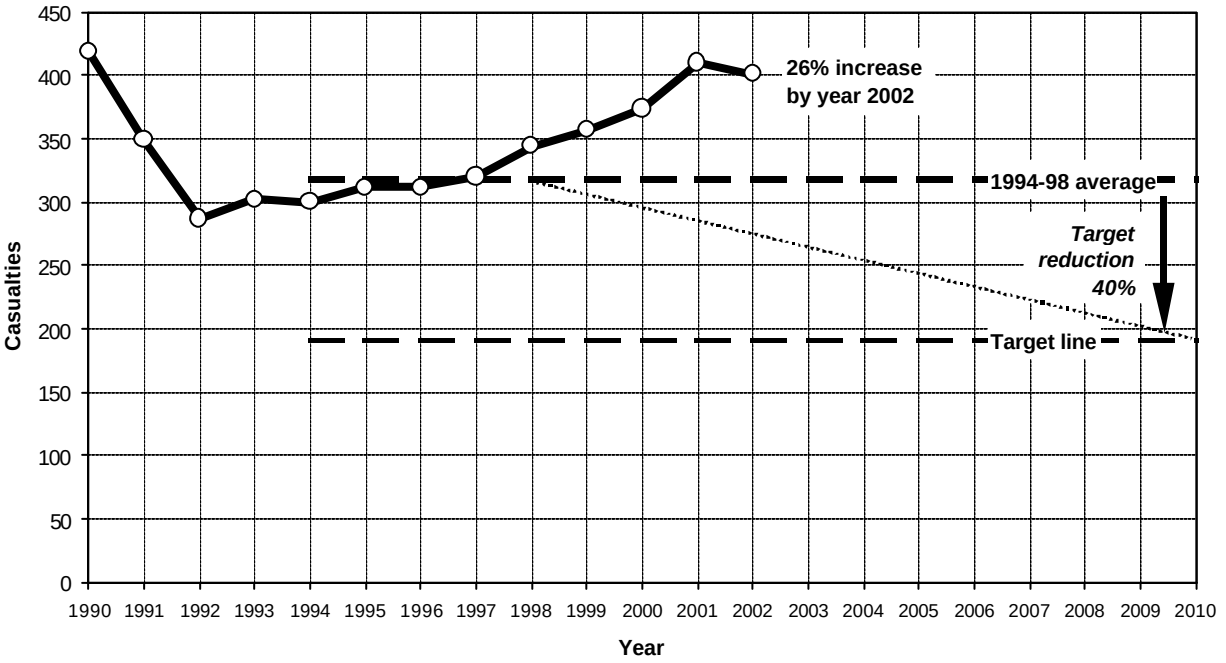


Fig. 28: TLRN - Child killed or seriously injured casualties *(National Target Category)*

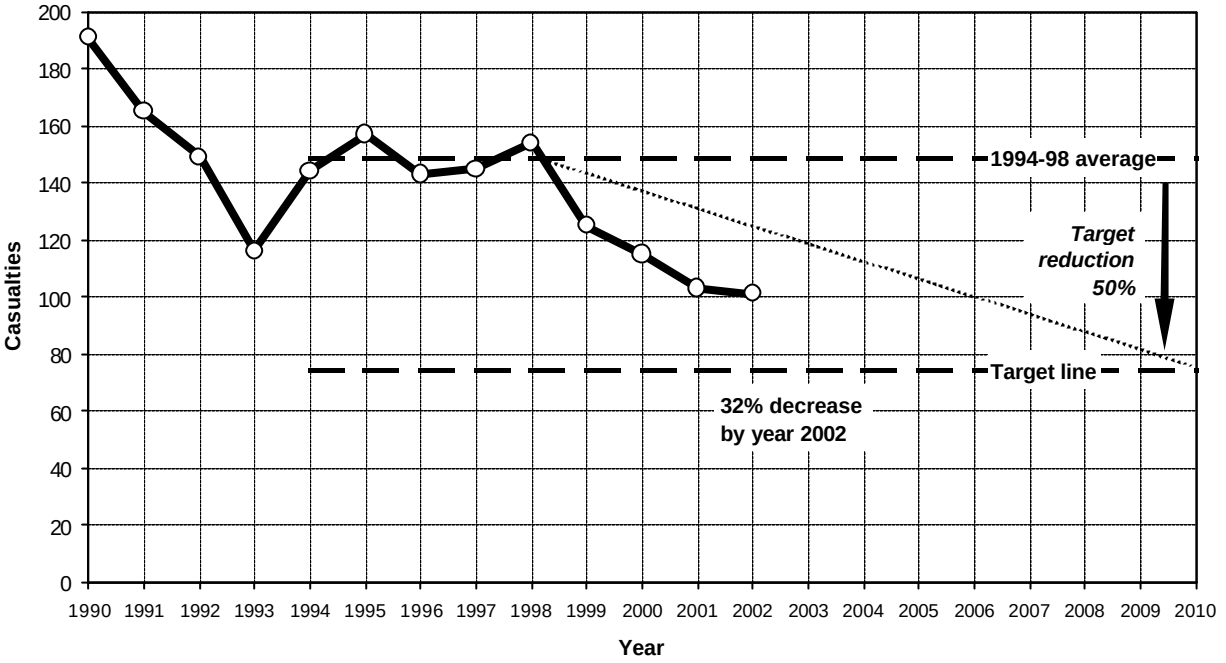
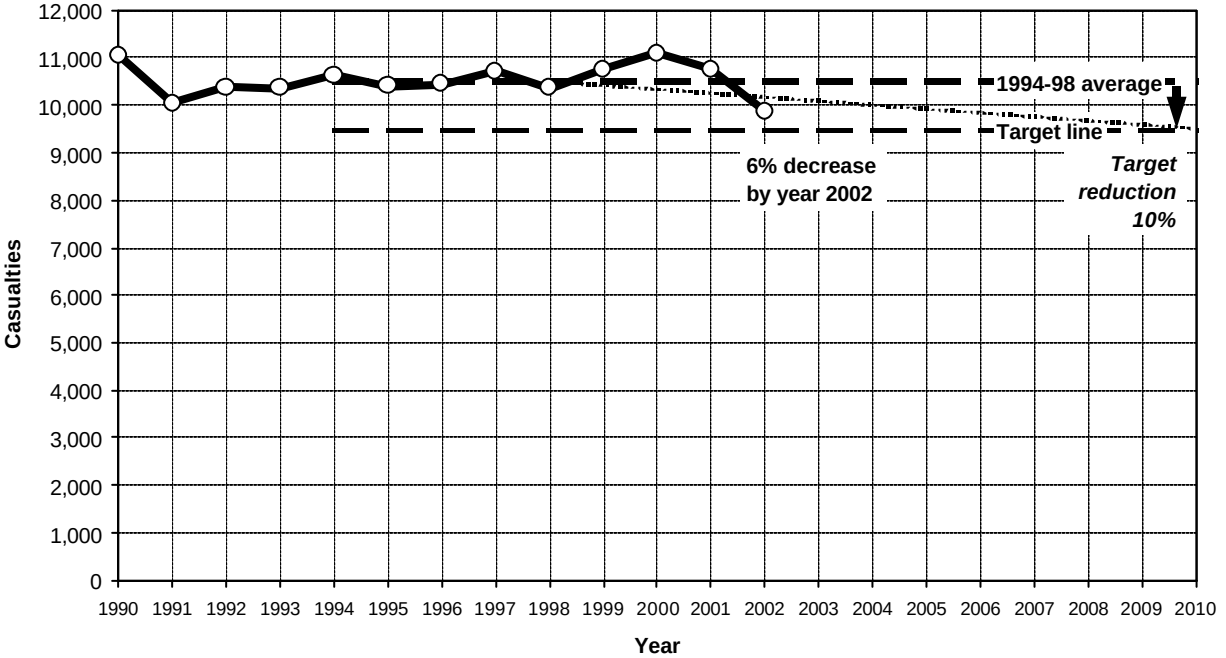


Fig. 29: TLRN - All slightly injured casualties *(National Target Category)*



5.4 Borough roads casualty monitoring charts

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

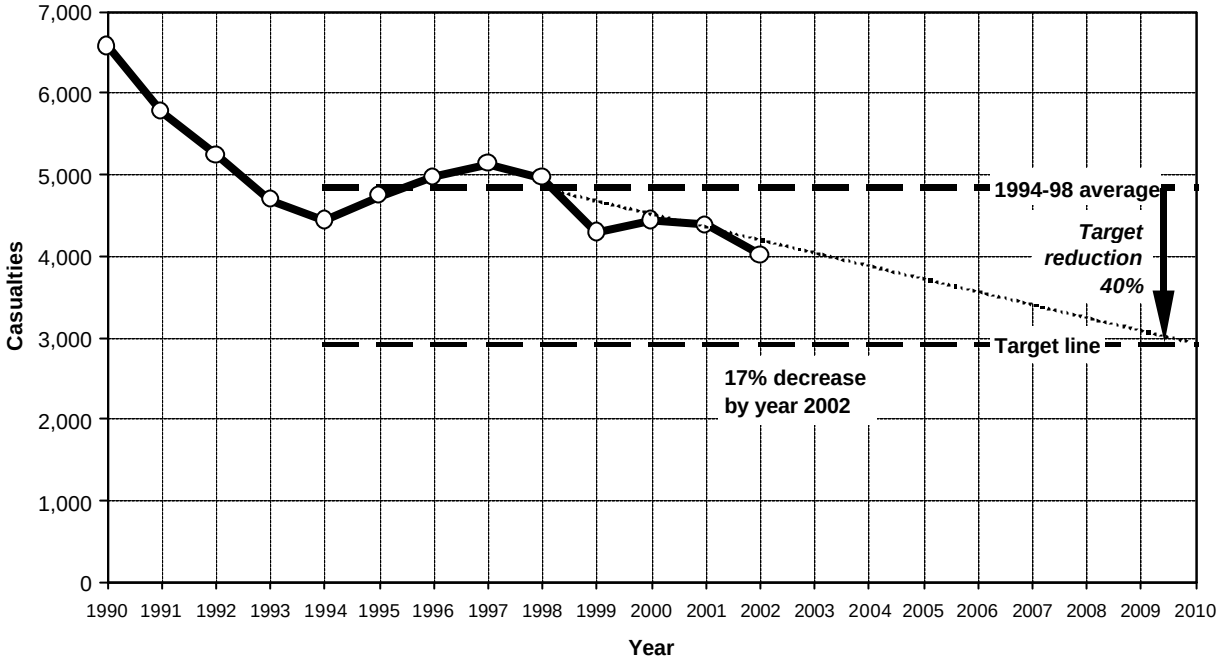


Fig. 31: Borough roads - Pedestrian killed or seriously injured casualties *(London Target Category)*

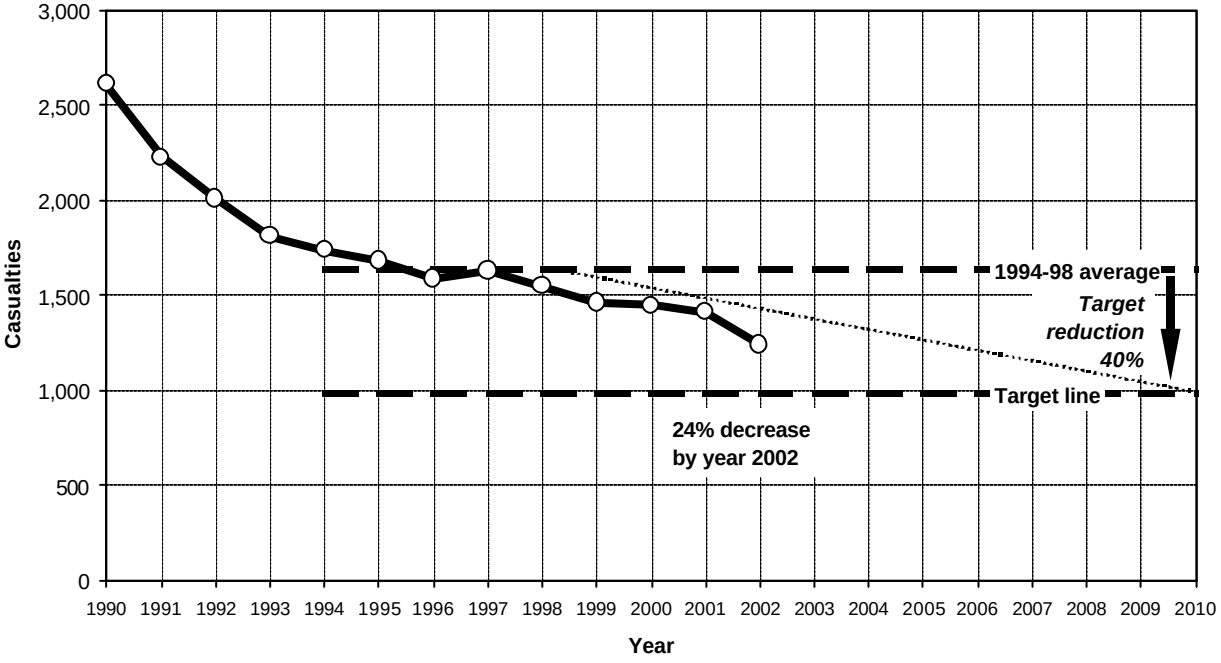


Fig. 32: Borough roads - Pedal cyclist killed or seriously injured casualties *(London Target Category)*

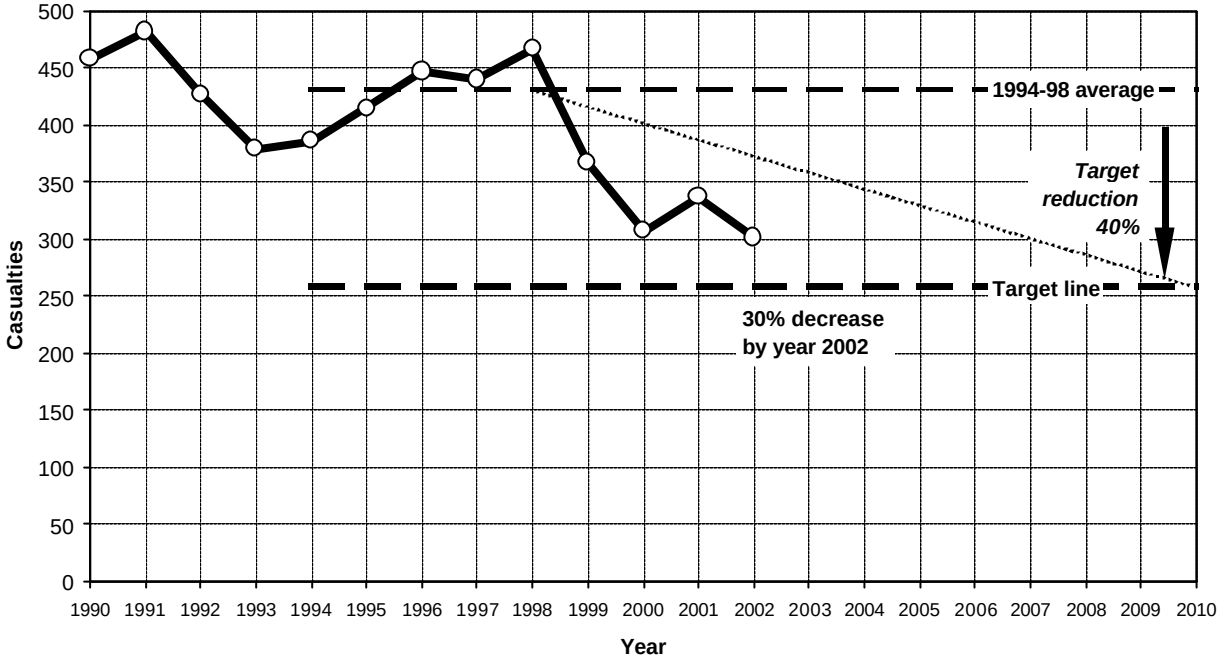


Fig. 33: Borough roads - Powered two wheeler killed or seriously injured casualties *(London Target Category)*

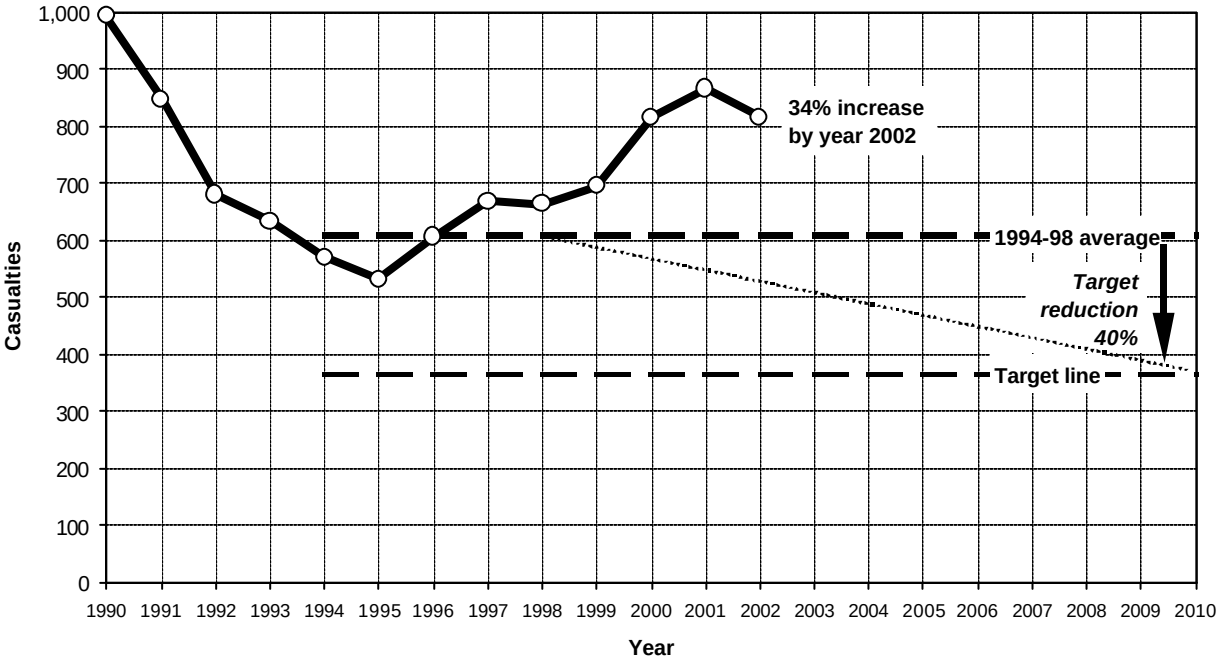


Fig. 34: Borough roads - Child killed or seriously injured casualties *(National Target Category)*

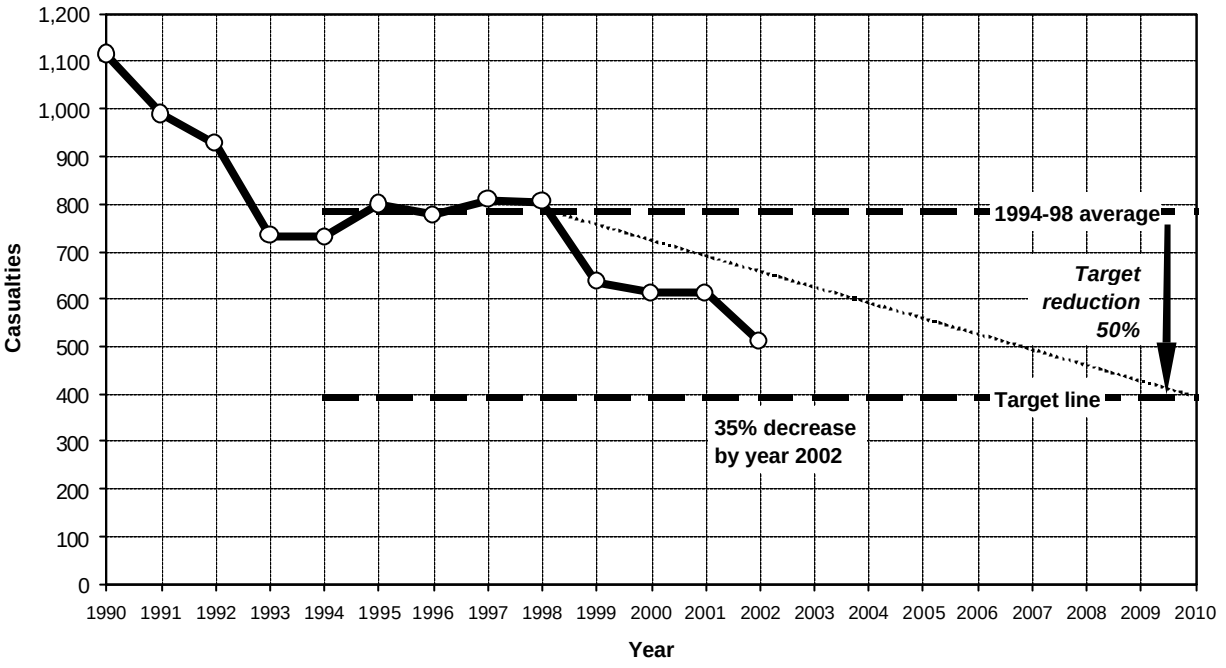
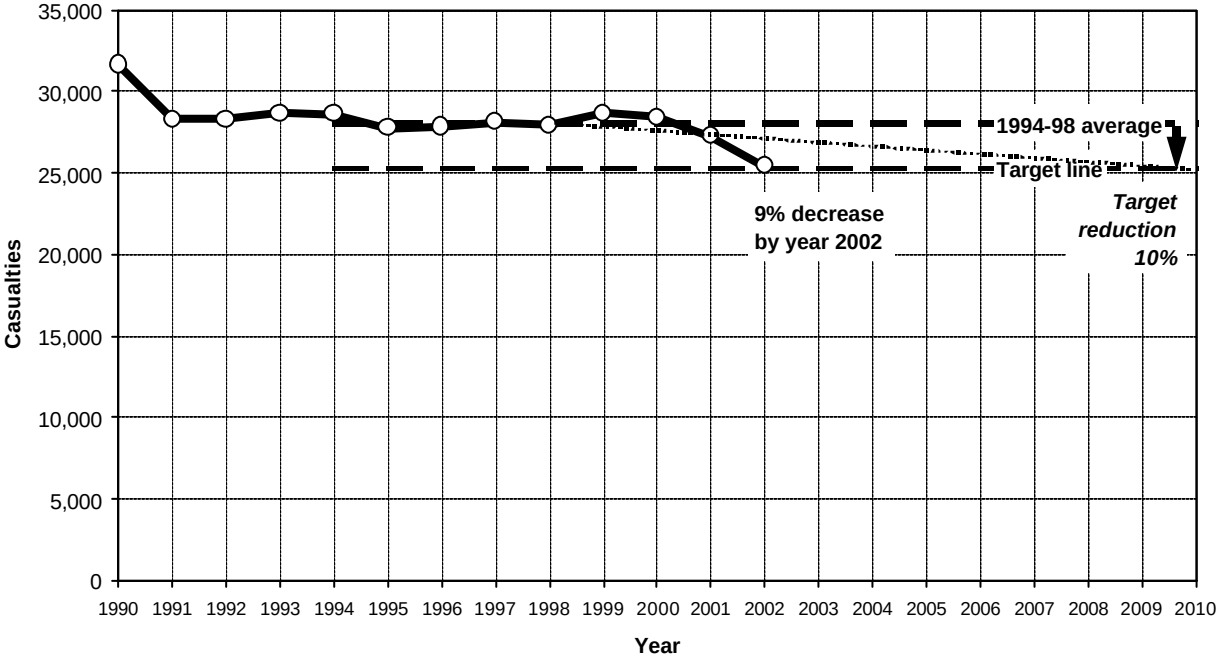


Fig. 35: Borough roads - All slightly injured casualties *(National Target Category)*



5.5 Highways Agency roads casualty monitoring charts

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

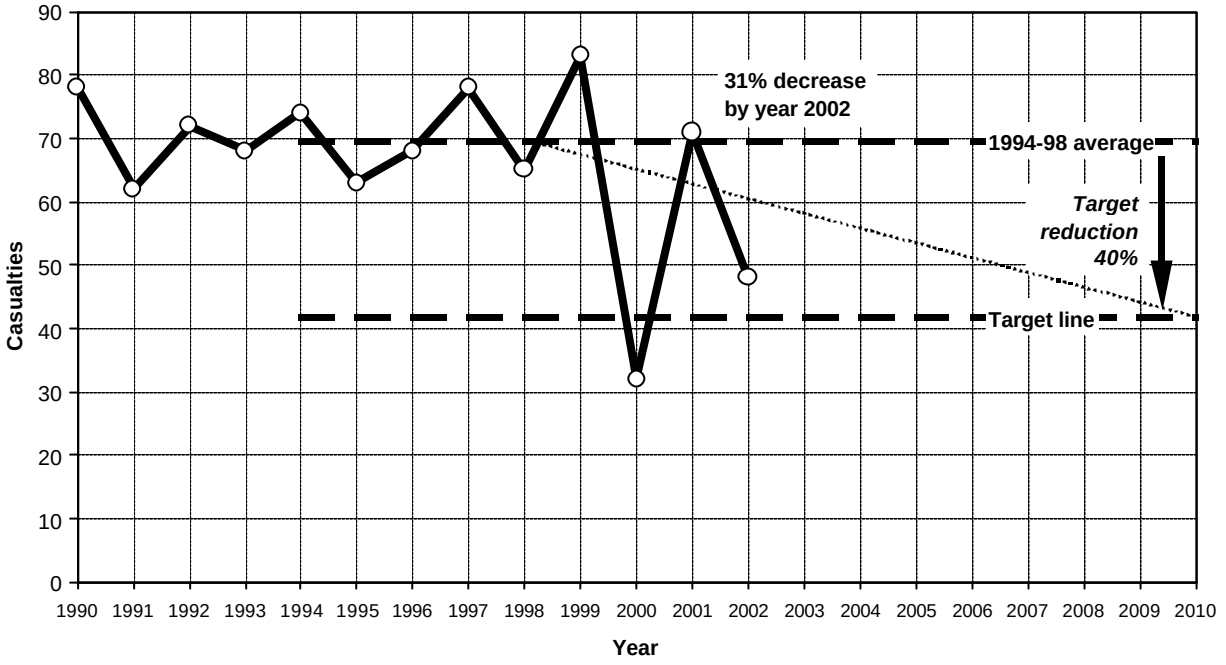
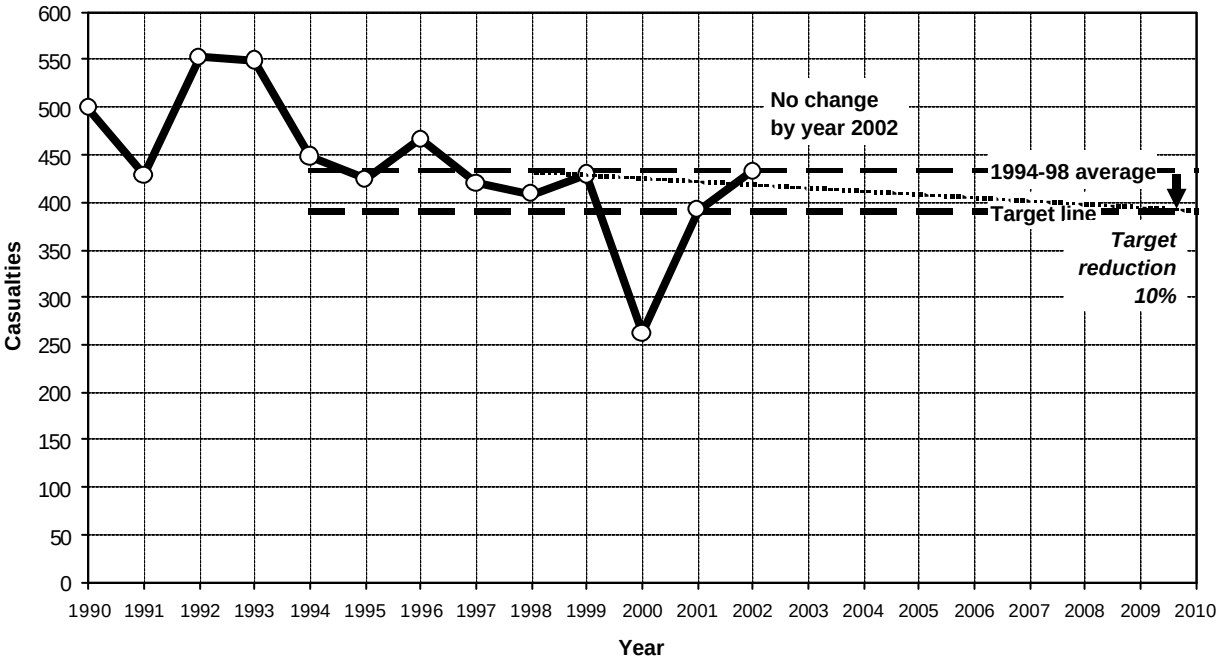
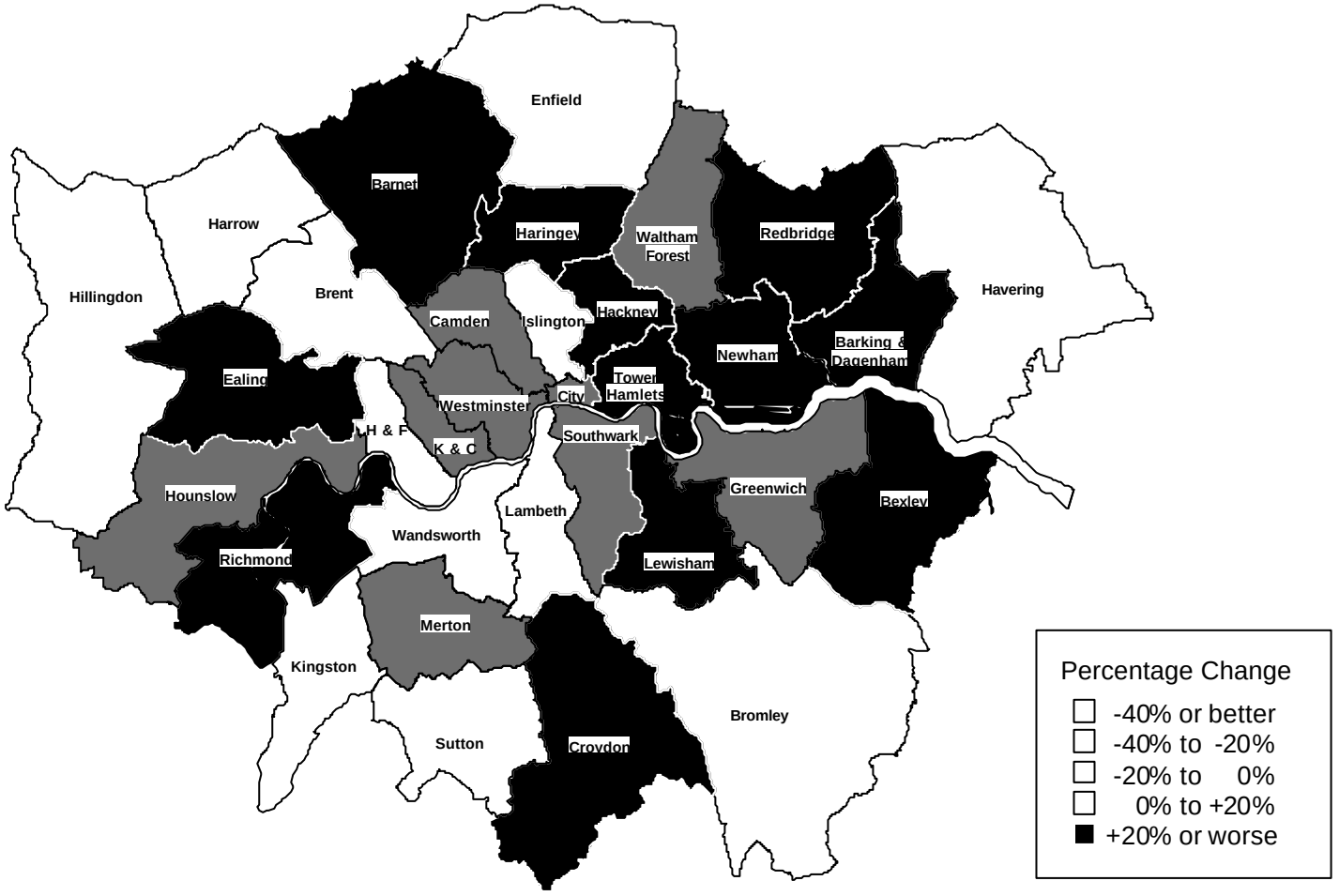


Fig. 37: Highways Agency roads - All slightly injured casualties *(National Target Category)*



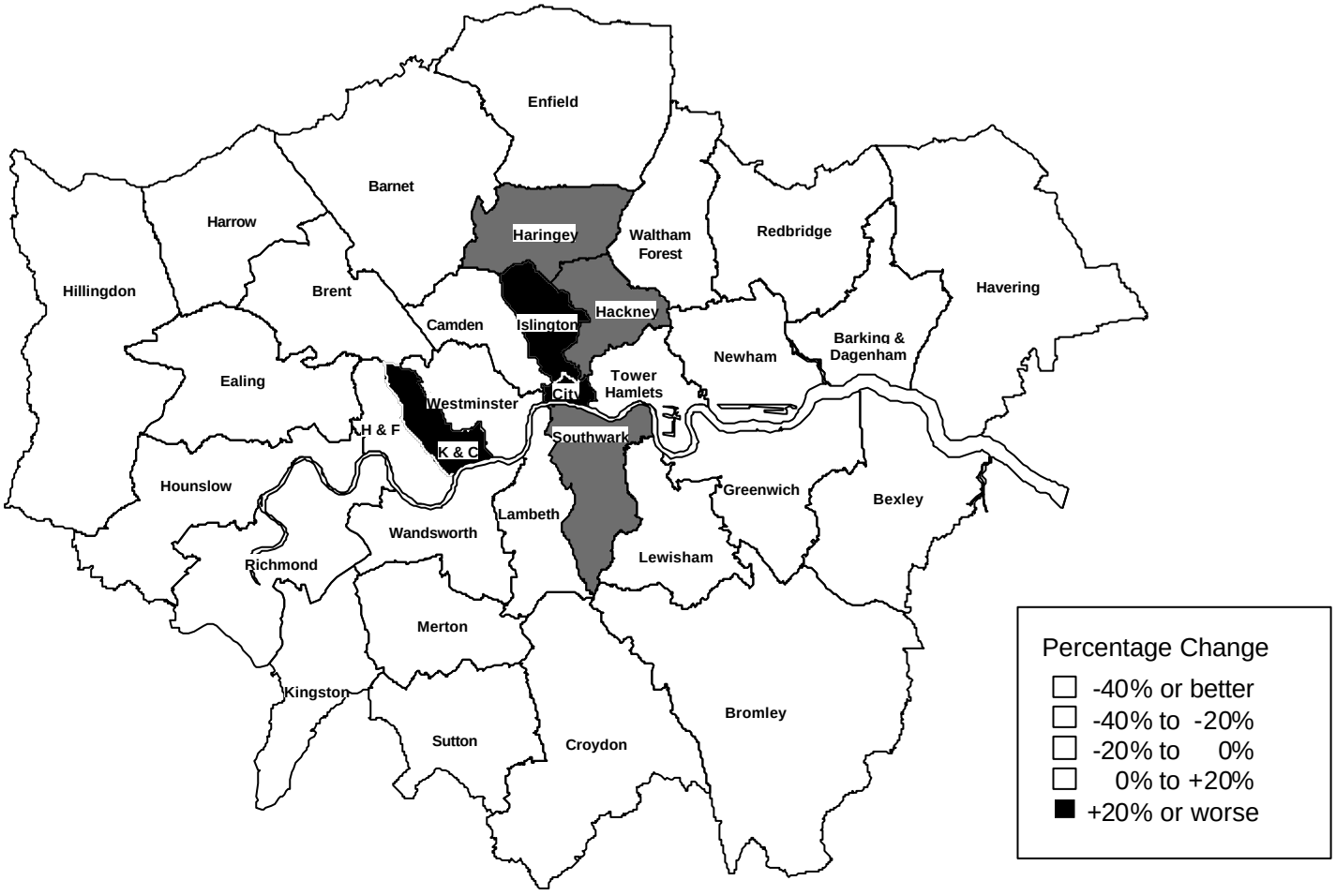
5.6 London-wide thematic maps

Map A: Greater London - All Fatalities
Percentage change from 1994-98 average to year 2002

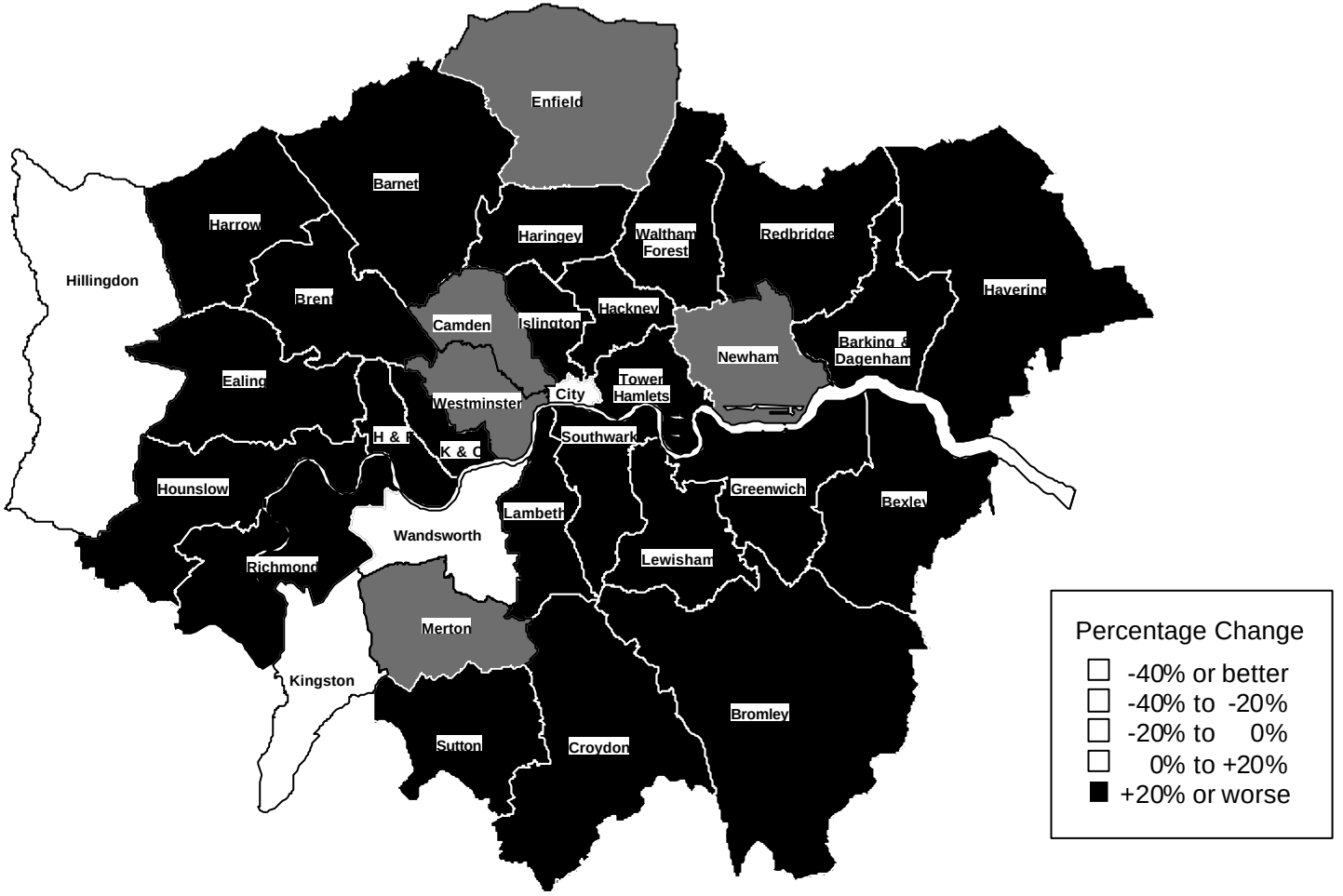


Map B: Greater London - All pedestrians killed or seriously injured (KSI)
Percentage change from 1994-98 average to year 2002

Map C: Greater London - All pedal cyclists killed or seriously injured (KSI) Percentage change from 1994-98 average to year 2002

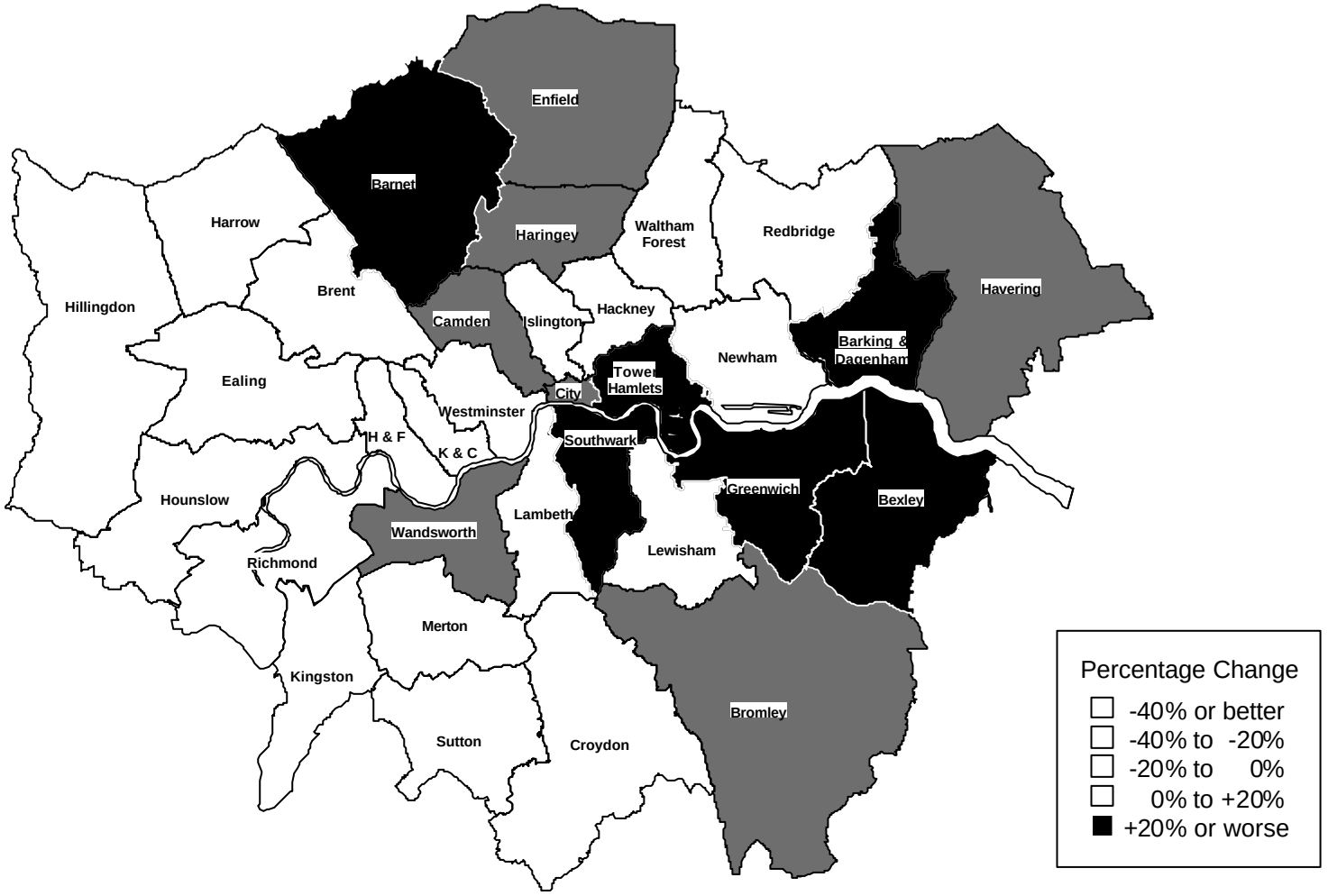


Map D: Greater London - All powered two wheeler users killed or seriously injured (KSI) Percentage change from 1994-98 to year 2002



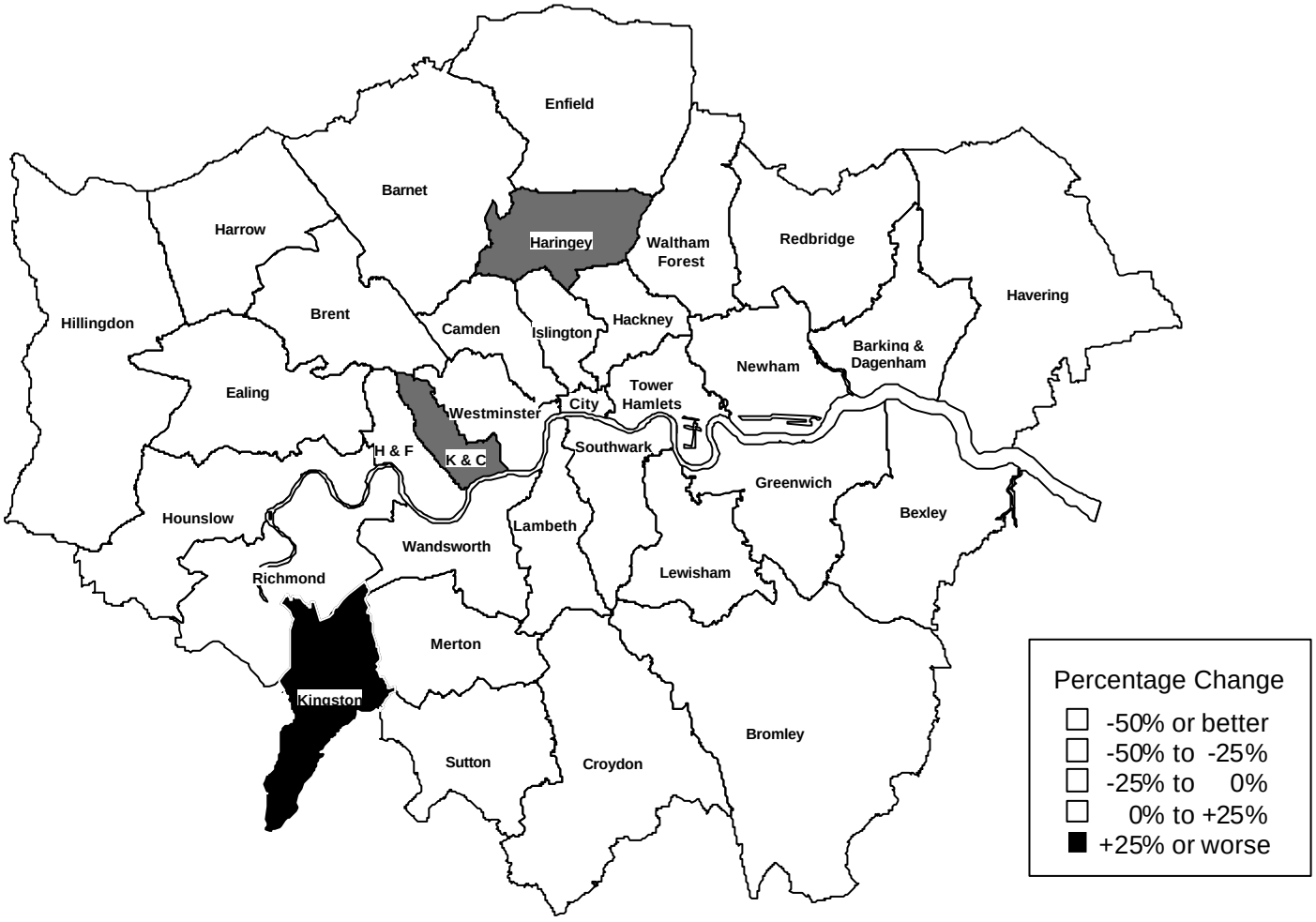
Map E: Greater London - All car occupants killed or seriously injured (KSI)
Percentage change from 1994-98 average to year 2002

Map F: Greater London - All bus/coach occupants killed or seriously injured (KSI)
Percentage change from 1994-98 average to year 2002



Map G: Greater London - Total killed or seriosly injured (KSI)
Percentage change from 1994-98 average to year 2002

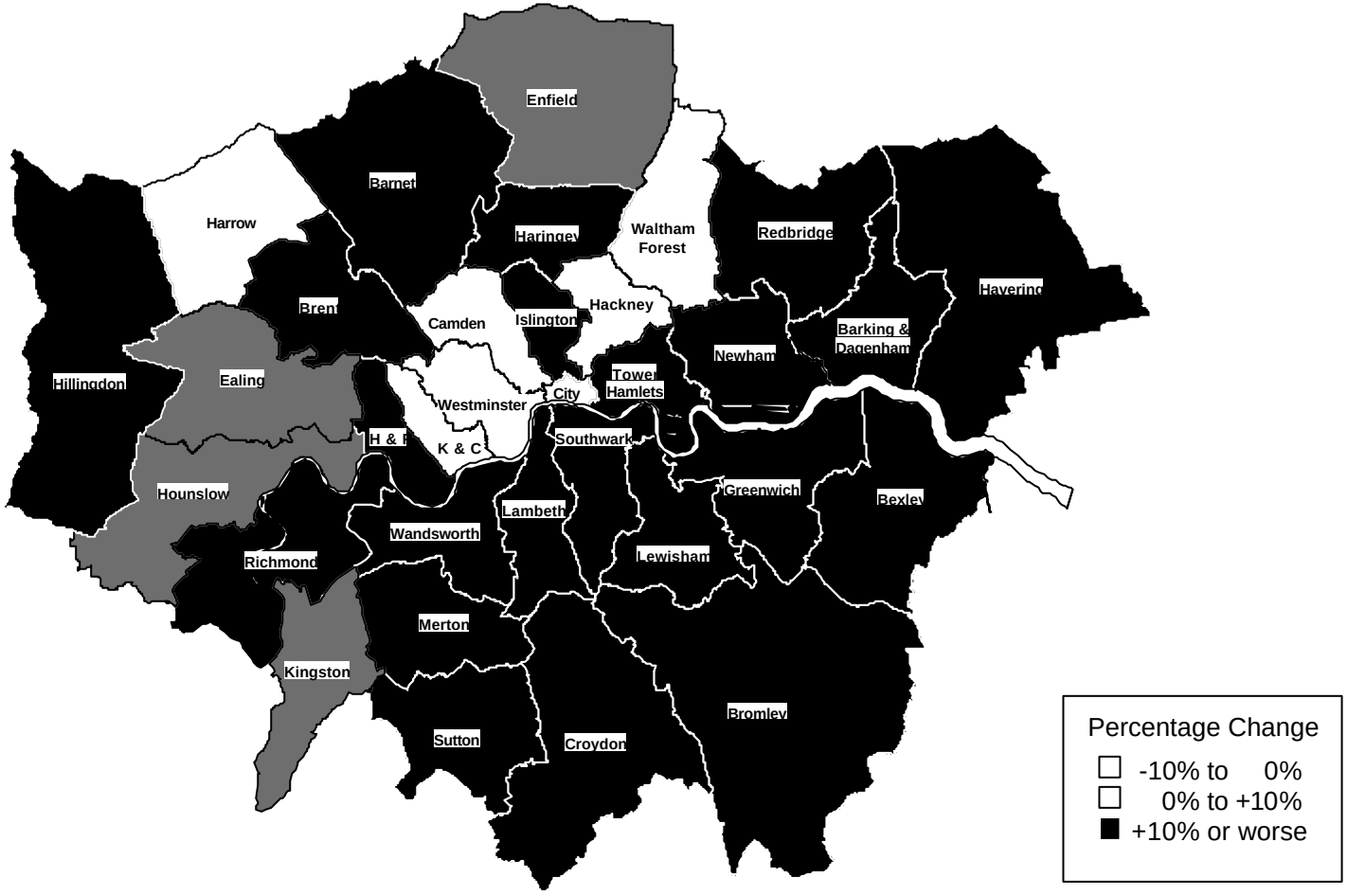
Map H: Greater London - Children killed or seriously injured (KSI)
Percentage change from 1994-98 average to year 2002



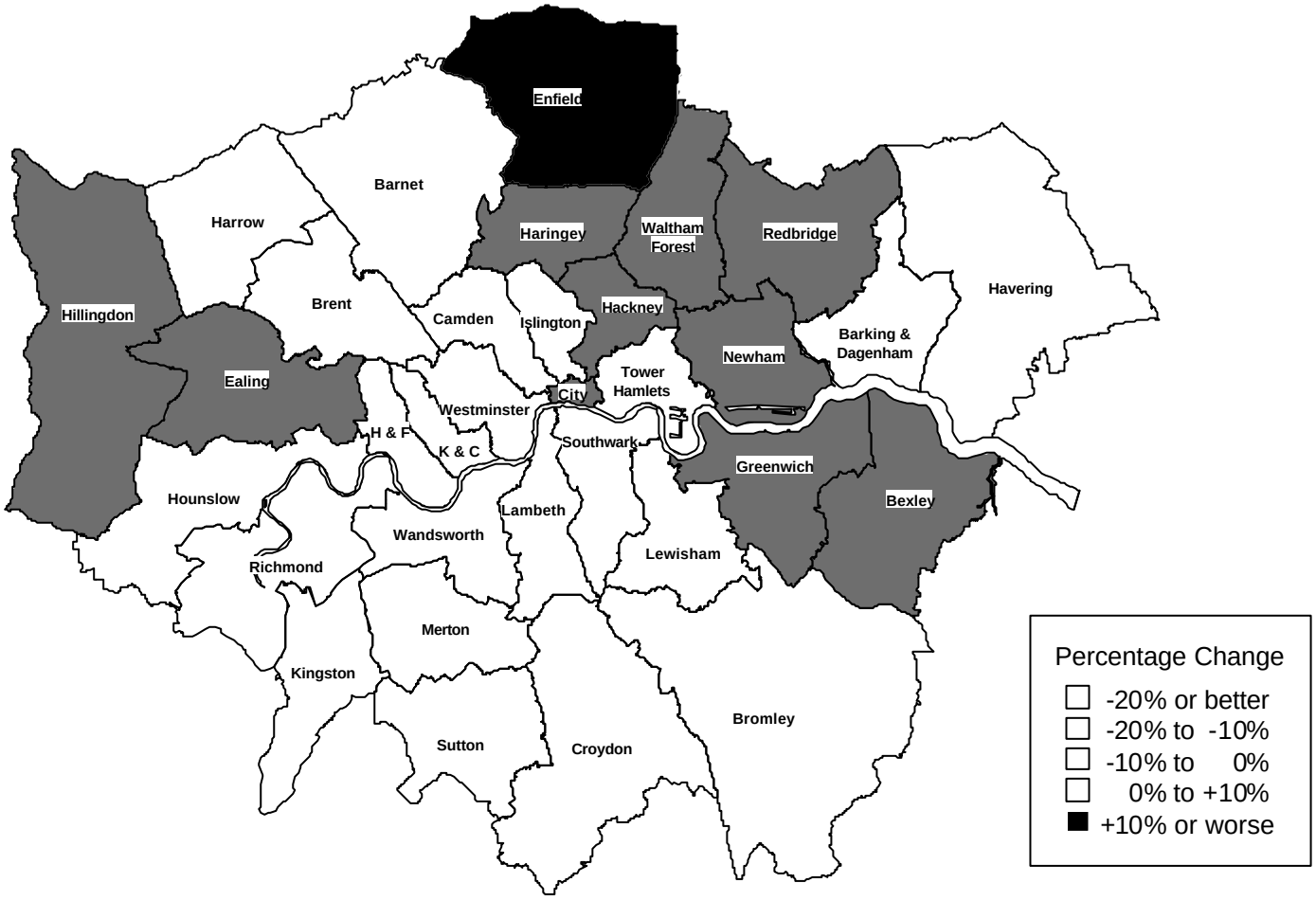
Map I: Greater London - Pedestrian casualties slightly injured
Percenatge change from 1994-98 average to year 2002

Map J: Greater London - Pedal cyclist casualties slightly injured
Percentage change from 1994-98 average to year 2002

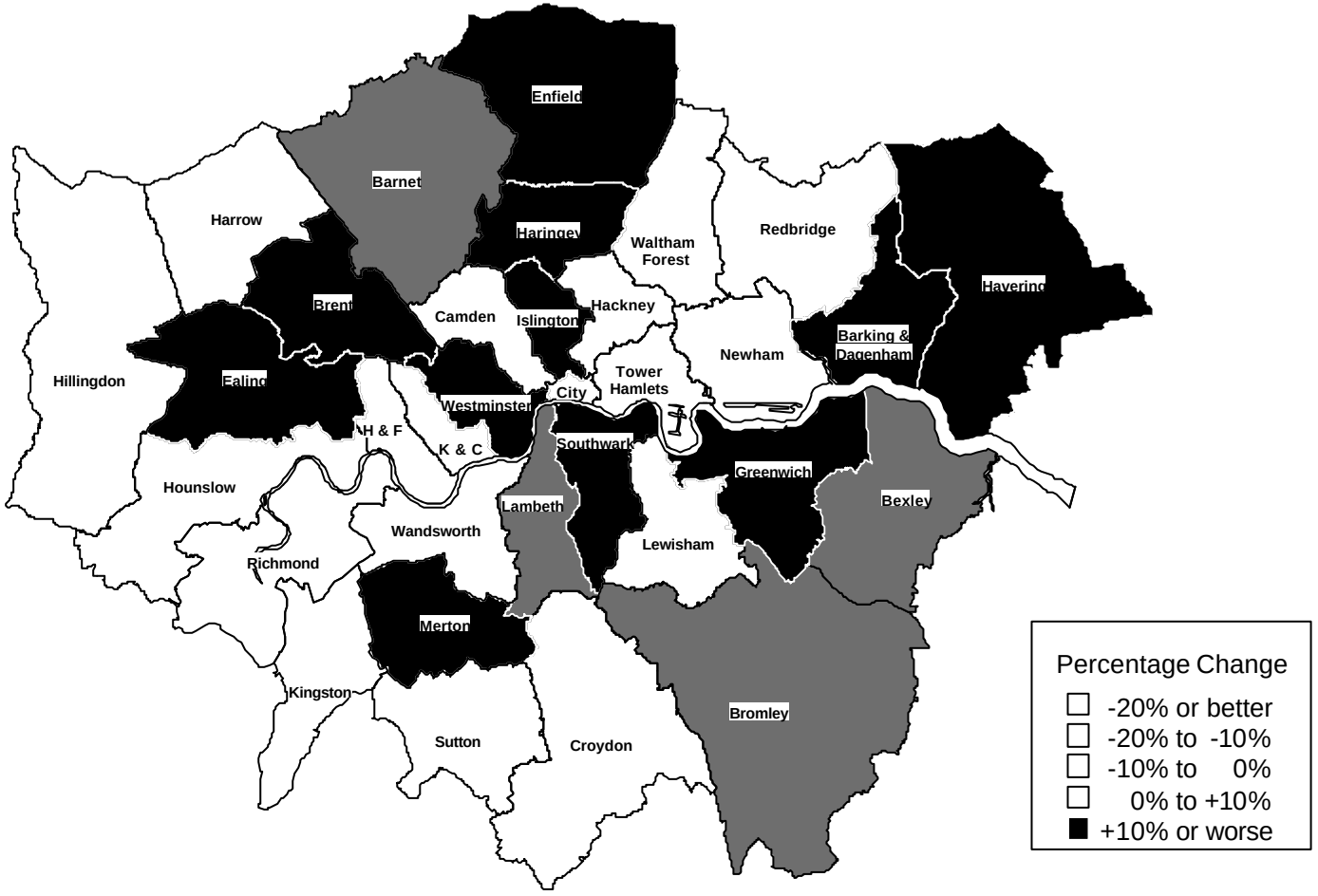
Map K: Greater London - Powered two wheeler user casualties slightly injured
Percentage change from 1994-98 average to 2002



Map L: Greater London - Car occupant casualties slightly injured
Percentage change from 1994-98 average to year 2002



Map M: Greater London - Bus/coach occupant casualties slightly injured
Percentage change from 1994-98 average to year 2002



Map N: Greater London - Total casualties slightly injured
Percentage change from 1994-98 average to year 2002

Appendix A

Borough casualty monitoring charts and tables

1. Barking & Dagenham

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

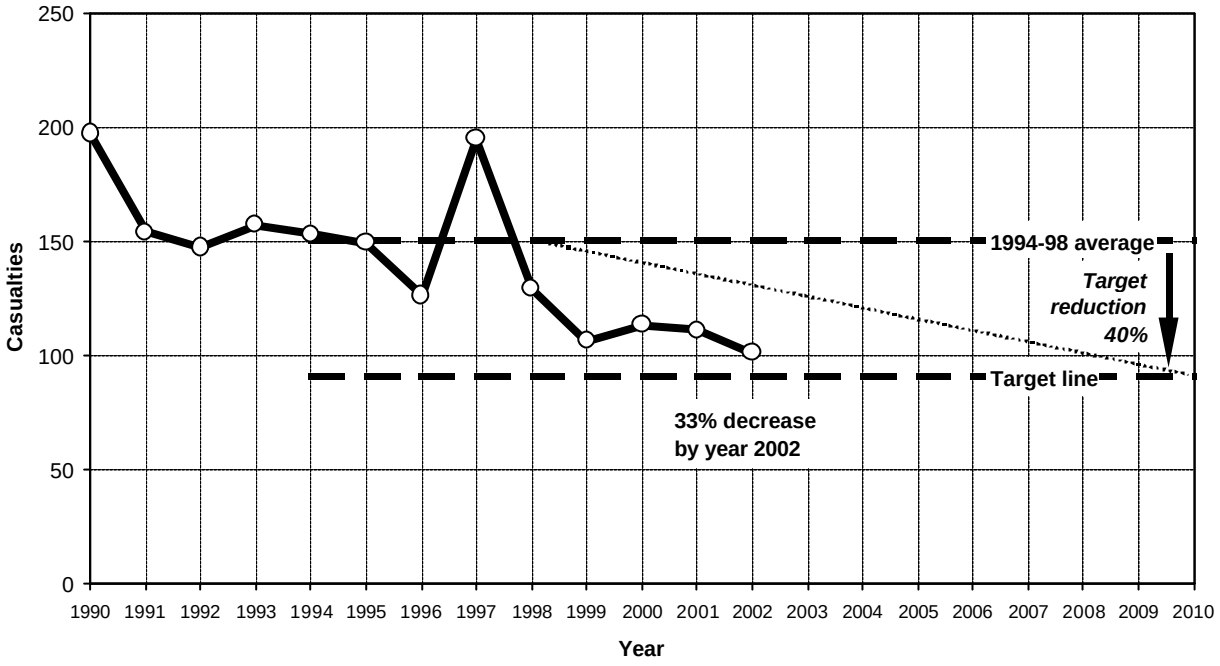


Fig. A1.2: L.B. of Barking & Dagenham - All slight casualties

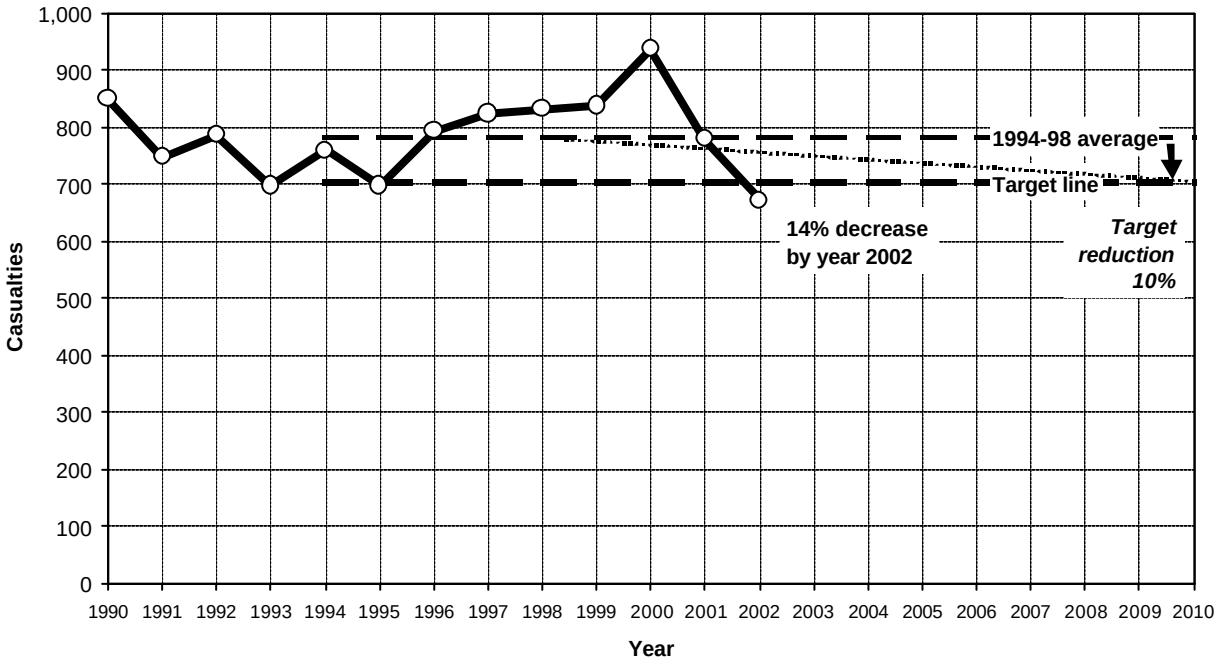


Table A1: Towards the year 2010: Monitoring casualties in L.B. of Barking & Dagenham
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	3.2	2	1	*-50%*	*-69%*
	Pedal cyclists	0.4	0	1	*n/a*	*150%*
	Powered 2 Wheeler	0.4	0	3	*n/a*	*650%*
	Car occupants	1.0	1	3	*200%*	*200%*
	Bus or coach occupants	0.2	0	0	*0%*	*-100%*
	Other vehicle occupants	0.2	0	1	*n/a*	*400%*
	Total	**5.4**	**3**	**9**	***200%***	***67%***
Fatal & serious	Pedestrians	35.2	25	26	*4%*	*-26%*
	Pedal cyclists	7.6	5	5	*0%*	*-34%*
	Powered 2 Wheeler	13.2	13	16	*23%*	*21%*
	Car occupants	83.6	61	45	*-26%*	*-46%*
	Bus or coach occupants	3.6	4	7	*75%*	*94%*
	Other vehicle occupants	7.2	3	2	*-33%*	*-72%*
	Total	**150.4**	**111**	**101**	***-9%***	***-33%***
	Children (under 16yrs)	**30.0**	**20**	**15**	***-25%***	***-50%***
Slight*	Pedestrians	123.2	102	96	*-6%*	*-22%*
	Pedal cyclists	61.6	37	33	*-11%*	*-46%*
	Powered 2 Wheeler	53.6	95	78	*-18%*	*46%*
	Car occupants	482.0	477	401	*-16%*	*-17%*
	Bus or coach occupants	28.0	43	32	*-26%*	*14%*
	Other vehicle occupants	32.8	26	32	*23%*	*-2%*
	Total	**781.2**	**780**	**672**	***-14%***	***-14%***
All severities	Pedestrians	158.4	127	122	*-4%*	*-23%*
	Pedal cyclists	69.2	42	38	*-10%*	*-45%*
	Powered 2 Wheeler	66.8	108	94	*-13%*	*41%*
	Car occupants	565.6	538	446	*-17%*	*-21%*
	Bus or coach occupants	31.6	47	39	*-17%*	*23%*
	Other vehicle occupants	40.0	29	34	*17%*	*-15%*
	Total	**931.6**	**891**	**773**	***-13%***	***-17%***

NB. National and London casualty reduction target categories shown with shading.

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

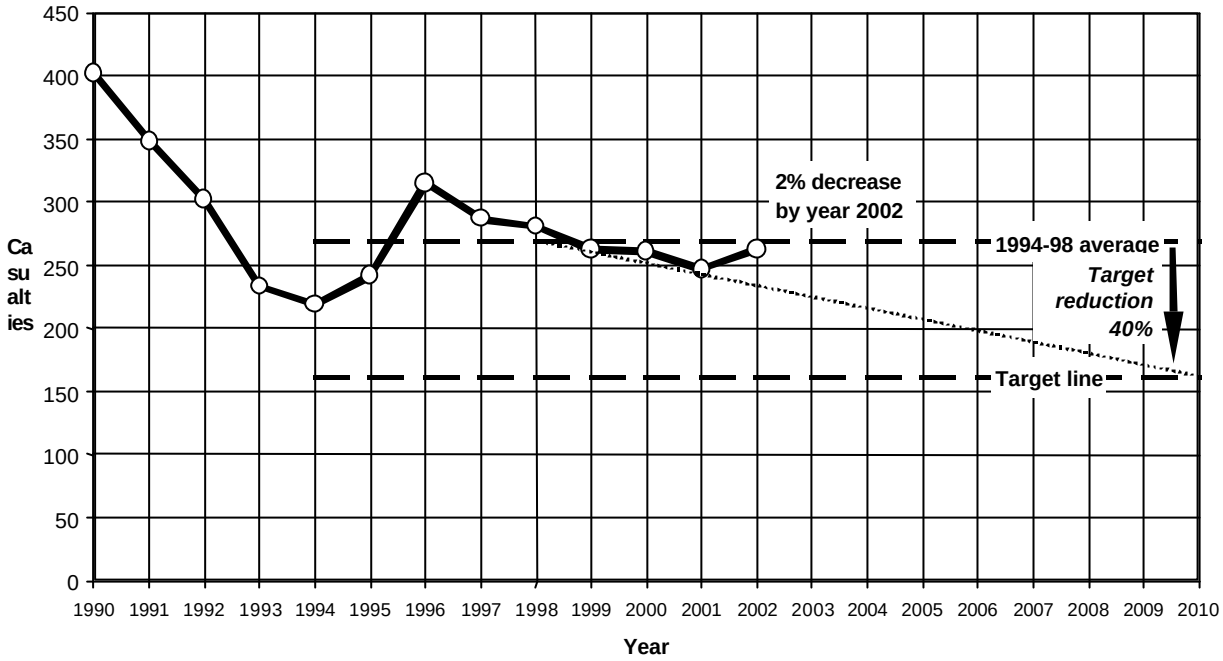


Fig. A2.2: L.B. of Barnet - All slight casualties

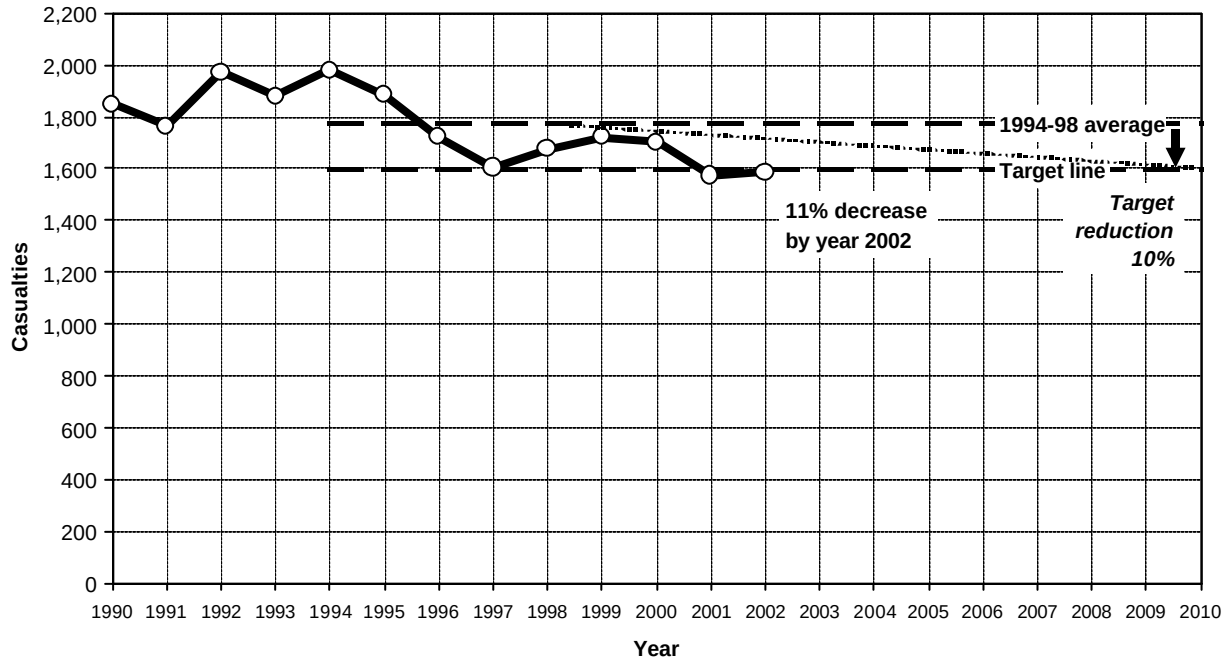


Table A2: Towards the year 2010: Monitoring casualties in L.B. of Barnet
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	4.0	4	5	*25%*	*25%*
	Pedal cyclists	0.4	0	0	*0%*	*-100%*
	Powered 2 Wheeler	2.2	2	2	*0%*	*-9%*
	Car occupants	4.2	3	7	*133%*	*67%*
	Bus or coach occupants	0.2	0	0	*0%*	*-100%*
	Other vehicle occupants	0.6	4	0	*-100%*	*-100%*
	Total	**11.6**	**13**	**14**	***8%***	***21%***
Fatal & serious	Pedestrians	70.4	66	64	*-3%*	*-9%*
	Pedal cyclists	14.4	8	5	*-38%*	*-65%*
	Powered 2 Wheeler	34.0	41	52	*27%*	*53%*
	Car occupants	133.2	112	127	*13%*	*-5%*
	Bus or coach occupants	7.2	7	13	*86%*	*81%*
	Other vehicle occupants	9.6	13	2	*-85%*	*-79%*
	Total	**268.8**	**247**	**263**	***6%***	***-2%***
	Children (under 16yrs)	**31.0**	**28**	**25**	***-11%***	***-19%***
Slight*	Pedestrians	252.8	215	198	*-8%*	*-22%*
	Pedal cyclists	89.0	61	56	*-8%*	*-37%*
	Powered 2 Wheeler	168.4	197	186	*-6%*	*10%*
	Car occupants	1,125.2	971	1,003	*3%*	*-11%*
	Bus or coach occupants	65.8	82	69	*-16%*	*5%*
	Other vehicle occupants	71.6	47	75	*60%*	*5%*
	Total	**1,772.8**	**1,573**	**1,587**	***1%***	***-10%***
All severities	Pedestrians	323.2	281	262	*-7%*	*-19%*
	Pedal cyclists	103.4	69	61	*-12%*	*-41%*
	Powered 2 Wheeler	202.4	238	238	*0%*	*18%*
	Car occupants	1,258.4	1,083	1,130	*4%*	*-10%*
	Bus or coach occupants	73.0	89	82	*-8%*	*12%*
	Other vehicle occupants	81.2	60	77	*28%*	*-5%*
	Total	**2,041.6**	**1,820**	**1,850**	***2%***	***-9%***

NB. National and London casualty reduction target categories shown with shading.

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

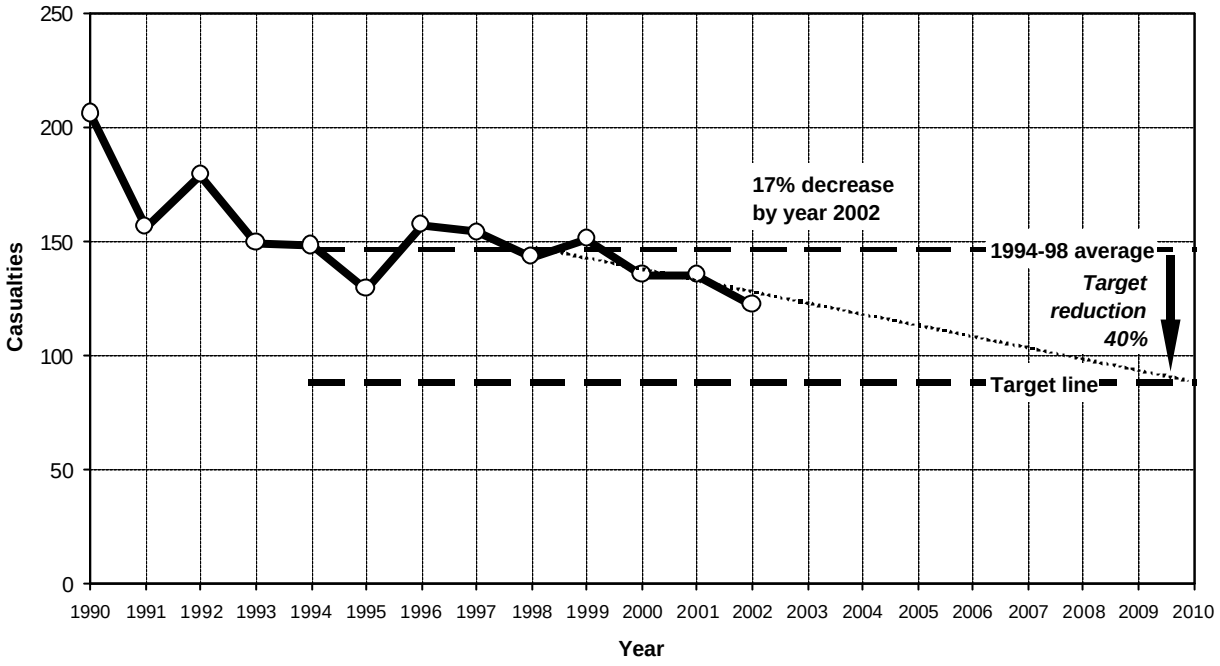


Fig. A3.2: L.B. of Bexley - All slight casualties

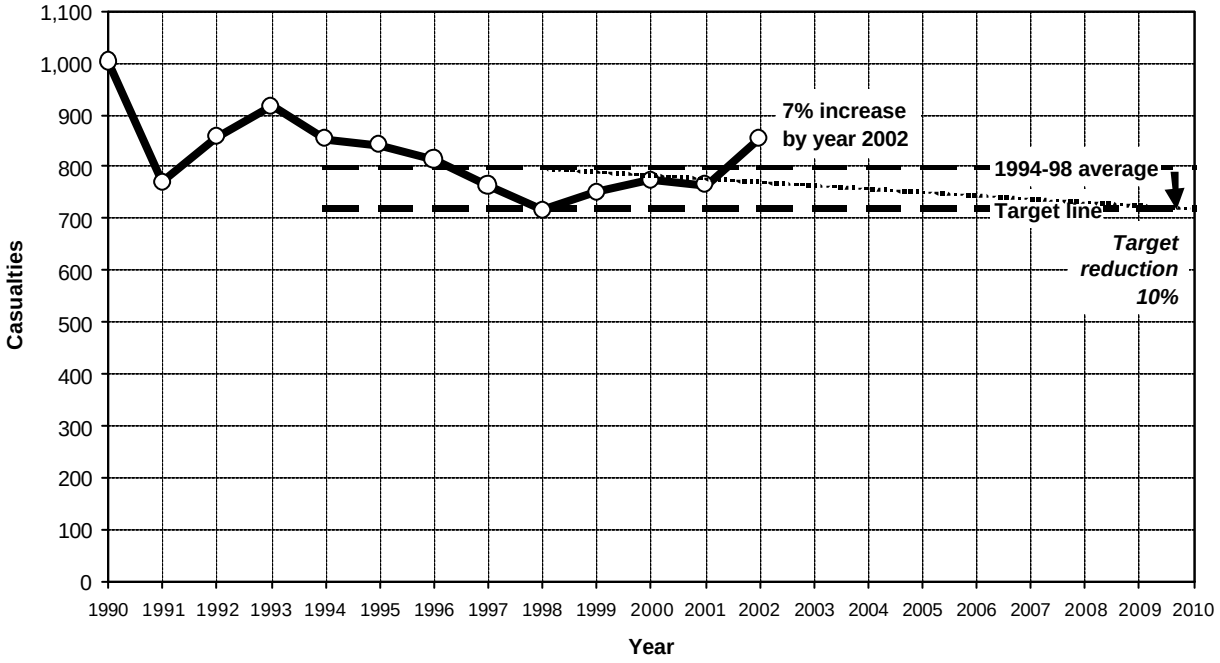


Table A3: Towards the year 2010: Monitoring casualties in L.B. of Bexley
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	1.2	3	1	*-67%*	*-17%*
	Pedal cyclists	0.0	1	0	*-100%*	*0%*
	Powered 2 Wheeler	1.6	1	2	*100%*	*25%*
	Car occupants	1.6	3	4	*33%*	*150%*
	Bus or coach occupants	0.0	0	1	*n/a*	*n/a*
	Other vehicle occupants	0.2	0	0	*0%*	*-100%*
	Total	**4.6**	**8**	**8**	***0%***	***74%***
Fatal & serious	Pedestrians	34.8	34	24	*-29%*	*-31%*
	Pedal cyclists	9.0	10	4	*-60%*	*-56%*
	Powered 2 Wheeler	17.2	27	21	*-22%*	*22%*
	Car occupants	77.0	57	61	*7%*	*-21%*
	Bus or coach occupants	3.8	4	8	*100%*	*111%*
	Other vehicle occupants	4.4	3	4	*33%*	*-9%*
	Total	**146.2**	**135**	**122**	***-10%***	***-17%***
	Children (under 16yrs)	**24.6**	**25**	**12**	***-52%***	***-51%***
Slight*	Pedestrians	109.4	118	108	*-8%*	*-1%*
	Pedal cyclists	57.0	34	33	*-3%*	*-42%*
	Powered 2 Wheeler	76.2	98	106	*8%*	*39%*
	Car occupants	477.8	446	513	*15%*	*7%*
	Bus or coach occupants	48.8	37	49	*32%*	*0%*
	Other vehicle occupants	28.4	31	45	*45%*	*58%*
	Total	**797.6**	**764**	**854**	***12%***	***7%***
All severities	Pedestrians	144.2	152	132	*-13%*	*-8%*
	Pedal cyclists	66.0	44	37	*-16%*	*-44%*
	Powered 2 Wheeler	93.4	125	127	*2%*	*36%*
	Car occupants	554.8	503	574	*14%*	*3%*
	Bus or coach occupants	52.6	41	57	*39%*	*8%*
	Other vehicle occupants	32.8	34	49	*44%*	*49%*
	Total	**943.8**	**899**	**976**	***9%***	***3%***

NB. National and London casualty reduction target categories shown with shading.

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

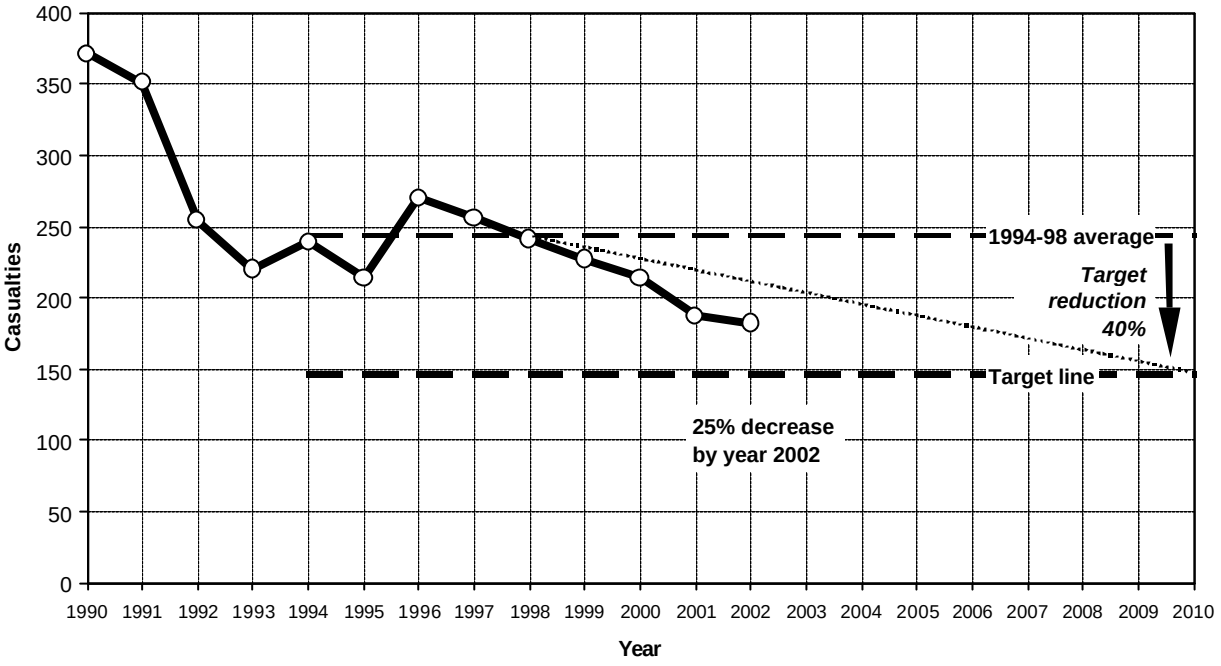


Fig. A4.2: L.B. of Brent - All slight casualties

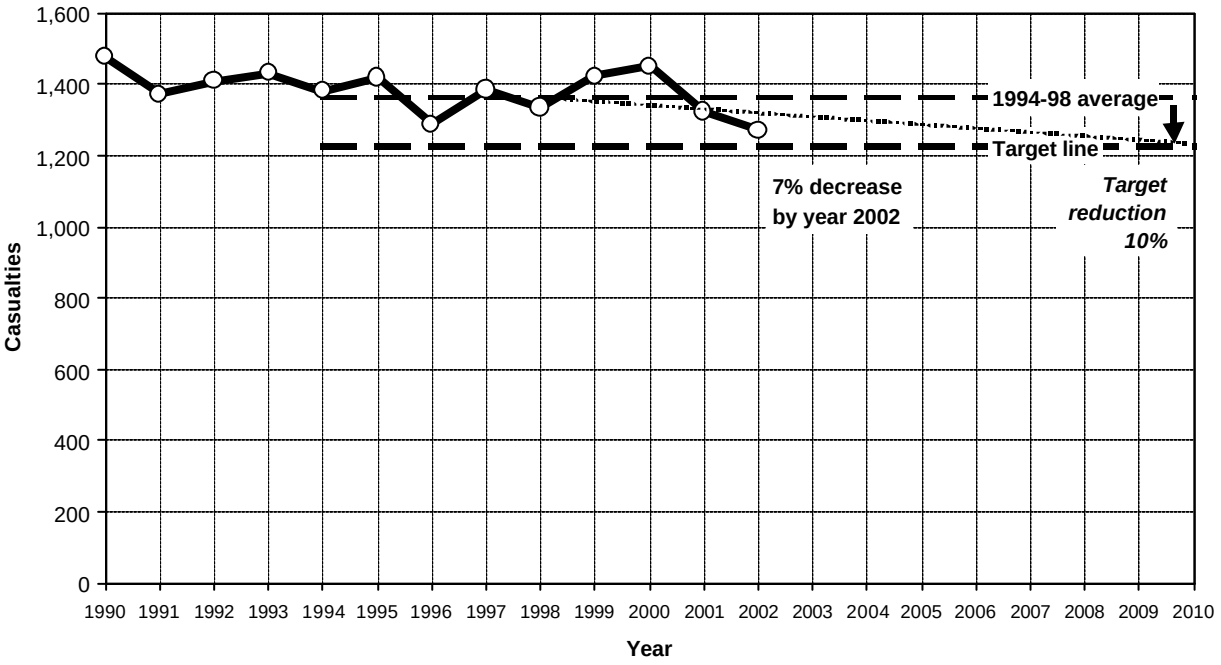


Table A4: Towards the year 2010: Monitoring casualties in L.B. of Brent
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	5.0	2	2	*0%*	*-60%*
	Pedal cyclists	0.4	1	0	*-100%*	*-100%*
	Powered 2 Wheeler	0.8	0	0	*0%*	*-100%*
	Car occupants	1.8	6	2	*-67%*	*11%*
	Bus or coach occupants	0.0	0	1	*n/a*	*n/a*
	Other vehicle occupants	0.2	1	0	*-100%*	*-100%*
	Total	**8.2**	**10**	**5**	***-50%***	***-39%***
Fatal & serious	Pedestrians	84.6	66	59	*-11%*	*-30%*
	Pedal cyclists	17.6	9	7	*-22%*	*-60%*
	Powered 2 Wheeler	24.6	33	31	*-6%*	*26%*
	Car occupants	102.4	67	77	*15%*	*-25%*
	Bus or coach occupants	7.4	9	4	*-56%*	*-46%*
	Other vehicle occupants	7.4	3	4	*33%*	*-46%*
	Total	**244.0**	**187**	**182**	***-3%***	***-25%***
	Children (under 16yrs)	**42.4**	**29**	**23**	***-21%***	***-46%***
Slight*	Pedestrians	257.2	202	225	*11%*	*-13%*
	Pedal cyclists	87.8	54	67	*24%*	*-24%*
	Powered 2 Wheeler	132.6	167	162	*-3%*	*22%*
	Car occupants	780.2	777	726	*-7%*	*-7%*
	Bus or coach occupants	54.4	75	62	*-17%*	*14%*
	Other vehicle occupants	49.2	49	30	*-39%*	*-39%*
	Total	**1,361.4**	**1,324**	**1,272**	***-4%***	***-7%***
All severities	Pedestrians	341.8	268	284	*6%*	*-17%*
	Pedal cyclists	105.4	63	74	*17%*	*-30%*
	Powered 2 Wheeler	157.2	200	193	*-4%*	*23%*
	Car occupants	882.6	844	803	*-5%*	*-9%*
	Bus or coach occupants	61.8	84	66	*-21%*	*7%*
	Other vehicle occupants	56.6	52	34	*-35%*	*-40%*
	Total	**1,605.4**	**1,511**	**1,454**	***-4%***	***-9%***

NB. National and London casualty reduction target categories shown with shading.

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

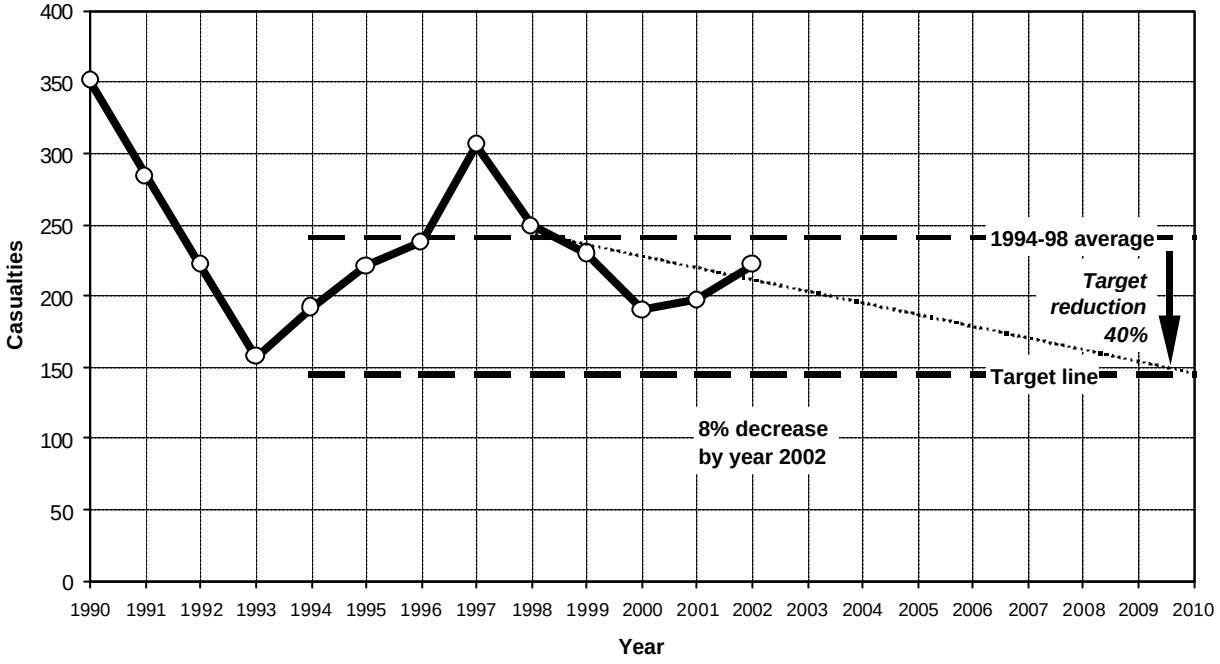


Fig. A5.2: L.B. of Bromley - All slight casualties

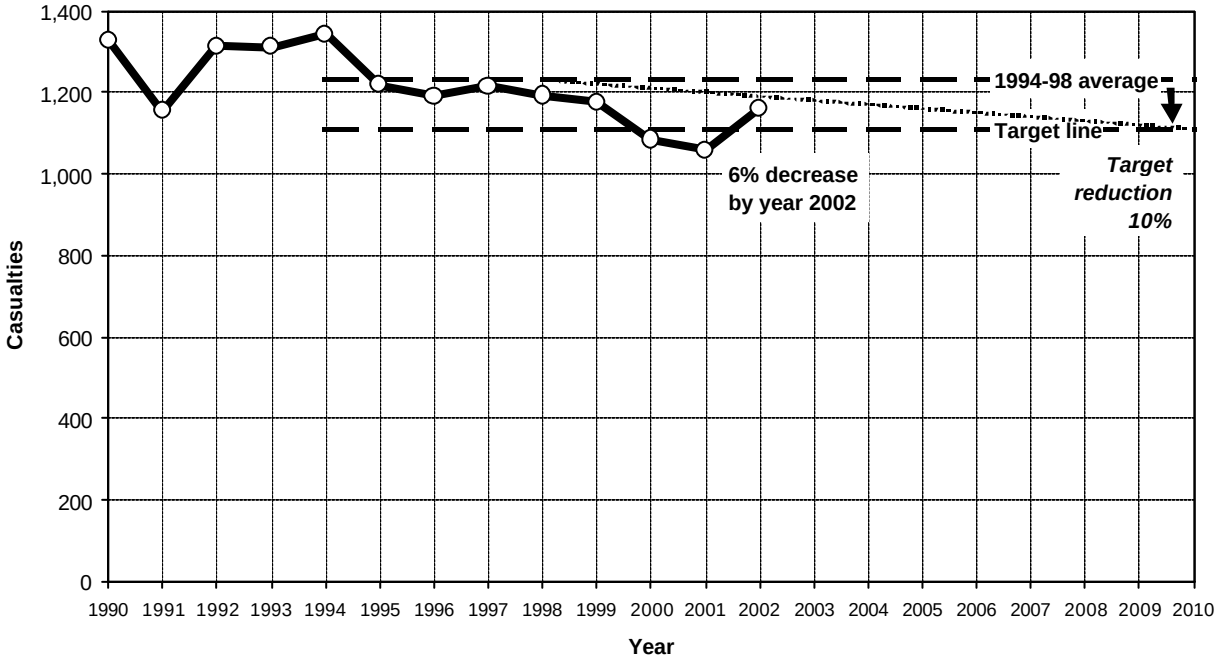


Table A5: Towards the year 2010: Monitoring casualties in L.B. of Bromley
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	3.4	3	3	*0%*	*-12%*
	Pedal cyclists	0.4	1	0	*-100%*	*-100%*
	Powered 2 Wheeler	2.0	2	3	*50%*	*50%*
	Car occupants	3.2	2	3	*50%*	*-6%*
	Bus or coach occupants	0.0	1	0	*-100%*	*0%*
	Other vehicle occupants	0.8	0	0	*0%*	*-100%*
	Total	**9.8**	**9**	**9**	***0%***	***-8%***
Fatal & serious	Pedestrians	48.8	40	47	*18%*	*-4%*
	Pedal cyclists	18.0	7	8	*14%*	*-56%*
	Powered 2 Wheeler	33.4	33	42	*27%*	*26%*
	Car occupants	127.0	101	106	*5%*	*-17%*
	Bus or coach occupants	8.0	7	9	*29%*	*13%*
	Other vehicle occupants	6.0	9	10	*11%*	*67%*
	Total	**241.2**	**197**	**222**	***13%***	***-8%***
	Children (under 16yrs)	**33.6**	**24**	**22**	***-8%***	***-35%***
Slight*	Pedestrians	175.8	151	156	*3%*	*-11%*
	Pedal cyclists	90.4	44	50	*14%*	*-45%*
	Powered 2 Wheeler	120.6	162	143	*-12%*	*19%*
	Car occupants	738.0	622	685	*10%*	*-7%*
	Bus or coach occupants	70.2	51	74	*45%*	*5%*
	Other vehicle occupants	37.0	28	53	*89%*	*43%*
	Total	**1,232.0**	**1,058**	**1,161**	***10%***	***-6%***
All severities	Pedestrians	224.6	191	203	*6%*	*-10%*
	Pedal cyclists	108.4	51	58	*14%*	*-46%*
	Powered 2 Wheeler	154.0	195	185	*-5%*	*20%*
	Car occupants	865.0	723	791	*9%*	*-9%*
	Bus or coach occupants	78.2	58	83	*43%*	*6%*
	Other vehicle occupants	43.0	37	63	*70%*	*47%*
	Total	**1,473.2**	**1,255**	**1,383**	***10%***	***-6%***

NB. National and London casualty reduction target categories shown with shading.

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

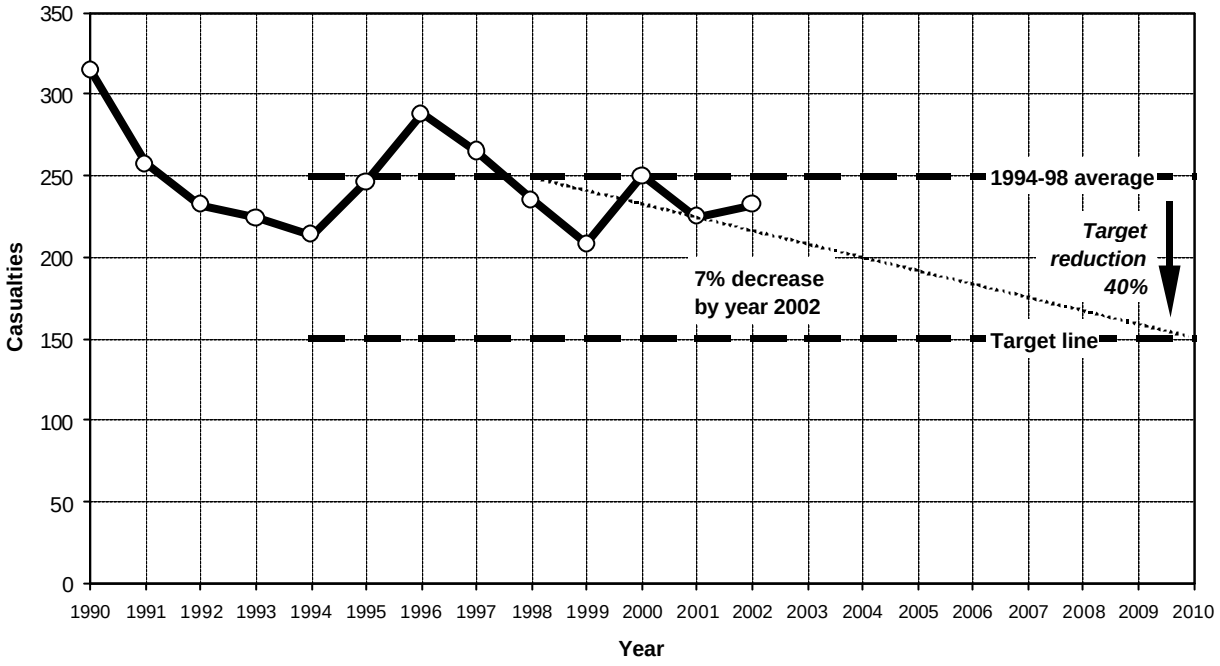


Fig. A6.2: L.B. of Camden - All slight casualties

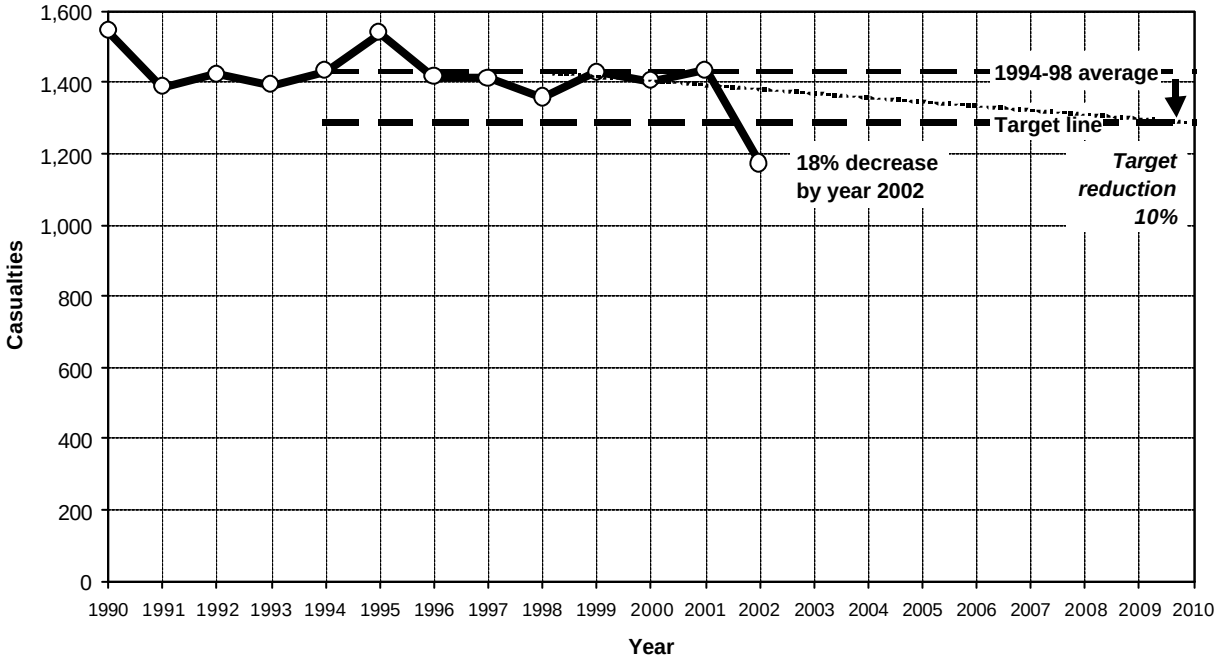


Table A6: Towards the year 2010: Monitoring casualties in L.B. of Camden
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	5.0	4	5	*25%*	*0%*
	Pedal cyclists	0.6	1	0	*-100%*	*-100%*
	Powered 2 Wheeler	0.8	3	0	*-100%*	*-100%*
	Car occupants	0.8	0	2	*n/a*	*150%*
	Bus or coach occupants	0.0	1	1	*0%*	*n/a*
	Other vehicle occupants	0.4	0	0	*0%*	*-100%*
	Total	**7.6**	**9**	**8**	***-11%***	***5%***
Fatal & serious	Pedestrians	104.0	71	91	*28%*	*-13%*
	Pedal cyclists	31.0	24	28	*17%*	*-10%*
	Powered 2 Wheeler	41.0	63	49	*-22%*	*20%*
	Car occupants	51.4	45	46	*2%*	*-11%*
	Bus or coach occupants	11.2	15	13	*-13%*	*16%*
	Other vehicle occupants	11.0	7	5	*-29%*	*-55%*
	Total	**249.6**	**225**	**232**	***3%***	***-7%***
	Children (under 16yrs)	**24.6**	**15**	**17**	***13%***	***-31%***
Slight*	Pedestrians	351.0	330	274	*-17%*	*-22%*
	Pedal cyclists	192.8	165	141	*-15%*	*-27%*
	Powered 2 Wheeler	289.0	375	265	*-29%*	*-8%*
	Car occupants	444.6	413	368	*-11%*	*-17%*
	Bus or coach occupants	78.0	90	62	*-31%*	*-21%*
	Other vehicle occupants	75.4	61	62	*2%*	*-18%*
	Total	**1,430.8**	**1,434**	**1,172**	***-18%***	***-18%***
All severities	Pedestrians	455.0	401	365	*-9%*	*-20%*
	Pedal cyclists	223.8	189	169	*-11%*	*-24%*
	Powered 2 Wheeler	330.0	438	314	*-28%*	*-5%*
	Car occupants	496.0	458	414	*-10%*	*-17%*
	Bus or coach occupants	89.2	105	75	*-29%*	*-16%*
	Other vehicle occupants	86.4	68	67	*-1%*	*-22%*
	Total	**1,680.4**	**1,659**	**1,404**	***-15%***	***-16%***

NB. National and London casualty reduction target categories shown with shading.

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

7. City of London

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

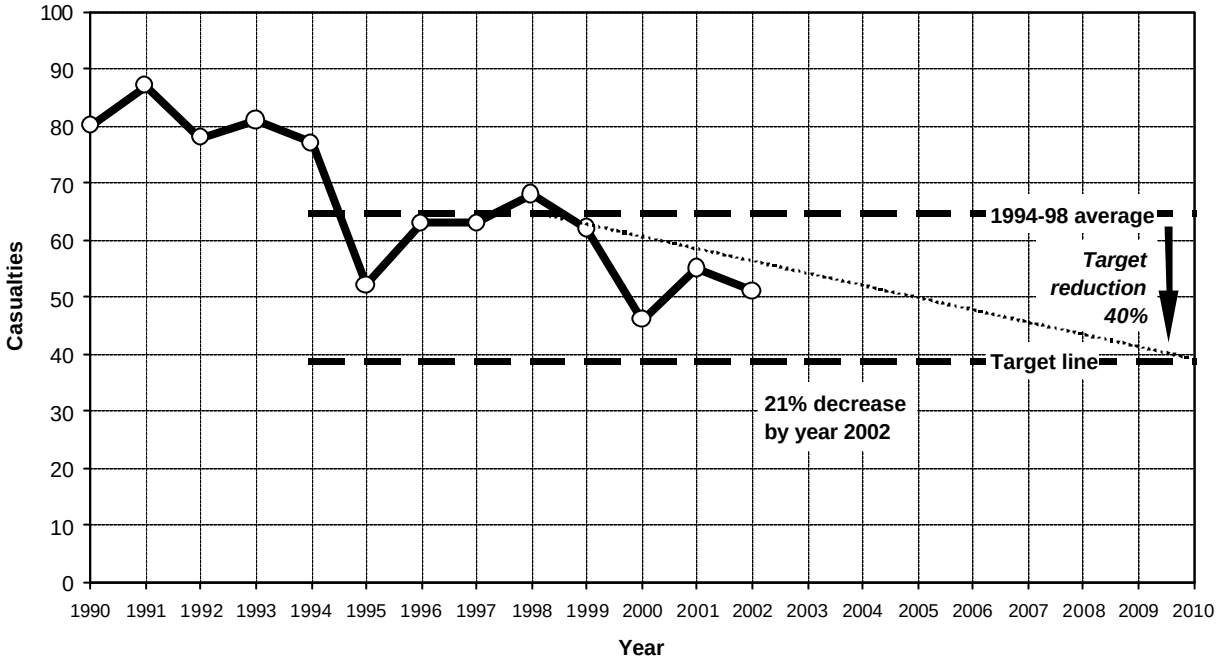


Fig. A7.2: City of London - All slight casualties

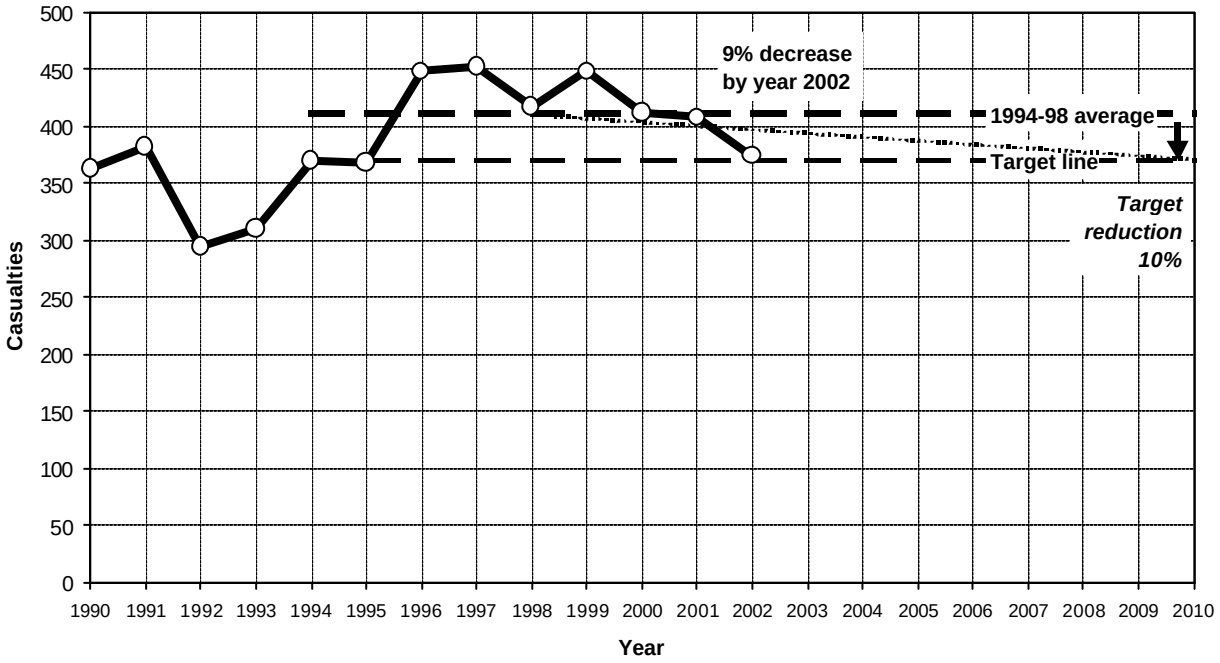


Table A7: Towards the year 2010: Monitoring casualties in the City of London. Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	0.8	0	0	*0%*	*-100%*
	Pedal cyclists	0.8	0	2	*n/a*	*150%*
	Powered 2 Wheeler	0.6	2	1	*-50%*	*67%*
	Car occupants	0.8	0	0	*0%*	*-100%*
	Bus or coach occupants	0.0	0	0	*0%*	*0%*
	Other vehicle occupants	0.0	0	0	*0%*	*0%*
	Total	**3.0**	**2**	**3**	***50%***	***0%***
Fatal & serious	Pedestrians	24.6	22	19	*-14%*	*-23%*
	Pedal cyclists	7.4	10	9	*-10%*	*22%*
	Powered 2 Wheeler	15.2	12	9	*-25%*	*-41%*
	Car occupants	10.0	4	8	*100%*	*-20%*
	Bus or coach occupants	3.8	6	4	*-33%*	*5%*
	Other vehicle occupants	3.6	1	2	*100%*	*-44%*
	Total	**64.6**	**55**	**51**	***-7%***	***-21%***
	Children (under 16yrs)	**2.0**	**1**	**1**	***0%***	***-50%***
Slight*	Pedestrians	121.8	104	96	*-8%*	*-21%*
	Pedal cyclists	66.0	62	68	*10%*	*3%*
	Powered 2 Wheeler	105.8	111	97	*-13%*	*-8%*
	Car occupants	66.6	82	68	*-17%*	*2%*
	Bus or coach occupants	23.0	28	22	*-21%*	*-4%*
	Other vehicle occupants	27.8	21	23	*10%*	*-17%*
	Total	**411.0**	**408**	**374**	***-8%***	***-9%***
All severities	Pedestrians	146.4	126	115	*-9%*	*-21%*
	Pedal cyclists	73.4	72	77	*7%*	*5%*
	Powered 2 Wheeler	121.0	123	106	*-14%*	*-12%*
	Car occupants	76.6	86	76	*-12%*	*-1%*
	Bus or coach occupants	26.8	34	26	*-24%*	*-3%*
	Other vehicle occupants	31.4	22	25	*14%*	*-20%*
	Total	**475.6**	**463**	**425**	***-8%***	***-11%***

NB. National and London casualty reduction target categories shown with shading.

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

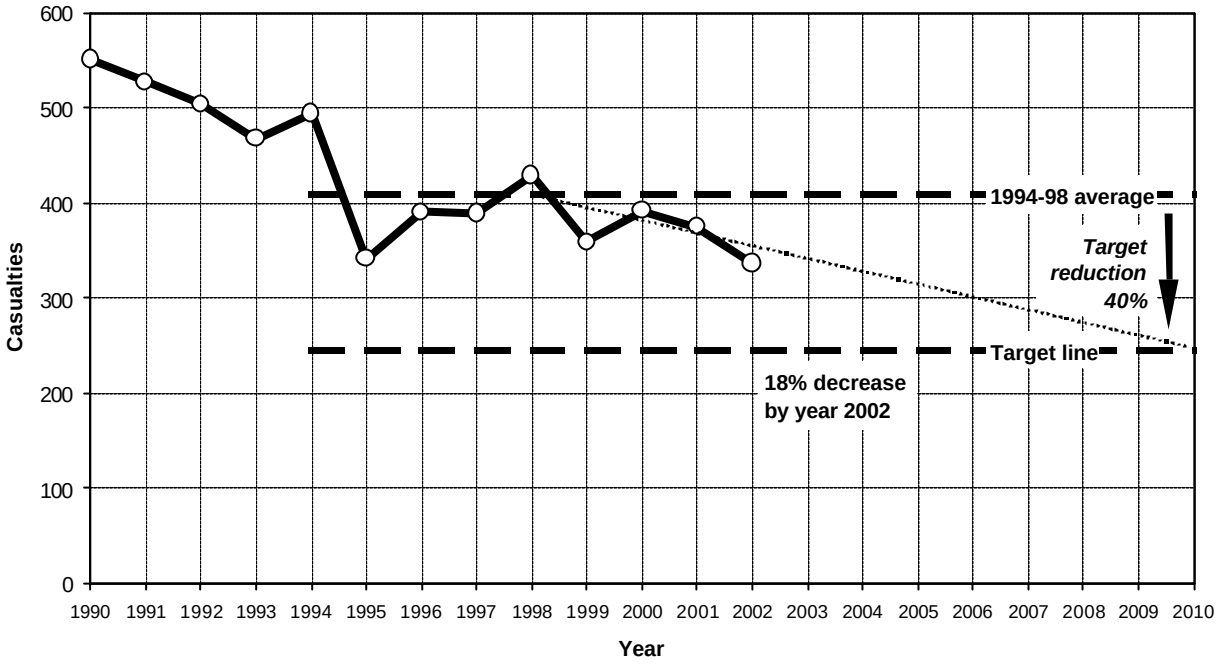


Fig. A8.2: City of Westminster - All slight casualties

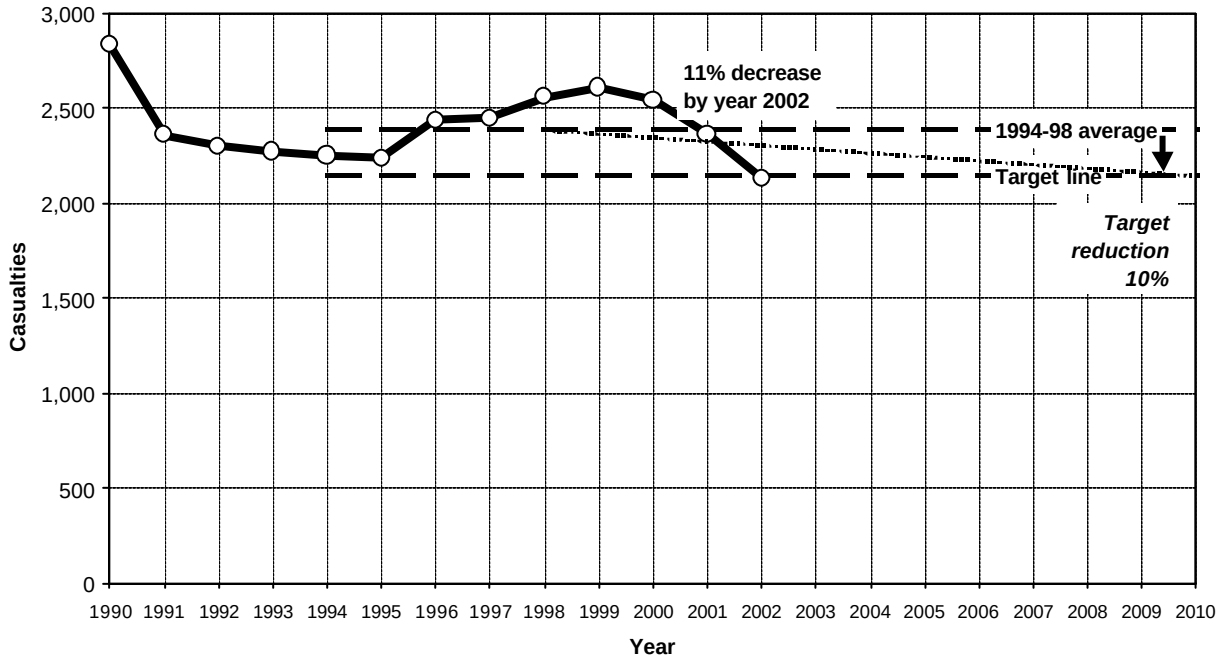


Table A8: Towards the year 2010: Monitoring casualties in City of Westminster
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	10.4	13	10	*-23%*	*-4%*
	Pedal cyclists	0.8	1	4	*300%*	*400%*
	Powered 2 Wheeler	1.4	1	0	*-100%*	*-100%*
	Car occupants	1.2	0	0	*0%*	*-100%*
	Bus or coach occupants	0.4	0	1	*n/a*	*150%*
	Other vehicle occupants	0.0	0	0	*0%*	*0%*
	Total	**14.2**	**15**	**15**	***0%***	***6%***
Fatal & serious	Pedestrians	178.8	162	128	*-21%*	*-28%*
	Pedal cyclists	38.4	28	28	*0%*	*-27%*
	Powered 2 Wheeler	64.8	90	71	*-21%*	*10%*
	Car occupants	71.4	53	62	*17%*	*-13%*
	Bus or coach occupants	36.2	30	32	*7%*	*-12%*
	Other vehicle occupants	19.0	12	15	*25%*	*-21%*
	Total	**408.6**	**375**	**336**	***-10%***	***-18%***
	Children (under 16yrs)	**22.6**	**22**	**22**	***0%***	***-3%***
Slight*	Pedestrians	652.8	604	522	*-14%*	*-20%*
	Pedal cyclists	303.4	247	236	*-4%*	*-22%*
	Powered 2 Wheeler	467.2	542	425	*-22%*	*-9%*
	Car occupants	579.0	567	505	*-11%*	*-13%*
	Bus or coach occupants	213.0	256	248	*-3%*	*16%*
	Other vehicle occupants	169.0	146	192	*32%*	*14%*
	Total	**2,384.4**	**2,362**	**2,128**	***-10%***	***-11%***
All severities	Pedestrians	831.6	766	650	*-15%*	*-22%*
	Pedal cyclists	341.8	275	264	*-4%*	*-23%*
	Powered 2 Wheeler	532.0	632	496	*-22%*	*-7%*
	Car occupants	650.4	620	567	*-9%*	*-13%*
	Bus or coach occupants	249.2	286	280	*-2%*	*12%*
	Other vehicle occupants	188.0	158	207	*31%*	*10%*
	Total	**2,793.0**	**2,737**	**2,464**	***-10%***	***-12%***

NB. National and London casualty reduction target categories shown with shading.

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

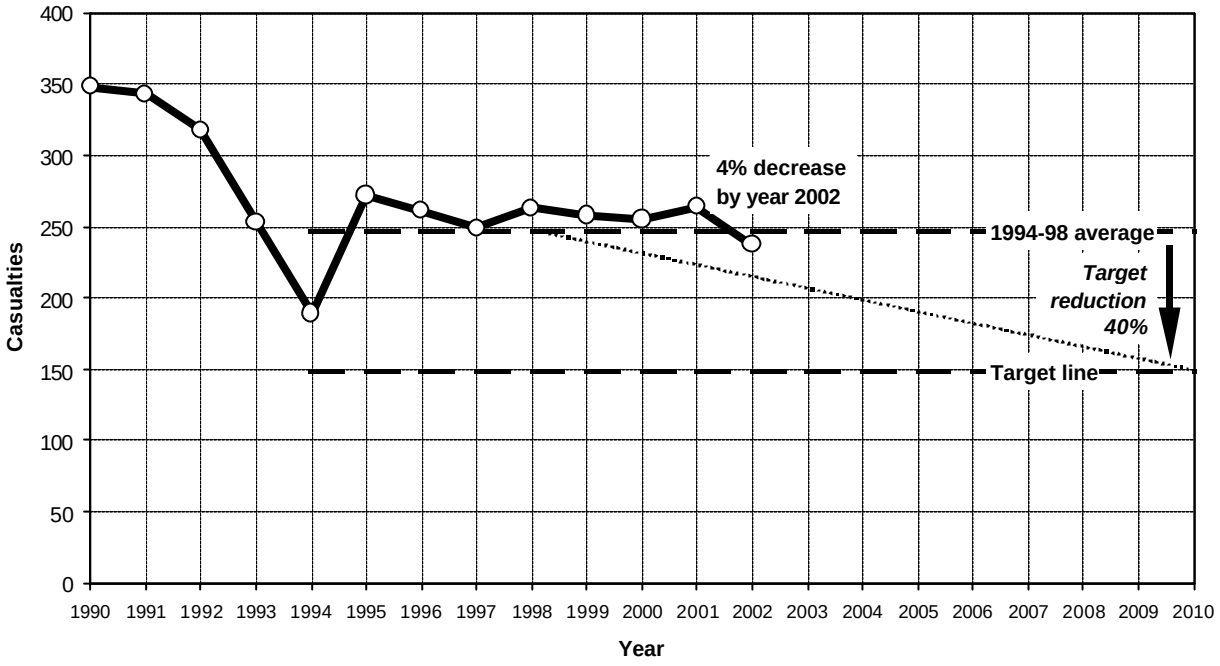


Fig. A9.2: L.B. of Croydon - All slight casualties

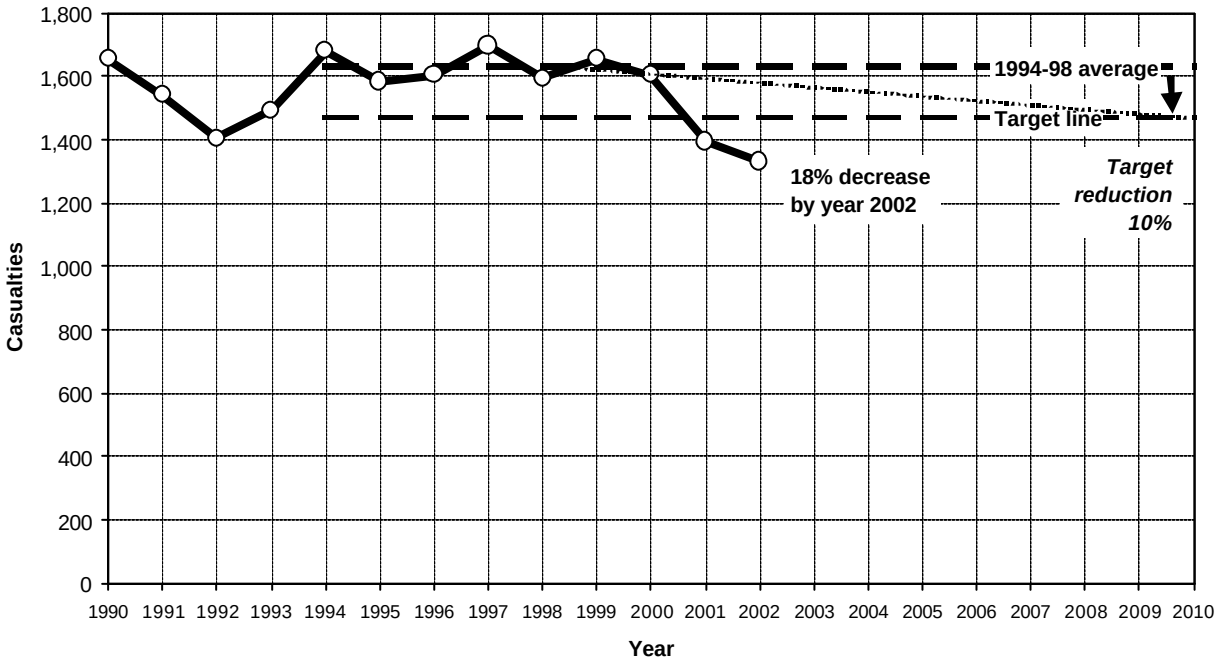


Table A9: Towards the year 2010: Monitoring casualties in L.B. of Croydon
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	5.6	4	4	*0%*	*-29%*
	Pedal cyclists	0.2	0	0	*0%*	*-100%*
	Powered 2 Wheeler	1.0	2	7	*250%*	*600%*
	Car occupants	1.4	2	2	*0%*	*43%*
	Bus or coach occupants	0.4	0	0	*0%*	*-100%*
	Other vehicle occupants	0.2	0	0	*0%*	*-100%*
	Total	**8.8**	**8**	**13**	***63%***	***48%***
Fatal & serious	Pedestrians	67.6	72	68	*-6%*	*1%*
	Pedal cyclists	13.0	9	6	*-33%*	*-54%*
	Powered 2 Wheeler	31.2	57	55	*-4%*	*76%*
	Car occupants	117.6	116	97	*-16%*	*-18%*
	Bus or coach occupants	10.6	7	5	*-29%*	*-53%*
	Other vehicle occupants	6.8	3	6	*100%*	*-12%*
	Total	**246.8**	**264**	**237**	***-10%***	***-4%***
	Children (under 16yrs)	**41.8**	**49**	**34**	***-31%***	***-19%***
Slight*	Pedestrians	274.6	238	199	*-16%*	*-28%*
	Pedal cyclists	119.2	64	58	*-9%*	*-51%*
	Powered 2 Wheeler	174.6	208	202	*-3%*	*16%*
	Car occupants	950.0	787	744	*-5%*	*-22%*
	Bus or coach occupants	77.0	61	62	*2%*	*-19%*
	Other vehicle occupants	37.0	35	67	*91%*	*81%*
	Total	**1,632.4**	**1,393**	**1,332**	***-4%***	***-18%***
All severities	Pedestrians	342.2	310	267	*-14%*	*-22%*
	Pedal cyclists	132.2	73	64	*-12%*	*-52%*
	Powered 2 Wheeler	205.8	265	257	*-3%*	*25%*
	Car occupants	1,067.6	903	841	*-7%*	*-21%*
	Bus or coach occupants	87.6	68	67	*-1%*	*-24%*
	Other vehicle occupants	43.8	38	73	*92%*	*67%*
	Total	**1,879.2**	**1,657**	**1,569**	***-5%***	***-17%***

NB. National and London casualty reduction target categories shown with shading.

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

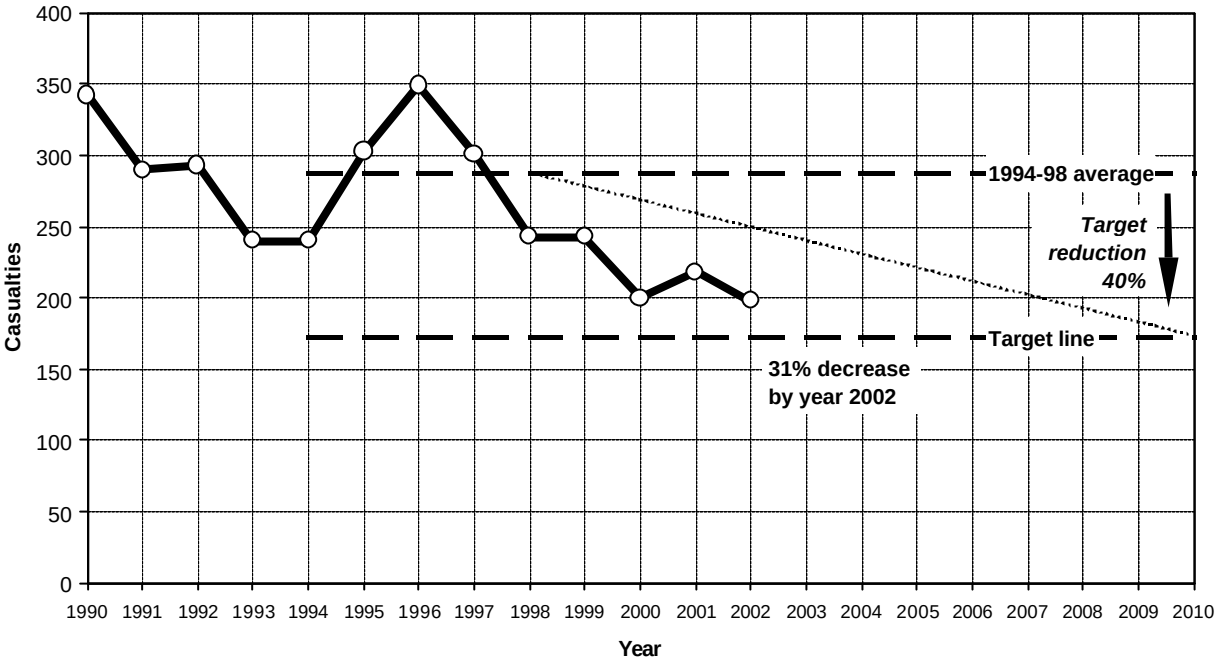


Fig. A10.2: L.B. of Ealing - All slight casualties

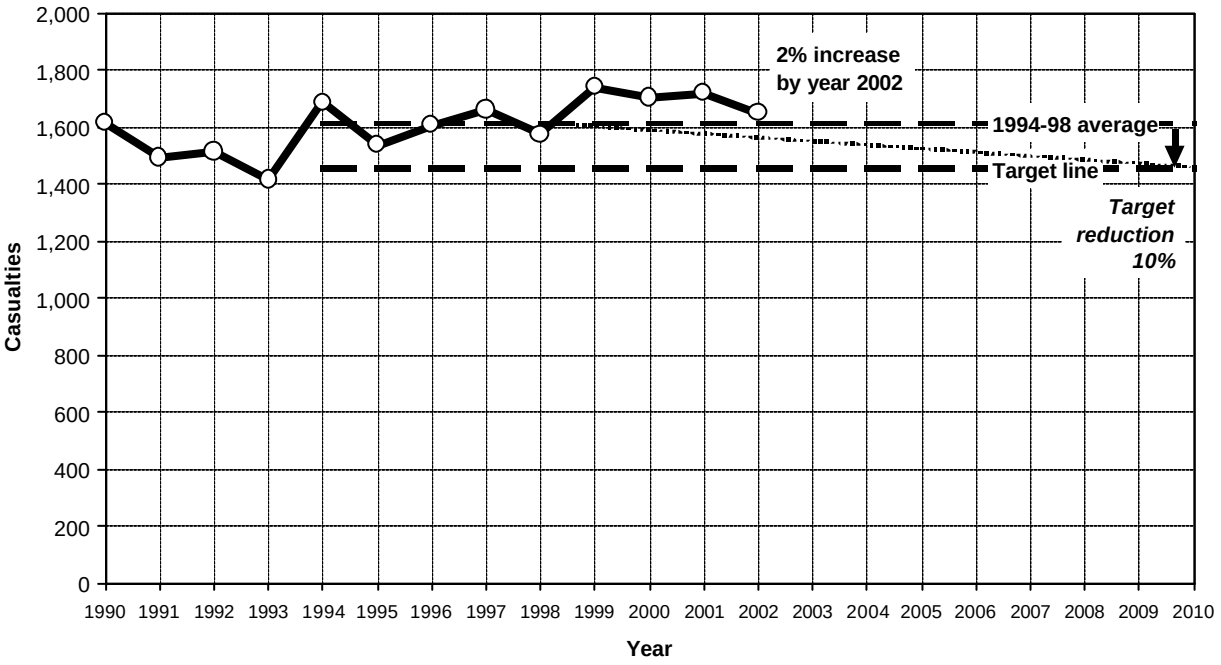


Table A10: Towards the year 2010: Monitoring casualties in L.B. of Ealing
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	7.0	5	9	*80%*	*29%*
	Pedal cyclists	0.4	1	0	*-100%*	*-100%*
	Powered 2 Wheeler	0.8	7	4	*-43%*	*400%*
	Car occupants	1.6	3	5	*67%*	*213%*
	Bus or coach occupants	0.0	0	0	*0%*	*0%*
	Other vehicle occupants	0.2	0	0	*0%*	*-100%*
	Total	**10.0**	**16**	**18**	***13%***	***80%***
Fatal & serious	Pedestrians	91.2	68	58	*-15%*	*-36%*
	Pedal cyclists	20.6	20	16	*-20%*	*-22%*
	Powered 2 Wheeler	32.0	38	39	*3%*	*22%*
	Car occupants	126.2	78	78	*0%*	*-38%*
	Bus or coach occupants	7.2	7	2	*-71%*	*-72%*
	Other vehicle occupants	10.0	7	5	*-29%*	*-50%*
	Total	**287.2**	**218**	**198**	***-9%***	***-31%***
	Children (under 16yrs)	**34.8**	**20**	**11**	***-45%***	***-68%***
Slight*	Pedestrians	269.2	241	254	*5%*	*-6%*
	Pedal cyclists	136.6	114	93	*-18%*	*-32%*
	Powered 2 Wheeler	167.8	259	183	*-29%*	*9%*
	Car occupants	923.8	975	990	*2%*	*7%*
	Bus or coach occupants	56.2	73	76	*4%*	*35%*
	Other vehicle occupants	60.4	58	53	*-9%*	*-12%*
	Total	**1,614.0**	**1,720**	**1,649**	***-4%***	***2%***
All severities	Pedestrians	360.4	309	312	*1%*	*-13%*
	Pedal cyclists	157.2	134	109	*-19%*	*-31%*
	Powered 2 Wheeler	199.8	297	222	*-25%*	*11%*
	Car occupants	1,050.0	1,053	1,068	*1%*	*2%*
	Bus or coach occupants	63.4	80	78	*-3%*	*23%*
	Other vehicle occupants	70.4	65	58	*-11%*	*-18%*
	Total	**1,901.2**	**1,938**	**1,847**	***-5%***	***-3%***

NB. National and London casualty reduction target categories shown with shading.

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

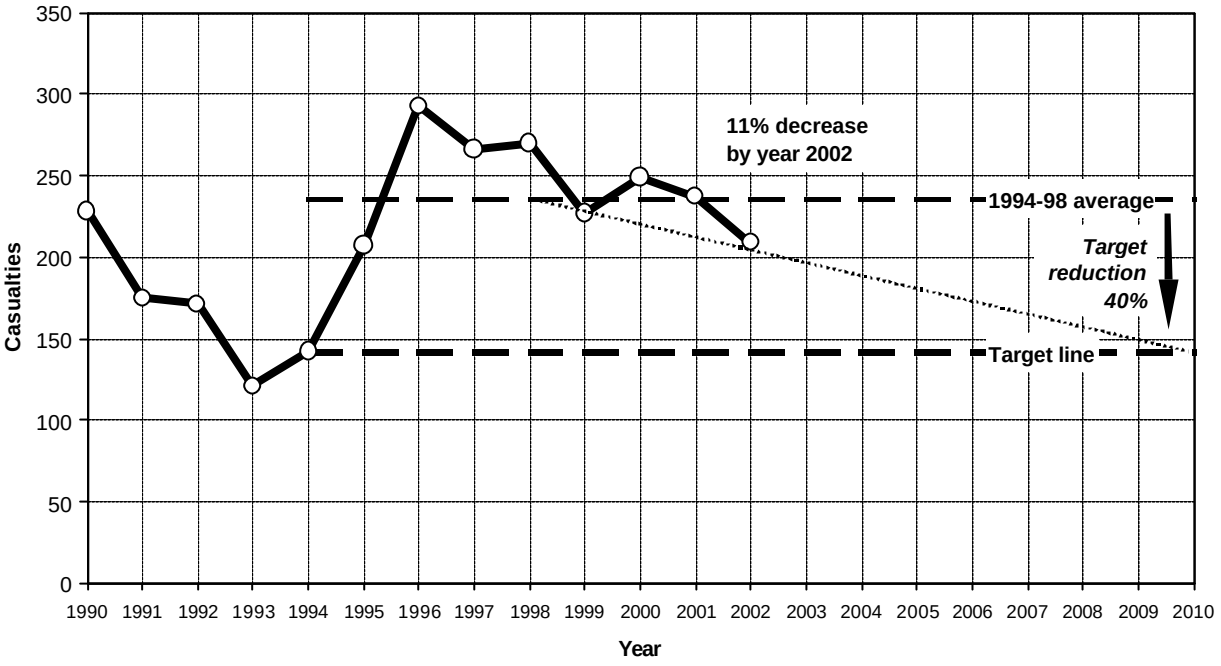


Fig. A11.2: L.B. of Enfield - All slight casualties

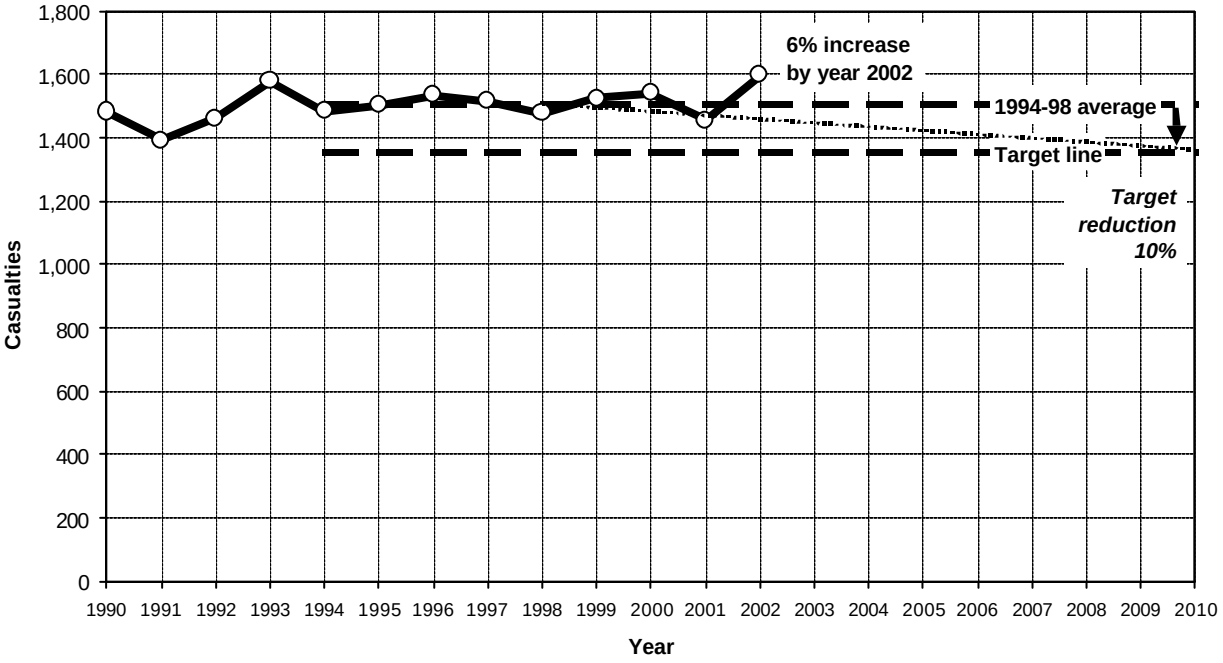


Table A11: Towards the year 2010: Monitoring casualties in L.B. of Enfield
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	5.0	3	2	*-33%*	*-60%*
	Pedal cyclists	0.6	0	0	*0%*	*-100%*
	Powered 2 Wheeler	1.2	4	0	*-100%*	*-100%*
	Car occupants	3.2	7	7	*0%*	*119%*
	Bus or coach occupants	0.0	0	0	*0%*	*0%*
	Other vehicle occupants	0.2	1	0	*-100%*	*-100%*
	Total	**10.2**	**15**	**9**	***-40%***	***-12%***
Fatal & serious	Pedestrians	64.4	56	48	*-14%*	*-25%*
	Pedal cyclists	13.0	7	4	*-43%*	*-69%*
	Powered 2 Wheeler	21.2	45	24	*-47%*	*13%*
	Car occupants	124.6	117	114	*-3%*	*-9%*
	Bus or coach occupants	5.0	5	6	*20%*	*20%*
	Other vehicle occupants	7.4	7	13	*86%*	*76%*
	Total	**235.6**	**237**	**209**	***-12%***	***-11%***
	Children (under 16yrs)	**33.2**	**26**	**24**	***-8%***	***-28%***
Slight*	Pedestrians	220.8	169	191	*13%*	*-13%*
	Pedal cyclists	80.8	52	70	*35%*	*-13%*
	Powered 2 Wheeler	116.0	128	119	*-7%*	*3%*
	Car occupants	973.8	990	1,078	*9%*	*11%*
	Bus or coach occupants	46.6	56	64	*14%*	*37%*
	Other vehicle occupants	65.8	60	77	*28%*	*17%*
	Total	**1,503.8**	**1,455**	**1,599**	***10%***	***6%***
All severities	Pedestrians	285.2	225	239	*6%*	*-16%*
	Pedal cyclists	93.8	59	74	*25%*	*-21%*
	Powered 2 Wheeler	137.2	173	143	*-17%*	*4%*
	Car occupants	1,098.4	1,107	1,192	*8%*	*9%*
	Bus or coach occupants	51.6	61	70	*15%*	*36%*
	Other vehicle occupants	73.2	67	90	*34%*	*23%*
	Total	**1,739.4**	**1,692**	**1,808**	***7%***	***4%***

NB. National and London casualty reduction target categories shown with shading.

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

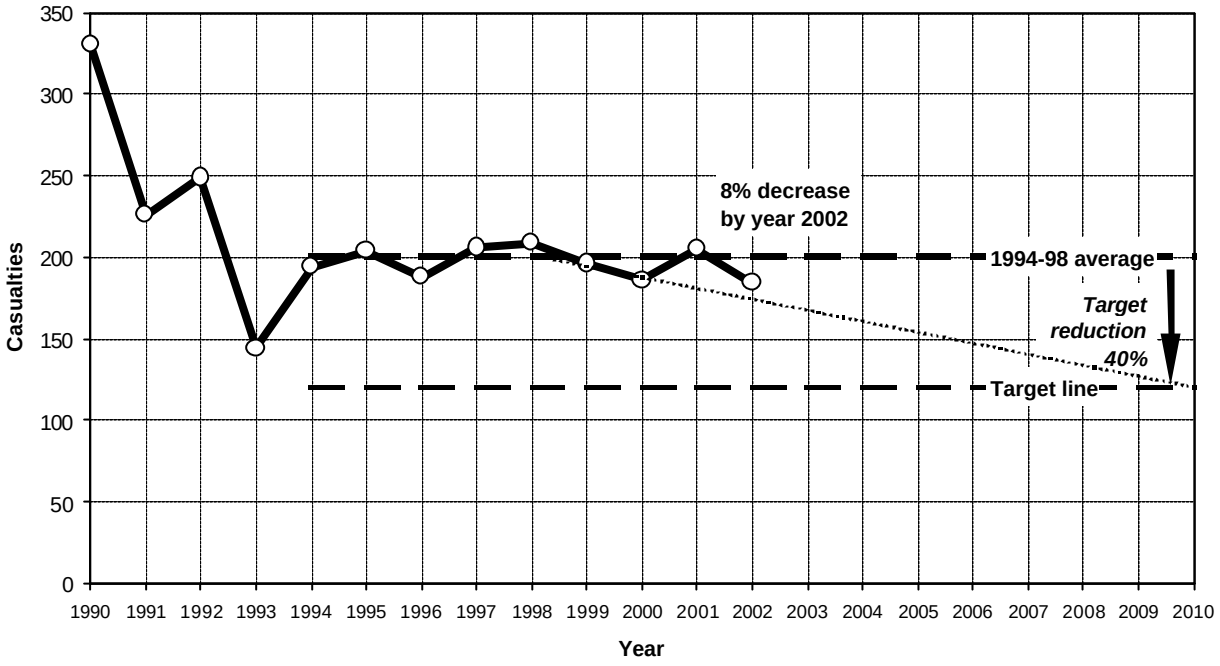


Fig. A12.2: L.B. of Greenwich - All slight casualties

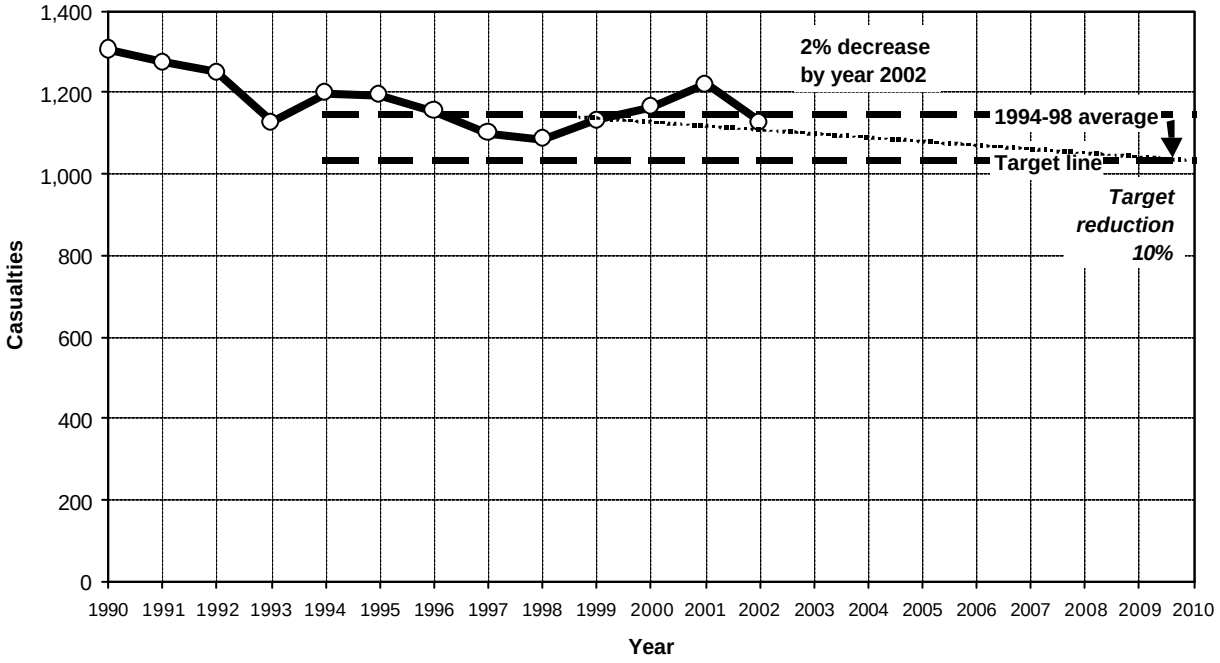


Table A12: Towards the year 2010: Monitoring casualties in L.B. of Greenwich
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	3.6	3	6	*100%*	*67%*
	Pedal cyclists	0.2	1	0	*-100%*	*-100%*
	Powered 2 Wheeler	2.4	5	1	*-80%*	*-58%*
	Car occupants	2.8	4	4	*0%*	*43%*
	Bus or coach occupants	0.0	0	0	*0%*	*0%*
	Other vehicle occupants	0.2	0	0	*0%*	*-100%*
	Total	**9.2**	**13**	**11**	***-15%***	***20%***
Fatal & serious	Pedestrians	60.2	44	45	*2%*	*-25%*
	Pedal cyclists	9.8	10	8	*-20%*	*-18%*
	Powered 2 Wheeler	30.0	34	39	*15%*	*30%*
	Car occupants	88.4	103	78	*-24%*	*-12%*
	Bus or coach occupants	6.4	9	8	*-11%*	*25%*
	Other vehicle occupants	5.4	5	6	*20%*	*11%*
	Total	**200.2**	**205**	**184**	***-10%***	***-8%***
	Children (under 16yrs)	**37.0**	**28**	**24**	***-14%***	***-35%***
Slight*	Pedestrians	192.6	167	168	*1%*	*-13%*
	Pedal cyclists	78.2	60	41	*-32%*	*-48%*
	Powered 2 Wheeler	149.0	194	183	*-6%*	*23%*
	Car occupants	614.2	663	620	*-6%*	*1%*
	Bus or coach occupants	67.2	85	80	*-6%*	*19%*
	Other vehicle occupants	45.6	52	34	*-35%*	*-25%*
	Total	**1,146.8**	**1,221**	**1,126**	***-8%***	***-2%***
All severities	Pedestrians	252.8	211	213	*1%*	*-16%*
	Pedal cyclists	88.0	70	49	*-30%*	*-44%*
	Powered 2 Wheeler	179.0	228	222	*-3%*	*24%*
	Car occupants	702.6	766	698	*-9%*	*-1%*
	Bus or coach occupants	73.6	94	88	*-6%*	*20%*
	Other vehicle occupants	51.0	57	40	*-30%*	*-22%*
	Total	**1,347.0**	**1,426**	**1,310**	***-8%***	***-3%***

NB. National and London casualty reduction target categories shown with shading.

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

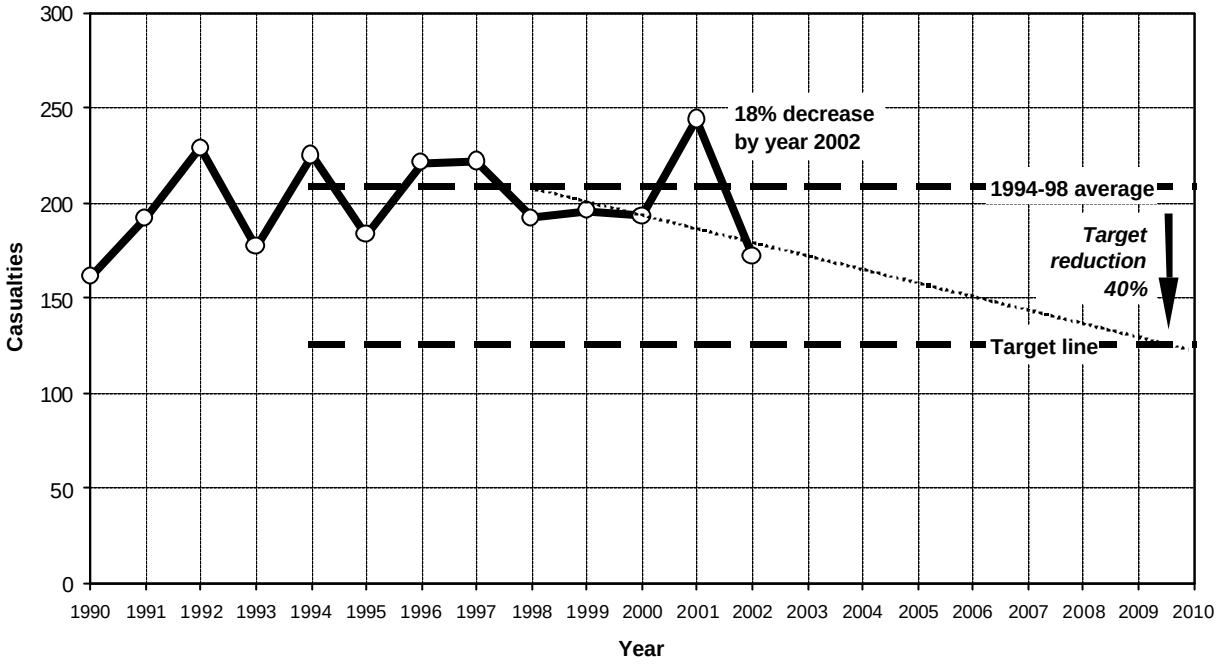


Fig. A13.2: L.B. of Hackney - All slight casualties

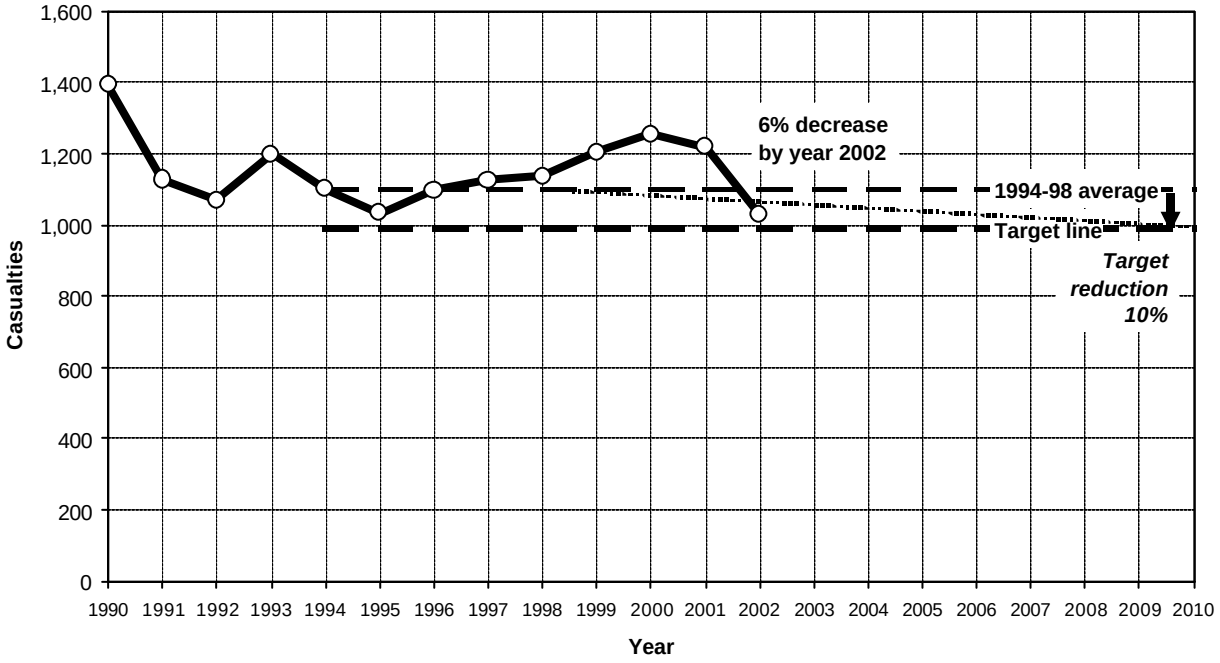


Table A13: Towards the year 2010: Monitoring casualties in L.B. of Hackney
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	4.8	4	2	*-50%*	*-58%*
	Pedal cyclists	0.4	1	1	*0%*	*150%*
	Powered 2 Wheeler	0.4	2	6	*200%*	*1400%*
	Car occupants	1.8	1	1	*0%*	*-44%*
	Bus or coach occupants	0.6	0	0	*0%*	*-100%*
	Other vehicle occupants	0.0	0	0	*0%*	*0%*
	Total	**8.0**	**8**	**10**	***25%***	***25%***
Fatal & serious	Pedestrians	78.4	91	60	*-34%*	*-23%*
	Pedal cyclists	18.8	22	20	*-9%*	*6%*
	Powered 2 Wheeler	25.0	58	35	*-40%*	*40%*
	Car occupants	69.4	55	49	*-11%*	*-29%*
	Bus or coach occupants	10.4	14	8	*-43%*	*-23%*
	Other vehicle occupants	6.6	4	0	*-100%*	*-100%*
	Total	**208.6**	**244**	**172**	***-30%***	***-18%***
	Children (under 16yrs)	**38.8**	**36**	**20**	***-44%***	***-48%***
Slight*	Pedestrians	258.6	218	192	*-12%*	*-26%*
	Pedal cyclists	127.8	112	103	*-8%*	*-19%*
	Powered 2 Wheeler	152.0	203	150	*-26%*	*-1%*
	Car occupants	441.4	557	473	*-15%*	*7%*
	Bus or coach occupants	80.0	86	72	*-16%*	*-10%*
	Other vehicle occupants	38.6	42	38	*-10%*	*-2%*
	Total	**1,098.4**	**1,218**	**1,028**	***-16%***	***-6%***
All severities	Pedestrians	337.0	309	252	*-18%*	*-25%*
	Pedal cyclists	146.6	134	123	*-8%*	*-16%*
	Powered 2 Wheeler	177.0	261	185	*-29%*	*5%*
	Car occupants	510.8	612	522	*-15%*	*2%*
	Bus or coach occupants	90.4	100	80	*-20%*	*-12%*
	Other vehicle occupants	45.2	46	38	*-17%*	*-16%*
	Total	**1,307.0**	**1,462**	**1,200**	***-18%***	***-8%***

NB. National and London casualty reduction target categories shown with shading.

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

14. Hammersmith & Fulham

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

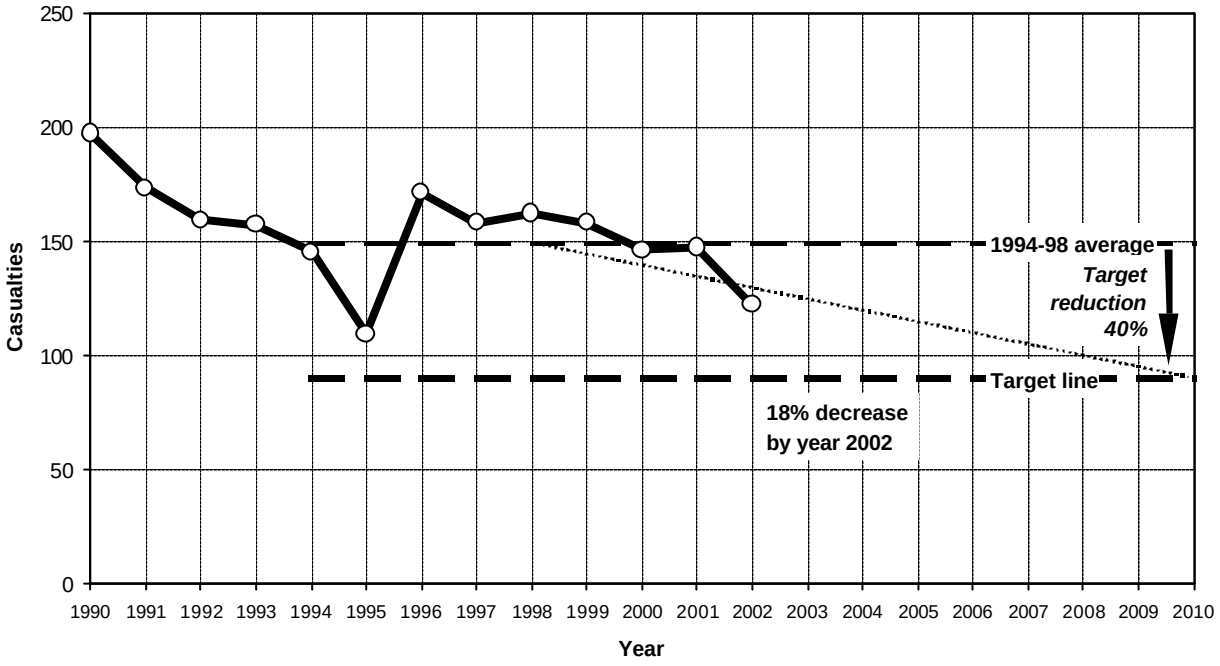


Fig. A14.2: L.B. of Hammersmith & Fulham - All slight casualties

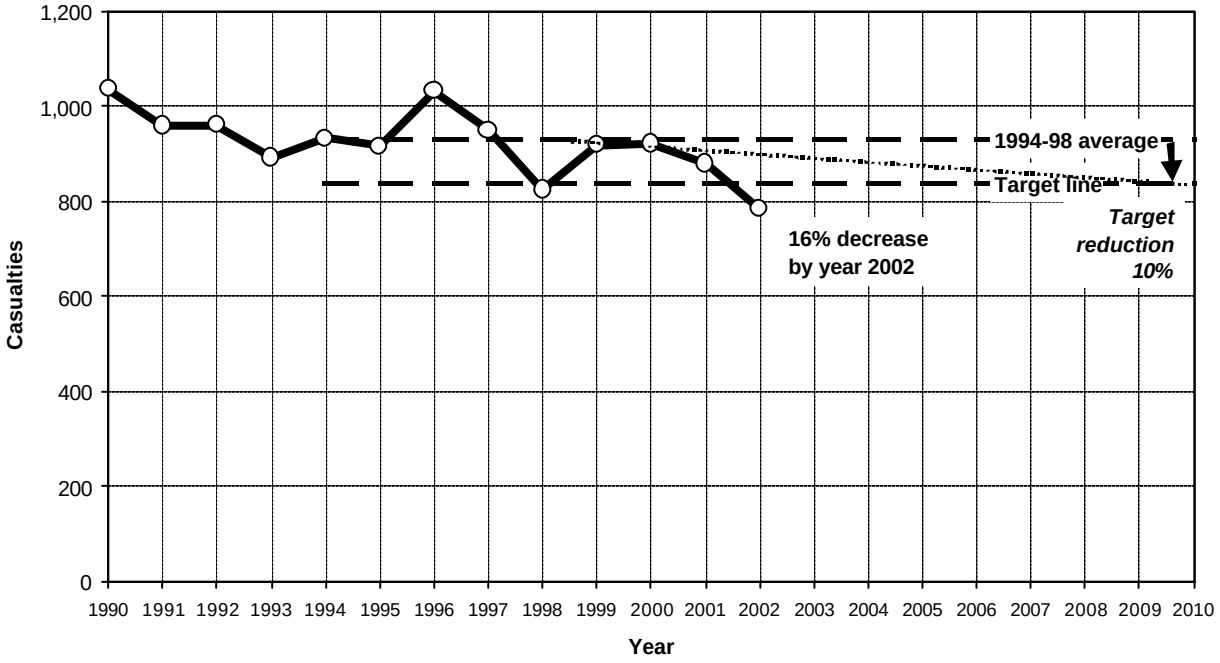


Table A14: Towards the year 2010: Monitoring casualties in L.B. of Hammersmith & Fulham
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	2.2	2	2	*0%*	*-9%*
	Pedal cyclists	0.8	1	1	*0%*	*25%*
	Powered 2 Wheeler	0.4	1	1	*0%*	*150%*
	Car occupants	0.8	2	0	*-100%*	*-100%*
	Bus or coach occupants	0.4	0	0	*0%*	*-100%*
	Other vehicle occupants	0.2	0	0	*0%*	*-100%*
	Total	**4.8**	**6**	**4**	***-33%***	***-17%***
Fatal & serious	Pedestrians	59.6	53	43	*-19%*	*-28%*
	Pedal cyclists	20.2	19	14	*-26%*	*-31%*
	Powered 2 Wheeler	26.2	40	40	*0%*	*53%*
	Car occupants	30.2	29	20	*-31%*	*-34%*
	Bus or coach occupants	9.0	5	4	*-20%*	*-56%*
	Other vehicle occupants	3.8	1	1	*0%*	*-74%*
	Total	**149.0**	**147**	**122**	***-17%***	***-18%***
	Children (under 16yrs)	**18.4**	**15**	**14**	***-7%***	***-24%***
Slight*	Pedestrians	193.8	163	158	*-3%*	*-18%*
	Pedal cyclists	149.8	127	116	*-9%*	*-23%*
	Powered 2 Wheeler	178.4	240	199	*-17%*	*12%*
	Car occupants	320.4	271	242	*-11%*	*-24%*
	Bus or coach occupants	57.2	55	44	*-20%*	*-23%*
	Other vehicle occupants	30.8	23	25	*9%*	*-19%*
	Total	**930.4**	**879**	**784**	***-11%***	***-16%***
All severities	Pedestrians	253.4	216	201	*-7%*	*-21%*
	Pedal cyclists	170.0	146	130	*-11%*	*-24%*
	Powered 2 Wheeler	204.6	280	239	*-15%*	*17%*
	Car occupants	350.6	300	262	*-13%*	*-25%*
	Bus or coach occupants	66.2	60	48	*-20%*	*-27%*
	Other vehicle occupants	34.6	24	26	*8%*	*-25%*
	Total	**1,079.4**	**1,026**	**906**	***-12%***	***-16%***

NB. National and London casualty reduction target categories shown with shading.

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

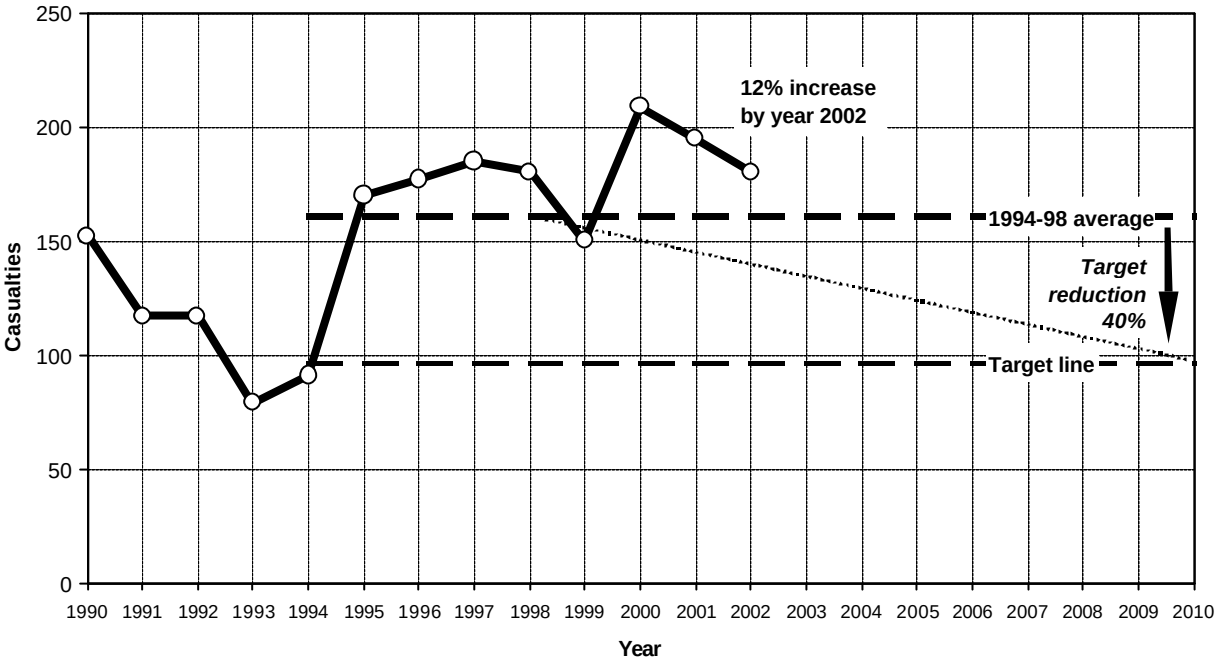


Fig. A15.2: L.B. of Haringey - All slight casualties

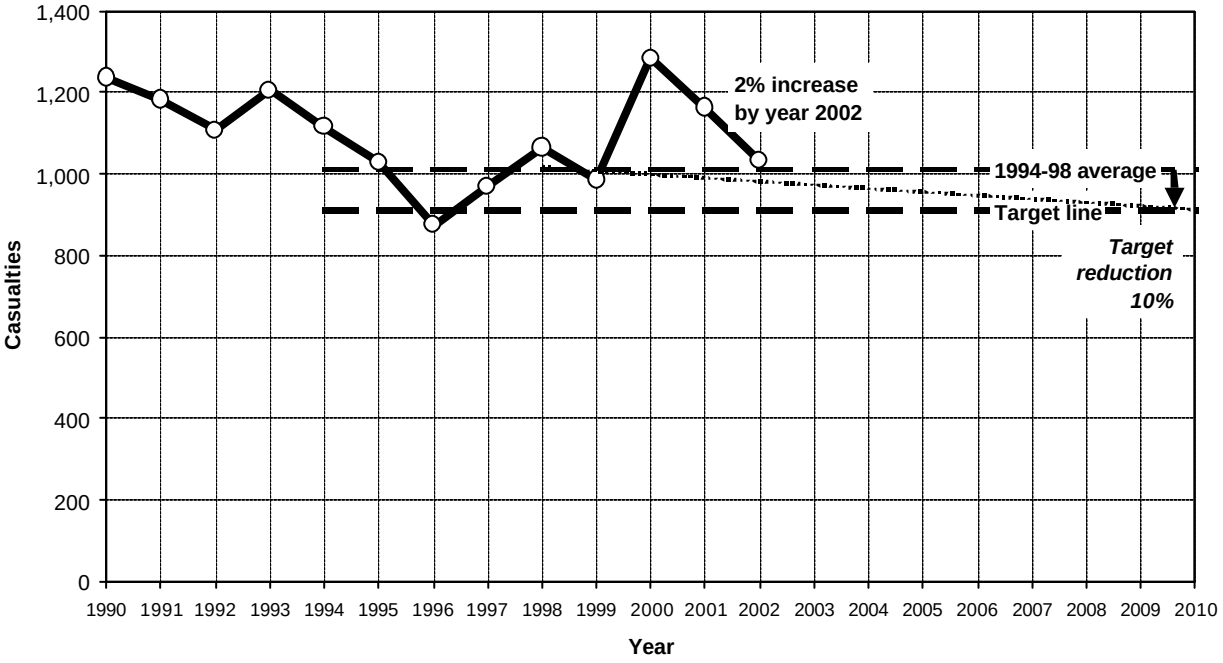


Table A15: Towards the year 2010: Monitoring casualties in L.B. of Haringey
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	5.8	10	8	*-20%*	*38%*
	Pedal cyclists	0.4	0	0	*0%*	*-100%*
	Powered 2 Wheeler	0.2	1	0	*-100%*	*-100%*
	Car occupants	1.4	1	4	*300%*	*186%*
	Bus or coach occupants	0.0	1	0	*-100%*	*0%*
	Other vehicle occupants	0.0	0	0	*0%*	*0%*
	Total	**7.8**	**13**	**12**	***-8%***	***54%***
Fatal & serious	Pedestrians	65.2	79	77	*-3%*	*18%*
	Pedal cyclists	11.8	8	14	*75%*	*19%*
	Powered 2 Wheeler	21.0	28	28	*0%*	*33%*
	Car occupants	55.2	72	53	*-26%*	*-4%*
	Bus or coach occupants	5.0	6	5	*-17%*	*0%*
	Other vehicle occupants	2.4	2	3	*50%*	*25%*
	Total	**160.6**	**195**	**180**	***-8%***	***12%***
	Children (under 16yrs)	**23.2**	**25**	**24**	***-4%***	***3%***
Slight*	Pedestrians	257.8	229	227	*-1%*	*-12%*
	Pedal cyclists	76.8	64	64	*0%*	*-17%*
	Powered 2 Wheeler	118.0	172	130	*-24%*	*10%*
	Car occupants	475.8	590	520	*-12%*	*9%*
	Bus or coach occupants	50.6	78	57	*-27%*	*13%*
	Other vehicle occupants	31.4	30	34	*13%*	*8%*
	Total	**1,010.4**	**1,163**	**1,032**	***-11%***	***2%***
All severities	Pedestrians	323.0	308	304	*-1%*	*-6%*
	Pedal cyclists	88.6	72	78	*8%*	*-12%*
	Powered 2 Wheeler	139.0	200	158	*-21%*	*14%*
	Car occupants	531.0	662	573	*-13%*	*8%*
	Bus or coach occupants	55.6	84	62	*-26%*	*12%*
	Other vehicle occupants	33.8	32	37	*16%*	*9%*
	Total	**1,171.0**	**1,358**	**1,212**	***-11%***	***4%***

NB. National and London casualty reduction target categories shown with shading.

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

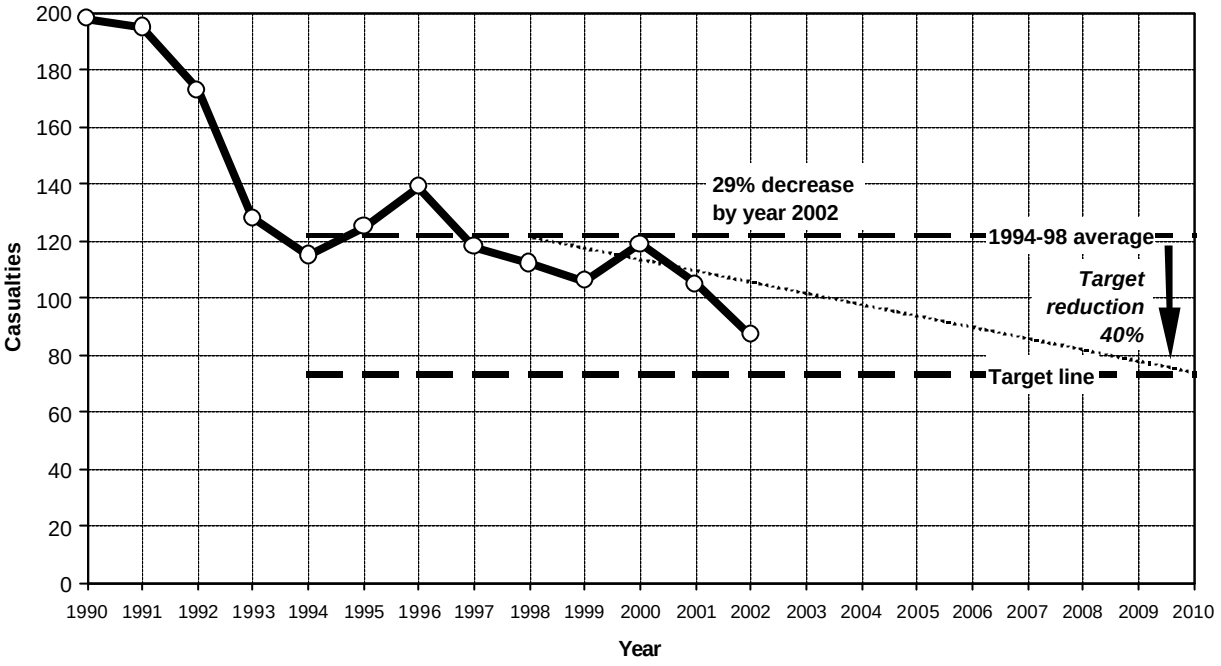


Fig. A16.2: L.B. of Harrow - All slight casualties

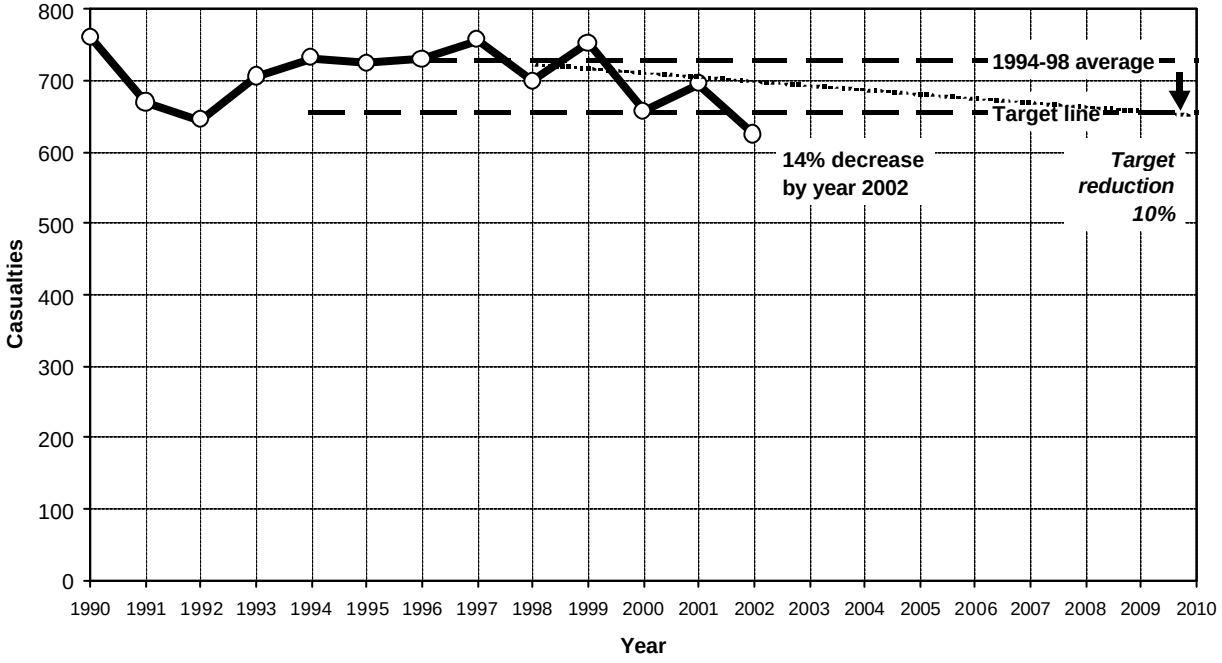


Table A16: Towards the year 2010: Monitoring casualties in L.B. of Harrow
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	1.8	5	1	*-80%*	*-44%*
	Pedal cyclists	0.0	0	0	*0%*	*0%*
	Powered 2 Wheeler	0.4	0	1	*n/a*	*150%*
	Car occupants	2.2	0	2	*n/a*	*-9%*
	Bus or coach occupants	0.0	0	0	*0%*	*0%*
	Other vehicle occupants	0.0	0	0	*0%*	*0%*
	Total	**4.4**	**5**	**4**	***-20%***	***-9%***
Fatal & serious	Pedestrians	34.4	40	14	*-65%*	*-59%*
	Pedal cyclists	7.4	6	7	*17%*	*-5%*
	Powered 2 Wheeler	12.0	11	16	*45%*	*33%*
	Car occupants	61.4	39	47	*21%*	*-23%*
	Bus or coach occupants	3.4	6	2	*-67%*	*-41%*
	Other vehicle occupants	3.2	3	1	*-67%*	*-69%*
	Total	**121.8**	**105**	**87**	***-17%***	***-29%***
	Children (under 16yrs)	**19.8**	**18**	**9**	***-50%***	***-55%***
Slight*	Pedestrians	129.6	106	87	*-18%*	*-33%*
	Pedal cyclists	51.2	35	26	*-26%*	*-49%*
	Powered 2 Wheeler	66.6	60	60	*0%*	*-10%*
	Car occupants	433.6	452	416	*-8%*	*-4%*
	Bus or coach occupants	27.4	28	19	*-32%*	*-31%*
	Other vehicle occupants	19.2	14	16	*14%*	*-17%*
	Total	**727.6**	**695**	**624**	***-10%***	***-14%***
All severities	Pedestrians	164.0	146	101	*-31%*	*-38%*
	Pedal cyclists	58.6	41	33	*-20%*	*-44%*
	Powered 2 Wheeler	78.6	71	76	*7%*	*-3%*
	Car occupants	495.0	491	463	*-6%*	*-6%*
	Bus or coach occupants	30.8	34	21	*-38%*	*-32%*
	Other vehicle occupants	22.4	17	17	*0%*	*-24%*
	Total	**849.4**	**800**	**711**	***-11%***	***-16%***

NB. National and London casualty reduction target categories shown with shading.

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

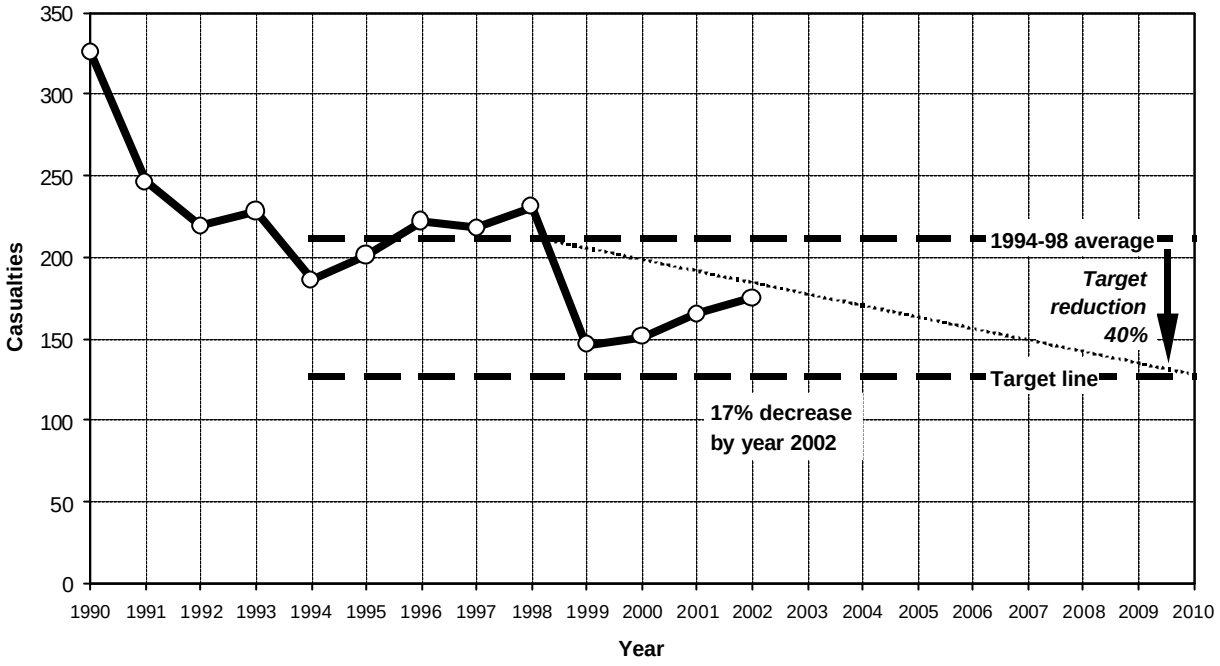


Fig. A17.2: L.B. of Havering - All slight casualties

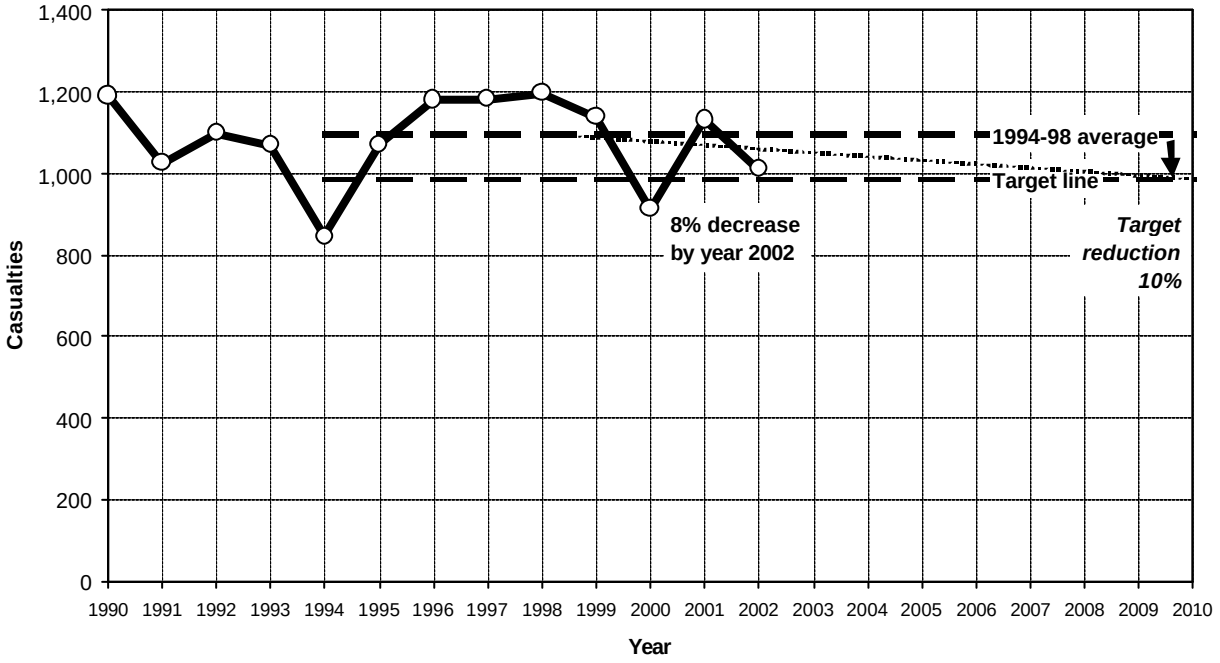


Table A17: Towards the year 2010: Monitoring casualties in L.B. of Havering
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	2.4	5	1	*-80%*	*-58%*
	Pedal cyclists	0.2	3	1	*-67%*	*400%*
	Powered 2 Wheeler	0.8	2	2	*0%*	*150%*
	Car occupants	3.8	2	2	*0%*	*-47%*
	Bus or coach occupants	0.0	0	0	*0%*	*0%*
	Other vehicle occupants	0.2	1	1	*0%*	*400%*
	Total	**7.4**	**13**	**7**	***-46%***	***-5%***
Fatal & serious	Pedestrians	38.2	37	26	*-30%*	*-32%*
	Pedal cyclists	11.4	10	6	*-40%*	*-47%*
	Powered 2 Wheeler	19.8	19	30	*58%*	*52%*
	Car occupants	130.6	90	96	*7%*	*-26%*
	Bus or coach occupants	5.4	3	6	*100%*	*11%*
	Other vehicle occupants	6.2	6	11	*83%*	*77%*
	Total	**211.6**	**165**	**175**	***6%***	***-17%***
	Children (under 16yrs)	**35.6**	**22**	**23**	***5%***	***-35%***
Slight*	Pedestrians	114.8	129	99	*-23%*	*-14%*
	Pedal cyclists	69.6	23	32	*39%*	*-54%*
	Powered 2 Wheeler	74.8	99	107	*8%*	*43%*
	Car occupants	751.8	783	665	*-15%*	*-12%*
	Bus or coach occupants	40.6	56	56	*0%*	*38%*
	Other vehicle occupants	44.2	42	53	*26%*	*20%*
	Total	**1,095.8**	**1,132**	**1,012**	***-11%***	***-8%***
All severities	Pedestrians	153.0	166	125	*-25%*	*-18%*
	Pedal cyclists	81.0	33	38	*15%*	*-53%*
	Powered 2 Wheeler	94.6	118	137	*16%*	*45%*
	Car occupants	882.4	873	761	*-13%*	*-14%*
	Bus or coach occupants	46.0	59	62	*5%*	*35%*
	Other vehicle occupants	50.4	48	64	*33%*	*27%*
	Total	**1,307.4**	**1,297**	**1,187**	***-8%***	***-9%***

NB. National and London casualty reduction target categories shown with shading.

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

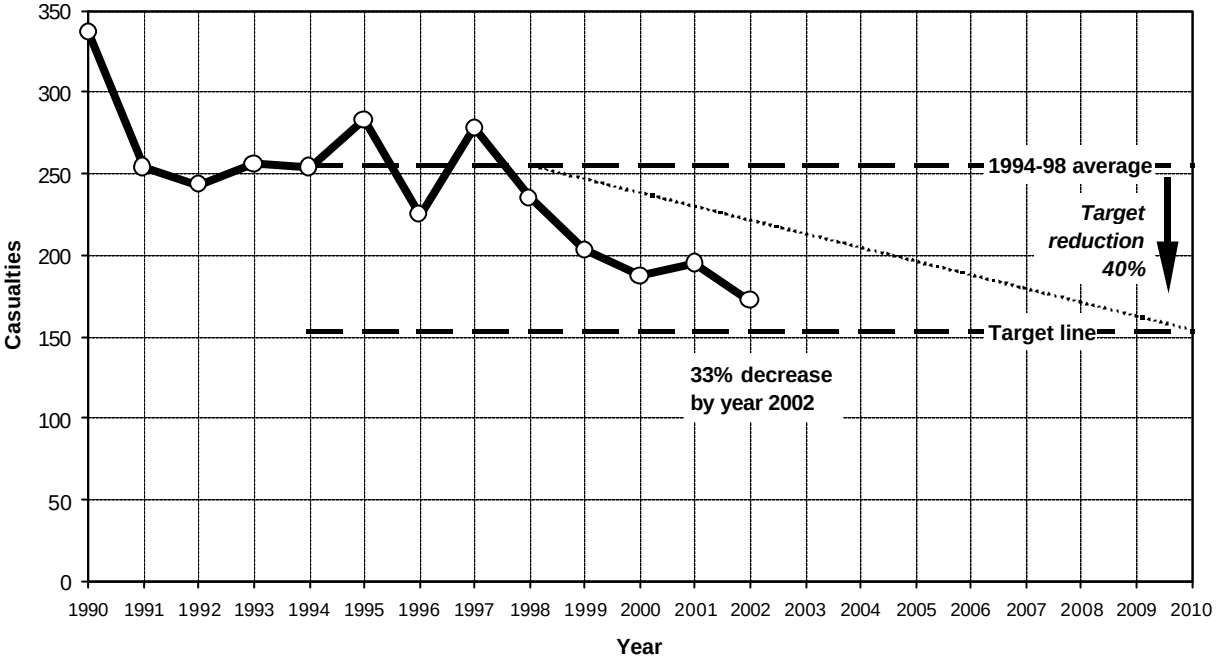


Fig. A18.2: L.B. of Hillingdon - All slight casualties

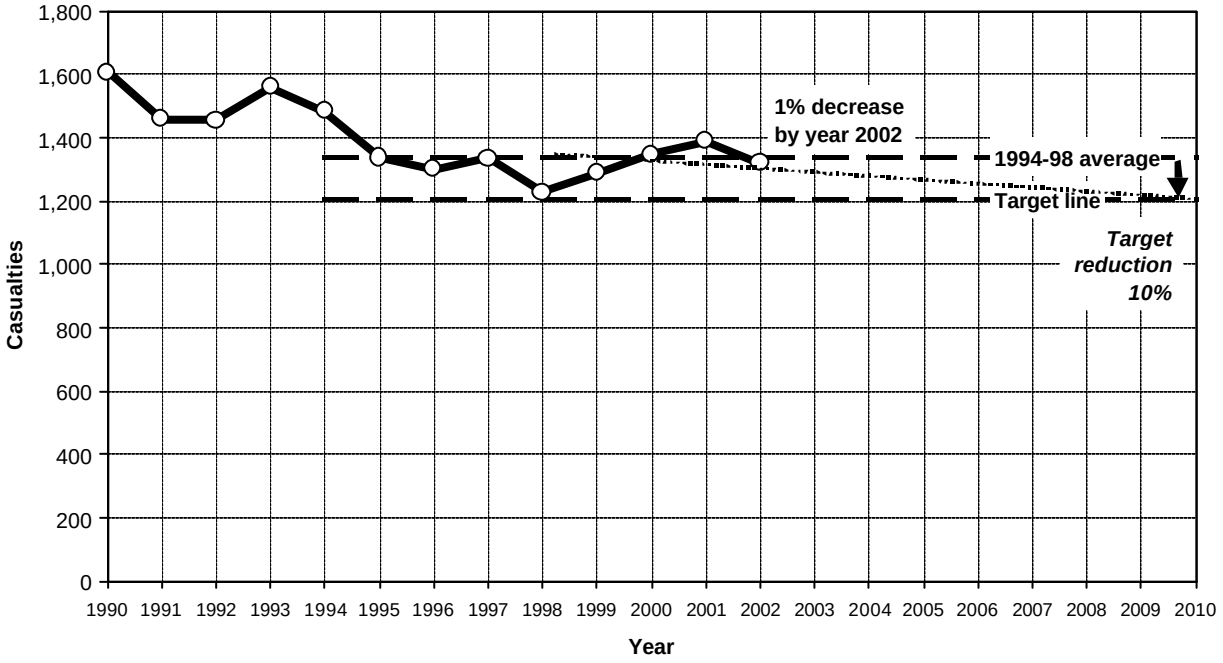


Table A18:Towards the year 2010: Monitoring casualties in L.B. of Hillingdon
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	5.0	0	3	*n/a*	*-40%*
	Pedal cyclists	1.0	1	0	*-100%*	*-100%*
	Powered 2 Wheeler	1.6	2	3	*50%*	*88%*
	Car occupants	3.0	2	0	*-100%*	*-100%*
	Bus or coach occupants	0.2	0	0	*0%*	*-100%*
	Other vehicle occupants	0.6	0	0	*0%*	*-100%*
	Total	**11.4**	**5**	**6**	***20%***	***-47%***
Fatal & serious	Pedestrians	54.0	39	48	*23%*	*-11%*
	Pedal cyclists	19.6	9	5	*-44%*	*-74%*
	Powered 2 Wheeler	25.4	21	22	*5%*	*-13%*
	Car occupants	138.2	113	89	*-21%*	*-36%*
	Bus or coach occupants	5.6	5	4	*-20%*	*-29%*
	Other vehicle occupants	12.2	8	4	*-50%*	*-67%*
	Total	**255.0**	**195**	**172**	***-12%***	***-33%***
	Children (under 16yrs)	**37.4**	**22**	**19**	***-14%***	***-49%***
Slight*	Pedestrians	141.0	130	124	*-5%*	*-12%*
	Pedal cyclists	106.6	72	57	*-21%*	*-47%*
	Powered 2 Wheeler	95.2	115	115	*0%*	*21%*
	Car occupants	905.8	991	959	*-3%*	*6%*
	Bus or coach occupants	35.2	25	26	*4%*	*-26%*
	Other vehicle occupants	53.6	57	40	*-30%*	*-25%*
	Total	**1,337.4**	**1,390**	**1,321**	***-5%***	***-1%***
All severities	Pedestrians	195.0	169	172	*2%*	*-12%*
	Pedal cyclists	126.2	81	62	*-23%*	*-51%*
	Powered 2 Wheeler	120.6	136	137	*1%*	*14%*
	Car occupants	1,044.0	1,104	1,048	*-5%*	*0%*
	Bus or coach occupants	40.8	30	30	*0%*	*-26%*
	Other vehicle occupants	65.8	65	44	*-32%*	*-33%*
	Total	**1,592.4**	**1,585**	**1,493**	***-6%***	***-6%***

NB. National and London casualty reduction target categories shown with shading.

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

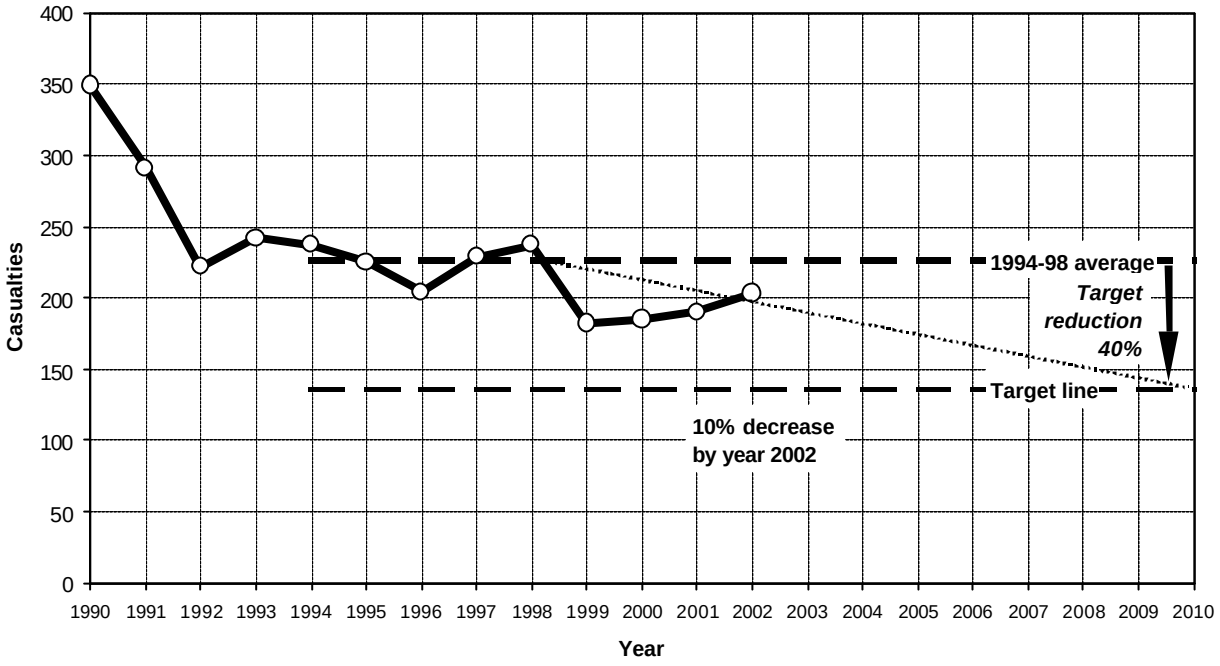


Fig. A19.2: L.B. of Hounslow - All slight casualties

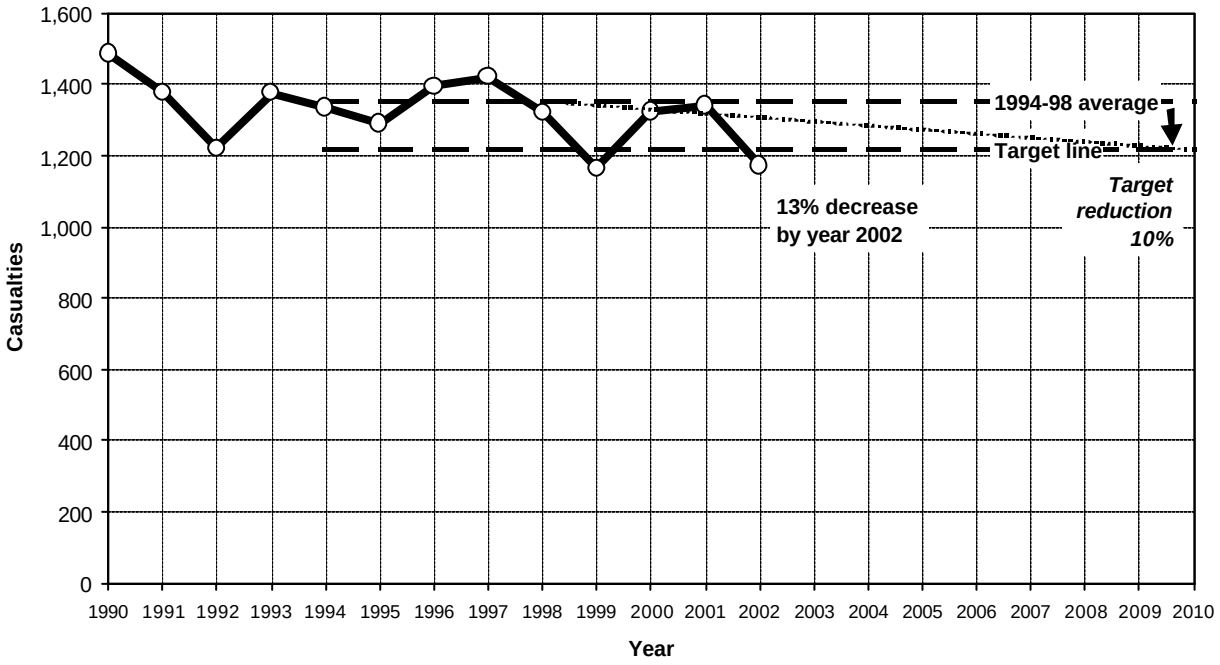


Table A19: Towards the year 2010: Monitoring casualties in L.B. of Hounslow
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	4.0	4	5	*25%*	*25%*
	Pedal cyclists	0.4	0	1	*n/a*	*150%*
	Powered 2 Wheeler	1.4	4	2	*-50%*	*43%*
	Car occupants	3.6	4	4	*0%*	*11%*
	Bus or coach occupants	0.0	0	0	*0%*	*0%*
	Other vehicle occupants	0.6	0	0	*0%*	*-100%*
	Total	**10.0**	**12**	**12**	***0%***	***20%***
Fatal & serious	Pedestrians	50.2	40	53	*33%*	*6%*
	Pedal cyclists	19.2	16	9	*-44%*	*-53%*
	Powered 2 Wheeler	28.0	34	45	*32%*	*61%*
	Car occupants	111.0	87	91	*5%*	*-18%*
	Bus or coach occupants	7.6	7	1	*-86%*	*-87%*
	Other vehicle occupants	10.4	6	4	*-33%*	*-62%*
	Total	**226.4**	**190**	**203**	***7%***	***-10%***
	Children (under 16yrs)	**29.2**	**31**	**17**	***-45%***	***-42%***
Slight*	Pedestrians	173.0	147	112	*-24%*	*-35%*
	Pedal cyclists	132.4	100	78	*-22%*	*-41%*
	Powered 2 Wheeler	141.8	160	156	*-3%*	*10%*
	Car occupants	787.4	839	742	*-12%*	*-6%*
	Bus or coach occupants	63.6	43	54	*26%*	*-15%*
	Other vehicle occupants	54.0	51	30	*-41%*	*-44%*
	Total	**1,352.2**	**1,340**	**1,172**	***-13%***	***-13%***
All severities	Pedestrians	223.2	187	165	*-12%*	*-26%*
	Pedal cyclists	151.6	116	87	*-25%*	*-43%*
	Powered 2 Wheeler	169.8	194	201	*4%*	*18%*
	Car occupants	898.4	926	833	*-10%*	*-7%*
	Bus or coach occupants	71.2	50	55	*10%*	*-23%*
	Other vehicle occupants	64.4	57	34	*-40%*	*-47%*
	Total	**1,578.6**	**1,530**	**1,375**	***-10%***	***-13%***

NB. National and London casualty reduction target categories shown with shading.

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

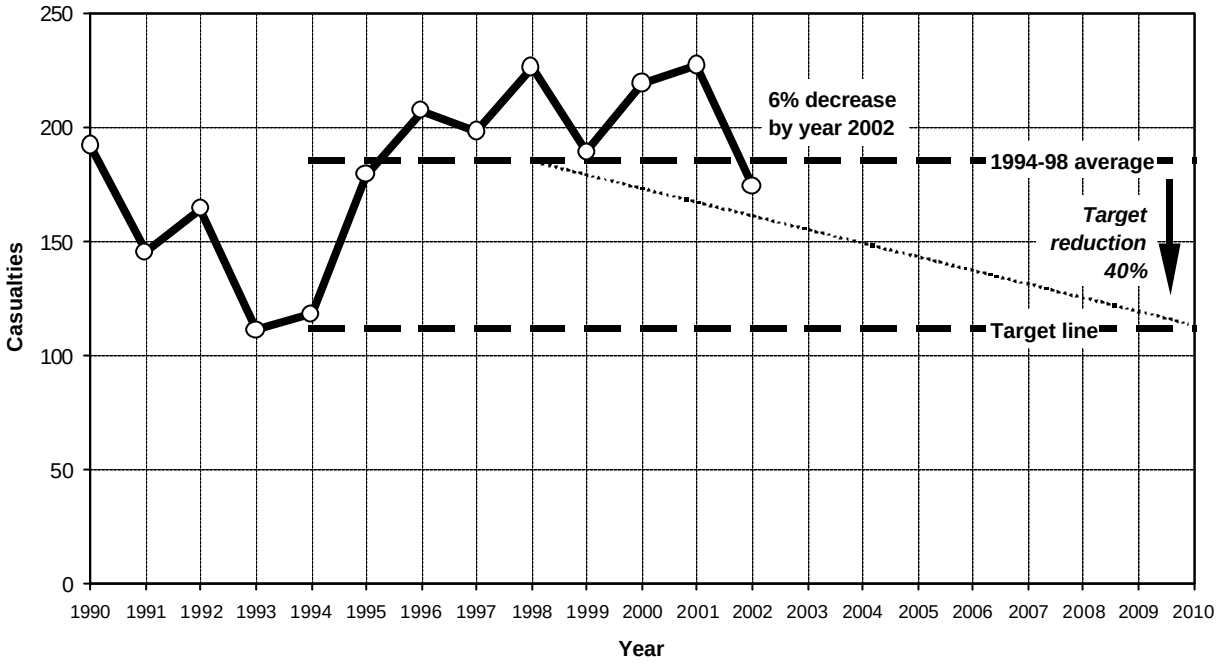


Fig. A20.2: L.B. of Islington - All slight casualties

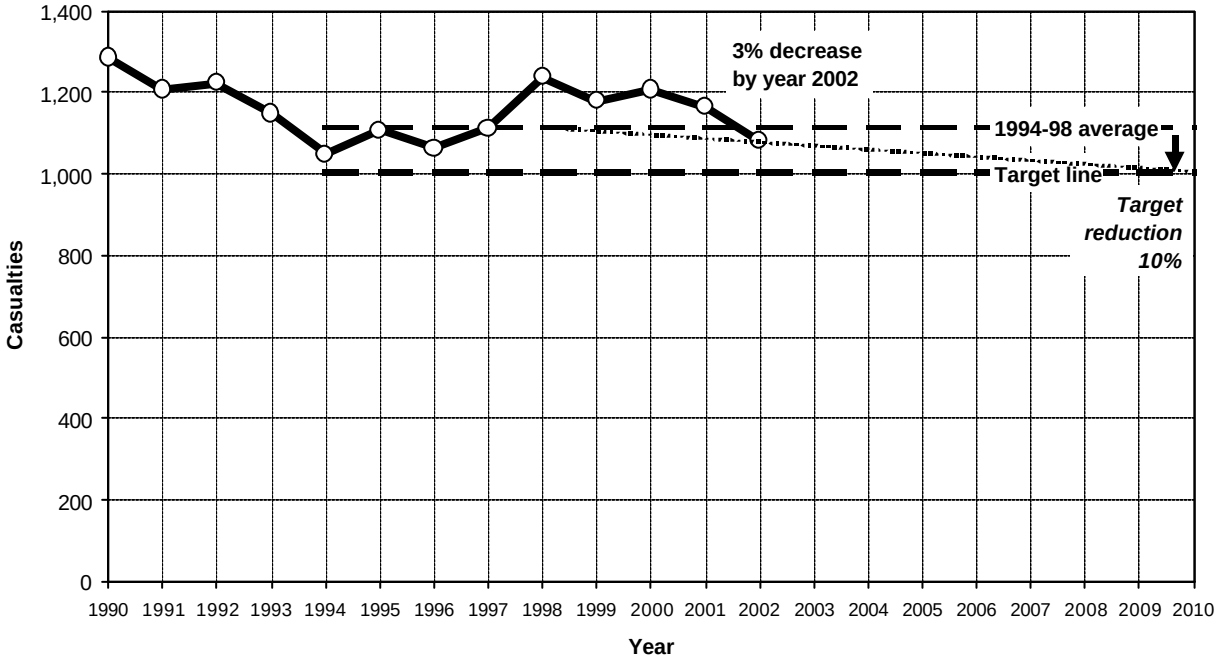


Table A20: Towards the year 2010: Monitoring casualties in L.B. of Islington
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	5.6	2	4	*100%*	*-29%*
	Pedal cyclists	0.6	2	2	*0%*	*233%*
	Powered 2 Wheeler	1.2	3	2	*-33%*	*67%*
	Car occupants	1.0	0	0	*0%*	*-100%*
	Bus or coach occupants	0.2	0	0	*0%*	*-100%*
	Other vehicle occupants	0.0	1	0	*-100%*	*0%*
	Total	**8.6**	**8**	**8**	***0%***	***-7%***
Fatal & serious	Pedestrians	76.0	81	66	*-19%*	*-13%*
	Pedal cyclists	26.0	35	33	*-6%*	*27%*
	Powered 2 Wheeler	31.8	61	40	*-34%*	*26%*
	Car occupants	38.4	29	27	*-7%*	*-30%*
	Bus or coach occupants	8.2	8	6	*-25%*	*-27%*
	Other vehicle occupants	5.2	13	2	*-85%*	*-62%*
	Total	**185.6**	**227**	**174**	***-23%***	***-6%***
	Children (under 16yrs)	**18.6**	**23**	**16**	***-30%***	***-14%***
Slight*	Pedestrians	259.4	230	243	*6%*	*-6%*
	Pedal cyclists	177.8	154	153	*-1%*	*-14%*
	Powered 2 Wheeler	221.4	286	264	*-8%*	*19%*
	Car occupants	343.4	357	298	*-17%*	*-13%*
	Bus or coach occupants	70.0	89	79	*-11%*	*13%*
	Other vehicle occupants	41.8	48	44	*-8%*	*5%*
	Total	**1,113.8**	**1,164**	**1,081**	***-7%***	***-3%***
All severities	Pedestrians	335.4	311	309	*-1%*	*-8%*
	Pedal cyclists	203.8	189	186	*-2%*	*-9%*
	Powered 2 Wheeler	253.2	347	304	*-12%*	*20%*
	Car occupants	381.8	386	325	*-16%*	*-15%*
	Bus or coach occupants	78.2	97	85	*-12%*	*9%*
	Other vehicle occupants	47.0	61	46	*-25%*	*-2%*
	Total	**1,299.4**	**1,391**	**1,255**	***-10%***	***-3%***

NB. National and London casualty reduction target categories shown with shading.

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

21. Kensington & Chelsea

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

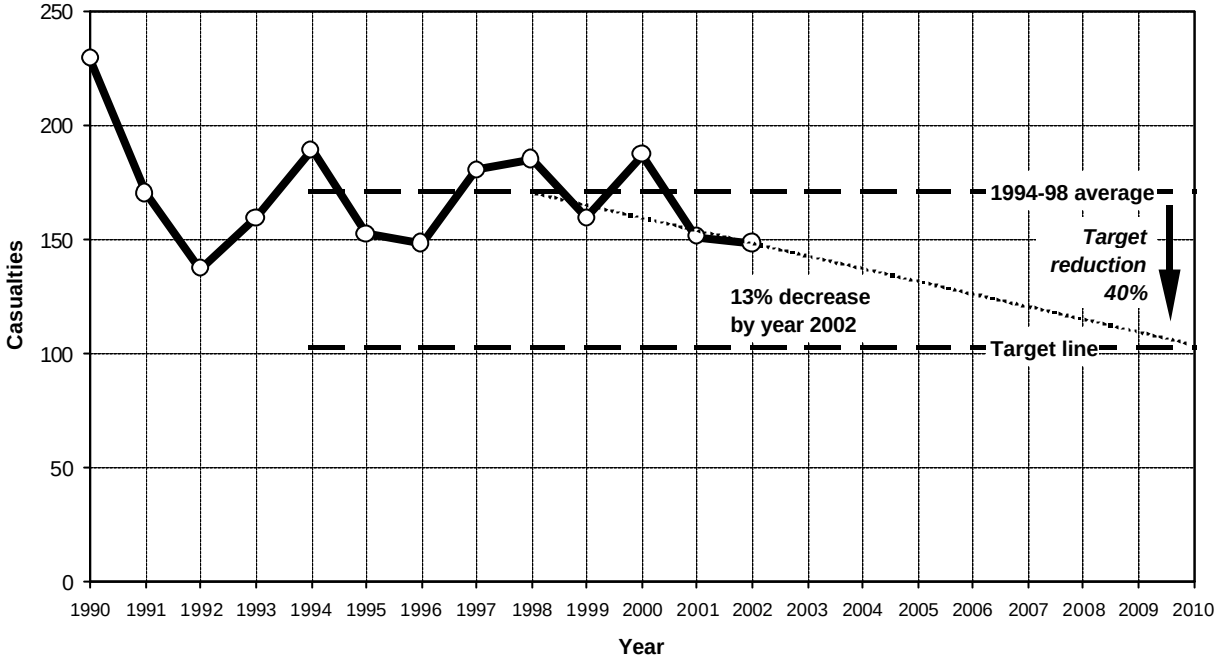


Fig. A21.2: R.B. of Kensington & Chelsea - All slight casualties

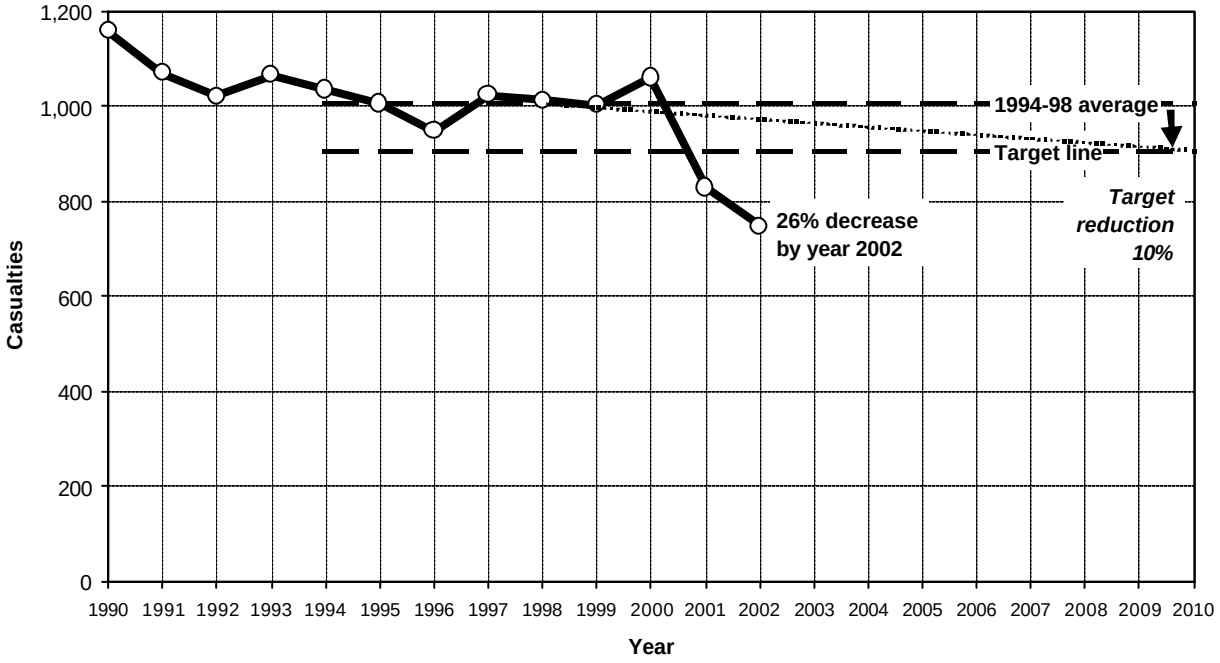


Table A21: Towards the year 2010: Monitoring casualties in R.B. of Kensington & Chelsea
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	4.4	5	4	*-20%*	*-9%*
	Pedal cyclists	0.4	1	1	*0%*	*150%*
	Powered 2 Wheeler	1.0	1	2	*100%*	*100%*
	Car occupants	0.8	0	0	*0%*	*-100%*
	Bus or coach occupants	0.0	0	0	*0%*	*0%*
	Other vehicle occupants	0.4	0	0	*0%*	*-100%*
	Total	**7.0**	**7**	**7**	***0%***	***0%***
Fatal & serious	Pedestrians	71.8	52	46	*-12%*	*-36%*
	Pedal cyclists	18.0	22	22	*0%*	*22%*
	Powered 2 Wheeler	31.0	37	44	*19%*	*42%*
	Car occupants	35.6	28	24	*-14%*	*-33%*
	Bus or coach occupants	7.2	7	7	*0%*	*-3%*
	Other vehicle occupants	7.2	5	5	*0%*	*-31%*
	Total	**170.8**	**151**	**148**	***-2%***	***-13%***
	Children (under 16yrs)	**11.2**	**6**	**12**	***100%***	***7%***
Slight*	Pedestrians	248.8	202	158	*-22%*	*-36%*
	Pedal cyclists	143.4	111	93	*-16%*	*-35%*
	Powered 2 Wheeler	202.6	226	202	*-11%*	*0%*
	Car occupants	299.4	218	216	*-1%*	*-28%*
	Bus or coach occupants	46.6	38	42	*11%*	*-10%*
	Other vehicle occupants	64.0	33	36	*9%*	*-44%*
	Total	**1,004.8**	**828**	**747**	***-10%***	***-26%***
All severities	Pedestrians	320.6	254	204	*-20%*	*-36%*
	Pedal cyclists	161.4	133	115	*-14%*	*-29%*
	Powered 2 Wheeler	233.6	263	246	*-6%*	*5%*
	Car occupants	335.0	246	240	*-2%*	*-28%*
	Bus or coach occupants	53.8	45	49	*9%*	*-9%*
	Other vehicle occupants	71.2	38	41	*8%*	*-42%*
	Total	**1,175.6**	**979**	**895**	***-9%***	***-24%***

NB. National and London casualty reduction target categories shown with shading.

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

22. Kingston upon Thames

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

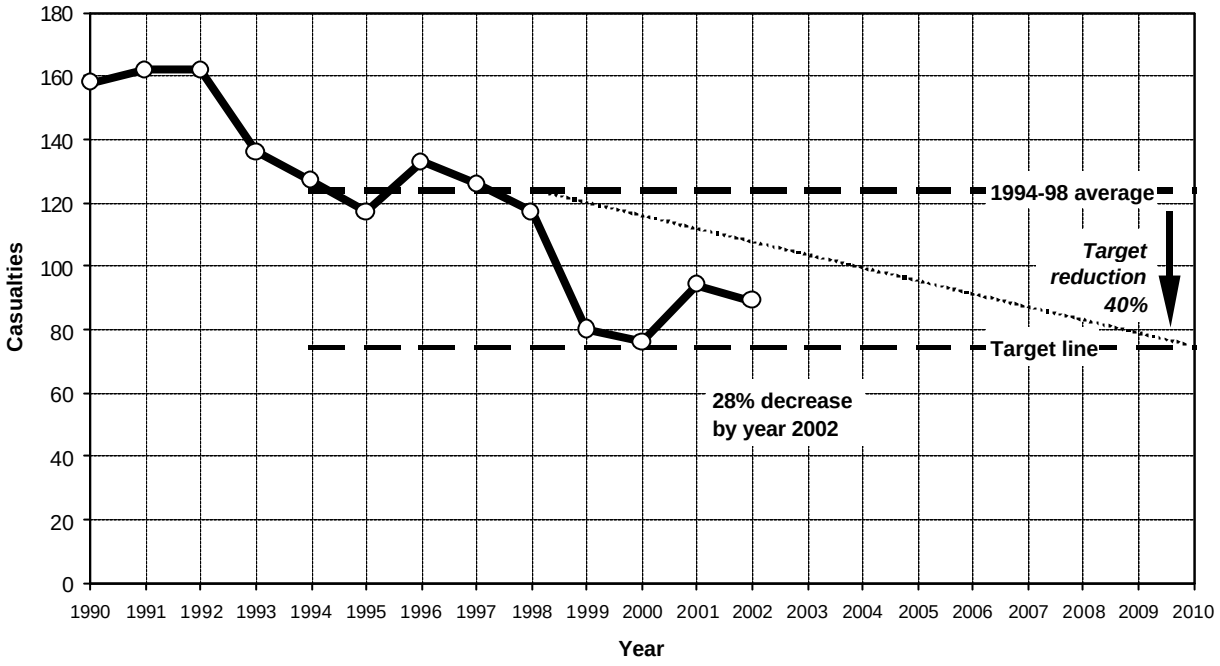


Fig. A22.2: R.B. of Kingston upon Thames - All slight casualties

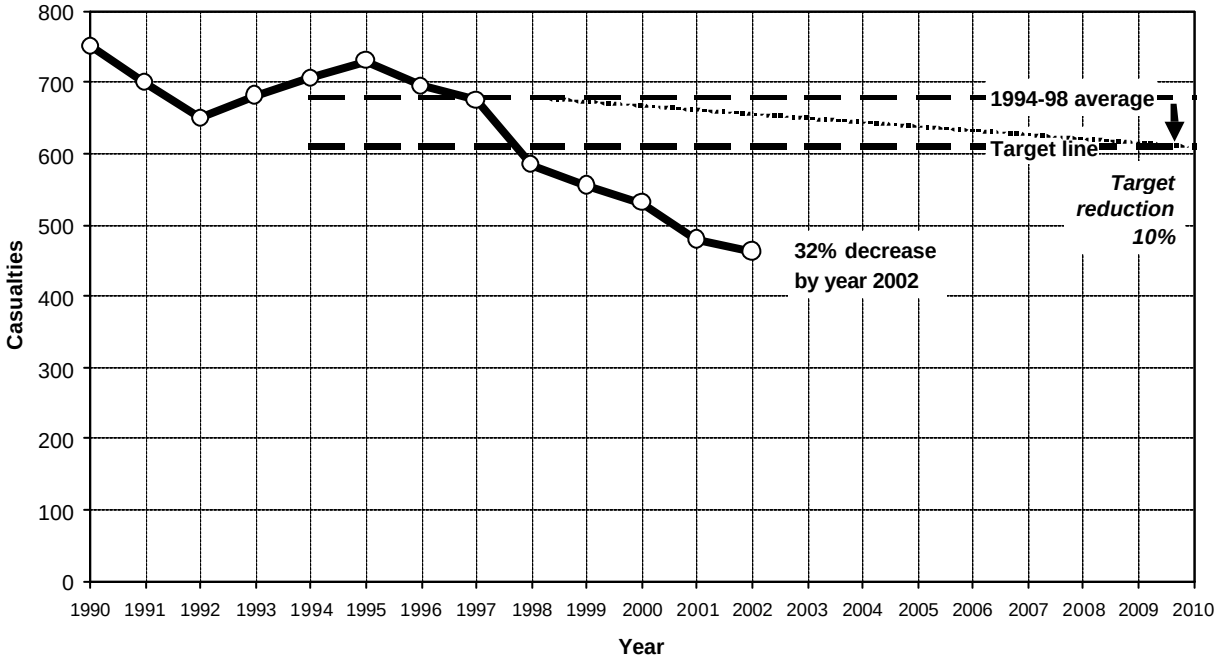


Table A22: Towards the year 2010: Monitoring casualties in R.B. of Kingston upon Thames
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	4.6	2	1	*-50%*	*-78%*
	Pedal cyclists	0.2	1	0	*-100%*	*-100%*
	Powered 2 Wheeler	0.4	1	1	*0%*	*150%*
	Car occupants	1.2	0	2	*n/a*	*67%*
	Bus or coach occupants	0.0	0	0	*0%*	*0%*
	Other vehicle occupants	0.0	0	0	*0%*	*0%*
	Total	**6.4**	**4**	**4**	***0%***	***-38%***
Fatal & serious	Pedestrians	31.6	25	25	*0%*	*-21%*
	Pedal cyclists	14.0	9	10	*11%*	*-29%*
	Powered 2 Wheeler	22.2	17	14	*-18%*	*-37%*
	Car occupants	50.2	39	36	*-8%*	*-28%*
	Bus or coach occupants	3.4	2	1	*-50%*	*-71%*
	Other vehicle occupants	2.6	2	3	*50%*	*15%*
	Total	**124.0**	**94**	**89**	***-5%***	***-28%***
	Children (under 16yrs)	**13.4**	**10**	**17**	***70%***	***27%***
Slight*	Pedestrians	89.2	75	73	*-3%*	*-18%*
	Pedal cyclists	91.8	47	35	*-26%*	*-62%*
	Powered 2 Wheeler	79.4	79	86	*9%*	*8%*
	Car occupants	367.0	245	232	*-5%*	*-37%*
	Bus or coach occupants	29.2	17	24	*41%*	*-18%*
	Other vehicle occupants	21.4	16	12	*-25%*	*-44%*
	Total	**678.0**	**479**	**462**	***-4%***	***-32%***
All severities	Pedestrians	120.8	100	98	*-2%*	*-19%*
	Pedal cyclists	105.8	56	45	*-20%*	*-57%*
	Powered 2 Wheeler	101.6	96	100	*4%*	*-2%*
	Car occupants	417.2	284	268	*-6%*	*-36%*
	Bus or coach occupants	32.6	19	25	*32%*	*-23%*
	Other vehicle occupants	24.0	18	15	*-17%*	*-38%*
	Total	**802.0**	**573**	**551**	***-4%***	***-31%***

NB. National and London casualty reduction target categories shown with shading.

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

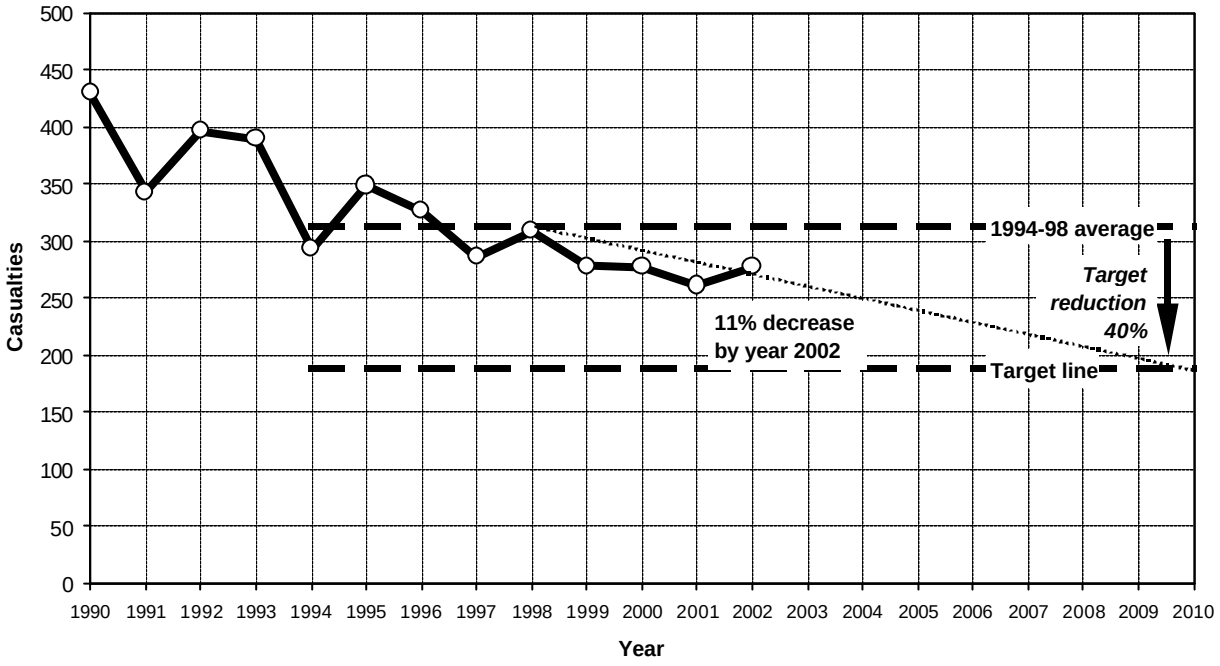


Fig. A23.2: L.B. of Lambeth - All slight casualties

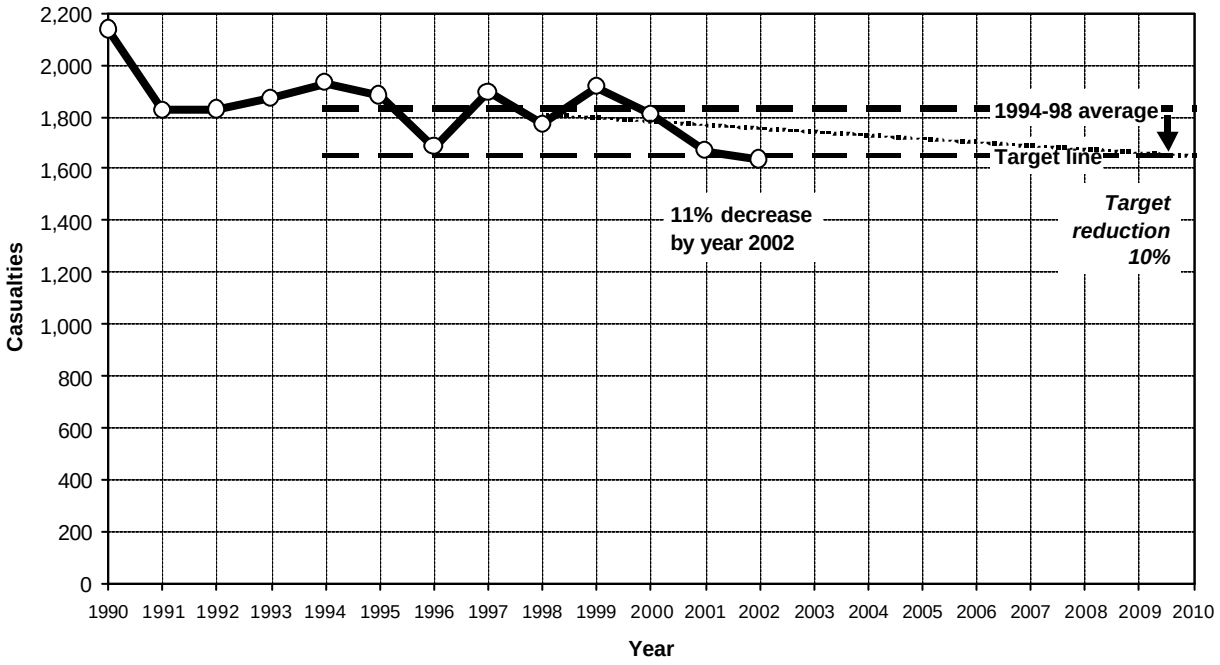


Table A23: Towards the year 2010: Monitoring casualties in L.B. of Lambeth
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	7.4	9	5	*-44%*	*-32%*
	Pedal cyclists	0.8	1	0	*-100%*	*-100%*
	Powered 2 Wheeler	1.4	5	3	*-40%*	*114%*
	Car occupants	1.0	1	2	*100%*	*100%*
	Bus or coach occupants	0.2	0	0	*0%*	*-100%*
	Other vehicle occupants	0.2	0	0	*0%*	*-100%*
	Total	**11.0**	**16**	**10**	***-38%***	***-9%***
Fatal & serious	Pedestrians	123.8	78	96	*23%*	*-22%*
	Pedal cyclists	36.4	35	24	*-31%*	*-34%*
	Powered 2 Wheeler	51.2	70	80	*14%*	*56%*
	Car occupants	80.8	57	64	*12%*	*-21%*
	Bus or coach occupants	12.8	15	9	*-40%*	*-30%*
	Other vehicle occupants	7.6	6	4	*-33%*	*-47%*
	Total	**312.6**	**261**	**277**	***6%***	***-11%***
	Children (under 16yrs)	**45.0**	**24**	**31**	***29%***	***-31%***
Slight*	Pedestrians	359.0	323	268	*-17%*	*-25%*
	Pedal cyclists	222.4	186	169	*-9%*	*-24%*
	Powered 2 Wheeler	314.4	416	400	*-4%*	*27%*
	Car occupants	758.4	581	624	*7%*	*-18%*
	Bus or coach occupants	114.6	124	122	*-2%*	*6%*
	Other vehicle occupants	62.8	37	52	*41%*	*-17%*
	Total	**1,831.6**	**1,667**	**1,635**	***-2%***	***-11%***
All severities	Pedestrians	482.8	401	364	*-9%*	*-25%*
	Pedal cyclists	258.8	221	193	*-13%*	*-25%*
	Powered 2 Wheeler	365.6	486	480	*-1%*	*31%*
	Car occupants	839.2	638	688	*8%*	*-18%*
	Bus or coach occupants	127.4	139	131	*-6%*	*3%*
	Other vehicle occupants	70.4	43	56	*30%*	*-20%*
	Total	**2,144.2**	**1,928**	**1,912**	***-1%***	***-11%***

NB. National and London casualty reduction target categories shown with shading.

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

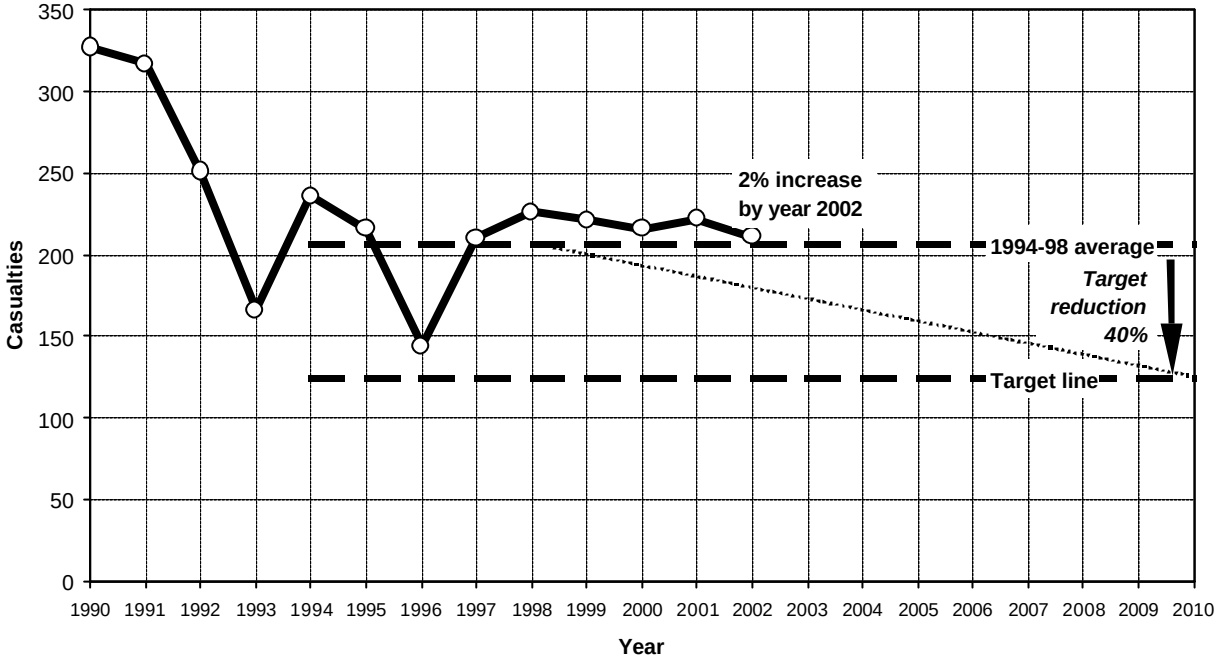


Fig. A24.2: L.B. of Lewisham - All slight casualties

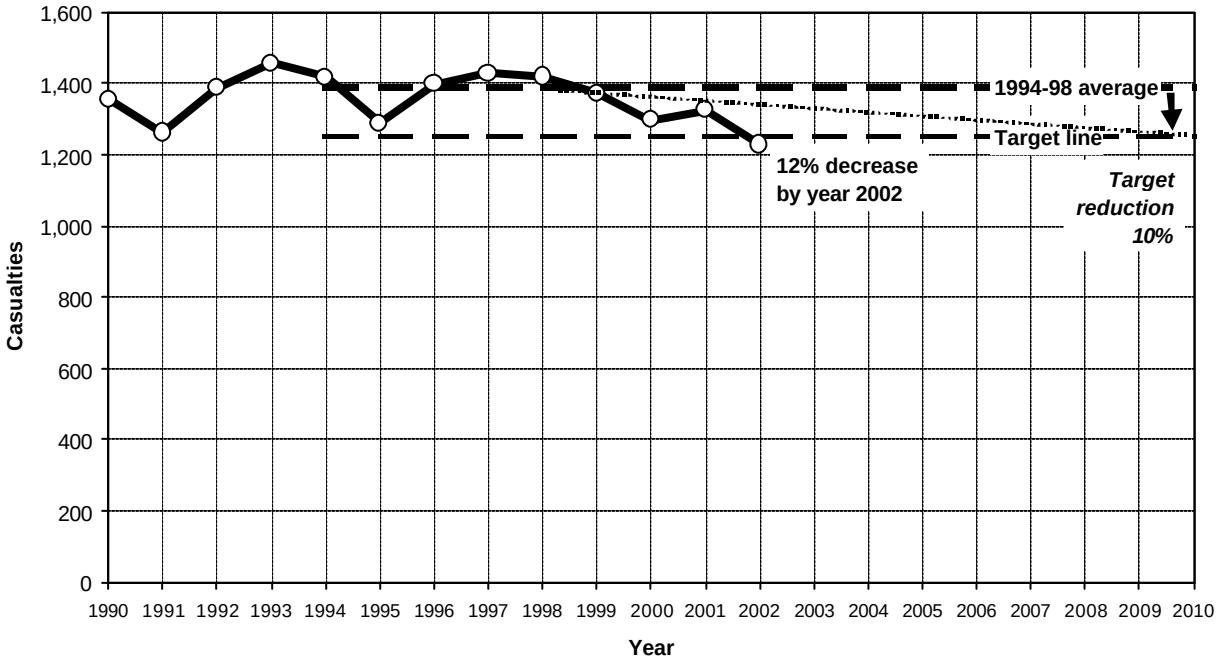


Table A24: Towards the year 2010: Monitoring casualties in L.B. of Lewisham
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	3.6	5	3	*-40%*	*-17%*
	Pedal cyclists	0.6	0	2	*n/a*	*233%*
	Powered 2 Wheeler	1.0	4	2	*-50%*	*100%*
	Car occupants	1.0	4	2	*-50%*	*100%*
	Bus or coach occupants	0.2	1	0	*-100%*	*-100%*
	Other vehicle occupants	0.0	0	0	*0%*	*0%*
	Total	**6.4**	**14**	**9**	***-36%***	***41%***
Fatal & serious	Pedestrians	81.6	66	62	*-6%*	*-24%*
	Pedal cyclists	14.2	9	13	*44%*	*-8%*
	Powered 2 Wheeler	30.0	51	63	*24%*	*110%*
	Car occupants	63.2	72	53	*-26%*	*-16%*
	Bus or coach occupants	13.2	21	10	*-52%*	*-24%*
	Other vehicle occupants	4.2	3	10	*233%*	*138%*
	Total	**206.4**	**222**	**211**	***-5%***	***2%***
	Children (under 16yrs)	**41.4**	**35**	**26**	***-26%***	***-37%***
Slight*	Pedestrians	260.0	200	213	*7%*	*-18%*
	Pedal cyclists	118.0	89	62	*-30%*	*-47%*
	Powered 2 Wheeler	172.8	263	215	*-18%*	*24%*
	Car occupants	699.2	640	609	*-5%*	*-13%*
	Bus or coach occupants	102.4	100	94	*-6%*	*-8%*
	Other vehicle occupants	37.6	33	36	*9%*	*-4%*
	Total	**1,390.0**	**1,325**	**1,229**	***-7%***	***-12%***
All severities	Pedestrians	341.6	266	275	*3%*	*-19%*
	Pedal cyclists	132.2	98	75	*-23%*	*-43%*
	Powered 2 Wheeler	202.8	314	278	*-11%*	*37%*
	Car occupants	762.4	712	662	*-7%*	*-13%*
	Bus or coach occupants	115.6	121	104	*-14%*	*-10%*
	Other vehicle occupants	41.8	36	46	*28%*	*10%*
	Total	**1,596.4**	**1,547**	**1,440**	***-7%***	***-10%***

NB. National and London casualty reduction target categories shown with shading.

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

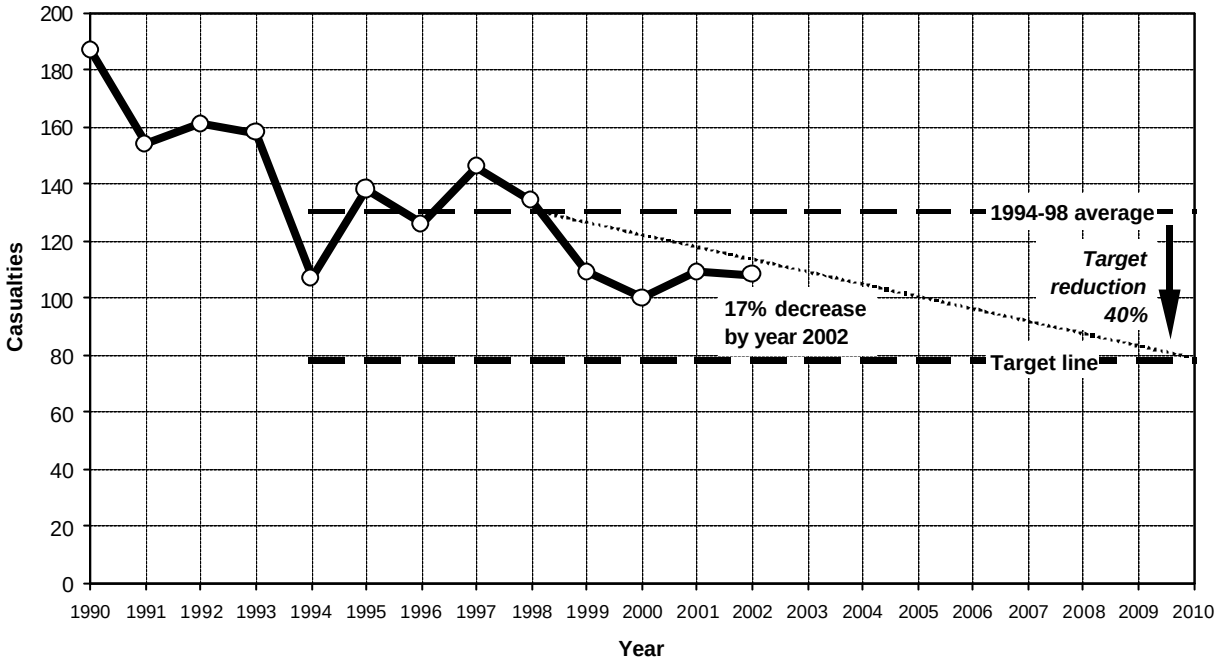


Fig. A25.2: L.B. of Merton - All slight casualties

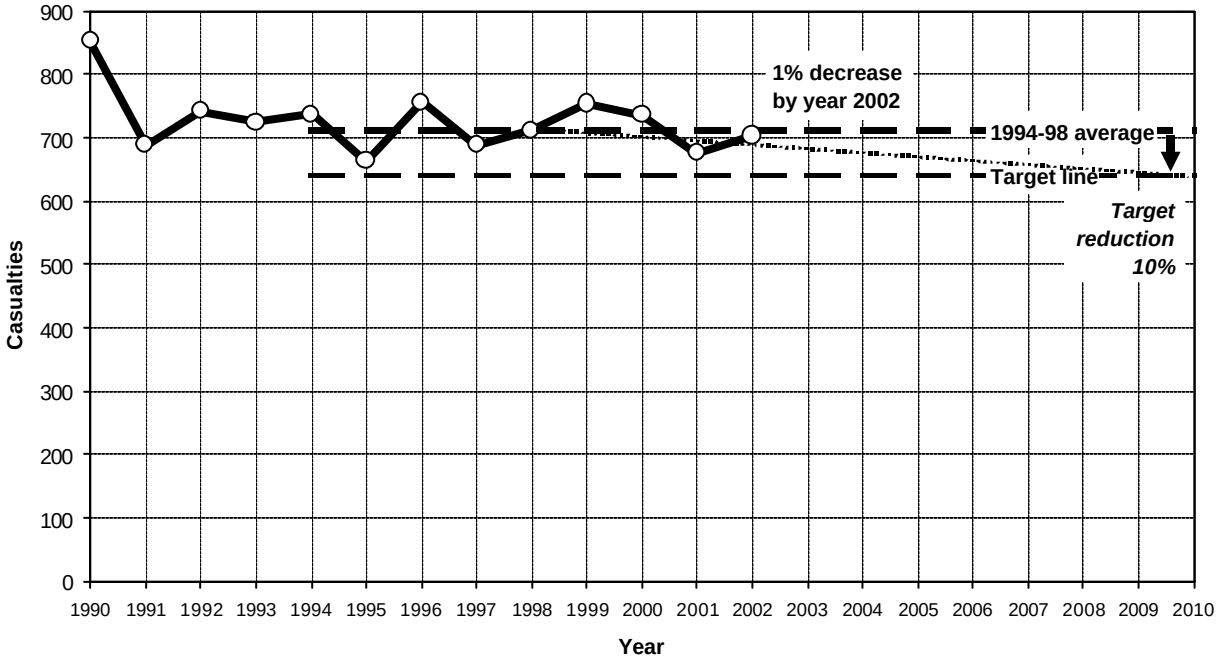


Table A25: Towards the year 2010: Monitoring casualties in L.B. of Merton
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	2.2	2	0	*-100%*	*-100%*
	Pedal cyclists	0.4	1	1	*0%*	*150%*
	Powered 2 Wheeler	0.8	1	2	*100%*	*150%*
	Car occupants	1.4	1	1	*0%*	*-29%*
	Bus or coach occupants	0.0	0	0	*0%*	*0%*
	Other vehicle occupants	0.2	0	1	*n/a*	*400%*
	Total	**5.0**	**5**	**5**	***0%***	***0%***
Fatal & serious	Pedestrians	37.4	32	16	*-50%*	*-57%*
	Pedal cyclists	11.6	9	11	*22%*	*-5%*
	Powered 2 Wheeler	21.2	33	23	*-30%*	*8%*
	Car occupants	50.8	33	49	*48%*	*-4%*
	Bus or coach occupants	4.6	0	3	*n/a*	*-35%*
	Other vehicle occupants	4.6	2	6	*200%*	*30%*
	Total	**130.2**	**109**	**108**	***-1%***	***-17%***
	Children (under 16yrs)	**20.8**	**16**	**13**	***-19%***	***-38%***
Slight*	Pedestrians	121.4	113	92	*-19%*	*-24%*
	Pedal cyclists	85.0	55	58	*5%*	*-32%*
	Powered 2 Wheeler	97.8	138	147	*7%*	*50%*
	Car occupants	358.4	297	345	*16%*	*-4%*
	Bus or coach occupants	27.0	41	37	*-10%*	*37%*
	Other vehicle occupants	21.8	32	25	*-22%*	*15%*
	Total	**711.4**	**676**	**704**	***4%***	***-1%***
All severities	Pedestrians	158.8	145	108	*-26%*	*-32%*
	Pedal cyclists	96.6	64	69	*8%*	*-29%*
	Powered 2 Wheeler	119.0	171	170	*-1%*	*43%*
	Car occupants	409.2	330	394	*19%*	*-4%*
	Bus or coach occupants	31.6	41	40	*-2%*	*27%*
	Other vehicle occupants	26.4	34	31	*-9%*	*17%*
	Total	**841.6**	**785**	**812**	***3%***	***-4%***

NB. National and London casualty reduction target categories shown with shading.

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

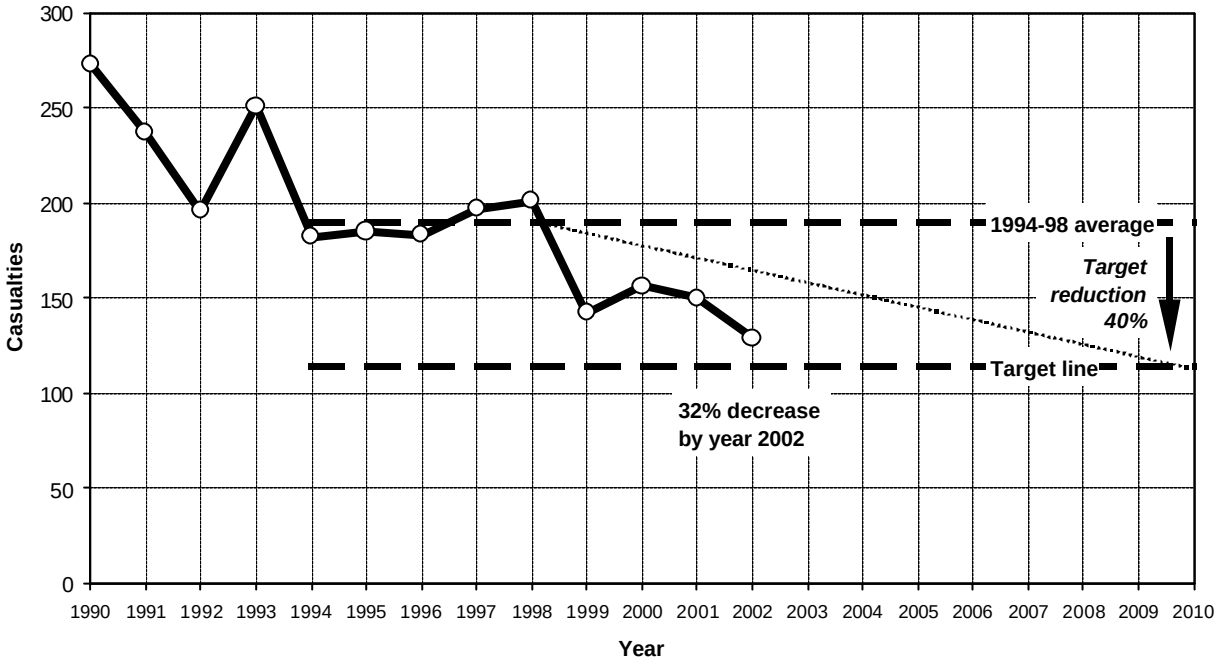


Fig. A26.2: L.B. of Newham - All slight casualties

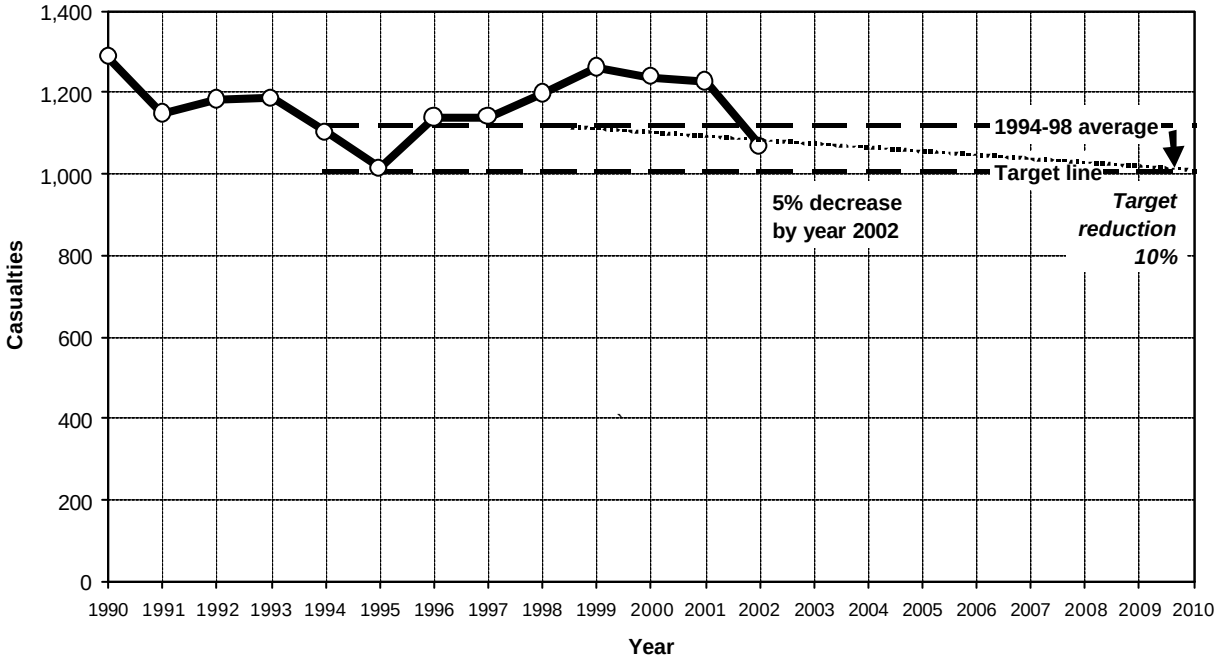


Table A26: Towards the year 2010: Monitoring casualties in L.B. of Newham
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	2.2	5	1	*-80%*	*-55%*
	Pedal cyclists	0.2	0	0	*0%*	*-100%*
	Powered 2 Wheeler	1.2	1	4	*300%*	*233%*
	Car occupants	0.6	2	1	*-50%*	*67%*
	Bus or coach occupants	0.0	0	0	*0%*	*0%*
	Other vehicle occupants	0.0	0	0	*0%*	*0%*
	Total	**4.2**	**8**	**6**	***-25%***	***43%***
Fatal & serious	Pedestrians	68.4	45	52	*16%*	*-24%*
	Pedal cyclists	10.8	12	8	*-33%*	*-26%*
	Powered 2 Wheeler	17.6	18	19	*6%*	*8%*
	Car occupants	76.6	71	44	*-38%*	*-43%*
	Bus or coach occupants	7.8	2	3	*50%*	*-62%*
	Other vehicle occupants	8.4	2	3	*50%*	*-64%*
	Total	**189.6**	**150**	**129**	***-14%***	***-32%***
	Children (under 16yrs)	**43.0**	**25**	**31**	***24%***	***-28%***
Slight*	Pedestrians	248.4	230	206	*-10%*	*-17%*
	Pedal cyclists	88.6	71	57	*-20%*	*-36%*
	Powered 2 Wheeler	89.4	127	100	*-21%*	*12%*
	Car occupants	580.2	697	615	*-12%*	*6%*
	Bus or coach occupants	70.6	52	56	*8%*	*-21%*
	Other vehicle occupants	41.6	49	33	*-33%*	*-21%*
	Total	**1,118.8**	**1,226**	**1,067**	***-13%***	***-5%***
All severities	Pedestrians	316.8	275	258	*-6%*	*-19%*
	Pedal cyclists	99.4	83	65	*-22%*	*-35%*
	Powered 2 Wheeler	107.0	145	119	*-18%*	*11%*
	Car occupants	656.8	768	659	*-14%*	*0%*
	Bus or coach occupants	78.4	54	59	*9%*	*-25%*
	Other vehicle occupants	50.0	51	36	*-29%*	*-28%*
	Total	**1,308.4**	**1,376**	**1,196**	***-13%***	***-9%***

NB. National and London casualty reduction target categories shown with shading.

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

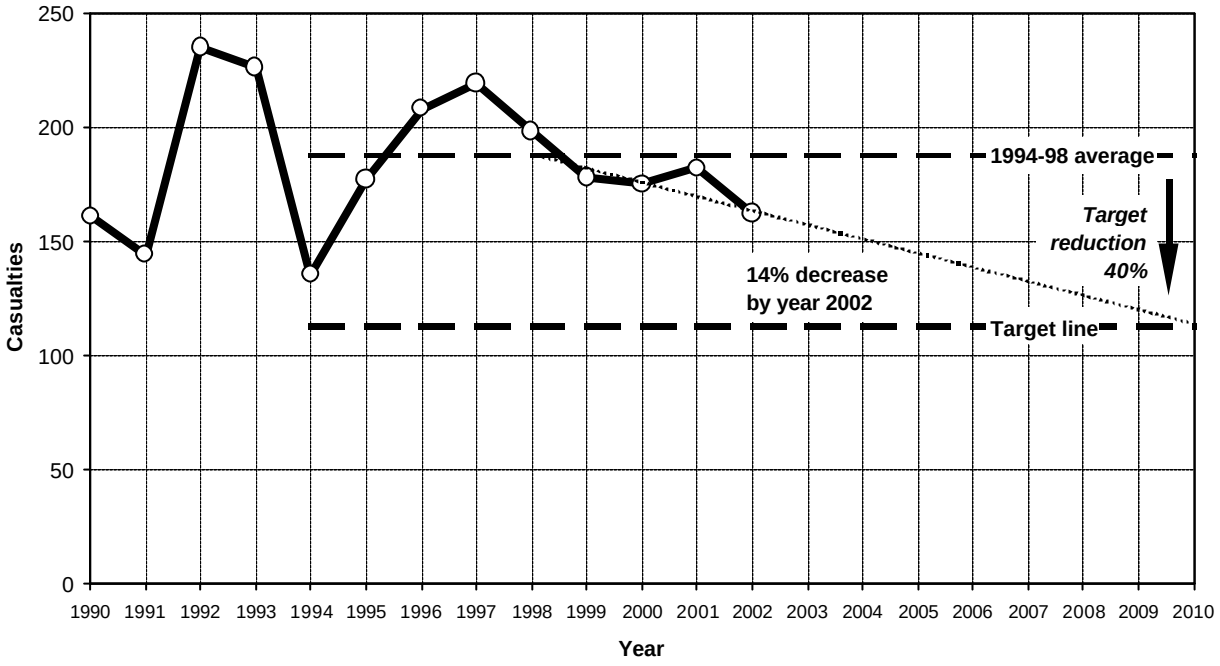


Fig. A27.2: L.B. of Redbridge - All slight casualties

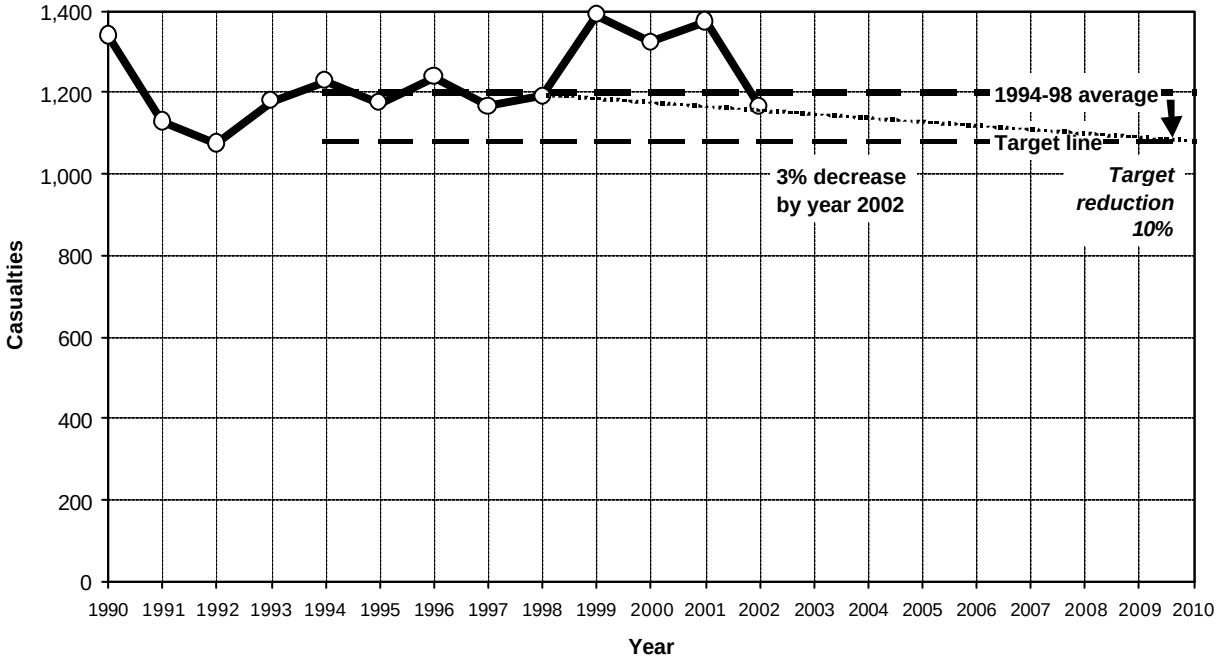


Table A27: Towards the year 2010: Monitoring casualties in L.B. of Redbridge
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	4.6	4	2	*-50%*	*-57%*
	Pedal cyclists	0.4	0	2	*n/a*	*400%*
	Powered 2 Wheeler	1.0	3	1	*-67%*	*0%*
	Car occupants	1.4	1	6	*500%*	*329%*
	Bus or coach occupants	0.0	0	0	*0%*	*0%*
	Other vehicle occupants	0.4	2	0	*-100%*	*-100%*
	Total	**7.8**	**10**	**11**	***10%***	***41%***
Fatal & serious	Pedestrians	48.2	34	32	*-6%*	*-34%*
	Pedal cyclists	12.4	7	9	*29%*	*-27%*
	Powered 2 Wheeler	14.4	28	31	*11%*	*115%*
	Car occupants	101.8	101	82	*-19%*	*-19%*
	Bus or coach occupants	4.4	5	4	*-20%*	*-9%*
	Other vehicle occupants	6.2	7	4	*-43%*	*-35%*
	Total	**187.4**	**182**	**162**	***-11%***	***-14%***
	Children (under 16yrs)	**26.0**	**19**	**23**	***21%***	***-12%***
Slight*	Pedestrians	163.8	146	136	*-7%*	*-17%*
	Pedal cyclists	74.0	59	31	*-47%*	*-58%*
	Powered 2 Wheeler	91.4	148	132	*-11%*	*44%*
	Car occupants	773.0	924	786	*-15%*	*2%*
	Bus or coach occupants	48.2	52	44	*-15%*	*-9%*
	Other vehicle occupants	49.0	45	36	*-20%*	*-27%*
	Total	**1,199.4**	**1,374**	**1,165**	***-15%***	***-3%***
All severities	Pedestrians	212.0	180	168	*-7%*	*-21%*
	Pedal cyclists	86.4	66	40	*-39%*	*-54%*
	Powered 2 Wheeler	105.8	176	163	*-7%*	*54%*
	Car occupants	874.8	1,025	868	*-15%*	*-1%*
	Bus or coach occupants	52.6	57	48	*-16%*	*-9%*
	Other vehicle occupants	55.2	52	40	*-23%*	*-28%*
	Total	**1,386.8**	**1,556**	**1,327**	***-15%***	***-4%***

NB. National and London casualty reduction target categories shown with shading.

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

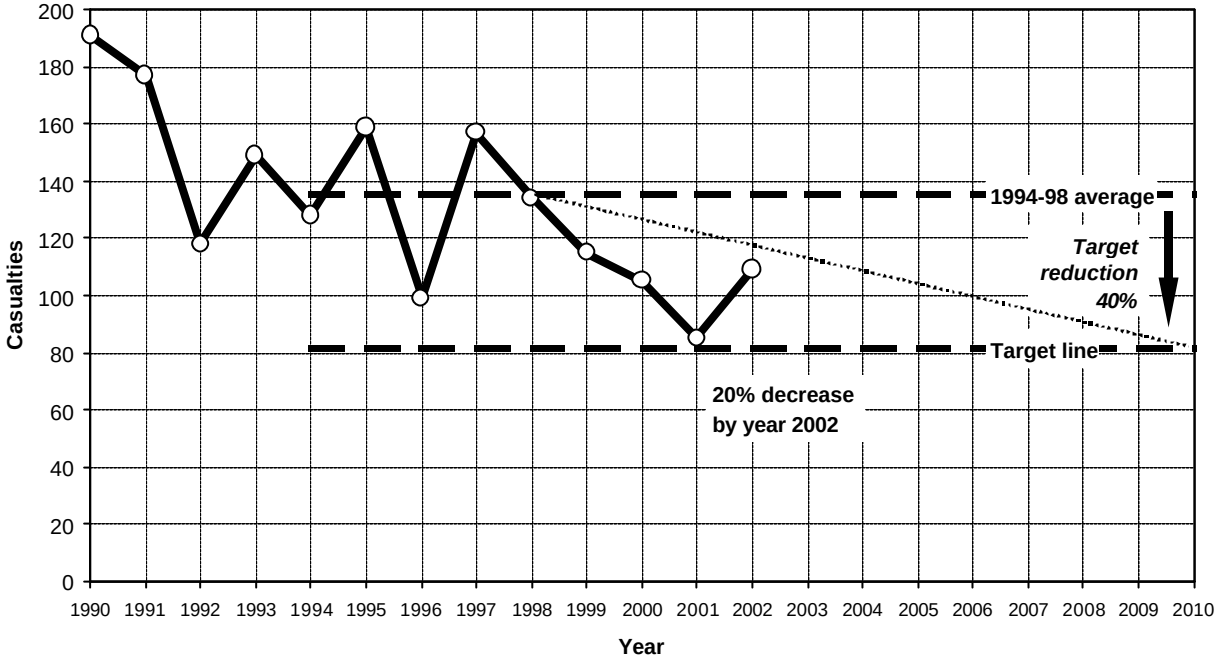


Fig. A28.2: L.B. of Richmond upon Thames - All slight casualties

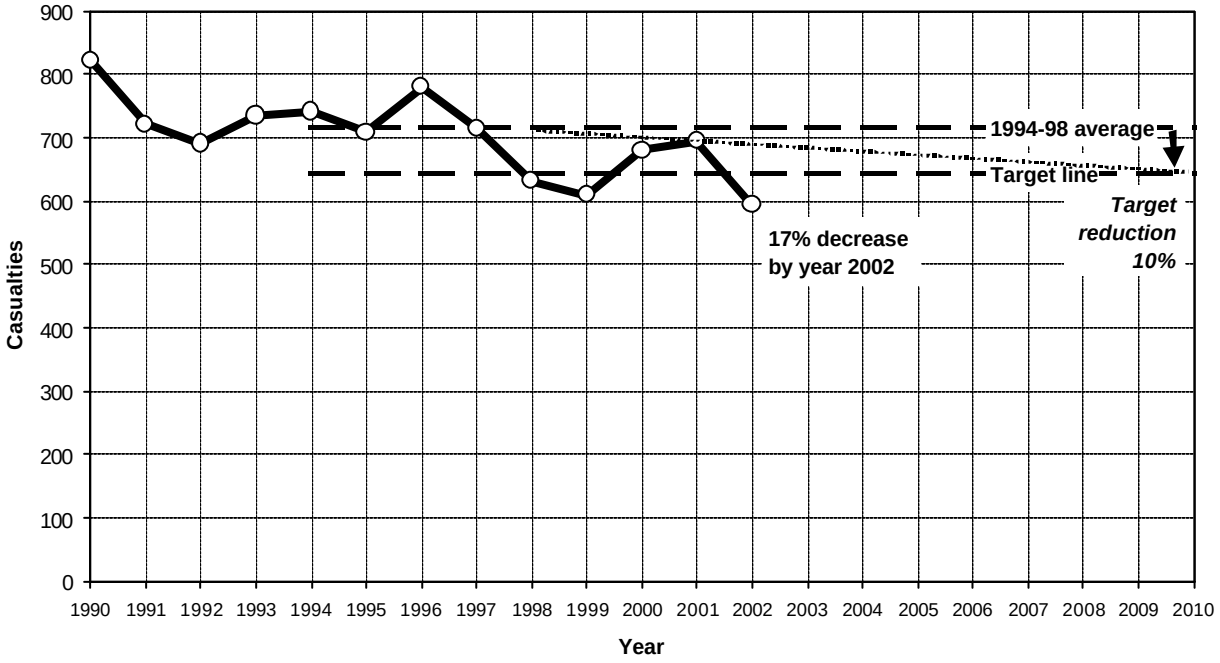


Table A28: Towards the year 2010: Monitoring casualties in L.B. of Richmond upon Thames
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	1.2	1	1	*0%*	*-17%*
	Pedal cyclists	0.2	0	1	*n/a*	*400%*
	Powered 2 Wheeler	0.4	0	3	*n/a*	*650%*
	Car occupants	1.0	1	1	*0%*	*0%*
	Bus or coach occupants	0.0	0	1	*n/a*	*0%*
	Other vehicle occupants	0.0	0	0	*0%*	*0%*
	Total	**2.8**	**2**	**7**	***250%***	***150%***
Fatal & serious	Pedestrians	32.2	25	25	*0%*	*-22%*
	Pedal cyclists	21.4	8	13	*63%*	*-39%*
	Powered 2 Wheeler	24.2	24	30	*25%*	*24%*
	Car occupants	48.0	24	36	*50%*	*-25%*
	Bus or coach occupants	4.6	3	3	*0%*	*-35%*
	Other vehicle occupants	5.0	1	2	*100%*	*-60%*
	Total	**135.4**	**85**	**109**	***28%***	***-19%***
	Children (under 16yrs)	**14.2**	**4**	**11**	***175%***	***-23%***
Slight*	Pedestrians	103.2	92	92	*0%*	*-11%*
	Pedal cyclists	112.4	80	65	*-19%*	*-42%*
	Powered 2 Wheeler	111.6	155	127	*-18%*	*14%*
	Car occupants	337.4	310	266	*-14%*	*-21%*
	Bus or coach occupants	32.4	34	26	*-24%*	*-20%*
	Other vehicle occupants	18.4	24	18	*-25%*	*-2%*
	Total	**715.4**	**695**	**594**	***-15%***	***-17%***
All severities	Pedestrians	135.4	117	117	*0%*	*-14%*
	Pedal cyclists	133.8	88	78	*-11%*	*-42%*
	Powered 2 Wheeler	135.8	179	157	*-12%*	*16%*
	Car occupants	385.4	334	302	*-10%*	*-22%*
	Bus or coach occupants	37.0	37	29	*-22%*	*-22%*
	Other vehicle occupants	23.4	25	20	*-20%*	*-15%*
	Total	**850.8**	**780**	**703**	***-10%***	***-17%***

NB. National and London casualty reduction target categories shown with shading.

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

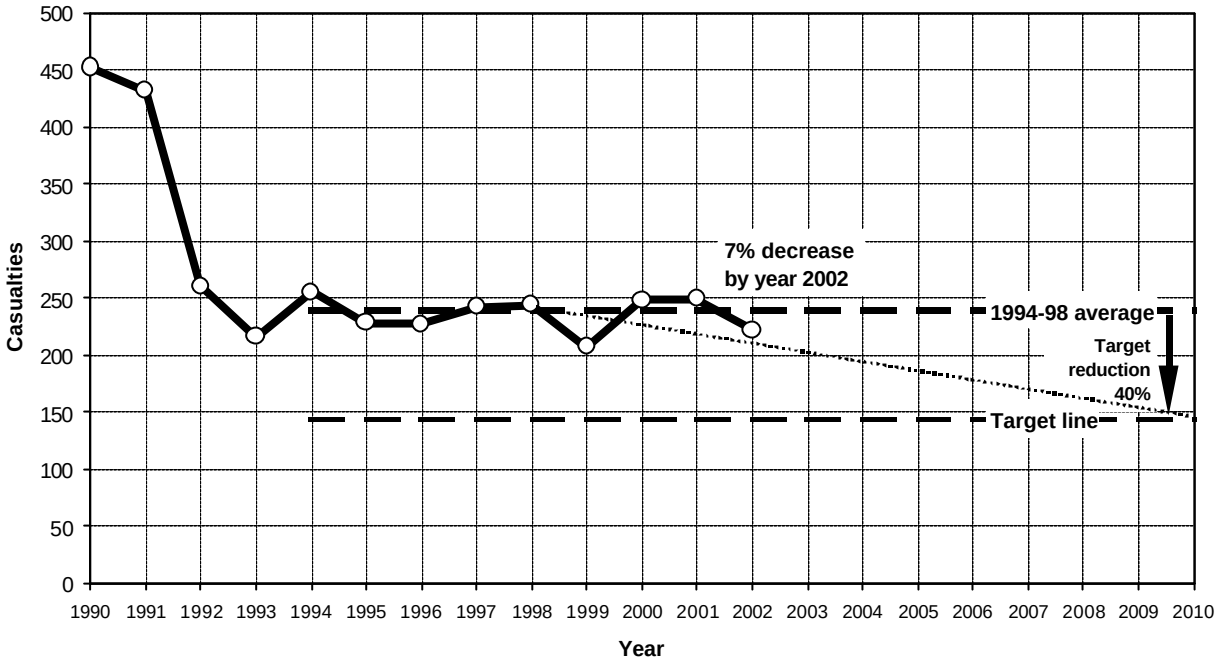


Fig. A29.2: L.B. of Southwark - All slight casualties

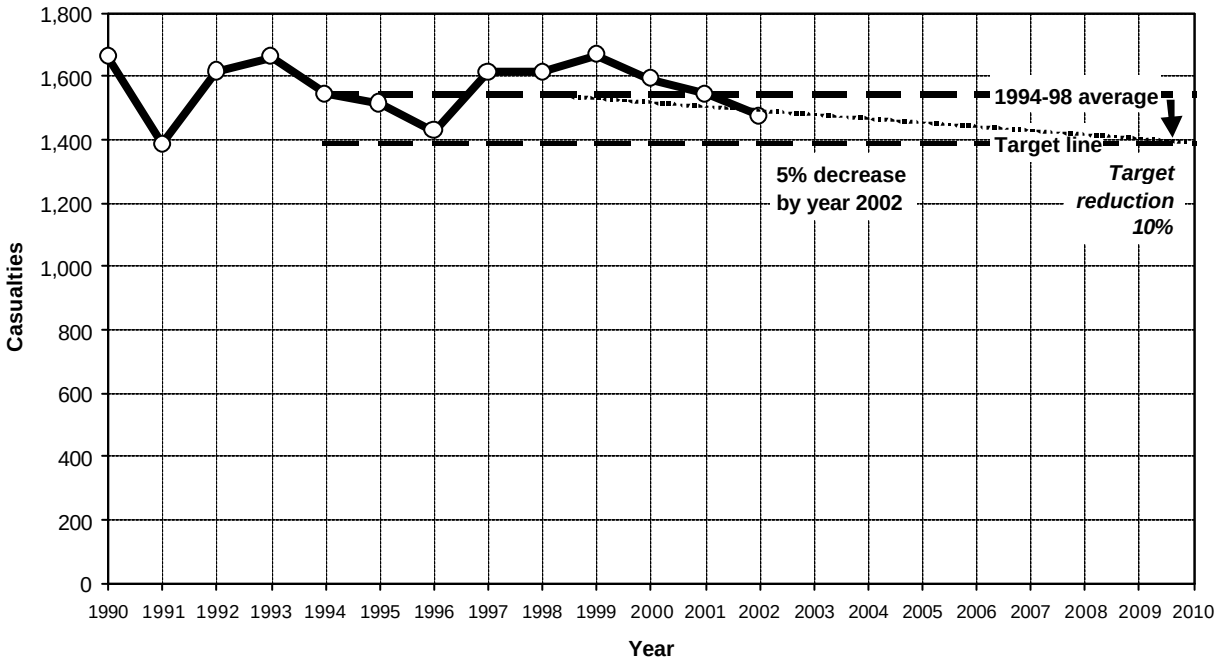


Table A29: Towards the year 2010: Monitoring casualties in L.B. of Southwark
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	4.4	6	3	*-50%*	*-32%*
	Pedal cyclists	1.0	0	0	*0%*	*-100%*
	Powered 2 Wheeler	1.0	5	2	*-60%*	*100%*
	Car occupants	0.6	2	2	*0%*	*233%*
	Bus or coach occupants	0.0	1	1	*0%*	*n/a*
	Other vehicle occupants	0.0	0	0	*0%*	*0%*
	Total	**7.0**	**14**	**8**	***-43%***	***0%***
Fatal & serious	Pedestrians	79.8	75	54	*-28%*	*-32%*
	Pedal cyclists	24.6	29	27	*-7%*	*10%*
	Powered 2 Wheeler	47.4	68	59	*-13%*	*24%*
	Car occupants	69.2	63	62	*-2%*	*-10%*
	Bus or coach occupants	11.8	11	16	*45%*	*36%*
	Other vehicle occupants	6.4	3	4	*33%*	*-38%*
	Total	**239.2**	**249**	**222**	***-11%***	***-7%***
	Children (under 16yrs)	**34.0**	**24**	**20**	***-17%***	***-41%***
Slight*	Pedestrians	286.0	283	252	*-11%*	*-12%*
	Pedal cyclists	189.2	163	173	*6%*	*-9%*
	Powered 2 Wheeler	252.4	349	318	*-9%*	*26%*
	Car occupants	655.2	560	546	*-3%*	*-17%*
	Bus or coach occupants	116.2	145	135	*-7%*	*16%*
	Other vehicle occupants	44.0	44	49	*11%*	*11%*
	Total	**1,543.0**	**1,544**	**1,473**	***-5%***	***-5%***
All severities	Pedestrians	365.8	358	306	*-15%*	*-16%*
	Pedal cyclists	213.8	192	200	*4%*	*-6%*
	Powered 2 Wheeler	299.8	417	377	*-10%*	*26%*
	Car occupants	724.4	623	608	*-2%*	*-16%*
	Bus or coach occupants	128.0	156	151	*-3%*	*18%*
	Other vehicle occupants	50.4	47	53	*13%*	*5%*
	Total	**1,782.2**	**1,793**	**1,695**	***-5%***	***-5%***

NB. National and London casualty reduction target categories shown with shading.

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

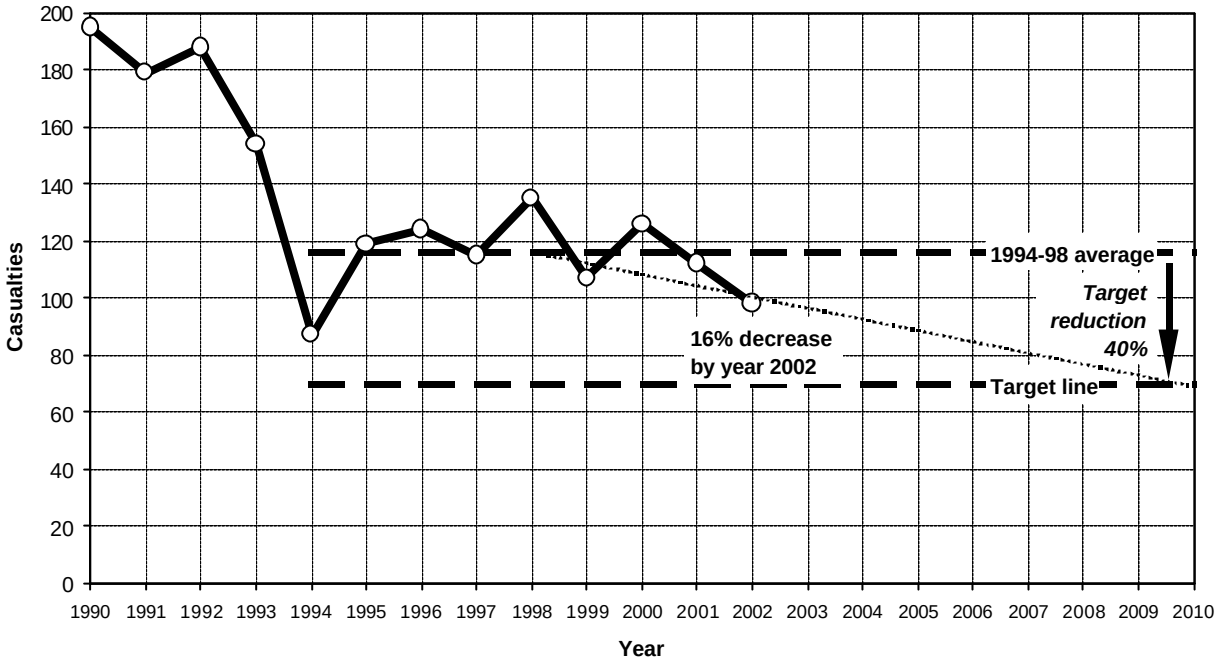


Fig. A30.2: L.B. of Sutton - All slight casualties

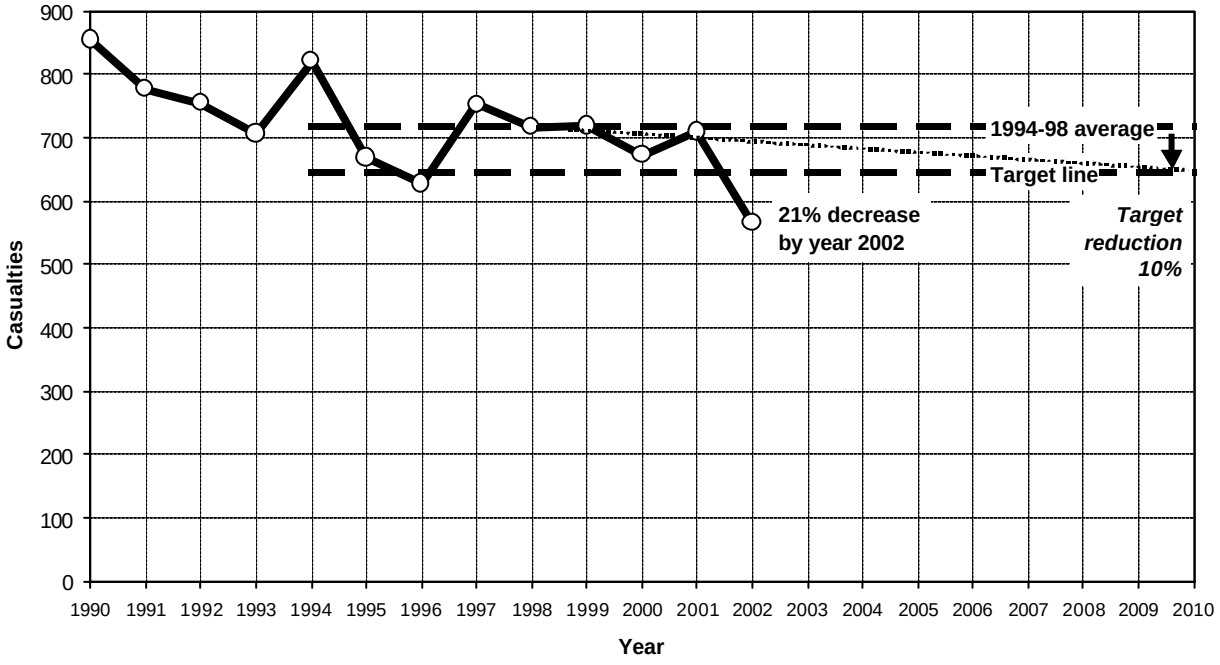


Table A30: Towards the year 2010: Monitoring casualties in L.B. of Sutton
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	4.2	2	4	*100%*	*-5%*
	Pedal cyclists	0.0	0	0	*0%*	*0%*
	Powered 2 Wheeler	0.4	1	0	*-100%*	*-100%*
	Car occupants	1.8	2	2	*0%*	*11%*
	Bus or coach occupants	0.0	0	0	*0%*	*0%*
	Other vehicle occupants	0.0	0	0	*0%*	*0%*
	Total	**6.4**	**5**	**6**	***20%***	***-6%***
Fatal & serious	Pedestrians	30.0	24	22	*-8%*	*-27%*
	Pedal cyclists	10.0	8	7	*-13%*	*-30%*
	Powered 2 Wheeler	16.0	32	28	*-13%*	*75%*
	Car occupants	52.8	44	37	*-16%*	*-30%*
	Bus or coach occupants	4.0	2	1	*-50%*	*-75%*
	Other vehicle occupants	3.2	2	3	*50%*	*-6%*
	Total	**116.0**	**112**	**98**	***-13%***	***-16%***
	Children (under 16yrs)	**21.6**	**11**	**16**	***45%***	***-26%***
Slight*	Pedestrians	101.8	76	62	*-18%*	*-39%*
	Pedal cyclists	62.0	46	44	*-4%*	*-29%*
	Powered 2 Wheeler	77.8	131	104	*-21%*	*34%*
	Car occupants	430.4	414	308	*-26%*	*-28%*
	Bus or coach occupants	26.4	24	21	*-13%*	*-20%*
	Other vehicle occupants	19.2	19	27	*42%*	*41%*
	Total	**717.6**	**710**	**566**	***-20%***	***-21%***
All severities	Pedestrians	131.8	100	84	*-16%*	*-36%*
	Pedal cyclists	72.0	54	51	*-6%*	*-29%*
	Powered 2 Wheeler	93.8	163	132	*-19%*	*41%*
	Car occupants	483.2	458	345	*-25%*	*-29%*
	Bus or coach occupants	30.4	26	22	*-15%*	*-28%*
	Other vehicle occupants	22.4	21	30	*43%*	*34%*
	Total	**833.6**	**822**	**664**	***-19%***	***-20%***

NB. National and London casualty reduction target categories shown with shading.

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

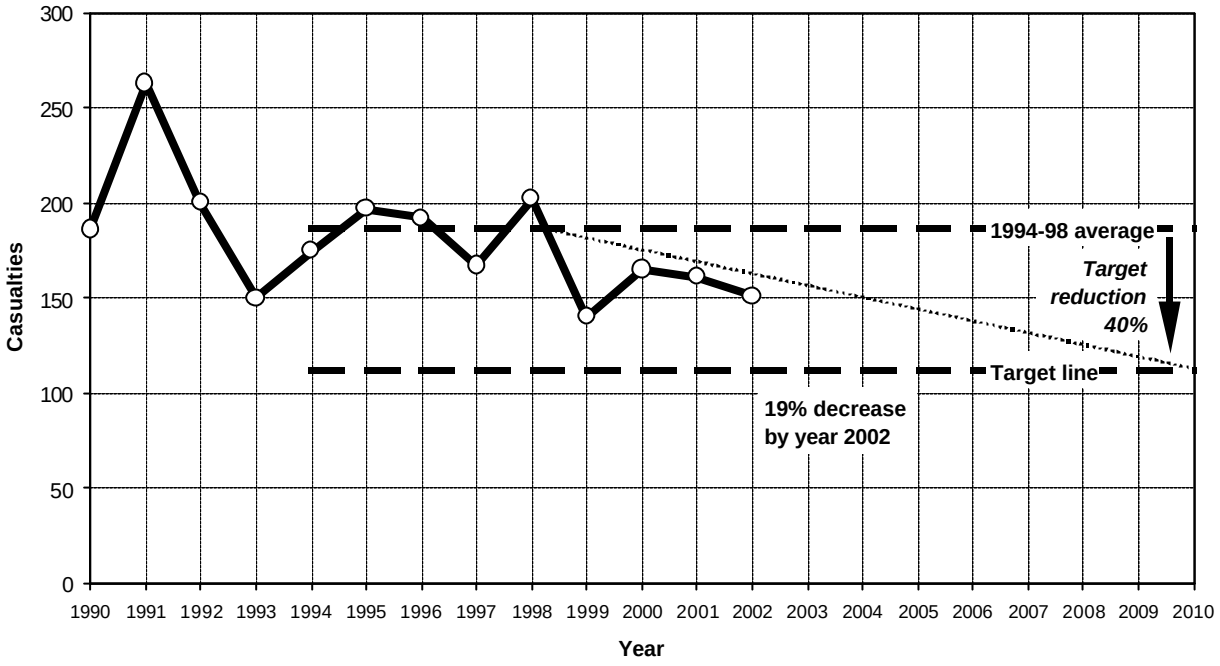


Fig. A31.2: L.B. of Tower Hamlets - All slight casualties

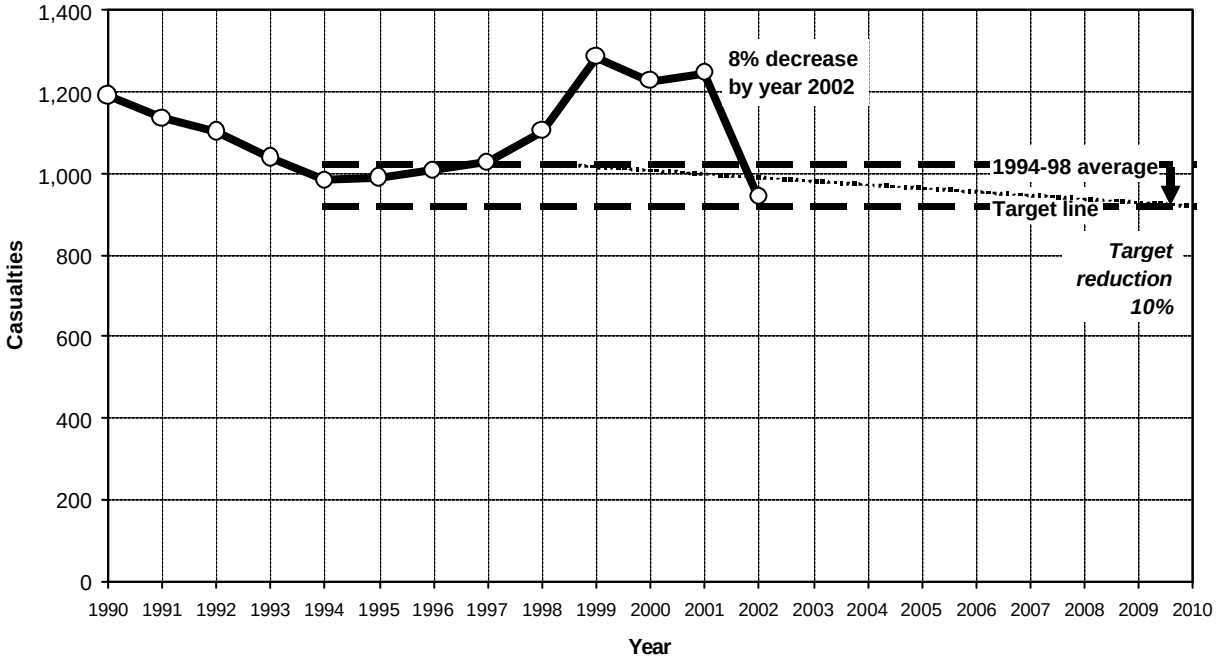


Table A31: Towards the year 2010: Monitoring casualties in L.B. of Tower Hamlets
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	4.2	3	5	*67%*	*19%*
	Pedal cyclists	0.2	0	0	*0%*	*-100%*
	Powered 2 Wheeler	1.0	0	3	*n/a*	*200%*
	Car occupants	1.8	2	1	*-50%*	*-44%*
	Bus or coach occupants	0.0	0	1	*0%*	*0%*
	Other vehicle occupants	0.0	0	0	*0%*	*0%*
	Total	**7.2**	**5**	**10**	***100%***	***39%***
Fatal & serious	Pedestrians	72.6	57	49	*-14%*	*-33%*
	Pedal cyclists	14.4	12	9	*-25%*	*-38%*
	Powered 2 Wheeler	37.8	52	49	*-6%*	*30%*
	Car occupants	51.4	29	30	*3%*	*-42%*
	Bus or coach occupants	4.4	6	6	*0%*	*36%*
	Other vehicle occupants	6.0	5	8	*60%*	*33%*
	Total	**186.6**	**161**	**151**	***-6%***	***-19%***
	Children (under 16yrs)	**27.4**	**15**	**12**	***-20%***	***-56%***
Slight*	Pedestrians	211.4	204	168	*-18%*	*-21%*
	Pedal cyclists	112.0	86	80	*-7%*	*-29%*
	Powered 2 Wheeler	199.2	282	226	*-20%*	*13%*
	Car occupants	413.2	568	391	*-31%*	*-5%*
	Bus or coach occupants	39.2	40	30	*-25%*	*-23%*
	Other vehicle occupants	47.6	66	48	*-27%*	*1%*
	Total	**1,022.6**	**1,246**	**943**	***-24%***	***-8%***
All severities	Pedestrians	284.0	261	217	*-17%*	*-24%*
	Pedal cyclists	126.4	98	89	*-9%*	*-30%*
	Powered 2 Wheeler	237.0	334	275	*-18%*	*16%*
	Car occupants	464.6	597	421	*-29%*	*-9%*
	Bus or coach occupants	43.6	46	36	*-22%*	*-17%*
	Other vehicle occupants	53.6	71	56	*-21%*	*4%*
	Total	**1,209.2**	**1,407**	**1,094**	***-22%***	***-10%***

NB. National and London casualty reduction target categories shown with shading.

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

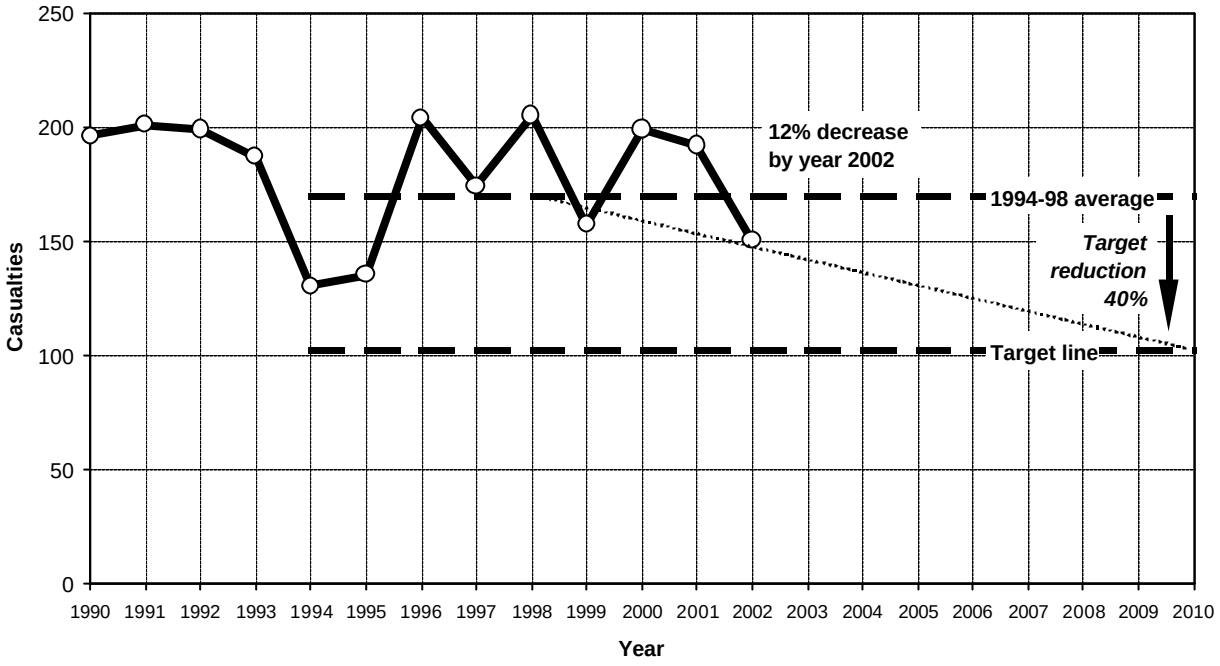


Fig. A32.2: L.B. of Waltham Forest - All slight casualties

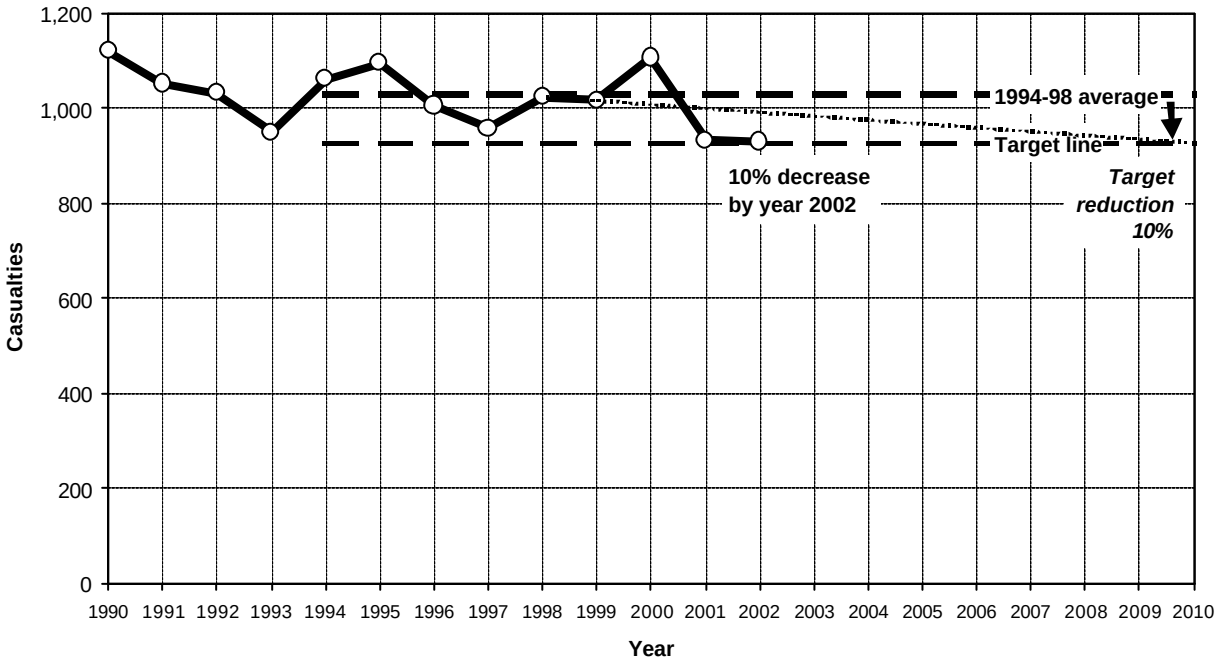


Table A32: Towards the year 2010: Monitoring casualties in L.B. of Waltham Forest
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	3.0	4	4	*0%*	*33%*
	Pedal cyclists	0.4	1	0	*-100%*	*-100%*
	Powered 2 Wheeler	0.6	2	1	*-50%*	*67%*
	Car occupants	1.4	4	1	*-75%*	*-29%*
	Bus or coach occupants	0.0	1	0	*-100%*	*0%*
	Other vehicle occupants	0.0	0	0	*0%*	*0%*
	Total	**5.4**	**12**	**6**	***-50%***	***11%***
Fatal & serious	Pedestrians	60.4	46	51	*11%*	*-16%*
	Pedal cyclists	12.0	11	7	*-36%*	*-42%*
	Powered 2 Wheeler	19.4	30	27	*-10%*	*39%*
	Car occupants	66.6	88	56	*-36%*	*-16%*
	Bus or coach occupants	5.8	14	5	*-64%*	*-14%*
	Other vehicle occupants	5.4	3	4	*33%*	*-26%*
	Total	**169.6**	**192**	**150**	***-22%***	***-12%***
	Children (under 16yrs)	**30.0**	**25**	**14**	***-44%***	***-53%***
Slight*	Pedestrians	205.4	169	147	*-13%*	*-28%*
	Pedal cyclists	88.0	44	53	*20%*	*-40%*
	Powered 2 Wheeler	118.6	118	107	*-9%*	*-10%*
	Car occupants	528.8	529	549	*4%*	*4%*
	Bus or coach occupants	45.4	50	40	*-20%*	*-12%*
	Other vehicle occupants	42.2	22	33	*50%*	*-22%*
	Total	**1,028.4**	**932**	**929**	***0%***	***-10%***
All severities	Pedestrians	265.8	215	198	*-8%*	*-26%*
	Pedal cyclists	100.0	55	60	*9%*	*-40%*
	Powered 2 Wheeler	138.0	148	134	*-9%*	*-3%*
	Car occupants	595.4	617	605	*-2%*	*2%*
	Bus or coach occupants	51.2	64	42	*-34%*	*-18%*
	Other vehicle occupants	47.6	25	40	*60%*	*-16%*
	Total	**1,198.0**	**1,124**	**1,079**	***-4%***	***-10%***

NB. National and London casualty reduction target categories shown with shading.

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

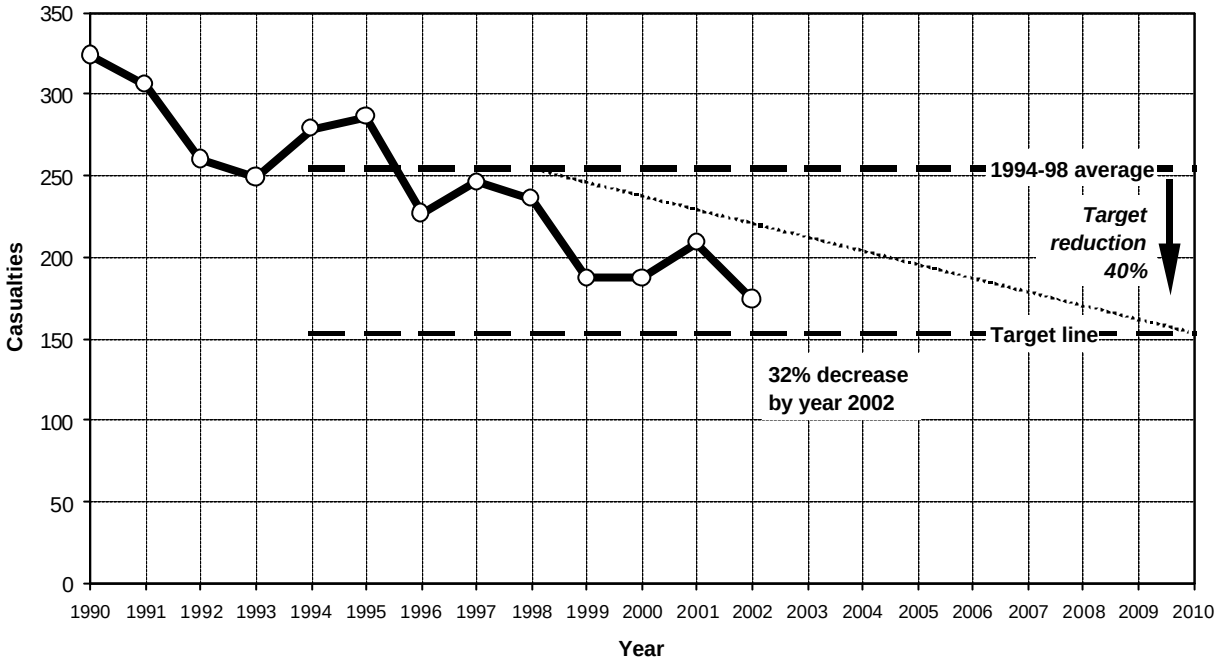


Fig. A33.2: L.B. of Wandsworth - All slight casualties

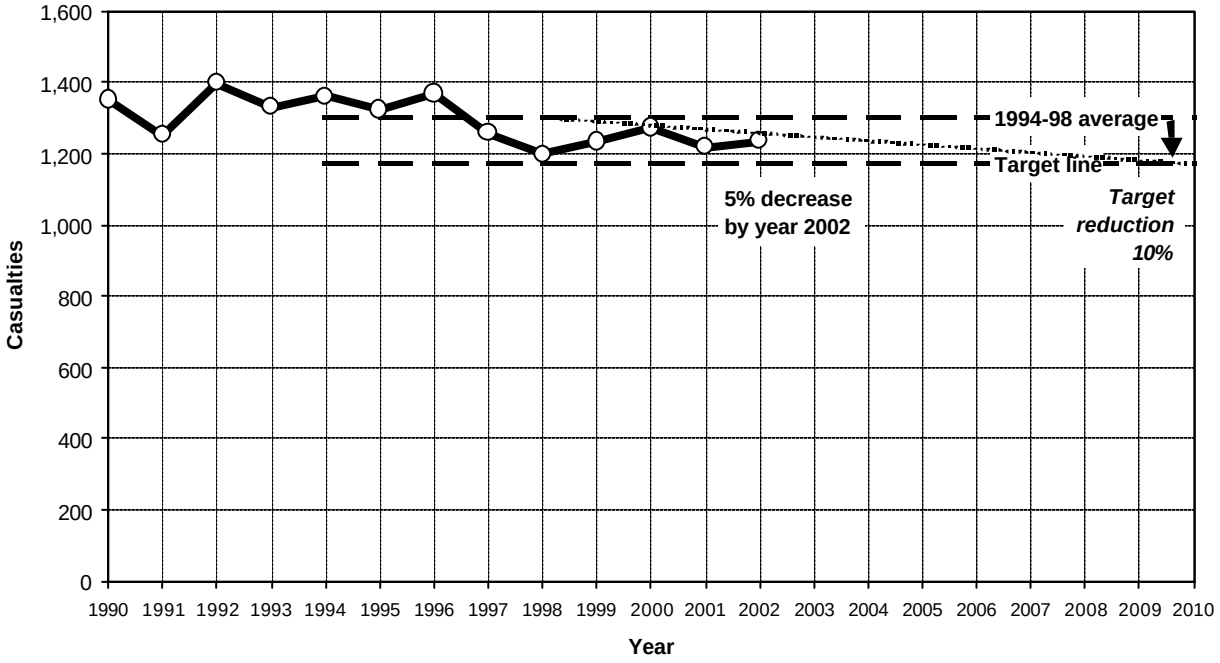


Table A33: Towards the year 2010: Monitoring casualties in L.B. of Wandsworth
Casualties in the year 2002 compared with the 1994-98 average and 2001

Casualty severity	User group	Casualty numbers			Percentage change in 2002 over	
		1994-1998 average	2001	2002	2001	1994-1998 average
Fatal	Pedestrians	4.2	2	0	*-100%*	*-100%*
	Pedal cyclists	1.0	1	0	*-100%*	*-100%*
	Powered 2 Wheeler	1.8	3	3	*0%*	*67%*
	Car occupants	0.2	0	3	*n/a*	*1400%*
	Bus or coach occupants	0.0	0	0	*0%*	*0%*
	Other vehicle occupants	0.0	0	0	*0%*	*0%*
	Total	**7.2**	**6**	**6**	***0%***	***-17%***
Fatal & serious	Pedestrians	78.2	59	52	*-12%*	*-34%*
	Pedal cyclists	32.8	22	18	*-18%*	*-45%*
	Powered 2 Wheeler	53.4	68	53	*-22%*	*-1%*
	Car occupants	74.6	49	36	*-27%*	*-52%*
	Bus or coach occupants	7.4	10	8	*-20%*	*8%*
	Other vehicle occupants	8.4	1	7	*600%*	*-17%*
	Total	**254.8**	**209**	**174**	***-17%***	***-32%***
	Children (under 16yrs)	**28.8**	**24**	**16**	***-33%***	***-44%***
Slight*	Pedestrians	227.6	233	215	*-8%*	*-6%*
	Pedal cyclists	204.0	139	153	*10%*	*-25%*
	Powered 2 Wheeler	263.0	331	325	*-2%*	*24%*
	Car occupants	498.6	376	447	*19%*	*-10%*
	Bus or coach occupants	66.4	78	61	*-22%*	*-8%*
	Other vehicle occupants	42.0	61	34	*-44%*	*-19%*
	Total	**1,301.6**	**1,218**	**1,235**	***1%***	***-5%***
All severities	Pedestrians	305.8	292	267	*-9%*	*-13%*
	Pedal cyclists	236.8	161	171	*6%*	*-28%*
	Powered 2 Wheeler	316.4	399	378	*-5%*	*19%*
	Car occupants	573.2	425	483	*14%*	*-16%*
	Bus or coach occupants	73.8	88	69	*-22%*	*-7%*
	Other vehicle occupants	50.4	62	41	*-34%*	*-19%*
	Total	**1,556.4**	**1,427**	**1,409**	***-1%***	***-9%***

NB. National and London casualty reduction target categories shown with shading.

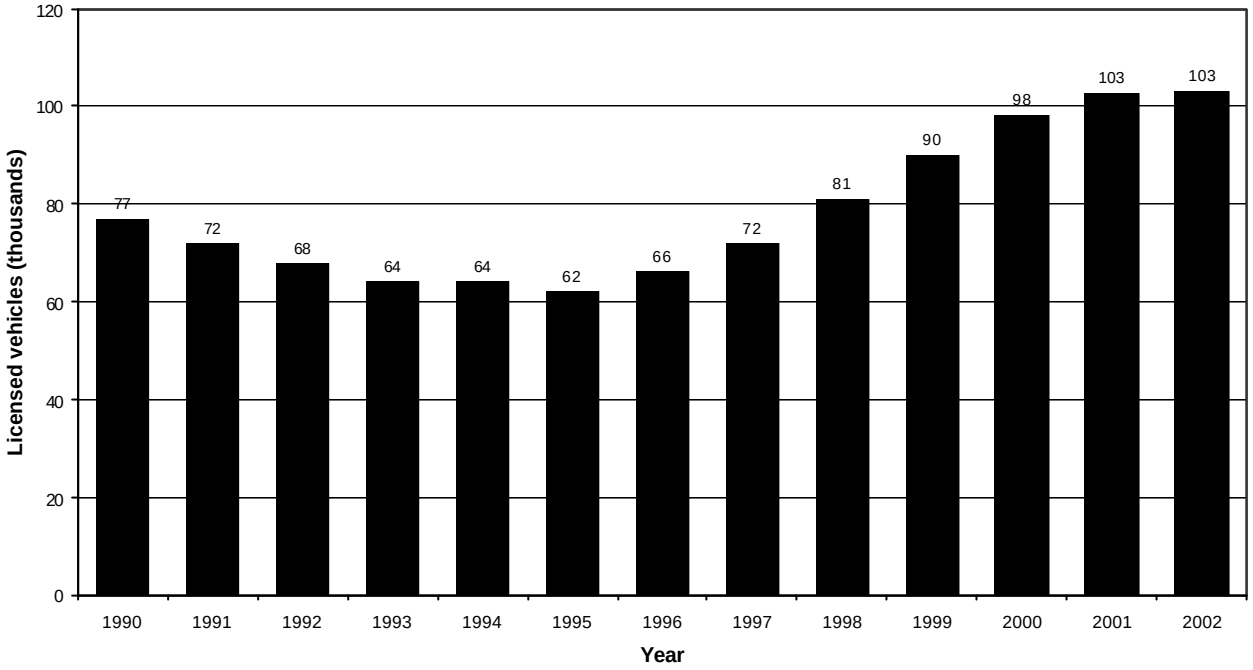
** The government's target is for 10% reduction in the slight casualty rate per 100 million vehicle kilometres. Until guidance is received from DTLR on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.*

Appendix B

Vehicles licensed in Greater London

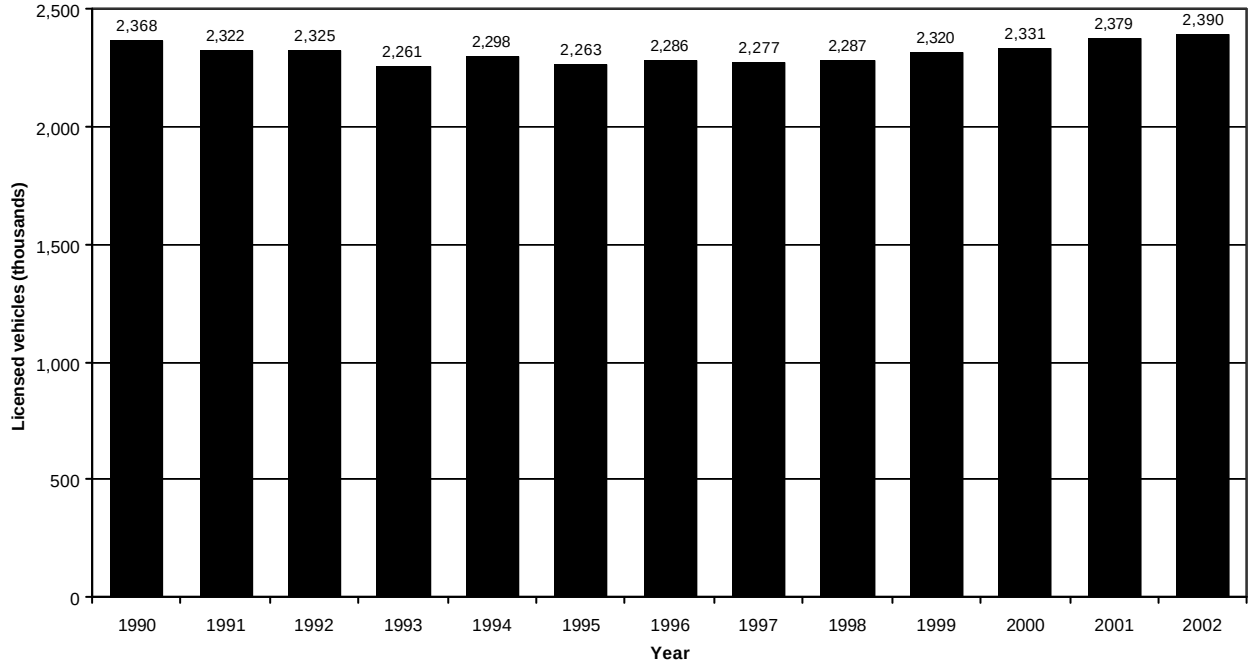
Vehicles licensed in Greater London

Fig. B1: Motorcycles, scooters & mopeds licensed in Greater London, 1990-2002



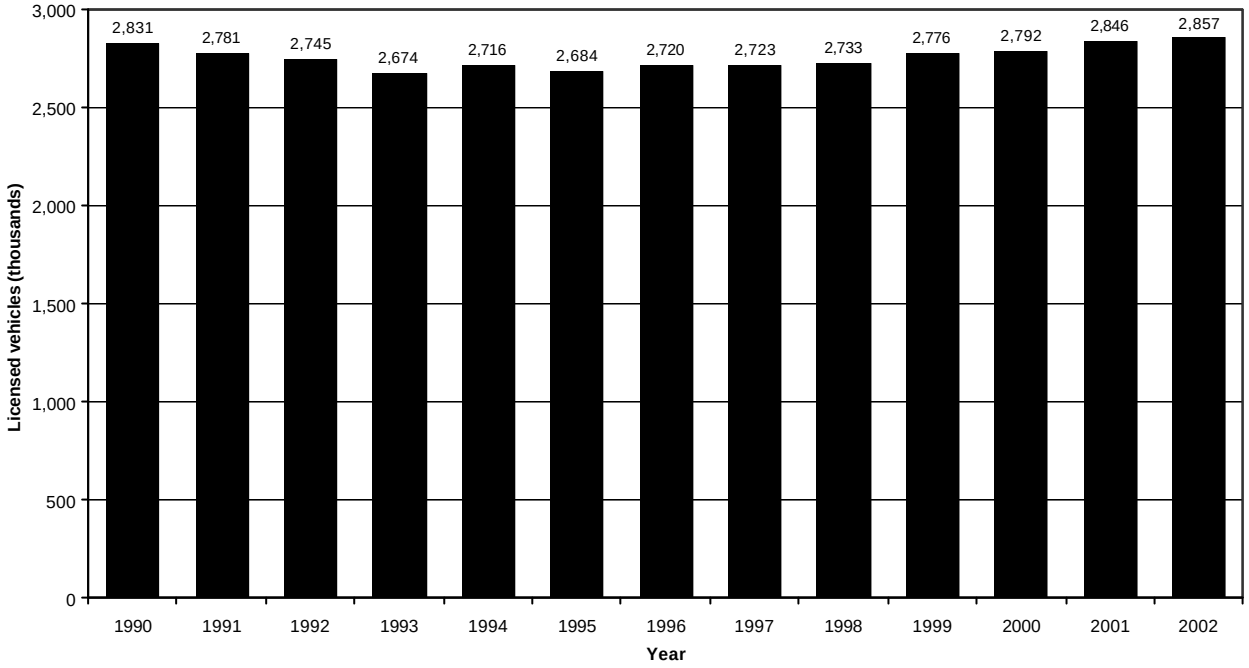
Source: Driver Vehicle Licensing Agency; Department for Transport

Fig. B2: Cars licensed in Greater London (1990-2002)



Source: Driver Vehicle Licensing Agency; Department for Transport

Fig. B3: All vehicles licensed in Greater London (1990-2002)



Source: Driver Vehicle Licensing Agency; Department for Transport

Appendix C

Radial traffic movements in London

Radial traffic movements in London

This section presents charts depicting the changes in radial traffic movements for most of the main vehicle types crossing three traffic survey cordons in London. The surveys are now carried out by Transport for London, and continue a programme previously carried out by DETR (now DfT).

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

Since 2001, the central cordon surveys are now undertaken on a yearly cycle, where previously they were on a two-year cycle. Both the inner and boundary cordons are surveyed on a three yearly cycle. Because of the cycle of surveys, none were carried out on these three cordons in the year 2000.

The locations of the cordons are shown in Map C1 below.

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

The most recent year available for the central and inner cordons is 2002. For the London boundary cordon the most recent is year 2001.

Map C1: Location of London traffic cordons

Fig. C1: Radial 24 hour all motor vehicle movements in London, both directions combined, 1989-2002

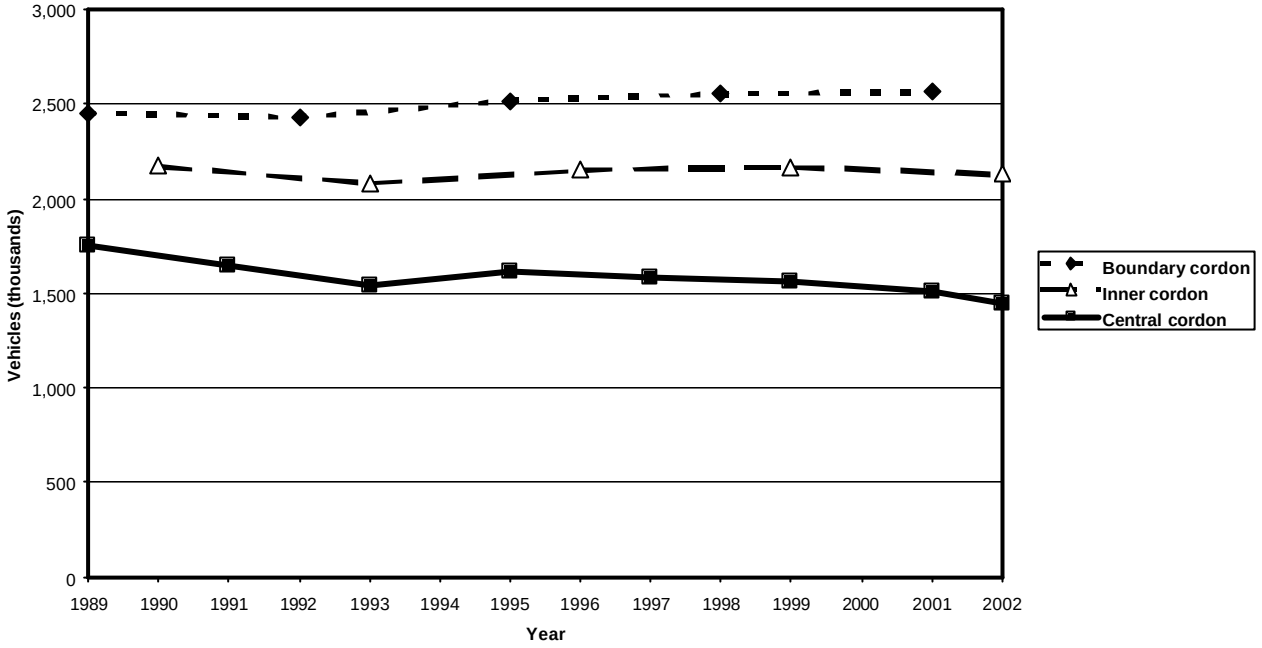


Fig. C2: Radial 24 hour pedal cycle movements in London, both directions combined, 1989-2002

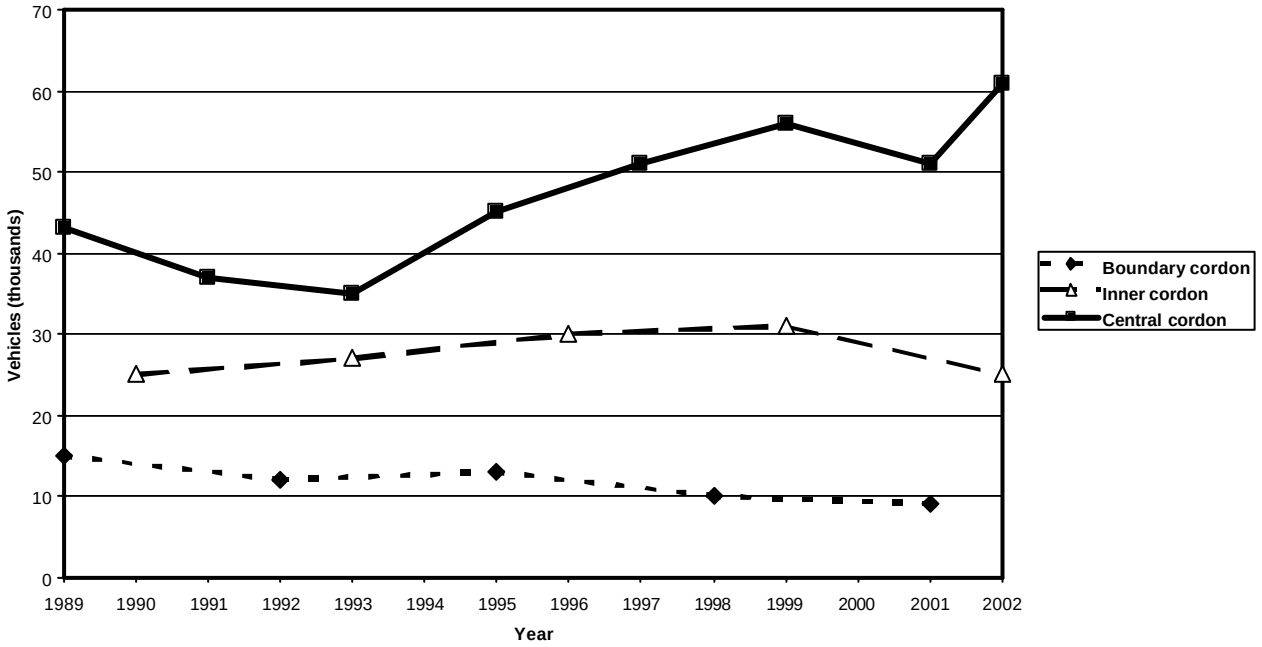


Fig. C3: Radial 24 hour motorcycle movements in London, both directions combined, 1989-2002

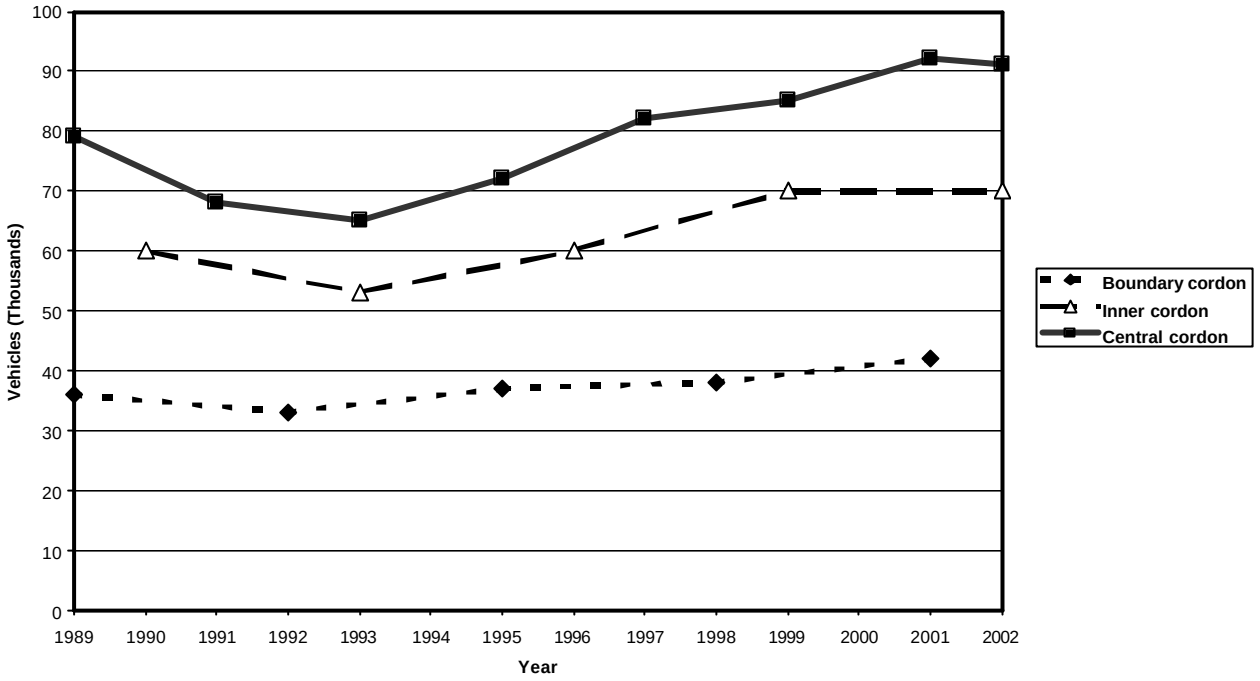


Fig. C4: Radial car movements in London, both directions combined, 1989-2002

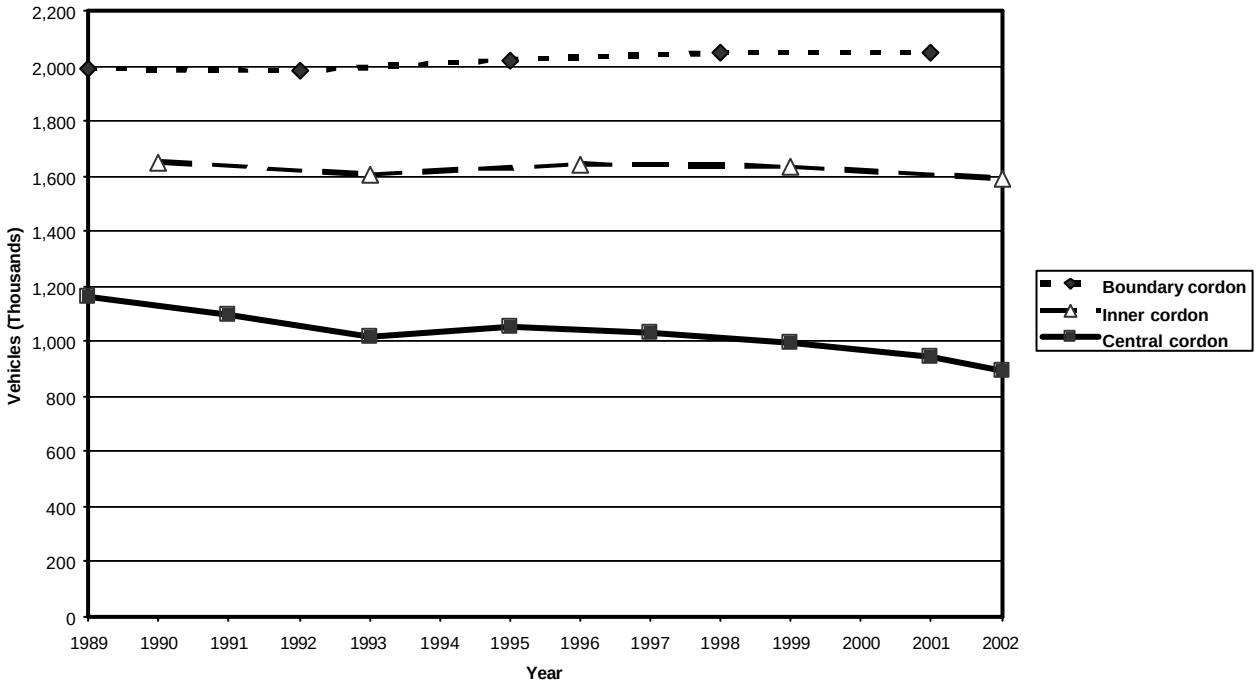


Fig. C5: Radial bus & coach movements in London, both directions combined, 1989-2002

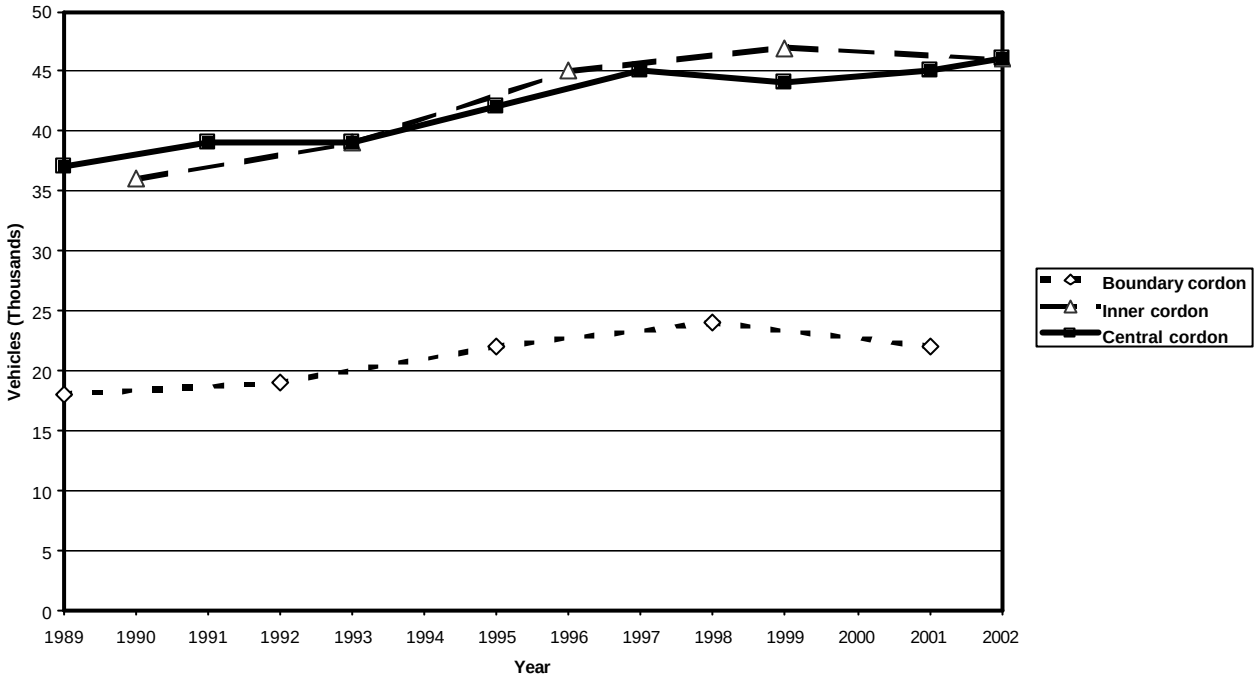


Fig. C6: Radial goods vehicle movements in London, both directions combined, 1989-2002