

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

Issue 9, July 2009



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(Issue 9, July 2009)

London Road Safety Unit

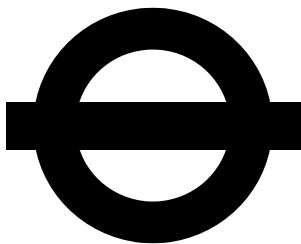
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Road Safety in London

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ii TfL Surface Transport

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Summary

1 This report presents an analysis of progress towards the current road casualty reduction targets in London, using data up to the end of the year 2008.

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

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

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

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

- pedestrians
- pedal cyclists
- powered two-wheeler users

to ensure that attention is focussed on these groups.

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

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

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

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

8 Table A presents a summary of the changes in casualties in the target categories by the end of the year 2008 compared with both the 1994-98 average and 2007, together with the target reduction to be achieved by the year 2010. Figure A summarises the percentage changes achieved by 2008 in the form of a chart.

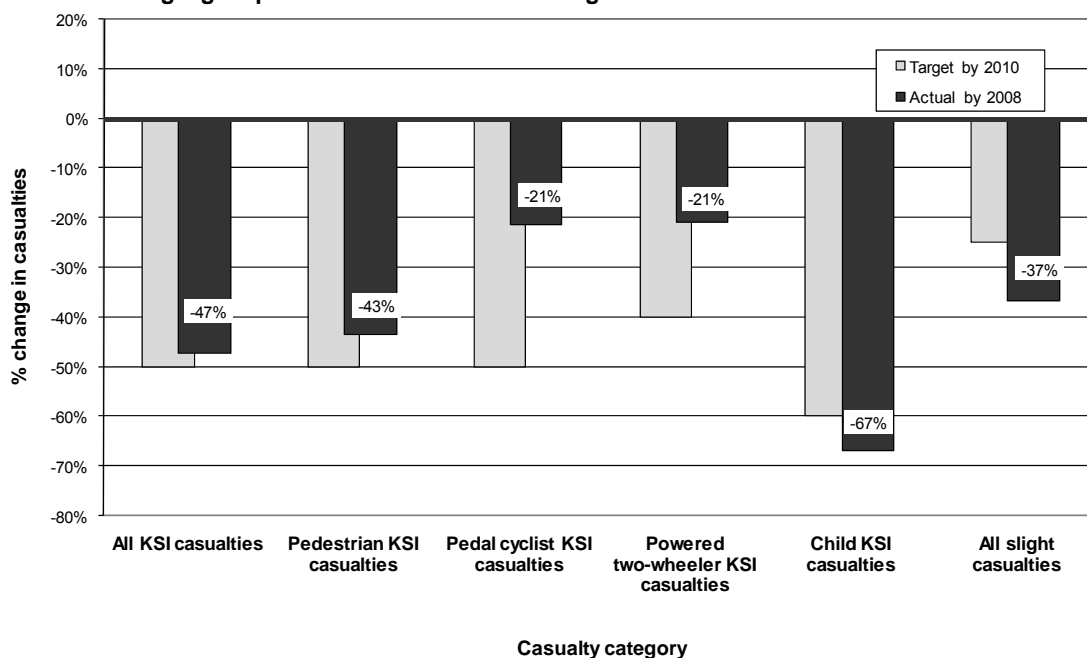
- all KSI casualties were 47% below the 1994-98 average following a decrease of 7% in 2008 (original target met and long term trend indicates that the new target is likely to be met by 2010),
- child KSI casualties were 67% below the 1994-98 average following a decrease of 6% in 2008 (original and revised targets met).

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

Table A: Summary of changes in casualties for London target categories by year 2008

Category	Target change by 2010 (%)	Casualties			% change by 2008 compared with	
		1994-98 average	2007	2008	2007	1994-98 average
Killed or seriously injured casualties						
Total	-50%	6,684.4	3,784	3,526	-7%	-47%
Pedestrians	-50%	2,136.6	1,292	1,208	-7%	-43%
Pedal cyclists	-50%	566.8	461	445	-3%	-21%
Powered two-wheelers	-40%	932.8	819	738	-10%	-21%
Children	-60%	935.4	331	310	-6%	-67%
Slight casualties						
Total	-25%	38,996.8	24,577	24,627	0%	-37%

Figure A: Summary of percentage change in casualties on all roads in Greater London for target groups between the 1994-98 average and 2008



- slight casualties were 37% below the 1994-98 average after no change in 2008 (original and revised targets met).

10 Considering the additional casualty reduction target categories for London:

- pedestrian KSI casualties were 43% below the 1994-98 average after a decrease of 7% in 2008. The 2008 figure meets the original target and the long term trend indicates the new target for 2010 may be met.
- pedal cyclist KSI casualties were 21% below the 1994-98 average following a 3% decrease in 2008 and a rising trend in the preceding three years. This trend shows that we may not reach the 50% reduction target for cyclist KSIs by 2010 and more needs to be done to reduce collisions involving cyclists.
- powered two-wheeler user KSI casualties were 21% below the 1994-98 average, (only the fifth year that they have been below the 1994-98 average since the current targets were set) after a decrease of 10% in 2008. While this trend is now showing annual reductions in motorcyclist casualties, it is unlikely that we will reach the 40% target reduction in motorcyclist KSIs by 2010 and that more needs to be done to reduce collisions involving motorcyclists.

11 In addition, it is important to note that by the end of 2008:

- The number of fatalities was 18% below the 1994-98 average as a result of an 8% decrease in 2008. It is important to recognise that some of this change may be due to the year-on-year random fluctuation in relatively small numbers particularly within specific user groups. (Figure 1 on page 34 illustrates the extent of the year-on-year fluctuations, which are particularly evident since 1994). The decrease in

fatalities in 2008 means that they are at the lowest recorded level in London.

- Car occupant KSI casualties were 66% below the 1994-98 average following a decrease of 8% in 2008 compared with 2007.
- In terms of overall casualties, following a 1% decrease in 2008, they were 38% below the 1994-98 average.

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

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

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

14 Records from the national police *Stats 19* data were matched with a sample of hospital Accident and Emergency department data representing different areas of London. The study concluded that the best estimate of the reporting rate in London at 70% is considerably higher than that in previous similar studies of free-standing towns (generally between 50 and 60%). If the best estimate of the

reporting rate (70%) is applied to the number of casualties reported to the police during 2008 (28,153), it can be estimated that there may have been about 40,300

people injured on the roads in London in 2008. This higher estimated figure is not used to measure progress against the targets.

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 2008. It is the ninth report in an annual series.

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

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

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

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

- pedestrians
- pedal cyclists
- powered two-wheeler users

to ensure that attention is focussed on these groups.

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

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

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

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

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

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

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

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

2. Format and content of monitoring tables and charts

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

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

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

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

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

2.6 If the best estimate of the reporting rate (70%) is applied to the number of casualties reported to the police during 2008 (28,153), it can be estimated that there may have been about 40,200 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, for the national or London target as appropriate.
- The number of casualties for each year from 1990 to 2008. 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. 2008 in this edition of the report) compared with the 1994-98 average figure.

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

Casualty profiles

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

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

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

- 1994-1998 average (the base period)
- casualty numbers in 2007
- casualty numbers in 2008
- percentage change in year 2008 compared with 2007
- percentage change in the year 2008 compared with the 1994-1998 average.

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

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

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

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

- bus or coach occupants
- other vehicle occupants.

2.12 For each of the six main casualty reduction target categories respectively, Tables 5 to 10 show a summary of progress within each of the London boroughs for the particular category.

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

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

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

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

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

3. Commentary on casualty trends towards the year 2010

London-wide target categories summary

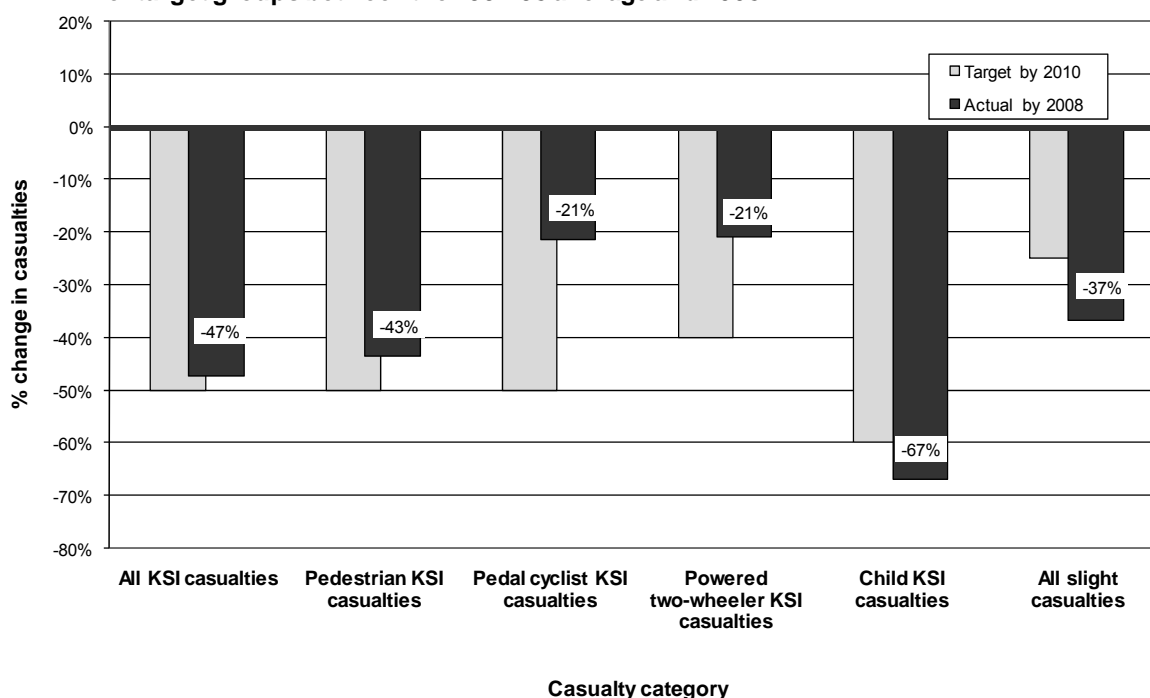
3.1 Table A summarises the changes in casualties for the target categories included in *London's Road Safety Plan* in November

2001 for all roads in London. Figure A summarises the percentage changes by 2008 in the form of a chart.

Table A: Summary of changes in casualties for London target categories by year 2008

Category	Target change by 2010 (%)	Casualties			% change by 2008 compared with	
		1994-98 average	2007	2008	2007	1994-98 average
Killed or seriously injured casualties						
Total	-50%	6,684.4	3,784	3,526	-7%	-47%
Pedestrians	-50%	2,136.6	1,292	1,208	-7%	-43%
Pedal cyclists	-50%	566.8	461	445	-3%	-21%
Powered two-wheelers	-40%	932.8	819	738	-10%	-21%
Children	-60%	935.4	331	310	-6%	-67%
Slight casualties						
Total	-25%	38,996.8	24,577	24,627	0%	-37%

Figure A: Summary of percentage change in casualties on all roads in Greater London for target groups between the 1994-98 average and 2008



3.2 A more detailed commentary for each of these target categories, together with the other casualty categories analysed, is presented in the remainder of Section 3, including trends since 1990.

Unless stated otherwise, all of the categories discussed in the rest of Section 3 refer to London-wide figures on all types of roads.

3.3 Overall, for the main casualty reduction target categories, by the end of 2008 compared with the 1994-1998 average, there have been reductions of 47% in total killed or seriously injured casualties (exceeding the original target), together with reductions of 43% for pedestrian KSI casualties and 21% for pedal cyclist KSI casualties. In addition, there has been a reduction of 67% for child KSI casualties, exceeding the original and revised targets. For powered two-wheeler KSI casualties there has been a reduction of 21% below the 1994-98 average, and this is the fifth year running the figure has been below the 1994-98 average baseline, following considerable increases in collisions from 1996 to 2001. Slight casualties have decreased by 37% compared with the 1994-98 average, and have already exceeded the revised target.

All fatalities

3.4 Figure 1 and Table 1 show that by the end of 2008, all fatalities had shown a decrease of 18% below the 1994-98 average, with an 8% decrease to 204 recorded in 2008 compared with 222 in 2007. In the early 1990s, fatalities had shown a steady decrease from over 400, to around 215 in 1995, but since then they have continued to fluctuate in the range between about 215 and 300, until in 2008 when at 204, they were at their lowest recorded level in Greater London.

3.5 In 2008, 159 out of the 204 fatalities (78%) were people external to vehicles (i.e. pedestrians, pedal cyclists or powered two-wheeler users).

Pedestrian fatalities

3.6 Pedestrians make up by far the largest user group of fatalities, accounting for 46% in 2008, i.e. 94 out of a total of 204. Figure 2 and Table 1 show that pedestrian fatalities have shown a decrease of 31% below the 1994-98 average following a decrease of 14% in 2008.

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

Pedal cyclist fatalities

3.8 Figure 3 and Table 1 show that following no change in 2008 from the 15 recorded in 2007, pedal cyclist fatalities were still 1% above the 1994-98 average. Their numbers are relatively small, although they comprise about 7% of all fatalities in 2008 and consequently have shown substantial year-on-year fluctuation. These changes must be seen in the context of substantially increased cycle usage in London, especially in central and inner areas of London (See Fig. C2).

Powered two-wheeler user fatalities

3.9 Figure 4 and Table 1 show that following a large decrease in the early 1990s to a low point of 25 in 1995, there was a generally steady upward trend in powered two-wheeler fatalities, until 2001. Following this there were decreases in

each of the four years up to 2007, but an increase of 22% from 41 to 50 was recorded in 2008. By the end of 2008, powered two-wheeler fatalities were still 49% above the 1994-98 average.

3.10 Powered two-wheeler users accounted for 50 (25%) of the total of 204 fatalities in 2008.

Car occupant fatalities

3.11 Figure 5 and Table 1 show that by the year 2008, car occupant fatalities were 30% below the 1994-98 average level, following a decrease of 25% in 2008 from 52 to 39. After a previous low point of 46 in 1994, car occupant fatalities have shown a generally fluctuating trend to a new low point of 39.

3.12 Car occupants accounted for 39 (19%) of the total of 204 fatalities in 2008.

Bus or coach occupant fatalities

3.13 While very small in number, bus or coach occupant fatalities remained at one in 2008, which means that they were 67% below the 1994-98 average of three. (Table 1).

Other vehicle occupant fatalities

3.14 While very small in number, other vehicle fatalities increased from four in 2007 to five in 2008 and were 17% below the 1994-98 average of six. (Table 1).

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

3.15 By 2008, the number of killed or seriously injured casualties was 47% below the 1994-98 average, thus exceeding the original target of a 40% reduction. (Table 1 and Figure 6). This is following a decrease of 7% in 2008

compared with 2007. The long term trend suggests that the new target for 2010 of a 50% reduction is likely to be met.

3.16 Following a steady decrease in KSI casualties in the early 1990s, numbers rose slightly to a peak of around 7,000 in 1997. Since then, decreases occurred in the next two years to a low point in 1999, after which there was a small increase in the year 2000. The number remained very similar in 2001 before decreasing in each of the four years to 2005. The increase in 2006 was the first recorded since 2001, but there followed decreases in both 2007 and 2008.

3.17 The 3,526 casualties killed or seriously injured accounted for 13% of the total number of casualties (28,153) in 2008. Out of these, 2,391 KSI casualties (68%) were people external to vehicles (pedestrians, pedal cyclists and powered two-wheeler users).

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

3.18 By 2008, pedestrian KSI casualties were 43% below the 1994-98 average level, thus meeting the original 40% reduction target. The long term trend indicates that the new 50% reduction target for 2010 may be met. Figure 7 and Table 1 show that since the early 1990s there has been a generally steady reduction in pedestrian KSI casualties to 2005, but an increase of 6% was recorded in 2006, followed by a decrease of 1% in 2007 and 7% in 2008. (Table 1 and Figure 7).

3.19 Pedestrians accounted for 1,208 (34%) of the total of 3,526 KSI casualties during 2008.

3.20 With regard to pedestrian exposure, there is at present a lack of robust information suitable for creating an

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

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

3.21 Pedal cyclist KSI casualties were 21% below the 1994-98 average, after a decrease of 3% in 2008. Figure 8 and Table 1 show that in the period since 1990, pedal cyclist KSI casualties have fluctuated substantially, possibly due to their relatively smaller numbers. From a high point of 650 in 1991, they decreased to just over 500 in 1994. Following that, they increased to a further peak of 614 in 1998, since when there have been fluctuating year on year changes (decreases and increases) but with a generally downward trend until the increases observed in the three years from 2005 to 2007. However, in 2008 a 3% decrease was recorded.

3.22 Pedal cyclists accounted for 445 (13%) of the total of 3,526 KSI casualties during 2008.

3.23 The traffic Cordon Counts (Appendix C2), show that the use of pedal cycles has increased considerably across the central cordon since the low point in 1993. For the central cordon, pedal cyclist traffic levels had increased by 197% by 2008 compared with 1993. For the inner London cordon, over approximately the same period, a much flatter trend was seen, with an increase of 63% by 2008. Across the London boundary cordon, a small but steady decrease was evident across the whole of the period, from 1989 to 2004, although a rise of 22% was observed between 2004 and 2007. Other estimates of the trends in cycle flow,

based on measurements on the TLRN, have been quoted by TfL, such as the 107% increase in cycle flow on the TLRN between 2000 and 2008. These give slightly different figures from other figures quoted here due to differences to the geographical areas and the period of measurement, but all demonstrate the considerable growth in cycling in London.

3.24 Despite these general increases in cycling usage, particularly in central and inner London, pedal cyclists still account for only about 2% of travel in London. They account for a disproportionate 13% of all KSI casualties, which emphasises the importance of continuing to have specific KSI casualty reduction target for pedal cyclists in *London's Road Safety Plan* together with schemes and awareness campaigns across London to improve safety for cyclists.

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

3.25 By 2008, powered two-wheeler KSI casualties were 21% below the 1994-98 average following a 10% decrease in 2008. This is only the fifth year that they have been below the 1994-98 average since the current targets were set. Despite good progress since 2001 (from a level considerably above the 1994-98 average base line), it is unlikely that the original target will be met.

3.26 In the early 1990s, powered two-wheeler KSI casualties showed a steady decrease, reaching a low point of 849 in 1995. Since then, there was an increase in each year until a peak in 2001. Subsequently they have decreased for each of the last seven years and by 2008 were at their lowest recorded level. (Figure 9 and Table 1).

3.27 Powered two-wheeler users accounted for 738 (21%) of the total of 3,526 KSI casualties during 2008.

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

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

3.30 Regarding licensed vehicles, Figure B1 shows that there was a decrease to a low point in 1995, matching the low point in KSI casualties. This has then been followed by a sharp increase in the number of powered two-wheelers licensed in London until 2002, which remained at the same level as 2001. However, further smaller increases were noted in each year to 2008.

3.31 A comparison of the average number of licensed vehicles in 1994-98 with the number in 2008 (i.e. on the same basis as the casualty target monitoring) shows that whilst there was a 73% increase in vehicles licensed, there was a decrease in powered two-wheeler KSI casualties of 21%.

3.32 Considering the radial traffic movements across the traffic cordons, Figure C3 shows that there were similar low points in the early-1990s, followed by pronounced increases in motorcycle movements, most notably across the

central and inner cordons. For example, between 1993 and 2008, motorcycle traffic across the central cordon increased by 25%, and between 1993 and 2008 motorcycle traffic across the inner cordon increased by 34%. Across the boundary cordon, the flow in 2007 was at about the same level as in 1995, and had shown little change over the whole period. Despite these large increases in usage, particularly across the Central cordon, there have been decreases in powered two-wheeler KSI casualties over the same period.

Car occupant killed or seriously injured casualties

3.33 Figure 10 shows that in the early 1990s car occupant KSI casualties showed a steady decline reaching a low point of 2,096 in 1994. After this, there was a steady rise to a peak of 2,817 in 1997, followed by a decline to another low point of 2,129 in 1999. An increase of 6% in 2000, followed by decreases of 6% in 2001, 7% in 2002, 14% in 2003, 24% in 2004 and 23% in 2005, meant that by the end of 2005, car occupant KSI casualties were 61% below the 1994-98 average. An increase of 12%, in 2006 was followed by decreases of 14% in 2007 and 8% in 2008, meaning that by the end of 2008 car occupant KSI casualties were 66% below the 1994-98 average (Table 1).

3.34 Car occupants accounted for 880 (25%) of the total of 3,526 KSI casualties during 2008.

3.35 Considering indicators of car usage, Figure B2 shows relatively little increase in the number of cars licensed in Greater London. Between the average for 1994-98 and the year 2008, there was an increase of 10%.

3.36 Regarding vehicle flows, the cordon counts for cars showed that there was very little change compared with the other vehicle modes (Figure C4). Between 1992 and 2007 there was an increase of 4% in car traffic across the boundary cordon. Between 1993 and 2008, there was a decrease of 11% for the inner cordon and between 1993 and 2008 there was a 37% decrease across the central cordon. Note that the cordons used by TfL for counting vehicle flow in these estimates are different to the Congestion Charging Zones, so the vehicle flow estimates are slightly different.

Bus or coach occupant killed or seriously injured casualties

3.37 Figure 11 shows that while throughout most of the 1990s there was a general decline in bus or coach occupant casualties, there are some considerable year-on-year fluctuations, possibly due to the relatively small numbers of casualties in this user category. By the end of 2008, they were 41% below the 1994-98 average following an increase of 13% in 2008.

3.38 Bus or coach occupants accounted for 152 (4%) of the total of 3,526 KSI casualties during 2008 (Table 1).

3.39 In terms of traffic flow, Figure C5 shows that bus and coach movements increased substantially across each of the three cordons throughout most of the 1990s. Between 1993 and 2008, bus and coach flows across the inner cordon increased by 44%, whilst between 1993 and 2008 flows across the central cordon increased by 54%. Between the 1992 and 2007 London boundary cordon counts there was an increase of 42%.

Other vehicle killed or seriously injured casualties

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

3.41 Figure 12 shows that following an initial sharp decrease in the early 1990s, other vehicle occupant casualties remained at a similar level between 1993 and 1997. Since then, there has been a further steady year-on-year decline up to the year 2001. Between 2002 and 2005, there were year on year decreases but an increase of 52% in 2006. However, reductions of 9% in 2007 and 18% in 2008 mean that 'other KSI' casualties were 54% below the 1994-98 average (Table 1).

3.42 Other vehicle occupants accounted for 118 (3%) of the total number of KSI casualties (3,526) during 2008.

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

3.43 Figure 13 and Table 1 show that by the end of the year 2008 child killed or seriously injured casualties were 67% below the average for 1994-98, exceeding both the original 50% and new 60% reduction targets. In the early 1990s there was a steady decline to 1993, but between then and 1998, they remained at about the same level. Since 1998 they have decreased each year except for a small increase in 2006. However, a decrease of 6% in 2008 meant that they were at their lowest level since records began.

3.44 Children accounted for 310 (9%) of the total of 3,526 KSI casualties in London during 2008.

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. Since then there have been decreases in all years except 2006. A 10% decrease in 2008 means that they were 62% below the average for 1994-98. They amounted to 226 (73%) of the total of 310 child KSI casualties during 2008, by far the largest child casualty category (Figure 14 and Table 1).

Child pedal cyclist killed or seriously injured casualties

3.46 Compared with child pedestrian KSI casualties, the numbers of child pedal cyclist KSI casualties are very small. The trend showed considerable fluctuation throughout the whole of the 1990s and a generally downward trend since 1998, but following a 45% increase in 2008 (from 22 to 32), they were still 71% below the 1994-98 average. Child pedal cyclists accounted for 32 (10%) of the total of 310 child KSI casualties during 2008 (Figure 15 and Table 1).

Child car passengers killed or seriously injured casualties

3.47 Once again, there have been considerable fluctuations in the relatively small numbers of child car occupant casualties. After a peak of 236 casualties in 1998, there have been decreases in most years since then, including a decrease of 27% in 2008 which meant that child car occupant KSI casualties were 86% below the 1994-98 average. They accounted for 27 (9%) of the total of 310 child KSI casualties in 2008 (Figure 16 and Table 1).

All slightly injured casualties (*National target*)

3.48 By 2008 slight casualties were 37% below the 1994-98 average, and again exceeded both the original and revised target reductions. Figure 17 shows that between 1991 and 2000, there was relatively little change in the numbers of slightly injured casualties. However, decreases each year since 1999, apart from no change in 2008 meant that they were still 37% below the 1994-98 average.

3.49 In 2008, 24,627 slight casualties made up 87% of the total of 28,153 casualties in London (Table 1).

Pedestrian slightly injured casualties

3.50 Figure 18 shows that there has been a steady decline in the number of slightly injured pedestrian casualties since 1999. Decreases were noted in each year since 1999 so that following a 1% reduction in 2008, pedestrian slight casualties were 45% below the 1994-98 average, and had exceeded their target reduction (Table 1 and Figure 18).

3.51 Pedestrians accounted for 3,919 (16%) of the total of 24,627 slight casualties in London during 2008.

Pedal cyclist slightly injured casualties

3.52 Figure 19 shows that pedal cyclist slight casualties remained at a fairly constant level throughout most of the 1990s, but showed steady decreases from 1999 to 2003. Since then, the numbers have fluctuated, including a 10% increase in 2008 so that by the end of 2008, pedal cyclist slight casualties were 28% below the 1994-98 average, and continued to exceed the target reduction.

3.53 They accounted for 2,757 (11%) of the total of 24,627 slight casualties in London during 2008 (Table 1).

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

Powered two-wheeler slightly injured casualties

3.55 The general trend for slightly injured powered two-wheeler casualties (Figure 20) is very similar to that observed for killed or seriously injured casualties, so that after the low point in 1995 there was a steady increase in each year until 2001. However, decreases in each year since 2001, including a 4% decrease in 2008 meant that powered two-wheeler slight casualties were 32% below the 1994-98 average (Table 1).

3.56 Powered two-wheeler users accounted for 3,484 (14%) of the total of 24,627 slight casualties in 2008. The reduction in 2008 is the seventh consecutive year in which a decrease has been recorded following the increases recorded between the mid-1990s and 2001.

Car occupant slightly injured casualties

3.57 Figure 21 shows that slightly injured car occupant casualties remained at more or less the same level for the whole period between 1990 and 2000, with only small year-on-year fluctuations. However, decreases in each year since 2000, including 1% in 2008 mean that slightly injured car occupant casualties were 37% below the 1994-98 average (Table 1).

3.58 Car occupants accounted for 12,149 (49%) of the total of 24,627 slight casualties in London during 2008.

3.59 The decrease in slight casualties by 2008 is broadly similar in scale to the changes observed in the number of cars crossing the central, inner, and London boundary traffic cordons (Figures B2 and C4 respectively).

Bus and coach occupant slightly injured casualties

3.60 Figure 22 shows that following a peak of 2,463 in 1992, bus or coach occupant slightly injured casualties fell to a low point of 1,920 in 1997. After small increases in 1998, 1999 and 2000, there were decreases of 1% in 2001 and 8% in 2002. However, a 4% increase in 2003 was followed by decreases in each year to 2007, but with a 5% increase in 2008. This meant that slightly injured bus and coach occupant casualties were 34% below the 1994-98 average by the end of 2008 (Table 1).

3.61 However, it must be remembered that bus and coach traffic levels across the cordons have increased substantially in all parts of London. In terms of traffic flow, Figure C5 shows that bus and coach movements increased substantially across each of the three cordons throughout most of the 1990s. Between 1993 and 2008, bus and coach flows across the inner cordon increased by 44%, whilst between 1993 and 2008 flows across the central cordon increased by 54%. Between the 1992 and 2007 London boundary cordon counts there was an increase of 42%.

3.62 Bus or coach occupants accounted for 1,340 (5%) of the total of 24,627 slightly injured casualties in 2008.

Other vehicle occupant slightly injured casualties

3.63 Figure 23 shows that following a decrease in the early 1990s, other vehicle occupant slight casualties reached a low point in 1995, and then until 2002 remained at about the same level. Decreases of 14% in 2003, 10% in 2004, 6% in 2005, 8% in 2006, 3% in 2007 followed by no change in 2008 meant that they were 36% below the 1994-98 average. Other vehicle occupants accounted for 978 (4%) of the total of 24,627 slightly injured casualties during 2008 (Table 1).

Casualties by highway authority

3.64 Sections 3.66 to 3.79 present a summary of the main casualty target categories for each of the highway authorities, i.e. the Transport for London Road Network (TLRN), Borough roads and Highways Agency roads. Tables 2, 3 and 4 present a summary for each, showing the same categories as in Table 1 for all roads in London. Figures 24 to 29 show these changes graphically.

Transport for London Road Network (TLRN)

3.65 Table 2 and Figure 24 show that following a 7% decrease in 2008, all killed and seriously injured casualties on the TLRN were 43% below the 1994-98 average, which is slightly less than the change for London as a whole (47%).

3.66 Following an 8% decrease in 2008, pedestrian KSI casualties were 40% below the 1994-98 average (Fig. 25).

3.67 Pedal cyclist KSI casualties decreased by 10% (from 147 to 133) in 2008, so they were now 2% below the 1994-98 average (Fig. 26).

3.68 Powered two-wheeler KSI casualties decreased by 6% in 2008, meaning that they were 15% below the 1994-98 average (Fig. 27).

3.69 Although relatively small in number, child KSI casualties on the TLRN by 2008 were 66% below the 1994-98 average, following a 7% decrease in 2008. (Fig. 28).

3.70 By the end of 2008, slightly injured casualties were 33% below the 1994-98 average, following no change in 2008 (Fig. 29) and had exceeded the revised target.

3.71 Fatalities in the year 2008 on the TLRN were still 20% below the 1994-98 average, following no change in 2008, remaining at 68. However, within this there was an increase in pedal cyclist fatalities from 5 to 9 and a decrease in car occupant fatalities from 15 to 9; pedestrian fatalities remained unchanged at 32 in 2008.

Borough roads

3.72 Table 3 shows that a 7% decrease in 2008 means that all killed and seriously injured casualties on borough roads were 49% below the 1994-98 average. This is slightly better than the 47% recorded for London as a whole (Fig 30).

3.73 Pedestrian KSI casualties on borough roads showed a 6% decrease in 2008, so that they were 45% below the 1994-98 average (Fig 31).

3.74 Pedal cyclist KSI casualties showed a 1% decrease in 2008, which means that they are now 28% below the 1994-98 average (Fig 32).

3.75 Powered two-wheeler KSI casualties decreased by 12% in 2008, which means that they are now 24% below the 1994-98 average (Fig 33).

3.76 Child KSI casualties on borough roads in 2008 were 67% below the 1994-98 average, following a decrease of 7% in 2008 (Fig. 34).

3.77 Slight casualties on borough roads were 39% below the 1994-98 average levels following a 1% increase in 2008, which is slightly better than that recorded for slight casualties on all roads in London (Fig. 35). This meant that the original and revised targets had already been exceeded by 2008.

3.78 Fatalities on borough roads were 18% below the 1994-98 average, following a 16% decrease in 2008, mainly due to decreases in pedestrian fatalities (22% decrease from 77 to 60) and car occupant fatalities (27% decrease from 37 to 27), although there was a 26% increase in powered two-wheeler casualties (from 27 to 34)

Highways Agency roads

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

3.80 Thus, the numbers of casualties are very small in comparison with those on the TLRN and borough roads, accounting for about 1.4% of all casualties on the London database in 2008, and subject to considerable annual fluctuation.

3.81 In terms of the main casualty reduction target groups, Table 4 shows the

summary for casualties injured on Highways Agency roads, and it is seen that compared with the 1994-98 average, KSI casualties overall had decreased by 48%, and slight casualties decreased by 19% by the end of 2008.

3.82 Due to the nature of the roads, there were very few vulnerable road user casualties, but it is worth noting that powered two-wheeler KSI casualties decreased from 7 to 5 in 2008 so that they were 34% below the 1994-98 average. In addition, car occupant casualties were 52% below the 1994-98 average, following a 19% increase in 2008, although once again, it must be emphasised that their numbers were very small.

3.83 It should be noted that fatalities on Highways Agency roads increased from zero in 2007 to seven in 2008, and show considerable year to year fluctuation in their small numbers.

Value of casualty reductions between 2006 and 2008

3.84 In 2008, compared to 2007, fatalities fell by 18, serious casualties fell by 240 and slight casualties increased by 50.

3.85 A financial value of saving death and injury is estimated by the Department for Transport and is currently £1.638M for a death, £185.2k for a serious injury and £14.3k for a slight injury (at June 2007 prices). The value of casualties saved in 2008 compared to 2007 is then estimated at £73.2M (at June 2007 prices).

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5.1 Casualty monitoring summary tables

Table 1: Towards the year 2010: Monitoring casualties in London - all roads.
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	136.0	109	94	-14%	-31%
	Pedal cyclists	14.8	15	15	0%	1%
	Powered two-wheeler	33.6	41	50	22%	49%
	Car occupants	55.4	52	39	-25%	-30%
	Bus or coach occupants	3.0	1	1	0%	-67%
	Other vehicle occupants	6.0	4	5	25%	-17%
	Total	248.8	222	204	-8%	-18%
Fatal and serious	Pedestrians	2,136.6	1,292	1,208	-7%	-43%
	Pedal cyclists	566.8	461	445	-3%	-21%
	Powered two-wheeler	932.8	819	738	-10%	-21%
	Car occupants	2,568.8	952	880	-8%	-66%
	Bus or coach occupants	256.4	134	152	13%	-41%
	Other vehicle occupants	223.0	126	103	-18%	-54%
	Total	6,684.4	3,784	3,526	-7%	-47%
	Child pedestrians	591.6	251	226	-10%	-62%
	Child pedal cyclists	110.6	22	32	45%	-71%
	Child car passengers	195.0	37	27	-27%	-86%
	Child bus/coach passengers	20.8	12	15	25%	-28%
	Other child casualties	17.4	9	10	11%	-43%
	Children (under 16yrs)	935.4	331	310	-6%	-67%
Slight*	Pedestrians	7,155.2	3,960	3,919	-1%	-45%
	Pedal cyclists	3,845.6	2,509	2,757	10%	-28%
	Powered two-wheeler	5,139.4	3,629	3,484	-4%	-32%
	Car occupants	19,314.0	12,224	12,149	-1%	-37%
	Bus or coach occupants	2,017.4	1,274	1,340	5%	-34%
	Other vehicle occupants	1,525.2	981	978	0%	-36%
	Total	38,996.8	24,577	24,627	0%	-37%
All severities	Pedestrians	9,291.8	5,252	5,127	-2%	-45%
	Pedal cyclists	4,412.4	2,970	3,202	8%	-27%
	Powered two-wheeler	6,072.2	4,448	4,222	-5%	-30%
	Car occupants	21,882.8	13,176	13,029	-1%	-40%
	Bus or coach occupants	2,273.8	1,408	1,492	6%	-34%
	Other vehicle occupants	1,748.2	1,107	1,081	-2%	-38%
	Total	45,681.2	28,361	28,153	-1%	-38%

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

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

Table 2: Towards the year 2010: Monitoring casualties on the TLRN
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	45.6	32	32	0%	-30%
	Pedal cyclists	7.0	5	9	80%	29%
	Powered two-wheeler	12.6	14	15	7%	19%
	Car occupants	17.0	15	9	-40%	-47%
	Bus or coach occupants	1.2	0	0	0%	-100%
	Other vehicle occupants	1.6	2	3	50%	88%
	Total	85.0	68	68	0%	-20%
Fatal and serious	Pedestrians	496.8	325	298	-8%	-40%
	Pedal cyclists	135.8	147	133	-10%	-2%
	Powered two-wheeler	317.6	288	270	-6%	-15%
	Car occupants	679.8	267	233	-13%	-66%
	Bus or coach occupants	69.0	24	40	67%	-42%
	Other vehicle occupants	67.2	34	37	9%	-45%
	Total	1,766.2	1,085	1,011	-7%	-43%
	Child pedestrians	81.4	40	37	-8%	-55%
	Child pedal cyclists	11.0	1	5	400%	-55%
	Child car passengers	48.6	11	6	-45%	-88%
	Child bus/coach passenger	5.6	1	3	200%	-46%
	Other child casualties	2.0	2	0	-100%	-100%
	Children (under 16yrs)	148.6	55	51	-7%	-66%
Slight*	Pedestrians	1,384.8	784	786	0%	-43%
	Pedal cyclists	929.8	712	827	16%	-11%
	Powered two-wheeler	1,718.6	1,289	1,240	-4%	-28%
	Car occupants	5,439.2	3,549	3,476	-2%	-36%
	Bus or coach occupants	562.8	374	363	-3%	-36%
	Other vehicle occupants	470.6	316	346	9%	-26%
	Total	10,505.8	7,024	7,038	0%	-33%
All severities	Pedestrians	1,881.6	1,109	1,084	-2%	-42%
	Pedal cyclists	1,065.6	859	960	12%	-10%
	Powered two-wheeler	2,036.2	1,577	1,510	-4%	-26%
	Car occupants	6,119.0	3,816	3,709	-3%	-39%
	Bus or coach occupants	631.8	398	403	1%	-36%
	Other vehicle occupants	537.8	350	383	9%	-29%
	Total	12,272.0	8,109	8,049	-1%	-34%

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

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

Table 3: Towards the year 2010: Monitoring casualties on borough roads in London
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	89.2	77	60	-22%	-33%
	Pedal cyclists	7.8	10	6	-40%	-23%
	Powered two-wheeler	19.6	27	34	26%	73%
	Car occupants	35.6	37	27	-27%	-24%
	Bus or coach occupants	1.8	1	1	0%	-44%
	Other vehicle occupants	4.0	2	1	-50%	-75%
	Total	158.0	154	129	-16%	-18%
Fatal and serious	Pedestrians	1,636.8	967	908	-6%	-45%
	Pedal cyclists	431.0	314	312	-1%	-28%
	Powered two-wheeler	607.6	524	463	-12%	-24%
	Car occupants	1,837.2	664	622	-6%	-66%
	Bus or coach occupants	186.8	109	111	2%	-41%
	Other vehicle occupants	149.2	87	63	-28%	-58%
	Total	4,848.6	2,665	2,479	-7%	-49%
	Child pedestrians	510.2	211	188	-11%	-63%
	Child pedal cyclists	99.6	21	27	29%	-73%
	Child car passengers	143.4	26	21	-19%	-85%
	Child bus/coach passenger	15.2	11	12	9%	-21%
	Other child casualties	15.0	7	10	43%	-33%
	Children (under 16yrs)	783.4	276	258	-7%	-67%
	Slight*	Pedestrians	5,768.6	3,175	3,133	-1%
Pedal cyclists		2,914.8	1,797	1,930	7%	-34%
Powered two-wheeler		3,392.0	2,327	2,232	-4%	-34%
Car occupants		13,521.2	8,375	8,384	0%	-38%
Bus or coach occupants		1,450.6	840	973	16%	-33%
Other vehicle occupants		1,010.4	629	588	-7%	-42%
Total		28,057.6	17,143	17,240	1%	-39%
All severities	Pedestrians	7,405.4	4,142	4,041	-2%	-45%
	Pedal cyclists	3,345.8	2,111	2,242	6%	-33%
	Powered two-wheeler	3,999.6	2,851	2,695	-5%	-33%
	Car occupants	15,358.4	9,039	9,006	0%	-41%
	Bus or coach occupants	1,637.4	949	1,084	14%	-34%
	Other vehicle occupants	1,159.6	716	651	-9%	-44%
	Total	32,906.2	19,808	19,719	0%	-40%

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

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

**Table 4: Towards the year 2010: Monitoring casualties on Highways Agency roads in London
Casualties in the year 2008 compared with the 1994-98 average and 2007**

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	1.2	0	2	∞	67%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	1.4	0	1	∞	-29%
	Car occupants	2.8	0	3	∞	7%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	0	1	∞	150%
	Total	5.8	0	7	∞	21%
Fatal and serious	Pedestrians	3.0	0	2	∞	-33%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	7.6	7	5	-29%	-34%
	Car occupants	51.8	21	25	19%	-52%
	Bus or coach occupants	0.6	1	1	0%	67%
	Other vehicle occupants	6.6	5	3	-40%	-55%
	Total	69.6	34	36	6%	-48%
	Child pedestrians	0.0	0	1	∞	0%
	Child pedal cyclists	0.0	0	0	0%	0%
	Child car passengers	3.0	0	0	0%	-100%
	Child bus/coach passenger	0.0	0	0	0%	0%
	Other child casualties	0.4	0	0	0%	-100%
	Children (under 16yrs)	3.4	0	1	∞	-71%
Slight*	Pedestrians	1.8	1	0	-100%	-100%
	Pedal cyclists	1.0	0	0	0%	-100%
	Powered two-wheeler	28.8	13	12	-8%	-58%
	Car occupants	353.6	300	289	-4%	-18%
	Bus or coach occupants	4.0	60	4	-93%	0%
	Other vehicle occupants	44.2	36	44	22%	0%
	Total	433.4	410	349	-15%	-19%
All severities	Pedestrians	4.8	1	2	100%	-58%
	Pedal cyclists	1.0	0	0	0%	-100%
	Powered two-wheeler	36.4	20	17	-15%	-53%
	Car occupants	405.4	321	314	-2%	-23%
	Bus or coach occupants	4.6	61	5	-92%	9%
	Other vehicle occupants	50.8	41	47	15%	-7%
	Total	503.0	444	385	-13%	-23%

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

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

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

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

Borough	Year			% change from	
	1994-98 average	2007	2008	2007 to 2008	1994-98 average to 2008
Barking & Dagenham	150.4	60	63	5%	-58%
Barnet	268.8	158	136	-14%	-49%
Bexley	146.2	105	73	-30%	-50%
Brent	244.0	98	97	-1%	-60%
Bromley	241.2	143	140	-2%	-42%
Camden	249.6	105	123	17%	-51%
City of London	64.6	48	51	6%	-21%
City of Westminster	408.6	286	272	-5%	-33%
Croydon	246.8	158	132	-16%	-47%
Ealing	287.2	137	113	-18%	-61%
Enfield	235.6	98	85	-13%	-64%
Greenwich	200.2	130	126	-3%	-37%
Hackney	208.6	127	162	28%	-22%
Hammersmith & Fulham	149.0	103	94	-9%	-37%
Haringey	160.6	78	80	3%	-50%
Harrow	121.8	55	52	-5%	-57%
Havering	211.6	129	84	-35%	-60%
Hillingdon	255.0	116	107	-8%	-58%
Hounslow	226.4	103	102	-1%	-55%
Islington	185.6	112	75	-33%	-60%
Kensington & Chelsea	170.8	120	113	-6%	-34%
Kingston upon Thames	124.0	49	65	33%	-48%
Lambeth	312.6	185	164	-11%	-48%
Lewisham	206.4	124	113	-9%	-45%
Merton	130.2	62	64	3%	-51%
Newham	189.6	105	88	-16%	-54%
Redbridge	187.4	96	83	-14%	-56%
Richmond upon Thames	135.4	76	64	-16%	-53%
Southwark	239.2	139	165	19%	-31%
Sutton	116.0	70	74	6%	-36%
Tower Hamlets	186.6	151	146	-3%	-22%
Waltham Forest	169.6	92	104	13%	-39%
Wandsworth	254.8	166	116	-30%	-54%
Greater London	6,684.4	3,784	3,526	-7%	-47%

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

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

Borough	Year			% change from	
	1994-98 average	2007	2008	2007 to 2008	1994-98 average to 2008
Barking & Dagenham	35.2	20	23	15%	-35%
Barnet	70.4	50	41	-18%	-42%
Bexley	34.8	35	20	-43%	-43%
Brent	84.6	40	49	23%	-42%
Bromley	48.8	34	35	3%	-28%
Camden	104.0	49	45	-8%	-57%
City of London	24.6	17	22	29%	-11%
City of Westminster	178.8	102	115	13%	-36%
Croydon	67.6	51	37	-27%	-45%
Ealing	91.2	53	52	-2%	-43%
Enfield	64.4	34	26	-24%	-60%
Greenwich	60.2	38	32	-16%	-47%
Hackney	78.4	45	60	33%	-23%
Hammersmith & Fulham	59.6	34	37	9%	-38%
Haringey	65.2	33	40	21%	-39%
Harrow	34.4	26	12	-54%	-65%
Havering	38.2	34	20	-41%	-48%
Hillingdon	54.0	22	31	41%	-43%
Hounslow	50.2	33	33	0%	-34%
Islington	76.0	43	26	-40%	-66%
Kensington & Chelsea	71.8	46	38	-17%	-47%
Kingston upon Thames	31.6	16	13	-19%	-59%
Lambeth	123.8	65	53	-18%	-57%
Lewisham	81.6	50	37	-26%	-55%
Merton	37.4	21	18	-14%	-52%
Newham	68.4	45	37	-18%	-46%
Redbridge	48.2	30	34	13%	-29%
Richmond upon Thames	32.2	24	17	-29%	-47%
Southwark	79.8	55	54	-2%	-32%
Sutton	30.0	25	15	-40%	-50%
Tower Hamlets	72.6	37	55	49%	-24%
Waltham Forest	60.4	31	41	32%	-32%
Wandsworth	78.2	54	40	-26%	-49%
Greater London	2,136.6	1,292	1,208	-7%	-43%

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

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

Borough	Year			% change from	
	1994-98 average	2007	2008	2007 to 2008	1994-98 average to 2008
Barking & Dagenham	7.6	3	4	33%	-47%
Barnet	14.4	11	6	-45%	-58%
Bexley	9.0	6	3	-50%	-67%
Brent	17.6	6	3	-50%	-83%
Bromley	18.0	13	10	-23%	-44%
Camden	31.0	22	23	5%	-26%
City of London	7.4	17	18	6%	143%
City of Westminster	38.4	47	48	2%	25%
Croydon	13.0	9	9	0%	-31%
Ealing	20.6	11	11	0%	-47%
Enfield	13.0	3	3	0%	-77%
Greenwich	9.8	11	11	0%	12%
Hackney	18.8	23	32	39%	70%
Hammersmith & Fulham	20.2	15	17	13%	-16%
Haringey	11.8	5	8	60%	-32%
Harrow	7.4	1	6	500%	-19%
Havering	11.4	4	3	-25%	-74%
Hillingdon	19.6	10	5	-50%	-74%
Hounslow	19.2	12	13	8%	-32%
Islington	26.0	23	20	-13%	-23%
Kensington & Chelsea	18.0	22	20	-9%	11%
Kingston upon Thames	14.0	8	8	0%	-43%
Lambeth	36.4	38	26	-32%	-29%
Lewisham	14.2	14	9	-36%	-37%
Merton	11.6	9	9	0%	-22%
Newham	10.8	7	10	43%	-7%
Redbridge	12.4	4	2	-50%	-84%
Richmond upon Thames	21.4	15	12	-20%	-44%
Southwark	24.6	22	31	41%	26%
Sutton	10.0	5	6	20%	-40%
Tower Hamlets	14.4	21	22	5%	53%
Waltham Forest	12.0	6	13	117%	8%
Wandsworth	32.8	38	24	-37%	-27%
Greater London	566.8	461	445	-3%	-21%

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

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

Borough	Year			% change from	
	1994-98 average	2007	2008	2007 to 2008	1994-98 average to 2008
Barking & Dagenham	13.2	10	12	20%	-9%
Barnet	34.0	32	24	-25%	-29%
Bexley	17.2	12	14	17%	-19%
Brent	24.6	25	14	-44%	-43%
Bromley	33.4	27	22	-19%	-34%
Camden	41.0	19	27	42%	-34%
City of London	15.2	7	6	-14%	-61%
City of Westminster	64.8	78	61	-22%	-6%
Croydon	31.2	22	26	18%	-17%
Ealing	32.0	29	25	-14%	-22%
Enfield	21.2	20	13	-35%	-39%
Greenwich	30.0	26	29	12%	-3%
Hackney	25.0	27	37	37%	48%
Hammersmith & Fulham	26.2	35	30	-14%	15%
Haringey	21.0	18	12	-33%	-43%
Harrow	12.0	8	10	25%	-17%
Havering	19.8	18	12	-33%	-39%
Hillingdon	25.4	12	10	-17%	-61%
Hounslow	28.0	17	17	0%	-39%
Islington	31.8	28	17	-39%	-47%
Kensington & Chelsea	31.0	33	35	6%	13%
Kingston upon Thames	22.2	12	15	25%	-32%
Lambeth	51.2	46	39	-15%	-24%
Lewisham	30.0	22	31	41%	3%
Merton	21.2	19	19	0%	-10%
Newham	17.6	14	18	29%	2%
Redbridge	14.4	19	16	-16%	11%
Richmond upon Thames	24.2	20	14	-30%	-42%
Southwark	47.4	37	38	3%	-20%
Sutton	16.0	11	21	91%	31%
Tower Hamlets	37.8	52	36	-31%	-5%
Waltham Forest	19.4	17	11	-35%	-43%
Wandsworth	53.4	47	27	-43%	-49%
Greater London	932.8	819	738	-10%	-21%

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

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

Borough	Year			% change from	
	1994-98 average	2007	2008	2007 to 2008	1994-98 average to 2008
Barking & Dagenham	30.0	10	5	-50%	-83%
Barnet	31.0	13	12	-8%	-61%
Bexley	24.6	16	14	-13%	-43%
Brent	42.4	12	13	8%	-69%
Bromley	33.6	15	16	7%	-52%
Camden	24.6	1	4	300%	-84%
City of London	2.0	3	1	-67%	-50%
City of Westminster	22.6	6	8	33%	-65%
Croydon	41.8	14	16	14%	-62%
Ealing	34.8	9	12	33%	-66%
Enfield	33.2	9	8	-11%	-76%
Greenwich	37.0	12	16	33%	-57%
Hackney	38.8	10	17	70%	-56%
Hammersmith & Fulham	18.4	7	5	-29%	-73%
Haringey	23.2	8	9	13%	-61%
Harrow	19.8	6	5	-17%	-75%
Havering	35.6	13	8	-38%	-78%
Hillingdon	37.4	13	9	-31%	-76%
Hounslow	29.2	13	9	-31%	-69%
Islington	18.6	5	7	40%	-62%
Kensington & Chelsea	11.2	2	2	0%	-82%
Kingston upon Thames	13.4	7	2	-71%	-85%
Lambeth	45.0	14	12	-14%	-73%
Lewisham	41.4	17	16	-6%	-61%
Merton	20.8	1	2	100%	-90%
Newham	43.0	19	17	-11%	-60%
Redbridge	26.0	11	8	-27%	-69%
Richmond upon Thames	14.2	5	4	-20%	-72%
Southwark	34.0	11	8	-27%	-76%
Sutton	21.6	10	7	-30%	-68%
Tower Hamlets	27.4	7	12	71%	-56%
Waltham Forest	30.0	15	17	13%	-43%
Wandsworth	28.8	17	9	-47%	-69%
Greater London	935.4	331	310	-6%	-67%

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

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

Borough	Year			% change from	
	1994-98 average	2007	2008	2007 to 2008	1994-98 average to 2008
Barking & Dagenham	781.2	515	552	7%	-29%
Barnet	1,772.8	1,234	1,086	-12%	-39%
Bexley	797.6	476	559	17%	-30%
Brent	1,361.4	747	688	-8%	-49%
Bromley	1,232.0	757	725	-4%	-41%
Camden	1,430.8	736	730	-1%	-49%
City of London	411.0	333	328	-2%	-20%
City of Westminster	2,384.4	1,412	1,332	-6%	-44%
Croydon	1,632.4	987	997	1%	-39%
Ealing	1,614.0	1,011	887	-12%	-45%
Enfield	1,503.8	932	769	-17%	-49%
Greenwich	1,146.8	824	795	-4%	-31%
Hackney	1,098.4	810	816	1%	-26%
Hammersmith & Fulham	930.4	662	581	-12%	-38%
Haringey	1,010.4	711	663	-7%	-34%
Harrow	727.6	441	418	-5%	-43%
Havering	1,095.8	773	848	10%	-23%
Hillingdon	1,337.4	914	853	-7%	-36%
Hounslow	1,352.2	829	828	0%	-39%
Islington	1,113.8	555	606	9%	-46%
Kensington & Chelsea	1,004.8	674	716	6%	-29%
Kingston upon Thames	678.0	320	388	21%	-43%
Lambeth	1,831.6	944	1,023	8%	-44%
Lewisham	1,390.0	756	767	1%	-45%
Merton	711.4	478	457	-4%	-36%
Newham	1,118.8	900	989	10%	-12%
Redbridge	1,199.4	689	754	9%	-37%
Richmond upon Thames	715.4	413	403	-2%	-44%
Southwark	1,543.0	911	1,024	12%	-34%
Sutton	717.6	519	490	-6%	-32%
Tower Hamlets	1,022.6	818	957	17%	-6%
Waltham Forest	1,028.4	747	823	10%	-20%
Wandsworth	1,301.6	749	775	3%	-40%
Greater London	38,996.8	24,577	24,627	0%	-37%

5.2 London-wide casualty monitoring charts - all roads

Fig. 1: Greater London - all fatalities

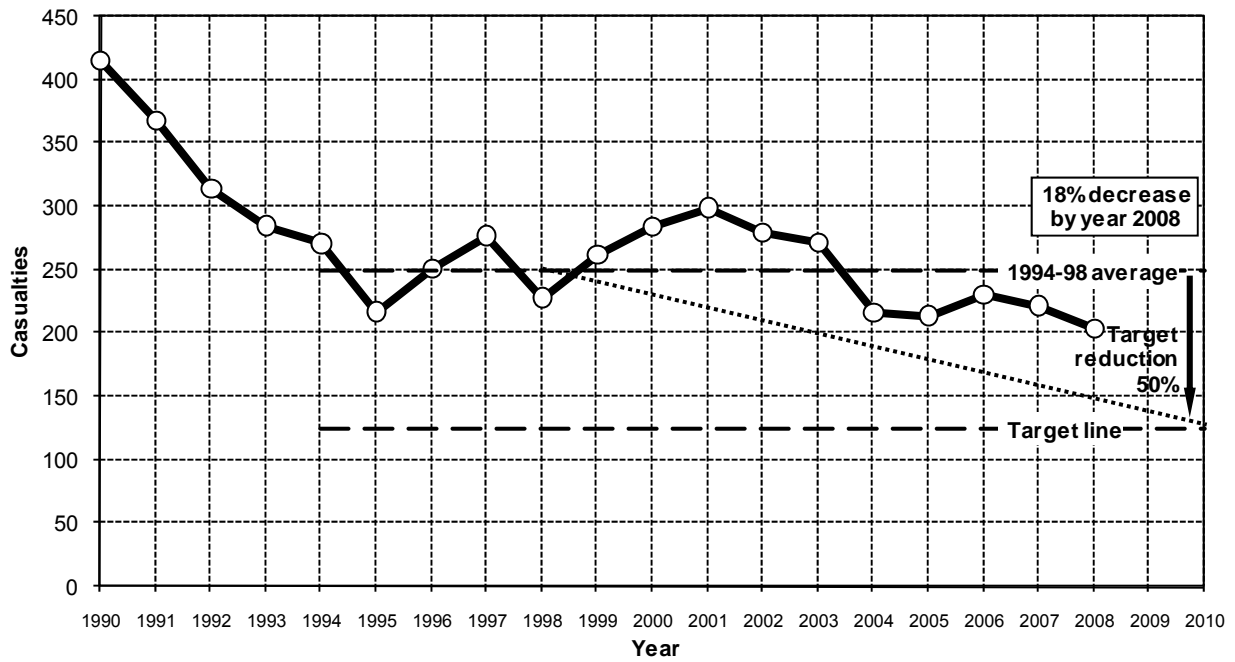


Fig. 2: Greater London - pedestrian fatalities

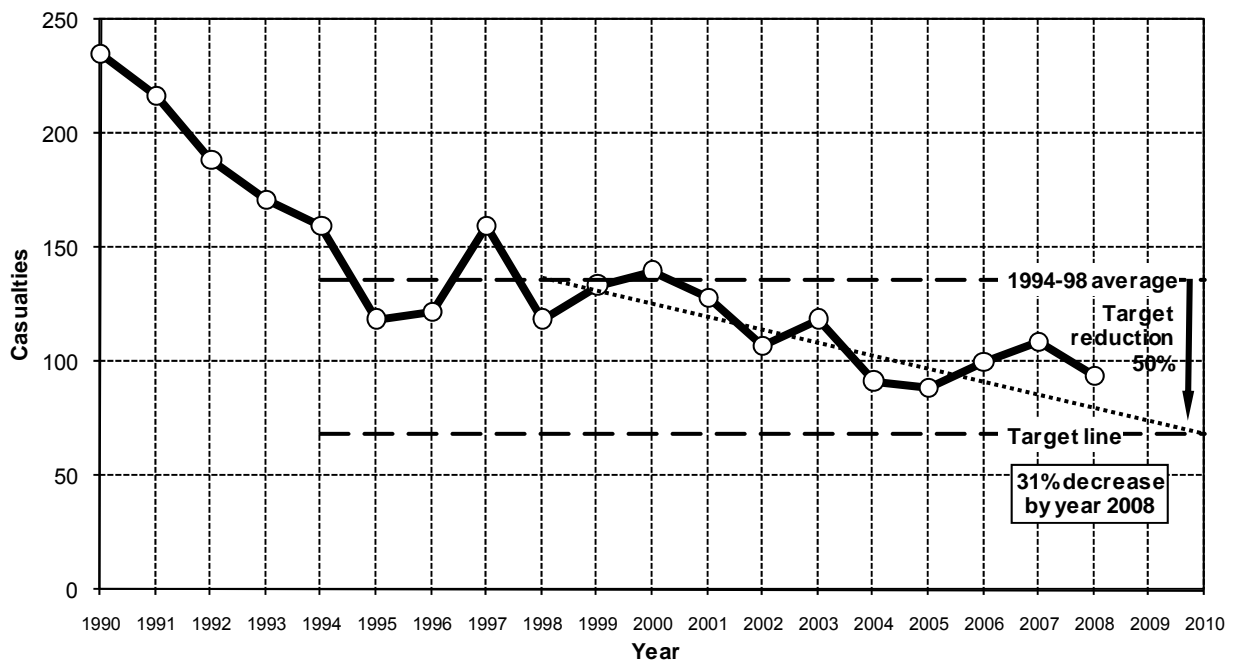


Fig. 3: Greater London - pedal cyclist fatalities

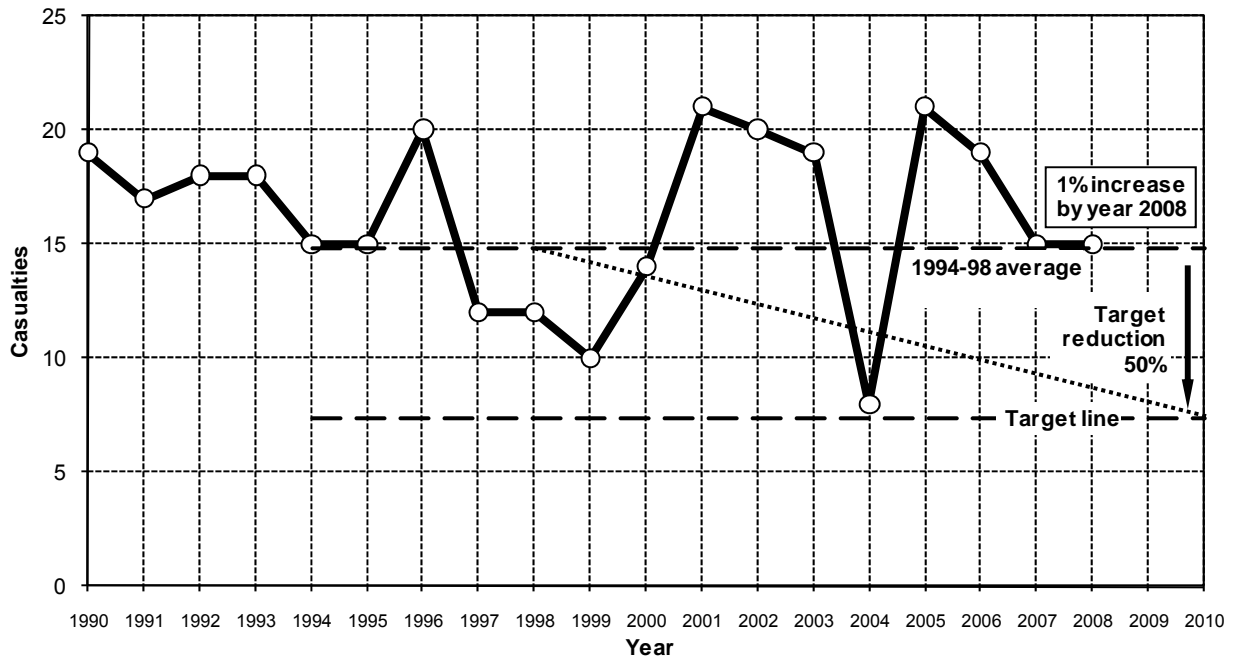


Fig. 4: Greater London - powered two wheeler fatalities

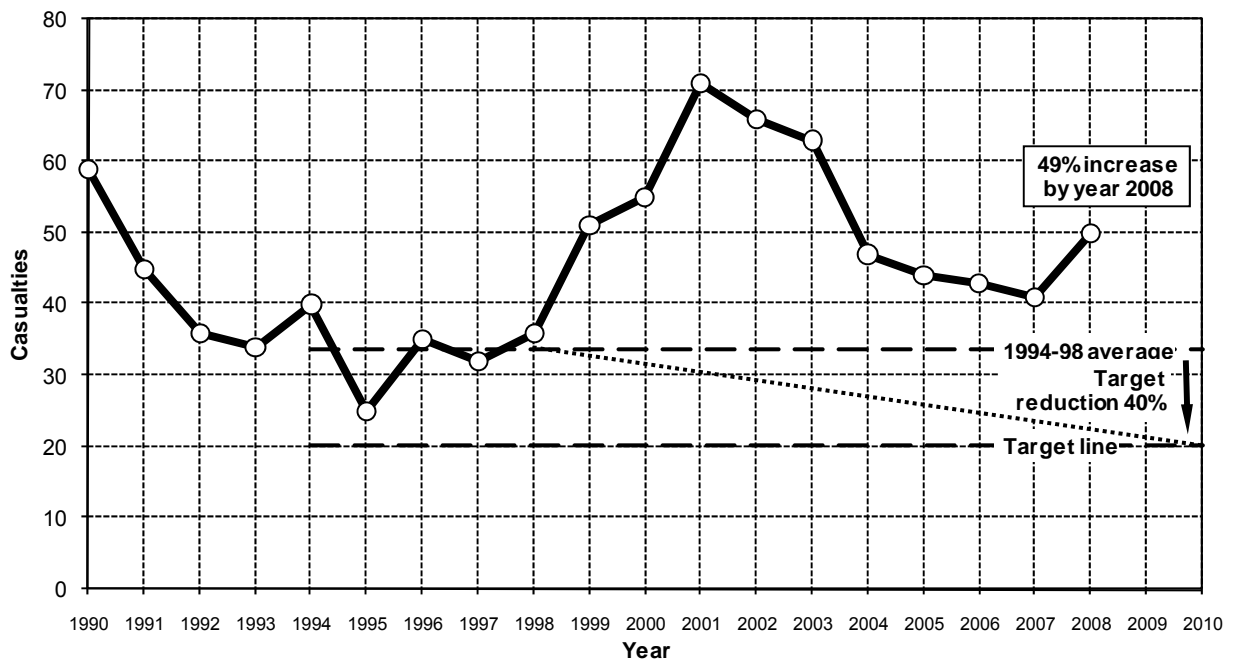


Fig. 5: Greater London - car occupant fatalities

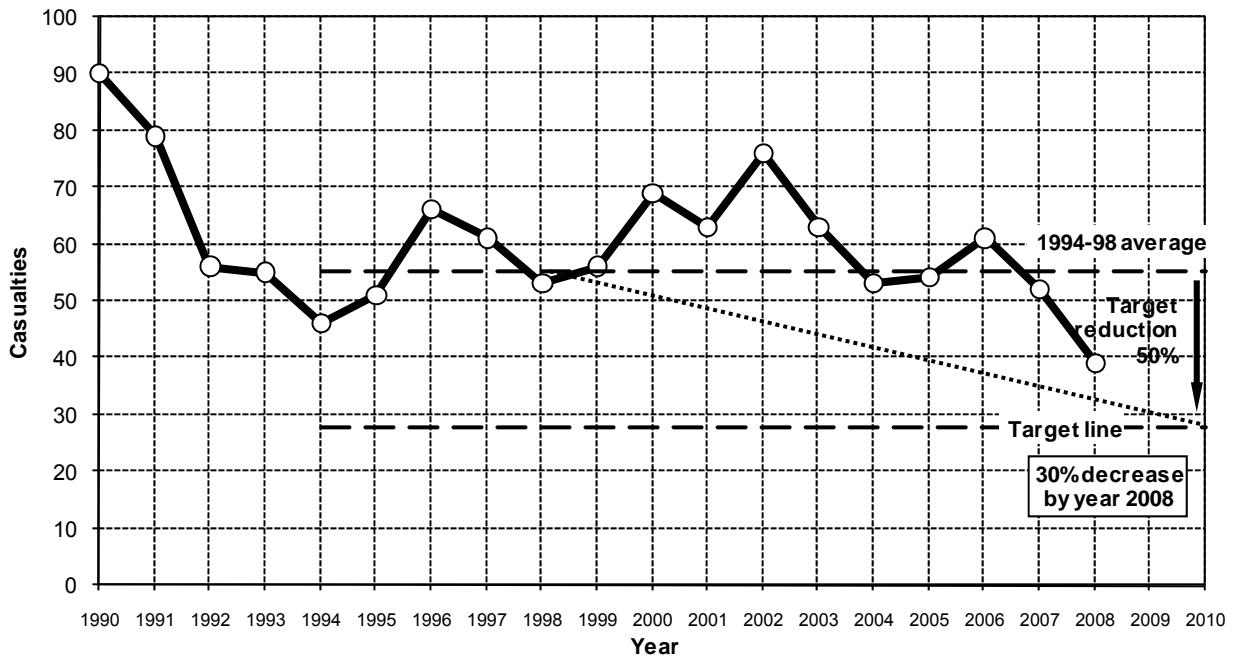


Fig. 6: Greater London - all killed or seriously injured casualties (national and London target category)

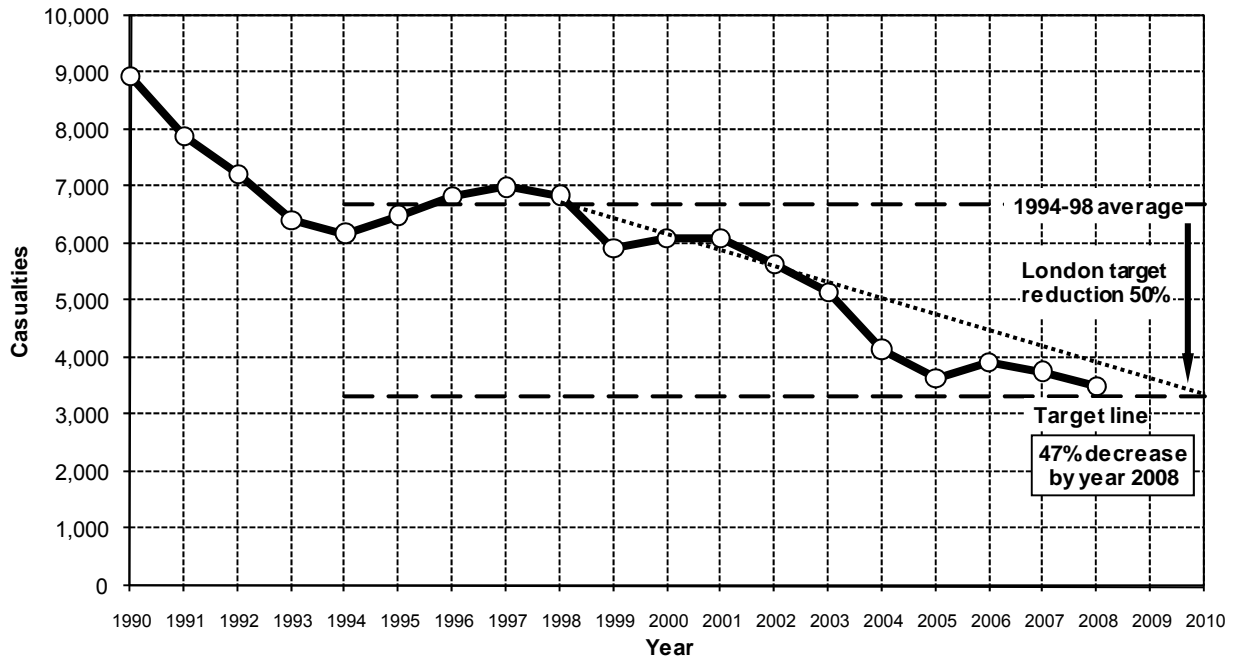


Fig. 7: Greater London - pedestrian killed or seriously injured casualties (London target category)

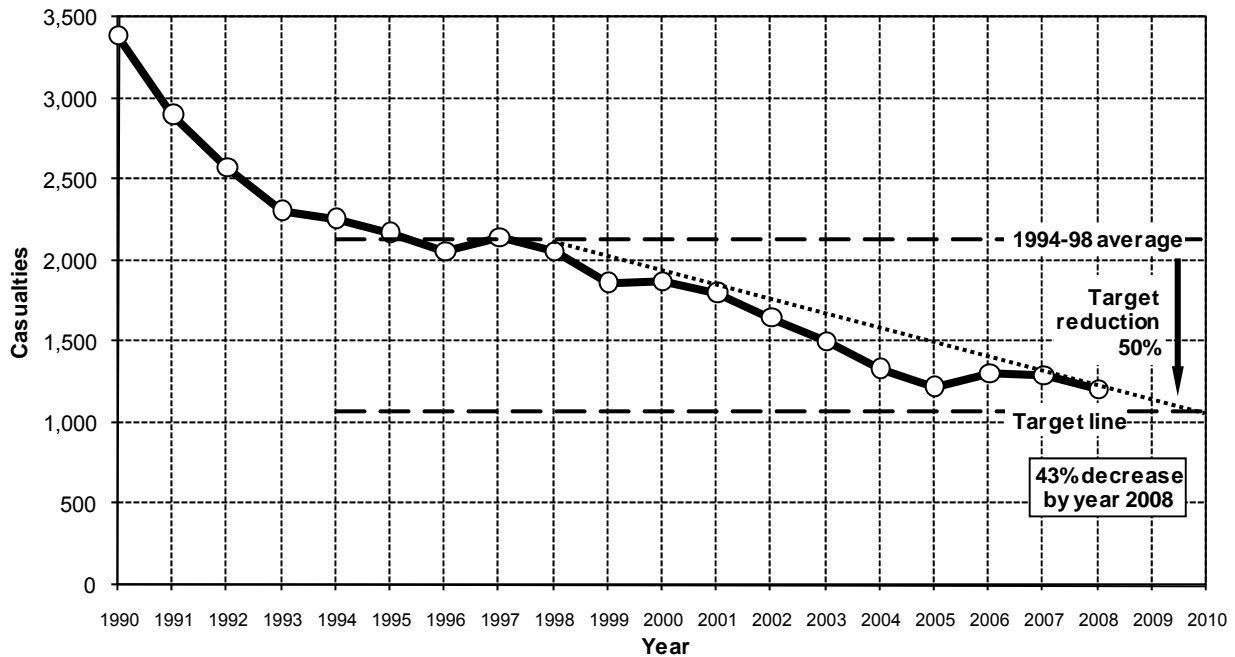


Fig. 8: Greater London - pedal cyclist killed or seriously injured casualties (London target category)

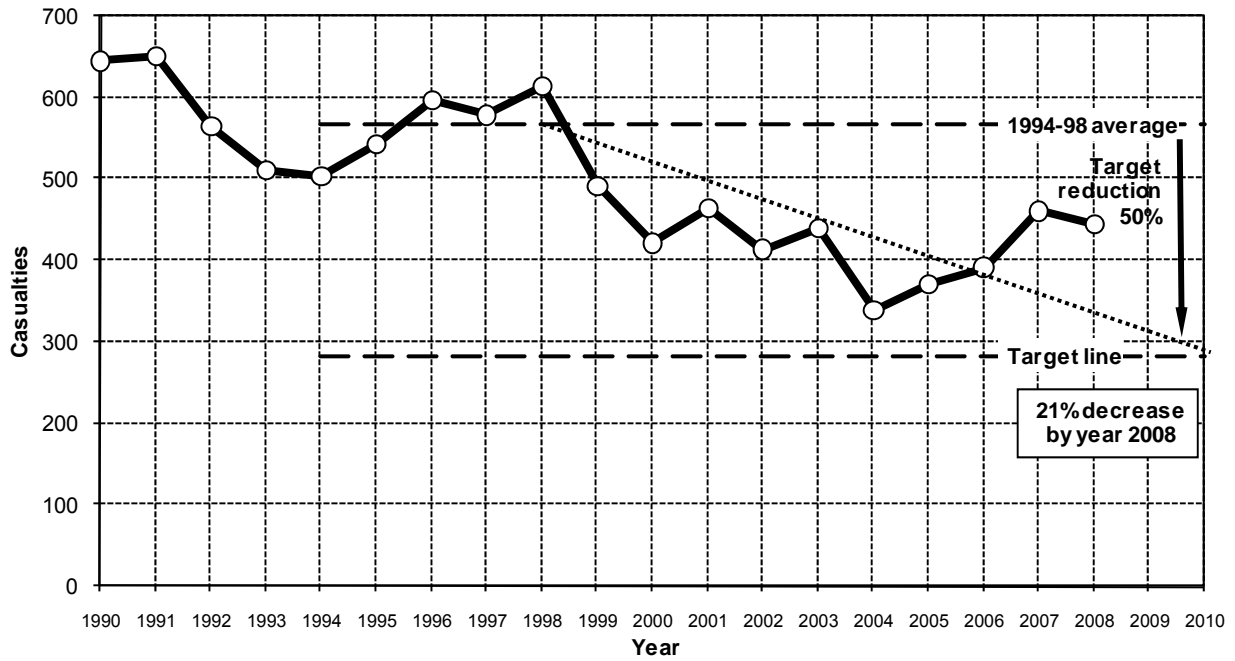


Fig. 9: Greater London - powered two wheeler killed or seriously injured casualties (London target category)

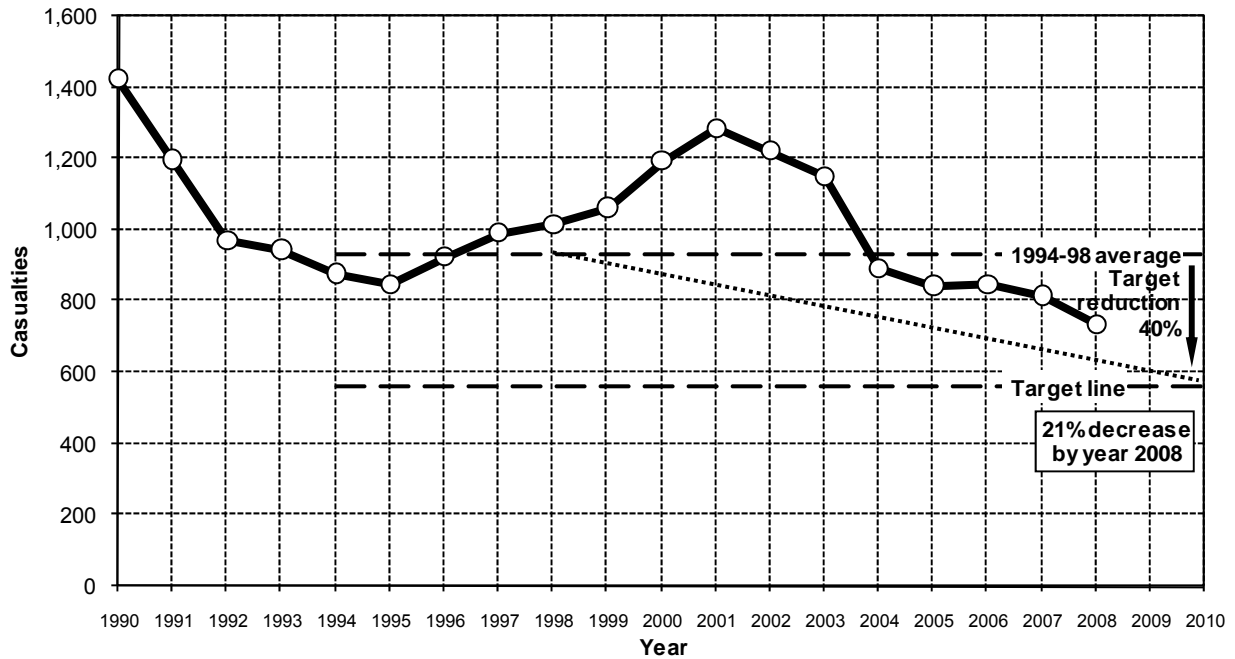


Fig. 10: Greater London - car occupant killed or seriously injured casualties

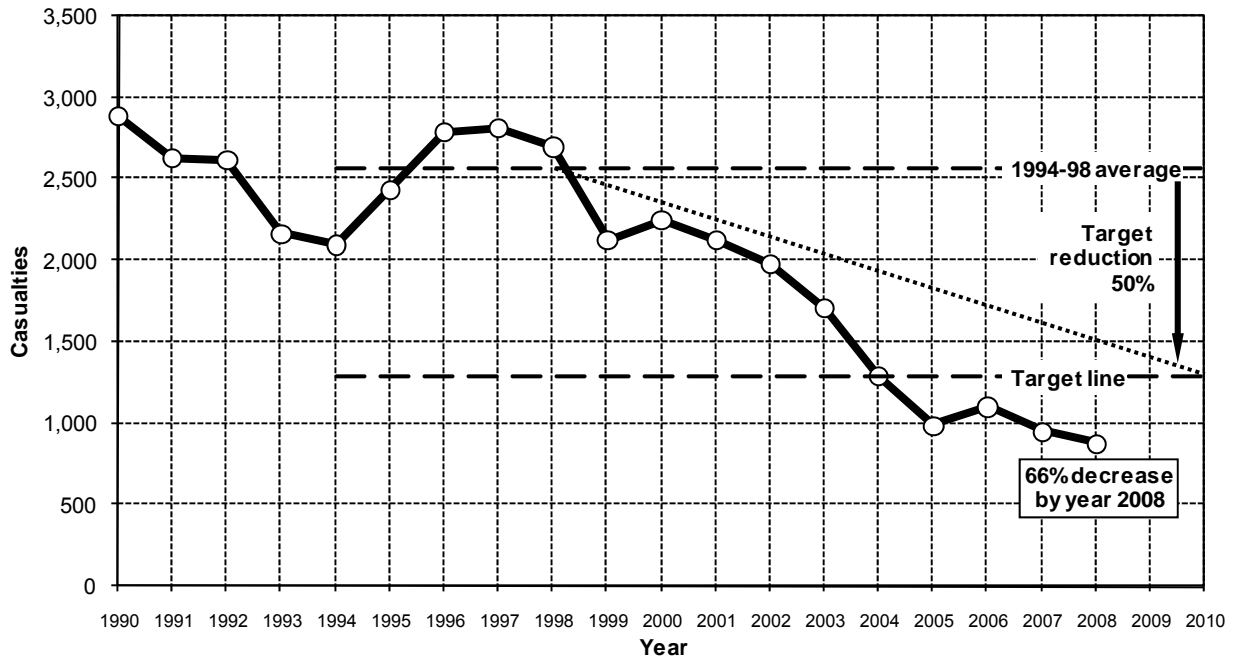


Fig. 11: Greater London - bus or coach occupant killed or seriously injured casualties

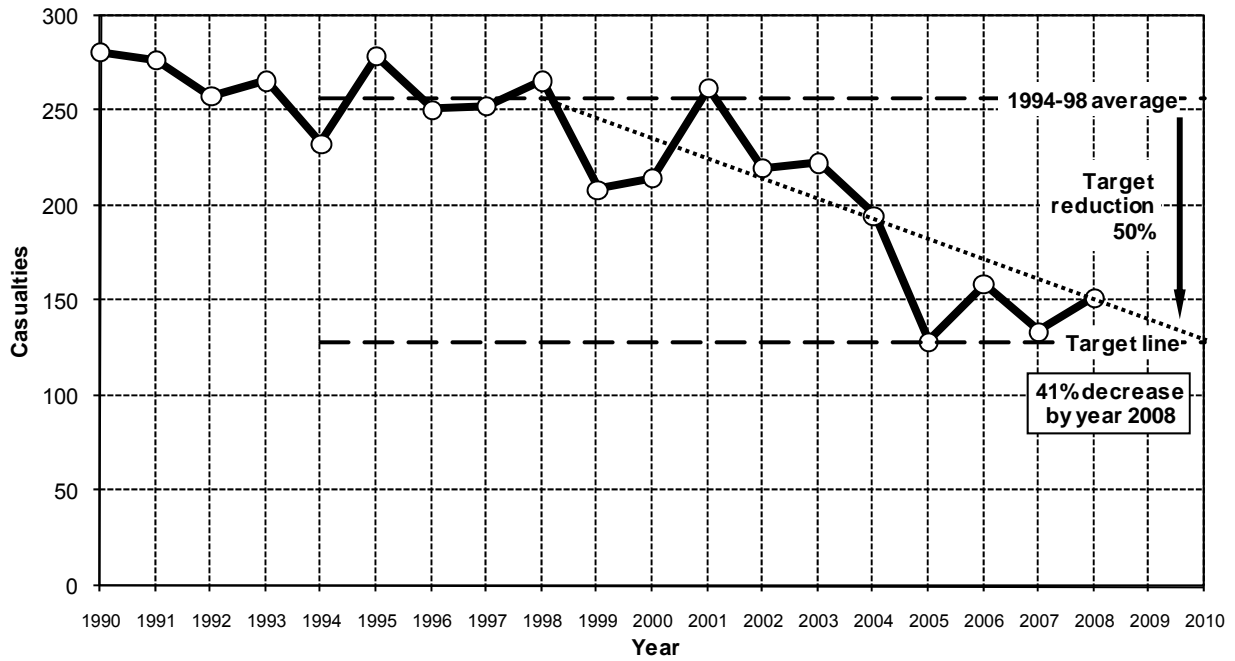


Fig. 12: Greater London - other vehicle occupant killed or seriously injured casualties

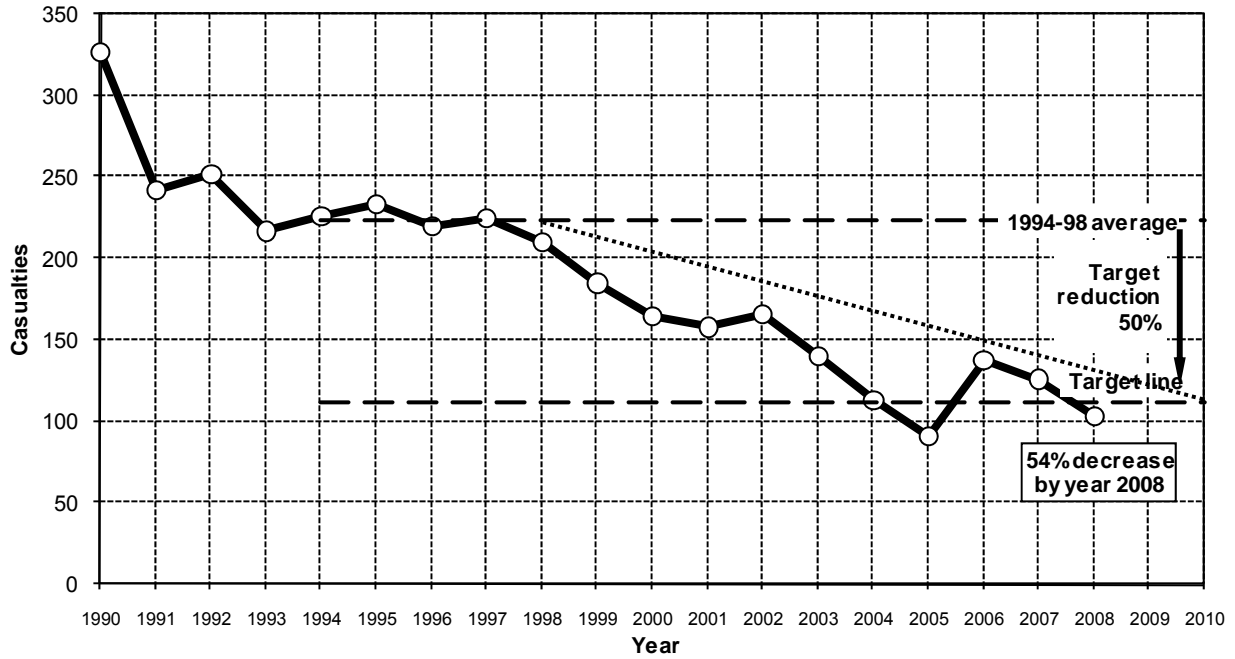


Fig. 13: Greater London - all child killed or seriously injured casualties (national and London target category)

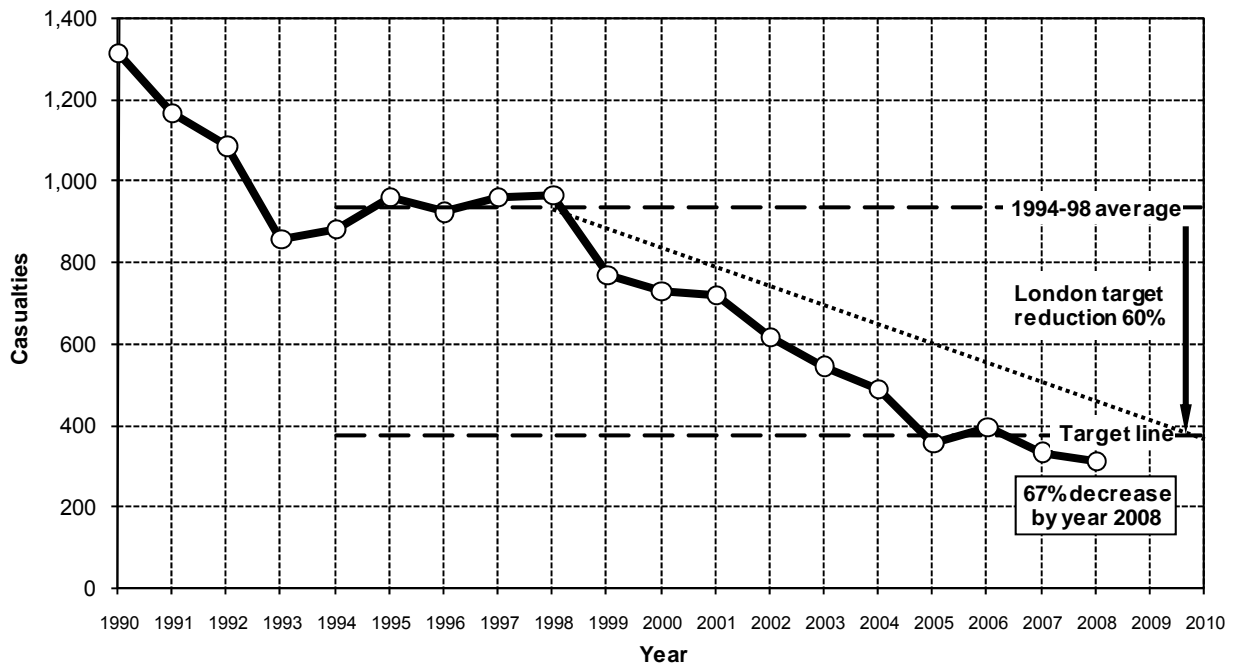


Fig. 14: Greater London - child pedestrian killed or seriously injured casualties

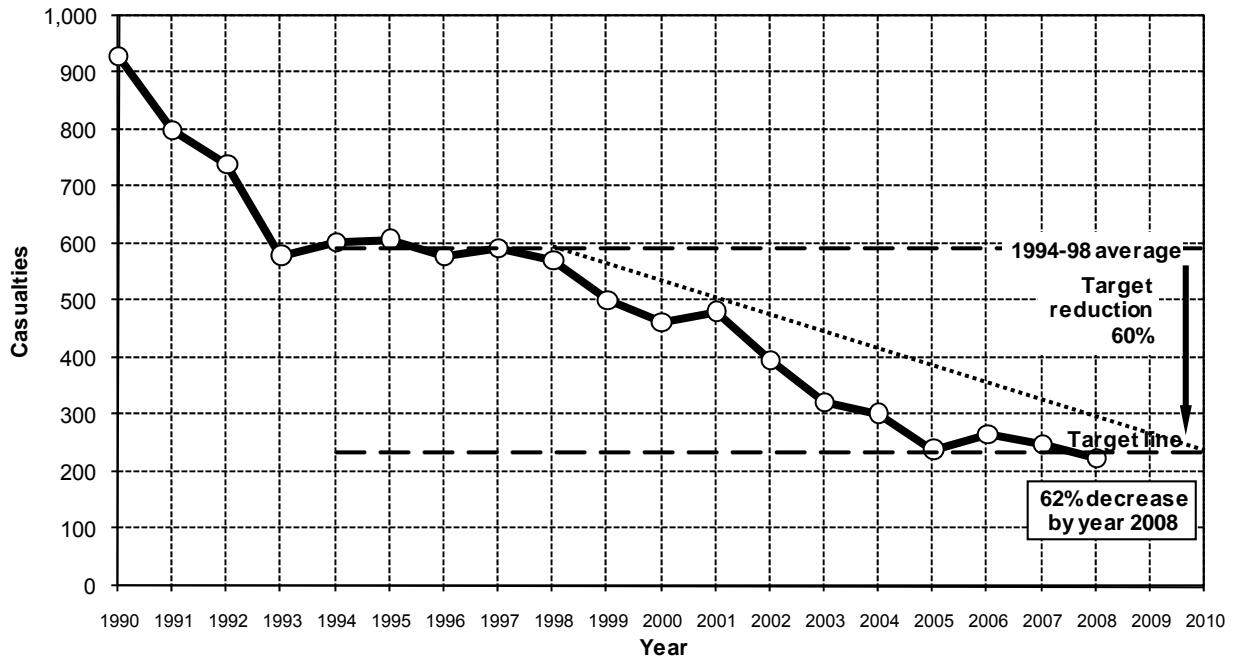


Fig. 15: Greater London - child pedal cyclist killed or seriously injured casualties

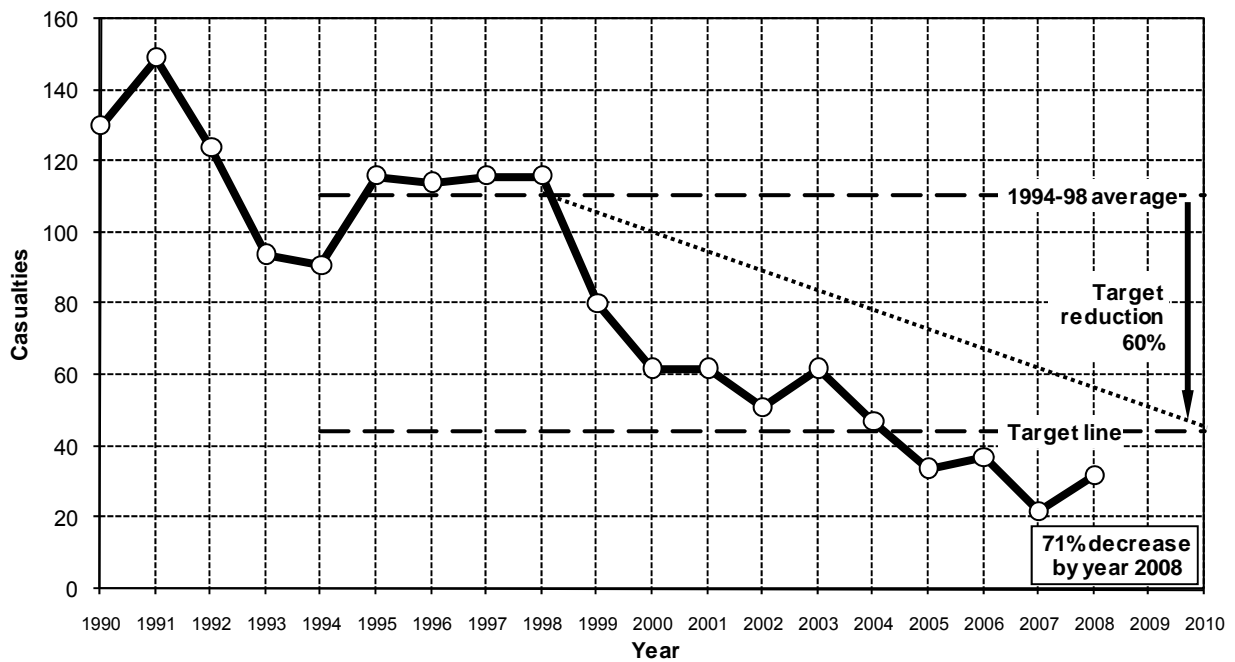


Fig. 16: Greater London - child car passenger killed or seriously injured casualties

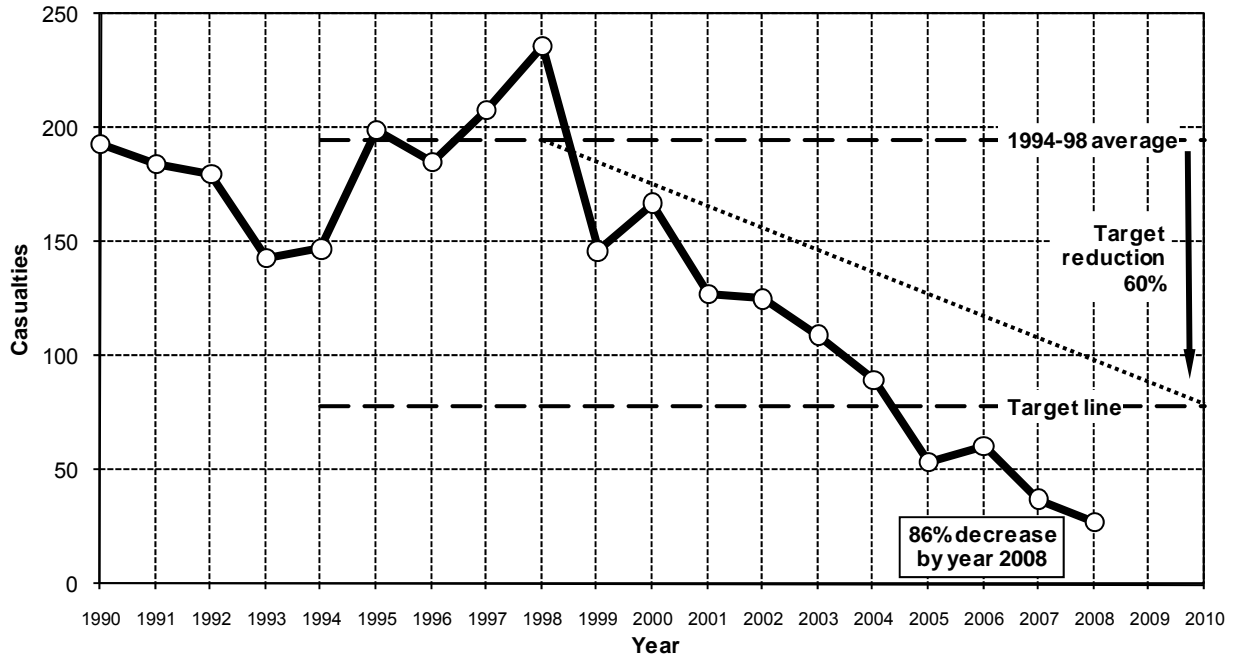


Fig. 17: Greater London - all slightly injured casualties (national and London target category)

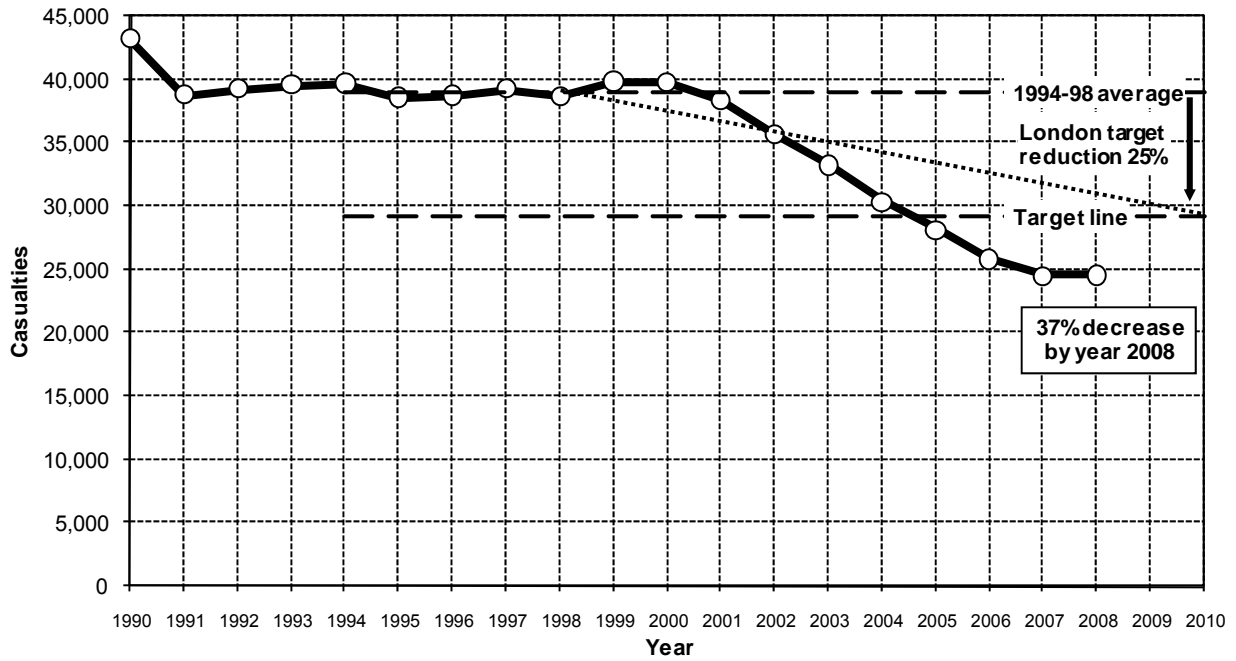


Fig. 18: Greater London - pedestrian slightly injured casualties

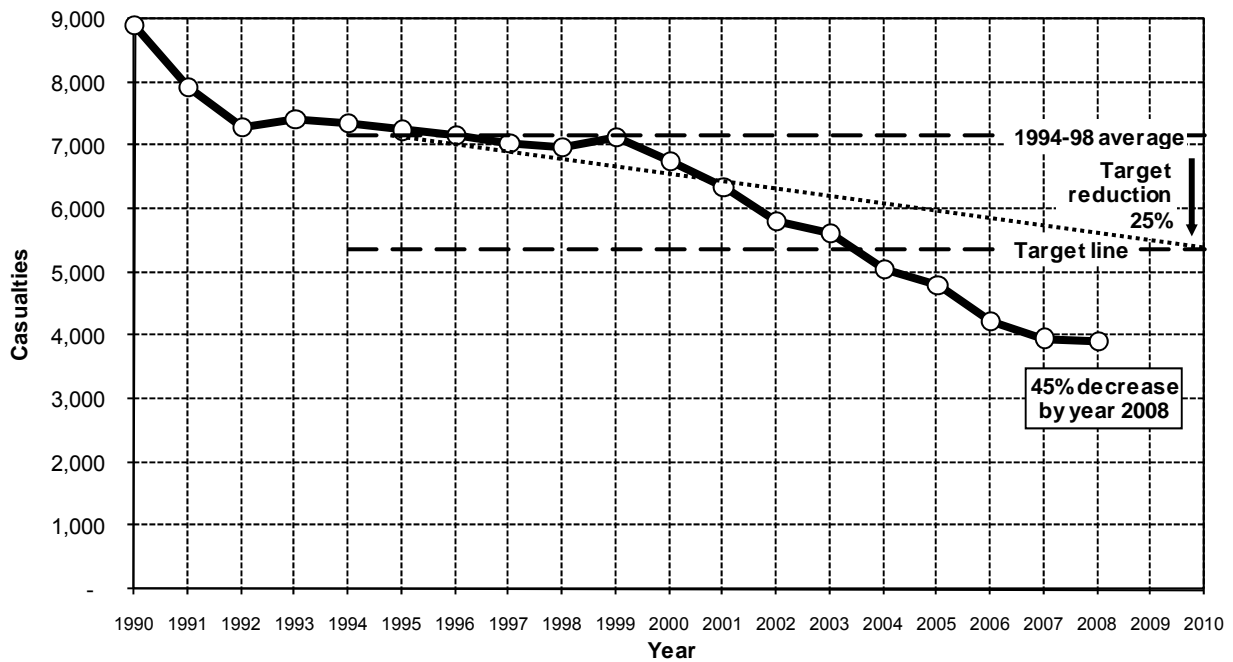


Fig. 19: Greater London - pedal cyclist slightly injured casualties

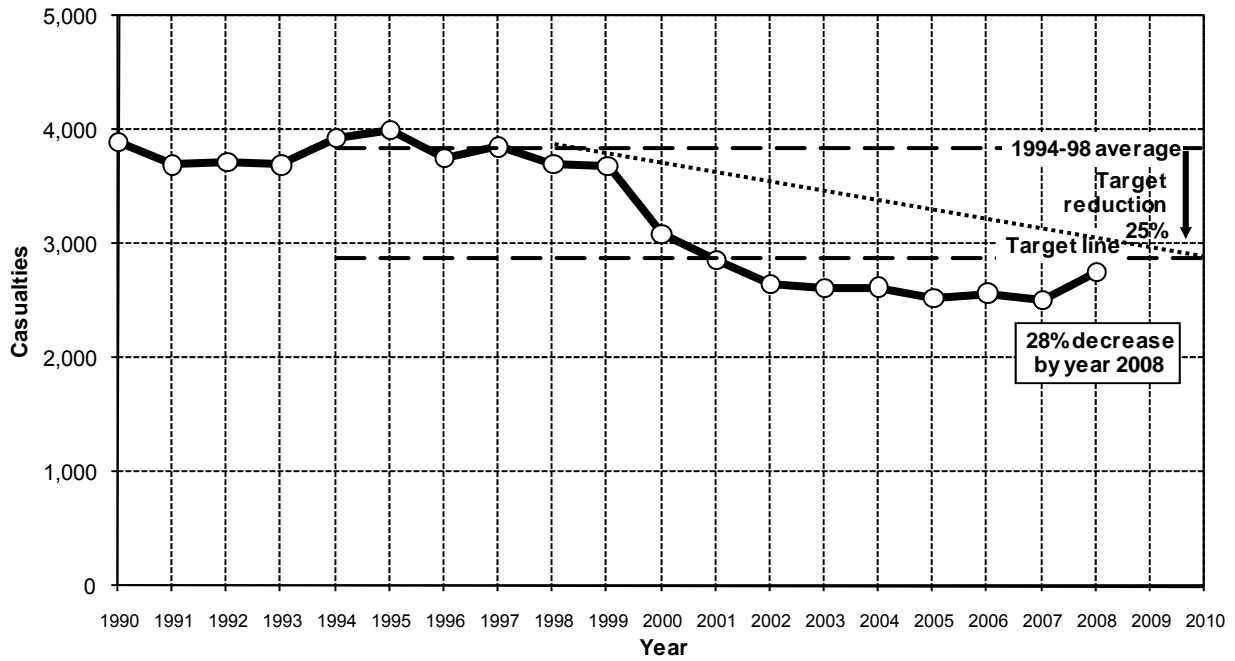


Fig. 20: Greater London - powered two wheeler slightly injured casualties

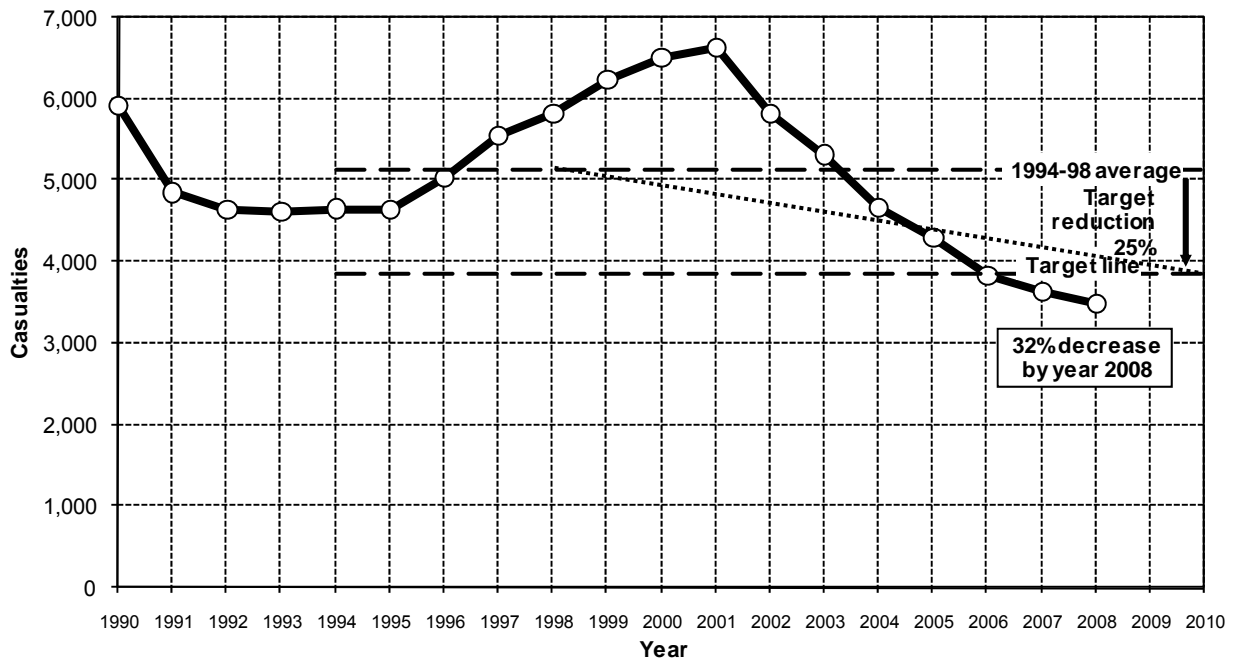


Fig. 21: Greater London - car occupant slightly injured casualties

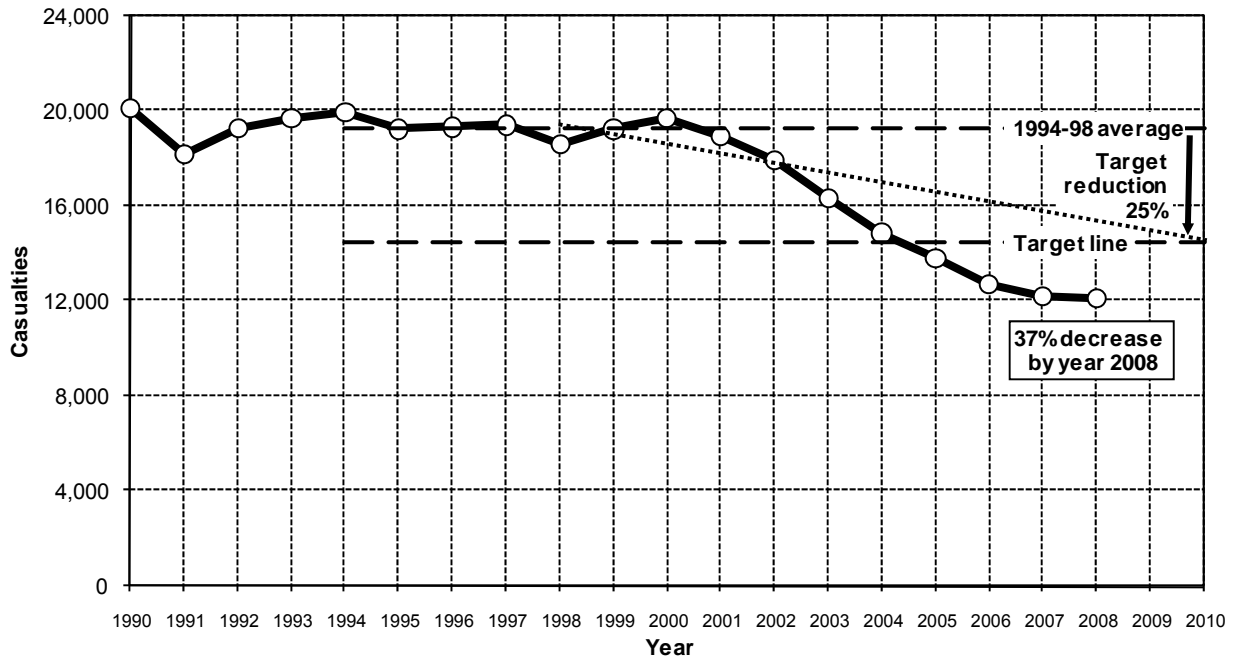


Fig. 22: Greater London - bus occupant slightly injured casualties

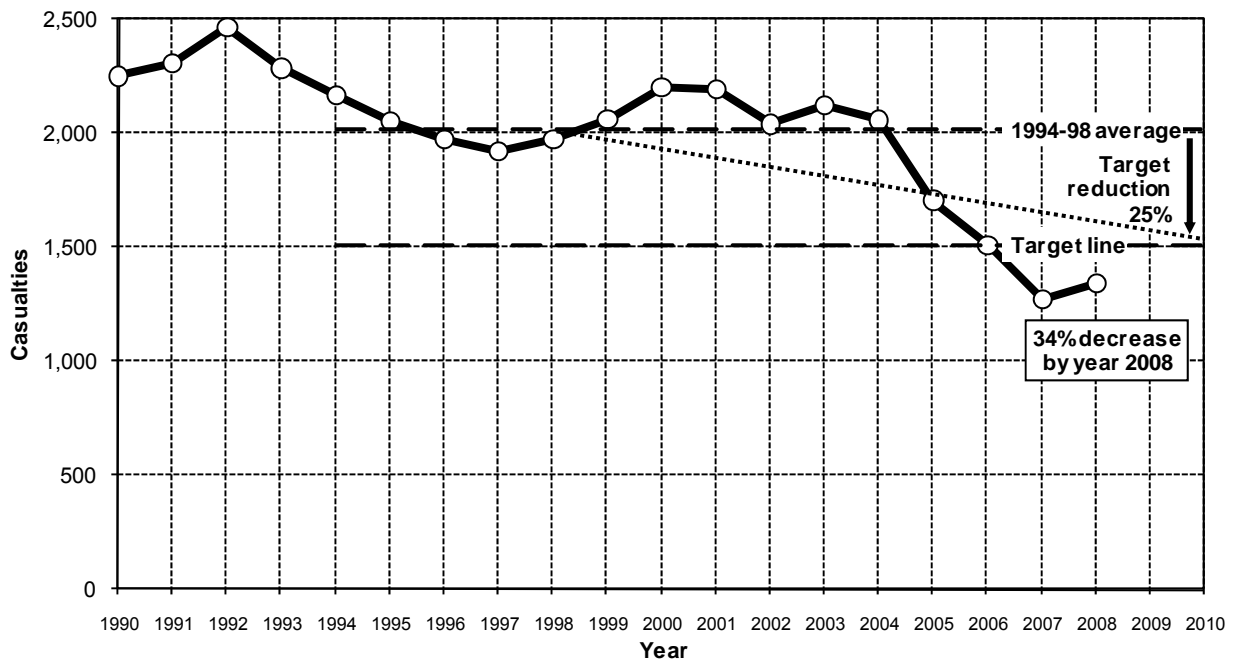
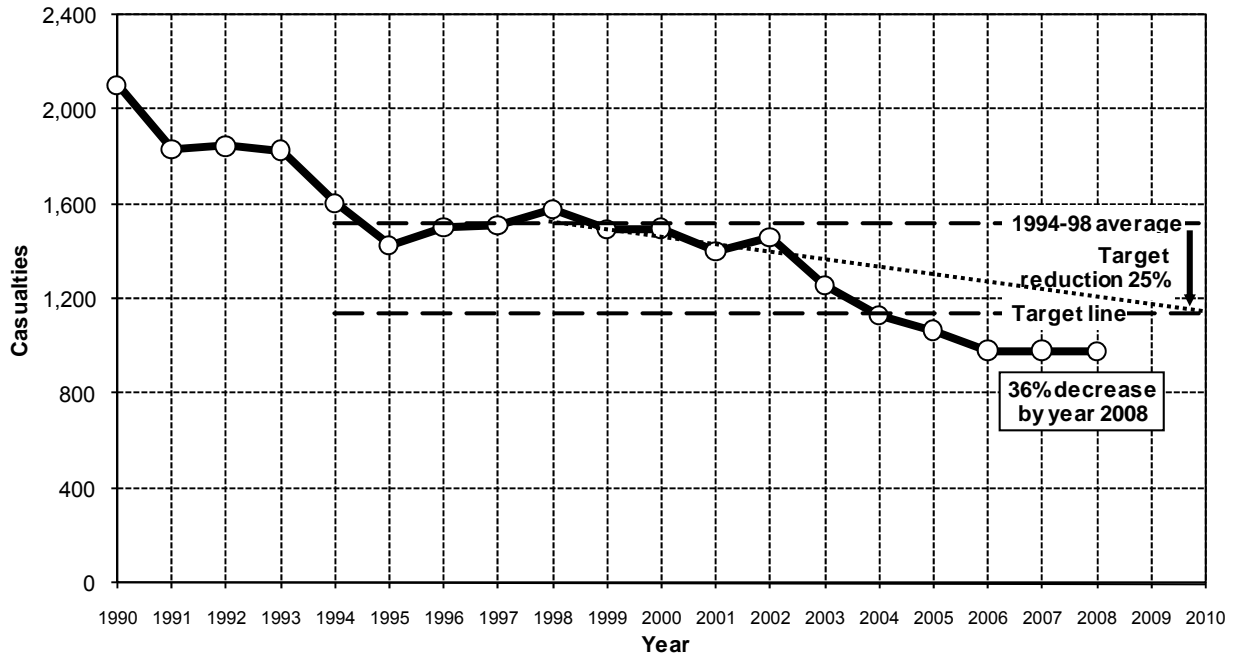


Fig. 23: Greater London - other vehicle occupant slightly injured casualties



5.3 Transport for London Road Network casualty monitoring charts

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

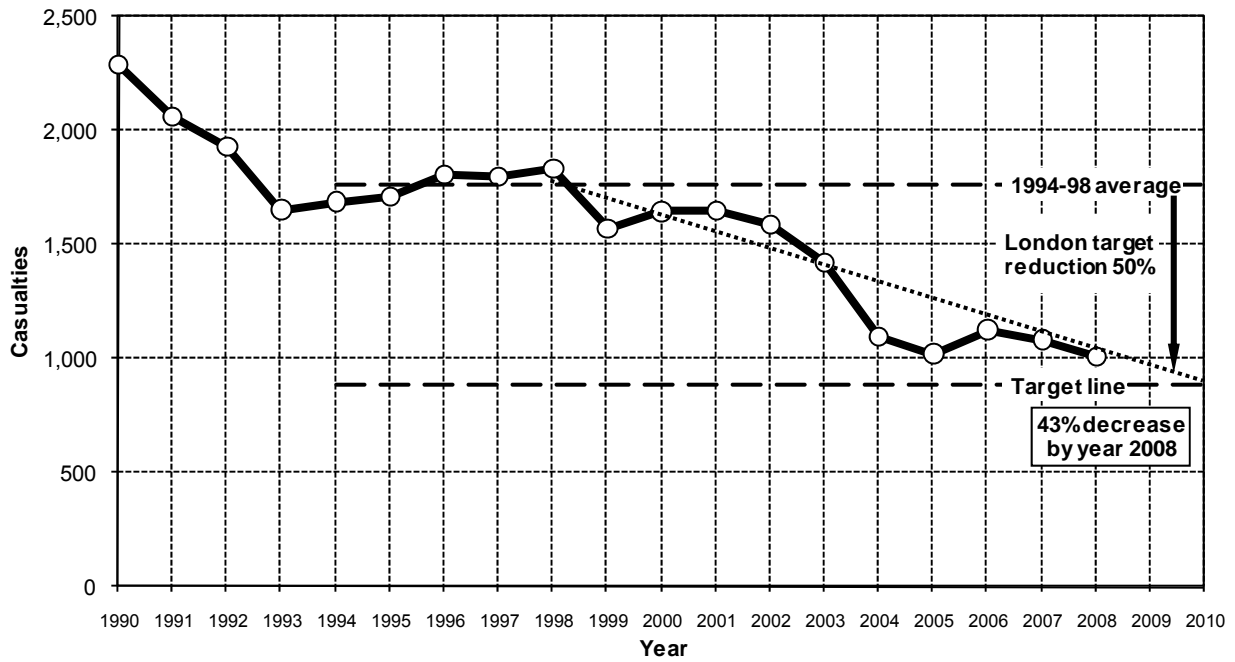


Fig. 25: TLRN - pedestrian killed or seriously injured casualties (London target category)

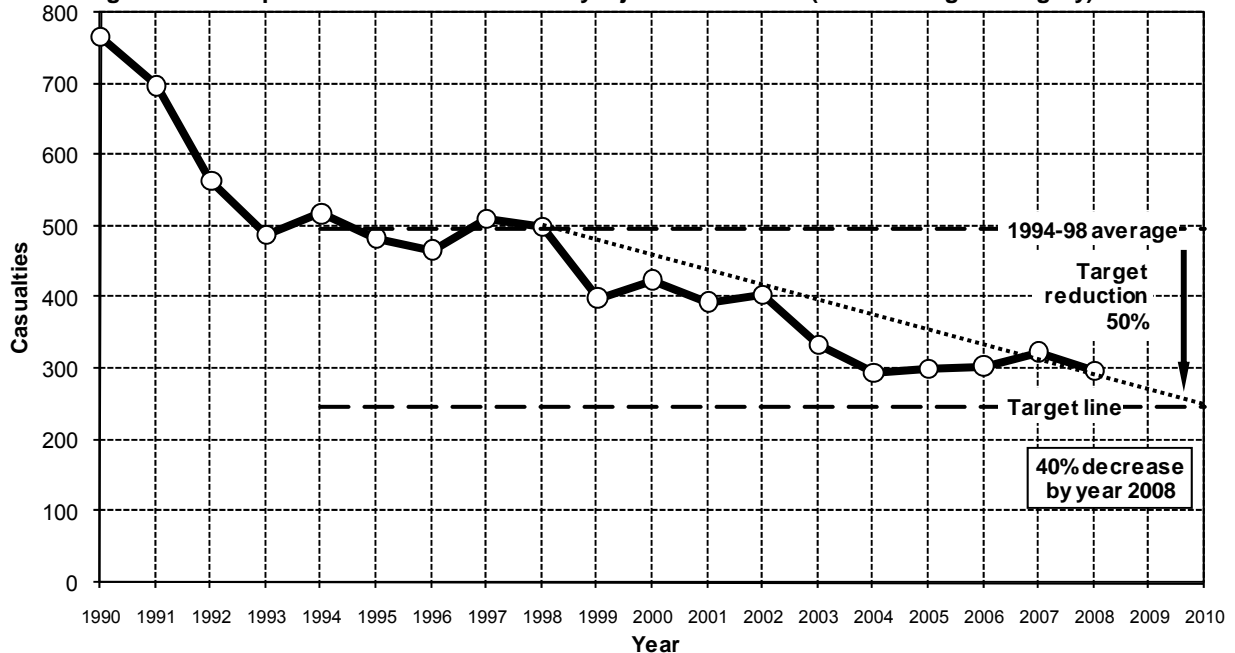


Fig. 26: TLRN - pedal cyclist killed or seriously injured casualties (London target category)

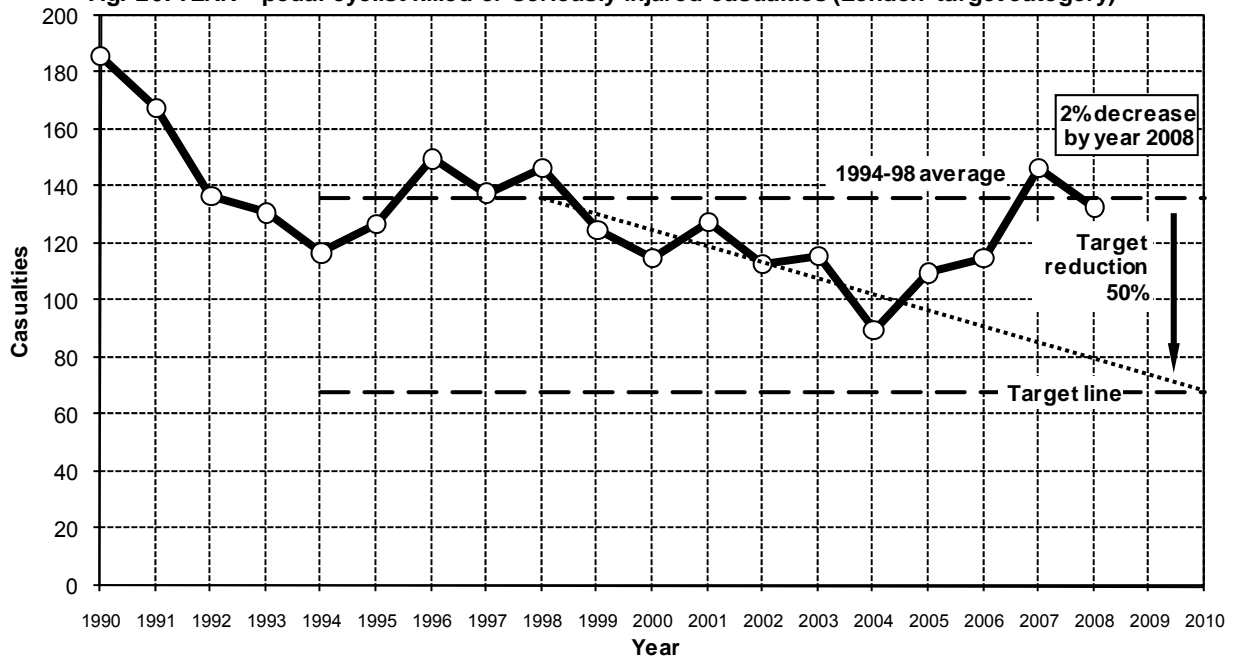
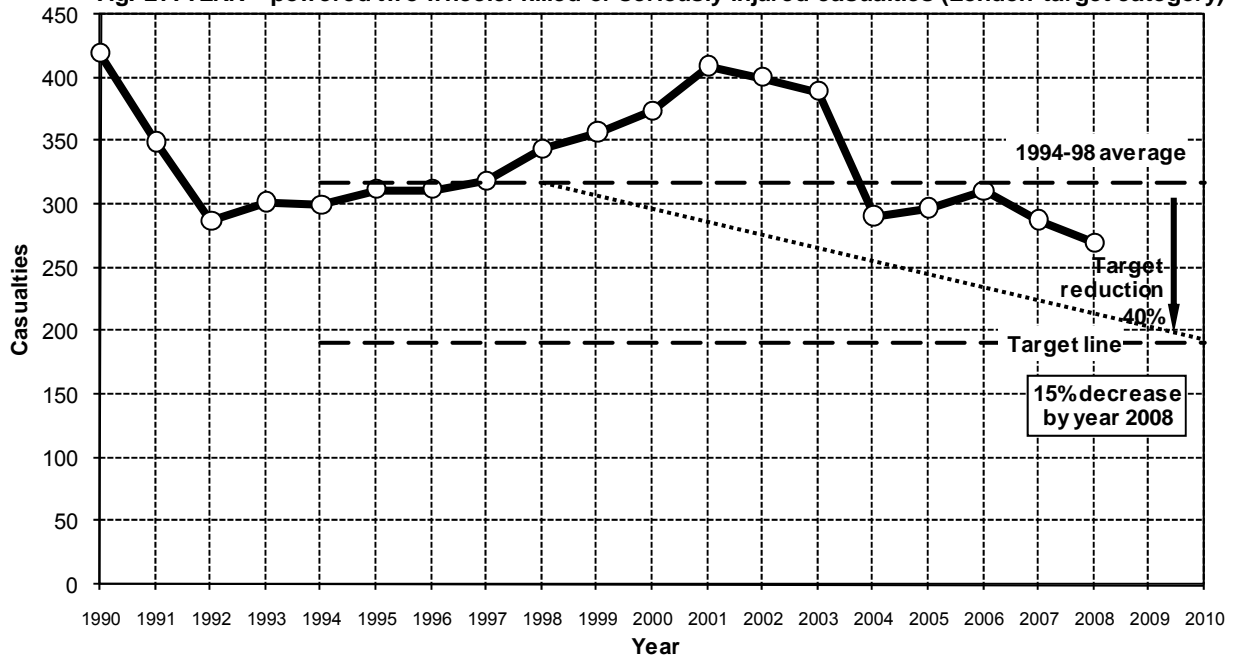
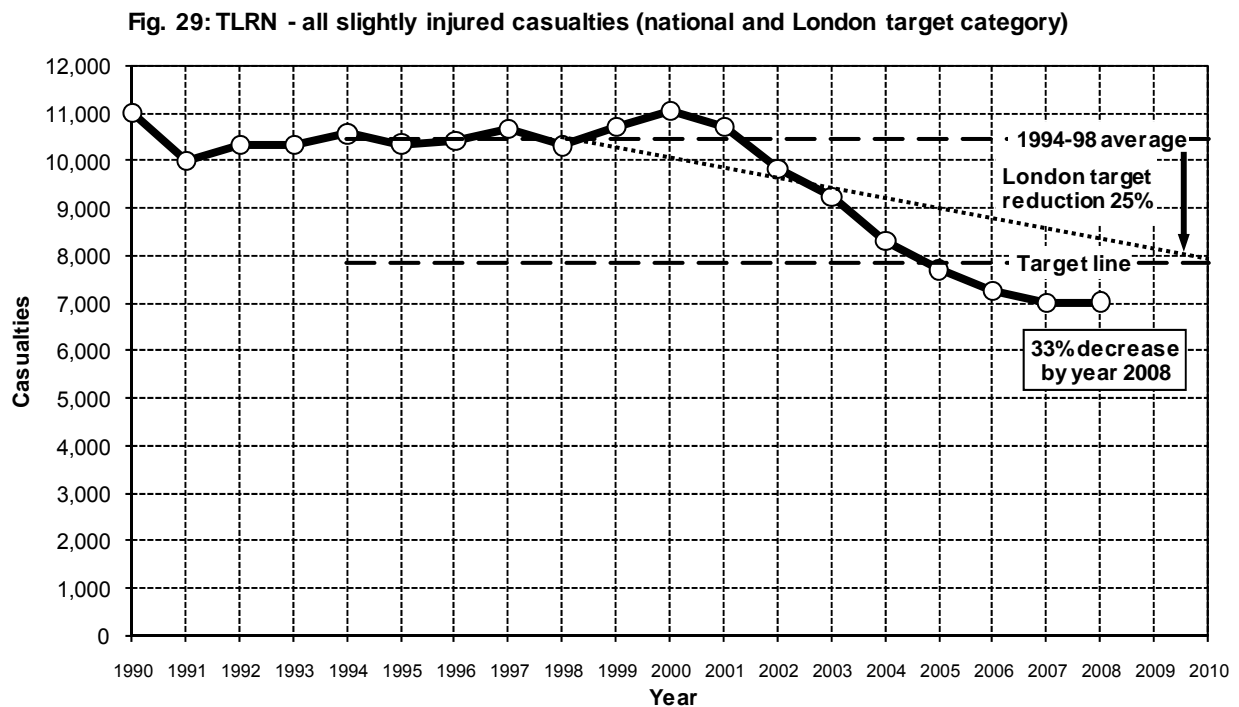
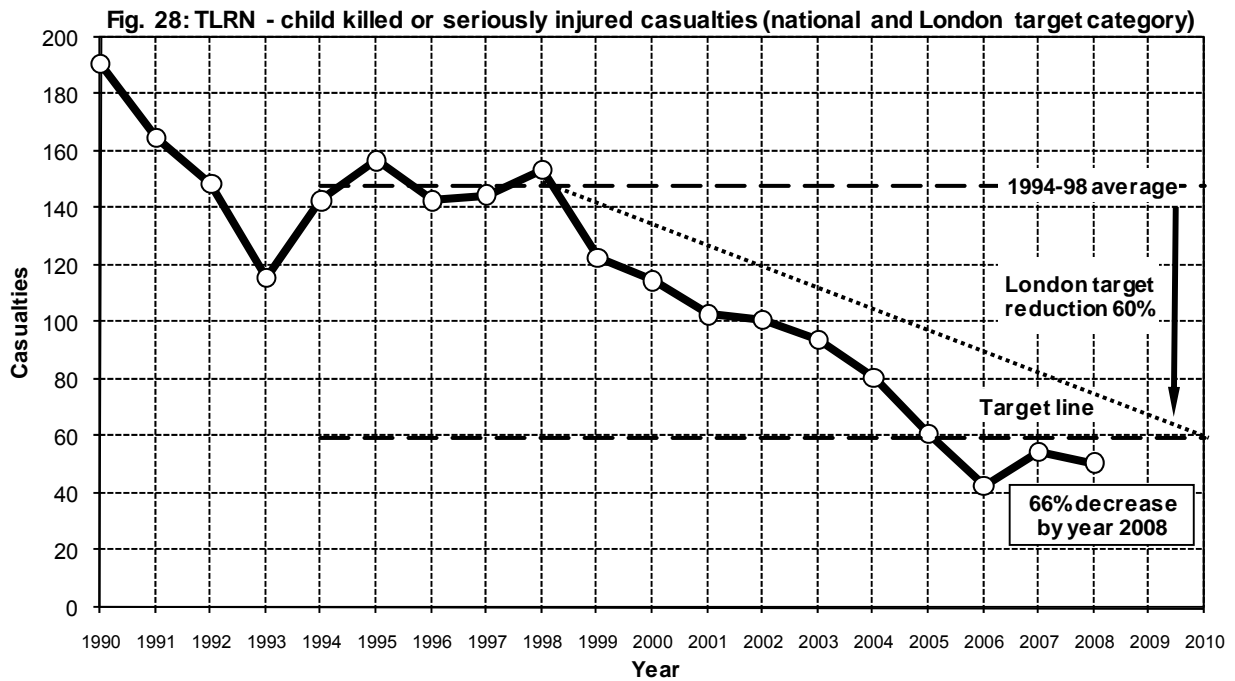


Fig. 27: TLRN - powered two wheeler killed or seriously injured casualties (London target category)





5.4 Borough roads casualty monitoring charts

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

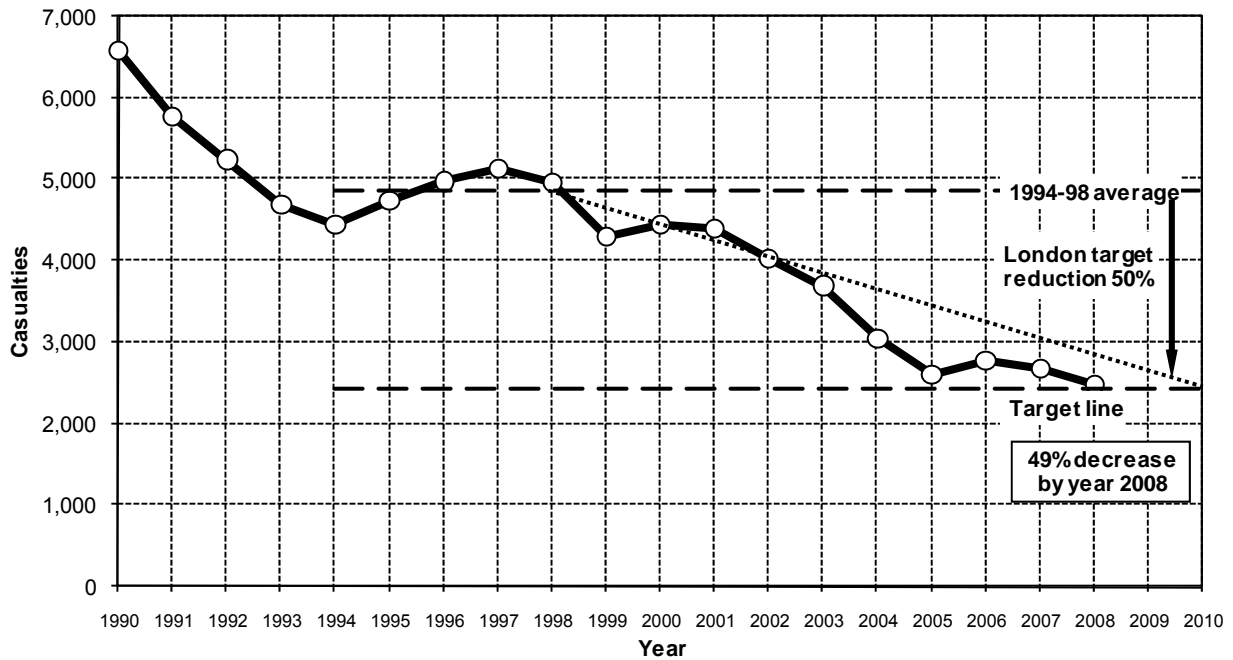


Fig. 31: Borough roads - pedestrian killed or seriously injured casualties (London target category)

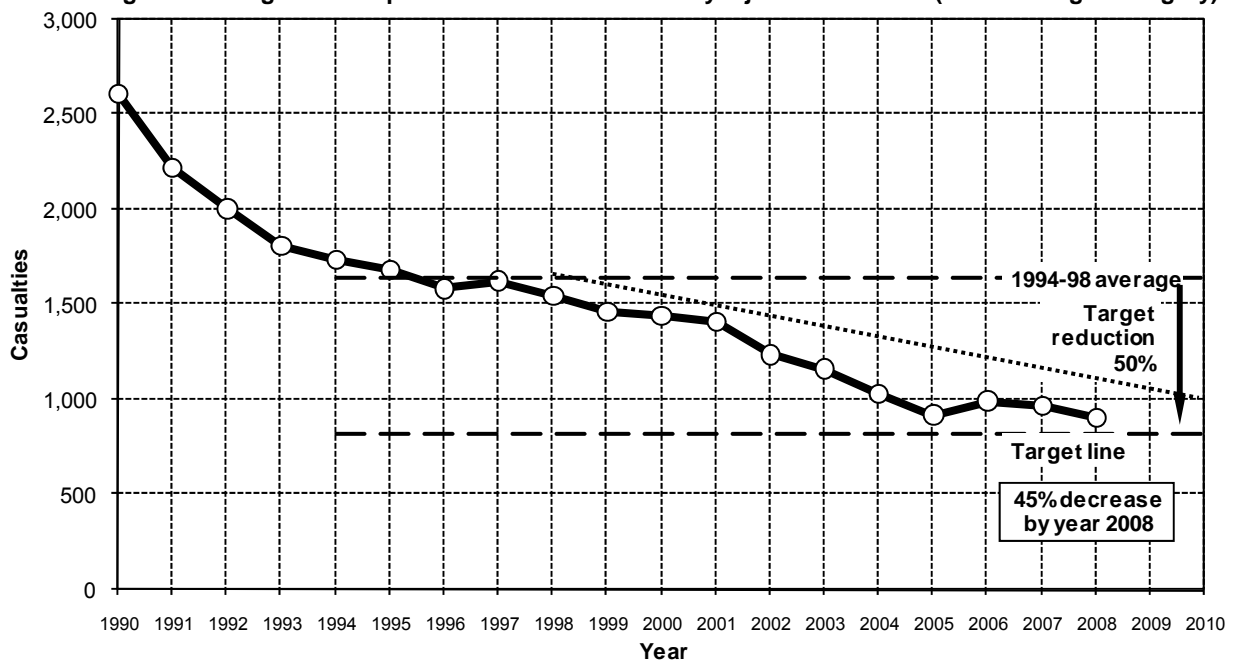


Fig. 32: Borough roads - pedal cyclist killed or seriously injured casualties (London target category)

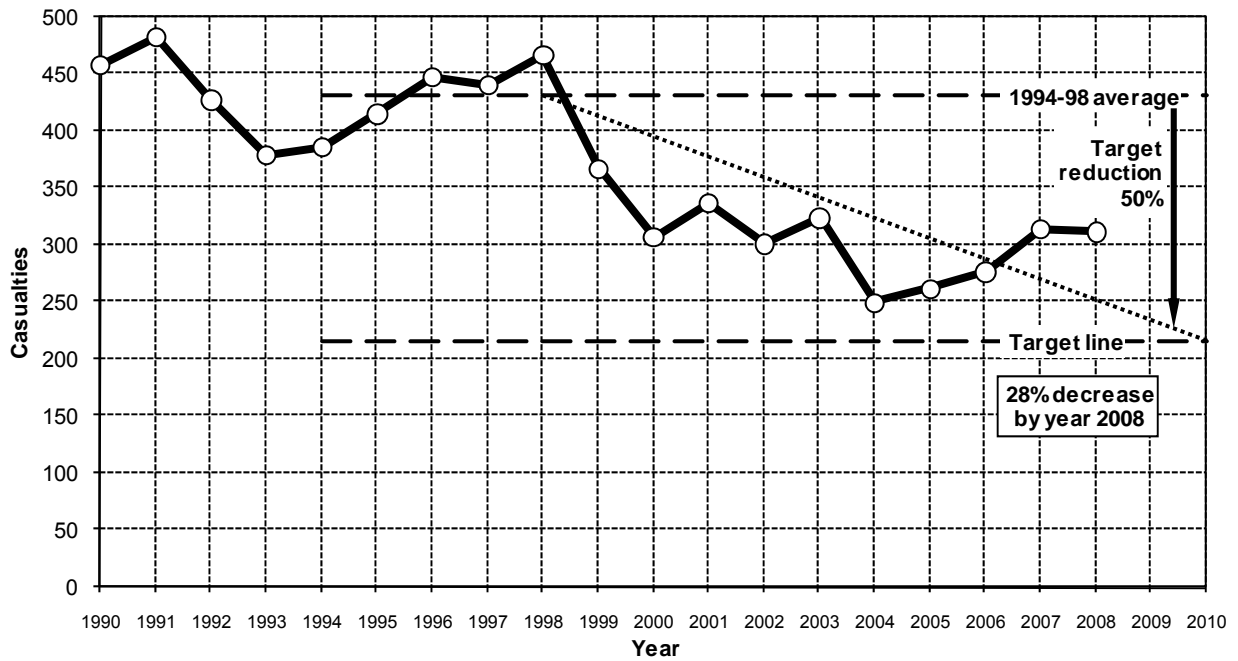


Fig. 33: Borough roads - powered two wheeler killed or seriously injured casualties (London target category)

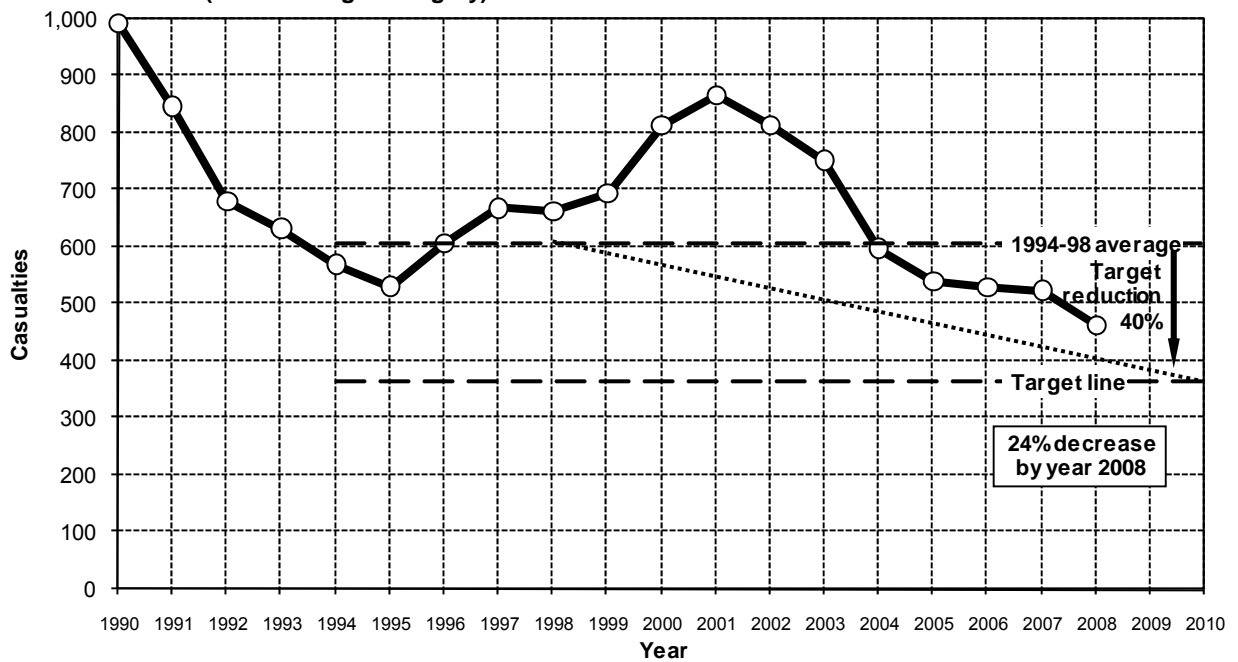


Fig. 34: Borough roads - child killed or seriously injured casualties (national and London target category)

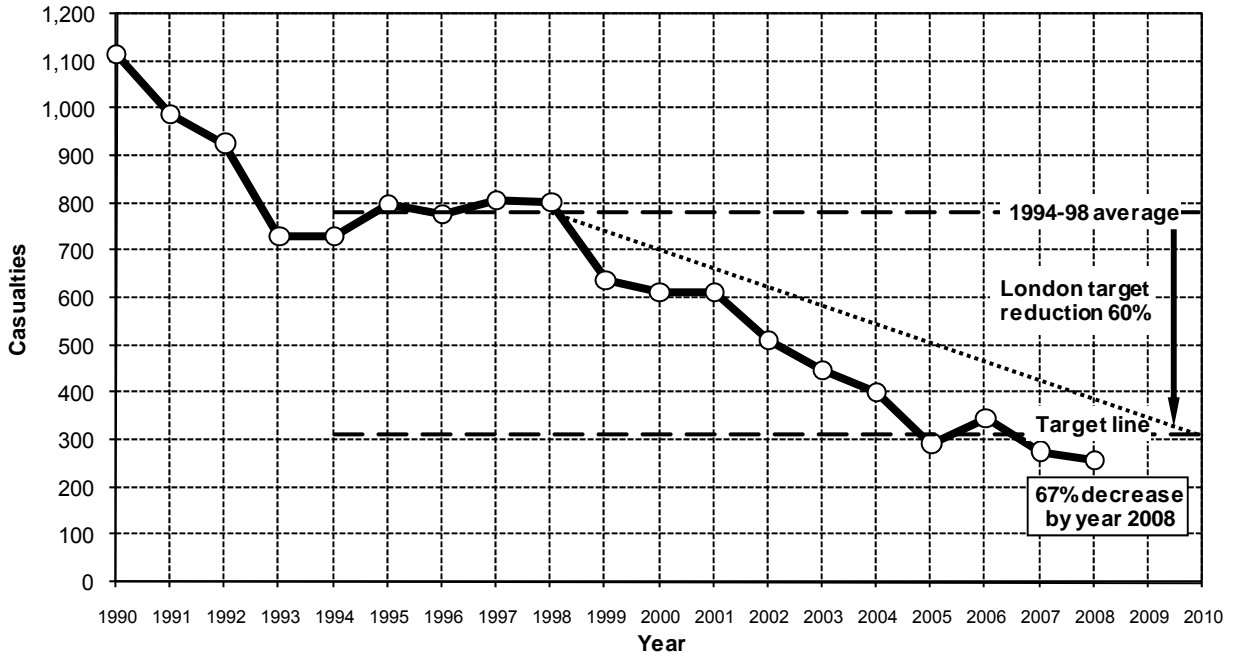
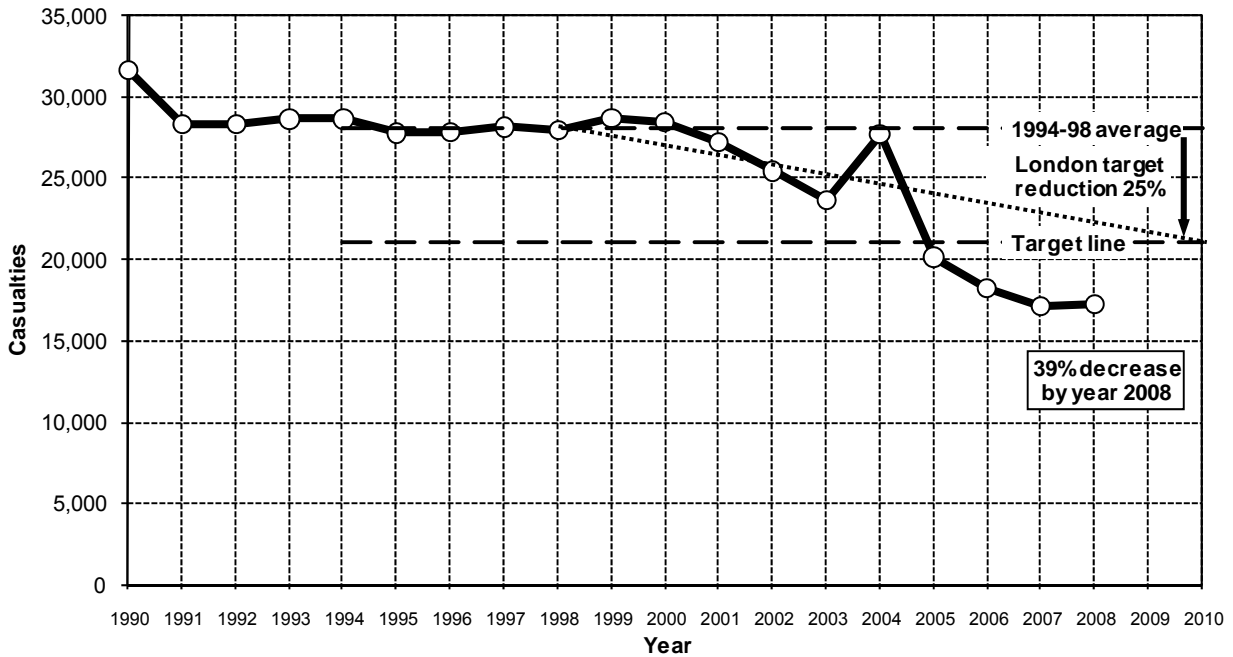


Fig. 35: Borough roads - all slightly injured casualties (national and London target category)



5.5 Highways Agency roads casualty monitoring charts

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

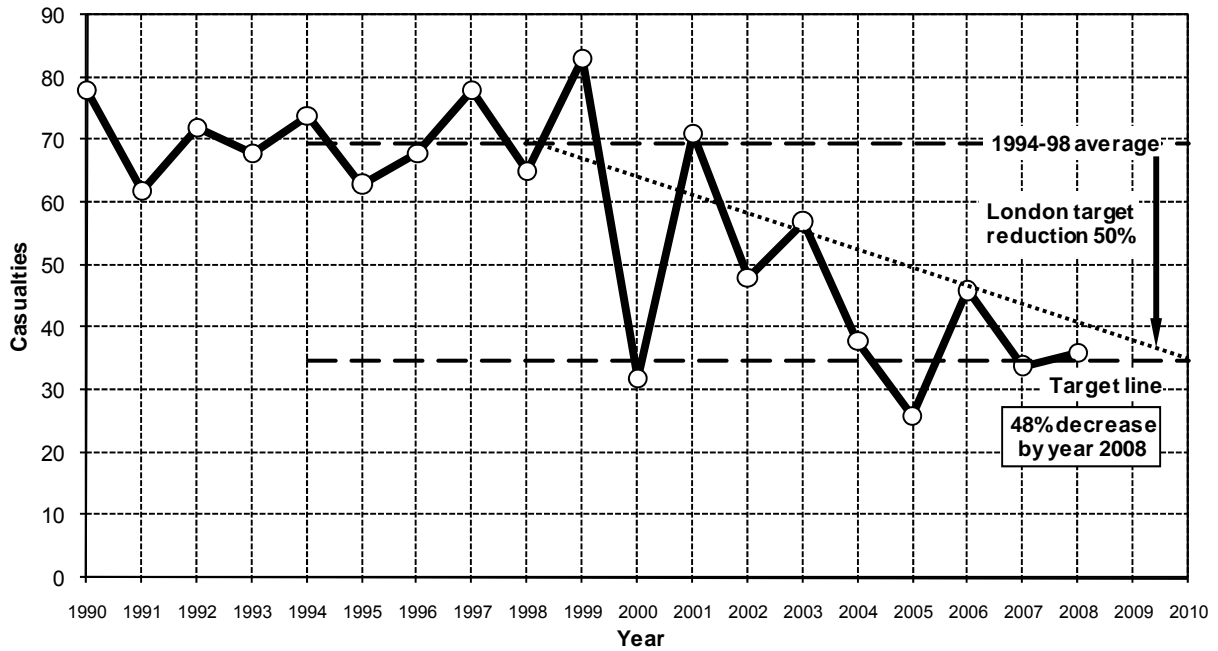
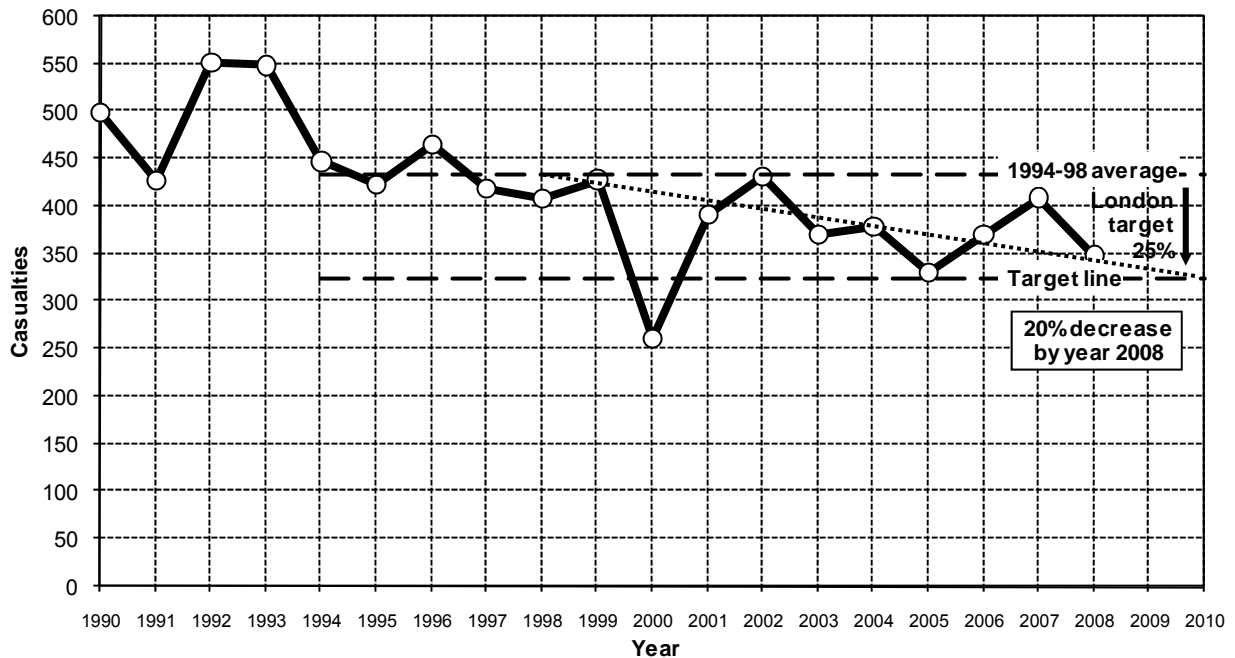


Fig. 37: Highways Agency roads - all slightly injured casualties (national and London target category)



Appendix A

Borough casualty monitoring charts and tables

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1. Barking & Dagenham

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

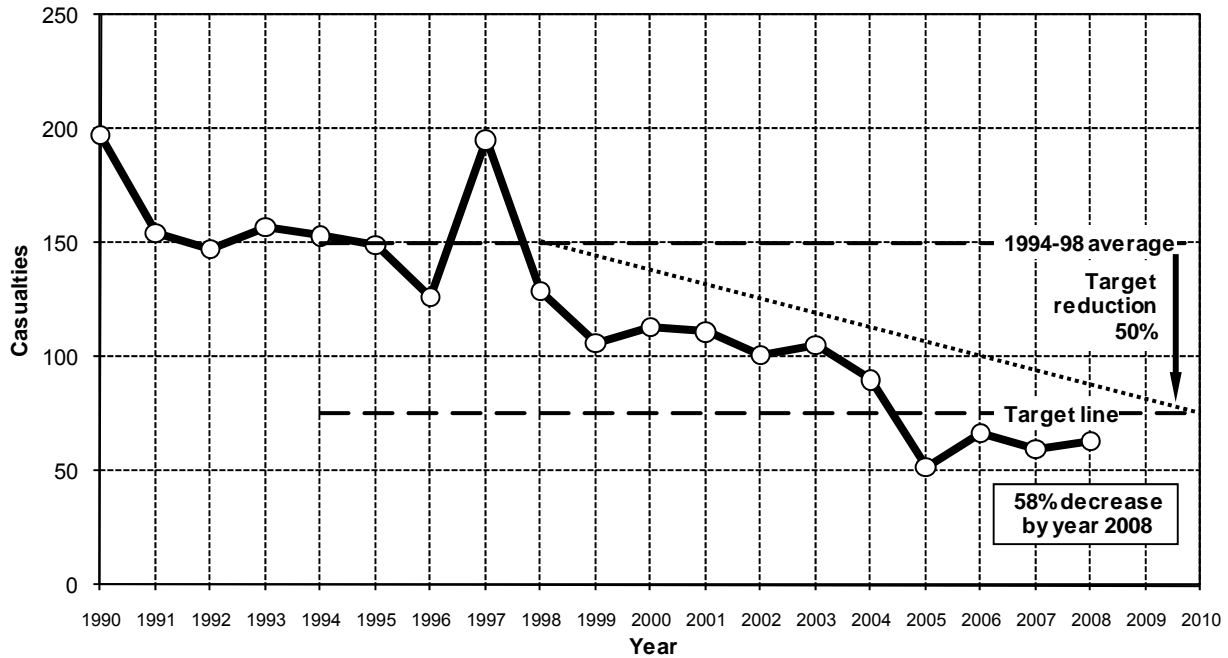


Fig. A1.2: L.B. of Barking and Dagenham - all slight casualties

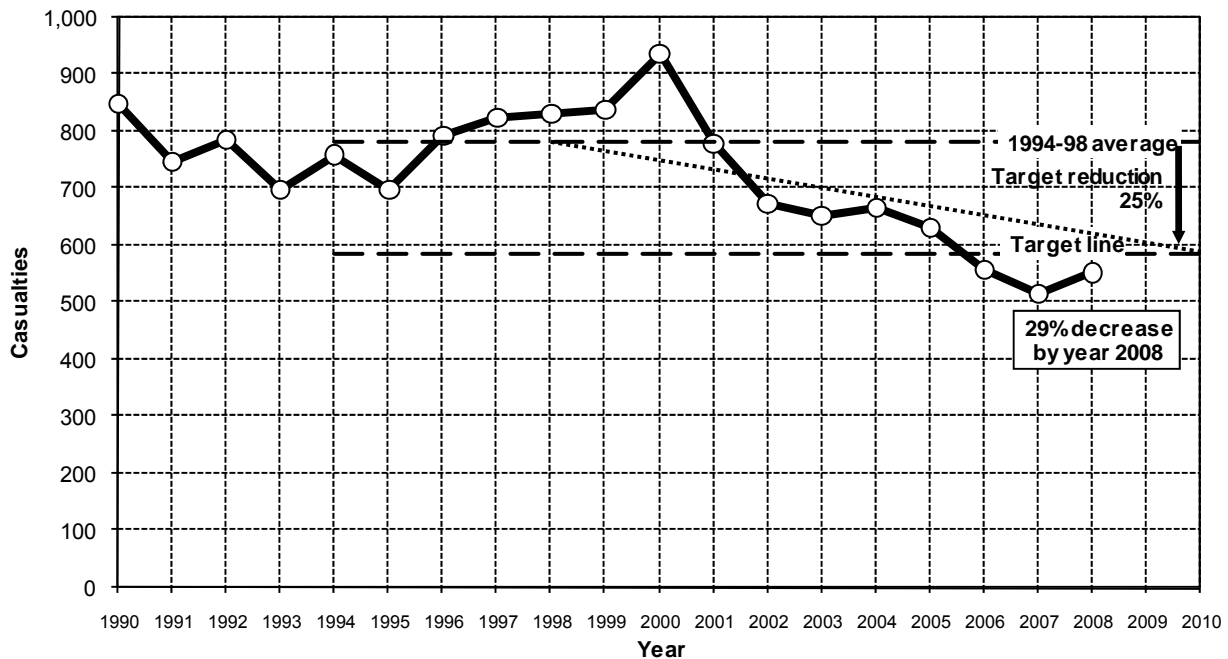


Table A1: Towards the year 2010: Monitoring casualties in L.B. of Barking & Dagenham
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	3.2	3	2	-33%	-38%
	Pedal cyclists	0.4	0	1	∞	150%
	Powered two-wheeler	0.4	2	3	50%	650%
	Car occupants	1.0	2	2	0%	100%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	5.4	7	8	14%	48%
Fatal and serious	Pedestrians	35.2	20	23	15%	-35%
	Pedal cyclists	7.6	3	4	33%	-47%
	Powered two-wheeler	13.2	10	12	20%	-9%
	Car occupants	83.6	16	18	13%	-78%
	Bus or coach occupants	3.6	2	2	0%	-44%
	Other vehicle occupants	7.2	9	4	-56%	-44%
	Total	150.4	60	63	5%	-58%
	Children (under 16yrs)	30.0	10	5	-50%	-83%
Slight*	Pedestrians	123.2	67	75	12%	-39%
	Pedal cyclists	61.6	18	25	39%	-59%
	Powered two-wheeler	53.6	38	45	18%	-16%
	Car occupants	482.0	363	358	-1%	-26%
	Bus or coach occupants	28.0	11	14	27%	-50%
	Other vehicle occupants	32.8	18	35	94%	7%
	Total	781.2	515	552	7%	-29%
All severities	Pedestrians	158.4	87	98	13%	-38%
	Pedal cyclists	69.2	21	29	38%	-58%
	Powered two-wheeler	66.8	48	57	19%	-15%
	Car occupants	565.6	379	376	-1%	-34%
	Bus or coach occupants	31.6	13	16	23%	-49%
	Other vehicle occupants	40.0	27	39	44%	-3%
	Total	931.6	575	615	7%	-34%

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

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

2. Barnet

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

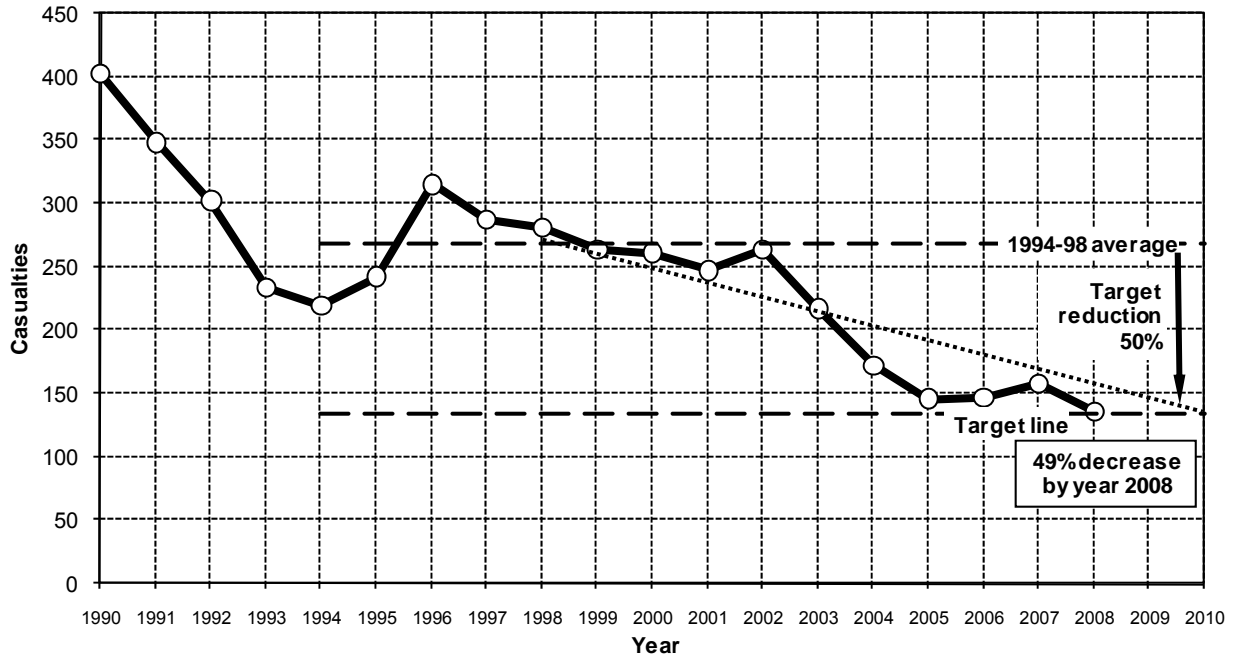


Fig. A2.2: L.B. of Barnet - all slight casualties

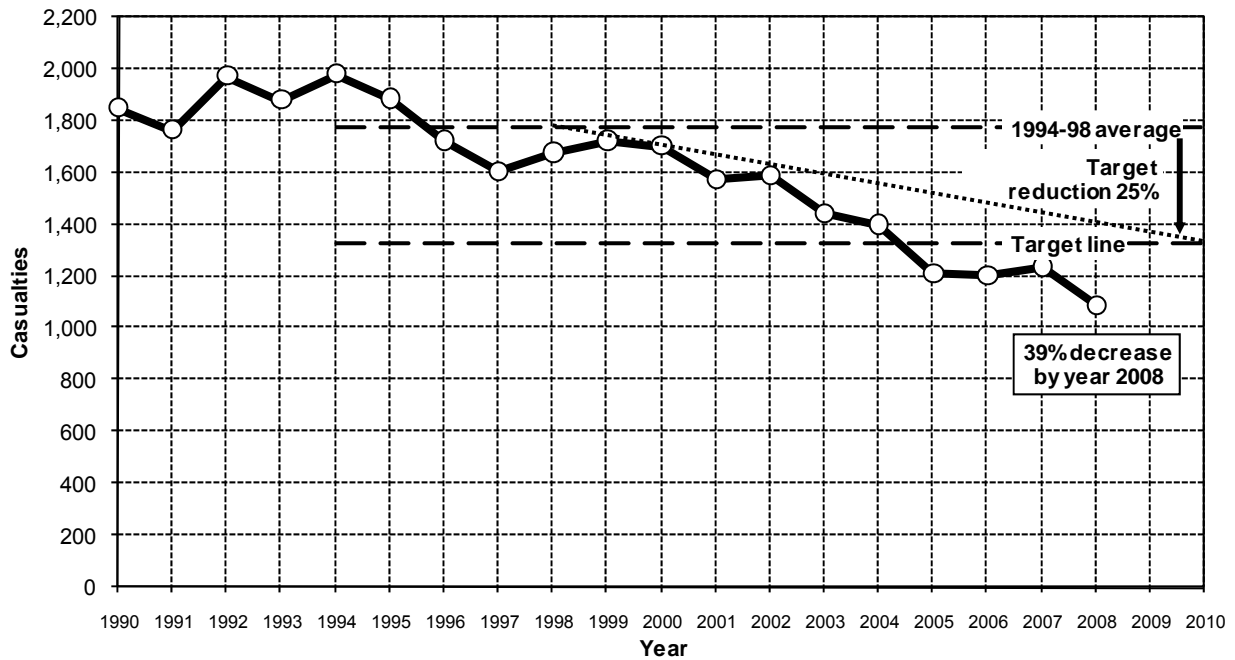


Table A2: Towards the year 2010: Monitoring casualties in L.B. of Barnet
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	4.0	8	6	-25%	50%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	2.2	2	4	100%	82%
	Car occupants	4.2	3	7	133%	67%
	Bus or coach occupants	0.2	1	0	-100%	-100%
	Other vehicle occupants	0.6	0	1	∞	67%
	Total	11.6	14	18	29%	55%
Fatal and serious	Pedestrians	70.4	50	41	-18%	-42%
	Pedal cyclists	14.4	11	6	-45%	-58%
	Powered two-wheeler	34.0	32	24	-25%	-29%
	Car occupants	133.2	54	54	0%	-59%
	Bus or coach occupants	7.2	6	6	0%	-17%
	Other vehicle occupants	9.6	5	5	0%	-48%
	Total	268.8	158	136	-14%	-49%
	Children (under 16yrs)	31.0	13	12	-8%	-61%
Slight*	Pedestrians	252.8	182	153	-16%	-39%
	Pedal cyclists	89.0	56	44	-21%	-51%
	Powered two-wheeler	168.4	144	90	-38%	-47%
	Car occupants	1,125.2	767	737	-4%	-35%
	Bus or coach occupants	65.8	34	42	24%	-36%
	Other vehicle occupants	71.6	51	20	-61%	-72%
	Total	1,772.8	1,234	1,086	-12%	-39%
All severities	Pedestrians	323.2	232	194	-16%	-40%
	Pedal cyclists	103.4	67	50	-25%	-52%
	Powered two-wheeler	202.4	176	114	-35%	-44%
	Car occupants	1,258.4	821	791	-4%	-37%
	Bus or coach occupants	73.0	40	48	20%	-34%
	Other vehicle occupants	81.2	56	25	-55%	-69%
	Total	2,041.6	1,392	1,222	-12%	-40%

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

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

3. Bexley

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

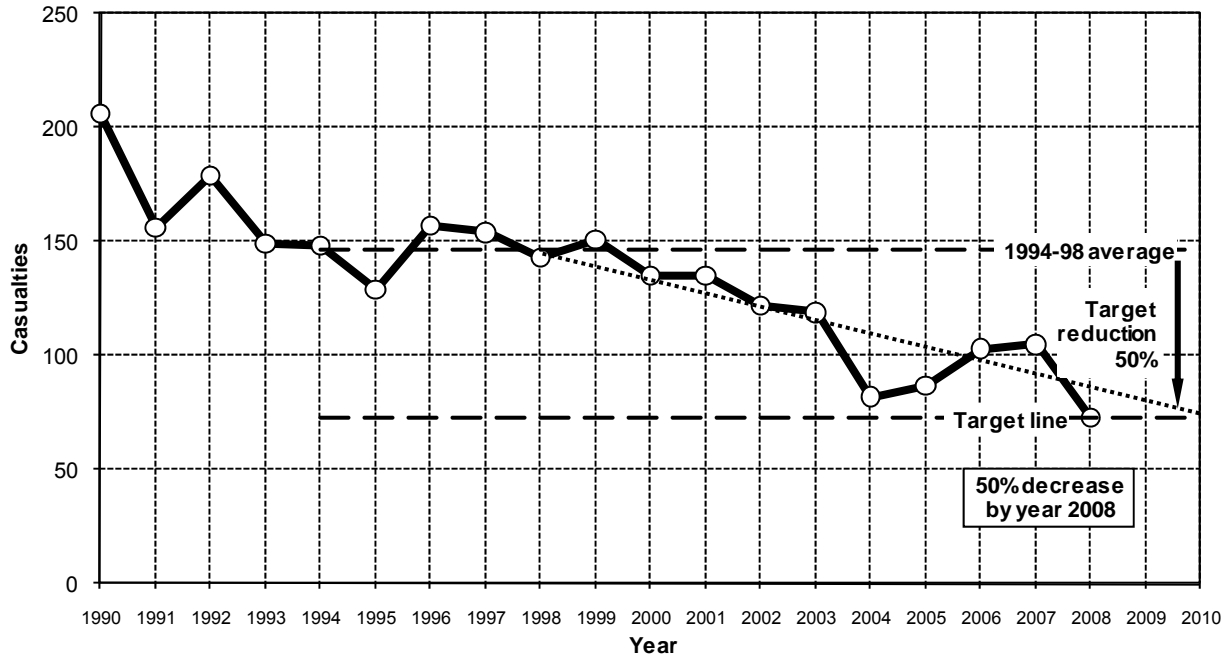


Fig. A3.2: L.B. of Bexley - all slight casualties

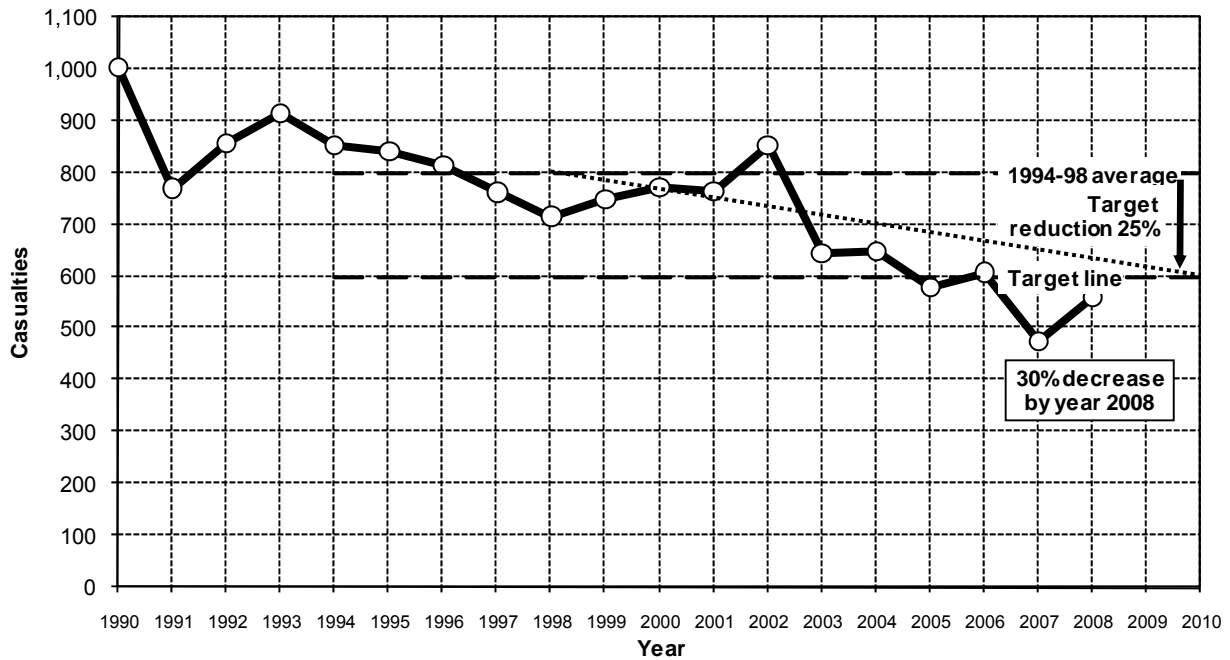


Table A3: Towards the year 2010: Monitoring casualties in L.B. of Bexley
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	1.2	3	0	-100%	-100%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	1.6	1	0	-100%	-100%
	Car occupants	1.6	2	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	4.6	6	0	-100%	-100%
Fatal and serious	Pedestrians	34.8	35	20	-43%	-43%
	Pedal cyclists	9.0	6	3	-50%	-67%
	Powered two-wheeler	17.2	12	14	17%	-19%
	Car occupants	77.0	44	30	-32%	-61%
	Bus or coach occupants	3.8	7	4	-43%	5%
	Other vehicle occupants	4.4	1	2	100%	-55%
	Total	146.2	105	73	-30%	-50%
	Children (under 16yrs)	24.6	16	14	-13%	-43%
Slight*	Pedestrians	109.4	66	69	5%	-37%
	Pedal cyclists	57.0	27	32	19%	-44%
	Powered two-wheeler	76.2	60	70	17%	-8%
	Car occupants	477.8	284	349	23%	-27%
	Bus or coach occupants	48.8	25	28	12%	-43%
	Other vehicle occupants	28.4	14	11	-21%	-61%
	Total	797.6	476	559	17%	-30%
All severities	Pedestrians	144.2	101	89	-12%	-38%
	Pedal cyclists	66.0	33	35	6%	-47%
	Powered two-wheeler	93.4	72	84	17%	-10%
	Car occupants	554.8	328	379	16%	-32%
	Bus or coach occupants	52.6	32	32	0%	-39%
	Other vehicle occupants	32.8	15	13	-13%	-60%
	Total	943.8	581	632	9%	-33%

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

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

4. Brent

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

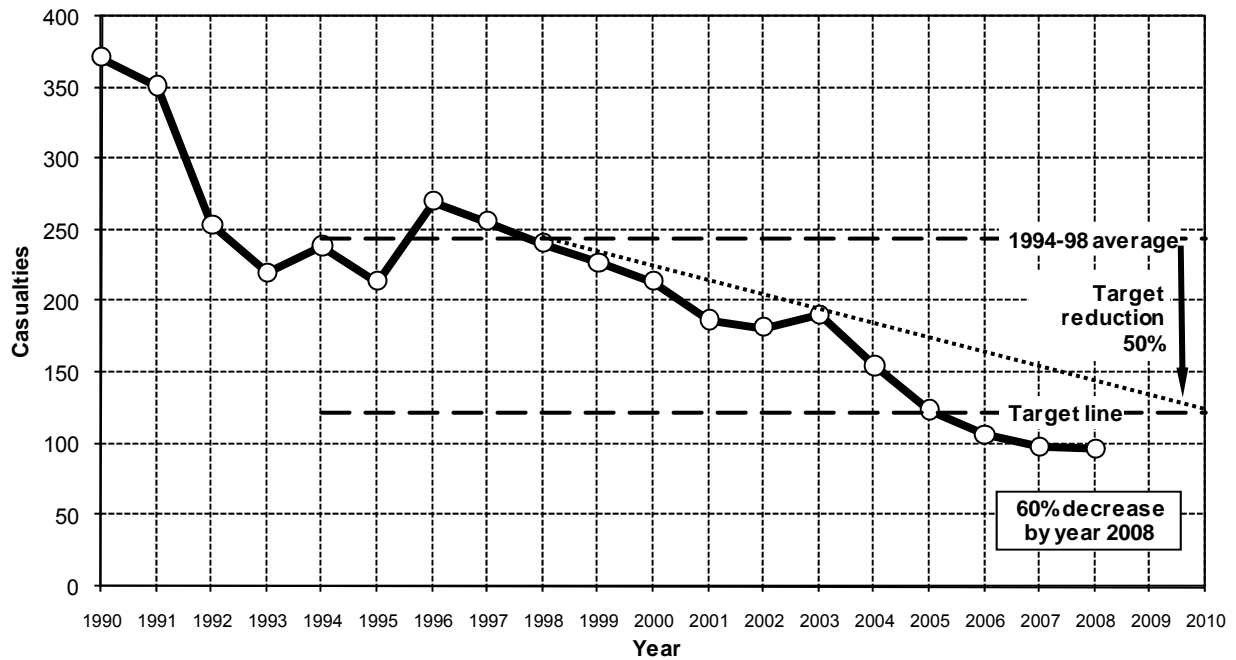


Fig. A4.2: L.B. of Brent - all slight casualties

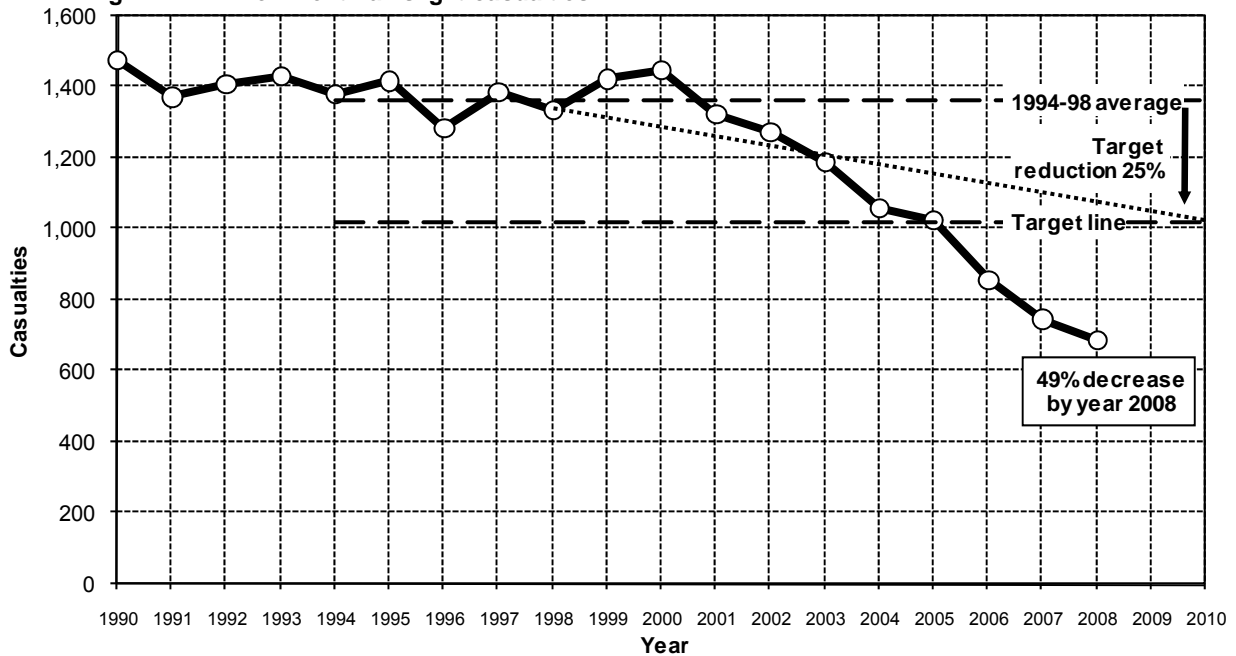


Table A4: Towards the year 2010: Monitoring casualties in L.B. of Brent
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	5.0	5	5	0%	0%
	Pedal cyclists	0.4	0	1	∞	150%
	Powered two-wheeler	0.8	3	0	-100%	-100%
	Car occupants	1.8	3	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	1	∞	400%
	Total	8.2	11	7	-36%	-15%
Fatal and serious	Pedestrians	84.6	40	49	23%	-42%
	Pedal cyclists	17.6	6	3	-50%	-83%
	Powered two-wheeler	24.6	25	14	-44%	-43%
	Car occupants	102.4	24	26	8%	-75%
	Bus or coach occupants	7.4	3	3	0%	-59%
	Other vehicle occupants	7.4	0	2	∞	-73%
	Total	244.0	98	97	-1%	-60%
	Children (under 16yrs)	42.4	12	13	8%	-69%
Slight*	Pedestrians	257.2	126	152	21%	-41%
	Pedal cyclists	87.8	48	51	6%	-42%
	Powered two-wheeler	132.6	100	78	-22%	-41%
	Car occupants	780.2	415	348	-16%	-55%
	Bus or coach occupants	54.4	39	39	0%	-28%
	Other vehicle occupants	49.2	19	20	5%	-59%
	Total	1,361.4	747	688	-8%	-49%
All severities	Pedestrians	341.8	166	201	21%	-41%
	Pedal cyclists	105.4	54	54	0%	-49%
	Powered two-wheeler	157.2	125	92	-26%	-41%
	Car occupants	882.6	439	374	-15%	-58%
	Bus or coach occupants	61.8	42	42	0%	-32%
	Other vehicle occupants	56.6	19	22	16%	-61%
	Total	1,605.4	845	785	-7%	-51%

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

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

5. Bromley

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

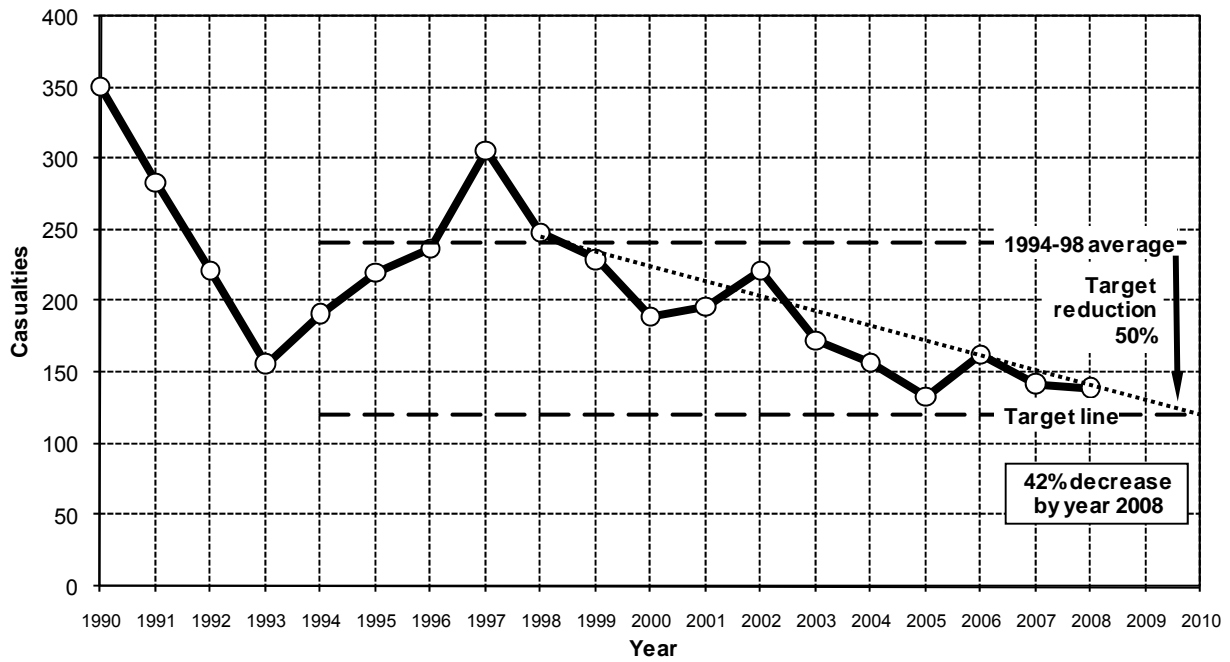


Fig. A5.2: L.B. of Bromley - all slight casualties

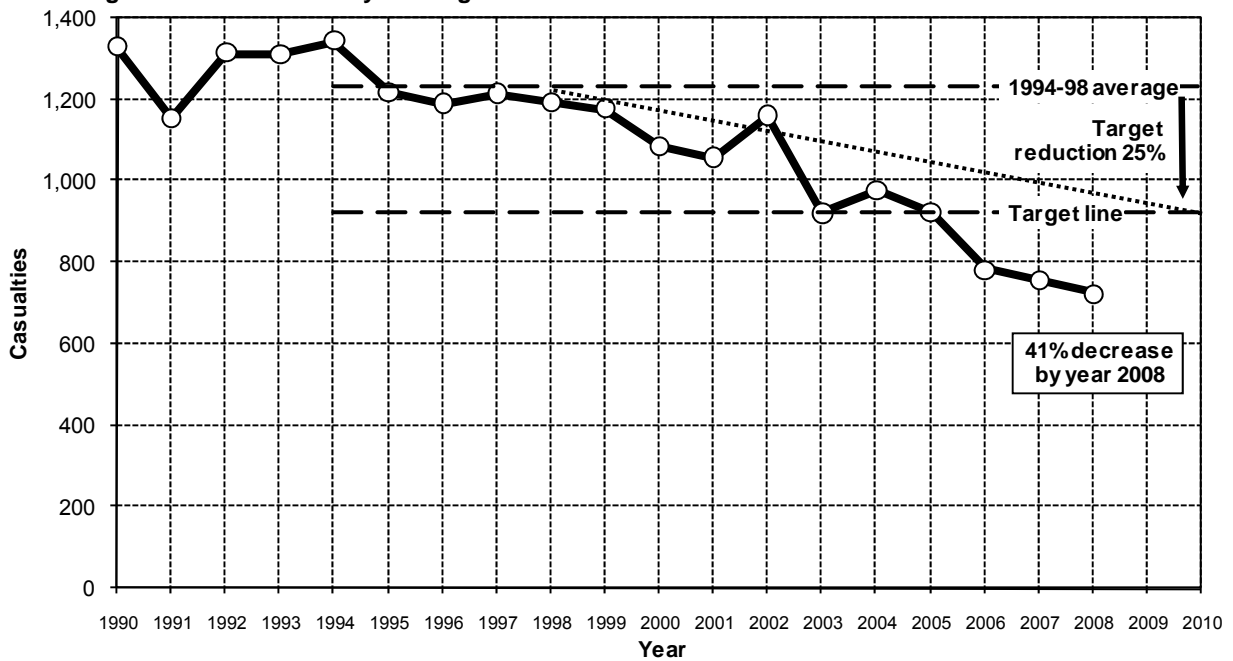


Table A5: Towards the year 2010: Monitoring casualties in L.B. of Bromley
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	3.4	4	7	75%	106%
	Pedal cyclists	0.4	0	1	∞	150%
	Powered two-wheeler	2.0	1	0	-100%	-100%
	Car occupants	3.2	2	6	200%	88%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.8	0	0	0%	-100%
	Total	9.8	7	14	100%	43%
Fatal and serious	Pedestrians	48.8	34	35	3%	-28%
	Pedal cyclists	18.0	13	10	-23%	-44%
	Powered two-wheeler	33.4	27	22	-19%	-34%
	Car occupants	127.0	59	62	5%	-51%
	Bus or coach occupants	8.0	6	9	50%	13%
	Other vehicle occupants	6.0	4	2	-50%	-67%
	Total	241.2	143	140	-2%	-42%
	Children (under 16yrs)	33.6	15	16	7%	-52%
Slight*	Pedestrians	175.8	94	93	-1%	-47%
	Pedal cyclists	90.4	32	57	78%	-37%
	Powered two-wheeler	120.6	89	85	-4%	-30%
	Car occupants	738.0	488	436	-11%	-41%
	Bus or coach occupants	70.2	31	34	10%	-52%
	Other vehicle occupants	37.0	23	20	-13%	-46%
	Total	1,232.0	757	725	-4%	-41%
All severities	Pedestrians	224.6	128	128	0%	-43%
	Pedal cyclists	108.4	45	67	49%	-38%
	Powered two-wheeler	154.0	116	107	-8%	-31%
	Car occupants	865.0	547	498	-9%	-42%
	Bus or coach occupants	78.2	37	43	16%	-45%
	Other vehicle occupants	43.0	27	22	-19%	-49%
	Total	1,473.2	900	865	-4%	-41%

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

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

6. Camden

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

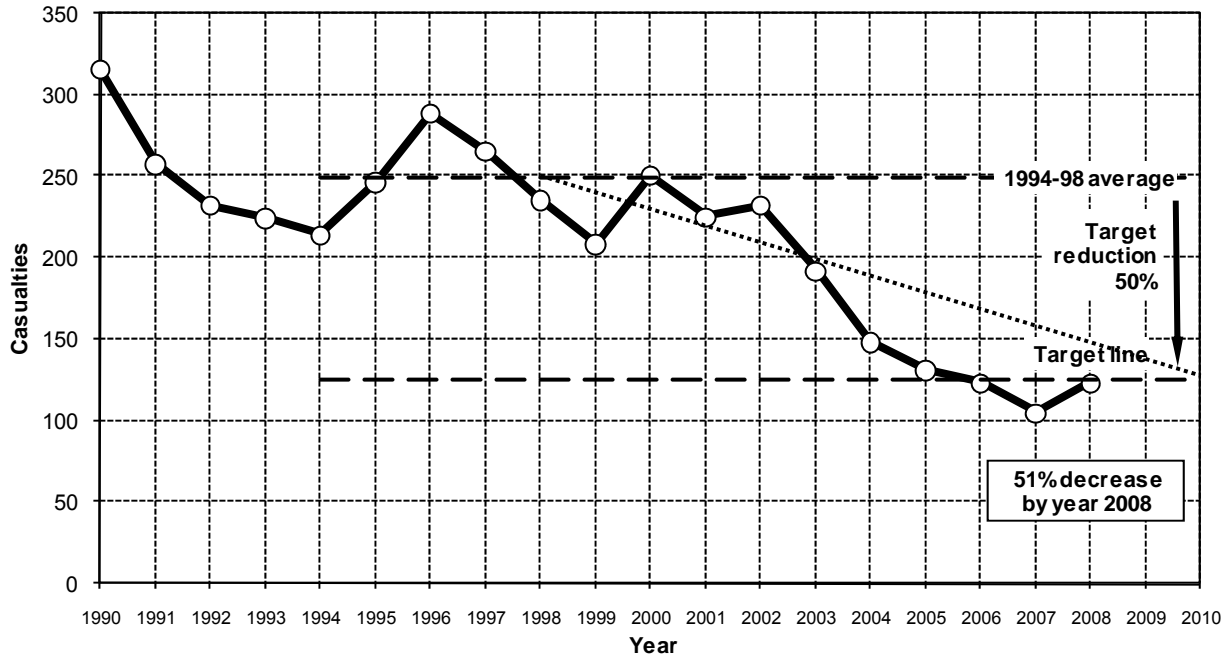


Fig. A6.2: L.B. of Camden - all slight casualties

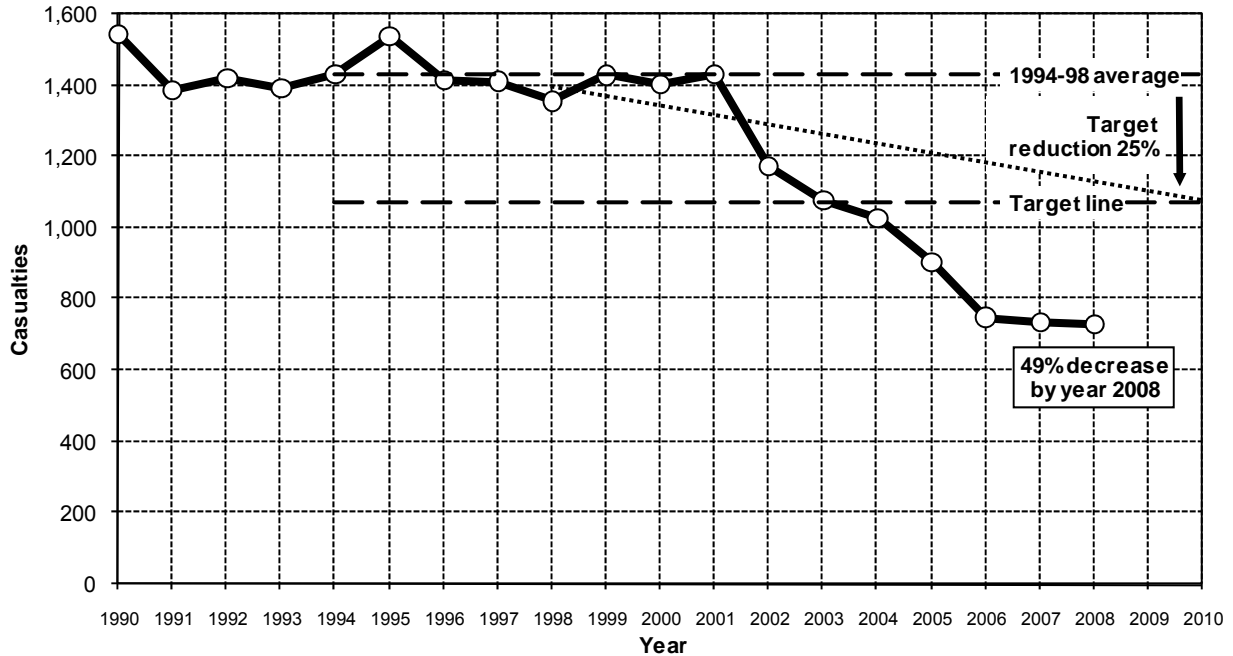


Table A6: Towards the year 2010: Monitoring casualties in L.B. of Camden
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	5.0	4	1	-75%	-80%
	Pedal cyclists	0.6	1	1	0%	67%
	Powered two-wheeler	0.8	1	2	100%	150%
	Car occupants	0.8	0	0	0%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	0	0	0%	-100%
	Total	7.6	6	4	-33%	-47%
Fatal and serious	Pedestrians	104.0	49	45	-8%	-57%
	Pedal cyclists	31.0	22	23	5%	-26%
	Powered two-wheeler	41.0	19	27	42%	-34%
	Car occupants	51.4	6	20	233%	-61%
	Bus or coach occupants	11.2	4	6	50%	-46%
	Other vehicle occupants	11.0	5	2	-60%	-82%
	Total	249.6	105	123	17%	-51%
	Children (under 16yrs)	24.6	1	4	300%	-84%
Slight*	Pedestrians	351.0	185	151	-18%	-57%
	Pedal cyclists	192.8	132	144	9%	-25%
	Powered two-wheeler	289.0	158	157	-1%	-46%
	Car occupants	444.6	180	199	11%	-55%
	Bus or coach occupants	78.0	46	45	-2%	-42%
	Other vehicle occupants	75.4	35	34	-3%	-55%
	Total	1,430.8	736	730	-1%	-49%
All severities	Pedestrians	455.0	234	196	-16%	-57%
	Pedal cyclists	223.8	154	167	8%	-25%
	Powered two-wheeler	330.0	177	184	4%	-44%
	Car occupants	496.0	186	219	18%	-56%
	Bus or coach occupants	89.2	50	51	2%	-43%
	Other vehicle occupants	86.4	40	36	-10%	-58%
	Total	1,680.4	841	853	1%	-49%

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

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

7. City of London

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

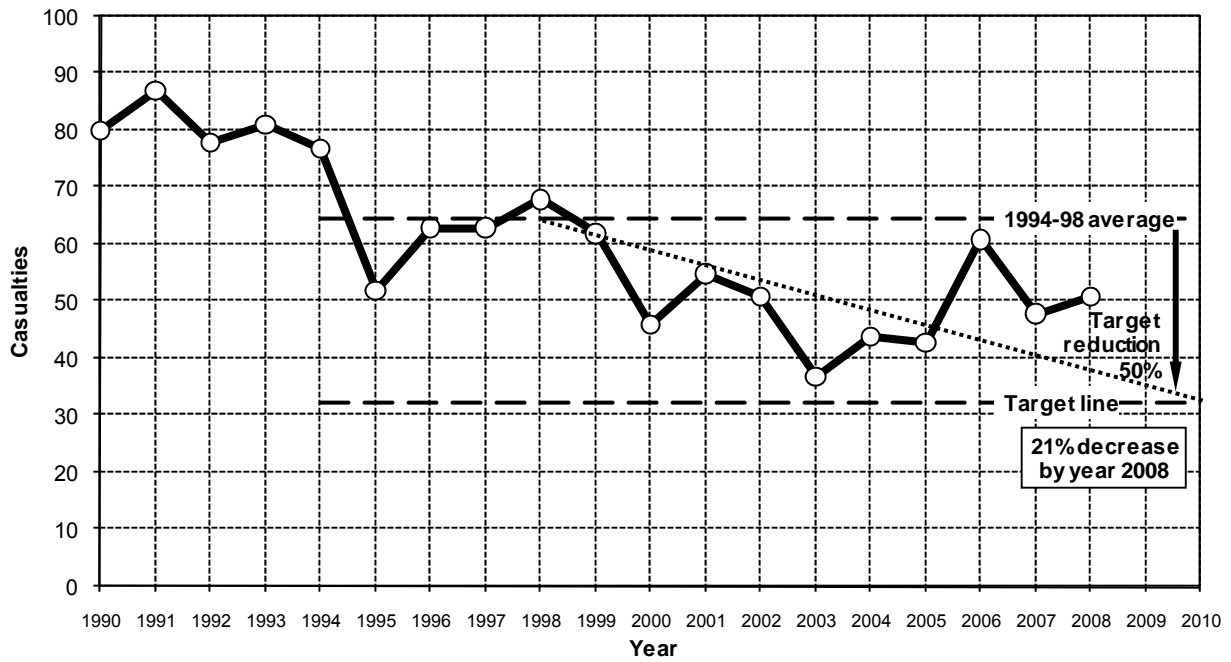


Fig. A7.2: City of London - all slight casualties

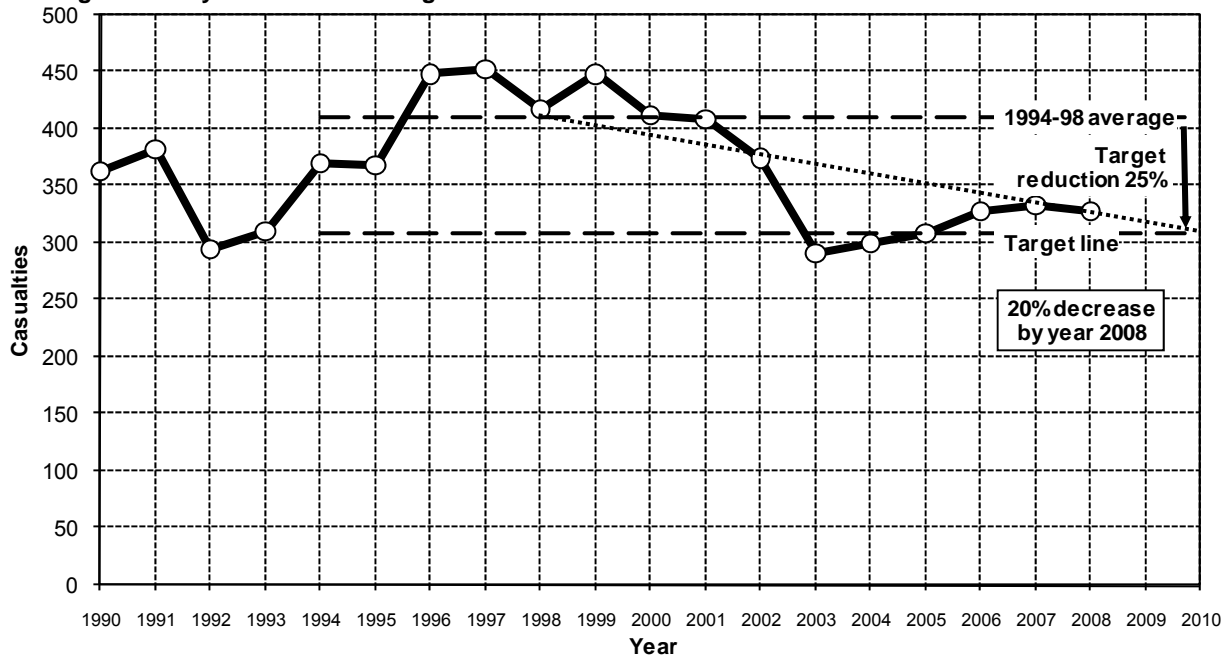


Table A8: Towards the year 2010: Monitoring casualties in City of London
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	0.8	0	1	∞	25%
	Pedal cyclists	0.8	1	1	0%	25%
	Powered two-wheeler	0.6	0	0	0%	-100%
	Car occupants	0.8	0	0	0%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	1	0	-100%	0%
	Total	3.0	2	2	0%	-33%
Fatal and serious	Pedestrians	24.6	17	22	29%	-11%
	Pedal cyclists	7.4	17	18	6%	143%
	Powered two-wheeler	15.2	7	6	-14%	-61%
	Car occupants	10.0	3	2	-33%	-80%
	Bus or coach occupants	3.8	0	3	∞	-21%
	Other vehicle occupants	3.6	4	0	-100%	-100%
	Total	64.6	48	51	6%	-21%
	Children (under 16yrs)	2.0	3	1	-67%	-50%
Slight*	Pedestrians	121.8	102	83	-19%	-32%
	Pedal cyclists	66.0	75	93	24%	41%
	Powered two-wheeler	105.8	83	65	-22%	-39%
	Car occupants	66.6	31	39	26%	-41%
	Bus or coach occupants	23.0	20	26	30%	13%
	Other vehicle occupants	27.8	22	22	0%	-21%
	Total	411.0	333	328	-2%	-20%
All severities	Pedestrians	146.4	119	105	-12%	-28%
	Pedal cyclists	73.4	92	111	21%	51%
	Powered two-wheeler	121.0	90	71	-21%	-41%
	Car occupants	76.6	34	41	21%	-46%
	Bus or coach occupants	26.8	20	29	45%	8%
	Other vehicle occupants	31.4	26	22	-15%	-30%
	Total	475.6	381	379	-1%	-20%

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

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

8. City of Westminster

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

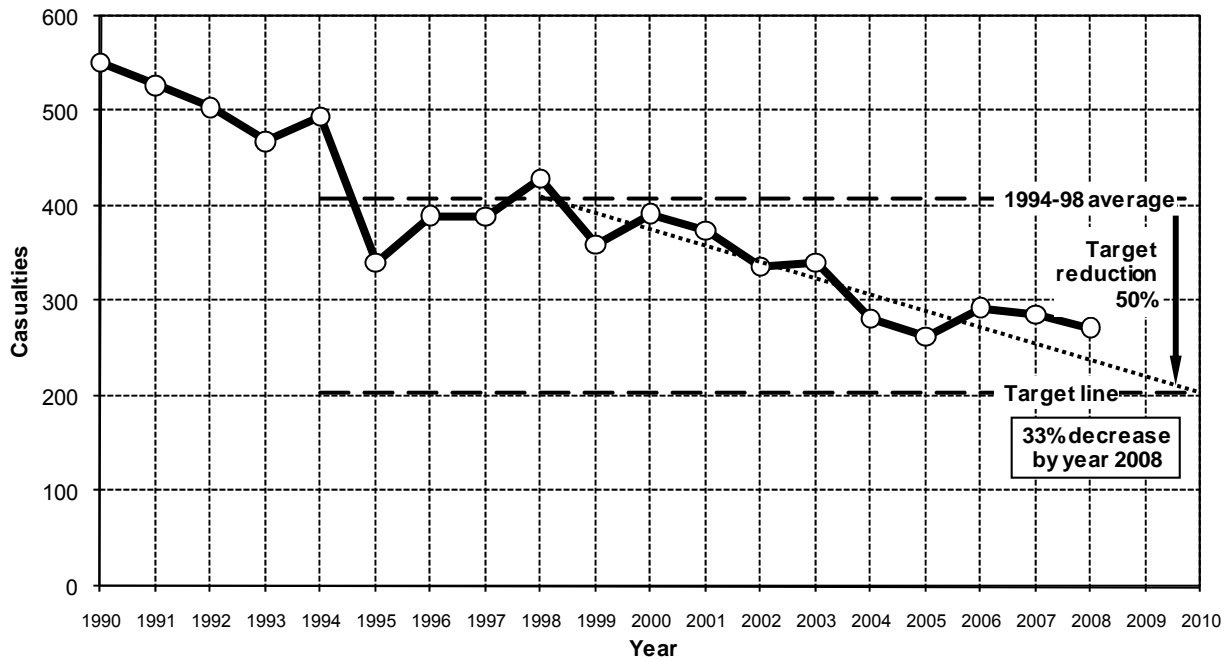


Fig. A8.2: City of Westminster - all slight casualties

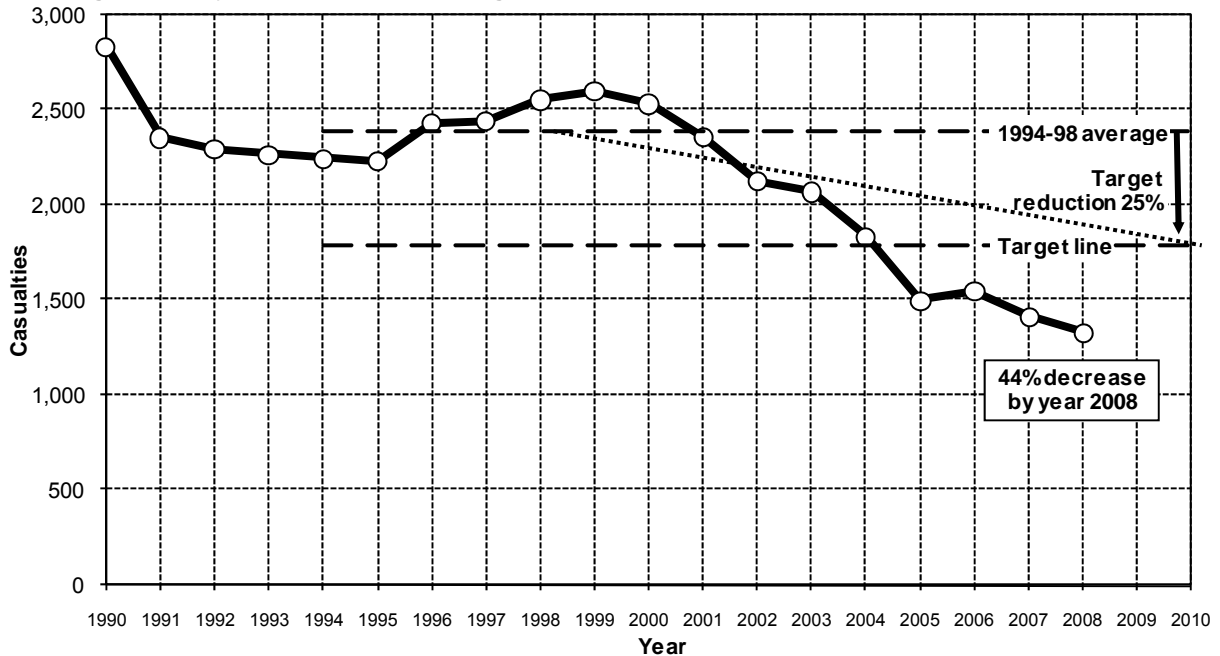


Table A8: Towards the year 2010: Monitoring casualties in City of Westminster
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	10.4	3	12	300%	15%
	Pedal cyclists	0.8	0	1	∞	25%
	Powered two-wheeler	1.4	2	6	200%	329%
	Car occupants	1.2	0	1	∞	-17%
	Bus or coach occupants	0.4	0	0	0%	-100%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	14.2	5	20	300%	41%
Fatal and serious	Pedestrians	178.8	102	115	13%	-36%
	Pedal cyclists	38.4	47	48	2%	25%
	Powered two-wheeler	64.8	78	61	-22%	-6%
	Car occupants	71.4	23	22	-4%	-69%
	Bus or coach occupants	36.2	20	17	-15%	-53%
	Other vehicle occupants	19.0	16	9	-44%	-53%
	Total	408.6	286	272	-5%	-33%
	Children (under 16yrs)	22.6	6	8	33%	-65%
Slight*	Pedestrians	652.8	374	343	-8%	-47%
	Pedal cyclists	303.4	231	229	-1%	-25%
	Powered two-wheeler	467.2	306	245	-20%	-48%
	Car occupants	579.0	282	291	3%	-50%
	Bus or coach occupants	213.0	96	96	0%	-55%
	Other vehicle occupants	169.0	123	128	4%	-24%
	Total	2,384.4	1,412	1,332	-6%	-44%
All severities	Pedestrians	831.6	476	458	-4%	-45%
	Pedal cyclists	341.8	278	277	0%	-19%
	Powered two-wheeler	532.0	384	306	-20%	-42%
	Car occupants	650.4	305	313	3%	-52%
	Bus or coach occupants	249.2	116	113	-3%	-55%
	Other vehicle occupants	188.0	139	137	-1%	-27%
	Total	2,793.0	1,698	1,604	-6%	-43%

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

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

9. Croydon

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

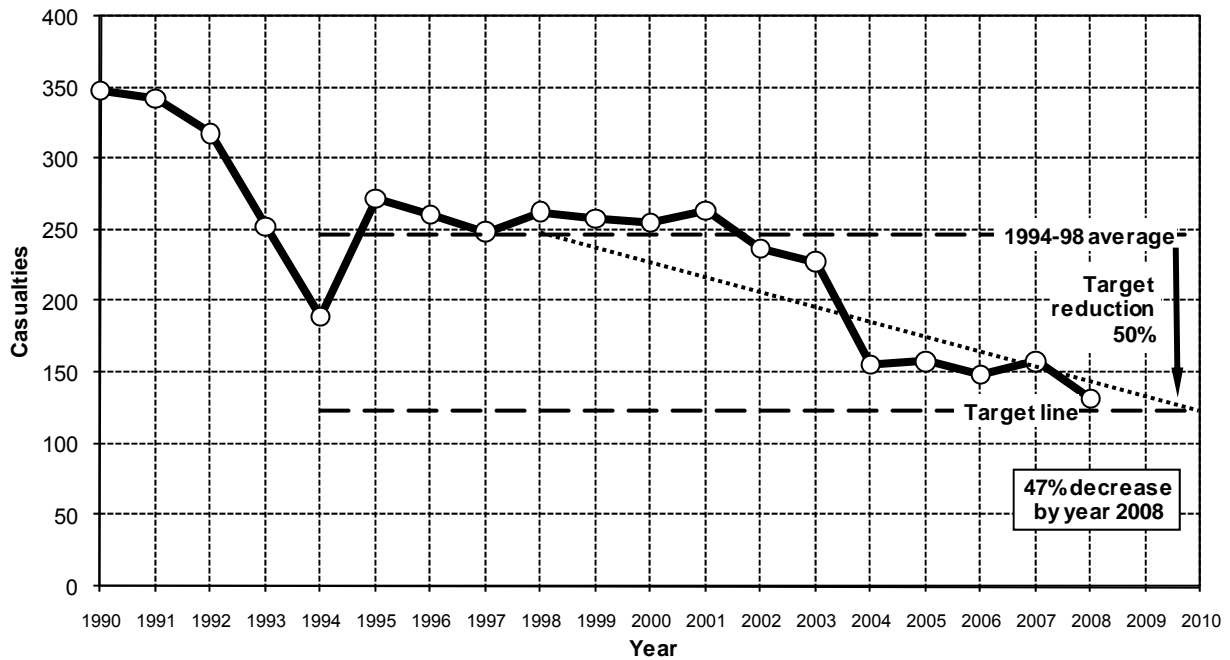


Fig. A9.2: L.B. of Croydon - all slight casualties

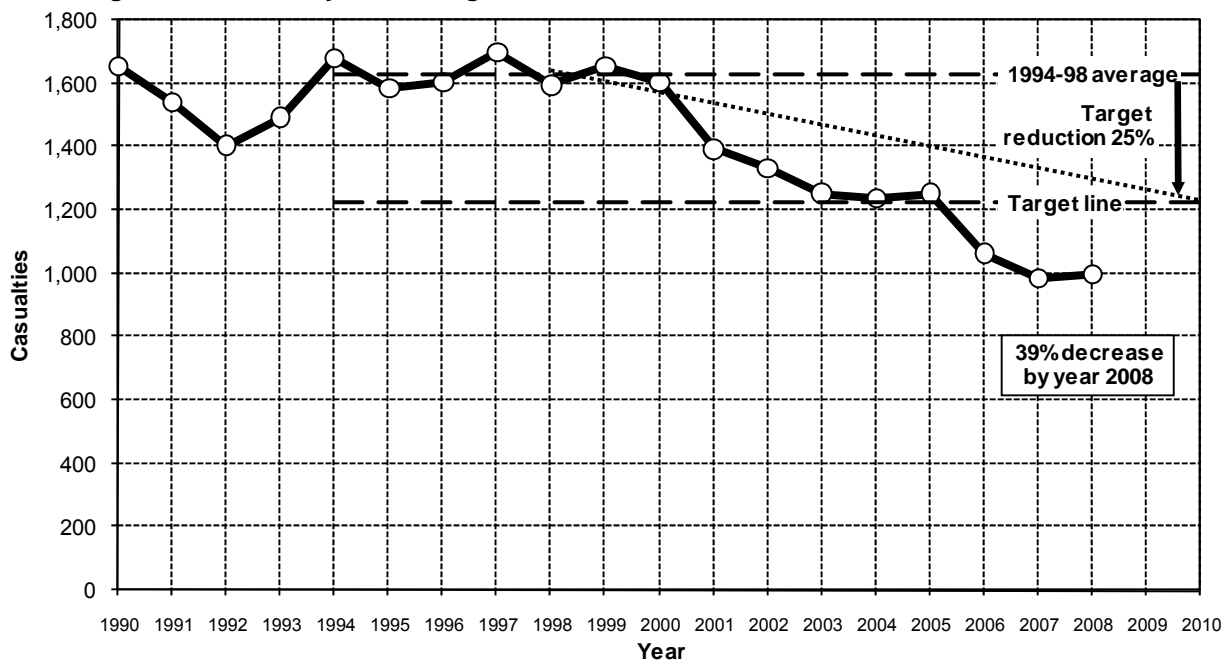


Table A9: Towards the year 2010: Monitoring casualties in L.B. of Croydon
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	5.6	2	1	-50%	-82%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	1.0	1	1	0%	0%
	Car occupants	1.4	6	1	-83%	-29%
	Bus or coach occupants	0.4	0	1	∞	150%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	8.8	9	4	-56%	-55%
Fatal and serious	Pedestrians	67.6	51	37	-27%	-45%
	Pedal cyclists	13.0	9	9	0%	-31%
	Powered two-wheeler	31.2	22	26	18%	-17%
	Car occupants	117.6	69	41	-41%	-65%
	Bus or coach occupants	10.6	2	13	550%	23%
	Other vehicle occupants	6.8	5	6	20%	-12%
	Total	246.8	158	132	-16%	-47%
	Children (under 16yrs)	41.8	14	16	14%	-62%
Slight*	Pedestrians	274.6	158	131	-17%	-52%
	Pedal cyclists	119.2	49	84	71%	-30%
	Powered two-wheeler	174.6	110	129	17%	-26%
	Car occupants	950.0	575	579	1%	-39%
	Bus or coach occupants	77.0	64	49	-23%	-36%
	Other vehicle occupants	37.0	31	25	-19%	-32%
	Total	1,632.4	987	997	1%	-39%
All severities	Pedestrians	342.2	209	168	-20%	-51%
	Pedal cyclists	132.2	58	93	60%	-30%
	Powered two-wheeler	205.8	132	155	17%	-25%
	Car occupants	1,067.6	644	620	-4%	-42%
	Bus or coach occupants	87.6	66	62	-6%	-29%
	Other vehicle occupants	43.8	36	31	-14%	-29%
	Total	1,879.2	1,145	1,129	-1%	-40%

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

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

10. Ealing

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

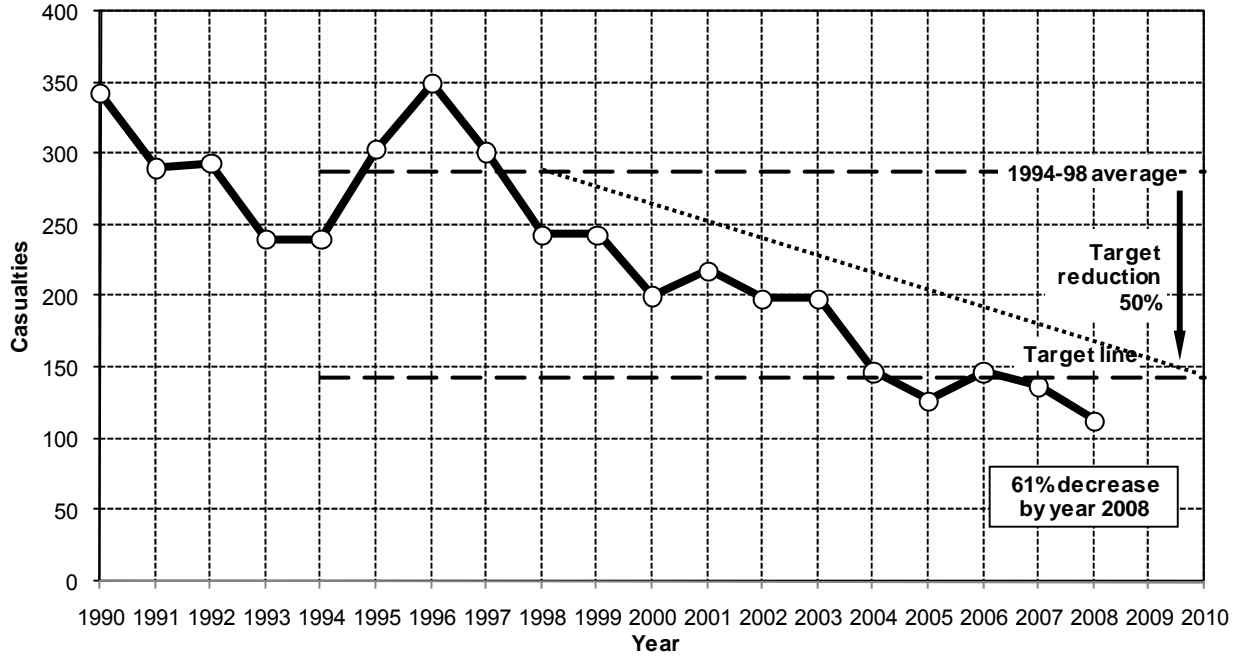


Fig. A10.2: L.B. of Ealing - all slight casualties

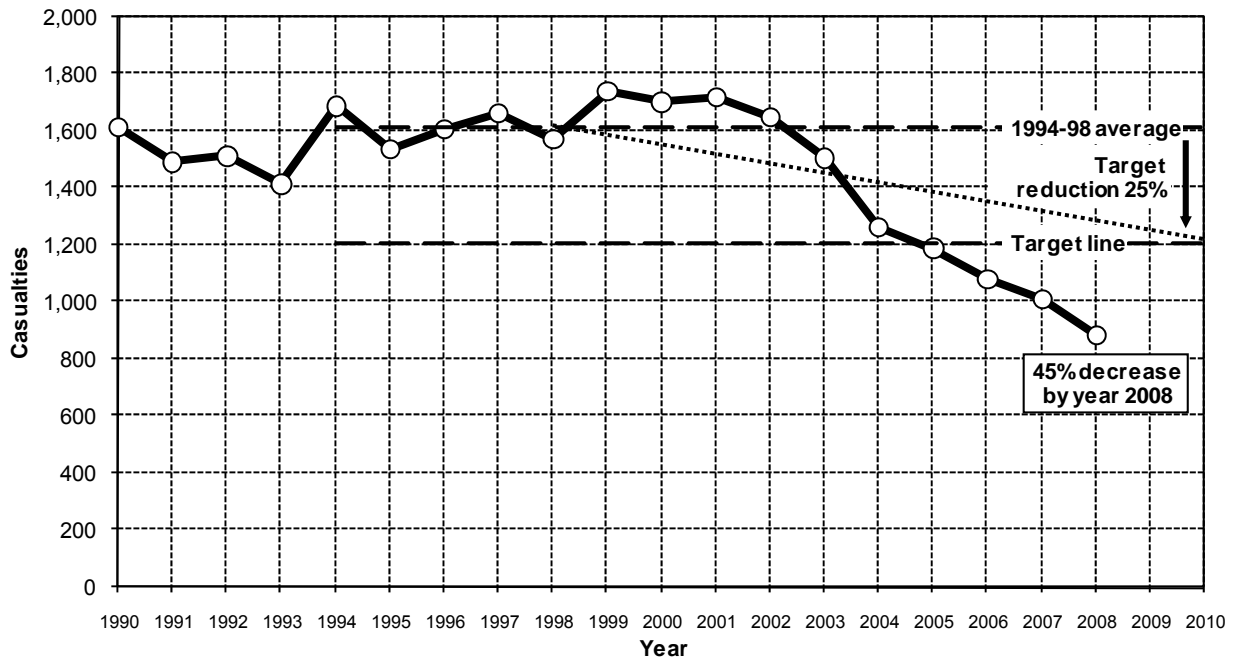


Table A10: Towards the year 2010: Monitoring casualties in L.B. of Ealing
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	7.0	7	8	14%	14%
	Pedal cyclists	0.4	2	1	-50%	150%
	Powered two-wheeler	0.8	2	2	0%	150%
	Car occupants	1.6	2	2	0%	25%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	1	∞	400%
	Total	10.0	13	14	8%	40%
Fatal and serious	Pedestrians	91.2	53	52	-2%	-43%
	Pedal cyclists	20.6	11	11	0%	-47%
	Powered two-wheeler	32.0	29	25	-14%	-22%
	Car occupants	126.2	37	17	-54%	-87%
	Bus or coach occupants	7.2	4	4	0%	-44%
	Other vehicle occupants	10.0	3	4	33%	-60%
	Total	287.2	137	113	-18%	-61%
	Children (under 16yrs)	34.8	9	12	33%	-66%
Slight*	Pedestrians	269.2	136	128	-6%	-52%
	Pedal cyclists	136.6	67	76	13%	-44%
	Powered two-wheeler	167.8	141	108	-23%	-36%
	Car occupants	923.8	564	495	-12%	-46%
	Bus or coach occupants	56.2	57	51	-11%	-9%
	Other vehicle occupants	60.4	46	29	-37%	-52%
	Total	1,614.0	1,011	887	-12%	-45%
All severities	Pedestrians	360.4	189	180	-5%	-50%
	Pedal cyclists	157.2	78	87	12%	-45%
	Powered two-wheeler	199.8	170	133	-22%	-33%
	Car occupants	1,050.0	601	512	-15%	-51%
	Bus or coach occupants	63.4	61	55	-10%	-13%
	Other vehicle occupants	70.4	49	33	-33%	-53%
	Total	1,901.2	1,148	1,000	-13%	-47%

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

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

11. Enfield

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

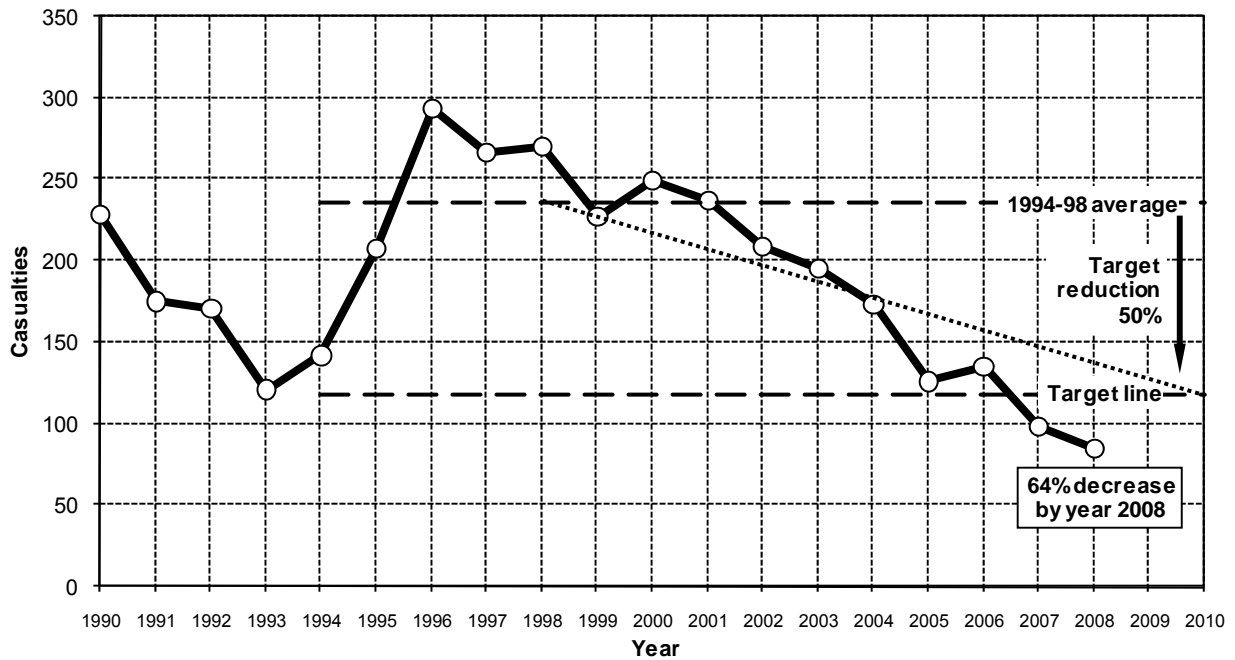


Fig. A11.2: L.B. of Enfield - all slight casualties

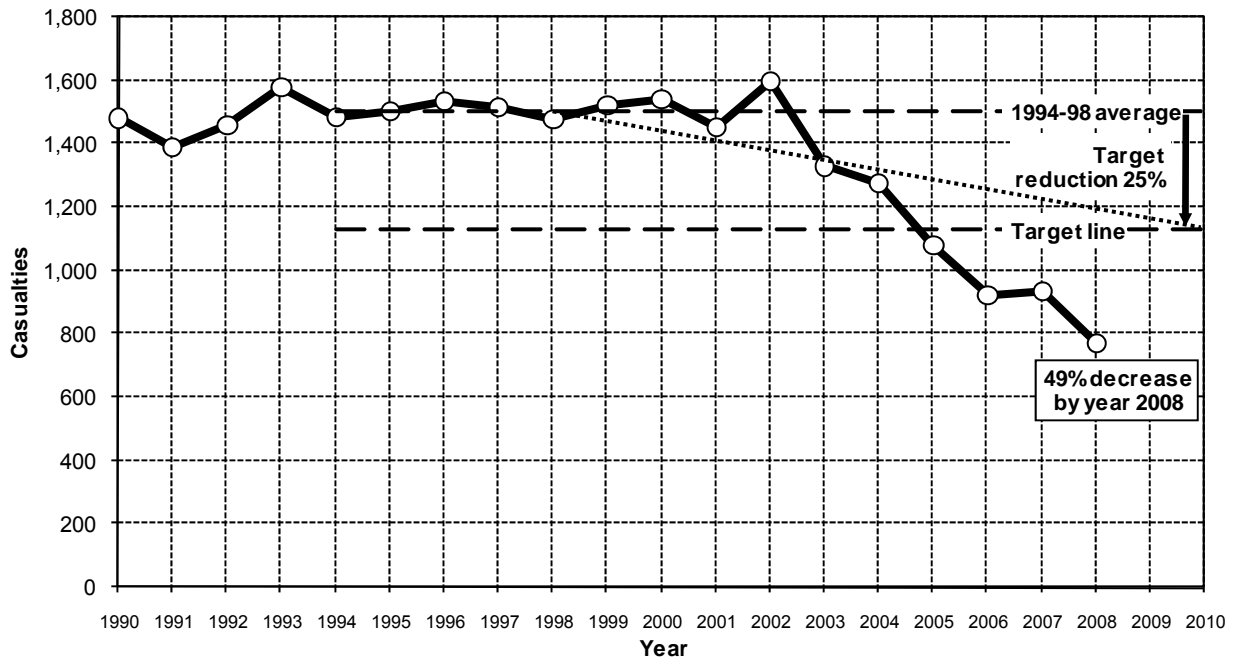


Table A11: Towards the year 2010: Monitoring casualties in L.B. of Enfield
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	5.0	6	3	-50%	-40%
	Pedal cyclists	0.6	1	1	0%	67%
	Powered two-wheeler	1.2	3	1	-67%	-17%
	Car occupants	3.2	2	1	-50%	-69%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	10.2	12	6	-50%	-41%
Fatal and serious	Pedestrians	64.4	34	26	-24%	-60%
	Pedal cyclists	13.0	3	3	0%	-77%
	Powered two-wheeler	21.2	20	13	-35%	-39%
	Car occupants	124.6	35	39	11%	-69%
	Bus or coach occupants	5.0	3	2	-33%	-60%
	Other vehicle occupants	7.4	3	2	-33%	-73%
	Total	235.6	98	85	-13%	-64%
	Children (under 16yrs)	33.2	9	8	-11%	-76%
Slight*	Pedestrians	220.8	104	92	-12%	-58%
	Pedal cyclists	80.8	30	29	-3%	-64%
	Powered two-wheeler	116.0	78	55	-29%	-53%
	Car occupants	973.8	592	531	-10%	-45%
	Bus or coach occupants	46.6	81	19	-77%	-59%
	Other vehicle occupants	65.8	47	43	-9%	-35%
	Total	1,503.8	932	769	-17%	-49%
All severities	Pedestrians	285.2	138	118	-14%	-59%
	Pedal cyclists	93.8	33	32	-3%	-66%
	Powered two-wheeler	137.2	98	68	-31%	-50%
	Car occupants	1,098.4	627	570	-9%	-48%
	Bus or coach occupants	51.6	84	21	-75%	-59%
	Other vehicle occupants	73.2	50	45	-10%	-39%
	Total	1,739.4	1,030	854	-17%	-51%

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

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

12. Greenwich

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

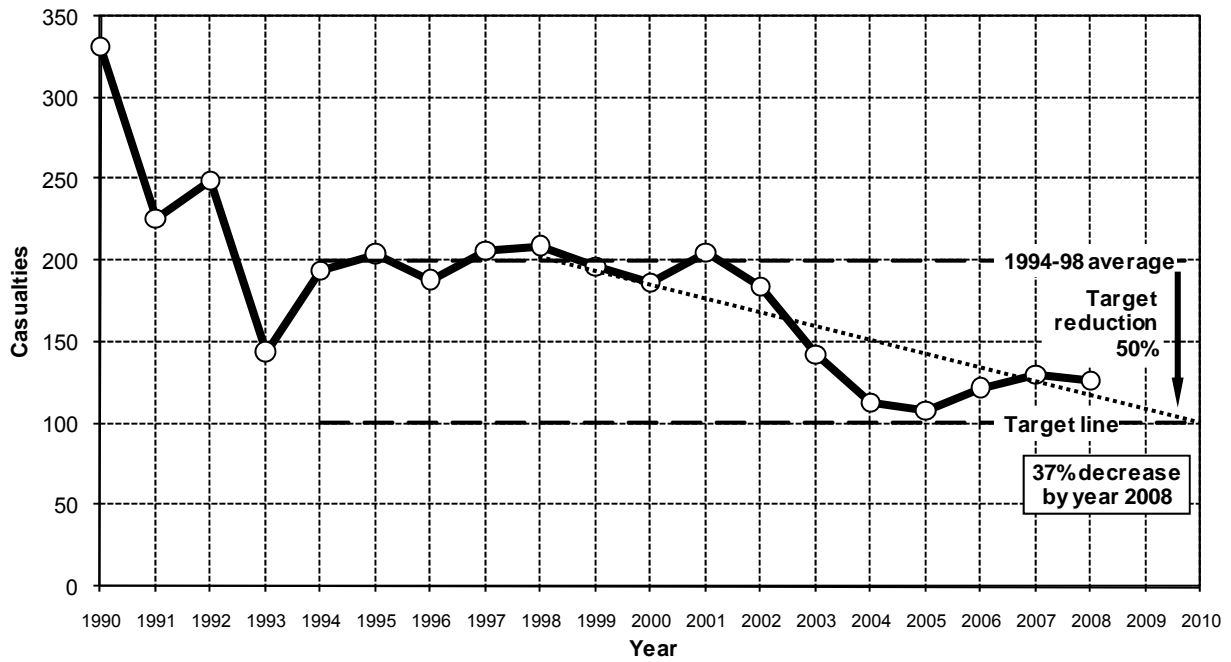


Fig. A12.2: L.B. of Greenwich - all slight casualties

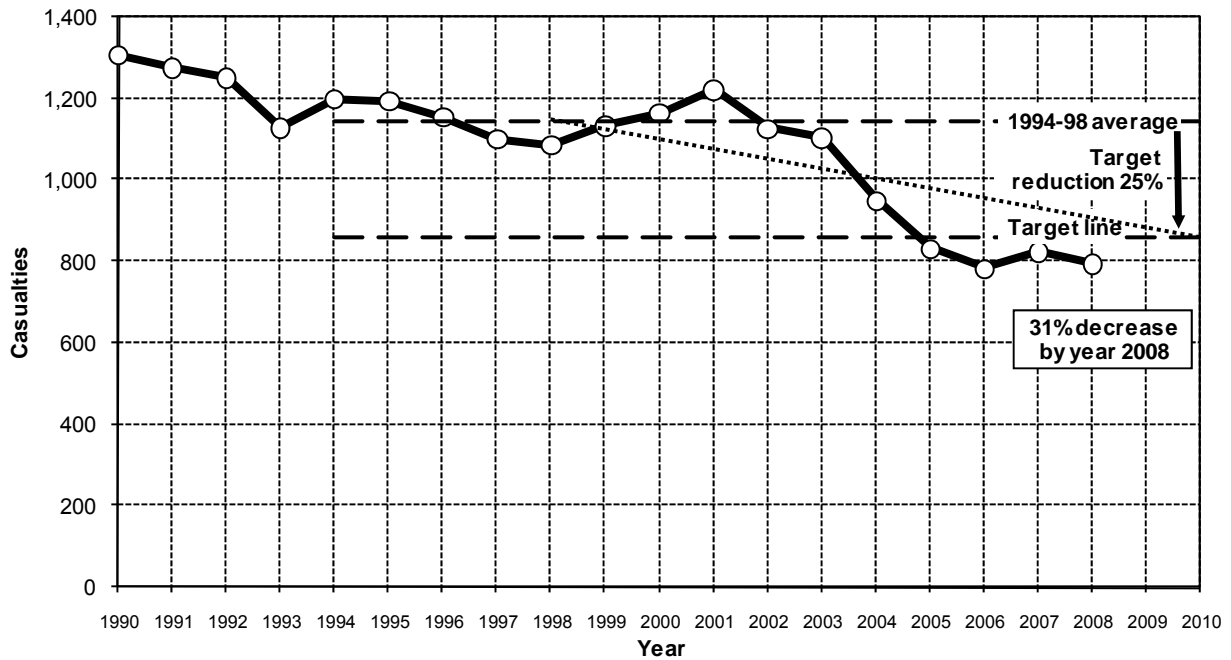


Table A12: Towards the year 2010: Monitoring casualties in L.B. of Greenwich
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	3.6	1	5	400%	39%
	Pedal cyclists	0.2	1	0	-100%	-100%
	Powered two-wheeler	2.4	3	2	-33%	-17%
	Car occupants	2.8	3	5	67%	79%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	9.2	8	12	50%	30%
Fatal and serious	Pedestrians	60.2	38	32	-16%	-47%
	Pedal cyclists	9.8	11	11	0%	12%
	Powered two-wheeler	30.0	26	29	12%	-3%
	Car occupants	88.4	45	43	-4%	-51%
	Bus or coach occupants	6.4	2	8	300%	25%
	Other vehicle occupants	5.4	8	3	-63%	-44%
	Total	200.2	130	126	-3%	-37%
	Children (under 16yrs)	37.0	12	16	33%	-57%
Slight*	Pedestrians	192.6	101	121	20%	-37%
	Pedal cyclists	78.2	55	45	-18%	-42%
	Powered two-wheeler	149.0	97	84	-13%	-44%
	Car occupants	614.2	470	451	-4%	-27%
	Bus or coach occupants	67.2	69	52	-25%	-23%
	Other vehicle occupants	45.6	32	42	31%	-8%
	Total	1,146.8	824	795	-4%	-31%
All severities	Pedestrians	252.8	139	153	10%	-39%
	Pedal cyclists	88.0	66	56	-15%	-36%
	Powered two-wheeler	179.0	123	113	-8%	-37%
	Car occupants	702.6	515	494	-4%	-30%
	Bus or coach occupants	73.6	71	60	-15%	-18%
	Other vehicle occupants	51.0	40	45	13%	-12%
	Total	1,347.0	954	921	-3%	-32%

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

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

13. Hackney

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

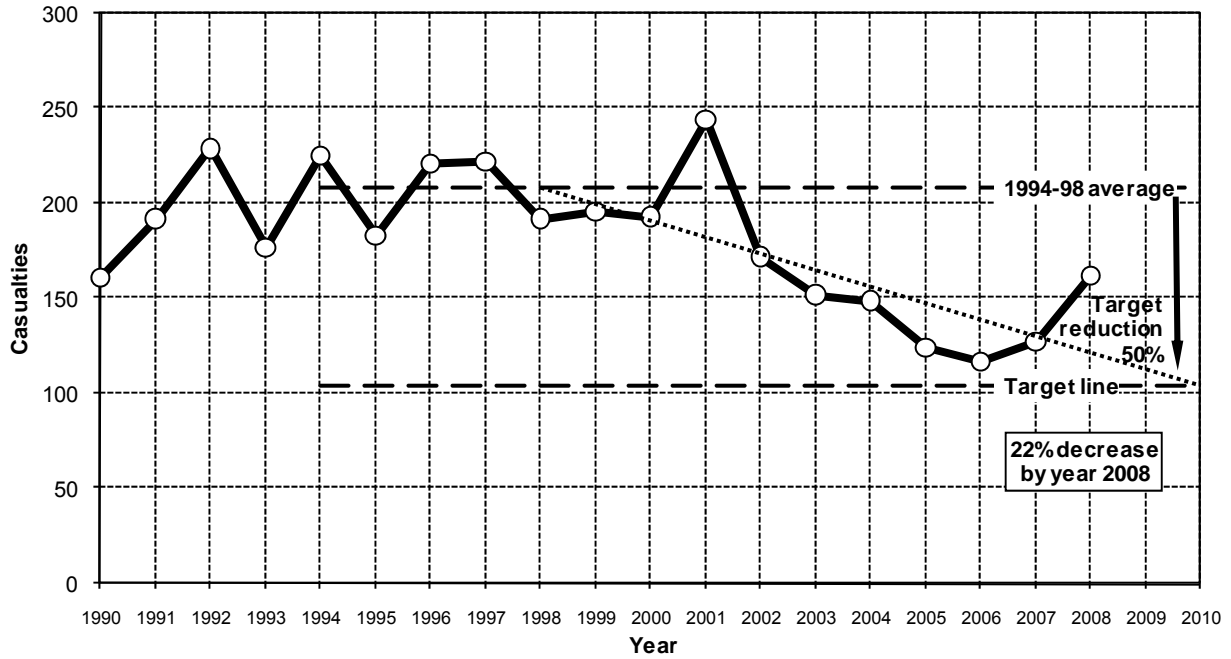


Fig. A13.2: L.B. of Hackney - all slight casualties

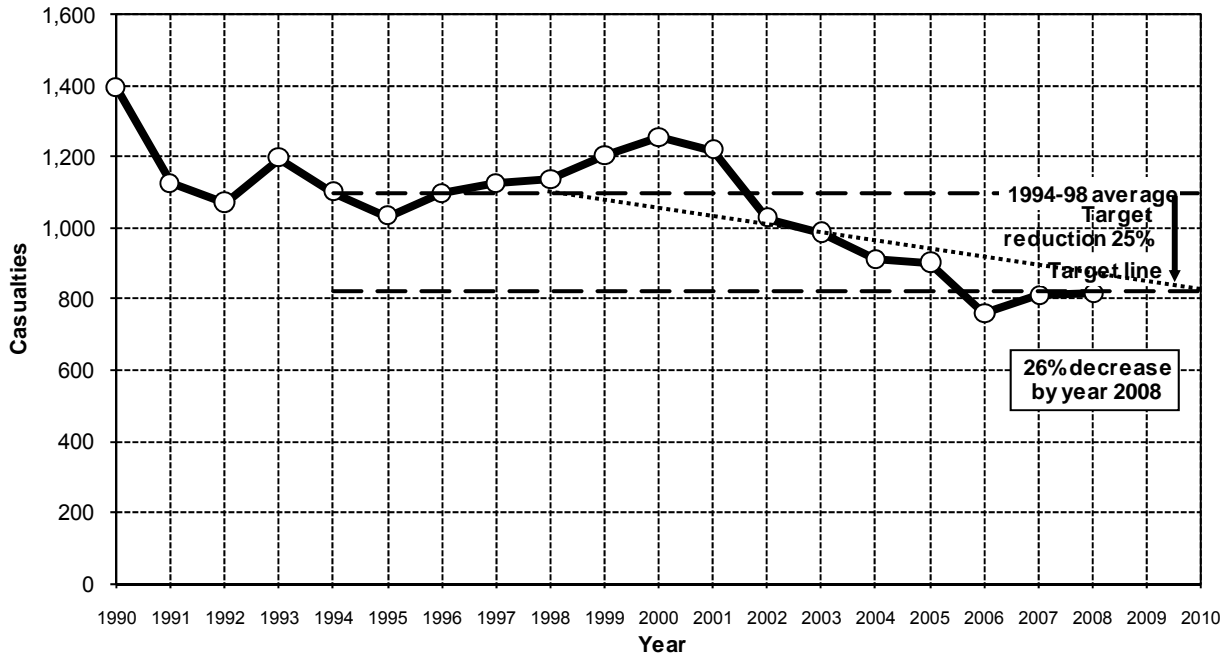


Table A13: Towards the year 2010: Monitoring casualties in L.B. of Hackney
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	4.8	0	2	∞	-58%
	Pedal cyclists	0.4	2	2	0%	400%
	Powered two-wheeler	0.4	0	2	∞	400%
	Car occupants	1.8	0	0	0%	-100%
	Bus or coach occupants	0.6	0	0	0%	-100%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	8.0	2	6	200%	-25%
Fatal and serious	Pedestrians	78.4	45	60	33%	-23%
	Pedal cyclists	18.8	23	32	39%	70%
	Powered two-wheeler	25.0	27	37	37%	48%
	Car occupants	69.4	23	26	13%	-63%
	Bus or coach occupants	10.4	9	7	-22%	-33%
	Other vehicle occupants	6.6	0	0	0%	-100%
	Total	208.6	127	162	28%	-22%
	Children (under 16yrs)	38.8	10	17	70%	-56%
Slight*	Pedestrians	258.6	146	136	-7%	-47%
	Pedal cyclists	127.8	125	156	25%	22%
	Powered two-wheeler	152.0	115	139	21%	-9%
	Car occupants	441.4	338	288	-15%	-35%
	Bus or coach occupants	80.0	56	77	38%	-4%
	Other vehicle occupants	38.6	30	20	-33%	-48%
	Total	1,098.4	810	816	1%	-26%
All severities	Pedestrians	337.0	191	196	3%	-42%
	Pedal cyclists	146.6	148	188	27%	28%
	Powered two-wheeler	177.0	142	176	24%	-1%
	Car occupants	510.8	361	314	-13%	-39%
	Bus or coach occupants	90.4	65	84	29%	-7%
	Other vehicle occupants	45.2	30	20	-33%	-56%
	Total	1,307.0	937	978	4%	-25%

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

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

14. Hammersmith & Fulham

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

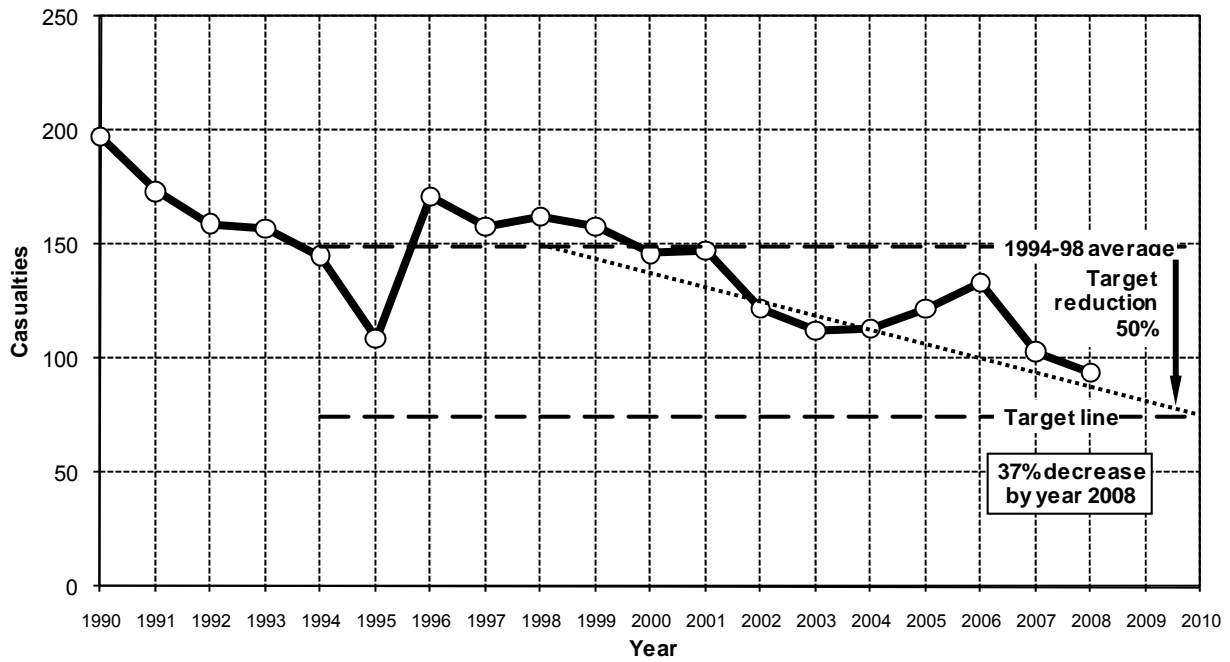


Fig. A14.2: L.B. of Hammersmith and Fulham - all slight casualties

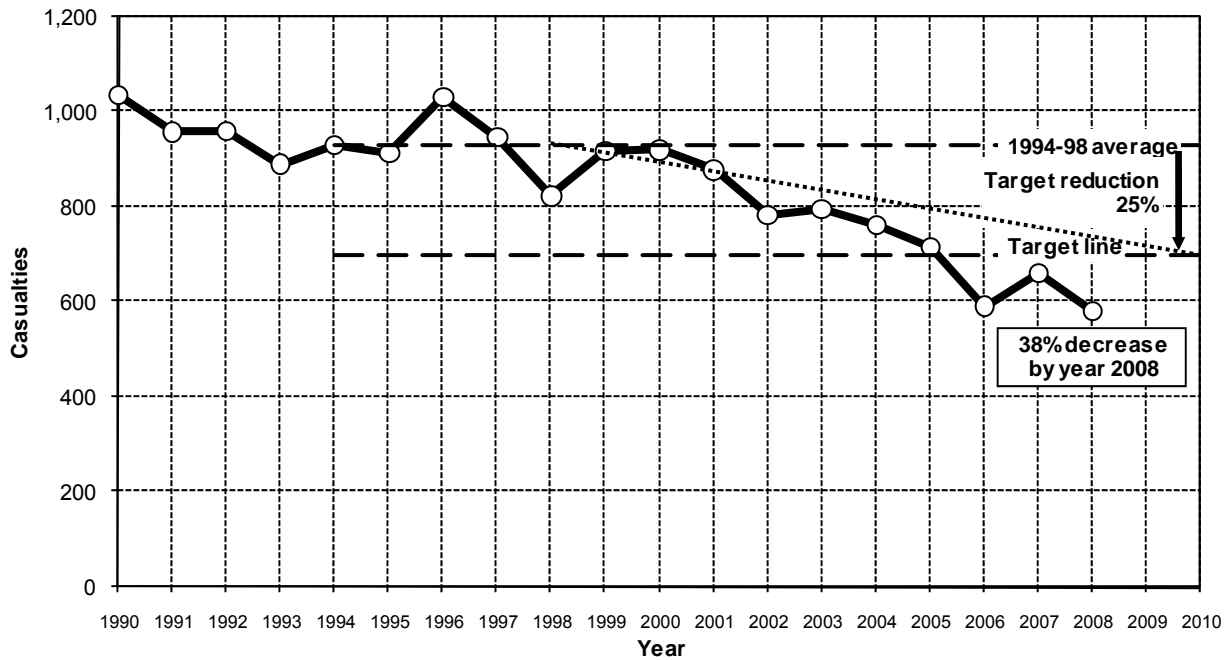


Table A14: Towards the year 2010: Monitoring casualties in L.B. of Hammersmith & Fulham
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	2.2	5	1	-80%	-55%
	Pedal cyclists	0.8	1	0	-100%	-100%
	Powered two-wheeler	0.4	0	2	∞	400%
	Car occupants	0.8	0	0	0%	-100%
	Bus or coach occupants	0.4	0	0	0%	-100%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	4.8	6	3	-50%	-38%
Fatal and serious	Pedestrians	59.6	34	37	9%	-38%
	Pedal cyclists	20.2	15	17	13%	-16%
	Powered two-wheeler	26.2	35	30	-14%	15%
	Car occupants	30.2	12	8	-33%	-74%
	Bus or coach occupants	9.0	5	2	-60%	-78%
	Other vehicle occupants	3.8	2	0	-100%	-100%
	Total	149.0	103	94	-9%	-37%
	Children (under 16yrs)	18.4	7	5	-29%	-73%
Slight*	Pedestrians	193.8	124	98	-21%	-49%
	Pedal cyclists	149.8	127	114	-10%	-24%
	Powered two-wheeler	178.4	153	148	-3%	-17%
	Car occupants	320.4	206	185	-10%	-42%
	Bus or coach occupants	57.2	24	17	-29%	-70%
	Other vehicle occupants	30.8	28	19	-32%	-38%
	Total	930.4	662	581	-12%	-38%
All severities	Pedestrians	253.4	158	135	-15%	-47%
	Pedal cyclists	170.0	142	131	-8%	-23%
	Powered two-wheeler	204.6	188	178	-5%	-13%
	Car occupants	350.6	218	193	-11%	-45%
	Bus or coach occupants	66.2	29	19	-34%	-71%
	Other vehicle occupants	34.6	30	19	-37%	-45%
	Total	1,079.4	765	675	-12%	-37%

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

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

15. Haringey

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

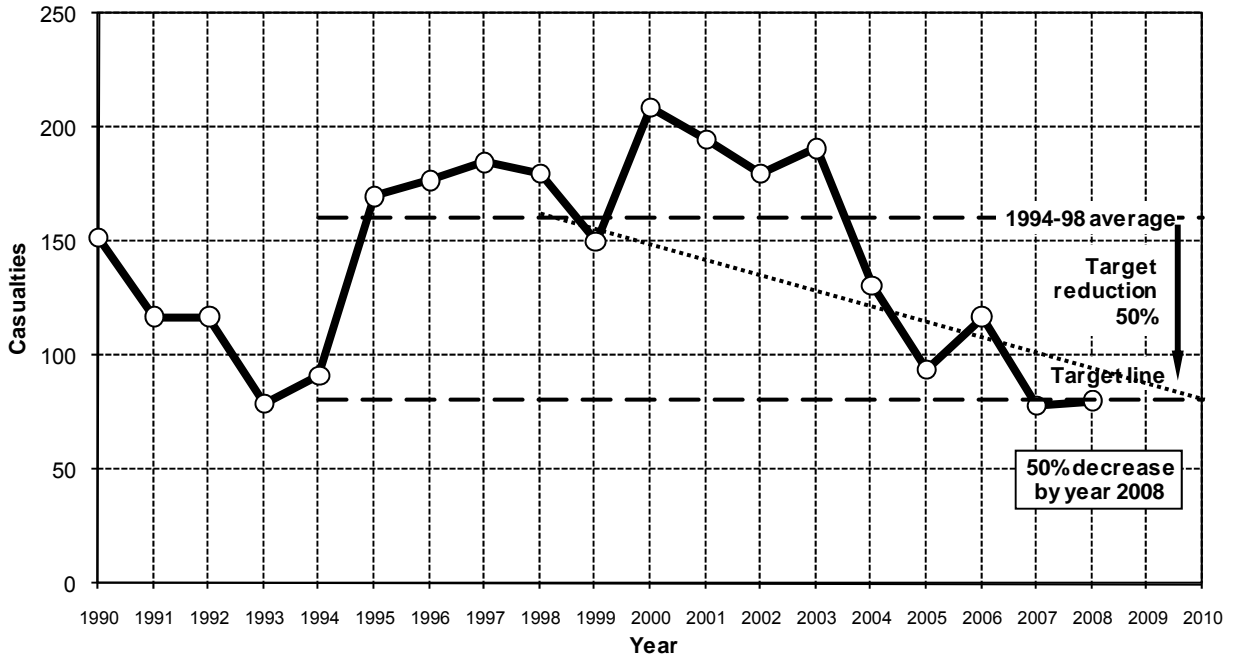


Fig. A15.2: L.B. of Haringey - all slight casualties

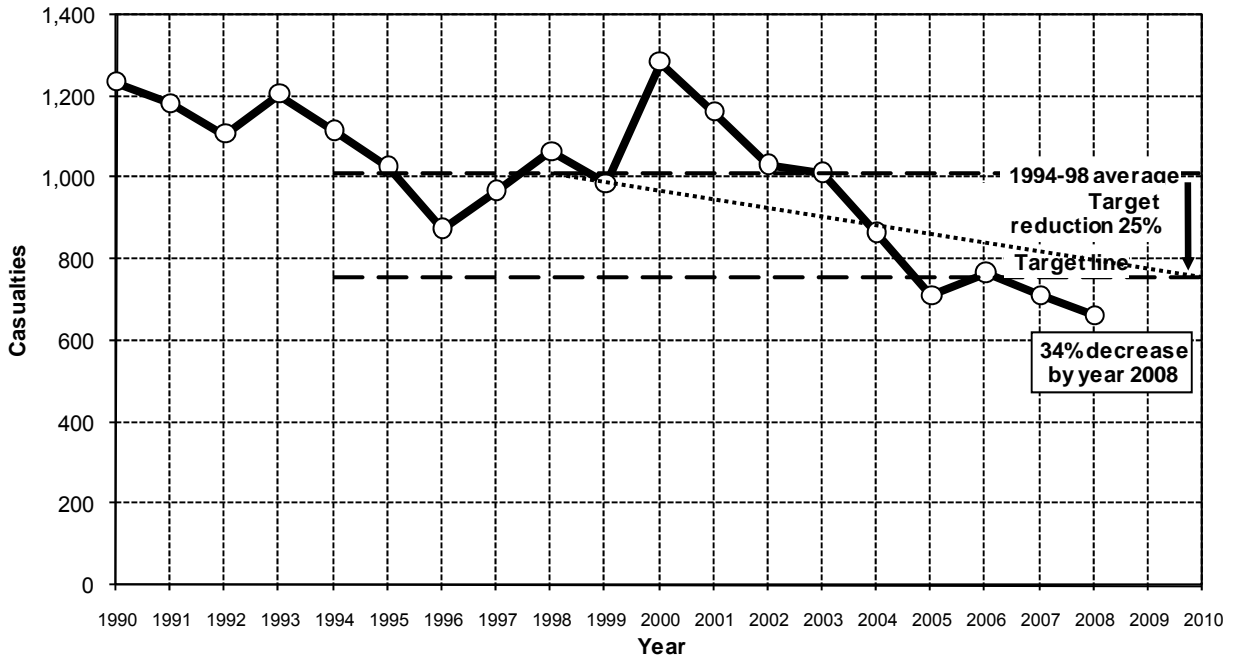


Table A15: Towards the year 2010: Monitoring casualties in L.B. of Haringey
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	5.8	3	3	0%	-48%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.2	1	0	-100%	-100%
	Car occupants	1.4	0	0	0%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	7.8	4	3	-25%	-62%
Fatal and serious	Pedestrians	65.2	33	40	21%	-39%
	Pedal cyclists	11.8	5	8	60%	-32%
	Powered two-wheeler	21.0	18	12	-33%	-43%
	Car occupants	55.2	14	14	0%	-75%
	Bus or coach occupants	5.0	5	3	-40%	-40%
	Other vehicle occupants	2.4	3	3	0%	25%
	Total	160.6	78	80	3%	-50%
	Children (under 16yrs)	23.2	8	9	13%	-61%
Slight*	Pedestrians	257.8	123	143	16%	-45%
	Pedal cyclists	76.8	42	44	5%	-43%
	Powered two-wheeler	118.0	87	82	-6%	-31%
	Car occupants	475.8	396	313	-21%	-34%
	Bus or coach occupants	50.6	48	64	33%	26%
	Other vehicle occupants	31.4	15	17	13%	-46%
	Total	1,010.4	711	663	-7%	-34%
All severities	Pedestrians	323.0	156	183	17%	-43%
	Pedal cyclists	88.6	47	52	11%	-41%
	Powered two-wheeler	139.0	105	94	-10%	-32%
	Car occupants	531.0	410	327	-20%	-38%
	Bus or coach occupants	55.6	53	67	26%	21%
	Other vehicle occupants	33.8	18	20	11%	-41%
	Total	1,171.0	789	743	-6%	-37%

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

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

16. Harrow

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

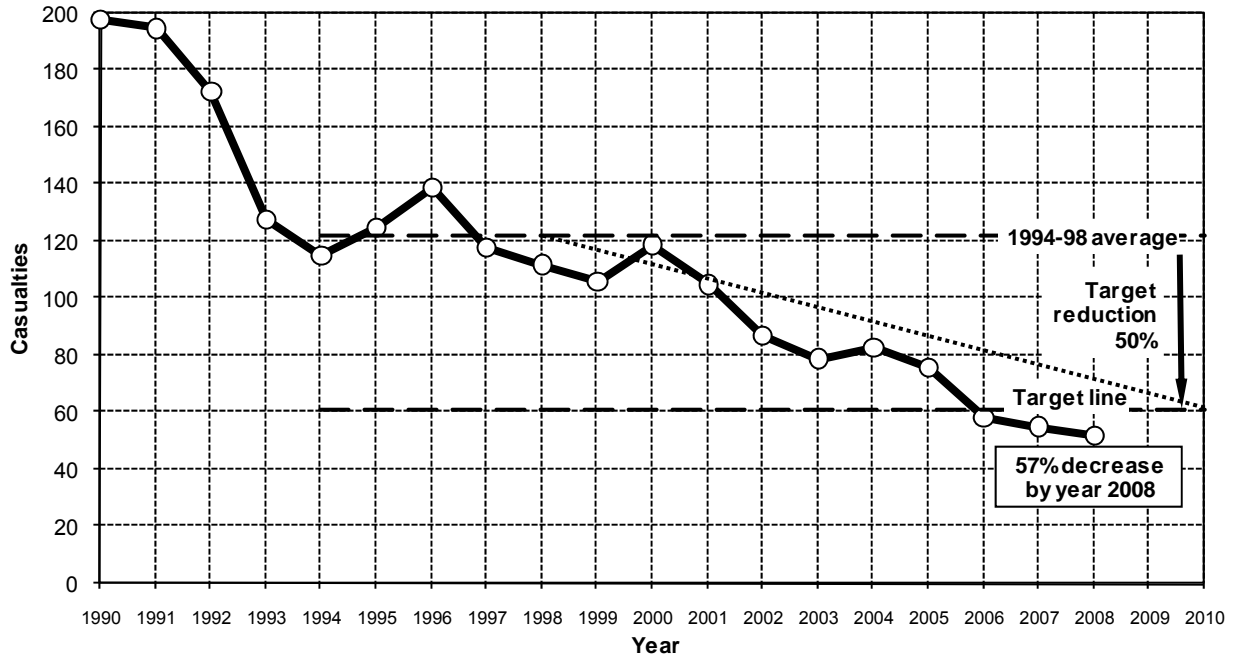


Fig. A16.2: L.B. of Harrow - all slight casualties

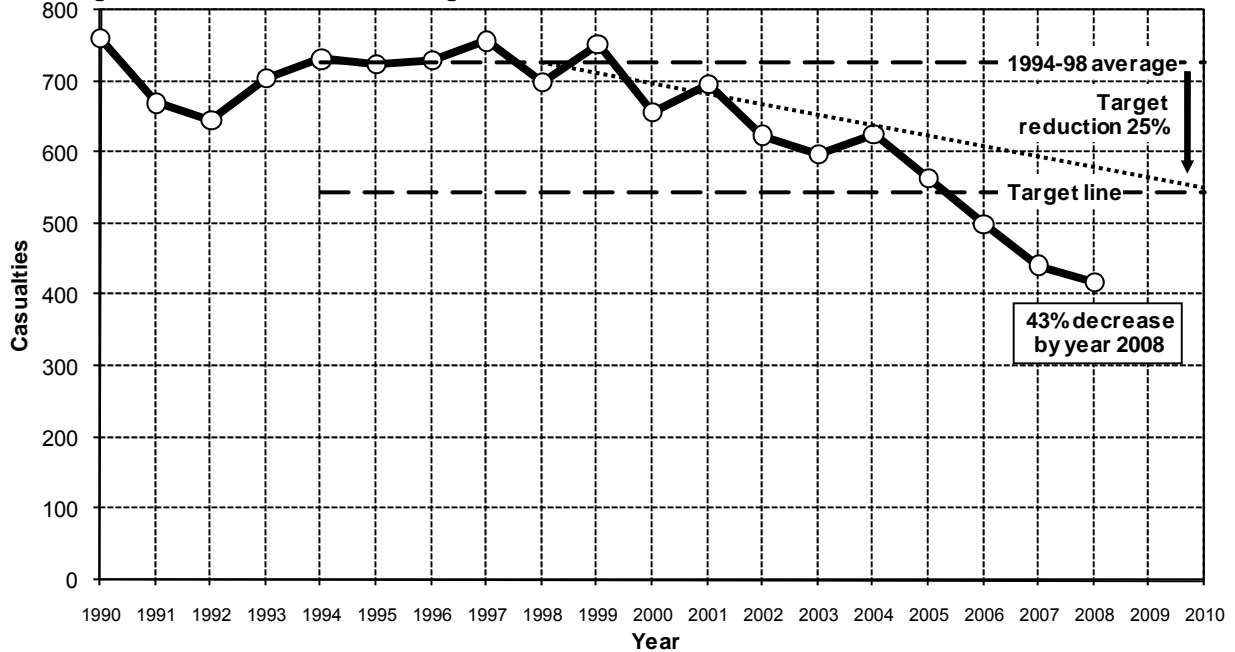


Table A16: Towards the year 2010: Monitoring casualties in L.B. of Harrow
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	1.8	1	0	-100%	-100%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	0.4	1	0	-100%	-100%
	Car occupants	2.2	0	0	0%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	4.4	2	0	-100%	-100%
Fatal and serious	Pedestrians	34.4	26	12	-54%	-65%
	Pedal cyclists	7.4	1	6	500%	-19%
	Powered two-wheeler	12.0	8	10	25%	-17%
	Car occupants	61.4	19	24	26%	-61%
	Bus or coach occupants	3.4	1	0	-100%	-100%
	Other vehicle occupants	3.2	0	0	0%	-100%
	Total	121.8	55	52	-5%	-57%
	Children (under 16yrs)	19.8	6	5	-17%	-75%
Slight*	Pedestrians	129.6	70	68	-3%	-48%
	Pedal cyclists	51.2	18	18	0%	-65%
	Powered two-wheeler	66.6	24	38	58%	-43%
	Car occupants	433.6	298	284	-5%	-35%
	Bus or coach occupants	27.4	17	3	-82%	-89%
	Other vehicle occupants	19.2	14	7	-50%	-64%
	Total	727.6	441	418	-5%	-43%
All severities	Pedestrians	164.0	96	80	-17%	-51%
	Pedal cyclists	58.6	19	24	26%	-59%
	Powered two-wheeler	78.6	32	48	50%	-39%
	Car occupants	495.0	317	308	-3%	-38%
	Bus or coach occupants	30.8	18	3	-83%	-90%
	Other vehicle occupants	22.4	14	7	-50%	-69%
	Total	849.4	496	470	-5%	-45%

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

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

17. Havering

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

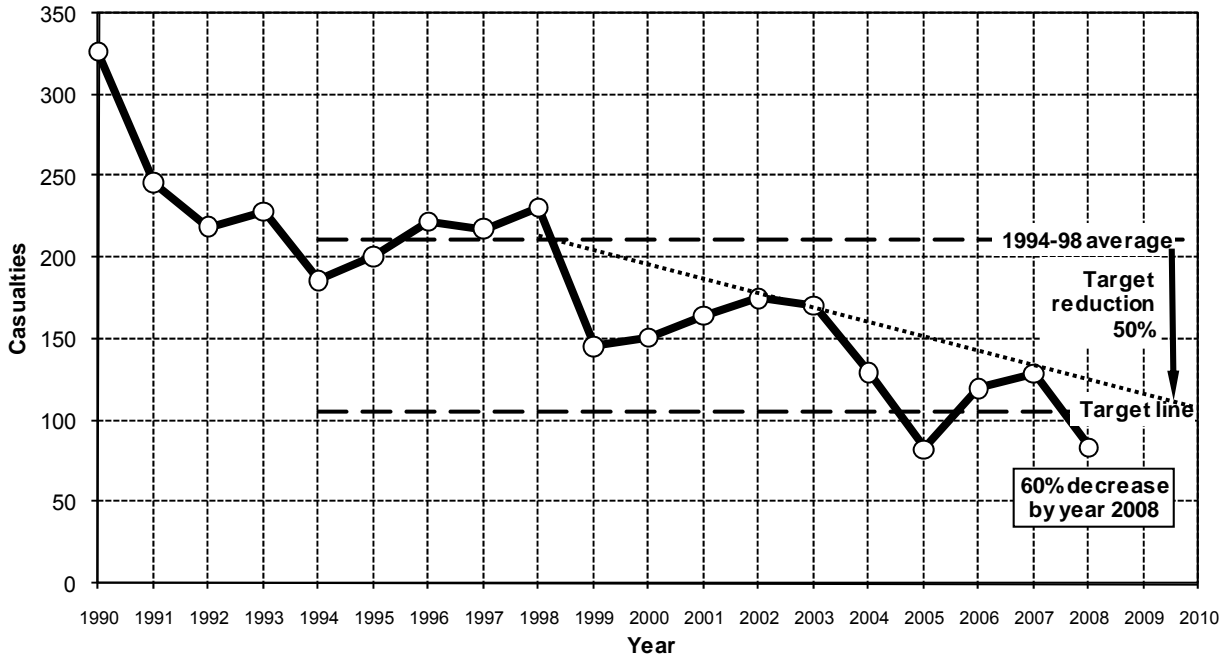


Fig. A17.2: L.B. of Havering - all slight casualties

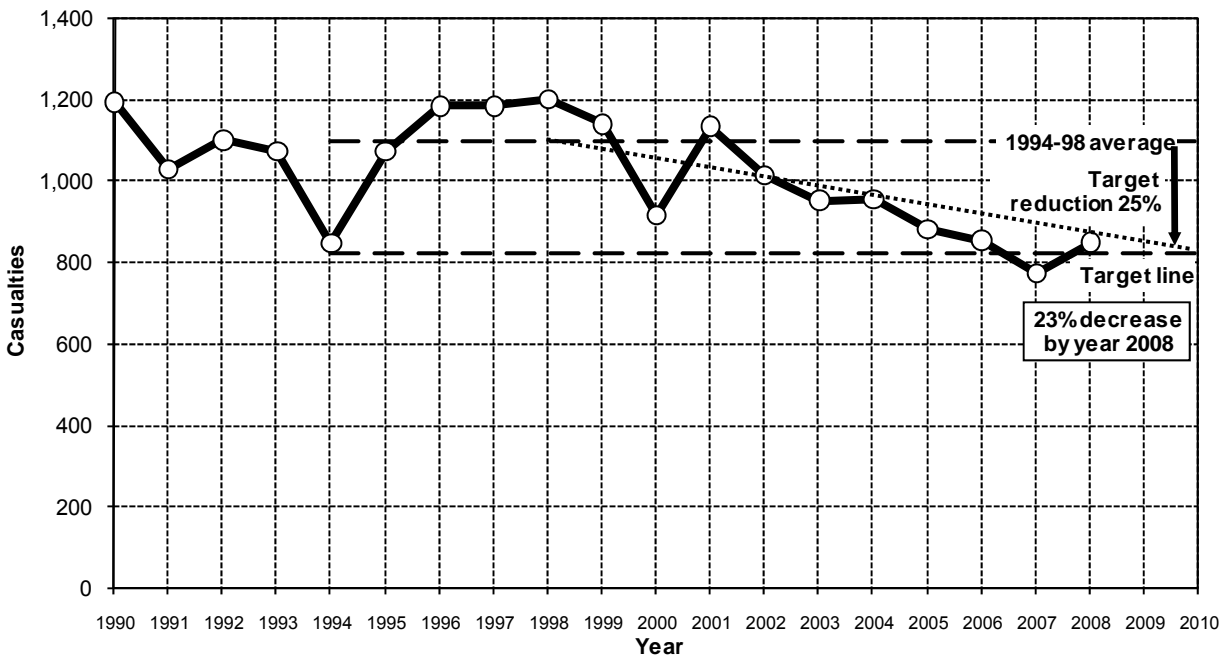


Table A17: Towards the year 2010: Monitoring casualties in L.B. of Havering
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	2.4	3	0	-100%	-100%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	0.8	3	1	-67%	25%
	Car occupants	3.8	6	2	-67%	-47%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	1	∞	400%
	Total	7.4	12	4	-67%	-46%
Fatal and serious	Pedestrians	38.2	34	20	-41%	-48%
	Pedal cyclists	11.4	4	3	-25%	-74%
	Powered two-wheeler	19.8	18	12	-33%	-39%
	Car occupants	130.6	63	39	-38%	-70%
	Bus or coach occupants	5.4	8	4	-50%	-26%
	Other vehicle occupants	6.2	2	6	200%	-3%
	Total	211.6	129	84	-35%	-60%
	Children (under 16yrs)	35.6	13	8	-38%	-78%
Slight*	Pedestrians	114.8	77	73	-5%	-36%
	Pedal cyclists	69.6	27	26	-4%	-63%
	Powered two-wheeler	74.8	62	65	5%	-13%
	Car occupants	751.8	558	613	10%	-18%
	Bus or coach occupants	40.6	31	34	10%	-16%
	Other vehicle occupants	44.2	18	37	106%	-16%
	Total	1,095.8	773	848	10%	-23%
All severities	Pedestrians	153.0	111	93	-16%	-39%
	Pedal cyclists	81.0	31	29	-6%	-64%
	Powered two-wheeler	94.6	80	77	-4%	-19%
	Car occupants	882.4	621	652	5%	-26%
	Bus or coach occupants	46.0	39	38	-3%	-17%
	Other vehicle occupants	50.4	20	43	115%	-15%
	Total	1,307.4	902	932	3%	-29%

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

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

18. Hillingdon

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

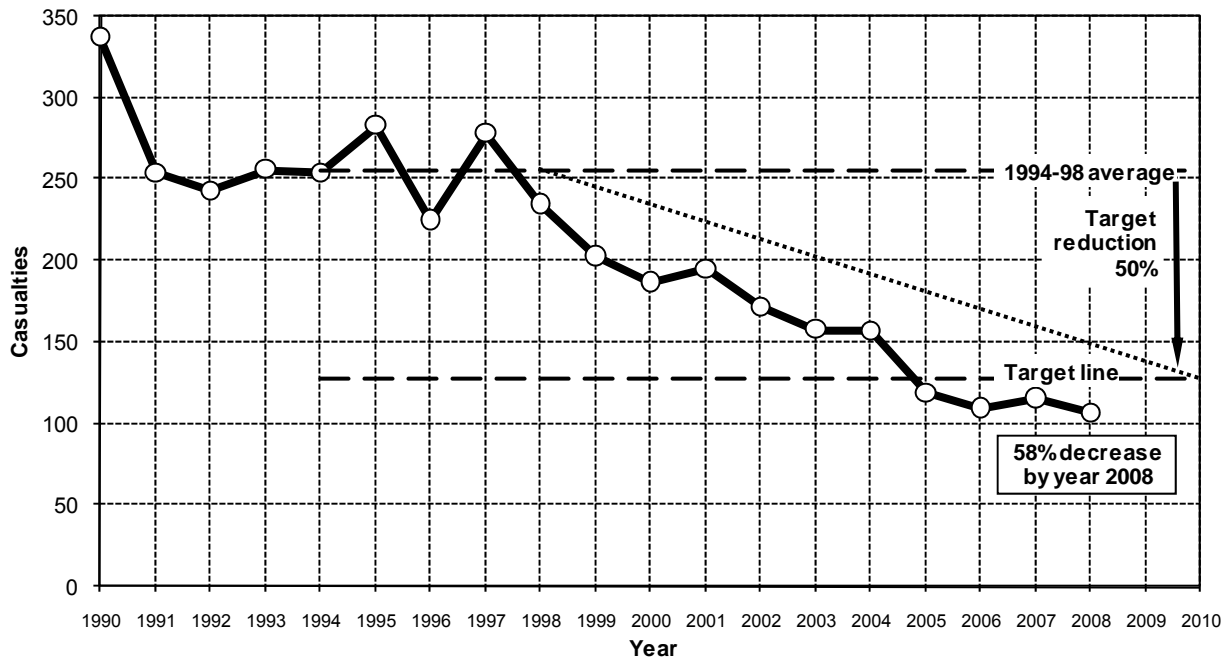


Fig. A18.2: L.B. of Hillingdon - all slight casualties

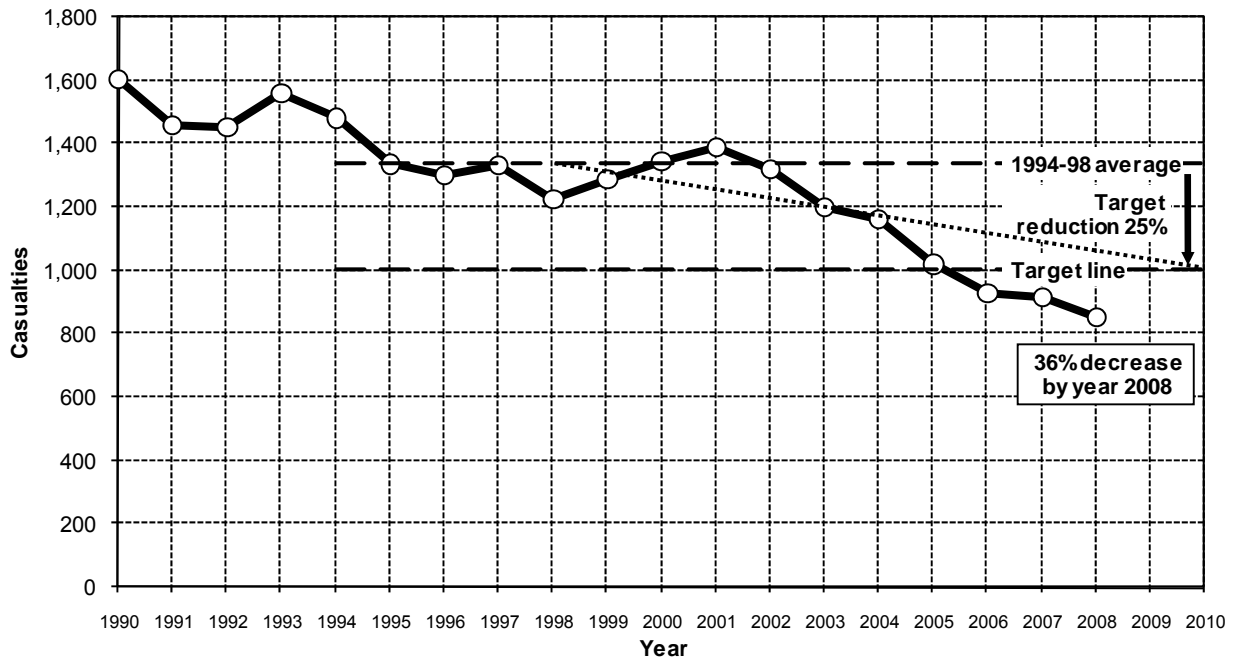


Table A18: Towards the year 2010: Monitoring casualties in L.B. of Hillingdon
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	5.0	1	6	500%	20%
	Pedal cyclists	1.0	0	0	0%	-100%
	Powered two-wheeler	1.6	2	3	50%	88%
	Car occupants	3.0	3	4	33%	33%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.6	3	0	-100%	-100%
	Total	11.4	9	13	44%	14%
Fatal and serious	Pedestrians	54.0	22	31	41%	-43%
	Pedal cyclists	19.6	10	5	-50%	-74%
	Powered two-wheeler	25.4	12	10	-17%	-61%
	Car occupants	138.2	58	48	-17%	-65%
	Bus or coach occupants	5.6	1	4	300%	-29%
	Other vehicle occupants	12.2	13	9	-31%	-26%
	Total	255.0	116	107	-8%	-58%
	Children (under 16yrs)	37.4	13	9	-31%	-76%
Slight*	Pedestrians	141.0	104	96	-8%	-32%
	Pedal cyclists	106.6	33	48	45%	-55%
	Powered two-wheeler	95.2	71	57	-20%	-40%
	Car occupants	905.8	655	582	-11%	-36%
	Bus or coach occupants	35.2	20	33	65%	-6%
	Other vehicle occupants	53.6	31	37	19%	-31%
	Total	1,337.4	914	853	-7%	-36%
All severities	Pedestrians	195.0	126	127	1%	-35%
	Pedal cyclists	126.2	43	53	23%	-58%
	Powered two-wheeler	120.6	83	67	-19%	-44%
	Car occupants	1,044.0	713	630	-12%	-40%
	Bus or coach occupants	40.8	21	37	76%	-9%
	Other vehicle occupants	65.8	44	46	5%	-30%
	Total	1,592.4	1,030	960	-7%	-40%

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

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

19. Hounslow

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

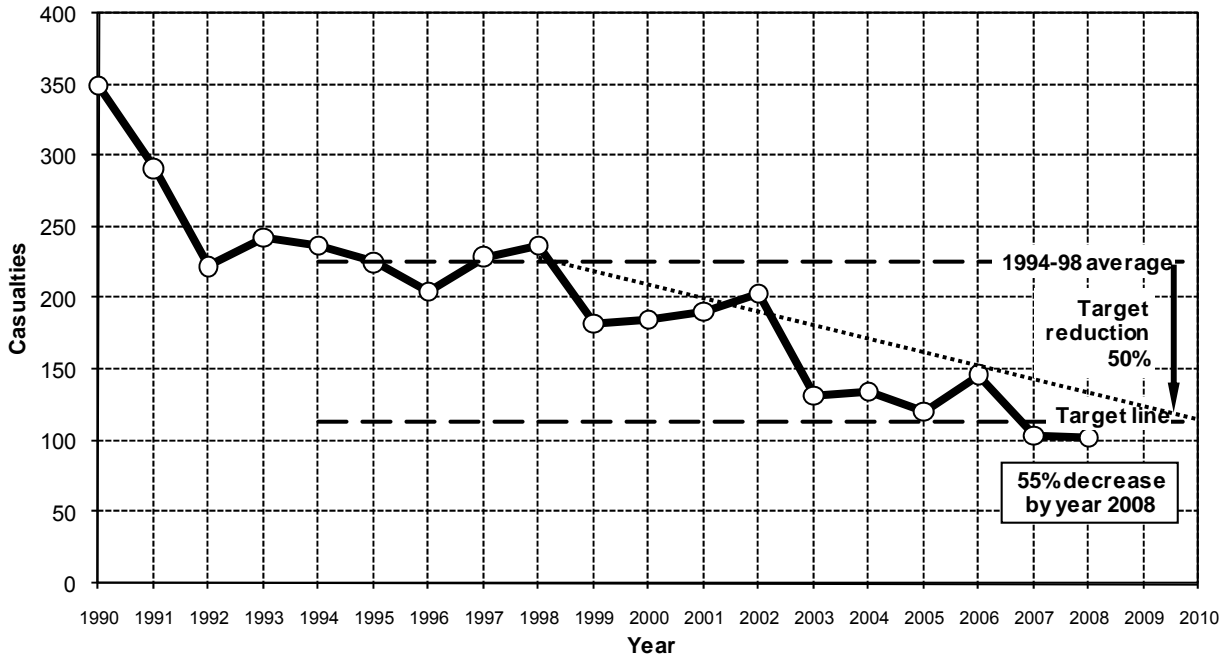


Fig. A19.2: L.B. of Hounslow - all slight casualties

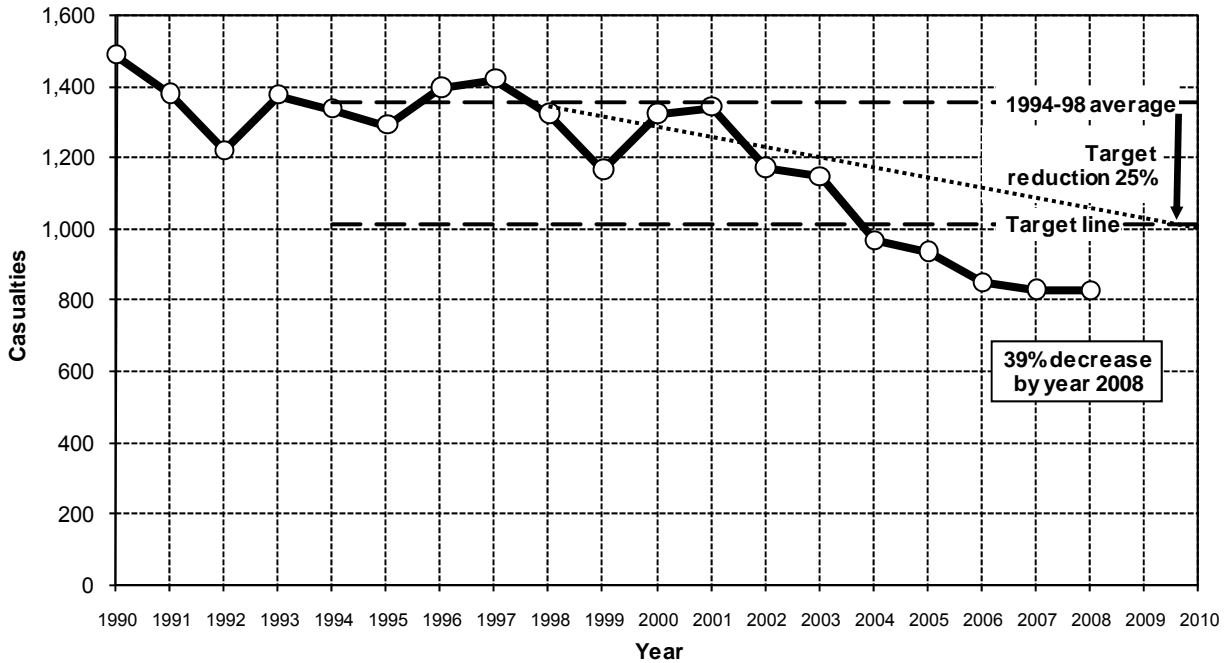


Table A19: Towards the year 2010: Monitoring casualties in L.B. of Hounslow
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	4.0	6	1	-83%	-75%
	Pedal cyclists	0.4	1	1	0%	150%
	Powered two-wheeler	1.4	0	1	∞	-29%
	Car occupants	3.6	2	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.6	0	0	0%	-100%
	Total	10.0	9	3	-67%	-70%
Fatal and serious	Pedestrians	50.2	33	33	0%	-34%
	Pedal cyclists	19.2	12	13	8%	-32%
	Powered two-wheeler	28.0	17	17	0%	-39%
	Car occupants	111.0	30	35	17%	-68%
	Bus or coach occupants	7.6	4	1	-75%	-87%
	Other vehicle occupants	10.4	7	3	-57%	-71%
	Total	226.4	103	102	-1%	-55%
	Children (under 16yrs)	29.2	13	9	-31%	-69%
Slight*	Pedestrians	173.0	73	89	22%	-49%
	Pedal cyclists	132.4	64	78	22%	-41%
	Powered two-wheeler	141.8	107	102	-5%	-28%
	Car occupants	787.4	536	474	-12%	-40%
	Bus or coach occupants	63.6	12	35	192%	-45%
	Other vehicle occupants	54.0	37	50	35%	-7%
	Total	1,352.2	829	828	0%	-39%
All severities	Pedestrians	223.2	106	122	15%	-45%
	Pedal cyclists	151.6	76	91	20%	-40%
	Powered two-wheeler	169.8	124	119	-4%	-30%
	Car occupants	898.4	566	509	-10%	-43%
	Bus or coach occupants	71.2	16	36	125%	-49%
	Other vehicle occupants	64.4	44	53	20%	-18%
	Total	1,578.6	932	930	0%	-41%

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

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

20. Islington

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

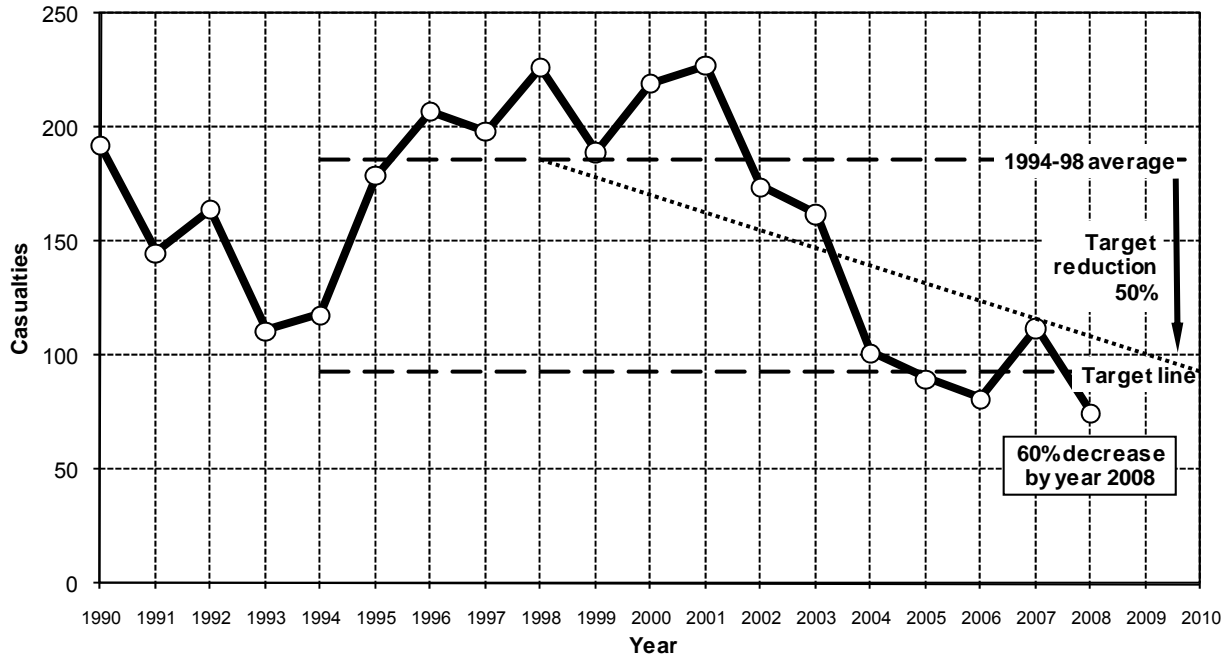


Fig. A20.2: L.B. of Islington - all slight casualties

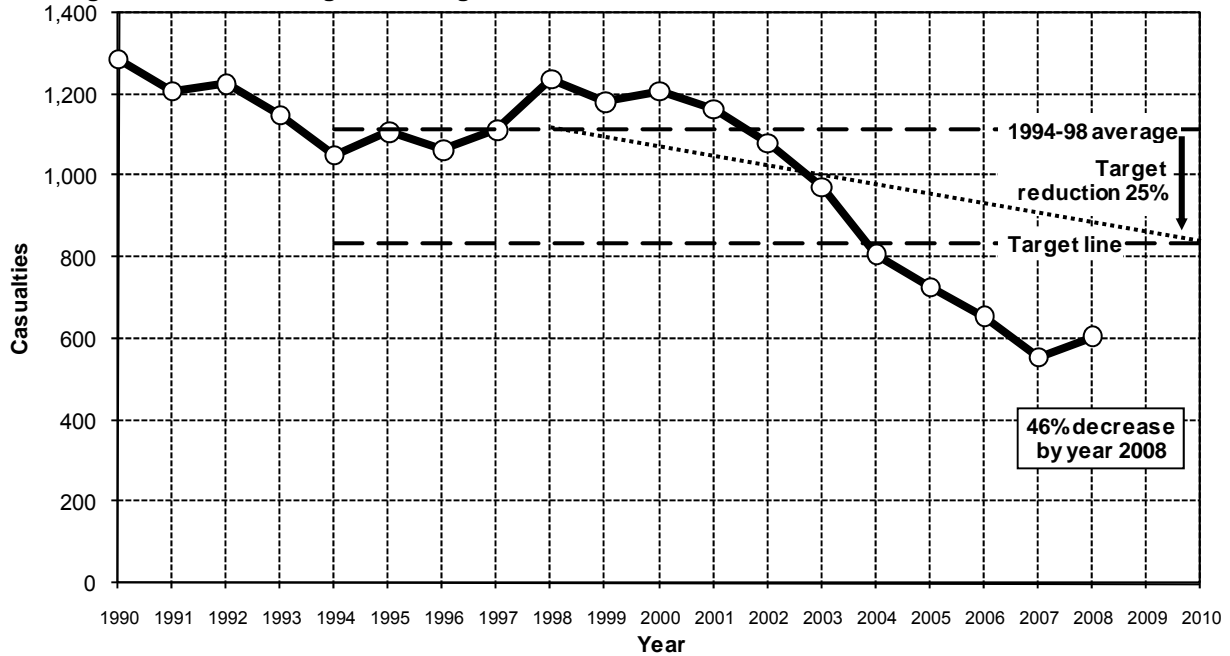


Table A20: Towards the year 2010: Monitoring casualties in L.B. of Islington
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	5.6	4	3	-25%	-46%
	Pedal cyclists	0.6	1	0	-100%	-100%
	Powered two-wheeler	1.2	2	1	-50%	-17%
	Car occupants	1.0	0	0	0%	-100%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	8.6	7	4	-43%	-53%
Fatal and serious	Pedestrians	76.0	43	26	-40%	-66%
	Pedal cyclists	26.0	23	20	-13%	-23%
	Powered two-wheeler	31.8	28	17	-39%	-47%
	Car occupants	38.4	14	10	-29%	-74%
	Bus or coach occupants	8.2	2	0	-100%	-100%
	Other vehicle occupants	5.2	2	2	0%	-62%
	Total	185.6	112	75	-33%	-60%
	Children (under 16yrs)	18.6	5	7	40%	-62%
Slight*	Pedestrians	259.4	118	104	-12%	-60%
	Pedal cyclists	177.8	137	140	2%	-21%
	Powered two-wheeler	221.4	111	105	-5%	-53%
	Car occupants	343.4	135	200	48%	-42%
	Bus or coach occupants	70.0	39	42	8%	-40%
	Other vehicle occupants	41.8	15	15	0%	-64%
	Total	1,113.8	555	606	9%	-46%
All severities	Pedestrians	335.4	161	130	-19%	-61%
	Pedal cyclists	203.8	160	160	0%	-21%
	Powered two-wheeler	253.2	139	122	-12%	-52%
	Car occupants	381.8	149	210	41%	-45%
	Bus or coach occupants	78.2	41	42	2%	-46%
	Other vehicle occupants	47.0	17	17	0%	-64%
	Total	1,299.4	667	681	2%	-48%

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

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

21. Kensington & Chelsea

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

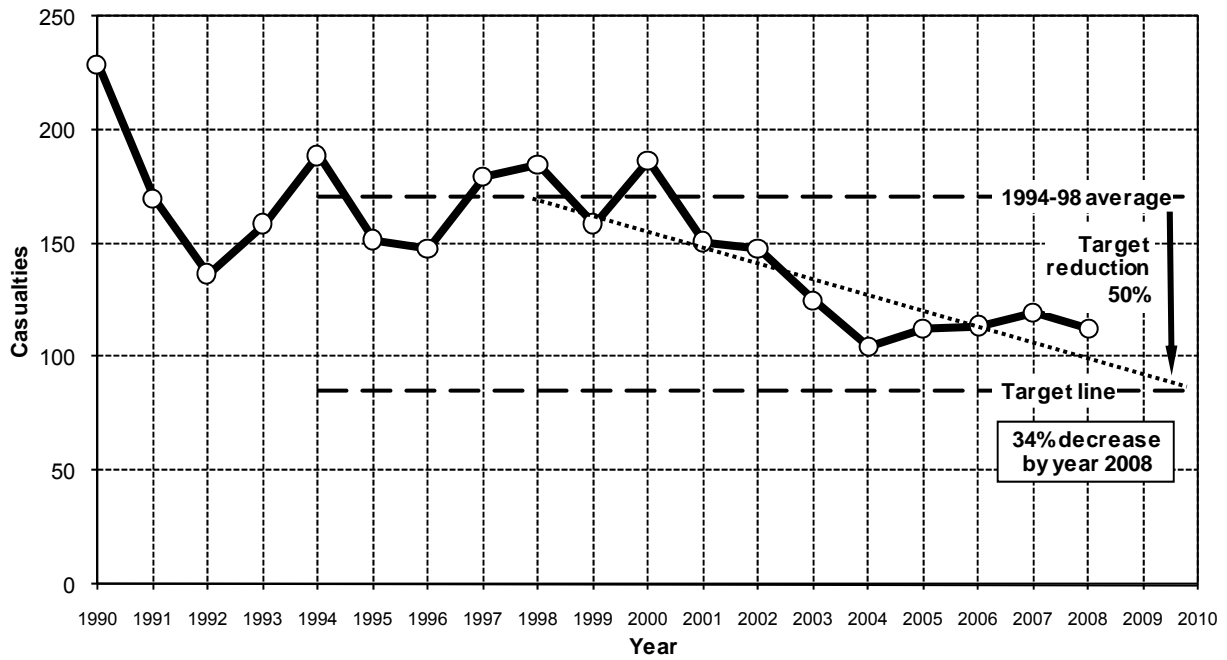


Fig. A21.2: R.B. of Kensington and Chelsea - all slight casualties

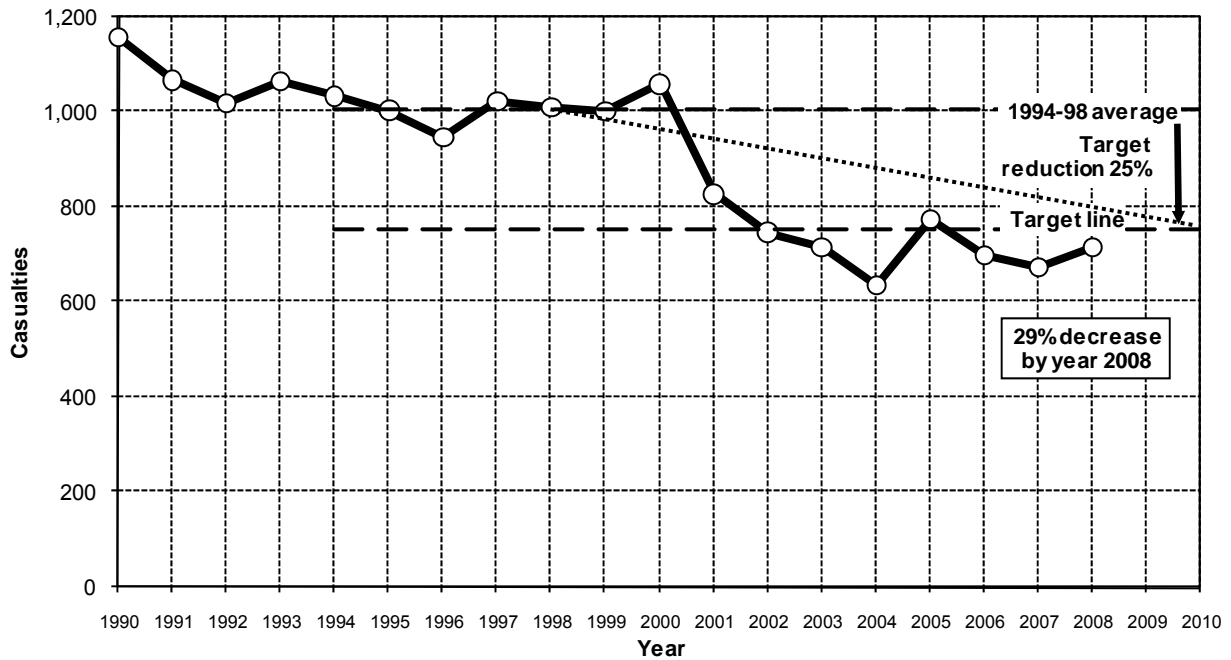


Table A21: Towards the year 2010: Monitoring casualties in R.B. of Kensington & Chelsea
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	4.4	4	3	-25%	-32%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	1.0	3	1	-67%	0%
	Car occupants	0.8	1	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	0	0	0%	-100%
	Total	7.0	8	4	-50%	-43%
Fatal and serious	Pedestrians	71.8	46	38	-17%	-47%
	Pedal cyclists	18.0	22	20	-9%	11%
	Powered two-wheeler	31.0	33	35	6%	13%
	Car occupants	35.6	11	11	0%	-69%
	Bus or coach occupants	7.2	4	3	-25%	-58%
	Other vehicle occupants	7.2	4	6	50%	-17%
	Total	170.8	120	113	-6%	-34%
	Children (under 16yrs)	11.2	2	2	0%	-82%
Slight*	Pedestrians	248.8	138	147	7%	-41%
	Pedal cyclists	143.4	124	130	5%	-9%
	Powered two-wheeler	202.6	191	217	14%	7%
	Car occupants	299.4	151	135	-11%	-55%
	Bus or coach occupants	46.6	27	37	37%	-21%
	Other vehicle occupants	64.0	43	50	16%	-22%
	Total	1,004.8	674	716	6%	-29%
All severities	Pedestrians	320.6	184	185	1%	-42%
	Pedal cyclists	161.4	146	150	3%	-7%
	Powered two-wheeler	233.6	224	252	13%	8%
	Car occupants	335.0	162	146	-10%	-56%
	Bus or coach occupants	53.8	31	40	29%	-26%
	Other vehicle occupants	71.2	47	56	19%	-21%
	Total	1,175.6	794	829	4%	-29%

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

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

22. Kingston upon Thames

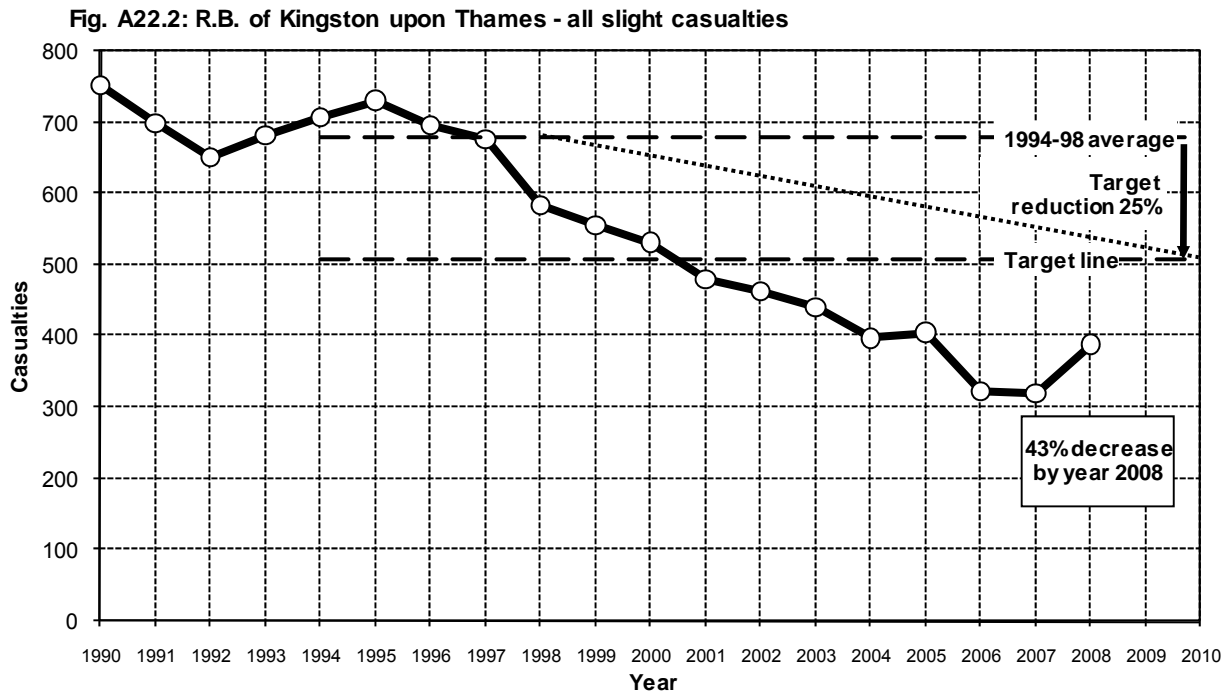
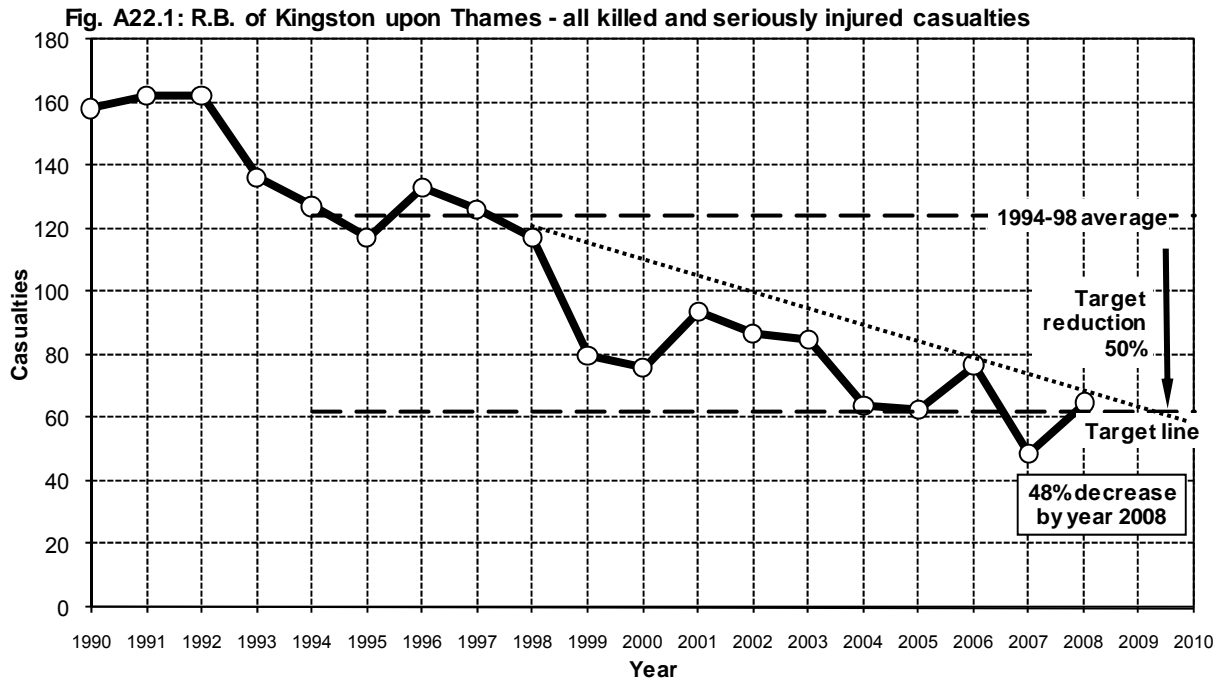


Table A22: Towards the year 2010: Monitoring casualties in R.B. of Kingston upon Thames
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	4.6	4	1	-75%	-78%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	0.4	0	1	∞	150%
	Car occupants	1.2	1	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	6.4	5	2	-60%	-69%
Fatal and serious	Pedestrians	31.6	16	13	-19%	-59%
	Pedal cyclists	14.0	8	8	0%	-43%
	Powered two-wheeler	22.2	12	15	25%	-32%
	Car occupants	50.2	9	23	156%	-54%
	Bus or coach occupants	3.4	3	1	-67%	-71%
	Other vehicle occupants	2.6	1	5	400%	92%
	Total	124.0	49	65	33%	-48%
	Children (under 16yrs)	13.4	7	2	-71%	-85%
Slight*	Pedestrians	89.2	47	67	43%	-25%
	Pedal cyclists	91.8	47	44	-6%	-52%
	Powered two-wheeler	79.4	53	56	6%	-29%
	Car occupants	367.0	144	195	35%	-47%
	Bus or coach occupants	29.2	14	18	29%	-38%
	Other vehicle occupants	21.4	15	8	-47%	-63%
	Total	678.0	320	388	21%	-43%
All severities	Pedestrians	120.8	63	80	27%	-34%
	Pedal cyclists	105.8	55	52	-5%	-51%
	Powered two-wheeler	101.6	65	71	9%	-30%
	Car occupants	417.2	153	218	42%	-48%
	Bus or coach occupants	32.6	17	19	12%	-42%
	Other vehicle occupants	24.0	16	13	-19%	-46%
	Total	802.0	369	453	23%	-44%

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

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

23. Lambeth

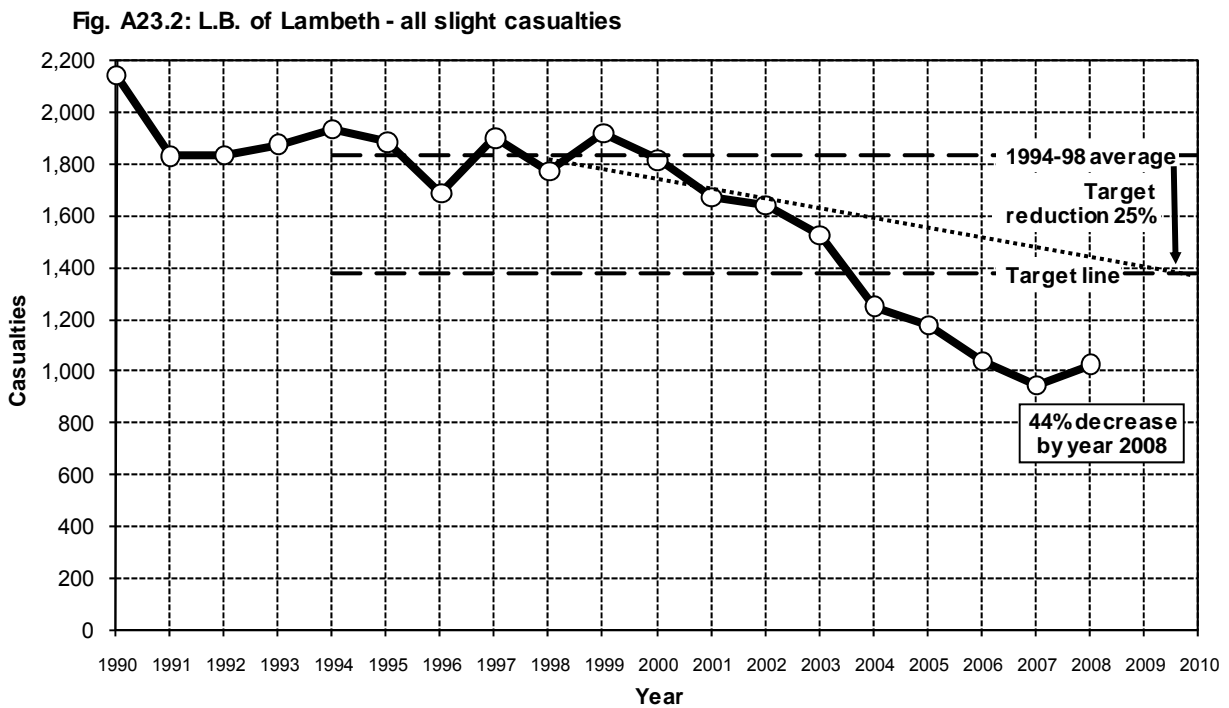
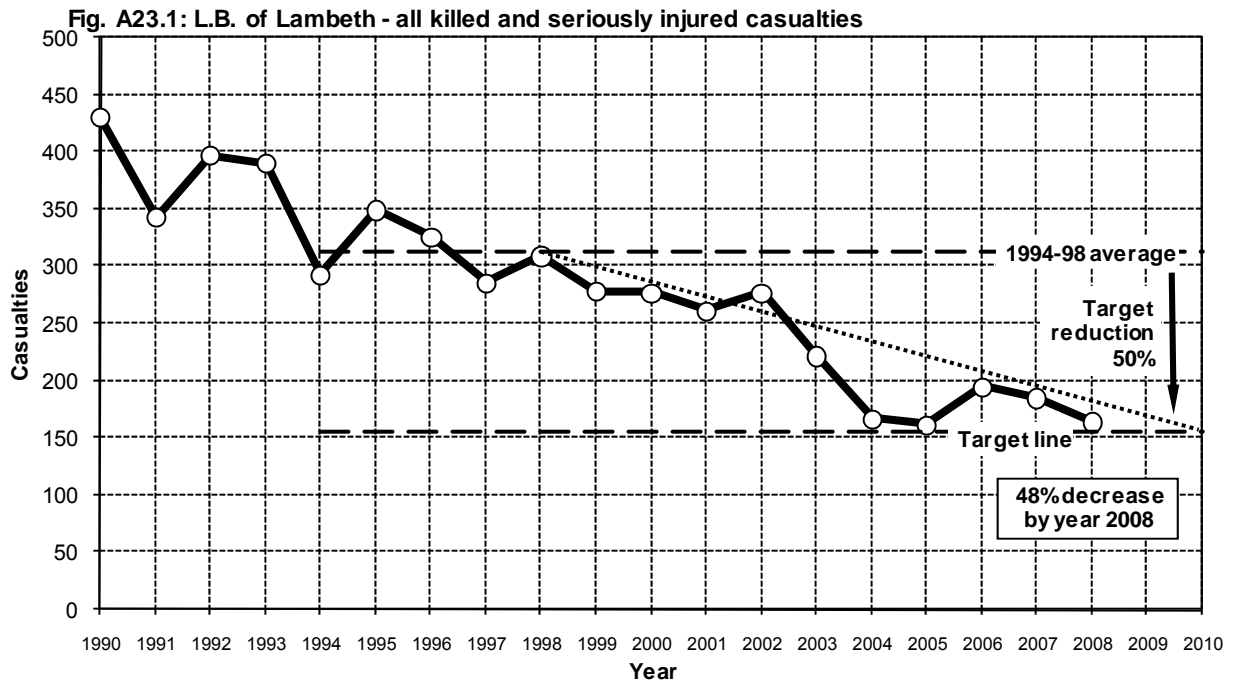


Table A23: Towards the year 2010: Monitoring casualties in L.B. of Lambeth
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	7.4	9	5	-44%	-32%
	Pedal cyclists	0.8	1	1	0%	25%
	Powered two-wheeler	1.4	0	2	∞	43%
	Car occupants	1.0	0	3	∞	200%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.2	0	1	∞	400%
	Total	11.0	10	12	20%	9%
Fatal and serious	Pedestrians	123.8	65	53	-18%	-57%
	Pedal cyclists	36.4	38	26	-32%	-29%
	Powered two-wheeler	51.2	46	39	-15%	-24%
	Car occupants	80.8	27	29	7%	-64%
	Bus or coach occupants	12.8	6	9	50%	-30%
	Other vehicle occupants	7.6	3	8	167%	5%
	Total	312.6	185	164	-11%	-48%
	Children (under 16yrs)	45.0	14	12	-14%	-73%
Slight*	Pedestrians	359.0	152	181	19%	-50%
	Pedal cyclists	222.4	140	179	28%	-20%
	Powered two-wheeler	314.4	199	209	5%	-34%
	Car occupants	758.4	362	343	-5%	-55%
	Bus or coach occupants	114.6	51	77	51%	-33%
	Other vehicle occupants	62.8	40	34	-15%	-46%
	Total	1,831.6	944	1,023	8%	-44%
All severities	Pedestrians	482.8	217	234	8%	-52%
	Pedal cyclists	258.8	178	205	15%	-21%
	Powered two-wheeler	365.6	245	248	1%	-32%
	Car occupants	839.2	389	372	-4%	-56%
	Bus or coach occupants	127.4	57	86	51%	-32%
	Other vehicle occupants	70.4	43	42	-2%	-40%
	Total	2,144.2	1,129	1,187	5%	-45%

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

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

24. Lewisham

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

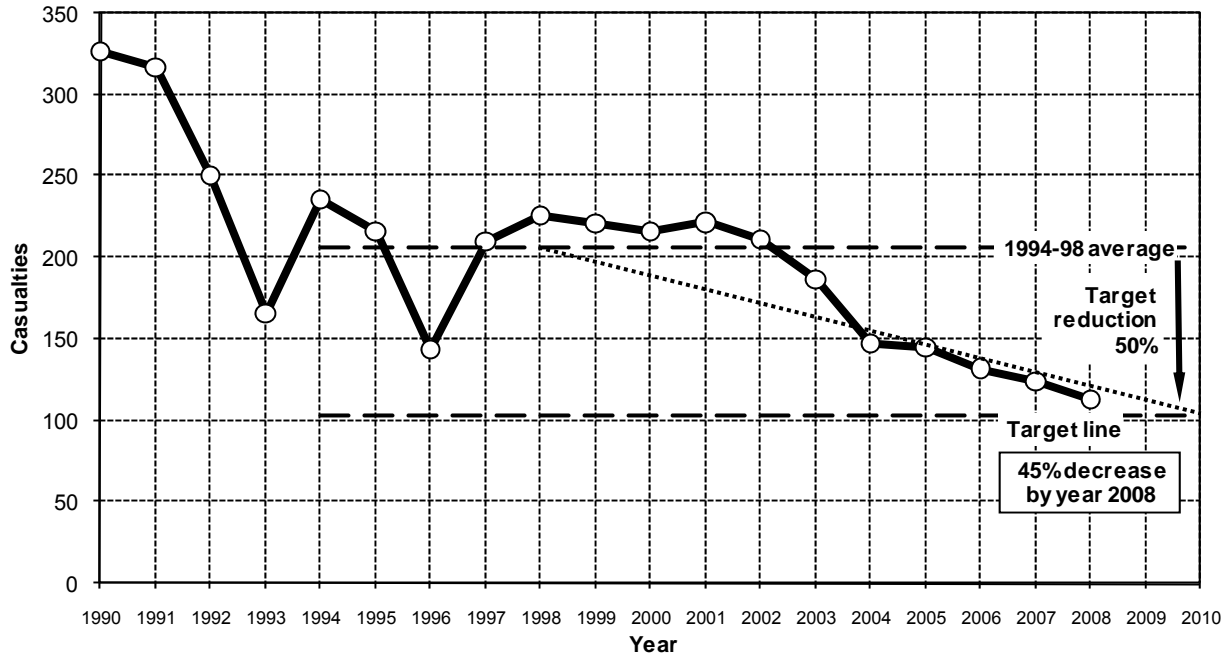


Fig. A24.2: L.B. of Lewisham - all slight casualties

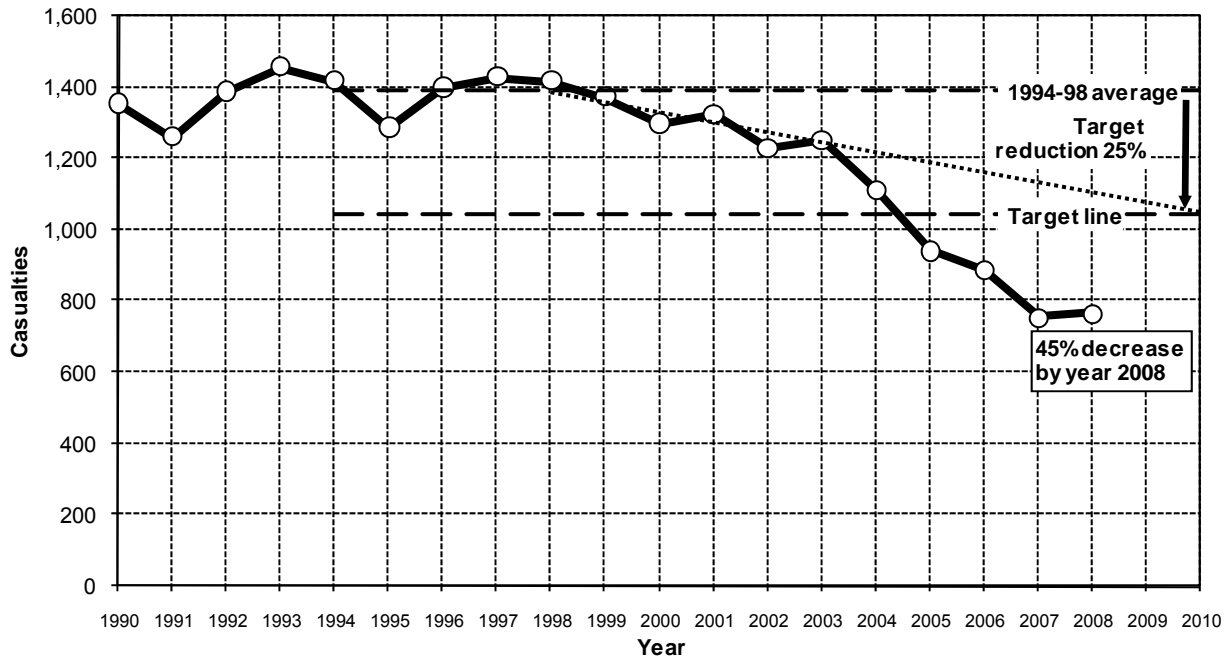


Table A24: Towards the year 2010: Monitoring casualties in L.B. of Lewisham
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	3.6	6	2	-67%	-44%
	Pedal cyclists	0.6	0	0	0%	-100%
	Powered two-wheeler	1.0	0	1	∞	0%
	Car occupants	1.0	0	0	0%	-100%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	6.4	6	3	-50%	-53%
Fatal and serious	Pedestrians	81.6	50	37	-26%	-55%
	Pedal cyclists	14.2	14	9	-36%	-37%
	Powered two-wheeler	30.0	22	31	41%	3%
	Car occupants	63.2	30	26	-13%	-59%
	Bus or coach occupants	13.2	6	8	33%	-39%
	Other vehicle occupants	4.2	2	2	0%	-52%
	Total	206.4	124	113	-9%	-45%
	Children (under 16yrs)	41.4	17	16	-6%	-61%
Slight*	Pedestrians	260.0	105	112	7%	-57%
	Pedal cyclists	118.0	93	95	2%	-19%
	Powered two-wheeler	172.8	115	109	-5%	-37%
	Car occupants	699.2	364	383	5%	-45%
	Bus or coach occupants	102.4	51	49	-4%	-52%
	Other vehicle occupants	37.6	28	19	-32%	-49%
	Total	1,390.0	756	767	1%	-45%
All severities	Pedestrians	341.6	155	149	-4%	-56%
	Pedal cyclists	132.2	107	104	-3%	-21%
	Powered two-wheeler	202.8	137	140	2%	-31%
	Car occupants	762.4	394	409	4%	-46%
	Bus or coach occupants	115.6	57	57	0%	-51%
	Other vehicle occupants	41.8	30	21	-30%	-50%
	Total	1,596.4	880	880	0%	-45%

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

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

25. Merton

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

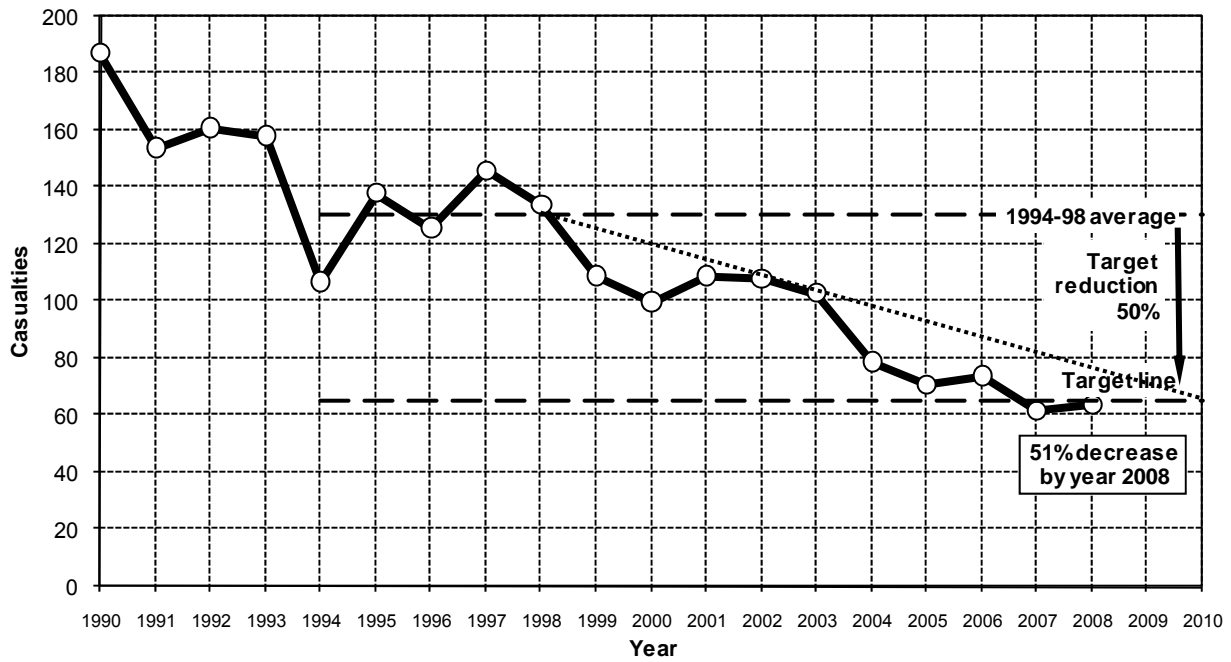


Fig. A25.2: L.B. of Merton - all slight casualties

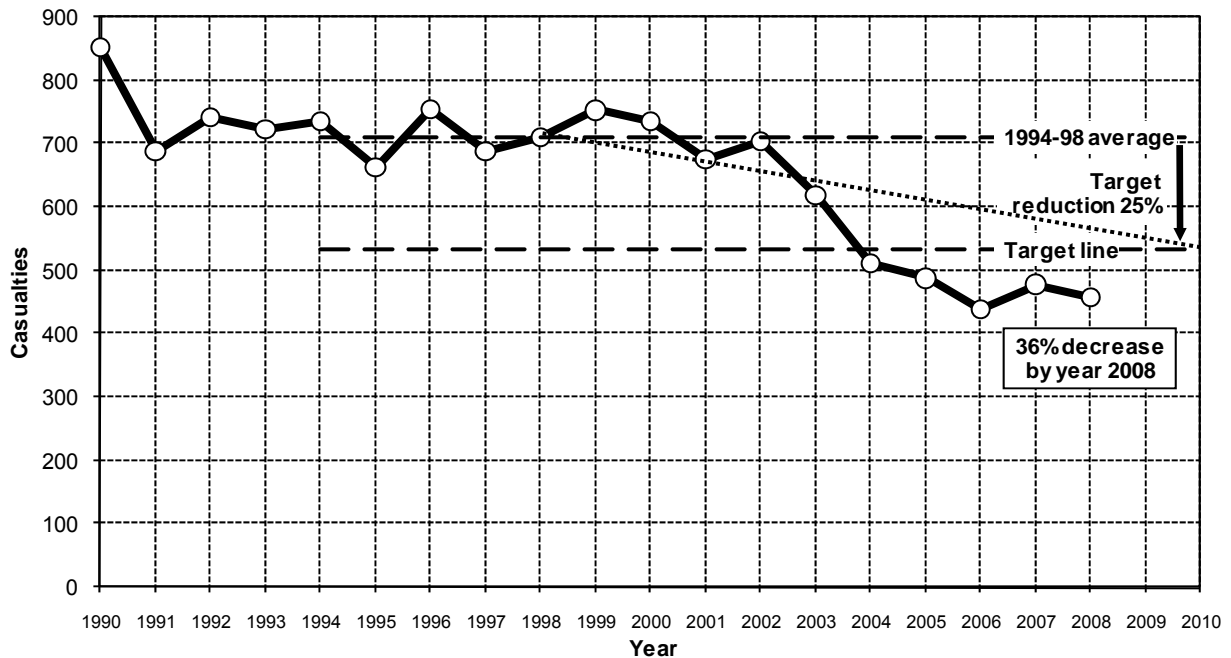


Table A25: Towards the year 2010: Monitoring casualties in L.B. of Merton
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	2.2	4	0	-100%	-100%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.8	0	3	∞	275%
	Car occupants	1.4	0	1	∞	-29%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	5.0	4	4	0%	-20%
Fatal and serious	Pedestrians	37.4	21	18	-14%	-52%
	Pedal cyclists	11.6	9	9	0%	-22%
	Powered two-wheeler	21.2	19	19	0%	-10%
	Car occupants	50.8	10	16	60%	-69%
	Bus or coach occupants	4.6	2	1	-50%	-78%
	Other vehicle occupants	4.6	1	1	0%	-78%
	Total	130.2	62	64	3%	-51%
	Children (under 16yrs)	20.8	1	2	100%	-90%
Slight*	Pedestrians	121.4	80	72	-10%	-41%
	Pedal cyclists	85.0	50	53	6%	-38%
	Powered two-wheeler	97.8	83	82	-1%	-16%
	Car occupants	358.4	224	218	-3%	-39%
	Bus or coach occupants	27.0	19	16	-16%	-41%
	Other vehicle occupants	21.8	22	16	-27%	-27%
	Total	711.4	478	457	-4%	-36%
All severities	Pedestrians	158.8	101	90	-11%	-43%
	Pedal cyclists	96.6	59	62	5%	-36%
	Powered two-wheeler	119.0	102	101	-1%	-15%
	Car occupants	409.2	234	234	0%	-43%
	Bus or coach occupants	31.6	21	17	-19%	-46%
	Other vehicle occupants	26.4	23	17	-26%	-36%
	Total	841.6	540	521	-4%	-38%

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

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

26. Newham

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

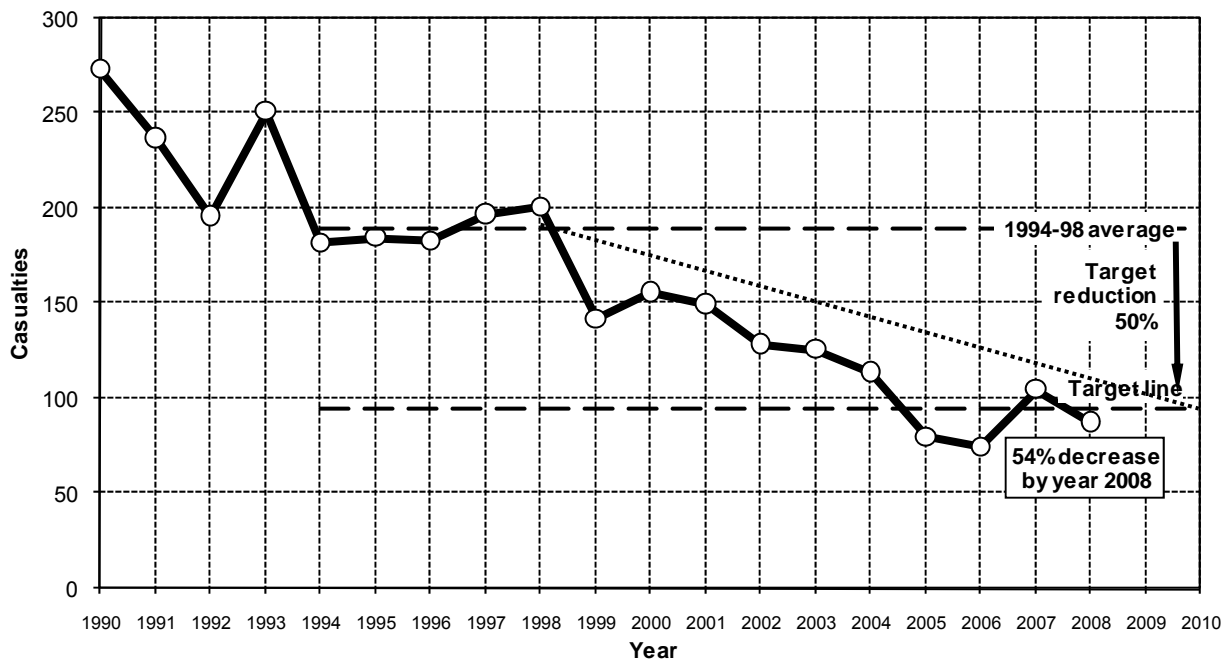


Fig. A26.2: L.B. of Newham - all slight casualties

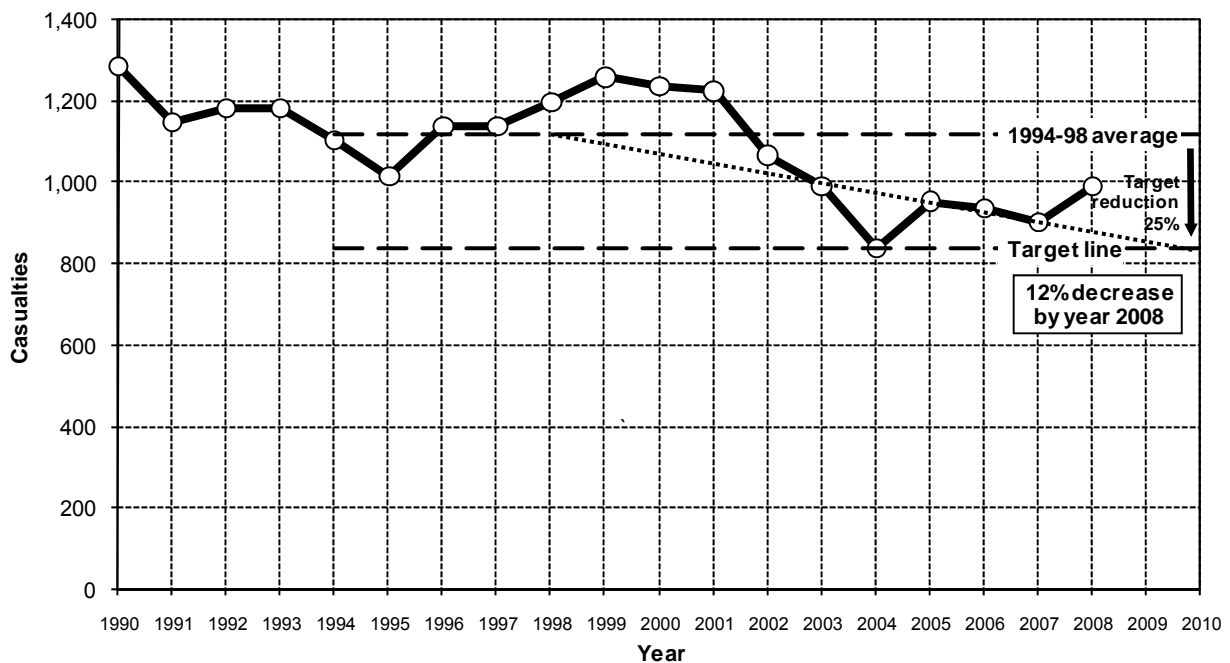


Table A26: Towards the year 2010: Monitoring casualties in L.B. of Newham
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	2.2	4	0	-100%	-100%
	Pedal cyclists	0.2	1	0	-100%	-100%
	Powered two-wheeler	1.2	0	0	0%	-100%
	Car occupants	0.6	3	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	4.2	8	0	-100%	-100%
Fatal and serious	Pedestrians	68.4	45	37	-18%	-46%
	Pedal cyclists	10.8	7	10	43%	-7%
	Powered two-wheeler	17.6	14	18	29%	2%
	Car occupants	76.6	35	21	-40%	-73%
	Bus or coach occupants	7.8	1	0	-100%	-100%
	Other vehicle occupants	8.4	3	2	-33%	-76%
	Total	189.6	105	88	-16%	-54%
	Children (under 16yrs)	43.0	19	17	-11%	-60%
Slight*	Pedestrians	248.4	171	161	-6%	-35%
	Pedal cyclists	88.6	57	61	7%	-31%
	Powered two-wheeler	89.4	76	72	-5%	-19%
	Car occupants	580.2	525	602	15%	4%
	Bus or coach occupants	70.6	45	51	13%	-28%
	Other vehicle occupants	41.6	26	42	62%	1%
	Total	1,118.8	900	989	10%	-12%
All severities	Pedestrians	316.8	216	198	-8%	-38%
	Pedal cyclists	99.4	64	71	11%	-29%
	Powered two-wheeler	107.0	90	90	0%	-16%
	Car occupants	656.8	560	623	11%	-5%
	Bus or coach occupants	78.4	46	51	11%	-35%
	Other vehicle occupants	50.0	29	44	52%	-12%
	Total	1,308.4	1,005	1,077	7%	-18%

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

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

27. Redbridge

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

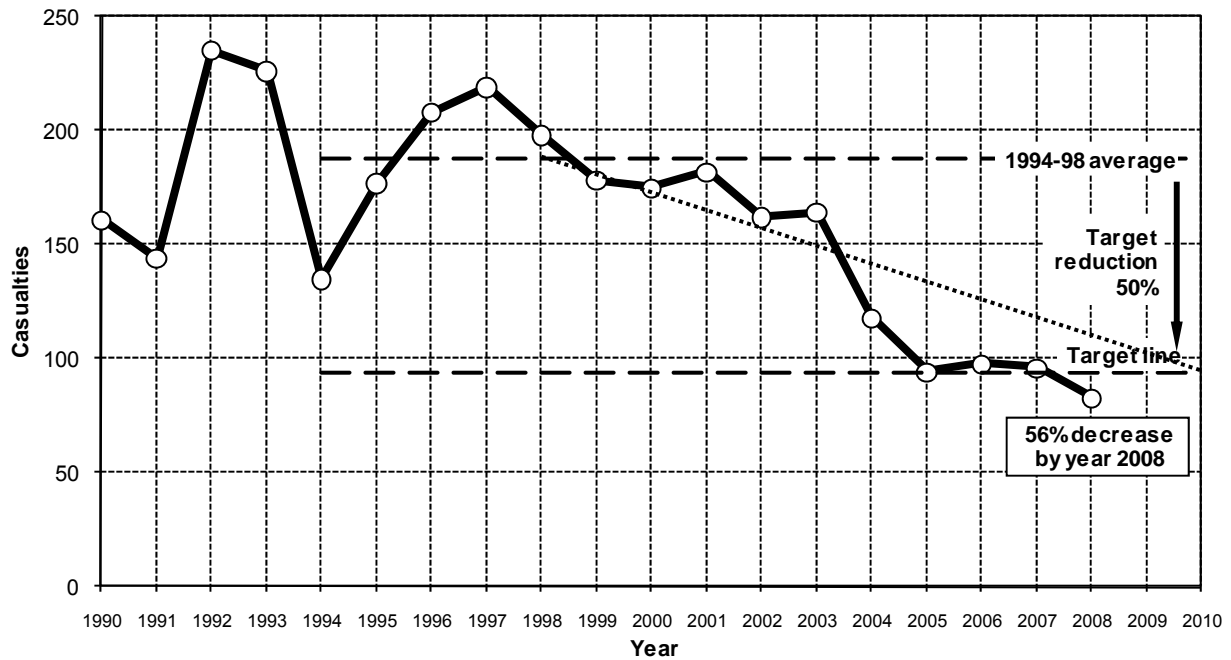


Fig. A27.2: L.B. of Redbridge - all slight casualties

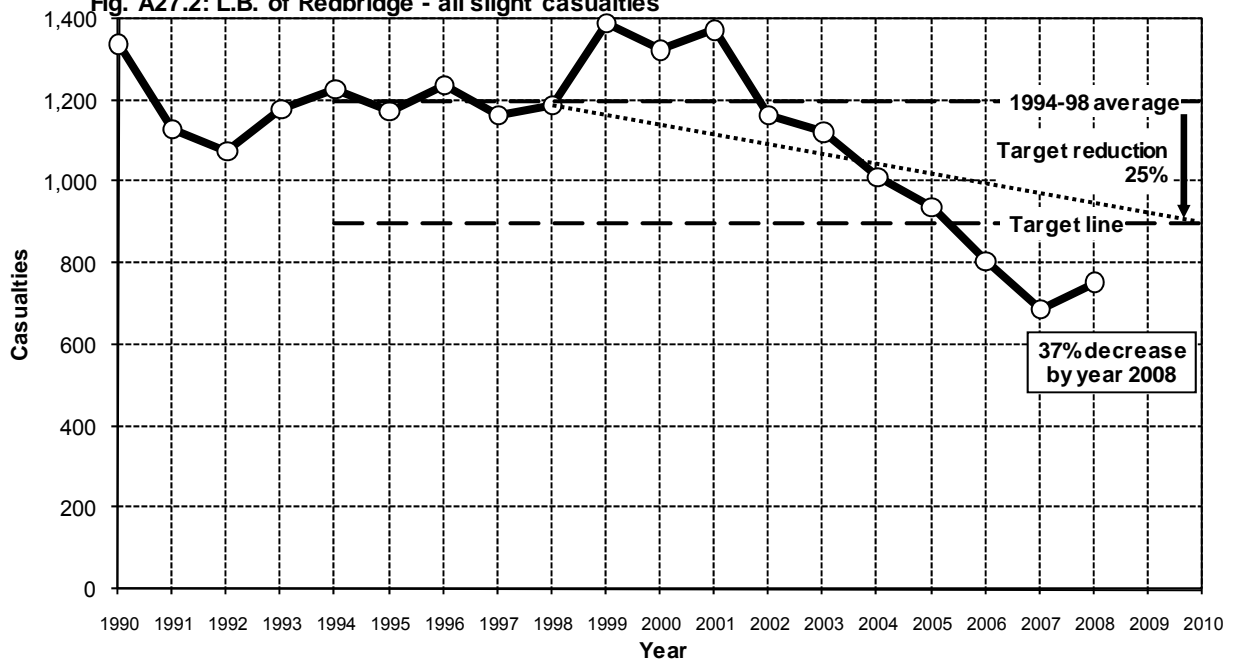


Table A27: Towards the year 2010: Monitoring casualties in L.B. of Redbridge
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	4.6	3	2	-33%	-57%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	1.0	3	3	0%	200%
	Car occupants	1.4	4	1	-75%	-29%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	0	0	0%	-100%
	Total	7.8	10	6	-40%	-23%
Fatal and serious	Pedestrians	48.2	30	34	13%	-29%
	Pedal cyclists	12.4	4	2	-50%	-84%
	Powered two-wheeler	14.4	19	16	-16%	11%
	Car occupants	101.8	39	27	-31%	-73%
	Bus or coach occupants	4.4	2	1	-50%	-77%
	Other vehicle occupants	6.2	2	3	50%	-52%
	Total	187.4	96	83	-14%	-56%
	Children (under 16yrs)	26.0	11	8	-27%	-69%
Slight*	Pedestrians	163.8	85	91	7%	-44%
	Pedal cyclists	74.0	22	32	45%	-57%
	Powered two-wheeler	91.4	48	48	0%	-47%
	Car occupants	773.0	488	530	9%	-31%
	Bus or coach occupants	48.2	23	27	17%	-44%
	Other vehicle occupants	49.0	23	26	13%	-47%
	Total	1,199.4	689	754	9%	-37%
All severities	Pedestrians	212.0	115	125	9%	-41%
	Pedal cyclists	86.4	26	34	31%	-61%
	Powered two-wheeler	105.8	67	64	-4%	-40%
	Car occupants	874.8	527	557	6%	-36%
	Bus or coach occupants	52.6	25	28	12%	-47%
	Other vehicle occupants	55.2	25	29	16%	-47%
	Total	1,386.8	785	837	7%	-40%

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

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

28. Richmond upon Thames

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

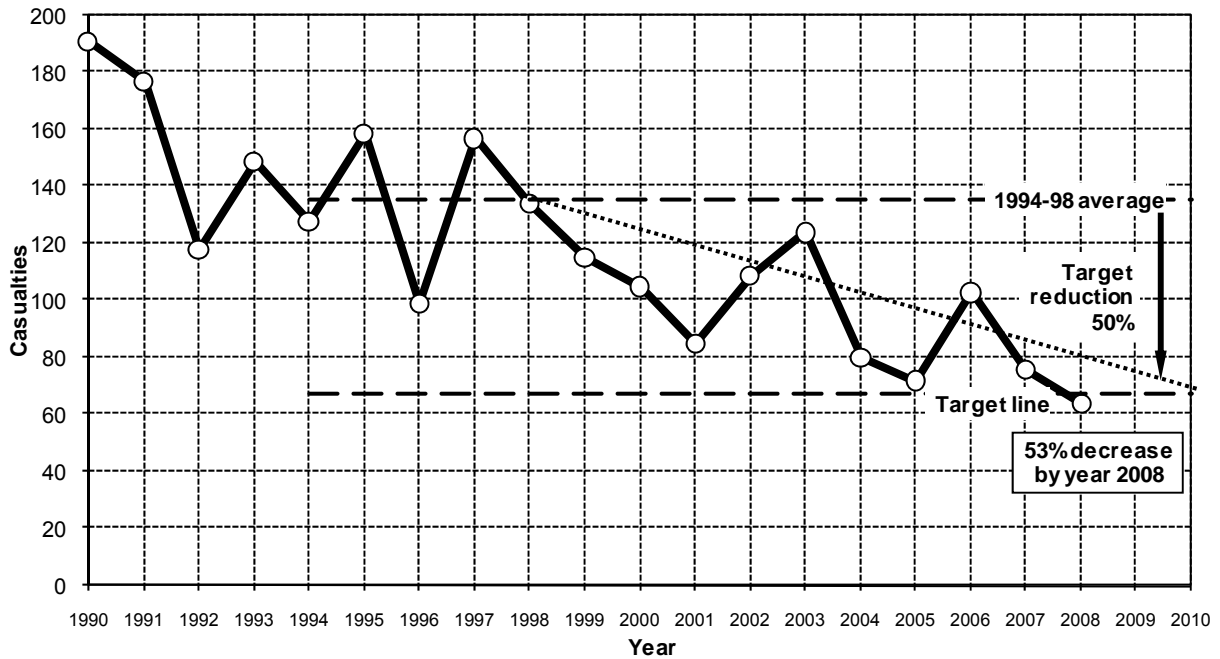


Fig. A28.2: L.B. of Richmond upon Thames - all slight casualties

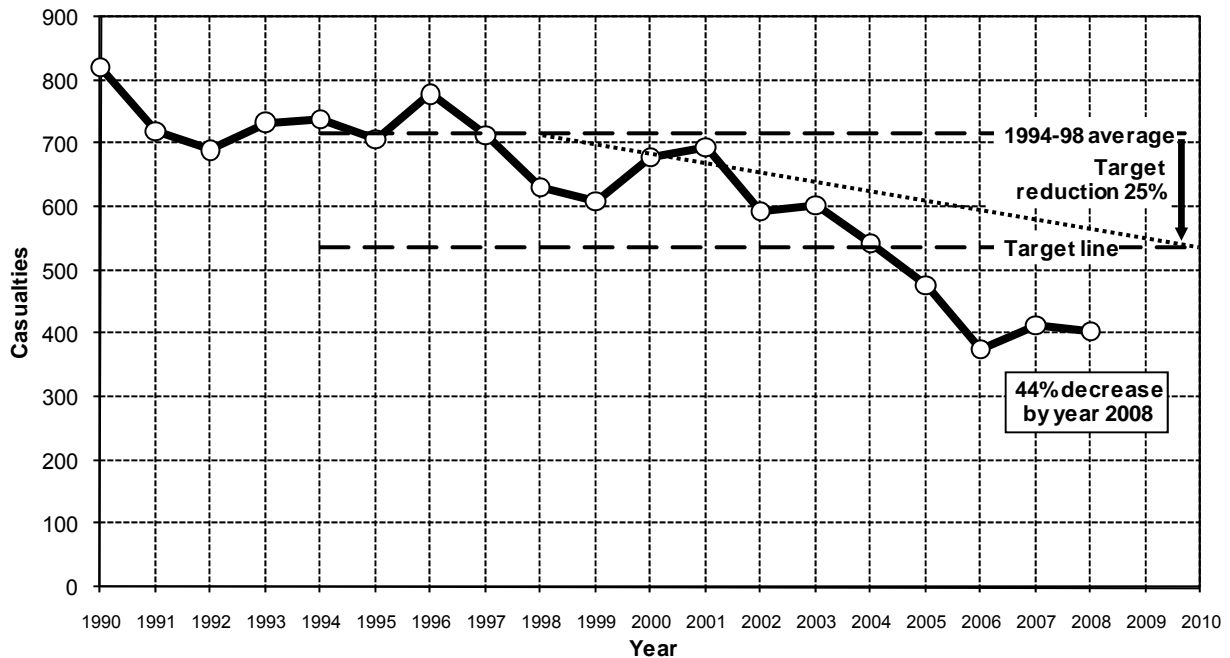


Table A28: Towards the year 2010: Monitoring casualties in L.B. of Richmond upon Thames
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	1.2	1	0	-100%	-100%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	0.4	0	0	0%	-100%
	Car occupants	1.0	1	1	0%	0%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	2.8	2	1	-50%	-64%
Fatal and serious	Pedestrians	32.2	24	17	-29%	-47%
	Pedal cyclists	21.4	15	12	-20%	-44%
	Powered two-wheeler	24.2	20	14	-30%	-42%
	Car occupants	48.0	13	14	8%	-71%
	Bus or coach occupants	4.6	3	7	133%	52%
	Other vehicle occupants	5.0	1	0	-100%	-100%
	Total	135.4	76	64	-16%	-53%
	Children (under 16yrs)	14.2	5	4	-20%	-72%
Slight*	Pedestrians	103.2	64	46	-28%	-55%
	Pedal cyclists	112.4	66	84	27%	-25%
	Powered two-wheeler	111.6	71	89	25%	-20%
	Car occupants	337.4	185	147	-21%	-56%
	Bus or coach occupants	32.4	16	25	56%	-23%
	Other vehicle occupants	18.4	11	12	9%	-35%
	Total	715.4	413	403	-2%	-44%
All severities	Pedestrians	135.4	88	63	-28%	-53%
	Pedal cyclists	133.8	81	96	19%	-28%
	Powered two-wheeler	135.8	91	103	13%	-24%
	Car occupants	385.4	198	161	-19%	-58%
	Bus or coach occupants	37.0	19	32	68%	-14%
	Other vehicle occupants	23.4	12	12	0%	-49%
	Total	850.8	489	467	-4%	-45%

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

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

29. Southwark

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

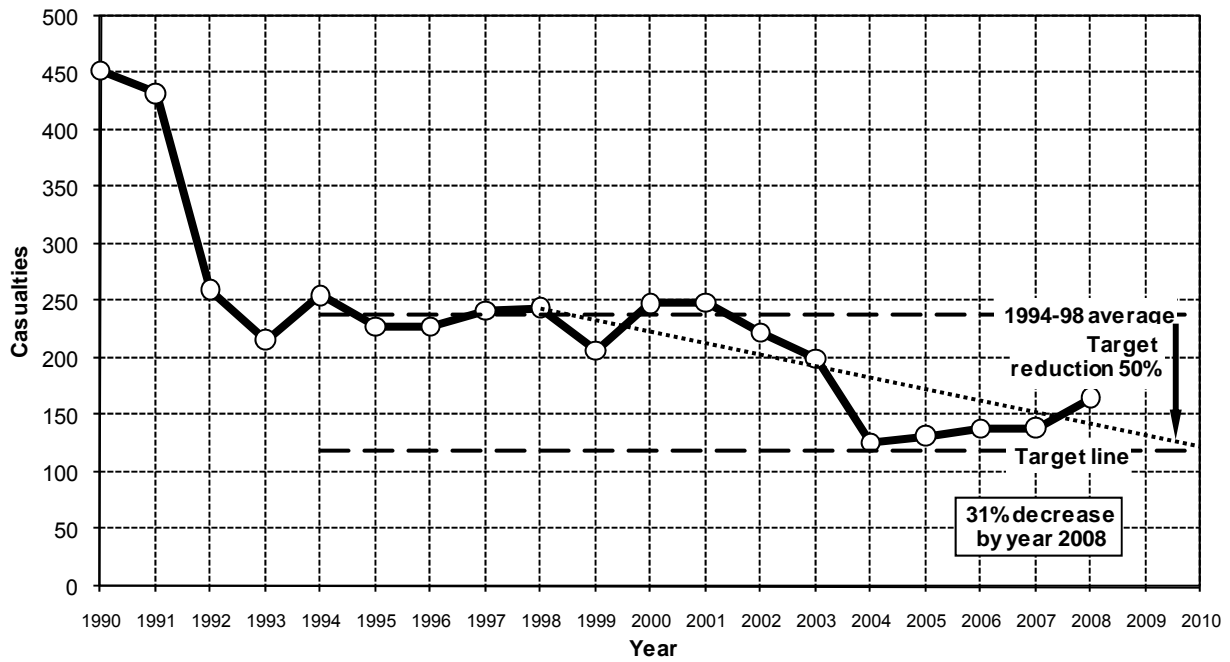


Fig. A29.2: L.B. of Southwark - all slight casualties

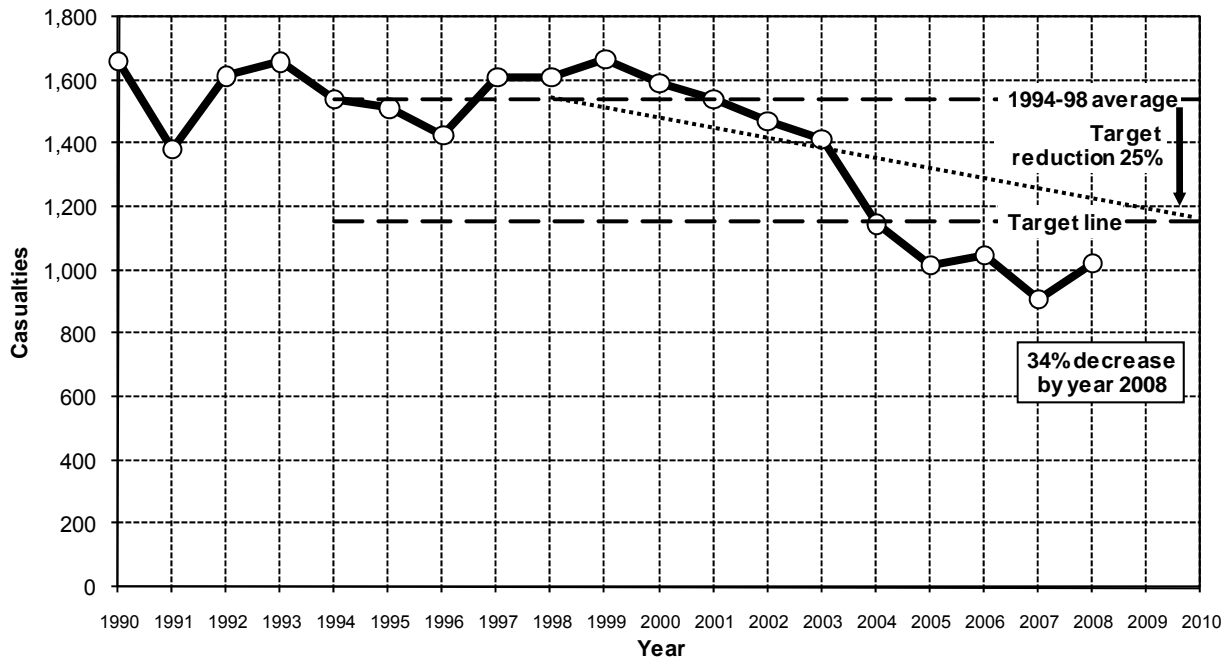


Table A29: Towards the year 2010: Monitoring casualties in L.B. of Southwark
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	4.4	2	4	100%	-9%
	Pedal cyclists	1.0	1	1	0%	0%
	Powered two-wheeler	1.0	0	3	∞	200%
	Car occupants	0.6	2	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	7.0	5	8	60%	14%
Fatal and serious	Pedestrians	79.8	55	54	-2%	-32%
	Pedal cyclists	24.6	22	31	41%	26%
	Powered two-wheeler	47.4	37	38	3%	-20%
	Car occupants	69.2	15	28	87%	-60%
	Bus or coach occupants	11.8	6	10	67%	-15%
	Other vehicle occupants	6.4	4	4	0%	-38%
	Total	239.2	139	165	19%	-31%
	Children (under 16yrs)	34.0	11	8	-27%	-76%
Slight*	Pedestrians	286.0	165	181	10%	-37%
	Pedal cyclists	189.2	191	205	7%	8%
	Powered two-wheeler	252.4	166	170	2%	-33%
	Car occupants	655.2	269	347	29%	-47%
	Bus or coach occupants	116.2	88	101	15%	-13%
	Other vehicle occupants	44.0	32	20	-38%	-55%
	Total	1,543.0	911	1,024	12%	-34%
All severities	Pedestrians	365.8	220	235	7%	-36%
	Pedal cyclists	213.8	213	236	11%	10%
	Powered two-wheeler	299.8	203	208	2%	-31%
	Car occupants	724.4	284	375	32%	-48%
	Bus or coach occupants	128.0	94	111	18%	-13%
	Other vehicle occupants	50.4	36	24	-33%	-52%
	Total	1,782.2	1,050	1,189	13%	-33%

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

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

30. Sutton

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

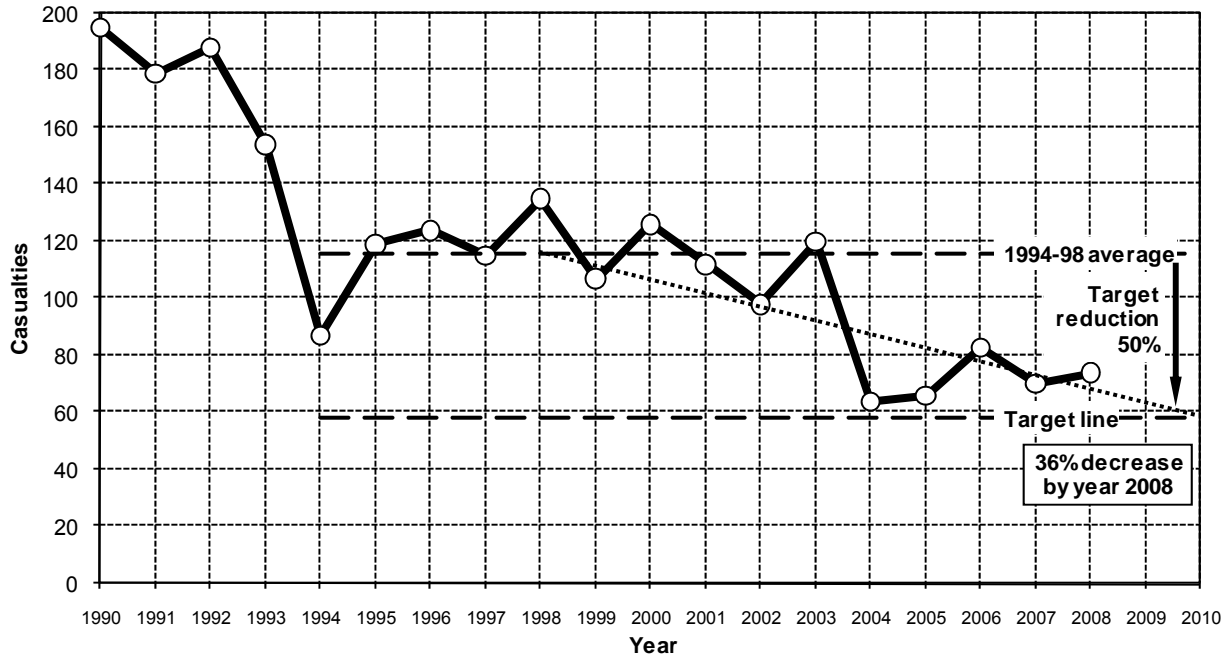


Fig. A30.2: L.B. of Sutton - all slight casualties

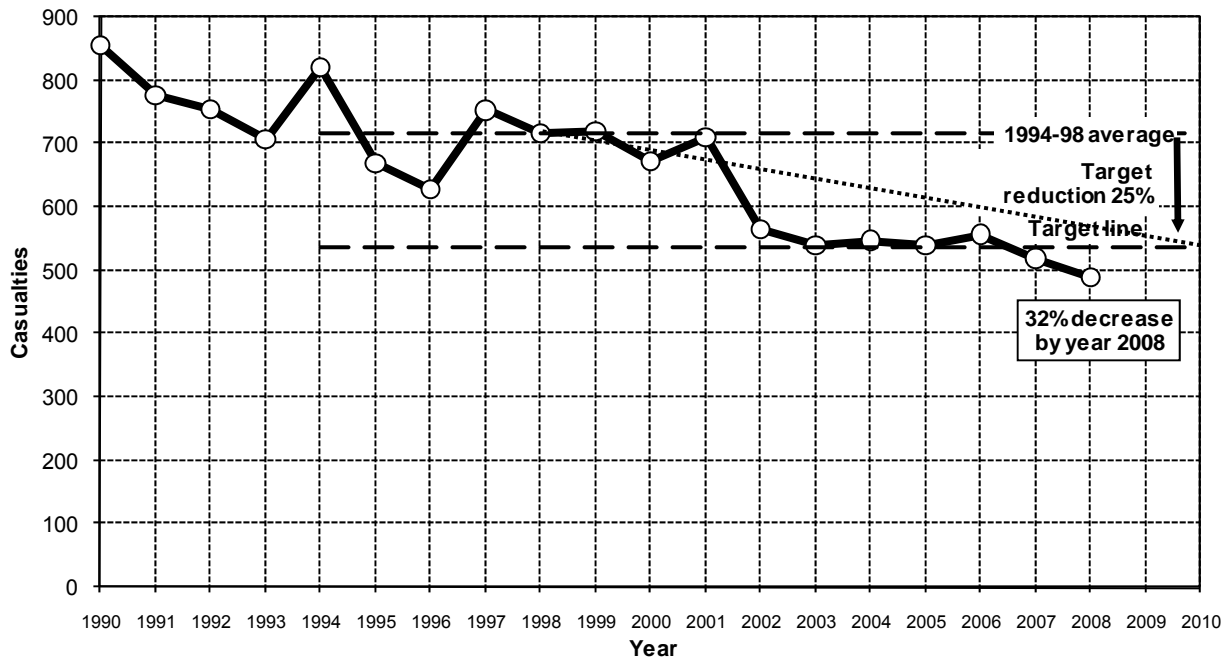


Table A30: Towards the year 2010: Monitoring casualties in L.B. of Sutton
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	4.2	1	1	0%	-76%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	0.4	1	1	0%	150%
	Car occupants	1.8	0	0	0%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	6.4	2	2	0%	-69%
Fatal and serious	Pedestrians	30.0	25	15	-40%	-50%
	Pedal cyclists	10.0	5	6	20%	-40%
	Powered two-wheeler	16.0	11	21	91%	31%
	Car occupants	52.8	26	28	8%	-47%
	Bus or coach occupants	4.0	2	3	50%	-25%
	Other vehicle occupants	3.2	1	1	0%	-69%
	Total	116.0	70	74	6%	-36%
	Children (under 16yrs)	21.6	10	7	-30%	-68%
Slight*	Pedestrians	101.8	58	69	19%	-32%
	Pedal cyclists	62.0	34	32	-6%	-48%
	Powered two-wheeler	77.8	66	74	12%	-5%
	Car occupants	430.4	328	273	-17%	-37%
	Bus or coach occupants	26.4	23	29	26%	10%
	Other vehicle occupants	19.2	10	13	30%	-32%
	Total	717.6	519	490	-6%	-32%
All severities	Pedestrians	131.8	83	84	1%	-36%
	Pedal cyclists	72.0	39	38	-3%	-47%
	Powered two-wheeler	93.8	77	95	23%	1%
	Car occupants	483.2	354	301	-15%	-38%
	Bus or coach occupants	30.4	25	32	28%	5%
	Other vehicle occupants	22.4	11	14	27%	-38%
	Total	833.6	589	564	-4%	-32%

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

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

31. Tower Hamlets

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

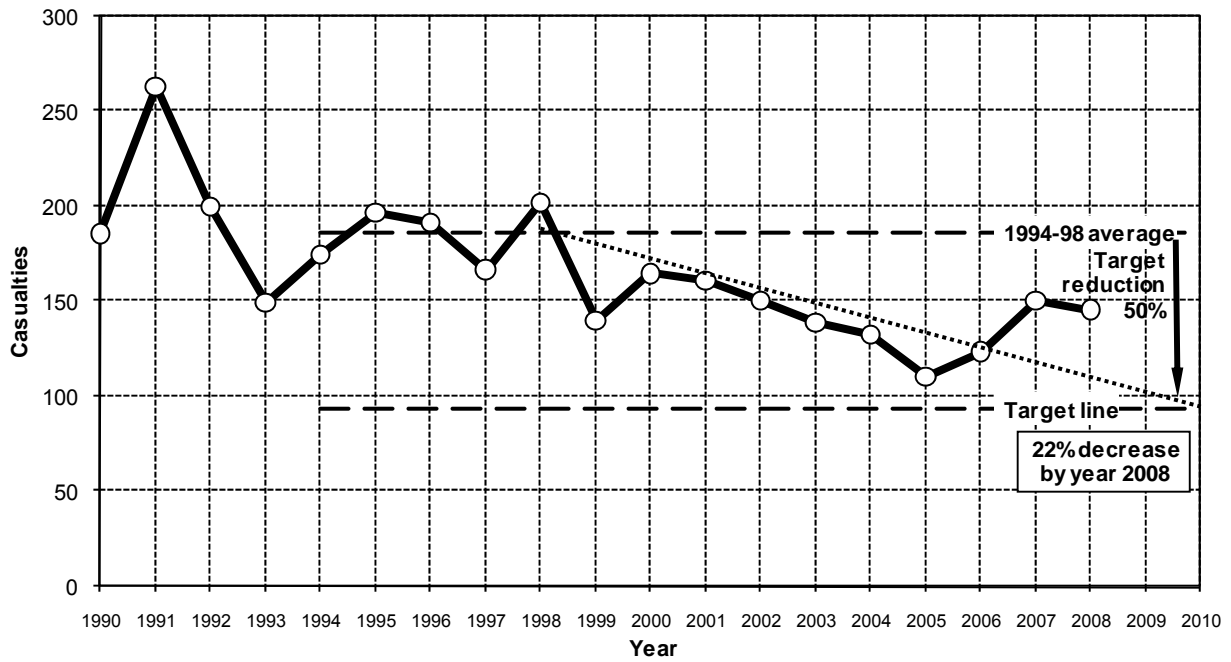


Fig. A31.2: L.B. of Tower Hamlets - all slight casualties

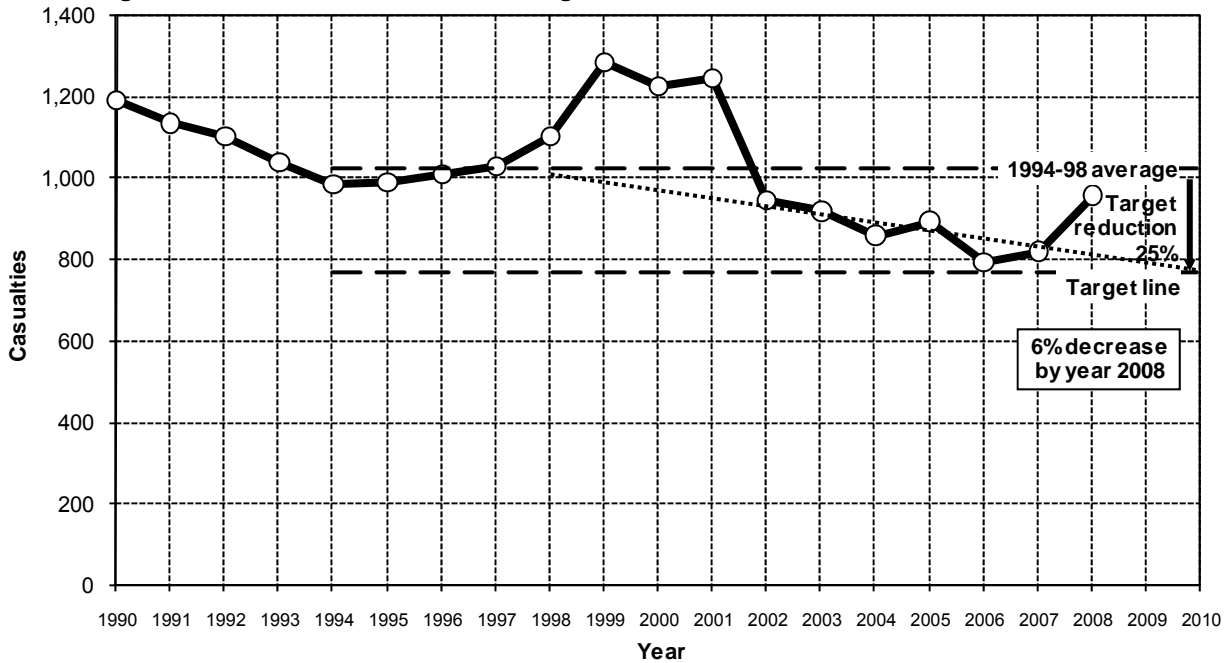


Table A31: Towards the year 2010: Monitoring casualties in L.B. of Tower Hamlets
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	4.2	1	5	400%	19%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	1.0	2	1	-50%	0%
	Car occupants	1.8	3	2	-33%	11%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	7.2	6	8	33%	11%
Fatal and serious	Pedestrians	72.6	37	55	49%	-24%
	Pedal cyclists	14.4	21	22	5%	53%
	Powered two-wheeler	37.8	52	36	-31%	-5%
	Car occupants	51.4	39	26	-33%	-49%
	Bus or coach occupants	4.4	1	4	300%	-9%
	Other vehicle occupants	6.0	1	3	200%	-50%
	Total	186.6	151	146	-3%	-22%
	Children (under 16yrs)	27.4	7	12	71%	-56%
Slight*	Pedestrians	211.4	118	139	18%	-34%
	Pedal cyclists	112.0	103	115	12%	3%
	Powered two-wheeler	199.2	165	153	-7%	-23%
	Car occupants	413.2	369	450	22%	9%
	Bus or coach occupants	39.2	34	47	38%	20%
	Other vehicle occupants	47.6	29	53	83%	11%
	Total	1,022.6	818	957	17%	-6%
All severities	Pedestrians	284.0	155	194	25%	-32%
	Pedal cyclists	126.4	124	137	10%	8%
	Powered two-wheeler	237.0	217	189	-13%	-20%
	Car occupants	464.6	408	476	17%	2%
	Bus or coach occupants	43.6	35	51	46%	17%
	Other vehicle occupants	53.6	30	56	87%	4%
	Total	1,209.2	969	1,103	14%	-9%

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

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

32. Waltham Forest

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

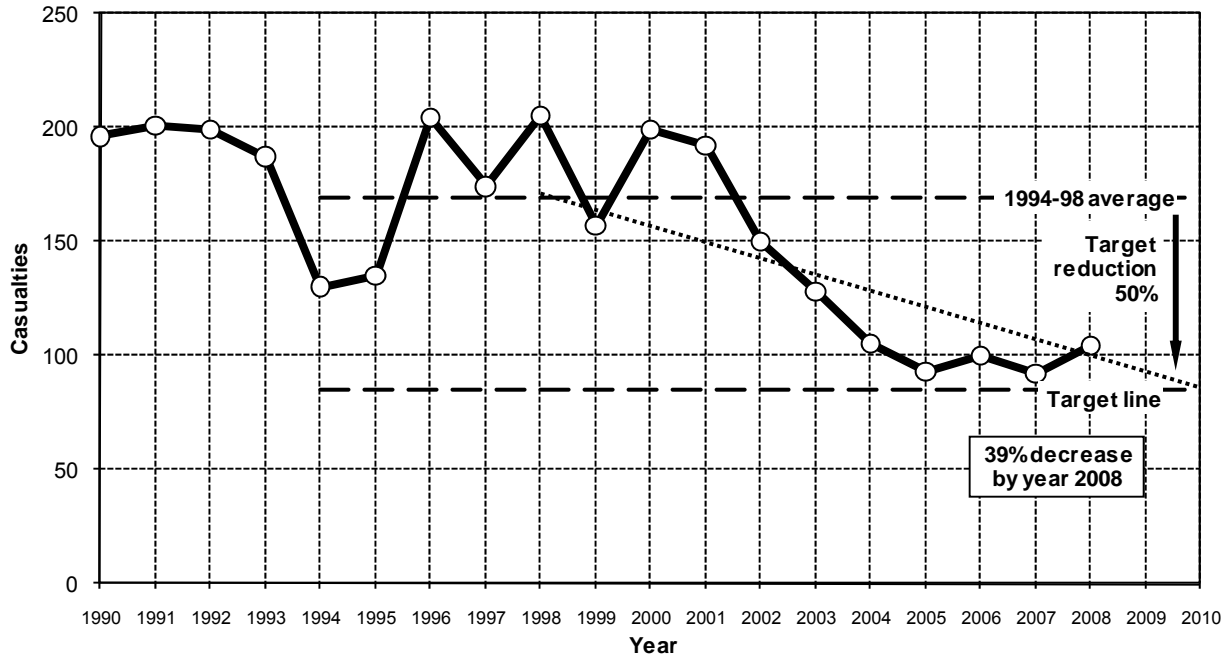


Fig. A32.2: L.B. of Waltham Forest - all slight casualties

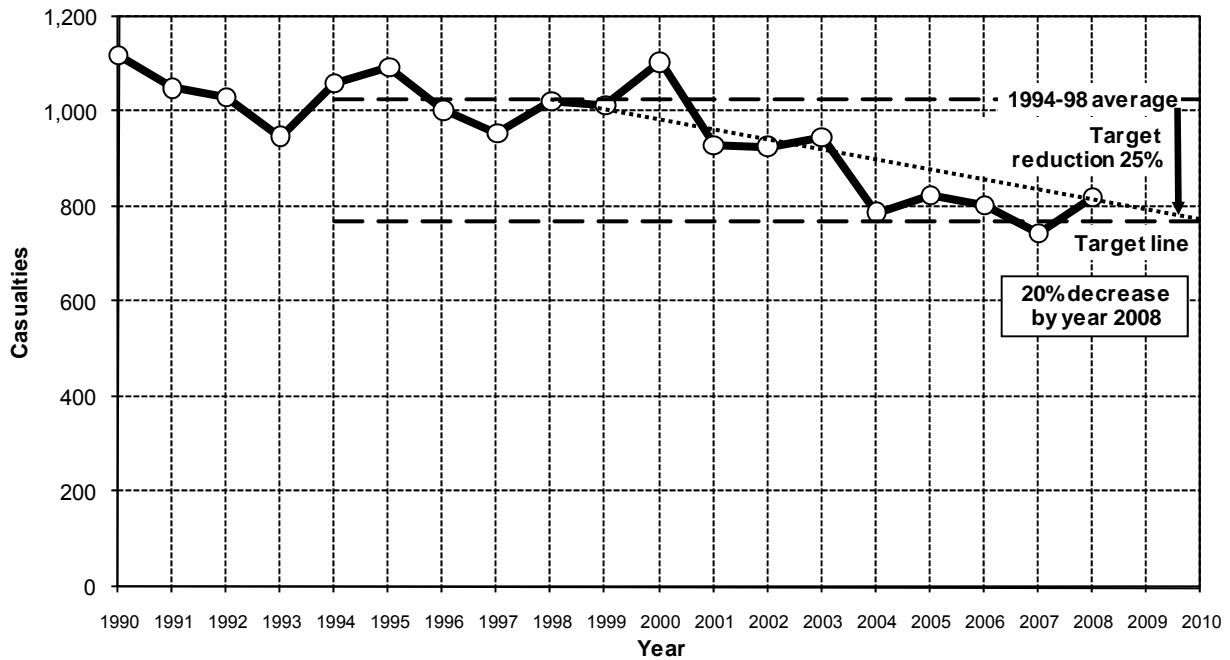


Table A32: Towards the year 2010: Monitoring casualties in L.B. of Waltham Forest
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	3.0	0	2	∞	-33%
	Pedal cyclists	0.4	1	0	-100%	-100%
	Powered two-wheeler	0.6	1	1	0%	67%
	Car occupants	1.4	1	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	5.4	3	3	0%	-44%
Fatal and serious	Pedestrians	60.4	31	41	32%	-32%
	Pedal cyclists	12.0	6	13	117%	8%
	Powered two-wheeler	19.4	17	11	-35%	-43%
	Car occupants	66.6	32	33	3%	-50%
	Bus or coach occupants	5.8	1	4	300%	-31%
	Other vehicle occupants	5.4	5	2	-60%	-63%
	Total	169.6	92	104	13%	-39%
	Children (under 16yrs)	30.0	15	17	13%	-43%
Slight*	Pedestrians	205.4	111	119	7%	-42%
	Pedal cyclists	88.0	60	52	-13%	-41%
	Powered two-wheeler	118.6	73	61	-16%	-49%
	Car occupants	528.8	458	536	17%	1%
	Bus or coach occupants	45.4	28	30	7%	-34%
	Other vehicle occupants	42.2	17	25	47%	-41%
	Total	1,028.4	747	823	10%	-20%
All severities	Pedestrians	265.8	142	160	13%	-40%
	Pedal cyclists	100.0	66	65	-2%	-35%
	Powered two-wheeler	138.0	90	72	-20%	-48%
	Car occupants	595.4	490	569	16%	-4%
	Bus or coach occupants	51.2	29	34	17%	-34%
	Other vehicle occupants	47.6	22	27	23%	-43%
	Total	1,198.0	839	927	10%	-23%

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

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

33. Wandsworth

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

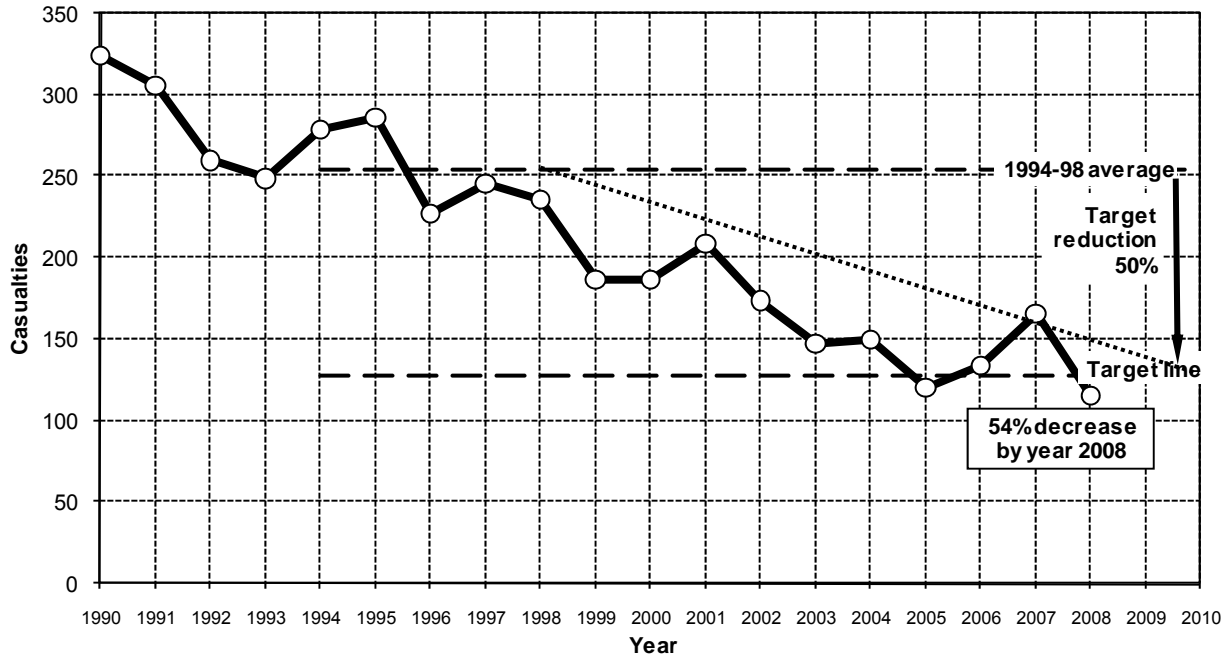


Fig. A33.2: L.B. of Wandsworth - all slight casualties

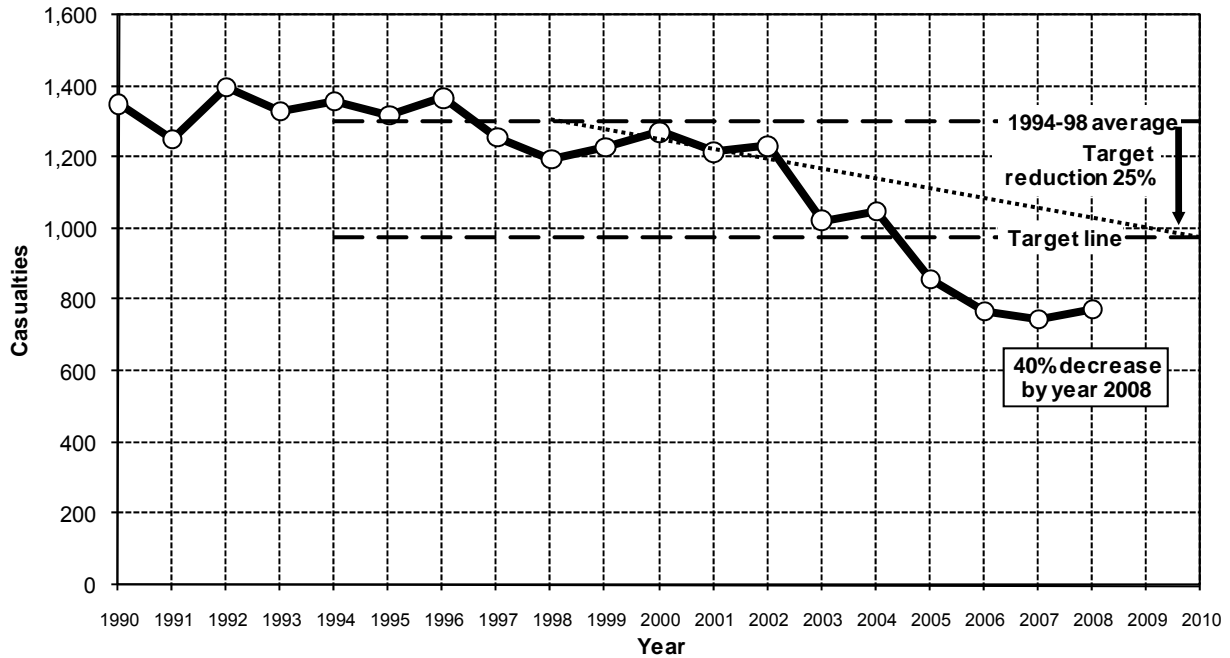


Table A33: Towards the year 2010: Monitoring casualties in L.B. of Wandsworth
Casualties in the year 2008 compared with the 1994-98 average and 2007

Casualty severity	User group	Casualty numbers			Percentage change in 2008 over	
		1994-1998 average	2007	2008	2007	1994-1998 average
Fatal	Pedestrians	4.2	1	2	100%	-52%
	Pedal cyclists	1.0	0	2	∞	100%
	Powered two-wheeler	1.8	1	2	100%	11%
	Car occupants	0.2	0	0	0%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	7.2	2	6	200%	-17%
Fatal and serious	Pedestrians	78.2	54	40	-26%	-49%
	Pedal cyclists	32.8	38	24	-37%	-27%
	Powered two-wheeler	53.4	47	27	-43%	-49%
	Car occupants	74.6	18	20	11%	-73%
	Bus or coach occupants	7.4	3	3	0%	-59%
	Other vehicle occupants	8.4	6	2	-67%	-76%
	Total	254.8	166	116	-30%	-54%
	Children (under 16yrs)	28.8	17	9	-47%	-69%
Slight*	Pedestrians	227.6	136	136	0%	-40%
	Pedal cyclists	204.0	129	142	10%	-30%
	Powered two-wheeler	263.0	189	197	4%	-25%
	Car occupants	498.6	224	238	6%	-52%
	Bus or coach occupants	66.4	35	33	-6%	-50%
	Other vehicle occupants	42.0	36	29	-19%	-31%
	Total	1,301.6	749	775	3%	-40%
All severities	Pedestrians	305.8	190	176	-7%	-42%
	Pedal cyclists	236.8	167	166	-1%	-30%
	Powered two-wheeler	316.4	236	224	-5%	-29%
	Car occupants	573.2	242	258	7%	-55%
	Bus or coach occupants	73.8	38	36	-5%	-51%
	Other vehicle occupants	50.4	42	31	-26%	-38%
	Total	1,556.4	915	891	-3%	-43%

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

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

Appendix B

Vehicles licensed in Greater London

	Type	Page
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Fig. B2	Cars	124
Fig. B3	All vehicles	125

Vehicles licensed in Greater London

Fig. B1: Motorcycles, scooters and mopeds licensed in Greater London (1990-2008)

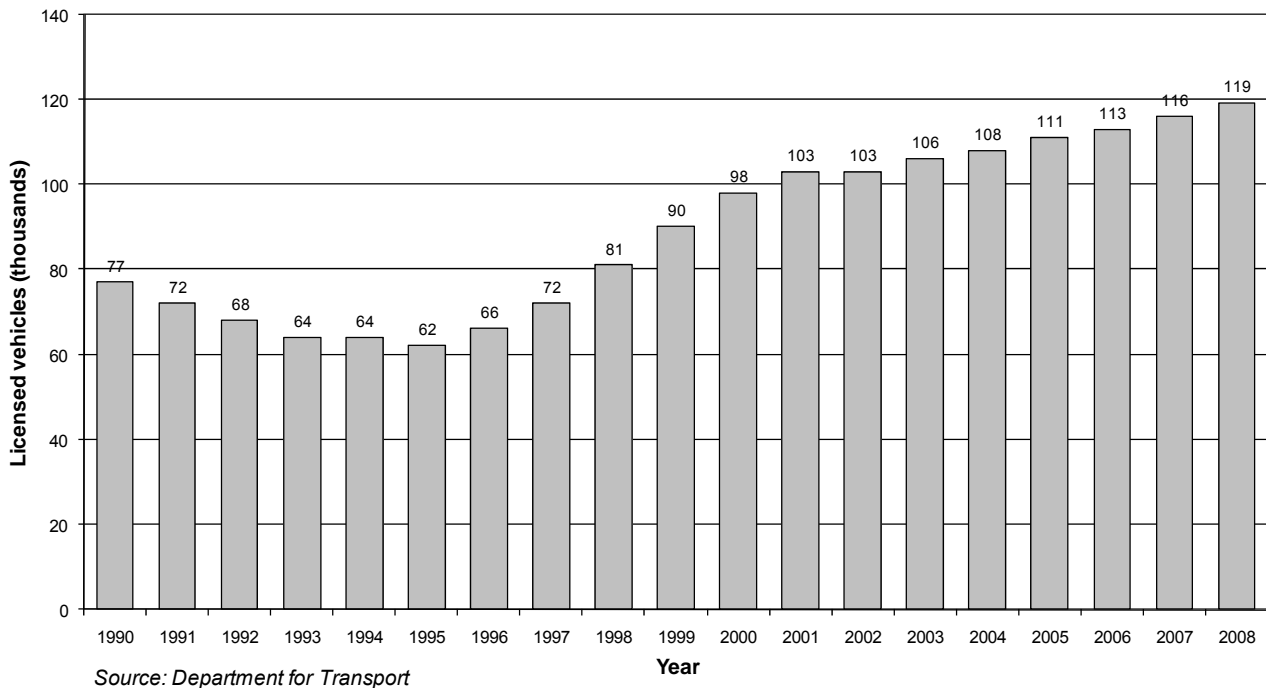


Fig. B2: Cars licensed in Greater London (1990-2008)

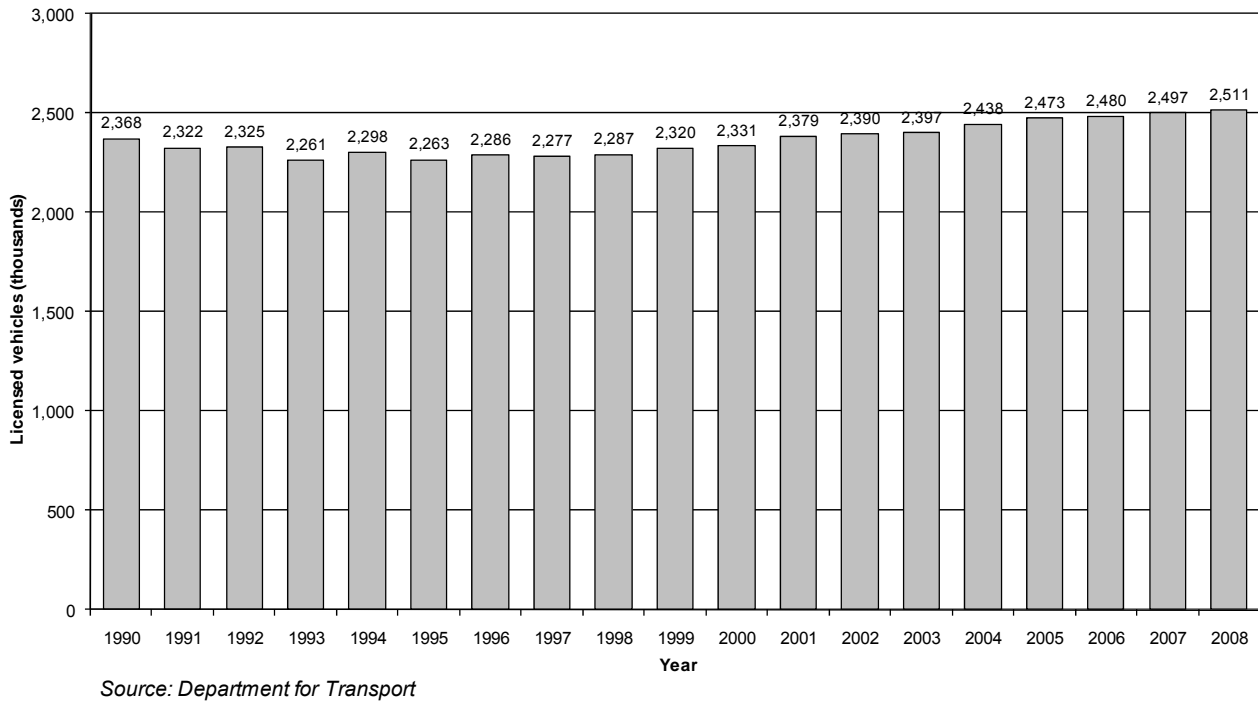
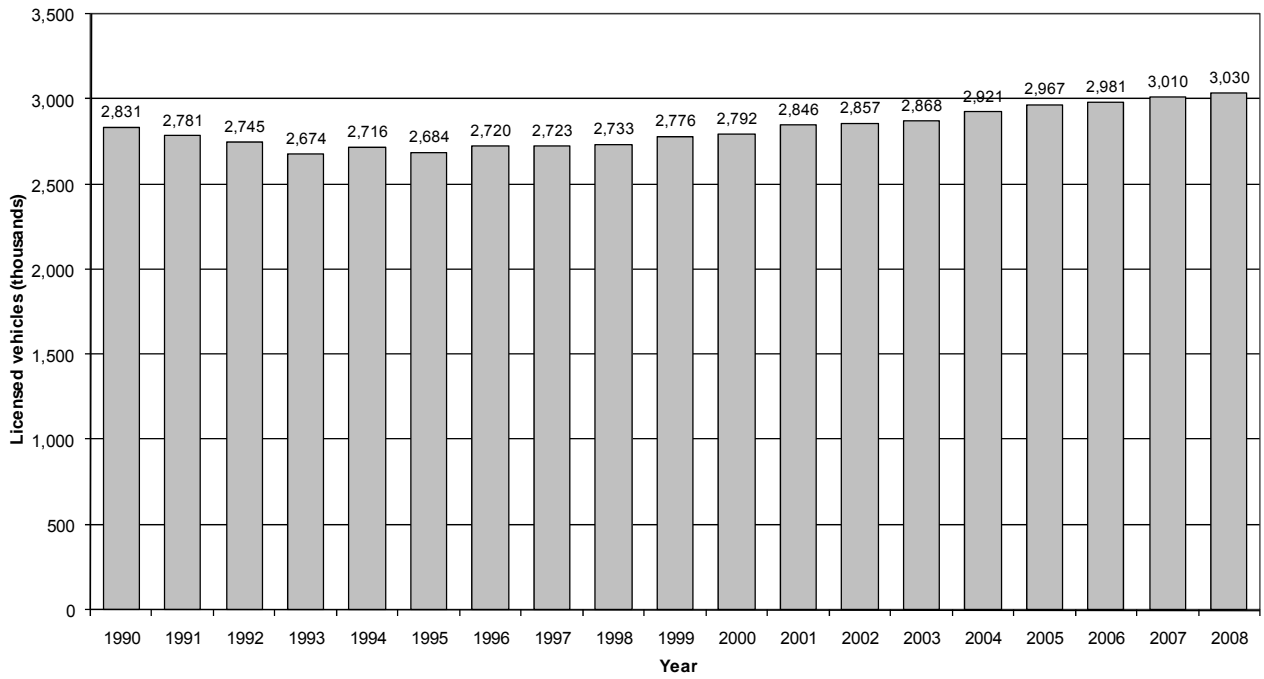


Fig. B3: All vehicles licensed in Greater London (1990-2008)



Source: Department for Transport

Appendix C

Radial traffic movements in London

	Type	Page
Fig. C1	All motor vehicles	129
Fig. C2	Pedal cycles	129
Fig. C3	Motorcycles	130
Fig. C4	Cars	130
Fig. C5	Bus and coach	131
Fig. C6	Goods vehicles	131

Radial traffic movements in London

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

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

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

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

only the central and inner cordons were monitored in year 2008.

Cordon locations are shown in Map C1.

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

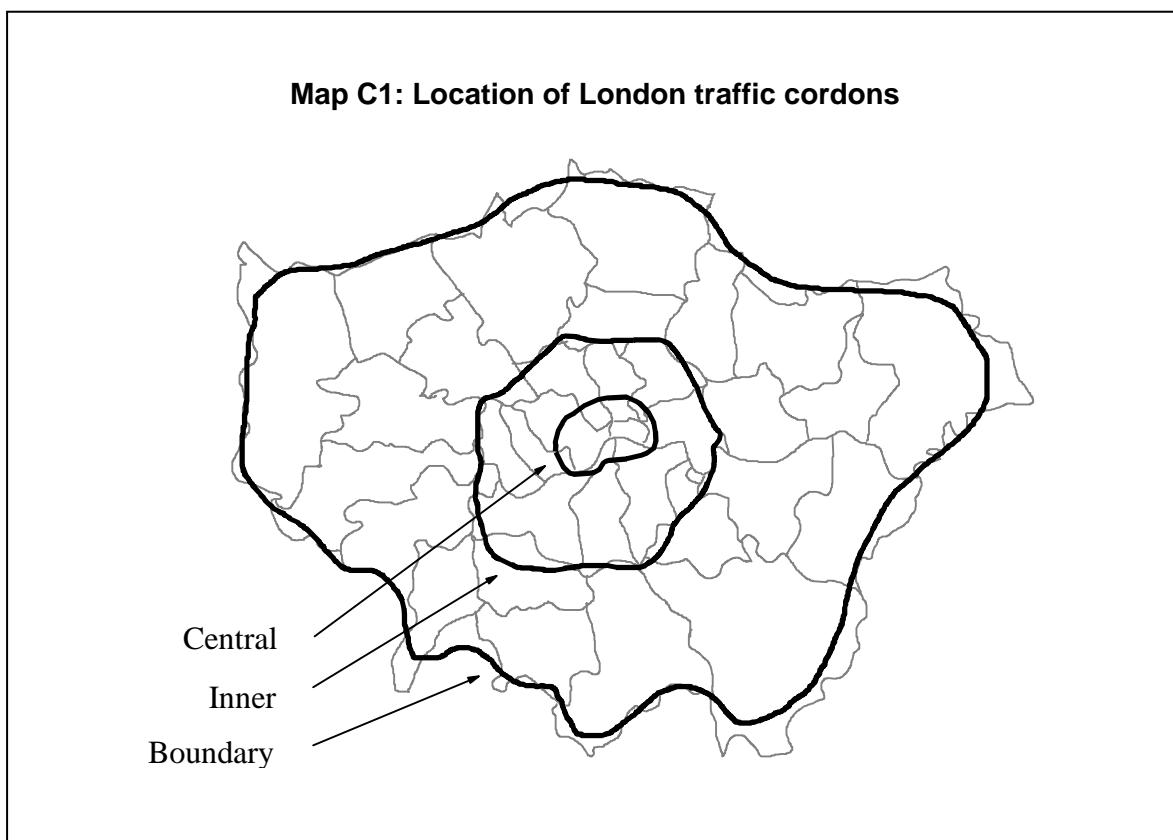


Fig. C1: Radial 24 hour all motor vehicle movements in London, both directions combined, 1989-2008

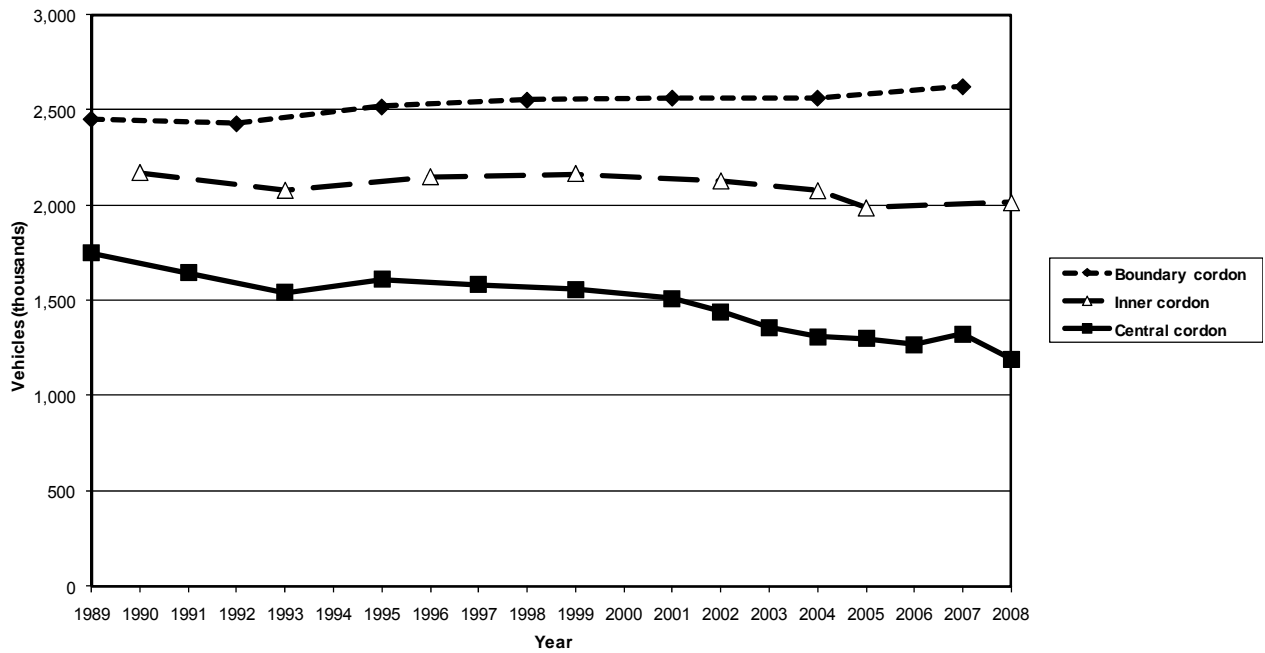


Fig. C2: Radial 24 hour pedal cycle movements in London, both directions combined, 1989-2008

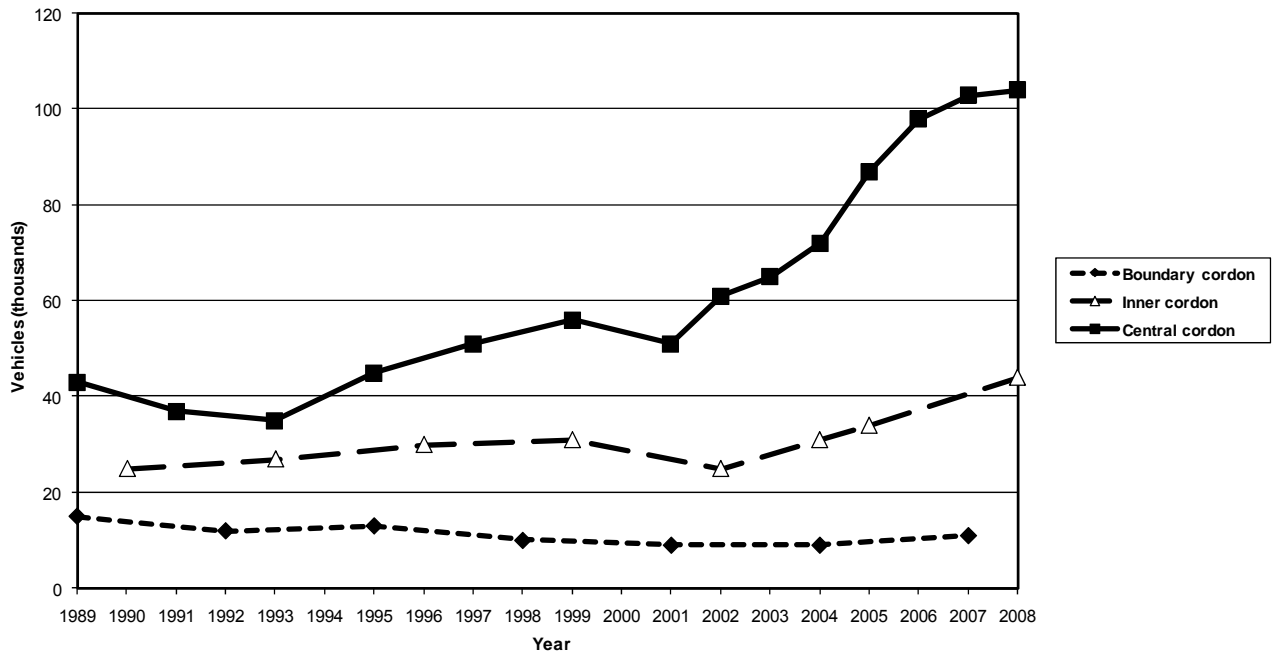


Fig. C3: Radial 24 hour motorcycle movements in London, both directions combined, 1989-2008

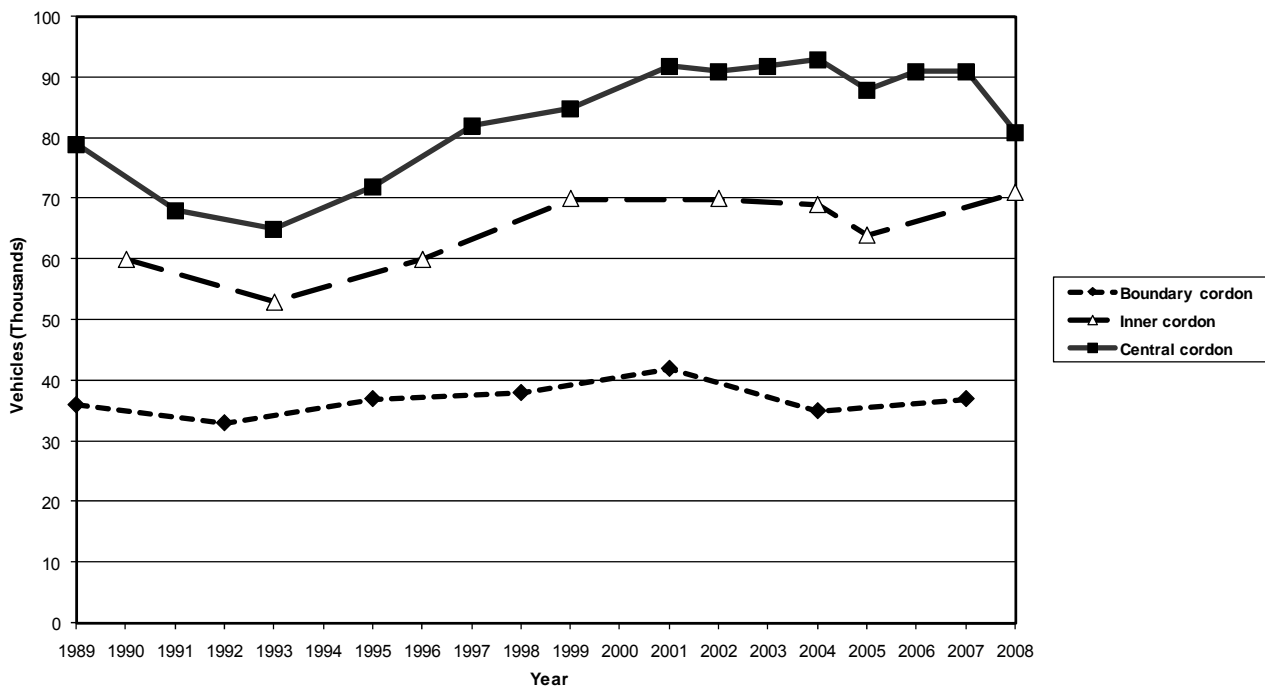


Fig. C4: Radial 24 hour car movements in London, both directions combined, 1989-2008

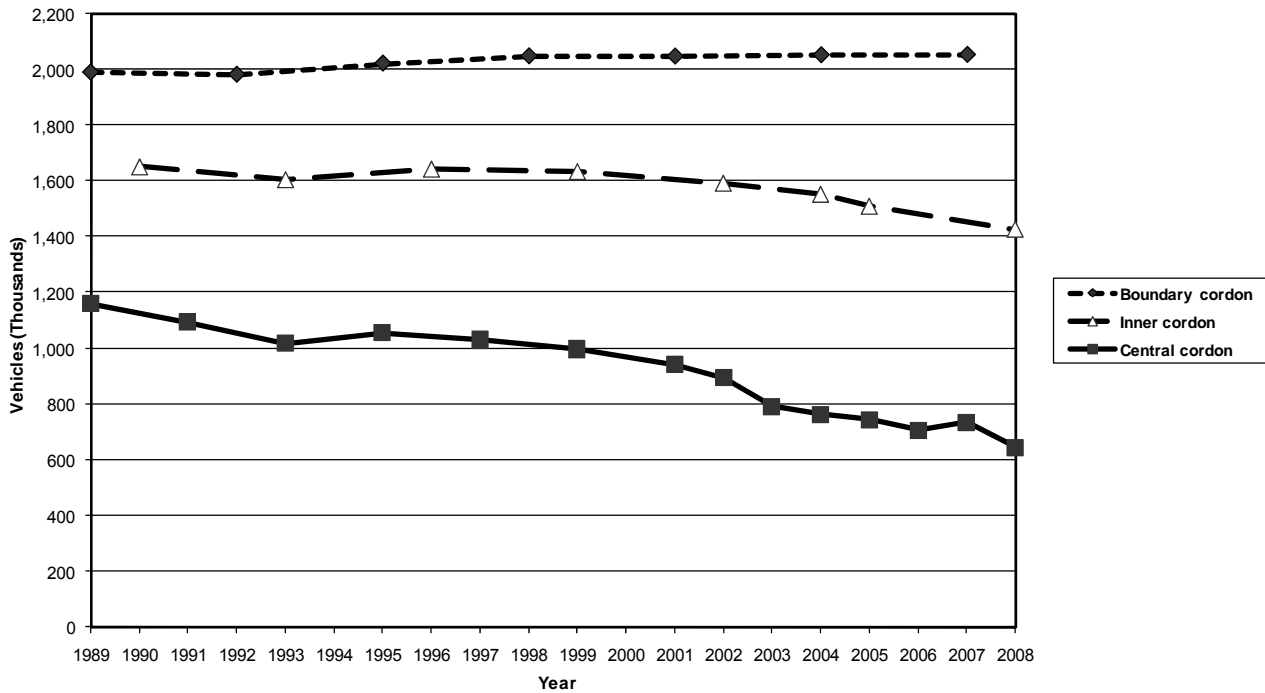


Fig. C5: Radial 24 hour bus & coach movements in London, both directions combined, 1989-2008

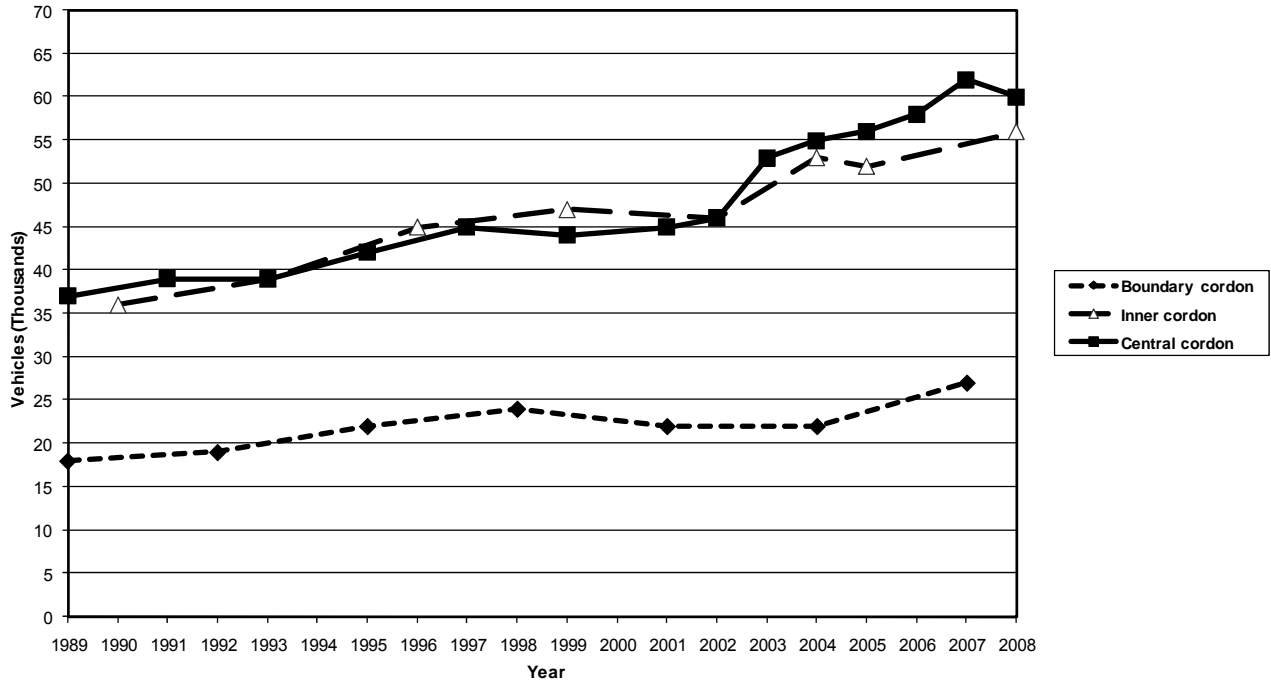


Fig. C6: Radial 24 hour goods vehicle movements in London, both directions combined, 1989-2008

