

Towards the year 2010: monitoring casualties in Greater London

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Research, Data and Analysis

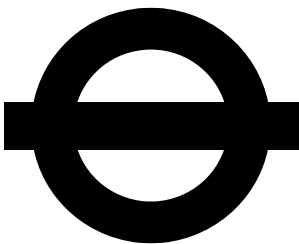
Better Routes and Places – Modal Policy

Transport for London

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Road Safety in London

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ii TfL Surface Transport

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Summary

1 This report presents an analysis of progress towards the current road casualty reduction targets in London, using data up to the end of the year 2009.

2 In March 2000, the previous Government published a national road safety strategy and casualty reduction targets for 2010 in *Tomorrow's roads: safer for everyone*. The casualty reduction targets to be achieved by the end of 2010, compared with the average for 1994-98, 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 first *Mayor's Transport Strategy* in July 2001 was to develop a London-wide Road Safety Plan. After widespread consultation, *London's Road Safety Plan* was published in November 2001.

4 The *Mayor's Transport Strategy* (2001) promoted an increase in walking and cycling, and also recognised the increase in the use of powered two-wheelers. As well as endorsing the national targets, *London's Road Safety Plan* recognised the particular circumstances in London for vulnerable road users. Thus, the 40% reduction for KSI casualties in London was applied to:

- pedestrians
- pedal cyclists
- powered two-wheeler users

to ensure that attention is focussed on these groups.

5 These targets had largely been achieved in London by 2005, apart from those for powered two-wheelers. The previous Mayor therefore announced new, more challenging targets in March 2006 to be achieved by the end of 2010 compared with the average for 1994-98 following consultation with stakeholders:

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

6 It must be noted that the previous Government's slight target 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 current Government is expected to set out the future direction for road safety later this year. The Mayor, through TfL, and working with the London boroughs, police, Highways Agency, road safety partnerships and other stakeholders, will aim to deliver on new

national aspirations for road safety, as well as reflecting the particular needs of London, as set out in the Mayor's Transport Strategy (2009).

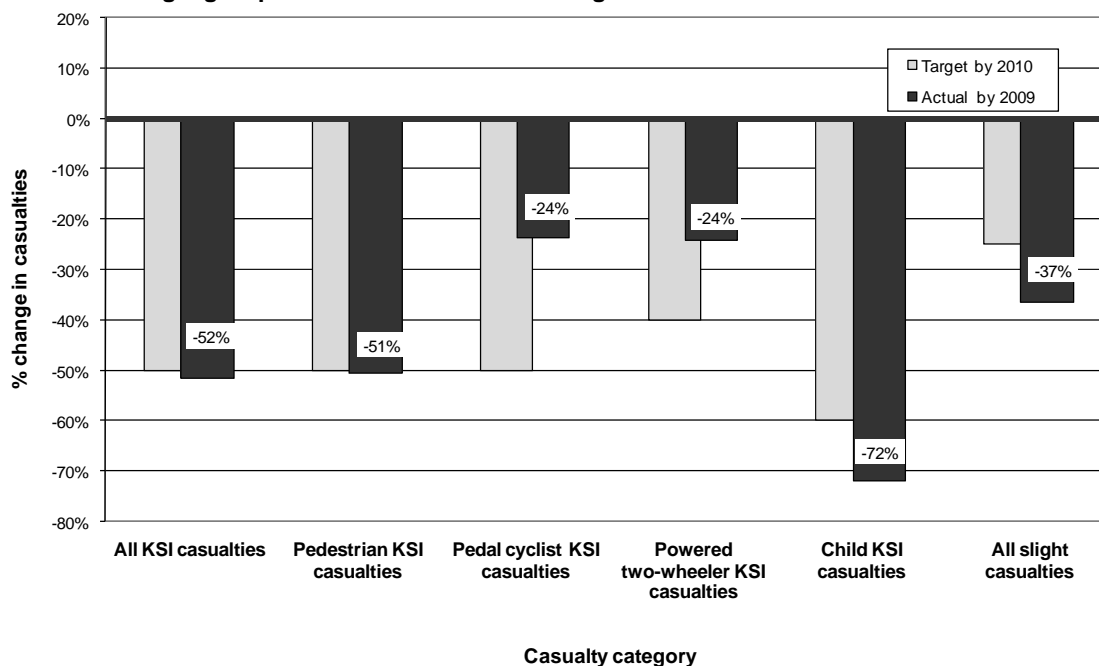
8 This report presents monitoring charts and tables for the current casualty target groups and some additional important casualty categories; for London as a whole; and for individual London boroughs.

9 Table A presents a summary of the changes in casualties in the target categories by the end of the year 2009 compared with both the 1994-98 average and 2008, together with the target reduction to be achieved by the year 2010. Figure A summarises the percentage changes achieved by 2009 in the form of a chart.

Table A: Summary of changes in casualties for London target categories by year 2009

Category	Target change by 2010 (%)	Casualties			% change by 2009 compared with	
		1994-98 average	2008	2009	2008	1994-98 average
Killed or seriously injured casualties						
Total	-50%	6,684.4	3,526	3,227	-8%	-52%
Pedestrians	-50%	2,136.6	1,208	1,055	-13%	-51%
Pedal cyclists	-50%	566.8	445	433	-3%	-24%
Powered two-wheelers	-40%	932.8	738	706	-4%	-24%
Children	-60%	935.4	310	263	-15%	-72%
Slight casualties						
Total	-25%	38,996.8	24,627	24,752	1%	-37%

Figure A: Summary of percentage change in casualties on all roads in Greater London for target groups between the 1994-98 average and 2009



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

- all KSI casualties were 52% below the 1994-98 average following a decrease of 8% in 2009, and had now exceeded the revised target of 50% one year early.
- child KSI casualties were 72% below the 1994-98 average following a decrease of 15% in 2009 (original and revised targets met). slight casualties were 37% below the 1994-98 average following an increase of 1% in 2009 (original and revised targets still met).

11 Considering the additional casualty reduction target categories for London:

- pedestrian KSI casualties were 51% below the 1994-98 average after a decrease of 13% in 2009 and had now exceeded the revised target of 50% one year early.
- pedal cyclist KSI casualties were 24% below the 1994-98 average following a 3% decrease in 2009. This trend shows that we may not reach the 50% reduction target for cyclist KSIs by 2010 although this needs to be set against the considerable growth cycling in London in recent years.
- powered two-wheeler user KSI casualties were 24% below the 1994-98 average, (only the sixth year that they have been below the 1994-98 average since the current targets were set) after a decrease of 4% in 2009. 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.

12 In addition, it is important to note that by the end of 2009:

- The number of fatalities was 26% below the 1994-98 average as a result of a 10% decrease in 2008. It should be recognised 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 2009 means that they are below 200 for the first time and at their lowest level since recent records began in the mid-1970s.
- Car occupant KSI casualties were 68% below the 1994-98 average following a decrease of 7% in 2009 compared with 2008.
- In terms of overall casualties, following a 1% decrease in 2009, they were 39% below the 1994-98 average.

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

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

14 To 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).

15 Records from the national police Stats 19 data were matched with a sample of hospital Accident and Emergency department data representing different areas of London. The study concluded that the best estimate of the reporting rate in London at 70% is considerably higher

than that in previous similar studies of free-standing towns (generally between 50 and 60%). If the best estimate of the reporting rate (70%) is applied to the number of casualties reported to the police during 2009 (27,979), it can be estimated that there may have been about 40,000 people injured on the roads in London in 2009. 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 current road casualty reduction targets in London, using data up to the end of the year 2009. It is the tenth report in an annual series.

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

1.7 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 existing 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 at a local level, 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 2009 (27,979), it can be estimated that there may have been about 40,000 people injured on the roads in London.

Casualty monitoring charts

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

- An upper horizontal line showing the average number of casualties between 1994 and 1998, i.e. the base period against which the new target reductions are measured;
- A lower horizontal line showing the target casualty level to be achieved by the year 2010, for the national or London target as appropriate.
- The number of casualties for each year from 1990 to 2009. 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. 2009 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 2008
- casualty numbers in 2009
- percentage change in year 2009 compared with 2008
- percentage change in the year 2009 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

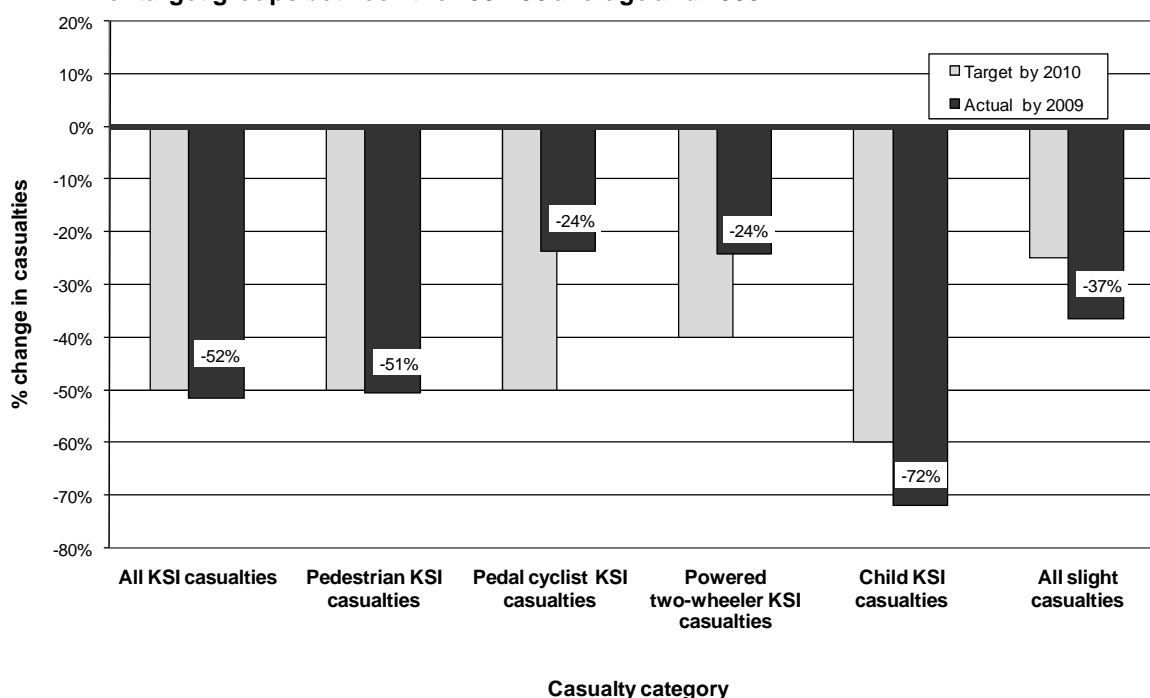
3.1 Table A summarises the changes in casualties for the target categories included in *London's Road Safety Plan* in November

2001 for all roads in London. Figure A summarises the percentage changes by 2009 in the form of a chart.

Table A: Summary of changes in casualties for London target categories by year 2009

Category	Target change by 2010 (%)	Casualties			% change by 2009 compared with	
		1994-98 average	2008	2009	2008	1994-98 average
Killed or seriously injured casualties						
Total	-50%	6,684.4	3,526	3,227	-8%	-52%
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Children	-60%	935.4	310	263	-15%	-72%
Slight casualties						
Total	-25%	38,996.8	24,627	24,752	1%	-37%

Figure A: Summary of percentage change in casualties on all roads in Greater London for target groups between the 1994-98 average and 2009



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 2009 compared with the 1994-1998 average, there have been reductions of 52% in total killed or seriously injured casualties (exceeding the revised target), together with reductions of 51% for pedestrian KSI casualties (exceeding the revised target) and 24% for pedal cyclist KSI casualties. In addition, there has been a reduction of 72% for child KSI casualties, exceeding the original and revised targets. For powered two-wheeler KSI casualties there has been a reduction of 24% below the 1994-98 average, and this is the sixth 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 2009, all fatalities had shown a decrease of 26% below the 1994-98 average, with a 10% decrease to 184 recorded in 2009 compared with 204 in 2008. 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 2009 when at 184, they were at their lowest

level in Greater London since recent records began in the mid-1970s.

3.5 In 2009, 140 out of the 184 fatalities (76%) 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 48% in 2009, i.e. 88 out of a total of 184. Figure 2 and Table 1 show that pedestrian fatalities have shown a decrease of 35% below the 1994-98 average following a decrease of 6% in 2009.

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

Pedal cyclist fatalities

3.8 Figure 3 and Table 1 show that following a decrease of 13% from 15 recorded in 2008 to 13 in 2009, pedal cyclist fatalities were 12% below the 1994-98 average. Their numbers are relatively small, although they comprise about 7% of all fatalities in 2009 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 in 2008 to 50. However a 22% decrease to 39 in 2009 meant that by the end of 2009, powered two-wheeler fatalities were now only 16% above the 1994-98 average.

3.10 Powered two-wheeler users accounted for 39 (21%) of the total of 184 fatalities in 2009.

Car occupant fatalities

3.11 Figure 5 and Table 1 show that by the year 2009, car occupant fatalities were 26% below the 1994-98 average level, following an increase of 5% in 2009 from 39 to 41.

3.12 Car occupants accounted for 41 (22%) of the total of 184 fatalities in 2009.

Bus or coach occupant fatalities

3.13 While very small in number, bus or coach occupant fatalities increased from one in 2008 to three in 2009, which means that they were back at the 1994-98 average of three. (Table 1).

Other vehicle occupant fatalities

3.14 While very small in number, other vehicle fatalities decreased from five in 2008 to none in 2009 and were 100% below the 1994-98 average of six. (Table 1).

All killed or seriously injured casualties (National target category)

3.15 By 2009, the number of killed or seriously injured casualties was 52% below the 1994-98 average, thus exceeding the revised target of a 50% reduction. (Table 1 and Figure 6). This is

following a decrease of 8% in 2009 compared with 2008.

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 each year between 2007 and 2009.

3.17 The 3,227 casualties killed or seriously injured accounted for 12% of the total number of casualties (27,979) in 2009. Out of these, 2,194 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 2009, pedestrian KSI casualties were 51% below the 1994-98 average level, thus meeting the revised 50% reduction target. Figure 7 and Table 1 show that since the early 1990s there has been a generally steady reduction in pedestrian KSI casualties to 2005, but an increase of 6% was recorded in 2006, followed by decreases of 1% in 2007, 7% in 2008 and 13% in 2009. (Table 1 and Figure 7).

3.19 Pedestrians accounted for 1,055 (33%) of the total of 3,227 KSI casualties during 2009.

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 24% below the 1994-98 average, after a decrease of 3% in 2009. Figure 8 and Table 1 show that in the period since 1990, pedal cyclist KSI casualties have fluctuated substantially, possibly due to their relatively smaller numbers. From a high point of 650 in 1991, they decreased to just over 500 in 1994. Following that, they increased to a further peak of 614 in 1998, since when there have been fluctuating year on year changes (decreases and increases) but with a generally downward trend until the increases observed in the three years from 2005 to 2007. However, decreases of 3% in both 2008 and 2009 were recorded.

3.22 Pedal cyclists accounted for 433 (13%) of the total of 3,227 KSI casualties during 2009.

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 240% by 2009 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 (the most recent year available). Across the London boundary cordon, a small but steady decrease was evident across the whole of the period, from 1989 to 2004, although a rise of 56% was observed between 2004 and 2009. Other estimates of the trends in cycle flow, based on measurements on the TLRN, have been quoted by TfL, such as the 117% increase

in cycle flow on the TLRN between 2000 and 2009. 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 accounts 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, initiatives and awareness campaigns across London to improve safety for cyclists.

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

3.25 By 2009, powered two-wheeler KSI casualties were 24% below the 1994-98 average following a 4% decrease in 2009. This is only the sixth 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 eight years and by 2009 were at their lowest recorded level. (Figure 09 and Table 1).

3.27 Powered two-wheeler users accounted for 706 (22%) of the total of 3,227 KSI casualties during 2009.

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 in terms of vehicle kilometres. The disproportionate number of KSI casualties (22% of total) emphasises the importance of having a specific KSI casualty reduction target for powered two-wheeler users in *London's Road Safety Plan*.

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

3.30 Regarding licensed vehicles, Figure B1 shows that there was a decrease to a low point in 1995, matching the low point in KSI casualties. This has then been followed by a sharp increase in the number of powered two-wheelers licensed in London until 2002, which remained at the same level as 2001. However, further smaller increases were noted in each year to 2008, with 2009 remaining at the same level.

3.31 A comparison of the average number of licensed vehicles in 1994-98 with the number in 2009 (i.e. on the same basis as the casualty target monitoring) shows that whilst there was a 72% increase in vehicles licensed, there was a decrease in powered two-wheeler KSI casualties of 24%.

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 2009, motorcycle traffic across the central cordon increased by 23%, and between 1993 and 2008 motorcycle traffic across the inner cordon increased by 34%. Across the boundary cordon, the flow in 2009 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. Following this, there was a steady rise to a peak of 2,817 in 1997, after which there has been a generally downward trend. Most recently there have been decreases each year since 2006 including a 7% decrease in 2009, meaning that by the end of 2009 car occupant KSI casualties were 68% below the 1994-98 average (Table 1).

3.34 Car occupants accounted for 818 (25%) of the total of 3,227 KSI casualties during 2009.

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 2009, there was an increase of 8%.

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 2009 there was an increase of less than 1% 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 2009 there was a 36% 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 2009, they were 52% below the 1994-98 average following a decrease of 18% in 2009.

3.38 Bus or coach occupants accounted for 124 (4%) of the total of 3,227 KSI casualties during 2009 (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 2009 flows across the central cordon increased by 59%. Between the 1992 and 2009 London boundary cordon counts there was an increase of 32%.

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 in each of the latest three years including a 12% reduction in 2009 mean that 'other KSI' casualties were 59% below the 1994-98 average (Table 1).

3.42 Other vehicle occupants accounted for 91 (3%) of the total number of KSI casualties (3,227) during 2009.

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

3.43 Figure 13 and Table 1 show that by the end of the year 2009 child killed or seriously injured casualties were 72% below the average for 1994-98, and still exceeding both the original 50% and revised 60% reduction targets. In the early 1990s there was a steady decline to 1993, but between then and 1998, they remained at about the same level. Since 1998 they have decreased each year except for a small increase in 2006. However, a decrease of 15% in 2009 meant that they were at their lowest level since records began.

3.44 Children accounted for 263 (8%) of the total of 3,227 KSI casualties in London during 2009.

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 23% decrease in 2009 means that they were 71% below the average for 1994-98. They amounted to 174 (66%) of the total of 263 child KSI casualties during 2009 and were 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 increases of 45% in 2008 and 22% in 2009 (from 32 to 39), they were still 65% below the 1994-98 average. Child pedal cyclists accounted for 39 (15%) of the total of 263 child KSI casualties during 2009 (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. However an increase of 26% (from 27 to 34) in 2009 meant that child car occupant KSI casualties were 83% below the 1994-98 average. They accounted for 34 (13%) of the total of 263 child KSI casualties in 2009 (Figure 16 and Table 1).

All slightly injured casualties (*National target*)

3.48 By 2009 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. Between 2000 and 2007 there was a steady decrease, but in 2008 there was no change and in 2009 an increase of 1% which meant that they were still 37% below the 1994-98 average.

3.49 In 2009, 24,752 slight casualties made up 88% of the total of 27,979 casualties in London (Table 1).

Pedestrian slightly injured casualties

3.50 Figure 18 shows that there has generally been a steady decline in the number of slightly injured pedestrian casualties since 1999. Decreases were noted in each year between 1999 and 2008, but an increase of 6% was recorded in 2009 which meant that pedestrian slight casualties were 42% below the 1994-98 average (Table 1 and Figure 18).

3.51 Pedestrians accounted for 4,154 (17%) of the total of 24,752 slight casualties in London during 2009.

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 17% increase in 2009 so that by the end of 2009, pedal cyclist slight casualties were 16% below the 1994-98 average.

3.53 They accounted for 3,236 (13%) of the total of 24,752 slight casualties in London during 2009 (Table 1).

3.54 However, this change in cyclist slight casualties should be viewed against the considerable increase in usage as demonstrated by the increase in cycle traffic, particularly across the inner and central cordons as previously described in paragraphs 3.23 and (Figure C2).

Powered two-wheeler slightly injured casualties

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. Decreases were recorded in each year between 2001 and 2008 but an increase of 9% in 2009 meant that powered two-wheeler slight casualties were 26% below the 1994-98 average (Table 1).

3.56 Powered two-wheeler users accounted for 3,795 (15%) of the total of 24,752 slight casualties in 2009.

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 8% in 2009 mean that slightly injured car occupant casualties were 42% below the 1994-98 average (Table 1).

3.58 Car occupants accounted for 11,230 (45%) of the total of 24,752 slight casualties in London during 2009.

3.59 The decrease in slight casualties by 2009 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 between 1998 and 2000, there were decreases in 2001 and 2002. However, an increase in 2003 was followed by decreases in each year to 2007. A 5% increase in 2008 followed by a 2% decrease in 2009 meant that slightly injured bus and coach occupant casualties were 35% below the 1994-98 average by the end of 2009 (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 2009 flows across the central cordon increased by 59%. Between the 1992 and 2009 London boundary cordon counts there was an increase of 32%.

3.62 Bus or coach occupants accounted for 1,319 (5%) of the total of 24,752 slightly injured casualties in 2009.

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 and an increase of 4% in 2009 meant that they were 33% below the 1994-98 average. Other vehicle occupants accounted for 1,018 (4%) of the total of 24,752 slightly injured casualties during 2009 (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 highway authority, showing the same categories as in Table 1 for all roads in London. Figures 24 to 29 show these changes graphically.

Transport for London Road Network (TLRN)

3.65 Table 2 and Figure 24 show that following a 9% decrease in 2009, all killed and seriously injured casualties on the TLRN were 48% below the 1994-98 average, which is slightly less than the change for London as a whole (52%).

3.66 Following an 15% decrease in 2009, pedestrian KSI casualties were 49% below the 1994-98 average (Fig. 25).

3.67 Pedal cyclist KSI casualties increased by 2% (from 133 to 136) in 2009, so they were now at the same level of the 1994-98 average (Fig. 26). This needs to be considered in the context of considerable growth of cycling on the TLRN, including a 5% increase between 2008 and 2009. Over the period between 2000 and 2009 cycle flow on the TLRN increased by 117% whereas cyclist KSI casualties increased by only 18%.

3.68 Powered two-wheeler KSI casualties decreased by 11% in 2009, meaning that they were 24% below the 1994-98 average (Fig. 27).

3.69 Although relatively small in number, child KSI casualties on the TLRN by 2009 were 66% below the 1994-98 average, following a 2% decrease in 2009. (Fig. 28).

3.70 By the end of 2009, slightly injured casualties were 32% below the 1994-98 average, following an increase of 2% in 2009 (Fig. 29) and had exceeded the revised target.

3.71 Fatalities in the year 2009 on the TLRN were 39% below the 1994-98 average, following a decrease of 24% in 2009, from 68 to 52. This included a decrease in pedal cyclist fatalities from 9 to 5, a decrease in powered two-wheeler fatalities from 15 to 12 and a decrease in pedestrian fatalities from 32 to 25 in 2009.

Borough roads

3.72 Table 3 shows that an 8% decrease in 2009 means that all killed and seriously injured casualties on borough roads were 53% below the 1994-98 average. This is slightly better than the 52% recorded for London as a whole (Fig 30) and exceeds the revised target of 50%.

3.73 Pedestrian KSI casualties on borough roads showed a 12% decrease in 2008, so that they were 51% below the 1994-98 average (Fig 31), exceeding the revised 50% target.

3.74 Pedal cyclist KSI casualties showed a 5% decrease in 2009, which means that they are now 31% below the 1994-98 average (Fig 32).

3.75 Powered two-wheeler KSI casualties showed virtually no change in

2009, which means that they are still 24% below the 1994-98 average (Fig 33).

3.76 Child KSI casualties on borough roads in 2009 were 73% below the 1994-98 average, following a decrease of 18% in 2009 (Fig. 34).

3.77 Slight casualties on borough roads were 38% below the 1994-98 average levels following almost no change in 2009, 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 continued to be exceeded by 2009.

3.78 Fatalities on borough roads were 17% below the 1994-98 average, following a 2% increase in 2008, mainly due to increases in pedestrian fatalities (5% increase from 60 to 63) and car occupant fatalities (27% increase from 27 to 31), although there was a 21% decrease in powered two-wheeler casualties (from 34 to 27)

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 1.0% of all casualties in London during 2009, 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 64%, and slight casualties decreased by 43% by the end of 2009.

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 remained unchanged at 5 in 2009 so that they were 34% below the 1994-98 average. In addition, car occupant casualties were 65% below the 1994-98 average, following a 28% decrease in 2009, although it must be emphasised that their numbers were very small.

3.83 It should be noted that fatalities on Highways Agency roads decreased from seven in 2008 to one in 2009, but show considerable year to year fluctuation in their very small numbers.

Value of casualty reductions between 2006 and 2008

3.84 In 2009, compared to 2008, fatalities fell by 20, serious casualties fell by 299 and slight casualties increased by 125.

3.85 A financial value of saving death and injury is estimated by the Department for Transport and is currently £1.684M for a death, £189.2k for a serious injury and £14.6k for a slight injury (at June 2008 prices). The value of casualties saved in 2009 compared to 2008 is then estimated at £88.4M (at June 2008 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 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	136.0	94	88	-6%	-35%
	Pedal cyclists	14.8	15	13	-13%	-12%
	Powered two-wheeler	33.6	50	39	-22%	16%
	Car occupants	55.4	39	41	5%	-26%
	Bus or coach occupants	3.0	1	3	200%	0%
	Other vehicle occupants	6.0	5	0	-100%	-100%
	Total		248.8	204	184	-10%
Fatal and serious	Pedestrians	2,136.6	1,208	1,055	-13%	-51%
	Pedal cyclists	566.8	445	433	-3%	-24%
	Powered two-wheeler	932.8	738	706	-4%	-24%
	Car occupants	2,568.8	880	818	-7%	-68%
	Bus or coach occupants	256.4	152	124	-18%	-52%
	Other vehicle occupants	223.0	103	91	-12%	-59%
	Total		6,684.4	3,526	3,227	-8%
	Child pedestrians	591.6	226	174	-23%	-71%
	Child pedal cyclists	110.6	32	39	22%	-65%
	Child car passengers	195.0	27	34	26%	-83%
	Child bus/coach passengers	20.8	15	6	-60%	-71%
	Other child casualties	17.4	10	10	0%	-43%
	Children (under 16yrs)	935.4	310	263	-15%	-72%
Slight*	Pedestrians	7,155.2	3,919	4,154	6%	-42%
	Pedal cyclists	3,845.6	2,757	3,236	17%	-16%
	Powered two-wheeler	5,139.4	3,484	3,795	9%	-26%
	Car occupants	19,314.0	12,149	11,230	-8%	-42%
	Bus or coach occupants	2,017.4	1,340	1,319	-2%	-35%
	Other vehicle occupants	1,525.2	978	1,018	4%	-33%
	Total		38,996.8	24,627	24,752	1%
All severities	Pedestrians	9,291.8	5,127	5,209	2%	-44%
	Pedal cyclists	4,412.4	3,202	3,669	15%	-17%
	Powered two-wheeler	6,072.2	4,222	4,501	7%	-26%
	Car occupants	21,882.8	13,029	12,048	-8%	-45%
	Bus or coach occupants	2,273.8	1,492	1,443	-3%	-37%
	Other vehicle occupants	1,748.2	1,081	1,109	3%	-37%
	Total		45,681.2	28,153	27,979	-1%

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 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over		
		1994-1998 average	2008	2009	2008	1994-1998 average	
Fatal	Pedestrians	45.6	32	25	-22%	-45%	
	Pedal cyclists	7.0	9	5	-44%	-29%	
	Powered two-wheeler	12.6	15	12	-20%	-5%	
	Car occupants	17.0	9	9	0%	-47%	
	Bus or coach occupants	1.2	0	1	∞	-17%	
	Other vehicle occupants	1.6	3	0	-100%	-100%	
	Total	85.0	68	52	-24%	-39%	
Fatal and serious	Pedestrians	496.8	298	252	-15%	-49%	
	Pedal cyclists	135.8	133	136	2%	0%	
	Powered two-wheeler	317.6	270	240	-11%	-24%	
	Car occupants	679.8	233	231	-1%	-66%	
	Bus or coach occupants	69.0	40	30	-25%	-57%	
	Other vehicle occupants	67.2	37	34	-8%	-49%	
	Total	1,766.2	1,011	923	-9%	-48%	
	Child pedestrians	81.4	37	32	-14%	-61%	
	Child pedal cyclists	11.0	5	6	20%	-45%	
	Child car passengers	48.6	6	11	83%	-77%	
	Child bus/coach passenger	5.6	3	0	-100%	-100%	
	Other child casualties	2.0	0	1	∞	-50%	
	Children (under 16yrs)	148.6	51	50	-2%	-66%	
	Slight*	Pedestrians	1,384.8	786	795	1%	-43%
		Pedal cyclists	929.8	827	937	13%	1%
		Powered two-wheeler	1,718.6	1,240	1,406	13%	-18%
		Car occupants	5,439.2	3,476	3,283	-6%	-40%
Bus or coach occupants		562.8	363	385	6%	-32%	
Other vehicle occupants		470.6	346	378	9%	-20%	
Total		10,505.8	7,038	7,184	2%	-32%	
All severities	Pedestrians	1,881.6	1,084	1,047	-3%	-44%	
	Pedal cyclists	1,065.6	960	1,073	12%	1%	
	Powered two-wheeler	2,036.2	1,510	1,646	9%	-19%	
	Car occupants	6,119.0	3,709	3,514	-5%	-43%	
	Bus or coach occupants	631.8	403	415	3%	-34%	
	Other vehicle occupants	537.8	383	412	8%	-23%	
	Total	12,272.0	8,049	8,107	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 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	89.2	60	63	5%	-29%
	Pedal cyclists	7.8	6	8	33%	3%
	Powered two-wheeler	19.6	34	27	-21%	38%
	Car occupants	35.6	27	31	15%	-13%
	Bus or coach occupants	1.8	1	2	100%	11%
	Other vehicle occupants	4.0	1	0	-100%	-100%
	Total	158.0	129	131	2%	-17%
Fatal and serious	Pedestrians	1,636.8	908	803	-12%	-51%
	Pedal cyclists	431.0	312	297	-5%	-31%
	Powered two-wheeler	607.6	463	461	0%	-24%
	Car occupants	1,837.2	622	569	-9%	-69%
	Bus or coach occupants	186.8	111	94	-15%	-50%
	Other vehicle occupants	149.2	63	55	-13%	-63%
	Total	4,848.6	2,479	2,279	-8%	-53%
	Child pedestrians	510.2	188	142	-24%	-72%
	Child pedal cyclists	99.6	27	33	22%	-67%
	Child car passengers	143.4	21	21	0%	-85%
	Child bus/coach passenger	15.2	12	6	-50%	-61%
	Other child casualties	15.0	10	9	-10%	-40%
	Children (under 16yrs)	783.4	258	211	-18%	-73%
	Slight*	Pedestrians	5,768.6	3,133	3,356	7%
Pedal cyclists		2,914.8	1,930	2,299	19%	-21%
Powered two-wheeler		3,392.0	2,232	2,372	6%	-30%
Car occupants		13,521.2	8,384	7,739	-8%	-43%
Bus or coach occupants		1,450.6	973	934	-4%	-36%
Other vehicle occupants		1,010.4	588	620	5%	-39%
Total		28,057.6	17,240	17,320	0%	-38%
All severities	Pedestrians	7,405.4	4,041	4,159	3%	-44%
	Pedal cyclists	3,345.8	2,242	2,596	16%	-22%
	Powered two-wheeler	3,999.6	2,695	2,833	5%	-29%
	Car occupants	15,358.4	9,006	8,308	-8%	-46%
	Bus or coach occupants	1,637.4	1,084	1,028	-5%	-37%
	Other vehicle occupants	1,159.6	651	675	4%	-42%
	Total	32,906.2	19,719	19,599	-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.

Table 4: Towards the year 2010: Monitoring casualties on Highways Agency roads in London
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	1.2	2	0	-100%	-100%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	1.4	1	0	-100%	-100%
	Car occupants	2.8	3	1	-67%	-64%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	1	0	-100%	-100%
	Total	5.8	7	1	-86%	-83%
Fatal and serious	Pedestrians	3.0	2	0	-100%	-100%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	7.6	5	5	0%	-34%
	Car occupants	51.8	25	18	-28%	-65%
	Bus or coach occupants	0.6	1	0	-100%	-100%
	Other vehicle occupants	6.6	3	2	-33%	-70%
	Total	69.6	36	25	-31%	-64%
	Child pedestrians	0.0	1	0	-100%	0%
	Child pedal cyclists	0.0	0	0	0%	0%
	Child car passengers	3.0	0	2	∞	-33%
	Child bus/coach passenger	0.0	0	0	0%	0%
	Other child casualties	0.4	0	0	0%	-100%
	Children (under 16yrs)	3.4	1	2	100%	-41%
Slight*	Pedestrians	1.8	0	3	∞	67%
	Pedal cyclists	1.0	0	0	0%	-100%
	Powered two-wheeler	28.8	12	17	42%	-41%
	Car occupants	353.6	289	208	-28%	-41%
	Bus or coach occupants	4.0	4	0	-100%	-100%
	Other vehicle occupants	44.2	44	20	-55%	-55%
	Total	433.4	349	248	-29%	-43%
All severities	Pedestrians	4.8	2	3	50%	-38%
	Pedal cyclists	1.0	0	0	0%	-100%
	Powered two-wheeler	36.4	17	22	29%	-40%
	Car occupants	405.4	314	226	-28%	-44%
	Bus or coach occupants	4.6	5	0	-100%	-100%
	Other vehicle occupants	50.8	47	22	-53%	-57%
Total	503.0	385	273	-29%	-46%	

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

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

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	2008	2009	2008 to 2009	1994-98 average to 2009
Barking & Dagenham	150.4	63	45	-29%	-70%
Barnet	268.8	136	137	1%	-49%
Bexley	146.2	73	82	12%	-44%
Brent	244.0	97	101	4%	-59%
Bromley	241.2	140	127	-9%	-47%
Camden	249.6	123	141	15%	-44%
City of London	64.6	51	46	-10%	-29%
City of Westminster	408.6	272	261	-4%	-36%
Croydon	246.8	132	107	-19%	-57%
Ealing	287.2	113	126	12%	-56%
Enfield	235.6	85	97	14%	-59%
Greenwich	200.2	126	99	-21%	-51%
Hackney	208.6	162	103	-36%	-51%
Hammersmith & Fulham	149.0	94	93	-1%	-38%
Haringey	160.6	80	98	23%	-39%
Harrow	121.8	52	49	-6%	-60%
Havering	211.6	84	75	-11%	-65%
Hillingdon	255.0	107	88	-18%	-65%
Hounslow	226.4	102	101	-1%	-55%
Islington	185.6	75	77	3%	-59%
Kensington & Chelsea	170.8	113	94	-17%	-45%
Kingston upon Thames	124.0	65	52	-20%	-58%
Lambeth	312.6	164	173	5%	-45%
Lewisham	206.4	113	112	-1%	-46%
Merton	130.2	64	55	-14%	-58%
Newham	189.6	88	93	6%	-51%
Redbridge	187.4	83	69	-17%	-63%
Richmond upon Thames	135.4	64	56	-13%	-59%
Southwark	239.2	165	127	-23%	-47%
Sutton	116.0	74	57	-23%	-51%
Tower Hamlets	186.6	146	105	-28%	-44%
Waltham Forest	169.6	104	61	-41%	-64%
Wandsworth	254.8	116	120	3%	-53%
Greater London	6,684.4	3,526	3,227	-8%	-52%

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	2008	2009	2008 to 2009	1994-98 average to 2009
Barking & Dagenham	35.2	23	10	-57%	-72%
Barnet	70.4	41	45	10%	-36%
Bexley	34.8	20	21	5%	-40%
Brent	84.6	49	35	-29%	-59%
Bromley	48.8	35	28	-20%	-43%
Camden	104.0	45	65	44%	-38%
City of London	24.6	22	16	-27%	-35%
City of Westminster	178.8	115	99	-14%	-45%
Croydon	67.6	37	34	-8%	-50%
Ealing	91.2	52	40	-23%	-56%
Enfield	64.4	26	31	19%	-52%
Greenwich	60.2	32	23	-28%	-62%
Hackney	78.4	60	29	-52%	-63%
Hammersmith & Fulham	59.6	37	28	-24%	-53%
Haringey	65.2	40	43	8%	-34%
Harrow	34.4	12	18	50%	-48%
Havering	38.2	20	16	-20%	-58%
Hillingdon	54.0	31	18	-42%	-67%
Hounslow	50.2	33	24	-27%	-52%
Islington	76.0	26	29	12%	-62%
Kensington & Chelsea	71.8	38	29	-24%	-60%
Kingston upon Thames	31.6	13	10	-23%	-68%
Lambeth	123.8	53	51	-4%	-59%
Lewisham	81.6	37	38	3%	-53%
Merton	37.4	18	20	11%	-47%
Newham	68.4	37	51	38%	-25%
Redbridge	48.2	34	20	-41%	-59%
Richmond upon Thames	32.2	17	14	-18%	-57%
Southwark	79.8	54	47	-13%	-41%
Sutton	30.0	15	16	7%	-47%
Tower Hamlets	72.6	55	46	-16%	-37%
Waltham Forest	60.4	41	17	-59%	-72%
Wandsworth	78.2	40	44	10%	-44%
Greater London	2,136.6	1,208	1,055	-13%	-51%

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	2008	2009	2008 to 2009	1994-98 average to 2009
Barking & Dagenham	7.6	4	4	0%	-47%
Barnet	14.4	6	4	-33%	-72%
Bexley	9.0	3	8	167%	-11%
Brent	17.6	3	4	33%	-77%
Bromley	18.0	10	5	-50%	-72%
Camden	31.0	23	22	-4%	-29%
City of London	7.4	18	19	6%	157%
City of Westminster	38.4	48	45	-6%	17%
Croydon	13.0	9	7	-22%	-46%
Ealing	20.6	11	16	45%	-22%
Enfield	13.0	3	2	-33%	-85%
Greenwich	9.8	11	13	18%	33%
Hackney	18.8	32	23	-28%	22%
Hammersmith & Fulham	20.2	17	21	24%	4%
Haringey	11.8	8	4	-50%	-66%
Harrow	7.4	6	1	-83%	-86%
Havering	11.4	3	6	100%	-47%
Hillingdon	19.6	5	7	40%	-64%
Hounslow	19.2	13	11	-15%	-43%
Islington	26.0	20	18	-10%	-31%
Kensington & Chelsea	18.0	20	23	15%	28%
Kingston upon Thames	14.0	8	9	13%	-36%
Lambeth	36.4	26	33	27%	-9%
Lewisham	14.2	9	11	22%	-23%
Merton	11.6	9	7	-22%	-40%
Newham	10.8	10	8	-20%	-26%
Redbridge	12.4	2	8	300%	-35%
Richmond upon Thames	21.4	12	17	42%	-21%
Southwark	24.6	31	27	-13%	10%
Sutton	10.0	6	3	-50%	-70%
Tower Hamlets	14.4	22	15	-32%	4%
Waltham Forest	12.0	13	9	-31%	-25%
Wandsworth	32.8	24	23	-4%	-30%
Greater London	566.8	445	433	-3%	-24%

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	2008	2009	2008 to 2009	1994-98 average to 2009
Barking & Dagenham	13.2	12	11	-8%	-17%
Barnet	34.0	24	24	0%	-29%
Bexley	17.2	14	14	0%	-19%
Brent	24.6	14	27	93%	10%
Bromley	33.4	22	26	18%	-22%
Camden	41.0	27	28	4%	-32%
City of London	15.2	6	7	17%	-54%
City of Westminster	64.8	61	62	2%	-4%
Croydon	31.2	26	18	-31%	-42%
Ealing	32.0	25	33	32%	3%
Enfield	21.2	13	14	8%	-34%
Greenwich	30.0	29	13	-55%	-57%
Hackney	25.0	37	23	-38%	-8%
Hammersmith & Fulham	26.2	30	31	3%	18%
Haringey	21.0	12	22	83%	5%
Harrow	12.0	10	6	-40%	-50%
Havering	19.8	12	12	0%	-39%
Hillingdon	25.4	10	15	50%	-41%
Hounslow	28.0	17	20	18%	-29%
Islington	31.8	17	15	-12%	-53%
Kensington & Chelsea	31.0	35	30	-14%	-3%
Kingston upon Thames	22.2	15	13	-13%	-41%
Lambeth	51.2	39	49	26%	-4%
Lewisham	30.0	31	28	-10%	-7%
Merton	21.2	19	17	-11%	-20%
Newham	17.6	18	19	6%	8%
Redbridge	14.4	16	8	-50%	-44%
Richmond upon Thames	24.2	14	13	-7%	-46%
Southwark	47.4	38	34	-11%	-28%
Sutton	16.0	21	11	-48%	-31%
Tower Hamlets	37.8	36	21	-42%	-44%
Waltham Forest	19.4	11	8	-27%	-59%
Wandsworth	53.4	27	34	26%	-36%
Greater London	932.8	738	706	-4%	-24%

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	2008	2009	2008 to 2009	1994-98 average to 2009
Barking & Dagenham	30.0	5	3	-40%	-90%
Barnet	31.0	12	6	-50%	-81%
Bexley	24.6	14	14	0%	-43%
Brent	42.4	13	11	-15%	-74%
Bromley	33.6	16	7	-56%	-79%
Camden	24.6	4	9	125%	-63%
City of London	2.0	1	1	0%	-50%
City of Westminster	22.6	8	7	-13%	-69%
Croydon	41.8	16	19	19%	-55%
Ealing	34.8	12	11	-8%	-68%
Enfield	33.2	8	8	0%	-76%
Greenwich	37.0	16	12	-25%	-68%
Hackney	38.8	17	4	-76%	-90%
Hammersmith & Fulham	18.4	5	7	40%	-62%
Haringey	23.2	9	13	44%	-44%
Harrow	19.8	5	4	-20%	-80%
Havering	35.6	8	9	13%	-75%
Hillingdon	37.4	9	6	-33%	-84%
Hounslow	29.2	9	10	11%	-66%
Islington	18.6	7	5	-29%	-73%
Kensington & Chelsea	11.2	2	6	200%	-46%
Kingston upon Thames	13.4	2	3	50%	-78%
Lambeth	45.0	12	21	75%	-53%
Lewisham	41.4	16	8	-50%	-81%
Merton	20.8	2	2	0%	-90%
Newham	43.0	17	11	-35%	-74%
Redbridge	26.0	8	6	-25%	-77%
Richmond upon Thames	14.2	4	1	-75%	-93%
Southwark	34.0	8	8	0%	-76%
Sutton	21.6	7	6	-14%	-72%
Tower Hamlets	27.4	12	12	0%	-56%
Waltham Forest	30.0	17	7	-59%	-77%
Wandsworth	28.8	9	6	-33%	-79%
Greater London	935.4	310	263	-15%	-72%

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	2008	2009	2008 to 2009	1994-98 average to 2009
Barking & Dagenham	781.2	552	479	-13%	-39%
Barnet	1,772.8	1,086	1,266	17%	-29%
Bexley	797.6	559	550	-2%	-31%
Brent	1,361.4	688	748	9%	-45%
Bromley	1,232.0	725	750	3%	-39%
Camden	1,430.8	730	767	5%	-46%
City of London	411.0	328	297	-9%	-28%
City of Westminster	2,384.4	1,332	1,309	-2%	-45%
Croydon	1,632.4	997	1,035	4%	-37%
Ealing	1,614.0	887	953	7%	-41%
Enfield	1,503.8	769	925	20%	-38%
Greenwich	1,146.8	795	773	-3%	-33%
Hackney	1,098.4	816	819	0%	-25%
Hammersmith & Fulham	930.4	581	629	8%	-32%
Haringey	1,010.4	663	831	25%	-18%
Harrow	727.6	418	459	10%	-37%
Havering	1,095.8	848	673	-21%	-39%
Hillingdon	1,337.4	853	883	4%	-34%
Hounslow	1,352.2	828	778	-6%	-42%
Islington	1,113.8	606	734	21%	-34%
Kensington & Chelsea	1,004.8	716	671	-6%	-33%
Kingston upon Thames	678.0	388	409	5%	-40%
Lambeth	1,831.6	1,023	1,112	9%	-39%
Lewisham	1,390.0	767	860	12%	-38%
Merton	711.4	457	420	-8%	-41%
Newham	1,118.8	989	853	-14%	-24%
Redbridge	1,199.4	754	699	-7%	-42%
Richmond upon Thames	715.4	403	389	-3%	-46%
Southwark	1,543.0	1,024	981	-4%	-36%
Sutton	717.6	490	426	-13%	-41%
Tower Hamlets	1,022.6	957	787	-18%	-23%
Waltham Forest	1,028.4	823	675	-18%	-34%
Wandsworth	1,301.6	775	812	5%	-38%
Greater London	38,996.8	24,627	24,752	1%	-37%

5.2 London-wide casualty monitoring charts - all roads

Fig. 1: Greater London - all fatalities

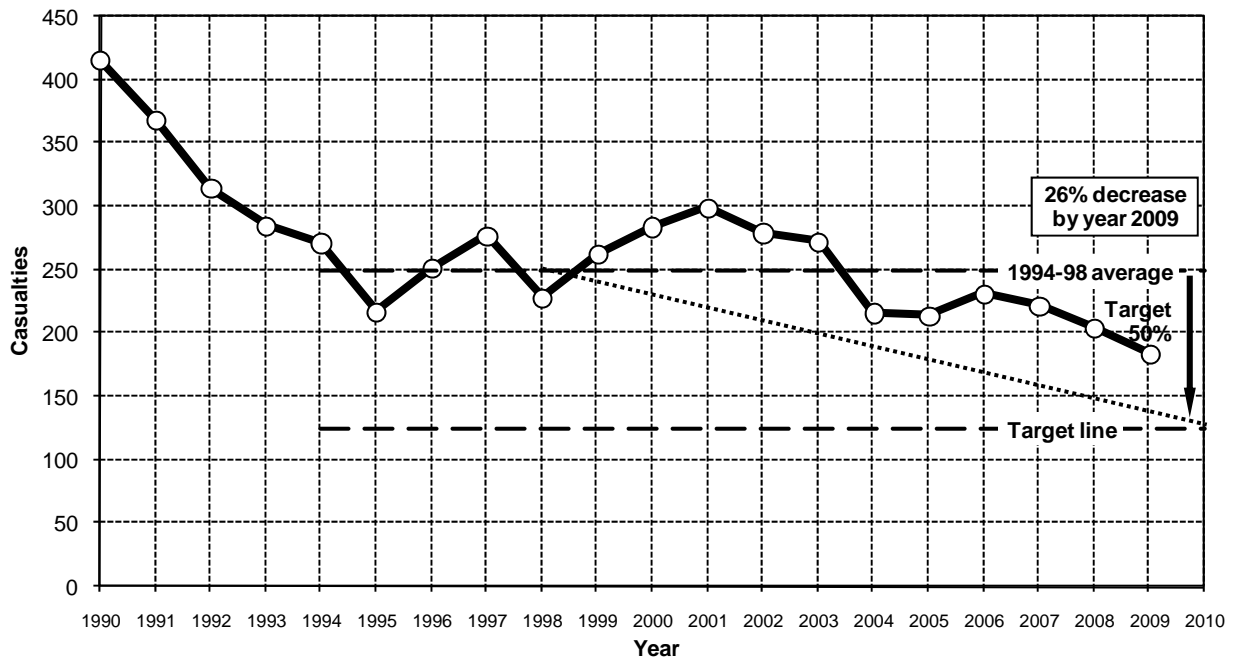


Fig. 2: Greater London - pedestrian fatalities

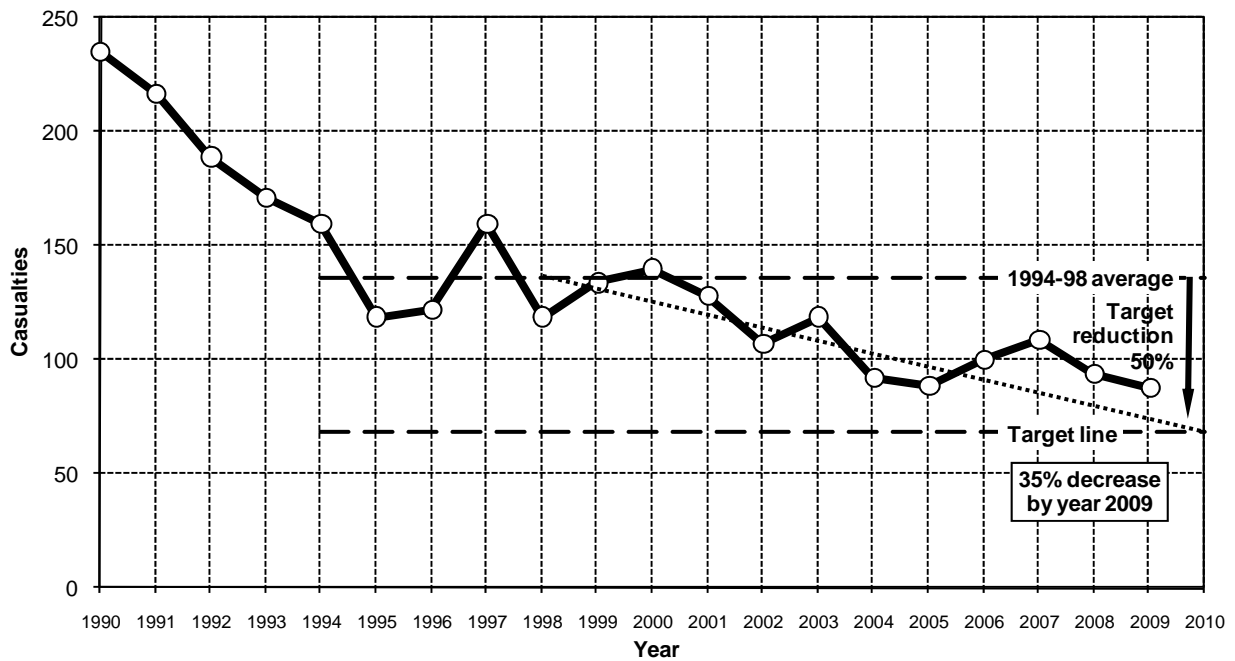


Fig. 3: Greater London - pedal cyclist fatalities

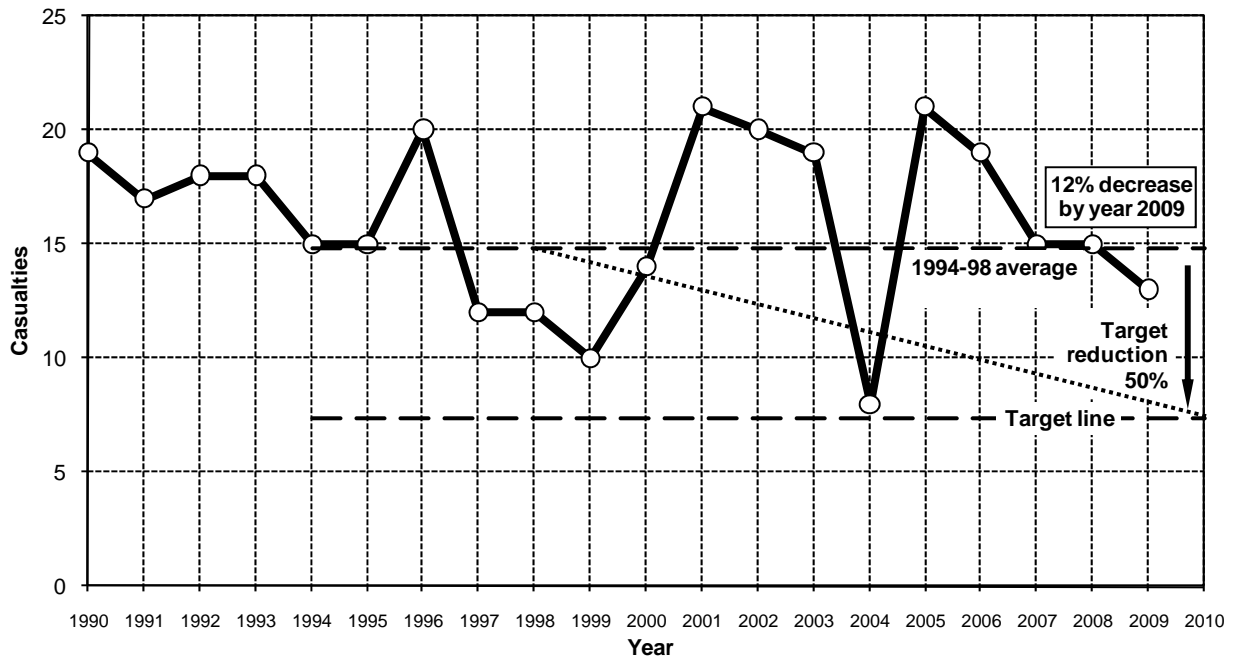


Fig. 4: Greater London - powered two wheeler fatalities

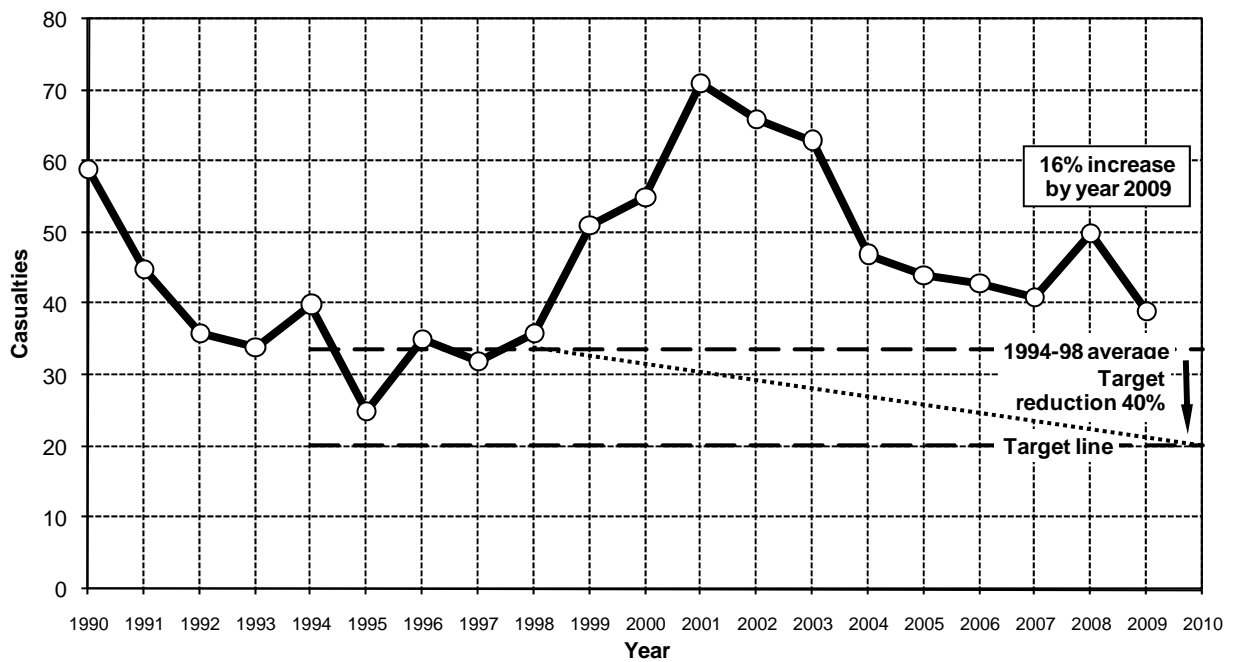


Fig. 5: Greater London - car occupant fatalities

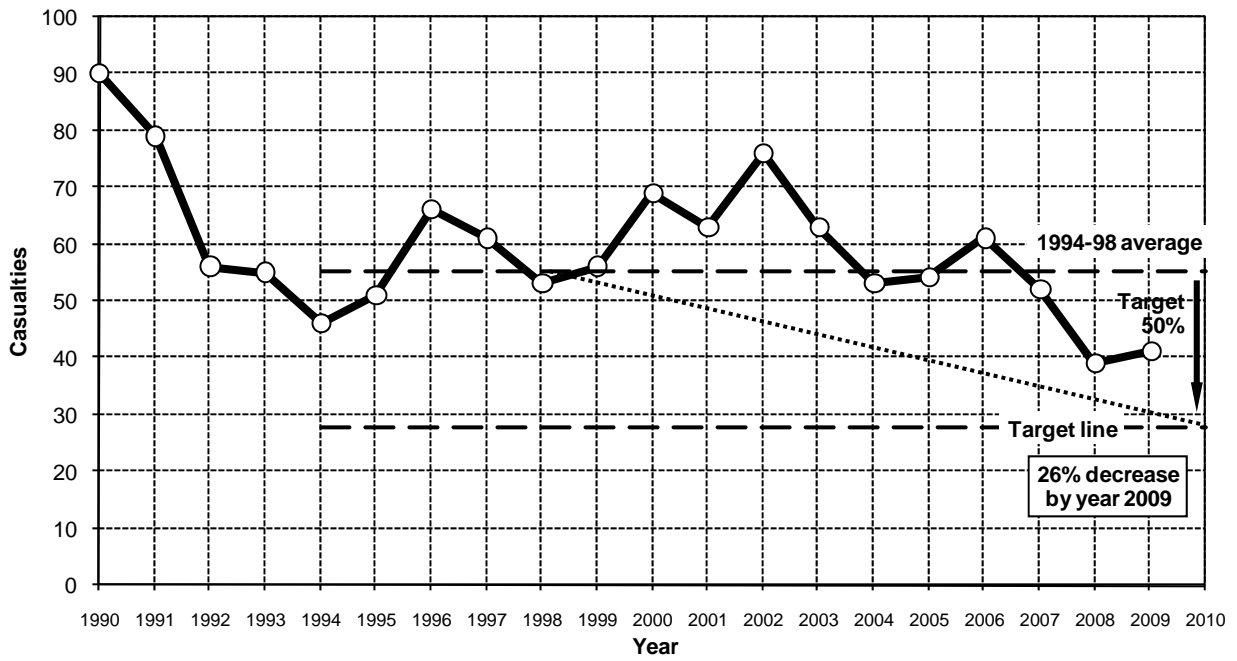


Fig. 6: Greater London - all killed or seriously injured casualties (national and London target category)

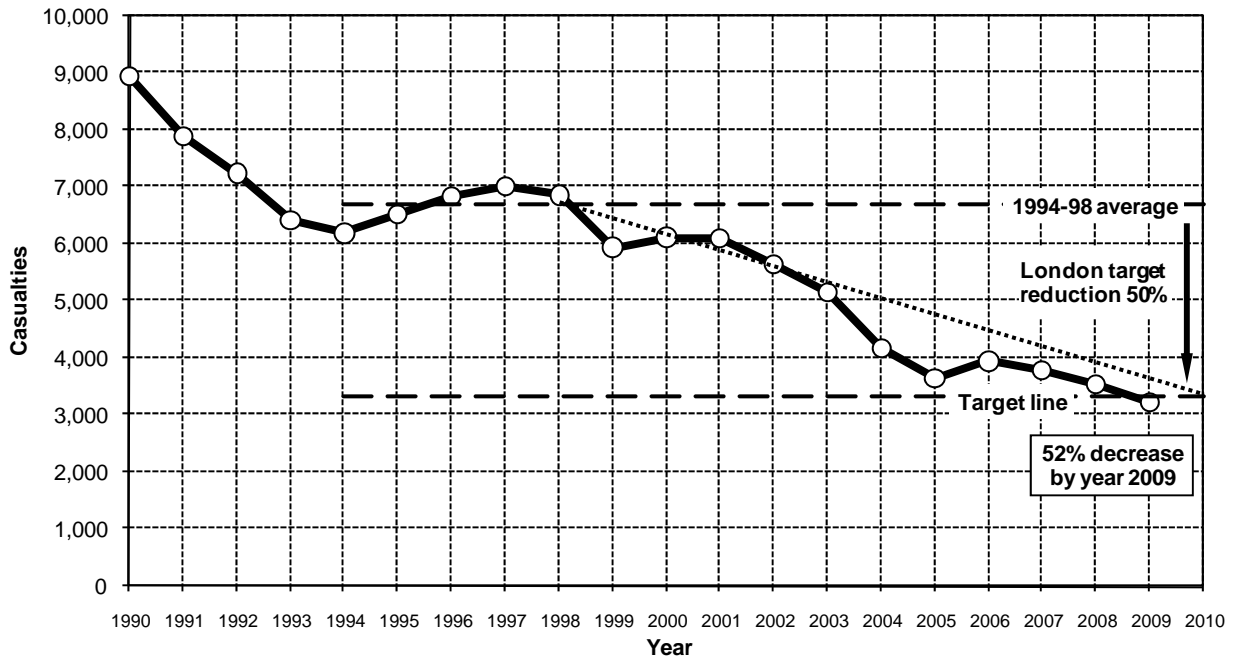


Fig. 7: Greater London - pedestrian killed or seriously injured casualties (London target category)

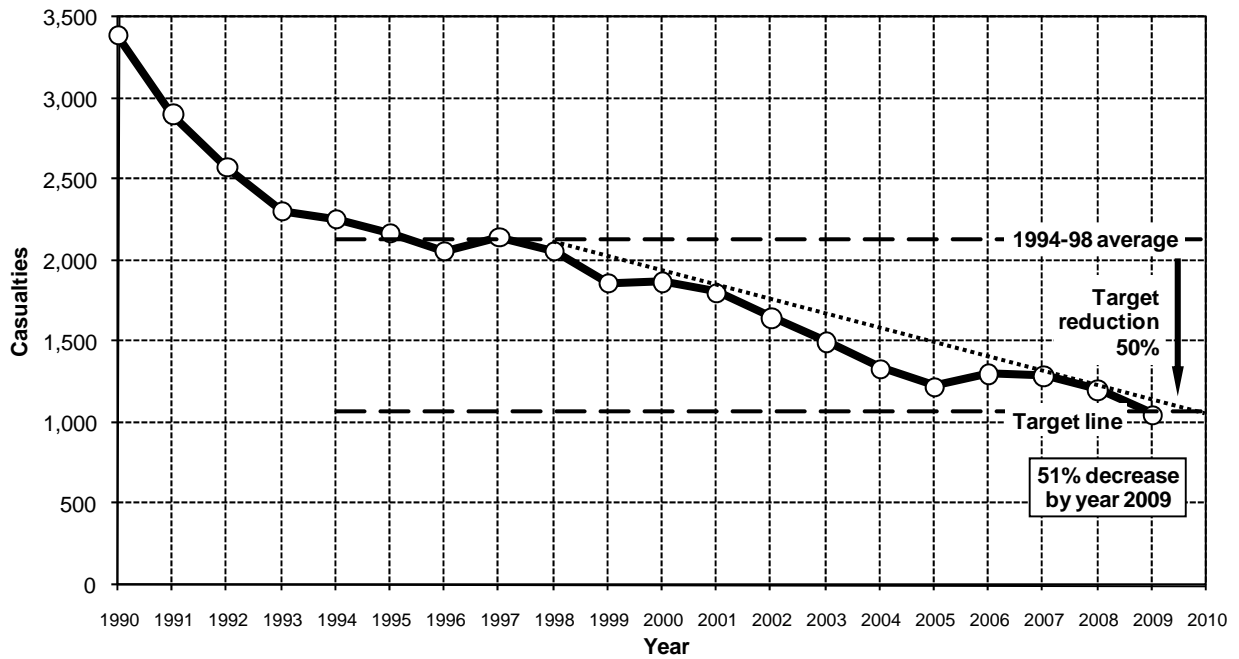


Fig. 8: Greater London - pedal cyclist killed or seriously injured casualties (London target category)

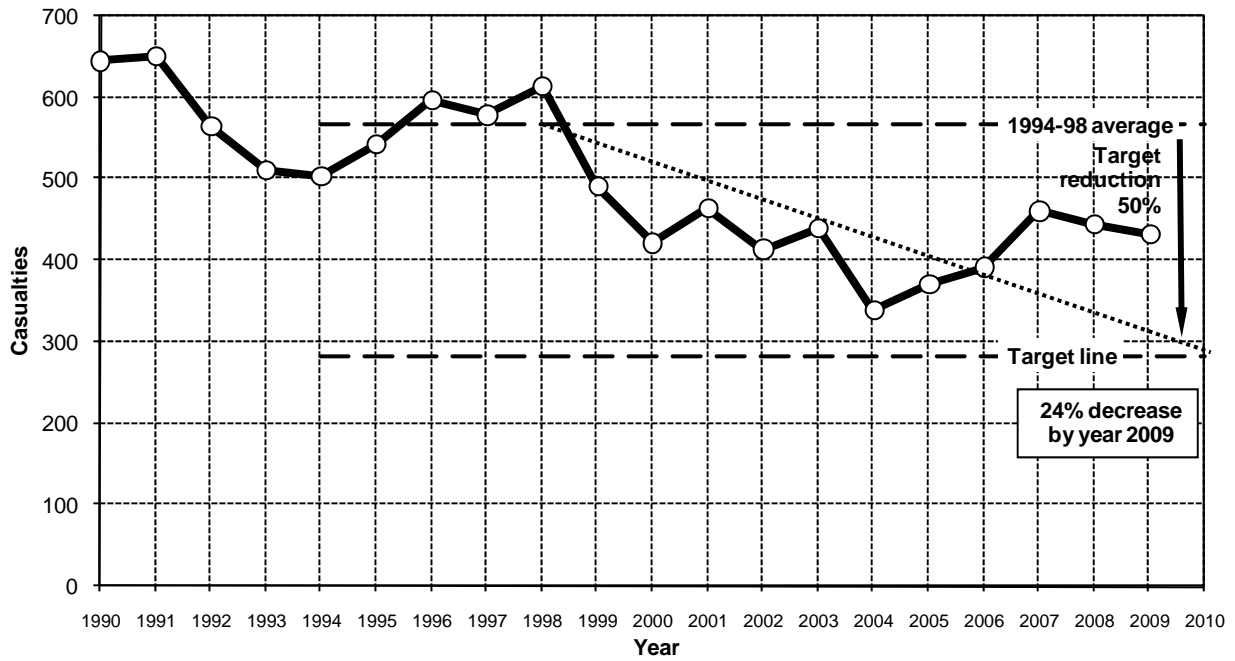


Fig. 9: Greater London - powered two wheeler killed or seriously injured casualties (London target)

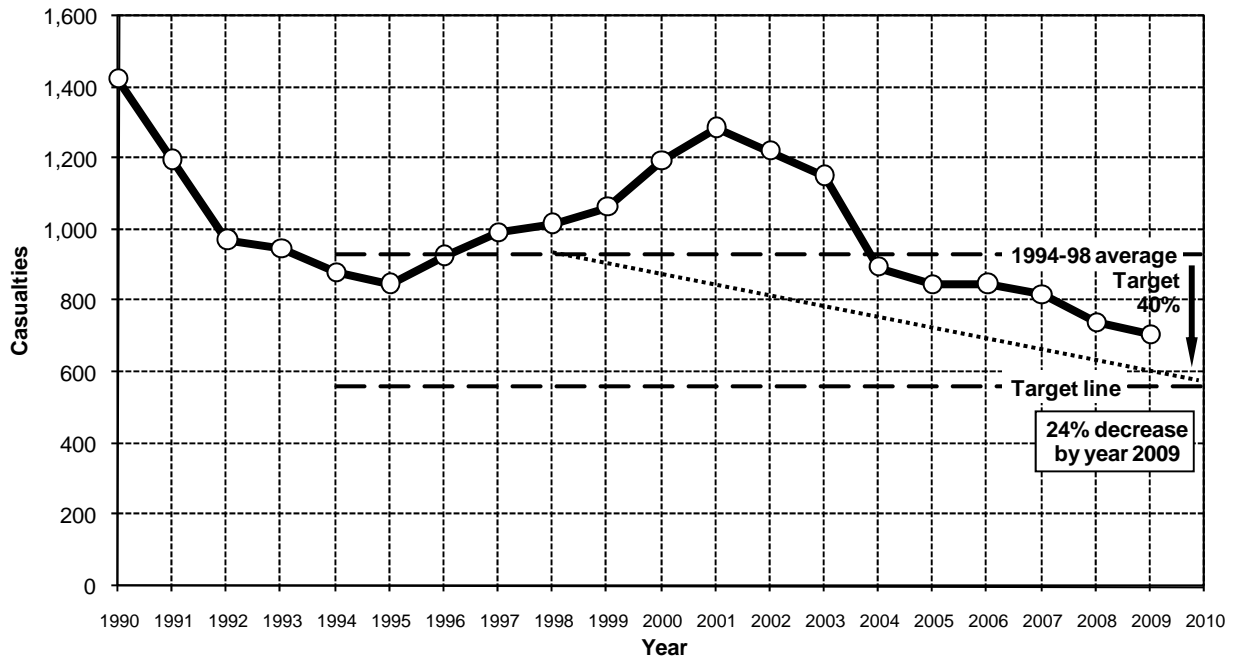


Fig. 10: Greater London - car occupant killed or seriously injured casualties

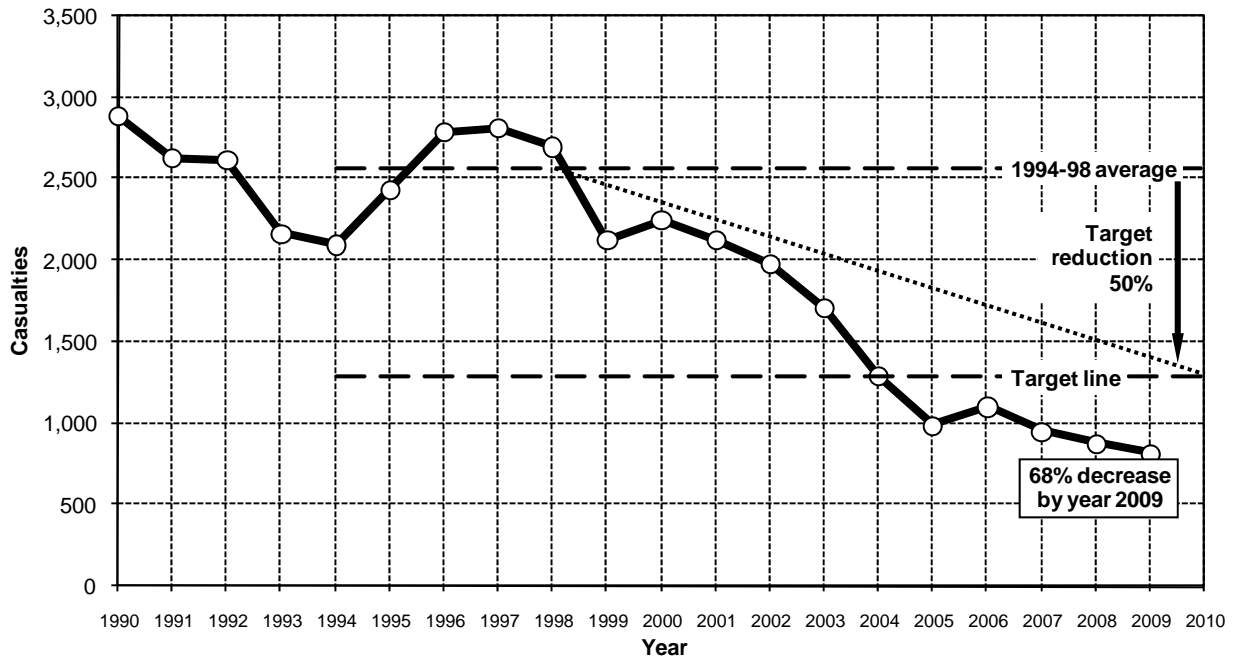


Fig. 11: Greater London - bus or coach occupant killed or seriously injured casualties

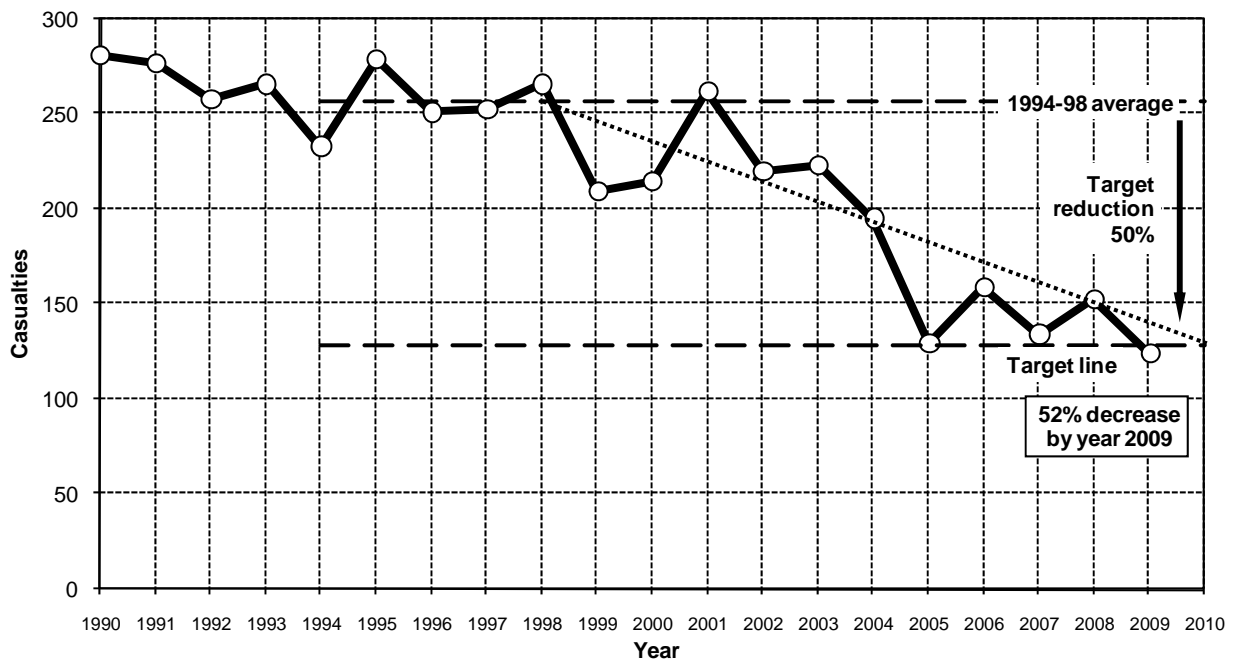


Fig. 12: Greater London - other vehicle occupant killed or seriously injured casualties

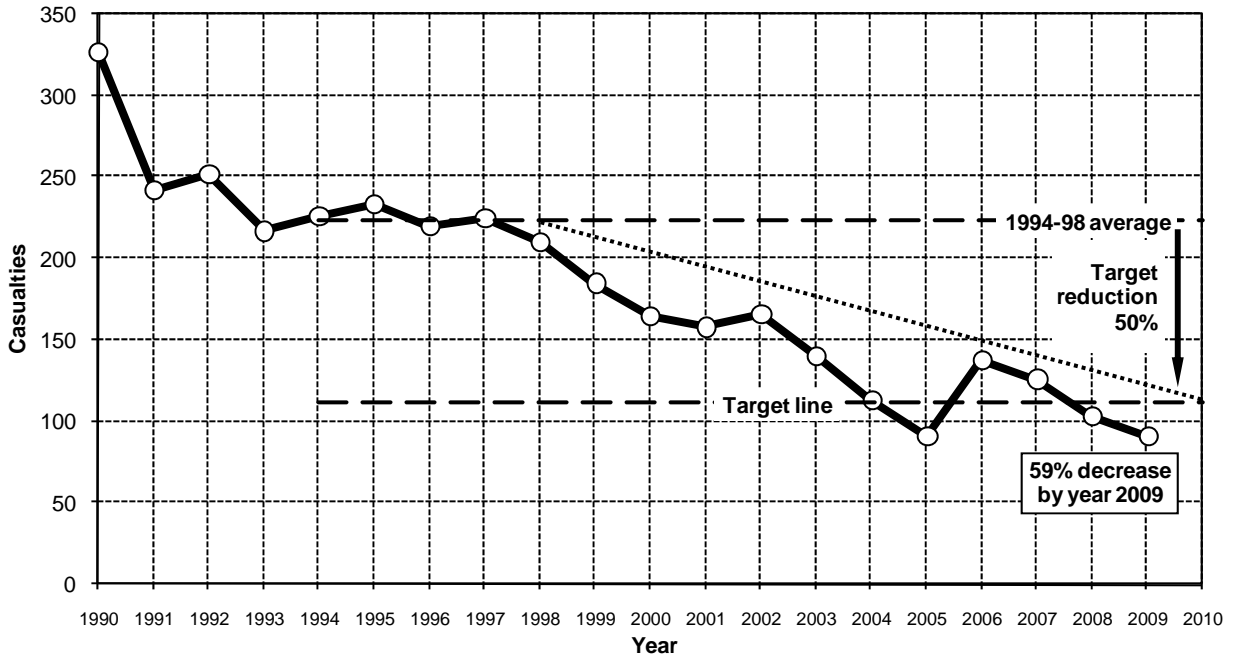


Fig. 13: Greater London - all child killed or seriously injured casualties (national and London target category)

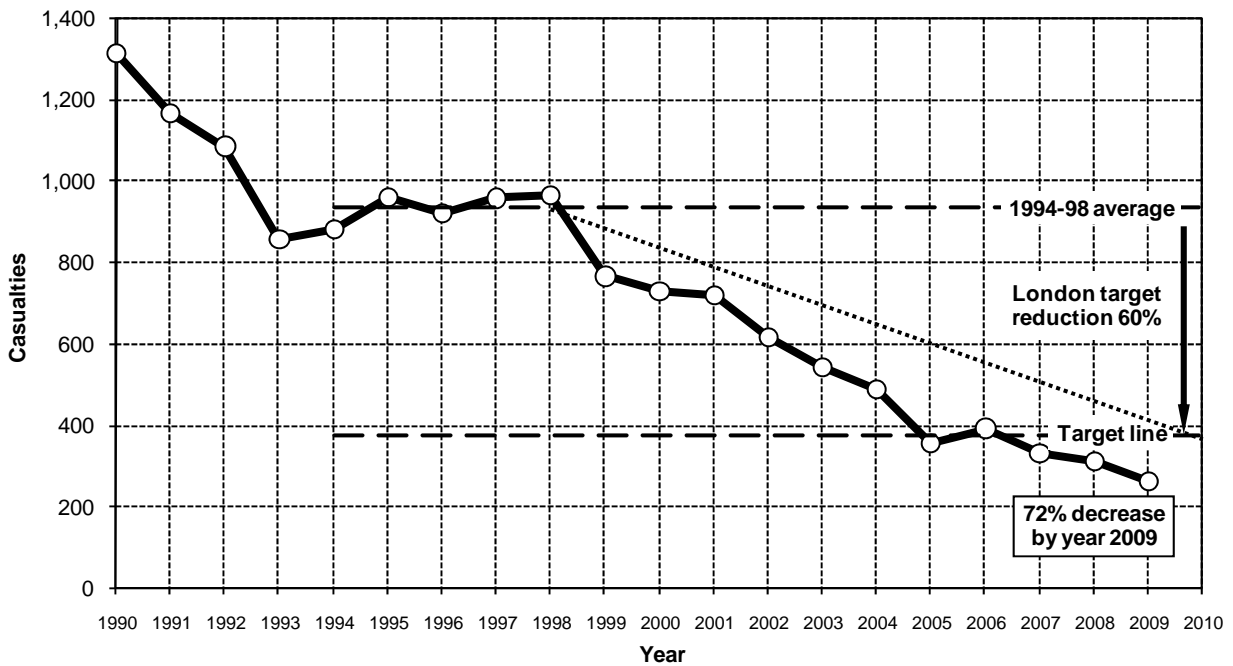


Fig. 14: Greater London - child pedestrian killed or seriously injured casualties

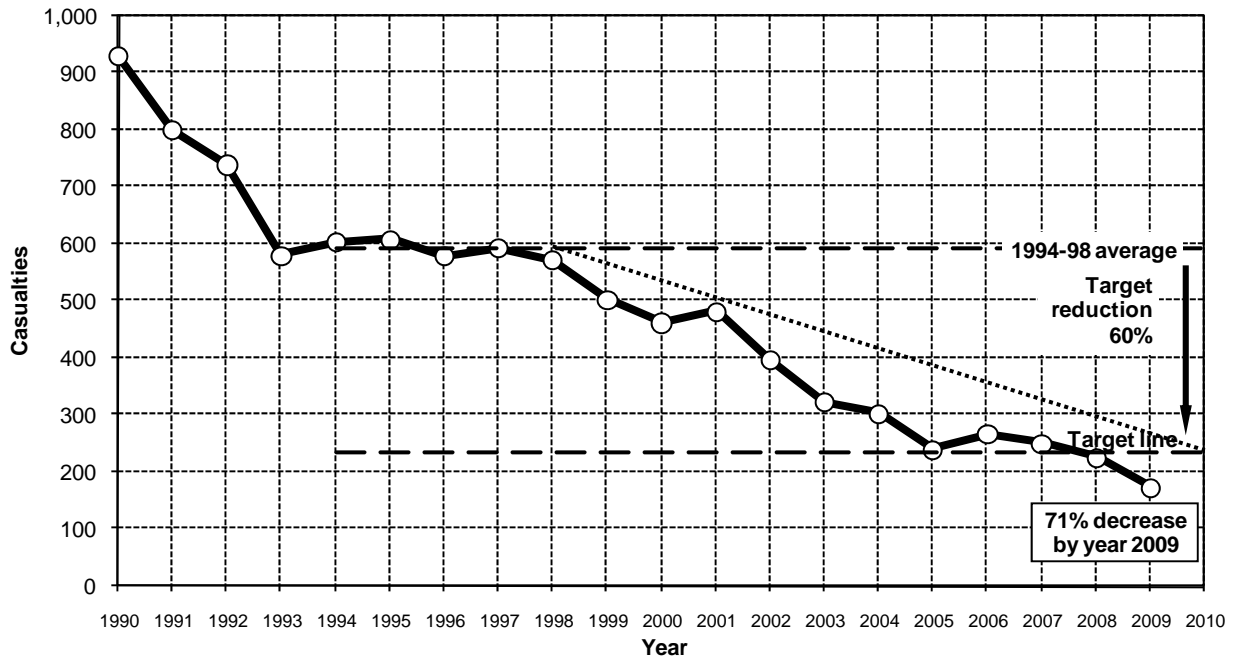


Fig. 15: Greater London - child pedal cyclist killed or seriously injured casualties

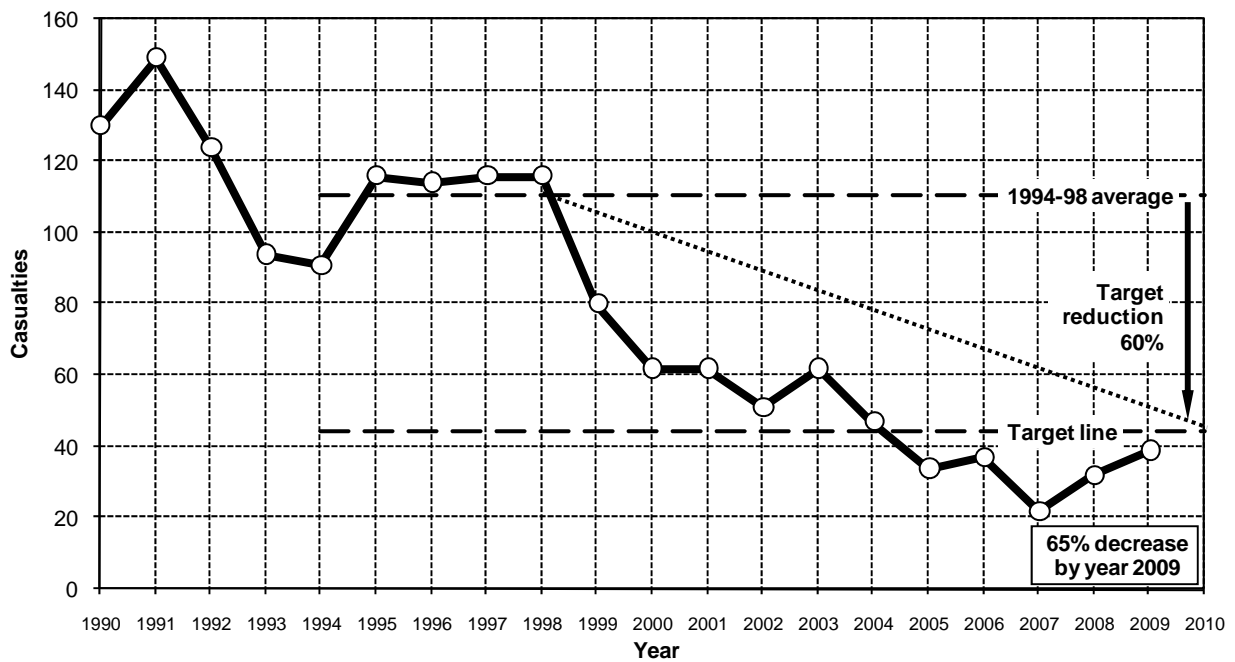


Fig. 16: Greater London - child car passenger killed or seriously injured casualties

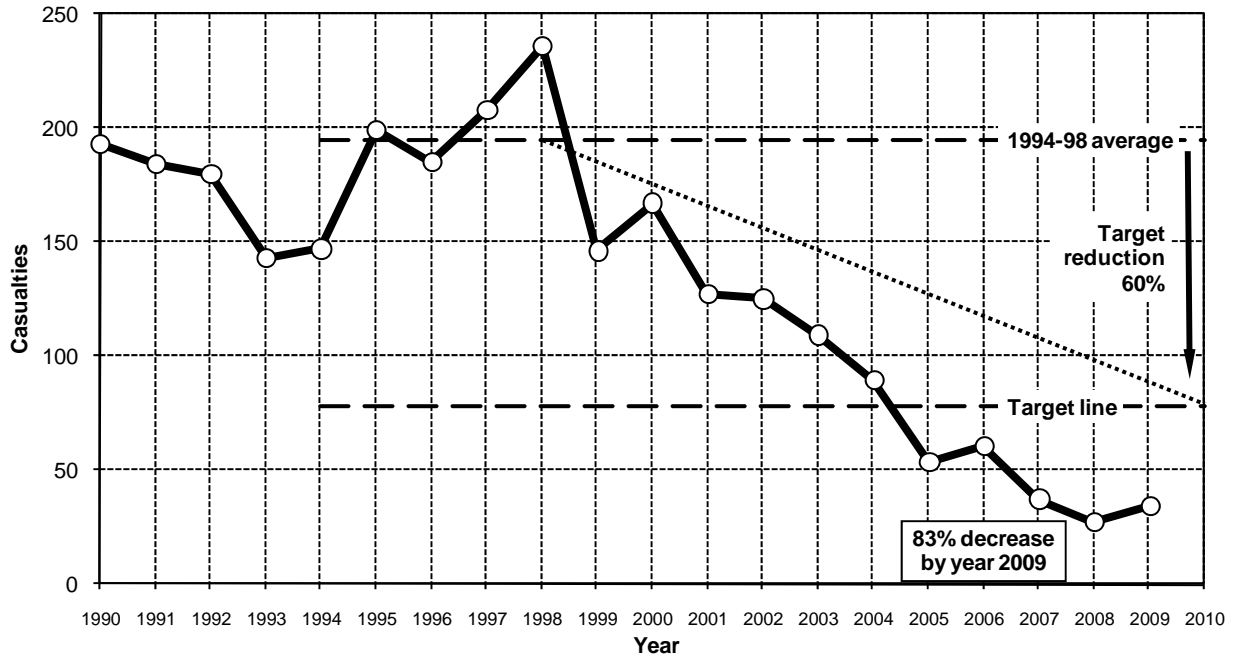


Fig. 17: Greater London - all slightly injured casualties (national and London target category)

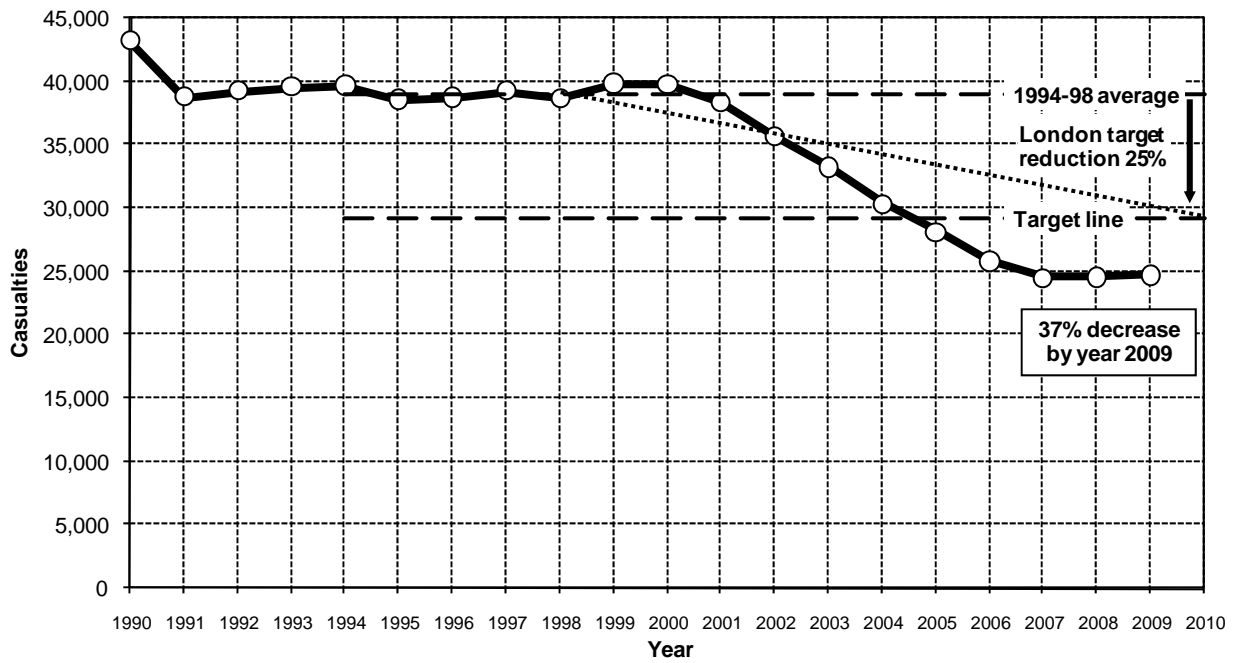


Fig. 18: Greater London - pedestrian slightly injured casualties

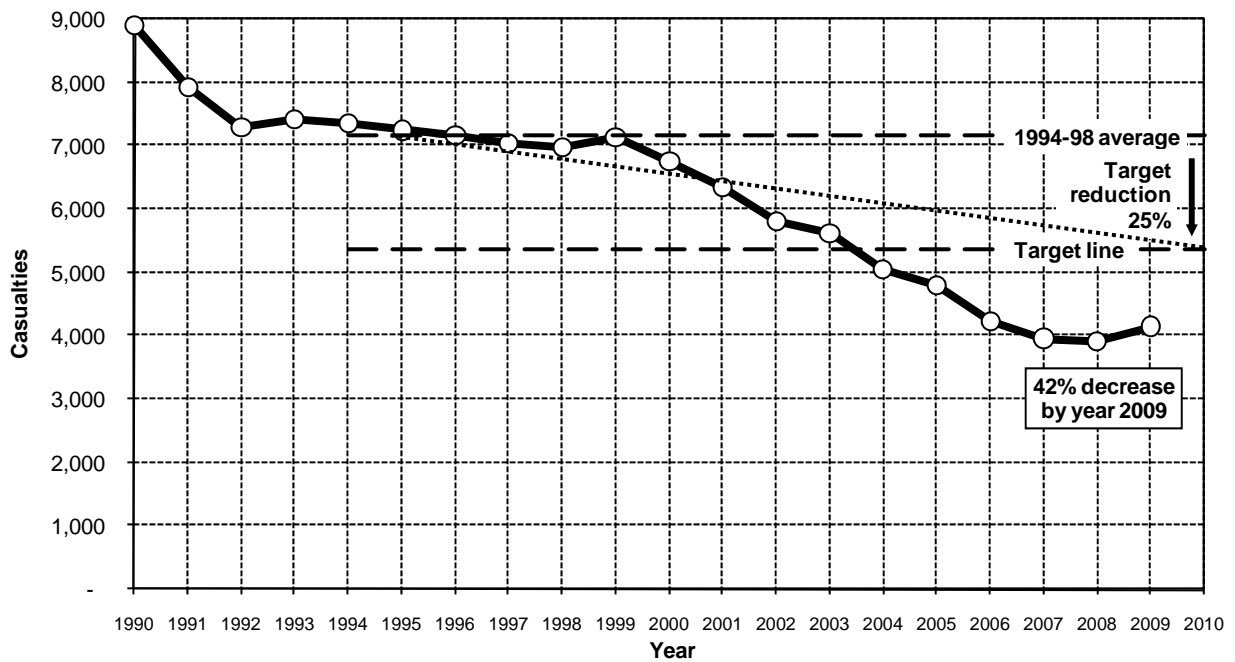


Fig. 19: Greater London - pedal cyclist slightly injured casualties

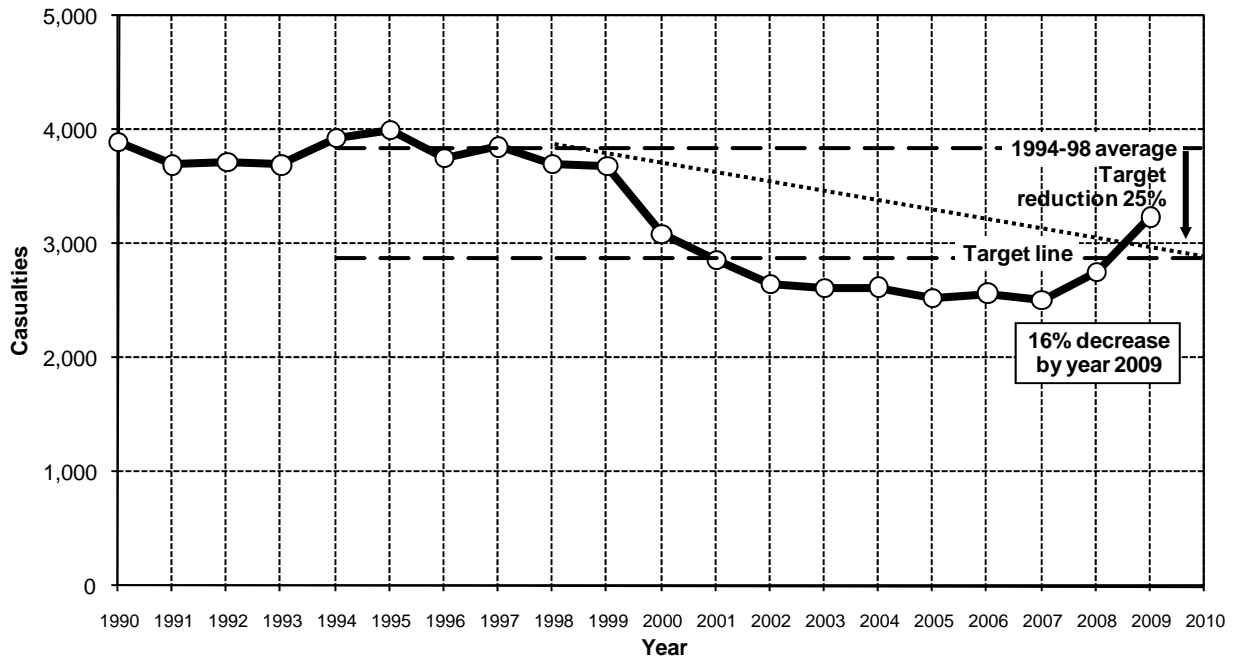


Fig. 20: Greater London - powered two wheeler slightly injured casualties

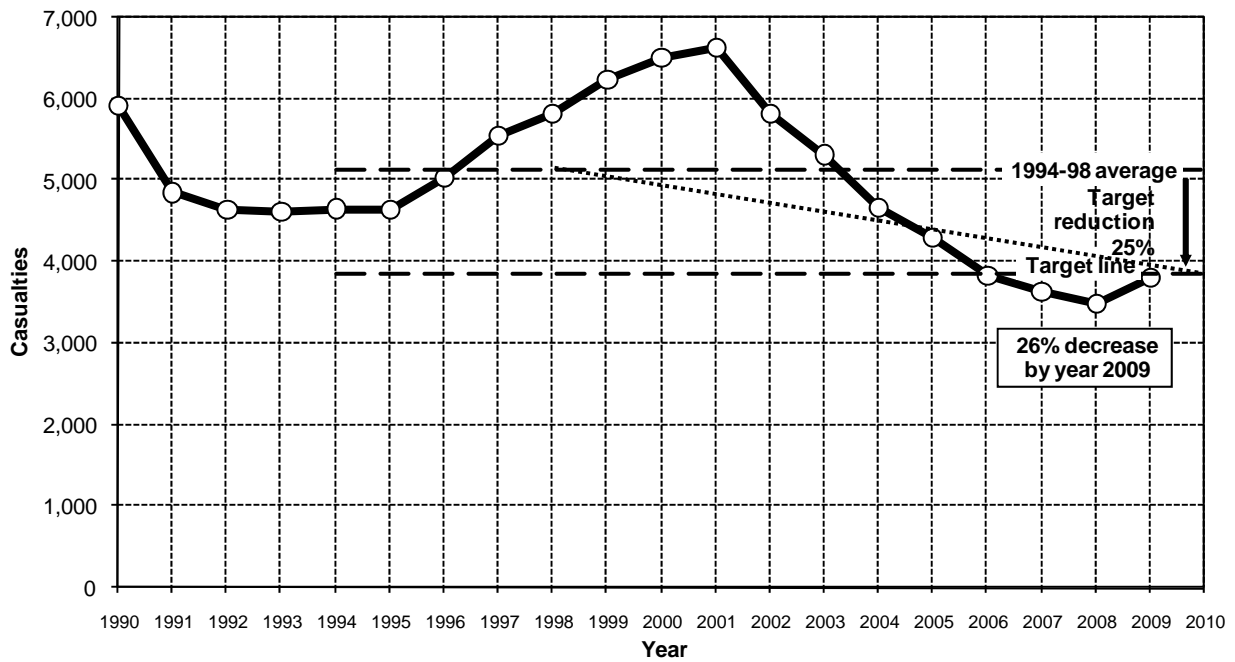


Fig. 21: Greater London - car occupant slightly injured casualties

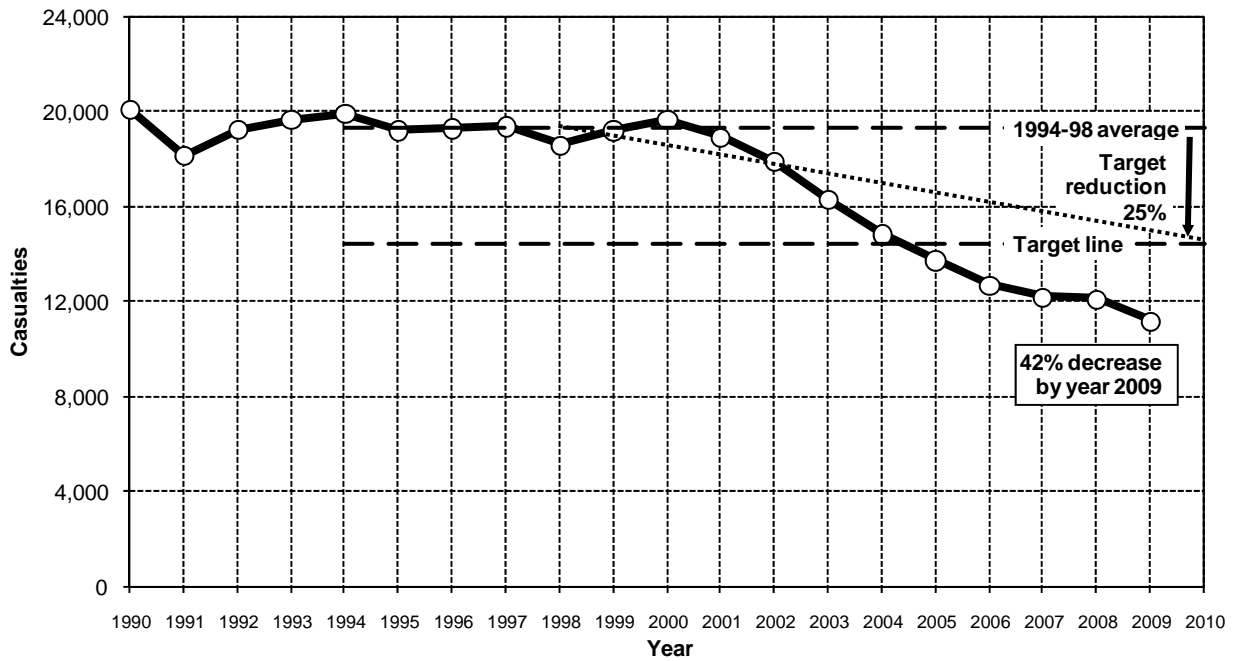


Fig. 22: Greater London - bus occupant slightly injured casualties

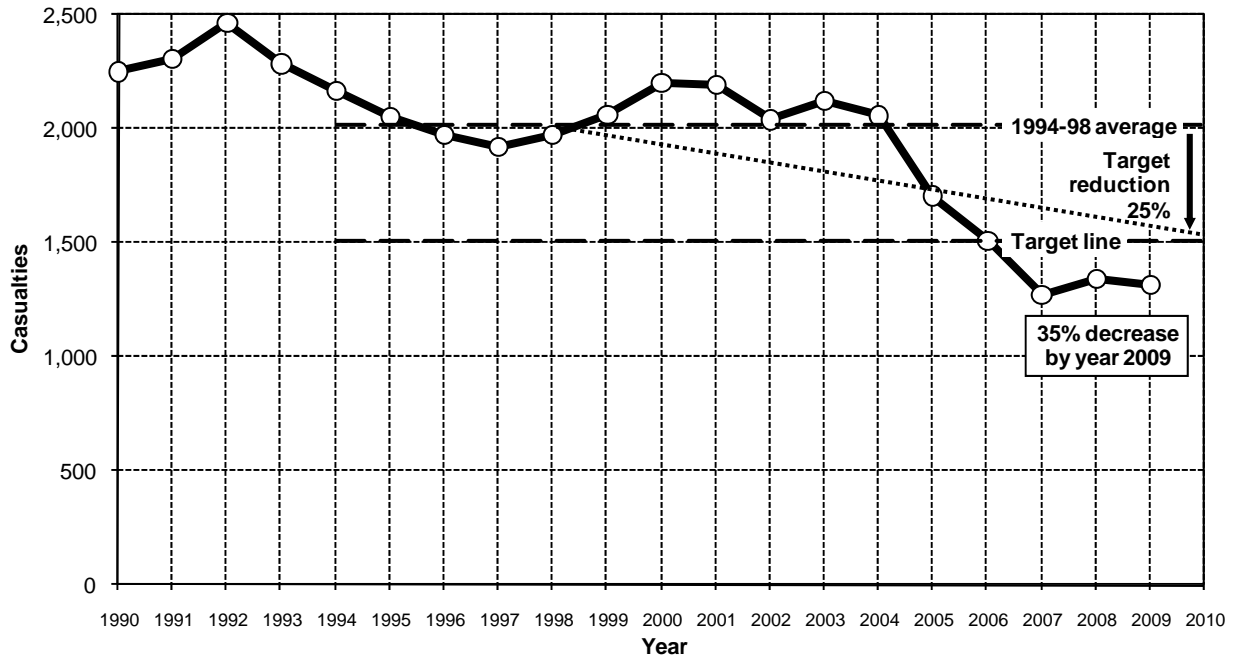
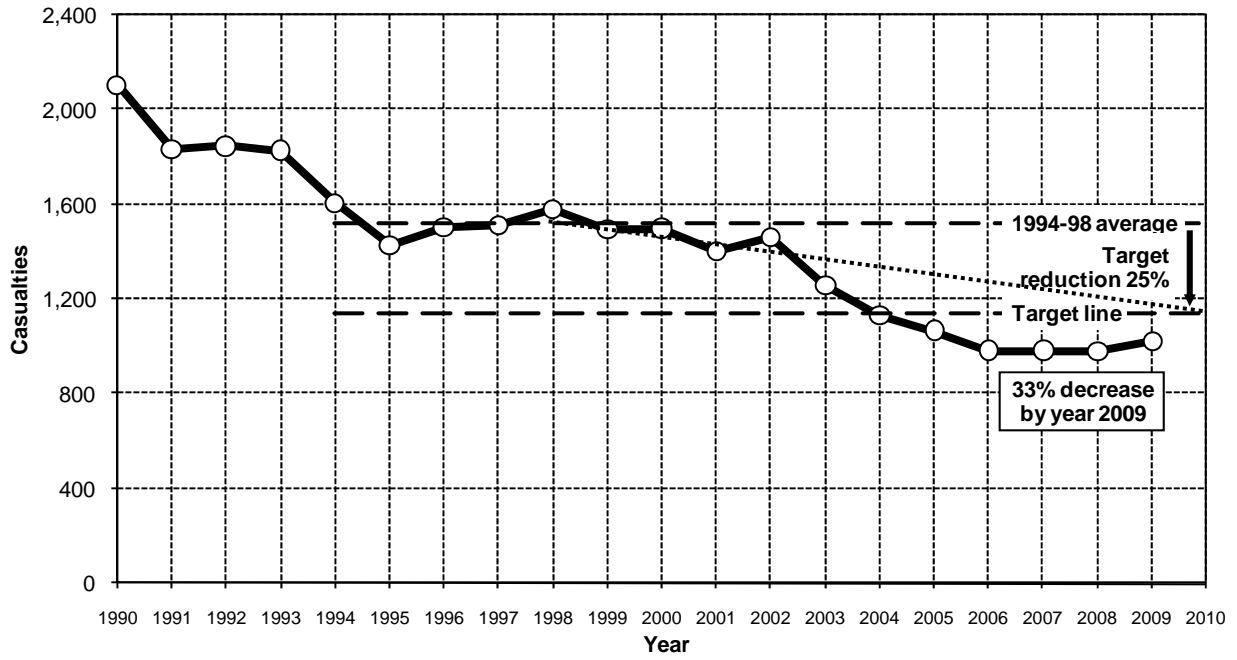


Fig. 23: Greater London - other vehicle occupant slightly injured casualties



5.3 Transport for London Road Network casualty monitoring charts

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

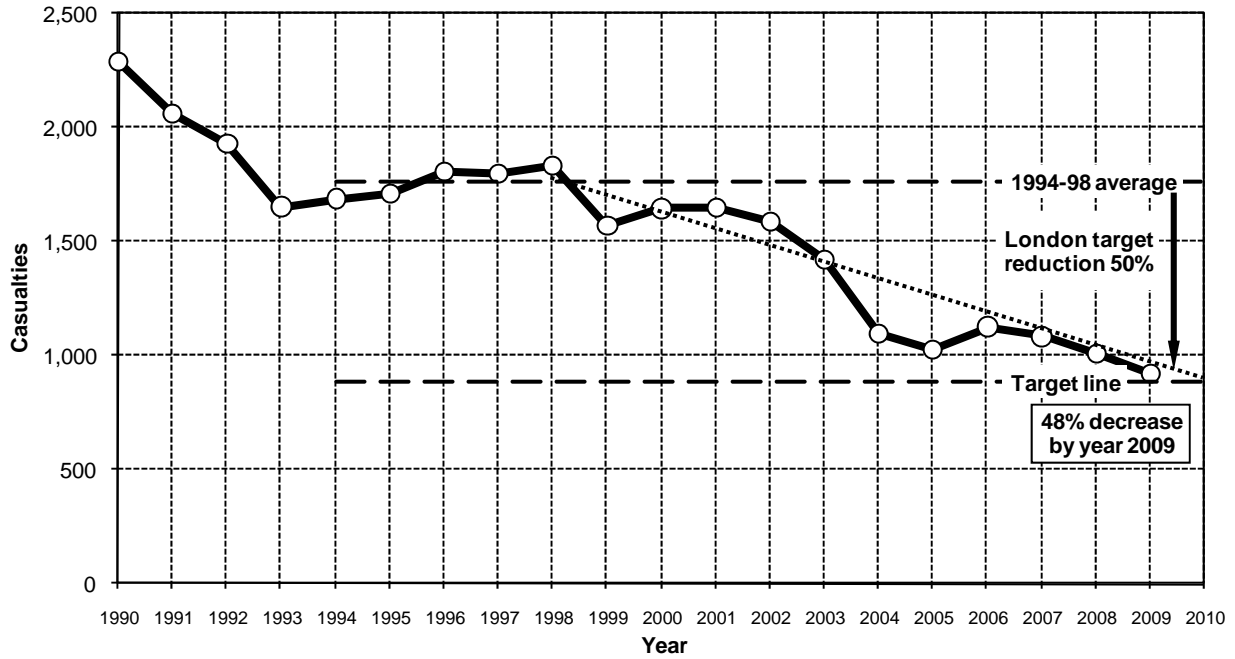


Fig. 25: TLRN - pedestrian killed or seriously injured casualties (London target category)

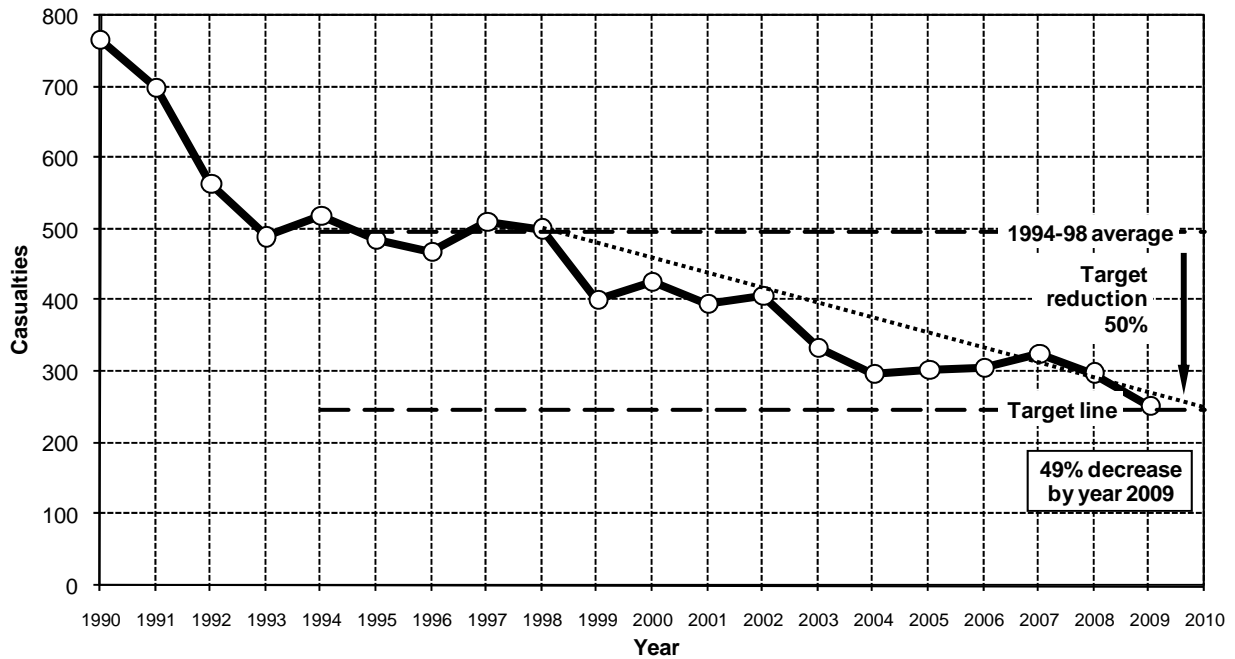


Fig. 26: TLRN - pedal cyclist killed or seriously injured casualties (London target category)

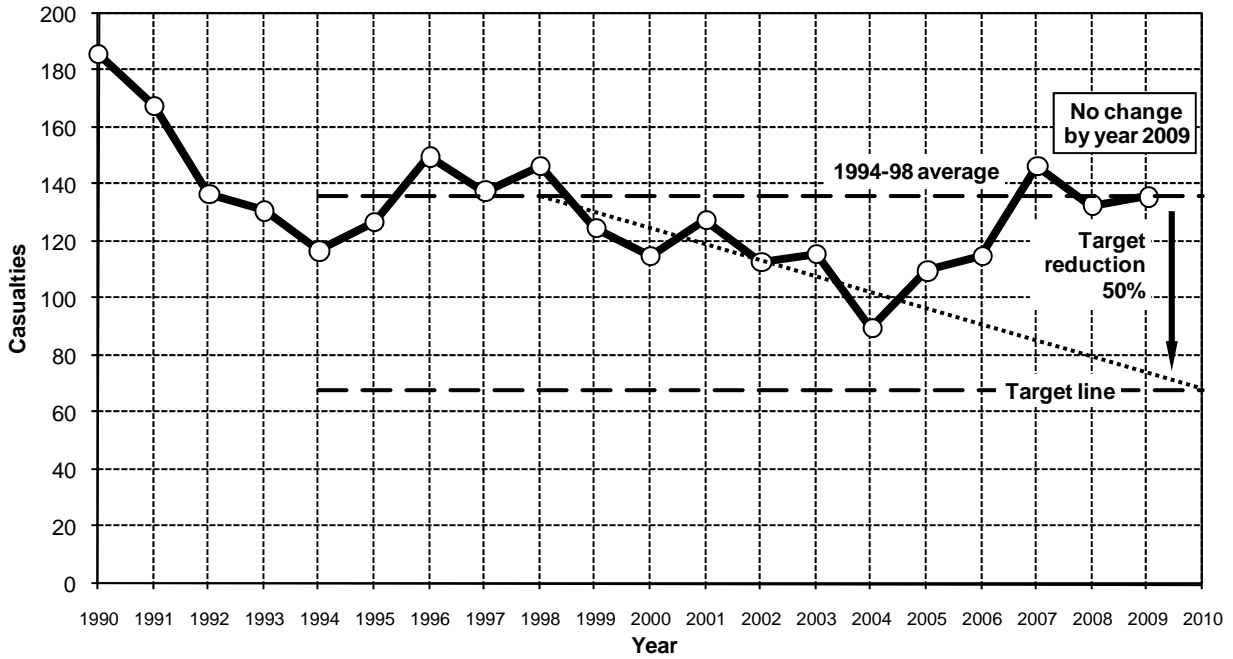


Fig. 27: TLRN - powered two wheeler killed or seriously injured casualties (London target category)

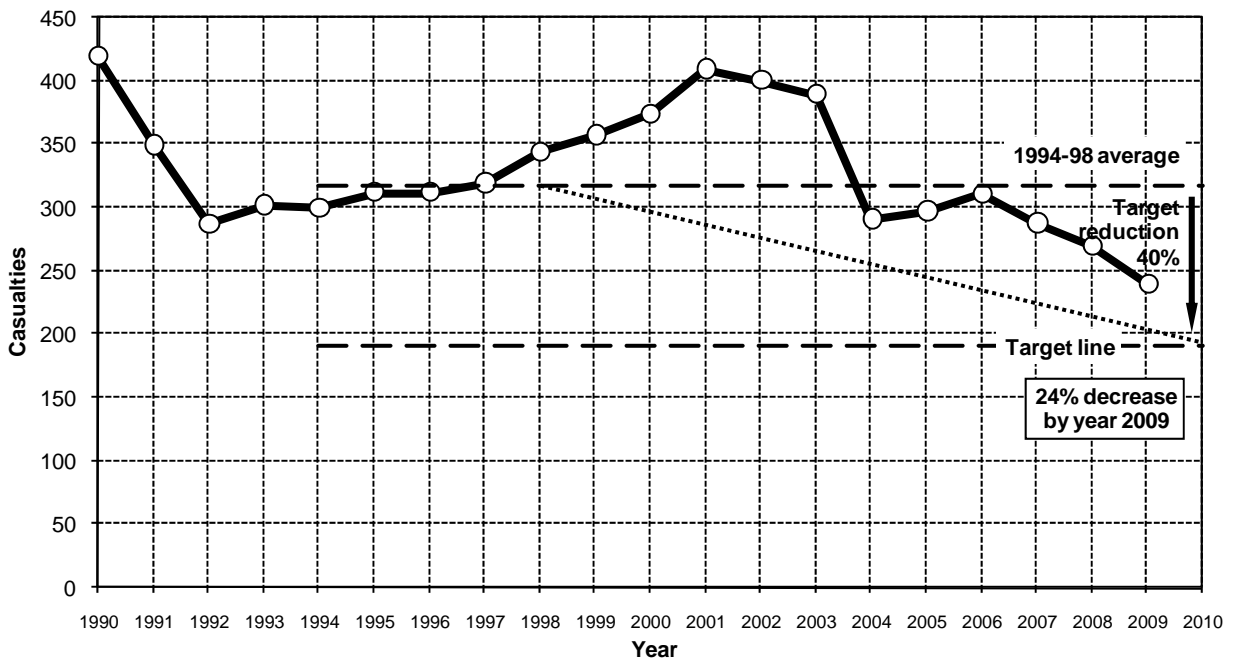


Fig. 28: TLRN - child killed or seriously injured casualties (national and London target category)

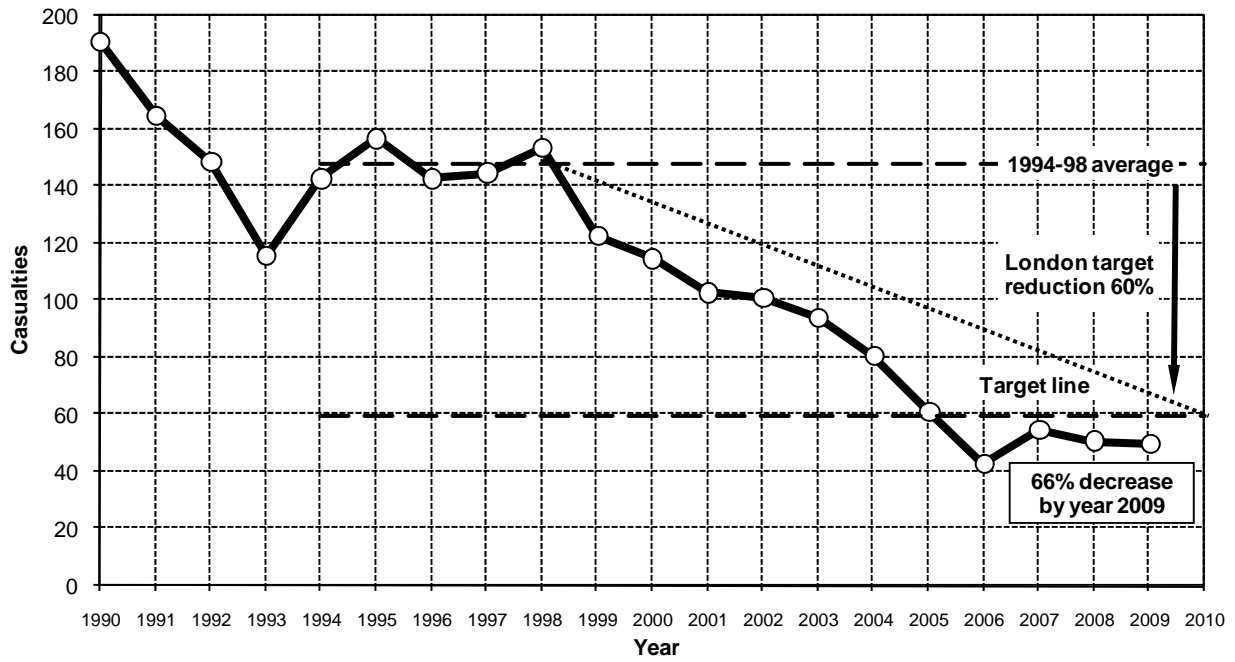
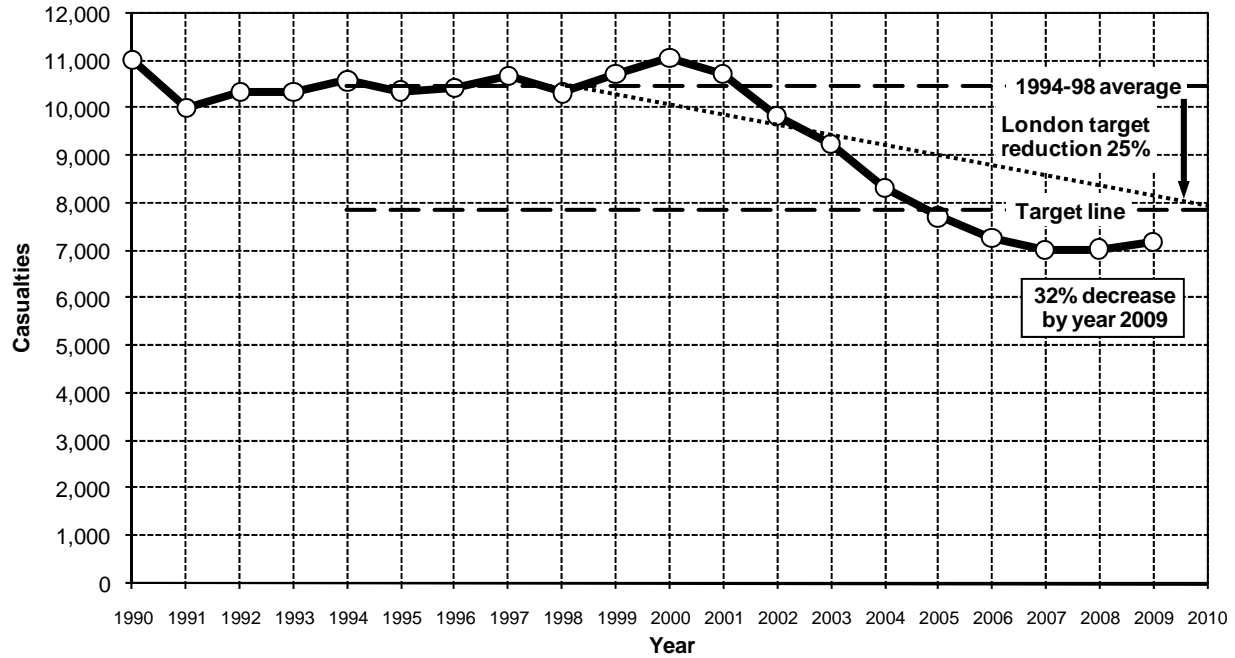


Fig. 29: TLRN - all slightly injured casualties (national and London target category)



5.4 Borough roads casualty monitoring charts

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

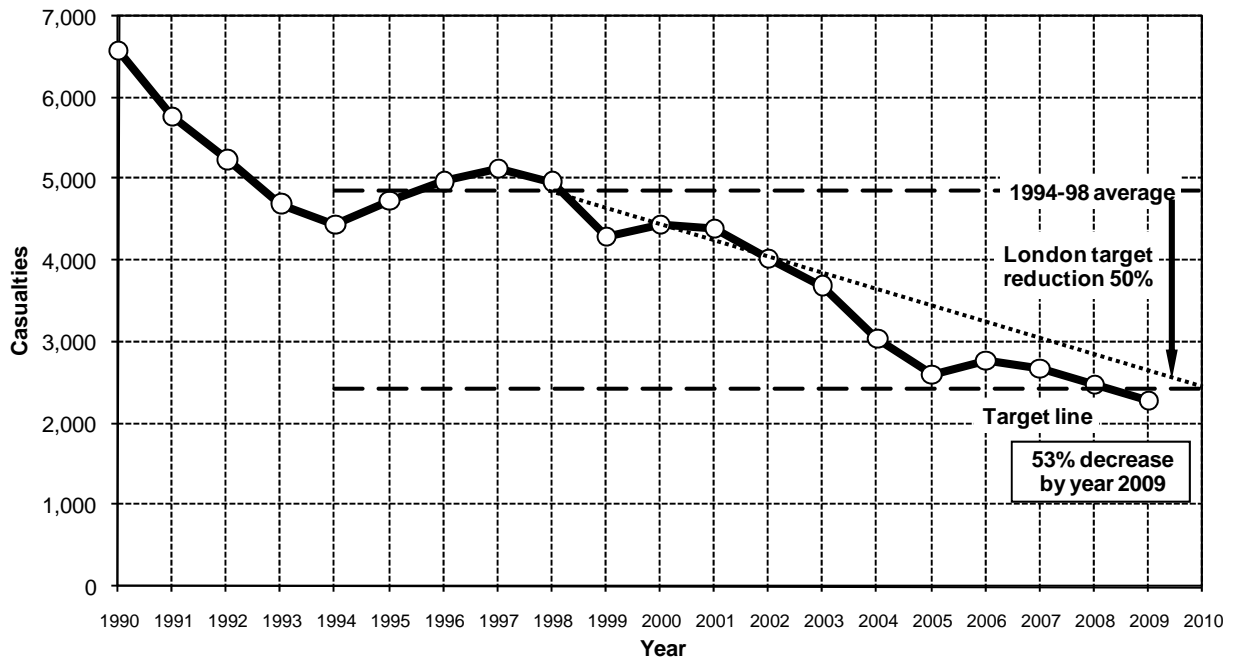


Fig. 31: Borough roads - pedestrian killed or seriously injured casualties (London target category)

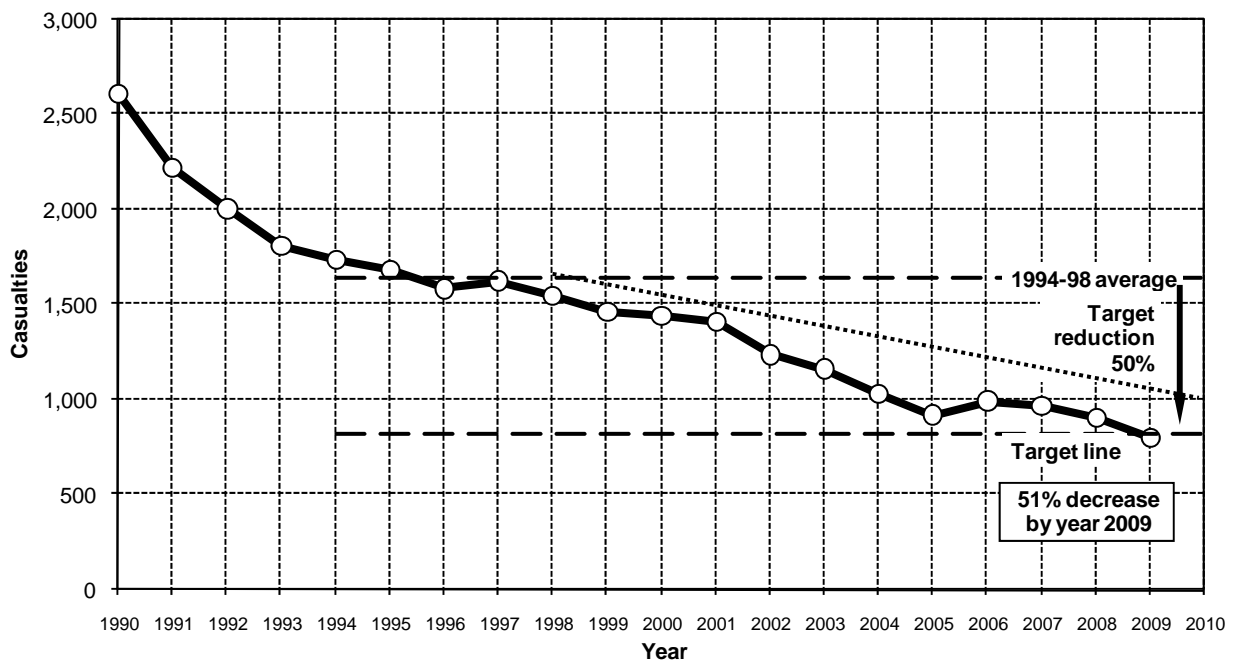


Fig. 32: Borough roads - pedal cyclist killed or seriously injured casualties (London target category)

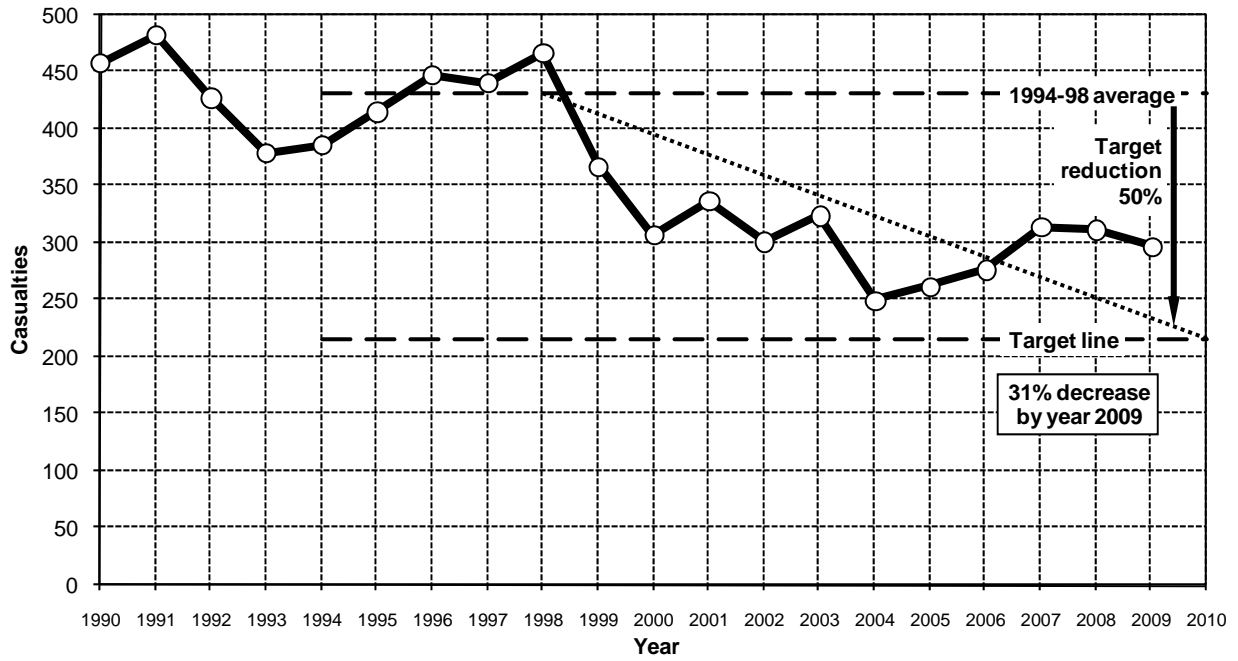


Fig. 33: Borough roads - powered two wheeler killed or seriously injured casualties (London target category)

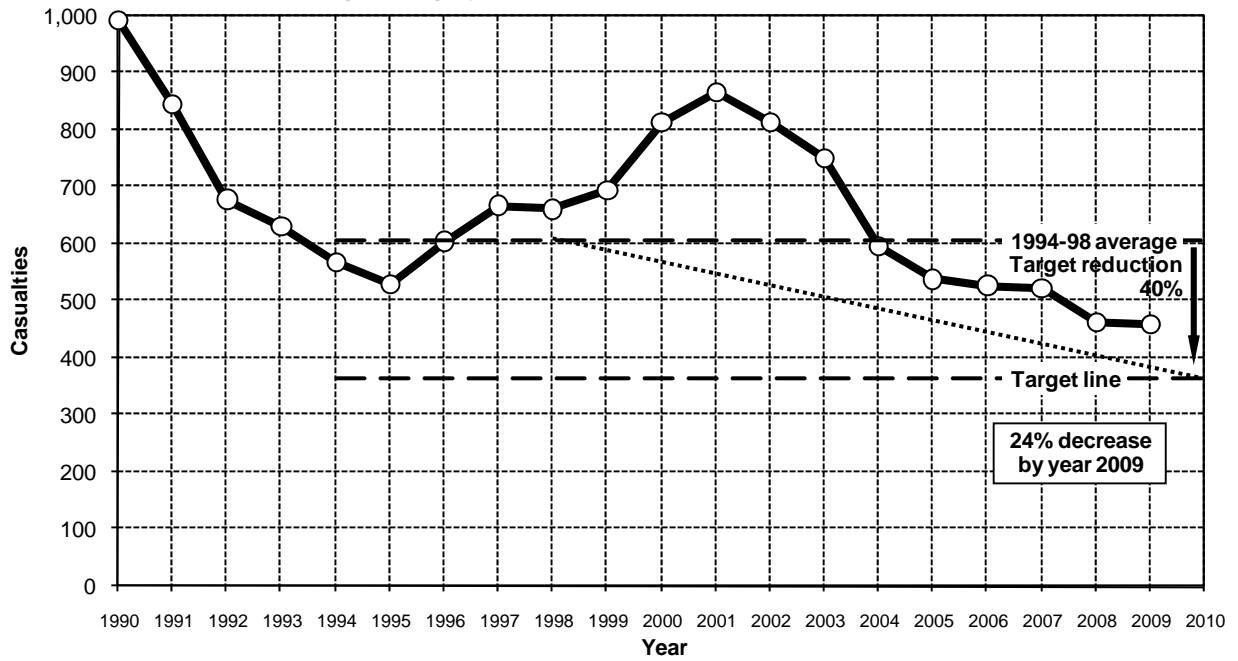


Fig. 34: Borough roads - child killed or seriously injured casualties (national and London target category)

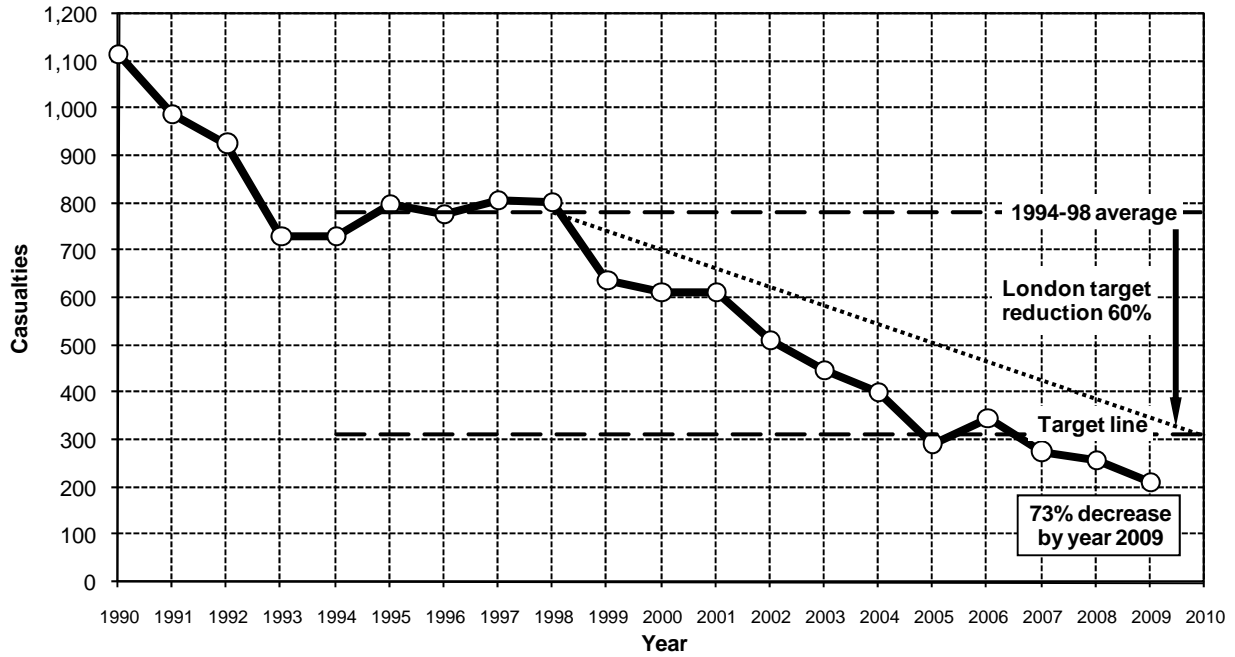
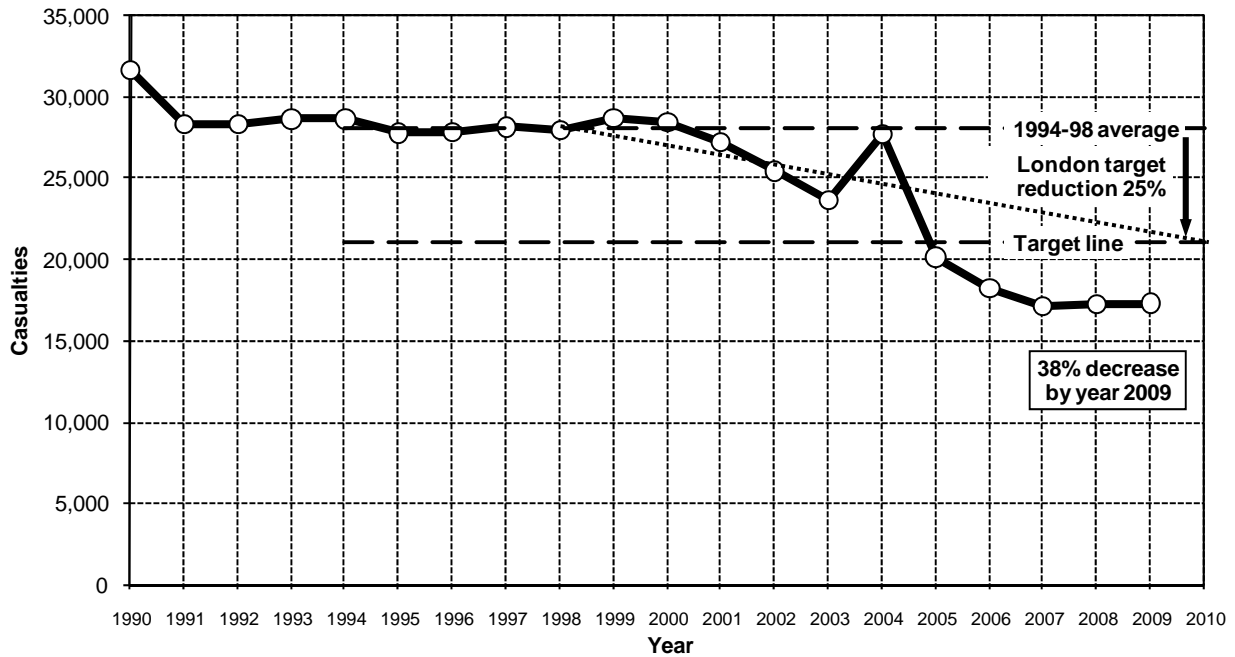


Fig. 35: Borough roads - all slightly injured casualties (national and London target category)



5.5 Highways Agency roads casualty monitoring charts

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

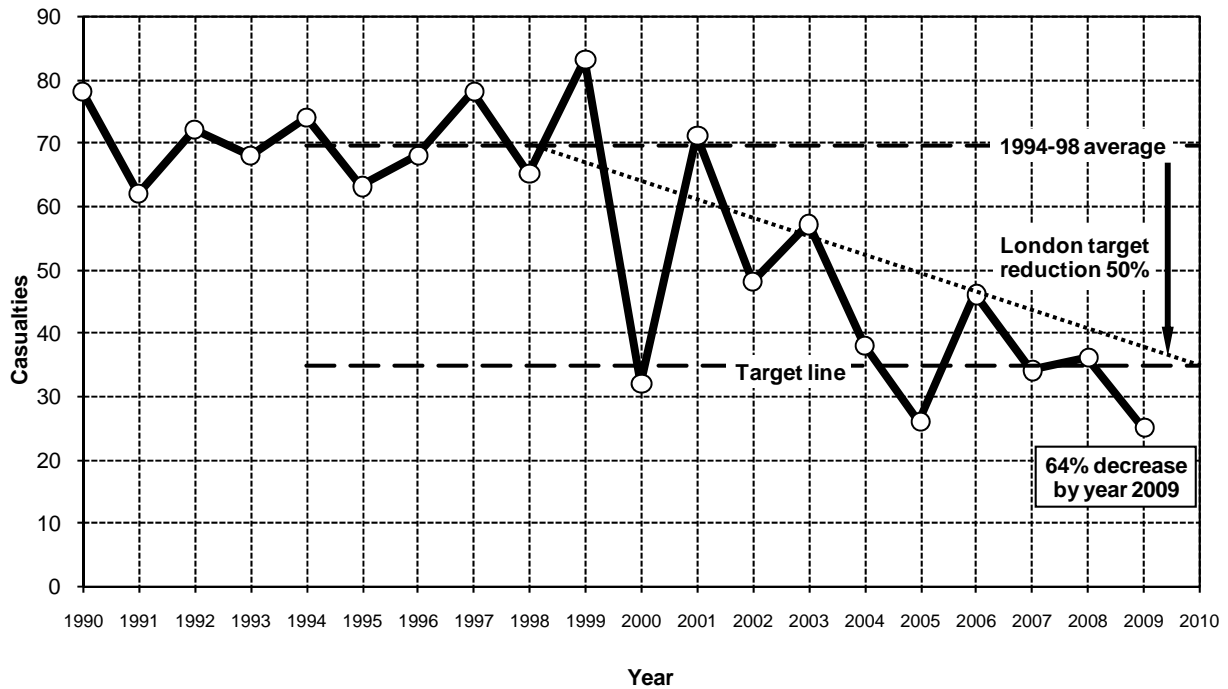
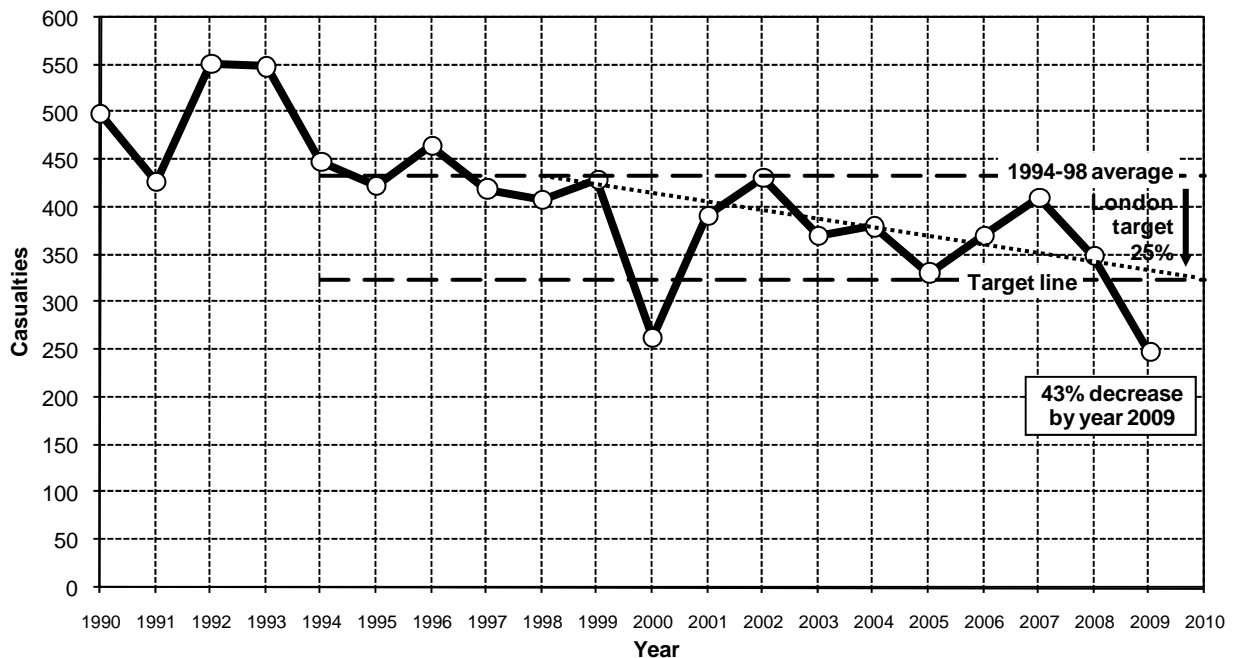


Fig. 37: Highways Agency roads - all slightly injured casualties (national and London target category)



Appendix A

Borough casualty monitoring charts and tables

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

1. Barking & Dagenham

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

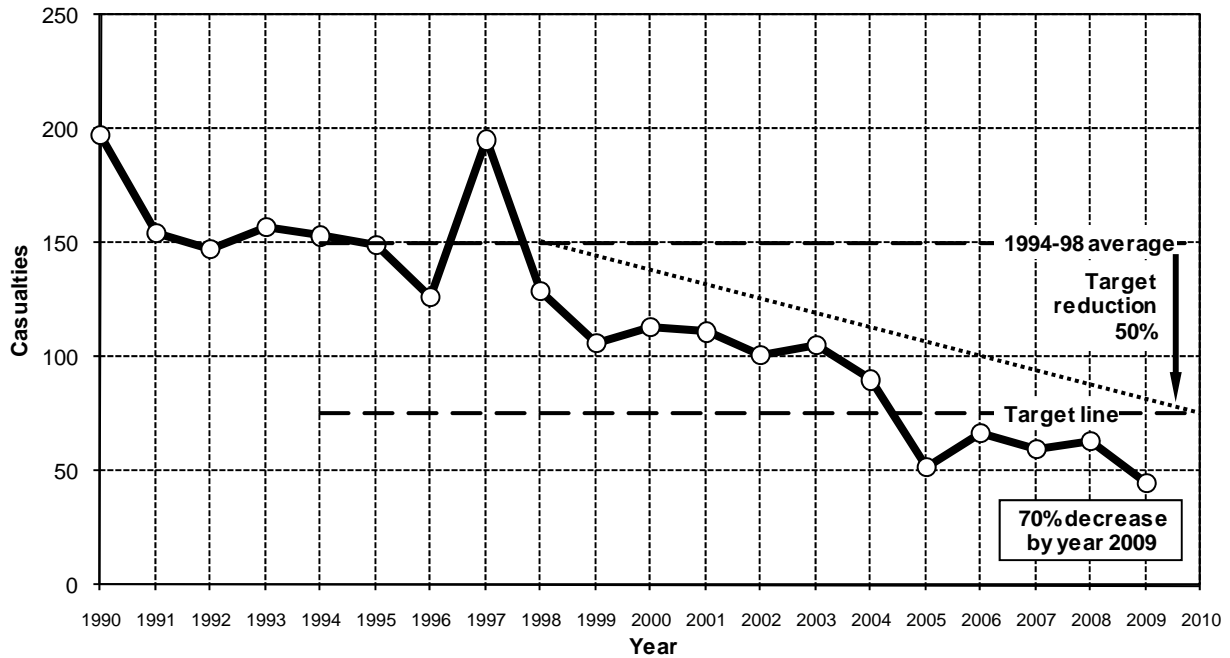


Fig. A1.2: L.B. of Barking and Dagenham - all slight casualties

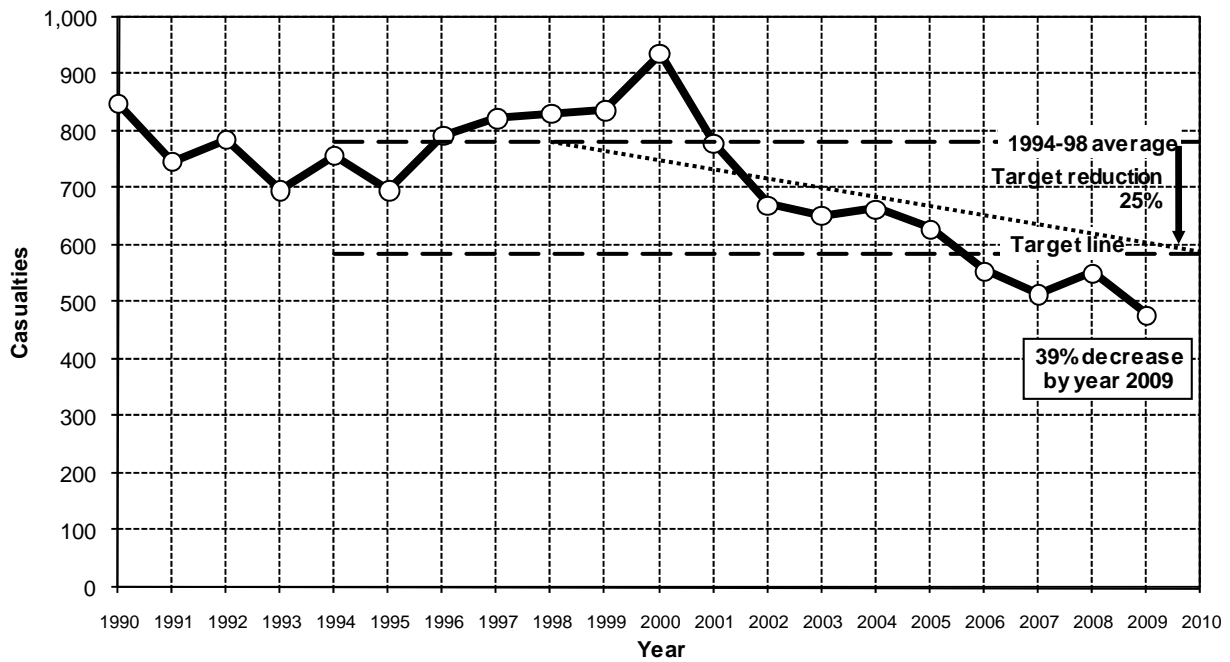


Table A1: Towards the year 2010: Monitoring casualties in L.B. of Barking & Dagenham
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	3.2	2	0	-100%	-100%
	Pedal cyclists	0.4	1	0	-100%	-100%
	Powered two-wheeler	0.4	3	1	-67%	150%
	Car occupants	1.0	2	1	-50%	0%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	5.4	8	2	-75%	-63%
Fatal and serious	Pedestrians	35.2	23	10	-57%	-72%
	Pedal cyclists	7.6	4	4	0%	-47%
	Powered two-wheeler	13.2	12	11	-8%	-17%
	Car occupants	83.6	18	18	0%	-78%
	Bus or coach occupants	3.6	2	1	-50%	-72%
	Other vehicle occupants	7.2	4	1	-75%	-86%
	Total	150.4	63	45	-29%	-70%
	Children (under 16yrs)	30.0	5	3	-40%	-90%
Slight*	Pedestrians	123.2	75	60	-20%	-51%
	Pedal cyclists	61.6	25	24	-4%	-61%
	Powered two-wheeler	53.6	45	48	7%	-10%
	Car occupants	482.0	358	305	-15%	-37%
	Bus or coach occupants	28.0	14	17	21%	-39%
	Other vehicle occupants	32.8	35	25	-29%	-24%
	Total	781.2	552	479	-13%	-39%
All severities	Pedestrians	158.4	98	70	-29%	-56%
	Pedal cyclists	69.2	29	28	-3%	-60%
	Powered two-wheeler	66.8	57	59	4%	-12%
	Car occupants	565.6	376	323	-14%	-43%
	Bus or coach occupants	31.6	16	18	13%	-43%
	Other vehicle occupants	40.0	39	26	-33%	-35%
	Total	931.6	615	524	-15%	-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.

2. Barnet

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

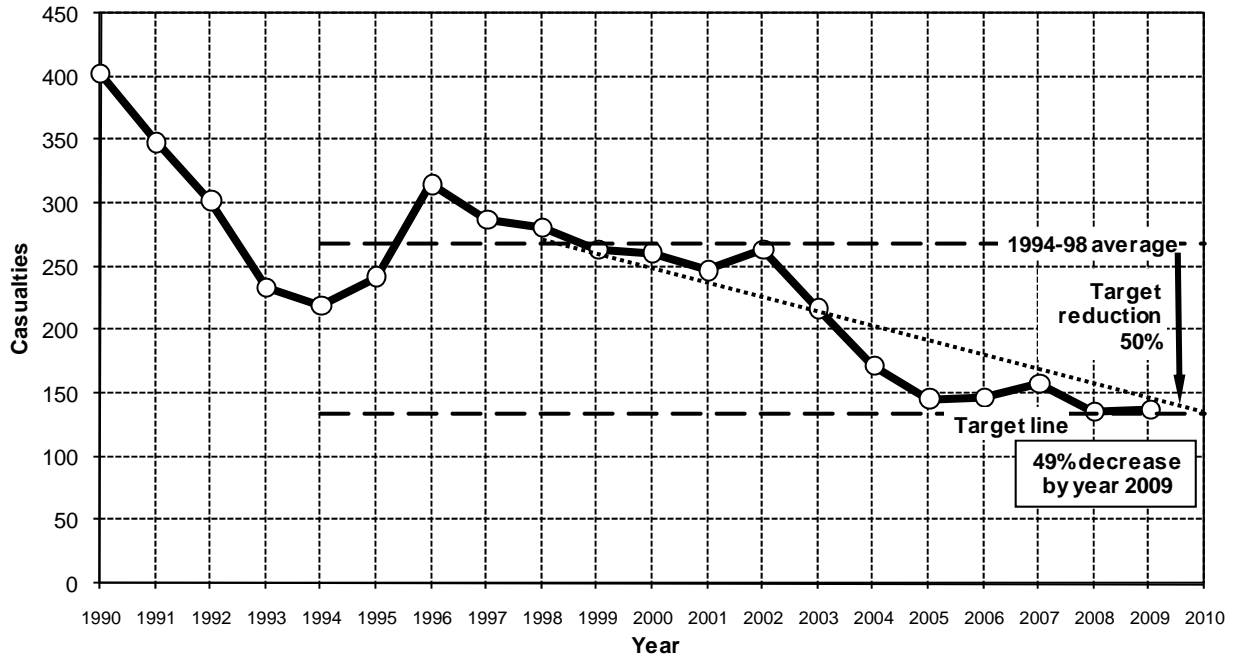


Fig. A2.2: L.B. of Barnet - all slight casualties

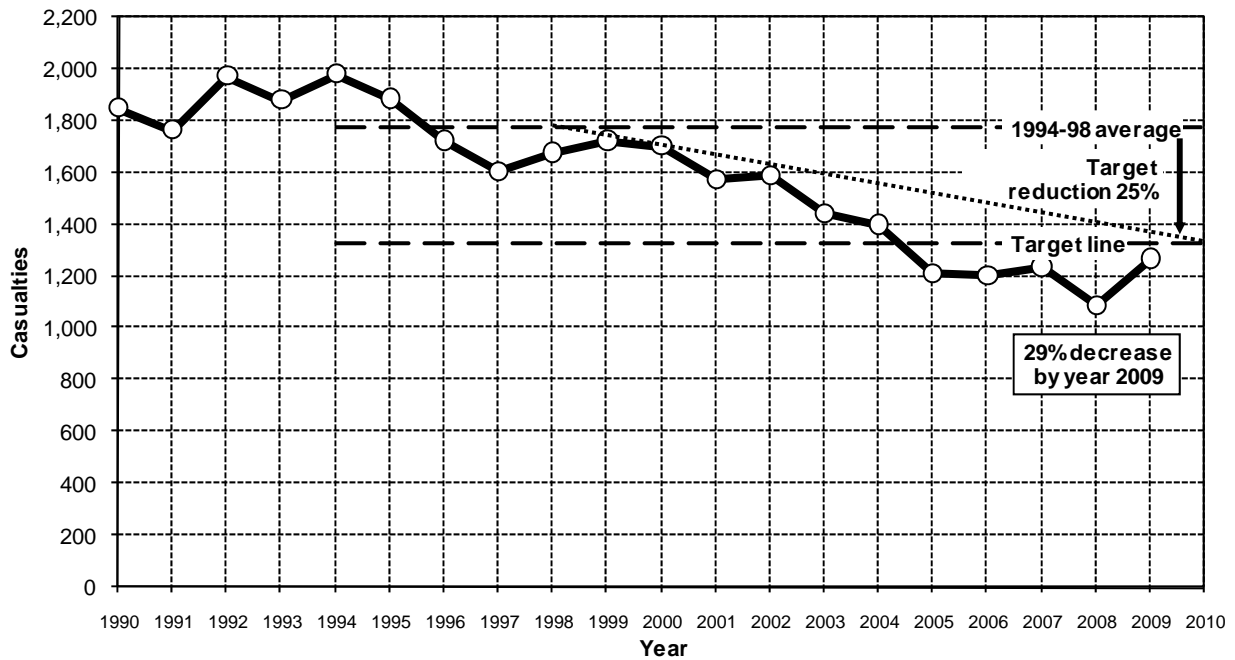


Table A2: Towards the year 2010: Monitoring casualties in L.B. of Barnet
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	4.0	6	5	-17%	25%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	2.2	4	2	-50%	-9%
	Car occupants	4.2	7	1	-86%	-76%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.6	1	0	-100%	-100%
	Total	11.6	18	8	-56%	-31%
Fatal and serious	Pedestrians	70.4	41	45	10%	-36%
	Pedal cyclists	14.4	6	4	-33%	-72%
	Powered two-wheeler	34.0	24	24	0%	-29%
	Car occupants	133.2	54	55	2%	-59%
	Bus or coach occupants	7.2	6	8	33%	11%
	Other vehicle occupants	9.6	5	1	-80%	-90%
	Total	268.8	136	137	1%	-49%
	Children (under 16yrs)	31.0	12	6	-50%	-81%
Slight*	Pedestrians	252.8	153	170	11%	-33%
	Pedal cyclists	89.0	44	58	32%	-35%
	Powered two-wheeler	168.4	90	123	37%	-27%
	Car occupants	1,125.2	737	822	12%	-27%
	Bus or coach occupants	65.8	42	39	-7%	-41%
	Other vehicle occupants	71.6	20	54	170%	-25%
	Total	1,772.8	1,086	1,266	17%	-29%
All severities	Pedestrians	323.2	194	215	11%	-33%
	Pedal cyclists	103.4	50	62	24%	-40%
	Powered two-wheeler	202.4	114	147	29%	-27%
	Car occupants	1,258.4	791	877	11%	-30%
	Bus or coach occupants	73.0	48	47	-2%	-36%
	Other vehicle occupants	81.2	25	55	120%	-32%
	Total	2,041.6	1,222	1,403	15%	-31%

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

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

3. Bexley

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

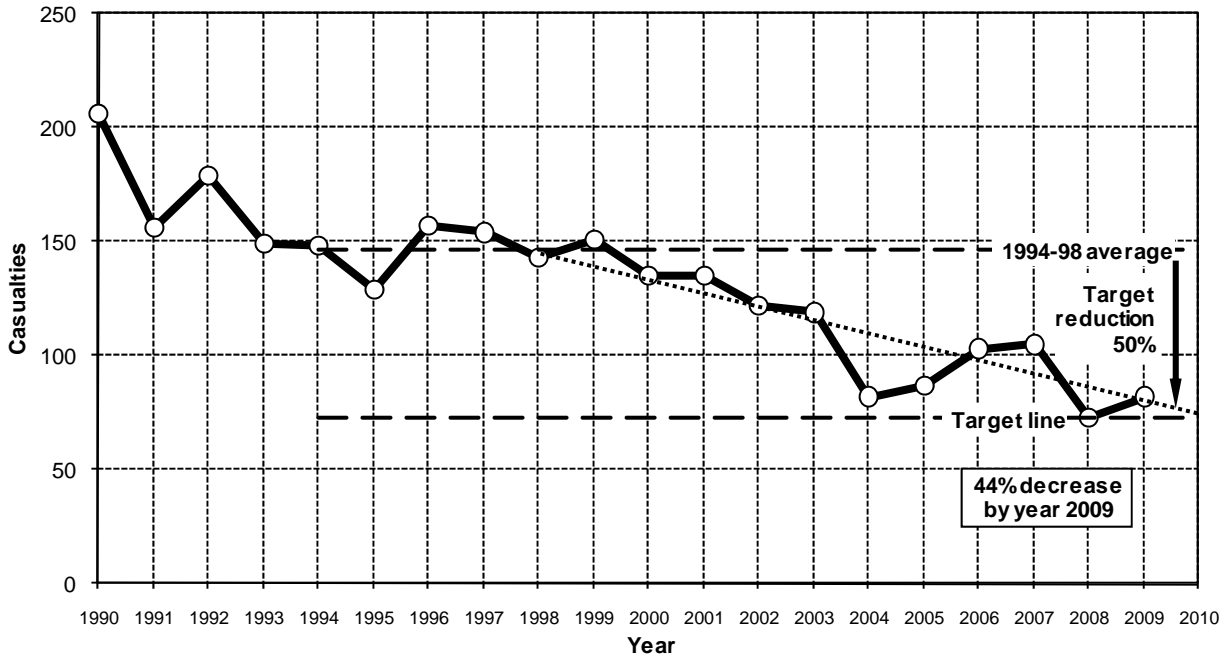


Fig. A3.2: L.B. of Bexley - all slight casualties

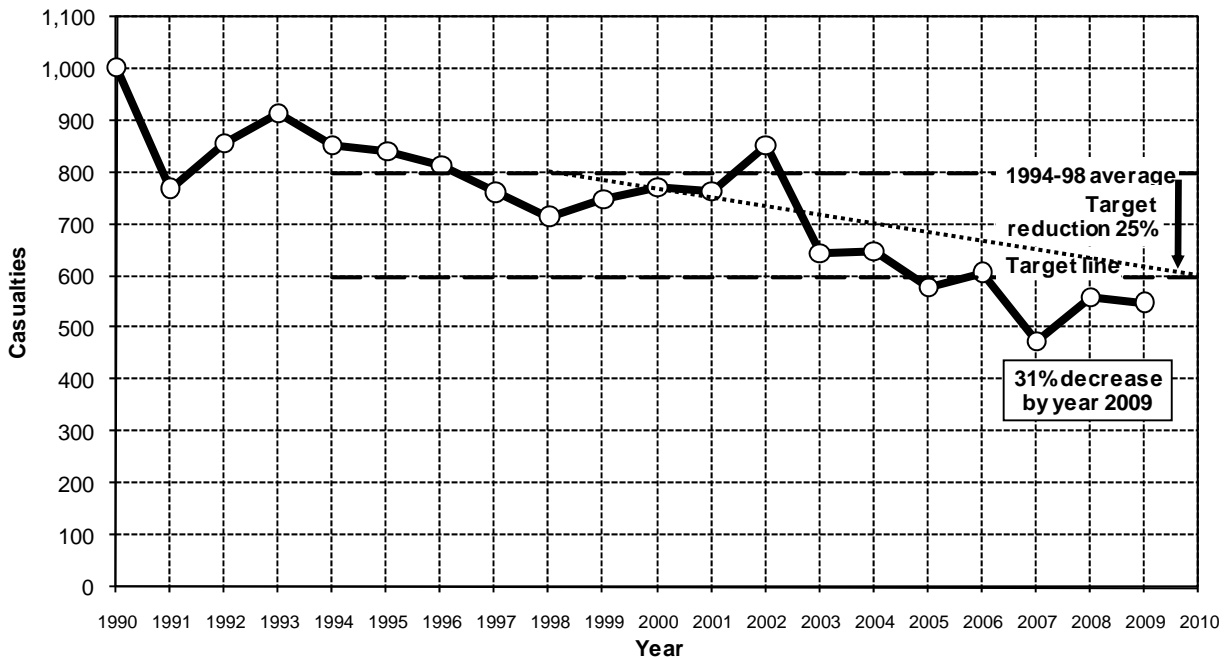


Table A3: Towards the year 2010: Monitoring casualties in L.B. of Bexley
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	1.2	0	2	∞	67%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	1.6	0	1	∞	-38%
	Car occupants	1.6	0	2	∞	25%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	4.6	0	5	∞	9%
Fatal and serious	Pedestrians	34.8	20	21	5%	-40%
	Pedal cyclists	9.0	3	8	167%	-11%
	Powered two-wheeler	17.2	14	14	0%	-19%
	Car occupants	77.0	30	32	7%	-58%
	Bus or coach occupants	3.8	4	3	-25%	-21%
	Other vehicle occupants	4.4	2	4	100%	-9%
	Total	146.2	73	82	12%	-44%
	Children (under 16yrs)	24.6	14	14	0%	-43%
Slight*	Pedestrians	109.4	69	62	-10%	-43%
	Pedal cyclists	57.0	32	26	-19%	-54%
	Powered two-wheeler	76.2	70	58	-17%	-24%
	Car occupants	477.8	349	350	0%	-27%
	Bus or coach occupants	48.8	28	35	25%	-28%
	Other vehicle occupants	28.4	11	19	73%	-33%
	Total	797.6	559	550	-2%	-31%
All severities	Pedestrians	144.2	89	83	-7%	-42%
	Pedal cyclists	66.0	35	34	-3%	-48%
	Powered two-wheeler	93.4	84	72	-14%	-23%
	Car occupants	554.8	379	382	1%	-31%
	Bus or coach occupants	52.6	32	38	19%	-28%
	Other vehicle occupants	32.8	13	23	77%	-30%
	Total	943.8	632	632	0%	-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

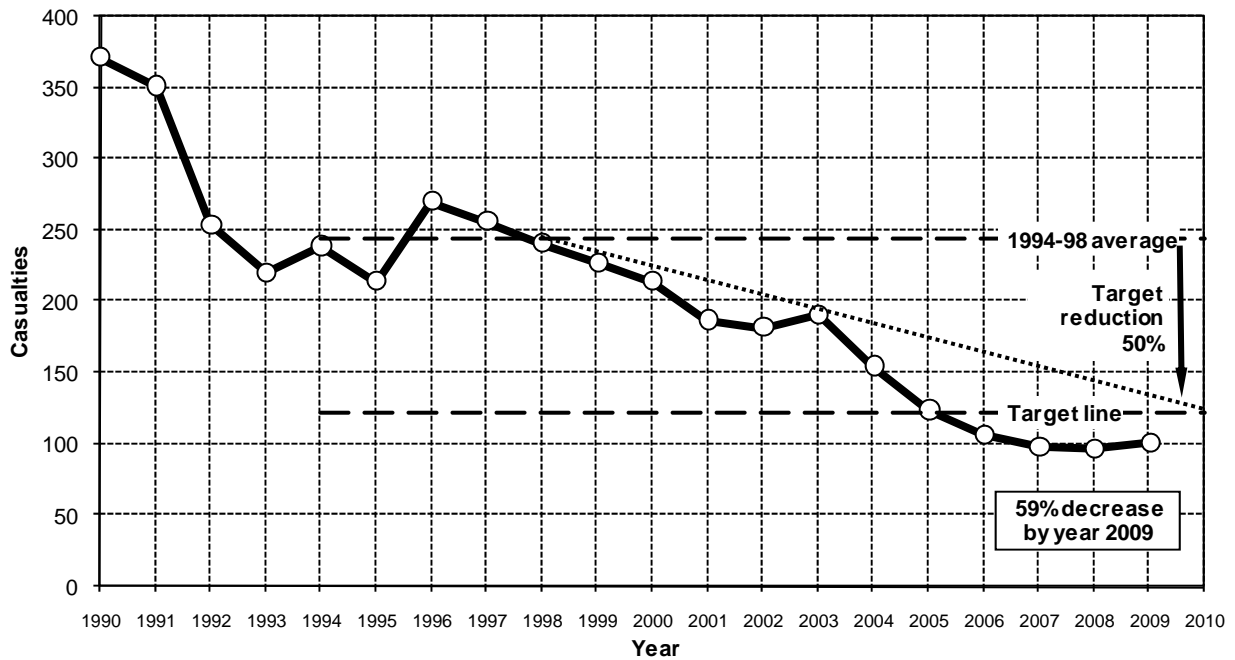


Fig. A4.2: L.B. of Brent - all slight casualties

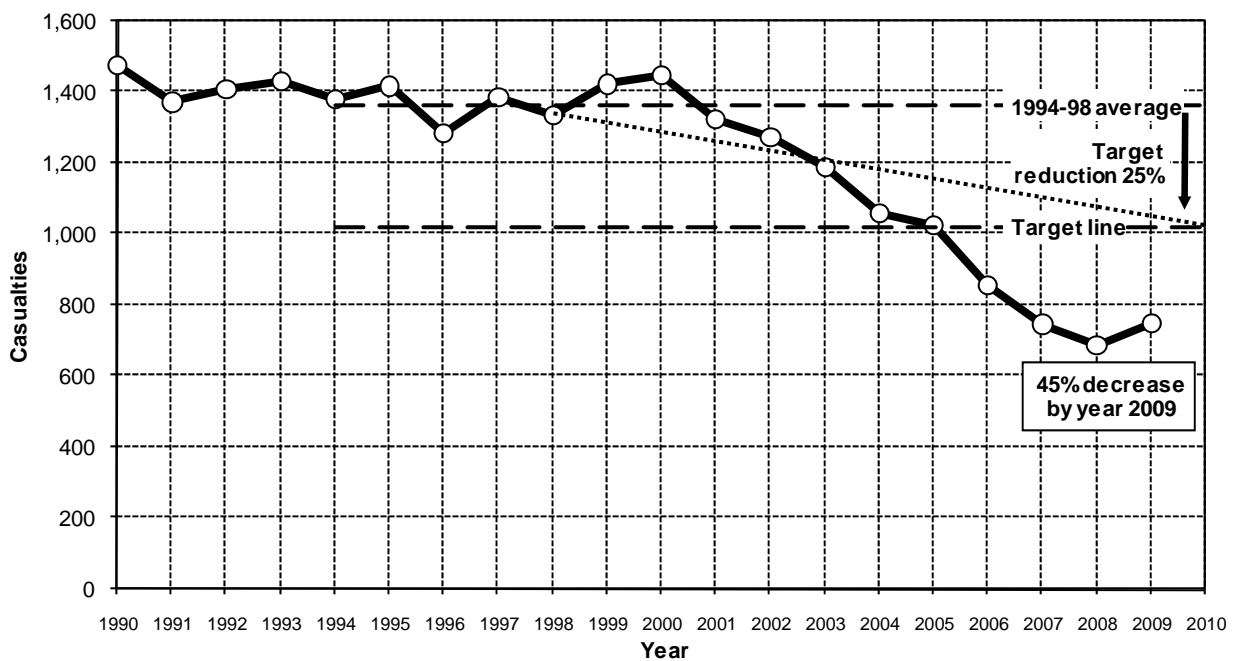


Table A4: Towards the year 2010: Monitoring casualties in L.B. of Brent
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	5.0	5	5	0%	0%
	Pedal cyclists	0.4	1	0	-100%	-100%
	Powered two-wheeler	0.8	0	2	∞	150%
	Car occupants	1.8	0	1	∞	-44%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	1	0	-100%	-100%
	Total	8.2	7	8	14%	-2%
Fatal and serious	Pedestrians	84.6	49	35	-29%	-59%
	Pedal cyclists	17.6	3	4	33%	-77%
	Powered two-wheeler	24.6	14	27	93%	10%
	Car occupants	102.4	26	32	23%	-69%
	Bus or coach occupants	7.4	3	2	-33%	-73%
	Other vehicle occupants	7.4	2	1	-50%	-86%
	Total	244.0	97	101	4%	-59%
	Children (under 16yrs)	42.4	13	11	-15%	-74%
Slight*	Pedestrians	257.2	152	171	13%	-34%
	Pedal cyclists	87.8	51	65	27%	-26%
	Powered two-wheeler	132.6	78	116	49%	-13%
	Car occupants	780.2	348	337	-3%	-57%
	Bus or coach occupants	54.4	39	27	-31%	-50%
	Other vehicle occupants	49.2	20	32	60%	-35%
	Total	1,361.4	688	748	9%	-45%
All severities	Pedestrians	341.8	201	206	2%	-40%
	Pedal cyclists	105.4	54	69	28%	-35%
	Powered two-wheeler	157.2	92	143	55%	-9%
	Car occupants	882.6	374	369	-1%	-58%
	Bus or coach occupants	61.8	42	29	-31%	-53%
	Other vehicle occupants	56.6	22	33	50%	-42%
	Total	1,605.4	785	849	8%	-47%

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

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

5. Bromley

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

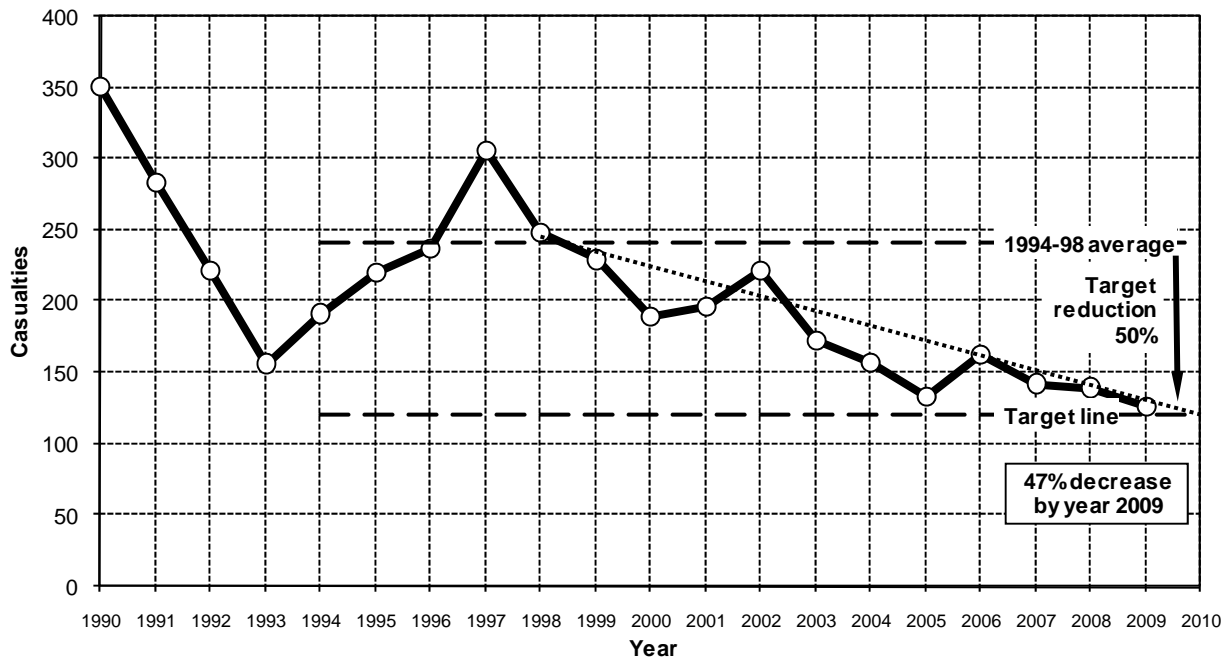


Fig. A5.2: L.B. of Bromley - all slight casualties

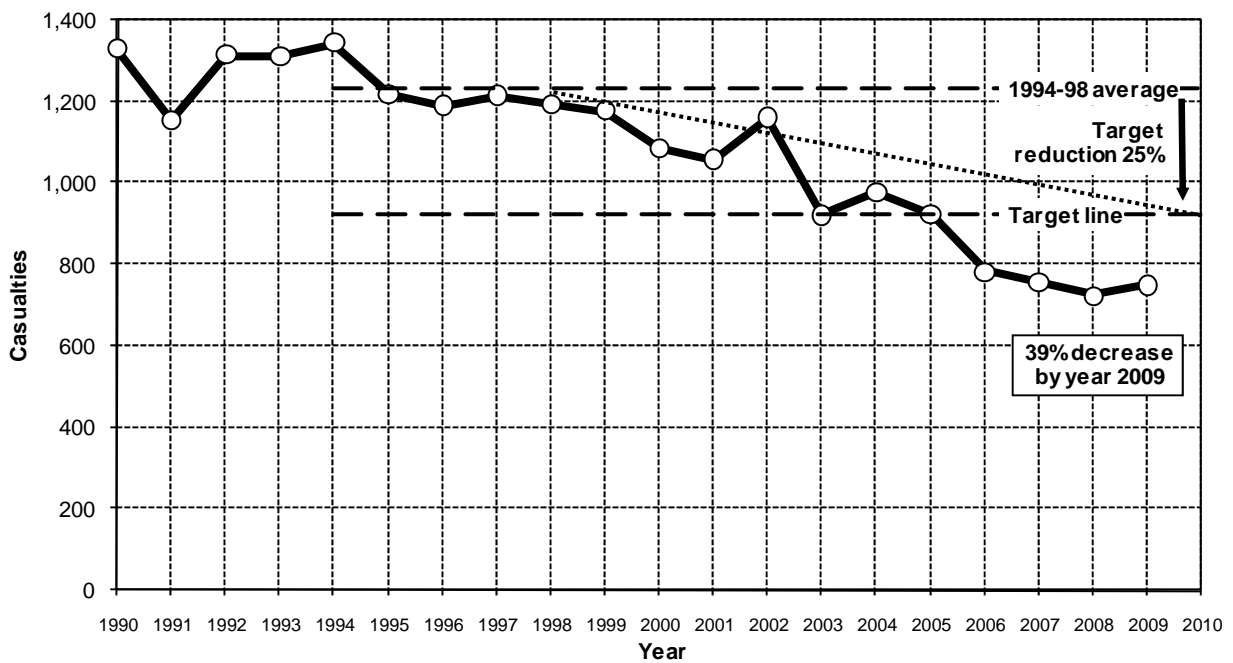


Table A5: Towards the year 2010: Monitoring casualties in L.B. of Bromley
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	3.4	7	0	-100%	-100%
	Pedal cyclists	0.4	1	0	-100%	-100%
	Powered two-wheeler	2.0	0	5	∞	150%
	Car occupants	3.2	6	6	0%	88%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.8	0	0	0%	-100%
	Total	9.8	14	11	-21%	12%
Fatal and serious	Pedestrians	48.8	35	28	-20%	-43%
	Pedal cyclists	18.0	10	5	-50%	-72%
	Powered two-wheeler	33.4	22	26	18%	-22%
	Car occupants	127.0	62	57	-8%	-55%
	Bus or coach occupants	8.0	9	7	-22%	-13%
	Other vehicle occupants	6.0	2	4	100%	-33%
	Total	241.2	140	127	-9%	-47%
	Children (under 16yrs)	33.6	16	7	-56%	-79%
Slight*	Pedestrians	175.8	93	76	-18%	-57%
	Pedal cyclists	90.4	57	58	2%	-36%
	Powered two-wheeler	120.6	85	82	-4%	-32%
	Car occupants	738.0	436	477	9%	-35%
	Bus or coach occupants	70.2	34	36	6%	-49%
	Other vehicle occupants	37.0	20	21	5%	-43%
	Total	1,232.0	725	750	3%	-39%
All severities	Pedestrians	224.6	128	104	-19%	-54%
	Pedal cyclists	108.4	67	63	-6%	-42%
	Powered two-wheeler	154.0	107	108	1%	-30%
	Car occupants	865.0	498	534	7%	-38%
	Bus or coach occupants	78.2	43	43	0%	-45%
	Other vehicle occupants	43.0	22	25	14%	-42%
	Total	1,473.2	865	877	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.

6. Camden

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

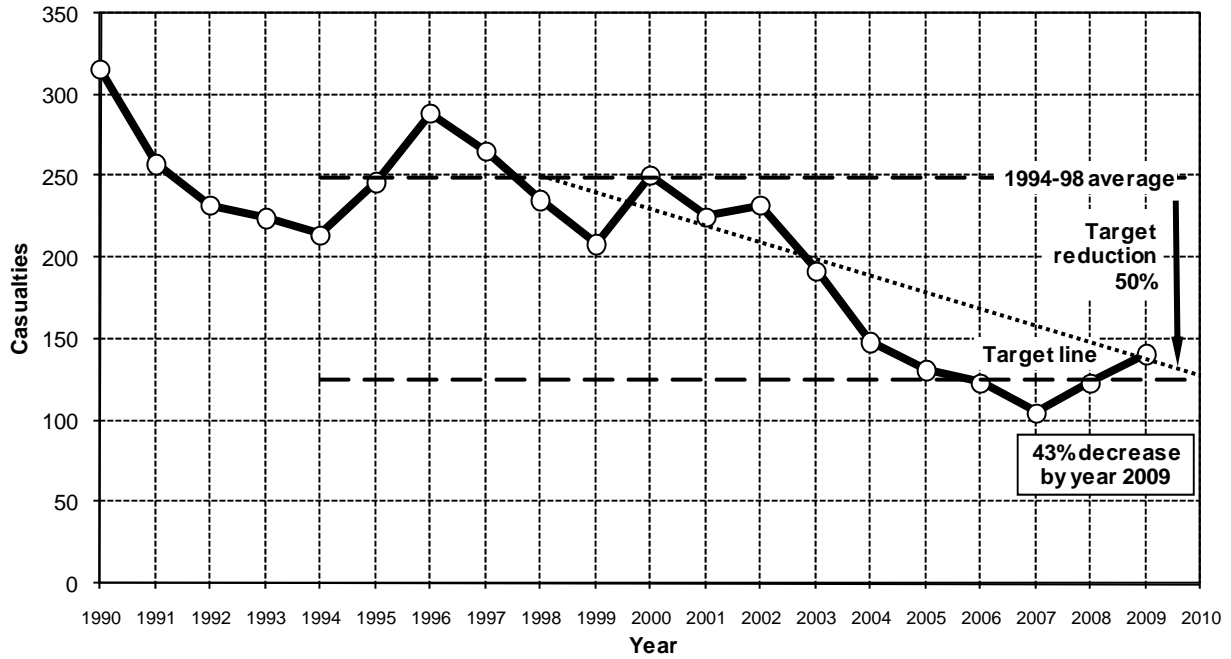


Fig. A6.2: L.B. of Camden - all slight casualties

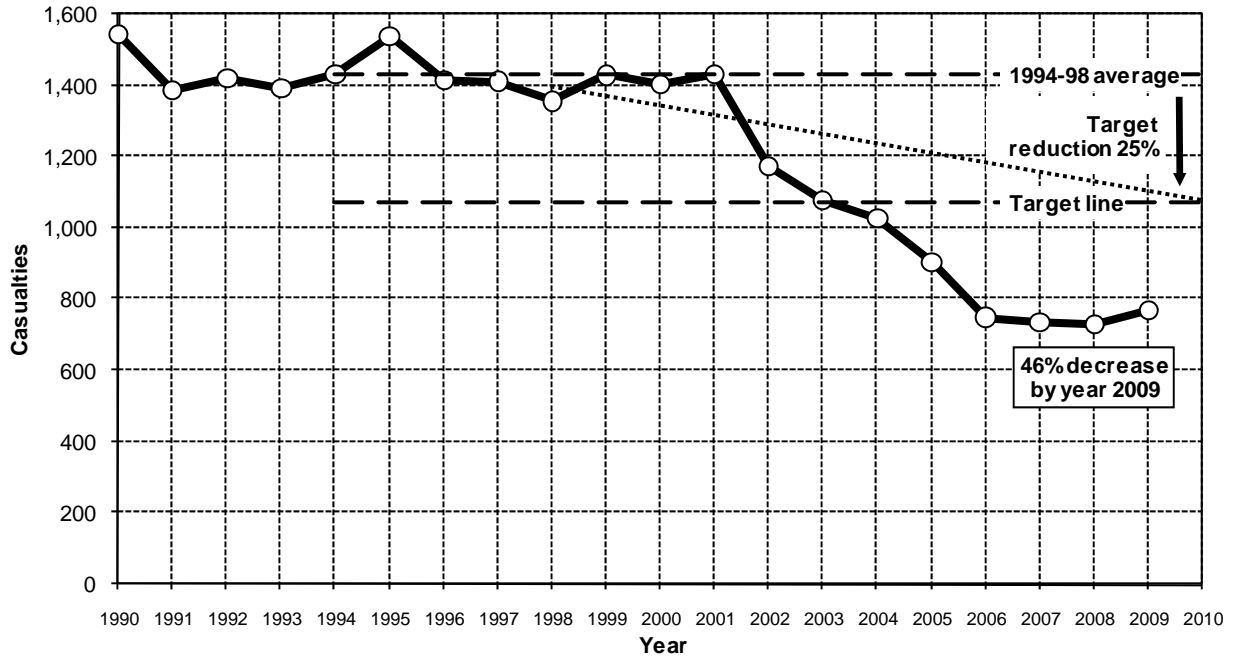


Table A6: Towards the year 2010: Monitoring casualties in L.B. of Camden
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	5.0	1	4	300%	-20%
	Pedal cyclists	0.6	1	1	0%	67%
	Powered two-wheeler	0.8	2	0	-100%	-100%
	Car occupants	0.8	0	0	0%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	0	0	0%	0%
	Total	7.6	4	5	25%	-34%
Fatal and serious	Pedestrians	104.0	45	65	44%	-38%
	Pedal cyclists	31.0	23	22	-4%	-29%
	Powered two-wheeler	41.0	27	28	4%	-32%
	Car occupants	51.4	20	14	-30%	-73%
	Bus or coach occupants	11.2	6	6	0%	-46%
	Other vehicle occupants	11.0	2	6	200%	-45%
	Total	249.6	123	141	15%	-44%
	Children (under 16yrs)	24.6	4	9	125%	-63%
Slight*	Pedestrians	351.0	151	209	38%	-40%
	Pedal cyclists	192.8	144	145	1%	-25%
	Powered two-wheeler	289.0	157	157	0%	-46%
	Car occupants	444.6	199	160	-20%	-64%
	Bus or coach occupants	78.0	45	51	13%	-35%
	Other vehicle occupants	75.4	34	45	32%	-40%
	Total	1,430.8	730	767	5%	-46%
All severities	Pedestrians	455.0	196	274	40%	-40%
	Pedal cyclists	223.8	167	167	0%	-25%
	Powered two-wheeler	330.0	184	185	1%	-44%
	Car occupants	496.0	219	174	-21%	-65%
	Bus or coach occupants	89.2	51	57	12%	-36%
	Other vehicle occupants	86.4	36	51	42%	-41%
	Total	1,680.4	853	908	6%	-46%

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

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

7. City of London

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

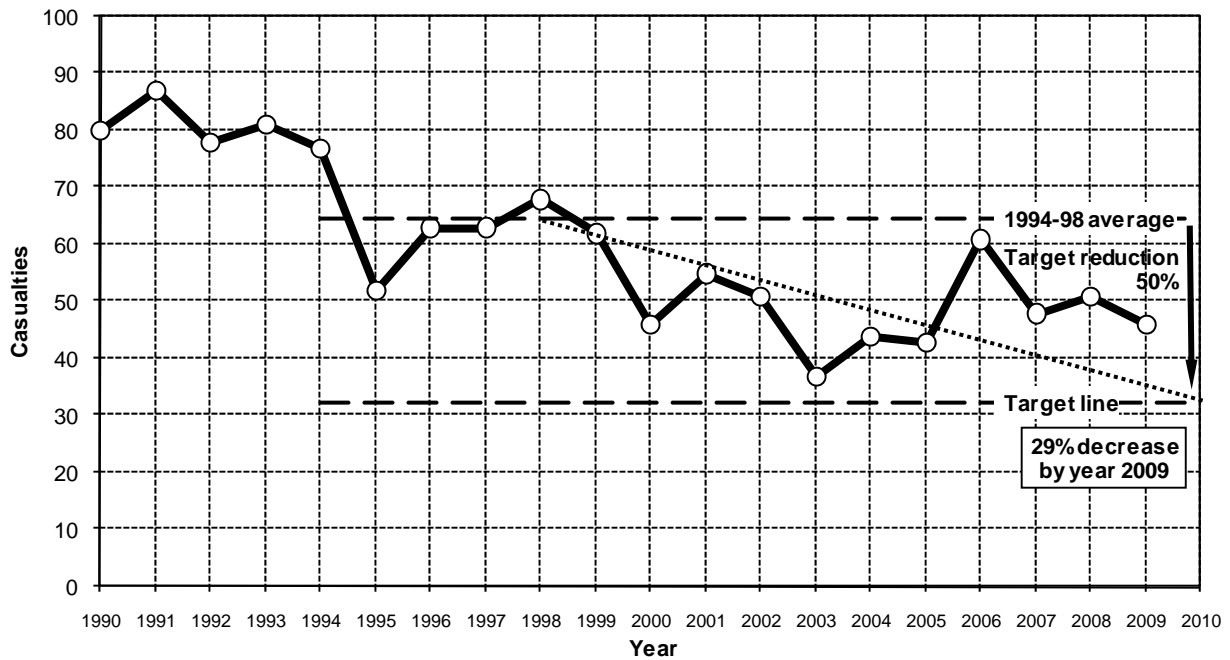


Fig. A7.2: City of London - all slight casualties

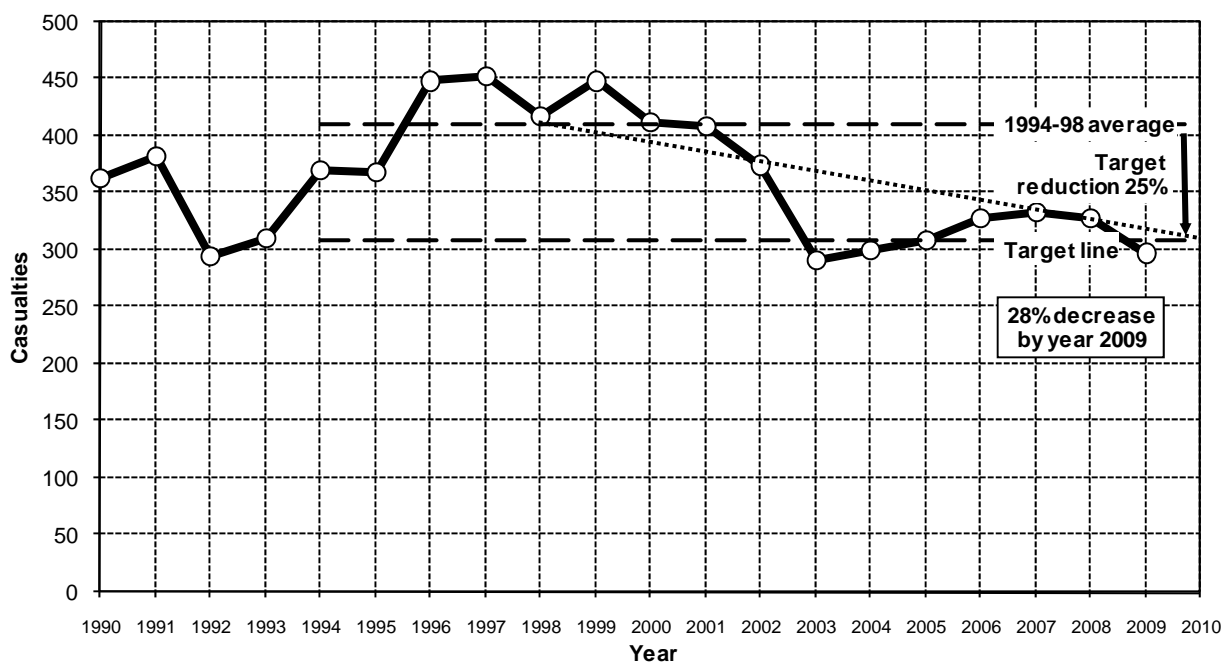


Table A8: Towards the year 2010: Monitoring casualties in City of London
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	0.8	1	2	100%	150%
	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	0	0	0%	0%
	Total	3.0	2	3	50%	0%
Fatal and serious	Pedestrians	24.6	22	16	-27%	-35%
	Pedal cyclists	7.4	18	19	6%	157%
	Powered two-wheeler	15.2	6	7	17%	-54%
	Car occupants	10.0	2	4	100%	-60%
	Bus or coach occupants	3.8	3	0	-100%	-100%
	Other vehicle occupants	3.6	0	0	0%	-100%
	Total	64.6	51	46	-10%	-29%
	Children (under 16yrs)	2.0	1	1	0%	-50%
Slight*	Pedestrians	121.8	83	73	-12%	-40%
	Pedal cyclists	66.0	93	91	-2%	38%
	Powered two-wheeler	105.8	65	66	2%	-38%
	Car occupants	66.6	39	29	-26%	-56%
	Bus or coach occupants	23.0	26	22	-15%	-4%
	Other vehicle occupants	27.8	22	16	-27%	-42%
	Total	411.0	328	297	-9%	-28%
All severities	Pedestrians	146.4	105	89	-15%	-39%
	Pedal cyclists	73.4	111	110	-1%	50%
	Powered two-wheeler	121.0	71	73	3%	-40%
	Car occupants	76.6	41	33	-20%	-57%
	Bus or coach occupants	26.8	29	22	-24%	-18%
	Other vehicle occupants	31.4	22	16	-27%	-49%
	Total	475.6	379	343	-9%	-28%

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

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

8. City of Westminster

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

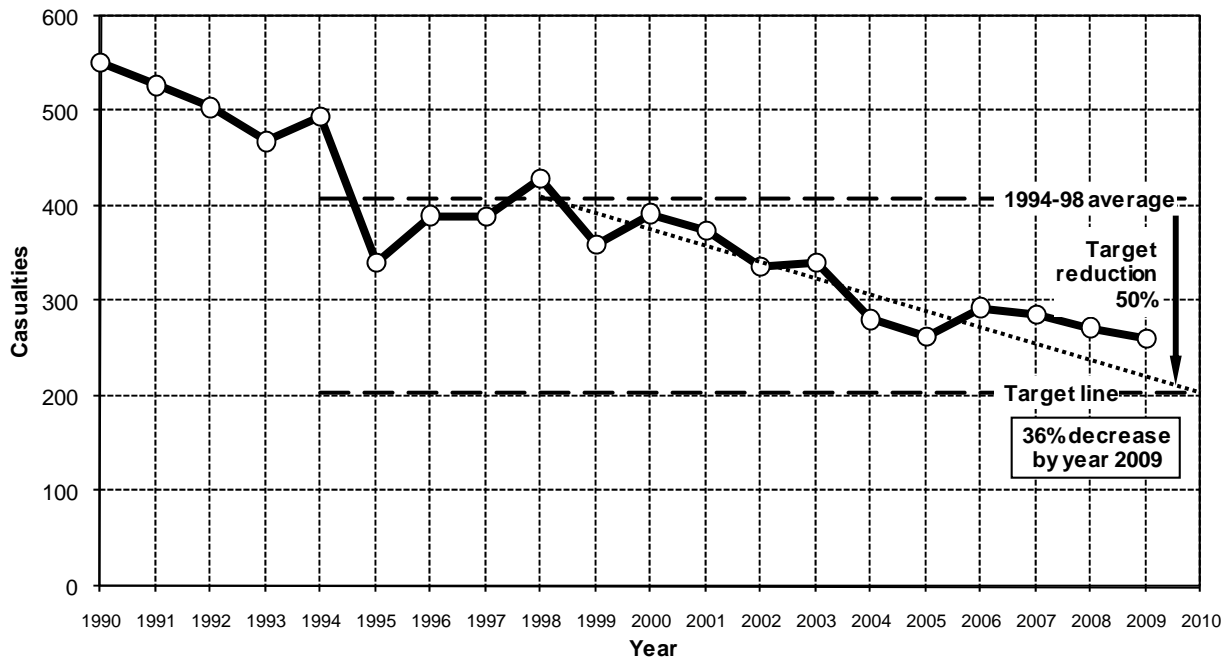
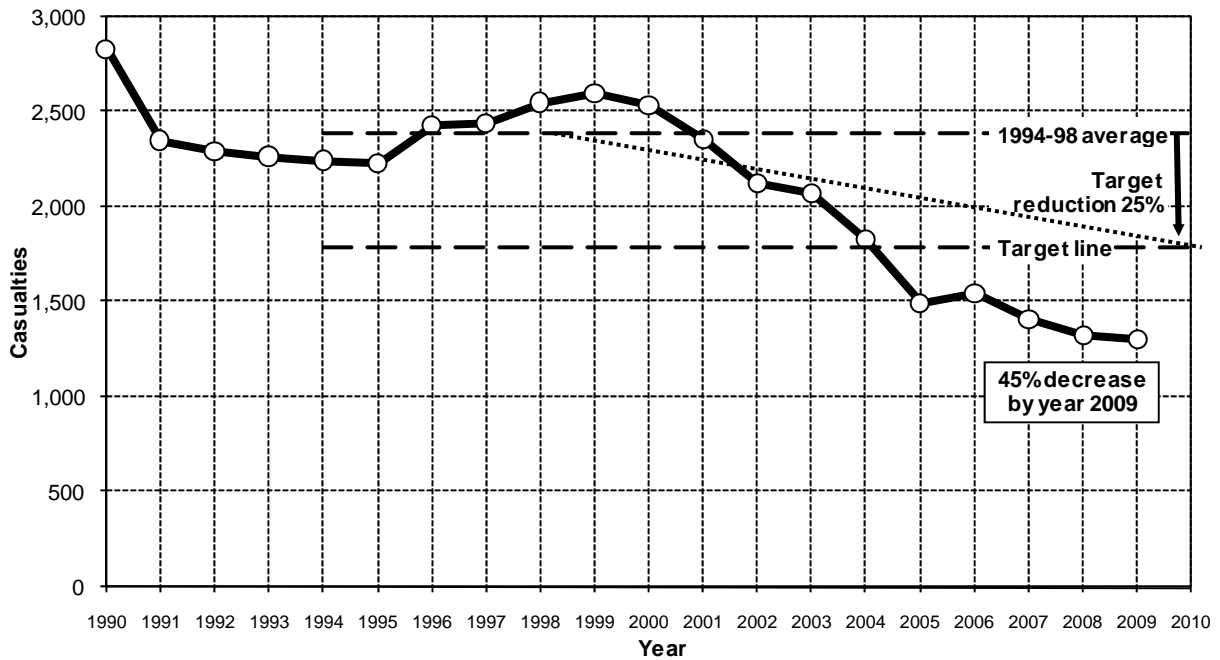


Fig. A8.2: City of Westminster - all slight casualties



**Table A8: Towards the year 2010: Monitoring casualties in City of Westminster
Casualties in the year 2009 compared with the 1994-98 average and 2008**

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	10.4	12	10	-17%	-4%
	Pedal cyclists	0.8	1	1	0%	25%
	Powered two-wheeler	1.4	6	3	-50%	114%
	Car occupants	1.2	1	0	-100%	-100%
	Bus or coach occupants	0.4	0	1	?	150%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	14.2	20	15	-25%	6%
Fatal and serious	Pedestrians	178.8	115	99	-14%	-45%
	Pedal cyclists	38.4	48	45	-6%	17%
	Powered two-wheeler	64.8	61	62	2%	-4%
	Car occupants	71.4	22	27	23%	-62%
	Bus or coach occupants	36.2	17	16	-6%	-56%
	Other vehicle occupants	19.0	9	12	33%	-37%
	Total	408.6	272	261	-4%	-36%
	Children (under 16yrs)	22.6	8	7	-13%	-69%
Slight*	Pedestrians	652.8	343	320	-7%	-51%
	Pedal cyclists	303.4	229	258	13%	-15%
	Powered two-wheeler	467.2	245	285	16%	-39%
	Car occupants	579.0	291	248	-15%	-57%
	Bus or coach occupants	213.0	96	113	18%	-47%
	Other vehicle occupants	169.0	128	85	-34%	-50%
	Total	2,384.4	1,332	1,309	-2%	-45%
All severities	Pedestrians	831.6	458	419	-9%	-50%
	Pedal cyclists	341.8	277	303	9%	-11%
	Powered two-wheeler	532.0	306	347	13%	-35%
	Car occupants	650.4	313	275	-12%	-58%
	Bus or coach occupants	249.2	113	129	14%	-48%
	Other vehicle occupants	188.0	137	97	-29%	-48%
	Total	2,793.0	1,604	1,570	-2%	-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.*

9. Croydon

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

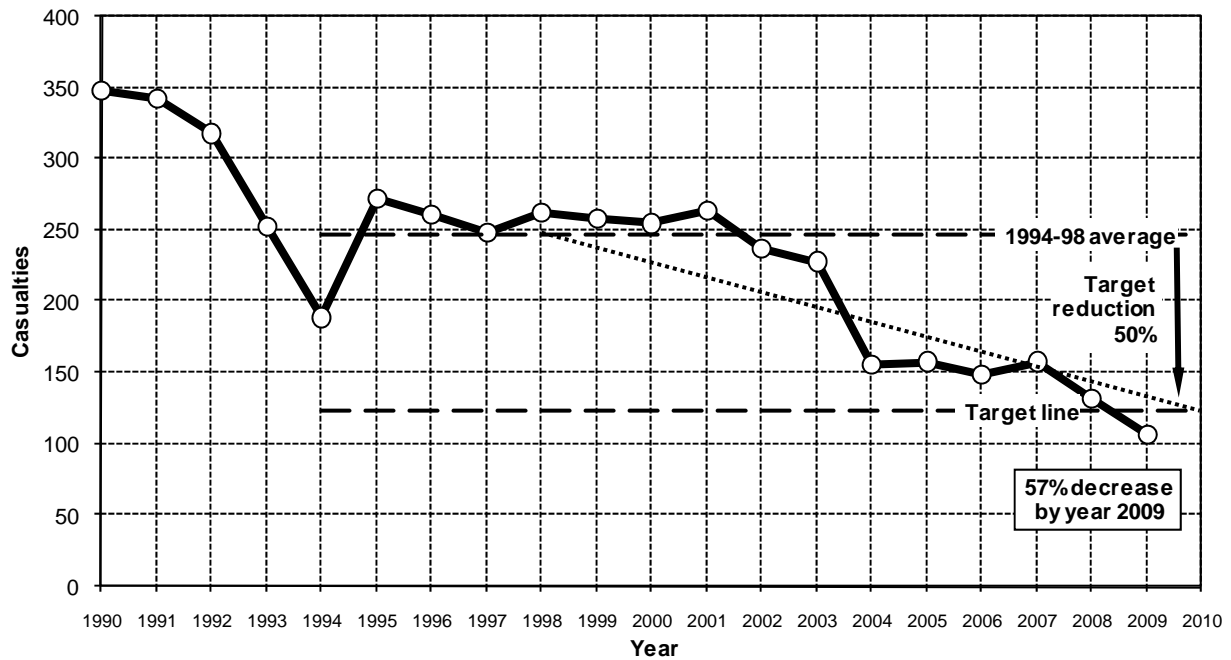


Fig. A9.2: L.B. of Croydon - all slight casualties

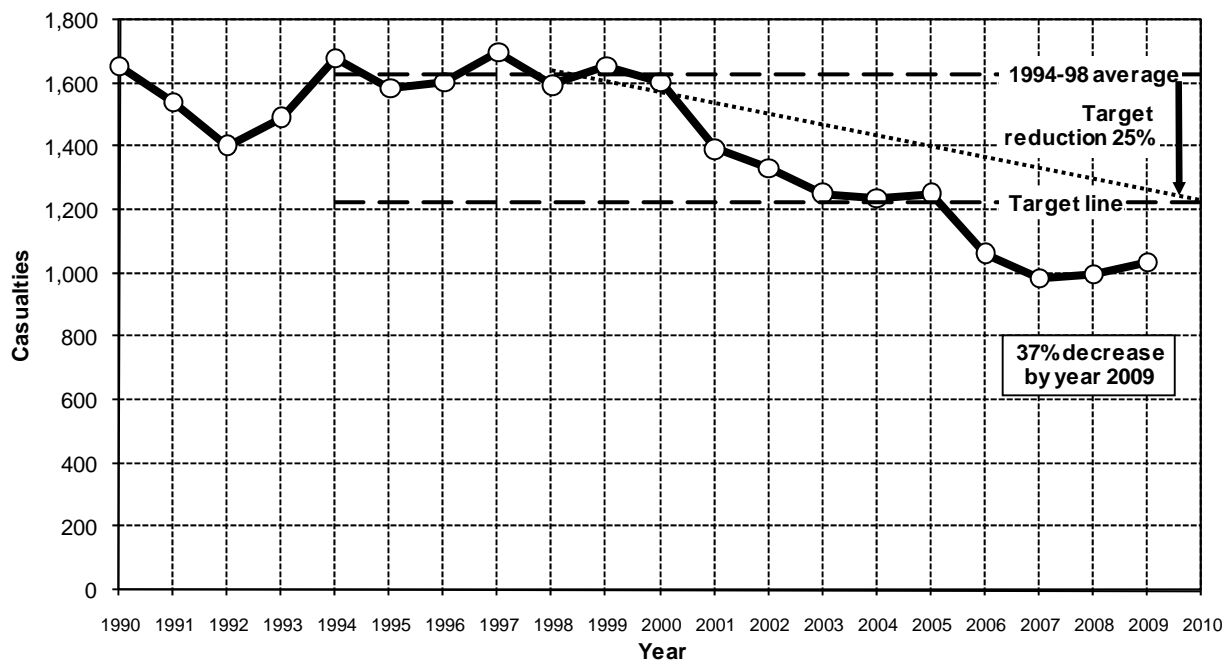


Table A9: Towards the year 2010: Monitoring casualties in L.B. of Croydon
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	5.6	1	4	300%	-29%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	1.0	1	1	0%	0%
	Car occupants	1.4	1	0	-100%	-100%
	Bus or coach occupants	0.4	1	0	-100%	-100%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	8.8	4	5	25%	-43%
Fatal and serious	Pedestrians	67.6	37	34	-8%	-50%
	Pedal cyclists	13.0	9	7	-22%	-46%
	Powered two-wheeler	31.2	26	18	-31%	-42%
	Car occupants	117.6	41	41	0%	-65%
	Bus or coach occupants	10.6	13	5	-62%	-53%
	Other vehicle occupants	6.8	6	2	-67%	-71%
	Total	246.8	132	107	-19%	-57%
	Children (under 16yrs)	41.8	16	19	19%	-55%
Slight*	Pedestrians	274.6	131	169	29%	-38%
	Pedal cyclists	119.2	84	75	-11%	-37%
	Powered two-wheeler	174.6	129	126	-2%	-28%
	Car occupants	950.0	579	596	3%	-37%
	Bus or coach occupants	77.0	49	46	-6%	-40%
	Other vehicle occupants	37.0	25	23	-8%	-38%
	Total	1,632.4	997	1,035	4%	-37%
All severities	Pedestrians	342.2	168	203	21%	-41%
	Pedal cyclists	132.2	93	82	-12%	-38%
	Powered two-wheeler	205.8	155	144	-7%	-30%
	Car occupants	1,067.6	620	637	3%	-40%
	Bus or coach occupants	87.6	62	51	-18%	-42%
	Other vehicle occupants	43.8	31	25	-19%	-43%
	Total	1,879.2	1,129	1,142	1%	-39%

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

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

10. Ealing

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

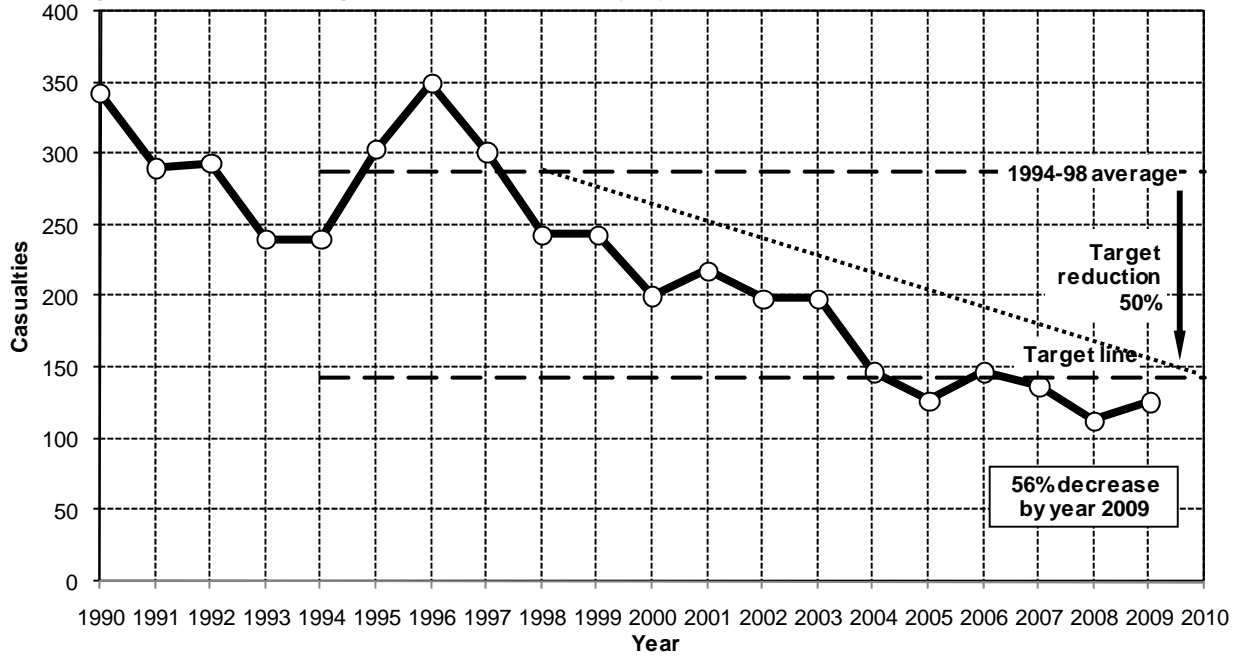


Fig. A10.2: L.B. of Ealing - all slight casualties

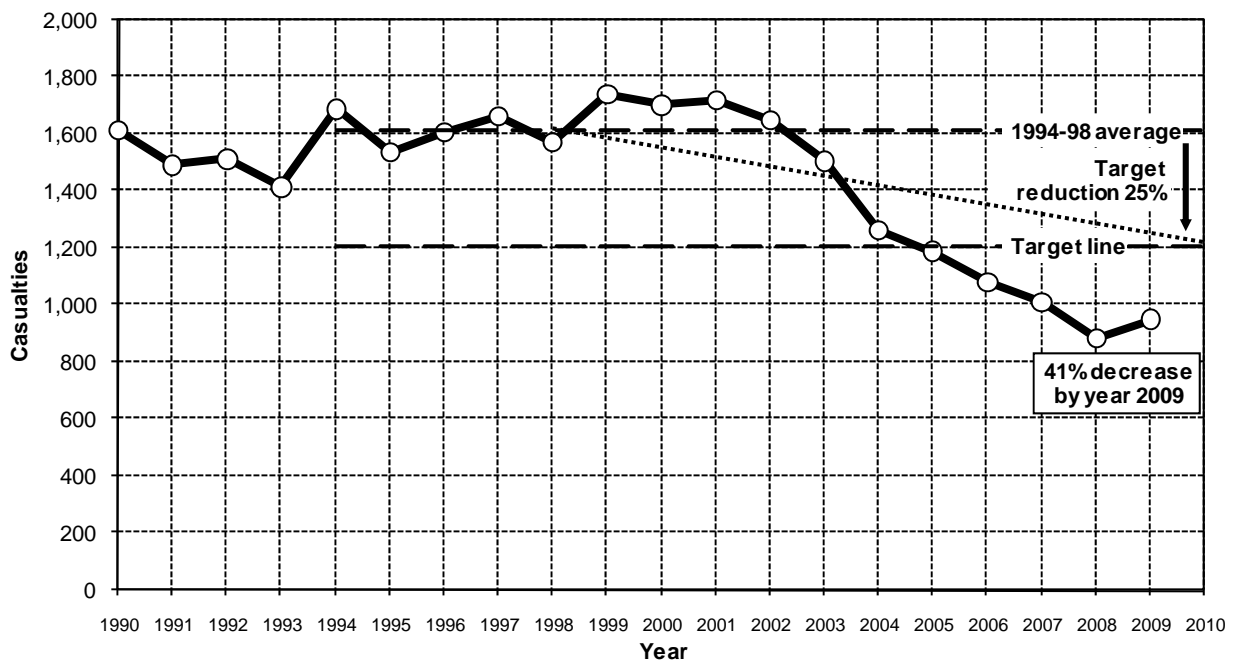


Table A10: Towards the year 2010: Monitoring casualties in L.B. of Ealing
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	7.0	8	5	-38%	-29%
	Pedal cyclists	0.4	1	1	0%	150%
	Powered two-wheeler	0.8	2	1	-50%	25%
	Car occupants	1.6	2	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	1	0	-100%	-100%
	Total	10.0	14	7	-50%	-30%
Fatal and serious	Pedestrians	91.2	52	40	-23%	-56%
	Pedal cyclists	20.6	11	16	45%	-22%
	Powered two-wheeler	32.0	25	33	32%	3%
	Car occupants	126.2	17	27	59%	-79%
	Bus or coach occupants	7.2	4	4	0%	-44%
	Other vehicle occupants	10.0	4	6	50%	-40%
	Total	287.2	113	126	12%	-56%
	Children (under 16yrs)	34.8	12	11	-8%	-68%
Slight*	Pedestrians	269.2	128	135	5%	-50%
	Pedal cyclists	136.6	76	95	25%	-30%
	Powered two-wheeler	167.8	108	157	45%	-6%
	Car occupants	923.8	495	483	-2%	-48%
	Bus or coach occupants	56.2	51	38	-25%	-32%
	Other vehicle occupants	60.4	29	45	55%	-25%
	Total	1,614.0	887	953	7%	-41%
All severities	Pedestrians	360.4	180	175	-3%	-51%
	Pedal cyclists	157.2	87	111	28%	-29%
	Powered two-wheeler	199.8	133	190	43%	-5%
	Car occupants	1,050.0	512	510	0%	-51%
	Bus or coach occupants	63.4	55	42	-24%	-34%
	Other vehicle occupants	70.4	33	51	55%	-28%
	Total	1,901.2	1,000	1,079	8%	-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.

11. Enfield

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

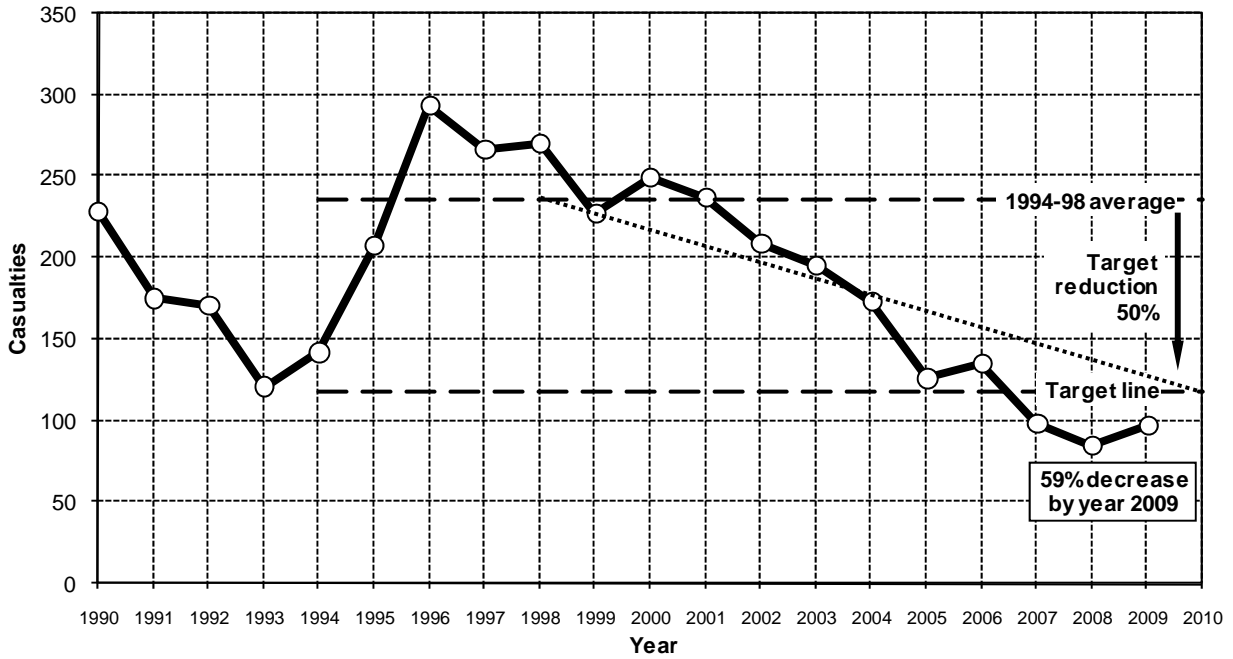


Fig. A11.2: L.B. of Enfield - all slight casualties

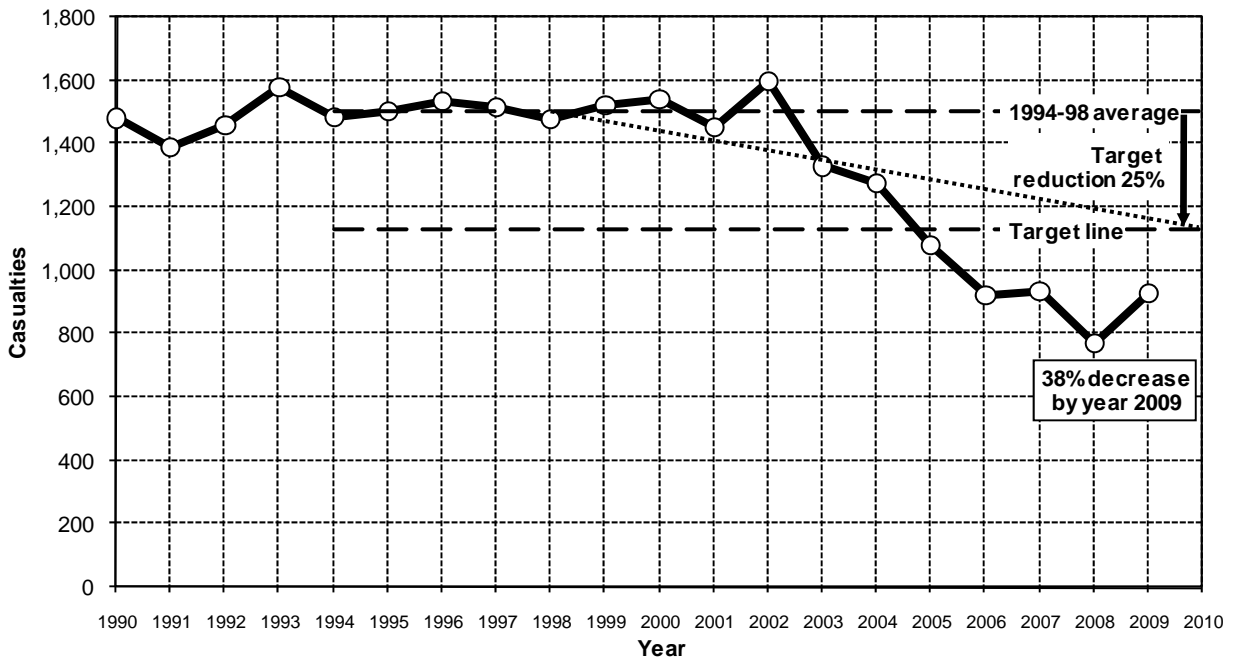


Table A11: Towards the year 2010: Monitoring casualties in L.B. of Enfield
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	5.0	3	3	0%	-40%
	Pedal cyclists	0.6	1	0	-100%	-100%
	Powered two-wheeler	1.2	1	2	100%	67%
	Car occupants	3.2	1	4	300%	25%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	10.2	6	9	50%	-12%
Fatal and serious	Pedestrians	64.4	26	31	19%	-52%
	Pedal cyclists	13.0	3	2	-33%	-85%
	Powered two-wheeler	21.2	13	14	8%	-34%
	Car occupants	124.6	39	48	23%	-61%
	Bus or coach occupants	5.0	2	1	-50%	-80%
	Other vehicle occupants	7.4	2	1	-50%	-86%
	Total	235.6	85	97	14%	-59%
	Children (under 16yrs)	33.2	8	8	0%	-76%
Slight*	Pedestrians	220.8	92	140	52%	-37%
	Pedal cyclists	80.8	29	36	24%	-55%
	Powered two-wheeler	116.0	55	58	5%	-50%
	Car occupants	973.8	531	623	17%	-36%
	Bus or coach occupants	46.6	19	27	42%	-42%
	Other vehicle occupants	65.8	43	41	-5%	-38%
	Total	1,503.8	769	925	20%	-38%
All severities	Pedestrians	285.2	118	171	45%	-40%
	Pedal cyclists	93.8	32	38	19%	-59%
	Powered two-wheeler	137.2	68	72	6%	-48%
	Car occupants	1,098.4	570	671	18%	-39%
	Bus or coach occupants	51.6	21	28	33%	-46%
	Other vehicle occupants	73.2	45	42	-7%	-43%
	Total	1,739.4	854	1,022	20%	-41%

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

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

12. Greenwich

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

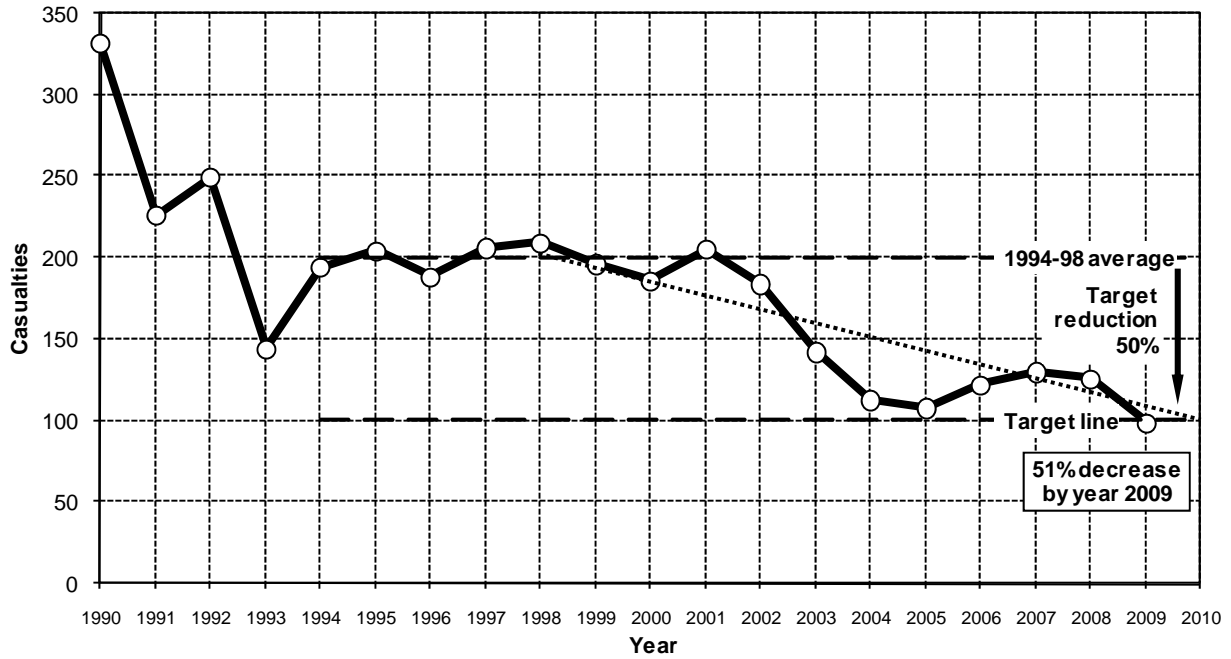


Fig. A12.2: L.B. of Greenwich - all slight casualties

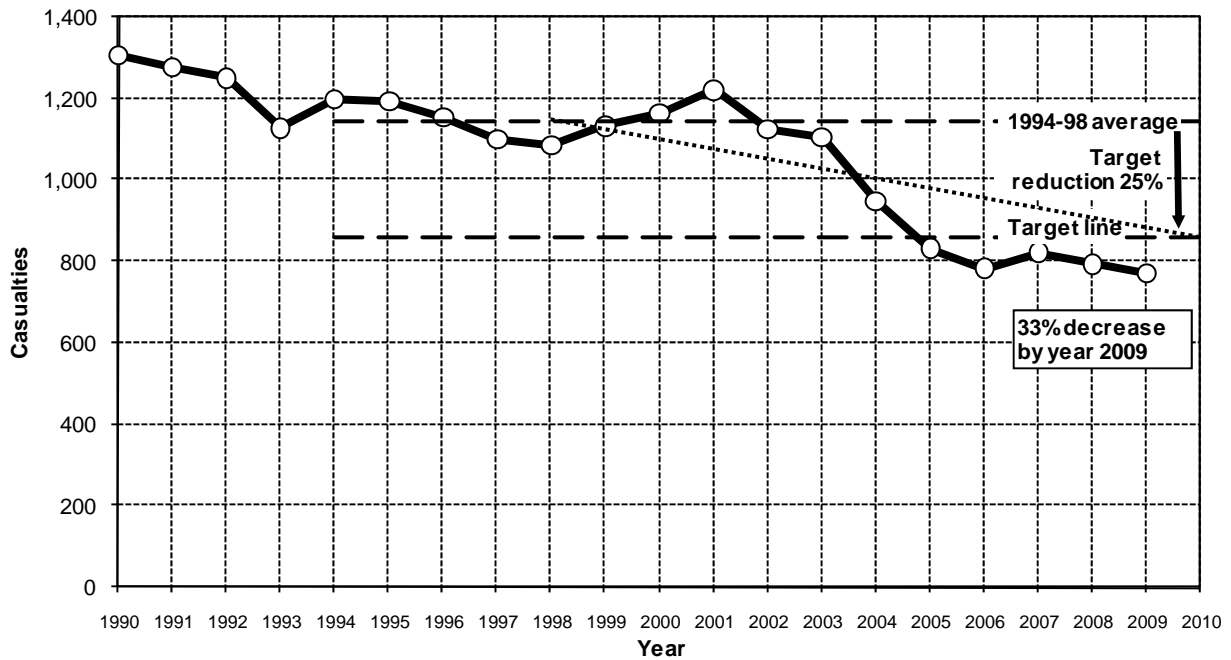


Table A12: Towards the year 2010: Monitoring casualties in L.B. of Greenwich
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	3.6	5	3	-40%	-17%
	Pedal cyclists	0.2	0	2	∞	900%
	Powered two-wheeler	2.4	2	0	-100%	-100%
	Car occupants	2.8	5	3	-40%	7%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	9.2	12	8	-33%	-13%
Fatal and serious	Pedestrians	60.2	32	23	-28%	-62%
	Pedal cyclists	9.8	11	13	18%	33%
	Powered two-wheeler	30.0	29	13	-55%	-57%
	Car occupants	88.4	43	41	-5%	-54%
	Bus or coach occupants	6.4	8	5	-38%	-22%
	Other vehicle occupants	5.4	3	4	33%	-26%
	Total	200.2	126	99	-21%	-51%
	Children (under 16yrs)	37.0	16	12	-25%	-68%
Slight*	Pedestrians	192.6	121	110	-9%	-43%
	Pedal cyclists	78.2	45	60	33%	-23%
	Powered two-wheeler	149.0	84	122	45%	-18%
	Car occupants	614.2	451	413	-8%	-33%
	Bus or coach occupants	67.2	52	38	-27%	-43%
	Other vehicle occupants	45.6	42	30	-29%	-34%
	Total	1,146.8	795	773	-3%	-33%
All severities	Pedestrians	252.8	153	133	-13%	-47%
	Pedal cyclists	88.0	56	73	30%	-17%
	Powered two-wheeler	179.0	113	135	19%	-25%
	Car occupants	702.6	494	454	-8%	-35%
	Bus or coach occupants	73.6	60	43	-28%	-42%
	Other vehicle occupants	51.0	45	34	-24%	-33%
	Total	1,347.0	921	872	-5%	-35%

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

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

13. Hackney

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

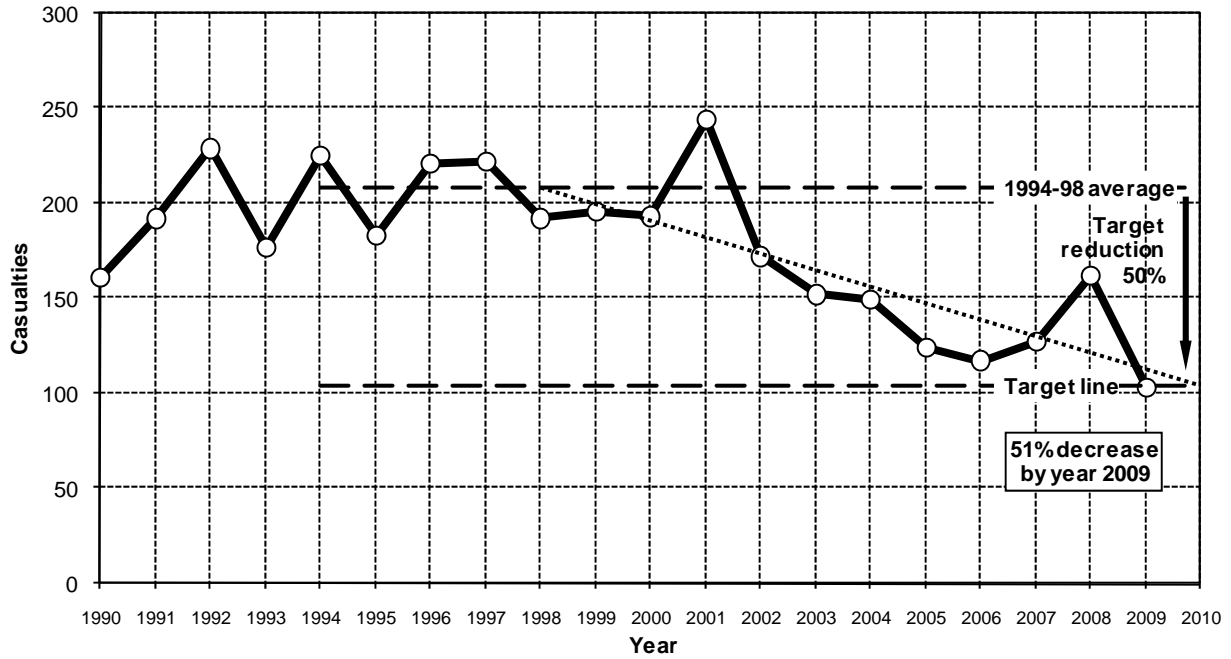


Fig. A13.2: L.B. of Hackney - all slight casualties

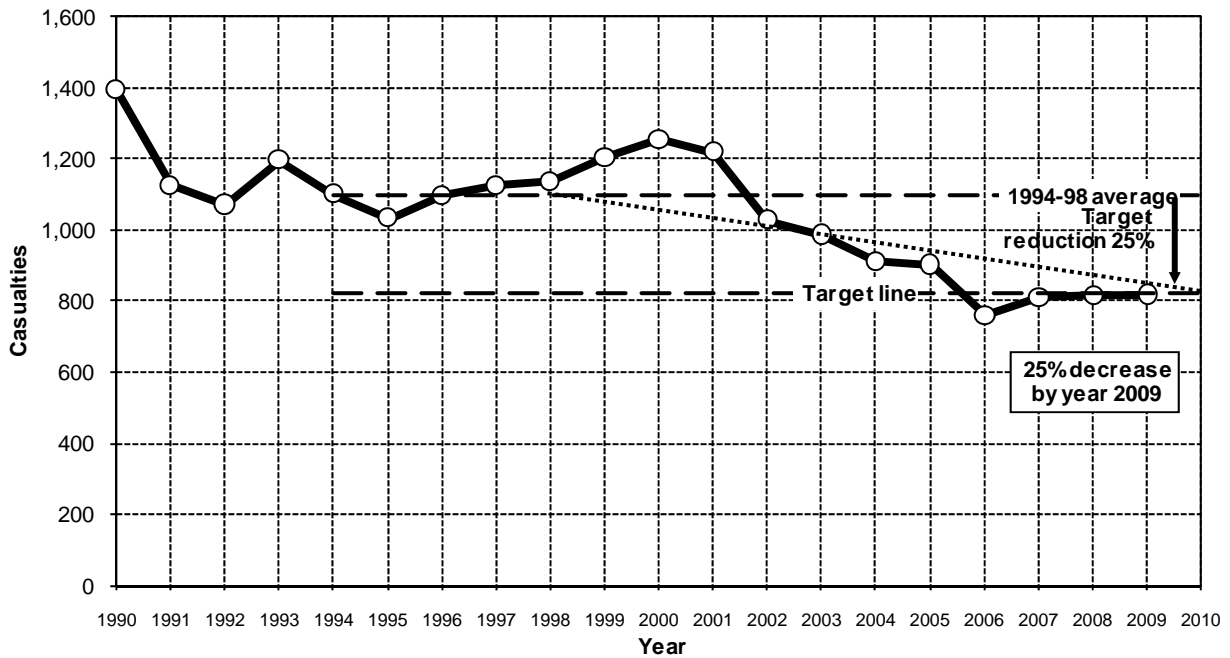


Table A13: Towards the year 2010: Monitoring casualties in L.B. of Hackney
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	4.8	2	3	50%	-38%
	Pedal cyclists	0.4	2	0	-100%	-100%
	Powered two-wheeler	0.4	2	1	-50%	150%
	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	6	4	-33%	-50%
Fatal and serious	Pedestrians	78.4	60	29	-52%	-63%
	Pedal cyclists	18.8	32	23	-28%	22%
	Powered two-wheeler	25.0	37	23	-38%	-8%
	Car occupants	69.4	26	22	-15%	-68%
	Bus or coach occupants	10.4	7	3	-57%	-71%
	Other vehicle occupants	6.6	0	3	∞	-55%
	Total	208.6	162	103	-36%	-51%
	Children (under 16yrs)	38.8	17	4	-76%	-90%
Slight*	Pedestrians	258.6	136	147	8%	-43%
	Pedal cyclists	127.8	156	169	8%	32%
	Powered two-wheeler	152.0	139	127	-9%	-16%
	Car occupants	441.4	288	257	-11%	-42%
	Bus or coach occupants	80.0	77	78	1%	-3%
	Other vehicle occupants	38.6	20	41	105%	6%
	Total	1,098.4	816	819	0%	-25%
All severities	Pedestrians	337.0	196	176	-10%	-48%
	Pedal cyclists	146.6	188	192	2%	31%
	Powered two-wheeler	177.0	176	150	-15%	-15%
	Car occupants	510.8	314	279	-11%	-45%
	Bus or coach occupants	90.4	84	81	-4%	-10%
	Other vehicle occupants	45.2	20	44	120%	-3%
	Total	1,307.0	978	922	-6%	-29%

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

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

14. Hammersmith & Fulham

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

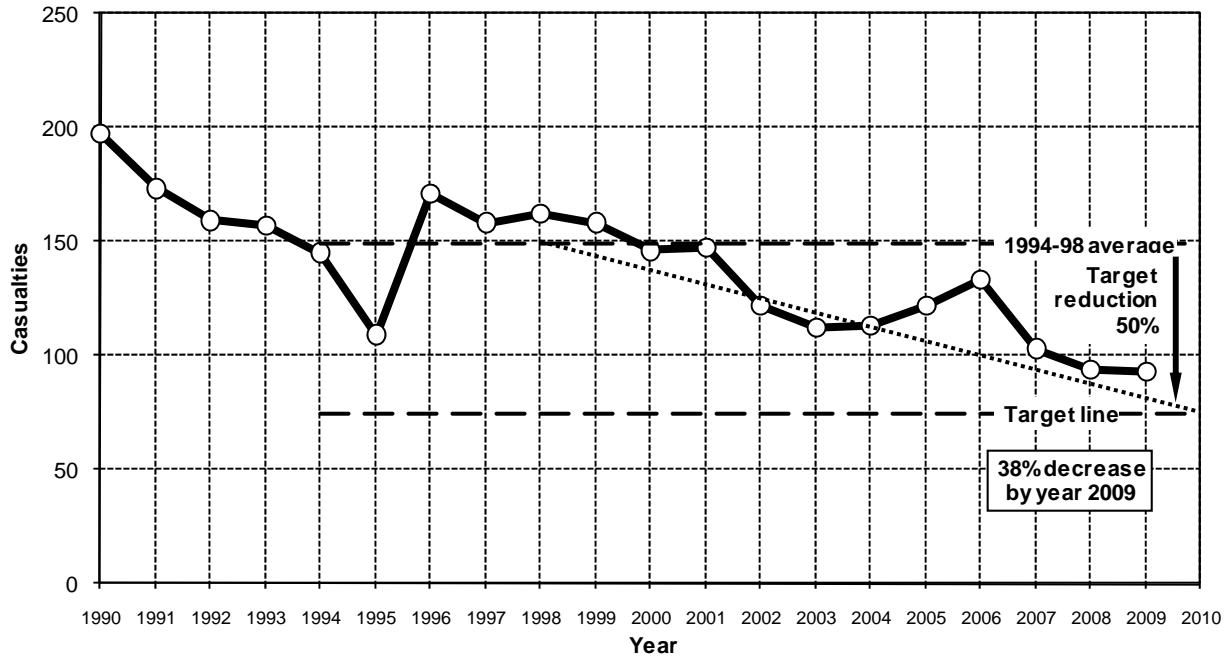
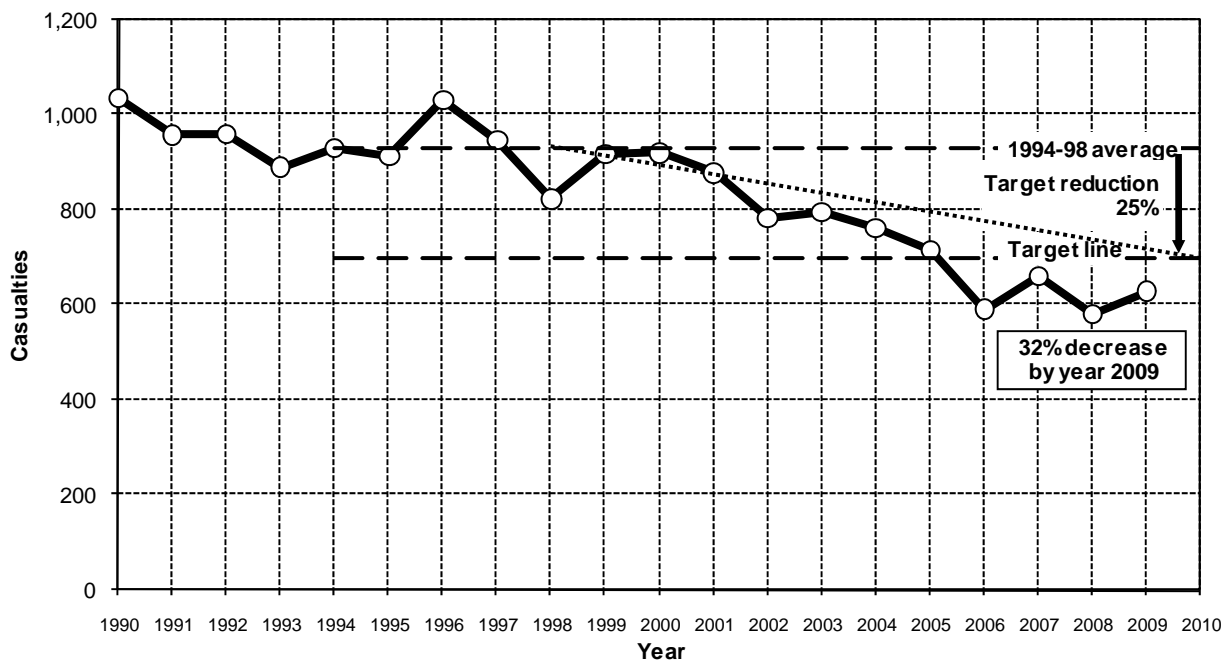


Fig. A14.2: L.B. of Hammersmith and Fulham - all slight casualties



**Table A14: Towards the year 2010: Monitoring casualties in L.B. of Hammersmith & Fulham
Casualties in the year 2009 compared with the 1994-98 average and 2008**

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	2.2	1	1	0%	-55%
	Pedal cyclists	0.8	0	0	0%	-100%
	Powered two-wheeler	0.4	2	2	0%	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	3	3	0%	-38%
Fatal and serious	Pedestrians	59.6	37	28	-24%	-53%
	Pedal cyclists	20.2	17	21	24%	4%
	Powered two-wheeler	26.2	30	31	3%	18%
	Car occupants	30.2	8	6	-25%	-80%
	Bus or coach occupants	9.0	2	5	150%	-44%
	Other vehicle occupants	3.8	0	2	∞	-47%
	Total	149.0	94	93	-1%	-38%
	Children (under 16yrs)	18.4	5	7	40%	-62%
Slight*	Pedestrians	193.8	98	117	19%	-40%
	Pedal cyclists	149.8	114	135	18%	-10%
	Powered two-wheeler	178.4	148	162	9%	-9%
	Car occupants	320.4	185	158	-15%	-51%
	Bus or coach occupants	57.2	17	41	141%	-28%
	Other vehicle occupants	30.8	19	16	-16%	-48%
	Total	930.4	581	629	8%	-32%
All severities	Pedestrians	253.4	135	145	7%	-43%
	Pedal cyclists	170.0	131	156	19%	-8%
	Powered two-wheeler	204.6	178	193	8%	-6%
	Car occupants	350.6	193	164	-15%	-53%
	Bus or coach occupants	66.2	19	46	142%	-31%
	Other vehicle occupants	34.6	19	18	-5%	-48%
	Total	1,079.4	675	722	7%	-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.

15. Haringey

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

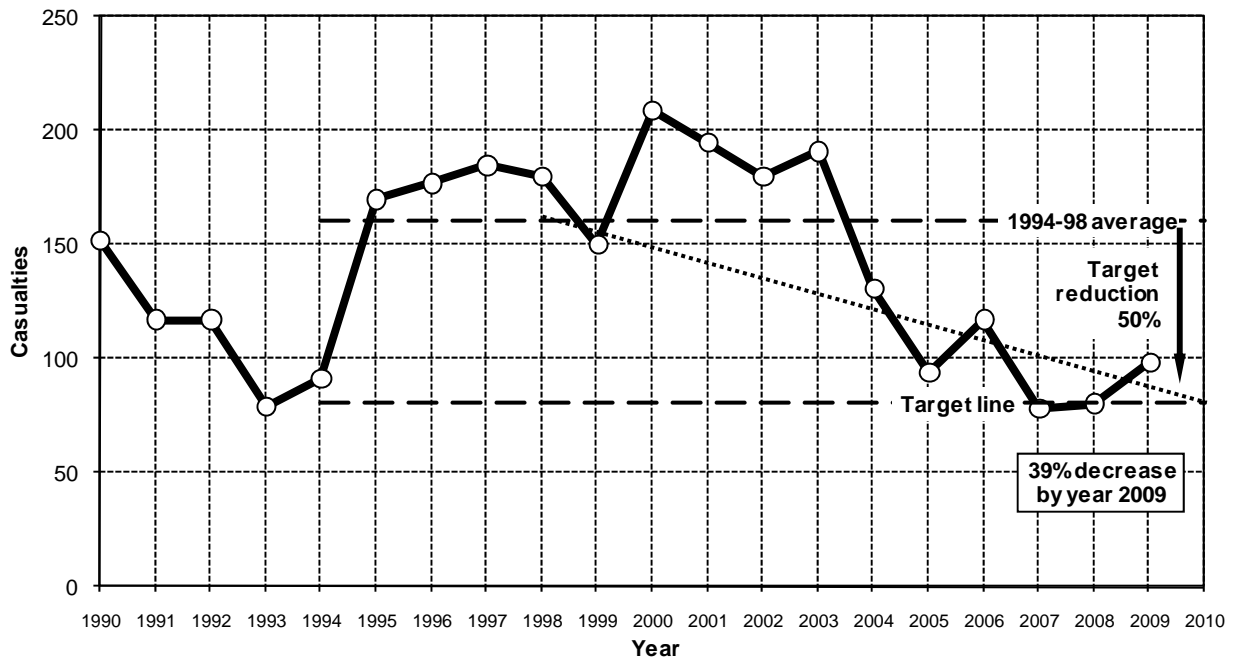


Fig. A15.2: L.B. of Haringey - all slight casualties

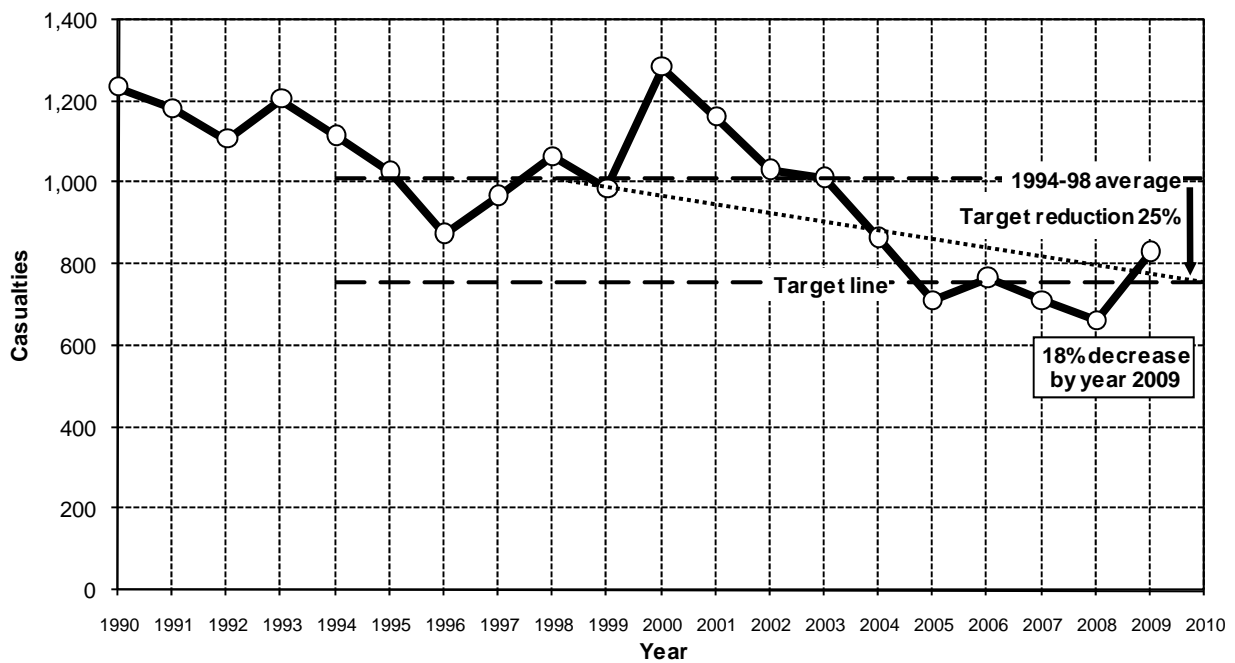


Table A15: Towards the year 2010: Monitoring casualties in L.B. of Haringey
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	5.8	3	4	33%	-31%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.2	0	1	∞	400%
	Car occupants	1.4	0	1	∞	-29%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	7.8	3	6	100%	-23%
Fatal and serious	Pedestrians	65.2	40	43	8%	-34%
	Pedal cyclists	11.8	8	4	-50%	-66%
	Powered two-wheeler	21.0	12	22	83%	5%
	Car occupants	55.2	14	25	79%	-55%
	Bus or coach occupants	5.0	3	2	-33%	-60%
	Other vehicle occupants	2.4	3	2	-33%	-17%
	Total	160.6	80	98	23%	-39%
	Children (under 16yrs)	23.2	9	13	44%	-44%
Slight*	Pedestrians	257.8	143	161	13%	-38%
	Pedal cyclists	76.8	44	92	109%	20%
	Powered two-wheeler	118.0	82	125	52%	6%
	Car occupants	475.8	313	364	16%	-23%
	Bus or coach occupants	50.6	64	58	-9%	15%
	Other vehicle occupants	31.4	17	31	82%	-1%
	Total	1,010.4	663	831	25%	-18%
All severities	Pedestrians	323.0	183	204	11%	-37%
	Pedal cyclists	88.6	52	96	85%	8%
	Powered two-wheeler	139.0	94	147	56%	6%
	Car occupants	531.0	327	389	19%	-27%
	Bus or coach occupants	55.6	67	60	-10%	8%
	Other vehicle occupants	33.8	20	33	65%	-2%
	Total	1,171.0	743	929	25%	-21%

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

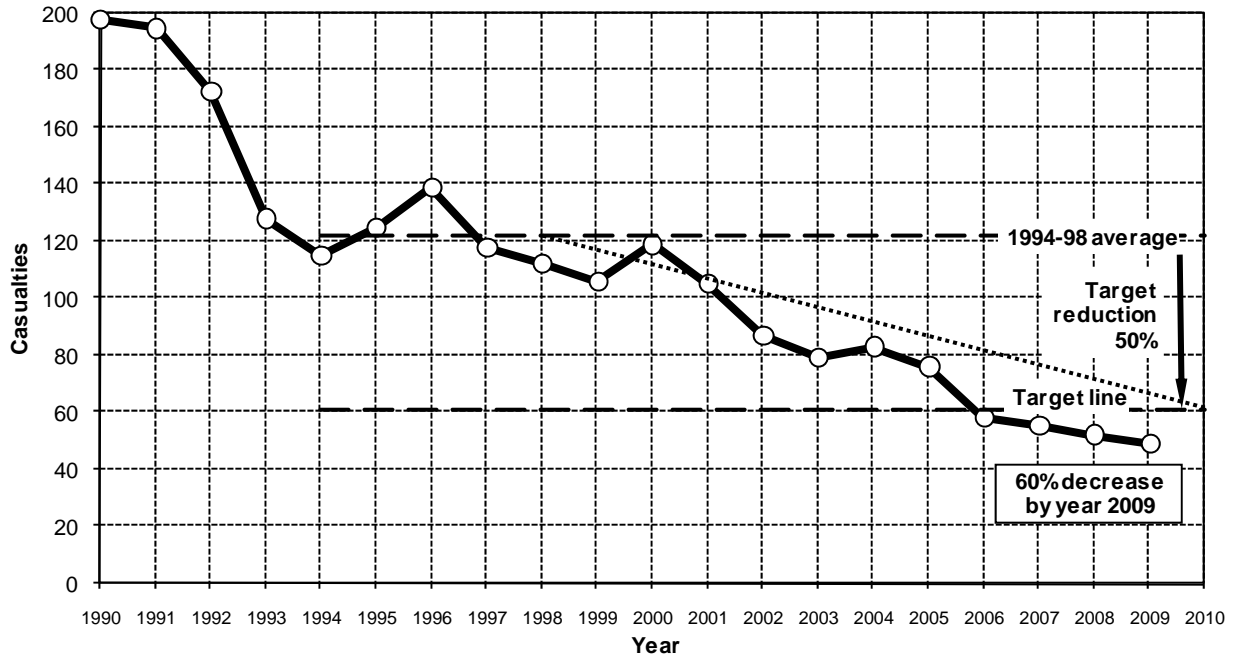


Fig. A16.2: L.B. of Harrow - all slight casualties

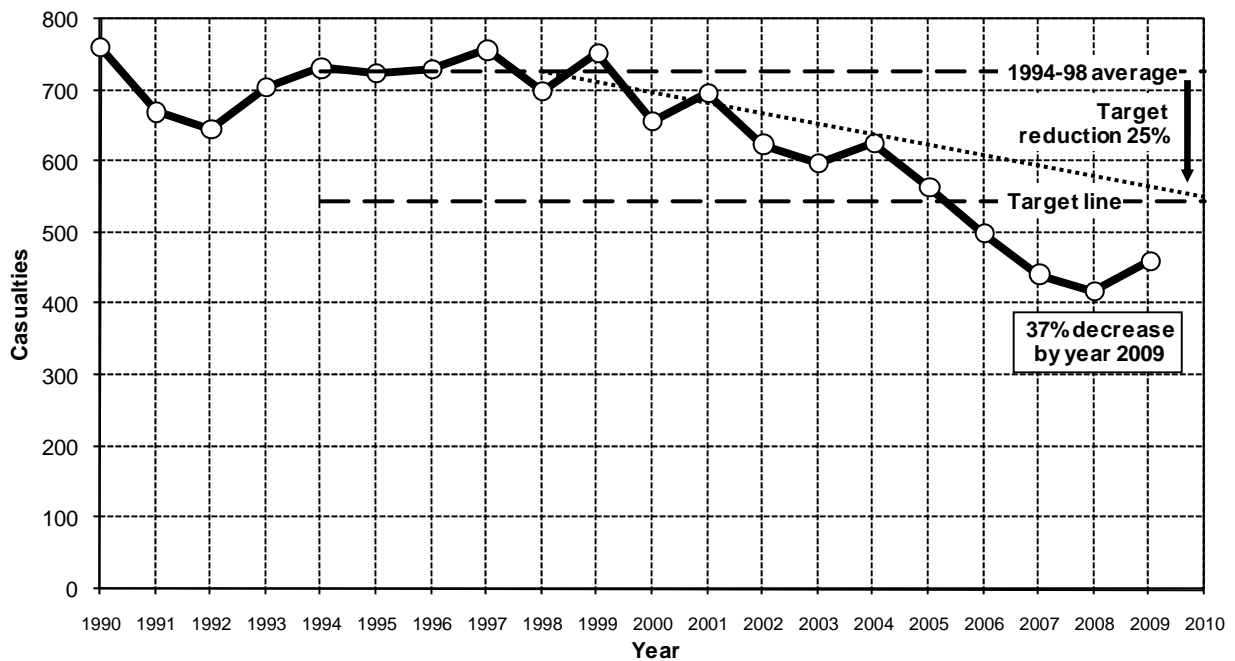


Table A16: Towards the year 2010: Monitoring casualties in L.B. of Harrow
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	1.8	0	2	∞	11%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	0.4	0	0	0%	-100%
	Car occupants	2.2	0	1	∞	-55%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	4.4	0	3	∞	-32%
Fatal and serious	Pedestrians	34.4	12	18	50%	-48%
	Pedal cyclists	7.4	6	1	-83%	-86%
	Powered two-wheeler	12.0	10	6	-40%	-50%
	Car occupants	61.4	24	19	-21%	-69%
	Bus or coach occupants	3.4	0	2	∞	-41%
	Other vehicle occupants	3.2	0	3	∞	-6%
	Total	121.8	52	49	-6%	-60%
	Children (under 16yrs)	19.8	5	4	-20%	-80%
Slight*	Pedestrians	129.6	68	82	21%	-37%
	Pedal cyclists	51.2	18	30	67%	-41%
	Powered two-wheeler	66.6	38	40	5%	-40%
	Car occupants	433.6	284	293	3%	-32%
	Bus or coach occupants	27.4	3	6	100%	-78%
	Other vehicle occupants	19.2	7	8	14%	-58%
	Total	727.6	418	459	10%	-37%
All severities	Pedestrians	164.0	80	100	25%	-39%
	Pedal cyclists	58.6	24	31	29%	-47%
	Powered two-wheeler	78.6	48	46	-4%	-41%
	Car occupants	495.0	308	312	1%	-37%
	Bus or coach occupants	30.8	3	8	167%	-74%
	Other vehicle occupants	22.4	7	11	57%	-51%
	Total	849.4	470	508	8%	-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.

17. Havering

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

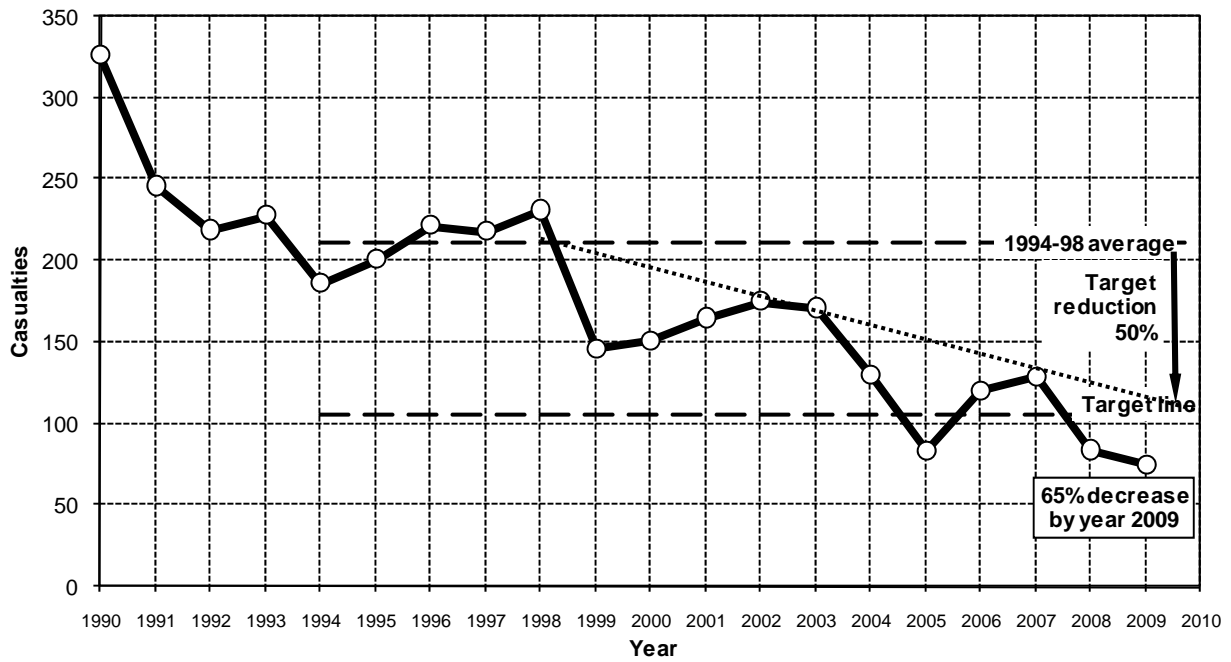


Fig. A17.2: L.B. of Havering - all slight casualties

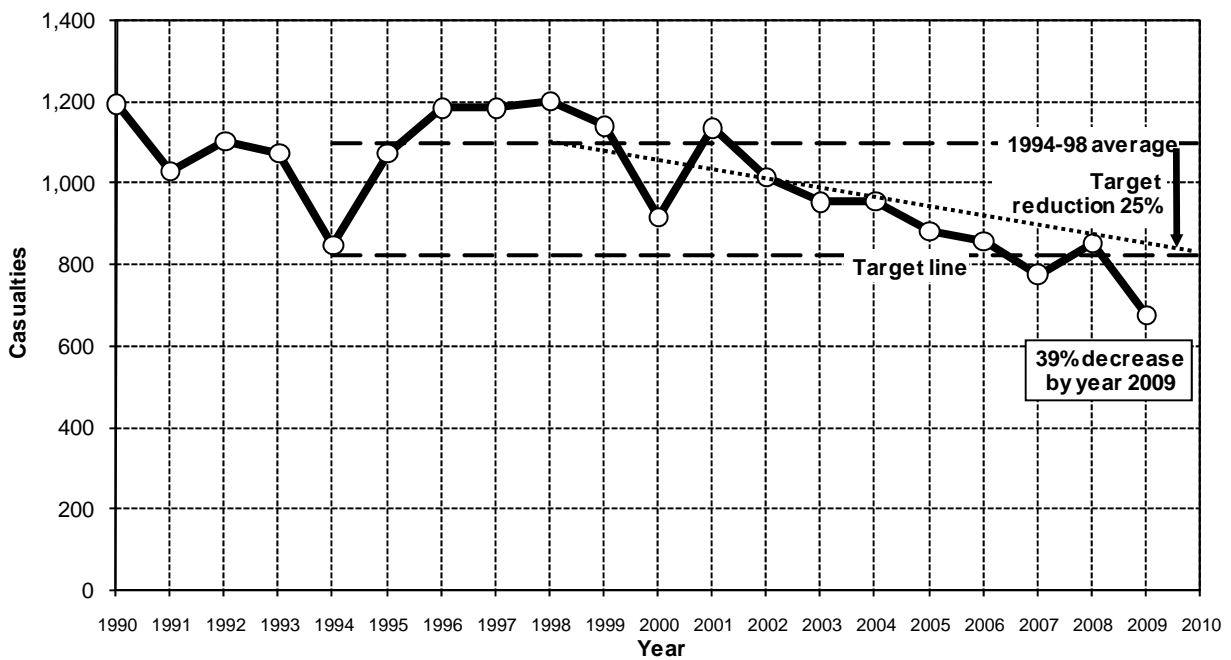


Table A17: Towards the year 2010: Monitoring casualties in L.B. of Havering
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	2.4	0	1	∞	-58%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	0.8	1	0	-100%	-100%
	Car occupants	3.8	2	4	100%	5%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	1	0	-100%	-100%
	Total	7.4	4	5	25%	-32%
Fatal and serious	Pedestrians	38.2	20	16	-20%	-58%
	Pedal cyclists	11.4	3	6	100%	-47%
	Powered two-wheeler	19.8	12	12	0%	-39%
	Car occupants	130.6	39	38	-3%	-71%
	Bus or coach occupants	5.4	4	1	-75%	-81%
	Other vehicle occupants	6.2	6	2	-67%	-68%
	Total	211.6	84	75	-11%	-65%
	Children (under 16yrs)	35.6	8	9	13%	-75%
Slight*	Pedestrians	114.8	73	72	-1%	-37%
	Pedal cyclists	69.6	26	25	-4%	-64%
	Powered two-wheeler	74.8	65	47	-28%	-37%
	Car occupants	751.8	613	445	-27%	-41%
	Bus or coach occupants	40.6	34	44	29%	8%
	Other vehicle occupants	44.2	37	40	8%	-10%
	Total	1,095.8	848	673	-21%	-39%
All severities	Pedestrians	153.0	93	88	-5%	-42%
	Pedal cyclists	81.0	29	31	7%	-62%
	Powered two-wheeler	94.6	77	59	-23%	-38%
	Car occupants	882.4	652	483	-26%	-45%
	Bus or coach occupants	46.0	38	45	18%	-2%
	Other vehicle occupants	50.4	43	42	-2%	-17%
	Total	1,307.4	932	748	-20%	-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.

18. Hillingdon

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

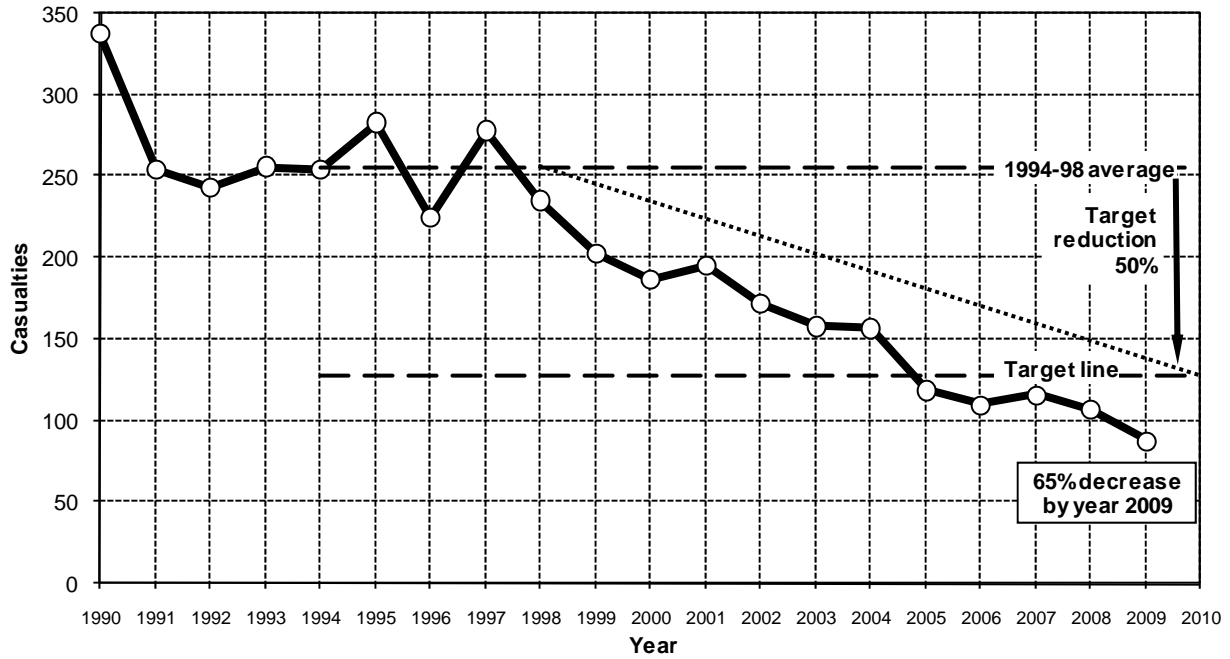


Fig. A18.2: L.B. of Hillingdon - all slight casualties

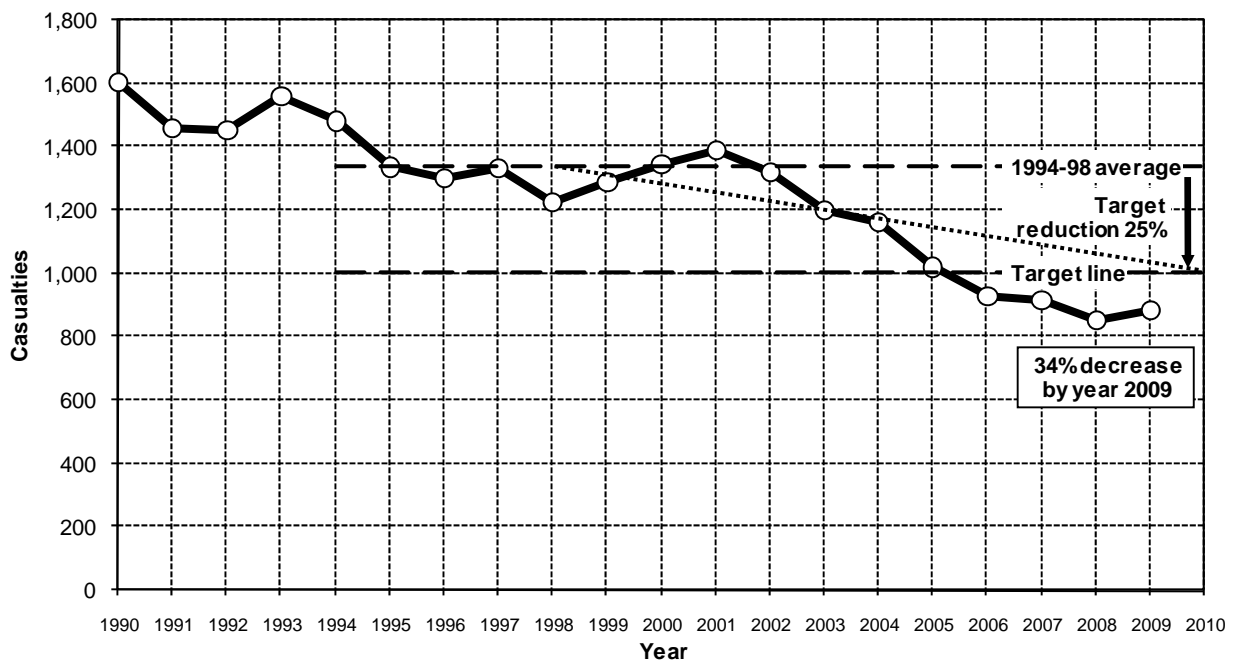


Table A18: Towards the year 2010: Monitoring casualties in L.B. of Hillingdon
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	5.0	6	1	-83%	-80%
	Pedal cyclists	1.0	0	0	0%	-100%
	Powered two-wheeler	1.6	3	2	-33%	25%
	Car occupants	3.0	4	2	-50%	-33%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.6	0	0	0%	-100%
	Total	11.4	13	5	-62%	-56%
Fatal and serious	Pedestrians	54.0	31	18	-42%	-67%
	Pedal cyclists	19.6	5	7	40%	-64%
	Powered two-wheeler	25.4	10	15	50%	-41%
	Car occupants	138.2	48	40	-17%	-71%
	Bus or coach occupants	5.6	4	4	0%	-29%
	Other vehicle occupants	12.2	9	4	-56%	-67%
	Total	255.0	107	88	-18%	-65%
	Children (under 16yrs)	37.4	9	6	-33%	-84%
Slight*	Pedestrians	141.0	96	104	8%	-26%
	Pedal cyclists	106.6	48	65	35%	-39%
	Powered two-wheeler	95.2	57	62	9%	-35%
	Car occupants	905.8	582	590	1%	-35%
	Bus or coach occupants	35.2	33	29	-12%	-18%
	Other vehicle occupants	53.6	37	33	-11%	-38%
	Total	1,337.4	853	883	4%	-34%
All severities	Pedestrians	195.0	127	122	-4%	-37%
	Pedal cyclists	126.2	53	72	36%	-43%
	Powered two-wheeler	120.6	67	77	15%	-36%
	Car occupants	1,044.0	630	630	0%	-40%
	Bus or coach occupants	40.8	37	33	-11%	-19%
	Other vehicle occupants	65.8	46	37	-20%	-44%
	Total	1,592.4	960	971	1%	-39%

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

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

19. Hounslow

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

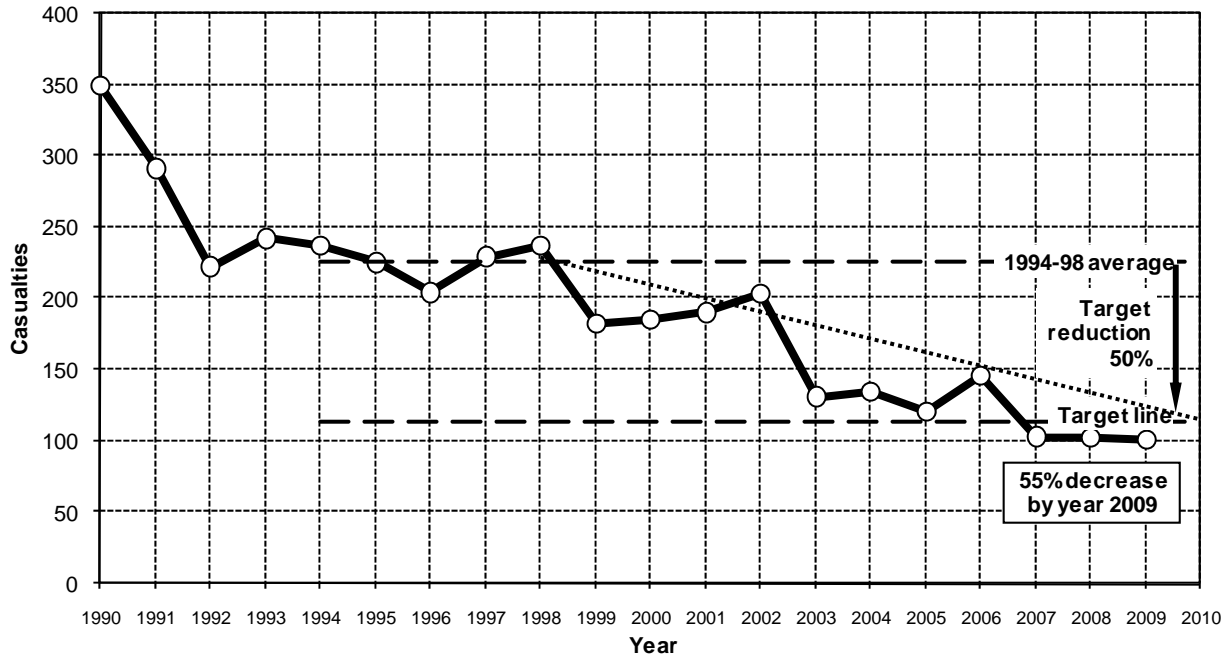


Fig. A19.2: L.B. of Hounslow - all slight casualties

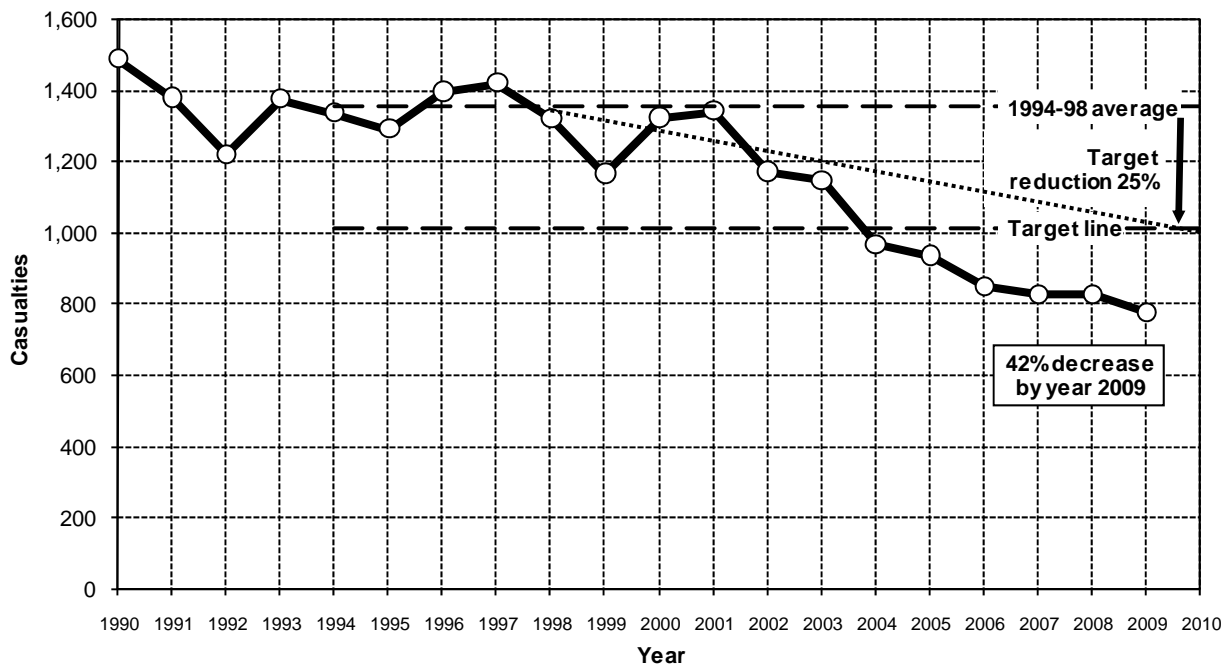


Table A19: Towards the year 2010: Monitoring casualties in L.B. of Hounslow
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	4.0	1	3	200%	-25%
	Pedal cyclists	0.4	1	0	-100%	-100%
	Powered two-wheeler	1.4	1	1	0%	-29%
	Car occupants	3.6	0	2	∞	-44%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.6	0	0	0%	-100%
	Total	10.0	3	6	100%	-40%
Fatal and serious	Pedestrians	50.2	33	24	-27%	-52%
	Pedal cyclists	19.2	13	11	-15%	-43%
	Powered two-wheeler	28.0	17	20	18%	-29%
	Car occupants	111.0	35	39	11%	-65%
	Bus or coach occupants	7.6	1	4	300%	-47%
	Other vehicle occupants	10.4	3	3	0%	-71%
	Total	226.4	102	101	-1%	-55%
	Children (under 16yrs)	29.2	9	10	11%	-66%
Slight*	Pedestrians	173.0	89	99	11%	-43%
	Pedal cyclists	132.4	78	72	-8%	-46%
	Powered two-wheeler	141.8	102	120	18%	-15%
	Car occupants	787.4	474	430	-9%	-45%
	Bus or coach occupants	63.6	35	26	-26%	-59%
	Other vehicle occupants	54.0	50	31	-38%	-43%
	Total	1,352.2	828	778	-6%	-42%
All severities	Pedestrians	223.2	122	123	1%	-45%
	Pedal cyclists	151.6	91	83	-9%	-45%
	Powered two-wheeler	169.8	119	140	18%	-18%
	Car occupants	898.4	509	469	-8%	-48%
	Bus or coach occupants	71.2	36	30	-17%	-58%
	Other vehicle occupants	64.4	53	34	-36%	-47%
	Total	1,578.6	930	879	-5%	-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.

20. Islington

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

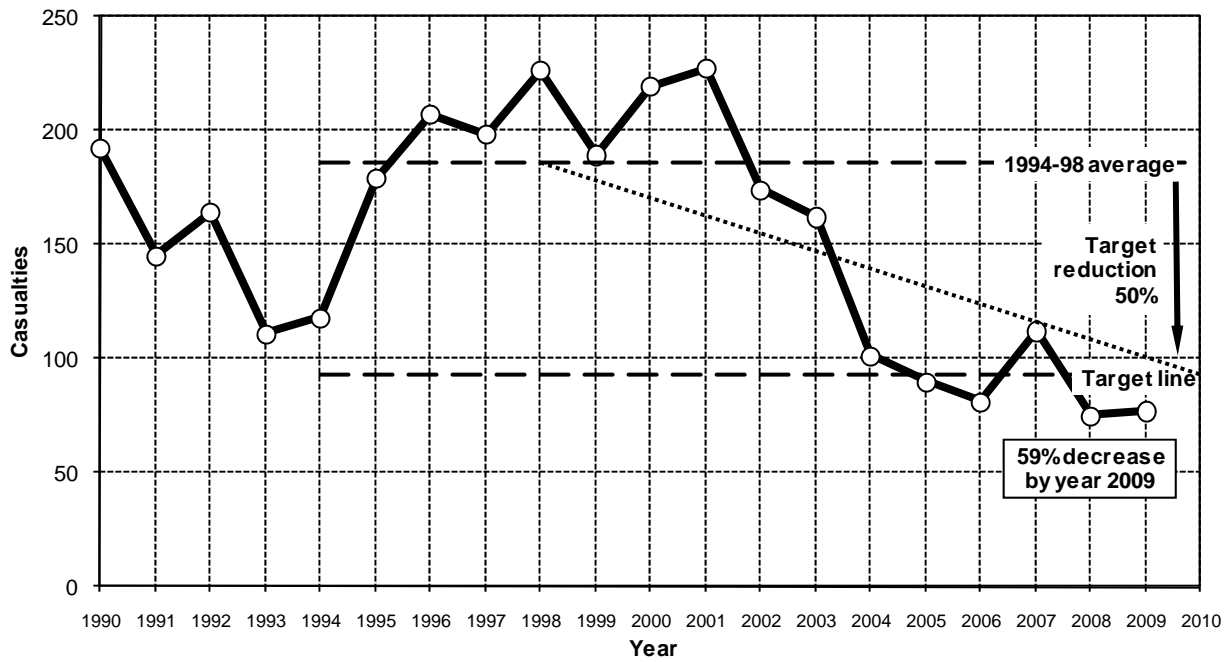


Fig. A20.2: L.B. of Islington - all slight casualties

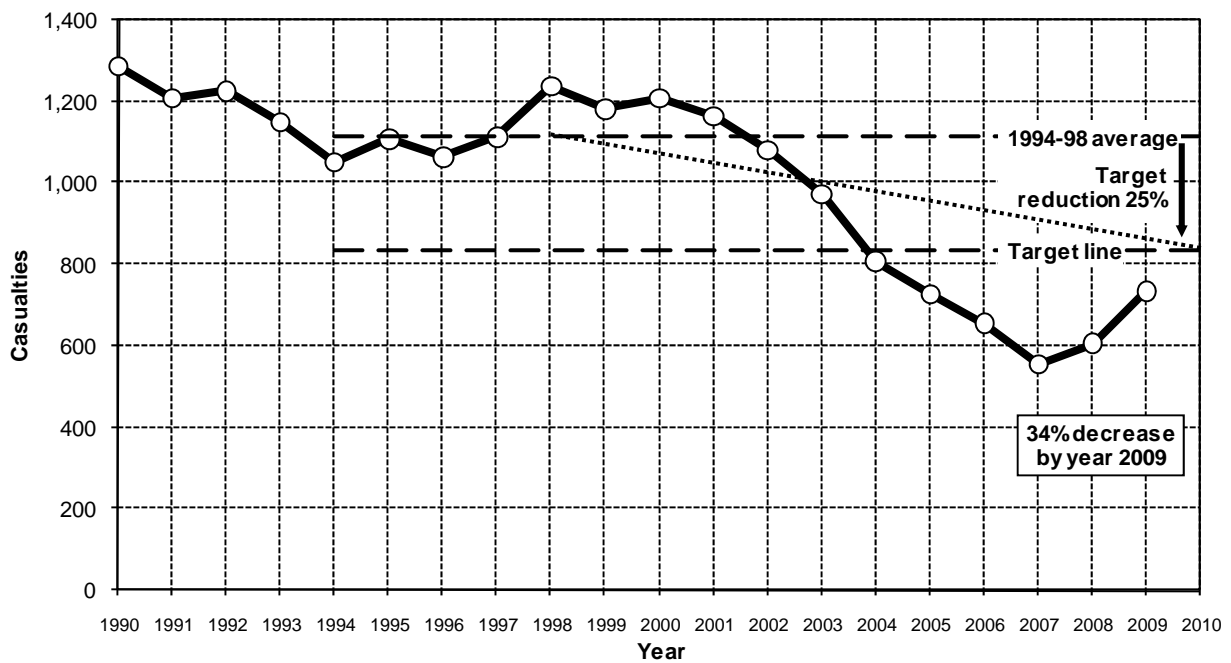


Table A20: Towards the year 2010: Monitoring casualties in L.B. of Islington
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	5.6	3	1	-67%	-82%
	Pedal cyclists	0.6	0	1	∞	67%
	Powered two-wheeler	1.2	1	0	-100%	-100%
	Car occupants	1.0	0	0	0%	-100%
	Bus or coach occupants	0.2	0	1	∞	400%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	8.6	4	3	-25%	-65%
Fatal and serious	Pedestrians	76.0	26	29	12%	-62%
	Pedal cyclists	26.0	20	18	-10%	-31%
	Powered two-wheeler	31.8	17	15	-12%	-53%
	Car occupants	38.4	10	8	-20%	-79%
	Bus or coach occupants	8.2	0	7	∞	-15%
	Other vehicle occupants	5.2	2	0	-100%	-100%
	Total	185.6	75	77	3%	-59%
	Children (under 16yrs)	18.6	7	5	-29%	-73%
Slight*	Pedestrians	259.4	104	141	36%	-46%
	Pedal cyclists	177.8	140	212	51%	19%
	Powered two-wheeler	221.4	105	133	27%	-40%
	Car occupants	343.4	200	164	-18%	-52%
	Bus or coach occupants	70.0	42	51	21%	-27%
	Other vehicle occupants	41.8	15	33	120%	-21%
	Total	1,113.8	606	734	21%	-34%
All severities	Pedestrians	335.4	130	170	31%	-49%
	Pedal cyclists	203.8	160	230	44%	13%
	Powered two-wheeler	253.2	122	148	21%	-42%
	Car occupants	381.8	210	172	-18%	-55%
	Bus or coach occupants	78.2	42	58	38%	-26%
	Other vehicle occupants	47.0	17	33	94%	-30%
	Total	1,299.4	681	811	19%	-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.

21. Kensington & Chelsea

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

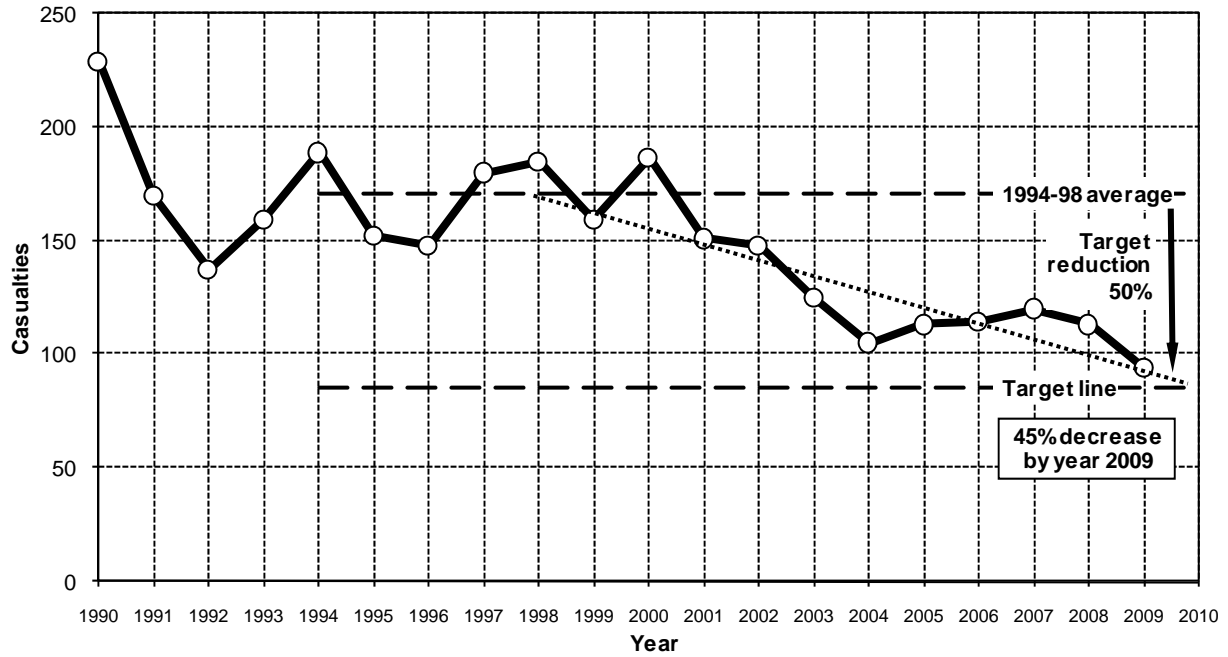


Fig. A21.2: R.B. of Kensington and Chelsea - all slight casualties

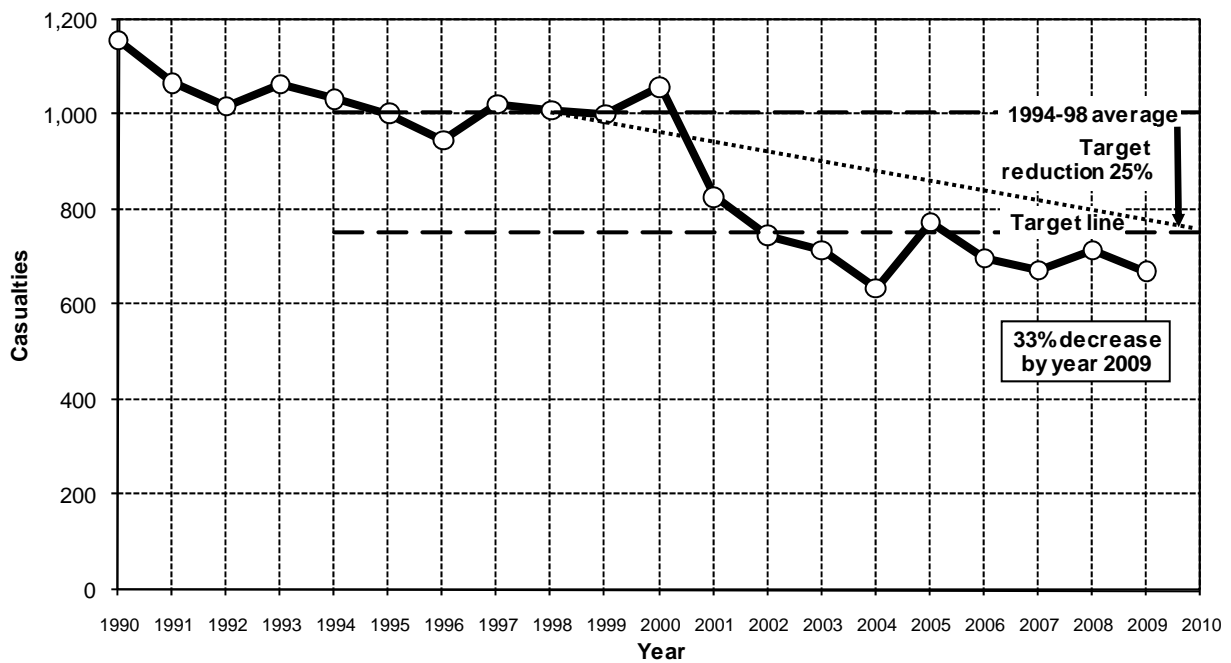


Table A21: Towards the year 2010: Monitoring casualties in R.B. of Kensington & Chelsea
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	4.4	3	0	-100%	-100%
	Pedal cyclists	0.4	0	1	∞	150%
	Powered two-wheeler	1.0	1	1	0%	0%
	Car occupants	0.8	0	0	0%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	0	0	0%	-100%
	Total	7.0	4	2	-50%	-71%
Fatal and serious	Pedestrians	71.8	38	29	-24%	-60%
	Pedal cyclists	18.0	20	23	15%	28%
	Powered two-wheeler	31.0	35	30	-14%	-3%
	Car occupants	35.6	11	5	-55%	-86%
	Bus or coach occupants	7.2	3	5	67%	-31%
	Other vehicle occupants	7.2	6	2	-67%	-72%
	Total	170.8	113	94	-17%	-45%
	Children (under 16yrs)	11.2	2	6	200%	-46%
Slight*	Pedestrians	248.8	147	145	-1%	-42%
	Pedal cyclists	143.4	130	149	15%	4%
	Powered two-wheeler	202.6	217	165	-24%	-19%
	Car occupants	299.4	135	140	4%	-53%
	Bus or coach occupants	46.6	37	37	0%	-21%
	Other vehicle occupants	64.0	50	35	-30%	-45%
	Total	1,004.8	716	671	-6%	-33%
All severities	Pedestrians	320.6	185	174	-6%	-46%
	Pedal cyclists	161.4	150	172	15%	7%
	Powered two-wheeler	233.6	252	195	-23%	-17%
	Car occupants	335.0	146	145	-1%	-57%
	Bus or coach occupants	53.8	40	42	5%	-22%
	Other vehicle occupants	71.2	56	37	-34%	-48%
	Total	1,175.6	829	765	-8%	-35%

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

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

22. Kingston upon Thames

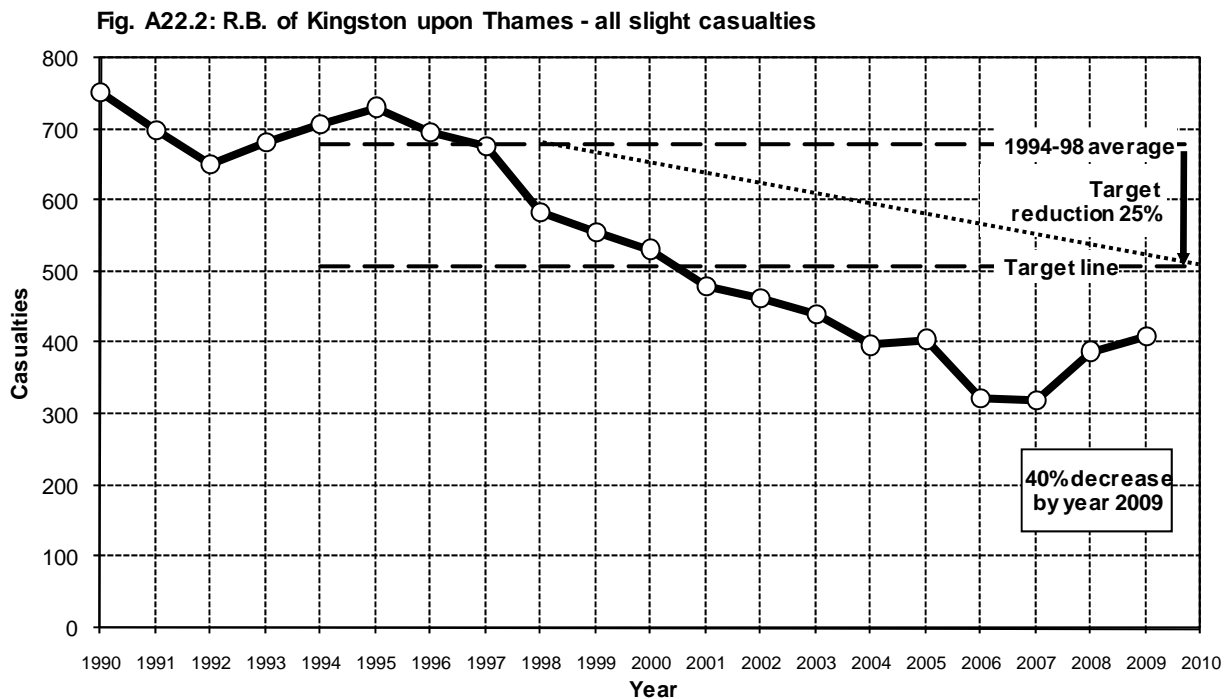
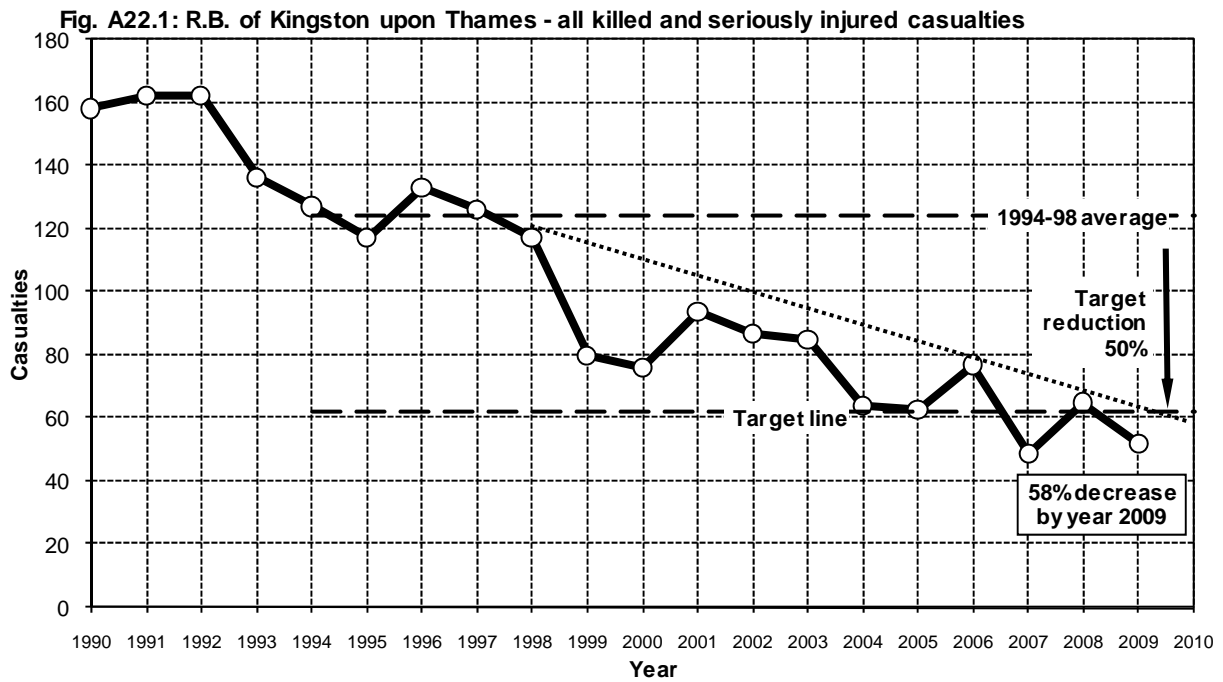


Table A22: Towards the year 2010: Monitoring casualties in R.B. of Kingston upon Thames
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	4.6	1	1	0%	-78%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	0.4	1	1	0%	150%
	Car occupants	1.2	0	0	0%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total		6.4	2	2	0%
Fatal and serious	Pedestrians	31.6	13	10	-23%	-68%
	Pedal cyclists	14.0	8	9	13%	-36%
	Powered two-wheeler	22.2	15	13	-13%	-41%
	Car occupants	50.2	23	14	-39%	-72%
	Bus or coach occupants	3.4	1	4	300%	18%
	Other vehicle occupants	2.6	5	2	-60%	-23%
	Total		124.0	65	52	-20%
	Children (under 16yrs)	13.4	2	3	50%	-78%
Slight*	Pedestrians	89.2	67	63	-6%	-29%
	Pedal cyclists	91.8	44	60	36%	-35%
	Powered two-wheeler	79.4	56	58	4%	-27%
	Car occupants	367.0	195	203	4%	-45%
	Bus or coach occupants	29.2	18	14	-22%	-52%
	Other vehicle occupants	21.4	8	11	38%	-49%
	Total		678.0	388	409	5%
All severities	Pedestrians	120.8	80	73	-9%	-40%
	Pedal cyclists	105.8	52	69	33%	-35%
	Powered two-wheeler	101.6	71	71	0%	-30%
	Car occupants	417.2	218	217	0%	-48%
	Bus or coach occupants	32.6	19	18	-5%	-45%
	Other vehicle occupants	24.0	13	13	0%	-46%
	Total		802.0	453	461	2%

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

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

23. Lambeth

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

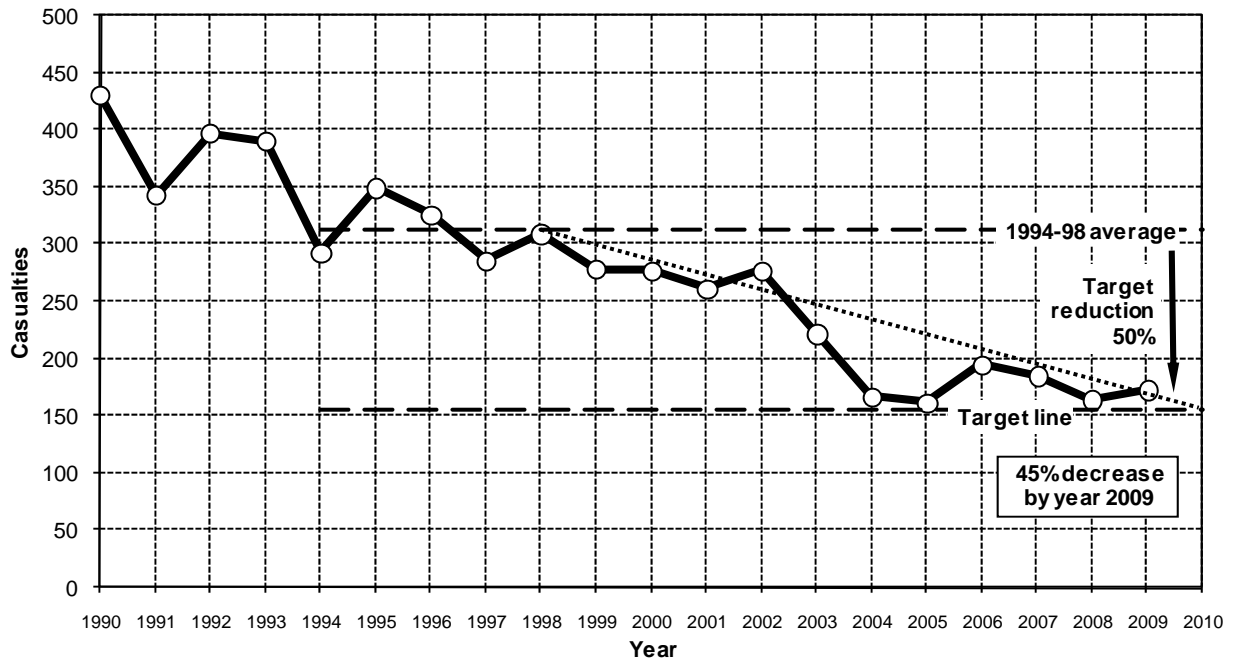


Fig. A23.2: L.B. of Lambeth - all slight casualties

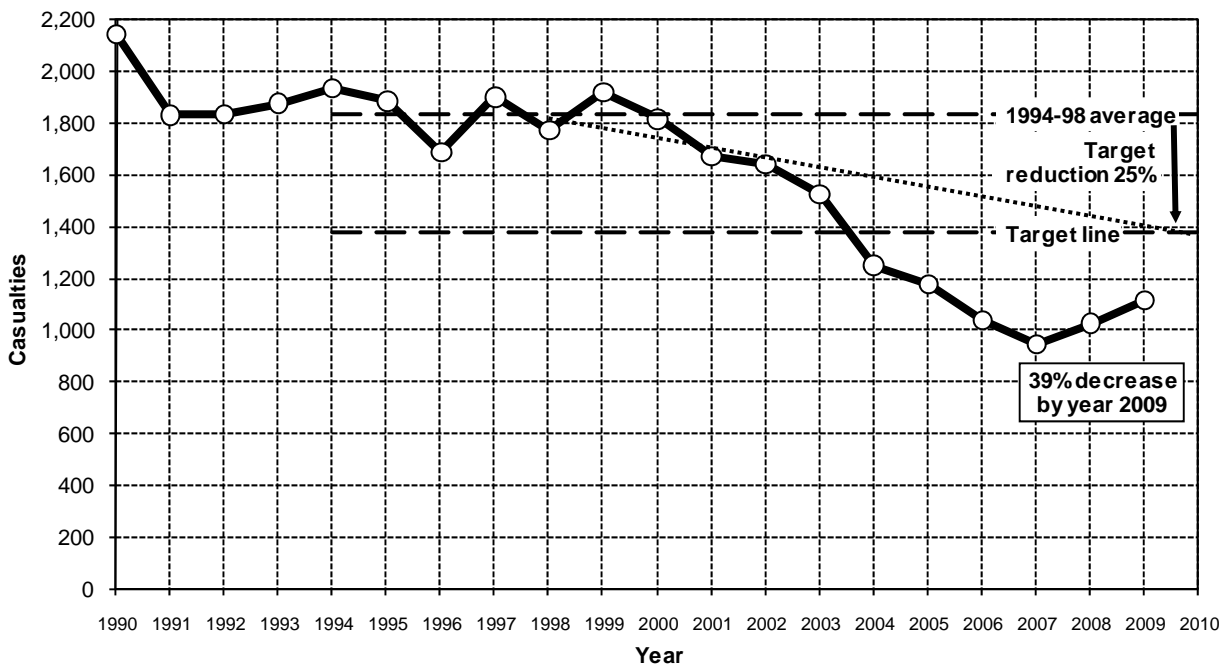


Table A23: Towards the year 2010: Monitoring casualties in L.B. of Lambeth
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	7.4	5	1	-80%	-86%
	Pedal cyclists	0.8	1	1	0%	25%
	Powered two-wheeler	1.4	2	0	-100%	-100%
	Car occupants	1.0	3	0	-100%	-100%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.2	1	0	-100%	-100%
	Total		11.0	12	2	-83%
Fatal and serious	Pedestrians	123.8	53	51	-4%	-59%
	Pedal cyclists	36.4	26	33	27%	-9%
	Powered two-wheeler	51.2	39	49	26%	-4%
	Car occupants	80.8	29	32	10%	-60%
	Bus or coach occupants	12.8	9	5	-44%	-61%
	Other vehicle occupants	7.6	8	3	-63%	-61%
	Total		312.6	164	173	5%
	Children (under 16yrs)	45.0	12	21	75%	-53%
Slight*	Pedestrians	359.0	181	199	10%	-45%
	Pedal cyclists	222.4	179	242	35%	9%
	Powered two-wheeler	314.4	209	248	19%	-21%
	Car occupants	758.4	343	315	-8%	-58%
	Bus or coach occupants	114.6	77	75	-3%	-35%
	Other vehicle occupants	62.8	34	33	-3%	-47%
	Total		1,831.6	1,023	1,112	9%
All severities	Pedestrians	482.8	234	250	7%	-48%
	Pedal cyclists	258.8	205	275	34%	6%
	Powered two-wheeler	365.6	248	297	20%	-19%
	Car occupants	839.2	372	347	-7%	-59%
	Bus or coach occupants	127.4	86	80	-7%	-37%
	Other vehicle occupants	70.4	42	36	-14%	-49%
	Total		2,144.2	1,187	1,285	8%

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

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

24. Lewisham

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

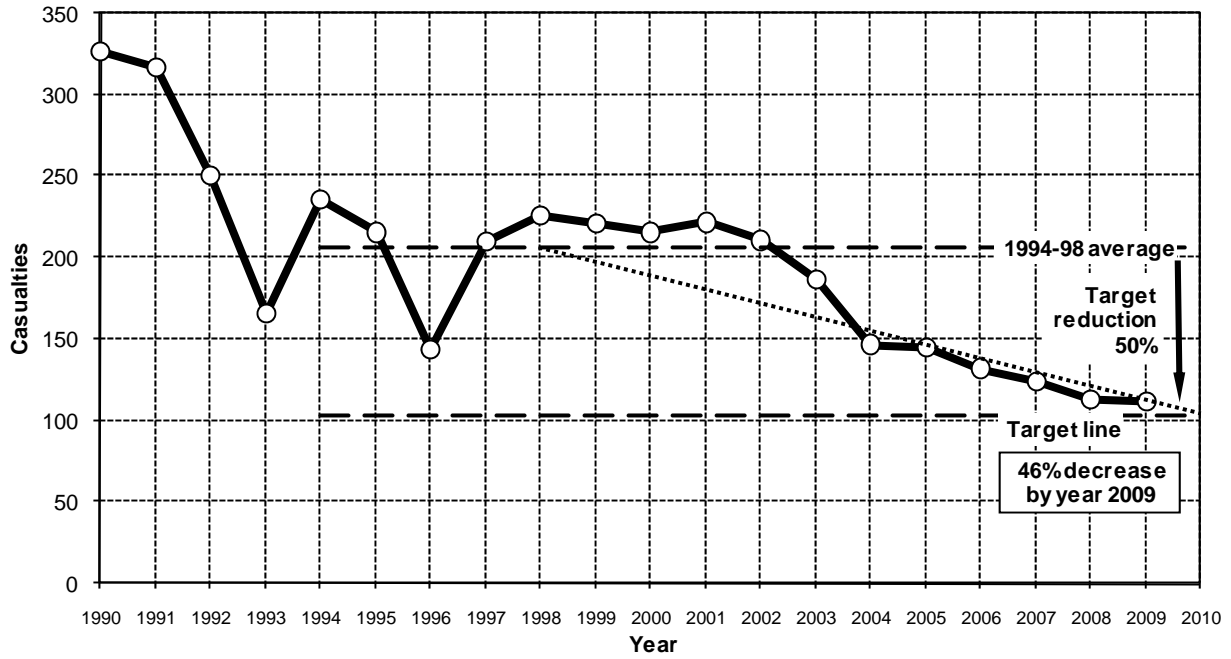


Fig. A24.2: L.B. of Lewisham - all slight casualties

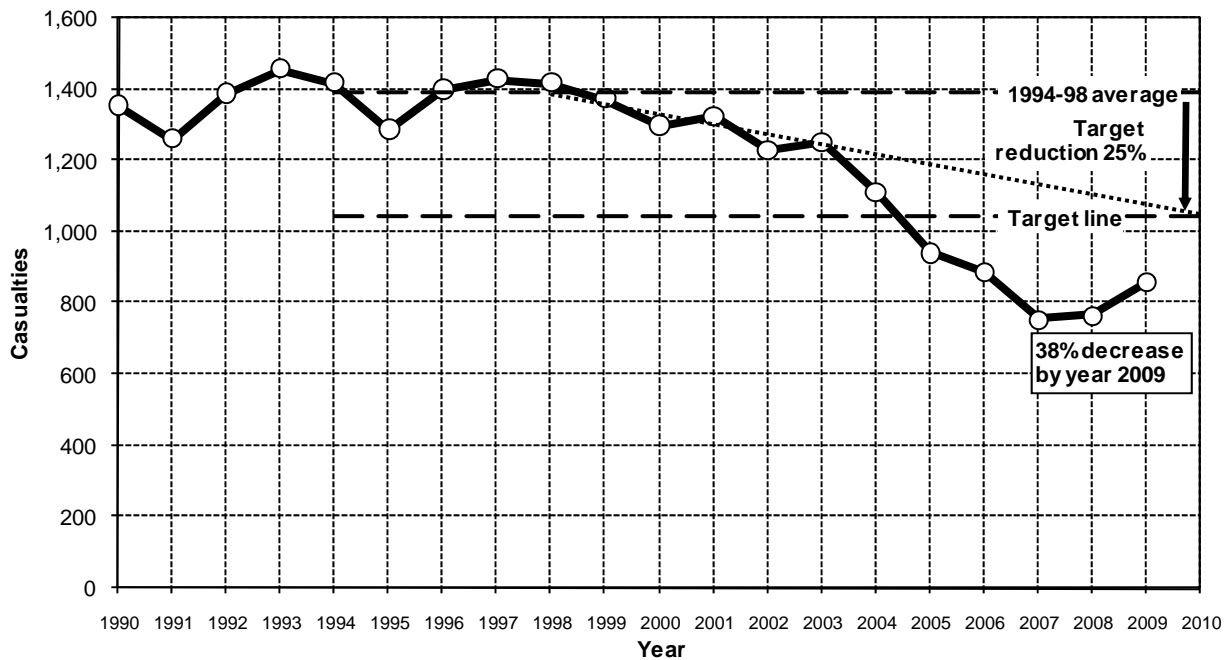


Table A24: Towards the year 2010: Monitoring casualties in L.B. of Lewisham
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	3.6	2	3	50%	-17%
	Pedal cyclists	0.6	0	0	0%	-100%
	Powered two-wheeler	1.0	1	4	300%	300%
	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	3	7	133%	9%
Fatal and serious	Pedestrians	81.6	37	38	3%	-53%
	Pedal cyclists	14.2	9	11	22%	-23%
	Powered two-wheeler	30.0	31	28	-10%	-7%
	Car occupants	63.2	26	24	-8%	-62%
	Bus or coach occupants	13.2	8	3	-63%	-77%
	Other vehicle occupants	4.2	2	8	300%	90%
	Total	206.4	113	112	-1%	-46%
	Children (under 16yrs)	41.4	16	8	-50%	-81%
Slight*	Pedestrians	260.0	112	156	39%	-40%
	Pedal cyclists	118.0	95	104	9%	-12%
	Powered two-wheeler	172.8	109	153	40%	-11%
	Car occupants	699.2	383	363	-5%	-48%
	Bus or coach occupants	102.4	49	58	18%	-43%
	Other vehicle occupants	37.6	19	26	37%	-31%
	Total	1,390.0	767	860	12%	-38%
All severities	Pedestrians	341.6	149	194	30%	-43%
	Pedal cyclists	132.2	104	115	11%	-13%
	Powered two-wheeler	202.8	140	181	29%	-11%
	Car occupants	762.4	409	387	-5%	-49%
	Bus or coach occupants	115.6	57	61	7%	-47%
	Other vehicle occupants	41.8	21	34	62%	-19%
	Total	1,596.4	880	972	10%	-39%

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

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

25. Merton

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

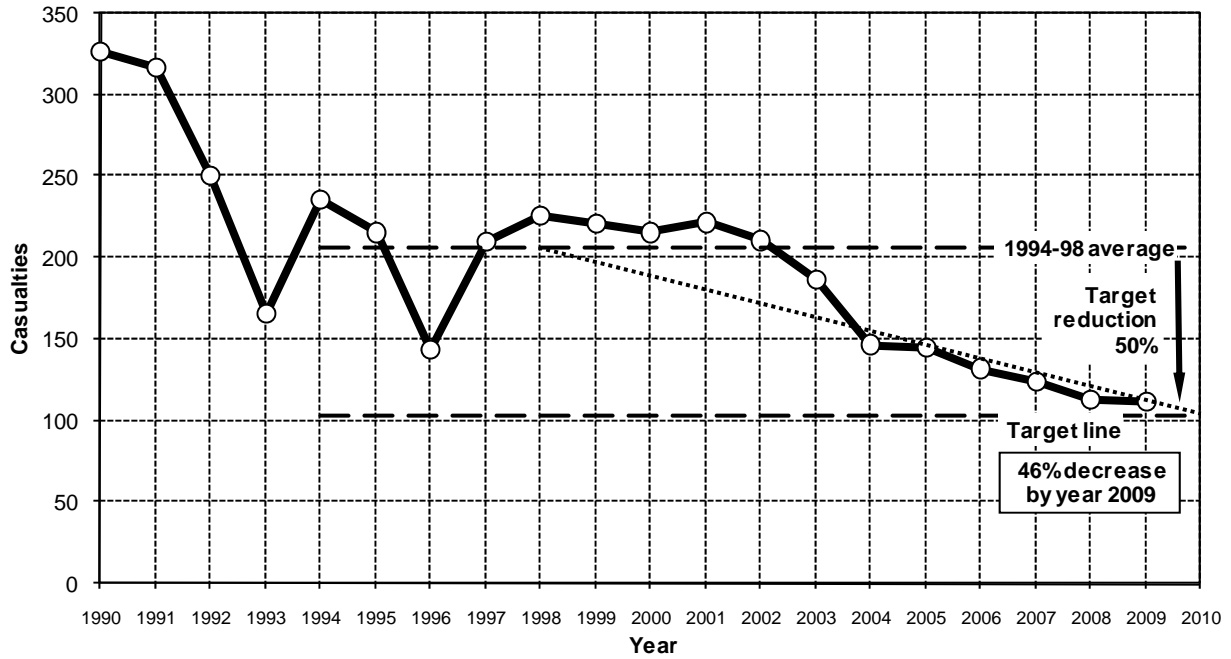


Fig. A25.2: L.B. of Merton - all slight casualties

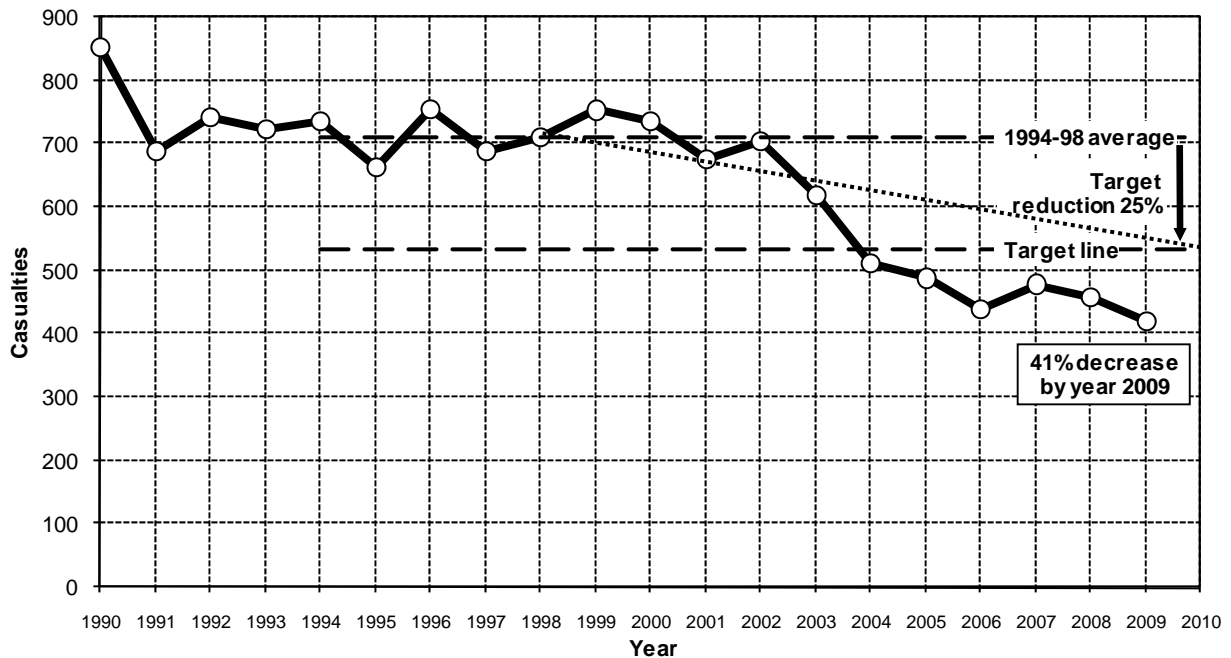


Table A25: Towards the year 2010: Monitoring casualties in L.B. of Merton
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	2.2	0	2	∞	-9%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.8	3	0	-100%	-100%
	Car occupants	1.4	1	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	5.0	4	2	-50%	-60%
Fatal and serious	Pedestrians	37.4	18	20	11%	-47%
	Pedal cyclists	11.6	9	7	-22%	-40%
	Powered two-wheeler	21.2	19	17	-11%	-20%
	Car occupants	50.8	16	9	-44%	-82%
	Bus or coach occupants	4.6	1	1	0%	-78%
	Other vehicle occupants	4.6	1	1	0%	-78%
	Total	130.2	64	55	-14%	-58%
	Children (under 16yrs)	20.8	2	2	0%	-90%
Slight*	Pedestrians	121.4	72	67	-7%	-45%
	Pedal cyclists	85.0	53	55	4%	-35%
	Powered two-wheeler	97.8	82	69	-16%	-29%
	Car occupants	358.4	218	186	-15%	-48%
	Bus or coach occupants	27.0	16	23	44%	-15%
	Other vehicle occupants	21.8	16	20	25%	-8%
	Total	711.4	457	420	-8%	-41%
All severities	Pedestrians	158.8	90	87	-3%	-45%
	Pedal cyclists	96.6	62	62	0%	-36%
	Powered two-wheeler	119.0	101	86	-15%	-28%
	Car occupants	409.2	234	195	-17%	-52%
	Bus or coach occupants	31.6	17	24	41%	-24%
	Other vehicle occupants	26.4	17	21	24%	-20%
	Total	841.6	521	475	-9%	-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.

26. Newham

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

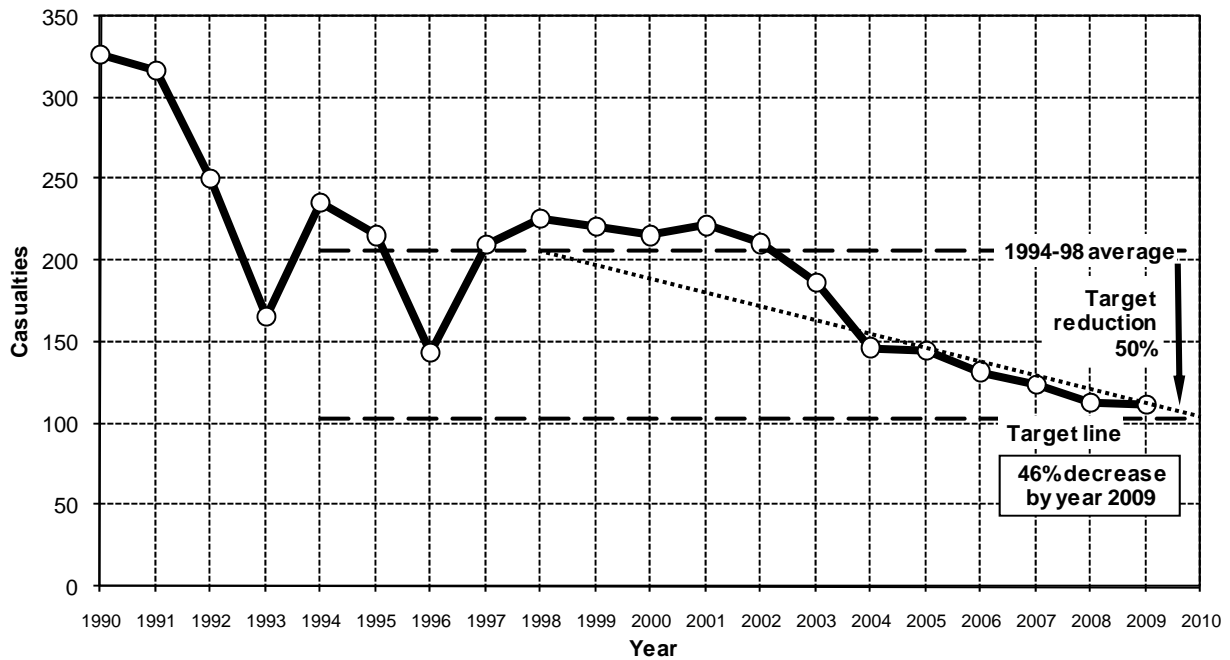


Fig. A26.2: L.B. of Newham - all slight casualties

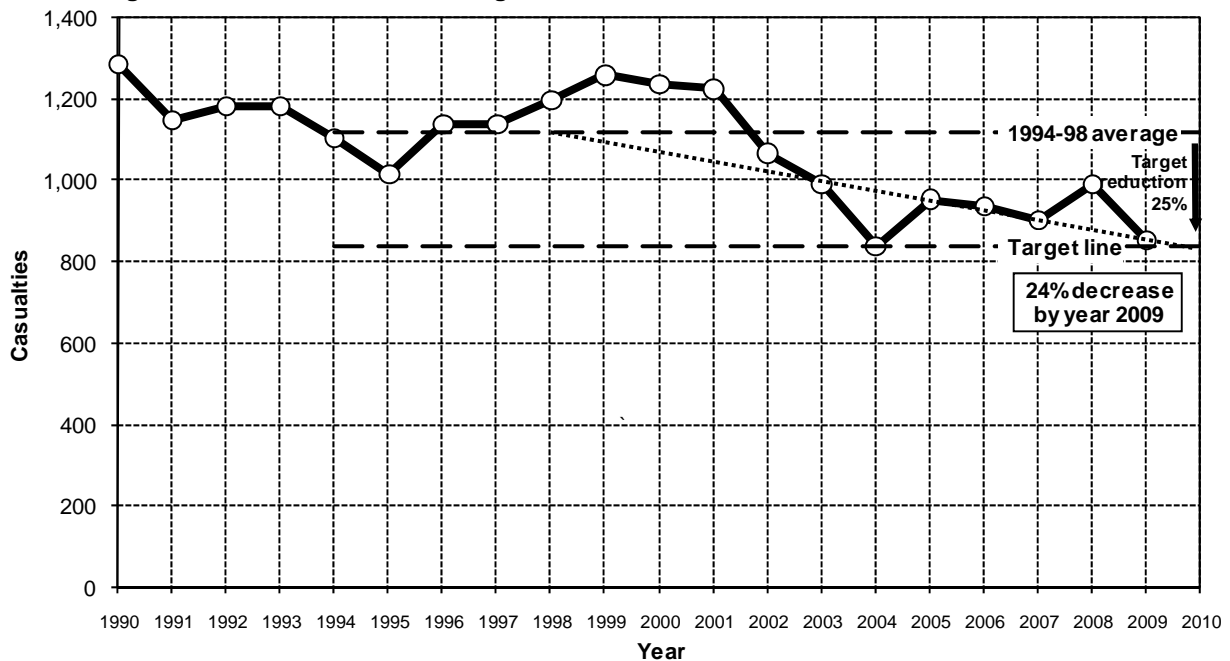


Table A26: Towards the year 2010: Monitoring casualties in L.B. of Newham
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	2.2	0	4	∞	82%
	Pedal cyclists	0.2	0	2	∞	900%
	Powered two-wheeler	1.2	0	1	∞	-17%
	Car occupants	0.6	0	2	∞	233%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	4.2	0	9	∞	114%
Fatal and serious	Pedestrians	68.4	37	51	38%	-25%
	Pedal cyclists	10.8	10	8	-20%	-26%
	Powered two-wheeler	17.6	18	19	6%	8%
	Car occupants	76.6	21	12	-43%	-84%
	Bus or coach occupants	7.8	0	2	∞	-74%
	Other vehicle occupants	8.4	2	1	-50%	-88%
	Total	189.6	88	93	6%	-51%
	Children (under 16yrs)	43.0	17	11	-35%	-74%
Slight*	Pedestrians	248.4	161	146	-9%	-41%
	Pedal cyclists	88.6	61	77	26%	-13%
	Powered two-wheeler	89.4	72	69	-4%	-23%
	Car occupants	580.2	602	472	-22%	-19%
	Bus or coach occupants	70.6	51	55	8%	-22%
	Other vehicle occupants	41.6	42	34	-19%	-18%
	Total	1,118.8	989	853	-14%	-24%
All severities	Pedestrians	316.8	198	197	-1%	-38%
	Pedal cyclists	99.4	71	85	20%	-14%
	Powered two-wheeler	107.0	90	88	-2%	-18%
	Car occupants	656.8	623	484	-22%	-26%
	Bus or coach occupants	78.4	51	57	12%	-27%
	Other vehicle occupants	50.0	44	35	-20%	-30%
	Total	1,308.4	1,077	946	-12%	-28%

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

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

27. Redbridge

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

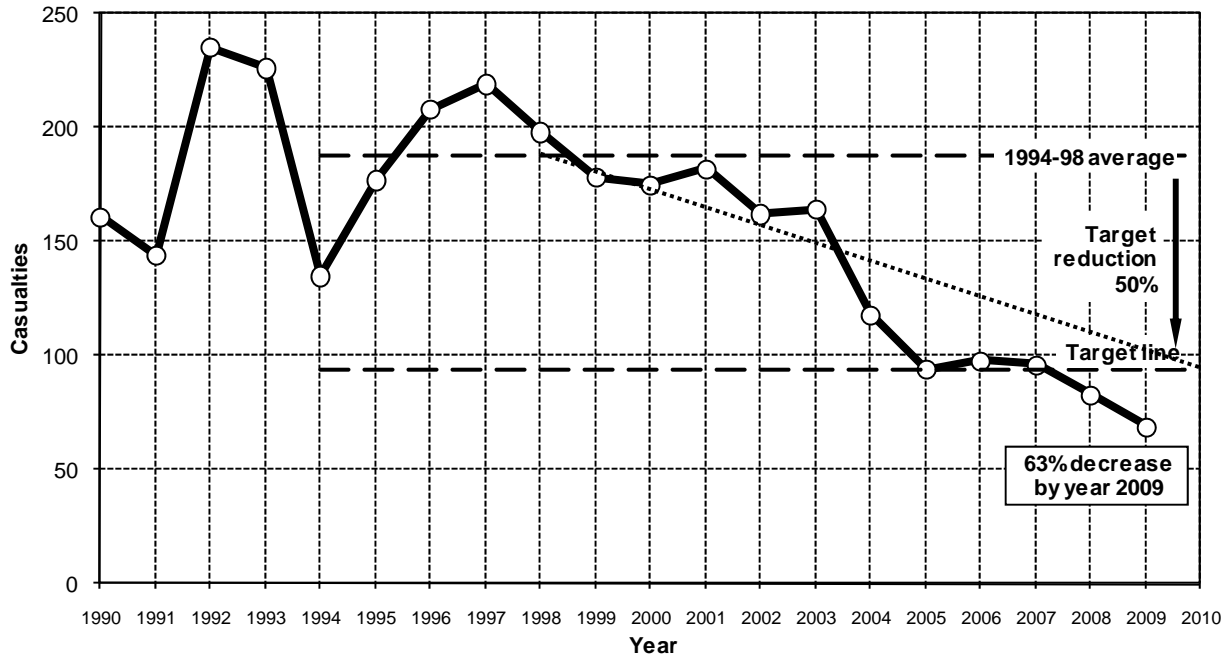


Fig. A27.2: L.B. of Redbridge - all slight casualties

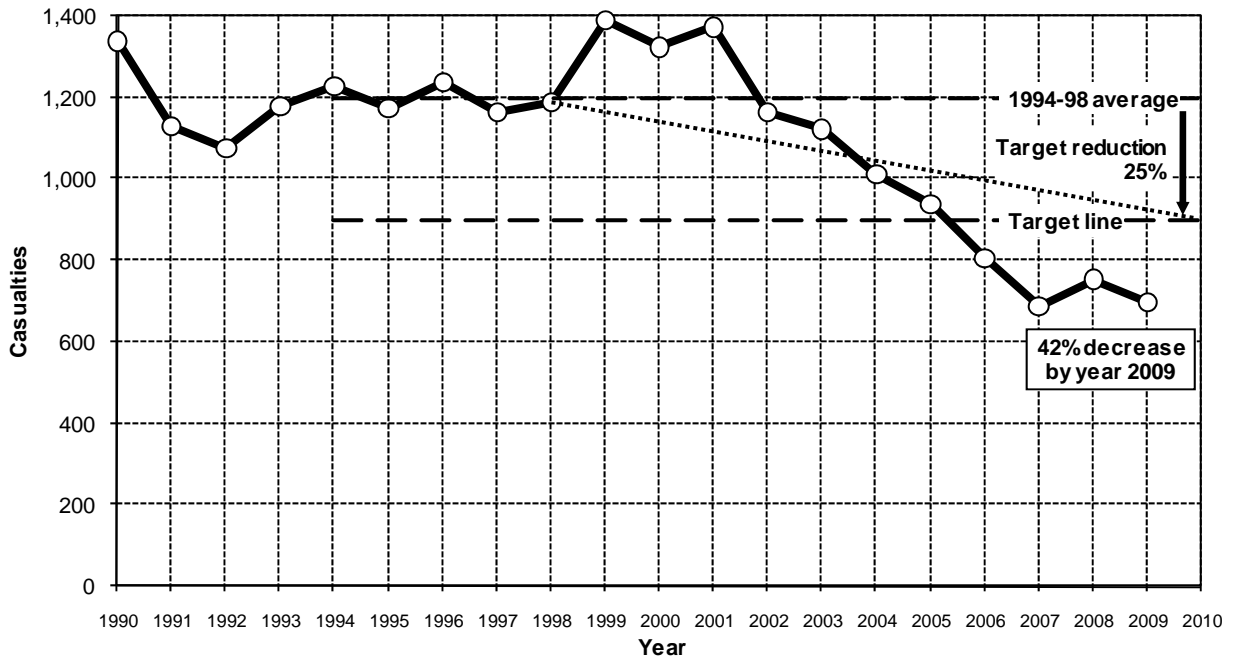


Table A27: Towards the year 2010: Monitoring casualties in L.B. of Redbridge
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	4.6	2	3	50%	-35%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	1.0	3	0	-100%	-100%
	Car occupants	1.4	1	6	500%	329%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	0	0	0%	0%
	Total	7.8	6	9	50%	15%
Fatal and serious	Pedestrians	48.2	34	20	-41%	-59%
	Pedal cyclists	12.4	2	8	300%	-35%
	Powered two-wheeler	14.4	16	8	-50%	-44%
	Car occupants	101.8	27	29	7%	-72%
	Bus or coach occupants	4.4	1	1	0%	-77%
	Other vehicle occupants	6.2	3	3	0%	-52%
	Total	187.4	83	69	-17%	-63%
	Children (under 16yrs)	26.0	8	6	-25%	-77%
Slight*	Pedestrians	163.8	91	103	13%	-37%
	Pedal cyclists	74.0	32	33	3%	-55%
	Powered two-wheeler	91.4	48	63	31%	-31%
	Car occupants	773.0	530	451	-15%	-42%
	Bus or coach occupants	48.2	27	16	-41%	-67%
	Other vehicle occupants	49.0	26	33	27%	-33%
	Total	1,199.4	754	699	-7%	-42%
All severities	Pedestrians	212.0	125	123	-2%	-42%
	Pedal cyclists	86.4	34	41	21%	-53%
	Powered two-wheeler	105.8	64	71	11%	-33%
	Car occupants	874.8	557	480	-14%	-45%
	Bus or coach occupants	52.6	28	17	-39%	-68%
	Other vehicle occupants	55.2	29	36	24%	-35%
	Total	1,386.8	837	768	-8%	-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.

28. Richmond upon Thames

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

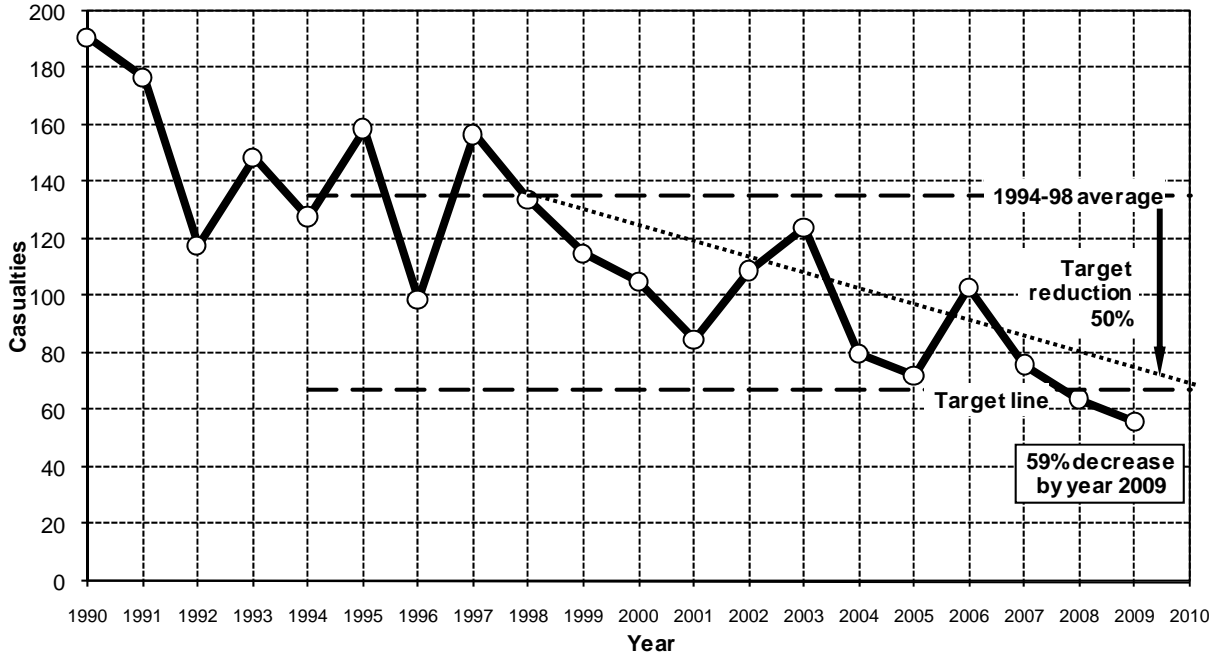


Fig. A28.2: L.B. of Richmond upon Thames - all slight casualties

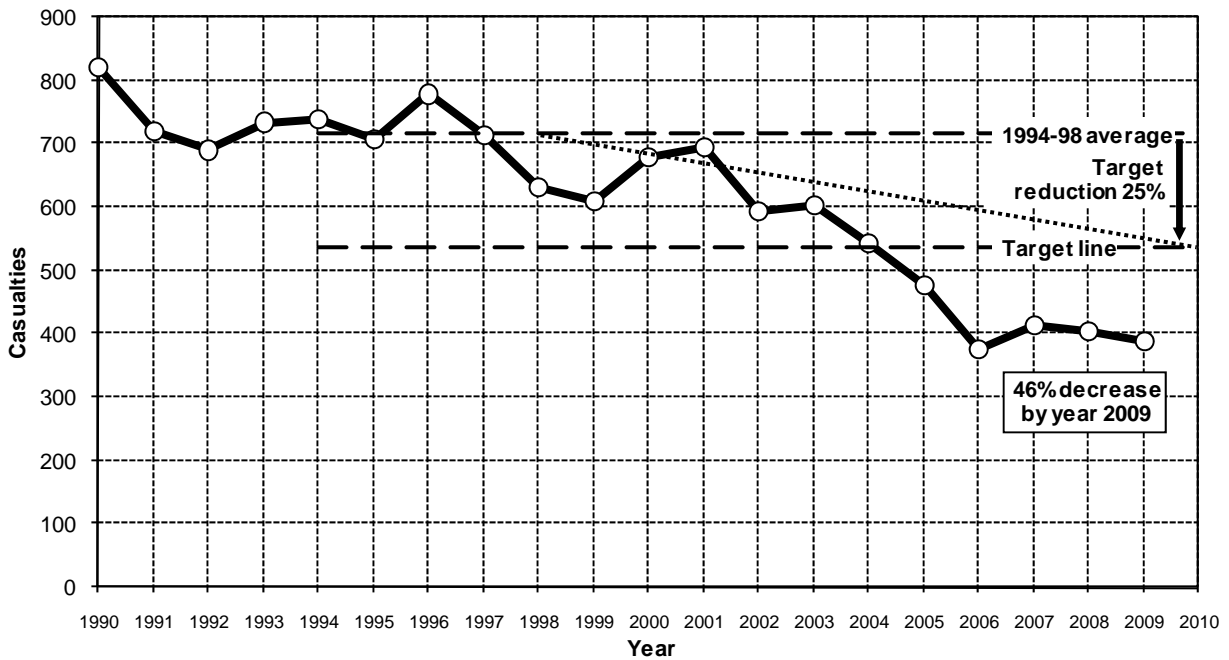


Table A28: Towards the year 2010: Monitoring casualties in L.B. of Richmond upon Thames
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	1.2	0	3	∞	150%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	0.4	0	0	0%	-100%
	Car occupants	1.0	1	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	2.8	1	3	200%	7%
Fatal and serious	Pedestrians	32.2	17	14	-18%	-57%
	Pedal cyclists	21.4	12	17	42%	-21%
	Powered two-wheeler	24.2	14	13	-7%	-46%
	Car occupants	48.0	14	11	-21%	-77%
	Bus or coach occupants	4.6	7	1	-86%	-78%
	Other vehicle occupants	5.0	0	0	0%	-100%
	Total	135.4	64	56	-13%	-59%
	Children (under 16yrs)	14.2	4	1	-75%	-93%
Slight*	Pedestrians	103.2	46	49	7%	-53%
	Pedal cyclists	112.4	84	82	-2%	-27%
	Powered two-wheeler	111.6	89	92	3%	-18%
	Car occupants	337.4	147	146	-1%	-57%
	Bus or coach occupants	32.4	25	8	-68%	-75%
	Other vehicle occupants	18.4	12	12	0%	-35%
	Total	715.4	403	389	-3%	-46%
All severities	Pedestrians	135.4	63	63	0%	-53%
	Pedal cyclists	133.8	96	99	3%	-26%
	Powered two-wheeler	135.8	103	105	2%	-23%
	Car occupants	385.4	161	157	-2%	-59%
	Bus or coach occupants	37.0	32	9	-72%	-76%
	Other vehicle occupants	23.4	12	12	0%	-49%
	Total	850.8	467	445	-5%	-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.

29. Southwark

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

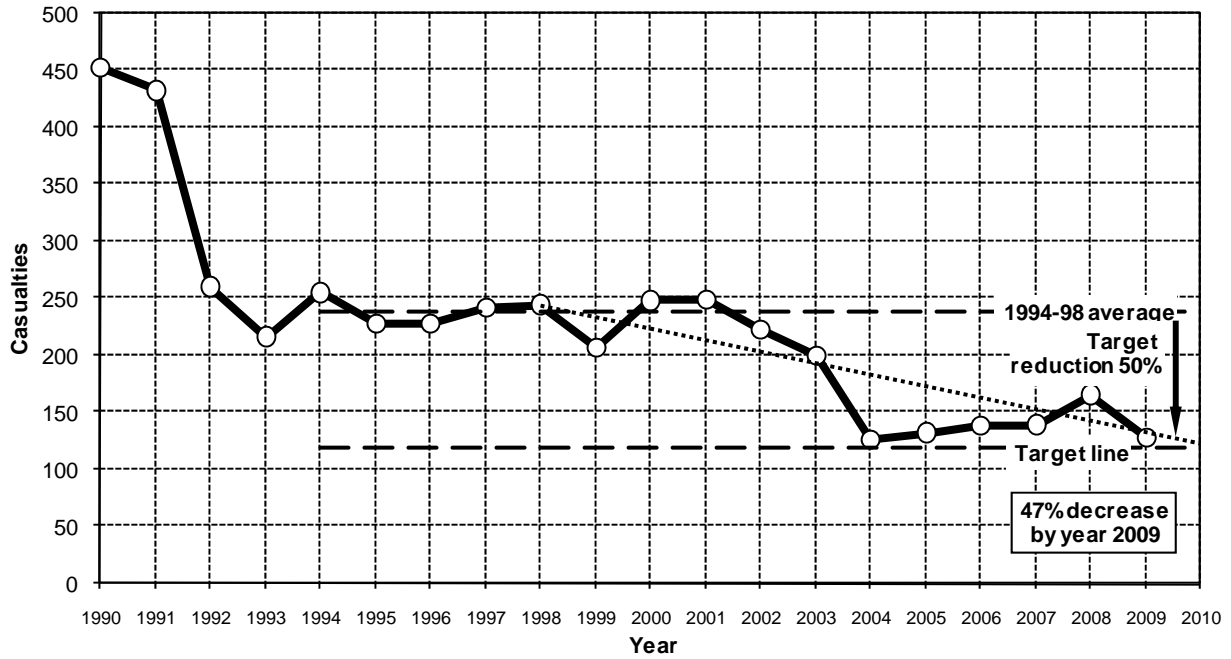


Fig. A29.2: L.B. of Southwark - all slight casualties

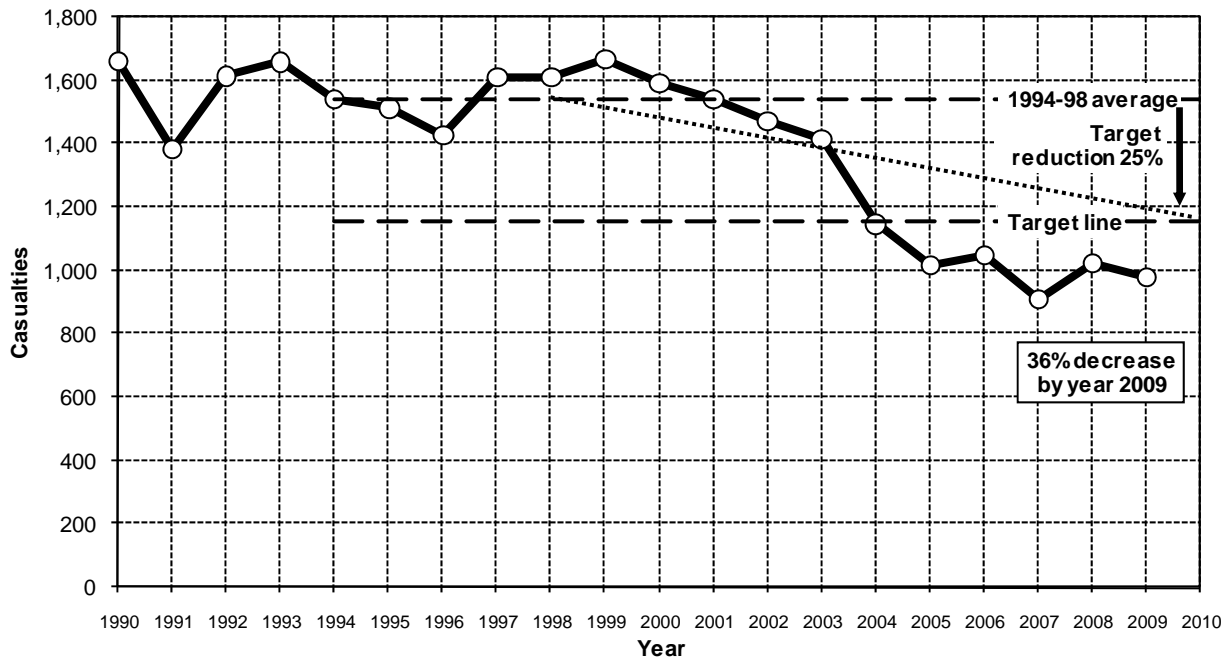


Table A29: Towards the year 2010: Monitoring casualties in L.B. of Southwark
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	4.4	4	3	-25%	-32%
	Pedal cyclists	1.0	1	1	0%	0%
	Powered two-wheeler	1.0	3	0	-100%	-100%
	Car occupants	0.6	0	2	∞	233%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total		7.0	8	6	-25%
Fatal and serious	Pedestrians	79.8	54	47	-13%	-41%
	Pedal cyclists	24.6	31	27	-13%	10%
	Powered two-wheeler	47.4	38	34	-11%	-28%
	Car occupants	69.2	28	13	-54%	-81%
	Bus or coach occupants	11.8	10	3	-70%	-75%
	Other vehicle occupants	6.4	4	3	-25%	-53%
	Total		239.2	165	127	-23%
	Children (under 16yrs)	34.0	8	8	0%	-76%
Slight*	Pedestrians	286.0	181	163	-10%	-43%
	Pedal cyclists	189.2	205	195	-5%	3%
	Powered two-wheeler	252.4	170	196	15%	-22%
	Car occupants	655.2	347	301	-13%	-54%
	Bus or coach occupants	116.2	101	91	-10%	-22%
	Other vehicle occupants	44.0	20	35	75%	-20%
	Total		1,543.0	1,024	981	-4%
All severities	Pedestrians	365.8	235	210	-11%	-43%
	Pedal cyclists	213.8	236	222	-6%	4%
	Powered two-wheeler	299.8	208	230	11%	-23%
	Car occupants	724.4	375	314	-16%	-57%
	Bus or coach occupants	128.0	111	94	-15%	-27%
	Other vehicle occupants	50.4	24	38	58%	-25%
	Total		1,782.2	1,189	1,108	-7%

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

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

30. Sutton

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

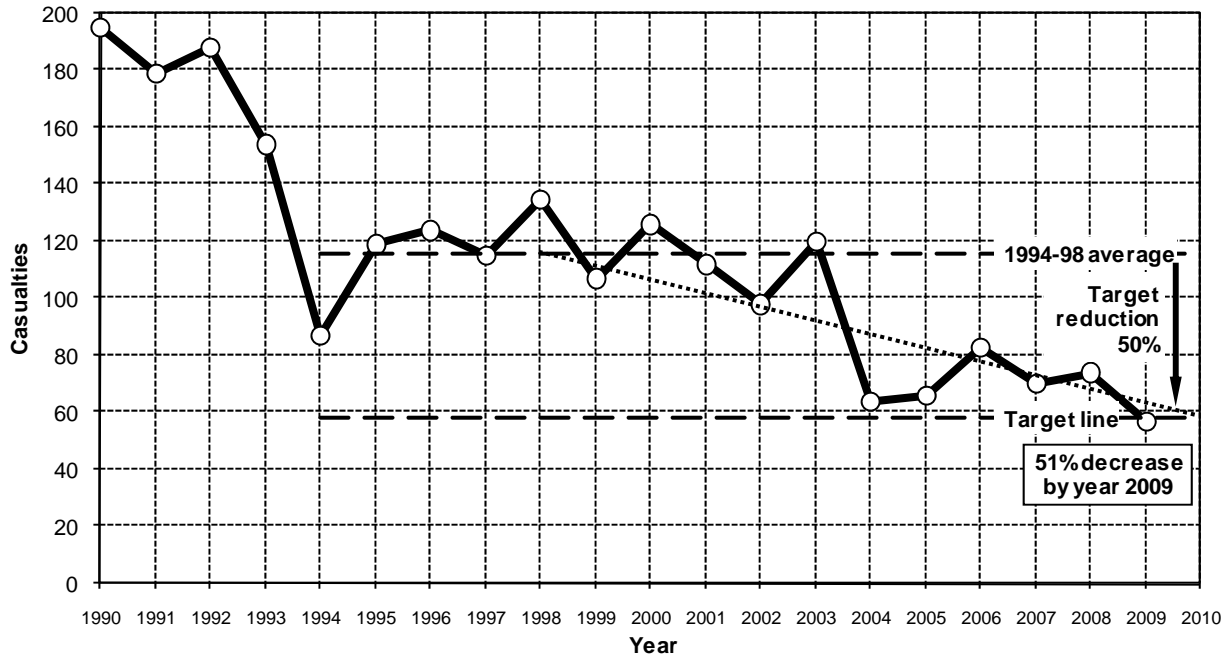


Fig. A30.2: L.B. of Sutton - all slight casualties

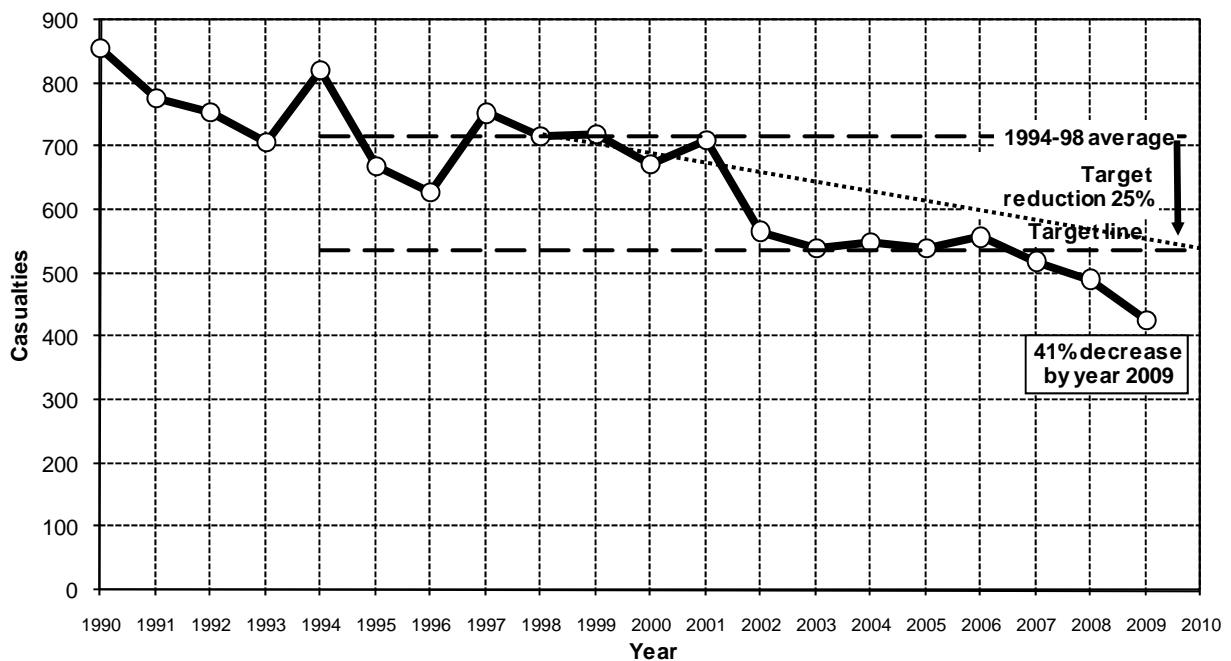


Table A30: Towards the year 2010: Monitoring casualties in L.B. of Sutton
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	4.2	1	0	-100%	-100%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	0.4	1	2	100%	400%
	Car occupants	1.8	0	1	∞	-44%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	6.4	2	3	50%	-53%
Fatal and serious	Pedestrians	30.0	15	16	7%	-47%
	Pedal cyclists	10.0	6	3	-50%	-70%
	Powered two-wheeler	16.0	21	11	-48%	-31%
	Car occupants	52.8	28	22	-21%	-58%
	Bus or coach occupants	4.0	3	3	0%	-25%
	Other vehicle occupants	3.2	1	2	100%	-38%
	Total	116.0	74	57	-23%	-51%
	Children (under 16yrs)	21.6	7	6	-14%	-72%
Slight*	Pedestrians	101.8	69	60	-13%	-41%
	Pedal cyclists	62.0	32	39	22%	-37%
	Powered two-wheeler	77.8	74	46	-38%	-41%
	Car occupants	430.4	273	245	-10%	-43%
	Bus or coach occupants	26.4	29	21	-28%	-20%
	Other vehicle occupants	19.2	13	15	15%	-22%
	Total	717.6	490	426	-13%	-41%
All severities	Pedestrians	131.8	84	76	-10%	-42%
	Pedal cyclists	72.0	38	42	11%	-42%
	Powered two-wheeler	93.8	95	57	-40%	-39%
	Car occupants	483.2	301	267	-11%	-45%
	Bus or coach occupants	30.4	32	24	-25%	-21%
	Other vehicle occupants	22.4	14	17	21%	-24%
	Total	833.6	564	483	-14%	-42%

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

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

31. Tower Hamlets

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

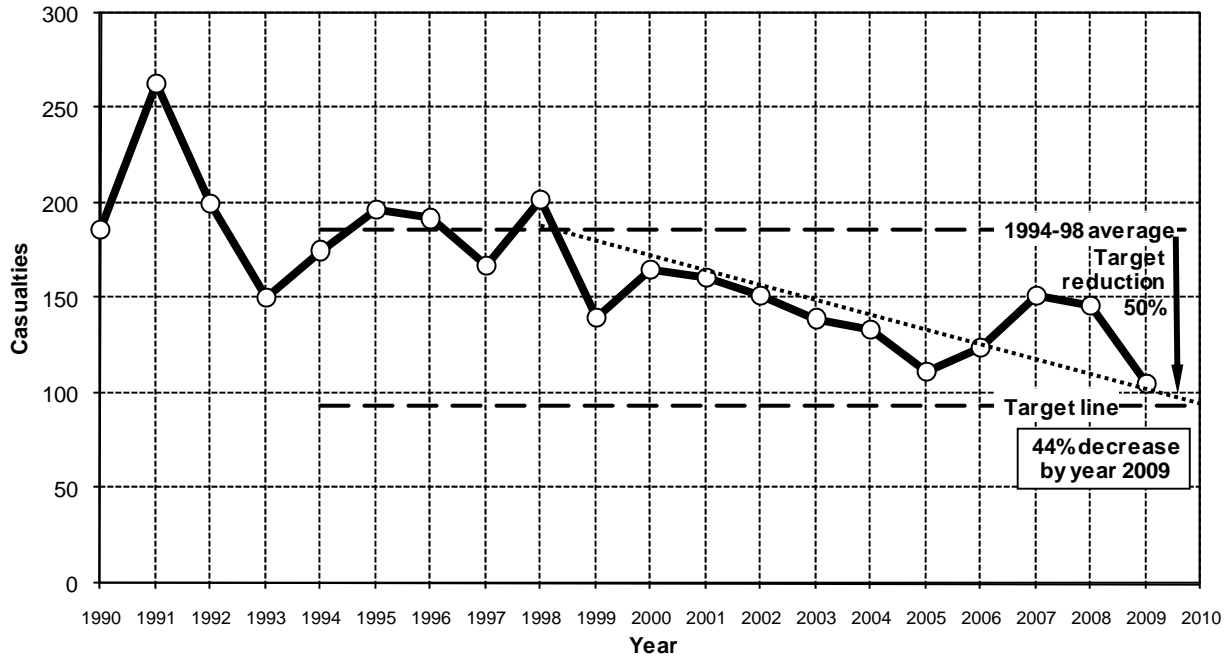


Fig. A31.2: L.B. of Tower Hamlets - all slight casualties

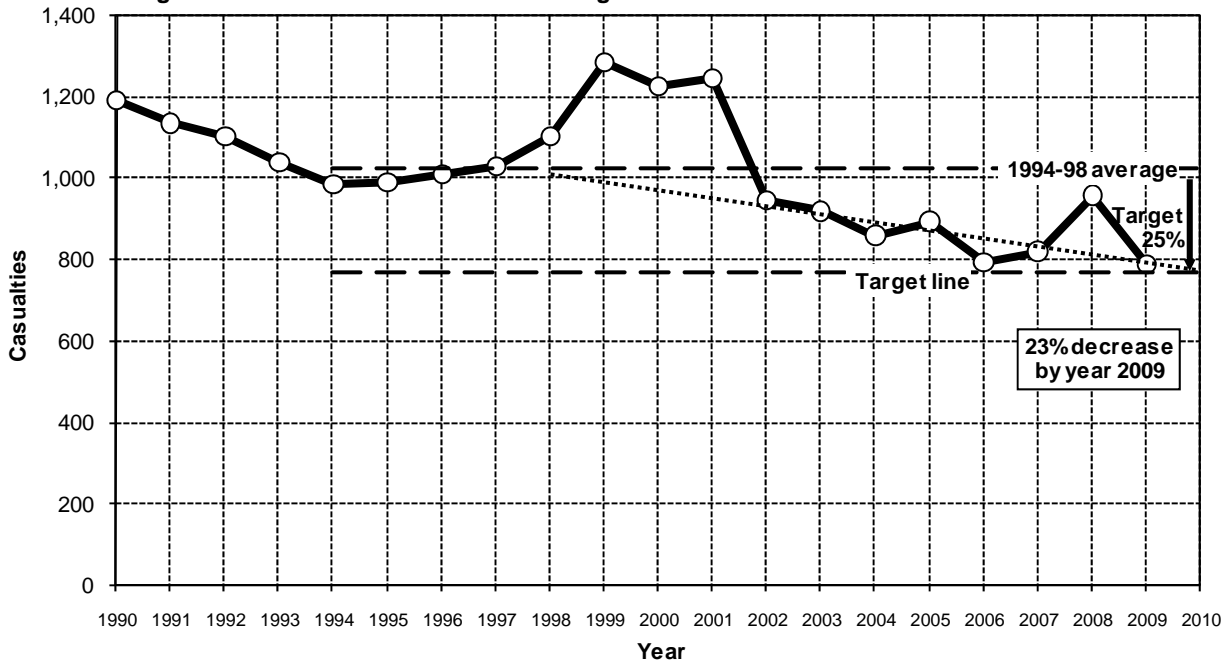


Table A31: Towards the year 2010: Monitoring casualties in L.B. of Tower Hamlets
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	4.2	5	3	-40%	-29%
	Pedal cyclists	0.2	0	1	∞	400%
	Powered two-wheeler	1.0	1	2	100%	100%
	Car occupants	1.8	2	1	-50%	-44%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	7.2	8	7	-13%	-3%
Fatal and serious	Pedestrians	72.6	55	46	-16%	-37%
	Pedal cyclists	14.4	22	15	-32%	4%
	Powered two-wheeler	37.8	36	21	-42%	-44%
	Car occupants	51.4	26	19	-27%	-63%
	Bus or coach occupants	4.4	4	1	-75%	-77%
	Other vehicle occupants	6.0	3	3	0%	-50%
	Total	186.6	146	105	-28%	-44%
	Children (under 16yrs)	27.4	12	12	0%	-56%
Slight*	Pedestrians	211.4	139	152	9%	-28%
	Pedal cyclists	112.0	115	143	24%	28%
	Powered two-wheeler	199.2	153	138	-10%	-31%
	Car occupants	413.2	450	293	-35%	-29%
	Bus or coach occupants	39.2	47	32	-32%	-18%
	Other vehicle occupants	47.6	53	29	-45%	-39%
	Total	1,022.6	957	787	-18%	-23%
All severities	Pedestrians	284.0	194	198	2%	-30%
	Pedal cyclists	126.4	137	158	15%	25%
	Powered two-wheeler	237.0	189	159	-16%	-33%
	Car occupants	464.6	476	312	-34%	-33%
	Bus or coach occupants	43.6	51	33	-35%	-24%
	Other vehicle occupants	53.6	56	32	-43%	-40%
	Total	1,209.2	1,103	892	-19%	-26%

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

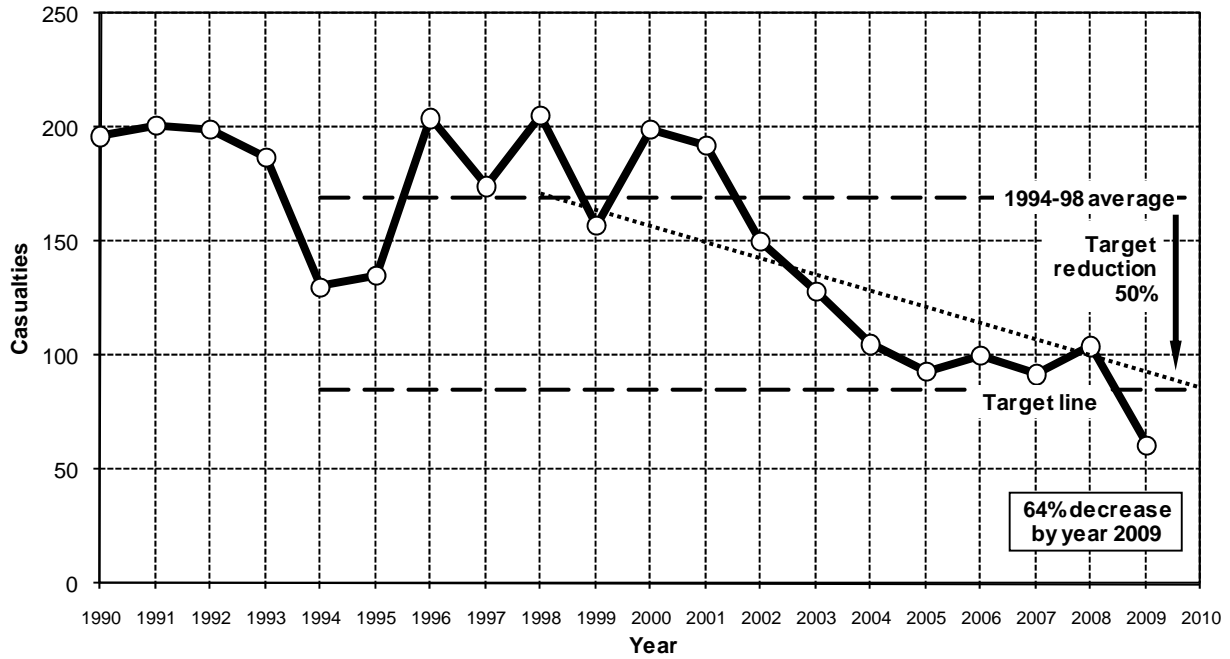


Fig. A32.2: L.B. of Waltham Forest - all slight casualties

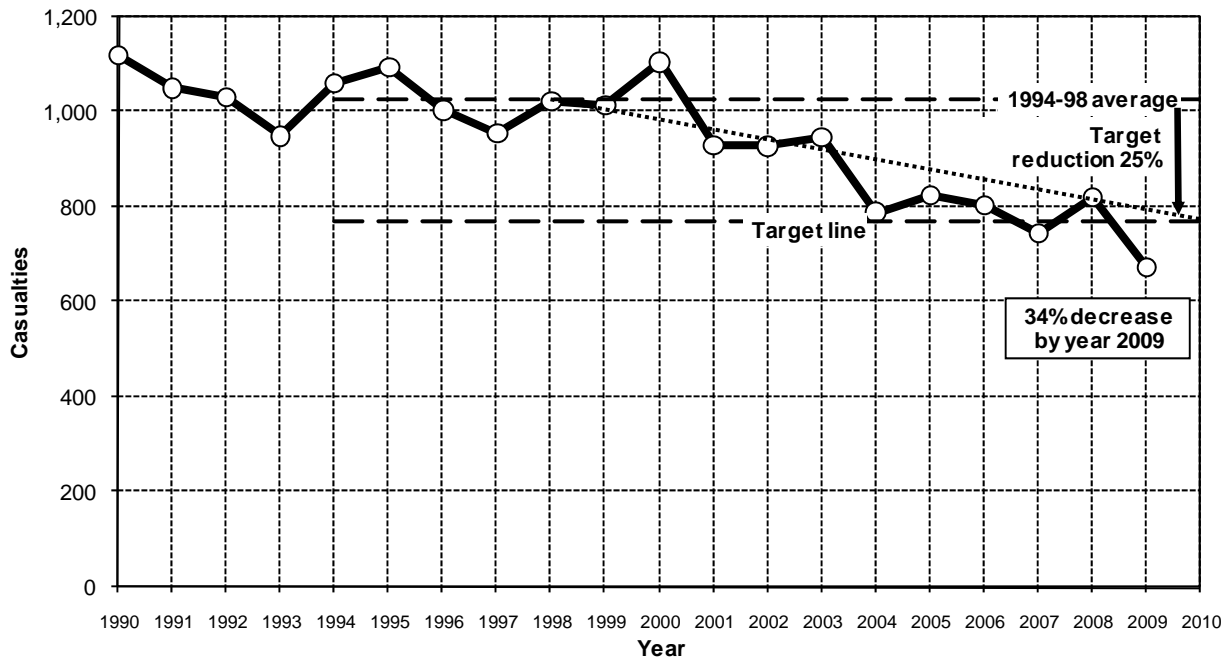


Table A32: Towards the year 2010: Monitoring casualties in L.B. of Waltham Forest
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	3.0	2	1	-50%	-67%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.6	1	2	100%	233%
	Car occupants	1.4	0	1	∞	-29%
	Bus or coach occupants	0.0	0	1	∞	∞
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	5.4	3	5	67%	-7%
Fatal and serious	Pedestrians	60.4	41	17	-59%	-72%
	Pedal cyclists	12.0	13	9	-31%	-25%
	Powered two-wheeler	19.4	11	8	-27%	-59%
	Car occupants	66.6	33	22	-33%	-67%
	Bus or coach occupants	5.8	4	3	-25%	-48%
	Other vehicle occupants	5.4	2	2	0%	-63%
	Total	169.6	104	61	-41%	-64%
	Children (under 16yrs)	30.0	17	7	-59%	-77%
Slight*	Pedestrians	205.4	119	104	-13%	-49%
	Pedal cyclists	88.0	52	84	62%	-5%
	Powered two-wheeler	118.6	61	61	0%	-49%
	Car occupants	528.8	536	350	-35%	-34%
	Bus or coach occupants	45.4	30	41	37%	-10%
	Other vehicle occupants	42.2	25	35	40%	-17%
	Total	1,028.4	823	675	-18%	-34%
All severities	Pedestrians	265.8	160	121	-24%	-54%
	Pedal cyclists	100.0	65	93	43%	-7%
	Powered two-wheeler	138.0	72	69	-4%	-50%
	Car occupants	595.4	569	372	-35%	-38%
	Bus or coach occupants	51.2	34	44	29%	-14%
	Other vehicle occupants	47.6	27	37	37%	-22%
	Total	1,198.0	927	736	-21%	-39%

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

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

33. Wandsworth

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

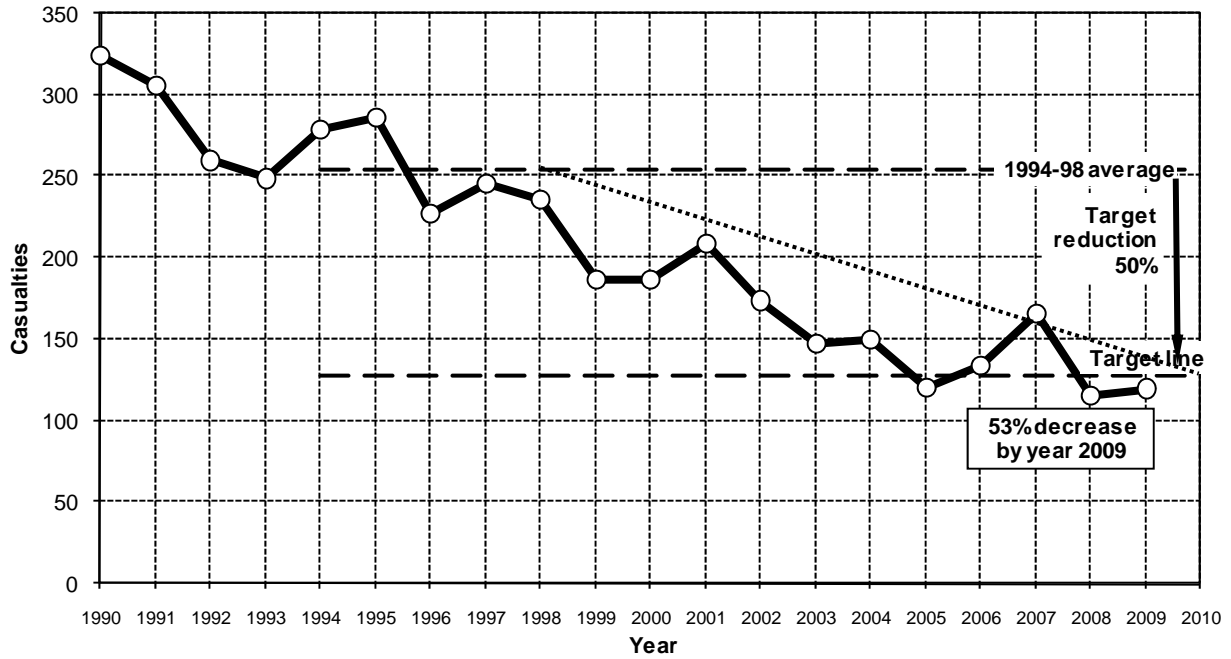


Fig. A33.2: L.B. of Wandsworth - all slight casualties

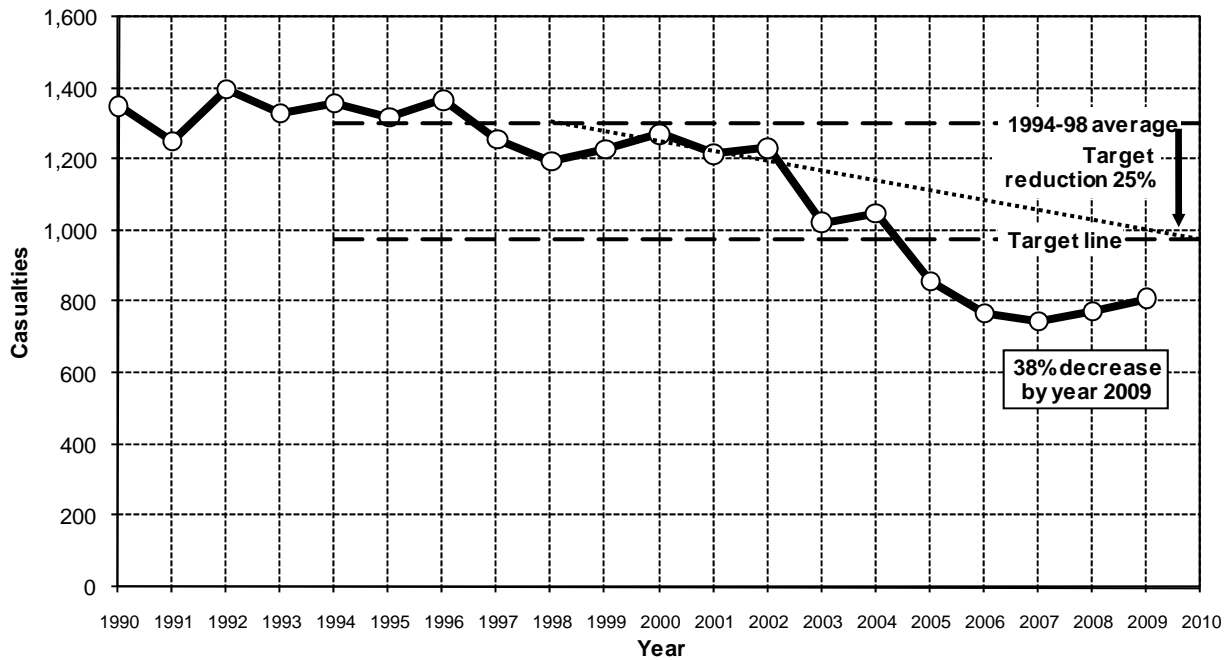


Table A33: Towards the year 2010: Monitoring casualties in L.B. of Wandsworth
Casualties in the year 2009 compared with the 1994-98 average and 2008

Casualty severity	User group	Casualty numbers			Percentage change in 2009 over	
		1994-1998 average	2008	2009	2008	1994-1998 average
Fatal	Pedestrians	4.2	2	5	150%	19%
	Pedal cyclists	1.0	2	0	-100%	-100%
	Powered two-wheeler	1.8	2	1	-50%	-44%
	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	6	6	0%	-17%
Fatal and serious	Pedestrians	78.2	40	44	10%	-44%
	Pedal cyclists	32.8	24	23	-4%	-30%
	Powered two-wheeler	53.4	27	34	26%	-36%
	Car occupants	74.6	20	13	-35%	-83%
	Bus or coach occupants	7.4	3	6	100%	-19%
	Other vehicle occupants	8.4	2	0	-100%	-100%
	Total	254.8	116	120	3%	-53%
	Children (under 16yrs)	28.8	9	6	-33%	-79%
Slight*	Pedestrians	227.6	136	129	-5%	-43%
	Pedal cyclists	204.0	142	182	28%	-11%
	Powered two-wheeler	263.0	197	223	13%	-15%
	Car occupants	498.6	238	221	-7%	-56%
	Bus or coach occupants	66.4	33	26	-21%	-61%
	Other vehicle occupants	42.0	29	31	7%	-26%
	Total	1,301.6	775	812	5%	-38%
All severities	Pedestrians	305.8	176	173	-2%	-43%
	Pedal cyclists	236.8	166	205	23%	-13%
	Powered two-wheeler	316.4	224	257	15%	-19%
	Car occupants	573.2	258	234	-9%	-59%
	Bus or coach occupants	73.8	36	32	-11%	-57%
	Other vehicle occupants	50.4	31	31	0%	-38%
	Total	1,556.4	891	932	5%	-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.

Appendix B

Vehicles licensed in Greater London

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

Vehicles licensed in Greater London to 2009

Fig. B1: Motorcycles, scooters and mopeds licensed in Greater London (1990-2009)

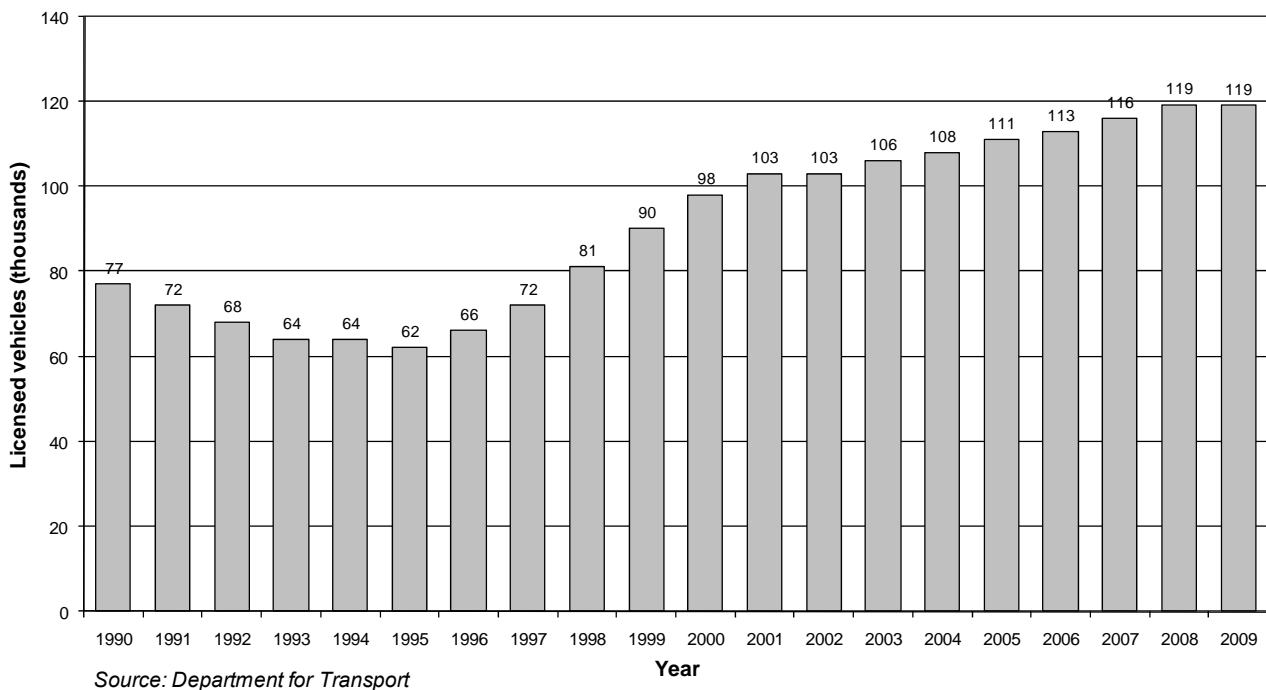


Fig. B2: Cars licensed in Greater London (1990-2009)

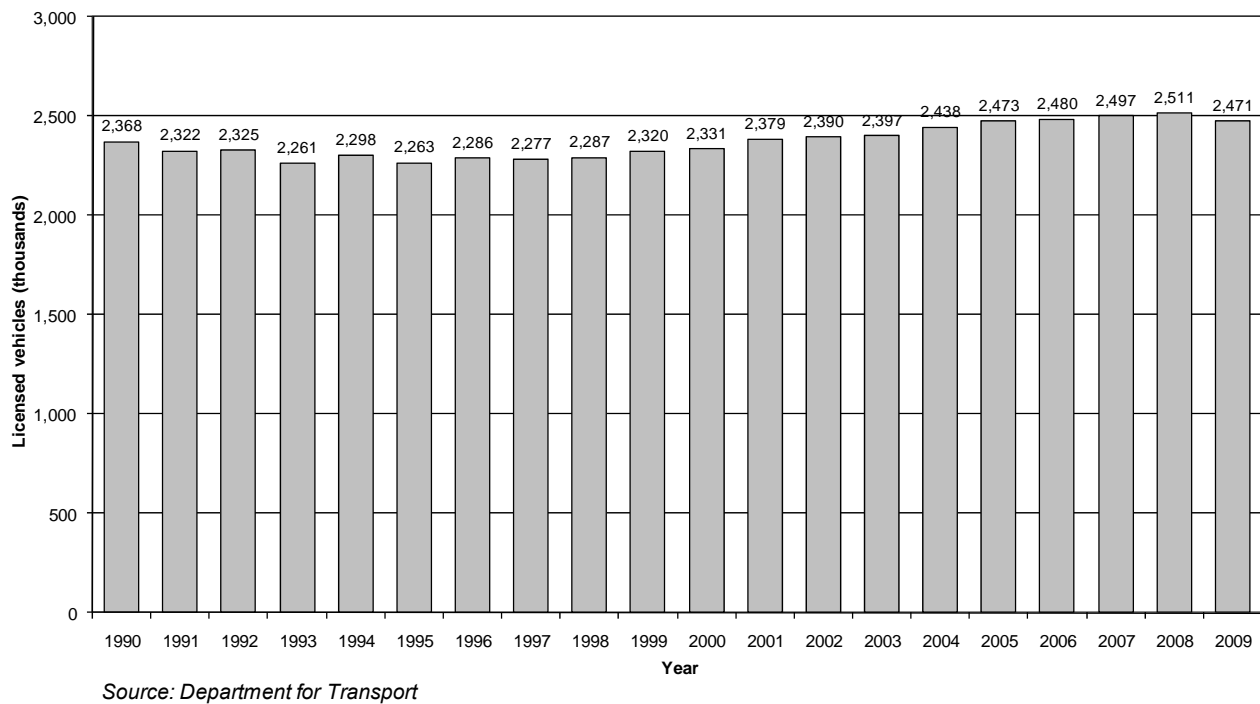
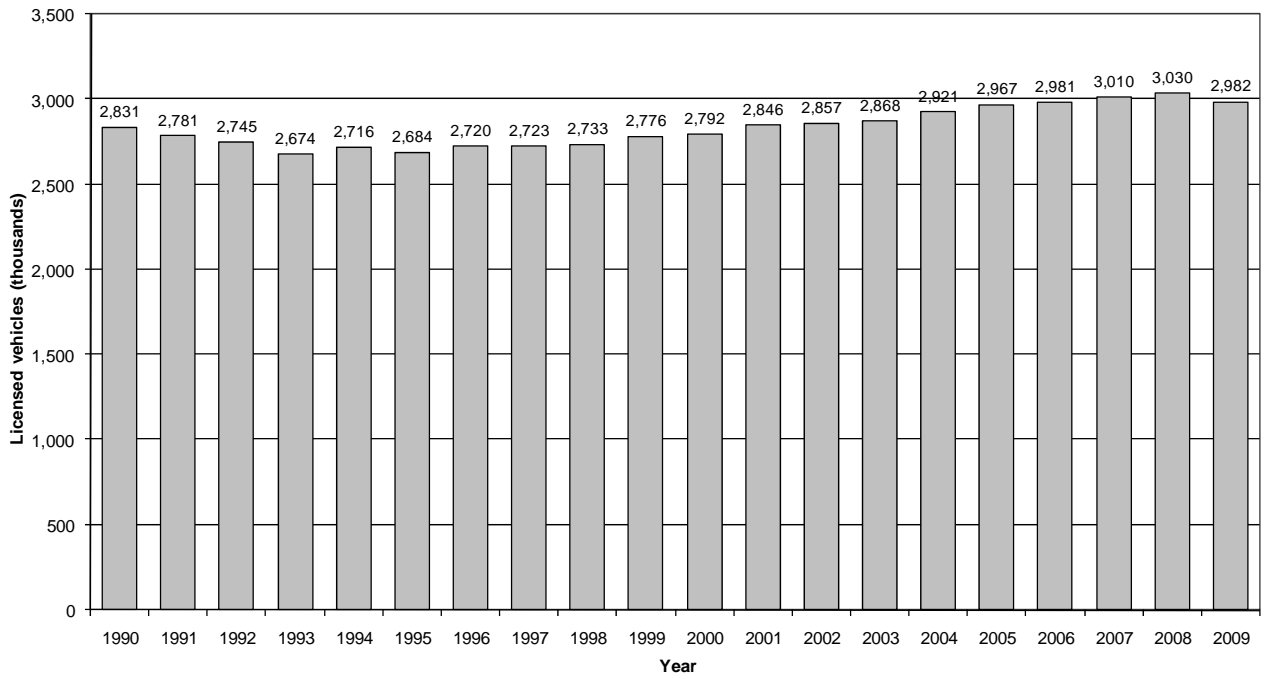


Fig. B3: All vehicles licensed in Greater London (1990-2009)



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 boundary cordons were monitored in year 2008.

Cordon locations are shown in Map C1.

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

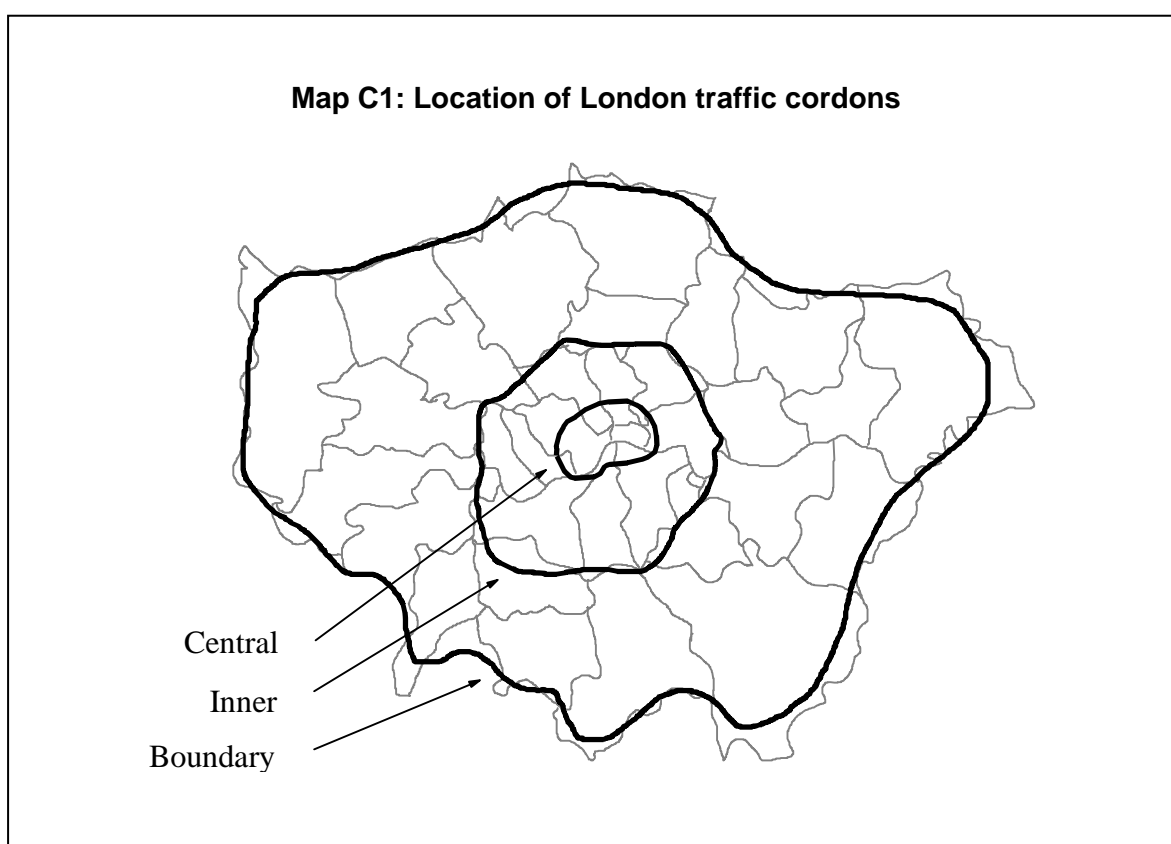


Fig. C1: Radial 24 hour all motor vehicle movements in London, both directions combined, 1989-2009

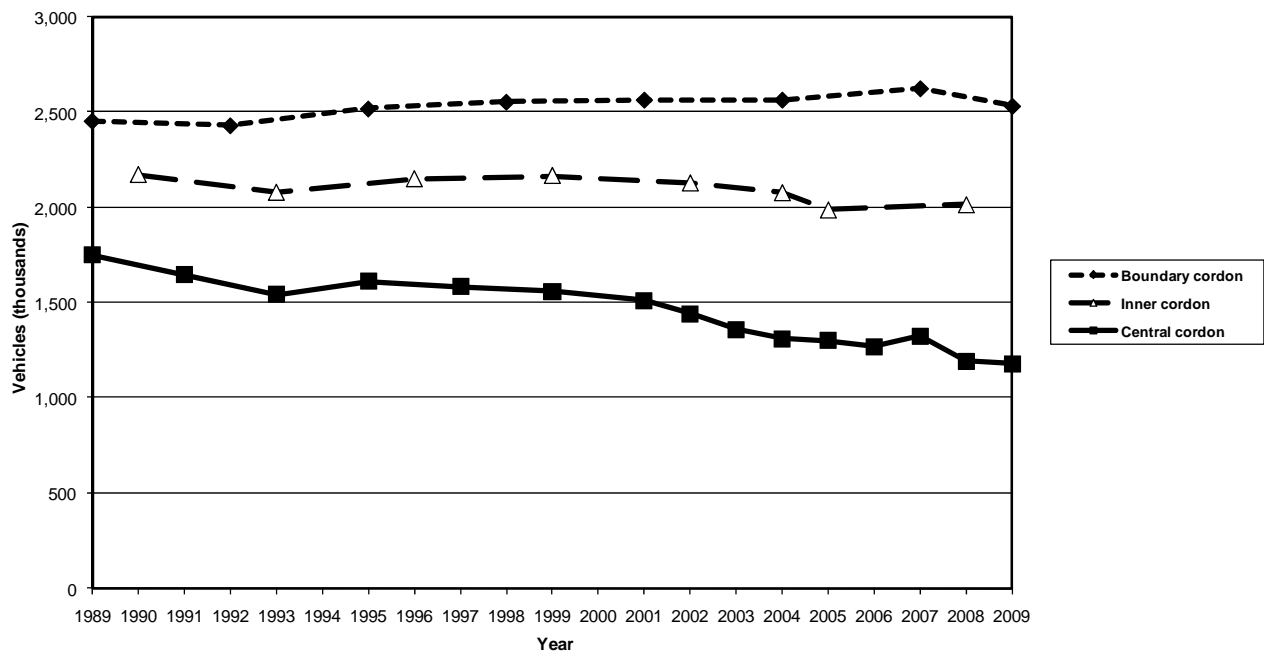


Fig. C2: Radial 24 hour pedal cycle movements in London, both directions combined, 1989-2009

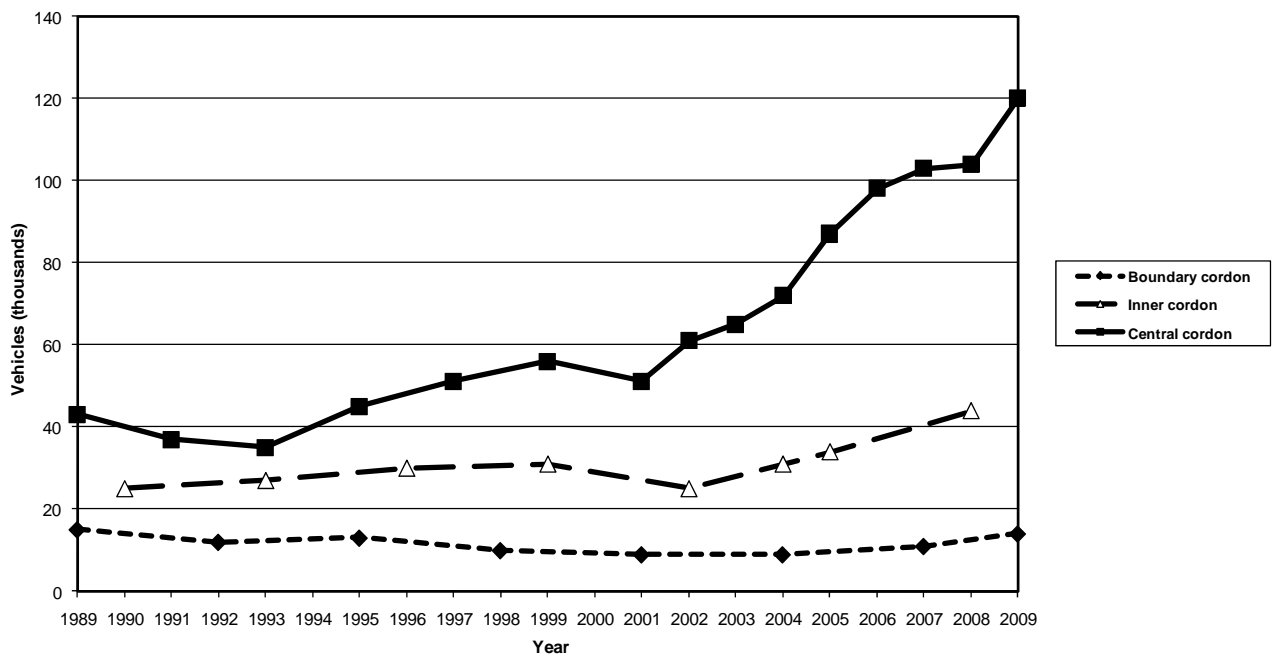


Fig. C3: Radial 24 hour motorcycle movements in London, both directions combined, 1989-2009

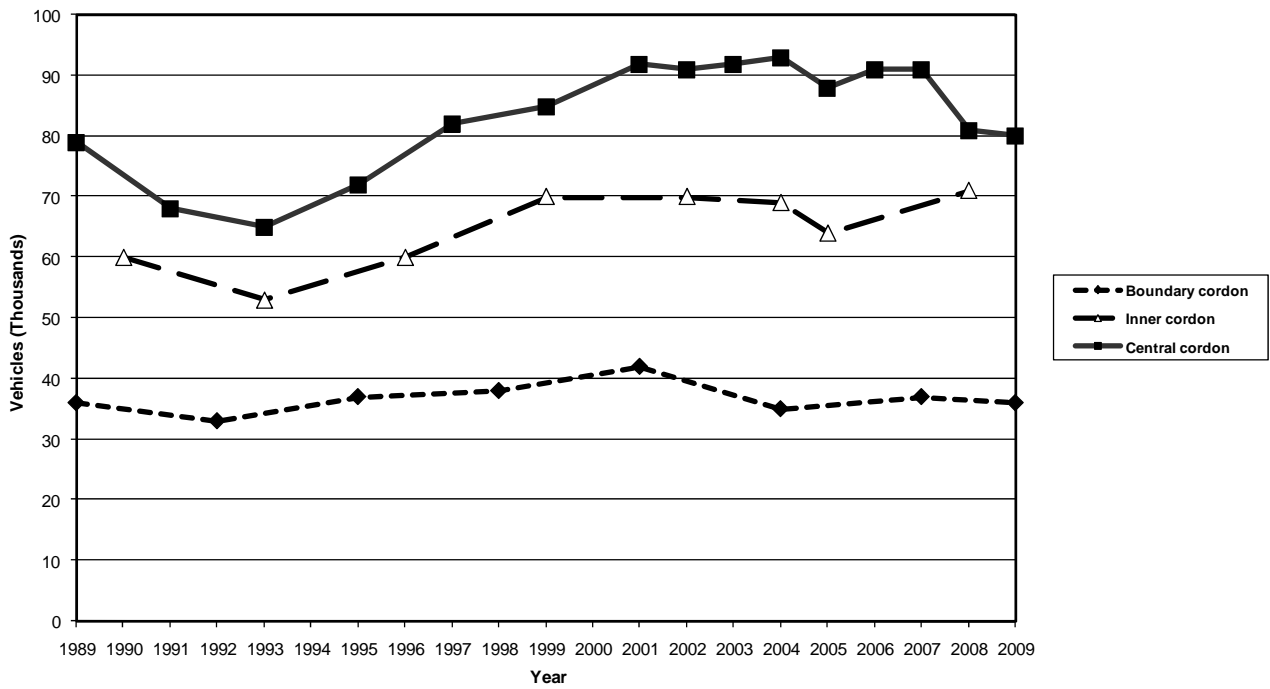


Fig. C4: Radial 24 hour car movements in London, both directions combined, 1989-2009

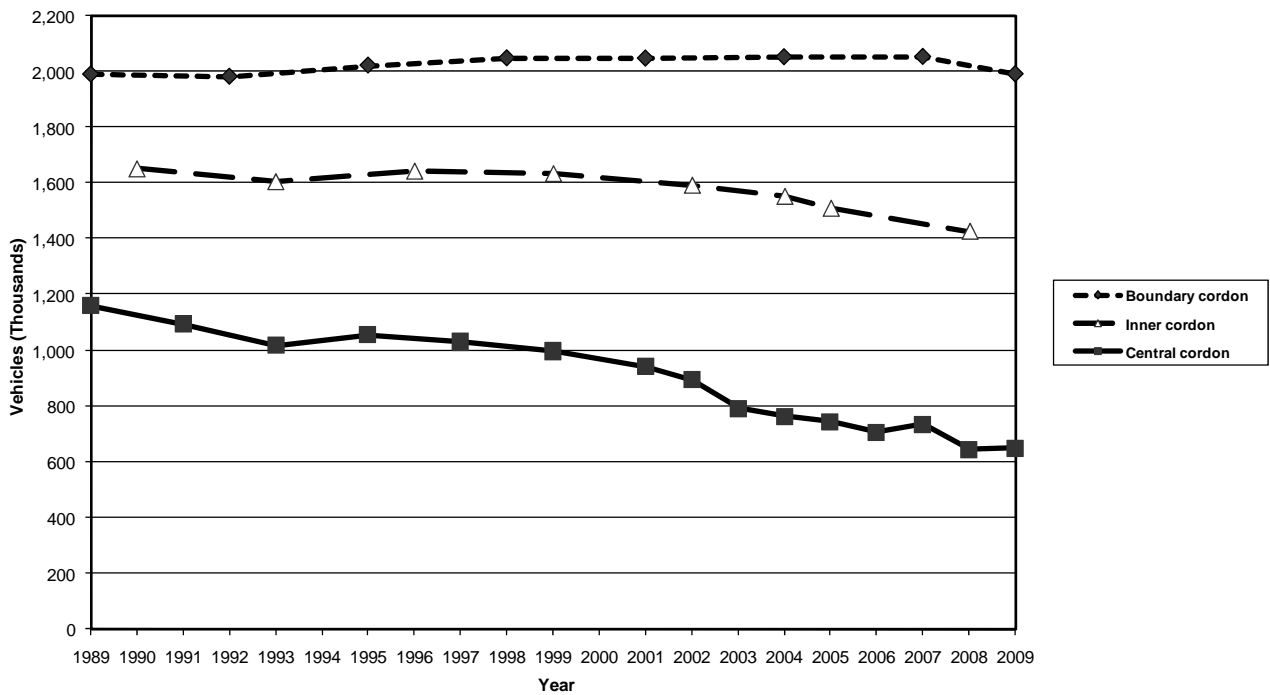


Fig. C5: Radial 24 hour bus & coach movements in London, both directions combined, 1989-2009

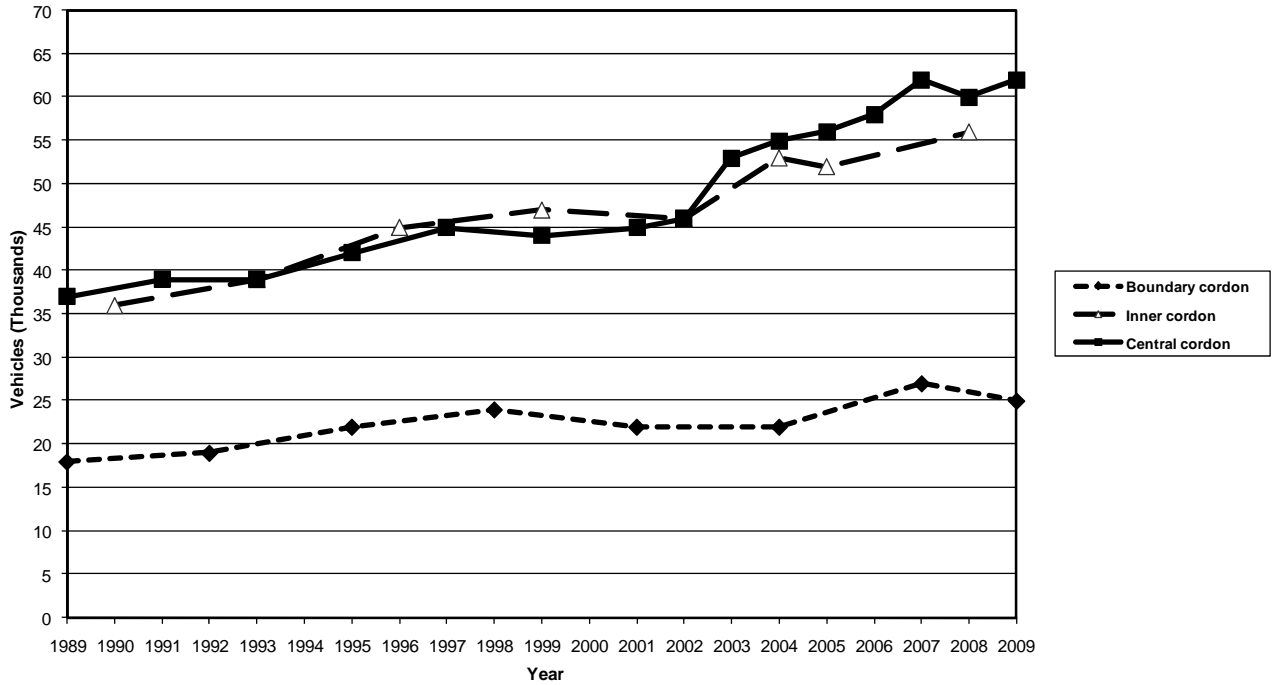


Fig. C6: Radial 24 hour goods vehicle movements in London, both directions combined, 1989-2009

