

Towards the year 2010:  
monitoring casualties in  
Greater London

*(Issue 6, July 2006)*

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**Road Safety in London**



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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 2005.

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

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

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

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

- pedestrians
- pedal cyclists
- powered two-wheeler users

to ensure that attention is focussed on these groups.

5 These targets have been achieved in London by 2004, apart from those for powered two-wheelers. The Mayor therefore announced new lower targets in March 2006 to be achieved by 2010 following consultation with stakeholders:

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

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

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

8 Table A (overleaf) presents a summary of the changes in casualties in

the target categories by the end of the year 2005 compared with both the 1994-98 average and 2004, together with the target reduction to be achieved by the year 2010. Figure A summarises the percentage changes by 2005 in the form of a chart.

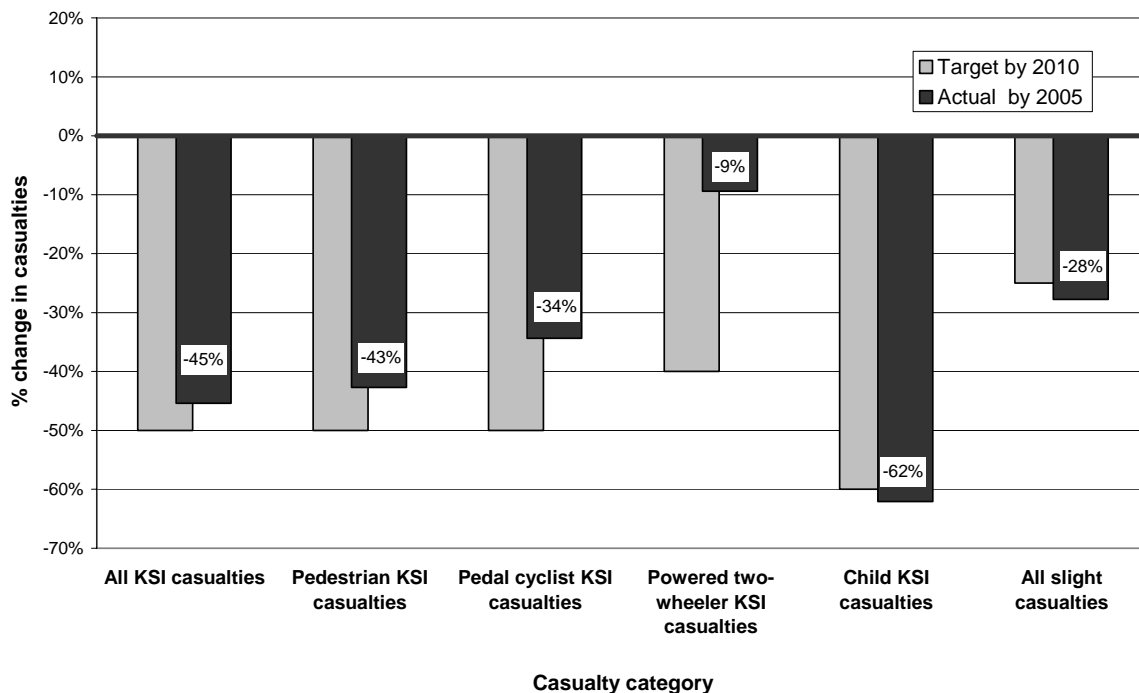
- following a decrease of 12% in 2005, all KSI casualties were 45% below the 1994-98 average
- following a decrease of 27% in 2005, child KSI casualties were 62% below the 1994-98 average (Target met).
- after a decrease of 7% in 2005, slight casualties were 28% below the 1994-98 average. (Target met).

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

**Table A: Summary of changes in casualties for London target categories by year 2005**

Category	Casualties			% change by 2005 compared with		
	Target change by 2010 (%)	1994-98 average	2004	2005	1994-98 average	
<b>Killed or seriously injured casualties</b>						
Total	-50%	6,684.4	4,169	3,650	-12%	-45%
Pedestrians	-50%	2,136.6	1,334	1,224	-8%	-43%
Pedal cyclists	-50%	566.8	340	372	9%	-34%
Powered two-wheelers	-40%	932.8	895	845	-6%	-9%
Children	-60%	935.4	487	355	-27%	-62%
<b>Slight casualties</b>						
Total	-25%	38,996.8	30,386	28,180	-7%	-28%

**Figure A: Summary of percentage change in casualties on all roads in Greater London for target groups between the 1994-98 average and 2005**



10 Considering the additional casualty reduction target categories for London:

- after a decrease of 8% in 2005, pedestrian KSI casualties were 43% below the 1994-98 average
- following a 9% increase in 2005, pedal cyclist KSI casualties were now 34% below the 1994-98 average
- after a 6% decrease in the year 2005, powered two-wheeler user KSI casualties were 9% below the 1994-98 average, only the second year that they have been below the 1994-98 average since the current targets were set.

11 In addition, it is important to note that by the end of 2005:

- As a result of a 1% decrease in 2005, the number of fatalities was 14% below the 1994-98 average. It is important to recognise that some of this change may be due to the year-on-year random fluctuation in relatively small numbers particularly within specific user groups. (Figure 1 on page 28 illustrates the extent of the year-on-year fluctuations, which are particularly evident since 1994). The decreases in fatalities in the last four years follow three years when increases were noted.
- Following a decrease of 23% in the year 2005 compared with 2004, car occupant KSI casualties were 61% below the 1994-98 average.
- In terms of overall casualties, following an 8% decrease in 2005, they were 30% below the 1994-98 average.

12 The casualties referred to in this report are those injured in road traffic collisions on the public highway and

reported to the police, in accordance with the national *Stats 19* reporting system requirements. However, not all collisions and casualties are reported to the police, because:

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

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

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

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

16 If the best estimate of the reporting rate (70%) is applied to the number of casualties reported to the police during 2005 (31,830), it can be estimated that there may have been about 45,500 people injured on the roads in London in 2005.





## 1. Introduction

1.1 This report presents an analysis of progress towards the new road casualty reduction targets in London, using data up to the end of the year 2005. It is the sixth report in an annual series.

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

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

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

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

- pedestrians
  - pedal cyclists
  - powered two-wheeler users
- to ensure that attention is focussed on these groups.

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

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

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

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

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

movements is given in Appendix C, again for the main modes.

1.9 It must be noted that the Government's target is for a reduction in the slight casualty rate per 100 million vehicle kilometres. In the absence of

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

## 2. Format and content of monitoring tables and charts

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

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

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

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

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

2.6 If the best estimate of the reporting rate (70%) is applied to the number of casualties reported to the police during 2005 (31,830), it can be estimated that there may have been about 45,500 people injured on the roads in London.

### Casualty monitoring charts

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

- An upper horizontal line showing the average number of casualties between 1994 and 1998, i.e. the base period against which the new target reductions are measured;
- A lower horizontal line showing the target casualty level to be achieved by the year 2010.
- The number of casualties for each year from 1990 to 2005. 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. 2005 in this edition of the report) compared with the 1994-98 average figure.

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

### **Casualty profiles**

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

2.9 The format and content of the casualty profiles were developed with the help of the Pan London Safety Forum Monitoring sub-group, including representatives from the London boroughs, TfL Street Management 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 2004
- casualty numbers in 2005
- percentage change in year 2005 compared with 2004
- percentage change in the year 2005 compared with the 1994-1998 average.

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

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

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

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

- bus or coach occupants
- other vehicle occupants.

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

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

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

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

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

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

### 3. Commentary on casualty trends towards the year 2010

#### London-wide target categories summary

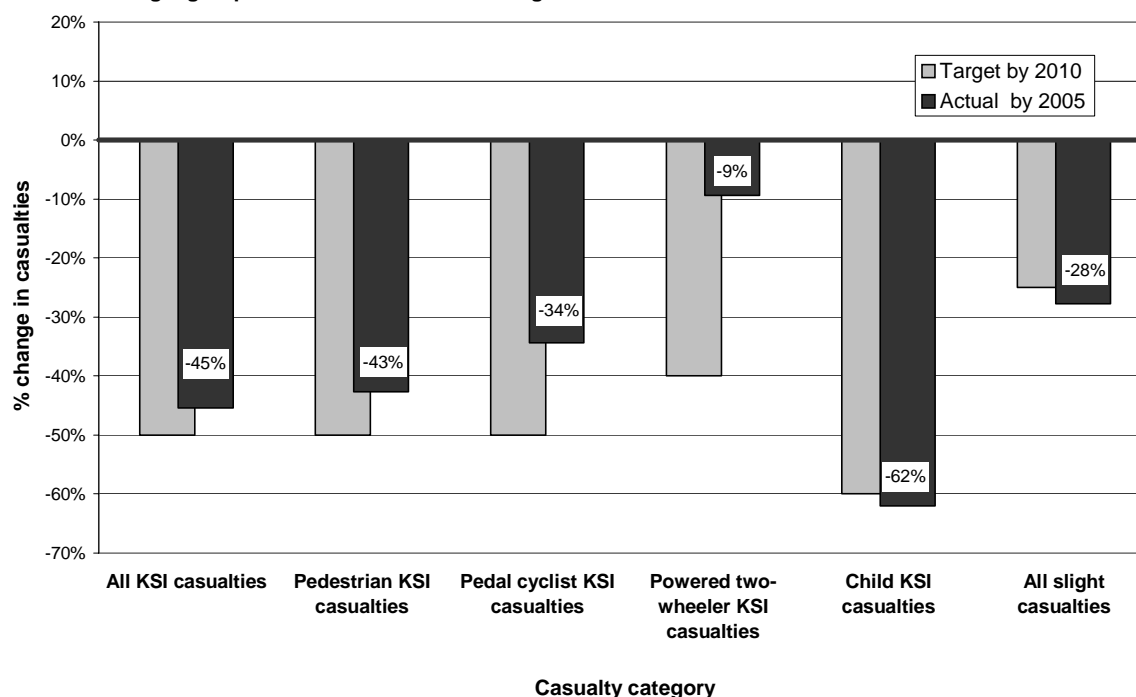
3.1 Table A summarises the changes in casualties for the target categories included in *London's Road Safety Plan* in November

2001 for all roads in London. Figure A summarises the percentage changes by 2005 in the form of a chart.

Table A: Summary of changes in casualties for London target categories by year 2005

Category	Casualties			% change by 2005 compared with		
	Target change by 2010 (%)	1994-98 average	2004	2005	2004	1994-98 average
<b>Killed or seriously injured casualties</b>						
Total	-50%	6,684.4	4,169	3,650	-12%	-45%
Pedestrians	-50%	2,136.6	1,334	1,224	-8%	-43%
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<b>Slight casualties</b>						
Total	-25%	38,996.8	30,386	28,180	-7%	-28%

Figure A: Summary of percentage change in casualties on all roads in Greater London for target groups between the 1994-98 average and 2005



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, by the end of 2005 compared with the 1994-1998 average, there have been reductions of 45% in total killed or seriously injured casualties, together with reductions of 43% for pedestrian KSI casualties and 34% for pedal cyclist KSI casualties. In addition, there has been a reduction of 62% for child KSI casualties. For powered two-wheeler KSI casualties there has been a reduction of 9% below the 1994-98 average. This is the second year the figure has fallen below the 1994-98 average baseline, following increases in collisions from 1996 to 2001. Slight casualties have decreased by 28% compared with the 1994-98 average.

### **All fatalities**

3.4 Figure 1 and Table 1 show that by the end of 2005, all fatalities had shown a 14% decrease below the 1994-98 average, with a 1% decrease to 214 recorded in 2005 compared with 2004. In the early 1990s, fatalities had shown a steady decrease from over 400, but since 1994 they have continued to fluctuate in the range between about 215 and 300.

3.5 In 2005, 154 out of the 214 fatalities (72%) 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 42% in 2005, i.e. 89 out of a total of 214. Figure 2 and Table 1 show that following a decrease of 3% in 2005, by the end of 2005, pedestrian fatalities had shown a decrease of 35% below the 1994-98 average.

3.7 In the early 1990s there had been a steady decrease in pedestrian fatalities, but since 1995 - with the exception of a peak of 160 in 1997 - they 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 an increase of 163% from a low point of 8 in 2004 to 21 in 2005, pedal cyclist fatalities have shown an increase of 42% above the 1994-98 average. Their numbers are relatively small, although they comprise about 10% of all fatalities in 2005 and consequently have shown substantial year-on-year fluctuation. The 163% increase (8 to 21) in 2005 follows a decrease in 2004 (from 19 to 8) the previous year. These changes should be seen in the context of substantially increased cycle usage, especially in central and inner London.

### **Powered two-wheeler user fatalities**

3.9 Figure 4 and Table 1 show that following a large decrease in the early 1990s to a low point of 25 in 1995, there has been a generally steady upward trend in powered two-wheeler fatalities, until 2001. Following decreases of 7% from 71 to 66 in 2002, then 5% to 63 in 2003 and a 25% decrease to 47 in 2004, a 6% decrease from 47 to 44 was observed in 2005. By the end of the year 2005, powered two-wheeler fatalities were still 31% above the 1994-98 average. A

discussion of some of the possible reasons for the increase is given in paragraphs 3.28 to 3.32 on powered two-wheeler killed or seriously injured casualties.

3.10 Powered two-wheeler users accounted for 44 (21%) of the total of 214 fatalities in 2005.

### **Car occupant fatalities**

3.11 Figure 5 and Table 1 show that by the year 2005, car occupant fatalities were 3% below the 1994-98 average level, following an increase of 2% in 2005 from 53 to 54. After a low point of 46 in 1994, car occupant fatalities have shown a generally fluctuating trend to their current level of 54.

3.12 Car occupants accounted for 54 (25%) of the total of 214 fatalities in 2005.

### **Bus or coach occupant fatalities**

3.13 While very small in number, bus or coach occupant fatalities decreased from four in 2004 to three in 2005, which means that they now were at the 1994-98 average of three (Table 1).

### **Other vehicle occupant fatalities**

3.14 While very small in number, other vehicle fatalities had decreased by 50% from the 1994-98 average of 6 to 3 in 2005 (Table 1).

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

3.15 A decrease of 12% in the overall number of killed or seriously injured casualties in 2005, brought the figures to 45% below the 1994-98 average (Table 1 and Figure 6).

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

3.17 The 3,650 casualties killed or seriously injured accounted for 12% of the total number of casualties (31,830) in 2005. Out of these, 2,441 KSI casualties (67%) were people external to vehicles (pedestrians, pedal cyclists and powered two-wheeler users).

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

3.18 Figure 7 and Table 1 show that since the early 1990s there has been a generally steady reduction in pedestrian KSI casualties. After a decrease of 8% in 2005, pedestrian KSI casualties were 43% below the 1994-98 average level (Table 1 and Figure 7).

3.19 Pedestrians accounted for 1,224 (34%) of the total of 3,650 KSI casualties during 2005.

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

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

3.21 Figure 8 and Table 1 show that in

the period since 1990, pedal cyclist KSI casualties have fluctuated substantially, possibly due to their relatively lower 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 an overall downward trend. After an increase of 9% in 2005, pedal cyclist KSI casualties were 34% below the 1994-98 average.

3.22 Pedal cyclists accounted for 372 (8%) of the total of 3,650 KSI casualties during 2005.

3.23 The traffic Cordon Counts (Appendix C2), show that the use of pedal cycles has generally increased substantially across the central cordon since the low point in 1993. For the central cordon, pedal cyclist traffic levels had increased by 149% by 2005 compared with 1993. For the inner London cordon, over approximately the same period, a much flatter trend was shown, with an increase of 26% by 2005. Across the London boundary cordon, a small but steady decrease was evident across the whole of the period, from 1989 to 2004.

3.24 Despite these general increases in usage, particularly in central and inner London, pedal cyclists still account for only approximately 2% of the total number of trips in London. They account for a disproportionate 10% of all KSI casualties, which emphasises the value of continuing to have specific KSI casualty reduction target for pedal cyclists in *London's Road Safety Plan*.

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

3.25 In the early 1990s, powered two-

wheeler KSI casualties showed a steady decrease, reaching a low point of 849 in 1995. Since then, there was an increase in each year until a peak in 2001. Subsequently they decreased by 5%, 6%, 22% and 6% in 2002 to 2005 respectively. (Figure 9 and Table 1).

3.26 Following the 6% decrease in 2005, powered two-wheeler KSI casualties were 9% below the 1994-98 average, only the second year that they have been below since the current targets were set.

3.27 Powered two-wheeler users accounted for 845 (21%) of the total of 3,650 KSI casualties during 2005.

3.28 Despite considerable increases in ownership and use of powered two-wheelers, they still account for only about 2-3% of trips in London. The disproportionate number of KSI casualties (23% of total) emphasises the value 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 has been a decrease to a low point in 1995, matching the low point in KSI casualties. This has then been followed by a steady increase in the number of powered two-wheelers licensed in London until 2002, which remained at the same level as 2001. However, further small increases were noted in 2003, 2004 and 2005. A comparison of the average number of licensed vehicles in 1994-98 with the number in 2005 (i.e. on the same



basis as the casualty target monitoring) shows that whilst there has been a 61% increase in vehicles licensed, there has been a decrease in powered two-wheeler KSI casualties of 9%.

3.31 Considering the changes in vehicles licensed in London between the low point for licensed powered two-wheelers in 1995 and 2005, while vehicles licensed increased by 79%, powered two-wheeler KSI casualties increased by less than 1%.

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 2005, motorcycle traffic across the central cordon increased by 35%, and between 1993 and 2005 motorcycle traffic across the inner cordon increased by 21%. Despite these large increases in usage, there have been small decreases in powered two-wheeler KSI casualties over the same period.

### **Car occupant killed or seriously injured casualties**

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

3.34 Car occupants accounted for 989 (27%) of the total of 3,650 KSI casualties during 2005.

3.35 Considering indicators of car usage, Figure B2 shows relatively little change in the number of cars licensed in Greater London. Between the average for 1994-98 and the year 2005, 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 2004 there was an increase of 4% in car traffic across the boundary cordon. Between 1993 and 2005, there was a decrease of 6% for the inner cordon and between 1993 and 2005 there was a 27% decrease across the central cordon.

### **Bus or coach occupant killed or seriously injured casualties**

3.37 Figure 11 shows that while throughout most of the 1990s there has been a general decline in bus or coach occupant casualties, there are some considerable year-on-year fluctuations, possibly due to the relatively small numbers of casualties in this user category. Following a decrease of 13% in 2004, there was a further decrease of 34% in 2005. By 2005, they were 50% below the 1994-98 average.

3.38 Bus or coach occupants accounted for 129 (4%) of the total of 3,650 KSI casualties during 2005. (Table 1)

3.39 In terms of traffic flow, Figure C5 shows that bus and coach movements increased across each of the three cordons throughout most of the 1990s. Between 1993 and 2005, bus and coach flows across the inner cordon increased by 33%, whilst between 1993 and 2005 flows across the central cordon increased

by 44%. Between the 1992 and 2004 London boundary cordon counts there was an increase of 16%.

### **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 other main modes.

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. Since 2002, there have been year on year decreases and a decrease of 19% in 2005 means that other KSI casualties were 59% below the 1994-98 average. (Table 1).

3.42 Other vehicle occupants accounted for 91 (2%) of the total number of KSI casualties (3,650) during 2005.

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

3.43 Figure 13 and Table 1 show that by the end of the year 2005, child killed or seriously injured casualties were 62% below the average for 1994-98, thus exceeded the Mayor's new target for London. In the early 1990s there was a steady decline to 1993, but between then and 1998, they remained at about the same level. In the last seven years since 1998, there have been further decreases including a 27% decrease in 2005.

3.44 Children accounted for 355 (10%) of the total of 3,650 KSI casualties in London during 2005.

### **Child pedestrian killed or seriously injured casualties**

3.45 Considering child pedestrian KSI casualties, Figure 14 shows a fairly steady decline until 2000, after which, there was a 4% increase in 2001. However, 18% decreases in both 2002 and 2003, a 6% decrease in 2004 and a 21% decrease in 2005 means that they were 59% below the average for 1994-98. They amounted to 241 (68%) of the total of 355 child KSI casualties during 2005 (Figure 14 and Table 1).

### **Child pedal cyclist killed or seriously injured casualties**

3.46 Compared with child pedestrian KSI casualties, the numbers of child pedal cyclist KSI casualties are relatively small. The trend has shown considerable fluctuation throughout the whole of the 1990s, but following a 28% decrease in 2004, they were 69% below the 1994-98 average. Child pedal cyclists accounted for 34 (10%) of the total of 355 child KSI casualties during 2005 (Figure 15 and Table 1).

### **Child car passengers killed or seriously injured casualties**

3.47 Once again, there have been considerable fluctuations in the relatively small numbers of child car occupant casualties. After a peak of 236 casualties in 1998, there was a large fall in 1999, after which, there was an increase of 14% in 2000, followed by a 24% decrease in 2001. Decreases of 2% in 2002, 13% in 2003, 18% in 2004 and 40% in 2005 meant that child car occupant KSI casualties were 73% below the 1994-98 average. They accounted for 53 (15%) of the total of 355 child KSI casualties in 2005 (Figure 16 and Table 1).

### **All slightly injured casualties (*National target*)**

3.48 Figure 17 shows that between 1991 and 2000, there was relatively little change in the numbers of slightly injured casualties. However, decreases of 4% in 2004 and 7% in 2005 meant that slight casualties were 28% below the 1994-98 average, and again exceeded the original and new target reductions.

3.49 In 2005, 28,180 slight casualties made up 89% of the total of 31,830 casualties in London (Table 1).

### **Pedestrian slightly injured casualties**

3.50 Figure 18 shows that there has been a steady decline in the number of slightly injured pedestrian casualties throughout the 1990s. Decreases were noted in each year since 1999 so that following a 5% reduction in 2005, slight casualties were 33% below the 1994-98 average, and again had exceeded their target reduction. (Table 1 and Figure 18).

3.51 Pedestrians accounted for 4,799 (17%) of the total of 28,180 slight casualties in London during 2005.

### **Pedal cyclist slightly injured casualties**

3.52 Figure 19 shows that pedal cyclist slight casualties have remained at a fairly constant level throughout most of the 1990s, but showed steady decreases from 1999 to 2003, although no change was found in 2004 compared with 2003. A small decrease of 4% was observed in 2005, so that by the end of 2005, pedal cyclist slight casualties were 34% below the 1994-98 average, and continued to exceed the target reduction.

3.53 They accounted for 2,523 (9%) of the total of 28,180 slight casualties in London during 2005 (Table 1).

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

### **Powered two-wheeler slightly injured casualties**

3.55 The general trend for slightly injured powered two-wheeler casualties (Figure 20) is very similar to that observed for killed or seriously injured casualties, so that after the low point in 1995 there was a steady increase in each year until 2001. However, decreases of 12% in 2002, 9% in 2003, 12% in 2004 and 8% in 2005 meant that by the end of 2005, powered two-wheeler slight casualties were 16% below the 1994-98 average. (Table 1).

3.56 Powered two-wheeler users accounted for 4,297 (15%) of the total of 28,180 slight casualties in 2005. The reduction in 2005 is the fourth year in which a decrease has been recorded following the increases recorded between the mid-1990s and 2001.

### **Car occupant slightly injured casualties**

3.57 Figure 21 shows that slightly injured car occupant casualties remained at more or less the same level for the whole period between 1990 and 2000, with only small year-on-year fluctuations. However, decreases of 4% in 2001, 5% in 2002 and 9% in both 2003 and 2004 and 7% in 2005 mean that slightly injured car occupant casualties were 29% below the 1994-98 average (Table 1).

3.58 Car occupants accounted for 13,790 (49%) of the total of 28,180 slight casualties in London during 2005.

3.59 The decrease in slight casualties by 2005 is broadly similar in magnitude to the changes observed in the number of cars crossing the central, inner, and London boundary traffic cordons (Figures B2 and C4 respectively).

### **Bus and coach occupant slightly injured casualties**

3.60 Figure 22 shows that following a peak of 2,463 in 1992, bus or coach occupant slightly injured casualties fell to a low point of 1,920 in 1997. After small increases in 1998, 1999 and 2000, there were decreases of 1% in 2001 and 8% in 2002. However, a 4% increase in 2003 followed by decreases of 3% in 2004 and 17% in 2005 meant that slightly injured bus and coach occupant casualties were 15% below the 1994-98 average (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 across each of the three cordons throughout most of the 1990s. Between 1993 and 2005, bus and coach flows across the inner cordon increased by 36%, whilst between 1993 and 2005 flows across the central cordon increased by 44%. Between the 1992 and 2004 London boundary cordon counts there was an increase of 16%.

3.62 Bus or coach occupants accounted for 2,058 (6%) of the total of 28,180 slightly injured casualties in 2005.

### **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 and 6% in 2005 meant that they were 30% below the 1994-98 average. Other vehicle occupants accounted for 1,066 (4%) of the total of 28,180 slightly injured casualties during 2005 (Table 1).

### **Casualties by highway authority**

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

#### **Transport for London Road Network (TLRN)**

3.65 Table 2 and Figure 24 show that following a 6% decrease in 2005, all killed and seriously injured casualties on the TLRN were 42% below the 1994-98 average, which is slightly less than the change for London as a whole (45%).

3.66 Following a 2% increase in 2005, pedestrian KSI casualties were 39% below the 1994-98 average (Fig. 25).

3.67 Pedal cyclist KSI casualties increased by 22% (from 90 to 110) in 2005, so they were now only 19% below the 1994-98 average (Fig. 26).

3.68 Powered two-wheeler KSI casualties increased by 2% in 2005, meaning that they were 6% below the 1994-98 average (Fig. 27).

3.69 Although relatively small in number, child KSI casualties on the TLRN by 2004 were 59% below the 1994-98 average,

following a 25% reduction, with most of this being accounted for by a decrease in child car passenger and child pedestrian KSI casualties (Fig. 28).

3.70 By the end of 2005, slightly injured casualties were 26% below the 1994-98 average, following a reduction of 7% in 2005 (Fig. 29). This recent reduction is made up of decreases across all categories of road users except pedal cyclists in 2005.

3.71 Fatalities in the year 2005 on the TLRN were 33% below the 1994-98 average, following a 17% decrease, better than for London as a whole. Reductions were evident for all categories of road users except pedal cyclists (which increased from five in 2004 to eight in 2005).

### **Borough roads**

3.72 Table 3 shows that a 14% decrease in 2005 means that all killed and seriously injured casualties on borough roads were 46% below the 1994-98 average. This is very slightly better than that recorded for London as a whole (Fig 30).

3.73 Pedestrian KSI casualties on borough roads showed an 11% decrease in 2005, so that they were 44% below the 1994-98 average (Fig 31).

3.74 Pedal cyclist KSI casualties showed a 5% increase in 2005, which means that they are now 39% below the 1994-98 average (Fig 32).

3.75 Powered two-wheeler KSI casualties decreased by 10% in 2005, which means that they are now 11% below the 1994-98 average (Fig 33).

3.76 Child KSI casualties on borough roads in 2005 were 63% below the 1994-98 average, following a reduction of 27% in 2005 (Fig. 34).

3.77 Slight casualties on borough roads were 28% below the 1994-98 average levels

following a 7% reduction in 2005, which is the same as that recorded for slight casualties on all roads in London (Fig. 35).

3.78 Fatalities on borough roads were 1% below the 1994-98 average, following an 11% increase in 2005, mainly due to increases in pedal cyclist, powered two-wheeler and car occupant fatalities. Pedestrian fatalities were 30% below the 1994-98 average, but pedal cyclist, powered two-wheeler and car occupants were substantially above the 1994-98 average.

### **Highways Agency roads**

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

3.80 Thus, the numbers of casualties are very small in comparison with those on the TLRN and borough roads, accounting for about 1% of all casualties on the London database in 2005, and subject to considerable annual fluctuation.

3.81 Table 4 shows the summary for casualties on Highways Agency roads, and it is seen that compared with the 1994-98 average, KSI casualties overall had decreased by 63%, and slight casualties decreased by 24% by the end of 2005.

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 increased in 2005 (from six to eight) so that they were 5% above the 1994-98 average. In addition, car occupant casualties were 75% below the 1994-98 average, although once again, their numbers were very small.

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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 2005 compared with the 1994-98 average and 2004

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	136.0	92	89	-3%	-35%
	Pedal cyclists	14.8	8	21	163%	42%
	Powered two-wheeler	33.6	47	44	-6%	31%
	Car occupants	55.4	53	54	2%	-3%
	Bus or coach occupants	3.0	4	3	-25%	0%
	Other vehicle occupants	6.0	12	3	-75%	-50%
	<b>Total</b>	<b>248.8</b>	<b>216</b>	<b>214</b>	<b>-1%</b>	<b>-14%</b>
<b>Fatal &amp; serious</b>	Pedestrians	2,136.6	1,334	1,224	-8%	-43%
	Pedal cyclists	566.8	340	372	9%	-34%
	Powered two-wheeler	932.8	895	845	-6%	-9%
	Car occupants	2,568.8	1,292	989	-23%	-61%
	Bus or coach occupants	256.4	195	129	-34%	-50%
	Other vehicle occupants	223.0	113	91	-19%	-59%
	<b>Total</b>	<b>6,684.4</b>	<b>4,169</b>	<b>3,650</b>	<b>-12%</b>	<b>-45%</b>
	Child pedestrians	591.6	304	241	-21%	-59%
	Child pedal cyclists	110.6	47	34	-28%	-69%
	Child car passengers	195.0	89	53	-40%	-73%
	Child bus/coach passengers	20.8	21	9	-57%	-57%
	Other child casualties	17.4	26	18	-31%	3%
	<b>Children (under 16yrs)</b>	<b>935.4</b>	<b>487</b>	<b>355</b>	<b>-27%</b>	<b>-62%</b>
<b>Slight*</b>	Pedestrians	7,155.2	5,042	4,799	-5%	-33%
	Pedal cyclists	3,845.6	2,620	2,523	-4%	-34%
	Powered two-wheeler	5,139.4	4,663	4,297	-8%	-16%
	Car occupants	19,314.0	14,871	13,790	-7%	-29%
	Bus or coach occupants	2,017.4	2,058	1,705	-17%	-15%
	Other vehicle occupants	1,525.2	1,132	1,066	-6%	-30%
	<b>Total</b>	<b>38,996.8</b>	<b>30,386</b>	<b>28,180</b>	<b>-7%</b>	<b>-28%</b>
<b>All severities</b>	Pedestrians	9,291.8	6,376	6,023	-6%	-35%
	Pedal cyclists	4,412.4	2,960	2,895	-2%	-34%
	Powered two-wheeler	6,072.2	5,558	5,142	-7%	-15%
	Car occupants	21,882.8	16,163	14,779	-9%	-32%
	Bus or coach occupants	2,273.8	2,253	1,834	-19%	-19%
	Other vehicle occupants	1,748.2	1,245	1,157	-7%	-34%
	<b>Total</b>	<b>45,681.2</b>	<b>34,555</b>	<b>31,830</b>	<b>-8%</b>	<b>-30%</b>

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

**Table 2: Towards the year 2010: Monitoring casualties on the Transport for London Road Network  
Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	45.6	29	27	-7%	-41%
	Pedal cyclists	7.0	5	8	60%	14%
	Powered two-wheeler	12.6	21	13	-38%	3%
	Car occupants	17.0	11	9	-18%	-47%
	Bus or coach occupants	1.2	1	0	-100%	-100%
	Other vehicle occupants	1.6	2	0	-100%	-100%
	<b>Total</b>	<b>85.0</b>	<b>69</b>	<b>57</b>	<b>-17%</b>	<b>-33%</b>
<b>Fatal &amp; serious</b>	Pedestrians	496.8	296	302	2%	-39%
	Pedal cyclists	135.8	90	110	22%	-19%
	Powered two-wheeler	317.6	290	297	2%	-6%
	Car occupants	679.8	338	258	-24%	-62%
	Bus or coach occupants	69.0	42	34	-19%	-51%
	Other vehicle occupants	67.2	37	23	-38%	-66%
	<b>Total</b>	<b>1,766.2</b>	<b>1,093</b>	<b>1,024</b>	<b>-6%</b>	<b>-42%</b>
	Child pedestrians	81.4	48	32	-33%	-61%
	Child pedal cyclists	11.0	8	5	-38%	-55%
	Child car passengers	48.6	21	16	-24%	-67%
	Child bus/coach passengers	5.6	2	5	150%	-11%
	Other child casualties	2.0	2	3	50%	50%
	<b>Children (under 16yrs)</b>	<b>148.6</b>	<b>81</b>	<b>61</b>	<b>-25%</b>	<b>-59%</b>
<b>Slight*</b>	Pedestrians	1,384.8	985	944	-4%	-32%
	Pedal cyclists	929.8	673	724	8%	-22%
	Powered two-wheeler	1,718.6	1,598	1,411	-12%	-18%
	Car occupants	5,439.2	4,143	3,865	-7%	-29%
	Bus or coach occupants	562.8	544	443	-19%	-21%
	Other vehicle occupants	470.6	387	344	-11%	-27%
	<b>Total</b>	<b>10,505.8</b>	<b>8,330</b>	<b>7,731</b>	<b>-7%</b>	<b>-26%</b>
<b>All severities</b>	Pedestrians	1,881.6	1,281	1,246	-3%	-34%
	Pedal cyclists	1,065.6	763	834	9%	-22%
	Powered two-wheeler	2,036.2	1,888	1,708	-10%	-16%
	Car occupants	6,119.0	4,481	4,123	-8%	-33%
	Bus or coach occupants	631.8	586	477	-19%	-25%
	Other vehicle occupants	537.8	424	367	-13%	-32%
	<b>Total</b>	<b>12,272.0</b>	<b>9,423</b>	<b>8,755</b>	<b>-7%</b>	<b>-29%</b>

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 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	89.2	62	62	0%	-30%
	Pedal cyclists	7.8	3	13	333%	67%
	Powered two-wheeler	19.6	26	31	19%	58%
	Car occupants	35.6	42	45	7%	26%
	Bus or coach occupants	1.8	3	3	0%	67%
	Other vehicle occupants	4.0	6	3	-50%	-25%
	<b>Total</b>	<b>158.0</b>	<b>142</b>	<b>157</b>	<b>11%</b>	<b>-1%</b>
<b>Fatal &amp; serious</b>	Pedestrians	1,636.8	1,035	922	-11%	-44%
	Pedal cyclists	431.0	250	262	5%	-39%
	Powered two-wheeler	607.6	599	540	-10%	-11%
	Car occupants	1,837.2	942	718	-24%	-61%
	Bus or coach occupants	186.8	153	95	-38%	-49%
	Other vehicle occupants	149.2	59	63	7%	-58%
	<b>Total</b>	<b>4,848.6</b>	<b>3,038</b>	<b>2,600</b>	<b>-14%</b>	<b>-46%</b>
	Child pedestrians	510.2	256	209	-18%	-59%
	Child pedal cyclists	99.6	39	29	-26%	-71%
	Child car passengers	143.4	68	36	-47%	-75%
	Child bus/coach passengers	15.2	19	4	-79%	-74%
	Other child casualties	15.0	18	15	-17%	0%
	<b>Children (under 16yrs)</b>	<b>783.4</b>	<b>400</b>	<b>293</b>	<b>-27%</b>	<b>-63%</b>
<b>Slight*</b>	Pedestrians	5,768.6	4,057	3,855	-5%	-33%
	Pedal cyclists	2,914.8	1,946	1,797	-8%	-38%
	Powered two-wheeler	3,392.0	3,046	2,868	-6%	-15%
	Car occupants	13,521.2	10,403	9,650	-7%	-29%
	Bus or coach occupants	1,450.6	1,512	1,260	-17%	-13%
	Other vehicle occupants	1,010.4	712	688	-3%	-32%
	<b>Total</b>	<b>28,057.6</b>	<b>21,676</b>	<b>20,118</b>	<b>-7%</b>	<b>-28%</b>
<b>All severities</b>	Pedestrians	7,405.4	5,092	4,777	-6%	-35%
	Pedal cyclists	3,345.8	2,196	2,059	-6%	-38%
	Powered two-wheeler	3,999.6	3,645	3,408	-7%	-15%
	Car occupants	15,358.4	11,345	10,368	-9%	-32%
	Bus or coach occupants	1,637.4	1,665	1,355	-19%	-17%
	Other vehicle occupants	1,159.6	771	751	-3%	-35%
	<b>Total</b>	<b>32,906.2</b>	<b>24,714</b>	<b>22,718</b>	<b>-8%</b>	<b>-31%</b>

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 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	1.2	1	0	-100%	-100%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	1.4	0	0	0%	-100%
	Car occupants	2.8	0	0	0%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	4	0	-100%	-100%
	<b>Total</b>	<b>5.8</b>	<b>5</b>	<b>0</b>	<b>-100%</b>	<b>-100%</b>
<b>Fatal &amp; serious</b>	Pedestrians	3.0	3	0	-100%	-100%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	7.6	6	8	33%	5%
	Car occupants	51.8	12	13	8%	-75%
	Bus or coach occupants	0.6	0	0	0%	-100%
	Other vehicle occupants	6.6	17	5	-71%	-24%
	<b>Total</b>	<b>69.6</b>	<b>38</b>	<b>26</b>	<b>-32%</b>	<b>-63%</b>
	Child pedestrians	0.0	0	0	0%	0%
	Child pedal cyclists	0.0	0	0	0%	0%
	Child car passengers	3.0	0	1	∞	-67%
	Child bus/coach passengers	0.0	0	0	0%	0%
	Other child casualties	0.4	6	0	-100%	-100%
	<b>Children (under 16yrs)</b>	<b>3.4</b>	<b>6</b>	<b>1</b>	<b>-83%</b>	<b>-71%</b>
<b>Slight*</b>	Pedestrians	1.8	0	0	0%	-100%
	Pedal cyclists	1.0	1	2	100%	100%
	Powered two-wheeler	28.8	19	18	-5%	-38%
	Car occupants	353.6	325	275	-15%	-22%
	Bus or coach occupants	4.0	2	2	0%	-50%
	Other vehicle occupants	44.2	33	34	3%	-23%
	<b>Total</b>	<b>433.4</b>	<b>380</b>	<b>331</b>	<b>-13%</b>	<b>-24%</b>
<b>All severities</b>	Pedestrians	4.8	3	0	-100%	-100%
	Pedal cyclists	1.0	1	2	100%	100%
	Powered two-wheeler	36.4	25	26	4%	-29%
	Car occupants	405.4	337	288	-15%	-29%
	Bus or coach occupants	4.6	2	2	0%	-57%
	Other vehicle occupants	50.8	50	39	-22%	-23%
	<b>Total</b>	<b>503.0</b>	<b>418</b>	<b>357</b>	<b>-15%</b>	<b>-29%</b>

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	2004	2005	2004 to 2005	1994-98 average to 2005
Barking & Dagenham	150.4	90	52	-42%	-65%
Barnet	268.8	172	146	-15%	-46%
Bexley	146.2	82	87	6%	-40%
Brent	244.0	155	124	-20%	-49%
Bromley	241.2	158	134	-15%	-44%
Camden	249.6	148	131	-11%	-48%
City of London	64.6	44	43	-2%	-33%
City of Westminster	408.6	281	263	-6%	-36%
Croydon	246.8	156	158	1%	-36%
Ealing	287.2	147	127	-14%	-56%
Enfield	235.6	173	126	-27%	-47%
Greenwich	200.2	113	108	-4%	-46%
Hackney	208.6	149	124	-17%	-41%
Hammersmith & Fulham	149.0	113	122	8%	-18%
Haringey	160.6	131	94	-28%	-41%
Harrow	121.8	83	76	-8%	-38%
Havering	211.6	130	83	-36%	-61%
Hillingdon	255.0	157	119	-24%	-53%
Hounslow	226.4	134	120	-10%	-47%
Islington	185.6	101	90	-11%	-52%
Kensington & Chelsea	170.8	105	113	8%	-34%
Kingston upon Thames	124.0	64	63	-2%	-49%
Lambeth	312.6	167	162	-3%	-48%
Lewisham	206.4	147	145	-1%	-30%
Merton	130.2	79	71	-10%	-45%
Newham	189.6	114	80	-30%	-58%
Redbridge	187.4	118	94	-20%	-50%
Richmond upon Thames	135.4	80	72	-10%	-47%
Southwark	239.2	126	132	5%	-45%
Sutton	116.0	64	66	3%	-43%
Tower Hamlets	186.6	133	111	-17%	-41%
Waltham Forest	169.6	105	93	-11%	-45%
Wandsworth	254.8	150	121	-19%	-53%
<b>Greater London</b>	<b>6,684.4</b>	<b>4,169</b>	<b>3,650</b>	<b>-12%</b>	<b>-45%</b>

## 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	2004	2005	2004 to 2005	1994-98 average to 2005
Barking & Dagenham	35.2	23	18	-22%	-49%
Barnet	70.4	55	49	-11%	-30%
Bexley	34.8	21	21	0%	-40%
Brent	84.6	47	32	-32%	-62%
Bromley	48.8	31	28	-10%	-43%
Camden	104.0	61	58	-5%	-44%
City of London	24.6	13	12	-8%	-51%
City of Westminster	178.8	119	121	2%	-32%
Croydon	67.6	46	48	4%	-29%
Ealing	91.2	54	45	-17%	-51%
Enfield	64.4	39	37	-5%	-43%
Greenwich	60.2	27	31	15%	-49%
Hackney	78.4	54	43	-20%	-45%
Hammersmith & Fulham	59.6	32	44	38%	-26%
Haringey	65.2	56	49	-13%	-25%
Harrow	34.4	32	21	-34%	-39%
Havering	38.2	24	25	4%	-35%
Hillingdon	54.0	37	33	-11%	-39%
Hounslow	50.2	36	27	-25%	-46%
Islington	76.0	26	35	35%	-54%
Kensington & Chelsea	71.8	34	44	29%	-39%
Kingston upon Thames	31.6	16	17	6%	-46%
Lambeth	123.8	67	62	-7%	-50%
Lewisham	81.6	48	58	21%	-29%
Merton	37.4	17	24	41%	-36%
Newham	68.4	42	35	-17%	-49%
Redbridge	48.2	37	28	-24%	-42%
Richmond upon Thames	32.2	26	16	-38%	-50%
Southwark	79.8	57	46	-19%	-42%
Sutton	30.0	19	12	-37%	-60%
Tower Hamlets	72.6	56	40	-29%	-45%
Waltham Forest	60.4	37	39	5%	-35%
Wandsworth	78.2	45	26	-42%	-67%
<b>Greater London</b>	<b>2,136.6</b>	<b>1334</b>	<b>1224</b>	<b>-8%</b>	<b>-43%</b>

## 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	2004	2005	2004 to 2005	1994-98 average to 2005
Barking & Dagenham	7.6	2	1	-50%	-87%
Barnet	14.4	6	7	17%	-51%
Bexley	9.0	4	4	0%	-56%
Brent	17.6	8	10	25%	-43%
Bromley	18.0	8	5	-38%	-72%
Camden	31.0	20	19	-5%	-39%
City of London	7.4	11	14	27%	89%
City of Westminster	38.4	31	31	0%	-19%
Croydon	13.0	10	8	-20%	-38%
Ealing	20.6	8	9	13%	-56%
Enfield	13.0	8	7	-13%	-46%
Greenwich	9.8	6	7	17%	-29%
Hackney	18.8	17	18	6%	-4%
Hammersmith & Fulham	20.2	19	21	11%	4%
Haringey	11.8	12	4	-67%	-66%
Harrow	7.4	3	7	133%	-5%
Havering	11.4	5	2	-60%	-82%
Hillingdon	19.6	11	8	-27%	-59%
Hounslow	19.2	6	14	133%	-27%
Islington	26.0	17	21	24%	-19%
Kensington & Chelsea	18.0	14	18	29%	0%
Kingston upon Thames	14.0	10	7	-30%	-50%
Lambeth	36.4	20	22	10%	-40%
Lewisham	14.2	13	9	-31%	-37%
Merton	11.6	6	10	67%	-14%
Newham	10.8	7	5	-29%	-54%
Redbridge	12.4	5	5	0%	-60%
Richmond upon Thames	21.4	10	11	10%	-49%
Southwark	24.6	7	16	129%	-35%
Sutton	10.0	3	10	233%	0%
Tower Hamlets	14.4	12	11	-8%	-24%
Waltham Forest	12.0	2	3	50%	-75%
Wandsworth	32.8	19	28	47%	-15%
<b>Greater London</b>	<b>566.8</b>	<b>340</b>	<b>372</b>	<b>9%</b>	<b>-34%</b>



## 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	2004	2005	2004 to 2005	1994-98 average to 2005
Barking & Dagenham	13.2	20	13	-35%	-2%
Barnet	34.0	30	38	27%	12%
Bexley	17.2	15	21	40%	22%
Brent	24.6	27	22	-19%	-11%
Bromley	33.4	34	33	-3%	-1%
Camden	41.0	37	33	-11%	-20%
City of London	15.2	11	10	-9%	-34%
City of Westminster	64.8	57	50	-12%	-23%
Croydon	31.2	29	26	-10%	-17%
Ealing	32.0	25	25	0%	-22%
Enfield	21.2	23	26	13%	23%
Greenwich	30.0	29	33	14%	10%
Hackney	25.0	33	30	-9%	20%
Hammersmith & Fulham	26.2	40	34	-15%	30%
Haringey	21.0	14	16	14%	-24%
Harrow	12.0	9	11	22%	-8%
Havering	19.8	17	10	-41%	-49%
Hillingdon	25.4	23	18	-22%	-29%
Hounslow	28.0	35	33	-6%	18%
Islington	31.8	34	20	-41%	-37%
Kensington & Chelsea	31.0	32	36	13%	16%
Kingston upon Thames	22.2	16	12	-25%	-46%
Lambeth	51.2	44	50	14%	-2%
Lewisham	30.0	40	34	-15%	13%
Merton	21.2	21	11	-48%	-48%
Newham	17.6	23	12	-48%	-32%
Redbridge	14.4	11	14	27%	-3%
Richmond upon Thames	24.2	16	20	25%	-17%
Southwark	47.4	28	32	14%	-32%
Sutton	16.0	18	16	-11%	0%
Tower Hamlets	37.8	40	43	8%	14%
Waltham Forest	19.4	18	18	0%	-7%
Wandsworth	53.4	46	45	-2%	-16%
<b>Greater London</b>	<b>932.8</b>	<b>895</b>	<b>845</b>	<b>-6%</b>	<b>-9%</b>

## 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	2004	2005	2004 to 2005	1994-98 average to 2005
Barking & Dagenham	30.0	15	10	-33%	-67%
Barnet	31.0	24	22	-8%	-29%
Bexley	24.6	11	10	-9%	-59%
Brent	42.4	23	14	-39%	-67%
Bromley	33.6	23	16	-30%	-52%
Camden	24.6	9	11	22%	-55%
City of London	2.0	2	0	-100%	-100%
City of Westminster	22.6	14	14	0%	-38%
Croydon	41.8	19	13	-32%	-69%
Ealing	34.8	19	15	-21%	-57%
Enfield	33.2	22	8	-64%	-76%
Greenwich	37.0	15	11	-27%	-70%
Hackney	38.8	15	21	40%	-46%
Hammersmith & Fulham	18.4	9	10	11%	-46%
Haringey	23.2	16	15	-6%	-35%
Harrow	19.8	12	4	-67%	-80%
Havering	35.6	19	11	-42%	-69%
Hillingdon	37.4	24	22	-8%	-41%
Hounslow	29.2	25	10	-60%	-66%
Islington	18.6	4	6	50%	-68%
Kensington & Chelsea	11.2	2	3	50%	-73%
Kingston upon Thames	13.4	7	3	-57%	-78%
Lambeth	45.0	19	7	-63%	-84%
Lewisham	41.4	26	19	-27%	-54%
Merton	20.8	9	5	-44%	-76%
Newham	43.0	21	10	-52%	-77%
Redbridge	26.0	15	14	-7%	-46%
Richmond upon Thames	14.2	5	3	-40%	-79%
Southwark	34.0	15	9	-40%	-74%
Sutton	21.6	6	4	-33%	-81%
Tower Hamlets	27.4	17	8	-53%	-71%
Waltham Forest	30.0	12	21	75%	-30%
Wandsworth	28.8	13	6	-54%	-79%
<b>Greater London</b>	<b>935.4</b>	<b>487</b>	<b>355</b>	<b>-27%</b>	<b>-62%</b>

## 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	2004	2005	2004 to 2005	1994-98 average to 2005
Barking & Dagenham	781.2	665	630	-5%	-19%
Barnet	1,772.8	1,398	1,210	-13%	-32%
Bexley	797.6	650	579	-11%	-27%
Brent	1,361.4	1,058	1,024	-3%	-25%
Bromley	1,232.0	977	924	-5%	-25%
Camden	1,430.8	1,026	905	-12%	-37%
City of London	411.0	299	308	3%	-25%
City of Westminster	2,384.4	1,836	1,499	-18%	-37%
Croydon	1,632.4	1,238	1,254	1%	-23%
Ealing	1,614.0	1,264	1,191	-6%	-26%
Enfield	1,503.8	1,276	1,079	-15%	-28%
Greenwich	1,146.8	949	833	-12%	-27%
Hackney	1,098.4	912	902	-1%	-18%
Hammersmith & Fulham	930.4	761	717	-6%	-23%
Haringey	1,010.4	866	712	-18%	-30%
Harrow	727.6	625	564	-10%	-22%
Havering	1,095.8	953	879	-8%	-20%
Hillingdon	1,337.4	1,163	1,021	-12%	-24%
Hounslow	1,352.2	968	936	-3%	-31%
Islington	1,113.8	807	725	-10%	-35%
Kensington & Chelsea	1,004.8	636	776	22%	-23%
Kingston upon Thames	678.0	397	405	2%	-40%
Lambeth	1,831.6	1,248	1,173	-6%	-36%
Lewisham	1,390.0	1,110	942	-15%	-32%
Merton	711.4	511	488	-5%	-31%
Newham	1,118.8	838	953	14%	-15%
Redbridge	1,199.4	1,014	940	-7%	-22%
Richmond upon Thames	715.4	544	477	-12%	-33%
Southwark	1,543.0	1,148	1,016	-11%	-34%
Sutton	717.6	548	540	-1%	-25%
Tower Hamlets	1,022.6	858	893	4%	-13%
Waltham Forest	1,028.4	790	825	4%	-20%
Wandsworth	1,301.6	1,053	860	-18%	-34%
<b>Greater London</b>	<b>38,996.8</b>	<b>30,386</b>	<b>28,180</b>	<b>-7%</b>	<b>-28%</b>

## 5.2 London-wide casualty monitoring charts - all roads

Fig. 1: Greater London - All fatalities

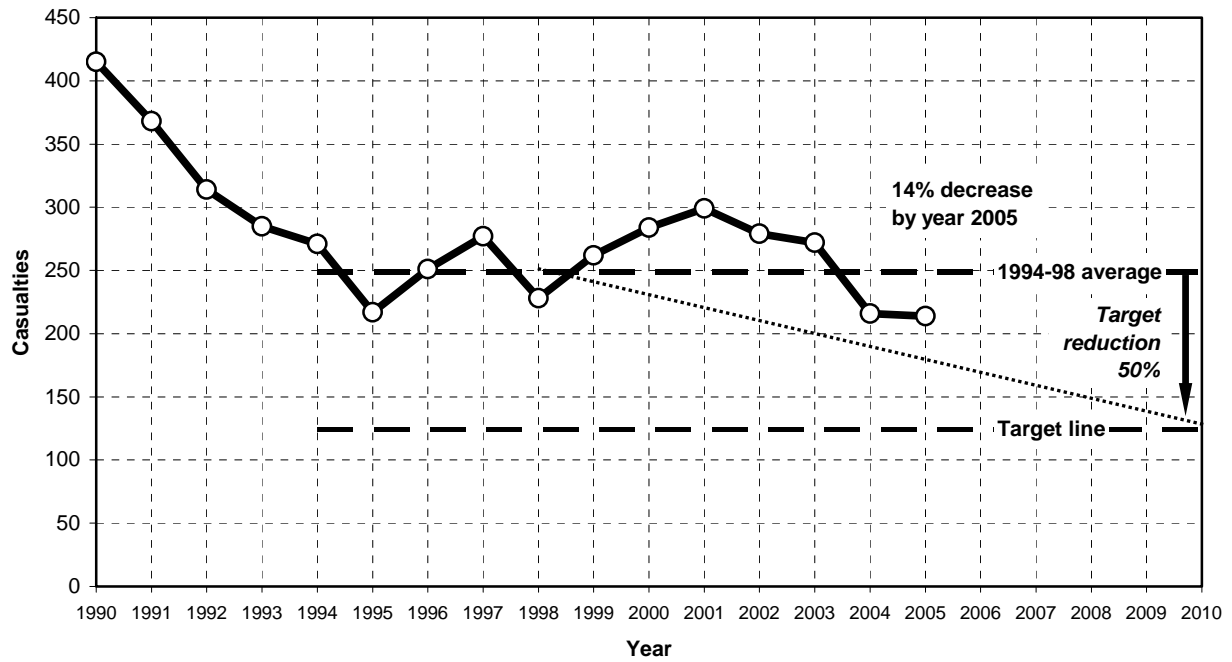
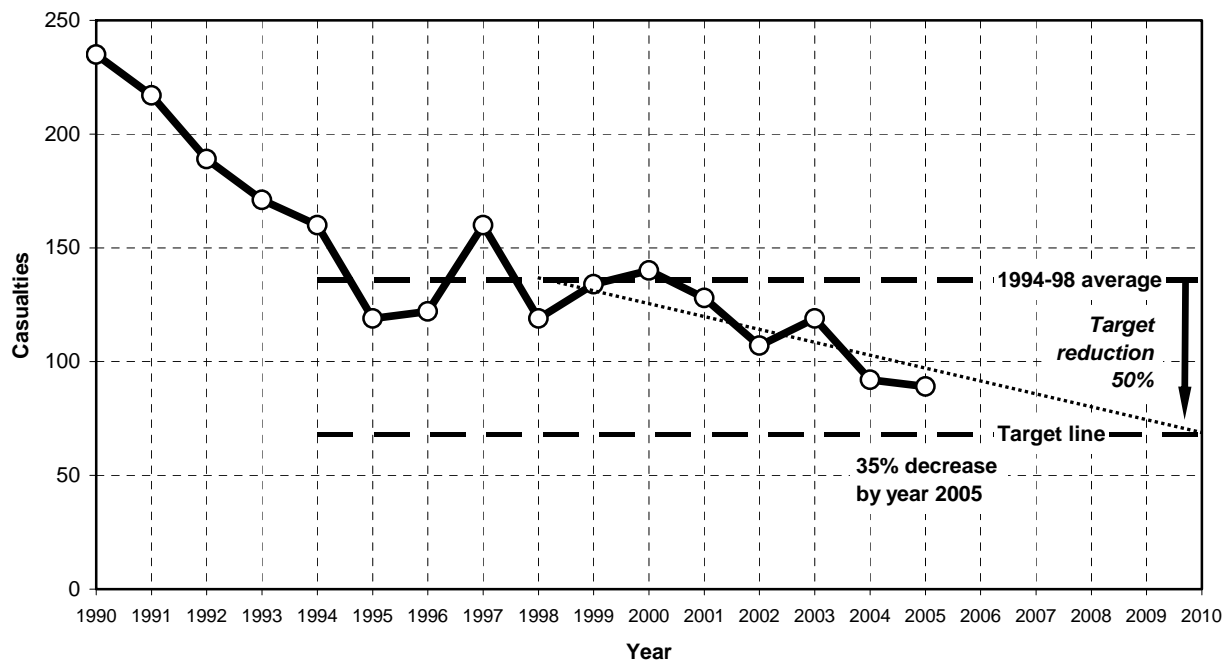
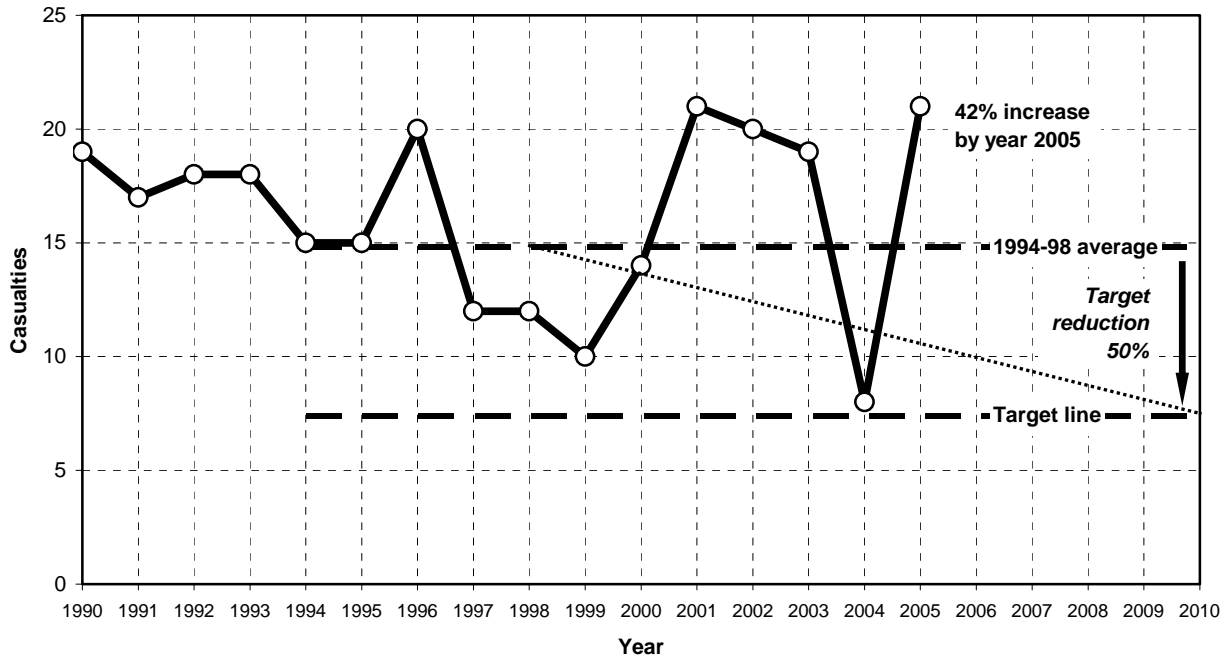


Fig. 2: Greater London - Pedestrian fatalities



**Fig. 3: Greater London - Pedal cyclist fatalities**



**Fig. 4: Greater London - Powered two wheeler fatalities**

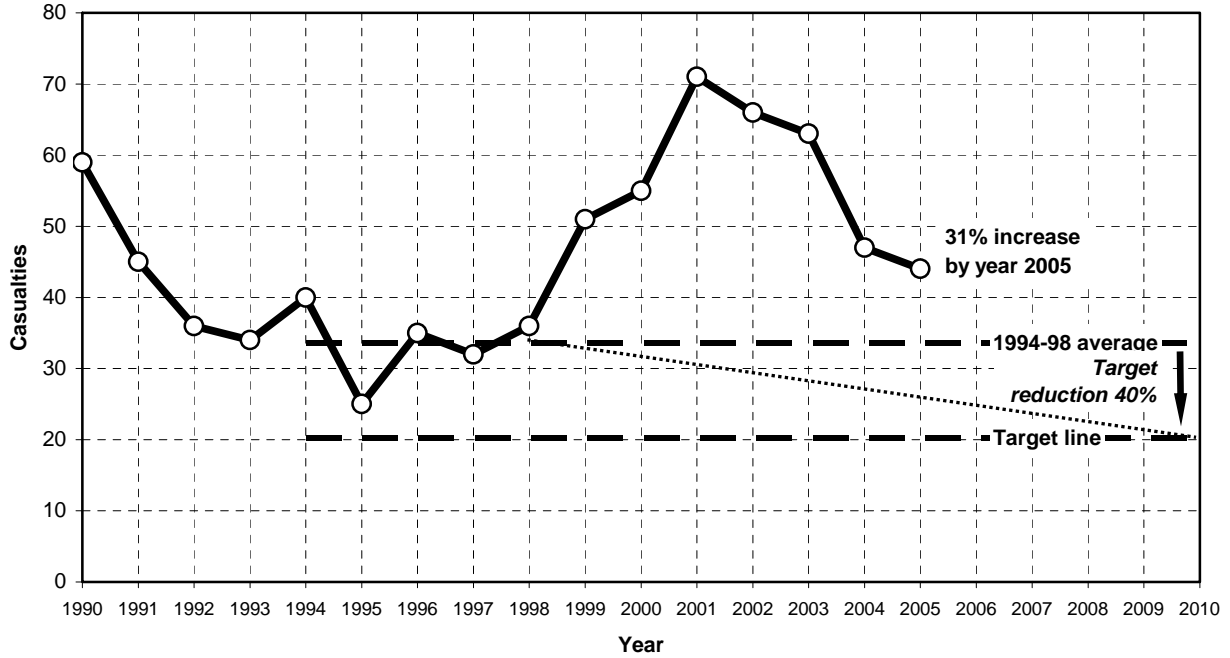
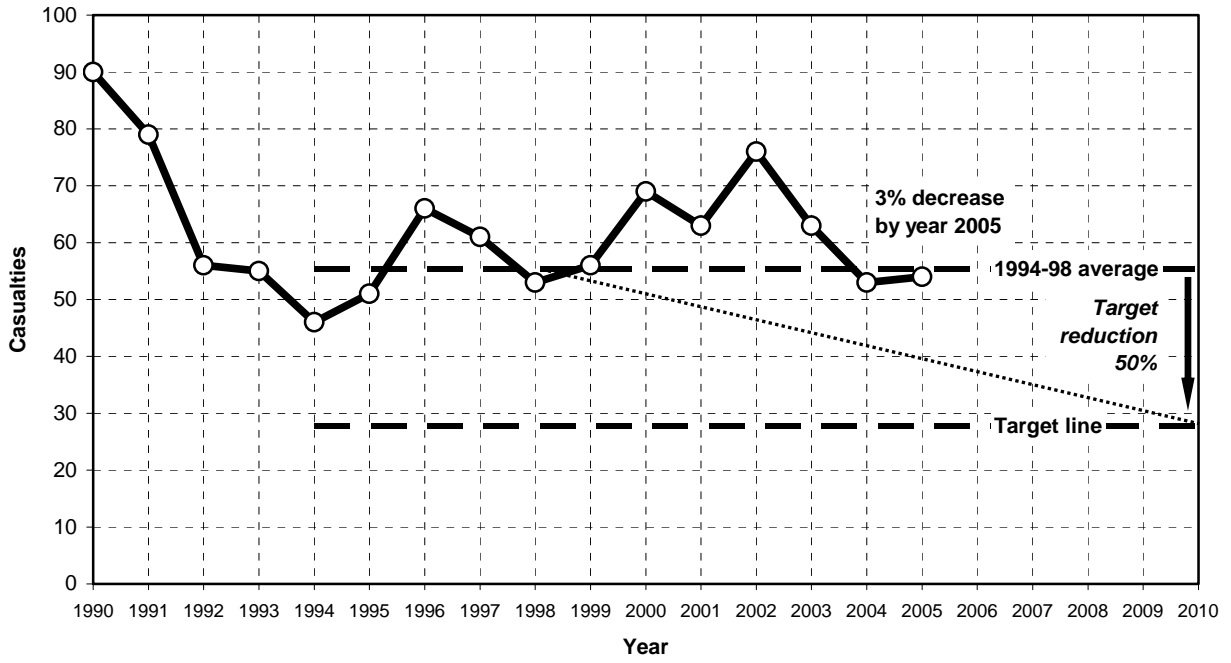
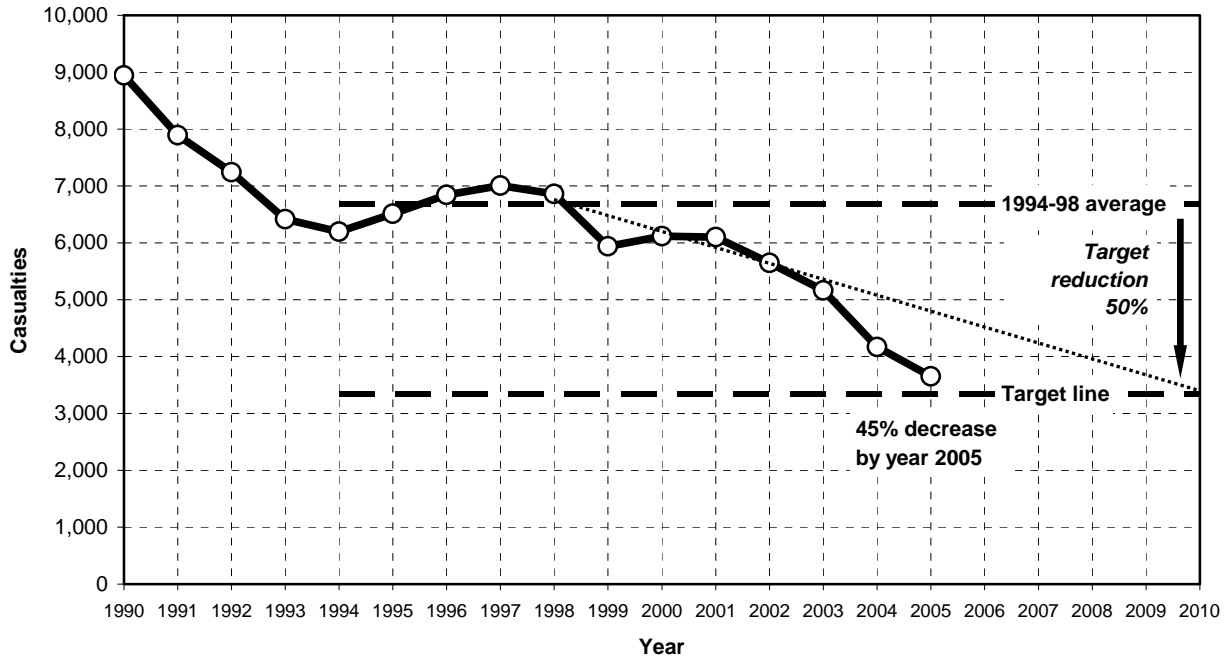


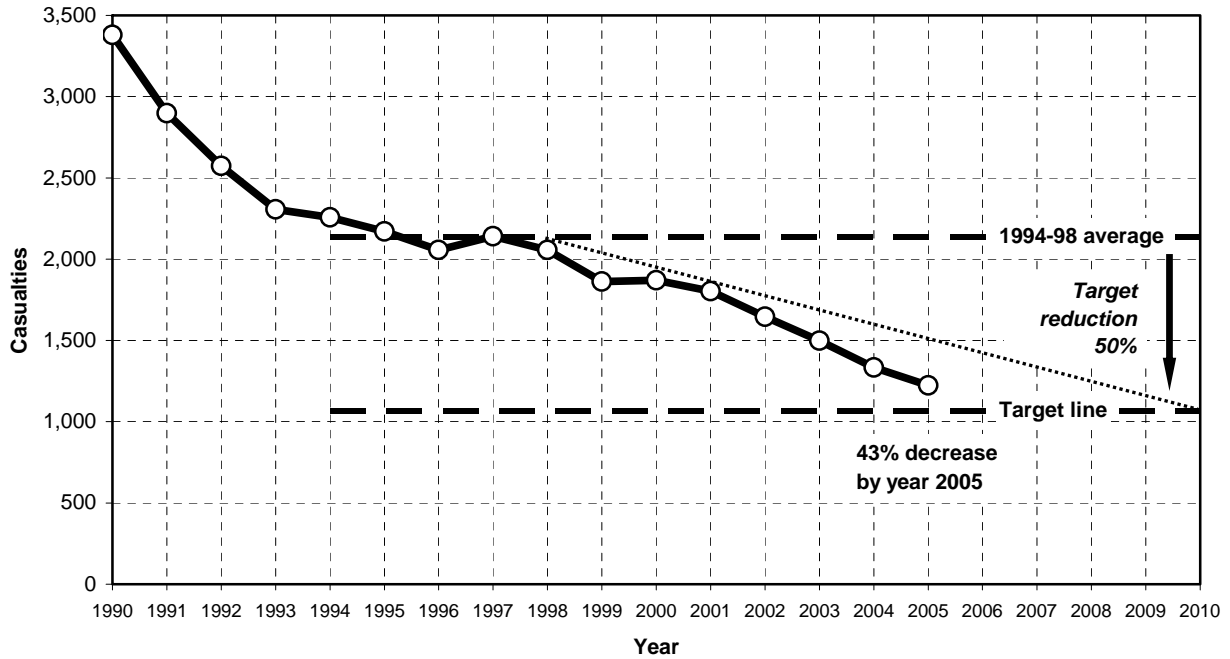
Fig. 5: Greater London - Car occupant fatalities



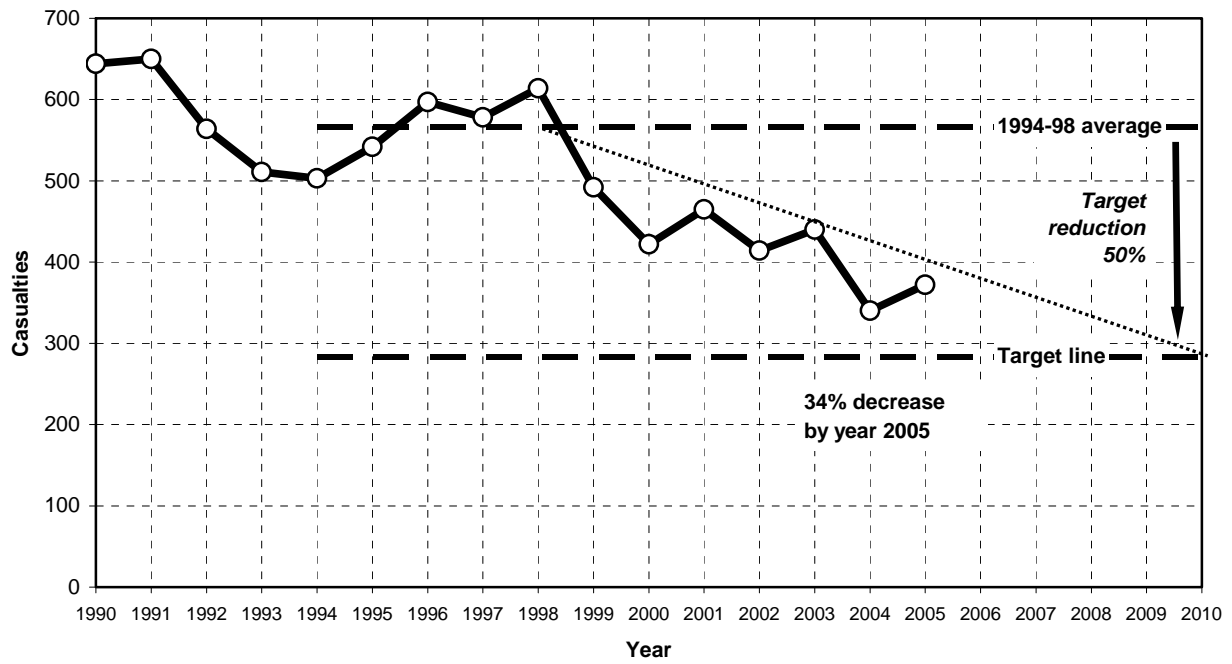
**Fig. 6: Greater London - All killed or seriously injured casualties (National Target category)**



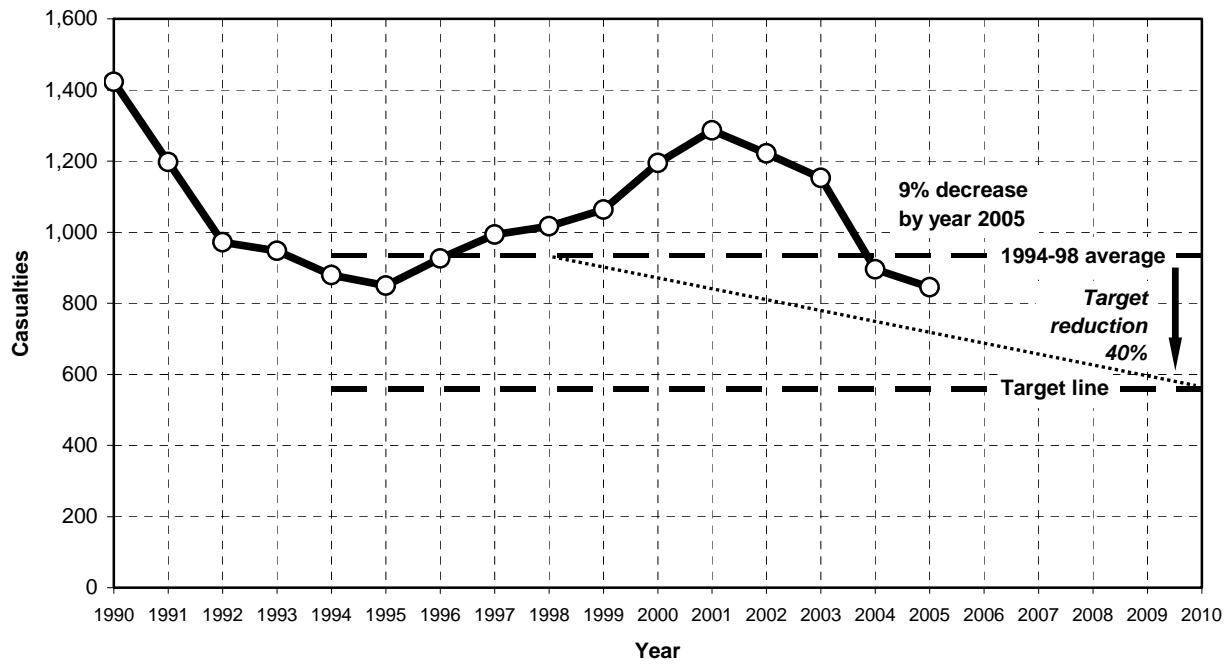
**Fig. 7: Greater London - Pedestrian killed or seriously injured casualties (London Target category)**



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

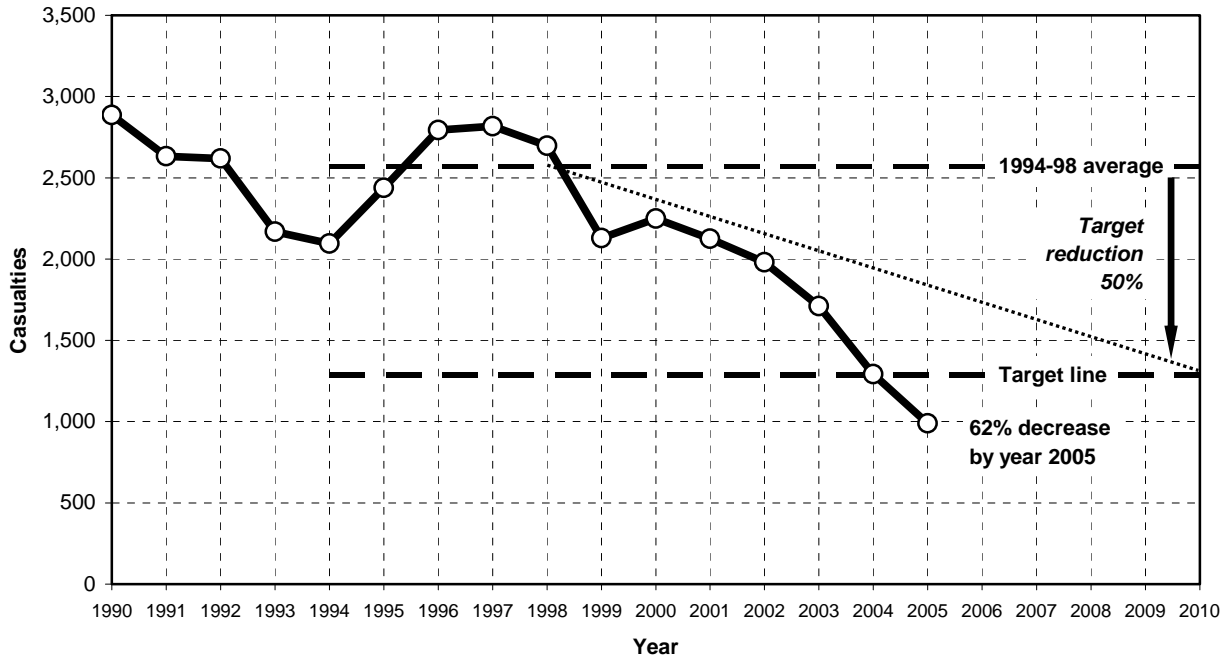


**Fig. 9: Greater London - Powered two wheeler killed or seriously injured casualties (London Target)**

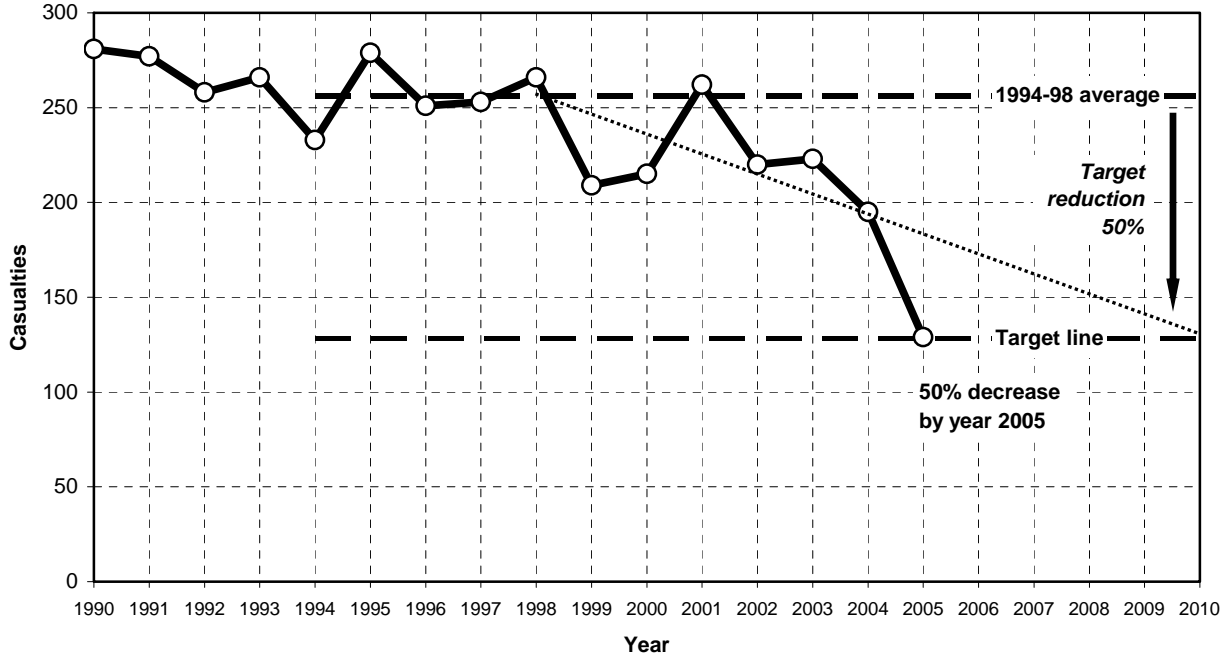




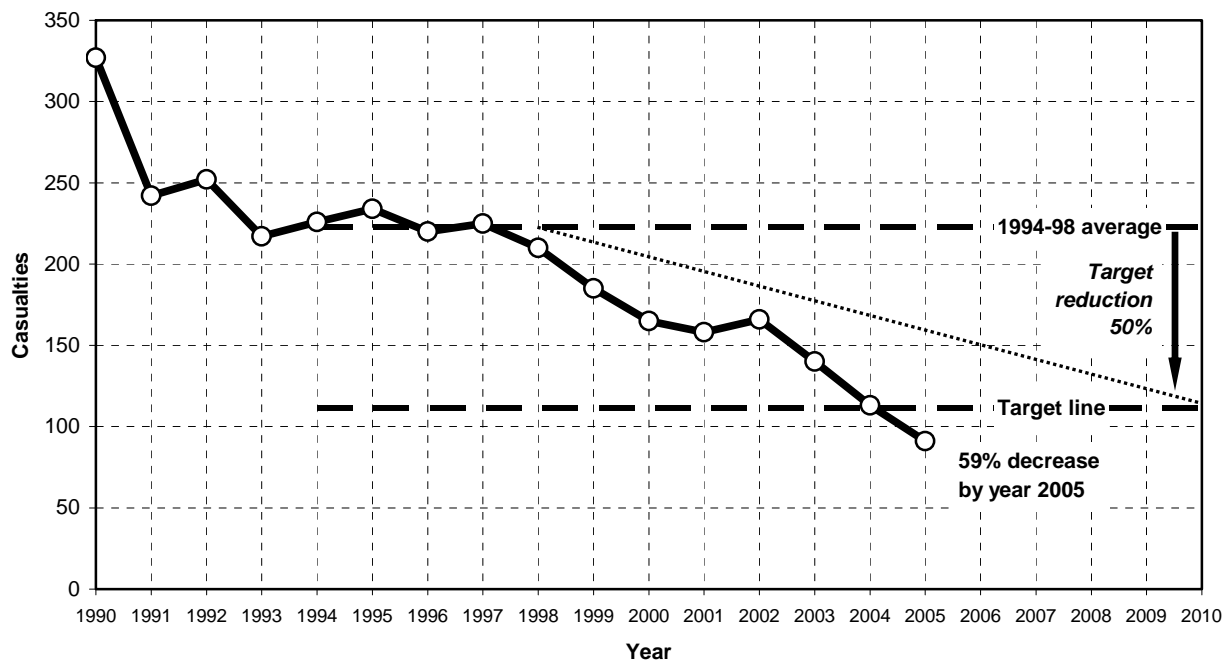
**Fig. 10: Greater London - Car occupant killed or seriously injured casualties**



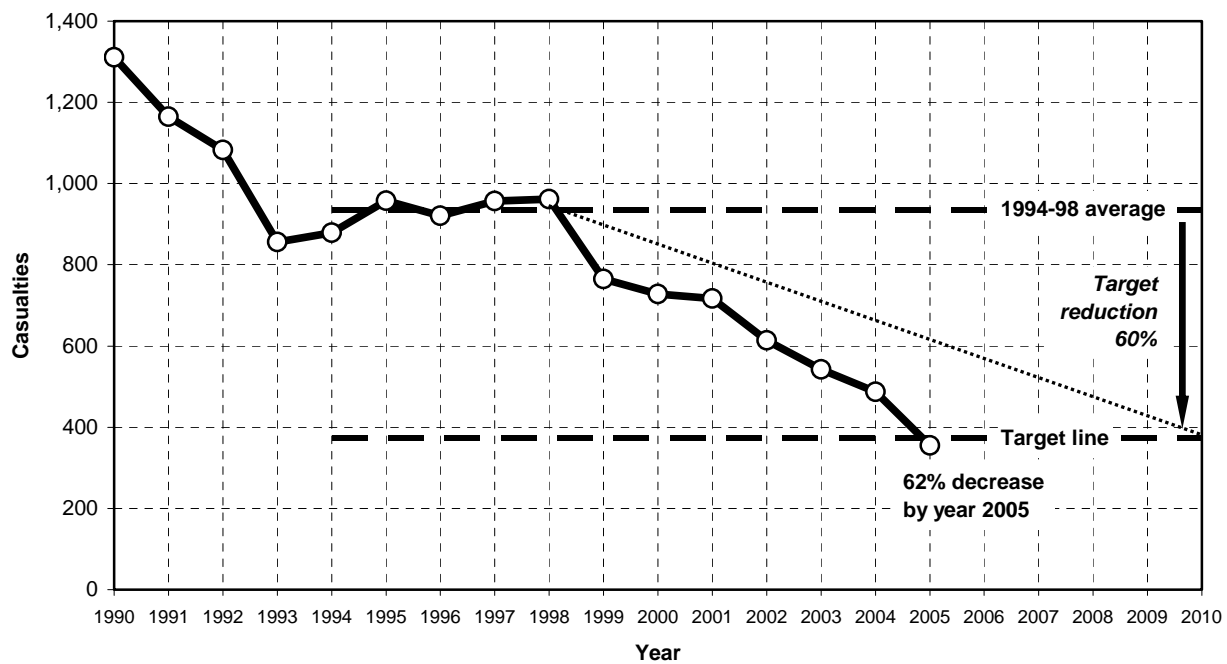
**Fig. 11: Greater London - Bus or coach occupant killed or seriously injured casualties**



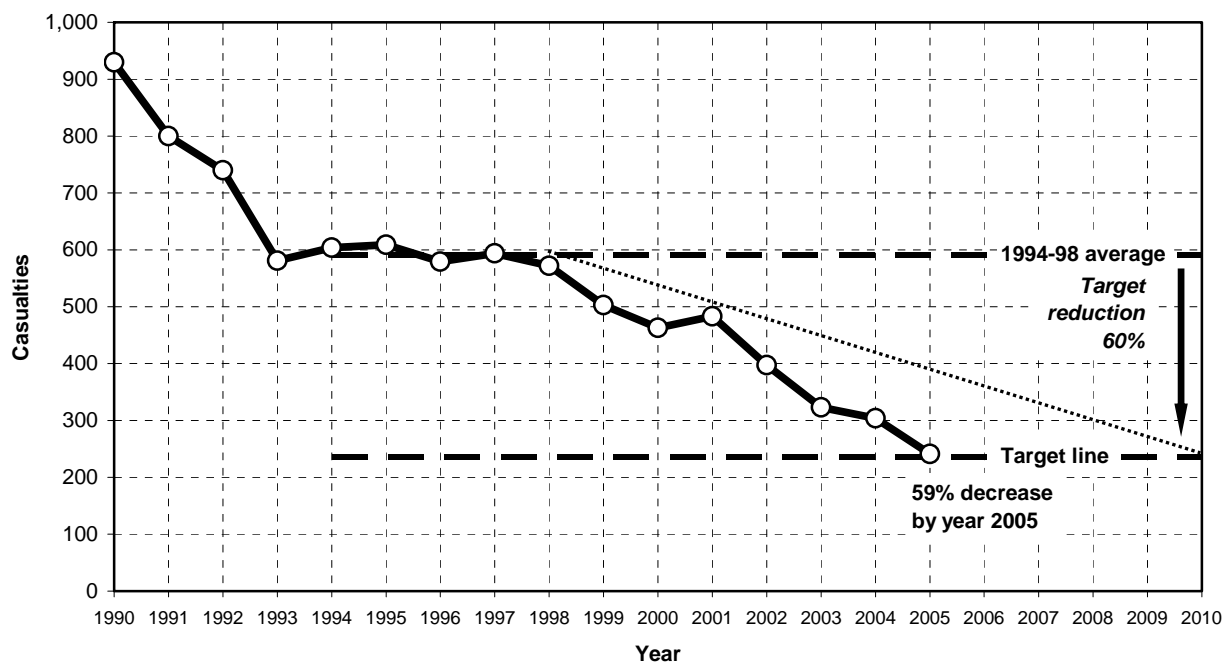
**Fig. 12: Greater London - Other vehicle occupant killed or seriously injured casualties**



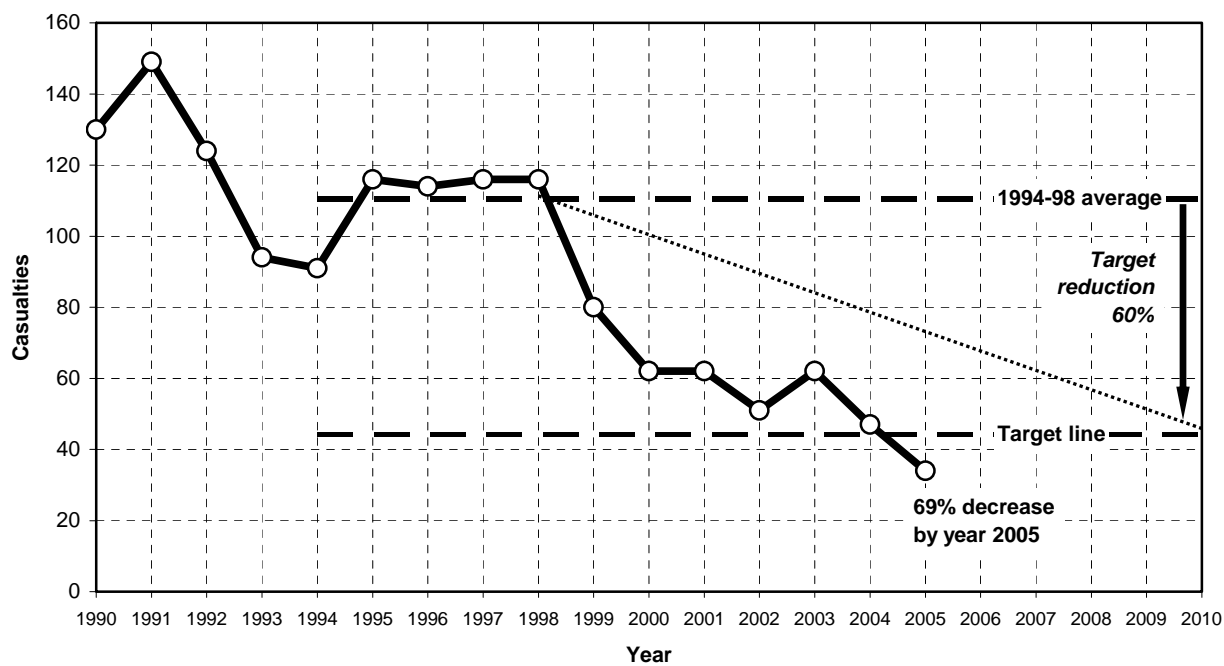
**Fig. 13: Greater London - All child killed or seriously injured casualties (National Target category)**



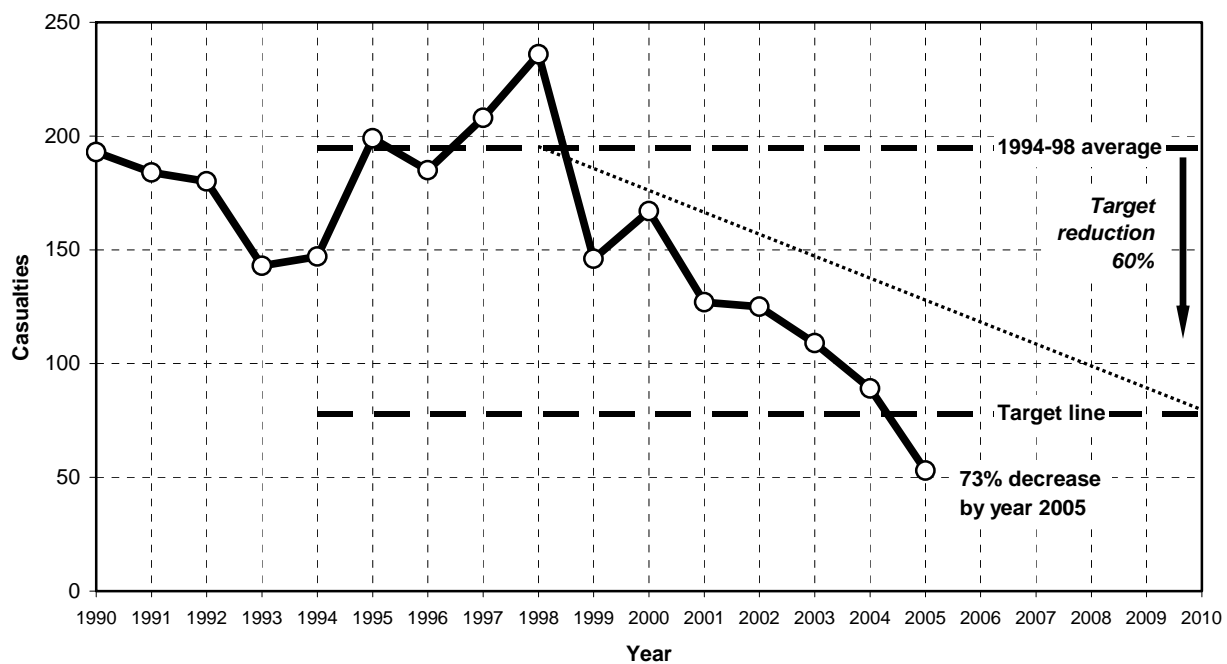
**Fig. 14: Greater London - child pedestrian killed or seriously injured casualties**



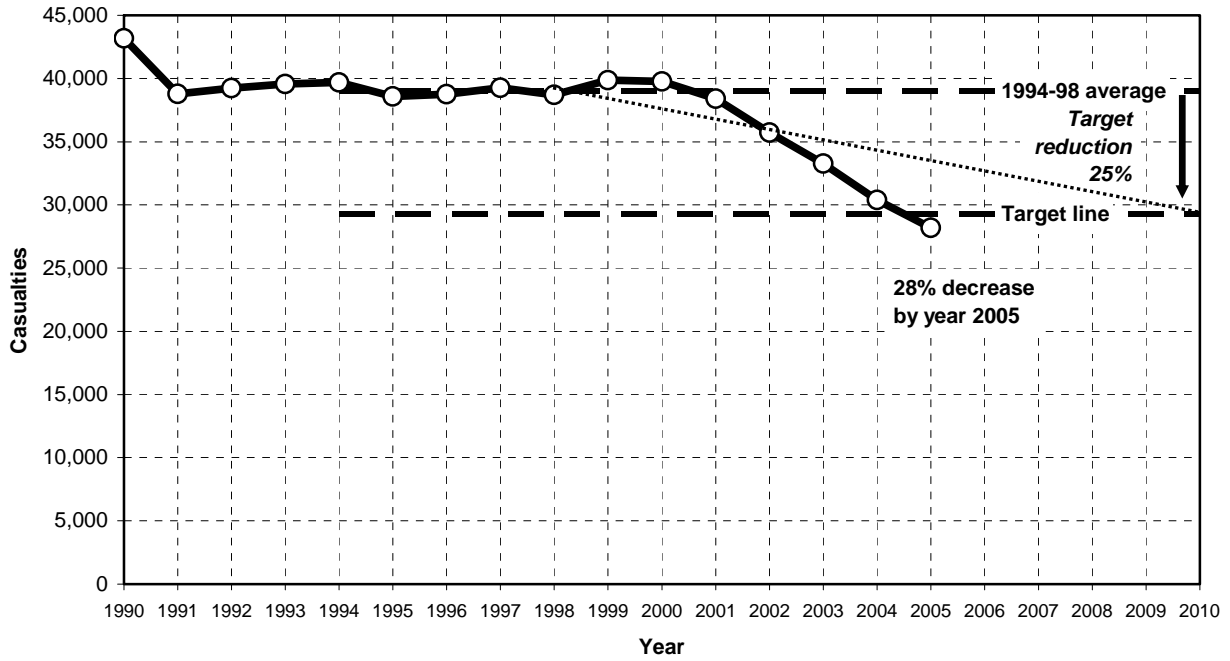
**Fig. 15: Greater London - child pedal cyclist killed or seriously injured casualties**



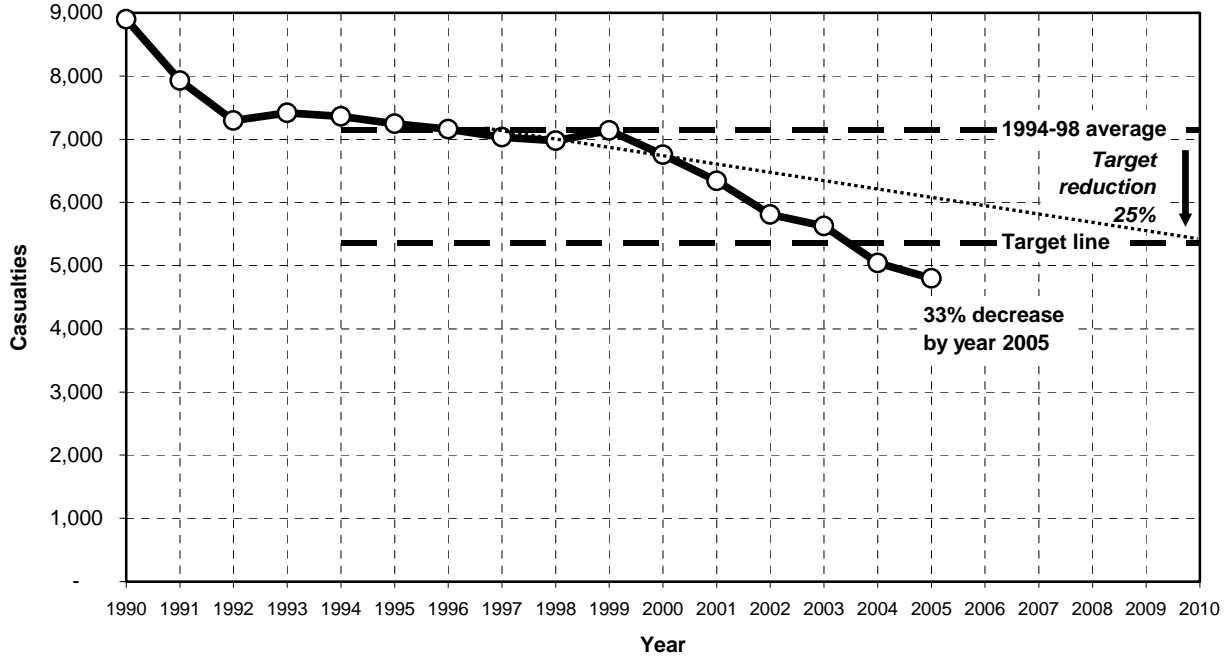
**Fig. 16: Greater London - child car passenger killed or seriously injured casualties**



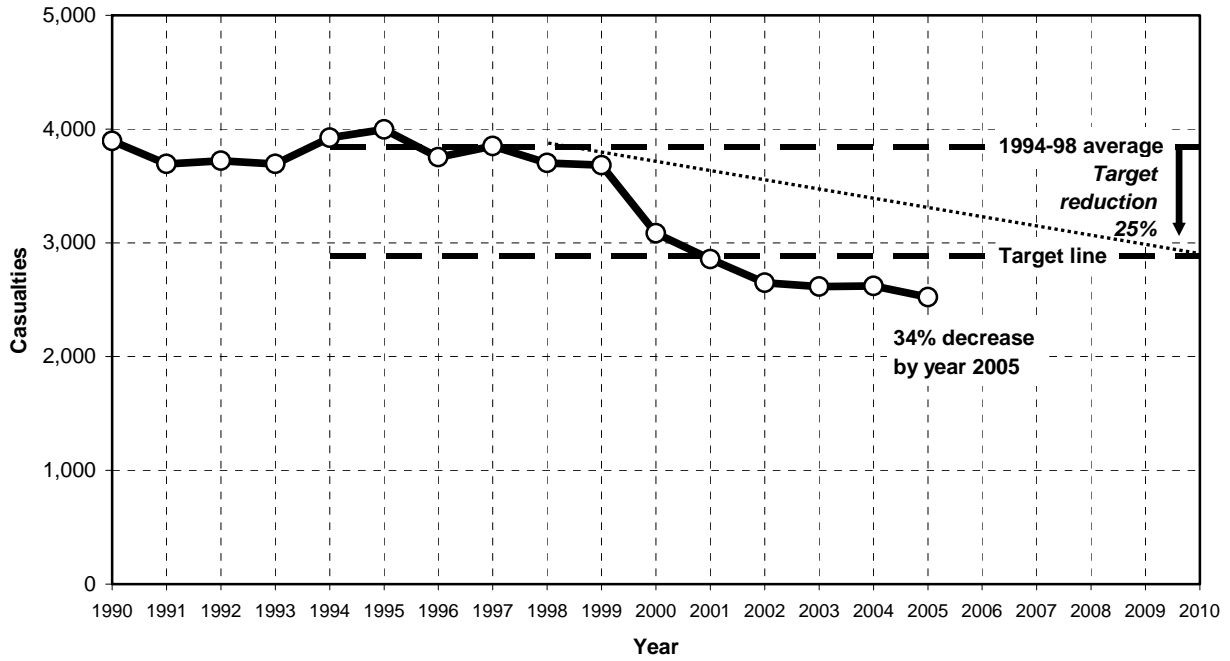
**Fig. 17: Greater London - All slightly injured casualties (National Target category)**



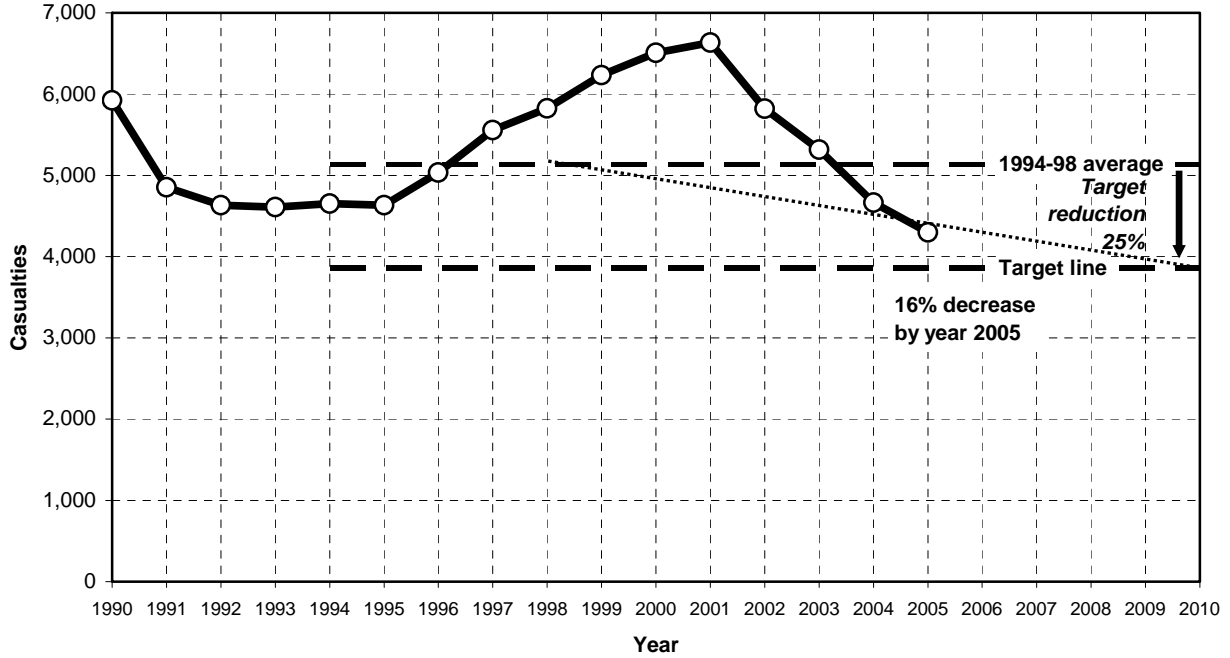
**Fig. 18: Greater London - Pedestrian slightly injured casualties**



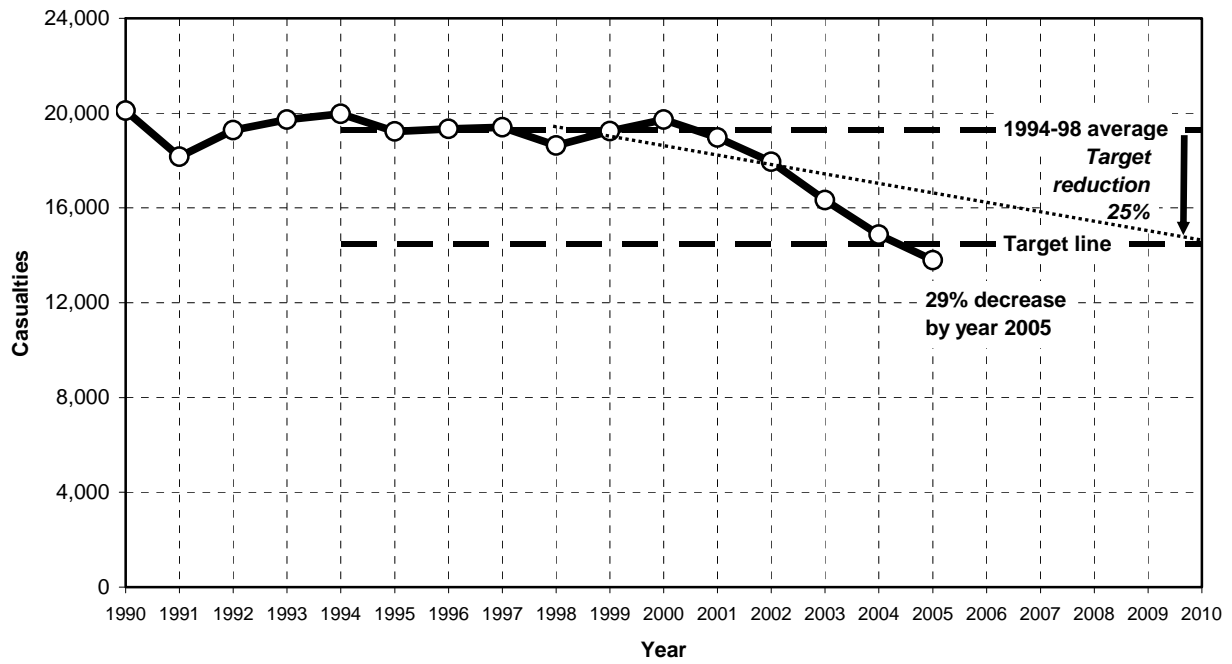
**Fig. 19: Greater London - Pedal cyclist slightly injured casualties**



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



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



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

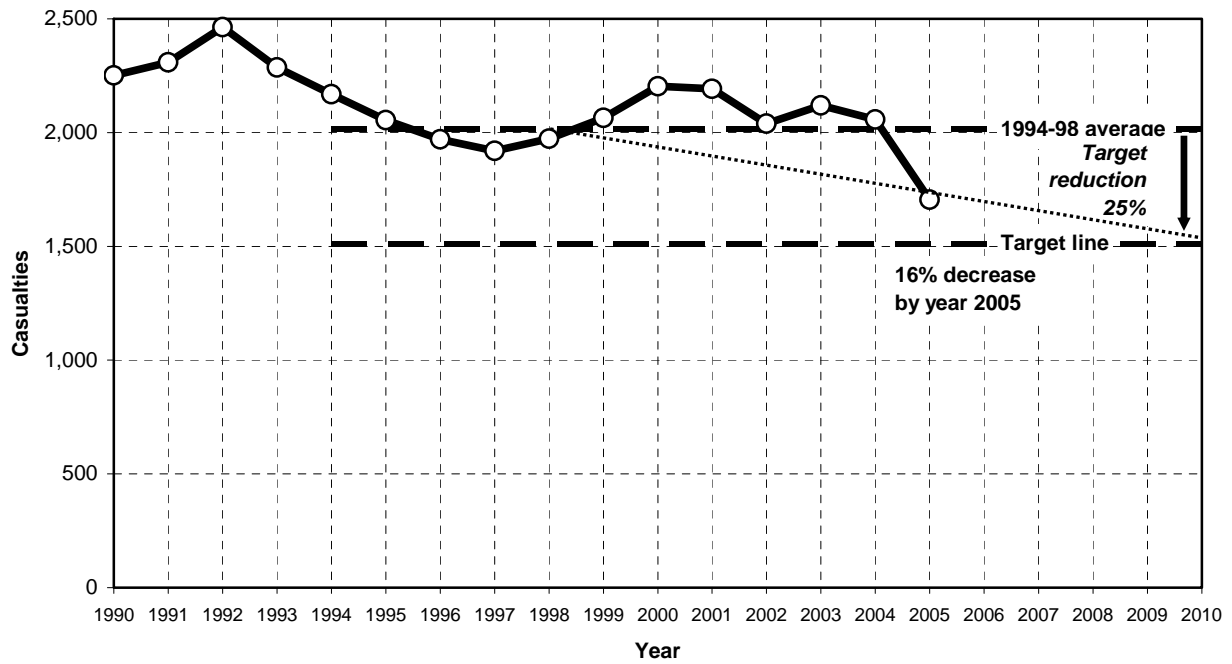
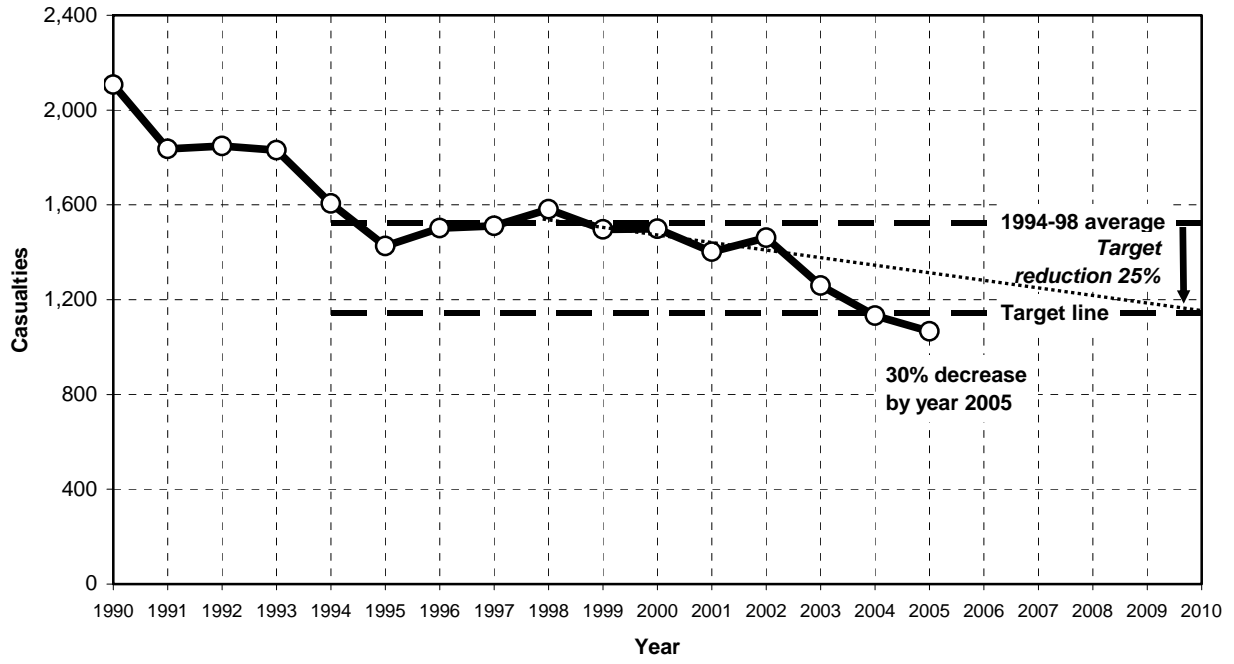


Fig. 23: Greater London - Other vehicle occupant slightly injured casualties





### 5.3 Transport for London Road Network casualty monitoring charts

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

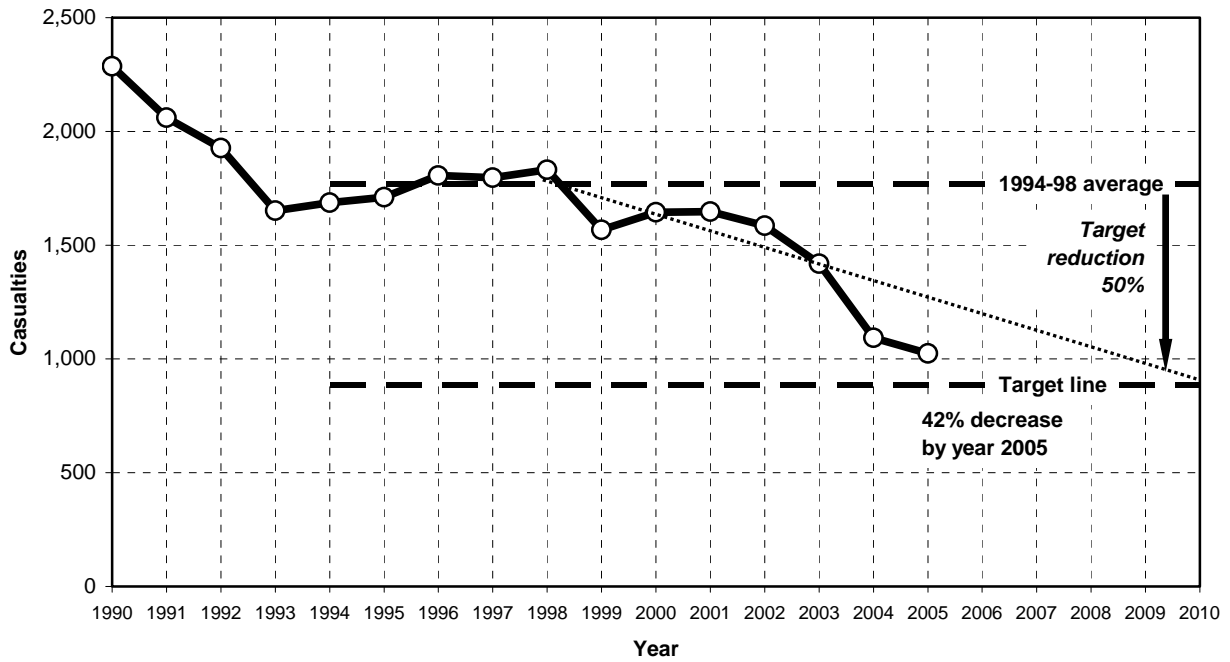
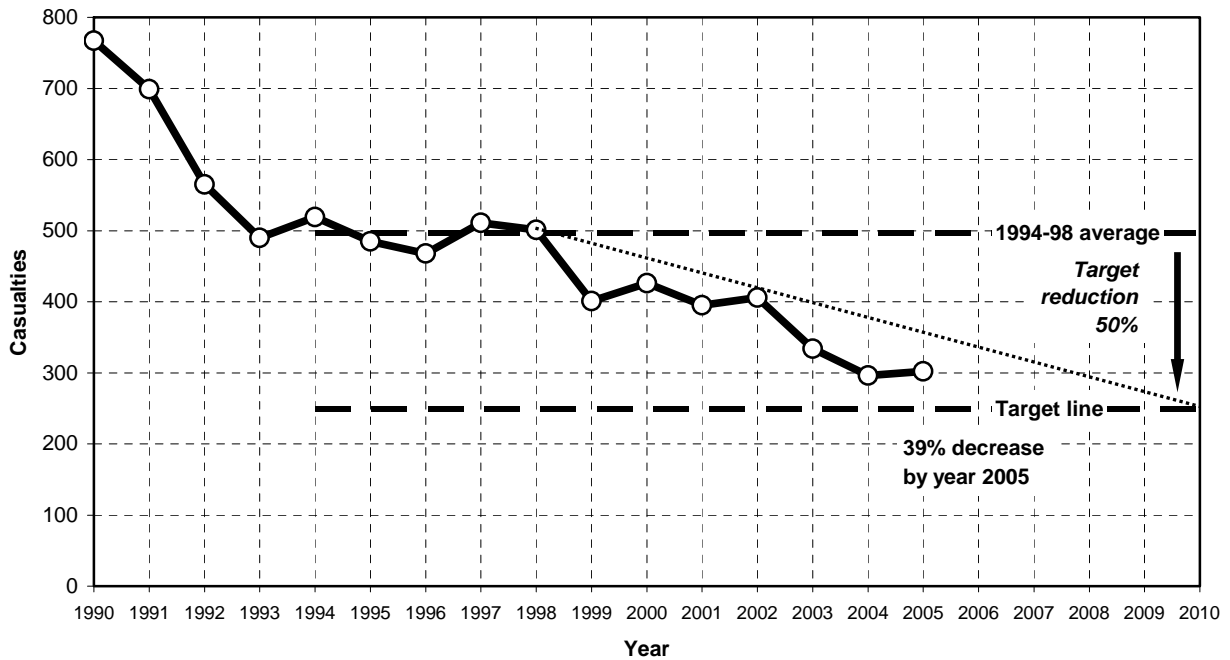
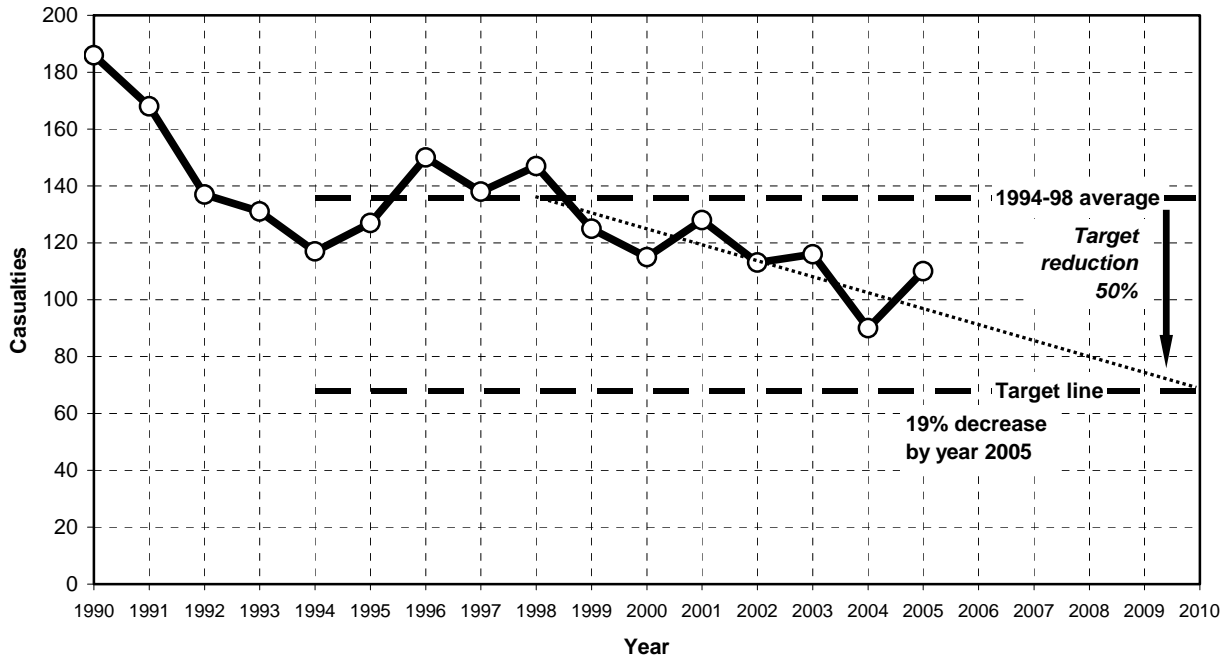


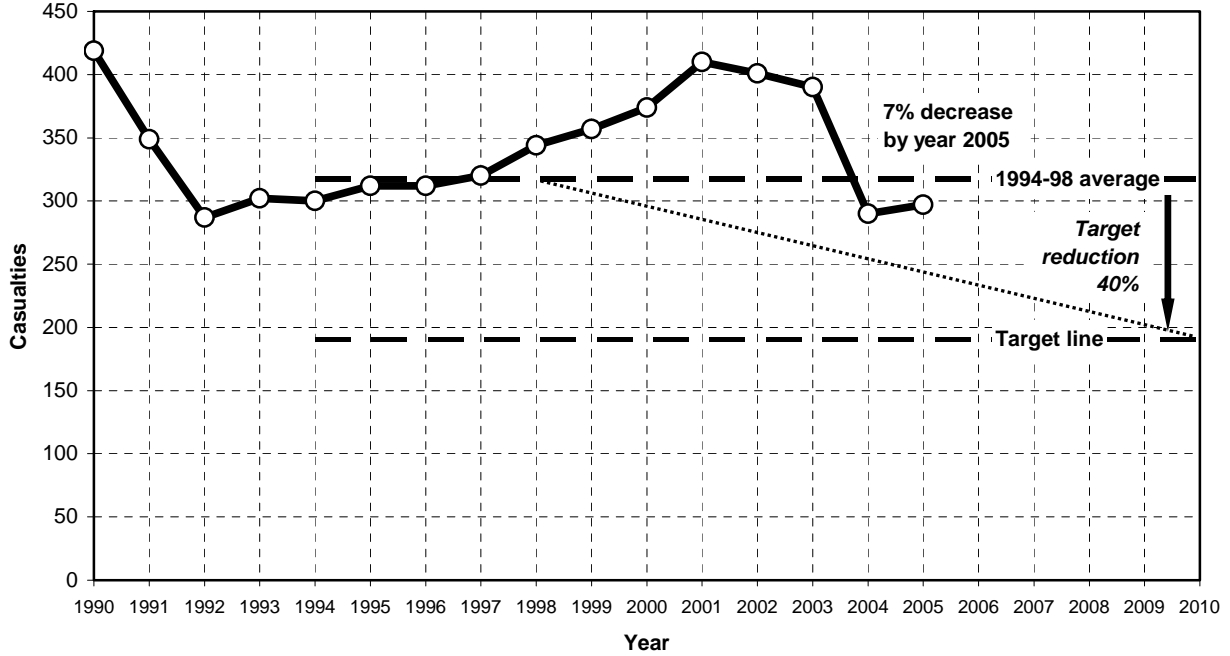
Fig. 25: TLRN - Pedestrian killed or seriously injured casualties (London Target Category)



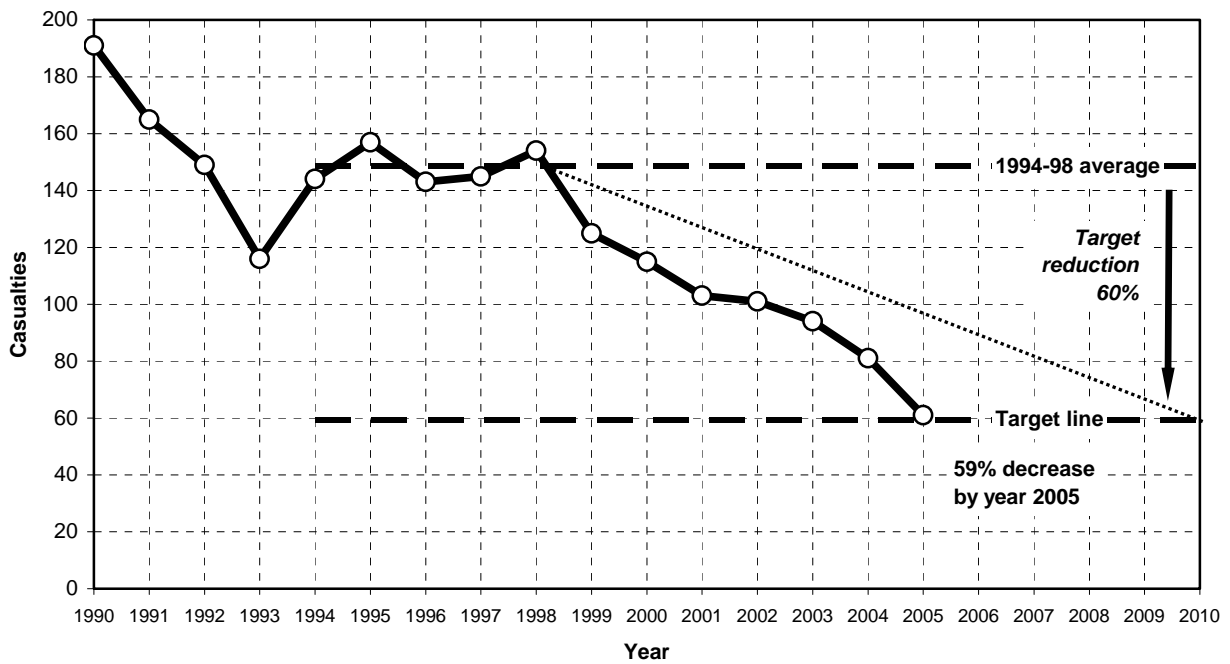
**Fig. 26: TLRN - Pedal cyclist killed or seriously injured casualties (London Target Category)**



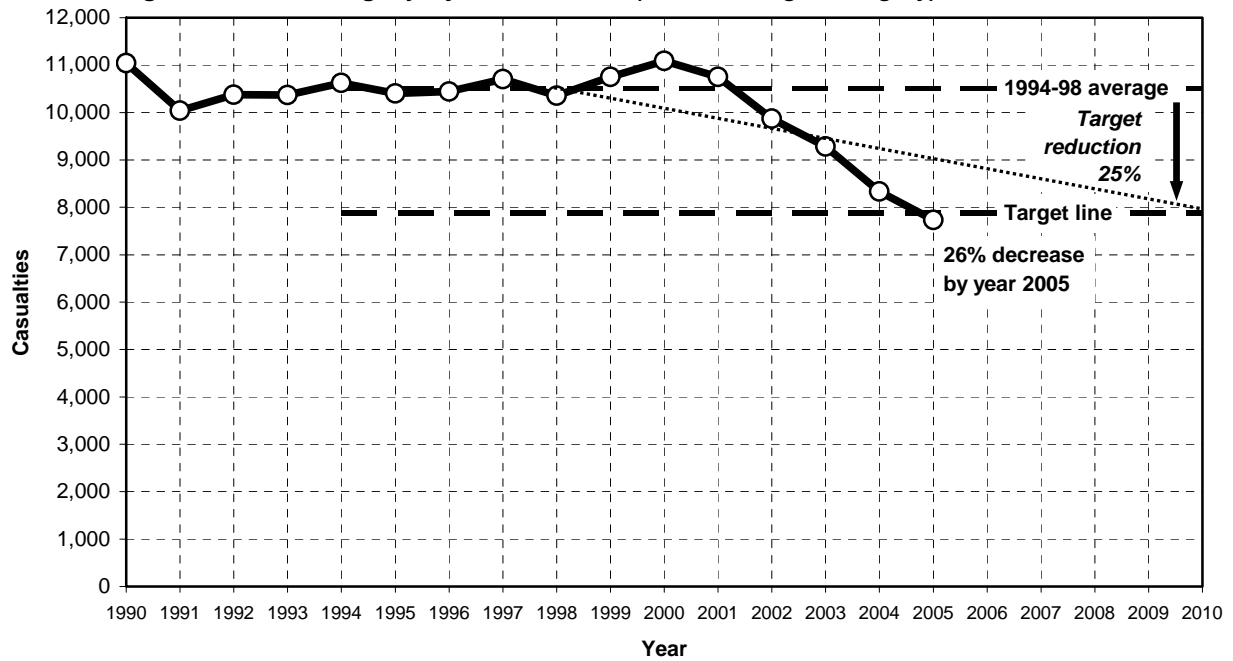
**Fig. 27: TLRN - Powered two wheeler killed or seriously injured casualties (London Target Category)**



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



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



## 5.4 Borough roads casualty monitoring charts

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

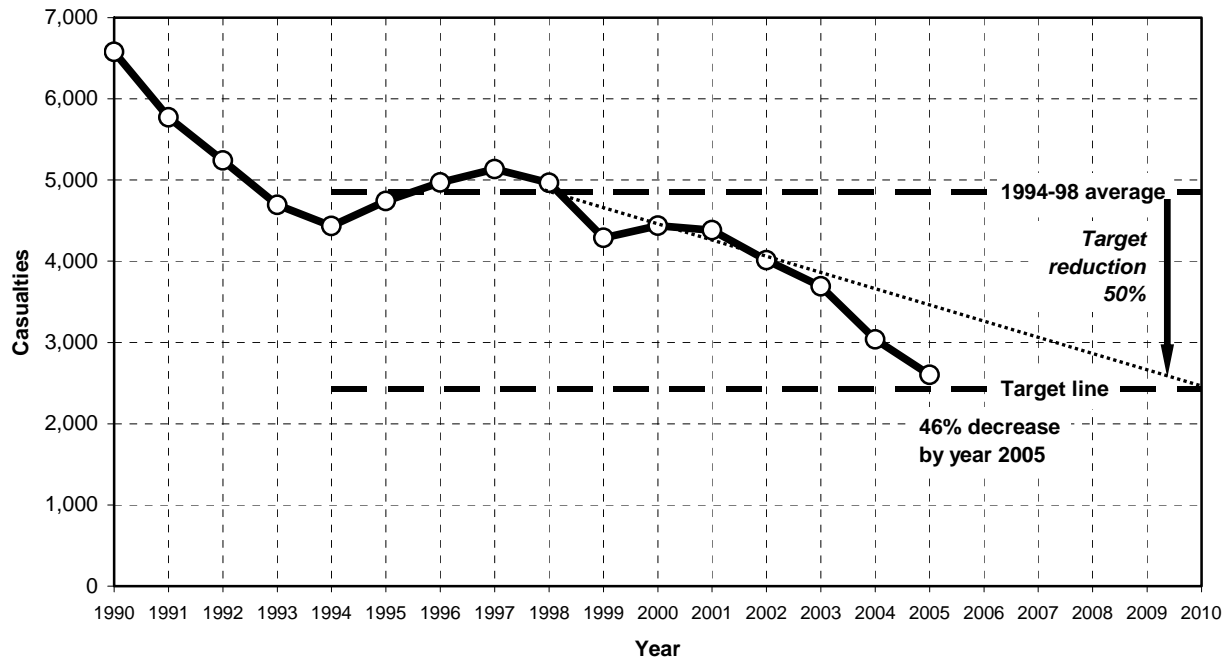
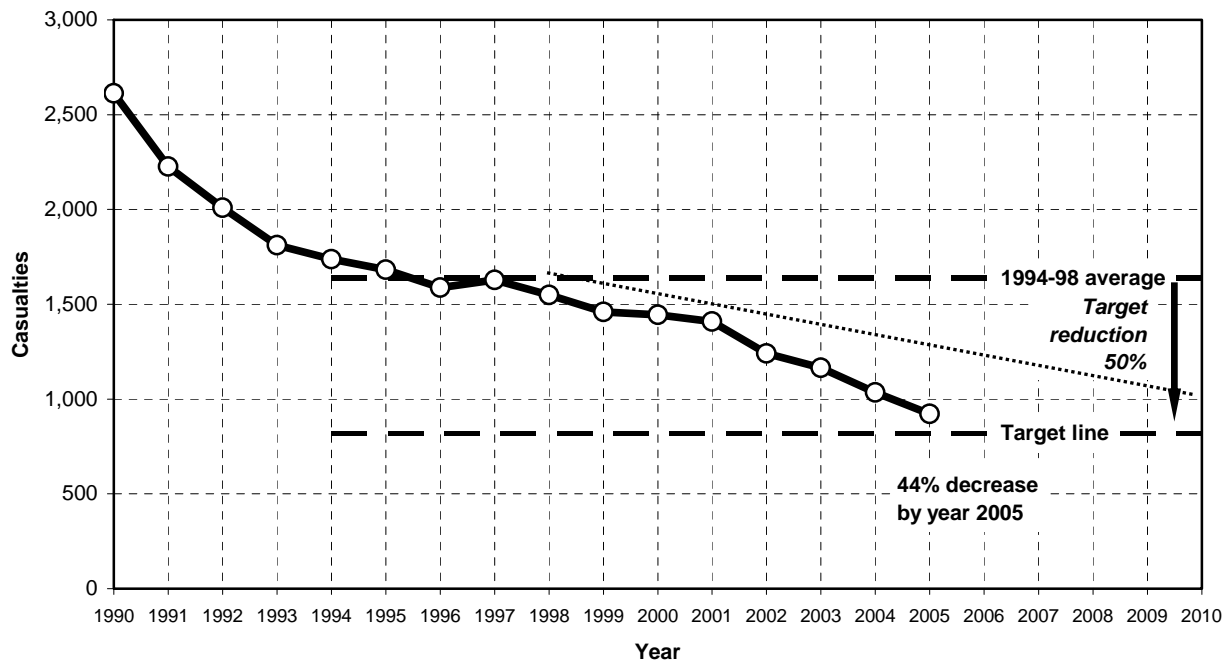
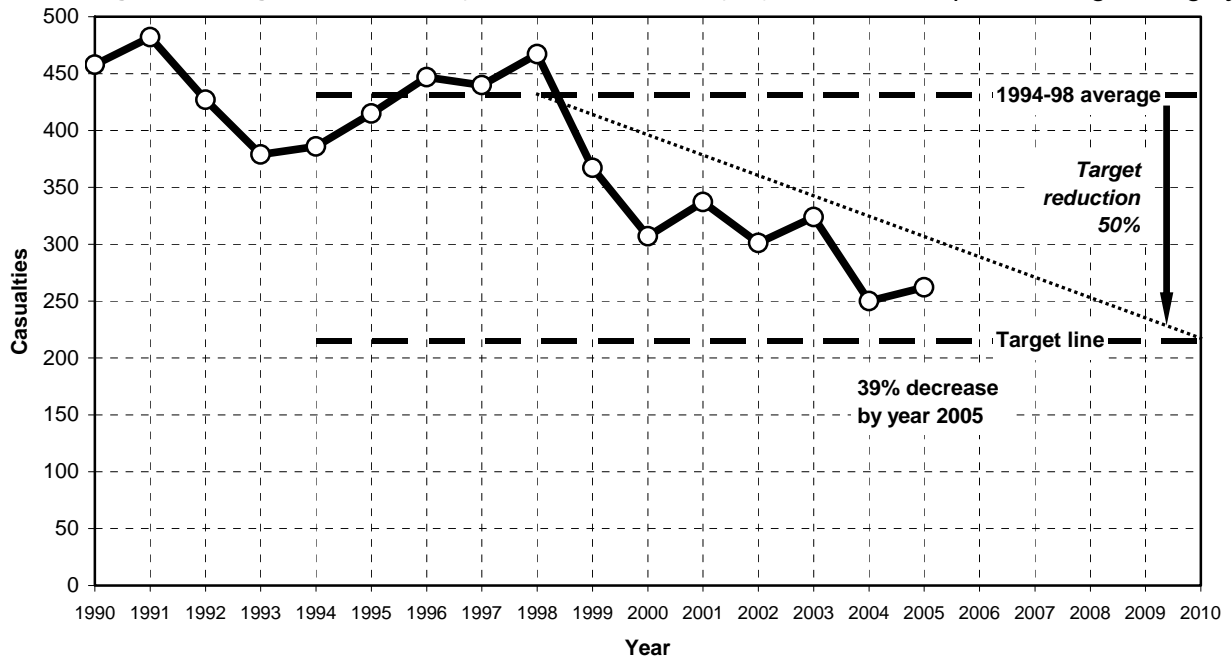


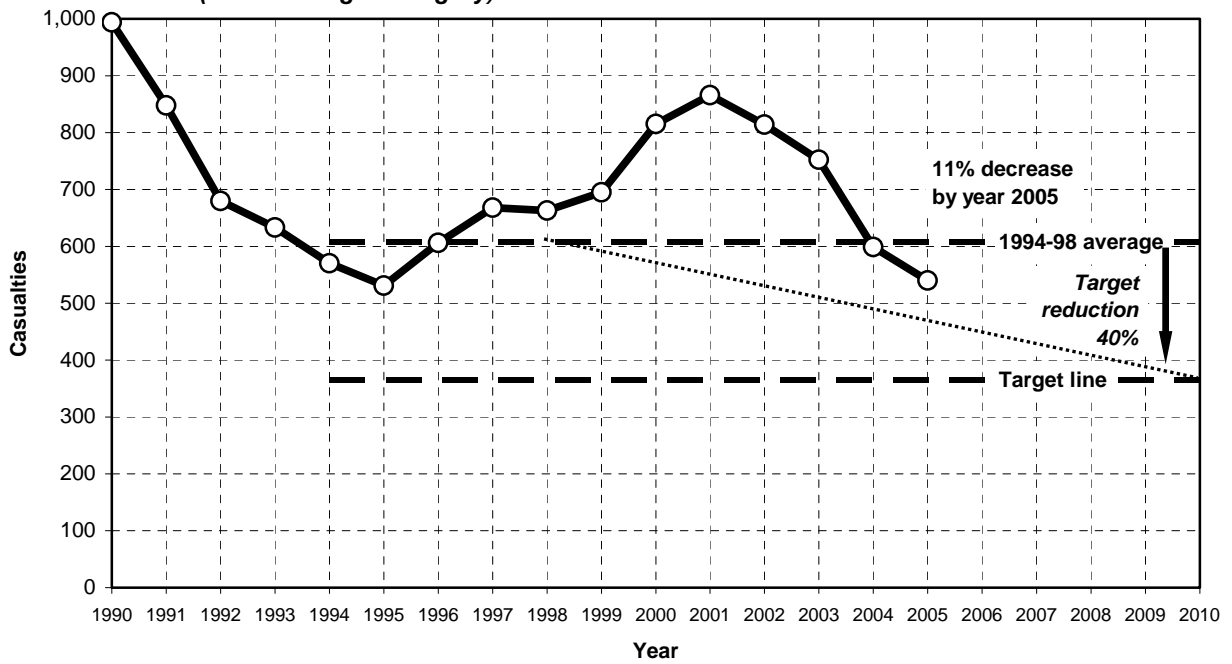
Fig. 31: Borough roads - Pedestrian killed or seriously injured casualties (*London Target Category*)



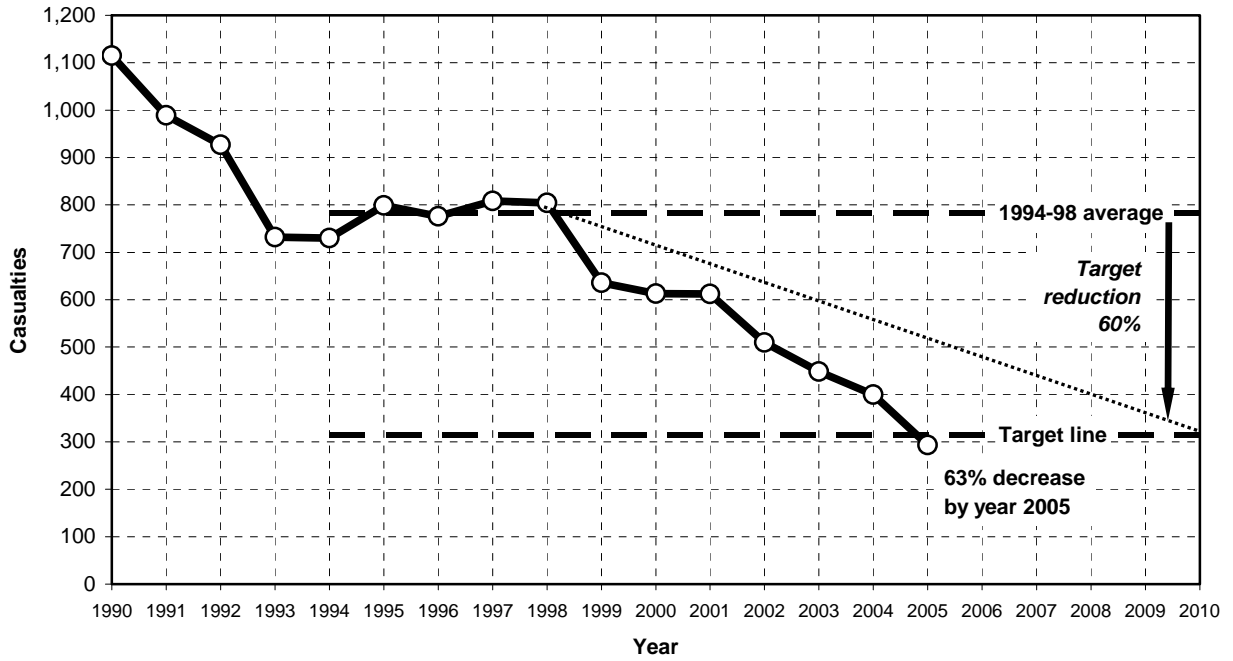
**Fig. 32: Borough roads - Pedal cyclist killed or seriously injured casualties (London Target Category)**



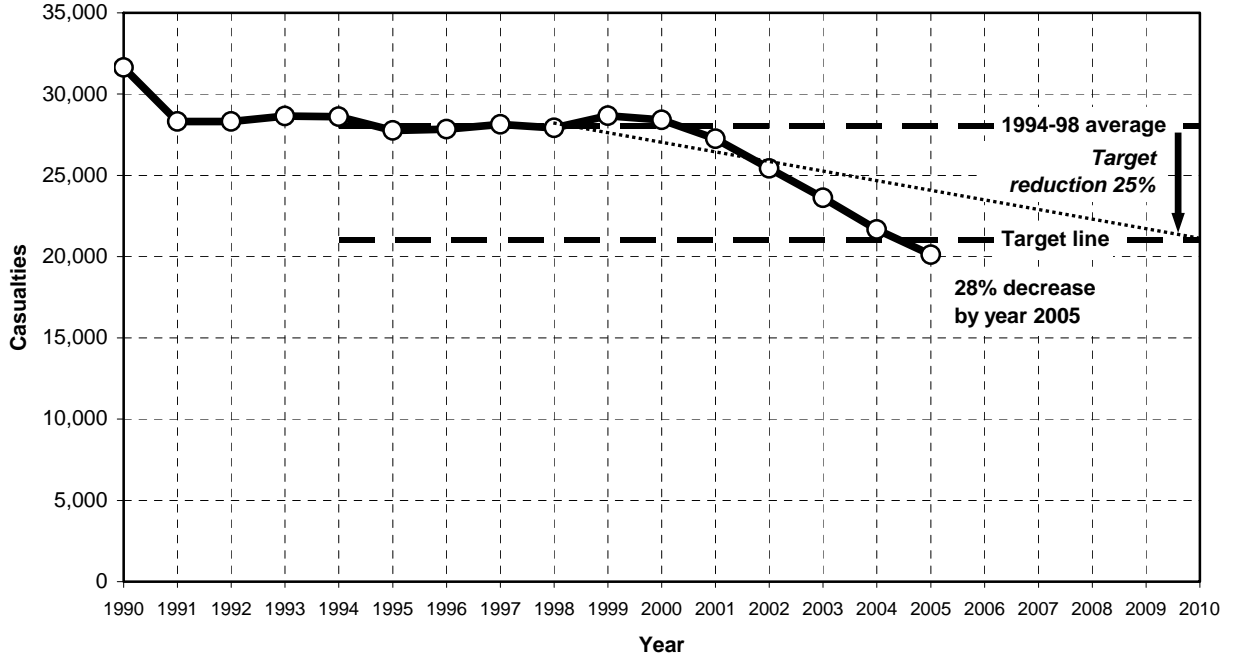
**Fig. 33: Borough roads - Powered two wheeler killed or seriously injured casualties (London Target Category)**



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



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



## 5.5 Highways Agency roads casualty monitoring charts

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

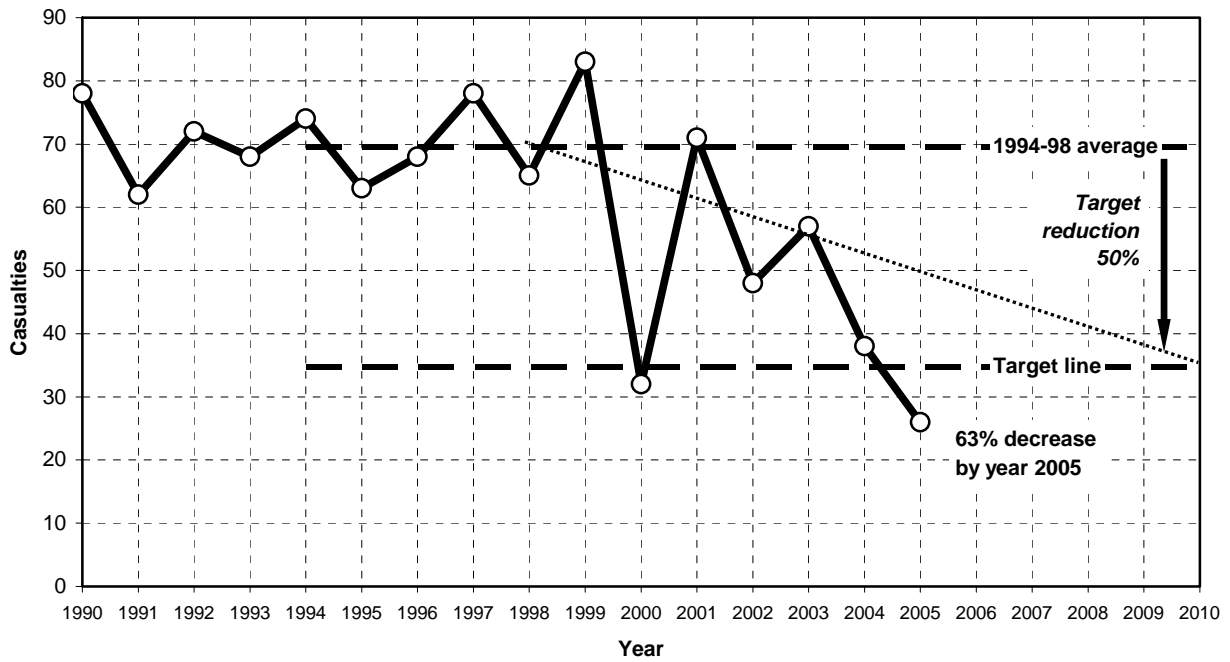
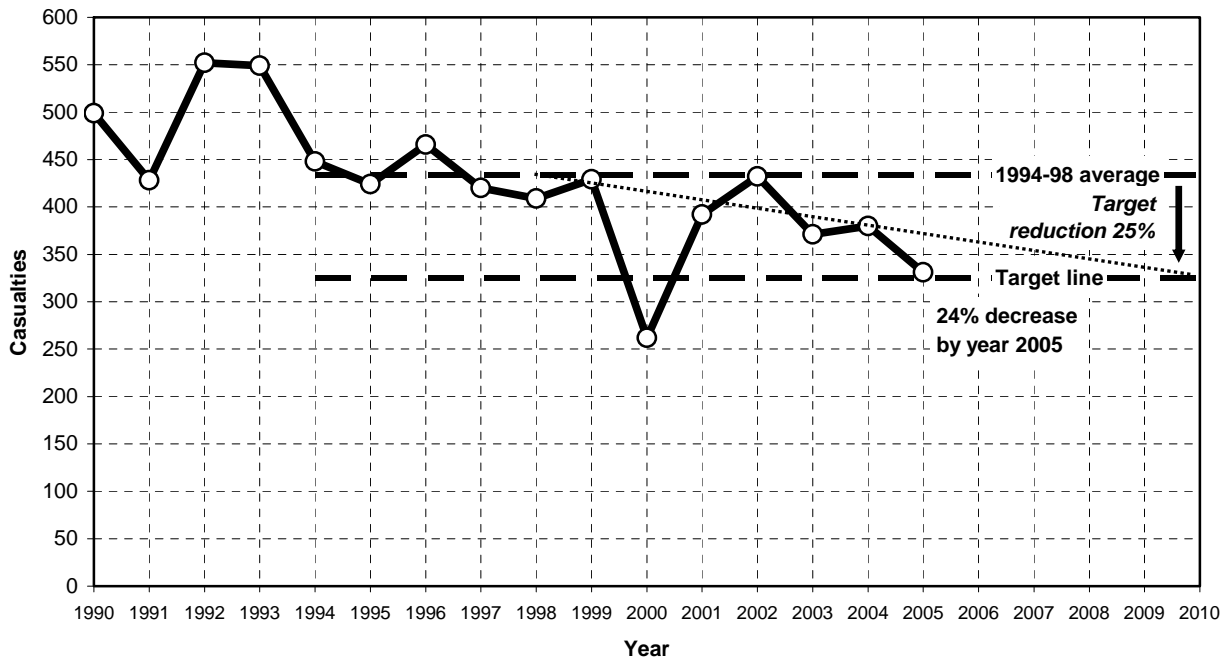


Fig. 37: Highways Agency roads - All slightly injured casualties (National Target Category)







# Appendix A

## Borough casualty monitoring charts and tables

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# 1. Barking & Dagenham

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

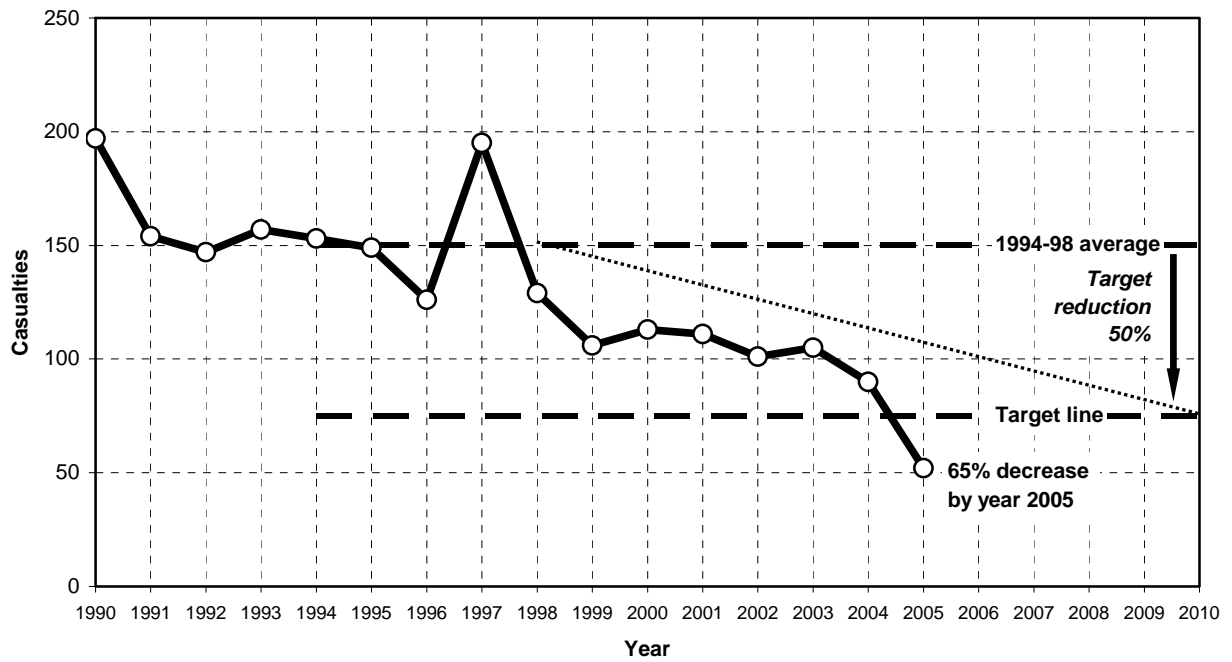
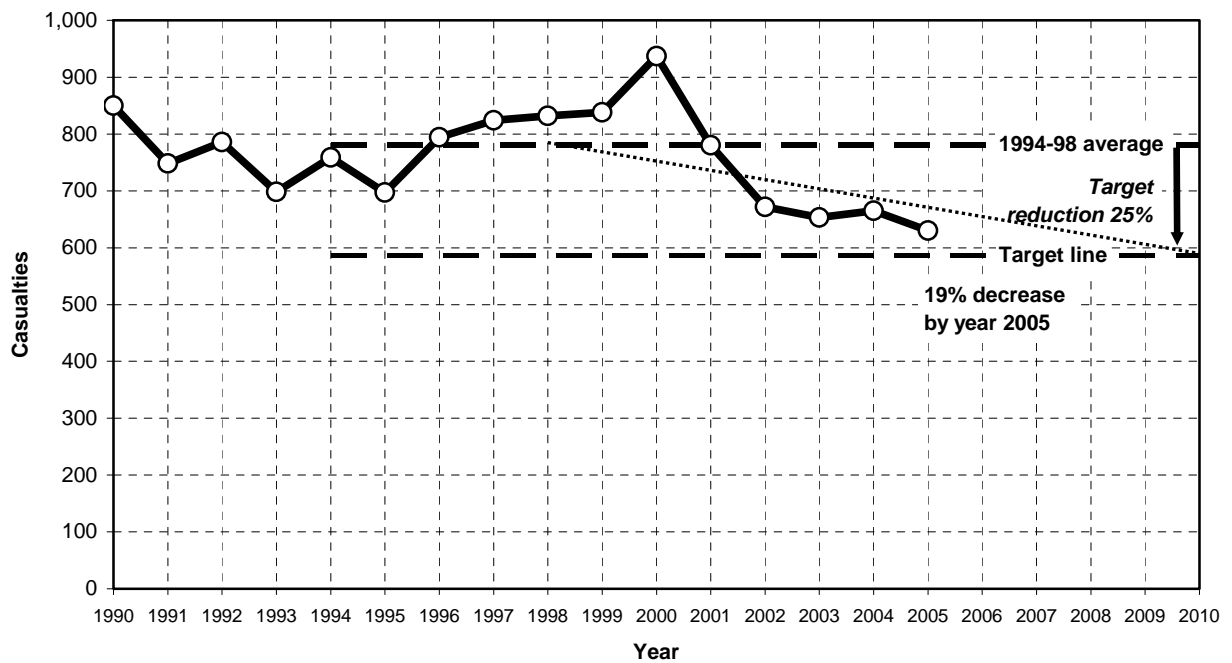


Fig. A1.2: L.B. of Barking & Dagenham - All slight casualties



**Table A1: Towards the year 2010: Monitoring casualties in L.B. of Barking & Dagenham**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	3.2	3	4	33%	25%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.4	3	1	-67%	150%
	Car occupants	1.0	3	1	-67%	0%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.2	0	0	0%	-100%
	<b>Total</b>	<b>5.4</b>	<b>9</b>	<b>6</b>	<b>-33%</b>	<b>11%</b>
<b>Fatal &amp; serious</b>	Pedestrians	35.2	23	18	-22%	-49%
	Pedal cyclists	7.6	2	1	-50%	-87%
	Powered two-wheeler	13.2	20	13	-35%	-2%
	Car occupants	83.6	42	18	-57%	-78%
	Bus or coach occupants	3.6	2	1	-50%	-72%
	Other vehicle occupants	7.2	1	1	0%	-86%
	<b>Total</b>	<b>150.4</b>	<b>90</b>	<b>52</b>	<b>-42%</b>	<b>-65%</b>
	<b>Children (under 16yrs)</b>	<b>30.0</b>	<b>15</b>	<b>10</b>	<b>-33%</b>	<b>-67%</b>
<b>Slight*</b>	Pedestrians	123.2	94	84	-11%	-32%
	Pedal cyclists	61.6	40	35	-13%	-43%
	Powered two-wheeler	53.6	62	63	2%	18%
	Car occupants	482.0	426	403	-5%	-16%
	Bus or coach occupants	28.0	19	19	0%	-32%
	Other vehicle occupants	32.8	24	26	8%	-21%
	<b>Total</b>	<b>781.2</b>	<b>665</b>	<b>630</b>	<b>-5%</b>	<b>-19%</b>
<b>All severities</b>	Pedestrians	158.4	117	102	-13%	-36%
	Pedal cyclists	69.2	42	36	-14%	-48%
	Powered two-wheeler	66.8	82	76	-7%	14%
	Car occupants	565.6	468	421	-10%	-26%
	Bus or coach occupants	31.6	21	20	-5%	-37%
	Other vehicle occupants	40.0	25	27	8%	-33%
	<b>Total</b>	<b>931.6</b>	<b>755</b>	<b>682</b>	<b>-10%</b>	<b>-27%</b>

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

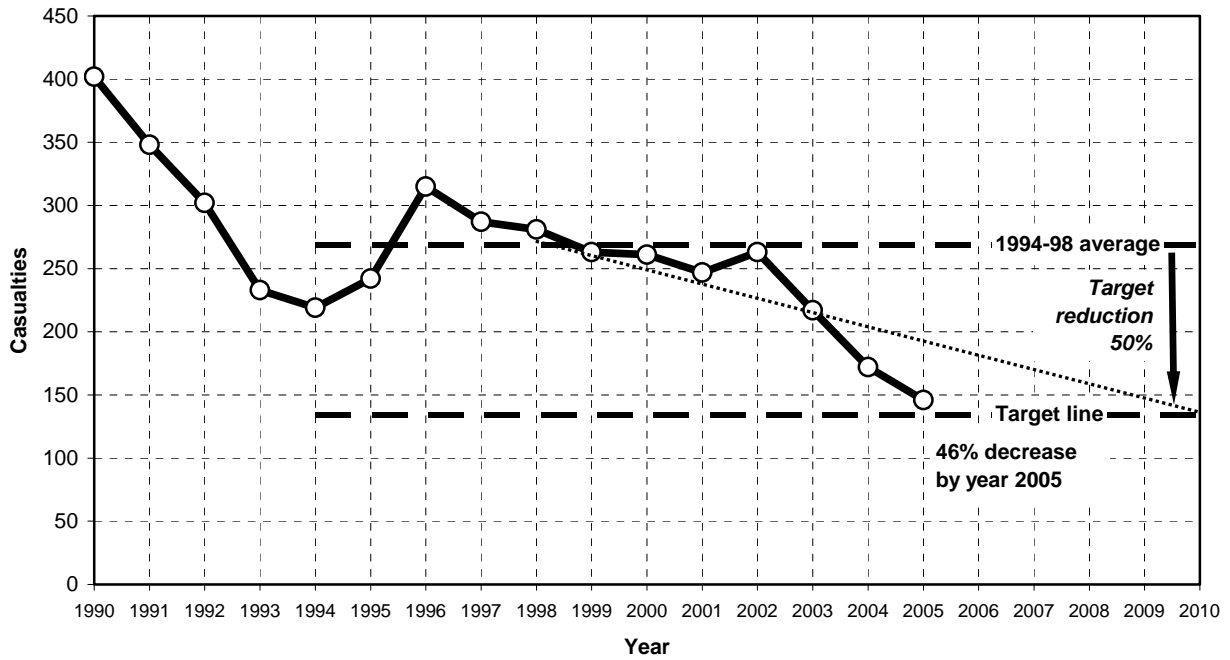
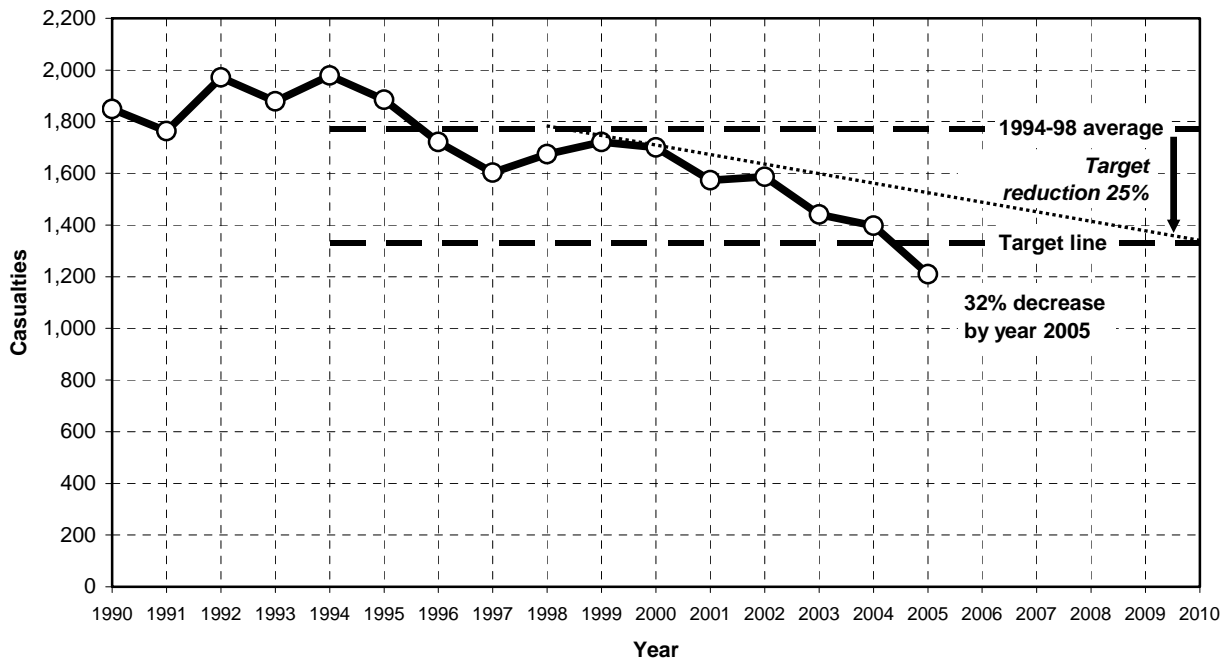


Fig. A2.2: L.B. of Barnet - All slight casualties



**Table A2: Towards the year 2010: Monitoring casualties in L.B. of Barnet**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	4.0	5	7	40%	75%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	2.2	3	3	0%	36%
	Car occupants	4.2	2	2	0%	-52%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.6	2	0	-100%	-100%
	<b>Total</b>	<b>11.6</b>	<b>12</b>	<b>12</b>	<b>0%</b>	<b>3%</b>
<b>Fatal &amp; serious</b>	Pedestrians	70.4	55	49	-11%	-30%
	Pedal cyclists	14.4	6	7	17%	-51%
	Powered two-wheeler	34.0	30	38	27%	12%
	Car occupants	133.2	69	47	-32%	-65%
	Bus or coach occupants	7.2	7	3	-57%	-58%
	Other vehicle occupants	9.6	5	2	-60%	-79%
	<b>Total</b>	<b>268.8</b>	<b>172</b>	<b>146</b>	<b>-15%</b>	<b>-46%</b>
	<b>Children (under 16yrs)</b>	<b>31.0</b>	<b>24</b>	<b>22</b>	<b>-8%</b>	<b>-29%</b>
<b>Slight*</b>	Pedestrians	252.8	179	161	-10%	-36%
	Pedal cyclists	89.0	46	49	7%	-45%
	Powered two-wheeler	168.4	173	149	-14%	-12%
	Car occupants	1,125.2	893	751	-16%	-33%
	Bus or coach occupants	65.8	61	56	-8%	-15%
	Other vehicle occupants	71.6	46	44	-4%	-39%
	<b>Total</b>	<b>1,772.8</b>	<b>1,398</b>	<b>1,210</b>	<b>-13%</b>	<b>-32%</b>
<b>All severities</b>	Pedestrians	323.2	234	210	-10%	-35%
	Pedal cyclists	103.4	52	56	8%	-46%
	Powered two-wheeler	202.4	203	187	-8%	-8%
	Car occupants	1,258.4	962	798	-17%	-37%
	Bus or coach occupants	73.0	68	59	-13%	-19%
	Other vehicle occupants	81.2	51	46	-10%	-43%
	<b>Total</b>	<b>2,041.6</b>	<b>1,570</b>	<b>1,356</b>	<b>-14%</b>	<b>-34%</b>

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

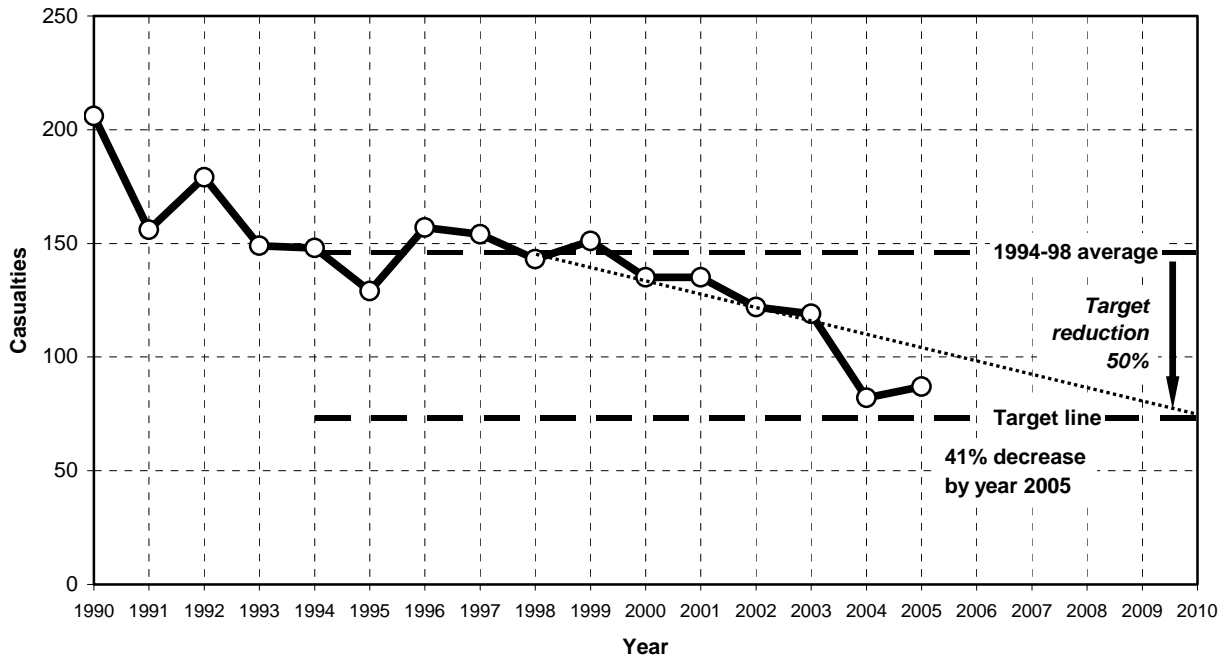
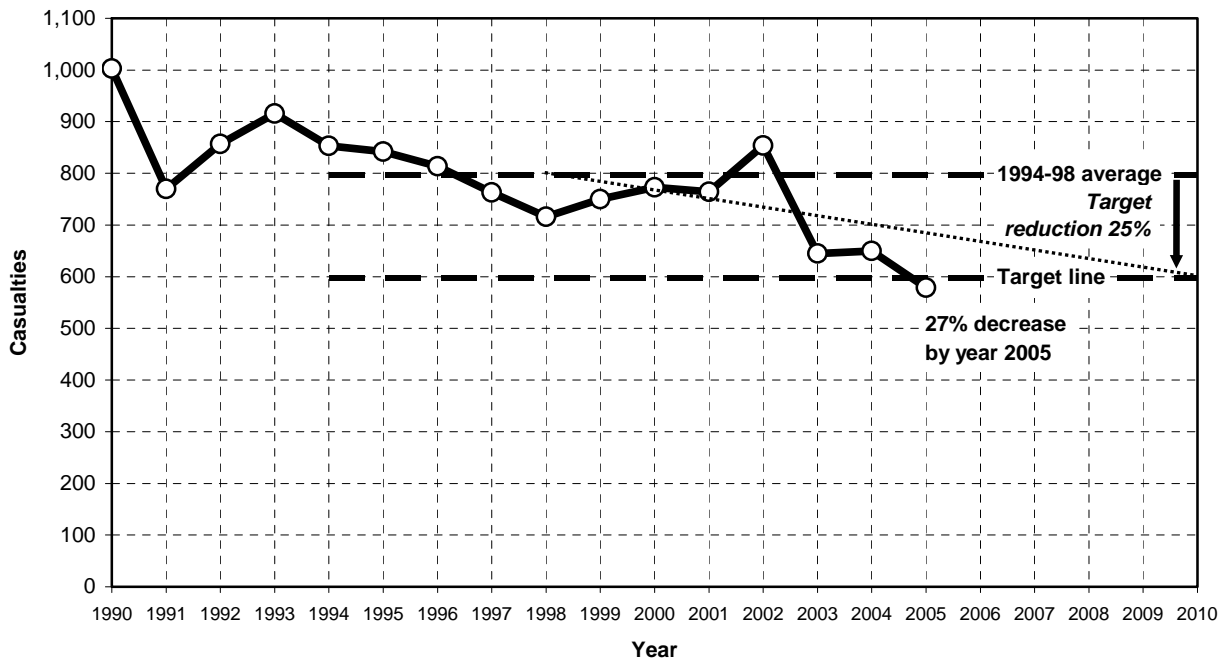


Fig. A3.2: L.B. of Bexley - All slight casualties



**Table A3: Towards the year 2010: Monitoring casualties in L.B. of Bexley**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	1.2	0	2	∞	67%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	1.6	2	0	-100%	-100%
	Car occupants	1.6	0	3	∞	88%
	Bus or coach occupants	0.0	0	1	∞	∞
	Other vehicle occupants	0.2	0	0	0%	-100%
	<b>Total</b>	<b>4.6</b>	<b>2</b>	<b>6</b>	<b>200%</b>	<b>30%</b>
<b>Fatal &amp; serious</b>	Pedestrians	34.8	21	21	0%	-40%
	Pedal cyclists	9.0	4	4	0%	-56%
	Powered two-wheeler	17.2	15	21	40%	22%
	Car occupants	77.0	35	35	0%	-55%
	Bus or coach occupants	3.8	2	4	100%	5%
	Other vehicle occupants	4.4	5	2	-60%	-55%
	<b>Total</b>	<b>146.2</b>	<b>82</b>	<b>87</b>	<b>6%</b>	<b>-40%</b>
	<b>Children (under 16yrs)</b>	<b>24.6</b>	<b>11</b>	<b>10</b>	<b>-9%</b>	<b>-59%</b>
<b>Slight*</b>	Pedestrians	109.4	81	74	-9%	-32%
	Pedal cyclists	57.0	24	22	-8%	-61%
	Powered two-wheeler	76.2	67	63	-6%	-17%
	Car occupants	477.8	407	374	-8%	-22%
	Bus or coach occupants	48.8	49	29	-41%	-41%
	Other vehicle occupants	28.4	22	17	-23%	-40%
	<b>Total</b>	<b>797.6</b>	<b>650</b>	<b>579</b>	<b>-11%</b>	<b>-27%</b>
<b>All severities</b>	Pedestrians	144.2	102	95	-7%	-34%
	Pedal cyclists	66.0	28	26	-7%	-61%
	Powered two-wheeler	93.4	82	84	2%	-10%
	Car occupants	554.8	442	409	-7%	-26%
	Bus or coach occupants	52.6	51	33	-35%	-37%
	Other vehicle occupants	32.8	27	19	-30%	-42%
	<b>Total</b>	<b>943.8</b>	<b>732</b>	<b>666</b>	<b>-9%</b>	<b>-29%</b>

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

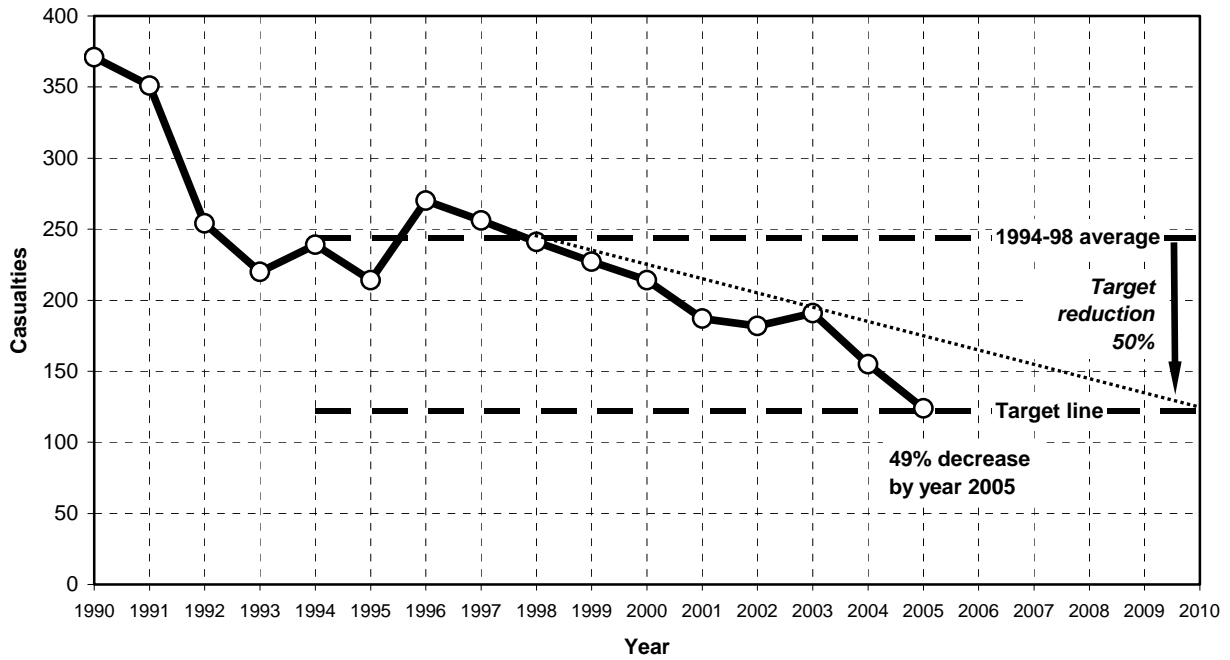
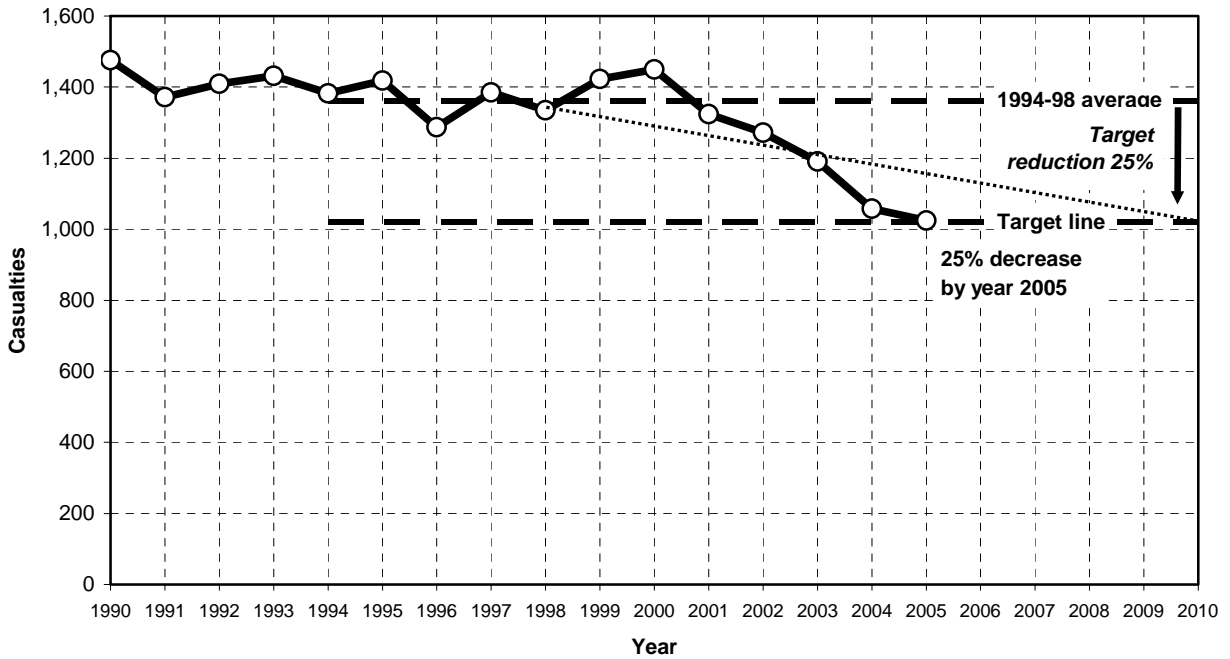


Fig. A4.2: L.B. of Brent - All slight casualties





**Table A4: Towards the year 2010: Monitoring casualties in L.B. of Brent**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	5.0	1	4	300%	-20%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.8	2	0	-100%	-100%
	Car occupants	1.8	3	2	-33%	11%
	Bus or coach occupants	0.0	0	1	∞	∞
	Other vehicle occupants	0.2	0	0	0%	-100%
	<b>Total</b>	<b>8.2</b>	<b>6</b>	<b>7</b>	<b>17%</b>	<b>-15%</b>
<b>Fatal &amp; serious</b>	Pedestrians	84.6	47	32	-32%	-62%
	Pedal cyclists	17.6	8	10	25%	-43%
	Powered two-wheeler	24.6	27	22	-19%	-11%
	Car occupants	102.4	63	50	-21%	-51%
	Bus or coach occupants	7.4	6	6	0%	-19%
	Other vehicle occupants	7.4	4	4	0%	-46%
	<b>Total</b>	<b>244.0</b>	<b>155</b>	<b>124</b>	<b>-20%</b>	<b>-49%</b>
	<b>Children (under 16yrs)</b>	<b>42.4</b>	<b>23</b>	<b>14</b>	<b>-39%</b>	<b>-67%</b>
<b>Slight*</b>	Pedestrians	257.2	189	176	-7%	-32%
	Pedal cyclists	87.8	57	61	7%	-31%
	Powered two-wheeler	132.6	132	125	-5%	-6%
	Car occupants	780.2	597	572	-4%	-27%
	Bus or coach occupants	54.4	53	56	6%	3%
	Other vehicle occupants	49.2	30	34	13%	-31%
	<b>Total</b>	<b>1,361.4</b>	<b>1,058</b>	<b>1,024</b>	<b>-3%</b>	<b>-25%</b>
<b>All severities</b>	Pedestrians	341.8	236	208	-12%	-39%
	Pedal cyclists	105.4	65	71	9%	-33%
	Powered two-wheeler	157.2	159	147	-8%	-6%
	Car occupants	882.6	660	622	-6%	-30%
	Bus or coach occupants	61.8	59	62	5%	0%
	Other vehicle occupants	56.6	34	38	12%	-33%
	<b>Total</b>	<b>1,605.4</b>	<b>1,213</b>	<b>1,148</b>	<b>-5%</b>	<b>-28%</b>

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

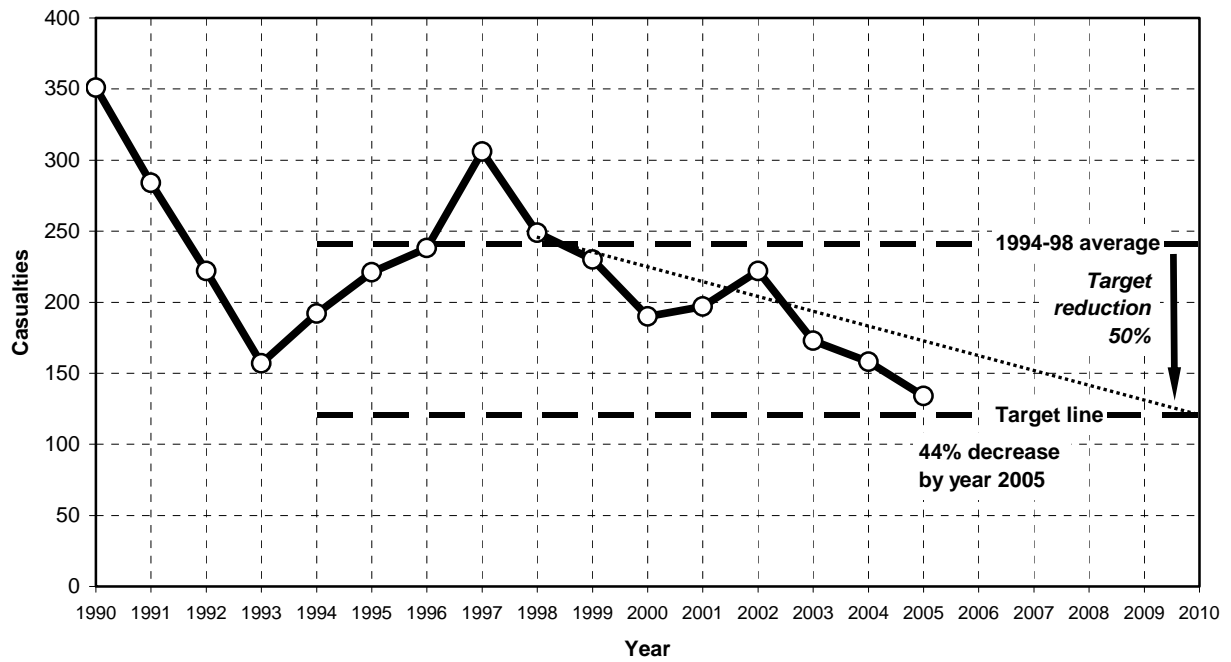
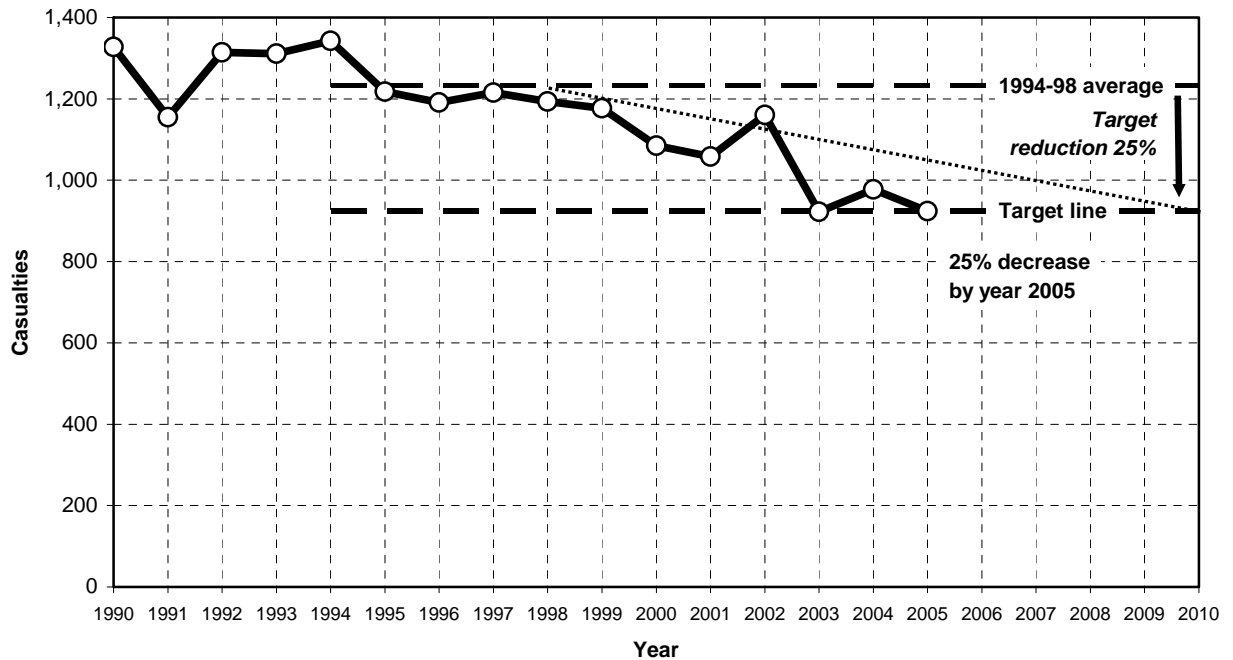


Fig. A5.2: L.B. of Bromley - All slight casualties



**Table A5: Towards the year 2010: Monitoring casualties in L.B. of Bromley**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	3.4	2	2	0%	-41%
	Pedal cyclists	0.4	1	0	-100%	-100%
	Powered two-wheeler	2.0	1	4	300%	100%
	Car occupants	3.2	5	2	-60%	-38%
	Bus or coach occupants	0.0	1	0	-100%	0%
	Other vehicle occupants	0.8	0	1	∞	25%
	<b>Total</b>	<b>9.8</b>	<b>10</b>	<b>9</b>	<b>-10%</b>	<b>-8%</b>
<b>Fatal &amp; serious</b>	Pedestrians	48.8	31	28	-10%	-43%
	Pedal cyclists	18.0	8	5	-38%	-72%
	Powered two-wheeler	33.4	34	33	-3%	-1%
	Car occupants	127.0	68	57	-16%	-55%
	Bus or coach occupants	8.0	10	5	-50%	-38%
	Other vehicle occupants	6.0	7	6	-14%	0%
	<b>Total</b>	<b>241.2</b>	<b>158</b>	<b>134</b>	<b>-15%</b>	<b>-44%</b>
	<b>Children (under 16yrs)</b>	<b>33.6</b>	<b>23</b>	<b>16</b>	<b>-30%</b>	<b>-52%</b>
<b>Slight*</b>	Pedestrians	175.8	118	93	-21%	-47%
	Pedal cyclists	90.4	53	45	-15%	-50%
	Powered two-wheeler	120.6	108	116	7%	-4%
	Car occupants	738.0	571	589	3%	-20%
	Bus or coach occupants	70.2	85	54	-36%	-23%
	Other vehicle occupants	37.0	42	27	-36%	-27%
	<b>Total</b>	<b>1,232.0</b>	<b>977</b>	<b>924</b>	<b>-5%</b>	<b>-25%</b>
<b>All severities</b>	Pedestrians	224.6	149	121	-19%	-46%
	Pedal cyclists	108.4	61	50	-18%	-54%
	Powered two-wheeler	154.0	142	149	5%	-3%
	Car occupants	865.0	639	646	1%	-25%
	Bus or coach occupants	78.2	95	59	-38%	-25%
	Other vehicle occupants	43.0	49	33	-33%	-23%
	<b>Total</b>	<b>1,473.2</b>	<b>1,135</b>	<b>1,058</b>	<b>-7%</b>	<b>-28%</b>

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

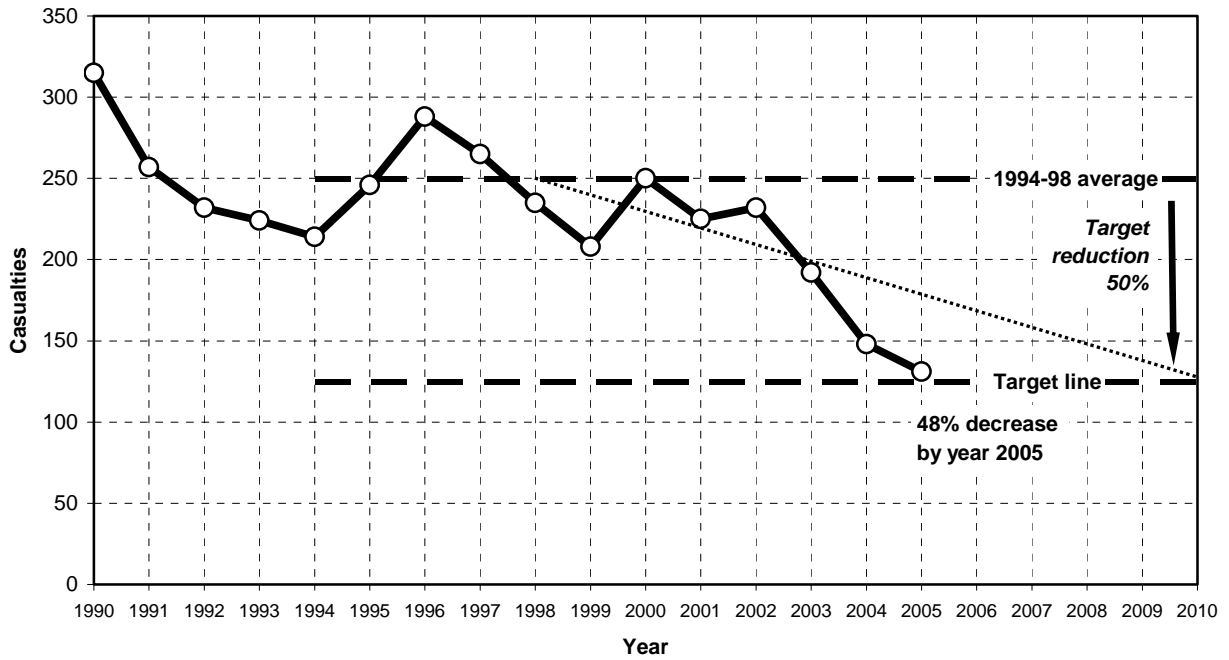
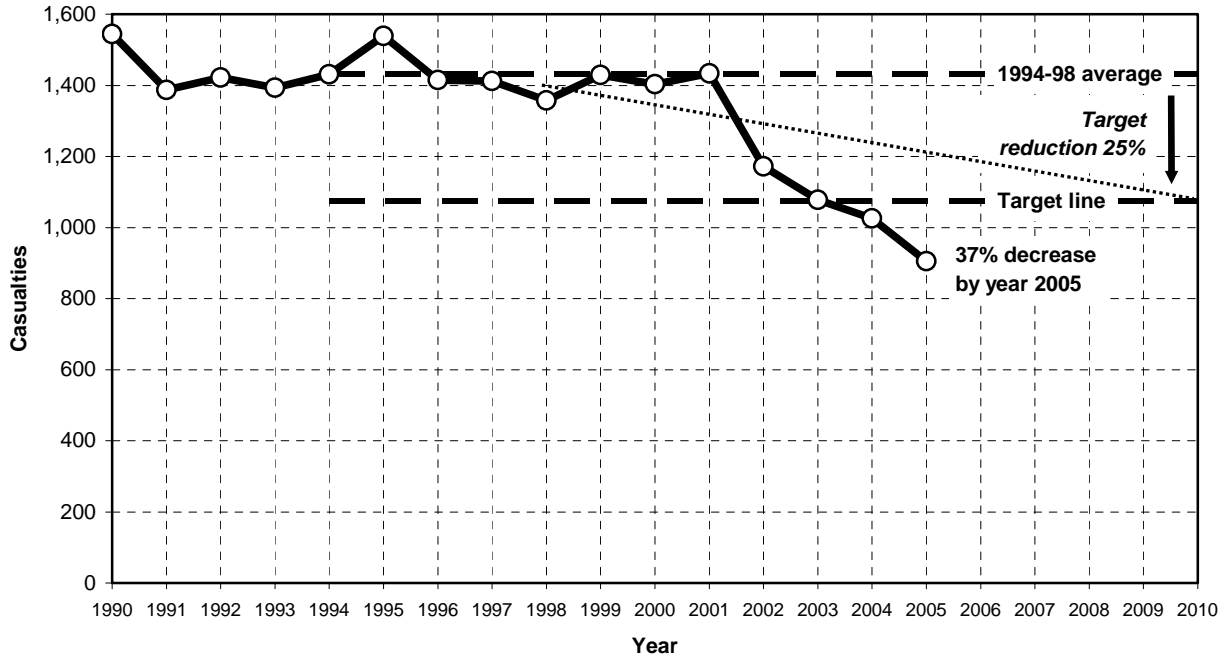


Fig. A6.2: L.B. of Camden - All slight casualties



**Table A6: Towards the year 2010: Monitoring casualties in L.B. of Camden**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	5.0	2	0	-100%	-100%
	Pedal cyclists	0.6	0	1	∞	67%
	Powered two-wheeler	0.8	2	1	-50%	25%
	Car occupants	0.8	0	0	0%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	0	0	0%	-100%
	<b>Total</b>	<b>7.6</b>	<b>4</b>	<b>2</b>	<b>-50%</b>	<b>-74%</b>
<b>Fatal &amp; serious</b>	Pedestrians	104.0	61	58	-5%	-44%
	Pedal cyclists	31.0	20	19	-5%	-39%
	Powered two-wheeler	41.0	37	33	-11%	-20%
	Car occupants	51.4	22	10	-55%	-81%
	Bus or coach occupants	11.2	7	6	-14%	-46%
	Other vehicle occupants	11.0	1	5	400%	-55%
	<b>Total</b>	<b>249.6</b>	<b>148</b>	<b>131</b>	<b>-11%</b>	<b>-48%</b>
	<b>Children (under 16yrs)</b>	<b>24.6</b>	<b>9</b>	<b>11</b>	<b>22%</b>	<b>-55%</b>
<b>Slight*</b>	Pedestrians	351.0	263	212	-19%	-40%
	Pedal cyclists	192.8	169	163	-4%	-15%
	Powered two-wheeler	289.0	201	201	0%	-30%
	Car occupants	444.6	252	212	-16%	-52%
	Bus or coach occupants	78.0	93	72	-23%	-8%
	Other vehicle occupants	75.4	48	45	-6%	-40%
	<b>Total</b>	<b>1,430.8</b>	<b>1,026</b>	<b>905</b>	<b>-12%</b>	<b>-37%</b>
<b>All severities</b>	Pedestrians	455.0	324	270	-17%	-41%
	Pedal cyclists	223.8	189	182	-4%	-19%
	Powered two-wheeler	330.0	238	234	-2%	-29%
	Car occupants	496.0	274	222	-19%	-55%
	Bus or coach occupants	89.2	100	78	-22%	-13%
	Other vehicle occupants	86.4	49	50	2%	-42%
	<b>Total</b>	<b>1,680.4</b>	<b>1,174</b>	<b>1,036</b>	<b>-12%</b>	<b>-38%</b>

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

## 7. City of London

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

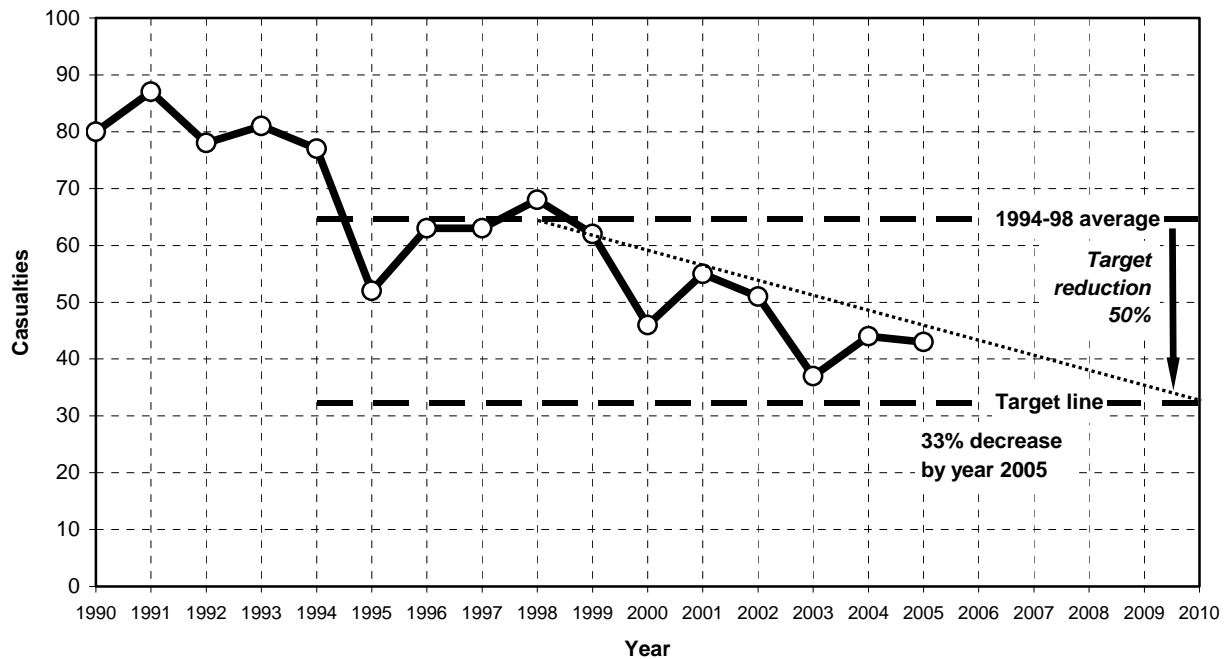
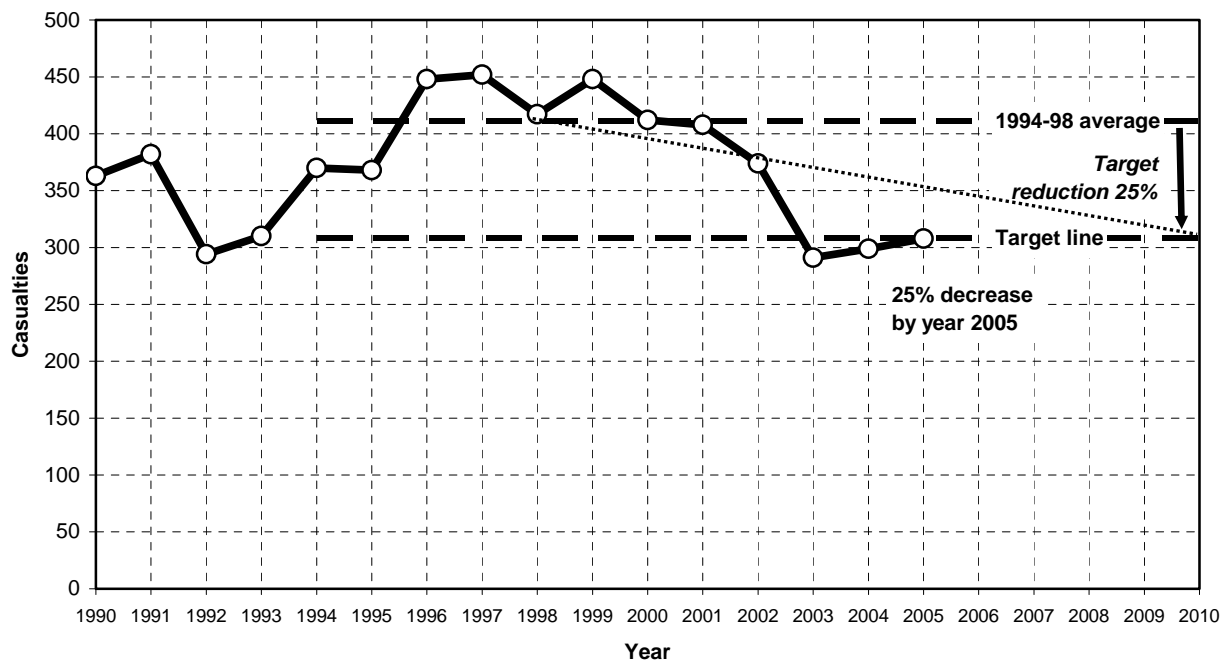


Fig. A7.2: City of London - All slight casualties



**Table A7: Towards the year 2010: Monitoring casualties in the City of London.**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	0.8	1	0	-100%	-100%
	Pedal cyclists	0.8	2	1	-50%	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%
	<b>Total</b>	<b>3.0</b>	<b>3</b>	<b>1</b>	<b>-67%</b>	<b>-67%</b>
<b>Fatal &amp; serious</b>	Pedestrians	24.6	13	12	-8%	-51%
	Pedal cyclists	7.4	11	14	27%	89%
	Powered two-wheeler	15.2	11	10	-9%	-34%
	Car occupants	10.0	4	1	-75%	-90%
	Bus or coach occupants	3.8	2	1	-50%	-74%
	Other vehicle occupants	3.6	3	5	67%	39%
	<b>Total</b>	<b>64.6</b>	<b>44</b>	<b>43</b>	<b>-2%</b>	<b>-33%</b>
	<b>Children (under 16yrs)</b>	<b>2.0</b>	<b>2</b>	<b>0</b>	<b>-100%</b>	<b>-100%</b>
<b>Slight*</b>	Pedestrians	121.8	89	80	-10%	-34%
	Pedal cyclists	66.0	69	85	23%	29%
	Powered two-wheeler	105.8	70	65	-7%	-39%
	Car occupants	66.6	32	30	-6%	-55%
	Bus or coach occupants	23.0	23	24	4%	4%
	Other vehicle occupants	27.8	16	24	50%	-14%
	<b>Total</b>	<b>411.0</b>	<b>299</b>	<b>308</b>	<b>3%</b>	<b>-25%</b>
<b>All severities</b>	Pedestrians	146.4	102	92	-10%	-37%
	Pedal cyclists	73.4	80	99	24%	35%
	Powered two-wheeler	121.0	81	75	-7%	-38%
	Car occupants	76.6	36	31	-14%	-60%
	Bus or coach occupants	26.8	25	25	0%	-7%
	Other vehicle occupants	31.4	19	29	53%	-8%
	<b>Total</b>	<b>475.6</b>	<b>343</b>	<b>351</b>	<b>2%</b>	<b>-26%</b>

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

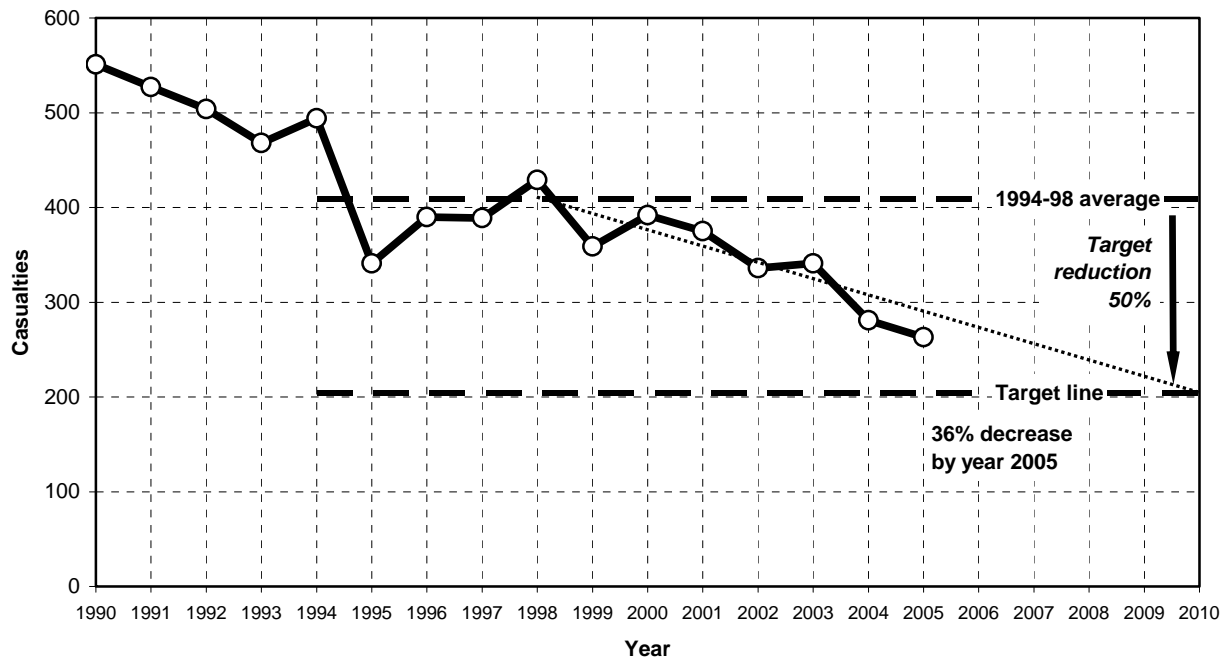
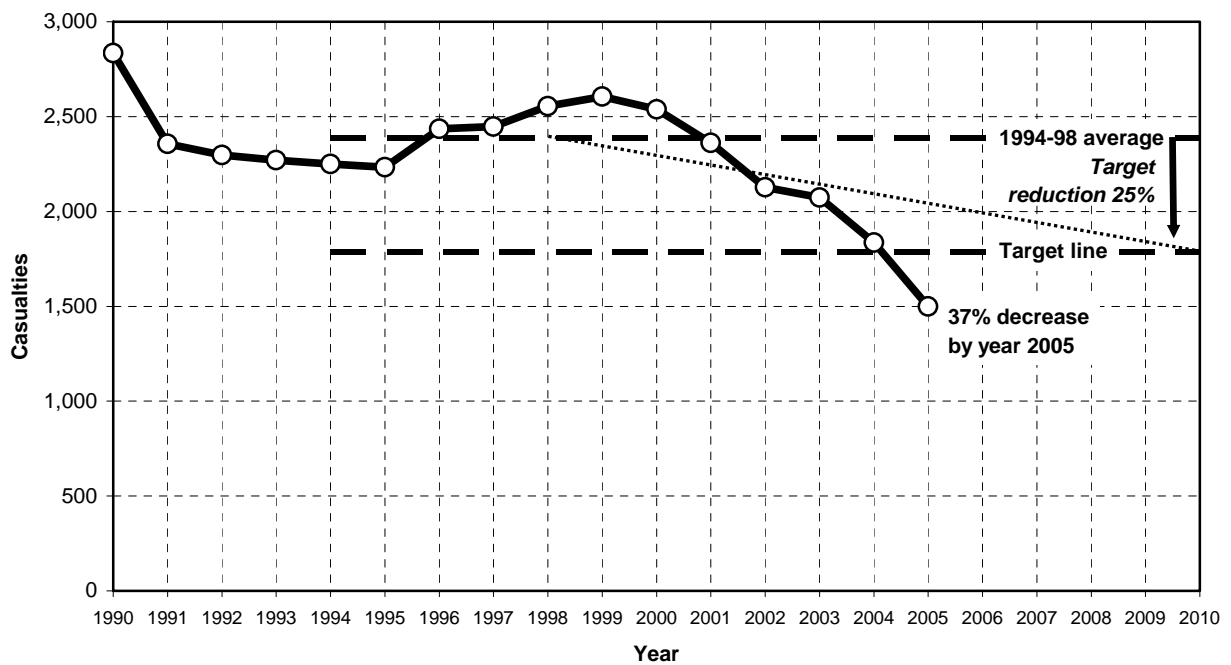


Fig. A8.2: City of Westminster - All slight casualties





**Table A8: Towards the year 2010: Monitoring casualties in City of Westminster**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	10.4	7	7	0%	-33%
	Pedal cyclists	0.8	0	2	∞	150%
	Powered two-wheeler	1.4	2	2	0%	43%
	Car occupants	1.2	0	1	∞	-17%
	Bus or coach occupants	0.4	0	0	0%	-100%
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>14.2</b>	<b>9</b>	<b>12</b>	<b>33%</b>	<b>-15%</b>
<b>Fatal &amp; serious</b>	Pedestrians	178.8	119	121	2%	-32%
	Pedal cyclists	38.4	31	31	0%	-19%
	Powered two-wheeler	64.8	57	50	-12%	-23%
	Car occupants	71.4	48	36	-25%	-50%
	Bus or coach occupants	36.2	18	19	6%	-48%
	Other vehicle occupants	19.0	8	6	-25%	-68%
	<b>Total</b>	<b>408.6</b>	<b>281</b>	<b>263</b>	<b>-6%</b>	<b>-36%</b>
	<b>Children (under 16yrs)</b>	<b>22.6</b>	<b>14</b>	<b>14</b>	<b>0%</b>	<b>-38%</b>
<b>Slight*</b>	Pedestrians	652.8	512	447	-13%	-32%
	Pedal cyclists	303.4	237	218	-8%	-28%
	Powered two-wheeler	467.2	379	298	-21%	-36%
	Car occupants	579.0	384	300	-22%	-48%
	Bus or coach occupants	213.0	211	139	-34%	-35%
	Other vehicle occupants	169.0	113	97	-14%	-43%
	<b>Total</b>	<b>2,384.4</b>	<b>1,836</b>	<b>1,499</b>	<b>-18%</b>	<b>-37%</b>
<b>All severities</b>	Pedestrians	831.6	631	568	-10%	-32%
	Pedal cyclists	341.8	268	249	-7%	-27%
	Powered two-wheeler	532.0	436	348	-20%	-35%
	Car occupants	650.4	432	336	-22%	-48%
	Bus or coach occupants	249.2	229	158	-31%	-37%
	Other vehicle occupants	188.0	121	103	-15%	-45%
	<b>Total</b>	<b>2,793.0</b>	<b>2,117</b>	<b>1,762</b>	<b>-17%</b>	<b>-37%</b>

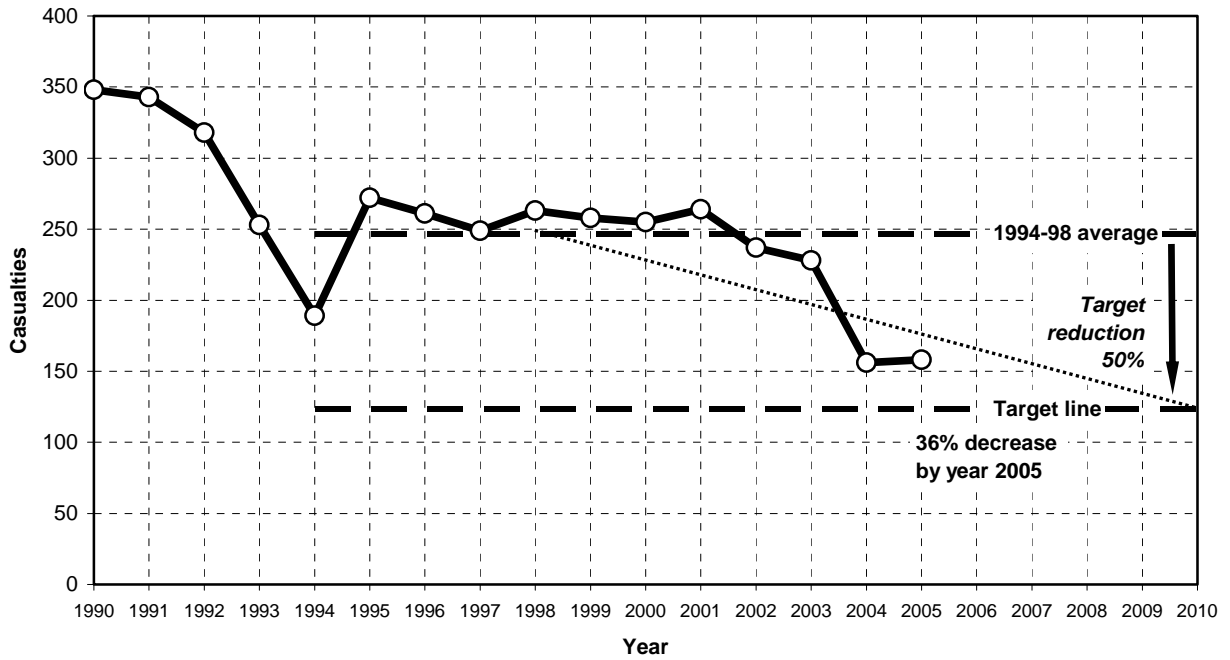
NB. Shaded areas show the National and London casualty reduction target categories

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

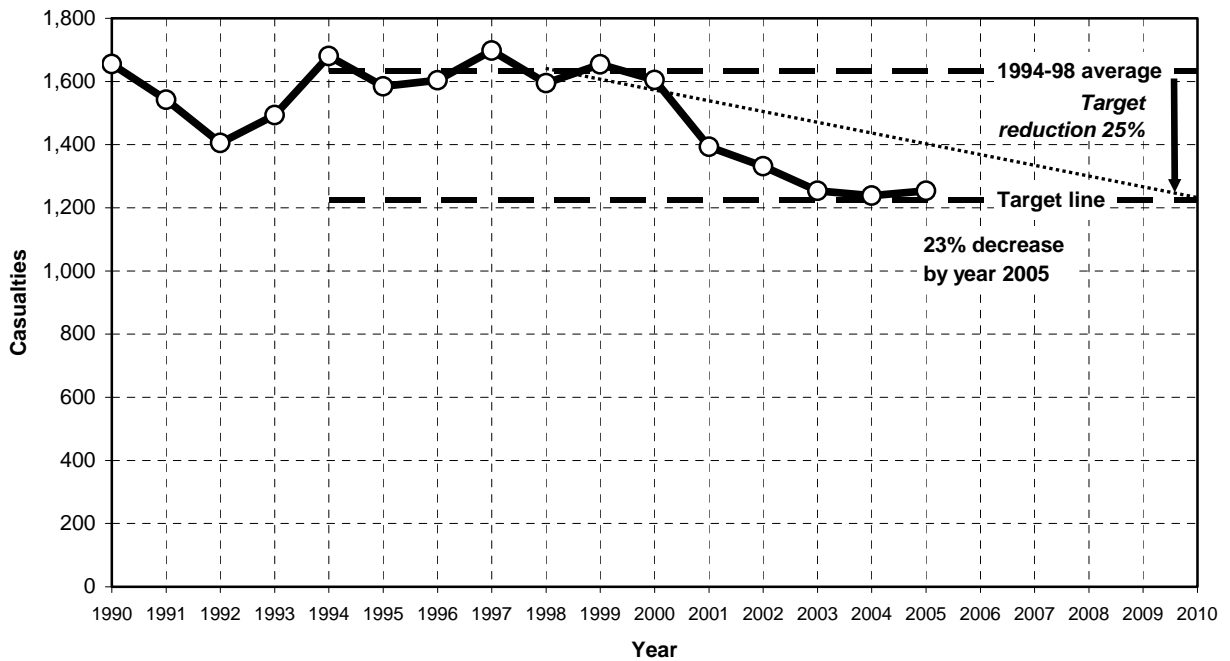
Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

# 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 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	5.6	4	2	-50%	-64%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	1.0	3	1	-67%	0%
	Car occupants	1.4	4	4	0%	186%
	Bus or coach occupants	0.4	0	0	0%	-100%
	Other vehicle occupants	0.2	0	0	0%	-100%
	<b>Total</b>	<b>8.8</b>	<b>11</b>	<b>7</b>	<b>-36%</b>	<b>-20%</b>
<b>Fatal &amp; serious</b>	Pedestrians	67.6	46	48	4%	-29%
	Pedal cyclists	13.0	10	8	-20%	-38%
	Powered two-wheeler	31.2	29	26	-10%	-17%
	Car occupants	117.6	55	63	15%	-46%
	Bus or coach occupants	10.6	9	9	0%	-15%
	Other vehicle occupants	6.8	7	4	-43%	-41%
	<b>Total</b>	<b>246.8</b>	<b>156</b>	<b>158</b>	<b>1%</b>	<b>-36%</b>
	<b>Children (under 16yrs)</b>	<b>41.8</b>	<b>19</b>	<b>13</b>	<b>-32%</b>	<b>-69%</b>
<b>Slight*</b>	Pedestrians	274.6	201	207	3%	-25%
	Pedal cyclists	119.2	85	63	-26%	-47%
	Powered two-wheeler	174.6	187	165	-12%	-5%
	Car occupants	950.0	665	715	8%	-25%
	Bus or coach occupants	77.0	60	65	8%	-16%
	Other vehicle occupants	37.0	40	39	-3%	5%
	<b>Total</b>	<b>1,632.4</b>	<b>1,238</b>	<b>1,254</b>	<b>1%</b>	<b>-23%</b>
<b>All severities</b>	Pedestrians	342.2	247	255	3%	-25%
	Pedal cyclists	132.2	95	71	-25%	-46%
	Powered two-wheeler	205.8	216	191	-12%	-7%
	Car occupants	1,067.6	720	778	8%	-27%
	Bus or coach occupants	87.6	69	74	7%	-16%
	Other vehicle occupants	43.8	47	43	-9%	-2%
	<b>Total</b>	<b>1,879.2</b>	<b>1,394</b>	<b>1,412</b>	<b>1%</b>	<b>-25%</b>

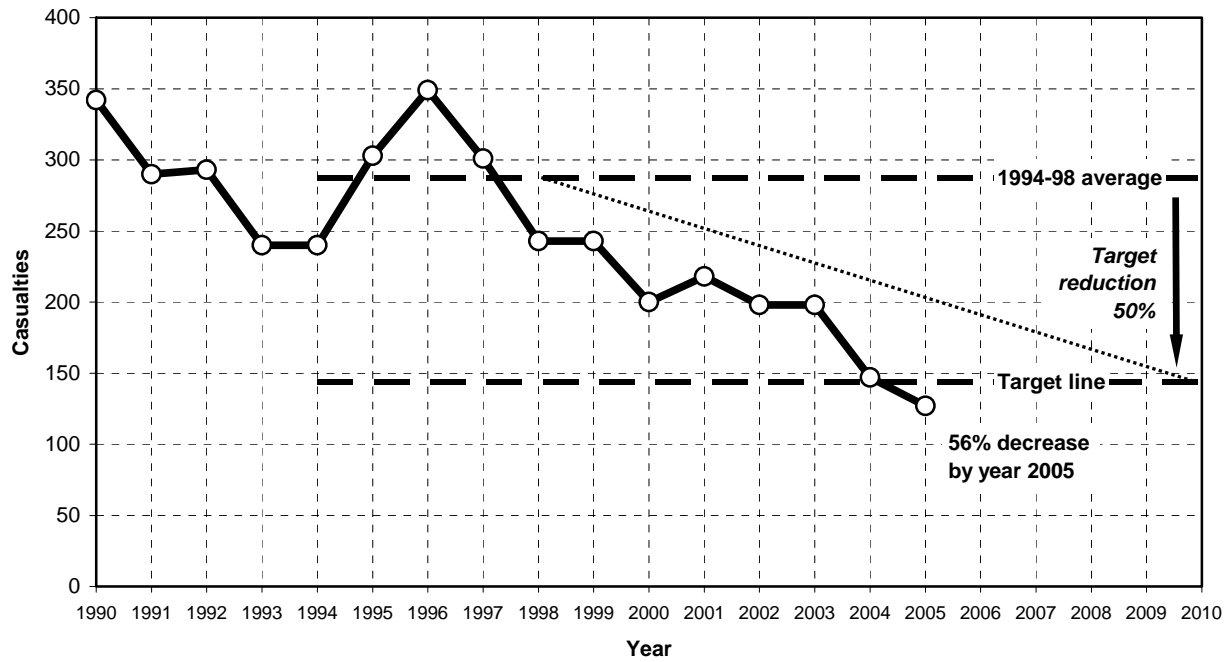
NB. Shaded areas show the National and London casualty reduction target categories

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

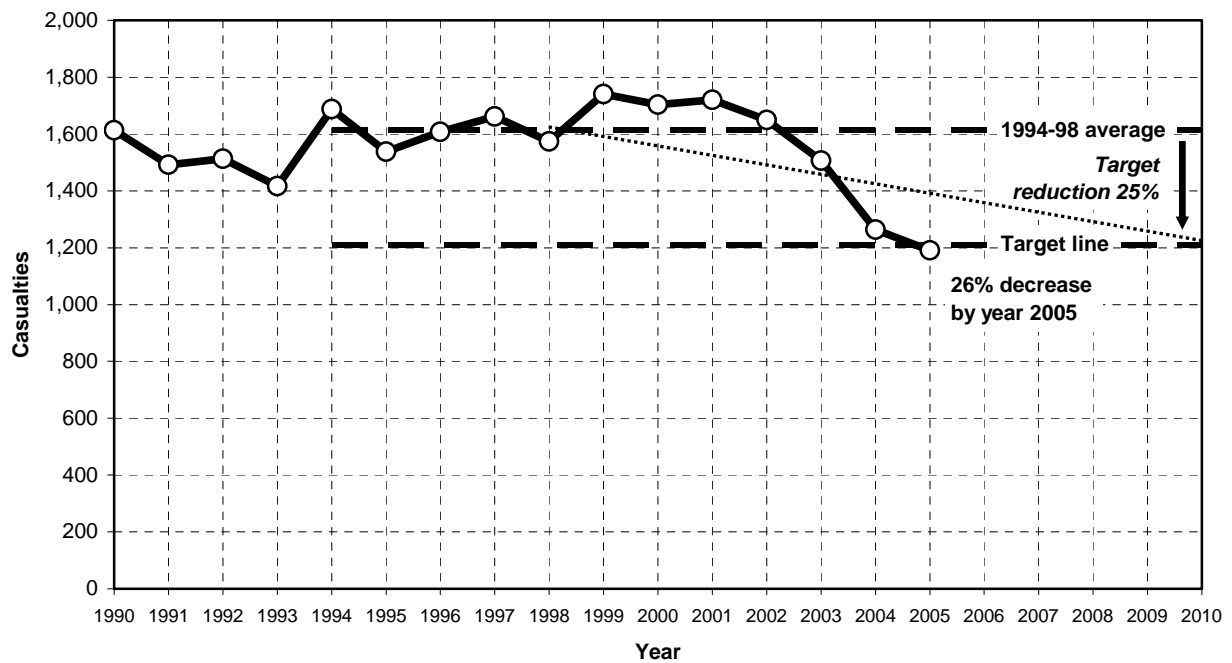
Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

# 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 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	7.0	5	3	-40%	-57%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.8	0	0	0%	-100%
	Car occupants	1.6	2	6	200%	275%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	0	0%	-100%
	<b>Total</b>	<b>10.0</b>	<b>7</b>	<b>9</b>	<b>29%</b>	<b>-10%</b>
<b>Fatal &amp; serious</b>	Pedestrians	91.2	54	45	-17%	-51%
	Pedal cyclists	20.6	8	9	13%	-56%
	Powered two-wheeler	32.0	25	25	0%	-22%
	Car occupants	126.2	52	38	-27%	-70%
	Bus or coach occupants	7.2	7	9	29%	25%
	Other vehicle occupants	10.0	1	1	0%	-90%
	<b>Total</b>	<b>287.2</b>	<b>147</b>	<b>127</b>	<b>-14%</b>	<b>-56%</b>
	<b>Children (under 16yrs)</b>	<b>34.8</b>	<b>19</b>	<b>15</b>	<b>-21%</b>	<b>-57%</b>
<b>Slight*</b>	Pedestrians	269.2	196	208	6%	-23%
	Pedal cyclists	136.6	79	64	-19%	-53%
	Powered two-wheeler	167.8	160	150	-6%	-11%
	Car occupants	923.8	724	659	-9%	-29%
	Bus or coach occupants	56.2	81	79	-2%	41%
	Other vehicle occupants	60.4	24	31	29%	-49%
	<b>Total</b>	<b>1,614.0</b>	<b>1,264</b>	<b>1,191</b>	<b>-6%</b>	<b>-26%</b>
<b>All severities</b>	Pedestrians	360.4	250	253	1%	-30%
	Pedal cyclists	157.2	87	73	-16%	-54%
	Powered two-wheeler	199.8	185	175	-5%	-12%
	Car occupants	1,050.0	776	697	-10%	-34%
	Bus or coach occupants	63.4	88	88	0%	39%
	Other vehicle occupants	70.4	25	32	28%	-55%
	<b>Total</b>	<b>1,901.2</b>	<b>1,411</b>	<b>1,318</b>	<b>-7%</b>	<b>-31%</b>

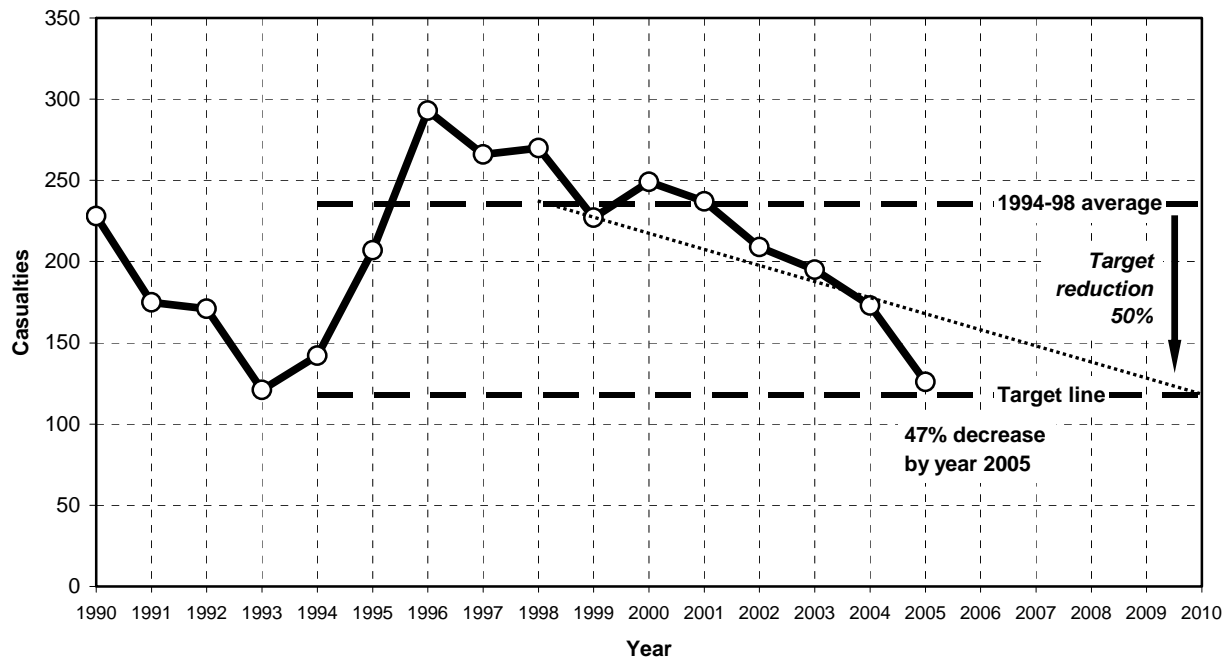
NB. Shaded areas show the National and London casualty reduction target categories

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

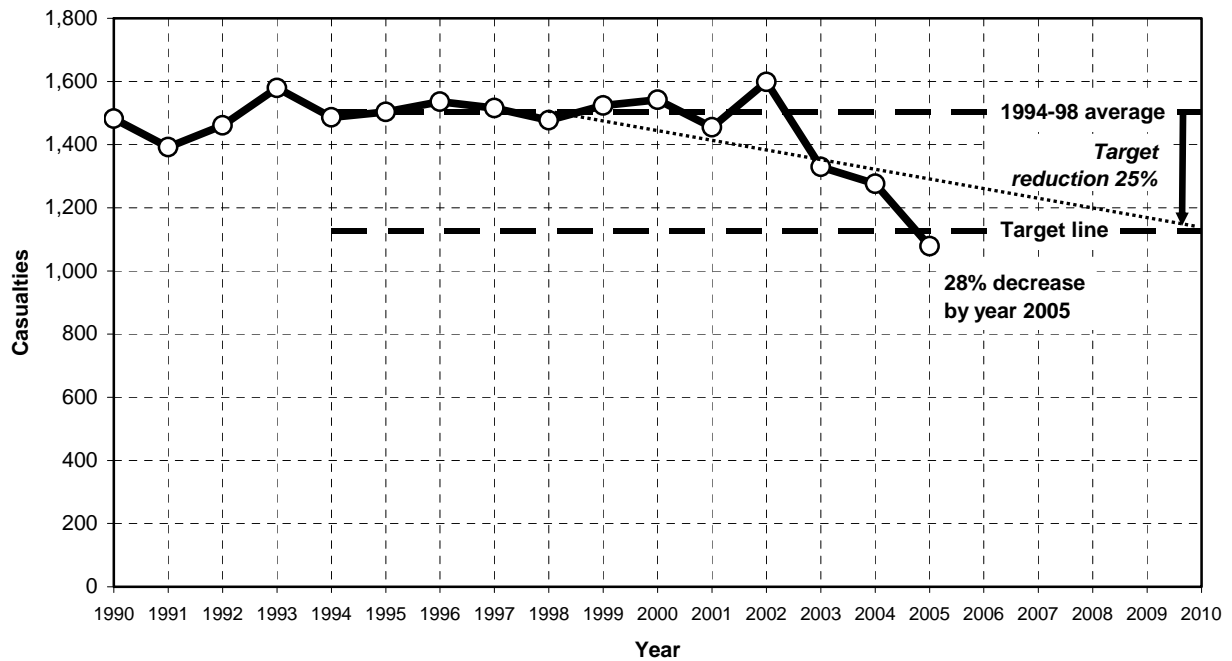
Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

# 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 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	5.0	1	6	500%	20%
	Pedal cyclists	0.6	0	1	∞	67%
	Powered two-wheeler	1.2	2	4	100%	233%
	Car occupants	3.2	3	2	-33%	-38%
	Bus or coach occupants	0.0	1	0	-100%	0%
	Other vehicle occupants	0.2	1	0	-100%	-100%
	<b>Total</b>	<b>10.2</b>	<b>8</b>	<b>13</b>	<b>63%</b>	<b>27%</b>
<b>Fatal &amp; serious</b>	Pedestrians	64.4	39	37	-5%	-43%
	Pedal cyclists	13.0	8	7	-13%	-46%
	Powered two-wheeler	21.2	23	26	13%	23%
	Car occupants	124.6	86	50	-42%	-60%
	Bus or coach occupants	5.0	10	2	-80%	-60%
	Other vehicle occupants	7.4	7	4	-43%	-46%
	<b>Total</b>	<b>235.6</b>	<b>173</b>	<b>126</b>	<b>-27%</b>	<b>-47%</b>
	<b>Children (under 16yrs)</b>	<b>33.2</b>	<b>22</b>	<b>8</b>	<b>-64%</b>	<b>-76%</b>
<b>Slight*</b>	Pedestrians	220.8	136	144	6%	-35%
	Pedal cyclists	80.8	42	41	-2%	-49%
	Powered two-wheeler	116.0	99	86	-13%	-26%
	Car occupants	973.8	864	733	-15%	-25%
	Bus or coach occupants	46.6	74	40	-46%	-14%
	Other vehicle occupants	65.8	61	35	-43%	-47%
	<b>Total</b>	<b>1,503.8</b>	<b>1,276</b>	<b>1,079</b>	<b>-15%</b>	<b>-28%</b>
<b>All severities</b>	Pedestrians	285.2	175	181	3%	-37%
	Pedal cyclists	93.8	50	48	-4%	-49%
	Powered two-wheeler	137.2	122	112	-8%	-18%
	Car occupants	1,098.4	950	783	-18%	-29%
	Bus or coach occupants	51.6	84	42	-50%	-19%
	Other vehicle occupants	73.2	68	39	-43%	-47%
	<b>Total</b>	<b>1,739.4</b>	<b>1,449</b>	<b>1,205</b>	<b>-17%</b>	<b>-31%</b>

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

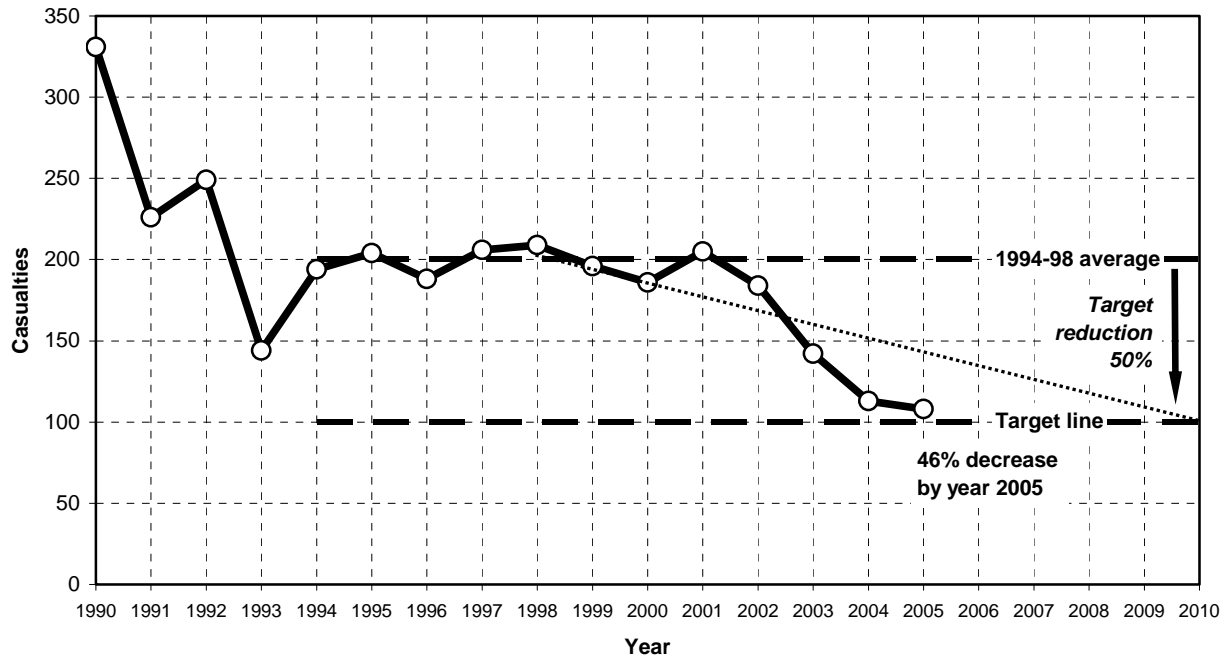
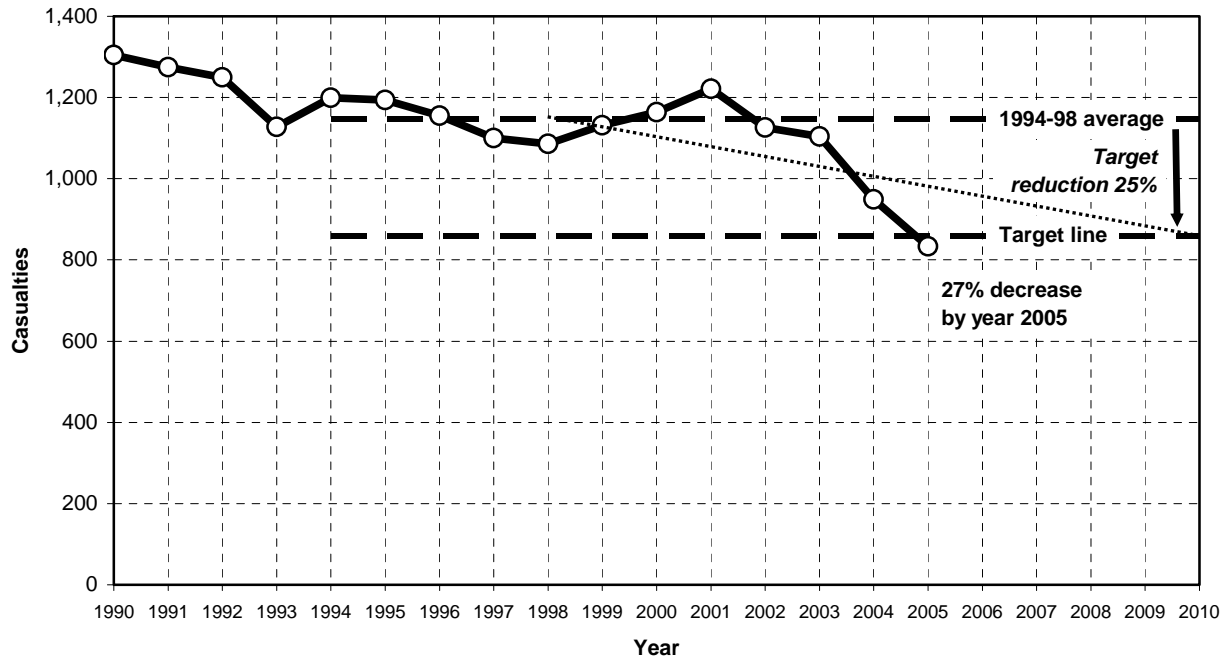


Fig. A12.2: L.B. of Greenwich - All slight casualties





**Table A12: Towards the year 2010: Monitoring casualties in L.B. of Greenwich**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	3.6	5	3	-40%	-17%
	Pedal cyclists	0.2	0	1	∞	400%
	Powered two-wheeler	2.4	2	1	-50%	-58%
	Car occupants	2.8	2	2	0%	-29%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	1	1	0%	400%
	<b>Total</b>	<b>9.2</b>	<b>10</b>	<b>8</b>	<b>-20%</b>	<b>-13%</b>
<b>Fatal &amp; serious</b>	Pedestrians	60.2	27	31	15%	-49%
	Pedal cyclists	9.8	6	7	17%	-29%
	Powered two-wheeler	30.0	29	33	14%	10%
	Car occupants	88.4	40	33	-18%	-63%
	Bus or coach occupants	6.4	9	1	-89%	-84%
	Other vehicle occupants	5.4	2	3	50%	-44%
	<b>Total</b>	<b>200.2</b>	<b>113</b>	<b>108</b>	<b>-4%</b>	<b>-46%</b>
	<b>Children (under 16yrs)</b>	<b>37.0</b>	<b>15</b>	<b>11</b>	<b>-27%</b>	<b>-70%</b>
<b>Slight*</b>	Pedestrians	192.6	145	153	6%	-21%
	Pedal cyclists	78.2	49	47	-4%	-40%
	Powered two-wheeler	149.0	140	121	-14%	-19%
	Car occupants	614.2	518	439	-15%	-29%
	Bus or coach occupants	67.2	72	54	-25%	-20%
	Other vehicle occupants	45.6	25	19	-24%	-58%
	<b>Total</b>	<b>1,146.8</b>	<b>949</b>	<b>833</b>	<b>-12%</b>	<b>-27%</b>
<b>All severities</b>	Pedestrians	252.8	172	184	7%	-27%
	Pedal cyclists	88.0	55	54	-2%	-39%
	Powered two-wheeler	179.0	169	154	-9%	-14%
	Car occupants	702.6	558	472	-15%	-33%
	Bus or coach occupants	73.6	81	55	-32%	-25%
	Other vehicle occupants	51.0	27	22	-19%	-57%
	<b>Total</b>	<b>1,347.0</b>	<b>1,062</b>	<b>941</b>	<b>-11%</b>	<b>-30%</b>

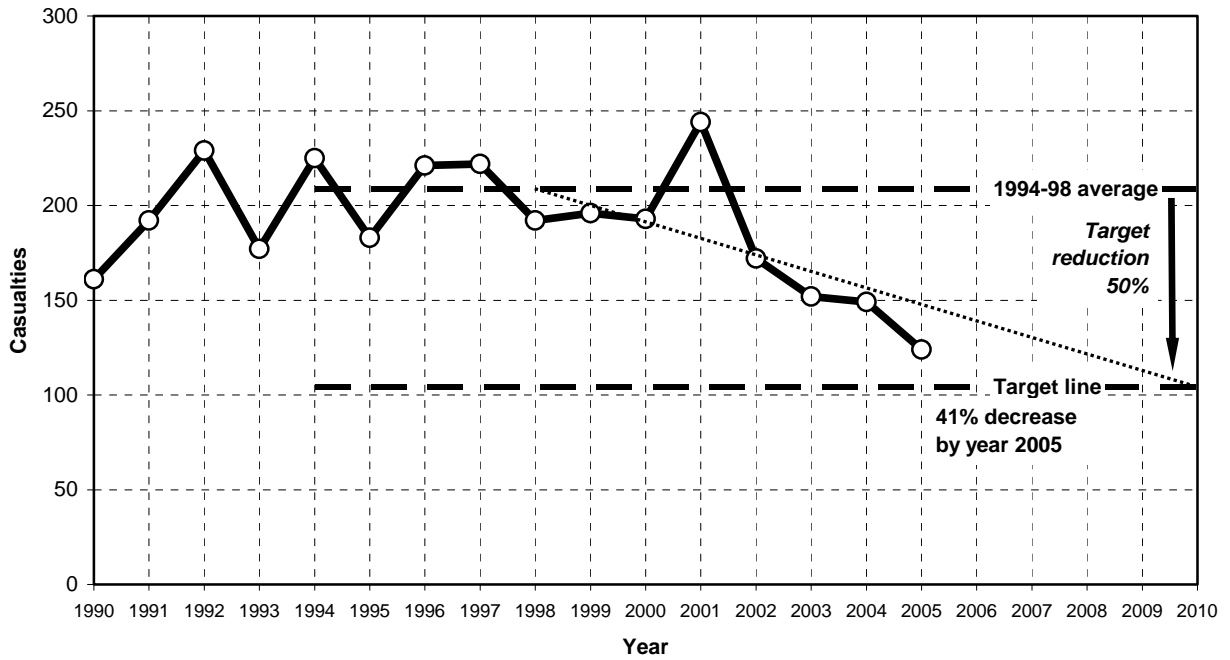
NB. Shaded areas show the National and London casualty reduction target categories

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

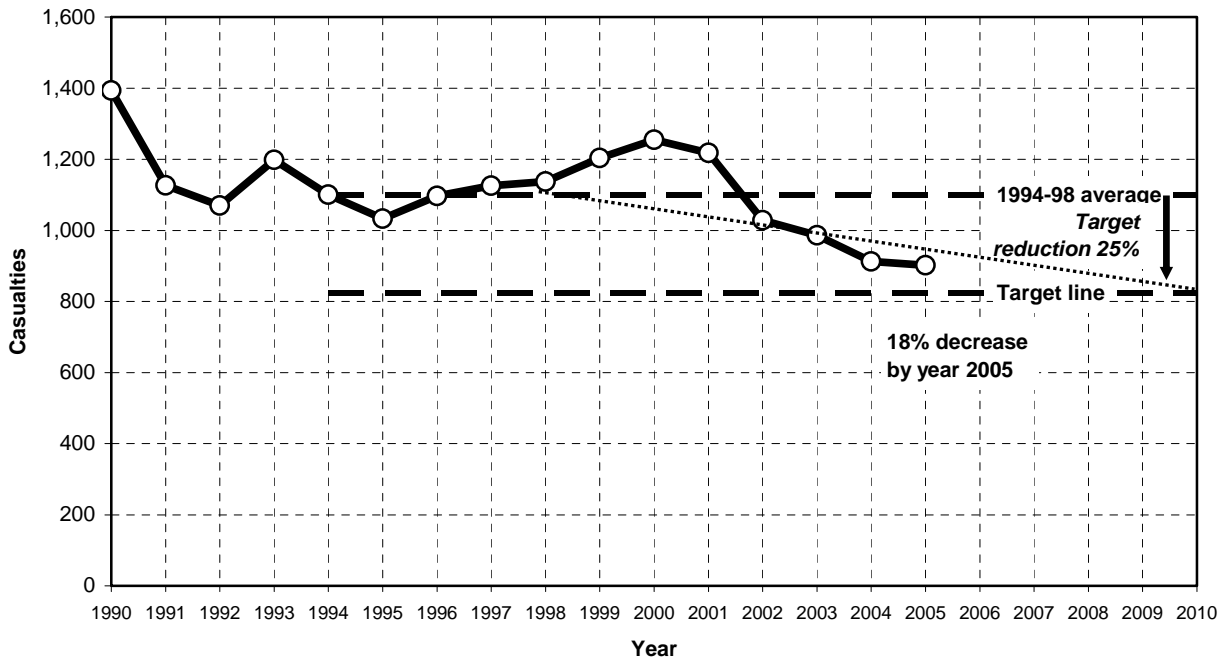
Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

# 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 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	4.8	7	2	-71%	-58%
	Pedal cyclists	0.4	0	1	∞	150%
	Powered two-wheeler	0.4	0	0	0%	-100%
	Car occupants	1.8	1	0	-100%	-100%
	Bus or coach occupants	0.6	0	0	0%	-100%
	Other vehicle occupants	0.0	0	1	∞	∞
	<b>Total</b>	<b>8.0</b>	<b>8</b>	<b>4</b>	<b>-50%</b>	<b>-50%</b>
<b>Fatal &amp; serious</b>	Pedestrians	78.4	54	43	-20%	-45%
	Pedal cyclists	18.8	17	18	6%	-4%
	Powered two-wheeler	25.0	33	30	-9%	20%
	Car occupants	69.4	38	25	-34%	-64%
	Bus or coach occupants	10.4	5	6	20%	-42%
	Other vehicle occupants	6.6	2	2	0%	-70%
	<b>Total</b>	<b>208.6</b>	<b>149</b>	<b>124</b>	<b>-17%</b>	<b>-41%</b>
	<b>Children (under 16yrs)</b>	<b>38.8</b>	<b>15</b>	<b>21</b>	<b>40%</b>	<b>-46%</b>
<b>Slight*</b>	Pedestrians	258.6	164	204	24%	-21%
	Pedal cyclists	127.8	111	116	5%	-9%
	Powered two-wheeler	152.0	156	139	-11%	-9%
	Car occupants	441.4	369	350	-5%	-21%
	Bus or coach occupants	80.0	94	61	-35%	-24%
	Other vehicle occupants	38.6	18	32	78%	-17%
	<b>Total</b>	<b>1,098.4</b>	<b>912</b>	<b>902</b>	<b>-1%</b>	<b>-18%</b>
<b>All severities</b>	Pedestrians	337.0	218	247	13%	-27%
	Pedal cyclists	146.6	128	134	5%	-9%
	Powered two-wheeler	177.0	189	169	-11%	-5%
	Car occupants	510.8	407	375	-8%	-27%
	Bus or coach occupants	90.4	99	67	-32%	-26%
	Other vehicle occupants	45.2	20	34	70%	-25%
	<b>Total</b>	<b>1,307.0</b>	<b>1,061</b>	<b>1,026</b>	<b>-3%</b>	<b>-21%</b>

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 & Fulham - All killed and seriously injured casualties

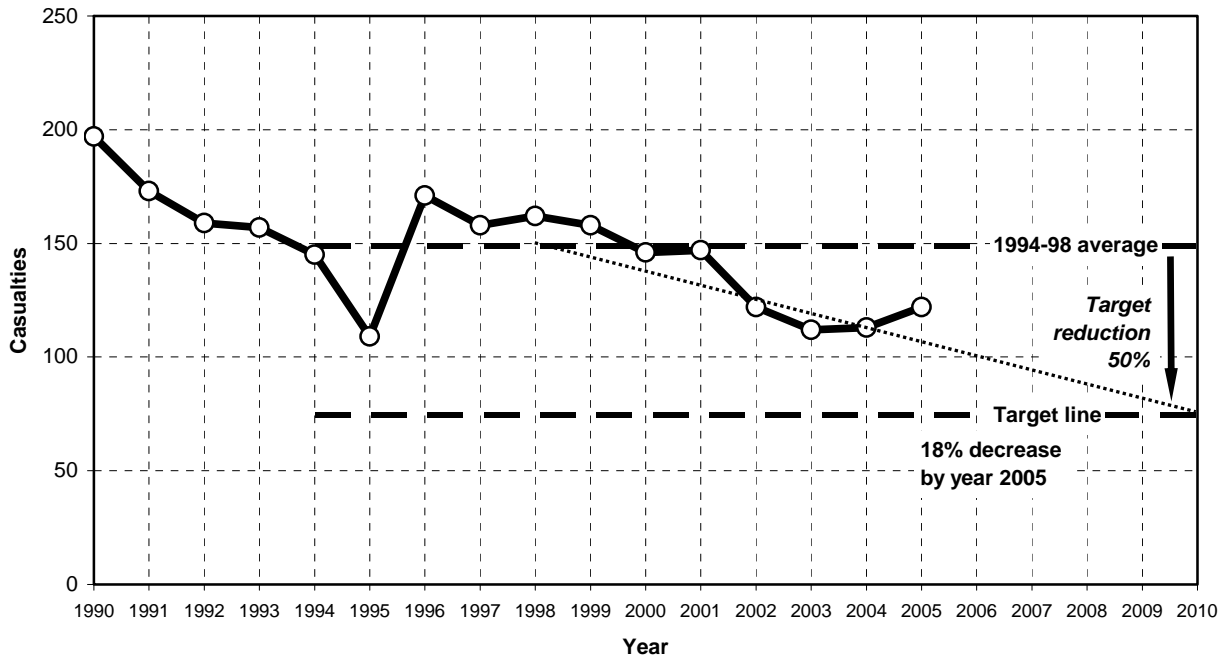
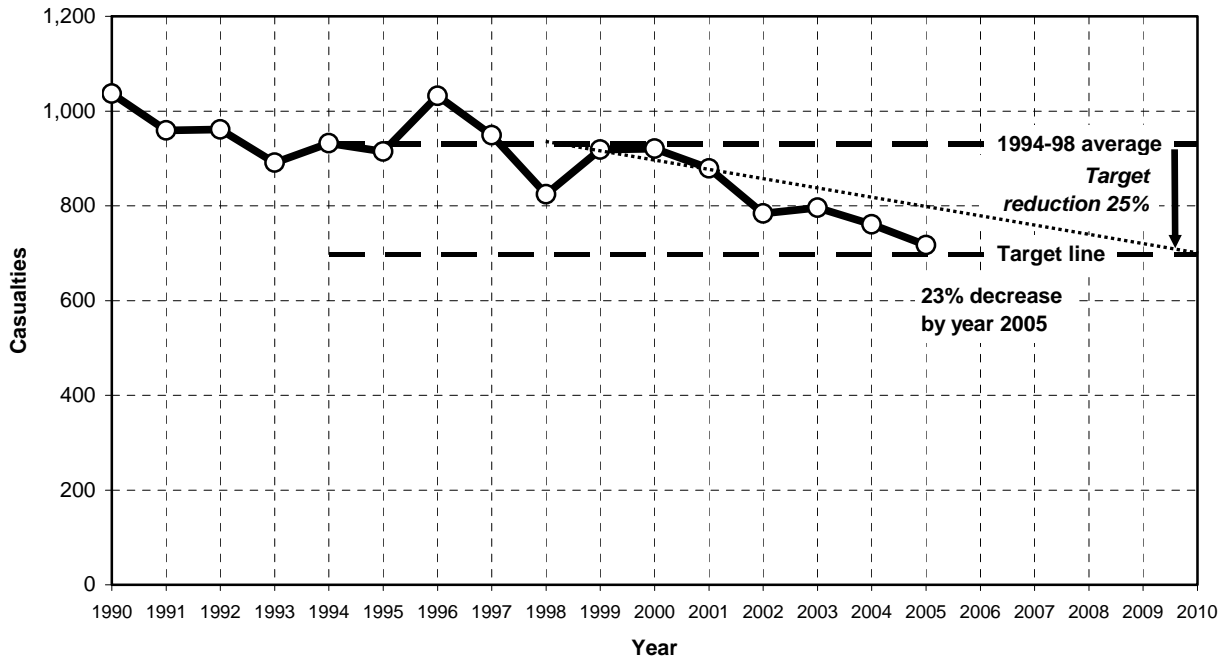


Fig. A14.2: L.B. of Hammersmith & Fulham - All slight casualties



**Table A14: Towards the year 2010: Monitoring casualties in L.B. of Hammersmith & Fulham**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	2.2	3	3	0%	36%
	Pedal cyclists	0.8	0	0	0%	-100%
	Powered two-wheeler	0.4	2	5	150%	1150%
	Car occupants	0.8	1	2	100%	150%
	Bus or coach occupants	0.4	0	0	0%	-100%
	Other vehicle occupants	0.2	0	0	0%	-100%
	<b>Total</b>	<b>4.8</b>	<b>6</b>	<b>10</b>	<b>67%</b>	<b>108%</b>
<b>Fatal &amp; serious</b>	Pedestrians	59.6	32	44	38%	-26%
	Pedal cyclists	20.2	19	21	11%	4%
	Powered two-wheeler	26.2	40	34	-15%	30%
	Car occupants	30.2	16	19	19%	-37%
	Bus or coach occupants	9.0	5	3	-40%	-67%
	Other vehicle occupants	3.8	1	1	0%	-74%
	<b>Total</b>	<b>149.0</b>	<b>113</b>	<b>122</b>	<b>8%</b>	<b>-18%</b>
	<b>Children (under 16yrs)</b>	<b>18.4</b>	<b>9</b>	<b>10</b>	<b>11%</b>	<b>-46%</b>
<b>Slight*</b>	Pedestrians	193.8	153	138	-10%	-29%
	Pedal cyclists	149.8	121	117	-3%	-22%
	Powered two-wheeler	178.4	185	198	7%	11%
	Car occupants	320.4	229	207	-10%	-35%
	Bus or coach occupants	57.2	43	32	-26%	-44%
	Other vehicle occupants	30.8	30	25	-17%	-19%
	<b>Total</b>	<b>930.4</b>	<b>761</b>	<b>717</b>	<b>-6%</b>	<b>-23%</b>
<b>All severities</b>	Pedestrians	253.4	185	182	-2%	-28%
	Pedal cyclists	170.0	140	138	-1%	-19%
	Powered two-wheeler	204.6	225	232	3%	13%
	Car occupants	350.6	245	226	-8%	-36%
	Bus or coach occupants	66.2	48	35	-27%	-47%
	Other vehicle occupants	34.6	31	26	-16%	-25%
	<b>Total</b>	<b>1,079.4</b>	<b>874</b>	<b>839</b>	<b>-4%</b>	<b>-22%</b>

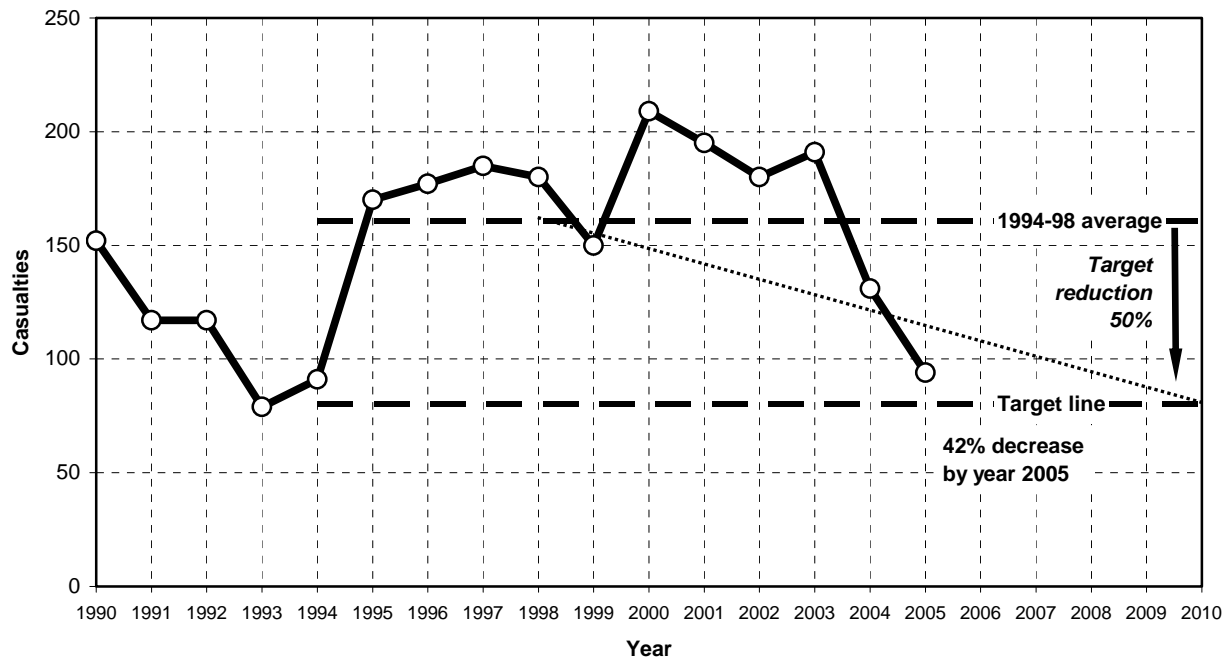
NB. Shaded areas show the National and London casualty reduction target categories

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

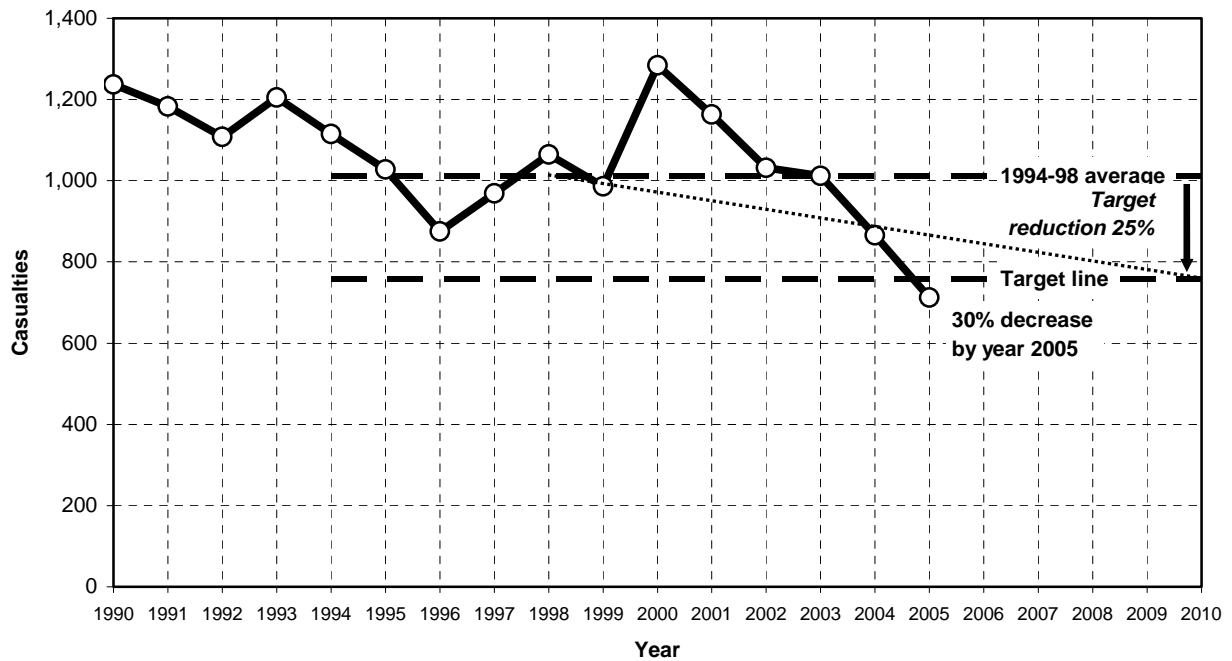
Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

# 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 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	5.8	1	4	300%	-31%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.2	0	0	0%	-100%
	Car occupants	1.4	2	3	50%	114%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>7.8</b>	<b>3</b>	<b>7</b>	<b>133%</b>	<b>-10%</b>
<b>Fatal &amp; serious</b>	Pedestrians	65.2	56	49	-13%	-25%
	Pedal cyclists	11.8	12	4	-67%	-66%
	Powered two-wheeler	21.0	14	16	14%	-24%
	Car occupants	55.2	43	23	-47%	-58%
	Bus or coach occupants	5.0	2	1	-50%	-80%
	Other vehicle occupants	2.4	4	1	-75%	-58%
	<b>Total</b>	<b>160.6</b>	<b>131</b>	<b>94</b>	<b>-28%</b>	<b>-41%</b>
	<b>Children (under 16yrs)</b>	<b>23.2</b>	<b>16</b>	<b>15</b>	<b>-6%</b>	<b>-35%</b>
<b>Slight*</b>	Pedestrians	257.8	190	154	-19%	-40%
	Pedal cyclists	76.8	59	55	-7%	-28%
	Powered two-wheeler	118.0	87	96	10%	-19%
	Car occupants	475.8	421	336	-20%	-29%
	Bus or coach occupants	50.6	80	55	-31%	9%
	Other vehicle occupants	31.4	29	16	-45%	-49%
	<b>Total</b>	<b>1,010.4</b>	<b>866</b>	<b>712</b>	<b>-18%</b>	<b>-30%</b>
<b>All severities</b>	Pedestrians	323.0	246	203	-17%	-37%
	Pedal cyclists	88.6	71	59	-17%	-33%
	Powered two-wheeler	139.0	101	112	11%	-19%
	Car occupants	531.0	464	359	-23%	-32%
	Bus or coach occupants	55.6	82	56	-32%	1%
	Other vehicle occupants	33.8	33	17	-48%	-50%
	<b>Total</b>	<b>1,171.0</b>	<b>997</b>	<b>806</b>	<b>-19%</b>	<b>-31%</b>

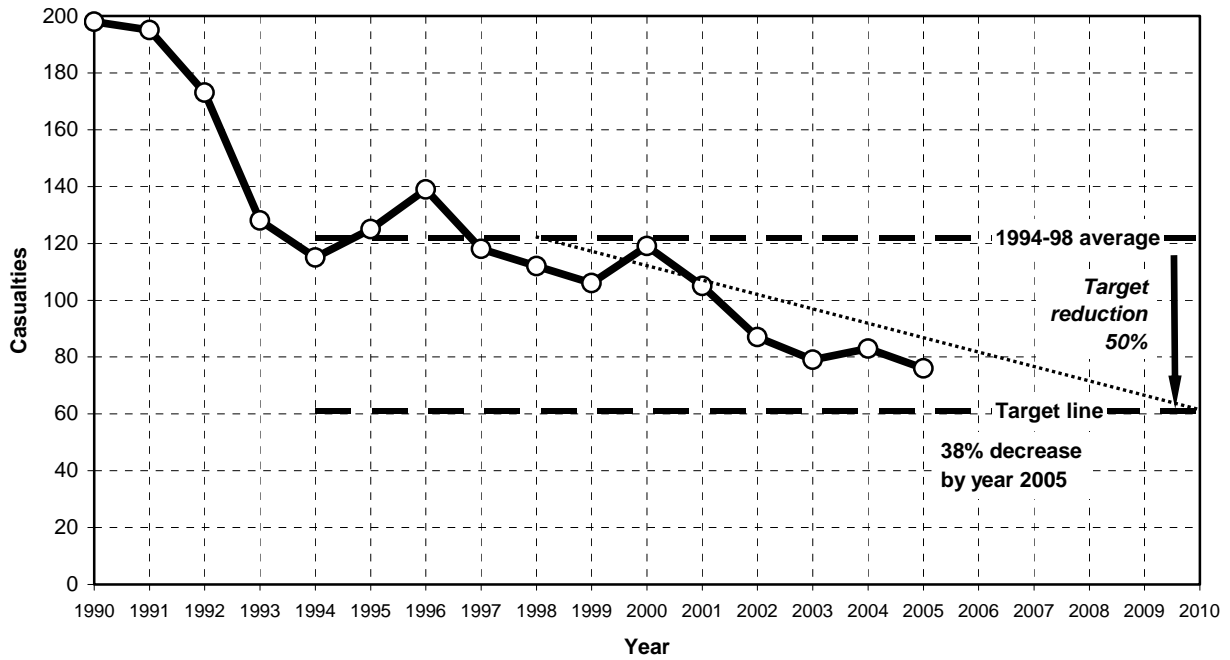
NB. Shaded areas show the National and London casualty reduction target categories

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

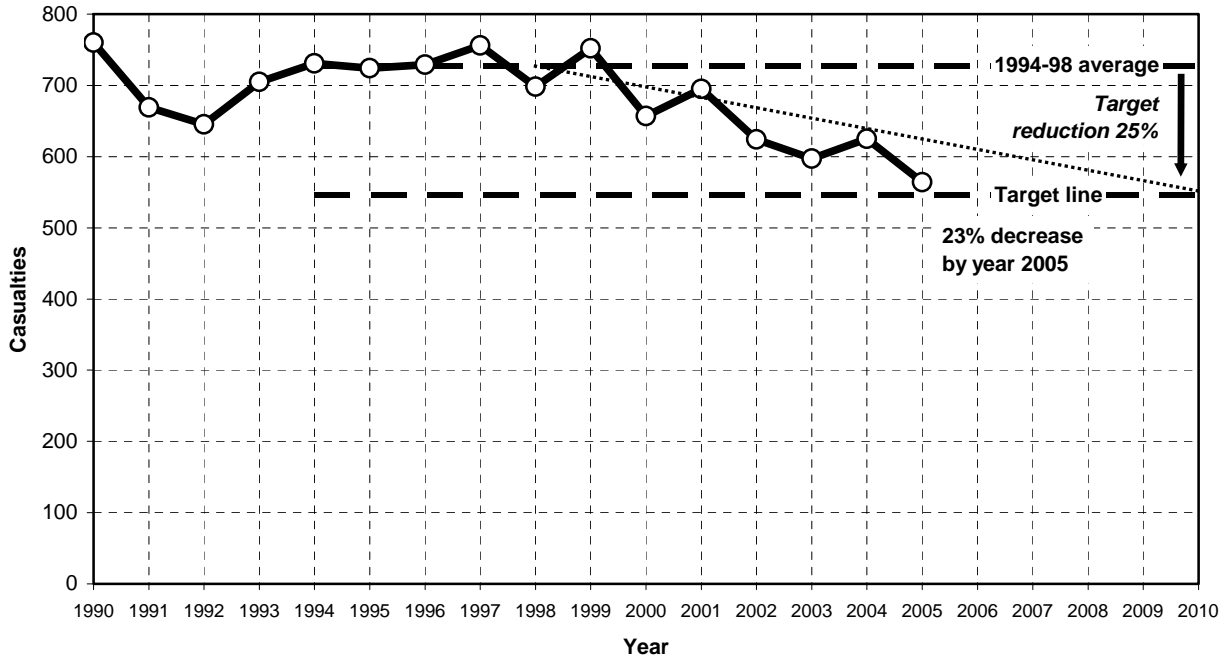
Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

# 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 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	1.8	2	1	-50%	-44%
	Pedal cyclists	0.0	0	1	∞	∞
	Powered two-wheeler	0.4	0	1	∞	150%
	Car occupants	2.2	2	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>4.4</b>	<b>4</b>	<b>3</b>	<b>-25%</b>	<b>-32%</b>
<b>Fatal &amp; serious</b>	Pedestrians	34.4	32	21	-34%	-39%
	Pedal cyclists	7.4	3	7	133%	-5%
	Powered two-wheeler	12.0	9	11	22%	-8%
	Car occupants	61.4	33	34	3%	-45%
	Bus or coach occupants	3.4	5	2	-60%	-41%
	Other vehicle occupants	3.2	1	1	0%	-69%
	<b>Total</b>	<b>121.8</b>	<b>83</b>	<b>76</b>	<b>-8%</b>	<b>-38%</b>
	<b>Children (under 16yrs)</b>	<b>19.8</b>	<b>12</b>	<b>4</b>	<b>-67%</b>	<b>-80%</b>
<b>Slight*</b>	Pedestrians	129.6	89	92	3%	-29%
	Pedal cyclists	51.2	34	28	-18%	-45%
	Powered two-wheeler	66.6	56	47	-16%	-29%
	Car occupants	433.6	418	350	-16%	-19%
	Bus or coach occupants	27.4	20	29	45%	6%
	Other vehicle occupants	19.2	8	18	125%	-6%
	<b>Total</b>	<b>727.6</b>	<b>625</b>	<b>564</b>	<b>-10%</b>	<b>-22%</b>
<b>All severities</b>	Pedestrians	164.0	121	113	-7%	-31%
	Pedal cyclists	58.6	37	35	-5%	-40%
	Powered two-wheeler	78.6	65	58	-11%	-26%
	Car occupants	495.0	451	384	-15%	-22%
	Bus or coach occupants	30.8	25	31	24%	1%
	Other vehicle occupants	22.4	9	19	111%	-15%
	<b>Total</b>	<b>849.4</b>	<b>708</b>	<b>640</b>	<b>-10%</b>	<b>-25%</b>

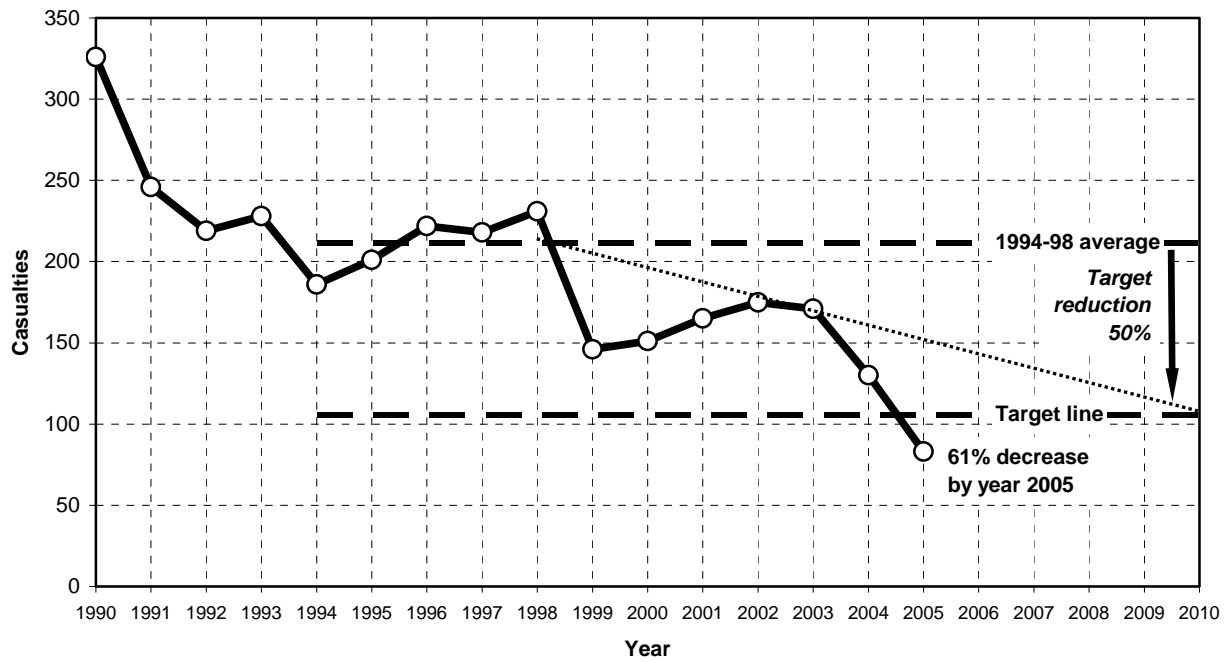
NB. Shaded areas show the National and London casualty reduction target categories

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

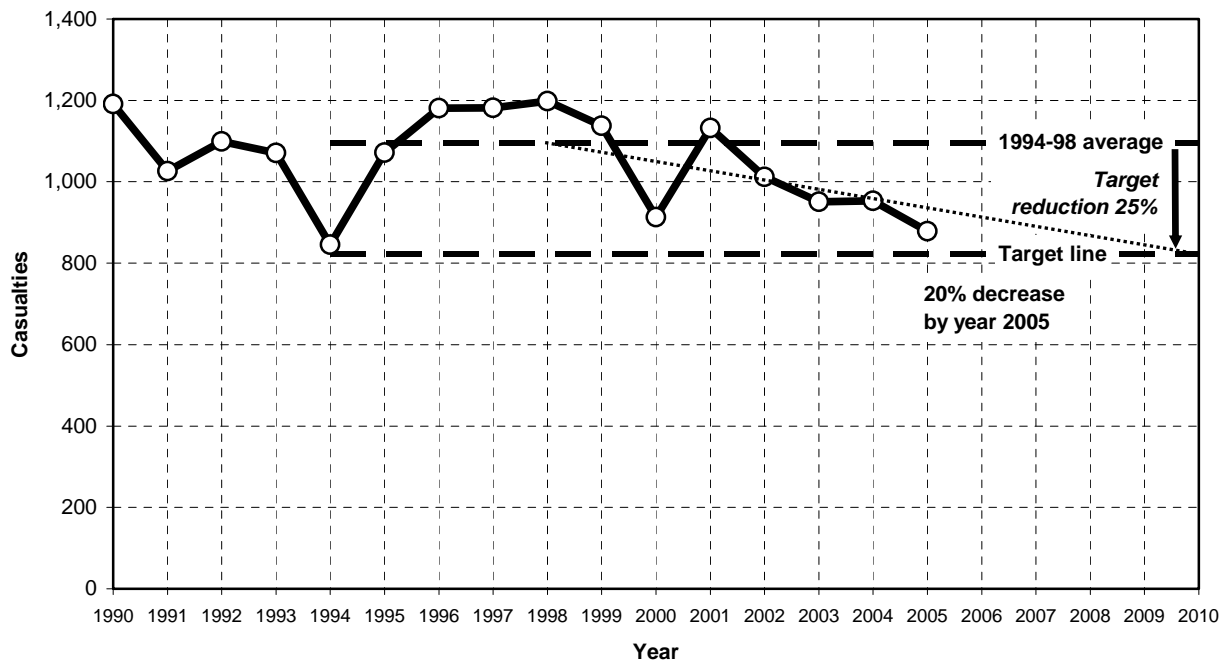
Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

# 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 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	2.4	1	2	100%	-17%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	0.8	1	1	0%	25%
	Car occupants	3.8	6	4	-33%	5%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	2	0	-100%	-100%
	<b>Total</b>	<b>7.4</b>	<b>10</b>	<b>7</b>	<b>-30%</b>	<b>-5%</b>
<b>Fatal &amp; serious</b>	Pedestrians	38.2	24	25	4%	-35%
	Pedal cyclists	11.4	5	2	-60%	-82%
	Powered two-wheeler	19.8	17	10	-41%	-49%
	Car occupants	130.6	72	37	-49%	-72%
	Bus or coach occupants	5.4	5	1	-80%	-81%
	Other vehicle occupants	6.2	7	8	14%	29%
	<b>Total</b>	<b>211.6</b>	<b>130</b>	<b>83</b>	<b>-36%</b>	<b>-61%</b>
	<b>Children (under 16yrs)</b>	<b>35.6</b>	<b>19</b>	<b>11</b>	<b>-42%</b>	<b>-69%</b>
<b>Slight*</b>	Pedestrians	114.8	74	88	19%	-23%
	Pedal cyclists	69.6	27	25	-7%	-64%
	Powered two-wheeler	74.8	82	70	-15%	-6%
	Car occupants	751.8	639	607	-5%	-19%
	Bus or coach occupants	40.6	85	33	-61%	-19%
	Other vehicle occupants	44.2	46	56	22%	27%
	<b>Total</b>	<b>1,095.8</b>	<b>953</b>	<b>879</b>	<b>-8%</b>	<b>-20%</b>
<b>All severities</b>	Pedestrians	153.0	98	113	15%	-26%
	Pedal cyclists	81.0	32	27	-16%	-67%
	Powered two-wheeler	94.6	99	80	-19%	-15%
	Car occupants	882.4	711	644	-9%	-27%
	Bus or coach occupants	46.0	90	34	-62%	-26%
	Other vehicle occupants	50.4	53	64	21%	27%
	<b>Total</b>	<b>1,307.4</b>	<b>1,083</b>	<b>962</b>	<b>-11%</b>	<b>-26%</b>

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

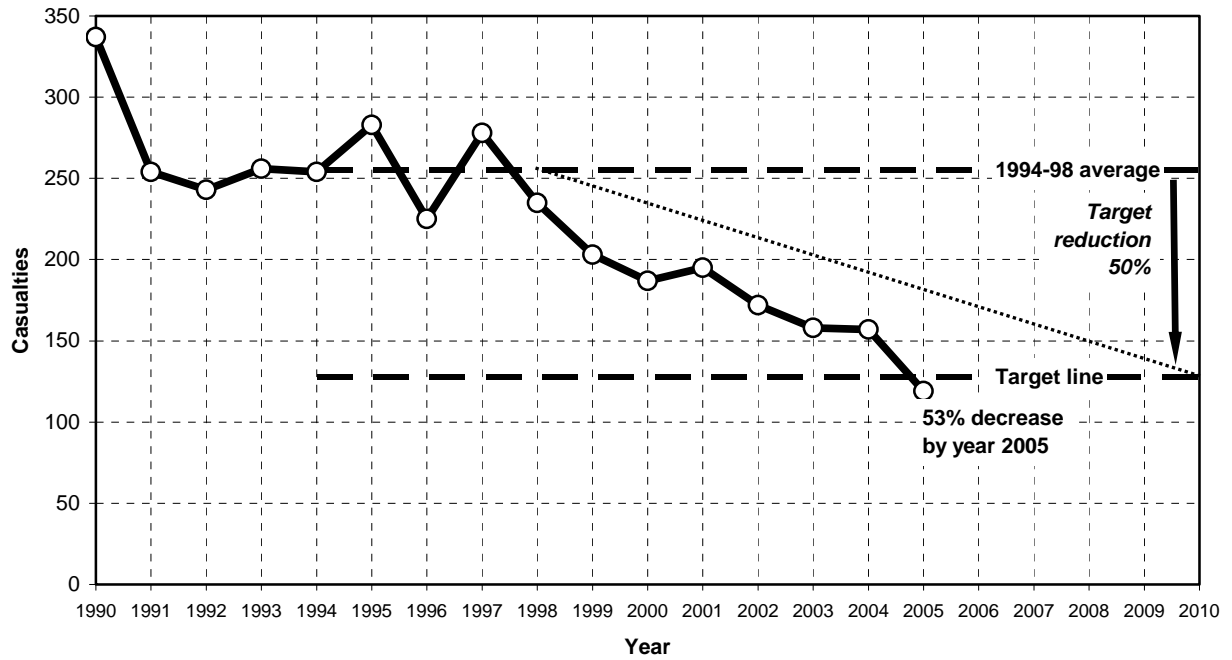
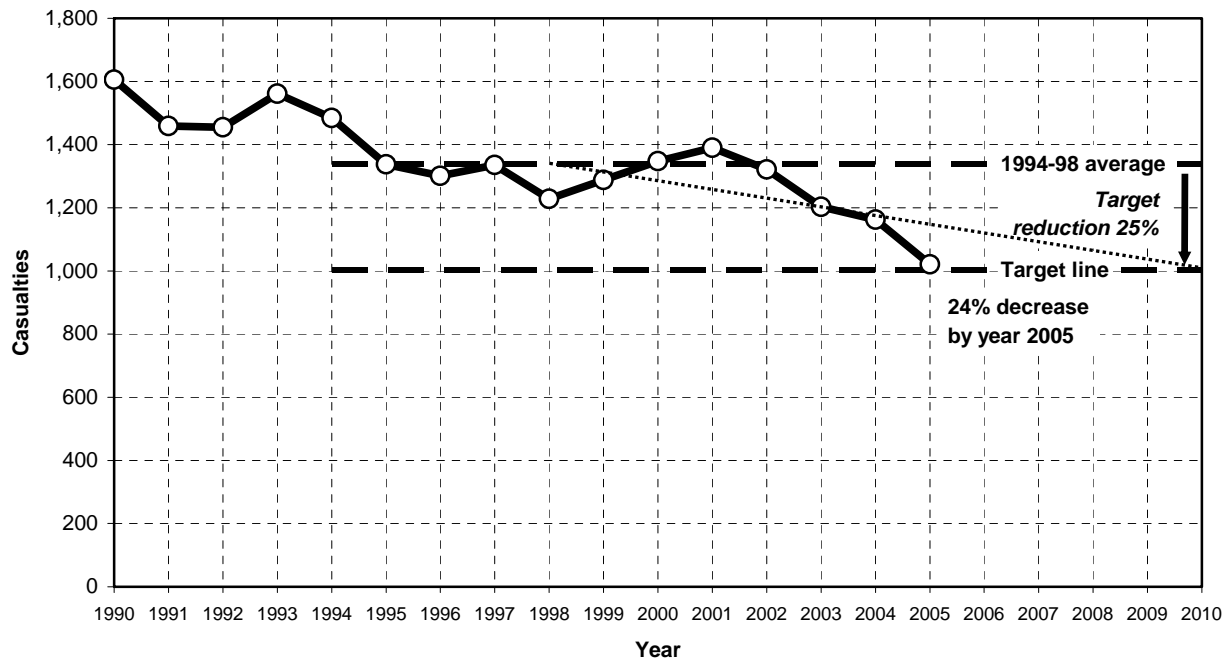


Fig. A18.2: L.B. of Hillingdon - All slight casualties



**Table A18: Towards the year 2010: Monitoring casualties in L.B. of Hillingdon**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	5.0	4	2	-50%	-60%
	Pedal cyclists	1.0	1	0	-100%	-100%
	Powered two-wheeler	1.6	2	1	-50%	-38%
	Car occupants	3.0	2	5	150%	67%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.6	2	0	-100%	-100%
	<b>Total</b>	<b>11.4</b>	<b>11</b>	<b>8</b>	<b>-27%</b>	<b>-30%</b>
<b>Fatal &amp; serious</b>	Pedestrians	54.0	37	33	-11%	-39%
	Pedal cyclists	19.6	11	8	-27%	-59%
	Powered two-wheeler	25.4	23	18	-22%	-29%
	Car occupants	138.2	76	54	-29%	-61%
	Bus or coach occupants	5.6	4	2	-50%	-64%
	Other vehicle occupants	12.2	6	4	-33%	-67%
	<b>Total</b>	<b>255.0</b>	<b>157</b>	<b>119</b>	<b>-24%</b>	<b>-53%</b>
	<b>Children (under 16yrs)</b>	<b>37.4</b>	<b>24</b>	<b>22</b>	<b>-8%</b>	<b>-41%</b>
<b>Slight*</b>	Pedestrians	141.0	115	96	-17%	-32%
	Pedal cyclists	106.6	51	51	0%	-52%
	Powered two-wheeler	95.2	97	94	-3%	-1%
	Car occupants	905.8	814	685	-16%	-24%
	Bus or coach occupants	35.2	37	42	14%	19%
	Other vehicle occupants	53.6	49	53	8%	-1%
	<b>Total</b>	<b>1,337.4</b>	<b>1,163</b>	<b>1,021</b>	<b>-12%</b>	<b>-24%</b>
<b>All severities</b>	Pedestrians	195.0	152	129	-15%	-34%
	Pedal cyclists	126.2	62	59	-5%	-53%
	Powered two-wheeler	120.6	120	112	-7%	-7%
	Car occupants	1,044.0	890	739	-17%	-29%
	Bus or coach occupants	40.8	41	44	7%	8%
	Other vehicle occupants	65.8	55	57	4%	-13%
	<b>Total</b>	<b>1,592.4</b>	<b>1,320</b>	<b>1,140</b>	<b>-14%</b>	<b>-28%</b>

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

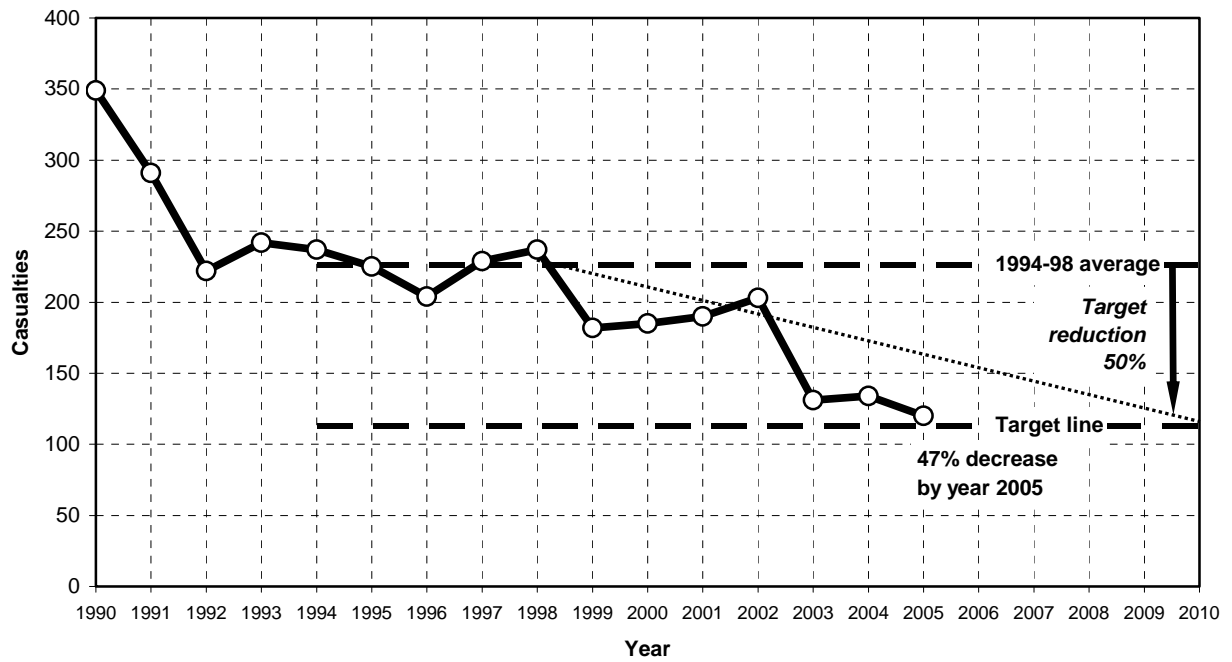
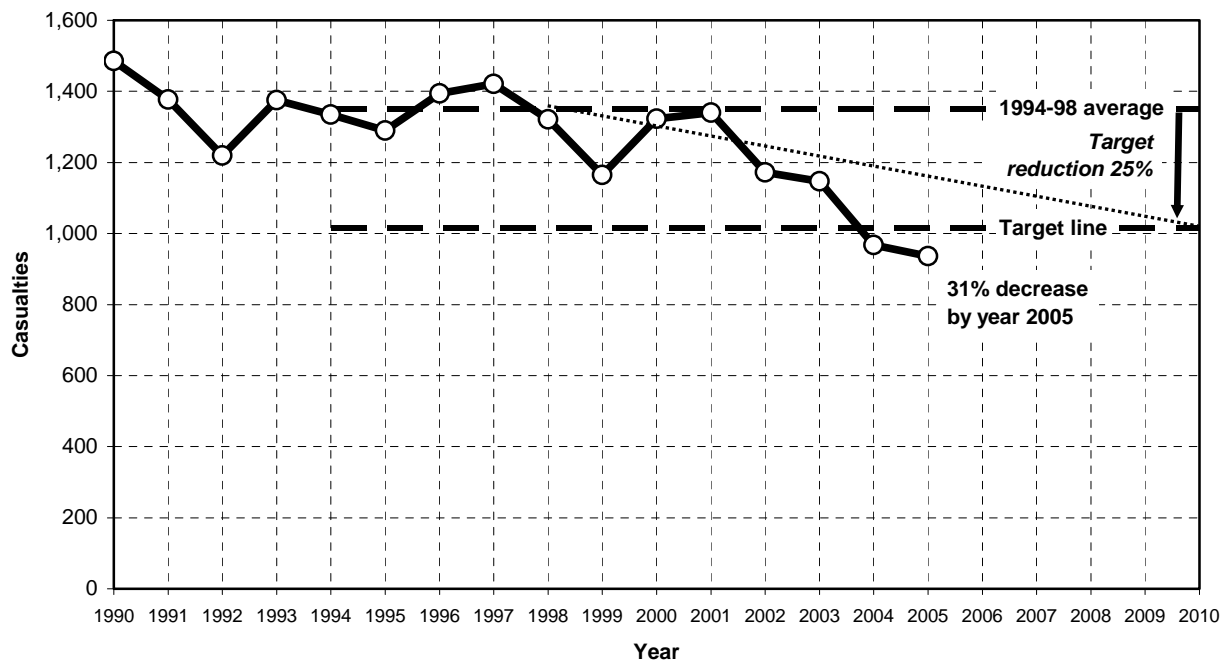


Fig. A19.2: L.B. of Hounslow - All slight casualties



**Table A19: Towards the year 2010: Monitoring casualties in L.B. of Hounslow**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	4.0	7	5	-29%	25%
	Pedal cyclists	0.4	0	2	∞	400%
	Powered two-wheeler	1.4	1	5	400%	257%
	Car occupants	3.6	6	2	-67%	-44%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.6	1	0	-100%	-100%
	<b>Total</b>	<b>10.0</b>	<b>15</b>	<b>14</b>	<b>-7%</b>	<b>40%</b>
<b>Fatal &amp; serious</b>	Pedestrians	50.2	36	27	-25%	-46%
	Pedal cyclists	19.2	6	14	133%	-27%
	Powered two-wheeler	28.0	35	33	-6%	18%
	Car occupants	111.0	43	38	-12%	-66%
	Bus or coach occupants	7.6	2	3	50%	-61%
	Other vehicle occupants	10.4	12	5	-58%	-52%
	<b>Total</b>	<b>226.4</b>	<b>134</b>	<b>120</b>	<b>-10%</b>	<b>-47%</b>
	<b>Children (under 16yrs)</b>	<b>29.2</b>	<b>25</b>	<b>10</b>	<b>-60%</b>	<b>-66%</b>
<b>Slight*</b>	Pedestrians	173.0	106	82	-23%	-53%
	Pedal cyclists	132.4	58	67	16%	-49%
	Powered two-wheeler	141.8	128	105	-18%	-26%
	Car occupants	787.4	575	605	5%	-23%
	Bus or coach occupants	63.6	47	43	-9%	-32%
	Other vehicle occupants	54.0	54	34	-37%	-37%
	<b>Total</b>	<b>1,352.2</b>	<b>968</b>	<b>936</b>	<b>-3%</b>	<b>-31%</b>
<b>All severities</b>	Pedestrians	223.2	142	109	-23%	-51%
	Pedal cyclists	151.6	64	81	27%	-47%
	Powered two-wheeler	169.8	163	138	-15%	-19%
	Car occupants	898.4	618	643	4%	-28%
	Bus or coach occupants	71.2	49	46	-6%	-35%
	Other vehicle occupants	64.4	66	39	-41%	-39%
	<b>Total</b>	<b>1,578.6</b>	<b>1,102</b>	<b>1,056</b>	<b>-4%</b>	<b>-33%</b>

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

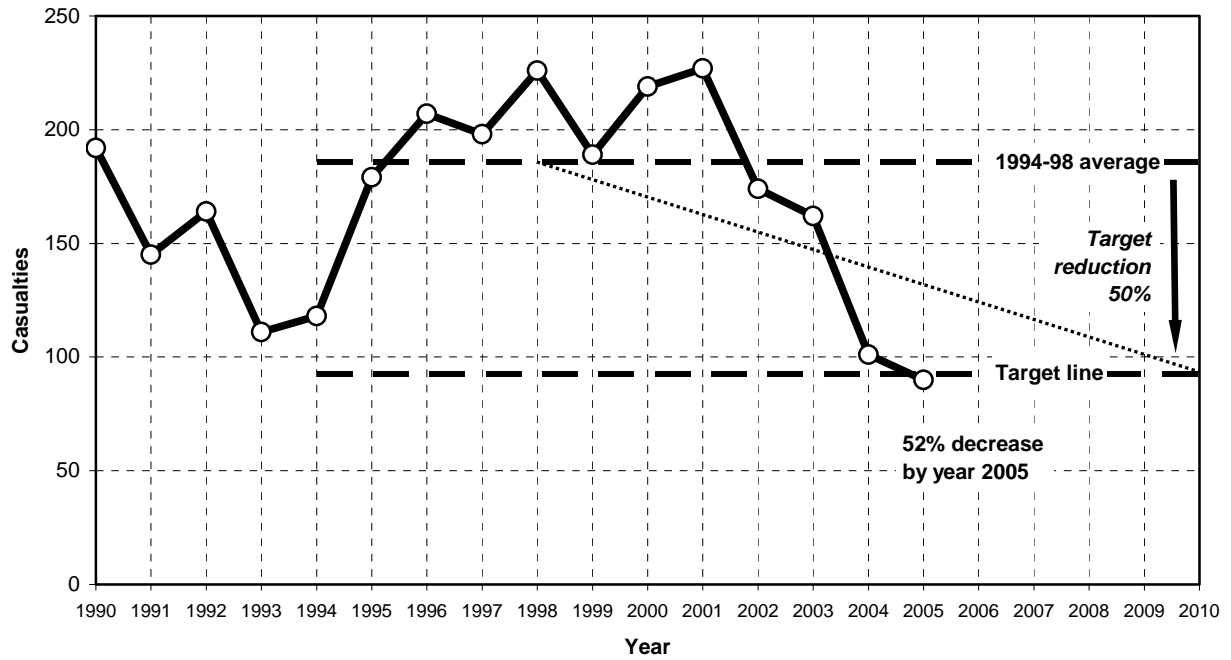
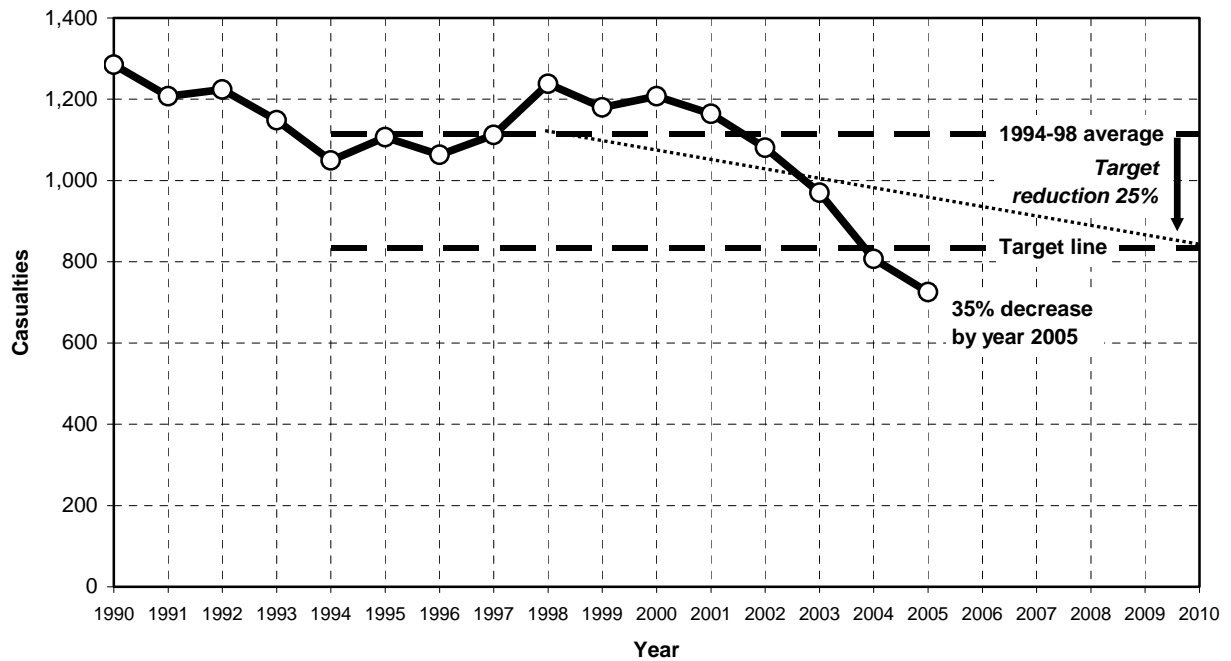


Fig. A20.2: L.B. of Islington - All slight casualties





**Table A20: Towards the year 2010: Monitoring casualties in L.B. of Islington**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	5.6	1	1	0%	-82%
	Pedal cyclists	0.6	0	3	∞	400%
	Powered two-wheeler	1.2	0	0	0%	-100%
	Car occupants	1.0	0	0	0%	-100%
	Bus or coach occupants	0.2	1	0	-100%	-100%
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>8.6</b>	<b>2</b>	<b>4</b>	<b>100%</b>	<b>-53%</b>
<b>Fatal &amp; serious</b>	Pedestrians	76.0	26	35	35%	-54%
	Pedal cyclists	26.0	17	21	24%	-19%
	Powered two-wheeler	31.8	34	20	-41%	-37%
	Car occupants	38.4	15	10	-33%	-74%
	Bus or coach occupants	8.2	9	4	-56%	-51%
	Other vehicle occupants	5.2	0	0	0%	-100%
	<b>Total</b>	<b>185.6</b>	<b>101</b>	<b>90</b>	<b>-11%</b>	<b>-52%</b>
	<b>Children (under 16yrs)</b>	<b>18.6</b>	<b>4</b>	<b>6</b>	<b>50%</b>	<b>-68%</b>
<b>Slight*</b>	Pedestrians	259.4	156	163	4%	-37%
	Pedal cyclists	177.8	150	144	-4%	-19%
	Powered two-wheeler	221.4	191	164	-14%	-26%
	Car occupants	343.4	197	162	-18%	-53%
	Bus or coach occupants	70.0	87	60	-31%	-14%
	Other vehicle occupants	41.8	26	32	23%	-23%
	<b>Total</b>	<b>1,113.8</b>	<b>807</b>	<b>725</b>	<b>-10%</b>	<b>-35%</b>
<b>All severities</b>	Pedestrians	335.4	182	198	9%	-41%
	Pedal cyclists	203.8	167	165	-1%	-19%
	Powered two-wheeler	253.2	225	184	-18%	-27%
	Car occupants	381.8	212	172	-19%	-55%
	Bus or coach occupants	78.2	96	64	-33%	-18%
	Other vehicle occupants	47.0	26	32	23%	-32%
	<b>Total</b>	<b>1,299.4</b>	<b>908</b>	<b>815</b>	<b>-10%</b>	<b>-37%</b>

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 & Chelsea - All killed and seriously injured casualties

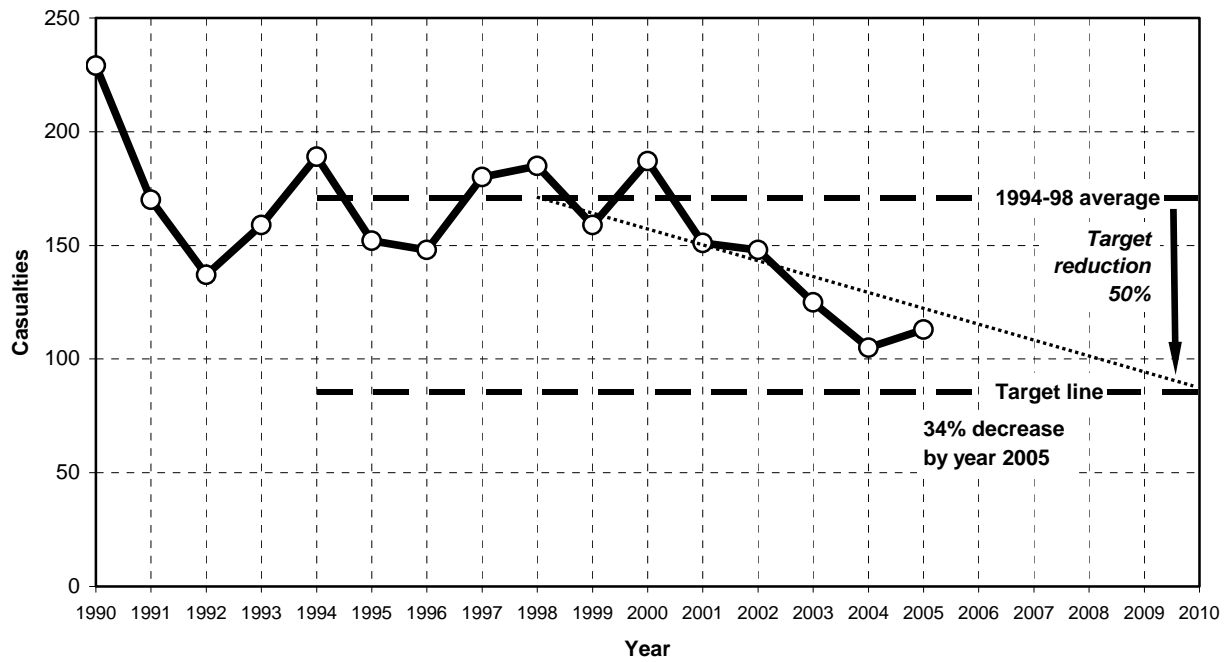
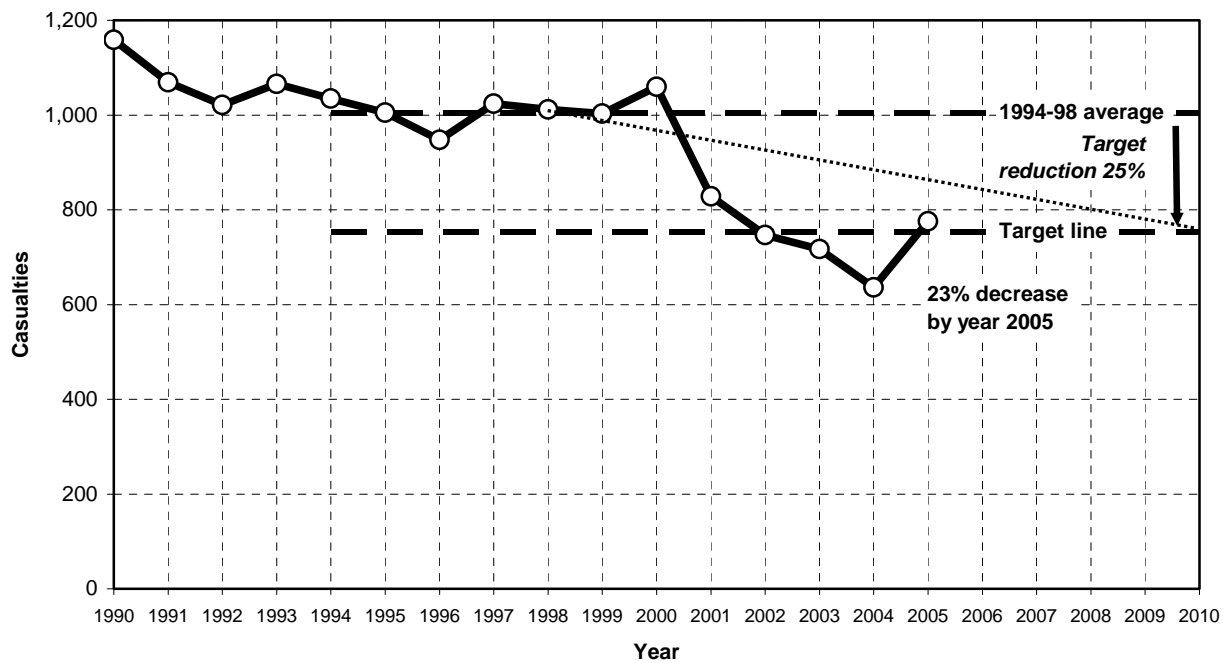


Fig. A21.2: R.B. of Kensington & Chelsea - All slight casualties



**Table A21: Towards the year 2010: Monitoring casualties in R.B. of Kensington & Chelsea**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

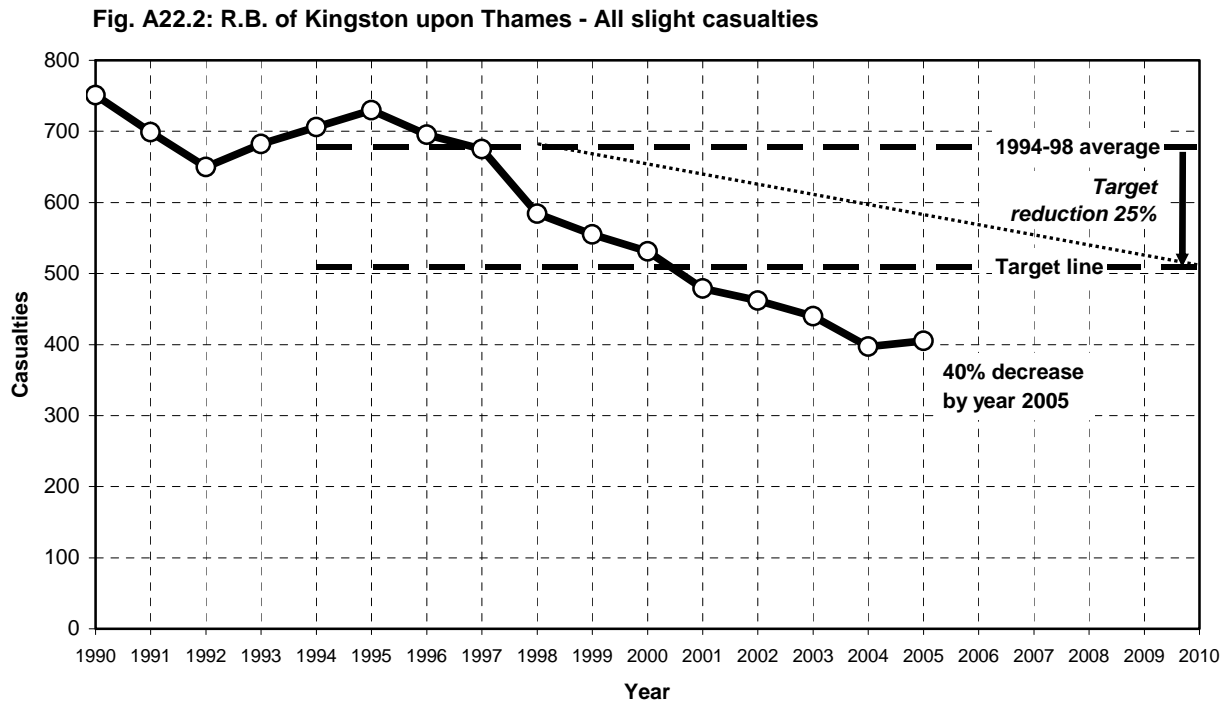
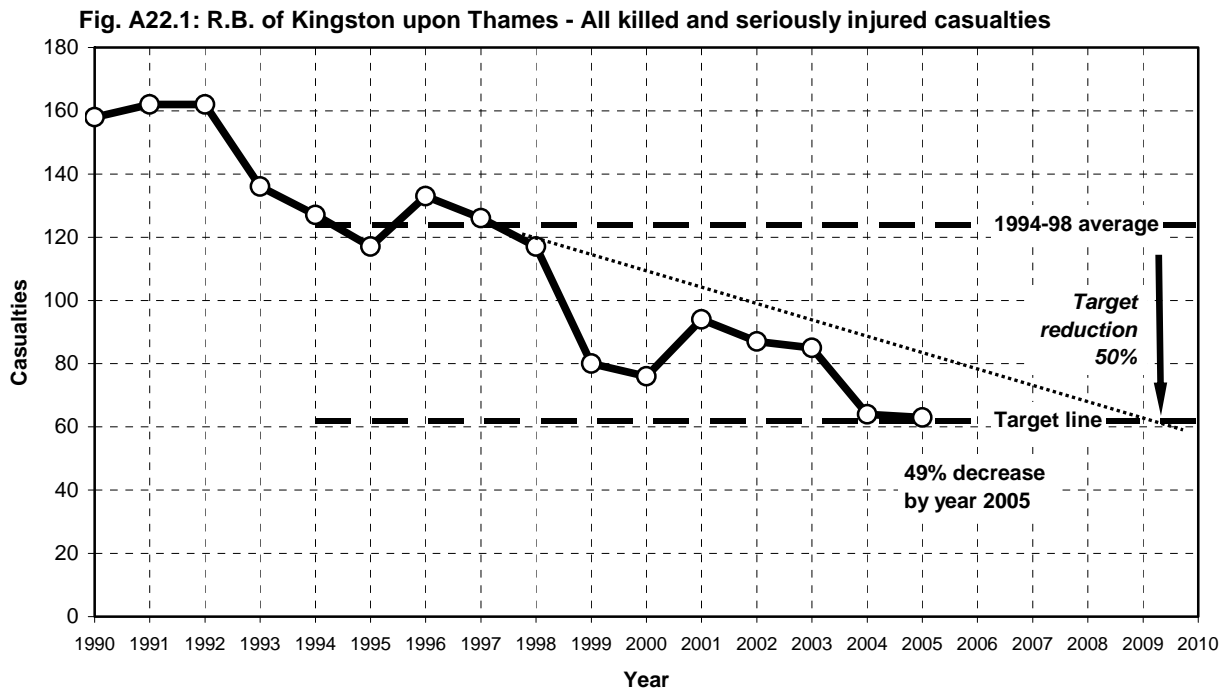
Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	4.4	1	4	300%	-9%
	Pedal cyclists	0.4	0	3	∞	650%
	Powered two-wheeler	1.0	4	3	-25%	200%
	Car occupants	0.8	0	0	0%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	0	0	0%	-100%
	<b>Total</b>	<b>7.0</b>	<b>5</b>	<b>10</b>	<b>100%</b>	<b>43%</b>
<b>Fatal &amp; serious</b>	Pedestrians	71.8	34	44	29%	-39%
	Pedal cyclists	18.0	14	18	29%	0%
	Powered two-wheeler	31.0	32	36	13%	16%
	Car occupants	35.6	20	8	-60%	-78%
	Bus or coach occupants	7.2	3	4	33%	-44%
	Other vehicle occupants	7.2	2	3	50%	-58%
	<b>Total</b>	<b>170.8</b>	<b>105</b>	<b>113</b>	<b>8%</b>	<b>-34%</b>
	<b>Children (under 16yrs)</b>	<b>11.2</b>	<b>2</b>	<b>3</b>	<b>50%</b>	<b>-73%</b>
<b>Slight*</b>	Pedestrians	248.8	131	168	28%	-32%
	Pedal cyclists	143.4	82	135	65%	-6%
	Powered two-wheeler	202.6	173	203	17%	0%
	Car occupants	299.4	187	195	4%	-35%
	Bus or coach occupants	46.6	35	41	17%	-12%
	Other vehicle occupants	64.0	28	34	21%	-47%
	<b>Total</b>	<b>1,004.8</b>	<b>636</b>	<b>776</b>	<b>22%</b>	<b>-23%</b>
<b>All severities</b>	Pedestrians	320.6	165	212	28%	-34%
	Pedal cyclists	161.4	96	153	59%	-5%
	Powered two-wheeler	233.6	205	239	17%	2%
	Car occupants	335.0	207	203	-2%	-39%
	Bus or coach occupants	53.8	38	45	18%	-16%
	Other vehicle occupants	71.2	30	37	23%	-48%
	<b>Total</b>	<b>1,175.6</b>	<b>741</b>	<b>889</b>	<b>20%</b>	<b>-24%</b>

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 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	4.6	1	1	0%	-78%
	Pedal cyclists	0.2	1	0	-100%	-100%
	Powered two-wheeler	0.4	1	1	0%	150%
	Car occupants	1.2	0	1	∞	-17%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	1	0	-100%	0%
	<b>Total</b>	<b>6.4</b>	<b>4</b>	<b>3</b>	<b>-25%</b>	<b>-53%</b>
<b>Fatal &amp; serious</b>	Pedestrians	31.6	16	17	6%	-46%
	Pedal cyclists	14.0	10	7	-30%	-50%
	Powered two-wheeler	22.2	16	12	-25%	-46%
	Car occupants	50.2	17	23	35%	-54%
	Bus or coach occupants	3.4	2	3	50%	-12%
	Other vehicle occupants	2.6	3	1	-67%	-62%
	<b>Total</b>	<b>124.0</b>	<b>64</b>	<b>63</b>	<b>-2%</b>	<b>-49%</b>
	<b>Children (under 16yrs)</b>	<b>13.4</b>	<b>7</b>	<b>3</b>	<b>-57%</b>	<b>-78%</b>
<b>Slight*</b>	Pedestrians	89.2	50	43	-14%	-52%
	Pedal cyclists	91.8	39	42	8%	-54%
	Powered two-wheeler	79.4	58	63	9%	-21%
	Car occupants	367.0	226	218	-4%	-41%
	Bus or coach occupants	29.2	13	23	77%	-21%
	Other vehicle occupants	21.4	11	16	45%	-25%
	<b>Total</b>	<b>678.0</b>	<b>397</b>	<b>405</b>	<b>2%</b>	<b>-40%</b>
<b>All severities</b>	Pedestrians	120.8	66	60	-9%	-50%
	Pedal cyclists	105.8	49	49	0%	-54%
	Powered two-wheeler	101.6	74	75	1%	-26%
	Car occupants	417.2	243	241	-1%	-42%
	Bus or coach occupants	32.6	15	26	73%	-20%
	Other vehicle occupants	24.0	14	17	21%	-29%
	<b>Total</b>	<b>802.0</b>	<b>461</b>	<b>468</b>	<b>2%</b>	<b>-42%</b>

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

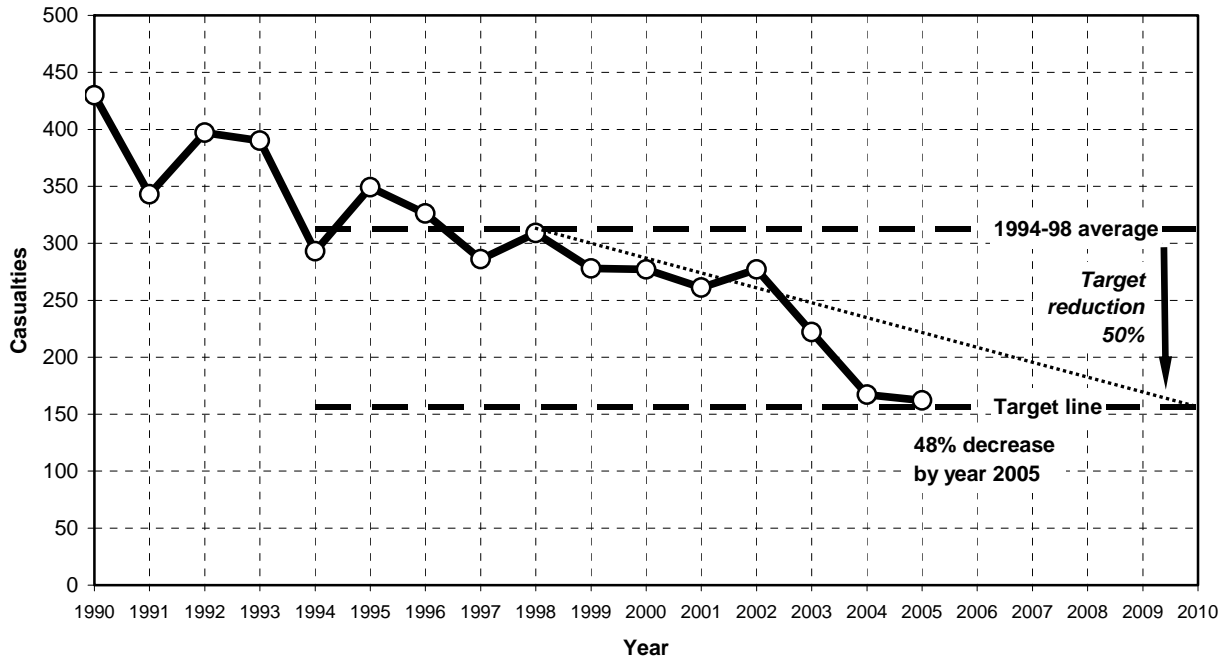
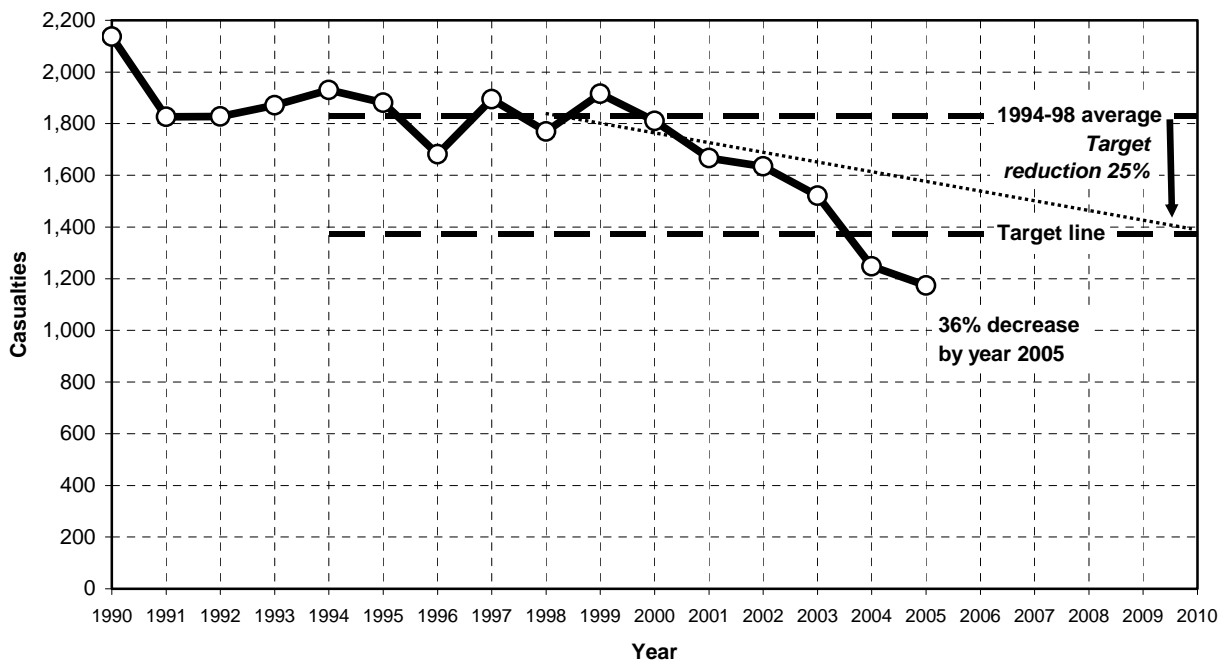


Fig. A23.2: L.B. of Lambeth - All slight casualties



**Table A23: Towards the year 2010: Monitoring casualties in L.B. of Lambeth**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	7.4	2	6	200%	-19%
	Pedal cyclists	0.8	0	2	∞	150%
	Powered two-wheeler	1.4	2	0	-100%	-100%
	Car occupants	1.0	0	0	0%	-100%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.2	0	0	0%	-100%
	<b>Total</b>	<b>11.0</b>	<b>4</b>	<b>8</b>	<b>100%</b>	<b>-27%</b>
<b>Fatal &amp; serious</b>	Pedestrians	123.8	67	62	-7%	-50%
	Pedal cyclists	36.4	20	22	10%	-40%
	Powered two-wheeler	51.2	44	50	14%	-2%
	Car occupants	80.8	28	20	-29%	-75%
	Bus or coach occupants	12.8	6	4	-33%	-69%
	Other vehicle occupants	7.6	2	4	100%	-47%
	<b>Total</b>	<b>312.6</b>	<b>167</b>	<b>162</b>	<b>-3%</b>	<b>-48%</b>
	<b>Children (under 16yrs)</b>	<b>45.0</b>	<b>19</b>	<b>7</b>	<b>-63%</b>	<b>-84%</b>
<b>Slight*</b>	Pedestrians	359.0	229	256	12%	-29%
	Pedal cyclists	222.4	176	132	-25%	-41%
	Powered two-wheeler	314.4	283	248	-12%	-21%
	Car occupants	758.4	413	378	-8%	-50%
	Bus or coach occupants	114.6	98	108	10%	-6%
	Other vehicle occupants	62.8	49	51	4%	-19%
	<b>Total</b>	<b>1,831.6</b>	<b>1,248</b>	<b>1,173</b>	<b>-6%</b>	<b>-36%</b>
<b>All severities</b>	Pedestrians	482.8	296	318	7%	-34%
	Pedal cyclists	258.8	196	154	-21%	-40%
	Powered two-wheeler	365.6	327	298	-9%	-18%
	Car occupants	839.2	441	398	-10%	-53%
	Bus or coach occupants	127.4	104	112	8%	-12%
	Other vehicle occupants	70.4	51	55	8%	-22%
	<b>Total</b>	<b>2,144.2</b>	<b>1,415</b>	<b>1,335</b>	<b>-6%</b>	<b>-38%</b>

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

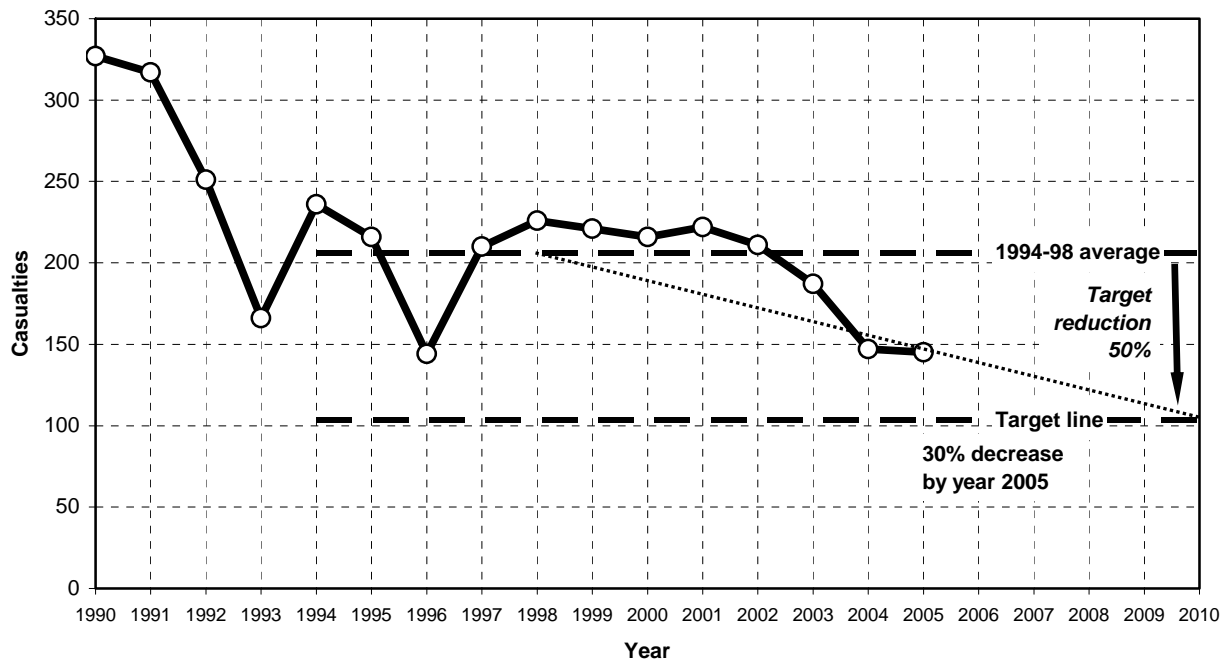
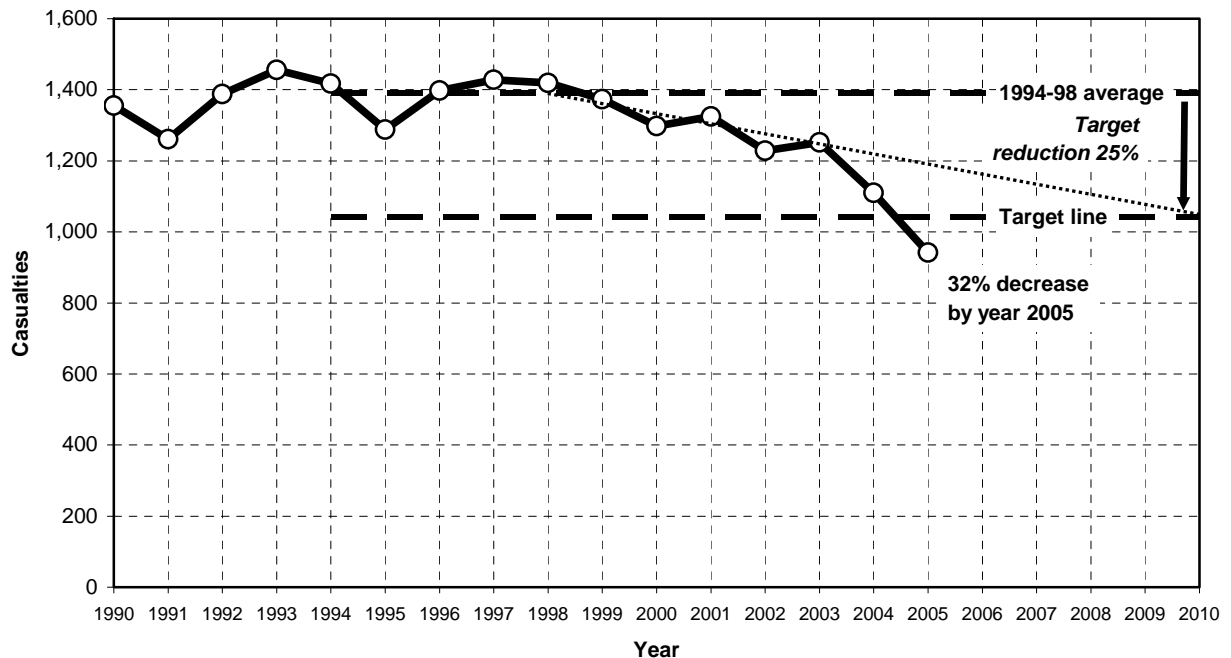


Fig. A24.2: L.B. of Lewisham - All slight casualties





**Table A24: Towards the year 2010: Monitoring casualties in L.B. of Lewisham**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	3.6	3	3	0%	-17%
	Pedal cyclists	0.6	1	0	-100%	-100%
	Powered two-wheeler	1.0	1	1	0%	0%
	Car occupants	1.0	0	2	∞	100%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>6.4</b>	<b>5</b>	<b>6</b>	<b>20%</b>	<b>-6%</b>
<b>Fatal &amp; serious</b>	Pedestrians	81.6	48	58	21%	-29%
	Pedal cyclists	14.2	13	9	-31%	-37%
	Powered two-wheeler	30.0	40	34	-15%	13%
	Car occupants	63.2	34	35	3%	-45%
	Bus or coach occupants	13.2	10	6	-40%	-55%
	Other vehicle occupants	4.2	2	3	50%	-29%
	<b>Total</b>	<b>206.4</b>	<b>147</b>	<b>145</b>	<b>-1%</b>	<b>-30%</b>
	<b>Children (under 16yrs)</b>	<b>41.4</b>	<b>26</b>	<b>19</b>	<b>-27%</b>	<b>-54%</b>
<b>Slight*</b>	Pedestrians	260.0	184	166	-10%	-36%
	Pedal cyclists	118.0	72	76	6%	-36%
	Powered two-wheeler	172.8	178	167	-6%	-3%
	Car occupants	699.2	542	418	-23%	-40%
	Bus or coach occupants	102.4	107	95	-11%	-7%
	Other vehicle occupants	37.6	27	20	-26%	-47%
	<b>Total</b>	<b>1,390.0</b>	<b>1,110</b>	<b>942</b>	<b>-15%</b>	<b>-32%</b>
<b>All severities</b>	Pedestrians	341.6	232	224	-3%	-34%
	Pedal cyclists	132.2	85	85	0%	-36%
	Powered two-wheeler	202.8	218	201	-8%	-1%
	Car occupants	762.4	576	453	-21%	-41%
	Bus or coach occupants	115.6	117	101	-14%	-13%
	Other vehicle occupants	41.8	29	23	-21%	-45%
	<b>Total</b>	<b>1,596.4</b>	<b>1,257</b>	<b>1,087</b>	<b>-14%</b>	<b>-32%</b>

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

## 25. Merton

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

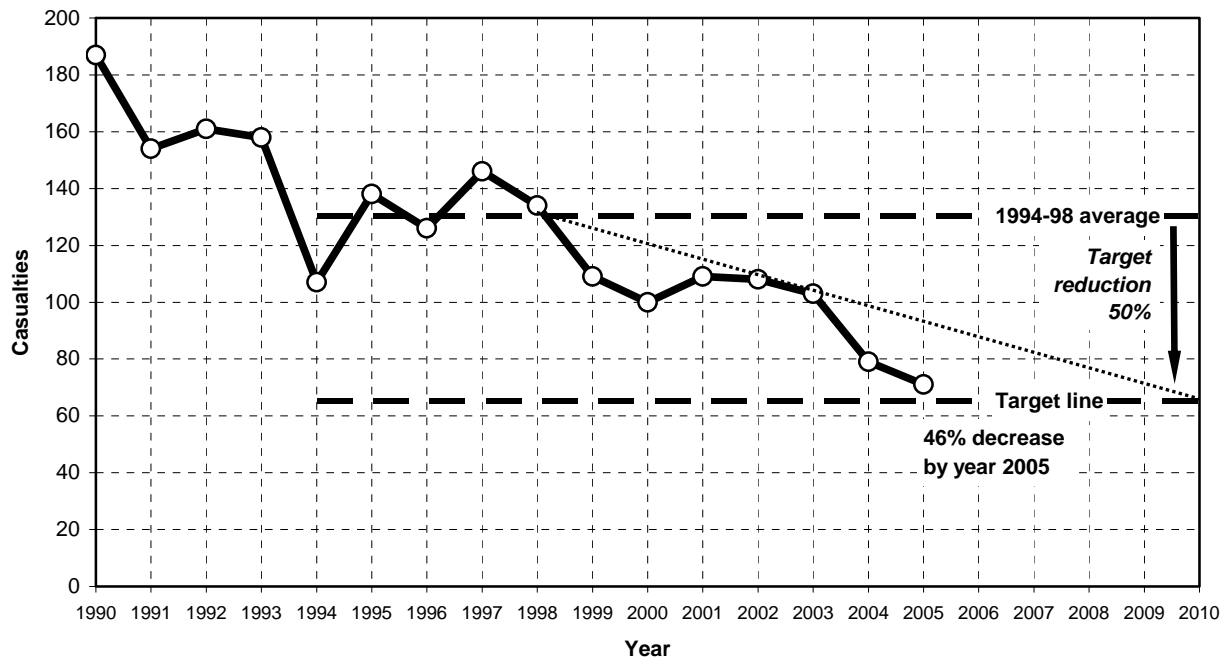
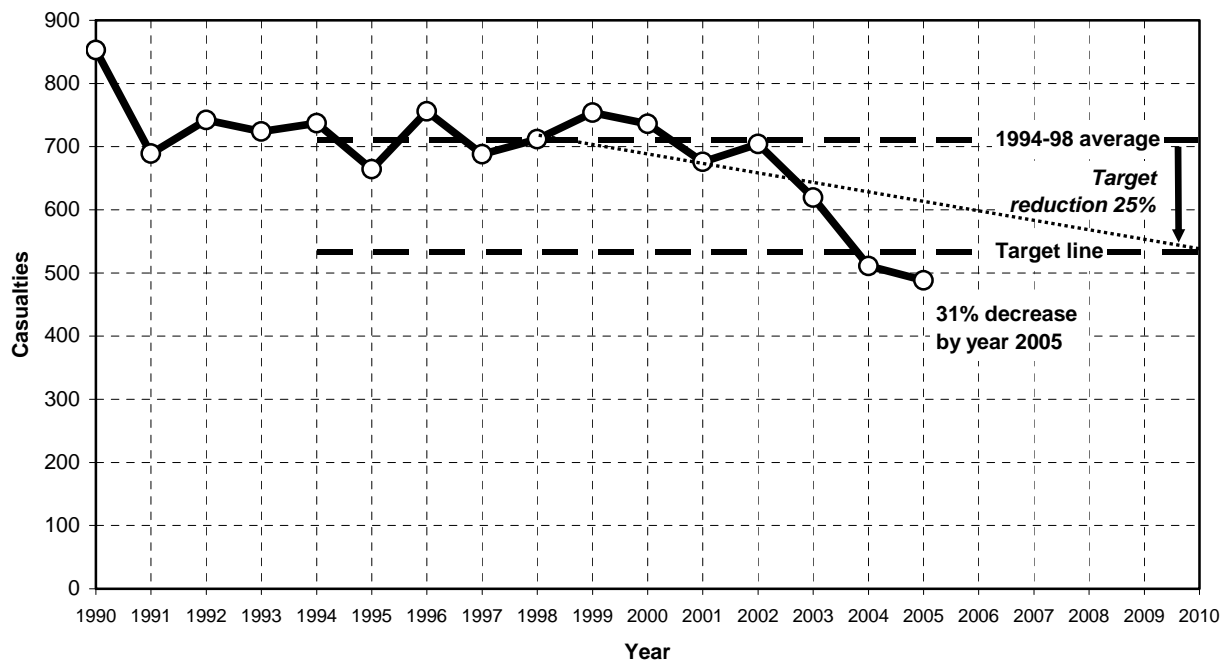


Fig. A25.2: L.B. of Merton - All slight casualties



**Table A25: Towards the year 2010: Monitoring casualties in L.B. of Merton**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	2.2	1	0	-100%	-100%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.8	1	0	-100%	-100%
	Car occupants	1.4	0	1	∞	-29%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	0	0%	-100%
	<b>Total</b>	<b>5.0</b>	<b>2</b>	<b>1</b>	<b>-50%</b>	<b>-80%</b>
<b>Fatal &amp; serious</b>	Pedestrians	37.4	17	24	41%	-36%
	Pedal cyclists	11.6	6	10	67%	-14%
	Powered two-wheeler	21.2	21	11	-48%	-48%
	Car occupants	50.8	29	22	-24%	-57%
	Bus or coach occupants	4.6	3	1	-67%	-78%
	Other vehicle occupants	4.6	3	3	0%	-35%
	<b>Total</b>	<b>130.2</b>	<b>79</b>	<b>71</b>	<b>-10%</b>	<b>-45%</b>
	<b>Children (under 16yrs)</b>	<b>20.8</b>	<b>9</b>	<b>5</b>	<b>-44%</b>	<b>-76%</b>
<b>Slight*</b>	Pedestrians	121.4	76	80	5%	-34%
	Pedal cyclists	85.0	61	46	-25%	-46%
	Powered two-wheeler	97.8	91	92	1%	-6%
	Car occupants	358.4	237	216	-9%	-40%
	Bus or coach occupants	27.0	28	35	25%	30%
	Other vehicle occupants	21.8	18	19	6%	-13%
	<b>Total</b>	<b>711.4</b>	<b>511</b>	<b>488</b>	<b>-5%</b>	<b>-31%</b>
<b>All severities</b>	Pedestrians	158.8	93	104	12%	-35%
	Pedal cyclists	96.6	67	56	-16%	-42%
	Powered two-wheeler	119.0	112	103	-8%	-13%
	Car occupants	409.2	266	238	-11%	-42%
	Bus or coach occupants	31.6	31	36	16%	14%
	Other vehicle occupants	26.4	21	22	5%	-17%
	<b>Total</b>	<b>841.6</b>	<b>590</b>	<b>559</b>	<b>-5%</b>	<b>-34%</b>

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

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

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

## 26. Newham

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

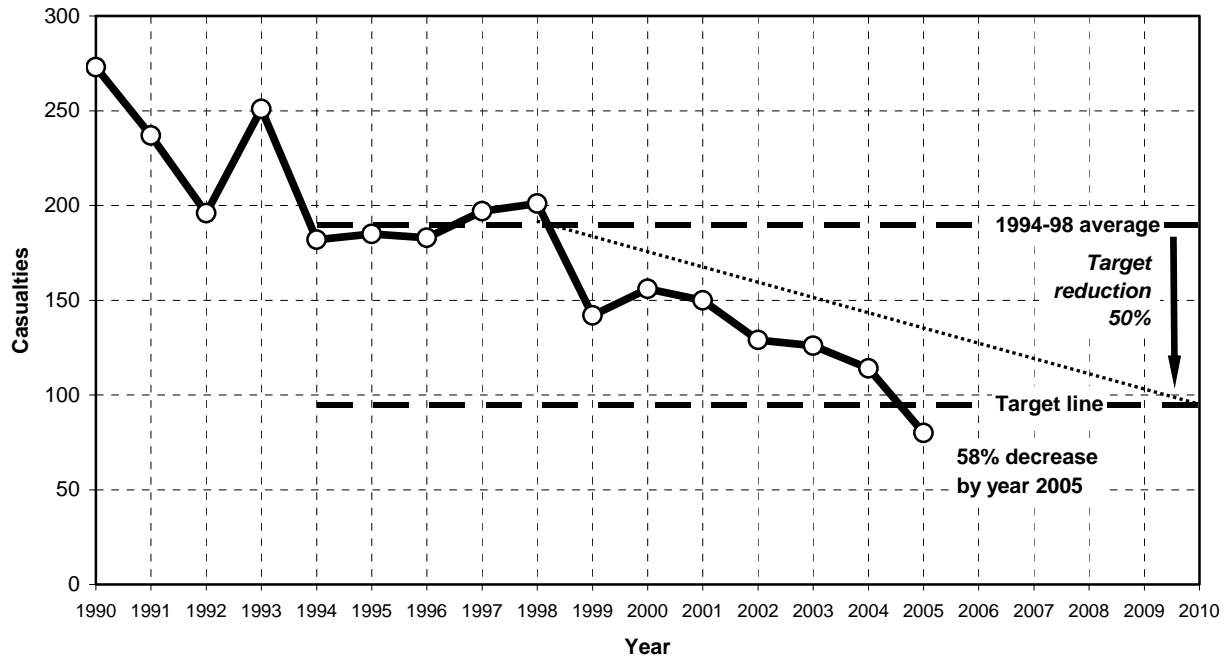
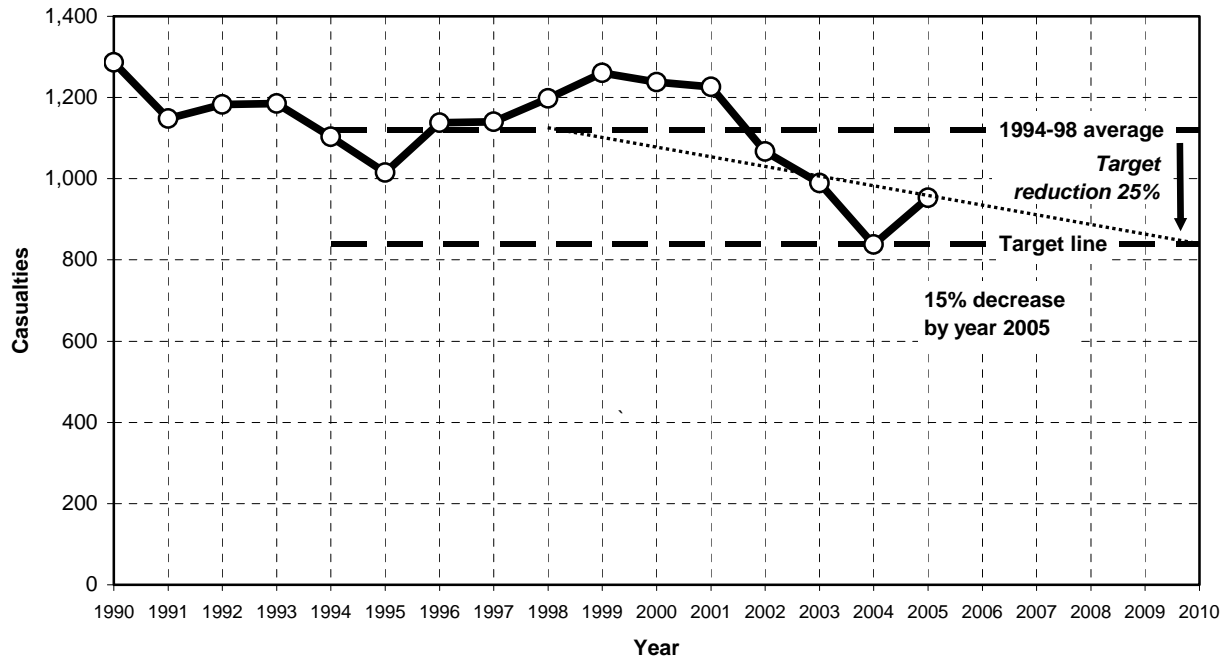


Fig. A26.2: L.B. of Newham - All slight casualties



**Table A26: Towards the year 2010: Monitoring casualties in L.B. of Newham**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	2.2	1	0	-100%	-100%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	1.2	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%
	<b>Total</b>	<b>4.2</b>	<b>4</b>	<b>2</b>	<b>-50%</b>	<b>-52%</b>
<b>Fatal &amp; serious</b>	Pedestrians	68.4	42	35	-17%	-49%
	Pedal cyclists	10.8	7	5	-29%	-54%
	Powered two-wheeler	17.6	23	12	-48%	-32%
	Car occupants	76.6	41	22	-46%	-71%
	Bus or coach occupants	7.8	1	3	200%	-62%
	Other vehicle occupants	8.4	0	3	∞	-64%
	<b>Total</b>	<b>189.6</b>	<b>114</b>	<b>80</b>	<b>-30%</b>	<b>-58%</b>
	<b>Children (under 16yrs)</b>	<b>43.0</b>	<b>21</b>	<b>10</b>	<b>-52%</b>	<b>-77%</b>
<b>Slight*</b>	Pedestrians	248.4	180	158	-12%	-36%
	Pedal cyclists	88.6	55	47	-15%	-47%
	Powered two-wheeler	89.4	66	82	24%	-8%
	Car occupants	580.2	466	570	22%	-2%
	Bus or coach occupants	70.6	50	63	26%	-11%
	Other vehicle occupants	41.6	21	33	57%	-21%
	<b>Total</b>	<b>1,118.8</b>	<b>838</b>	<b>953</b>	<b>14%</b>	<b>-15%</b>
<b>All severities</b>	Pedestrians	316.8	222	193	-13%	-39%
	Pedal cyclists	99.4	62	52	-16%	-48%
	Powered two-wheeler	107.0	89	94	6%	-12%
	Car occupants	656.8	507	592	17%	-10%
	Bus or coach occupants	78.4	51	66	29%	-16%
	Other vehicle occupants	50.0	21	36	71%	-28%
	<b>Total</b>	<b>1,308.4</b>	<b>952</b>	<b>1,033</b>	<b>9%</b>	<b>-21%</b>

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

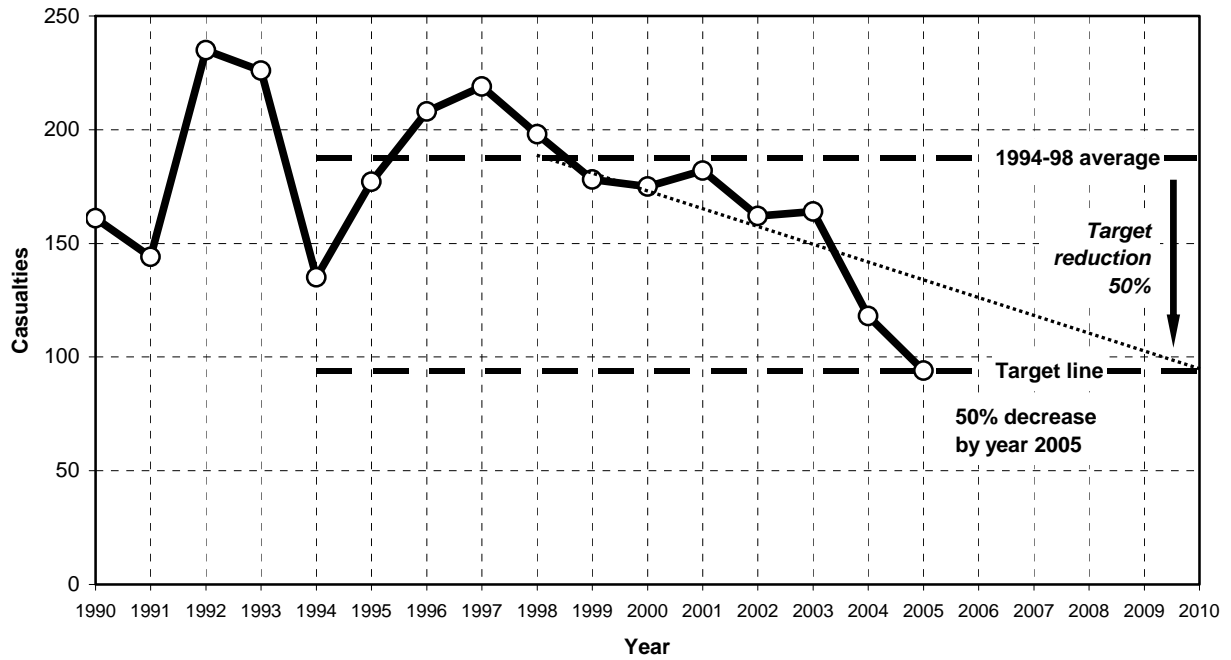
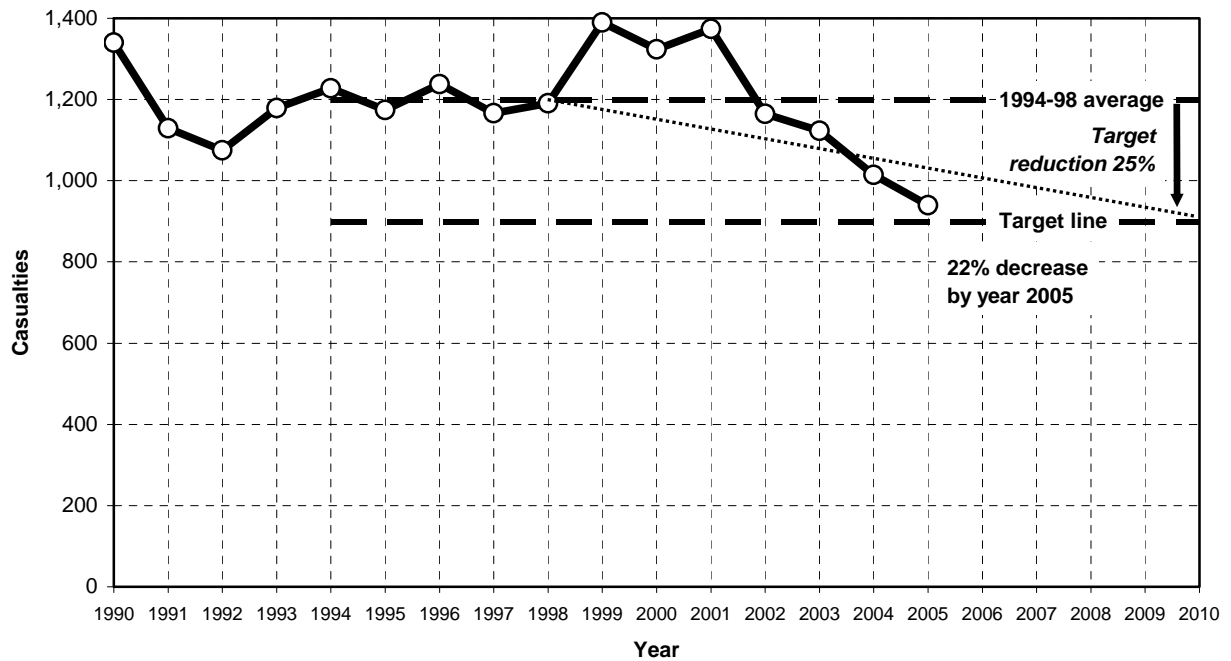


Fig. A27.2: L.B. of Redbridge - All slight casualties



**Table A27: Towards the year 2010: Monitoring casualties in L.B. of Redbridge**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	4.6	1	3	200%	-35%
	Pedal cyclists	0.4	0	1	∞	150%
	Powered two-wheeler	1.0	1	2	100%	100%
	Car occupants	1.4	6	1	-83%	-29%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	1	0	-100%	-100%
	<b>Total</b>	<b>7.8</b>	<b>9</b>	<b>7</b>	<b>-22%</b>	<b>-10%</b>
<b>Fatal &amp; serious</b>	Pedestrians	48.2	37	28	-24%	-42%
	Pedal cyclists	12.4	5	5	0%	-60%
	Powered two-wheeler	14.4	11	14	27%	-3%
	Car occupants	101.8	54	43	-20%	-58%
	Bus or coach occupants	4.4	8	1	-88%	-77%
	Other vehicle occupants	6.2	3	3	0%	-52%
	<b>Total</b>	<b>187.4</b>	<b>118</b>	<b>94</b>	<b>-20%</b>	<b>-50%</b>
	<b>Children (under 16yrs)</b>	<b>26.0</b>	<b>15</b>	<b>14</b>	<b>-7%</b>	<b>-46%</b>
<b>Slight*</b>	Pedestrians	163.8	100	104	4%	-37%
	Pedal cyclists	74.0	34	33	-3%	-55%
	Powered two-wheeler	91.4	83	79	-5%	-14%
	Car occupants	773.0	716	656	-8%	-15%
	Bus or coach occupants	48.2	35	30	-14%	-38%
	Other vehicle occupants	49.0	46	38	-17%	-22%
	<b>Total</b>	<b>1,199.4</b>	<b>1,014</b>	<b>940</b>	<b>-7%</b>	<b>-22%</b>
<b>All severities</b>	Pedestrians	212.0	137	132	-4%	-38%
	Pedal cyclists	86.4	39	38	-3%	-56%
	Powered two-wheeler	105.8	94	93	-1%	-12%
	Car occupants	874.8	770	699	-9%	-20%
	Bus or coach occupants	52.6	43	31	-28%	-41%
	Other vehicle occupants	55.2	49	41	-16%	-26%
	<b>Total</b>	<b>1,386.8</b>	<b>1,132</b>	<b>1,034</b>	<b>-9%</b>	<b>-25%</b>

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

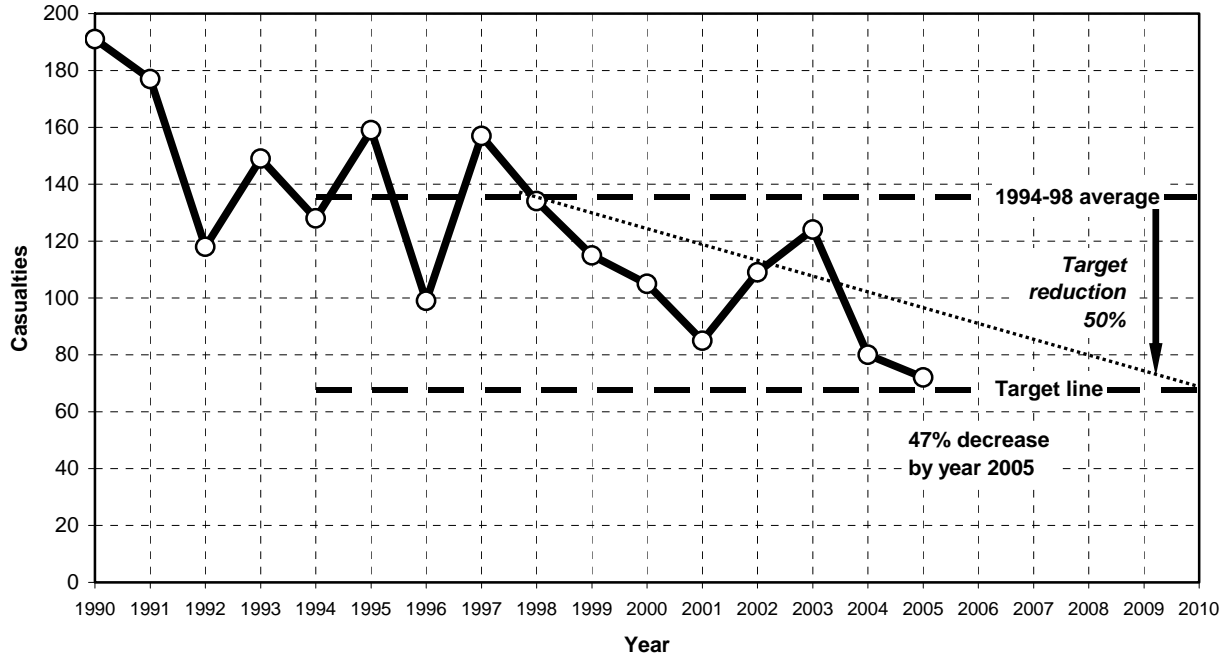
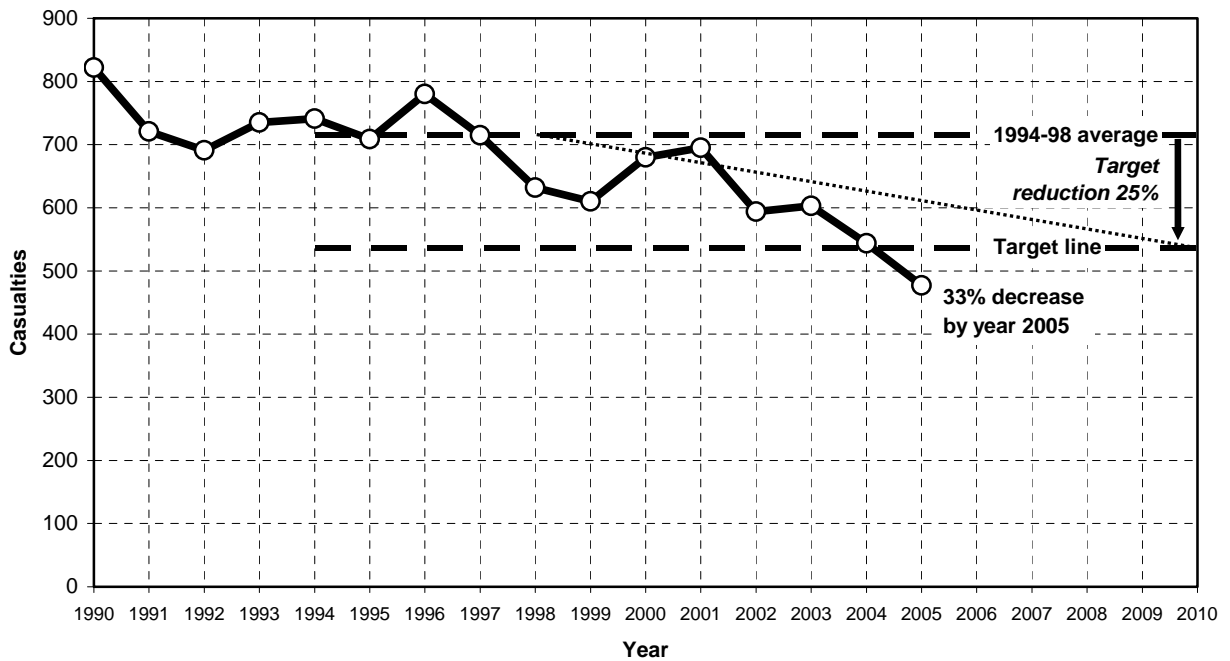


Fig. A28.2: L.B. of Richmond upon Thames - All slight casualties





**Table A28: Towards the year 2010: Monitoring casualties in L.B. of Richmond upon Thames**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	1.2	6	0	-100%	-100%
	Pedal cyclists	0.2	0	1	∞	400%
	Powered two-wheeler	0.4	0	0	0%	-100%
	Car occupants	1.0	0	1	∞	0%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>2.8</b>	<b>6</b>	<b>2</b>	<b>-67%</b>	<b>-29%</b>
<b>Fatal &amp; serious</b>	Pedestrians	32.2	26	16	-38%	-50%
	Pedal cyclists	21.4	10	11	10%	-49%
	Powered two-wheeler	24.2	16	20	25%	-17%
	Car occupants	48.0	19	22	16%	-54%
	Bus or coach occupants	4.6	6	3	-50%	-35%
	Other vehicle occupants	5.0	3	0	-100%	-100%
	<b>Total</b>	<b>135.4</b>	<b>80</b>	<b>72</b>	<b>-10%</b>	<b>-47%</b>
	<b>Children (under 16yrs)</b>	<b>14.2</b>	<b>5</b>	<b>3</b>	<b>-40%</b>	<b>-79%</b>
<b>Slight*</b>	Pedestrians	103.2	83	72	-13%	-30%
	Pedal cyclists	112.4	69	66	-4%	-41%
	Powered two-wheeler	111.6	132	99	-25%	-11%
	Car occupants	337.4	230	199	-13%	-41%
	Bus or coach occupants	32.4	23	26	13%	-20%
	Other vehicle occupants	18.4	7	15	114%	-18%
	<b>Total</b>	<b>715.4</b>	<b>544</b>	<b>477</b>	<b>-12%</b>	<b>-33%</b>
<b>All severities</b>	Pedestrians	135.4	109	88	-19%	-35%
	Pedal cyclists	133.8	79	77	-3%	-42%
	Powered two-wheeler	135.8	148	119	-20%	-12%
	Car occupants	385.4	249	221	-11%	-43%
	Bus or coach occupants	37.0	29	29	0%	-22%
	Other vehicle occupants	23.4	10	15	50%	-36%
	<b>Total</b>	<b>850.8</b>	<b>624</b>	<b>549</b>	<b>-12%</b>	<b>-35%</b>

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

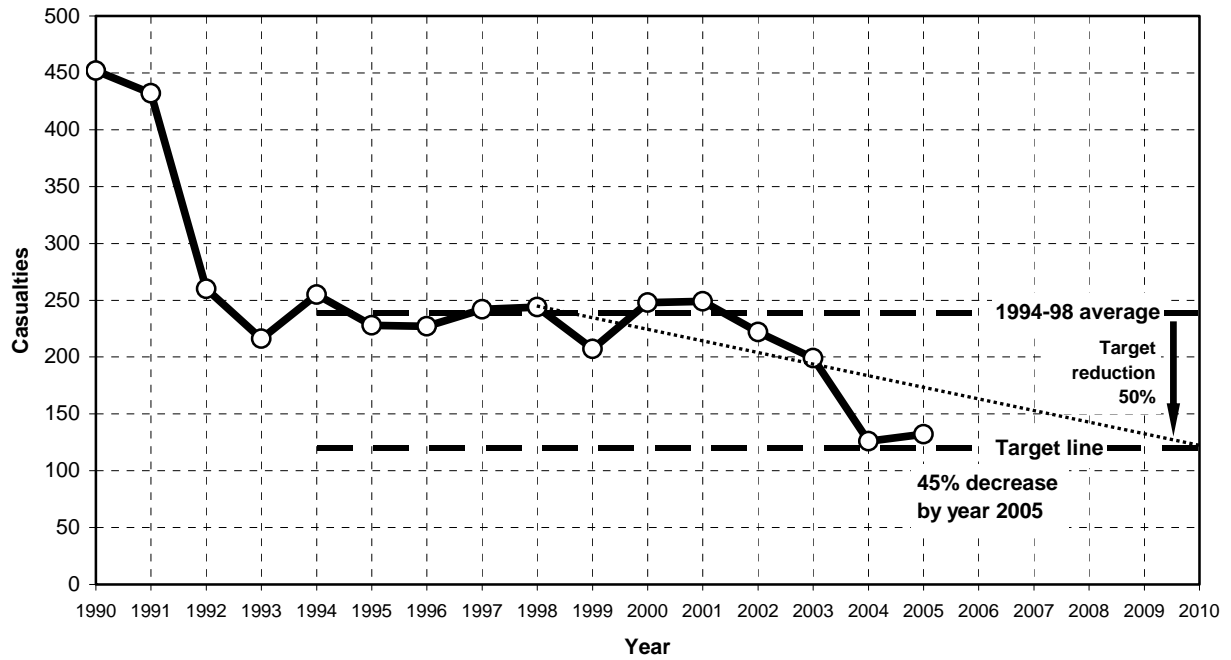
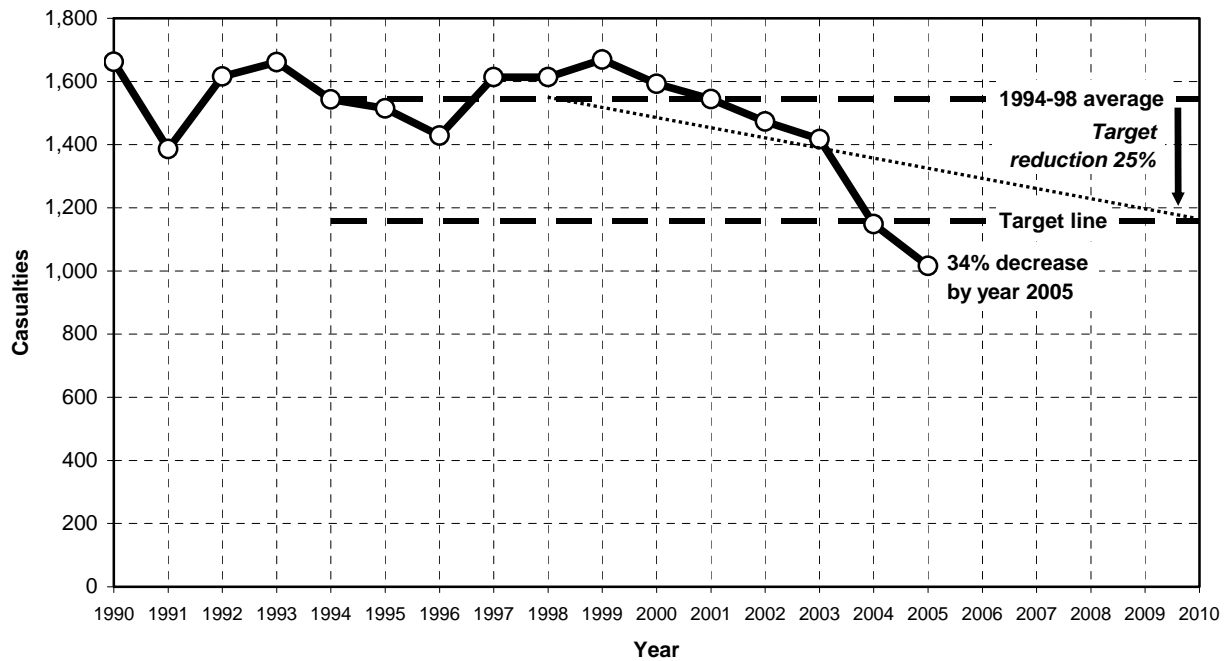


Fig. A29.2: L.B. of Southwark - All slight casualties



**Table A29: Towards the year 2010: Monitoring casualties in L.B. of Southwark**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	4.4	4	2	-50%	-55%
	Pedal cyclists	1.0	0	0	0%	-100%
	Powered two-wheeler	1.0	2	2	0%	100%
	Car occupants	0.6	2	3	50%	400%
	Bus or coach occupants	0.0	1	0	-100%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>7.0</b>	<b>9</b>	<b>7</b>	<b>-22%</b>	<b>0%</b>
<b>Fatal &amp; serious</b>	Pedestrians	79.8	57	46	-19%	-42%
	Pedal cyclists	24.6	7	16	129%	-35%
	Powered two-wheeler	47.4	28	32	14%	-32%
	Car occupants	69.2	23	32	39%	-54%
	Bus or coach occupants	11.8	10	6	-40%	-49%
	Other vehicle occupants	6.4	1	0	-100%	-100%
	<b>Total</b>	<b>239.2</b>	<b>126</b>	<b>132</b>	<b>5%</b>	<b>-45%</b>
	<b>Children (under 16yrs)</b>	<b>34.0</b>	<b>15</b>	<b>9</b>	<b>-40%</b>	<b>-74%</b>
<b>Slight*</b>	Pedestrians	286.0	221	195	-12%	-32%
	Pedal cyclists	189.2	142	144	1%	-24%
	Powered two-wheeler	252.4	243	197	-19%	-22%
	Car occupants	655.2	385	343	-11%	-48%
	Bus or coach occupants	116.2	110	99	-10%	-15%
	Other vehicle occupants	44.0	47	38	-19%	-14%
	<b>Total</b>	<b>1,543.0</b>	<b>1,148</b>	<b>1,016</b>	<b>-11%</b>	<b>-34%</b>
<b>All severities</b>	Pedestrians	365.8	278	241	-13%	-34%
	Pedal cyclists	213.8	149	160	7%	-25%
	Powered two-wheeler	299.8	271	229	-15%	-24%
	Car occupants	724.4	408	375	-8%	-48%
	Bus or coach occupants	128.0	120	105	-13%	-18%
	Other vehicle occupants	50.4	48	38	-21%	-25%
	<b>Total</b>	<b>1,782.2</b>	<b>1,274</b>	<b>1,148</b>	<b>-10%</b>	<b>-36%</b>

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

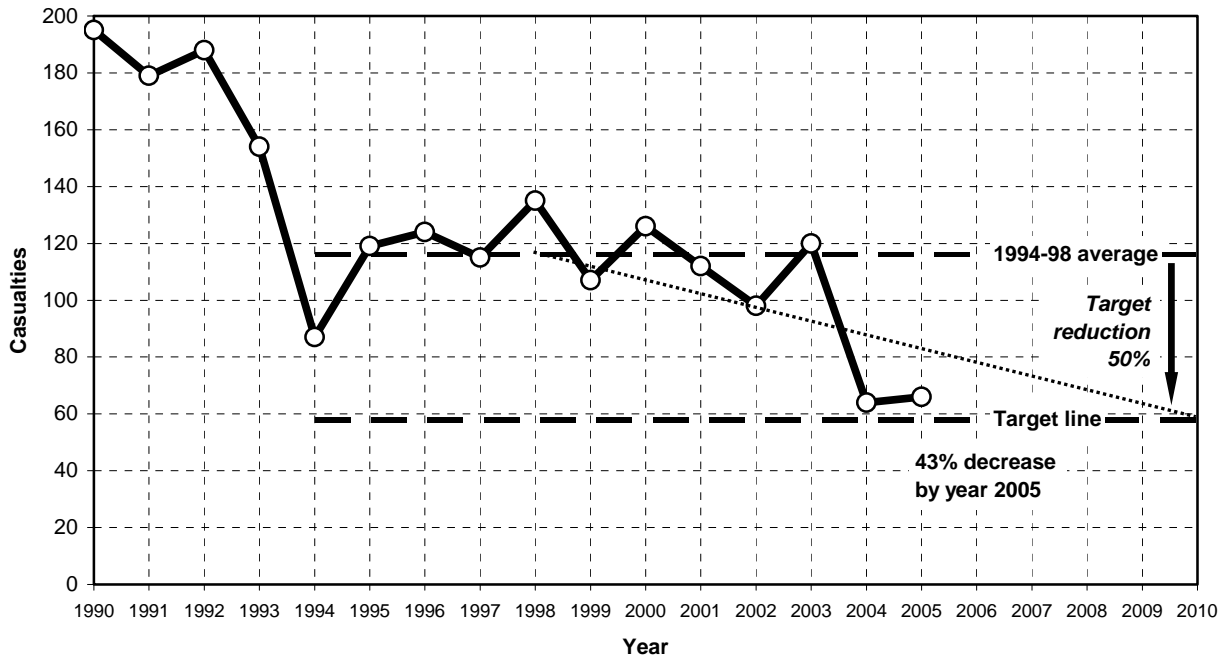
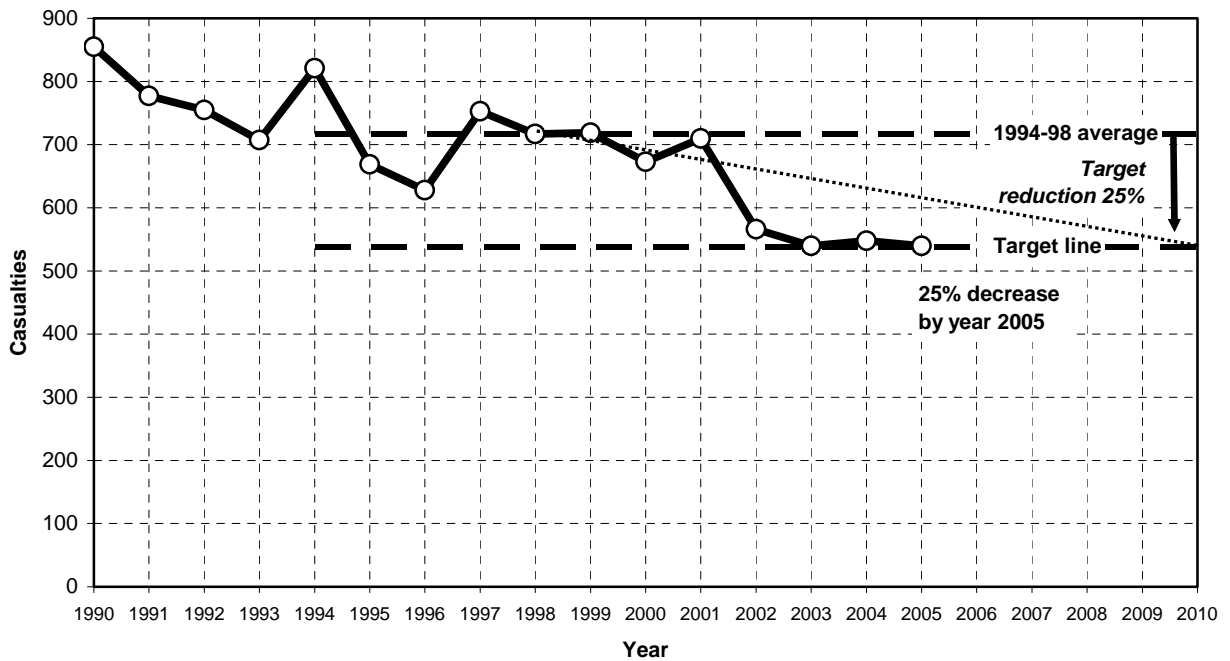


Fig. A30.2: L.B. of Sutton - All slight casualties



**Table A30: Towards the year 2010: Monitoring casualties in L.B. of Sutton**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	4.2	2	1	-50%	-76%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	0.4	1	0	-100%	-100%
	Car occupants	1.8	0	0	0%	-100%
	Bus or coach occupants	0.0	0	1	∞	∞
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>6.4</b>	<b>3</b>	<b>2</b>	<b>-33%</b>	<b>-69%</b>
<b>Fatal &amp; serious</b>	Pedestrians	30.0	19	12	-37%	-60%
	Pedal cyclists	10.0	3	10	233%	0%
	Powered two-wheeler	16.0	18	16	-11%	0%
	Car occupants	52.8	21	21	0%	-60%
	Bus or coach occupants	4.0	2	4	100%	0%
	Other vehicle occupants	3.2	1	3	200%	-6%
	<b>Total</b>	<b>116.0</b>	<b>64</b>	<b>66</b>	<b>3%</b>	<b>-43%</b>
	<b>Children (under 16yrs)</b>	<b>21.6</b>	<b>6</b>	<b>4</b>	<b>-33%</b>	<b>-81%</b>
<b>Slight*</b>	Pedestrians	101.8	84	75	-11%	-26%
	Pedal cyclists	62.0	36	30	-17%	-52%
	Powered two-wheeler	77.8	81	72	-11%	-7%
	Car occupants	430.4	301	322	7%	-25%
	Bus or coach occupants	26.4	27	21	-22%	-20%
	Other vehicle occupants	19.2	19	20	5%	4%
	<b>Total</b>	<b>717.6</b>	<b>548</b>	<b>540</b>	<b>-1%</b>	<b>-25%</b>
<b>All severities</b>	Pedestrians	131.8	103	87	-16%	-34%
	Pedal cyclists	72.0	39	40	3%	-44%
	Powered two-wheeler	93.8	99	88	-11%	-6%
	Car occupants	483.2	322	343	7%	-29%
	Bus or coach occupants	30.4	29	25	-14%	-18%
	Other vehicle occupants	22.4	20	23	15%	3%
	<b>Total</b>	<b>833.6</b>	<b>612</b>	<b>606</b>	<b>-1%</b>	<b>-27%</b>

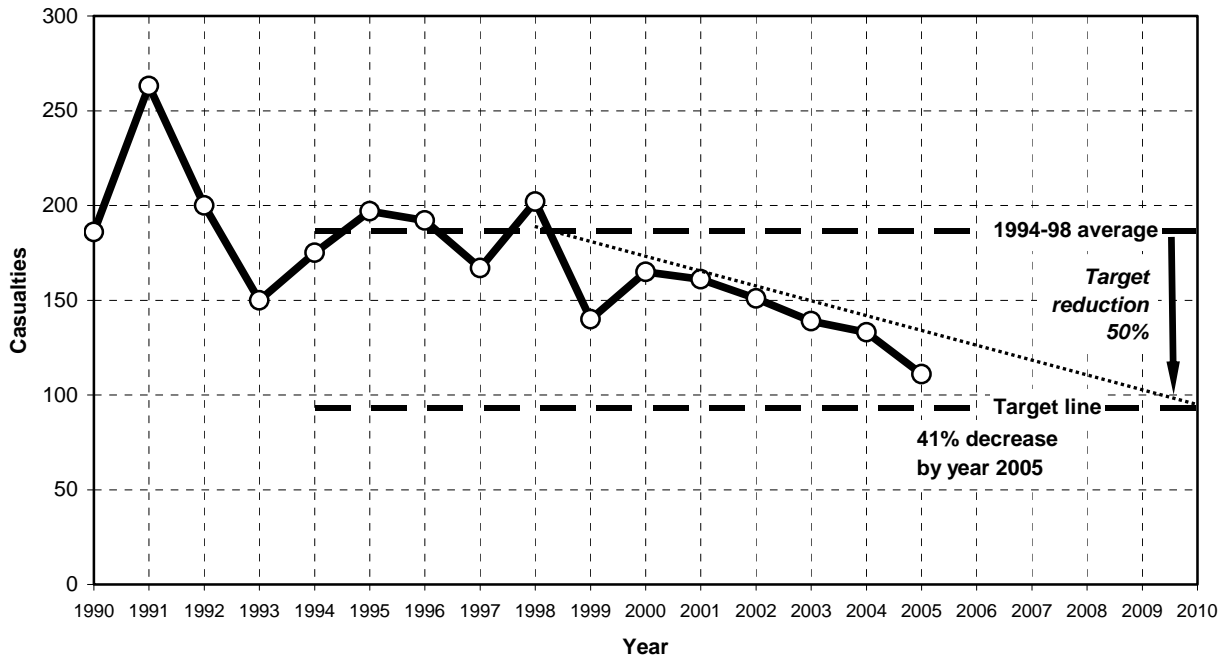
NB. Shaded areas show the National and London casualty reduction target categories

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

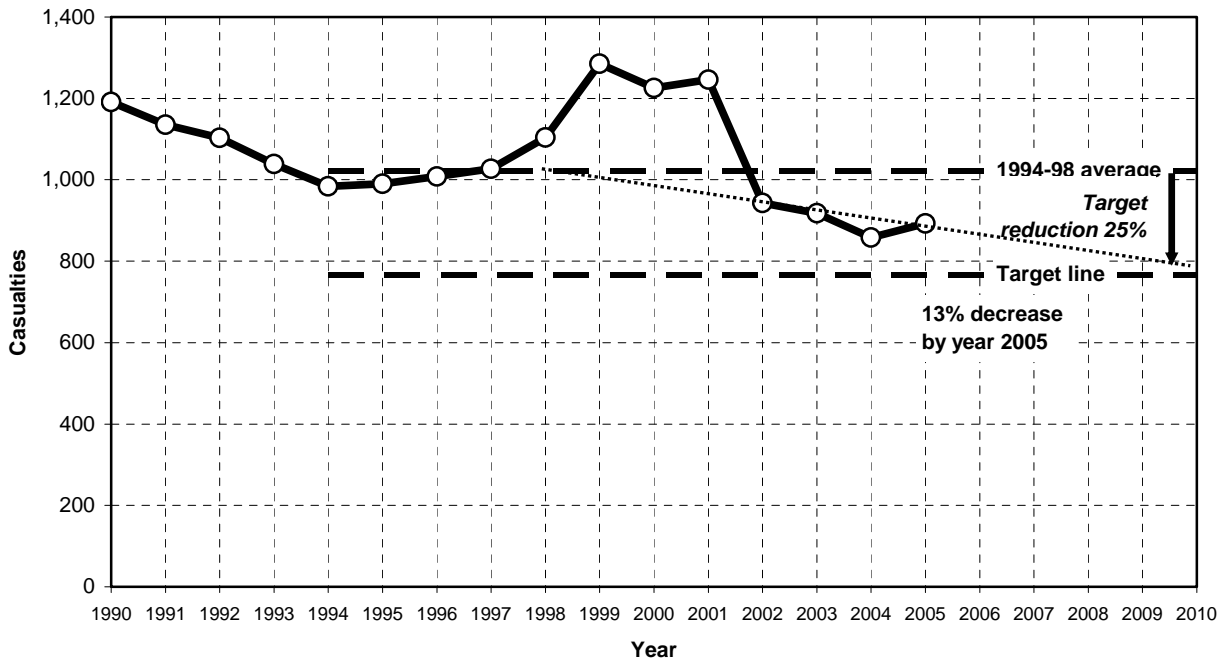
Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

# 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 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	4.2	3	6	100%	43%
	Pedal cyclists	0.2	1	0	-100%	-100%
	Powered two-wheeler	1.0	1	2	100%	100%
	Car occupants	1.8	0	0	0%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	1	0	-100%	0%
	<b>Total</b>	<b>7.2</b>	<b>6</b>	<b>8</b>	<b>33%</b>	<b>11%</b>
<b>Fatal &amp; serious</b>	Pedestrians	72.6	56	40	-29%	-45%
	Pedal cyclists	14.4	12	11	-8%	-24%
	Powered two-wheeler	37.8	40	43	8%	14%
	Car occupants	51.4	20	13	-35%	-75%
	Bus or coach occupants	4.4	2	2	0%	-55%
	Other vehicle occupants	6.0	3	2	-33%	-67%
	<b>Total</b>	<b>186.6</b>	<b>133</b>	<b>111</b>	<b>-17%</b>	<b>-41%</b>
	<b>Children (under 16yrs)</b>	<b>27.4</b>	<b>17</b>	<b>8</b>	<b>-53%</b>	<b>-71%</b>
<b>Slight*</b>	Pedestrians	211.4	133	144	8%	-32%
	Pedal cyclists	112.0	92	93	1%	-17%
	Powered two-wheeler	199.2	172	181	5%	-9%
	Car occupants	413.2	370	405	9%	-2%
	Bus or coach occupants	39.2	39	35	-10%	-11%
	Other vehicle occupants	47.6	52	35	-33%	-26%
	<b>Total</b>	<b>1,022.6</b>	<b>858</b>	<b>893</b>	<b>4%</b>	<b>-13%</b>
<b>All severities</b>	Pedestrians	284.0	189	184	-3%	-35%
	Pedal cyclists	126.4	104	104	0%	-18%
	Powered two-wheeler	237.0	212	224	6%	-5%
	Car occupants	464.6	390	418	7%	-10%
	Bus or coach occupants	43.6	41	37	-10%	-15%
	Other vehicle occupants	53.6	55	37	-33%	-31%
	<b>Total</b>	<b>1,209.2</b>	<b>991</b>	<b>1,004</b>	<b>1%</b>	<b>-17%</b>

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

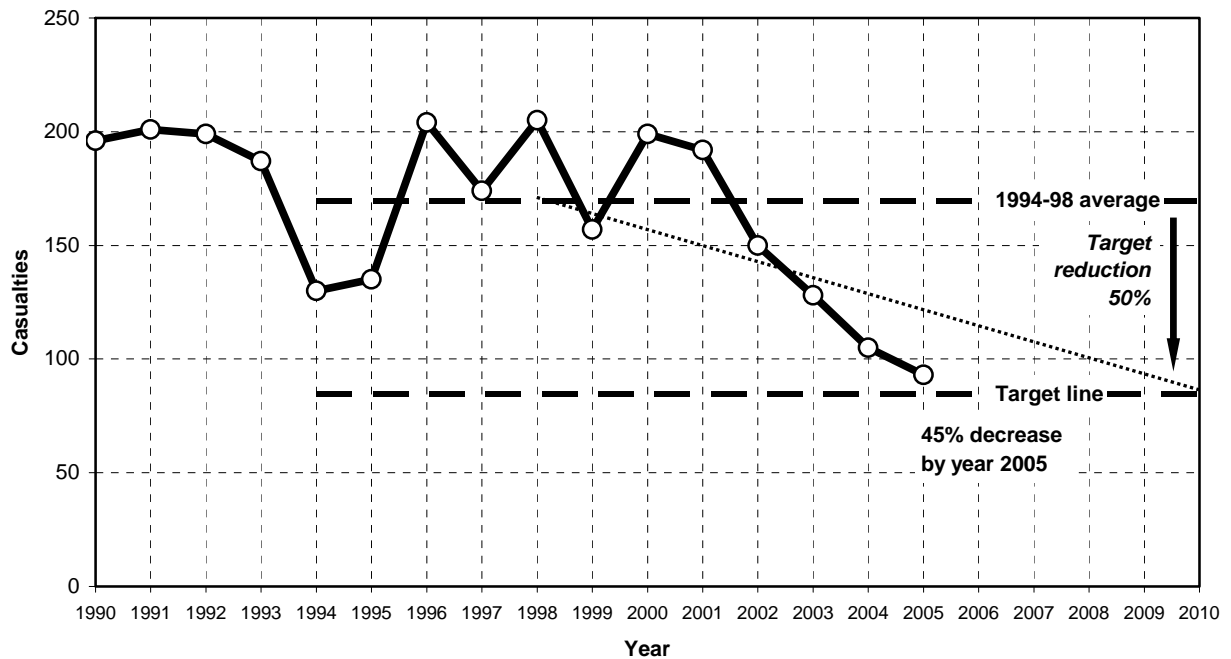
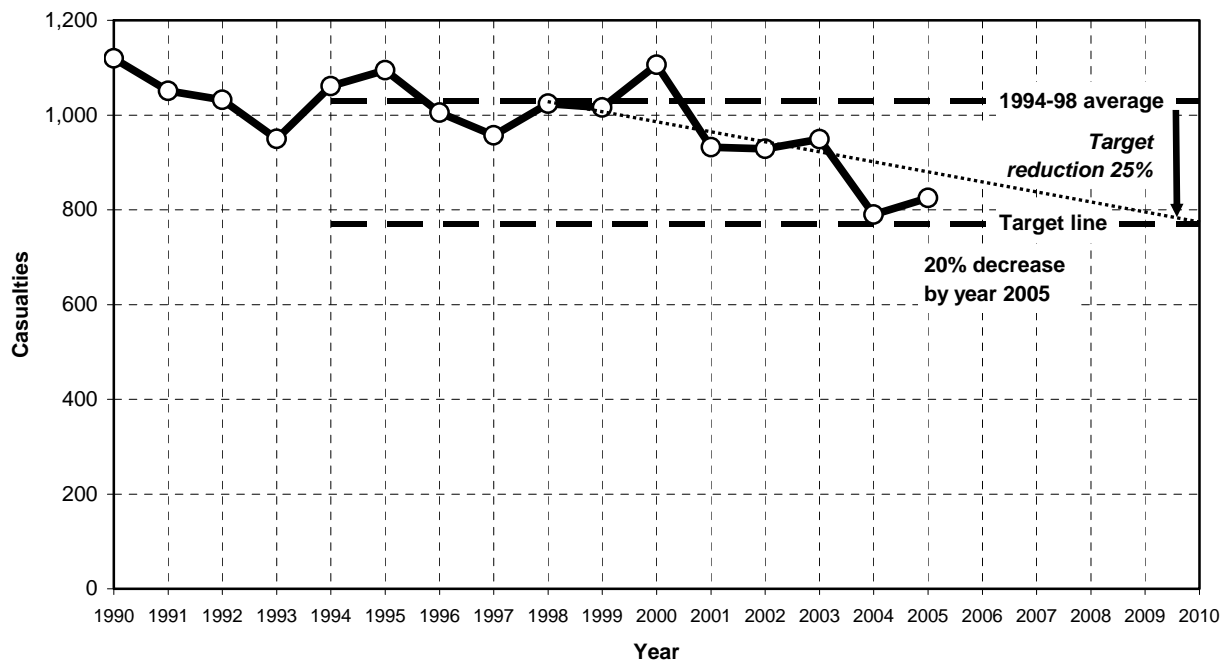


Fig. A32.2: L.B. of Waltham Forest - All slight casualties





**Table A32: Towards the year 2010: Monitoring casualties in L.B. of Waltham Forest**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	3.0	1	2	100%	-33%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.6	0	1	∞	67%
	Car occupants	1.4	0	2	∞	43%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>5.4</b>	<b>7</b>	<b>1</b>	<b>-86%</b>	<b>-81%</b>
<b>Fatal &amp; serious</b>	Pedestrians	60.4	37	39	5%	-35%
	Pedal cyclists	12.0	2	3	50%	-75%
	Powered two-wheeler	19.4	18	18	0%	-7%
	Car occupants	66.6	39	31	-21%	-53%
	Bus or coach occupants	5.8	5	2	-60%	-66%
	Other vehicle occupants	5.4	4	0	-100%	-100%
	<b>Total</b>	<b>169.6</b>	<b>105</b>	<b>93</b>	<b>-11%</b>	<b>-45%</b>
	<b>Children (under 16yrs)</b>	<b>30.0</b>	<b>12</b>	<b>21</b>	<b>75%</b>	<b>-30%</b>
<b>Slight*</b>	Pedestrians	205.4	146	139	-5%	-32%
	Pedal cyclists	88.0	51	59	16%	-33%
	Powered two-wheeler	118.6	83	78	-6%	-34%
	Car occupants	528.8	441	482	9%	-9%
	Bus or coach occupants	45.4	40	41	3%	-10%
	Other vehicle occupants	42.2	29	26	-10%	-38%
	<b>Total</b>	<b>1,028.4</b>	<b>790</b>	<b>825</b>	<b>4%</b>	<b>-20%</b>
<b>All severities</b>	Pedestrians	265.8	183	178	-3%	-33%
	Pedal cyclists	100.0	53	62	17%	-38%
	Powered two-wheeler	138.0	101	96	-5%	-30%
	Car occupants	595.4	480	513	7%	-14%
	Bus or coach occupants	51.2	45	43	-4%	-16%
	Other vehicle occupants	47.6	33	26	-21%	-45%
	<b>Total</b>	<b>1,198.0</b>	<b>895</b>	<b>918</b>	<b>3%</b>	<b>-23%</b>

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

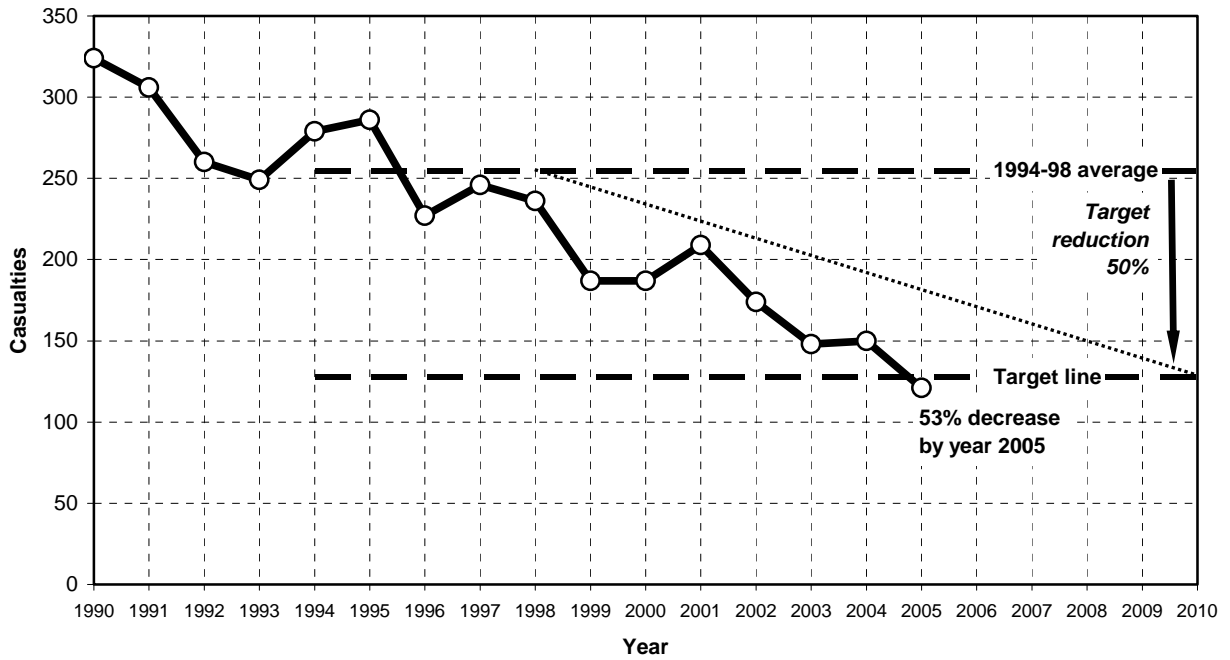
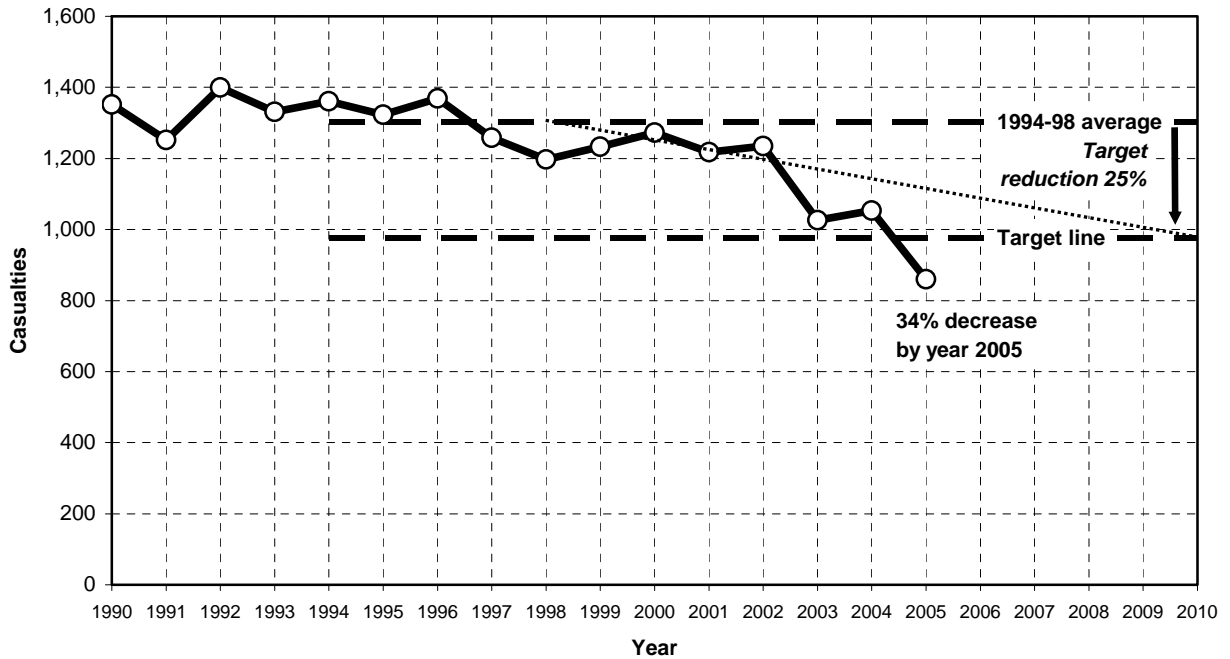


Fig. A33.2: L.B. of Wandsworth - All slight casualties



**Table A33: Towards the year 2010: Monitoring casualties in L.B. of Wandsworth**  
**Casualties in the year 2005 compared with the 1994-98 average and 2004**

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
<b>Fatal</b>	Pedestrians	4.2	4	1	-75%	-76%
	Pedal cyclists	1.0	1	1	0%	0%
	Powered two-wheeler	1.8	2	2	0%	11%
	Car occupants	0.2	1	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	<b>Total</b>	<b>7.2</b>	<b>8</b>	<b>4</b>	<b>-50%</b>	<b>-44%</b>
<b>Fatal &amp; serious</b>	Pedestrians	78.2	45	26	-42%	-67%
	Pedal cyclists	32.8	19	28	47%	-15%
	Powered two-wheeler	53.4	46	45	-2%	-16%
	Car occupants	74.6	27	19	-30%	-75%
	Bus or coach occupants	7.4	11	2	-82%	-73%
	Other vehicle occupants	8.4	2	1	-50%	-88%
	<b>Total</b>	<b>254.8</b>	<b>150</b>	<b>121</b>	<b>-19%</b>	<b>-53%</b>
	<b>Children (under 16yrs)</b>	<b>28.8</b>	<b>13</b>	<b>6</b>	<b>-54%</b>	<b>-79%</b>
<b>Slight*</b>	Pedestrians	227.6	175	143	-18%	-37%
	Pedal cyclists	204.0	150	124	-17%	-39%
	Powered two-wheeler	263.0	260	221	-15%	-16%
	Car occupants	498.6	362	309	-15%	-38%
	Bus or coach occupants	66.4	79	46	-42%	-31%
	Other vehicle occupants	42.0	27	17	-37%	-60%
	<b>Total</b>	<b>1,301.6</b>	<b>1,053</b>	<b>860</b>	<b>-18%</b>	<b>-34%</b>
<b>All severities</b>	Pedestrians	305.8	220	169	-23%	-45%
	Pedal cyclists	236.8	169	152	-10%	-36%
	Powered two-wheeler	316.4	306	266	-13%	-16%
	Car occupants	573.2	389	328	-16%	-43%
	Bus or coach occupants	73.8	90	48	-47%	-35%
	Other vehicle occupants	50.4	29	18	-38%	-64%
	<b>Total</b>	<b>1,556.4</b>	<b>1,203</b>	<b>981</b>	<b>-18%</b>	<b>-37%</b>

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.



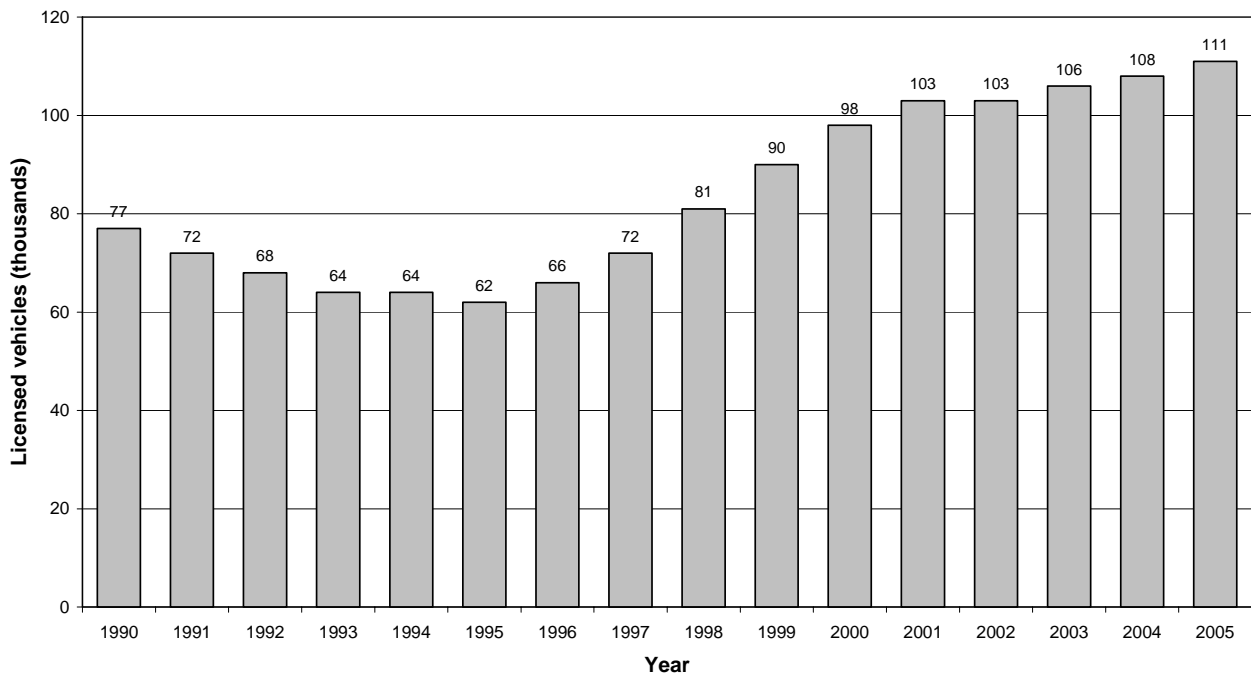
# Appendix B

## Vehicles licensed in Greater London

	<b>Type</b>	<b>Page</b>
Fig. B1	Motorcycles, mopeds and scooters	122
Fig. B2	Cars	122
Fig. B3	All vehicles	123

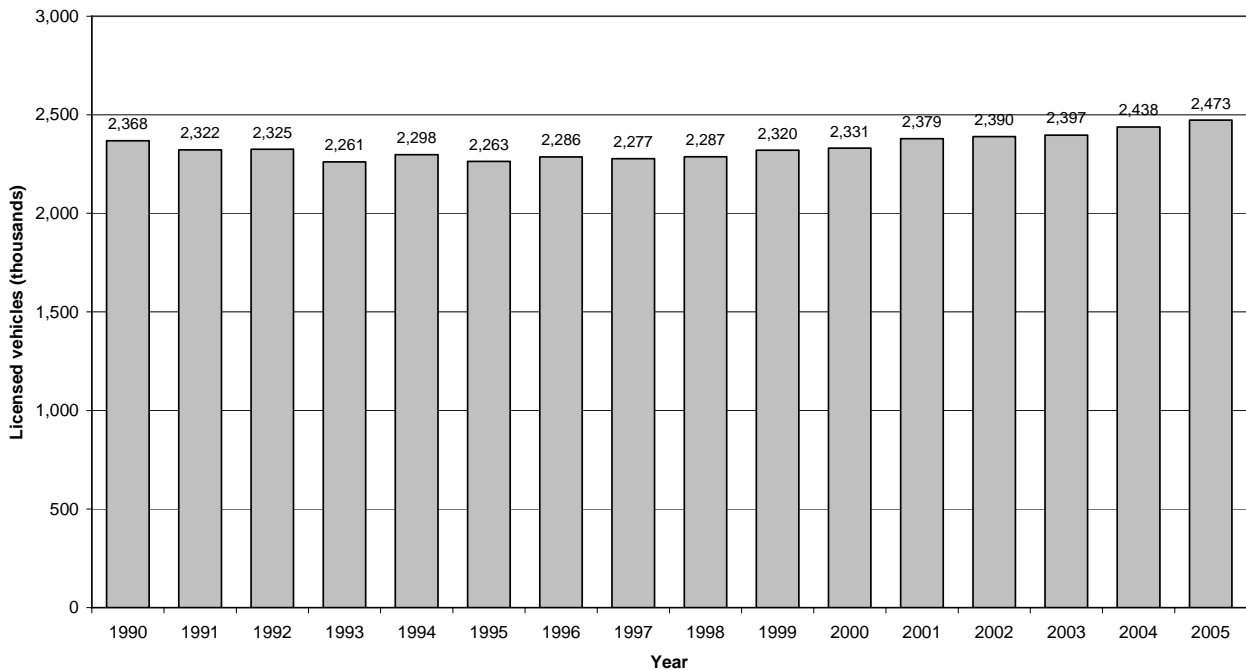
# Vehicles licensed in Greater London

**Fig. B1: Motorcycles, scooters & mopeds licensed in Greater London (1990-2005)**



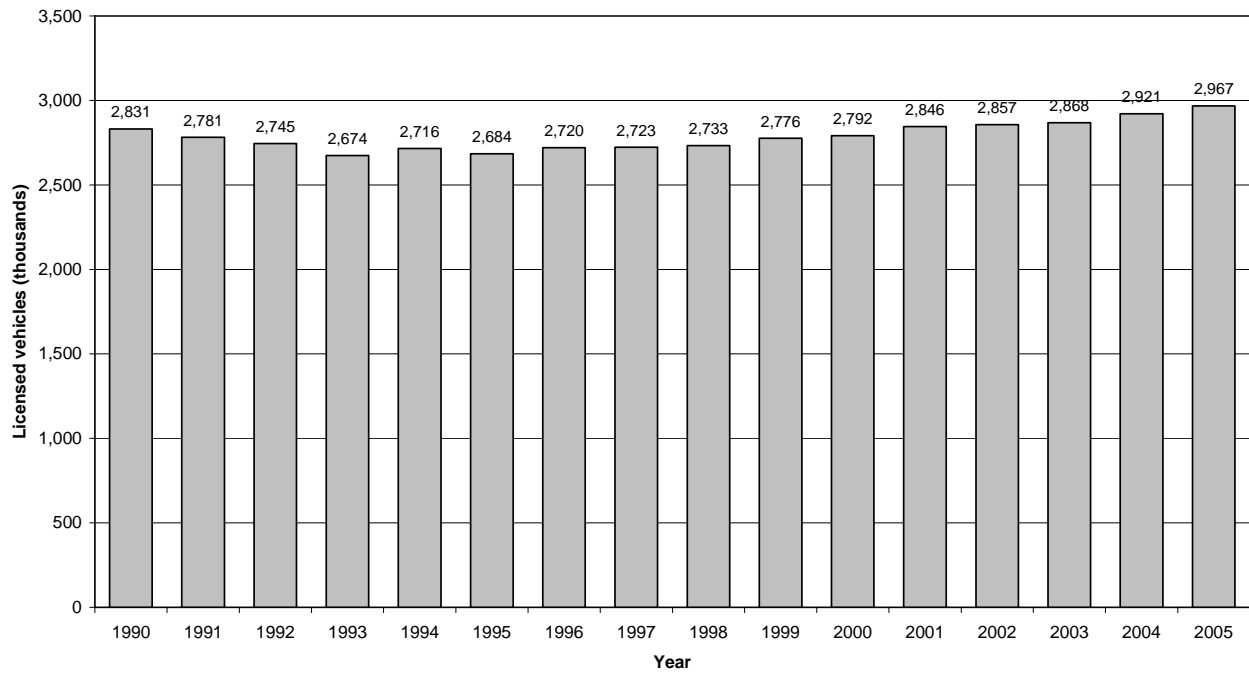
Source: Driver Vehicle Licensing Agency; Department for Transport

**Fig. B2: Cars licensed in Greater London (1990-2005)**



Source: Driver Vehicle Licensing Agency; Department for Transport

**Fig. B3: All vehicles licensed in Greater London (1990-2005)**



Source: Driver Vehicle Licensing Agency; Department for Transport





# Appendix C

## Radial traffic movements in London

	<b>Type</b>	<b>Page</b>
Fig. C1	All motor vehicles	127
Fig. C2	Pedal cycles	127
Fig. C3	Motorcycles	128
Fig. C4	Cars	128
Fig. C5	Bus and coach	129
Fig. C6	Goods vehicles	129

## Radial traffic movements in London

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

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

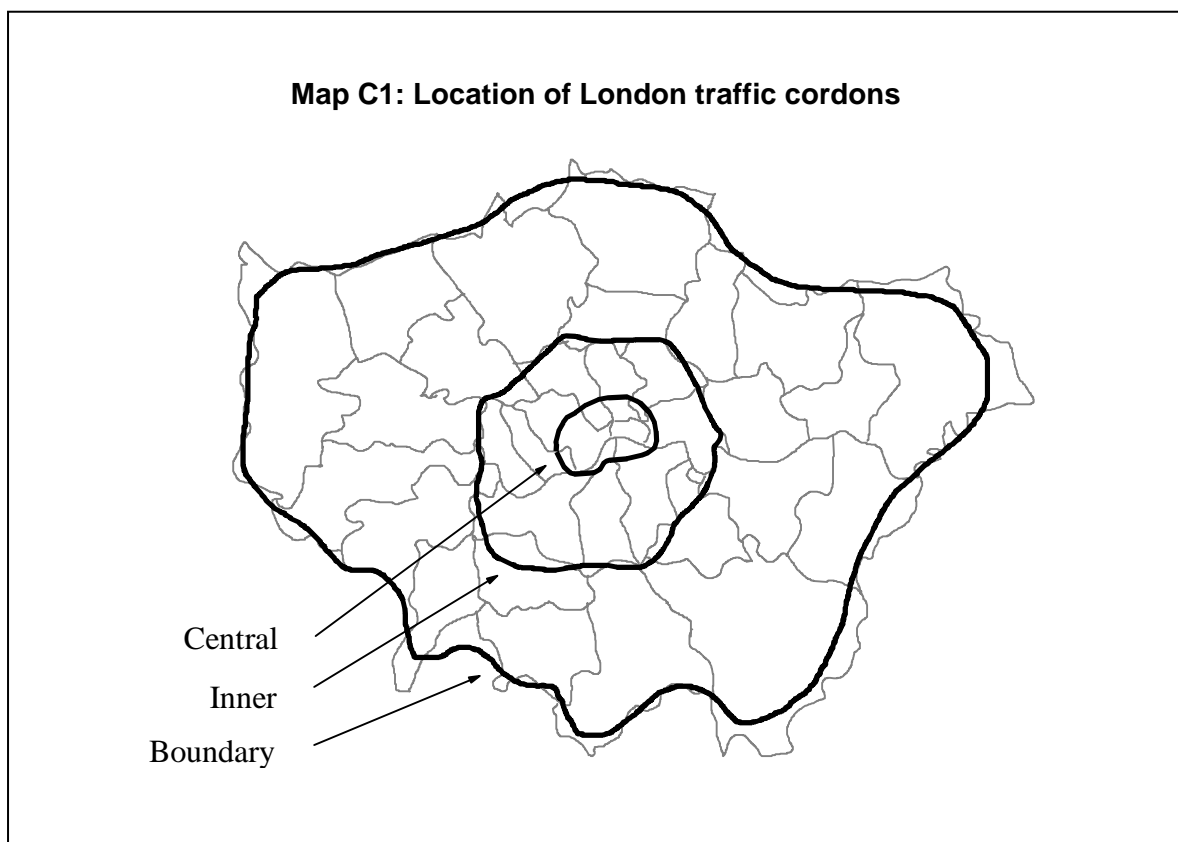
The traffic volumes are 24-hour flows for both directions combined.

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

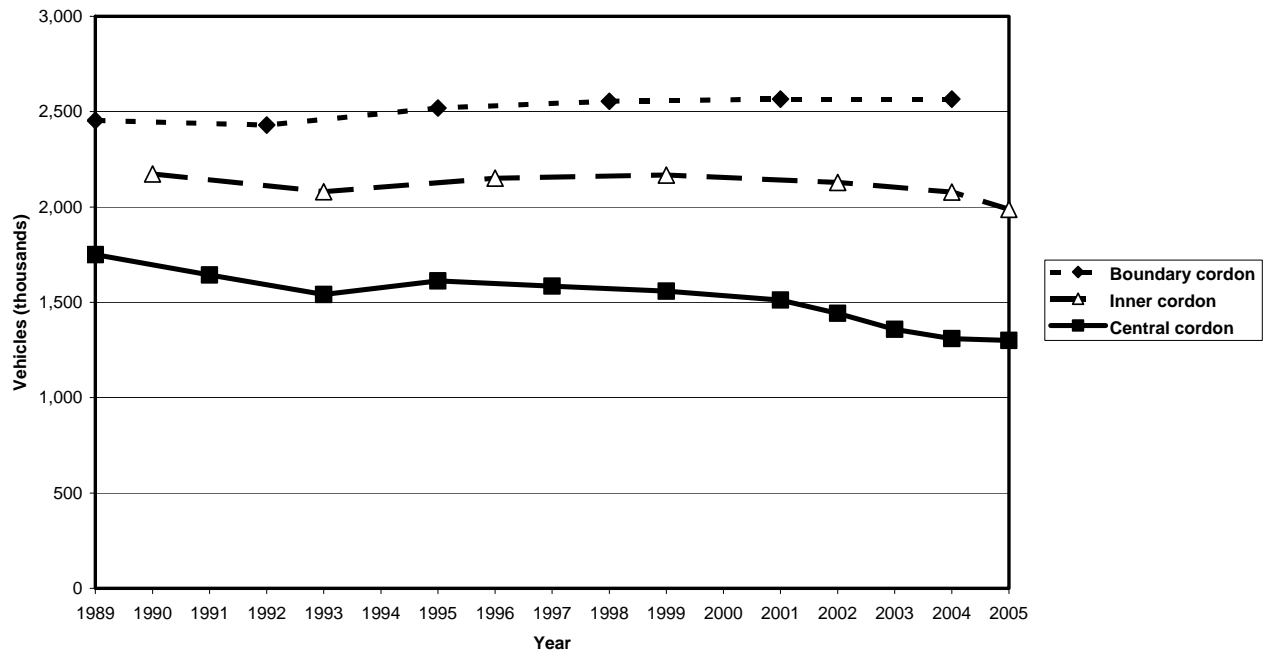
only the central and inner cordons were monitored in year 2005.

Cordon locations are shown in Map C1.

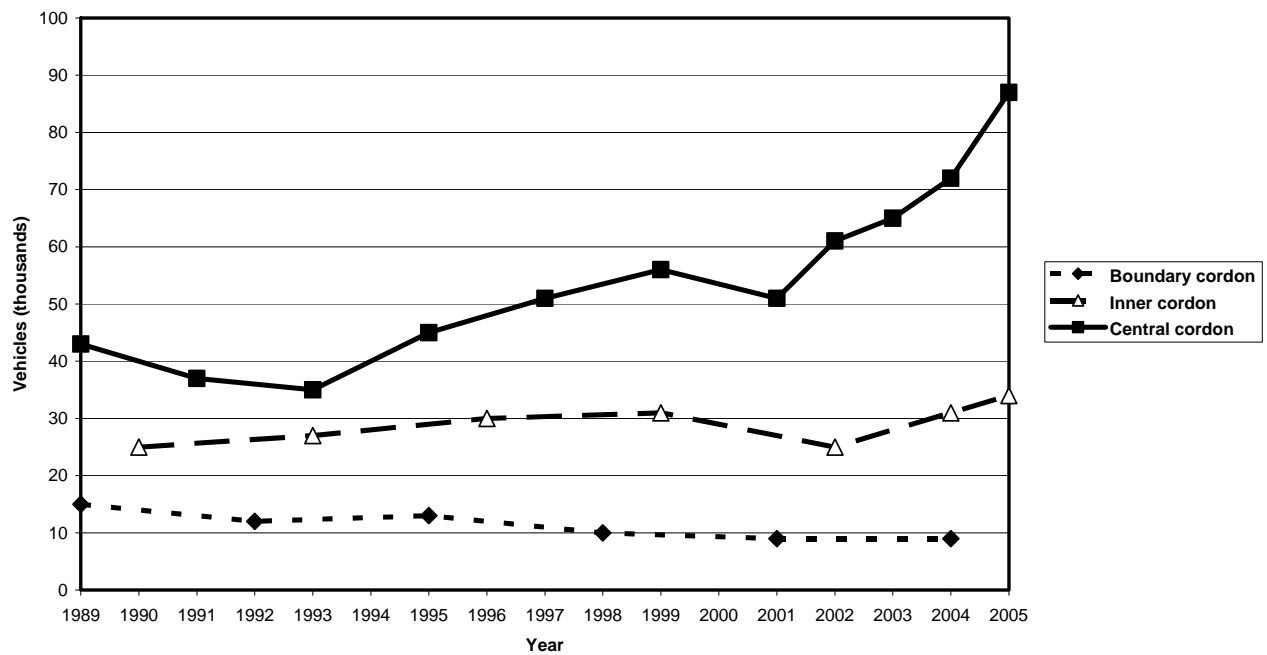
- The *boundary cordon* roughly corresponds to the Greater London boundary.
- The *inner cordon* encloses an area roughly corresponding to the old London County Council area, but excludes most of the boroughs of Greenwich and Lewisham.
- The *central cordon* encloses an area within a 1 to 2 mile radius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



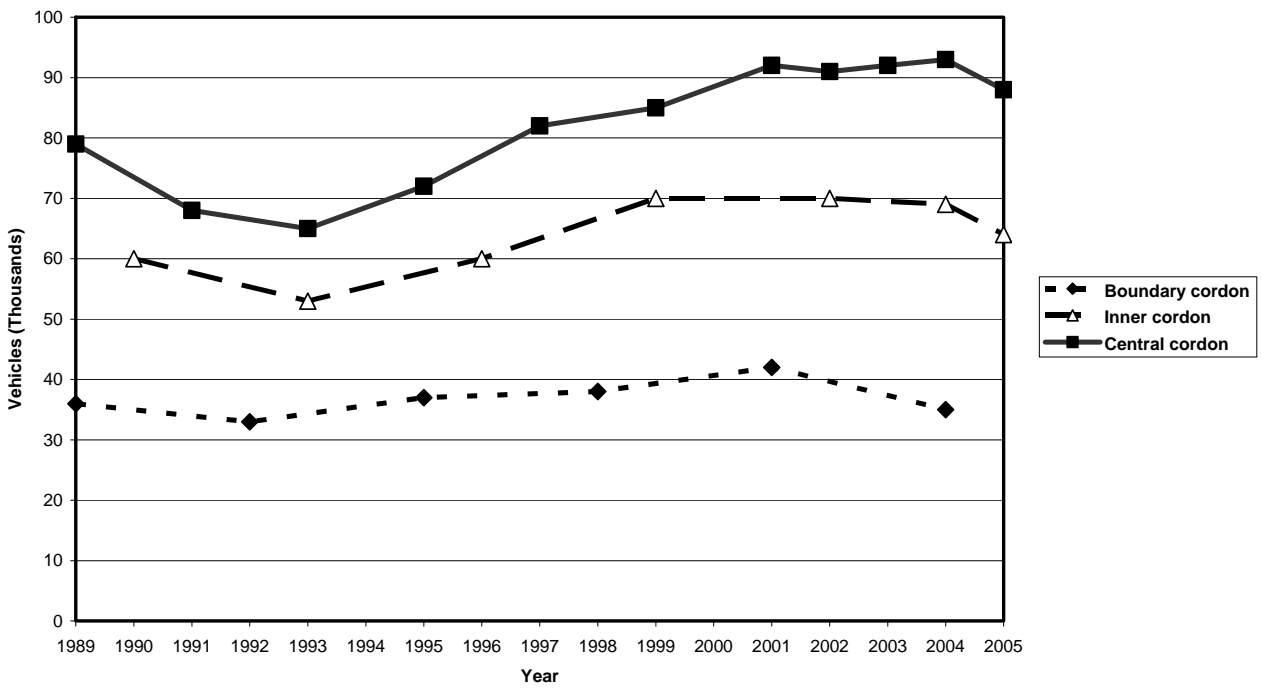
**Fig. C1: Radial 24 hour all motor vehicle movements in London, both directions combined, 1989-2005**



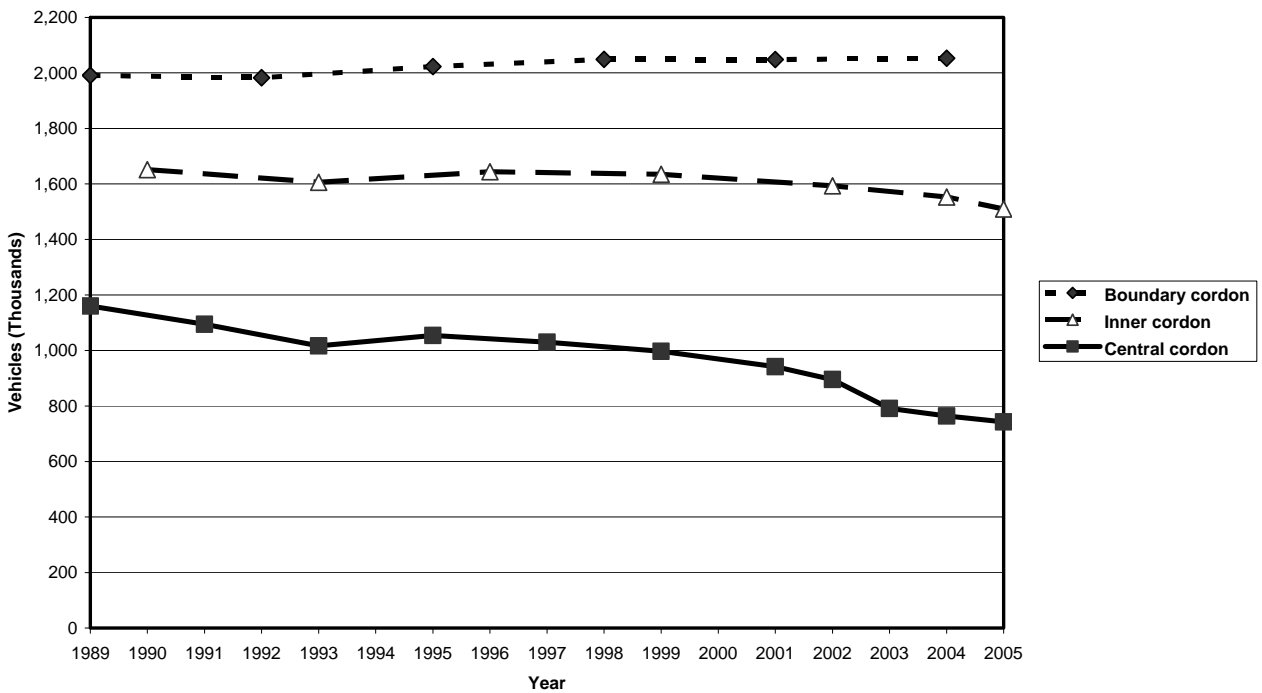
**Fig. C2: Radial 24 hour pedal cycle movements in London, both directions combined, 1989-2005**



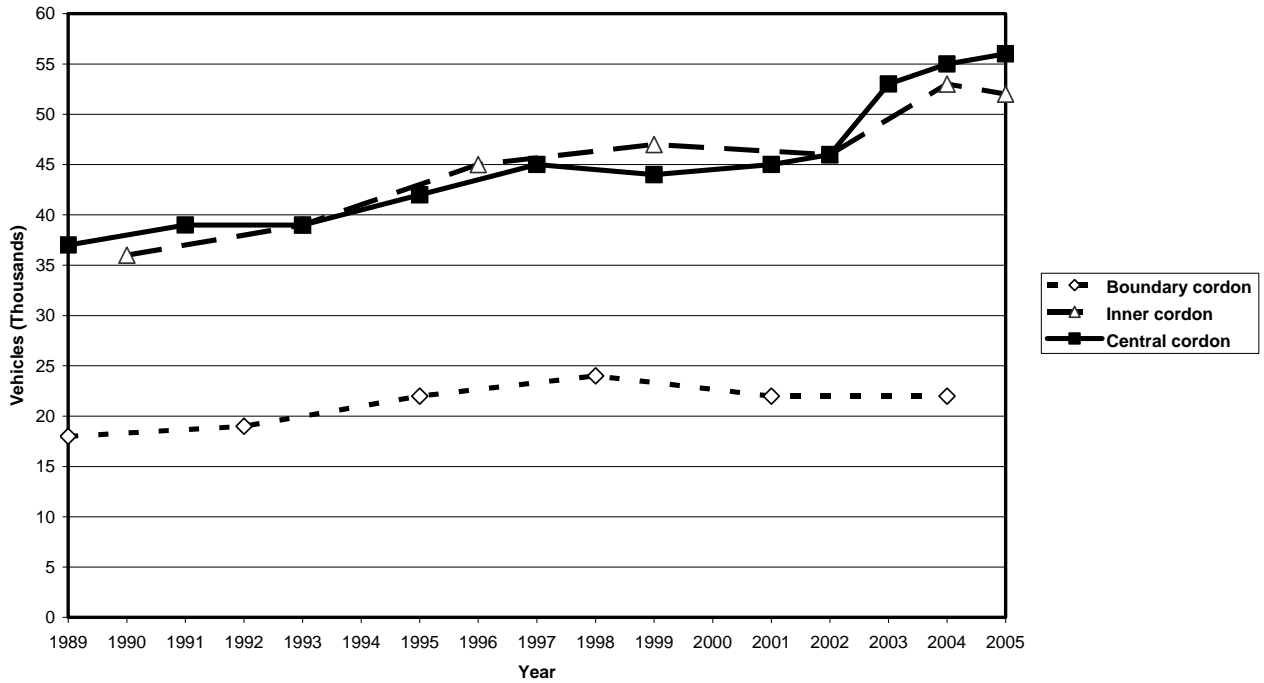
**Fig. C3: Radial 24 hour motorcycle movements in London, both directions combined, 1989-2005**



**Fig. C4: Radial car movements in London, both directions combined, 1989-2005**



**Fig. C5: Radial bus & coach movements in London, both directions combined, 1989-2005**



**Fig. C6: Radial goods vehicle movements in London, both directions combined, 1989-2005**

