

Towards the year 2010: monitoring casualties in Greater London

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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 2004.

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

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

- pedestrians
- pedal cyclists

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

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

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

8 Table A (overleaf) presents a summary of the changes in casualties in the target categories by the end of the year 2004 compared with both the 1994-98 average and 2003, together with the target reduction to be achieved by the year 2010. Figure A summarises the percentage changes by 2004 in the form of a chart.

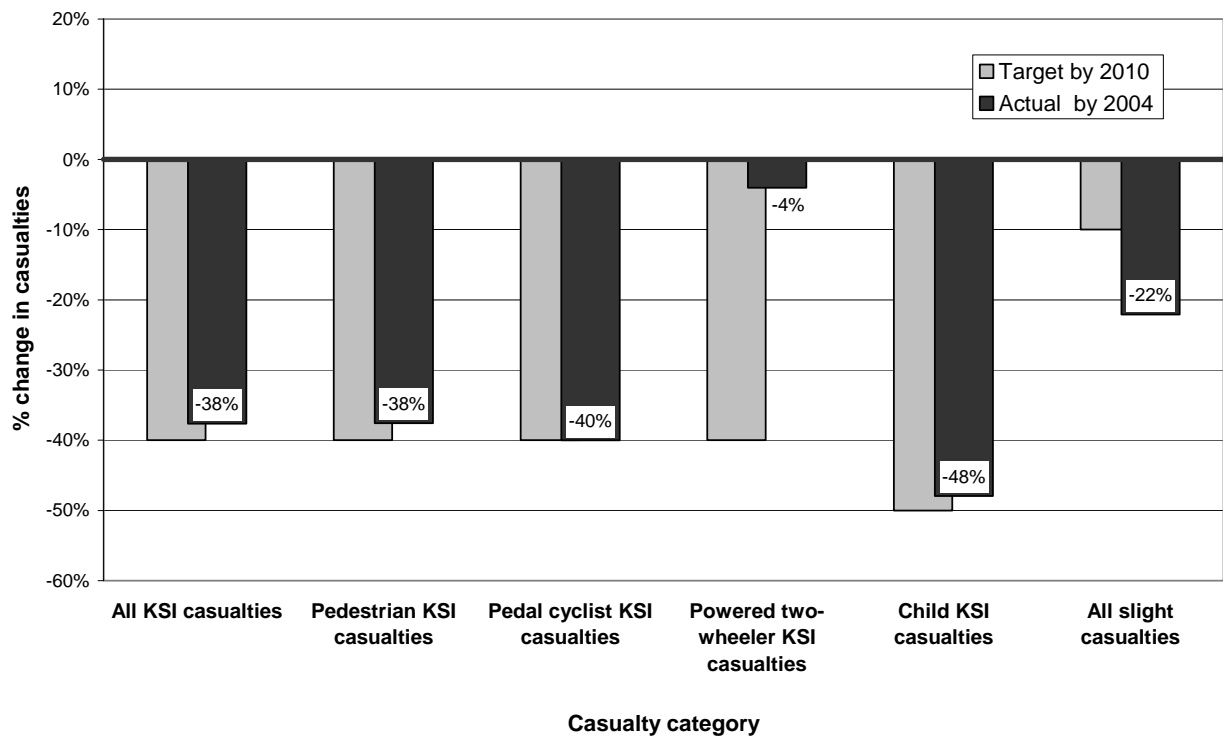
9 With regard to the national casualty target categories, Table A shows that:

- following a decrease of 19% in 2004, all KSI casualties were 38% below the 1994-98 average
- following a decrease of 10% in 2004, child KSI casualties were 48% below the 1994-98 average
- after a decrease of 9% in 2004, slight casualties were 22% below the 1994-98 average.

Table A: Summary of changes in casualties for London target categories by year 2004

Category	Casualties			% change by 2004 compared with		
	Target change by 2010 (%)	1994-98 average	2003	2004	2003	1994-98 average
Killed or seriously injured casualties						
Total	-40%	6,684.4	5,164	4,169	-19%	-38%
Pedestrians	-40%	2,136.6	1,499	1,334	-11%	-38%
Pedal cyclists	-40%	566.8	440	340	-23%	-40%
Powered two-wheelers	-40%	932.8	1,152	895	-22%	-4%
Children	-50%	935.4	542	487	-10%	-48%
Slight casualties						
Total	-10%	38,996.8	33,266	30,386	-9%	-22%

Figure A: Summary of percentage change in casualties on all roads in Greater London for target groups between the 1994-98 average and 2004



10 Considering the additional casualty reduction target categories for London:

- after a decrease of 11% in 2004, pedestrian KSI casualties were 38% below the 1994-98 average
- following a 23% decrease in 2004, pedal cyclist KSI casualties were now 40% below the 1994-98 average, thus reaching their target level
- after a 22% decrease in the year 2004, powered two-wheeler user KSI casualties were 4% below the 1994-98 average, the first time 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 2004:

- As a result of a 21% decrease in 2004, the number of fatalities was 13% 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 2002, 2003 and 2004 follows three years when increases were noted.
- Following a decrease of 24% in the year 2004 compared with 2003, car occupant KSI casualties were 50% below the 1994-98 average.
- In terms of overall casualties, following a 10% decrease in 2004, they were 24% 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 2004 (34,555), it can be estimated that there may have been about 50,000 people injured on the roads in London in 2004.

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 2004. It is the fifth 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 in *The Mayor's Transport Strategy* was to develop the first London-wide Road Safety Plan. TfL Street Management led development of the plan and after wide consultation *London's Road Safety Plan* was published by TfL on behalf of the Mayor of London in November 2001.

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

1.5 Accordingly, the 40% casualty reduction target by 2010 for killed and seriously injured casualties is to be applied in London to:

- pedestrians
- pedal cyclists
- powered two-wheeler users

to ensure that attention is focussed on these groups.

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

1.7 The 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 in London is given in Appendix B and data on radial traffic movements is given in Appendix C.

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

2. Format and content of tables, charts and maps

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

2.2 The casualties referred to in this report are those injured in road traffic 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 2004 (34,555), it can be estimated that there may have been about 50,000 people injured on the roads in London.

Casualty monitoring charts

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

- An upper horizontal line showing the average number of casualties between 1994 and 1998, i.e. the base period against which the new target reductions are measured;
- A lower horizontal line showing the target casualty level to be achieved by the year 2010.
- The number of casualties for each year from 1990 to 2004. 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. 2004 in this edition of the report) compared with the 1994-98 average figure.
- An arrow showing the percentage reduction to be achieved for the particular casualty category by the year 2010 compared with the 1994-98 average.

London thematic maps

2.8 The report contains thematic maps that compare the percentage changes achieved by 2004 in each London borough for each of the casualty categories analysed. This helps to identify and compare how particular areas of London are performing.

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

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

2.10 All of the main target categories are shown in the thematic maps. However, the actual cases for some categories in individual boroughs may be relatively small, so not all of the additional casualty categories (presented in the London-wide charts and tables) are shown for the borough thematic maps. This can mean that a small year on year change in a small casualty number could appear as a relatively large percentage change, and could provide a misleading picture. Consequently, only casualty categories with relatively high numbers are presented in the thematic maps.

Casualty profiles

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

2.12 The format and content of the casualty profiles were developed with the help of the Pan London Safety Forum

Monitoring sub-group, including representatives from the London boroughs, TfL Street Management and the police.

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

- 1994-1998 average (the new base period)
- casualty numbers in 2003
- casualty numbers in 2004
- percentage change in year 2004 compared with 2003
- percentage change in the year 2004 compared with the 1994-1998 average.

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

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

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

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

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

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

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

2.17 The numbers of casualties for each of the highway authorities is obtained from the London Accident Analysis Unit 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

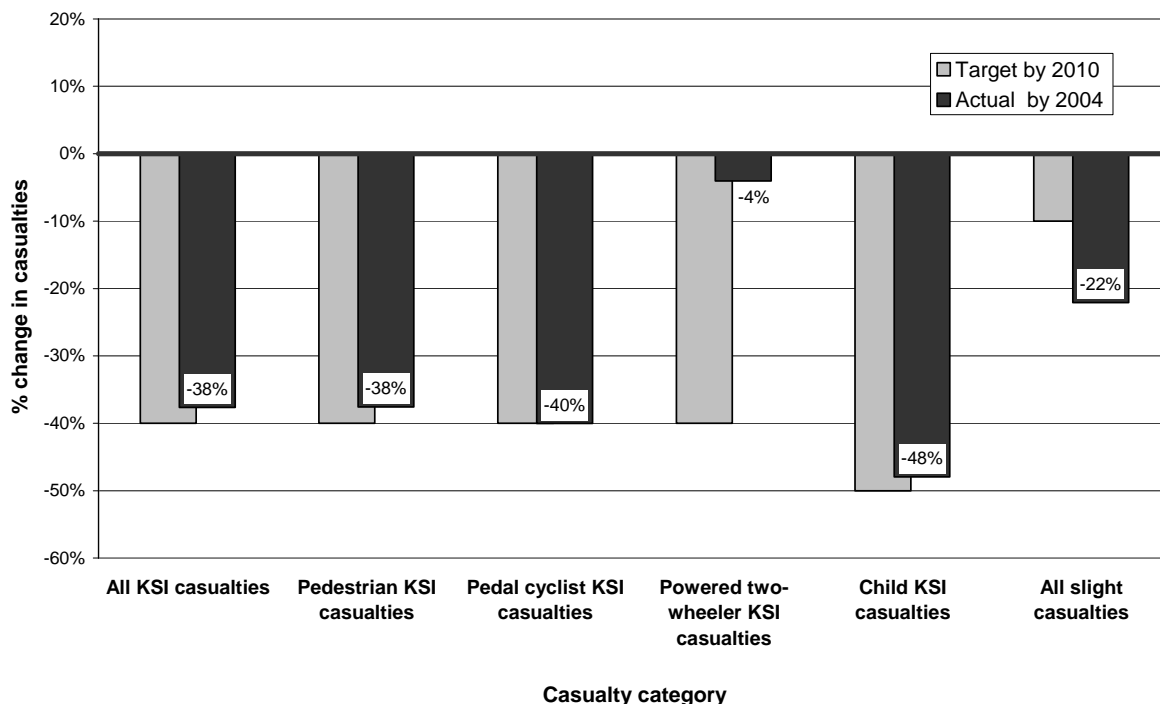
3.1 Table A summarises the changes in casualties for the target categories included in *London's Road Safety Plan* in November

2001 for all roads in London. Figure A summarises the percentage changes by 2004 in the form of a chart.

Table A: Summary of changes in casualties for London target categories by year 2004

Category	Target change by 2010 (%)	Casualties			% change by 2004 compared with	
		1994-98 average	2003	2004	2003	1994-98 average
Killed or seriously injured casualties						
Total	-40%	6,684.4	5,164	4,169	-19%	-38%
Pedestrians	-40%	2,136.6	1,499	1,334	-11%	-38%
Pedal cyclists	-40%	566.8	440	340	-23%	-40%
Powered two-wheelers	-40%	932.8	1,152	895	-22%	-4%
Children	-50%	935.4	542	487	-10%	-48%
Slight casualties						
Total	-10%	38,996.8	33,266	30,386	-9%	-22%

Figure A: Summary of percentage change in casualties on all roads in Greater London for target groups between the 1994-98 average and 2004



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 2004 compared with the 1994-1998 average, there have been reductions of 38% in total killed or seriously injured casualties, together with reductions of 38% for pedestrian KSI casualties and 40% for pedal cyclist KSI casualties. In addition, there has been a reduction of 48% for child KSI casualties. For powered two-wheeler KSI casualties there has been a reduction of 4% below the 1994-98 average. This is the first year the figure has fallen below the 1994-98 average baseline, following increases in collisions from 1996 to 2001. Slight casualties have decreased by 22% compared with the 1994-98 average.

All fatalities

3.4 Figure 1 and Table 1 show that by the end of 2004, all fatalities had shown a 13% decrease below the 1994-98 average, with a 21% decrease to 216 recorded in 2004 compared with 2003. This follows a smaller decrease of 6% in 2003. 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 220 and 300.

3.5 In 2004, 147 out of the 216 fatalities (69%) 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 43% in 2004, i.e. 92 out of a total of 216. Figure 2 and Table 1 show that following a decrease of 23% in 2004, by the end of 2004, pedestrian fatalities had shown a decrease of 32% 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 110 to 140 per year.

Pedal cyclist fatalities

3.8 Figure 3 and Table 1 show that following a 58% decrease from 19 in 2003 to eight in 2004, pedal cyclist fatalities have shown a decrease of 46% below the 1994-98 average. Their numbers are comparatively small, comprising about 4% of all fatalities in 2004 and consequently have shown substantial year-on-year fluctuation. The 58% decrease in 2004 follows a small decrease in 2003.

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, a 25% decrease from 63 to 47 was recorded in 2004. By the end of the year 2004, powered two-wheeler fatalities were still 40% 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 47 (22%) of the total of 216 fatalities in 2004.

Car occupant fatalities

3.11 Figure 5 and Table 1 show that by the year 2004, car occupant fatalities were 4% below the 1994-98 average level, following a decrease of 16% in 2004. After a low point of 46 in 1994, car occupant fatalities have shown a generally fluctuating trend to their current level of 53.

3.12 Car occupants accounted for 53 (25%) of the total of 216 fatalities in 2004.

Bus or coach occupant fatalities

3.13 While very small in number, bus or coach occupant fatalities decreased from five in 2003 to four in 2004, but were still 33% above the 1994-98 average of three (Table 1).

Other vehicle occupant fatalities

3.14 While very small in number, other vehicle fatalities had increased by 100% from the 1994-98 average of 6 to 12 in 2004 (Table 1).

All killed or seriously injured casualties (National target category)

3.15 A decrease of 19% in the overall number of killed or seriously injured casualties in 2004, brought the figures to 38% 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 reducing in 2002, 2003 and 2004.

3.17 The 4,169 casualties killed or seriously injured accounted for 12% of the total number of casualties (34,555) in 2004. Out of these, 2,579 KSI casualties (62%) 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 11% in 2004, pedestrian KSI casualties were 38% below the 1994-98 average level (Table 1 and Figure 7).

3.19 Pedestrians accounted for 1,334 (32%) of the total of 4,169 KSI casualties during 2004.

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. From a high point of 650 in 1991, they decreased to just over 500 in 1994. Following that, they increased to a further peak of 614 in 1998, since when, there

have been decreases in 1999 and 2000, and an increase of 10% in 2001. After a decrease of 23% in 2003, pedal cyclist KSI casualties were 40% below the 1994-98 average, thus reaching their target level.

3.22 Pedal cyclists accounted for 340 (8%) of the total of 4,169 KSI casualties during 2004.

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 106% by 2004. For the inner London cordon, over approximately the same period, a much flatter trend was shown, with an increase of 15% by 2004. 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 approximately 2% of the total number of trips in London. They account for a disproportionate 8% of all KSI casualties, which emphasises the value of setting a specific KSI casualty reduction target for pedal cyclists in *London's Road Safety Plan*.

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

3.25 In the early 1990s, powered two-wheeler KSI casualties showed a steady decrease, reaching a low point of 849 in 1995. Since then, there has been an increase in each year until a peak in 2001. Since then they decreased by 5%, 6% and

22% in 2002, 2003 and 2004 respectively. (Figure 9 and Table 1).

3.26 Following the 22% decrease in 2004, powered two-wheeler KSI casualties were 4% below the 1994-98 average, the first time that they have been below since the current targets were set.

3.27 Powered two-wheeler users accounted for 895 (21%) of the total of 4,169 KSI casualties during 2004.

3.28 Despite considerable increases in ownership and use of powered two-wheelers, they still account for only about 2% of trips in London. The disproportionate number of KSI casualties (21% of total) emphasises the value of setting 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 both 2003 and 2004. A comparison of the average number of licensed vehicles in 1994-98 with the number in 2004 (i.e. on the same basis as the casualty target monitoring) shows that whilst there has been a 57% increase in vehicles licensed, there has been a decrease in powered two-wheeler KSI casualties of 4%.

3.31 Considering the changes in vehicles licensed in London between the low point for licensed powered two-wheelers in 1995 and 2004, while vehicles licensed increased by 74%, powered two-wheeler KSI casualties increased by only 5%.

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 2004, motorcycle traffic across the central cordon increased by 43%, and between 1993 and 2004 motorcycle traffic across the inner cordon increased by 30%. 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 and 24% in 2004, meant that by the end of 2004, car occupant KSI casualties were 50% below the 1994-98 average (Table 1).

3.34 Car occupants accounted for 1,292 (31%) of the total of 4,169 KSI casualties during 2004.

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 2004, there was an increase of 7%.

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 2004, there was a decrease of 3% for the inner cordon but between 1993 and 2004 there was a 25% 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 1% increase in 2003, a decrease of 13% was recorded in 2004. By 2004, they were 24% below the 1994-98 average.

3.38 Bus or coach occupants accounted for 195 (5%) of the total of 4,169 KSI casualties during 2004. (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 2004, bus and coach flows across the inner cordon increased by 36%, whilst between 1993 and 2004 flows across the central cordon increased by 41%. 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 the 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 2004 means that other KSI casualties were 49% below the 1994-98 average. (Table 1).

3.42 Other vehicle occupants accounted for 113 (3%) of the total number of KSI casualties (4,169) during 2004.

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

3.43 Figure 13 and Table 1 show that by the end of the year 2004, child killed or seriously injured casualties were 48% below the average for 1994-98. In the early 1990s there was a steady decline to 1993, but between then and 1998, they remained at about the same level. In the last five years since 1998, there have been further decreases including a 10% decrease in 2004.

3.44 Children accounted for 487 (12%) of the total of 4,169 KSI casualties in London during 2004.

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, and a 6% decrease in 2004 means that they were 48% below the average for 1994-98. They amounted to 304 (62%) of the total of 487 child KSI casualties during 2004 (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 24% decrease in 2004, they were 58% below the 1994-98 average. Child pedal cyclists accounted for 47 (10%) of the total of 487 child KSI casualties during 2004 (Figure 15 and Table 1).

Child car passengers killed or seriously injured casualties

3.47 Once again, there have been considerable fluctuations in the numbers of child car occupant casualties. After a peak of 236 casualties in 1998, there was a large fall in 1999, after which, there was an increase of 14% in 2000, followed by a 24% decrease in 2001. Decreases of 2% in 2002, 13% in 2003 and 18% in 2004 meant that child car occupant KSI casualties were 54% below the 1994-98 average. They accounted for 89 (18%) of the total of 487 child KSI casualties in 2004 (Figure 16 and Table 1).

All slightly injured casualties (*National target*)

3.48 Figure 17 shows that between 1991 and 2000, there has been relatively little change in the numbers of slightly injured

casualties. However, decreases of 4%, 7% , 7% and 9% in 2001, 2002, 2003 and 2004 respectively meant that slight casualties were 22% below the 1994-98 average, and again exceeded the 10% target reduction.

3.49 In 2004, 30,386 slight casualties made up 88% of the total of 34,555 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 10% reduction in 2004, slight casualties were 30% below the 1994-98 average, and again had exceeded their target of a 10% reduction (Table 1 and Figure 18).

3.51 Pedestrians accounted for 5,042 (17%) of the total of 30,386 slight casualties in London during 2004.

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. By the end of 2004, pedal cyclist slight casualties were 32% below the 1994-98 average, and continued to exceed the 10% target reduction.

3.53 They accounted for 2,620 (9%) of the total of 30,386 slight casualties in London during 2004 (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 has been a steady increase in each year until 2002. However, decreases of 12% in 2002, 9% in 2003 and 12% in 2004 meant that by the end of 2004, powered two-wheeler slight casualties were 9% below the 1994-98 average. (Table 1).

3.56 Powered two-wheeler users accounted for 4,663 (15%) of the total of 30,386 slight casualties in 2004. The reduction in 2004 is the third 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 mean that slightly injured car occupant casualties were 23% below the 1994-98 average (Table 1).

3.58 Car occupants accounted for 14,871 (49%) of the total of 30,386 slight casualties in London during 2004.

3.59 The decrease in slight casualties by 2004 is very 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 a 3% decrease in 2004 meant that slightly injured bus and coach occupant casualties were only 2% above 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 2004, bus and coach flows across the inner cordon increased by 36%, whilst between 1993 and 2004 flows across the central cordon increased by 41%. 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 (7%) of the total of 30,386 slightly injured casualties in 2004.

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 and 10% in 2004 meant that they were 26% below the 1994-98 average. Other vehicle occupants accounted for 1,132 (4%) of the total of 30,386 slightly injured casualties during 2004 (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 23% decrease in 2004, all killed and seriously injured casualties on the TLRN were 38% below the 1994-98 average, which is the same as the change for London as a whole (38%).

3.66 Following an 11% decrease in 2004, pedestrian KSI casualties were 40% below the 1994-98 average, thus achieving their target level (Fig. 25).

3.67 Pedal cyclist KSI casualties decreased by 22% in 2004, so they were 34% below the 1994-98 average (Fig. 26).

3.68 Powered two-wheeler KSI casualties decreased by 26% in 2004, meaning that they were 9% below the 1994-98 average (Fig. 27).

3.69 Although relatively small in number, child KSI casualties on the TLRN by 2004 were 45% below the 1994-98 average, following a 14% reduction, with most of this being accounted for by a decrease in child car passenger KSI casualties (Fig. 28).

3.70 By the end of 2004, slightly injured casualties were 21% below the 1994-98 average, following a reduction of 10% in 2004 (Fig. 29). This recent reduction is

made up of decreases across all categories of road users in 2004.

3.71 Fatalities in the year 2004 on the TLRN were 19% below the 1994-98 average, following a 32% decrease, better than for London as a whole. Reductions were evident for all categories of road user.

Borough roads

3.72 Table 3 shows that an 18% decrease in 2004 means that all killed and seriously injured casualties on borough roads were 37% below the 1994-98 average. This is very slightly less than that recorded for London as a whole (Fig 30).

3.73 Pedestrian KSI casualties on borough roads showed an 11% decrease in 2004, so that they were 37% below the 1994-98 average (Fig 31).

3.74 Pedal cyclist KSI casualties showed a 23% decrease in 2004, which means that they are now 42% below the 1994-98 average (Fig 32).

3.75 Powered two-wheeler KSI casualties decreased by 20% in 2004, which means that they are now 1% below the 1994-98 average (Fig 33).

3.76 Child KSI casualties on borough roads in 2004 were 49% below the 1994-98 average, following a reduction of 11% in 2004 (Fig. 34).

3.77 Slight casualties on borough roads were 23% below the 1994-98 average levels following an 8% reduction in 2004, which is very slightly less than that

recorded for slight casualties on all roads in London (Fig. 35).

3.78 Fatalities on borough roads were 10% below the 1994-98 average, following a 15% decrease in 2004.

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 2004, 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 45%, and slight casualties decreased by 12% by the end of 2004.

3.82 Due to the nature of the roads, there were very few vulnerable road user casualties, but it is worth noting that powered two-wheeler KSI casualties decreased in 2004 by 40% (from 10 to 6) so that they were 21% below the 1994-98 average. In addition, car occupant casualties were 77% 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 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	136.0	119	92	-23%	-32%
	Pedal cyclists	14.8	19	8	-58%	-46%
	Powered two-wheeler	33.6	63	47	-25%	40%
	Car occupants	55.4	63	53	-16%	-4%
	Bus or coach occupants	3.0	5	4	-20%	33%
	Other vehicle occupants	6.0	3	12	300%	100%
	Total	248.8	272	216	-21%	-13%
Fatal & serious	Pedestrians	2,136.6	1,499	1,334	-11%	-38%
	Pedal cyclists	566.8	440	340	-23%	-40%
	Powered two-wheeler	932.8	1,152	895	-22%	-4%
	Car occupants	2,568.8	1,710	1,292	-24%	-50%
	Bus or coach occupants	256.4	223	195	-13%	-24%
	Other vehicle occupants	223.0	140	113	-19%	-49%
	Total	6,684.4	5,164	4,169	-19%	-38%
	Child pedestrians	591.6	324	304	-6%	-49%
	Child pedal cyclists	110.6	62	47	-24%	-58%
	Child car passengers	195.0	109	89	-18%	-54%
	Child bus/coach passengers	20.8	16	21	31%	1%
	Other child casualties	17.4	32	26	-19%	49%
	Children (under 16yrs)	935.4	543	487	-10%	-48%
Slight*	Pedestrians	7,155.2	5,628	5,042	-10%	-30%
	Pedal cyclists	3,845.6	2,616	2,620	0%	-32%
	Powered two-wheeler	5,139.4	5,317	4,663	-12%	-9%
	Car occupants	19,314.0	16,326	14,871	-9%	-23%
	Bus or coach occupants	2,017.4	2,120	2,058	-3%	2%
	Other vehicle occupants	1,525.2	1,259	1,132	-10%	-26%
	Total	38,996.8	33,266	30,386	-9%	-22%
All severities	Pedestrians	9,291.8	7,127	6,376	-11%	-31%
	Pedal cyclists	4,412.4	3,056	2,960	-3%	-33%
	Powered two-wheeler	6,072.2	6,469	5,558	-14%	-8%
	Car occupants	21,882.8	18,036	16,163	-10%	-26%
	Bus or coach occupants	2,273.8	2,343	2,253	-4%	-1%
	Other vehicle occupants	1,748.2	1,399	1,245	-11%	-29%
	Total	45,681.2	38,430	34,555	-10%	-24%

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 2004 compared with the 1994-98 average and 2003**

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	45.6	42	29	-31%	-36%
	Pedal cyclists	7.0	10	5	-50%	-29%
	Powered two-wheeler	12.6	24	21	-13%	67%
	Car occupants	17.0	22	11	-50%	-35%
	Bus or coach occupants	1.2	2	1	-50%	-17%
	Other vehicle occupants	1.6	2	2	0%	25%
	Total	85.0	102	69	-32%	-19%
Fatal & serious	Pedestrians	496.8	334	296	-11%	-40%
	Pedal cyclists	135.8	116	90	-22%	-34%
	Powered two-wheeler	317.6	390	290	-26%	-9%
	Car occupants	679.8	484	338	-30%	-50%
	Bus or coach occupants	69.0	49	42	-14%	-39%
	Other vehicle occupants	67.2	45	37	-18%	-45%
	Total	1,766.2	1,418	1,093	-23%	-38%
	Child pedestrians	81.4	44	48	9%	-41%
	Child pedal cyclists	11.0	4	8	100%	-27%
	Child car passengers	48.6	33	21	-36%	-57%
	Child bus/coach passengers	5.6	7	2	-71%	-64%
	Other child casualties	2.0	6	2	-67%	0%
	Children (under 16yrs)	148.6	94	81	-14%	-45%
Slight*	Pedestrians	1,384.8	1,155	985	-15%	-29%
	Pedal cyclists	929.8	703	673	-4%	-28%
	Powered two-wheeler	1,718.6	1,784	1,598	-10%	-7%
	Car occupants	5,439.2	4,579	4,143	-10%	-24%
	Bus or coach occupants	562.8	630	544	-14%	-3%
	Other vehicle occupants	470.6	435	387	-11%	-18%
	Total	10,505.8	9,286	8,330	-10%	-21%
All severities	Pedestrians	1,881.6	1,489	1,281	-14%	-32%
	Pedal cyclists	1,065.6	819	763	-7%	-28%
	Powered two-wheeler	2,036.2	2,174	1,888	-13%	-7%
	Car occupants	6,119.0	5,063	4,481	-11%	-27%
	Bus or coach occupants	631.8	679	586	-14%	-7%
	Other vehicle occupants	537.8	480	424	-12%	-21%
	Total	12,272.0	10,704	9,423	-12%	-23%

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

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

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

Table 3: Towards the year 2010: Monitoring casualties on borough roads in London
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	89.2	77	62	-19%	-30%
	Pedal cyclists	7.8	9	3	-67%	-62%
	Powered two-wheeler	19.6	39	26	-33%	33%
	Car occupants	35.6	39	42	8%	18%
	Bus or coach occupants	1.8	3	3	0%	67%
	Other vehicle occupants	4.0	1	6	500%	50%
	Total	158.0	168	142	-15%	-10%
Fatal & serious	Pedestrians	1,636.8	1,165	1,035	-11%	-37%
	Pedal cyclists	431.0	324	250	-23%	-42%
	Powered two-wheeler	607.6	752	599	-20%	-1%
	Car occupants	1,837.2	1,185	942	-21%	-49%
	Bus or coach occupants	186.8	174	153	-12%	-18%
	Other vehicle occupants	149.2	89	59	-34%	-60%
	Total	4,848.6	3,689	3,038	-18%	-37%
	Child pedestrians	510.2	279	256	-8%	-50%
	Child pedal cyclists	99.6	58	39	-33%	-61%
	Child car passengers	143.4	76	68	-11%	-53%
	Child bus/coach passengers	15.2	9	19	111%	25%
	Other child casualties	15.0	26	18	-31%	20%
	Children (under 16yrs)	783.4	448	400	-11%	-49%
Slight*	Pedestrians	5,768.6	4,472	4,057	-9%	-30%
	Pedal cyclists	2,914.8	1,913	1,946	2%	-33%
	Powered two-wheeler	3,392.0	3,511	3,046	-13%	-10%
	Car occupants	13,521.2	11,442	10,403	-9%	-23%
	Bus or coach occupants	1,450.6	1,485	1,512	2%	4%
	Other vehicle occupants	1,010.4	786	712	-9%	-30%
	Total	28,057.6	23,609	21,676	-8%	-23%
All severities	Pedestrians	7,405.4	5,637	5,092	-10%	-31%
	Pedal cyclists	3,345.8	2,237	2,196	-2%	-34%
	Powered two-wheeler	3,999.6	4,263	3,645	-14%	-9%
	Car occupants	15,358.4	12,627	11,345	-10%	-26%
	Bus or coach occupants	1,637.4	1,659	1,665	0%	2%
	Other vehicle occupants	1,159.6	875	771	-12%	-34%
	Total	32,906.2	27,298	24,714	-9%	-25%

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

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

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

Table 4: Towards the year 2010: Monitoring casualties on Highways Agency roads in London
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	1.2	0	1	∞	-17%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	1.4	0	0	0%	-100%
	Car occupants	2.8	2	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	0	4	0%	900%
	Total	5.8	2	5	150%	-14%
Fatal & serious	Pedestrians	3.0	0	3	∞	0%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	7.6	10	6	-40%	-21%
	Car occupants	51.8	41	12	-71%	-77%
	Bus or coach occupants	0.6	0	0	0%	-100%
	Other vehicle occupants	6.6	6	17	183%	158%
	Total	69.6	57	38	-33%	-45%
	Child pedestrians	0.0	0	0	0%	0%
	Child pedal cyclists	0.0	0	0	0%	0%
	Child car passengers	3.0	0	0	0%	-100%
	Child bus/coach passengers	0.0	0	0	0%	0%
	Other child casualties	0.4	0	6	∞	1400%
	Children (under 16yrs)	3.4	0	6	∞	76%
Slight*	Pedestrians	1.8	1	0	-100%	-100%
	Pedal cyclists	1.0	0	1	∞	0%
	Powered two-wheeler	28.8	22	19	-14%	-34%
	Car occupants	353.6	305	325	7%	-8%
	Bus or coach occupants	4.0	5	2	-60%	-50%
	Other vehicle occupants	44.2	38	33	-13%	-25%
	Total	433.4	371	380	2%	-12%
All severities	Pedestrians	4.8	1	3	200%	-38%
	Pedal cyclists	1.0	0	1	∞	0%
	Powered two-wheeler	36.4	32	25	-22%	-31%
	Car occupants	405.4	346	337	-3%	-17%
	Bus or coach occupants	4.6	5	2	-60%	-57%
	Other vehicle occupants	50.8	44	50	14%	-2%
	Total	503.0	428	418	-2%	-17%

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

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

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

5.2 London-wide casualty monitoring charts - all roads

Fig. 1: Greater London - All fatalities

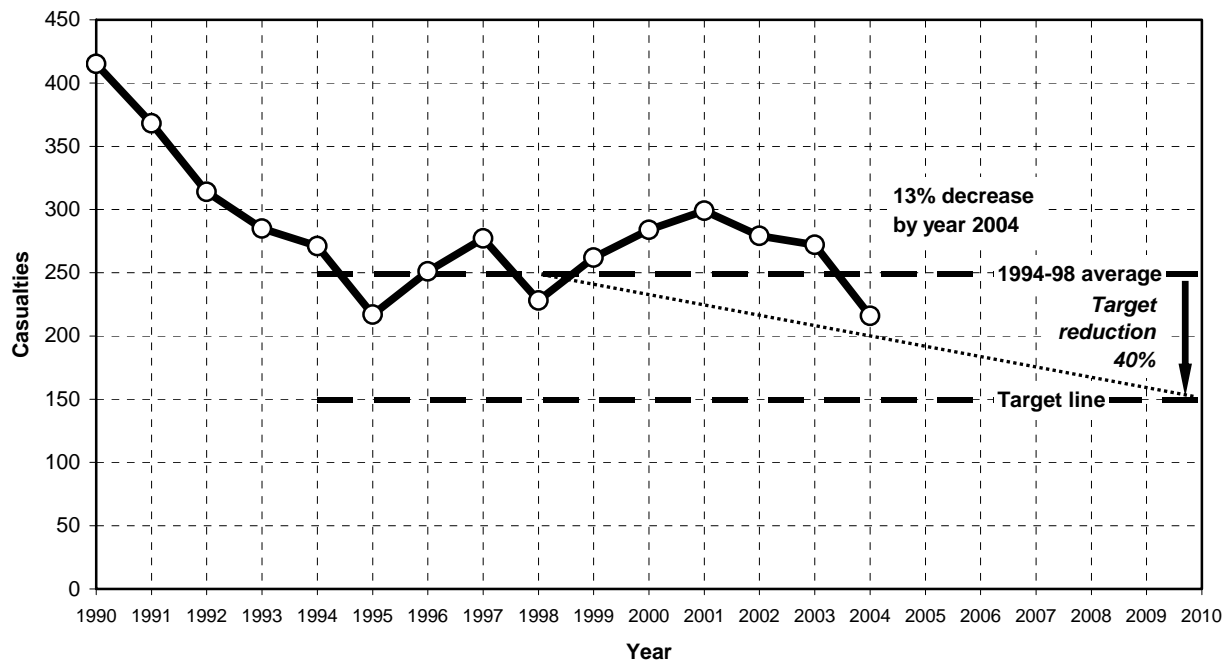


Fig. 2: Greater London - Pedestrian fatalities

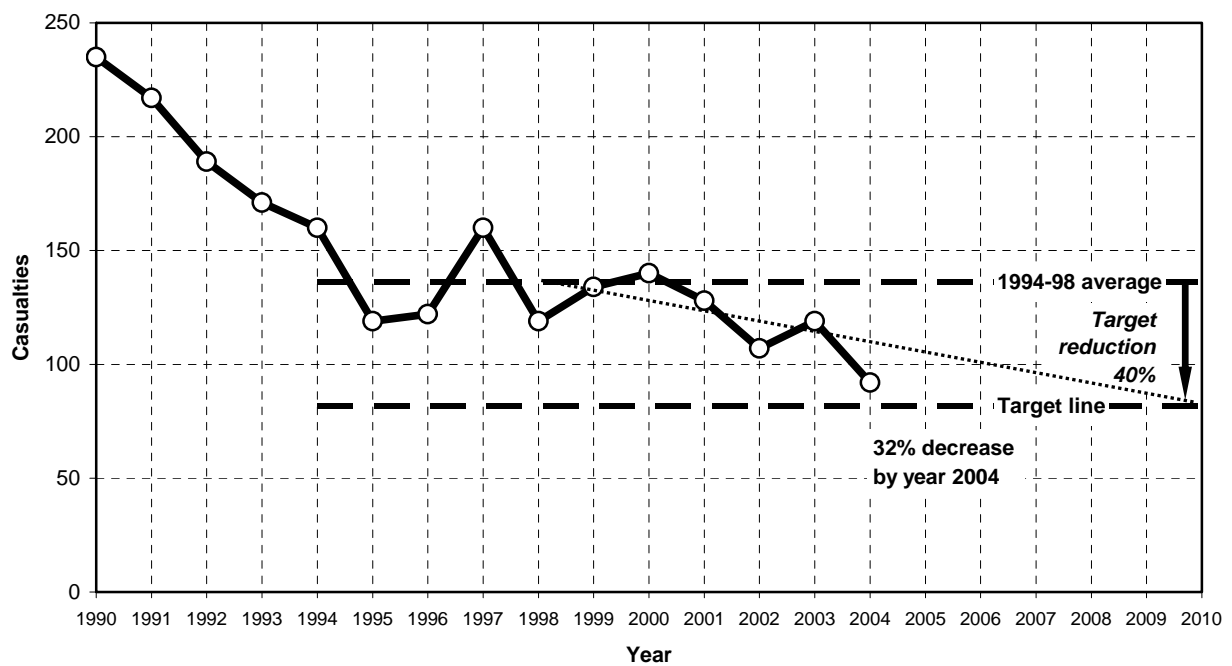


Fig. 3: Greater London - Pedal cyclist fatalities

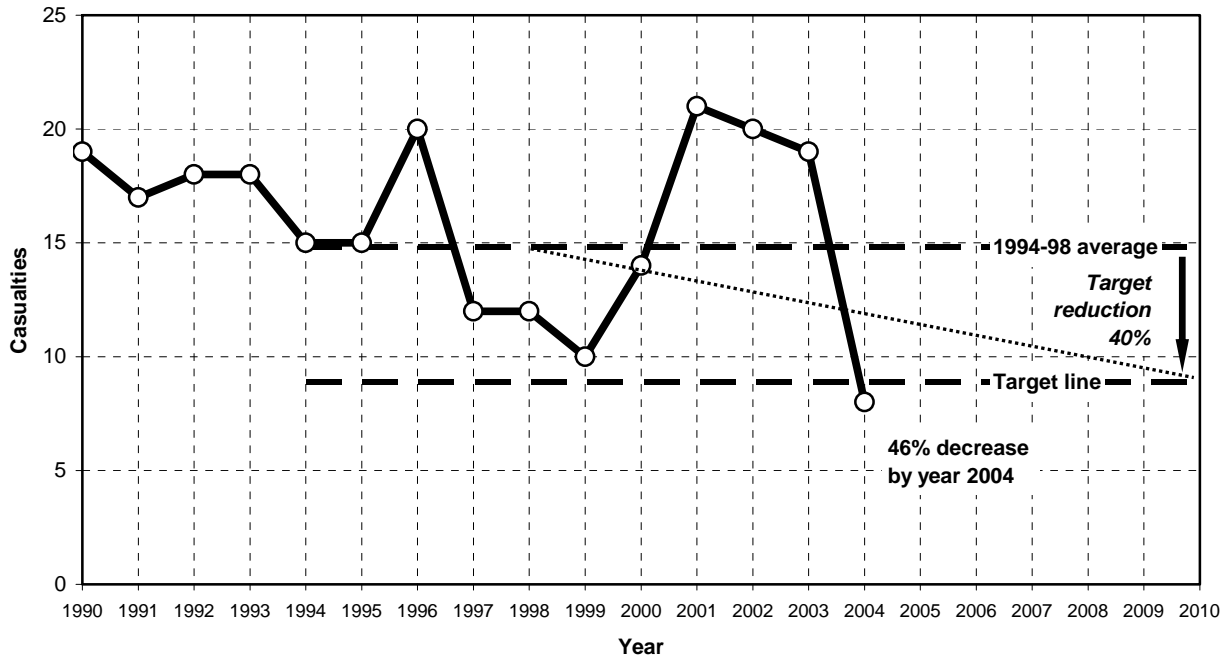


Fig. 4: Greater London - Powered two wheeler fatalities

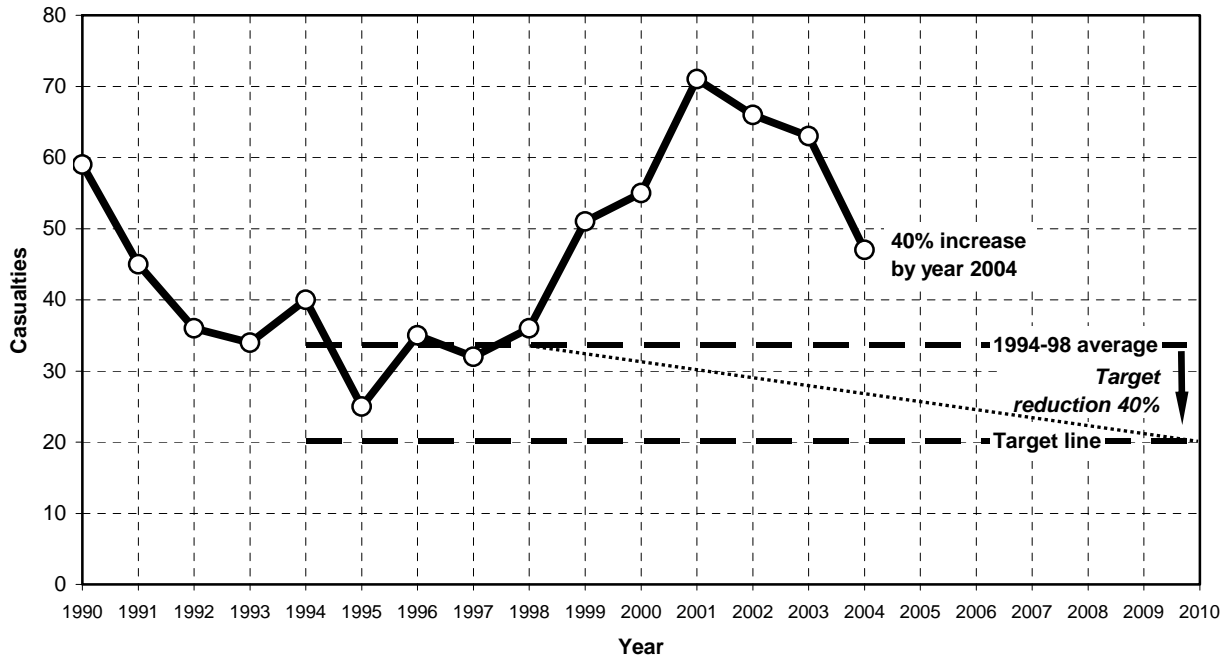


Fig. 5: Greater London - Car occupant fatalities

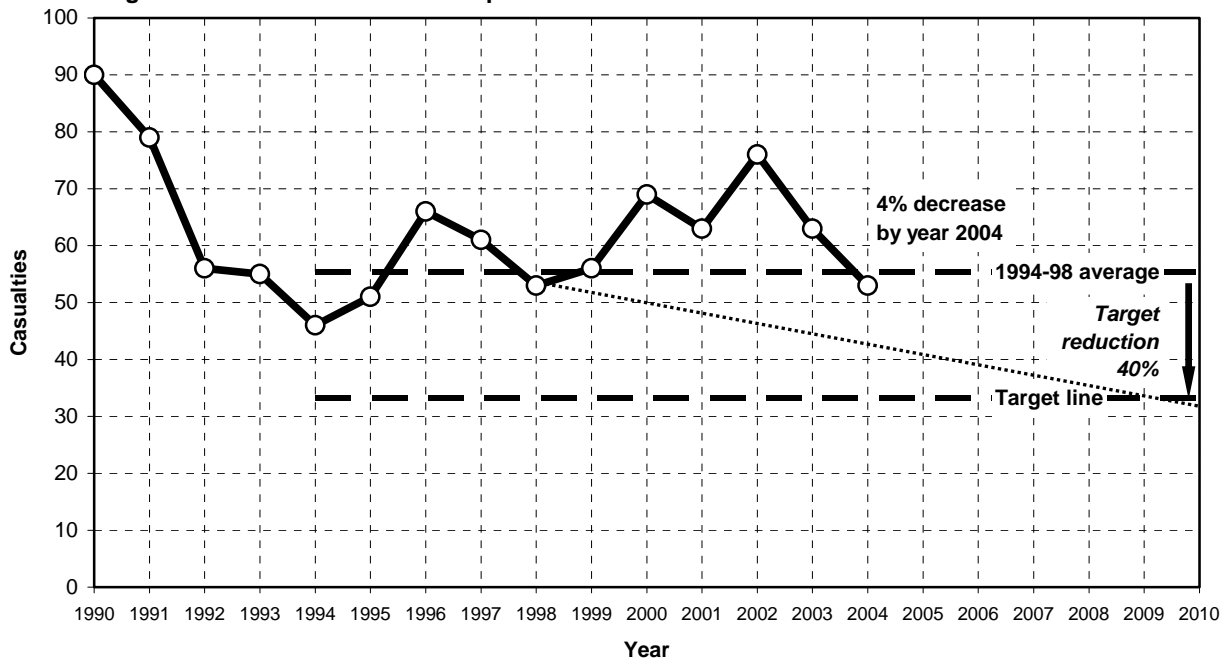


Fig. 6: Greater London - All killed or seriously injured casualties (National Target Category)

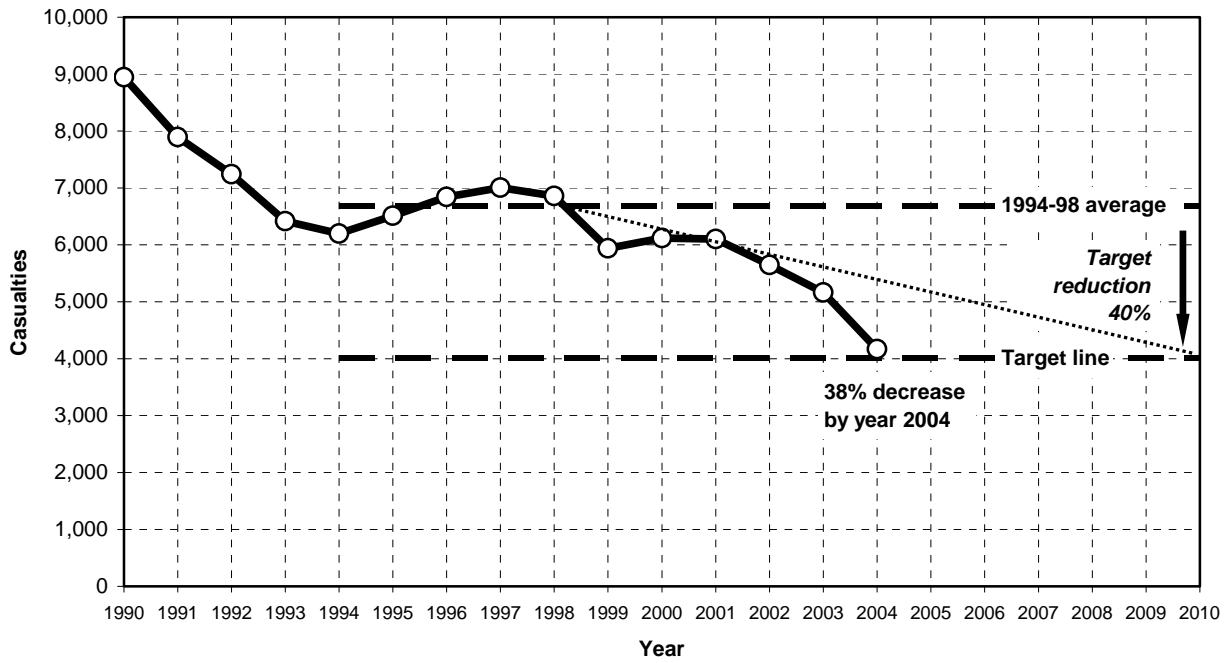


Fig. 7: Greater London - Pedestrian killed or seriously injured casualties (London Target category)

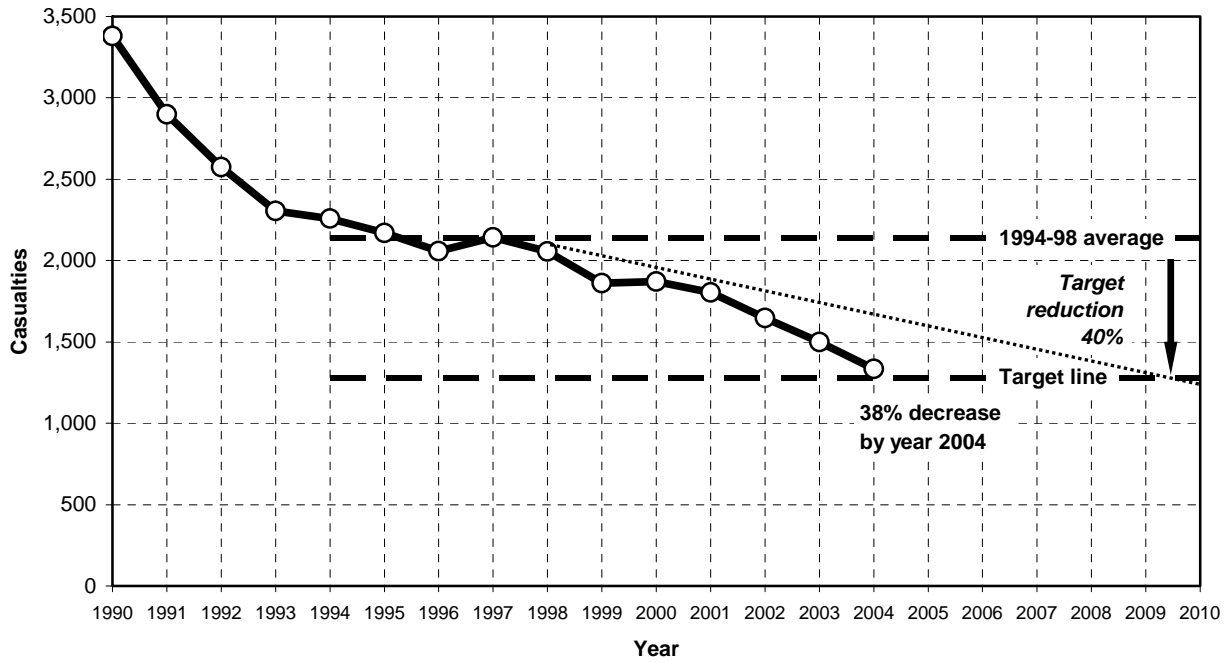


Fig. 8: Greater London - Pedal cyclist killed or seriously injured casualties (London Target category)

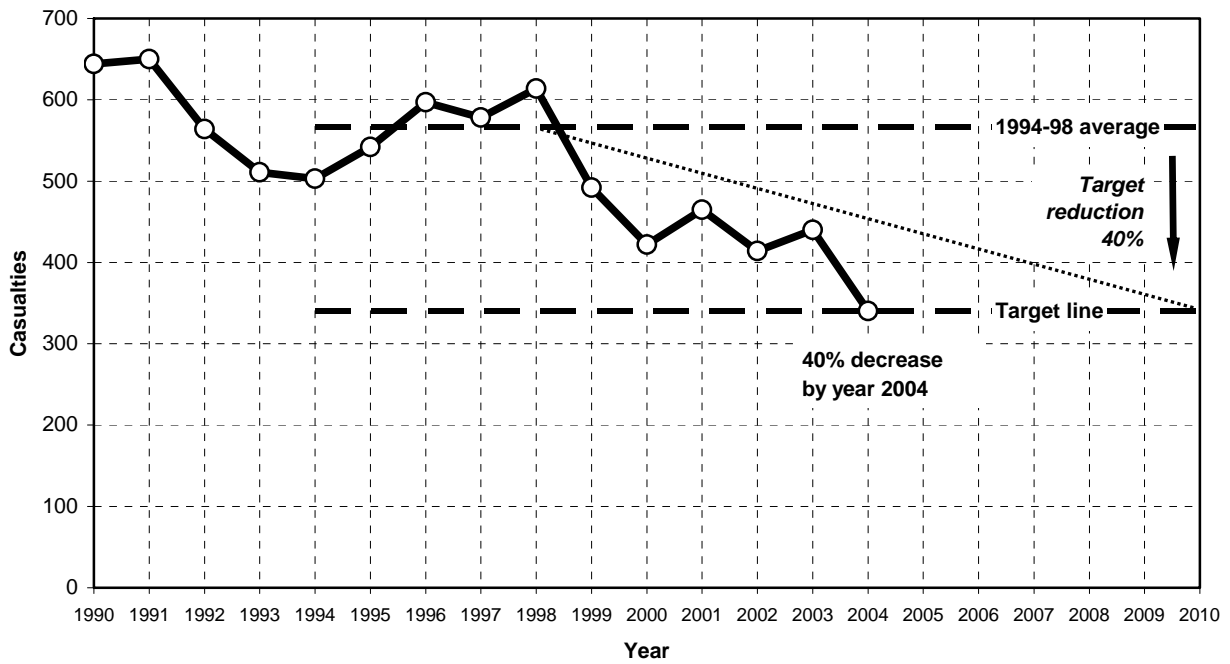


Fig. 9: Greater London - Powered two wheeler killed or seriously injured casualties (London Target)

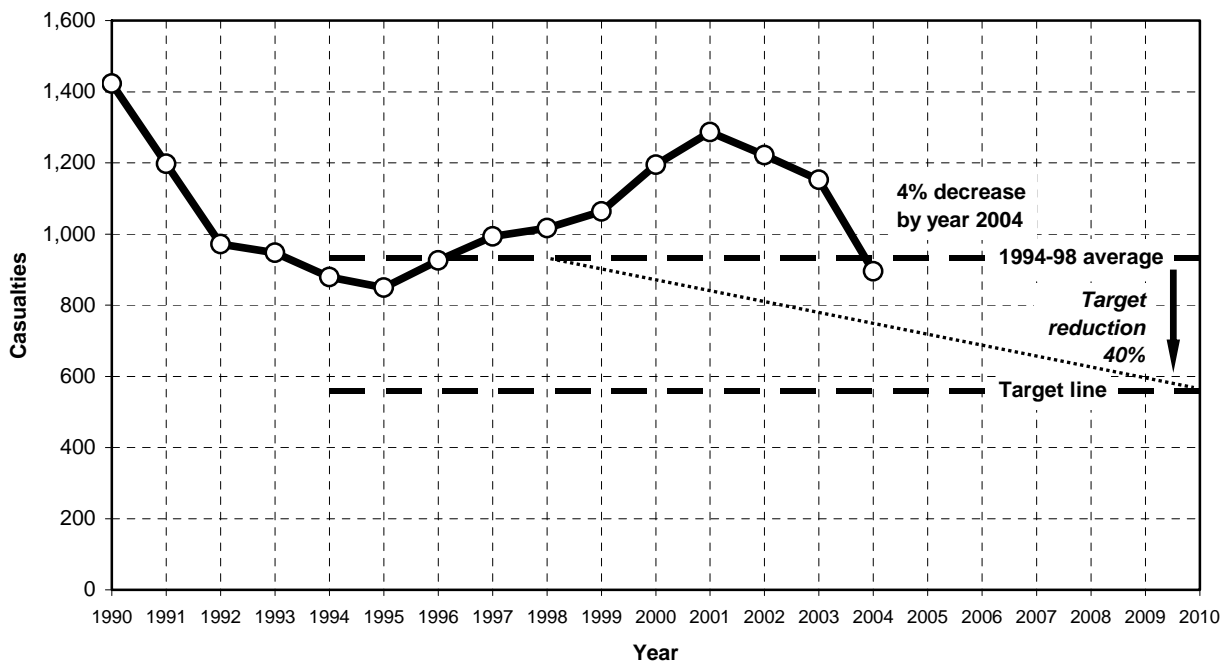


Fig. 10: Greater London - Car occupant killed or seriously injured casualties

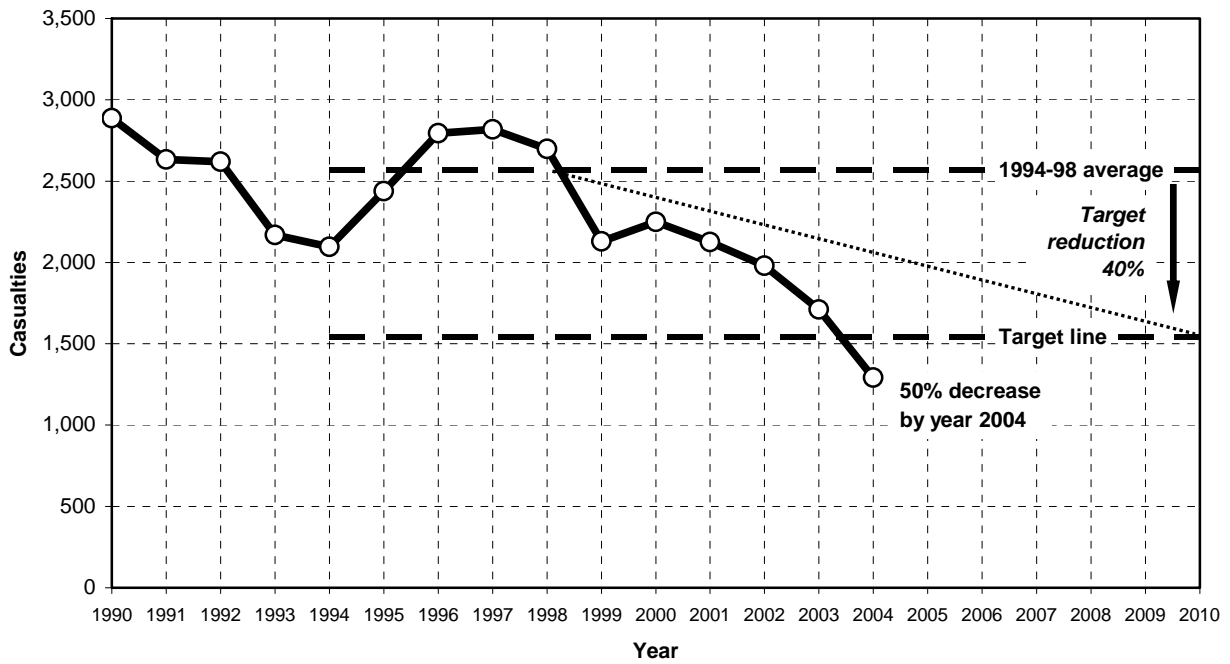


Fig. 11: Greater London - Bus or coach occupant killed or seriously injured casualties

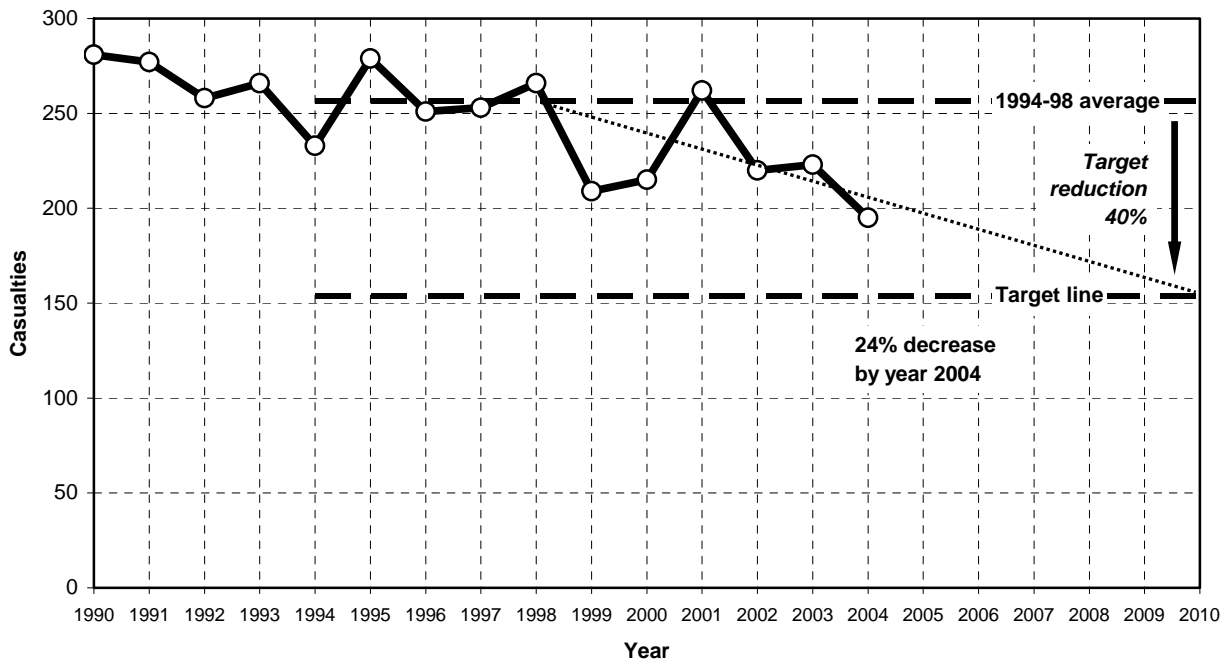


Fig. 12: Greater London - Other vehicle occupant killed or seriously injured casualties

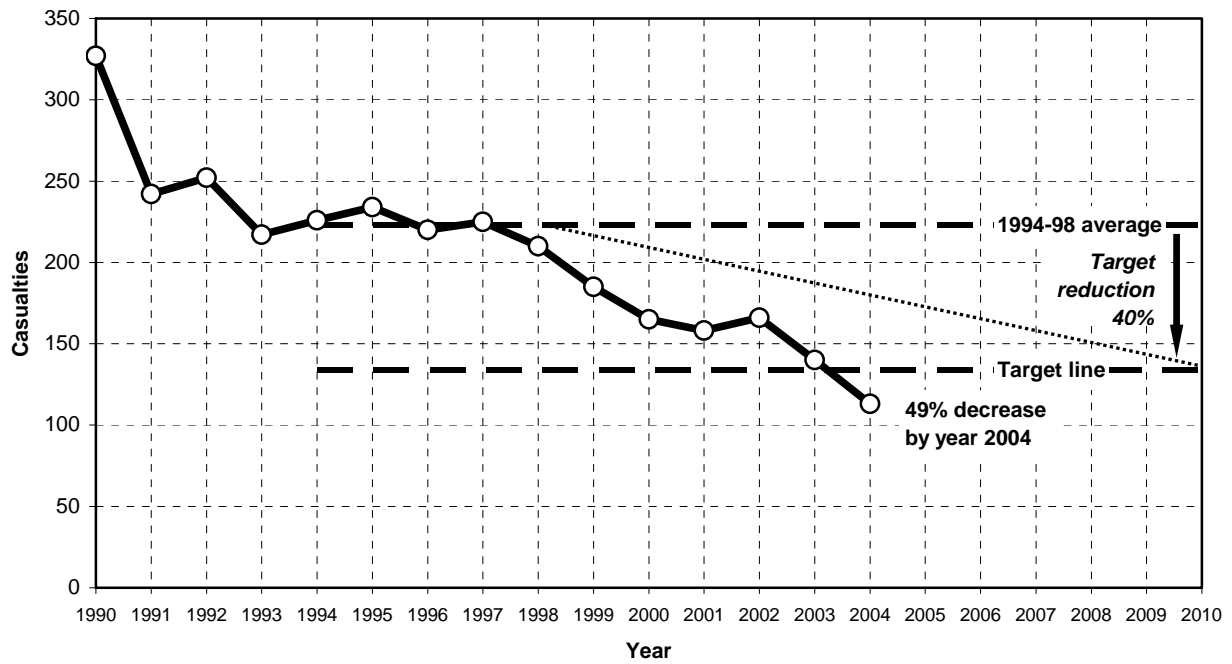


Fig. 13: Greater London - All child killed or seriously injured casualties (National Target category)

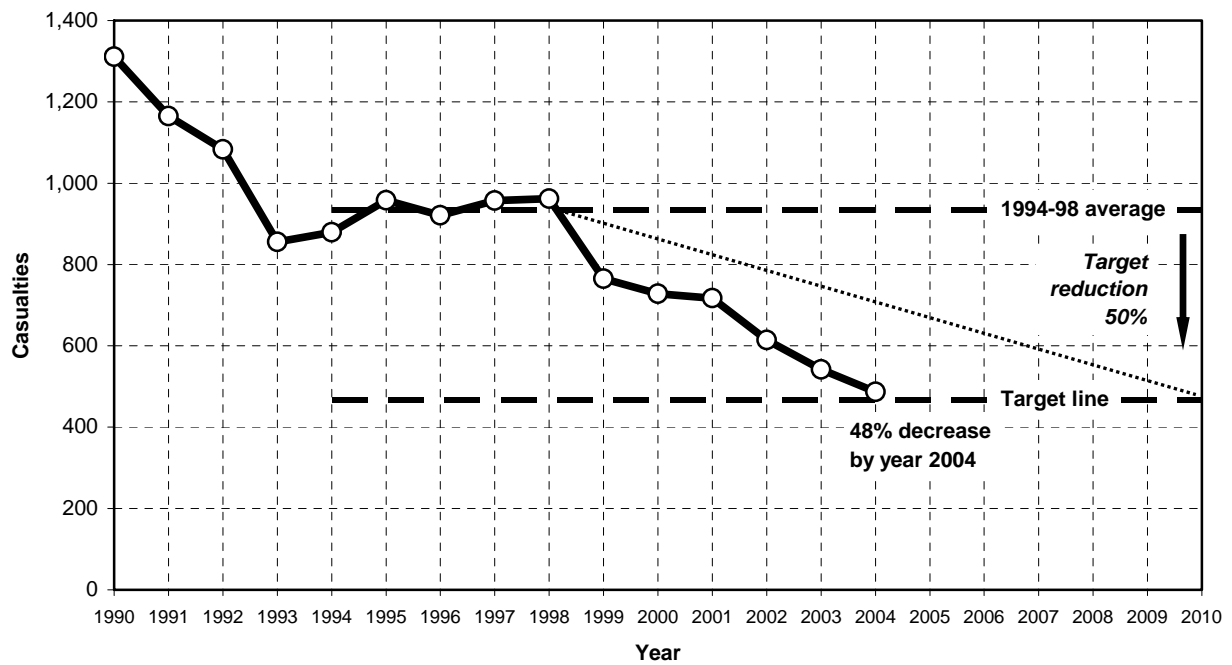


Fig. 14: Greater London - child pedestrian killed or seriously injured casualties

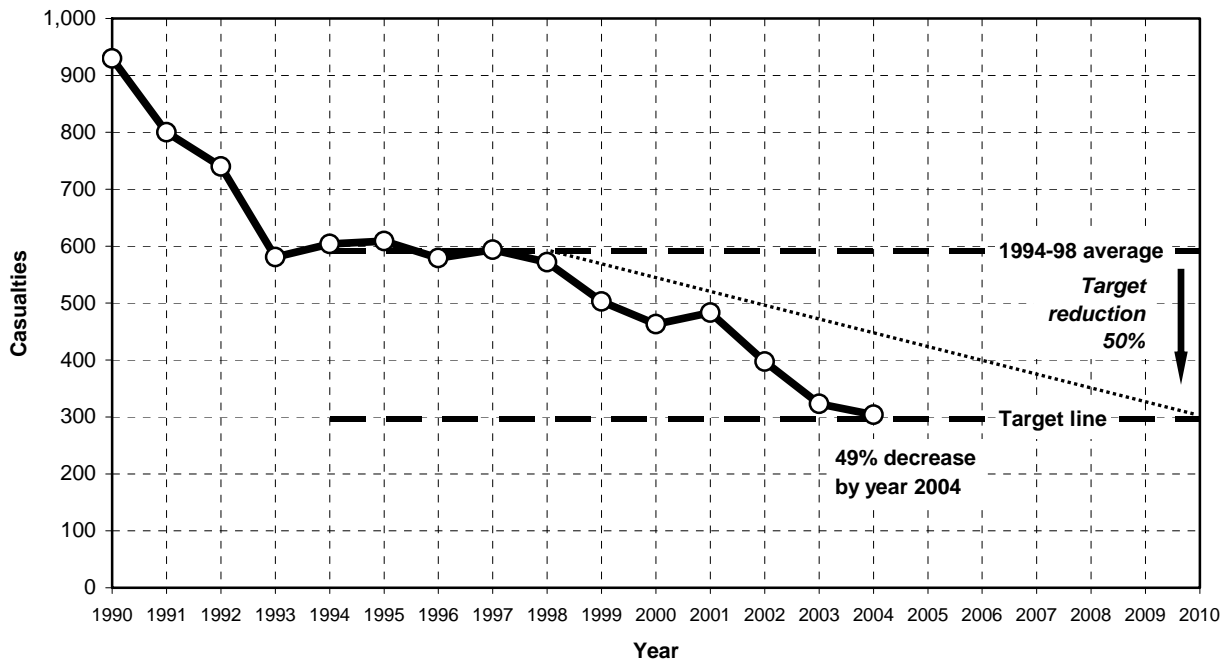


Fig. 15: Greater London - child pedal cyclist killed or seriously injured casualties

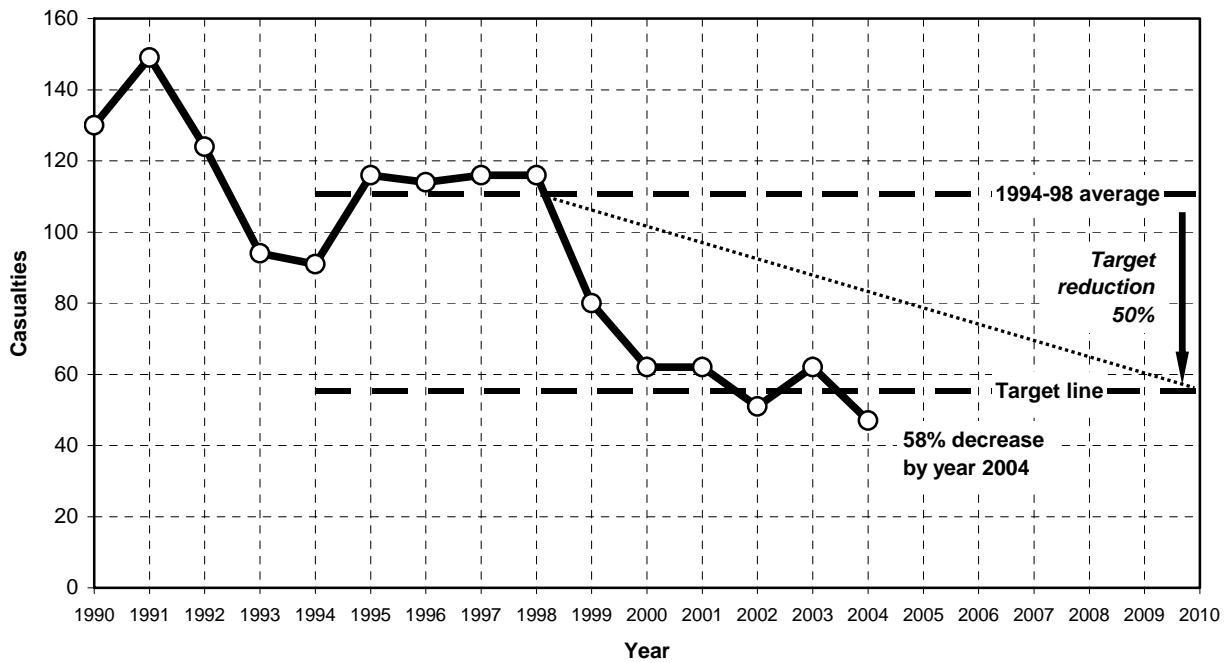


Fig. 16: Greater London - child car passenger killed or seriously injured casualties

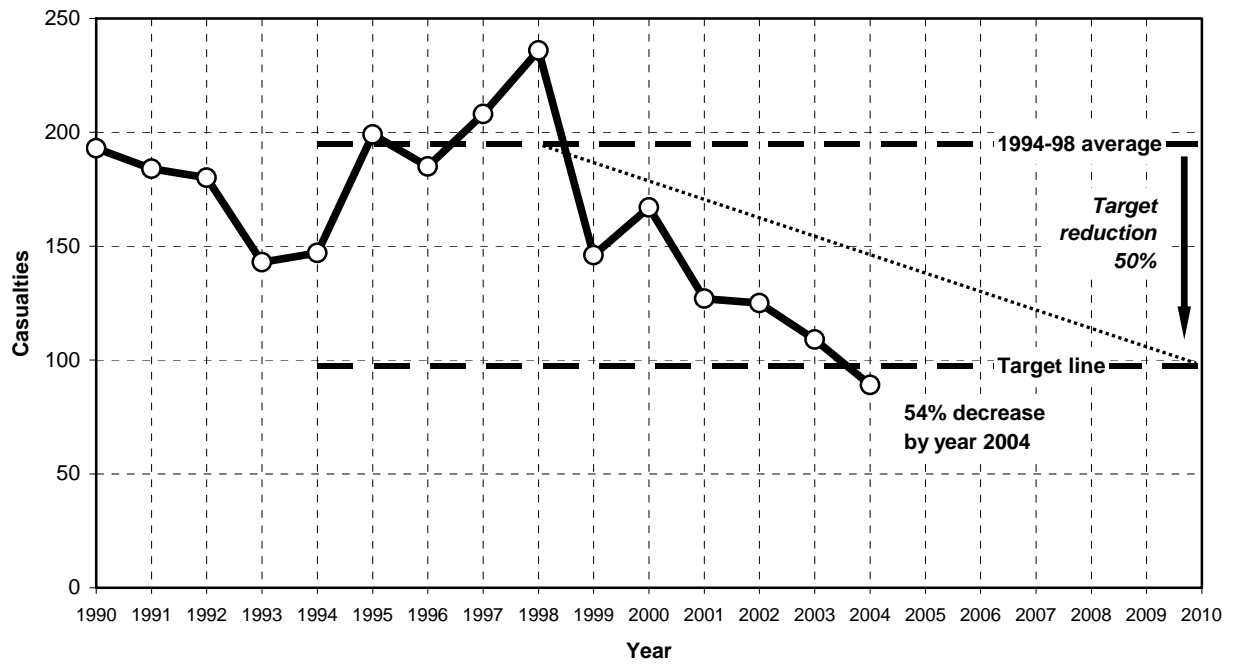


Fig. 17: Greater London - All slightly injured casualties (National Target category)

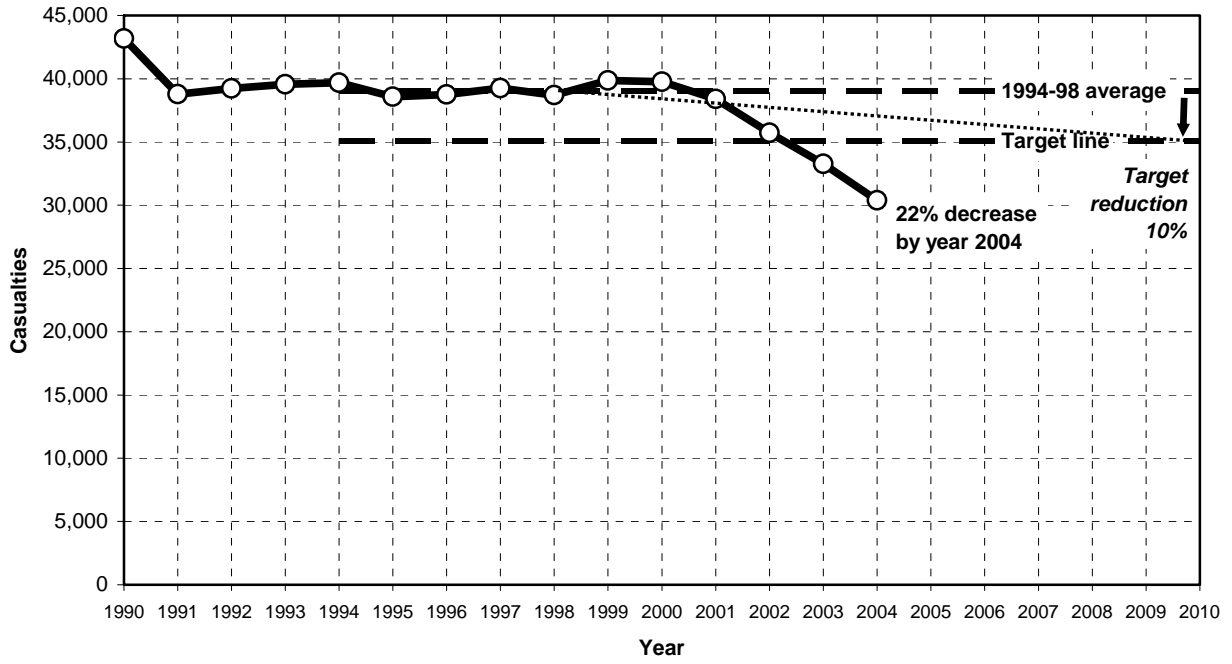


Fig. 18: Greater London - Pedestrian slightly injured casualties

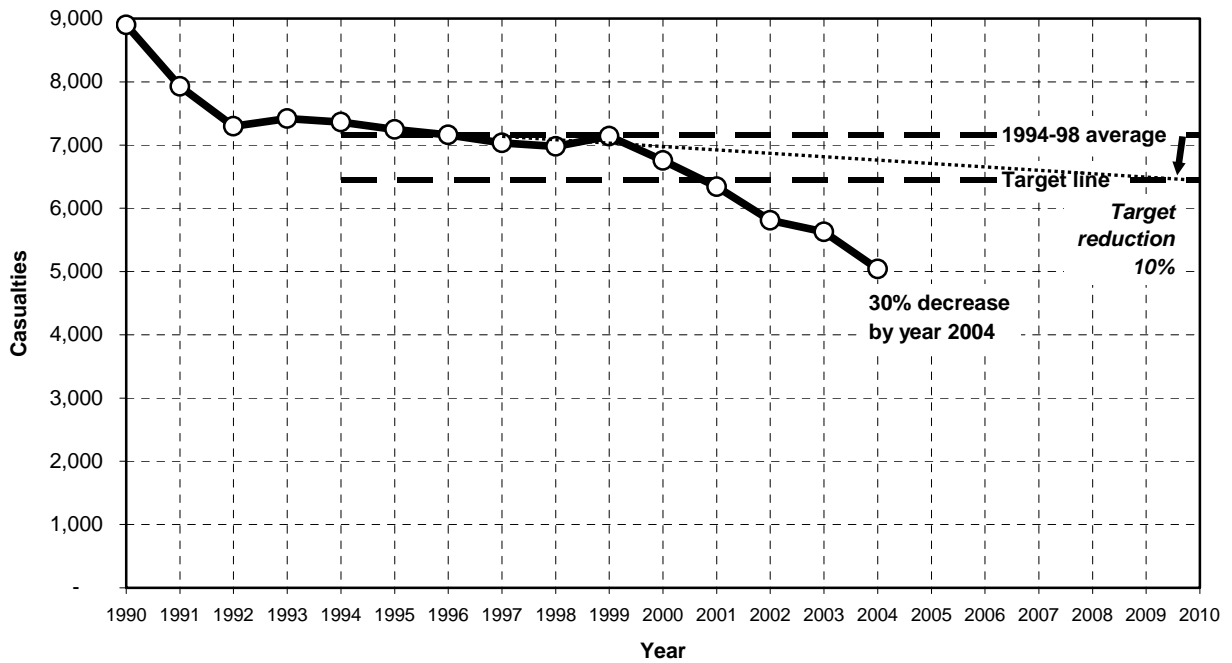


Fig. 19: Greater London - Pedal cyclist slightly injured casualties

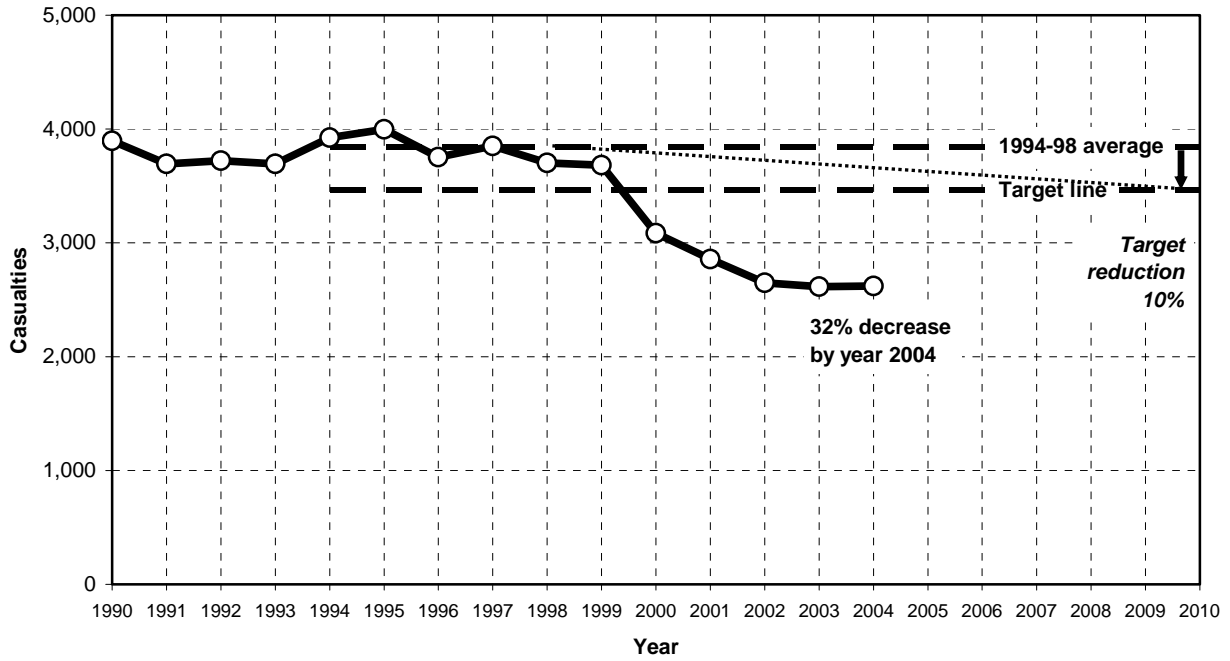


Fig. 20: Greater London - Powered two wheeler slightly injured casualties

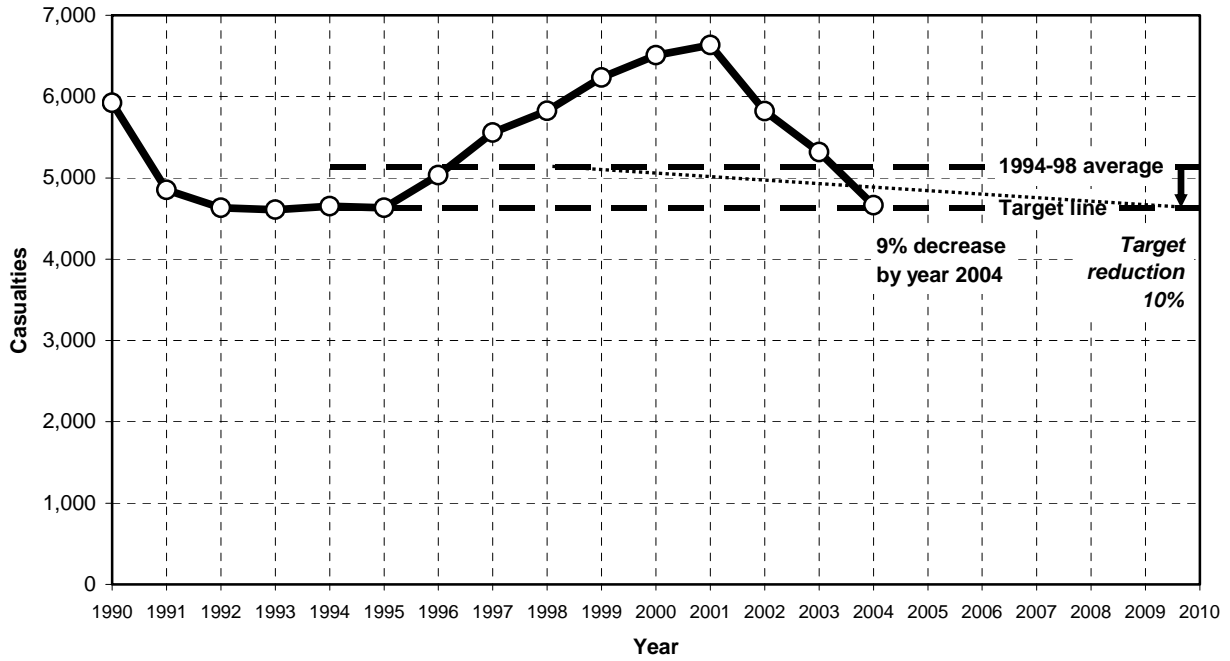


Fig. 21: Greater London - Car occupant slightly injured casualties

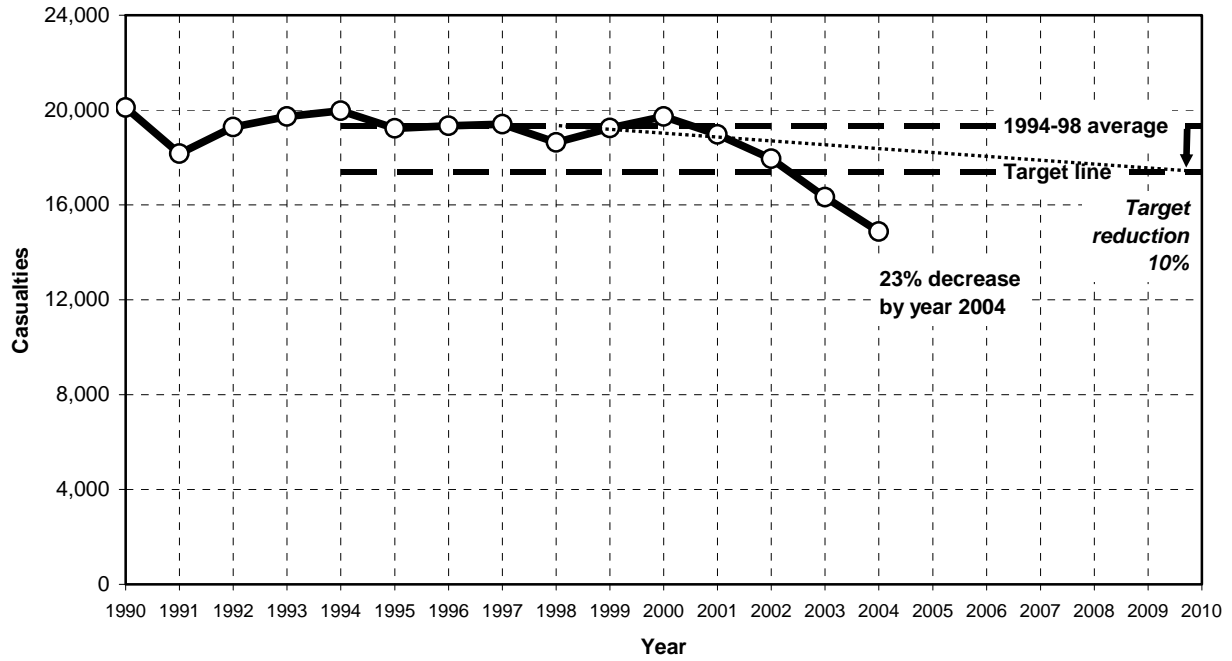


Fig. 22: Greater London - Bus occupant slightly injured casualties

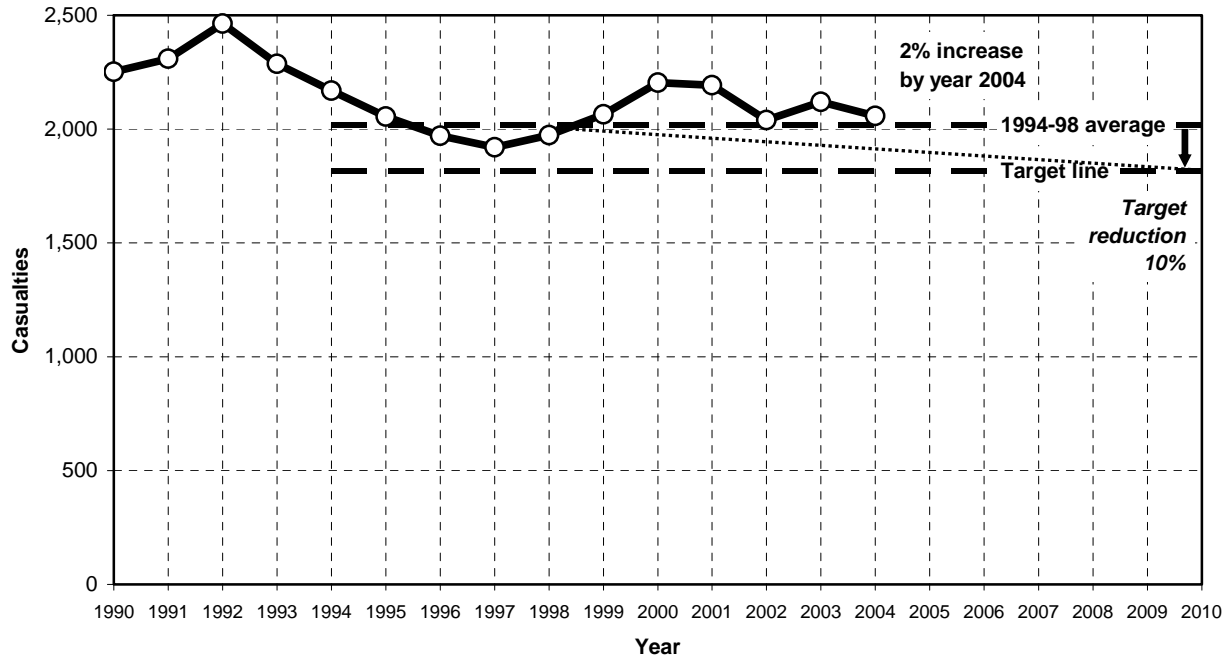
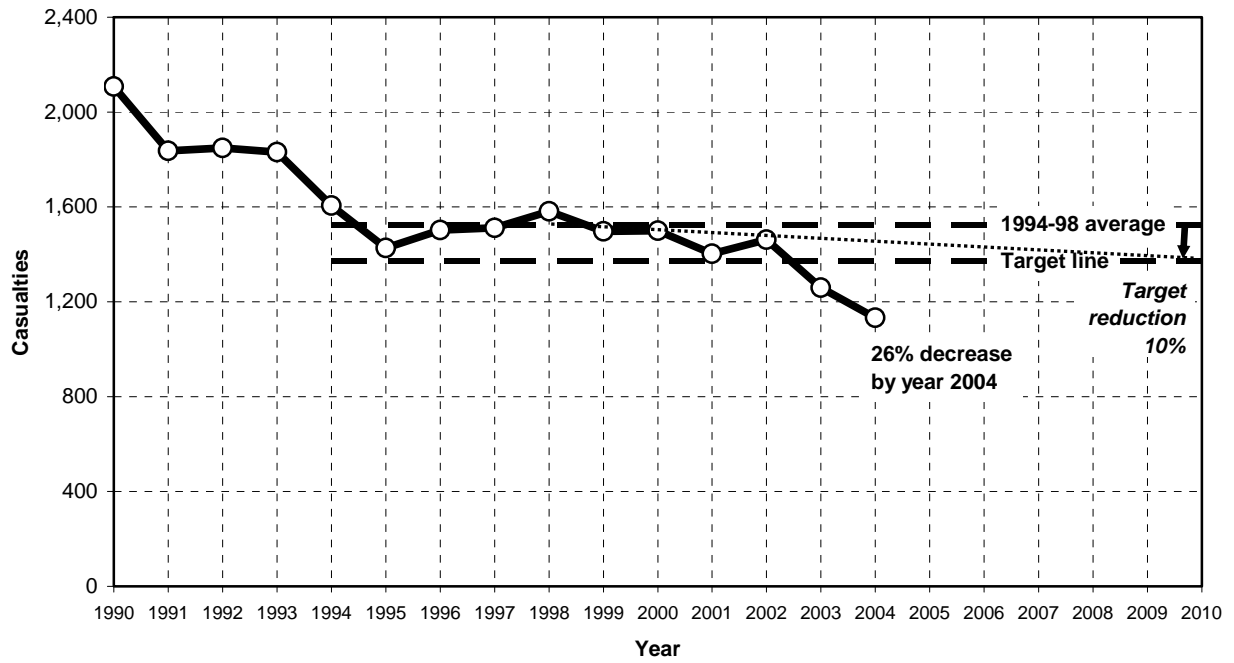


Fig. 23: Greater London - Other vehicle occupant slightly injured casualties



5.3 Transport for London Road Network casualty monitoring charts

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

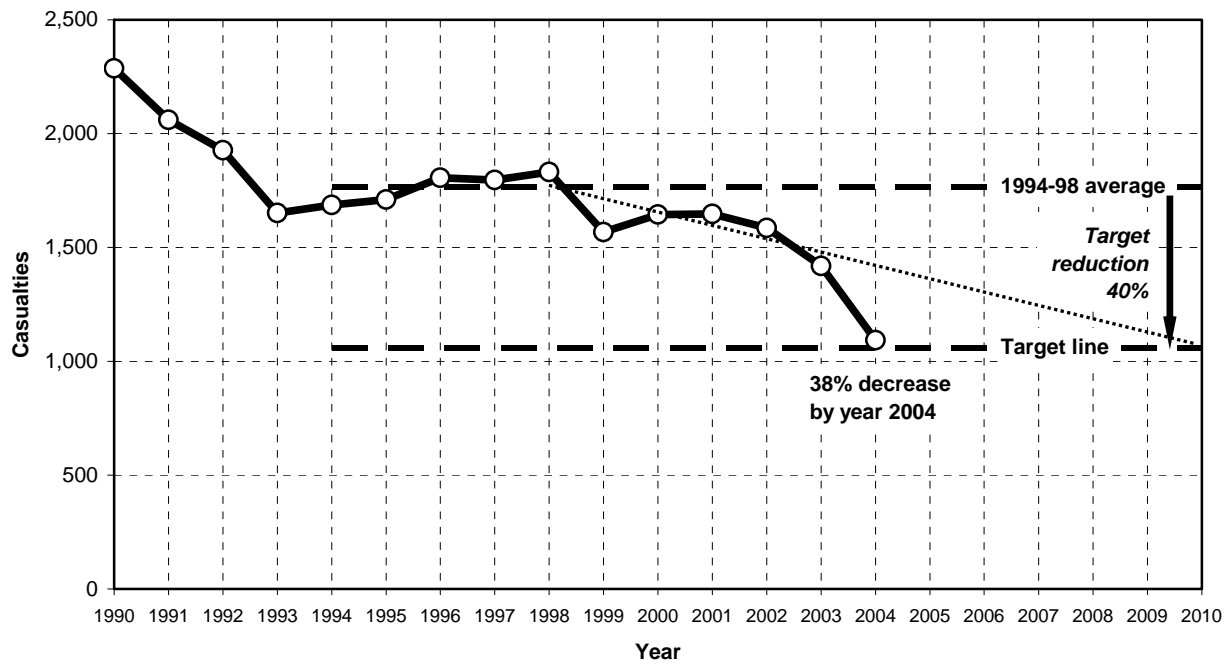


Fig. 25: TLRN - Pedestrian killed or seriously injured casualties (London Target Category)

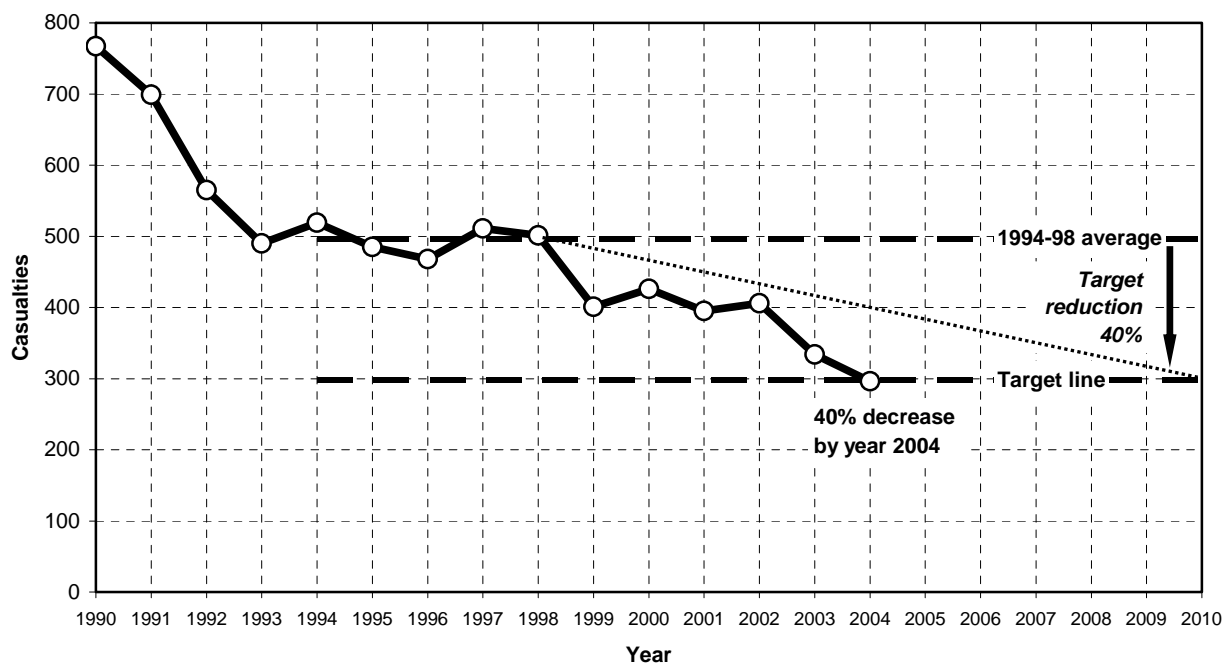


Fig. 26: TLRN - Pedal cyclist killed or seriously injured casualties (London Target Category)

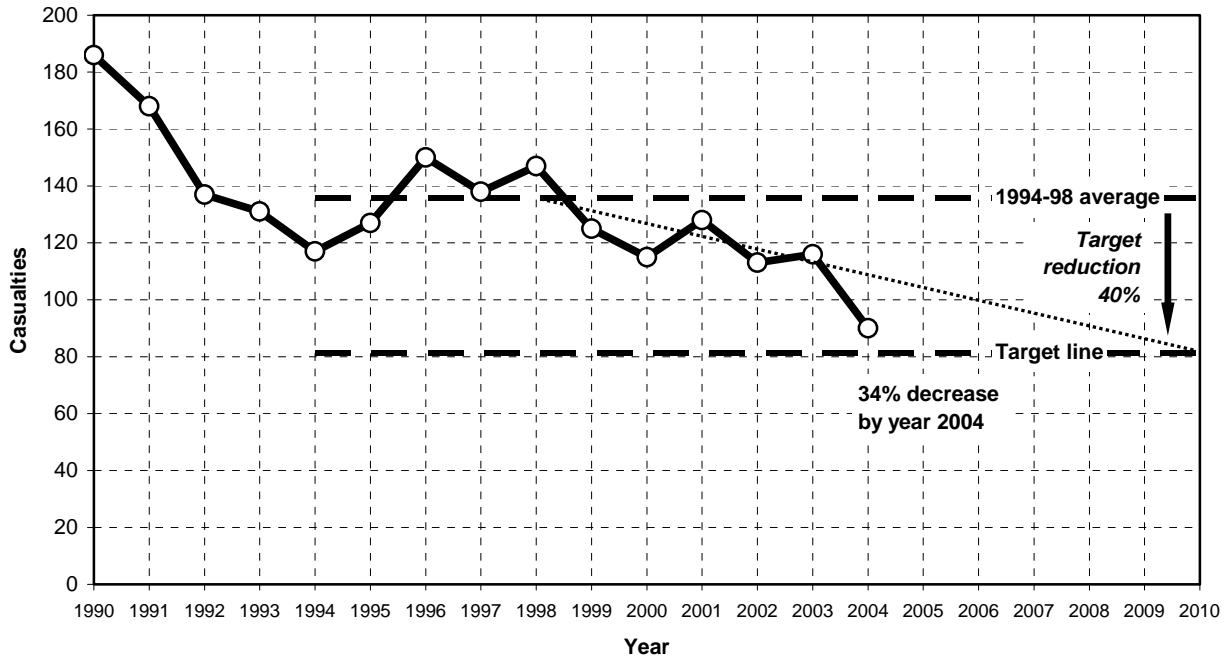


Fig. 27: TLRN - Powered two wheeler killed or seriously injured casualties (London Target Category)

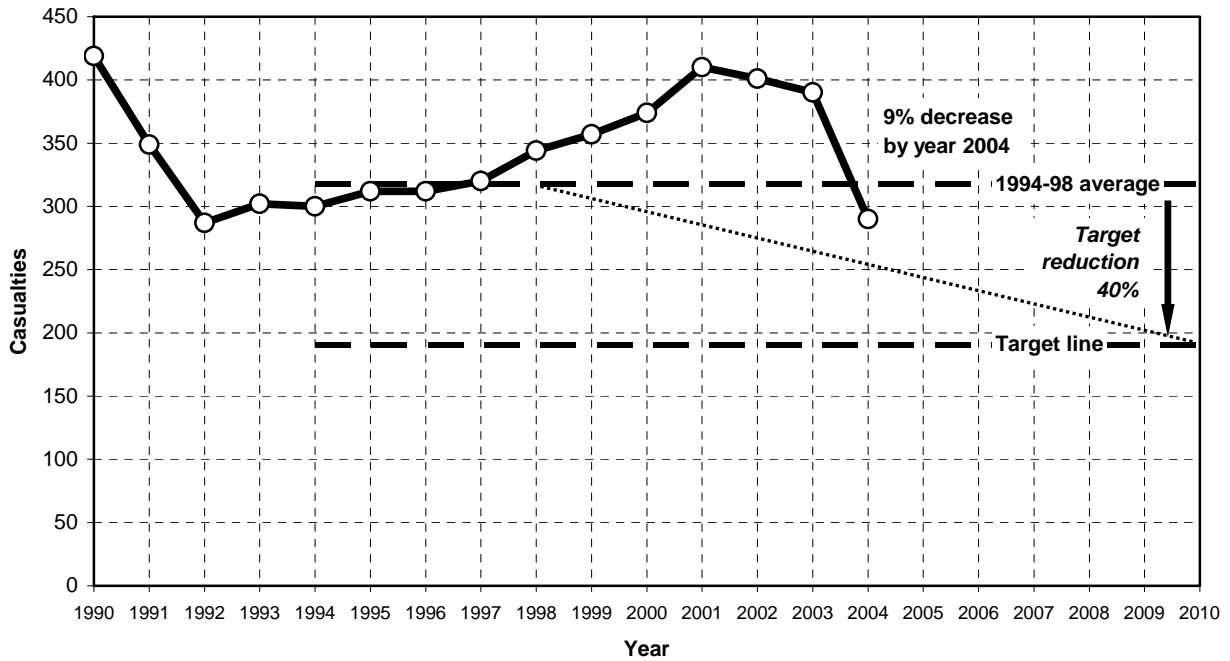


Fig. 28: TLRN - Child killed or seriously injured casualties (National Target Category)

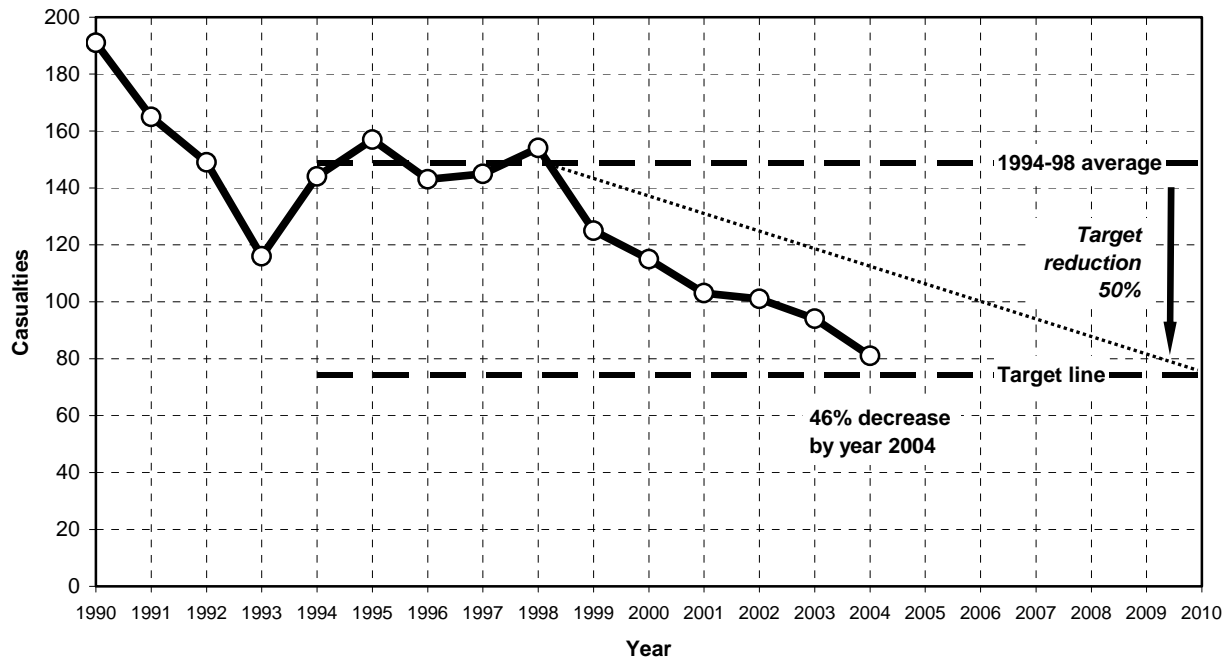
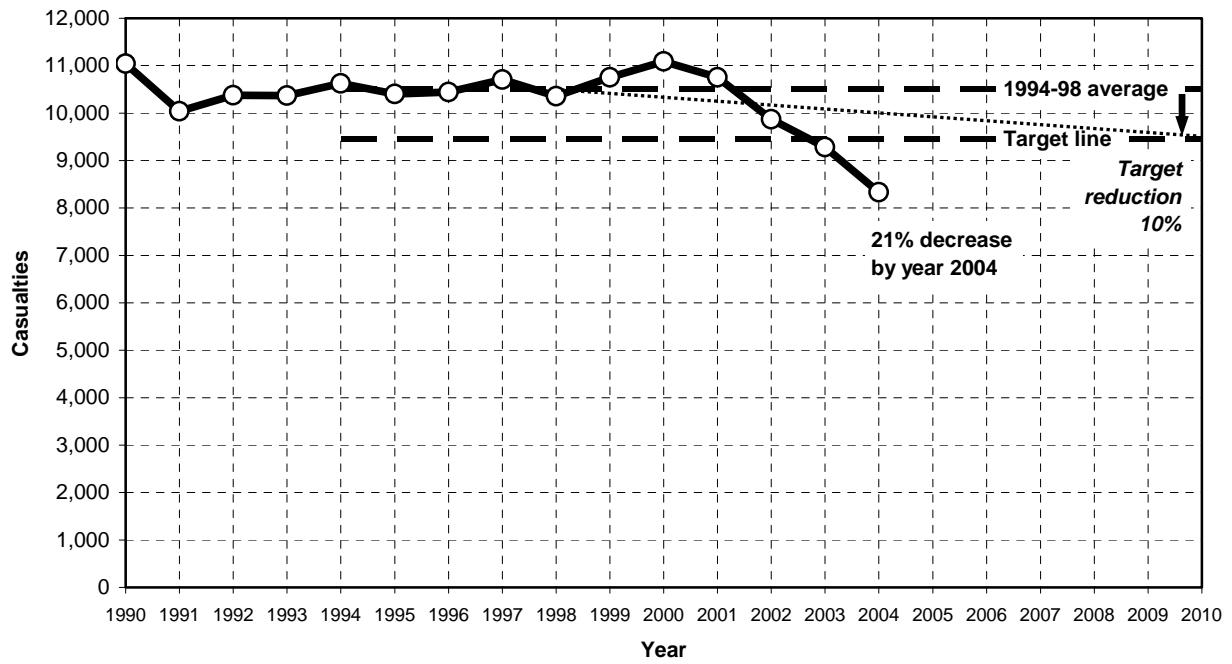


Fig. 29: TLRN - All slightly injured casualties (National Target Category)



5.4 Borough roads casualty monitoring charts

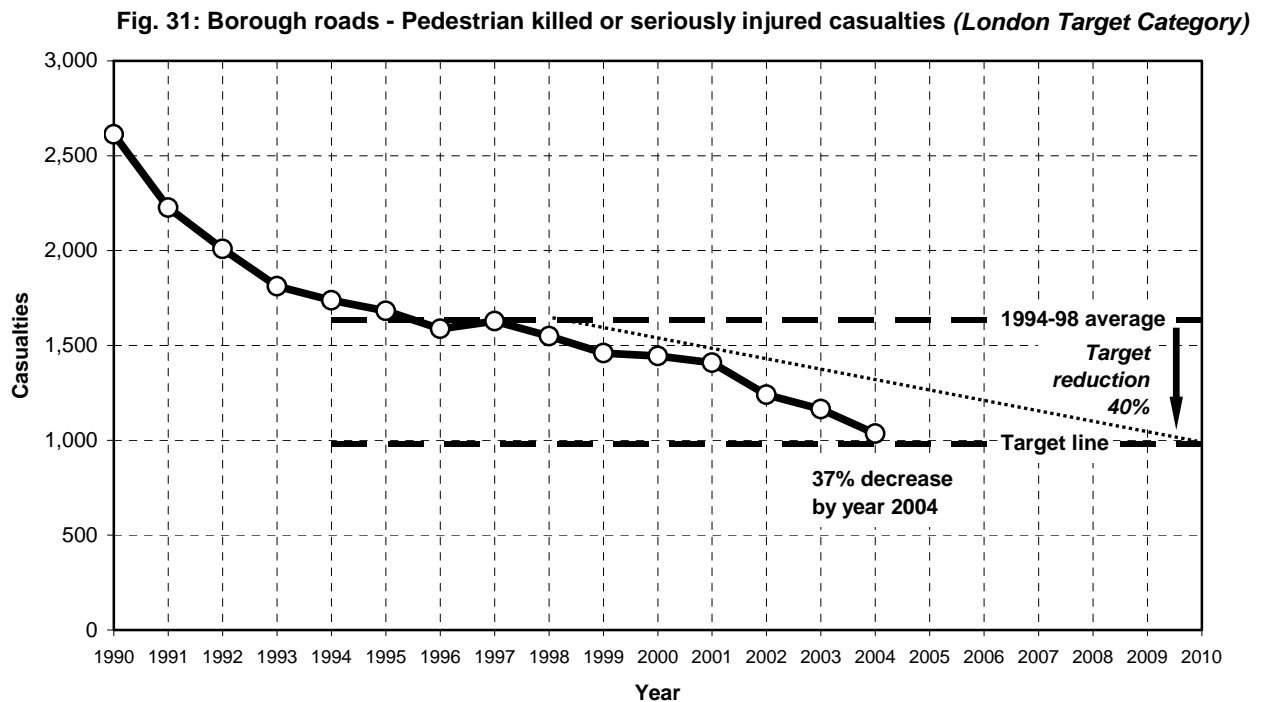
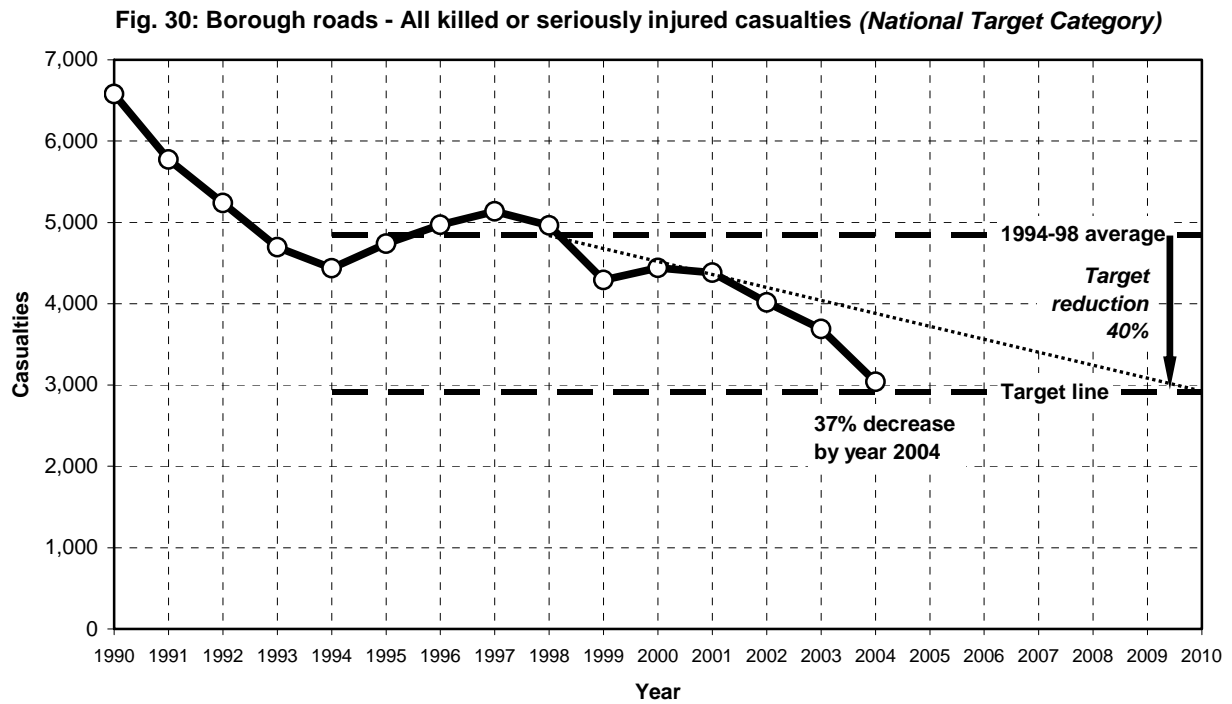


Fig. 32: Borough roads - Pedal cyclist killed or seriously injured casualties (London Target Category)

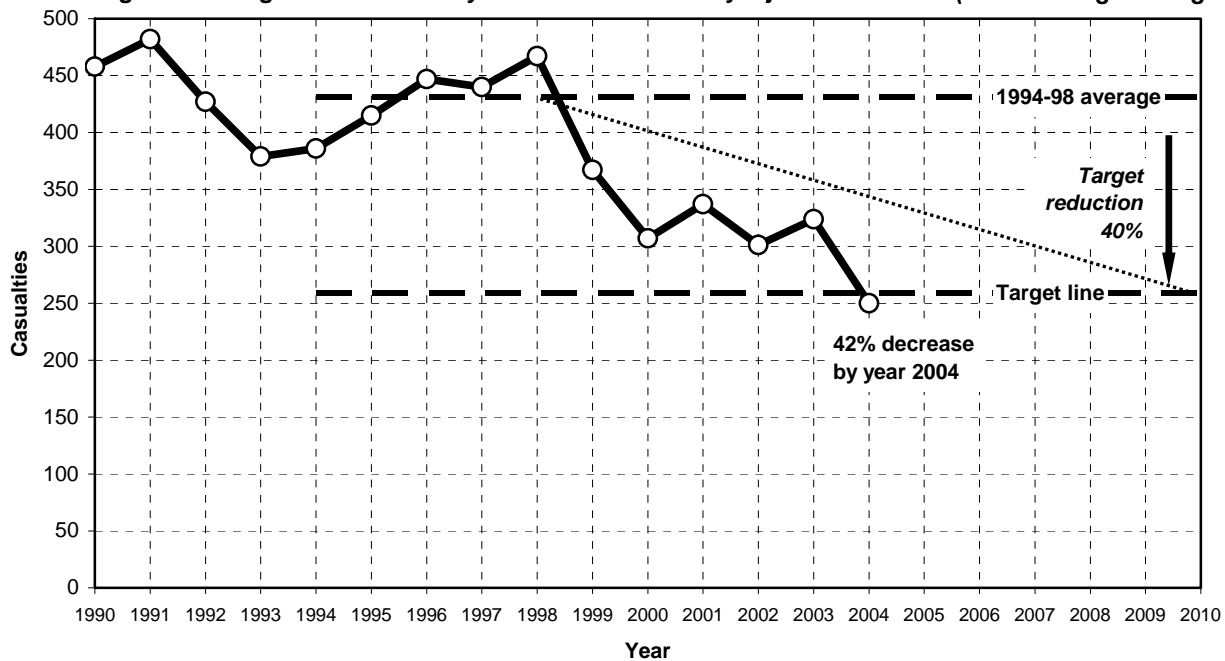


Fig. 33: Borough roads - Powered two wheeler killed or seriously injured casualties (London Target Category)

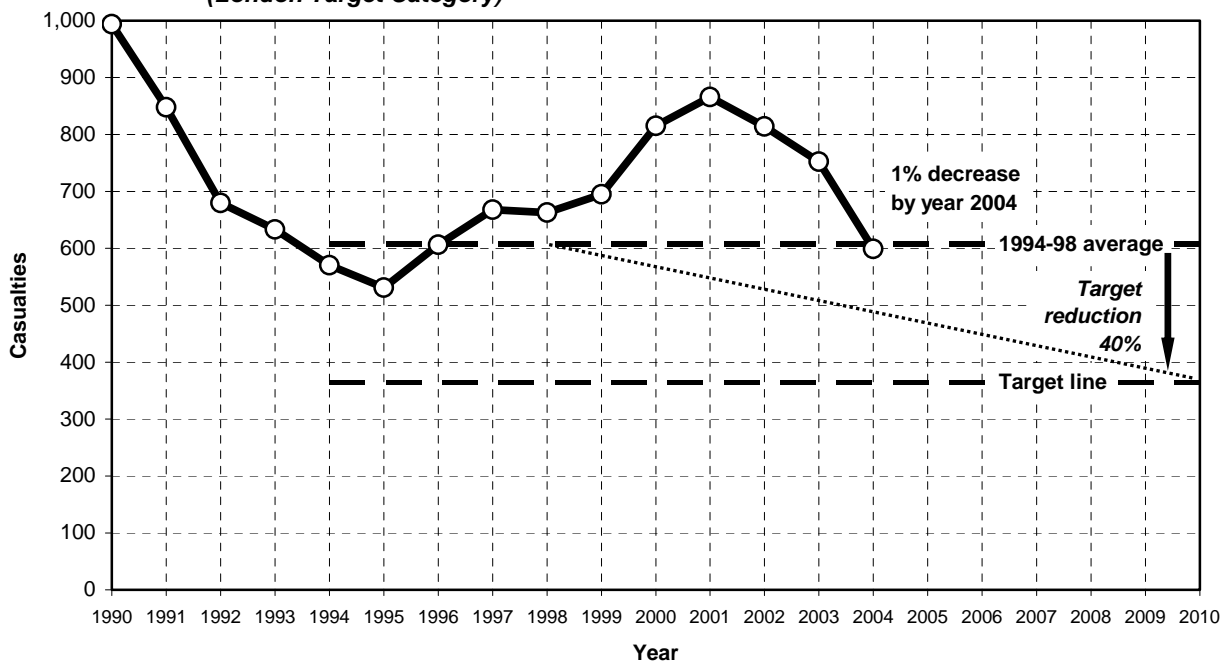


Fig. 34: Borough roads - Child killed or seriously injured casualties (National Target Category)

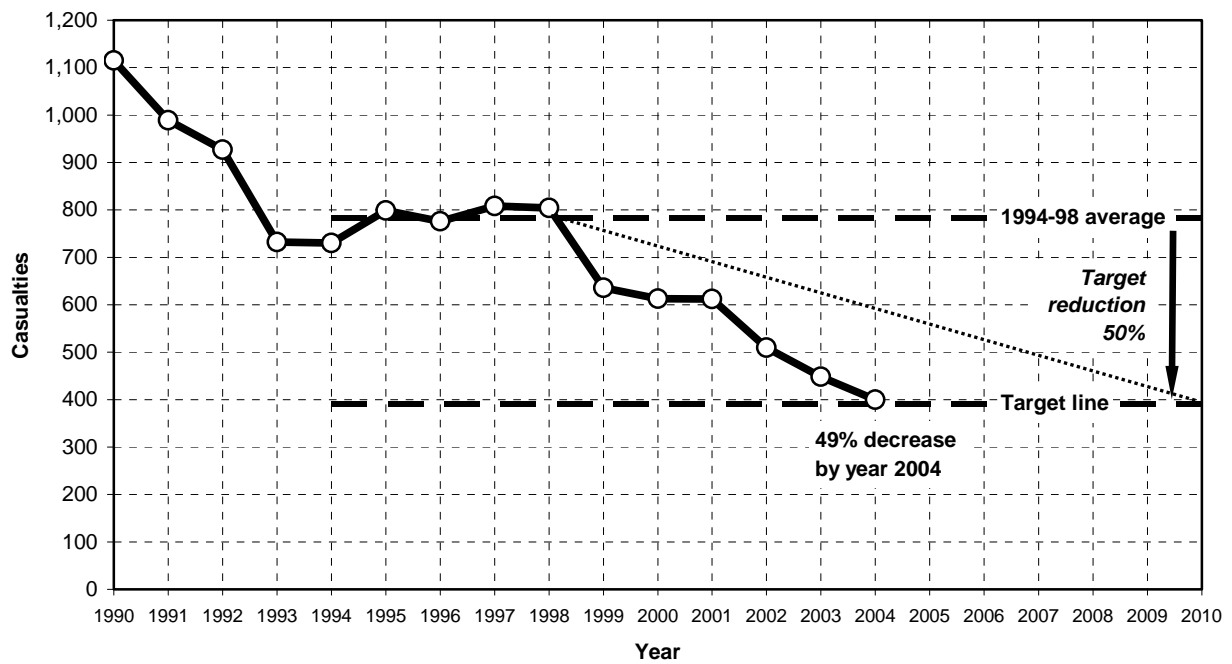
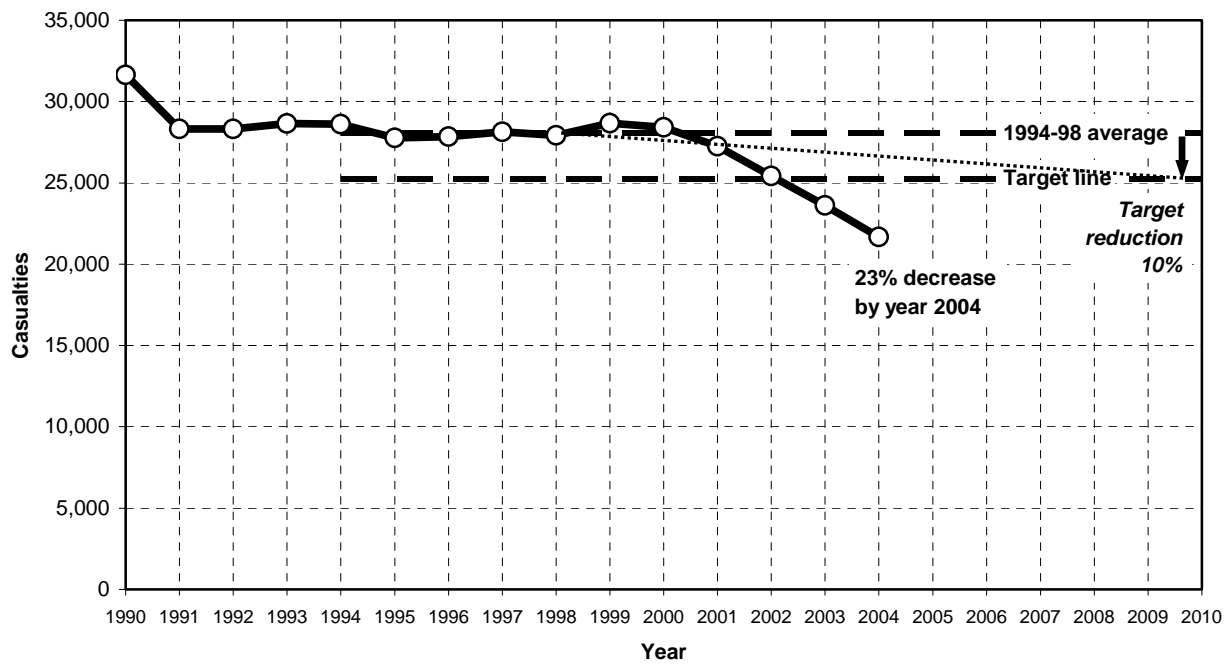


Fig. 35: Borough roads - All slightly injured casualties (National Target Category)



5.5 Highways Agency roads casualty monitoring charts

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

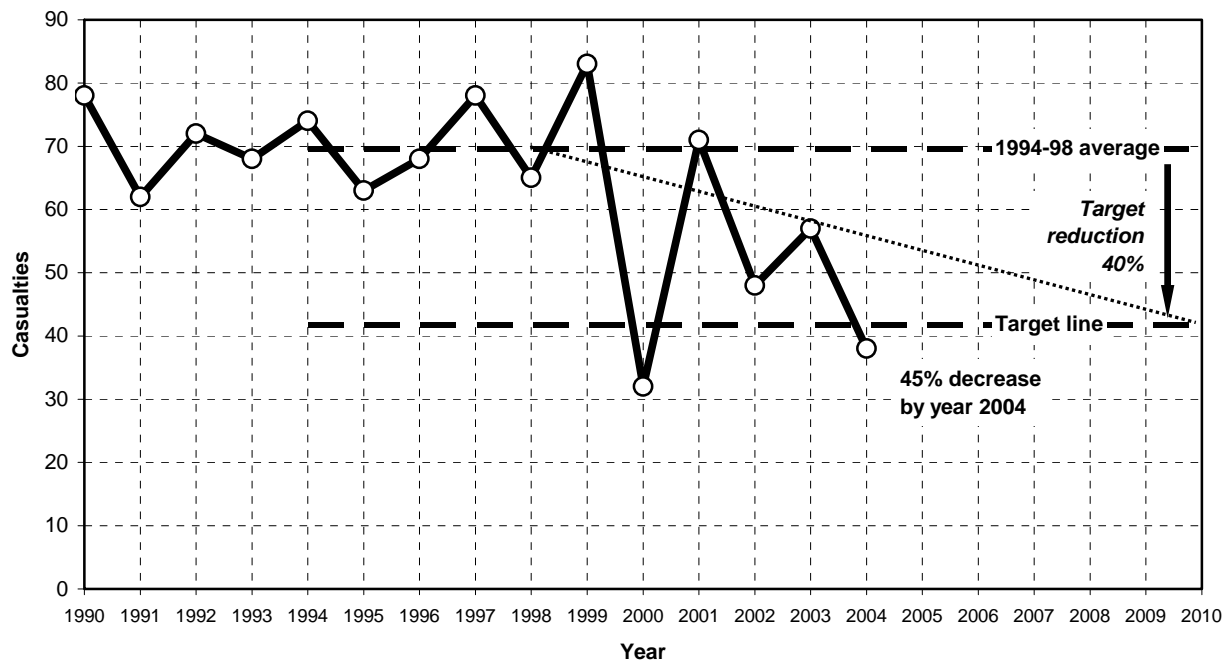
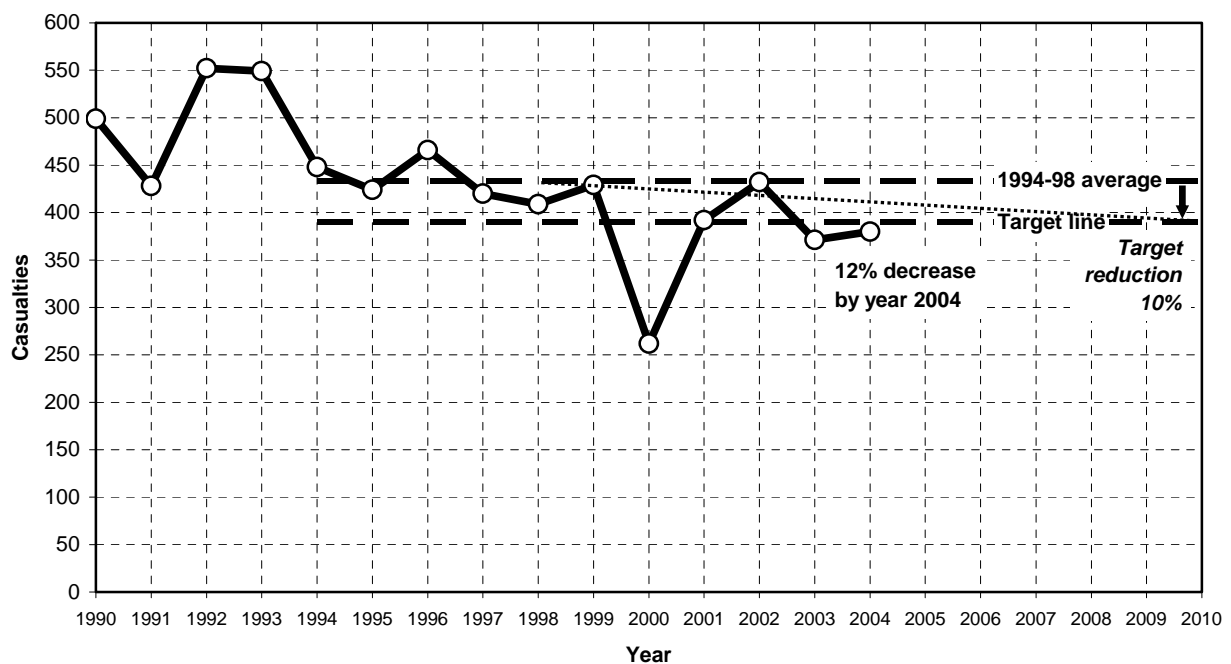


Fig. 37: Highways Agency roads - All slightly injured casualties (National Target Category)

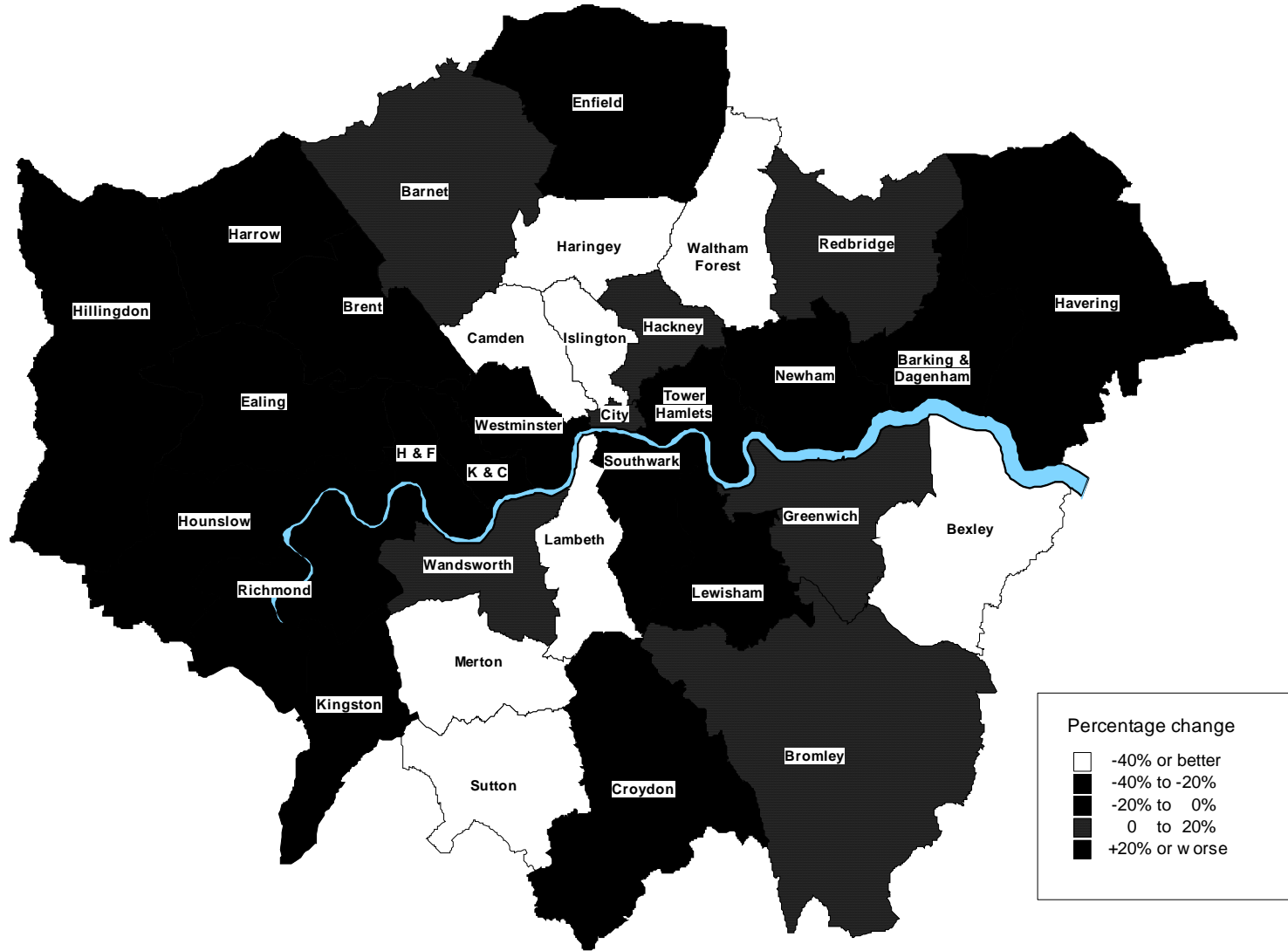


5.6 London-wide thematic maps

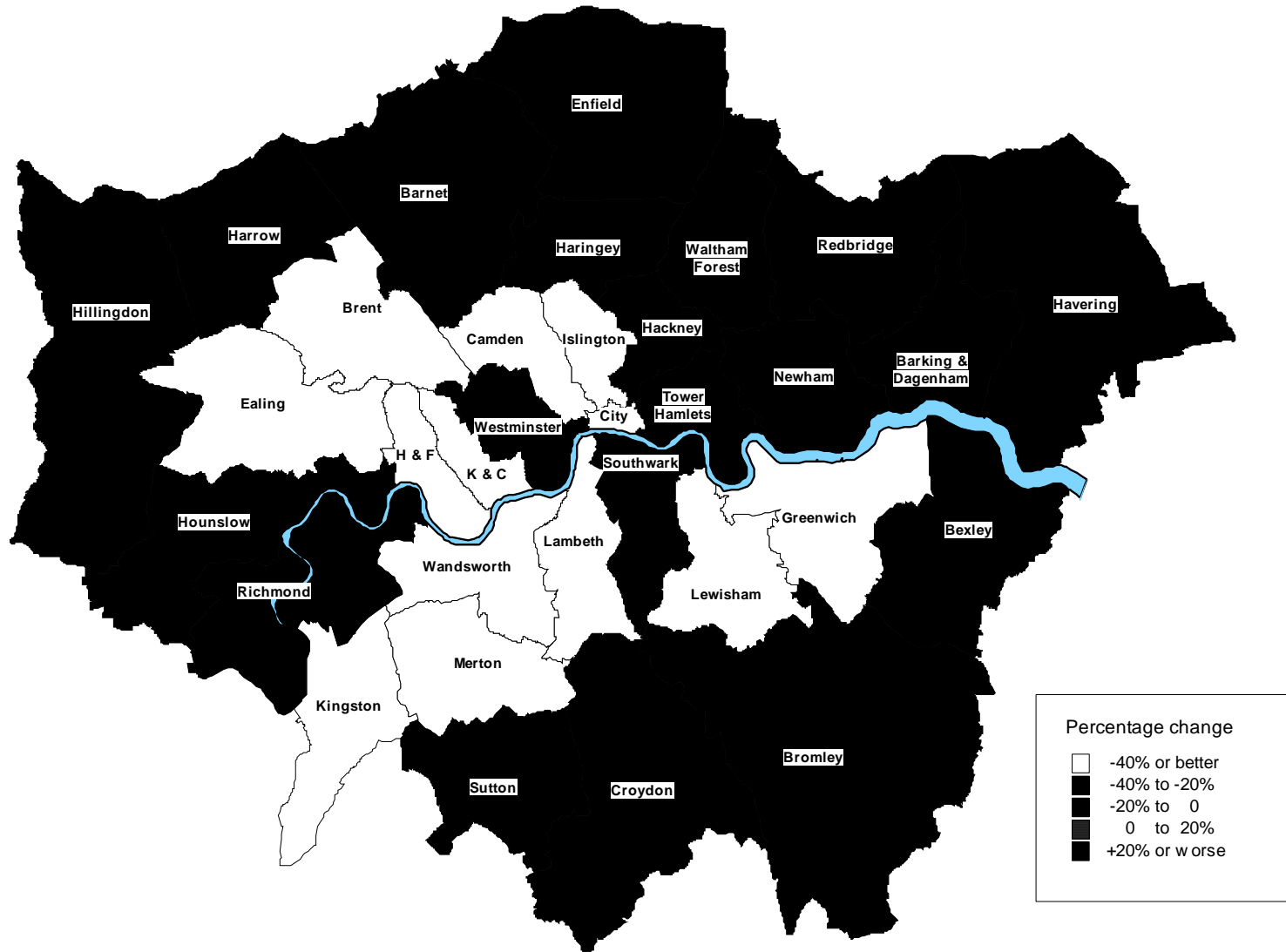
London-wide thematic maps - all roads (Percentage change in casualties from 1994-98 average to the year 2004)

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Map K	Powered two-wheeler user casualties slightly injured	60
Map L	Car occupant casualties slightly injured	61
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Map N	Total casualties slightly injured	63

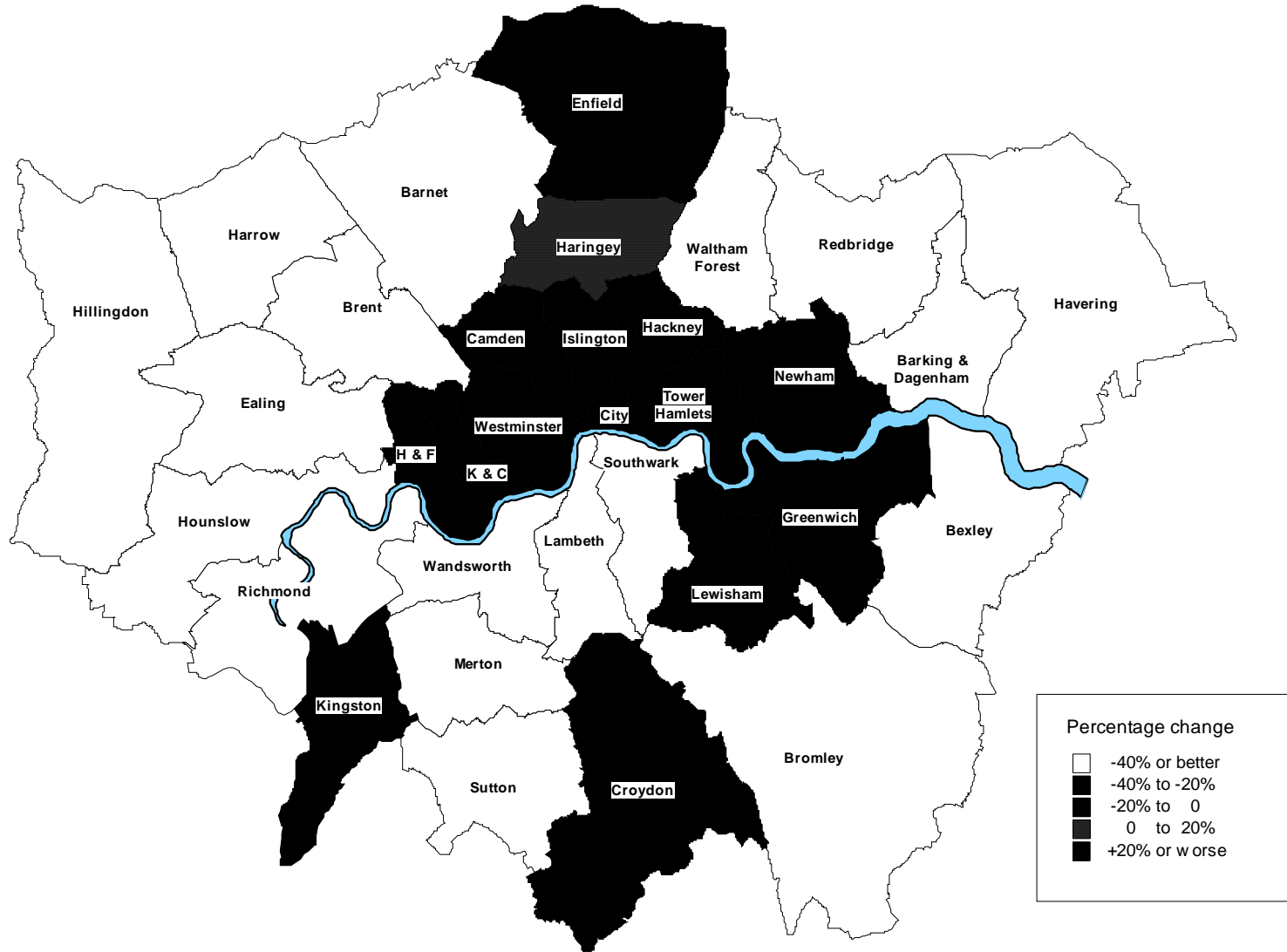
Map A: Greater London - All fatalities
Percentage change from 1994-98 average to year 2004



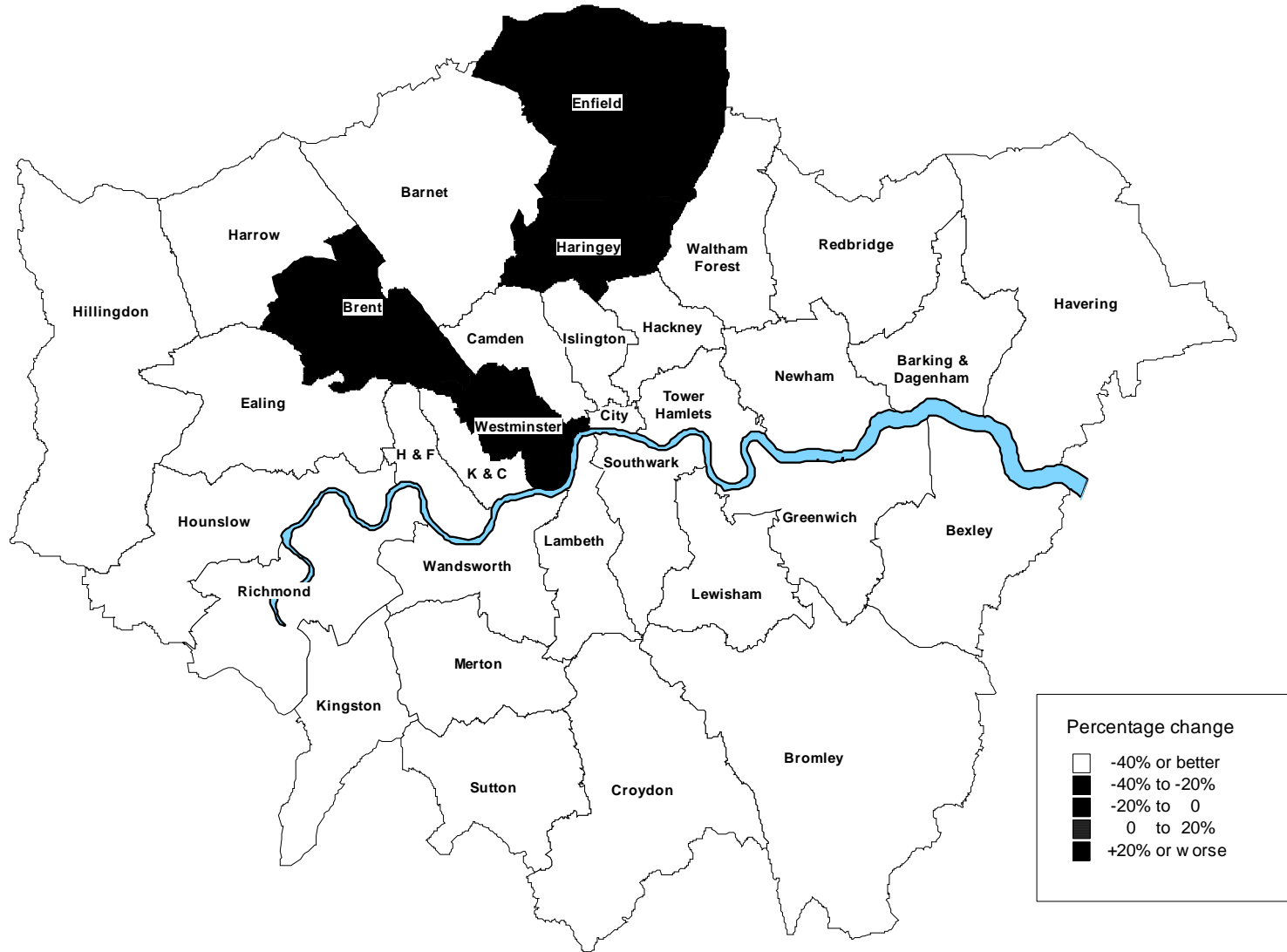
Map B: Greater London - All pedestrians killed or seriously injured (KSI)
Percentage change from 1994-98 average to year 2004



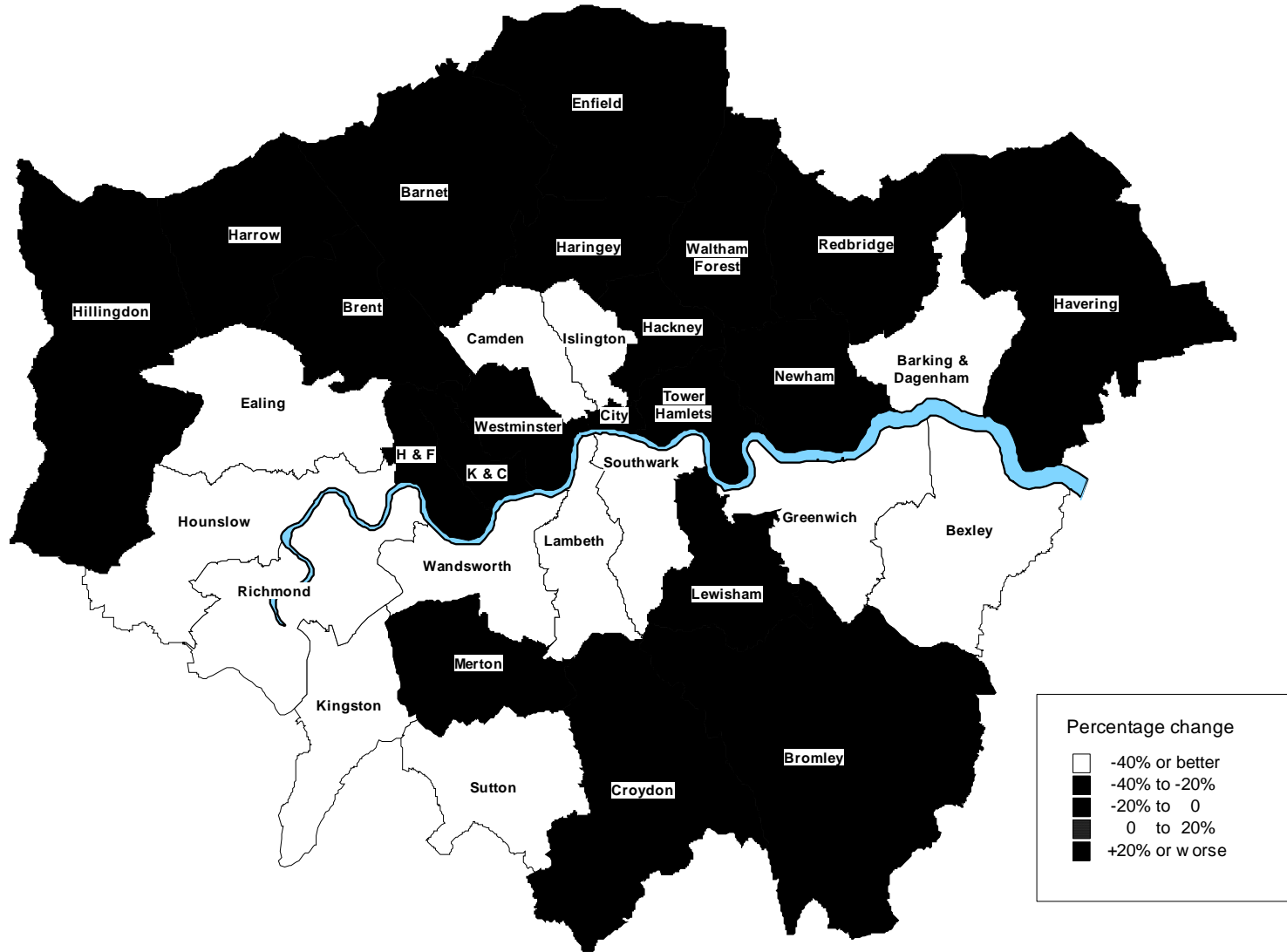
**Map C: Greater London - All pedal cyclists killed or seriously injured (KSI)
Percentage change from 1994-98 average to year 2004**



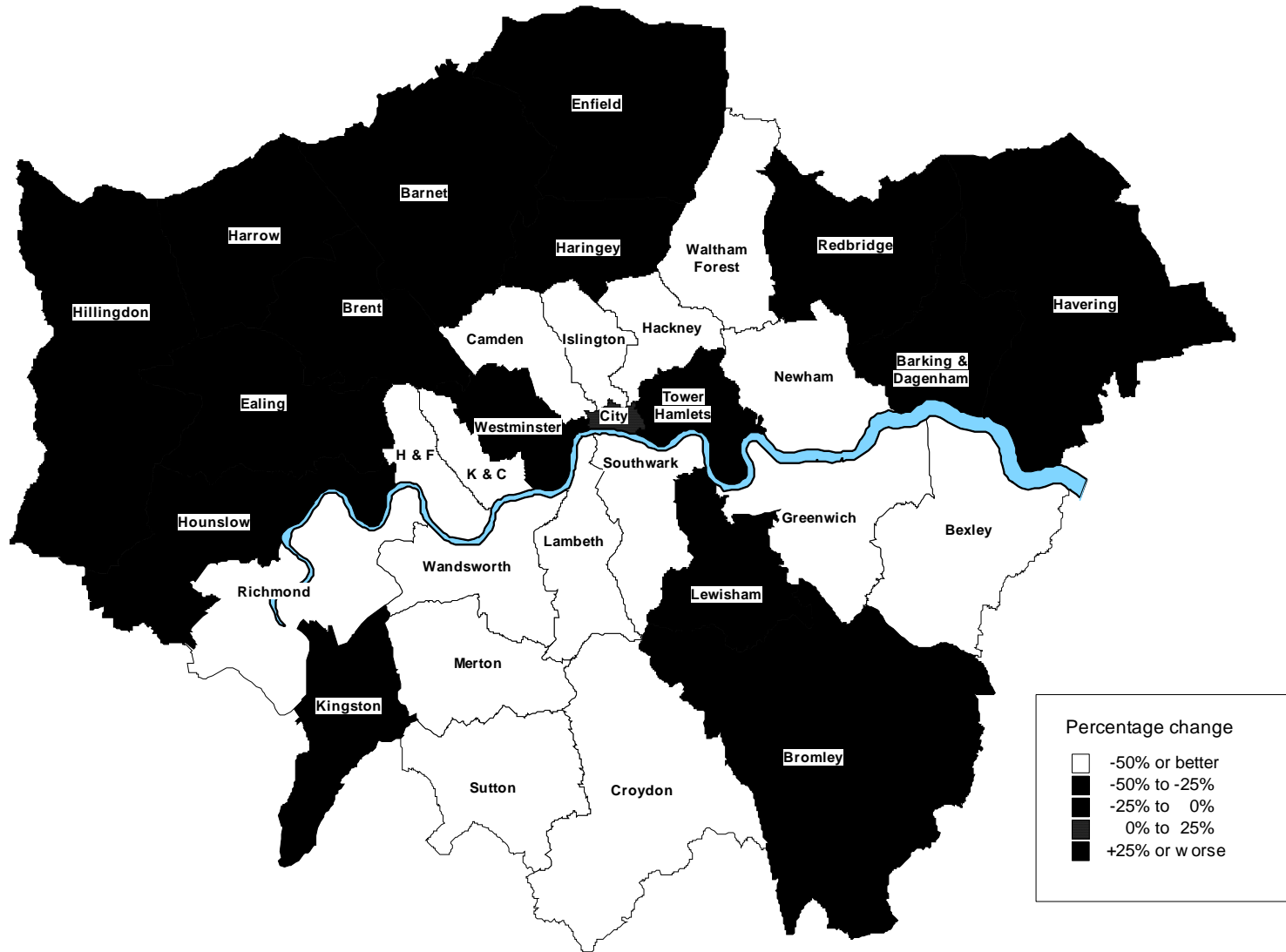
**Map E: Greater London - All car occupants killed or seriously injured (KSI)
Percentage change from 1994-98 average to year 2004**



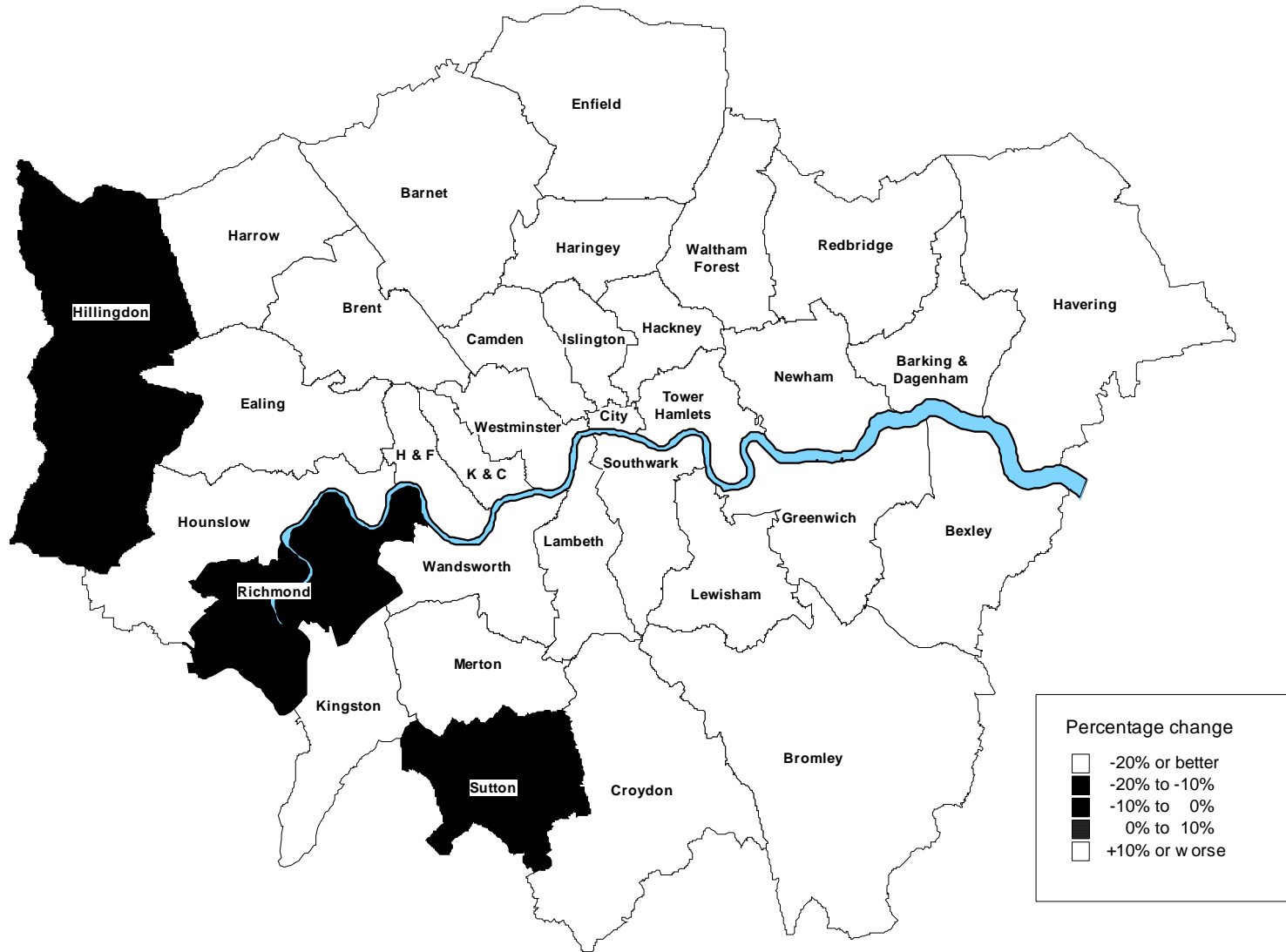
**Map G: Greater London - Total killed or seriously injured (KSI)
Percentage change from 1994-98 average to year 2004**



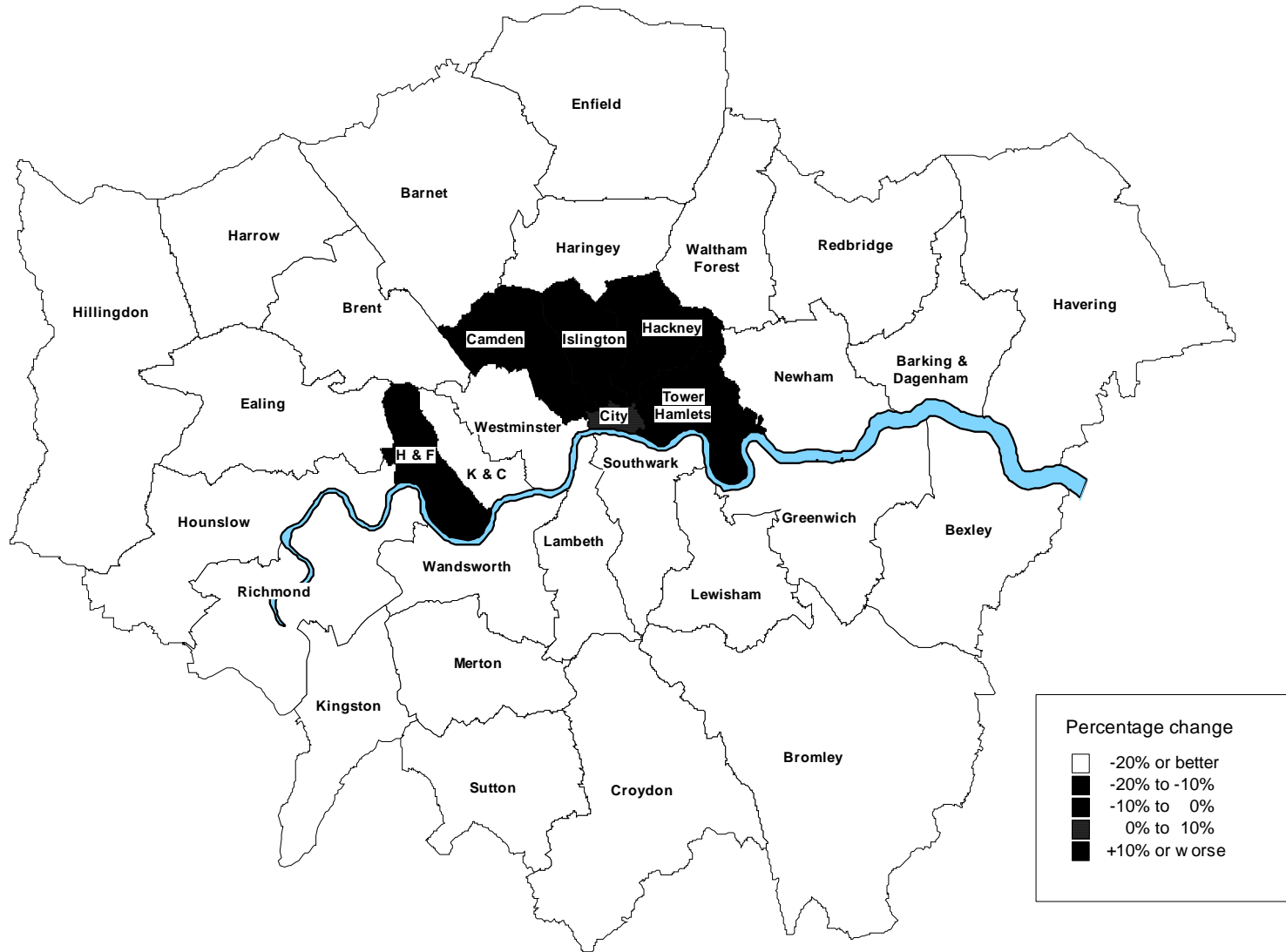
**Map H: Greater London - Children killed or seriously injured (KSI)
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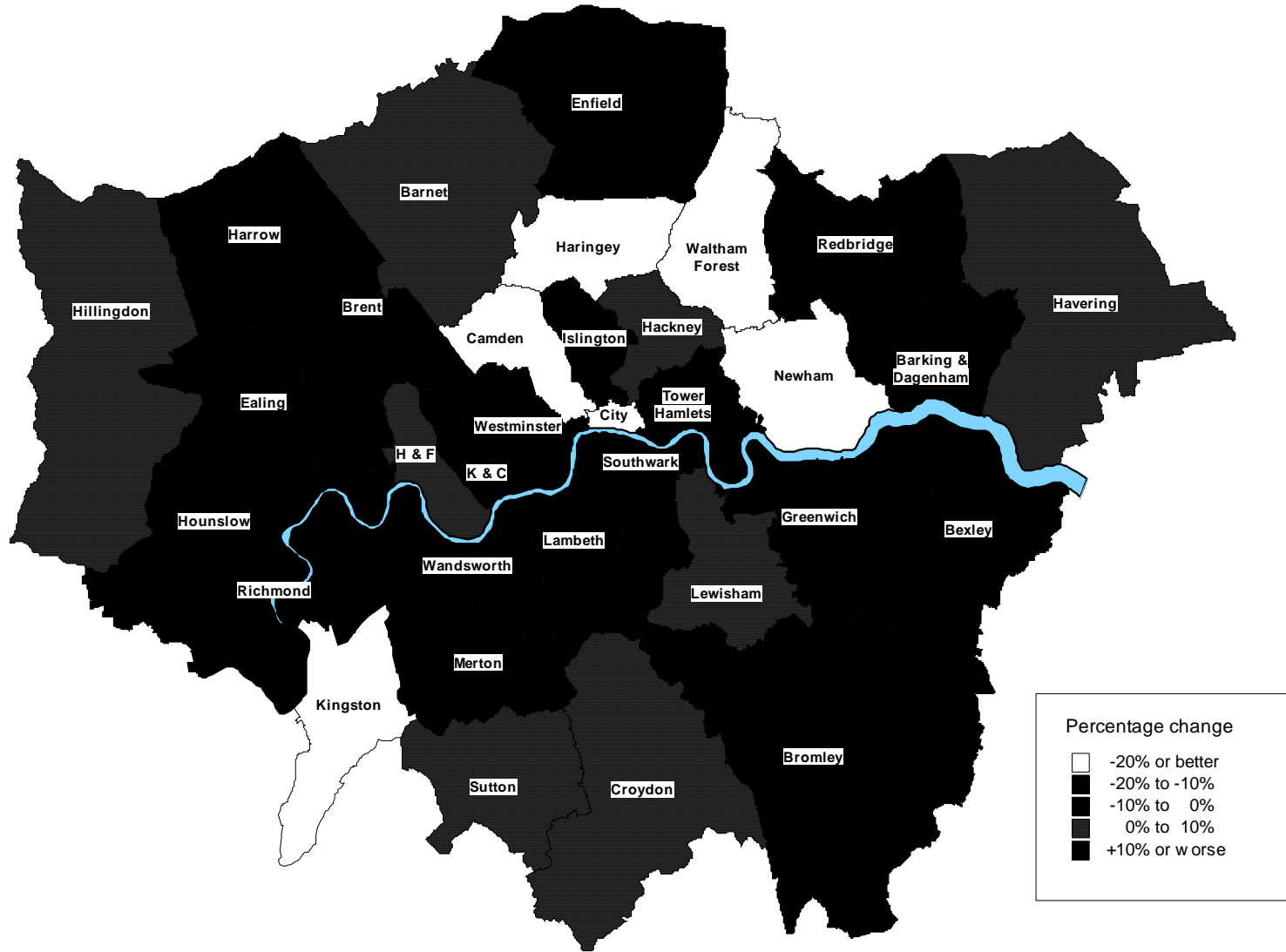
Map I: Greater London - Pedestrian casualties slightly injured
Percentage change from 1994-98 average to year 2004



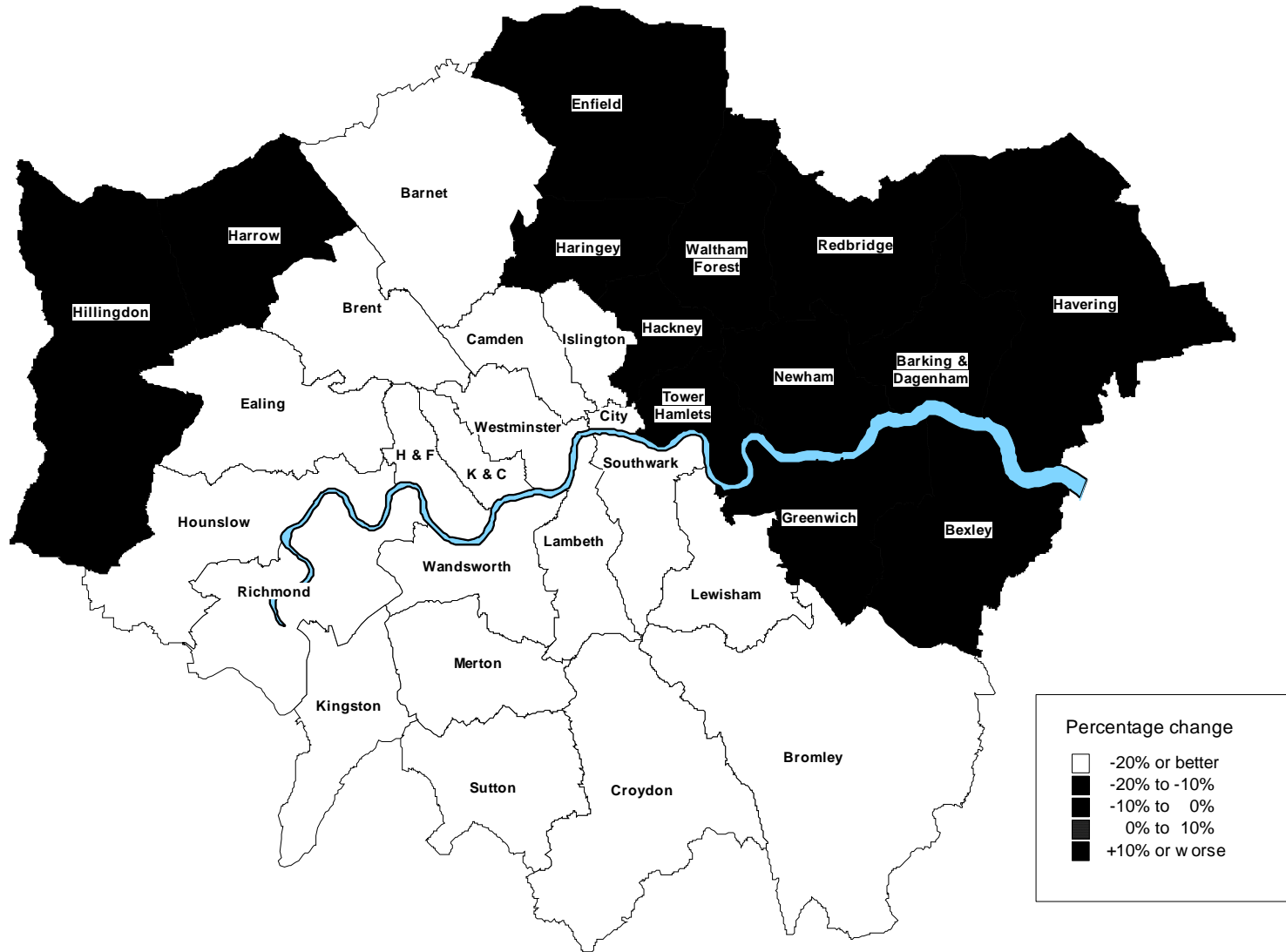
Map J: Greater London - Pedal cyclist casualties slightly injured
Percentage change from 1994-98 average to year 2004



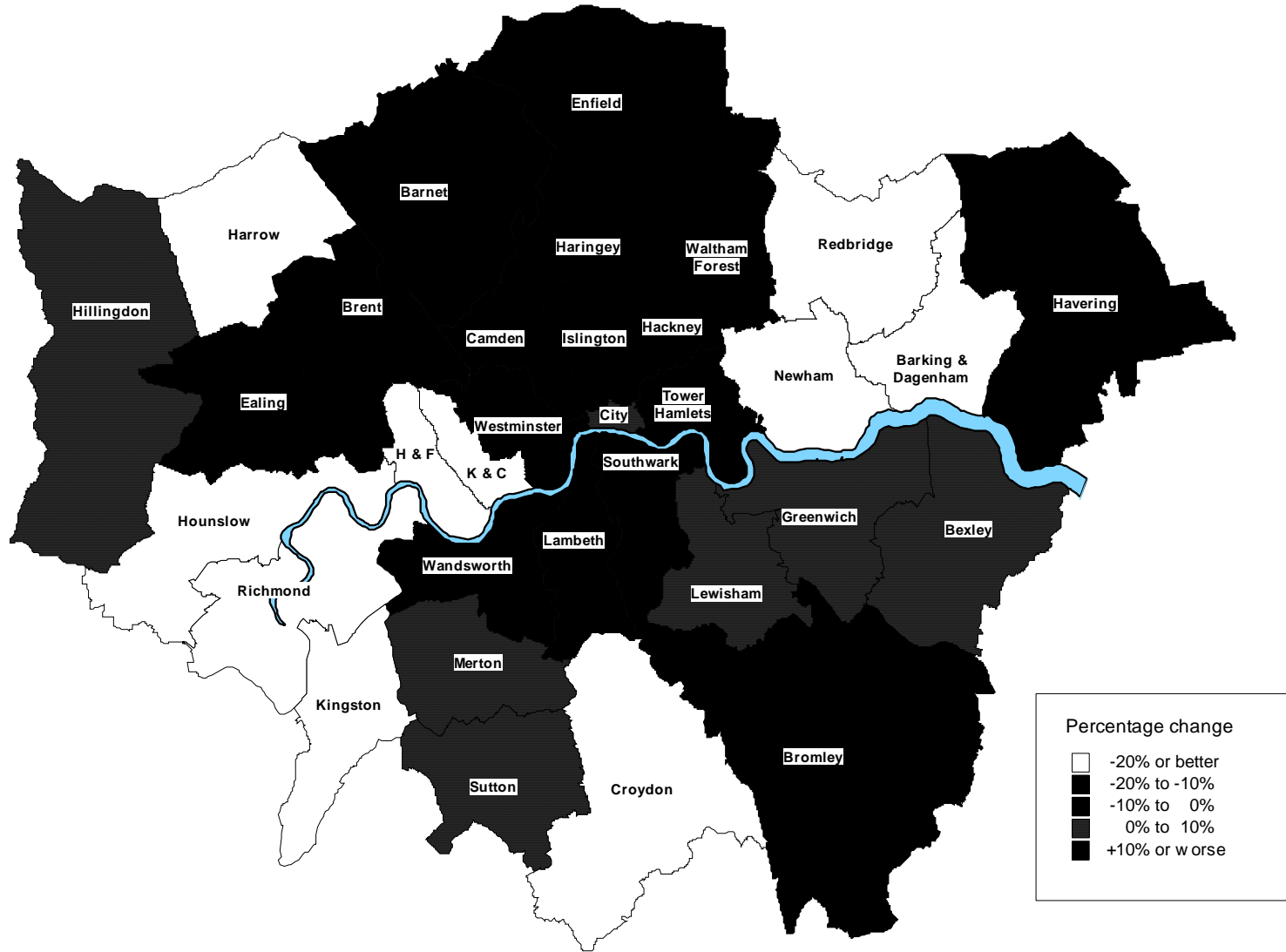
Map K: Greater London - Powered two wheeler user casualties slightly injured
Percentage change from 1994-98 average to year 2004



Map L: Greater London - Car occupant casualties slightly injured
Percentage change from 1994-98 average to year 2004



Map M: Greater London - Bus/coach occupant casualties slightly injured
Percentage change from 1994-98 average to year 2004



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

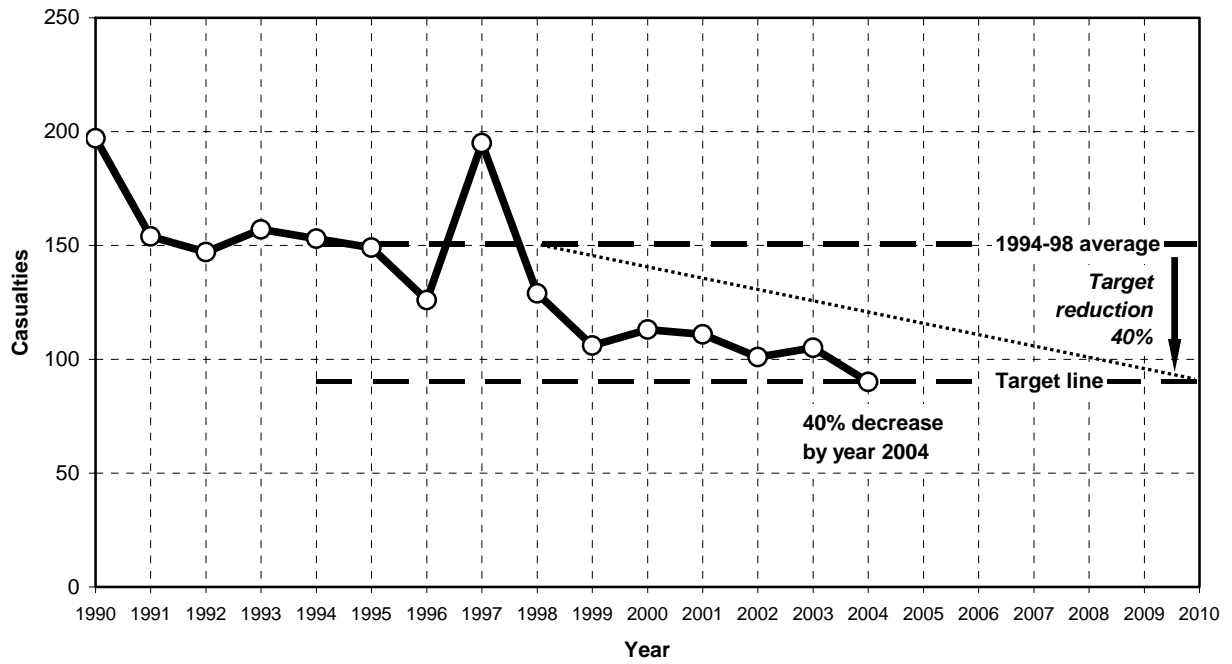


Fig. A1.2: L.B. of Barking & Dagenham - All slight casualties

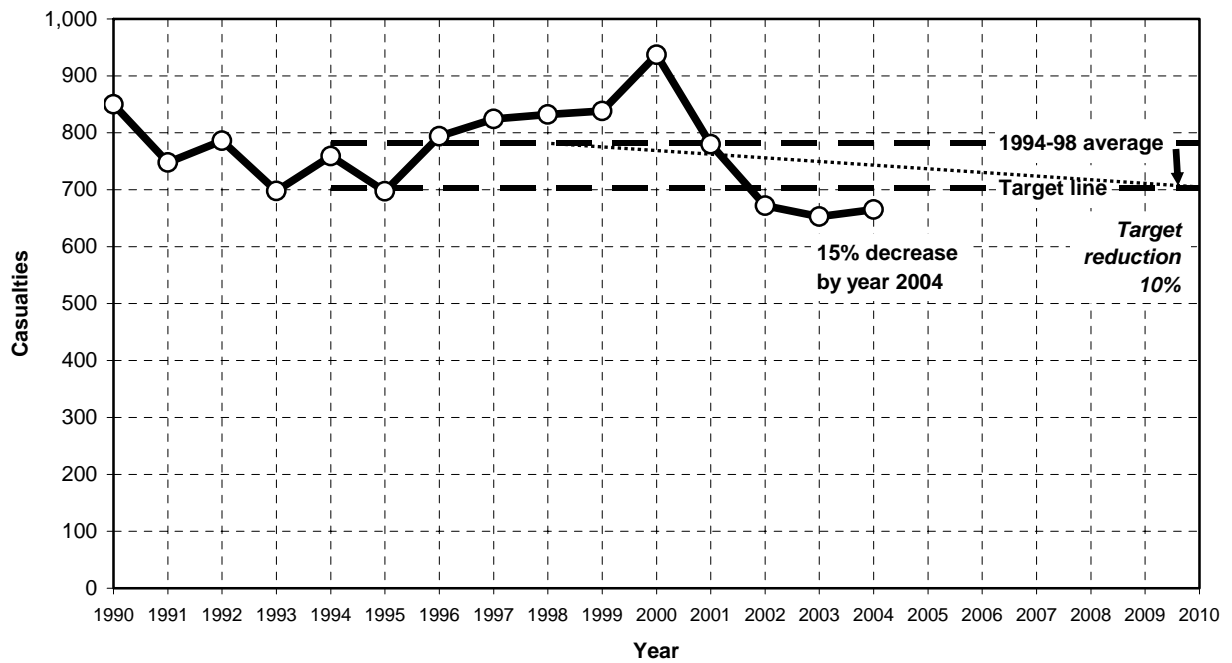


Table A1: Towards the year 2010: Monitoring casualties in L.B. of Barking & Dagenham
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	3.2	5	3	-40%	-6%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.4	0	3	∞	650%
	Car occupants	1.0	1	3	200%	200%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	5.4	6	9	50%	67%
Fatal & serious	Pedestrians	35.2	23	23	0%	-35%
	Pedal cyclists	7.6	6	2	-67%	-74%
	Powered two-wheeler	13.2	16	20	25%	52%
	Car occupants	83.6	51	42	-18%	-50%
	Bus or coach occupants	3.6	6	2	-67%	-44%
	Other vehicle occupants	7.2	3	1	-67%	-86%
	Total	150.4	105	90	-14%	-40%
	Children (under 16yrs)	30.0	16	15	-6%	-50%
Slight*	Pedestrians	123.2	73	94	29%	-24%
	Pedal cyclists	61.6	21	40	90%	-35%
	Powered two-wheeler	53.6	68	62	-9%	16%
	Car occupants	482.0	427	426	0%	-12%
	Bus or coach occupants	28.0	23	19	-17%	-32%
	Other vehicle occupants	32.8	41	24	-41%	-27%
	Total	781.2	653	665	2%	-15%
All severities	Pedestrians	158.4	96	117	22%	-26%
	Pedal cyclists	69.2	27	42	56%	-39%
	Powered two-wheeler	66.8	84	82	-2%	23%
	Car occupants	565.6	478	468	-2%	-17%
	Bus or coach occupants	31.6	29	21	-28%	-34%
	Other vehicle occupants	40.0	44	25	-43%	-38%
	Total	931.6	758	755	0%	-19%

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

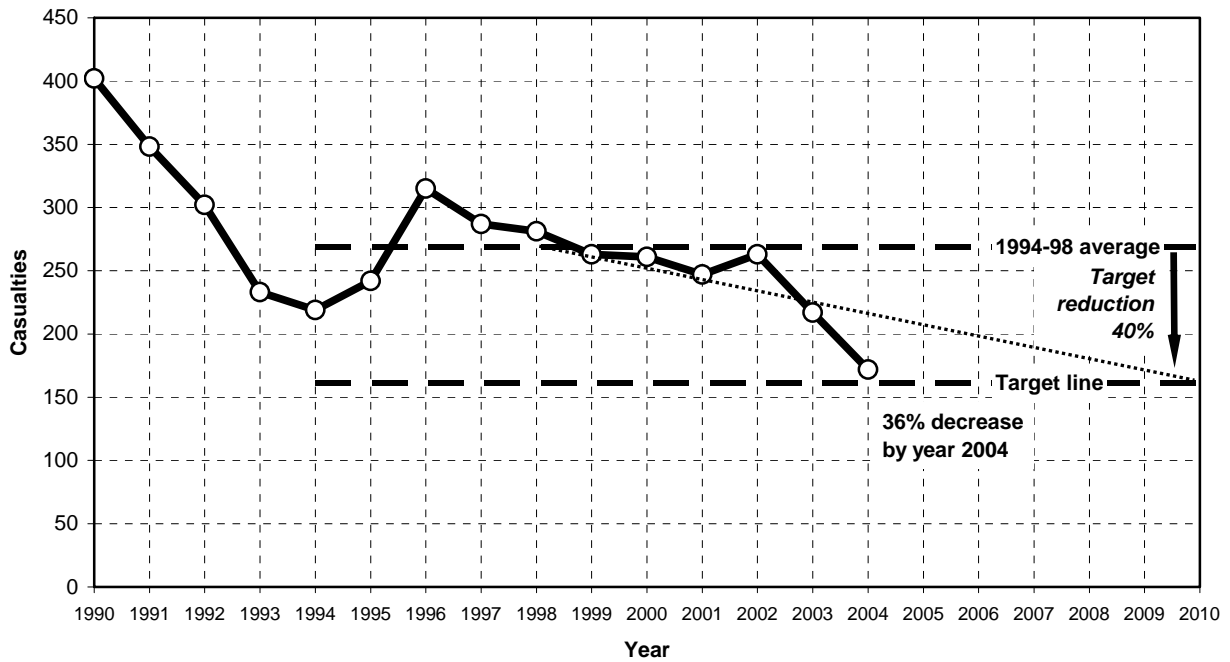


Fig. A2.2: L.B. of Barnet - All slight casualties

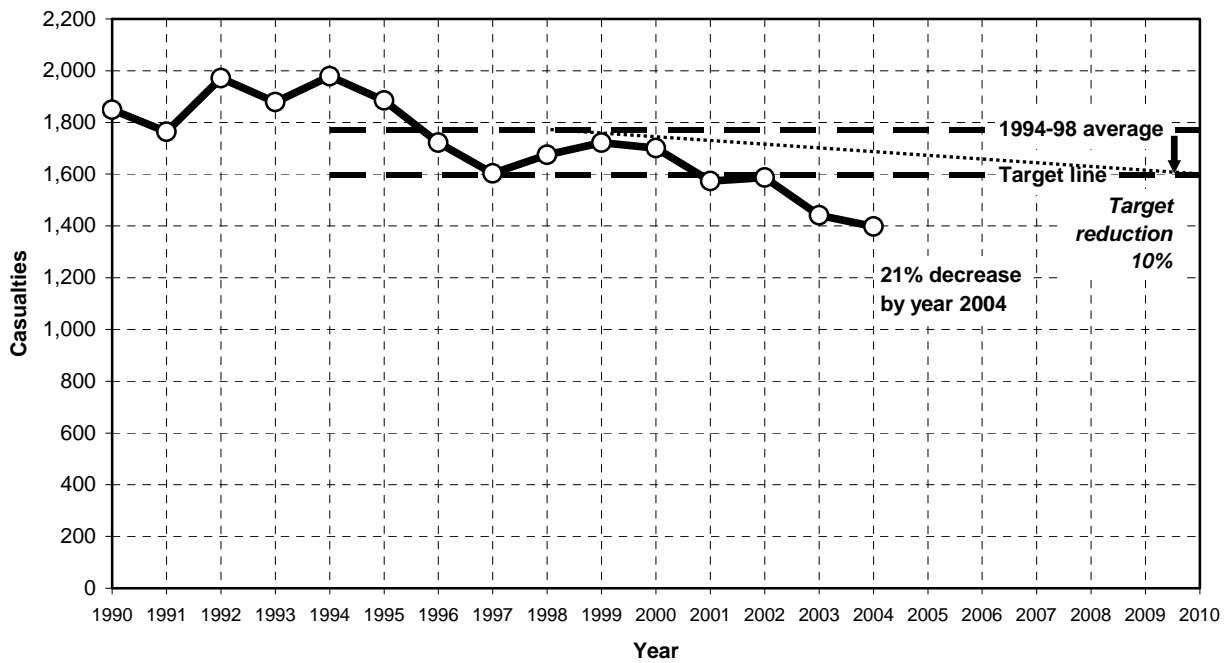


Table A2: Towards the year 2010: Monitoring casualties in L.B. of Barnet
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	4.0	12	5	-58%	25%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	2.2	3	3	0%	36%
	Car occupants	4.2	5	2	-60%	-52%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.6	0	2	∞	233%
	Total	11.6	20	12	-40%	3%
Fatal & serious	Pedestrians	70.4	62	55	-11%	-22%
	Pedal cyclists	14.4	14	6	-57%	-58%
	Powered two-wheeler	34.0	40	30	-25%	-12%
	Car occupants	133.2	90	69	-23%	-48%
	Bus or coach occupants	7.2	7	7	0%	-3%
	Other vehicle occupants	9.6	4	5	25%	-48%
	Total	268.8	217	172	-21%	-36%
	Children (under 16yrs)	31.0	26	24	-8%	-23%
Slight*	Pedestrians	252.8	189	179	-5%	-29%
	Pedal cyclists	89.0	57	46	-19%	-48%
	Powered two-wheeler	168.4	176	173	-2%	3%
	Car occupants	1,125.2	908	893	-2%	-21%
	Bus or coach occupants	65.8	76	61	-20%	-7%
	Other vehicle occupants	71.6	35	46	31%	-36%
	Total	1,772.8	1,441	1,398	-3%	-21%
All severities	Pedestrians	323.2	251	234	-7%	-28%
	Pedal cyclists	103.4	71	52	-27%	-50%
	Powered two-wheeler	202.4	216	203	-6%	0%
	Car occupants	1,258.4	998	962	-4%	-24%
	Bus or coach occupants	73.0	83	68	-18%	-7%
	Other vehicle occupants	81.2	39	51	31%	-37%
	Total	2,041.6	1,658	1,570	-5%	-23%

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

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

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

3. Bexley

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

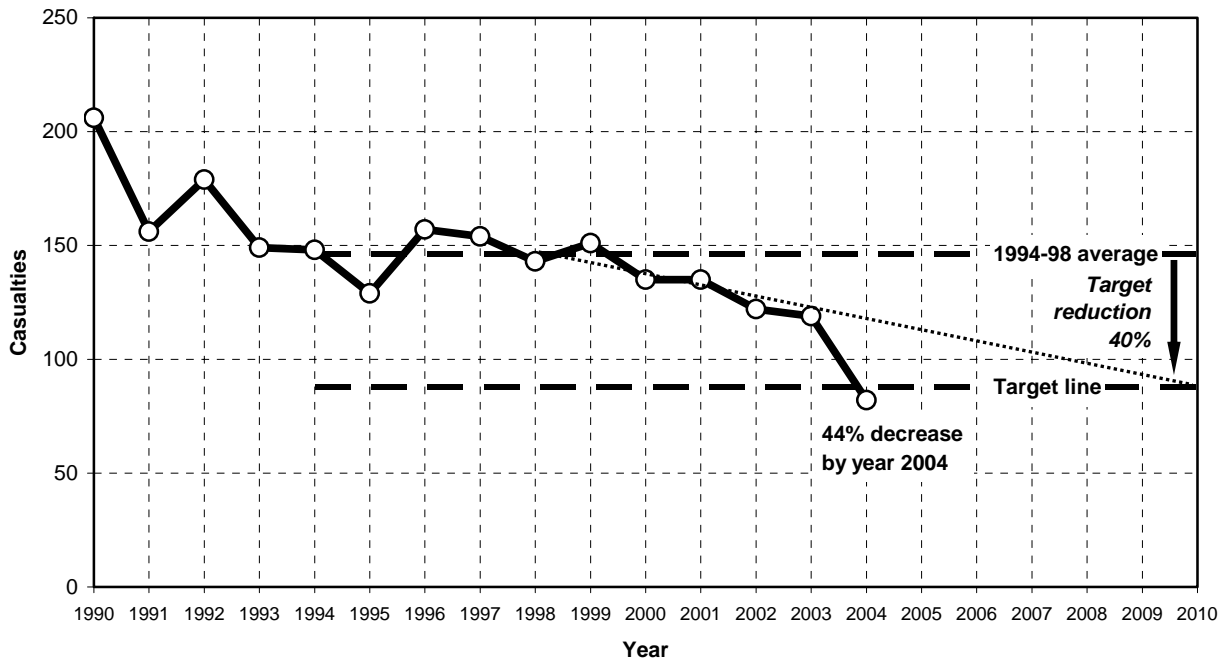


Fig. A3.2: L.B. of Bexley - All slight casualties

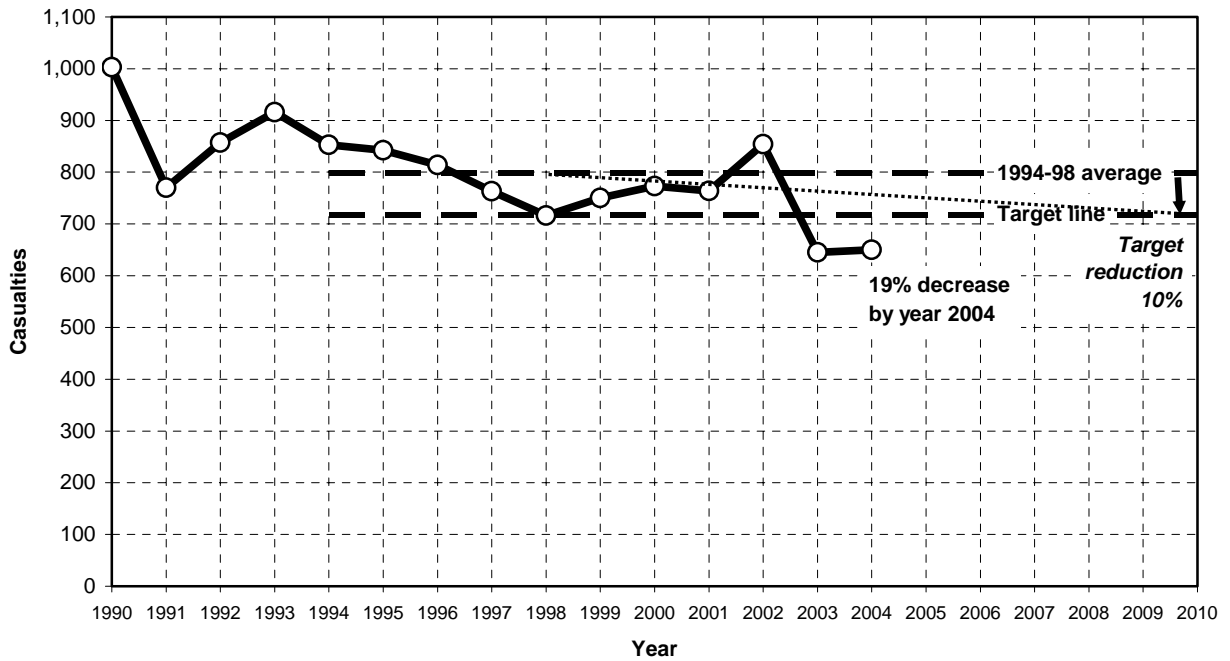


Table A3: Towards the year 2010: Monitoring casualties in L.B. of Bexley
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	1.2	2	0	-100%	-100%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	1.6	1	2	100%	25%
	Car occupants	1.6	1	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	4.6	4	2	-50%	-57%
Fatal & serious	Pedestrians	34.8	22	21	-5%	-40%
	Pedal cyclists	9.0	5	4	-20%	-56%
	Powered two-wheeler	17.2	23	15	-35%	-13%
	Car occupants	77.0	60	35	-42%	-55%
	Bus or coach occupants	3.8	2	2	0%	-47%
	Other vehicle occupants	4.4	7	5	-29%	14%
	Total	146.2	119	82	-31%	-44%
	Children (under 16yrs)	24.6	21	11	-48%	-55%
Slight*	Pedestrians	109.4	90	81	-10%	-26%
	Pedal cyclists	57.0	25	24	-4%	-58%
	Powered two-wheeler	76.2	92	67	-27%	-12%
	Car occupants	477.8	382	407	7%	-15%
	Bus or coach occupants	48.8	30	49	63%	0%
	Other vehicle occupants	28.4	26	22	-15%	-23%
	Total	797.6	645	650	1%	-19%
All severities	Pedestrians	144.2	112	102	-9%	-29%
	Pedal cyclists	66.0	30	28	-7%	-58%
	Powered two-wheeler	93.4	115	82	-29%	-12%
	Car occupants	554.8	442	442	0%	-20%
	Bus or coach occupants	52.6	32	51	59%	-3%
	Other vehicle occupants	32.8	33	27	-18%	-18%
	Total	943.8	764	732	-4%	-22%

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

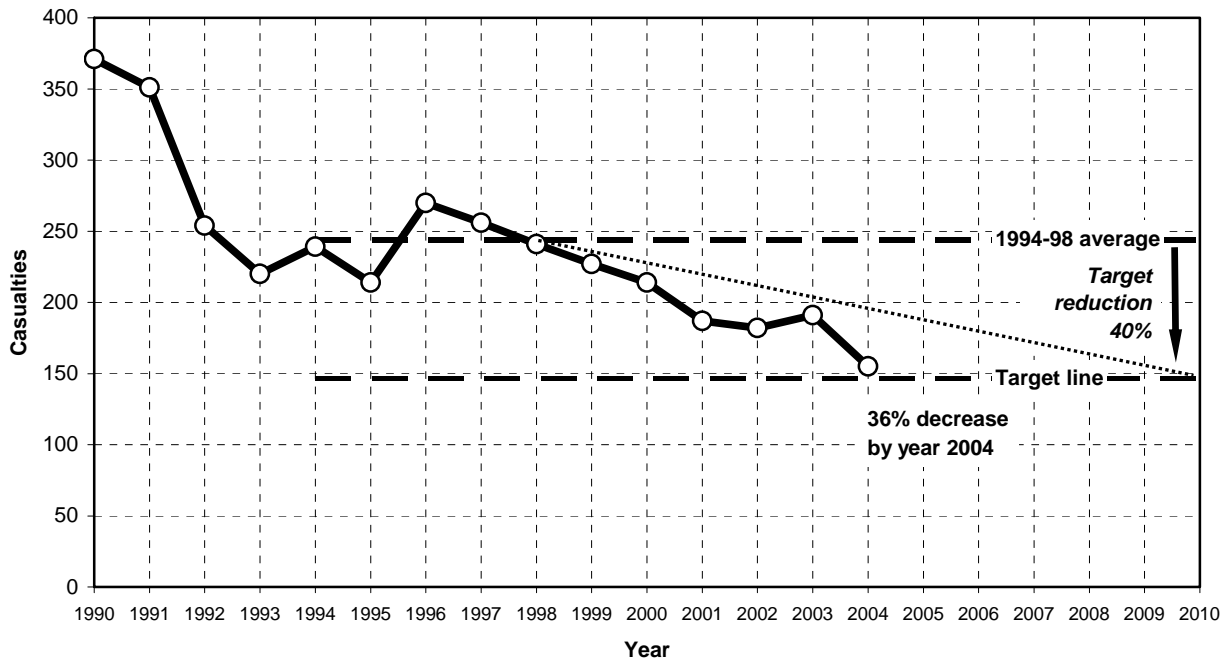


Fig. A4.2: L.B. of Brent - All slight casualties

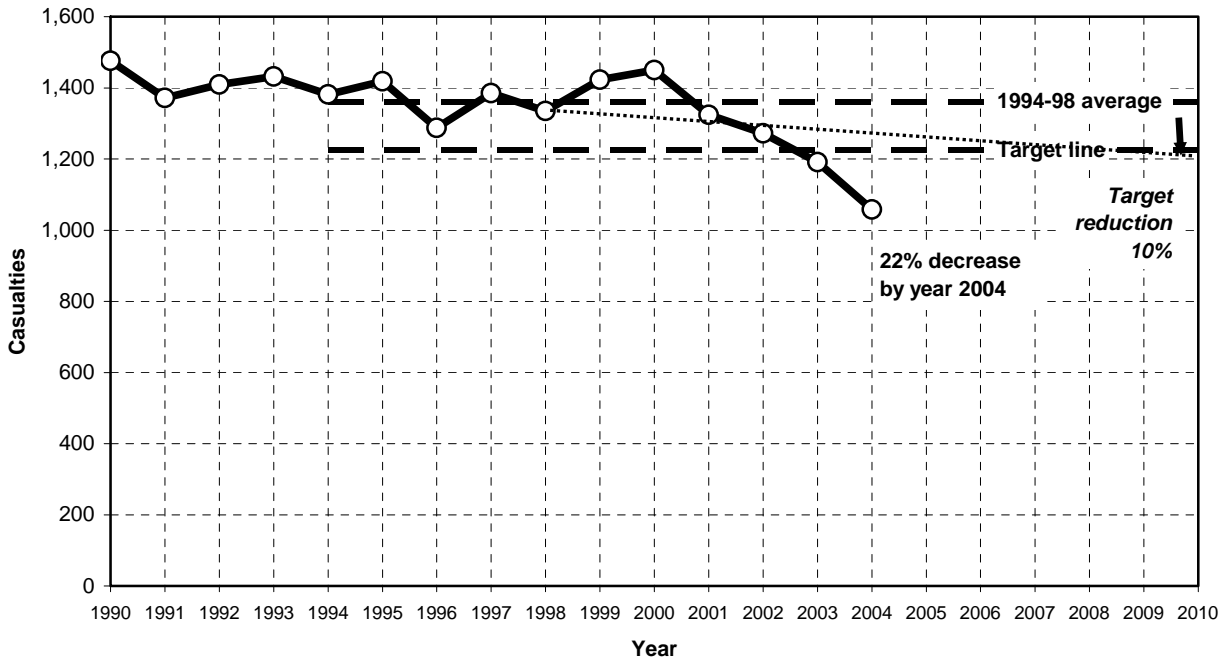


Table A4: Towards the year 2010: Monitoring casualties in L.B. of Brent
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	5.0	2	1	-50%	-80%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.8	0	2	∞	150%
	Car occupants	1.8	0	3	∞	67%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	8.2	2	6	200%	-27%
Fatal & serious	Pedestrians	84.6	61	47	-23%	-44%
	Pedal cyclists	17.6	12	8	-33%	-55%
	Powered two-wheeler	24.6	36	27	-25%	10%
	Car occupants	102.4	61	63	3%	-38%
	Bus or coach occupants	7.4	14	6	-57%	-19%
	Other vehicle occupants	7.4	7	4	-43%	-46%
	Total	244.0	191	155	-19%	-36%
	Children (under 16yrs)	42.4	22	23	5%	-46%
Slight*	Pedestrians	257.2	188	189	1%	-27%
	Pedal cyclists	87.8	53	57	8%	-35%
	Powered two-wheeler	132.6	170	132	-22%	0%
	Car occupants	780.2	687	597	-13%	-23%
	Bus or coach occupants	54.4	68	53	-22%	-3%
	Other vehicle occupants	49.2	25	30	20%	-39%
	Total	1,361.4	1,191	1,058	-11%	-22%
All severities	Pedestrians	341.8	249	236	-5%	-31%
	Pedal cyclists	105.4	65	65	0%	-38%
	Powered two-wheeler	157.2	206	159	-23%	1%
	Car occupants	882.6	748	660	-12%	-25%
	Bus or coach occupants	61.8	82	59	-28%	-5%
	Other vehicle occupants	56.6	32	34	6%	-40%
	Total	1,605.4	1,382	1,213	-12%	-24%

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

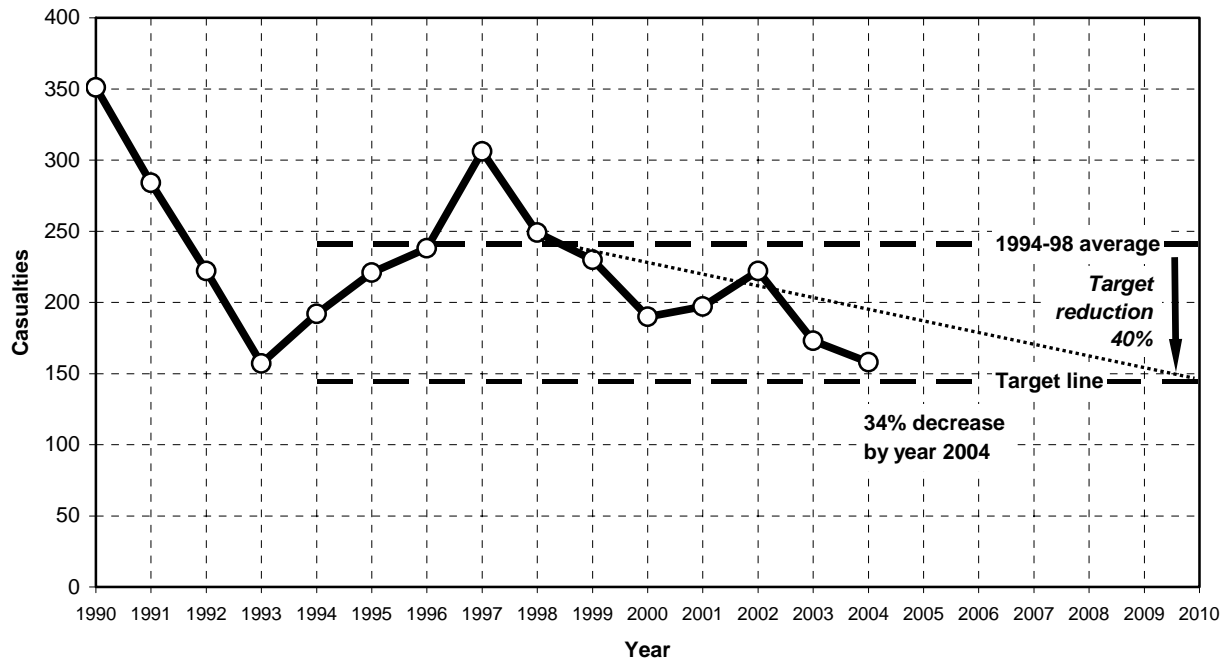


Fig. A5.2: L.B. of Bromley - All slight casualties

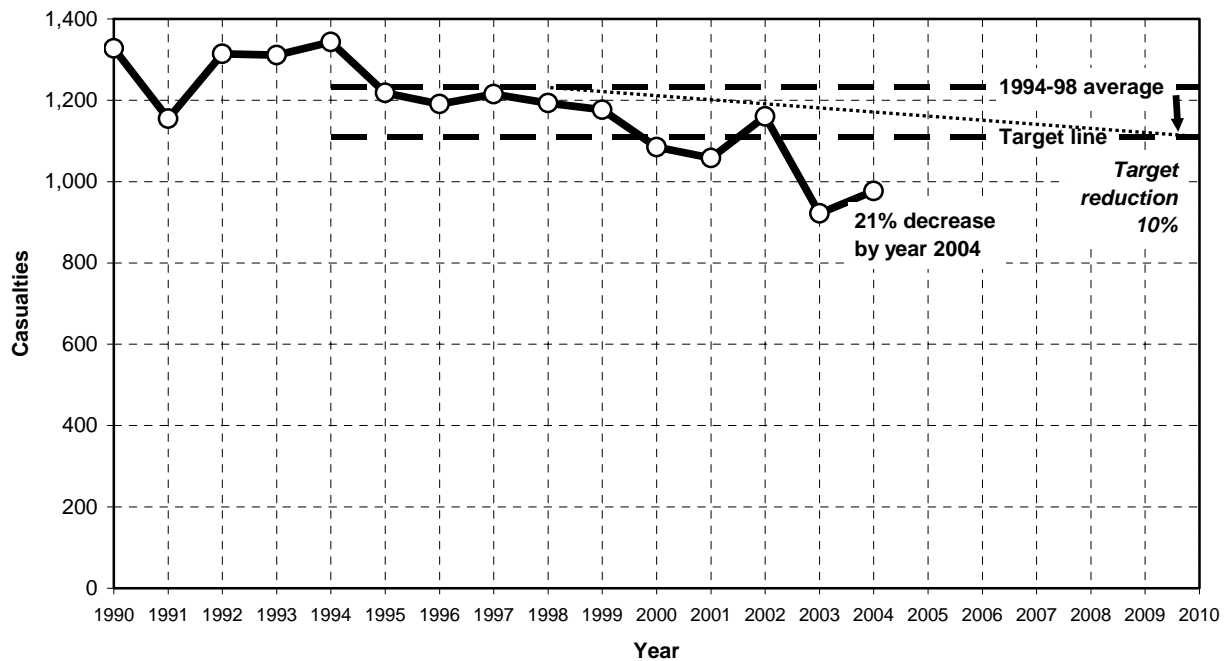


Table A5: Towards the year 2010: Monitoring casualties in L.B. of Bromley
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	3.4	4	2	-50%	-41%
	Pedal cyclists	0.4	2	1	-50%	150%
	Powered two-wheeler	2.0	5	1	-80%	-50%
	Car occupants	3.2	2	5	150%	56%
	Bus or coach occupants	0.0	0	1	∞	∞
	Other vehicle occupants	0.8	0	0	0%	-100%
	Total	9.8	13	10	-23%	2%
Fatal & serious	Pedestrians	48.8	30	31	3%	-36%
	Pedal cyclists	18.0	16	8	-50%	-56%
	Powered two-wheeler	33.4	26	34	31%	2%
	Car occupants	127.0	93	68	-27%	-46%
	Bus or coach occupants	8.0	4	10	150%	25%
	Other vehicle occupants	6.0	4	7	75%	17%
	Total	241.2	173	158	-9%	-34%
	Children (under 16yrs)	33.6	13	23	77%	-32%
Slight*	Pedestrians	175.8	127	118	-7%	-33%
	Pedal cyclists	90.4	50	53	6%	-41%
	Powered two-wheeler	120.6	126	108	-14%	-10%
	Car occupants	738.0	533	571	7%	-23%
	Bus or coach occupants	70.2	55	85	55%	21%
	Other vehicle occupants	37.0	31	42	35%	14%
	Total	1,232.0	922	977	6%	-21%
All severities	Pedestrians	224.6	157	149	-5%	-34%
	Pedal cyclists	108.4	66	61	-8%	-44%
	Powered two-wheeler	154.0	152	142	-7%	-8%
	Car occupants	865.0	626	639	2%	-26%
	Bus or coach occupants	78.2	59	95	61%	21%
	Other vehicle occupants	43.0	35	49	40%	14%
	Total	1,473.2	1,095	1,135	4%	-23%

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

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

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

6. Camden

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

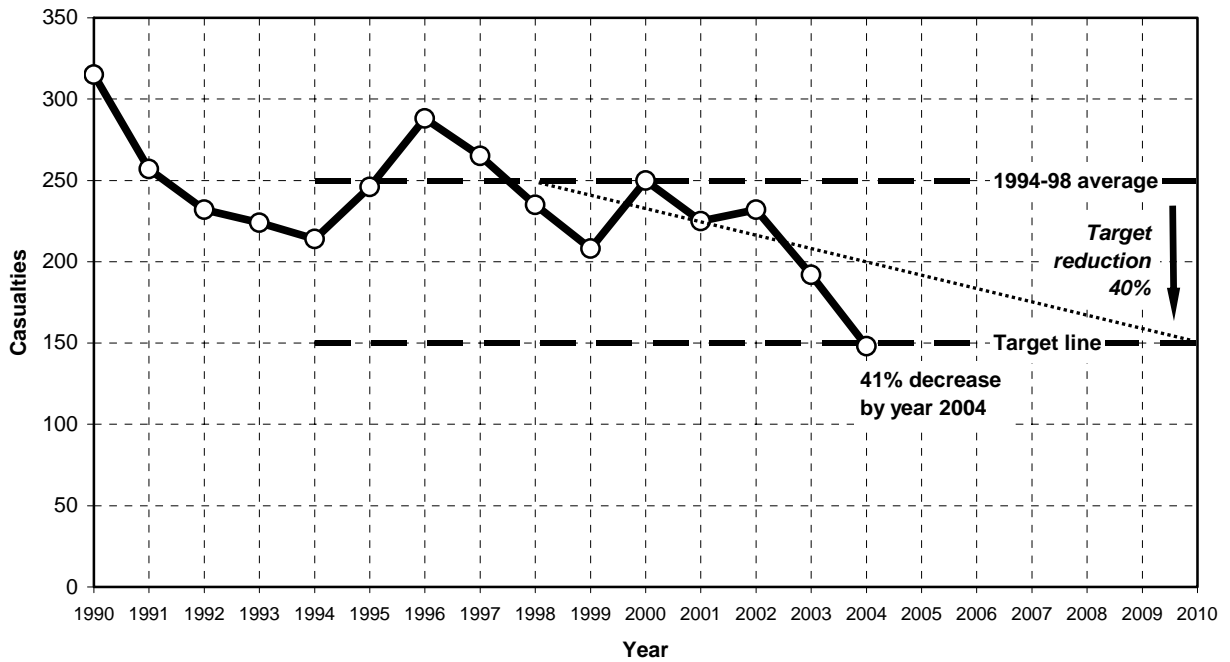


Fig. A6.2: L.B. of Camden - All slight casualties

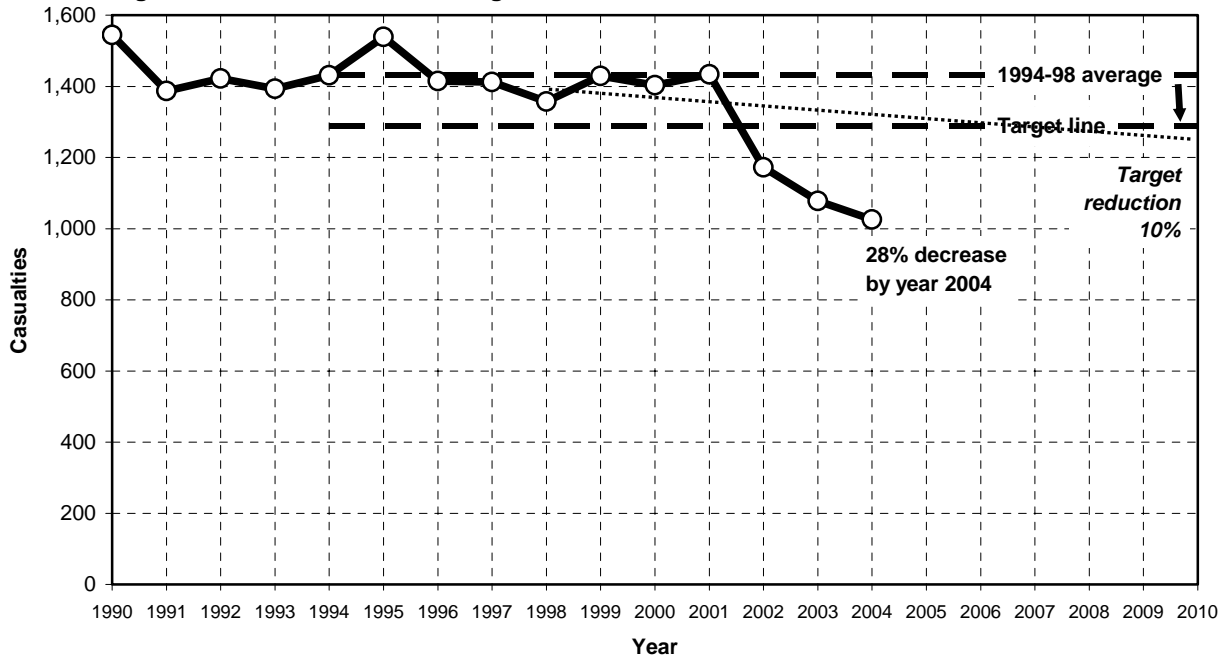


Table A6: Towards the year 2010: Monitoring casualties in L.B. of Camden
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	5.0	3	2	-33%	-60%
	Pedal cyclists	0.6	0	0	0%	-100%
	Powered two-wheeler	0.8	1	2	100%	150%
	Car occupants	0.8	0	0	0%	-100%
	Bus or coach occupants	0.0	1	0	-100%	0%
	Other vehicle occupants	0.4	0	0	0%	-100%
	Total	7.6	5	4	-20%	-47%
Fatal & serious	Pedestrians	104.0	86	61	-29%	-41%
	Pedal cyclists	31.0	23	20	-13%	-35%
	Powered two-wheeler	41.0	36	37	3%	-10%
	Car occupants	51.4	27	22	-19%	-57%
	Bus or coach occupants	11.2	14	7	-50%	-38%
	Other vehicle occupants	11.0	6	1	-83%	-91%
	Total	249.6	192	148	-23%	-41%
	Children (under 16yrs)	24.6	18	9	-50%	-63%
Slight*	Pedestrians	351.0	274	263	-4%	-25%
	Pedal cyclists	192.8	162	169	4%	-12%
	Powered two-wheeler	289.0	246	201	-18%	-30%
	Car occupants	444.6	261	252	-3%	-43%
	Bus or coach occupants	78.0	87	93	7%	19%
	Other vehicle occupants	75.4	48	48	0%	-36%
	Total	1,430.8	1,078	1,026	-5%	-28%
All severities	Pedestrians	455.0	360	324	-10%	-29%
	Pedal cyclists	223.8	185	189	2%	-16%
	Powered two-wheeler	330.0	282	238	-16%	-28%
	Car occupants	496.0	288	274	-5%	-45%
	Bus or coach occupants	89.2	101	100	-1%	12%
	Other vehicle occupants	86.4	54	49	-9%	-43%
	Total	1,680.4	1,270	1,174	-8%	-30%

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

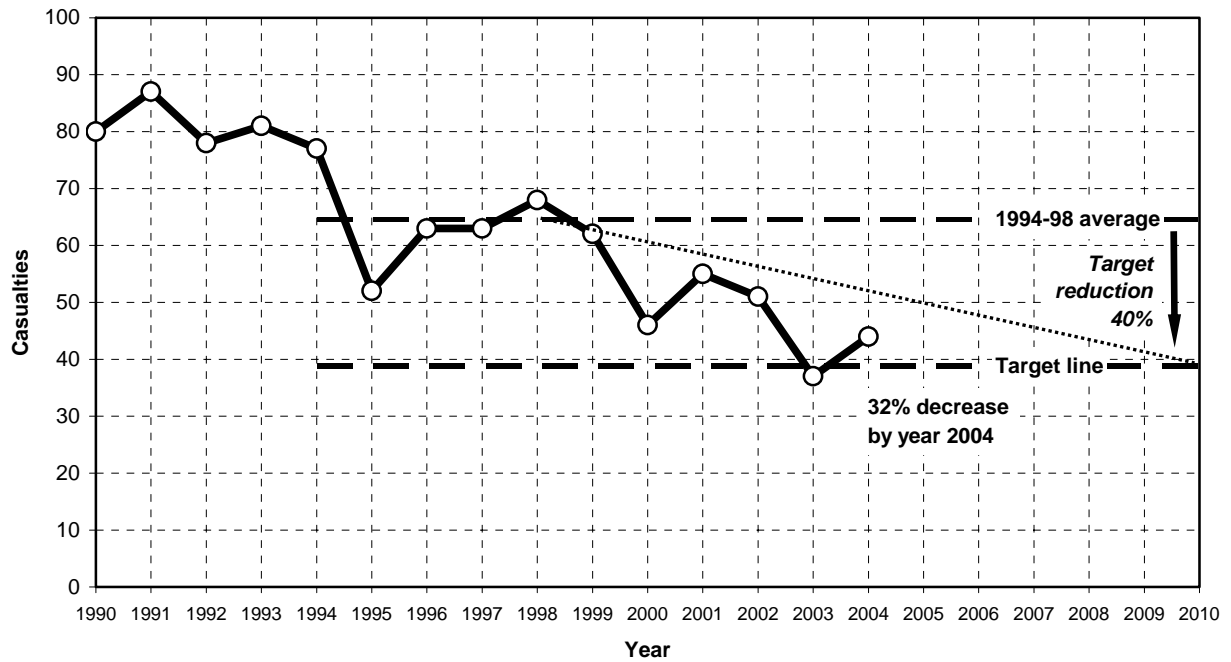


Fig. A7.2: City of London - All slight casualties

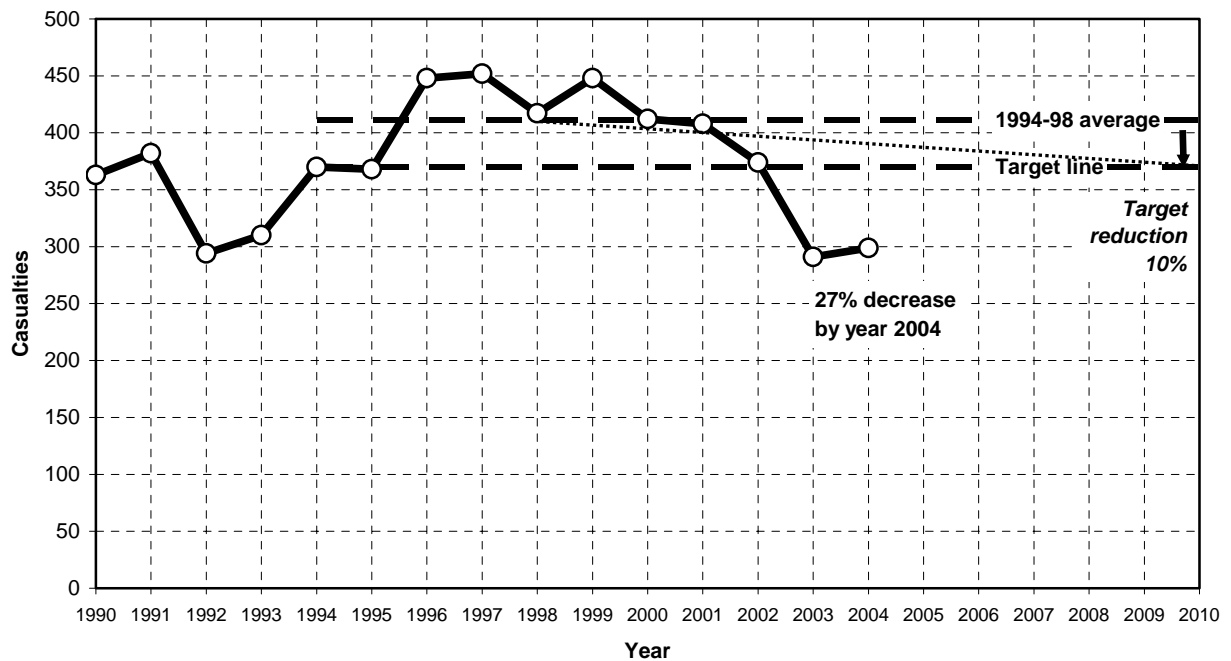


Table A7: Towards the year 2010: Monitoring casualties in the City of London.
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	0.8	0	1	∞	25%
	Pedal cyclists	0.8	1	2	100%	150%
	Powered two-wheeler	0.6	0	0	0%	0%
	Car occupants	0.8	0	0	0%	0%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	3.0	1	3	200%	0%
Fatal & serious	Pedestrians	24.6	12	13	8%	-47%
	Pedal cyclists	7.4	8	11	38%	49%
	Powered two-wheeler	15.2	11	11	0%	-28%
	Car occupants	10.0	4	4	0%	-60%
	Bus or coach occupants	3.8	2	2	0%	-47%
	Other vehicle occupants	3.6	0	3	∞	-17%
	Total	64.6	37	44	19%	-32%
	Children (under 16yrs)	2.0	0	2	∞	0%
Slight*	Pedestrians	121.8	66	89	35%	-27%
	Pedal cyclists	66.0	56	69	23%	5%
	Powered two-wheeler	105.8	74	70	-5%	-34%
	Car occupants	66.6	49	32	-35%	-52%
	Bus or coach occupants	23.0	19	23	21%	0%
	Other vehicle occupants	27.8	27	16	-41%	-42%
	Total	411.0	291	299	3%	-27%
All severities	Pedestrians	146.4	78	102	31%	-30%
	Pedal cyclists	73.4	64	80	25%	9%
	Powered two-wheeler	121.0	85	81	-5%	-33%
	Car occupants	76.6	53	36	-32%	-53%
	Bus or coach occupants	26.8	21	25	19%	-7%
	Other vehicle occupants	31.4	27	19	-30%	-39%
	Total	475.6	328	343	5%	-28%

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

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

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

8. City of Westminster

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

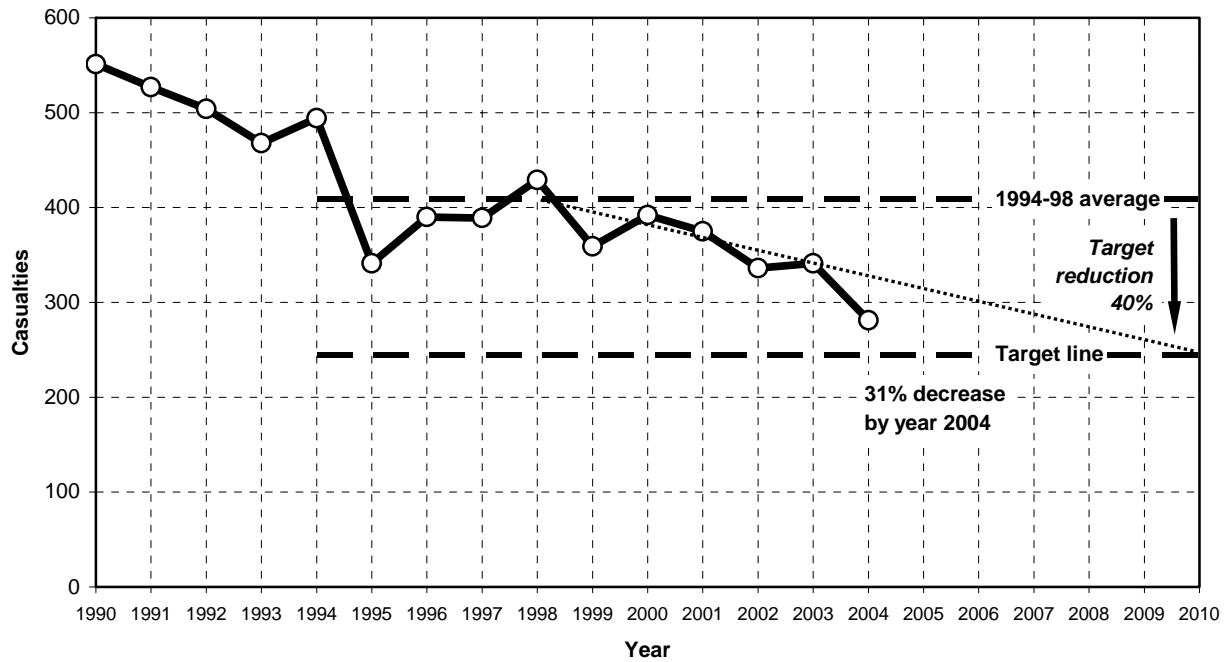


Fig. A8.2: City of Westminster - All slight casualties

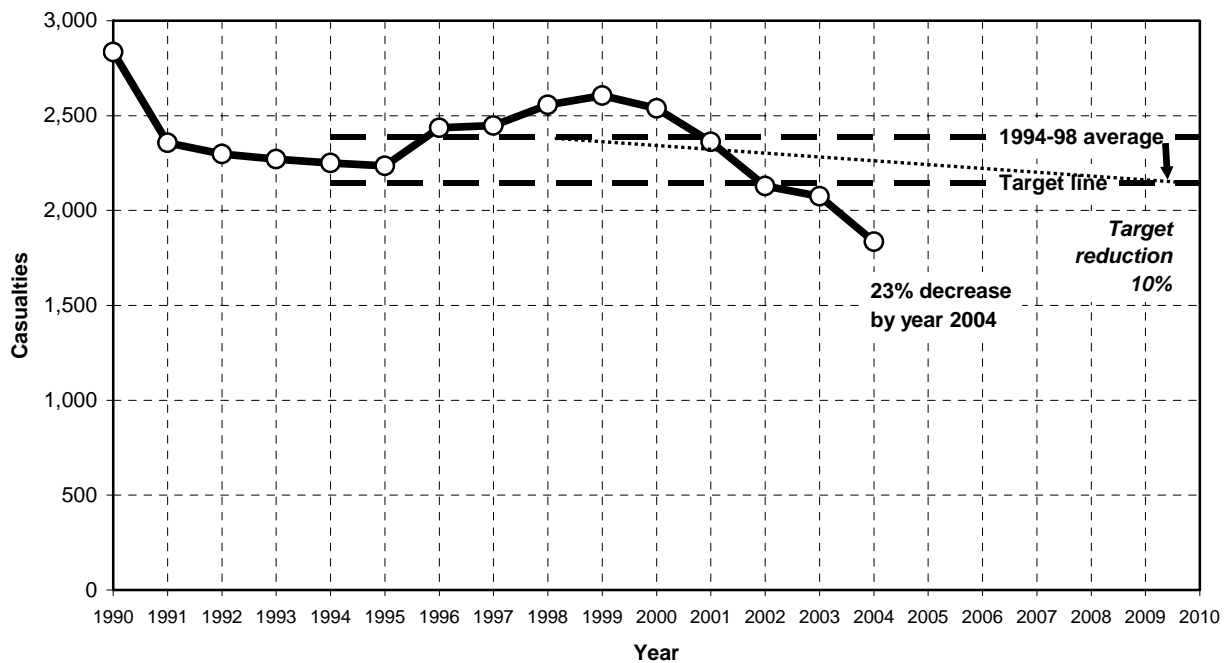


Table A8: Towards the year 2010: Monitoring casualties in City of Westminster
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	10.4	4	7	75%	-33%
	Pedal cyclists	0.8	1	0	-100%	-100%
	Powered two-wheeler	1.4	6	2	-67%	43%
	Car occupants	1.2	0	0	0%	-100%
	Bus or coach occupants	0.4	0	0	0%	-100%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	14.2	11	9	-18%	-37%
Fatal & serious	Pedestrians	178.8	122	119	-2%	-33%
	Pedal cyclists	38.4	48	31	-35%	-19%
	Powered two-wheeler	64.8	86	57	-34%	-12%
	Car occupants	71.4	45	48	7%	-33%
	Bus or coach occupants	36.2	26	18	-31%	-50%
	Other vehicle occupants	19.0	14	8	-43%	-58%
	Total	408.6	341	281	-18%	-31%
	Children (under 16yrs)	22.6	17	14	-18%	-38%
Slight*	Pedestrians	652.8	546	512	-6%	-22%
	Pedal cyclists	303.4	257	237	-8%	-22%
	Powered two-wheeler	467.2	428	379	-11%	-19%
	Car occupants	579.0	435	384	-12%	-34%
	Bus or coach occupants	213.0	272	211	-22%	-1%
	Other vehicle occupants	169.0	136	113	-17%	-33%
	Total	2,384.4	2,074	1,836	-11%	-23%
All severities	Pedestrians	831.6	668	631	-6%	-24%
	Pedal cyclists	341.8	305	268	-12%	-22%
	Powered two-wheeler	532.0	514	436	-15%	-18%
	Car occupants	650.4	480	432	-10%	-34%
	Bus or coach occupants	249.2	298	229	-23%	-8%
	Other vehicle occupants	188.0	150	121	-19%	-36%
	Total	2,793.0	2,415	2,117	-12%	-24%

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

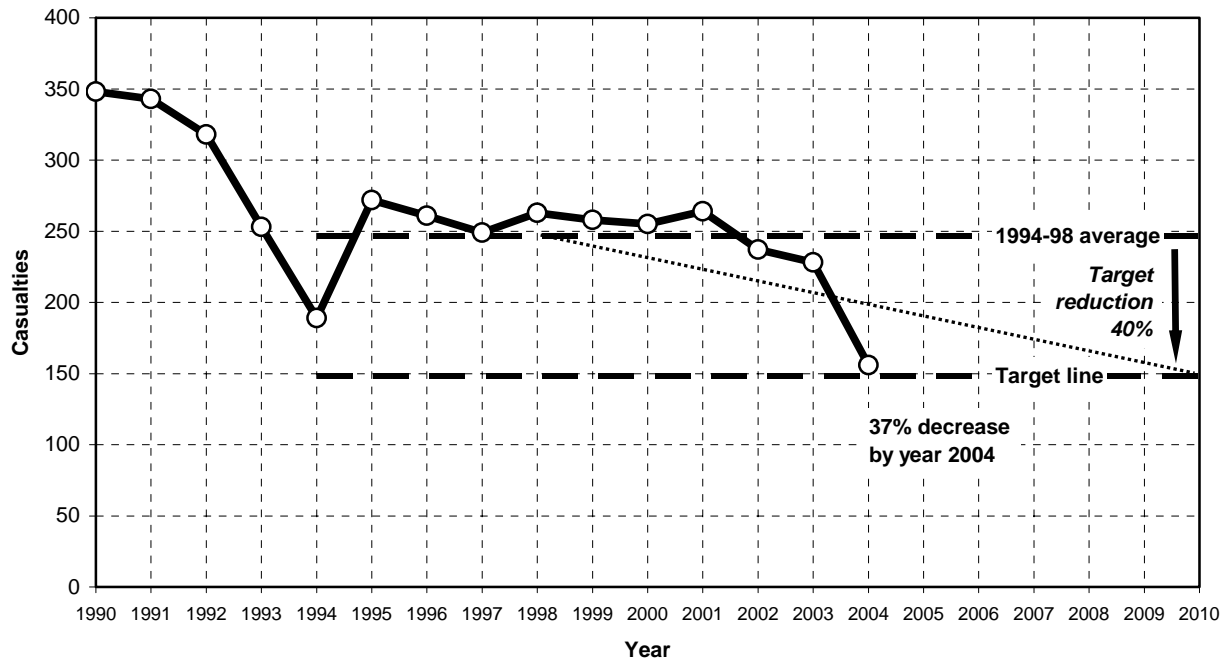


Fig. A9.2: L.B. of Croydon - All slight casualties

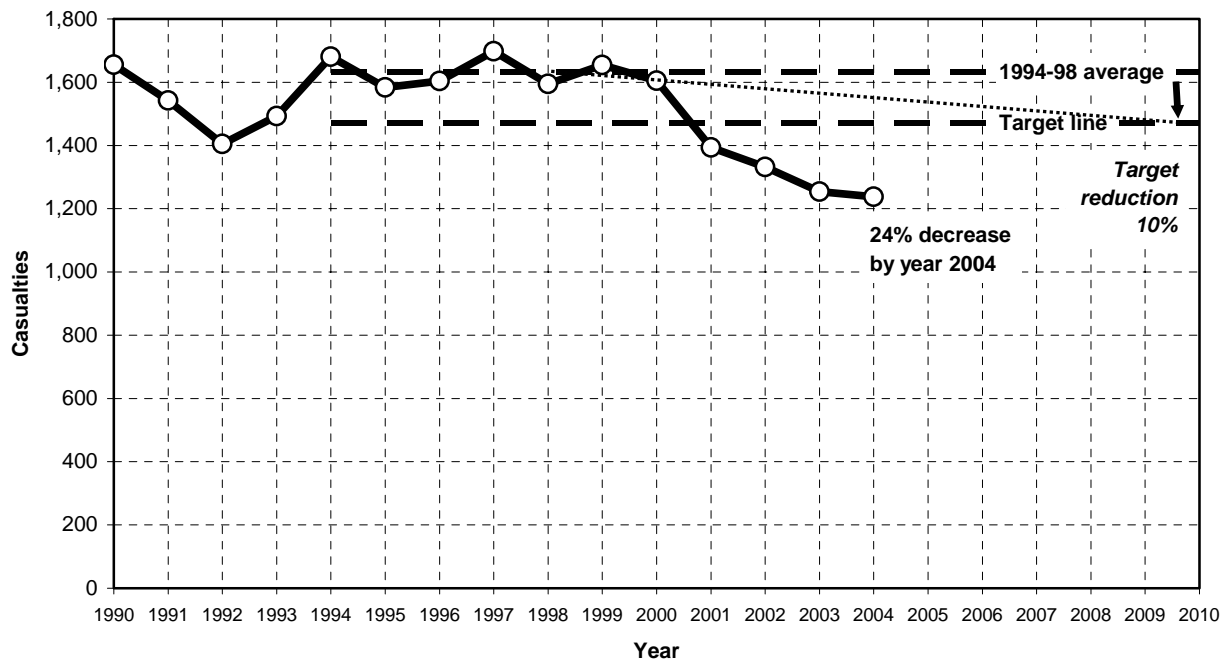


Table A9: Towards the year 2010: Monitoring casualties in L.B. of Croydon
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	5.6	4	4	0%	-29%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	1.0	2	3	50%	200%
	Car occupants	1.4	7	4	-43%	186%
	Bus or coach occupants	0.4	1	0	-100%	-100%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	8.8	14	11	-21%	25%
Fatal & serious	Pedestrians	67.6	67	46	-31%	-32%
	Pedal cyclists	13.0	6	10	67%	-23%
	Powered two-wheeler	31.2	46	29	-37%	-7%
	Car occupants	117.6	93	55	-41%	-53%
	Bus or coach occupants	10.6	14	9	-36%	-15%
	Other vehicle occupants	6.8	2	7	250%	3%
	Total	246.8	228	156	-32%	-37%
	Children (under 16yrs)	41.8	24	19	-21%	-55%
Slight*	Pedestrians	274.6	220	201	-9%	-27%
	Pedal cyclists	119.2	62	85	37%	-29%
	Powered two-wheeler	174.6	159	187	18%	7%
	Car occupants	950.0	688	665	-3%	-30%
	Bus or coach occupants	77.0	81	60	-26%	-22%
	Other vehicle occupants	37.0	44	40	-9%	8%
	Total	1,632.4	1,254	1,238	-1%	-24%
All severities	Pedestrians	342.2	287	247	-14%	-28%
	Pedal cyclists	132.2	68	95	40%	-28%
	Powered two-wheeler	205.8	205	216	5%	5%
	Car occupants	1,067.6	781	720	-8%	-33%
	Bus or coach occupants	87.6	95	69	-27%	-21%
	Other vehicle occupants	43.8	46	47	2%	7%
	Total	1,879.2	1,482	1,394	-6%	-26%

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

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

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

10. Ealing

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

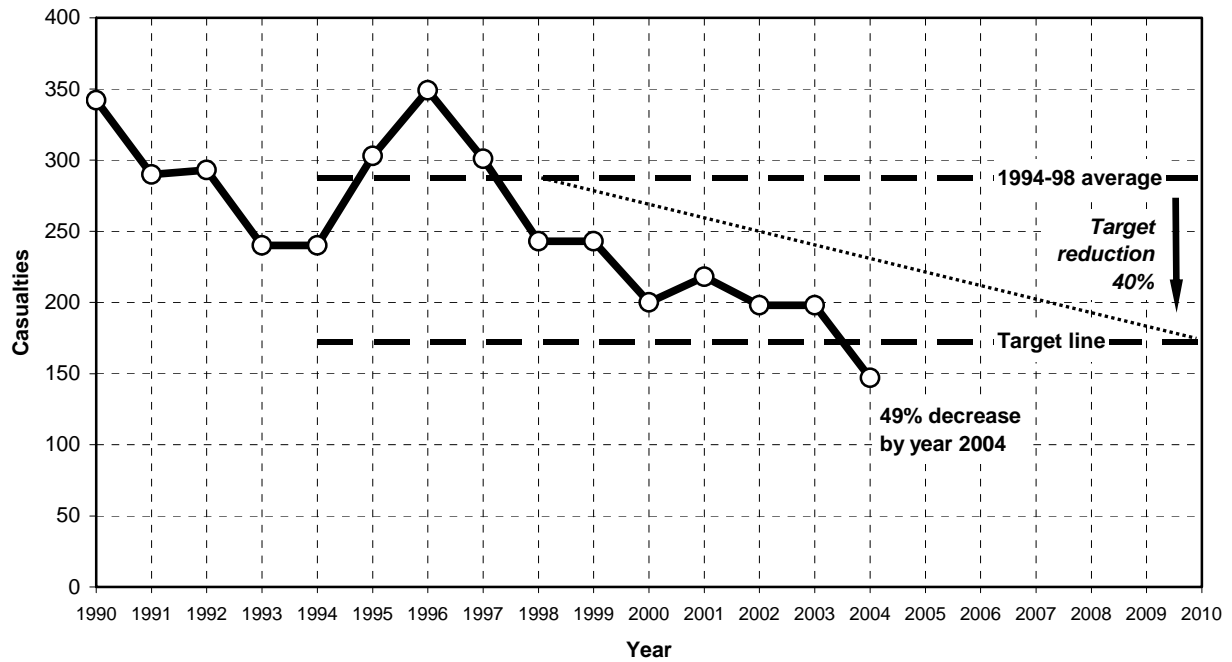


Fig. A10.2: L.B. of Ealing - All slight casualties

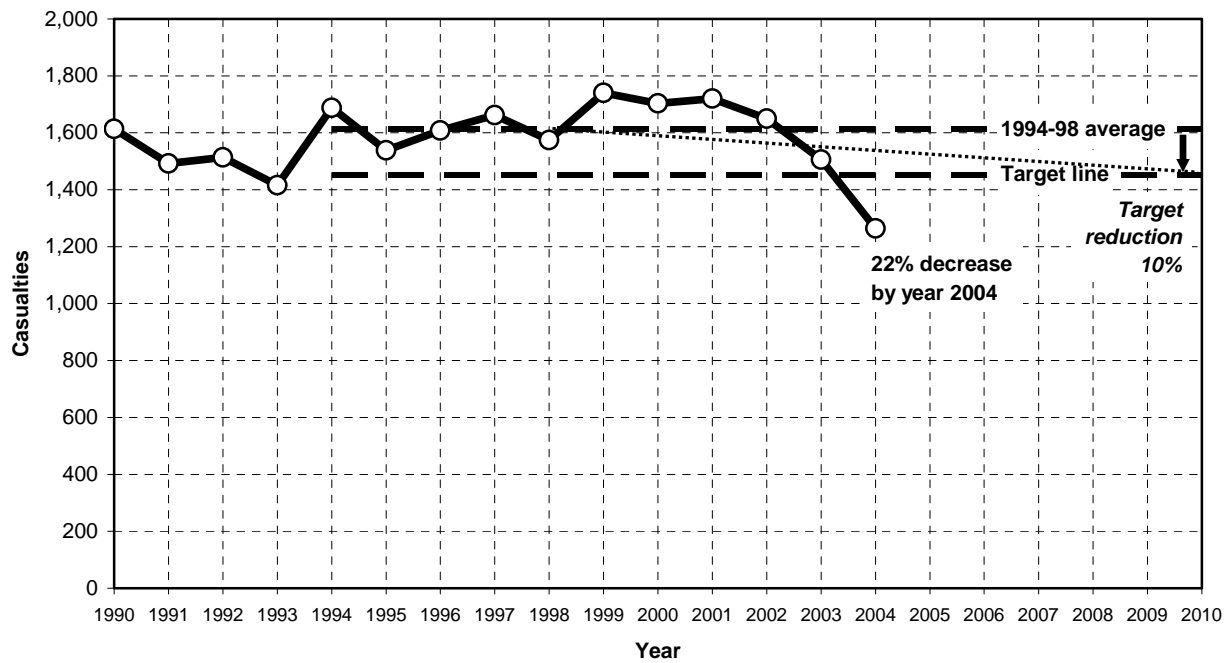


Table A10: Towards the year 2010: Monitoring casualties in L.B. of Ealing
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	7.0	7	5	-29%	-29%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.8	5	0	-100%	-100%
	Car occupants	1.6	5	2	-60%	25%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	1	0	-100%	-100%
	Total	10.0	18	7	-61%	-30%
Fatal & serious	Pedestrians	91.2	62	54	-13%	-41%
	Pedal cyclists	20.6	20	8	-60%	-61%
	Powered two-wheeler	32.0	40	25	-38%	-22%
	Car occupants	126.2	67	52	-22%	-59%
	Bus or coach occupants	7.2	4	7	75%	-3%
	Other vehicle occupants	10.0	5	1	-80%	-90%
	Total	287.2	198	147	-26%	-49%
	Children (under 16yrs)	34.8	13	19	46%	-45%
Slight*	Pedestrians	269.2	246	196	-20%	-27%
	Pedal cyclists	136.6	94	79	-16%	-42%
	Powered two-wheeler	167.8	175	160	-9%	-5%
	Car occupants	923.8	879	724	-18%	-22%
	Bus or coach occupants	56.2	81	81	0%	44%
	Other vehicle occupants	60.4	31	24	-23%	-60%
	Total	1,614.0	1,506	1,264	-16%	-22%
All severities	Pedestrians	360.4	308	250	-19%	-31%
	Pedal cyclists	157.2	114	87	-24%	-45%
	Powered two-wheeler	199.8	215	185	-14%	-7%
	Car occupants	1,050.0	946	776	-18%	-26%
	Bus or coach occupants	63.4	85	88	4%	39%
	Other vehicle occupants	70.4	36	25	-31%	-64%
	Total	1,901.2	1,704	1,411	-17%	-26%

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

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

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

11. Enfield

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

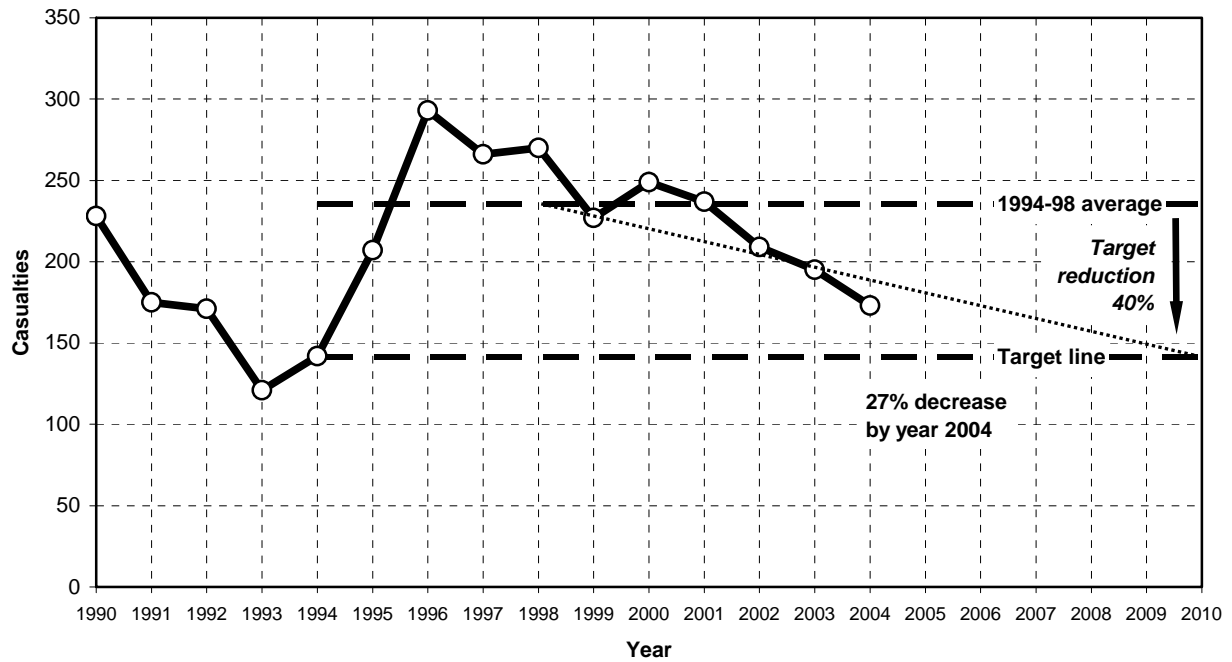


Fig. A11.2: L.B. of Enfield - All slight casualties

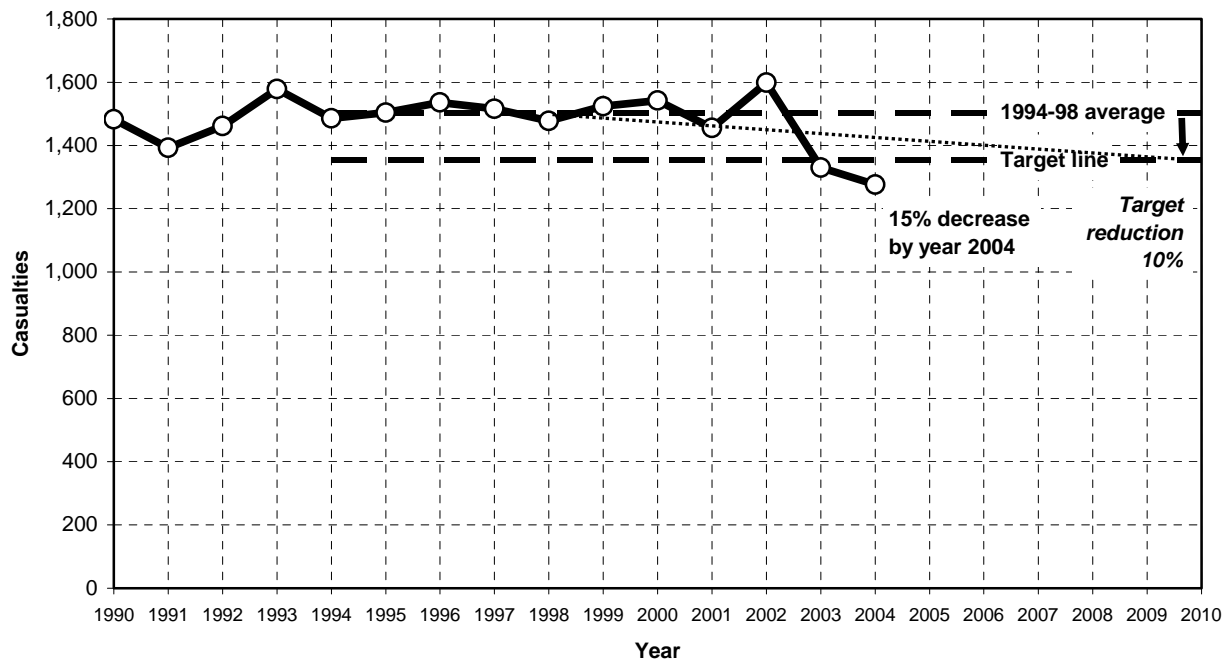


Table A11: Towards the year 2010: Monitoring casualties in L.B. of Enfield
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	5.0	3	1	-67%	-80%
	Pedal cyclists	0.6	0	0	0%	-100%
	Powered two-wheeler	1.2	1	2	100%	67%
	Car occupants	3.2	3	3	0%	-6%
	Bus or coach occupants	0.0	0	1	∞	∞
	Other vehicle occupants	0.2	0	1	∞	400%
	Total	10.2	7	8	14%	-22%
Fatal & serious	Pedestrians	64.4	36	39	8%	-39%
	Pedal cyclists	13.0	9	8	-11%	-38%
	Powered two-wheeler	21.2	30	23	-23%	8%
	Car occupants	124.6	102	86	-16%	-31%
	Bus or coach occupants	5.0	9	10	11%	100%
	Other vehicle occupants	7.4	9	7	-22%	-5%
	Total	235.6	195	173	-11%	-27%
	Children (under 16yrs)	33.2	23	22	-4%	-34%
Slight*	Pedestrians	220.8	170	136	-20%	-38%
	Pedal cyclists	80.8	50	42	-16%	-48%
	Powered two-wheeler	116.0	101	99	-2%	-15%
	Car occupants	973.8	873	864	-1%	-11%
	Bus or coach occupants	46.6	68	74	9%	59%
	Other vehicle occupants	65.8	68	61	-10%	-7%
	Total	1,503.8	1,330	1,276	-4%	-15%
All severities	Pedestrians	285.2	206	175	-15%	-39%
	Pedal cyclists	93.8	59	50	-15%	-47%
	Powered two-wheeler	137.2	131	122	-7%	-11%
	Car occupants	1,098.4	975	950	-3%	-14%
	Bus or coach occupants	51.6	77	84	9%	63%
	Other vehicle occupants	73.2	77	68	-12%	-7%
	Total	1,739.4	1,525	1,449	-5%	-17%

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

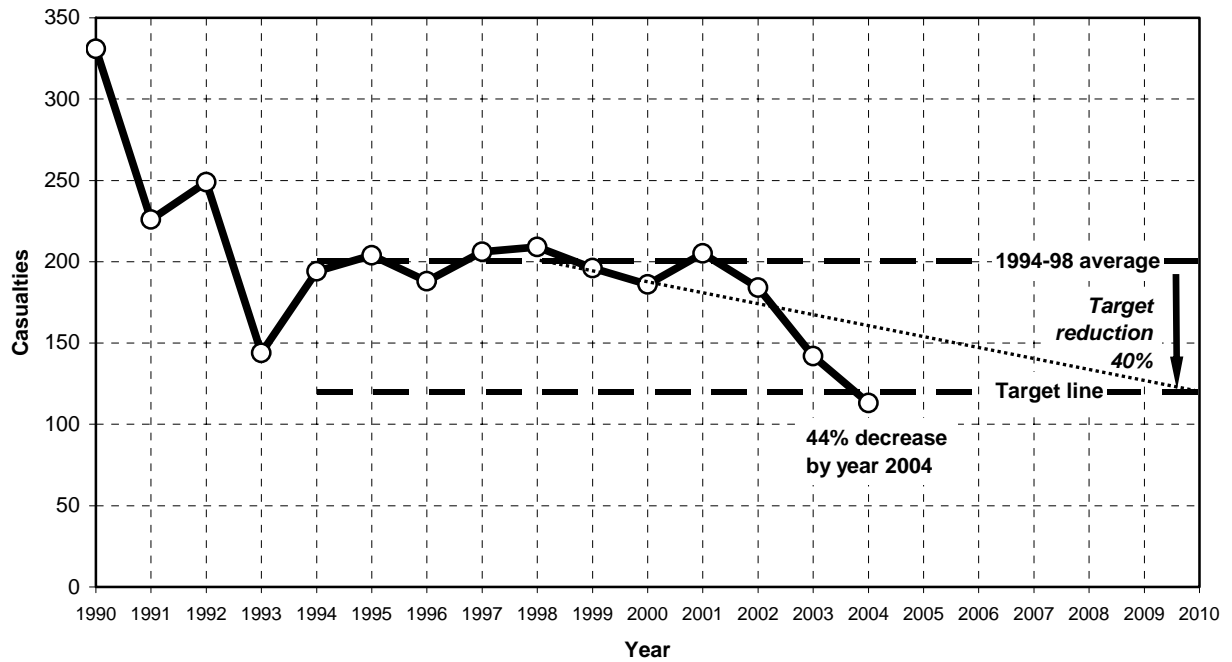


Fig. A12.2: L.B. of Greenwich - All slight casualties

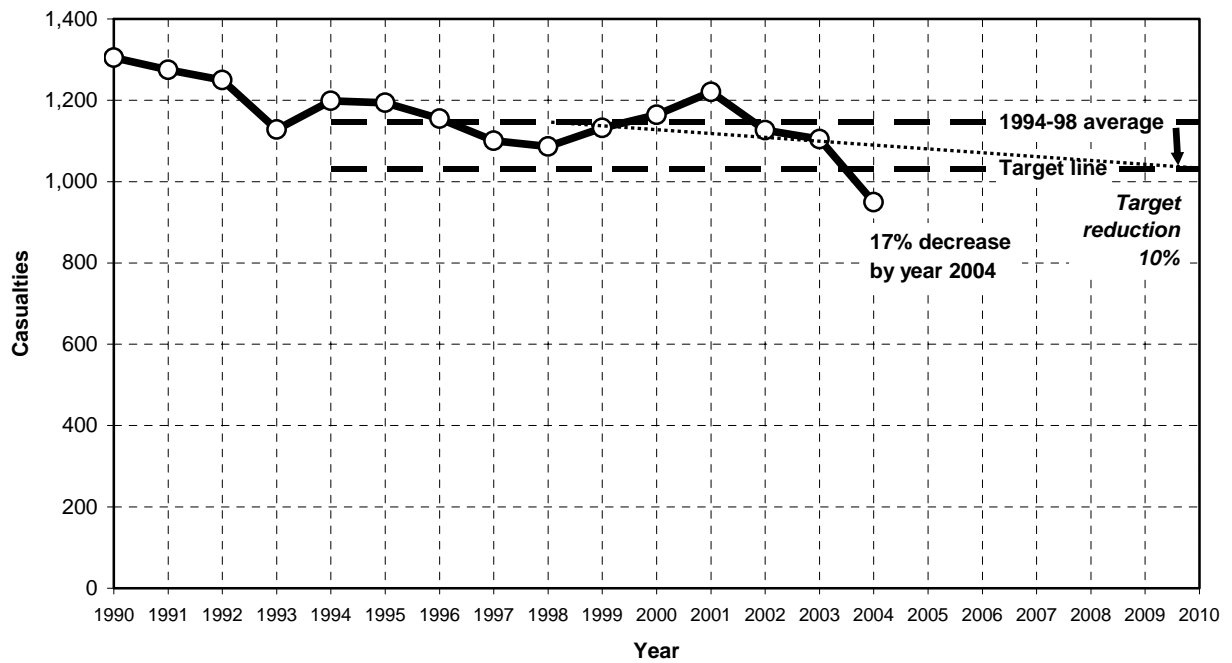


Table A12: Towards the year 2010: Monitoring casualties in L.B. of Greenwich
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	3.6	2	5	150%	39%
	Pedal cyclists	0.2	1	0	-100%	-100%
	Powered two-wheeler	2.4	2	2	0%	-17%
	Car occupants	2.8	1	2	100%	-29%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	1	1	0%	400%
	Total	9.2	7	10	43%	9%
Fatal & serious	Pedestrians	60.2	39	27	-31%	-55%
	Pedal cyclists	9.8	9	6	-33%	-39%
	Powered two-wheeler	30.0	35	29	-17%	-3%
	Car occupants	88.4	51	40	-22%	-55%
	Bus or coach occupants	6.4	6	9	50%	41%
	Other vehicle occupants	5.4	2	2	0%	-63%
	Total	200.2	142	113	-20%	-44%
	Children (under 16yrs)	37.0	22	15	-32%	-59%
Slight*	Pedestrians	192.6	148	145	-2%	-25%
	Pedal cyclists	78.2	43	49	14%	-37%
	Powered two-wheeler	149.0	156	140	-10%	-6%
	Car occupants	614.2	611	518	-15%	-16%
	Bus or coach occupants	67.2	94	72	-23%	7%
	Other vehicle occupants	45.6	52	25	-52%	-45%
	Total	1,146.8	1,104	949	-14%	-17%
All severities	Pedestrians	252.8	187	172	-8%	-32%
	Pedal cyclists	88.0	52	55	6%	-38%
	Powered two-wheeler	179.0	191	169	-12%	-6%
	Car occupants	702.6	662	558	-16%	-21%
	Bus or coach occupants	73.6	100	81	-19%	10%
	Other vehicle occupants	51.0	54	27	-50%	-47%
	Total	1,347.0	1,246	1,062	-15%	-21%

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

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

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

13. Hackney

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

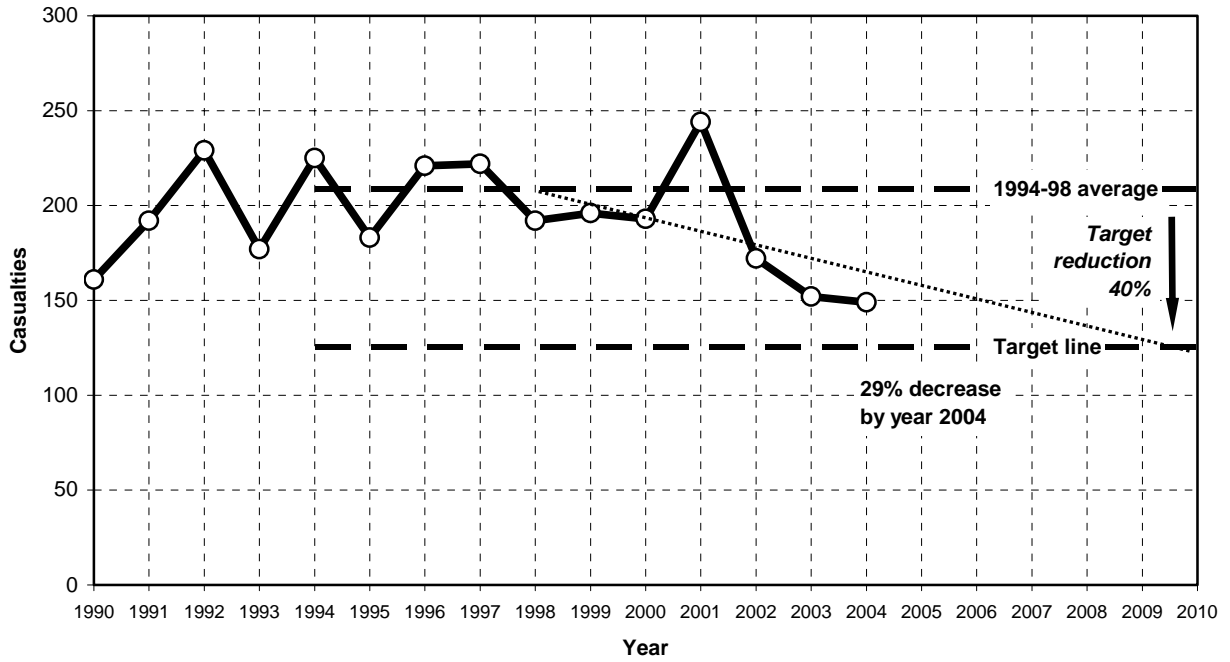


Fig. A13.2: L.B. of Hackney - All slight casualties

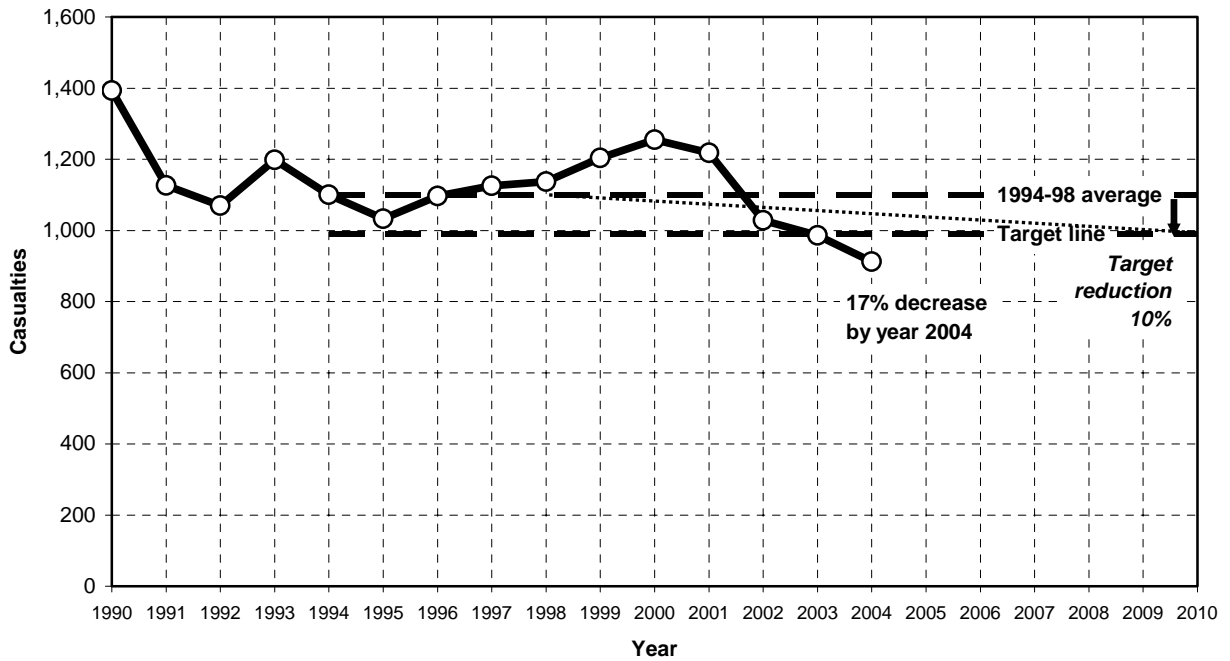


Table A13: Towards the year 2010: Monitoring casualties in L.B. of Hackney
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	4.8	3	7	133%	46%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.4	0	0	0%	-100%
	Car occupants	1.8	1	1	0%	-44%
	Bus or coach occupants	0.6	0	0	0%	-100%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	8.0	4	8	100%	0%
Fatal & serious	Pedestrians	78.4	59	54	-8%	-31%
	Pedal cyclists	18.8	19	17	-11%	-10%
	Powered two-wheeler	25.0	34	33	-3%	32%
	Car occupants	69.4	28	38	36%	-45%
	Bus or coach occupants	10.4	10	5	-50%	-52%
	Other vehicle occupants	6.6	2	2	0%	-70%
	Total	208.6	152	149	-2%	-29%
	Children (under 16yrs)	38.8	16	15	-6%	-61%
Slight*	Pedestrians	258.6	200	164	-18%	-37%
	Pedal cyclists	127.8	121	111	-8%	-13%
	Powered two-wheeler	152.0	163	156	-4%	3%
	Car occupants	441.4	382	369	-3%	-16%
	Bus or coach occupants	80.0	90	94	4%	18%
	Other vehicle occupants	38.6	30	18	-40%	-53%
	Total	1,098.4	986	912	-8%	-17%
All severities	Pedestrians	337.0	259	218	-16%	-35%
	Pedal cyclists	146.6	140	128	-9%	-13%
	Powered two-wheeler	177.0	197	189	-4%	7%
	Car occupants	510.8	410	407	-1%	-20%
	Bus or coach occupants	90.4	100	99	-1%	10%
	Other vehicle occupants	45.2	32	20	-38%	-56%
	Total	1,307.0	1,138	1,061	-7%	-19%

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

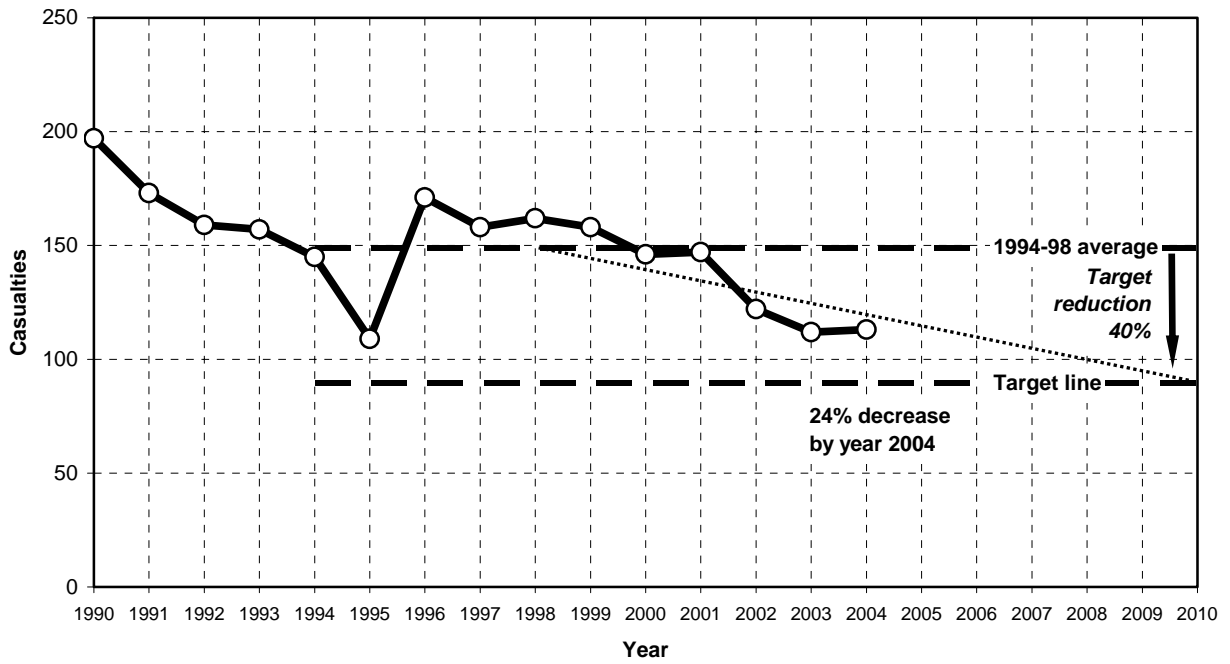


Fig. A14.2: L.B. of Hammersmith & Fulham - All slight casualties

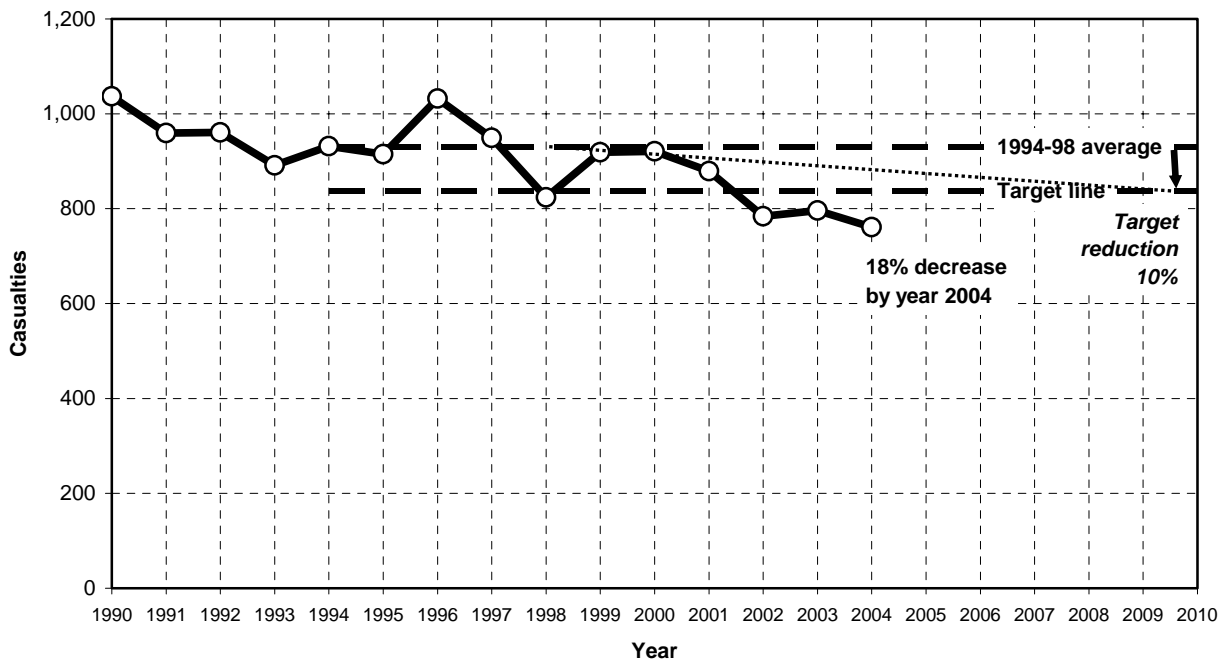


Table A14: Towards the year 2010: Monitoring casualties in L.B. of Hammersmith & Fulham
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	2.2	3	3	0%	36%
	Pedal cyclists	0.8	0	0	0%	-100%
	Powered two-wheeler	0.4	1	2	100%	400%
	Car occupants	0.8	0	1	∞	25%
	Bus or coach occupants	0.4	1	0	-100%	-100%
	Other vehicle occupants	0.2	1	0	-100%	-100%
	Total	4.8	6	6	0%	25%
Fatal & serious	Pedestrians	59.6	26	32	23%	-46%
	Pedal cyclists	20.2	19	19	0%	-6%
	Powered two-wheeler	26.2	29	40	38%	53%
	Car occupants	30.2	15	16	7%	-47%
	Bus or coach occupants	9.0	14	5	-64%	-44%
	Other vehicle occupants	3.8	9	1	-89%	-74%
	Total	149.0	112	113	1%	-24%
	Children (under 16yrs)	18.4	5	9	80%	-51%
Slight*	Pedestrians	193.8	155	153	-1%	-21%
	Pedal cyclists	149.8	119	121	2%	-19%
	Powered two-wheeler	178.4	194	185	-5%	4%
	Car occupants	320.4	229	229	0%	-29%
	Bus or coach occupants	57.2	66	43	-35%	-25%
	Other vehicle occupants	30.8	33	30	-9%	-3%
	Total	930.4	796	761	-4%	-18%
All severities	Pedestrians	253.4	181	185	2%	-27%
	Pedal cyclists	170.0	138	140	1%	-18%
	Powered two-wheeler	204.6	223	225	1%	10%
	Car occupants	350.6	244	245	0%	-30%
	Bus or coach occupants	66.2	80	48	-40%	-27%
	Other vehicle occupants	34.6	42	31	-26%	-10%
	Total	1,079.4	908	874	-4%	-19%

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

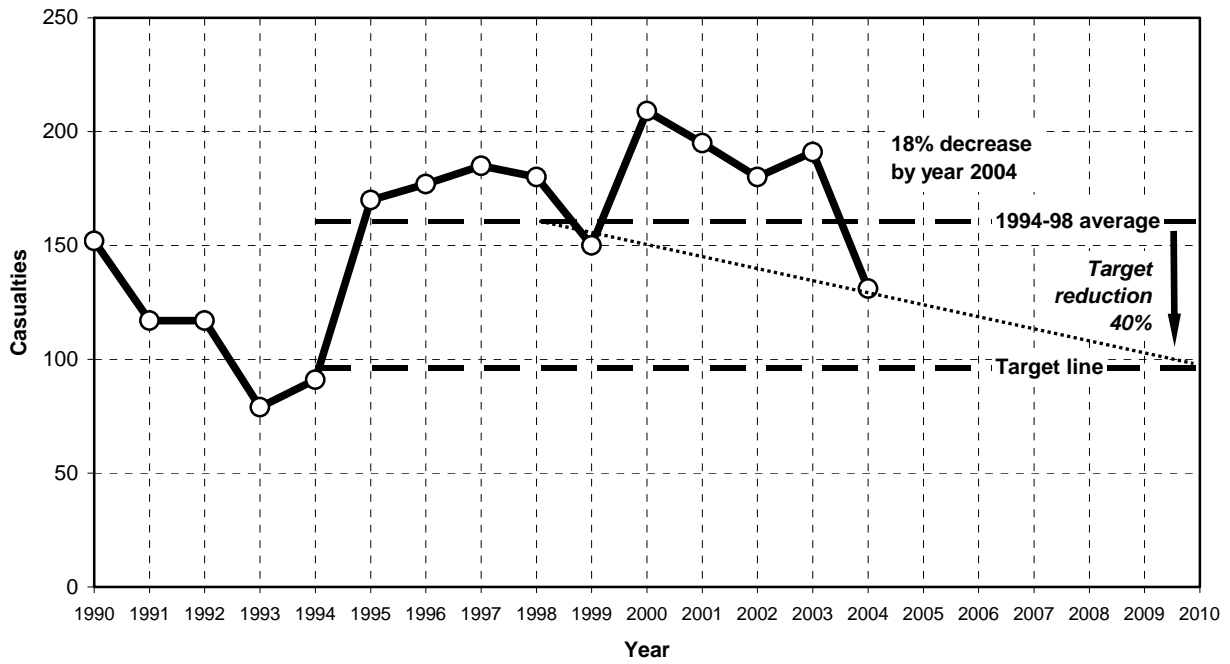


Fig. A15.2: L.B. of Haringey - All slight casualties

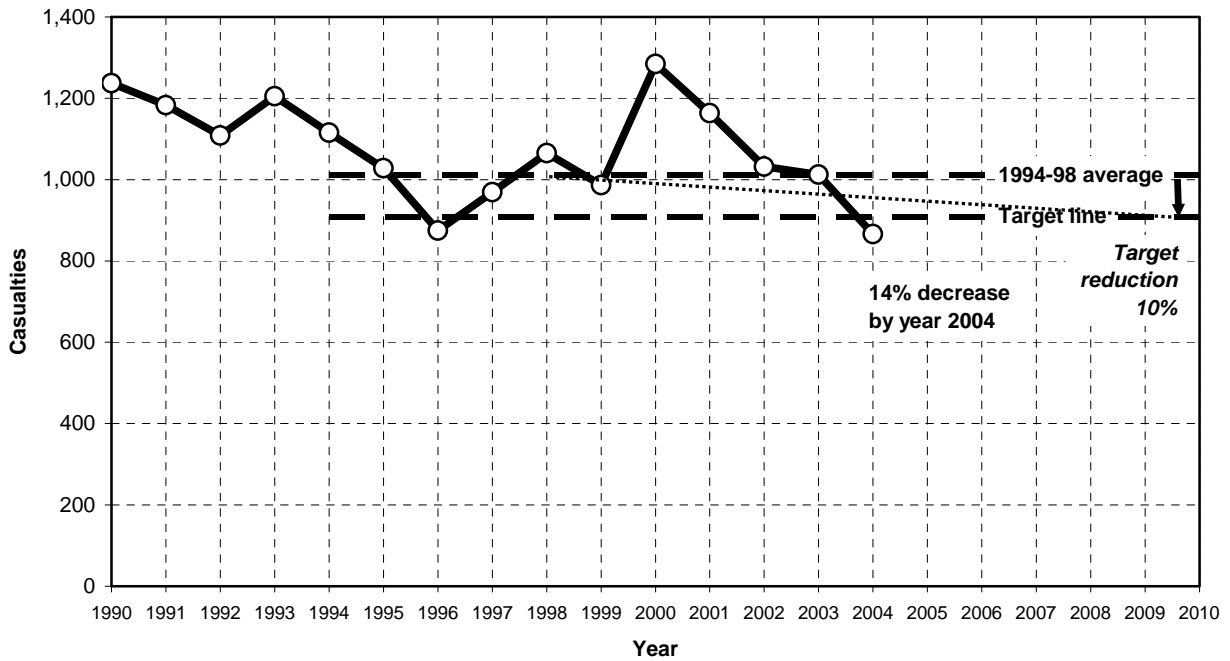


Table A15: Towards the year 2010: Monitoring casualties in L.B. of Haringey
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	5.8	9	1	-89%	-83%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.2	0	0	0%	-100%
	Car occupants	1.4	6	2	-67%	43%
	Bus or coach occupants	0.0	1	0	-100%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	7.8	16	3	-81%	-62%
Fatal & serious	Pedestrians	65.2	67	56	-16%	-14%
	Pedal cyclists	11.8	9	12	33%	2%
	Powered two-wheeler	21.0	31	14	-55%	-33%
	Car occupants	55.2	73	43	-41%	-22%
	Bus or coach occupants	5.0	6	2	-67%	-60%
	Other vehicle occupants	2.4	5	4	-20%	67%
	Total	160.6	191	131	-31%	-18%
	Children (under 16yrs)	23.2	19	16	-16%	-31%
Slight*	Pedestrians	257.8	212	190	-10%	-26%
	Pedal cyclists	76.8	44	59	34%	-23%
	Powered two-wheeler	118.0	128	87	-32%	-26%
	Car occupants	475.8	529	421	-20%	-12%
	Bus or coach occupants	50.6	67	80	19%	58%
	Other vehicle occupants	31.4	32	29	-9%	-8%
	Total	1,010.4	1,012	866	-14%	-14%
All severities	Pedestrians	323.0	279	246	-12%	-24%
	Pedal cyclists	88.6	53	71	34%	-20%
	Powered two-wheeler	139.0	159	101	-36%	-27%
	Car occupants	531.0	602	464	-23%	-13%
	Bus or coach occupants	55.6	73	82	12%	47%
	Other vehicle occupants	33.8	37	33	-11%	-2%
	Total	1,171.0	1,203	997	-17%	-15%

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

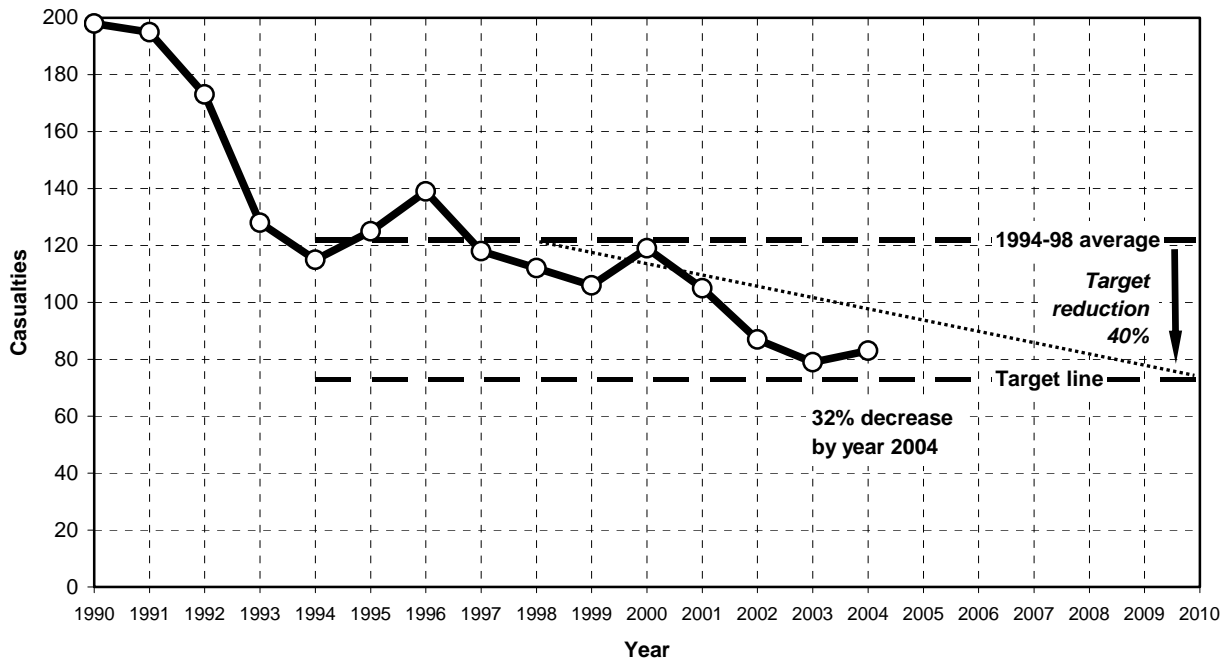


Fig. A16.2: L.B. of Harrow - All slight casualties

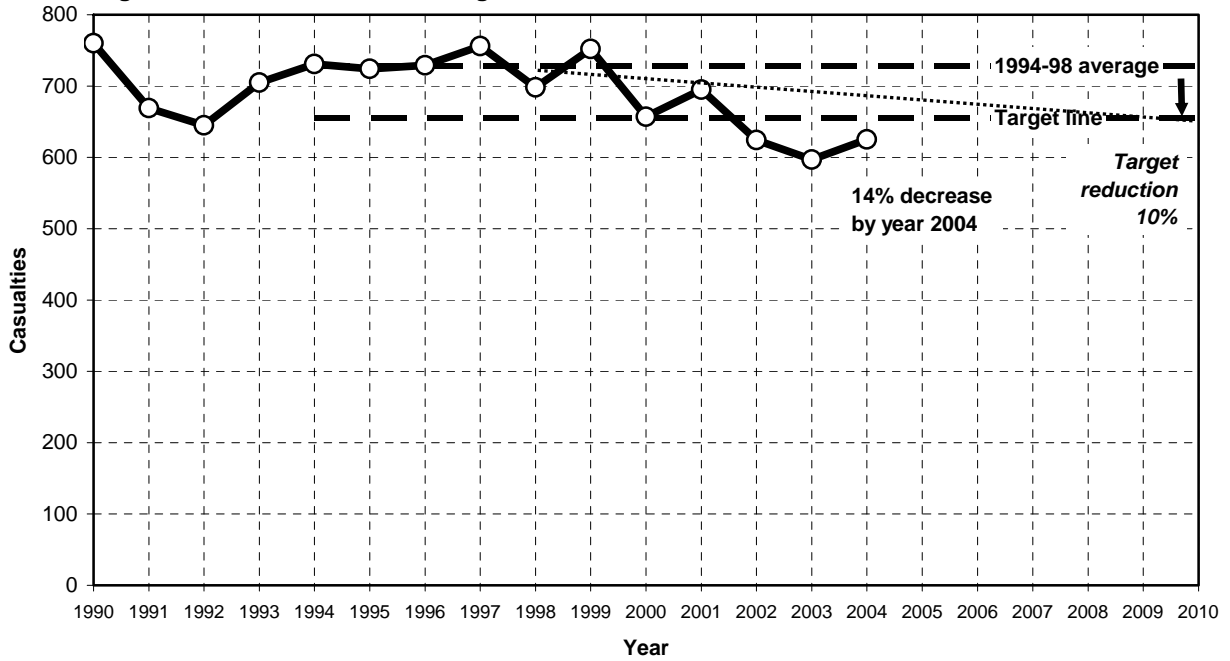


Table A16: Towards the year 2010: Monitoring casualties in L.B. of Harrow
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	1.8	4	2	-50%	11%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	0.4	4	0	-100%	-100%
	Car occupants	2.2	1	2	100%	-9%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	4.4	9	4	-56%	-9%
Fatal & serious	Pedestrians	34.4	33	32	-3%	-7%
	Pedal cyclists	7.4	5	3	-40%	-59%
	Powered two-wheeler	12.0	14	9	-36%	-25%
	Car occupants	61.4	25	33	32%	-46%
	Bus or coach occupants	3.4	1	5	400%	47%
	Other vehicle occupants	3.2	1	1	0%	-69%
	Total	121.8	79	83	5%	-32%
	Children (under 16yrs)	19.8	17	12	-29%	-39%
Slight*	Pedestrians	129.6	85	89	5%	-31%
	Pedal cyclists	51.2	22	34	55%	-34%
	Powered two-wheeler	66.6	38	56	47%	-16%
	Car occupants	433.6	419	418	0%	-4%
	Bus or coach occupants	27.4	29	20	-31%	-27%
	Other vehicle occupants	19.2	4	8	100%	-58%
	Total	727.6	597	625	5%	-14%
All severities	Pedestrians	164.0	118	121	3%	-26%
	Pedal cyclists	58.6	27	37	37%	-37%
	Powered two-wheeler	78.6	52	65	25%	-17%
	Car occupants	495.0	444	451	2%	-9%
	Bus or coach occupants	30.8	30	25	-17%	-19%
	Other vehicle occupants	22.4	5	9	80%	-60%
	Total	849.4	676	708	5%	-17%

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

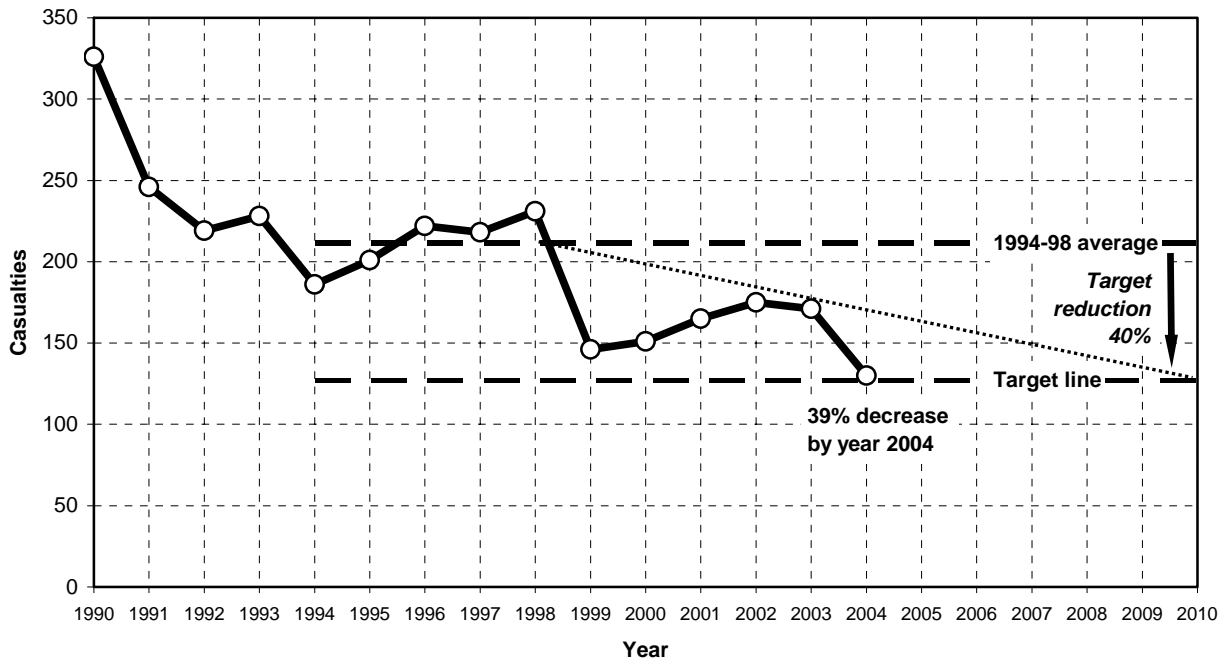


Fig. A17.2: L.B. of Havering - All slight casualties

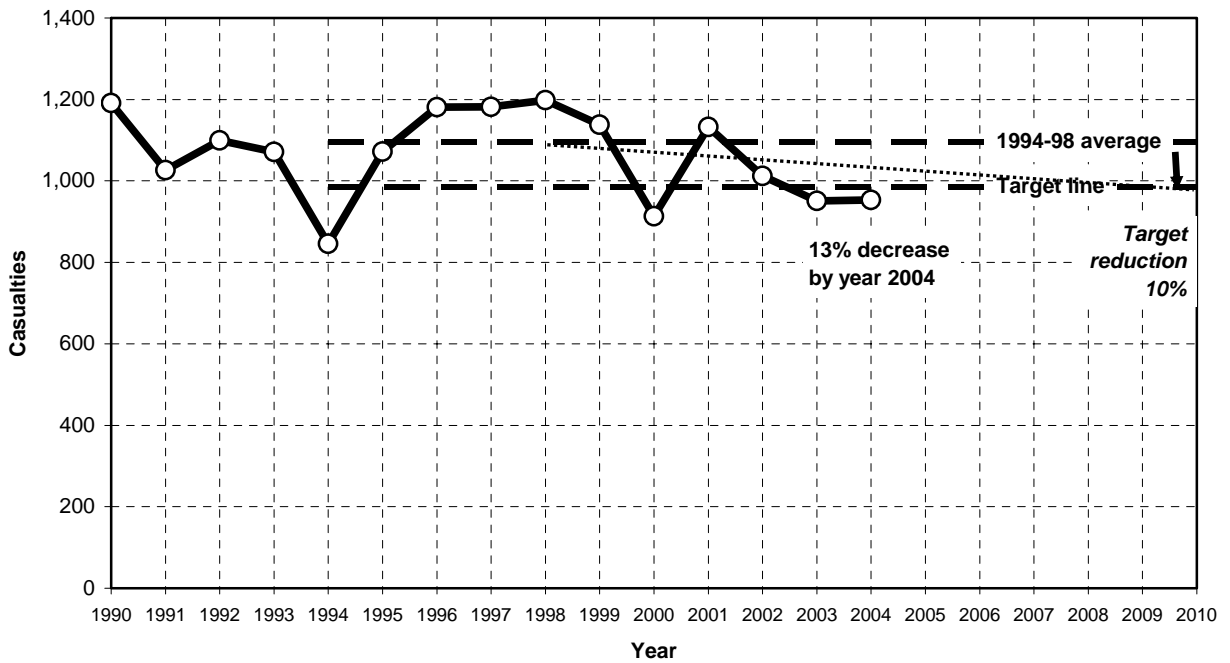


Table A17: Towards the year 2010: Monitoring casualties in L.B. of Havering
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	2.4	6	1	-83%	-58%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	0.8	4	1	-75%	25%
	Car occupants	3.8	7	6	-14%	58%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	2	∞	900%
	Total	7.4	17	10	-41%	35%
Fatal & serious	Pedestrians	38.2	35	24	-31%	-37%
	Pedal cyclists	11.4	3	5	67%	-56%
	Powered two-wheeler	19.8	23	17	-26%	-14%
	Car occupants	130.6	104	72	-31%	-45%
	Bus or coach occupants	5.4	2	5	150%	-7%
	Other vehicle occupants	6.2	4	7	75%	13%
	Total	211.6	171	130	-24%	-39%
	Children (under 16yrs)	35.6	20	19	-5%	-47%
Slight*	Pedestrians	114.8	110	74	-33%	-36%
	Pedal cyclists	69.6	29	27	-7%	-61%
	Powered two-wheeler	74.8	84	82	-2%	10%
	Car occupants	751.8	649	639	-2%	-15%
	Bus or coach occupants	40.6	35	85	143%	109%
	Other vehicle occupants	44.2	44	46	5%	4%
	Total	1,095.8	951	953	0%	-13%
All severities	Pedestrians	153.0	145	98	-32%	-36%
	Pedal cyclists	81.0	32	32	0%	-60%
	Powered two-wheeler	94.6	107	99	-7%	5%
	Car occupants	882.4	753	711	-6%	-19%
	Bus or coach occupants	46.0	37	90	143%	96%
	Other vehicle occupants	50.4	48	53	10%	5%
	Total	1,307.4	1,122	1,083	-3%	-17%

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

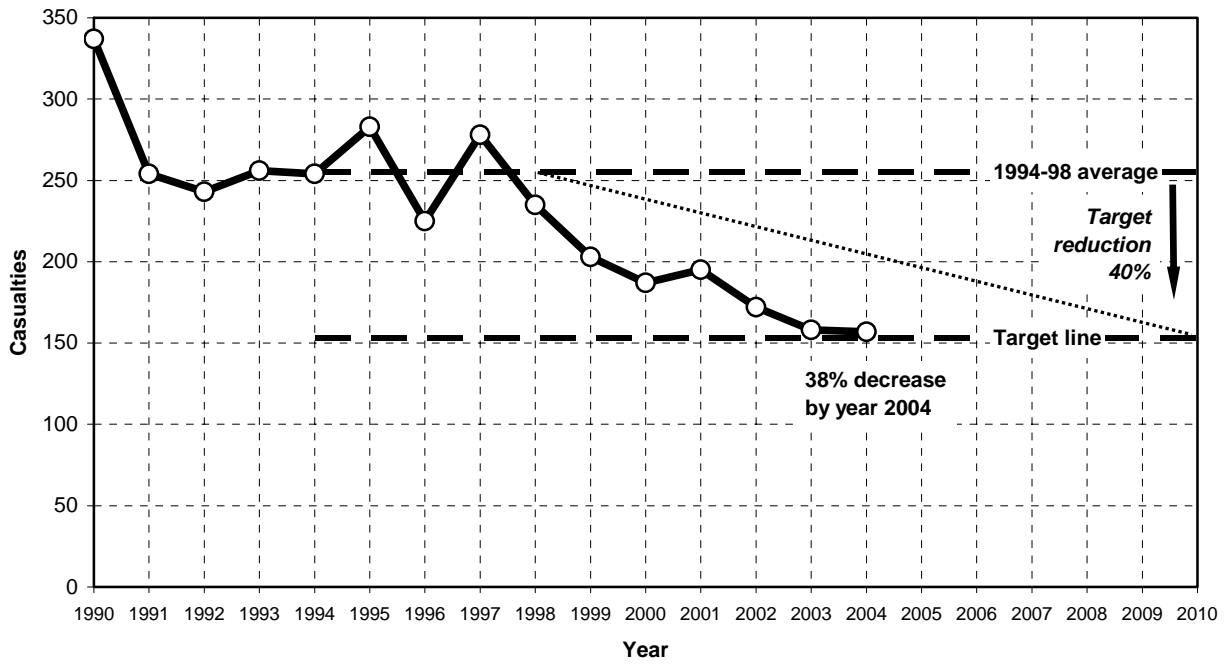


Fig. A18.2: L.B. of Hillingdon - All slight casualties

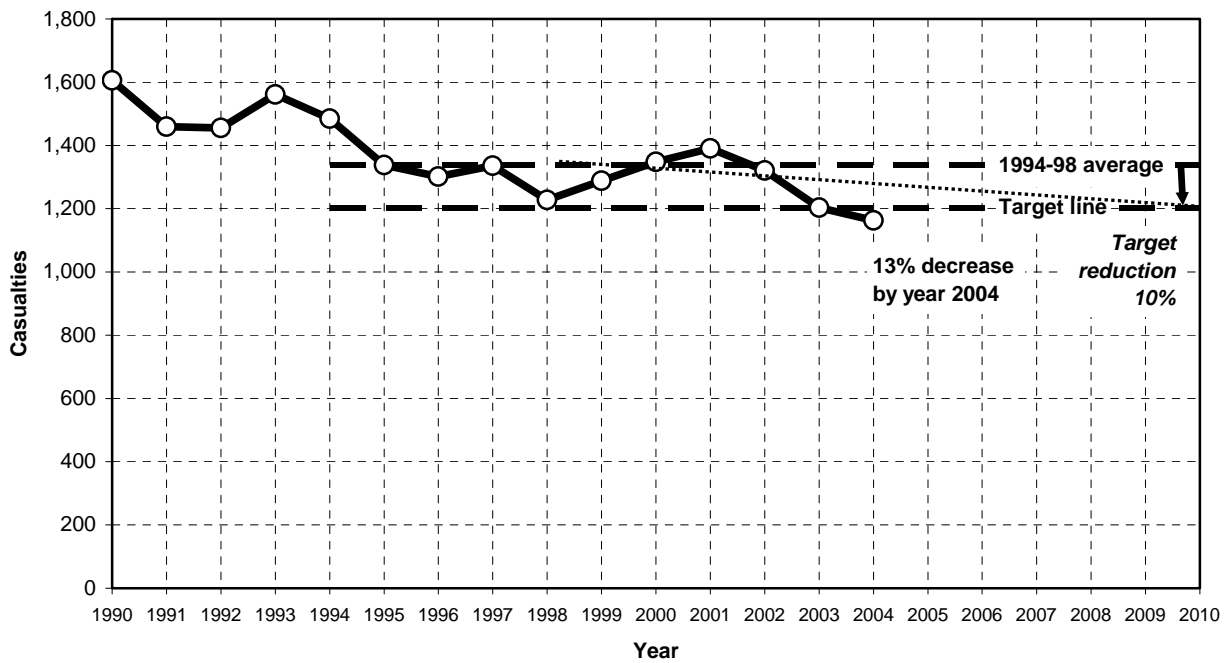


Table A18: Towards the year 2010: Monitoring casualties in L.B. of Hillingdon
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	5.0	1	4	300%	-20%
	Pedal cyclists	1.0	0	1	∞	0%
	Powered two-wheeler	1.6	2	2	0%	25%
	Car occupants	3.0	2	2	0%	-33%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.6	0	2	0%	233%
	Total	11.4	5	11	120%	-4%
Fatal & serious	Pedestrians	54.0	24	37	54%	-31%
	Pedal cyclists	19.6	8	11	38%	-44%
	Powered two-wheeler	25.4	29	23	-21%	-9%
	Car occupants	138.2	78	76	-3%	-45%
	Bus or coach occupants	5.6	8	4	-50%	-29%
	Other vehicle occupants	12.2	11	6	-45%	-51%
	Total	255.0	158	157	-1%	-38%
	Children (under 16yrs)	37.4	9	24	167%	-36%
Slight*	Pedestrians	141.0	97	115	19%	-18%
	Pedal cyclists	106.6	59	51	-14%	-52%
	Powered two-wheeler	95.2	124	97	-22%	2%
	Car occupants	905.8	855	814	-5%	-10%
	Bus or coach occupants	35.2	32	37	16%	5%
	Other vehicle occupants	53.6	36	49	36%	-9%
	Total	1,337.4	1,203	1,163	-3%	-13%
All severities	Pedestrians	195.0	121	152	26%	-22%
	Pedal cyclists	126.2	67	62	-7%	-51%
	Powered two-wheeler	120.6	153	120	-22%	0%
	Car occupants	1,044.0	933	890	-5%	-15%
	Bus or coach occupants	40.8	40	41	3%	0%
	Other vehicle occupants	65.8	47	55	17%	-16%
	Total	1,592.4	1,361	1,320	-3%	-17%

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

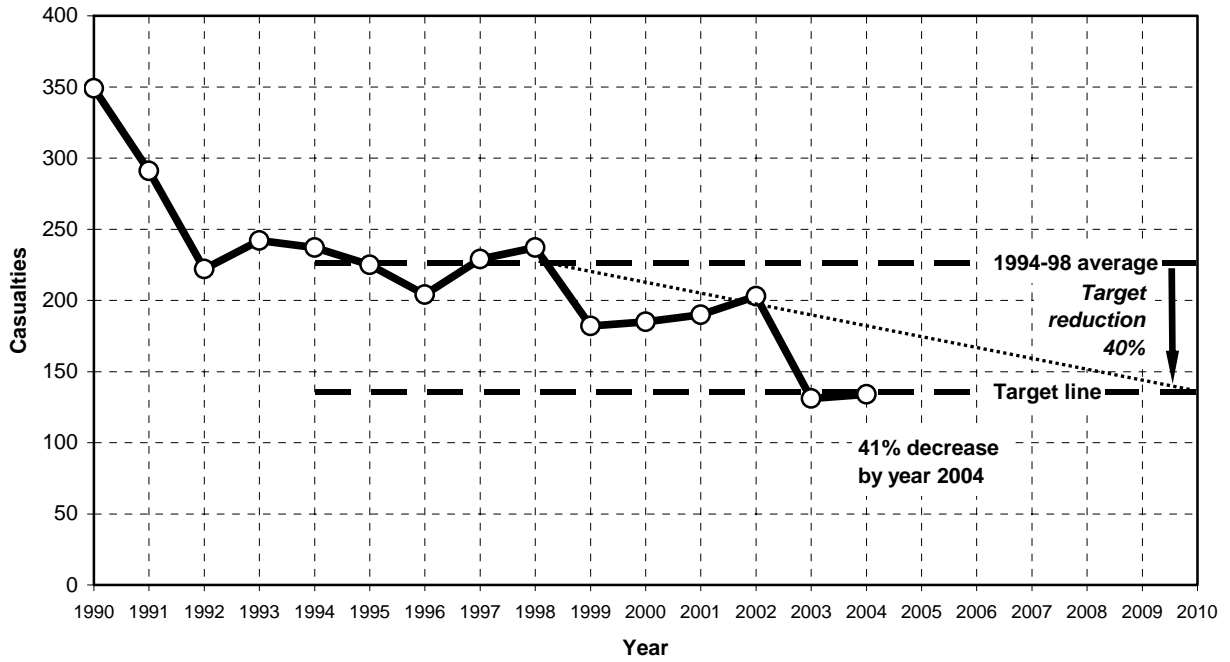


Fig. A19.2: L.B. of Hounslow - All slight casualties

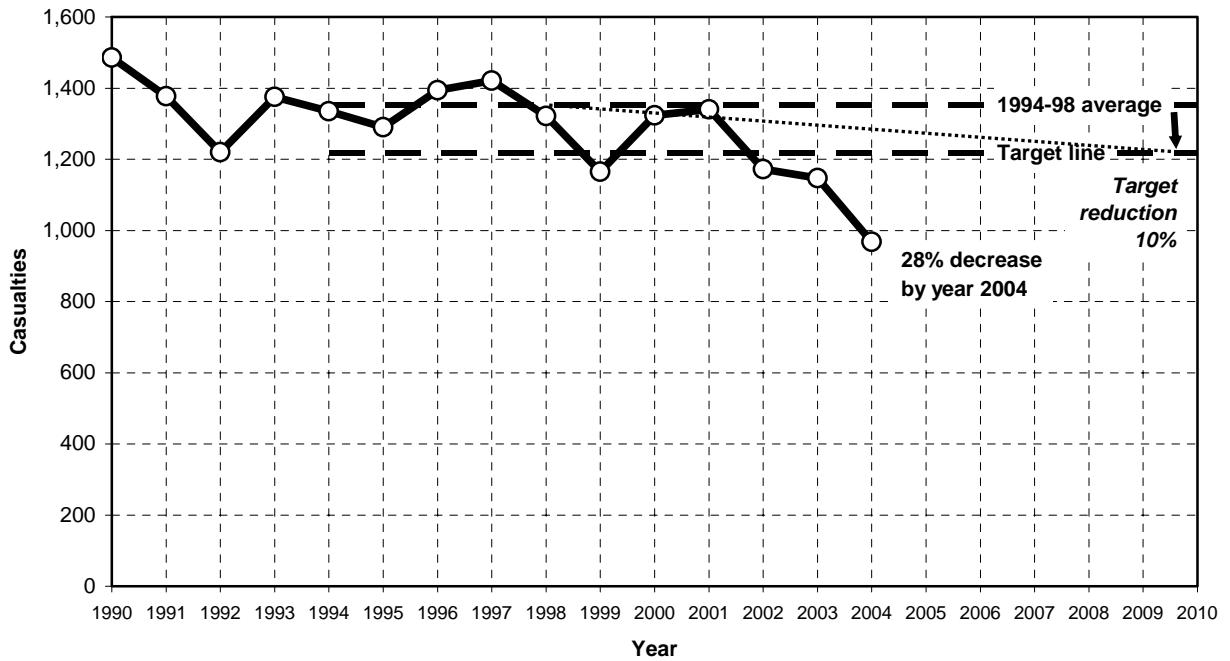


Table A19: Towards the year 2010: Monitoring casualties in L.B. of Hounslow
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	4.0	1	7	600%	75%
	Pedal cyclists	0.4	2	0	-100%	-100%
	Powered two-wheeler	1.4	2	1	-50%	-29%
	Car occupants	3.6	4	6	50%	67%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.6	0	1	∞	67%
	Total	10.0	9	15	67%	50%
Fatal & serious	Pedestrians	50.2	28	36	29%	-28%
	Pedal cyclists	19.2	14	6	-57%	-69%
	Powered two-wheeler	28.0	31	35	13%	25%
	Car occupants	111.0	52	43	-17%	-61%
	Bus or coach occupants	7.6	3	2	-33%	-74%
	Other vehicle occupants	10.4	3	12	300%	15%
	Total	226.4	131	134	2%	-41%
	Children (under 16yrs)	29.2	13	25	92%	-14%
Slight*	Pedestrians	173.0	142	106	-25%	-39%
	Pedal cyclists	132.4	86	58	-33%	-56%
	Powered two-wheeler	141.8	143	128	-10%	-10%
	Car occupants	787.4	699	575	-18%	-27%
	Bus or coach occupants	63.6	40	47	18%	-26%
	Other vehicle occupants	54.0	37	54	46%	0%
	Total	1,352.2	1,147	968	-16%	-28%
All severities	Pedestrians	223.2	170	142	-16%	-36%
	Pedal cyclists	151.6	100	64	-36%	-58%
	Powered two-wheeler	169.8	174	163	-6%	-4%
	Car occupants	898.4	751	618	-18%	-31%
	Bus or coach occupants	71.2	43	49	14%	-31%
	Other vehicle occupants	64.4	40	66	65%	2%
	Total	1,578.6	1,278	1,102	-14%	-30%

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

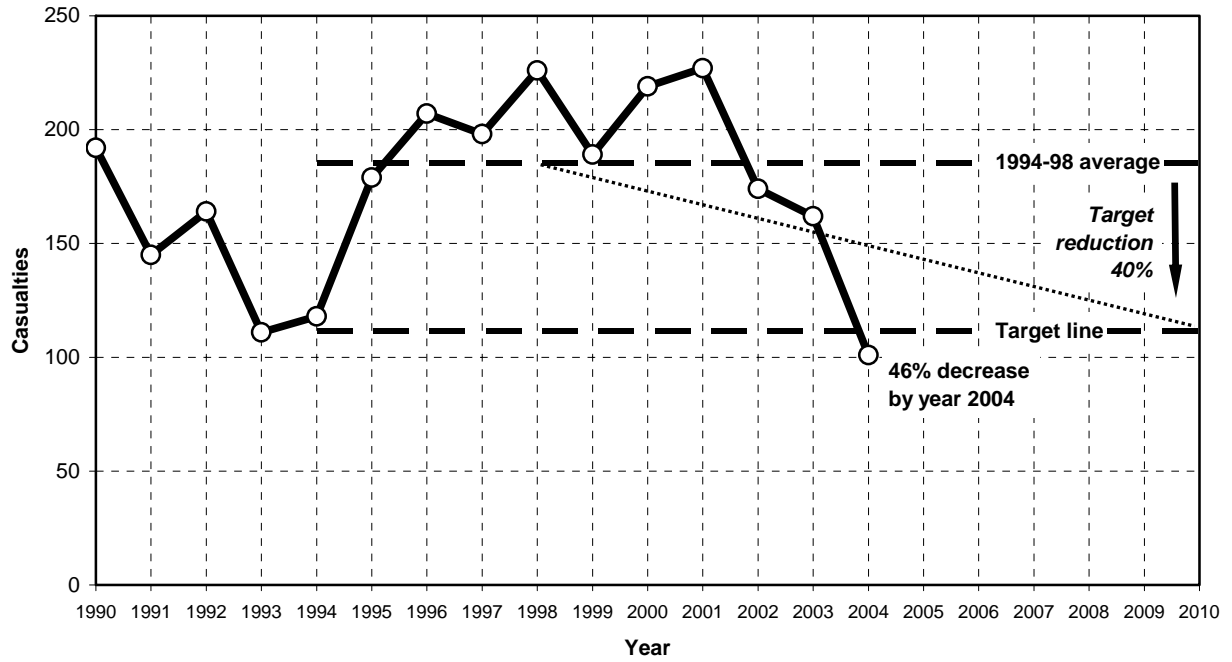


Fig. A20.2: L.B. of Islington - All slight casualties

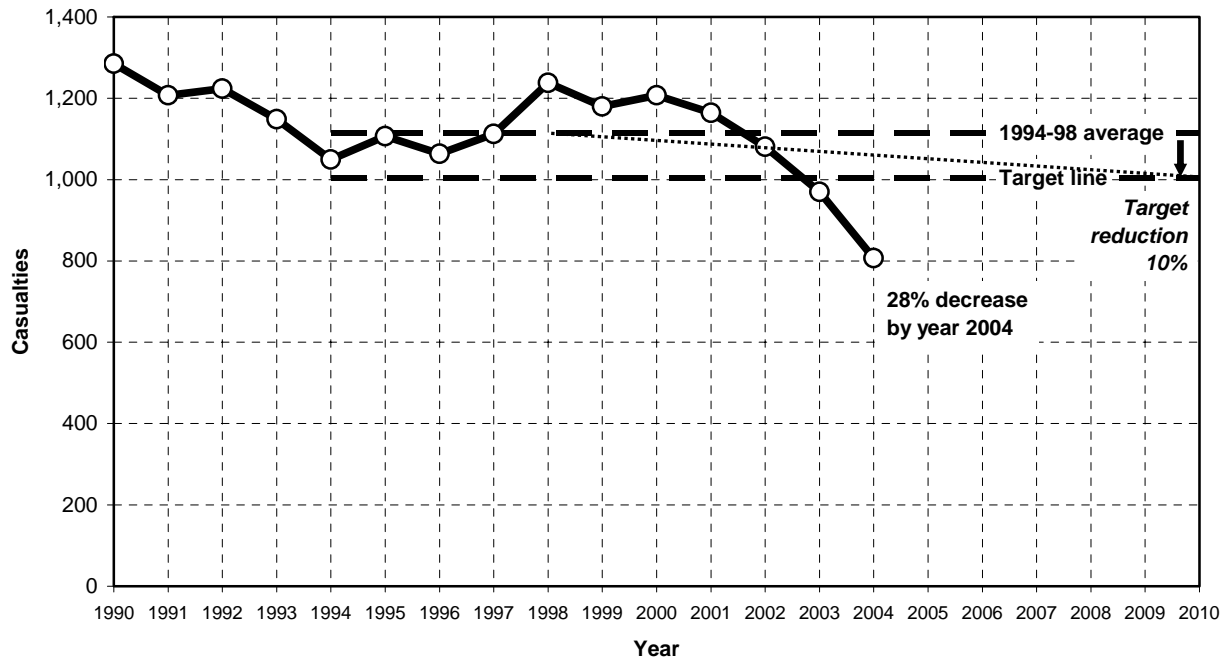


Table A20: Towards the year 2010: Monitoring casualties in L.B. of Islington
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	5.6	1	1	0%	-82%
	Pedal cyclists	0.6	4	0	-100%	-100%
	Powered two-wheeler	1.2	3	0	-100%	-100%
	Car occupants	1.0	2	0	-100%	-100%
	Bus or coach occupants	0.2	0	1	∞	400%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	8.6	10	2	-80%	-77%
Fatal & serious	Pedestrians	76.0	49	26	-47%	-66%
	Pedal cyclists	26.0	25	17	-32%	-35%
	Powered two-wheeler	31.8	46	34	-26%	7%
	Car occupants	38.4	30	15	-50%	-61%
	Bus or coach occupants	8.2	8	9	13%	10%
	Other vehicle occupants	5.2	4	0	-100%	-100%
	Total	185.6	162	101	-38%	-46%
	Children (under 16yrs)	18.6	20	4	-80%	-78%
Slight*	Pedestrians	259.4	213	156	-27%	-40%
	Pedal cyclists	177.8	156	150	-4%	-16%
	Powered two-wheeler	221.4	212	191	-10%	-14%
	Car occupants	343.4	280	197	-30%	-43%
	Bus or coach occupants	70.0	76	87	14%	24%
	Other vehicle occupants	41.8	33	26	-21%	-38%
	Total	1,113.8	970	807	-17%	-28%
All severities	Pedestrians	335.4	262	182	-31%	-46%
	Pedal cyclists	203.8	181	167	-8%	-18%
	Powered two-wheeler	253.2	258	225	-13%	-11%
	Car occupants	381.8	310	212	-32%	-44%
	Bus or coach occupants	78.2	84	96	14%	23%
	Other vehicle occupants	47.0	37	26	-30%	-45%
	Total	1,299.4	1,132	908	-20%	-30%

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

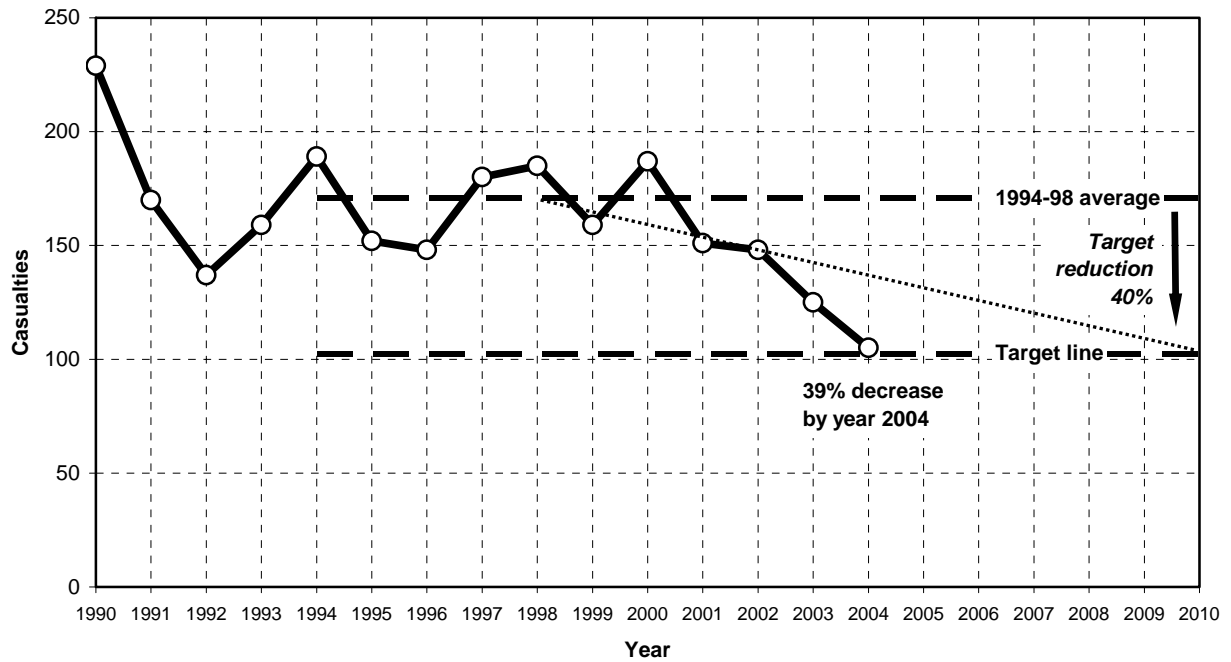


Fig. A21.2: R.B. of Kensington & Chelsea - All slight casualties

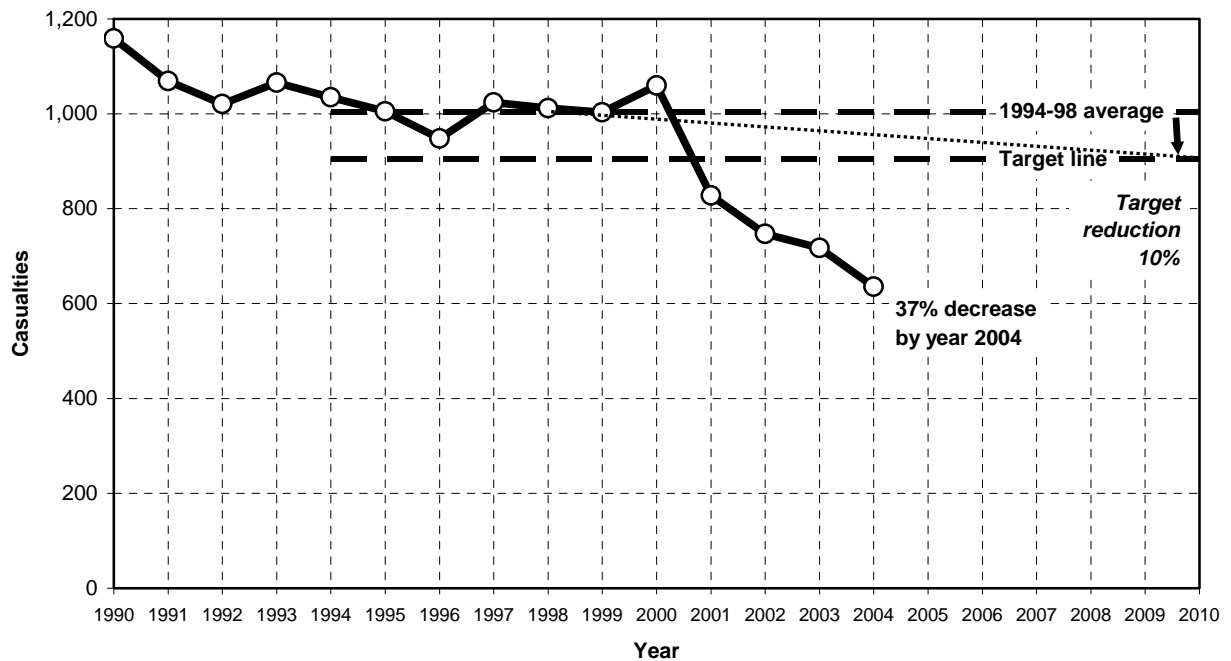


Table A21: Towards the year 2010: Monitoring casualties in R.B. of Kensington & Chelsea
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	4.4	9	1	-89%	-77%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	1.0	0	4	∞	300%
	Car occupants	0.8	0	0	0%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	0	0	0%	-100%
	Total	7.0	9	5	-44%	-29%
Fatal & serious	Pedestrians	71.8	47	34	-28%	-53%
	Pedal cyclists	18.0	13	14	8%	-22%
	Powered two-wheeler	31.0	38	32	-16%	3%
	Car occupants	35.6	20	20	0%	-44%
	Bus or coach occupants	7.2	6	3	-50%	-58%
	Other vehicle occupants	7.2	1	2	100%	-72%
	Total	170.8	125	105	-16%	-39%
	Children (under 16yrs)	11.2	7	2	-71%	-82%
Slight*	Pedestrians	248.8	145	131	-10%	-47%
	Pedal cyclists	143.4	93	82	-12%	-43%
	Powered two-wheeler	202.6	188	173	-8%	-15%
	Car occupants	299.4	210	187	-11%	-38%
	Bus or coach occupants	46.6	48	35	-27%	-25%
	Other vehicle occupants	64.0	33	28	-15%	-56%
	Total	1,004.8	717	636	-11%	-37%
All severities	Pedestrians	320.6	192	165	-14%	-49%
	Pedal cyclists	161.4	106	96	-9%	-41%
	Powered two-wheeler	233.6	226	205	-9%	-12%
	Car occupants	335.0	230	207	-10%	-38%
	Bus or coach occupants	53.8	54	38	-30%	-29%
	Other vehicle occupants	71.2	34	30	-12%	-58%
	Total	1,175.6	842	741	-12%	-37%

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

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

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

22. Kingston upon Thames

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

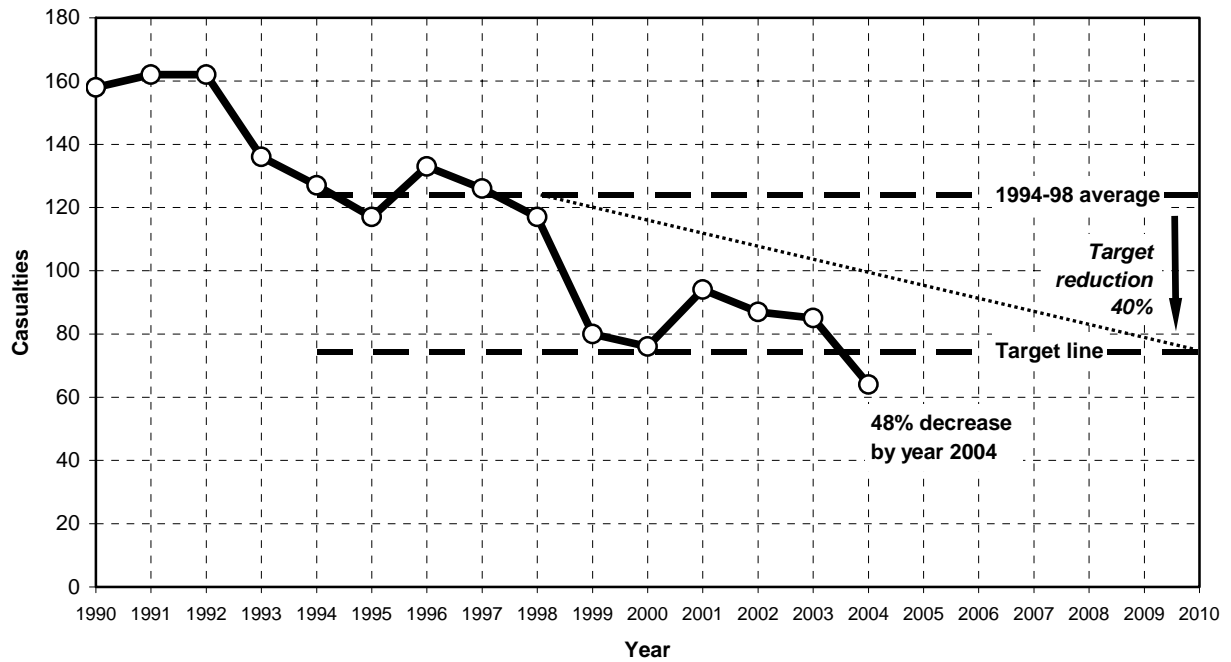


Fig. A22.2: R.B. of Kingston upon Thames - All slight casualties

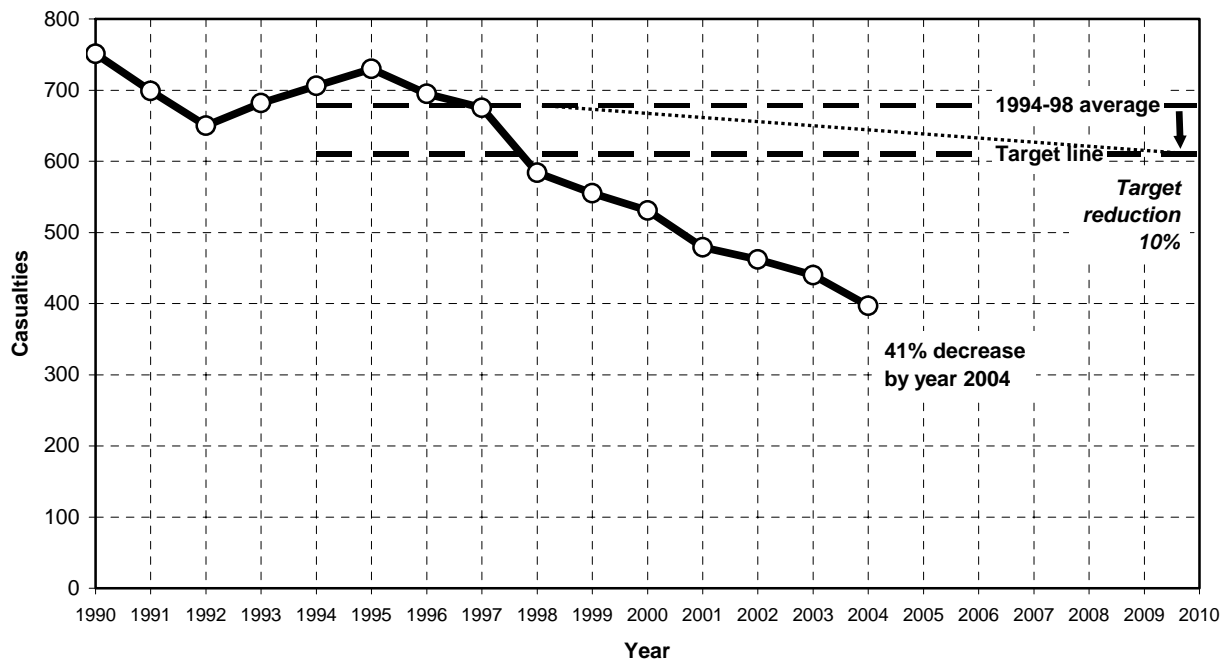


Table A22: Towards the year 2010: Monitoring casualties in R.B. of Kingston upon Thames
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	4.6	1	1	0%	-78%
	Pedal cyclists	0.2	0	1	∞	400%
	Powered two-wheeler	0.4	0	1	∞	150%
	Car occupants	1.2	2	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	1	∞	∞
	Total	6.4	3	4	33%	-38%
Fatal & serious	Pedestrians	31.6	25	16	-36%	-49%
	Pedal cyclists	14.0	8	10	25%	-29%
	Powered two-wheeler	22.2	19	16	-16%	-28%
	Car occupants	50.2	31	17	-45%	-66%
	Bus or coach occupants	3.4	0	2	∞	-41%
	Other vehicle occupants	2.6	2	3	50%	15%
	Total	124.0	85	64	-25%	-48%
	Children (under 16yrs)	13.4	10	7	-30%	-48%
Slight*	Pedestrians	89.2	67	50	-25%	-44%
	Pedal cyclists	91.8	41	39	-5%	-58%
	Powered two-wheeler	79.4	90	58	-36%	-27%
	Car occupants	367.0	202	226	12%	-38%
	Bus or coach occupants	29.2	26	13	-50%	-55%
	Other vehicle occupants	21.4	14	11	-21%	-49%
	Total	678.0	440	397	-10%	-41%
All severities	Pedestrians	120.8	92	66	-28%	-45%
	Pedal cyclists	105.8	49	49	0%	-54%
	Powered two-wheeler	101.6	109	74	-32%	-27%
	Car occupants	417.2	233	243	4%	-42%
	Bus or coach occupants	32.6	26	15	-42%	-54%
	Other vehicle occupants	24.0	16	14	-13%	-42%
	Total	802.0	525	461	-12%	-43%

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

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

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

23. Lambeth

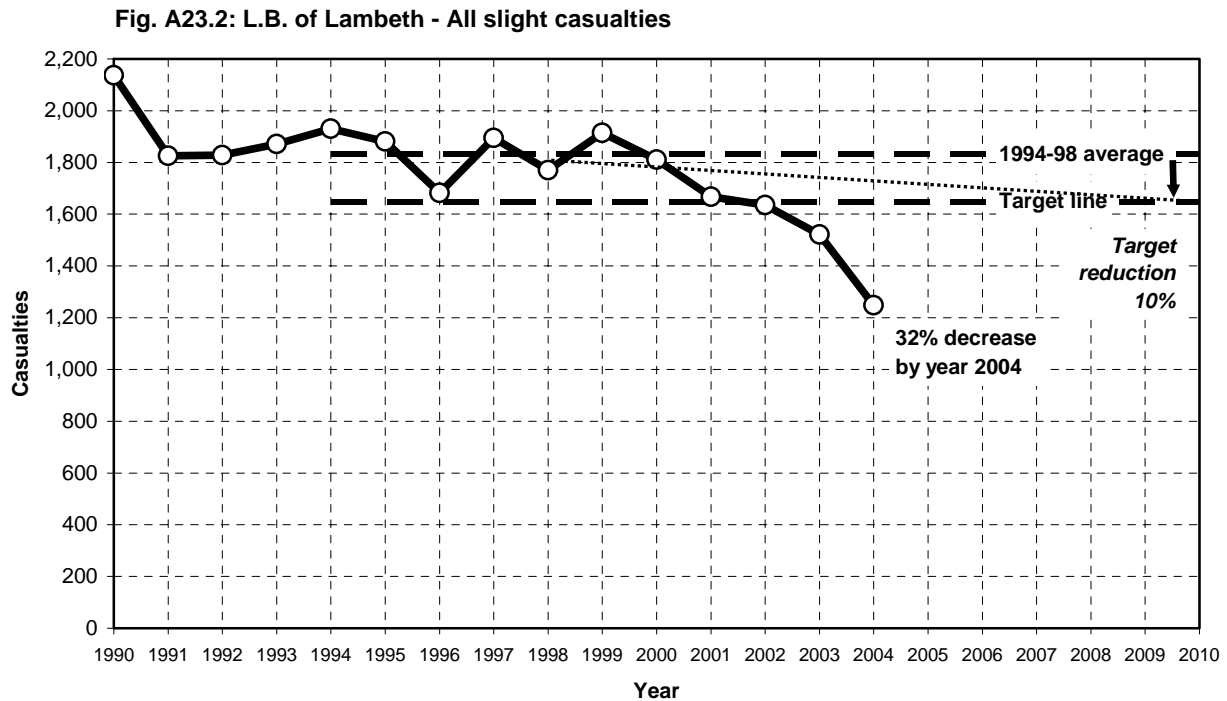
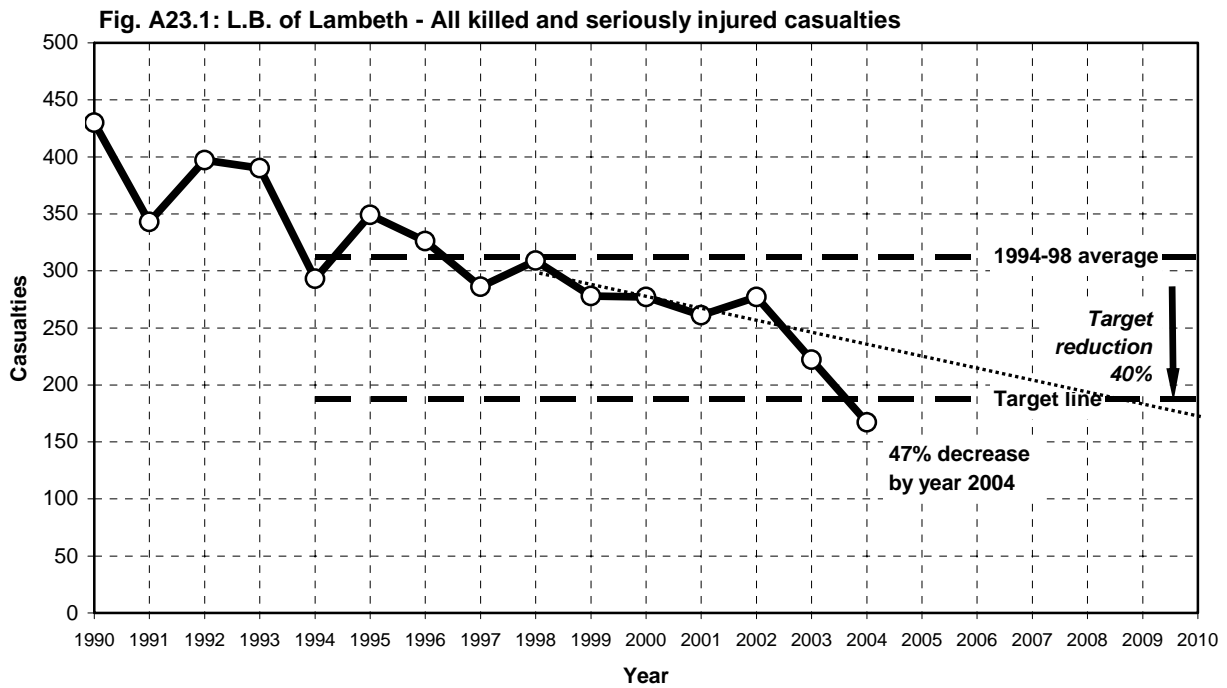


Table A23: Towards the year 2010: Monitoring casualties in L.B. of Lambeth
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	7.4	4	2	-50%	-73%
	Pedal cyclists	0.8	4	0	-100%	-100%
	Powered two-wheeler	1.4	2	2	0%	43%
	Car occupants	1.0	3	0	-100%	-100%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	11.0	13	4	-69%	-64%
Fatal & serious	Pedestrians	123.8	62	67	8%	-46%
	Pedal cyclists	36.4	32	20	-38%	-45%
	Powered two-wheeler	51.2	65	44	-32%	-14%
	Car occupants	80.8	48	28	-42%	-65%
	Bus or coach occupants	12.8	9	6	-33%	-53%
	Other vehicle occupants	7.6	6	2	-67%	-74%
	Total	312.6	222	167	-25%	-47%
	Children (under 16yrs)	45.0	21	19	-10%	-58%
Slight*	Pedestrians	359.0	299	229	-23%	-36%
	Pedal cyclists	222.4	155	176	14%	-21%
	Powered two-wheeler	314.4	382	283	-26%	-10%
	Car occupants	758.4	525	413	-21%	-46%
	Bus or coach occupants	114.6	112	98	-13%	-14%
	Other vehicle occupants	62.8	48	49	2%	-22%
	Total	1,831.6	1,521	1,248	-18%	-32%
All severities	Pedestrians	482.8	361	296	-18%	-39%
	Pedal cyclists	258.8	187	196	5%	-24%
	Powered two-wheeler	365.6	447	327	-27%	-11%
	Car occupants	839.2	573	441	-23%	-47%
	Bus or coach occupants	127.4	121	104	-14%	-18%
	Other vehicle occupants	70.4	54	51	-6%	-28%
	Total	2,144.2	1,743	1,415	-19%	-34%

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

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

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

24. Lewisham

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

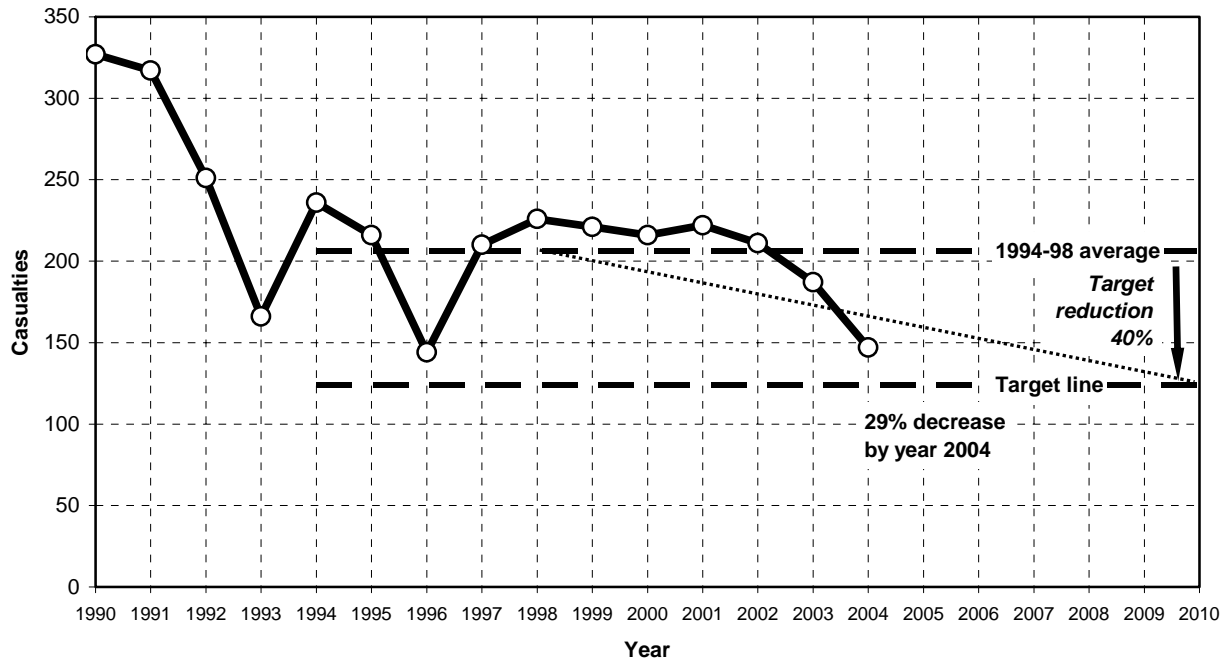


Fig. A24.2: L.B. of Lewisham - All slight casualties

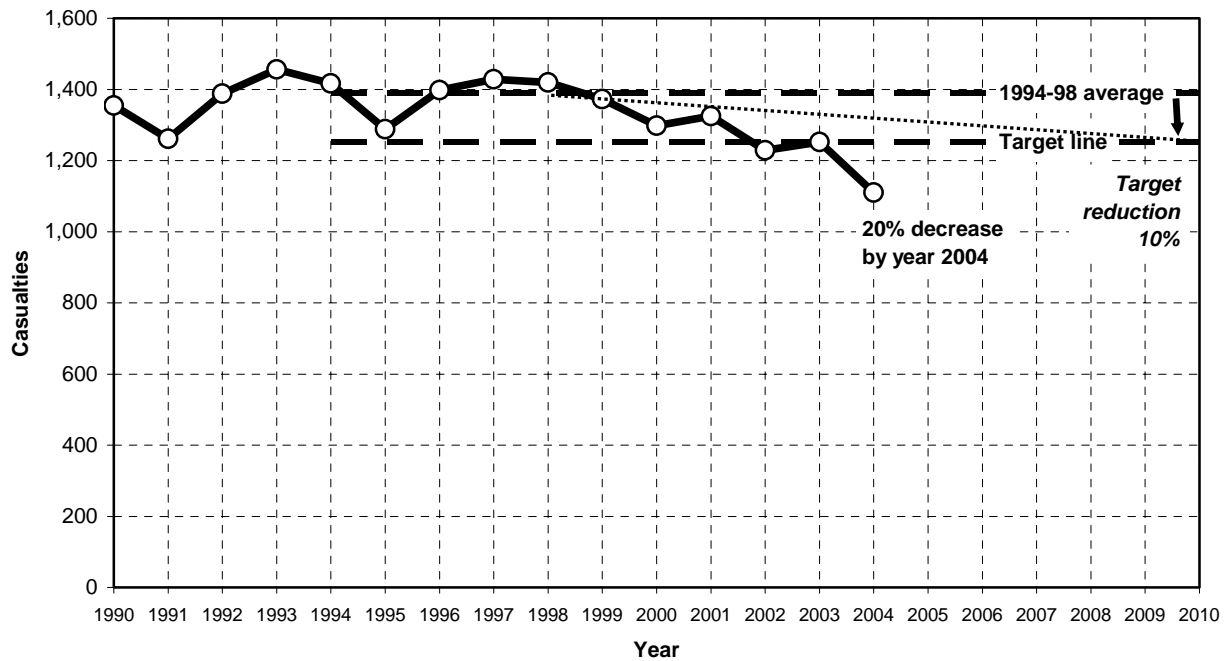


Table A24: Towards the year 2010: Monitoring casualties in L.B. of Lewisham
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	3.6	5	3	-40%	-17%
	Pedal cyclists	0.6	1	1	0%	67%
	Powered two-wheeler	1.0	2	1	-50%	0%
	Car occupants	1.0	3	0	-100%	-100%
	Bus or coach occupants	0.2	0	0	0%	-100%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	6.4	11	5	-55%	-22%
Fatal & serious	Pedestrians	81.6	56	48	-14%	-41%
	Pedal cyclists	14.2	8	13	63%	-8%
	Powered two-wheeler	30.0	56	40	-29%	33%
	Car occupants	63.2	59	34	-42%	-46%
	Bus or coach occupants	13.2	5	10	100%	-24%
	Other vehicle occupants	4.2	3	2	-33%	-52%
	Total	206.4	187	147	-21%	-29%
	Children (under 16yrs)	41.4	22	26	18%	-37%
Slight*	Pedestrians	260.0	226	184	-19%	-29%
	Pedal cyclists	118.0	77	72	-6%	-39%
	Powered two-wheeler	172.8	202	178	-12%	3%
	Car occupants	699.2	593	542	-9%	-22%
	Bus or coach occupants	102.4	114	107	-6%	4%
	Other vehicle occupants	37.6	40	27	-33%	-28%
	Total	1,390.0	1,252	1,110	-11%	-20%
All severities	Pedestrians	341.6	282	232	-18%	-32%
	Pedal cyclists	132.2	85	85	0%	-36%
	Powered two-wheeler	202.8	258	218	-16%	7%
	Car occupants	762.4	652	576	-12%	-24%
	Bus or coach occupants	115.6	119	117	-2%	1%
	Other vehicle occupants	41.8	43	29	-33%	-31%
	Total	1,596.4	1,439	1,257	-13%	-21%

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

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

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

25. Merton

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

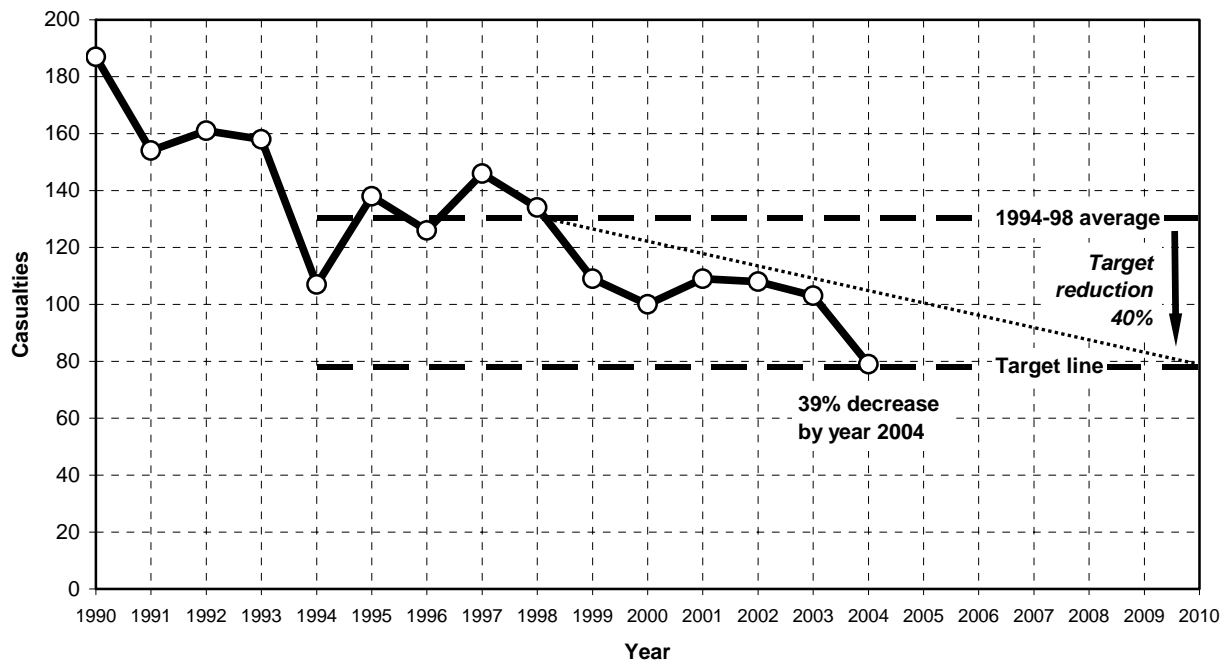


Fig. A25.2: L.B. of Merton - All slight casualties

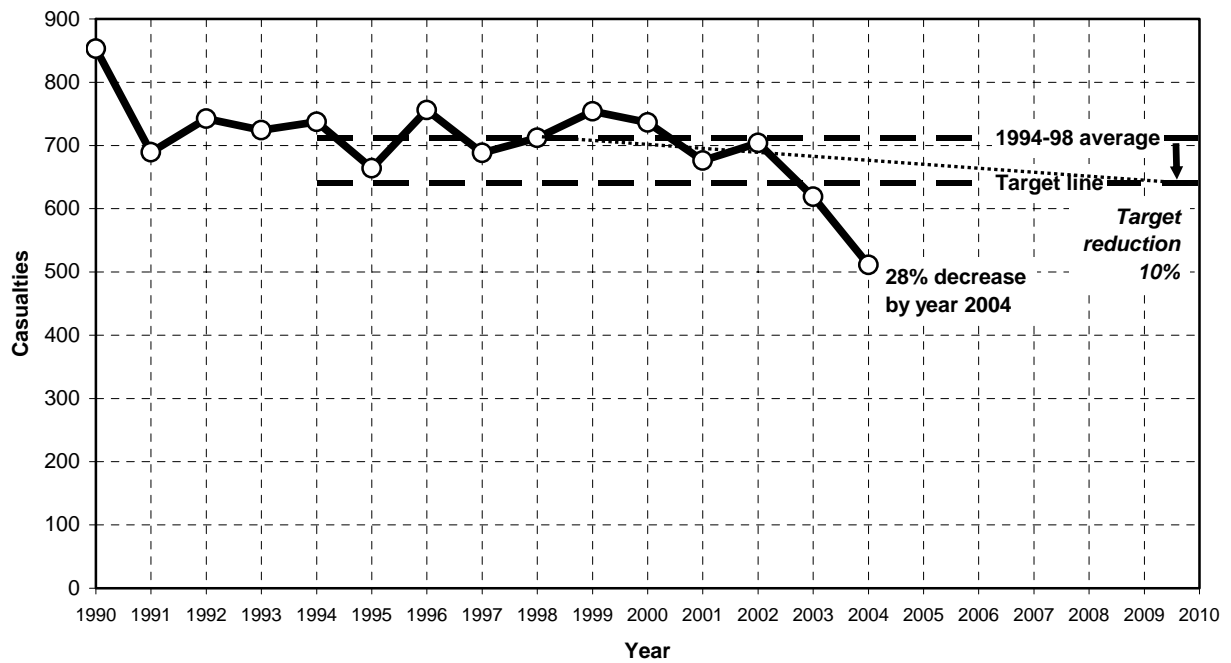


Table A25: Towards the year 2010: Monitoring casualties in L.B. of Merton
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	2.2	4	1	-75%	-55%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.8	0	1	∞	25%
	Car occupants	1.4	2	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.2	0	0	0%	-100%
	Total	5.0	6	2	-67%	-60%
Fatal & serious	Pedestrians	37.4	37	17	-54%	-55%
	Pedal cyclists	11.6	10	6	-40%	-48%
	Powered two-wheeler	21.2	21	21	0%	-1%
	Car occupants	50.8	29	29	0%	-43%
	Bus or coach occupants	4.6	3	3	0%	-35%
	Other vehicle occupants	4.6	3	3	0%	-35%
	Total	130.2	103	79	-23%	-39%
	Children (under 16yrs)	20.8	15	9	-40%	-57%
Slight*	Pedestrians	121.4	107	76	-29%	-37%
	Pedal cyclists	85.0	45	61	36%	-28%
	Powered two-wheeler	97.8	118	91	-23%	-7%
	Car occupants	358.4	294	237	-19%	-34%
	Bus or coach occupants	27.0	27	28	4%	4%
	Other vehicle occupants	21.8	28	18	-36%	-17%
	Total	711.4	619	511	-17%	-28%
All severities	Pedestrians	158.8	144	93	-35%	-41%
	Pedal cyclists	96.6	55	67	22%	-31%
	Powered two-wheeler	119.0	139	112	-19%	-6%
	Car occupants	409.2	323	266	-18%	-35%
	Bus or coach occupants	31.6	30	31	3%	-2%
	Other vehicle occupants	26.4	31	21	-32%	-20%
	Total	841.6	722	590	-18%	-30%

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

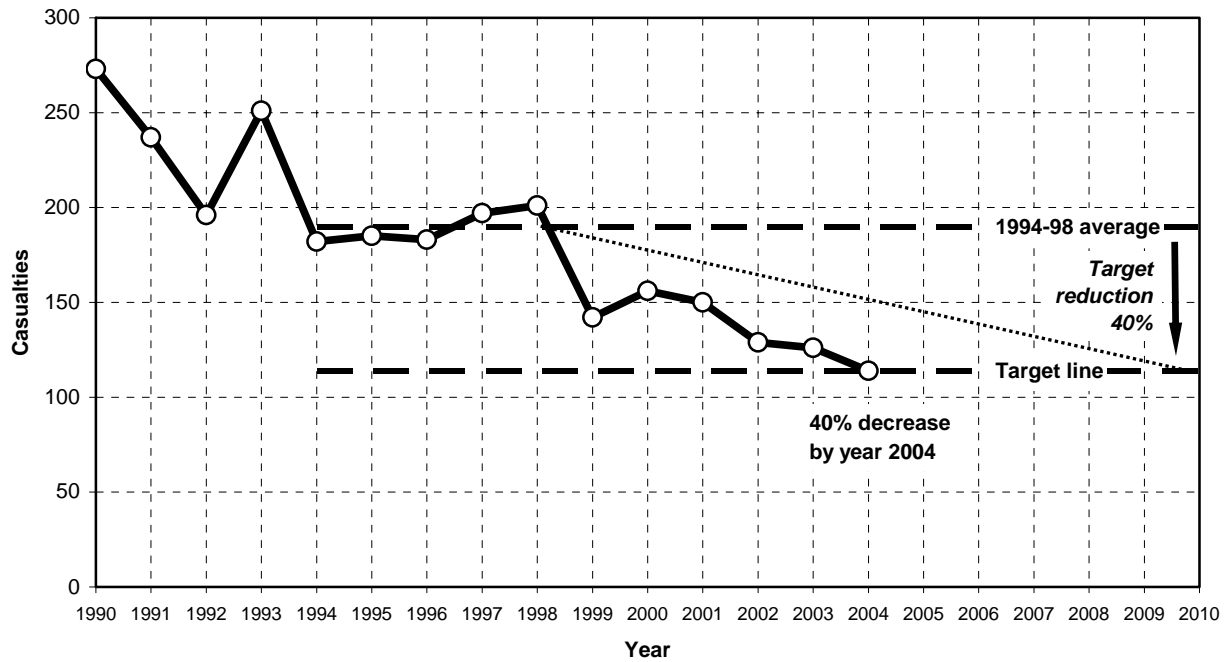


Fig. A26.2: L.B. of Newham - All slight casualties

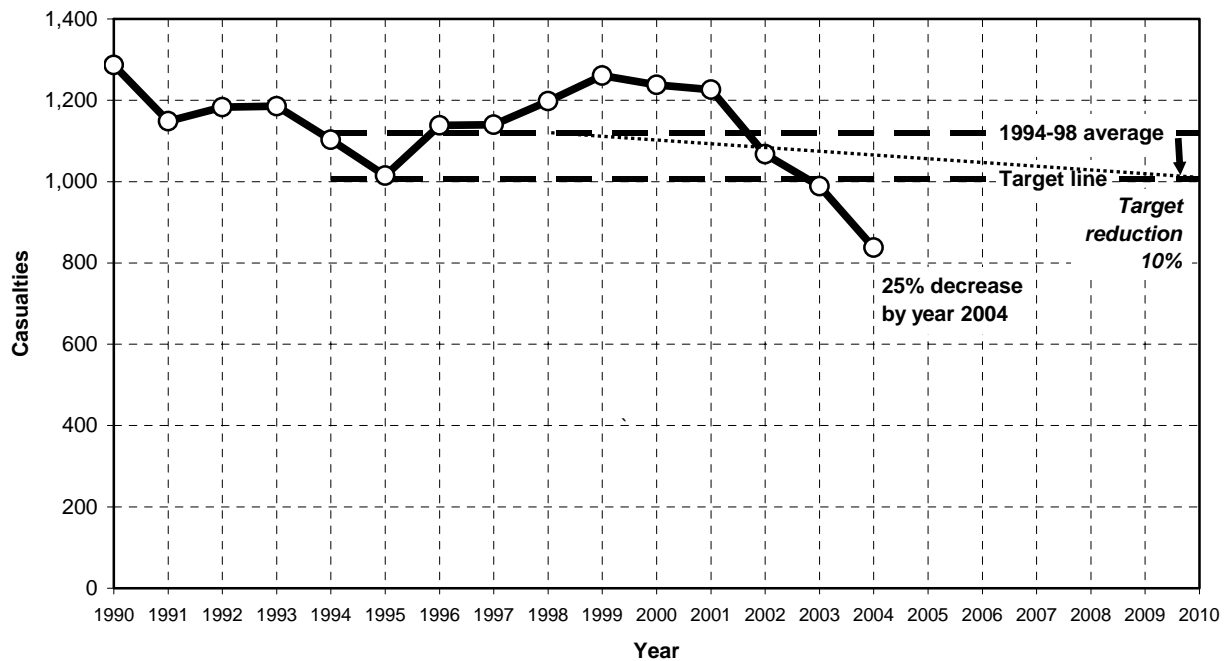


Table A26: Towards the year 2010: Monitoring casualties in L.B. of Newham
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	2.2	2	1	-50%	-55%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	1.2	2	3	50%	150%
	Car occupants	0.6	0	0	0%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	4.2	4	4	0%	-5%
Fatal & serious	Pedestrians	68.4	47	42	-11%	-39%
	Pedal cyclists	10.8	6	7	17%	-35%
	Powered two-wheeler	17.6	23	23	0%	31%
	Car occupants	76.6	46	41	-11%	-46%
	Bus or coach occupants	7.8	2	1	-50%	-87%
	Other vehicle occupants	8.4	2	0	-100%	-100%
	Total	189.6	126	114	-10%	-40%
	Children (under 16yrs)	43.0	18	21	17%	-51%
Slight*	Pedestrians	248.4	201	180	-10%	-28%
	Pedal cyclists	88.6	58	55	-5%	-38%
	Powered two-wheeler	89.4	86	66	-23%	-26%
	Car occupants	580.2	546	466	-15%	-20%
	Bus or coach occupants	70.6	60	50	-17%	-29%
	Other vehicle occupants	41.6	38	21	-45%	-50%
	Total	1,118.8	989	838	-15%	-25%
All severities	Pedestrians	316.8	248	222	-10%	-30%
	Pedal cyclists	99.4	64	62	-3%	-38%
	Powered two-wheeler	107.0	109	89	-18%	-17%
	Car occupants	656.8	592	507	-14%	-23%
	Bus or coach occupants	78.4	62	51	-18%	-35%
	Other vehicle occupants	50.0	40	21	-48%	-58%
	Total	1,308.4	1,115	952	-15%	-27%

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

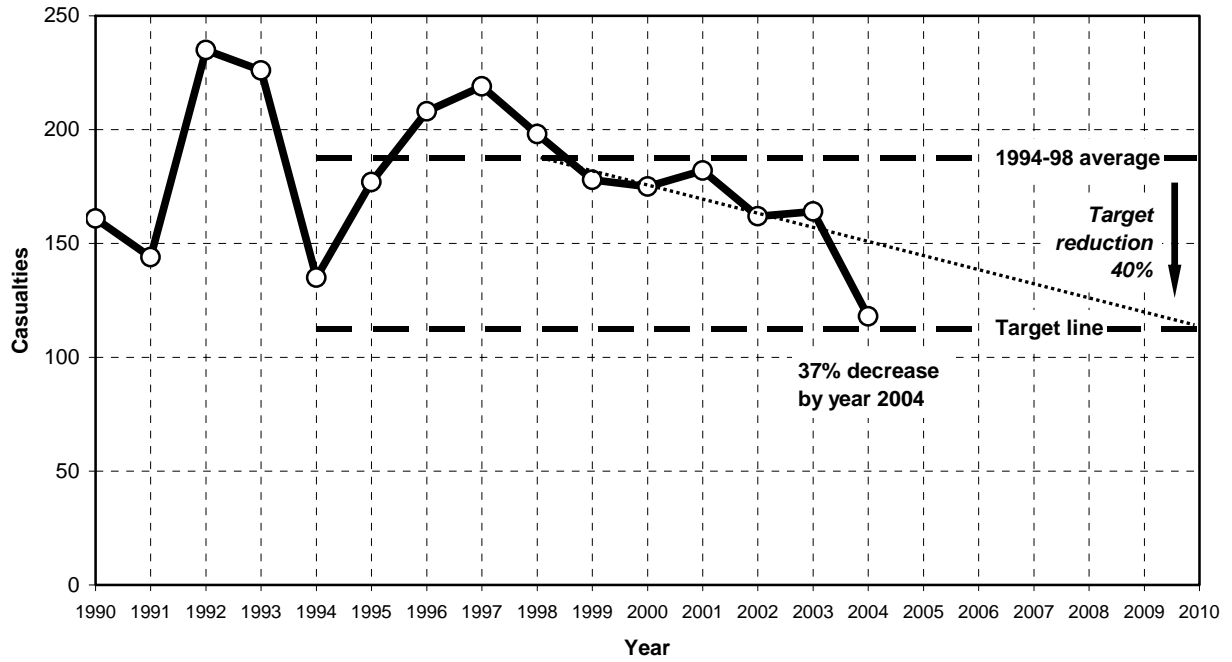


Fig. A27.2: L.B. of Redbridge - All slight casualties

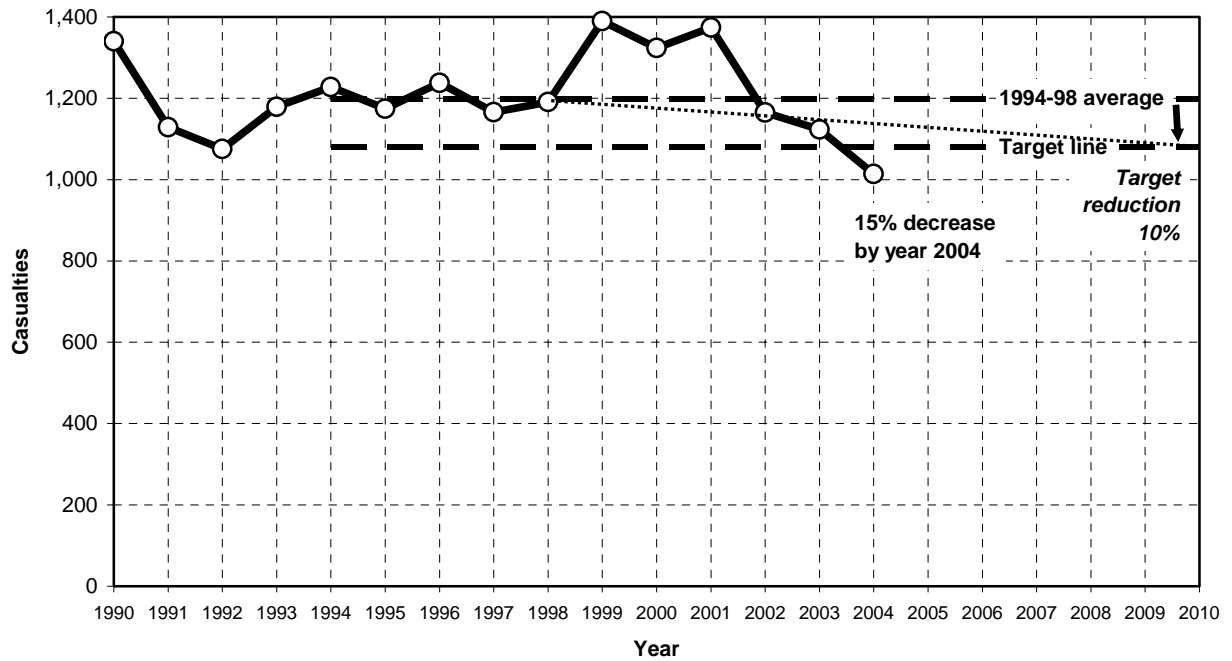


Table A27: Towards the year 2010: Monitoring casualties in L.B. of Redbridge
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	4.6	2	1	-50%	-78%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	1.0	3	1	-67%	0%
	Car occupants	1.4	2	6	200%	329%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.4	0	1	∞	150%
	Total	7.8	7	9	29%	15%
Fatal & serious	Pedestrians	48.2	34	37	9%	-23%
	Pedal cyclists	12.4	6	5	-17%	-60%
	Powered two-wheeler	14.4	26	11	-58%	-24%
	Car occupants	101.8	87	54	-38%	-47%
	Bus or coach occupants	4.4	8	8	0%	82%
	Other vehicle occupants	6.2	3	3	0%	-52%
	Total	187.4	164	118	-28%	-37%
	Children (under 16yrs)	26.0	19	15	-21%	-42%
Slight*	Pedestrians	163.8	118	100	-15%	-39%
	Pedal cyclists	74.0	39	34	-13%	-54%
	Powered two-wheeler	91.4	96	83	-14%	-9%
	Car occupants	773.0	780	716	-8%	-7%
	Bus or coach occupants	48.2	35	35	0%	-27%
	Other vehicle occupants	49.0	55	46	-16%	-6%
	Total	1,199.4	1,123	1,014	-10%	-15%
All severities	Pedestrians	212.0	152	137	-10%	-35%
	Pedal cyclists	86.4	45	39	-13%	-55%
	Powered two-wheeler	105.8	122	94	-23%	-11%
	Car occupants	874.8	867	770	-11%	-12%
	Bus or coach occupants	52.6	43	43	0%	-18%
	Other vehicle occupants	55.2	58	49	-16%	-11%
	Total	1,386.8	1,287	1,132	-12%	-18%

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

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

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

28. Richmond upon Thames

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

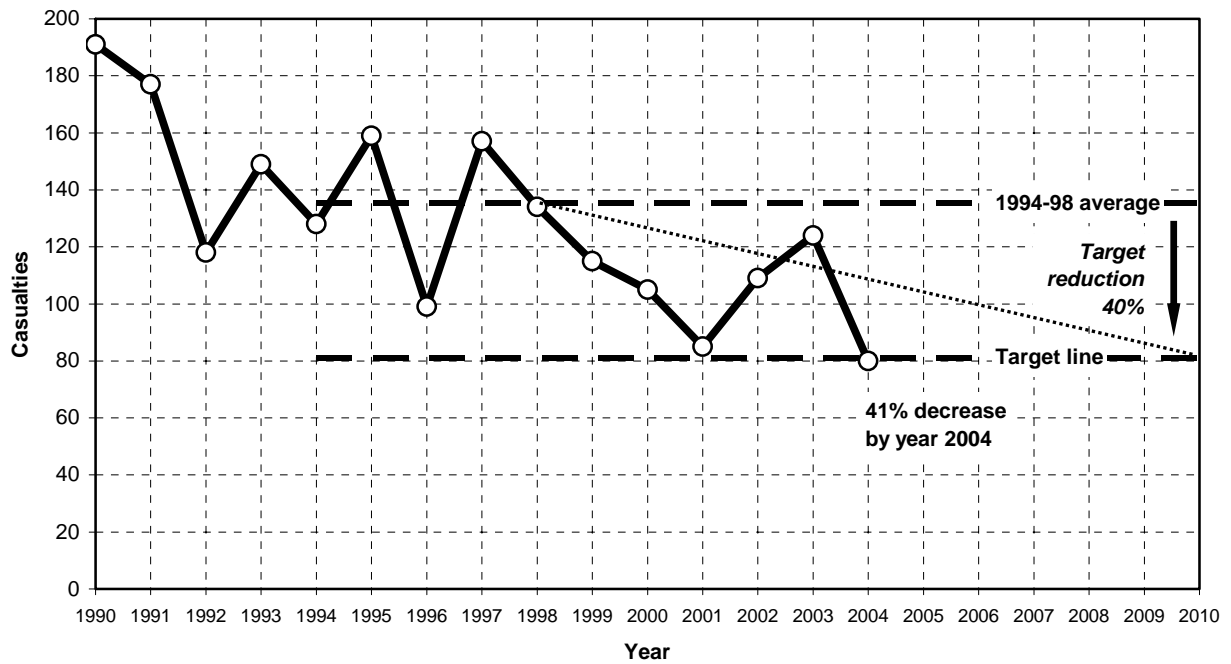


Fig. A28.2: L.B. of Richmond upon Thames - All slight casualties

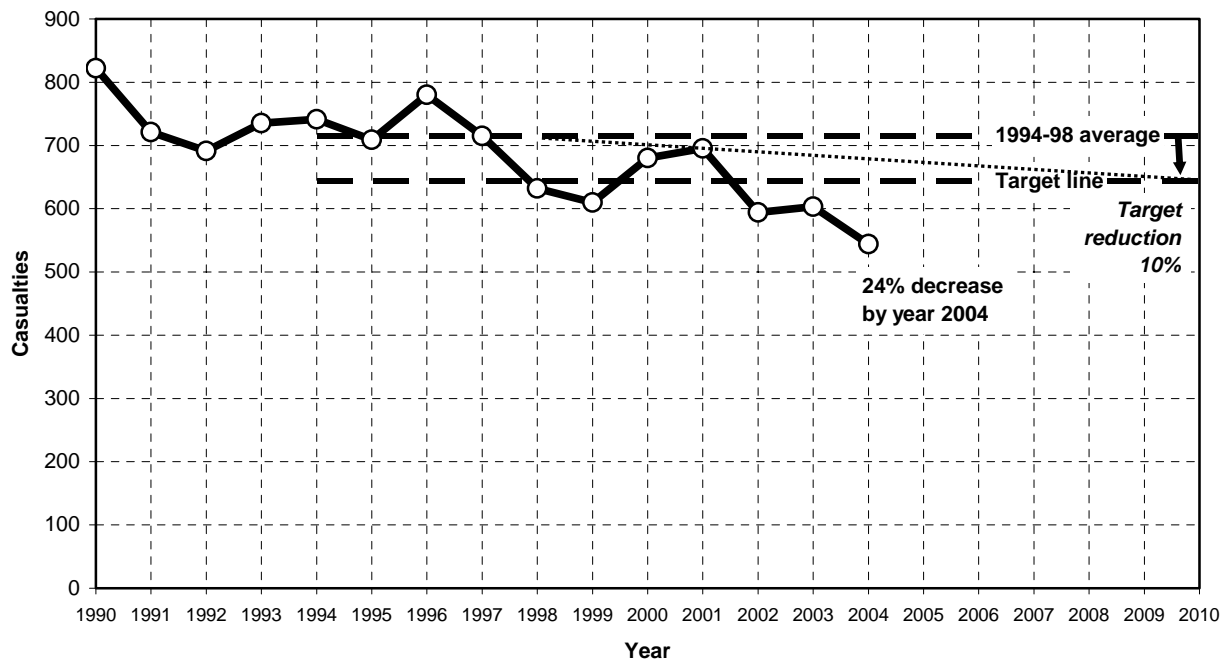


Table A28: Towards the year 2010: Monitoring casualties in L.B. of Richmond upon Thames
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	1.2	1	6	500%	400%
	Pedal cyclists	0.2	0	0	0%	-100%
	Powered two-wheeler	0.4	1	0	-100%	-100%
	Car occupants	1.0	0	0	0%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	2.8	2	6	200%	114%
Fatal & serious	Pedestrians	32.2	33	26	-21%	-19%
	Pedal cyclists	21.4	18	10	-44%	-53%
	Powered two-wheeler	24.2	27	16	-41%	-34%
	Car occupants	48.0	38	19	-50%	-60%
	Bus or coach occupants	4.6	5	6	20%	30%
	Other vehicle occupants	5.0	3	3	0%	-40%
	Total	135.4	124	80	-35%	-41%
	Children (under 16yrs)	14.2	11	5	-55%	-65%
Slight*	Pedestrians	103.2	73	83	14%	-20%
	Pedal cyclists	112.4	83	69	-17%	-39%
	Powered two-wheeler	111.6	160	132	-18%	18%
	Car occupants	337.4	246	230	-7%	-32%
	Bus or coach occupants	32.4	24	23	-4%	-29%
	Other vehicle occupants	18.4	17	7	-59%	-62%
	Total	715.4	603	544	-10%	-24%
All severities	Pedestrians	135.4	106	109	3%	-19%
	Pedal cyclists	133.8	101	79	-22%	-41%
	Powered two-wheeler	135.8	187	148	-21%	9%
	Car occupants	385.4	284	249	-12%	-35%
	Bus or coach occupants	37.0	29	29	0%	-22%
	Other vehicle occupants	23.4	20	10	-50%	-57%
	Total	850.8	727	624	-14%	-27%

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

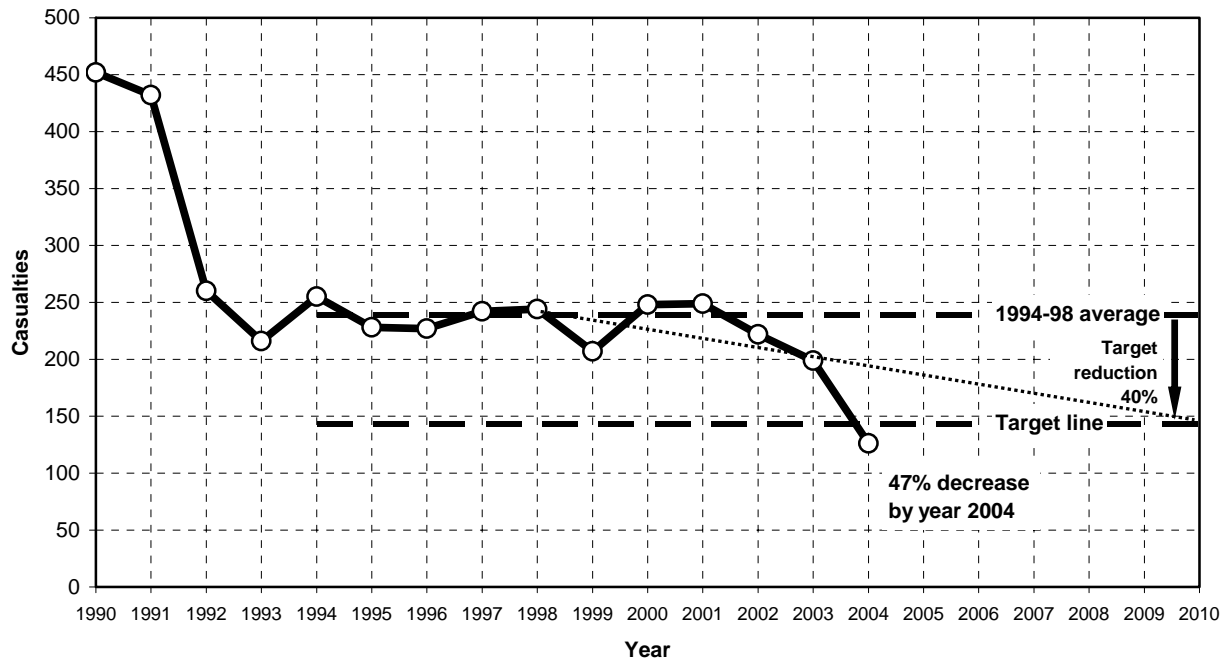


Fig. A29.2: L.B. of Southwark - All slight casualties

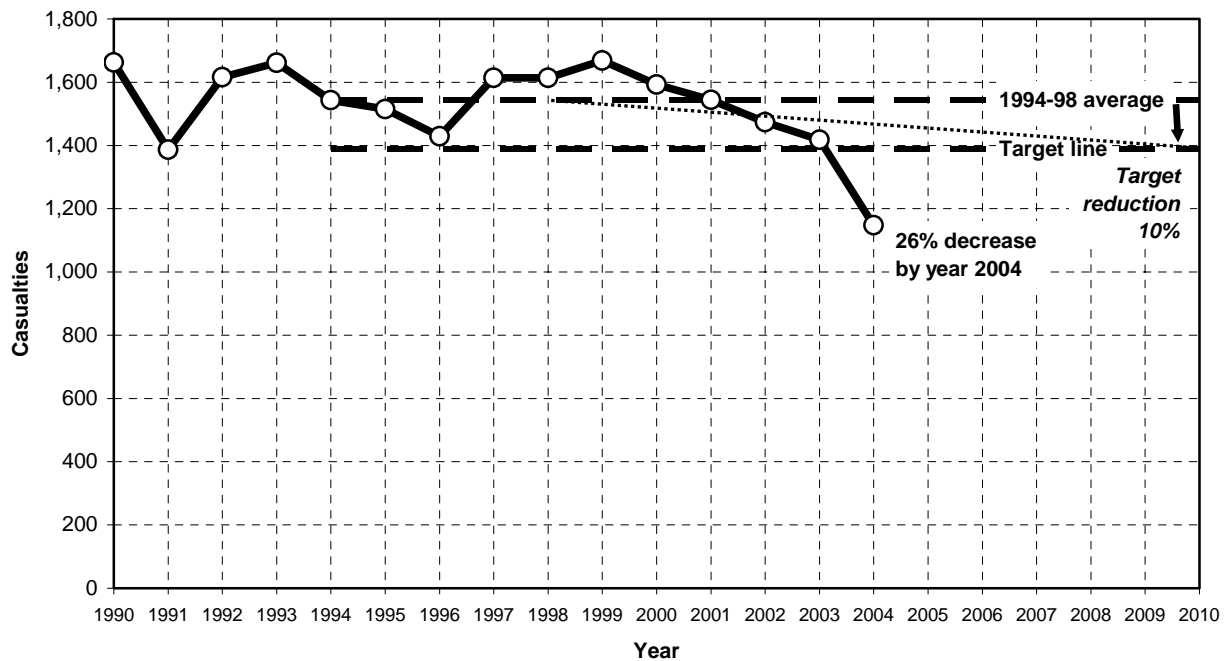


Table A29: Towards the year 2010: Monitoring casualties in L.B. of Southwark
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	4.4	3	4	33%	-9%
	Pedal cyclists	1.0	1	0	-100%	-100%
	Powered two-wheeler	1.0	0	2	∞	100%
	Car occupants	0.6	0	2	∞	233%
	Bus or coach occupants	0.0	0	1	∞	∞
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	7.0	4	9	125%	29%
Fatal & serious	Pedestrians	79.8	56	57	2%	-29%
	Pedal cyclists	24.6	25	7	-72%	-72%
	Powered two-wheeler	47.4	69	28	-59%	-41%
	Car occupants	69.2	37	23	-38%	-67%
	Bus or coach occupants	11.8	10	10	0%	-15%
	Other vehicle occupants	6.4	2	1	-50%	-84%
	Total	239.2	199	126	-37%	-47%
	Children (under 16yrs)	34.0	16	15	-6%	-56%
Slight*	Pedestrians	286.0	271	221	-18%	-23%
	Pedal cyclists	189.2	168	142	-15%	-25%
	Powered two-wheeler	252.4	295	243	-18%	-4%
	Car occupants	655.2	517	385	-26%	-41%
	Bus or coach occupants	116.2	118	110	-7%	-5%
	Other vehicle occupants	44.0	49	47	-4%	7%
	Total	1,543.0	1,418	1,148	-19%	-26%
All severities	Pedestrians	365.8	327	278	-15%	-24%
	Pedal cyclists	213.8	193	149	-23%	-30%
	Powered two-wheeler	299.8	364	271	-26%	-10%
	Car occupants	724.4	554	408	-26%	-44%
	Bus or coach occupants	128.0	128	120	-6%	-6%
	Other vehicle occupants	50.4	51	48	-6%	-5%
	Total	1,782.2	1,617	1,274	-21%	-29%

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

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

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

30. Sutton

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

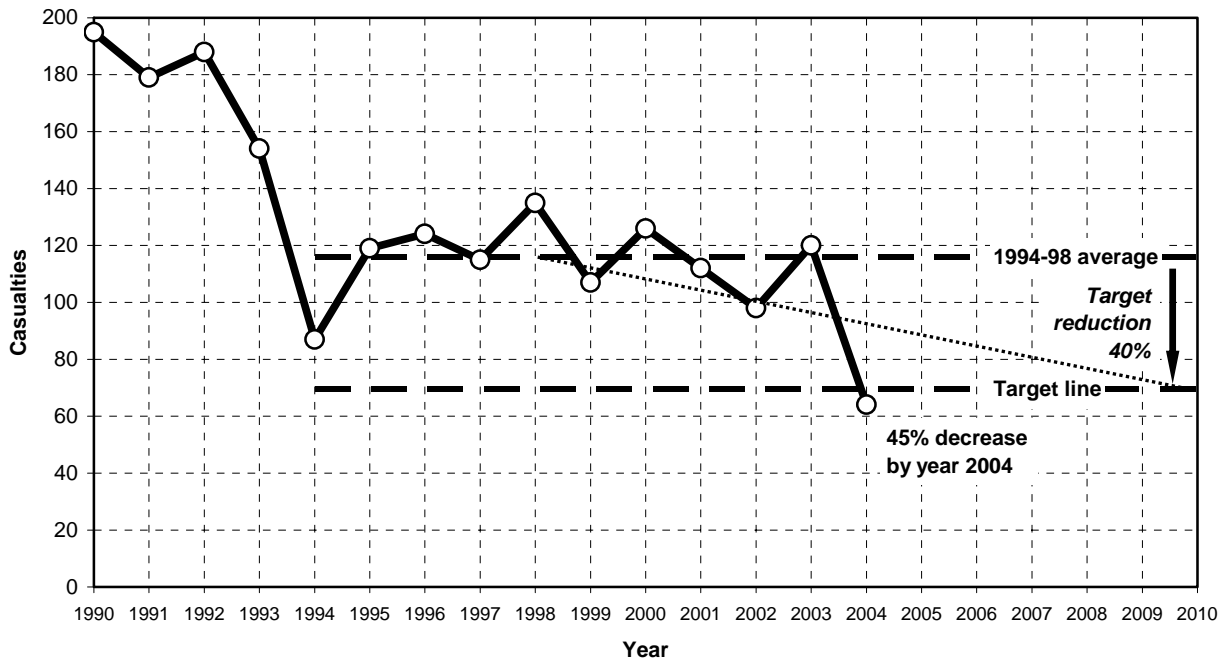


Fig. A30.2: L.B. of Sutton - All slight casualties

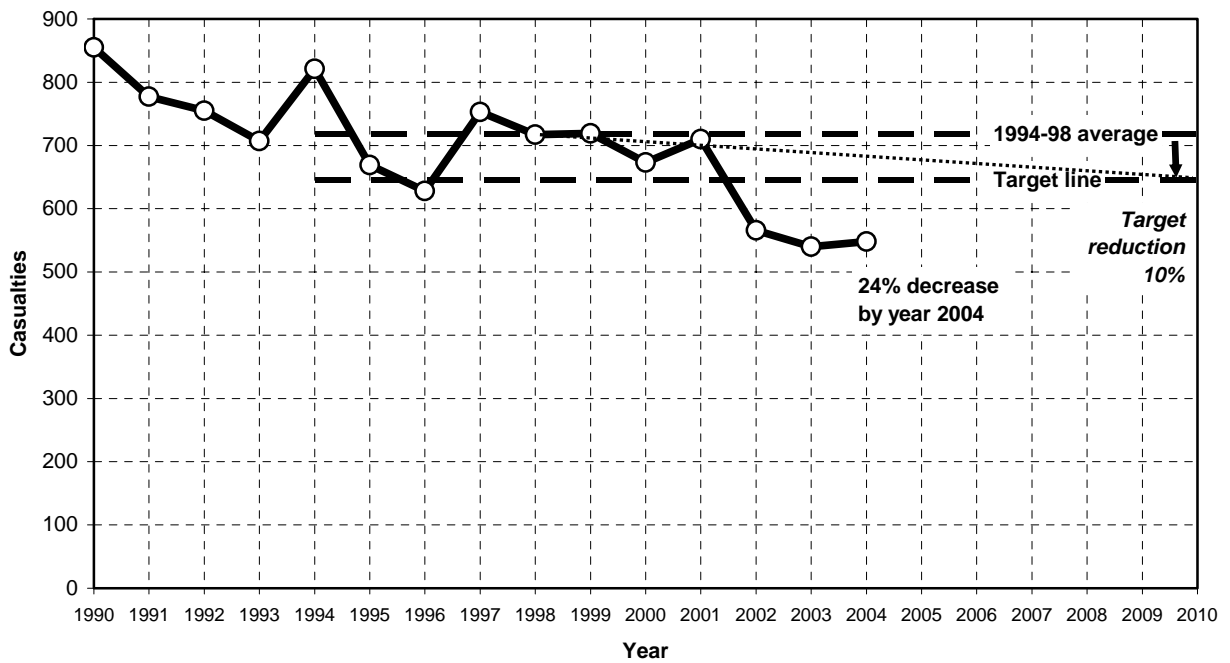


Table A30: Towards the year 2010: Monitoring casualties in L.B. of Sutton
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	4.2	3	2	-33%	-52%
	Pedal cyclists	0.0	0	0	0%	0%
	Powered two-wheeler	0.4	2	1	-50%	150%
	Car occupants	1.8	0	0	0%	-100%
	Bus or coach occupants	0.0	1	0	-100%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	6.4	6	3	-50%	-53%
Fatal & serious	Pedestrians	30.0	31	19	-39%	-37%
	Pedal cyclists	10.0	9	3	-67%	-70%
	Powered two-wheeler	16.0	31	18	-42%	13%
	Car occupants	52.8	44	21	-52%	-60%
	Bus or coach occupants	4.0	4	2	-50%	-50%
	Other vehicle occupants	3.2	1	1	0%	-69%
	Total	116.0	120	64	-47%	-45%
	Children (under 16yrs)	21.6	25	6	-76%	-72%
Slight*	Pedestrians	101.8	84	84	0%	-17%
	Pedal cyclists	62.0	22	36	64%	-42%
	Powered two-wheeler	77.8	82	81	-1%	4%
	Car occupants	430.4	310	301	-3%	-30%
	Bus or coach occupants	26.4	25	27	8%	2%
	Other vehicle occupants	19.2	17	19	12%	-1%
	Total	717.6	540	548	1%	-24%
All severities	Pedestrians	131.8	115	103	-10%	-22%
	Pedal cyclists	72.0	31	39	26%	-46%
	Powered two-wheeler	93.8	113	99	-12%	6%
	Car occupants	483.2	354	322	-9%	-33%
	Bus or coach occupants	30.4	29	29	0%	-5%
	Other vehicle occupants	22.4	18	20	11%	-11%
	Total	833.6	660	612	-7%	-27%

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

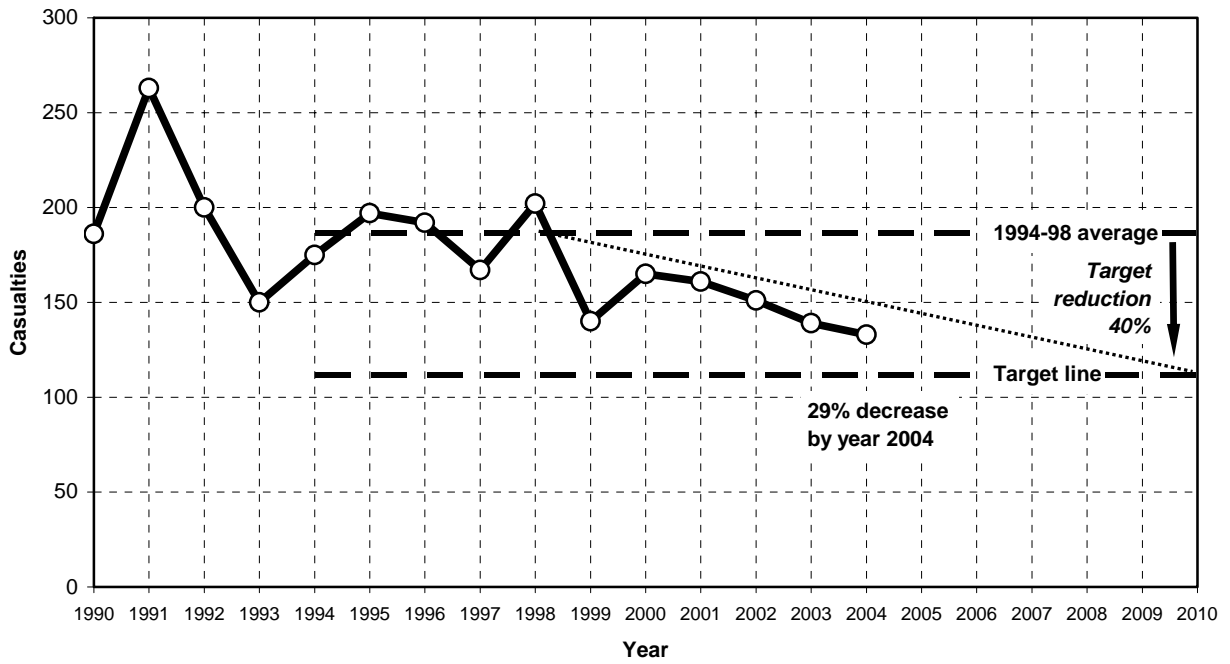


Fig. A31.2: L.B. of Tower Hamlets - All slight casualties

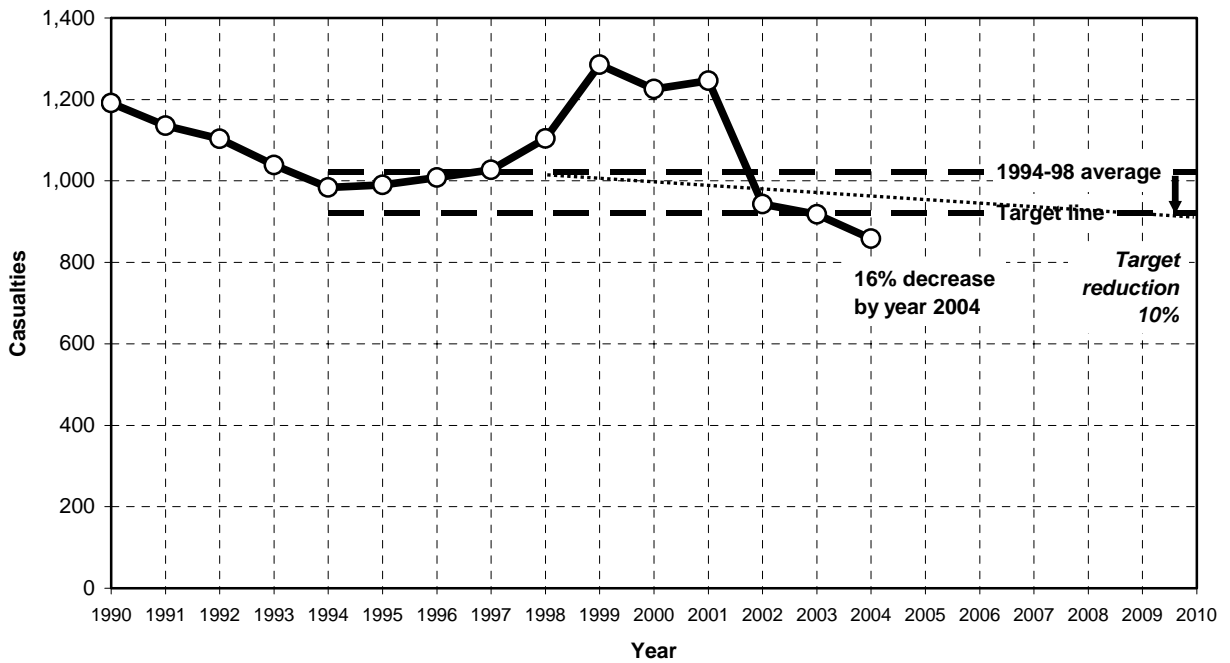


Table A31: Towards the year 2010: Monitoring casualties in L.B. of Tower Hamlets
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	4.2	4	3	-25%	-29%
	Pedal cyclists	0.2	0	1	∞	400%
	Powered two-wheeler	1.0	2	1	-50%	0%
	Car occupants	1.8	0	0	0%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	1	∞	∞
	Total	7.2	6	6	0%	-17%
Fatal & serious	Pedestrians	72.6	45	56	24%	-23%
	Pedal cyclists	14.4	11	12	9%	-17%
	Powered two-wheeler	37.8	36	40	11%	6%
	Car occupants	51.4	36	20	-44%	-61%
	Bus or coach occupants	4.4	3	2	-33%	-55%
	Other vehicle occupants	6.0	8	3	-63%	-50%
	Total	186.6	139	133	-4%	-29%
	Children (under 16yrs)	27.4	11	17	55%	-38%
Slight*	Pedestrians	211.4	152	133	-13%	-37%
	Pedal cyclists	112.0	68	92	35%	-18%
	Powered two-wheeler	199.2	211	172	-18%	-14%
	Car occupants	413.2	415	370	-11%	-10%
	Bus or coach occupants	39.2	31	39	26%	-1%
	Other vehicle occupants	47.6	41	52	27%	9%
	Total	1,022.6	918	858	-7%	-16%
All severities	Pedestrians	284.0	197	189	-4%	-33%
	Pedal cyclists	126.4	79	104	32%	-18%
	Powered two-wheeler	237.0	247	212	-14%	-11%
	Car occupants	464.6	451	390	-14%	-16%
	Bus or coach occupants	43.6	34	41	21%	-6%
	Other vehicle occupants	53.6	49	55	12%	3%
	Total	1,209.2	1,057	991	-6%	-18%

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

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

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

32. Waltham Forest

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

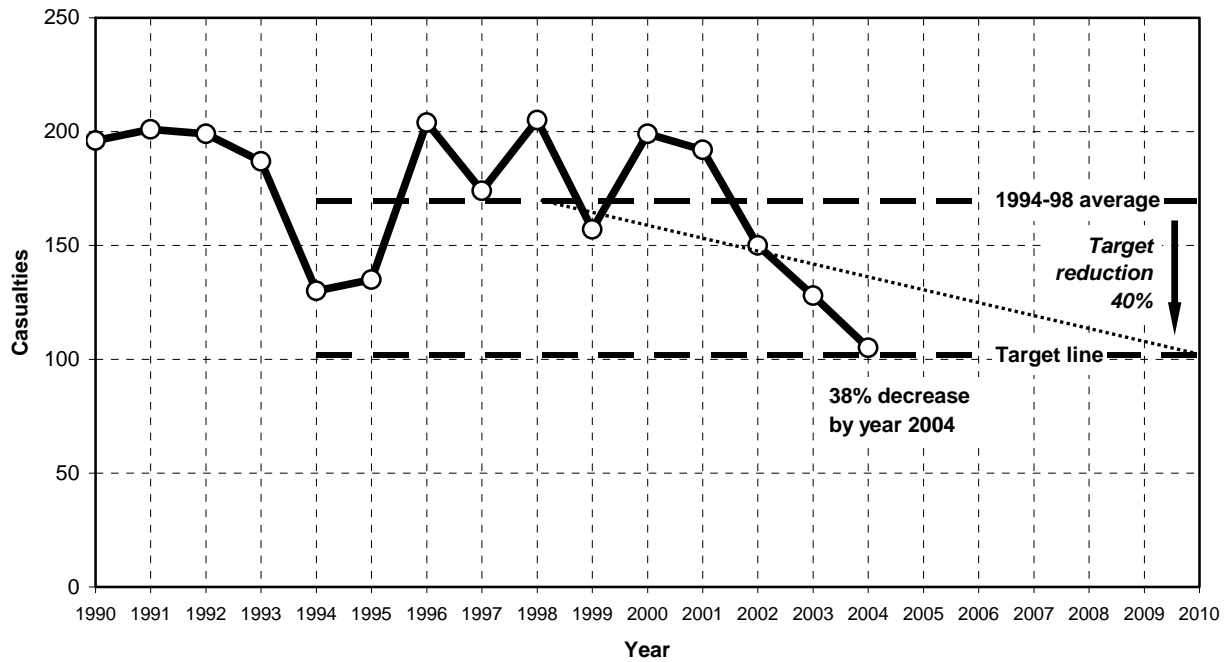


Fig. A32.2: L.B. of Waltham Forest - All slight casualties

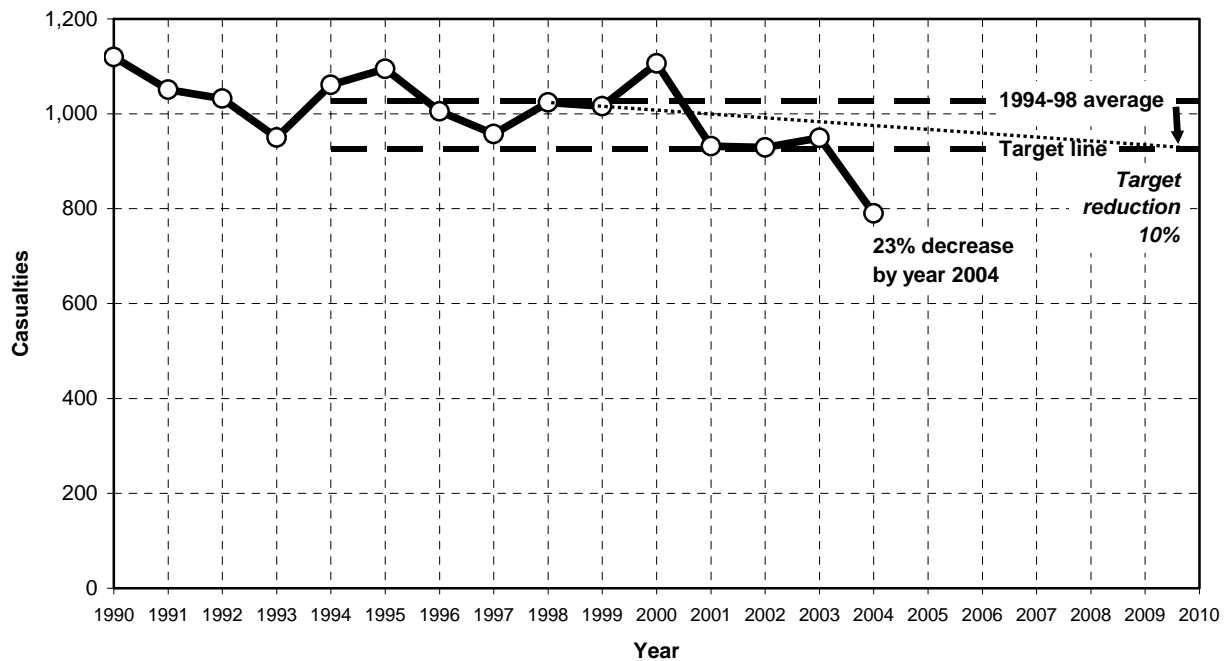


Table A32: Towards the year 2010: Monitoring casualties in L.B. of Waltham Forest
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	3.0	3	1	-67%	-67%
	Pedal cyclists	0.4	0	0	0%	-100%
	Powered two-wheeler	0.6	2	0	-100%	-100%
	Car occupants	1.4	2	0	-100%	-100%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	5.4	7	1	-86%	-81%
Fatal & serious	Pedestrians	60.4	34	37	9%	-39%
	Pedal cyclists	12.0	4	2	-50%	-83%
	Powered two-wheeler	19.4	24	18	-25%	-7%
	Car occupants	66.6	60	39	-35%	-41%
	Bus or coach occupants	5.8	4	5	25%	-14%
	Other vehicle occupants	5.4	2	4	100%	-26%
	Total	169.6	128	105	-18%	-38%
	Children (under 16yrs)	30.0	18	12	-33%	-60%
Slight*	Pedestrians	205.4	159	146	-8%	-29%
	Pedal cyclists	88.0	59	51	-14%	-42%
	Powered two-wheeler	118.6	86	83	-3%	-30%
	Car occupants	528.8	567	441	-22%	-17%
	Bus or coach occupants	45.4	41	40	-2%	-12%
	Other vehicle occupants	42.2	37	29	-22%	-31%
	Total	1,028.4	949	790	-17%	-23%
All severities	Pedestrians	265.8	193	183	-5%	-31%
	Pedal cyclists	100.0	63	53	-16%	-47%
	Powered two-wheeler	138.0	110	101	-8%	-27%
	Car occupants	595.4	627	480	-23%	-19%
	Bus or coach occupants	51.2	45	45	0%	-12%
	Other vehicle occupants	47.6	39	33	-15%	-31%
	Total	1,198.0	1,077	895	-17%	-25%

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

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

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

33. Wandsworth

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

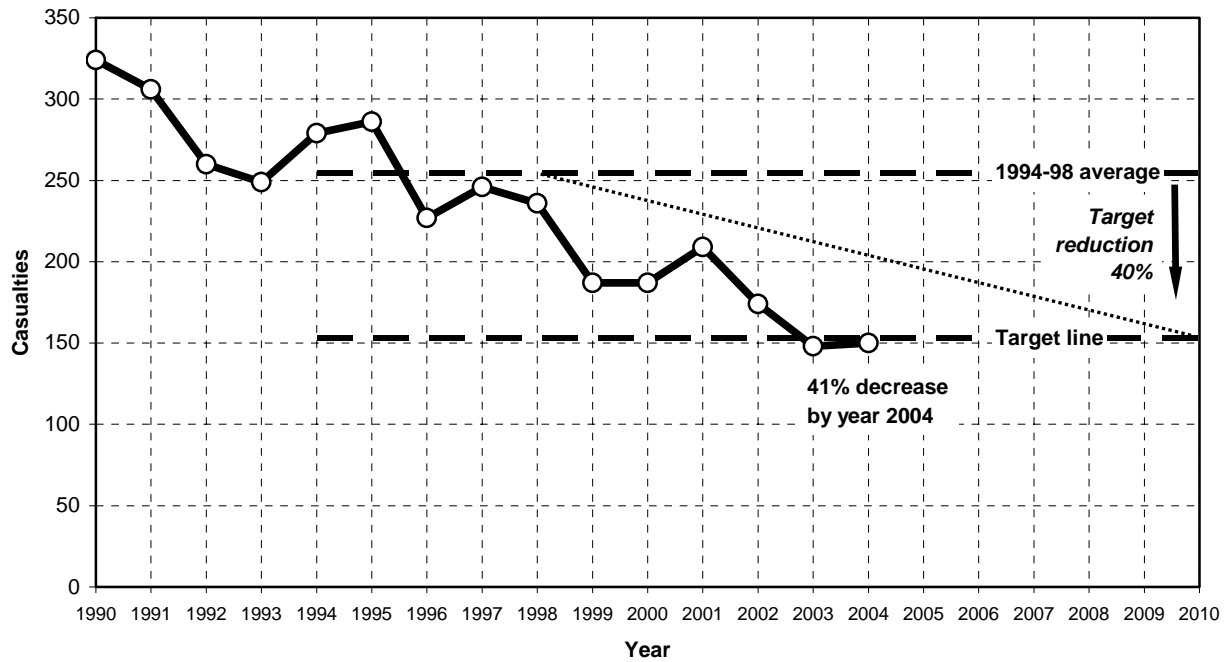


Fig. A33.2: L.B. of Wandsworth - All slight casualties

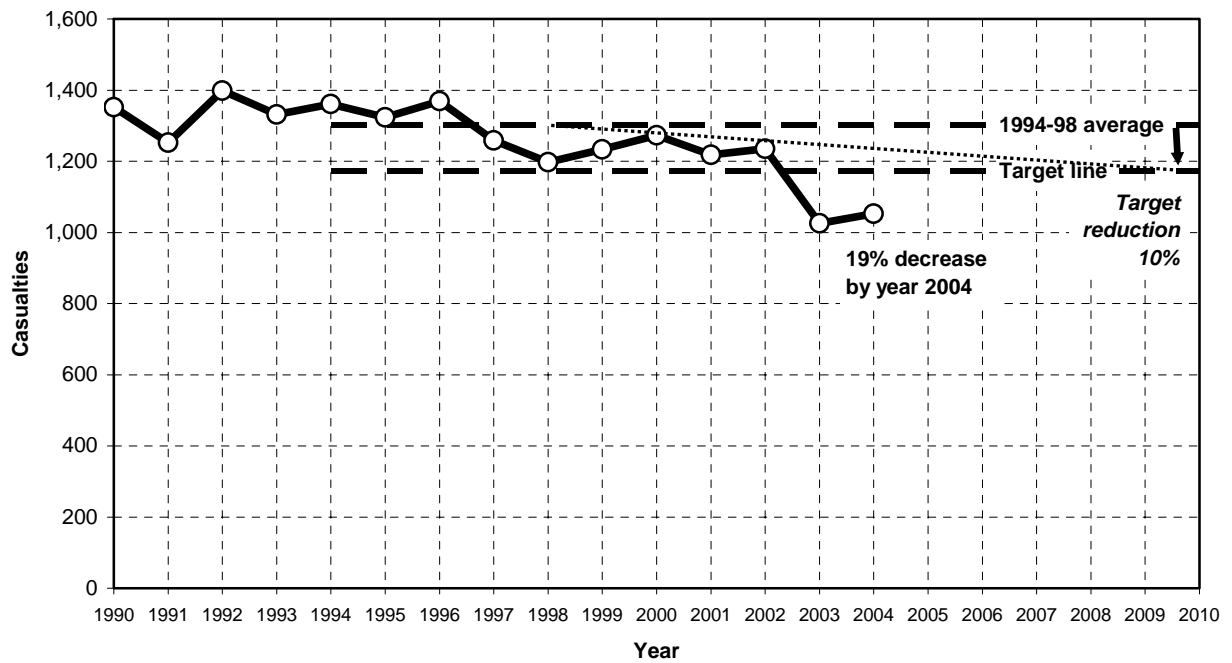


Table A33: Towards the year 2010: Monitoring casualties in L.B. of Wandsworth
Casualties in the year 2004 compared with the 1994-98 average and 2003

Casualty severity	User group	Casualty numbers			Percentage change in 2004 over	
		1994-1998 average	2003	2004	2003	1994-1998 average
Fatal	Pedestrians	4.2	2	4	100%	-5%
	Pedal cyclists	1.0	2	1	-50%	0%
	Powered two-wheeler	1.8	5	2	-60%	11%
	Car occupants	0.2	1	1	0%	400%
	Bus or coach occupants	0.0	0	0	0%	0%
	Other vehicle occupants	0.0	0	0	0%	0%
	Total	7.2	10	8	-20%	11%
Fatal & serious	Pedestrians	78.2	49	45	-8%	-42%
	Pedal cyclists	32.8	12	19	58%	-42%
	Powered two-wheeler	53.4	55	46	-16%	-14%
	Car occupants	74.6	26	27	4%	-64%
	Bus or coach occupants	7.4	4	11	175%	49%
	Other vehicle occupants	8.4	2	2	0%	-76%
	Total	254.8	148	150	1%	-41%
	Children (under 16yrs)	28.8	16	13	-19%	-55%
Slight*	Pedestrians	227.6	175	175	0%	-23%
	Pedal cyclists	204.0	142	150	6%	-26%
	Powered two-wheeler	263.0	264	260	-2%	-1%
	Car occupants	498.6	346	362	5%	-27%
	Bus or coach occupants	66.4	70	79	13%	19%
	Other vehicle occupants	42.0	29	27	-7%	-36%
	Total	1,301.6	1,026	1,053	3%	-19%
All severities	Pedestrians	305.8	224	220	-2%	-28%
	Pedal cyclists	236.8	154	169	10%	-29%
	Powered two-wheeler	316.4	319	306	-4%	-3%
	Car occupants	573.2	372	389	5%	-32%
	Bus or coach occupants	73.8	74	90	22%	22%
	Other vehicle occupants	50.4	31	29	-6%	-42%
	Total	1,556.4	1,174	1,203	2%	-23%

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

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

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

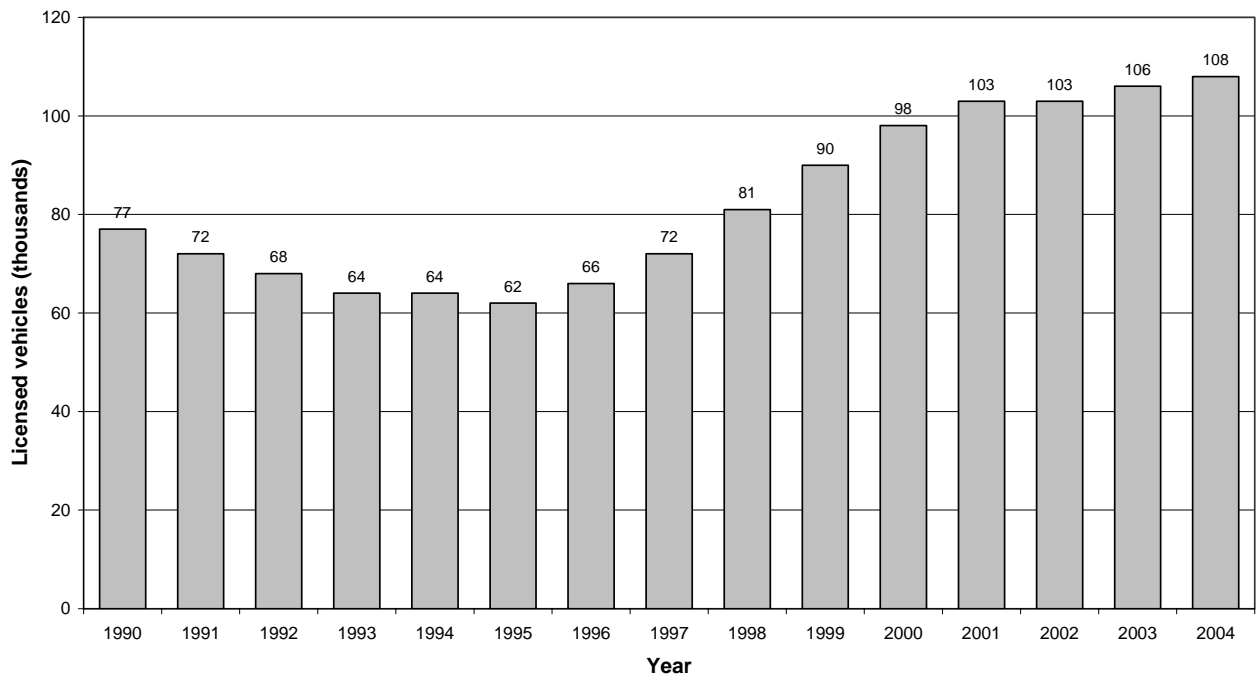
Appendix B

Vehicles licensed in Greater London

	Type	Page
Fig. B1	Motorcycles, mopeds and scooters	134
Fig. B2	Cars	134
Fig. B3	All vehicles	135

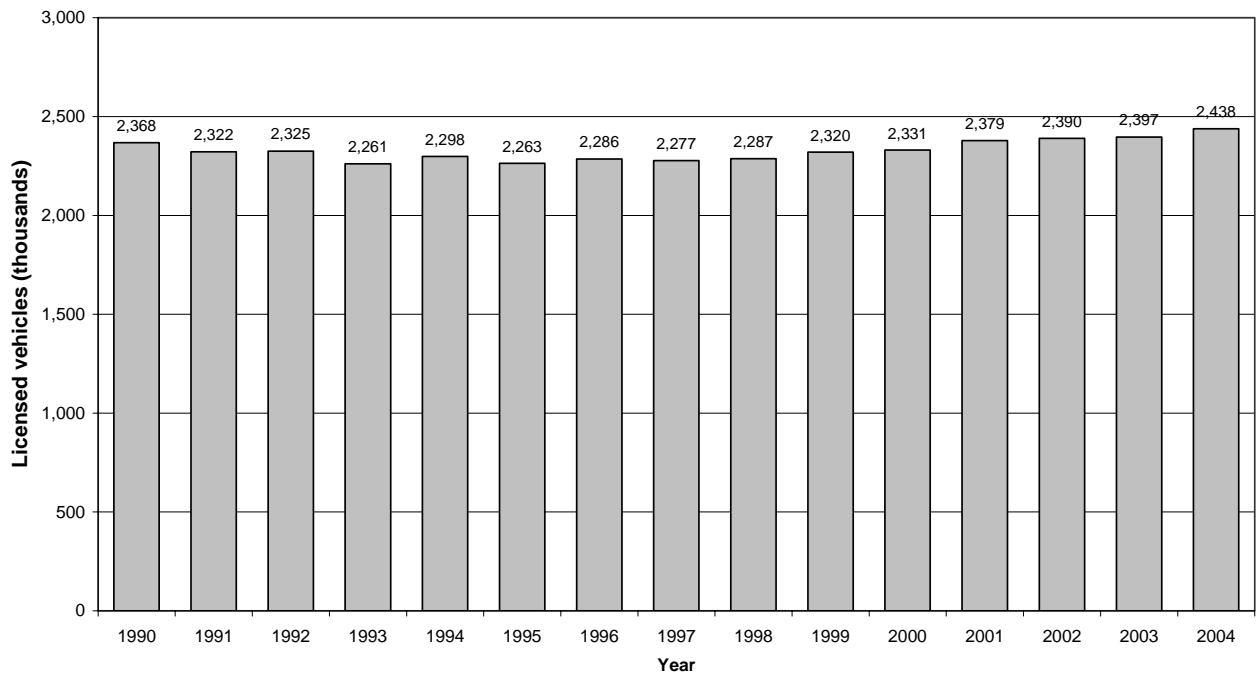
Vehicles licensed in Greater London

Fig. B1: Motorcycles, scooters & mopeds licensed in Greater London (1990-2004)



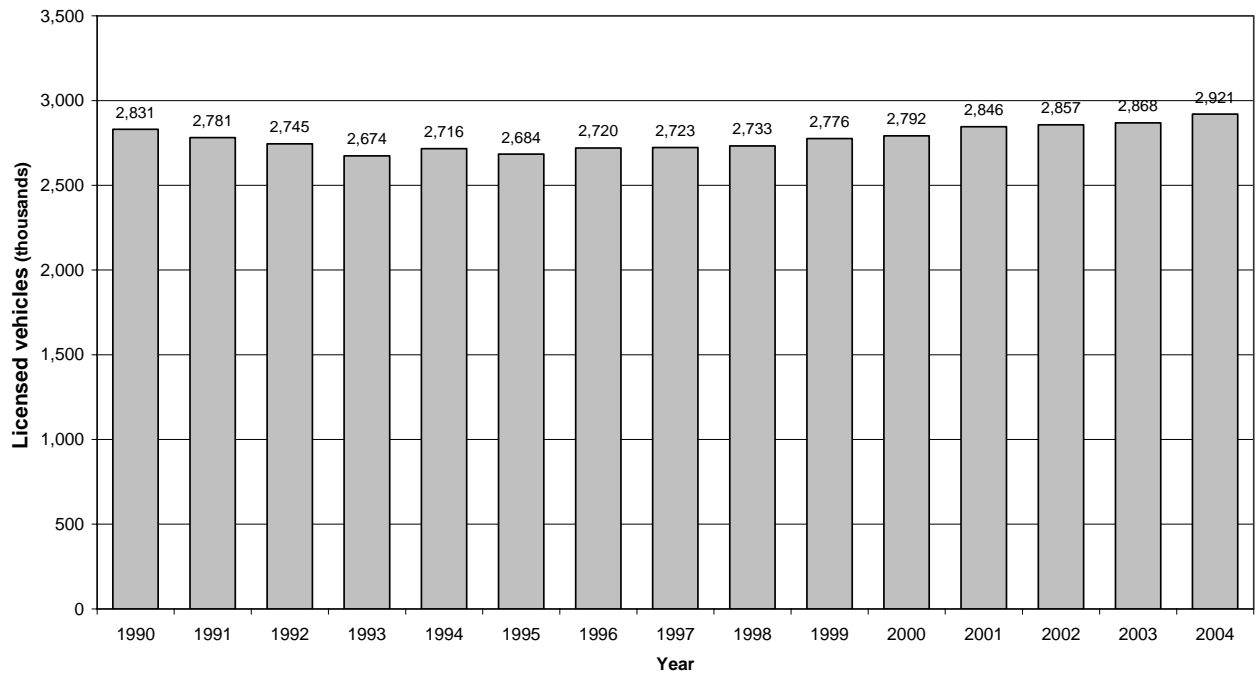
Source: Driver Vehicle Licensing Agency; Department for Transport

Fig. B2: Cars licensed in Greater London (1990-2004)



Source: Driver Vehicle Licensing Agency; Department for Transport

Fig. B3: All vehicles licensed in Greater London (1990-2004)



Source: Driver Vehicle Licensing Agency; Department for Transport

Appendix C

Radial traffic movements in London

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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,

all three cordons were monitored in year 2004.

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.

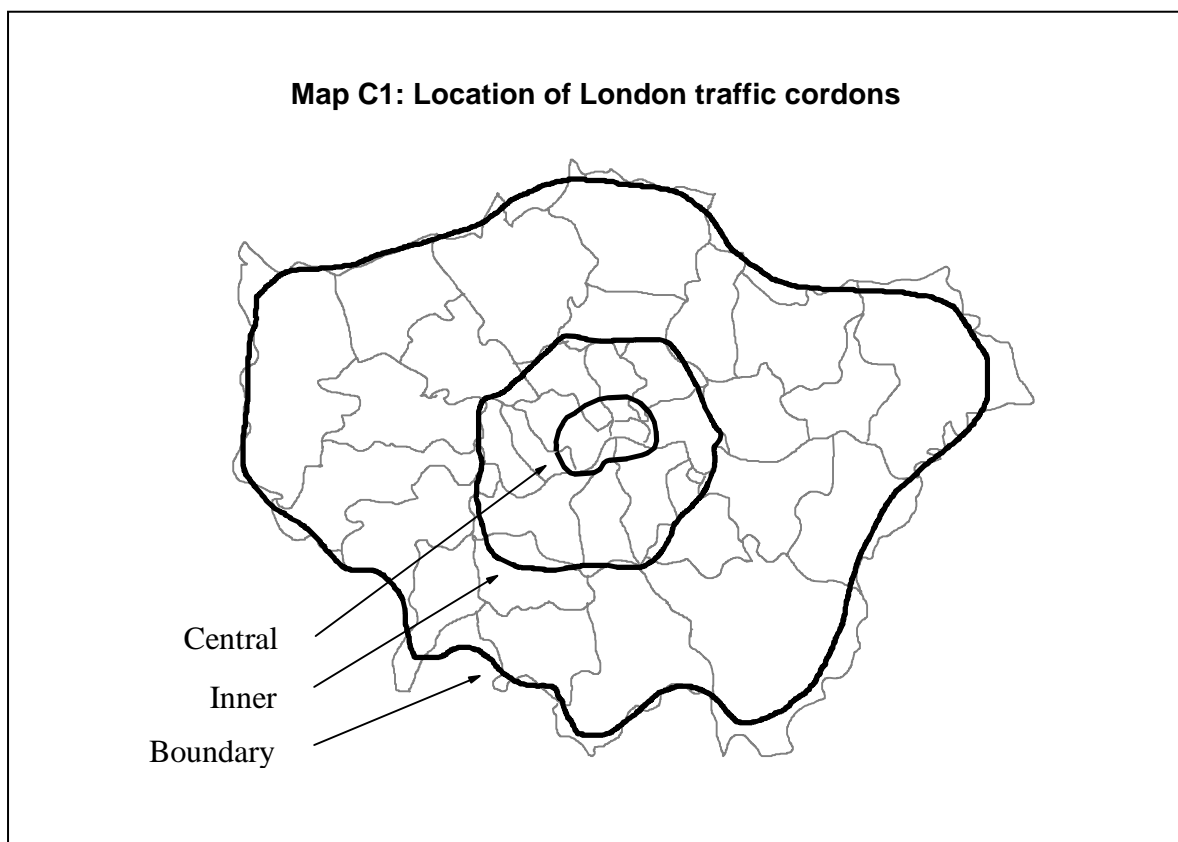


Fig. C1: Radial 24 hour all motor vehicle movements in London, both directions combined, 1989-2004

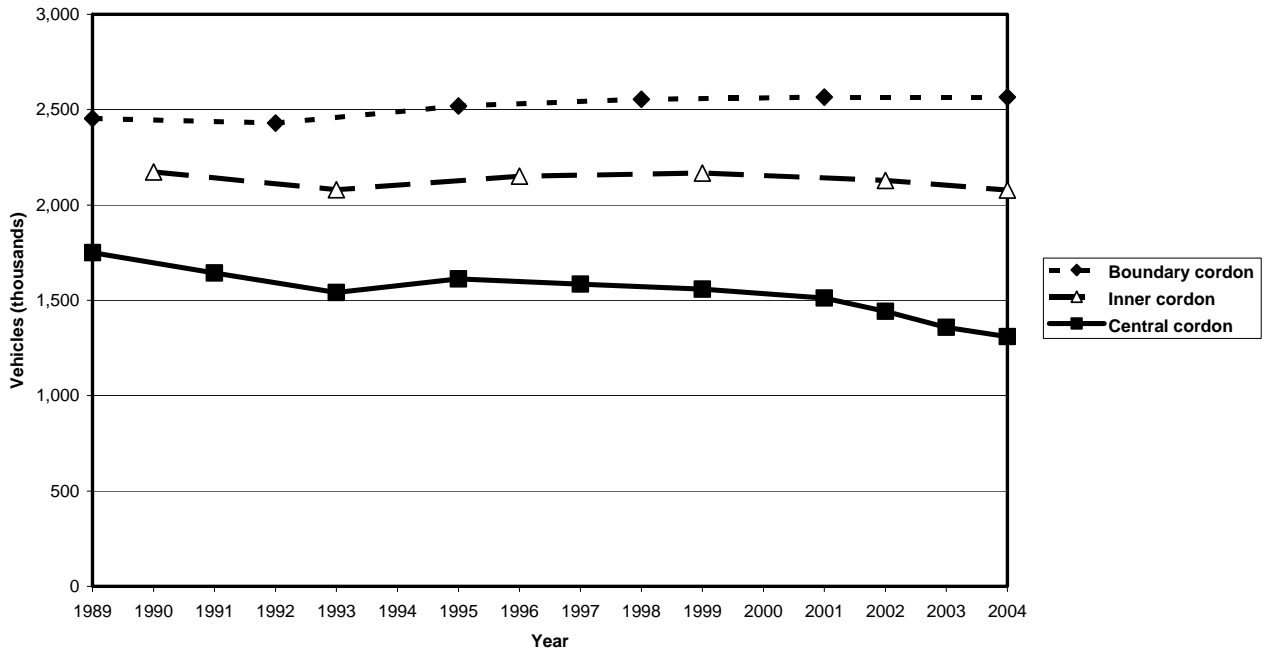


Fig. C2: Radial 24 hour pedal cycle movements in London, both directions combined, 1989-2004

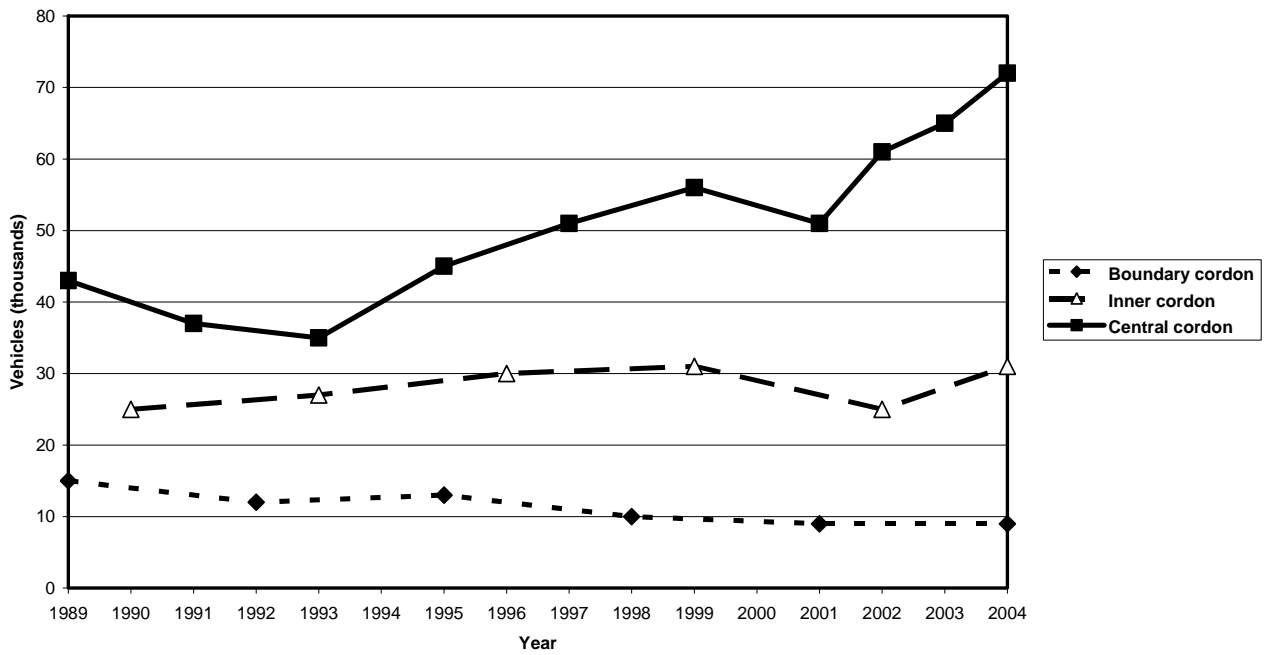


Fig. C3: Radial 24 hour motorcycle movements in London, both directions combined, 1989-2004

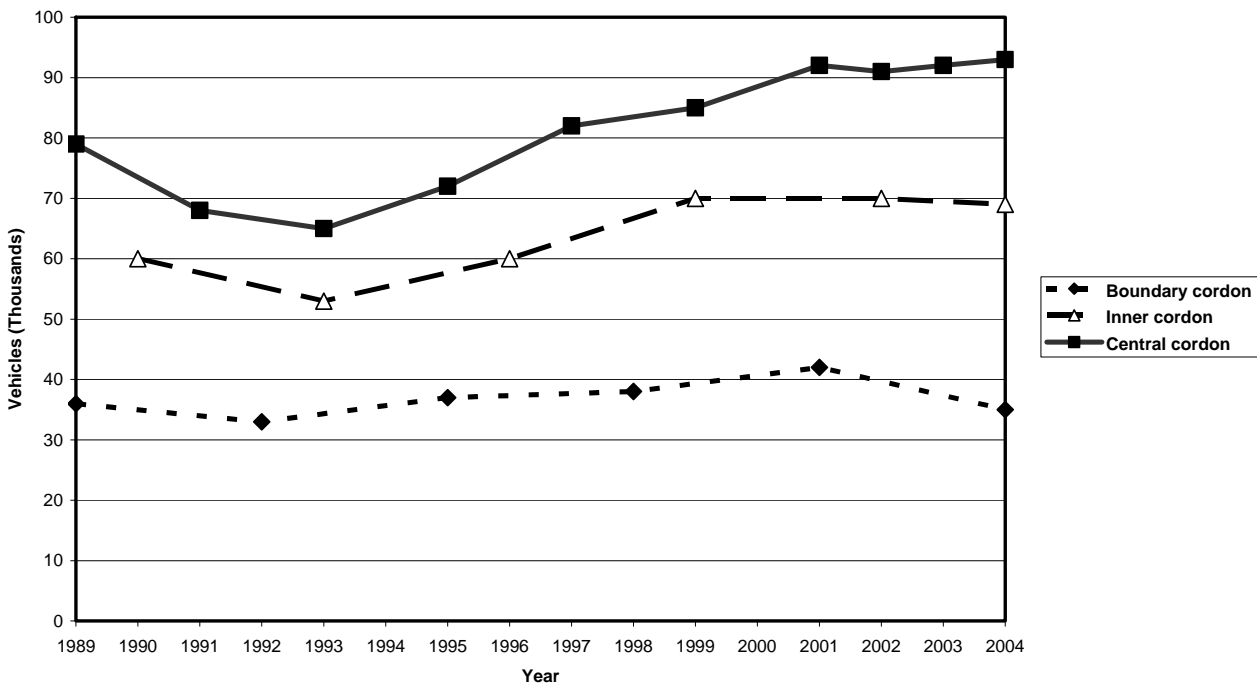


Fig. C4: Radial car movements in London, both directions combined, 1989-2004

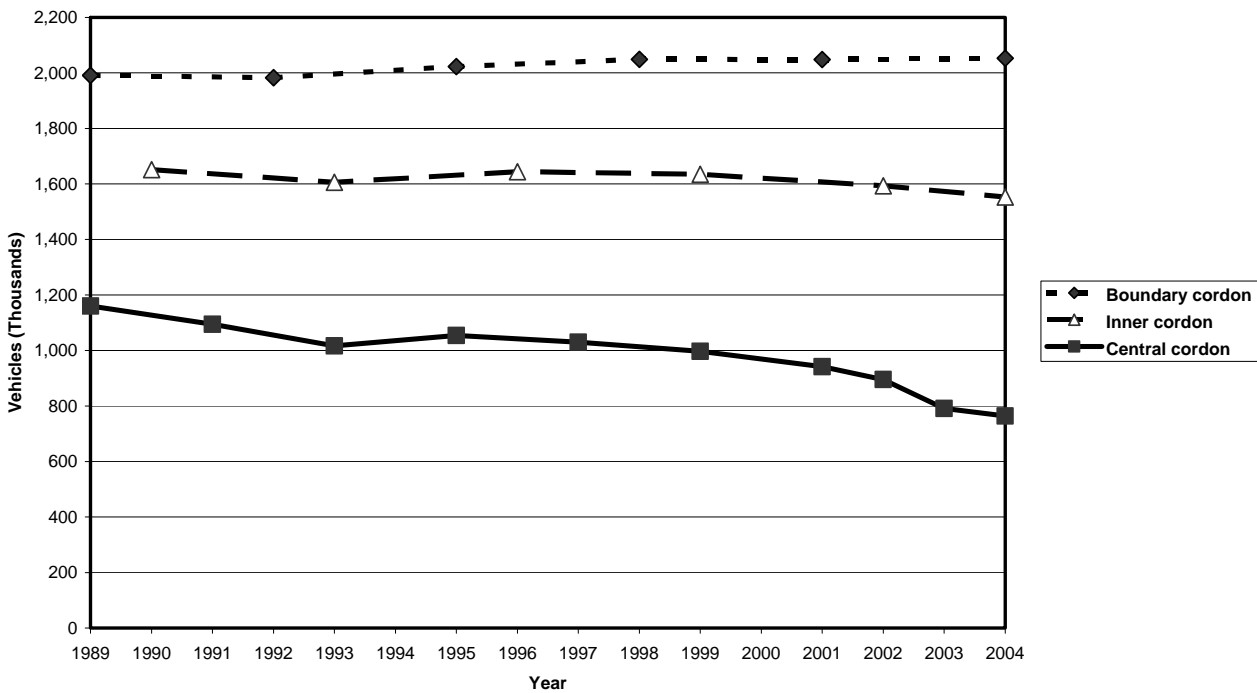


Fig. C5: Radial bus & coach movements in London, both directions combined, 1989-2004

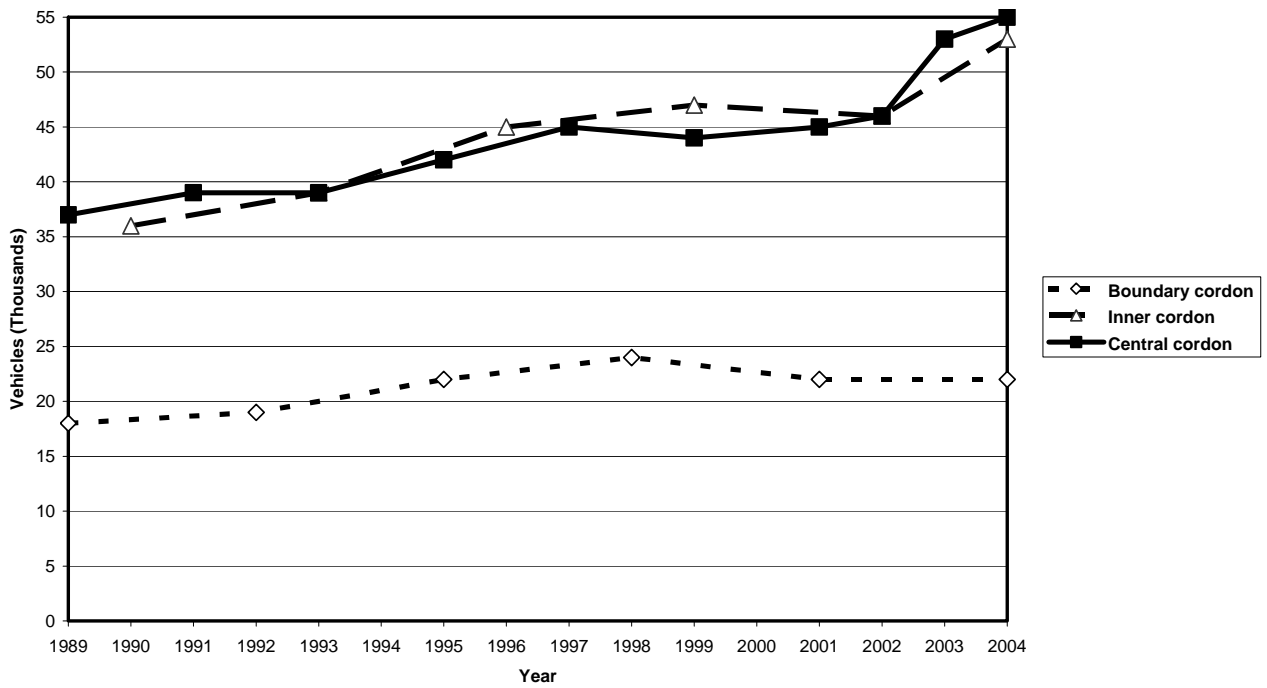


Fig. C6: Radial goods vehicle movements in London, both directions combined, 1989-2004

