



Fact sheet

**London Road Safety Unit
LAAU topic 2003-3**

June 2003

Pedestrian casualties in Greater London

This fact sheet illustrates the scale and nature of road traffic accidents resulting in injury to pedestrians in the Greater London area in 2002 (the latest data available), and also provides information on the longer-term trends from 1981 to 2002.

Data are for personal injury road traffic accidents occurring on the public highway and reported to the police, in accordance with the *Stats 19* national reporting system.

This fact sheet has been produced to provide background information to support the Government and Mayor of London’s targets to reduce road casualties by the year 2010. The target in London for pedestrian casualties is a 40% reduction in those killed or seriously injured (KSI) by 2010, from a base of the average number of casualties for 1994 to 1998.

London’s pedestrian casualty rate

In Greater London in 2002 there was a total of 33,895 road traffic accidents, resulting in 41,379 casualties.

Of these casualties 7,457, or 18%, involved injury to pedestrians, a rate of 104 per 100,000 Greater London population. This compares to the Great Britain rate for 2001 (the most recent national data available) of 70 per 100,000 population, arising from 40,577 pedestrian casualties.

Table 1 shows pedestrian casualties by gender, severity and severity ratio (the percentage of fatal and serious injuries to all injuries) in Greater London in 2002.

There were more male pedestrian casualties than female (57% to 43%), however, when viewed as a rate per 100,000 population, this difference becomes more evident, with 123 male pedestrian casualties per 100,000 male population, compared with 86 female pedestrian casualties per 100,000 female population in Greater London. Males also had a slightly higher severity ratio than females (23% to 21%). The largest gender difference was seen in fatal injuries, with males accounting for 64% of pedestrian fatalities in Greater London.

Table 1: Pedestrian casualties by severity and gender in Greater London 2002

Casualty gender	Fatal	Serious	Slight	Total	Severity ratio	% of total
Male	68	919	3,288	4,275	23%	57%
Female	39	620	2,523	3,182	21%	43%
Total	107	1539	5,811	7,457	22%	100%

Annual trends 1981 to 2002

It should be noted that because accident data for the City of London were not available for 1981 to 1985, they have been excluded from the long-term trend analysis. They have however been included in the 2002 section.

Table 2 and Figure 1 show the number of pedestrian casualties by year and severity from 1981 to 2002 inclusive for Greater London, excluding the City of London.

Pedestrian casualties have shown a general downward trend since 1981 with overall decreases of 43% between the 1981-85 average and 2002 and 20% between the 1994-98 average and 2002. Pedestrian casualties decreased by 8% between 2001 and 2002.

Regarding progress towards the 2010 target of reducing pedestrian casualties killed or seriously injured by 40%, a comparison of 2002 figures with the 1994-98 average reveals that KSI casualties have decreased by 23%.

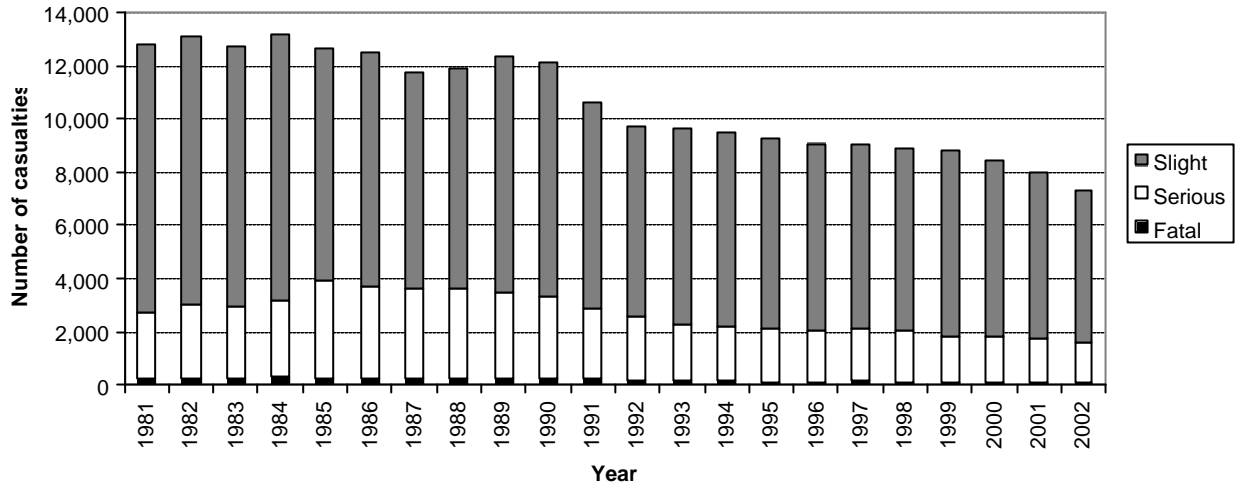
Pedestrian fatalities have fallen from a peak of 298 in 1984 to 107 in 2002, a decrease of 64%.

The severity ratio for pedestrian casualties rose to a peak of 31% in 1985, 1987 and 1988 but has shown a general downward trend since that time, falling to 22% in 2002.

Table 2: Pedestrian casualties by year, severity & severity ratio in Greater London (excl. City) 1981-2002

Year of accident	Severity of casualty			Total	Severity ratio
	Fatal	Serious	Slight		
1981	274	2,464	10,075	12,813	21%
1982	274	2,763	10,037	13,074	23%
1983	274	2,677	9,743	12,694	23%
1984	298	2,892	9,954	13,144	24%
1985	282	3,628	8,724	12,634	31%
<i>1981 to 1985 average</i>	<i>280.4</i>	<i>2,884.8</i>	<i>9,706.6</i>	<i>12,871.8</i>	<i>25%</i>
1986	292	3,379	8,798	12,469	29%
1987	263	3,400	8,083	11,746	31%
1988	269	3,393	8,238	11,900	31%
1989	257	3,223	8,895	12,375	28%
1990	234	3,117	8,776	12,127	28%
1991	213	2,641	7,788	10,642	27%
1992	189	2,352	7,210	9,751	26%
1993	170	2,100	7,337	9,607	24%
1994	159	2,066	7,256	9,481	23%
1995	119	2,031	7,130	9,280	23%
1996	121	1,921	7,038	9,080	22%
1997	160	1,959	6,899	9,018	23%
1998	117	1,907	6,844	8,868	23%
<i>1994 to 1998 average</i>	<i>135.2</i>	<i>1,976.8</i>	<i>7,033.4</i>	<i>9,145.4</i>	<i>23%</i>
1999	134	1,706	7,002	8,842	21%
2000	138	1,717	6,613	8,468	22%
2001	128	1,654	6,235	8,017	22%
2002	107	1,520	5,715	7,342	22%
% change 1981-85 average to 2002	-62%	-47%	-41%	-43%	-
% change 1994-98 average to 2002	-21%	-23%	-19%	-20%	-

Fig 1: Pedestrian casualties by year & severity in Greater London (excl. City) 1981-2002



The City of London

Data for the City of London are only available on the LAAU database from 1986. There were 115 pedestrian casualties recorded in the City in 2002.

Figure 2 and Table 3 show pedestrian casualties by year, severity and severity ratio in the City of London from 1986 to 2002. Figure 2 shows that, while the overall trend in pedestrian casualty numbers is downward, there have been greater fluctuations in the City during this

period than in the rest of London as shown in Figure 1. This may be as a result of the generally smaller numbers of accidents in the City. Pedestrian casualty numbers have fallen steadily since 1998 (167 casualties) to 115 casualties in 2002. The figure for 2002 represents a 21% decrease from the 1994-98 average.

In terms of progress towards the 2010 casualty reduction target, KSI pedestrian casualties in the City in 2002 showed a 23% reduction on the 1994-98 average.

Fig 2: Pedestrian casualties by year & severity in the City of London 1986-2002

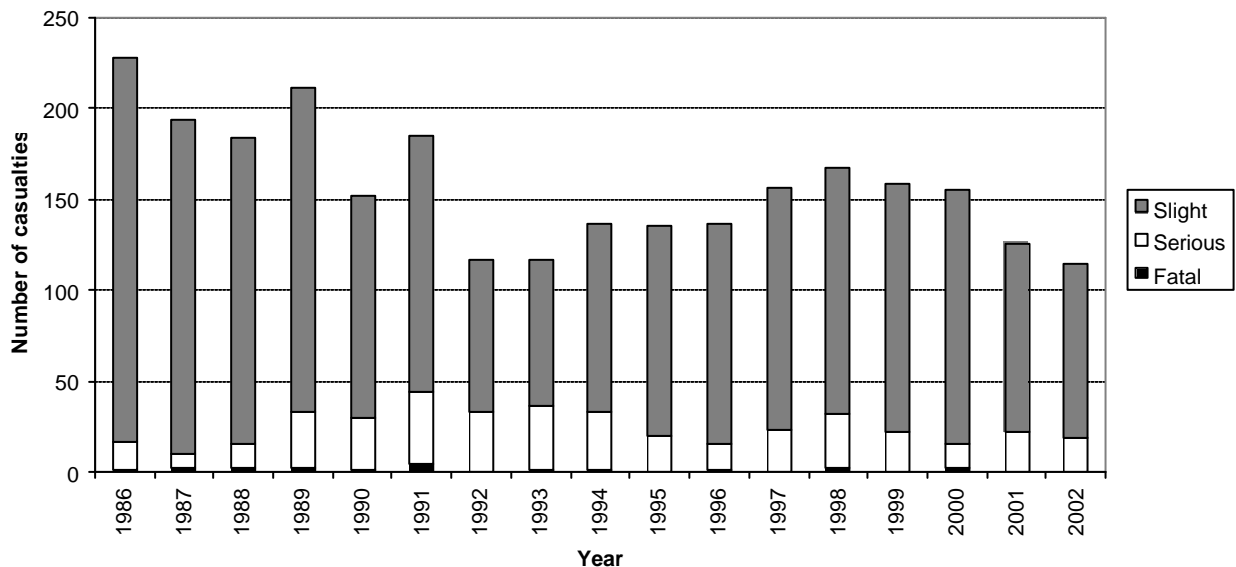


Table 3: Pedestrian accidents by year, severity & severity ratio in the City of London 1986 to 2002

Year of accident	Severity of casualty			Total	Severity ratio
	Fatal	Serious	Slight		
1986	1	16	211	228	7%
1987	2	8	184	194	5%
1988	2	13	169	184	8%
1989	2	31	178	211	16%
1990	1	29	122	152	20%
1991	4	40	141	185	24%
1992	0	33	84	117	28%
1993	1	35	81	117	31%
1994	1	32	104	137	24%
1995	0	20	115	135	15%
1996	1	14	122	137	11%
1997	0	23	133	156	15%
1998	2	30	135	167	19%
<i>1994 to 1998 average</i>	<i>0.8</i>	<i>23.8</i>	<i>121.8</i>	<i>146.4</i>	<i>16.8%</i>
1999	0	22	137	159	14%
2000	2	13	140	155	10%
2001	0	22	104	126	17%
2002	0	19	96	115	17%
% change 1994-98 average to 2002	-100%	-20%	-21%	-21%	-

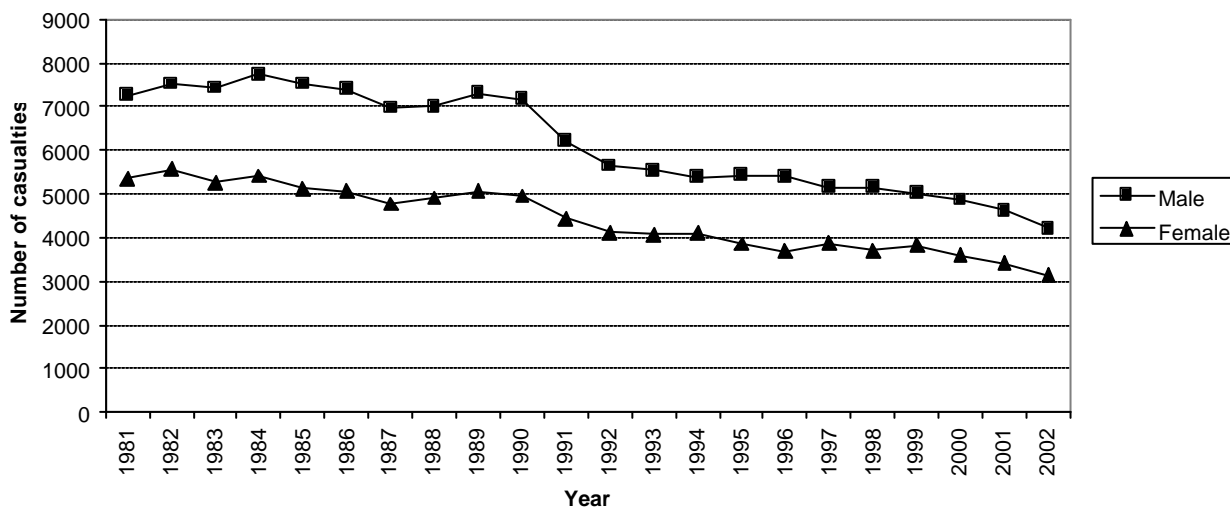
Gender

Figure 3 shows pedestrian casualties by gender in Greater London (excluding the City) from 1981 to 2002. Males accounted for an average of 58% and females 42%. Both male and female casualties decreased quite steadily over this period. Overall males have shown a 44% decrease from the 1981-85 average to 2002 and a 21% decrease from the 1994-98 average. Female casualties

have decreased by 41% from the 1981-85 average and 18% from the 1994-98 average. Generally, the gap between male and female casualties has lessened over the period from 1981 to 2002.

In terms of pedestrian casualties killed or seriously injured, males decreased by 21% from the 1994-98 average, and females by 25%.

Fig 3: Pedestrian casualties by year & gender in Greater London (excl. City) 1981-2002



Age trends

Figure 4 and Table 4 show pedestrian casualties by year and age band in Greater London, excluding the City, from 1981 to 2002.

While casualty numbers have fallen in all age bands, the largest reductions are evident in the under 16 years and over 60

years age groups. A comparison of 2002 figures with both the 1981-85 average and 1994-98 average reveals reductions in the under 16 years age band of 55% and 30% respectively, and reductions in the 60 plus years age band of 60% and 29% respectively

Fig 4: Pedestrian casualties by year & age in Greater London (excl. City) 1981-2002

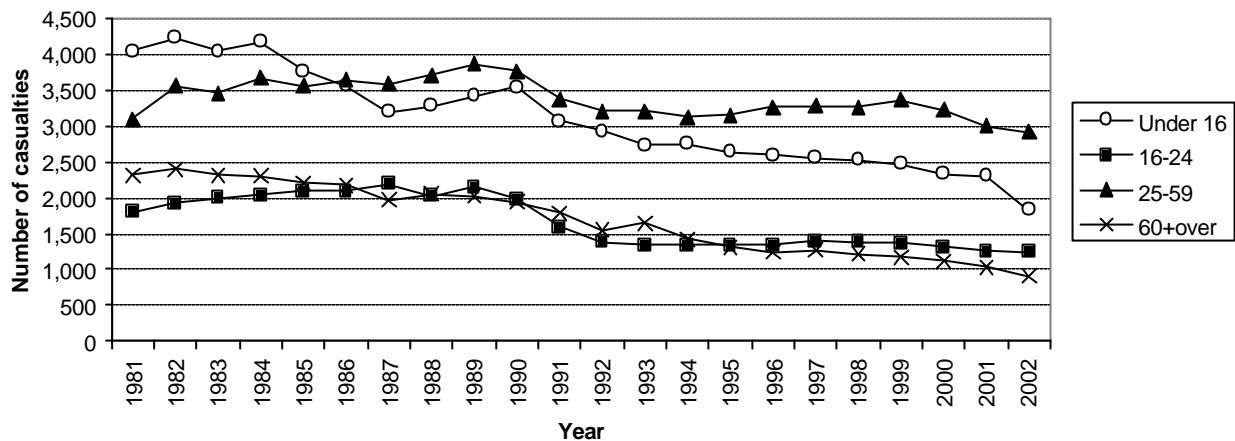


Table 4: Pedestrian casualties by year and age band in Greater London (excl. City) 1981 to 2002

Year Of Accident	Casualty age				Unknown	Total
	Under 16	16-24	25-59	60 + over		
1981	4,054	1,806	3,104	2,313	1,536	12,813
1982	4,234	1,924	3,554	2,398	964	13,074
1983	4,053	2,004	3,458	2,314	865	12,694
1984	4,170	2,046	3,673	2,299	956	13,144
1985	3,768	2,098	3,564	2,215	989	12,634
<i>1981 to 1985 average</i>	<i>4,055.8</i>	<i>1,975.6</i>	<i>3,470.6</i>	<i>2,307.8</i>	<i>1,062.0</i>	<i>12,871.8</i>
1986	3,561	2,101	3,641	2,182	984	12,469
1987	3,192	2,191	3,583	1,965	815	11,746
1988	3,280	2,034	3,708	2,051	827	11,900
1989	3,418	2,158	3,871	2,029	899	12,375
1990	3,538	1,992	3,773	1,950	874	12,127
1991	3,074	1,597	3,381	1,788	802	10,642
1992	2,930	1,379	3,215	1,543	684	9,751
1993	2,734	1,345	3,206	1,644	678	9,607
1994	2,748	1,338	3,120	1,425	850	9,481
1995	2,636	1,334	3,157	1,307	846	9,280
1996	2,599	1,334	3,268	1,240	639	9,080
1997	2,558	1,393	3,274	1,274	519	9,018
1998	2,524	1,383	3,270	1,214	477	8,868
<i>1994 to 1998 average</i>	<i>2,613.0</i>	<i>1,356.4</i>	<i>3,217.8</i>	<i>1,292.0</i>	<i>666.2</i>	<i>9,145.4</i>
1999	2,479	1,367	3,358	1,179	459	8,842
2000	2,329	1,309	3,222	1,125	483	8,468
2001	2,305	1,254	3,005	1,028	425	8,017
2002	1,835	1,247	2,925	915	420	7,342
% change 1981-85 average to 2002	-55%	-37%	-16%	-60%	-60%	-43%
% change 1994-98 average to 2002	-30%	-8%	-9%	-29%	-37%	-20%

Pedestrian casualties in Greater London during 2002

The remainder of this fact sheet looks at pedestrian casualties in Greater London, including the City of London, during 2002 – the most recent year for which data is available at time of writing.

How many?

During 2002 there were 33,895 personal injury road traffic accidents reported to the police in the Greater London area. Of these accidents 7,225 (21%) involved injury to pedestrians and resulted in 7,457 pedestrian casualties. Males accounted for 57% of these casualties and females 43%.

Pedestrian casualties killed or seriously injured in Greater London during 2002 accounted for 29% of all road user KSI's. 107 pedestrians were killed on London's

streets in 2002; this represented 38% of all fatalities in that year.

Cost

Based on the average cost of pedestrian casualties from DfT Highways Economics Note No. 1, the cost to the community of pedestrian casualties in 2002 is estimated to be around £460 million at June 2002 prices.

Pedestrian casualties averaged 20 per day in 2002, with a subsequent cost to the community of approximately £1.2 million per day.

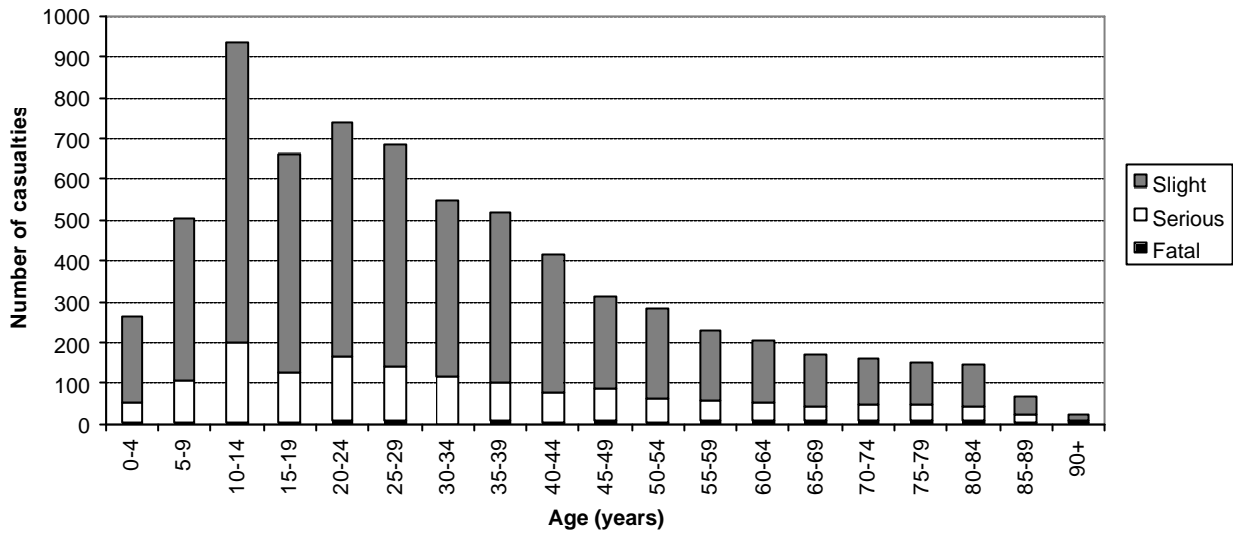
Age of pedestrian casualties

Table 5 and Figure 5 show the total number of pedestrian casualties by five-year age bands, gender, severity and severity ratio in Greater London in 2002.

Table 5: Pedestrian casualties by age band, gender, severity & severity ratio in Greater London 2002

Casualty Age	Male	Female	Fatal	Serious	Slight	Total	Severity ratio	% of known age
0-4	169	94	3	52	208	263	21%	4%
5-9	324	181	3	101	401	505	21%	7%
10-14	531	402	4	197	732	933	22%	13%
15-19	364	299	3	124	536	663	19%	9%
20-24	395	342	9	155	573	737	22%	11%
25-29	372	313	10	131	544	685	21%	10%
30-34	333	216	1	115	433	549	21%	8%
35-39	324	196	7	96	417	520	20%	7%
40-44	242	172	2	73	339	414	18%	6%
45-49	193	117	8	78	224	310	28%	4%
50-54	164	119	3	59	221	283	22%	4%
55-59	122	108	9	49	172	230	25%	3%
60-64	108	97	6	49	150	205	27%	3%
65-69	87	84	8	37	126	171	26%	2%
70-74	92	67	7	41	111	159	30%	2%
75-79	78	75	7	40	106	153	31%	2%
80-84	64	82	6	35	105	146	28%	2%
85-89	26	39	4	21	40	65	38%	1%
90-94	12	7	3	3	13	19	32%	0%
95-99	4	2	1	1	4	6	33%	0%
Total age known	4,004	3,012	104	1,457	5,455	7,016	22%	100%
Age unknown	271	170	3	82	356	441	19%	-
Total	4,275	3,182	107	1,539	5,811	7,457	22%	-

Fig 5: Pedestrian casualties by age & severity in Greater London 2002



The highest number of pedestrian casualties occurred in the younger age groups. 43% of all pedestrian casualties of known age were between 10 and 29 years of age. The 10 to 14 year olds showed the highest number of casualties of any age band (13% of known age). 57% of casualties in this age band were males.

The gender split changes as casualty age increases. In the 60 years or over age group, males still represented a slight majority (51%) of pedestrian casualties. However in the 80 years or over age group the split is reversed, with females accounting for 55% of casualties.

The highest severity ratios were found in the oldest age bands, peaking at 38% in the 85 to 89 years age band, illustrating the increasing vulnerability to more serious injury with age. This same group represented only 1% of all pedestrian casualties of known age. 60% of this age band were female.

Where?

Tables 6 and 7 show pedestrian casualties in each London Borough in 2002 by gender, severity, severity ratio, age band, rate per 1,000 population and school journey (for child casualties).

Map 1 shows pedestrian casualties per 1000 population for each London Borough during 2002.

Table 6 shows that pedestrian accidents and casualties were split equally between Inner and Outer London in 2002. Male pedestrian casualties were also split 50:50, while slightly more female pedestrians (51%) were injured in Inner than Outer London. Serious and slight injuries were split equally, however more fatal injuries (54%) occurred in Outer London. Severity ratios for pedestrian casualties averaged 22% for both Inner and Outer London.

Table 6: Pedestrian accidents and casualties by gender, severity & severity ratio in Greater London 2002

Borough	Gender of casualty			Severity of casualty			Total	Severity ratio
	Accidents	Male	Female	Fatal	Serious	Slight		
City Of London	112	68	47	0	19	96	115	17%
Westminster	628	344	306	10	118	522	650	20%
Camden	348	200	165	5	86	274	365	25%
Islington	299	162	147	4	62	243	309	21%
Hackney	248	164	88	2	58	192	252	24%
Tower Hamlets	209	135	82	5	44	168	217	23%
Greenwich	207	120	93	6	39	168	213	21%
Lewisham	269	167	108	3	59	213	275	23%
Southwark	298	167	139	3	51	252	306	18%
Lambeth	351	227	137	5	91	268	364	26%
Wandsworth	253	141	126	0	52	215	267	19%
Hammersmith & Fulham	194	107	94	2	41	158	201	21%
Kensington & Chelsea	197	115	89	4	42	158	204	23%
Total Inner London	3,613	2,117	1,621	49	762	2,927	3,738	22%
% of Greater London	50%	50%	51%	46%	50%	50%	50%	-
Waltham Forest	193	118	80	4	47	147	198	26%
Redbridge	163	89	79	2	30	136	168	19%
Havering	123	80	45	1	25	99	125	21%
Barking & Dagenham	120	76	46	1	25	96	122	21%
Newham	242	161	97	1	51	206	258	20%
Bexley	131	69	63	1	23	108	132	18%
Bromley	197	114	89	3	44	156	203	23%
Croydon	262	165	102	4	64	199	267	25%
Sutton	84	48	36	4	18	62	84	26%
Merton	103	53	55	0	16	92	108	15%
Kingston	98	47	51	1	24	73	98	26%
Richmond	116	76	41	1	24	92	117	21%
Hounslow	160	88	77	5	48	112	165	32%
Hillingdon	165	94	78	3	45	124	172	28%
Ealing	304	179	133	9	49	254	312	19%
Brent	278	166	118	2	57	225	284	21%
Harrow	99	64	37	1	13	87	101	14%
Barnet	255	141	121	5	59	198	262	24%
Haringey	291	196	108	8	69	227	304	25%
Enfield	228	134	105	2	46	191	239	20%
Total Outer London	3,612	2,158	1,561	58	777	2,884	3,719	22%
% of Greater London	50%	50%	49%	54%	50%	50%	50%	-
Total Greater London	7,225	4,275	3,182	107	1,539	5,811	7,457	22%

Table 7: Pedestrian casualties by borough, casualty age, casualty rate per 1000 population and school journey in Greater London 2002

Borough	Casualty age					Total	Casualty rate per 1000 popn	School pupil to/from school	% school pupil
	Under 16	16-24	25-59	60 + over	Unknown				
City Of London	1	18	66	9	21	115	15.94	0	0%
Westminster	53	138	333	84	42	650	3.58	11	2%
Camden	54	70	191	32	18	365	1.84	11	3%
Islington	61	40	151	35	22	309	1.75	25	8%
Hackney	76	35	100	26	15	252	1.24	24	10%
Tower Hamlets	55	43	74	31	14	217	1.10	14	6%
Greenwich	82	34	61	24	12	213	0.99	27	13%
Lewisham	75	51	92	37	20	275	1.10	17	6%
Southwark	79	48	134	28	17	306	1.25	23	8%
Lambeth	75	59	161	44	25	364	1.36	20	5%
Wandsworth	57	41	120	34	15	267	1.02	21	8%
Hammersmith & Fulham	39	39	86	28	9	201	1.21	10	5%
Kensington & Chelsea	22	34	109	34	5	204	1.28	7	3%
Total Inner London	729	650	1,678	446	235	3,738	1.48	210	6%
% of Greater London	40%	51%	56%	48%	53%	50%	-	37%	-
Waltham Forest	63	46	59	20	10	198	0.91	21	11%
Redbridge	53	24	62	22	7	168	0.70	15	9%
Havering	44	25	29	19	8	125	0.56	19	15%
Barking & Dagenham	63	18	25	10	6	122	0.74	19	16%
Newham	102	34	88	20	14	258	1.06	25	10%
Bexley	48	20	29	30	5	132	0.60	17	13%
Bromley	65	22	71	34	11	203	0.69	24	12%
Croydon	95	48	85	29	10	267	0.81	37	14%
Sutton	24	14	29	13	4	84	0.47	5	6%
Merton	30	19	41	14	4	108	0.57	12	11%
Kingston	25	18	39	15	1	98	0.66	8	8%
Richmond	26	14	48	20	9	117	0.68	12	10%
Hounslow	44	31	56	25	9	165	0.78	14	8%
Hillingdon	51	31	51	30	9	172	0.71	13	8%
Ealing	65	57	130	39	21	312	1.03	20	6%
Brent	76	36	121	34	17	284	1.08	24	8%
Harrow	25	14	35	18	9	101	0.49	9	9%
Barnet	60	47	104	32	19	262	0.83	22	8%
Haringey	74	64	126	28	12	304	1.40	19	6%
Enfield	74	33	85	26	21	239	0.87	20	8%
Total Outer London	1,107	615	1,313	478	206	3,719	0.80	355	10%
% of Greater London	60%	49%	44%	52%	47%	50%	-	63%	-
Total Greater London	1,836	1,265	2,991	924	441	7,457	1.04	565	8%

Table 7 shows that the majority of under 16's (60%) were injured in Outer London. 63% of all child pedestrian casualties injured while on journeys to or from school occurred in Outer London compared with only 37% in Inner London. Casualties in other age bands were more evenly split between Inner and Outer London.

The pedestrian casualty rate per 1,000 population in Inner London was, at 1.5, almost double the rate for Outer London (0.8). It must be remembered that not all casualties are injured in the Borough in which they are resident and this is likely to be particularly so in Central London, especially in the City of London and the City of Westminster.

Table 8: Pedestrian casualties by road class, severity & severity ratio in Greater London 2002

First Road Class	Severity of casualty			Total	Severity ratio	% of total
	Fatal	Serious	Slight			
Motorway	0	0	5	5	0%	0%
A	80	956	3,339	4,375	24%	59%
B	5	143	503	651	23%	9%
C	7	209	787	1,003	22%	13%
Unclassified	15	231	1,177	1,423	17%	19%
Total	107	1,539	5,811	7,457	22%	100%

The Streets

Table 8 shows pedestrian casualties by road class and severity. 59% of pedestrians were injured on 'A' class roads, the highest severity ratio (24%) was also recorded on this road class. 32% of pedestrian casualties occurred on 'C' class or unclassified roads, with the remaining 9% on 'B' class roads. Despite having the lowest number of casualties, the second highest severity ratio (23%) was recorded on 'B' class roads.

The majority (71%) of pedestrian casualties was injured on single carriageway, two lane roads. The highest severity ratio (34%) was however recorded on 3 lane dual carriageway roads, but this accounted for only 2% of pedestrian casualties.

Over 97% of pedestrians were injured on roads with a speed limit of 30mph or lower. Severity ratios increased with speed, reaching a peak of 52% on roads with a 50mph speed limit.

67% of pedestrians were injured at or within 20m of a junction. Included in these were 40% at a 'T or staggered' junction and 16% at a crossroads.

40% of pedestrians were injured at a junction subject to Give Way control. 18% of pedestrian casualties occurred at junctions controlled by traffic signals, 8% at uncontrolled junctions and less than 1% where the junction control was a Stop Sign.

Table 9 shows pedestrian casualties by Highway Authority, severity and severity ratio in Greater London 2002. The majority of pedestrian injuries (80%) occurred on Borough roads. These made up 65% of fatalities, 76% of serious and 81% of slight casualties. However overall, those injured on the TLRN displayed a higher severity ratio, 27% compared with 21% on Borough Roads.

Table 9: Pedestrian casualties by highway authority, severity and severity ratio in Greater London 2002

Highway Authority	Severity of casualty			Total	Severity ratio	% of total
	Fatal	Serious	Slight			
TLRN Road	37	369	1,100	1,506	27%	20%
Highways Agency Road	0	0	5	5	0%	0%
Borough Road	70	1,170	4,706	5,946	21%	80%
Total	107	1,539	5,811	7,457	22%	100%

Table 10: Pedestrian casualties by weather and severity in Greater London 2002

Weather (Detailed)	Severity of casualty			Total	Severity ratio	% of total
	Fatal	Serious	Slight			
Fine	93	1,299	4,863	6,255	22%	83.9%
Raining	9	205	787	1,001	21%	13.4%
Snowing	0	0	2	2	0%	0.0%
Fine/High Winds	0	5	20	25	20%	0.3%
Raining/High Winds	0	5	13	18	28%	0.2%
Snowing/High Winds	0	0	1	1	0%	0.0%
Fog/Mist	0	1	11	12	8%	0.2%
Other	2	9	45	56	20%	0.8%
Weather U/K	3	15	69	87	21%	1.2%
Total	107	1,539	5,811	7,457	22%	100.0%

Weather/road surface

Table 10 shows pedestrian casualties by weather and severity in Greater London during 2002. 84% of pedestrian casualties were injured in fine weather conditions, with a resultant severity ratio of 22%. The highest severity ratio (28%) was recorded against casualties in rain with high winds. These conditions however accounted for less than 0.5% of casualties.

78% of pedestrian casualties were injured on dry road surfaces and 21% on wet/damp surfaces.

When?

Figures 6, 7 and 8 show the number of pedestrian casualties by time of day, day of week and month respectively in Greater London during 2002. They also indicate the proportions occurring during daylight hours and dark conditions.

Time of day

Figure 6 shows pedestrian casualties by time of day. The peak period for pedestrian casualties was between the

hours of 3pm and 7pm, during which time 33% of the total pedestrian casualties occurred. The greatest number of casualties in a single hour was recorded between 3pm and 4pm (9%). A second peak was recorded between 8am and 9am, with 6% of casualties. These two peak periods coincide with the morning and evening peak travel periods.

The 'low' period for pedestrian casualties was between midnight and 7am during which time only 6% of total casualties occurred. 70% of pedestrian casualties occurred during daylight hours compared to 30% in hours of darkness.

Day of week

Figure 7 shows pedestrian casualties by day of week and light conditions. 77% of pedestrian casualties occurred during the working week with a peak on Friday of 17%.

The highest proportion of pedestrian casualties during the hours of darkness occurred on Sunday, with 45%.

Fig 6: Pedestrian casualties by time of day & light conditions in Greater London 2002

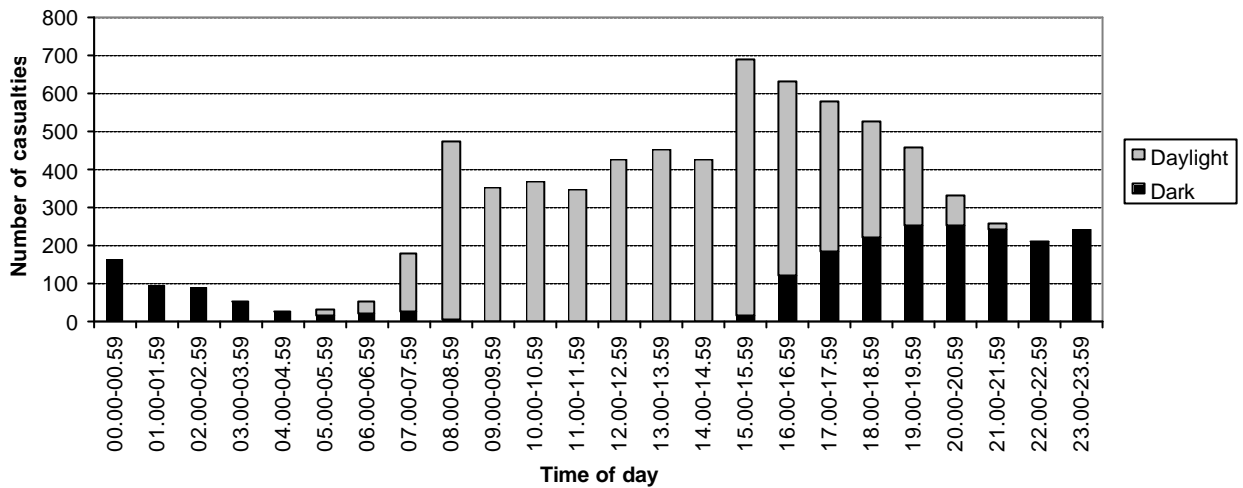


Fig 7: Pedestrian casualties by day & light conditions in Greater London 2002

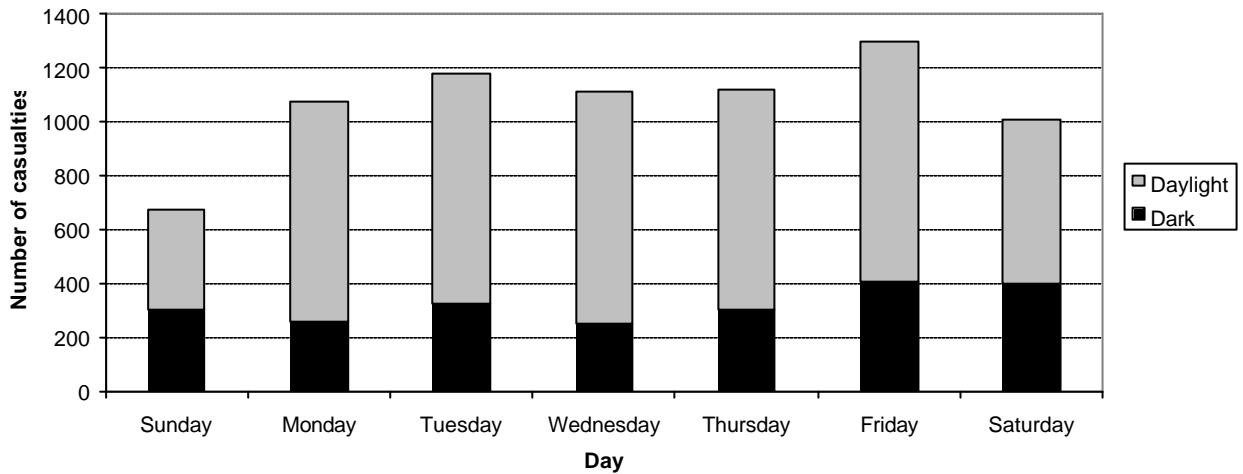
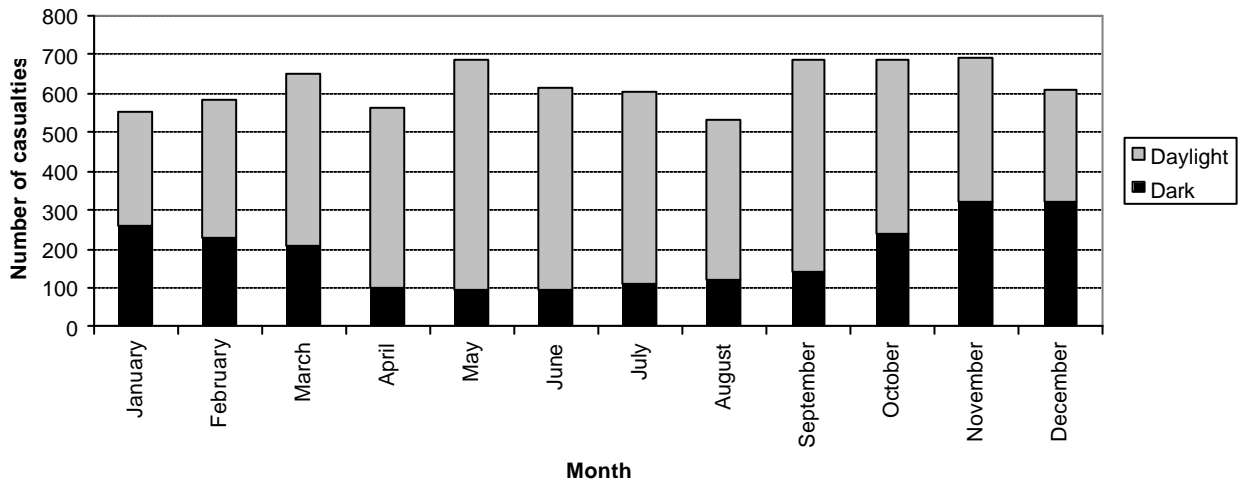


Fig 8: Pedestrian casualties by month & light conditions in Greater London 2002



Month

Figure 8 shows the number of pedestrian casualties by month and light conditions in 2002. Casualties were quite evenly spread throughout the year with no one month having substantially more than any other. However, the highest months were May, September, October and November, each with 9% of pedestrian casualties.

During the winter months of November, December and January, 47%, 53% and 47% of casualties respectively occurred during the hours of darkness, compared with the months of May, June and July which returned 14%, 15% and 18% respectively.

Crossing facilities and pedestrian movements

Tables 11 and 12 detail pedestrian casualties by crossing facility, pedestrian movement and pedestrian location.

Table 11 shows that the majority of pedestrian casualties (57%) were injured in the carriageway not at or near a pedestrian crossing. 21% of pedestrian casualties occurred at a pedestrian phase at an automatic signal controlled junction, 11% occurred at zebra crossings and a further 9% at pelican or similar crossings. 55% of KSI casualties were injured more than 50m from a crossing.

Table 12 shows pedestrian casualties by pedestrian movement and severity in Greater London 2002. Where pedestrian movement was known, 61% of pedestrian casualties (60% of fatalities) were moving from the driver's nearside and 33% from the driver's offside. 18% (9% of fatalities) emerged into the road masked by parked vehicles.

Table 11: Pedestrian casualties by pedestrian crossing facility and severity in Greater London 2002

Ped Crossing Facility	Severity of casualty			Total	Severity ratio	% of total
	Fatal	Serious	Slight			
No Xing in 50m	63	847	3,371	4,281	21%	57%
Zebra	8	157	635	800	21%	11%
Pelican or similar	6	153	507	666	24%	9%
Pedn phase at ATS	25	339	1,176	1,540	24%	21%
Central Refuge	4	38	111	153	27%	2%
Footbridge or Subway	1	5	11	17	35%	0%
Total	107	1,539	5,811	7,457	22%	100%

Table 12: Pedestrian casualties by pedestrian movement & severity in Greater London 2002

Pedestrian Movement	Severity of casualty			Total	Severity ratio	% of known movements
	Fatal	Serious	Slight			
Drivers Nearside	50	662	2,398	3,110	23%	49%
Drivers Nearside Masked	4	164	592	760	22%	12%
Drivers Offside	27	377	1,287	1,691	24%	27%
Drivers Offside Masked	4	64	289	357	19%	6%
In Cwy Not Crossing	5	47	242	294	18%	5%
In Cwy Not Crossing Mask	0	4	31	35	11%	1%
In Cwy Facing Traffic	0	2	17	19	11%	0%
In Cwy Back To Traffic	0	7	41	48	15%	1%
Total known movements	90	1,327	4,897	6,314	22%	100%
Movement U/K	17	212	914	1,143	20%	-
Total	107	1,539	5,811	7,457	22%	-

Table 13: Pedestrian casualties by vehicle involved, severity and severity ratio in Greater London 2002

Type Of Vehicle	Severity of casualty			Total	Severity ratio	% of total
	Fatal	Serious	Slight			
Pedal Cycle	0	12	31	43	28%	1%
Moped	0	15	125	140	11%	2%
M/C =<125cc	4	36	165	205	20%	3%
M/C >125cc	4	75	350	429	18%	6%
Taxi	0	33	137	170	19%	2%
Car	66	1,141	4,143	5,350	23%	72%
Minibus	0	0	14	14	0%	0%
Bus or Coach	14	107	381	502	24%	7%
Other Motor Vehicle	3	10	38	51	25%	1%
Agricultural Vehicle	0	1	0	1	100%	0%
Tram	0	1	1	2	50%	0%
Goods =< 3.5T MGW	3	74	346	423	18%	6%
Goods 3.5 to 7.5T MGW	4	5	17	26	35%	0%
Goods => 7.5T MGW	9	29	63	101	38%	1%
Total	107	1,539	5,811	7,457	22%	100%

Vehicles involved

Table 13 shows pedestrian casualties by vehicle involved in the collision in Greater London in 2002. The vast majority of pedestrian casualties (72%) were involved in a collision with a car. This class of vehicle accounted for 62% of fatal injuries and 73% KSI.

Collisions with powered two wheelers resulted in 10% of all pedestrian casualties (8% of KSI). Goods vehicles accounted for 7% of pedestrian casualties (8% of KSI and 15% of fatalities). 7% of casualties resulted from a collision with a

bus or coach; this vehicle type accounted for 7% of KSI and 13% of fatalities.

Contributory factors

Table 14 shows pedestrian casualties by the main accident contributory factors in Greater London in 2002.

It must be noted that the contributory factor variable is subjective, but gives an indication of the main factor involved in the accident. Some are associated directly with the pedestrian and some with the vehicle involved in the collision.

Table 14: Pedestrian casualties by main accident contributory factors in Greater London 2002

Accident contributory factor	Total
404 Crossing road heedless of traffic elsewhere	2851
402 Crossing road masked by parked vehicle	912
403 Crossing road heedless of traffic at pedestrian crossing	768
400 Drink or drugs	308
205 Failure to give precedence to pedestrian at zebra crossing	304
224 Going too fast having regard to road environment	271
405 In road not crossing	241
212 Reversing injudiciously	232
000 Factor unknown	201
499 Other pedestrian factor	173
206 Failure to give precedence to pedestrian at pelican crossing	164
218 Driving too close to kerb	135
204 Disobeyed Automatic Traffic Signals	109

Reference documents

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Other related Fact Sheets produced by LAAU

Older pedestrian casualties in Greater London	- LAAU topic 2003-2
Teenage pedestrian casualties in Greater London	- LAAU topic 2002-1
Child pedestrian casualties in Greater London	- LAAU topic 2001-1

