Transport for London
Street Management

Fact sheet

London Road Safety Unit
LAAU topic 2005-3

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Pedestrian casualties in Greater London

This fact sheet illustrates the scale and nature of road traffic collisions resulting in injury to pedestrians in the Greater London area in 2004 (the latest year for which finalised data is available). Information is also provided on the longer-term trends between 1986 and 2004.

It provides 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 baseline of the average number of casualties for 1994 to 1998.

The data provided is for personal injury road traffic collisions occurring on the public highway and reported to the police in accordance with the *Stats 19* national reporting system.

2004 summary

In Greater London in 2004 there were a total of 28,756 road traffic collisions, resulting in 34,555 casualties. Of these collisions, 6,200 (21.5%) involved injury to pedestrians and resulted in 6,376 casualties (18.5% of all casualties).

In Great Britain in 2004 there were 280,840 casualties recorded, of which 34,881 (12%) were pedestrians. 18% of all pedestrian casualties in Great Britain occurred in Greater London.

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 2004. Of the 6,376 pedestrian casualties, 5,042 (79%) suffered slight injury, 1,242 (20%) were seriously injured and 92 (1%) were killed. 58% (3,678) of casualties were male and 42% (2,698) were female.

Table 1: Pedestrian casualties by gender, severity & severity ratio in Greater London 2004

	Severity of casualty					
	Fatal	**Serious**	**Slight**	**Total**	**KSI**	**Severity ratio**
Male	55	752	2,871	3,678	807	22%
Female	37	490	2,171	2,698	527	20%
Total	**92**	**1,242**	**5,042**	**6,376**	**1,334**	**21%**

Annual trends 1986 to 2004

The following section looks at changes in the number of pedestrian casualties in Greater London from 1986 (the year from which City of London data became available) to 2004.

Table 2 and Figure 1 show the number of pedestrian casualties by year and severity over this period. The general trend has been downward since 1986 when casualties where at a high of 12,697, to the lowest number recorded to date in 2004 of 6,376 (a reduction of 50%).

When comparing the 2004 figures with the 2010 target baseline (1994-98 average), pedestrian casualties showed a decrease of 31%. There were decreases in all severities, with fatalities falling by 32%, serious injuries by 38% and slight by 30%.

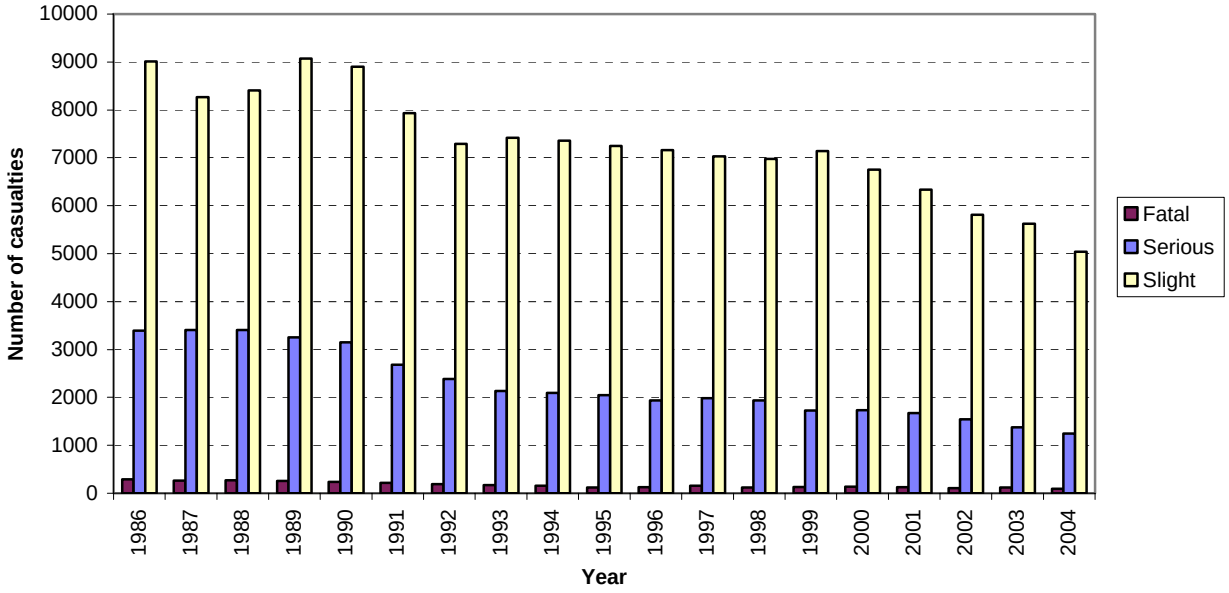
Regarding progress towards the 2010 target of reducing pedestrian casualties who are killed or seriously injured by 40%, the KSI total showed a reduction of 38% on the 1994-98 average.

The severity ratio for pedestrian casualties has shown a general downward trend for this period, falling from a high of 31% in 1987 to 21% in 2004.

Table 2: Pedestrian casualties by year and severity in Greater London 1986 to 2004

		Severity of casualty					Severity
Year of accident	**Collisions**	**Fatal**	**Serious**	**Slight**	**Total**	**KSI Total**	**ratio**
1986	12,291	293	3,395	9,009	12,697	3,688	29%
1987	11,596	265	3,408	8,267	11,940	3,673	31%
1988	11,731	271	3,406	8,407	12,084	3,677	30%
1989	12,231	259	3,254	9,072	12,585	3,513	28%
1990	11,926	235	3,146	8,898	12,279	3,381	28%
1991	10,504	217	2,681	7,929	10,827	2,898	27%
1992	9,565	189	2,385	7,294	9,868	2,574	26%
1993	9,453	171	2,135	7,418	9,724	2,306	24%
1994	9,373	160	2,098	7,360	9,618	2,258	23%
1995	9,169	119	2,051	7,245	9,415	2,170	23%
1996	8,974	122	1,935	7,160	9,217	2,057	22%
1997	8,898	160	1,982	7,032	9,174	2,142	23%
1998	8,765	119	1,937	6,979	9,035	2,056	23%
1994 to 1998 average	**9,035.8**	**136.0**	**2,000.6**	**7,155.2**	**9,291.8**	**2,136.6**	**23%**
1999	8,736	134	1,728	7,139	9,001	1,862	21%
2000	8,341	140	1,730	6,753	8,623	1,870	22%
2001	7,886	128	1,676	6,339	8,143	1,804	22%
2002	7,225	107	1,539	5,811	7,457	1,646	22%
2003	6,898	119	1,380	5,628	7,127	1,499	21%
2004	6,200	92	1,242	5,042	6,376	1,334	21%
% change 1994-98 average to 2004	**-31%**	**-32%**	**-38%**	**-30%**	**-31%**	**-38%**	-
% change 2003 to 2004	**-10%**	**-23%**	**-10%**	**-10%**	**-11%**	**-11%**	-

Fig 1: Pedestrian casualties by year and severity in Greater London 1986 to 2004

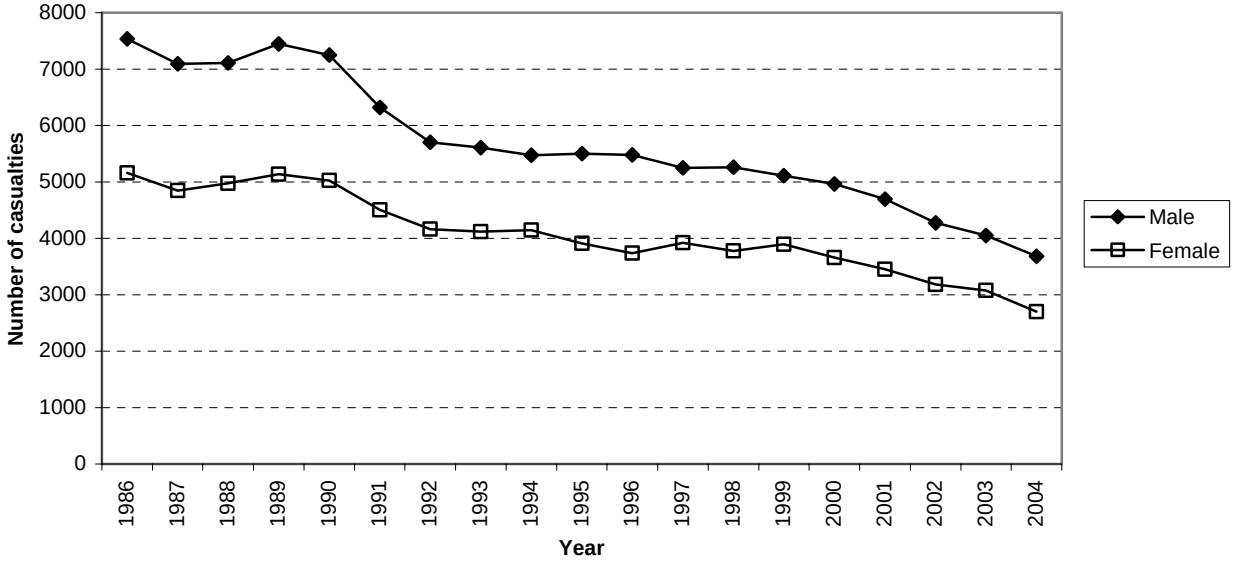


Gender

Figure 2 shows pedestrian casualties by gender in Greater London from 1986 to 2004. Males accounted for an average of 58% and females 42% over this period. The male-female split has remained constant during this time.

Both male and female pedestrian casualties have shown a general downward trend from 1986 to 2004, and have decreased quite steadily since 1992. Overall, males have shown a 32% decrease from the 1994-98 average to 2004, while females decreased by 31%.

Fig 2: Pedestrian casualties by year and gender in Greater London 1986 to 2004



Age

Table 3 and Figure 3 show pedestrian casualties by year and age (banded) in Greater London from 1986 to 2004.

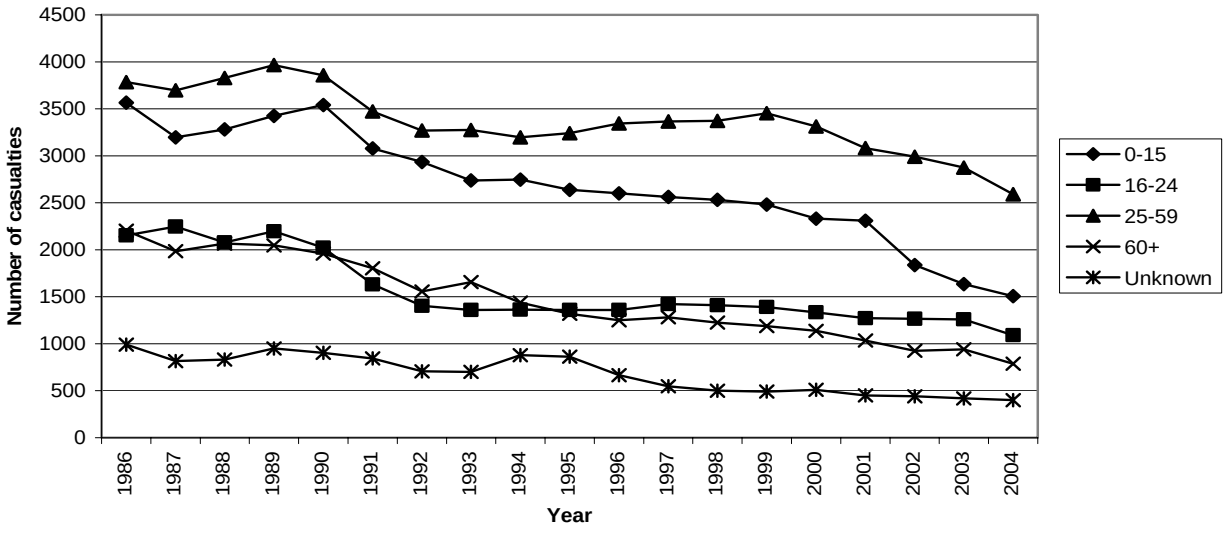
While casualty numbers have fallen in all age bands, this is most apparent in the under 16 and over 60 age groups, with reductions of 42% and 39% respectively between the 1994-98 average and 2004.

The spread of pedestrian casualties across these age bands has changed slightly over this period, with the under 16 and over 60 age groups decreasing from 28% and 17% in 1986 to 24% and 12% in 2004 respectively, while the 25-59 years group increased from 30% in 1986 to 41% in 2004. The percentage of casualties in the 16-24 year old group has remained fairly constant.

Table 3: Pedestrian casualties by year and age (banded) in Greater London 1986 to 2004

	Casualty age banded						% aged	% aged	% aged	% aged
	Under 16	**16-24**	**25-59**	**60 + over**	**Unknown**	**Total**	**< 16**	**16-24**	**25-59**	**60+**
1986	3,565	2,152	3,785	2,204	991	12,697	28%	17%	30%	17%
1987	3,196	2,247	3,698	1,984	815	11,940	27%	19%	31%	17%
1988	3,282	2,077	3,828	2,067	830	12,084	27%	17%	32%	17%
1989	3,424	2,198	3,966	2,047	950	12,585	27%	17%	32%	16%
1990	3,540	2,023	3,855	1,958	903	12,279	29%	16%	31%	16%
1991	3,078	1,630	3,473	1,802	844	10,827	28%	15%	32%	17%
1992	2,935	1,404	3,268	1,556	705	9,868	30%	14%	33%	16%
1993	2,736	1,359	3,274	1,656	699	9,724	28%	14%	34%	17%
1994	2,748	1,361	3,196	1,436	877	9,618	29%	14%	33%	15%
1995	2,637	1,358	3,241	1,318	861	9,415	28%	14%	34%	14%
1996	2,601	1,358	3,343	1,250	665	9,217	28%	15%	36%	14%
1997	2,561	1,421	3,365	1,280	547	9,174	28%	15%	37%	14%
1998	2,531	1,408	3,373	1,224	499	9,035	28%	16%	37%	14%
1994 to 1998 average	**2,615.6**	**1,381**	**3,303.6**	**1301.6**	**689.8**	**9,291.8**	**28%**	**15%**	**36%**	**14%**
1999	2,480	1,391	3,453	1,186	491	9,001	28%	15%	38%	13%
2000	2,330	1,335	3,312	1,138	508	8,623	27%	15%	38%	13%
2001	2,308	1,271	3,080	1,033	451	8,143	28%	16%	38%	13%
2002	1,836	1,265	2,991	924	441	7,457	25%	17%	40%	12%
2003	1,634	1,258	2,876	940	419	7,127	23%	18%	40%	13%
2004	1,507	1,091	2,590	788	400	6,376	24%	17%	41%	12%
% change 1994-98 average to 2003	**-42%**	**-21%**	**-22%**	**-39%**	**-42%**	**-31%**	**-**	**-**	**-**	**-**

Fig 3: Pedestrian casualties by year and age (banded) in Greater London 1986 to 2004



Pedestrian casualties in Greater London 2004

The remainder of this fact sheet provides a more detailed analysis of pedestrian casualties in Greater London in 2004. This is the most recent year for which finalised data was available at the time of writing.

How many?
During 2004 there were 28,756 personal injury road traffic collisions reported to the police in the Greater London area. Of these collisions 6,200 (18%) involved injury to pedestrians and resulted in 6,376 pedestrian casualties.

The majority of pedestrian casualties (79%) were slightly injured, with 20% suffering serious injury and 1% being killed. KSI pedestrian casualties during 2004 accounted for 32% of all road user KSI's in Greater London.

Overall males accounted for 58% of pedestrian casualties and females 42%. The proportion of male KSI's was greater, with 60% of fatalities and 61% of serious injuries being male.

What is the cost?
Based on the average cost of pedestrian casualties as detailed in DfT *Highways Economics Note No.1*, the cost to the community of pedestrian casualties in 2004 was estimated to be around £440 million at June 2004 prices. Pedestrian casualties averaged 17.5 per day in 2004, with a subsequent cost to the community of approximately £1.2 million per day.

How old?
Figure 4 and Table 4 show pedestrian casualties by five-year age bands, gender, severity and severity ratio in Greater London in 2004.

The highest number of pedestrian casualties occurred in the younger age groups. 43% of all pedestrian casualties of known age were aged between 10 and 29 years. The 10-14 years age band showed the highest number of casualties of any age band (13% of known age). 56% of casualties in this age band were males.

There were more male casualties in all age groups up to 80 years of age, when the split is reversed. Between the ages of 80 and 99 there was an average of 58% female casualties to 42% male.

The highest severity ratios were found in the older age bands, peaking at 38% in the 80-84 years group, illustrating the increasing vulnerability of pedestrians to more serious injury with age. This group represented just 2.1% of all pedestrian casualties of known age.

Fig 4: Pedestrian casualties by age-band and severity in Greater London 2004

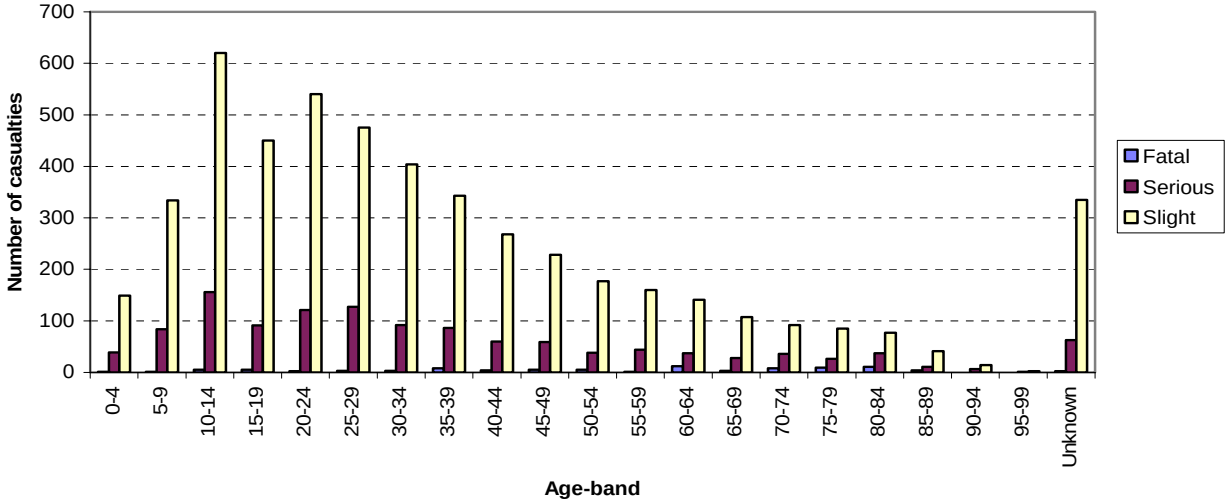


Table 4: Pedestrian casualties by age-band, gender, severity and severity ratio in Greater London 2004

	Casualty gender		Severity of casualty				% of	Severity
Casualty age	**Male**	**Female**	**Fatal**	**Serious**	**Slight**	**Total**	**known age**	**ratio**
0-4	120	69	1	39	149	189	3.2%	21%
5-9	259	160	1	84	334	419	7.0%	20%
10-14	441	340	5	156	620	781	13.1%	21%
15-19	288	258	5	91	450	546	9.1%	18%
20-24	356	307	2	121	540	663	11.1%	19%
25-29	330	275	3	127	475	605	10.1%	21%
30-34	306	193	3	92	404	499	8.4%	19%
35-39	280	157	8	86	343	437	7.3%	22%
40-44	220	112	4	60	268	332	5.6%	19%
45-49	169	123	5	59	228	292	4.9%	22%
50-54	135	85	5	38	177	220	3.7%	20%
55-59	106	99	1	44	160	205	3.4%	22%
60-64	108	82	12	37	141	190	3.2%	26%
65-69	82	56	3	28	107	138	2.3%	22%
70-74	72	64	8	36	92	136	2.3%	32%
75-79	63	57	9	26	85	120	2.0%	29%
80-84	52	73	11	37	77	125	2.1%	38%
85-89	20	36	4	11	41	56	0.9%	27%
90-94	13	7	0	6	14	20	0.3%	30%
95-99	1	2	0	1	2	3	0.1%	33%
Total (age known)	**3,421**	**2,555**	**90**	**1,179**	**4,707**	**5,976**	**100.0%**	**21%**
Total (age unknown)	257	143	2	63	335	400	-	16%
Total	**3,678**	**2,698**	**92**	**1,242**	**5,042**	**6,376**	**-**	**21%**

Fig 4a: Pedestrian casualties per 1,000 population by age band in Greater London 2004

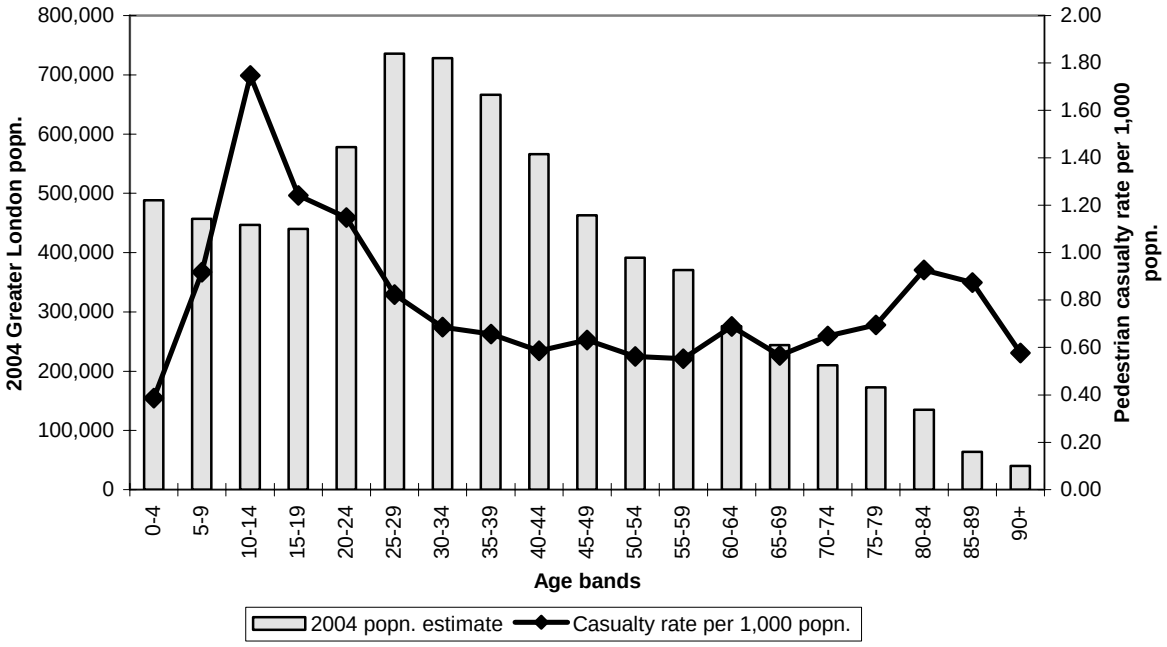


Fig 4b: Pedestrian casualties as % of known age against % of population in five-year age bands in Greater London 2004

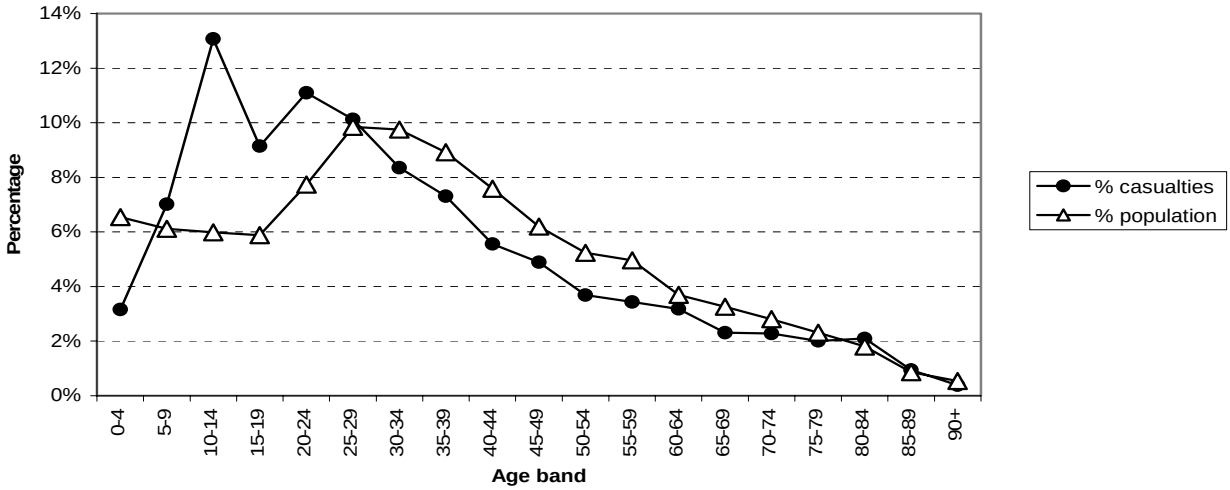


Figure 4a shows pedestrian casualties by five-year age band per 1,000 population against the estimated Greater London population, based on the 2004 mid year population projections. This illustrates the disproportionate number of pedestrian casualties in the 10-19 and 70 plus age groups compared with the population figures for these groups. Figure 4b shows the percentage of pedestrians of known age against the percentage of Greater London population in five-year age bands. This again emphasises the disproportionate number of pedestrian casualties in the 10-19 years age group.

Ethnicity

Table 5 shows the number of pedestrian casualties by ethnic group (based on the 6-point identification code used by the police) and severity.

59% of pedestrian casualties of known ethnic group were white-skinned Europeans. This group also had the highest severity ratio of 24%. White-skinned Europeans make up approximately 71% of the Greater London population. The next highest ethnic group was Afro-Caribbean with 20% of casualties of known ethnicity (20% severity ratio). This ethnic group represents approximately 12% of the Greater London population, therefore the number of pedestrian casualties in this group is disproportionate to the percentage of the population they represent. Asians made up 11% of pedestrian casualties of known ethnicity (22% severity ratio, 13% of the Greater London population).

Table 5: Pedestrian casualties by severity and ethnic group in Greater London 2004

	Severity of casualty				% of casualties in	
Ethnic Group	**Fatal**	**Serious**	**Slight**	**Total**	**known ethnic group**	**Severity ratio**
White-Skinned European	47	665	2,314	3,026	59%	24%
Dark-Skinned European	1	55	265	321	6%	17%
Afro-Caribbean	7	194	824	1,025	20%	20%
Asian	10	119	462	591	11%	22%
Oriental	1	18	104	123	2%	15%
Arab	1	15	58	74	1%	22%
Total (ethnic group known)	**67**	**1,066**	**4,027**	**5,160**	**100%**	**22%**
Ethnic group unknown	25	176	1,015	1,216	-	17%
Total	**92**	**1,242**	**5,042**	**6,376**	**-**	**21%**

Table 6: Pedestrian casualties by borough, severity and KSI percentage change in 2004 over 1994-98 average in Greater London

	Severity of casualty				Severity	1994-98 KSI	2004 KSI	% change 1994-98
Borough	**Fatal**	**Serious**	**Slight**	**Total**	**ratio**	**average**	**total**	**average to 2004**
City of London	1	12	89	102	13%	24.6	13	-47%
Westminster	7	112	512	631	19%	178.8	119	-33%
Camden	2	59	263	324	19%	104	61	-41%
Islington	1	25	156	182	14%	76	26	-66%
Hackney	7	47	164	218	25%	78.4	54	-31%
Tower Hamlets	3	53	133	189	30%	72.6	56	-23%
Greenwich	5	22	145	172	16%	60.2	27	-55%
Lewisham	3	45	184	232	21%	81.6	48	-41%
Southwark	4	53	221	278	21%	79.8	57	-29%
Lambeth	2	65	229	296	23%	123.8	67	-46%
Wandsworth	4	41	175	220	20%	78.2	45	-42%
Hammersmith & Fulham	3	29	153	185	17%	59.6	32	-46%
Kensington & Chelsea	1	33	131	165	21%	71.8	34	-53%
Total inner London	**43**	**596**	**2,555**	**3,194**	**20%**	**1,089.4**	**639**	**-41%**
% of Greater London	**47%**	**48%**	**51%**	**50%**	**-**	**-**	**-**	**-**
Waltham Forest	1	36	146	183	20%	60.4	37	-39%
Redbridge	1	36	100	137	27%	48.2	37	-23%
Havering	1	23	74	98	24%	38.2	24	-37%
Barking & Dagenham	3	20	94	117	20%	35.2	23	-35%
Newham	1	41	180	222	19%	68.4	42	-39%
Bexley	0	21	81	102	21%	34.8	21	-40%
Bromley	2	29	118	149	21%	48.8	31	-36%
Croydon	4	42	201	247	19%	67.6	46	-32%
Sutton	2	17	84	103	18%	30	19	-37%
Merton	1	16	76	93	18%	37.4	17	-55%
Kingston	1	15	50	66	24%	31.6	16	-49%
Richmond	6	20	83	109	24%	32.2	26	-19%
Hounslow	7	29	106	142	25%	50.2	36	-28%
Hillingdon	4	33	115	152	24%	54	37	-31%
Ealing	5	49	196	250	22%	91.2	54	-41%
Brent	1	46	189	236	20%	84.6	47	-44%
Harrow	2	30	89	121	26%	34.4	32	-7%
Barnet	5	50	179	234	24%	70.4	55	-22%
Haringey	1	55	190	246	23%	65.2	56	-14%
Enfield	1	38	136	175	22%	64.4	39	-39%
Total outer London	**49**	**646**	**2,487**	**3,182**	**22%**	**1,047.2**	**695**	**-34%**
% of Greater London	**53%**	**52%**	**49%**	**50%**	**-**	**-**	**-**	**-**
Total Greater London	**92**	**1,242**	**5,042**	**6,376**	**21%**	**2,136.6**	**1,334**	**-38%**

Where?

Table 6 shows the number of pedestrian casualties by borough, severity and percentage change in KSI casualties in 2004 over the 1994-98 average.

Pedestrian casualties were split equally between inner and outer London, however slightly more KSI casualties occurred in outer London (53% of fatalities and 52% of serious injuries), while 51% of slight injuries occurred in inner London. The average severity ratio was slightly higher in outer London (22% compared to 20%).

Regarding progress towards the 2010 casualty reduction targets, Map 1 shows the percentage change in pedestrian casualties killed or seriously injured in 2004 compared with the 1994-98 average by borough. Overall, KSI casualties showed a reduction of 41% in inner London and 34% in outer London below this baseline.

Map 1: Greater London - All pedestrians killed or seriously injured (KSI)
Percentage change from 1994-98 average to year 2004

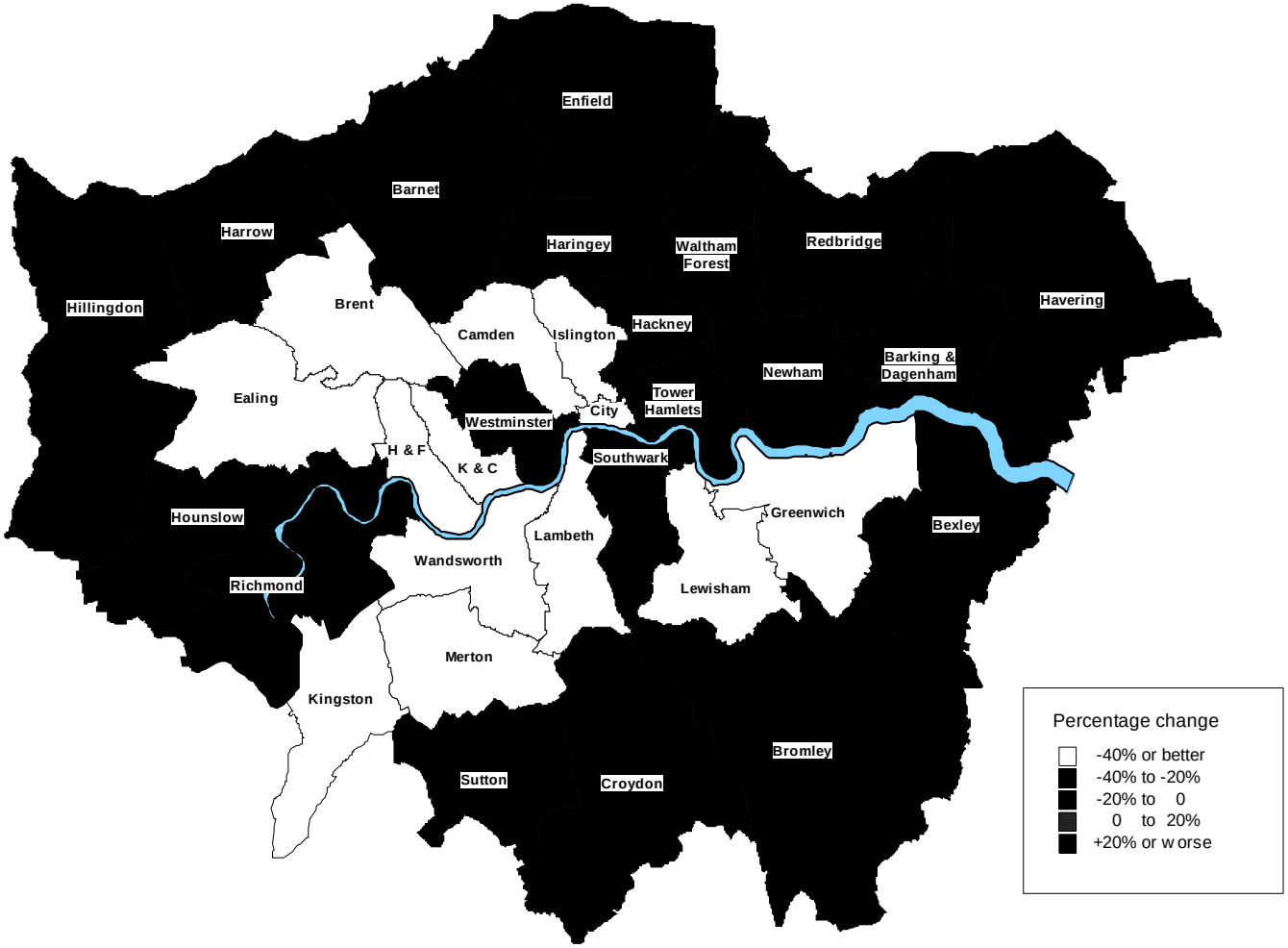


Table 7: Pedestrian casualties by borough, age band and school journey in Greater London 2004

	Casualty age (banded)						School pupil	% school
Borough	**Under 16**	**16-24**	**25-59**	**60 + over**	**Unknown**	**Total**	**to/from school**	**pupil**
City of London	2	12	66	6	16	102	1	1%
Westminster	56	113	343	73	46	631	15	2%
Camden	45	55	154	48	22	324	16	5%
Islington	22	35	94	22	9	182	5	3%
Hackney	51	34	110	17	6	218	16	7%
Tower Hamlets	48	32	78	17	14	189	16	8%
Greenwich	59	33	48	24	8	172	11	6%
Lewisham	83	41	75	25	8	232	38	16%
Southwark	66	51	117	29	15	278	17	6%
Lambeth	66	53	128	29	20	296	18	6%
Wandsworth	39	29	107	27	18	220	12	5%
Hammersmith & Fulham	33	39	86	15	12	185	9	5%
Kensington & Chelsea	14	30	83	33	5	165	3	2%
Total inner London	**584**	**557**	**1,489**	**365**	**199**	**3,194**	**177**	**6%**
% of Greater London	**39%**	**51%**	**57%**	**46%**	**50%**	**50%**	**36%**	**-**
Waltham Forest	48	31	71	26	7	183	16	9%
Redbridge	43	21	40	25	8	137	21	15%
Havering	27	25	27	15	4	98	7	7%
Barking & Dagenham	50	12	39	11	5	117	19	16%
Newham	78	38	69	17	20	222	18	8%
Bexley	48	16	18	14	6	102	17	17%
Bromley	49	28	48	15	9	149	20	13%
Croydon	79	51	73	29	15	247	28	11%
Sutton	34	11	31	20	7	103	8	8%
Merton	29	9	35	10	10	93	14	15%
Kingston	16	11	28	9	2	66	6	9%
Richmond	15	17	51	19	7	109	6	6%
Hounslow	49	16	52	16	9	142	21	15%
Hillingdon	58	30	32	16	16	152	21	14%
Ealing	53	46	110	27	14	250	14	6%
Brent	60	37	99	34	6	236	18	8%
Harrow	27	27	43	19	5	121	8	7%
Barnet	58	32	85	39	20	234	24	10%
Haringey	59	41	92	40	14	246	16	7%
Enfield	43	35	58	22	17	175	18	10%
Total outer London	**923**	**534**	**1,101**	**423**	**201**	**3,182**	**320**	**10%**
% Greater London	**61%**	**49%**	**43%**	**54%**	**50%**	**50%**	**64%**	-
Total Greater London	**1,507**	**1,091**	**2,590**	**788**	**400**	**6,376**	**497**	**8%**

Table 7 shows pedestrian casualties by borough, age band and school journey (for child casualties).

The majority of under 16's (61%) were injured in outer London. Nearly two thirds (64%) of school pupils injured while walking to or from school were in outer London compared with 36% in inner London. Overall child pedestrians injured on their journey to or from school accounted for 8% of all pedestrian casualties in Greater London (6% in inner London and 10% in outer London).

Casualties in other age bands were more evenly split between inner and outer London.

Table 8: Pedestrian casualties by road class, severity and severity ratio in Greater London 2004

	Severity of casualty					
First road class	**Fatal**	**Serious**	**Slight**	**Total**	**% of total**	**Severity ratio**
Motorway	1	2	0	3	0%	100%
A	58	780	2,893	3,731	59%	22%
B	5	133	481	619	10%	22%
C	20	135	658	813	13%	19%
Unclassified	8	192	1,010	1,210	19%	17%
Total	**92**	**1,242**	**5,042**	**6,376**	**100%**	**21%**

The Streets

Table 8 shows pedestrian casualties by road class and severity. 59% of pedestrians were injured on 'A' class roads, 19% on unclassified roads, 13% on 'C' class and 10% on 'B' class roads. The highest severity ratio was recorded on motorways (100%), but only three casualties were injured on this class of roads.

The majority (74%) of pedestrian casualties were injured on two-lane single carriageway roads. Over 97% of pedestrians were injured on roads subject to a 30mph speed limit. A 21% severity ratio was recorded against these casualties. Severity ratios increased with speed, rising from 13% on roads with a speed limit of 20mph or less, to 100% on roads subject to a 70mph speed limit. These upper and lower limits each accounted for less than 1% of pedestrian casualties.

64% of pedestrians were injured at or within 20m of a junction. Of these, 40% occurred at a 'T' or staggered junction and 14% at a crossroads. Of those injured at a junction, 62% occurred where the junction control was 'Give Way' and 29% at a junction controlled by automatic traffic signals.

Table 9 shows pedestrian casualties by highway authority and severity in Greater London in 2004. Nearly 80% of pedestrians were injured on borough roads. These made up 67% of fatalities, 78% of serious and 80% of slight injuries. Those injured on the Transport for London Road Network (TLRN) displayed a higher severity ratio, 23% compared with 21% on borough roads. This might be due to the generally higher traffic levels and speeds on the TLRN compared to borough roads.

Table 9: Pedestrian casualties by highway authority, severity and severity ratio in Greater London 2004

	Severity of casualty					
	Fatal	**Serious**	**Slight**	**Total**	**% of total**	**Severity ratio**
TLRN	29	267	985	1,281	20.1%	23%
Highways Agency	1	2	0	3	0.0%	100%
Borough Road	62	973	4,057	5,092	79.9%	20%
Total	**92**	**1,242**	**5,042**	**6,376**	**100.0%**	**21%**

Table 10: Pedestrian casualties by road surface condition and severity in Greater London 2004

	Severity of casualty					
Road Surface Condition	**Fatal**	**Serious**	**Slight**	**Total**	**% of total**	**Severity ratio**
Dry	66	1,002	4,069	5,137	80.6%	21%
Wet	26	235	954	1,215	19.1%	21%
Snow	0	2	3	5	0.1%	40%
Frost/Ice	0	3	15	18	0.3%	17%
Oil/diesel	0	0	1	1	0.0%	0%
Total	**92**	**1,242**	**5,042**	**6,376**	**100.0%**	**21%**

Road surface/weather

Table 10 shows pedestrian casualties by road surface condition and severity. Nearly 81% of pedestrian casualties were injured on a dry road surface, 19% on a wet surface and less than 1% in snow, frost or ice.

86% of all pedestrian casualties were injured in fine weather conditions and just over 11.5% in the rain.

When?

Figures 5, 6 and 7 show the number of pedestrian casualties by time of day, day of week and month in Greater London in 2004. They also indicate the proportions occurring during the hours of daylight and darkness.

Time of day

One third (34%) of all pedestrian casualties were injured in the four hour period between 3pm and 7pm. The greatest number of casualties in a single hour (590 casualties or 9%) was recorded between 3pm and 4pm. There was another peak between 8am and 9am with 6% of casualties. Casualties showed a steady rise between 10am and 3pm, before the large increase to the peak between 3pm and 4pm.

The 'low' period for pedestrian casualties was between midnight and 7am, during which time only 7% of the total pedestrian casualties were injured. 69% of pedestrian casualties occurred during daylight hours compared to 31% in the dark.

Day of week

77% of pedestrian casualties were injured on a week day, with a peak on Friday of 17%. The highest proportion of pedestrians injured in the dark (48%) occurred on a Sunday.

Month

Pedestrian casualties were quite evenly spread throughout the year, with no one month having substantially more than any other. There was a minor peak in October (10% of casualties). The lowest number of pedestrian casualties was recorded in August (7%).

Fig 5: Pedestrian casualties by time of day and light conditions in Greater London 2004

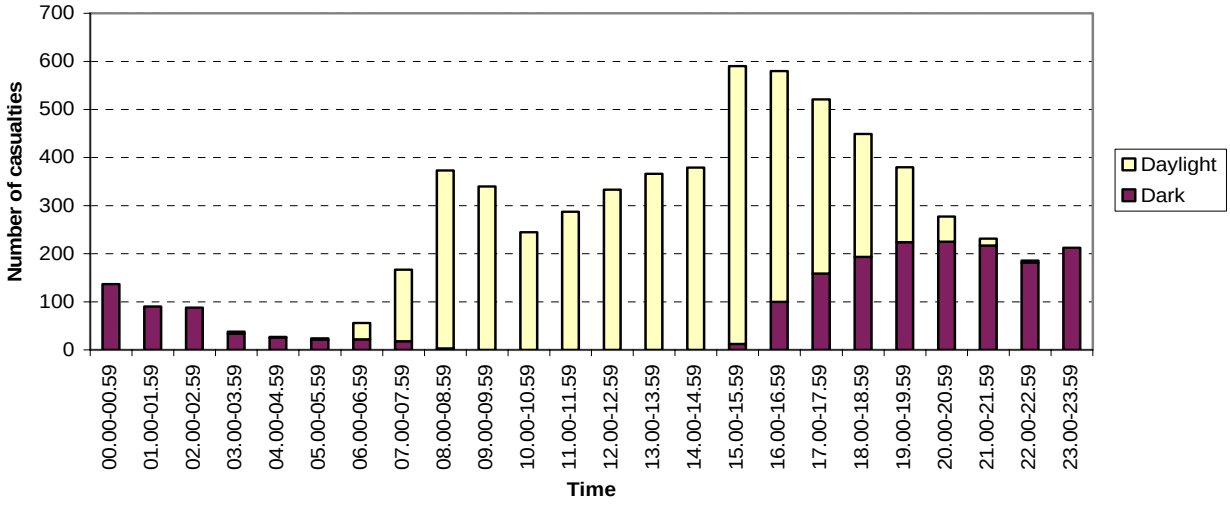


Fig 6: Pedestrian casualties by day of week and light conditions in Greater London 2004

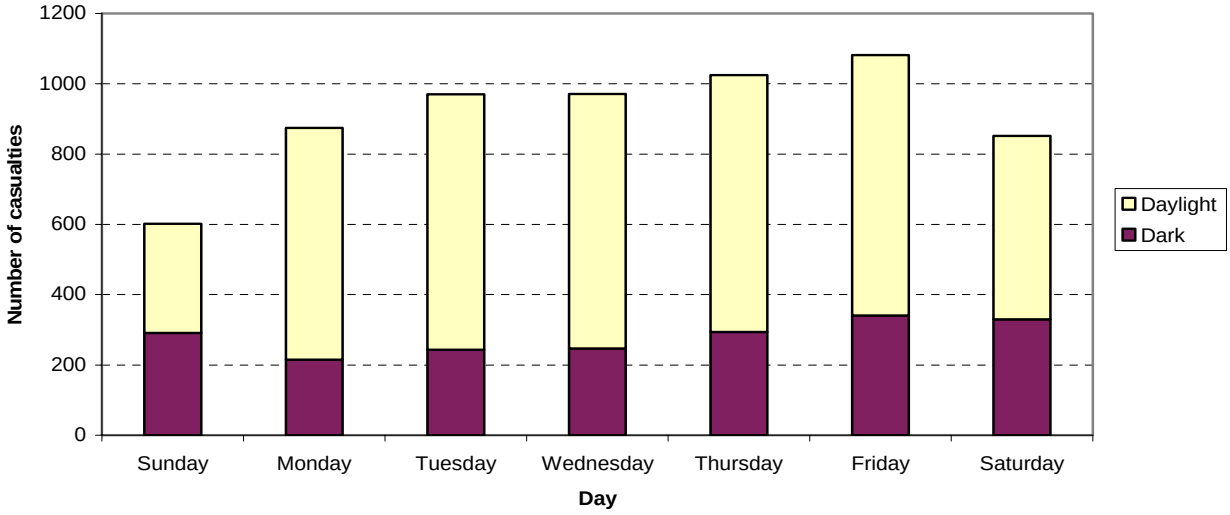


Fig 7: Pedestrian casualties by month and light conditions in Greater London 2004

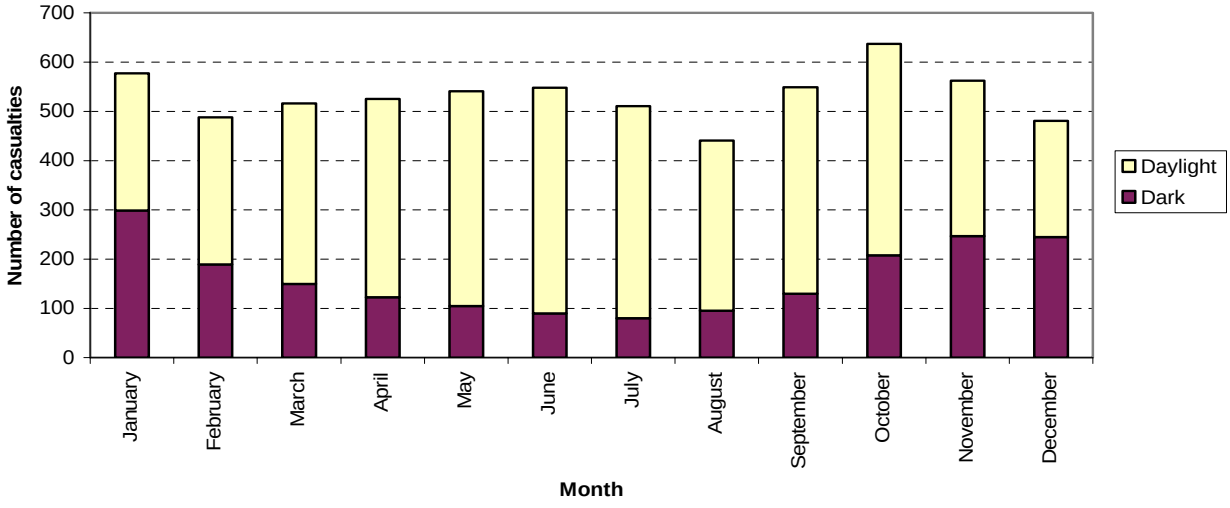


Table 11: Pedestrian casualties by pedestrian crossing facility and severity in Greater London 2004

	Severity of casualty					
Pedestrian Crossing Facility	**Fatal**	**Serious**	**Slight**	**Total**	**% of total**	**Severity ratio**
No crossing within 50m	48	707	3,020	3,775	59%	20%
Zebra	10	132	513	655	10%	22%
Pelican or similar	6	115	420	541	8%	22%
Pedestrian phase at ATS	22	256	993	1,271	20%	22%
Central Refuge	5	23	75	103	2%	27%
Footbridge or Subway	1	9	21	31	0%	32%
Total	**92**	**1,242**	**5,042**	**6,376**	**100%**	**21%**

Table 12: Pedestrian casualties by pedestrian movement and severity in Greater London 2004

	Severity of casualty				% of known	
Pedestrian movement	**Fatal**	**Serious**	**Slight**	**Total**	**movement**	**Severity ratio**
From Drivers Nearside	32	525	2,115	2,672	49%	21%
From Drivers Nearside Masked	5	133	537	675	12%	20%
From Drivers Offside	35	295	1,028	1,358	25%	24%
From Drivers Offside Masked	1	62	256	319	6%	20%
In Road Not Crossing	4	45	298	347	6%	14%
In Road Not Crossing Masked	0	8	48	56	1%	14%
In Road Facing Traffic	0	0	19	19	0%	0%
In Road Back To Traffic	0	5	36	41	1%	12%
Total known movement	**77**	**1,073**	**4,337**	**5,487**	**100%**	**21%**
Unknown	15	169	705	889	**-**	21%
Total	**92**	**1,242**	**5,042**	**6,376**	**-**	**21%**

Crossing facilities and pedestrian movements

Tables 11 and 12 detail pedestrian casualties by crossing facility and pedestrian movement in Greater London in 2004.

More than half (59%) of pedestrian casualties were injured more than 50m from a pedestrian crossing. 20% were injured at an automatic traffic signal pedestrian phase, 10% at zebra crossings and a further 8% at pelican or similar light controlled crossings.

Where pedestrian movement was known, 61% of pedestrian casualties (60% of KSI's) were moving from the driver's nearside and 31% (34% of KSI's) from the driver's offside. 19% of pedestrian casualties (18% of KSI's) emerged into the road masked by parked vehicles.

Vehicle involved

Table 13 shows pedestrian casualties by vehicle involved in the collision. Over two-thirds (69%) of pedestrian casualties were involved in a collision with a car. This class of vehicle accounted for 57% of fatal injuries and 69% of KSI's.

Collisions with powered two wheelers resulted in 10% of all pedestrian casualties (9% of KSI's and 8% of fatalities). 9% of casualties (10% of KSI's and 13% of fatalities) resulted from a collision with a bus or coach, while goods vehicles accounted for 7% of pedestrian casualties (7% of KSI's and 16% of fatalities).

Table 13: Pedestrian casualties by vehicle involved, severity and severity ratio in Greater London 2004

	Severity of casualty					Severity
Type Of Vehicle	**Fatal**	**Serious**	**Slight**	**Total**	**% of total**	**ratio**
Pedal Cycle	0	13	65	78	1%	17%
Moped	1	14	76	91	1%	16%
M/C =<125cc	2	35	170	207	3%	18%
M/C >125cc	4	58	270	332	5%	19%
Taxi	2	29	129	160	3%	19%
Car	52	862	3,482	4,396	69%	21%
Minibus	1	8	14	23	0%	39%
Bus or Coach	12	120	435	567	9%	23%
Other Motor Vehicle	3	22	67	92	1%	27%
Other Non Motor Vehicle	0	1	0	1	0%	100%
Agricultural Vehicle	0	1	0	1	0%	100%
Tram	0	1	1	2	0%	50%
Goods =< 3.5T MGW	5	61	252	318	5%	21%
Goods 3.5 to 7.5T MGW	1	8	27	36	1%	25%
Goods => 7.5T MGW	9	9	54	72	1%	25%
Total	**92**	**1,242**	**5,042**	**6,376**	**100%**	**21%**

Table 14: Pedestrian casualties by vehicle manoeuvre, severity and severity ratio in Greater London 2004

	Severity of casualty					
Vehicle manoeuvre	**Fatal**	**Serious**	**Slight**	**Total**	**% of total**	**Severity ratio**
Reversing	4	37	301	342	5%	12%
Parked	0	7	50	57	1%	12%
Going Ahead Held Up	0	6	35	41	1%	15%
Slowing Or Stopping	3	11	96	110	2%	13%
Moving Off	5	38	196	239	4%	18%
U-Turning	0	1	16	17	0%	6%
Turning Left	1	41	178	220	3%	19%
Waiting To Turn Left	0	0	2	2	0%	0%
Turning Right	2	54	280	336	5%	17%
Waiting To Turn Right	0	1	3	4	0%	25%
Change Lane To Left	0	0	7	7	0%	0%
Change Lane To Right	1	2	4	7	0%	43%
Overtake Move Veh O/S	0	8	28	36	1%	22%
Overtake Stat Veh O/S	1	42	215	258	4%	17%
Overtaking Nearside	1	11	60	72	1%	17%
Going Ahead Left Bend	1	12	64	77	1%	17%
Going Ahead Right Bend	0	18	80	98	2%	18%
Going Ahead Other	73	953	3,427	4,453	70%	23%
Total	**92**	**1,242**	**5,042**	**6,376**	**100%**	**21%**

Vehicle manoeuvre

Table 14 shows pedestrian casualties by vehicle manoeuvre. The majority of pedestrian casualties (70%) were in conflict with a vehicle which was coded as 'going ahead', i.e. not undertaking any particular manoeuvre or turn. 5% of pedestrians were injured by a reversing vehicle and a further 5% by a vehicle turning right.

Contributory factors

Table 15 shows pedestrian casualties by the main accident and casualty contributory factors in Greater London in 2004.

Both the accident and casualty contributory factors are subjective, but indicate the main factors involved in the collision. The **accident** contributory factor could apply to any of the vehicles or the pedestrian involved in the collision and has been deemed by the Police to be the main factor in the collision. The **casualty** contributory factor relates directly to the pedestrian.

The top accident contributor factor, assigned to collisions resulting in 38% of pedestrian casualties was 'crossing road heedless of traffic elsewhere'. This was also the top casualty contributory factor, assigned to 46% of the pedestrians involved in collisions. The second most common factor at both accident and casualty level was 'crossing road masked by parked vehicle' (11% and 13% respectively).

In total, the overriding factor in collisions resulting in over two thirds of pedestrian injuries related directly to the pedestrian's behaviour. In terms of collisions where action by the vehicle driver was deemed to have been the overriding factor, speed appears to have been an issue, with just under 10% of pedestrian casualties being injured in collisions where the vehicle was going too fast having regard to the road environment or other road users.

Table 15: Pedestrian casualties by most common accident and casualty contributory factors in Greater London 2004

Accident Contributory Factor	Number of Casualties	% of Total
404 Crossing road heedless of traffic elsewhere	2,425	38.0%
402 Crossing road masked by parked vehicle	703	11.0%
224+225 Going too fast having regard to road environment or other road users	618	9.7%
403 Crossing road heedless of traffic and pedestrian crossing	605	9.5%
400 Drink or drugs (Pedestrian)	213	3.3%
205 Failure to give precedence to pedestrian at zebra crossing	200	3.1%
212 Reversing	186	2.9%
0 Factor unknown	173	2.7%
405 In road, not crossing	171	2.7%
499 Other pedestrian factor	136	2.1%
206 Failure to give precedence to pedestrian at pelican crossing	111	1.7%
218 Driving too close to the kerb	101	1.6%
214 Starting	99	1.6%
204 Disobeyed ATS	81	1.3%
209 Turn right injudiciously	63	1.0%
Casualty Contributory Factor		
404 Crossing road heedless of traffic elsewhere	2,918	45.8%
402 Crossing road masked by parked vehicle	851	13.3%
403 Crossing road heedless of traffic and pedestrian crossing	619	9.7%
650 Crossing road normally	571	9.0%
651 Elsewhere, not crossing	473	7.4%
405 In road, not crossing	365	5.7%
499 Other pedestrian factor	221	3.5%
400 Drink or drugs	201	3.2%
0 factor unknown	140	2.2%
401 Physical/mental defect or illness	13	0.2%
406 Tripped over tow rope	4	0.1%

Background Documents

1. Road Casualties Great Britain Main Results: 2004 – Department for Transport Statistics Bulletin (05)26 (June 2005)
   www.dft.gov.uk/stellent/groups/dft_transstats/documents/downloadable/dft_transstats_038554.pdf

2. Highways Economics Note No. 1 2003 – Department for Transport (Dec 2004)
   www.dft.gov.uk/stellent/groups/dft_rdsafety/ documents/page/dft_rdsafety_033570.pdf

3. Population data supplied by the GLA - GLA 2003 Round Projections - Scenario 8.1 for 2004

Copies of reports and research documents published by LRSU can be found at – http://www.tfl.gov.uk/streets/roadsafety-reports.shtml