

## London Road Safety Unit

### LAAU topic 2009-1

January 2009

## Pedestrian casualties in Greater London

This factsheet looks into the scale and nature of road traffic collisions resulting in injury to pedestrians in the Greater London area. It gives an overview of pedestrian casualties for the period 1986 to 2007 and then looks in detail at the profile of casualties and factors relating to the collisions that occurred in 2007 (the latest year for which finalised data are available at the time of writing).

It provides background information to support the Government and Mayor for London's targets to reduce road casualties by the year 2010. Following a review in 2006, the target in London for pedestrians is now a 50% reduction in the total number of pedestrians killed or seriously injured (KSI) by 2010 from a baseline of the average number of casualties for 1994-98.

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

### Key facts

- 22% of all road traffic collisions in Greater London in 2007 resulted in injury to pedestrians who, in turn, represented 19% of all casualties.
- Pedestrian KSI casualties accounted for just over one third (34%) of all KSI casualties in 2007.
- Pedestrian KSIs have fallen by 40% between the 1994-98 average and 2007; all pedestrian casualties have fallen by 43%.
- Children (0-15 years inclusive) accounted for nearly one quarter (24%) of pedestrian casualties of known age in 2007.
- Over half (51%) of pedestrian fatalities of known age in 2007 were aged 60 years or over.
- Two thirds (67%) of pedestrian casualties were injured by a car.

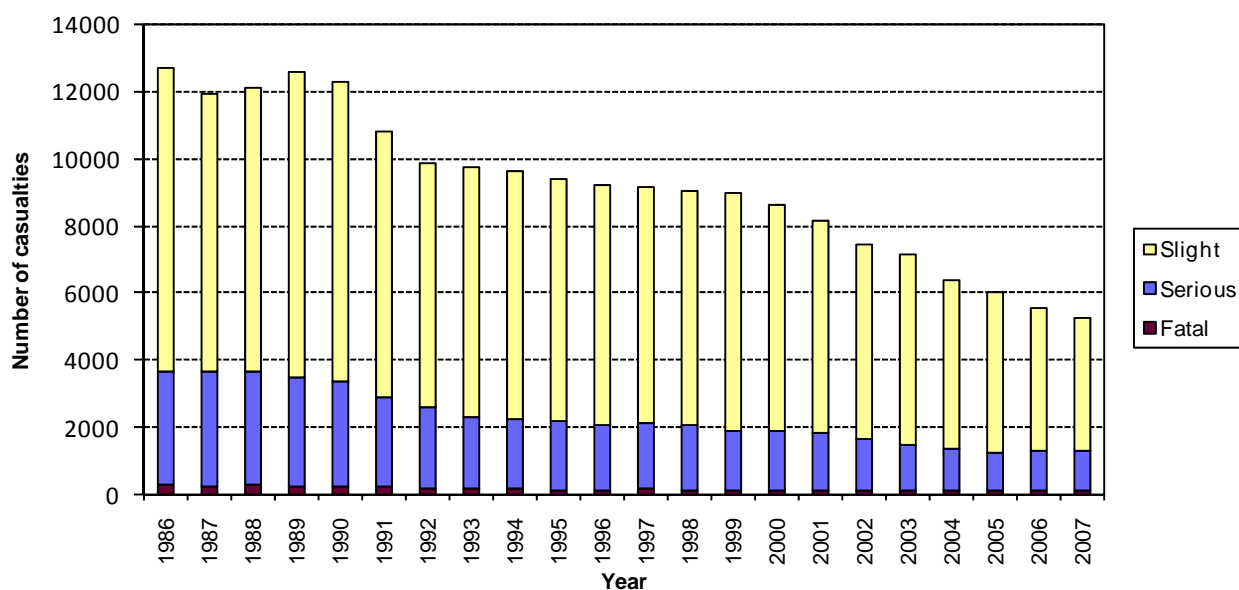
# Annual Trends 1986 to 2007

Table 1 and Figure 1 show the number of pedestrian casualties by year and severity in Greater London from 1986 to 2007.

**Table 1: Pedestrian casualties by year and severity in Greater London 1986 to 2007**

| Year of accident                        | Ped Collisions | Severity of casualty |                |                | Total          | KSI Total      | Severity ratio |
|---|----------------|----------------------|----------------|----------------|----------------|----------------|----------------|
|   |                | Fatal                | Serious        | Slight         |                |                |                |
| 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%            |
| <b>1994 to 1998 average</b>             | <b>9,035.8</b> | <b>136.0</b>         | <b>2,000.6</b> | <b>7,155.2</b> | <b>9,291.8</b> | <b>2,136.6</b> | <b>23%</b>     |
| 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%            |
| 2005                                    | 5,840          | 89                   | 1,135          | 4,799          | 6,023          | 1,224          | 20%            |
| 2006                                    | 5,383          | 100                  | 1,203          | 4,238          | 5,541          | 1,303          | 24%            |
| 2007                                    | 5,089          | 109                  | 1,183          | 3,960          | 5,252          | 1,292          | 25%            |
| <b>% change 1986 to 2007</b>            | <b>-59%</b>    | <b>-63%</b>          | <b>-65%</b>    | <b>-56%</b>    | <b>-59%</b>    | <b>-65%</b>    | <b>-</b>       |
| <b>% change 1994-98 average to 2007</b> | <b>-44%</b>    | <b>-20%</b>          | <b>-41%</b>    | <b>-45%</b>    | <b>-43%</b>    | <b>-40%</b>    | <b>-</b>       |
| <b>% change 2006 to 2007</b>            | <b>-5%</b>     | <b>9%</b>            | <b>-2%</b>     | <b>-7%</b>     | <b>-5%</b>     | <b>-1%</b>     | <b>-</b>       |

**Fig. 1: Pedestrian casualties by year and severity in Greater London 1986 to 2007**



Pedestrian casualties were at a high of 12,697 in 1986, fell to 11,940 in 1987 and then rose again to 12,585 in 1989. From that point onwards they have fallen steadily year on year to a low of 5,252 in 2007, a reduction of 59% compared with 1986. KSI casualties fell by 65% and slight by 56% during this period.

Comparing 2007 with the 1994-98 average, all pedestrian casualties fell by 43%, fatal injuries by 20%, serious by 41% and slight by 45%. Pedestrian KSIs fell by 40% overall.

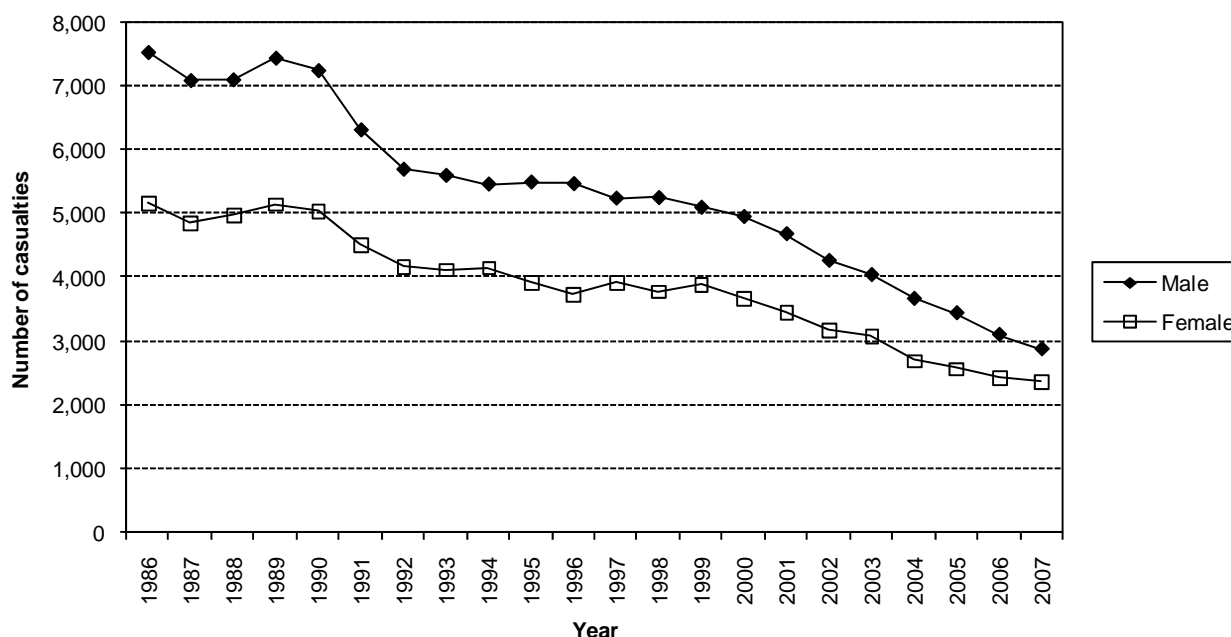
Comparing 2007 with 2006, pedestrian casualties fell by 5% overall. There were reductions in serious and slight severities of 2% and 7% respectively, however pedestrian fatalities rose by 9% (100 to 109). Year on year fluctuations in fatalities are not uncommon and numbers have varied from a high of 293 in 1986 to a low of 89 in 2005, averaging 164 per year during this period. Pedestrian KSIs fell by 1% between 2006 and 2007.

The severity ratio (the percentage of fatal and serious injuries to all injuries) was showing a general downwards trend, falling from a high of 31% in 1987 to a low of 20% in 2005. However, due to the rise in KSI casualties in 2006 and in fatalities in 2007, the severity ratio has risen slightly over the last two years (24% and 25% respectively).

## Gender

Figure 2 shows pedestrian casualties by gender in Greater London from 1986 to 2007.

Fig. 2: Pedestrian casualties by year and gender in Greater London 1986 to 2007



Males accounted for an average of 58% of pedestrian casualties per year over this period and females 42%. The male-female split remained fairly constant during this time, although the last couple of years have shown a slight increase in the proportion of female pedestrian casualties, with 45% female to 55% male in 2007.

Both male and female pedestrian casualties have shown a general downward trend since 1986, reducing by 62% and 54% respectively between 1986 and 2007, and by 46% and 39% respectively between the 1994-98 average and 2007. Males fell by 7% and females by 3% between 2006 and 2007.

## Age

Table 2 and Figure 3 show pedestrian casualties by year and age band in Greater London from 1986 to 2007.

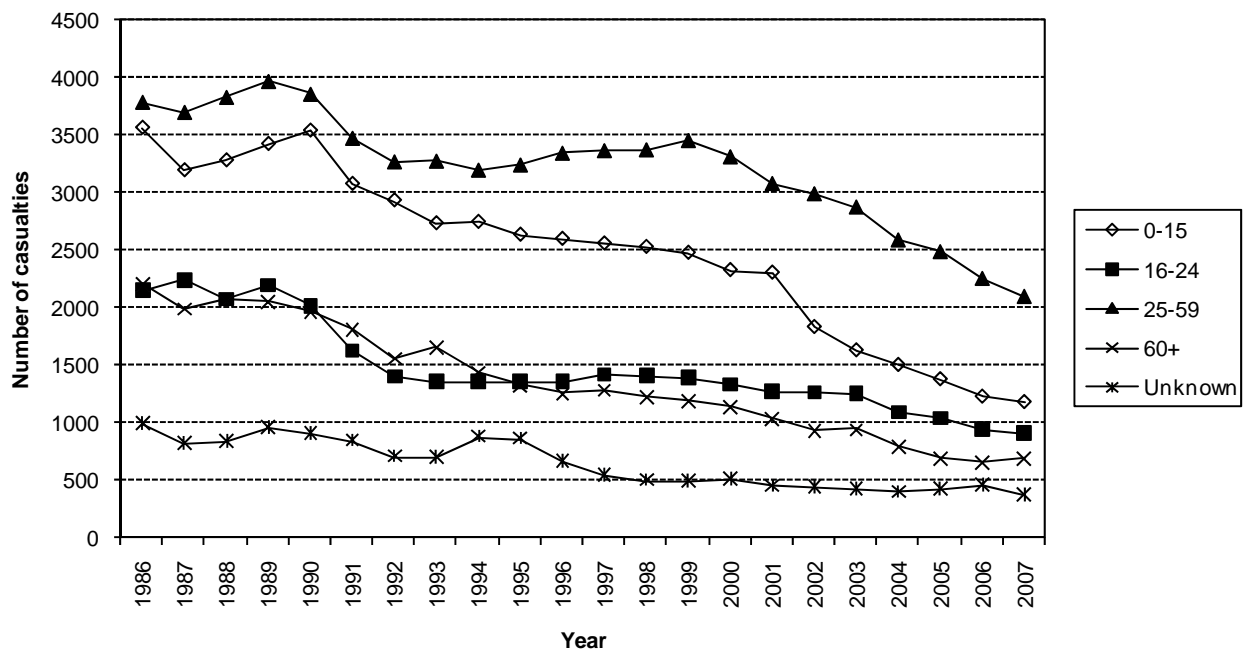
While casualty numbers have fallen in each of the age bands, this is most pronounced in the youngest (under 16 years) and oldest (60 years and over) bands, with reductions of 67% and 69% respectively between 1986 and 2007 and 55% and 47% respectively between the 1994-98 average and 2007.

The distribution of pedestrian casualties across these age bands has changed slightly over this period. The under 16 and 60 plus age bands decreased from 28% and 17% of the total in 1986 to 23% and 13% respectively in 2007, while the proportion of casualties in the 25-59 year age band increased from 30% in 1986 to 40% in 2007. The percentage of casualties in the 16 to 24 year age band has remained fairly constant.

Table 2: Pedestrian casualties by year and age (banded) in Greater London 1986 to 2007

|   | Casualty age banded |              |                |               |              | Total          | % aged     | % aged     | % aged     | % aged     |
|---|---------------------|--------------|----------------|---------------|--------------|----------------|------------|------------|------------|------------|
|   | Under 16            | 16-24        | 25-59          | 60 + over     | Unknown      |                | < 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%        |
| <b>1994 to 1998 average</b>             | <b>2,615.6</b>      | <b>1,381</b> | <b>3,303.6</b> | <b>1301.6</b> | <b>689.8</b> | <b>9,291.8</b> | <b>28%</b> | <b>15%</b> | <b>36%</b> | <b>14%</b> |
| 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%        |
| 2005                                    | 1,383               | 1,040        | 2,488          | 689           | 423          | 6,023          | 23%        | 17%        | 41%        | 11%        |
| 2006                                    | 1,232               | 942          | 2,256          | 652           | 459          | 5,541          | 22%        | 17%        | 41%        | 12%        |
| 2007                                    | 1,185               | 907          | 2,100          | 690           | 370          | 5,252          | 23%        | 17%        | 40%        | 13%        |
| <b>% change 1986 to 2007</b>            | <b>-67%</b>         | <b>-58%</b>  | <b>-45%</b>    | <b>-69%</b>   | <b>-63%</b>  | <b>-59%</b>    | -          | -          | -          | -          |
| <b>% change 1994-98 average to 2007</b> | <b>-55%</b>         | <b>-34%</b>  | <b>-36%</b>    | <b>-47%</b>   | <b>-46%</b>  | <b>-43%</b>    | -          | -          | -          | -          |
| <b>% change 2006 to 2007</b>            | <b>-4%</b>          | <b>-4%</b>   | <b>-7%</b>     | <b>6%</b>     | <b>-19%</b>  | <b>-5%</b>     | -          | -          | -          | -          |

Fig. 3: Pedestrian casualties by year and age (banded) in Greater London 1986 to 2007



## Pedestrian casualties in Greater London 2007

The following section provides a more detailed analysis of pedestrian casualties in Greater London in 2007. This is the most recent year for which finalised data are available.

### How many and who?

During 2007 there were 23,210 personal injury road traffic collisions reported to the police in the Greater London area. Of these collisions, 5,089 (22%) involved injury to one or more pedestrian and resulted in 5,252 pedestrian casualties. Pedestrians represented 19% of total casualties in Greater London in 2007. By comparison, in Great Britain as a whole, pedestrians accounted for 12% of all casualties in 2007.

### Severity and gender

Table 3 shows pedestrian casualties by severity and gender in Greater London in 2007.

Table 3: Pedestrian casualties by gender, severity & severity ratio in Greater London 2007

|              | Severity of casualty |              |              | Total        | KSI          | Severity ratio |
|--------------|----------------------|--------------|--------------|--------------|--------------|----------------|
|              | Fatal                | Serious      | Slight       |              |              |                |
| Male         | 63                   | 702          | 2,123        | 2,888        | 765          | 26%            |
| Female       | 46                   | 481          | 1,837        | 2,364        | 527          | 22%            |
| <b>Total</b> | <b>109</b>           | <b>1,183</b> | <b>3,960</b> | <b>5,252</b> | <b>1,292</b> | <b>25%</b>     |

Three quarters (75%) of pedestrian casualties were slightly injured, with 23% suffering serious injury and 2% being killed. Pedestrian KSIs during 2007 accounted for just over one third (34%) of all road user KSIs in Greater London.

Overall males accounted for 55% of pedestrian casualties and females 45%. For slight casualties the proportion of females rose very slightly (46%), however for KSIs the proportion of male casualties was higher (59%).

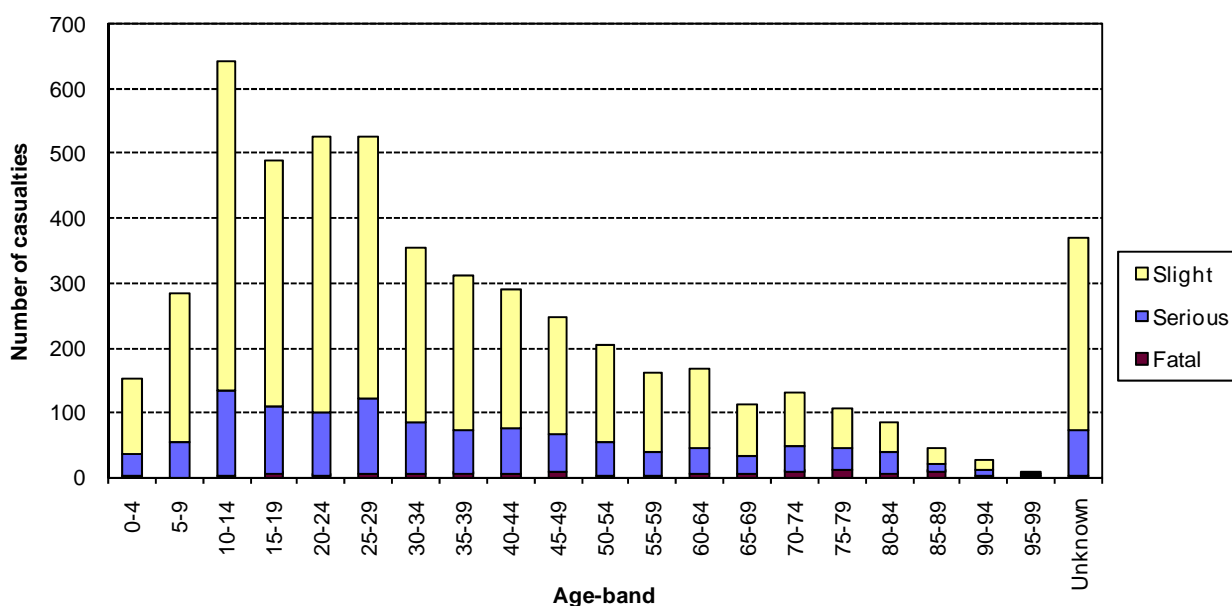
## Age and gender

Table 4 and Figure 4 show pedestrian casualties by five-year age bands, gender and severity in Greater London in 2007.

Table 4: Pedestrian casualties by age-band, gender, severity and severity ratio in Greater London 2007

| Casualty age             | Casualty gender |              | Severity of casualty |              |              | Total        | % of known age | Severity ratio |
|--------------------------|-----------------|--------------|----------------------|--------------|--------------|--------------|----------------|----------------|
|                          | Male            | Female       | Fatal                | Serious      | Slight       |              |                |                |
| 0-4                      | 90              | 63           | 2                    | 34           | 117          | 153          | 3.1%           | 24%            |
| 5-9                      | 178             | 106          | 0                    | 54           | 230          | 284          | 5.8%           | 19%            |
| 10-14                    | 358             | 283          | 3                    | 133          | 505          | 641          | 13.1%          | 21%            |
| 15-19                    | 253             | 235          | 7                    | 102          | 379          | 488          | 10.0%          | 22%            |
| 20-24                    | 258             | 268          | 4                    | 97           | 425          | 526          | 10.8%          | 19%            |
| 25-29                    | 276             | 250          | 5                    | 117          | 404          | 526          | 10.8%          | 23%            |
| 30-34                    | 215             | 141          | 5                    | 82           | 269          | 356          | 7.3%           | 24%            |
| 35-39                    | 173             | 138          | 7                    | 67           | 237          | 311          | 6.4%           | 24%            |
| 40-44                    | 175             | 116          | 6                    | 69           | 216          | 291          | 6.0%           | 26%            |
| 45-49                    | 137             | 110          | 8                    | 60           | 179          | 247          | 5.1%           | 28%            |
| 50-54                    | 111             | 95           | 3                    | 53           | 150          | 206          | 4.2%           | 27%            |
| 55-59                    | 85              | 78           | 2                    | 38           | 123          | 163          | 3.3%           | 25%            |
| 60-64                    | 90              | 77           | 5                    | 42           | 120          | 167          | 3.4%           | 28%            |
| 65-69                    | 61              | 53           | 6                    | 28           | 80           | 114          | 2.3%           | 30%            |
| 70-74                    | 73              | 59           | 10                   | 40           | 82           | 132          | 2.7%           | 38%            |
| 75-79                    | 62              | 46           | 11                   | 35           | 62           | 108          | 2.2%           | 43%            |
| 80-84                    | 48              | 37           | 7                    | 34           | 44           | 85           | 1.7%           | 48%            |
| 85-89                    | 24              | 22           | 10                   | 12           | 24           | 46           | 0.9%           | 48%            |
| 90-94                    | 13              | 16           | 3                    | 10           | 16           | 29           | 0.6%           | 45%            |
| 95-99                    | 5               | 4            | 2                    | 5            | 2            | 9            | 0.2%           | 78%            |
| <b>Total (age known)</b> | <b>2,685</b>    | <b>2,197</b> | <b>106</b>           | <b>1,112</b> | <b>3,664</b> | <b>4,882</b> | <b>100.0%</b>  | <b>25%</b>     |
| Total (age unknown)      | 203             | 167          | 3                    | 71           | 296          | 370          | -              | 20%            |
| <b>Total</b>             | <b>2,888</b>    | <b>2,364</b> | <b>109</b>           | <b>1,183</b> | <b>3,960</b> | <b>5,252</b> | <b>-</b>       | <b>25%</b>     |

Fig. 4: Pedestrian casualties by age-band and severity in Greater London 2007



The highest number of pedestrian casualties occurred in the younger age bands, with a third (34%) of casualties of known age being aged between 10 and 24 years. The 10 to 14 year age band showed the highest number of casualties of any age band (13.1% of known age).

Pedestrian casualties aged 60 years and over represented 14% of all pedestrian casualties of known age, however fatalities in this group represented 51% of all fatal pedestrian casualties of known age.

There were more male pedestrian casualties in all but two of the five-year age bands (20-24 years and 90-94 years).

The highest severity ratios were found in the older age bands, peaking at 78% in the 95-99 years band. The 80-84 and 85-89 year bands both had a severity ratio of 48%. This clearly illustrates the increasing vulnerability of pedestrians to more serious injury with increasing age. However, it should be noted that these three groups did only represent 0.2%, 1.7% and 0.9% of pedestrian casualties of known age respectively. 10-14 year olds, which represented the age band with the highest number of casualties, had a severity ratio of 21%.

### Age and population

Figure 5 shows pedestrian casualties by five-year age band per 1,000 population against the estimated Greater London population, based on the 2007 mid year population estimates. This clearly illustrates the disproportionate number of pedestrian casualties in the 10-19 and 70 years plus age bands compared with the population figures for these groups.

Fig. 5: Pedestrian casualties per 1,000 population against population by age-band in Greater London 2007

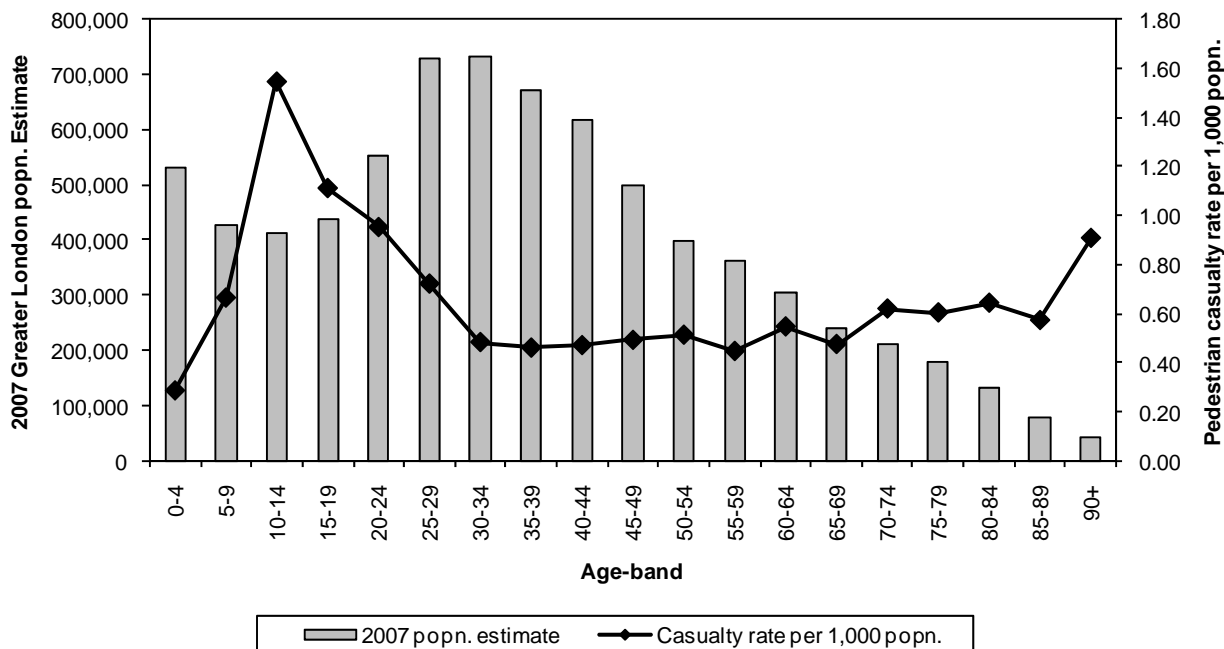
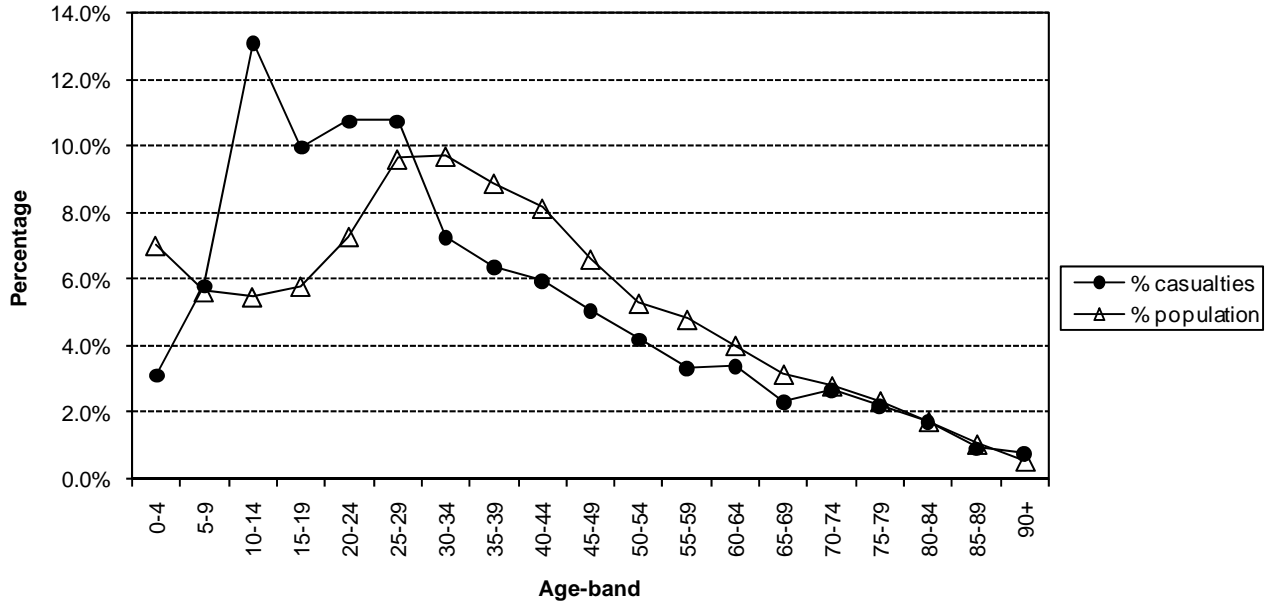


Figure 6 shows the percentage of pedestrian casualties of known age against the percentage of Greater London population in five-year age bands. This again emphasises the disproportionate number of young pedestrian casualties, particularly those aged between 10 and 14 years, but also for those between 15 and 24 years.

**Fig. 6: Pedestrians as % of known age against % of population in five-year age-bands in Greater London 2007**



### Child pedestrian casualties

Table 5 looks more closely at child pedestrian casualties (aged 0-15 years), showing them by age and whether they were injured on their journey to or from school. Children represented nearly a quarter (24%) of all pedestrian casualties of known age; of these 30% were injured on the school journey.

The number of child pedestrians injured going to or from school increased noticeably from 11 years, with 50% of 11 and 12 year olds injured on the school journey. This increase coincides with the age at which most children move from primary to secondary school and may therefore be travelling greater distances independently.

**Table 5: Child pedestrian casualties by age and school journey in Greater London 2007**

| Casualty Age | Casualty journey purpose |                | % to/from    |            |
|--------------|--------------------------|----------------|--------------|------------|
|              | Other                    | To/from school | Total        | school     |
| 0            | 4                        | 0              | 4            | 0%         |
| 1            | 12                       | 0              | 12           | 0%         |
| 2            | 24                       | 0              | 24           | 0%         |
| 3            | 40                       | 2              | 42           | 5%         |
| 4            | 66                       | 5              | 71           | 7%         |
| 5            | 37                       | 12             | 49           | 24%        |
| 6            | 38                       | 10             | 48           | 21%        |
| 7            | 37                       | 12             | 49           | 24%        |
| 8            | 45                       | 17             | 62           | 27%        |
| 9            | 61                       | 15             | 76           | 20%        |
| 10           | 68                       | 28             | 96           | 29%        |
| 11           | 67                       | 68             | 135          | 50%        |
| 12           | 84                       | 85             | 169          | 50%        |
| 13           | 94                       | 46             | 140          | 33%        |
| 14           | 68                       | 33             | 101          | 33%        |
| 15           | 82                       | 25             | 107          | 23%        |
| <b>Total</b> | <b>827</b>               | <b>358</b>     | <b>1,185</b> | <b>30%</b> |



## Where?

Table 6 shows the number of pedestrian casualties by borough, severity and percentage change in KSI casualties in 2007 over the 1994-98 average.

Pedestrian casualties were split almost equally between inner and outer London (49% inner, 51% outer). Overall KSIs were split in the same proportions; however there were more fatalities in outer London (63% compared with 37%). The average severity ratio was slightly higher in outer London (25% compared to 24%)

Regarding progress towards the 2010 casualty reduction target, KSI casualties in inner London showed a reduction of 42% between 2007 and the 1994-98 average, while in outer London there was a reduction of 37%.

**Table 6: Pedestrian casualties by borough, severity and KSI percentage change in 2007 over 1994-98 average in Greater London**

| Borough                     | Severity of casualty |              |              |              | Total      | Severity ratio | 1994-98 KSI average | 2007 KSI total | % change 1994-98 average to 2007 |
|-----------------------------|----------------------|--------------|--------------|--------------|------------|----------------|---------------------|----------------|----------------------------------|
|                             | Fatal                | Serious      | Slight       |              |            |                |                     |                |                                  |
| City of London              | 0                    | 17           | 102          | 119          | 14%        | 24.6           | 17                  | -31%           |                                  |
| Westminster                 | 3                    | 99           | 374          | 476          | 21%        | 178.8          | 102                 | -43%           |                                  |
| Camden                      | 4                    | 45           | 185          | 234          | 21%        | 104.0          | 49                  | -53%           |                                  |
| Islington                   | 4                    | 39           | 118          | 161          | 27%        | 76.0           | 43                  | -43%           |                                  |
| Hackney                     | 0                    | 45           | 146          | 191          | 24%        | 78.4           | 45                  | -43%           |                                  |
| Tower Hamlets               | 1                    | 36           | 118          | 155          | 24%        | 72.6           | 37                  | -49%           |                                  |
| Greenwich                   | 1                    | 37           | 101          | 139          | 27%        | 60.2           | 38                  | -37%           |                                  |
| Lewisham                    | 6                    | 44           | 105          | 155          | 32%        | 81.6           | 50                  | -39%           |                                  |
| Southwark                   | 2                    | 53           | 165          | 220          | 25%        | 79.8           | 55                  | -31%           |                                  |
| Lambeth                     | 9                    | 56           | 152          | 217          | 30%        | 123.8          | 65                  | -47%           |                                  |
| Wandsworth                  | 1                    | 53           | 136          | 190          | 28%        | 78.2           | 54                  | -31%           |                                  |
| Hammersmith & Fulham        | 5                    | 29           | 124          | 158          | 22%        | 59.6           | 34                  | -43%           |                                  |
| Kensington & Chelsea        | 4                    | 42           | 138          | 184          | 25%        | 71.8           | 46                  | -36%           |                                  |
| <b>Total inner London</b>   | <b>40</b>            | <b>595</b>   | <b>1,964</b> | <b>2,599</b> | <b>24%</b> | <b>1,089.4</b> | <b>635</b>          | <b>-42%</b>    |                                  |
| <b>% of Greater London</b>  | <b>37%</b>           | <b>50%</b>   | <b>50%</b>   | <b>49%</b>   | <b>-</b>   | <b>-</b>       | <b>49%</b>          | <b>-</b>       |                                  |
| Waltham Forest              | 0                    | 31           | 111          | 142          | 22%        | 60.4           | 31                  | -49%           |                                  |
| Redbridge                   | 3                    | 27           | 85           | 115          | 26%        | 48.2           | 30                  | -38%           |                                  |
| Havering                    | 3                    | 31           | 77           | 111          | 31%        | 38.2           | 34                  | -11%           |                                  |
| Barking & Dagenham          | 3                    | 17           | 67           | 87           | 23%        | 35.2           | 20                  | -43%           |                                  |
| Newham                      | 4                    | 41           | 171          | 216          | 21%        | 68.4           | 45                  | -34%           |                                  |
| Bexley                      | 3                    | 32           | 66           | 101          | 35%        | 34.8           | 35                  | 1%             |                                  |
| Bromley                     | 4                    | 30           | 94           | 128          | 27%        | 48.8           | 34                  | -30%           |                                  |
| Croydon                     | 2                    | 49           | 158          | 209          | 24%        | 67.6           | 51                  | -25%           |                                  |
| Sutton                      | 1                    | 24           | 58           | 83           | 30%        | 30.0           | 25                  | -17%           |                                  |
| Merton                      | 4                    | 17           | 80           | 101          | 21%        | 37.4           | 21                  | -44%           |                                  |
| Kingston                    | 4                    | 12           | 47           | 63           | 25%        | 31.6           | 16                  | -49%           |                                  |
| Richmond                    | 1                    | 23           | 64           | 88           | 27%        | 32.2           | 24                  | -25%           |                                  |
| Hounslow                    | 6                    | 27           | 73           | 106          | 31%        | 50.2           | 33                  | -34%           |                                  |
| Hillingdon                  | 1                    | 21           | 104          | 126          | 17%        | 54.0           | 22                  | -59%           |                                  |
| Ealing                      | 7                    | 46           | 136          | 189          | 28%        | 91.2           | 53                  | -42%           |                                  |
| Brent                       | 5                    | 35           | 126          | 166          | 24%        | 84.6           | 40                  | -53%           |                                  |
| Harrow                      | 1                    | 25           | 70           | 96           | 27%        | 34.4           | 26                  | -24%           |                                  |
| Barnet                      | 8                    | 42           | 182          | 232          | 22%        | 70.4           | 50                  | -29%           |                                  |
| Haringey                    | 3                    | 30           | 123          | 156          | 21%        | 65.2           | 33                  | -49%           |                                  |
| Enfield                     | 6                    | 28           | 104          | 138          | 25%        | 64.4           | 34                  | -47%           |                                  |
| <b>Total outer London</b>   | <b>69</b>            | <b>588</b>   | <b>1,996</b> | <b>2,653</b> | <b>25%</b> | <b>1,047.2</b> | <b>657</b>          | <b>-37%</b>    |                                  |
| <b>% of Greater London</b>  | <b>63%</b>           | <b>50%</b>   | <b>50%</b>   | <b>51%</b>   | <b>-</b>   | <b>-</b>       | <b>51%</b>          | <b>-</b>       |                                  |
| <b>Total Greater London</b> | <b>109</b>           | <b>1,183</b> | <b>3,960</b> | <b>5,252</b> | <b>25%</b> | <b>2,136.6</b> | <b>1,292</b>        | <b>-40%</b>    |                                  |

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

The majority of under 16s (64%) were injured in outer London. Nearly two thirds (65%) of school pupils injured while walking to or from school were also in outer London.

More older pedestrians (60 years and over) were also injured in outer London (58%), while slightly more pedestrians in the 16-24 and 25-29 year groups were injured in inner London (51% and 60% respectively).

**Table 7: Pedestrian casualties by borough, age band and school journey in Greater London 2007**

| Borough                     | Casualty age (banded) |            |              |            |            | Total        | School pupil<br>to/from school | % school<br>pupil |
|-----------------------------|-----------------------|------------|--------------|------------|------------|--------------|--------------------------------|-------------------|
|                             | Under 16              | 16-24      | 25-59        | 60 + over  | Unknown    |              |                                |                   |
| City of London              | 2                     | 21         | 74           | 11         | 11         | 119          | 0                              | 0%                |
| Westminster                 | 44                    | 84         | 265          | 51         | 32         | 476          | 7                              | 1%                |
| Camden                      | 25                    | 43         | 121          | 29         | 16         | 234          | 8                              | 3%                |
| Islington                   | 22                    | 40         | 64           | 24         | 11         | 161          | 4                              | 2%                |
| Hackney                     | 33                    | 36         | 95           | 14         | 13         | 191          | 9                              | 5%                |
| Tower Hamlets               | 38                    | 35         | 60           | 14         | 8          | 155          | 13                             | 8%                |
| Greenwich                   | 52                    | 17         | 50           | 16         | 4          | 139          | 20                             | 14%               |
| Lewisham                    | 42                    | 26         | 67           | 13         | 7          | 155          | 15                             | 10%               |
| Southwark                   | 47                    | 28         | 112          | 21         | 12         | 220          | 18                             | 8%                |
| Lambeth                     | 38                    | 37         | 102          | 21         | 19         | 217          | 12                             | 6%                |
| Wandsworth                  | 36                    | 32         | 84           | 28         | 10         | 190          | 13                             | 7%                |
| Hammersmith & Fulham        | 27                    | 29         | 63           | 26         | 13         | 158          | 8                              | 5%                |
| Kensington & Chelsea        | 18                    | 34         | 97           | 19         | 16         | 184          | 8                              | 4%                |
| <b>Total inner London</b>   | <b>424</b>            | <b>462</b> | <b>1,254</b> | <b>287</b> | <b>172</b> | <b>2,599</b> | <b>135</b>                     | <b>5%</b>         |
| <b>% of Greater London</b>  | <b>36%</b>            | <b>51%</b> | <b>60%</b>   | <b>42%</b> | <b>46%</b> | <b>49%</b>   | <b>35%</b>                     | <b>-</b>          |
| Waltham Forest              | 44                    | 28         | 46           | 16         | 8          | 142          | 10                             | 7%                |
| Redbridge                   | 32                    | 17         | 42           | 20         | 4          | 115          | 12                             | 10%               |
| Havering                    | 29                    | 25         | 27           | 22         | 8          | 111          | 4                              | 4%                |
| Barking & Dagenham          | 35                    | 18         | 19           | 9          | 6          | 87           | 9                              | 10%               |
| Newham                      | 60                    | 47         | 74           | 23         | 12         | 216          | 15                             | 7%                |
| Bexley                      | 32                    | 26         | 21           | 16         | 6          | 101          | 13                             | 13%               |
| Bromley                     | 46                    | 15         | 34           | 23         | 10         | 128          | 27                             | 21%               |
| Croydon                     | 59                    | 35         | 72           | 30         | 13         | 209          | 22                             | 11%               |
| Sutton                      | 27                    | 6          | 25           | 14         | 11         | 83           | 10                             | 12%               |
| Merton                      | 22                    | 21         | 38           | 17         | 3          | 101          | 7                              | 7%                |
| Kingston                    | 20                    | 12         | 17           | 12         | 2          | 63           | 4                              | 6%                |
| Richmond                    | 27                    | 11         | 36           | 12         | 2          | 88           | 9                              | 10%               |
| Hounslow                    | 28                    | 19         | 31           | 19         | 9          | 106          | 8                              | 8%                |
| Hillingdon                  | 42                    | 26         | 25           | 16         | 17         | 126          | 17                             | 13%               |
| Ealing                      | 49                    | 26         | 66           | 32         | 16         | 189          | 19                             | 10%               |
| Brent                       | 39                    | 24         | 73           | 23         | 7          | 166          | 11                             | 7%                |
| Harrow                      | 31                    | 14         | 26           | 17         | 8          | 96           | 10                             | 10%               |
| Barnet                      | 59                    | 41         | 72           | 39         | 21         | 232          | 18                             | 8%                |
| Haringey                    | 36                    | 19         | 58           | 23         | 20         | 156          | 13                             | 8%                |
| Enfield                     | 44                    | 15         | 44           | 20         | 15         | 138          | 13                             | 9%                |
| <b>Total outer London</b>   | <b>761</b>            | <b>445</b> | <b>846</b>   | <b>403</b> | <b>198</b> | <b>2,653</b> | <b>251</b>                     | <b>9%</b>         |
| <b>% Greater London</b>     | <b>64%</b>            | <b>49%</b> | <b>40%</b>   | <b>58%</b> | <b>54%</b> | <b>51%</b>   | <b>65%</b>                     | <b>-</b>          |
| <b>Total Greater London</b> | <b>1,185</b>          | <b>907</b> | <b>2,100</b> | <b>690</b> | <b>370</b> | <b>5,252</b> | <b>386</b>                     | <b>7%</b>         |

Table 8 shows pedestrian casualties by borough and highway authority.

**Table 8: Pedestrian casualties by borough and highway authority in Greater London 2007**

| <b>Borough</b>              | <b>Highway authority</b> |                        | <b>Borough road</b> | <b>Total</b> |
|-----------------------------|--------------------------|------------------------|---------------------|--------------|
|                             | <b>TLRN</b>              | <b>Highways Agency</b> |                     |              |
| City of London              | 44                       | 0                      | 75                  | <b>119</b>   |
| Westminster                 | 87                       | 0                      | 389                 | <b>476</b>   |
| Camden                      | 51                       | 0                      | 183                 | <b>234</b>   |
| Islington                   | 84                       | 0                      | 77                  | <b>161</b>   |
| Hackney                     | 93                       | 0                      | 98                  | <b>191</b>   |
| Tower Hamlets               | 72                       | 0                      | 83                  | <b>155</b>   |
| Greenwich                   | 20                       | 0                      | 119                 | <b>139</b>   |
| Lewisham                    | 63                       | 0                      | 92                  | <b>155</b>   |
| Southwark                   | 86                       | 0                      | 134                 | <b>220</b>   |
| Lambeth                     | 115                      | 0                      | 102                 | <b>217</b>   |
| Wandsworth                  | 86                       | 0                      | 104                 | <b>190</b>   |
| Hammersmith & Fulham        | 4                        | 0                      | 154                 | <b>158</b>   |
| Kensington & Chelsea        | 48                       | 0                      | 136                 | <b>184</b>   |
| <b>Total inner London</b>   | <b>853</b>               | <b>0</b>               | <b>1,746</b>        | <b>2,599</b> |
| <b>% of inner London</b>    | <b>33%</b>               | <b>0%</b>              | <b>67%</b>          | <b>100%</b>  |
| <b>% of Greater London</b>  | <b>77%</b>               | <b>0%</b>              | <b>42%</b>          | <b>49%</b>   |
| Waltham Forest              | 1                        | 0                      | 141                 | <b>142</b>   |
| Redbridge                   | 9                        | 0                      | 106                 | <b>115</b>   |
| Havering                    | 5                        | 0                      | 106                 | <b>111</b>   |
| Barking & Dagenham          | 4                        | 0                      | 83                  | <b>87</b>    |
| Newham                      | 6                        | 0                      | 210                 | <b>216</b>   |
| Bexley                      | 1                        | 0                      | 100                 | <b>101</b>   |
| Bromley                     | 19                       | 0                      | 109                 | <b>128</b>   |
| Croydon                     | 36                       | 0                      | 173                 | <b>209</b>   |
| Sutton                      | 17                       | 0                      | 66                  | <b>83</b>    |
| Merton                      | 15                       | 0                      | 86                  | <b>101</b>   |
| Kingston                    | 4                        | 0                      | 59                  | <b>63</b>    |
| Richmond                    | 15                       | 0                      | 73                  | <b>88</b>    |
| Hounslow                    | 28                       | 0                      | 78                  | <b>106</b>   |
| Hillingdon                  | 3                        | 0                      | 123                 | <b>126</b>   |
| Ealing                      | 14                       | 0                      | 175                 | <b>189</b>   |
| Brent                       | 1                        | 0                      | 165                 | <b>166</b>   |
| Harrow                      | 0                        | 0                      | 96                  | <b>96</b>    |
| Barnet                      | 19                       | 1                      | 212                 | <b>232</b>   |
| Haringey                    | 36                       | 0                      | 120                 | <b>156</b>   |
| Enfield                     | 23                       | 0                      | 115                 | <b>138</b>   |
| <b>Total outer London</b>   | <b>256</b>               | <b>1</b>               | <b>2,396</b>        | <b>2,653</b> |
| <b>% of outer London</b>    | <b>10%</b>               | <b>0%</b>              | <b>90%</b>          | <b>100%</b>  |
| <b>% of Greater London</b>  | <b>23%</b>               | <b>100%</b>            | <b>58%</b>          | <b>51%</b>   |
| <b>Total Greater London</b> | <b>1,109</b>             | <b>1</b>               | <b>4,142</b>        | <b>5,252</b> |
| <b>% of total</b>           | <b>21%</b>               | <b>0%</b>              | <b>79%</b>          | <b>100%</b>  |

79% of pedestrians were injured on borough roads and 21% on the Transport for London Road Network (TLRN). In inner London two thirds (67%) of pedestrian casualties were injured on borough roads (33% on the TLRN), while in outer London 90% were injured on borough roads and just 10% on the TLRN.

Overall 71% of pedestrian fatalities, 75% of serious injuries and 80% of slight injuries occurred on borough roads, with 29% of fatalities, 25% of serious injuries and 20% of slight injuries on the TLRN.

Table 9 shows pedestrian casualties by road class and severity. 59% were injured on 'A' class roads, 32% on 'C' class or unclassified roads and 9% on 'B' class roads.

**Table 9: Pedestrian casualties by road class, severity and severity ratio in Greater London 2007**

| First road class | Severity of casualty |              |              | Total        | % of total  | Severity ratio |
|------------------|----------------------|--------------|--------------|--------------|-------------|----------------|
|                  | Fatal                | Serious      | Slight       |              |             |                |
| Motorway         | 0                    | 0            | 1            | 1            | 0%          | 0%             |
| A                | 78                   | 758          | 2,270        | 3,106        | 59%         | 27%            |
| B                | 8                    | 102          | 362          | 472          | 9%          | 23%            |
| C                | 11                   | 154          | 558          | 723          | 14%         | 23%            |
| Unclassified     | 12                   | 169          | 769          | 950          | 18%         | 19%            |
| <b>Total</b>     | <b>109</b>           | <b>1,183</b> | <b>3,960</b> | <b>5,252</b> | <b>100%</b> | <b>25%</b>     |

The vast majority (98%) of pedestrian casualties were injured on roads subject to a 30mph speed limit. A 24% severity ratio was recorded against these casualties.

Table 10 shows pedestrian casualties by junction detail and junction control. 65% were injured at or within 20m of a junction. Of these, 63% were at a 'T' or staggered junction and 21% at a crossroads. In terms of junction control, 68% of pedestrian casualties injured at a junction were where the control was 'Give Way' and 31% were at a junction controlled by automatic traffic signals.

**Table 10: Pedestrian casualties by junction control and junction detail in Greater London 2007**

| Junction detail           | Junction control |                   |                           |           |                          | Total        |
|---------------------------|------------------|-------------------|---------------------------|-----------|--------------------------|--------------|
|                           | Not applicable   | Authorised Person | Automatic Traffic Signals | Stop Sign | Give Way or Uncontrolled |              |
| Roundabout                | 0                | 1                 | 12                        | 0         | 67                       | 80           |
| Mini-Roundabout           | 0                | 0                 | 6                         | 0         | 19                       | 25           |
| T & Staggered Junction    | 0                | 4                 | 396                       | 9         | 1,722                    | 2,131        |
| Slip Road                 | 0                | 0                 | 4                         | 0         | 26                       | 30           |
| Crossroads                | 0                | 1                 | 491                       | 1         | 233                      | 726          |
| Multi Junction            | 0                | 0                 | 93                        | 0         | 34                       | 127          |
| Private Drive             | 0                | 0                 | 0                         | 0         | 64                       | 64           |
| Other Junction            | 0                | 4                 | 51                        | 5         | 155                      | 215          |
| <b>Total at junctions</b> | <b>0</b>         | <b>10</b>         | <b>1,053</b>              | <b>15</b> | <b>2,320</b>             | <b>3,398</b> |
| No junction within 20m    | 1,854            | 0                 | 0                         | 0         | 0                        | 1,854        |
| <b>Total</b>              | <b>1,854</b>     | <b>10</b>         | <b>1,053</b>              | <b>15</b> | <b>2,320</b>             | <b>5,252</b> |

## **Road surface and weather**

The majority of pedestrian casualties (82.9%) were injured in collisions that occurred on a dry road surface, with 16.6% on a wet surface and less than 1% in snow or ice.

86% of pedestrian casualties were injured in fine weather conditions, while 10% were injured in the rain.

## **When?**

Figures 7, 8 and 9 show the number of pedestrian casualties by time of day, day of week and month in Greater London in 2007. These also indicate the proportions injured during the hours of daylight and darkness.

### **Time of day**

Three quarters (75%) of pedestrian casualties were injured in the 12 hour period between 7am and 7pm, with just over one third (34%) occurring in the four hours between 3pm and 7pm. There was another smaller peak in the morning between 8am and 10am with 11% of casualties. The greatest number of casualties in a single hour (485 casualties or 9%) was recorded between 3pm and 4pm.

The 'low' period for pedestrian casualties was between 1am and 7am, during which time only 5% of the total pedestrian casualties were injured.

72% of pedestrian injuries occurred during daylight hours compared to 28% in the dark.

### **Day of week**

78% of pedestrian casualties were injured on a weekday, with a peak of 17% on a Friday. 12% were injured on a Saturday and 10% on a Sunday.

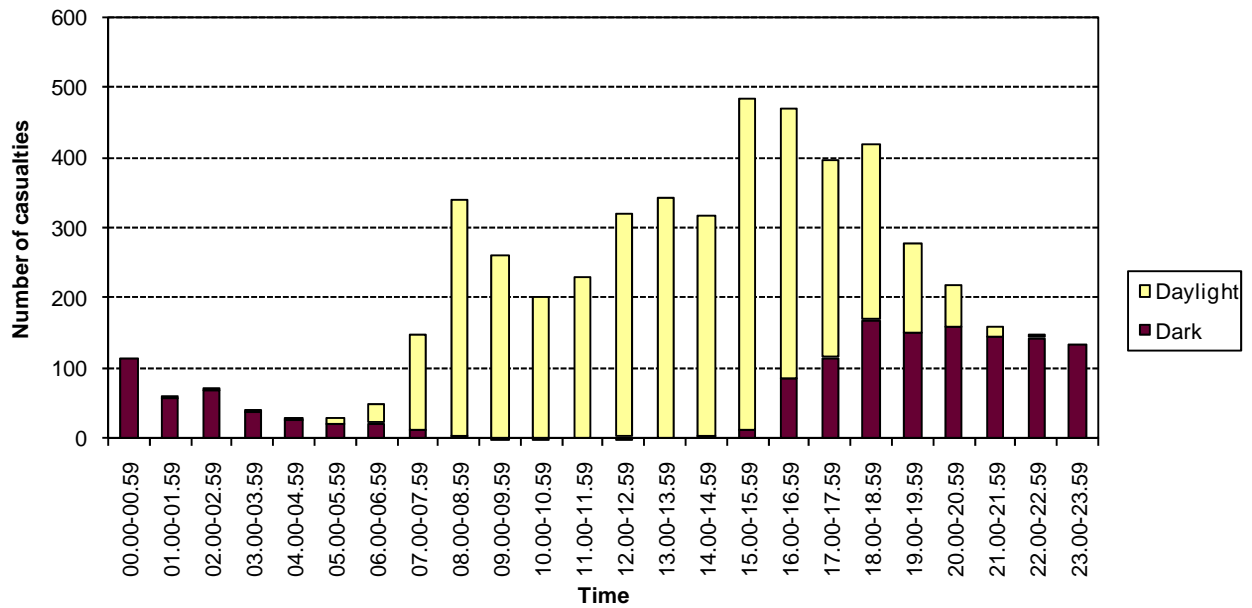
The highest proportion of pedestrians injured in the dark occurred at the weekend with 38% on a Saturday and 40% on a Sunday.

### **Month**

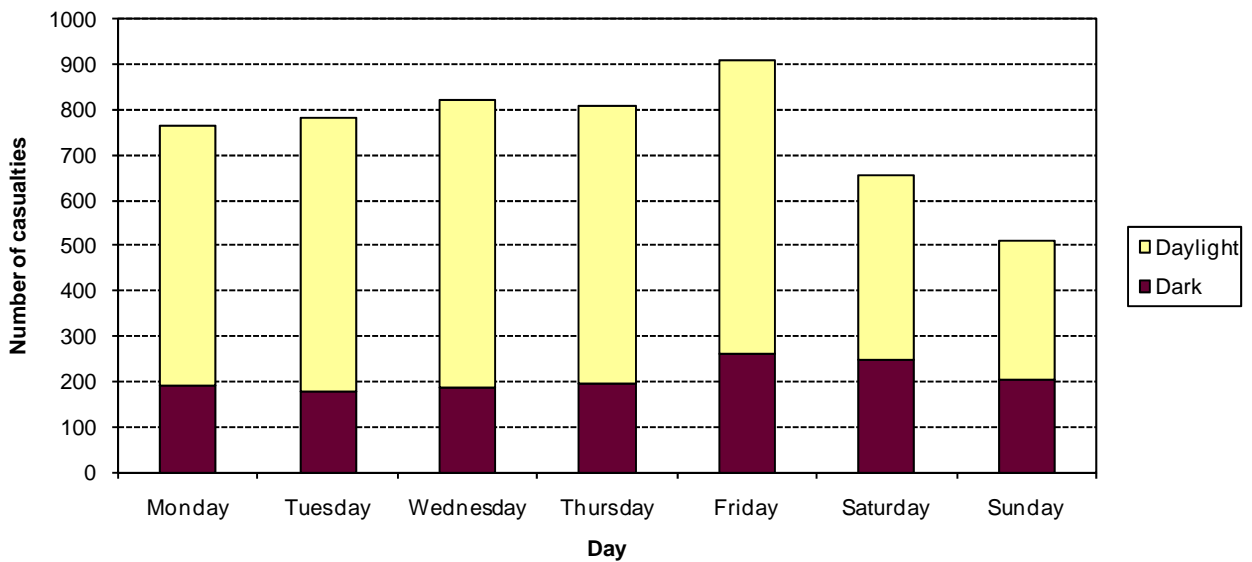
Pedestrian casualties were quite evenly spread throughout the year, with no one month having substantially more than any other. The fourth quarter of the year (October to December) had marginally more pedestrian casualties (26%) than each of the other three, and the highest number in a single month (503, 10%) was recorded in November.

At least 40% of pedestrian casualties injured in January (45%), February (40%), November (41%) and December (46%) were injured in the dark.

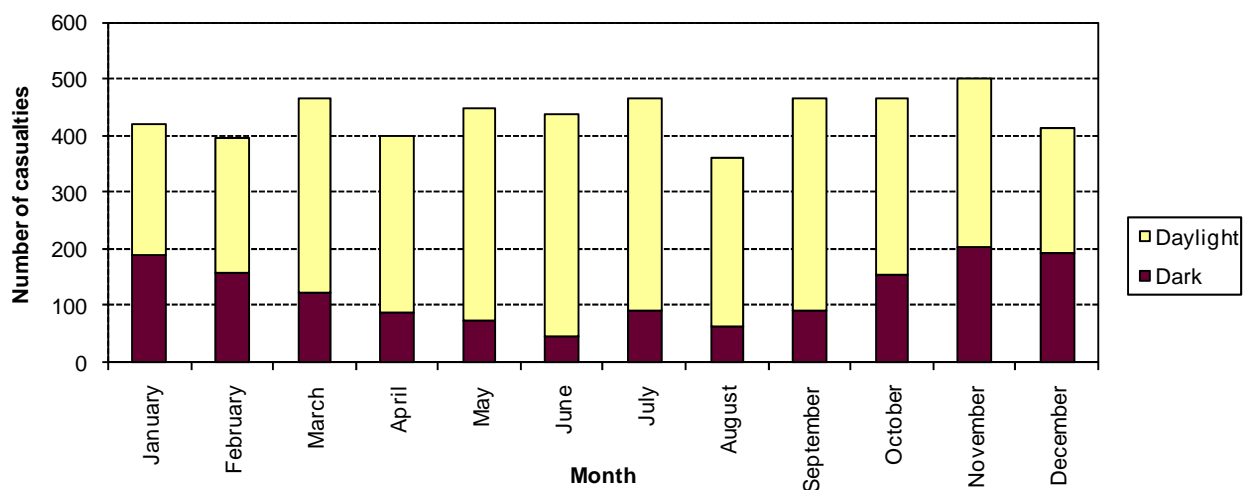
**Fig. 7: Pedestrian casualties by time of day and light conditions in Greater London 2007**



**Fig. 8: Pedestrian casualties by day of week and light conditions in Greater London 2007**



**Fig. 9: Pedestrian casualties by month and light conditions in Greater London 2007**



## Pedestrian location and movement

Tables 11, 12 and 13 show pedestrian casualties by location, crossing facility and movement in Greater London in 2007.

Over one third (35%) of pedestrian casualties of known location were injured at or within 50m of a formal, controlled crossing facility. 18% were injured at an automatic traffic signal junction with a pedestrian phase, 10% at a pelican or similar light controlled crossing and 9% at a zebra crossing. Just over half (53%) of pedestrian fatalities occurred more than 50m from a crossing facility.

**Table 11: Pedestrian casualties by pedestrian location and severity in Greater London 2007**

| Pedestrian location                  | Severity of casualty |              |              | Total        | % of known location | Severity ratio |
|--------------------------------------|----------------------|--------------|--------------|--------------|---------------------|----------------|
|                                      | Fatal                | Serious      | Slight       |              |                     |                |
| Crossing Road on Ped Crossing        | 22                   | 224          | 655          | 901          | 20%                 | 27%            |
| Crossing Road in Zig-Zag Approach    | 1                    | 8            | 19           | 28           | 1%                  | 32%            |
| Crossing Road In Zig-Zag Exit        | 0                    | 7            | 5            | 12           | 0%                  | 58%            |
| Crossing Road Within 50m of Crossing | 15                   | 158          | 443          | 616          | 14%                 | 28%            |
| Crossing Road (Not On Crossing)      | 45                   | 503          | 1,701        | 2,249        | 50%                 | 24%            |
| On Footpath - Verge                  | 9                    | 68           | 230          | 307          | 7%                  | 25%            |
| On Refuge                            | 1                    | 9            | 11           | 21           | 0%                  | 48%            |
| In Centre Of Carriageway             | 3                    | 17           | 45           | 65           | 1%                  | 31%            |
| In Road - Not Crossing               | 5                    | 63           | 241          | 309          | 7%                  | 22%            |
| <b>Total known location</b>          | <b>101</b>           | <b>1,057</b> | <b>3,350</b> | <b>4,508</b> | <b>100%</b>         | <b>26%</b>     |
| Unknown                              | 8                    | 126          | 610          | 744          | -                   | 18%            |
| <b>Total</b>                         | <b>109</b>           | <b>1,183</b> | <b>3,960</b> | <b>5,252</b> | <b>-</b>            | <b>25%</b>     |

**Table 12: Pedestrian casualties by pedestrian crossing facility and severity in Greater London 2007**

| Pedestrian Crossing Facility    | Severity of casualty |              |              | Total        | % of total  | Severity ratio |
|---------------------------------|----------------------|--------------|--------------|--------------|-------------|----------------|
|                                 | Fatal                | Serious      | Slight       |              |             |                |
| No crossing facility within 50m | 58                   | 668          | 2,511        | 3,237        | 62%         | 22%            |
| Zebra                           | 11                   | 110          | 347          | 468          | 9%          | 26%            |
| Pelican or similar              | 8                    | 154          | 347          | 509          | 10%         | 32%            |
| Pedestrian phase at ATS         | 27                   | 223          | 704          | 954          | 18%         | 26%            |
| Footbridge or Subway            | 0                    | 4            | 1            | 5            | 0%          | 80%            |
| Central Refuge                  | 5                    | 24           | 50           | 79           | 2%          | 37%            |
| <b>Total</b>                    | <b>109</b>           | <b>1,183</b> | <b>3,960</b> | <b>5,252</b> | <b>100%</b> | <b>25%</b>     |

Where pedestrian movement was known, 61% of pedestrian casualties (59% of KSIs) were moving from the driver's nearside and 33% (37% of KSIs) from the driver's offside. 15% of pedestrian casualties were masked from the driver's view by parked/stationary vehicles or other objects.

**Table 13: Pedestrian casualties by pedestrian movement and severity in Greater London 2007**

| Pedestrian movement          | Severity of casualty |              |              | Total        | % of known movement | Severity ratio |
|------------------------------|----------------------|--------------|--------------|--------------|---------------------|----------------|
|                              | Fatal                | Serious      | Slight       |              |                     |                |
| From Drivers Nearside        | 36                   | 466          | 1,565        | 2,067        | 51%                 | 24%            |
| From Drivers Nearside Masked | 6                    | 88           | 313          | 407          | 10%                 | 23%            |
| From Drivers Offside         | 32                   | 283          | 840          | 1,155        | 29%                 | 27%            |
| From Drivers Offside Masked  | 3                    | 52           | 128          | 183          | 5%                  | 30%            |
| In Road Not Crossing         | 2                    | 29           | 118          | 149          | 4%                  | 21%            |
| In Road Not Crossing Masked  | 0                    | 3            | 21           | 24           | 1%                  | 13%            |
| In Road Facing Traffic       | 1                    | 5            | 9            | 15           | 0%                  | 40%            |
| In Road Back To Traffic      | 0                    | 5            | 31           | 36           | 1%                  | 14%            |
| <b>Total known movement</b>  | <b>80</b>            | <b>931</b>   | <b>3,025</b> | <b>4,036</b> | <b>100%</b>         | <b>25%</b>     |
| Unknown                      | 29                   | 252          | 935          | 1,216        | -                   | 23%            |
| <b>Total</b>                 | <b>109</b>           | <b>1,183</b> | <b>3,960</b> | <b>5,252</b> | <b>-</b>            | <b>25%</b>     |

## Vehicles involved

Table 14 shows pedestrian casualties by vehicle they were in direct conflict with. Two thirds (67%) of pedestrians were injured by a car. Cars accounted for 45% of fatalities, 63% of serious and 69% of slight injuries.

Collisions with powered two wheelers resulted in 10% of all pedestrian casualties (10% of KSIs). 8% of pedestrians were injured by a bus or coach, however this class of vehicle accounted for 16% of pedestrian fatalities. Collisions with goods vehicles of all sizes resulted in 7% of pedestrian casualties (21% of fatalities and 9% of KSIs). Heavy goods vehicles (7.5 tonnes MGW or above) accounted for 10% of pedestrian fatalities.

**Table 14: Pedestrian casualties by vehicle involved, severity and severity ratio in Greater London 2007**

| Type Of Vehicle                | Severity of casualty |              |              | Total        | % of total  | Severity ratio |
|--------------------------------|----------------------|--------------|--------------|--------------|-------------|----------------|
|                                | Fatal                | Serious      | Slight       |              |             |                |
| Pedal Cycle                    | 3                    | 17           | 51           | 71           | 1%          | 28%            |
| M/C <= 50cc                    | 0                    | 7            | 58           | 65           | 1%          | 11%            |
| M/C 50-125cc                   | 3                    | 44           | 133          | 180          | 3%          | 26%            |
| M/C 125-500cc                  | 4                    | 19           | 55           | 78           | 1%          | 29%            |
| M/C > 500cc                    | 5                    | 49           | 139          | 193          | 4%          | 28%            |
| Private Hire - Licensed        | 0                    | 8            | 12           | 20           | 0%          | 40%            |
| Private Hire - Unlicensed      | 0                    | 2            | 1            | 3            | 0%          | 67%            |
| Taxi                           | 1                    | 42           | 118          | 161          | 3%          | 27%            |
| Car                            | 49                   | 748          | 2,746        | 3,543        | 67%         | 22%            |
| Minibus (8-16 Pass)            | 1                    | 8            | 12           | 21           | 0%          | 43%            |
| Bus or Coach                   | 17                   | 115          | 305          | 437          | 8%          | 30%            |
| Other Motor Vehicle            | 2                    | 33           | 51           | 86           | 2%          | 41%            |
| Other Non Motor Vehicle        | 0                    | 1            | 1            | 2            | 0%          | 50%            |
| Agricultural Vehicle           | 1                    | 0            | 0            | 1            | 0%          | 100%           |
| Tram or Light Rail             | 0                    | 0            | 2            | 2            | 0%          | 0%             |
| Light Goods (= < 3.5T MGW)     | 10                   | 59           | 229          | 298          | 6%          | 23%            |
| Medium Goods (3.5 to 7.5T MGW) | 2                    | 8            | 18           | 28           | 1%          | 36%            |
| Heavy Goods (=> 7.5T MGW)      | 11                   | 23           | 29           | 63           | 1%          | 54%            |
| <b>Total</b>                   | <b>109</b>           | <b>1,183</b> | <b>3,960</b> | <b>5,252</b> | <b>100%</b> | <b>25%</b>     |



## Vehicle manoeuvre

Table 15 shows pedestrian casualties by vehicle manoeuvre. The majority of pedestrian casualties (65%) were in conflict with a vehicle that was coded as 'going ahead', i.e. not undertaking any particular manoeuvre or turn. 6% were injured by a vehicle turning right and 4% by a vehicle turning left. 61% of pedestrian fatalities involved a vehicle 'going ahead' and a further 9% were killed as a vehicle moved off.

**Table 15: Pedestrian casualties by vehicle manoeuvre, severity and severity ratio in Greater London 2007**

| Vehicle manoeuvre      | Severity of casualty |              |              | Total        | % of total  | Severity ratio |
|------------------------|----------------------|--------------|--------------|--------------|-------------|----------------|
|                        | Fatal                | Serious      | Slight       |              |             |                |
| Reversing              | 4                    | 41           | 245          | 290          | 6%          | 16%            |
| Parked                 | 1                    | 9            | 36           | 46           | 1%          | 22%            |
| Going Ahead Held Up    | 2                    | 16           | 94           | 112          | 2%          | 16%            |
| Slowing Or Stopping    | 3                    | 31           | 159          | 193          | 4%          | 18%            |
| Moving Off             | 10                   | 62           | 215          | 287          | 5%          | 25%            |
| U-Turning              | 0                    | 4            | 16           | 20           | 0%          | 20%            |
| Turning Left           | 3                    | 46           | 165          | 214          | 4%          | 23%            |
| Waiting To Turn Left   | 0                    | 1            | 2            | 3            | 0%          | 33%            |
| Turning Right          | 7                    | 75           | 241          | 323          | 6%          | 25%            |
| Waiting To Turn Right  | 0                    | 0            | 7            | 7            | 0%          | 0%             |
| Change Lane To Left    | 0                    | 3            | 9            | 12           | 0%          | 25%            |
| Change Lane To Right   | 0                    | 1            | 3            | 4            | 0%          | 25%            |
| Overtake Move Veh O/S  | 1                    | 9            | 12           | 22           | 0%          | 45%            |
| Overtake Stat Veh O/S  | 5                    | 51           | 190          | 246          | 5%          | 23%            |
| Overtaking Nearside    | 3                    | 14           | 27           | 44           | 1%          | 39%            |
| Going Ahead Left Bend  | 2                    | 15           | 47           | 64           | 1%          | 27%            |
| Going Ahead Right Bend | 1                    | 20           | 41           | 62           | 1%          | 34%            |
| Going Ahead Other      | 67                   | 785          | 2,451        | 3,303        | 63%         | 26%            |
| <b>Total</b>           | <b>109</b>           | <b>1,183</b> | <b>3,960</b> | <b>5,252</b> | <b>100%</b> | <b>25%</b>     |

## What is the cost?

Based on the average cost of pedestrian casualties as detailed in Department for Transport draft Transport Analysis Guidance document (TAG Unit 3.4.1), the cost to the community of pedestrian casualties is estimated at around £445 million at June 2007 prices. Pedestrian casualties averaged 14 per day in Greater London in 2007, with a subsequent cost to the community of just under £1.2 million per day.

## Background documents

1. Road Casualties Great Britain: 2007 Annual Report (Department for Transport)  
<http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/roadcasualtiesgreatbritain2007>
2. Transport Analysis Guidance (TAG) Unit 3.4.1 – The Accidents Sub-Objective (Department for Transport - Dec 2008)  
[http://www.dft.gov.uk/webtag/webdocuments/3\\_Expert/4\\_Safety\\_Objective/3.4.1-draft.htm](http://www.dft.gov.uk/webtag/webdocuments/3_Expert/4_Safety_Objective/3.4.1-draft.htm)
3. Population data – Office of National Statistics (ONS) – Estimated resident population mid-2007 by single year of age and sex (as at 1 April 2007)

Copies of reports and research published by LRSU can be found at –  
[www.tfl.gov.uk/roadsafetyreports](http://www.tfl.gov.uk/roadsafetyreports)

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