



Fact sheet

LAAU topic 2003-1
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Older car occupant casualties in Greater London

This Factsheet illustrates the scale and nature of road traffic accidents involving injury to older car occupant casualties in the Greater London area during 2001 (the latest year for which finalised data is available), and also provides long-term trends from 1981 to 2001.

For the purpose of this Factsheet, older car occupants are defined as adults aged 60 years or over, injured whilst either a driver or passenger in a car. Data on accidents and casualties for all car occupant injuries which occur in the Greater London area are collected as part of the *Stats 19* national reporting system for road traffic accidents resulting in personal injury. In *Stats 19* a car is defined according to its construction and not by use.

The Factsheet has been produced to provide background information to support the new targets to reduce road casualties by the year 2010. The target for car occupant casualties is a 40% reduction in those killed or seriously injured (KSI) by 2010 from a base of the mean of the years 1994 to 1998, and a 10% reduction in slight casualties.

London's older car occupant casualty rate

During 2001 there was a total of 1,461 older car occupant casualties recorded in Greater London, a rate of 122 per 100,000 older population which is less than the Great Britain rate of 165 per 100,000 older population. Older people make up 16% of the Greater London population and 20% of the UK population.

Within Greater London, the older population comprises 43% males and 57% females. By comparison, 50% of older car occupant casualties were female and 50% were male (a rate of 61 per 100,000 of older female population and 61 per 100,000 of older male population).

Table 1 shows older car occupant casualties in Greater London by age band, severity and severity ratio (the percentage of fatal and serious injuries to all injuries) in 2001. Whilst the overall number of casualties decreased with increasing age, the severity ratio for older car occupant casualties generally increases as the age group increases, indicating a greater susceptibility to more serious injury.

Table 1: Older car occupant casualties by age, severity ratio in Greater London 2001

Age of casualty	Severity Of Casualty			Total	% of total	Severity ratio (%)
	Fatal	Serious	Slight			
60-64	3	65	432	500	34%	13.6%
65-69	2	40	294	336	23%	12.5%
70-74	1	37	231	269	18%	14.1%
75-79	4	33	139	176	12%	21.0%
80-84	2	21	80	103	7%	22.3%
85+	0	16	61	77	5%	20.8%
Total	12	212	1,237	1,461	100%	15.3%

Annual trends 1981 to 2001

Because accident data for the City of London was not available for 1981 to 1985, it is excluded from the long-term trend analysis.

Figure 1 and Table 2 show the number of car occupant casualties by severity each year from 1981 to 2001 inclusive for Greater London, excluding the City of London. Table 2 also shows older car occupant casualties by gender and severity ratio.

As can be seen in Figure 1, overall total car occupant casualties have reduced during the period 1981 to 2001, with small fluctuations. Compared to the 1981-85 average, 2001 has shown a 17.9% reduction in total older car occupant casualties. However more recently this reduction has slowed, with 2001 only showing a 0.3% reduction in total older car occupant casualties compared to the 1994-98 average.

The number of male and female older car occupant casualties has also shown little change in 2001 from the 1994-98 average. The severity ratio for older car occupant casualties reached a peak of 20.8% in 1998 and has since fallen to 15.4% in 2001.

Regarding progress towards the new target of reducing car occupants killed and seriously injured (KSI) casualties by 40% by the year 2010, comparison of 2001 figures with the 1994-98 average reveals that KSI casualties have decreased by 12%. However considering fatalities only, they have shown a 40% increase over the same period.

Against the target of reducing slight car occupant casualties by 10% by the year 2010, comparison of 2001 with the 1994-98 average showed a slight increase of 2.3%.

Fig 1 - Older car occupant casualties by severity in Greater London 1981 - 2001

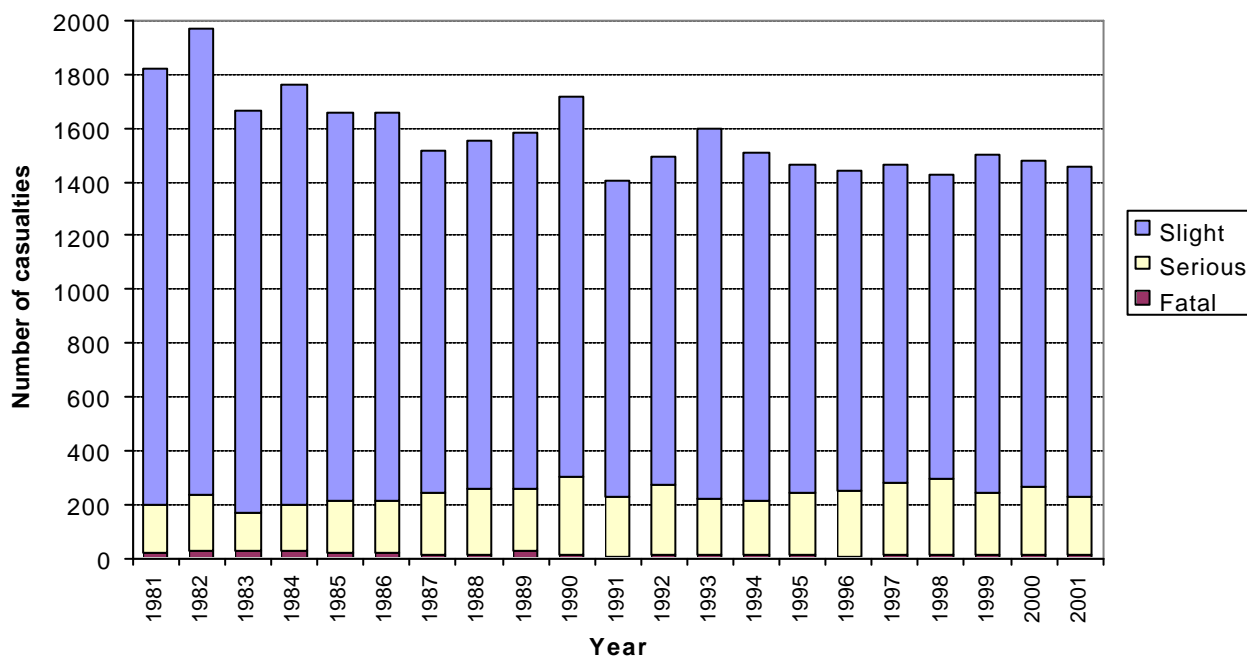


Table 2: Older car occupant casualties by year, gender, severity and severity ratio in Greater London 1981 to 2001

Year of Accident	Severity of Casualty			Gender		Total	Severity ratio (%)
	Fatal	Serious	Slight	Male	Female		
1981	16	180	1,624	930	889	1,820	10.8%
1982	24	213	1,735	1070	902	1,972	12.0%
1983	23	148	1,498	899	770	1,669	10.2%
1984	24	177	1,560	896	865	1,761	11.4%
1985	17	197	1,448	827	835	1,662	12.9%
<i>1981 to 1985 average</i>	<i>20.8</i>	<i>183.0</i>	<i>1,573.0</i>	<i>924.4</i>	<i>852.2</i>	<i>1,776.8</i>	<i>0.1</i>
1986	19	191	1,452	840	822	1,662	12.6%
1987	11	233	1,270	754	760	1,514	16.1%
1988	8	247	1,301	781	775	1,556	16.4%
1989	24	231	1,328	780	803	1,583	16.1%
1990	14	291	1,412	814	903	1,717	17.8%
1991	5	221	1,176	672	730	1,402	16.1%
1992	11	258	1,225	734	760	1,494	18.0%
1993	9	214	1,374	755	842	1,597	14.0%
1994	9	200	1,298	730	777	1,507	13.9%
1995	9	231	1,226	686	780	1,466	16.4%
1996	7	246	1,192	696	749	1,445	17.5%
1997	8	273	1,186	756	711	1,467	19.2%
1998	10	286	1,128	728	696	1,424	20.8%
<i>1994 to 1998 average</i>	<i>8.6</i>	<i>247.2</i>	<i>1,206.0</i>	<i>719.2</i>	<i>742.6</i>	<i>1,461.8</i>	<i>0.2</i>
1999	11	231	1,262	746	758	1,504	16.1%
2000	13	249	1,216	783	695	1,478	17.7%
2001	12	212	1,234	727	731	1,458	15.4%
% change 1981-85 average to 2001	-42.3%	15.8%	-21.6%	-21.4%	-14.2%	-17.9%	-
% change 1994-98 average to 2001	39.5%	-14.2%	2.3%	1.1%	-1.6%	-0.3%	-

Older car occupant casualties by gender and casualty class

As can be seen in Figure 2 there is little difference between the number of male and female car occupant casualties throughout the period from 1981 to 2001. However this is not the case when older car occupants are split into driver and passenger.

Figure 3 shows that there are substantially more male driver casualties compared with female, and considerably more female passenger casualties than male. This trend is not unexpected, as in Britain men make more trips per year as drivers than women. This difference increases with age, with men aged over 70 years making more than 5 times as many car driver trips per year as women of the same age.

There are large gender differences in the number of people in Great Britain holding full driving licences. This difference increases

with age, with 84% of men aged 60-69 years holding a full licence, compared with 51% of women. This trend is however changing, with licence holding by women in older age groups rising. It is likely therefore, that the gender differences in casualty numbers may well reduce over time. Figure 3 already shows a slight downward trend in older male driver casualties and a rise in females.

Both male and female older car occupant casualties have reduced in 2001 compared to the 1981-85 average, by 21.4% and 14.2% respectively.

However more recently, following a minor peak in 1990, both male and female older car occupant casualties have steadied, with 2001 compared to the 1994-98 average showing a 1.1% increase and 1.6% reduction respectively.

Fig 2: Older car occupant casualties by gender in Greater London 1981 to 2001

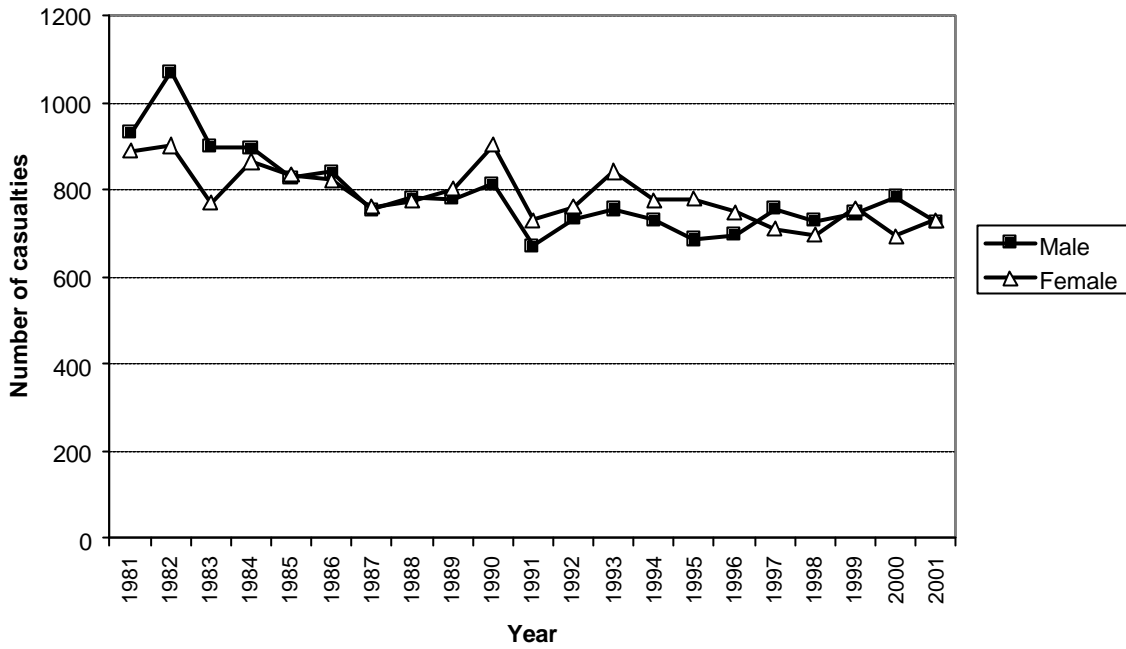


Fig 3: Older car occupants by year, gender and casualty class in Greater London 1981 to 2001

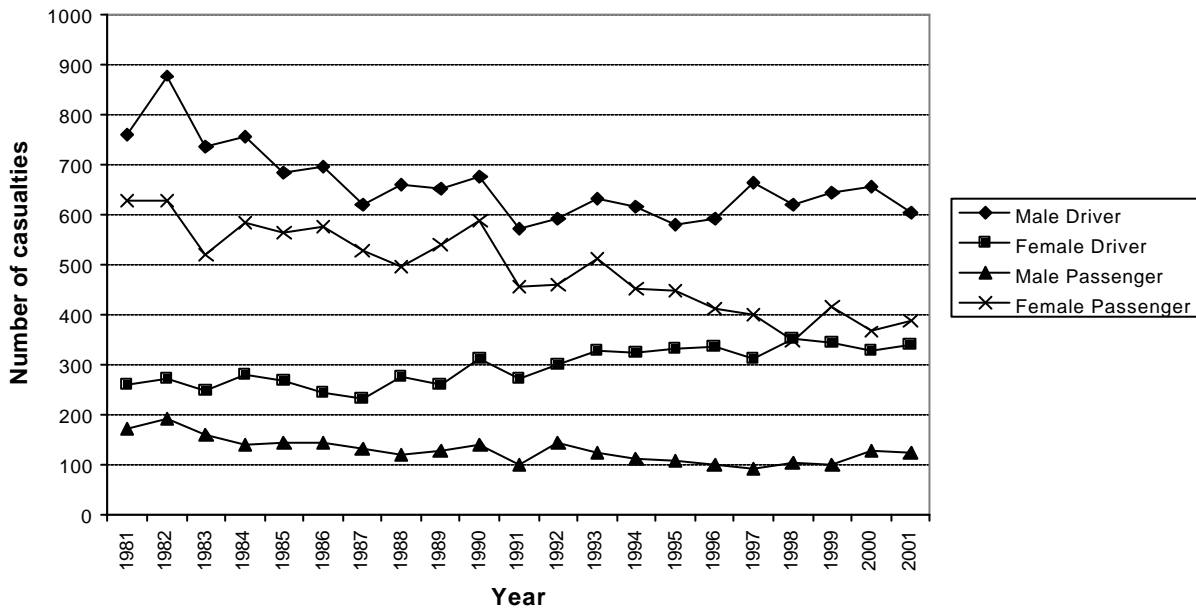


Table 3 and Figure 4 show older car occupant casualties by age group. Comparing 2001 to the 1981-85 average the 60-64, 65-69, 70-74, 75-79 year old age groups all show reductions in car occupant casualty numbers of 26.9%, 21.0%, 24.7%, and 9.2% respectively. In contrast the over 80 years car occupant casualties have shown a 50.3% increase over

the same period. More recently, in comparing 2001 to the 1994-98 average, there has been little change in older car occupant casualties to all age groups. Both 60-64 and 65-69 year olds show a 0.8% reduction, 70-74 a 2.1%, 75-79 a 1.2% reduction, and over 80 year olds a 0.2% reduction over the period.

Table 3: Car occupant casualties by year and age group in Greater London 1981 to 2001

Year of Accident	Age of casualty					Total
	60-64	65-69	70-74	75-79	80+	
1981	724	432	378	179	105	1,818
1982	732	477	398	211	154	1,972
1983	649	395	338	187	100	1,669
1984	685	421	335	194	126	1,761
1985	618	402	330	198	114	1,662
<i>1981 to 85 average</i>	<i>681.6</i>	<i>425.4</i>	<i>355.8</i>	<i>193.8</i>	<i>119.8</i>	<i>1,776.4</i>
1986	582	404	339	206	131	1,662
1987	542	359	266	219	128	1,514
1988	547	419	265	204	121	1,556
1989	566	419	244	181	173	1,583
1990	588	408	298	235	188	1,717
1991	515	325	250	176	136	1,402
1992	506	346	278	200	164	1,494
1993	556	355	284	206	196	1,597
1994	508	376	273	171	179	1,507
1995	489	330	303	158	186	1,466
1996	507	348	235	177	178	1,445
1997	478	335	258	197	199	1,467
1998	528	305	243	188	160	1,424
<i>1994 to 98 average</i>	<i>502.0</i>	<i>338.8</i>	<i>262.4</i>	<i>178.2</i>	<i>180.4</i>	<i>1,461.8</i>
1999	519	349	255	203	178	1,504
2000	538	336	230	187	187	1,478
2001	498	336	268	176	180	1,458
% change 1981-85 average to 2001	-26.9%	-21.0%	-24.7%	-9.2%	50.3%	-17.9%
% change 1994-98 average to 2001	-0.8%	-0.8%	2.1%	-1.2%	-0.2%	-0.3%

Fig 4: Older car occupant casualties by year and age group in Greater London 1981 to 2001

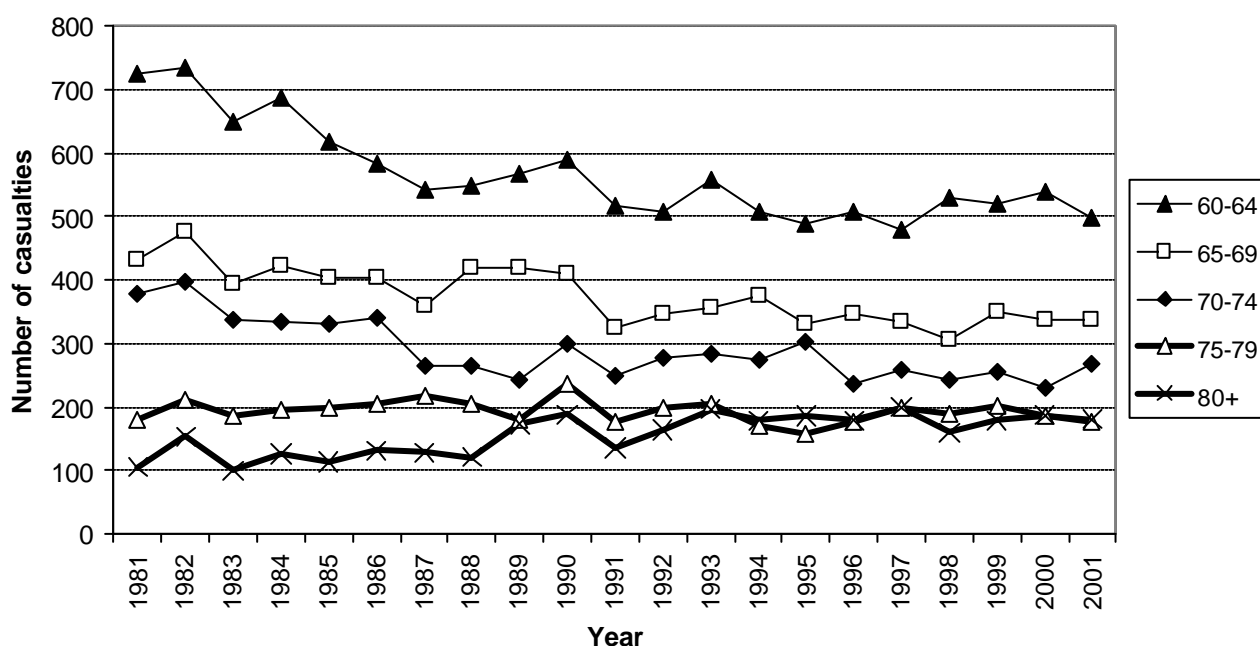


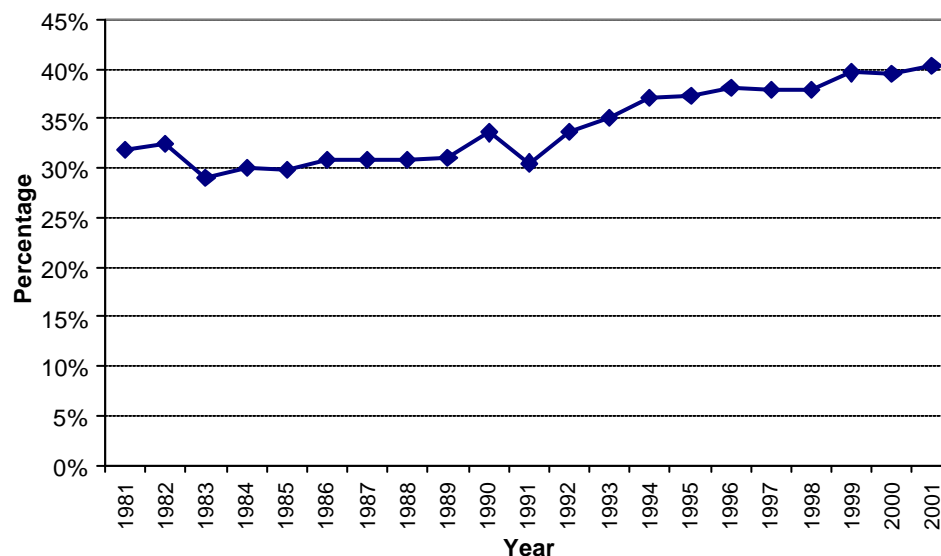
Table 4 shows older car occupant casualties as a percentage of total car occupant casualties and a percentage of total older casualties from 1981 to 2001 in Greater London. Over this period older car occupant casualties as a percentage of total car occupants casualties

have reduced steadily. However, as can be seen in Figure 5, older car occupant casualties as a percentage of total older casualties have steadily increased by 10% to 40.3% in 2001, probably reflecting increasing car usage by older people.

Table 4: Older car occupant casualties as a percentage of total car occupant and older casualties

Year Of Accident	Total Older car occupant cas	Total car occupant casualties	Older car occupant casualties as a percentage of total car occupant casualties	Total older casualties	Older car occupant casualties as a percentage of total older casualties
1981	1,820	22,001	8.3%	5,729	31.8%
1982	1,972	22,639	8.7%	6,083	32.4%
1983	1,669	19,576	8.5%	5,746	29.0%
1984	1,761	20,618	8.5%	5,876	30.0%
1985	1,662	20,764	8.0%	5,581	29.8%
1986	1,662	21,571	7.7%	5,399	30.8%
1987	1,514	21,212	7.1%	4,917	30.8%
1988	1,556	21,921	7.1%	5,054	30.8%
1989	1,583	22,267	7.1%	5,110	31.0%
1990	1,717	22,929	7.5%	5,117	33.6%
1991	1,402	20,724	6.8%	4,597	30.5%
1992	1,494	21,835	6.8%	4,440	33.6%
1993	1,597	21,834	7.3%	4,553	35.1%
1994	1,507	21,983	6.9%	4,057	37.1%
1995	1,466	21,596	6.8%	3,935	37.3%
1996	1,445	22,039	6.6%	3,795	38.1%
1997	1,467	22,127	6.6%	3,877	37.8%
1998	1,424	21,286	6.7%	3,764	37.8%
1999	1,504	21,300	7.1%	3,797	39.6%
2000	1,478	21,918	6.7%	3,735	39.6%
2001	1,458	21,009	6.9%	3,617	40.3%

Fig 5 - Older car occupant casualties as a percentage of total older casualties in Greater London 1981 to 2001



Car occupant casualties during 2001

The remainder of this factsheet looks at older car occupant casualties in Greater London during 2001. This is the most recent finalised year available at time of writing and includes casualties reported in the City of London.

How many?

During 2001, there was a total of 15,514 car occupant personal injury accidents reported to the police in the Greater London area. Of these, 1,321 or 9% involved injury to an older car occupant, which resulted in a total of 1,461 older car occupant casualties.

Older car occupant casualties accounted for 7% of all car occupant casualties in Greater London 2001 (1461 of 21,095). This is lower than the GB rate for 2001 of 10% (19,536 older car occupant casualties from a total 202,802 car occupant casualties).

During 2001 there was a total of 3,638 older casualties in Greater London. Older car occupants accounted for 40% of these, compared to the GB rate of 65% in 2001.

Within Greater London older car occupant KSI's accounted for 31% of all older KSI's in 2001 (224 of 719), again lower compared to the GB rate which was 51% for 2001.

Based on the average cost of car occupant casualties from DfT Highways Economic Note No.1, the cost to community is estimated to be around £46 million at June 2001 prices. The 1,461 older car occupant casualties averaged around 4 everyday. The cost to the community being in the region of £125,000 each day at June 2001 prices.

Who?

Table 5 shows the total older car occupants casualties by gender, age band, casualty class, severity and severity ratio in Greater London in 2001. 65% of older car occupant casualties were drivers and 35% car passengers. The majority of older car occupant casualties (57%) fall in the 60-69 year old age group.

64% of older driver casualties in 2001 were male and 36% female. Conversely only 24% of older vehicle passengers were male and 76% female.

In both casualty classes severity ratios increase as age group increases. Overall older car occupant casualties have a severity ratio of 15.3%, with older car drivers higher at 16.9% and older vehicle passengers lower at 12.5%.

Table 5: Older car occupant casualties by severity, casualty class, gender, and severity ratio in Greater London 2001

Casualty Class	Age of casualty	Severity of Casualty			Gender		% of total	Total	Severity ratio
		Fatal	Serious	Slight	Male	Female			
Driver	60-64	2	50	304	227	129	24.4%	356	14.6%
	65-69	2	27	192	138	83	15.1%	221	13.1%
	70-74	0	27	135	105	57	11.1%	162	16.7%
	75-79	2	25	82	69	40	7.5%	109	24.8%
	80+	2	23	75	68	32	6.8%	100	25.0%
Total driver		8	152	788	607	341	64.9%	948	16.9%
Vehicle Passenger	60-64	1	15	128	35	109	9.9%	144	11.1%
	65-69	0	13	102	28	87	7.9%	115	11.3%
	70-74	1	10	96	26	81	7.3%	107	10.3%
	75-79	2	8	57	20	47	4.6%	67	14.9%
	80+	0	14	66	14	66	5.5%	80	17.5%
Total vehicle passengers		4	60	449	123	390	35.1%	513	12.5%
Total		12	212	1,237	730	731	100.0%	1,461	15.3%

Age of car occupant casualties

Figure 6 shows older car occupants casualties separated into driver and passenger casualties. A higher proportion of 60-64 and 65-69 car occupant casualties are drivers compared to the 70-74, 75-79 and 80+ age groups.

Figure 7 shows car occupant severity ratios across all age groups. There are two distinct

peaks, the first occurring at the 15-19 age group. From the 55-59 age group severity ratios rise sharply to an even more extreme second peak at the 85-89 age group. This is mainly due to the increased fragility of the older car occupant and their susceptibility to more serious injury.

Fig 6 - Older car occupant casualties by age and casualty class in Greater London 2001

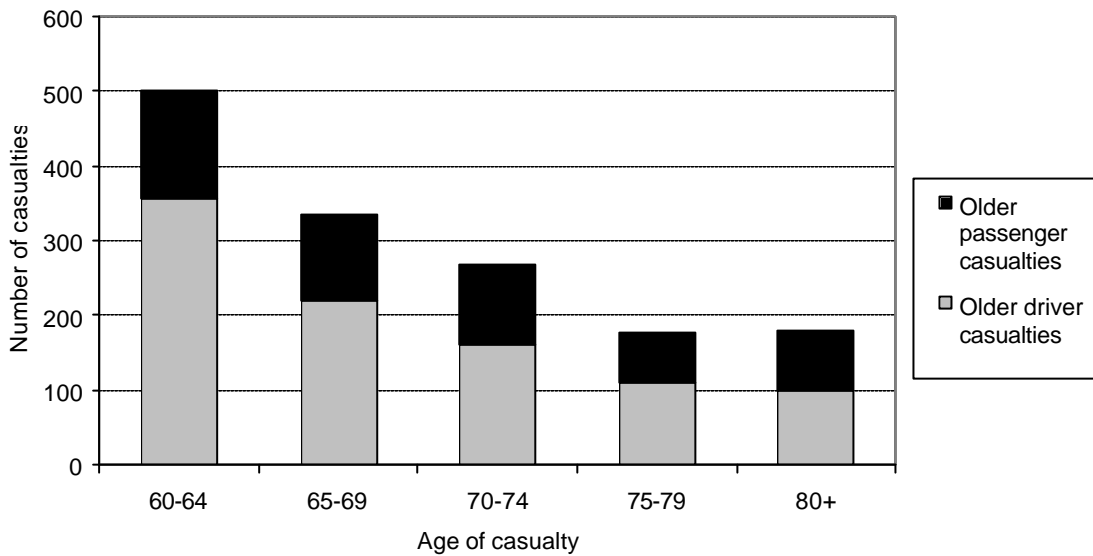
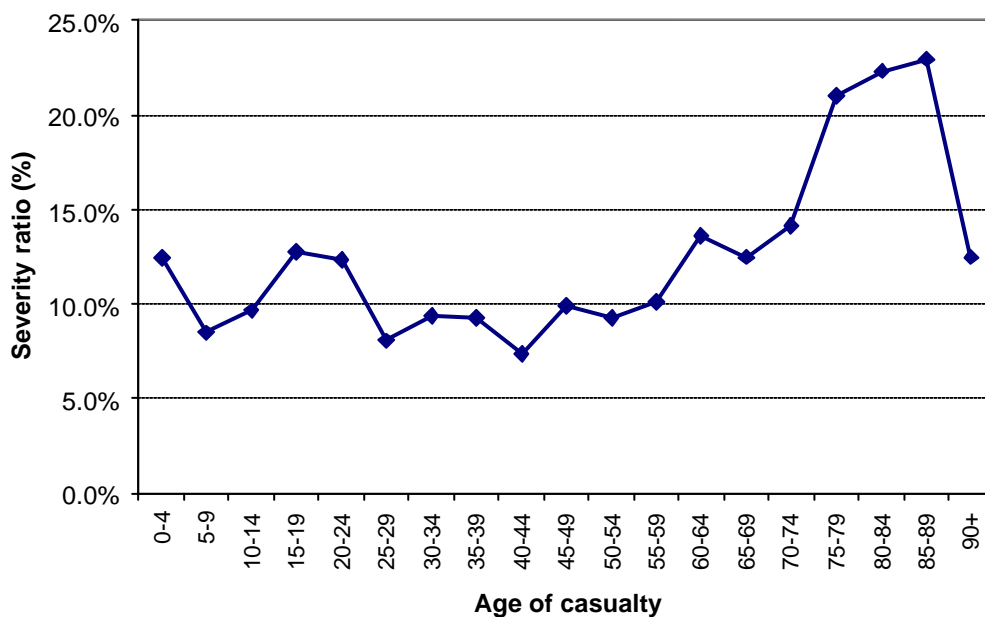


Fig 7: Car occupant casualty severity ratios in Greater London 2001



Where?

Table 6 shows older car occupant casualties in each of the London Boroughs during 2001 by gender, severity and severity ratio. As can be seen, over three-quarters (76%) of total older car occupant casualties occurred in Outer London. A similar proportion of older car occupant KSI's (75%) and older car occupant slight injuries (76%) also occurred in Outer London.

Slightly more female older car occupant casualties occurred in Outer London (78%) compared to male older car occupant casualties (74%). Older car occupant severity ratios in Inner London (16.0%) and Outer London (15.1%) are similar to the severity ratio for Greater London (15.3%).

Table 6 - Older car occupant casualties by borough, gender, severity, and severity ratio in Greater London 2001

Borough	Gender of casualty		Severity of casualty			Severity ratio	
	Male	Female	Fatal	Serious	Slight	Total	(%)
City Of London	3	0	0	0	3	3	0.0%
Westminster	13	17	0	6	24	30	20.0%
Camden	9	10	0	3	16	19	15.8%
Islington	10	12	0	2	20	22	9.1%
Hackney	16	10	0	2	24	26	7.7%
Tower Hamlets	18	9	0	2	25	27	7.4%
Greenwich	29	23	1	13	38	52	26.9%
Lewisham	16	19	0	6	29	35	17.1%
Southwark	22	10	0	5	27	32	15.6%
Lambeth	19	16	0	3	32	35	8.6%
Wandsworth	22	21	0	5	38	43	11.6%
Hammersmith & Fulham	10	6	0	4	12	16	25.0%
Kensington & Chelsea	4	6	0	4	6	10	40.0%
Total Inner London	191	159	1	55	294	350	16.0%
% of Greater London	26.2%	21.8%	8.3%	25.9%	23.8%	24.0%	-
Waltham Forest	20	12	0	5	27	32	15.6%
Redbridge	33	50	1	13	69	83	16.9%
Havering	40	36	1	8	67	76	11.8%
Barking & Dagenham	27	25	0	9	43	52	17.3%
Newham	14	20	0	4	30	34	11.8%
Bexley	24	27	1	8	42	51	17.6%
Bromley	48	52	1	24	75	100	25.0%
Croydon	40	31	1	11	59	71	16.9%
Sutton	18	31	1	7	41	49	16.3%
Merton	10	16	0	3	23	26	11.5%
Kingston	13	9	0	5	17	22	22.7%
Richmond	11	14	0	2	23	25	8.0%
Hounslow	30	21	1	10	40	51	21.6%
Hillingdon	30	46	0	7	69	76	9.2%
Ealing	23	19	0	2	40	42	4.8%
Brent	26	28	0	4	50	54	7.4%
Harrow	24	24	0	4	44	48	8.3%
Barnet	46	60	2	16	88	106	17.0%
Haringey	17	20	0	5	32	37	13.5%
Enfield	45	31	2	10	64	76	15.8%
Total Outer London	539	572	11	157	943	1,111	15.1%
% of Greater London	73.8%	78.2%	91.7%	74.1%	76.2%	76.0%	-
Total	730	731	12	212	1237	1,461	15.3%

Table 7: Older car occupant casualties by borough, age band, percentage of all older casualties, percentage of all car occupant casualties and rate per 1,000 older population in Greater London 2001

Borough	Age of casualty				Total	% of all older casualties	% of all car occupant casualties	Rate per 1,000 older population
	60-69	70-79	80-89	90-99				
City Of London	2	1	0	0	3	14%	3%	2.3
Westminster	17	11	1	1	30	13%	5%	0.8
Camden	8	10	1	0	19	17%	4%	0.6
Islington	14	4	4	0	22	23%	6%	0.8
Hackney	18	7	1	0	26	33%	4%	1.0
Tower Hamlets	22	5	0	0	27	36%	5%	1.0
Greenwich	33	8	9	2	52	46%	7%	1.4
Lewisham	20	12	3	0	35	28%	5%	0.9
Southwark	26	5	1	0	32	26%	5%	0.9
Lambeth	22	12	1	0	35	27%	5%	1.0
Wandsworth	27	13	3	0	43	37%	10%	1.1
Hammersmith & Fulham	8	5	3	0	16	22%	5%	0.7
Kensington & Chelsea	6	3	1	0	10	14%	4%	0.4
Total Inner London	223	96	28	3	350	26%	5%	0.9
% of Greater London	27%	22%	17%	19%	24%	-	-	-
Waltham Forest	19	10	3	0	32	41%	5%	0.9
Redbridge	41	29	13	0	83	62%	8%	2.0
Havering	30	39	5	2	76	54%	9%	1.5
Barking & Dagenham	39	11	2	0	52	57%	10%	1.7
Newham	16	11	5	2	34	36%	4%	1.1
Bexley	22	24	5	0	51	49%	10%	1.1
Bromley	48	31	19	2	100	57%	14%	1.6
Croydon	37	21	12	1	71	49%	8%	1.2
Sutton	31	11	6	1	49	62%	11%	1.5
Merton	19	6	1	0	26	38%	8%	0.9
Kingston	11	8	2	1	22	39%	8%	0.9
Richmond	13	10	2	0	25	36%	7%	0.7
Hounslow	38	7	5	1	51	51%	6%	1.5
Hillingdon	40	22	14	0	76	62%	7%	1.7
Ealing	24	13	4	1	42	32%	4%	0.9
Brent	24	27	3	0	54	45%	6%	1.4
Harrow	28	12	7	1	48	51%	10%	1.3
Barnet	55	30	21	0	106	53%	10%	1.8
Haringey	28	7	2	0	37	30%	6%	1.2
Enfield	50	20	5	1	76	51%	7%	1.5
Total Outer London	613	349	136	13	1,111	49%	8%	1.4
% of Greater London	73%	78%	83%	81%	76%	-	-	-
Total Greater London	836	445	164	16	1,461	40%	7%	1.2

Table 7 shows older car occupant casualties in each of the London Boroughs during 2001 by age band, as a percentage of all older casualties, as a percentage of all car occupant casualties and rate per 1,000 older population.

The majority of older car occupant casualties were injured in Outer London, with 73% of those aged 60-69, 78% of those aged 70-79, 83% of those aged 80-89 and 81% of 90-99 year olds.

In Outer London older car occupant casualties made up 49% of all older casualties,

compared to only 26% in Inner London. Older car occupant casualties also made up a slightly higher proportion of all car occupant casualties in Outer London (8%) compared to 5% for Inner London.

Older car occupant casualties occurred at a higher rate per 1,000 older population in Outer London (1.4) compared to Inner London (0.9). The older car occupant casualty rate per 1,000 older population for Greater London in 2001 was 1.2. Map 1 illustrates this variation between the areas of London.

Map 1: Older car occupant casualties per 1,000 older population in Greater London 2001

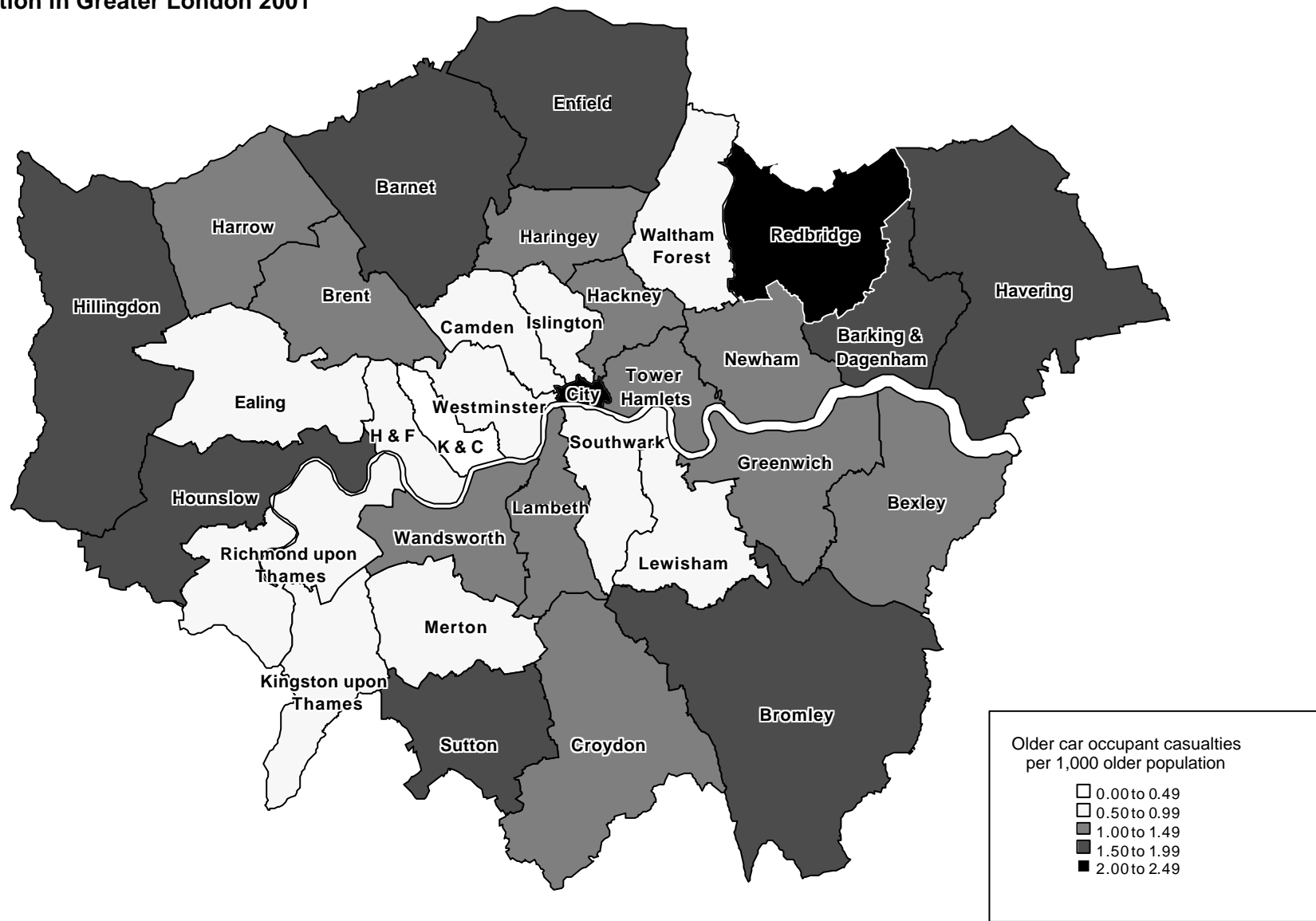


Table 8: Older car occupant casualties by road class, severity and severity ratio (%) in Greater London 2001

Road class	Severity of casualty			Total	Severity ratio	% of total
	Fatal	Serious	Slight			
Motorway	-	2	23	25	8.0%	1.7%
A	7	103	689	799	13.8%	54.7%
B	1	23	102	126	19.0%	8.6%
C	3	41	204	248	17.7%	17.0%
Unclassified	1	43	219	263	16.7%	18.0%
Total	12	212	1,237	1,461	15.3%	100.0%

Table 9: Older car occupant casualties by highway authority, severity and severity ratio (%) in Greater London 2001

Highway Authority	Severity of casualty			Total	Severity ratio	% of total
	Fatal	Serious	Slight			
TLRN Road	2	42	334	378	11.6%	25.9%
Highways Agency Road	0	1	24	25	4.0%	1.7%
Borough Road	10	169	879	1058	16.9%	72.4%
Total	12	212	1,237	1,461	15.3%	100.0%

The Streets

Table 8 shows older car occupant casualties by severity and road class.

More than half of all older car occupant casualties were injured on 'A' class roads (54.7%). The remainder were distributed as follows – 18% on unclassified roads, 17% on 'C' class, 8.6% on 'B' class and 1.7% on motorways. The highest severity ratio was recorded on 'B' class roads with 19%.

The majority (72.6%) of older car occupant casualties occurred on single carriageway, two lane roads and 85% were injured on roads with a speed limit of 30mph or lower.

72% of older car occupant casualties were injured at a junction. Of these 52% were at 'T' or staggered junctions and 26% at crossroads. 48% of older car occupant casualties were injured at a junction subject to

Give Way controls and 17% at automatic traffic signals.

Table 9 shows older car occupant casualties by Highway Authority, severity and severity ratio in Greater London in 2001.

The majority (72.4%) of these casualties were injured on Borough roads, 25.9% were injured on the Transport for London Road Network (TLRN). The severity ratio for the TRLN roads was however lower at 11.6% compared to 16.9% on Borough roads.

When?

Figures 8, 9 and 10 show the proportion of older car occupant casualties which occurred by time of day, day of week and month during 2001. They also indicate the proportions occurring during daylight hours or in dark conditions.

Fig 8: Older car occupant casualties by time and light condition in Greater London 2001

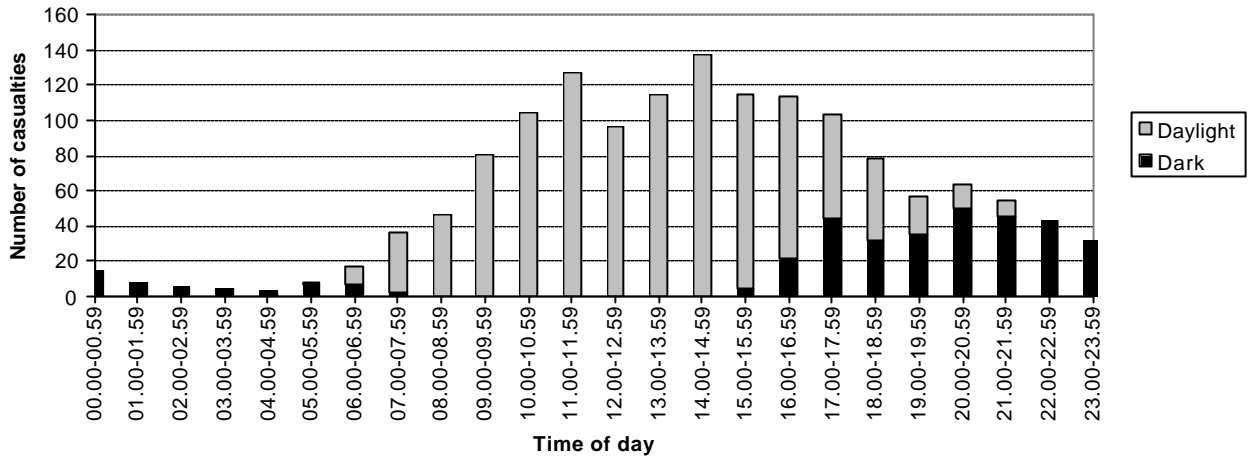


Fig 9: Older car occupant casualties by day and light condition in Greater London 2001

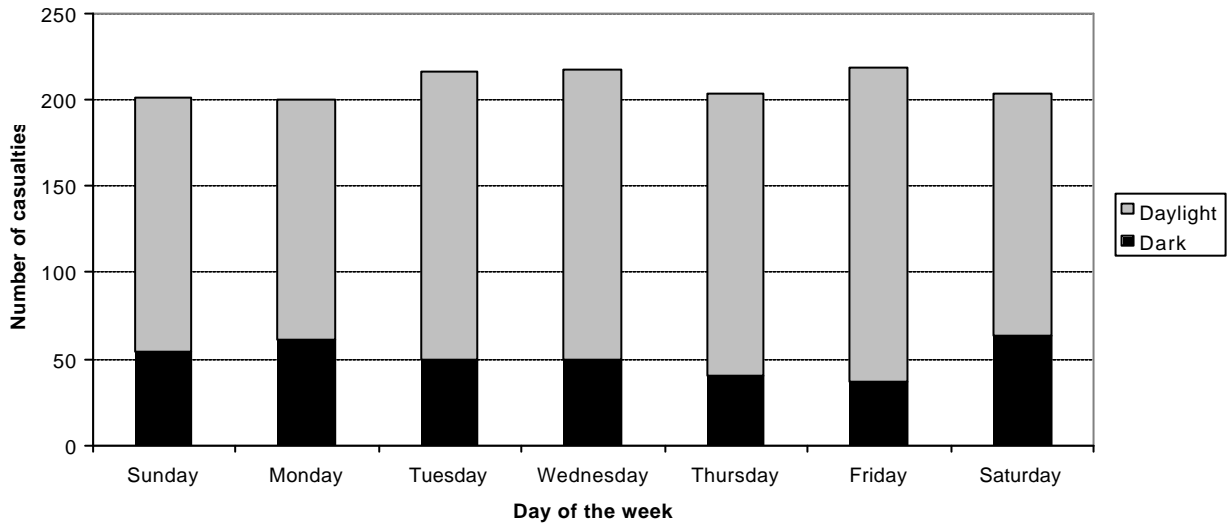
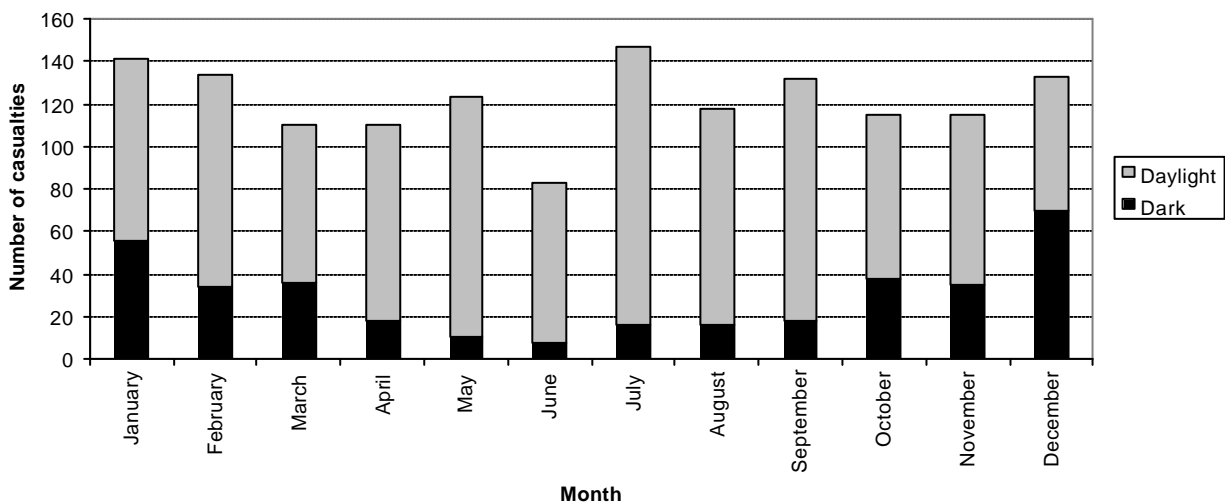


Fig 10: Older car occupant casualties by month and light condition in Greater London 2001



Time of day

Figure 8 shows a steady rise in older car occupants from 6am to 9am. During the hour 9am to 10am, this total rises rapidly and continues to rise steadily until 12 noon. Following a slight drop in casualties during the two hour period noon to 2pm, older car occupant casualties reach a peak between 2pm and 3pm hours, representing 9.4% of the daily total.

The highest proportion of older car occupant casualties (62.4%) occurred between 10am and 6pm. This falls largely outside the morning and evening peak periods and may reflect the nature of journeys made, which in this age banding are likely to be more social, domestic and pleasure than business related or to and from work.

In 2001, three quarters (75.6%) of older car occupant casualties occurred during daylight hours compared to just 24.4% in the dark. The corresponding figures for all car occupant casualties in Greater London in 2001 were 62.6% in daylight hours and 37.4% in the dark. Thus proportionally fewer older car occupants are injured during the hours of darkness than car occupants as a whole.

Day of the week

Figure 9 shows older car occupant casualties by day of the week and light conditions. It is clear that the level of casualties does not vary greatly through the week, and the proportion of casualties occurring in daylight hours and darkness is similar for each day.

Month

Figure 10 shows the spread of older car occupant casualties throughout the year by month. The highest number of casualties were recorded in July, followed by January, February and December. The lowest figures recorded were in June. The months of December and January had the highest proportion of casualties injured in dark conditions, which were 52.6% and 39.7% respectively. June, May and July showed the lowest proportion of casualties in the dark with 8.9%, 9.6% and 10.9% respectively.

Vehicle Manoeuvre

Table 10 shows older car occupant casualties by vehicle manoeuvre and severity in Greater London in 2001. Over half (53.6%) of older car occupant casualties were injured where the car was 'going ahead', 13% were 'turning right' and 13% were 'going ahead but held up' at the time of the accident.

Table 10: Older car occupant casualties by vehicle manoeuvre and severity 2001

Manoeuvres	Fatal	%	Serious	%	Slight	%	Total	%	Severity
	Fatal	Fatal	Serious	Serious	Slight	Slight	of Total	Ratio	
Reversing	0	0.0%	9	4.2%	8	0.6%	17	1.2%	52.9%
Parked	0	0.0%	0	0.0%	20	1.6%	20	1.4%	0.0%
Going Ahead But Held Up	2	16.7%	10	4.7%	184	14.9%	196	13.4%	6.1%
Stopping	0	0.0%	6	2.8%	67	5.4%	73	5.0%	8.2%
Starting	0	0.0%	10	4.7%	16	1.3%	26	1.8%	38.5%
U-Turn	1	8.3%	4	1.9%	12	1.0%	17	1.2%	29.4%
Turning Left	0	0.0%	3	1.4%	21	1.7%	24	1.6%	12.5%
Waiting to Turn Left	0	0.0%	1	0.5%	10	0.8%	11	0.8%	9.1%
Turning Right	0	0.0%	29	13.7%	164	13.3%	193	13.2%	15.0%
Waiting to Turn Right	0	0.0%	2	0.9%	19	1.5%	21	1.4%	9.5%
Changing Lane To Left	0	0.0%	0	0.0%	6	0.5%	6	0.4%	0.0%
Changing Lane To Right	0	0.0%	1	0.5%	7	0.6%	8	0.5%	12.5%
Overtaking Moving Veh O/S	0	0.0%	1	0.5%	8	0.6%	9	0.6%	11.1%
Overtaking Stat Veh O/S	0	0.0%	1	0.5%	10	0.8%	11	0.8%	9.1%
Overtaking Nearside	1	8.3%	1	0.5%	3	0.2%	5	0.3%	40.0%
Going Ahead Left Bend	1	8.3%	5	2.4%	14	1.1%	20	1.4%	30.0%
Going Ahead Right Bend	0	0.0%	3	1.4%	18	1.5%	21	1.4%	14.3%
Going Ahead Other	7	58.3%	126	59.4%	650	52.5%	783	53.6%	17.0%
Total	12	100.0%	212	100.0%	1237	100.0%	1461	100.0%	15.3%

Contributory factors

Table 11 shows older car occupant casualties by the main accident and vehicle contributory factors in Greater London in 2001.

The contributory factor is subjective but gives an indication of the main factor involved in

the accident. Note that accident contributory factors refer to any vehicle involved, but vehicle contributory factors refer to the car that the older occupant casualty was in.

Table 11: Older car occupant casualties by accident & vehicle contributory factors in Greater London 2001

Contributory factor (accident)	Total
207 Disobeyed STOP or GIVE WAY sign or marking	236
224 Going too fast having regard to road environment	176
225 Going too fast having regard to other road users	163
209 Turning right injudiciously	155
216 Driving too close to vehicle in front	123
239 Lost control - no apparent reason	57
204 Disobeyed ATS	56
299 Other driver/rider factor	47
202 Physical/mental defect or illness	37
221 Changing lane injudiciously	34
Contributory factor (vehicle)	
601 Going ahead normally	398
600 Parked or stationary	240
209 Turning right injudiciously	103
207 Disobeyed STOP or GIVE WAY sign or marking	88
224 Going too fast having regard to road environment	76
239 Lost control - no apparent reason	40
225 Going too fast having regard to other road users	36
299 Other driver/rider factor	33
202 Physical/mental defect or illness	33
000 Factor unknown	29

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