



Fact sheet

**London Road Safety Unit
LAAU topic 2003-2**

April 2003

Older pedestrian casualties in Greater London

This fact sheet illustrates the scale and nature of road traffic accidents involving injury to older pedestrians in the Greater London area during 2001 (the latest available data), and also provides information on the longer-term trends from 1981 to 2001.

For the purpose of this fact sheet, older pedestrians are defined as pedestrians aged 60 years or over. Data on accidents and casualties for pedestrian injuries, which occur within the Greater London area, are collected as part of the *Stats 19* national reporting system.

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

London’s older pedestrian casualty rate

During 2001 there was a total of 1,033 older pedestrian casualties recorded in Greater London, a rate of 88 per 100,000 of the older

population. This compares to the Great Britain rate of 46 per 100,000 of the older population – 5,473 pedestrian casualties were reported in 2001. (Older people make up 16% of the Greater London population and 21% of the UK population).

Within Greater London, the older population comprises of 44% males and 56% females. By comparison, 52% of older pedestrian casualties were male and 48% were female (a rate of 105 per 100,000 of the older male population and 75 per 100,000 of the older female population).

Table 1 shows older pedestrian casualties in Greater London by age, severity and severity ratio (the percentage of fatal and serious injuries to all injuries) during 2001. Older pedestrian casualties consisted of 38% aged 60 to 69 years, 36% aged 70 to 79 years, 22% aged 80 to 89 years and 4% aged 90 to 99 years. Although only a very small percentage of the total, older pedestrian casualties aged between 90 and 99 have a much higher severity ratio of 50.0% compared to the other age groups, indicating an increasing susceptibility to more serious injury with increasing age.

Table 1: Older pedestrian casualties by age, severity and severity ratio in Greater London 2001

Age of casualty	Severity of casualty			Total	% of total	Severity ratio
	Fatal	Serious	Slight			
60-69 years	16	102	279	397	38%	30%
70-79 years	16	101	257	374	36%	31%
80-89 years	17	66	147	230	22%	36%
90-99 years	4	12	16	32	3%	50%
Total	53	281	699	1,033	100%	32%

Annual trends 1981 to 2001

It should be noted that because accident data for the City of London was not available for 1981 to 1985, it is excluded from the long-term trend analysis.

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

As can be seen from Figure 1, the total number of older pedestrian casualties have shown a clear general downward trend from a peak in 1982, levelling out to the current level in 2001, with small fluctuations in between.

The total number of older pedestrian casualties has decreased by 55% from the 1981-85 average to 2001. The total number

of older pedestrian casualties recorded for 2001 decreased by 9% from 2000.

The severity ratio for older pedestrian casualties increased to a peak of 41% in 1988. Since 1988 there has been a decrease to 32% in 2001, although there have been fluctuations between these periods.

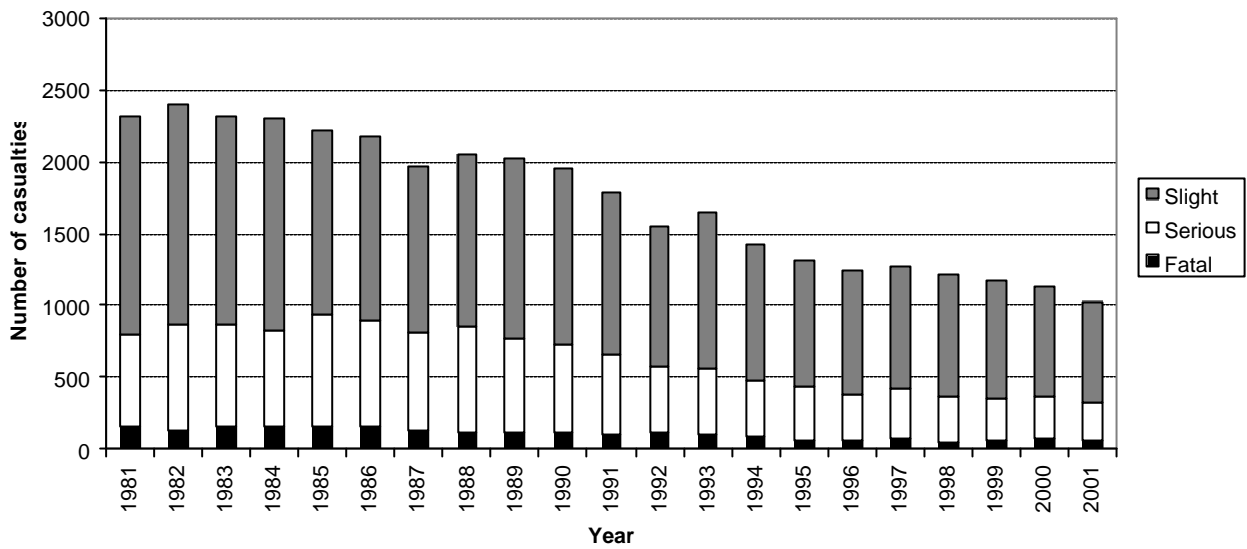
Regarding progress towards the new target of reducing older pedestrian casualties killed and seriously injured (KSI) by 40% by the year 2010, comparison of the 2001 figures with the 1994-98 average reveals that older pedestrian KSI casualties have decreased by 20%.

Overall total older pedestrian casualties have decreased by 20% from the 1994-98 average to 2001. Fatal, serious and slight older pedestrian casualties have all reduced equally, with no severity category showing a marked decrease compared to the other categories.

Table 2: Older pedestrian 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	159	637	1,517	1,019	1,285	2,313	34%
1982	135	738	1,525	1,044	1,354	2,398	36%
1983	153	711	1,450	1,047	1,267	2,314	37%
1984	154	669	1,476	1,066	1,233	2,299	36%
1985	151	786	1,278	1,036	1,179	2,215	42%
1981 to 1985 average	150	708	1,449	1,042	1,264	2,308	37%
1986	153	739	1,290	986	1,196	2,182	41%
1987	130	674	1,161	933	1,032	1,965	41%
1988	118	730	1,203	941	1,110	2,051	41%
1989	113	656	1,260	954	1,075	2,029	38%
1990	121	610	1,219	942	1,008	1,950	37%
1991	106	559	1,123	853	935	1,788	37%
1992	112	467	964	703	840	1,543	38%
1993	106	462	1,076	788	856	1,644	35%
1994	86	395	944	656	769	1,425	34%
1995	56	376	875	629	678	1,307	33%
1996	57	318	865	625	615	1,240	30%
1997	80	335	859	612	662	1,274	33%
1998	46	321	847	599	615	1,214	30%
1994 to 1998 average	65	349	878	624	668	1,292	32%
1999	64	292	823	555	624	1,179	30%
2000	71	292	762	564	561	1,125	32%
2001	53	279	696	533	495	1,028	32%
% change 1981-5 average to 2001	-65%	-61%	-52%	-49%	-61%	-55%	-
% change 1994-8 average to 2001	-18%	-20%	-21%	-15%	-26%	-20%	-

Fig 1: Older pedestrian casualties by year and severity in Greater London 1981-2001



As Figure 2 shows there has been a significantly higher proportion of older female pedestrian casualties compared to male throughout the period 1981 to 2001. In both groups there has been a substantial fall in casualties since 1981, with a 61% decrease in older female pedestrian casualties from the 1981 to 1985 average to 2001 and a 49% decrease for older male pedestrian casualties.

In 2000 the number of female older pedestrian casualties fell below the number of male older pedestrian casualties for the first time. In 1988 and 1993 the number of older pedestrian casualties rose compared with the previous year for both sexes. Since 1994 the number of male and female older pedestrian casualties have declined year on year.

Fig 2: Older pedestrian casualties by year and gender in Greater London 1981-2001

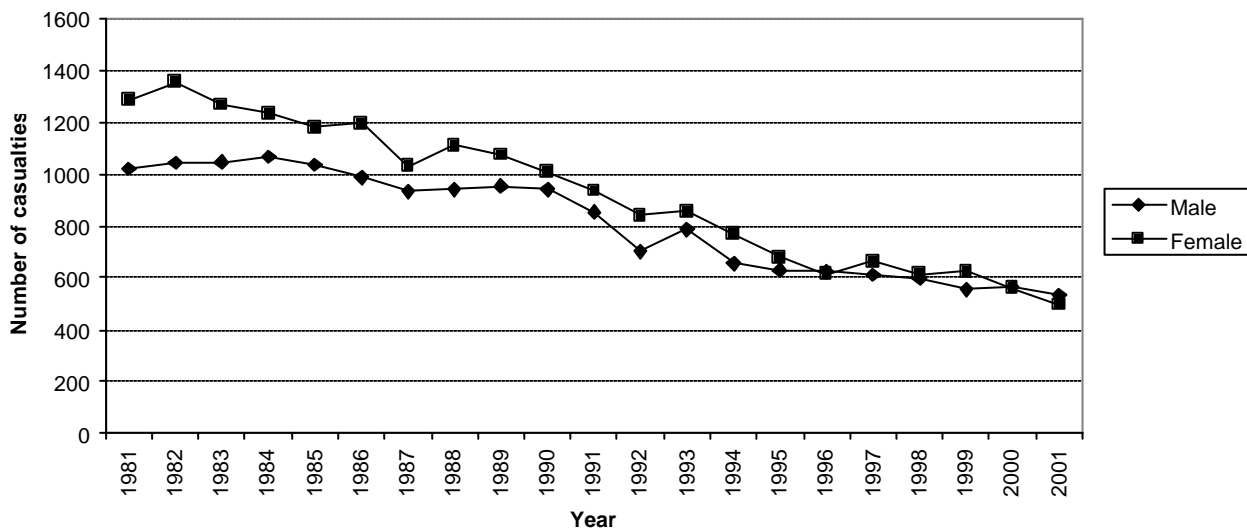


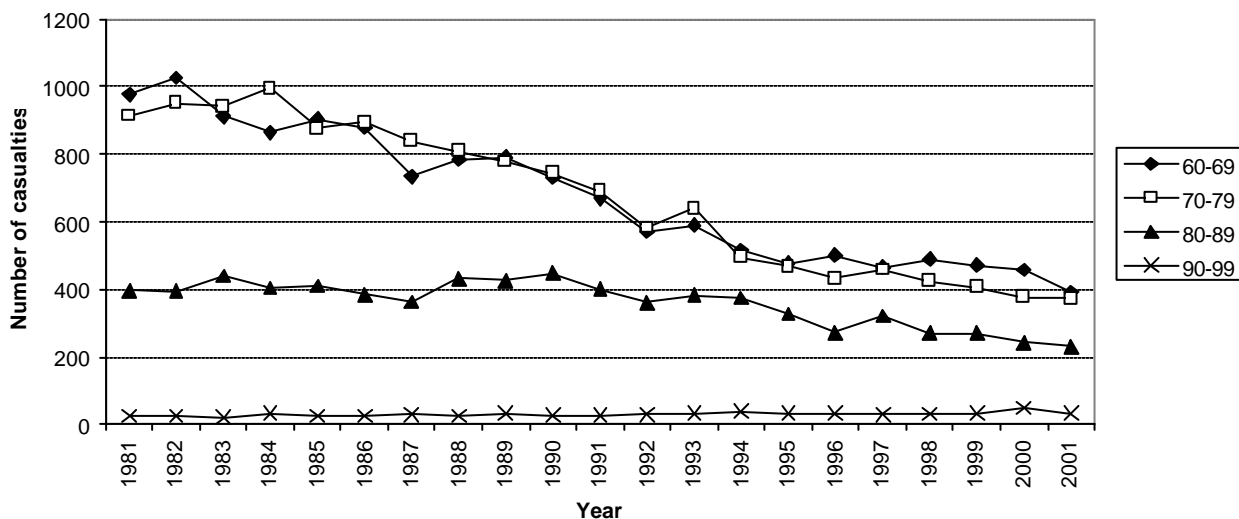
Table 3: Older pedestrian casualties by year and age group in Greater London 1981 to 2001

Year of accident	Age of casualty				Total
	60-69	70-79	80-89	90-99	
1981	977	915	396	25	2,313
1982	1,027	952	394	25	2,398
1983	912	941	440	21	2,314
1984	865	995	405	34	2,299
1985	904	876	410	25	2,215
1981 to 1985 average	937	936	409	26	2,308
1986	878	894	385	25	2,182
1987	734	838	364	29	1,965
1988	785	809	432	25	2,051
1989	792	778	426	33	2,029
1990	732	744	447	27	1,950
1991	670	690	401	27	1,788
1992	571	582	361	29	1,543
1993	589	639	383	33	1,644
1994	516	495	374	40	1,425
1995	478	467	328	34	1,307
1996	502	432	273	33	1,240
1997	465	458	321	30	1,274
1998	490	423	270	31	1,214
1994 to 1998 average	490	455	313	34	1,292
1999	471	406	270	32	1,179
2000	458	376	243	48	1,125
2001	393	373	230	32	1,028
% change 1981-5 average to 2001	-58%	-60%	-44%	23%	-55%
% change 1994-8 average to 2001	-20%	-18%	-27%	-5%	-20%

Table 3 and Figure 3 show older pedestrian casualties by age group. Overall the 70-79 year age group has shown the biggest reduction in casualties to older pedestrians with a 60% decrease from the 1981-85 average to 2001 and a 19% decrease from the 1994-98 average to 2001. In contrast the oldest age group (90-99 years old) shows a

23% increase in older pedestrian casualties in 2001 compared to the 1981-85 average. This group does however show a 5% decrease when compared to the 1994-98 average. These variable figures can probably be attributed to people living and remaining active to a greater age.

Fig 3: Older pedestrian casualties by year and age group in Greater London 1981-2001



Older pedestrian casualties during 2001

The remainder of this fact sheet looks at older pedestrian 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 were a total of 8,143 pedestrian personal injury accidents reported to the police in the Greater London area. Of these, 1,033 or 12.7% involved injury to an older pedestrian. This compares to the GB rate for 2001 of 13.5% (5,473 older pedestrian casualties from a total of 40,577 pedestrian casualties).

During 2001 there was a total of 3,638 older casualties in Greater London. Older pedestrian casualties accounted for 28% of these, substantially higher than the GB rate of 18% in 2001.

Within Greater London older pedestrian KSI's accounted for 46% of all older KSI's in 2001 (334 out of 719), again higher compared to the GB rate which was 34% for 2001 (1,859 of 5,421).

Based on the average cost of pedestrian casualties from Department for Transport (DfT) Highways Economic Note No.1, the cost to the community of older pedestrian casualties in 2001 is estimated to be around £61.5 million at June 2001 prices. The 1,033 older pedestrian casualties averaged almost 3 a day. Therefore the cost to the community of older pedestrian casualties was in the region of £179,000 each day at June 2001 prices.

Who?

Table 4 shows the total older pedestrian casualties by gender, age band, severity and severity ratio in Greater London during 2001. 48% of older pedestrians injured were female and 52% male. The overall severity ratio for older pedestrian casualties was 32%, with 31% for females and 34% for males. This was substantially higher than the 22% severity ratio for all pedestrian casualties in 2001, which again highlights the increasing vulnerability of older people.

Males accounted for the majority of older pedestrian casualties for all severities. 58% of fatal, 53% of serious and 51% slight injuries occurred to older males.

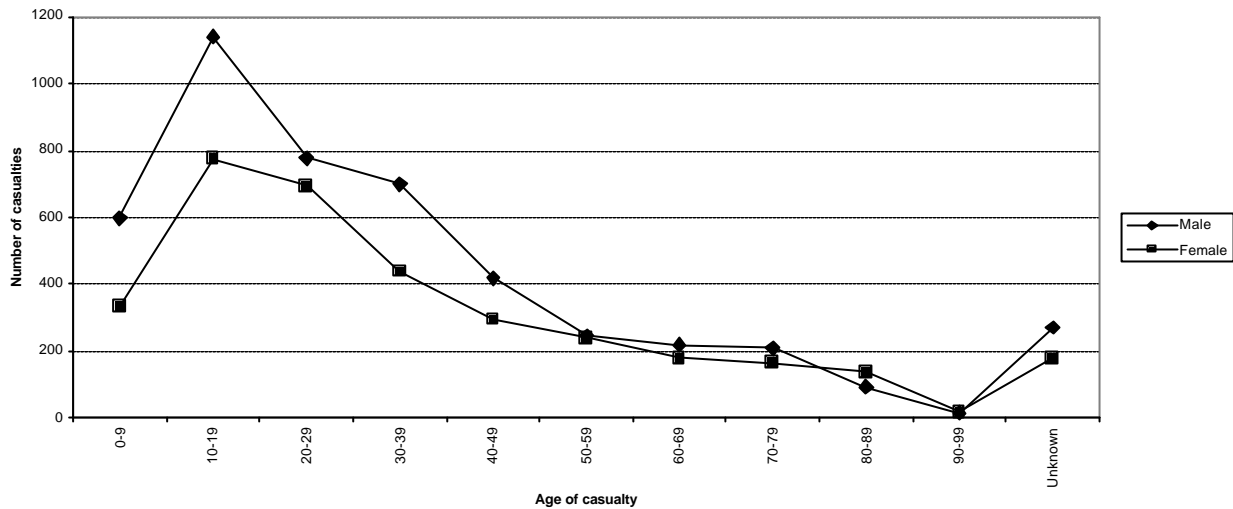
In terms of age, there were more males injured in the 60-69 and 70-79 year age groups than females (21% and 20% compared with 17% and 16% respectively). However, this trend was reversed in the older age groups, with more females injured in the 80-89 and 90-99 year groups than males (13% and 2% compared with 9% and 1% respectively). This trend is likely to relate to the fact that the proportion of males in the population decreases with age. This is particularly marked in the 80 years and above age group, where only one third of the population is male.

The male severity ratio figures were generally higher than the female. Male severity ratios ranged from 31% for 80-89 year old males to 53% for 90-99 year old males. Female severity ratios also varied with a severity ratio of 26% for 70-79 year old females and 47% for 90-99 year old females.

Table 4: Older pedestrian casualties by age, gender, severity and severity ratio in Greater London 2001

Casualty gender	Age of casualty	Fatal	Serious	Slight	Total	% of total	Severity ratio
Male	60-69	11	59	148	218	21%	32%
	70-79	13	61	135	209	20%	35%
	80-89	6	23	65	94	9%	31%
	90-99	1	7	7	15	1%	53%
	Total Males	31	150	355	536	52%	34%
Female	60-69	5	43	131	179	17%	27%
	70-79	3	40	122	165	16%	26%
	80-89	11	43	82	136	13%	40%
	90-99	3	5	9	17	2%	47%
	Total Females	22	131	344	497	48%	31%
Total		53	281	699	1033	100%	32%

Fig 4: Pedestrian casualties by age and gender in Greater London 2001



Age of pedestrian casualties

Figure 4 shows the number of pedestrian casualties for all age bands in Greater London during 2001.

As can be seen from figure 4, total pedestrian casualties rose sharply to the 10-19 year old age group and then fell steadily through the age groups.

Further analysis of pedestrian casualty severity ratios indicates a rising severity with age. While the highest number of pedestrian casualties were in the 10-19 year age group, this group, along with the next two highest, shared the lowest severity ratio (20%). A 30% severity ratio is recorded in the 60-69 year old age group, rising to a 50% severity ratio in the 90-99 year old age group – the group with the lowest number of casualties. This emphasises the increasing susceptibility to more serious injury for pedestrians with increasing age.

Where?

Tables 5 and 6 show older pedestrian casualties in each of the London boroughs during 2001 by gender, age band, severity, severity ratio, percentage of all older casualties, percentage of all pedestrian casualties and rate per older population.

Map 1 shows the older pedestrian casualties per 1,000 older population for each of the London Boroughs during 2001.

As can be seen from Table 5, there is little variation in older pedestrian casualty numbers between inner (47%) and outer (53%) London. The figures were also quite evenly distributed with regard to gender, with a total of 536 older male and 497 older female casualties recorded in 2001. In both inner and outer London, marginally more male older pedestrian casualties were recorded than female.

45% of older pedestrian KSI's and 46% of older pedestrian slight injuries occurred in inner London. The severity ratio of older pedestrian casualties in Greater London was 32%, again with little variation between inner (32%) and outer London (33%).

Table 6 shows older pedestrian casualties by age bands, percentage of all older casualties, percentage of all pedestrian casualties and rate per 1,000 older population.

Of older pedestrians aged 60-69, 52% were injured in inner London and 48% in outer London. For those aged 70-79, 45% were injured in inner London and 55% in outer London. For those aged 80-89, 39% were injured in inner London and 61% injured in outer London, and for those aged 90-99, 16% were injured in inner London and 84% in outer London.

Table 5: Older pedestrian casualties by gender, severity and severity ratio in Greater London 2001

	Gender of casualty		Severity of casualty			Total	Severity ratio
	Male	Female	Fatal	Serious	Slight		
City Of London	3	2	0	2	3	5	40%
Westminster	48	54	7	25	70	102	31%
Camden	27	21	0	10	38	48	21%
Islington	13	18	1	7	23	31	26%
Hackney	15	5	2	7	11	20	45%
Tower Hamlets	21	9	0	12	18	30	40%
Greenwich	8	15	2	7	14	23	39%
Lewisham	14	15	2	5	22	29	24%
Southwark	20	20	0	9	31	40	23%
Lambeth	23	18	3	10	28	41	32%
Wandsworth	23	12	2	10	23	35	34%
Hammersmith & Fulham	18	13	1	11	19	31	39%
Kensington & Chelsea	21	15	2	14	20	36	44%
Total Inner London	254	217	22	129	320	471	32%
% of Greater London	47%	44%	42%	46%	46%	46%	-
Waltham Forest	9	15	1	7	16	24	33%
Redbridge	8	13	2	7	12	21	43%
Havering	15	10	2	5	18	25	28%
Barking & Dagenham	9	6	2	4	9	15	40%
Newham	17	16	2	6	25	33	24%
Bexley	11	10	1	7	13	21	38%
Bromley	15	18	3	10	20	33	39%
Croydon	14	21	0	12	23	35	34%
Sutton	7	7	1	5	8	14	43%
Merton	4	10	1	2	11	14	21%
Kingston	8	10	0	3	15	18	17%
Richmond	8	7	0	3	12	15	20%
Hounslow	13	11	2	6	16	24	33%
Hillingdon	12	13	0	11	14	25	44%
Ealing	29	20	3	11	35	49	29%
Brent	25	10	0	6	29	35	17%
Harrow	12	17	3	7	19	29	34%
Barnet	26	21	2	12	33	47	30%
Haringey	24	24	3	14	31	48	35%
Enfield	16	21	3	14	20	37	46%
Total Outer London	282	280	31	152	379	562	33%
% of Greater London	53%	56%	58%	54%	54%	54%	-
Total	536	497	53	281	699	1,033	32%

Older pedestrian casualties accounted for 35% of all older casualties in inner London compared to 25% for outer London in 2001. However, older pedestrian casualties make up a relatively low proportion of all pedestrian casualties in both inner and outer London with figures of 11% and 14% respectively.

Overall there were more older pedestrian casualties in outer London than inner. However, when population is taken into account, the rate per 1,000 older population shows the reverse, 1.2 for inner London and 0.7 for outer London. Map 1 illustrates this variation between the areas of London.

Table 6: Older pedestrian casualties by borough, age band, percentage of all older casualties, percentage of all pedestrian casualties and rate per 1,000 older population 2001

Borough	Age of casualty				Total	% of all older casualties	% of all ped casualties	Rate per 1,000 older populat'n
	60-69	70-79	80-89	90-99				
City Of London	4	1	0	0	5	24%	4%	3.9
Westminster	51	35	16	0	102	44%	13%	3.4
Camden	20	18	9	1	48	44%	12%	1.7
Islington	15	10	5	1	31	33%	10%	1.3
Hackney	9	8	3	0	20	26%	6%	0.8
Tower Hamlets	13	12	5	0	30	39%	11%	1.2
Greenwich	4	9	10	0	23	20%	11%	0.6
Lewisham	11	10	8	0	29	23%	11%	0.8
Southwark	19	14	7	0	40	33%	11%	1.2
Lambeth	15	18	8	0	41	32%	10%	1.2
Wandsworth	19	10	5	1	35	30%	12%	1.0
Hammersmith & Fulham	11	12	7	1	31	42%	14%	1.3
Kensington & Chelsea	17	12	6	1	36	50%	14%	1.4
Total Inner London	208	169	89	5	471	35%	11%	1.3
% of Greater London	52%	45%	39%	16%	46%	-	-	-
Waltham Forest	11	7	5	1	24	30%	11%	0.7
Redbridge	7	6	6	2	21	16%	12%	0.5
Havering	12	6	7	0	25	18%	15%	0.5
Barking & Dagenham	6	7	1	1	15	16%	12%	0.5
Newham	12	11	8	2	33	35%	12%	1.1
Bexley	5	10	6	0	21	20%	14%	0.5
Bromley	11	12	9	1	33	19%	17%	0.5
Croydon	13	10	10	2	35	24%	11%	0.6
Sutton	3	7	3	1	14	18%	14%	0.4
Merton	3	7	3	1	14	20%	10%	0.4
Kingston	4	8	6	0	18	32%	18%	0.7
Richmond	5	6	2	2	15	22%	13%	0.5
Hounslow	4	14	5	1	24	24%	13%	0.7
Hillingdon	6	11	6	2	25	20%	15%	0.6
Ealing	22	13	11	3	49	37%	16%	1.0
Brent	9	14	11	1	35	29%	13%	0.8
Harrow	8	10	8	3	29	31%	20%	0.7
Barnet	12	17	15	3	47	24%	17%	0.8
Haringey	20	22	6	0	48	39%	16%	1.7
Enfield	16	7	13	1	37	25%	16%	0.7
Total Outer London	189	205	141	27	562	25%	14%	0.7
% of Greater London	48%	55%	61%	84%	54%	-	-	-
Total Greater London	397	374	230	32	1,033	28%	13%	0.9

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

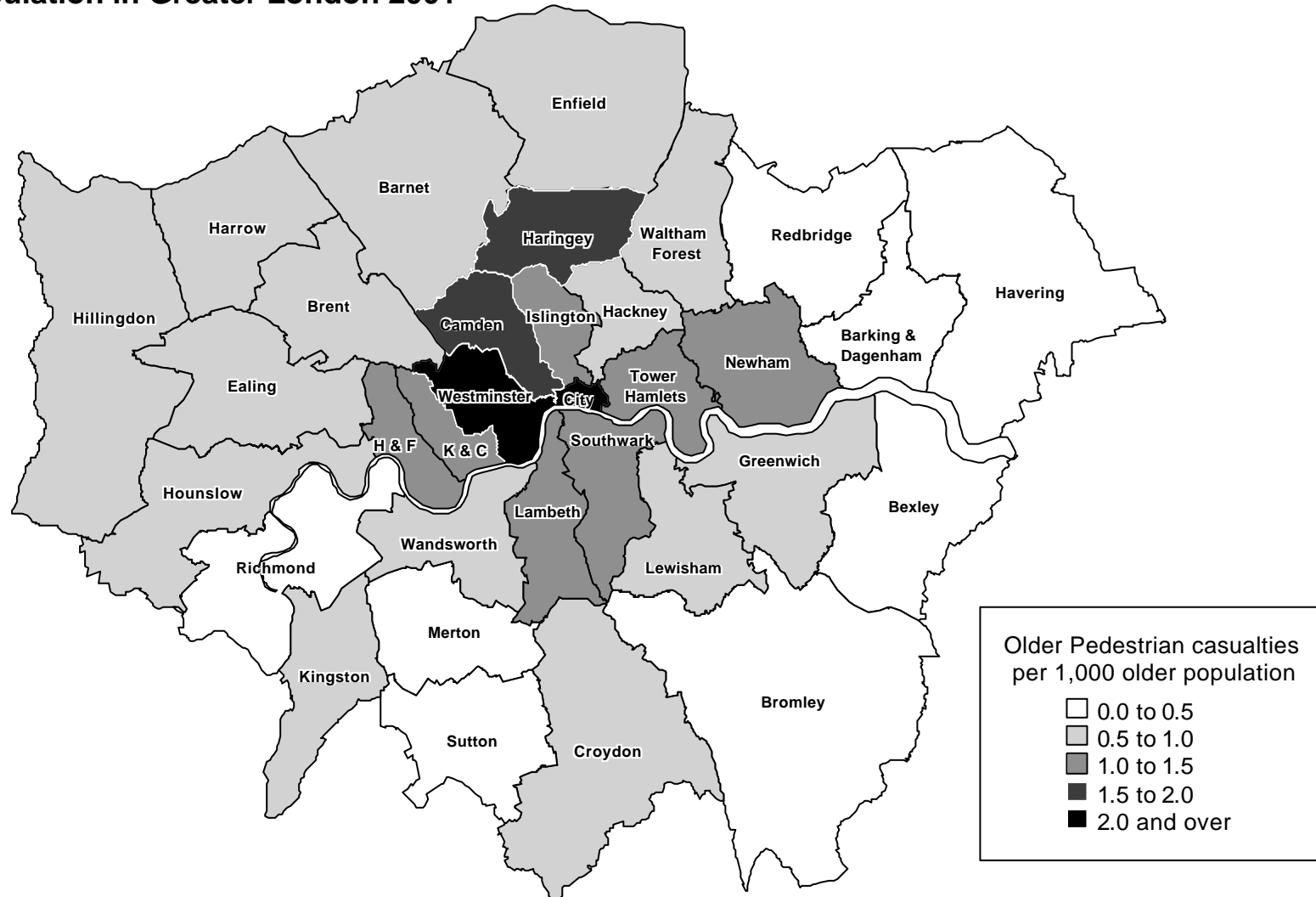


Table 7: Older pedestrian casualties by road class, severity and severity ratio in Greater London 2001

First road class	Severity of casualty			Total	% of total	Severity ratio
	Fatal	Serious	Slight			
A	36	176	415	627	61%	34%
B	5	27	65	97	9%	33%
C and unclassified	13	86	210	309	30%	32%
Total	54	289	690	1033	100%	33%

Table 8: Older pedestrian casualties by highway authority, severity and severity ratio in Greater London 2001

Highway Authority	Severity of casualty			Total	% of total	Severity ratio
	Fatal	Serious	Slight			
TLRN Road	15	58	97	170	16%	43%
Borough Road	38	223	602	863	84%	30%
Total	53	281	699	1033	100%	32%

The Streets

Table 7 shows older pedestrian casualties by road class, percentage of total, severity and severity ratio in Greater London 2001.

The majority of older pedestrian casualties (61%) were injured on 'A' class roads, 30% on 'C and unclassified' roads and 9% on 'B' class roads.

The overall severity ratio for all types of road class was 33% with 34% on 'A' class roads, 33% on 'B' class roads and 32% on 'C and unclassified' roads.

The vast majority of older pedestrian casualties (73%) were injured on single-carriageway, two lane roads. However, the highest severity ratio (75%) was recorded on single-carriageway, single-track roads. 9% of older pedestrians were injured on one-way roads and 7% on two lane dual-carriageways.

98% of older pedestrian casualties were injured on roads with a speed limit of 30mph or lower. Severity ratios of older pedestrian casualties increased substantially with speed,

with 40mph, 50mph and 60mph speed limit roads recording severity ratios of 48%, 100% and 50% respectively.

79% of older pedestrian casualties were injured on dry road surfaces, and 21% on wet/damp road surfaces.

Table 8 shows older pedestrian casualties by Highway Authority, severity and severity ratio in Greater London in 2001. The majority of older pedestrian injuries (84%) occurred on Borough roads, namely 72% of fatal, 79% of serious and 86% of slight casualties. However overall, those injured on the TLRN displayed a higher severity ratio, 43% compared with 30% on Borough roads.

When?

Figures 5, 6 and 7 show the proportion of older pedestrian casualties injured during each hour of the day, day of the week and month of the year respectively during 2001. They also indicate the proportions occurring in daylight and dark conditions.

Fig 5: Older pedestrian casualties by time of day and light conditions in Greater London 2001

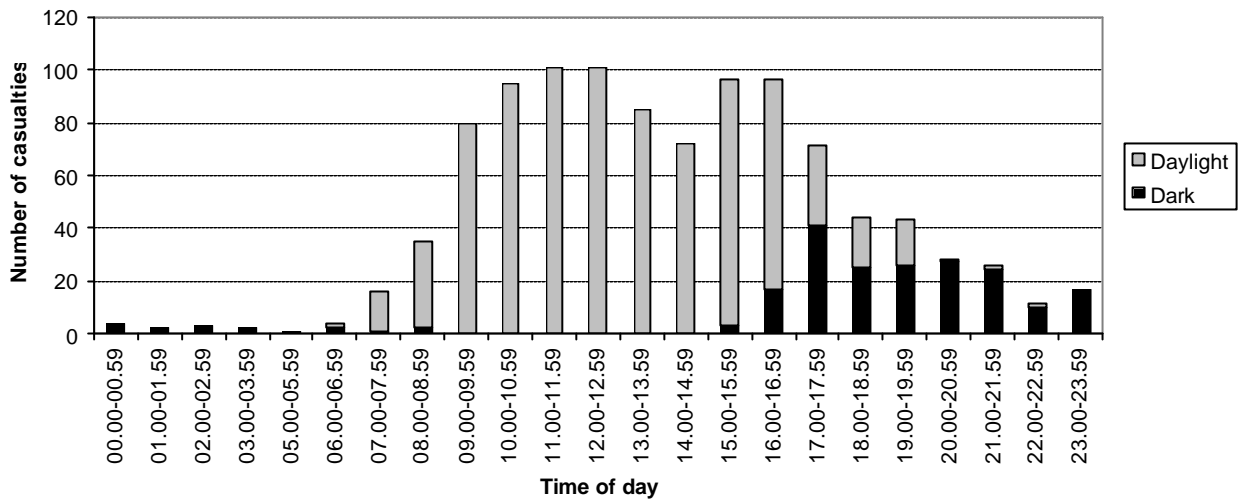


Fig 6: Older pedestrian casualties by day and light conditions in Greater London 2001

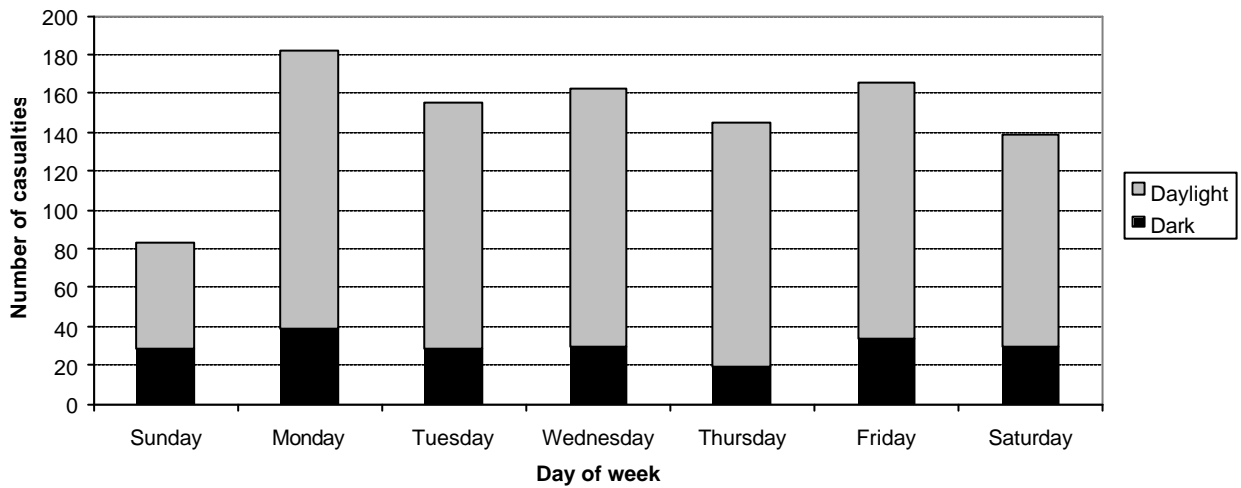
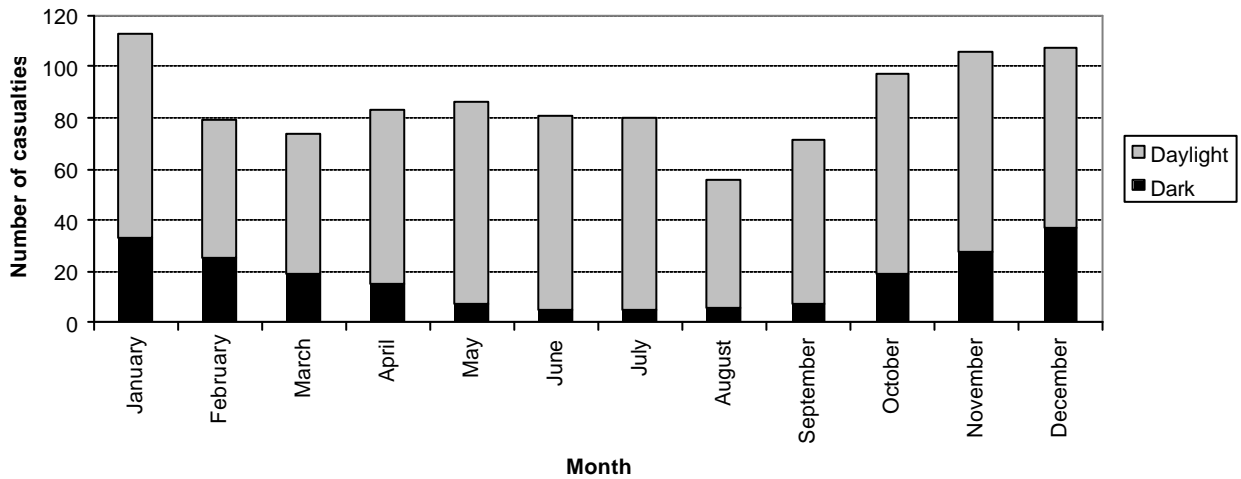


Fig 7: Older pedestrian casualties by month and light conditions in Greater London 2001



Time of day

Regarding the time of day, Figure 5 shows that the majority (70%) of older pedestrian casualties occurred between 9am and 5pm. There were two peaks small within this period, the first between 11am and 1pm and the second, smaller peak, between 3pm and 5pm. The majority of these casualties occurred outside the morning and evening peak periods, which is to be expected as fewer people in these age groups are travelling to and from work.

20% of older pedestrian casualties occurred during the first peak period, between 11am and 1pm. The second peak between 3pm and 5pm accounted for 19% of older pedestrian casualties.

The 'low' period for older pedestrian casualties was from midnight to 7am, during which time only 16 casualties, 2% of the total number of casualties occurred.

80% of older pedestrian casualties occurred during hours of daylight compared to only 20% in hours of darkness.

Day of the week

Figure 6 shows older pedestrian casualties by day of the week and light conditions. 79% of older pedestrian casualties occurred during the working week Monday to Friday (an

average of 16% per day). The highest number of older pedestrian casualties (18%) occurred on a Monday. 13% were injured on Saturday, with only 8% occurring on a Sunday.

The highest proportion of older pedestrian casualties during the hours of darkness occurred on Sunday with 34%. The lowest proportion was 13% on Thursday.

Month

Figure 7 shows the number of older pedestrian casualties recorded by month and light conditions. The highest number in 2001 occurred during January with 11%, closely followed by November and December each with 10%. The lowest number of older pedestrian casualties (5%) was recorded in August.

The highest proportion of casualties injured in dark conditions occurred in the months of January, February and December with 29%, 32% and 35% respectively. The months of June and July returned the lowest proportion of casualties injured in dark conditions at 6%.

September and April recorded the highest severity ratios of 44% and 41% respectively, with June and July recording the lowest at 26%.

Table 9: Pedestrian casualties by pedestrian location, severity and severity ratio in Greater London 2001

Casualty Group	Pedestrian Location	Severity of casualty			Total	% of total	Severity Ratio
		Fatal	Serious	Slight			
Older pedestrians	On Ped Xing	11	61	145	217	21%	33%
	Within 50m Ped Xing	5	49	97	151	15%	36%
	In Cwy Elsewhere	36	131	339	506	49%	33%
	On Footpath/Verge	0	14	49	63	6%	22%
	On Refuge	1	2	4	7	1%	43%
	In Cent Cwy	0	1	3	4	0%	25%
	In Cwy Not Crossing	0	12	44	56	5%	21%
	Location U/K	0	11	18	29	3%	38%
Total older pedestrian casualties		53	281	699	1,033	100%	32%
All pedestrians	On Ped Xing	19	289	1,067	1,375	17%	22%
	Within 50m Ped Xing	19	315	1,014	1,348	17%	25%
	In Cwy Elsewhere	70	825	3,057	3,952	49%	23%
	On Footpath/Verge	1	82	387	470	6%	18%
	On Refuge	1	5	25	31	0%	19%
	In Cent Cwy	2	13	40	55	1%	27%
	In Cwy Not Crossing	5	92	546	643	8%	15%
	Location U/K	11	55	203	269	3%	25%
Total pedestrian casualties		128	1,676	6,339	8,143	100%	22%

Table 10: Older pedestrian casualties by pedestrian crossing facility and severity in Greater London 2001

Pedestrian crossing facility	Severity of casualty			Total	% of total	Severity ratio
	Fatal	Serious	Slight			
No Xing in 50m	32	148	411	591	57%	30%
Zebra	3	35	81	119	12%	32%
Pelican or similar	6	30	61	97	9%	37%
Pedn phase at ATS	8	54	123	185	18%	34%
Central Refuge	4	14	23	41	4%	44%
Footbridge or Subway	0	0	0	0	0%	0%
Total older pedestrian casualties	53	281	699	1,033	100%	32%

Older pedestrian location

Table 9 shows a comparison between older pedestrian and all pedestrian casualties by pedestrian location, severity and severity ratio.

The majority of older pedestrian casualties (49%) were injured in the carriageway, not at or near a pedestrian crossing. 68% of older pedestrian fatalities occurred more than 50m from a pedestrian crossing facility. The proportion of all pedestrian casualties in the carriageway away from a pedestrian crossing was also 49%. 21% of older pedestrian casualties occurred on a pedestrian crossing, with a further 15% within 50m of a crossing. This compares with 17% of all pedestrian casualties on a crossing and 17% within 50m.

Older pedestrian casualties recorded higher severity ratios than all pedestrian casualties in

all but one category, with an average ratio of 32% compared to 22%.

Looking at older pedestrian casualties injured at crossing facilities (Table 10), more injuries occurred at pedestrian phases at automatic traffic signal (ATS) controlled junctions (18%) than other forms of crossing facility. There was in fact double the number of casualties at ATS pedestrian phases than pelican or similar crossings.

Table 11 shows older pedestrian casualties by pedestrian movement and severity in Greater London in 2001. 54% of older pedestrians casualties (64% of fatalities) were moving from the drivers' nearside and 28% from the offside. 10% emerged into the road masked by parked vehicles.

Table 11: Older pedestrian casualties by pedestrian movement, severity & severity ratio in Greater London 2001

Pedestrian movement	Severity of casualty			Total	% of total	Severity ratio
	Fatal	Serious	Slight			
Drivers Nearside	32	133	325	490	47%	34%
Drivers Nearside Masked	2	24	44	70	7%	37%
Drivers Offside	17	69	174	260	25%	33%
Drivers Offside Masked	1	8	23	32	3%	28%
In Cwy Not Crossing	0	7	15	22	2%	32%
In Cwy Not Crossing Mask	0	2	2	4	0%	50%
In Cwy Facing Traffic	0	0	4	4	0%	0%
In Cwy Back To Traffic	0	3	5	8	1%	38%
Movement U/K	1	35	107	143	14%	25%
Total	53	281	699	1033	100%	32%

Table 12: Older pedestrian casualties by vehicle involved, severity and severity ratio in Greater London 2001

	Severity of casualty			Total	% of total	Severity ratio
	Fatal	Serious	Slight			
Pedal Cycle	0	2	10	12	1%	17%
Moped	0	1	8	9	1%	11%
M/C =<125cc	2	7	20	29	3%	31%
M/C >125cc	6	27	51	84	8%	39%
Taxi	0	8	14	22	2%	36%
Car	23	194	464	681	66%	32%
Minibus	2	0	0	2	0%	100%
Bus or Coach	7	13	45	65	6%	31%
Other Motor Vehicle	0	0	4	4	0%	0%
Other Non Motor	0	0	1	1	0%	0%
Goods =< 3.5T MGW	4	21	65	90	9%	28%
Goods 3.5 to 7.5T MGW	1	4	4	9	1%	56%
Goods => 7.5T MGW	8	4	13	25	2%	48%
Total	53	281	699	1,033	100%	32%

Vehicles involved

Table 12 shows older pedestrians by vehicle involved in the collision in 2001. The vast majority of older pedestrian casualties (66%) were involved in a collision with a car. This class of vehicles accounted for 43% of fatal injuries. Collisions with powered two wheelers and goods vehicles each resulted in 12% of older pedestrian casualties. Goods Vehicles accounted for 25% of fatalities however. 6% involved a collision with a bus or coach (13% of fatalities).

Contributory factors

Table 13 shows older pedestrian casualties by the main accident contributory factors in Greater London in 2001.

The contributory factor variable is subjective, but gives an indication of the main factor involved in the accident. Some are associated directly with the pedestrian and some with the vehicle involved in the accident.

Table 13: Older pedestrian casualties by accident contributory factor in Greater London 2001

Contributory factor - Pedestrian	Fatal	Serious	Slight	Total
404 Crossing road heedless of traffic elsewhere	31	115	273	419
403 Crossing road heedless of traffic at ped crossing	9	36	58	103
402 Crossing road masked by parked vehicle	1	23	43	67
499 Other pedestrian factor	1	3	16	20
405 In road not crossing	1	2	16	19
400 Drink or drugs	1	8	7	16
401 Physical/mental defect or illness (pedestrian)	0	3	6	9
406 Tripped over tow rope	0	0	1	1
Contributory factor - Driver/Rider				
212 Reversing injudiciously	2	18	74	94
205 Failure to give precedence to ped at zebra xing	1	12	34	47
224 Going too fast having regard to road environment	1	10	24	35
206 Failure to give precedence to ped at pelican xing	1	7	24	32
209 Turning right injudiciously	0	4	18	22
204 Disobeyed ATS	3	4	11	18
218 Driving too close to kerb	0	2	10	12
210 Turning left injudiciously	0	4	7	11
214 Starting injudiciously	1	0	10	11
225 Going too fast having regard to other road users	0	2	9	11

References

1. Road Accidents Great Britain 2001, Department for Transport (DfT), (September 2002)
<http://www.transtat.dft.gov.uk/tables/2002/ragb/ragb.htm>
2. Highways Economic Note No 1, 2001, DfT (November 2002)
<http://www.roads.dft.gov.uk/roadsafety/hen2001/index.htm>
3. Mid-2001 population estimates Great Britain, Office for National Statistics
<http://www.statistics.gov.uk/census2001>