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 2009 and then looks in detail at the profile of casualties and factors relating to the collisions that occurred in 2009 (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 2009 resulted in injury to pedestrians who, in turn, represented 19% of all casualties.

- Pedestrian KSI casualties accounted for one third (33%) of all KSI casualties in 2009.

- Pedestrian KSIs have fallen by 51% between the 1994-98 average and 2009; all pedestrian casualties have fallen by 44%.

- Children (0-15 years inclusive) accounted for 22% of pedestrian casualties of known age in 2009.

- 40% of pedestrian fatalities of known age in 2009 were aged 60 years or over.

- Two thirds (67%) of pedestrian casualties in 2009 were injured by a car.
Annual Trends 1986 to 2009

Table 1 and Figure 1 show the number of pedestrian casualties by year and severity in Greater London from 1986 to 2009.

Table 1: Pedestrian casualties by year and severity in Greater London 1986 to 2009

<table>
<thead>
<tr>
<th>Year of accident</th>
<th>Pedestrian Collisions</th>
<th>Severity of casualty</th>
<th>Severity Total</th>
<th>KSI Total</th>
<th>Severity ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>1986</td>
<td>12,291</td>
<td>293</td>
<td>3,395</td>
<td>9,009</td>
<td>12,697</td>
</tr>
<tr>
<td>1987</td>
<td>11,596</td>
<td>265</td>
<td>3,408</td>
<td>8,267</td>
<td>11,940</td>
</tr>
<tr>
<td>1988</td>
<td>11,731</td>
<td>271</td>
<td>3,406</td>
<td>8,407</td>
<td>12,084</td>
</tr>
<tr>
<td>1989</td>
<td>12,231</td>
<td>259</td>
<td>3,254</td>
<td>9,072</td>
<td>12,585</td>
</tr>
<tr>
<td>1990</td>
<td>11,926</td>
<td>235</td>
<td>3,146</td>
<td>8,898</td>
<td>12,279</td>
</tr>
<tr>
<td>1991</td>
<td>10,504</td>
<td>217</td>
<td>2,681</td>
<td>7,929</td>
<td>10,827</td>
</tr>
<tr>
<td>1992</td>
<td>9,565</td>
<td>189</td>
<td>2,385</td>
<td>7,294</td>
<td>9,868</td>
</tr>
<tr>
<td>1993</td>
<td>9,453</td>
<td>171</td>
<td>2,135</td>
<td>7,418</td>
<td>9,724</td>
</tr>
<tr>
<td>1994</td>
<td>9,373</td>
<td>160</td>
<td>2,098</td>
<td>7,360</td>
<td>9,618</td>
</tr>
<tr>
<td>1995</td>
<td>9,169</td>
<td>119</td>
<td>2,051</td>
<td>7,245</td>
<td>9,415</td>
</tr>
<tr>
<td>1996</td>
<td>8,974</td>
<td>122</td>
<td>1,935</td>
<td>7,160</td>
<td>9,217</td>
</tr>
<tr>
<td>1997</td>
<td>8,898</td>
<td>160</td>
<td>1,982</td>
<td>7,032</td>
<td>9,174</td>
</tr>
<tr>
<td>1998</td>
<td>8,765</td>
<td>119</td>
<td>1,937</td>
<td>6,979</td>
<td>9,035</td>
</tr>
<tr>
<td>1994 to 1998 average</td>
<td>9,036</td>
<td>136</td>
<td>2,001</td>
<td>7,155</td>
<td>9,292</td>
</tr>
<tr>
<td>1999</td>
<td>8,736</td>
<td>134</td>
<td>1,728</td>
<td>7,139</td>
<td>9,001</td>
</tr>
<tr>
<td>2000</td>
<td>8,341</td>
<td>140</td>
<td>1,730</td>
<td>6,753</td>
<td>8,623</td>
</tr>
<tr>
<td>2001</td>
<td>7,886</td>
<td>128</td>
<td>1,676</td>
<td>6,339</td>
<td>8,143</td>
</tr>
<tr>
<td>2002</td>
<td>7,225</td>
<td>107</td>
<td>1,539</td>
<td>5,811</td>
<td>7,457</td>
</tr>
<tr>
<td>2003</td>
<td>6,898</td>
<td>119</td>
<td>1,380</td>
<td>5,628</td>
<td>7,127</td>
</tr>
<tr>
<td>2004</td>
<td>6,200</td>
<td>92</td>
<td>1,242</td>
<td>5,042</td>
<td>6,376</td>
</tr>
<tr>
<td>2005</td>
<td>5,840</td>
<td>89</td>
<td>1,135</td>
<td>4,799</td>
<td>6,023</td>
</tr>
<tr>
<td>2006</td>
<td>5,383</td>
<td>100</td>
<td>1,203</td>
<td>4,238</td>
<td>5,541</td>
</tr>
<tr>
<td>2007</td>
<td>5,089</td>
<td>109</td>
<td>1,183</td>
<td>3,960</td>
<td>5,252</td>
</tr>
<tr>
<td>2008</td>
<td>4,991</td>
<td>94</td>
<td>1,114</td>
<td>3,919</td>
<td>5,127</td>
</tr>
<tr>
<td>2009</td>
<td>5,069</td>
<td>88</td>
<td>967</td>
<td>4,154</td>
<td>5,209</td>
</tr>
<tr>
<td>% change 1986 to 2009</td>
<td>-59%</td>
<td>-70%</td>
<td>-72%</td>
<td>-54%</td>
<td>-59%</td>
</tr>
<tr>
<td>% change 1994-98 average to 2009</td>
<td>-44%</td>
<td>-35%</td>
<td>-52%</td>
<td>-42%</td>
<td>-44%</td>
</tr>
<tr>
<td>% change 2008 to 2009</td>
<td>2%</td>
<td>-6%</td>
<td>-13%</td>
<td>6%</td>
<td>2%</td>
</tr>
</tbody>
</table>

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 5,127 in 2008, rising again slightly to 5,209 in 2009 (a reduction of 59% compared with 1986). KSI casualties fell by 71% and slight by 54% during this period.

Comparing 2009 with the 1994-98 average, all pedestrian casualties fell by 44%, fatal injuries by 35%, serious by 52% and slight by 42%. Pedestrian KSIs fell by 51% overall, exceeding the 2010 reduction target.

Comparing 2009 with 2008, pedestrian casualties increased by 2% overall. There were reductions in fatal and serious injuries of 6% and 13% respectively, however slight pedestrian casualties rose by 6%. Pedestrian KSIs fell by 13% between 2008 and 2009.

The severity ratio (the percentage of fatal and serious injuries to all injuries) showed a general downward trend, falling from a high of 31% in 1987 to a low of 20% in 2005. Following this low, it rose to 25% in 2007, but fell again to 20% in 2009.

2 Transport for London
Gender
Figure 2 shows pedestrian casualties by gender in Greater London from 1986 to 2009.

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 few years have shown a slight increase in the proportion of female pedestrian casualties, with 45% female to 55% male in 2009.

Both male and female pedestrian casualties have shown a general downward trend since 1986, reducing by 62% and 55% respectively between 1986 and 2009, and by 47% and 40% respectively between the 1994-98 average and 2009. Males increased by 1% and females by 2% between 2008 and 2009.
Age

Table 2 and Figure 3 show pedestrian casualties by year and age band in Greater London from 1986 to 2009.

Whilst casualty numbers have fallen in each of the age bands, it is most pronounced in the youngest (under 16 years – child casualties) and oldest (60 years and over) age bands, with reductions of 70% and 69% respectively between 1986 and 2009 and 60% and 47% respectively between the 1994-98 average and 2009. Child pedestrian casualties fell a further 3% between 2008 and 2009; however pedestrian casualties in the 60 years and over group rose by 4%.

Pedestrian casualty numbers fell in the 16 to 24 and 25 to 59 year age bands between 1986 and 2009 by 59% and 40% respectively, and between the 1994-98 average and 2009 by 35% and 32% respectively. There were however increases in both of these age bands, of 15% and 7% respectively, between 2008 and 2009.

The distribution of pedestrian casualties across these age bands has changed slightly between 1986 and 2009. The under 16 and 60 plus age bands decreased from 28% and 17% of the total in 1986 to 20% and 13% respectively in 2009, while the proportion of casualties in the 25-59 year age band increased from 30% in 1986 to 43% in 2009. The percentage of casualties in the 16 to 24 year age band has remained fairly constant throughout this period.

<table>
<thead>
<tr>
<th>Year</th>
<th>Under 16</th>
<th>16-24</th>
<th>25-59</th>
<th>60+</th>
<th>Total</th>
<th>% aged</th>
<th>% aged</th>
<th>% aged</th>
<th>% aged</th>
</tr>
</thead>
<tbody>
<tr>
<td>1986</td>
<td>3,565</td>
<td>2,152</td>
<td>3,785</td>
<td>2,204</td>
<td>991</td>
<td>12,697</td>
<td>28%</td>
<td>17%</td>
<td>17%</td>
</tr>
<tr>
<td>1987</td>
<td>3,196</td>
<td>2,247</td>
<td>3,698</td>
<td>1,984</td>
<td>815</td>
<td>11,940</td>
<td>27%</td>
<td>19%</td>
<td>17%</td>
</tr>
<tr>
<td>1988</td>
<td>3,282</td>
<td>2,077</td>
<td>3,828</td>
<td>2,067</td>
<td>830</td>
<td>12,084</td>
<td>27%</td>
<td>17%</td>
<td>32%</td>
</tr>
<tr>
<td>1989</td>
<td>3,422</td>
<td>2,198</td>
<td>3,966</td>
<td>2,047</td>
<td>950</td>
<td>12,585</td>
<td>27%</td>
<td>17%</td>
<td>32%</td>
</tr>
<tr>
<td>1990</td>
<td>3,540</td>
<td>2,023</td>
<td>3,855</td>
<td>1,958</td>
<td>903</td>
<td>12,279</td>
<td>29%</td>
<td>16%</td>
<td>31%</td>
</tr>
<tr>
<td>1991</td>
<td>3,078</td>
<td>1,630</td>
<td>3,473</td>
<td>1,802</td>
<td>844</td>
<td>10,827</td>
<td>28%</td>
<td>15%</td>
<td>32%</td>
</tr>
<tr>
<td>1992</td>
<td>2,935</td>
<td>1,404</td>
<td>3,268</td>
<td>1,556</td>
<td>705</td>
<td>9,868</td>
<td>30%</td>
<td>14%</td>
<td>33%</td>
</tr>
<tr>
<td>1993</td>
<td>2,736</td>
<td>1,359</td>
<td>3,274</td>
<td>1,656</td>
<td>699</td>
<td>9,724</td>
<td>28%</td>
<td>14%</td>
<td>34%</td>
</tr>
<tr>
<td>1994</td>
<td>2,748</td>
<td>1,361</td>
<td>3,196</td>
<td>1,436</td>
<td>877</td>
<td>9,618</td>
<td>29%</td>
<td>14%</td>
<td>33%</td>
</tr>
<tr>
<td>1995</td>
<td>2,637</td>
<td>1,358</td>
<td>3,241</td>
<td>1,318</td>
<td>861</td>
<td>9,415</td>
<td>28%</td>
<td>14%</td>
<td>34%</td>
</tr>
<tr>
<td>1996</td>
<td>2,601</td>
<td>1,358</td>
<td>3,343</td>
<td>1,250</td>
<td>665</td>
<td>9,217</td>
<td>28%</td>
<td>15%</td>
<td>36%</td>
</tr>
<tr>
<td>1997</td>
<td>2,561</td>
<td>1,421</td>
<td>3,365</td>
<td>1,280</td>
<td>547</td>
<td>9,174</td>
<td>28%</td>
<td>15%</td>
<td>37%</td>
</tr>
<tr>
<td>1998</td>
<td>2,531</td>
<td>1,408</td>
<td>3,373</td>
<td>1,224</td>
<td>499</td>
<td>9,035</td>
<td>28%</td>
<td>16%</td>
<td>37%</td>
</tr>
<tr>
<td>1999</td>
<td>2,480</td>
<td>1,391</td>
<td>3,453</td>
<td>1,186</td>
<td>491</td>
<td>9,001</td>
<td>28%</td>
<td>15%</td>
<td>38%</td>
</tr>
<tr>
<td>2000</td>
<td>2,330</td>
<td>1,335</td>
<td>3,312</td>
<td>1,138</td>
<td>508</td>
<td>8,623</td>
<td>27%</td>
<td>15%</td>
<td>38%</td>
</tr>
<tr>
<td>2001</td>
<td>2,308</td>
<td>1,271</td>
<td>3,080</td>
<td>1,033</td>
<td>451</td>
<td>8,143</td>
<td>28%</td>
<td>16%</td>
<td>38%</td>
</tr>
<tr>
<td>2002</td>
<td>1,836</td>
<td>1,265</td>
<td>2,991</td>
<td>924</td>
<td>441</td>
<td>7,457</td>
<td>25%</td>
<td>17%</td>
<td>40%</td>
</tr>
<tr>
<td>2003</td>
<td>1,634</td>
<td>1,258</td>
<td>2,876</td>
<td>940</td>
<td>419</td>
<td>7,127</td>
<td>23%</td>
<td>18%</td>
<td>40%</td>
</tr>
<tr>
<td>2004</td>
<td>1,507</td>
<td>1,091</td>
<td>2,590</td>
<td>788</td>
<td>400</td>
<td>6,376</td>
<td>24%</td>
<td>17%</td>
<td>41%</td>
</tr>
<tr>
<td>2005</td>
<td>1,383</td>
<td>1,040</td>
<td>2,488</td>
<td>689</td>
<td>423</td>
<td>6,023</td>
<td>23%</td>
<td>17%</td>
<td>41%</td>
</tr>
<tr>
<td>2006</td>
<td>1,232</td>
<td>942</td>
<td>2,256</td>
<td>652</td>
<td>459</td>
<td>5,541</td>
<td>22%</td>
<td>17%</td>
<td>41%</td>
</tr>
<tr>
<td>2007</td>
<td>1,185</td>
<td>907</td>
<td>2,100</td>
<td>690</td>
<td>370</td>
<td>5,252</td>
<td>23%</td>
<td>17%</td>
<td>40%</td>
</tr>
<tr>
<td>2008</td>
<td>1,092</td>
<td>776</td>
<td>2,114</td>
<td>667</td>
<td>478</td>
<td>5,127</td>
<td>21%</td>
<td>15%</td>
<td>41%</td>
</tr>
<tr>
<td>2009</td>
<td>1,057</td>
<td>892</td>
<td>2,255</td>
<td>692</td>
<td>313</td>
<td>5,209</td>
<td>20%</td>
<td>17%</td>
<td>43%</td>
</tr>
</tbody>
</table>

% change 1986 to 2009: -70% -59% -40% -69% -59%
% change 1994-98 average to 2009: -60% -35% -32% -47% -55% -44%
% change 2008 to 2009: -3% 15% 7% 4% -35% 2%
Pedestrian casualties in Greater London 2009

The following section provides a more detailed analysis of pedestrian casualties in Greater London in 2009. This is the most recent year for which finalised data are available.

How many and who?
During 2009 there were 23,239 personal injury road traffic collisions reported to the police in the Greater London area. Of these collisions, 5,069 (22%) involved injury to one or more pedestrian and resulted in 5,209 pedestrian casualties. Pedestrians represented 19% of total casualties in Greater London in 2009. By comparison, in Great Britain as a whole, pedestrians accounted for 12% of all casualties in 2009.

Severity and gender
Table 3 shows pedestrian casualties by severity and gender in Greater London in 2009.

<table>
<thead>
<tr>
<th>Severity of casualty</th>
<th>Fatal</th>
<th>Serious</th>
<th>Slight</th>
<th>Total</th>
<th>KSI</th>
<th>Severity ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>53</td>
<td>568</td>
<td>2,242</td>
<td>2,863</td>
<td>621</td>
<td>22%</td>
</tr>
<tr>
<td>Female</td>
<td>35</td>
<td>399</td>
<td>1,912</td>
<td>2,346</td>
<td>434</td>
<td>18%</td>
</tr>
<tr>
<td>Total</td>
<td>88</td>
<td>967</td>
<td>4,154</td>
<td>5,209</td>
<td>1,055</td>
<td>20%</td>
</tr>
</tbody>
</table>

Over three quarters (80%) of pedestrian casualties were slightly injured, with 19% suffering serious injury and 2% being killed. Pedestrian KSIs during 2009 accounted for one third (33%) 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 2009.

Table 4: Pedestrian casualties by age-band, gender, severity and severity ratio in Greater London 2009

<table>
<thead>
<tr>
<th>Casualty age</th>
<th>Male</th>
<th>Female</th>
<th>Fatal</th>
<th>Serious</th>
<th>Slight</th>
<th>Total</th>
<th>% of known age</th>
<th>Severity ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-4</td>
<td>92</td>
<td>58</td>
<td>0</td>
<td>30</td>
<td>120</td>
<td>150</td>
<td>3%</td>
<td>20%</td>
</tr>
<tr>
<td>5-9</td>
<td>147</td>
<td>100</td>
<td>2</td>
<td>35</td>
<td>210</td>
<td>247</td>
<td>5%</td>
<td>15%</td>
</tr>
<tr>
<td>10-14</td>
<td>309</td>
<td>252</td>
<td>2</td>
<td>94</td>
<td>465</td>
<td>561</td>
<td>11%</td>
<td>17%</td>
</tr>
<tr>
<td>15-19</td>
<td>254</td>
<td>230</td>
<td>2</td>
<td>71</td>
<td>411</td>
<td>484</td>
<td>10%</td>
<td>15%</td>
</tr>
<tr>
<td>20-24</td>
<td>242</td>
<td>265</td>
<td>11</td>
<td>96</td>
<td>400</td>
<td>507</td>
<td>10%</td>
<td>21%</td>
</tr>
<tr>
<td>25-29</td>
<td>274</td>
<td>234</td>
<td>9</td>
<td>90</td>
<td>409</td>
<td>508</td>
<td>10%</td>
<td>19%</td>
</tr>
<tr>
<td>30-34</td>
<td>225</td>
<td>162</td>
<td>7</td>
<td>68</td>
<td>312</td>
<td>387</td>
<td>8%</td>
<td>19%</td>
</tr>
<tr>
<td>35-39</td>
<td>210</td>
<td>129</td>
<td>7</td>
<td>58</td>
<td>274</td>
<td>339</td>
<td>7%</td>
<td>19%</td>
</tr>
<tr>
<td>40-44</td>
<td>181</td>
<td>130</td>
<td>5</td>
<td>48</td>
<td>258</td>
<td>311</td>
<td>6%</td>
<td>17%</td>
</tr>
<tr>
<td>45-49</td>
<td>155</td>
<td>106</td>
<td>2</td>
<td>53</td>
<td>206</td>
<td>261</td>
<td>5%</td>
<td>21%</td>
</tr>
<tr>
<td>50-54</td>
<td>142</td>
<td>119</td>
<td>3</td>
<td>49</td>
<td>209</td>
<td>261</td>
<td>5%</td>
<td>20%</td>
</tr>
<tr>
<td>55-59</td>
<td>96</td>
<td>92</td>
<td>3</td>
<td>35</td>
<td>150</td>
<td>188</td>
<td>4%</td>
<td>20%</td>
</tr>
<tr>
<td>60-64</td>
<td>90</td>
<td>83</td>
<td>4</td>
<td>38</td>
<td>131</td>
<td>173</td>
<td>4%</td>
<td>24%</td>
</tr>
<tr>
<td>65-69</td>
<td>66</td>
<td>67</td>
<td>4</td>
<td>32</td>
<td>97</td>
<td>133</td>
<td>3%</td>
<td>27%</td>
</tr>
<tr>
<td>70-74</td>
<td>65</td>
<td>56</td>
<td>6</td>
<td>30</td>
<td>85</td>
<td>121</td>
<td>2%</td>
<td>30%</td>
</tr>
<tr>
<td>75-79</td>
<td>56</td>
<td>41</td>
<td>5</td>
<td>22</td>
<td>70</td>
<td>97</td>
<td>2%</td>
<td>28%</td>
</tr>
<tr>
<td>80-84</td>
<td>44</td>
<td>55</td>
<td>6</td>
<td>34</td>
<td>59</td>
<td>99</td>
<td>2%</td>
<td>40%</td>
</tr>
<tr>
<td>85-89</td>
<td>22</td>
<td>28</td>
<td>8</td>
<td>11</td>
<td>31</td>
<td>50</td>
<td>1%</td>
<td>38%</td>
</tr>
<tr>
<td>90-94</td>
<td>5</td>
<td>11</td>
<td>2</td>
<td>5</td>
<td>9</td>
<td>16</td>
<td>0%</td>
<td>44%</td>
</tr>
<tr>
<td>95-99</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td>0%</td>
<td>67%</td>
</tr>
<tr>
<td>Total (age known)</td>
<td>2,676</td>
<td>2,220</td>
<td>88</td>
<td>901</td>
<td>3,907</td>
<td>4,896</td>
<td>100%</td>
<td>20%</td>
</tr>
<tr>
<td>Total (age unknown)</td>
<td>187</td>
<td>126</td>
<td>0</td>
<td>66</td>
<td>247</td>
<td>313</td>
<td>-</td>
<td>21%</td>
</tr>
<tr>
<td>Total</td>
<td>2,863</td>
<td>2,346</td>
<td>88</td>
<td>967</td>
<td>4,154</td>
<td>5,209</td>
<td>-</td>
<td>20%</td>
</tr>
</tbody>
</table>

Fig. 4: Pedestrian casualties by age-band and severity in Greater London 2009
The highest number of pedestrian casualties occurred in the younger age bands, with just under a third (32%) 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 (11% 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 40% of all fatal pedestrian casualties of known age.

There were more male pedestrian casualties in most of the five-year age bands, however in the four oldest, covering ages 80 to 99 years, there were more female casualties.

The highest severity ratios were found in the four older age bands, peaking at 67% in the 95-99 years band. This clearly illustrates the increasing vulnerability of pedestrians to more serious injury with increasing age. However, it should be noted that these groups together did represent less than 4% of pedestrian casualties of known age. 10 to 14 year olds, which represented the age band with the highest number of casualties (11% of known age), had a severity ratio of 17%.

**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 2009 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.

![Figure 5: Pedestrian casualties per 1,000 population against population by age-band in Greater London 2009](image)

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.
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 22% of all pedestrian casualties of known age; of these 29% were injured on the school journey.

The number of child pedestrians injured going to or from school increased noticeably from 11 years, with well over a third (40%) of 11 to 14 year old pedestrian casualties 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 2009

<table>
<thead>
<tr>
<th>Casualty Age</th>
<th>Other</th>
<th>To/from school</th>
<th>Total</th>
<th>% to/from school</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 1 year</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>0%</td>
</tr>
<tr>
<td>1</td>
<td>8</td>
<td>0</td>
<td>8</td>
<td>0%</td>
</tr>
<tr>
<td>2</td>
<td>25</td>
<td>0</td>
<td>25</td>
<td>0%</td>
</tr>
<tr>
<td>3</td>
<td>61</td>
<td>0</td>
<td>61</td>
<td>0%</td>
</tr>
<tr>
<td>4</td>
<td>46</td>
<td>9</td>
<td>55</td>
<td>16%</td>
</tr>
<tr>
<td>5</td>
<td>33</td>
<td>14</td>
<td>47</td>
<td>30%</td>
</tr>
<tr>
<td>6</td>
<td>33</td>
<td>10</td>
<td>43</td>
<td>23%</td>
</tr>
<tr>
<td>7</td>
<td>34</td>
<td>11</td>
<td>45</td>
<td>24%</td>
</tr>
<tr>
<td>8</td>
<td>44</td>
<td>10</td>
<td>54</td>
<td>19%</td>
</tr>
<tr>
<td>9</td>
<td>46</td>
<td>12</td>
<td>58</td>
<td>21%</td>
</tr>
<tr>
<td>10</td>
<td>52</td>
<td>18</td>
<td>70</td>
<td>26%</td>
</tr>
<tr>
<td>11</td>
<td>70</td>
<td>45</td>
<td>115</td>
<td>39%</td>
</tr>
<tr>
<td>12</td>
<td>82</td>
<td>59</td>
<td>141</td>
<td>42%</td>
</tr>
<tr>
<td>13</td>
<td>70</td>
<td>43</td>
<td>113</td>
<td>38%</td>
</tr>
<tr>
<td>14</td>
<td>72</td>
<td>50</td>
<td>122</td>
<td>41%</td>
</tr>
<tr>
<td>15</td>
<td>73</td>
<td>26</td>
<td>99</td>
<td>26%</td>
</tr>
<tr>
<td>Total</td>
<td>750</td>
<td>307</td>
<td>1,057</td>
<td>29%</td>
</tr>
</tbody>
</table>
Where?
Table 6 shows the number of pedestrian casualties by borough, severity and percentage change in KSI casualties in 2009 over the 1994-98 average.

Total pedestrian casualties were split equally between inner and outer London. Overall there were slightly more KSIs in inner London (52% compared to 48%); however there were more pedestrian fatalities in outer London (56% compared to 44%). The average severity ratio was slightly higher in inner London (21% compared to 20%).

Regarding progress towards the 2010 casualty reduction target, KSI casualties in inner London showed a reduction of 50% between 2009 and the 1994-98 average, while in outer London there was a reduction of 51%.

Table 6: Pedestrian casualties by borough, severity and KSI percentage change in 2009 over 1994-98 average in Greater London

<table>
<thead>
<tr>
<th>Borough</th>
<th>Severity of casualty</th>
<th>1994-98 KSI average</th>
<th>2009 KSI total</th>
<th>% change 1994-98 total to 2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of London</td>
<td>2 14 73 89 18% 25 16</td>
<td>-35%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Westminster</td>
<td>10 89 320 419 24% 179 99</td>
<td>-45%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Camden</td>
<td>4 61 209 274 24% 104 65</td>
<td>-38%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Islington</td>
<td>1 28 141 170 17% 76 29</td>
<td>-62%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hackney</td>
<td>3 26 147 176 16% 78 29</td>
<td>-63%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tower Hamlets</td>
<td>3 43 152 198 23% 73 46</td>
<td>-37%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greenwich</td>
<td>3 20 110 133 17% 60 23</td>
<td>-62%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lewisham</td>
<td>3 35 156 194 20% 82 38</td>
<td>-53%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southwark</td>
<td>3 44 163 210 22% 80 47</td>
<td>-41%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lambeth</td>
<td>1 50 199 250 20% 124 51</td>
<td>-59%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wandsworth</td>
<td>5 39 129 173 25% 78 44</td>
<td>-44%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hammersmith &amp; Fulham</td>
<td>1 27 117 145 19% 60 28</td>
<td>-53%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kensington &amp; Chelsea</td>
<td>0 29 145 174 17% 72 29</td>
<td>-60%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total inner London</td>
<td>39 505 2,061 2,605 21% 1,089 544</td>
<td>-50%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of Greater London</td>
<td>44% 52% 50% 50%</td>
<td>-</td>
<td>52%</td>
<td></td>
</tr>
<tr>
<td>Waltham Forest</td>
<td>1 16 104 121 14% 60 17</td>
<td>-72%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Redbridge</td>
<td>3 17 103 123 16% 48 20</td>
<td>-59%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Havering</td>
<td>1 15 72 88 18% 38 16</td>
<td>-58%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Barkings &amp; Dagenham</td>
<td>0 10 60 70 14% 35 10</td>
<td>-72%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Newham</td>
<td>4 47 146 197 26% 68 51</td>
<td>-25%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bexley</td>
<td>2 19 62 83 25% 35 21</td>
<td>-40%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bromley</td>
<td>0 28 76 104 27% 49 28</td>
<td>-43%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Croydon</td>
<td>4 30 169 203 17% 68 34</td>
<td>-50%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sutton</td>
<td>0 16 60 76 21% 30 16</td>
<td>-47%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Merton</td>
<td>2 18 67 87 23% 37 20</td>
<td>-47%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kingston</td>
<td>1 9 63 73 14% 32 10</td>
<td>-68%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Richmond</td>
<td>3 11 49 63 22% 32 14</td>
<td>-57%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hounslow</td>
<td>3 21 99 123 20% 50 24</td>
<td>-52%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hillingdon</td>
<td>1 17 104 122 15% 54 18</td>
<td>-67%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ealing</td>
<td>5 35 135 175 23% 91 40</td>
<td>-56%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brent</td>
<td>5 30 171 206 17% 85 35</td>
<td>-59%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harrow</td>
<td>2 16 82 100 18% 34 18</td>
<td>-48%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Barnet</td>
<td>5 40 170 215 21% 70 45</td>
<td>-36%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Haringey</td>
<td>4 39 161 204 21% 65 43</td>
<td>-34%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enfield</td>
<td>3 28 140 171 18% 64 31</td>
<td>-52%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total outer London</td>
<td>49 462 2,093 2,604 20% 1,047 511</td>
<td>-51%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of Greater London</td>
<td>56% 48% 50% 50%</td>
<td>-</td>
<td>48%</td>
<td></td>
</tr>
<tr>
<td>Total Greater London</td>
<td>88 967 4,154 5,209 20% 2,137 1,055</td>
<td>-51%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Table 7 shows pedestrian casualties by borough, age band and school journey (for school aged casualties).

The majority of under 16s (64%) were injured in outer London. 61% 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 (54%), while slightly more pedestrians in the 16-24 and 25-29 year groups were injured in inner London (54% and 56% respectively).

<table>
<thead>
<tr>
<th>Borough</th>
<th>Under 16</th>
<th>16-24</th>
<th>25-59</th>
<th>60 + over</th>
<th>Unknown</th>
<th>Total</th>
<th>% school to/from school pupil</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>City of London</strong></td>
<td>4</td>
<td>18</td>
<td>50</td>
<td>6</td>
<td>11</td>
<td>89</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Westminster</strong></td>
<td>18</td>
<td>71</td>
<td>253</td>
<td>53</td>
<td>24</td>
<td>419</td>
<td>1%</td>
</tr>
<tr>
<td><strong>Camden</strong></td>
<td>23</td>
<td>67</td>
<td>132</td>
<td>38</td>
<td>14</td>
<td>274</td>
<td>2%</td>
</tr>
<tr>
<td><strong>Islington</strong></td>
<td>21</td>
<td>28</td>
<td>78</td>
<td>26</td>
<td>17</td>
<td>170</td>
<td>10%</td>
</tr>
<tr>
<td><strong>Hackney</strong></td>
<td>31</td>
<td>34</td>
<td>78</td>
<td>23</td>
<td>10</td>
<td>176</td>
<td>13%</td>
</tr>
<tr>
<td><strong>Tower Hamlets</strong></td>
<td>33</td>
<td>31</td>
<td>99</td>
<td>21</td>
<td>14</td>
<td>198</td>
<td>8%</td>
</tr>
<tr>
<td><strong>Greenwich</strong></td>
<td>40</td>
<td>34</td>
<td>39</td>
<td>13</td>
<td>7</td>
<td>133</td>
<td>15%</td>
</tr>
<tr>
<td><strong>Lewisham</strong></td>
<td>45</td>
<td>35</td>
<td>81</td>
<td>29</td>
<td>4</td>
<td>194</td>
<td>18%</td>
</tr>
<tr>
<td><strong>Southwark</strong></td>
<td>50</td>
<td>33</td>
<td>95</td>
<td>19</td>
<td>13</td>
<td>210</td>
<td>17%</td>
</tr>
<tr>
<td><strong>Lambeth</strong></td>
<td>44</td>
<td>51</td>
<td>121</td>
<td>16</td>
<td>18</td>
<td>250</td>
<td>11%</td>
</tr>
<tr>
<td><strong>Wandsworth</strong></td>
<td>28</td>
<td>31</td>
<td>77</td>
<td>23</td>
<td>14</td>
<td>173</td>
<td>13%</td>
</tr>
<tr>
<td><strong>Hammersmith &amp; Fulham</strong></td>
<td>24</td>
<td>22</td>
<td>66</td>
<td>22</td>
<td>11</td>
<td>145</td>
<td>11%</td>
</tr>
<tr>
<td><strong>Kensington &amp; Chelsea</strong></td>
<td>24</td>
<td>25</td>
<td>91</td>
<td>27</td>
<td>7</td>
<td>174</td>
<td>6%</td>
</tr>
<tr>
<td><strong>Total inner London</strong></td>
<td>385</td>
<td>480</td>
<td>1,260</td>
<td>316</td>
<td>164</td>
<td>2,605</td>
<td>125</td>
</tr>
<tr>
<td><strong>% of Greater London</strong></td>
<td>36%</td>
<td>54%</td>
<td>56%</td>
<td>46%</td>
<td>52%</td>
<td>50%</td>
<td>50%</td>
</tr>
<tr>
<td><strong>Total Greater London</strong></td>
<td>1,057</td>
<td>892</td>
<td>2,255</td>
<td>692</td>
<td>313</td>
<td>5,209</td>
<td>321</td>
</tr>
</tbody>
</table>

Table 7: Pedestrian casualties by borough, age band and school journey in Greater London 2009
Table 8 shows pedestrian casualties by borough and highway authority in Greater London.

Table 8: Pedestrian casualties by borough and highway authority in Greater London 2009

<table>
<thead>
<tr>
<th>Borough</th>
<th>TLRN</th>
<th>Highways Agency</th>
<th>Borough road</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of London</td>
<td>23</td>
<td>0</td>
<td>66</td>
<td>89</td>
</tr>
<tr>
<td>Westminster</td>
<td>65</td>
<td>0</td>
<td>354</td>
<td>419</td>
</tr>
<tr>
<td>Camden</td>
<td>68</td>
<td>0</td>
<td>206</td>
<td>274</td>
</tr>
<tr>
<td>Islington</td>
<td>79</td>
<td>0</td>
<td>91</td>
<td>170</td>
</tr>
<tr>
<td>Hackney</td>
<td>81</td>
<td>0</td>
<td>95</td>
<td>176</td>
</tr>
<tr>
<td>Tower Hamlets</td>
<td>95</td>
<td>0</td>
<td>103</td>
<td>198</td>
</tr>
<tr>
<td>Greenwich</td>
<td>14</td>
<td>0</td>
<td>119</td>
<td>133</td>
</tr>
<tr>
<td>Lewisham</td>
<td>79</td>
<td>0</td>
<td>115</td>
<td>194</td>
</tr>
<tr>
<td>Southwark</td>
<td>84</td>
<td>0</td>
<td>126</td>
<td>210</td>
</tr>
<tr>
<td>Lambeth</td>
<td>131</td>
<td>0</td>
<td>119</td>
<td>250</td>
</tr>
<tr>
<td>Wandsworth</td>
<td>84</td>
<td>0</td>
<td>89</td>
<td>173</td>
</tr>
<tr>
<td>Hammersmith &amp; Fulham</td>
<td>2</td>
<td>0</td>
<td>143</td>
<td>145</td>
</tr>
<tr>
<td>Kensington &amp; Chelsea</td>
<td>39</td>
<td>0</td>
<td>135</td>
<td>174</td>
</tr>
<tr>
<td><strong>Total inner London</strong></td>
<td>844</td>
<td>0</td>
<td>1,761</td>
<td>2,605</td>
</tr>
<tr>
<td>% of inner London</td>
<td>32%</td>
<td>0%</td>
<td>68%</td>
<td>100%</td>
</tr>
<tr>
<td>% of Greater London</td>
<td>81%</td>
<td>0%</td>
<td>42%</td>
<td>50%</td>
</tr>
<tr>
<td>Waltham Forest</td>
<td>1</td>
<td>0</td>
<td>120</td>
<td>121</td>
</tr>
<tr>
<td>Redbridge</td>
<td>10</td>
<td>0</td>
<td>113</td>
<td>123</td>
</tr>
<tr>
<td>Havering</td>
<td>3</td>
<td>3</td>
<td>82</td>
<td>88</td>
</tr>
<tr>
<td>Barking &amp; Dagenham</td>
<td>3</td>
<td>0</td>
<td>67</td>
<td>70</td>
</tr>
<tr>
<td>Newham</td>
<td>6</td>
<td>0</td>
<td>191</td>
<td>197</td>
</tr>
<tr>
<td>Bexley</td>
<td>0</td>
<td>0</td>
<td>83</td>
<td>83</td>
</tr>
<tr>
<td>Bromley</td>
<td>9</td>
<td>0</td>
<td>95</td>
<td>104</td>
</tr>
<tr>
<td>Croydon</td>
<td>23</td>
<td>0</td>
<td>180</td>
<td>203</td>
</tr>
<tr>
<td>Sutton</td>
<td>19</td>
<td>0</td>
<td>57</td>
<td>76</td>
</tr>
<tr>
<td>Merton</td>
<td>8</td>
<td>0</td>
<td>79</td>
<td>87</td>
</tr>
<tr>
<td>Kingston</td>
<td>6</td>
<td>0</td>
<td>67</td>
<td>73</td>
</tr>
<tr>
<td>Richmond</td>
<td>9</td>
<td>0</td>
<td>54</td>
<td>63</td>
</tr>
<tr>
<td>Hounslow</td>
<td>20</td>
<td>0</td>
<td>103</td>
<td>123</td>
</tr>
<tr>
<td>Hillingdon</td>
<td>5</td>
<td>0</td>
<td>117</td>
<td>122</td>
</tr>
<tr>
<td>Ealing</td>
<td>15</td>
<td>0</td>
<td>160</td>
<td>175</td>
</tr>
<tr>
<td>Brent</td>
<td>2</td>
<td>0</td>
<td>204</td>
<td>206</td>
</tr>
<tr>
<td>Harrow</td>
<td>0</td>
<td>0</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>Barnet</td>
<td>13</td>
<td>0</td>
<td>202</td>
<td>215</td>
</tr>
<tr>
<td>Haringey</td>
<td>39</td>
<td>0</td>
<td>165</td>
<td>204</td>
</tr>
<tr>
<td>Enfield</td>
<td>12</td>
<td>0</td>
<td>159</td>
<td>171</td>
</tr>
<tr>
<td><strong>Total outer London</strong></td>
<td>203</td>
<td>3</td>
<td>2,398</td>
<td>2,604</td>
</tr>
<tr>
<td>% of outer London</td>
<td>8%</td>
<td>0%</td>
<td>92%</td>
<td>100%</td>
</tr>
<tr>
<td>% of Greater London</td>
<td>19%</td>
<td>100%</td>
<td>58%</td>
<td>50%</td>
</tr>
<tr>
<td><strong>Total Greater London</strong></td>
<td>1,047</td>
<td>3</td>
<td>4,159</td>
<td>5,209</td>
</tr>
<tr>
<td>% of total</td>
<td>20%</td>
<td>0%</td>
<td>80%</td>
<td>100%</td>
</tr>
</tbody>
</table>
In total, 80% of pedestrians were injured on borough roads and 20% on the Transport for London Road Network (TLRN). In inner London two thirds (68%) of pedestrian casualties were injured on borough roads (32% on the TLRN), while in outer London 92% were injured on borough roads and just 8% on the TLRN. There was just one collision, resulting in three pedestrian casualties, on a Highways Agency road (motorway). The casualties were workmen on the hard shoulder and all suffered slight injuries.

Overall 72% of pedestrian fatalities, 77% of serious injuries and 81% of slight injuries occurred on borough roads, with 28% of fatalities, 23% of serious injuries and 19% of slight injuries on the TLRN.

Table 9 shows pedestrian casualties by road class and severity. 58% were injured on ‘A’ class roads, 9% on ‘B’ class roads and 32% on ‘C’ class or unclassified roads.

Table 9: Pedestrian casualties by road class, severity and severity ratio in Greater London 2009

<table>
<thead>
<tr>
<th>First road class</th>
<th>Fatal</th>
<th>Serious</th>
<th>Slight</th>
<th>Total</th>
<th>% of total</th>
<th>Severity ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorway</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>3</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>A</td>
<td>65</td>
<td>637</td>
<td>2,339</td>
<td>3,041</td>
<td>58%</td>
<td>23%</td>
</tr>
<tr>
<td>B</td>
<td>8</td>
<td>86</td>
<td>388</td>
<td>482</td>
<td>9%</td>
<td>20%</td>
</tr>
<tr>
<td>C</td>
<td>5</td>
<td>128</td>
<td>593</td>
<td>726</td>
<td>14%</td>
<td>18%</td>
</tr>
<tr>
<td>Unclassified</td>
<td>10</td>
<td>116</td>
<td>831</td>
<td>957</td>
<td>18%</td>
<td>13%</td>
</tr>
<tr>
<td>Total</td>
<td>88</td>
<td>967</td>
<td>4,154</td>
<td>5,209</td>
<td>100%</td>
<td>20%</td>
</tr>
</tbody>
</table>

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. Severity ratios of 36% and 33% respectively were recorded against casualties injured on 40mph and 50mph roads, but these represented just over 1% of the total pedestrian casualties. No pedestrian KSI casualties were recorded on 20mph roads.

Table 10 shows pedestrian casualties by junction detail and junction control. 68% were injured at or within 20metres of a junction. Of these, 69% were at a ‘T’ or staggered junction and 23% at a crossroads. In terms of junction control, 72% of pedestrian casualties injured at a junction were where the control was ‘Give Way’ and 28% were at a junction controlled by automatic traffic signals.

Table 10: Pedestrian casualties by junction control and junction detail in Greater London 2009

<table>
<thead>
<tr>
<th>Junction control</th>
<th>Authorised Person</th>
<th>Automatic Traffic Signals</th>
<th>Stop Sign</th>
<th>Give Way or Uncontrolled</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roundabout</td>
<td>n/a</td>
<td>1</td>
<td>17</td>
<td>0</td>
<td>72</td>
</tr>
<tr>
<td>Mini-Roundabout</td>
<td>n/a</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>30</td>
</tr>
<tr>
<td>T &amp; Staggered Junction</td>
<td>n/a</td>
<td>1</td>
<td>396</td>
<td>3</td>
<td>2,042</td>
</tr>
<tr>
<td>Slip Road</td>
<td>n/a</td>
<td>0</td>
<td>5</td>
<td>1</td>
<td>9</td>
</tr>
<tr>
<td>Crossroads</td>
<td>n/a</td>
<td>1</td>
<td>511</td>
<td>1</td>
<td>287</td>
</tr>
<tr>
<td>Multi Junction</td>
<td>n/a</td>
<td>0</td>
<td>50</td>
<td>0</td>
<td>15</td>
</tr>
<tr>
<td>Private Drive</td>
<td>n/a</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>80</td>
</tr>
<tr>
<td>Other Junction</td>
<td>n/a</td>
<td>0</td>
<td>8</td>
<td>1</td>
<td>14</td>
</tr>
<tr>
<td>Total at junctions</td>
<td>n/a</td>
<td>3</td>
<td>989</td>
<td>6</td>
<td>2,549</td>
</tr>
<tr>
<td>No junction within 20metres</td>
<td>1,662</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>1,662</td>
</tr>
<tr>
<td>Total</td>
<td>1,662</td>
<td>3</td>
<td>989</td>
<td>6</td>
<td>2,549</td>
</tr>
</tbody>
</table>
Road surface and weather
The majority of pedestrian casualties (80%) were injured in collisions that occurred on a dry road surface, with 18% on a wet surface and just over 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 2009. 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 (520 casualties, 10%) was recorded between 3pm and 4pm.

The ‘low’ period for pedestrian casualties was between 1am and 7am, during which time only 6% of the total pedestrian casualties were injured.

70% of pedestrian injuries occurred during daylight hours compared to 30% in the dark.

Day of week
77% of pedestrian casualties were injured on a weekday, an average of 15% per weekday, with a peak of 18% on a Friday. 13% were injured on a Saturday and 10% on a Sunday.

The highest proportion of pedestrians injured in the dark occurred at the weekend with 42% on a Saturday and 47% on a Sunday.

Month
Pedestrian casualties were quite evenly spread through the first three quarters of the year, with no one month having substantially more than any other. However, the fourth quarter (October to December) had more pedestrian casualties (29%) than each of the other three, and the highest number in a single month (548, 11%) was recorded in November.

At least 40% of pedestrian casualties injured in January (44%), February (44%), November (46%) and December (49%) were injured in the dark.
Fig. 7: Pedestrian casualties by time of day and light conditions in Greater London 2009

Fig. 8: Pedestrian casualties by day of week and light conditions in Greater London 2009

Fig. 9: Pedestrian casualties by month and light conditions in Greater London 2009
Pedestrian location and movement

Tables 11, 12 and 13 show pedestrian casualties by location, crossing facility and movement in Greater London in 2009.

37% of pedestrian casualties of known location were injured at or within 50m of a formal, controlled crossing facility. 19% were injured at an automatic traffic signal junction with a pedestrian phase, 9% at a pelican or similar light controlled crossing and 11% at a zebra crossing. 57% of pedestrian fatalities occurred more than 50m from a crossing facility.

<table>
<thead>
<tr>
<th>Pedestrian location</th>
<th>Fatal</th>
<th>Serious</th>
<th>Slight</th>
<th>Total</th>
<th>% of known location</th>
<th>Severity ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crossing Road on Ped Crossing</td>
<td>18</td>
<td>225</td>
<td>836</td>
<td>1,079</td>
<td>22%</td>
<td>23%</td>
</tr>
<tr>
<td>Crossing Road in Zig-Zag Approach</td>
<td>0</td>
<td>0</td>
<td>9</td>
<td>9</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Crossing Road In Zig-Zag Exit</td>
<td>0</td>
<td>1</td>
<td>4</td>
<td>5</td>
<td>0%</td>
<td>20%</td>
</tr>
<tr>
<td>Crossing Road Within 50m of Crossing</td>
<td>15</td>
<td>163</td>
<td>557</td>
<td>735</td>
<td>15%</td>
<td>24%</td>
</tr>
<tr>
<td>Crossing Road (Not On Crossing)</td>
<td>38</td>
<td>396</td>
<td>1,920</td>
<td>2,354</td>
<td>47%</td>
<td>18%</td>
</tr>
<tr>
<td>On Footpath - Verge</td>
<td>5</td>
<td>74</td>
<td>309</td>
<td>388</td>
<td>8%</td>
<td>20%</td>
</tr>
<tr>
<td>On Refuge</td>
<td>0</td>
<td>3</td>
<td>8</td>
<td>11</td>
<td>0%</td>
<td>27%</td>
</tr>
<tr>
<td>In Centre Of Carriageway</td>
<td>0</td>
<td>1</td>
<td>13</td>
<td>14</td>
<td>0%</td>
<td>7%</td>
</tr>
<tr>
<td>In Road - Not Crossing</td>
<td>6</td>
<td>63</td>
<td>334</td>
<td>403</td>
<td>8%</td>
<td>17%</td>
</tr>
<tr>
<td>Total known location</td>
<td>82</td>
<td>926</td>
<td>3,990</td>
<td>4,998</td>
<td>100%</td>
<td>20%</td>
</tr>
<tr>
<td>Unknown</td>
<td>6</td>
<td>41</td>
<td>164</td>
<td>211</td>
<td>-</td>
<td>22%</td>
</tr>
<tr>
<td>Total</td>
<td>88</td>
<td>967</td>
<td>4,154</td>
<td>5,209</td>
<td>-</td>
<td>20%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pedestrian Crossing Facility</th>
<th>Severity of casualty</th>
<th>% of total</th>
<th>Severity ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fatal</td>
<td>Serious</td>
<td>Slight</td>
</tr>
<tr>
<td>No crossing facility within 50m</td>
<td>50</td>
<td>521</td>
<td>2,531</td>
</tr>
<tr>
<td>Zebra</td>
<td>7</td>
<td>122</td>
<td>434</td>
</tr>
<tr>
<td>Pelican or similar</td>
<td>14</td>
<td>116</td>
<td>364</td>
</tr>
<tr>
<td>Pedestrian phase at ATS</td>
<td>17</td>
<td>192</td>
<td>786</td>
</tr>
<tr>
<td>Footbridge or Subway</td>
<td>0</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>Central Refuge</td>
<td>0</td>
<td>16</td>
<td>33</td>
</tr>
<tr>
<td>Total</td>
<td>88</td>
<td>967</td>
<td>4,154</td>
</tr>
</tbody>
</table>

Where pedestrian movement was known, 64% of pedestrian casualties (65% of KSIs) were moving from the driver’s nearside and 31% (31% of KSIs) from the driver’s offside. 19% 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 2009

<table>
<thead>
<tr>
<th>Pedestrian movement</th>
<th>Fatal</th>
<th>Serious</th>
<th>Slight</th>
<th>Total</th>
<th>% of known movement</th>
<th>Severity ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>From Drivers Nearside</td>
<td>40</td>
<td>408</td>
<td>1,711</td>
<td>2,159</td>
<td>51%</td>
<td>21%</td>
</tr>
<tr>
<td>From Drivers Nearside Masked</td>
<td>6</td>
<td>101</td>
<td>421</td>
<td>528</td>
<td>12%</td>
<td>20%</td>
</tr>
<tr>
<td>From Drivers Offside</td>
<td>20</td>
<td>198</td>
<td>851</td>
<td>1,069</td>
<td>25%</td>
<td>20%</td>
</tr>
<tr>
<td>From Drivers Offside Masked</td>
<td>1</td>
<td>46</td>
<td>181</td>
<td>228</td>
<td>5%</td>
<td>21%</td>
</tr>
<tr>
<td>In Road Not Crossing</td>
<td>2</td>
<td>22</td>
<td>157</td>
<td>181</td>
<td>4%</td>
<td>13%</td>
</tr>
<tr>
<td>In Road Not Crossing Masked</td>
<td>1</td>
<td>2</td>
<td>25</td>
<td>28</td>
<td>1%</td>
<td>11%</td>
</tr>
<tr>
<td>In Road Facing Traffic</td>
<td>0</td>
<td>1</td>
<td>10</td>
<td>11</td>
<td>0%</td>
<td>9%</td>
</tr>
<tr>
<td>In Road Back To Traffic</td>
<td>0</td>
<td>2</td>
<td>20</td>
<td>22</td>
<td>1%</td>
<td>9%</td>
</tr>
<tr>
<td>Total known movement</td>
<td>70</td>
<td>780</td>
<td>3,376</td>
<td>4,226</td>
<td>100%</td>
<td>20%</td>
</tr>
<tr>
<td>Unknown</td>
<td>18</td>
<td>187</td>
<td>778</td>
<td>983</td>
<td>-</td>
<td>21%</td>
</tr>
<tr>
<td>Total</td>
<td>88</td>
<td>967</td>
<td>4,154</td>
<td>5,209</td>
<td>-</td>
<td>20%</td>
</tr>
</tbody>
</table>

Vehicles involved

Table 14 shows pedestrian casualties by the vehicle they were in direct conflict with. Two thirds (67%) of pedestrians were injured by a car. Cars accounted for 59% of fatalities, 64% of serious and 67% of slight injuries.

Collisions with all classes of goods vehicles resulted in 9% of pedestrian casualties (17% of fatalities and 10% of KSIs). Heavy goods vehicles - 7.5 tonnes maximum gross weight (MGW) or above, accounted for 10% of pedestrian fatalities, but just 1% of pedestrian casualties overall. A further 9% of pedestrian casualties were injured in collisions with powered two wheelers. 8% of pedestrians were injured by a bus or coach, however this category of vehicle accounted for 18% of pedestrian fatalities.

Table 14: Pedestrian casualties by vehicle involved, severity and severity ratio in Greater London 2009

<table>
<thead>
<tr>
<th>Type Of Vehicle</th>
<th>Severity of casualty</th>
<th>% of total</th>
<th>Severity ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedal Cycle</td>
<td>0 31 95 126</td>
<td>2%</td>
<td>25%</td>
</tr>
<tr>
<td>M/C &lt;= 50cc</td>
<td>0 3 35 38</td>
<td>1%</td>
<td>8%</td>
</tr>
<tr>
<td>M/C 50-125cc</td>
<td>0 28 172 200</td>
<td>4%</td>
<td>14%</td>
</tr>
<tr>
<td>M/C 125-500cc</td>
<td>0 6 51 57</td>
<td>1%</td>
<td>11%</td>
</tr>
<tr>
<td>M/C &gt; 500cc</td>
<td>0 33 146 179</td>
<td>3%</td>
<td>18%</td>
</tr>
<tr>
<td>Private Hire - Licensed</td>
<td>0 2 1 3</td>
<td>0%</td>
<td>67%</td>
</tr>
<tr>
<td>Taxi</td>
<td>1 49 168 218</td>
<td>4%</td>
<td>23%</td>
</tr>
<tr>
<td>Car</td>
<td>52 618 2798 3468</td>
<td>67%</td>
<td>19%</td>
</tr>
<tr>
<td>Minibus (8-16 Pass)</td>
<td>1 5 5 11</td>
<td>0%</td>
<td>55%</td>
</tr>
<tr>
<td>Bus or Coach</td>
<td>16 95 308 419</td>
<td>8%</td>
<td>26%</td>
</tr>
<tr>
<td>Other Motor Vehicle</td>
<td>3 9 26 38</td>
<td>1%</td>
<td>32%</td>
</tr>
<tr>
<td>Other Non Motor Vehicle</td>
<td>0 0 1 1</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Agricultural Vehicle</td>
<td>0 0 1 1</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Light Goods (&lt;= 3.5T MGW)</td>
<td>5 58 300 363</td>
<td>7%</td>
<td>17%</td>
</tr>
<tr>
<td>Medium Goods (3.5 to 7.5T MGW)</td>
<td>1 6 22 29</td>
<td>1%</td>
<td>24%</td>
</tr>
<tr>
<td>Heavy Goods (=&gt; 7.5T MGW)</td>
<td>9 24 25 58</td>
<td>1%</td>
<td>57%</td>
</tr>
<tr>
<td>Total</td>
<td>88 967 4154 5209</td>
<td>100%</td>
<td>20%</td>
</tr>
</tbody>
</table>
Vehicle manoeuvre

Table 15 shows pedestrian casualties by vehicle manoeuvre. The majority of pedestrian casualties (64%) were in conflict with a vehicle that was coded as ‘going ahead’, i.e. not undertaking any particular manoeuvre or turn. 7% were injured by a vehicle turning right and 5% by a vehicle turning left. A further 6% were injured by a vehicle that was carrying out an overtaking manoeuvre. 66% of pedestrian fatalities involved a vehicle ‘going ahead’ and a further 13% were killed as a vehicle turned left.

<table>
<thead>
<tr>
<th>Vehicle manoeuvre</th>
<th>Severity of casualty</th>
<th>Fatal</th>
<th>Serious</th>
<th>Slight</th>
<th>Total</th>
<th>% of total</th>
<th>Severity ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reversing</td>
<td></td>
<td>5</td>
<td>32</td>
<td>282</td>
<td>319</td>
<td>6%</td>
<td>12%</td>
</tr>
<tr>
<td>Parked</td>
<td></td>
<td>1</td>
<td>13</td>
<td>41</td>
<td>55</td>
<td>1%</td>
<td>25%</td>
</tr>
<tr>
<td>Going Ahead Held Up</td>
<td></td>
<td>0</td>
<td>5</td>
<td>17</td>
<td>22</td>
<td>0%</td>
<td>23%</td>
</tr>
<tr>
<td>Slowing Or Stopping</td>
<td></td>
<td>5</td>
<td>36</td>
<td>163</td>
<td>204</td>
<td>4%</td>
<td>20%</td>
</tr>
<tr>
<td>Moving Off</td>
<td></td>
<td>5</td>
<td>51</td>
<td>236</td>
<td>292</td>
<td>6%</td>
<td>19%</td>
</tr>
<tr>
<td>U-Turning</td>
<td></td>
<td>0</td>
<td>4</td>
<td>14</td>
<td>18</td>
<td>0%</td>
<td>22%</td>
</tr>
<tr>
<td>Turning Left</td>
<td></td>
<td>11</td>
<td>34</td>
<td>205</td>
<td>250</td>
<td>5%</td>
<td>18%</td>
</tr>
<tr>
<td>Waiting To Turn Left</td>
<td></td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>4</td>
<td>0%</td>
<td>25%</td>
</tr>
<tr>
<td>Turning Right</td>
<td></td>
<td>3</td>
<td>57</td>
<td>320</td>
<td>380</td>
<td>7%</td>
<td>16%</td>
</tr>
<tr>
<td>Waiting To Turn Right</td>
<td></td>
<td>0</td>
<td>2</td>
<td>4</td>
<td>6</td>
<td>0%</td>
<td>33%</td>
</tr>
<tr>
<td>Change Lane To Left</td>
<td></td>
<td>0</td>
<td>2</td>
<td>8</td>
<td>10</td>
<td>0%</td>
<td>20%</td>
</tr>
<tr>
<td>Change Lane To Right</td>
<td></td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Overtake Move Veh O/S</td>
<td></td>
<td>0</td>
<td>5</td>
<td>13</td>
<td>18</td>
<td>0%</td>
<td>28%</td>
</tr>
<tr>
<td>Overtake Stat Veh O/S</td>
<td></td>
<td>0</td>
<td>49</td>
<td>225</td>
<td>274</td>
<td>5%</td>
<td>18%</td>
</tr>
<tr>
<td>Overtaking Nearside</td>
<td></td>
<td>0</td>
<td>7</td>
<td>18</td>
<td>25</td>
<td>0%</td>
<td>28%</td>
</tr>
<tr>
<td>Going Ahead Left Bend</td>
<td></td>
<td>0</td>
<td>12</td>
<td>41</td>
<td>53</td>
<td>1%</td>
<td>23%</td>
</tr>
<tr>
<td>Going Ahead Right Bend</td>
<td></td>
<td>1</td>
<td>17</td>
<td>38</td>
<td>56</td>
<td>1%</td>
<td>32%</td>
</tr>
<tr>
<td>Going Ahead Other</td>
<td></td>
<td>57</td>
<td>640</td>
<td>2,525</td>
<td>3,222</td>
<td>62%</td>
<td>22%</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>88</td>
<td>967</td>
<td>4,154</td>
<td>5,209</td>
<td>100%</td>
<td>20%</td>
</tr>
</tbody>
</table>

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)\(^3\), the cost to the community of pedestrian casualties is estimated at around £452 million at June 2008 prices. Pedestrian casualties averaged 14 per day in Greater London in 2009, with a subsequent cost to the community of just over £1.2 million per day.
Background documents/references

1. Reported Road Casualties Great Britain: 2009 Annual Report (Department for Transport)
3. Transport Analysis Guidance (TAG) Unit 3.4.1 – The Accidents Sub-Objective (In Draft) (Department for Transport – Jan 2010)
   http://www.dft.gov.uk/webtag/webdocuments/3_Expert/4_Safety_Objective/3.4.1-draft.htm

Copies of road safety reports and research published by TfL can be found at –
http://londonroadsafety.co.uk/ under the Data and Research section.

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