

Reported Road Casualties in Surrey 2013
Facts on Pedestrian Safety



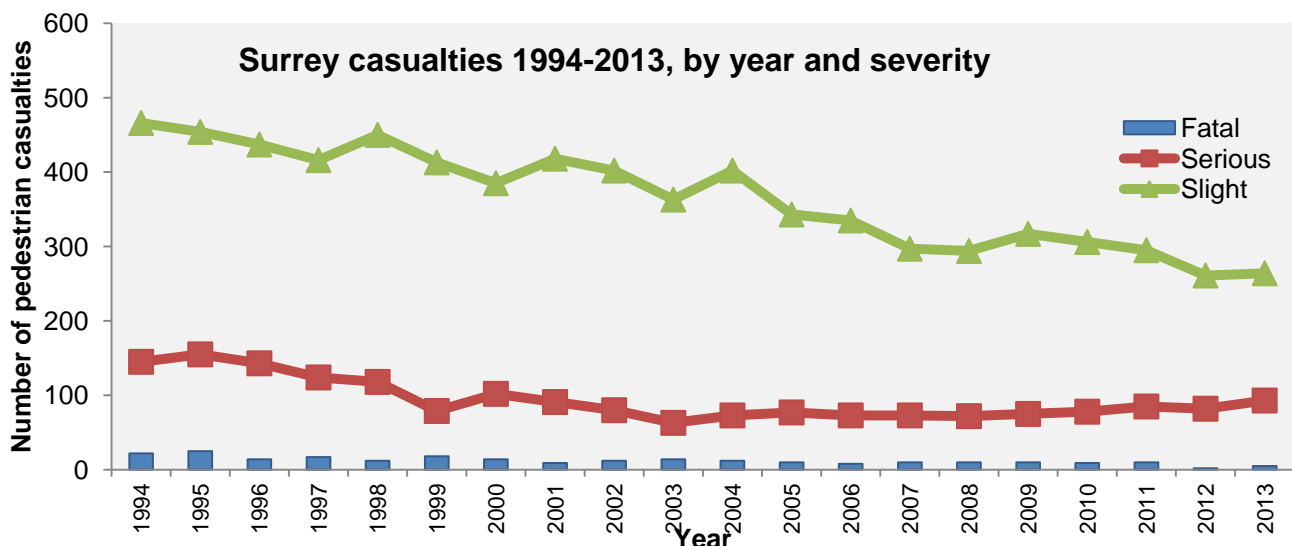
www.drivesmartsurrey.org.uk

Key findings

- In 2013 in Surrey 5 people were fatally injured as pedestrians. 93 were seriously injured, and 264 were slightly injured, an overall total of 362.
- There is an upward trend in the number of pedestrians who were seriously injured in recent years (a 17% increase in 2013 compared to the 2005-09 baseline average), though the long term trend in the total number of injuries is downwards (a 10% decrease). The number of fatal injuries has varied between 10 and 2 since 2005.
- Pedestrian casualties most commonly take place on weekdays during the morning and late afternoon and evening peak. There is a monthly peak in the summer and autumn.
- Most pedestrian casualties take place in urban areas - 313 (86%). Most take place in 30 mph speed limit areas 313 (86%), on main A roads 83 (23%), and minor D class roads 133 (37%).
- Most pedestrian casualties 288 (80%) took place more than 50m from a controlled crossing.
- Most pedestrian casualties 218 (60%) took place less than 2 km from their home.
- There was an even split between the number of male and female pedestrian casualties. The 20 to 29 age group has the highest number of casualties 58 (16%). There are more male pedestrian casualties in the 30 to 59 age group, and more female pedestrian casualties aged over 60.
- There appears to be a decreasing trend in child and young person pedestrian casualties from age 8 to 19, and an increasing trend in casualties aged 30 to 50.
- By far the vast majority - 312 (86%) of pedestrian casualties were in collision with a car.
- The police can record up to 6 factors thought to have contributed to the collision. These factors are subjective, and are not necessarily the result of detailed investigation. Contributory factors associated with the pedestrian accounted for more than half of all the contributory factors recorded (51%). "Pedestrian failed to look properly" accounted for nearly a quarter of the total (23%). "Driver failed to look properly" accounted for 17% of the total.

Trends

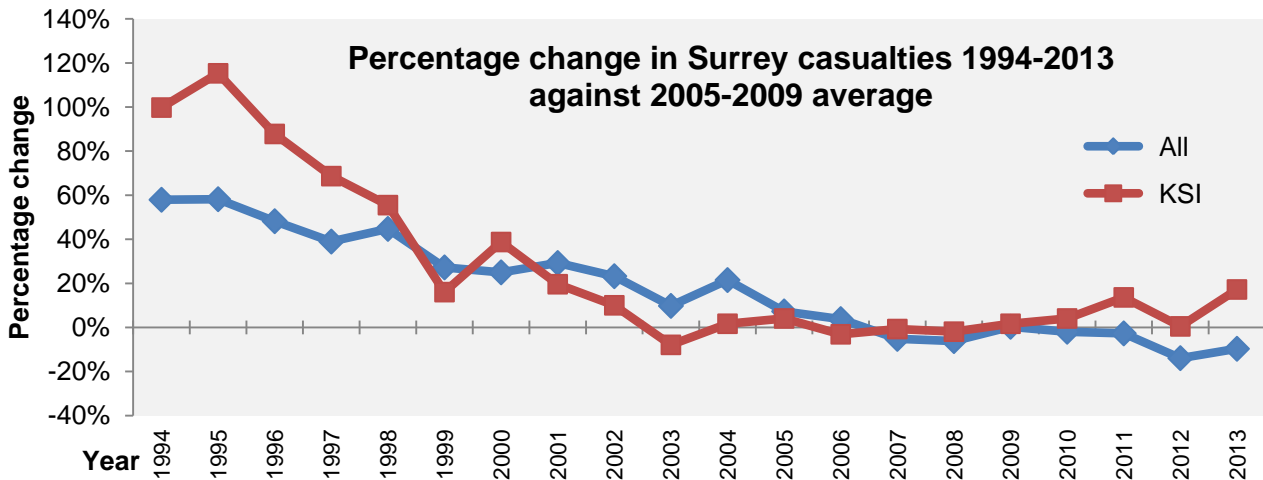
Since 1994 the overall number of pedestrian casualties has followed a long term downward trend, largely due to a continuing long-term downward trend in the number of slight injury pedestrian casualties. However the number of seriously injured pedestrian casualties has not reduced since the early 2000s, and instead has risen slightly in recent years.



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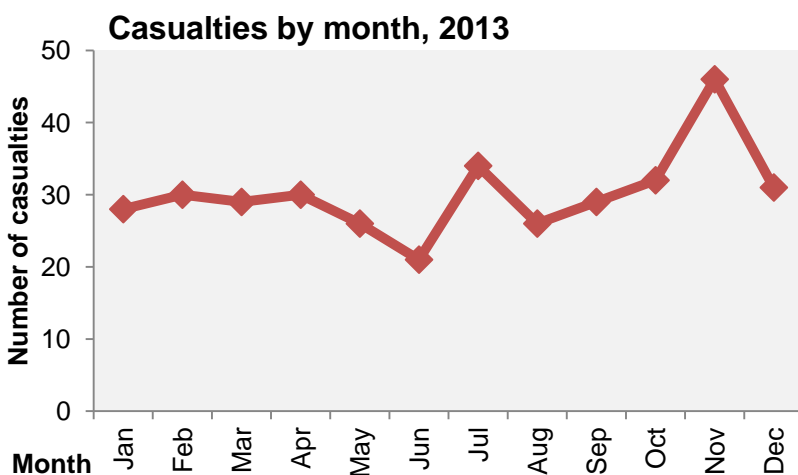
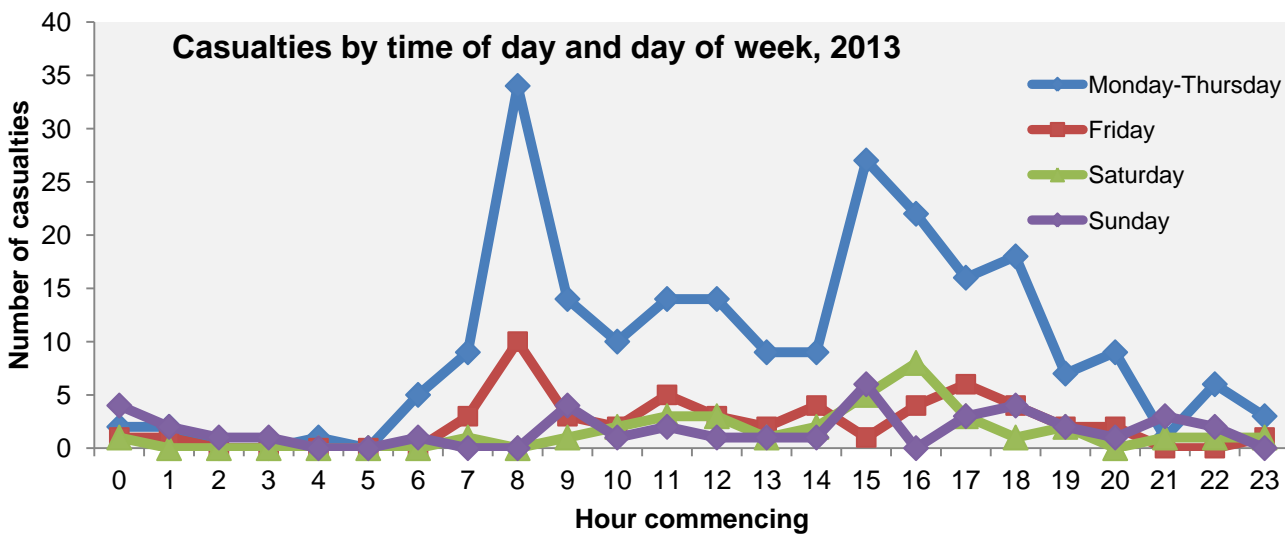
Facts on Pedestrian Safety

The Department for Transport use the average number of casualties in the 2005-2009 period as a baseline for national monitoring and comparison. In 2013 in Surrey the percentage change in pedestrians killed or serious injured was +17% and for slight casualties was -10% compared with the 2005 to 2009 baseline average. For Great Britain the figures were -20% and -19% respectively.



National Travel Survey data shows that the average distance walked per person per year across England has declined slightly over recent years. There is no accurate data available for individual local authorities such as Surrey on the average distance walked.

When?



Most pedestrian casualties in 2013 were on weekdays with a clear morning peak and longer late afternoon and evening peak. The monthly pattern for 2013 showed a summer peak in pedestrian casualties and a second peak in November, which are both typical in most years.

Where?

Most pedestrian casualties take place in urban areas - 313 (86%). Most take place in 30 mph speed limit areas - 313 (86%) on main A roads – 83 (23%), and minor D class roads - 133 (37%). This is probably a reflection of the level of activity and the number of miles of these roads across the county.

2013 pedestrian casualties by road class			
	Urban	Rural	Total
A	97	12	109
B	45	10	55
C	42	10	52
D	129	14	143
M	0	3	3
Total	313	49	362

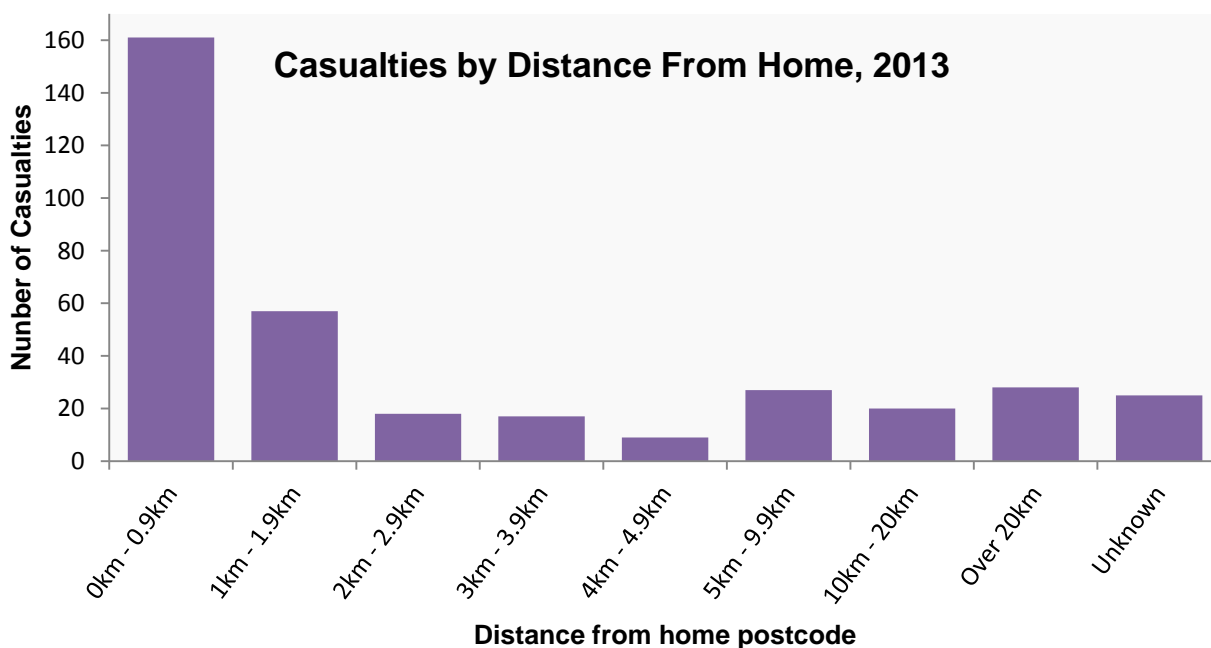
2013 pedestrian casualties by speed limit							
	20mph	30mph	40mph	50mph	60mph	70mph	Total
A	1	83	22	1	1	1	109
B	0	52	3	0	0	0	55
C	0	45	6	0	1	0	52
D	6	133	0	0	4	0	143
M	0	0	0	0	0	3	3
	7	313	31	1	6	4	362

A total of 61 (17%) of pedestrian casualties took place while using a controlled crossing facility. 26 of these took place on a pelican crossing, 15 at a signalised junction, 9 on a zebra crossing and 3 at a school crossing patrol. 288 (80%) took place more than 50m from a controlled crossing facility.

2013 pedestrian casualties by location, age, road crossing type and severity				
	Killed	Seriously injured	Slightly injured	All severities
On a controlled crossing	1	18	42	61
Within 50m of a controlled crossing	0	5	8	13
Elsewhere	4	70	214	288
Total	5	93	264	362

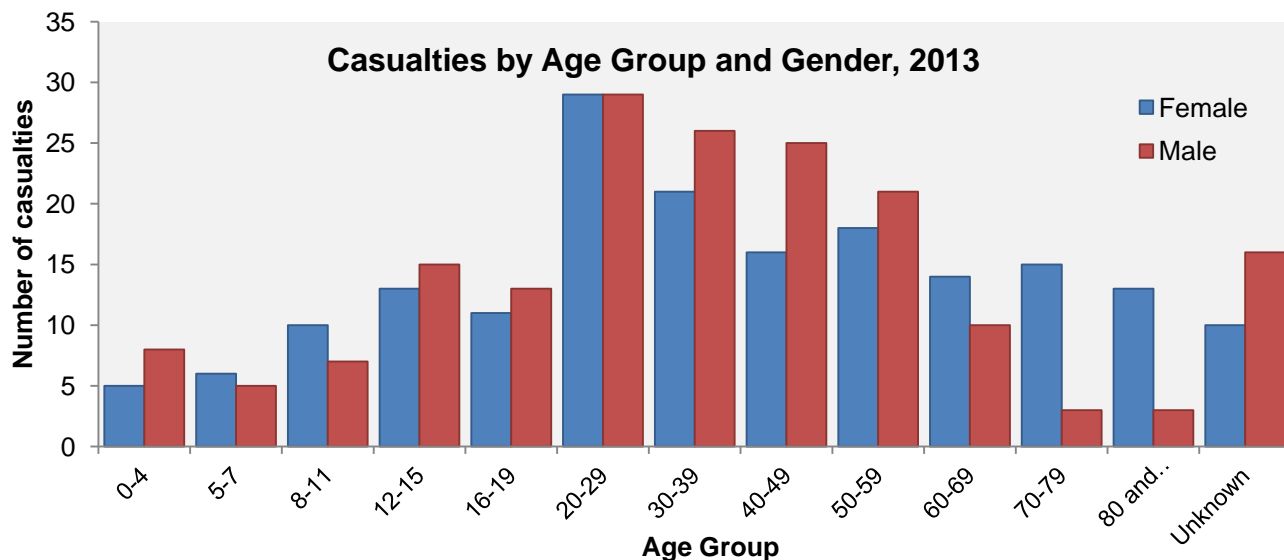
Where From?

A total of 280 pedestrian casualties (77%) lived at postcodes within Surrey, and 57 (16%) lived outside of Surrey. The remaining 25 casualties (7%) did not have their home address recorded. A total of 218 (60%) lived less than 2 km from home showing that most pedestrian casualties took place on roads that they were likely to be familiar with.

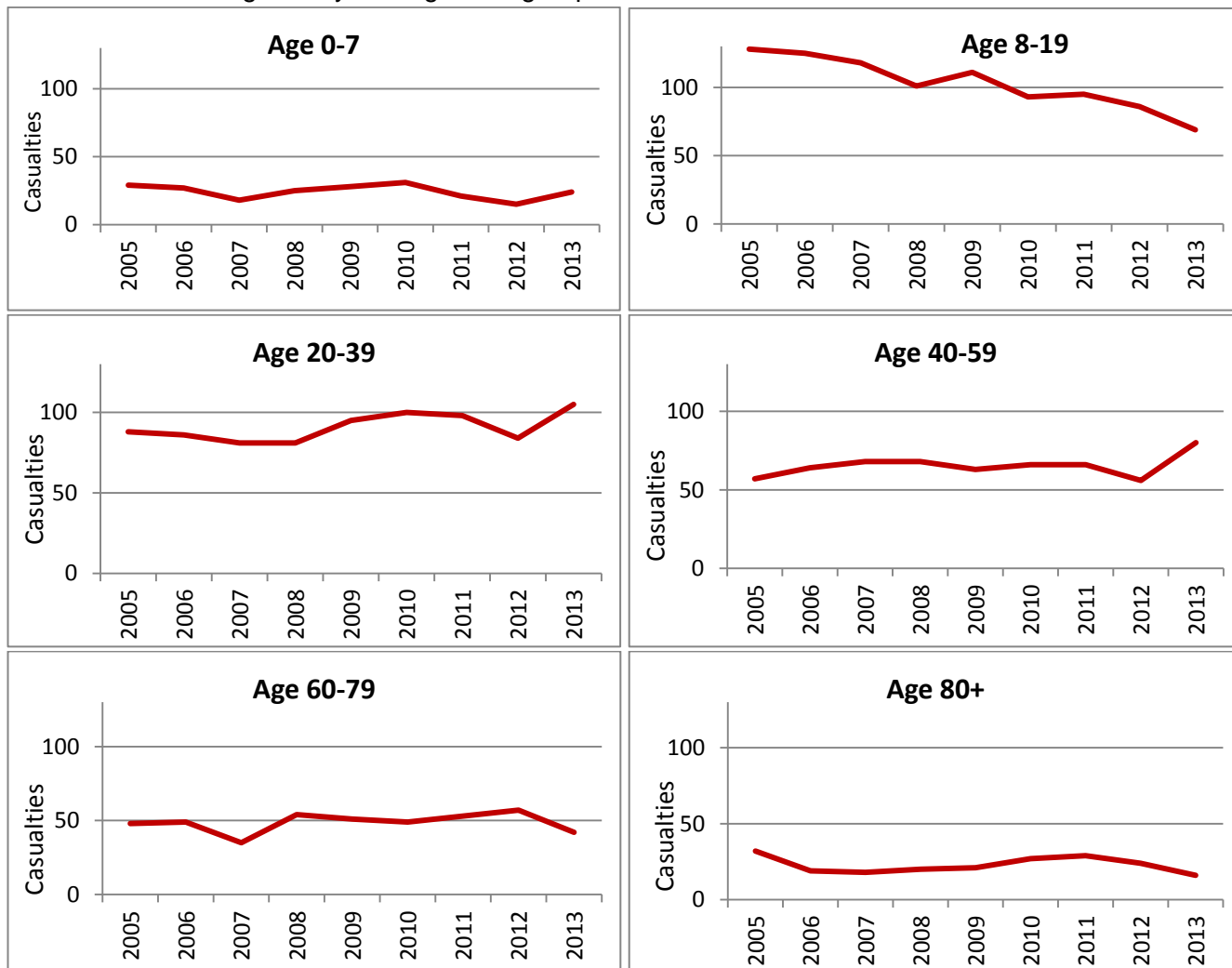


Who?

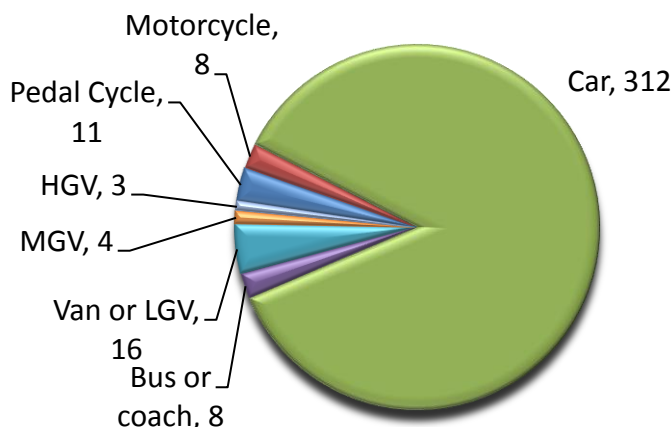
There was an even split in the gender of casualties in 2013 (50% male and 50% female). The 20 to 29 age group has the greatest number of casualties with an even split between male and female casualties. There are a much larger proportion of elderly female casualties in the age groups over 60, whereas there are more male casualties in the 30 to 59 age groups.



There appears to be a reduction in casualties in the child and young person age group from age 8 to 19. This could be due to road safety improvements (for example school pedestrian training), and/or reductions in walking activity among these groups.



Who else is involved?



By far the vast majority 312 (86%) of pedestrian casualties were in collision with a car.

There were 11 pedestrian casualties as a result of collisions with pedal cyclists. Of these three took place while the cyclist was cycling on the footway. Another two took place on the road while the pedestrian was crossing on a pedestrian crossing.

How?

The police can record up to six contributory factors for any one collision. These factors are subjective, and are not necessarily the result of detailed investigation. The following table lists the number of times each contributory factor was recorded in the 362 collisions resulting in injury to pedestrians. It can be seen that factors associated with the pedestrian accounted for more than half of the total (51%), and "pedestrian failed to look properly" accounted for nearly a quarter of the total (23%). Factors associated with driver or rider error or distraction accounted for over a quarter of the total (28%), and of these the most frequent was "driver failed to look properly" which accounted for 17% of the total.

Category	Contributory factor	No	%	Total (%)
Contributory factors associated with the pedestrian	Pedestrian failed to look properly	125	23	282 (51%)
	Pedestrian careless, reckless or in a hurry	46	8	
	Pedestrian failed to judge vehicle's path	32	6	
	Pedestrian impaired by alcohol	19	3	
	Pedestrian crossed road masked by stationary vehicle	15	3	
	Pedestrian wearing dark clothing at night	14	3	
	Dangerous action by pedestrian in carriageway	12	2	
	Wrong use of pedestrian crossing	10	2	
	Pedestrian disability or illness, mental or physical	6	1	
	Pedestrian impaired by drugs (illicit or medicinal)	3	1	
Contributory factors associated with driver/rider error or distraction	Driver failed to look properly	93	17	155 (28%)
	Vehicle too close to pedestrian	18	3	
	Driver failed to judge other person's path or speed	17	3	
	Poor turn or manoeuvre	13	2	
	Loss of control	9	2	
	Other	5	1	
Contributory factors associated with driver/rider behaviour or inexperience	Driver careless, reckless or in a hurry	24	4	36 (6%)
	Aggressive driving	9	2	
	Nervous/Uncertain/Panic	3	1	
Contributory factors associated with driver/rider injudicious action	Travelling too fast for conditions	8	1	25 (5%)
	Exceeding speed limit	4	1	
	Disobeyed automatic traffic signal	3	1	
	Disobeyed pedestrian crossing facility	3	1	
	Vehicle travelling along pavement	3	1	
	Other	4	1	
Contributory factors associated with drivers or riders vision being affected	Vision affected by stationary or parked vehicle	6	1	16 (3%)
	Vision affected by rain sleet snow or fog	4	1	
	Vision affected by dazzling sun	3	1	
	Other	3	1	
Contributory factors associated with driver impairment or distraction	Distraction outside vehicle	4	1	15 (3%)
	Impaired by alcohol	3	1	
	Other	8	1	
Contributory factors associated with the road environment	Slippery road (due to weather)	8	1	12 (2%)
	Other	4	1	
Other	Other	13	2	13 (2%)
Total		544	100	544 (100%)