

2019

Pedestrian Killed and Seriously Injured (KSI) Casualties in Northern Ireland, 2013-2017

This bespoke analysis was commissioned by Promotion and Outreach Branch, DFI. The purpose of the research is to review PSNI road traffic collisions data to identify any emerging issues regarding the number of pedestrians killed or seriously injured on roads in Northern Ireland in the five year period 2013-2017.

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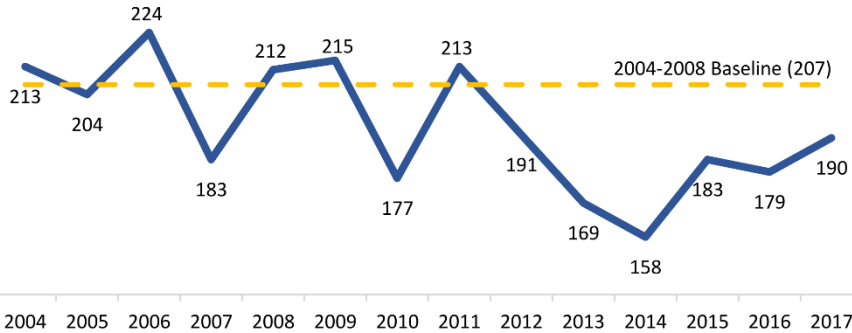
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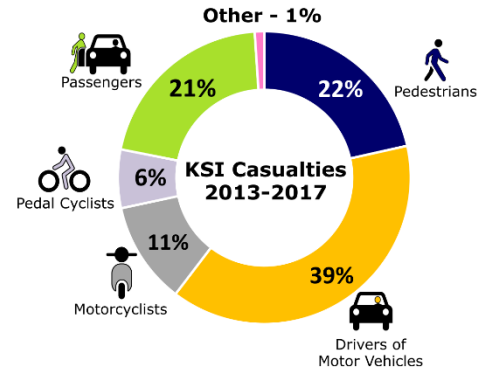


Trend Information

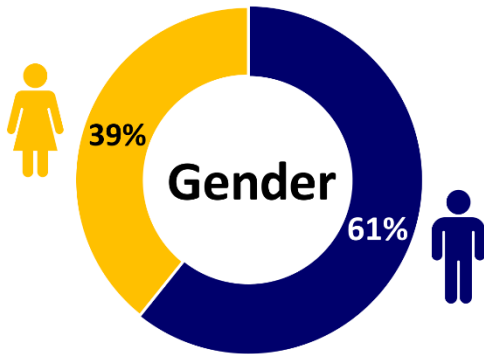


Pedestrian KSIs started to decrease in 2012, but in the most recent three years they have started to increase again. **2017 saw the greatest number of pedestrian KSIs since 2012**; however, numbers are still below the baseline.

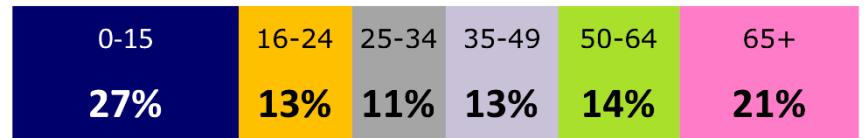
Road User Type



Pedestrians are vulnerable - 22% of all KSIs were pedestrians, while pedestrian miles travelled accounted for just 3% of all miles travelled per person per year.

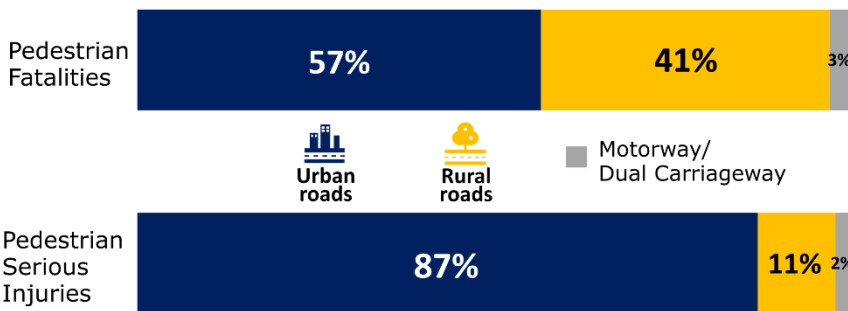


Age

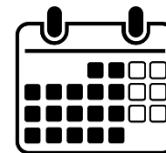


In 2013-2017, the majority of pedestrian KSIs were male - 61%. Children aged 0-15 years saw the greatest number of pedestrian KSI casualties (235, or 27%), followed by older people aged 65+ (186, or 21%).

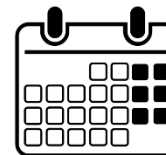
Where?



When?



During the **week**, **38%** of pedestrian KSIs occurred between **3pm and 7pm**



At the **weekend**, **35%** of pedestrian KSIs occurred between **9pm and 3am**



Almost **one-fifth** (18%) of **pedestrian fatalities** were caused by pedestrian **impaired by alcohol**.



Over **one-quarter** (27%) of **pedestrian SIs** were caused by **pedestrian heedless of traffic crossing carriageway**.

Over **three-fifths** (63%) of **pedestrian KSIs** were **responsible** for the collisions in which they were injured.

How?

Principal Causation Factor

Principal Causation Factor	Fatalities	Serious Injuries	KSIs
Heedless of traffic crossing carriageway	15%	27%	26%
Inattention or attention diverted	16%	10%	10%
Walk/run movement masked	8%	10%	10%
Impaired by alcohol - pedestrian	18%	7%	8%
Reversing without care	1%	5%	4%
Base	74	805	879

BACKGROUND

Analysis, Statistics and Research Branch (ASRB) in DFI is responsible for producing the statistical content of the Northern Ireland Problem Profile. Historically, this document focused on the latest five year road casualty data and reported on a wide range of road user groups and behaviours. The document grew in size over the years and was becoming cumbersome to update. It was therefore agreed at the Road Safety Research Group that ASRB would develop a series of smaller documents which could form the shape of a live problem profile, driven by current policy focus.

The Problem Profile supplements the NI Road Safety Strategy (NIRSS) to 2020 Annual Statistical Report. The NIRSS to 2020 sets out four road safety targets for Northern Ireland.

By 2020, and compared with the base year (2004 to 2008 average), there will be:

- A reduction in the number of people killed in road collisions by at least 60 per cent.
- A reduction in the number of people seriously injured in road collisions by at least 45 per cent.
- A reduction in the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 55 per cent.
- A reduction in the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 55 per cent.

Pedestrian Problem Profile, 2013-2017

It is the remit of the DFI to promote and increase the number of people opting to travel more sustainably, particularly active travel (walking and cycling); however, pedestrian road traffic casualties continue to be a concern and are a potential barrier to increasing pedestrian numbers.

This profile of pedestrian road traffic killed and seriously injured (KSI) casualties is the sixth¹ in the problem profile series, and is an update of the previous profile of pedestrian casualties in 2010-2014. It will provide departmental officials with the current picture of pedestrian KSI casualties, and provide evidence to allow them to consider the best ways to try to reduce casualty numbers.

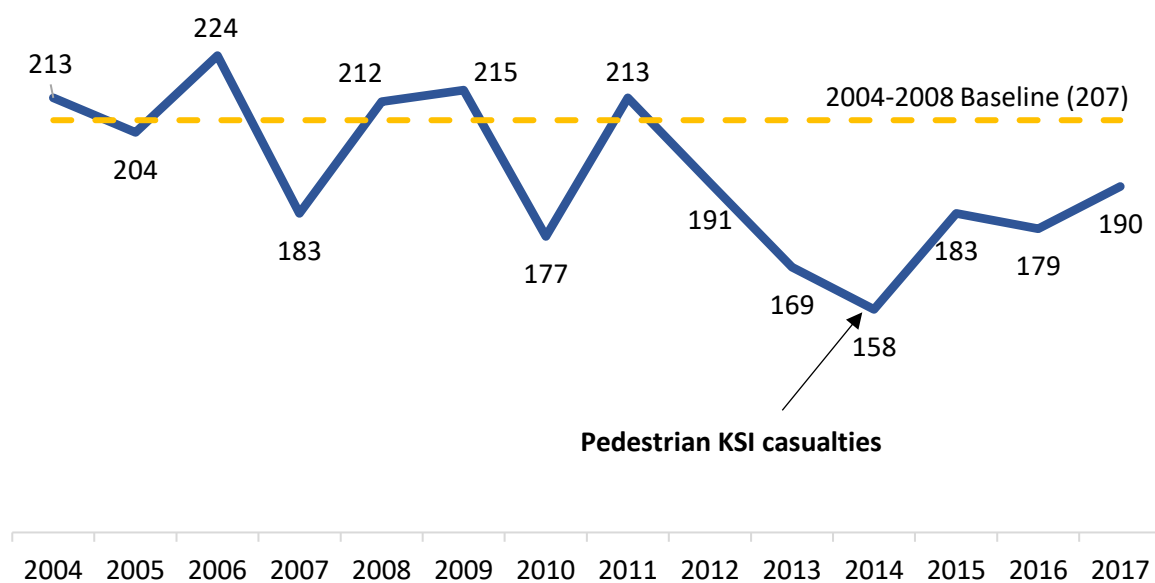
In terms of structure, the report will first look at trends in KSI casualty numbers from a 2004-2008 baseline until 2017. The profile of KSIs will then be examined (age, gender), followed by analysis of when and where pedestrian collisions occur, principal cause of collision, and who is deemed responsible. A series of maps showing areas with the greatest number of pedestrian KSIs will be included. Finally, walking data from the Travel Survey for NI will be presented, including walking frequency, reasons why pedestrians feel unsafe when walking by the road, and what would encourage pedestrians to walk more often.

¹ Previous profiles on rural roads, cyclists, motorcyclists, pedestrians and older drivers can be found on the ASRB website: <https://www.infrastructure-ni.gov.uk/topics/statistics-and-research/road-safety-research>

TREND INFORMATION

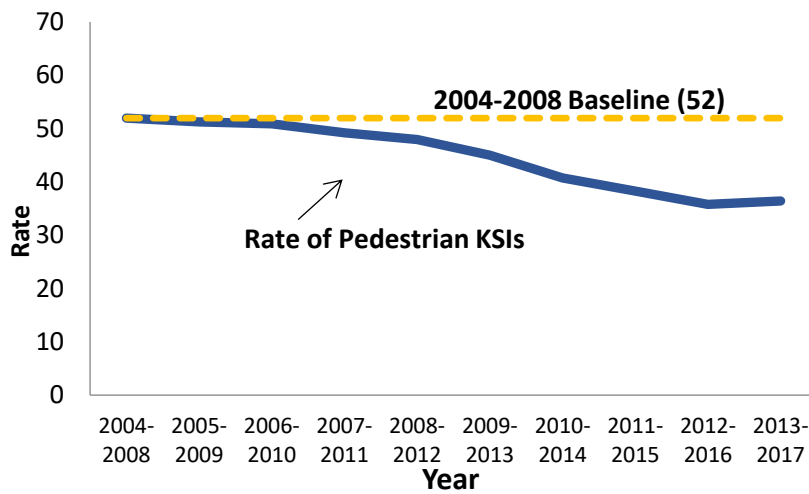
Figure 1 below presents annual pedestrian KSI numbers from 2004. In the early years of the NIRSS, pedestrian KSI casualty numbers tended to fluctuate, regularly moving above and below the 2004-2008 baseline of 207. More recently, numbers began to fall in 2012, reaching a low of 158 in 2014. In **the past three years, numbers of pedestrian KSIs have started to increase again**, with the 190 recorded in 2017 being the greatest number since 2012. However, numbers still remain below the baseline.

Figure 1: Pedestrian KSI casualties, 2004-2017



There are two ways to look at casualty numbers. Firstly, as above, absolute counts can be examined and, although these are informative, they tell us very little about the levels of risk experienced by pedestrians or how this risk may be changing over time. The second approach therefore looks at the levels of risk that pedestrians face, using an appropriate exposure metric (in this case distance travelled, as reported in the Travel Survey for Northern Ireland). So, rather than absolute numbers, we instead look at a KSI casualty rate in terms of the number of pedestrian KSI casualties per kilometres travelled. The rolling average is presented in Figure 2 below so that annual fluctuations are accounted for.

Figure 2: Rate of pedestrian KSIs per 100 million kilometres walked (5 year rolling average), 2004-2017



The rate of pedestrian KSIs per KM travelled in the most recent five years is 30% below the baseline. There was a period of rapid reduction from 2011 to 2014 which has since shown signs of slowing and levelling off.

After establishing that numbers (and the rate) of pedestrian KSIs are currently lower than the baseline, we next look at how the proportion of pedestrian KSIs has changed. In the five years 2013-2017 **pedestrians were the second largest road user KSI casualty group**: there were 879 pedestrian KSIs in this five-year period, accounting for 22% of all KSIs. This proportion was the same as was recorded in the UK over the same time period – See Table 9 in Annex A for a more detailed comparison. The **proportion in NI has been steadily increasing** since the NIRSS to 2020 strategy baseline (17% in 2004-2008), until the three most recent five-year time periods, all of which reported 22%.

Figure 3: KSI casualties by road user type, 2013-2017

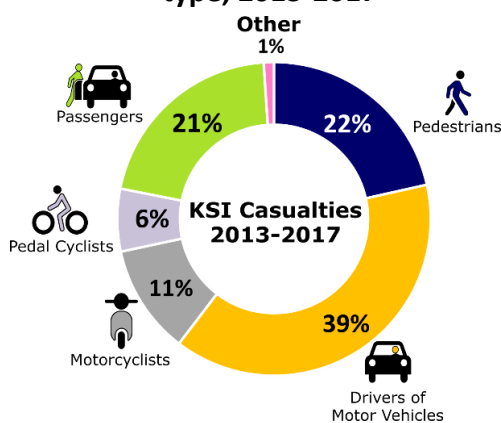
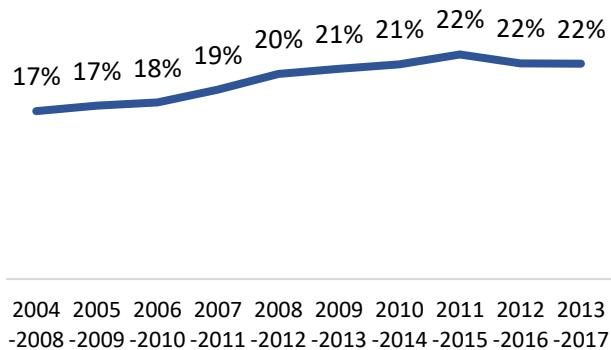


Figure 4: Proportion of KSI Casualties that are pedestrians



Considering Figures 1 and 4 together, the data show that although pedestrian KSI casualty numbers have fallen overall from the 2004-2008 baseline, the proportion that these pedestrian KSIs make up of the total number of KSI casualties has increased. This means

² Passengers includes a small number of ‘Pillion passengers’.

that **KSI casualty numbers of other road user types have decreased at a faster rate than pedestrian KSI casualty numbers**. See table 1 below.

Pedestrian fatalities and seriously injured casualties in the five years 2013-2017 have decreased by 32% and 13%, respectively, since the baseline. However, users of motor vehicles (drivers and passengers) have seen far greater reductions. Pedal cyclist KSI casualty numbers, conversely, have increased dramatically (SIs in 2013-2017 have increased by 79% since the 2004-2008 baseline); however, it should be noted that the smaller numbers of pedal cyclist KSIs mean that movement in either direction will have a greater proportionate effect. It may be worthwhile conducting a pedal cyclist problem profile at a later date to investigate further.

Table 1: Fatalities and Serious Injuries by Road User, 2004-2008 Vs 2013-2017

	Fatalities			Seriously Injured		
	2004/08	2013/17	% Difference	2004/08	2013/17	% Difference
Pedestrians	109	74	-32%	927	805	-13%
Drivers of motor vehicles	262	139	-47%	2,381	1,450	-39%
Motorcyclists	90	40	-56%	668	421	-37%
Pedal cyclists	11	12	9%	141	252	79%
Passengers	148	65	-56%	1357	759	-44%
Pillion passengers	3	2	-33%	33	26	-21%
Other road users	5	9	80%	47	34	-28%
Total	628	341	-46%	5,554	3,747	-33%

Examining all the trend data presented above paints a somewhat mixed picture. At first glance the fact that pedestrian KSI numbers and the rates of pedestrian KSIs per Km travelled have fallen since the baseline is good news. However, numbers (and the rate) have started to increase again in recent years. Additionally, the proportion of pedestrian KSIs has increased since the baseline which tells us that although the numbers have fallen, pedestrian KSI numbers have not seen the same proportionate reductions as experienced by other road users.

Perhaps of greatest importance is the fact that pedestrian KSI casualties make up such a large proportion of the total number of KSIs (22% in 2013-2017). Given the fact that pedestrian miles travelled account for just 3% of all miles travelled per person per year³, pedestrian KSI casualties are therefore greatly over-represented in road traffic collision statistics – and this yields insight as to why **pedestrians are deemed a vulnerable road user**, and worthy of particular departmental focus to lower KSI casualty numbers.

³ As reported in the Travel Survey for Northern Ireland

WHO ARE THE PEDESTRIAN KSI CASUALTIES?

Gender

Pedestrian KSI casualty numbers in 2013-2017, for both males and females, have reduced by 15% since the baseline. Pedestrian fatalities, on the other hand, have experienced differing levels of reductions by gender: male pedestrian fatalities have decreased by 25% in 2013-2017 compared with the 2004-2008 baseline, while female pedestrian fatalities have decreased by 45%. (Annex A Table 3a)

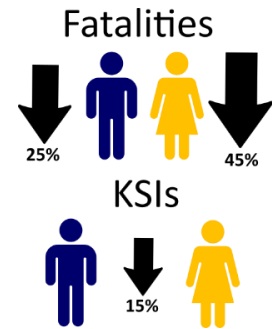
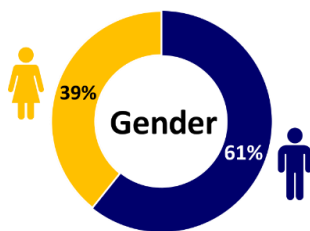


Figure 5: Proportion of pedestrian KSI casualties by Gender, 2013-2017



Most pedestrian KSIs are male. In 2013-2017, over three-fifths (61%) were male compared with 39% female, and this is unchanged since the baseline.

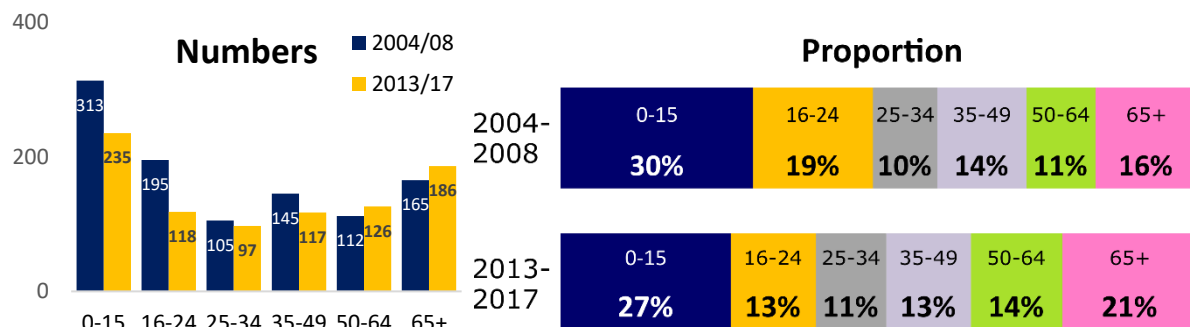
Data from the TSNI shows that in the last five years approximately half of all miles walked are by males and as such, **males are overrepresented in pedestrian KSIs.** (Annex A Table 3b)

Age

The age profile of pedestrian KSI casualties in the most recent five years has changed somewhat since the 2004-2008 baseline. A smaller proportion of KSIs is now made up of younger casualties: in 2004-2008, almost half (49%) of all pedestrian KSIs were aged under 25 and in 2013-2017 this had reduced to 40%. At the other end of the age spectrum, a greater proportion of pedestrian KSIs is now made up of older casualties: in 2004-2008, 27% of pedestrian KSIs were aged 50+ and in 2013-2017 this had increased to 35%. In both time periods, **the age group 0-15 years reported the greatest number of pedestrian KSI casualties.** (Annex A Table 3c)

Data from the TSNI shows that in the last five years, under one-fifth (17%) of all miles walked are by those aged 0-15 years, while a further 14% of miles walked are by those aged 65+. As such, **children aged 0-15 years (27%) and older people aged 65+ (21%) are overrepresented in pedestrian KSIs.**

Figure 6: Pedestrian KSI casualties by Age (years), 2013-2017 Vs 2004-2008



Gender and Age

As seen in Figure 6 above, a smaller proportion of pedestrian KSIs, in comparison with the 2004-2008 baseline, is now made up of younger casualties and a greater proportion made up of older casualties. When this is split by gender, it provides further insight to these changes. In the two youngest age categories (0-15 and 16-24), both genders have seen reducing numbers since the baseline. Looking at the oldest age category (65+), male pedestrian KSI casualty numbers have increased since the baseline while female casualty numbers have fluctuated but remain largely unchanged. However, while numbers have not increased for females aged 65+, in 2013-2017 this age group contains the greatest proportion of female pedestrian KSIs (26%). For males, the age group '0-15 years' reports the greatest proportion (29%). (Figure 7a & Annex A Table 3a)

Figure 7b paints a clearer picture of how the age/gender profile of pedestrian KSIs has changed since the baseline. While **both genders have seen greater proportions of older pedestrian KSIs in 2013-2017** compared with the baseline, it was females that reported the largest proportion (43% of female pedestrian KSIs are aged 50+ compared with 31% for males).

Comparing KSIs to miles travelled shows that **young people aged 0-15 were over-represented for both males and females in pedestrian KSI statistics**. Males and females aged 0-15 years each walked 17% of their respective miles totals - and this compares with 29% and 23%, respectively, of pedestrian KSIs as shown in Fig 7b below. **Females aged 65+ years were most over-represented in pedestrian KSIs**, accounting for just 11% of the miles walked by females in comparison to 26% of female pedestrian KSIs.

Figure 7a: Pedestrian KSI casualties by Gender and Age (years), 2013-2017 Vs 2004-2008

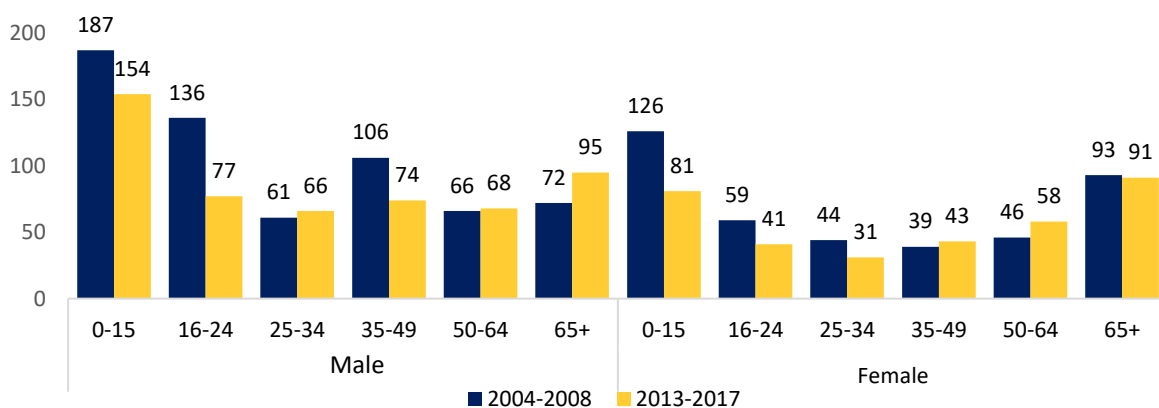
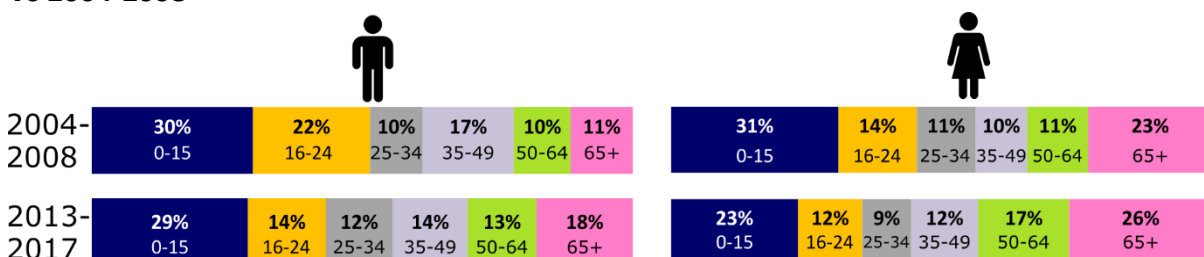


Figure 7b: Proportion of Pedestrian KSI casualties by Gender and Age (years), 2013-2017 Vs 2004-2008



WHEN DO PEDESTRIAN KSIs OCCUR?


Pedestrian KSIs occur at any time of the day and every day of the week; however, they are **more likely to occur in the afternoon and early evening** - over one-third (35%) of all pedestrian KSIs occurred between the hours of 3pm and 7pm. The other period of note is Sunday morning between 1am and 3am – in the five years 2013-2017, 29 pedestrian KSI casualties were recorded at this time. Sunday between 1am and 3am also saw the greatest proportion of pedestrian fatalities, with 5% (4 out of 74) occurring in this two hour window.

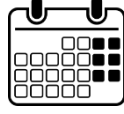
Table 2: Pedestrian KSI casualties by time of the day and day of the week, 2013-2017

Time	Day of the Week							Total
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	
0701- 0900	7	18	11	12	14	0	0	62
0901- 1100	7	12	13	6	12	8	5	63
1101- 1300	10	7	15	11	12	16	4	75
1301- 1500	13	12	16	17	21	11	12	102
1501- 1700	21	24	35	29	21	22	8	160
1701- 1900	23	20	21	19	30	19	14	146
1901- 2100	25	15	17	11	14	13	8	103
2101- 2300	8	5	3	7	19	16	10	68
2301- 0100	3	1	2	0	4	10	9	29
0101- 0300	3	5	1	3	1	7	29	49
0301- 0500	3	0	0	2	0	2	6	13
0501- 0700	0	1	1	1	2	3	1	9
Total	123	120	135	118	150	127	106	879

Key

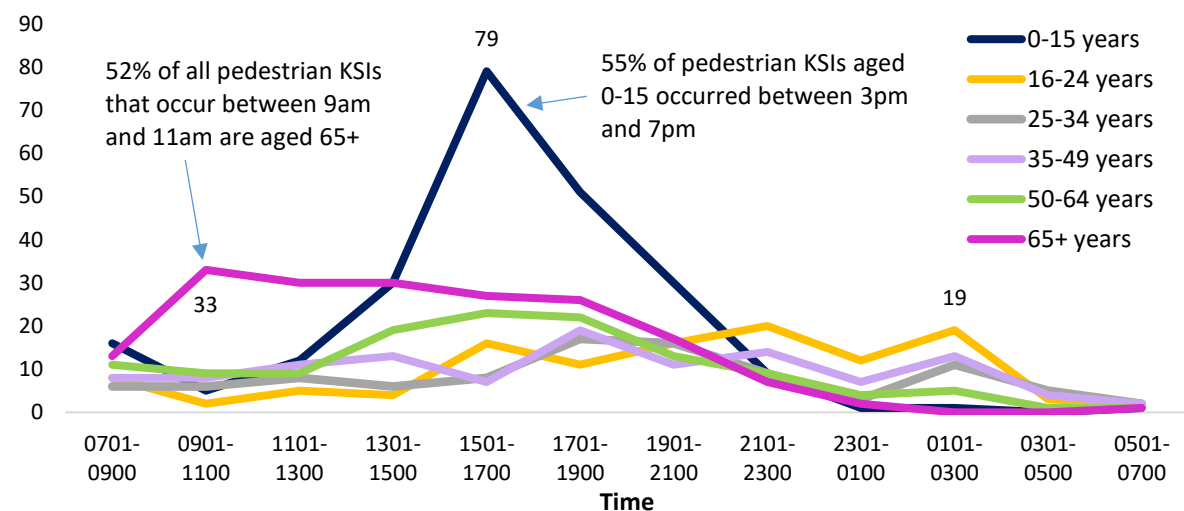
	0-4
	5-9
	10-14
	15-19
	20-24
	25+

 During the **week**, **38%** of pedestrian KSIs occurred between **3pm and 7pm**

 At the **weekend**, **35%** of pedestrian KSIs occurred between **9pm and 3am**

The split of pedestrian KSIs by age and time reveals that **children aged 0-15 years are particularly vulnerable between 3pm and 7pm**, presumably when they are on their way home from school; while those aged 65+ make up 52% of all pedestrian KSIs that occur between 9am and 11am. (Annex A Table 4b)

Figure 8: Pedestrian KSI casualties by age and time of collision, 2013-2017



Analysis of pedestrian KSIs in 2013-2017 by the month of the year reveals that **numbers increased in the Autumn and Winter months**, with November recording the greatest number of pedestrian KSIs (96, or 11%), and July the fewest numbers (55, or 6%). (Annex A Table 4e)

Figure 9: Pedestrian KSI casualties by month of the year, 2013-2017

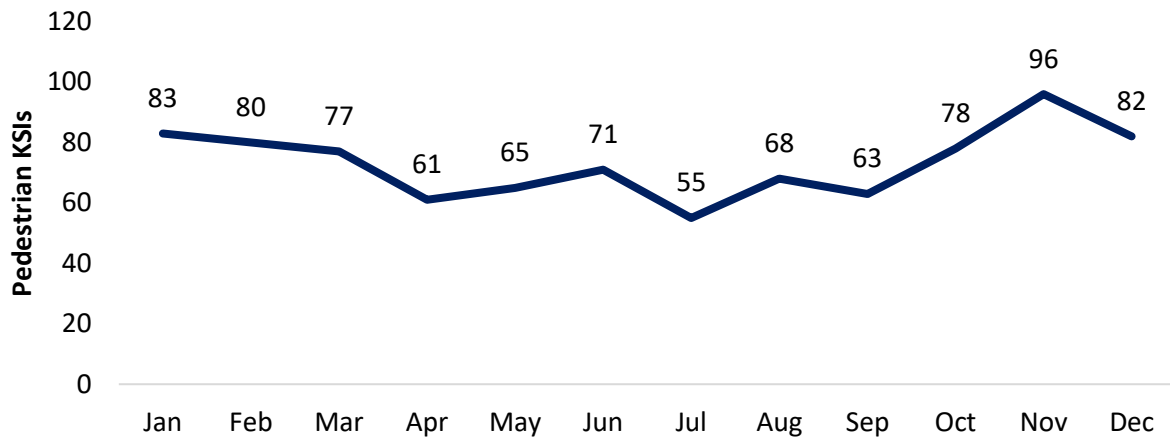
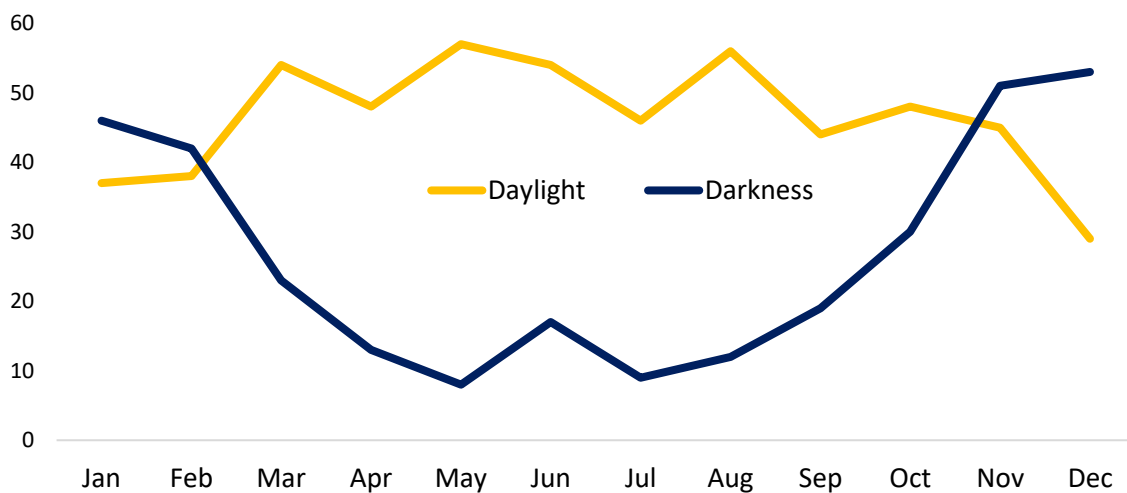


Figure 9 above may therefore indicate that pedestrians are more vulnerable as the days get shorter, and so Figure 10 below provides a further breakdown of the light condition when pedestrian casualties were injured in 2013-2017. KSI numbers occurring in darkness hours begin to increase rapidly in August/September, and if light were not a factor in pedestrian casualties, you would expect KSIs that occur in daylight to decrease at that time. Crucially, though, the number of KSI casualties that occur in daylight does not decrease until December. While you may reasonably question whether it is children returning to school in September that could cause an increase in pedestrian KSI numbers at this time, when age is included in the analysis it is found that child pedestrian KSI numbers actually decrease in September, and pedestrian KSIs for older people (aged 50+) increase dramatically. This would appear to indicate that **pedestrians, and particularly older pedestrians, are indeed more vulnerable in darkness.** (Annex A Table 4d and 4e)

Figure 10: Pedestrian KSI casualties by month of the year and light, 2013-2017



WHAT CAUSES PEDESTRIAN KSIs?

Details of factors that contribute to road traffic collisions are recorded by the Police Service of Northern Ireland (PSNI). The factors are somewhat subjective, having been recorded by the police officer at the scene of the collision; however, causation factors are validated by the statistics branch of PSNI and the data are considered robust, especially in the case of fatal and serious collisions.

In the five years 2013-2017, **the most frequently reported principal causation of pedestrian KSIs was ‘Heedless of traffic crossing carriageway’**, which accounted for over one-quarter (26%) of all pedestrian KSIs. The most frequently reported causation factors are shown in table 3 below.

As seen previously, three-fifths (61%) of all pedestrian KSIs in 2013-2017 were male and 39% were female. However, proportions can differ considerably by gender depending on the causation factor. For example, nine-in-ten (90%) of pedestrian KSIs with principal causation factor ‘Pedestrian impaired by alcohol’ were male; while 56% of pedestrian KSIs injured while ‘Using pedestrian crossing without care’ were female.

Table 3: Top Ten principal causes of pedestrian KSI casualties by gender, 2013-2017

Principal Causation Factor	KSIs	% KSIs	Male	Female	%	%
			KSIs	KSIs	Male	Female
Heedless of traffic crossing carriageway	228	26%	133	95	58%	42%
Inattention or attention diverted	92	10%	55	37	60%	40%
Walk/run movement masked	85	10%	56	29	66%	34%
Impaired by alcohol - pedestrian	68	8%	61	7	90%	10%
Reversing without care	38	4%	18	20	47%	53%
Other driver/rider factor	37	4%	25	12	68%	32%
Using pedestrian crossing without care	36	4%	16	20	44%	56%
Walking or running onto carriageway	33	4%	18	15	55%	45%
Excessive speed having regard to conditions	26	3%	16	10	62%	38%
Turning right without care	18	2%	12	6	67%	33%
Disobeying pedestrian crossing	18	2%	9	9	50%	50%
All other factors	200	23%	115	85	58%	42%
Total	879	100%	534	345	61%	39%

Table 4: Top four principal causes of pedestrian fatalities, 2013-2017

Principal Causation Factor	Fatalities
Pedestrian impaired by alcohol	13
Inattention or attention diverted	12
Heedless of traffic crossing carriageway	11
Walk/run movement masked	6
All other factors	32
Total	74



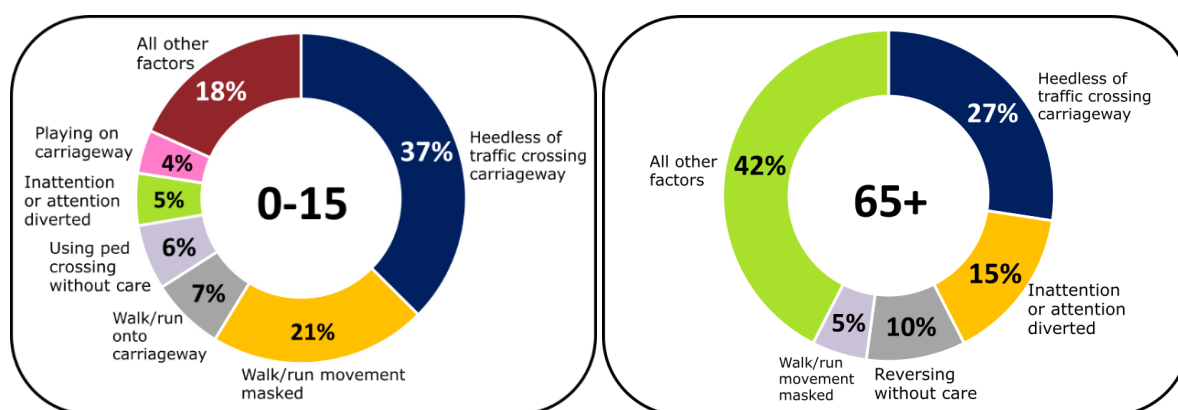
Almost **one-fifth** (18%) of **pedestrian fatalities** were caused by pedestrian **impaired by alcohol**

Given that pedestrians aged 0-15 years and 65+ have greater numbers of KSIs than other age bands, principal causation for these two groups are examined below.

While 26% of overall pedestrian KSIs were caused by ‘Heedless of traffic crossing carriageway’, this was the principal causation of 37% of pedestrian KSIs aged 0-15. To look at this another way, almost two-fifths (39%) of all pedestrian KSIs with principal causation ‘Heedless of traffic crossing carriageway’, were aged 0-15 years. Similarly, ‘Walk/run movement masked’ was principal causation in 8% of all pedestrian KSIs, but for children aged 0-15 it was 21% - and children make up almost three-fifths (59%) of all pedestrian KSIs with this causation.

‘Inattention or attention diverted’ was principal causation in 10% of the total number of pedestrian KSIs, yet for those aged 65+ it was 15%. For ‘Reversing without care’, only 4% of all pedestrian KSIs had this principal causation, but it was 10% for those aged 65+. In the latter case, pedestrians aged 65+ accounted for almost half (47%) of all pedestrian KSIs with this causation. (Annex Table 5b)


Figure 11: Pedestrian KSI casualties for selected age groups by principal causation, 2013-2017



Therefore, for children aged 0-15 years, pedestrian faults (as opposed to driver/rider causations) feature more heavily than they do for other age groups. This would imply that a greater proportion of child KSI casualties are responsible for their collisions. In fact, **in over four-fifths (82%) of pedestrian KSIs aged 0-15 years, the casualty was responsible** – this compares with three-fifths (63%) for all pedestrian KSIs.

Table 5: Pedestrian KSIs by responsibility and age, 2013-2017

	0-15 years	16-24 years	25-34 years	35-49 years	50-64 years	65+ years	Total
Casualty responsible	192	65	61	57	74	102	551
Casualty not responsible	43	53	36	60	52	84	328
Total	235	118	97	117	126	186	879
% Responsible	82%	55%	63%	49%	59%	55%	63%



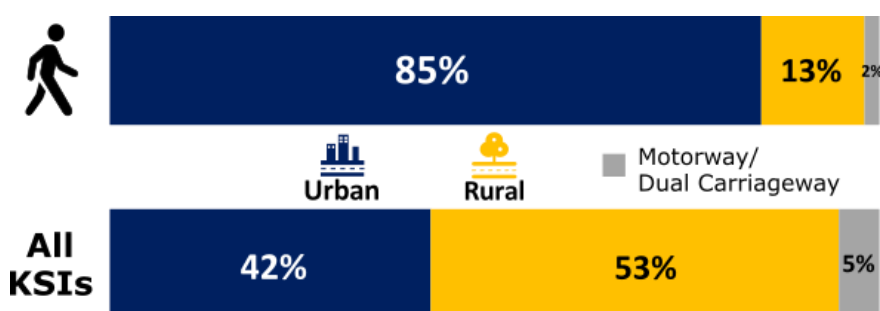
82% of pedestrian KSIs aged **0-15** years were **responsible** for their injuries

WHERE DO PEDESTRIAN KSIs OCCUR?

The **vast majority (85%) of pedestrian KSI casualties** in 2013-2017 **occurred on urban⁴ roads**, with a further 13% occurring on rural roads. In comparison, a much smaller proportion of all KSI casualties occurred on urban roads (42%) and over half (53%) occurred on rural roads. (Annex Table 6a & 6b)

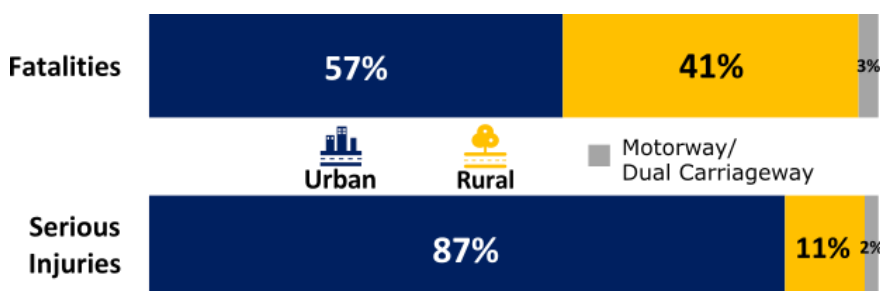
The baseline period of 2004-2008 reported similar proportions, with 79% of pedestrian KSIs occurring on urban roads compared with 37% of all KSIs that occurred on urban roads.

Figure 12: Pedestrian KSI casualties by Location compared with all KSI casualties, 2013-2017



Considering then the split of pedestrian KSI casualties by severity of injury, it is apparent that the location profile differs. Figure 13 below shows that in 2013-2017 **just over two-fifths (41%) of pedestrian fatalities occurred on rural roads**, while only one-in-ten (11%) of those pedestrians that were seriously injured received their injuries on rural roads. This is probably because collisions on rural roads will occur at higher speeds, and therefore the risk of being killed is greater.

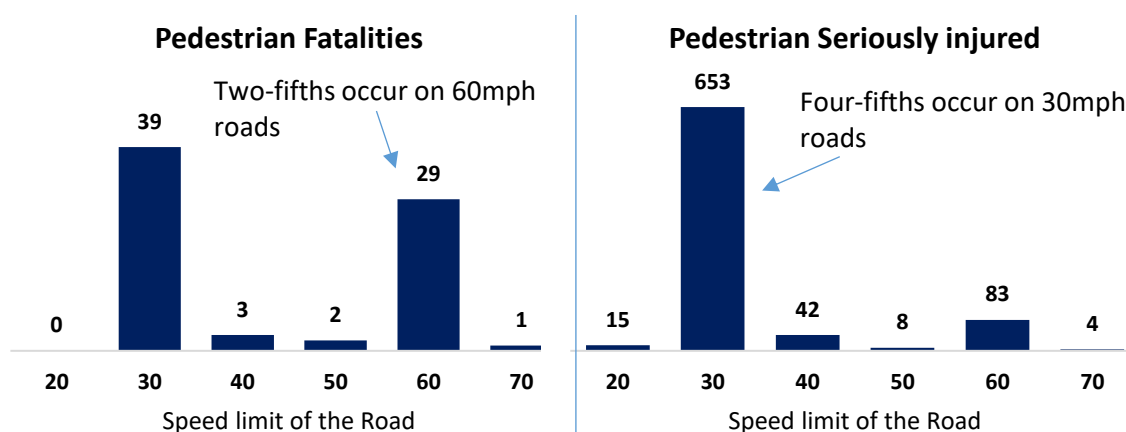
Figure 13: Pedestrian KSI casualties by Location and severity, 2013-2017



With higher speeds a likely issue on rural roads, it makes sense to look at pedestrian KSIs split by speed of collision. Figure 10 below provides further detail.

⁴ Urban roads are roads with a speed limit less than or equal to 40mph; rural roads are roads with a speed limit greater than 40mph (excluding motorways and dual carriageways).

Figure 14: Pedestrian KSI casualties by speed of the road, 2013-2017



The majority (53%, or 39 out of 74) of pedestrian fatalities in 2013-2017 occurred on roads with a 30mph speed limit. This is unsurprising, as you might assume that the majority of pedestrians would be walking in built-up, urban areas. Perhaps more surprising is that **39%** (29 out of 74) of pedestrian fatalities occurred on roads with a 60mph speed limit, and while there is no data to show what proportion of pedestrians walk on roads with this speed limit, one would assume pedestrian fatalities are over-represented on these roads. A much larger proportion (81%, or 653 out of 805) of pedestrian serious injuries (SIs) occur on 30mph roads, which is probably more in line with expectations.

As well as examining the road type and speed of the road, the proximity of pedestrian KSI casualties to pedestrian crossings yields some interesting insights.

Table 6: Pedestrian KSI casualties at Pedestrian Crossings, 2013-2017

	Killed	Seriously injured	KSI
At Pedestrian Crossing Areas	12	243	255
Zebra crossing	2	29	31
Central refuge - no control	1	33	34
Footbridge or subway	0	3	3
Pedestrian phase at traffic signal junction	4	120	124
Non junction pedestrian light crossing	5	58	63
No crossing within 50m	62	562	624
Total number of Pedestrian KSIs	74	805	879



29% of pedestrian KSI casualties in 2013-2017 occurred at pedestrian crossing areas

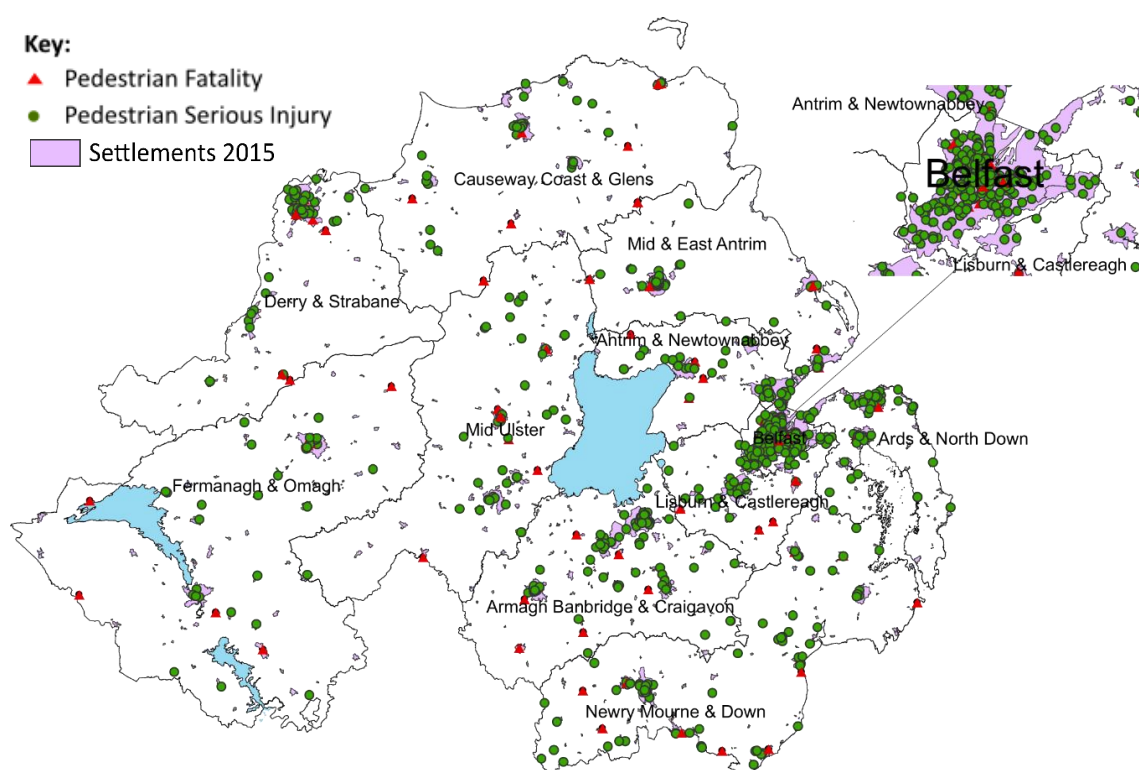
In the five years 2013-2017, **almost three-in-ten** (29%, or 255 out of 879) pedestrian KSIs occurred at areas specifically designed for pedestrians to cross the road. The greatest proportion of these (49%, or 124 out of 255) occurred at a 'pedestrian phase at a traffic signal junction'. In over two-thirds (68%) of the pedestrian KSIs that occurred at pedestrian crossings, the casualty was responsible for the collision.

MAPPING

NORTHERN IRELAND

The below map shows pedestrian KSIs in Northern Ireland, plotted on the 2015 settlements overlay (displayed in purple) as defined by NISRA⁵. The majority of pedestrian KSIs occurred in the east of the province, with Belfast reporting the most. There are clusters in towns and cities, with approximately 75% of pedestrian KSIs between 2013 and 2017 occurring in urban settlements (those having a population of more than 5,000 people)⁶. This means that 25% of pedestrian KSIs occur in rural areas, with 15% of the total occurring in open countryside. A further breakdown by settlement band is available in Table 7 in the Annex.

Map 1 – Pedestrian KSIs in Northern Ireland with settlement overlay, 2013-2017



Clusters around towns and cities are not unexpected as these are more heavily populated areas. Map 2 below therefore aims to take account of the differing population densities by plotting the rate of pedestrian KSI casualties in each Local Government District in 2013-2017 per 100,000 population. Belfast reports the highest rate of pedestrian KSIs (15.8) followed by Newry, Mourne and Down (10.5) and Derry and Strabane (9.8). Looking only at pedestrian fatalities presents something of a different story - Fermanagh and Omagh has the highest rate of pedestrian fatalities per 100,000 population (1.5) and Ards & North Down has the lowest rate (0.4). See Table 7 for the complete rate for each LGD.

⁵ <https://www.nisra.gov.uk/sites/nisra.gov.uk/files/publications/settlement15-guidance.pdf>

⁶ This differs from the 85% reported in Figure 12 on page 12. The map above refers to urban settlements (> 5000 people), while Figure 12 refers to urban roads (<= 40 mph).

Map 2 – Rate of Pedestrian KSIs per 100,000 population, 2013-2017

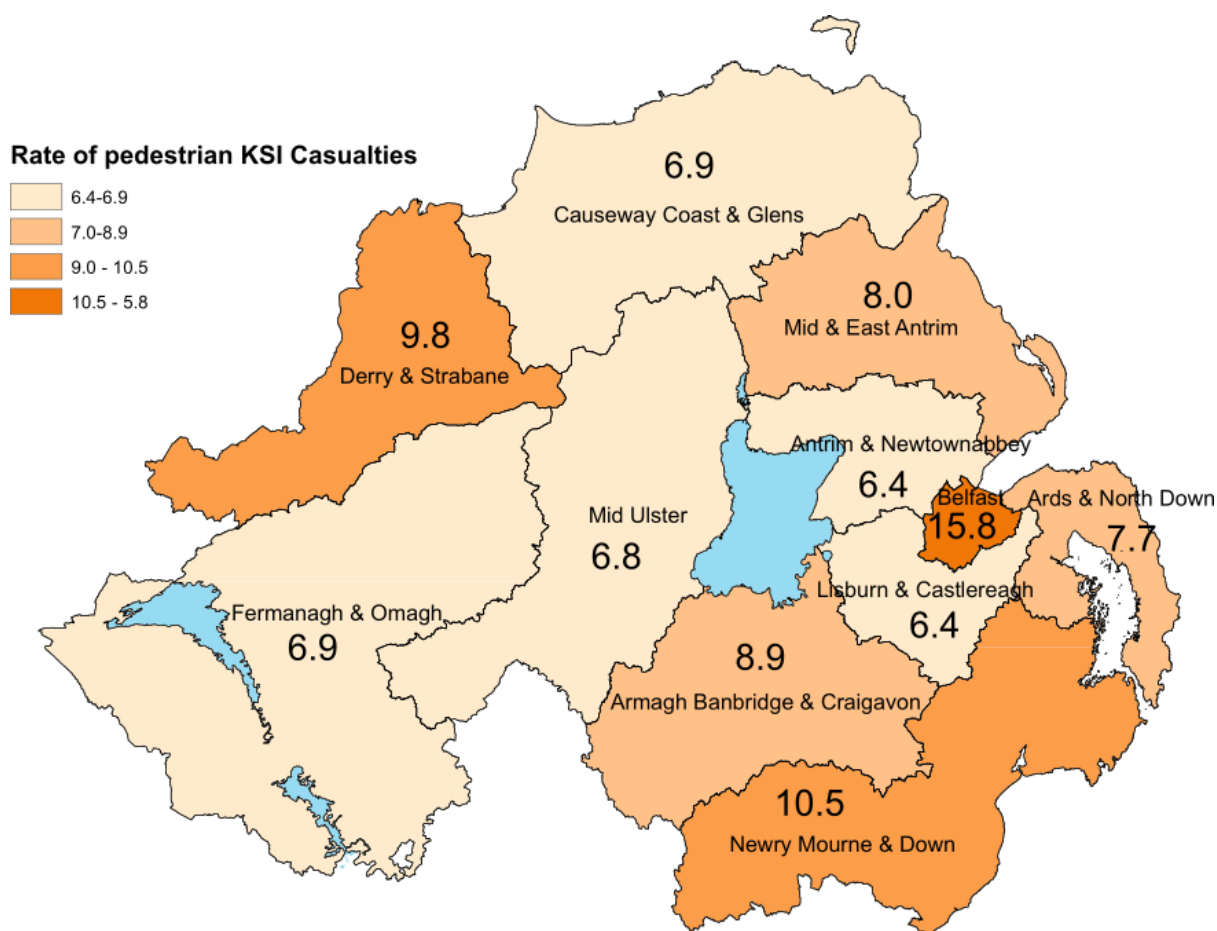


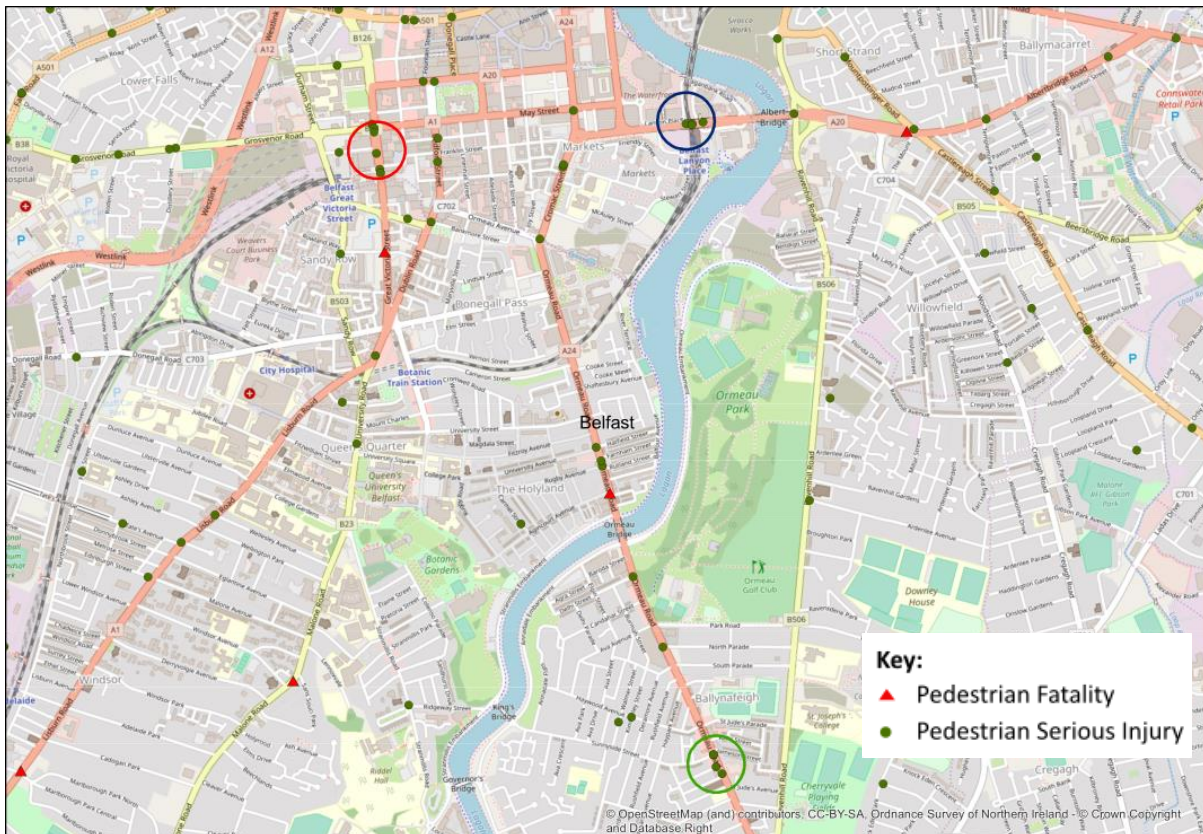
Table 7: Pedestrian KSI casualties by LGD and rate of pedestrian fatalities and KSIs, 2013-2017

	Pedestrians Killed	Pedestrian KSI Collisions	Pedestrian KSI Casualties	Rate of pedestrian fatalities per 100,000 population	Rate of pedestrian KSIs per 100,000 population
Antrim & Newtownabbey	5	40	45	0.7	6.4
Ards & North Down	3	59	62	0.4	7.7
Armagh, Banbridge & Craigavon	7	87	94	0.7	8.9
Belfast	8	261	269	0.5	15.8
Causeway Coast & Glens	8	42	50	1.1	6.9
Derry City & Strabane	7	67	74	0.9	9.8
Fermanagh & Omagh	9	31	40	1.5	6.9
Lisburn & Castlereagh	5	41	46	0.7	6.4
Mid & East Antrim	6	49	55	0.9	8.0
Mid Ulster	6	44	50	0.8	6.8
Newry, Mourne & Down	10	84	94	1.1	10.5
Total	74	805	879	0.8	9.4

PEDESTRIAN KSI COLLISION HOTSPOTS

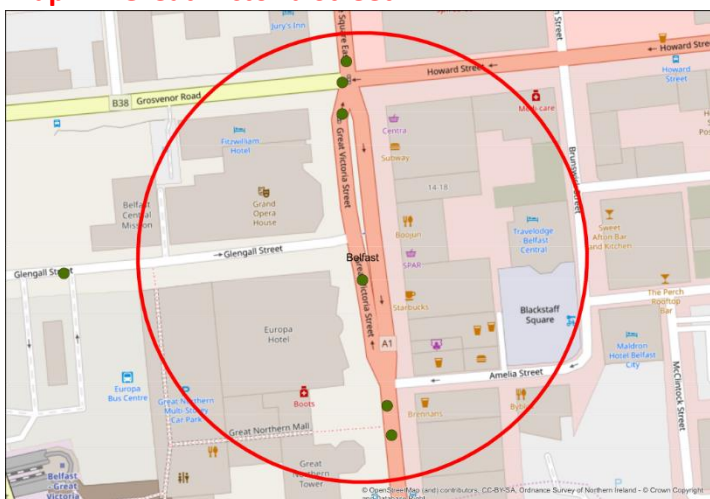
Looking at the collision sites which have the most fatal and serious pedestrian casualties within a hundred metre radius for the five year period 2013 to 2017 identifies four locations: three in Belfast City Centre and one in Derry City.

Map 3 – Pedestrian KSI collisions within Belfast City, 2013-2017



The three locations in Belfast City are circled in Map 3 above, and it is interesting to note that two of the three are in close proximity to train stations. Each of the three locations, as well as the one in Derry, are examined in detail below:

Map 4 – Great Victoria Street



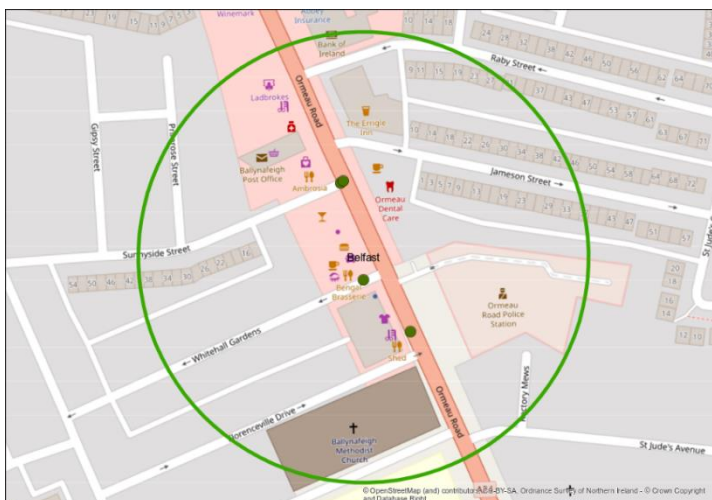
In 2013-2017, there were six pedestrian KSIs on Great Victoria Street in the 100 metre radius that runs from its junction with the Grosvenor Road to the Great Northern Mall entrance at Great Victoria Street train station. This is not surprising as there will be a higher level of pedestrian footfall on this road as people travel to and from the station.

Map 5 – East Bridge Street/Central Station



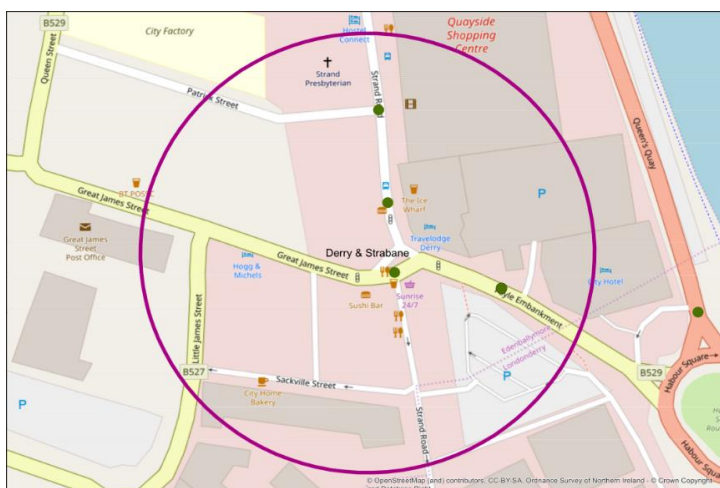
Another location with high pedestrian activity is outside Lanyon Place (formerly Central Station) on East Bridge Street. There were four pedestrians seriously injured at this location within the last five years. The principal causation for three out of the four collisions was attributed to the driver disobeying the pedestrian crossing at this site.

Map 6 – Ormeau Road



There were four pedestrians seriously injured on the Ormeau Road between the junctions of St Jude's Avenue and Raby Street. The mixture of a densely populated area especially with students and also the high level of traffic on this arterial City Centre route perhaps is the reason why this location has had a relatively high number of pedestrian KSI casualties in the last five years.

Map 7 – Great James Street, Derry



There was one other location in NI which had four pedestrian KSI casualties occurring within a 100 metre radius between 2013 and 2017. This was outside Quayside Shopping Centre in Derry/Londonderry. This is another busy City Centre location with high levels of traffic and pedestrians alike.

WALKING BEHAVIOURS – TRAVEL SURVEY FOR NI

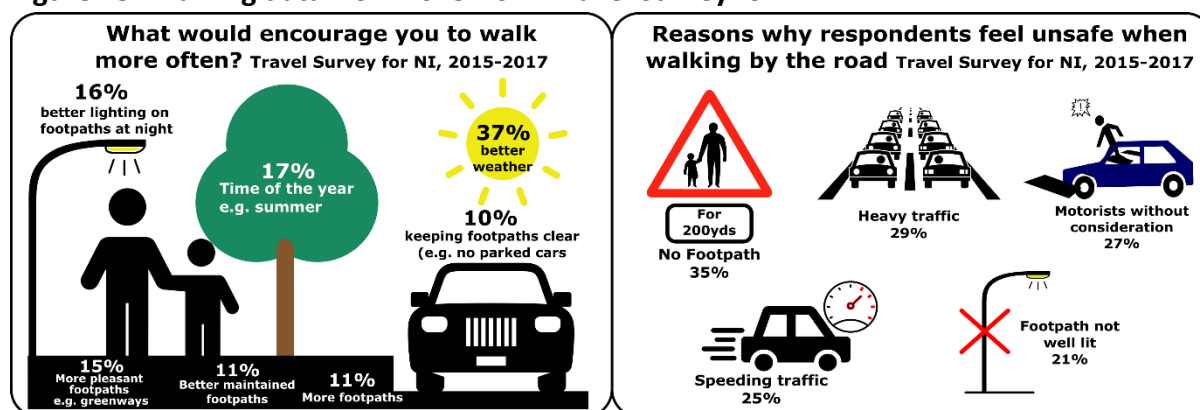
As well as reducing pedestrian KSI casualty numbers, if the DFI is to increase numbers of people who choose to walk, it will need to understand current walking habits, including what would encourage respondents to walk more often, and importantly, the reasons **why pedestrians feel unsafe while walking by the road**. These questions are asked on the Travel Survey for Northern Ireland (TSNI). To date, results have been published for four TSNI reporting cycles, but results are very similar for all periods and so only the most recent data (2015-2017) is included below.

In 2015-2017 there were 5,463 respondents to the TSNI, and 17% stated they never walk anywhere for 20 minutes or more. Just over one-third (34%) of respondents stated they walk for 20 minutes or more every day⁷, with a similar proportion (32%) reporting at least once a week.

Respondents⁸ were then asked what would encourage them to walk more often. The top response was 'Better weather' (37%) followed by 'Time of the year' (17%); however, the next five responses all related to footpaths - better lighting on footpaths at night (16%); more pleasant footpaths (15%); better maintained footpaths (11%); more footpaths (11%); and keeping footpaths clear (10%).

Those respondents who said they walked at least once a year were then asked which situations made them feel unsafe when walking by the road. Approximately 17% said they always felt safe when walking by the road, while 4% said they do not walk by the road – this means that **79% of people gave a reason(s) for feeling unsafe while walking**. The most common reason cited for feeling unsafe was that there was **no footpath**, with 35% of respondents giving this answer. Over a quarter of respondents said that **heavy traffic**, **motorists driving without care** for pedestrians, and **traffic travelling above the speed limit** made them feel unsafe (all with similar percentages of 29%, 27% and 25%, respectively).

Figure 15: Walking data from 2015-2017 Travel Survey for NI



A full list of responses can be found in Tables 8a-8c in Annex A.

⁷ "Every day" is selected if the respondent walks 20 minutes or more every working day/school day but not at weekends as well as if they walk 20 minutes or more every day.

⁸ aged 16 and over who stated that they walked for at least 20 minutes (i.e. did not state "Never")

ANNEX A – TABLES

Table 1: Pedestrian KSI casualties, 2004-2017

	Killed	Seriously injured	KSI
2004	23	190	213
2005	28	176	204
2006	22	202	224
2007	17	166	183
2008	19	193	212
2009	24	191	215
2010	10	167	177
2011	13	200	213
2012	9	182	191
2013	7	162	169
2014	18	140	158
2015	19	164	183
2016	15	164	179
2017	15	175	190

Table 2a: KSI casualties by road user type, 2004-2008 Vs 2013-2017

	Killed			Seriously Injured			KSIs		
	2004/ 08	2013/ 17	% Diff	2004/ 08	2013/ 17	% Diff	2004/ 08	2013/ 17	% Diff
Pedestrians	109	74	-32%	927	805	-13%	1036	879	-15%
Drivers of motor vehicles	262	139	-47%	2381	1450	-39%	2643	1589	-40%
Motorcyclists	90	40	-56%	668	421	-37%	758	461	-39%
Pedal cyclists	11	12	9%	141	252	79%	152	264	74%
Passengers	148	65	-56%	1357	759	-44%	1505	824	-45%
Pillion passengers	3	2	-33%	33	26	-21%	36	28	-22%
Other road users	5	9	80%	47	34	-28%	52	43	-17%
Total	628	341	-46%	5,554	3,747	-33%	6,182	4,088	-34%

Table 2b: KSI casualties by road user type, 2013-2017

	Killed		Seriously injured		KSI	
	#	%	#	%	#	%
Pedestrians	74	22%	805	21%	879	22%
Drivers of motor vehicles	139	41%	1450	39%	1589	39%
Motorcyclists	40	12%	421	11%	461	11%
Pedal cyclists	12	4%	252	7%	264	6%
Passengers	65	19%	759	20%	824	20%
Pillion passengers	2	1%	26	1%	28	1%
Other road users	9	3%	34	1%	43	1%
Total	341		3,747		4,088	

Table 2c: Pedestrian KSIs as a proportion of all KSIs, 2002-2017 (Rolling Average)

	2002 - 2006	2003 - 2007	2004 - 2008	2005 - 2009	2006 - 2010	2007 - 2011	2008 - 2012	2009 - 2013	2010 - 2014	2011 - 2015	2012 - 2016	2013 - 2017
Pedestrians	1,168	1,074	1,036	1,038	1,011	1,000	1,008	965	908	914	880	879
Total	6,989	6,523	6,182	6,002	5,741	5,288	4,921	4,601	4,240	4,078	4,090	4,088
% Pedestrian	17%	16%	17%	17%	18%	19%	20%	21%	21%	22%	22%	22%

Table 3a: Pedestrian KSIs by age and gender, 2004-2017

		2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2004- 2008	2013- 2017	2013- 2017 %	Miles Walked %
Male	unknown	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0%	0%
	0-15	49	35	40	31	32	42	39	32	43	32	25	31	33	33	187	154	29%	17%
	16-24	19	33	26	26	32	32	19	26	27	12	16	20	14	15	136	77	14%	15%
	25-34	16	15	12	11	7	15	16	19	22	16	13	14	8	15	61	66	12%	14%
	35-49	28	15	19	22	22	16	16	15	10	13	15	17	16	13	106	74	14%	17%
	50-64	16	13	13	13	11	11	12	11	14	10	14	15	14	15	66	68	13%	20%
	65+	10	15	12	19	16	16	11	16	17	16	20	13	24	22	72	95	18%	16%
	Total	138	126	123	122	120	132	113	119	134	99	103	110	109	113	629	534	100%	100%
Female	0-15	28	28	27	18	25	29	19	23	15	22	12	8	20	19	126	81	23%	17%
	16-24	6	9	22	7	15	9	11	13	3	5	3	13	9	11	59	41	12%	12%
	25-34	7	8	12	9	8	8	5	6	7	7	4	10	4	6	44	31	9%	18%
	35-49	5	4	14	9	7	10	5	14	9	7	6	10	11	9	39	43	12%	23%
	50-64	8	6	9	7	16	6	9	11	7	7	12	16	11	12	46	58	17%	19%
	65+	21	23	17	11	21	21	15	27	16	22	18	16	15	20	93	91	26%	11%
	Total	75	78	101	61	92	83	64	94	57	70	55	73	70	77	407	345	100%	100%
Total	unknown	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0%	0%
	0-15	77	63	67	49	57	71	58	55	58	54	37	39	53	52	313	235	27%	17%
	16-24	25	42	48	33	47	41	30	39	30	17	19	33	23	26	195	118	13%	13%
	25-34	23	23	24	20	15	23	21	25	29	23	17	24	12	21	105	97	11%	16%
	35-49	33	19	33	31	29	26	21	29	19	20	21	27	27	22	145	117	13%	20%
	50-64	24	19	22	20	27	17	21	22	21	17	26	31	25	27	112	126	14%	20%
	65+	31	38	29	30	37	37	26	43	33	38	38	29	39	42	165	186	21%	14%
	Total	213	204	224	183	212	215	177	213	191	169	158	183	179	190	1,036	879	100%	100%

Table 3b: Pedestrian KSIs gender, 2013-2017

Gender	KSIs		Miles Walked
	#	%	%
Male	534	61%	51%
Female	345	39%	49%
Total	879		100%

Table 3c: Pedestrian KSIs by age, 2013-2017

Age	KSIs		Miles Walked
	#	%	%
0-15 years	235	27%	17%
16-24 years	118	13%	13%
25-34 years	97	11%	16%
35-49 years	117	13%	20%
50-64 years	126	14%	20%
65+ years	186	21%	14%
Total	879		100%

Table 4a: Pedestrian KSI casualties by time of the day and day of the week, 2013-2017

Time	Day of the Week							Total
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	
0701- 0900	7	18	11	12	14	0	0	62
0901- 1100	7	12	13	6	12	8	5	63
1101- 1300	10	7	15	11	12	16	4	75
1301- 1500	13	12	16	17	21	11	12	102
1501- 1700	21	24	35	29	21	22	8	160
1701- 1900	23	20	21	19	30	19	14	146
1901- 2100	25	15	17	11	14	13	8	103
2101- 2300	8	5	3	7	19	16	10	68
2301- 0100	3	1	2	0	4	10	9	29
0101- 0300	3	5	1	3	1	7	29	49
0301- 0500	3	0	0	2	0	2	6	13
0501- 0700	0	1	1	1	2	3	1	9
Total	123	120	135	118	150	127	106	879

Key

	0-4
	5-9
	10-14
	15-19
	20-24
	25+

Table 4b: Pedestrian KSI casualties by age and time of the day, 2013-2017

Time	Age						Total
	0-15 years	16-24 years	25-34 years	35-49 years	50-64 years	65+ years	
0701- 0900	16	8	6	8	11	13	62
0901- 1100	5	2	6	8	9	33	63
1101- 1300	12	5	8	11	9	30	75
1301- 1500	30	4	6	13	19	30	102
1501- 1700	79	16	8	7	23	27	160
1701- 1900	51	11	17	19	22	26	146
1901- 2100	30	16	16	11	13	17	103
2101- 2300	9	20	9	14	9	7	68
2301- 0100	1	12	3	7	4	2	29
0101- 0300	1	19	11	13	5	0	49
0301- 0500	0	3	5	4	1	0	13
0501- 0700	1	2	2	2	1	1	9
Total	235	118	97	117	126	186	879

Key

	0-4
	5-9
	10-14
	15-19
	20-24
	25+

Table 4c: Pedestrian KSI casualties by severity and month of the year, 2013-2017

Month	Fatalities	Serious Injuries	KSIs
Jan	8	75	83
Feb	5	75	80
Mar	5	72	77
Apr	4	57	61
May	5	60	65
Jun	6	65	71
Jul	5	50	55
Aug	6	62	68
Sep	7	56	63
Oct	7	71	78
Nov	10	86	96
Dec	6	76	82
Total	74	805	879

Table 4d: Pedestrian KSI casualties by month of the year and light conditions, 2013-2017

	Daylight: street lights present	Daylight: no street lighting	Daylight: street lighting unknown	Darkness: street lights present and lit	Darkness: street lights present but unlit	Darkness: no street lighting	Darkness: street lighting unknown	Total	Daylight	Darkness
Jan	20	11	6	32	0	10	4	83	37	46
Feb	23	9	6	28	3	7	4	80	38	42
Mar	38	11	5	15	1	1	6	77	54	23
Apr	38	8	2	10	0	1	2	61	48	13
May	40	12	5	7	0	1	0	65	57	8
Jun	36	6	12	8	1	2	6	71	54	17
Jul	37	5	4	7	0	2	0	55	46	9
Aug	36	14	6	10	2	0	0	68	56	12
Sep	31	11	2	11	0	5	3	63	44	19
Oct	31	9	8	20	2	5	3	78	48	30
Nov	26	14	5	37	1	8	5	96	45	51
Dec	17	7	5	43	0	7	3	82	29	53
Total	373	117	66	228	10	49	36	879	556	323

Table 4e: Pedestrian KSI casualties by month and age, 2013-2017

Month	Age						Total
	0-15	16-24	25-34	35-49	50-64	65+	
Jan	16	10	13	12	10	22	83
Feb	18	15	6	9	13	19	80
Mar	19	6	15	10	12	15	77
Apr	14	10	4	13	6	14	61
May	25	7	3	9	8	13	65
Jun	28	12	8	8	5	10	71
Jul	19	9	4	5	8	10	55
Aug	24	11	6	7	5	15	68
Sep	22	9	7	10	7	8	63
Oct	20	10	7	12	15	14	78
Nov	16	13	16	11	16	24	96
Dec	14	6	8	11	21	22	82
Total	235	118	97	117	126	186	879

Table 5a: Top Ten principal causes of pedestrian KSI casualties by gender, 2013-2017

Principal Causation Factor	Fatalities	Serious Injuries	KSIs	% KSIs	Male KSIs		Female KSIs	
					#	%	#	%
Heedless of traffic crossing carriageway	11	217	228	26%	133	58%	95	42%
Inattention or attention diverted	12	80	92	10%	55	60%	37	40%
Walk/run movement masked	6	79	85	10%	56	66%	29	34%
Impaired by alcohol - pedestrian	13	55	68	8%	61	90%	7	10%
Reversing without care	1	37	38	4%	18	47%	20	53%
Other driver/rider factor	2	35	37	4%	25	68%	12	32%
Using pedestrian crossing without care	1	35	36	4%	16	44%	20	56%
Walking or running onto carriageway	3	30	33	4%	18	55%	15	45%
Excessive speed having regard to conditions	3	23	26	3%	16	62%	10	38%
Turning right without care	0	18	18	2%	12	67%	6	33%
Disobeying pedestrian crossing	0	18	18	2%	9	50%	9	50%
All other factors	22	178	200	23%	115	58%	85	42%
Total	74	805	879	100%	534	61%	345	39%

Table 5b: Top Ten principal causes of pedestrian KSI casualties by age, 2013-2017

Principal Causation Factor	Age						Total
	0-15	16-24	25-34	35-49	50-64	65+	
Heedless of traffic crossing carriageway	88	22	18	18	31	51	228
Inattention or attention diverted	12	14	10	15	13	28	92
Walk/run movement masked	50	9	7	3	6	10	85
Impaired by alcohol - pedestrian	0	18	18	15	11	6	68
Reversing without care	4	2	3	3	8	18	38
Other driver/rider factor	3	11	4	11	3	5	37
Using pedestrian crossing without care	15	2	1	1	9	8	36
Walking or running onto carriageway	17	3	3	6	2	2	33
Excessive speed having regard to conditions	7	5	5	4	3	2	26
Disobeying pedestrian crossing	3	2	2	4	4	3	18
Turning right without care	3	1	0	5	3	6	18
All other factors	33	29	26	32	33	47	200
Total	235	118	97	117	126	186	879

Table 5c: Pedestrian KSI casualties by age and collision responsibility, 2013-2017

Principal Causation Factor	Age						Total
	0-15	16-24	25-34	35-49	50-64	65+	
Casualty responsible	192	65	61	57	74	102	551
Casualty not responsible	43	53	36	60	52	84	328
Total	235	118	97	117	126	186	879
% Responsible	82%	55%	63%	49%	59%	55%	63%

Table 6a: Pedestrian KSIs by Location, 2013-2017

Location	Pedestrian KSIs		All KSIs	
	#	%	#	%
Urban	744	85%	1,704	42%
Rural	118	13%	2,169	53%
Motorway Dual Carriageway	17	2%	215	5%
Total	879		4,088	

Table 6b: Pedestrian KSIs by Location and severity, 2004-2017

Severity	Location	Year														2004-2008		2013-2017	
		2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	#	%	#	%
Killed	Urban	12	13	10	7	11	12	6	6	6	5	6	14	7	10	53	49%	42	57%
	Rural	10	11	10	8	8	10	4	4	3	2	12	5	6	5	47	43%	30	41%
	Motorway /Dual Carriageway	1	4	2	2	0	2	0	3	0	0	0	0	2	0	9	8%	2	3%
	Total	23	28	22	17	19	24	10	13	9	7	18	19	15	15	109	100%	74	100%
Seriously injured	Urban	157	145	165	137	162	165	144	183	155	143	123	140	139	157	766	83%	702	87%
	Rural	25	22	30	22	25	24	22	13	22	16	14	19	23	16	124	13%	88	11%
	Motorway /Dual Carriageway	8	9	7	7	6	2	1	4	5	3	3	5	2	2	37	4%	15	2%
	Total	190	176	202	166	193	191	167	200	182	162	140	164	164	175	927	100%	805	100%
Total	Urban	169	158	175	144	173	177	150	189	161	148	129	154	146	167	819	79%	744	85%
	Rural	35	33	40	30	33	34	26	17	25	18	26	24	29	21	171	17%	118	13%
	Motorway /Dual Carriageway	9	13	9	9	6	4	1	7	5	3	3	5	4	2	46	4%	17	2%
	Total	213	204	224	183	212	215	177	213	191	169	158	183	179	190	1,036	100%	879	100%

Table 6c: Pedestrian KSI casualties by severity and speed of the road, 2013-2017

Severity	Speed Limit of the road						Total
	20	30	40	50	60	70	
Killed	0	39	3	2	29	1	74
Seriously injured	15	653	42	8	83	4	805
Total	15	692	45	10	112	5	879

Table 7: Pedestrian KSI casualties by settlement band, 2013-2017

Settlement Band	Classification	Examples	Urban/Rural	KSIs	%
A	Belfast	Belfast City	Urban	248	28%
B	Derry City	Derry City	Urban	55	6%
C	Large Town	Bangor, Lisburn, Ballymena	Urban	253	29%
D	Medium Town	Banbridge, Dungannon, Enniskillen	Urban	63	7%
E	Small Town	Ballyclare, Newcastle, Portstewart	Urban	41	5%
F	Intermediate Settlement	Moira, Whitehead, Tandragee	Rural	26	3%
G	Village	Gilford, Draperstown, Sion Mills	Rural	33	4%
H	Population less than 1,000	Crawfordsburn, Kinawley, Aghalee	Rural	30	3%
-	Open countryside	-	Rural	130	15%
Total				879	-

Table 8a: How often do you walk anywhere for 20 minutes or more?* 2015-2017

Frequency of walking for 20 minutes or more	%
Every day**	34%
At least once a week	32%
At least once every 2-3 weeks	5%
At least once a month	3%
Once every 2-3 months	2%
Once every 6 months	1%
Once a year	0%
Less frequently	5%
Never	17%
Varies according to time of year+	1%
Base	5,463

* Includes all walks of 20 minutes or more whether for leisure or with a purpose (e.g. to go to the shops).

** "Every day" is selected if the respondent walks 20 minutes or more every working day/school day but not at weekends as well as if they walk 20 minutes or more every day.

+ Spontaneous answer

Table 8b: What would encourage you to walk more often? 2015-2017

Incentives to walk more often	%
Better weather	37%
Time of year e.g. I walk more often during summer	17%
Better lighting on footpaths at night	16%
More pleasant footpaths (e.g. greenways, by the river)	15%
More footpaths	11%
Better maintained footpaths	11%
Keeping footpaths clear (e.g. no parked cars)	10%
Someone else to walk with	10%
Less traffic	10%
Slower traffic	8%
Only pedestrians allowed on footpaths **	8%
Motorists who are more considerate to pedestrians *	8%
Wider footpaths	7%
More pedestrian only zones (no traffic allowed)	6%
If I was not worried about crime/personal safety	6%
If I did not have things to carry	6%
Living closer to services	5%
More pedestrian crossings	4%
Other ***	3%
If I did not have children with me	2%
Nothing would encourage me to walk more often +	10%
I already walk as much as I can +	18%
Sample size	2,763

Percentages sum to more than 100% due to multiple responses.

* Full answer option - Motorists who are more considerate to pedestrians (e.g. slowing down if pedestrian is crossing the road)

** Full answer option - Only pedestrians allowed on footpaths (e.g. no cyclists, skateboarders or scooters allowed)

*** Other responses given by 0.5% or more respondents appear in a separate group in the chart. "Other" represents all remaining "Other" responses.

+ Spontaneous answer

Table 8c: Reasons why respondents feel unsafe when walking by the road

Reasons for feeling unsafe	%
No footpath	35%
Heavy traffic e.g. rush hour traffic	29%
Motorists driving without consideration of pedestrians *	27%
Traffic travelling above the speed limit	25%
If footpath is not well lit at night	21%
Bad weather (e.g. wet or windy conditions)	21%
Walking on my own especially at night	20%
Narrow footpath	20%
If condition of footpath is poor (e.g. uneven surface)	15%
Worry about crime/personal safety	14%
Cyclists, Scooters, Skateboarders on the footpath	13%
Roadworks (eg footpath closed temporarily due to roadworks)	12%
If footpaths are not kept clear (e.g. parked cars)	12%
Normal traffic even if travelling within the speed limit	8%
Other **	1%
<i>I never walk by the road +</i>	4%
<i>I always feel safe when walking +</i>	17%
Base	2,605

Percentages sum to more than 100% due to multiple responses.

* Full answer option - Motorists driving without consideration of pedestrians (e.g. not slowing down if pedestrian is crossing the road)

** All "Other" responses given by respondents. Previously, "Other" responses given by 0.5% or more respondents appeared in a separate group in the chart. Due to additional answer options being added in 2017 based on the most popular "Other" responses, these are no longer stated under "Other". The new answer options will be reported when three years of data are available (2017-2019).

+ Spontaneous answer

Table 9: Pedestrian KSIs as a proportion of all KSIs by country (UK), 2013-2017

	England	Wales	Scotland	NI	UK
Fatalities					
Pedestrian	1,869	97	204	74	2,244
All Road Users	7,407	525	871	341	9,144
% Pedestrian	25%	18%	23%	22%	25%
Serious Injuries					
Pedestrian	22,709	1,007	2,019	805	26,540
All Road Users	102,059	5,240	8,241	3,747	119,287
% Pedestrian	22%	19%	24%	21%	22%
KSIs					
Pedestrian	24,578	1,104	2,223	879	28,784
All Road Users	109,466	5,765	9,112	4,088	128,431
% Pedestrian	22%	19%	24%	22%	22%

ANNEX B – GLOSSARY

Term	Explanation
Car Occupants	Persons in a car, light goods vehicle, car driven as taxi or hackney cab.
Car Users	Persons in a car, light goods vehicle, car driven as taxi or hackney cab.
Casualty	A person who sustains a slight, serious or fatal injury.
Children	Persons under 16 years of age.
Collisions	Collisions involving personal injury occurring on the public highway (including footpaths) in which a vehicle is involved. Collisions are categorised as either 'Fatal', 'Serious' or 'Slight' according to the most severely injured casualty.
Drivers under the age of 25	Drivers aged under 25 of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV).
Killed	Died within 30 days from injuries received in a collision.
Motorcyclists	Drivers/riders of mopeds and motorcycles. Includes riders of two-wheeled motor vehicles, motorcycle combinations, scooters and mopeds.
Not wearing a seatbelt	Occupants of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who were not using a restraint. <i>Please note: This includes those who are exempt from wearing a restraint.</i>
Novice Driver	Driver who has passed their Category B driving test within 24 months
Pedal cyclists	Drivers/riders of pedal cycles. Includes children riding toy cycles on the carriageway and the first rider of a tandem.
Pedestrians	Include children on scooters, roller skates or skateboards; children riding toy cycles on the footpath; persons pushing bicycles or other vehicles or operating pedestrian-controlled vehicles; persons leading or herding animals; occupants of prams or wheelchairs; people who alight safely from vehicles and are subsequently injured; persons pushing or pulling a vehicle; persons other than cyclists holding on to the back of a moving vehicle.
Rural roads	Roads with a speed limit of greater than 40mph. <i>Please note: This data excludes motorways.</i>
Serious Injury	An injury for which a person is detained in hospital as an 'in-patient', or any of the following injuries whether or not the person is detained in hospital: fractures, concussion, internal injuries, crushings, burns, severe cuts and lacerations or severe general shock requiring medical treatment.
Slight Injury	An injury of a minor character such as a sprain, bruise or cut not judged to be severe or slight shock requiring roadside attention.
Young People	Persons aged 16 – 24 years.