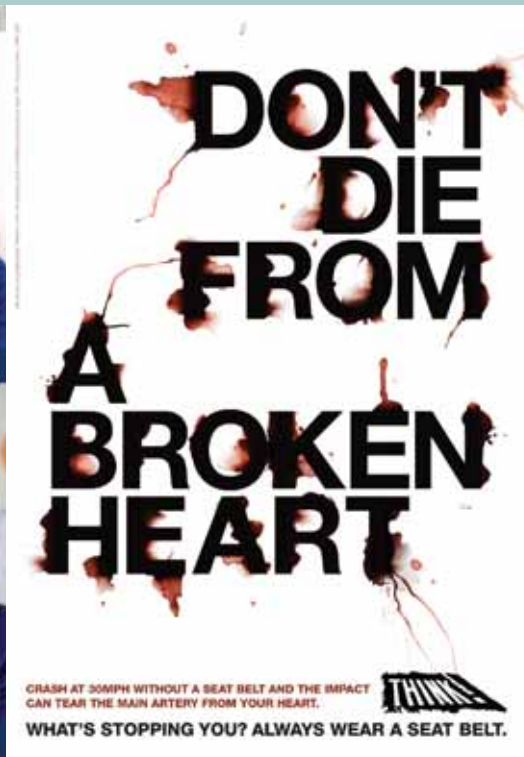




Reported Road Casualties Great Britain: 2008 Annual Report



Transport Statistics Publications (as at September 2009)

TSO publications (Transport Statistics Reports - priced)

Obtainable from:

TSO

Mail, Telephone, Fax and E-mail

PO Box 29, Norwich NR3 1GN

Telephone orders & general enquiries: +44 (0)870 600 5522

Fax orders: +44 (0)870 600 5533

E-mail: customer.services@tso.co.uk

Textphone: +44 (0)870 240 3701

TSO@Blackwell and other Accredited Agents

Customers can also order publications from:

TSO Ireland

16 Arthur Street, Belfast BT1 4GD

Tel 028 9023 8451 fax 028 9023 5401

Annual Reports

Transport Statistics Great Britain: 2008 Edition (ISBN: 978-0-11-553030-2)

Maritime Statistics: 2007 (ISBN: 978-0-11-553023-4)

Road Casualties in Great Britain: 2007 (ISBN: 978-0-11-552981-8)

Focus on Ports: 2006 Edition (ISBN: 978-0-230-00215-3)

Focus on Freight: 2006 Edition (ISBN: 978-0-11-552785-0)

Focus on Personal Travel: 2005 Edition (ISBN: 978-0-11-552658-7)

See also TSO's virtual bookshop at: -

<http://www.tsoshop.co.uk>

Publications no longer produced by Transport Statistics, which have transferred to other Government Departments:

National Rail Trends (replaced Bulletin of Rail Statistics)

(From Q1 2005/06 editions of this quarterly bulletin are produced by the Office of Rail Regulation -

Contact ☎ +44 (0)20 7282 2007 for details)

DfT: Transport Statistics Publications (Transport Statistics Bulletins - free)

Obtainable from:

Department for Transport

2/29

Great Minster House

76 Marsham Street

London

SW1P 4DR

+44 (0)20 7944 4846

Annual Bulletins – produced by Transport Statistics

Compendium of Motorcycling Statistics

National Rail Travel Survey

National Travel Survey

Public Transport Statistics: GB

Regional Transport Statistics

Reported Road Casualties in Great Britain: Main Results

Road Conditions in England (formerly NRMCS)

Road Statistics: Traffic Speeds and Congestion

Road Freight Statistics

Sea Passenger Statistics

Transport Trends

UK Seafarer Statistics

Vehicle Excise Duty Evasion

Vehicle Licensing Statistics

Waterborne Freight in the United Kingdom

Quarterly Bulletins – produced by Transport Statistics

Bus and Light Rail Statistics ☎ +44 (0)20 7944 4139

Road Traffic and Congestion in Great Britain

☎ +44 (0)20 7944 3095

Road Goods Vehicles Travelling to Mainland Europe

☎ +44 (0)20 7944 4131

Reported Road Casualties in Great Britain:

Quarterly Provisional Estimates

☎ +44 (0)20 7944 3078

See also the Transport Statistics web site at: -

<http://www.dft.gov.uk/pgr/statistics>

NOTE: Prior to 1997, many of the Transport Statistics Bulletins were published as HMSO publications. Enquiries about back issues, or transport publications in general, should be made to Transport Statistics, 2/29, Great Minster House, 76 Marsham Street, London SW1P 4DR. ☎ +44 (020)7944 4846.

DEPARTMENT FOR TRANSPORT

SCOTTISH GOVERNMENT

WELSH ASSEMBLY GOVERNMENT

Reported Road Casualties Great Britain: 2008 Annual Report

Published September 2009

London: The Stationery Office

Department for Transport
Great Minster House,
76 Marsham Street
London SW1P 4DR
Telephone 020 7944 8300
Internet service <http://www.dft.gov.uk>

© Crown copyright 2009

Copyright in the typographical arrangement rests with the Crown.

This publication may be reproduced free of charge in any format or medium for non-commercial research, private study or internal circulation within an organisation. This is subject to it being reproduced accurately and not used in a misleading context. The material must be acknowledged as Crown copyright and the title of the document/publication specified. This publication can also be accessed at the Department's web site. For any other use of this material please apply for a Click-Use Licence at www.opsi.gov.uk/click-use/index.htm, or by writing to OPSI at The Licensing Division, Office of Public Sector Information, St Clements House, 2–16 Colegate, Norwich NR3 1BQ, Fax: 01603 723000 or e-mail to licensing@cabinet-office.x.gsi.gov.uk.

ISBN 978-0-11-553089-0

Printed in Great Britain in September 2009 on material containing at least 75% recycled fibre.

A National Statistics publication produced by Transport Statistics: DfT

National Statistics are produced to high professional standards set out in the Code of Practice for Official Statistics. They undergo regular quality assurance reviews to ensure that they meet customer needs. They are produced free from any political interference.

Contact Points: For general enquiries call the National Statistics Customer Contact Centre at: Room 1015, ONS, Government Buildings, Cardiff Road, Newport, Gwent NP10 8XG, Tel: 0845 601 3034,

fax 01633 652747 or e-mail: info@statistics.gov.uk

You can also obtain National Statistics through the internet – go to www.statistics.gov.uk. For information relating to Transport Statistics go to www.dft.gov.uk/pgr/statistics

Prepared for publication by:

Anil Bhagat
Linden Francis
Pat Kilbey
Barbara Noble
Matthew Tranter
David Wilson
Christopher Waite
Yingbo Xu

DfT is often prepared to sell unpublished data. Further information and queries concerning this publication should be directed to: RSS, 2/21, Great Minster House, 76 Marsham Street, London SW1P 4DR, Tel: +44 (0) 20-7944 3078, Fax +44 (0)20-7944 2165, E-mail: roadacc.stats@dft.gsi.gov.uk

Acknowledgement

The Department extends its grateful thanks to police forces and their officers for their contribution towards reducing road casualties, including the collection of STATS 19 data upon which this publication is based, and without which this government and road safety organisations would be much less well informed.

Introduction

Reported Road Casualties Great Britain 2008: Annual Report, (RRCGB) provides detailed statistics about the circumstances of personal injury road accidents, including the types of vehicles involved and the consequent casualties. Most of the statistics in this report are based on accidents reported to the police. There are also seven articles containing further analysis on specific road safety topics.

These statistics are used to inform public debate and support policy on road safety. In 2008, deaths in road accidents were less than half the number reported in the first edition of this report in 1951. However, on average seven people were killed a day in 2008. The collection and publication of detailed road safety data helps to identify future priorities to further reduce casualties. The Department for Transport has been working with the Scottish Government and the Welsh Assembly Government on a new road safety strategy for the period from 2010. This will establish the approach, targets and measures for reducing casualties in the next decade and beyond. Consultation on the new strategy was carried out from April to July 2009 and it is expected that the final strategy will be published by the end of 2009.

Very few, if any, fatal accidents do not become known to the police. However, it has long been known that a considerable proportion of non-fatal injury accidents are not reported to the police (and there is no legal obligation to do so). We have changed the titles of our publications to more closely reflect this. The Department is continuing to undertake research on levels of reporting. Article 5 in this publication discusses and compares other sources of data with police data on road casualties and provides a very broad estimate of the total number of road casualties.

National and local government and police forces work closely to achieve an agreed national standard for the system for collecting and processing statistics on road accidents involving personal injury. The statistics are subjected to review about every five years as part of the continuing drive to improve quality and meet user needs whilst minimising the burden on providers. The external consultation process for the current review has now ended. The aim is for any changes to the system to be agreed this year and implemented in January 2011.

This year road casualty statistics have also been assessed by the United Kingdom Statistics Authority and retained their designation as National Statistics, subject to a number of recommendations to be met by November. Designation as National Statistics broadly this means that the statistics are considered to meet identified user needs; are produced, managed and disseminated to high standards; and are well explained.

Pat Kilbey
Head of Road Safety Statistics, DfT

The full RRCGB report (in PDF format) and tables (in EXCEL format) are available from:
<http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar>

Further information can be obtained from:
Mr Anil Bhagat, telephone: 020-7944 6595, e-mail: roadacc.stats@dft.gsi.gov.uk

Contents

Page

Articles

1. General overview and progress towards casualty reduction targets	6
2. A valuation of road accidents and casualties in Great Britain in 2008	26
3. Drinking and driving	29
4. Contributory factors to road accidents	41
5. Comparing police data on road accidents with other sources	58
6. An illustrative analysis of linked police and hospital data	80
7. Road Safety Research: An Overview	85

Notes	91
-------	----

Notes to individual main tables	93
---------------------------------	----

Definitions, symbols and conventions	99
--------------------------------------	----

Tables

Part I Trends: 1994–98 average and 2001 to 2008 (unless stated)

General

1a Vehicle population, traffic and road length: 1998–2008	104
1b Road traffic by vehicle type and road class: 2007–2008 and 1994–98 average	105
2 Population, vehicle population, index of vehicle mileage, reported accidents and casualties: by road user type and severity: 1930–2008	106

Accidents

3 Reported accidents and accident rates: by road class and severity	107
4 Reported accidents: by road class, speed limit and severity	108

Casualties

5a Reported male casualties: by built-up and non built-up roads, road class and severity	109
5b Reported female casualties: by built-up and non built-up roads, road class and severity	110
5c All reported casualties: by built-up and non built-up roads, road class and severity	111
6a Reported male casualties: by road user type and severity	112
6b Reported female casualties: by road user type and severity	113
6c All reported casualties: by road user type and severity	114
7a Reported male casualties: killed or seriously injured: by road user type and age	115
7b Reported female casualties: killed or seriously injured: by road user type and age	116
7c All reported casualties: killed or seriously injured: by road user type and age	117
8 Reported casualties: by time of accident and severity: 1998–2008	118
9 Reported casualty rates: by road user type and severity: 1998–2008	118

Vehicles and drivers involved

10 Vehicles involved in reported accidents and involvement rates: by vehicle type and severity of accident: 1998–2008	119
11 Breath tests and breath test failures: by drivers and riders involved in accidents: 1998–2008	120

Part II Detailed tables 2008 (unless stated)

General

12	Reported accidents, vehicles and casualties: casualties by severity: by road class, built-up and non built-up roads	121
13	Reported accidents and casualties: by severity, road type and speed limit	122

Accidents

14	Reported accidents: by severity, number of casualties involved, built-up and non built-up roads and road class	123
15a	Reported accidents: by daylight and darkness, road surface condition, built-up and non built-up roads and severity	124
15b	Reported casualties: by daylight and darkness, road surface condition, built-up and non built-up roads and severity	124
16a	Reported accidents: by daylight and darkness, weather condition, built-up and non built-up roads and severity	125
16b	Reported casualties: by daylight and darkness, weather condition, built-up and non built-up roads and severity	125
17	Reported accidents: by daylight and darkness, road surface condition, built-up and non built-up roads, speed limit and street lighting	126
18	Reported accidents: by daylight and darkness, lighting conditions, special conditions and carriageway hazards	127
19	Reported accidents: by junction type, built-up and non built-up roads and severity	127
20	Reported single vehicle accidents: by object hit off carriageway: built-up and non built-up roads and severity	128
21	Reported accidents: by number of vehicles involved, built-up and non built-up roads, road class and severity	129
22	Reported accidents involving pedestrians and one vehicle: by severity and vehicle type	130
23a	Reported accidents, vehicle user and pedestrian casualties: by combination of vehicles involved in urban areas	131
23b	Reported accidents, vehicle user and pedestrian casualties: by combination of vehicles involved in rural areas	132
23c	Reported accidents, vehicle user and pedestrian casualties: by combination of vehicles involved in all areas	133

Casualties

24	Reported casualties: by built-up and non built-up roads and motorways, severity and road user type	134
25	Casualties in reported accidents involving vehicles of different types: by built-up and non built-up roads, road class and severity	135
26	Reported casualty and accident rates: by urban and rural roads, road class, road user type, severity and pedestrian involvement	136
27	Number of reported casualties: by accident and casualty severity and road user type	137
28	Reported casualties and casualty rates: by month, road user type and severity	138
29a	Reported casualties: by day, road user type and hour of day	139
29b	Reported casualties: killed or seriously injured: by day, road user type and hour of day	140
29c	Reported casualties: all days: by severity, road user type and hour of day	141
30a	Reported casualties: by age band, road user type and severity	142
30b	Reported casualties: by age band, road user type and severity: 1994–98 average	143

31	Reported casualty rates: by age band, road user type and severity	144
32	Reported pedestrian casualties: location by age band and by severity	145
33	Reported pedestrian casualties: by location, age, road crossing type and severity	146
34	Reported casualties: by age, road user type and severity	147
35	Reported casualties in cars: by severity, age, seating position, built-up and non built-up roads	148
<i>Drivers and vehicles involved</i>		
36	Reported school pupil casualties on journeys to and from school: by road user type, severity, gender and age	149
37	Reported breath tests and breath test failures: all drivers and riders involved, by day of week and time of day	150
38a	Drivers in reported accidents: by gender, number injured, road user type and age	152
38b	Drivers in reported accidents: by gender, number injured, road user type and age: 1994–98 average	153
39	Reported breath tests and breath test failures: by road user type and age	154
40	Vehicles involved in reported accidents: by accident severity and vehicle type	155
41a	Vehicles involved in reported accidents: by vehicle type, built-up and non built-up roads, road class and accident severity	156
41b	Vehicles involved in reported accidents: by vehicle type, built-up and non built-up roads, road class and accident severity: 1994–98 average	157
42	Vehicles involvement rates for reported accidents: by vehicle type, urban and rural roads, road class, accident severity and traffic	158
43	Vehicles involved in reported accidents: by junction type, vehicle type, built-up and non built-up roads	159
44	Vehicles involved in reported accidents skidding or overturning, and towing: by road surface condition, special conditions at site and vehicle type	160
45	Vehicles involved in reported accidents: by vehicle type and manoeuvre	161
<i>Area comparisons</i>		
46a	Reported casualties: by road user type, severity and local authority	162
46b	Reported casualties: by road user type, severity and local authority: 1994–98 average	166
47	Reported casualties: by Government Office Region, country and severity: 1994–98 average, 2001–2008	170
48	Casualties: by built-up and non built-up roads, road class, Government Office Region and severity	171
<i>United Kingdom</i>		
49	Reported casualties: by severity, road user type and country: United Kingdom	172
<i>Mortality</i>		
50	Deaths: by age and gender, from all causes, all accidental deaths and all road deaths: 2007	173
<i>International comparisons</i>		
51	International comparisons of road deaths: number and rates for different road users: by selected countries: 2007 and 2008 (provisional)	174
<i>Intermodal comparisons</i>		
52	Passenger casualty rates by mode: 1998–2007	176

Foreign registered vehicles

53	Reported accidents, vehicles and casualties: by vehicle type and foreign registration	177
	Calendar of events affecting road safety and traffic	178
	Review topics 1951–2007	183
	Accident statistics report form (MG NSRF)	187
	Index of topics	191

1. General overview and progress towards casualty reduction targets

Road Safety Research and Statistics, Department for Transport

Summary

This article reviews the main trends in the number of reported road accident casualties in Great Britain in 2008 compared with recent years. It also reports progress towards the Government's 2010 casualty reduction targets for Great Britain. Figures are derived from information about accidents reported to the police (see Article 5). In 2008:

- There were a total of 230,905 reported casualties of all severities, 7 per cent lower than in 2007. 2,538 people were killed, 14 per cent lower than in 2007, 26,034 were seriously injured (down 6 per cent) and 202,333 were slightly injured (down 7 per cent).
- The number of fatalities fell for almost all types of road user, with a fall of 12 per cent for car occupants, 11 per cent for pedestrians, 16 per cent for motorcyclists and 15 per cent for pedal cyclists.

In 2000, the Government set a new target for a reduction in the number of casualties in road accidents. By 2010 the aim is to achieve, compared with the average for 1994-98, a **40** per cent reduction in the number of people killed or seriously injured in accidents reported to the police; a **50** per cent reduction in the number of children killed or seriously injured; and a **10** per cent reduction in the slight casualty rate.

Compared with the baseline (1994-98 average), in 2008:

- The number of reported killed or seriously injured casualties was **40** per cent lower;
- The number of children killed or seriously injured was **59** per cent lower; and
- The slight casualty rate was **36** per cent lower.
- Overall traffic rose by an estimated **16** per cent.

Charts showing progress towards targets and trends in road accident casualties compared with traffic can be found in the Annex to this article.

Table 1a: Reported road accident casualties by severity: GB 2008

	Number			2008 Percentage change over:		
	1994-98 average	2006	2007	2008	2007	1994-98 average
Killed	3,578	3,172	2,946	2,538	-14	-29
of which children	260	169	121	124	2	-52
Seriously injured	44,078	28,673	27,774	26,034	-6	-41
Killed or seriously injured	47,656	31,845	30,720	28,572	-7	-40
of which children	6,860	3,294	3,090	2,807	-9	-59
Slightly injured	272,272	226,559	217,060	202,333	-7	-26
All severities	319,928	258,404	247,780	230,905	-7	-28
Traffic ¹	4,443	5,121	5,172	5,137	-1	16
KSI rate ¹	11	6	6	6	-6	-48
Slight casualty rate ¹	61	44	42	39	-6	-36

¹ Traffic in 100 million vehicle kilometres; rates per 100 million vehicle kilometres.

Part 1: Trends in reported road accident casualties

Killed or seriously injured (KSI) casualties

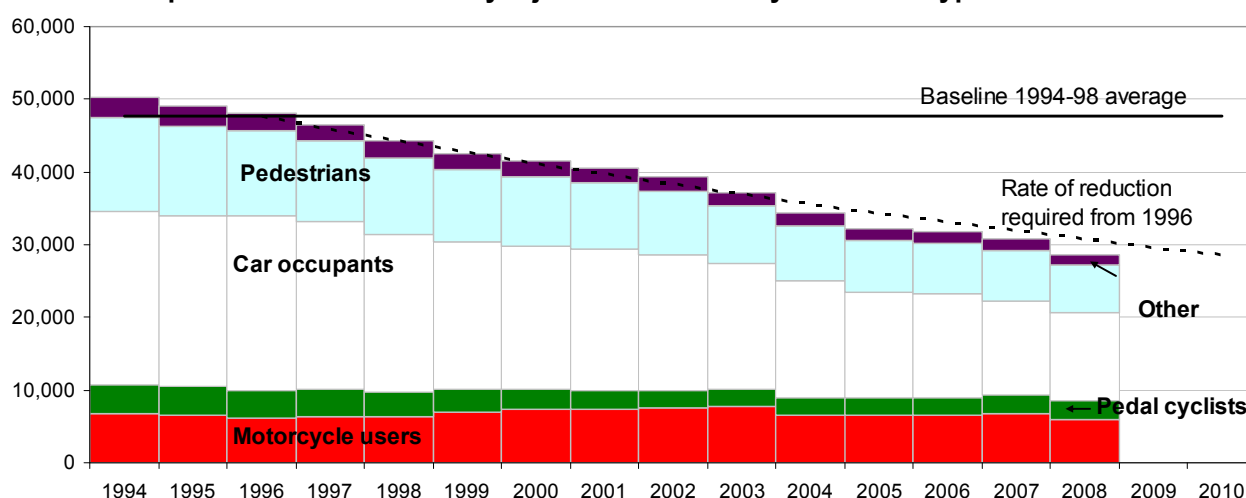
The Government's main casualty reduction targets relate to the number of road users killed or seriously injured (KSI) in accidents reported to the police. Overall, the reported number of people killed or seriously injured fell by 7 per cent between 2007 and 2008 and by a total of 40 per cent from the 1994-98 average.

- The fall in KSI casualties has occurred despite a rise in overall traffic levels of around 16 per cent between the baseline and 2008¹. Between 2007 and 2008 traffic fell by 1 per cent.
- Compared with the 1994-98 baseline, there have been reductions in the number of reported KSI casualties (of between 30 and 50 per cent) for all types of road user, with the exception of motorcyclists where the number fell by 7 per cent.
- Over this period motorcycle traffic increased by 33 per cent in total (more than any other road user type), so that the KSI casualty *rate* for motorcyclists fell by 30 per cent
- Around 2 out of every 5 people killed or seriously injured are car occupants. Car occupant KSI casualties fell 49 per cent from the baseline. Over the same period car traffic increased by 12 per cent.

Table 1b: Reported killed or seriously injured casualties by road user type: GB 2008

	Number				2008 Percentage change over:		
	1994-98 average	2006	2007	2008	2007	1994-98 average	1994-98 (traffic)
Pedestrians	11,669	7,051	6,924	6,642	-4	-43	-
Pedal cyclists	3,732	2,442	2,564	2,565	0	-31	17
Motorcycle users	6,475	6,484	6,737	6,049	-10	-7	33
Car users	23,254	14,254	12,967	11,968	-8	-49	12
Bus/coach users	716	426	455	432	-5	-40	4
Other road users	1,810	1,188	1,073	916	-15	-49	-
All road users	47,656	31,845	30,720	28,572	-7	-40	16

Chart 1a: Reported killed or seriously injured casualties by road user type: 1994 - 2008



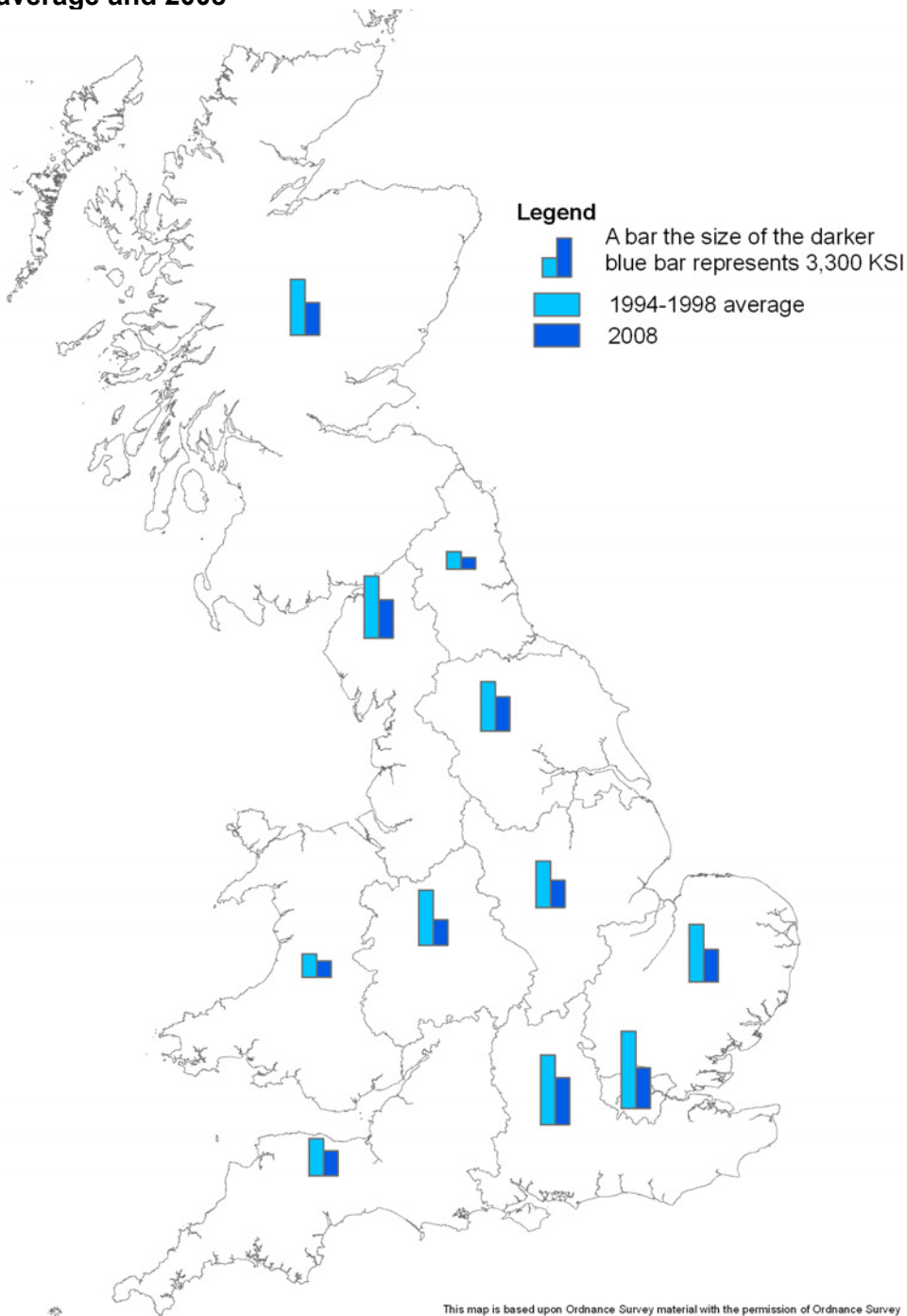
¹ Detailed information on trends in traffic in Great Britain over the last decade can be found in the Department's annual bulletin: www.dft.gov.uk/pgr/statistics/datatablespublications/roadtraffic/speedscongestion/roadstatstsc/

KSI casualties by region

The map shows, for each Government Office region, the number of reported killed or seriously injured casualties for the baseline (1994-98 average) and 2008.

- In 2008, the South East and London regions had the greatest number of KSI casualties (together accounting for more than a quarter of the total), reflecting the larger populations in these areas.
- The biggest percentage reductions in KSI casualties were in the West Midlands (53 per cent) and London (47 per cent) with a fall of at least 20 per cent in every region. The level of reduction in KSI casualties will be affected by differing trends in traffic and variations in the type of road user involved in accidents across regions.

Map 1a: Reported killed or seriously injured casualties by Government Office Region: 1994-98 average and 2008



Child KSI casualties

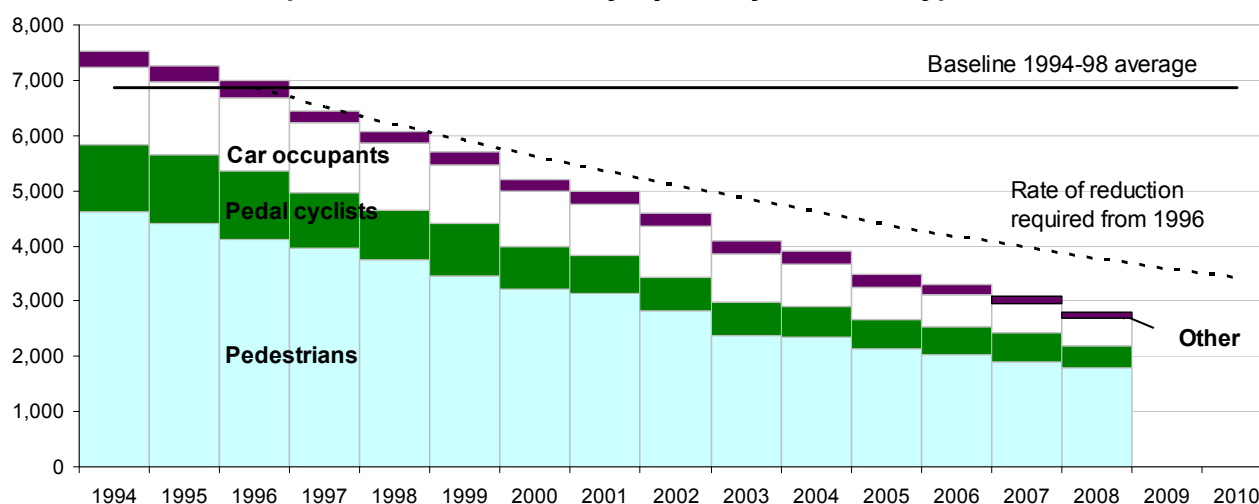
The Government has set a separate target to reduce the number of children reported killed or seriously injured by 50 per cent from the 1994-98 baseline. In 2008, the number of children killed or seriously injured was 2,807 - 59 per cent below the baseline and 9 per cent lower than in 2007.

- Compared with the baseline, the number of reported child KSI casualties more than halved by 2008 for pedestrians, pedal cyclists and car users. The majority of child KSI casualties are pedestrians, accounting for 57 per cent of the total in 2008.
- Compared with 2007, there was a 6 per cent fall in child pedestrian KSI casualties, a 7 per cent fall in car occupant KSI casualties but a fall of 20 per cent in child pedal cyclist KSI casualties.
- In 2008, around 2 of every 3 child KSI casualties were male.
- The number of children aged 12-15 killed or seriously injured has fallen slightly less than other child age groups, by around 52 per cent since the baseline.

Table 1c: Children reported killed or seriously injured by road user type: GB 2008

	1994-98 average	Number			2008 Percentage change over:	
		2006	2007	2008	2007	1994-98 average
Pedestrians	4,167	2,025	1,899	1,784	-6	-57
Pedal cyclists	1,129	503	522	417	-20	-63
Car users	1,303	596	526	490	-7	-62
Other road users	261	170	143	116	-19	-55
Males	4,402	2,107	2,007	1,818	-9	-59
Females	2,457	1,187	1,083	986	-9	-60
Age 0-4	888	378	372	347	-7	-61
Age 5-8	1,657	627	540	543	1	-67
Age 9-11	1,592	653	689	619	-10	-61
Age 12-15	2,722	1,636	1,489	1,298	-13	-52
All children	6,860	3,294	3,090	2,807	-9	-59

Chart 1b: Children reported killed or seriously injured by road user type: 1994 - 2008



Fatalities

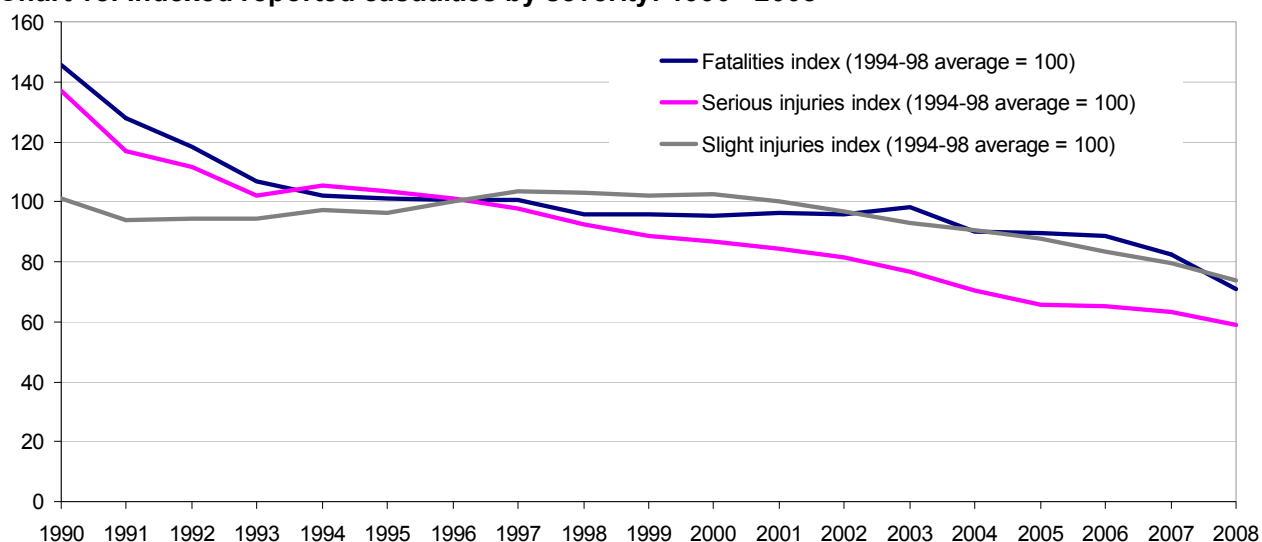
There were a total of 2,538 fatalities in road accidents in 2008, 408 fewer than in 2007 but still an average of 7 deaths per day.

- Chart 1c shows the trends in reported fatal, serious and slight casualties. Trends in fatalities and serious injuries were similar between 1990 and 1998, with a divergence between 1998 and 2005; deaths falling by 6 per cent and serious injuries by 29 per cent. However, between 2005 and 2008, the number of deaths fell by 21 per cent, compared with a 10 per cent fall in serious injuries.
- Car occupants, pedestrians and motorcyclists account for the vast majority of deaths. In 2008, pedestrian fatalities were 43 per cent below the 1994-98 baseline and car occupant fatalities 29 per cent below the baseline, but the number of motorcycle deaths was 6 per cent higher. However, when adjusting for changes in traffic, fatality rates for all road users - including motorcyclists - have fallen from the baseline.
- Between 2007 and 2008 fatalities fell by at least 11 per cent for all main road user types.
- The number of children killed in reported road accidents has fallen by considerably more than the overall fatalities figure, by 52 per cent from the 1994-98 baseline. Although the number of child fatalities increased slightly to 124 in 2008 from 121 in 2007, this was still well below the 2006 figure (169).

Table 1d: Reported fatalities by road user type: GB 2008

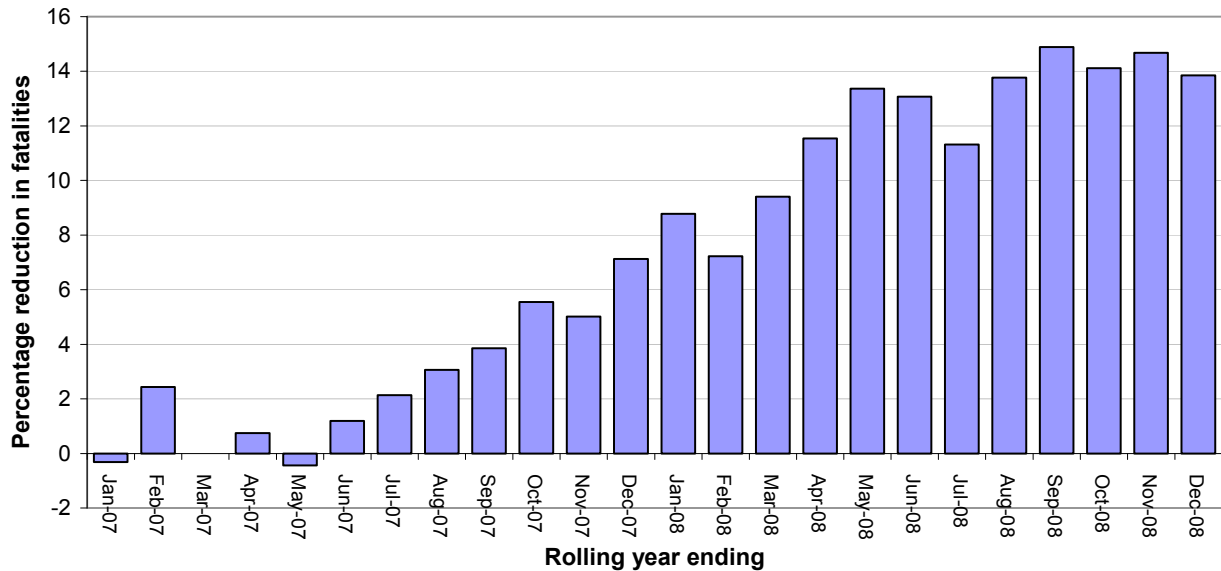
	Number			2008 Percentage change over:			
	1994-98 average	2006	2007	2008	2007	1994-98 average (traffic)	
Pedestrians	1,008	675	646	572	-11	-43	-
Pedal cyclists	186	146	136	115	-15	-38	17
Motorcycle users	467	599	588	493	-16	6	33
Car users	1,762	1,612	1,432	1,257	-12	-29	12
Bus/coach users	20	19	12	6	-50	-70	4
Other road users	135	121	132	95	-28	-30	-
All road users	3,578	3,172	2,946	2,538	-14	-29	16
of which children	260	169	121	124	2	-52	-

Chart 1c: Indexed reported casualties by severity: 1990 - 2008



The 14 per cent reduction in deaths between 2007 and 2008 is the largest percentage fall in a single year in the post war period, and follows a 7 per cent fall between 2006 and 2007. Chart 1d shows the rolling year percentage reduction by month over the last two years; this shows how the reductions began in mid-2007 and have been sustained throughout 2008.

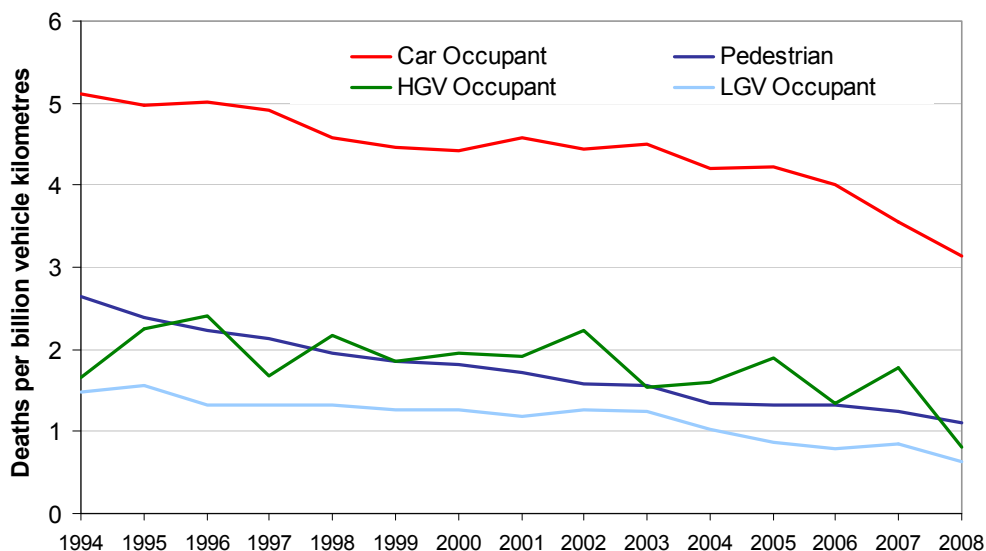
Chart 1d: Reported road fatalities in Great Britain: Rolling 12 month percentage reduction



Although motor vehicle traffic fell by 1 per cent between 2007 and 2008 (with a fall of 8 per cent for motorcyclists), this is not sufficient to explain the size of the reduction in deaths over this period, as can be seen from charts 1e and 1f which show fatality rates per billion vehicle kilometres for different road user groups:

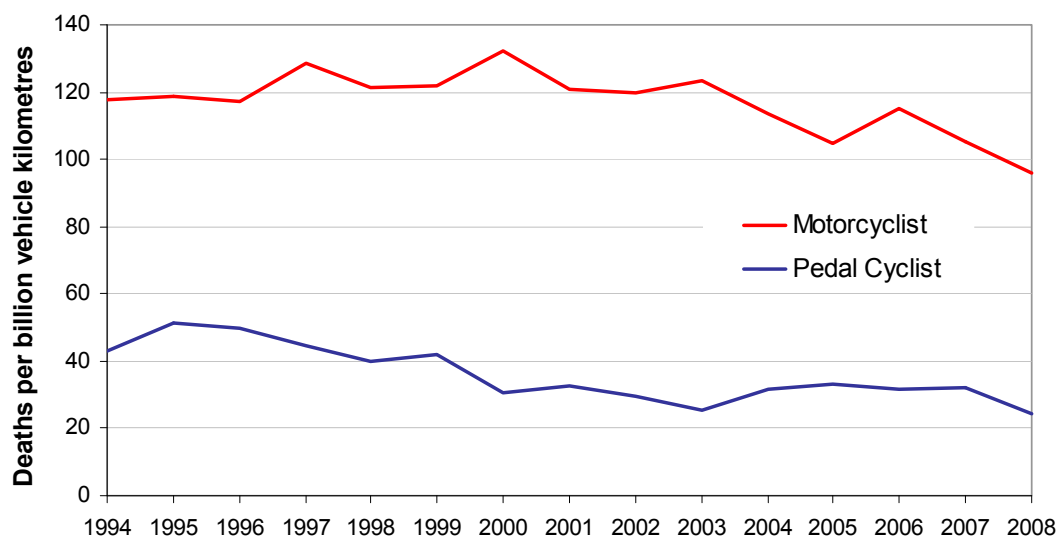
- In 2008 there were 3.1 car occupants killed per billion vehicle kilometres travelled. This rate has fallen sharply in the last two years, by 22 per cent from 2006, compared to a 20 per cent fall in the previous ten years.
- The pedestrian fatality rate (pedestrian deaths compared with total traffic) has fallen steadily in recent years. In 2008 it was 51 per cent below the 1994-98 average and 11 per cent lower than in 2007.

Chart 1e: Fatality rates by vehicle type (pedestrians vs. all traffic): GB 1994-2008



- Motorcyclists have the highest fatality rate of any road user group. In 2008, 96 motorcyclists were killed per billion kilometres travelled by motorcycles. However, this is 9 per cent lower than in 2007 and 21 per cent below the 1994-98 average.
- Having remained fairly steady between 2004 and 2007 the pedal cycle fatality rate fell 24 per cent from 2007 to 2008, and was 47 per cent below the 1994-98 average.

Chart 1f: Motorcyclist and pedal cyclist fatality rates: GB 1994-2008



There are many possible reasons for the large reduction on fatalities, and further analysis is required to understand this (as far as is possible). However, analysis presented elsewhere in this publication provides indications of some key trends:

- Part 2 of this article looks in more detail at individual road user groups. The number of deaths in accidents involving young car drivers (aged 17-24) fell by 22 per cent, and almost half the overall drop in road deaths was in accidents involving a young car driver. The biggest reduction in motorcyclist fatalities was among those riding bigger bikes (over 125cc) on non-built up roads.
- Article 3 looks at drinking and driving. This shows that the number of people killed in drink-drive accidents fell considerably from 560 in 2006 to 410 in 2007, with a provisional figure of 430 for 2008 (17 per cent of all deaths). This suggests that a reduction in fatal drink-drive accidents contributed to the overall reduction in fatalities between 2006 and 2007, but not between 2007 and 2008
- Article 4 contains details of contributory factors for fatal accidents. The patterns shown are broadly similar to those seen in previous years.
- The tables section of this publication contains a number of tables showing time series of fatalities (for example, tables 3-6 and 8-10).

Slightly injured casualties

In addition to targets for killed and seriously injured casualties, it is the aim to reduce the rate of reported slight casualties by 10 per cent by 2010, compared with the 1994-98 baseline. In 2008, this rate was 39 slight casualties per 100 million vehicle kilometres, 36 per cent below the baseline level.

- Compared with the 1994-98 baseline, the biggest reductions in the reported slight casualty rates have been for pedestrians, with falls of at least 34 per cent for each of the main road user types.
- Between 2007 and 2008 the number and rate of slight casualties fell for all road user types except Bus and Coach users, with an 8 per cent fall for motorcyclists.
- Whilst the majority (over two thirds) of slight casualties are car occupants, the highest rates (per 100 million vehicle kilometres) are for motorcycle users, followed by pedal cyclists.

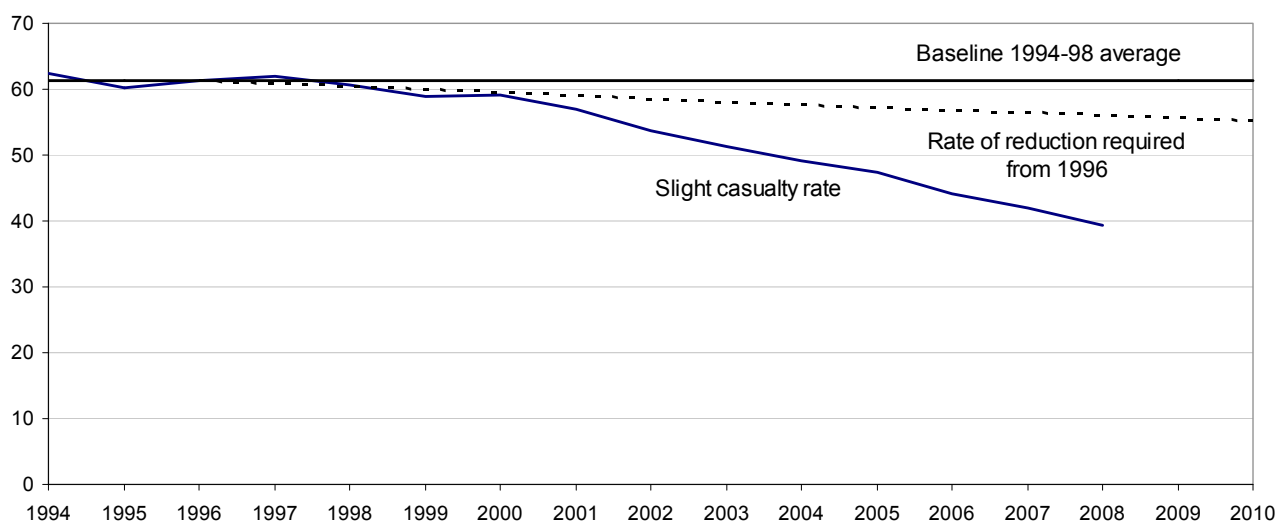
Table 1e: Reported slightly injured casualties by road user type: GB 2008

	1994-98 average	Number			2008 Percentage change over:	
		2006	2007	2008	2007	1994-98 average
Pedestrians ¹	34,874	23,931	23,267	21,840	-6	-37
Rate	8	5	4	4	-5	-46
Pedal cyclists	20,653	13,754	13,631	13,732	1	-34
Rate	509	297	321	289	-10	-43
Motorcycle users	17,547	16,842	16,722	15,501	-7	-12
Rate	453	324	299	301	1	-33
Car users	180,034	156,746	148,466	137,220	-8	-24
Rate	50	39	37	34	-7	-32
Bus/coach users	8,883	6,827	6,624	6,497	-2	-27
Rate	178	127	115	125	9	-30
All road users ²	272,272	226,559	217,060	202,333	-7	-26
Rate	61	44	42	39	-6	-36

1 Slight casualty rates for pedestrians are calculated using total vehicle kilometres for all vehicles

2 Total includes other road users

Chart 1g: Rate of reported slightly injured casualties per 100 million vehicle km: GB 1994 - 2008

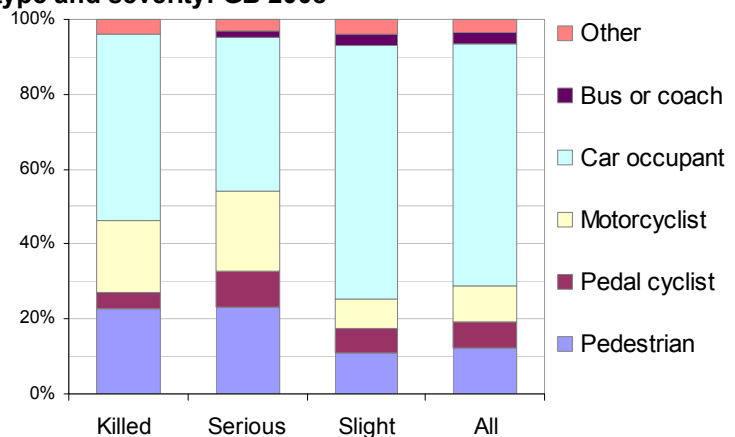


Part 2: Reported casualties by road user type

This section provides the main figures and some analysis for each of the main groups of road user. Chart 1h shows the proportion of each road user type for the three different severities of casualty in 2008:

- Car occupants were the largest group for all severities, accounting for 68 per cent of reported slight casualties and 50 per cent of fatalities.
- Pedestrians accounted for 23 per cent of reported deaths and serious injuries but only 11 per cent of slight injuries.
- Similarly, 19 per cent of all fatalities were motorcycle users, but only 8 per cent of those slightly injured.
- Together, car occupants, pedestrians and motorcyclists accounted for 91 per cent of deaths, and 86 per cent of all reported casualties. Of the remainder, pedal cyclists made up 7 per cent and bus or coach users 3 per cent of all casualties.

Chart 1h: Proportion of reported casualties by road user type and severity: GB 2008

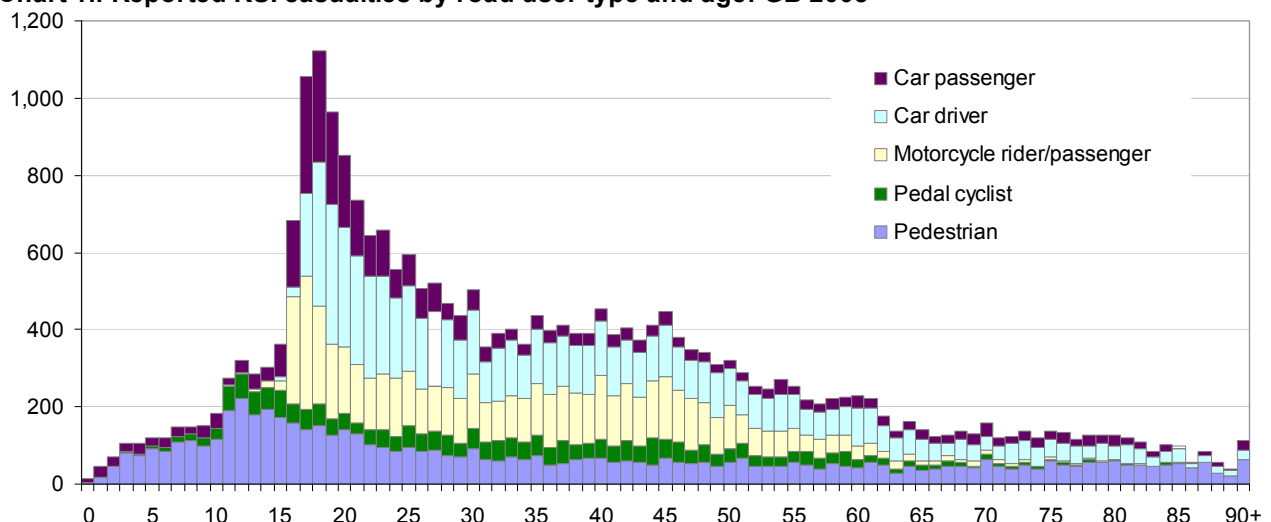


Overall, around 7 of every 10 people reported killed or seriously injured in road accidents were male, but again this varies by road user type - in 2008, 9 out of 10 motorcyclist and more than 8 out of 10 pedal cyclist KSI casualties were men, compared with around 6 in 10 pedestrians and car occupants.

Chart 1i shows how the number killed or seriously injured varies by age and road user.

- The overall number of KSI casualties is highest for ages 17 and 18.
- For ages 2 to 15 and from age 80 onwards, most KSI casualties are pedestrians.
- Between the ages of 16 and 60, most casualties are car or motorcycle users.

Chart 1i: Reported KSI casualties by road user type and age: GB 2008



Pedestrian casualties

Total reported pedestrian casualties have decreased by 6 per cent from 30,191 in 2007 to 28,482 in 2008, and were 39 per cent below the baseline average. Overall pedestrian fatalities fell by 11 per cent from 2007 to 2008, although this varied by age group.

- Child pedestrian fatalities were unchanged in 2008 at 57 deaths, 57 per cent below the 1994-98 average baseline. Ten per cent of all pedestrian fatalities were children (aged 0-15 years old); however this proportion rose to 31 per cent for all pedestrian casualties.
- The number of adult pedestrians killed aged 16 to 59 years old fell by 11 per cent, from 304 in 2007 to 272 in 2008.
- There was a 14 per cent decrease in the number of pedestrian fatalities aged 60 years old and over, from 281 in 2007 to 243 in 2008. Adults 60 years old and over accounted for 42 per cent of all pedestrian fatalities but only 15 per cent of all casualties.
- The rate of reported pedestrian casualties per 100,000 population has been falling and in 2008 was 42 per cent lower than the baseline and 6 per cent lower than in 2007. The rate for pedestrian casualties aged 60 years old and over was the lowest of all age groups, with child pedestrian casualties being the highest (32 pedestrian casualties per 100,000 population for 60 year olds and over, compared to 78 for 0-15 year olds).

Table 1f: Reported pedestrian casualties by age: GB 2008

		Number				2008 Percentage change over:	
		1994-98 average	2006	2007	2008	2007	1994-98 average
Children (0-15)	Killed	133	71	57	57	0	-57
	Serious	4,034	1,954	1,842	1,727	-6	-57
	Slight	14,382	8,106	7,628	6,864	-10	-52
	All	18,548	10,131	9,527	8,648	-9	-53
Adults (16-59)	Killed	398	334	304	272	-11	-32
	Serious	4,318	3,121	3,093	3,003	-3	-30
	Slight	15,016	12,060	11,965	11,557	-3	-23
	All	19,732	15,515	15,362	14,832	-3	-25
Adults (60+)	Killed	471	268	281	243	-14	-48
	Serious	2,142	1,171	1,222	1,206	-1	-44
	Slight	4,491	2,820	2,811	2,732	-3	-39
	All	7,104	4,259	4,314	4,181	-3	-41
All ¹	Killed	1,008	675	646	572	-11	-43
	Serious	10,662	6,376	6,278	6,070	-3	-43
	Slight	34,874	23,931	23,267	21,840	-6	-37
	All	46,543	30,982	30,191	28,482	-6	-39
Casualty rate per 100,000 population							
	KSI	21	12	12	11	-4	-46
	Slight	62	41	39	37	-6	-40
	All	82	53	51	48	-6	-42

¹ Includes cases where age not reported.

Tables 30 – 34 in the tables section provide a further breakdown of pedestrian casualties.

Pedal cycle casualties

- Overall reported pedal cycle casualties in 2008 remained at a similar level to 2007, but have decreased by 33 per cent from the 1994-98 baseline.
- The number of pedal cycle fatalities fell by 15 per cent from 136 in 2007 to 115 in 2008, a 38 per cent decrease from the 1994-98 average baseline.
- However, the number of reported seriously injured pedal cyclists increased by 1 per cent from 2,428 in 2007 to 2,450 in 2008.

Table 1g: Reported pedal cyclist casualties: GB 2008

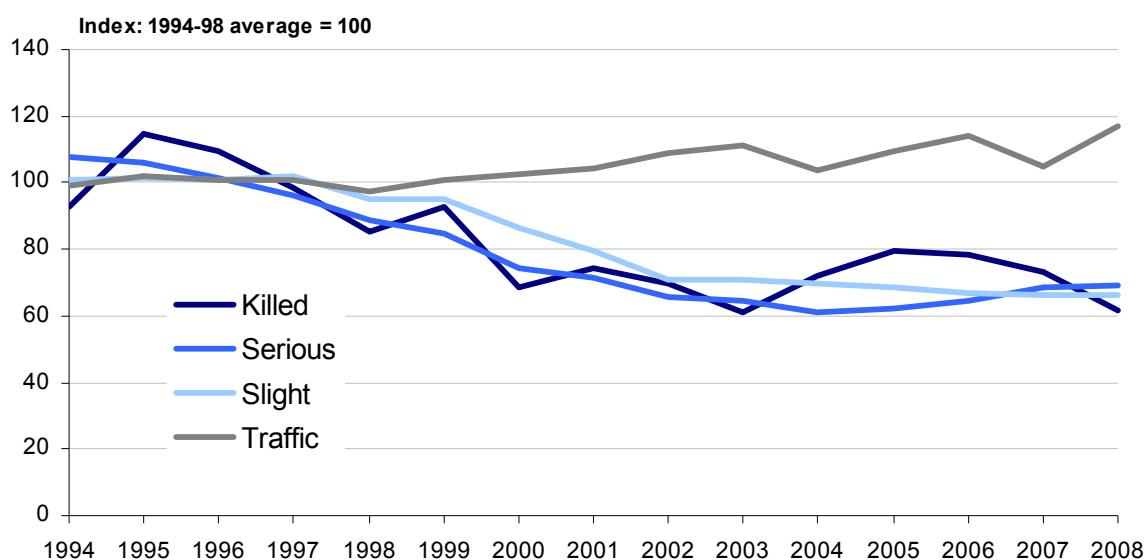
	1994-98 average	Number			2008 Percentage change over:	
		2006	2007	2008	2007	1994-98 average
Killed	186	146	136	115	-15	-38
Serious	3,546	2,296	2,428	2,450	1	-31
Slight	20,653	13,754	13,631	13,732	1	-34
Total	24,385	16,196	16,195	16,297	1	-33
Pedal cycle Traffic ¹	41	46	42	47	12	17
Casualty Rate ²						
KSI	92	53	60	54	-10	-41
Slight	509	297	321	289	-10	-43
All	602	349	381	344	-10	-43

¹ 100 million vehicle kilometres.

² Rate per 100 million vehicle kilometres.

Pedal cycle traffic levels have fluctuated in recent years, but the trend has been generally upward. Chart 1j shows that trends in pedal cyclists killed and injured have followed broadly similar trends since 1994, with levelling off in casualties from around 2002 coinciding with increasing pedal cycle traffic.

Chart 1j: Pedal cycle traffic and reported casualties by severity: GB 1994-2008



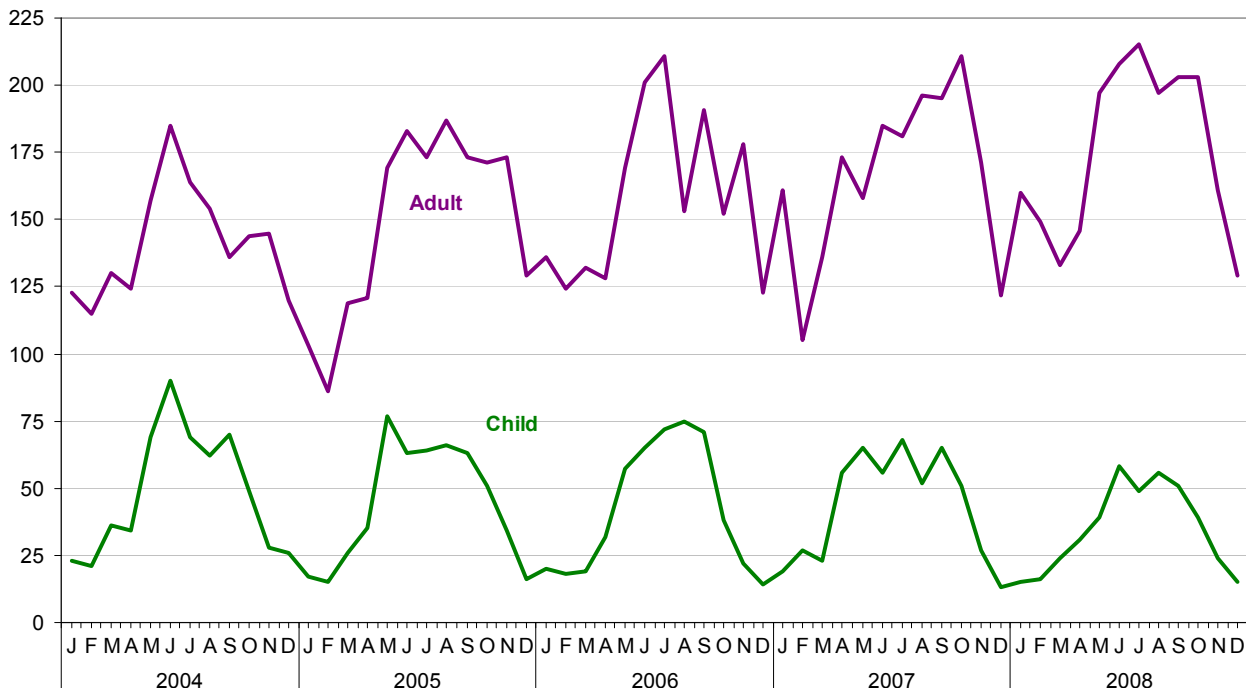
- 81 per cent of reported pedal cycle casualties were male, as were 84 per cent of pedal cycle fatalities.
- 58 per cent of all pedal cycle casualties were 16 – 59 year old male pedal cyclists, compared to 57 per cent for pedal cycle fatalities.
- Just over a fifth of pedal cycle casualties were children (0-15 years old). However only 10 per cent of pedal cycle fatalities were children.
- The number of reported child pedal cycle casualties has fallen by 58 per cent since the 1994-98 average baseline, from 7,851 in the baseline to 3,306 in 2008. The number of female child casualties has fallen more than for male casualties (65 per cent compared to 56 per cent reduction)

Tables 29a, b and c in the tables section analyse reported casualties by severity, day, road user type and hour of day. Fifty one per cent of pedal cycle casualties occurred during the hours of 7am – 10am and 4pm – 7pm. This proportion was slightly higher for accidents on Monday to Thursday (57 per cent) and lowest on Sundays (32 per cent), and is likely to be related to school and work travel. The proportions are similar for both child and adult casualties.

Chart 1k looks at the number of reported killed or seriously injured pedal cycle casualties, by month and age of casualty for the past 5 years.

- In recent years, the number of adult (16 years old and over) pedal cyclists killed or seriously injured tended to peak in June and July.
- For children (aged 0 to 15 years old), the peak in the number of pedal cycle KSI casualties tends to coincide with summer holidays.

Chart 1k: Pedal cycle KSI casualties, by month, and age of casualty: GB 2004-2008



Motorcycle user casualties

- Reported motorcycle casualties decreased by 8 per cent from 23,459 in 2007 to 21,550 in 2008, and were 10 per cent lower than the 1994-98 average baseline. Motorcycle traffic fell by 8 per cent compared to 2007, but was 33 per cent higher than the 1994-98 average baseline.
- Motorcycle fatalities fell by 16 per cent from 588 in 2007 to 493 in 2008. However, since the 1994-98 average baseline, motorcycle fatalities have increased by 6 per cent.
- There was a 10 per cent fall in the number of reported serious motorcycle casualties, resulting in a 10 per cent decrease in the number of KSI motorcycle casualties, from 6,737, in 2007 to 6,049 in 2008.
- Due to the fall in motorcycle traffic, the motorcycle casualty rate fell very slightly from 420 motorcycle casualties per 100 million vehicle kilometres in 2007 to 419 in 2008. The motorcycle casualty rate rose for slight casualties, but fell for both serious injuries and fatalities.

Table 1h: Reported motorcycle user casualties: GB 2008

	1994-98 average	Number			2008 Percentage change over:	
		2006	2007	2008	2007	1994-98 average
Killed	467	599	588	493	-16	6
Serious	6,008	5,885	6,149	5,556	-10	-8
Slight	17,547	16,842	16,722	15,501	-7	-12
Total	24,023	23,326	23,459	21,550	-8	-10
Motorcycle Traffic ¹	39	52	56	51	-8	33
Casualty Rate ²						
KSI	167	125	121	118	-2	-30
Slight	453	324	299	301	1	-33
All	621	449	420	419	0	-32

¹ 100 million vehicle kilometres.

² Rate per 100 million vehicle kilometres.

- 65 per cent of motorcycle fatalities occurred in rural areas, compared to 47 per cent for serious motorcycle casualties and 30 per cent for slight motorcycle casualties.
- 40 per cent of riders of motorcycles less than 50cc involved in personal injury road accidents were aged 16 years. A further 19 per cent were 17 years old. This is in contrast to motorcycles greater than 500cc, where 57 per cent of riders were aged 30-49 years.

Chart 1I shows the trends in reported motorcycle casualties per 100 million vehicle kilometres and motorcycle traffic, indexed to the 1994-98 average.

- Motorcycle traffic increased from the 1994-98 average baseline till 2003. Since 2003, the traffic has been fairly volatile, with the 2008 traffic figure being at a similar level to the 2006 figure, 33 per cent greater than the 1994-98 average baseline.
- Motorcycle casualty rates for all severities have declined over the same period.
- Motorcycle fatalities per 100 million vehicle kilometres have shown a lower decrease since the 1994-98 compared to injuries.

Chart 11: Reported motorcycle casualties per 100 million vehicle kilometres, and traffic: GB 1999-2008

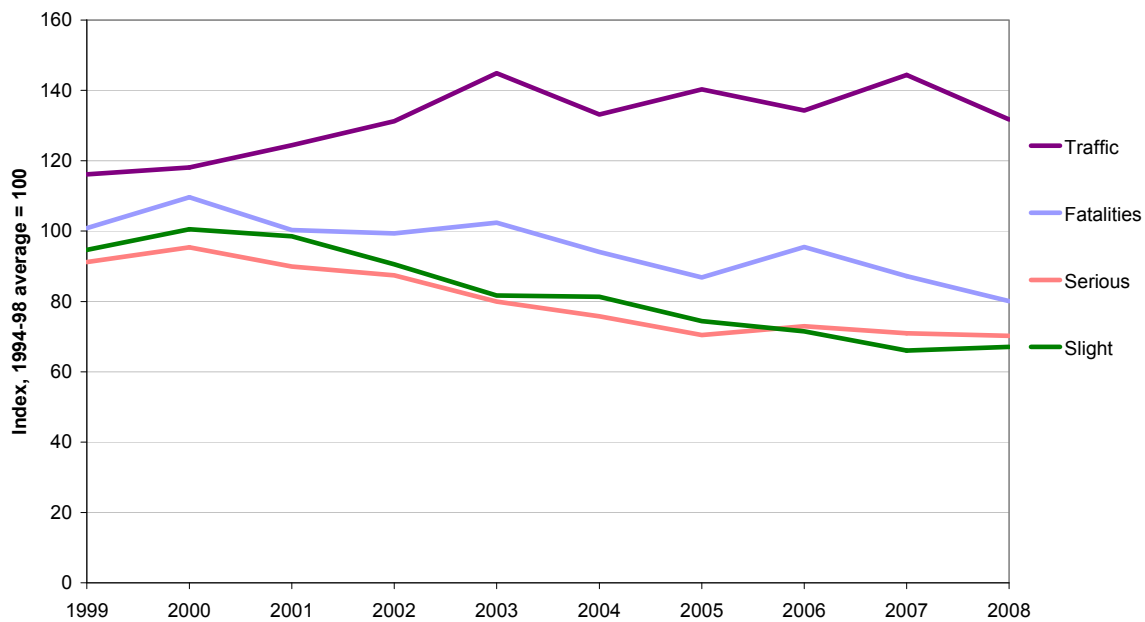
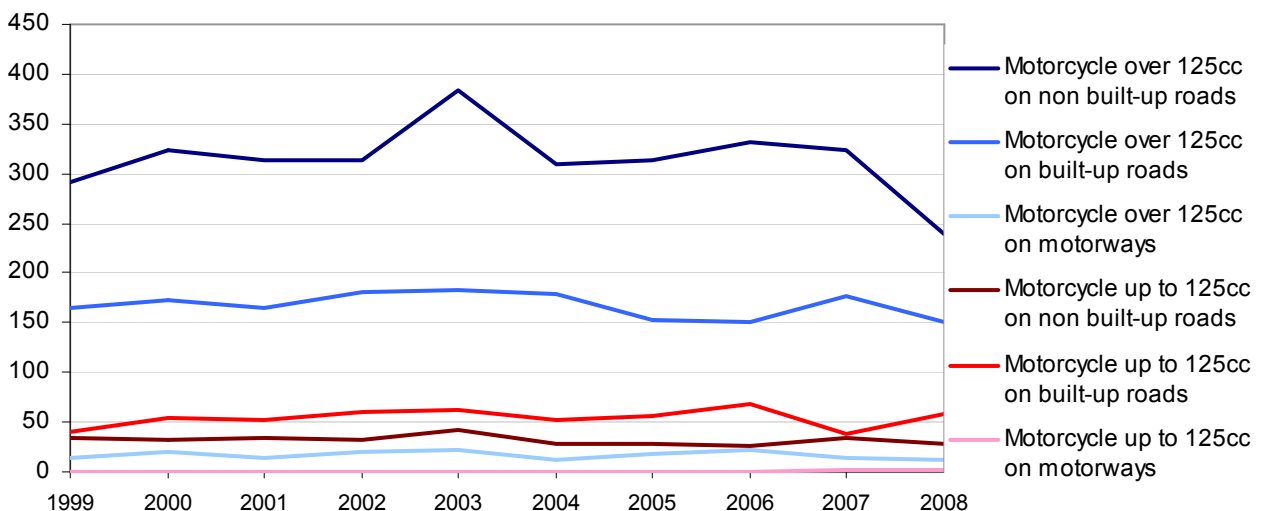


Chart 1m shows the number of reported motorcyclists killed by road type and engine size in the past 10 years. It shows that most of the fall in fatalities in 2008 came amongst riders of motorcycles over 125cc on non built-up roads, falling from 324 in 2007 to 240 in 2008, a 26 per cent drop.

- 70 per cent of motorcycle fatalities were riding motorcycles greater than 500cc. In 2008, 347 motorcycle fatalities were on these vehicles, compared to 443 in 2007; a 22 per cent decrease.
- There has been a rise in the number of fatalities for riders of motorcycles with an engine capacity under 125cc - fatalities have increased from 74 in 2007 to 79 in 2008.

Chart 1m: Reported motorcyclist fatalities by road type and engine size: GB 1999-2008



Car occupant casualties

- Reported car occupant casualties, given in table 1i, were 8 per cent lower than in 2007, falling from 161,433 in 2007 to 149,188 in 2008. The 2008 figure reflects a 27 per cent decrease since the 1994-98 average baseline figure.
- Car occupant fatalities decreased by 12 per cent from 2007, with falls for both car drivers and passengers (9 per cent and 19 per cent respectively). Compared to the 1994-98 average car driver deaths have fallen more slowly than for passengers, 24 per cent lower than the baseline compared to 38 per cent for car passengers.
- Car traffic has increased by 12 per cent since the 1994-98 average baseline, but is 1 per cent lower than the 2007 level.
- The number of reported killed or seriously injured car occupants per 100 million vehicle kilometres has fallen by 7 per cent since 2007, and 54 per cent from the 1994-98 average baseline. The slight car casualty rates were 7 per cent and 32 per cent lower respectively over the same time periods.

Table 1i: Reported car user casualties: GB 2008

		Number				2008 Percentage change over:	
		1994-98 average	2006	2007	2008	2007	1994-98 average
Drivers	Killed	1,128	1,066	942	861	-9	-24
	Serious	13,506	8,239	7,537	7,106	-6	-47
	Slight	113,324	105,698	100,621	92,985	-8	-18
	Total	127,958	115,003	109,100	100,952	-7	-21
Passengers	Killed	634	546	490	396	-19	-38
	Serious	7,985	4,403	3,998	3,605	-10	-55
	Slight	66,710	51,048	47,845	44,235	-8	-34
	Total	75,329	55,997	52,333	48,236	-8	-36
All	Killed	1,762	1,612	1,432	1,257	-12	-29
	Serious	21,492	12,642	11,535	10,711	-7	-50
	Slight	180,034	156,746	148,466	137,220	-8	-24
	Total	203,288	171,000	161,433	149,188	-8	-27
Car traffic¹		3,585	4,026	4,041	4,017	-1	12
Casualty rate²							
KSI		6	4	3	3	-7	-54
Slight		50	39	37	34	-7	-32
All		57	42	40	37	-7	-35

1 100 million vehicle kilometres.

2 Rate per 100 million vehicle kilometres.

Chart 1n shows the number of reported car occupants killed by age group.

- In 2008 there were 460 fatalities amongst car occupants aged 16-25. This was an 18 per cent fall from 2007 and a 28 per cent fall from the 2006 figure. However, this figure is just 23 per cent below the 1994-98 average, while for all the other age groups shown fatalities have fallen at least 27 per cent.
- Child car occupant fatalities rose from 46 in 2007 to 49 in 2008. However, this is 37 per cent lower than the 1994-98 average.

Chart 1n: Reported car occupant fatalities by age group: GB 1994-2008

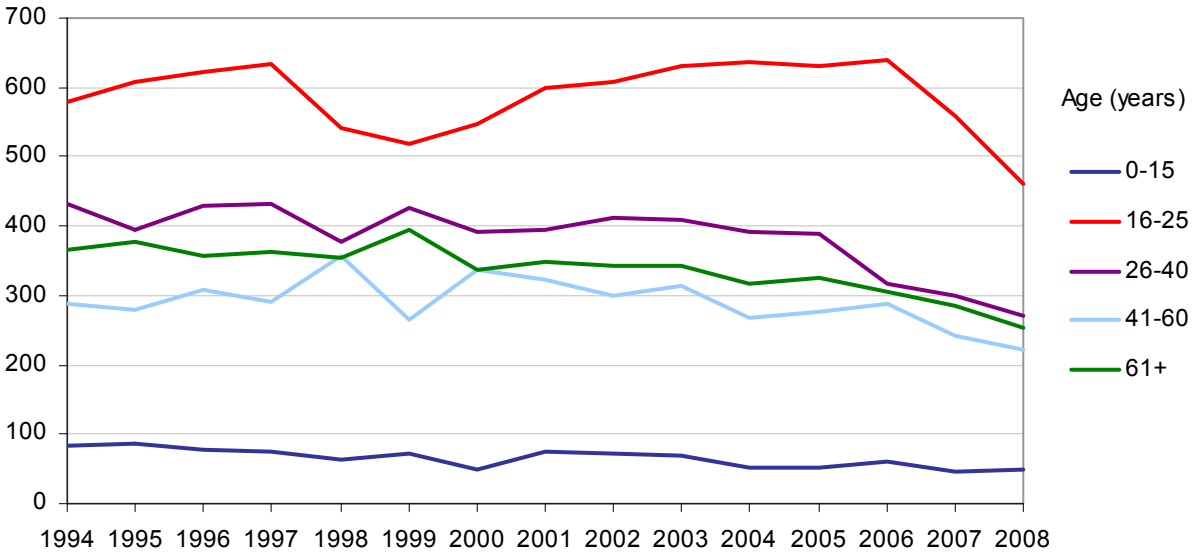
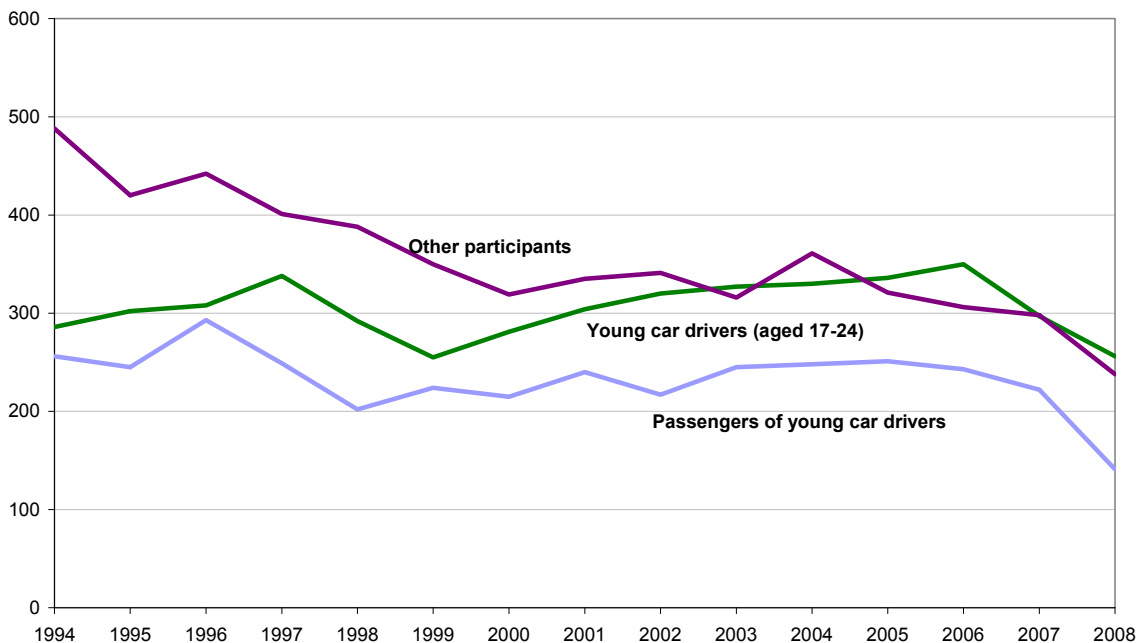


Table 38 in the tables section looks at the age distribution of car drivers involved in personal injury road accidents reported to police, by gender. Chart 1o shows the number of fatalities resulting from accidents involving at least one young car driver (17 – 24 years old):

- Fatalities in reported accidents involving young car drivers accounted for 25 per cent of all road deaths in 2008.
- The number of fatalities in accidents involving young car drivers fell by 22 per cent from 817 in 2007 to 635 in 2008 – a reduction of 182 deaths, out of a total fall in road deaths of 408 between 2007 and 2008.
- The number of young car drivers killed decreased by 16 per cent from the 1994-98 average baseline (to 256 in 2008), whilst passengers fatalities of young car drivers decreased by 43 per cent (to 141). The number of other participants killed in accidents with a young car driver (occupants of other vehicles and pedestrians in the accident) fell by 44 per cent (to 238).

Chart 1o: Reported fatalities in accidents with young car drivers (age 17 to 24): GB 1994 - 2008



- KSI casualties in reported accidents involving young car drivers fell by 12 per cent between 2007 and 2008 (to 6,855) and accounted for 24 per cent of all KSI casualties in 2008.
- Just over a fifth of all car occupants killed or seriously injured were young car drivers.
- Killed or seriously injured young car drivers have decreased by 43 per cent (to 2,268) from the 1994-98 average baseline, whilst passengers of young car drivers have decreased by 50 per cent (to 1,479) and other participants (occupants of other vehicles and pedestrians in the accident) have decreased by 50 per cent (to 3,108).

Other road user casualties

- Reported bus and coach casualties decreased by 2 per cent compared with 2007, and were 28 per cent lower in 2008 than the baseline average. The number of fatalities fell from 12 in 2007 to 6 in 2008. The number of serious injuries fell by 4 per cent in 2008 from 2007, but was 39 per cent lower than the 1994-98 average. Care should be exercised when comparing these percentage changes with other road user types since these numbers are small and are therefore liable to fluctuations.

In 2008, bus and coach traffic decreased by 10 per cent from 2007, but this is still 4 per cent higher than the 1994-98 average baseline.

- Reported light goods vehicle casualties in 2008 were 8 per cent lower than in 2007, and 34 per cent lower than the 1994-98 average. Light goods traffic has remained unchanged since 2007, but this is 46 per cent higher than the 1994-98 average baseline. The casualty rate has decreased much more, 8 per cent since 2007 and 55 per cent since the baseline.

Deaths among light goods vehicle users however fell by 22 per cent, from 58 in 2007 to 43 in 2008. This represents a 34 per cent decrease compared to the 1994-98 average baseline.

- Reported heavy goods vehicle occupant casualties have decreased by 22 per cent from 2007 and 42 per cent compared with the 1994-98 average baseline. Fatalities fell by 56 per cent, from 52 in 2007 to 23 in 2008.

Heavy goods vehicle traffic has decreased by 2 per cent from 2007, but is still 10 per cent higher than the 1994-98 average baseline, resulting in a reduction of 20 per cent and 47 per cent respectively in the overall casualty rate for heavy goods vehicle occupants.

Table 1j: Reported other road user casualties: GB 2008

	Number				2008 Percentage change over:	
	1994-98 average	2006	2007	2008	2007	1994-98 average
Bus and Coach						
Killed	20	19	12	6	-50	-70
Serious	696	407	443	426	-4	-39
Slight	8,883	6,827	6,624	6,497	-2	-27
Total	9,598	7,253	7,079	6,929	-2	-28
Bus/Coach traffic ¹	50	54	57	52	-10	4
Light goods vehicle						
Killed	65	52	58	43	-26	-34
Serious	950	512	436	402	-8	-58
Slight	6,410	5,350	4,846	4,468	-8	-30
Total	7,424	5,914	5,340	4,913	-8	-34
Light goods traffic ¹	467	652	682	681	0	46
Heavy goods vehicle						
Killed	53	39	52	23	-56	-57
Serious	526	344	311	217	-30	-59
Slight	2,760	2,147	2,113	1,690	-20	-39
Total	3,338	2,530	2,476	1,930	-22	-42
Heavy goods traffic ¹	262	291	294	287	-2	10

¹ 100 million vehicle kilometres.

Annex: Progress towards targets and long term trends

Chart 1p: Reported killed or seriously injured casualties: 1994-2008

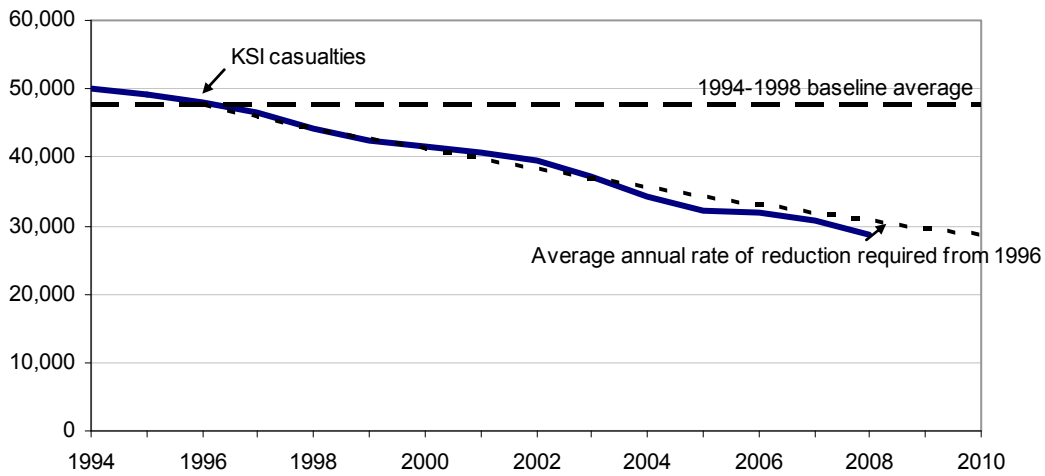


Chart 1q: Reported killed or seriously injured child casualties: 1994-2008

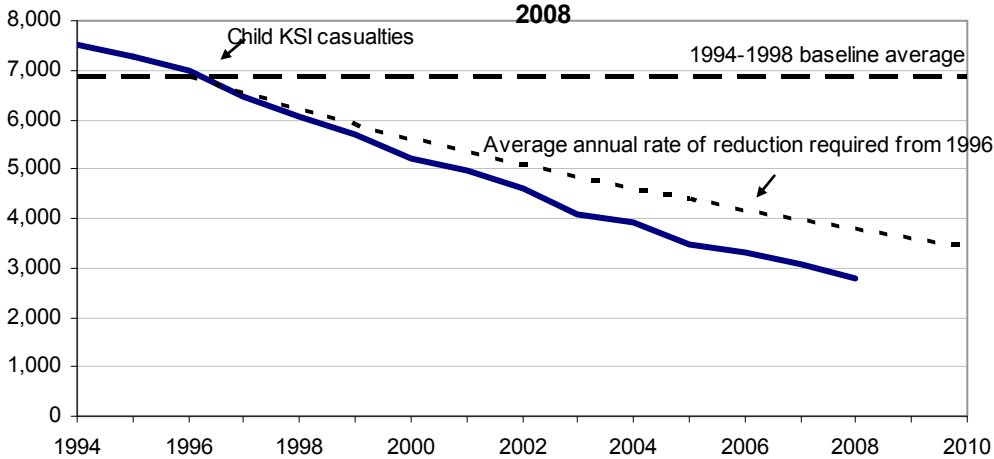


Chart 1r: Rate of reported slightly injured casualties per 100 million vehicle kilometres: 1994 - 2008

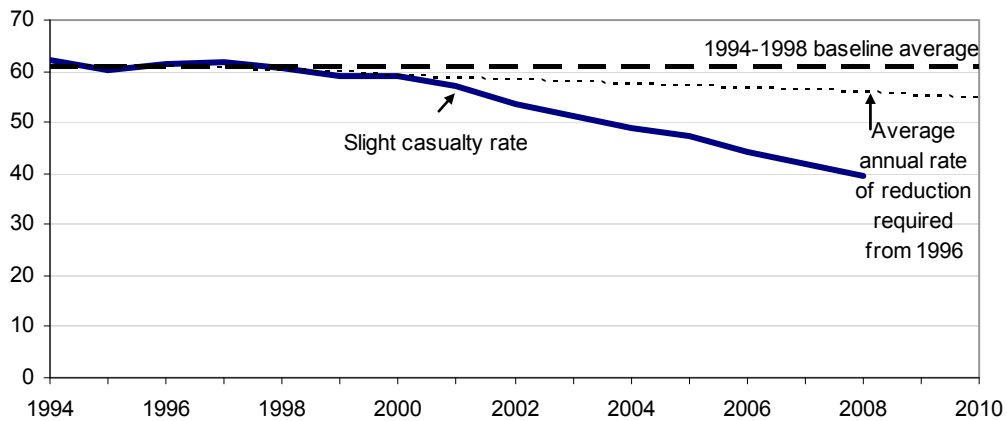


Chart 1s - Indices of population, vehicle stock, motor traffic and reported casualties : 1949 - 2008

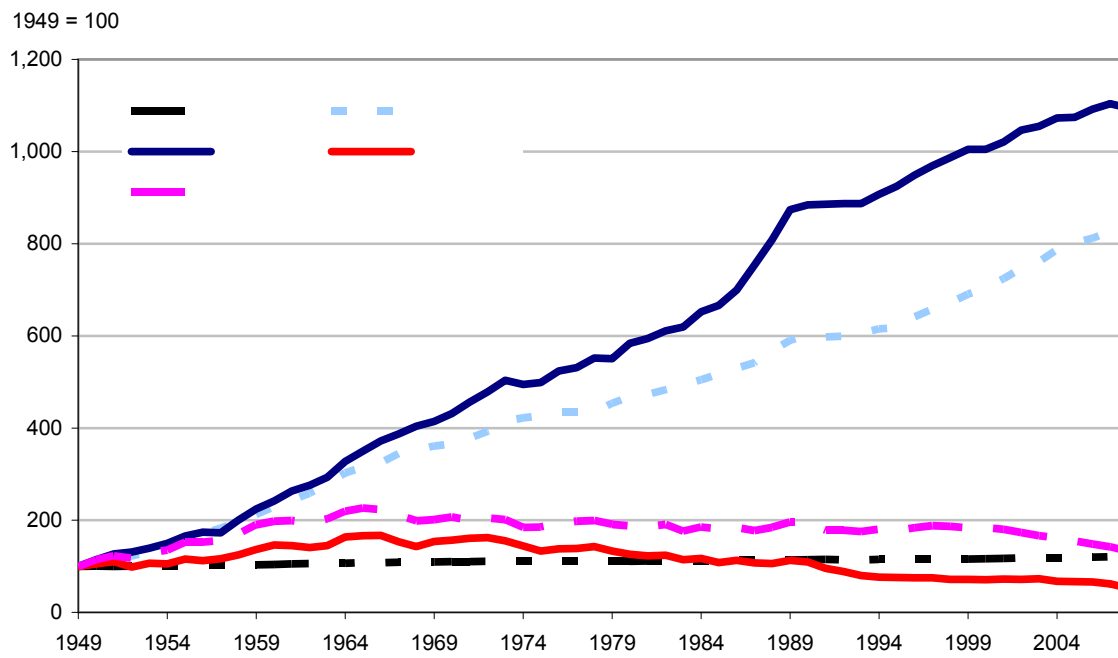
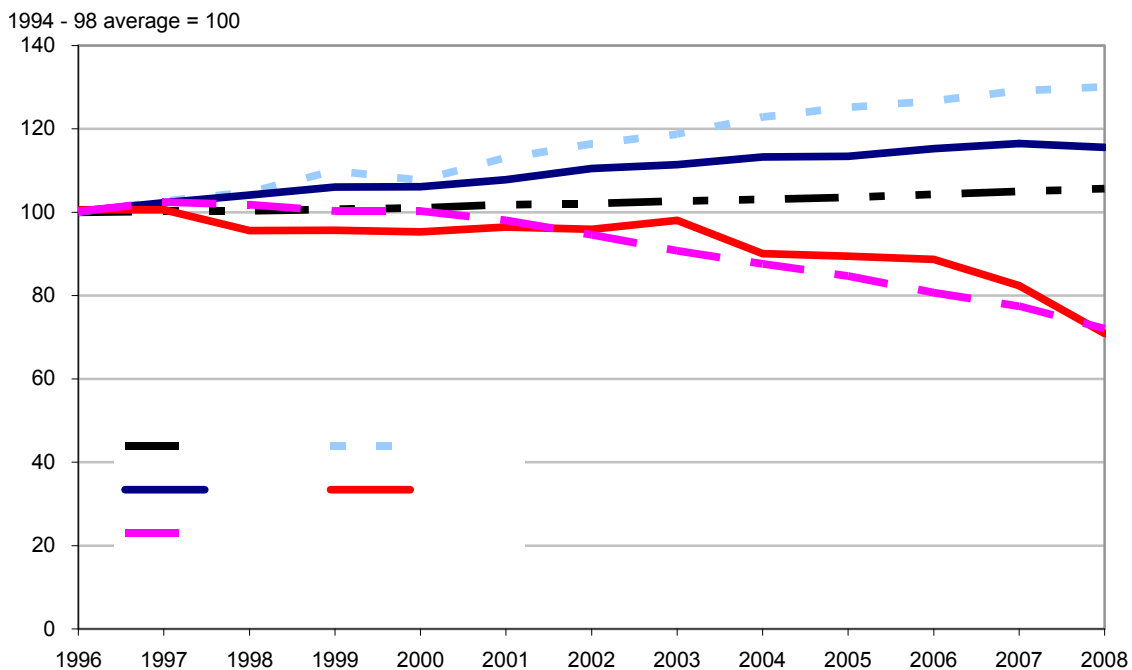


Chart 1t - Indices of population, vehicle stock, motor traffic and reported casualties : 1996 - 2008



2. A valuation of road accidents and casualties in Great Britain in 2008

Shamanthy Ganeshan, Integrated Transport Economics & Appraisal, Department for Transport.

Summary

This article provides the latest Department for Transport estimates of the values for prevention of road accidents and casualties for use in the appraisal of transport schemes and gives an estimate of the total value of road accidents in Great Britain in 2008. Since 1993, the valuation of both fatal and non-fatal casualties has been based on a consistent willingness to pay (WTP) approach. This approach encompasses all aspects of the valuation of casualties, including the human costs, which reflect pain, grief, suffering; the direct economic costs of lost output and the medical costs associated with reported road accident injuries.

The methodology used to value the cost of casualties was described in an article in *Road Accidents Great Britain 1994* (Kate McMahon, Road Safety Division, Department for Transport). More detailed information on the valuation of the benefits of preventing accidents and casualties is published by the Department for Transport in Transport Analysis Guidance Unit 3.4.1, *The Accident Sub-Objective*.

- The total value of prevention of all road accidents in 2008 was estimated to be £17.9bn. This does not make full allowance for under-reporting of injury accidents, but does include an estimate of the cost of damage only collisions.

Casualties

The values for the prevention of fatal, serious and slight casualties include the following elements of cost:

- Loss of output due to injury. This is calculated as the present value of the expected loss of earnings plus non-wage payments made by employers.
- Ambulance costs and the costs of hospital treatment.
- The human costs of casualties. These are based on willingness to pay to avoid pain, grief and suffering to the casualty, relatives and friends, as well as intrinsic loss of enjoyment of life in the case of fatalities.

Accidents

The average value of preventing a fatal accident is greater than the value of preventing a fatality. This applies for each level of severity. This is for two reasons, the first being that an injury accident is classified according to the most severe casualty but will on average involve more than one casualty. For example, in 2008 a fatal accident on average involved 1.08 fatalities, 0.32 serious casualties and 0.48 slight casualties. The second reason is that there are some costs which are part of the valuation of an injury accident but which are not specific to casualties. These are:

- Costs of damage to vehicles and property.
- Police costs and administrative costs of accident insurance.

Valuation of the benefits of prevention of accidents

Table 2a gives the average values of prevention of reported road accidents and casualties in 2008 prices; Table 2b gives the average value of prevention of reported injury accidents by different types of road.

Table 2a: Average Value of Prevention per reported Casualty and per reported Accident: GB 2008

£ June 2008		
Accident/casualty type	cost per casualty	cost per accident
Fatal	1,683,800	1,906,200
Serious	189,200	218,100
Slight	14,600	22,600
Average for all Severities	52,600	75,000
Damage only		2,000

Table 2b: Average value of prevention of reported road accidents by road type: GB 2008

£ June 2008				
Accident Type	Built-up roads	Non Built-up roads	Motorways	All Roads
Fatal	1,806,200	1,973,600	2,064,500	1,906,200
Serious	209,800	234,500	243,500	218,100
Slight	21,500	25,200	29,900	22,600
All injury	59,700	121,000	89,100	75,000
Damage only	1,900	2,800	2,700	2,000

The total value of prevention of road accidents in GB in 2008

Estimates of the total value of prevention of road casualties and road accidents in Great Britain during 2008 are provided below. The estimates were derived using the values for prevention of casualties and accidents listed above, and are cost benefit values that represent the benefits which would be obtained by prevention of road accidents. The estimates do not represent actual costs incurred as the result of reported road accidents.

A total of 2,341 fatal accidents, 23,121 serious accidents and 145,129 slight accidents were reported in 2008. In cost-benefit terms the value of prevention of these 170,591 reported injury accidents is estimated to have been £12,790m in 2008 prices and values. No estimate has yet been made of the non-medical costs related to injury accidents not reported to the police. However, there were an estimated 2.6 million damage-only accidents valued at a further £5,130m. A proportion of these may have involved injuries not reported to the police. The total value of prevention of reported injury and damage only road accidents in 2008 was therefore estimated to have been £17,920m.

This estimate relates to the total value to the community of the benefits of prevention of road accidents. Some costs, such as lost output, will not be borne exclusively by casualties themselves, since the taxation and social security systems will ensure that the burden of lost output will be shared by the population at large. Whereas some elements of cost, e.g. property damage, represent direct costs that will be incurred as the result of road accidents, others like human costs represent the benefit of avoidance of risk of a reported road accident, rather than values of the consequences of an accident. The tables below give the total value of prevention of road accidents by severity and element of cost (Table 2c), and by severity and category of road (Table 2d), without attempting to allocate costs by responsibility or final incidence.

Table 2c: Total value of prevention of reported accidents by severity and element of cost: GB 2008

£m June 2008

Accident Severity	Cost Element						Total
	Casualty related costs			Accident related costs			
	Lost output	Medical and Ambulance	Human costs	Police cost	Insurance and admin	Damage to property	
Fatal	1,490	10	2,930	5	1	30	4,500
Serious	590	350	3,980	6	4	120	5,000
Slight	450	190	2,160	10	20	450	3,300
All injury	2,530	550	9,070	20	30	600	12,800
Damage only (see text)				10	140	4,980	5,100
All accidents	2,530	550	9,070	30	170	5,580	17,900

Table 2d: Total value of prevention per reported accident by severity and class of road: GB 2008

£m June 2008

Accident severity	Built-up roads	Non Built-up roads	Motorway	All roads
Fatal	1,840	2,350	280	4,500
Serious	3,280	1,590	170	5,000
Slight	2,310	780	190	3,300
All injury	7,430	4,720	650	12,800
Damage only	4,140	850	150	5,100
All accidents	11,570	5,570	800	17,900

During 2008, 85 per cent of reported accidents occurred on built-up roads, but these accounted for only 65 per cent of the total value of injury accidents, because they were, on average, less severe than on other roads, having fewer casualties per accident and a lower proportion of fatal and serious injuries. Non built-up roads accounted for 13 per cent of report accidents and 31 per cent of value, and 2 per cent of accidents with 4 per cent of value occurred on motorways. The lesser severity of accidents on built-up roads is shown in Table 2b, where the average value of prevention per accident on built-up roads is less than half the average value on non built-up roads.

Further information

Further information on the method used to derive the values of preventing road accidents and casualties, together with guidance on how to apply them can be found in Transport Analysis Guidance Unit 3.4.1, *The Accident Sub-Objective*, which is available at: <http://www.dft.gov.uk/webtag/documents/expert/unit3.4.php>

In the event that additional information is required, please contact a member of the Integrated Transport Economics and Appraisal division by telephone on 020 7944 6177 or via e-mail: itea@dft.gov.uk.

*The figures in this article are outside the scope of National Statistics.

3. Drinking and driving

Yingbo Xu, Road Safety Research and Statistics, Department for Transport

Summary

This article presents updated statistics on reported drinking and driving accidents and casualties. It first explains how drink drive accidents and casualties are defined, and the alcohol test limits that apply in Great Britain. The article then looks at an analysis of the characteristics of drink drive accidents and casualties. A description of the sources of data used to produce the drink drive estimates, and a discussion of their reliability are available in the Annex.

- In 2008, it was estimated that 13,020 reported casualties (6 per cent of all road casualties) occurred when someone was driving whilst over the legal alcohol limit.
- The provisional number of people estimated to have been killed in drink drive accidents was 430 in 2008 (17 per cent of all road fatalities), an increase of 20 fatalities compared to 2007.
- The provisional number of KSI (killed or seriously injured) casualties in 2008 was 2,060, less than a quarter of the 1980 level and 5 per cent below the 2007 level.
- Provisional figures for the number of slight casualties in 2008 fell 7 per cent since 2007, from 11,850 to 10,970.

Reported drink drive accident limits and definitions

For the purposes of these drink drive statistics, a reported drink drive accident is defined as being a collision on a public road reported to police in which someone is killed or injured and where one or more of the motor vehicle drivers or riders involved *either* refused to give a breath test specimen when requested to do so by the police (other than when incapable of doing so for medical reasons), *or* one of the following:

- i) failed a roadside breath test by registering over 35 micrograms of alcohol per 100 millilitres of breath
- ii) died and was subsequently found to have more than 80 milligrams of alcohol per 100 millilitres of blood.

Please note that where reference is made to drivers/riders over the legal limit this includes those who refused a breath test as well as those failing a test. Drink drive casualties are defined as all road users killed or injured in a drink drive accident.

However, not all drink drive accidents are detected in this way, as there are some drivers involved for whom neither of the above test results are available, even though they were over the legal limit. The Department's statistics therefore are adjusted to allow for this in order to produce a better estimate of the number of drink drive accidents and casualties. The reasons for the unavailability of some data, the methods of adjustment and the main data sources used are described in more detail in the Annex.

Estimates for 2008 are provisional. This is due to Coroners' data being available for analysis around eighteen months in arrears. Around 57 per cent expected to be available ultimately were available for inclusion in the provisional estimates in this article. For this reason, the detailed analysis in this article is based on 2007 data. Further information about the nature of the provisional estimates is available in the Annex.

Analysis of reported drink drive data

Table 3a shows estimates of the number of reported drink drive accidents and resulting casualties in Great Britain for 1979 to 2008.

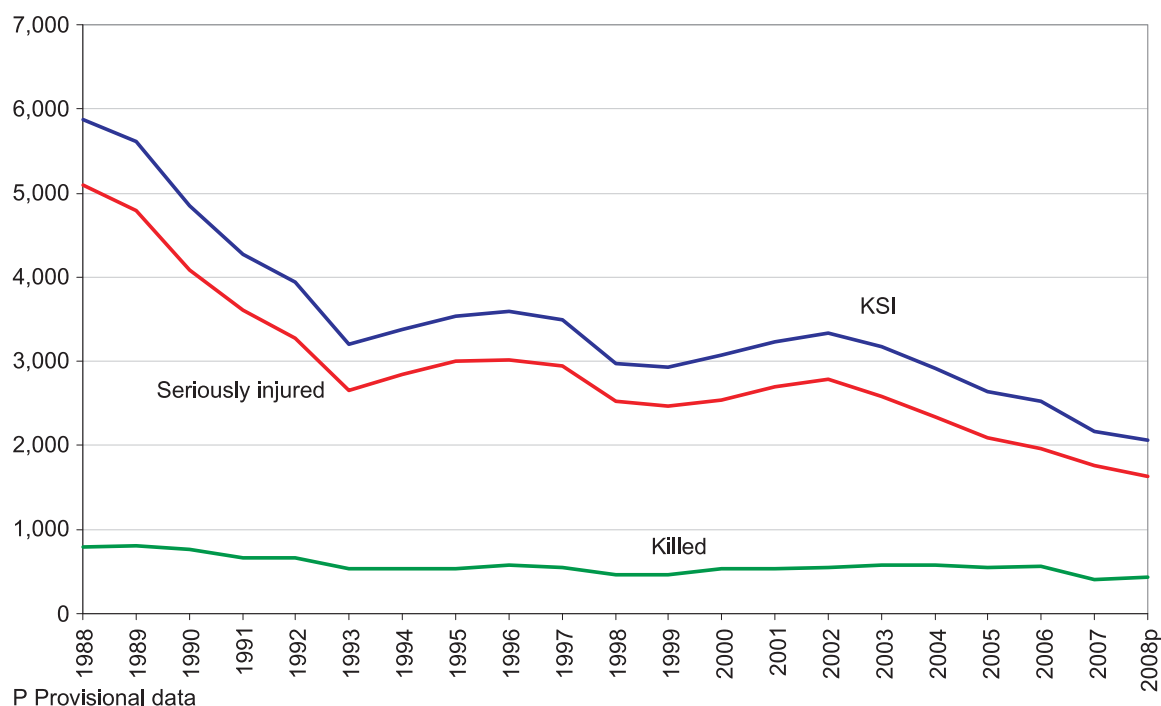
Table 3a: Estimated number of reported drink drive accidents and casualties: GB 1979 – 2008

Year	Accidents				Casualties				Number
	Fatal	Serious	Slight	Total	Killed	Serious	Slight	Total	
	1979	1,380	5,630	12,460	19,470	1,640	8,300	21,490	31,430
1980	1,280	5,430	11,860	18,570	1,450	7,970	20,420	29,830	
1981	1,200	4,940	10,900	17,040	1,420	7,370	19,160	27,950	
1982	1,300	5,420	12,070	18,800	1,550	8,010	20,660	30,220	
1983	950	4,750	11,430	17,130	1,110	6,800	18,610	26,520	
1984	1,000	4,790	11,540	17,320	1,170	6,820	19,410	27,390	
1985	900	4,900	11,460	17,260	1,040	6,810	19,380	27,220	
1986	850	4,590	11,510	16,940	990	6,440	19,220	26,650	
1987	780	4,220	10,560	15,560	900	5,900	17,670	24,470	
1988	680	3,660	10,190	14,520	790	5,100	16,860	22,740	
1989	700	3,390	10,300	14,390	810	4,790	16,620	22,220	
1990	650	2,910	9,650	13,210	760	4,090	15,550	20,400	
1991	570	2,590	8,530	11,690	660	3,610	13,610	17,880	
1992	540	2,360	7,890	10,790	660	3,280	12,770	16,710	
1993	460	1,870	7,160	9,480	540	2,660	11,780	14,980	
1994	470	2,090	7,330	9,900	540	2,840	11,780	15,160	
1995	460	2,140	7,590	10,180	540	3,000	12,450	16,000	
1996	480	2,150	8,240	10,870	580	3,010	13,450	17,040	
1997	470	2,140	8,100	10,710	550	2,940	13,310	16,800	
1998	410	1,860	7,840	10,100	460	2,520	12,610	15,580	
1999	400	1,850	8,800	11,050	460	2,470	13,980	16,910	
2000	450	1,950	9,410	11,800	530	2,540	14,990	18,060	
2001	470	2,020	9,780	12,270	530	2,700	15,550	18,780	
2002	480	2,050	10,620	13,150	550	2,790	16,760	20,100	
2003	500	1,970	9,930	12,400	580	2,590	15,820	18,990	
2004	520	1,790	8,900	11,210	580	2,340	14,060	16,980	
2005	470	1,540	8,060	10,070	550	2,090	12,760	15,400	
2006	490	1,480	7,430	9,400	560	1,970	11,840	14,370	
2007	370	1,400	7,520	9,280	410	1,760	11,850	14,020	
2008 ^P	380	1,280	6,980	8,640	430	1,630	10,970	13,020	

P Provisional data. The sample of fatality data from Coroners for 2007 has now been finalised but 2008 estimates are based on a reduced sample of coroners' returns and may be biased. They remain provisional until more complete information for 2008 is available.

- Provisional figures in 2008 show there were 8,640 reported personal injury road accidents involving at least one driver/rider over the legal alcohol limit, of which 380 were fatal accidents. This represents a 7 per cent decrease in all drink drive accidents since 2007, but a 3 per cent increase in fatal accidents. Serious accidents fell to a low of 1,280, whilst slight accidents fell to 6,980.
- In 2008, there were 13,020 casualties resulting from drink drive accidents, a 7 per cent decrease since 2007.
- The provisional number of fatalities rose to 430 in 2008, an increase of 5 per cent from 2007. The number of drink drive fatalities accounts for 17 per cent of all road accident fatalities.
- The number of seriously injured drink drive casualties has been declining gradually since 2002. The provisional figure of 1,630 in 2008 was the lowest since the series began, and represents a 7 per cent decrease from 2007. (Chart 3a)
- Slight casualties fell 7 per cent from 2007, from 11,850 to 10,970 in 2008.

Chart 3a: Estimated number of killed or seriously injured reported drink drive casualties, GB 1988–2008



Characteristics of reported drink drive casualties

Table 3b shows the percentage of driver and rider fatalities in reported accidents who were over the legal alcohol limit by age group during 1998 to 2008. The proportion had fallen considerably since the early 1980s, when around a third of drivers and riders killed were over the limit. It has since remained at about one in five (dipping to one in six between 1997 and 1999).

Provisional figures for 2008 indicate a rise in the percentage of car and other motor vehicle driver fatalities who were over the limit for all age groups, whilst motorcycle riders showed an overall decrease.

Table 3b: Drivers and riders killed in reported accidents: Percentage over the legal blood alcohol limit: GB 1998 – 2008

Year	Motorcycle riders					Cars and other motor vehicles					All
	Age 16–19	Age 20–29	Age 30–39	Age 40+	All Ages	Age 16–19	Age 20–29	Age 30–39	Age 40+	All Ages	
1998	15	7	18	6	11	17	25	24	9	17	15
1999	23	8	12	2	9	22	31	31	7	20	17
2000	17	10	13	5	10	20	32	34	12	22	18
2001	11	14	12	1	10	18	35	25	14	22	18
2002	27	15	10	2	11	18	31	37	14	19	19
2003	10	20	12	8	13	18	33	28	12	19	19
2004	19	19	13	10	14	26	31	32	16	25	21
2005	26	11	13	11	13	25	33	33	13	24	20
2006	8	18	12	9	13	25	36	31	17	26	22
2007	18	17	7	8	11	18	31	31	13	22	18
2008 ^P		8 ⁽¹⁾		10 ⁽²⁾	9	23	33	39	15	25	19

Source: Coroners and Procurators Fiscal only

^P Provisional data. The sample size for 2008 is not yet sufficient to give a full age breakdown.

¹ Age groups 16–29

² Age groups 30+

Women are much less likely to be involved in reported drink drive accidents as drivers than men. However, Table 3c shows that nearly a third of the total casualties in drink drive accidents were women.

It is estimated that in 2007 there were around 460 pedestrian casualties and 120 pedal cyclist casualties in accidents with a driver over the legal alcohol limit.

Table 3c: Estimated number of reported drink drive casualties, by casualty type: GB 2007

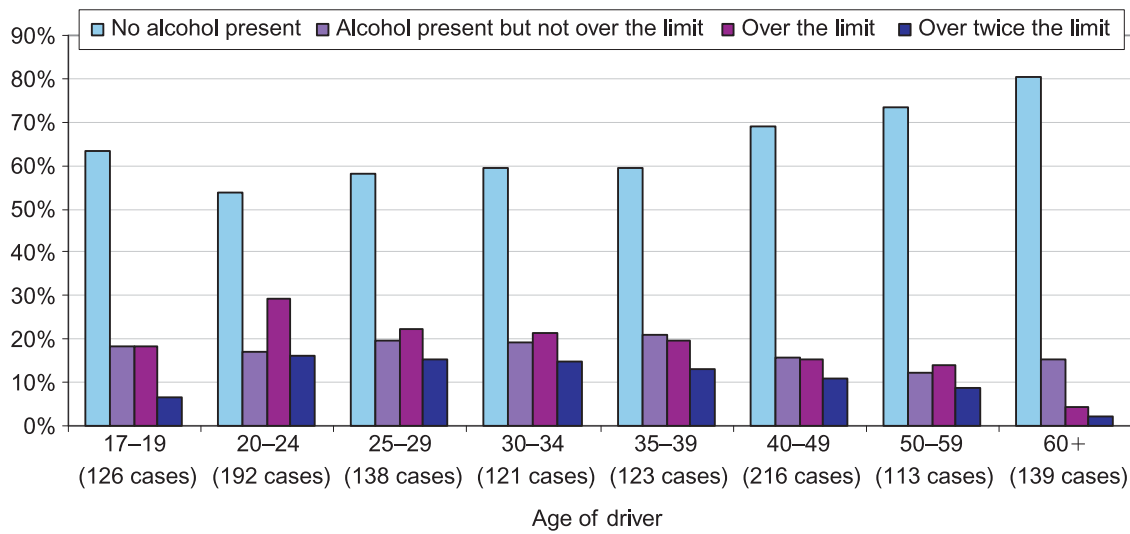
										Number
	Pedestrians	Cyclists	Motor- cyclists	Car drivers		Car passenger	Other	Male	Female	Total
				Over limit	Under limit					
Killed or seriously injured casualties										
0–15	20	10	10	0	0	30	0	30	40	70
16–24	40	0	110	320	30	340	20	660	190	850
25–59	80	20	160	460	120	220	40	840	260	1,100
60+	20	0	10	20	20	30	10	70	40	110
All ages ²	160	30	290	800	160	660	60	1,640	530	2,170
Total casualties										
0–15	70	20	20	0	0	460	30	270	330	600
16–24	130	10	300	2,050	490	2,210	140	3,790	1,540	5,330
25–59	210	80	390	2,910	1,730	1,420	390	4,920	2,200	7,120
60+	50	10	10	180	280	190	40	460	290	750
All ages ¹	460	120	730	5,140	2,500	4,480	600	9,590	4,430	14,020

¹ Includes age not recorded.

Chart 3b shows the percentage of killed drivers/riders within each blood alcohol content (BAC) category, by age.

- People aged 50–59 years old, and 60 years old and over had the highest proportion of killed drivers/riders with no alcohol present in their blood (73 and 81 per cent respectively).
- Conversely, 20–24 year olds had the lowest proportion of killed drivers with no alcohol present, but the highest for killed drivers/riders over the legal alcohol limit (29 per cent for those aged 20–24 compared to 4 per cent for 60+ year olds).
- Drivers/riders killed who were in the 20–24 year old age group also had the highest proportion for blood levels over twice the legal alcohol limit.

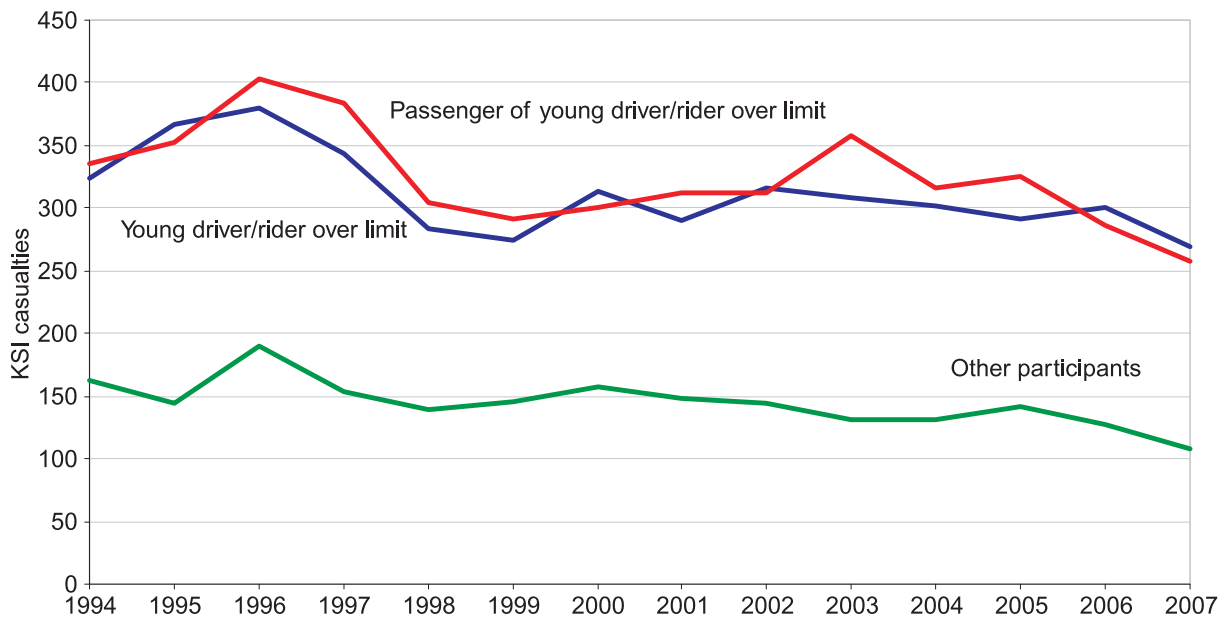
Chart 3b: Proportion of all killed drivers resulting from reported accidents in each BAC category, by age: GB 2007



Source: Coroners and Procurators Fiscal only

Chart 3c shows the number of killed or seriously injured (KSI) casualties resulting from personal injury road accidents where a young driver/rider (17–24 years old) was over the legal alcohol limit.

Chart 3c: Killed and seriously injured casualties in reported accidents involving young drivers/riders (17–24 years old) over the legal alcohol limit: GB 1994–2007



- The number of KSI young driver/rider casualties over the legal alcohol limit was at its highest in 1996 and was relatively constant between 1998 and 2006. However, between 2006 and 2007 there was a fall of 11 per cent from 301 to 269 (this compares with a 7 per cent fall in total KSI casualties of young drivers/riders aged 17–24).
- The number of passengers of these young drivers/riders over the legal alcohol limit also showed a peak in 1996, but has since declined to around 260 in 2007, a fall of 10 per cent compared to 2006 (overall KSI casualties of passengers of young driver/riders fell by 7 per cent between 2006 and 2007).

- The numbers of other participants (e.g. pedestrians and other drivers, either over the age of 24 or not over the legal alcohol limit) declined to 108 in 2007, a 16 per cent decline compared to 2006.

Table 3d is based on 2007 Coroners' and Procurators' Fiscal data using a sample which accounts for around 57 per cent of all reported fatalities in that year. For these fatalities the table shows the percentages exceeding varying levels of blood alcohol for different classes of road user, and the proportion of fatalities exceeding 80mg/100ml by time of day. For example, for motorcycle riders, 22 per cent of motorcycle riders killed had more than 9mg of alcohol per 100ml of blood, whilst 11 per cent had over 80mg/100ml (i.e. over the drink drive limit). 2 per cent of motorcycle riders killed had over 200mg/100ml.

The pedestrian, passenger and cyclist fatalities shown in the table were not necessarily involved in drink drive accidents, as defined earlier in this article, which involve a motor vehicle driver or rider who was over the limit. Also, blood alcohol levels were available for 75 per cent of motorcycle riders but for only 44 per cent of all pedestrian fatalities. The figures may therefore overestimate the proportion of pedestrian fatalities which are over the legal limit since a pedestrian fatality is more likely to be tested if there is a suspicion of alcohol use.

In 2007,

- Approximately one in five drivers killed, excluding motorcycles, was over the legal limit for driving a motor vehicle.
- The rate for motorcycle riders killed was about half the rate for other drivers.
- Approximately half of the drivers killed between 10 pm and 4 am were over the limit.
- Ninety two per cent of pedestrians killed between 10 pm and 4 am were over the legal limit for drivers.

Table 3d: Blood alcohol levels of reported fatalities aged 16 and over: GB 2007

	Cumulative percentage over blood alcohol levels (mg/100ml)						Sample size	Percentage	
								Percentage over 80mg/100ml time of accident	
	9	50	80	100	150	200		22:00–03:59	04:00–21:59
Motorcycle riders	22	13	11	10	7	2	421	45	7
Other vehicle drivers	31	24	22	20	15	9	753	48	14
Passengers	36	28	26	23	14	9	201	52	15
Pedestrians	45	42	41	39	36	27	285	92	24
Cyclists	35	17	17	17	11	10	63	80	12

Source: Coroners and Procurators Fiscal only

Characteristics of reported drink drive accidents

Table 3e shows that in both 1997 and 2007 those car drivers aged under thirty had the most drink drive accidents. Young car drivers (aged 17–24) had more drink drive accidents per 100 thousand licence holders and per 100 million miles driven than any other age group. Car drivers aged 60 years old and over had the least. In most age groups, there was a reduction from 1997–2007 in both the numbers and rates of drink drive accidents. In contrast, the rates for drivers aged up to 24 have shown little change.

Table 3e: Car drivers in reported drink drive road injury accidents: accidents per licence holder and per mile driven, GB 1997 and 2007

	Number					
	Car driver drink drive accidents		Drink drive accidents per 100 thousand licence holders		Drink drive accidents per 100 million miles driven	
	1997	2007	1997 ¹	2007	1997 ¹	2007
Under 17	70	40	..	..	..	..
17–19 ²	980	1,000	66	61	22	22
20–24	2,010	1,920	70	62	13	12
25–29	1,670	1,340	44	42	6	7
30–34	1,320	920	32	28	4	4
35–39	1,020	880	28	23	4	3
40–49	1,270	1,210	20	16	2	2
50–59	640	600	12	10	2	1
60 or over	350	330	6	4	1	1
All ages ³	9,440	8,340	28	22	4	3

Sources: National Travel Survey and STATS19

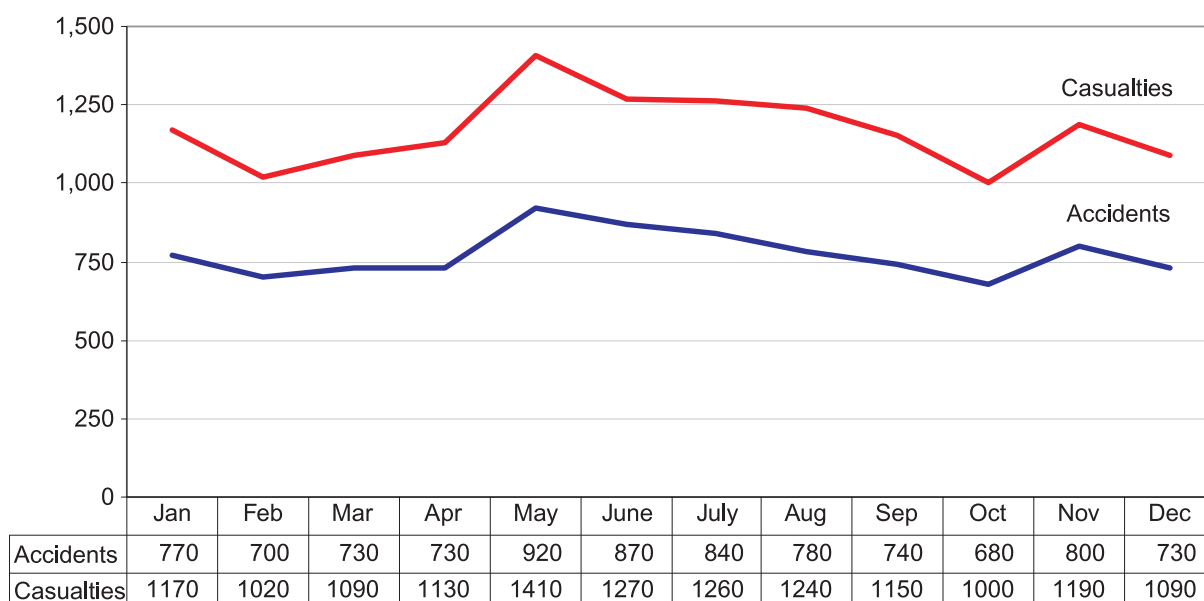
1 Based on NTS 1996–1998 average

2 Figures based on a small NTS sample.

3 Includes age not known.

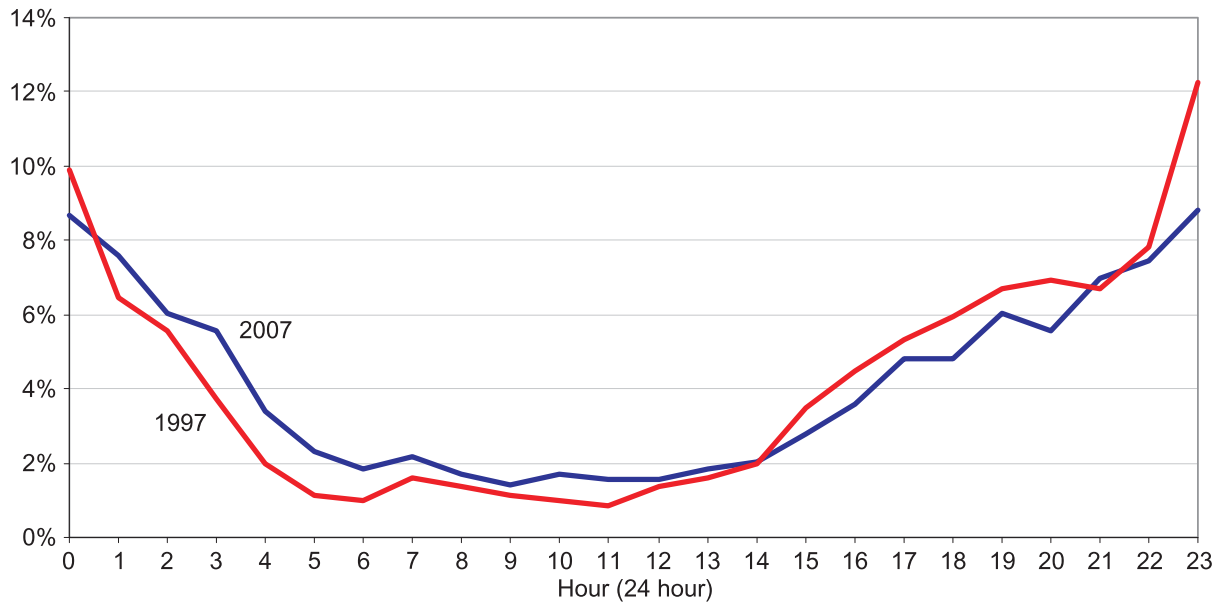
Drinking and driving is a year-round problem. Although the exact pattern varies year on year, the first few months of the year generally have lower numbers of drink drive accidents and casualties than other months of the year. In 2007, there is peak in both the number of accidents and casualties in May (Chart 3d).

Chart 3d: Estimated number of reported drink drive accidents and casualties, by month: GB 2007



In 2007, 63 per cent of all drink drive accidents occurred during Friday, Saturday or Sunday, with about half of these happening during the hours of 9pm to 3am. Chart 3e shows the proportion of drink accidents by time of day in 1997 and 2007. The proportion of drink drive accidents in the evening in 2007 have reduced from the proportion in 1997, with particular decreases from 9pm to midnight.

Chart 3e: Reported drink drive accidents, by time of day: GB 1997 & 2007



In 2007, 40 per cent of reported drink drive accidents were single vehicle accidents involving no pedestrians. In these accidents there was therefore only one driver/rider over the legal alcohol limit. Forty three per cent of drink drive accidents involved two vehicles, whilst 13 per cent involved more than two vehicles.

Breath testing

Breath testing rates at reported personal injury road accidents fell marginally to 55 per cent in 2008.

The proportion of drivers and riders failing breath tests had remained relatively consistent at about 4 per cent though this has fallen over the last few years to 3.4 per cent in 2008, whilst the percentage of all drivers and riders involved in injury accidents required to take a breath test and subsequently failed has remained at close to 2 per cent throughout the past ten years (Table 3f).

Table 3f: Drivers and riders in reported injury road accidents: breath tests and failures: GB 1999 – 2008

	Number/percentage									
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
a. Total involved	406,401	408,231	399,883	390,273	374,098	362,303	348,798	331,155	318,028	294,455
b. Total tests requested	214,750	212,700	201,722	196,232	187,276	183,972	183,219	179,270	179,558	162,969
c. Total failed	7,523	7,967	8,096	8,104	8,150	7,427	7,115	6,594	6,278	5,520
Testing rate (b/a x 100)	53	52	50	50	50	51	53	54	56	55
Test failure rate (c/b x 100)	3.5	3.7	4.0	4.1	4.4	4.0	3.9	3.7	3.5	3.4
Total failure rate (c/a x 100)	1.9	2.0	2.0	2.1	2.2	2.0	2.0	2.0	2.0	1.9

Overall, 2.7 per cent of men involved in an accident failed a breath test, well over twice the rate for women (1.2 per cent). The rate of failure of breath tests generally declined with age, although those aged 17–19 had slightly lower rates than the high proportion recorded by a few (illegal) drivers aged less than 17. (Table 3g)

Table 3g: Car drivers in reported personal injury road accidents: breath tests and failures: GB 2008

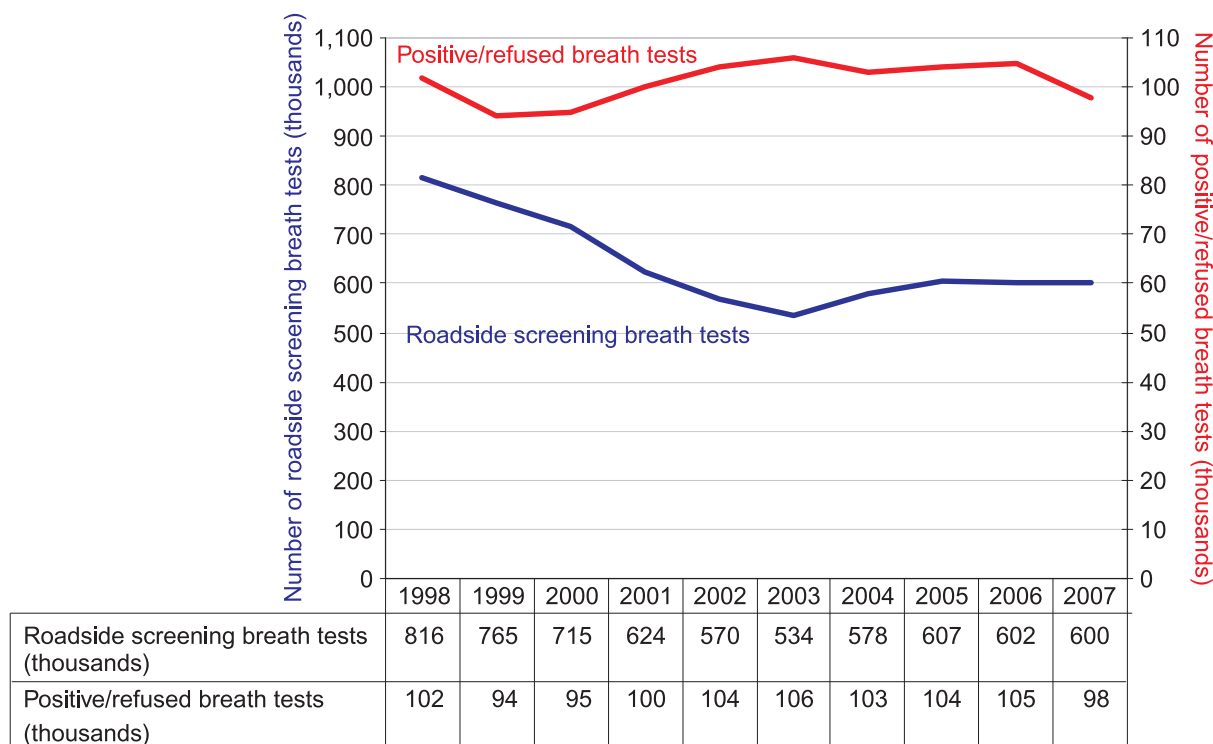
	Number/percentage									
	Men					Women				
	a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of a	a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of a
< 17	170	90	20	52.9	11.8	25	12	3	48.0	12.0
17–19	12,100	8,716	443	72.0	3.7	6,592	4,368	102	66.3	1.5
20–24	17,769	12,091	892	68.0	5.0	11,306	6,941	204	61.4	1.8
25–29	15,441	10,083	673	65.3	4.4	9,864	5,878	167	59.6	1.7
30–34	13,471	8,316	414	61.7	3.1	8,453	4,711	87	55.7	1.0
35–39	13,521	8,543	408	63.2	3.0	9,005	5,233	115	58.1	1.3
40–49	24,370	15,346	528	63.0	2.2	16,323	9,570	207	58.6	1.3
50–59	15,329	9,921	257	64.7	1.7	9,021	5,465	82	60.6	0.9
60–69	9,904	6,476	122	65.4	1.2	4,441	2,701	26	60.8	0.6
70–99	7,536	4,848	44	64.3	0.6	2,987	1,703	10	57.0	0.3
All ages ¹	141,023	85,437	3,859	60.6	2.7	81,963	46,971	1,015	57.3	1.2

¹ Includes age not known

Chart 3f shows that the number of roadside screening breath tests carried out by police has declined in recent years, from about 800 thousand a year in the late 1990s to about 600 thousand in the most recent three years. Of these, only about a third were involved in an injury accident. The proportion of tests failed increased from 12 per cent in 1999 to 20 per cent in 2003, but since then has declined gradually to 16 per cent in 2007.

The number of convictions (findings of guilt at courts for driving after consuming alcohol or taking drugs) fell from approximately 93 thousand in 2006 to around 89 thousand in 2007 (see report released by Ministry of Justice at www.justice.gov.uk/publications/criminalannual.htm)

Chart 3f: Reported roadside screening breath tests and breath test failures, England and Wales 1998–2007



Source: Home Office

Annex

Blood and breath testing powers

The blood alcohol limit became a legal requirement and roadside breath tests were introduced in 1967. Evidential breath testing was introduced in 1983 to supplement the taking of blood samples. Section 6 of the Road Traffic Act (1988) allows the police to test any driver involved in an accident, whether or not anyone is injured. The act also stipulates that, where there has not been a road accident, the police can only take a roadside breath test following a moving traffic offence, or if there is suspicion of alcohol use. A high breath testing rate is acknowledged to have a deterrent effect upon potential drink drivers, although research shows that a lower number of carefully targeted breath tests, which lessen the burden on police resources, can identify a large proportion of drink drivers.

In April 1996 the Association of Chief Police Officers in England and Wales (ACPO) adopted a policy of breath testing all drivers involved in road accidents which the police deal with or attend, whether injuries are involved or not. Before this, all Scottish police forces, and some in England and Wales, already operated similar policies, but in some cases for injury accidents only. However, not all drivers involved in injury road accidents are breath-tested; either because the police do not attend the accident, or because a driver leaves the scene before a test can be taken or because they are too seriously injured to take a test. Roadside breath testing rates after injury accidents can still vary widely among police forces.

Data sources

Two sources of data are used to assess the extent and characteristics of drink drive accidents in Great Britain and a third source provides information on compliance with drink drive restrictions. These sources are:

- i) **Coroners' data:** Information about the level of alcohol in the blood of road accident fatalities aged 16 or over who die within 12 hours of a road accident is provided by Coroners in England and Wales and by Procurators Fiscal in Scotland.
- ii) **STATS19 breath test data:** The personal injury road accident reporting system (STATS19) provides data on injury accidents in which the driver or rider survived and was also breath tested at the roadside. If the driver or rider refused to provide a breath test specimen, then they are considered to have failed the test unless they are deemed unable to take the test for medical reasons.
- (iii) In addition, **police force roadside screening breath test data:** Information from breath tests carried out at the roadside following a moving traffic offence, road accident or suspicion of alcohol use is available for England and Wales from the Home Office.

Once the drink drive accidents have been identified using Coroners' and STATS19 data, then the resulting casualties in these accidents are identified from STATS19 data.

Completeness of data and reliability of estimates

Both sources of data from the Police and Coroners on drink drive accidents are incomplete. In recognition of the uncertainty associated with the estimates produced from this data the numbers of accidents and casualties are rounded to the nearest 10 throughout this article.

In the case of the STATS19 breath test data, some drivers and riders are not breath tested due to it not being possible to administer a test. Some drivers and riders not tested might have failed if a test could have been administered. Probably as a result of ACPO's policy, the percentage of drivers tested increased dramatically between 1995 and 1999, whereas prior to 1996 less than a third of drivers involved in injury accidents were tested. By 1998 this proportion had risen to over half and remains at that level.

For many drivers or riders killed in road accidents, a post-mortem blood alcohol level is not available, either because the casualty died more than twelve hours after the accident, no test was carried out, or because some of the data are not reported to the Department by Coroners and Procurators Fiscal.

Adjustments to the reported data are therefore required to produce a more reliable estimate of the actual number of drink drive accidents and their related casualties. The estimates published here are based on a method described by Derek Jones in the 1989 edition of *Road Accidents Great Britain* (RAGB). This method has two parts:

- a) the number of fatal accidents where a driver or rider died with an illegal alcohol level is estimated from the Coroners' and Procurators' Fiscal data.
- b) the number of accidents where a surviving driver or rider had an illegal alcohol level is estimated from data, based on a calculation of the proportion of these alcohol related accidents which can be identified from the STATS19 breath test data.

Part b) was revised in 1993 in the light of research by Dr J Broughton of the Transport Research Laboratory (TRL), published in TRL Report PR40 *The Actual Number of Non-Fatal Drink drive Accidents*. This provided a method which takes into account the fact that relatively more of the drivers and riders involved in fatal and serious accidents are breath tested than in slight accidents, whereas previously a single factor had been used to allow for under-reporting for all accident severities. The revised estimates were first published in *RAGB 1992*.

Estimates for 2008 are provisional. As coroners' data are available for analysis a year later than the main road accident data, final estimates can only be made eighteen months in arrears. Around 57 per cent expected to be available ultimately were available for inclusion in the provisional estimates in this article. The provisional estimates for serious and slight accidents depend on breath test data and do not change in the final estimates. The Coroners' data affect only the numbers of casualties from fatal accidents and these form a small proportion of serious and slight casualties. The estimates for fatalities depend mainly on coroners' data and are particularly susceptible to revision between the provisional and final figures.

4. Contributory factors to reported road accidents

Christopher Waite, *Road Safety Research and Statistics, Department for Transport*

Summary

This article describes the scope and limitations of the information on contributory factors collected as part of the national road accident reporting system, and presents results from the fourth year of collection with a focus on the two factors related to speed.

- *Failed to look properly* was again the most frequently reported contributory factor and was reported in 37 per cent of all accidents reported to the police in 2008. Four of the five most frequently reported contributory factors involved *driver or rider error or reaction*. For fatal accidents the most frequently reported contributory factor was *loss of control*, which was involved in 32 per cent of fatal accidents.
- Fourteen per cent of accidents had a speed related contributory factor reported, either *exceeding the speed limit* or *travelling too fast for conditions*. This rose to 24 per cent for fatal accidents, accounting for 25 per cent of all road deaths. Twenty three per cent of fatalities in these accidents were motorcyclists.
- Young drivers were more likely to have a speed related contributory factor reported than those over 25, and more than four times as many male drivers had a speed factor reported as female drivers. Forty one per cent of male fatalities aged 16-25 were in accidents where a speed factor was reported.

Introduction

From 2005 all police forces in Great Britain have been reporting contributory factors as an integral part of the STATS19 collection system. The contributory factors system has been developed to provide some insight into why and how road accidents occur. Contributory factors are designed to give the key actions and failures that led directly to the actual impact to aid investigation of how accidents might be prevented. The factors are largely subjective, reflecting the opinion of the reporting police officer, and are not necessarily the result of extensive investigation. Some factors are less likely to be recorded since evidence may not be available after the event. While this information is valuable in helping to identify ways of improving safety, care should be taken in its interpretation.

Part 1 of this article presents general analysis from accidents reported to the police in 2008 and explains the scope of the system, along with the limitations of its use. However, much of the value of this data is in assessing what happens in particular types of accident or comparing factors for different groups. Part 2 looks at the factors *exceeding speed limit* and *travelling too fast for conditions* and the characteristics of accidents involving these two factors.

Part 1 – Contributory factor system and general analysis

Contributory factor data

The contributory factor system allows the recording of up to six factors in those accidents reported at the scene by the police. Multiple factors may be recorded against an individual participant in the accident, either a vehicle, a casualty or an uninjured pedestrian. Factors relating to a driver/rider should be assigned to their vehicle. Any given factor may be assigned to a number of participants. Both accidents and vehicles can have more than one contributory factor attributed to them, therefore percentages in this article will not necessarily add up to 100. On average 2.4 contributory factors per accident were reported in 2008.

The form used by the police to report contributory factors can be found towards the rear of this publication (see contents page). The form includes the full list of all 77 contributory factors used by the police.

The contributory factors are largely subjective and depend on the skill and experience of the investigating officer to reconstruct the events which led directly to the accident. They reflect the reporting officer's opinion at the time of reporting and are not necessarily the result of extensive investigation. Furthermore, it is recognised that subsequent enquiries could lead to the reporting officer changing his opinion. The contributory factors are therefore different in nature from the remainder of the STATS19 data which is based on the reporting of factual information. This should be kept in mind when interpreting the data.

It is important to note that where some factors may have contributed to the cause of an accident it may be difficult for a police officer attending the scene after the accident has occurred to identify these factors. As a result some contributory factors may be less likely to be reported. For instance, while factors such as *emergency vehicle on a call* or *defective traffic signals* may be more obvious for a police officer attending the scene and so may be reported with some confidence, for other factors, such as *exceeding speed limit* or *driver nervous, uncertain or panicked*, it may not always be possible for the police officer to identify whether these factors took place and contributed to the accident. In addition, contributory factors are disclosable in court and police officers would require some supporting evidence before reporting certain factors.

It is also important to note that not all reported accidents are included in the following analysis of the contributory factors data. For accidents in which a police officer did not attend the scene it may not be possible for the reporting officer to accurately report the correct contributory factors. Accidents in which no contributory factors were reported are also excluded. Seventy seven per cent of accidents reported to the police in 2008 meet these criteria to be included in the contributory factor analysis. This includes 93 per cent of fatal accidents and 88 per cent of serious accidents. There is some variation in what proportion of different vehicle types are included, with more than five out of every six heavy goods vehicles and motorcycles involved in accidents in 2008 being included in this analysis, compared with less than two thirds of pedal cycles and buses or coaches. These figures are consistent with those from 2006 and 2007.

More information about accidents included in the contributory factor analysis can be found in the web tables in the Reported Road Casualties Great Britain: 2008 section at www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/.

2008 results

Each of the 77 contributory factors fits into one of nine categories. Chart 4a shows the percentage of accidents reported to the police with contributory factors in each category.

- The contributory factor category *driver/rider error or reaction* was the most frequently reported category, involved in 68 per cent of all accidents reported to the police, as in 2007. It was also the most frequently reported type for each severity of accident.
- *Injudicious action* (including *travelling too fast for conditions*, *following too close* and *exceeding speed limit*) was the second most frequently reported category, involved in 25 per cent of all accidents. However this increases to 29 per cent of fatal accidents.
- Special codes (including *stolen vehicle*, *vehicle in course of crime* and *emergency vehicle on a call*) were reported for 4 per cent of all accidents.
- Pedestrian contributory factors, which are those where the factor has been attributed to an injured or uninjured pedestrian involved in the accident, were reported in 13 per cent of all accidents and 19 per cent of fatal accidents.

Chart 4a: Contributory factor type: Reported accidents by severity: GB 2008

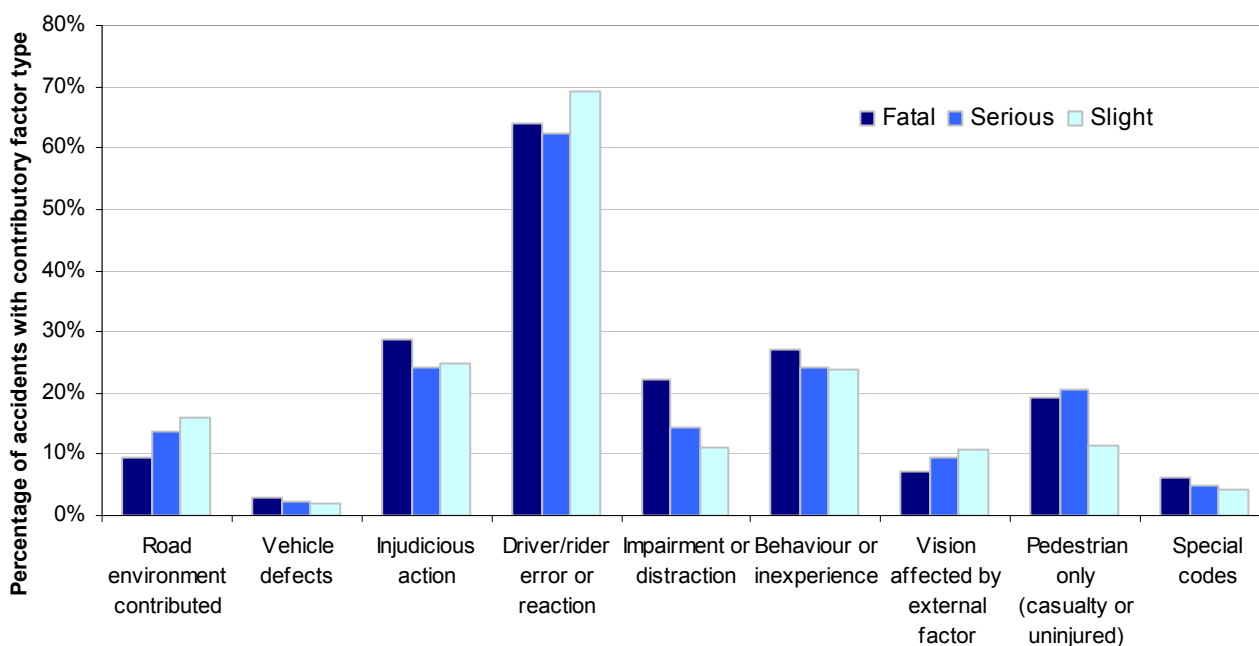


Table 4a shows the percentage of accidents in which each contributory factor was reported, including a breakdown by accident severity.

- *Failed to look properly* was the most frequently reported contributory factor and was involved in 37 per cent of all reported accidents. This was followed by *failed to judge other person's path/speed* (19 per cent) and *careless, reckless or in a hurry* (15 per cent). *Failed to look properly* was the most frequently reported contributory factor for slight and serious accidents (38 per cent and 30 per cent).
- For fatal accidents the most frequently reported contributory factor was *loss of control*, which was involved in 32 per cent of fatal accidents. *Loss of control* was also the second largest contributory factor for serious accidents (20 per cent).
- Four of the five most frequently reported contributory factors were some kind of *driver/rider error or reaction*, which includes *failed to look properly* and *failed to judge other person's path or speed*.

Table 4a: Contributory factors: Reported accidents¹ by severity: GB 2008

Contributory factor reported in accident	Fatal accidents		Serious accidents		Slight accidents		All accidents	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Road environment contributed	202	9	2,820	14	17,542	16	20,564	16
Poor or defective road surface	6	0	157	1	733	1	896	1
Deposit on road (eg. oil, mud, chippings)	15	1	360	2	1,753	2	2,128	2
Slippery road (due to weather)	115	5	1,737	9	12,214	11	14,066	11
Inadequate or masked signs or road markings	9	0	76	0	470	0	555	0
Defective traffic signals	2	0	28	0	191	0	221	0
Traffic calming (eg. speed cushions, road humps, chicanes)	6	0	29	0	141	0	176	0
Temporary road layout (eg. contraflow)	2	0	42	0	339	0	383	0
Road layout (eg. bend, hill, narrow carriageway)	45	2	551	3	2,904	3	3,500	3
Animal or object in carriageway	17	1	217	1	1,253	1	1,487	1
Vehicle defects	61	3	444	2	2,069	2	2,574	2
Tyres illegal, defective or under inflated	34	2	171	1	723	1	928	1
Defective lights or indicators	0	0	62	0	146	0	208	0
Defective brakes	14	1	118	1	724	1	856	1
Defective steering or suspension	4	0	45	0	267	0	316	0
Defective or missing mirrors	1	0	5	0	19	0	25	0
Overloaded or poorly loaded vehicle or trailer	14	1	65	0	259	0	338	0
Injudicious action	622	29	4,914	24	27,163	25	32,699	25
Disobeyed automatic traffic signal	26	1	277	1	2,035	2	2,338	2
Disobeyed 'Give Way' or 'Stop' sign or markings	37	2	515	3	3,483	3	4,035	3
Disobeyed double white lines	18	1	76	0	187	0	281	0
Disobeyed pedestrian crossing facility	4	0	128	1	422	0	554	0
Illegal turn or direction of travel	14	1	179	1	779	1	972	1
Exceeding speed limit	313	14	1,520	7	5,270	5	7,103	5
Travelling too fast for conditions	296	14	2,109	10	9,876	9	12,281	9
Following too close	30	1	545	3	7,620	7	8,195	6
Vehicle travelling along pavement	9	0	57	0	295	0	361	0
Cyclist entering road from pavement	12	1	212	1	904	1	1,128	1
Driver/rider error or reaction	1,389	64	12,762	62	75,477	69	89,628	68
Junction overshoot	38	2	398	2	2,640	2	3,076	2
Junction restart (moving off at junction)	17	1	245	1	1,852	2	2,114	2
Poor turn or manoeuvre	230	11	2,707	13	15,066	14	18,003	14
Failed to signal or misleading signal	14	1	275	1	2,204	2	2,493	2
Failed to look properly	481	22	6,229	30	41,324	38	48,034	37
Failed to judge other person's path or speed	275	13	2,937	14	22,131	20	25,343	19
Passing too close to cyclist, horse rider or pedestrian	17	1	317	2	1,569	1	1,903	1
Sudden braking	69	3	947	5	8,276	8	9,292	7
Swerved	115	5	869	4	3,979	4	4,963	4
Loss of control	704	32	4,055	20	14,817	14	19,576	15
Impairment or distraction	479	22	2,924	14	12,159	11	15,562	12
Impaired by alcohol	237	11	1,485	7	5,036	5	6,758	5
Impaired by drugs (illicit or medicinal)	56	3	207	1	424	0	687	1
Fatigue	64	3	374	2	1,374	1	1,812	1
Uncorrected, defective eyesight	18	1	44	0	163	0	225	0
Illness or disability, mental or physical	90	4	402	2	1,356	1	1,848	1
Not displaying lights at night or in poor visibility	4	0	92	0	321	0	417	0
Cyclist wearing dark clothing at night	9	0	84	0	365	0	458	0
Driver using mobile phone	16	1	60	0	247	0	323	0
Distraction in vehicle	69	3	339	2	2,406	2	2,814	2
Distraction outside vehicle	34	2	219	1	1,650	2	1,903	1

Table 4a: Contributory factors: Reported accidents¹ by severity: GB 2008 (Continued)

Contributory factor reported in accident	Fatal accidents		Serious accidents		Slight accidents		All accidents	
	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²	Number	Per cent ²
Behaviour or inexperience	587	27	4,966	24	26,028	24	31,581	24
Aggressive driving	182	8	1,057	5	3,772	3	5,011	4
Careless, reckless or in a hurry	365	17	3,095	15	16,777	15	20,237	15
Nervous, uncertain or panic	19	1	286	1	2,496	2	2,801	2
Driving too slow for conditions or slow vehicle (eg tractor)	2	0	22	0	112	0	136	0
Learner or inexperienced driver/rider	111	5	1,110	5	6,061	6	7,282	6
Inexperience of driving on the left	12	1	77	0	496	0	585	0
Unfamiliar with model of vehicle	36	2	226	1	844	1	1,106	1
Vision affected by:	157	7	1,928	9	11,641	11	13,726	10
Stationary or parked vehicle(s)	19	1	633	3	3,587	3	4,239	3
Vegetation	5	0	80	0	366	0	451	0
Road layout (eg. bend, winding road, hill crest)	22	1	281	1	1,563	1	1,866	1
Buildings, road signs, street furniture	2	0	48	0	268	0	318	0
Dazzling headlights	10	0	61	0	344	0	415	0
Dazzling sun	34	2	350	2	2,551	2	2,935	2
Rain, sleet, snow, or fog	42	2	362	2	2,216	2	2,620	2
Spray from other vehicles	3	0	37	0	287	0	327	0
Visor or windscreen dirty or scratched	6	0	26	0	131	0	163	0
Vehicle blind spot	25	1	211	1	1,328	1	1,564	1
Pedestrian only (casualty or uninjured)	417	19	4,233	21	12,425	11	17,075	13
Pedestrian crossing road masked by stationary or parked vehicle	51	2	948	5	2,752	3	3,751	3
Pedestrian failed to look properly	251	12	3,122	15	9,342	9	12,715	10
Pedestrian failed to judge vehicle's path or speed	132	6	983	5	2,730	3	3,845	3
Pedestrian wrong use of pedestrian crossing facility	28	1	247	1	762	1	1,037	1
Dangerous action in carriageway (eg. playing)	54	2	374	2	1,013	1	1,441	1
Pedestrian impaired by alcohol	86	4	735	4	1,673	2	2,494	2
Pedestrian impaired by drugs (illicit or medicinal)	14	1	70	0	158	0	242	0
Pedestrian careless, reckless or in a hurry	53	2	1,191	6	3,791	3	5,035	4
Pedestrian wearing dark clothing at night	73	3	292	1	558	1	923	1
Pedestrian disability or illness, mental or physical	46	2	160	1	387	0	593	0
Special codes	133	6	1,005	5	4,540	4	5,678	4
Stolen vehicle	26	1	228	1	721	1	975	1
Vehicle in course of crime	9	0	90	0	349	0	448	0
Emergency vehicle on a call	7	0	77	0	628	1	712	1
Vehicle door opened or closed negligently	4	0	65	0	399	0	468	0
Other	92	4	608	3	2,650	2	3,350	3
Total number of accidents	2,170	100	20,424	100	108,988	100	131,582	100

1 Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.

2 Columns may not add up to 100 per cent as accidents can have more than 1 contributory factor.

Table 4b compares the ten most frequently reported contributory factors in 2005, 2006, 2007 and 2008. The ten factors remained the same in all three years; however there were some small changes in the order and frequency of the factors. The largest change was an increase in the most frequently reported factor, *failed to look properly*, which was reported in 32 per cent of accidents in 2005 and 37 per cent in 2008. At this stage it is not possible to tell whether changes are the result of the reporting police officers developing their understanding of the new system or a genuine change in the kinds of factors that contribute to accidents.

Table 4b: Contributory factors: GB 2005/2006/2007/2008 comparison¹

Contributory factor reported in accident ²	2005		2006		2007		2008	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Failed to look properly	46,516	32	50,354	35	49,533	35	48,034	37
Failed to judge other person's path or speed	26,245	18	26,946	18	26,671	19	25,343	19
Careless, reckless or in a hurry	23,744	16	25,668	18	23,354	17	20,237	15
Loss of control	21,204	14	21,426	15	20,540	15	19,576	15
Poor turn or manoeuvre	22,052	15	20,610	14	19,424	14	18,003	14
Slippery road (due to weather)	14,268	10	13,623	9	13,514	10	14,066	11
Pedestrian failed to look properly	13,690	9	13,879	10	13,253	9	12,715	10
Travelling too fast for conditions	17,107	12	16,080	11	13,856	10	12,281	9
Sudden braking	10,273	7	10,354	7	9,990	7	9,292	7
Following too close	10,847	7	10,024	7	8,853	6	8,195	6
Total number of accidents	147,509	100	145,798	100	140,361	100	131,582	100

1 Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.

2 Includes only the ten most frequently reported contributory factors.

Table 4c shows, for each vehicle type, the percentage of **vehicles** which had each contributory factor. The table shows the ten most frequently reported contributory factors for each vehicle type.

The percentages in this table are different from those in Table 4a which gives the percentage of **accidents** with each contributory factor. For example when looking at *Failed to look properly* – 50,313 vehicles had this contributory factor out of a total of 241,551 vehicles (21 per cent of vehicles). The vehicles which had this contributory factor were in 48,034 accidents out of a total of 131,582 reported accidents (37 per cent of accidents). Part of the reason for the lower number when looking at the percentage of vehicles is that 101,790 vehicles (42 per cent) involved in accidents had no contributory factor reported.

- *Failed to look properly* was the most frequently reported contributory factor for every vehicle type except motorbikes. This factor was analysed in some detail in the 2006 publication.
- *Failed to judge other person's path or speed* was the second most frequently reported factor for cars and goods vehicles and was reported for 11 per cent of vehicles overall.
- Motorcycles had a notably higher percentage of the contributory factors *loss of control* (15 per cent) and *learner/inexperienced driver* (9 per cent) when compared to other vehicle types.
- *Sudden braking* was the second most frequently reported contributory factor for buses or coaches (13 per cent).
- *Cyclist entering road from pavement* was attributed to 9 per cent of pedal cycles in accidents and *cyclist wearing dark clothes* at night was attributed to 4 per cent.
- Seven per cent of heavy goods vehicles (HGVs) involved in accidents had *vehicle blind spot* as a contributory factor.
- *Exceeding speed limit* was attributed to 3 per cent of cars involved in accidents, while *travelling too fast for conditions* was attributed to 5 per cent. For fatal accidents these figures are both 8 per cent.

Table 4c: Contributory factors: Vehicles¹ in reported accidents by vehicle type: GB 2008

Contributory factor attributed to vehicle ³	Pedal cycles		Motorcycles		Cars		Bus or Coach	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Failed to look properly	2,742	25	2,831	15	39,000	21	750	15
Failed to judge other person's path or speed	930	9	2,110	11	20,541	11	407	8
Careless, reckless, in a hurry	857	8	1,678	9	16,074	9	257	5
Loss of control	436	4	2,888	15	15,111	8	74	1
Poor turn or manoeuvre	614	6	1,677	9	14,104	8	263	5
Slippery road (due to weather)	155	1	1,527	8	12,049	7	107	2
Travelling too fast for conditions	211	2	1,241	7	10,091	5	80	2
Sudden braking	117	1	1,145	6	7,132	4	675	13
Following too close	99	1	725	4	6,791	4	176	4
Learner or inexperienced driver/rider	121	1	1,765	9	5,293	3	9	0
Exceeding speed limit	14	0	939	5	5,878	3	16	0
Impaired by alcohol	216	2	406	2	5,646	3	8	0
Vision affected by stationary or parked vehicle	250	2	394	2	3,799	2	47	1
Junction overshoot	248	2	173	1	2,447	1	14	0
Passing too close to cyclist, horse rider, pedestrian	47	0	65	0	1,381	1	117	2
Vehicle blind spot	14	0	24	0	829	0	36	1
Cyclist entering road from pavement	1,003	9	6	0	60	0	1	0
Cyclist wearing dark clothing at night	386	4	14	0	25	0	0	0
No lights at night or in poor visibility	238	2	44	0	105	0	0	0
Vehicles with no contributory factor	5,073	47	6,709	36	78,687	42	2,579	52
Number of vehicles	10,782	100	18,881	100	185,326	100	5,005	100

Contributory factor attributed to vehicle ³	Light goods vehicle		Heavy goods vehicle		All vehicles ²	
	Number	Per cent	Number	Per cent	Number	Per cent
Failed to look properly	2,580	24	1,760	23	50,313	21
Failed to judge other person's path or speed	1,404	13	1,040	13	26,777	11
Careless, reckless, in a hurry	1,030	10	453	6	20,583	9
Loss of control	567	5	343	4	19,616	8
Poor turn or manoeuvre	899	9	755	10	18,535	8
Slippery road (due to weather)	518	5	274	4	14,777	6
Travelling too fast for conditions	531	5	267	3	12,534	5
Sudden braking	464	4	245	3	9,874	4
Following too close	611	6	427	6	8,928	4
Learner or inexperienced driver/rider	53	1	18	0	7,306	3
Exceeding speed limit	224	2	82	1	7,208	3
Impaired by alcohol	244	2	23	0	6,602	3
Vision affected by stationary or parked vehicle	151	1	48	1	4,736	2
Junction overshoot	121	1	47	1	3,089	1
Passing too close to cyclist, horse rider, pedestrian	145	1	99	1	1,903	1
Vehicle blind spot	110	1	523	7	1,577	1
Cyclist entering road from pavement	1	0	0	0	1,074	0
Cyclist wearing dark clothing at night	1	0	0	0	429	0
No lights at night or in poor visibility	9	0	8	0	410	0
Vehicles with no contributory factor	4,248	40	3,147	41	101,790	42
Number of vehicles	10,574	100	7,734	100	241,551	100

1 Includes only vehicles in road accidents where a police officer attended the scene and in which a contributory factor was reported.

Columns may not add up to 100 per cent as accidents can have more than one contributory factor.

2 Includes other vehicles types and cases where the vehicle type was not reported.

3 Includes only the ten most frequently reported contributory factors for each vehicle.

Table 4d shows the most frequent pairs of contributory factors assigned to the same vehicle or pedestrian casualty in road accidents reported to the police in 2008.

- The pair of contributory factors most frequently reported for the same vehicle were *failed to look properly* and *failed to judge other person's path or speed*, with 6 per cent of vehicles having both factors assigned to them. This means that over half of all vehicles that were assigned *failed to judge other person's path or speed* were also assigned *failed to look properly*. These were also the two most frequently reported contributory factors in all accidents.
- The pair of contributory factors most frequently assigned to the same pedestrian casualty were *pedestrian failed to look properly* and *pedestrian careless, reckless or in a hurry*. Eighteen per cent of pedestrian casualties were assigned this pair of factors. Over 80 per cent of all pedestrian casualties with *pedestrian careless, reckless or in a hurry* as a contributory factor were also assigned *pedestrian failed to look properly*.

Table 4d: Most common pairs of contributory factors reported together^{1,2}: GB 2008

Factor with lower code ³	Factor with higher code ³	Number	Per cent
Vehicles			
Failed to look properly	Failed to judge other person's path or speed	13,532	6
Poor turn or manoeuvre	Failed to look properly	9,531	4
Failed to look properly	Careless, reckless or in a hurry	8,726	4
Poor turn or manoeuvre	Failed to judge other person's path or speed	4,415	2
Slippery road (due to weather)	Loss of control	4,243	2
Travelling too fast for conditions	Loss of control	3,967	2
Poor turn or manoeuvre	Careless, reckless or in a hurry	3,669	2
Failed to judge other person's path or speed	Careless, reckless or in a hurry	3,601	1
Slippery road (due to weather)	Travelling too fast for conditions	3,561	1
Loss of control	Careless, reckless or in a hurry	3,104	1
Following too close	Failed to look properly	2,817	1
Following too close	Failed to judge other person's path or speed	2,696	1
Disobeyed 'Give Way' or 'Stop' sign or markings	Failed to look properly	2,632	1
Travelling too fast for conditions	Careless, reckless or in a hurry	2,450	1
Swerved	Loss of control	2,375	1
Exceeding speed limit	Loss of control	2,208	1
Loss of control	Learner or inexperienced driver/rider	1,998	1
Travelling too fast for conditions	Failed to look properly	1,986	1
Exceeding speed limit	Careless, reckless or in a hurry	1,924	1
Aggressive driving	Careless, reckless or in a hurry	1,918	1
All vehicles in accidents		241,551	100
Pedestrian casualties			
Pedestrian failed to look properly	Pedestrian careless, reckless or in a hurry	3,827	18
Pedestrian crossing road masked by stationary or parked vehicle	Pedestrian failed to look properly	2,799	13
Pedestrian failed to look properly	Pedestrian failed to judge vehicle's path or speed	2,700	13
Pedestrian failed to look properly	Pedestrian impaired by alcohol	1,244	6
Pedestrian failed to judge vehicle's path or speed	Pedestrian careless, reckless or in a hurry	1,221	6
All pedestrian casualties in accidents		21,133	100

1 Includes only participants in accidents where a police officer attended the scene and in which a contributory factor was reported.

2 Includes the 20 pairings most frequently reported to vehicles and the 5 most frequently reported to pedestrian casualties.

3 All contributory factors are recorded by a code number between 101 and 999. The factor with the lower code number is listed first.

Part 2 – Accidents involving speed as a contributory factor

This part of the article gives some information on accidents involving two contributory factors which relate to speed - *exceeding the speed limit* and *travelling too fast for the conditions*. As stated in part 1 of this article, the contributory factors are the opinions of police officers based on the evidence available to them at the time of reporting the accident. As a result some contributory factors may be less likely to be reported. These two factors relating to speed may be difficult to determine after the event, especially in less serious accidents. Other factors, which are easier to determine after the event, may also indicate the involvement of inappropriate or excessive speed. These include *loss of control*, *following too close* and *sudden braking*.

The definitions of the two factors considered are:

Exceeding the speed limit should be reported when the driver caused, or contributed to the accident by exceeding the posted speed limit. It should also be reported when the actions of another road user were the immediate cause of the accident but a speeding vehicle also contributed to the collision.

Travelling too fast for conditions should be reported when the driver was travelling within the speed limit, but their speed was not appropriate for the road conditions and/or vehicle type, and contributed to the accident.

For the purpose of this part of the article accidents in which both *exceeding the speed limit* and *travelling too fast for the conditions* were reported will be counted under *exceeding the speed limit* only. It should be noted that if a driver was *exceeding the speed limit and travelling too fast for the conditions*, reporting officers are asked to report only the former factor. However in a number of cases both factors are reported; these drivers will only be counted as *exceeding the speed limit*. As a result the figures for *travelling too fast for conditions* in this section are different from the figures in Part 1.

Over the four years that contributory factor data has been recorded there has been a fall in the proportion of accidents in which *travelling too fast for conditions* is reported, particularly in fatal accidents, while *exceeding the speed limit* has seen a slight rise in reporting. At this stage it is not possible to tell whether changes are the result of the reporting police officers developing their understanding of the new system or a genuine change in these factors contributing to accidents.

Table 4e shows the number and percentage of accidents in which the two contributory factors were reported in 2008.

- *Exceeding the speed limit* was reported as a contributory factor in 5 per cent of all accidents. However, the factor became more significant with the severity of the accident. It was reported in 14 per cent of fatal accidents and these accidents accounted for 362 fatalities, 15 per cent of all deaths. Accidents that involved *exceeding the speed limit* as a contributory factor were three times as likely to result in at least one fatality compared to those that did not.
- The factor *travelling too fast for conditions* was a contributory factor in 8 per cent of accidents. Again the proportion of accidents where it was reported rose with the severity of the accident and 9 per cent of fatal accidents involved it as a factor, resulting in 224 fatalities, 10 per cent of all deaths.

Table 4e: Speed as a contributory factor: Reported accidents and casualties by severity¹: GB 2008

Contributory factor in accident	Accident severity							
	Fatal		Serious		Slight		Total	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	313	14	1,520	7	5,270	5	7,103	5
Travelling too fast for conditions ²	206	9	1,759	9	8,717	8	10,682	8
Exceeding speed limit or travelling too fast for conditions	519	24	3,279	16	13,987	13	17,785	14
Total number of accidents	2,170	100	20,424	100	108,988	100	131,582	100

Contributory factor in accident	Casualty severity							
	Killed		Seriously injured		Slightly injured		Total	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	362	15	1,935	8	9,095	6	11,392	6
Travelling too fast for conditions ²	224	10	2,164	9	14,120	9	16,508	9
Exceeding speed limit or travelling too fast for conditions	586	25	4,099	18	23,215	15	27,900	15
Total number of casualties	2,351	100	23,195	100	158,669	100	184,215	100

1 Includes accidents and casualties in accidents where a police officer attended the scene and a contributory factor was reported.

2 Excluding accidents and casualties in accidents which had *exceeding the speed limit* reported as a contributory factor.

In 2008 there were just under 28,000 casualties in accidents where a speed contributory factor was reported. These included 586 fatalities and over 4,000 serious injuries, accounting for 25 per cent of road deaths and 18 per cent of serious injuries. Table 4f shows how many casualties were involved in accidents where a speed factor was reported by road user group and severity. For all the main road user groups the proportion of casualties that were killed or seriously injured was higher in accidents where one of the speed factors was reported.

- In accidents where a vehicle was *exceeding the speed limit* one in ten casualties was a motorcyclist, but they made up over a quarter of fatalities. Similarly pedestrians made up one in nine fatalities despite making up one in every twenty seven casualties.
- In accidents where a vehicle was *travelling too fast for conditions* there was a similar pattern. Motorcyclists made up 8 per cent of all casualties and pedestrians 2 per cent, but of those casualties that were killed 18 per cent were motorcyclists and 7 per cent pedestrians.
- In accidents with a speed contributory factor reported 44 per cent of motorcyclist casualties were killed or seriously injured, compared to 28 per cent in other accidents. Twenty nine per cent of motorcyclist deaths were in accidents where a speed factor was reported.
- Only 4 per cent of pedestrian casualties were in accidents where a speed factor was reported. However, 42 per cent of pedestrians in accidents with a speed factor were killed or seriously injured, compared to 27 per cent of those in other accidents.

Table 4f: Casualties by road user group and severity in accidents with a speed factor reported¹: GB 2008

	Pedestrians	Pedal cyclists	Motorcyclists	Car occupants	All road users ²
Casualties in accidents with a speed factor ³	833	402	2,297	22,921	27,900
Of which KSI ⁴	350	103	1,005	3,073	4,685
Of which killed	56	12	134	373	586
<i>Percentage KSI⁴</i>	42	26	44	13	17
<i>Percentage killed</i>	7	3	6	2	2
Casualties in all accidents	21,133	10,479	18,323	123,073	184,215
Of which KSI ⁴	5,751	1,952	5,509	11,195	25,546
Of which killed	535	106	456	1,166	2,351
<i>Percentage KSI⁴</i>	27	19	30	9	14
<i>Percentage killed</i>	3	1	2	1	1

1 Includes casualties in accidents where a police officer attended the scene and in which a contributory factor was reported.

2 Includes other road user types.

3 Casualties in accidents with either *exceeding speed limit* or *travelling too fast for conditions* reported as a contributory factor.

4 Killed or seriously injured.

Speed contributory factors by age and gender

Speed factors associated with drivers vary depending on their age and gender. Chart 4b shows the percentage of drivers involved in accidents reported to the police in 2008 that were reported as *exceeding the speed limit* or *travelling too fast for conditions* by age and gender.

- The number of male drivers reported as *exceeding the speed limit* was more than six times the number of female drivers. More than three times as many male drivers were assigned the factor *travelling too fast for conditions* than female drivers. Overall more than four times as many male drivers had a speed factor reported than female drivers.
- Younger drivers were more likely to be assigned speed factors, with 6 per cent of 16-25 year olds involved in accidents *exceeding the speed limit* and 8 per cent *travelling too fast for conditions*. Both of these rates fell as the age of the driver increased.

Chart 4b: Proportion of drivers allocated speed factors by driver age and gender: GB 2008

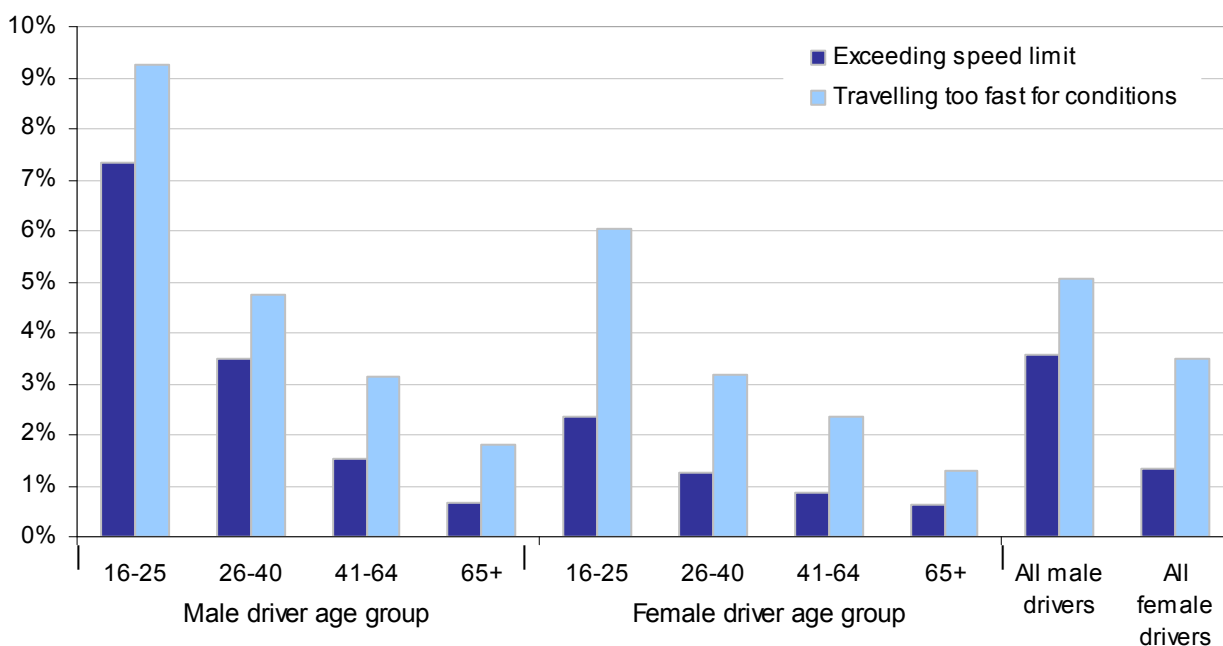


Table 4g gives a breakdown of casualties in accidents reported to the police with a speed contributory factor recorded by age and gender, and shows what percentage of all casualties of that age and gender were involved in these accidents.

- In 2008, men made up 63 per cent of casualties in accidents where a speed factor was reported, while 37 per cent of casualties were women. However, 74 per cent of serious injuries and 80 per cent of fatalities in these accidents were male.
- Accidents with a speed factor accounted for 16 per cent of all male road casualties and 13 per cent of all females. This percentage rose with severity and 27 per cent of male fatalities and 19 per cent of female fatalities were in accidents with a speed factor.
- Casualties aged 16 to 25 were more likely to be involved in an accident with a speed factor than other age groups. Twenty one per cent of casualties in this age group were in accidents with a speed factor, compared to just 8 per cent of casualties over 65. This trend was followed in all severities, and 41 per cent of male road accident fatalities aged 16-25 were in accidents where a speed factor was reported.
- Child casualties (aged 0-15) made up 6 per cent of casualties in accidents with a speed factor, compared to 9 per cent of casualties in all accidents. There were 21 children killed in accidents where a speed factor was reported, 18 per cent of all child fatalities.

Table 4g: Casualties in accidents with a speed contributory factor reported by severity, age and gender^{1,2}: GB 2008

Age group	Killed			Killed or seriously injured			All casualties		
	Male	Female	Total ³	Male	Female	Total ³	Male	Female	Total ³
Number of casualties									
0-15	13	8	21	122	109	231	809	803	1,613
16-25	211	41	252	1,544	437	1,981	7,641	3,774	11,418
26-40	133	21	154	980	260	1,240	4,841	2,546	7,392
41-64	86	30	117	692	266	960	3,647	2,385	6,039
65+	24	18	42	106	111	217	574	535	1,109
All ages ⁴	467	118	586	3,486	1,197	4,685	17,703	10,176	27,900
Percentage of all casualties of that severity, age and gender in accidents with a speed factor									
0-15	17	21	18	8	12	9	8	11	10
16-25	41	28	38	29	23	27	23	18	21
26-40	29	22	28	22	17	21	16	13	15
41-64	19	22	20	15	14	15	13	12	13
65+	10	10	10	8	7	8	8	8	8
All ages ⁴	27	19	25	20	15	18	16	13	15

1 Includes casualties in accidents where a police officer attended the scene and in which a contributory factor was reported.

2 Casualties in accidents with either *exceeding speed limit* or *travelling too fast for conditions* reported as a contributory factor.

3 includes cases where gender was not recorded.

4 includes cases where age was not recorded.

Speed contributory factors by road type

Table 4h shows how many casualties were in accidents reported to the police where a speed contributory factor was reported on different types of road in 2008.

- Accidents on rural roads were more likely to have a speed contributory factor reported than those on motorways or urban roads, with 17 per cent of casualties on rural A roads and 23 per cent on minor rural roads occurring in accidents where one of the factors was reported, compared to 12 per cent on urban roads and 14 per cent on motorways. In particular 26 per cent of casualties on minor rural roads with a 60 mph speed limit were in accidents in which a speed factor was reported.
- Only 3 per cent of casualties in accidents where a vehicle was *exceeding the speed limit* happened on motorways, while 58 per cent were on urban roads and 39 per cent on rural roads. Motorways had a lower proportion of accidents with this factor than other road classes.
- Of accidents where a vehicle was *travelling too fast for conditions*, 7 per cent happened on motorways, 36 per cent on urban roads and 57 per cent on rural roads. Motorways had a higher proportion of accidents with this factor than other road classes.

Table 4h: Casualties in reported accidents with a speed contributory factor by road type^{1,2}: GB 2008

Speed Limit	Motorways	Urban roads		Rural roads		All roads ⁴
		A roads	Minor roads ³	A roads	Minor roads ³	
Number of casualties						
20 mph or less	0	4	65	2	19	90
30 mph	23	4,142	6,480	768	1,749	13,163
40 mph	23	949	301	728	632	2,633
50 mph	73	274	9	545	179	1,080
60 mph	18	123	111	3,512	4,649	8,414
70 mph	1,281	164	11	1,042	22	2,520
All limits	1,418	5,656	6,977	6,597	7,250	27,900
Percentage of all casualties on that road type that were in accidents with a speed factor						
20 mph or less	-	4	9	6	17	9
30 mph	18	11	12	15	19	13
40 mph	21	13	15	16	21	16
50 mph	19	17	8	15	22	17
60 mph	13	14	19	19	26	22
70 mph	14	15	10	15	20	14
All limits	14	12	12	17	23	15

1 Includes casualties in accidents where a police officer attended the scene and in which a contributory factor was reported.

2 Accidents with either *exceeding speed limit* or *travelling too fast for conditions* reported as a contributory factor.

3 B, C and unclassified roads.

4 Including those not recorded as urban or rural.

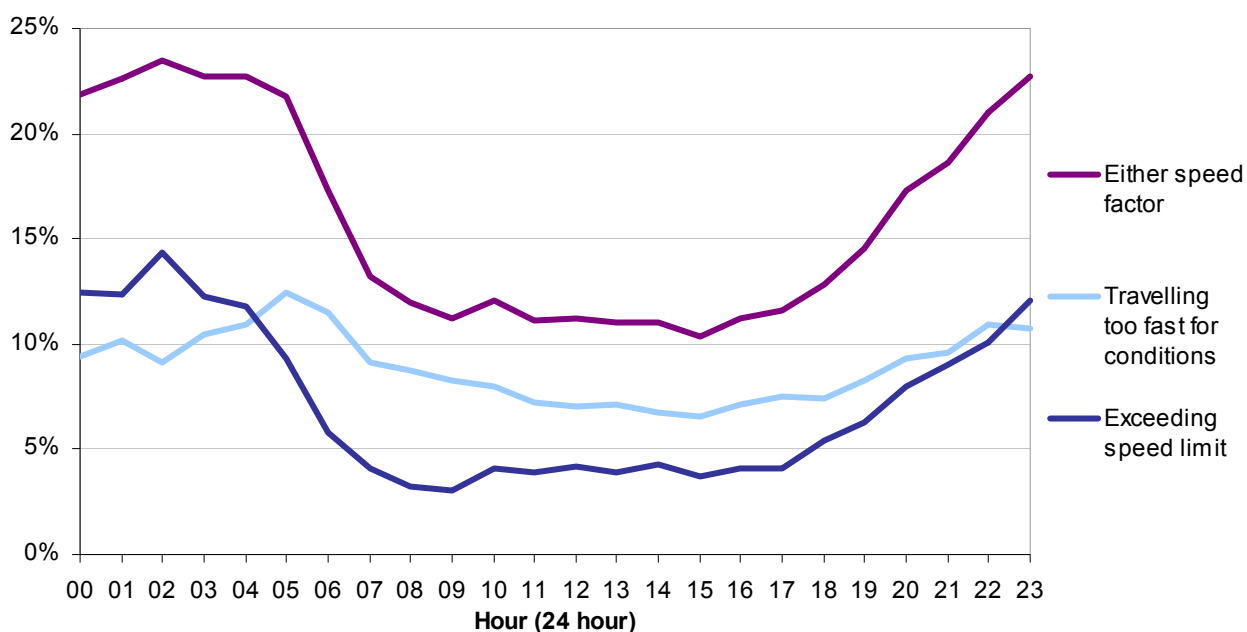
Speed contributory factors by time of day, week and year

The proportion of accidents that were assigned a speed factor varied between months. In 2008 *exceeding the speed limit* was recorded in a higher proportion of accidents in spring and summer than it was in autumn and winter, ranging between 4 per cent of accidents in January and 6 per cent of accidents in May. Conversely, *travelling too fast for conditions* was reported in a higher proportion of accidents in the winter. It was reported in 10 per cent of accidents in November, compared to 7 per cent of accidents in June.

In 2008 31 per cent of accidents that were assigned a speed factor occurred on a Saturday or Sunday, and one of the two factors was reported in 17 per cent of accidents at weekends, compared to 12 per cent of accidents on weekdays. Chart 4c shows the proportion of accidents that were assigned a speed factor in 2008 by time of day.

- Speed factors were reported in a higher proportion of accidents at night than during the day. Between 11pm and 6am at least one of the factors was reported in 23 per cent of accidents, compared to 11 per cent between 8am and 6pm.
- *Exceeding the speed limit* was reported in 12 per cent of accidents between 11pm and 5am, the only time of day when it was reported more often than *travelling too fast for conditions*. Between 8am and 6pm it was reported in just 4 per cent of accidents.
- There was a smaller difference between the amount *travelling too fast for conditions* was reported at night and during the day, with 10 per cent of accidents between 11pm and 6am having it reported compared to 7 per cent of accidents between 10am and 5pm. Unlike *exceeding the speed limit*, *travelling too fast for conditions* peaked at either end of the night rather than in the middle, with 11 per cent of accidents between 10pm and midnight and 12 per cent of accidents between 4am and 7am having the factor reported.

Chart 4c: Proportion of accidents with speed factors reported by time of day: GB 2008



Vehicles with speed contributory factors assigned

Table 4i shows how many times the two speed factors were allocated to different vehicle types.

- Motorcycles were the vehicle type most likely to have one of the speed factors assigned to them in 2008. Five per cent were reported as *exceeding the speed limit* compared to 3 per cent of cars and 6 per cent of motorcycles were *travelling too fast for conditions* compared to 5 per cent of cars.
- Heavy goods vehicles were less likely to have either of the speed factors assigned than other vehicles. Only 4 per cent of heavy goods vehicles had one of the factors assigned to them. Light goods vehicles were less likely to be *exceeding the speed limit* than cars, with 2 per cent of light goods vehicles involved in accidents having the factor reported.
- A higher proportion of vehicles were assigned *travelling too fast for conditions* than *exceeding the speed limit* for all vehicle types.

Table 4i: Vehicles with speed factors reported by vehicle type¹: GB 2008

Contributory factor attributed to vehicle	Motorcycles		Cars		Light goods vehicles		Heavy goods vehicles		All vehicles ²	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	939	5	5,878	3	224	2	82	1	7,208	3
Travelling too fast for conditions ³	1,091	6	8,720	5	488	5	253	3	10,944	5
Exceeding speed limit or travelling too fast for conditions	2,030	11	14,598	8	712	7	335	4	18,152	8
All vehicles in accidents	18,881	100	185,326	100	10,574	100	7,734	100	241,551	100

1 Includes vehicles in accidents where a police officer attended the scene and in which a contributory factor was reported.

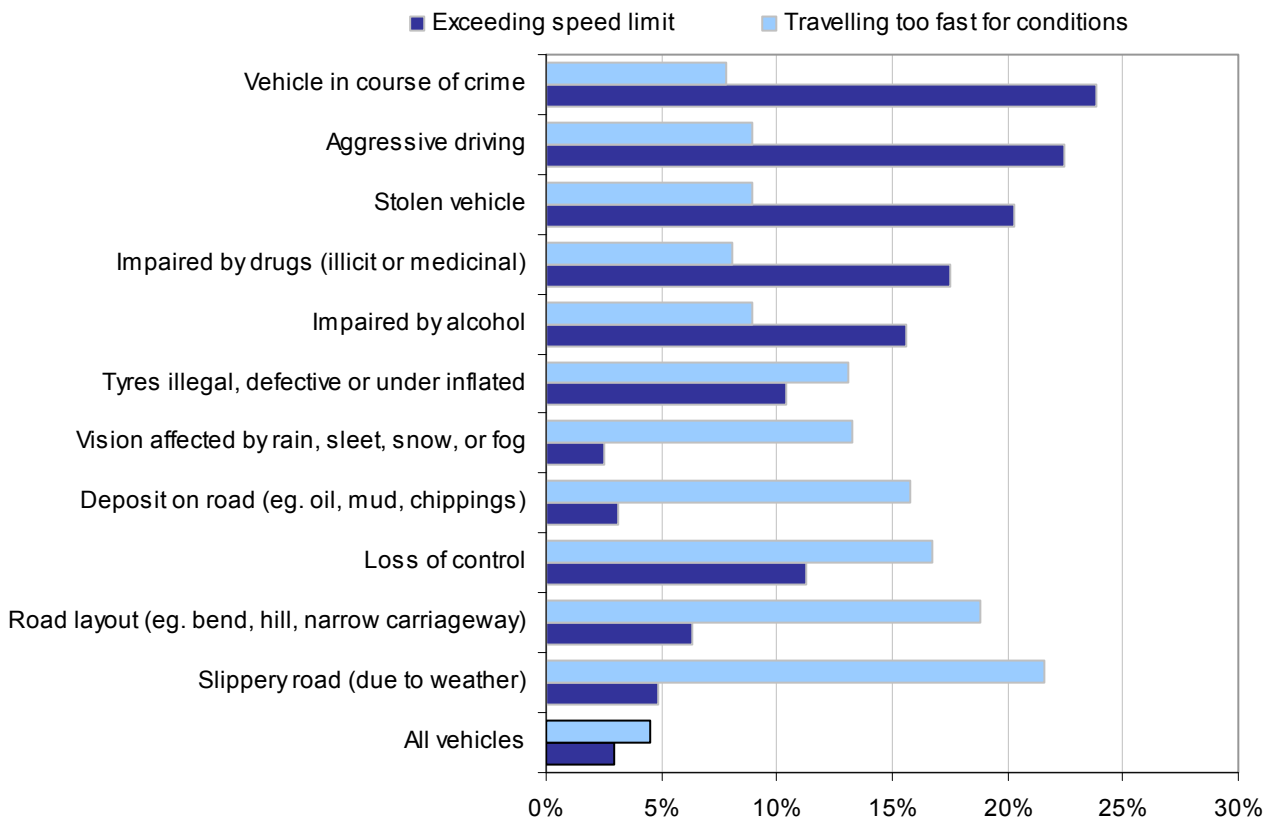
2 Includes other vehicle types.

3 Excluding vehicles which had *exceeding the speed limit* reported as a contributory factor.

In 2008 almost seven out of eight vehicles with one of the speed contributory factors reported had at least one other contributory factor reported. *Loss of control* was assigned to 30 per cent of vehicles with a speed factor and *careless, reckless or in a hurry* to 21 per cent. Chart 4d shows the association between the two speed factors and other contributory factors.

- *Exceeding the speed limit* tended to have the most association with factors related to other illegal activities. Twenty four per cent of vehicles assigned *vehicle in course of crime* also had the factor *exceeding the speed limit*, as did 20 per cent with *stolen vehicle* and 16 per cent with *impaired by alcohol*.
- The contributory factors that *travelling too fast for conditions* had the highest association with tended to be those related to the road environment and to bad weather. For example it was reported for 22 per cent of vehicles that were assigned *slippery road (due to weather)*.

Chart 4d: Percentage of vehicles with selected contributory factor that had a speed factor reported: GB 2008



5. Comparing police data on road accidents with other sources

Matthew Tranter, Road Safety Research and Statistics, Department for Transport

Summary

- Comparisons with death registrations show that very few, if any, road accident fatalities are not reported to the police. It has long been known that a considerable proportion of non-fatal casualties are not known to the police and hospital, survey and compensation claims data all indicate a higher number of casualties than are reported.
- Our best current estimate, derived from survey data with cross-checking against other data sources, is that the total number of road casualties in Great Britain each year, including those not reported to police, is within the range 680 thousand to 920 thousand with a central estimate of 800 thousand. Part 2 of this article contains further details of these estimates.
- Police data on road accidents (STATS19), whilst not perfect, remains the most detailed, complete and reliable *single* source of information on road casualties covering the whole of Great Britain, in particular for monitoring trends over time. However, both hospital and survey data are likely to provide further useful evidence on trends in the future.

Introduction

For many years the police have provided data on road accidents reported to them involving casualties under the STATS19 system. This source provides almost all the data in this publication.

What other sources of data are there on road accidents and casualties?

Besides the police data, there are a number of further sources of data relating to road accident casualties, including hospital, survey and compensation claims databases. Part 1 of this article provides an overview of a number of these sources, focusing on Government datasets with national coverage, and broadly arranged by the severity of the casualties included (see box).

- Death registrations data
- Hospital Episode Statistics: inpatient admissions
- Hospital Episode Statistics: A&E attendances
- DWP Compensation Claims data
- National Travel Survey data on road accidents

In addition to these datasets, there are a number of other sources of data on road casualties, for example in-depth accident investigation studies such as the On The Spot study outlined in article 7. These sources typically include much more detail than is contained in any of those covered in this article, but cover only a small, often non-representative sample of accidents and casualties and for this reason will not be included here.

How do these data sources add to the overall picture?

Although STATS19 is the most detailed and useful source of information on road casualties at national level, it is not a complete or perfect dataset. It is therefore desirable to use complementary sources to build a balanced and comprehensive picture of the nature and extent of road accidents. Other datasets can be useful both as a check on the quality and completeness of STATS19 and in providing information which is not collected by the police, for example relating to more detailed medical consequences of road accidents.

Making comparisons of STATS19 with other data sources is not straightforward, as there are often differences in definitions and changes in data collection and recording practices which can affect trends over time. In addition, some of the data collections are relatively new and a longer time series is needed before a full analysis can be carried out. Details of what each source adds, and strengths and limitations, are given in part 1 of this article.

What is the best estimate of the total number of road casualties in Great Britain?

From 2007, the Department's National Travel Survey (NTS) has asked about involvement and injury in road accidents. Although this is based on a sample of the population, and therefore subject to sampling variability, it is the only source providing complete coverage of casualties (particularly those who do not report an accident to police or attend hospital). Grossing up the survey estimate to the population suggests that the total number of road casualties in Great Britain is between 680 thousand and 920 thousand per year, with a best estimate of around 800 thousand. This is more than three times the number of casualties that are recorded in STATS19.

Of this total, we estimate that very roughly 80 thousand people are seriously injured each year, using the same broad definition of a serious injury that is used in STATS19. The NTS also gives an estimate of 350 thousand people who attend hospital following an accident. A discussion of how these estimates have been derived, and their limitations, is given in part 2 of this article.

Does this mean that the police data are not reliable or useful?

No. STATS19 remains the single most useful source of data on road accidents and resulting casualties in Great Britain. In particular, it is the only national source to provide detailed information on accident circumstances, vehicles involved and resulting casualties. However, as has long been known, STATS19 is not a complete record of all injury accidents and resulting casualties, and this should be borne in mind when using and analysing the data. The above estimates illustrate this.

What about trends over time?

Although STATS19 does not provide complete coverage of road accidents and casualties, this does not in itself make it unsuitable for monitoring changes over time, assuming that levels of reporting to police have not changed. There have been a number of studies of levels of reporting of road accidents in recent years (see part 2 of this article for references). These have shown different patterns and to date there is no clear or conclusive evidence of a systematic change in levels of reporting at national level.

In addition:

- Most, if not all, road accident fatalities are included in the police data, which shows a fall of 29 per cent between the 1994–98 average and 2008. This reduction in the number of people dying in road accidents is confirmed by death registrations data.
- Both police and hospital admissions data show reductions in more severely injured road casualties (though the size of the reduction shown by the police data is greater). It should be noted that the Health and Social Care Information Centre publish a warning regarding the use of hospital data for trend analysis¹.

For what purposes are the police data useful, and what do users need to bear in mind?

As outlined above, STATS19, although incomplete, remains the single best source of information on accident circumstances and vehicles involved in personal injury accidents. Uses of the data include development and monitoring of road safety initiatives at both local and national level, developing and evaluating legislative changes, targeting road safety publicity campaigns, development of road and vehicle engineering measures and identifying public health issues related to road safety.

Users of STATS19 data should be aware that, whilst comparisons with survey data (see part 1 of this article) suggest that the police data is sufficiently representative of casualties by road user type, levels of reporting to police may vary according to the accident circumstances. For example, it is known that few single vehicle pedal cycle accidents are included in STATS19.

In addition, particular local circumstances (for example organisational changes, reviews of coding practice and local initiatives) may affect the data and trends over time, particularly at local level. Therefore, as with most data sources, users of STATS19 are advised to carefully explore relevant issues before drawing conclusions from the data, and the Department is happy to offer advice in this area.

¹ See www.hesonline.nhs.uk and then choose 'understanding the data' and 'why are there fluctuations?'

Part 1: Sources of road accident data

STATS19 data

Data source and coverage

- Accidents reported to and recorded by police forces in Great Britain.
- Covers personal injury accidents and resulting casualties occurring on the public highway and involving at least one vehicle.
- Casualties are coded as killed, seriously injured or slightly injured (see definitions)

Strengths and limitations

- A well established source of data which has existed in a comparable format and with consistent injury definitions for several decades.
- Only includes accidents which become known to police, and therefore is an incomplete record of all road accident casualties as there is not a legal obligation to report all road accidents (see part 2)
- Trends shown by STATS19 will be influenced by any changes in propensity of incidents to be reported over time, and the proportion of reported accidents that are recorded by police. However, considerable efforts are made by DfT and the police to ensure continuity over time. Studies of levels of reporting to date have been inconclusive, but provide no evidence of a systematic change.
- Coding of injury severity made by police who are not medically trained and may not know full details at the time of an accident. Studies have shown police are more likely to underestimate injury severity, for example because of difficulties in identifying some types of injury at the accident scene.

What it adds

- Historically the main source of numbers of and trends in road accidents and casualties – the majority of the tables and analyses throughout this publication are derived from STATS19 data.
- Used to monitor progress towards casualty reduction targets
- Provides detailed information about accident circumstances and location, and vehicles involved, to inform development of road safety policies.
- Enables detailed analysis of accidents and casualties at local level

Further information

- The form used by the police to record details of an accident can be found towards the end of this publication. Details of guidelines for completion of the STATS19 form can be found online: www.dft.gov.uk/collisionreporting/Stats/stats20.pdf
- The notes section of this publication provides information on STATS19 coverage.

STATS19 data is collected to an agreed national standard, and local and national government work closely with local police forces to achieve this. However, it has long been known that not all accidents become known to police, and are therefore not included in the figures presented in this publication. One reason for this is that there is no legal requirement to report an accident to police, provided that details are exchanged².

² Legal requirement: www.dft.gov.uk/collisionreporting/Law/default.asp

Death registrations data

Data source and coverage

- Number of deaths derived from registrations of death certificates completed by a doctor or coroner, after processing by Office for National Statistics (ONS; for England and Wales) and General Register Office for Scotland (GROS).
- Cause of death coded using International Classification of Diseases 10th revision (ICD-10) codes, allowing road transport accidents to be identified.
- Definitions are not identical to those used by police, in particular there is no time limit (in contrast to the 30 day cut-off used in STATS19 – see definitions section)
- Based on date of death registration to 1992 and from 2006; based on date of death occurrence between 1993 and 2005.

Strengths and limitations

- A well established and comprehensive data source with a long time series of data.
- Only covers fatalities – a small proportion of total road accident casualties
- Known changes over time which affect trends (e.g. to coding of cause of death)
- No information on circumstances of the accident

What it adds

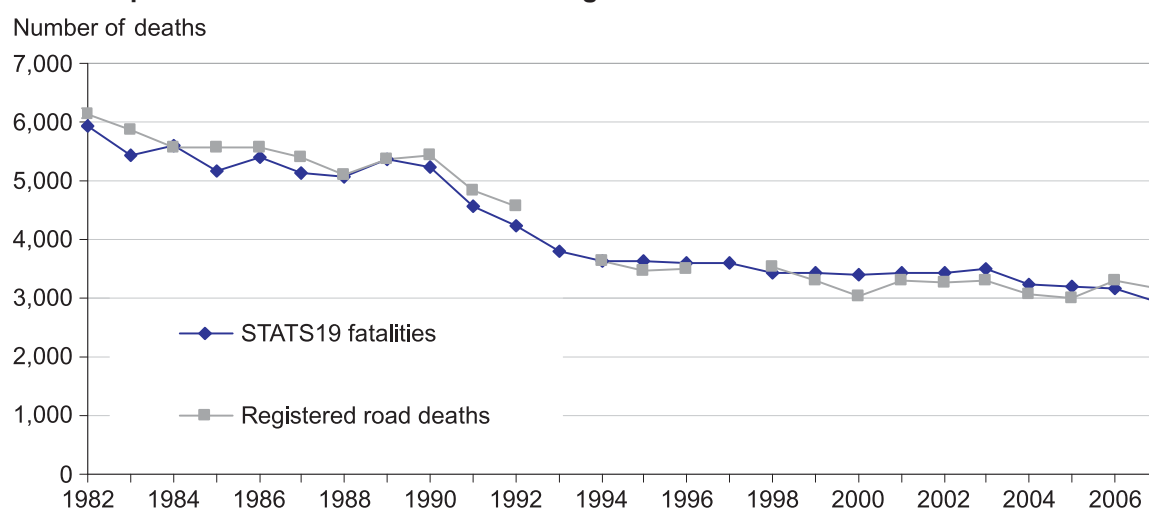
- Provides strong evidence that most, if not all, road deaths become known to police
- Confirms that trends in fatalities recorded by police are reliable.

Further information

- Table 50 of this publication provides numbers of registered deaths by age and sex
- ONS Mortality Statistics publication (covering England and Wales):
www.statistics.gov.uk/downloads/theme_health/DR2007/DR_07_2007.pdf

Mortality statistics including the number of registered road deaths each year are published by the ONS and by GROS. Chart 5a shows registered road deaths compared with fatalities recorded in STATS19 – both the level and trends are similar.

Chart 5a: Comparison of STATS19 fatalities and registered road deaths: GB 1982–2007



Source: STATS19 and Office for National Statistics/General Register Office Scotland³

³ Data taken from previous editions of Road Casualties Great Britain; gaps relate to years when figures were not published due to unavailability of data.

Hospital Episode Statistics: Inpatient data

Data source and coverage

- Hospital Episode Statistics (HES) record the number of inpatient admissions to hospitals in England, derived from hospital's patient administrative systems and collated by the Health and Social Care Information Centre. There are equivalent datasets for Scotland (Scottish Morbidity Record, SMR) and Wales (Patient Episode Database for Wales, PEDW).
- Records relate to episodes of care under a particular consultant.
- Excludes those attending Accident and Emergency (A&E) only but includes people admitted and discharged on the same day.
- Cause of injury coded using International Classification of Diseases 10th revision (ICD-10) codes, allowing road traffic accidents to be identified.

Strengths and limitations

- Provides information on medical consequences of accidents (not collected in STATS19), but does not have detailed information about accident circumstances.
- Coding of injury likely to be more accurate than in STATS19, but coding of location less accurate meaning some off-road incidents may be recorded as traffic accidents.
- Only covers casualties admitted to hospital, which will not include fatalities who die before admission, or those treated only in A&E, by GPs or elsewhere, or who receive no medical attention. However does include some casualties who do not report their accident to police.
- To date, not reliable for monitoring casualty trends over time due to changes in hospital practices and data collection.

What it adds

- Indicates the public health burdens of road accidents – around 40,000 hospital admissions a year in England.
- Information on nature of injuries sustained by road casualties.
- Matching to STATS19 offers scope to compare medical consequences with accident circumstances.

Further information

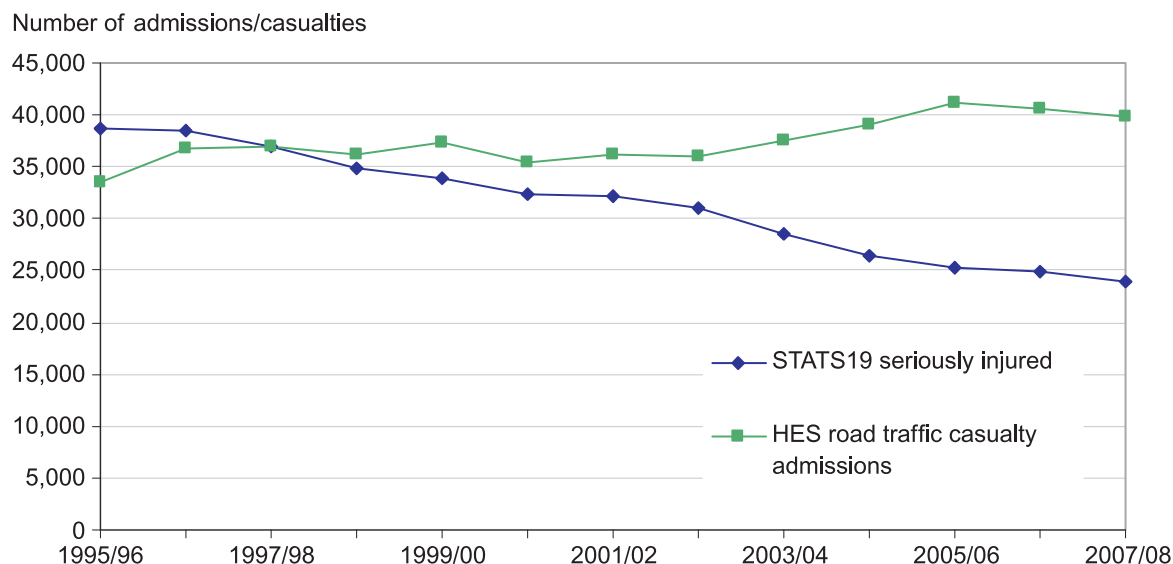
- Article 6 in Road Casualties Great Britain 2006 gives a more detailed comparison of HES and STATS19.
- See HES Online website: www.hesonline.nhs.uk/

The Hospital Episode Statistics (HES) inpatient database, managed by the Health and Social Care Information Centre, contains data on inpatient admissions to hospitals in England. Each HES record contains clinical details of the patient's condition which allows the identification of patients whose injuries have been caused by a road traffic accident.

Comparing HES inpatient data with STATS19

The definition of seriously injured casualties in STATS19⁴ includes anyone that is admitted to hospital, and also those with specific types of injury, whereas HES covers those admitted to hospital (regardless of any injury). The HES figures can be filtered to be broadly comparable with STATS19⁵. Chart 5b shows comparisons between HES data and the STATS19 seriously injured category for England.

Chart 5b: Comparison of STATS19 seriously injured casualties with hospital admissions: England 1995/96 to 2007/08 financial years



Source: STATS19 and Hospital Episode Statistics, The NHS Information Centre for Health and Social Care

Although the numbers of seriously injured casualties and the number of hospital admissions are similar, particularly in the mid-1990s, many of those admitted to hospital will not appear in the STATS19 data, and vice versa. The chart shows different trends in STATS19 serious injuries and hospital admissions from the mid-1990s, though since 2005/06 both series have shown similar falls.

Given the differences in definitions, data collection methodologies and use of the two datasets, interpretation of the trends shown is not straightforward, and there are a number of reasons why they may differ. As well as definitional differences, these could include:

- Changes in hospitals' practices or how they record their data, particularly changes to the comparatively new HES system over time
- A change in the proportion of road casualties admitted to hospital
- A change in the number of less severe, non-hospitalised casualties which are still classed as 'serious' in STATS19 – many such cases will be handled in A&E only, and therefore not be recorded in the HES inpatient statistics
- Changes in the police recording of injury severity
- A change in the level of reporting of accidents by the public to the police.

⁴ See definitions section of this publication.

⁵ Finished in year emergency admission episodes, excluding non traffic accidents and in-hospital deaths were selected for this analysis. It should be noted that as HES contains one record for each period of care under a particular consultant, it is possible for a patient to be counted more than once (e.g. if they transfer to another consultant).

In our 2006 report⁶, we published an article comparing STATS19 and HES data which looked at the first point in the list above and concluded that:

- The overall increase in road traffic hospital admissions is accounted for by increases in admissions of less than 2 days, or unknown duration. This reflects changing hospital practices, for example the use of assessment or short-stay admission wards for monitoring.
- It is likely that the road casualty admissions data are being driven by changes affecting all admissions from A&E, for example the introduction of 'Payment by Results' which has increased the importance of HES to the NHS.
- There have also been improvements to the coding of the HES data since 1996.

Thus, there is evidence that the increase in road traffic hospital admissions does not necessarily equate to an actual rise in the real number of road traffic casualties. However it is likely that the difference in the trends shown will be the result of a number of factors, and the extent to which each contributes is not fully understood. In order to investigate further, the Department has carried out matching of STATS19 and HES data at individual record level (summarised below).

Table 5a summarises the number of emergency hospital admissions for 2 or more days (less likely to be affected by changes in admissions practices, though still influenced by other changes in hospital practices) and STATS19 seriously injured, broken down by age group and road user type.

Note that the two data sources are not directly comparable. For example, the hospital data include admissions following falls from pedal cycles (often by children) which are not generally reported to the Police (see article 6 in Road Casualties Great Britain 2006 for further details). However, they do show some similar trends over recent years.

- Both data sources show falls in the number of pedestrian, motorcyclist and car occupant casualties, over the last five years (between 2003/04 and 2007/08).
- Over the same period both sources also show a bigger reduction in child casualties, compared with adults.
- Overall the HES data shows a reduction in admissions (of 2 days or more) of 13 per cent between 2003/04 and 2007/08. This was marginally less than the overall fall in emergency admissions over this period, but a greater decrease than seen for overall injury admissions. It compares with a reduction of 16 per cent in seriously injured casualties reported to police over the period (which also includes some who are not admitted to hospital).

⁶ www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/

Table 5a: STATS19 and HES figures for England: 2003/04 to 2007/08 financial years

Please note: figures are not directly comparable (see text)

	Numbers (thousands)/percentage					
	2003/ 2004	2004/ 2005	2005/ 2006	2006/ 2007	2007/ 2008	Change 03/04 to 07/08
Hospital Episodes Statistics: emergency admissions for spells of 2 or more days ⁽¹⁾						
All admissions	1,584.9	1,543.3	1,469.7	1,394.2	1,357.9	-14
All injury admissions ⁽²⁾	261.1	259.3	257.0	254.8	258.0	-1
All Road traffic admissions ⁽³⁾	18.1	17.7	17.3	16.2	15.8	-13
Pedestrians	3.7	3.7	3.5	3.3	3.4	-10
Pedal cyclists	2.5	2.5	2.6	2.5	2.4	-6
Motorcyclists	4.3	4.1	4.0	3.8	3.8	-13
Car occupants	5.9	5.8	5.7	5.1	5.0	-15
Age 0-14	2.2	2.2	2.0	1.8	1.6	-31
Age 15-64	13.4	13.2	13.0	12.2	12.0	-11
Age 65 and over	2.4	2.4	2.3	2.2	2.2	-8
STATS19 Seriously injured casualties						
All road users	28.5	26.4	25.2	24.9	23.9	-16
Pedestrians	6.1	5.7	5.5	5.5	5.5	-10
Pedal cyclists	2.1	1.9	2.1	2.1	2.2	7
Motorcyclists	6.1	5.5	5.2	5.5	5.5	-10
Car occupants	12.7	12.0	11.2	10.5	9.7	-24
Age 0-14	2.8	2.7	2.4	2.3	2.2	-24
Age 15-64	22.4	20.6	19.9	19.8	18.9	-16
Age 65 and over	2.5	2.5	2.4	2.4	2.3	-8

(1) Finished inpatient admission episodes excluding in-hospital deaths

(2) Episodes with an external cause of injury recorded

(3) Episodes coded as a road traffic accident.

Source: STATS19 and Hospital Episode Statistics (HES), The NHS Information Centre for Health and Social Care

Matching HES inpatient data with STATS19

As noted above, there are many possible reasons why the STATS19 and HES datasets may show different trends, and comparisons of aggregate level figures do not provide a full insight into them. In order to gain a deeper understanding of the reasons for differences, the Department commissioned the Office for National Statistics to match the two datasets at individual record level. Although such matching does not enable an estimate of all road casualties to be made (as, for example, there are many that will not appear in either source), it provides some information on the number of hospital casualties not known to police, and vice versa. However, this is limited by the quality of the matching (which is highly dependent on the extent of postcode recording in the police data) ⁷. Table 5b shows the numbers of matched and unmatched records; last year's report contains further details of the matching methodology ⁸. We are currently reviewing this methodology following peer review and the figures are therefore subject to change.

⁷ It should be noted that as the matching process is not straightforward, there will be some records that are incorrectly matched, and some cases where matches have been missed. It is assumed that the effect of each is similar, but further work is required to establish whether this is the case.

⁸ See article 6 in Road Casualties Great Britain 2007 for further details (www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/)

Table 5b: Results of matching STATS19 and HES data for England: 1999 to 2004

		Numbers (thousands)/percentage						
		1999	2000	2001	2002	2003	2004	1999 to 2004
STATS19 serious	Matched records	11.4	11.9	11.8	11.6	11.4	11.5	70
	Total records	33.7	33.0	32.2	31.3	29.3	27.1	187
	% matched	34	36	37	37	39	43	37
STATS19 slight	Matched records	15.5	15.8	15.6	15.1	16.3	17.0	95
	Total records	248.5	249.9	244.6	234.8	225.6	219.0	1,422
	% matched	6	6	6	6	7	8	7
STATS19 all injuries	Matched records	26.9	27.7	27.4	26.7	27.7	28.5	165
	Total records	282.2	282.8	276.8	266.0	254.9	246.0	1,609
	% matched	10	10	10	10	11	12	10
Hospital road transport admissions⁽¹⁾	Matched records	26.9	27.7	27.4	26.7	27.7	28.5	165
	Total records	53.0	51.6	50.5	49.9	53.2	54.5	313
	% matched	51	54	54	54	52	52	53

(1) The total number of records relates to files provided for matching by the Health and Social Care Information Centre, and include all road transport accidents, including those recorded as non-traffic accidents. Some cleaning of the data was carried out prior to matching and this means that totals will be different from figures published from HES data.

Source: STATS19 and Hospital Episode Statistics, The NHS Information Centre for Health and Social Care

The tentative conclusions from the work that we have done so far include:

- The proportion of road accident casualties admitted to a hospital that were known to police remained relatively constant between 1999 and 2004. There is no evidence that there was a systematic change in levels of reporting of serious accidents to police over this period, though these results are not conclusive either way, as the results could be affected by other factors (such as quality of data available for matching).
- There is, however, some evidence that the proportion of casualties admitted to hospital and known to police that were misclassified by the police as slightly injured increased marginally between 1999 and 2004⁸. This could be due to changes in police recording of severity, or changes in hospital practices, or a combination of both factors.

Although the work done cannot conclusively answer the question of whether there has been a change in the level of reporting of accidents to police, the resulting matched dataset will be a useful source of information that can be used to compare the medical consequences of accidents (available in HES) with detailed accident circumstances recorded in STATS19. Article 6 presents an illustrative example of the sort of analyses that the matched data will facilitate.

Acknowledgement

We are grateful to the Health and Social Care Information Centre for allowing us to access the HES system. Copyright © 2009, Re-used with the permission of The Health and Social Care Information Centre. All rights reserved.

The organisation that puts information
at the heart of decision making
in health and social care

Data supplied by

The Information
Centre
knowledge for care



Hospital Episode Statistics: Accident and Emergency data

Data source and coverage

- Number of Accident and Emergency (A&E) attendances at hospitals in England, collated by the Health and Social Care Information Centre.
- Individual records for attendances at major and single speciality A&E departments, walk-in centres and minor injuries units
- Patient group coded, with one option being 'road traffic accident'

Strengths and limitations

- Provides a wider variety of statistics about patterns of use of A&E services than is available from any other national data source.
- Covers a larger number of road casualties than the HES inpatient database.
- Has information on diagnoses and treatment not available from police data, but no variables relating to nature of accident. Cannot currently identify road user type.
- Currently incomplete, with data quality known to be poor in some areas.
- Only one year of experimental data (for 2007–08) currently available.

What it adds

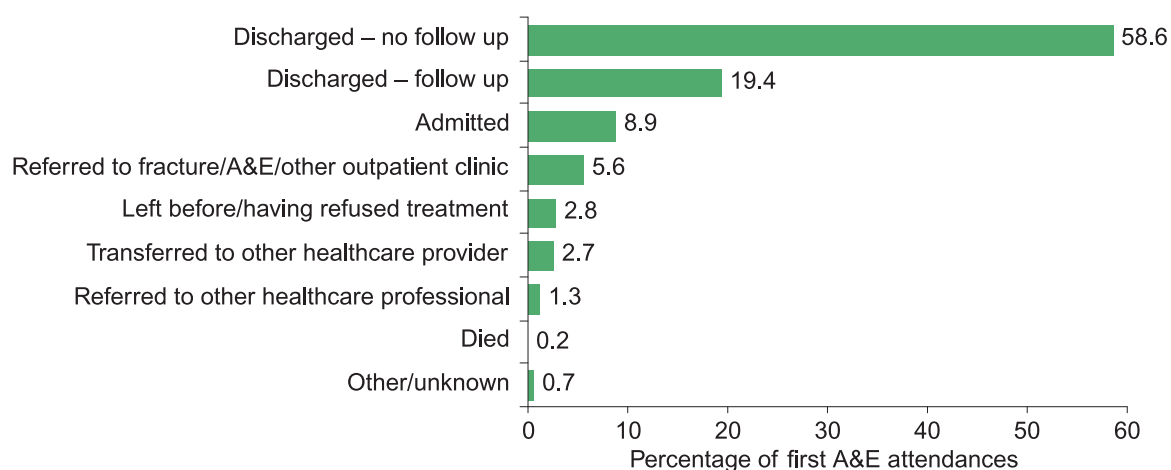
- Gives a broad indication of the number of road casualties attending A&E.
- Suggests that around 10 per cent of those attending A&E are subsequently admitted

Further information

- www.hesonline.nhs.uk/ (choose 'accessing the data' and then 'freely available data')

Recently, the Health and Social Care Information Centre has started to collect and publish data on A&E attendances through the HES system. Statistics derived from this dataset are currently experimental, incomplete and of variable quality, and therefore it is currently of limited use as a source of information on road casualties, though may improve in future. Chart 5c, derived from the experimental data, indicates that the majority of road accident casualties attending A&E are discharged without further treatment.

Chart 5c: Disposal code for first attendances at A&E following a road traffic accident: England 2007/08 financial year



Source: Accident and Emergency Hospital Episodes Statistics (A&E HES);
The NHS Information Centre for Health and Social Care

DWP Compensation Claims data

Data source and coverage

- Number of compensation claims recorded by Department for Work and Pensions (DWP) Compensation Recovery Unit (CRU) in relation to recovery of costs of NHS treatment for motor liability claims in England, Scotland and Wales.

Strengths and limitations

- Gives information on the broad nature of NHS treatment received (inpatient, outpatient or none) by those making claims with breakdown by age and sex of injured person available, but has nothing on road user type or accident circumstances.
- Only records those who made a claim following an injury.
- Trends over time will be affected by any changes in propensity to claim, and data cannot be finalised for a number of years as up to 5 years is allowed for a claim to be registered.

What it adds

- Provides further evidence that STATS19 is incomplete in terms of recording non-fatal casualties (though nothing that cannot be deduced from better, more timely sources).

Further information

- CRU website: www.dwp.gov.uk/other-specialists/compensation-recovery-unit/

The DWP CRU works with insurance companies and solicitors to recover the costs incurred by NHS hospitals for treatment of injuries where a successful compensation claim is made. Compensators are required to notify the CRU of all personal injury claims, and these are then logged on the CRU database. Table 5c shows the number of motor liability claims registered with the CRU, as at July 2009. Data for more recent years are subject to revision as claims can be received up to 5 years after an accident. Direct comparisons with police data are difficult, without knowing the propensity to make a claim and how this has changed over time; it is perhaps notable that the increase in the number of claims recorded is largely due to cases where no treatment was recorded.

Table 5c: Personal injury (motor vehicle liability) claims recorded by DWP Compensation Recovery Unit: GB 2002–03 to 2007–08 financial years

	Number (thousands)					
	2002–03	2003–04	2004–05 ⁽¹⁾	2005–06 ⁽¹⁾	2006–07 ⁽¹⁾	2007–08 ⁽¹⁾
DWP CRU Motor liability claims	392	400	422	459	509	537
Inpatient	15	15	15	14	13	13
Outpatient	163	164	163	166	160	155
No treatment recorded	214	221	244	279	335	370
Male	212	216	231	253	284	301
Female	180	183	191	206	224	235
Injuries recorded in STATS19	296	285	274	265	255	242
Male	172	166	159	154	148	140
Female	124	119	115	112	107	102

(1) Figures subject to change as claims can be made up to five years after the incident to which they relate.

Source: STATS19 and DWP CRU database

National Travel Survey: Road accident questions

Data source and coverage

- Questions on road accidents asked as part of the National Travel Survey (NTS), a household survey which aims to provide a databank of personal travel information for Great Britain.
- Around 18,000 adults interviewed each year; proxy interviews are allowed for adults who are difficult to contact (these represented around 23 per cent of the total in 2008).
- The response rate to the NTS interview is around 60 per cent. The data is weighted to help remove the effect of non-response bias, but it is not known if any remaining bias might particularly affect road casualty figures.

Strengths and limitations

- Well established and designed statistical survey
- Includes accidents not resulting in injury (which are not covered by STATS19).
- Covers private households only. Does not include fatalities, or child casualties.
- Scope to follow up respondents at a later date, to gather further, more detailed information.
- Subject to sampling error, as only a proportion of the population is interviewed.
- Self reported results depend on ability and willingness of respondents to recall information accurately. For example, results may be subject to 'telescoping' (tendency to report events which took place before the reference period, particularly if they are memorable), omission (failure to mention events happening during reference period e.g. forgetting minor incidents, reluctance to talk about an incident due to embarrassment or painful memories) or misunderstanding of concepts and questions (e.g. what constitutes an injury).
- Overall it is hard to assess the effect of the above recall issues without further research, but likely that more memorable non-sensitive incidents will be over estimated, and sensitive or non-memorable incidents under-estimated.
- Survey designed to identify long term trends and not suitable for monitoring short term trends; currently only have data for 2 years.

What it adds

- Provides an indication of the number of casualties not known to police or hospital
- In time, will offer an opportunity to assess to what extent reporting and recording practice may influence STATS19 reporting levels and trends at national level.
- Allows linking to extensive personal travel information collected in the NTS (for example, possible to look at accident rates by relative exposure to risk for different groups)

Further information

- NTS website: www.dft.gov.uk/pgr/statistics/datatablespublications/personal/

The National Travel Survey (NTS) is a household survey which interviews around 18,000 adults in Great Britain each year. In January 2007, questions about road accidents were added to the survey for the first time. Respondents (aged 16 and over) were asked whether or not they had been involved in a road accident⁹ in the previous 12 months, and in the previous three years, and if so whether or not they were injured. Those involved in injury accidents were asked further questions relating to the incident. The first results were published in August 2008, and two years of data are now available.

Percentage of adults involved in road accidents

- In the past three years, 14 per cent of adults said that they were involved in at least one road accident, including 4 per cent who had been injured. The equivalent figures for the 12 months before interview were 7 per cent and 2 per cent.
- Therefore, there is a ratio of about two to one for the proportion of respondents involved in an accident in the last three years and during the last year, when this might be expected to be around three to one. This could be the result of people forgetting accidents that happened during the three year period, or bringing forward incidents into the one year recall period that actually happened beforehand ('telescoping'), or both.

Comparison with STATS19 data

Table 5d compares the proportion of people reporting that they were injured in a road accident in the NTS with the equivalent proportion derived from police recorded casualties.

Table 5d: Injuries in road accidents: NTS 2007/08 combined compared with STATS19

	Number/percentage							
	NTS: Proportion of sample injured in road accident:			STATS19: GB 2007/08 average		STATS19 as a proportion of NTS		
	Sample size (unweighted)	Last 3 years	Last 12 months	Injured casualties ⁽¹⁾	Proportion of population ⁽²⁾	Based on last 3 years	Based on last 12 months	
All adults	34,389	3.8	1.8	208,200	0.4	34	25	
Males	16,367	4.1	1.9	120,700	0.5	38	27	
Females	18,022	3.5	1.6	87,400	0.4	30	22	
Age 16–19	2,143	4.2	2.4	30,700	1.0	70	41	
Age 20–24	2,354	5.9	2.5	31,500	0.8	40	31	
Age 25–29	2,424	5.4	2.6	24,700	0.6	36;	24	
Age 30–39	5,605	4.8	2.3	40,400	0.5	31	21	
Age 40–49	6,288	4.4	2.1	35,200	0.4	28	19	
Age 50–59	5,424	3.3	1.3	21,300	0.3	27	23	
Age 60+	10,151	1.9	0.7	24,400	0.2	30	26	
Sample size (unweighted)		1,260	580					

(1) Casualties aged 16–99, excluding those where no age was recorded (an average of 5,700 for 07/08)

(2) Based on 2007 population data

Source: NTS 2007/2008 data, STATS19 and ONS population estimates

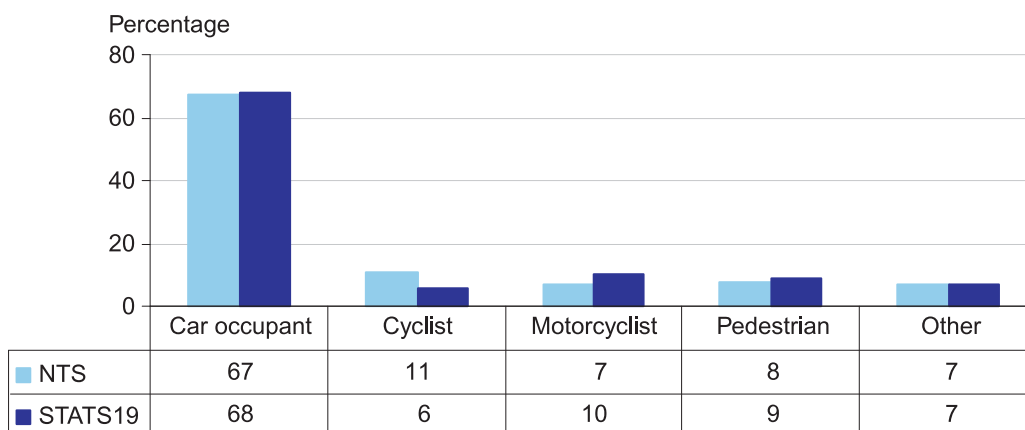
- Overall, the NTS data for the number of people reporting that they were injured in the last three years suggests that around a third of casualties become known to police; however, some care is needed as the data collection methods are different. Based on the last 12 months, the equivalent figure is a quarter.

⁹ The definition of road accidents provided to NTS respondents was designed to be as consistent as possible with the STATS19 definition i.e. occurring on the public highway and involving at least one vehicle.

- Men were more likely to report being injured in a road accident than women in the survey data; this is consistent with the greater number of male casualties recorded in STATS19.
- Both NTS and STATS19 show that injury in road accidents tends to decline after age 40; however, police data shows a higher proportion of those in younger age groups (16–19 and 20–24) being injured whereas the survey data does not.

The proportion of those injured in the different road user groups in the NTS results was broadly similar to the STATS19 proportions – the biggest difference being for pedal cyclists, who made up 11 per cent of injuries in the NTS results compared with 6 per cent in STATS19 (chart 5d). It is known that levels of reporting of pedal cycle accidents to the police are particularly low.

Chart 5d: Adults injured in road accidents: Road user type distribution: NTS and STATS19 2007/08 combined



Source: NTS and STATS19

Severity of injury

The National Travel Survey also asks about nature of injury sustained and medical attention received by those injured.

- Over a quarter (27 per cent) of NTS respondents who said that they had been injured in an accident in the last three years were classified as having a serious injury. This includes 26 per cent who reported having one or more severe injuries (severe cuts, fractured or broken bones, concussion, internal injuries, crushing, burns or severe shock requiring medical attention) and a further 1 per cent who had less severe injuries but required an overnight stay in hospital.
- The proportion of adult casualties classified as serious is lower in STATS19 data, where around 11 per cent of injuries are coded serious. This difference may arise because police, with the information available to them, may consider some types of injuries (such as cuts) to be less serious than the individuals who are injured. However, the survey may also over-represent more serious injuries relative to minor injuries because they are more likely to be remembered by those involved.

Table 5e: Details of injuries sustained in road accidents in previous three years: NTS 2007/08 combined

Percentage

Type of injury experienced ⁽¹⁾		Medical attention ⁽¹⁾	
Slight		No medical attention	24
Whiplash	55	First aid at roadside	16
Minor bruising or cuts	39	At GP surgery	33
Slight shock	30	At a minor injuries unit	4
Sprains	11	At Accident and Emergency	43
		As an inpatient in hospital	7
		Other	6
Serious			
Fracture/broken bones	11		
Severe shock	7		
Severe cuts	7		
Concussion	5		
Internal injuries	4		
Crushing	3		
Burns	1		
Other	8		

¹ Percentages sum to more than 100 as more than one answer may be given.

Source: NTS

Reporting of accidents to police

According to NTS respondents, the police were aware of 59 per cent of all injury road accidents, compared with 31 per cent of non-injury accidents.

Of the 59 per cent of injury accidents of which the police became aware, 44 per cent were cases when the respondent said that police attended the scene (in the remaining cases, the accident was reported later). This means that of those accidents which NTS respondents said were reported, police attended the scene in around 75 per cent of cases – this compares with around 84 per cent for the STATS19 data.

Use of the NTS data

Given the relatively small numbers involved and the sampling variation associated with survey data, the NTS road accident data will only be suitable for monitoring at national level. In time it will offer an independent source of information on *trends* in road accident casualties that can be compared with STATS19. This will only be possible once a sufficiently long time series of data has become available.

However, the two years of data that are currently available from the NTS are sufficient to allow a very broad brush ‘best approximation’ to the true number of road casualties occurring in Great Britain each year to be produced – part 2 of this article contains this ballpark estimate.

Part 2: Estimating the total number of road casualties

Introduction

Part 1 of this article briefly outlines details of a number of sources of data on road accidents, summarising their strengths and weaknesses and what they can add in helping us to develop as broad a knowledge as possible of the nature and extent of road accidents in Great Britain.

It is evident, both from the data presented in part 1 and from a number of previous research studies¹⁰ that not all road accident casualties are reported to police, and therefore the STATS19 database is incomplete. This is neither new, nor a solely British phenomenon. This part of the article attempts to bring together information from a range of sources, principally the National Travel Survey data, to develop a best approximation for the real number of road casualties. It should be noted that this is a preliminary estimate, and that further research is required to refine it (see later).

What is the total number of road casualties?

The above question is not easy to answer; although there are many different sources of data, none provides a complete count of all road casualties. There have been previous studies comparing police and hospital data; however, these do not provide information on those casualties that are not known to police and do not attend hospital.

The National Travel Survey data, although based on a sample of the population, does provide information on these non-police and non-hospital casualties, and is therefore likely to provide the most complete estimate of road casualties. However, there are a number of issues relating to this survey data (see part 1) and so caution is needed in interpreting the figures.

Deriving estimates from NTS survey data

Estimates of the total number of casualties can be obtained by multiplying the proportion of people injured in an accident by population figures. However, there are several issues:

- The proportion of people reporting that they were injured in an accident per year based on the last three years (1.3 per cent¹¹) differs from that obtained from the proportion of those reporting being injured in the last 12 months (1.8 per cent) – the reasons for this were discussed in part 1. Each of these estimates will be subject to survey errors. As it is difficult to be certain which figure is most accurate, the estimates presented here are based on average of 1.5 per cent.
- The NTS does not interview children aged under 16 about road accidents, and therefore it is necessary to make an assumption about the proportion of children injured in road accidents each year. The STATS19 data suggests that the casualty rate for children (aged 0–15) is around half that for adults (see for example table 31 in the tables section); assuming that the propensity to report accidents to police does not differ for adults and children, we therefore assume that the proportion of children injured each year is 0.75 per cent. In future we may be able to ask about child involvement in accidents in the NTS (see section on further work).

¹⁰ <http://www.dft.gov.uk/pggr/roadsafety/research/rsrr/theme5/underreportingofroadcasual.pdf> has a summary

¹¹ The figure for the proportion injured in three years of 3.8 per cent (based on 2007/2008 data) divided by 3.

Survey errors for the NTS data

The NTS data are derived from a sample survey and therefore subject to several types of error:

- Non-sampling errors, which can be attributed to many sources (such as the inability or unwillingness of respondents to recall information accurately, respondent interpretations, definitional difficulties and non-response bias). These are typically difficult to quantify. In particular, recall errors affect a number of other surveys, including the British Crime Survey (BCS); the BCS methodology report contains a fuller description of these¹².
- Sampling errors, which occur when estimates are derived from a sample, rather than a census, of the population – the results obtained may differ from those that would be obtained if the entire population had been interviewed, or another sample selected. These can be measured using statistical theory to produce confidence intervals around the sample estimate¹³.

Initial estimates of total numbers of road casualties

Table 5f shows the number of casualties derived by grossing up the NTS figures for both Great Britain and for England (assuming that 1.5 per cent of adults and 0.75 per cent of children are injured in a road accident each year), with approximate confidence intervals shown.

Table 5f: Estimates of non-fatal road casualties using National Travel Survey data: 2007/08

Number (thousands, rounded to nearest 10 thousand)

	Great Britain			England		
	Central estimate	Approx. 95% Confidence Limits		Central estimate	Approx. 95% Confidence Limits	
		Lower	Upper		Lower	Upper
All road casualties	800	680	920	690	590	790
Adults	720	620	820	620	530	710
Children	80	40	120	70	40	100

How do these estimates compare with the other data sources?

As we have seen in part 1, there are a number of data sources providing information about road casualties in Great Britain. The NTS also collects information on the proportion of those injured that attended hospital and that report accidents to police. We can use this to break down the overall estimate, and check how plausible the NTS figures are when compared to other sources.

Attendance at hospital following an accident

Around 43 per cent of NTS respondents who reported that they were injured also reported that they attended A&E, with 7 per cent reporting that they were admitted. Based on the overall estimate above, this would suggest, for England, around 300 thousand A&E attendances, resulting in 50 thousand hospital admissions per year.

¹² www.homeoffice.gov.uk/rds/pdfs08/bcs-methodology-review-2000.pdf (section 5.1 on page 35)

¹³ Because the design of the NTS is complex, it is difficult to estimate the degree of sampling error in these estimates precisely; the confidence limits shown should therefore also be considered as approximations. We have assumed a design factor of 1.5 to allow for the complex survey design. For further explanation, see: www.dft.gov.uk/pgr/statistics/datatablespublications/personal/methodology/ntstechreports/

Broadly speaking, this is consistent with hospital data presented in part 1:

- HES A&E data is currently incomplete, with coverage of just under two-thirds compared with other official A&E datasets¹⁴. It records around 210 thousand A&E attendances related to road traffic accidents (including those who are subsequently admitted to hospital as an inpatient). This suggests, very crudely and assuming that the data is representative of all A&E attendances, that the total number of road casualties attending A&E in England each year may be around 340 thousand. This is within the confidence interval around the figure estimated from the NTS data.
- HES inpatient data suggests around 40 thousand admissions to hospital in England following a road traffic accident – again, this is within the confidence interval around the NTS estimate.

We might conclude from these comparisons that the estimate of hospital attendances derived by grossing up the NTS data is broadly plausible. This may be because survey respondents are likely to remember whether or not they attended hospital and report this accurately.

Reporting of accidents to police

Sixty per cent of NTS respondents reporting that they were injured in a road accident said that the accident was known to police, with this proportion being higher for those attending hospital (73 per cent where the respondent reported attending A&E, compared with 50 per cent where they did not). With the above estimate of total casualties, this would suggest that around 470 thousand accidents become known to police; the total number reported in STATS19 is around half of this figure.

Previous studies comparing police and hospital data (e.g. Simpson 1997¹⁵) have suggested that around 60 per cent of road casualties attending hospital reported their accident (with around 20 per cent not being recorded in the STATS19 database). The NTS figure of 73 per cent is broadly in line with this; the earlier estimate was based on 1993 data and there may have been an increase in reporting of accidents since then, for example in relation to personal injury claims – though this is hard to substantiate.

Among those NTS respondents reporting that they did not attend A&E, half claim to have reported the accident to police. This suggests that either NTS respondents are not giving accurate answers (perhaps believing that accidents should be reported to police), or that there are many casualties (probably with minor injuries) of whom the police become aware but then do not record in STATS19. The police are required to record accidents reported to them, and failure to do this is a disciplinary offence. However, some accidents involving less severely injured casualties may appear to be ‘damage only’ to a police officer attending the scene. There may be scope to explore this issue further using the NTS follow-up study.

The NTS data does not provide good information on the overlap we might expect between hospital and police datasets, because it cannot be linked to STATS19. However, previous studies have matched STATS19 with hospital A&E data, at either local (e.g. Ward et al 2006¹⁰ and Ward et al 2003¹⁶) or national (Simpson 1997¹⁵) level. These studies do not provide completely consistent or definitive results, and will depend on the nature of the data

¹⁴ See www.hesonline.nhs.uk/ (choose ‘accessing the data’ and then ‘freely available data’)

¹⁵ See for example ‘Comparison of Hospital and Police Casualty Data: A National Study’ by H F Simpson. Report available for free download from www.trl.co.uk (search for ‘TRL272’).

¹⁶ www.tfl.gov.uk/assets/downloads/Reporting-of-road-traffic-accidents-in-London.pdf

collection and coverage, but broadly suggest that around 50 to 60 per cent of casualties known to police or hospital appear in STATS19, with the remainder only appearing in hospital data. As a broad illustration, applied to the national estimates derived from the NTS data this might suggest that somewhere in the region of 110 to 190 thousand casualties recorded in STATS19 attend hospital.

Severity of injury

Over a quarter of all NTS respondents reporting that they were injured in a road accident reported an injury which would be counted as serious according to the police definition – suggesting a total of around 220 thousand serious casualties per year.

Studies of hospital data have suggested that the true number of seriously injured casualties that attend hospital is up to three times the number recorded in STATS19 (Simpson 1997) – as a result of both under-reporting of casualties and misrecording of injury severity by police, who are not medically trained and may not be aware of the full medical consequences at the accident scene (there is some evidence to suggest that police are more likely to underestimate severity). This would suggest that the true number of serious casualties is of the order of 80 thousand, with around half of these being admitted to hospital.

Given that it might be expected that the majority of seriously injured casualties will attend hospital, and that the coding of severity by medically trained staff is likely to be more reliable than that by police and by survey respondents, it seems a reasonable assumption that the total number of seriously injured casualties will be closer to 80 thousand than to the NTS estimate. This is also consistent with research suggesting that around half of serious casualties are admitted¹⁰.

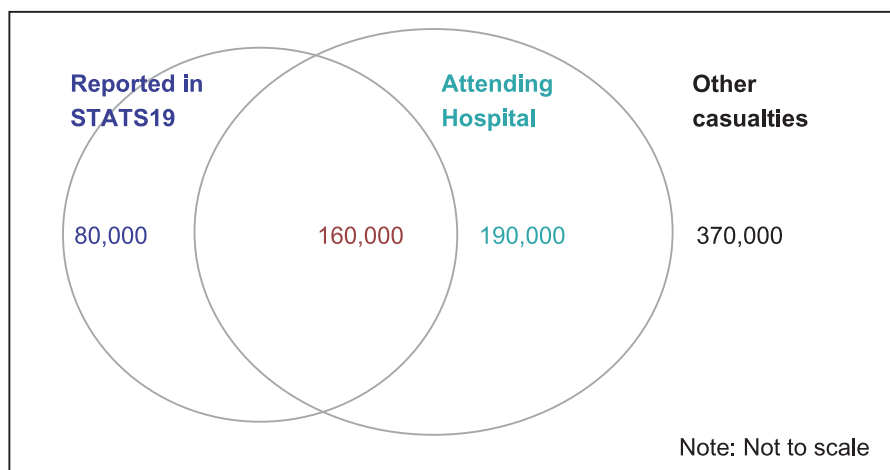
A ‘best approximation’ for the number of road accident casualties

Taking all the evidence into account (as discussed above), a ballpark estimate for the number of road casualties in Great Britain is shown in table 5g. This is broadly consistent with the number of casualties recorded in STATS19, in hospital datasets and the NTS survey data, allowing for possible non-sampling errors (for example in assessment of injury severity). Figure 5a shows how the number of casualties in STATS19 relates to the total.

Table 5g: Best approximation for the annual number of road casualties in Great Britain: 2007/08

	Number (thousands, rounded to nearest 10 thousand)		
	Central estimate	Approx. 95% Confidence Limits	
		Lower	Upper
All road casualties	800	680	920
Adults	720	620	820
Children	80	40	120
Seriously injured	80	40	120
Slightly injured	720	610	830
In police data, attending hospital	160	110	210
In police data, not attending hospital	80	40	120
Not in police data, attending hospital	190	130	250
Not in police data, not attending hospital	370	290	450

Figure 5a: Best approximation for the annual number of road casualties in Great Britain: 2007/08



The figures presented act as a broad indication of the total number of road casualties in Great Britain, which very roughly illustrates the possible extent to which the STATS19 data are incomplete. However, the limitations of this approximation need to be made clear:

- The overall figure is based on survey data. Whilst we can calculate approximate confidence intervals to allow for sampling variation, it is hard to know the extent to which non-sampling errors affect the figures. If these are large, the estimates presented will be misleading.
- Where there are reasons to suspect that there are non sampling errors affecting the survey data (for example, in the reporting of severity) we have produced illustrative figures loosely based on the previous research studies. These studies are often based on particular local areas which may not be representative, and do not produce identical conclusions. This should be borne in mind.
- The nature of these estimates, the way in which they have been produced, the assumptions made and the considerable margin for error all mean that it is not appropriate to produce figures for individual years or to look at trends over time at present, though this may be possible in future.

Further work

The figures presented above represent our current best approximation for the total number of road casualties in Great Britain based on data for 2007 and 2008. Further work is planned to attempt to improve the estimates. This includes:

Follow up survey of NTS respondents.

The NTS asks respondents if they would be happy to take part in a short follow-up study. This offers the scope to follow up those who reported that they were injured in road accidents and ask more detailed questions (for example, about the date of the accident). This may allow us to make an assessment of the extent to which the NTS estimates are affected by recall errors.

Addition of questions about child casualties in NTS.

Currently the NTS asks adults about their own involvement in road accidents. There is also scope to ask for proxy information about children in the household. This would allow us to develop a better estimate of the total number of child casualties in road accidents.

Calculation of more precise confidence intervals.

The confidence intervals presented above are approximations, as the extent to which the complex design of the NTS affects the sampling error is difficult to assess. However, it is possible that with further work more precise confidence intervals could be calculated.

Exploring bias relating to non-response and proxy interviews.

As noted in part 1, the overall response rate for the NTS is around 60 per cent, with around 20 per cent of interviews being completed by proxies. It is currently not known what effect, if any, these factors have on the quality of the resulting estimates of road casualties but we will explore this further with the NTS team.

Peer review of methodology and revisions (as appropriate).

The above estimates represent our first attempt to produce indicative figures for the total number of road casualties in Great Britain. We recognise that the methodology is not perfect, and that the quality of the estimates is limited by the data available. We invite any comments on our approach and suggestions for improvements, and will consider a more formal peer review by appropriate experts in due course. We intend to revise the estimates as new information becomes available.

Exploring further sources of data

In addition to the data sources presented in part 1 of this article, we are currently exploring further possible sources of data including fire service data on road collisions attended and insurance claims databases. We will also consider whether more in-depth studies, such as On The Spot (described in article 7), can provide relevant information – for example in relation to the proportion of casualties where the severity is miscoded by police.

Conclusion

Part 1 of this article presented a range of sources of data on road accidents and discussed their strengths and limitations. Part 2 has used information from these, principally the National Travel Survey, to make very broad estimates of the total number of casualties in road accidents in Great Britain each year. Previous studies comparing police and hospital data on road accidents have made clear that there are a considerable number of road casualties that attend hospital but are not recorded in the police STATS19 database. This work suggests that there are many more casualties – maybe half of the total – that do not become known to either police or hospitals. This could reflect a large number of minor injuries, not sufficient to require hospital attendance, or be an artefact of the way the survey data was collected. More work, possibly following up survey respondents, will be needed to explore this further.

6. Illustrative analysis of linked police and hospital data

Matthew Tranter, Road Safety Research and Statistics, Department for Transport

Background

As described in article 5, the Department has carried out work to match police (STATS19) and hospital admissions (Hospital Episode Statistics, HES) data on road accidents. As a result of this matching, a database of matched records containing detailed information on accident circumstances of reported accidents (from STATS19) and medical consequences (from HES) has been created. Article 5 contains details of the two data sources and the results of matching them. This article gives a short example to illustrate the sort of analysis that will be possible using the matched data.

Analysis of matched police and hospital data: car occupants

The following analysis is based on the linked data for car occupant casualties. Only matches where the casualty home postcode recorded in STATS19 and HES agree exactly are included; taking data for 1999 to 2004 together this means that there are around 20,000 records in total.

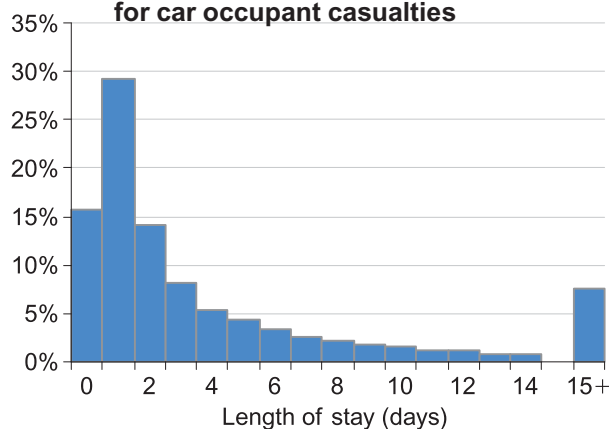
Analysis of hospital data

This analysis looks at the body region of primary injury diagnosis for car occupant casualties, using length of stay in hospital as a proxy indicator of severity¹. This is a simple illustration of the sort of analysis that is possible with the hospital and linked data sources but not using STATS19 alone. However, it should be noted that up to 14 diagnoses for each casualty are recorded in HES, and that many casualties admitted to hospital following a road accident will have multiple injuries. The analysis presented here only looks at the primary diagnosis recorded in the hospital data, which may not represent the most severe injury. There are a number of summary measures of injury severity that can be derived from these (for example, the Abbreviated Injury Scale, AIS) which allow more detailed analyses to be carried out.

As shown in chart 6a, nearly half of car occupant admissions in the dataset spent less than two nights in hospital, with around 7 per cent being admitted for more than two weeks. Chart 6b shows how this distribution varies depending on the body region of primary injury;

- 80 per cent admitted with head injuries spent 2 nights or less in hospital, compared with 40 per cent of those with lower back injuries and 20 per cent of those with leg injuries
- 20 per cent of those with leg injuries spend more than two weeks in hospital, compared with just 3 per cent of those with head injuries

Chart 6a: Distribution of length of stay in hospital for car occupant casualties



¹ This analysis is based on injuries coded under section S of the International Classification of Diseases code (ICD-10).

Chart 6b: Cumulative distribution of length of stay in hospital for car occupant casualties, by body region of primary injury diagnosis

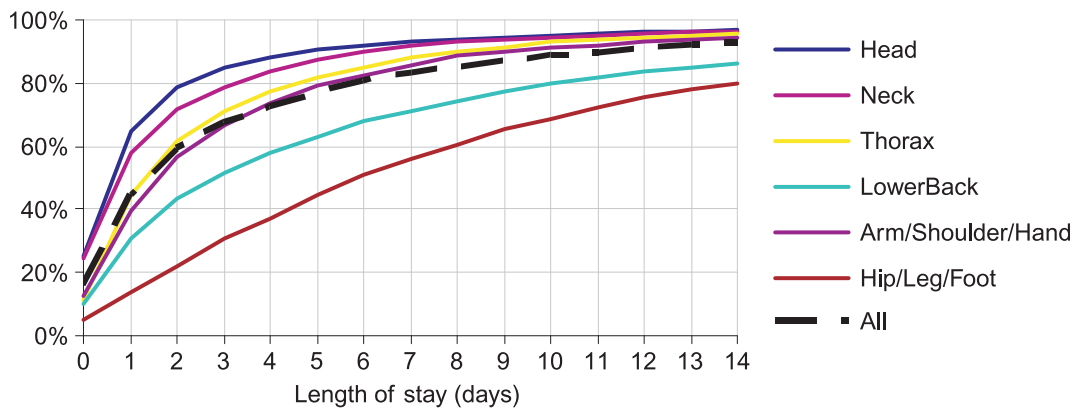
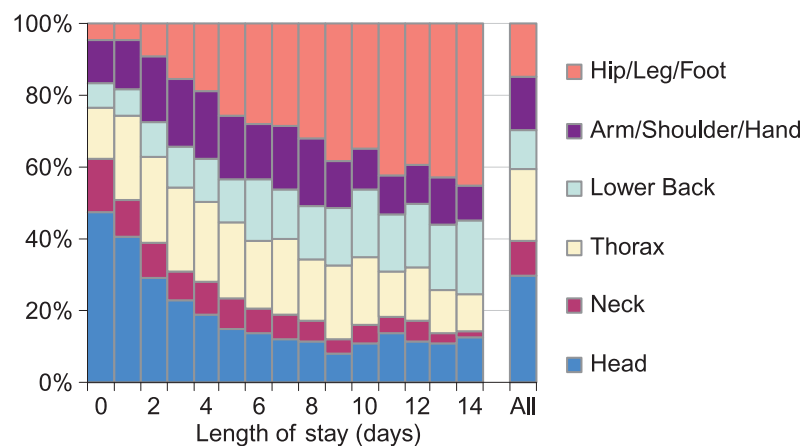


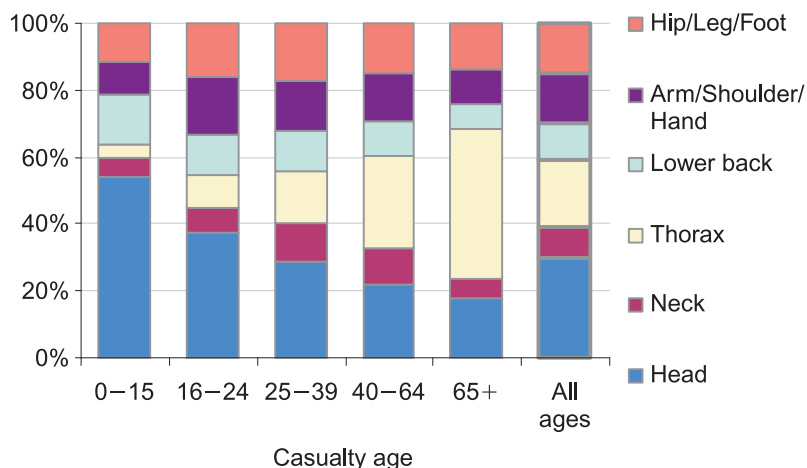
Chart 6c shows that overall the most common body region of primary injury for car occupant casualties was the head (30 per cent of admissions). However, whilst head and neck injuries together accounted for over 60 per cent of those discharged on the same day as admission, they accounted for fewer than 20 per cent of those admitted for two weeks. It is possible that many head injury casualties were admitted for observation only.

Chart 6c: Car occupant admissions: body region of primary injury diagnosis for each length of stay up to 14 days



Thus, whilst head injuries are more common, it is leg injuries that appear to account for the greatest proportion of the longer spells of treatment in hospital.

Chart 6d: Car occupant admissions: body region of primary injury by age group



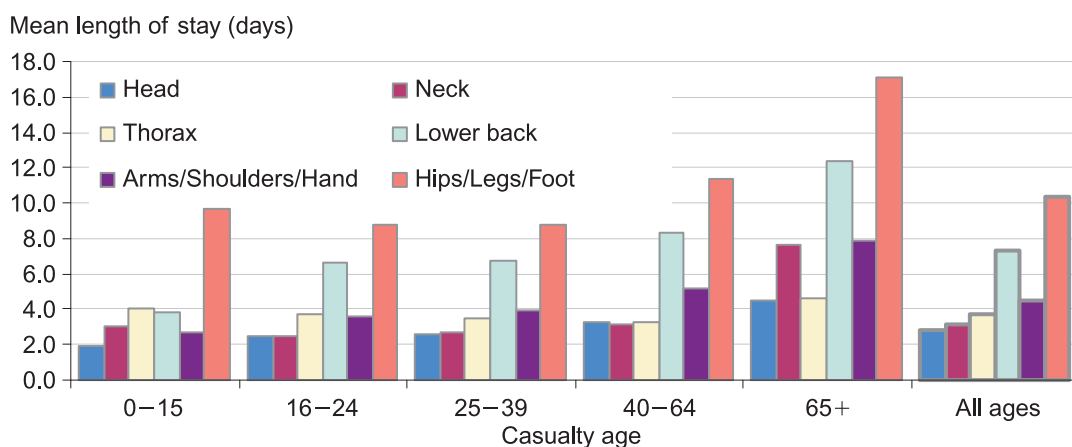
Body region of injury also varies according to the age of the casualty, as shown in chart 6d:

- Over half of child casualties had head injuries; the proportion of head injuries falls with age
- Conversely the proportion of casualties with a thorax injury increases with age.

Older car occupant casualties tended to spend longer

in hospital than younger ones following an accident. Chart 6e shows that this was true for all body regions of injury.

Chart 6e: Car occupant admissions: mean length of stay in hospital by age and body region of primary injury



Analysis of matched police and hospital data

The analysis to this point merely illustrates the sort of information provided by hospital data which is not available from the STATS19 database. However, we can also use the matched data to analyse length of stay and body region of injury by any of the accident and vehicle variables in STATS19.

For example, we can compare the body region injured by the first point of impact of the occupants vehicle. Overall, most casualties in the matched dataset were in vehicles hit from the front (69 per cent) or the side (25 per cent); the average length of stay in hospital for the resulting casualties was similar, at around 5 days. In the 7 per cent of cases where the first impact was from the back, the average length of stay was shorter, around 3 days – with 35 per cent of these casualties having neck injuries (which includes whiplash).

Charts 6f–6h show how the body region of injury varies according to the casualty's position in the car, for casualties aged 16 to 39. We see that:

- The proportion of drivers and front seat passengers with injuries to each body region is very similar in front and back impacts
- In offside impacts, drivers have a higher proportion of injuries to legs or lower back than in nearside impacts – with the reverse being the case for front seat passengers.
- In vehicles where the first point of impact was the back, neck injuries (including whiplash) occurred less often for rear seat passengers than for drivers or front seat passengers.

Charts 6f–6h: Car occupant admissions aged 16–39: Primary body region injured by first point of impact

Chart 6f: Drivers

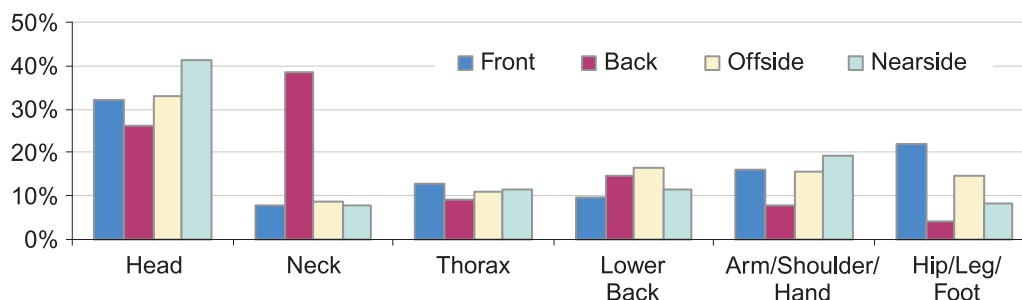


Chart 6g: Front seat passengers

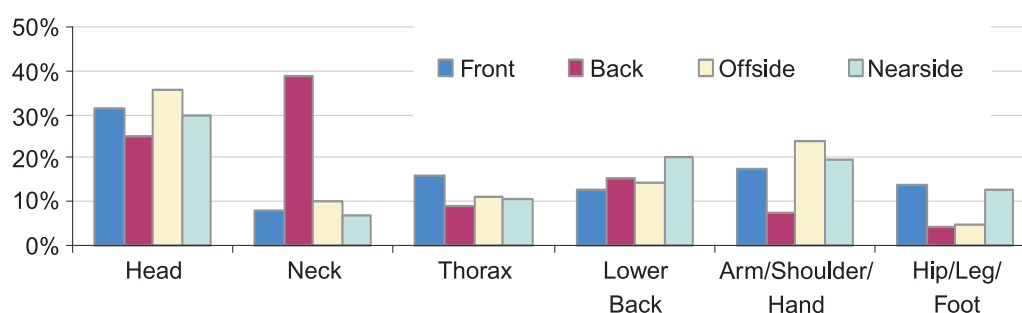


Chart 6h: Rear seat passengers

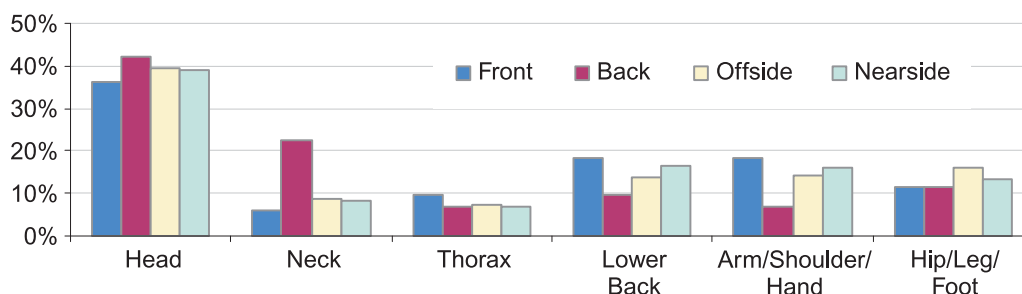


Table 6a shows the average length of stay in hospital for car occupant casualties (aged 16–39) by seating position and point of impact:

- On average, front impacts resulted in a longer stay in hospital than rear impacts for drivers and front seat passengers, with the reverse being true for rear seat passengers
- Offside impacts tended to result in a longer average stay in hospital than nearside impacts for drivers; the opposite was the case for front seat passengers.

Table 6a: Mean length of stay in hospital (days) for car occupant casualties aged 16–39, by first point of impact and seating position

	Driver	Front seat passenger	Rear seat passenger
First point of impact:			
Front	4.3	4.3	3.9
Back	2.6	2.1	4.8
Offside	5.3	3.7	5.0
Nearside	4.4	5.3	4.8

The matched data could potentially facilitate a wide range of analyses comparing accident circumstances and medical outcomes. For example, for 16–39 year old car driver casualties admitted to hospital:

- Single vehicle accidents were more likely to result in the primary diagnosis being for a head injury (40 per cent of driver casualties, compared with 28 per cent in multi-vehicle accidents). A lower proportion of drivers injured in single vehicle accidents had a primary diagnosis relating to a lower limb (hip/leg/foot) injury than those injured in multi vehicle accidents (13 per cent versus 21 per cent).
- The proportion of driver casualties with primary diagnoses relating to an upper limb (arm, shoulder or hand) injury was twice as high for those whose car overturned compared with those whose car didn't (26 per cent compared with 13 per cent). Drivers in cars that overturned also had a higher proportion of primary diagnoses for head injuries (41 per cent compared with 30 per cent).

Future uses of the matched data

This article has briefly illustrated the sort of analysis that can be undertaken using the linked STATS19 and HES dataset. However, the real value of this data can only be exploited by making it more widely available, for example to medical researchers and road safety experts and engineers who will be able to produce more detailed analyses.

Whilst the matched data is not a replacement for the more detailed accident investigation databases such as On The Spot (see article 7), it has the potential to inform the development of road safety policies and injury reduction strategies as it covers a larger number of cases than the more detailed sources.

We would welcome any interest in using the linked data, or ideas for future analysis. We are currently in the process of agreeing conditions of access and terms of use with the Information Centre, and updating with the most recent HES data. However we would be happy to discuss potential uses of the data on an individual basis. For further information please contact Matthew Tranter.

Contact details:

Email – Matthew.Tranter@dft.gsi.gov.uk

Telephone – 020-7944 2054

7. Road Safety Research: An Overview

Tracey Budd and Deirdre O'Reilly, Road Safety Research and Statistics, Department for Transport

Summary

This article provides an overview of the research programme which complements the statistical analysis of the database of injury accidents reported to the police. It also includes information on some specific studies that provide evidence to inform our understanding of accident causation and road user behaviour.

The research programme

The statistical data presented in the rest of this report provides the foundation for the monitoring of road safety targets and identifying patterns in accidents. The wider research programme provides the evidence to better understand the patterns and trends observed in the data, and to inform and evaluate policy development and delivery.

The research programme has the following main objectives:

1. To explore the scale and nature of road crashes through analyses of casualty and crash statistics, in-depth investigations of collisions and other key sources;
2. To identify high risk groups, places, and behaviours and develop an understanding of the factors which contribute to the causes of crashes;
3. To develop a better understanding of behaviour including non-compliant behaviour and how to influence safer behaviours;
4. To assess the potential impact of wider changes in population characteristics, travel behaviour, social policies and practices on road safety outcomes;
5. To identify, develop and evaluate counter-measures to reduce the incidence and severity of crashes;
6. To effectively disseminate research findings and synthesise evidence.

Further details about the research priorities for 2009/10 are summarised in www.dft.gov.uk/pgr/scienceresearch/evidenceplannedresearch0910.pdf

The publications arising from research projects are available at: www.dft.gov.uk/pgr/roadsafety/research/researchreports

The following gives some examples of research commissioned by the Department to meet these objectives.

Understanding the causes and consequences of collisions

To complement the data collected by the police on reported personal injury road collisions (STATS19), a suite of data collection and analysis studies are undertaken to provide an in-depth exploration of collisions. The two largest studies are the 'On the Spot' Study (OTS) and the Co-operative Crash Injury Study (CCIS). Together these studies provide a fuller understanding of the factors that contribute to collisions and their impacts, including the interaction of vehicle design (primary and secondary safety features), highway and environmental factors and human factors. Both studies are carried out by specialist civilian teams and provide the opportunity to collect more detailed data than could be expected of the Police.

The OTS study, which began in 2000, involves in-depth investigations of a sample of collisions of all severity, including damage only incidents. The study collects perishable information at the scene, detailed injury data and information from those involved in incidents to understand their perspective. The findings are used in the development of counter-measures to reduce risk and mitigate injuries. The database will include data from about 4,500 accidents by the end of 2009. Further details are at: www.ukots.org/.

The CCIS, which began in 1983, monitors the performance of car structures and secondary safety features in relation to car occupant injury causation and severity. Inspections of cars under 7 years old involved in injury accidents are undertaken. Data is collected from about 1100 cars each year. Further details are available at: www.ukccis.org.

In addition to these studies, the research programme supports the analysis of police files on collisions, in particular utilising the detailed information collected by specialist investigators on collisions resulting in a fatality.

Together these in-depth studies have been invaluable in providing evidence to:

- Inform assessments of primary and secondary safety measures, encouraging developments in vehicle design and informing the legislation for new safety technologies
- Improve our understanding of the range of factors which contribute to collision occurrence and severity
- Contribute to our understanding of collisions involving vulnerable groups e.g. pedestrians, cyclists, older people

A selection of publications arising from the analysis of these in-depth investigation sources, often alongside analysis of STATS19, includes:

Trends in Fatal Car-occupant Accidents (Road Safety Research Report No. 76, 2007) This study, utilising all sources discussed above, examined trends in road traffic fatalities, exploring the role of contributory factors and levels of exposure and risk. The study concluded that key factors contributing to the slowing and flattening of the trend in fatalities between 1995 and 2005 were an increase in drink-drive deaths, an increase in loss of control accidents, an increase in the mass of vehicles and the diversity of mass (with greater proportions of the smallest and largest vehicles). The study also examined how these and other factors were associated with specific high risk groups, such as young men and those living in disadvantaged areas.

Collisions Involving Older Drivers: An In-depth Study (Road Safety Research Report 109, 2009). This study of police files on road collisions involving drivers aged over 60 found that those under the age of 70 were no more likely to have been responsible for the crash in which they were involved than the other driver. However, those aged 85 years or more appeared to be over four times as likely to have caused a crash in which they were involved than to have been innocently involved. The most frequent class of crash caused by older drivers were right of way crashes, often relating to visual search errors while turning right onto a more major road.

The relationship between Speed and Car Injury Severity (Road Safety Web Publication 9, 2009). This study used OTS and CCIS data to explore the relationship between speed and injury severity for seat-belted car drivers in impacts with other cars. The analysis demonstrated the increased risk of a driver being killed with increasing speeds, as measured by delta-v. Delta-v is defined as the difference between the vehicles' pre-impact and post impact velocity and takes into account the characteristics of the impact such as the vehicle weight and stiffness in addition to the initial speeds of the vehicles involved.

Understanding injury severity and contributory factors

The OTS study includes the collection of medical information from hospitals and assigns contributory factors based on the range of evidence available to the expert investigator. The STATS19 database also includes an assessment of injury severity and the contributory factors that led to the impact based on the information available to the police officer at the time of the incident. By linking the cases in the two databases it is possible to explore how the assignment of injury severity and contributory factors differ according to the approach taken.

Table 7a: Injury Severity in linked STATS19 and OTS collisions, only for collisions where the injury severity was known for all persons recorded.

		Severity in OTS					Total
		Fatal	Serious	Slight	Non-injury	Unknown	
Severity in STATS19	Fatal	69	1	0	0	0	70
	Serious	1	230	45	7	0	283
	Slight	1	95	674	128	0	898
	Total	71	326	719	135	0	1,251

The linking study (see table 7a) identified that about a fifth of collisions in both OTS and STATS19 were assigned a different injury severity, with the most common differences being 'non-injury' and 'serious' OTS collisions given a 'slight' classification in STATS19. The study also found that the OTS recorded many more contributory factors, which is likely to be a reflection of the more in-depth investigation undertaken and because the police require good supporting evidence to assign factors that may be disclosed in court. The distribution of factors was, however, broadly similar, although the OTS recorded a higher proportion of 'injudicious action' and 'behaviour or inexperience' related factors.

Understanding high risk groups

Over the last year research has been conducted to improve our understanding of the high risk of being involved in a traffic collision in different groups e.g. motorcyclists, children, novice drivers and different behaviours e.g. speeding and drinking and driving. This research

has informed both the Road Safety Compliance Consultation (2008) and 'A Safer Way: a consultation on making Britain's roads the safest in the world' (2009).

Following the RCGB 2007 article on the link between road deaths and deprivation a study was commissioned analysing in-depth Police fatal collision files (A poor way to die, 2009). A sample of 893 fatal vehicle occupant cases was considered, from 10 GB police forces, from the years 1994–2005 inclusive. In addition to using the detailed Police reports each case was then assigned an Index of Multiple Deprivation (IMD) score based on the postcode/address of the primary fatality, and these scores were separated into IMD quintiles.

The main findings were that driving at excessive speed, driver intoxication, driver/passenger failure to wear seat-belts, and unlicensed/uninsured driving were most prevalent in fatal collisions in the most deprived IMD quintiles. Young drivers (under 24 years) form high proportions of fatal casualties across all IMD quintiles. Older drivers and passenger fatalities are more concentrated in the least deprived IMD quintiles.

Motorcyclists

Motorcyclists represent 19 per cent of fatalities and only 1 per cent of traffic – we have an on-going programme of research to look at training and testing as well as understanding the characteristics of motorcyclists.

A common type of motorcycle collision involves 'right of way violations' often with the other road user failing to see the motorcycle. Therefore it is important to understand the way road users perceive each other. We have commissioned practical tests to assess how drivers perceive motorcyclists and how this relates to their attitudes and skills. In advance we completed a review of the literature which addressed the following key questions:

- Does the driver look at the motorcyclist?
- Does the driver realise that it is a motorcyclist?
- Does the driver correctly decide whether the motorcyclist poses a hazard?

The review (Road Safety Research Report 85, 2008) identified a number of physical factors that affected the ability of drivers to see motorcyclists such as: A-frame obscuration, movement, including the size of the vehicle, and conspicuity.

Whether a driver looks at a motorcycle depends on many things, including experience and practice with particular road contexts and the extent of peripheral vision.

Whether a driver realises that they are looking at a motorcycle is a more subtle question. In theory a driver could look directly at a motorcycle yet not perceive it. This is the truest form of the 'Looked but Failed to See' error. This potentially relates to the physical dimension and speed of the motorcycle and also to expectations and previous exposure.

Even if a driver perceives a motorcycle, they may still make a manoeuvre that leads to a collision. This could occur because they misjudge whether it poses a potential risk, or fail to correctly appraise the approaching motorbike. One of the key theories is the 'size-arrival effect'. According to this theory, perceived approaching speed is related to the size of the vehicle. The consequence of this is that the narrower image of the motorcycle compared to the car may result in the driver over-estimating the time of arrival.

Understanding road user behaviour

Research on road user behaviour includes understanding peoples' attitudes and behaviours through qualitative and quantitative research and through routine data collection using observation surveys. Below is a summary of the latest data monitoring cycle helmet wearing, mobile phone use by drivers and seat belt wearing rates of car occupants. This is followed by the findings of a project which was commissioned to understand why some people do not wear seat belts.

Monitoring road user behaviours

Regular roadside observational surveys are undertaken to monitor trends in cycle helmet wearing, seat belt wearing and mobile phone use while driving. Surveys of cycle helmet wearing have been conducted since 1994, seat belt wearing surveys have been conducted since 1988 and mobile phone use by drivers since 2000. For cycle helmets separate surveys are conducted and reported for major and minor roads. For seat belts the surveys provide some information on how compliance levels vary according to occupant position, occupant age and gender, road type, road speed limit, time of the day (daylight hours only) and day of the week. Key findings are as follows:

Pedal cycle helmet wearing rates

The 2008 survey on major built-up roads showed that:

- Cycle helmet wearing was 34 per cent. This is an increase from 31 per cent in 2006 and follows the trend of an increase in cycle helmet wearing each year the survey has been carried out since 1994 when it was 16 per cent. These results largely reflect an increase in helmet wearing among adults (both male and female). The sample of children cycling on major built-up roads is relatively small and wearing rates have remained relatively stable over time, at 18 per cent.
- As in previous surveys, the cycle helmet wearing rates at the central London sites were significantly higher at 70 per cent than sites outside of London at 30 per cent.

The 2008 survey on minor built-up roads showed that:

- The overall wearing rate has increased to 17 per cent from 14 per cent in 2006. The rate has increased each year the survey has been carried out since 1999.
- The adult wearing rate increased from 16 per cent to 18 per cent, and in children the wearing rate increased from 9 per cent to 12 per cent.
- Among both adults and children, females are more likely to wear helmets than males.

Mobile phone use – 2008

- 1.1 per cent of car drivers, 2.2 per cent of van drivers and 1.0 per cent of lorry drivers were classified as using hand-held mobile phones while driving in September 2008. The respective figures for hands-free phones were 0.5 per cent, 0.8 per cent and 0.5 per cent.
- The use of hands-held mobile phones fell after the September 2006 survey, when 1.7 per cent of car drivers were recorded as using hands-held mobile.
- Young drivers aged under 30 appear to be far more likely to use mobile phones while driving than older drivers.

Seatbelt use – 2008

- Wearing rates are high for drivers and front seat passengers across age ranges, at around 95 per cent.
- Wearing rates are significantly lower for rear seat passengers aged 14 or above, though there are signs of a slight increase in recent years (from 65 per cent in 2006 to 73 per cent in 2008).
- Among rear seat passengers aged 14 or over, females are more likely to wear seatbelts than males.
- Levels of wearing seatbelts among rear seat passengers (14+) are lower on roads with speed limits of 40 mph or less than on roads with higher speed limits.

Ever since seat belts were first introduced in the UK, a great deal of effort has been directed at persuading people to wear them. Seat belt wearing rate campaigns and enforcement activities have proved successful as demonstrated by the observed wearing rates reported above. Market research shows that most drivers and passengers agree it is dangerous not to use a seat belt.

However, many more lives would be saved and serious injuries prevented if more people used their seat belt. From the in-depth accident studies unbelted vehicle users were found to be significantly over represented when fatalities were investigated. For example evidence from the Co-operative Crash Injury Study (CCIS) showed that approximately 30 per cent of car drivers who were killed in recent years were not wearing their seat belts. From comparison studies with seat belted car drivers in similar crashes, it is estimated that at least half of those killed would have survived if all had worn their seat belts. It is estimated that nearly 300 lives would have been saved in 2007 if all car occupants had been wearing a seat belt.

The research report *Strapping Yarns; why people do and do not wear their seatbelts* (Road Safety Research Report 98, 2008) provided a better understanding of the usage of and attitudes towards seat belts amongst the population at large, with a view to informing policy and specifically the THINK! Campaign about how to target road user behaviour to improve seat belt wearing rates in the front and back on all journeys.

The project consisted of three broad phases. Accident and existing survey data were analysed to identify the characteristics of vehicle users who most frequently do not wear seat belts. A qualitative phase of research then investigated why these people do and do not wear seat belts, and explored possible ways to change their behaviour. Finally, a quantitative survey involving 2000 people was undertaken. It found that while the majority of people are seat belt wearers there is a significant minority, estimated at approximately 14 per cent of the adult UK population, which are inconsistent seat-belt wearers. The researchers found no clear evidence of 'consistent non-wearers'.

The findings of this study strongly suggest that a substantial proportion of people only wear their seat belt in certain circumstances. Given the evidence from the accident data, which highlighted the high crash liability of the young, and the cluster analysis, which identified that some young people choose to wear seat belts only when they feel they need to, it recommended that the largest casualty saving would be achieved if this group's seat-belt wearing rate increased. This research directly informed the THINK! seat belt wearing campaign launched in November 2008, which aims to bring home the dangers of not wearing a seat belt even when travelling at 30 mph or less.

Notes

The main tables in this publication analyse road accidents, casualties, the vehicles involved and their drivers. Both numbered and lettered tables are included in the index at the end of the report.

Most of the statistics in this report are based on information collected by the police on personal injury accidents reported to them and their consequent casualties. Some 50 data items are collected for each accident, including the time and location of the accident, the types of vehicles involved and what they were doing at the time of the accident and some information on the drivers and casualties involved. The statistics are collected to an agreed national standard and central and local government and police

The statistics refer to personal injury accidents on public roads (including footways) which become known to the police within 30 days. For the definition of accidents included see "Definitions, symbols and conventions". In particular, damage-only accidents, with no human casualties or accidents on private roads or car parks are not included. The data are collected by police at the scene of an accident or in some cases reported by a member of the public at a police station. The data are processed and then passed by the police (or their agent) to the Department for final checking and analysis.

From the beginning of 2005 most police forces in England and Wales adopted a standard form, MG NCRF, for reporting road accidents. The statistics pages of this form are reproduced in this volume. Instructions for the Completion of Road Accident Reports (STATS20, 2005), a manual published by the Department for Transport, the Scottish Government and the Welsh Assembly Government, gives more detail on the definitions used in collection. Copies are available on the Department's website at the address below,

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/>

National and local government and police forces work closely to achieve an agreed national standard for the system for collecting and processing statistics on road accidents involving personal injury. The statistics are subjected to review about every five years as part of the continuing drive to improve quality and meet user needs whilst minimising the burden of collection and provision on police forces and local authorities. The external consultation process for the current review has now ended. The aim is for any changes to the system to be agreed this year and implemented in January 2011.

Very few, if any, fatal accidents do not become known to the police¹. However, research has shown that an appreciable proportion of non-fatal injury accidents are not reported to the police and thus are not included in this publication. There is no legal obligation to report accidents, provided the parties concerned exchange personal details at the scene. In addition, earlier research suggests a fifth of casualties reported to the police may be unrecorded. Studies confirm the view that the police are more likely to underestimate severity of injury because of the difficulty in distinguishing severity at the scene of the accident.

The Department is continuing to undertake research on levels of reporting and whether they have changed. Articles² were published in Road Casualties Great Britain: Annual

¹ Up to and including 1983 there were some missing details of fatalities in the Metropolitan Police district (see Road Accidents Great Britain 1984)

² <http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/>

Reports in 2006 (pages 60-72) and 2007 (pages 66-78). The latest work is discussed in Article 5 in this publication which reviews and compares other sources of data (including hospital data) with police data on road casualties. It provides a very broad estimate of the total number of road casualties in Great Britain. Police data, whilst not perfect, remains the most detailed complete and reliable single source of information on road casualties covering the whole of Great Britain, in particular for monitoring trends over time. However, in the future hospital and survey data are likely to provide further useful evidence on trends.

Since April 2008, the United Kingdom Statistics Authority has had the responsibility for monitoring and reporting on all official statistics, including all statistics designated as National Statistics. National Statistics are produced to high professional standards set out in the National Statistics Code of Practice. This year road casualty statistics have been assessed by the United Kingdom Statistics Authority and retained their designation as National Statistics, subject to a number of recommendations to be met by November. Designation as National Statistics broadly this means that the statistics are considered to meet identified user needs; are produced, managed and disseminated to high standards; and are well explained. Most of the statistics presented in this publication are designated as National Statistics. However, some figures we believe are robust enough to give a reasonable indication of overall trends, but their quality cannot be assured to the rigorous standards required by National Statistics; these are flagged as being outside the scope of National Statistics.

In addition to the STATS19 data, other data sources directly related to road safety have been used to compile this book. These include death registrations and coroners' reports as well as traffic and vehicle registration data. Relevant background data on population, vehicle stock, traffic, road length, etc, are also given in Tables 1a, 1b, 2, 42 and 46a. In 2000, the September fuel dispute led to a decline in car and taxi traffic for that year. The widespread outbreak of Foot and Mouth disease in 2001 and the control measures put in place also had an effect on traffic. More detail on traffic and vehicles can be obtained from the Department's publication *Transport Statistics Great Britain* and in *Road Statistics: Traffic, Speeds and Congestion*:

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/tsqb/>

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/roadstraffic/speedscongestion/roadstatstsc/>

Tables 3, 4, 5-7c, 30b, 38b and 46b in the main body of tables of the report include an average of aggregated accident and casualty data for the years 1994 to 1998. The average for these years represents the baseline figure for the national road casualty reduction targets. All data in the main body of tables which relate to children refer to persons aged 0-15 unless otherwise stated. Table 12 summarises the numbers of accidents, casualties and vehicles involved in road accidents which are available for detailed analysis in 2006. Tables 46a and b show these totals by local authority; the individual figures are, however, liable to differ slightly from those available locally because local authorities may continue to incorporate corrections long after the end of the year.

The detailed analyses of casualty, driver and vehicle details and of accident circumstances give totals which vary slightly from table to table because of occasional incomplete reporting of the relevant details. However, the general relationship between the various sub-totals is not materially affected.

Notes to individual tables

Table 2. The completeness of reporting for slight injuries may vary over such a long time period. The reporting rate is especially influenced by public attitudes about reporting to the police, and the police awareness of the requirement to collect a defined long range of slight injury accidents.

Table 3. The Urban and Rural accident figures for 1994 - 2007 have been revised.

Table 11. The figures relate to drivers (or riders) of cars, motor vehicles and motorcycles involved in accidents, whether or not the driver was a casualty. The first line gives the number of all such drivers of accident involved vehicles, including those who were not with their vehicles or not contacted by the police, as well as cases where injury or circumstances would have prevented a breath test. The second line gives the number required to take a breath test near the place of the accident, or at a hospital in the case of a casualty admitted there as a patient, provided the doctor in charge of the patient has not objected; it does not include breath tests at a police station following an arrest. The fourth line gives the number of positive tests, which indicated a breath alcohol concentration in excess of 35 micrograms per 100 millilitres of blood, plus the number of drivers required to provide a breath test who either refused or failed to provide a specimen of breath. No account is taken of whether or not a possible second breath test, or blood or urine test, confirmed the results, and whether or not a prosecution followed.

Table 12. The casualties in columns 3 to 6 are those resulting from the accidents in column 1. They are classified by severity of injury suffered by the casualty (columns) and by the severity of accident, i.e. of the most severely injured casualty in the accident (rows).

Table 13. Provides for each speed limit in common use, the number of accidents and casualties on major roads - motorways (including A(M) roads) and A roads - and on minor roads. An accident on a road with any other limit is included with those of the next higher limit.

Table 14. The total number of accidents is classified according to the number of each severity of injury resulting from them.

Table 16. "Raining" includes drizzle, hail and sleet not tending to build up a deposit. "Snowing" includes sleet building up a deposit. "Fog" does not include light mist if it does not constitute a driving hazard on the road where the accident occurred.

Table 18. Carriageway hazards are recorded as such, whether or not the animal or object concerned was hit and whether or not its presence is known to have contributed to the accident. "Other object in carriageway" comprises those not expected to be found in the carriageway; it does not include permanent features such as a bollard or pedestrian refuge. "Animal in carriageway" includes led animals, but not ridden horses which are recorded separately on the accident statistics report.

Table 19. An accident is considered to be at a junction if it is within 20 metres of an intersection or roundabout. Grade separated crossings (by bridge or underpass) are not junctions. “Roundabout” includes mini-roundabout junctions, “T junction” includes slip roads joining dual carriageways. “Crossroads” includes only junctions where the alignments of both of the roads are uninterrupted, whatever the angle of the crossing, i.e. the arms are not staggered. If there is more than one junction within 20 metres of the accident, the nearest is coded.

Table 20. This table only covers accidents where one vehicle is involved. It does not cover accidents involving two or more vehicles.

Table 21. In column 6, “other combination” means that at least one of the vehicles involved is not a car.

Table 23 a (Urban Roads), b (Rural Roads) and c (All Roads). Columns 1 and 2 give, for each vehicle type, the number of accidents in which only one such vehicle was involved, showing the user casualties and any pedestrian casualties involved; e.g. in Table 23c, 381 accidents involved only a pedal cycle, giving rise to 384 cyclist casualties (riders and passengers); a further 236 accidents also involved 237 pedestrian casualties as well as 50 cyclist casualties.

Columns 3 to 10 analyse two-vehicle accidents according to both vehicle types, also giving, by severity of injury, the casualties for the users of the vehicle class defined on the left (under vehicle A) and pedestrians who were (first) hit by vehicles of that class. Thus 13,272 accidents involved a pedal cycle and a car, resulting in 13,173 pedal cyclist casualties and 14 pedestrian casualties hit by the pedal cycle. The car user casualties and pedestrians hit by cars, in these same accidents, appear in the fourth group of column 3. Where both vehicles are of the same class, the casualties refer to those deriving from both vehicles, e.g. 80 accidents involved two pedal cycles with 100 cyclist casualties with 3 pedestrians hit by one or other pedal cycle.

Column 11 shows the total number of two vehicle accidents for the vehicle class defined on the left (under vehicle A).

Column 12 includes all accidents involving 3 or more vehicles, at least one of which is of the class on the left (under vehicle A), together with casualties associated with that class in such accidents; e.g. 506 such accidents involved at least one pedal cycle, with 572 cyclist casualties but with no pedestrians involved. Other casualties in these accidents would appear against the other vehicle classes concerned.

Column 13 is the sum of columns 1, 2, 11, and 12. In multi-vehicle accidents, the accidents (but not casualties) are multi-counted; e.g. the total number of accidents involving goods vehicles is the sum of involving 12,852 light goods vehicles (LGV) and 8,415 heavy goods vehicles (HGV) less the 303 accidents which involved both an HGV and a LGV and less any of the 3 or more vehicle accidents which involved at least one of each.

Table 25. The table gives the number of casualties in accidents involving different types of vehicle. As a large proportion of accidents involve two or more vehicles, not necessarily of the same type, many casualties will be counted in two or more columns of this table. Pedestrian casualties are included under each type of vehicle involved in the accident. For example (first row, under the heading “Car”), 360 road users were killed in accidents on built-up A roads in which a car was involved.

Table 26. The casualty rates, for a particular type of vehicle, have been calculated by dividing the number of user or pedestrian casualties by the total amount of traffic estimated for the particular type of vehicle on a particular class of road.

Table 27. This table shows the number of casualties in fatal, serious, and slight accidents for each of the road user types listed and these are further split by drivers or riders and passengers.

Table 28. Casualty rates are calculated by dividing the number of casualties of each road user type by the total number of vehicle kilometres travelled by that vehicle type each month. In calculating rates, no allowance has been made for the number of persons per vehicle, which may vary from month to month.

The table shows separate monthly casualties in respect of motorcycles and passenger car users as distinct from the remainder of the “car” category. Monthly rates are only possible for the groups shown.

Table 33. A “zebra” crossing has broad black and white stripes on the road and orange flashing beacons. A “pelican” or “puffin” crossing has lights controlling the traffic including a flashing amber phase, and lights controlling pedestrians (or pedestrians and cyclist/horse riders) including a flashing “green man” phase. This category also includes any crossing with traffic lights which is not a pelican/puffin/toucan crossing but which has an indicator light for pedestrians only. “Light controlled junction (with pedestrian phase)” is any crossing with traffic lights at a junction, with a “green man phase” or other indicator light for pedestrians, this does not include normal traffic signals with pedestrian stud crossing points but no special indicator lights for pedestrians. Crossings with “human control” are those controlled by school crossing (“lollipop”) patrols and other authorised persons (police, traffic wardens).

Tables 37 and 39. See note to Table 11 for the coverage of breath test data. The small number of breath tests which have been recorded as carried out on pedal cyclists and drivers of non motor vehicles have been excluded.

Table 40. This table shows the number of vehicles involved in fatal, serious, and slight accidents and data for other vehicles (i.e. taxis and minibuses) that usually come within the definition of a “car” in this publication.

Table 42. Although a few pedal cycles were reported as having been involved in accidents on motorways (see Table 41), no attempt is made to estimate cycle traffic on motorways or to calculate corresponding rates. In other cells of the table, the rates are subject to uncertainty because of the small number of involvements (see Table 41) and because the traffic estimates are based on a small number of counting points.

Table 44. “Skidded” does not include vehicles which also jack-knifed. A vehicle which, as a result of the accident, was at any time on its roof, side, front or rear is recorded as having overturned, even though it may have come to rest on its wheels.

Table 45. In all cases the manoeuvres are those being performed immediately before the accident. For definition of “at a junction” see note to Table 19.

Table 46b. The figures shown in Table 46b are the actual figures held by the Department.

Revised 1994-98 baseline figures have been agreed by the Department's Road User Safety Branch with a number of local authorities, where they have been able to demonstrate that the averages shown in Table 46b are not directly comparable with the figures reported in Table 46a. The revised baselines used by the Department to monitor local highway authority progress against the casualty reduction targets are shown in the following table.

LTP Authority	All KSI	Child KSI	Slight
Bracknell Forest UA ¹	72	9	414
Buckinghamshire ¹	413	44	2,361
Derby UA ¹	153	30	Not revised
Derbyshire ¹	658	80	Not revised
Herefordshire ²	249	Not revised	Not revised
Milton Keynes UA ¹	188	25	1,072
North Yorkshire ²	1,034	108	2,947
Oxfordshire ¹	544	54	2,726
Reading UA ¹	99	14	565
Slough UA ¹	93	13	534
West Berkshire UA ¹	134	14	764
Windsor and Maidenhead UA ¹	106	10	608
Wokingham UA ¹	101	12	576
Worcestershire UA ²	548	Not revised	Not revised
York UA ²	137	14	697

Contact: Mrs Barbara King, Road User Safety Division, road.safety@dft.gsi.gov.uk

1. Changes in police reporting practices for severity categorisation.
2. Boundary changes when unitary authorities were created.

Table 50. This table compares the number of registered road deaths (as published by the Registrars General) with all accidental deaths and with deaths from all causes (both of which include registered road deaths). Road deaths published by the Registrars General are based on the date of death as opposed to the date of death registration. They differ from the STATS19 figures that are restricted to deaths within 30 days of an accident. Year to year fluctuations occur due to time lags between accident and death and registration of death.

Table 51. Provisional 2008 fatality and fatality rates per 100,000 population have been included together with 2007 data. The number of motor vehicles per population and fatality rates per 10,000 vehicles are not shown in this years table due to lack of consistent data.

Table 52. There have been a number of small changes due to revisions in road traffic data to this table, but these have had little effect on the comparisons of the different modes.

The air passenger casualty rates for 2006 have been revised following notification from the Civil Aviation Authority of a upward revision to the air casualties in that year.

For rail, changes in reporting regulations mean that serious and minor injuries are no longer collected; only casualties taken from the scene of the accident to hospital are included in these figures.

For Maritime, the latest table contains revisions to various years data between 2000 and 2006. For further details see the Annual Report by the Marine Accident Investigations Branch at www.maib.gov.uk.

For Pedestrians, exposure is calculated using trip data from the National Travel Survey (NTS). There is an apparent under-recording of short walks in 2002-2003 and in 2007-2008 compared to other years. See section 1 of National Travel Survey 2008 Bulletin at: <http://www.dft.gov.uk/pgr/statistics/datatablespublications/personal/mainresults/nts2008/>

Passenger casualty rates given in the table can be interpreted as the risk a traveller runs of being injured, per billion kilometres travelled. The coverage varies for each mode of travel and the definitions of injuries and accidents are different. Thus care should be exercised in drawing comparisons between the rates for different modes. Further information can be found in article 7 of RCGB 2007 (page 79).

The table provides information on passenger casualties and where possible travel by drivers and other crew in the course of their work has been excluded. Exceptions are for private journeys and those in company owned cars and vans where drivers are included. Figures for all modes of transport exclude confirmed suicides and deaths through natural causes. Figures for air, rail and water exclude trespassers and rail excludes attempted suicides. Accidents occurring in airports, seaports and railway stations that do not directly involve the mode of transport concerned are also excluded; for example, injuries sustained on escalators or falling over packages on platforms.

The following definitions are used:

Air: Accidents involving UK registered airline aircraft in UK and foreign airspace. Fixed wing and rotary wing aircraft are included but air taxis are excluded. Accidents cover UK airline aircraft around the world not just in the UK.

Rail: Train accidents and accidents occurring through movement of railway vehicles in Great Britain. As well as national rail the figures include accidents on underground and tram systems, Eurotunnel and minor railways.

Water: Figures for travel by water include both domestic and international passenger carrying services of UK registered merchant vessels.

Road: Figures refer to Great Britain and include accidents occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Figures include both public and private transport. More information and

analyses on road accidents and casualties can be found in Part 4: Road traffic, freight, accidents and motor vehicle offences.

Bus or coach: Figures for work buses are included.

Car: Includes taxis, invalid tricycles, three and four wheel cars and minibuses. Prior to 1999 motor caravans were also included.

Van: Vans mainly include vehicles of the van type constructed on a car chassis. These are defined as those vehicles not over 3.5 tonnes maximum permissible gross vehicle weight.

Motorcycles: Mopeds, motor scooters and two-wheeled motor vehicles (including motor cycle combinations).

Pedal cycle: Includes tandems, tricycles and toy cycles ridden on the carriageway.

Pedestrian: Includes persons riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other vehicles or operating pedestrian controlled vehicles, those leading or herding animals, occupants of prams or wheelchairs, and people who alight safely from vehicles and are subsequently injured.

Table 53. This table shows the number of foreign registered vehicles, the number of accidents involving these vehicles and casualties arising from these accidents. Where vehicles types are specified; only the foreign registered vehicle categories relevant to that vehicle type are included (eg. Motorcycles erroneously coded as "foreign registered - left hand drive" will not be included in the Motorcycles rows). However, in the Other vehicles and All vehicles rows, all foreign registered vehicles are included, regardless of whether the foreign registration category is a valid match for the vehicle type. Published figures for 2006 and 2007 have been revised.

Definitions, symbols and conventions

Accident: Involves personal injury occurring on the public highway (including footways) in which at least one road *vehicle* or a *vehicle* in collision with a *pedestrian* is involved and which becomes known to the police within 30 days of its occurrence. The *vehicle* need not be moving and accidents involving stationary vehicles and pedestrians or users are included. One accident may give rise to several *casualties*. "Damage-only" accidents are not included in this publication.

Adults: Persons aged 16 years and over (except where otherwise stated).

Agricultural vehicles: Mainly comprises agricultural tractors (whether or not towing) but also includes mobile excavators and front dumpers.

Built-up roads: *Accidents* on "built-up roads" are those which occur on roads with *speed limits* (ignoring temporary limits) of 40 mph or less. "Non built-up roads" refer to speed limits over 40 mph. *Motorway accidents* are shown separately and are excluded from the totals for built-up and non built-up roads.

Buses and coaches: Buses or coaches equipped to carry 17 or more passengers, regardless of use.

Cars: Includes *taxis*, estate cars, three and four wheel cars and minibuses except where otherwise stated (i.e. Tables 22, 27, 28, and 40). Also includes motor caravans prior to 1999.

Casualty: A person *killed* or *injured* in an *accident*. Casualties are sub-divided into *killed*, *seriously injured* and *slightly injured*.

Children: Persons under 16 years of age (except where otherwise stated).

Darkness: From half an hour after sunset to half an hour before sunrise, i.e. "lighting-up time".

Daylight: All times other than *darkness*.

DfT: Department for Transport

Drivers: Persons in control of *vehicles* other than *pedal cycles*, *motorcycles* and ridden animals (see *riders*). Other occupants of *vehicles* are *passengers*.

Failed breath test: *Drivers* or *riders* who were tested with a positive result, or who failed or refused to provide a specimen of breath (see note on Table 11 in "Notes to individual tables" for the coverage of breath test data).

Fatal accident: An accident in which at least one person is *killed*.

Goods vehicles: These are divided into two groups according to vehicle weight. They include tankers, tractor units without their semi-trailers, trailers, articulated vehicles and pick-up trucks.

Heavy goods vehicles (HGV): Goods vehicles over 3.5 tonnes maximum permissible gross vehicle weight (gvw).

Light goods vehicles (LGV): Goods vehicles, mainly vans (including car derived vans), not over 3.5 tonnes maximum permissible gross vehicle weight.

Injury accident: An *accident* involving human injury or death.

Killed: Human casualties who sustained injuries which caused death less than 30 days (before 1954, about two months) after the *accident*. Confirmed suicides are excluded.

KSI: Killed or seriously injured.

Light Goods Vehicle (LGV): see *Goods vehicles*

Motorcycles: Two-wheel motor vehicles, including mopeds, motor scooters and motor cycle combinations.

Motorways: Motorway and A(M) roads.

Other roads: All B, C and unclassified roads, unless otherwise noted (i.e. Tables 5a-c).

Other vehicles: Other motor *vehicles* include ambulances, fire engines, trams, refuse *vehicles*, road rollers, *agricultural vehicles*, excavators, mobile cranes, electric scooters and motorised wheelchairs etc, except where otherwise stated (i.e. Tables 28 and 40). Other non motor *vehicles* include those drawn by an animal, ridden horse, wheelchairs without a motor, street barrows etc, except where otherwise stated (i.e. Tables 28 and 49). In certain tables "*other vehicles*" may also include *buses and coaches* and/or *goods vehicles*, as indicated in a footnote.

Passengers: Occupants of *vehicles*, other than the person in control (the *driver* or *rider*). Includes pillion passengers.

Pedal cycles: Includes tandems, tricycles and toy cycles ridden on the carriageway. From 1983 the definition includes a small number of cycles and tricycles with battery assistance with a maximum speed of 15 mph.

Pedal cyclists: *Riders* of *pedal cycles*, including any *passengers*.

Pedestrians: Includes children riding toy cycles on the footway, persons pushing bicycles, pushing or pulling other *vehicles* or operating pedestrian-controlled *vehicles*, those leading or herding animals, children in prams or buggies, and people who alight safely from *vehicles* and are subsequently injured.

Riders: Persons in control of *pedal cycles*, *motorcycles* or ridden animals. Other occupants of these *vehicles* are *passengers*.

Road users: Pedestrians and vehicle riders, drivers and passengers.

Rural Roads: Major roads and minor roads outside urban areas and having a population of less than 10 thousand. *Motorways* in rural areas are shown separately and (with the exception of Tables 23a, b and c) are excluded from the totals for rural roads.

Serious accident: One in which at least one person is seriously injured but no person (other than a confirmed suicide) is *killed*.

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 they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the *accident*. An injured *casualty* is recorded as *seriously* or *slightly injured* by the police on the basis of information available within a short time of the *accident*. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.

Severity: Of an *accident*, the severity of the most severely injured *casualty* (either *fatal*, *serious* or *slight*). Of a *casualty*; *killed*, *seriously injured* or *slightly injured*.

Slight accident: One in which at least one person is *slightly injured* but no person is *killed* or *seriously injured*.

Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

Speed limits: Permanent speed limits applicable to the roadway.

Taxi: Any vehicle operating as a hackney carriage, regardless of construction, and bearing the appropriate district council or local authority hackney carriage plates. Also includes private hire cars.

Users of a vehicle: All occupants, i.e. *driver* (or *rider*) and *passengers*, including persons injured while boarding or alighting from the *vehicle*.

Urban Roads: Major and minor roads within an urban area with a population of 10 thousand or more. The definition is based on the 1991 Office of the Deputy Prime Minister definition of urban settlements. The urban areas used for this bulletin are based on 2001 census data. *Motorways* in urban areas are shown separately and (with the exception of Tables 23a, b and c) are excluded from the totals for urban roads.

Vehicles: Vehicles (except *taxis*) are classified according to their structural type and not according to their employment or category of licence at the time of an *accident*.

Vehicles involved in accidents: Vehicles whose drivers or passengers are injured, which hit and injure a pedestrian or another vehicle whose driver or passengers are injured, or which contributes to the accident. Vehicles which collide, after the initial accident which caused injury, are not included unless they aggravate the degree of injury or lead to further casualties. Includes pedal cycles ridden on the footway.

Symbols and conventions used

Rounding of figures: In tables where figures have been rounded, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

Symbols: The following symbols have been used throughout:

0 = nil or negligible (less than half the final digit shown).

.. = not available/applicable.

Conversion factor: 1 kilometre = 0.6214 mile.

TABLES

1a Vehicle population, traffic and road length: 1998-2008

(a) Vehicles currently licensed by body type

Thousands

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Motorcycles	814	889	954	1,010	1,070	1,135	1,191	1,206	1,224	1,263	1,291
of which:											
Over not over											
50cc	113	128	151	165	166	170	172	163	154	150	148
50cc - 125cc	154	159	171	184	189	194	202	206	212	225	239
125cc - 500cc	200	201	198	195	204	210	212	209	206	205	206
over 500cc	346	400	432	465	511	560	605	628	651	682	697
Cars ¹	23,293	23,975	24,406	25,126	25,782	26,240	27,028	27,520	27,830	28,228	28,390
Buses or coaches ²	65	68	71	71	72	73	73	74	77	77	78
Light good vehicles	2,278	2,342	2,383	2,461	2,542	2,653	2,822	2,943	3,060	3,187	3,236
Heavy good vehicles	441	459	471	477	485	491	506	508	525	528	519
Other motor vehicles ³	648	634	614	601	605	616	638	645	652	674	693
All motor vehicles	27,538	28,368	28,898	29,747	30,557	31,207	32,259	32,897	33,369	33,957	34,206

(b) Traffic by vehicle type

100 million vehicle kilometres

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Pedal cycles	40	41	42	42	44	45	42	44	46	42	47
Motorcycles	41	45	46	48	51	56	52	54	52	56	51
Cars and taxis ⁴	3,706	3,774	3,768	3,828	3,929	3,931	3,981	3,972	4,026	4,041	4,017
Buses or coaches ²	52	53	52	52	52	54	52	52	54	57	52
Light goods vehicles	508	516	523	537	550	579	608	626	652	682	681
Heavy goods vehicles	277	281	282	281	283	285	294	290	291	294	287
All motor vehicles	4,585	4,670	4,671	4,744	4,865	4,904	4,986	4,994	5,075	5,130	5,089
All vehicles	4,624	4,710	4,712	4,787	4,909	4,949	5,028	5,038	5,121	5,172	5,137

(c) Traffic by road class

100 million vehicle kilometres

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Motorways	857	878	884	908	926	930	966	970	994	1,006	1,001
A roads	2,107	2,134	2,124	2,158	2,193	2,218	2,248	2,238	2,269	2,256	2,237
Minor roads ⁵	1,660	1,699	1,705	1,720	1,790	1,801	1,814	1,830	1,858	1,911	1,899
All roads	4,624	4,710	4,712	4,787	4,909	4,949	5,028	5,038	5,121	5,172	5,137

(d) Road length by road class and urban and rural roads

Kilometres

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Motorways	3,421	3,449	3,467	3,476	3,478	3,478	3,523	3,519	3,555	3,559	3,559
A roads											
Urban	11,027	11,106	11,114	11,132	11,141	11,127	11,138	11,107	11,143	11,139	11,105
Rural	35,369	35,463	35,493	35,522	35,532	35,525	35,530	35,550	35,618	35,603	35,586
All A roads	46,396	46,569	46,607	46,654	46,673	46,652	46,668	46,657	46,761	46,742	46,691
Minor roads ⁵											
Urban	129,702	130,068	130,432	130,802	131,169	131,556	129,917	130,186	130,721	130,936	130,918
Rural	209,123	209,429	209,731	210,037	210,343	210,656	207,565	207,646	213,371	213,641	213,299
All minor roads	338,825	339,497	340,163	340,839	341,512	342,212	337,482	337,832	344,092	344,577	344,217
All roads	388,640	389,515	390,237	390,969	391,663	392,342	387,674	388,008	394,409	394,879	394,467

1 Excludes three wheelers.

2 Excludes minibuses.

3 Includes taxis, minibuses and three wheelers.

4 Includes three wheelers.

5 B roads, C roads and unclassified surfaced roads.

1b Road traffic by vehicle type and road class: 2007-2008 and 1994-98 average

100 million vehicle kilometres

2008	Pedal cycles	Motorcycles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles	All vehicles
Motorways	..	4.5	748	4.5	123	121	1,001	1,001
Urban A roads	6.6	9.3	655	11	97	28	801	807
Rural A roads	1.6	12	1,117	9.1	188	102	1,428	1,430
All A roads	8.2	21	1,772	21	285	130	2,228	2,237
All major roads	8.2	26	2,520	25	408	251	3,230	3,238
Minor roads ¹	39	26	1,498	27	273	36	1,859	1,899
All roads	47	51	4,017	52	681	287	5,089	5,137

2007	Pedal cycles	Motorcycles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles	All vehicles
Motorways	..	4.3	749	4.6	125	123	1,006	1,006
Urban A roads	5.6	10.0	663	12	100	28	813	819
Rural A roads	1.4	12	1,121	9	188	105	1,435	1,437
All A roads	7.0	22	1,784	21	288	134	2,249	2,256
All major roads	7.0	26	2,533	26	412	257	3,254	3,261
Minor roads ¹	35	30	1,508	30	272	37	1,875	1,911
All roads	42	56	4,041	55	684	294	5,130	5,172

1994 - 98 Average	Pedal cycles	Motorcycles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles	All vehicles
Motorways	..	3.2	590	5.4	81	102	781	781
Urban A roads	5.8	8.8	671	13	79	32	803	809
Rural A roads	2.0	9.4	985	8.6	131	95	1,230	1,232
All A roads	7.8	18	1,656	21	211	127	2,033	2,041
All major roads	7.8	21	2,246	27	291	229	2,815	2,822
Minor roads ¹	33	17	1,339	23	175	33	1,588	1,621
All roads	41	39	3,585	50	467	262	4,402	4,443

1 B roads, C roads and unclassified surfaced roads.

**2 Population, vehicle population, index of vehicle mileage, reported accidents and casualties:
by road user type and severity: 1930-2008**

Year	Population (millions)	Motor vehicles currently licensed (m'lns)	Index of vehicle traffic ¹ 1949=100		Reported casualties from road accidents							
					Accidents (^{000s})	Killed				Injured (^{000s})	All severities (^{000s})	
						Pedest- rians	Pedal cyclists ²	M'cycle users ²	Others ³			All
1930	44.6	2.3	..	..	157	3,722	887	1,832	864	7,305	178	185
1935	45.6	2.6	..	..	196	3,073	1,400	1,277	752	6,502	222	228
1940	46.9	2.3	..	..	..	4,724	1,363	1,270	1,252	8,609	..	..
1945	47.8	2.6	..	..	..	2,602	918	553	1,183	5,256	133	138
1950	49.2	4.4	114	104	167	2,251	805	1,129	827	5,012	196	201
1955	49.6	6.5	166	136	217	2,287	708	1,362	1,169	5,526	262	268
1960	51.0	9.4	242	177	272	2,708	679	1,743	1,840	6,970	341	348
1965	52.9	12.9	350	242	299	3,105	543	1,244	3,060	7,952	390	398
1970	54.1	15.0	431	292	267	2,925	373	761	3,440	7,499	356	363
1975	54.7	17.5	499	337	246	2,344	278	838	2,906	6,366	319	325
1980	54.8	19.2	584	394	252	1,941	302	1,163	2,604	5,953	323	329
1981	54.8	19.4	595	402	248	1,874	310	1,131	2,531	5,846	319	325
1982	54.8	19.8	611	414	256	1,869	294	1,090	2,681	5,937	328	334
1983	54.8	20.2	620	420	243	1,914	323	963	2,245	5,445	303	309
1984	55.0	20.8	652	441	253	1,868	345	967	2,419	5,599	319	324
1985	55.1	21.2	666	450	246	1,789	286	796	2,294	5,165	312	318
1986	55.3	21.7	700	472	248	1,841	271	762	2,508	5,385	316	321
1987	55.4	22.2	754	508	239	1,703	280	723	2,419	5,125	306	311
1988	55.6	23.3	809	544	247	1,753	227	670	2,402	5,052	317	322
1989	55.8	24.2	874	588	261	1,706	294	683	2,690	5,373	336	342
1990	56.0	24.7	884	594	258	1,694	256	659	2,608	5,217	336	341
1991 ⁴	56.2	24.5	886	595	236	1,496	242	548	2,282	4,568	307	311
1992	55.9	24.9	883	592	233	1,347	204	469	2,209	4,229	307	311
1993	56.0	24.8	887	594	229	1,241	186	427	1,960	3,814	302	306
1994	56.2	25.2	907	607	234	1,124	172	444	1,910	3,650	312	315
1995	56.3	25.4	925	619	231	1,038	213	445	1,925	3,621	307	311
1996	56.4	26.3	949	635	236	997	203	440	1,958	3,598	317	321
1997	56.5	27.0	969	648	240	973	183	509	1,934	3,599	324	328
1998	56.6	27.5	987	660	239	906	158	498	1,859	3,421	322	325
1999	56.8	28.4	1,005	672	235	870	172	547	1,834	3,423	317	320
2000	57.0	28.9	1,005	672	234	857	127	605	1,820	3,409	317	320
2001	57.4	29.7	1,021	683	229	826	138	583	1,903	3,450	310	313
2002	57.6	30.6	1,047	700	222	775	130	609	1,917	3,431	299	303
2003	57.9	31.2	1,055	706	214	774	114	693	1,927	3,508	287	291
2004	58.1	32.3	1,073	717	207	671	134	585	1,831	3,221	278	281
2005	58.5	32.9	1,075	719	199	671	148	569	1,813	3,201	268	271
2006	58.8	33.4	1,092	731	189	675	146	599	1,752	3,172	255	258
2007	59.2	34.0	1,104	738	182	646	136	588	1,576	2,946	245	248
2008	59.6	34.2	1,095	733	171	572	115	493	1,358	2,538	228	231

Note: Road accident and casualty data was first collect on a national level in 1926. That year there were 4,886 recorded deaths in some 124,000 accidents. The highest record road death figure was 9,196 in 1941, the highest post WW2 fatality figure was 7,985 in 1966

1 Traffic estimates for 1995 onwards have been produced on a new, more accurate basis and are not directly comparable with earlier data.

2 Between 1937 and 1977 the figures excluded sidecar passengers and second riders of tandems.

3 Includes cases where road user type was not reported.

4 Population figures have been revised by ONS so there is a break in the series at this point.

3 Reported accidents and accident rates: by road class and severity¹: 1994-98 average, 2001-2008

	Number of accidents/rate per 100 million vehicle kilometres								
	1994-98 average	2001	2002	2003	2004	2005	2006	2007	2008
Urban roads^{2,3}									
A roads									
Fatal	669	610	622	624	527	489	526	469	420
Fatal and serious	10,461	8,737	8,405	7,842	7,116	6,440	6,615	6,430	6,149
All severities	70,131	67,216	64,013	61,525	57,708	53,780	50,483	48,661	47,207
Rate	87	82	77	75	69	65	61	59	58
Other roads⁴									
Fatal	582	558	488	520	504	510	500	452	412
Fatal and serious	12,744	10,499	10,162	9,551	8,871	8,699	8,682	8,404	7,952
All severities	84,901	81,348	78,584	75,143	72,639	71,570	68,173	64,731	60,354
Rate	83	74	69	65	63	62	59	55	52
All urban roads⁵									
Fatal	1,251	1,168	1,110	1,144	1,031	999	1,026	921	832
Fatal and serious	23,204	19,236	18,567	17,393	15,987	15,139	15,297	14,834	14,101
All severities	155,032	148,564	142,597	136,668	130,347	125,350	118,656	113,392	107,561
Rate	85	77	73	69	66	63	60	57	54
Rural roads^{2,3}									
A roads									
Fatal	1,222	1,195	1,196	1,222	1,140	1,123	1,127	1,018	858
Fatal and serious	8,890	7,941	7,731	7,469	6,932	6,616	6,381	6,119	5,604
All severities	39,103	37,827	38,126	36,797	36,656	34,780	33,555	32,649	29,627
Rate	32	28	28	26	26	25	23	23	21
Other roads⁴									
Fatal	634	600	639	695	656	615	609	621	515
Fatal and serious	7,163	6,165	6,127	6,096	5,745	5,167	5,239	5,093	4,907
All severities	33,483	32,290	31,544	31,559	31,175	29,899	28,546	28,085	26,144
Rate	56	52	48	48	47	44	41	39	36
All rural roads⁵									
Fatal	1,856	1,795	1,835	1,917	1,796	1,738	1,736	1,639	1,373
Fatal and serious	16,053	14,106	13,858	13,565	12,677	11,783	11,620	11,212	10,511
All severities	72,587	70,117	69,670	68,356	67,831	64,679	62,101	60,734	55,771
Rate	40	36	35	33	33	31	29	28	26
All roads⁵									
Motorways									
Fatal	152	180	175	184	149	176	164	154	136
Fatal and serious	1,145	1,235	1,162	1,166	1,047	1,007	953	989	848
All severities	7,989	9,128	8,942	8,746	9,072	8,619	8,379	7,976	7,249
Rate	10	10	10	9	9	9	8	8	7
A roads									
Fatal	1,893	1,826	1,821	1,847	1,669	1,612	1,653	1,487	1,278
Fatal and serious	19,393	16,761	16,168	15,328	14,055	13,063	12,997	12,550	11,755
All severities	109,435	105,548	102,378	98,436	94,429	88,599	84,050	81,316	76,839
Rate	54	49	47	44	42	40	37	36	34
Other roads⁴									
Fatal	1,220	1,170	1,128	1,216	1,160	1,125	1,109	1,073	927
Fatal and serious	19,944	16,768	16,315	15,666	14,624	13,872	13,922	13,497	12,859
All severities	118,616	114,338	110,431	106,848	103,909	101,517	96,732	92,823	86,503
Rate	73	66	62	59	57	55	52	49	46
Total⁵									
Fatal	3,264	3,176	3,124	3,247	2,978	2,913	2,926	2,714	2,341
Fatal and serious	40,481	34,764	33,645	32,160	29,726	27,942	27,872	27,036	25,462
All severities	236,040	229,014	221,751	214,030	207,410	198,735	189,161	182,115	170,591
Rate	53	48	45	43	41	39	37	35	33

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 See urban and rural definitions.

4 B roads, C roads and unclassified roads: excludes cases where road class was not reported.

5 Includes cases where road class was not reported.

4 Reported accidents: by road class, speed limit and severity: 1994-98 average¹, 2001-2008

	Number of accidents								
	1994-98 average	2001	2002	2003	2004	2005	2006	2007	2008
Motorways									
Fatal	152	180	175	184	149	176	164	154	136
Fatal and serious	1,145	1,235	1,162	1,166	1,047	1,007	953	989	848
All severities	7,989	9,128	8,942	8,746	9,072	8,619	8,379	7,976	7,249
A roads									
20 mph									
Fatal	0	1	0	0	0	2	0	1	2
Fatal and serious	6	14	11	9	17	20	23	19	26
All severities	34	86	99	92	147	131	119	116	167
30 mph									
Fatal	505	447	477	466	386	389	370	369	336
Fatal and serious	8,948	7,478	7,203	6,804	6,102	5,648	5,745	5,792	5,509
All severities	61,551	58,637	55,981	54,050	50,747	47,838	44,733	43,572	42,637
40 mph									
Fatal	208	210	189	199	190	155	212	159	132
Fatal and serious	2,276	1,955	2,012	1,824	1,684	1,494	1,533	1,450	1,377
All severities	13,516	13,569	13,455	12,756	12,231	10,868	10,571	10,487	9,959
50 mph									
Fatal	55	84	94	109	106	96	102	98	98
Fatal and serious	479	639	642	670	647	655	683	700	665
All severities	2,630	3,768	3,852	3,994	4,057	4,083	4,299	4,203	3,982
60 mph									
Fatal	870	842	829	817	762	749	742	643	530
Fatal and serious	6,033	5,193	4,983	4,684	4,316	3,992	3,880	3,539	3,191
All severities	23,644	21,356	20,863	19,773	19,415	18,485	17,292	16,236	14,222
70 mph									
Fatal	254	242	232	256	225	221	227	217	180
Fatal and serious	1,651	1,482	1,317	1,337	1,289	1,254	1,133	1,050	987
All severities	8,060	8,132	8,128	7,771	7,832	7,194	7,036	6,702	5,872
Other roads²									
20 mph									
Fatal	2	4	3	4	4	6	15	8	11
Fatal and serious	37	74	78	86	87	113	146	126	178
All severities	202	458	569	636	724	846	877	1,038	1,138
30 mph									
Fatal	645	620	566	585	555	553	539	495	458
Fatal and serious	14,027	11,657	11,347	10,727	9,910	9,637	9,517	9,348	8,869
All severities	92,696	88,976	85,874	82,777	79,439	77,674	73,741	70,624	66,302
40 mph									
Fatal	74	73	70	66	103	84	79	84	78
Fatal and serious	919	858	859	738	809	671	739	702	678
All severities	4,881	5,322	5,258	4,684	5,089	4,809	4,663	4,551	4,168
50 mph									
Fatal	6	11	10	26	18	16	15	18	25
Fatal and serious	76	100	113	130	111	91	122	149	147
All severities	436	641	584	657	658	679	800	753	745
60 mph									
Fatal	486	460	475	532	477	462	459	465	351
Fatal and serious	4,834	4,046	3,890	3,967	3,680	3,336	3,376	3,160	2,965
All severities	20,091	18,679	17,906	17,892	17,805	17,279	16,455	15,704	13,985
70 mph									
Fatal	6	2	4	3	3	4	2	3	4
Fatal and serious	50	33	28	18	27	24	22	12	22
All severities	306	262	240	202	194	230	196	153	165

¹ Figures have been rounded to the nearest whole number.

² B roads, C roads and unclassified roads: excludes cases where road class was not reported.

**5a Reported male casualties: by built-up and non built-up roads, road class and severity:
1994–98 average¹, 2001–2008**

	Number of casualties								
	1994-98 average	2001	2002	2003	2004	2005	2006	2007	2008
Built-up roads²									
A roads									
Killed	511	515	504	505	452	415	451	383	366
KSI ³	7,985	7,072	7,010	6,569	5,868	5,504	5,577	5,502	5,191
All severities	54,577	54,609	52,933	50,785	47,471	44,816	42,149	41,651	40,336
B roads									
Killed	139	140	139	136	147	135	135	138	116
KSI	2,392	2,072	2,132	1,967	1,938	1,715	1,779	1,777	1,636
All severities	15,251	15,536	14,995	14,504	14,142	13,455	12,954	12,425	11,927
Other roads									
Killed	367	386	354	354	363	342	349	308	289
KSI	8,110	7,228	7,053	6,705	6,253	5,992	6,000	5,832	5,430
All severities	54,300	54,237	52,660	50,234	48,340	47,840	45,707	43,503	40,451
All built-up roads⁴									
Killed	1,018	1,041	997	995	962	892	935	829	771
KSI	18,487	16,372	16,195	15,241	14,059	13,211	13,356	13,111	12,257
All severities	124,128	124,382	120,588	115,523	109,953	106,111	100,810	97,579	92,714
Non-built-up roads²									
A roads									
Killed	992	993	975	1,005	918	942	924	818	687
KSI	7,275	6,562	6,411	6,089	5,615	5,299	5,093	4,663	4,233
All severities	31,393	30,538	29,961	28,694	28,471	27,483	25,996	24,543	21,346
B roads									
Killed	192	225	205	242	206	203	186	200	149
KSI	1,881	1,655	1,619	1,680	1,475	1,345	1,316	1,233	1,173
All severities	7,675	7,142	7,121	7,109	6,913	6,578	6,162	6,067	5,215
Other roads									
Killed	215	196	202	218	214	216	220	220	154
KSI	2,392	2,007	1,925	1,946	1,791	1,675	1,706	1,606	1,417
All severities	11,357	10,621	9,865	10,142	9,658	9,715	9,543	8,760	7,613
All non built-up roads⁴									
Killed	1,398	1,414	1,382	1,465	1,338	1,361	1,330	1,238	990
KSI	11,547	10,224	9,955	9,715	8,881	8,319	8,115	7,502	6,823
All severities	50,425	48,301	46,947	45,945	45,042	43,776	41,701	39,370	34,174
All speed limits⁵									
Motorways									
Killed	129	159	178	167	133	163	136	150	121
KSI	1,009	1,095	1,063	1,004	921	912	816	893	709
All severities	7,349	8,484	8,171	8,024	8,178	7,910	7,701	7,414	6,590
A roads									
Killed	1,503	1,508	1,479	1,510	1,370	1,357	1,375	1,201	1,053
KSI	15,260	13,634	13,421	12,658	11,483	10,803	10,670	10,165	9,424
All severities	85,971	85,147	82,894	79,479	75,942	72,299	68,145	66,194	61,682
B roads									
Killed	331	365	344	378	353	338	321	338	265
KSI	4,273	3,727	3,751	3,647	3,413	3,060	3,095	3,010	2,809
All severities	22,926	22,678	22,116	21,613	21,055	20,033	19,116	18,492	17,142
Other roads									
Killed	583	582	556	572	577	558	569	528	443
KSI	10,503	9,235	8,978	8,651	8,044	7,667	7,706	7,438	6,847
All severities	65,661	64,858	62,525	60,376	57,998	57,555	55,250	52,263	48,064
Total⁵									
Killed	2,547	2,614	2,557	2,627	2,433	2,416	2,401	2,217	1,882
KSI	31,045	27,691	27,213	25,960	23,861	22,442	22,287	21,506	19,789
All severities	181,906	181,167	175,706	169,492	163,173	157,797	150,212	144,363	133,478

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 Killed or seriously injured.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

**5b Reported female casualties: by built-up and non built-up roads, road class and severity:
1994–98 average¹, 2001–2008**

	Number of casualties								
	1994-98 average	2001	2002	2003	2004	2005	2006	2007	2008
Built-up roads²									
A roads									
Killed	237	170	202	198	152	165	168	167	126
KSI ³	4,550	3,357	3,282	3,004	2,701	2,381	2,407	2,455	2,297
All severities	43,086	40,720	38,936	37,233	35,121	32,922	31,159	30,072	29,384
B roads									
Killed	72	55	47	58	53	48	47	54	41
KSI	1,376	996	982	939	850	765	748	740	767
All severities	12,419	11,951	11,438	11,006	10,590	10,206	9,754	9,630	9,200
Other roads									
Killed	173	140	122	127	134	150	131	110	118
KSI	4,473	3,395	3,222	2,930	2,709	2,707	2,705	2,602	2,551
All severities	40,645	38,711	37,762	35,647	34,595	34,242	32,893	31,418	29,530
All built-up roads⁴									
Killed	483	365	371	383	339	363	346	331	285
KSI	10,399	7,748	7,486	6,873	6,260	5,853	5,860	5,797	5,615
All severities	96,150	91,382	88,136	83,886	80,306	77,370	73,806	71,120	68,114
Non built-up roads²									
A roads									
Killed	365	322	322	316	302	275	272	243	229
KSI	3,723	2,990	2,674	2,481	2,413	2,259	2,117	1,908	1,780
All severities	23,475	22,216	21,079	20,098	20,077	19,022	18,256	17,070	15,300
B roads									
Killed	72	56	67	70	59	56	48	62	53
KSI	913	681	699	665	633	544	542	492	501
All severities	5,168	4,720	4,652	4,583	4,507	4,271	4,116	3,870	3,590
Other roads									
Killed	66	43	66	62	57	50	54	60	51
KSI	1,064	887	852	784	797	697	688	653	557
All severities	7,575	7,065	6,645	6,430	6,555	6,557	6,251	5,848	5,370
All non built-up roads⁴									
Killed	502	421	455	448	418	381	374	365	333
KSI	5,699	4,558	4,225	3,930	3,843	3,500	3,347	3,053	2,838
All severities	36,218	34,001	32,376	31,111	31,139	29,850	28,623	26,788	24,260
All speed limits⁵									
Motorways									
Killed	44	44	44	50	31	41	51	33	37
KSI	505	510	438	447	379	355	349	358	318
All severities	5,529	6,248	6,071	6,004	6,128	5,867	5,682	5,384	4,876
A roads									
Killed	602	492	524	514	454	440	440	410	355
KSI	8,272	6,347	5,956	5,485	5,114	4,640	4,524	4,363	4,077
All severities	66,562	62,936	60,015	57,331	55,198	51,944	49,415	47,142	44,684
B roads									
Killed	145	111	114	128	112	104	95	116	94
KSI	2,289	1,677	1,681	1,604	1,483	1,309	1,290	1,232	1,268
All severities	17,587	16,671	16,090	15,589	15,097	14,477	13,870	13,500	12,790
Other roads									
Killed	239	183	188	189	191	200	185	170	169
KSI	5,537	4,282	4,074	3,714	3,506	3,404	3,393	3,255	3,108
All severities	48,222	45,776	44,407	42,077	41,150	40,799	39,144	37,266	34,900
Total⁵									
Killed	1,030	830	870	881	788	785	771	729	655
KSI	16,603	12,816	12,149	11,250	10,482	9,708	9,556	9,208	8,771
All severities	137,900	131,631	126,583	121,001	117,573	113,087	108,111	103,292	97,250

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 Killed or seriously injured.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

**5c All reported casualties: by built-up and non built-up roads, road class and severity:
1994–98 average¹, 2001–2008**

	Number of casualties								
	1994-98 average	2001	2002	2003	2004	2005	2006	2007	2008
Built-up roads²									
A roads									
Killed	748	687	707	703	604	580	619	550	492
KSI ³	12,535	10,447	10,304	9,573	8,571	7,886	7,985	7,958	7,490
All severities	97,700	95,461	91,963	88,052	82,608	77,765	73,324	71,751	69,764
B roads									
Killed	211	196	186	194	200	183	182	192	157
KSI	3,769	3,071	3,117	2,906	2,789	2,480	2,527	2,519	2,403
All severities	27,679	27,523	26,465	25,517	24,743	23,673	22,715	22,066	21,144
Other roads									
Killed	541	526	476	481	497	492	480	418	408
KSI	12,584	10,638	10,285	9,639	8,962	8,700	8,705	8,434	7,987
All severities	94,984	93,129	90,507	85,930	82,967	82,139	78,624	74,969	70,051
All built-up roads⁴									
Killed	1,501	1,409	1,369	1,378	1,301	1,255	1,281	1,160	1,057
KSI	28,888	24,156	23,706	22,118	20,322	19,066	19,217	18,911	17,880
All severities	220,363	216,113	208,935	199,499	190,318	183,577	174,663	168,786	160,959
Non built-up roads²									
A roads									
Killed	1,357	1,318	1,298	1,321	1,220	1,217	1,196	1,061	916
KSI	10,999	9,563	9,093	8,570	8,029	7,561	7,211	6,572	6,016
All severities	54,882	52,832	51,097	48,804	48,567	46,526	44,272	41,621	36,676
B roads									
Killed	264	281	272	312	265	259	234	262	202
KSI	2,794	2,337	2,322	2,346	2,109	1,889	1,858	1,725	1,675
All severities	12,846	11,878	11,781	11,697	11,424	10,853	10,283	9,942	8,809
Other roads									
Killed	280	239	268	280	271	266	274	280	205
KSI	3,456	2,897	2,779	2,730	2,590	2,372	2,394	2,259	1,974
All severities	18,937	17,725	16,522	16,578	16,223	16,279	15,798	14,614	12,990
All non built-up roads⁴									
Killed	1,901	1,838	1,838	1,913	1,756	1,742	1,704	1,603	1,323
KSI	17,250	14,797	14,194	13,646	12,728	11,822	11,463	10,556	9,665
All severities	86,666	82,435	79,400	77,079	76,214	73,658	70,353	66,177	58,475
All speed limits⁵									
Motorways									
Killed	173	203	224	217	164	204	187	183	158
KSI	1,516	1,607	1,507	1,451	1,301	1,267	1,165	1,253	1,027
All severities	12,891	14,761	14,270	14,029	14,308	13,782	13,388	12,817	11,471
A roads									
Killed	2,106	2,005	2,005	2,024	1,824	1,797	1,815	1,611	1,408
KSI	23,535	20,010	19,397	18,143	16,600	15,447	15,196	14,530	13,506
All severities	152,584	148,293	143,060	136,856	131,175	124,291	117,596	113,372	106,440
B roads									
Killed	476	477	458	506	465	442	416	454	359
KSI	6,563	5,408	5,439	5,252	4,898	4,369	4,385	4,244	4,078
All severities	40,526	39,401	38,246	37,214	36,167	34,526	32,998	32,008	29,953
Other roads									
Killed	823	765	744	761	768	758	754	698	613
KSI	16,042	13,535	13,064	12,369	11,552	11,072	11,099	10,693	9,961
All severities	113,927	110,854	107,029	102,508	99,190	98,418	94,422	89,583	83,041
Total⁵									
Killed	3,578	3,450	3,431	3,508	3,221	3,201	3,172	2,946	2,538
KSI	47,656	40,560	39,407	37,215	34,351	32,155	31,845	30,720	28,572
All severities	319,928	313,309	302,605	290,607	280,840	271,017	258,404	247,780	230,905

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 Killed or seriously injured.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

6a Reported male casualties: by road user type and severity: 1994–98 average¹, 2001–2008

	Number of casualties								
	1994-98 average	2001	2002	2003	2004	2005	2006	2007	2008
Pedestrians									
Killed	631	565	500	505	450	421	452	422	362
KSI ²	7,063	5,682	5,400	4,971	4,658	4,310	4,319	4,260	3,988
All severities	27,163	23,745	22,873	21,472	20,312	19,338	17,824	17,452	16,266
Pedal cyclists									
Killed	154	120	109	89	107	131	122	112	97
KSI	3,019	2,182	2,009	2,005	1,923	1,942	2,020	2,090	2,106
All severities	19,437	15,342	13,750	13,672	13,406	13,300	13,063	13,036	13,118
Motorcycle									
Riders									
Killed	422	537	557	642	544	537	558	541	459
KSI	5,590	6,474	6,618	6,775	5,889	5,822	5,804	5,998	5,399
All severities	20,341	24,773	24,401	24,523	22,214	21,574	20,284	20,468	18,774
Passengers									
Killed	15	13	16	8	15	13	13	13	9
KSI	202	177	217	184	179	178	160	152	109
All severities	704	705	729	739	599	591	533	475	394
Car									
Drivers									
Killed	873	909	907	898	855	873	840	731	646
KSI	9,518	8,356	8,222	7,591	7,035	6,529	6,349	5,737	5,395
All severities	71,669	74,457	72,969	69,868	68,814	67,442	64,276	60,809	55,506
Passengers									
Killed	323	335	314	347	319	321	298	266	222
KSI	3,807	3,251	3,183	3,017	2,853	2,490	2,445	2,127	1,851
All severities	28,957	28,063	27,472	26,215	25,040	23,830	23,269	21,399	19,569
Bus or coach									
Drivers									
Killed	1	4	2	1	3	0	2	0	0
KSI	66	51	48	39	37	25	37	33	38
All severities	743	908	804	798	746	737	654	579	587
Passengers³									
Killed	7	5	10	7	10	5	8	8	4
KSI	194	147	150	128	135	111	103	147	109
All severities	2,500	2,635	2,375	2,342	2,398	2,109	1,895	1,922	1,937
Light goods vehicle									
Drivers									
Killed	46	43	51	47	47	45	37	47	36
KSI	682	574	548	546	470	410	405	358	329
All severities	4,912	4,933	4,845	4,787	4,386	4,260	4,219	3,790	3,518
Passengers									
Killed	13	16	13	17	14	6	12	9	5
KSI	200	159	150	148	113	122	109	96	72
All severities	1,374	1,433	1,273	1,260	1,131	1,097	1,008	957	843
Heavy goods vehicle									
Drivers									
Killed	46	47	51	42	40	47	36	41	20
KSI	492	429	430	361	354	341	327	310	213
All severities	2,808	2,792	2,597	2,546	2,410	2,395	2,084	2,048	1,578
Passengers									
Killed	5	6	10	2	5	5	3	9	2
KSI	67	59	67	51	37	32	43	41	14
All severities	380	426	379	350	326	287	292	312	236
All road users⁴									
Killed	2,547	2,614	2,557	2,627	2,433	2,416	2,401	2,217	1,882
KSI	31,045	27,691	27,213	25,960	23,861	22,442	22,287	21,506	19,789
All severities	181,906	181,167	175,706	169,492	163,173	157,797	150,212	144,363	133,478

1 Figures have been rounded to the nearest whole number.

3 Includes boarding and alighting.

2 Killed or seriously injured.

4 Includes other road users and cases where road user type was not reported.

6b Reported female casualties: by road user type and severity: 1994–98 average¹, 2001–2008

	Number of casualties								
	1994-98 average	2001	2002	2003	2004	2005	2006	2007	2008
Pedestrians									
Killed	376	261	275	269	221	250	223	224	210
KSI ²	4,605	3,368	3,224	2,961	2,818	2,818	2,731	2,664	2,649
All severities	19,348	16,739	15,847	14,905	14,555	13,913	13,151	12,717	12,189
Pedal cyclists									
Killed	32	18	21	25	27	17	24	24	18
KSI	713	495	439	405	385	416	422	474	459
All severities	4,930	3,740	3,345	3,350	3,238	3,248	3,127	3,147	3,168
Motorcycle									
Riders									
Killed	12	17	21	23	13	12	18	20	13
KSI	398	405	403	430	365	320	347	377	365
All severities	1,906	2,333	2,205	2,203	1,979	1,904	1,857	1,808	1,744
Passengers									
Killed	18	15	13	20	13	7	10	14	11
KSI	285	243	252	263	213	188	173	209	173
All severities	1,067	965	993	938	840	749	650	705	628
Car									
Drivers									
Killed	255	253	238	271	251	236	226	211	215
KSI	5,114	4,189	3,796	3,448	3,366	2,968	2,956	2,740	2,571
All severities	56,267	57,729	55,977	53,898	53,207	52,098	50,704	48,268	45,394
Passengers									
Killed	312	247	286	253	246	245	248	224	174
KSI	4,812	3,598	3,504	3,232	2,887	2,628	2,504	2,359	2,148
All severities	46,347	42,232	40,835	38,315	36,746	34,857	32,694	30,887	28,615
Bus or coach									
Drivers									
Killed	0	0	0	0	0	0	0	0	0
KSI	5	13	5	5	8	6	3	4	2
All severities	61	84	67	64	76	81	70	59	67
Passengers³									
Killed	11	5	7	3	7	4	9	4	2
KSI	449	351	346	328	307	221	283	271	283
All severities	6,278	6,244	5,730	5,844	5,587	4,984	4,631	4,509	4,322
Light goods vehicle									
Drivers									
Killed	2	3	3	3	0	1	2	0	0
KSI	54	33	31	25	16	15	23	13	19
All severities	466	400	356	337	254	285	291	263	241
Passengers									
Killed	4	2	3	5	1	2	1	2	2
KSI	79	45	51	46	32	40	26	27	25
All severities	671	531	523	513	392	406	392	326	309
Heavy goods vehicle									
Drivers									
Killed	0	0	0	0	1	1	0	1	0
KSI	5	3	8	6	3	6	3	4	6
All severities	46	53	58	48	41	46	46	48	51
Passengers									
Killed	1	1	2	0	1	2	0	1	1
KSI	15	7	18	11	12	16	10	7	6
All severities	103	110	141	116	106	115	106	66	61
All road users⁴									
Killed	1,030	830	870	881	788	785	771	729	655
KSI	16,603	12,816	12,149	11,250	10,482	9,708	9,556	9,208	8,771
All severities	137,900	131,631	126,583	121,001	117,573	113,087	108,111	103,292	97,250

1 Figures have been rounded to the nearest whole number.

2 Killed or seriously injured.

3 Includes boarding and alighting.

4 Includes other road users and cases where road user type was not reported.

6c All reported casualties: by road user type and severity: 1994–98 average¹, 2001–2008

	Number of casualties								
	1994-98 average	2001	2002	2003	2004	2005	2006	2007	2008
Pedestrians									
Killed	1,008	826	775	774	671	671	675	646	572
KSI ²	11,669	9,064	8,631	7,933	7,478	7,129	7,051	6,924	6,642
All severities	46,543	40,577	38,784	36,405	34,881	33,281	30,982	30,191	28,482
Pedal cyclists									
Killed	186	138	130	114	134	148	146	136	115
KSI	3,732	2,678	2,450	2,411	2,308	2,360	2,442	2,564	2,565
All severities	24,385	19,114	17,107	17,033	16,648	16,561	16,196	16,195	16,297
Motorcycle									
Riders									
Killed	434	554	580	665	557	549	576	561	473
KSI	5,988	6,883	7,030	7,205	6,255	6,142	6,151	6,376	5,767
All severities	22,251	27,135	26,628	26,733	24,201	23,484	22,143	22,279	20,528
Passengers									
Killed	33	29	29	28	28	20	23	27	20
KSI	487	422	470	447	393	366	333	361	282
All severities	1,772	1,675	1,725	1,678	1,440	1,340	1,183	1,180	1,022
Car									
Drivers									
Killed	1,128	1,164	1,146	1,169	1,106	1,109	1,066	942	861
KSI	14,634	12,555	12,030	11,040	10,402	9,497	9,305	8,479	7,967
All severities	127,958	132,318	129,024	123,786	122,045	119,567	115,003	109,100	100,952
Passengers									
Killed	634	585	601	600	565	566	546	490	396
KSI	8,619	6,869	6,698	6,251	5,742	5,120	4,949	4,488	4,001
All severities	75,329	70,484	68,401	64,556	61,813	58,735	55,997	52,333	48,236
Bus or coach									
Drivers									
Killed	1	4	2	1	3	0	2	0	0
KSI	71	64	53	44	45	31	40	37	40
All severities	804	992	873	862	822	818	724	638	654
Passengers³									
Killed	19	10	17	10	17	9	17	12	6
KSI	645	498	498	456	443	332	386	418	392
All severities	8,794	8,892	8,132	8,206	7,998	7,102	6,529	6,441	6,275
Light goods vehicle									
Drivers									
Killed	48	46	54	50	47	46	39	47	36
KSI	735	607	579	571	486	425	429	371	348
All severities	5,378	5,336	5,206	5,124	4,641	4,545	4,511	4,054	3,761
Passengers									
Killed	17	18	16	22	15	8	13	11	7
KSI	279	204	201	194	145	162	135	123	97
All severities	2,046	1,968	1,801	1,773	1,525	1,503	1,403	1,286	1,152
Heavy goods vehicle									
Drivers									
Killed	46	47	51	42	41	48	36	42	20
KSI	497	434	438	367	357	347	330	315	220
All severities	2,855	2,850	2,657	2,594	2,451	2,441	2,132	2,098	1,633
Passengers									
Killed	7	7	12	2	6	7	3	10	3
KSI	82	66	86	62	49	48	53	48	20
All severities	483	538	521	467	432	402	398	378	297
All road users⁴									
Killed	3,578	3,450	3,431	3,508	3,221	3,201	3,172	2,946	2,538
KSI	47,656	40,560	39,407	37,215	34,351	32,155	31,845	30,720	28,572
All severities	319,928	313,309	302,605	290,607	280,840	271,017	258,404	247,780	230,905

1 Figures have been rounded to the nearest whole number.

3 Includes boarding and alighting.

2 Killed or seriously injured.

4 Includes other road users and cases where road user type was not reported.

**7a Reported male casualties: killed or seriously injured: by road user type and age:
1994-98 average¹, 2001-2008**

		Number of casualties								
		1994-98 average	2001	2002	2003	2004	2005	2006	2007	2008
Pedestrians	0 to 4 ²	374	219	214	190	170	156	158	172	130
	5 to 7	571	383	321	288	253	207	207	198	202
	8 to 11	875	722	597	503	456	419	357	341	350
	12 to 15	825	720	710	585	608	519	553	494	458
	16 to 19	513	476	443	435	391	410	385	410	359
	20 to 24	523	446	468	445	384	396	388	384	376
	25 to 59	2,116	1,716	1,790	1,715	1,612	1,438	1,536	1,481	1,396
	60 to 64	207	187	127	145	113	104	121	113	110
	65 to 69	188	150	115	110	107	108	114	113	116
	70 to 74	228	158	140	122	131	133	108	121	105
	75 to 79	207	170	157	138	122	123	107	112	121
80 and over	328	234	219	215	221	201	202	250	188	
	All age groups ³	7,063	5,682	5,400	4,971	4,658	4,310	4,319	4,260	3,988
Pedal cyclists	0 to 4 ²	17	7	6	12	6	9	6	4	4
	5 to 7	123	55	55	43	40	39	38	33	29
	8 to 11	304	171	157	178	125	134	119	128	104
	12 to 15	489	338	289	276	323	266	262	279	231
	16 to 19	304	199	156	157	144	144	163	154	176
	20 to 24	263	155	138	143	141	145	153	131	142
	25 to 59	1,245	1,033	995	980	942	1,002	1,057	1,156	1,216
	60 and over	240	192	169	191	173	170	189	167	166
		All age groups ³	3,019	2,182	2,009	2,005	1,923	1,942	2,020	2,090	2,106
Motorcycle riders 50cc and under	Under 16	13	18	20	19	25	39	28	18	10
	16	100	215	253	248	300	299	269	267	207
	17	39	85	117	110	105	105	123	133	100
	18	13	32	34	39	39	40	34	45	32
	19	7	24	27	23	20	23	28	26	19
	20 to 24	33	44	64	45	43	45	46	52	49
	25 to 59	110	138	126	138	112	108	121	132	99
	60 and over	37	13	14	20	12	9	9	12	15
		All age groups ³	355	575	660	654	664	671	665	697	538
Motorcycle riders over 50cc	Under 16	39	51	50	55	46	44	31	27	25
	16	77	62	54	78	77	68	50	54	42
	17	215	223	203	265	236	256	210	224	218
	18	175	220	202	216	193	172	185	171	198
	19	150	156	169	181	162	171	174	180	155
	20 to 24	857	672	752	716	651	668	644	719	609
	25 to 59	3,526	4,278	4,309	4,341	3,632	3,557	3,574	3,609	3,333
	60 and over	120	120	126	175	161	142	194	232	210
		All age groups ³	5,234	5,899	5,958	6,121	5,225	5,151	5,139	5,301	4,861
Car drivers	Under 17	58	63	66	53	57	41	36	31	31
	17	281	200	204	202	187	209	221	191	169
	18	453	361	372	364	316	332	346	316	272
	19	393	340	355	352	327	328	303	283	264
	20 to 24	1,640	1,405	1,402	1,309	1,241	1,160	1,133	1,025	940
	25 to 29	1,332	1,009	1,005	896	820	748	736	678	650
	30 to 39	1,852	1,771	1,663	1,497	1,343	1,217	1,122	976	874
	40 to 59	2,082	1,891	1,942	1,763	1,672	1,502	1,490	1,385	1,280
	60 to 69	613	533	468	456	418	397	407	344	396
	70 to 79	479	453	398	377	336	302	310	255	268
	80 and over	229	217	235	213	212	210	183	177	195
	All age groups ³	9,518	8,356	8,222	7,591	7,035	6,529	6,349	5,737	5,395
Car passengers	Under 17	793	606	600	554	517	401	396	336	290
	17	296	244	217	213	192	240	202	179	174
	18	295	253	257	240	239	201	236	195	177
	19	242	215	210	205	218	161	175	126	133
	20 to 24	755	673	721	666	647	564	506	500	375
	25 to 29	391	334	314	279	249	234	241	213	189
	30 to 39	403	373	333	329	300	245	226	203	175
	40 to 59	333	270	275	249	233	206	235	194	202
	60 to 69	103	71	73	70	66	65	68	68	39
	70 to 79	79	62	63	68	53	54	73	29	34
	80 and over	44	46	32	45	37	36	34	33	30
	All age groups ³	3,807	3,251	3,183	3,017	2,853	2,490	2,445	2,127	1,851

1 Figures have been rounded to the nearest whole number.

2 In some cases age 0 may have been coded where the age of the casualty was not reported.

3 Includes cases where age was not reported.

**7b Reported female casualties: killed or seriously injured: by road user type and age:
1994-98 average¹, 2001-2008**

Number of casualties

		1994-98 average	2001	2002	2003	2004	2005	2006	2007	2008
Pedestrians	0 to 4 ²	197	97	107	81	80	91	81	81	86
	5 to 7	260	161	145	104	109	121	101	77	83
	8 to 11	475	350	290	250	208	218	200	213	168
	12 to 15	590	490	443	380	455	403	368	323	305
	16 to 19	300	229	224	231	211	241	227	194	217
	20 to 24	244	189	207	197	185	181	168	173	180
	25 to 59	1,020	829	809	790	742	752	751	755	745
	60 to 64	164	95	130	105	94	97	105	99	111
	65 to 69	191	133	112	119	89	93	92	105	94
	70 to 74	263	149	139	156	135	111	112	124	133
	75 to 79	310	204	195	174	151	167	152	159	145
	80 and over	528	379	366	325	316	291	326	307	326
All age groups ³	4,605	3,368	3,224	2,961	2,818	2,818	2,731	2,664	2,649	
Pedal cyclists	0 to 4 ²	1	1	2	1	1	1	0	2	1
	5 to 7	23	11	10	10	13	14	10	7	0
	8 to 11	74	41	36	38	27	29	40	36	28
	12 to 15	98	50	37	37	42	35	28	33	20
	16 to 19	58	30	22	23	25	30	24	28	22
	20 to 24	75	43	32	42	27	37	29	36	51
	25 to 59	299	246	238	196	197	205	233	276	276
	60 and over	72	53	51	44	48	54	50	46	52
	All age groups ³	713	495	439	405	385	416	422	474	459
Motorcycle riders 50cc and under	Under 16	1	0	3	4	1	1	2	0	2
	16	9	16	21	14	13	23	16	15	15
	17	7	14	11	8	14	9	16	11	8
	18	4	8	6	4	4	5	3	3	7
	19	3	7	3	3	6	4	0	4	3
	20 to 24	12	7	19	13	12	8	7	13	9
	25 to 59	65	59	46	49	41	37	35	41	36
	60 and over	20	8	14	12	7	4	2	7	6
	All age groups ³	122	119	124	108	102	92	83	95	88
Motorcycle riders over 50cc	Under 16	2	0	3	1	0	0	1	0	0
	16	4	4	5	3	7	6	2	3	0
	17	9	9	10	11	6	8	6	6	4
	18	8	12	8	6	6	3	10	2	2
	19	11	3	6	6	12	5	6	6	8
	20 to 24	62	37	36	40	44	33	34	32	44
	25 to 59	170	210	205	244	183	164	196	226	213
	60 and over	7	5	4	7	5	5	6	5	4
	All age groups ³	276	286	279	322	263	228	264	282	277
Car drivers	Under 17	3	6	4	2	2	4	3	1	2
	17	85	51	39	57	36	47	40	53	48
	18	174	114	96	119	117	122	116	104	100
	19	161	131	116	98	135	107	125	107	100
	20 to 24	782	531	557	491	477	432	413	401	375
	25 to 29	730	472	431	438	376	317	321	282	269
	30 to 39	1,140	1,000	824	682	692	555	536	487	449
	40 to 59	1,356	1,255	1,106	978	979	863	862	793	721
	60 to 69	299	262	254	248	244	224	248	221	211
	70 to 79	227	213	220	208	173	178	167	177	170
	80 and over	96	102	96	90	98	88	98	76	98
All age groups ³	5,114	4,189	3,796	3,448	3,366	2,968	2,956	2,740	2,571	
Car passengers	Under 17	840	598	617	562	474	400	435	378	360
	17	215	165	168	191	155	140	137	147	128
	18	204	170	147	154	137	121	136	132	113
	19	140	108	140	123	116	102	106	90	104
	20 to 24	534	411	429	352	352	313	295	293	251
	25 to 29	396	242	244	176	170	169	179	136	153
	30 to 39	510	381	320	308	271	233	235	196	167
	40 to 59	812	585	598	519	470	454	383	391	321
	60 to 69	454	318	264	267	247	220	198	190	191
	70 to 79	403	346	311	277	246	234	204	198	196
	80 and over	209	167	180	184	174	165	146	158	125
	All age groups ³	4,812	3,598	3,504	3,232	2,887	2,628	2,504	2,359	2,148

1 Figures have been rounded to the nearest whole number.

2 In some cases age 0 may have been coded where the age of the casualty was not reported.

3 Includes cases where age was not reported.

**7c All reported casualties: killed or seriously injured: by road user type and age:
1994-98 average¹, 2001-2008**

		Number of casualties								
		1994-98 average	2001	2002	2003	2004	2005	2006	2007	2008
Pedestrians	0 to 4 ²	571	316	321	271	250	247	239	253	216
	5 to 7	831	545	466	392	362	328	308	275	285
	8 to 11	1,350	1,073	888	753	664	637	557	554	518
	12 to 15	1,415	1,210	1,153	965	1,063	922	921	817	765
	16 to 19	813	705	668	666	603	651	612	604	577
	20 to 24	767	635	675	642	569	577	556	557	556
	25 to 59	3,136	2,546	2,600	2,505	2,354	2,191	2,287	2,236	2,142
	60 to 64	370	282	257	250	207	201	226	212	221
	65 to 69	379	283	227	229	196	201	206	218	210
	70 to 74	490	307	279	278	266	244	220	245	238
	75 to 79	517	374	352	312	273	290	259	271	266
80 and over	856	613	586	540	537	492	528	557	514	
	All age groups ³	11,669	9,064	8,631	7,933	7,478	7,129	7,051	6,924	6,642
Pedal cyclists	0 to 4 ²	19	8	8	13	7	10	6	6	5
	5 to 7	146	66	66	53	53	53	48	40	29
	8 to 11	377	212	193	216	152	163	159	164	132
	12 to 15	587	388	327	313	365	301	290	312	251
	16 to 19	362	229	178	180	169	174	187	182	198
	20 to 24	338	198	170	185	168	182	182	167	193
	25 to 59	1,545	1,279	1,233	1,176	1,139	1,207	1,290	1,432	1,492
	60 and over	313	245	220	235	221	224	239	213	218
		All age groups ³	3,732	2,678	2,450	2,411	2,308	2,360	2,442	2,564	2,565
Motorcycle riders 50cc and under	Under 16	14	18	23	23	26	40	30	18	12
	16	109	232	274	262	313	322	285	282	222
	17	46	99	128	118	119	114	139	144	108
	18	17	40	40	43	43	45	37	48	39
	19	10	31	30	26	26	27	28	30	22
	20 to 24	46	51	83	58	55	53	53	65	58
	25 to 59	174	197	172	187	153	145	156	173	135
	60 and over	57	21	28	32	19	13	11	19	21
		All age groups ³	477	695	784	762	766	763	748	792	626
Motorcycle riders over 50cc	Under 16	41	51	53	56	46	44	32	27	25
	16	81	66	59	81	84	74	52	57	42
	17	224	232	213	276	242	264	216	230	222
	18	183	232	211	222	199	175	195	173	200
	19	161	159	175	187	174	176	180	186	163
	20 to 24	918	709	792	756	695	701	678	751	653
	25 to 59	3,697	4,488	4,516	4,585	3,815	3,721	3,770	3,835	3,547
	60 and over	127	125	130	182	166	147	200	237	214
		All age groups ³	5,511	6,188	6,246	6,443	5,489	5,379	5,403	5,584	5,141
Car drivers	Under 17	61	69	70	55	59	45	39	32	33
	17	365	251	243	259	223	256	261	244	217
	18	627	475	468	483	433	454	462	420	372
	19	554	471	471	450	462	435	428	390	364
	20 to 24	2,421	1,938	1,962	1,800	1,718	1,592	1,546	1,426	1,315
	25 to 29	2,062	1,481	1,437	1,334	1,196	1,065	1,057	960	920
	30 to 39	2,993	2,771	2,488	2,179	2,035	1,772	1,658	1,463	1,323
	40 to 59	3,438	3,147	3,050	2,741	2,652	2,365	2,352	2,178	2,001
	60 to 69	912	795	722	704	662	621	655	565	607
	70 to 79	706	666	618	585	509	480	477	432	438
	80 and over	325	319	331	303	310	298	281	253	293
	All age groups ³	14,634	12,555	12,030	11,040	10,402	9,497	9,305	8,479	7,967
Car passengers	Under 17	1,633	1,204	1,217	1,117	991	802	831	714	651
	17	511	409	385	404	347	380	339	326	302
	18	498	423	404	394	376	322	372	327	290
	19	382	324	351	328	334	263	281	216	237
	20 to 24	1,288	1,087	1,150	1,018	999	877	801	793	626
	25 to 29	788	576	559	455	419	403	420	349	342
	30 to 39	913	755	653	637	572	478	461	400	342
	40 to 59	1,145	855	874	768	703	660	618	585	524
	60 to 69	556	389	337	337	313	285	266	258	230
	70 to 79	482	409	374	345	299	288	277	227	230
	80 and over	252	213	212	229	211	201	180	191	155
	All age groups ³	8,619	6,869	6,698	6,251	5,742	5,120	4,949	4,488	4,001

1 Figures have been rounded to the nearest whole number.

2 In some cases age 0 may have been coded where the age of the casualty was not reported.

3 Includes cases where age was not reported.

8 Reported casualties: by time of accident and severity: 1998-2008

	Number of casualties										
	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
04.00 to 17.59											
Killed	2,015	2,036	2,017	1,989	1,952	2,033	1,818	1,804	1,808	1,717	1,479
KSI ¹	28,425	27,415	26,601	25,500	24,550	23,312	21,393	20,061	19,981	19,543	18,364
All severities	228,480	225,488	224,565	218,605	209,194	202,199	195,201	188,210	179,328	173,763	162,879
18.00 to 21.59											
Killed	765	712	720	757	774	728	676	704	666	656	501
KSI	9,616	9,251	8,928	8,860	8,517	7,962	7,363	6,917	6,769	6,694	6,030
All severities	64,628	63,353	63,152	62,164	60,372	56,921	55,433	53,678	50,891	48,702	44,946
22.00 to 03.59											
Killed	641	674	672	703	705	747	727	693	698	573	558
KSI	6,209	5,872	6,028	6,193	6,337	5,937	5,593	5,173	5,094	4,480	4,174
All severities	32,038	31,410	32,512	32,450	33,011	31,461	30,191	29,099	28,162	25,291	23,062
Total ²											
Killed	3,421	3,423	3,409	3,450	3,431	3,508	3,221	3,201	3,172	2,946	2,538
KSI	44,255	42,545	41,564	40,560	39,407	37,215	34,351	32,155	31,845	30,720	28,572
All severities	325,212	320,310	320,283	313,309	302,605	290,607	280,840	271,017	258,404	247,780	230,905

1 Killed or seriously injured.

2 Includes cases where time was not reported.

9 Reported casualty rates: by road user type and severity: 1998-2008

	Casualty rate per 100 million vehicle kilometres/percentage										
	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Pedal cyclists											
Killed	4.0	4.2	3.1	3.3	2.9	2.5	3.2	3.3	3.1	3.2	2.4
KSI ¹	83	77	66	63	55	53	54	53	52	60	54
All severities	573	554	489	446	383	374	392	371	347	378	341
Motorcycle riders											
Killed	11	12	13	12	11	12	11	10	11	10	9.2
KSI	146	143	151	143	138	128	121	113	118	114	112
All severities	559	545	580	563	524	477	469	432	426	399	399
Car drivers											
Killed	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2
KSI	3.7	3.4	3.4	3.3	3.1	2.8	2.6	2.4	2.3	2.1	2.0
All severities	36	35	36	35	33	31	31	30	29	27	25
Bus or coach drivers											
Killed	0	0	0	0.1	0	0	0.1	0	0	0	0
KSI	1.3	1.3	1.0	1.2	1.0	0.8	0.9	0.6	0.7	0.6	0.8
All severities	17	17	20	19	17	16	16	16	13	11	13
Light goods vehicle drivers											
Killed	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
KSI	1.4	1.2	1.2	1.1	1.1	1.0	0.8	0.7	0.7	0.5	0.5
All severities	11	10	10	9.9	9.5	8.9	7.6	7.3	6.9	5.9	5.5
Heavy goods vehicle drivers											
Killed	0.2	0.2	0.1	0.2	0.2	0.1	0.1	0.2	0.1	0.1	0.1
KSI	1.7	1.7	1.7	1.5	1.5	1.3	1.2	1.2	1.1	1.1	0.8
All severities	11	11	11	10	9.4	9.1	8.3	8.4	7.3	7.1	5.7
All drivers and riders ²											
Killed	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.3	0.3
KSI	5.3	5.1	5.0	4.9	4.6	4.4	4.0	3.8	3.7	3.5	3.3
All severities	41	40	41	39	37	36	34	33	32	30	28
Percentage of all road user casualties accounted for by drivers and riders											
Killed	55	55	56	57	58	59	59	60	60	59	60
KSI	55	56	57	58	58	59	58	59	59	60	60
All severities	59	59	60	60	60	61	61	62	63	63	63

1 Killed or seriously injured.

2 Includes driver and riders of other vehicles.

**10 Vehicles involved in reported accidents and involvement rates:
by vehicle type and severity of accident: 1998-2008**

	Number of vehicles/rate per 100 million vehicle kilometres										
	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Pedal cycles											
Fatal	167	187	141	145	141	124	144	158	163	146	127
Rate	4.2	4.6	3.4	3.4	3.2	2.7	3.4	3.6	3.5	3.4	2.7
Fatal or serious	3,485	3,351	2,937	2,823	2,583	2,544	2,416	2,497	2,584	2,698	2,727
Rate	88	82	71	67	58	56	57	56	56	64	57
All severities	23,423	23,482	21,055	19,497	17,532	17,472	17,084	17,039	16,611	16,607	16,797
Rate	592	576	506	460	397	387	406	385	358	391	354
Motorcycle riders											
Fatal	570	617	695	673	694	783	659	620	667	676	539
Rate	14	14	15	14	14	14	13	11	13	12	10
Fatal or serious	6,864	7,291	7,814	7,767	7,920	8,102	7,059	6,854	6,863	7,087	6,389
Rate	167	162	171	161	156	144	137	126	132	127	124
All severities	25,514	27,122	29,236	30,084	29,503	29,523	26,857	25,870	24,323	24,381	22,427
Rate	621	603	639	625	581	527	521	476	468	436	436
Cars											
Fatal	3,714	3,634	3,516	3,654	3,728	3,773	3,520	3,465	3,483	3,141	2,724
Rate	1.0	1.0	0.9	1.0	0.9	1.0	0.9	0.9	0.9	0.8	0.7
Fatal or serious	45,341	43,062	41,587	40,745	39,563	36,912	34,416	32,129	31,892	30,302	28,403
Rate	12	11	11	11	10	9.4	8.6	8.1	7.9	7.5	7.1
All severities	337,794	329,866	329,846	321,900	314,568	299,933	291,842	281,810	267,991	255,891	236,923
Rate	91	87	88	84	80	76	73	71	67	63	59
Buses or coaches											
Fatal	136	139	136	164	125	119	121	108	118	120	98
Rate	2.6	2.6	2.6	3.2	2.4	2.2	2.3	2.1	2.2	2.1	1.9
Fatal or serious	1,487	1,483	1,449	1,433	1,392	1,319	1,237	1,131	1,159	1,138	1,090
Rate	28	28	28	28	27	24	24	22	22	20	21
All severities	11,762	11,888	11,733	11,521	10,781	10,939	10,573	9,988	9,133	8,559	8,375
Rate	224	224	227	223	207	203	202	193	169	149	162
Light goods vehicles											
Fatal	290	262	279	302	296	320	267	261	274	306	202
Rate	0.6	0.5	0.5	0.6	0.5	0.6	0.4	0.4	0.4	0.4	0.3
Fatal or serious	3,113	2,676	2,620	2,660	2,554	2,509	2,207	2,080	2,092	2,087	1,822
Rate	6.1	5.2	5.0	5.0	4.6	4.3	3.6	3.3	3.2	3.1	2.7
All severities	20,083	18,052	17,671	18,314	17,755	17,486	15,728	16,078	15,593	14,620	13,621
Rate	40	35	34	34	32	30	26	26	24	21	20
Heavy goods vehicles											
Fatal	595	617	565	588	570	533	472	520	458	461	379
Rate	2.1	2.2	2.0	2.1	2.0	1.9	1.6	1.8	1.6	1.6	1.3
Fatal or serious	3,077	3,085	3,033	2,910	2,692	2,456	2,142	2,168	2,071	1,951	1,639
Rate	11	11	11	10	9.5	8.6	7.3	7.5	7.1	6.6	5.7
All severities	14,526	15,191	15,194	14,813	13,480	13,173	12,516	12,120	11,336	10,688	9,040
Rate	52	54	54	53	48	46	43	42	39	36	31
All motor vehicles¹											
Fatal	5,386	5,352	5,282	5,455	5,500	5,614	5,119	5,036	5,072	4,781	4,039
Rate	1.2	1.1	1.1	1.1	1.1	1.1	1.0	1.0	1.0	0.9	0.8
Fatal or serious	60,545	58,344	57,277	56,104	54,835	51,861	47,757	44,805	44,615	43,172	40,011
Rate	13	12	12	12	11	11	9.6	9.0	8.8	8.4	7.9
All severities	413,172	406,401	408,231	399,883	390,273	374,098	362,303	348,773	331,120	318,009	294,442
Rate	90	87	87	84	80	76	73	70	65	62	58
All vehicles²											
Fatal	5,564	5,547	5,433	5,614	5,647	5,753	5,276	5,204	5,253	4,930	4,171
Rate	1.2	1.2	1.2	1.2	1.2	1.2	1.0	1.0	1.0	1.0	0.8
Fatal or serious	64,125	61,814	60,336	59,055	57,509	54,516	50,277	47,380	47,278	45,939	42,807
Rate	14	13	13	12	12	11	10	9.4	9.2	8.9	8.3
All severities	437,105	430,492	429,943	420,073	408,325	392,022	379,845	366,236	348,059	334,966	311,604
Rate	95	91	91	88	83	79	76	73	68	65	61

1 Includes other motor vehicles.

2 Includes other non motor vehicles and cases where vehicle type was not reported.

11 Breath tests and breath test failures: by drivers and riders involved in reported accidents: 1998-2008

	Number/percentage										
	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Car drivers											
Involved in accidents	337,794	329,866	329,846	321,900	314,568	299,933	291,842	281,810	267,991	255,891	236,923
Number breath tested	173,610	175,916	172,840	163,540	159,782	151,442	149,430	149,687	146,564	146,024	132,708
Percentage of drivers involved	51	53	52	51	51	50	51	53	55	57	56
Number failing breath test ¹	6,690	6,669	7,124	7,264	7,285	7,289	6,655	6,397	5,873	5,644	4,899
Percentage of drivers breath tested	3.9	3.8	4.1	4.4	4.6	4.8	4.5	4.3	4.0	3.9	3.7
involved in accidents	2.0	2.0	2.2	2.3	2.3	2.4	2.3	2.3	2.2	2.2	2.1
Motorcycle riders											
Involved in accidents	25,514	27,122	29,236	30,084	29,503	29,523	26,857	25,870	24,323	24,381	22,427
Number breath tested	11,416	12,970	13,945	13,725	12,992	13,178	12,422	12,221	11,884	12,648	11,569
Percentage of riders involved	45	48	48	46	44	45	46	47	49	52	52
Number failing breath test ¹	426	443	442	446	441	510	423	391	374	337	314
Percentage of riders breath tested	3.7	3.4	3.2	3.2	3.4	3.9	3.4	3.2	3.1	2.7	2.7
involved in accidents	1.7	1.6	1.5	1.5	1.5	1.7	1.6	1.5	1.5	1.4	1.4
Other motor vehicle drivers											
Involved in accidents	49,864	49,413	49,149	47,899	46,202	44,642	43,604	41,093	38,806	37,737	35,092
Number breath tested	24,697	25,864	25,915	24,457	23,458	22,656	22,120	21,311	20,822	20,886	18,692
Percentage of drivers involved	50	52	53	51	51	51	51	52	54	55	53
Number failing breath test ¹	398	411	401	386	378	351	349	327	347	297	307
Percentage of drivers breath tested	1.6	1.6	1.5	1.6	1.6	1.5	1.6	1.5	1.7	1.4	1.6
involved in accidents	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.9	0.8	0.9
All driver/riders											
Involved in accidents	413,172	406,401	408,231	399,883	390,273	374,098	362,303	348,773	331,120	318,009	294,442
Number breath tested	209,723	214,750	212,700	201,722	196,232	187,276	183,972	183,219	179,270	179,558	162,969
Percentage involved	51	53	52	50	50	50	51	53	54	56	55
Number failing breath test ¹	7,514	7,523	7,967	8,096	8,104	8,150	7,427	7,115	6,594	6,278	5,520
Percentage of driver riders breath tested	3.6	3.5	3.7	4.0	4.1	4.4	4.0	3.9	3.7	3.5	3.4
involved in accidents	1.8	1.9	2.0	2.0	2.1	2.2	2.0	2.0	2.0	2.0	1.9

1 Failed or refused to provide a specimen of breath.

12 Reported accidents, vehicles and casualties: casualties by severity: by road class, built-up and non built-up roads: 2008

Number of accidents/vehicles/casualties

	Casualties involved, by severity					
	Accidents	Vehicles involved	Killed	Seriously injured	Slightly injured	All severities
Motorways						
Fatal	136	325	158	55	106	319
Serious	712	1,561	..	814	575	1,389
Slight	6,401	14,115	..	..	9,763	9,763
All severities	7,249	16,001	158	869	10,444	11,471
Built-up A roads						
Fatal	470	769	492	104	165	761
Serious	6,442	10,588	..	6,894	2,012	8,906
Slight	45,851	87,299	..	..	60,097	60,097
All severities	52,763	98,656	492	6,998	62,274	69,764
Built-up other roads¹						
Fatal	547	852	565	113	215	893
Serious	9,178	14,508	..	9,712	2,291	12,003
Slight	61,883	110,217	..	..	78,299	78,299
All severities	71,608	125,577	565	9,825	80,805	91,195
All built-up roads²						
Fatal	1,017	1,621	1,057	217	380	1,654
Serious	15,620	25,096	..	16,606	4,303	20,909
Slight	107,734	197,516	..	..	138,396	138,396
All severities	124,371	224,233	1,057	16,823	143,079	160,959
Non built-up A roads						
Fatal	808	1,585	916	352	479	1,747
Serious	4,035	7,488	..	4,748	2,390	7,138
Slight	19,233	37,504	..	..	27,791	27,791
All severities	24,076	46,577	916	5,100	30,660	36,676
Non built-up other roads¹						
Fatal	380	640	407	118	153	678
Serious	2,754	4,491	..	3,124	1,427	4,551
Slight	11,761	19,662	..	..	16,570	16,570
All severities	14,895	24,793	407	3,242	18,150	21,799
All non built-up roads²						
Fatal	1,188	2,225	1,323	470	632	2,425
Serious	6,789	11,979	..	7,872	3,817	11,689
Slight	30,994	57,166	..	..	44,361	44,361
All severities	38,971	71,370	1,323	8,342	48,810	58,475
All speed limits³						
Fatal	2,341	4,171	2,538	742	1,118	4,398
Serious	23,121	38,636	..	25,292	8,695	33,987
Slight	145,129	268,797	..	..	192,520	192,520
All severities	170,591	311,604	2,538	26,034	202,333	230,905

1 B roads, C roads and unclassified roads: excludes cases where road class was not reported.

2 Excludes motorways.

3 Includes cases where speed limit was not reported.

13 Reported accidents and casualties: by severity, road type and speed limit: 2008

	Number of accidents/casualties							
	Accidents				Casualties			
	Fatal	Serious	Slight	All	Killed	Seriously injured	Slightly injured	All
Roundabout								
Speed limit								
20 mph ¹	0	6	34	40	0	6	44	50
30 mph	12	529	6,322	6,863	12	553	8,074	8,639
40 mph	4	150	1,639	1,793	4	156	2,173	2,333
50 mph	1	37	460	498	1	40	587	628
60 mph	16	147	1,231	1,394	16	152	1,599	1,767
70 mph	5	61	711	777	5	66	971	1,042
All limits ²	38	930	10,397	11,365	38	973	13,448	14,459
One way street								
Speed limit								
20 mph ¹	2	15	127	144	2	23	146	171
30 mph	23	422	2,814	3,259	23	440	3,384	3,847
40 mph	0	6	52	58	0	7	68	75
50 mph	1	1	16	18	1	1	21	23
60 mph	1	8	61	70	2	9	86	97
All limits ²	27	452	3,070	3,549	28	480	3,705	4,213
Single carriageway								
Speed limit								
20 mph ¹	9	157	852	1,018	9	161	1,027	1,197
30 mph	689	11,563	77,400	89,652	716	12,354	101,403	114,473
40 mph	142	1,203	6,794	8,139	150	1,414	10,451	12,015
50 mph	86	441	2,009	2,536	103	546	3,324	3,973
60 mph	832	4,915	19,541	25,288	928	6,097	31,260	38,285
All limits ²	1,758	18,279	106,596	126,633	1,906	20,572	147,465	169,943
Slip road								
Speed limit								
20 mph ¹	0	1	10	11	0	1	10	11
30 mph	1	45	488	534	1	52	651	704
40 mph	0	12	117	129	0	12	165	177
50 mph	0	10	115	125	0	10	166	176
60 mph	2	33	199	234	3	37	274	314
70 mph	9	73	718	800	9	80	1,064	1,153
All limits ²	12	174	1,647	1,833	13	192	2,330	2,535
Dual carriageway								
Speed limit								
20 mph ¹	1	6	32	39	1	7	40	48
30 mph	64	903	6,680	7,647	65	970	9,148	10,183
40 mph	65	472	3,503	4,040	69	531	5,277	5,877
50 mph	35	224	1,591	1,850	35	261	2,432	2,728
60 mph	28	170	1,039	1,237	29	209	1,592	1,830
70 mph	301	1,349	9,332	10,982	342	1,664	15,288	17,294
All limits ²	494	3,124	22,177	25,795	541	3,642	33,777	37,960
All roads³								
Speed limit								
20 mph ¹	13	191	1,101	1,305	13	204	1,326	1,543
30 mph	796	13,587	94,686	109,069	824	14,499	123,859	139,182
40 mph	211	1,851	12,150	14,212	223	2,129	18,194	20,546
50 mph	123	713	4,209	5,045	140	858	6,550	7,548
60 mph	882	5,288	22,165	28,335	981	6,524	34,980	42,485
70 mph	316	1,491	10,818	12,625	357	1,820	17,424	19,601
All limits ²	2,341	23,121	145,129	170,591	2,538	26,034	202,333	230,905

1 Includes residential 20 mph zones plus areas where by-laws restrict the speed limit to 20mph.

2 Includes unknown and other speed limits.

3 Includes unknown and other road types.

14 Reported accidents: by severity, number of casualties involved, built-up and non built-up roads and road class: 2008

	Number of accidents															All accidents
	Fatal accidents								Serious accidents					Slight accidents		
	5+	4	3	2	1	1	1	1	4+	3	2	1	1	2+	1	
Killed	5+	4	3	2	1	1	1	1								
Seriously injured	0+	0+	0+	0+	2+	1	0	0	4+	3	2	1	1			
Slightly injured	0+	0+	0+	0+	0+	0+	1+	0	0+	0+	0+	1+	0	2+	1	
Built-up roads¹																
A roads	0	2	1	14	18	43	74	318	18	39	309	1,130	4,946	9,888	35,963	52,763
B roads	0	0	1	5	5	13	26	100	9	17	99	376	1,542	3,000	10,667	15,860
Other roads	0	0	0	11	11	39	56	280	18	35	235	945	5,902	8,699	39,517	55,748
All built-up roads²	0	2	2	30	34	95	156	698	45	91	643	2,451	12,390	21,587	86,147	124,371
Non built-up roads¹																
A roads	3	3	12	60	57	128	190	355	35	93	404	1,157	2,346	5,755	13,478	24,076
B roads	0	0	3	10	11	33	30	99	10	19	123	353	701	1,298	3,213	5,903
Other roads	0	1	0	8	7	22	52	104	7	18	116	422	985	2,031	5,219	8,992
All non built-up roads²	3	4	15	78	75	183	272	558	52	130	643	1,932	4,032	9,084	21,910	38,971
All speed limits³																
Motorways	1	0	4	9	13	16	29	64	4	11	64	222	411	2,146	4,255	7,249
A roads	3	5	13	74	75	171	264	673	53	132	713	2,287	7,292	15,643	49,441	76,839
B roads	0	0	4	15	16	46	56	199	19	36	222	729	2,243	4,298	13,880	21,763
Other roads	0	1	0	19	18	61	108	384	25	53	351	1,367	6,887	10,730	44,736	64,740
Total³	4	6	21	117	122	294	457	1,320	101	232	1,350	4,605	16,833	32,817	112,312	170,591

1 Excludes motorways.

2 Includes cases where road class was not reported

3 Includes cases where speed limit was not reported.

15a Reported accidents: by daylight and darkness, road surface condition, built-up and non built-up roads and severity: 2008

	Number of accidents								
	Daylight				Darkness				All ² accidents
	Dry	Wet or flood	Snow or ice	All ¹	Dry	Wet or flood	Snow or ice	All ¹	
Motorways									
Fatal	55	11	1	67	38	30	1	69	136
Serious	331	101	6	438	145	109	20	274	712
Slight	3,198	1,313	71	4,587	901	858	55	1,814	6,401
All severities	3,584	1,425	78	5,092	1,084	997	76	2,157	7,249
Built-up roads³									
Fatal	432	121	6	559	267	184	7	458	1,017
Serious	8,272	2,111	118	10,518	2,882	2,094	118	5,102	15,620
Slight	60,614	18,592	1,074	80,378	14,856	11,684	774	27,344	107,734
All severities	69,318	20,824	1,198	91,455	18,005	13,962	899	32,904	124,371
Non built-up roads³									
Fatal	485	192	14	692	263	210	23	496	1,188
Serious	3,138	1,405	142	4,686	965	1,001	130	2,102	6,789
Slight	13,357	8,108	1,135	22,616	3,307	4,283	773	8,377	30,994
All severities	16,980	9,705	1,291	27,994	4,535	5,494	926	10,975	38,971
All speed limits⁴									
Fatal	972	324	21	1,318	568	424	31	1,023	2,341
Serious	11,741	3,617	266	15,642	3,992	3,204	268	7,478	23,121
Slight	77,169	28,013	2,280	107,581	19,064	16,825	1,602	37,535	145,129
All severities	89,882	31,954	2,567	124,541	23,624	20,453	1,901	46,036	170,591

1 Includes cases where road surface condition was not reported

2 Includes cases where lighting condition was not reported

3 Excludes motorways.

4 Includes cases where speed limit was not reported.

15b Reported casualties: by daylight and darkness, road surface condition, built-up and non built-up roads and severity: 2008

	Number of casualties								
	Daylight				Darkness				All ² casualties
	Dry	Wet or flood	Snow or ice	All ¹	Dry	Wet or flood	Snow or ice	All ¹	
Motorways									
Killed	62	13	1	76	44	37	1	82	158
Serious	407	125	6	538	174	131	26	331	869
Slight	5,181	2,092	104	7,387	1,523	1,418	116	3,057	10,444
All severities	5,650	2,230	111	8,001	1,741	1,586	143	3,470	11,471
Built-up roads³									
Killed	437	122	7	566	288	193	10	491	1,057
Serious	8,706	2,265	129	11,119	3,217	2,343	136	5,704	16,823
Slight	78,132	25,340	1,394	104,970	20,387	16,602	1,063	38,089	143,079
All severities	87,275	27,727	1,530	116,655	23,892	19,138	1,209	44,284	160,959
Non built-up roads³									
Killed	532	213	14	760	298	238	27	563	1,323
Serious	3,739	1,739	159	5,638	1,261	1,275	161	2,703	8,342
Slight	20,966	12,659	1,597	35,247	5,559	6,855	1,124	13,558	48,810
All severities	25,237	14,611	1,770	41,645	7,118	8,368	1,312	16,824	58,475
All speed limits⁴									
Killed	1,031	348	22	1,402	630	468	38	1,136	2,538
Serious	12,852	4,129	294	17,295	4,652	3,749	323	8,738	26,034
Slight	104,279	40,091	3,095	147,604	27,469	24,875	2,303	54,704	202,333
All severities	118,162	44,568	3,411	166,301	32,751	29,092	2,664	64,578	230,905

1 Includes cases where road surface condition was not reported

2 Includes cases where lighting condition was not reported

3 Excludes motorways.

4 Includes cases where speed limit was not reported.

16a Reported accidents: by daylight and darkness, weather condition, built-up and non built-up roads and severity: 2008

	Number of accidents								All ¹ accidents
	Daylight				Darkness				
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways									
Fatal	59	6	0	1	51	15	0	2	136
Serious	369	58	3	2	206	52	6	4	712
Slight	3,650	714	38	27	1,249	456	31	23	6,401
All severities	4,078	778	41	30	1,506	523	37	29	7,249
Built-up roads²									
Fatal	495	42	2	3	357	73	0	6	1,017
Serious	9,180	959	25	20	3,765	1,027	19	24	15,620
Slight	67,179	9,070	223	164	19,194	5,972	149	195	107,734
All severities	76,854	10,071	250	187	23,316	7,072	168	225	124,371
Non built-up roads²									
Fatal	594	78	3	3	391	75	2	9	1,188
Serious	3,881	615	27	41	1,542	395	31	42	6,789
Slight	17,592	3,631	244	214	5,620	1,876	117	201	30,994
All severities	22,067	4,324	274	258	7,553	2,346	150	252	38,971
All speed limits³									
Fatal	1,148	126	5	7	799	163	2	17	2,341
Serious	13,430	1,632	55	63	5,513	1,474	56	70	23,121
Slight	88,421	13,415	505	405	26,063	8,304	297	419	145,129
All severities	102,999	15,173	565	475	32,375	9,941	355	506	170,591

1 Includes cases where lighting condition and/or weather condition was not reported

2 Excludes motorways.

3 Includes cases where speed limit was not reported.

16b Reported casualties: by daylight and darkness, weather condition, built-up and non built-up roads and severity: 2008

	Number of casualties								All ¹ casualties
	Daylight				Darkness				
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways									
Killed	66	8	0	1	64	15	0	2	158
Serious	459	68	3	2	254	58	8	5	869
Slight	5,914	1,136	56	46	2,127	738	58	52	10,444
All severities	6,439	1,212	59	49	2,445	811	66	59	11,471
Built-up roads²									
Killed	500	42	2	4	386	76	0	6	1,057
Serious	9,677	1,032	26	23	4,214	1,145	21	28	16,823
Slight	87,590	12,257	296	211	26,747	8,519	198	261	143,079
All severities	97,767	13,331	324	238	31,347	9,740	219	295	160,959
Non built-up roads²									
Killed	649	88	3	3	455	78	2	9	1,323
Serious	4,662	758	32	48	2,020	485	40	51	8,342
Slight	27,583	5,669	364	343	9,249	2,989	182	327	48,810
All severities	32,894	6,515	399	394	11,724	3,552	224	387	58,475
All speed limits³									
Killed	1,215	138	5	8	905	169	2	17	2,538
Serious	14,798	1,858	61	73	6,488	1,688	69	84	26,034
Slight	121,087	19,062	716	600	38,123	12,246	438	640	202,333
All severities	137,100	21,058	782	681	45,516	14,103	509	741	230,905

1 Includes cases where lighting condition and/or weather condition was not reported

2 Excludes motorways.

3 Includes cases where speed limit was not reported.

17 Reported accidents: by daylight and darkness, road surface condition, built-up and non built-up roads, speed limit and street lighting: 2008

Number of accidents

	Daylight				Darkness				All accidents ²
	Dry	Wet or flood	Snow or ice	All ¹	Dry	Wet or flood	Snow or ice	All ¹	
Motorways									
Street lighting	2,195	777	42	3,016	577	522	40	1,139	4,155
No street lights/Street lights unlit	1,266	606	36	1,908	461	450	36	947	2,855
Lighting not reported	123	42	0	168	46	25	0	71	239
All lighting conditions	3,584	1,425	78	5,092	1,084	997	76	2,157	7,249
Built-up roads³									
Speed limit 20 mph									
Street lighting	655	150	10	815	163	93	3	259	1,074
No street lights/Street lights unlit	117	43	2	162	10	10	0	20	182
Lighting not reported	27	13	0	40	9	0	0	9	49
All lighting conditions	799	206	12	1,017	182	103	3	288	1,305
Speed limit 30 mph									
Street lighting	51,741	14,077	771	66,687	14,422	11,044	664	26,164	92,851
No street lights/Street lights unlit	7,288	2,944	209	10,446	654	636	72	1,364	11,810
Lighting not reported	2,292	716	39	3,060	863	322	28	1,218	4,278
All lighting conditions	61,321	17,737	1,019	80,193	15,939	12,002	764	28,746	108,939
Speed limit 40 mph									
Street lighting	5,481	1,980	84	7,552	1,478	1,454	93	3,025	10,577
No street lights/Street lights unlit	1,437	782	81	2,300	294	353	33	680	2,980
Lighting not reported	280	119	2	402	112	50	6	168	570
All lighting conditions	7,198	2,881	167	10,254	1,884	1,857	132	3,873	14,127
All built-up roads									
Street lighting	57,877	16,207	865	75,054	16,063	12,591	760	29,448	104,502
No street lights/Street lights unlit	8,842	3,769	292	12,908	958	999	105	2,064	14,972
Lighting not reported	2,599	848	41	3,502	984	372	34	1,395	4,897
All lighting conditions	69,318	20,824	1,198	91,464	18,005	13,962	899	32,907	124,371
Non built-up roads³									
Speed limit 50 mph									
Street lighting	1,445	512	31	1,989	422	336	40	800	2,789
No street lights/Street lights unlit	808	449	40	1,298	212	217	22	452	1,750
Lighting not reported	94	35	2	132	35	17	3	56	188
All lighting conditions	2,347	996	73	3,419	669	570	65	1,308	4,727
Speed limit 60 mph									
Street lighting	3,144	1,297	104	4,555	561	647	83	1,293	5,848
No street lights/Street lights unlit	8,294	5,924	961	15,182	2,347	3,342	653	6,350	21,532
Lighting not reported	382	215	14	613	125	69	15	214	827
All lighting conditions	11,820	7,436	1,079	20,350	3,033	4,058	751	7,857	28,207
Speed limit 70 mph									
Street lighting	1,563	677	60	2,301	366	389	38	793	3,094
No street lights/Street lights unlit	1,161	559	75	1,796	431	463	66	961	2,757
Lighting not reported	89	37	4	130	36	14	6	56	186
All lighting conditions	2,813	1,273	139	4,227	833	866	110	1,810	6,037
All non built-up roads									
Street lighting	6,152	2,486	195	8,845	1,349	1,372	161	2,886	11,731
No street lights/Street lights unlit	10,263	6,932	1,076	18,276	2,990	4,022	741	7,763	26,039
Lighting not reported	565	287	20	875	196	100	24	326	1,201
All lighting conditions	16,980	9,705	1,291	27,996	4,535	5,494	926	10,975	38,971
All speed limits⁴									
Street lighting	66,224	19,470	1,102	86,915	17,989	14,485	961	33,473	120,388
No street lights/Street lights unlit	20,371	11,307	1,404	33,092	4,409	5,471	882	10,774	43,866
Lighting not reported	3,287	1,177	61	4,545	1,226	497	58	1,792	6,337
All lighting conditions	89,882	31,954	2,567	124,552	23,624	20,453	1,901	46,039	170,591

1 Includes cases where road surface condition was not reported.

2 Includes cases where light condition was not reported.

3 Excludes motorways.

4 Includes motorways and cases where the speed limit was not reported.

18 Reported accidents: by daylight and darkness, lighting conditions, special conditions and carriageway hazards: 2008

	Number of accidents					
	Daylight	Darkness			All darkness	All ¹ accidents
		Street lights lit	No street lighting or street lights unlit	Street lighting unknown		
Special conditions at site						
Automatic traffic signal out or defective	294	79	18	5	102	396
Permanent road sign/markings defective or obscured	155	54	27	2	83	238
Roadworks	1,667	395	147	17	559	2,226
Road surface defective	292	47	47	4	98	390
Oil or diesel	596	60	42	3	105	701
Mud	481	34	176	5	215	696
Total	3,485	669	457	36	1,162	4,647
Carriageway hazards						
Dislodged vehicle load in carriageway	157	20	15	2	37	194
Other object in carriageway	964	291	179	14	484	1,448
Involvement with previous accident	160	41	76	0	117	277
Uninjured pedestrian in carriageway	250	88	23	9	120	370
Animal in carriageway (except ridden horses)	413	125	322	9	456	869
Total	1,944	565	615	34	1,214	3,158
All accidents ²	124,552	33,473	10,774	1,792	46,039	170,591

1 Includes cases where lighting condition was not reported.

2 Includes accidents where there were no special conditions or carriageway hazard, or none reported.

19 Reported accidents: by junction type, built-up and non built-up roads and severity: 2008

	Number of accidents							
	Roundabout ¹	T or staggered ²	Crossroads	Multiple junction	Private drive/Entrance	Other junction	All junctions	Not at or within 20 metres of junction ³
Motorways								
Fatal	2	8	0	1	0	1	12	124
Serious	26	69	0	1	0	8	104	608
All Severities	424	723	4	16	2	72	1,241	6,008
Built-up roads ⁴								
Fatal	25	335	95	11	20	40	526	491
Serious	977	5,780	1,691	282	575	538	9,843	5,777
All Severities	12,136	46,150	14,430	2,452	4,655	4,740	84,563	39,808
Non built-up roads ⁴								
Fatal	27	164	39	8	31	33	302	886
Serious	323	1,185	286	29	250	153	2,226	4,563
All Severities	3,587	6,966	1,560	234	1,362	923	14,632	24,339
All speed limits ⁵								
Fatal	54	507	134	20	51	74	840	1,501
Serious	1,326	7,034	1,977	312	825	699	12,173	10,948
All Severities	16,147	53,839	15,994	2,702	6,019	5,735	100,436	70,155

1 Includes mini-roundabouts.

2 Includes slip roads.

3 Includes cases where junction detail was not reported.

4 Excludes motorways.

5 Includes cases where speed limit was not reported.

20 Reported single vehicle accidents¹: by object hit off carriageway: built-up and non built-up roads and severity: 2008

Number of accidents

(a) Built-up roads ²					(b) Non built-up roads ²				
Object hit	All one vehicle accidents				Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All		Fatal	Serious	Slight	All
None	409	6,245	24,578	31,232	None	148	1,012	3,420	4,580
Road sign or traffic signal	12	106	540	658	Road sign or traffic signal	20	99	476	595
Lamp post	34	209	884	1,127	Lamp post	21	77	289	387
Telegraph pole or electricity pole	6	56	193	255	Telegraph pole or electricity pole	6	57	292	355
Tree	51	200	587	838	Tree	120	561	1,511	2,192
Bus stop or shelter	1	17	79	97	Bus stop or shelter	1	2	12	15
Crash barrier	8	74	371	453	Crash barrier	17	121	697	835
Submerged	2	2	3	7	Submerged	2	3	8	13
Entered ditch	1	26	159	186	Entered ditch	34	225	1,181	1,440
Other permanent objects	56	502	2,045	2,603	Other permanent objects	69	539	2,387	2,995
Total³	580	7,437	29,441	37,458	Total³	438	2,696	10,273	13,407

(c) Motorways					(d) All roads ⁴				
Object hit	All one vehicle accidents				Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All		Fatal	Serious	Slight	All
None	13	76	301	390	None	570	7,333	28,299	36,202
Road sign or traffic signal	1	15	30	46	Road sign or traffic signal	33	220	1,046	1,299
Lamp post	3	7	33	43	Lamp post	58	293	1,206	1,557
Telegraph pole or electricity pole	0	0	3	3	Telegraph pole or electricity pole	12	113	488	613
Tree	9	35	105	149	Tree	180	796	2,203	3,179
Bus stop or shelter	0	0	0	0	Bus stop or shelter	2	19	91	112
Crash barrier	21	91	683	795	Crash barrier	46	286	1,751	2,083
Submerged	0	0	0	0	Submerged	4	5	11	20
Entered ditch	1	17	62	80	Entered ditch	36	268	1,402	1,706
Other permanent objects	4	22	108	134	Other permanent objects	129	1,063	4,540	5,732
Total³	52	263	1,325	1,640	Total³	1,070	10,396	41,039	52,505

1 Includes single vehicle accidents involving pedestrians.

2 Excludes motorways.

3 Includes cases where object hit was not reported or cases where object hit was unknown.

4 Includes cases where speed limit was not reported.

21 Reported accidents: by number of vehicles involved, built-up and non built-up roads, road class and severity: 2008

	Number of accidents								
	One vehicle only		Pedestrian and one vehicle ¹		Two vehicles ²		Three ² vehicles	Four ² or more vehicles	All accidents
	Car	Other vehicle	Car	Other vehicle	Both cars	Other combination			
Built-up roads³									
A roads									
Fatal	45	24	122	62	42	120	38	17	470
Serious	425	406	1,587	458	868	2,237	377	84	6,442
All severities	2,551	2,250	6,613	1,974	17,492	16,569	4,382	932	52,763
B roads									
Fatal	30	9	35	14	18	29	10	5	150
Serious	173	124	483	110	292	719	117	25	2,043
All severities	1,111	645	2,357	513	5,243	4,571	1,176	244	15,860
Other roads									
Fatal	62	32	102	43	25	90	29	14	397
Serious	491	495	2,224	461	785	2,270	312	97	7,135
All severities	3,354	2,424	11,527	2,139	16,892	15,604	3,110	698	55,748
All built-up roads⁴									
Fatal	137	65	259	119	85	239	77	36	1,017
Serious	1,089	1,025	4,294	1,029	1,945	5,226	806	206	15,620
All severities	7,016	5,319	20,497	4,626	39,627	36,744	8,668	1,874	124,371
Non built-up roads³									
A roads									
Fatal	143	50	44	27	156	226	119	43	808
Serious	837	444	121	29	890	1,100	444	170	4,035
All severities	5,274	1,429	331	92	7,699	5,300	2,836	1,115	24,076
B roads									
Fatal	40	12	11	5	44	48	17	9	186
Serious	334	168	36	3	264	282	95	24	1,206
All severities	1,935	433	95	19	1,762	1,107	440	112	5,903
Other roads									
Fatal	73	23	9	1	24	50	10	4	194
Serious	473	194	47	10	338	402	73	11	1,548
All severities	2,975	561	224	39	2,843	1,872	399	79	8,992
All non built-up roads⁴									
Fatal	256	85	64	33	224	324	146	56	1,188
Serious	1,644	806	204	42	1,492	1,784	612	205	6,789
All severities	10,184	2,423	650	150	12,304	8,279	3,675	1,306	38,971
All speed limits⁵									
Motorways									
Fatal	30	10	6	6	17	23	19	25	136
Serious	169	80	9	5	108	160	94	87	712
All severities	1,332	269	25	14	1,996	1,726	1,197	690	7,249
A roads									
Fatal	188	74	166	89	198	346	157	60	1,278
Serious	1,262	850	1,708	487	1,758	3,337	821	254	10,477
All severities	7,825	3,679	6,944	2,066	25,191	21,869	7,218	2,047	76,839
B roads									
Fatal	70	21	46	19	62	77	27	14	336
Serious	507	292	519	113	556	1,001	212	49	3,249
All severities	3,046	1,078	2,452	532	7,005	5,678	1,616	356	21,763
Other roads									
Fatal	135	55	111	44	49	140	39	18	591
Serious	964	689	2,271	471	1,123	2,672	385	108	8,683
All severities	6,329	2,985	11,751	2,178	19,735	17,476	3,509	777	64,740
Total⁴									
Fatal	423	160	329	158	326	586	242	117	2,341
Serious	2,902	1,911	4,507	1,076	3,545	7,170	1,512	498	23,121
All severities	18,532	8,011	21,172	4,790	53,927	46,749	13,540	3,870	170,591

1 Includes accidents involving one vehicle in which at least one pedestrian was injured.

2 Includes accidents in which pedestrians were injured.

3 Excludes motorways.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

22 Reported accidents: involving pedestrians and one vehicle: by severity and vehicle type: 2008

	Number of accidents			
	Fatal	Serious	Slight	All severities
Single vehicle accidents				
Pedal cycle	1	54	181	236
Motorcycle 50cc and under	0	27	147	174
Motorcycle 51cc - 125cc	2	74	266	342
Motorcycle 126cc - 500cc	2	35	98	135
Motorcycle over 500cc	11	80	194	285
All motorcycles	15	216	705	936
Car	310	4,236	15,506	20,052
Taxi/Private hire car	16	250	768	1,034
Minibus	3	21	62	86
Bus or coach	35	310	1,122	1,467
Light goods vehicle	27	270	915	1,212
Heavy goods vehicle ¹ of which:	62	128	253	443
Rigid ²	39	93	220	352
Articulated	23	35	33	91
Other motor vehicle	16	92	352	460
Other non-motor vehicle	1	4	12	17
Any vehicle ³	487	5,583	19,892	25,962
Accidents involving two or more vehicles	87	409	1,085	1,581

1 Includes cases where towing status was not reported.

2 Includes heavy goods vehicles towing trailers or caravans.

3 Includes cases where vehicle type was not reported.

23a Reported accidents, vehicle user and pedestrian casualties: by combination of vehicles: urban areas: 2008

Vehicle A	Accidents/Casualties											All accidents with three or more vehicles	All accidents with type 'A'	
	Single vehicle		Two vehicle accidents by vehicle type B											
	No pedestrian	With pedestrian	Pedal cycle	M/cycle & under 50cc	M/cycle over 50cc	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any ¹ other vehicle	All two ² vehicle accidents			
Pedal cycle														
Accidents involving	247	217	56	53	190	11,199	355	730	261	182	13,031	385	13,880	
User casualties	249	45	69	44	150	11,125	329	726	261	178	12,887	417	13,598	
of which: killed	1	0	0	0	0	18	4	2	15	2	41	4	46	
seriously injured	87	3	19	5	15	1,425	50	106	51	30	1,702	86	1,878	
Pedestrians hit by cycles	0	218	3	1	0	9	1	3	0	2	19	0	237	
of which: killed	0	1	0	0	0	0	0	0	0	0	0	0	1	
seriously injured	0	49	1	0	0	0	0	0	0	0	1	0	50	
Motorcycle 50cc and under														
Accidents involving	323	146	53	45	32	2,099	38	150	30	34	2,482	182	3,133	
User casualties	330	33	21	63	22	2,061	33	150	30	35	2,416	168	2,947	
of which: killed	3	0	0	0	0	4	0	0	1	1	6	0	9	
seriously injured	50	3	2	4	2	291	8	21	6	5	339	26	418	
Ped'n's hit by m/cs to 50cc	0	152	0	3	1	12	3	0	0	3	22	0	174	
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0	
seriously injured	0	22	0	1	0	4	0	0	0	1	6	0	28	
Motorcycle over 50cc														
Accidents involving	1,260	699	190	32	90	7,607	101	566	148	103	8,839	718	11,516	
User casualties	1,336	226	88	20	117	7,665	94	569	148	102	8,805	697	11,064	
of which: killed	38	0	0	0	0	59	6	6	9	4	84	40	162	
seriously injured	390	32	16	5	31	1,629	16	130	39	27	1,893	202	2,517	
Ped'n's hit by m/cs +50cc	0	713	0	0	1	56	2	2	1	0	62	7	782	
of which: killed	0	11	0	0	0	4	0	0	0	0	4	1	16	
seriously injured	0	153	0	0	0	10	1	1	0	0	12	1	166	
Car														
Accidents involving	5,028	18,576	11,199	2,099	7,607	34,250	2,070	3,109	1,529	998	62,880	9,234	95,718	
User casualties	6,679	351	267	129	645	50,145	1,151	3,055	1,701	747	57,860	13,254	78,144	
of which: killed	103	0	0	0	1	55	10	9	12	1	88	42	233	
seriously injured	939	24	10	9	36	1,729	56	119	90	36	2,086	609	3,658	
Pedestrians hit by cars	0	19,160	16	2	3	653	83	79	38	35	909	176	20,245	
of which: killed	0	240	0	0	0	19	2	1	1	0	23	11	274	
seriously injured	0	3,961	4	0	1	153	24	24	11	5	222	51	4,234	
Bus or coach														
Accidents involving	2,447	1,391	355	38	101	2,070	99	170	57	76	2,966	378	7,182	
User casualties	2,799	90	46	5	15	2,038	212	231	121	79	2,747	197	5,833	
of which: killed	3	0	0	0	0	1	0	0	0	0	1	1	5	
seriously injured	224	7	0	1	2	91	10	9	7	3	123	9	363	
Pedestrians hit by buses	0	1,417	1	1	1	22	9	1	1	2	38	3	1,458	
of which: killed	0	33	0	0	0	1	2	0	0	0	3	0	36	
seriously injured	0	292	0	0	0	4	5	0	1	0	10	1	303	
Light goods vehicle														
Accidents involving	130	1,036	730	150	566	3,109	170	135	77	32	4,969	1,272	7,407	
User casualties	156	15	8	3	21	1,053	43	162	73	8	1,371	409	1,951	
of which: killed	6	0	0	0	0	1	2	0	0	0	3	1	10	
seriously injured	30	0	0	0	0	41	1	5	5	0	52	25	107	
Pedestrians hit by LGVs	0	1,062	0	0	0	46	7	12	5	3	73	12	1,147	
of which: killed	0	22	0	0	0	1	0	1	0	0	2	0	24	
seriously injured	0	231	0	0	0	6	4	4	2	2	18	2	251	
Heavy goods vehicle														
Accidents involving	80	342	261	30	148	1,529	57	77	49	34	2,185	480	3,087	
User casualties	98	6	4	1	3	178	15	17	50	7	275	72	451	
of which: killed	1	0	0	0	0	0	0	0	0	0	0	1	2	
seriously injured	14	0	1	0	1	2	0	1	7	1	13	4	31	
Pedestrians hit by HGVs	0	346	0	0	0	16	5	4	7	1	33	7	386	
of which: killed	0	36	0	0	0	2	1	1	0	0	4	1	41	
seriously injured	0	94	0	0	0	5	2	1	2	1	11	2	107	
Any other vehicle A ¹														
Accidents involving	85	396	182	34	103	998	76	32	34	47	1,506	319	2,306	
User casualties	100	9	3	3	12	496	26	33	33	58	664	93	866	
of which: killed	1	0	0	0	0	6	0	0	2	0	8	2	11	
seriously injured	21	1	0	1	5	43	4	5	2	4	64	18	104	
Ped'n's hit by these vehs	0	402	0	0	0	11	2	0	0	1	14	3	419	
of which: killed	0	12	0	0	0	1	0	0	0	0	1	0	13	
seriously injured	0	80	0	0	0	0	1	0	0	0	1	3	84	
All vehicles ²														
Accidents involving	9,600	22,817	13,031	2,482	8,839	62,880	2,966	4,969	2,185	1,506	66,828	9,344	108,589	
All vehicle user casualties	11,747	775	13,324	2,621	9,673	82,476	4,438	6,152	2,642	1,820	87,025	15,307	114,854	
of which: killed	156	0	41	6	85	177	23	20	39	16	231	91	478	
seriously injured	1,755	70	1,731	360	1,954	5,608	258	443	213	166	6,272	979	9,076	
Pedestrian casualties	0	23,484	36	26	67	1,081	141	162	78	60	1,170	208	24,862	
of which: killed	0	355	0	0	4	32	6	4	5	1	37	13	405	
seriously injured	0	4,884	5	6	13	251	42	44	25	10	281	60	5,225	

1 Includes other motor and non-motor vehicles.

2 Includes cases where vehicle type was not reported.

23b Reported accidents, vehicle user and pedestrian casualties: by combination of vehicles: rural areas: 2008

Vehicle A	Two vehicle accidents by vehicle type B											Accidents/Casualties	
	Single vehicle											All	All
	No pedestrian	With pedestrian	Pedal cycle	M/cycle & under 50cc	M/cycle over 50cc	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any ¹ other vehicle	All two ² vehicle accidents	with three or more vehicles	accidents with type 'A'
Pedal cycle													
Accidents involving	134	19	24	11	26	2,072	26	133	80	56	2,430	121	2,704
User casualties	135	5	31	11	21	2,047	25	132	79	55	2,403	155	2,698
of which: killed	7	0	0	0	0	34	2	3	9	0	48	14	69
seriously injured	56	0	11	3	2	388	6	27	30	14	481	35	572
Pedestrians hit by cycles	0	19	0	0	0	5	0	0	0	0	5	0	24
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	2	0	0	0	0	0	0	0	0	0	0	2
Motorcycle 50cc and under													
Accidents involving	246	28	11	15	17	563	10	28	22	18	684	56	1,014
User casualties	252	8	4	21	9	555	9	28	21	18	665	52	977
of which: killed	0	0	0	0	0	4	1	0	2	1	8	2	10
seriously injured	51	0	0	4	3	119	2	8	5	2	143	9	203
Ped'n's hit by m/cs to 50cc	0	28	0	0	0	3	0	0	0	0	3	0	31
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	3	0	0	0	1	0	0	0	0	1	0	4
Motorcycle over 50cc													
Accidents involving	1,829	63	26	17	93	3,163	24	231	148	114	3,820	597	6,309
User casualties	1,938	21	13	16	138	3,242	22	237	149	118	3,940	661	6,560
of which: killed	78	0	0	0	3	130	1	15	13	5	168	66	312
seriously injured	840	6	2	5	56	1,047	6	83	56	49	1,307	264	2,417
Ped'n's hit by m/cs +50cc	0	63	1	0	0	7	2	0	1	0	11	0	74
of which: killed	0	4	0	0	0	1	0	0	0	0	1	0	5
seriously injured	0	21	0	0	0	1	0	0	0	0	1	0	22
Car													
Accidents involving	13,504	2,595	2,072	563	3,163	19,672	425	2,407	2,713	870	31,904	7,906	55,909
User casualties	17,980	74	79	48	450	32,059	351	2,495	3,341	852	39,697	13,284	71,035
of which: killed	356	0	0	0	2	308	8	41	100	13	472	196	1,024
seriously injured	2,541	4	4	3	30	2,768	44	207	292	74	3,422	1,085	7,052
Pedestrians hit by cars	0	2,697	4	0	3	139	21	11	25	13	216	51	2,964
of which: killed	0	92	0	0	0	10	2	1	2	1	16	9	117
seriously injured	0	609	2	0	0	31	5	3	7	3	51	15	675
Bus or coach													
Accidents involving	198	76	26	10	24	425	12	38	39	25	599	172	1,045
User casualties	290	7	1	1	2	396	30	43	57	36	566	233	1,096
of which: killed	0	0	0	0	0	1	0	0	0	0	1	0	1
seriously injured	20	1	1	1	1	23	1	1	1	3	32	10	63
Pedestrians hit by buses	0	80	0	0	0	3	1	0	1	1	6	0	86
of which: killed	0	2	0	0	0	0	0	0	0	0	0	0	2
seriously injured	0	26	0	0	0	1	0	0	1	1	3	0	29
Light goods vehicle													
Accidents involving	478	176	133	28	231	2,407	38	172	226	63	3,300	1,490	5,444
User casualties	590	2	1	0	11	1,100	21	248	233	48	1,664	706	2,962
of which: killed	10	0	0	0	0	1	0	0	8	2	11	12	33
seriously injured	88	0	0	0	0	91	3	11	33	6	144	63	295
Pedestrians hit by LGVs	0	181	0	0	0	9	2	2	1	1	15	5	201
of which: killed	0	5	0	0	0	0	1	0	0	0	1	0	6
seriously injured	0	43	0	0	0	3	1	0	1	0	5	1	49
Heavy goods vehicle													
Accidents involving	424	101	80	22	148	2,713	39	226	177	57	3,463	1,340	5,328
User casualties	464	3	4	1	6	343	15	65	215	30	680	332	1,479
of which: killed	5	0	0	0	0	4	0	0	2	0	6	10	21
seriously injured	83	0	0	0	0	29	1	5	23	4	62	41	186
Pedestrians hit by HGVs	0	108	0	0	0	18	1	1	3	2	25	8	141
of which: killed	0	26	0	0	0	2	0	0	0	0	2	3	31
seriously injured	0	36	0	0	0	6	1	0	1	0	8	3	47
Any other vehicle A ¹													
Accidents involving	129	81	56	18	114	870	25	63	57	42	1,245	395	1,850
User casualties	169	2	1	2	8	318	11	30	47	61	478	101	750
of which: killed	10	0	0	0	0	6	0	0	0	2	8	0	18
seriously injured	28	0	0	0	1	44	0	0	9	3	57	13	98
Ped'n's hit by these vehs	0	85	0	0	0	3	0	1	0	3	7	0	92
of which: killed	0	5	0	0	0	0	0	0	0	0	0	0	5
seriously injured	0	17	0	0	0	0	0	0	0	0	0	0	17
All vehicles ²													
Accidents involving	16,942	3,144	2,430	684	3,820	31,904	599	3,300	3,463	1,245	33,840	8,065	61,991
All vehicle user casualties	21,818	122	2,506	744	4,447	47,698	1,020	4,694	4,607	1,635	50,093	15,524	87,557
of which: killed	466	0	48	8	170	652	13	70	138	29	722	300	1,488
seriously injured	3,707	11	488	155	1,344	5,163	94	475	488	209	5,648	1,520	10,886
Pedestrian casualties	0	3,267	10	3	14	264	32	28	53	24	288	64	3,619
of which: killed	0	135	0	0	1	19	3	2	4	1	20	12	167
seriously injured	0	757	2	1	1	63	10	8	17	4	69	19	845

1 Includes other motor and non-motor vehicles.

2 Includes cases where vehicle type was not reported.

23c Reported accidents, vehicle user and pedestrian casualties: by combination of vehicles: all areas¹: 2008

Vehicle A	Accidents/Casualties											All accidents with three or more vehicles	All accidents with vechs of type 'A'
	Single vehicle		Two vehicle accidents by vehicle type B										
	No pedestrian	With pedestrian	Pedal cycle	M'cycle & under 50cc	M'cycle over 50cc	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any ² other vehicle	All two ³ vehicle accidents		
Pedal cycle													
Accidents involving	381	236	80	64	216	13,272	381	863	341	238	15,462	506	16,585
User casualties	384	50	100	55	171	13,173	354	858	340	233	15,291	572	16,297
of which: killed	8	0	0	0	0	52	6	5	24	2	89	18	115
seriously injured	143	3	30	8	17	1,813	56	133	81	44	2,183	121	2,450
Pedestrians hit by cycles	0	237	3	1	0	14	1	3	0	2	24	0	261
of which: killed	0	1	0	0	0	0	0	0	0	0	0	0	1
seriously injured	0	51	1	0	0	0	0	0	0	0	1	0	52
Motorcycle 50cc and under													
Accidents involving	569	174	64	60	49	2,662	48	178	52	52	3,166	238	4,147
User casualties	582	41	25	84	31	2,616	42	178	51	53	3,081	220	3,924
of which: killed	3	0	0	0	0	8	1	0	3	2	14	2	19
seriously injured	101	3	2	8	5	410	10	29	11	7	482	35	621
Ped'n's hit by m/cs to 50cc	0	180	0	3	1	15	3	0	0	3	25	0	205
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	25	0	1	0	5	0	0	0	1	7	0	32
Motorcycle over 50cc													
Accidents involving	3,090	762	216	49	184	10,770	125	797	296	217	12,660	1,315	17,827
User casualties	3,275	247	101	36	256	10,907	116	806	297	220	12,746	1,358	17,626
of which: killed	116	0	0	0	3	189	7	21	22	9	252	106	474
seriously injured	1,231	38	18	10	87	2,676	22	213	95	76	3,200	466	4,935
Ped'n's hit by m/cs +50cc	0	776	1	0	1	63	4	2	2	0	73	7	856
of which: killed	0	15	0	0	0	5	0	0	0	0	5	1	21
seriously injured	0	174	0	0	0	11	1	1	0	0	13	1	188
Car													
Accidents involving	18,532	21,172	13,272	2,662	10,770	53,927	2,495	5,516	4,242	1,869	94,791	17,141	151,636
User casualties	24,659	425	346	177	1,095	82,211	1,502	5,550	5,042	1,600	97,565	26,539	149,188
of which: killed	459	0	0	0	3	363	18	50	112	14	560	238	1,257
seriously injured	3,480	28	14	12	66	4,498	100	326	382	110	5,509	1,694	10,711
Pedestrians hit by cars	0	21,858	20	2	6	792	104	90	63	48	1,125	227	23,210
of which: killed	0	332	0	0	0	29	4	2	3	1	39	20	391
seriously injured	0	4,570	6	0	1	184	29	27	18	8	273	66	4,909
Bus or coach													
Accidents involving	2,645	1,467	381	48	125	2,495	111	208	96	101	3,565	550	8,227
User casualties	3,089	97	47	6	17	2,434	242	274	178	115	3,313	430	6,929
of which: killed	3	0	0	0	0	2	0	0	0	0	2	1	6
seriously injured	244	8	1	2	3	114	11	10	8	6	155	19	426
Pedestrians hit by buses	0	1,497	1	1	1	25	10	1	2	3	44	3	1,544
of which: killed	0	35	0	0	0	1	2	0	0	0	3	0	38
seriously injured	0	318	0	0	0	5	5	0	2	1	13	1	332
Light goods vehicle													
Accidents involving	608	1,212	863	178	797	5,516	208	307	303	95	8,269	2,763	12,852
User casualties	746	17	9	3	32	2,153	64	410	306	56	3,035	1,115	4,913
of which: killed	16	0	0	0	0	2	2	0	8	2	14	13	43
seriously injured	118	0	0	0	0	132	4	16	38	6	196	88	402
Pedestrians hit by LGVs	0	1,243	0	0	0	55	9	14	6	4	88	17	1,348
of which: killed	0	27	0	0	0	1	1	1	0	0	3	0	30
seriously injured	0	274	0	0	0	9	5	4	3	2	23	3	300
Heavy goods vehicle													
Accidents involving	504	443	341	52	296	4,242	96	303	226	91	5,648	1,820	8,415
User casualties	562	9	8	2	9	521	30	82	265	37	955	404	1,930
of which: killed	6	0	0	0	0	4	0	0	2	0	6	11	23
seriously injured	97	0	1	0	1	31	1	6	30	5	75	45	217
Pedestrians hit by HGVs	0	454	0	0	0	34	6	5	10	3	58	15	527
of which: killed	0	62	0	0	0	4	1	1	0	0	6	4	72
seriously injured	0	130	0	0	0	11	3	1	3	1	19	5	154
Any other vehicle A ²													
Accidents involving	214	477	238	52	217	1,869	101	95	91	89	2,752	714	4,157
User casualties	269	11	4	5	20	814	37	63	80	119	1,142	194	1,616
of which: killed	11	0	0	0	0	12	0	0	2	2	16	2	29
seriously injured	49	1	0	1	6	87	4	5	11	7	121	31	202
Ped'n's hit by these vechs	0	487	0	0	0	14	2	1	0	4	21	3	511
of which: killed	0	17	0	0	0	1	0	0	0	0	1	0	18
seriously injured	0	97	0	0	0	0	1	0	0	0	1	3	101
All vehicles ³													
Accidents involving	26,543	25,962	15,462	3,166	12,660	94,791	3,565	8,269	5,648	2,752	100,676	17,410	170,591
All vehicle user casualties	33,566	897	15,831	3,365	14,121	130,183	5,458	10,846	7,249	3,456	137,128	30,832	202,423
of which: killed	622	0	89	14	255	829	36	90	177	45	953	391	1,966
seriously injured	5,463	81	2,219	515	3,298	10,772	352	918	701	375	11,921	2,499	19,964
Pedestrian casualties	0	26,752	46	29	81	1,345	173	190	131	84	1,458	272	28,482
of which: killed	0	490	0	0	5	51	9	6	9	2	57	25	572
seriously injured	0	5,641	7	7	14	314	52	52	42	14	350	79	6,070

1 Includes cases where area was not reported.

2 Includes other motor and non-motor vehicles.

3 Includes cases where vehicle type was not reported.

24 Reported casualties: by built-up and non built-up roads and motorways, severity and road user type: 2008

	Number of casualties											
	Motorways			Built-up roads ¹			Non built-up roads ¹			All speed limits ²		
	Killed	KSI ³	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All
Pedestrian												
Children	1	3	3	48	1,732	8,507	8	49	138	57	1,784	8,648
Adults	20	42	80	381	4,303	18,088	114	379	845	515	4,724	19,013
All ages ⁴	21	46	84	429	6,167	27,394	122	429	1,004	572	6,642	28,482
Pedal cyclist												
Children	0	0	0	10	385	3,199	2	32	107	12	417	3,306
Adults	0	0	0	48	1,758	11,442	55	343	1,104	103	2,101	12,546
All ages ⁴	0	0	0	58	2,187	15,072	57	378	1,225	115	2,565	16,297
Horse rider												
Children	0	0	0	0	2	5	0	0	6	0	2	11
Adults	0	0	0	0	9	45	2	7	49	2	16	94
All ages ⁴	0	0	0	0	11	50	2	7	56	2	18	106
Motorcycle 50cc and under												
Riders and passengers	0	0	1	11	536	3,473	8	104	450	19	640	3,924
Motorcycle over 50cc ⁵												
Riders	15	129	326	192	3,048	12,006	248	1,964	4,345	455	5,141	16,677
Passengers	0	7	18	6	160	625	13	101	306	19	268	949
All casualties	15	136	344	198	3,208	12,631	261	2,065	4,651	474	5,409	17,626
Car and taxi												
Drivers	61	451	6,426	216	3,254	62,092	582	4,240	32,198	859	7,945	100,716
Passengers	42	245	3,388	105	1,742	29,484	244	1,961	14,718	391	3,948	47,590
All casualties	103	696	9,814	321	4,996	91,576	826	6,201	46,916	1,250	11,893	148,306
Minibuses												
Drivers	1	3	17	0	6	146	1	13	73	2	22	236
Passengers	0	10	74	3	20	410	2	23	162	5	53	646
All casualties	1	13	91	3	26	556	3	36	235	7	75	882
Bus or coach												
Drivers	0	3	10	0	28	553	0	9	91	0	40	654
Passengers	0	0	72	6	378	5,763	0	14	440	6	392	6,275
of whom were boarding or alighting												
Children	0	0	0	0	12	86	0	0	1	0	12	87
Adults	0	0	0	2	71	625	0	1	7	2	72	632
All ages ⁴	0	0	0	2	84	767	0	1	8	2	85	775
All casualties	0	3	82	6	406	6,316	0	23	531	6	432	6,929
Light goods vehicle												
Drivers	6	42	453	8	108	1,771	22	198	1,537	36	348	3,761
Passengers	2	16	177	2	40	522	3	41	453	7	97	1,152
All casualties	8	58	630	10	148	2,293	25	239	1,990	43	445	4,913
Heavy goods vehicle												
Drivers	10	67	331	2	51	456	8	102	846	20	220	1,633
Passengers	0	2	35	0	3	118	3	15	144	3	20	297
All casualties	10	69	366	2	54	574	11	117	990	23	240	1,930
Other vehicle												
Drivers	0	4	35	17	121	793	8	50	307	25	175	1,135
Passengers	0	2	24	2	20	231	0	16	120	2	38	375
All casualties	0	6	59	19	141	1,024	8	66	427	27	213	1,510
All road users ⁶												
Children	11	46	585	70	2,402	18,235	43	359	3,176	124	2,807	21,996
Adults	147	972	10,747	986	15,095	138,005	1,280	9,244	54,830	2,413	25,311	203,582
All ages ⁴	158	1,027	11,471	1,057	17,880	160,959	1,323	9,665	58,475	2,538	28,572	230,905

1 Excludes motorways.

2 Includes cases where speed limit was not reported.

3 Killed or seriously injured.

4 Includes cases where age was not reported.

5 Includes motorcycle combinations and scooters.

6 Includes cases where vehicle type was not reported.

25 Casualties in reported accidents involving vehicles of different types: by built-up and non built-up roads, road class and severity¹: 2008

	Number of casualties							
	Pedal cycle	Motorcycle ²	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any motor vehicle ³	Any vehicle ⁴
Built-up roads⁵								
A roads								
Killed	36	109	360	38	27	74	490	492
KSI ⁶	908	1,794	6,066	508	461	356	7,410	7,490
All severities	6,285	8,855	62,300	4,950	5,178	2,862	69,473	69,764
B roads								
Killed	4	33	128	15	14	7	157	157
KSI	282	579	2,034	140	155	52	2,378	2,403
All severities	1,870	2,451	19,277	1,267	1,491	430	21,062	21,144
Other roads								
Killed	22	85	312	26	36	21	405	408
KSI	1,099	1,709	6,566	408	499	191	7,887	7,987
All severities	7,756	7,310	62,968	4,128	4,378	1,257	69,675	70,051
All built-up roads ⁷								
Killed	62	227	800	79	77	102	1,052	1,057
KSI	2,289	4,082	14,666	1,056	1,115	599	17,675	17,880
All severities	15,911	18,616	144,545	10,345	11,047	4,549	160,210	160,959
Non built-up roads⁵								
A roads								
Killed	35	194	785	15	76	176	914	916
KSI	203	1,396	5,131	70	478	675	5,999	6,016
All severities	696	3,624	33,730	650	3,618	3,656	36,639	36,676
B roads								
Killed	8	44	176	2	18	19	202	202
KSI	62	394	1,411	17	116	84	1,670	1,675
All severities	197	891	8,069	136	697	428	8,795	8,809
Other roads								
Killed	14	41	169	3	12	13	200	205
KSI	124	448	1,655	20	106	75	1,948	1,974
All severities	437	1,164	11,959	191	924	527	12,946	12,990
All non built-up roads ⁷								
Killed	57	279	1,130	20	106	208	1,316	1,323
KSI	389	2,238	8,197	107	700	834	9,617	9,665
All severities	1,330	5,679	53,758	977	5,239	4,611	58,380	58,475
All speed limits⁸								
Motorways								
Killed	0	15	136	4	20	58	158	158
KSI	0	137	861	13	143	279	1,027	1,027
All severities	0	384	10,756	171	1,619	2,611	11,471	11,471
A roads								
Killed	71	303	1,145	53	103	250	1,404	1,408
KSI	1,111	3,190	11,197	578	939	1,031	13,409	13,506
All severities	6,981	12,479	96,030	5,600	8,796	6,518	106,112	106,440
B roads								
Killed	12	77	304	17	32	26	359	359
KSI	344	973	3,445	157	271	136	4,048	4,078
All severities	2,067	3,342	27,346	1,403	2,188	858	29,857	29,953
Other roads								
Killed	36	126	481	29	48	34	605	613
KSI	1,223	2,157	8,221	428	605	266	9,835	9,961
All severities	8,193	8,474	74,927	4,319	5,302	1,784	82,621	83,041
Total^{7,8}								
Killed	119	521	2,066	103	203	368	2,526	2,538
KSI	2,678	6,457	23,724	1,176	1,958	1,712	28,319	28,572
All severities	17,241	24,679	209,059	11,493	17,905	11,771	230,061	230,905

1 Involves multiple-counting if more than one vehicle type present. Pedestrian casualties are included with all casualties in accidents involving each specific type of vehicle.

2 Includes motorcycle combinations and scooters.

3 Includes other motor vehicles.

4 Includes other non motor vehicles and cases where vehicle type was not reported.

5 Excludes motorways.

6 Killed or seriously injured.

7 Includes cases where road class was not reported.

8 Includes cases where speed limit was not reported.

26 Reported casualty and accident rates: by urban and rural roads, road class, road user type, severity and pedestrian involvement: 2008

Rate per 100 million vehicle kilometres

	Urban roads ¹			Rural roads ¹			All roads			
	A road	Other ²	All urban ³	A road	Other ²	All rural ³	Motorways	A road	Other ²	Total ³
Pedal cycle										
Accidents involving	860	277	383	644	173	241	..	817	252	350
User casualties	839	272	376	646	172	240	..	801	248	344
of whom killed	4.7	0.5	1.3	24	3.2	6.1	..	8.4	1.2	2.4
seriously injured	118	37	52	136	37	51	..	121	37	52
Pedestrians hit by a cycle	16	4.5	6.5	2.5	2.1	2.1	..	13	3.9	5.5
of whom killed	0.2	0	0	0	0	0	..	0.1	0	0
seriously injured	2.9	1.0	1.4	0	0.2	0.2	..	2.3	0.8	1.1
Motorcycle										
Accidents involving	772	434	554	316	373	340	75	515	413	426
User casualties	735	418	531	329	381	351	77	507	406	419
of whom killed	8.4	5.3	6.4	17	12	15	3.3	13	7.7	9.6
seriously injured	143	94	111	112	135	122	27	126	107	108
Pedestrians hit by a motorcycle	59	24	36	2.4	8.8	5.1	0	27	19	21
of whom killed	1.4	0.2	0.6	0.2	0.2	0.2	0	0.7	0.2	0.4
seriously injured	12	5.1	7.4	0.5	2.3	1.3	0	5.3	4.2	4.3
Car										
Accidents involving	63	57	60	24	41	30	9.0	38	51	38
User casualties	56	43	48	31	48	37	13	40	45	37
of whom killed	0.2	0.1	0.1	0.5	0.6	0.5	0.1	0.4	0.3	0.3
seriously injured	2.6	2.0	2.3	3.3	5.0	3.9	0.8	3.1	3.1	2.7
Pedestrians hit by a car	10	15	13	0.8	3.5	1.7	0.1	4.3	10	5.8
of whom killed	0.2	0.1	0.2	0.1	0.1	0.1	0	0.1	0.1	0.1
seriously injured	2.4	2.8	2.7	0.2	0.7	0.4	0	1.1	2.0	1.2
Bus or coach										
Accidents involving	312	180	228	50	81	63	15	196	155	159
User casualties	251	148	185	53	80	64	18	163	131	134
of whom killed	0.3	0.1	0.2	0	0.1	0.1	0	0.1	0.1	0.1
seriously injured	16	8.7	12	2.2	6.1	3.8	0.7	10	8.1	8.2
Pedestrians hit by a bus or coach	61	38	46	3.0	8.6	5.4	0.2	35	31	30
of whom killed	1.7	0.8	1.1	0.1	0	0.1	0.2	1.0	0.6	0.7
seriously injured	14	7.4	9.6	1.1	2.8	1.8	0	8.0	6.2	6.4
Light goods vehicle										
Accidents involving	36	25	29	15	16	15	7.6	22	21	19
User casualties	10	5.7	7.5	8.0	7.4	7.8	5.1	8.8	6.5	7.2
of whom killed	0.1	0	0	0.1	0.1	0.1	0.1	0.1	0.1	0.1
seriously injured	0.7	0.3	0.4	0.8	0.8	0.8	0.4	0.7	0.5	0.6
Pedestrians hit by an LGV	3.9	5.1	4.6	0.3	1.1	0.6	0	1.5	3.3	2.0
of whom killed	0	0.1	0.1	0	0	0	0	0	0.1	0
seriously injured	0.9	1.1	1.0	0.1	0.3	0.2	0	0.4	0.7	0.4
Heavy goods vehicle										
Accidents involving	68	62	65	27	52	31	14	36	57	29
User casualties	9.8	9.6	9.7	8.4	14	9.3	3.0	8.7	12	6.7
of whom killed	0	0.1	0	0.1	0	0.1	0.1	0.1	0	0.1
seriously injured	0.9	0.4	0.7	1.0	1.5	1.1	0.5	0.9	1.0	0.8
Pedestrians hit by an HGV	6.4	12	8.5	0.6	3.3	1.0	0.2	1.8	7.3	1.8
of whom killed	1.0	0.7	0.9	0.2	0.3	0.2	0.1	0.4	0.5	0.3
seriously injured	2.1	2.8	2.4	0.2	0.9	0.3	0.1	0.6	1.8	0.5
All vehicles⁴										
Accidents involving	58	52	54	21	36	26	7.2	34	46	33
User casualties	66	52	57	30	47	36	11	43	50	39
of whom killed	0.3	0.2	0.2	0.6	0.7	0.6	0.1	0.5	0.4	0.4
seriously injured	5.1	4.2	4.6	3.9	6.2	4.7	0.8	4.3	5.0	3.9
All pedestrian casualties	11	14	13	0.8	3.3	1.6	0.1	4.4	9.8	5.5
of whom killed	0.3	0.2	0.2	0.1	0.1	0.1	0	0.1	0.1	0.1
seriously injured	2.6	2.7	2.6	0.2	0.7	0.4	0	1.1	1.9	1.2

1 See urban and rural definitions.

2 B, C and unclassified roads; excludes cases where road class was not reported.

3 Includes cases where road class was not reported.

4 Includes other motor or non-motor vehicles and cases where vehicle or road user type was not reported.

27 Number of reported casualties: by accident and casualty severity and road user type: 2008

	Number of casualties								
	Casualties in fatal accidents				Casualties in serious accidents			Casualties in slight accidents	Casualties in all accidents
	Killed	Serious	Slight	Total	Serious	Slight	Total	Slight	Total
Pedestrians	572	21	23	616	6,049	232	6,281	21,585	28,482
Pedal cyclists	115	7	0	122	2,443	68	2,511	13,664	16,297
Motorcycle 50cc and under ¹ riders and passengers	19	0	0	19	621	35	656	3,249	3,924
Motorcycle 51cc - 125cc ¹ Riders	66	6	0	72	1,274	45	1,319	4,439	5,830
Passengers	4	4	3	11	49	22	71	107	189
Motorcycle 126cc - 500cc ¹ Riders	56	2	0	58	736	32	768	1,834	2,660
Passengers	1	1	0	2	41	17	58	98	158
Motorcycle over 500cc ¹ Riders	333	20	8	361	2,648	133	2,781	5,045	8,187
Passengers	14	9	7	30	145	83	228	344	602
Taxi/Private hire car Drivers	7	7	4	18	82	69	151	1,395	1,564
Passengers	9	8	8	25	81	79	160	1,345	1,530
Car Drivers	852	255	436	1,543	6,742	3,613	10,355	87,254	99,152
Passengers	382	325	364	1,071	3,143	3,288	6,431	38,558	46,060
Minibus Drivers	2	0	1	3	20	23	43	190	236
Passengers	5	2	0	7	46	91	137	502	646
Bus or coach Drivers	0	7	19	26	33	53	86	542	654
Passengers	6	15	89	110	371	321	692	5,473	6,275
Light goods vehicle Drivers	36	22	41	99	290	192	482	3,180	3,761
Passengers	7	14	16	37	76	99	175	940	1,152
Heavy goods vehicle Rigid Drivers	6	6	48	60	99	62	161	825	1,046
Passengers	3	1	12	16	15	23	38	209	263
Articulated Drivers	14	2	23	39	93	33	126	422	587
Passengers	0	0	1	1	1	4	5	28	34
Total ² Drivers	20	8	71	99	192	95	287	1,247	1,633
Passengers	3	1	13	17	16	27	43	237	297
Other motor vehicle Drivers	25	6	11	42	120	41	161	817	1,020
Passengers	2	2	4	8	30	30	60	290	358
Other non-motor vehicle Drivers	2	0	0	2	40	6	46	171	219
Passengers	0	0	0	0	4	1	5	14	19
All casualties ³	2,538	742	1,118	4,398	25,292	8,695	33,987	192,520	230,905

1 Includes data on scooters and motorcycle combinations.

2 Includes cases where HGV type was not reported.

3 Includes cases where road user type was not reported.

28 Reported casualties and casualty rates: by month, road user type and severity: 2008

	Number of casualties/rate per 100 million vehicle kilometres											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Pedestrians												
Killed	61	46	61	34	44	39	38	38	38	55	62	56
KSI ¹	657	589	557	520	524	513	474	422	539	665	604	578
All severities	2,677	2,468	2,318	2,192	2,395	2,248	2,160	1,804	2,374	2,731	2,581	2,534
of whom children												
Killed	5	4	7	5	1	6	6	2	5	4	9	3
KSI	137	142	147	177	170	164	163	101	157	171	150	105
All severities	672	706	692	749	872	803	722	526	779	860	700	567
Pedal cyclists												
Killed	14	6	6	9	7	5	18	9	9	16	12	4
KSI	181	166	163	182	237	269	269	258	259	247	189	145
All severities	1,118	1,104	977	1,201	1,541	1,735	1,786	1,404	1,636	1,611	1,257	927
of whom children												
Killed	0	0	0	1	0	0	4	0	2	5	0	0
KSI	15	16	24	31	39	58	49	56	51	39	24	15
All severities	145	173	187	223	363	431	469	372	371	317	164	91
Horse riders												
Killed	0	0	0	0	0	0	0	1	0	0	1	0
KSI	0	1	0	2	3	0	0	2	2	2	5	1
All severities	7	10	5	8	8	7	6	12	13	4	17	9
Motorcycle² users												
Killed	19	33	28	38	56	51	69	51	36	62	26	24
KSI	324	396	405	465	627	694	681	598	606	547	402	304
All severities	1,300	1,527	1,413	1,555	2,142	2,210	2,225	1,896	2,224	2,112	1,695	1,251
Rate (all motorcycle users)	492	557	375	299	431	421	446	336	433	484	455	418
Car users												
Killed	115	87	91	98	102	76	127	90	102	109	117	120
KSI	979	1,046	946	939	993	882	926	963	935	988	1,011	1,091
All severities	12,308	12,527	12,044	11,757	11,729	11,350	11,731	11,991	11,493	12,870	12,773	12,639
Other car³ users												
Killed	1	3	2	2	1	1	5	0	4	2	1	1
KSI	36	20	32	27	16	23	21	11	14	17	23	29
All severities	355	346	356	293	301	322	342	312	270	330	369	380
All car users	12,663	12,873	12,400	12,050	12,030	11,672	12,073	12,303	11,763	13,200	13,142	13,019
Rate (all car users)	41	44	37	36	35	34	34	34	34	38	40	41
Bus or coach users												
Killed	0	0	0	0	2	0	0	1	2	1	0	0
KSI	17	33	34	38	39	33	42	43	49	45	37	22
All severities	426	482	543	546	636	606	690	588	753	669	547	443
Rate (all bus & coach users)	114	128	125	129	142	137	151	126	167	141	122	113
Light goods vehicle users												
Killed	2	5	3	4	2	2	4	5	2	3	3	8
KSI	37	36	35	33	34	24	38	46	35	33	48	46
All severities	432	429	398	408	353	384	474	402	389	417	416	411
Heavy goods vehicle users												
Killed	6	1	1	2	3	2	4	1	1	2	0	0
KSI	20	24	24	17	18	20	33	18	23	15	18	10
All severities	184	181	169	180	170	137	202	148	127	157	136	139
All goods vehicle users	616	610	567	588	523	521	676	550	516	574	552	550
Rate (all goods veh users)	11	10	8	8	6	6	8	6	6	6	6	7
Agricultural vehicle users												
Killed	0	1	0	1	1	0	0	0	0	0	0	0
KSI	3	3	0	2	3	3	2	2	0	3	1	0
All severities	13	8	8	10	14	11	10	12	11	16	10	4
All road users												
Killed	222	184	192	189	219	178	271	196	194	254	223	216
KSI	2,273	2,326	2,209	2,245	2,510	2,476	2,508	2,380	2,477	2,579	2,350	2,239
All severities	18,940	19,189	18,337	18,286	19,422	19,129	19,761	18,680	19,388	21,029	19,905	18,839
of whom children												
Killed	10	8	11	7	6	10	18	8	7	18	12	9
KSI	205	210	214	268	253	264	275	234	239	258	214	173
All severities	1,529	1,674	1,657	1,794	2,137	2,020	2,128	1,928	1,900	2,072	1,657	1,500
Rate (all ages)	49	51	42	43	43	43	44	40	44	47	47	48

1 Killed or seriously injured.

2 Includes motorcycle combinations, motor scooters and mopeds.

3 Includes taxis and minibuses.

29a Reported casualties: by day, road user type and hour of day: 2008

Number of casualties

(a) Monday to Thursday						(b) Friday					
Hour beginning	Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	138	53	69	1,138	1,451	Midnight	57	17	27	334	470
01:00	85	13	34	766	952	01:00	37	9	17	201	281
02:00	87	6	23	521	672	02:00	33	11	8	163	229
03:00	37	10	21	385	521	03:00	28	0	4	158	203
04:00	30	15	21	382	525	04:00	12	0	11	103	147
05:00	46	82	85	629	947	05:00	15	21	24	137	221
06:00	118	283	300	1,525	2,491	06:00	23	74	69	375	598
07:00	460	860	805	3,903	6,607	07:00	106	179	188	876	1,506
08:00	1,680	1,367	1,274	7,247	12,387	08:00	381	258	292	1,599	2,731
09:00	887	614	556	4,479	7,219	09:00	200	123	134	984	1,606
10:00	738	357	400	3,452	5,840	10:00	168	83	119	1,024	1,534
11:00	846	342	478	3,959	6,450	11:00	211	81	117	1,129	1,776
12:00	935	381	622	4,500	7,232	12:00	246	107	158	1,301	2,027
13:00	915	448	661	4,539	7,301	13:00	250	122	187	1,364	2,143
14:00	962	453	678	4,784	7,698	14:00	298	114	214	1,493	2,363
15:00	2,146	769	786	5,718	10,306	15:00	598	212	286	1,740	3,082
16:00	1,790	934	1,092	6,450	10,991	16:00	454	216	300	1,944	3,107
17:00	1,643	1,323	1,413	7,596	12,670	17:00	450	285	349	1,822	3,050
18:00	1,237	999	1,089	5,652	9,328	18:00	325	228	299	1,578	2,523
19:00	832	669	753	4,376	6,861	19:00	282	131	194	1,387	2,081
20:00	557	333	555	3,503	5,161	20:00	200	73	147	1,013	1,461
21:00	396	211	458	3,028	4,213	21:00	184	58	91	908	1,276
22:00	294	153	308	2,587	3,443	22:00	194	58	81	885	1,247
23:00	209	95	167	1,930	2,474	23:00	190	31	59	898	1,199
All hours ²	17,070	10,770	12,648	83,056	133,749	All hours ²	4,943	2,491	3,375	23,419	36,865

(c) Saturday						(d) Sunday					
Hour beginning	Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	156	22	42	763	997	Midnight	204	9	27	661	917
01:00	150	17	22	600	815	01:00	149	10	23	703	915
02:00	104	10	18	521	669	02:00	135	11	14	524	701
03:00	65	9	11	378	485	03:00	118	6	12	569	713
04:00	32	4	8	262	324	04:00	54	4	10	352	431
05:00	14	7	20	201	271	05:00	18	2	11	279	326
06:00	18	18	21	286	382	06:00	18	13	13	289	358
07:00	17	24	37	442	568	07:00	11	17	33	398	483
08:00	37	80	77	670	935	08:00	24	26	39	420	543
09:00	86	80	94	826	1,159	09:00	32	78	95	627	873
10:00	166	110	161	1,138	1,717	10:00	87	87	154	839	1,203
11:00	214	146	187	1,354	2,066	11:00	120	116	176	1,040	1,500
12:00	246	130	239	1,505	2,259	12:00	146	103	240	1,303	1,851
13:00	231	139	217	1,578	2,338	13:00	148	123	249	1,447	2,028
14:00	236	133	288	1,538	2,301	14:00	177	110	274	1,446	2,068
15:00	265	128	280	1,378	2,171	15:00	170	126	228	1,443	2,040
16:00	276	123	243	1,327	2,088	16:00	182	111	245	1,410	2,004
17:00	284	128	238	1,523	2,267	17:00	177	99	193	1,245	1,770
18:00	277	119	191	1,386	2,055	18:00	160	101	194	1,230	1,731
19:00	237	88	150	1,333	1,866	19:00	137	70	132	1,116	1,501
20:00	205	72	118	1,192	1,631	20:00	111	54	115	838	1,157
21:00	174	42	89	813	1,150	21:00	98	36	79	718	951
22:00	149	40	76	911	1,200	22:00	65	22	54	636	793
23:00	212	19	67	798	1,130	23:00	74	14	23	455	585
All hours ²	3,853	1,688	2,894	22,724	32,847	All hours ²	2,616	1,348	2,633	19,989	27,444

1 Includes bus, coach, goods and other vehicle users and cases where road user type was not reported.

2 Includes cases where time was not reported.

29b Reported casualties: killed or seriously injured: by day, road user type and hour of day: 2008

Number of casualties

(a) Monday to Thursday						(b) Friday					
Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	45	12	20	181	264	Midnight	16	4	9	54	86
01:00	27	5	18	129	192	01:00	7	1	5	40	55
02:00	24	2	10	82	122	02:00	9	2	2	29	47
03:00	7	0	10	72	101	03:00	10	0	0	19	31
04:00	14	4	3	73	111	04:00	7	0	6	18	32
05:00	19	12	21	95	161	05:00	5	3	9	20	43
06:00	44	56	89	178	397	06:00	5	12	24	44	95
07:00	119	123	197	283	761	07:00	22	34	38	58	164
08:00	246	158	258	346	1,059	08:00	62	31	60	73	237
09:00	181	99	126	256	716	09:00	44	12	20	56	144
10:00	183	51	104	196	596	10:00	33	14	34	66	161
11:00	181	64	108	216	641	11:00	48	18	36	86	207
12:00	225	57	181	305	829	12:00	59	22	36	81	213
13:00	164	71	154	279	727	13:00	45	12	50	86	209
14:00	203	78	183	296	832	14:00	72	12	70	84	246
15:00	412	100	207	349	1,145	15:00	135	32	88	96	374
16:00	384	133	295	399	1,268	16:00	117	32	101	110	373
17:00	365	191	351	456	1,440	17:00	106	44	98	108	362
18:00	291	171	284	368	1,149	18:00	78	26	81	108	306
19:00	216	114	216	341	903	19:00	66	21	48	117	257
20:00	140	55	172	313	715	20:00	53	9	52	95	212
21:00	121	30	148	311	624	21:00	41	13	37	108	203
22:00	89	29	92	297	521	22:00	62	11	20	110	207
23:00	59	14	56	258	393	23:00	70	10	14	137	233
All hours ²	3,759	1,629	3,303	6,081	15,669	All hours ²	1,172	375	938	1,804	4,498

(c) Saturday						(d) Sunday					
Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	46	6	22	137	214	Midnight	70	4	8	87	170
01:00	57	5	10	93	167	01:00	45	2	14	140	202
02:00	50	5	4	106	166	02:00	38	2	6	91	142
03:00	20	4	5	51	85	03:00	43	3	2	113	163
04:00	15	2	2	51	74	04:00	17	1	4	64	89
05:00	3	2	5	40	58	05:00	7	0	5	48	61
06:00	5	2	11	40	63	06:00	3	4	6	40	54
07:00	9	1	11	51	77	07:00	1	5	10	50	69
08:00	10	9	19	69	114	08:00	9	5	11	49	78
09:00	19	11	20	58	111	09:00	9	15	40	42	119
10:00	42	24	43	56	175	10:00	22	19	59	68	170
11:00	44	25	62	81	223	11:00	32	26	62	59	183
12:00	48	22	82	83	247	12:00	27	22	69	77	200
13:00	45	22	71	93	243	13:00	38	23	76	97	237
14:00	44	16	77	111	253	14:00	41	26	98	114	280
15:00	61	19	91	94	276	15:00	30	29	88	115	270
16:00	75	16	77	87	264	16:00	46	17	89	107	265
17:00	68	16	83	133	306	17:00	44	23	80	110	262
18:00	72	23	55	118	274	18:00	39	14	68	101	223
19:00	64	18	44	112	249	19:00	37	11	35	101	189
20:00	62	14	39	126	244	20:00	27	10	30	92	168
21:00	44	11	25	88	171	21:00	30	7	22	80	143
22:00	38	8	19	116	184	22:00	19	7	19	91	137
23:00	72	3	26	103	211	23:00	23	2	4	50	81
All hours ²	1,013	284	903	2,097	4,449	All hours ²	698	277	905	1,986	3,956

1 Includes bus, coach, goods and other vehicle users and cases where road user type was not reported.

2 Includes cases where time was not reported.

29c Reported casualties: all days: by severity, road user type and hour of day: 2008

Number of casualties

(a) Fatal						(b) Serious					
Hour beginning	Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	27	5	4	72	110	Midnight	150	21	55	387	624
01:00	16	0	7	57	81	01:00	120	13	40	345	535
02:00	12	0	5	43	62	02:00	109	11	17	265	415
03:00	15	1	5	41	70	03:00	65	6	12	214	310
04:00	8	0	3	32	47	04:00	45	7	12	174	259
05:00	7	0	5	26	44	05:00	27	17	35	177	279
06:00	9	5	11	46	75	06:00	48	69	119	256	534
07:00	19	9	17	46	96	07:00	132	154	239	396	975
08:00	16	5	25	35	85	08:00	311	198	323	502	1,403
09:00	19	8	13	34	81	09:00	234	129	193	378	1,009
10:00	27	6	23	40	97	10:00	253	102	217	346	1,005
11:00	26	10	19	38	101	11:00	279	123	249	404	1,153
12:00	27	5	28	52	118	12:00	332	118	340	494	1,371
13:00	26	2	31	49	113	13:00	266	126	320	506	1,303
14:00	20	8	42	60	135	14:00	340	124	386	545	1,476
15:00	38	5	43	68	159	15:00	600	175	431	586	1,906
16:00	35	9	35	57	142	16:00	587	189	527	646	2,028
17:00	48	10	51	72	186	17:00	535	264	561	735	2,184
18:00	33	8	26	54	124	18:00	447	226	462	641	1,828
19:00	39	5	29	58	136	19:00	344	159	314	613	1,462
20:00	32	3	27	65	131	20:00	250	85	266	561	1,208
21:00	31	5	16	57	110	21:00	205	56	216	530	1,031
22:00	22	4	20	88	136	22:00	186	51	130	526	913
23:00	20	2	8	67	99	23:00	204	27	92	481	819
All hours ²	572	115	493	1,257	2,538	All hours ²	6,070	2,450	5,556	10,711	26,034

(c) Slight						(d) All severities					
Hour beginning	Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	378	75	106	2,437	3,101	Midnight	555	101	165	2,896	3,835
01:00	285	36	49	1,868	2,347	01:00	421	49	96	2,270	2,963
02:00	238	27	41	1,421	1,794	02:00	359	38	63	1,729	2,271
03:00	168	18	31	1,235	1,542	03:00	248	25	48	1,490	1,922
04:00	75	16	35	893	1,121	04:00	128	23	50	1,099	1,427
05:00	59	95	100	1,043	1,442	05:00	93	112	140	1,246	1,765
06:00	120	314	273	2,173	3,220	06:00	177	388	403	2,475	3,829
07:00	443	917	807	5,177	8,093	07:00	594	1,080	1,063	5,619	9,164
08:00	1,795	1,528	1,334	9,399	15,108	08:00	2,122	1,731	1,682	9,936	16,596
09:00	952	758	673	6,504	9,767	09:00	1,205	895	879	6,916	10,857
10:00	879	529	594	6,067	9,192	10:00	1,159	637	834	6,453	10,294
11:00	1,086	552	690	7,040	10,538	11:00	1,391	685	958	7,482	11,792
12:00	1,214	598	891	8,063	11,880	12:00	1,573	721	1,259	8,609	13,369
13:00	1,252	704	963	8,373	12,394	13:00	1,544	832	1,314	8,928	13,810
14:00	1,313	678	1,026	8,656	12,819	14:00	1,673	810	1,454	9,261	14,430
15:00	2,541	1,055	1,106	9,625	15,534	15:00	3,179	1,235	1,580	10,279	17,599
16:00	2,080	1,186	1,318	10,428	16,020	16:00	2,702	1,384	1,880	11,131	18,190
17:00	1,971	1,561	1,581	11,379	17,387	17:00	2,554	1,835	2,193	12,186	19,757
18:00	1,519	1,213	1,285	9,151	13,685	18:00	1,999	1,447	1,773	9,846	15,637
19:00	1,105	794	886	7,541	10,711	19:00	1,488	958	1,229	8,212	12,309
20:00	791	444	642	5,920	8,071	20:00	1,073	532	935	6,546	9,410
21:00	616	286	485	4,880	6,449	21:00	852	347	717	5,467	7,590
22:00	494	218	369	4,405	5,634	22:00	702	273	519	5,019	6,683
23:00	461	130	216	3,533	4,470	23:00	685	159	316	4,081	5,388
All hours ²	21,840	13,732	15,501	137,220	202,333	All hours ²	28,482	16,297	21,550	149,188	230,905

1 Includes bus, coach, goods and other vehicle users and cases where road user type was not reported.

2 Includes cases where time was not reported.

30a Reported casualties: by age band¹, road user type and severity: 2008

	Number of casualties												
	0-4 ¹	5-7	8-11	12-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over	All ² ages
Pedestrians													
Killed	11	7	16	23	37	66	67	52	50	56	76	111	572
KSI ³	216	285	518	765	577	968	653	574	503	431	504	514	6,642
All severities	1,034	1,286	2,607	3,721	2,719	4,488	3,030	2,663	1,932	1,543	1,457	1,181	28,482
Pedal cyclists													
Killed	0	0	6	6	10	16	21	14	20	8	9	5	115
KSI	5	29	132	251	198	430	484	458	313	134	63	21	2,565
All severities	45	259	1,042	1,960	1,301	3,111	3,295	2,547	1,355	604	253	80	16,297
Motorcycle 50cc and under													
Killed	0	0	0	1	12	4	1	1	0	0	0	0	19
KSI	0	0	1	13	399	91	50	38	18	14	7	0	640
All severities	0	1	4	52	2,582	561	302	206	89	54	22	2	3,924
Motorcycle over 50cc⁴													
Riders													
Killed	0	0	0	3	32	109	103	138	48	12	9	1	455
KSI	0	0	1	24	627	1,217	1,145	1,267	571	157	50	7	5,141
All severities	0	0	2	42	2,380	4,389	3,770	3,661	1,538	461	110	19	16,677
Passengers													
Killed	1	0	1	0	1	5	6	2	3	0	0	0	19
KSI	1	2	3	16	46	62	40	52	32	8	1	0	268
All severities	1	8	17	69	163	240	152	160	91	28	2	0	949
Car													
Drivers													
Killed	0	0	0	0	118	236	135	105	76	64	71	55	861
KSI	0	0	0	8	978	2,235	1,323	1,180	821	607	438	293	7,967
All severities	0	1	2	27	10,574	28,135	20,566	18,565	10,842	5,965	3,212	1,648	100,952
Passengers													
Killed	14	4	13	18	100	90	37	18	27	19	30	26	396
KSI	117	70	102	193	998	968	342	284	240	230	230	155	4,001
All severities	1,732	1,444	2,576	2,987	9,219	11,291	5,097	4,225	3,095	2,335	1,668	904	48,236
Bus and coach													
Drivers													
Killed	0	0	0	0	0	0	0	0	0	0	0	0	0
KSI	0	0	0	0	0	9	10	11	7	3	0	0	40
All severities	0	0	0	0	4	104	159	192	143	40	4	0	654
Passengers													
Killed	0	0	0	0	0	2	1	0	1	1	0	1	6
KSI	7	4	7	12	17	28	18	24	24	66	90	76	392
All severities	270	90	210	315	296	636	573	631	570	813	788	580	6,275
Goods vehicle													
Drivers													
Killed	0	0	0	0	4	10	14	12	8	7	1	0	56
KSI	0	0	0	1	18	101	142	157	82	57	4	1	568
All severities	0	0	0	1	124	1,127	1,444	1,432	872	323	36	5	5,394
Passengers													
Killed	0	0	0	0	2	2	2	2	0	2	0	0	10
KSI	0	2	4	4	11	42	20	17	7	5	0	3	117
All severities	10	17	38	42	179	472	259	230	92	51	11	9	1,449
All road users⁵													
Killed	26	11	36	51	317	545	389	349	235	173	203	202	2,538
KSI	347	393	769	1,298	3,888	6,194	4,254	4,101	2,638	1,732	1,411	1,093	28,572
All severities	3,096	3,113	6,520	9,267	29,649	54,861	38,950	34,840	20,798	12,321	7,643	4,520	230,905

1 In some cases age 0 may have been coded where the age of the casualty was not reported.

2 Includes cases where age was not reported.

3 Killed or seriously injured.

4 Includes motorcycle combinations and scooters.

5 Includes other road users and cases where road user type was not reported.

30b Reported casualties: by age band¹, road user type and severity: 1994-98 average²

	Number of casualties												All ³ ages
	0-4 ¹	5-7	8-11	12-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over	
Pedestrians													
Killed	27	20	36	50	50	113	85	75	76	106	171	193	1,008
KSI ⁴	571	831	1,350	1,415	813	1,433	1,015	759	697	749	1,008	856	11,669
All severities	2,408	3,606	6,239	6,295	3,525	6,297	4,351	3,041	2,518	2,354	2,701	2,050	46,543
Pedal cyclists													
Killed	1	5	13	24	12	23	24	22	23	18	16	6	186
KSI	19	146	377	587	362	669	547	378	289	172	105	35	3,732
All severities	138	1,003	2,681	4,028	2,581	4,963	3,729	2,100	1,346	703	359	123	24,385
Motorcycle 50cc and under													
Killed	0	0	0	0	5	1	2	1	2	2	1	1	15
KSI	0	0	1	17	185	76	53	46	50	35	19	4	490
All severities	1	2	7	56	995	418	259	209	208	133	66	14	2,403
Motorcycle over 50cc⁵													
Riders													
Killed	0	0	0	2	34	169	130	49	22	6	3	1	420
KSI	0	0	1	40	649	2,070	1,594	664	287	94	28	5	5,511
All severities	0	0	8	112	2,543	7,390	5,838	2,310	957	302	80	14	19,905
Passengers													
Killed	0	0	0	1	4	17	6	3	1	0	0	0	33
KSI	1	2	8	33	85	188	92	40	14	4	2	0	475
All severities	4	7	38	120	301	692	311	139	45	14	5	0	1,715
Car													
Drivers													
Killed	0	0	0	3	128	323	193	130	110	87	91	58	1,128
KSI	0	0	1	27	1,580	4,484	2,993	2,044	1,395	912	706	325	14,634
All severities	0	1	3	113	12,550	41,574	30,226	19,212	11,794	6,186	3,744	1,328	127,958
Passengers													
Killed	21	9	12	32	144	148	50	35	37	45	55	43	634
KSI	276	189	285	526	1,749	2,076	913	597	548	556	482	252	8,619
All severities	3,499	2,857	4,160	4,788	12,677	17,791	9,021	5,953	4,907	3,902	2,815	1,199	75,329
Bus and coach													
Drivers													
Killed	0	0	0	0	0	0	0	0	0	0	0	0	1
KSI	0	0	0	0	0	13	21	17	13	5	0	0	71
All severities	0	0	0	0	4	186	244	201	128	31	2	0	804
Passengers													
Killed	0	0	0	1	0	2	1	2	1	3	4	4	19
KSI	14	5	23	42	21	45	48	44	47	99	128	100	645
All severities	408	187	430	706	355	733	725	715	813	1,313	1,204	641	8,794
Goods vehicle													
Drivers													
Killed	0	0	0	0	4	18	21	19	22	8	2	0	95
KSI	0	0	0	1	40	328	353	238	182	65	8	1	1,232
All severities	0	0	0	3	288	2,483	2,440	1,559	1,018	311	39	7	8,233
Passengers													
Killed	0	0	0	1	5	8	4	2	1	1	0	1	24
KSI	7	5	16	24	50	100	68	41	25	10	3	3	361
All severities	54	54	97	125	328	745	499	286	166	65	25	10	2,529
All road users⁶													
Killed	49	35	62	114	388	823	519	341	298	277	345	309	3,578
KSI	888	1,181	2,069	2,722	5,550	11,528	7,742	4,900	3,572	2,712	2,496	1,590	47,656
All severities	6,524	7,732	13,695	16,403	36,234	83,596	57,985	35,931	24,016	15,369	11,071	5,413	319,928

1 In some cases age 0 may have been coded where the age of the casualty was not reported.

2 Figures have been rounded to the nearest whole number.

3 Includes cases where age was not reported.

4 Killed or seriously injured.

5 Includes motorcycle combinations and scooters.

6 Includes other road users and cases where road user type was not reported.

31 Reported casualty rates: by age band, road user type and severity: 2008

	Rate per 100,000 population												
	0-4 ¹	5-7	8-11	12-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over	All ² ages
Pedestrians													
Killed	0.3	0.4	0.6	0.8	1.2	0.8	0.8	0.6	0.7	0.9	1.8	4.1	1.0
KSI ³	6.0	15	19	27	18	12	8.1	6.5	7.0	6.9	12	19	11
All severities	29	66	95	129	87	56	38	30	27	25	34	43	48
Pedal cyclists													
Killed	0	0	0.2	0.2	0.3	0.2	0.3	0.2	0.3	0.1	0.2	0.2	0.2
KSI	0.1	1.5	4.8	8.7	6.3	5.3	6.0	5.2	4.3	2.2	1.5	0.8	4.3
All severities	1.3	13	38	68	42	39	41	29	19	9.7	5.9	2.9	27
Motorcycle users 50cc and under													
Killed	0	0	0	0	0.4	0	0	0	0	0	0	0	0
KSI	0	0	0	0.5	13	1.1	0.6	0.4	0.2	0.2	0.2	0	1.1
All severities	0	0.1	0.1	1.8	83	7.0	3.8	2.3	1.2	0.9	0.5	0.1	6.6
Motorcycles over 50cc													
Riders													
Killed	0	0	0	0.1	1.0	1.4	1.3	1.6	0.7	0.2	0.2	0	0.8
KSI	0	0	0	0.8	20	15	14	14	7.9	2.5	1.2	0.3	8.6
All severities	0	0	0.1	1.5	76	55	47	42	21	7.4	2.6	0.7	28
Passengers													
Killed	0	0	0	0	0	0.1	0.1	0	0	0	0	0	0
KSI	0	0.1	0.1	0.6	1.5	0.8	0.5	0.6	0.4	0.1	0	0	0.4
All severities	0	0.4	0.6	2.4	5.2	3.0	1.9	1.8	1.3	0.4	0	0	1.6
Car													
Drivers													
Killed	0	0	0	0	3.8	2.9	1.7	1.2	1.1	1.0	1.7	2.0	1.4
KSI	0	0	0	0.3	31	28	16	13	11	9.7	10	11	13
All severities	0	0.1	0.1	0.9	339	350	256	211	150	96	75	60	169
Passengers													
Killed	0.4	0.2	0.5	0.6	3.2	1.1	0.5	0.2	0.4	0.3	0.7	1.0	0.7
KSI	3.3	3.6	3.7	6.7	32	12	4.3	3.2	3.3	3.7	5.4	5.7	6.7
All severities	48	74	94	104	295	140	64	48	43	37	39	33	81
Bus and coach													
Drivers													
Killed	0	0	0	0	0	0	0	0	0	0	0	0	0
KSI	0	0	0	0	0	0.1	0.1	0.1	0.1	0	0	0	0.1
All severities	0	0	0	0	0.1	1.3	2.0	2.2	2.0	0.6	0.1	0	1.1
Passengers													
Killed	0	0	0	0	0	0	0	0	0	0	0	0	0
KSI	0.2	0.2	0.3	0.4	0.5	0.3	0.2	0.3	0.3	1.1	2.1	2.8	0.7
All severities	7.5	4.6	7.7	11	9.5	7.9	7.1	7.2	7.9	13	18	21	11
Goods vehicle													
Drivers													
Killed	0	0	0	0	0.1	0.1	0.2	0.1	0.1	0.1	0	0	0.1
KSI	0	0	0	0	0.6	1.3	1.8	1.8	1.1	0.9	0.1	0	1.0
All severities	0	0	0	0	4.0	14	18	16	12	5.2	0.8	0.2	9.0
Passengers													
Killed	0	0	0	0	0.1	0	0	0	0	0	0	0	0
KSI	0	0.1	0.1	0.1	0.4	0.5	0.2	0.2	0.1	0.1	0	0.1	0.2
All severities	0.3	0.9	1.4	1.5	5.7	5.9	3.2	2.6	1.3	0.8	0.3	0.3	2.4
All road users⁴													
Killed	0.7	0.6	1.3	1.8	10	6.8	4.8	4.0	3.2	2.8	4.8	7.4	4.3
KSI	9.7	20	28	45	124	77	53	47	36	28	33	40	48
All severities	86	160	238	322	949	682	485	395	287	198	179	166	387
Population (thousands)	3,580	1,946	2,734	2,876	3,123	8,047	8,025	8,812	7,235	6,230	4,272	2,726	59,608

1 In some cases age 0 may have been coded where the age of the casualty was not reported.

2 Includes cases where age was not reported.

3 Killed or seriously injured.

4 Includes other road users and cases where road user type was not reported.

32 Reported pedestrian casualties: location by age band and by severity: 2008

Number of casualties/percentage

	In carriage-way not crossing	On footway or verge	On refuge, central island or reservation	Masked by stationary vehicle			Crossing road (not masked)			Location not reported	All locations
				On pedestrian crossing	Within 50 metres of crossing	Elsewhere	On pedestrian crossing	Within 50 metres of crossing	Elsewhere		
0- 4 ¹	53	71	7	13	8	268	89	42	399	84	1,034
5- 7	51	62	9	13	11	398	78	39	534	91	1,286
8-11	108	118	7	26	56	656	217	142	1,128	149	2,607
12-15	218	265	18	49	107	585	366	267	1,636	210	3,721
16-19	299	260	8	38	74	255	302	204	1,082	197	2,719
20-24	339	233	10	34	48	200	314	223	893	222	2,516
25-29	282	233	18	33	42	114	245	176	666	163	1,972
30-34	246	213	7	17	24	89	211	109	491	159	1,566
35-39	254	190	10	16	26	84	152	99	491	142	1,464
40-44	246	206	6	15	26	96	147	90	512	124	1,468
45-49	188	156	6	18	21	68	135	97	410	96	1,195
50-54	130	146	5	16	17	53	147	76	377	101	1,068
55-59	108	100	5	10	11	53	119	55	342	61	864
60-64	96	113	6	11	14	46	87	56	346	63	838
65-69	53	89	5	8	12	46	76	51	324	41	705
70-74	38	86	4	9	8	51	100	45	320	56	717
75-79	36	101	6	5	8	46	93	60	348	37	740
80-84	28	69	6	1	6	37	83	45	304	46	625
85+	34	46	5	0	4	35	52	48	283	49	556
All ages ²	2,877	2,819	150	337	540	3,238	3,084	1,964	11,212	2,261	28,482
Percentage	10	9.9	0.5	1.2	1.9	11	11	6.9	39	7.9	100

All ages²

Killed	78	46	5	2	6	33	57	33	258	54	572
Seriously injured	541	494	51	85	113	739	694	493	2,448	412	6,070
Slightly injured	2,258	2,279	94	250	421	2,466	2,333	1,438	8,506	1,795	21,840
Total	2,877	2,819	150	337	540	3,238	3,084	1,964	11,212	2,261	28,482

1 In some cases age 0 may have been coded where the age of the casualty was not reported.

2 Includes cases where age was not reported.

33 Reported pedestrian casualties: by location, age, road crossing type and severity: 2008

	Number of casualties					
	On pedestrian crossing, refuge or central island			Within 50 metres of a pedestrian crossing		
	Child ¹	Adult	All ² ages	Child ¹	Adult	All ² ages
Zebra crossing						
Killed	0	7	7	0	4	4
Seriously injured	23	126	155	27	65	94
Slightly injured	165	497	677	96	193	297
All severities	188	630	839	123	262	395
Pelican crossing³						
Killed	2	27	29	2	17	19
Seriously injured	101	245	352	65	217	286
Slightly injured	307	660	986	239	563	819
All severities	410	932	1,367	306	797	1,124
Light controlled junction (with ped'n phase)						
Killed	1	22	23	1	8	9
Seriously injured	36	224	265	42	143	191
Slightly injured	197	661	882	141	474	633
All severities	234	907	1,170	184	625	833
Crossing with human control⁴						
Killed	0	1	1	0	1	1
Seriously injured	6	20	27	7	13	20
Slightly injured	39	56	96	34	48	82
All severities	45	77	124	41	62	103
All crossings^{5,6}						
Killed	3	58	61	4	34	38
Seriously injured	174	617	809	147	445	604
Slightly injured	695	1,866	2,619	511	1,284	1,838
All severities	872	2,541	3,489	662	1,763	2,480

1 Children - aged between 0-15 years.

2 Includes cases where age was not reported.

3 Includes puffin, toucan or similar non-junction pedestrian light crossing.

4 Includes school crossing patrols and other authorised persons.

5 Includes footbridges, subways and uncontrolled central refuges.

6 Excludes cases where road crossing type was undefined.

34 Reported casualties: by age, road user type and severity: 2008

Age of casualty	Number of casualties														
	Pedestrians			Pedal cyclists			Motorcycle users			Car users			All road users ¹		
	Killed	KSI ²	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All
0 ³	0	2	18	0	0	2	0	0	0	4	13	153	4	17	199
1	4	16	91	0	0	2	0	0	0	3	28	369	7	46	509
2	2	44	209	0	0	5	0	0	0	5	26	378	7	70	666
3	2	81	356	0	2	15	1	1	1	1	20	400	4	106	851
4	3	73	360	0	3	21	0	0	0	1	30	432	4	108	871
5	2	91	399	0	6	55	0	0	0	1	22	449	3	122	946
6	4	84	404	0	11	84	0	1	4	0	23	463	4	122	990
7	1	110	483	0	12	120	0	1	5	3	25	533	4	149	1,177
8	3	112	487	0	18	158	0	1	2	3	18	567	6	150	1,262
9	2	100	529	3	21	216	0	0	3	4	31	638	9	155	1,437
10	4	115	626	1	31	272	0	0	8	6	36	711	11	184	1,707
11	7	191	965	2	62	396	1	4	10	0	17	662	10	280	2,114
12	6	220	1,074	3	65	507	0	4	14	2	31	652	11	327	2,346
13	5	181	918	0	57	489	1	7	24	4	39	613	10	291	2,131
14	7	192	870	2	59	484	0	15	45	2	36	734	11	310	2,236
15	5	172	859	1	70	480	3	27	80	10	95	1,015	19	370	2,554
0-15	57	1,784	8,648	12	417	3,306	6	61	196	49	490	8,769	124	2,807	21,996
16	11	157	757	4	49	394	8	281	1,756	16	194	1,750	39	690	4,786
17	8	141	696	4	51	360	20	345	1,607	58	519	4,990	92	1,071	7,829
18	10	151	660	1	58	291	8	252	989	68	662	6,960	91	1,140	9,111
19	8	128	606	1	40	256	9	194	773	76	601	6,093	95	987	7,923
16-19	37	577	2,719	10	198	1,301	45	1,072	5,125	218	1,976	19,793	317	3,888	29,649
20	10	141	636	1	43	308	13	172	645	42	494	5,532	67	871	7,418
21	7	131	529	2	27	249	11	152	587	44	424	4,712	65	757	6,313
22	9	102	485	1	40	268	11	133	546	39	370	4,442	61	663	5,992
23	8	96	460	4	46	310	18	144	505	49	371	4,209	81	683	5,785
24	3	86	406	1	37	286	12	152	491	30	282	3,688	49	577	5,140
20-24	37	556	2,516	9	193	1,421	65	753	2,774	204	1,941	22,583	323	3,551	30,648
25-29	29	412	1,972	7	237	1,690	53	617	2,416	122	1,262	16,843	222	2,643	24,213
30-34	33	347	1,566	11	248	1,717	41	564	2,019	102	851	12,881	197	2,118	19,485
35-39	34	306	1,464	10	236	1,578	69	671	2,205	70	814	12,782	192	2,136	19,465
40-44	27	291	1,468	10	251	1,470	79	723	2,266	62	763	12,605	188	2,162	19,332
45-49	25	283	1,195	4	207	1,077	62	634	1,761	61	701	10,185	161	1,939	15,508
50-54	28	263	1,068	10	153	757	30	384	1,047	63	575	7,753	137	1,454	11,658
55-59	22	240	864	10	160	598	21	237	671	40	486	6,184	98	1,184	9,140
60-64	30	221	838	6	84	404	7	122	377	45	497	5,116	96	1,015	7,539
65-69	26	210	705	2	50	200	5	57	166	38	340	3,184	77	717	4,782
70-74	26	238	717	5	38	157	6	38	95	50	344	2,745	88	702	4,202
75-79	50	266	740	4	25	96	3	20	39	51	324	2,135	115	709	3,441
80-84	47	249	625	4	17	59	0	6	18	51	269	1,594	102	584	2,655
85+	64	265	556	1	4	21	1	1	3	30	179	958	100	509	1,865
All ages ⁴	572	6,642	28,482	115	2,565	16,297	493	6,049	21,550	1,257	11,968	149,188	2,538	28,572	230,905

1 Includes other road users, and cases where road user type was not reported.

2 Killed or seriously injured.

3 In some cases age 0 may have been coded where the age of the casualty was not reported.

4 Includes cases where age was not reported.

35 Reported casualties in cars¹: by severity, age, seating position, built-up and non built-up roads: 2008

	Number of casualties								
	Age of casualty								
	0-15 ²			16 and over			All ages ³		
	Killed	KSI ⁴	All	Killed	KSI	All	Killed	KSI	All
Built-up roads⁵									
Front seat occupant	5	61	1,805	276	4,176	77,294	282	4,332	81,118
Rear seat occupant	2	122	3,643	39	541	6,591	41	678	10,785
All occupants ⁶	7	186	5,520	316	4,726	84,035	324	5,022	92,132
Non built-up roads⁵									
Front seat occupant	7	68	796	741	5,425	40,852	748	5,522	41,943
Rear seat occupant	25	194	1,873	54	496	3,163	79	700	5,110
All occupants ⁶	32	262	2,679	797	5,935	44,099	829	6,237	47,151
Motorways									
Front seat occupant	1	5	105	82	586	8,360	83	596	8,562
Rear seat occupant	9	37	463	12	71	801	21	109	1,294
All occupants ⁶	10	42	570	94	661	9,207	104	709	9,905
All speed limits⁷									
Front seat occupant	13	134	2,706	1,099	10,187	126,506	1,113	10,450	131,623
Rear seat occupant	36	353	5,979	105	1,108	10,555	141	1,487	17,189
All occupants ⁶	49	490	8,769	1,207	11,322	137,341	1,257	11,968	149,188

1 Includes taxis and minibuses.

2 In some cases age 0 may have been coded where the age of the casualty was not reported.

3 Includes cases where age was not reported.

4 Killed or seriously injured.

5 Motorways excluded.

6 Includes cases where seating position was not reported.

7 Includes cases where speed limit was not reported.

**36 Reported school pupil casualties on journeys to and from school:
by road user type, severity, gender and age: 2008**

		Number of casualties									
		Pedestrian		Pedal cycle		Car occupants		Bus or tram occupants		All road users ¹	
		KSI ²	All	KSI	All	KSI	All	KSI	All	KSI	All
Boys											
3 and under		2	11	0	0	0	10	0	1	2	22
4		3	25	0	2	0	11	0	1	3	39
5		5	37	0	3	0	23	0	0	5	63
6		5	39	0	4	1	26	0	0	6	69
7		11	39	0	3	2	22	0	5	13	69
8		9	57	0	8	2	27	0	2	11	94
9		12	72	0	9	3	29	0	8	15	118
10		15	86	3	28	0	31	0	1	18	146
11		47	233	6	61	1	28	1	7	55	329
12		57	258	12	89	2	24	2	29	73	400
13		28	170	8	79	1	20	0	17	37	287
14		26	152	7	55	1	20	1	19	36	247
15		12	88	7	52	1	37	0	11	20	192
16		10	45	8	40	1	20	1	9	26	180
All boys		242	1,312	51	433	15	328	5	110	320	2,255
Girls											
3 and under		0	9	0	0	1	2	0	1	1	12
4		5	22	0	1	0	12	0	1	5	36
5		2	16	0	1	0	15	0	2	2	34
6		1	19	0	1	0	19	0	1	1	40
7		8	31	0	1	1	26	0	3	9	61
8		5	27	0	2	0	35	0	3	5	68
9		4	35	0	4	0	26	0	3	4	69
10		10	55	0	5	2	31	0	3	12	94
11		21	164	2	13	0	30	2	21	25	228
12		39	198	0	17	0	33	1	27	40	275
13		27	156	1	12	0	23	1	26	29	218
14		20	135	0	4	0	35	1	19	21	197
15		18	129	0	2	1	25	0	13	19	169
16		9	71	0	2	2	39	0	9	11	132
All girls		169	1,067	3	65	7	351	5	132	184	1,633
All pupils											
3 and under		2	20	0	0	1	12	0	2	3	34
4		8	47	0	3	0	23	0	2	8	75
5		7	53	0	4	0	38	0	2	7	97
6		6	58	0	5	1	45	0	1	7	109
7		19	70	0	4	3	48	0	8	22	130
8		14	84	0	10	2	62	0	5	16	162
9		16	107	0	13	3	55	0	11	19	187
10		25	141	3	33	2	62	0	4	30	240
11		68	397	8	74	1	58	3	28	80	557
12		96	456	12	106	2	57	3	56	113	675
13		55	326	9	91	1	43	1	43	66	505
14		46	287	7	59	1	55	2	38	57	444
15		30	217	7	54	2	62	0	24	39	361
16		19	116	8	42	3	59	1	18	37	312
All children		411	2,379	54	498	22	679	10	242	504	3,888

1 Includes other road users and cases where gender or road user type was not reported.

2 Killed or seriously injured.

37 Reported breath tests and breath test failures: all drivers and riders involved, by day of week and time of day: 2008

(a) All motor vehicles involved in accidents								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	417	409	370	384	507	1,001	1,008	4,096
01:00	233	261	269	238	288	805	877	2,971
02:00	185	178	155	191	221	634	724	2,288
03:00	144	158	107	142	215	477	684	1,927
04:00	126	166	125	141	172	332	402	1,464
05:00	300	365	246	280	291	314	355	2,151
06:00	838	962	875	882	810	458	364	5,189
07:00	2,331	2,567	2,469	2,090	2,077	698	531	12,763
08:00	4,012	4,665	4,522	4,059	3,698	1,151	636	22,743
09:00	2,413	2,672	2,634	2,291	2,218	1,517	1,025	14,770
10:00	1,899	2,133	1,933	1,875	2,053	2,114	1,434	13,441
11:00	2,152	2,088	2,286	2,071	2,310	2,582	1,869	15,358
12:00	2,354	2,427	2,530	2,330	2,776	3,008	2,292	17,717
13:00	2,416	2,460	2,514	2,385	2,894	2,909	2,575	18,153
14:00	2,548	2,555	2,554	2,498	3,140	2,820	2,455	18,570
15:00	3,160	3,400	3,429	3,282	4,018	2,724	2,394	22,407
16:00	3,639	3,762	3,605	3,610	4,180	2,518	2,412	23,726
17:00	4,147	4,478	4,400	4,269	4,192	2,778	2,075	26,339
18:00	2,864	3,094	3,163	3,230	3,332	2,503	2,072	20,258
19:00	1,974	2,159	2,253	2,209	2,553	2,130	1,748	15,026
20:00	1,417	1,495	1,599	1,627	1,773	1,809	1,335	11,055
21:00	1,151	1,194	1,254	1,291	1,450	1,298	1,072	8,710
22:00	910	977	942	1,031	1,389	1,316	868	7,433
23:00	615	676	719	729	1,291	1,199	635	5,864
All hours ¹	42,247	45,305	44,956	43,137	47,854	39,099	31,844	294,442

(b) Required to take breath test								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	242	244	228	226	305	551	540	2,336
01:00	129	136	162	135	168	455	483	1,668
02:00	95	109	88	97	136	364	367	1,256
03:00	69	93	65	81	123	279	360	1,070
04:00	75	99	80	84	95	192	214	839
05:00	168	196	150	167	151	172	193	1,197
06:00	484	516	494	498	435	253	235	2,915
07:00	1,360	1,480	1,435	1,182	1,207	403	347	7,414
08:00	2,219	2,582	2,476	2,160	1,911	687	361	12,396
09:00	1,316	1,385	1,392	1,200	1,187	885	661	8,026
10:00	987	1,133	1,048	1,012	1,130	1,200	900	7,410
11:00	1,114	1,140	1,241	1,139	1,212	1,518	1,128	8,492
12:00	1,353	1,339	1,358	1,205	1,494	1,676	1,341	9,766
13:00	1,301	1,289	1,337	1,244	1,571	1,592	1,473	9,807
14:00	1,371	1,389	1,406	1,321	1,684	1,561	1,367	10,099
15:00	1,702	1,748	1,774	1,701	2,193	1,503	1,360	11,981
16:00	2,031	1,984	2,024	1,948	2,307	1,351	1,435	13,080
17:00	2,252	2,419	2,484	2,463	2,339	1,545	1,208	14,710
18:00	1,528	1,692	1,679	1,739	1,855	1,392	1,208	11,093
19:00	1,060	1,246	1,211	1,247	1,444	1,188	1,004	8,400
20:00	816	824	847	957	1,033	1,011	732	6,220
21:00	694	680	714	753	837	763	623	5,064
22:00	578	588	576	624	795	750	442	4,353
23:00	364	377	411	412	775	668	358	3,365
All hours ¹	23,309	24,690	24,682	23,596	26,392	21,959	18,341	162,969

¹ Includes cases where hour of day was not reported.

**37 (continued) Reported breath tests and breath test failures: all drivers and riders involved,
by day of week and time of day: 2008**

(c) Failed breath test or refused to provide a specimen of breath								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	62	35	42	37	50	120	118	464
01:00	28	20	32	29	36	122	136	403
02:00	21	15	25	23	41	113	97	335
03:00	27	21	17	19	27	94	108	313
04:00	14	16	2	11	13	62	73	191
05:00	9	7	5	5	8	34	58	126
06:00	15	7	5	10	13	35	37	122
07:00	9	9	13	16	16	33	34	130
08:00	13	15	17	18	12	31	20	126
09:00	9	17	8	6	5	28	16	89
10:00	13	7	7	7	13	30	19	96
11:00	10	11	8	12	7	27	20	95
12:00	13	11	5	12	7	27	25	100
13:00	11	7	8	10	12	16	22	86
14:00	9	13	13	18	20	31	32	136
15:00	16	26	15	19	23	23	38	160
16:00	30	28	27	29	35	32	41	222
17:00	42	28	25	35	50	54	38	272
18:00	24	35	21	41	51	58	53	283
19:00	23	37	39	35	63	69	63	329
20:00	34	37	42	33	58	66	47	317
21:00	43	22	32	45	59	61	65	327
22:00	33	22	36	43	78	84	53	349
23:00	42	44	42	47	117	107	50	449
All hours ¹	550	490	486	560	814	1,357	1,263	5,520

¹ Includes cases where hour of day was not reported.

38a Drivers in reported accidents: by gender, number injured, road user type and age: 2008

	Number of drivers or riders/percentage								
	Male			Female			All drivers or riders ¹		
	Involved	of which casualties		Involved	of which casualties		Involved	of which casualties	
		Number	Percentage		Number	Percentage		Number	Percentage
Car drivers									
Under 17	170	114	67	25	12	48	195	126	65
17-19	12,100	6,172	51	6,592	4,304	65	18,722	10,478	56
20-24	17,769	8,348	47	11,306	7,144	63	29,197	15,496	53
25-29	15,441	6,671	43	9,864	5,960	60	25,475	12,639	50
30-34	13,471	5,413	40	8,453	4,701	56	22,146	10,117	46
35-39	13,521	5,545	41	9,005	4,894	54	22,699	10,449	46
40-49	24,370	9,641	40	16,323	8,913	55	40,975	18,565	45
50-59	15,329	5,858	38	9,021	4,981	55	24,434	10,842	44
60-69	9,904	3,629	37	4,441	2,335	53	14,377	5,965	41
70 and over	7,536	3,174	42	2,987	1,684	56	10,533	4,860	46
Age not reported	11,412	941	8	3,946	466	12	28,170	1,415	5
All ages	141,023	55,506	39	81,963	45,394	55	236,923	100,952	43
Motorcycle riders									
50cc and under									
Under 16	41	37	90	6	6	100	47	43	91
16	1,468	1,360	93	145	135	93	1,615	1,496	93
17	680	643	95	75	75	100	756	718	95
18	197	186	94	34	33	97	233	219	94
19	94	90	96	22	22	100	117	112	96
20-24	267	250	94	66	64	97	336	314	93
25-29	179	169	94	65	63	97	244	232	95
30-39	249	231	93	73	69	95	323	300	93
40-49	154	148	96	58	55	95	213	203	95
50-59	64	59	92	31	30	97	95	89	94
60 and over	61	57	93	20	20	100	81	77	95
Age not reported	82	43	52	9	5	56	187	48	26
All ages	3,536	3,273	93	604	577	96	4,247	3,851	91
Motorcycle riders over 50cc									
Under 16	48	44	92	0	0	..	48	44	92
16	205	194	95	10	10	100	215	204	95
17	839	801	95	32	29	91	873	831	95
18	730	683	94	38	37	97	770	721	94
19	615	586	95	39	38	97	654	624	95
20-24	2,241	2,115	94	203	194	96	2,446	2,310	94
25-29	2,028	1,901	94	184	178	97	2,214	2,079	94
30-39	3,733	3,465	93	324	305	94	4,063	3,770	93
40-49	3,650	3,403	93	267	255	96	3,922	3,661	93
50-59	1,558	1,449	93	96	89	93	1,654	1,538	93
60 and over	620	572	92	24	18	75	644	590	92
Age not reported	458	288	63	27	14	52	677	305	45
All ages	16,725	15,501	93	1,244	1,167	94	18,180	16,677	92
Other motor vehicle drivers ²	30,522	6,519	21	1,579	540	34	35,092	7,068	20
All motor vehicle drivers or riders									
Under 17	1,963	1,772	90	190	167	88	2,157	1,940	90
17-19	15,701	9,327	59	6,857	4,551	66	22,600	13,882	61
20-24	22,368	11,324	51	11,684	7,450	64	34,189	18,779	55
25-29	20,486	9,454	46	10,280	6,255	61	30,974	15,717	51
30-34	18,562	7,926	43	8,824	4,924	56	27,662	12,853	46
35-39	19,490	8,390	43	9,456	5,182	55	29,155	13,585	47
40-49	35,934	14,916	42	17,082	9,354	55	53,378	24,287	46
50-59	22,305	8,415	38	9,377	5,184	55	31,788	13,603	43
60-69	12,629	4,519	36	4,533	2,395	53	17,198	6,915	40
70 and over	7,956	3,432	43	3,040	1,726	57	11,010	5,161	47
Age not reported	14,412	1,324	9	4,067	490	12	34,331	1,826	5
All ages	191,806	80,799	42	85,390	47,678	56	294,442	128,548	44

1 Includes cases where gender was not reported.

2 Includes drivers of buses, coaches and goods vehicles.

38b Drivers in reported accidents: by gender, number injured, road user type and age: 1994-98 average

	Number of drivers or riders/percentage								
	Male			Female			All drivers or riders ¹		
	Involved	of which casualties		Involved	of which casualties		Involved	of which casualties	
		Number	Percentage		Number	Percentage		Number	Percentage
Car drivers									
Under 17	439	226	51	38	21	55	486	247	51
17-19	17,525	7,835	45	7,334	4,576	62	24,941	12,411	50
20-24	29,065	11,795	41	15,743	9,564	61	45,066	21,361	47
25-29	29,227	10,820	37	16,556	9,378	57	46,072	20,199	44
30-34	26,896	9,067	34	15,407	8,067	52	42,655	17,135	40
35-39	20,693	6,860	33	12,152	6,226	51	33,078	13,087	40
40-49	32,735	10,114	31	18,037	9,095	50	51,021	19,210	38
50-59	21,664	6,694	31	9,686	5,099	53	31,429	11,795	38
60-69	12,499	4,069	33	4,018	2,118	53	16,545	6,187	37
70 and over	8,594	3,468	40	2,793	1,606	57	11,405	5,073	44
Age not reported	10,056	715	7	3,342	495	15	27,070	1,230	5
All ages	209,393	71,662	34	105,106	56,245	54	329,768	127,935	39
Motorcycle riders									
50cc and under									
Under 16	50	43	86	3	2	85	53	45	85
16	540	500	93	67	65	97	607	565	93
17	223	203	91	39	38	98	262	241	92
18	91	82	90	25	24	94	116	106	91
19	57	50	89	16	15	95	73	65	90
20-24	180	163	90	74	70	96	255	233	92
25-29	130	115	88	64	62	96	195	176	90
30-39	190	169	89	91	87	95	282	256	91
40-49	125	114	91	97	94	97	222	208	94
50-59	118	110	93	99	97	99	217	207	96
60 and over	143	137	96	75	73	97	218	210	96
Age not reported	43	26	61	9	7	78	72	34	47
All ages	1,890	1,713	91	658	633	96	2,572	2,346	91
Motorcycle riders over 50cc									
Under 16	138	117	85	4	4	86	144	121	84
16	385	358	93	23	23	99	409	381	93
17	912	853	94	41	37	91	954	890	93
18	708	659	93	43	41	96	752	700	93
19	563	523	93	50	48	96	613	571	93
20-24	3,256	2,966	91	295	275	93	3,556	3,241	91
25-29	4,244	3,843	91	326	303	93	4,574	4,146	91
30-39	6,076	5,528	91	347	311	90	6,432	5,840	91
40-49	2,414	2,191	91	133	119	89	2,550	2,311	91
50-59	982	892	91	71	64	90	1,053	956	91
60 and over	404	369	91	33	28	86	437	397	91
Age not reported	480	329	69	26	18	68	727	349	48
All ages	20,561	18,628	91	1,393	1,271	91	22,202	19,903	90
Other motor vehicle drivers ²	43,297	9,008	21	1,800	654	36	48,250	9,664	20
All motor vehicle drivers or riders:									
Under 17	1,583	1,255	79	138	116	84	1,734	1,372	79
17-19	20,888	10,494	50	7,598	4,804	63	28,575	15,298	54
20-24	36,248	15,988	44	16,354	10,016	61	52,884	26,006	49
25-29	39,846	16,310	41	17,278	9,874	57	57,454	26,186	46
30-34	37,523	14,052	37	15,992	8,429	53	53,919	22,482	42
35-39	28,577	10,245	36	12,550	6,458	51	41,404	16,704	40
40-49	44,889	14,193	32	18,601	9,412	51	63,806	23,606	37
50-59	29,455	8,858	30	10,020	5,318	53	39,579	14,177	36
60-69	14,600	4,787	33	4,127	2,204	53	18,757	6,990	37
70 and over	8,913	3,668	41	2,836	1,643	58	11,769	5,311	45
Age not reported	12,617	1,162	9	3,463	528	15	32,910	1,715	5
All ages	275,140	101,011	37	108,956	58,802	54	402,791	159,847	40

1 Includes cases where gender was not reported.

2 Includes drivers of buses, coaches and goods vehicles.

39 Reported breath tests and breath test failures: by road user type and age: GB 2008

	Number of drivers or riders/percentage					
	Involved in accident	Tested	Tested as percentage of involved	Failed ¹	Failed as a percentage of	
					Involved	Tested
Car drivers						
Under 17	195	102	52	23	11.8	22.5
17-19	18,722	13,093	70	546	2.9	4.2
20-24	29,197	19,050	65	1,096	3.8	5.8
25-29	25,475	15,993	63	840	3.3	5.3
30-34	22,146	13,046	59	502	2.3	3.8
35-39	22,699	13,798	61	525	2.3	3.8
40-49	40,975	24,942	61	736	1.8	3.0
50-59	24,434	15,403	63	339	1.4	2.2
60-69	14,377	9,188	64	148	1.0	1.6
70 and over	10,533	6,555	62	54	0.5	0.8
Age not reported	28,170	1,538	5	90	0.3	5.9
All ages	236,923	132,708	56	4,899	2.1	3.7
Motorcycle riders						
Under 17	1,925	1,058	55	23	1.2	2.2
17-19	3,403	1,887	55	59	1.7	3.1
20-24	2,782	1,540	55	67	2.4	4.4
25-29	2,458	1,266	52	48	2.0	3.8
30-34	2,104	1,032	49	32	1.5	3.1
35-39	2,282	1,200	53	26	1.1	2.2
40-49	4,135	2,144	52	43	1.0	2.0
50-59	1,749	942	54	8	0.5	0.8
60-69	564	330	59	2	0.4	0.6
70 and over	161	83	52	0	0.0	0.0
Age not reported	864	87	10	6	0.7	6.9
All ages	22,427	11,569	52	314	1.4	2.7
Bus/coach drivers	8,375	3,218	38	13	0.2	0.4
Light goods vehicle drivers	13,621	7,594	56	208	1.5	2.7
Heavy goods vehicle drivers	9,040	6,136	68	39	0.4	0.6
Other drivers/riders	4,056	1,744	43	47	1.2	2.7
All motor vehicle drivers and riders						
Under 17	2,157	1,174	54	47	2.2	4.0
17-19	22,600	15,292	68	622	2.8	4.1
20-24	34,189	22,035	64	1,210	3.5	5.5
25-29	30,974	19,198	62	940	3.0	4.9
30-34	27,662	16,142	58	579	2.1	3.6
35-39	29,155	17,595	60	580	2.0	3.3
40-49	53,378	32,158	60	849	1.6	2.6
50-59	31,788	19,803	62	374	1.2	1.9
60-69	17,198	10,931	64	161	0.9	1.5
70 and over	11,010	6,787	62	54	0.5	0.8
Age not reported	34,331	1,854	5	104	0.3	5.6
All ages	294,442	162,969	55	5,520	1.9	3.4

1 Failed breath test or refused to provide a specimen of breath.

40 Vehicles involved in reported accidents: by accident severity and vehicle type: 2008

	Number of vehicles			
	Number of vehicles involved in			
	Fatal accidents	Serious accidents	Slight accidents	All accidents
Pedal cycles	127	2,600	14,070	16,797
Motorcycles ¹				
Motorcycles 50cc and under	22	698	3,527	4,247
Motorcycles 51cc - 125cc	75	1,399	4,840	6,314
Motorcycles 126cc - 500cc	62	818	2,087	2,967
Motorcycles over 500cc	380	2,935	5,584	8,899
All motorcycles ²	539	5,850	16,038	22,427
Taxis/Private hire cars	50	641	4,453	5,144
Cars ³	2,661	24,907	203,284	230,852
Minibuses	13	131	783	927
All cars ⁴	2,724	25,679	208,520	236,923
Buses or coaches	98	992	7,285	8,375
Light goods vehicles	202	1,620	11,799	13,621
Heavy goods vehicles				
Rigid	217	754	4,697	5,668
Articulated	162	504	2,701	3,367
Total ⁵	379	1,260	7,401	9,040
Agricultural vehicles	22	135	487	644
Other motor vehicles	75	436	2,901	3,412
Other non-motor vehicles	3	57	220	280
All vehicles ⁶	4,171	38,636	268,797	311,604

1 Includes motorcycle combinations and scooters.

2 Includes cases where engine size was not reported.

3 Includes three wheelers.

4 Includes cars, taxis, minibuses.

5 Includes cases where HGV type was not reported.

6 Includes cases where vehicle type was not reported.

41a Vehicles involved in reported accidents: by vehicle type, built-up and non built-up roads, road class and accident severity: 2008

	Number of vehicles							
	Pedal cycles	Motorcycles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles ¹	All vehicles ²
Built-up roads³								
A roads								
Fatal	39	114	457	38	26	72	729	769
Fatal or serious	918	1,772	7,232	486	443	331	10,421	11,357
All severities	6,128	8,087	73,142	3,776	4,102	2,234	92,466	98,656
B roads								
Fatal	4	33	160	11	14	8	229	233
Fatal or serious	285	572	2,371	117	152	49	3,313	3,603
All severities	1,819	2,209	22,013	909	1,134	347	26,976	28,817
Other roads								
Fatal	22	86	399	27	37	21	597	619
Fatal or serious	1,114	1,665	7,697	390	491	188	10,614	11,757
All severities	7,579	6,727	73,256	3,127	3,604	1,052	89,003	96,760
All built-up roads⁴								
Fatal	65	233	1,016	76	77	101	1,555	1,621
Fatal or serious	2,317	4,009	17,300	993	1,086	568	24,348	26,717
All severities	15,526	17,023	168,411	7,812	8,840	3,633	208,445	224,233
Non built-up roads³								
A roads								
Fatal	39	199	1,052	15	76	181	1,544	1,585
Fatal or serious	210	1,390	6,238	53	420	617	8,858	9,073
All severities	660	3,221	36,448	307	2,509	2,739	45,891	46,577
B roads								
Fatal	8	51	236	2	18	18	332	340
Fatal or serious	63	404	1,657	18	96	78	2,297	2,362
All severities	183	789	7,932	75	495	325	9,824	10,025
Other roads								
Fatal	15	40	203	3	12	12	283	300
Fatal or serious	137	445	1,923	18	100	68	2,622	2,769
All severities	428	1,048	11,716	114	685	414	14,288	14,768
All non built-up roads⁴								
Fatal	62	290	1,491	20	106	211	2,159	2,225
Fatal or serious	410	2,239	9,818	89	616	763	13,777	14,204
All severities	1,271	5,058	56,096	496	3,689	3,478	70,003	71,370
All speed limits⁵								
Motorways								
Fatal	0	16	217	2	19	67	325	325
Fatal or serious	0	141	1,285	8	120	308	1,886	1,886
All severities	0	346	12,416	67	1,092	1,929	15,994	16,001
A roads								
Fatal	78	313	1,509	53	102	253	2,273	2,354
Fatal or serious	1,128	3,162	13,470	539	863	948	19,279	20,430
All severities	6,788	11,308	109,590	4,083	6,611	4,973	138,357	145,233
B roads								
Fatal	12	84	396	13	32	26	561	573
Fatal or serious	348	976	4,028	135	248	127	5,610	5,965
All severities	2,002	2,998	29,945	984	1,629	672	36,800	38,842
Other roads								
Fatal	37	126	602	30	49	33	880	919
Fatal or serious	1,251	2,110	9,620	408	591	256	13,236	14,526
All severities	8,007	7,775	84,972	3,241	4,289	1,466	103,291	111,528
Total⁴								
Fatal	127	539	2,724	98	202	379	4,039	4,171
Fatal or serious	2,727	6,389	28,403	1,090	1,822	1,639	40,011	42,807
All severities	16,797	22,427	236,923	8,375	13,621	9,040	294,442	311,604

1 Includes other motor vehicles.

2 Includes other non-motor vehicles and cases where vehicle type was not reported.

3 Excludes motorways.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

41b Vehicles involved in reported accidents: by vehicle type, built-up and non built-up roads, road class and accident severity: 1994-98 average

	Number of vehicles							
	Pedal cycles	Motorcycles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles ¹	All vehicles ²
Built-up roads³								
A roads								
Fatal	50	104	669	48	57	96	985	1,036
Fatal or serious	1,168	2,007	12,655	685	840	610	16,919	18,097
All severities	8,269	9,518	104,173	5,201	6,088	3,424	129,186	137,530
B roads								
Fatal	12	27	202	11	13	18	275	287
Fatal or serious	395	572	3,882	159	236	131	5,019	5,423
All severities	2,612	2,268	29,721	1,142	1,627	660	35,653	38,302
Other roads								
Fatal	46	81	481	38	42	40	692	740
Fatal or serious	1,655	1,625	12,784	510	766	326	16,147	17,832
All severities	11,736	6,668	99,634	4,020	5,222	1,746	118,126	130,010
All built-up roads⁴								
Fatal	108	213	1,352	97	113	153	1,952	2,063
Fatal or serious	3,218	4,205	29,320	1,354	1,842	1,067	38,086	41,353
All severities	22,618	18,454	233,528	10,363	12,937	5,831	282,965	305,842
Non built-up roads³								
A roads								
Fatal	62	205	1,630	23	129	299	2,316	2,380
Fatal or serious	391	1,561	11,297	126	841	1,350	15,376	15,783
All severities	1,241	3,707	53,856	501	3,603	4,638	67,030	68,334
B roads								
Fatal	11	50	308	7	20	26	420	432
Fatal or serious	105	449	2,762	34	188	176	3,669	3,781
All severities	351	974	11,549	133	734	592	14,198	14,579
Other roads								
Fatal	17	54	284	4	18	23	393	413
Fatal or serious	222	527	3,254	43	236	190	4,345	4,594
All severities	704	1,259	16,900	229	1,110	809	20,690	21,499
All non built-up roads⁴								
Fatal	90	308	2,223	35	167	348	3,129	3,225
Fatal or serious	718	2,537	17,313	203	1,266	1,717	23,390	24,157
All severities	2,296	5,940	82,305	864	5,448	6,039	101,918	104,412
All speed limits⁵								
Motorways								
Fatal	1	10	239	3	30	100	385	385
Fatal or serious	2	108	1,799	20	177	474	2,597	2,602
All severities	14	380	13,928	94	1,116	2,297	17,899	17,923
A roads								
Fatal	113	309	2,299	71	186	395	3,302	3,416
Fatal or serious	1,559	3,568	23,952	811	1,681	1,960	32,296	33,880
All severities	9,510	13,225	158,032	5,703	9,691	8,063	196,218	205,867
B roads								
Fatal	23	77	511	18	34	44	695	719
Fatal or serious	500	1,021	6,644	193	424	307	8,689	9,205
All severities	2,964	3,242	41,270	1,275	2,362	1,252	49,852	52,881
Other roads								
Fatal	63	135	765	42	60	63	1,085	1,154
Fatal or serious	1,876	2,153	16,038	553	1,003	516	20,493	22,427
All severities	12,440	7,927	116,539	4,250	6,333	2,555	138,822	151,516
Total⁴								
Fatal	199	531	3,814	135	309	601	5,467	5,675
Fatal or serious	3,938	6,849	48,434	1,577	3,285	3,257	64,075	68,114
All severities	24,927	24,774	329,768	11,321	19,502	14,167	402,791	428,186

1 Includes other motor vehicles.

2 Includes other non-motor vehicles and cases where vehicle type was not reported.

3 Excludes motorways.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

42 Vehicle involvement rates for reported accidents: by vehicle type, urban and rural roads, road class, accident severity and traffic: 2008

Rate per 100 million vehicle kilometres

	Pedal cycles	Motor-cycles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles ¹	All vehicles ²
Urban roads^{3,7}								
A roads								
Fatal	4.9	10	0.6	3.3	0.3	2.4	0.8	0.8
Fatal or serious	129	167	9.6	41	4.2	11	11	12
All severities	867	786	99	318	37	70	103	109
Other roads⁴								
Fatal	0.6	5.5	0.4	1.6	0.3	1.3	0.5	0.5
Fatal or serious	40	104	8.8	22	3.4	11	10	11
All severities	280	441	86	183	26	64	86	91
All urban roads⁵								
Fatal	1.4	7.2	0.5	2.2	0.3	2.0	0.6	0.7
Fatal or serious	56	127	9.2	29	3.7	11	11	11
All severities	387	564	91	232	30	67	93	98
Rural roads^{3,7}								
A roads								
Fatal	29	18	1.0	1.6	0.4	1.8	1.1	1.2
Fatal or serious	171	133	6.4	7.8	2.4	6.4	7.1	7.3
All severities	667	328	40	51	16	30	39	40
Other roads⁴								
Fatal	3.3	14	1.0	1.6	0.3	1.9	1.1	1.2
Fatal or serious	43	153	9.6	15	2.7	10	10	11
All severities	179	385	61	82	16	55	59	61
All rural roads⁵								
Fatal	6.9	16	1.0	1.6	0.4	1.8	1.1	1.2
Fatal or serious	61	141	7.5	11	2.5	7.1	8.2	8.5
All severities	249	352	47	64	16	34	46	47
All speed limits⁶								
Motorways								
Fatal	..	3.6	0.3	0.4	0.2	0.6	0.3	0.3
Fatal or serious	..	31	1.7	1.8	1.0	2.5	1.9	1.9
All severities	..	77	17	15	8.9	16	16	16
A roads								
Fatal	9.5	15	0.9	2.6	0.4	1.9	1.0	1.1
Fatal or serious	137	148	7.6	26	3.0	7.3	8.7	9.1
All severities	827	528	62	199	23	38	62	65
Other roads⁴								
Fatal	1.2	8.2	0.7	1.6	0.3	1.6	0.8	0.8
Fatal or serious	41	121	9.1	20	3.1	11	10	11
All severities	255	422	77	158	22	59	75	79
Total⁵								
Fatal	2.7	10	0.7	1.9	0.3	1.3	0.8	0.8
Fatal or serious	57	124	7.1	21	2.7	5.7	7.9	8.3
All severities	354	436	59	162	20	31	58	61
Estimated vehicle kilometres (100 million)								
Urban roads ^{3,7}	36	26	1,587	31	248	45	1,938	1,974
Rural roads ^{3,7}	11	21	1,682	16	310	122	2,150	2,161
Motorways	..	4	748	5	123	121	1,001	1,001
Total	47	51	4,017	52	681	287	5,089	5,137

1 Includes other motor vehicles.

2 Includes other non-motor vehicles and cases where vehicle type was not reported.

3 Excludes motorways.

4 B, C and unclassified roads.

5 Includes cases where road class was not reported.

6 Includes cases where speed limit was not reported.

7 See urban and rural definitions.

43 Vehicles involved in reported accidents: by junction type, vehicle type, built-up and non built-up roads: 2008

		Number of vehicles							
		Round- about	T or staggered junction	Crossroads	Multiple junction	Slip road	Other junction	Using private drive or entrance	Not at or within 20 metres of junction
Pedal cycles	Built-up roads	1,846	6,476	1,650	246	57	594	864	3,793
	Non built-up roads	212	212	50	3	28	25	57	684
	Motorways	0	0	0	0	0	0	0	0
	All roads ¹	2,058	6,688	1,700	249	85	619	921	4,477
Motorcycles	Built-up roads	1,604	7,226	1,745	310	79	624	969	4,466
	Non built-up roads	562	912	189	23	89	131	269	2,883
	Motorways	38	1	0	1	41	5	0	260
	All roads ¹	2,204	8,139	1,934	334	209	760	1,238	7,609
Cars	Built-up roads	17,251	61,513	21,234	3,455	1,056	6,435	6,443	51,024
	Non built-up roads	5,150	9,388	2,683	392	1,631	1,458	2,170	33,224
	Motorways	728	65	5	24	1,121	118	8	10,347
	All roads ¹	23,129	70,966	23,922	3,871	3,808	8,011	8,621	94,595
Buses or coaches	Built-up roads	569	2,676	933	197	38	306	105	2,988
	Non built-up roads	55	83	20	1	7	10	16	304
	Motorways	4	1	0	1	7	0	0	54
	All roads ¹	628	2,760	953	199	52	316	121	3,346
Light goods vehicles	Built-up roads	782	3,245	1,076	175	54	261	407	2,840
	Non built-up roads	313	617	176	25	112	98	195	2,153
	Motorways	50	8	1	1	80	5	0	947
	All roads ¹	1,145	3,870	1,253	201	246	364	602	5,940
Heavy goods vehicles									
Articulated	Built-up roads	192	204	71	15	18	30	26	283
	Non built-up roads	182	157	30	1	68	32	48	862
	Motorways	23	5	1	4	101	9	0	1,005
	All roads ¹	397	366	102	20	187	71	74	2,150
Rigid	Built-up roads	358	877	306	68	25	90	116	954
	Non built-up roads	182	300	54	8	82	44	97	1,331
	Motorways	17	2	0	3	79	9	0	671
	All roads ¹	557	1,179	360	79	186	143	213	2,956
All HGVs	Built-up roads	550	1,081	377	83	43	120	142	1,237
	Non built-up roads	364	457	84	9	150	76	145	2,193
	Motorways	40	7	1	7	180	18	0	1,676
	All roads ¹	954	1,545	462	99	373	214	287	5,106
Other vehicles ²	Built-up roads	257	989	305	58	25	170	128	1,056
	Non built-up roads	68	169	47	10	30	51	90	817
	Motorways	17	0	0	3	16	1	0	114
	All roads ¹	342	1,158	352	71	71	222	218	1,987
All vehicles ²	Built-up roads	22,859	83,206	27,320	4,524	1,352	8,510	9,058	67,404
	Non built-up roads	6,724	11,838	3,249	463	2,047	1,849	2,942	42,258
	Motorways	877	82	7	37	1,445	147	8	13,398
	All roads ¹	30,460	95,126	30,576	5,024	4,844	10,506	12,008	123,060

1 Includes cases where road class and/or speed limit was not reported.

2 Includes cases where vehicle type was unknown.

**44 Vehicles involved in reported accidents skidding or overturning, and towing:
by road surface condition, special conditions at site and vehicle type: 2008**

	Number of vehicles					
	Road surface conditions ¹			Special conditions at site ¹		All ²
	Dry	Wet or flood	Snow or ice	Oil or diesel	Mud	
Pedal cycles						
Involved	13,184	3,421	172	4	12	16,797
Skidded	392	180	26	3	3	598
Motorcycles						
Involved	16,329	5,739	334	221	103	22,427
Skidded	3,529	2,045	199	174	76	5,776
Cars						
Involved	154,343	76,298	6,001	774	826	236,923
Skidded	12,731	14,163	2,883	384	448	29,801
Overturned ³	4,433	3,787	767	53	139	8,992
Towing caravan	131	29	1	0	0	161
Other tow	382	165	9	3	5	558
Light goods vehicles						
Involved	9,089	4,211	306	57	49	13,621
Skidded	838	796	135	19	29	1,770
Overturned ³	265	174	35	4	5	474
Towing caravan	7	2	0	0	0	9
Other tow	149	54	1	0	0	204
Heavy goods vehicles						
Rigid⁴						
Involved	3,773	1,754	134	43	27	5,668
Skidded	326	264	42	12	6	632
Jack-knifed	4	5	0	0	0	9
Overturned ³	136	46	13	0	2	195
Articulated						
Involved	2,284	1,014	64	16	8	3,367
Skidded	248	104	12	2	1	365
Jack-knifed	59	38	11	4	0	108
Overturned ³	184	66	4	2	2	254
All HGVs⁵						
Involved	6,058	2,771	199	59	35	9,040
Skidded	574	368	54	14	7	997
Jack-knifed	63	43	11	4	0	117
Overturned ³	320	112	17	2	4	449
Buses or coaches						
Involved	6,557	1,731	73	14	5	8,375
Skidded	139	130	24	2	1	293
Overturned ³	3	1	1	0	0	5
Other motor vehicles						
Involved	2,812	1,152	89	18	31	4,056
Skidded	190	144	35	4	7	369
Overturned ³	112	63	13	3	2	188
Other vehicles⁶						
Involved	274	85	5	0	2	365
Skidded	7	2	1	0	0	10
Overturned ³	21	3	0	0	0	24
All⁶	208,646	95,408	7,179	1,147	1,063	311,604

1 Vehicles can be counted in both "road surface conditions" and "special conditions at site" columns.

2 Includes cases where road surface condition or special condition at site was not reported.

3 Includes vehicles which may have skidded or jack-knifed before overturning.

4 Includes vehicles towing trailers or caravans.

5 Includes cases where body type was not reported.

6 Includes cases where vehicle type was not reported.

45 Vehicles involved in reported accidents: by vehicle type and manoeuvre: 2008

	Number of vehicles					
	Pedal cycles	Motorcycles 50cc and under	Motorcycles 51 - 125cc	Motorcycles 126 - 500cc	Motorcycles over 500cc	All motorcycles ¹
Reversing	9	1	4	3	6	14
Parked	38	20	8	9	25	62
Waiting to go ahead but held up	283	147	218	80	218	663
Slowing or stopping	259	249	295	142	378	1,064
Moving off	453	90	110	54	147	401
U turning	15	10	13	10	15	48
Turning left	395	111	150	61	188	510
Waiting to turn left	32	10	13	11	20	54
Turning right	1,025	247	295	105	280	927
Waiting to turn right	121	53	38	19	52	162
Changing lane to left	66	15	24	19	55	113
Changing lane to right	175	19	30	12	53	114
Overtaking a moving vehicle - offside	125	193	390	223	881	1,687
Overtaking a stationary vehicle - offside	378	191	315	129	387	1,022
Overtaking - nearside	299	60	99	47	141	347
Going ahead on a left-hand bend	271	163	278	180	809	1,430
Going ahead on a right-hand bend	371	172	308	159	626	1,265
Going ahead other	12,476	2,495	3,726	1,703	4,617	12,541
All known manoeuvres	16,791	4,246	6,314	2,966	8,898	22,424
Number of vehicles involved in accidents ²	16,797	4,247	6,314	2,967	8,899	22,427
of which - at a junction	12,320	2,891	4,487	1,948	5,492	14,818

	Number of vehicles					
	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles HGVs involved	of which foreign reg'd LHD ³	All vehicles other than two-wheel ⁴
Reversing	3,337	30	462	167	5	4,118
Parked	9,319	535	756	436	26	11,300
Waiting to go ahead but held up	20,448	495	799	299	7	22,257
Slowing or stopping	17,379	1,230	1,062	575	22	20,530
Moving off	8,451	1,039	507	299	15	10,516
U turning	1,939	4	150	47	6	2,174
Turning left	7,553	265	484	323	11	8,793
Waiting to turn left	1,527	19	53	28	3	1,649
Turning right	24,799	391	1,294	496	54	27,347
Waiting to turn right	4,763	43	188	59	3	5,114
Changing lane to left	1,719	48	184	406	13	2,391
Changing lane to right	1,930	42	181	600	297	2,799
Overtaking a moving vehicle - offside	3,751	72	286	172	14	4,351
Overtaking a stationary vehicle - offside	2,370	98	134	70	2	2,711
Overtaking - nearside	866	34	58	30	1	1,019
Going ahead on a left-hand bend	9,785	140	482	329	11	10,890
Going ahead on a right-hand bend	10,645	218	529	508	25	12,083
Going ahead other	106,251	3,669	6,009	4,191	251	122,218
All known manoeuvres	236,832	8,372	13,618	9,035	766	272,260
Number of vehicles involved in accidents ²	236,919	8,374	13,621	9,040	766	272,371
of which - at a junction	142,328	5,029	7,681	3,934	239	161,406

1 Includes motorcycles where engine size was not reported.

2 Includes cases where vehicle manoeuvre was not reported.

3 Left hand drive.

4 Includes other motor and non motor vehicles and cases where vehicle class was not reported.

46a Reported casualties: by road user type, severity and local authority: 2008

	Population	Number of casualties											
		Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ¹			
		KSI ²	All	KSI	All	KSI	All	KSI	All	Child	All	Slight	All severities
Greater London	7,619,809	1,210	5,131	445	3,202	740	4,228	919	13,512	310	3,531	24,674	28,205
City of London	7,942	22	105	18	111	6	71	2	57	1	51	328	379
Barking and Dagenham	168,853	23	98	4	29	12	57	18	389	5	63	552	615
Barnet	331,522	41	194	6	50	24	114	55	793	12	136	1,086	1,222
Bexley	223,257	20	89	3	35	14	84	30	381	14	73	559	632
Brent	270,572	49	201	3	54	14	92	27	385	13	97	688	785
Bromley	302,644	35	128	10	67	22	107	62	503	16	140	725	865
Camden	235,680	45	196	23	167	27	184	22	243	4	123	730	853
Croydon	341,799	37	168	9	93	26	155	41	625	16	132	997	1,129
Ealing	309,024	52	180	11	87	25	133	17	519	12	113	887	1,000
Enfield	287,581	26	118	3	32	13	68	39	579	8	85	769	854
Greenwich	222,901	32	153	11	56	29	113	44	505	16	126	795	921
Hackney	212,214	60	196	32	188	37	176	26	324	17	162	816	978
Hammersmith and Fulham	172,243	37	135	17	131	30	178	8	204	5	94	581	675
Haringey	226,246	40	183	8	52	12	94	15	332	9	80	663	743
Harrow	216,206	12	80	6	24	10	48	24	310	5	52	418	470
Havering	230,133	20	93	3	29	12	77	42	667	8	84	848	932
Hillingdon	253,167	31	127	5	53	10	67	51	633	9	107	853	960
Hounslow	222,554	33	122	13	91	17	119	37	535	9	102	828	930
Islington	190,882	26	130	20	160	17	122	12	221	7	75	606	681
Kensington and Chelsea	180,317	38	185	20	150	35	252	15	181	2	113	716	829
Kingston upon Thames	160,109	13	80	8	52	15	71	23	219	2	65	388	453
Lambeth	274,514	53	234	26	205	39	248	30	389	12	164	1,023	1,187
Lewisham	261,552	37	149	9	104	31	140	27	414	16	113	767	880
Merton	201,368	18	90	9	62	19	101	16	234	2	64	457	521
Newham	249,503	37	198	10	71	18	90	21	639	17	88	989	1,077
Redbridge	257,610	34	125	2	34	16	64	30	573	8	83	754	837
Richmond upon Thames	180,080	17	63	12	96	14	103	14	161	4	64	403	467
Southwark	278,047	54	235	31	236	38	208	31	387	8	165	1,024	1,189
Sutton	187,643	15	84	6	38	21	95	28	303	7	74	490	564
Tower Hamlets	220,509	55	194	22	137	36	189	27	506	12	146	957	1,103
Waltham Forest	223,155	41	160	13	65	11	72	34	580	17	104	823	927
Wandsworth	283,951	40	176	24	166	27	224	21	270	9	116	775	891
Westminster	236,031	115	458	48	277	61	306	29	414	8	272	1,332	1,604
London Airport (Heathrow)	..	2	4	0	0	2	6	1	37	0	5	47	52
Greater Manchester	2,573,498	346	1,699	92	761	167	604	216	6,152	139	843	9,038	9,881
Bolton	262,781	34	205	5	74	16	73	22	618	17	82	963	1,045
Bury	183,140	12	81	6	50	13	41	15	462	6	48	639	687
Manchester	464,190	97	450	22	239	35	138	34	1,439	28	190	2,238	2,428
Oldham	219,717	28	147	9	40	8	29	20	598	13	67	797	864
Rochdale	206,338	32	141	2	37	19	44	28	543	12	84	717	801
Salford	221,253	31	146	12	64	29	60	19	586	13	92	829	921
Stockport	280,998	36	134	7	64	12	57	20	495	10	77	728	805
Tameside	215,483	24	132	5	37	10	60	15	396	16	54	605	659
Trafford	212,808	21	96	10	97	5	24	17	464	8	54	677	731
Wigan	306,790	31	167	14	59	20	78	26	551	16	95	845	940
Merseyside	1,347,870	175	708	47	247	73	251	231	3,694	81	552	4,814	5,366
Knowsley	150,841	15	56	7	19	10	26	20	390	8	57	484	541
Liverpool	434,864	84	343	13	79	16	72	59	1,490	31	180	2,048	2,228
St Helens	177,543	18	78	5	25	14	36	30	431	11	70	553	623
Sefton	275,134	20	99	8	69	11	55	54	642	17	100	829	929
Wirral	309,488	38	132	14	55	22	62	68	741	14	145	900	1,045
South Yorkshire	1,305,878	171	729	52	281	125	371	202	3,734	72	585	4,937	5,522
Barnsley	225,941	29	122	5	34	23	70	48	612	21	112	798	910
Doncaster	291,590	33	168	22	93	49	120	49	1,022	14	165	1,329	1,494
Rotherham	253,889	30	128	5	47	13	72	44	852	13	97	1,087	1,184
Sheffield	534,458	79	311	20	107	40	109	61	1,248	24	211	1,723	1,934

1 Includes goods vehicles, buses, coaches and trams, horse riders and agricultural vehicle users.

2 Killed or seriously injured.

46a (continued) Reported casualties: by road user type, severity and local authority: 2008

	Population	Number of casualties											
		Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ¹			
		KSI	All	KSI	All	KSI	All	KSI	All	Child	All	Slight	All severities
Tyne and Wear	1,093,484	148	563	36	271	56	208	112	2,734	57	375	3,800	4,175
Gateshead	190,643	32	97	7	35	16	45	20	604	9	80	791	871
Newcastle upon Tyne	273,571	47	219	10	79	13	42	34	722	15	112	1,070	1,182
North Tyneside	197,331	16	65	6	59	4	32	23	488	7	49	648	697
South Tyneside	151,612	13	48	4	33	8	26	11	268	13	41	382	423
Sunderland	280,327	40	134	9	65	15	63	24	652	13	93	909	1,002
West Midlands	2,619,578	426	1,757	80	582	158	679	328	7,126	192	1,028	9,763	10,791
Birmingham	1,016,844	196	808	36	229	61	244	119	3,267	73	430	4,402	4,832
Coventry	309,848	42	172	10	78	19	88	32	672	20	106	951	1,057
Dudley	306,482	49	189	12	47	15	83	43	706	27	122	987	1,109
Sandwell	289,064	42	210	7	66	10	80	39	895	20	104	1,232	1,336
Solihull	205,547	26	92	5	47	18	56	41	461	15	92	601	693
Walsall	255,369	34	155	6	55	17	61	34	596	20	95	840	935
Wolverhampton	236,424	37	131	4	60	18	67	20	529	17	79	750	829
West Yorkshire	2,200,636	364	1,333	84	485	198	669	405	6,263	152	1,091	8,337	9,428
Bradford	501,703	117	372	18	97	37	137	95	1,680	51	274	2,097	2,371
Calderdale	201,841	29	109	6	28	26	69	42	543	14	105	683	788
Kirklees	403,943	72	237	18	79	38	141	65	1,233	41	198	1,591	1,789
Leeds	770,830	114	464	31	222	67	230	139	1,943	35	371	2,849	3,220
Wakefield	322,319	32	151	11	59	30	92	64	864	11	143	1,117	1,260
Avon	1,066,097	79	456	43	392	71	374	100	2,007	25	299	3,079	3,378
Bath and NE Somerset	180,250	4	68	3	49	10	56	17	349	0	34	506	540
Bristol	421,316	46	260	23	205	27	170	27	642	12	126	1,221	1,347
North Somerset	206,819	13	65	6	62	10	52	32	462	4	63	603	666
South Gloucestershire	257,712	16	63	11	76	24	96	24	554	9	76	749	825
Bedfordshire	602,461	60	244	22	137	59	190	120	1,624	27	270	2,048	2,318
Bedfordshire (excl UA ²)	410,703	33	129	17	101	39	135	108	1,206	17	205	1,459	1,664
Luton	191,758	27	115	5	36	20	55	12	418	10	65	589	654
Berkshire	836,334	61	317	37	296	75	277	111	1,929	22	288	2,674	2,962
Bracknell Forest	114,653	5	19	3	25	5	28	8	223	1	21	288	309
Reading	145,745	21	100	5	75	10	42	10	247	6	46	441	487
Slough	121,240	13	82	9	57	16	53	19	388	3	57	545	602
West Berkshire	152,809	6	31	2	35	12	41	26	391	3	50	495	545
Windsor and Maidenhead	142,753	12	45	9	58	19	67	28	382	7	68	509	577
Wokingham	159,134	4	40	9	46	13	46	20	298	2	46	396	442
Buckinghamshire	725,439	45	216	26	165	70	268	157	2,312	27	306	2,816	3,122
Bucks (excl UA)	493,254	32	148	19	101	51	172	114	1,470	18	220	1,776	1,996
Milton Keynes	232,185	13	68	7	64	19	96	43	842	9	86	1,040	1,126
Cambridgeshire	769,041	66	251	62	443	88	306	237	2,589	30	473	3,289	3,762
Cams (excl UA)	605,041	40	162	46	351	67	218	201	1,812	22	372	2,299	2,671
Peterborough	164,000	26	89	16	92	21	88	36	777	8	101	990	1,091
Cheshire	1,006,100	122	358	70	292	161	409	337	3,418	76	724	4,104	4,828
Cheshire (excl UAs)	690,132	74	231	48	186	119	287	269	2,410	46	536	2,787	3,323
Halton	119,762	11	42	7	30	14	30	27	330	11	59	435	494
Warrington	196,206	37	85	15	76	28	92	41	678	19	129	882	1,011
Cleveland	562,019	54	207	23	120	46	107	71	1,039	30	203	1,379	1,582
Hartlepool	91,725	5	26	5	16	4	10	13	155	3	29	209	238
Middlesbrough	138,959	21	76	5	39	13	31	7	292	13	47	418	465
Redcar & Cleveland	139,478	13	47	4	27	17	33	21	240	4	58	308	366
Stockton-on-Tees	191,857	15	58	9	38	12	33	30	352	10	69	444	513
Cornwall and Isles of Scilly	534,351	25	209	4	54	68	222	101	1,644	11	209	2,056	2,265
Cumbria	496,627	31	223	13	111	75	208	143	1,498	22	276	1,911	2,187
Derbyshire	1,001,339	99	421	48	283	127	448	239	2,787	47	538	3,690	4,228
Derbyshire (excl UA)	762,108	61	254	31	168	97	334	213	2,231	34	425	2,797	3,222
Derby	239,231	38	167	17	115	30	114	26	556	13	113	893	1,006

1 Includes goods vehicles, buses, coaches and trams, horse riders and agricultural vehicle users.

2 Unitary authority.

46a (continued) Reported casualties: by road user type, severity and local authority: 2008

	Population	Number of casualties											
		Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ¹			
		KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Devon	1,141,517	68	547	36	244	93	454	155	2,735	30	366	3,823	4,189
Devon (excl UAs)	754,722	37	287	21	154	71	275	126	1,984	18	268	2,568	2,836
Plymouth	252,770	18	157	13	64	13	125	18	494	9	62	828	890
Torbay	134,025	13	103	2	26	9	54	11	257	3	36	427	463
Dorset	710,505	66	294	44	285	121	398	187	1,907	22	437	2,614	3,051
Dorset (excl UAs)	407,844	31	142	16	97	81	221	150	1,225	12	294	1,508	1,802
Bournemouth	163,860	23	99	18	117	18	71	18	367	8	80	609	689
Poole	138,801	12	53	10	71	22	106	19	315	2	63	497	560
Durham	608,985	48	228	18	98	48	162	96	1,655	32	227	2,067	2,294
Durham (excl UA)	508,451	43	187	12	57	38	135	83	1,422	31	193	1,721	1,914
Darlington	100,534	5	41	6	41	10	27	13	233	1	34	346	380
East Sussex	766,513	114	452	50	252	135	390	218	1,909	48	539	2,854	3,393
East Sussex (excl UA)	509,872	68	245	28	125	100	263	188	1,370	35	398	1,788	2,186
Brighton & Hove	256,641	46	207	22	127	35	127	30	539	13	141	1,066	1,207
Essex	1,712,325	151	613	56	378	207	596	392	3,861	60	843	4,910	5,753
Essex (excl UAs)	1,396,412	118	459	47	285	168	490	345	3,145	44	706	3,901	4,607
Southend	164,333	18	107	5	67	15	54	20	295	5	61	487	548
Thurrock	151,580	15	47	4	26	24	52	27	421	11	76	522	598
Gloucestershire	582,581	41	187	28	159	44	146	139	1,286	23	259	1,604	1,863
Hampshire	1,720,477	132	536	109	614	221	760	289	3,415	72	782	4,854	5,636
Hampshire (excl UAs)	1,285,935	78	320	72	363	160	540	255	2,714	49	587	3,576	4,163
Portsmouth	199,968	27	118	16	135	38	114	12	304	11	99	620	719
Southampton	234,574	27	98	21	116	23	106	22	397	12	96	658	754
Herefordshire	179,277	5	45	4	40	21	68	58	510	6	93	632	725
Hertfordshire	1,078,398	85	361	48	249	98	367	208	3,132	37	459	3,925	4,384
Humberside	912,145	103	385	73	376	130	359	253	2,542	68	583	3,366	3,949
East Riding of Yorkshire	335,049	26	90	11	82	59	138	135	796	17	241	955	1,196
Kingston upon Hull	258,663	43	158	27	156	25	94	21	524	20	118	887	1,005
North-East Lincolnshire	158,183	16	67	19	82	22	54	38	604	16	102	777	879
North Lincolnshire	160,250	18	70	16	56	24	73	59	618	15	122	747	869
Isle of Wight	140,235	16	62	7	28	31	89	41	321	11	98	440	538
Kent	1,660,093	131	701	43	366	175	712	333	4,833	68	708	6,232	6,940
Kent (excl UA)	1,406,560	106	594	36	301	158	618	305	4,374	58	627	5,560	6,187
Medway Towns	253,533	25	107	7	65	17	94	28	459	10	81	672	753
Lancashire	1,451,620	242	889	92	431	173	586	382	4,867	131	929	6,270	7,199
Lancashire (excl UAs)	1,169,031	185	623	81	348	153	493	346	4,045	107	801	5,067	5,868
Blackburn with Darwen	140,673	29	139	3	27	9	43	23	428	15	66	606	672
Blackpool	141,916	28	127	8	56	11	50	13	394	9	62	597	659
Leicestershire	979,750	74	418	37	293	66	302	168	2,520	32	380	3,397	3,777
Leicestershire (excl UAs)	645,826	34	166	19	149	41	191	131	1,598	14	253	1,986	2,239
Leicester City	294,690	36	245	15	137	16	92	25	797	18	97	1,268	1,365
Rutland	39,234	4	7	3	7	9	19	12	125	0	30	143	173
Lincolnshire	698,029	38	254	16	171	86	253	181	2,303	16	337	2,784	3,121
Norfolk	850,770	51	247	41	220	102	352	177	1,855	33	388	2,433	2,821

1 Includes goods vehicles, buses, coaches and trams, horse riders and agricultural vehicle users.

46a (continued) Reported casualties: by road user type, severity and local authority: 2008

	Population	Number of casualties											
		Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ¹			
		KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Northamptonshire	685,035	72	226	22	118	88	191	233	1,529	46	435	1,773	2,208
Northumberland	310,970	22	98	14	67	44	111	92	1,045	11	185	1,258	1,443
North Yorkshire	794,532	84	289	52	253	141	388	321	2,224	41	631	2,748	3,379
North Yorkshire (excl UA)	599,166	64	212	35	130	119	305	285	1,938	34	536	2,243	2,779
York	195,366	20	77	17	123	22	83	36	286	7	95	505	600
Nottinghamshire	1,068,847	124	521	77	343	161	459	240	2,796	53	637	3,883	4,520
Nottinghamshire (excl UA)	776,479	76	299	48	209	121	335	206	2,142	40	480	2,775	3,255
Nottingham	292,368	48	222	29	134	40	124	34	654	13	157	1,108	1,265
Oxfordshire	639,816	43	215	52	297	63	227	167	1,503	24	343	2,076	2,419
Shropshire	454,918	29	128	6	86	45	167	108	1,114	17	193	1,405	1,598
Shropshire (excl UA)	292,847	27	100	4	51	30	116	86	764	15	151	935	1,086
Telford & Wrekin	162,071	2	28	2	35	15	51	22	350	2	42	470	512
Somerset	525,796	33	158	18	113	70	214	138	1,611	8	274	1,954	2,228
Staffordshire	1,069,031	52	453	22	249	70	425	154	3,050	21	321	4,178	4,499
Staffordshire (excl UA)	828,940	38	289	18	191	62	333	146	2,482	17	286	3,266	3,552
Stoke on Trent	240,091	14	164	4	58	8	92	8	568	4	35	912	947
Suffolk	715,661	64	255	26	200	94	300	172	1,901	31	372	2,438	2,810
Surrey	1,109,712	82	376	50	421	128	520	250	4,341	29	528	5,411	5,939
Warwickshire	530,661	54	196	26	168	81	222	171	1,674	25	348	2,088	2,436
West Sussex	781,467	92	276	47	234	110	301	211	1,880	45	485	2,371	2,856
Wiltshire	648,362	49	160	27	148	104	258	161	1,499	28	349	1,861	2,210
Wiltshire (excl UA)	455,451	37	99	19	91	83	172	132	1,140	21	276	1,317	1,593
Swindon	192,911	12	61	8	57	21	86	29	359	7	73	544	617
Worcestershire	557,639	51	212	13	121	59	192	115	1,336	14	249	1,730	1,979
England	51,446,228	5,698	24,604	2,338	15,144	5,366	19,788	9,839	131,216	2,402	24,369	179,788	204,157
Wales	2,993,426	250	1,283	65	422	255	723	770	8,091	115	1,396	9,789	11,185
Scotland	5,168,500	694	2,595	162	731	428	1,039	1,359	9,881	290	2,807	12,756	15,563
Great Britain	59,608,154	6,642	28,482	2,565	16,297	6,049	21,550	11,968	149,188	2,807	28,572	202,333	230,905

1 Includes goods vehicles, buses, coaches and trams, horse riders and agricultural vehicle users.

46b Reported casualties: by road user type, severity and local authority¹: 1994-98 average

	Number of casualties											
	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ²			
	KSI ³	All	KSI	All	KSI	All	KSI	All	Child	All	Slight	All
Greater London	2,136	9,307	568	4,418	934	6,083	2,632	22,478	936	6,696	39,109	45,805
City of London	25	148	7	74	16	123	13	100	2	65	415	480
Barking and Dagenham	35	159	7	69	13	67	84	572	30	151	782	933
Barnet	70	323	14	103	34	202	135	1,276	31	268	1,778	2,047
Bexley	36	147	9	66	17	94	79	565	25	148	806	955
Brent	84	341	18	106	24	158	103	890	42	243	1,362	1,605
Bromley	49	225	18	108	33	154	128	870	34	241	1,234	1,475
Camden	105	457	31	224	41	330	59	550	25	251	1,433	1,684
Croydon	67	341	13	132	31	206	119	1,076	42	246	1,632	1,878
Ealing	92	360	21	157	32	200	129	1,062	35	288	1,612	1,900
Enfield	65	285	13	94	21	137	125	1,090	33	235	1,490	1,725
Greenwich	59	251	10	88	30	179	88	704	36	198	1,141	1,339
Hackney	79	338	19	146	25	177	72	524	39	211	1,098	1,309
Hammersmith and Fulham	59	253	20	170	26	204	32	367	18	149	931	1,080
Haringey	65	322	12	89	21	139	55	538	23	161	1,011	1,171
Harrow	35	165	7	59	12	80	61	503	20	122	734	856
Havering	38	153	12	81	19	95	134	894	35	212	1,099	1,311
Hillingdon	54	195	19	126	25	121	139	1,050	37	254	1,332	1,585
Hounslow	50	224	19	152	28	170	113	921	29	228	1,358	1,586
Islington	75	335	26	203	31	252	39	399	18	184	1,111	1,295
Kensington and Chelsea	72	320	18	162	31	233	38	380	11	170	1,006	1,176
Kingston upon Thames	32	122	15	108	22	103	53	431	13	127	691	819
Lambeth	124	484	36	259	51	365	82	854	45	312	1,832	2,143
Lewisham	82	341	14	132	30	203	63	769	42	206	1,388	1,594
Merton	37	158	11	95	21	118	50	405	21	127	700	827
Newham	68	316	11	99	18	107	77	661	43	189	1,115	1,303
Redbridge	48	212	12	86	15	106	103	884	26	187	1,199	1,386
Richmond upon Thames	32	135	21	134	24	135	48	387	14	135	714	849
Southwark	79	365	25	214	48	299	70	739	34	239	1,542	1,781
Sutton	30	131	10	71	16	94	53	482	22	115	714	829
Tower Hamlets	72	282	14	126	38	236	53	481	27	186	1,021	1,207
Waltham Forest	61	266	12	101	19	138	67	604	30	170	1,032	1,202
Wandsworth	79	306	33	237	54	317	76	590	29	256	1,305	1,561
Westminster	178	831	38	341	65	532	84	788	23	408	2,383	2,790
London Airport (Heathrow)	1	17	1	5	2	11	7	75	0	13	112	125
Greater Manchester	587	2,937	108	1,189	127	581	402	10,820	304	1,280	15,417	16,697
Bolton	62	322	10	107	15	62	44	1,076	35	136	1,536	1,672
Bury	35	169	4	67	7	39	23	687	15	72	952	1,024
Manchester	156	748	28	287	23	108	76	2,208	71	291	3,337	3,628
Oldham	51	272	8	80	12	48	34	883	29	109	1,260	1,368
Rochdale	49	243	6	78	8	32	38	878	28	107	1,212	1,319
Salford	52	256	11	118	12	58	38	1,238	25	126	1,688	1,814
Stockport	40	225	12	115	11	60	44	1,078	16	111	1,485	1,596
Tameside	47	221	10	78	11	53	34	751	31	105	1,074	1,179
Trafford	29	160	9	126	8	40	29	814	18	77	1,140	1,217
Wigan	67	323	11	133	20	82	43	1,208	37	146	1,734	1,881
Merseyside	351	1,519	75	593	80	324	300	6,566	199	841	8,913	9,754
Knowsley	34	138	7	48	6	23	46	794	29	98	992	1,090
Liverpool	180	744	27	199	22	103	99	2,659	89	341	3,747	4,088
St Helens	32	142	7	59	12	42	47	824	20	104	1,050	1,154
Sefton	42	222	14	139	13	55	46	1,083	24	119	1,466	1,585
Wirral	63	272	20	147	27	101	62	1,206	38	179	1,657	1,836
South Yorkshire	251	1,086	47	396	86	303	308	3,922	146	732	5,578	6,310
Barnsley	37	183	7	60	20	62	68	734	29	139	991	1,131
Doncaster	43	221	13	133	18	74	66	994	28	147	1,397	1,545
Rotherham	47	191	11	69	18	63	67	837	34	152	1,130	1,282
Sheffield	124	491	16	134	31	104	107	1,357	56	294	2,059	2,353

1 Figures have been rounded to the nearest whole number.

2 Includes goods vehicles, bus, coach horse riders, agricultural vehicle users, tram users and pedestrians whose age was not reported.

3 Killed or seriously injured.

46b (cont) Reported casualties: by road user type, severity and local authority¹: 1994-98 average

	Number of casualties											
	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ²			
	KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Tyne and Wear	282	1,047	50	346	41	137	202	3,039	147	602	4,383	4,985
Gateshead	53	171	7	40	12	32	56	735	27	134	930	1,064
Newcastle upon Tyne	84	322	12	96	7	31	39	728	35	149	1,145	1,295
North Tyneside	40	149	10	69	8	22	29	436	21	92	639	731
South Tyneside	35	121	6	46	6	21	15	320	16	64	476	541
Sunderland	71	283	14	94	9	31	63	821	46	162	1,192	1,354
West Midlands	756	2,587	161	908	201	624	893	7,733	415	2,092	10,479	12,571
Birmingham	329	1,206	44	310	61	227	311	3,108	151	775	4,381	5,156
Coventry	103	268	36	139	34	80	138	754	69	322	979	1,301
Dudley	68	251	17	95	29	90	84	813	41	202	1,110	1,312
Sandwell	80	286	16	99	20	66	98	909	44	224	1,229	1,453
Solihull	34	110	15	63	17	44	107	619	24	184	701	885
Walsall	65	222	15	93	22	65	75	798	42	185	1,070	1,255
Wolverhampton	77	244	18	109	19	52	80	732	44	200	1,009	1,209
West Yorkshire	524	2,200	106	665	158	559	626	8,511	272	1,484	11,391	12,875
Bradford	139	628	21	150	31	127	107	1,998	69	309	2,748	3,057
Calderdale	39	194	8	64	16	60	52	813	20	123	1,106	1,229
Kirklees	76	356	18	99	27	103	120	1,440	42	255	1,887	2,142
Leeds	197	764	36	246	53	178	239	3,133	91	554	4,168	4,722
Wakefield	74	257	22	106	31	92	107	1,128	51	244	1,482	1,725
Avon	123	588	38	351	81	358	207	2,457	57	472	3,507	3,979
Bath and NE Somerset	17	82	3	36	13	49	37	335	7	72	455	527
Bristol	68	336	21	197	32	165	51	885	28	175	1,505	1,680
North Somerset	18	83	7	48	16	56	54	504	11	101	643	744
South Gloucestershire	21	88	8	70	20	88	66	732	12	124	904	1,028
Bedfordshire	88	366	31	210	63	204	196	1,983	53	398	2,561	2,959
Bedfordshire (excl UA ³)	52	211	22	143	49	152	167	1,476	31	309	1,828	2,136
Luton	36	155	8	66	14	52	29	507	21	89	733	823
Berkshire	65	424	26	371	58	345	169	2,764	34	332	3,734	4,066
Bracknell Forest*	7	38	4	40	7	46	28	346	5	48	438	486
Reading*	16	129	5	89	10	68	12	346	6	45	618	664
Slough*	13	81	4	60	7	39	16	429	6	42	585	627
West Berkshire*	10	62	4	52	13	68	51	671	6	82	816	898
Windsor and Maidenhead*	12	63	5	64	10	63	32	501	5	60	654	714
Wokingham*	7	51	4	66	11	61	30	472	5	54	623	677
Buckinghamshire	62	327	26	247	72	292	227	2,951	42	407	3,627	4,034
Bucks (excl UA)*	43	233	17	155	50	205	177	2,026	29	303	2,471	2,774
Milton Keynes*	19	94	9	92	22	88	49	925	13	104	1,156	1,260
Cambridgeshire	91	324	103	648	115	365	403	3,007	75	759	3,847	4,606
Cambs (excl UA)	59	224	79	503	94	282	327	2,278	48	597	2,906	3,503
Peterborough	32	100	25	145	21	83	76	729	27	162	941	1,103
Cheshire	180	614	89	442	138	396	675	4,914	138	1,152	5,706	6,858
Cheshire (excl UAs)	111	399	62	299	108	292	505	3,334	81	830	3,800	4,630
Halton	30	82	12	53	13	30	88	529	33	157	627	784
Warrington	39	134	15	90	17	73	82	1,051	24	166	1,279	1,444
Cleveland	103	490	25	199	21	77	99	1,613	67	257	2,286	2,543
Hartlepool	19	88	4	32	5	12	16	258	12	46	383	429
Middlesbrough	35	166	6	59	6	20	17	467	22	65	685	751
Redcar & Cleveland	18	104	6	46	5	21	27	362	12	57	507	565
Stockton-on-Tees	30	132	9	62	5	25	38	526	21	88	711	799
Cornwall and Isles of Scilly	58	303	23	146	76	262	213	1,872	41	383	2,336	2,719
Cumbria	92	325	36	183	84	208	308	1,867	68	555	2,211	2,766
Derbyshire	168	631	54	340	136	428	371	3,516	101	761	4,510	5,271
Derbyshire (excl UA)	109	414	37	217	116	346	327	2,927	72	618	3,585	4,203
Derby	59	217	17	122	19	82	44	589	28	143	925	1,068

1 Figures have been rounded to the nearest whole number.

2 Includes goods vehicles, bus, coach horse riders, agricultural vehicle users, tram users and pedestrians whose age was not reported.

3 Unitary authority.

* See 'Notes to Tables'

46b (cont) Reported casualties: by road user type, severity and local authority¹: 1994-98 average

	Number of casualties											
	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ²			
	KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Devon	148	717	51	377	141	519	333	3,254	87	701	4,412	5,113
Devon (excl UAs)	79	376	30	211	99	330	277	2,239	51	510	2,816	3,326
Plymouth	52	214	18	116	31	126	42	777	30	145	1,151	1,296
Torbay	17	126	2	50	11	63	14	238	6	46	445	491
Dorset	88	380	47	322	78	335	247	2,540	48	479	3,308	3,787
Dorset (excl UAs)	38	176	22	132	52	183	198	1,649	25	326	1,948	2,274
Bournemouth	31	132	14	120	13	83	25	466	13	84	759	843
Poole	19	72	12	71	13	69	24	426	9	69	602	671
Durham	98	446	20	145	42	115	172	1,971	62	351	2,580	2,932
Durham (excl UA)	80	360	16	108	34	91	149	1,663	53	295	2,131	2,426
Darlington	18	86	4	36	8	24	23	308	10	57	449	506
East Sussex	163	653	49	300	108	341	286	2,585	69	628	3,519	4,148
East Sussex (excl UA)	89	333	29	167	78	236	243	1,919	47	457	2,369	2,826
Brighton & Hove	73	321	19	133	30	105	43	667	22	171	1,150	1,322
Essex	275	970	137	699	231	718	714	6,268	184	1,429	7,760	9,189
Essex (excl UAs)	213	741	107	535	191	582	617	5,098	145	1,187	6,189	7,377
Southend	39	152	17	109	17	65	38	490	18	115	759	874
Thurrock	23	77	13	55	23	72	60	680	21	127	812	939
Gloucestershire	52	269	25	225	59	240	205	1,731	35	360	2,257	2,617
Hampshire	232	970	148	1,004	233	860	645	5,810	157	1,314	7,856	9,170
Hampshire (excl UAs)	150	579	99	646	187	641	573	4,640	111	1,054	5,829	6,883
Portsmouth	43	185	28	198	24	104	39	572	23	142	990	1,131
Southampton	39	207	21	160	23	114	32	599	23	119	1,037	1,155
Herefordshire*	27	86	18	65	34	77	122	567	19	216	654	870
Hertfordshire	171	557	80	418	142	455	621	4,706	113	1,065	5,437	6,502
Humberside	199	738	105	685	127	396	351	2,682	139	820	4,003	4,822
East Riding of Yorkshire	39	145	28	152	48	127	174	1,077	32	302	1,293	1,596
Kingston upon Hull	87	338	36	292	32	118	43	576	49	207	1,231	1,438
North-East Lincolnshire	44	161	24	149	19	70	48	442	34	140	740	880
North Lincolnshire	28	94	17	91	28	81	86	587	24	170	739	909
Isle of Wight	25	98	17	72	24	81	51	399	15	122	568	690
Kent	269	1,038	105	593	256	772	627	5,226	174	1,321	6,721	8,042
Kent (excl UA)	225	848	96	510	227	675	578	4,661	146	1,183	5,880	7,064
Medway Towns	44	190	9	84	29	98	50	564	28	138	841	979
Lancashire	411	1,333	133	617	191	497	728	6,055	275	1,542	7,582	9,125
Lancashire (excl UAs)	283	907	103	491	157	406	576	4,713	200	1,186	5,841	7,027
Blackburn with Darwen	58	199	11	48	15	37	68	685	37	159	864	1,024
Blackpool	70	226	18	78	18	55	83	658	37	197	877	1,074
Leicestershire	125	663	43	421	77	340	297	3,187	73	574	4,359	4,933
Leicestershire (excl UAs)	60	302	28	235	61	239	233	2,173	42	408	2,773	3,181
Leicester City	62	351	13	174	12	84	35	836	27	126	1,390	1,516
Rutland	2	11	2	12	4	17	29	178	3	40	196	236
Lincolnshire	80	323	44	292	112	308	478	2,659	76	764	3,079	3,843
Norfolk	113	380	61	317	131	371	516	2,710	89	862	3,132	3,994

¹ Figures have been rounded to the nearest whole number.

² Includes goods vehicles, bus, coach horse riders, agricultural vehicle users, tram users and pedestrians whose age was not reported.

* See 'Notes to Tables'

46b (cont) Reported casualties: by road user type, severity and local authority¹: 1994-98 average

	Number of casualties											
	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ²			
	KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Northamptonshire	123	354	47	197	89	203	471	2,171	88	773	2,316	3,089
Northumberland	43	170	15	86	28	71	162	1,124	31	260	1,346	1,606
North Yorkshire	137	427	73	335	186	462	700	3,237	122	1,171	3,630	4,801
North Yorkshire (excl UA)*	113	332	57	218	170	389	672	2,946	111	1,083	3,115	4,198
York*	24	94	15	117	16	73	28	291	11	88	515	602
Nottinghamshire	276	855	125	498	177	433	512	3,725	195	1,147	4,833	5,980
Nottinghamshire (excl UA)	143	439	86	323	133	307	418	2,821	129	824	3,381	4,205
Nottingham	133	416	39	175	44	126	94	904	67	323	1,452	1,775
Oxfordshire*	54	276	34	343	57	277	215	2,157	31	385	2,881	3,266
Shropshire	64	213	43	150	69	162	318	1,553	59	535	1,706	2,241
Shropshire (excl UA)	43	134	28	97	52	118	237	1,100	37	395	1,188	1,583
Telford & Wrekin	22	79	15	54	17	44	81	453	22	140	518	658
Somerset	57	223	28	198	59	184	222	1,772	33	380	2,111	2,492
Staffordshire	129	765	36	423	96	438	326	4,638	84	625	6,141	6,766
Staffordshire (excl UA)	82	487	28	325	74	334	280	3,729	60	498	4,763	5,262
Stoke on Trent	47	278	8	98	22	104	45	909	24	126	1,378	1,504
Suffolk	71	292	37	284	78	289	266	1,893	51	478	2,443	2,921
Surrey	156	603	84	571	171	690	484	5,366	84	932	6,635	7,567
Warwickshire	93	289	47	227	108	263	419	2,302	69	710	2,607	3,317
West Sussex	99	355	72	407	111	334	289	2,621	60	597	3,337	3,935
Wiltshire	72	293	38	239	88	300	260	2,326	50	487	2,899	3,386
Wiltshire (excl UA)	49	191	25	145	65	200	225	1,841	33	389	2,163	2,551
Swindon	23	102	13	94	23	101	35	485	16	98	736	834
Worcestershire*	94	307	50	214	91	224	312	1,885	62	581	2,246	2,827
England	9,861	40,119	3,376	22,373	5,867	22,306	19,579	179,136	5,729	40,815	241,953	282,768
Wales	434	2,041	107	730	253	782	1,115	10,344	288	2,008	12,848	14,856
Scotland	1,374	4,383	249	1,282	355	935	2,559	13,808	842	4,833	17,471	22,304
Great Britain	11,669	46,543	3,732	24,385	6,475	24,023	23,254	203,288	6,860	47,656	272,272	319,928

1 Figures have been rounded to the nearest whole number.

2 Includes goods vehicles, bus, coach horse riders, agricultural vehicle users, tram users and pedestrians whose age was not reported.

* See 'Notes to Tables'

47 Reported casualties: by Government Office Region, country and severity: 1994-98 average, 2001-2008

		Number of casualties								
		1994-98 average	2001	2002	2003	2004	2005	2006	2007	2008
North East	Killed	139	102	126	132	128	108	109	88	76
	KSI ¹	1,471	1,145	1,195	1,261	1,158	1,093	1,164	1,019	990
	Total	12,067	11,617	11,706	11,878	11,458	10,890	10,364	9,673	9,494
North West	Killed	393	341	333	405	338	362	321	271	269
	KSI	5,371	4,197	4,179	4,131	3,987	4,063	3,740	3,391	3,324
	Total	45,200	42,199	39,995	38,063	37,448	36,426	33,986	31,478	29,461
Yorkshire and the Humber	Killed	327	331	322	318	311	302	304	281	224
	KSI	4,206	3,711	3,756	3,593	3,486	3,227	3,259	3,215	2,890
	Total	28,808	29,235	29,053	28,368	27,049	24,940	24,643	23,759	22,278
East Midlands	Killed	357	323	373	366	299	299	327	307	245
	KSI	4,020	3,347	3,401	3,169	2,970	2,737	2,561	2,550	2,327
	Total	23,116	22,675	22,515	21,819	21,293	20,807	19,588	19,006	17,854
West Midlands	Killed	328	323	306	321	286	281	304	262	225
	KSI	4,759	3,446	3,185	2,987	2,851	2,674	2,582	2,610	2,232
	Total	28,592	28,924	28,044	26,863	25,924	25,681	24,363	24,465	22,028
East of England	Killed	363	382	385	370	355	342	350	335	263
	KSI	4,991	4,370	4,071	3,994	3,844	3,583	3,327	3,178	2,805
	Total	30,170	30,609	29,158	28,301	28,069	27,138	25,025	24,207	21,848
London	Killed	247	300	281	272	216	214	231	222	205
	KSI	6,696	6,101	5,671	5,164	4,171	3,657	3,947	3,785	3,531
	Total	45,805	44,622	41,508	38,477	34,581	31,905	29,831	28,434	28,205
South East	Killed	489	469	520	525	472	519	457	437	354
	KSI	6,039	5,765	5,694	5,079	4,685	4,423	4,478	4,482	4,077
	Total	44,918	44,213	42,194	40,008	38,869	38,414	37,996	36,576	33,805
South West	Killed	343	345	334	295	309	308	292	299	262
	KSI	3,262	3,010	3,113	2,918	2,619	2,488	2,493	2,490	2,193
	Total	24,092	25,584	24,847	24,122	24,071	24,283	22,781	21,866	19,184
England	Killed	2,986	2,916	2,980	3,004	2,714	2,735	2,695	2,502	2,123
	KSI	40,815	35,092	34,265	32,296	29,771	27,945	27,551	26,720	24,369
	Total	282,768	279,678	269,020	257,899	248,762	240,484	228,577	219,464	204,157
Wales	Killed	213	187	147	173	201	180	163	162	143
	KSI	2,008	1,722	1,632	1,655	1,537	1,327	1,373	1,403	1,396
	Total	14,856	13,775	14,336	14,036	13,687	12,738	12,692	12,271	11,185
Scotland	Killed	378	347	304	331	306	286	314	282	272
	KSI	4,833	3,746	3,510	3,264	3,043	2,883	2,921	2,597	2,807
	Total	22,304	19,856	19,249	18,672	18,391	17,795	17,135	16,045	15,563
Great Britain	Killed	3,578	3,450	3,431	3,508	3,221	3,201	3,172	2,946	2,538
	KSI	47,656	40,560	39,407	37,215	34,351	32,155	31,845	30,720	28,572
	Total	319,928	313,309	302,605	290,607	280,840	271,017	258,404	247,780	230,905
Northern Ireland	Killed	149	148	150	150	147	135	126	113	107
	KSI	1,662	1,830	1,676	1,438	1,330	1,208	1,337	1,210	1,097
	Total	12,499	13,142	11,914	10,325	9,507	8,159	9,182	9,436	9,551
United Kingdom	Killed	3,727	3,598	3,581	3,658	3,368	3,336	3,298	3,059	2,645
	KSI	49,317	42,390	41,083	38,653	35,681	33,363	33,182	31,930	29,669
	Total	332,427	326,451	314,519	300,932	290,347	279,176	267,586	257,216	240,456

1 Killed or seriously injured.

48 Reported casualties: by built-up and non built-up roads, road class, Government Office Region and severity: 2008

		Number of casualties							
		Built-up roads				Non built-up roads			All roads ¹
		Motorways	A roads	Other	Total	A roads	Other	Total	
North East	Killed	3	7	19	26	36	11	47	76
	KSI ²	10	182	419	601	232	147	379	990
	Total	138	2,153	4,161	6,314	2,186	856	3,042	9,494
North West	Killed	36	77	66	143	72	18	90	269
	KSI	219	970	1,365	2,335	510	260	770	3,324
	Total	2,327	10,388	12,375	22,763	2,813	1,558	4,371	29,461
Yorkshire and the Humber	Killed	13	52	56	108	67	36	103	224
	KSI	115	706	1,203	1,909	510	356	866	2,890
	Total	1,164	6,594	9,896	16,490	2,770	1,854	4,624	22,278
East Midlands	Killed	17	24	43	67	102	59	161	245
	KSI	79	462	760	1,222	608	418	1,026	2,327
	Total	685	4,406	6,506	10,912	3,784	2,473	6,257	17,854
West Midlands	Killed	18	46	51	97	68	42	110	225
	KSI	104	560	915	1,475	345	308	653	2,232
	Total	1,182	6,450	9,850	16,300	2,609	1,937	4,546	22,028
East of England	Killed	10	22	55	77	120	56	176	263
	KSI	101	435	946	1,381	735	588	1,323	2,805
	Total	1,247	4,335	8,020	12,355	4,909	3,337	8,246	21,848
London	Killed	7	115	70	185	12	1	13	205
	KSI	32	2,161	1,233	3,394	96	9	105	3,531
	Total	385	17,061	10,029	27,090	680	50	730	28,205
South East	Killed	30	51	79	130	127	67	194	354
	KSI	219	904	1,407	2,311	962	585	1,547	4,077
	Total	2,732	8,580	12,487	21,067	6,154	3,852	10,006	33,805
South West	Killed	10	49	45	94	108	50	158	262
	KSI	64	412	757	1,169	609	351	960	2,193
	Total	652	4,308	7,569	11,877	3,967	2,688	6,655	19,184
England	Killed	144	443	484	927	712	340	1,052	2,123
	KSI	943	6,792	9,005	15,797	4,607	3,022	7,629	24,369
	Total	10,512	64,275	80,893	145,168	29,872	18,605	48,477	204,157
Wales	Killed	3	18	29	47	66	27	93	143
	KSI	19	227	438	665	501	211	712	1,396
	Total	337	2,360	4,478	6,838	2,771	1,239	4,010	11,185
Scotland	Killed	11	31	52	83	138	40	178	272
	KSI	65	471	947	1,418	908	416	1,324	2,807
	Total	622	3,129	5,824	8,953	4,033	1,955	5,988	15,563
Great Britain	Killed	158	492	565	1,057	916	407	1,323	2,538
	KSI	1,027	7,490	10,390	17,880	6,016	3,649	9,665	28,572
	Total	11,471	69,764	91,195	160,959	36,676	21,799	58,475	230,905

1 Includes cases where speed limit was not reported.

2 Killed or seriously injured.

49 Reported casualties: by severity, road user type and country: United Kingdom: 2008

Road user type	Number of casualties				
	England	Wales	Scotland	Northern Ireland	United Kingdom
Pedestrians					
Killed	493	18	61	19	591
Serious	5,205	232	633	193	6,263
Slight	18,906	1,033	1,901	632	22,472
All severities	24,604	1,283	2,595	844	29,326
Pedal cyclists					
Killed	102	4	9	2	117
Serious	2,236	61	153	26	2,476
Slight	12,806	357	569	181	13,913
All severities	15,144	422	731	209	16,506
Horse riders					
Killed	2	0	0	0	2
Serious	14	1	1	0	16
Slight	78	5	5	3	91
All severities	94	6	6	3	109
Motorcycle users					
Killed	435	24	34	16	509
Serious	4,931	231	394	128	5,684
Slight	14,422	468	611	337	15,838
All severities	19,788	723	1,039	481	22,031
Car users					
Killed	1,010	91	156	62	1,319
Serious	8,829	679	1,203	583	11,294
Slight	121,377	7,321	8,522	6,623	143,843
All severities	131,216	8,091	9,881	7,268	156,456
Others¹					
Killed	81	6	12	8	107
Serious	1,031	49	151	60	1,291
Slight	12,199	605	1,148	678	14,630
All severities	13,311	660	1,311	746	16,028
All road users					
Killed	2,123	143	272	107	2,645
Serious	22,246	1,253	2,535	990	27,024
Slight	179,788	9,789	12,756	8,454	210,787
All severities	204,157	11,185	15,563	9,551	240,456

1 Includes cases where road user type was not reported.

50 Deaths: by age and gender, from all causes, all accidental deaths and all road deaths: 2007

Number/percentage

	0-4 ¹	5-9	10-14	15-19	20-29	30-39	40-49	50-59	60-64	65-69	70-74	75-79	80+	All ages ²
Male														
Deaths from all causes	2,407	195	257	924	2,973	5,001	9,804	20,762	18,314	22,978	30,934	41,733	111,400	267,682
All accidental deaths	65	35	67	397	945	961	848	685	353	290	377	477	1,869	7,369
Road deaths (registered)	18	18	40	317	565	417	309	225	96	67	70	86	152	2,394
% of accidental deaths	28	51	60	80	60	43	36	33	27	23	19	18	8	32
% of all deaths	0.7	9.2	15.6	34.3	19.0	8.3	3.2	1.1	0.5	0.3	0.2	0.2	0.1	0.9
Stats 19 fatalities	15	12	31	299	537	386	317	222	73	68	58	65	130	2,217
Female														
Deaths from all causes	1,835	132	206	407	1,110	2,525	6,510	13,652	12,184	15,504	23,131	36,100	179,060	292,356
All accidental deaths	32	14	30	117	168	168	266	272	150	179	271	473	3,569	5,709
Road deaths (registered)	15	11	17	98	109	57	79	81	35	36	57	62	144	809
% of accidental deaths	47	79	57	84	65	34	30	30	23	20	21	13	4	14
% of all deaths	0.8	8.3	8.3	24.1	9.8	2.3	1.2	0.6	0.3	0.2	0.2	0.2	0.1	0.3
Stats 19 fatalities	11	8	14	97	118	58	86	64	33	36	43	53	104	729
All persons³														
Deaths from all causes	4,242	327	463	1,331	4,083	7,526	16,314	34,414	30,498	38,482	54,065	77,833	290,460	560,038
All accidental deaths	97	49	97	514	1,113	1,129	1,114	957	503	469	648	950	5,438	13,078
Road deaths (registered)	33	29	57	415	674	474	388	306	131	103	127	148	296	3,203
% of accidental deaths	34	59	59	81	61	42	35	32	26	22	20	16	5	24
% of all deaths	0.8	8.9	12.3	31.2	16.5	6.3	2.4	0.9	0.4	0.3	0.2	0.2	0.1	0.6
Stats 19 fatalities	26	20	45	396	655	444	403	286	106	104	101	118	234	2,946

Source: Office for National Statistics and General Register Office for Scotland

1 In some cases age 0 may have been coded where the age of the casualty was not reported.

2 Includes cases where age was not reported.

3 Includes cases where gender was not reported.

51 International comparisons of road deaths¹: number and rates for different road users: by selected countries: 2007 and 2008 (provisional)²

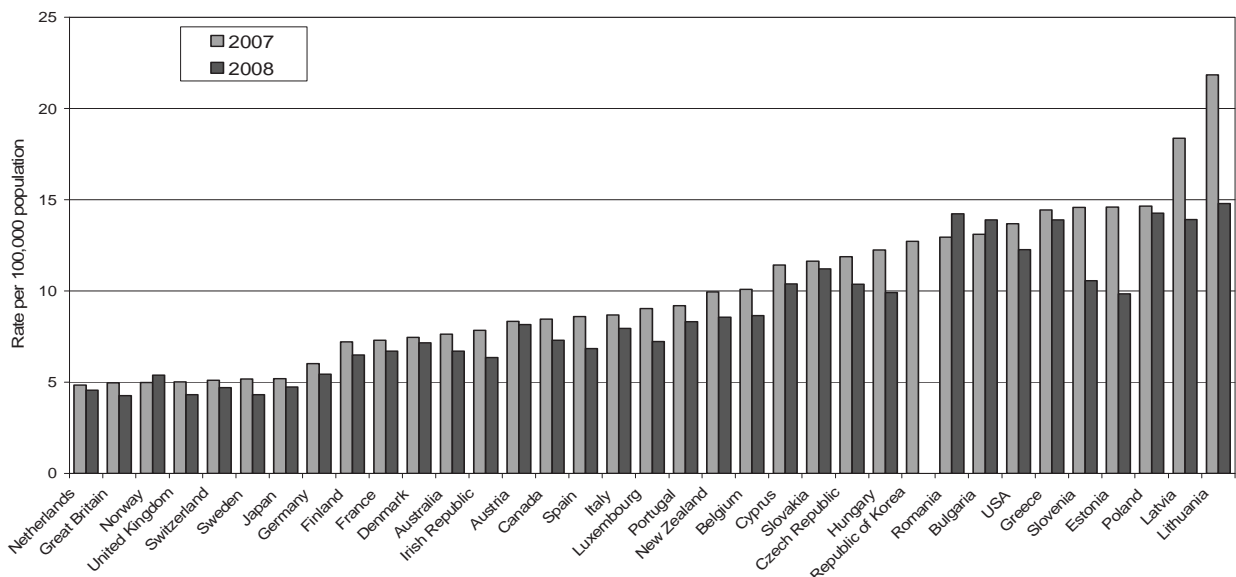
	2007						2008		
	Number of car user deaths ²	Number of pedestrian deaths ²	Pedestrian deaths per 100,000 population	Child pedestrian (aged 0-14) deaths per 100,000 population	Children (aged 0-14) deaths per 100,000 population	Number of road deaths ²	Road deaths per 100,000 population	Number of road deaths ²	Road deaths per 100,000 population
England	1,191	555	1.1	0.4	0.9	2,502	4.9	2,123	4.1
Wales	80	30	1.0	0.4	0.4	162	5.4	143	4.8
Scotland	161	61	1.2	0.4	0.7	282	5.5	272	5.3
Great Britain	1,432	646	1.1	0.4	0.9	2,946	5.0	2,538	4.3
Northern Ireland	64	17	1.0	0.8	1.4	113	6.4	107	6.0
United Kingdom	1,496	663	1.1	0.4	0.9	3,059	5.0	2,645	4.3
Austria	378	108	1.3	0.2	1.0	691	8.3	679	8.1
Belgium	548	103	1.0	0.4	1.7	1,067	10.1	922	8.6
Denmark	177	68	1.2	0.7	2.0	406	7.5	392	7.2
Finland	241	48	0.9	0.6	1.6	380	7.2	344	6.5
France	2,464	561	0.9	0.4	1.4	4,620	7.3	4,275	6.7
Germany	2,625	695	0.8	0.3	1.0	4,949	6.0	4,477	5.4
Greece	771	255	2.3	..	2.6	1,612	14.4	1,559	13.9
Irish Republic	171	81	1.9	0.5	1.8	338	7.8	279	6.3
Italy	2,320	627	1.1	..	1.1	5,131	8.7	4,739	7.9
Luxembourg	27	11	2.3	..	2.3	43	9.0	35	7.2
Netherlands	334	86	0.5	0.3	1.2	791	4.8	750	4.6
Portugal	417	156	1.5	..	1.6	974	9.2	882	8.3
Spain	1,821	591	1.3	0.5	1.7	3,823	8.6	3,102	6.9
Sweden	276	58	0.6	0.3	0.6	471	5.2	397	4.3
Bulgaria	..	..	..	..	2.9	1,006	13.1	1,061	13.9
Cyprus	44	17	2.2	..	2.9	89	11.4	82	10.4
Czech Republic	660	232	2.3	0.5	1.7	1,222	11.9	1,076	10.4
Estonia	121	38	2.8	..	3.0	196	14.6	132	9.8
Hungary	555	288	2.9	..	2.4	1,232	12.2	996	9.9
Latvia	203	158	6.9	..	3.5	419	18.4	316	13.9
Lithuania	..	..	..	..	..	739	21.8	498	14.8
Malta	4	3	0.7	..	..	14	3.4	15	3.7
Poland	2,582	1,951	5.1	0.9	2.6	5,583	14.6	5,437	14.3
Romania	..	..	..	..	3.4	2,794	13.0	3,063	14.2
Slovakia	..	..	..	..	2.9	627	11.6	606	11.2
Slovenia	181	32	1.6	1.1	2.1	293	14.6	214	10.6
Norway	158	24	0.5	0.1	1.1	233	5.0	255	5.4
Switzerland	162	79	1.1	0.5	1.2	384	5.1	357	4.7
Australia	1,135	202	1.0	0.3	1.7	1,617	7.6	1,466	6.7
Canada	..	377	1.2	..	..	2,754	8.5	2,431	7.3
Iceland	11	1	0.3	1.5	1.5	15	4.9	12	3.8
Japan	1,446	2,209	1.7	0.3	0.8	6,639	5.2	6,023	4.7
New Zealand	308	45	1.1	0.8	3.0	422	10.0	366	8.6
Republic of Korea	1,470	2,304	4.8	1.5	2.3	6,166	12.7	..	..
USA	16,614	4,699	1.6	0.5	2.7	41,259	13.7	37,261	12.3

The figures for non United Kingdom countries are outside the scope of National Statistics.

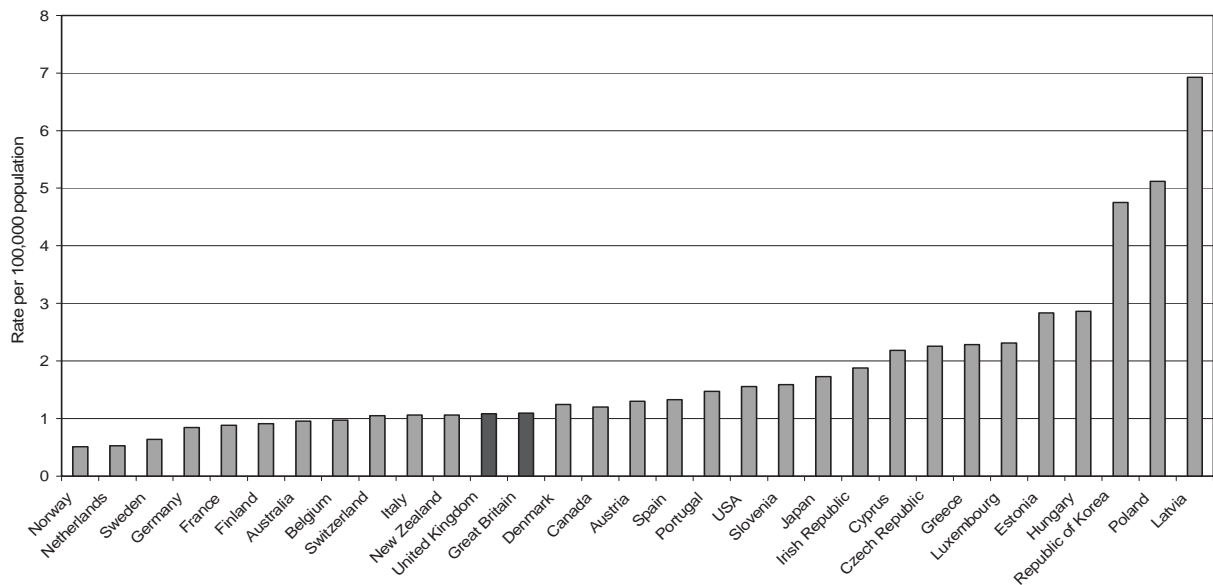
- 1 In accordance with the commonly agreed international definition, most countries define a fatality as one being due to a road accident where death occurs within 30 days of the accident. The official road accident statistics of some countries however, limit the fatalities to those occurring within shorter periods after the accident. Numbers of deaths and death rates in the above table have been adjusted according to the factors used by the Economic Commission for Europe and the International Transport Forum (ITF) (formerly known as ECMT) to represent standardised 30-day deaths: Italy (7 days) +8%; France (6 days) +5.7%; Portugal (1 day) +14%; Republic of Korea (3 days) +15%.
- 2 Source: International Road Traffic and Accident Database (OECD), ETSC, EUROSTAT and CARE (EU road accidents database).

Chart 51 - International comparisons - fatality rates for different road users

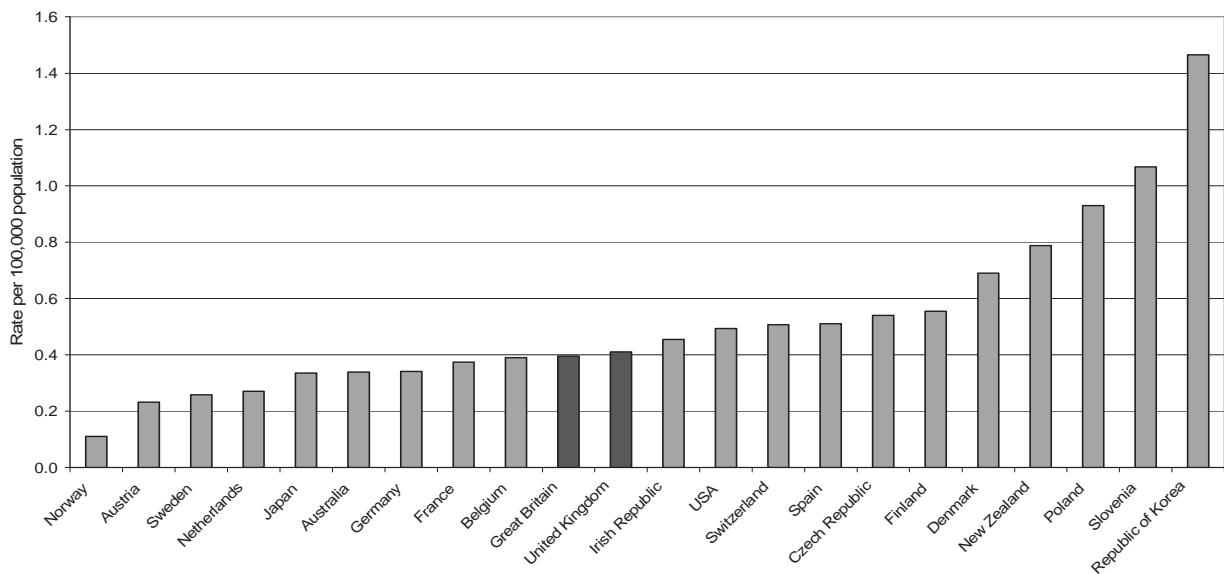
Road deaths per 100,000 population: 2007 and 2008 (provisional)



Pedestrian deaths per 100,000 population: 2007



Child (aged 0-14) pedestrian deaths per 100,000 population: 2007



52 Passenger casualty rates by mode: 1998-2007¹

Rate per billion passenger kilometres

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	1998-07 average
Air²											
Killed	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
KSI ³	0.00	0.02	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00
All severities	0.07	0.18	0.04	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.03
Rail^{4,5}											
Killed	0.4	0.9	0.3	0.3	0.4	0.2	0.2	0.1	0.1	0.1	0.3
Injured	16	19	14	13	13	13	13	12	10	11	13
Water⁶											
Killed	0.7	0.4	0.4	0.4	0.0	0.0	0.0	0.3	0.3	0.0	0.2
KSI	42	29	53	54	50	61	44	36	39	45	45
Bus or coach											
Killed	0.4	0.2	0.3	0.2	0.4	0.2	0.4	0.2	0.3	0.2	0.3
KSI	13	12	11	11	11	10	9	7	8	9	10
All severities	199	202	195	191	173	175	167	146	130	142	171
Car⁷											
Killed	2.8	2.7	2.7	2.8	2.7	2.7	2.6	2.6	2.4	2.2	2.6
KSI	35	33	32	31	29	27	25	23	22	20	27
All severities	342	333	335	323	304	291	282	275	259	244	298
Van⁷											
Killed	1.0	0.9	0.9	0.9	1.0	0.9	0.8	0.6	0.6	0.6	0.8
KSI	14	13	12	11	11	10	8	7	6	5	9
All severities	113	104	100	102	96	89	76	73	68	59	86
Motorcycle⁷											
Killed	112	113	122	112	111	114	105	97	107	97	109
KSI	1,452	1,423	1,493	1,405	1,367	1,264	1,194	1,109	1,155	1,116	1,287
All severities	5,546	5,395	5,712	5,539	5,168	4,691	4,606	4,232	4,156	3,887	4,844
Pedal cycle											
Killed	40	42	31	33	29	25	32	33	31	32	33
KSI	838	779	666	632	555	534	548	533	527	541	617
All severities	5,798	5,599	4,953	4,512	3,874	3,775	3,956	3,739	3,494	3,814	4,320
Pedestrian											
Killed	50	50	49	47	42	41	35	36	36	36	42
KSI	580	564	543	521	471	424	394	384	371	382	459
All severities	2,484	2,464	2,404	2,332	2,117	1,944	1,836	1,794	1,631	1,666	2,048

The figures for Air, Rail and Water modes are outside the scope of National Statistics

- 1 Figures have been revised from those published in previous years, see Notes and Definitions for more details.
- 2 Passenger casualties in accidents involving UK registered airline aircraft in UK and foreign airspace.
- 3 Killed or seriously injured.
- 4 Financial years up to 1999. From 2000 figures are on calendar year basis.
- 5 Passenger casualties involved in train accidents and accidents occurring through movement of railway vehicles. Figures are only available for passenger fatalities and injuries. The reporting trigger for an injury is the passenger being taken to hospital directly from the scene.
- 6 Passenger casualties on UK registered merchant vessels.
- 7 Driver/Rider and passenger casualties.

53 Reported accidents, vehicles and casualties: by vehicle type and foreign registration: 2008

		Number of vehicles/accidents/casualties						
		Vehicles	Accidents, by severity			Casualties involved ¹ , by severity		
			Fatal	Fatal and serious	All severities	Killed	KSI ²	All severities
Motorcycles	Foreign registered	106	6	38	103	6	45	124
	UK and foreign reg'd motorcycles	22,427	509	6,169	21,908	521	6,457	24,679
Cars	Foreign registered - LHD	499	14	77	493	17	103	760
	Foreign registered - RHD	142	3	20	137	3	24	222
	All foreign registered	641	17	97	629	20	127	981
	UK and foreign reg'd cars	236,923	1,874	20,803	151,636	2,066	23,724	209,059
Buses or coaches	Foreign registered - LHD	18	0	3	18	0	3	35
	Foreign registered - RHD	4	0	1	4	0	2	25
	All foreign registered	22	0	4	22	0	5	60
	UK and foreign reg'd buses or coaches	8,375	96	1,066	8,227	103	1,176	11,493
Light goods vehicles	Foreign registered - LHD	32	0	4	32	0	4	46
	Foreign registered - RHD	11	0	1	11	0	1	15
	All foreign registered	43	0	5	43	0	5	61
	UK and foreign reg'd light goods veh's	13,621	192	1,741	12,852	203	1,958	17,905
Heavy goods vehicles	Foreign registered - LHD	766	25	94	760	32	117	1,092
	Foreign registered - RHD	79	4	10	78	6	15	121
	All foreign registered	845	27	102	836	35	129	1,207
	UK and foreign reg'd heavy goods veh's	9,040	334	1,482	8,415	368	1,712	11,771
All vehicles ^{3,4}	Foreign registered - LHD	1,338	40	182	1,322	50	233	1,958
	Foreign registered - RHD	237	7	32	231	9	42	384
	Foreign registered - motorcycle	106	6	38	103	6	45	124
	All foreign registered	1,681	51	250	1,651	62	317	2,457
	UK and foreign reg'd vehicles	311,604	2,341	25,462	170,591	2,538	28,572	230,905

Note: LHD = Left Hand Drive, RHD = Right Hand Drive

1 Includes all casualties in accidents involving the relevant vehicle type.

2 Killed or seriously injured.

3 Includes other motor and non motor vehicles and cases where vehicle type was unknown.

4 Includes cases where there is conflicting data (eg. Motorcycles coded as "left hand drive").

Calendar of events affecting road safety and traffic

1903-1904: Motor Car Act introduced driving licences. Vehicle braking requirements are introduced for the first time.

1927: First automatic traffic light signals installed.

1930: Speed limit of 20 mph is abolished for cars and cycles. PSVs are limited to 30 mph and maximum working hours for PSV and goods vehicle drivers are introduced. Testing for some driving licences is made compulsory. Third party insurance cover becomes necessary. Minimum driving age set.

1931: Highway Code first issued.

1934-1935 In built-up areas a speed limit of 30 mph is made compulsory. HGV licences are introduced. The first pedestrian crossings appear. Regulations concerning vehicle safety glass and windscreen wipers are introduced. Invention of “cats eyes” reflecting road studs. Compulsory driving tests introduced as part of the Road Traffic Act. “L” plates introduced.

1939-1945: Signposts removed during wartime. Driving tests are suspended with examiners designated as Traffic Officers, supervising fuel rationing.

1946-1948: Wartime lighting restrictions are relaxed and driving tests restored in 1946. Petrol allowance of 180 miles per month is permitted.

1949-1954: New anti-dazzle regulations are introduced. Legislation concerning new lighting and school crossing patrols are introduced. Flashing indicators on motor vehicles are legalised. Brakes on pedal cycles are made compulsory. Introduction of zebra crossings. New Highway Code features first colour illustrations.

1955-1957: Regulations concerning parking without lights in London are introduced. The maximum length allowed for vehicles is increased. Holders of lapsed licences issued over 10 years previously must retake driving test to obtain a new licence. Penalties for drinking and driving are extended to pedal cyclists. Fuel shortages resulting from the Suez crisis in 1956 decrease motor traffic; driving tests are suspended during the crisis. First motorway opened.

1959-1960: Motorway regulations, new vehicle lighting regulations and double white lines are introduced. Speed limit of 40 mph introduced for some roads. Learner motorcyclists are restricted to riding machines of under 250 cc. Annual testing of 10 year old cars and LGVs is introduced. Introduction of parking meters on London streets. Yellow lines denoting waiting restrictions introduced. Stanmore examiner training school opened.

1961-1963: Testing of all vehicles of 30 cwt and under and more than 7 years old is made compulsory. A valid test certificate is required to obtain a vehicle licence. Free copies of the Highway Code are circulated. TV car safety campaign *You Know It Makes Sense* launched, encouraging use of seatbelts. Motorcyclists permitted to ride bikes over 250cc (after passing their test) under the Road Traffic Act 1962.

1964-1965: Introduction of trial speed limit of 70 mph on motorways and other previously derestricted roads. First “Drink and Drive” publicity campaign.

1966-1967: Seat belt fitting is made compulsory for new cars. It becomes an offence to drive with over 80mg of alcohol per 100ml of blood. Breath tests introduced. Permanent maximum

speed limit of 70 mph introduced for previously unrestricted roads. HGVs banned from the outside lane of motorways.

1968-1969: Introduction of plating and testing of goods vehicles and voluntary HGV driving tests - Regulations on drivers' working hours are introduced. Test certificate now required for cars more than 3 years old. Pelican crossings are introduced. First UK bus lane introduced in Park Lane, London.

1970-1972: HGV driving test and registration of driving instructors becomes compulsory. 16 year olds are limited to riding mopeds only. Rear markings and long vehicle signs are made compulsory for HGVs. Zig Zag markings introduced at zebra crossings. Child seatbelt TV campaign *Your Seatbelt is their Security* is launched in 1970. The following year sees the introduction of the *Clunk Click Every Trip* seatbelt campaign. The Green Cross Code is launched to promote child pedestrian safety, aimed specifically at children themselves.

1973-1974: Safety helmets are made compulsory for two-wheeled motor vehicle users. Energy crisis leads to petrol shortages and large fuel price increases and to temporary 50 mph national maximum speed limit.

1975-1976: Vehicles now required to be lit when daylight visibility is seriously reduced. Minimum age of trainee HGV drivers reduced to 18.

1977: Mopeds redefined to 30 mph maximum design speed. MOT test widened to include windscreen wipers and washers and exhaust systems. 1977 Christmas drink drive campaign slogan *Think before you drink before you drive* is used by the Brewers and Licensed Retailers Association in later education campaigns.

1978 60 and 70 mph speed limits are made permanent. New rules on the maximum number of hours that may be worked by goods vehicle drivers are introduced. High intensity rear fog lamps become a mandatory fitment to most vehicles manufactured after 1 October 1979 and used from 1 April 1980.

1979: Regulations are introduced to help prevent lorries hitting overhead bridges. Code of practice issued on vehicle safety defects (arrangements for recall on new vehicles found to be defective). Use of tachograph accepted by Government. Start of long-term drink/driving tracking research.

1980-1981: Reform of bus licensing and removal of advertising restrictions from private car sharing schemes. Reduction in minimum driving age of invalid car drivers to 16.

1982: Two part motorcycle test introduced. Provisional motorcycle licences restricted to two years. Recall code announced for manufacturers to recall potentially defective motorcycles. Tougher written examination for entrants to driving instructor registration scheme.

1983: Seat belt wearing becomes law for drivers and front seat passengers. Learner motorcyclists now only allowed to ride machines of up to 125 cc. First road hump regulations made.

1984: Stiffer driving tests for entrants of driving instructor registration scheme. Tougher internal checks on tuition given by qualified driving instructors. New pedal cycles are required to meet British Standards. Revised Code of Practice on safety of loads on vehicles is issued. Spray reducing devices required to be fitted to lorries and trailers.

1985: Both load and speed performance to be marked on new car tyres. Regulations allowing the use of traffic cones, warning lamps, and triangles in the event of breakdowns come into force. PSV driving tests made compulsory.

1986: Uniform construction standards to apply to minibuses first used from April 1988. Tyres are now required to support maximum axle weights at a vehicle's maximum speed. Seat belt legislation is made permanent. White on brown signs to tourist attractions introduced. European Road Safety Year.

1987: The Secretary of State for Transport sets a target to achieve a one third reduction in road accident casualties by the year 2000. All newly registered cars to be fitted with rear seat belts or child restraints. Use of amber flashing lights on slow moving vehicles is made compulsory. Zig-zag markings extended to Pelican crossings. Closure of 586 emergency crossing points on central reservations of motorways.

1988: Close proximity and wide angle rear view mirrors become a legal requirement on new HGVs. All new cars first used from 1 April must be able to use unleaded petrol. All coaches first used from 1 April 1974 must have 70 mph limiters fitted by 1 April 1992. Driving tests hereafter conducted under the provisions of the Road Traffic Act 1988.

1989: Penalty points increased for careless driving, driving without insurance, and failing to stop after or to report an accident. Accompanied motorcycle testing becomes mandatory. Seat belt wearing by rear child passengers becomes law in cars where appropriate restraints have been fitted and are available. The Booth Report published, assessing motorcycle accidents in the Metropolitan Police area. Motorcycle test revised to include radio contact and accompaniment by examiner.

1990: Compulsory basic training for motorcyclists introduced. Learner motorcyclists banned from carrying pillion passengers. New road hump regulations. High Risk Offenders Scheme for problem drink-drivers extended; introduction of charges for medical examination required before return of licence. New regulations require those accompanying learner drivers to be at least 21 years old and to have held a licence for 3 years. Experimental Red Routes introduced in London.

1991: First 20mph zones introduced. Chevron markings introduced on the M1 to help drivers keep a safe distance from the vehicle in front. First trials of nearside pedestrian signal at junctions. First edition of *Car and Driver: Injury Accident and Casualty Rates* published giving information on comparative accident involvement and injury risks of popular makes and models of car. Seat belt wearing by rear adult passengers becomes law in cars where belts are fitted and available.

1992: Requirement for a minimum tread depth of 1.6mm introduced for cars and light vans. Traffic Calming Act 1992 receives Royal Assent. Launch of road safety campaign *Kill Your Speed, Not A Child*. Government issues *Killing Speed and Saving Lives* consultation paper. Safety helmets made compulsory for child horse riders. Speed enforcement cameras and retesting of dangerous drivers introduced. All new goods vehicles over 7.5 tonnes fitted with 60 mph speed limiters. New emission requirements made 3-way catalytic converters necessary on virtually all new petrol-engined cars.

1993: Experimental scheme begins in the use of rehabilitation courses for drink/drive offenders. MOT test for cars extended to include checks on mirrors, fuel tanks and pipes,

body security, seat and door security, additional lighting items, number plates and windscreen condition. Consolidation of seat belt wearing regulations. Bus Advance Areas introduced. Traffic Calming Regulations enable highway authorities to introduce a wider range of traffic calming features.

1994: Publication of *Safer by Design* brochure produced for local councils to encourage traffic calming. London Boroughs take over most parking enforcement in the capital. 100th speed camera site established and 100th 20mph speed limit zone opened. Launch of *Elephant* rear seat belt and *Kill Your Speed* TV publicity campaigns. Major revision of traffic signs regulations introducing modified system of colour coded direction signs, simplification of yellow line system of waiting restrictions and a range of new warning and regulatory signs. Speed limiter settings lowered to 65 mph for new buses and coaches and to 56 mph for HGVs.

1995: Publication of *Road Safety Report 1995*. Pass Plus scheme introduced for new drivers, which encourages new drivers to take more lessons by offering discount on motor insurance. New edition of the Highway Code for young road users. Speed campaign *Don't Look Now* incorporates radio commercials for the first time. New edition of *Choosing Safety* booklet published, giving advice on car safety and security features.

1996: Driving theory test introduced for car and motorcycle learners (1 July). Latest *Kill Your Speed* campaign focuses on children killed near their homes using emotive music, poetry and relatives voices. *Child Pedestrian Safety in the UK* published. Publication of advice booklets on the forthcoming requirement for seat belts in minibuses and coaches carrying children. Publication of consultation document *Targeting the Future* which sets out options for post 2000 casualty targets.

1997: New Zebra, Pelican and Puffin crossing regulations introduced. Road Traffic (New Drivers) Act 1995 comes into force; withdrawal of licence and compulsory retesting for new drivers who accumulate 6 or more penalty points within 2 years of passing their driving test. Written theory test introduced for LGV and PCV drivers.

1998: Transport white paper *A New Deal for Transport: Better for Everyone* published, promoting public transport and safer, more secure transport systems. Drink-drive rehabilitation experiment expanded to cover around one-third of courts in Great Britain and extended for 2 years to the end of 1999. Publication of *Combating Drink-drive: Next Steps* consultation paper.

1999: *Kill your Speed* campaign launched (six weeks: £3.5m). GLA Road Network announced (220 miles of trunk roads and 105 miles of borough roads). *Cycle Smart* campaign for child cyclists launched. First BBC simulcast commercial for £2.6m Millennium Drink-Drive campaign. Changes to practical driving test introduced.

2000: The government announced a new road safety strategy and casualty reduction targets for the year 2010 in *Tomorrows Roads - Safer for Everyone*. A review of speed policy was conducted and reported in *New Directions in Speed Management*. £1.4bn targeted programme of improvements announced in *A New Deal for Trunk Roads in England* following the Roads Review. National Cycle Network officially opened. *Think!* road safety campaign launched. Eight pilot areas to recover costs of operating speed and red light cameras (safety cameras) from fines resulting from enforcement.

2001: The government announced a £10 million pilot of road safety schemes for children in deprived areas. *Road Safety Good Practice Guidance* published. First national campaign launched for fitting child car seats correctly. “Hedgehogs” road safety website launched for children. Legislation introduced that extends the cost recovery system piloted in 2000 to all areas. A national safety camera programme is gradually introduced.

2002: The government seeks views on banning mobile phones whilst driving. £6 million was made available to improve road safety in most deprived cities. A new motorcycle safety campaign is launched, as is a campaign urging parents to check their child’s car seat every trip. *Dangerous driving and the Law* report published.

2003: The phased introduction of the hazard perception test into the theory test was completed. As of 1 December the new offence of using a hand held mobile phone while driving is introduced. *Seatbelt campaign THINK! Wear a seatbelt....You don’t get a second chance* features an online interactive crash simulator. Radio drink driving campaign timed to coincide with early morning pub opening during Rugby Union World Cup. Congestion Charging introduced in London.

2004: The first three year review of the Government's road safety strategy published. The World Health Organisation dedicated World Health Day to the issue of road safety. The United Nations issued a resolution on global road safety

2005: Roads Policing Strategy published jointly by Dept for Transport, Home Office and Association of Chief Police Officers. Publication of Government’s Motorcycling Strategy, recognising motorcycling as a “mainstream” mode of transport. *Distractions* campaign, aimed at teenage pedestrians, features *Camera Phone*, first TV commercial shot entirely on a mobile video phone.

2006: Road Safety Act passed. The act made provision for a wide range of road safety matters including: drink driving, speeding, driver training, driver and vehicle licensing.

2007: The second three year review of the Government’s road safety strategy is published. New THINK! drink-drive advert launched, emphasising the consequences of a drink-drive conviction. New crash helmet safety rating scheme announced: 'SHARP' - *Safety Helmet Assessment and Rating Programme* giving an independent rating (from 1 to 5 stars) of how much protection a helmet can provide in an impact. The cost recovery system for safety cameras ends. From 1 April cameras to be funded like other safety measures through the Local Transport Plan process.

2008: *Learning to Drive* consultation, reforming car driver training and testing, published. *Road Safety Compliance* consultation, covering speeding, drink-driving, seat belts, drug driving and careless driving, published.

2009: Draft road safety strategy for 2010 and beyond, *A Safer Way*, published.

Review topics 1951 - 2007

Subject	Year of publication
ABI "snapshot" of motor insurance claims	1990
Accident rates	1963
Accidents and accident risk to different classes of road user	1968
Accident histories by birth cohort	1986
Accidents on the London to Birmingham motorway	1960
Accident severity	1955, 1966
A new method of identifying Urban and Rural Roads	2002
A valuation of accident, casualty costs and insurance claims data	2006
A valuation of road accidents and casualties in Great Britain in 2007	2007
Area road safety units	1963
Best and worst days for accidents	1987
Bicycles - see pedal cycles	
British Standard Time	1968, 1971
Buses (PSVs)	1968, 1975-1976, 1990
Cars	1968
Casualties by age	1955, 1964-1966
Casualties boarding and alighting from buses and coaches	1983
Casualties to children	1956, 1989
Casualty rates	1963-1966
Casualties on public holidays	1985
Casualty rates by age and sex	1980, 1987
Casualty reduction targets	2000
Casualty seasonality at specified hours	1985
Casualty severity	1966, 1990
Changes to Definitions and Tables for 1999 as a result of the 1997 Quinquennial Review	1999
Changes to Definitions and Tables as a result of the 2002/03 review of road accident statistics	2005
Child pedestrian cohorts	1982
Child pedestrian safety	1993
Child seat belt wearing	1986, 1989
Children's Traffic Club (Effects of)	1994
Coach speed survey	1984, 1986
Cohort analysis	1981
Collection, collation and analysis of personal injury accident data	1991, 1996
Comparative casualty rates by mode of travel	2007
Comparison of casualties in 1958 and 1981	1981
Comparison of two wheeled motor vehicle and car accidents	1985
Comparisons with other European Community countries	1987
Compulsory seat belt wearing	1984
Construction and use regulations for motor vehicles	1963-1964
Contributory factors to road accidents	2004, 2007
Costs of accidents	1968-1991, 1993, 1995-1996
Costing road accidents in Great Britain	1991
Crash helmets	1956

Crossover accidents	1983
Cuts in street lighting	1974
Daylight and darkness	1955
Drinking and driving	1968-1973, 1975, 1977-1980, 1983-2007
Drink and drive campaign	1964
Driver training	1969
Drivers and their passengers	1953-1956, 1960-1963, 1992
Driving standards	1969
Early road accident investigation: 1909-1933	1990
Effect of traffic on accidents	1956
Effects of rail/tube strikes and fare changes	1982-1983
Elderly casualties	1988
European road safety year	1985
Experimental road safety measures	1964
Experimental speed limits	1960-1964
Factors contributing to accidents	1952, 1954-1955
Fatal road accidents and loss of life expectancy	1991
Faults of drivers	1954
Fires in road vehicles	1982, 1986
Fog on motorways	1971, 1976
Forty years on	1991
Fuel crises and temporary speed limits	1975
General review	1951-1956, 1959-2007
Goods vehicles	1968, 1971-1972, 1974-1975, 1979, 1981
Heavy goods vehicles	1982
High Risk Offenders, June 1990-February 1993	1992
Historic cost of road accidents	1987
Hit and run accidents	1984, 1989, 1994, 2006
How many of us will die in road accidents?	1986
If you double your mileage, do you double your accident risk?	1991
Impact of large motorway accidents	1985
Impact of speed cameras on road casualties	2000
Importance of accident data to local authorities	1990
Insurance claims statistics ³	1985, 1987-1995
International road accident statistics	1982
Invalid tricycles	1974-1975, 1977
Involvement of alcohol in fatal accidents to adult pedestrians	1991
Involvement of Horses in road accidents	2002
Involvement rates by age and sex	1981
Involvement rates by road class	1979
Lighting and accidents	1984, 1988
Local authority road safety committees	1961-1964
Location of accidents	1960-1962, 1966
Long term trends	1968, 1993

Major British Road Accidents 1946-1994	1994
Manoeuvres	1956-1966
Mind that child campaign	1956
Mopeds and motorcycles (also see Two wheel motor vehicles)	1953-1956, 1959-1963, 1982-1983
Motorcycle casualties and accidents	1985-1986, 1988
Motorway accidents	1972-1973, 1984
Motorway accidents in the presence of road works	1985
Motorway safety: general	1987
Motorway safety: international comparisons	1986
National cycling proficiency scheme	1961-1964, 1969
National Hospital Study of Road Accident Casualties	1996
Nature of accidents	1966
Nature of injuries	1980-1981, 1985-1986
New traffic signs	1964
Offences relating to motor vehicles	1973
Panda crossings	1963-1964
Parking without lights	1972
Peak times for casualties	1959-1963
Pedal cycles	1953-1956, 1959-1963, 1968, 1978-1979, 1981, 1983-1984, 1989
Pedestrian casualties	1987, 1989
Pedestrian crossings	1953-1955, 1963-1964
Pedestrians and pedestrian safety	1959-1963, 1968, 1970-1972, 1974-1978, 1980, 1984, 1993
Penalty system for motoring offences	1963
Pedestrian casualties: comparisons with Japan and the Netherlands	1985
Prevention of accidents	1969
Prospect for the 1970s	1969
Public holiday casualties	1959-1963
Quinquennial review of the collection of road injury accident data (1992)	1992, 2001
RAC/Auto cycle union training scheme	1961-1963
Rear markings	1974
Revised road accident reports	1979
Revised traffic statistics	1983
Risks posed by vehicles to other road users	1990
Road accident Great Britain questionnaire	1994
Road accident trends since 1949	1963-1964
Road accident statistics in peace and war in Britain: 1930-1951	1991
Road casualties 1870 to 1910	1987
Road casualties versus rail	1982
Road casualties and deprivation	2007
Road safety activities	1961-1964
Road safety films	1961-1964
Road safety publicity	1961-1964, 1969, 1980-1987, 1993
Road Traffic Act (1962)	1962
Road works	1981
RoSPA	1961-1964

Scottish road accidents	1956, 1959
Seasonal adjustment of casualty numbers and rates	1981, 1986
Seasonal pattern of accidents and casualties	1980
Seat belts	1962, 1968, 1971-1975, 1979-1980, 1982-1985, 1989
Separation distances	1974-1975
Skidding	1956, 1990
Speed limits	1974-1975
Speed surveys	1975-1977, 1983, 1990
Teenage accidents	1982
The use of hospital data on road accidents	2007
Time to die after a road accident	1986
Timing of accidents	1966
Transport kills	1982
Trends since 1949	1963-1964
Trunk and principal roads	1982
Twenty years of road accidents (1934-1953)	1953
Two wheel motor vehicles (see also mopeds and motorcycles)	1968-1969, 1972-1979, 1984
Tyre regulations	1968
Uses of vehicle number plate data	1991
Valuation of the reduction in risk of road accidents	1992, 1994
Valuation of preventing fatal road accident casualties	1997
Vehicle age	1983
Vehicle Damage Survey	1974
Vehicle defects	1953, 1975
Vehicle involvement rates by road class	1985
Vehicle lighting regulations	1964
Vehicle testing	1961-1964
Vulnerable road users	1964-1965, 1968
Where casualties occur	1964-1965, 1968
Who gets hurt	1968
Who hits whom	1965
Young driver casualties	1992
Zebra crossings	1953-1955
50mph speed limit experiments	1964

MG NSRF/A

ACCIDENT STATISTICS



Incident URN

Other ref.

1.3 ACCIDENT REFERENCE

***FATAL / SERIOUS / SLIGHT**

1.9 TIME DAY* 1.7 DATE

1st Road Class & No. or (Unclassified - UC) (Not Known - NK) 1st Road Name

Outside House No. or Name or Marker Post No. at junction with / or metres * of

2nd Road Class & No. or (Unclassified - UC) (Not Known - NK) 2nd Road Name

Town Sector /Beat No.

County or Borough 1.10 Local Auth No. (if known)

1.11 Grid Reference E → N ↑

REPORTING Name Number OFFICER BCU/Stn 1.2 Force Tel Number

1.5 Number of vehicles

1.6 Number of casualties

1.14 ROAD TYPE <input checked="" type="checkbox"/>	
Roundabout	<input type="text"/> <input type="text"/>
One way street	<input type="text"/> <input type="text"/>
Dual carriageway	<input type="text"/> <input type="text"/>
Single carriageway	<input type="text"/> <input type="text"/>
Slip road	<input type="text"/> <input type="text"/>
Unknown	<input type="text"/> <input type="text"/>

1.15 Speed Limit (Permanent)

1.16 JUNCTION DETAIL <input checked="" type="checkbox"/>	
Not at or within 20 metres of junction	<input type="text"/> <input type="text"/>
Roundabout	<input type="text"/> <input type="text"/>
Mini roundabout	<input type="text"/> <input type="text"/>
T or staggered junction	<input type="text"/> <input type="text"/>
Slip road	<input type="text"/> <input type="text"/>
Crossroads	<input type="text"/> <input type="text"/>
Multiple junction	<input type="text"/> <input type="text"/>
Using private drive or entrance	<input type="text"/> <input type="text"/>
Other junction	<input type="text"/> <input type="text"/>

JUNCTION ACCIDENTS ONLY

1.17 JUNCTION CONTROL

Authorised person	<input type="text"/> <input type="text"/>
Automatic traffic signal	<input type="text"/> <input type="text"/>
Stop sign	<input type="text"/> <input type="text"/>
Give way or uncontrolled	<input type="text"/> <input type="text"/>

1.20a PEDESTRIAN CROSSING - HUMAN CONTROL <input checked="" type="checkbox"/>	
None within 50 metres	<input type="text"/> <input type="text"/>
Control by school crossing patrol	<input type="text"/> <input type="text"/>
Control by other authorised person	<input type="text"/> <input type="text"/>

1.20b PEDESTRIAN CROSSING - PHYSICAL FACILITIES <input checked="" type="checkbox"/>	
No physical crossing facility within 50m	<input type="text"/> <input type="text"/>
Zebra crossing	<input type="text"/> <input type="text"/>
Pelican, puffin, toucan or similar non-junction pedestrian light crossing	<input type="text"/> <input type="text"/>
Pedestrian phase at traffic signal junction	<input type="text"/> <input type="text"/>
Footbridge or subway	<input type="text"/> <input type="text"/>
Central refuge — no other controls	<input type="text"/> <input type="text"/>

1.22 WEATHER <input checked="" type="checkbox"/>	
Fine without high winds	<input type="text"/> <input type="text"/>
Raining without high winds	<input type="text"/> <input type="text"/>
Snowing without high winds	<input type="text"/> <input type="text"/>
Fine with high winds	<input type="text"/> <input type="text"/>
Raining with high winds	<input type="text"/> <input type="text"/>
Snowing with high winds	<input type="text"/> <input type="text"/>
Fog or mist — if hazard	<input type="text"/> <input type="text"/>
Other	<input type="text"/> <input type="text"/>
Unknown	<input type="text"/> <input type="text"/>

1.23 ROAD SURFACE CONDITION

Dry	<input type="text"/> <input type="text"/>
Wet / Damp	<input type="text"/> <input type="text"/>
Snow	<input type="text"/> <input type="text"/>
Frost / Ice	<input type="text"/> <input type="text"/>
Flood (surface water over 3cm deep)	<input type="text"/> <input type="text"/>

1.21 LIGHT CONDITIONS <input checked="" type="checkbox"/>	
Daylight: street lights present	<input type="text"/> <input type="text"/>
Daylight: no street lighting	<input type="text"/> <input type="text"/>
Daylight: street lighting unknown	<input type="text"/> <input type="text"/>
Darkness: street lights present and lit	<input type="text"/> <input type="text"/>
Darkness: street lights present but unlit	<input type="text"/> <input type="text"/>
Darkness: no street lighting	<input type="text"/> <input type="text"/>
Darkness: street lighting unknown	<input type="text"/> <input type="text"/>

1.24 SPECIAL CONDITIONS AT SITE <input checked="" type="checkbox"/>	
None	<input type="text"/> <input type="text"/>
Auto traffic signal out	<input type="text"/> <input type="text"/>
Auto traffic signal partially defective	<input type="text"/> <input type="text"/>
Permanent road signing or marking defective or obscured	<input type="text"/> <input type="text"/>
Roadworks	<input type="text"/> <input type="text"/>
Road surface defective	<input type="text"/> <input type="text"/>
Oil or diesel	<input type="text"/> <input type="text"/>
Mud	<input type="text"/> <input type="text"/>

1.25 CARRIAGEWAY HAZARDS <input checked="" type="checkbox"/>	
None	<input type="text"/> <input type="text"/>
Dislodged vehicle load in carriageway	<input type="text"/> <input type="text"/>
Other object in carriageway	<input type="text"/> <input type="text"/>
Involvement with previous accident	<input type="text"/> <input type="text"/>
Pedestrian in carriageway - not injured	<input type="text"/> <input type="text"/>
Any animal in carriageway (except ridden horse)	<input type="text"/> <input type="text"/>

1.26 Did a police officer attend the scene and obtain the details for this report?

Yes

No

Subject to local directions, boxes with a grey background need not be completed if already recorded

* Circle as appropriate
 UNCLASSIFIED

2.26 VEHICLE REGISTRATION MARK	
Vehicle 001	<input type="text"/>
Vehicle 002	<input type="text"/>
Vehicle 003	<input type="text"/>
Vehicle 004	<input type="text"/>

2.28 FOREIGN REGISTERED VEHICLE <input checked="" type="checkbox"/>	VEHICLE			
	1	2	3	4
Not foreign registered vehicle	0			
Foreign registered vehicle LHD	1			
Foreign registered vehicle RHD	2			
Foreign reg' vehicle-two wheeler	3			

2.5 TYPE OF VEHICLE <input checked="" type="checkbox"/>					
Pedal cycle	01				
M/cycle 50cc and under	02				
M/cycle over 50cc and up to 125cc	03				
M/cycle over 125cc and up to 500cc	04				
Motorcycle over 500cc	05				
Taxi / Private hire car	08				
Car	09				
Minibus (8-16 passenger seats)	10				
Bus or coach (17 or more passenger seats)	11				
Other motor vehicle	14				
Other non-motor vehicle	15				
Ridden horse	16				
Agricultural vehicle (include diggers etc)	17				
Tram / Light rail	18				
Goods vehicle 3.5 tonnes mgw and under	19				
Goods vehicle over 3.5 tonnes mgw and under 7.5 tonnes mgw	20				
Goods vehicle 7.5 tonnes mgw and over	21				

2.6 TOWING AND ARTICULATION <input checked="" type="checkbox"/>					
No tow or articulation	0				
Articulated vehicle	1				
Double or multiple trailer	2				
Caravan	3				
Single trailer	4				
Other tow	5				

2.21 SEX OF DRIVER <input checked="" type="checkbox"/>					
Male	1				
Female	2				
Driver not traced	3				

2.22 AGE OF DRIVER (Estimate if necessary)			
Vehicle 001	<input type="text"/>	Vehicle 002	<input type="text"/>
Vehicle 003	<input type="text"/>	Vehicle 004	<input type="text"/>

2.27 DRIVER HOME POSTCODE or Code: 1- Unknown 2- Non UK Resident 3 - Parked & unattended <input checked="" type="checkbox"/>	
Vehicle 001	<input type="text"/>
Vehicle 002	<input type="text"/>
Vehicle 003	<input type="text"/>
Vehicle 004	<input type="text"/>

2.23 BREATH TEST <input checked="" type="checkbox"/>	VEHICLE			
	1	2	3	4
Not applicable	0			
Positive	1			
Negative	2			
Not requested	3			
Refused to provide	4			
Driver not contacted at time of acc'	5			
Not provided (medical reasons)	6			

2.24 HIT AND RUN <input checked="" type="checkbox"/>					
Not hit and run	0				
Hit and run	1				
Non-stop vehicle, not hit	2				

2.29 JOURNEY PURPOSE OF DRIVER/RIDER <input checked="" type="checkbox"/>					
Journey as part of work	1				
Commuting to / from work	2				
Taking school pupil to/from school	3				
Pupil riding to / from school	4				
Other/Not known	5				

2.9 VEHICLE LOCATION AT TIME OF ACCIDENT RESTRICTED LANE/AWAY FROM MAIN C'WAY <input checked="" type="checkbox"/>					
On main carriageway not in restricted lane	00				
Tram / Light rail track	01				
Bus lane	02				
Busway (inc. guided busway)	03				
Cycle lane (on main carriageway)	04				
Cycleway or shared use footway (not part of main carriageway)	05				
On lay-by / hard shoulder	06				
Entering lay-by / hard shoulder	07				
Leaving lay-by / hard shoulder	08				
Footway (pavement)	09				

2.10 JUNCTION LOCATION OF VEHICLE <input checked="" type="checkbox"/>					
Not at or within 20m of junction	0				
Approaching junction or waiting /parked at junction approach	1				
Cleared junction or waiting/ parked at junction exit	2				
Leaving roundabout	3				
Entering roundabout	4				
Leaving main road	5				
Entering main road	6				
Entering from slip road	7				
Mid junction- on roundabout or on main road	8				

2.7 MANOEUVRES <input checked="" type="checkbox"/>					
Reversing	01				
Parked	02				
Waiting to go ahead but held up	03				
Slowing or stopping	04				
Moving off	05				
U turn	06				
Turning left	07				
Waiting to turn left	08				
Turning right	09				
Waiting to turn right	10				
Changing lane to left	11				
Changing lane to right	12				
O'taking moving veh on its offside	13				
O'taking stationary veh on its offside	14				
Overtaking on nearside	15				
Going ahead left hand bend	16				
Going ahead right hand bend	17				
Going ahead other	18				

2.11 SKIDDING AND OVERTURNING <input checked="" type="checkbox"/>	VEHICLE			
	1	2	3	4
No skidding, jack-knifing or overturning	0			
Skidded	1			
Skidded and overturned	2			
Jack-knifed	3			
Jack-knifed and overturned	4			
Overturned	5			

2.12 HIT OBJECT IN CARRIAGEWAY <input checked="" type="checkbox"/>					
None	00				
Previous accident	01				
Roadworks	02				
Parked vehicle	04				
Bridge-roof	05				
Bridge-side	06				
Bollard / Refuge	07				
Open door of vehicle	08				
Central island of roundabout	09				
Kerb	10				
Other object	11				
Any animal (except ridden horse)	12				

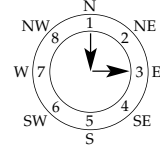
2.13 VEHICLE LEAVING CARRIAGEWAY <input checked="" type="checkbox"/>					
Did not leave carriageway	0				
Left carriageway nearside	1				
Left carriageway nearside and rebounded	2				
Left carriageway straight ahead at junction	3				
Left carriageway offside onto central reservation	4				
Left carriageway offside onto central reserve and rebounded	5				
Left carriageway offside and crossed central reservation	6				
Left carriageway offside	7				
Left carriageway offside and rebounded	8				

2.14 FIRST OBJECT HIT OFF CARRIAGEWAY <input checked="" type="checkbox"/>					
None	00				
Road sign / Traffic signal	01				
Lamp post	02				
Telegraph pole / Electricity pole	03				
Tree	04				
Bus stop / Bus shelter	05				
Central crash barrier	06				
Nearside or offside crash barrier	07				
Submerged in water (completely)	08				
Entered ditch	09				
Other permanent object	10				

2.16 FIRST POINT OF IMPACT <input checked="" type="checkbox"/>					
Did not impact	0				
Front	1				
Back	2				
Offside	3				
Nearside	4				

2.17 FIRST CONTACT BETWEEN EACH VEHICLE Example: In a 3 car collision vehicle 1 collides with the rear of vehicle 2 pushing it into vehicle 3.	
Example Code:	
Vehicle 001 first collides with vehicle 002	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
Vehicle 002 first collides with vehicle 001	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
Vehicle 003 first collides with vehicle 002	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
Vehicle 001	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
Vehicle 002	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
Vehicle 003	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
Vehicle 004	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>

Subject to local directions, boxes with a grey background need not be completed if already recorded

<p>2.8 DIRECTION OF VEHICLE TRAVEL</p> <p>1. Using the Example shown complete the FROM and TO boxes for the vehicles concerned, indicating direction of travel FROM and TO</p> <p>2. If PARKED enter '00'</p>	<table style="margin: auto;"> <tr> <td colspan="2">Vehicle 001</td> <td colspan="2">Vehicle 002</td> </tr> <tr> <td>FROM</td><td>TO</td><td>FROM</td><td>TO</td> </tr> <tr> <td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td colspan="2">Vehicle 003</td> <td colspan="2">Vehicle 004</td> </tr> <tr> <td>FROM</td><td>TO</td><td>FROM</td><td>TO</td> </tr> <tr> <td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> </table>	Vehicle 001		Vehicle 002		FROM	TO	FROM	TO					Vehicle 003		Vehicle 004		FROM	TO	FROM	TO					<p>EXAMPLE</p> <table style="margin: auto;"> <tr> <td>FROM</td><td>TO</td> </tr> <tr> <td style="background-color: #cccccc;">1</td><td style="background-color: #cccccc;">3</td> </tr> </table> 	FROM	TO	1	3
Vehicle 001		Vehicle 002																												
FROM	TO	FROM	TO																											
Vehicle 003		Vehicle 004																												
FROM	TO	FROM	TO																											
FROM	TO																													
1	3																													

CASUALTY RECORD

<p>3.4 VEHICLE REFERENCE NUMBER Enter VEH No. which CASUALTY occupied (for pedestrians, code vehicle that struck them) e.g. 001,002 etc.</p> <p>Casualty 001 <input type="text" value="0"/> <input type="text"/> <input type="text"/> Casualty 002 <input type="text" value="0"/> <input type="text"/> <input type="text"/></p> <p>Casualty 003 <input type="text" value="0"/> <input type="text"/> <input type="text"/> Casualty 004 <input type="text" value="0"/> <input type="text"/> <input type="text"/></p> <p>Casualty 005 <input type="text" value="0"/> <input type="text"/> <input type="text"/> Casualty 006 <input type="text" value="0"/> <input type="text"/> <input type="text"/></p>	<p>3.7 SEX OF CASUALTY <input checked="" type="checkbox"/> CASUALTY</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td></td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td> </tr> <tr> <td>Male</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Female</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> </table> <p>3.8 AGE OF CASUALTY (Estimate if necessary) For children less than a year enter 00</p> <p>Casualty 001 <input type="text"/> <input type="text"/> Casualty 002 <input type="text"/> <input type="text"/></p> <p>Casualty 003 <input type="text"/> <input type="text"/> Casualty 004 <input type="text"/> <input type="text"/></p> <p>Casualty 005 <input type="text"/> <input type="text"/> Casualty 006 <input type="text"/> <input type="text"/></p>		1	2	3	4	5	6	Male							Female							<p>3.13 SCHOOL PUPIL CASUALTY <input checked="" type="checkbox"/></p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td></td><td colspan="6">CASUALTY</td> </tr> <tr> <td></td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td> </tr> <tr> <td>School pupil on journey to or from school</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Other</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> </table> <p>3.15 CAR PASSENGER (not driver) <input checked="" type="checkbox"/></p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>Not a car passenger</td><td>0</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Front seat passenger</td><td>1</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Rear seat passenger</td><td>2</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> </table> <p>3.16 BUS OR COACH PASSENGER <input checked="" type="checkbox"/> (17 passenger seats or more)</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>Not a bus or coach passenger</td><td>0</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Boarding</td><td>1</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Alighting</td><td>2</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Standing passenger</td><td>3</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Seated passenger</td><td>4</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> </table>		CASUALTY							1	2	3	4	5	6	School pupil on journey to or from school							Other							Not a car passenger	0						Front seat passenger	1						Rear seat passenger	2						Not a bus or coach passenger	0						Boarding	1						Alighting	2						Standing passenger	3						Seated passenger	4					
	1	2	3	4	5	6																																																																																																					
Male																																																																																																											
Female																																																																																																											
	CASUALTY																																																																																																										
	1	2	3	4	5	6																																																																																																					
School pupil on journey to or from school																																																																																																											
Other																																																																																																											
Not a car passenger	0																																																																																																										
Front seat passenger	1																																																																																																										
Rear seat passenger	2																																																																																																										
Not a bus or coach passenger	0																																																																																																										
Boarding	1																																																																																																										
Alighting	2																																																																																																										
Standing passenger	3																																																																																																										
Seated passenger	4																																																																																																										
<p>3.18 CASUALTY HOME POSTCODE or Code: 1- Unknown 2- Non UK Resident</p> <p style="text-align: right;">↓</p> <p>Casualty 001 <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/></p> <p>Casualty 002 <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/></p> <p>Casualty 003 <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/></p> <p>Casualty 004 <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/></p> <p>Casualty 005 <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/></p> <p>Casualty 006 <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/></p>	<p>3.6 CASUALTY CLASS <input checked="" type="checkbox"/></p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>Driver/Rider</td><td>1</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Veh./pillion Passenger</td><td>2</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Pedestrian</td><td>3</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> </table> <p>3.9 SEVERITY OF CASUALTY <input checked="" type="checkbox"/></p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>Fatal</td><td>1</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Serious</td><td>2</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Slight</td><td>3</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> </table>	Driver/Rider	1						Veh./pillion Passenger	2						Pedestrian	3						Fatal	1						Serious	2						Slight	3																																																																					
Driver/Rider	1																																																																																																										
Veh./pillion Passenger	2																																																																																																										
Pedestrian	3																																																																																																										
Fatal	1																																																																																																										
Serious	2																																																																																																										
Slight	3																																																																																																										

PEDESTRIAN CASUALTIES ONLY

<p>3.10 PEDESTRIAN LOCATION <input checked="" type="checkbox"/></p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td></td><td colspan="6">CASUALTY</td> </tr> <tr> <td></td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td> </tr> <tr> <td>In carriageway, crossing on pedestrian crossing facility</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>In carriageway, crossing within zig-zag lines at crossing approach</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>In carriageway, crossing within zig-zag lines at crossing exit</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>In carriageway, crossing elsewhere within 50m of pedestrian crossing</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>In carriageway, crossing elsewhere</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>On footway or verge</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>On refuge, central island or central reservation</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>In centre of carriageway, not on refuge, island or central reservation</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>In carriageway, not crossing</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Unknown or other</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> </table>		CASUALTY							1	2	3	4	5	6	In carriageway, crossing on pedestrian crossing facility							In carriageway, crossing within zig-zag lines at crossing approach							In carriageway, crossing within zig-zag lines at crossing exit							In carriageway, crossing elsewhere within 50m of pedestrian crossing							In carriageway, crossing elsewhere							On footway or verge							On refuge, central island or central reservation							In centre of carriageway, not on refuge, island or central reservation							In carriageway, not crossing							Unknown or other							<p>3.11 PEDESTRIAN MOVEMENT <input checked="" type="checkbox"/></p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td></td><td colspan="6">CASUALTY</td> </tr> <tr> <td></td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td> </tr> <tr> <td>Crossing from driver's nearside</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Crossing from driver's nearside-masked by parked or stationary veh'</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Crossing from driver's offside</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Crossing from driver's offside-masked by parked or stationary veh'</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>In carriageway, stationary - not crossing (standing or playing)</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>In carriageway, stationary -not crossing (standing or playing), masked by parked or stationary veh'</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Walking along in carriageway-facing traffic</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Walking along in carriageway-back to traffic</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Unknown or other</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> </table>		CASUALTY							1	2	3	4	5	6	Crossing from driver's nearside							Crossing from driver's nearside-masked by parked or stationary veh'							Crossing from driver's offside							Crossing from driver's offside-masked by parked or stationary veh'							In carriageway, stationary - not crossing (standing or playing)							In carriageway, stationary -not crossing (standing or playing), masked by parked or stationary veh'							Walking along in carriageway-facing traffic							Walking along in carriageway-back to traffic							Unknown or other							<p>3.12 PEDESTRIAN DIRECTION <input checked="" type="checkbox"/></p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td></td><td colspan="6">CASUALTY</td> </tr> <tr> <td></td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td> </tr> <tr> <td>Standing still</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Northbound</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Northeast bound</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Eastbound</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Southeast bound</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Southbound</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Southwest bound</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Westbound</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Northwest bound</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Unknown</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> </table> <p>3.19 PEDESTRIAN INJURED IN THE COURSE OF 'On The Road' WORK Work actively carried out on public road (e.g. delivery services, road maintenance, postal delivery, traffic control etc.) <input checked="" type="checkbox"/></p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>No</td><td>0</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Yes</td><td>1</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> <tr> <td>Not known</td><td>2</td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td><td style="background-color: #cccccc;"> </td> </tr> </table>		CASUALTY							1	2	3	4	5	6	Standing still							Northbound							Northeast bound							Eastbound							Southeast bound							Southbound							Southwest bound							Westbound							Northwest bound							Unknown							No	0						Yes	1						Not known	2					
	CASUALTY																																																																																																																																																																																																																																																																											
	1	2	3	4	5	6																																																																																																																																																																																																																																																																						
In carriageway, crossing on pedestrian crossing facility																																																																																																																																																																																																																																																																												
In carriageway, crossing within zig-zag lines at crossing approach																																																																																																																																																																																																																																																																												
In carriageway, crossing within zig-zag lines at crossing exit																																																																																																																																																																																																																																																																												
In carriageway, crossing elsewhere within 50m of pedestrian crossing																																																																																																																																																																																																																																																																												
In carriageway, crossing elsewhere																																																																																																																																																																																																																																																																												
On footway or verge																																																																																																																																																																																																																																																																												
On refuge, central island or central reservation																																																																																																																																																																																																																																																																												
In centre of carriageway, not on refuge, island or central reservation																																																																																																																																																																																																																																																																												
In carriageway, not crossing																																																																																																																																																																																																																																																																												
Unknown or other																																																																																																																																																																																																																																																																												
	CASUALTY																																																																																																																																																																																																																																																																											
	1	2	3	4	5	6																																																																																																																																																																																																																																																																						
Crossing from driver's nearside																																																																																																																																																																																																																																																																												
Crossing from driver's nearside-masked by parked or stationary veh'																																																																																																																																																																																																																																																																												
Crossing from driver's offside																																																																																																																																																																																																																																																																												
Crossing from driver's offside-masked by parked or stationary veh'																																																																																																																																																																																																																																																																												
In carriageway, stationary - not crossing (standing or playing)																																																																																																																																																																																																																																																																												
In carriageway, stationary -not crossing (standing or playing), masked by parked or stationary veh'																																																																																																																																																																																																																																																																												
Walking along in carriageway-facing traffic																																																																																																																																																																																																																																																																												
Walking along in carriageway-back to traffic																																																																																																																																																																																																																																																																												
Unknown or other																																																																																																																																																																																																																																																																												
	CASUALTY																																																																																																																																																																																																																																																																											
	1	2	3	4	5	6																																																																																																																																																																																																																																																																						
Standing still																																																																																																																																																																																																																																																																												
Northbound																																																																																																																																																																																																																																																																												
Northeast bound																																																																																																																																																																																																																																																																												
Eastbound																																																																																																																																																																																																																																																																												
Southeast bound																																																																																																																																																																																																																																																																												
Southbound																																																																																																																																																																																																																																																																												
Southwest bound																																																																																																																																																																																																																																																																												
Westbound																																																																																																																																																																																																																																																																												
Northwest bound																																																																																																																																																																																																																																																																												
Unknown																																																																																																																																																																																																																																																																												
No	0																																																																																																																																																																																																																																																																											
Yes	1																																																																																																																																																																																																																																																																											
Not known	2																																																																																																																																																																																																																																																																											

LOCAL STATISTICS

Subject to local directions, boxes with a grey background need not be completed if already recorded

UNCLASSIFIED

1. Select up to six factors from the grid, relevant to the accident.
2. Factors may be shown in any order, but an indication must be given of whether each factor is **very likely (A)** or **possible (B)**.
3. Only include factors that you consider contributed to the accident. (i.e. do NOT include "Poor road surface" unless relevant).
4. More than one factor may, if appropriate, be related to the same road user.
5. The same factor may be related to more than one road user.
6. The participant should be identified by the relevant vehicle or casualty ref no. (e.g. 001, 002 etc.), preceded by "V" if the factor applies to a vehicle, driver/rider or the road environment (e.g. V002), or "C" if the factor relates to a pedestrian or passenger casualty (e.g. C001).
7. Enter U000 if the factor relates to an uninjured pedestrian.

Road Environment Contributed	101	102	103	104	105	106	107	108	109	
	Poor or defective road surface	Deposit on road (e.g. oil, mud, chippings)	Slippery road (due to weather)	Inadequate or masked signs or road markings	Defective traffic signals	Traffic calming (e.g. speed cushions, road humps, chicanes)	Temporary road layout (e.g. contraflow)	Road layout (e.g. bend, hill, narrow carriageway)	Animal or object in carriageway	
Vehicle Defects	201	202	203	204	205	206				
	Tyres illegal, defective or under-inflated	Defective lights or indicators	Defective brakes	Defective steering or suspension	Defective or missing mirrors	Overloaded or poorly loaded vehicle or trailer				
Injudicious Action	301	302	303	304	305	306	307	308	309	310
	Disobeyed automatic traffic signal	Disobeyed 'Give Way' or 'Stop' sign or markings	Disobeyed double white lines	Disobeyed pedestrian crossing facility	Illegal turn or direction of travel	Exceeding speed limit	Travelling too fast for conditions	Following too close	Vehicle travelling along pavement	Cyclist entering road from pavement
Driver/Rider Error or Reaction	401	402	403	404	405	406	407	408	409	410
	Junction overshoot	Junction restart (moving off at junction)	Poor turn or manoeuvre	Failed to signal or misleading signal	Failed to look properly	Failed to judge other person's path or speed	Passing too close to cyclist, horse rider or pedestrian	Sudden braking	Swerved	Loss of control
Impairment or Distraction	501	502	503	504	505	506	507	508	509	510
	Impaired by alcohol	Impaired by drugs (illicit or medicinal)	Fatigue	Uncorrected, defective eyesight	Illness or disability, mental or physical	Not displaying lights at night or in poor visibility	Cyclist wearing dark clothing at night	Driver using mobile phone	Distraction in vehicle	Distraction outside vehicle
Behaviour or Inexperience	601	602	603	604	605	606	607			
	Aggressive driving	Careless, reckless or in a hurry	Nervous, uncertain or panic	Driving too slow for conditions or slow vehicle (e.g. tractor)	Learner or inexperienced driver/rider	Inexperience of driving on the left	Unfamiliar with model of vehicle			
Vision Affected by	701	702	703	704	705	706	707	708	709	710
	Stationary or parked vehicle(s)	Vegetation	Road layout (e.g. bend, winding road, hill crest)	Buildings, road signs, street furniture	Dazzling headlights	Dazzling sun	Rain, sleet, snow or fog	Spray from other vehicles	Visor or windscreen dirty or scratched	Vehicle blind spot
Pedestrian Only (Casualty or Uninjured)	801	802	803	804	805	806	807	808	809	810
	Crossing road masked by stationary or parked vehicle	Failed to look properly	Failed to judge vehicle's path or speed	Wrong use of pedestrian crossing facility	Dangerous action in carriageway (e.g. playing)	Impaired by alcohol	Impaired by drugs (illicit or medicinal)	Careless, reckless or in a hurry	Pedestrian wearing dark clothing at night	Disability or illness, mental or physical
Special Codes	901	902	903	904						*999
	Stolen vehicle	Vehicle in course of crime	Emergency vehicle on a call	Vehicle door opened or closed negligently						Other – Please specify below

Driver/Rider Only (Includes Pedal Cycles and Horse Riders)

	1st	2nd	3rd	4th	5th	6th
Factor in the accident	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Which participant? (e.g. V001, C001, U000)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Very likely (A) or Possible (B)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

* If 999 Other, give brief details
 (Note: Only use if another factor contributed to the accident **and include it in the text description of how the accident occurred**)

These factors reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

UNCLASSIFIED

Index to tables and charts

Figures following entries refer to table, chart or map numbers and **not** to page numbers. A full list of page numbers for the main tables is on page 2. Table, chart and map numbers indicated by *italics* in this index (e.g. *t1a*, *c1a*, *m1a*), are included in the review topics. Information contained in the text of the review articles is not referred to in the index.

Where necessary, the entries below are defined in the section 'Definitions, symbols and conventions', and relevant information may also appear in the section 'Notes to individual main tables' or in the table itself as a footnote.

A Roads: *t4f*,3,4,5a-c,14,21,25,26,41a,41b,42,48

length 1a
traffic 1a,1b
A(M) Roads (see Motorways)
Accidental deaths: registered 50
Accident rates 3,26

Accidents: 2

by built-up/non built-up roads/motorways
12,14,15a,16a,17,19,20,21
by carriageway hazards 18
by county and unitary authority 46a,46b
by contributory factor *c4a*,*t4a-b*
by daylight/darkness 15a,16a,17,18
by foreign registration of vehicle 53
by junction type 19
by number of casualties involved 14
by number of vehicles 21,23a-c
by pedestrian involvement 21,22,23a-c
by road class 3,14,21
by road surface condition 15a,17
by road type *t4f*,13
by severity 3,4,12,13,14,15a,16a,19,20,21,22
by speed limit 4,13,17
by street lighting 17
by type of vehicle 22,23a-c
by urban/rural roads 3
by weather condition 16a
cost *t2a-d*
involving drink/drive *t3a*,*c3d-e*
motorway 3,12,14,15a,16a,17,20,21
single vehicle 20,21,22,23a-c
Adult casualties *t1f*,24,33,35

Age: (see also Adult and Child)

casualties *t1f*,7a-7c,24,30a,30b,
32-36,38a,38b,39,46a,46b,50
casualties in drink drive accidents *t3c*,*c3b*,*t3e*,*t3g*
casualty rates ,31
drivers 7a-7c,38a,38b,39
illegal alcohol levels *t3b*
involved in breath tests 39
Agricultural vehicles 28,40
Alighting from bus or coach, casualties 24
All causes, deaths from 50
Animal in carriageway 18
Articulated goods vehicles 22,27,40,43,44
Automatic traffic signal 18,20

B Roads *t4f*,5a-5c,14,21,25,41a,41b
Baseline data 3-7c,30b,38b,41b,46b,47
Bend, going ahead on 45
Bicycles - see Pedal cycles
Blood alcohol content *c3b*,*t3d*
Breath tests *t3f-g*,*c3f*,11,37,39

Built-up and non built-up roads:

accidents 12,14,15a,16a,17,19-21
casualties 5a-5c,12,15b,16b,
24,25,35,48
cost *t2b*,*t2d*
vehicles involved 12,41a,41b,43

Buses or coaches:

accidents involving 23a-c
accidents involving rates 26
built-up/non built-up roads/motorways 24,25,
41a,41b,43
casualties *t1b*,*c1a*,*t1d*,*t1e*,*c1e*,*c1h*,*t1j*
boarding and alighting 24
by age 30a,30b,36
by month and casualty rates 28
drivers/passengers 6a-c,27
in accidents involving 23a-c,25
rates *t1e*,9,26,31,52
drivers involved in breath test 39
licensed 1a
number involved in accidents:
by accident severity 10,40,41a,41b
by foreign registration 53
by junction type 43
by manoeuvre 45
by overturning 44
by road surface condition 44
by road type 41a,41b
by skidding 44
by special conditions at site 44
pedestrian involvement 22,23a-c
single vehicle accidents 22,23a-c
traffic *t1j*,1a,1b
vehicle involvement rates 10,42
Bus or tram 36
Bus stop/shelter hit 20

C (Other) roads: 25,41a,41b

Caravan, on tow 44
Carriageway hazards 18

Cars:

accidents involving 21,22,23a-c
 accidents involving, rates 26
 age of driver involved 7a-7c,30a,30b,38a,38b,39
 built-up/non built-up roads/motorway 24,25,35,
 41a,41b,43
 casualties: *t1b,c1a,t1c,t1d,t1e,c1e-f,c1h*
 by age *c1i,c1n,c1o,7a-7c,30a,30b,34-36,38a,38b*
 by county and unitary authority 46a,46b
 by country 46a,46b,47,48,49,51
 by gender 6a-b,7a-b
 by hour of day and day of week 29a-29c
 by month and casualty rates 28
 drivers/passengers *t1i,c1i,c1o,6a-c,24,27*
 in accidents involving 23a-c,25,27
 in drink/drive accidents *t3c*
 rates *t1e,t1i,9,26,31,52*,
 drink/drive accidents *t3e*
 drivers involved in accidents 38a,38b
 drivers involved in breath test *t3g,11,39*
 front seat occupants 35
 hour of day and day of week 29a-29c
 licensed 1a
 monthly casualties and casualty rates 28
 number involved in accidents
 by accident severity 10,40,41a,41b
 by foreign registration 53
 by junction type 43
 by manoeuvres 45
 by overturning 44
 by road surface condition 44
 by road type 41a,41b
 by skidding 44
 by special conditions at site 44
 by towing 44
 passenger casualties 6a-6c,24,27,30a,30b,35
 passenger casualty rates 31
 pedestrian involvement 22,23a-c
 rear seat occupants 35
 traffic *t1i,1a,1b*
 vehicle involvement rates 10,42

Casualties: (see also Adult, Child, Deaths,
Pedestrians and individual vehicle types)

t1a, c1l, 2
 by age *t1c,7a-7c,24,30a,30b,34,35*,
 38a,38b,46a,46b
 by built-up/non built-up road/motorway 5a-5c,12,
 24,25,35,48
 by county and unitary authority 46a,46b
 by country 46a,46b,47,48,49,51
 by daylight/darkness 15b,16b
 by gender *t1c,5a-5b,6a,6b,7a,7b,36,38a,38b,50*
 by Government Office Region *m1a-b,47,48*
 by hour of day and day of week 8,29a-29c
 by month 28
 by road type 13
 by road user *t1b-f,c1a-b,c1e-f,m1b,6a-7c,23a-c,24*,
 27-30b,34,38a,38b,46a,46b,49

Casualties: (continued)

by speed limit 13
 by urban/rural roads 26
 cost *t2a,t2c*
 indexed *c1c*
 in drink/drive accidents *t3a,t3c,c3a,c3c-d,m3a*
 number per accident 14
 pedestrian 23a-c,32-34
 rates per population 31,51
 rates per 100 million vehicle kilometres *c1g, c1l,9*,
 26,28
 Central island - see Refuge, pedestrian
 Changing lane 45
 Child casualties (see also Age) *t1a,t1c,c1b,t1d,t1f*,
 24,28,33-35,46a,46b,51
 Coaches - see Buses or coaches
 Combination, motor cycle (see Motorcycles)
 Contributory factors *t4a-i,c4a-d*
 Cost *t2a-d*
 County and unitary authority analysis 46a,46b
 Country analysis 46a,46b,47-49,51
 Crash barrier hit 20
 Crossings, pedestrian 32,33
 Crossroads 19,43
 Cycles - see Pedal cycles

Damage only accidents (see cost)

Darkness/Daylight (see also Time of day) 15a-18

Day of week 29a,29b,37

Deaths (see also Casualties)

t1a,t1d,2,5a-6c,8,12,13,15b,16b,23a-25,27,28,29c,
 30a,30b,33-35,47-53, *c1d, c1e-f,c5a*
 international comparisons 51
 driver/rider killed with illegal blood alcohol levels
t3b,c3b
 rates 9,26,31,51
 Dislodged vehicle load 18
 Ditch 20
 Drinking and driving (see also Breath tests)
t3a-g,c3a-f,m3a
 Driver/passenger casualties 6a-6c,24,27,30a,30b
 Driver/passenger rates 31
 Driver casualty rates 9
 Drivers involved and drivers injured 38a,38b
 Drivers involved in breath tests 11,37,39
 Dry road surface 15a,15b,17,44
 Dual carriageway 13

England 46a,46b,47,48,49

Fatal accidents - see Accidents by severity

Fatalities - see Deaths

Females - see Gender

Fine weather 16a,16b

Flood - see Wet road surface

Fog 16a,16b

Footway, pedestrian casualties 32

Foreign registered vehicles 45,53

Four or more vehicle accidents 21

Gender *t1c,t3c,t3g,5a-5b,6a,6b,7a,7b,36,38a,38b,50*
Goods vehicles (see also Heavy goods vehicles and
Light goods vehicles) 28,30a,30b,31
Going ahead 45
Government Office Region *m1a-b,m3a,47,48*

Heavy goods vehicles: (see also Goods vehicles)

accidents involving 22,23a-c
accidents involving, rates 26
articulated 22,27,40,43,44
built-up/non built-up roads/motorways 24,25,
41a,41b,43
casualties *t1j,6a-c,23a-c,24,27,28*
casualties in accidents involving 23a-c,25
casualty rates 9,26
drivers involved in breath tests 39
licensed 1a
monthly casualties and casualty rates 28
number involved in accidents:
by accident severity 10,40,41a,41b
by foreign registration 53
by jack-knifing 44
by junction type 43
by manoeuvre 45
by overturning 44
by road surface condition 44
by road type 41a,41b
by skidding 44
by special conditions at site 44
by towing 44
passenger casualties 6a-c,24,27
pedestrians involvement 22,23a-c
rigid 22,27,40,43,44
traffic *t1j,1a,1b*
vehicle involvement rates 10,42
Horse riders 24,28,49
Hour of the day - See Time of day

Ice 15a,15b,17,44
Index of casualties *c1c,c1m-n*
Index of population *c1m-n,2*
Index of traffic *c1m-n,2*
Index of vehicle stock *c1m-n*
Injured - see Casualties
International comparisons 51
Involvement rates - see Vehicle involvement rates

Jack-knifing 44
Junction 19,43,45

Killed - see Deaths, Casualties

Kilometres: (see also Index of traffic)
accident rates per 100 million 3,26
casualty rates per 100 million 9,26,28
road lengths 1a
traffic 1a,1b
vehicle involvement rates per 100 million 10,42

Lamp post hit 20
Legal limit (alcohol) - see Breath Tests, Drink/driving
Left hand drive 45,53
Licensed road motor vehicles 1a,2
Light condition 15a,15b,16-18
Light controlled pedestrian crossing 33

Light goods vehicles: (also see Goods vehicles)

accidents involving 22,23a-c
accidents involving, rates 26
built-up/non built-up roads/motorways 24,25,
41a,41b,43
casualties *t1j,6a-6c,23a-c,24,27,28*
casualties in accidents involving 23a-c,25
casualty rates 9,26,52
drivers involved in breath tests 39
licensed 1a
monthly casualties and casualty rates 28
number involved in accidents:
by accident severity 10,40,41a,41b
by foreign registration 53
by junction type 43
by manoeuvre 45
by overturning 44
by road surface condition 44
by road type 41a,41b
by skidding 44
by special conditions at site 44
by towing 44
passenger casualties 6a-6c,24,27
pedestrian involvement 22,23a-c
traffic *t1j,1a,1b*
vehicle involvement rates 10,42
Lights, street 17,18
Lorries - see Goods vehicles

Major roads, traffic 1b
Males - see Gender
Manoeuvre, vehicle 45
Manually controlled pedestrian crossing 33
Masked, pedestrian casualties, by vehicle 32
Mileage - see Kilometres
Minibus 22,24,27,40
Minor roads, traffic 1a,1b
Mist/fog 16a,16b
Monthly accident and/or casualties *c3d,28*
Moped - see Motorcycles by engine size

Motorcycles: (Two-wheeled motor vehicles)

accidents involving 22,23a-c
accidents involving, rates 26
age of rider 7a-7c,30a,30b,38a,38b,39
built-up/non built-up roads/motorways 24,25,
41a,41b,43
by engine size 7a-c,22,23a-c,
24,27,30a,30b,31,38a,38b,40,45

Motorcycles: (continued)

casualties: *t1b,c1a,t1d,t1e, t1h,c1l,c1m,2*
 by age 7a-7c,30a,30b,34,38a,38b
 by blood alcohol level *t3d*
 by county and unitary authority 46a,46b
 by country 46a,46b,49
 by gender 6a-b,7a-b
 by hour and day of week 29a-29c
 drivers/passengers *c1h,6a-c,24,27*
 in accidents involving 23a-c,25,27
 in drink/drive accidents *t3c*
 rates *t1e,t1h, c1f,9,26,31,52,*
 licensed 1a
 monthly casualties and casualty rates 28
 number involved in accidents:
 by accident severity 10,40,41a,41b
 by foreign registration 53
 by junction type 43
 by manoeuvre 45
 by road surface condition 44
 by road type 41a,41b
 by skidding 44
 by special conditions at site 44
 passenger casualties 6a-6c,24,27,30a,30b
 passenger casualty rates 31
 pedestrian involvement 22,23a-c
 riders involved in accidents 38a,38b
 riders involved in breath tests 11,39
 riders killed with illegal blood alcohol levels *t3b*
 traffic *t1h,c1l,1a,1b*
 vehicle involvement rates 10,42

Motor vehicles (see also Vehicles, individual vehicle classes)

involved in accidents 10,40,41a,41b
 involvement rates 10,42
 licensed 1a,2,40
 per 1,000 population 51
 traffic 1a,1b,2

Motorways (incl A(M) roads): *t4f,3-5c,12,*

14-17,19-21,24-26,35,41a,41b,42,43,48

cost *t2b,t2d*

length 1a

traffic 1a,1b

Moving off 45

Mud on road 18,44

Multiple junction 19,43

Night - see Darkness, Time of day

Non built-up roads - see Built-up and non built-up roads

Non-junction 19,43

Northern Ireland 47,49,51

Object in or off carriageway 18,20

Oil or diesel on road 18,44

Older road users 7a-7c,30a-b,31,34,38a-b

One vehicle or one vehicle and pedestrian accidents 20-22,23a-c

One way street 13

Other roads (see also Unclassified (Other) roads) 4, 26, 42, 48

Overtaking 45

Overtaking 44

Parked vehicles 45

masking pedestrians 32

Passengers - see Driver/Passenger casualties

Passenger blood alcohol levels *t3c-d,c3c*

Passenger casualty rates 52

Pavement - see footway

Pedal cycles:

accidents involving 22,23a-c

accidents involving, rates 26

built-up/non built-up roads/motorways 24,25, 41a,41b,43

casualties: *t1b,c1a,t1c,c1b,t1d,t1e,c1e-f,c1h,t1g,c1j,2*

by age *c1h,c1k,7a-7c,24,30a,30b,31,34,36*

by blood alcohol level *t3d*

by county and unitary authority 46a,46b

by country 46a,46b,49

by gender 6a-b,7a-b

by hour and day of week 29a,29b

by month 28

in accidents involving 23a-c,25,27

in drink/drive accidents *t3c*

rates *t1e,t1g,c1f,9,26,31,28,52*

monthly casualties and casualty rates 28

number involved in accidents:

by accident severity 10,40,41a,41b

by junction type 43

by manoeuvre 45

by road surface condition 44

by road type 41a,41b

by skidding 44

by special conditions at site 44

pedestrian involvement 22,23a-23c

vehicle involvement rates 10,42

traffic *t1g, c1j,1a,1b*

Pedestrian crossing 32,33

Pedestrians:

accidents involving 21,22,23a-23c

casualties: *t1b,c1a,t1c,c1b,t1d,t1e,c1e-f,c1h,2*

by accident severity 27

by age *t1f,c1h,7a-7c,24,28,30a,30b,32-34,36*

by blood alcohol level *t3d*

by built-up/non built-up roads/motorways 24

by contributory factor *t4e*

by county and unitary authority 46a,46b

by country 46a,46b,49,51

by gender 6a-b,7a-b

by hour of day and day of week 29a-29c

by location 32,33

by month 28

by movement 32

by vehicle involved 22,23a-23c,26

in drink/drive accidents *t3c*
Pedestrians: (continued)
on or near a pedestrian crossing 33
rates *t1e-f,31,51,52*
in carriageway (uninjured) 18
monthly casualties 28
Pelican crossing 33
Persons per accident killed or injured 14
Population 2,31,46a
Previous accident, involvement with 18
Private drive/entrance 19,43
Private hire car - see Taxi/Private hire car
Public service vehicles see Buses or coaches

Rain 16a,16b
Refuge, pedestrian 32,33
Region - see Government Office Region
Registered deaths 50
Reversing 45
Rigid, goods vehicles 22,27,40,43,44

Road: (see also Built-up and non built-up roads and Motorways)

class 1a,1b,5a-5c,12,14,21,25,41a,41b,48
junctions 19,43
lengths 1a
sign hit 20
sign/markings, obscured/defective 18
surface condition 15a,15b,17,44
surface defective 18
traffic 1a,1b,2
type 13
Roundabout 13,19,43
Roadworks 18
Rural roads 1a,1b,3,23b,26,42

Scooters (see Motorcycles)
School pupil casualties 36
Scotland 46a,46b,47,48,49
Seating position in car 35
Severity - see Accidents, Casualties
Sex - see Gender
Single carriageway road 13
Single trailers - see towing
Single vehicle accidents 20-22,23a-c
Skidding 44
Slip road 13,43
Slowing or stopping 45
Snow 15a,15b,16a,16b,17,44
Special conditions at site 18,44
Speed limit 4,13,17
Standing still in road - see Pedestrian casualties
Street lighting - see Lights, street
Submerged vehicle 20

T or staggered junction 19,43
Taxi/Private hire car (see also Cars) 22,27,40
Telegraph pole hit 20
Three vehicle accidents 21
Time of day (see also Daylight/darkness) *c3e,8,*

29a-c,37
Time series - see Trends
Towing 44
Traffic (see also Index of traffic)
t1a,1a,1b
Traffic lights - see Automatic traffic signal
Trailers - see Towing
Tree hit 20
Trends *t1a-j,c1a-d,c1g-n,t4c,t3a-b,t3f,c3a,c3c,c3f,*
1a-11,47,52
Turning left/right 45
Two vehicle accidents 21,23a-c
Two-wheeled motor vehicles - see Motorcycles

Unclassified (Other) roads: 5a-5c,14,21,25,41a,41b
United Kingdom 47,49,51
Urban roads 1a,1b,3,23a,26,42
U-turning 45

Vans - see Goods vehicles

Vehicles: (see also Motor vehicles, individual vehicle types)

accidents involving 23a-c
built-up/non built-up roads/motorways 12,21,
25,41a,41b,43
involved in accidents:
by contributory factor *t4d*
by foreign registration 53
by junction type 43
by manoeuvre 45
by road surface condition 44
by road type 12,41a,41b
by severity 10,40,41a,41b
by skidding 44
by special conditions at site 44
by towing 44
urban/rural roads 1b,42
licensed 1a,2
involvement rates 10,42
road class 41a,41b,42
traffic 1a,1b,2

Verge (pedestrian location) 32

Waiting to turn left/right/go ahead 45
Wales 46a,46b,47,48,49
Weather condition (see also road surface condition) 16a,16b
Wet road surface (see also Rain) 15a,15b,17,44

Years - see Trends

Zebra crossing 33

Scottish Government

Transport Publications

Scottish Transport Statistics
Main Transport Trends
Household Transport - some SHS results
Transport Across Scotland:
some SHS results for parts of Scotland
SHS Travel Diary results
Travel by Scottish Residents: some NTS results
Bus and Coach Statistics
Road Accidents Scotland
Key Road Accidents Statistics
(SHS = Scottish Household Survey; NTS = National Travel Survey)

General enquires on Scottish Transport Statistics:

Transport Statistics Branch, Scottish Executive,
Victoria Quay, Edinburgh, EH6 6QQ
Phone: +44 (0)131-244 7256
Fax: +44 (0)131-244 7281
E-mail: transtat@scotland.gsi.gov.uk
Internet: www.scotland.gov.uk/Topics/Statistics

These publications are available, payment with orders
From: Scottish Executive Publication Sales, Blackwell's
Bookshop, 53 South Bridge, Edinburgh EH1 1YS
Phone: +44 (0)131-622 8283 Fax: +44 (0)131-557 8149

Welsh Assembly Government - Llywodraeth Cynulliad Cymru

Transport Publications

Road Casualties: Wales
Welsh Transport Statistics

Other publications with transport topics

Digest of Welsh Local Area Statistics
Digest of Welsh Statistics
Statistics for Assembly Constituency Areas
Digest of Welsh Historical Statistics

These publications are available from:

Central Support Unit, Statistical Directorate, Welsh
Assembly Government, Cathays Park, Cathays, Cardiff
CF10 3NQ

Phone: +44 (0)29-2082 5054

E-mail: stats.pubs@wales.gov.uk

Internet: <http://new.wales.gov.uk>

Northern Ireland Transport Statistics

Available from:

Central Statistics and Research Branch
Clarence Court, 10-18 Adelaide Street, Belfast BT2 8GB
Phone: +44 (0)28 9054 0801
E-mail: csrb@drdni.gov.uk
Internet: <http://www.drdni.gov.uk/index/statistics.htm>

Transport Statistics Users Group

The Transport Statistics Users Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and the Chartered Institute for Transport (now known as The Institute of Logistics and Transport). From its inception it has had strong links with the government Departments responsible for transport. The aims of the group are:

- To identify problems in the provision and understanding of transport statistics and to discuss solutions with the responsible authorities.
- To provide a forum for the exchange of views and information between users and providers.
- To encourage the use of transport statistics through greater publicity
- To facilitate a network for sharing ideas, information, and expertise.

The group holds regular seminars on topical subjects connected with the provision and/or use of transport statistics.

Recent seminars have included:

- Road Congestion Statistics
- GIS in Transport Planning
- Road Safety Statistics
- UK Investment in Transport Infrastructure
- Active Traffic Management
- The Role of Motorcycling in the 21st Century
- Better Publicly Available Statistics On Vehicle Characteristics
- Concessionary Fares and the new Statistics and Registration Services Act
- Measuring the Importance of Shipping to the UK Economy
- National Passenger Survey

A Scottish seminar was also held.

A newsletter is sent to all members about four times a year. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further details please visit www.tsug.org.uk or contact:

Nina Webster

Walking and Accessibility Programme Manager

Surface Transport Strategy

Transport for London

9th floor (area green 7)

Palestra, 197 Blackfriars Road

London

SE1 8NJ

Tel: 020 3054 0874 Fax: 020 3054 2004 Email: nina.webster@tfl.gov.uk

The TSUG also produces a *Transport Yearbook* which contains information on sources from governmental and non-governmental organisations, including some European sources. The yearbook is supplied free to TSUG members. Non-members can purchase a copy from The Stationery Office (TSO).

Published by TSO (The Stationery Office) and available from:

Online

www.tsoshop.co.uk

Mail, Telephone, Fax & E-mail

TSO

PO Box 29, Norwich, NR3 1GN

Telephone orders/General enquiries: 0870 600 5522

Fax orders: 0870 600 5533

E-mail: customer.services@tso.co.uk

Textphone 0870 240 3701

TSO@Blackwell and other Accredited Agents

Customers can also order publications from:

TSO Ireland

16 Arthur Street, Belfast BT1 4GD

Tel 028 9023 8451 Fax 028 9023 5401

£40



www.tso.co.uk

ISBN 978-0-11-553089-0

