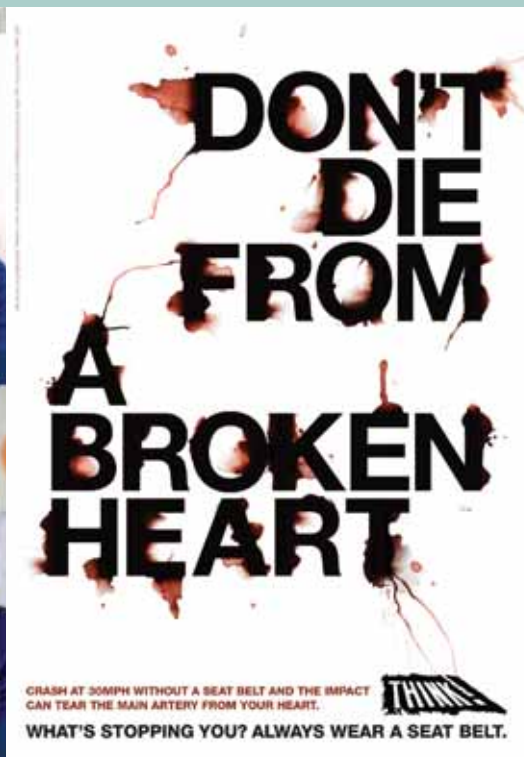




# Reported Road Casualties Great Britain: 2008 Annual Report



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DEPARTMENT FOR TRANSPORT

SCOTTISH GOVERNMENT

WELSH ASSEMBLY GOVERNMENT

# **Reported Road Casualties Great Britain: 2008 Annual Report**

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Prepared for publication by:

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

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#### **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](mailto:roadacc.stats@dft.gsi.gov.uk)



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

<sup>1</sup> 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

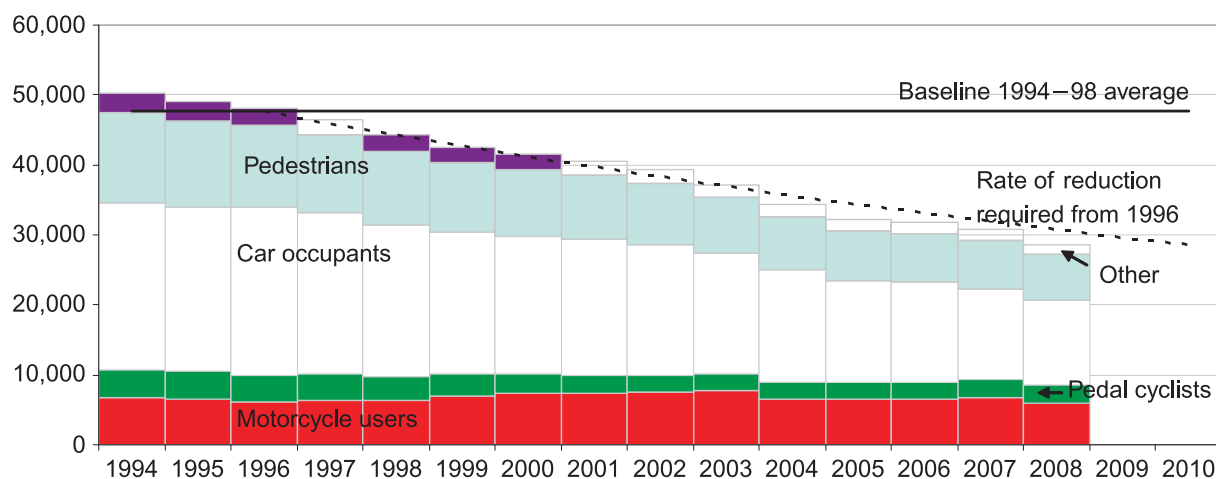
The Government's main casualty reduction targets relate to the number of road users killed or seriously injured (KSI) in accidents reported to the police. Overall, the reported number of people killed or seriously injured fell by 7 per cent between 2007 and 2008 and by a total of 40 per cent from the 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 2008<sup>1</sup>. 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  | <b>6,642</b>  | -4                           | <b>-43</b>      | -                 |
| Pedal cyclists   | 3,732           | 2,442  | 2,564  | <b>2,565</b>  | 0                            | <b>-31</b>      | <b>17</b>         |
| Motorcycle users | 6,475           | 6,484  | 6,737  | <b>6,049</b>  | -10                          | <b>-7</b>       | <b>33</b>         |
| Car users        | 23,254          | 14,254 | 12,967 | <b>11,968</b> | -8                           | <b>-49</b>      | <b>12</b>         |
| Bus/coach users  | 716             | 426    | 455    | <b>432</b>    | -5                           | <b>-40</b>      | <b>4</b>          |
| Other road users | 1,810           | 1,188  | 1,073  | <b>916</b>    | -15                          | <b>-49</b>      | -                 |
| All road users   | 47,656          | 31,845 | 30,720 | <b>28,572</b> | -7                           | <b>-40</b>      | <b>16</b>         |

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



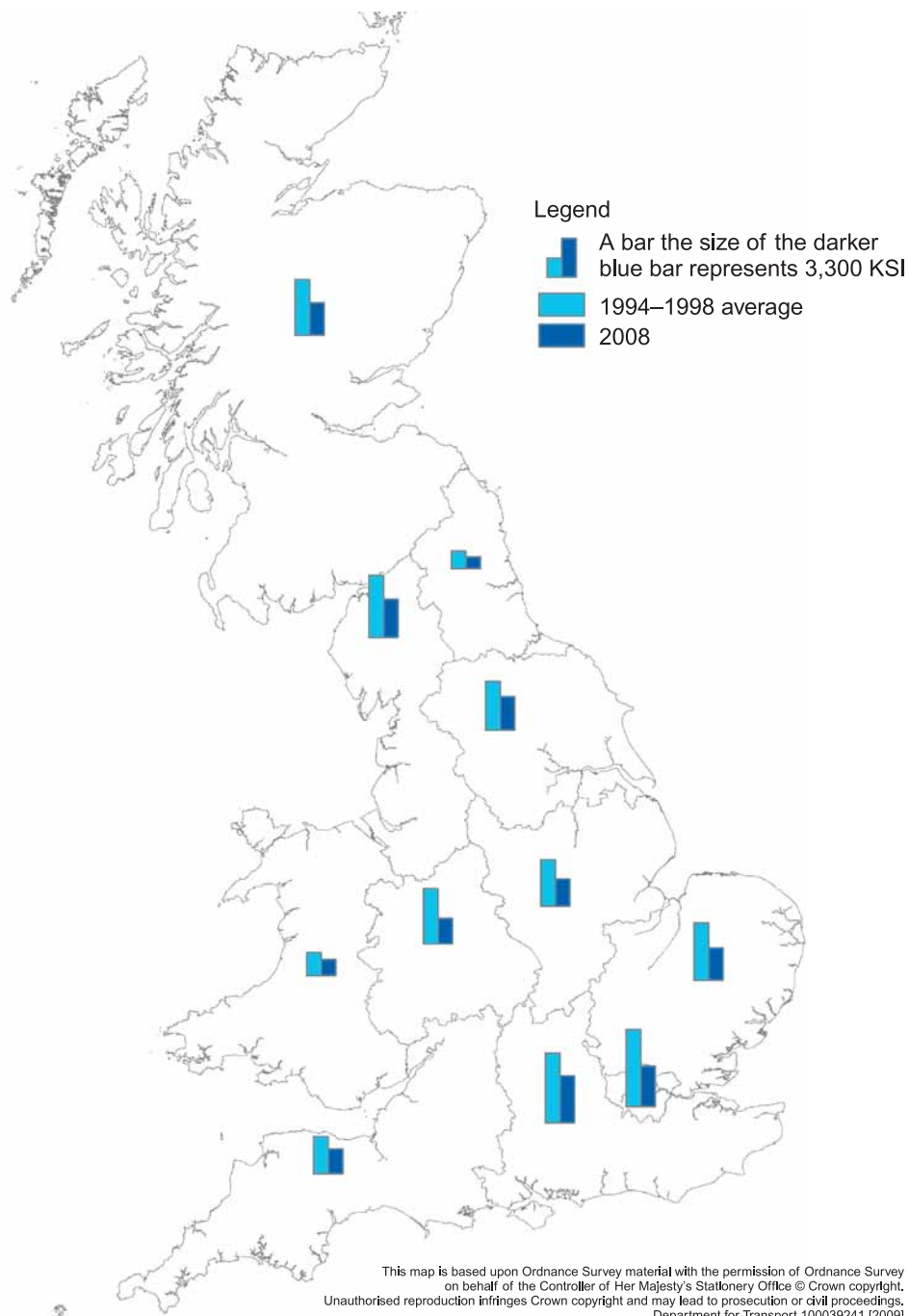
<sup>1</sup> Detailed information on trends in traffic in Great Britain over the last decade can be found in the Department's annual bulletin: [www.dft.gov.uk/pgr/statistics/datatablespublications/roadstraffic/speedscongestion/roadstatstsc/](http://www.dft.gov.uk/pgr/statistics/datatablespublications/roadstraffic/speedscongestion/roadstatstsc/)

## 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

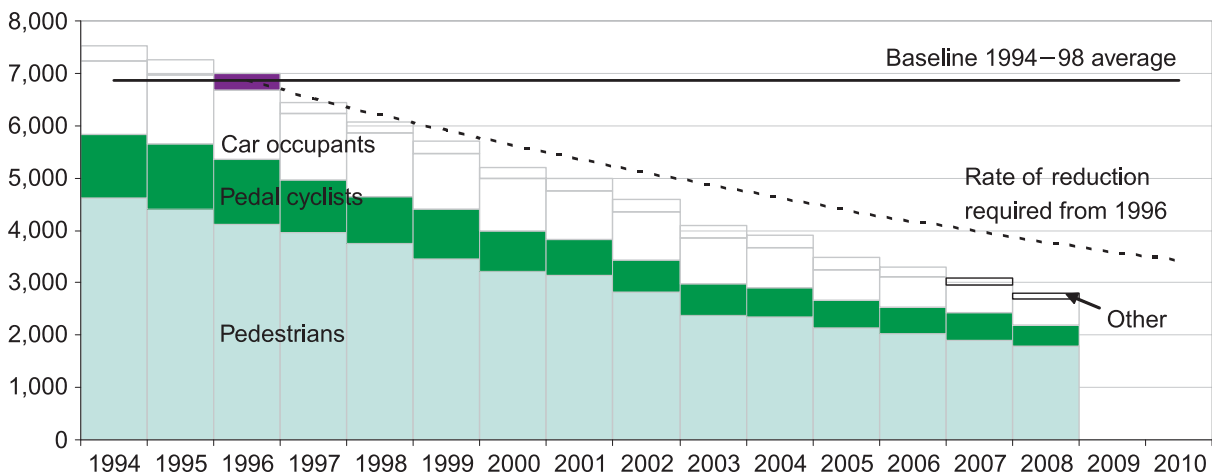
The Government has set a separate target to reduce the number of children reported killed or seriously injured by 50 per cent from the 1994–98 baseline. In 2008, the number of children killed or seriously injured was 2,807 - 59 per cent below the baseline and 9 per cent lower than in 2007.

- 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**

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

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





## Fatalities

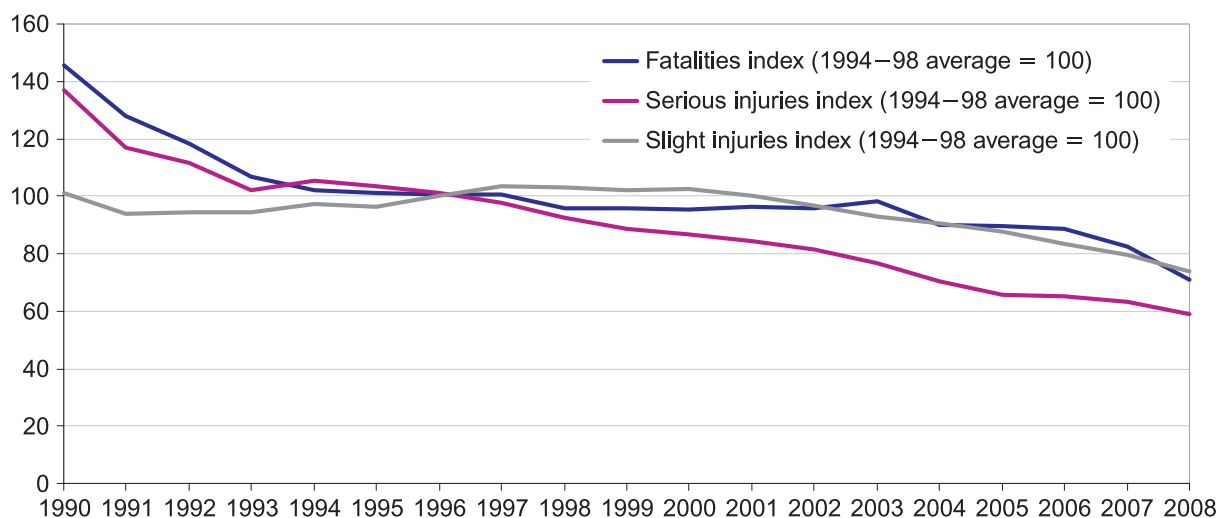
There were a total of 2,538 fatalities in road accidents in 2008, 408 fewer than in 2007 but still an average of 7 deaths per day.

- 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**

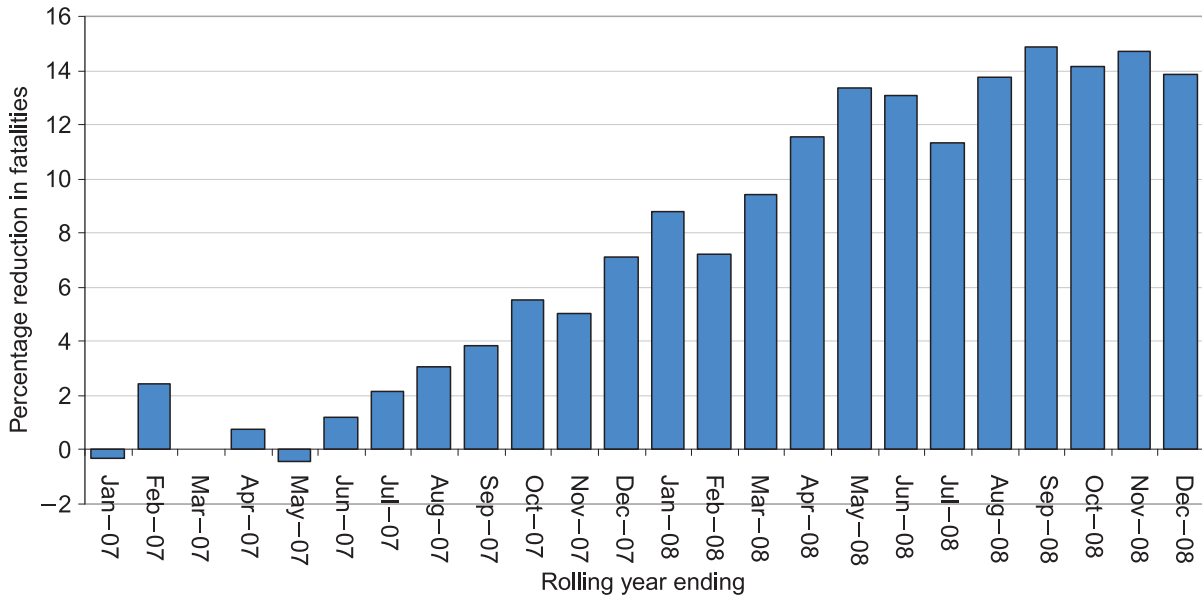
|                   | Number          |       |       |       | 2008 Percentage change over: |                 |                   |
|-------------------|-----------------|-------|-------|-------|------------------------------|-----------------|-------------------|
|                   | 1994–98 average | 2006  | 2007  | 2008  | 2007                         | 1994–98 average | 1994–98 (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.

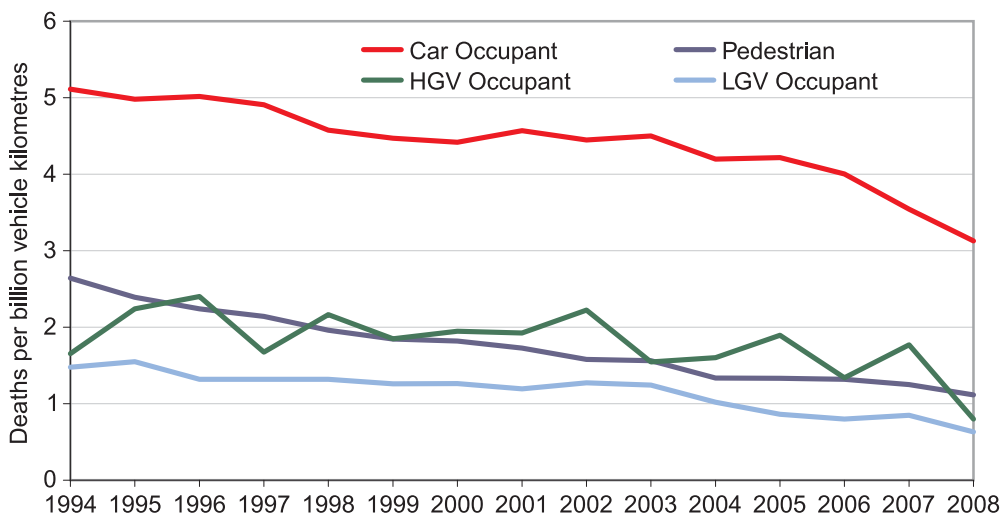
**Chart 1d: Reported road fatalities in Great Britain: Rolling 12 month percentage reduction**



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:

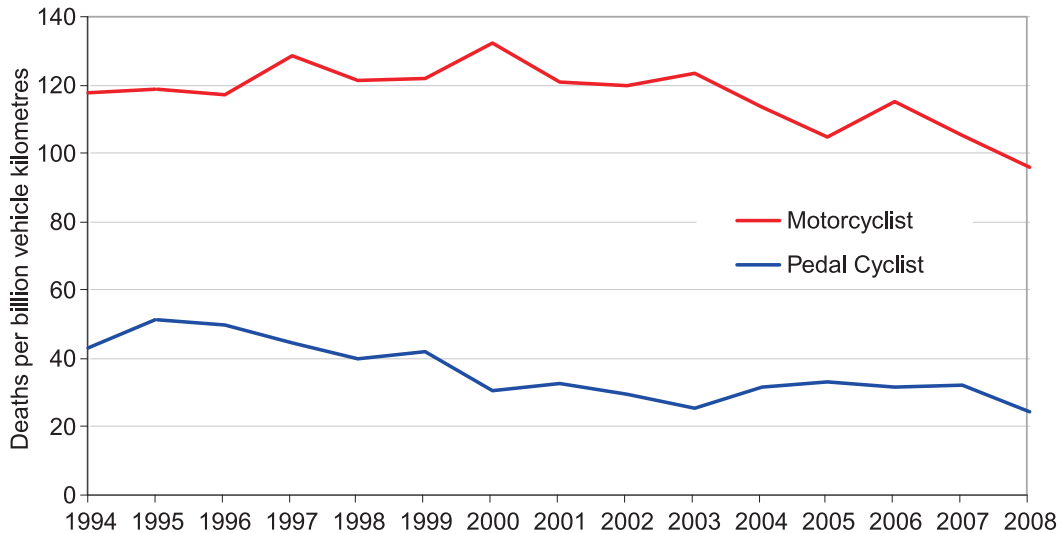
- In 2008 there were 3.1 car occupants killed per billion vehicle kilometres travelled. This rate has fallen sharply in the last two years, by 22 per cent from 2006, compared to a 20 per cent fall in the previous ten years.
- The pedestrian fatality rate (pedestrian deaths compared with total traffic) 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 in 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 in 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.

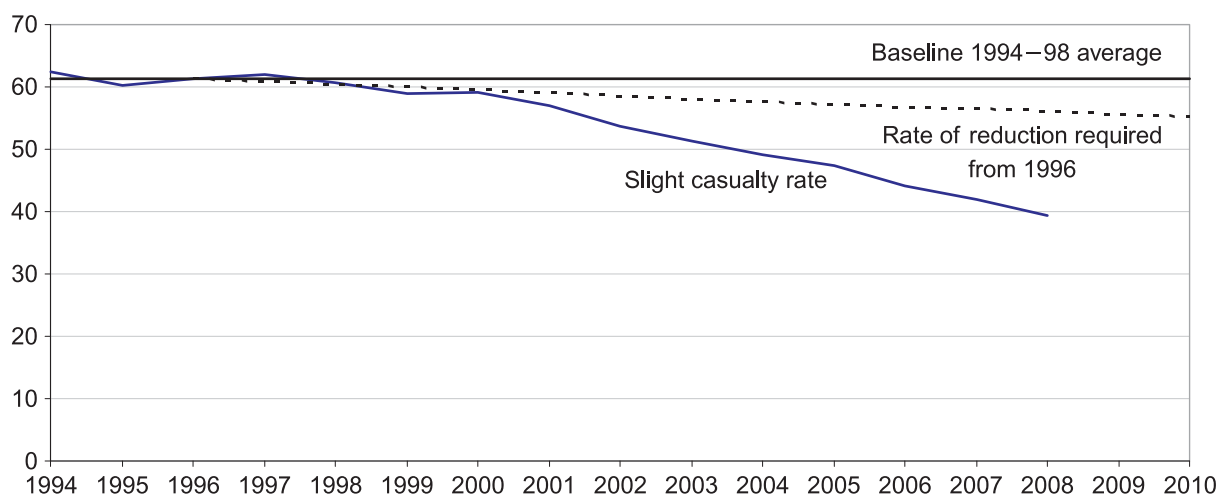
**Table 1e: Reported slightly injured casualties by road user type: GB 2008**

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

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**

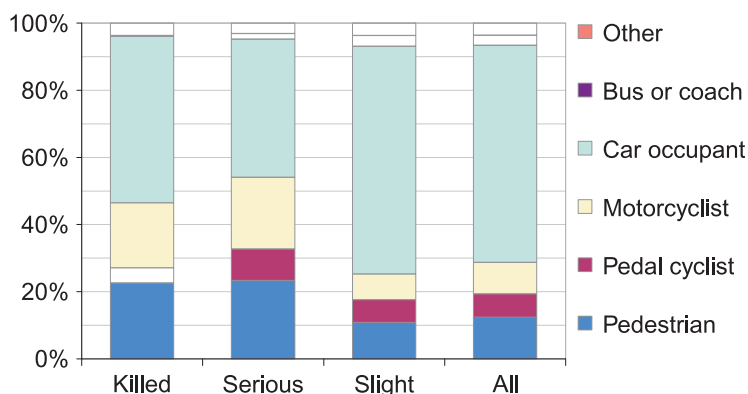


## Part 2: Reported casualties by road user type

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



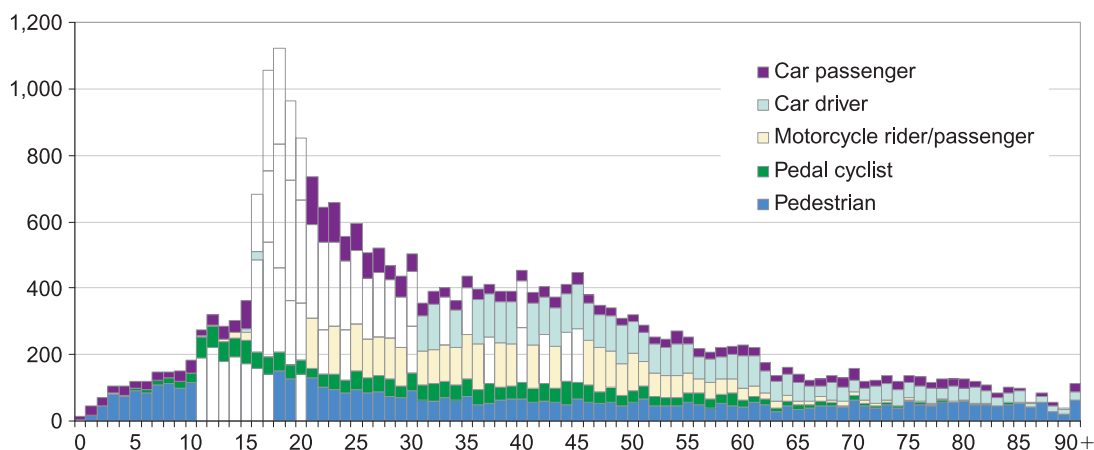
Overall, around 7 of every 10 people reported killed or seriously injured in road accidents were male, but again this varies by road user type - in 2008, 9 out of 10 motorcyclist and more than 8 out of 10 pedal cyclist KSI casualties were men, compared with around 6 in 10 pedestrians and car occupants.

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.

Detailed figures relating to the number of reported road accident casualties by age, gender and road user type can be found in the *tables* section.

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

<sup>1</sup> 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**

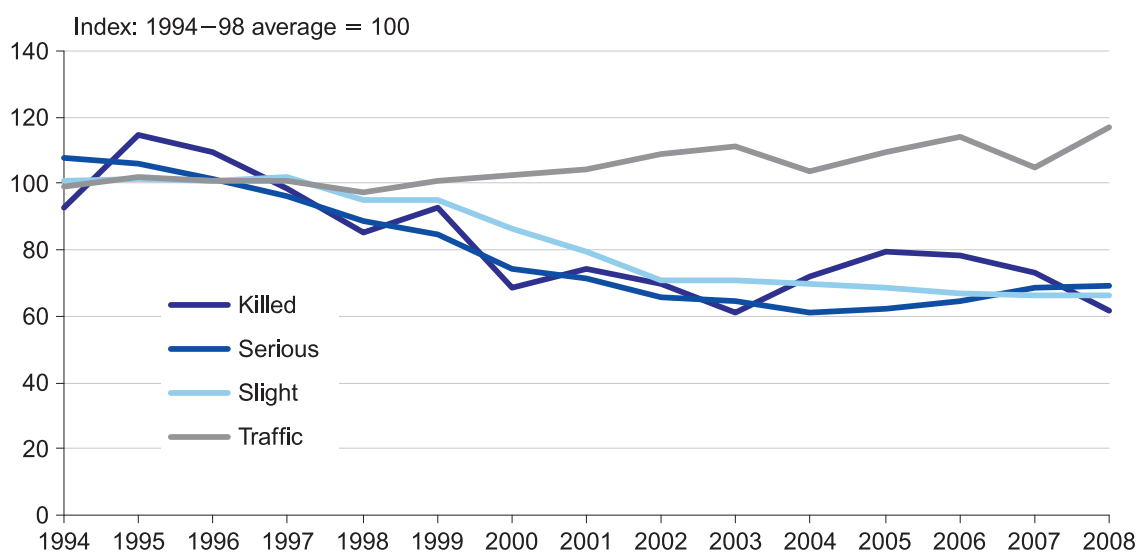
|                                  | Number          |        |        |               | 2008 Percentage change over: |                 |
|----------------------------------|-----------------|--------|--------|---------------|------------------------------|-----------------|
|                       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

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**



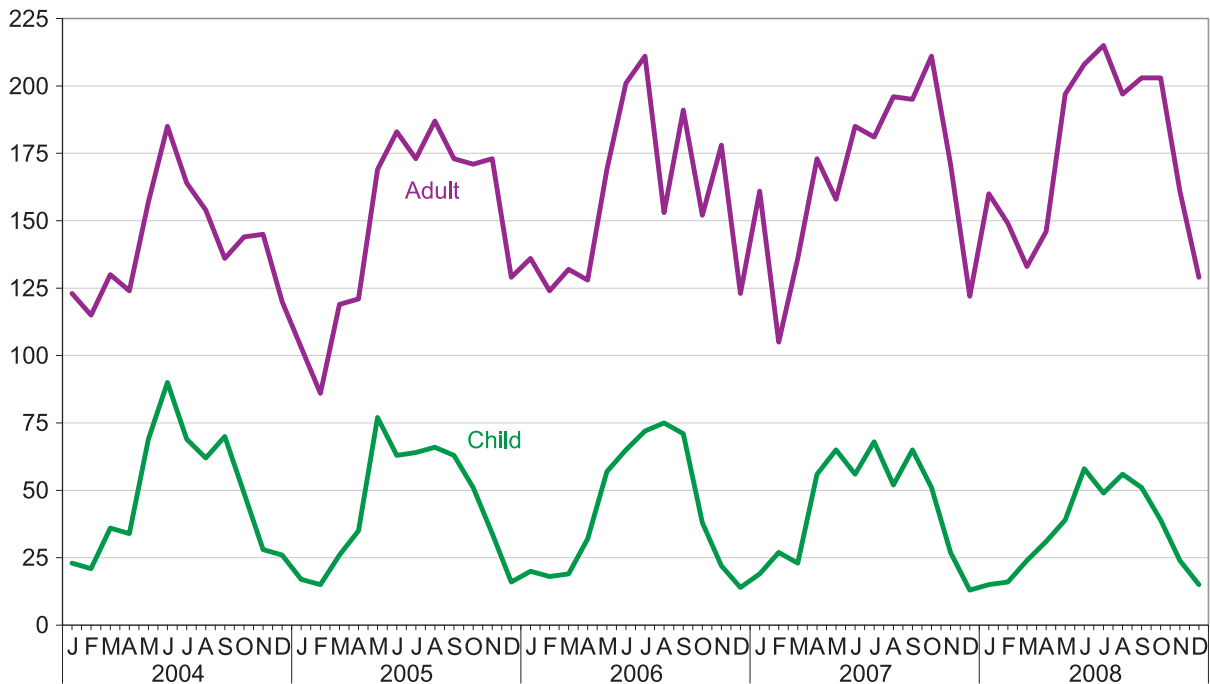
- 81 per cent of reported pedal cycle casualties were male, as were 84 per cent of pedal cycle fatalities.
- 58 per cent of all pedal cycle casualties were 16 – 59 year old male pedal cyclists, compared to 57 per cent for pedal cycle fatalities.
- Just over a fifth of pedal cycle casualties were children (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: Reported 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**

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

<sup>1</sup> 100 million vehicle kilometres.

<sup>2</sup> 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 1l 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 1l: Reported motorcycle casualties per 100 million vehicle kilometres, and traffic: GB 1999–2008**

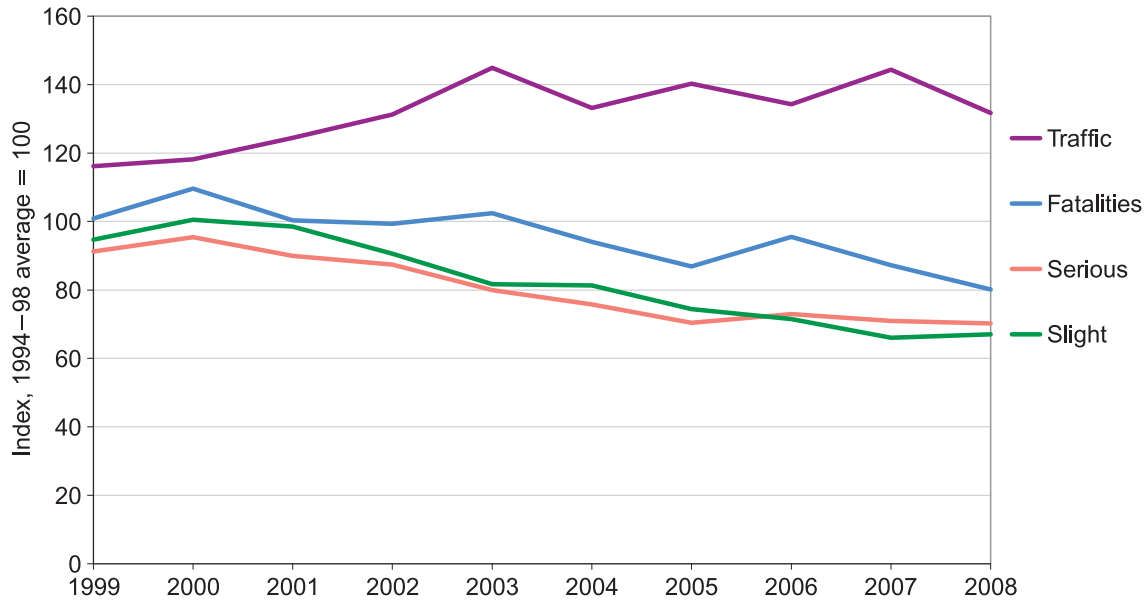
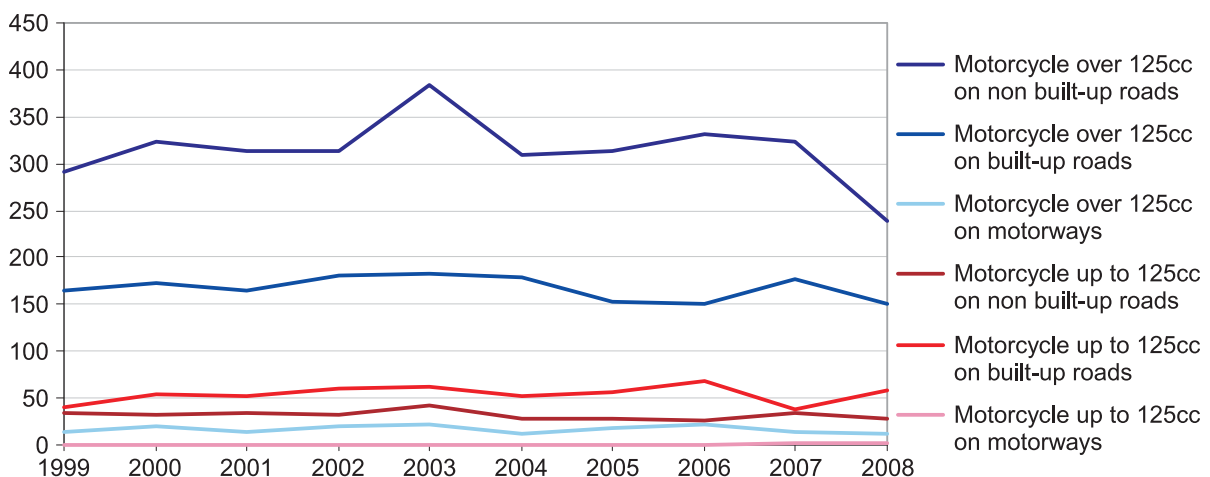


Chart 1m shows the number of reported motorcyclists killed by road type and engine size in the past 10 years. It shows that most of the fall in fatalities in 2008 came amongst riders of motorcycles over 125cc on non built-up roads, falling from 324 in 2007 to 240 in 2008, a 26 per cent drop.

- 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 |
| <b>Drivers</b>                   | Killed  | 1,128           | 1,066   | 942          | <b>861</b>     | –9                           | <b>–24</b>      |
|                                  | Serious | 13,506          | 8,239   | 7,537        | <b>7,106</b>   | –6                           | <b>–47</b>      |
|                                  | Slight  | 113,324         | 105,698 | 100,621      | <b>92,985</b>  | –8                           | <b>–18</b>      |
|                                  | Total   | 127,958         | 115,003 | 109,100      | <b>100,952</b> | –7                           | <b>–21</b>      |
| <b>Passengers</b>                | Killed  | 634             | 546     | 490          | <b>396</b>     | –19                          | <b>–38</b>      |
|                                  | Serious | 7,985           | 4,403   | 3,998        | <b>3,605</b>   | –10                          | <b>–55</b>      |
|                                  | Slight  | 66,710          | 51,048  | 47,845       | <b>44,235</b>  | –8                           | <b>–34</b>      |
|                                  | Total   | 75,329          | 55,997  | 52,333       | <b>48,236</b>  | –8                           | <b>–36</b>      |
| <b>All</b>                       | Killed  | 1,762           | 1,612   | 1,432        | <b>1,257</b>   | –12                          | <b>–29</b>      |
|                                  | Serious | 21,492          | 12,642  | 11,535       | <b>10,711</b>  | –7                           | <b>–50</b>      |
|                                  | Slight  | 180,034         | 156,746 | 148,466      | <b>137,220</b> | –8                           | <b>–24</b>      |
|                                  | Total   | 203,288         | 171,000 | 161,433      | <b>149,188</b> | –8                           | <b>–27</b>      |
| <b>Car traffic<sup>1</sup></b>   | 3,585   | 4,026           | 4,041   | <b>4,017</b> | –1             | <b>12</b>                    |                 |
| <b>Casualty rate<sup>2</sup></b> |         |                 |         |              |                |                              |                 |
|                                  | KSI     | 6               | 4       | 3            | <b>3</b>       | –7                           | <b>–54</b>      |
|                                  | Slight  | 50              | 39      | 37           | <b>34</b>      | –7                           | <b>–32</b>      |
|                                  | All     | 57              | 42      | 40           | <b>37</b>      | –7                           | <b>–35</b>      |

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**

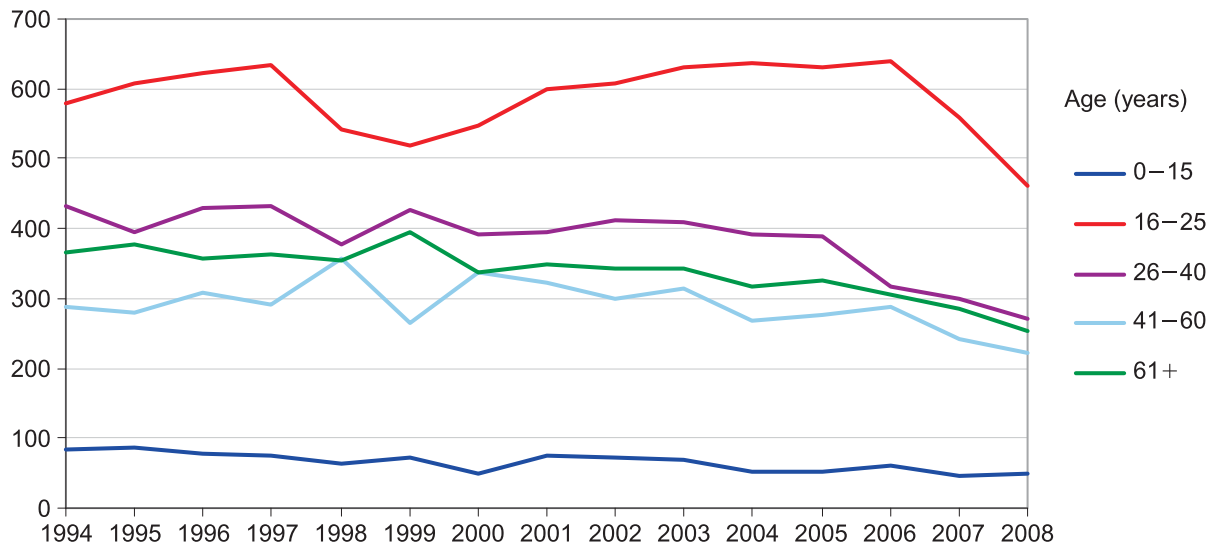
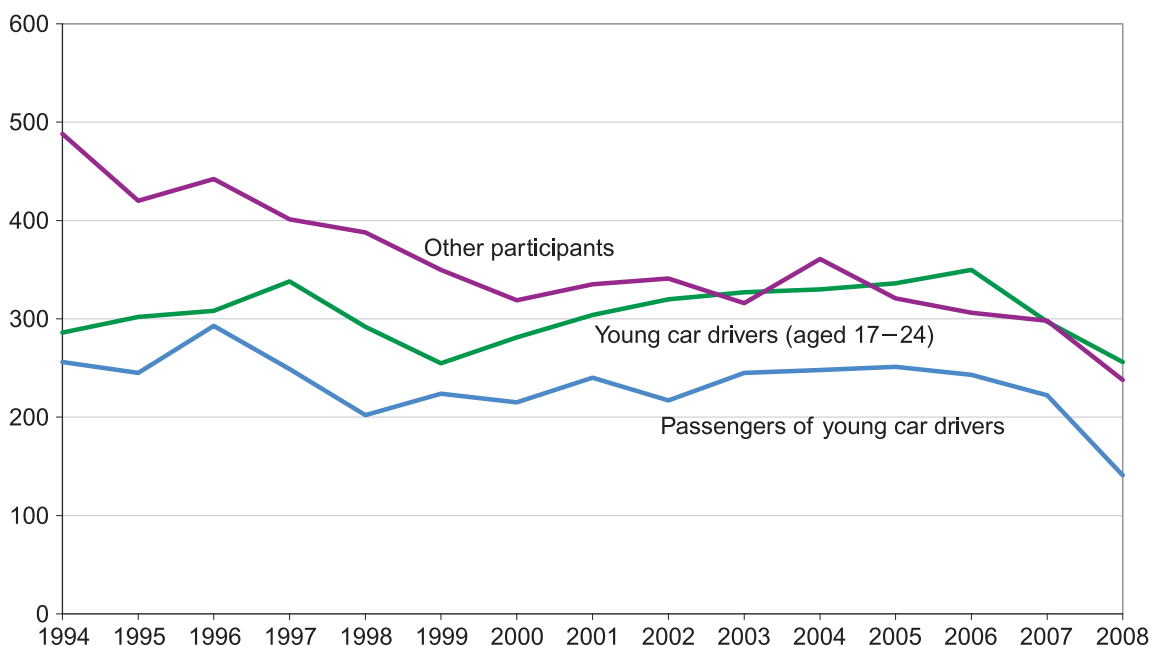


Table 38 in the tables section looks at the age distribution of car drivers involved in personal injury road accidents reported to police, by gender. Chart 1o shows the number of fatalities resulting from accidents involving at least one young car driver (17 – 24 years old):

- 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.

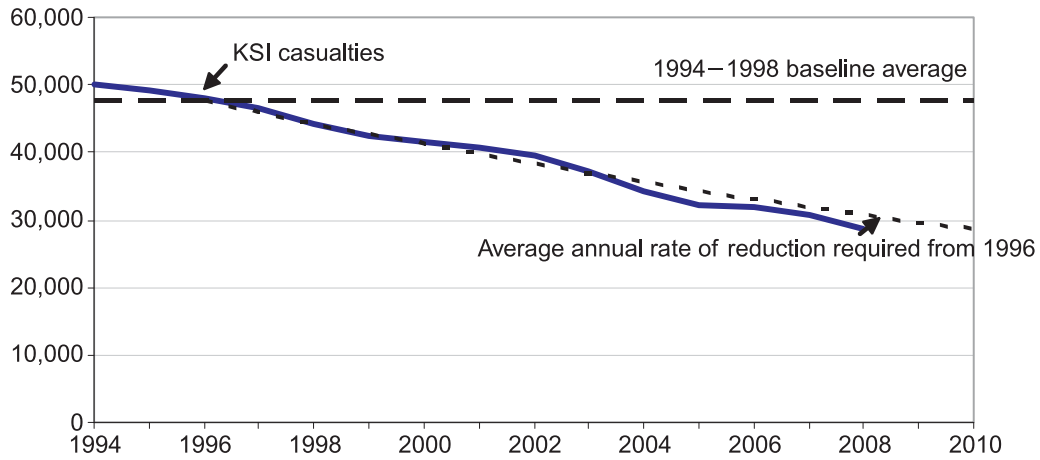
**Table 1j: Reported other road user casualties: GB 2008**

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

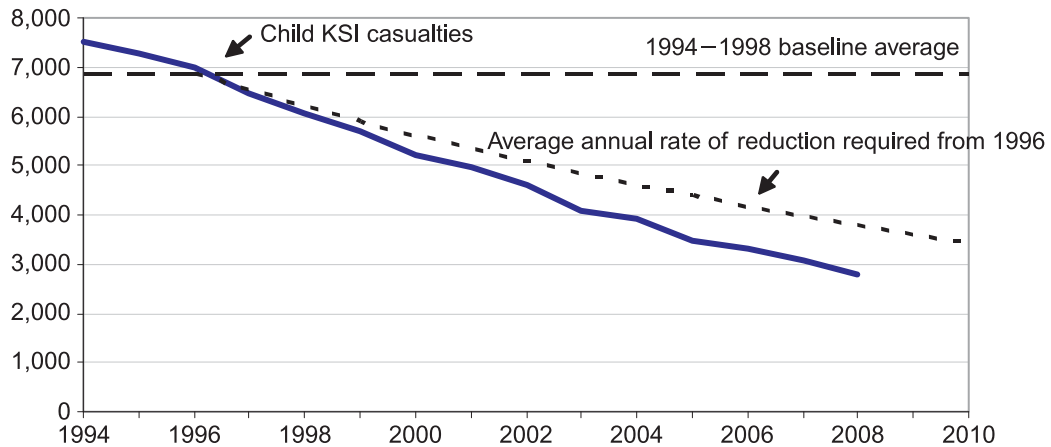
<sup>1</sup> 100 million vehicle kilometres.

# Annex: Progress towards targets and long term trends

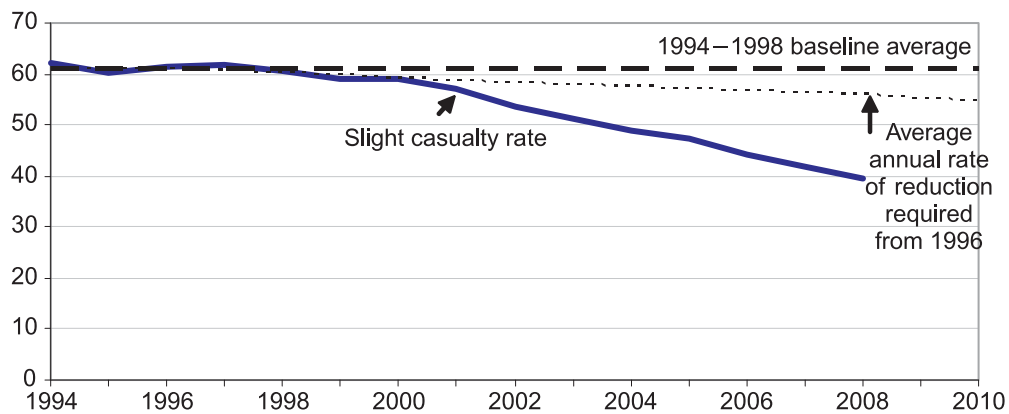
**Chart 1p: Reported killed or seriously injured casualties: 1994–2008**



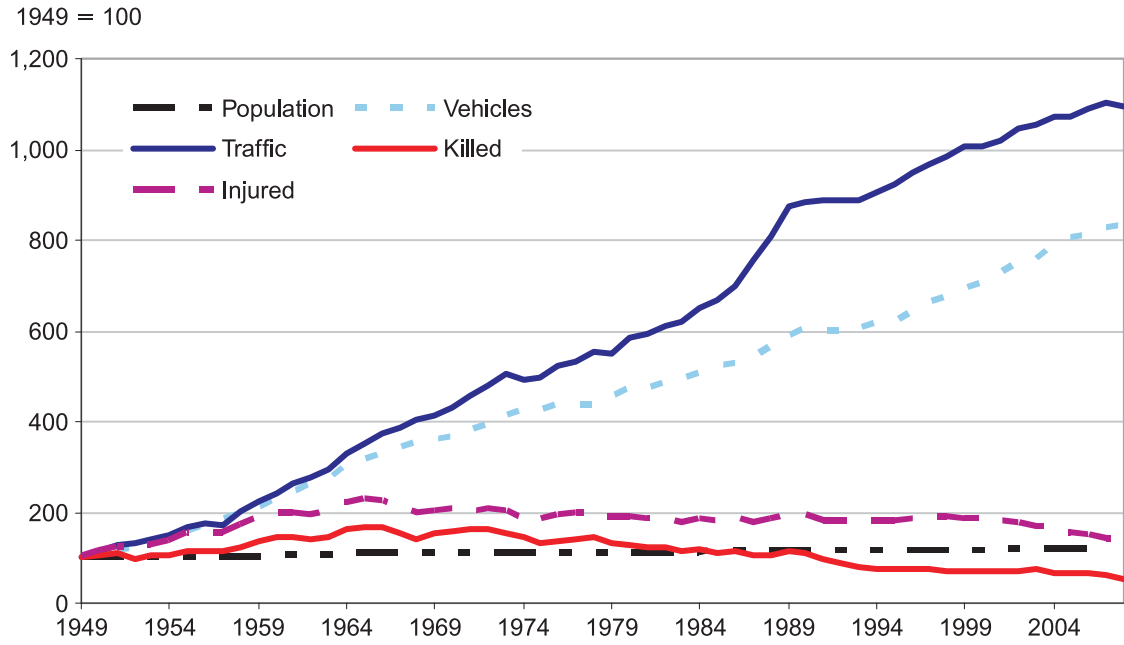
**Chart 1q: Reported killed or seriously injured child casualties: 1994–2008**



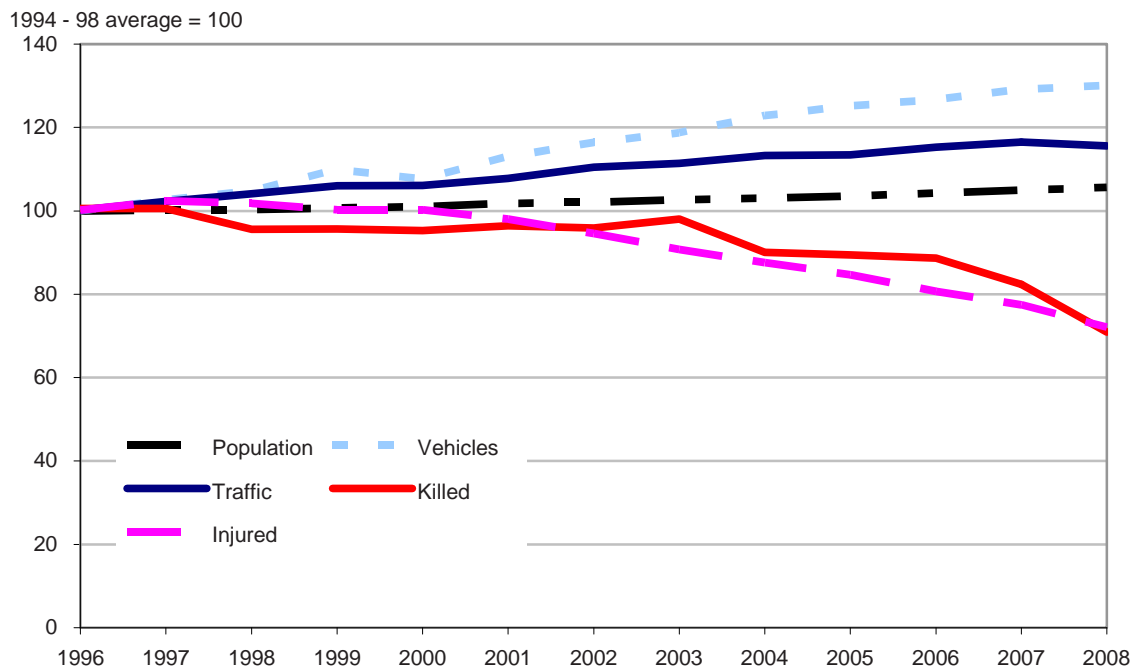
**Chart 1r: Rate of reported slightly injured casualties per 100 million vehicle kilometres: 1994–2008**



**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](mailto: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.

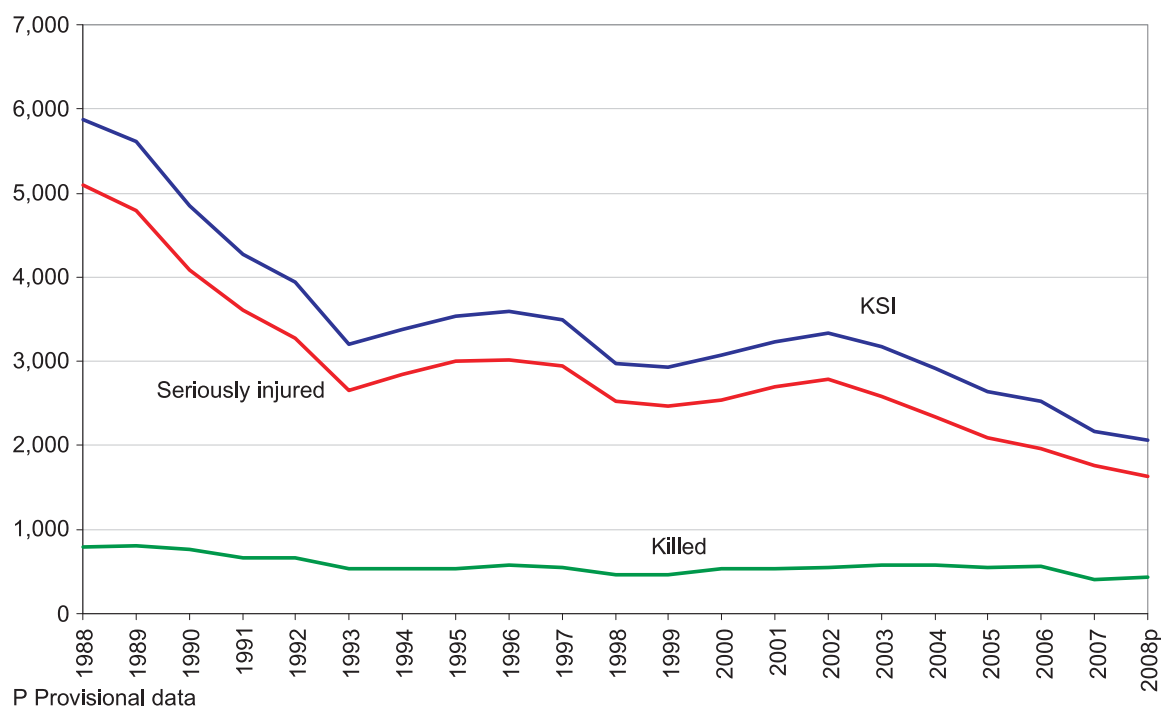
**Table 3a: Estimated number of reported drink drive accidents and casualties: GB 1979 – 2008**

| 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 <sup>P</sup> | 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 <sup>P</sup> |                   | 8 <sup>(1)</sup> |           | 10 <sup>(2)</sup> | 9        | 23                            | 33        | 39        | 15      | 25       | 19  |

Source: Coroners and Procurators Fiscal only

<sup>P</sup> Provisional data. The sample size for 2008 is not yet sufficient to give a full age breakdown.

<sup>1</sup> Age groups 16–29

<sup>2</sup> 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**

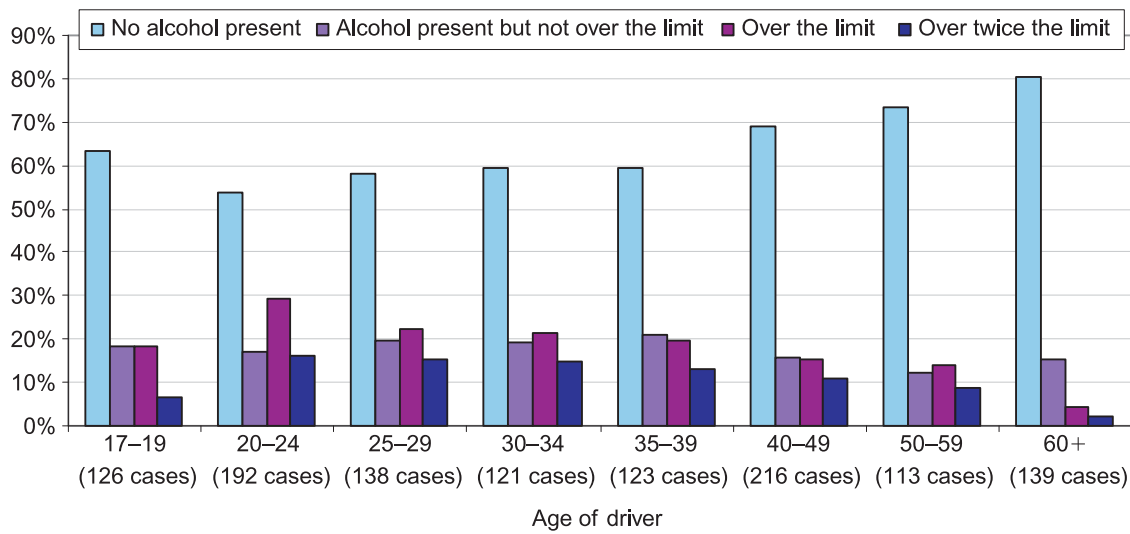
|   |             |          |                    |             |             |                  |       |       |        | Number |
|---|-------------|----------|--------------------|-------------|-------------|------------------|-------|-------|--------|--------|
|   | Pedestrians | Cyclists | Motor-<br>cyclists | Car drivers |             | Car<br>passenger | Other | Male  | Female | Total  |
|   |             |          |                    | Over limit  | Under limit |                  |       |       |        |        |
| <b>Killed or seriously injured casualties</b> |             |          |                    |             |             |                  |       |       |        |        |
| 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 <sup>2</sup>                         | 160         | 30       | 290                | 800         | 160         | 660              | 60    | 1,640 | 530    | 2,170  |
| <b>Total casualties</b>                       |             |          |                    |             |             |                  |       |       |        |        |
| 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 <sup>1</sup>                         | 460         | 120      | 730                | 5,140       | 2,500       | 4,480            | 600   | 9,590 | 4,430  | 14,020 |

<sup>1</sup> 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.

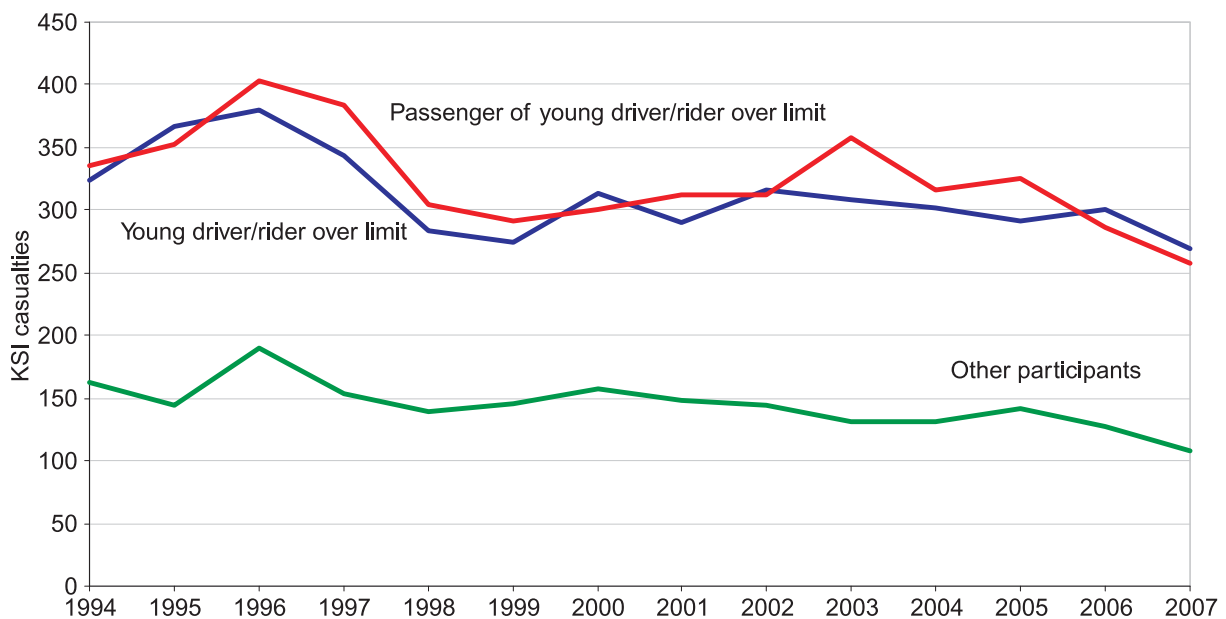
**Chart 3b: Proportion of all killed drivers resulting from reported accidents in each BAC category, by age: GB 2007**



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 <sup>1</sup>                                      | 2007 | 1997 <sup>1</sup>                                  | 2007 |
| Under 17              | 70                               | 40    | ..   | ..   | ..   | ..   |
| 17–19 <sup>2</sup>    | 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 <sup>3</sup> | 9,440                            | 8,340 | 28   | 22   | 4  | 3    |

Sources: National Travel Survey and STATS19

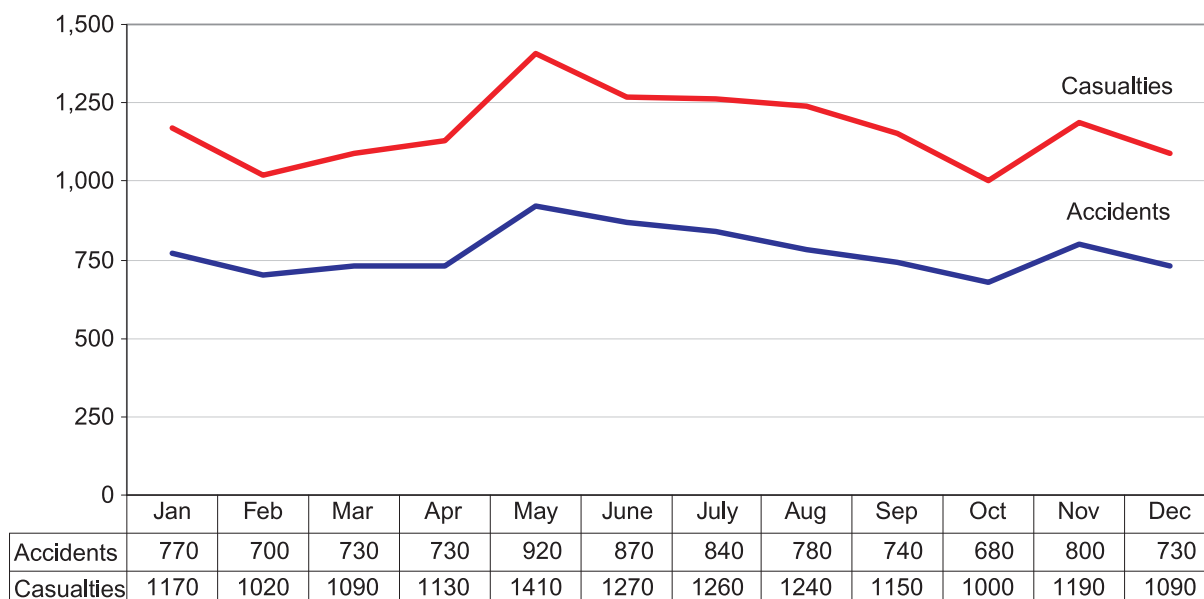
1 Based on NTS 1996–1998 average

2 Figures based on a small NTS sample.

3 Includes age not known.

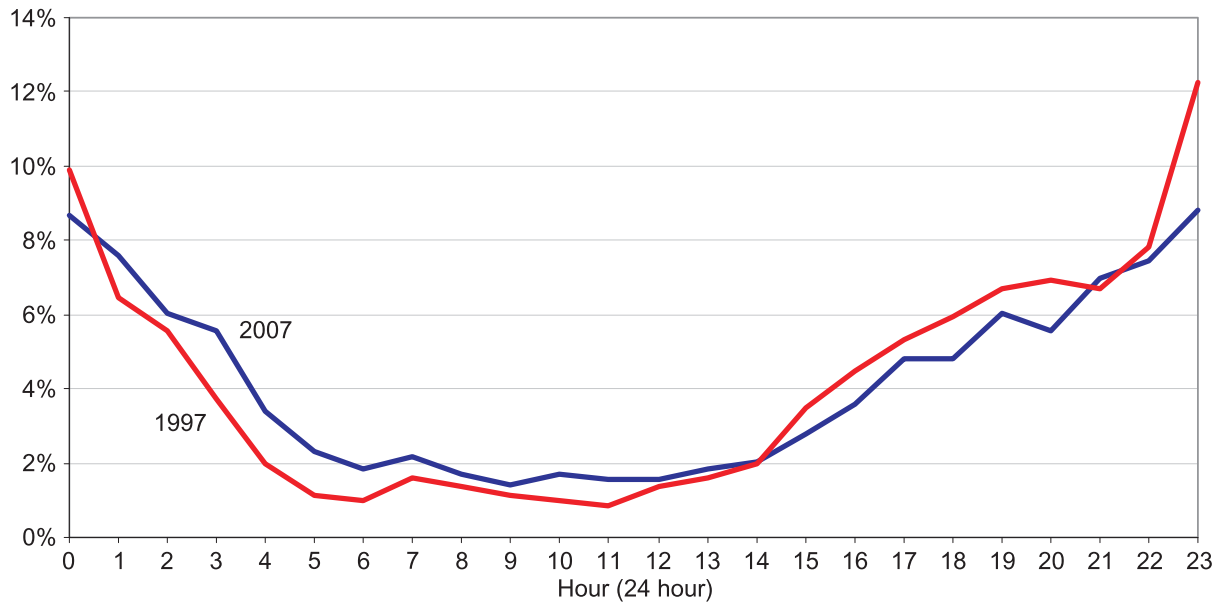
Drinking and driving is a year-round problem. Although the exact pattern varies year on year, the first few months of the year generally have lower numbers of drink drive accidents and casualties than other months of the year. In 2007, there is peak in both the number of accidents and casualties in May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

|                       | Men                        |           |           |                |                | Women                      |           |           |                |                |
|-----------------------|----------------------------|-----------|-----------|----------------|----------------|----------------------------|-----------|-----------|----------------|----------------|
|                       | a: Involved<br>in accident | b: Tested | c: Failed | b as<br>% of a | c as<br>% of a | a: Involved<br>in accident | b: Tested | c: Failed | b as<br>% of a | c as<br>% 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 <sup>1</sup> | 141,023                    | 85,437    | 3,859     | 60.6           | 2.7            | 81,963                     | 46,971    | 1,015     | 57.3           | 1.2            |

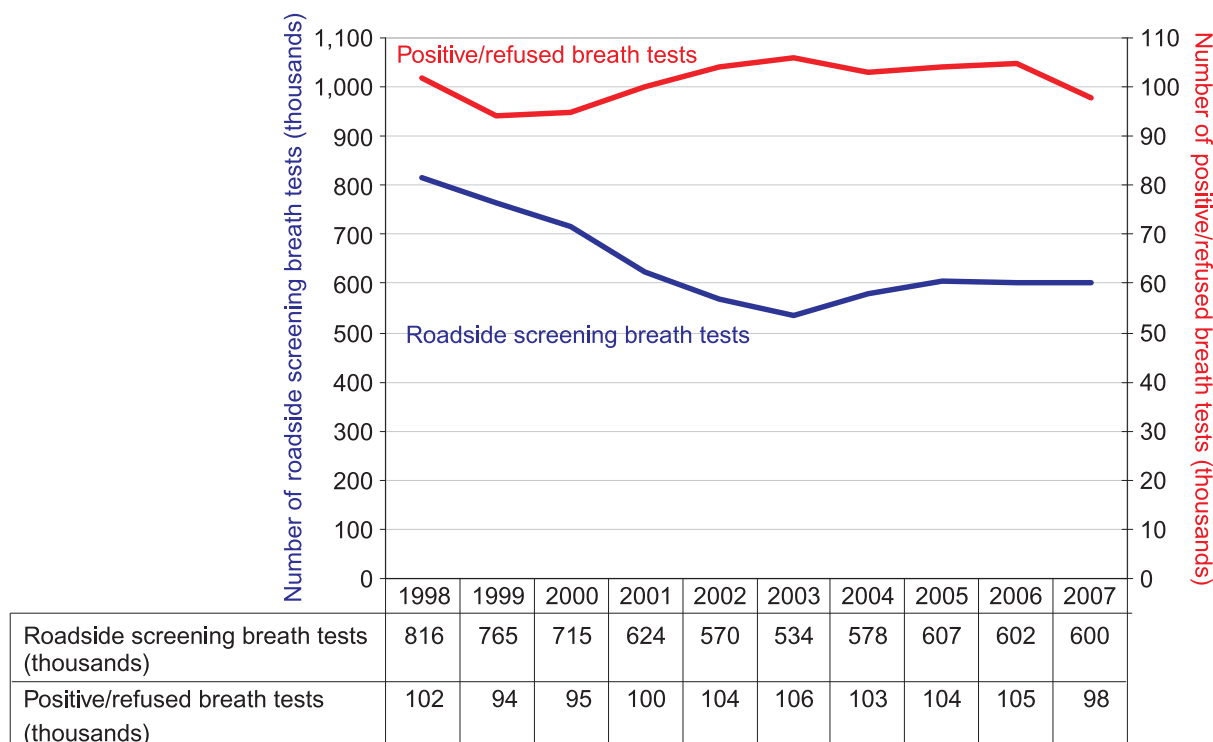
<sup>1</sup> Includes age not known



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](http://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/](http://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**

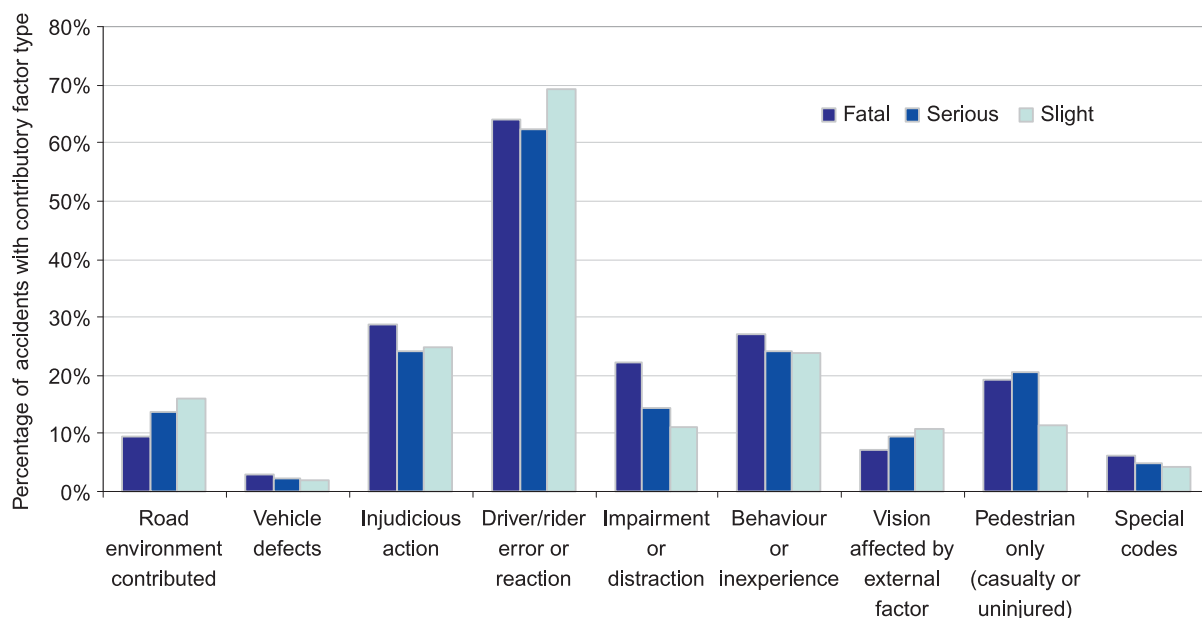


Table 4a shows the percentage of accidents in which each contributory factor was reported, including a breakdown by accident severity.

- *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 accidents<sup>1</sup> by severity: GB 2008**

| Contributory factor reported in accident                   | Fatal accidents |                       | Serious accidents |                       | Slight accidents |                       | All accidents |                       |
|--|-----------------|-----------------------|-------------------|-----------------------|------------------|-----------------------|---------------|-----------------------|
|  | Number          | Per cent <sup>2</sup> | Number            | Per cent <sup>2</sup> | Number           | Per cent <sup>2</sup> | Number        | Per cent <sup>2</sup> |
| <b>Road environment contributed</b>                        | <b>202</b>      | <b>9</b>              | <b>2,820</b>      | <b>14</b>             | <b>17,542</b>    | <b>16</b>             | <b>20,564</b> | <b>16</b>             |
| 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                     |
| <b>Vehicle defects</b>                                     | <b>61</b>       | <b>3</b>              | <b>444</b>        | <b>2</b>              | <b>2,069</b>     | <b>2</b>              | <b>2,574</b>  | <b>2</b>              |
| 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                     |
| <b>Injudicious action</b>                                  | <b>622</b>      | <b>29</b>             | <b>4,914</b>      | <b>24</b>             | <b>27,163</b>    | <b>25</b>             | <b>32,699</b> | <b>25</b>             |
| 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                     |
| <b>Driver/rider error or reaction</b>                      | <b>1,389</b>    | <b>64</b>             | <b>12,762</b>     | <b>62</b>             | <b>75,477</b>    | <b>69</b>             | <b>89,628</b> | <b>68</b>             |
| 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                    |
| <b>Impairment or distraction</b>                           | <b>479</b>      | <b>22</b>             | <b>2,924</b>      | <b>14</b>             | <b>12,159</b>    | <b>11</b>             | <b>15,562</b> | <b>12</b>             |
| 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                     |

*(continued)*

**Table 4a: (continued)**

| Contributory factor reported in accident                        | Fatal accidents |                       | Serious accidents |                       | Slight accidents |                       | All accidents  |                       |
|---|-----------------|-----------------------|-------------------|-----------------------|------------------|-----------------------|----------------|-----------------------|
|   | Number          | Per cent <sup>2</sup> | Number            | Per cent <sup>2</sup> | Number           | Per cent <sup>2</sup> | Number         | Per cent <sup>2</sup> |
| <b>Behaviour or inexperience</b>                                | <b>587</b>      | <b>27</b>             | <b>4,966</b>      | <b>24</b>             | <b>26,028</b>    | <b>24</b>             | <b>31,581</b>  | <b>24</b>             |
| 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                     |
| <b>Vision affected by:</b>                                      | <b>157</b>      | <b>7</b>              | <b>1,928</b>      | <b>9</b>              | <b>11,641</b>    | <b>11</b>             | <b>13,726</b>  | <b>10</b>             |
| 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                     |
| <b>Pedestrian only (casualty or uninjured)</b>                  | <b>417</b>      | <b>19</b>             | <b>4,233</b>      | <b>21</b>             | <b>12,425</b>    | <b>11</b>             | <b>17,075</b>  | <b>13</b>             |
| 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                     |
| <b>Special codes</b>  | <b>133</b>      | <b>6</b>              | <b>1,005</b>      | <b>5</b>              | <b>4,540</b>     | <b>4</b>              | <b>5,678</b>   | <b>4</b>              |
| 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                     |
| <b>Total number of accidents</b>                                | <b>2,170</b>    | <b>100</b>            | <b>20,424</b>     | <b>100</b>            | <b>108,988</b>   | <b>100</b>            | <b>131,582</b> | <b>100</b>            |

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: Reported contributory factors: GB 2005/2006/2007/2008 comparison**

| Contributory factor reported in accident <sup>2</sup> | 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: Vehicles<sup>1</sup> in reported accidents by vehicle type: GB 2008**

| Contributory factor attributed to vehicle <sup>3</sup> | 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 <sup>3</sup> | Light goods vehicle |          | Heavy goods vehicle |          | All vehicles <sup>2</sup> |          |
|--|---------------------|----------|---------------------|----------|---------------------------|----------|
|  | 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<sup>1,2</sup>: GB 2008**

| Factor with lower code <sup>3</sup>                             | Factor with higher code <sup>3</sup>               | Number         | Per cent   |
|---|--|----------------|------------|
| <b>Vehicles</b>   |  |                |            |
| 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          |
| <b>All vehicles in accidents</b>                                |  | <b>241,551</b> | <b>100</b> |
| <b>Pedestrian casualties</b>                                    |  |                |            |
| 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          |
| <b>All pedestrian casualties in accidents</b>                   |  | <b>21,133</b>  | <b>100</b> |

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 severity<sup>1</sup>: GB 2008**

| Contributory factor in accident                             | Accidents |          |         |          |         |          |         |          |
|---|-----------|----------|---------|----------|---------|----------|---------|----------|
|   | 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 <sup>2</sup>             | 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                             | Casualties |          |                   |          |                  |          |         |          |
|---|------------|----------|-------------------|----------|------------------|----------|---------|----------|
|   | 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 <sup>2</sup>             | 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      |

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

<sup>2</sup> 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 reported<sup>1</sup>: GB 2008**

|  | Pedestrians | Pedal cyclists | Motorcyclists | Car occupants | All road users <sup>2</sup> |
|--|-------------|----------------|---------------|---------------|-----------------------------|
| Casualties in accidents with a speed factor <sup>3</sup> | 833         | 402            | 2,297         | 22,921        | 27,900                      |
| Of which KSI <sup>4</sup>                                | 350         | 103            | 1,005         | 3,073         | 4,685                       |
| Of which killed  | 56          | 12             | 134           | 373           | 586                         |
| Percentage KSI <sup>4</sup>                              | 42          | 26             | 44            | 13            | 17                          |
| Percentage killed  | 7           | 3              | 6             | 2             | 2                           |
| Casualties in all accidents                              | 21,133      | 10,479         | 18,323        | 123,073       | 184,215                     |
| Of which KSI <sup>4</sup>                                | 5,751       | 1,952          | 5,509         | 11,195        | 25,546                      |
| Of which killed  | 535         | 106            | 456           | 1,166         | 2,351                       |
| Percentage KSI <sup>4</sup>                              | 27          | 19             | 30            | 9             | 14                          |
| Percentage killed  | 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 reported drivers allocated speed factors by driver age and gender: GB 2008**

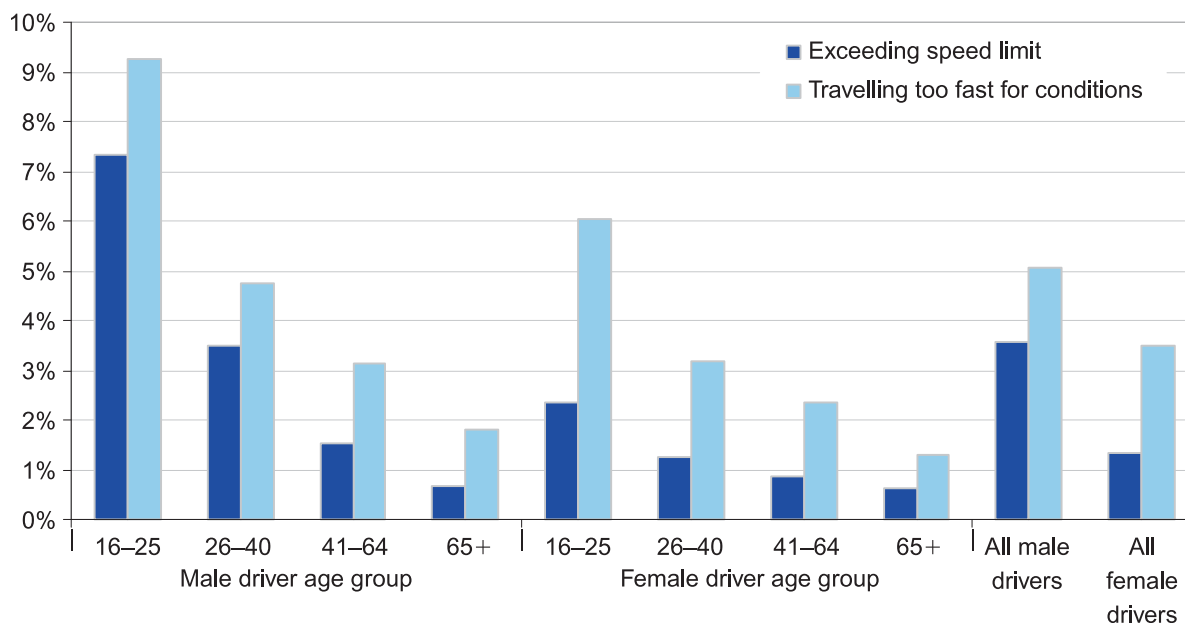


Table 4g gives a breakdown of casualties in accidents reported to the police with a speed contributory factor recorded by age and gender, and shows what percentage of all casualties of that age and gender were involved in these accidents.

- 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 reported accidents with a speed contributory factor reported by severity, age and gender<sup>1,2</sup>: GB 2008**

| Age group   | Killed |        |                    | Killed or seriously injured |        |                    | All casualties |        |                    |
|---|--------|--------|--------------------|-----------------------------|--------|--------------------|----------------|--------|--------------------|
|   | Male   | Female | Total <sup>3</sup> | Male                        | Female | Total <sup>3</sup> | Male           | Female | Total <sup>3</sup> |
| <b>Number of casualties</b>   |        |        |                    |                             |        |                    |                |        |                    |
| 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 <sup>4</sup>   | 467    | 118    | 586                | 3,486                       | 1,197  | 4,685              | 17,703         | 10,176 | 27,900             |
| <b>Percentage of all casualties of that severity, age and gender in accidents with a speed factor</b> |        |        |                    |                             |        |                    |                |        |                    |
| 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 <sup>4</sup>   | 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<sup>1,2</sup>: GB 2008**

| Speed Limit  | Urban roads |         |                          | Rural roads |                          | All roads <sup>4</sup> |
|--|-------------|---------|--------------------------|-------------|--------------------------|------------------------|
|  | Motorways   | A roads | Minor roads <sup>3</sup> | A roads     | Minor roads <sup>3</sup> |                        |
| <b>Number of casualties</b>  |             |         |                          |             |                          |                        |
| 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                 |
| <b>Percentage of all casualties on that road type that were in accidents with a speed factor</b> |             |         |                          |             |                          |                        |
| 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.

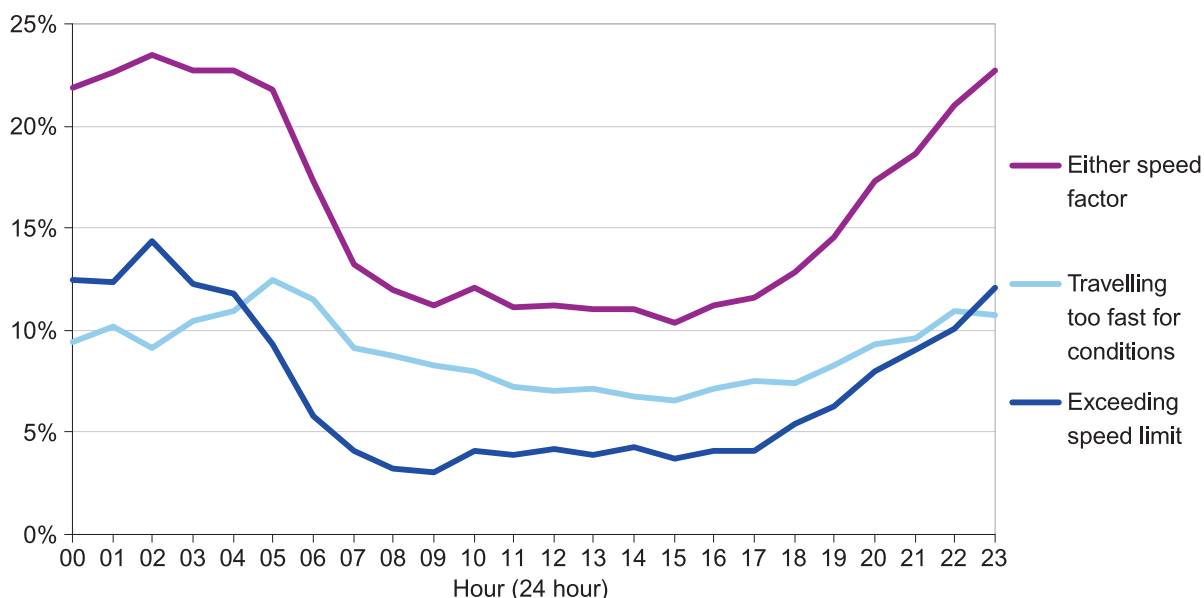
## Speed contributory factors by time of day, week and year

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 type<sup>1</sup>: GB 2008**

| Contributory factor attributed to vehicle                   | Motorcycles |          | Cars    |          | Light goods vehicles |          | Heavy goods vehicles |          | All vehicles <sup>2</sup> |          |
|---|-------------|----------|---------|----------|----------------------|----------|----------------------|----------|---------------------------|----------|
|   | 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 <sup>3</sup>             | 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.

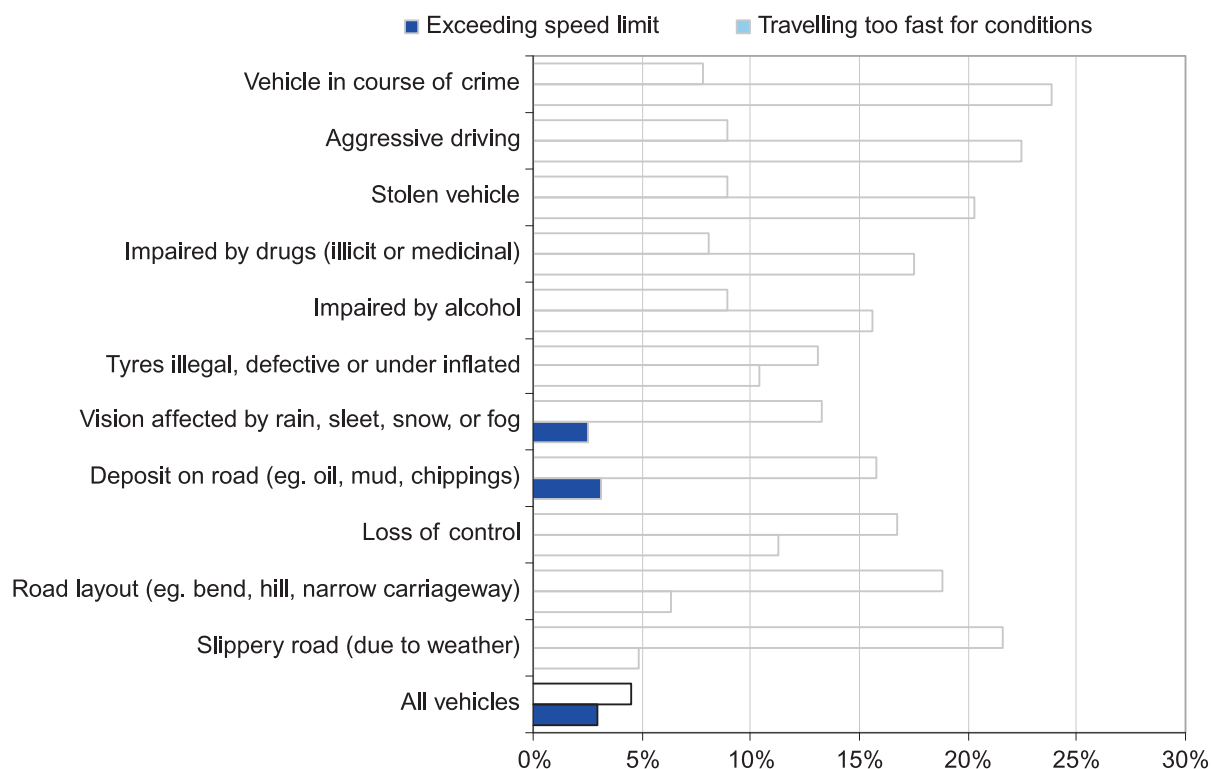
2 Includes other vehicle types.

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 analysis<sup>1</sup>.

### **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.

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<sup>1</sup> See [www.hesonline.nhs.uk](http://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](http://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 exchanged<sup>2</sup>.

<sup>2</sup> Legal requirement: [www.dft.gov.uk/collisionreporting/Law/default.asp](http://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 10<sup>th</sup> 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

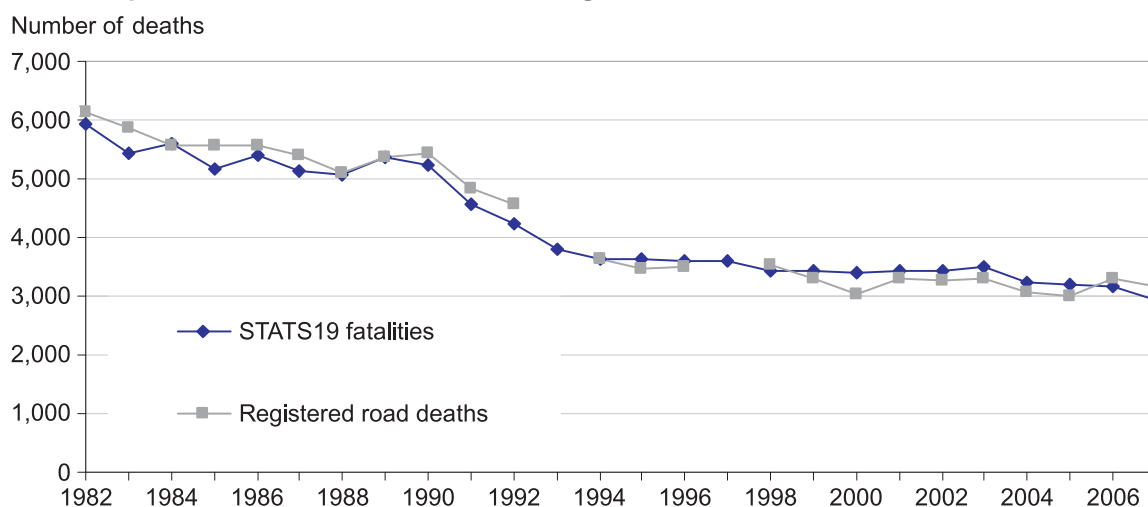
- Provides strong evidence that most, if not all, road deaths become known to police
- Confirms that trends in fatalities recorded by police are reliable.

### 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](http://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 Scotland<sup>3</sup>

<sup>3</sup> 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 10<sup>th</sup> 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/](http://www.hesonline.nhs.uk/)

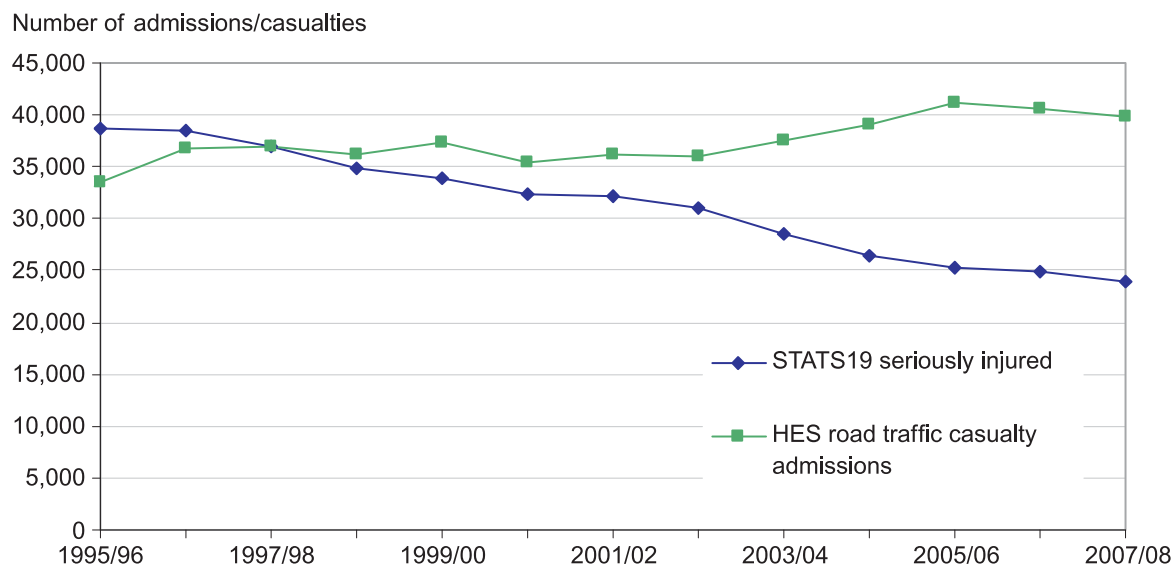
The Hospital Episode Statistics (HES) inpatient database, managed by the Health and Social Care Information Centre, contains data on inpatient admissions to hospitals in England. Each HES record contains clinical details of the patient's condition which allows the identification of patients whose injuries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



## Comparing HES inpatient data with STATS19

The definition of seriously injured casualties in STATS19<sup>4</sup> 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 STATS19<sup>5</sup>. 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.

<sup>4</sup> See definitions section of this publication.

<sup>5</sup> 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 report<sup>6</sup>, 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).

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<sup>6</sup> [www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/](http://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/<br>2004                  | 2004/<br>2005 | 2005/<br>2006 | 2006/<br>2007 | 2007/<br>2008 | Change<br>03/04 to 07/08 |
| <b>Hospital Episodes Statistics: emergency admissions for spells of 2 or more days <sup>(1)</sup></b> |                                |               |               |               |               |                          |
| All admissions  | 1,584.9                        | 1,543.3       | 1,469.7       | 1,394.2       | 1,357.9       | -14                      |
| All injury admissions <sup>(2)</sup>  | 261.1                          | 259.3         | 257.0         | 254.8         | 258.0         | -1                       |
| All Road traffic admissions <sup>(3)</sup>  | 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                       |
| <b>STATS19 Seriously injured casualties</b>   |                                |               |               |               |               |                          |
| 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) <sup>7</sup>. Table 5b shows the numbers of matched and unmatched records; last year's report contains further details of the matching methodology <sup>8</sup>. We are currently reviewing this methodology following peer review and the figures are therefore subject to change.

<sup>7</sup> 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.

<sup>8</sup> See article 6 in Road Casualties Great Britain 2007 for further details ([www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/](http://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<br>to 2004 |
| <b>STATS19 serious</b>                                  | 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              |
| <b>STATS19 slight</b>                                   | 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               |
| <b>STATS19 all injuries</b>                             | 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              |
| <b>Hospital road transport admissions<sup>(1)</sup></b> | 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 2004<sup>8</sup>. 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.



## 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

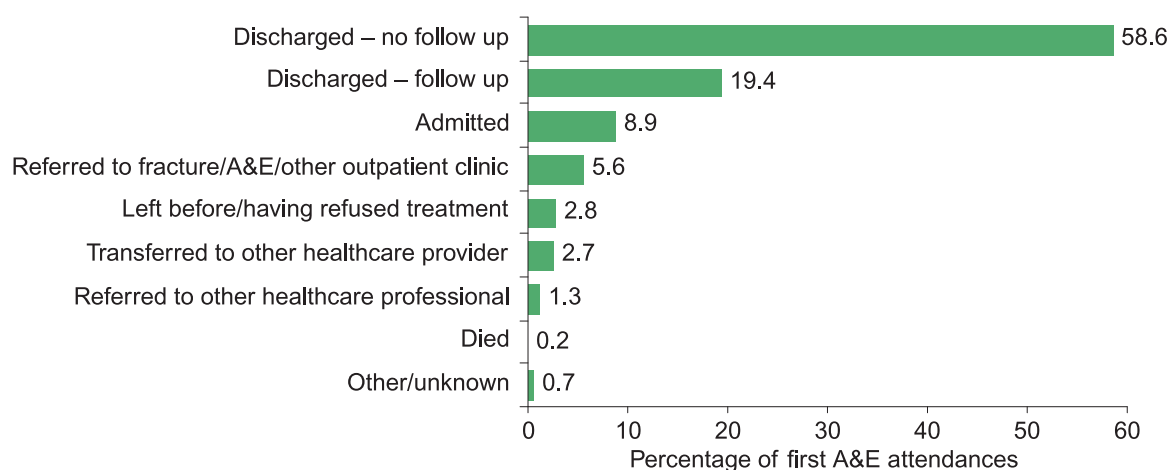
- Gives a broad indication of the number of road casualties attending A&E.
- Suggests that around 10 per cent of those attending A&E are subsequently admitted

### Further information

- [www.hesonline.nhs.uk/](http://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/](http://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 <sup>(1)</sup> | 2005–06 <sup>(1)</sup> | 2006–07 <sup>(1)</sup> | 2007–08 <sup>(1)</sup> |
| <b>DWP CRU Motor liability claims</b> | <b>392</b>         | <b>400</b> | <b>422</b>             | <b>459</b>             | <b>509</b>             | <b>537</b>             |
| 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                    |
| <b>Injuries recorded in STATS19</b>   | <b>296</b>         | <b>285</b> | <b>274</b>             | <b>265</b>             | <b>255</b>             | <b>242</b>             |
| 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/](http://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 accident<sup>9</sup> 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 <sup>(1)</sup> | Proportion of population <sup>(2)</sup> | 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.

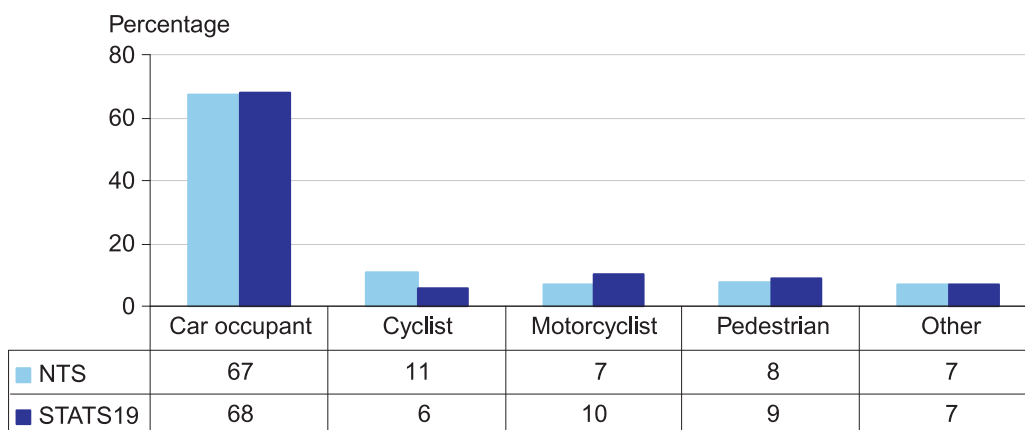
<sup>9</sup> The definition of road accidents provided to NTS respondents was designed to be as consistent as possible with the STATS19 definition i.e. occurring on the public highway and involving at least one vehicle.



- 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 <sup>(1)</sup> |    | Medical attention <sup>(1)</sup> |    |
|---|----|----------------------------------|----|
| <b>Slight</b>                             |    | 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  |
| <b>Serious</b>                            |    |                                  |    |
| Fracture/broken bones                     | 11 |                                  |    |
| Severe shock                              | 7  |                                  |    |
| Severe cuts                               | 7  |                                  |    |
| Concussion                                | 5  |                                  |    |
| Internal injuries                         | 4  |                                  |    |
| Crushing                                  | 3  |                                  |    |
| Burns                                     | 1  |                                  |    |
| Other                                     | 8  |                                  |    |

<sup>1</sup> 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 studies<sup>10</sup> 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 cent<sup>11</sup>) 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).

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

<sup>11</sup> 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 these<sup>12</sup>.
- 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 estimate<sup>13</sup>.

## 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      |
| <b>All road casualties</b> | <b>800</b>       | <b>680</b>                    | <b>920</b> | <b>690</b>       | <b>590</b>                    | <b>790</b> |
| 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.

<sup>12</sup> [www.homeoffice.gov.uk/rds/pdfs08/bcs-methodology-review-2000.pdf](http://www.homeoffice.gov.uk/rds/pdfs08/bcs-methodology-review-2000.pdf) (section 5.1 on page 35)

<sup>13</sup> 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/](http://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 datasets<sup>14</sup>. 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 1997<sup>15</sup>) 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 2006<sup>10</sup> and Ward et al 2003<sup>16</sup>) or national (Simpson 1997<sup>15</sup>) level. These studies do not provide completely consistent or definitive results, and will depend on the nature of the data

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<sup>14</sup> See [www.hesonline.nhs.uk/](http://www.hesonline.nhs.uk/) (choose ‘accessing the data’ and then ‘freely available data’)

<sup>15</sup> 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](http://www.trl.co.uk) (search for ‘TRL272’).

<sup>16</sup> [www.tfl.gov.uk/assets/downloads/Reporting-of-road-traffic-accidents-in-London.pdf](http://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 admitted<sup>10</sup>.

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

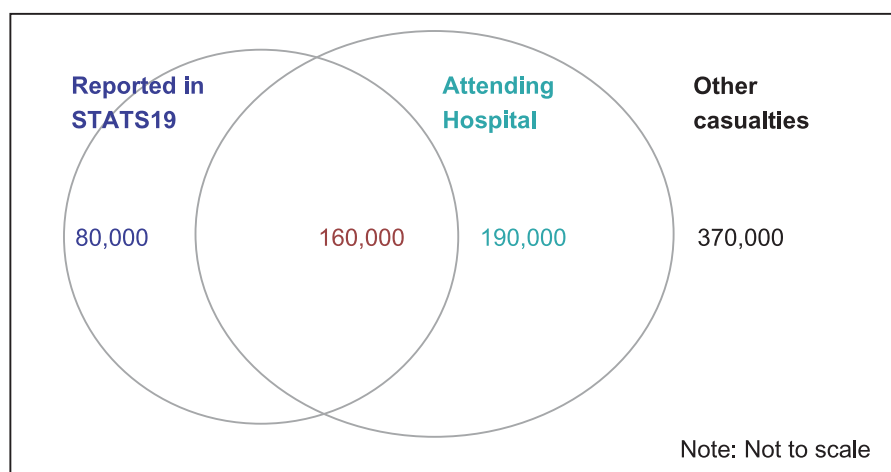
Taking all the evidence into account (as discussed above), a ballpark estimate for the number of road casualties in Great Britain is shown in table 5g. This is broadly consistent with the number of casualties recorded in STATS19, in hospital datasets and the NTS survey data, allowing for possible non-sampling 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      |
| <b>All road casualties</b>                 | <b>800</b>   | <b>680</b>                    | <b>920</b> |
| 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.

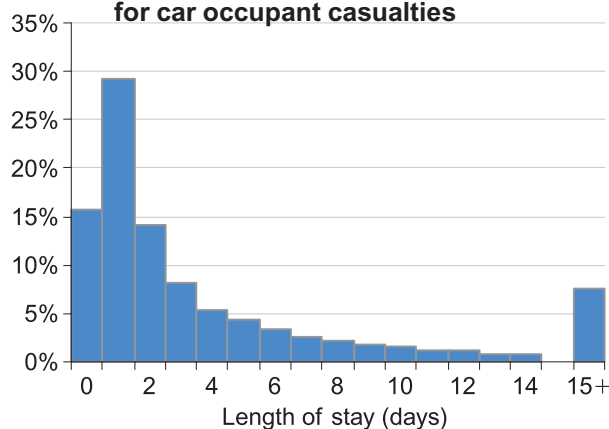
### Analysis of hospital data

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 severity<sup>1</sup>. 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



<sup>1</sup> 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**

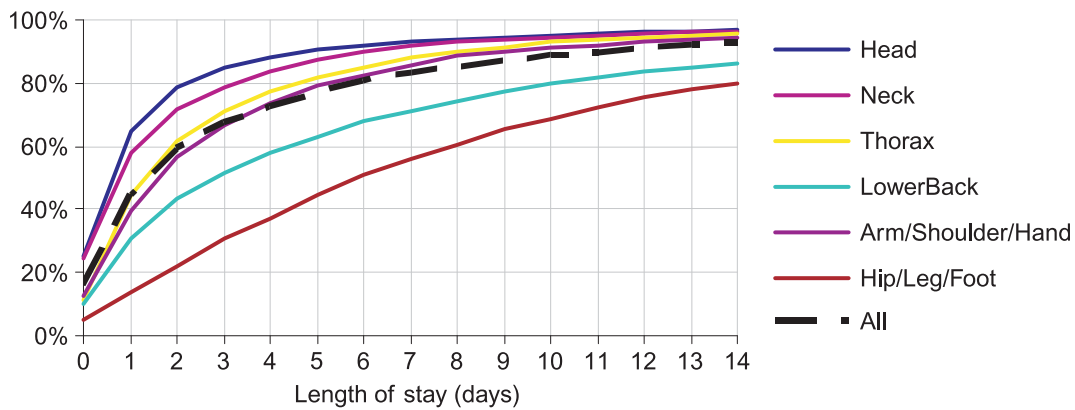
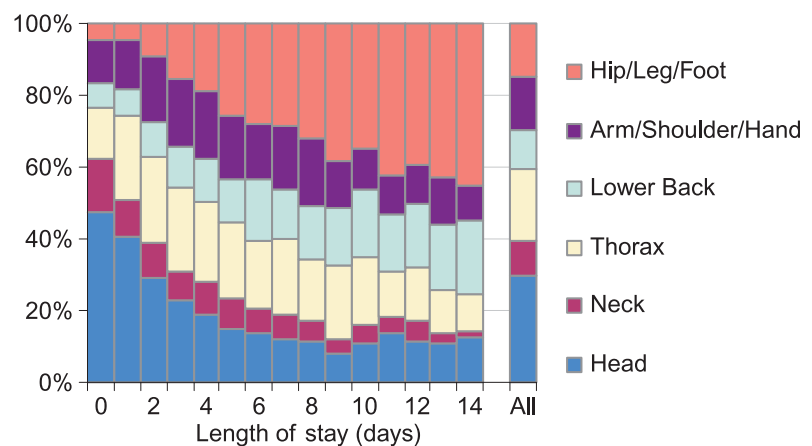


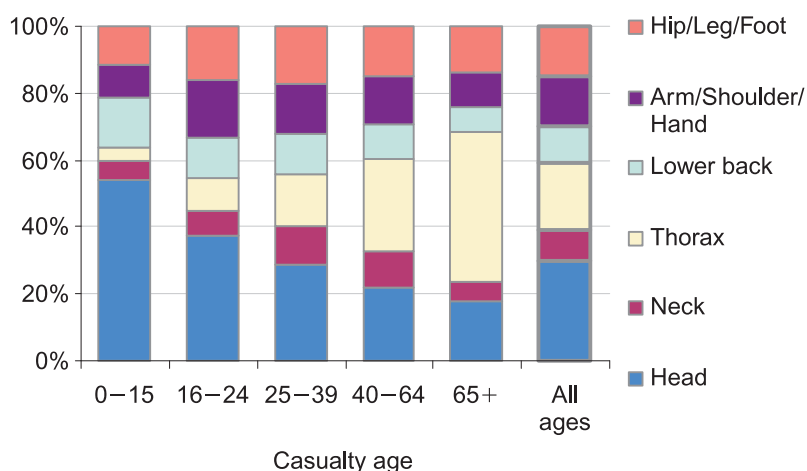
Chart 6c shows that overall the most common body region of primary injury for car occupant casualties was the head (30 per cent of admissions). However, whilst head and neck injuries together accounted for over 60 per cent of those discharged on the same day as admission, they accounted for fewer than 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**



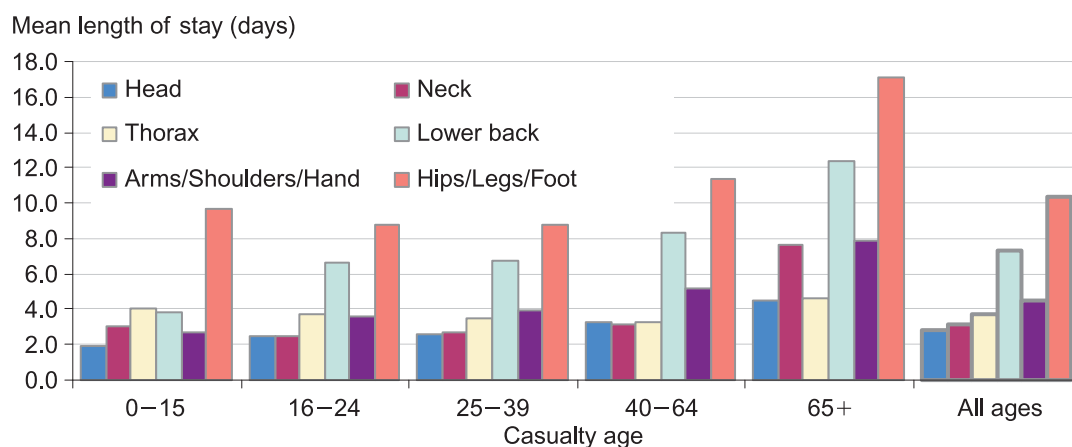
Body region of injury also varies according to the age of the casualty, as shown in chart 6d:

- 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.

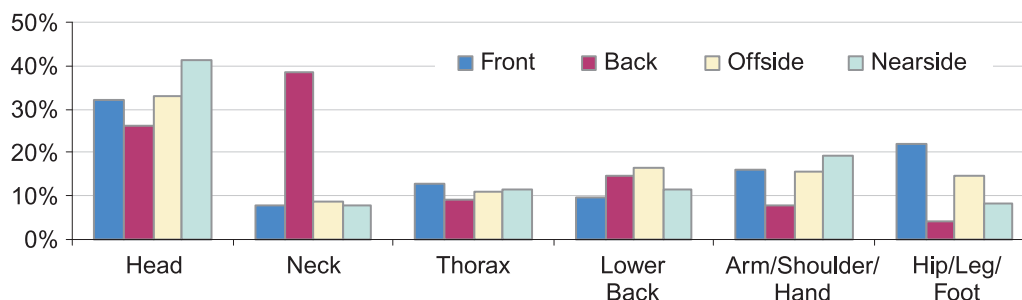
For example, we can compare the body region injured by the first point of impact of the occupants vehicle. Overall, most casualties in the matched dataset were in vehicles hit from the front (69 per cent) or the side (25 per cent); the average length of stay in hospital for the resulting casualties was 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:

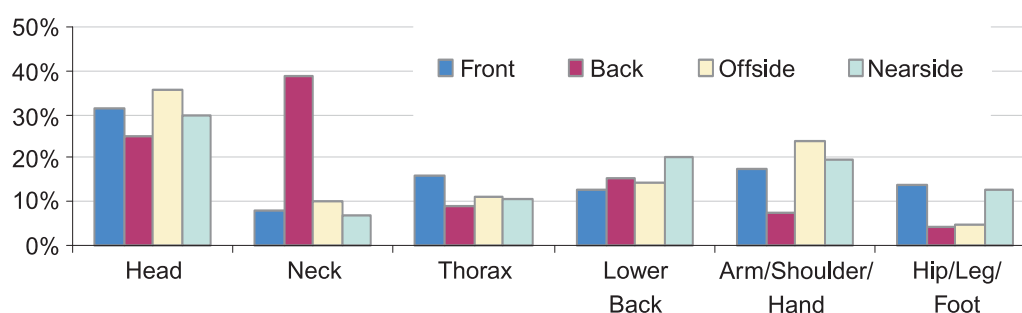
- The proportion of drivers and front seat passengers with injuries to each body region is very similar in front and back impacts
- In offside impacts, drivers have a higher proportion of injuries to legs or lower back than in nearside impacts – with the reverse being the case for front seat passengers.
- 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**

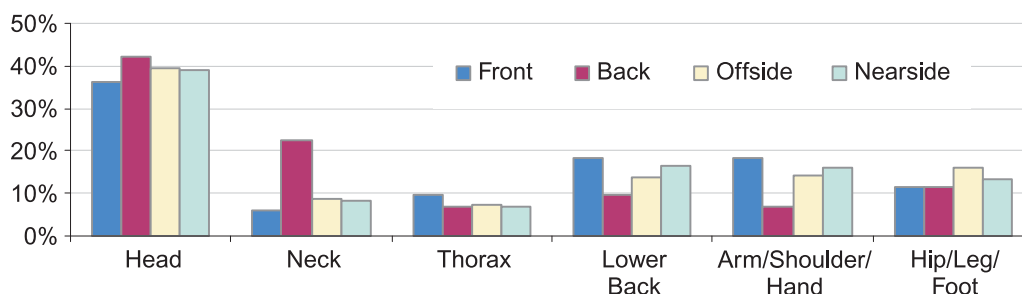


Table 6a shows the average length of stay in hospital for car occupant casualties (aged 16–39) by seating position and point of impact:

- 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 |
|-------------------------------|--------|----------------------|---------------------|
| <b>First point of impact:</b> |        |                      |                     |
| 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](mailto: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](http://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](http://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/](http://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](http://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<br>STATS19 | Fatal   | <b>69</b>       | 1          | 0          | 0          | 0       | 70    |
|                        | Serious | 1               | <b>230</b> | 45         | 7          | 0       | 283   |
|                        | Slight  | 1               | 95         | <b>674</b> | 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 police<sup>1</sup>. 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. Articles<sup>2</sup> were published in Road Casualties Great Britain: Annual

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

<sup>2</sup> <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 <sup>1</sup>       | 72      | 9           | 414         |
| Buckinghamshire <sup>1</sup>           | 413     | 44          | 2,361       |
| Derby UA <sup>1</sup>                  | 153     | 30          | Not revised |
| Derbyshire <sup>1</sup>                | 658     | 80          | Not revised |
| Herefordshire <sup>2</sup>             | 249     | Not revised | Not revised |
| Milton Keynes UA <sup>1</sup>          | 188     | 25          | 1,072       |
| North Yorkshire <sup>2</sup>           | 1,034   | 108         | 2,947       |
| Oxfordshire <sup>1</sup>               | 544     | 54          | 2,726       |
| Reading UA <sup>1</sup>                | 99      | 14          | 565         |
| Slough UA <sup>1</sup>                 | 93      | 13          | 534         |
| West Berkshire UA <sup>1</sup>         | 134     | 14          | 764         |
| Windsor and Maidenhead UA <sup>1</sup> | 106     | 10          | 608         |
| Wokingham UA <sup>1</sup>              | 101     | 12          | 576         |
| Worcestershire UA <sup>2</sup>         | 548     | Not revised | Not revised |
| York UA <sup>2</sup>                   | 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](http://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 <sup>1</sup>                 | 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 <sup>2</sup>     | 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 <sup>3</sup> | 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 <sup>4</sup>   | 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 <sup>2</sup> | 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 <sup>5</sup> | 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 <sup>5</sup> |         |         |         |         |         |         |         |         |         |         |         |
| 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 <sup>1</sup> | 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 <sup>1</sup> | 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 <sup>1</sup> | 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<br>(millions) | Motor<br>vehicles<br>currently<br>licensed<br>(m'lns) | Index of vehicle<br>traffic <sup>1</sup><br>1949=100 |     | Reported casualties from road accidents |                  |                                |                               |                     |                                |  |     |
|-------------------|--------------------------|---|--|-----|---|------------------|--------------------------------|-------------------------------|---------------------|--------------------------------|--|-----|
|                   |                          |   |  |     | Accidents<br>( <sup>000s</sup> )        | Killed           |                                |                               |                     | Injured<br>( <sup>000s</sup> ) | All<br>severities<br>( <sup>000s</sup> ) |     |
|                   |                          |   |  |     |   | Pedest-<br>rians | Pedal<br>cyclists <sup>2</sup> | M'cycle<br>users <sup>2</sup> | Others <sup>3</sup> |                                |  | 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 <sup>4</sup> | 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 severity<sup>1</sup>: 1994-98 average, 2001-2008

|                                    | Number of accidents/rate per 100 million vehicle kilometres |         |         |         |         |         |         |         |         |
|------------------------------------|---|---------|---------|---------|---------|---------|---------|---------|---------|
|                                    | 1994-98<br>average  | 2001    | 2002    | 2003    | 2004    | 2005    | 2006    | 2007    | 2008    |
| <b>Urban roads<sup>2,3</sup></b>   |   |         |         |         |         |         |         |         |         |
| <b>A roads</b>                     |   |         |         |         |         |         |         |         |         |
| 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      |
| <b>Other roads<sup>4</sup></b>     |   |         |         |         |         |         |         |         |         |
| 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      |
| <b>All urban roads<sup>5</sup></b> |   |         |         |         |         |         |         |         |         |
| 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      |
| <b>Rural roads<sup>2,3</sup></b>   |   |         |         |         |         |         |         |         |         |
| <b>A roads</b>                     |   |         |         |         |         |         |         |         |         |
| 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      |
| <b>Other roads<sup>4</sup></b>     |   |         |         |         |         |         |         |         |         |
| 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      |
| <b>All rural roads<sup>5</sup></b> |   |         |         |         |         |         |         |         |         |
| 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      |
| <b>All roads<sup>5</sup></b>       |   |         |         |         |         |         |         |         |         |
| <b>Motorways</b>                   |   |         |         |         |         |         |         |         |         |
| 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       |
| <b>A roads</b>                     |   |         |         |         |         |         |         |         |         |
| 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      |
| <b>Other roads<sup>4</sup></b>     |   |         |         |         |         |         |         |         |         |
| 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      |
| <b>Total<sup>5</sup></b>           |   |         |         |         |         |         |         |         |         |
| 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 average<sup>1</sup>, 2001-2008

|                                | Number of accidents |        |        |        |        |        |        |        |        |
|--------------------------------|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|
|                                | 1994-98<br>average  | 2001   | 2002   | 2003   | 2004   | 2005   | 2006   | 2007   | 2008   |
| <b>Motorways</b>               |                     |        |        |        |        |        |        |        |        |
| 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  |
| <b>A roads</b>                 |                     |        |        |        |        |        |        |        |        |
| <b>20 mph</b>                  |                     |        |        |        |        |        |        |        |        |
| 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    |
| <b>30 mph</b>                  |                     |        |        |        |        |        |        |        |        |
| 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 |
| <b>40 mph</b>                  |                     |        |        |        |        |        |        |        |        |
| 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  |
| <b>50 mph</b>                  |                     |        |        |        |        |        |        |        |        |
| 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  |
| <b>60 mph</b>                  |                     |        |        |        |        |        |        |        |        |
| 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 |
| <b>70 mph</b>                  |                     |        |        |        |        |        |        |        |        |
| 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  |
| <b>Other roads<sup>2</sup></b> |                     |        |        |        |        |        |        |        |        |
| <b>20 mph</b>                  |                     |        |        |        |        |        |        |        |        |
| 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  |
| <b>30 mph</b>                  |                     |        |        |        |        |        |        |        |        |
| 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 |
| <b>40 mph</b>                  |                     |        |        |        |        |        |        |        |        |
| 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  |
| <b>50 mph</b>                  |                     |        |        |        |        |        |        |        |        |
| 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    |
| <b>60 mph</b>                  |                     |        |        |        |        |        |        |        |        |
| 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 |
| <b>70 mph</b>                  |                     |        |        |        |        |        |        |        |        |
| 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    |

<sup>1</sup> Figures have been rounded to the nearest whole number.

<sup>2</sup> 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 average<sup>1</sup>, 2001–2008**

|   | Number of casualties |         |         |         |         |         |         |         |         |
|---|----------------------|---------|---------|---------|---------|---------|---------|---------|---------|
|   | 1994-98<br>average   | 2001    | 2002    | 2003    | 2004    | 2005    | 2006    | 2007    | 2008    |
| <b>Built-up roads<sup>2</sup></b>         |                      |         |         |         |         |         |         |         |         |
| A roads                                   |                      |         |         |         |         |         |         |         |         |
| Killed                                    | 511                  | 515     | 504     | 505     | 452     | 415     | 451     | 383     | 366     |
| KSI <sup>3</sup>                          | 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  |
| <b>All built-up roads<sup>4</sup></b>     |                      |         |         |         |         |         |         |         |         |
| 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  |
| <b>Non-built-up roads<sup>2</sup></b>     |                      |         |         |         |         |         |         |         |         |
| 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   |
| <b>All non built-up roads<sup>4</sup></b> |                      |         |         |         |         |         |         |         |         |
| 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  |
| <b>All speed limits<sup>5</sup></b>       |                      |         |         |         |         |         |         |         |         |
| 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  |
| <b>Total<sup>5</sup></b>                  |                      |         |         |         |         |         |         |         |         |
| 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 average<sup>1</sup>, 2001–2008**

|   | Number of casualties |         |         |         |         |         |         |         |        |
|---|----------------------|---------|---------|---------|---------|---------|---------|---------|--------|
|   | 1994-98<br>average   | 2001    | 2002    | 2003    | 2004    | 2005    | 2006    | 2007    | 2008   |
| <b>Built-up roads<sup>2</sup></b>         |                      |         |         |         |         |         |         |         |        |
| <b>A roads</b>                            |                      |         |         |         |         |         |         |         |        |
| Killed                                    | 237                  | 170     | 202     | 198     | 152     | 165     | 168     | 167     | 126    |
| KSI <sup>3</sup>                          | 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>B roads</b>                            |                      |         |         |         |         |         |         |         |        |
| 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  |
| <b>Other roads</b>                        |                      |         |         |         |         |         |         |         |        |
| 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 |
| <b>All built-up roads<sup>4</sup></b>     |                      |         |         |         |         |         |         |         |        |
| 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 |
| <b>Non built-up roads<sup>2</sup></b>     |                      |         |         |         |         |         |         |         |        |
| <b>A roads</b>                            |                      |         |         |         |         |         |         |         |        |
| 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>B roads</b>                            |                      |         |         |         |         |         |         |         |        |
| 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  |
| <b>Other roads</b>                        |                      |         |         |         |         |         |         |         |        |
| 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  |
| <b>All non built-up roads<sup>4</sup></b> |                      |         |         |         |         |         |         |         |        |
| 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 |
| <b>All speed limits<sup>5</sup></b>       |                      |         |         |         |         |         |         |         |        |
| <b>Motorways</b>                          |                      |         |         |         |         |         |         |         |        |
| 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  |
| <b>A roads</b>                            |                      |         |         |         |         |         |         |         |        |
| 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>B roads</b>                            |                      |         |         |         |         |         |         |         |        |
| 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 |
| <b>Other roads</b>                        |                      |         |         |         |         |         |         |         |        |
| 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 |
| <b>Total<sup>5</sup></b>                  |                      |         |         |         |         |         |         |         |        |
| 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 average<sup>1</sup>, 2001–2008**

|   | Number of casualties |         |         |         |         |         |         |         |         |
|---|----------------------|---------|---------|---------|---------|---------|---------|---------|---------|
|   | 1994-98<br>average   | 2001    | 2002    | 2003    | 2004    | 2005    | 2006    | 2007    | 2008    |
| <b>Built-up roads<sup>2</sup></b>         |                      |         |         |         |         |         |         |         |         |
| A roads                                   |                      |         |         |         |         |         |         |         |         |
| Killed                                    | 748                  | 687     | 707     | 703     | 604     | 580     | 619     | 550     | 492     |
| KSI <sup>3</sup>                          | 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  |
| <b>All built-up roads<sup>4</sup></b>     |                      |         |         |         |         |         |         |         |         |
| 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 |
| <b>Non built-up roads<sup>2</sup></b>     |                      |         |         |         |         |         |         |         |         |
| 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  |
| <b>All non built-up roads<sup>4</sup></b> |                      |         |         |         |         |         |         |         |         |
| 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  |
| <b>All speed limits<sup>5</sup></b>       |                      |         |         |         |         |         |         |         |         |
| 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  |
| <b>Total<sup>5</sup></b>                  |                      |         |         |         |         |         |         |         |         |
| 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 average<sup>1</sup>, 2001–2008**

|                                   | Number of casualties |         |         |         |         |         |         |         |         |
|-----------------------------------|----------------------|---------|---------|---------|---------|---------|---------|---------|---------|
|                                   | 1994-98<br>average   | 2001    | 2002    | 2003    | 2004    | 2005    | 2006    | 2007    | 2008    |
| <b>Pedestrians</b>                |                      |         |         |         |         |         |         |         |         |
| Killed                            | 631                  | 565     | 500     | 505     | 450     | 421     | 452     | 422     | 362     |
| KSI <sup>2</sup>                  | 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  |
| <b>Pedal cyclists</b>             |                      |         |         |         |         |         |         |         |         |
| 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  |
| <b>Motorcycle</b>                 |                      |         |         |         |         |         |         |         |         |
| <b>Riders</b>                     |                      |         |         |         |         |         |         |         |         |
| 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  |
| <b>Passengers</b>                 |                      |         |         |         |         |         |         |         |         |
| 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     |
| <b>Car</b>                        |                      |         |         |         |         |         |         |         |         |
| <b>Drivers</b>                    |                      |         |         |         |         |         |         |         |         |
| 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  |
| <b>Passengers</b>                 |                      |         |         |         |         |         |         |         |         |
| 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  |
| <b>Bus or coach</b>               |                      |         |         |         |         |         |         |         |         |
| <b>Drivers</b>                    |                      |         |         |         |         |         |         |         |         |
| 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     |
| <b>Passengers<sup>3</sup></b>     |                      |         |         |         |         |         |         |         |         |
| 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   |
| <b>Light goods vehicle</b>        |                      |         |         |         |         |         |         |         |         |
| <b>Drivers</b>                    |                      |         |         |         |         |         |         |         |         |
| 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   |
| <b>Passengers</b>                 |                      |         |         |         |         |         |         |         |         |
| 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     |
| <b>Heavy goods vehicle</b>        |                      |         |         |         |         |         |         |         |         |
| <b>Drivers</b>                    |                      |         |         |         |         |         |         |         |         |
| 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   |
| <b>Passengers</b>                 |                      |         |         |         |         |         |         |         |         |
| 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     |
| <b>All road users<sup>4</sup></b> |                      |         |         |         |         |         |         |         |         |
| 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 average<sup>1</sup>, 2001–2008

|                                   | Number of casualties |         |         |         |         |         |         |         |        |
|-----------------------------------|----------------------|---------|---------|---------|---------|---------|---------|---------|--------|
|                                   | 1994-98<br>average   | 2001    | 2002    | 2003    | 2004    | 2005    | 2006    | 2007    | 2008   |
| <b>Pedestrians</b>                |                      |         |         |         |         |         |         |         |        |
| Killed                            | 376                  | 261     | 275     | 269     | 221     | 250     | 223     | 224     | 210    |
| KSI <sup>2</sup>                  | 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 |
| <b>Pedal cyclists</b>             |                      |         |         |         |         |         |         |         |        |
| 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  |
| <b>Motorcycle</b>                 |                      |         |         |         |         |         |         |         |        |
| <b>Riders</b>                     |                      |         |         |         |         |         |         |         |        |
| 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  |
| <b>Passengers</b>                 |                      |         |         |         |         |         |         |         |        |
| 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    |
| <b>Car</b>                        |                      |         |         |         |         |         |         |         |        |
| <b>Drivers</b>                    |                      |         |         |         |         |         |         |         |        |
| 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 |
| <b>Passengers</b>                 |                      |         |         |         |         |         |         |         |        |
| 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 |
| <b>Bus or coach</b>               |                      |         |         |         |         |         |         |         |        |
| <b>Drivers</b>                    |                      |         |         |         |         |         |         |         |        |
| 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     |
| <b>Passengers<sup>3</sup></b>     |                      |         |         |         |         |         |         |         |        |
| 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  |
| <b>Light goods vehicle</b>        |                      |         |         |         |         |         |         |         |        |
| <b>Drivers</b>                    |                      |         |         |         |         |         |         |         |        |
| 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    |
| <b>Passengers</b>                 |                      |         |         |         |         |         |         |         |        |
| 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    |
| <b>Heavy goods vehicle</b>        |                      |         |         |         |         |         |         |         |        |
| <b>Drivers</b>                    |                      |         |         |         |         |         |         |         |        |
| 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     |
| <b>Passengers</b>                 |                      |         |         |         |         |         |         |         |        |
| 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     |
| <b>All road users<sup>4</sup></b> |                      |         |         |         |         |         |         |         |        |
| 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 average<sup>1</sup>, 2001–2008

|                                   | Number of casualties |         |         |         |         |         |         |         |         |
|-----------------------------------|----------------------|---------|---------|---------|---------|---------|---------|---------|---------|
|                                   | 1994-98<br>average   | 2001    | 2002    | 2003    | 2004    | 2005    | 2006    | 2007    | 2008    |
| <b>Pedestrians</b>                |                      |         |         |         |         |         |         |         |         |
| Killed                            | 1,008                | 826     | 775     | 774     | 671     | 671     | 675     | 646     | 572     |
| KSI <sup>2</sup>                  | 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  |
| <b>Pedal cyclists</b>             |                      |         |         |         |         |         |         |         |         |
| 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  |
| <b>Motorcycle</b>                 |                      |         |         |         |         |         |         |         |         |
| <b>Riders</b>                     |                      |         |         |         |         |         |         |         |         |
| 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  |
| <b>Passengers</b>                 |                      |         |         |         |         |         |         |         |         |
| 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   |
| <b>Car</b>                        |                      |         |         |         |         |         |         |         |         |
| <b>Drivers</b>                    |                      |         |         |         |         |         |         |         |         |
| 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 |
| <b>Passengers</b>                 |                      |         |         |         |         |         |         |         |         |
| 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  |
| <b>Bus or coach</b>               |                      |         |         |         |         |         |         |         |         |
| <b>Drivers</b>                    |                      |         |         |         |         |         |         |         |         |
| 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     |
| <b>Passengers<sup>3</sup></b>     |                      |         |         |         |         |         |         |         |         |
| 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   |
| <b>Light goods vehicle</b>        |                      |         |         |         |         |         |         |         |         |
| <b>Drivers</b>                    |                      |         |         |         |         |         |         |         |         |
| 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   |
| <b>Passengers</b>                 |                      |         |         |         |         |         |         |         |         |
| 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   |
| <b>Heavy goods vehicle</b>        |                      |         |         |         |         |         |         |         |         |
| <b>Drivers</b>                    |                      |         |         |         |         |         |         |         |         |
| 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   |
| <b>Passengers</b>                 |                      |         |         |         |         |         |         |         |         |
| 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     |
| <b>All road users<sup>4</sup></b> |                      |         |         |         |         |         |         |         |         |
| 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 average<sup>1</sup>, 2001-2008

|                                     |                             | Number of casualties        |       |       |       |       |       |       |       |       |
|-------------------------------------|-----------------------------|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
|                                     |                             | 1994-98<br>average          | 2001  | 2002  | 2003  | 2004  | 2005  | 2006  | 2007  | 2008  |
| Pedestrians                         | 0 to 4 <sup>2</sup>         | 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 <sup>3</sup> | 7,063                       | 5,682 | 5,400 | 4,971 | 4,658 | 4,310 | 4,319 | 4,260 | 3,988 |
| Pedal cyclists                      | 0 to 4 <sup>2</sup>         | 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 <sup>3</sup> | 3,019 | 2,182 | 2,009 | 2,005 | 1,923 | 1,942 | 2,020 | 2,090 |
| Motorcycle riders<br>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 <sup>3</sup> | 355   | 575   | 660   | 654   | 664   | 671   | 665   | 697   |
| Motorcycle riders<br>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 <sup>3</sup> | 5,234 | 5,899 | 5,958 | 6,121 | 5,225 | 5,151 | 5,139 | 5,301 |
| 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 <sup>3</sup> | 9,518 | 8,356 | 8,222 | 7,591 | 7,035 | 6,529 | 6,349 | 5,737 |
| 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 <sup>3</sup> | 3,807 | 3,251 | 3,183 | 3,017 | 2,853 | 2,490 | 2,445 | 2,127 |

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 average<sup>1</sup>, 2001-2008**

Number of casualties

|                                     |                             | 1994-98<br>average | 2001  | 2002  | 2003  | 2004  | 2005  | 2006  | 2007  | 2008  |
|-------------------------------------|-----------------------------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Pedestrians                         | 0 to 4 <sup>2</sup>         | 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 <sup>3</sup>         | 4,605                       | 3,368              | 3,224 | 2,961 | 2,818 | 2,818 | 2,731 | 2,664 | 2,649 |       |
| Pedal cyclists                      | 0 to 4 <sup>2</sup>         | 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 <sup>3</sup> | 713                | 495   | 439   | 405   | 385   | 416   | 422   | 474   | 459   |
| Motorcycle riders<br>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 <sup>3</sup> | 122                | 119   | 124   | 108   | 102   | 92    | 83    | 95    | 88    |
| Motorcycle riders<br>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 <sup>3</sup> | 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 <sup>3</sup>         | 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 <sup>3</sup> | 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 average<sup>1</sup>, 2001-2008**

|                                     |                             | Number of casualties        |        |        |        |        |        |       |       |       |
|-------------------------------------|-----------------------------|-----------------------------|--------|--------|--------|--------|--------|-------|-------|-------|
|                                     |                             | 1994-98<br>average          | 2001   | 2002   | 2003   | 2004   | 2005   | 2006  | 2007  | 2008  |
| Pedestrians                         | 0 to 4 <sup>2</sup>         | 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 <sup>3</sup> | 11,669                      | 9,064  | 8,631  | 7,933  | 7,478  | 7,129  | 7,051 | 6,924 | 6,642 |
| Pedal cyclists                      | 0 to 4 <sup>2</sup>         | 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 <sup>3</sup> | 3,732  | 2,678  | 2,450  | 2,411  | 2,308  | 2,360 | 2,442 | 2,564 |
| Motorcycle riders<br>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 <sup>3</sup> | 477    | 695    | 784    | 762    | 766    | 763   | 748   | 792   |
| Motorcycle riders<br>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 <sup>3</sup> | 5,511  | 6,188  | 6,246  | 6,443  | 5,489  | 5,379 | 5,403 | 5,584 |
| 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 <sup>3</sup> | 14,634 | 12,555 | 12,030 | 11,040 | 10,402 | 9,497 | 9,305 | 8,479 |
| 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 <sup>3</sup> | 8,619  | 6,869  | 6,698  | 6,251  | 5,742  | 5,120 | 4,949 | 4,488 |

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 <sup>1</sup>   | 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 <sup>2</sup> |                      |         |         |         |         |         |         |         |         |         |         |
| 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 <sup>1</sup>   | 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 <sup>2</sup>  |   |      |      |      |      |      |      |      |      |      |      |
| 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    |
| <b>Pedal cycles</b>                   |  |         |         |         |         |         |         |         |         |         |         |
| 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     |
| <b>Motorcycle riders</b>              |  |         |         |         |         |         |         |         |         |         |         |
| 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     |
| <b>Cars</b>                           |  |         |         |         |         |         |         |         |         |         |         |
| 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      |
| <b>Buses or coaches</b>               |  |         |         |         |         |         |         |         |         |         |         |
| 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     |
| <b>Light goods vehicles</b>           |  |         |         |         |         |         |         |         |         |         |         |
| 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      |
| <b>Heavy goods vehicles</b>           |  |         |         |         |         |         |         |         |         |         |         |
| 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      |
| <b>All motor vehicles<sup>1</sup></b> |  |         |         |         |         |         |         |         |         |         |         |
| 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      |
| <b>All vehicles<sup>2</sup></b>       |  |         |         |         |         |         |         |         |         |         |         |
| 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    |
| <b>Car drivers</b>                           |                   |         |         |         |         |         |         |         |         |         |         |
| 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 <sup>1</sup>      | 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<br>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     |
| <b>Motorcycle riders</b>                     |                   |         |         |         |         |         |         |         |         |         |         |
| 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 <sup>1</sup>      | 426               | 443     | 442     | 446     | 441     | 510     | 423     | 391     | 374     | 337     | 314     |
| Percentage of riders<br>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     |
| <b>Other motor vehicle drivers</b>           |                   |         |         |         |         |         |         |         |         |         |         |
| 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 <sup>1</sup>      | 398               | 411     | 401     | 386     | 378     | 351     | 349     | 327     | 347     | 297     | 307     |
| Percentage of drivers<br>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     |
| <b>All driver/riders</b>                     |                   |         |         |         |         |         |         |         |         |         |         |
| 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 <sup>1</sup>      | 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<br>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 |
| <b>Motorways</b>                            |                                  |                   |        |                   |                  |                |
| 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         |
| <b>Built-up A roads</b>                     |                                  |                   |        |                   |                  |                |
| 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         |
| <b>Built-up other roads<sup>1</sup></b>     |                                  |                   |        |                   |                  |                |
| 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         |
| <b>All built-up roads<sup>2</sup></b>       |                                  |                   |        |                   |                  |                |
| 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        |
| <b>Non built-up A roads</b>                 |                                  |                   |        |                   |                  |                |
| 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         |
| <b>Non built-up other roads<sup>1</sup></b> |                                  |                   |        |                   |                  |                |
| 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         |
| <b>All non built-up roads<sup>2</sup></b>   |                                  |                   |        |                   |                  |                |
| 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         |
| <b>All speed limits<sup>3</sup></b>         |                                  |                   |        |                   |                  |                |
| 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     |
| <b>Roundabout</b>            |                                |         |         |         |            |                   |                  |         |
| Speed limit                  |                                |         |         |         |            |                   |                  |         |
| 20 mph <sup>1</sup>          | 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 <sup>2</sup>      | 38                             | 930     | 10,397  | 11,365  | 38         | 973               | 13,448           | 14,459  |
| <b>One way street</b>        |                                |         |         |         |            |                   |                  |         |
| Speed limit                  |                                |         |         |         |            |                   |                  |         |
| 20 mph <sup>1</sup>          | 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 <sup>2</sup>      | 27                             | 452     | 3,070   | 3,549   | 28         | 480               | 3,705            | 4,213   |
| <b>Single carriageway</b>    |                                |         |         |         |            |                   |                  |         |
| Speed limit                  |                                |         |         |         |            |                   |                  |         |
| 20 mph <sup>1</sup>          | 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 <sup>2</sup>      | 1,758                          | 18,279  | 106,596 | 126,633 | 1,906      | 20,572            | 147,465          | 169,943 |
| <b>Slip road</b>             |                                |         |         |         |            |                   |                  |         |
| Speed limit                  |                                |         |         |         |            |                   |                  |         |
| 20 mph <sup>1</sup>          | 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 <sup>2</sup>      | 12                             | 174     | 1,647   | 1,833   | 13         | 192               | 2,330            | 2,535   |
| <b>Dual carriageway</b>      |                                |         |         |         |            |                   |                  |         |
| Speed limit                  |                                |         |         |         |            |                   |                  |         |
| 20 mph <sup>1</sup>          | 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 <sup>2</sup>      | 494                            | 3,124   | 22,177  | 25,795  | 541        | 3,642             | 33,777           | 37,960  |
| <b>All roads<sup>3</sup></b> |                                |         |         |         |            |                   |                  |         |
| Speed limit                  |                                |         |         |         |            |                   |                  |         |
| 20 mph <sup>1</sup>          | 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 <sup>2</sup>      | 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       |         |               |
| <b>Built-up roads<sup>1</sup></b>         |                     |    |    |     |     |     |     |       |                   |     |       |       |        |                  |         |         |               |
| 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  |               |
| <b>All built-up roads<sup>2</sup></b>     | 0                   | 2  | 2  | 30  | 34  | 95  | 156 | 698   | 45                | 91  | 643   | 2,451 | 12,390 | 21,587           | 86,147  | 124,371 |               |
| <b>Non built-up roads<sup>1</sup></b>     |                     |    |    |     |     |     |     |       |                   |     |       |       |        |                  |         |         |               |
| 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   |               |
| <b>All non built-up roads<sup>2</sup></b> | 3                   | 4  | 15 | 78  | 75  | 183 | 272 | 558   | 52                | 130 | 643   | 1,932 | 4,032  | 9,084            | 21,910  | 38,971  |               |
| <b>All speed limits<sup>3</sup></b>       |                     |    |    |     |     |     |     |       |                   |     |       |       |        |                  |         |         |               |
| 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  |               |
| <b>Total<sup>3</sup></b>                  | 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 <sup>2</sup><br>accidents |
|                                       | Dry                 | Wet or<br>flood | Snow<br>or ice | All <sup>1</sup> | Dry      | Wet or<br>flood | Snow<br>or ice | All <sup>1</sup> |                               |
| <b>Motorways</b>                      |                     |                 |                |                  |          |                 |                |                  |                               |
| 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                         |
| <b>Built-up roads<sup>3</sup></b>     |                     |                 |                |                  |          |                 |                |                  |                               |
| 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                       |
| <b>Non built-up roads<sup>3</sup></b> |                     |                 |                |                  |          |                 |                |                  |                               |
| 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                        |
| <b>All speed limits<sup>4</sup></b>   |                     |                 |                |                  |          |                 |                |                  |                               |
| 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 <sup>2</sup><br>casualties |
|                                       | Dry                  | Wet or<br>flood | Snow<br>or ice | All <sup>1</sup> | Dry      | Wet or<br>flood | Snow<br>or ice | All <sup>1</sup> |                                |
| <b>Motorways</b>                      |                      |                 |                |                  |          |                 |                |                  |                                |
| 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                         |
| <b>Built-up roads<sup>3</sup></b>     |                      |                 |                |                  |          |                 |                |                  |                                |
| 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                        |
| <b>Non built-up roads<sup>3</sup></b> |                      |                 |                |                  |          |                 |                |                  |                                |
| 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                         |
| <b>All speed limits<sup>4</sup></b>   |                      |                 |                |                  |          |                 |                |                  |                                |
| 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 <sup>1</sup><br>accidents |
|---------------------------------------|---------------------|---------|---------|-----|----------|---------|---------|-----|-------------------------------|
|                                       | Daylight            |         |         |     | Darkness |         |         |     |                               |
|                                       | Fine                | Raining | Snowing | Fog | Fine     | Raining | Snowing | Fog |                               |
| <b>Motorways</b>                      |                     |         |         |     |          |         |         |     |                               |
| 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                         |
| <b>Built-up roads<sup>2</sup></b>     |                     |         |         |     |          |         |         |     |                               |
| 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                       |
| <b>Non built-up roads<sup>2</sup></b> |                     |         |         |     |          |         |         |     |                               |
| 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                        |
| <b>All speed limits<sup>3</sup></b>   |                     |         |         |     |          |         |         |     |                               |
| 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 <sup>1</sup><br>casualties |
|---------------------------------------|----------------------|---------|---------|-----|----------|---------|---------|-----|--------------------------------|
|                                       | Daylight             |         |         |     | Darkness |         |         |     |                                |
|                                       | Fine                 | Raining | Snowing | Fog | Fine     | Raining | Snowing | Fog |                                |
| <b>Motorways</b>                      |                      |         |         |     |          |         |         |     |                                |
| 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                         |
| <b>Built-up roads<sup>2</sup></b>     |                      |         |         |     |          |         |         |     |                                |
| 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                        |
| <b>Non built-up roads<sup>2</sup></b> |                      |         |         |     |          |         |         |     |                                |
| 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                         |
| <b>All speed limits<sup>3</sup></b>   |                      |         |         |     |          |         |         |     |                                |
| 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 <sup>2</sup> |
|---------------------------------------|----------|--------------|-------------|------------------|----------|--------------|-------------|------------------|----------------------------|
|                                       | Dry      | Wet or flood | Snow or ice | All <sup>1</sup> | Dry      | Wet or flood | Snow or ice | All <sup>1</sup> |                            |
| <b>Motorways</b>                      |          |              |             |                  |          |              |             |                  |                            |
| 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                      |
| <b>Built-up roads<sup>3</sup></b>     |          |              |             |                  |          |              |             |                  |                            |
| <b>Speed limit 20 mph</b>             |          |              |             |                  |          |              |             |                  |                            |
| 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                      |
| <b>Speed limit 30 mph</b>             |          |              |             |                  |          |              |             |                  |                            |
| 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                    |
| <b>Speed limit 40 mph</b>             |          |              |             |                  |          |              |             |                  |                            |
| 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                     |
| <b>All built-up roads</b>             |          |              |             |                  |          |              |             |                  |                            |
| 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                    |
| <b>Non built-up roads<sup>3</sup></b> |          |              |             |                  |          |              |             |                  |                            |
| <b>Speed limit 50 mph</b>             |          |              |             |                  |          |              |             |                  |                            |
| 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                      |
| <b>Speed limit 60 mph</b>             |          |              |             |                  |          |              |             |                  |                            |
| 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                     |
| <b>Speed limit 70 mph</b>             |          |              |             |                  |          |              |             |                  |                            |
| 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                      |
| <b>All non built-up roads</b>         |          |              |             |                  |          |              |             |                  |                            |
| 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                     |
| <b>All speed limits<sup>4</sup></b>   |          |              |             |                  |          |              |             |                  |                            |
| 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 <sup>1</sup> accidents |
|  |                     | Street lights lit | No street lighting or street lights unlit | Street lighting unknown |               |                            |
| <b>Special conditions at site</b>                  |                     |                   |   |                         |               |                            |
| 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                        |
| <b>Total</b>                                       | <b>3,485</b>        | <b>669</b>        | <b>457</b>                                | <b>36</b>               | <b>1,162</b>  | <b>4,647</b>               |
| <b>Carriageway hazards</b>                         |                     |                   |   |                         |               |                            |
| 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                        |
| <b>Total</b>                                       | <b>1,944</b>        | <b>565</b>        | <b>615</b>                                | <b>34</b>               | <b>1,214</b>  | <b>3,158</b>               |
| <b>All accidents<sup>2</sup></b>                   | <b>124,552</b>      | <b>33,473</b>     | <b>10,774</b>                             | <b>1,792</b>            | <b>46,039</b> | <b>170,591</b>             |

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

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 accidents<sup>1</sup>: by object hit off carriageway: built-up and non built-up roads and severity: 2008**

Number of accidents

| (a) Built-up roads <sup>2</sup>    |                           |              |               |               | (b) Non built-up roads <sup>2</sup> |                           |              |               |               |
|------------------------------------|---------------------------|--------------|---------------|---------------|-------------------------------------|---------------------------|--------------|---------------|---------------|
| 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         |
| <b>Total<sup>3</sup></b>           | <b>580</b>                | <b>7,437</b> | <b>29,441</b> | <b>37,458</b> | <b>Total<sup>3</sup></b>            | <b>438</b>                | <b>2,696</b> | <b>10,273</b> | <b>13,407</b> |

| (c) Motorways                      |                           |            |              |              | (d) All roads <sup>4</sup>         |                           |               |               |               |
|------------------------------------|---------------------------|------------|--------------|--------------|------------------------------------|---------------------------|---------------|---------------|---------------|
| 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         |
| <b>Total<sup>3</sup></b>           | <b>52</b>                 | <b>263</b> | <b>1,325</b> | <b>1,640</b> | <b>Total<sup>3</sup></b>           | <b>1,070</b>              | <b>10,396</b> | <b>41,039</b> | <b>52,505</b> |

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 <sup>1</sup> |               | Two vehicles <sup>2</sup> |                   |                             | Four <sup>2</sup> or more vehicles | All accidents |
|   | Car                 | Other vehicle | Car                                     | Other vehicle | Both cars                 | Other combination | Three <sup>2</sup> vehicles |                                    |               |
| <b>Built-up roads<sup>3</sup></b>         |                     |               |   |               |                           |                   |                             |                                    |               |
| <b>A roads</b>                            |                     |               |   |               |                           |                   |                             |                                    |               |
| 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>B roads</b>                            |                     |               |   |               |                           |                   |                             |                                    |               |
| 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        |
| <b>Other roads</b>                        |                     |               |   |               |                           |                   |                             |                                    |               |
| 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        |
| <b>All built-up roads<sup>4</sup></b>     |                     |               |   |               |                           |                   |                             |                                    |               |
| 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       |
| <b>Non built-up roads<sup>3</sup></b>     |                     |               |   |               |                           |                   |                             |                                    |               |
| <b>A roads</b>                            |                     |               |   |               |                           |                   |                             |                                    |               |
| 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>B roads</b>                            |                     |               |   |               |                           |                   |                             |                                    |               |
| 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         |
| <b>Other roads</b>                        |                     |               |   |               |                           |                   |                             |                                    |               |
| 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         |
| <b>All non built-up roads<sup>4</sup></b> |                     |               |   |               |                           |                   |                             |                                    |               |
| 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        |
| <b>All speed limits<sup>5</sup></b>       |                     |               |   |               |                           |                   |                             |                                    |               |
| <b>Motorways</b>                          |                     |               |   |               |                           |                   |                             |                                    |               |
| 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         |
| <b>A roads</b>                            |                     |               |   |               |                           |                   |                             |                                    |               |
| 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>B roads</b>                            |                     |               |   |               |                           |                   |                             |                                    |               |
| 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        |
| <b>Other roads</b>                        |                     |               |   |               |                           |                   |                             |                                    |               |
| 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        |
| <b>Total<sup>4</sup></b>                  |                     |               |   |               |                           |                   |                             |                                    |               |
| 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 |
| <b>Single vehicle accidents</b>                 |                     |         |        |                |
| 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 <sup>1</sup><br>of which:   | 62                  | 128     | 253    | 443            |
| Rigid <sup>2</sup>                              | 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 <sup>3</sup>                        | 487                 | 5,583   | 19,892 | 25,962         |
| <b>Accidents involving two or more vehicles</b> | 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                              | Single vehicle |                 | Two vehicle accidents by vehicle type B |                      |                   |        |              |                     |                     |                                |  | Accidents/Casualties                      |                                  |
|--|----------------|-----------------|---|----------------------|-------------------|--------|--------------|---------------------|---------------------|--------------------------------|--|---|----------------------------------|
|  | 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 <sup>1</sup> other vehicle | All two <sup>2</sup> vehicle accidents | All accidents with three or more vehicles | All accidents with type 'A' vehs |
|  |                |                 |   |                      |                   |        |              |                     |                     |                                |  |   |                                  |
| <b>Pedal cycle</b>                     |                |                 |   |                      |                   |        |              |                     |                     |                                |  |   |                                  |
| 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                               |
| <b>Motorcycle 50cc and under</b>       |                |                 |   |                      |                   |        |              |                     |                     |                                |  |   |                                  |
| 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                               |
| <b>Motorcycle over 50cc</b>            |                |                 |   |                      |                   |        |              |                     |                     |                                |  |   |                                  |
| 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                              |
| <b>Car</b>                             |                |                 |   |                      |                   |        |              |                     |                     |                                |  |   |                                  |
| 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                            |
| <b>Bus or coach</b>                    |                |                 |   |                      |                   |        |              |                     |                     |                                |  |   |                                  |
| 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                              |
| <b>Light goods vehicle</b>             |                |                 |   |                      |                   |        |              |                     |                     |                                |  |   |                                  |
| 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                              |
| <b>Heavy goods vehicle</b>             |                |                 |   |                      |                   |        |              |                     |                     |                                |  |   |                                  |
| 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                              |
| <b>Any other vehicle A<sup>1</sup></b> |                |                 |   |                      |                   |        |              |                     |                     |                                |  |   |                                  |
| 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                               |
| <b>All vehicles<sup>2</sup></b>        |                |                 |   |                      |                   |        |              |                     |                     |                                |  |   |                                  |
| 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                        | 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 <sup>1</sup> other vehicle | All two <sup>2</sup> vehicle accidents |   |                             |  |
| 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 <sup>1</sup> |                      |                 |   |                      |                   |        |              |                     |                     |                                |  |   |                             |  |
| 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 <sup>2</sup>        |                      |                 |   |                      |                   |        |              |                     |                     |                                |  |   |                             |  |
| 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 areas<sup>1</sup>: 2008**

| Vehicle A                        | Accidents/Casualties |                 |   |                      |                   |         |              |                     |                     |                                |  | All accidents with three or more vehicles | All accidents with vhs 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 <sup>2</sup> other vehicle | All two <sup>3</sup> 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 <sup>2</sup> |                      |                 |   |                      |                   |         |              |                     |                     |                                |  |   |                                    |
| 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 vhs         | 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 <sup>3</sup>        |                      |                 |   |                      |                   |         |              |                     |                     |                                |  |   |                                    |
| 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                              |

<sup>1</sup> Includes cases where area was not reported.

<sup>2</sup> Includes other motor and non-motor vehicles.

<sup>3</sup> 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 <sup>1</sup> |        |         | Non built-up roads <sup>1</sup> |       |        | All speed limits <sup>2</sup> |        |         |
|                                    | Killed               | KSI <sup>3</sup> | 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 <sup>4</sup>              | 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 <sup>4</sup>              | 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 <sup>4</sup>              | 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 <sup>5</sup>  |                      |                  |        |                             |        |         |                                 |       |        |                               |        |         |
| 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 <sup>4</sup>              | 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 <sup>6</sup>        |                      |                  |        |                             |        |         |                                 |       |        |                               |        |         |
| 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 <sup>4</sup>              | 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 severity<sup>1</sup>: 2008

|                                       | Number of casualties |                         |         |              |                     |                     |                                |                          |
|---------------------------------------|----------------------|-------------------------|---------|--------------|---------------------|---------------------|--------------------------------|--------------------------|
|                                       | Pedal cycle          | Motorcycle <sup>2</sup> | Car     | Bus or coach | Light goods vehicle | Heavy goods vehicle | Any motor vehicle <sup>3</sup> | Any vehicle <sup>4</sup> |
| <b>Built-up roads<sup>5</sup></b>     |                      |                         |         |              |                     |                     |                                |                          |
| A roads                               |                      |                         |         |              |                     |                     |                                |                          |
| Killed                                | 36                   | 109                     | 360     | 38           | 27                  | 74                  | 490                            | 492                      |
| KSI <sup>6</sup>                      | 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 <sup>7</sup>       |                      |                         |         |              |                     |                     |                                |                          |
| 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                  |
| <b>Non built-up roads<sup>5</sup></b> |                      |                         |         |              |                     |                     |                                |                          |
| 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 <sup>7</sup>   |                      |                         |         |              |                     |                     |                                |                          |
| 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                   |
| <b>All speed limits<sup>8</sup></b>   |                      |                         |         |              |                     |                     |                                |                          |
| 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                   |
| <b>Total<sup>7,8</sup></b>            |                      |                         |         |              |                     |                     |                                |                          |
| 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 <sup>1</sup> |                    |                        | Rural roads <sup>1</sup> |                    |                        | All roads |        |                    |                    |
|-----------------------------------|--------------------------|--------------------|------------------------|--------------------------|--------------------|------------------------|-----------|--------|--------------------|--------------------|
|                                   | A road                   | Other <sup>2</sup> | All urban <sup>3</sup> | A road                   | Other <sup>2</sup> | All rural <sup>3</sup> | Motorways | A road | Other <sup>2</sup> | Total <sup>3</sup> |
| <b>Pedal cycle</b>                |                          |                    |                        |                          |                    |                        |           |        |                    |                    |
| 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                |
| <b>Motorcycle</b>                 |                          |                    |                        |                          |                    |                        |           |        |                    |                    |
| 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                |
| <b>Car</b>                        |                          |                    |                        |                          |                    |                        |           |        |                    |                    |
| 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                |
| <b>Bus or coach</b>               |                          |                    |                        |                          |                    |                        |           |        |                    |                    |
| 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                |
| <b>Light goods vehicle</b>        |                          |                    |                        |                          |                    |                        |           |        |                    |                    |
| 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                |
| <b>Heavy goods vehicle</b>        |                          |                    |                        |                          |                    |                        |           |        |                    |                    |
| 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                |
| <b>All vehicles<sup>4</sup></b>   |                          |                    |                        |                          |                    |                        |           |        |                    |                    |
| 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 <sup>1</sup><br>riders and passengers | 19                            | 0       | 0      | 19    | 621                             | 35     | 656    | 3,249                          | 3,924                       |
| Motorcycle 51cc - 125cc <sup>1</sup><br>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 <sup>1</sup><br>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 <sup>1</sup><br>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<br>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<br>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<br>Drivers  | 2                             | 0       | 1      | 3     | 20                              | 23     | 43     | 190                            | 236                         |
| Passengers  | 5                             | 2       | 0      | 7     | 46                              | 91     | 137    | 502                            | 646                         |
| Bus or coach<br>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<br>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<br>Rigid<br>Drivers                         | 6                             | 6       | 48     | 60    | 99                              | 62     | 161    | 825                            | 1,046                       |
| Passengers  | 3                             | 1       | 12     | 16    | 15                              | 23     | 38     | 209                            | 263                         |
| Articulated<br>Drivers  | 14                            | 2       | 23     | 39    | 93                              | 33     | 126    | 422                            | 587                         |
| Passengers  | 0                             | 0       | 1      | 1     | 1                               | 4      | 5      | 28                             | 34                          |
| Total <sup>2</sup><br>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<br>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<br>Drivers                              | 2                             | 0       | 0      | 2     | 40                              | 6      | 46     | 171                            | 219                         |
| Passengers  | 0                             | 0       | 0      | 0     | 4                               | 1      | 5      | 14                             | 19                          |
| All casualties <sup>3</sup>                                     | 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    |
| <b>Pedestrians</b>                  |  |        |        |        |        |        |        |        |        |        |        |        |
| Killed                              | 61   | 46     | 61     | 34     | 44     | 39     | 38     | 38     | 38     | 55     | 62     | 56     |
| KSI <sup>1</sup>                    | 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    |
| <b>Pedal cyclists</b>               |  |        |        |        |        |        |        |        |        |        |        |        |
| 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     |
| <b>Horse riders</b>                 |  |        |        |        |        |        |        |        |        |        |        |        |
| 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      |
| <b>Motorcycle<sup>2</sup> users</b> |  |        |        |        |        |        |        |        |        |        |        |        |
| 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    |
| <b>Car users</b>                    |  |        |        |        |        |        |        |        |        |        |        |        |
| 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 |
| <b>Other car<sup>3</sup> users</b>  |  |        |        |        |        |        |        |        |        |        |        |        |
| 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     |
| <b>Bus or coach users</b>           |  |        |        |        |        |        |        |        |        |        |        |        |
| 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    |
| <b>Light goods vehicle users</b>    |  |        |        |        |        |        |        |        |        |        |        |        |
| 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    |
| <b>Heavy goods vehicle users</b>    |  |        |        |        |        |        |        |        |        |        |        |        |
| 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      |
| <b>Agricultural vehicle users</b>   |  |        |        |        |        |        |        |        |        |        |        |        |
| 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      |
| <b>All road users</b>               |  |        |        |        |        |        |        |        |        |        |        |        |
| 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 <sup>1</sup> | Hour beginning         | Pedes- trians | Pedal cyclists | M'cycle users | Car users | All road users <sup>1</sup> |
| 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 <sup>2</sup> | 17,070        | 10,770         | 12,648        | 83,056    | 133,749                     | All hours <sup>2</sup> | 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 <sup>1</sup> | Hour beginning         | Pedes- trians | Pedal cyclists | M'cycle users | Car users | All road users <sup>1</sup> |
| 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 <sup>2</sup> | 3,853         | 1,688          | 2,894         | 22,724    | 32,847                      | All hours <sup>2</sup> | 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 <sup>1</sup> | Hour beginning         | Pedes-trians | Pedal cyclists | M'cycle users | Car users | All road users <sup>1</sup> |
| 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 <sup>2</sup> | 3,759        | 1,629          | 3,303         | 6,081     | 15,669                      | All hours <sup>2</sup> | 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 <sup>1</sup> | Hour beginning         | Pedes-trians | Pedal cyclists | M'cycle users | Car users | All road users <sup>1</sup> |
| 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 <sup>2</sup> | 1,013        | 284            | 903           | 2,097     | 4,449                       | All hours <sup>2</sup> | 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-<br>trians | Pedal<br>cyclists | M'cycle<br>users | Car<br>users | All road<br>users <sup>1</sup> | Hour beginning         | Pedes-<br>trians | Pedal<br>cyclists | M'cycle<br>users | Car<br>users | All road<br>users <sup>1</sup> |
| 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 <sup>2</sup> | 572              | 115               | 493              | 1,257        | 2,538                          | All hours <sup>2</sup> | 6,070            | 2,450             | 5,556            | 10,711       | 26,034                         |

| (c) Slight             |                  |                   |                  |              |                                | (d) All severities     |                  |                   |                  |              |                                |
|------------------------|------------------|-------------------|------------------|--------------|--------------------------------|------------------------|------------------|-------------------|------------------|--------------|--------------------------------|
| Hour beginning         | Pedes-<br>trians | Pedal<br>cyclists | M'cycle<br>users | Car<br>users | All road<br>users <sup>1</sup> | Hour beginning         | Pedes-<br>trians | Pedal<br>cyclists | M'cycle<br>users | Car<br>users | All road<br>users <sup>1</sup> |
| 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 <sup>2</sup> | 21,840           | 13,732            | 15,501           | 137,220      | 202,333                        | All hours <sup>2</sup> | 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 band<sup>1</sup>, road user type and severity: 2008

|   | Number of casualties |       |       |       |        |        |        |        |        |        |       |             |                       |
|---|----------------------|-------|-------|-------|--------|--------|--------|--------|--------|--------|-------|-------------|-----------------------|
|   | 0-4 <sup>1</sup>     | 5-7   | 8-11  | 12-15 | 16-19  | 20-29  | 30-39  | 40-49  | 50-59  | 60-69  | 70-79 | 80 and over | All <sup>2</sup> ages |
| <b>Pedestrians</b>                      |                      |       |       |       |        |        |        |        |        |        |       |             |                       |
| Killed                                  | 11                   | 7     | 16    | 23    | 37     | 66     | 67     | 52     | 50     | 56     | 76    | 111         | 572                   |
| KSI <sup>3</sup>                        | 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                |
| <b>Pedal cyclists</b>                   |                      |       |       |       |        |        |        |        |        |        |       |             |                       |
| 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                |
| <b>Motorcycle 50cc and under</b>        |                      |       |       |       |        |        |        |        |        |        |       |             |                       |
| 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                 |
| <b>Motorcycle over 50cc<sup>4</sup></b> |                      |       |       |       |        |        |        |        |        |        |       |             |                       |
| <b>Riders</b>                           |                      |       |       |       |        |        |        |        |        |        |       |             |                       |
| 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                |
| <b>Passengers</b>                       |                      |       |       |       |        |        |        |        |        |        |       |             |                       |
| 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                   |
| <b>Car</b>                              |                      |       |       |       |        |        |        |        |        |        |       |             |                       |
| <b>Drivers</b>                          |                      |       |       |       |        |        |        |        |        |        |       |             |                       |
| 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               |
| <b>Passengers</b>                       |                      |       |       |       |        |        |        |        |        |        |       |             |                       |
| 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                |
| <b>Bus and coach</b>                    |                      |       |       |       |        |        |        |        |        |        |       |             |                       |
| <b>Drivers</b>                          |                      |       |       |       |        |        |        |        |        |        |       |             |                       |
| 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                   |
| <b>Passengers</b>                       |                      |       |       |       |        |        |        |        |        |        |       |             |                       |
| 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                 |
| <b>Goods vehicle</b>                    |                      |       |       |       |        |        |        |        |        |        |       |             |                       |
| <b>Drivers</b>                          |                      |       |       |       |        |        |        |        |        |        |       |             |                       |
| 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                 |
| <b>Passengers</b>                       |                      |       |       |       |        |        |        |        |        |        |       |             |                       |
| 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                 |
| <b>All road users<sup>5</sup></b>       |                      |       |       |       |        |        |        |        |        |        |       |             |                       |
| 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 band<sup>1</sup>, road user type and severity: 1994-98 average<sup>2</sup>**

|   | Number of casualties |       |        |        |        |        |        |        |        |        |        |                | All <sup>3</sup><br>ages |
|---|----------------------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|----------------|--------------------------|
|   | 0-4 <sup>1</sup>     | 5-7   | 8-11   | 12-15  | 16-19  | 20-29  | 30-39  | 40-49  | 50-59  | 60-69  | 70-79  | 80 and<br>over |                          |
| <b>Pedestrians</b>                      |                      |       |        |        |        |        |        |        |        |        |        |                |                          |
| Killed                                  | 27                   | 20    | 36     | 50     | 50     | 113    | 85     | 75     | 76     | 106    | 171    | 193            | 1,008                    |
| KSI <sup>4</sup>                        | 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                   |
| <b>Pedal cyclists</b>                   |                      |       |        |        |        |        |        |        |        |        |        |                |                          |
| 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                   |
| <b>Motorcycle 50cc and under</b>        |                      |       |        |        |        |        |        |        |        |        |        |                |                          |
| 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                    |
| <b>Motorcycle over 50cc<sup>5</sup></b> |                      |       |        |        |        |        |        |        |        |        |        |                |                          |
| <b>Riders</b>                           |                      |       |        |        |        |        |        |        |        |        |        |                |                          |
| 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                   |
| <b>Passengers</b>                       |                      |       |        |        |        |        |        |        |        |        |        |                |                          |
| 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                    |
| <b>Car</b>                              |                      |       |        |        |        |        |        |        |        |        |        |                |                          |
| <b>Drivers</b>                          |                      |       |        |        |        |        |        |        |        |        |        |                |                          |
| 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                  |
| <b>Passengers</b>                       |                      |       |        |        |        |        |        |        |        |        |        |                |                          |
| 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                   |
| <b>Bus and coach</b>                    |                      |       |        |        |        |        |        |        |        |        |        |                |                          |
| <b>Drivers</b>                          |                      |       |        |        |        |        |        |        |        |        |        |                |                          |
| 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                      |
| <b>Passengers</b>                       |                      |       |        |        |        |        |        |        |        |        |        |                |                          |
| 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                    |
| <b>Goods vehicle</b>                    |                      |       |        |        |        |        |        |        |        |        |        |                |                          |
| <b>Drivers</b>                          |                      |       |        |        |        |        |        |        |        |        |        |                |                          |
| 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                    |
| <b>Passengers</b>                       |                      |       |        |        |        |        |        |        |        |        |        |                |                          |
| 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                    |
| <b>All road users<sup>6</sup></b>       |                      |       |        |        |        |        |        |        |        |        |        |                |                          |
| 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 <sup>1</sup>            | 5-7   | 8-11  | 12-15 | 16-19 | 20-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | 80 and over | All <sup>2</sup> ages |
| <b>Pedestrians</b>                     |                             |       |       |       |       |       |       |       |       |       |       |             |                       |
| 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 <sup>3</sup>                       | 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                    |
| <b>Pedal cyclists</b>                  |                             |       |       |       |       |       |       |       |       |       |       |             |                       |
| 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                    |
| <b>Motorcycle users 50cc and under</b> |                             |       |       |       |       |       |       |       |       |       |       |             |                       |
| 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                   |
| <b>Motorcycles over 50cc</b>           |                             |       |       |       |       |       |       |       |       |       |       |             |                       |
| <b>Riders</b>                          |                             |       |       |       |       |       |       |       |       |       |       |             |                       |
| 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                    |
| <b>Passengers</b>                      |                             |       |       |       |       |       |       |       |       |       |       |             |                       |
| 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                   |
| <b>Car</b>                             |                             |       |       |       |       |       |       |       |       |       |       |             |                       |
| <b>Drivers</b>                         |                             |       |       |       |       |       |       |       |       |       |       |             |                       |
| 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                   |
| <b>Passengers</b>                      |                             |       |       |       |       |       |       |       |       |       |       |             |                       |
| 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                    |
| <b>Bus and coach</b>                   |                             |       |       |       |       |       |       |       |       |       |       |             |                       |
| <b>Drivers</b>                         |                             |       |       |       |       |       |       |       |       |       |       |             |                       |
| 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                   |
| <b>Passengers</b>                      |                             |       |       |       |       |       |       |       |       |       |       |             |                       |
| 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                    |
| <b>Goods vehicle</b>                   |                             |       |       |       |       |       |       |       |       |       |       |             |                       |
| <b>Drivers</b>                         |                             |       |       |       |       |       |       |       |       |       |       |             |                       |
| 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                   |
| <b>Passengers</b>                      |                             |       |       |       |       |       |       |       |       |       |       |             |                       |
| 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                   |
| <b>All road users<sup>4</sup></b>      |                             |       |       |       |       |       |       |       |       |       |       |             |                       |
| 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 <sup>1</sup>     | 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 <sup>2</sup> | 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 ages<sup>2</sup>

|                   |       |       |     |     |     |       |       |       |        |       |        |
|-------------------|-------|-------|-----|-----|-----|-------|-------|-------|--------|-------|--------|
| 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,<br>refuge or central island |       |                          | Within 50 metres of a<br>pedestrian crossing |       |                          |
|   | Child <sup>1</sup>                                  | Adult | All <sup>2</sup><br>ages | Child <sup>1</sup>                           | Adult | All <sup>2</sup><br>ages |
| <b>Zebra crossing</b>                               |   |       |                          |  |       |                          |
| 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                      |
| <b>Pelican crossing<sup>3</sup></b>                 |   |       |                          |  |       |                          |
| 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                    |
| <b>Light controlled junction (with ped'n phase)</b> |   |       |                          |  |       |                          |
| 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                      |
| <b>Crossing with human control<sup>4</sup></b>      |   |       |                          |  |       |                          |
| 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                      |
| <b>All crossings<sup>5,6</sup></b>                  |   |       |                          |  |       |                          |
| 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 <sup>1</sup> |        |         |
|                       | Killed               | KSI <sup>2</sup> | All    | Killed         | KSI   | All    | Killed           | KSI   | All    | Killed    | KSI    | All     | Killed                      | KSI    | All     |
| 0 <sup>3</sup>        | 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 <sup>4</sup> | 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 cars<sup>1</sup>: by severity, age, seating position, built-up and non built-up roads: 2008**

|                                       | Number of casualties |                  |       |             |        |         |                       |        |         |
|---------------------------------------|----------------------|------------------|-------|-------------|--------|---------|-----------------------|--------|---------|
|                                       | Age of casualty      |                  |       |             |        |         |                       |        |         |
|                                       | 0-15 <sup>2</sup>    |                  |       | 16 and over |        |         | All ages <sup>3</sup> |        |         |
|                                       | Killed               | KSI <sup>4</sup> | All   | Killed      | KSI    | All     | Killed                | KSI    | All     |
| <b>Built-up roads<sup>5</sup></b>     |                      |                  |       |             |        |         |                       |        |         |
| 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 <sup>6</sup>            | 7                    | 186              | 5,520 | 316         | 4,726  | 84,035  | 324                   | 5,022  | 92,132  |
| <b>Non built-up roads<sup>5</sup></b> |                      |                  |       |             |        |         |                       |        |         |
| 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 <sup>6</sup>            | 32                   | 262              | 2,679 | 797         | 5,935  | 44,099  | 829                   | 6,237  | 47,151  |
| <b>Motorways</b>                      |                      |                  |       |             |        |         |                       |        |         |
| 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 <sup>6</sup>            | 10                   | 42               | 570   | 94          | 661    | 9,207   | 104                   | 709    | 9,905   |
| <b>All speed limits<sup>7</sup></b>   |                      |                  |       |             |        |         |                       |        |         |
| 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 <sup>6</sup>            | 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 <sup>1</sup> |       |
|                   |  | KSI <sup>2</sup>     | All   | KSI         | All | KSI           | All | KSI                   | All | KSI                         | All   |
| <b>Boys</b>       |  |                      |       |             |     |               |     |                       |     |                             |       |
| 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 |
| <b>Girls</b>      |  |                      |       |             |     |               |     |                       |     |                             |       |
| 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 |
| <b>All pupils</b> |  |                      |       |             |     |               |     |                       |     |                             |       |
| 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 <sup>1</sup>                       | 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 <sup>1</sup>           | 23,309 | 24,690  | 24,682    | 23,596   | 26,392 | 21,959   | 18,341 | 162,969                    |

<sup>1</sup> 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 <sup>1</sup>  | 550    | 490     | 486       | 560      | 814    | 1,357    | 1,263  | 5,520                      |

<sup>1</sup> 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 <sup>1</sup> |                     |            |
|  | Involved                               | of which casualties |            | Involved | of which casualties |            | Involved                           | of which casualties |            |
|  |  | Number              | Percentage |          | Number              | Percentage |                                    | Number              | Percentage |
| <b>Car drivers</b>                         |  |                     |            |          |                     |            |                                    |                     |            |
| 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         |
| <b>Motorcycle riders</b>                   |  |                     |            |          |                     |            |                                    |                     |            |
| <b>50cc and under</b>                      |  |                     |            |          |                     |            |                                    |                     |            |
| 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         |
| <b>Motorcycle riders over 50cc</b>         |  |                     |            |          |                     |            |                                    |                     |            |
| 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 <sup>2</sup>   | 30,522                                 | 6,519               | 21         | 1,579    | 540                 | 34         | 35,092                             | 7,068               | 20         |
| <b>All motor vehicle drivers or riders</b> |  |                     |            |          |                     |            |                                    |                     |            |
| 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 <sup>1</sup> |                     |            |
|   | Involved                               | of which casualties |            | Involved | of which casualties |            | Involved                           | of which casualties |            |
|   |  | Number              | Percentage |          | Number              | Percentage |                                    | Number              | Percentage |
| <b>Car drivers</b>                          |  |                     |            |          |                     |            |                                    |                     |            |
| 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         |
| <b>Motorcycle riders</b>                    |  |                     |            |          |                     |            |                                    |                     |            |
| <b>50cc and under</b>                       |  |                     |            |          |                     |            |                                    |                     |            |
| 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         |
| <b>Motorcycle riders over 50cc</b>          |  |                     |            |          |                     |            |                                    |                     |            |
| 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 <sup>2</sup>    | 43,297                                 | 9,008               | 21         | 1,800    | 654                 | 36         | 48,250                             | 9,664               | 20         |
| <b>All motor vehicle drivers or riders:</b> |  |                     |            |          |                     |            |                                    |                     |            |
| 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<br>accident                | Tested  | Tested as<br>percentage<br>of involved | Failed <sup>1</sup> | Failed as a percentage of |        |
|   |  |         |  |                     | Involved                  | Tested |
| <b>Car drivers</b>                          |  |         |  |                     |                           |        |
| 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    |
| <b>Motorcycle riders</b>                    |  |         |  |                     |                           |        |
| 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    |
| <b>Bus/coach drivers</b>                    |  |         |  |                     |                           |        |
| Bus/coach drivers                           | 8,375                                  | 3,218   | 38                                     | 13                  | 0.2                       | 0.4    |
| <b>Light goods vehicle drivers</b>          |  |         |  |                     |                           |        |
| Light goods vehicle drivers                 | 13,621                                 | 7,594   | 56                                     | 208                 | 1.5                       | 2.7    |
| <b>Heavy goods vehicle drivers</b>          |  |         |  |                     |                           |        |
| Heavy goods vehicle drivers                 | 9,040                                  | 6,136   | 68                                     | 39                  | 0.4                       | 0.6    |
| <b>Other drivers/riders</b>                 |  |         |  |                     |                           |        |
| Other drivers/riders                        | 4,056                                  | 1,744   | 43                                     | 47                  | 1.2                       | 2.7    |
| <b>All motor vehicle drivers and riders</b> |  |         |  |                     |                           |        |
| 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<br>accidents             | Serious<br>accidents | Slight<br>accidents | All<br>accidents |
| Pedal cycles                 | 127                            | 2,600                | 14,070              | 16,797           |
| Motorcycles <sup>1</sup>     |                                |                      |                     |                  |
| 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 <sup>2</sup> | 539                            | 5,850                | 16,038              | 22,427           |
| Taxis/Private hire cars      | 50                             | 641                  | 4,453               | 5,144            |
| Cars <sup>3</sup>            | 2,661                          | 24,907               | 203,284             | 230,852          |
| Minibuses                    | 13                             | 131                  | 783                 | 927              |
| All cars <sup>4</sup>        | 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 <sup>5</sup>           | 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 <sup>6</sup>    | 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 <sup>1</sup> | All vehicles <sup>2</sup> |
| <b>Built-up roads<sup>3</sup></b>         |                    |             |         |                  |                      |                      |                                 |                           |
| <b>A roads</b>                            |                    |             |         |                  |                      |                      |                                 |                           |
| 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>B roads</b>                            |                    |             |         |                  |                      |                      |                                 |                           |
| 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                    |
| <b>Other roads</b>                        |                    |             |         |                  |                      |                      |                                 |                           |
| 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                    |
| <b>All built-up roads<sup>4</sup></b>     |                    |             |         |                  |                      |                      |                                 |                           |
| 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                   |
| <b>Non built-up roads<sup>3</sup></b>     |                    |             |         |                  |                      |                      |                                 |                           |
| <b>A roads</b>                            |                    |             |         |                  |                      |                      |                                 |                           |
| 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>B roads</b>                            |                    |             |         |                  |                      |                      |                                 |                           |
| 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                    |
| <b>Other roads</b>                        |                    |             |         |                  |                      |                      |                                 |                           |
| 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                    |
| <b>All non built-up roads<sup>4</sup></b> |                    |             |         |                  |                      |                      |                                 |                           |
| 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                    |
| <b>All speed limits<sup>5</sup></b>       |                    |             |         |                  |                      |                      |                                 |                           |
| <b>Motorways</b>                          |                    |             |         |                  |                      |                      |                                 |                           |
| 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                    |
| <b>A roads</b>                            |                    |             |         |                  |                      |                      |                                 |                           |
| 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>B roads</b>                            |                    |             |         |                  |                      |                      |                                 |                           |
| 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                    |
| <b>Other roads</b>                        |                    |             |         |                  |                      |                      |                                 |                           |
| 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                   |
| <b>Total<sup>4</sup></b>                  |                    |             |         |                  |                      |                      |                                 |                           |
| 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 <sup>1</sup> | All vehicles <sup>2</sup> |
| <b>Built-up roads<sup>3</sup></b>         |                    |             |         |                  |                      |                      |                                 |                           |
| <b>A roads</b>                            |                    |             |         |                  |                      |                      |                                 |                           |
| 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>B roads</b>                            |                    |             |         |                  |                      |                      |                                 |                           |
| 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                    |
| <b>Other roads</b>                        |                    |             |         |                  |                      |                      |                                 |                           |
| 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                   |
| <b>All built-up roads<sup>4</sup></b>     |                    |             |         |                  |                      |                      |                                 |                           |
| 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                   |
| <b>Non built-up roads<sup>3</sup></b>     |                    |             |         |                  |                      |                      |                                 |                           |
| <b>A roads</b>                            |                    |             |         |                  |                      |                      |                                 |                           |
| 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>B roads</b>                            |                    |             |         |                  |                      |                      |                                 |                           |
| 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                    |
| <b>Other roads</b>                        |                    |             |         |                  |                      |                      |                                 |                           |
| 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                    |
| <b>All non built-up roads<sup>4</sup></b> |                    |             |         |                  |                      |                      |                                 |                           |
| 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                   |
| <b>All speed limits<sup>5</sup></b>       |                    |             |         |                  |                      |                      |                                 |                           |
| <b>Motorways</b>                          |                    |             |         |                  |                      |                      |                                 |                           |
| 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                    |
| <b>A roads</b>                            |                    |             |         |                  |                      |                      |                                 |                           |
| 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>B roads</b>                            |                    |             |         |                  |                      |                      |                                 |                           |
| 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                    |
| <b>Other roads</b>                        |                    |             |         |                  |                      |                      |                                 |                           |
| 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                   |
| <b>Total<sup>4</sup></b>                  |                    |             |         |                  |                      |                      |                                 |                           |
| 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 <sup>1</sup> | All vehicles <sup>2</sup> |
|---|--------------|--------------|-------|------------------|----------------------|----------------------|---------------------------------|---------------------------|
| <b>Urban roads<sup>3,7</sup></b>                  |              |              |       |                  |                      |                      |                                 |                           |
| <b>A roads</b>                                    |              |              |       |                  |                      |                      |                                 |                           |
| 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                       |
| <b>Other roads<sup>4</sup></b>                    |              |              |       |                  |                      |                      |                                 |                           |
| 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                        |
| <b>All urban roads<sup>5</sup></b>                |              |              |       |                  |                      |                      |                                 |                           |
| 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                        |
| <b>Rural roads<sup>3,7</sup></b>                  |              |              |       |                  |                      |                      |                                 |                           |
| <b>A roads</b>                                    |              |              |       |                  |                      |                      |                                 |                           |
| 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                        |
| <b>Other roads<sup>4</sup></b>                    |              |              |       |                  |                      |                      |                                 |                           |
| 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                        |
| <b>All rural roads<sup>5</sup></b>                |              |              |       |                  |                      |                      |                                 |                           |
| 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                        |
| <b>All speed limits<sup>6</sup></b>               |              |              |       |                  |                      |                      |                                 |                           |
| <b>Motorways</b>                                  |              |              |       |                  |                      |                      |                                 |                           |
| 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                        |
| <b>A roads</b>                                    |              |              |       |                  |                      |                      |                                 |                           |
| 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                        |
| <b>Other roads<sup>4</sup></b>                    |              |              |       |                  |                      |                      |                                 |                           |
| 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                        |
| <b>Total<sup>5</sup></b>                          |              |              |       |                  |                      |                      |                                 |                           |
| 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                        |
| <b>Estimated vehicle kilometres (100 million)</b> |              |              |       |                  |                      |                      |                                 |                           |
| Urban roads <sup>3,7</sup>                        | 36           | 26           | 1,587 | 31               | 248                  | 45                   | 1,938                           | 1,974                     |
| Rural roads <sup>3,7</sup>                        | 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-<br>about    | T or<br>staggered<br>junction | Crossroads | Multiple<br>junction | Slip road | Other<br>junction | Using<br>private<br>drive or<br>entrance | Not at or<br>within<br>20 metres<br>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 <sup>1</sup> | 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 <sup>1</sup> | 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 <sup>1</sup> | 23,129             | 70,966                        | 23,922     | 3,871                | 3,808     | 8,011             | 8,621                                    | 94,595  |
| Buses or<br>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 <sup>1</sup> | 628                | 2,760                         | 953        | 199                  | 52        | 316               | 121                                      | 3,346   |
| Light goods<br>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 <sup>1</sup> | 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 <sup>1</sup> | 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 <sup>1</sup> | 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 <sup>1</sup> | 954                | 1,545                         | 462        | 99                   | 373       | 214               | 287                                      | 5,106   |
| Other vehicles <sup>2</sup> | 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 <sup>1</sup> | 342                | 1,158                         | 352        | 71                   | 71        | 222               | 218                                      | 1,987   |
| All vehicles <sup>2</sup>   | 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 <sup>1</sup> | 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 <sup>1</sup> |              |             | Special conditions at site <sup>1</sup> |       | All <sup>2</sup> |
|                             | 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 <sup>3</sup>     | 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 <sup>3</sup>     | 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        |                                      |              |             |   |       |                  |
| Rigid <sup>4</sup>          |                                      |              |             |   |       |                  |
| 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 <sup>3</sup>     | 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 <sup>3</sup>     | 184                                  | 66           | 4           | 2                                       | 2     | 254              |
| All HGVs <sup>5</sup>       |                                      |              |             |   |       |                  |
| 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 <sup>3</sup>     | 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 <sup>3</sup>     | 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 <sup>3</sup>     | 112                                  | 63           | 13          | 3                                       | 2     | 188              |
| Other vehicles <sup>6</sup> |                                      |              |             |   |       |                  |
| Involved                    | 274                                  | 85           | 5           | 0                                       | 2     | 365              |
| Skidded                     | 7                                    | 2            | 1           | 0                                       | 0     | 10               |
| Overturned <sup>3</sup>     | 21                                   | 3            | 0           | 0                                       | 0     | 24               |
| All <sup>6</sup>            | 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 <sup>1</sup> |
| 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 <sup>2</sup> | 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<br>HGVs involved | of which foreign reg'd LHD <sup>3</sup> | All vehicles other than two-wheel <sup>4</sup> |
| 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 <sup>2</sup> | 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 <sup>1</sup> |         |        |                |
|                           |            | KSI <sup>2</sup>     | All   | KSI            | All   | KSI              | All   | KSI       | All    | Child KSI                   | All KSI | 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 <sup>1</sup> |       |        |                |
|                                      |            | 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 <sup>2</sup> ) | 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 <sup>1</sup> |         |        |                |
|                           |            | 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 <sup>1</sup> |         |         |                |
|                           |            | 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 authority<sup>1</sup>: 1994-98 average

|                           | Number of casualties |       |                |       |                  |       |           |        |                             |       |        |                |
|---------------------------|----------------------|-------|----------------|-------|------------------|-------|-----------|--------|-----------------------------|-------|--------|----------------|
|                           | Pedestrians          |       | Pedal cyclists |       | Motorcycle users |       | Car users |        | All road users <sup>2</sup> |       |        |                |
|                           | KSI <sup>3</sup>     | All   | KSI            | All   | KSI              | All   | KSI       | All    | Child                       | All   | Slight | All severities |
| 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 authority<sup>1</sup>: 1994-98 average**

|                                      | Number of casualties |       |                |     |                  |     |           |       |                             |         |        |                |
|--------------------------------------|----------------------|-------|----------------|-----|------------------|-----|-----------|-------|-----------------------------|---------|--------|----------------|
|                                      | Pedestrians          |       | Pedal cyclists |     | Motorcycle users |     | Car users |       | All road users <sup>2</sup> |         |        |                |
|                                      | 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 <sup>3</sup> ) | 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 authority<sup>1</sup>: 1994-98 average**

|                           | Number of casualties |       |                |       |                  |     |           |       |                             |         |        |                |
|---------------------------|----------------------|-------|----------------|-------|------------------|-----|-----------|-------|-----------------------------|---------|--------|----------------|
|                           | Pedestrians          |       | Pedal cyclists |       | Motorcycle users |     | Car users |       | All road users <sup>2</sup> |         |        |                |
|                           | 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          |

<sup>1</sup> Figures have been rounded to the nearest whole number.

<sup>2</sup> 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 authority<sup>1</sup>: 1994-98 average**

|                            | Number of casualties |        |                |        |                  |        |           |         |                             |         |         |                |
|----------------------------|----------------------|--------|----------------|--------|------------------|--------|-----------|---------|-----------------------------|---------|---------|----------------|
|                            | Pedestrians          |        | Pedal cyclists |        | Motorcycle users |        | Car users |         | All road users <sup>2</sup> |         |         |                |
|                            | 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<br>average   | 2001    | 2002    | 2003    | 2004    | 2005    | 2006    | 2007    | 2008    |
| North East               | Killed           | 139                  | 102     | 126     | 132     | 128     | 108     | 109     | 88      | 76      |
|                          | KSI <sup>1</sup> | 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 <sup>1</sup> |
|                          |                  | Motorways            | A roads | Other  | Total   | A roads            | Other  | Total  |                        |
| North East               | Killed           | 3                    | 7       | 19     | 26      | 36                 | 11     | 47     | 76                     |
|                          | KSI <sup>2</sup> | 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                |

<sup>1</sup> Includes cases where speed limit was not reported.

<sup>2</sup> 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 |
| <b>Pedestrians</b>        |                      |        |          |                  |                |
| 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         |
| <b>Pedal cyclists</b>     |                      |        |          |                  |                |
| 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         |
| <b>Horse riders</b>       |                      |        |          |                  |                |
| 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            |
| <b>Motorcycle users</b>   |                      |        |          |                  |                |
| 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         |
| <b>Car users</b>          |                      |        |          |                  |                |
| 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        |
| <b>Others<sup>1</sup></b> |                      |        |          |                  |                |
| 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         |
| <b>All road users</b>     |                      |        |          |                  |                |
| 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 <sup>1</sup> | 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 <sup>2</sup> |
|--------------------------------|------------------|-----|-------|-------|-------|-------|--------|--------|--------|--------|--------|--------|---------|-----------------------|
| <b>Male</b>                    |                  |     |       |       |       |       |        |        |        |        |        |        |         |                       |
| 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                 |
| <b>Female</b>                  |                  |     |       |       |       |       |        |        |        |        |        |        |         |                       |
| 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                   |
| <b>All persons<sup>3</sup></b> |                  |     |       |       |       |       |        |        |        |        |        |        |         |                       |
| 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 deaths<sup>1</sup>: number and rates for different road users: by selected countries: 2007 and 2008 (provisional)<sup>2</sup>**

|                   | 2007                                   |  |  |  |  |                                    | 2008                               |                                    |                                    |
|-------------------|--|--|--|--|--|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
|                   | Number of car user deaths <sup>2</sup> | Number of pedestrian deaths <sup>2</sup> | 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 <sup>2</sup> | Road deaths per 100,000 population | Number of road deaths <sup>2</sup> | 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                               |

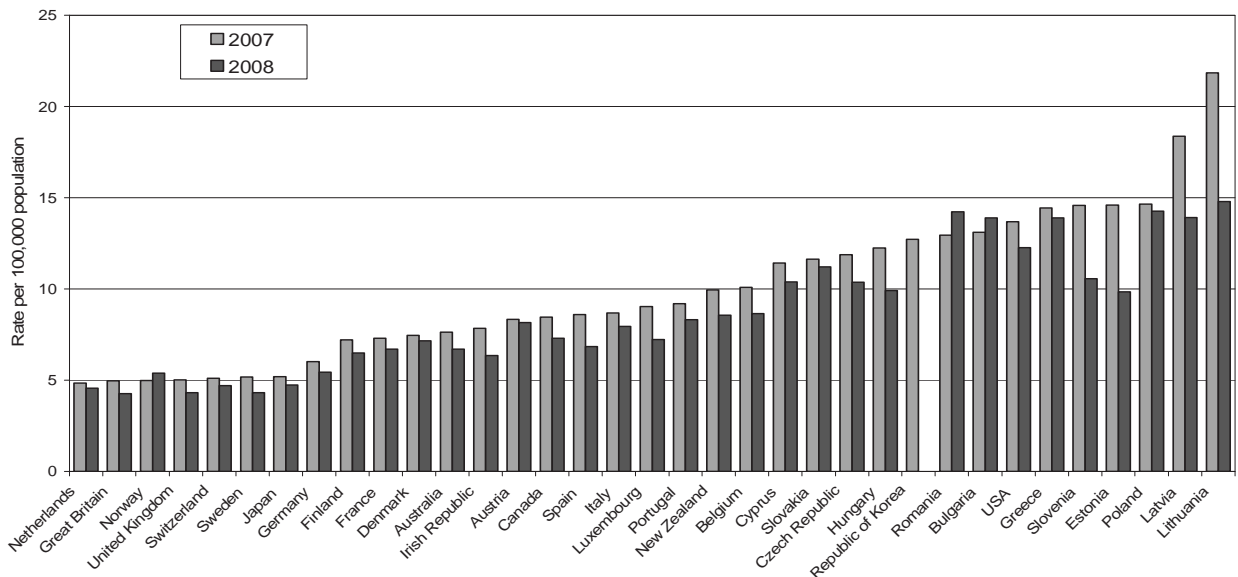
The figures for non United Kingdom countries are outside the scope of National Statistics.

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%.

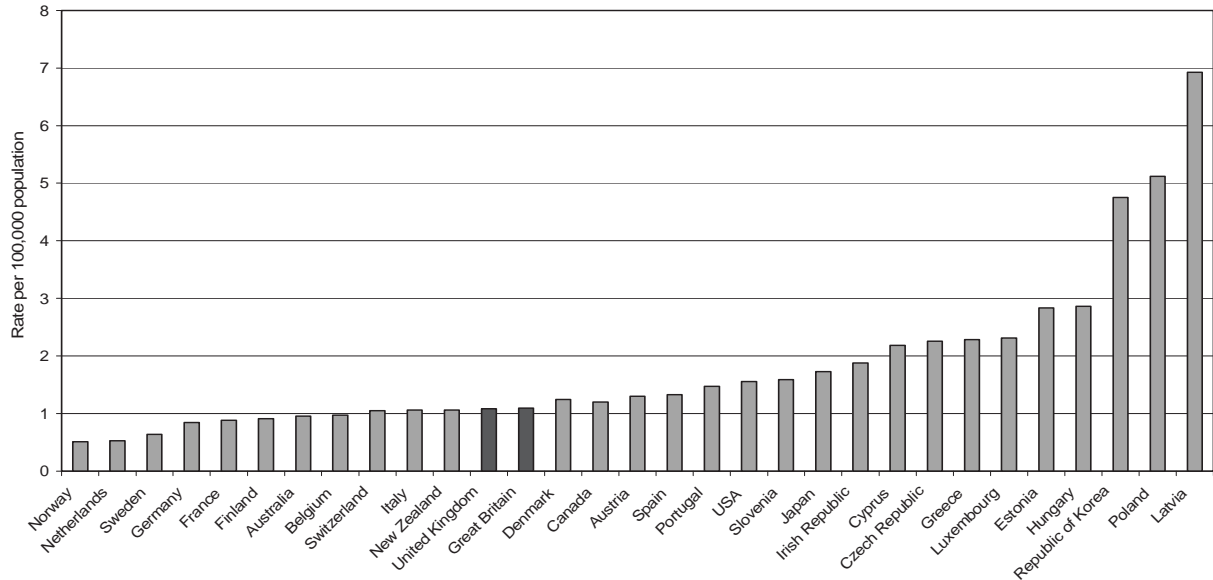
2 Source: International Road Traffic and Accident Database (OECD), ETSC, EUROSTAT and CARE (EU road accidents database).

**Chart 51 - International comparisons - fatality rates for different road users**

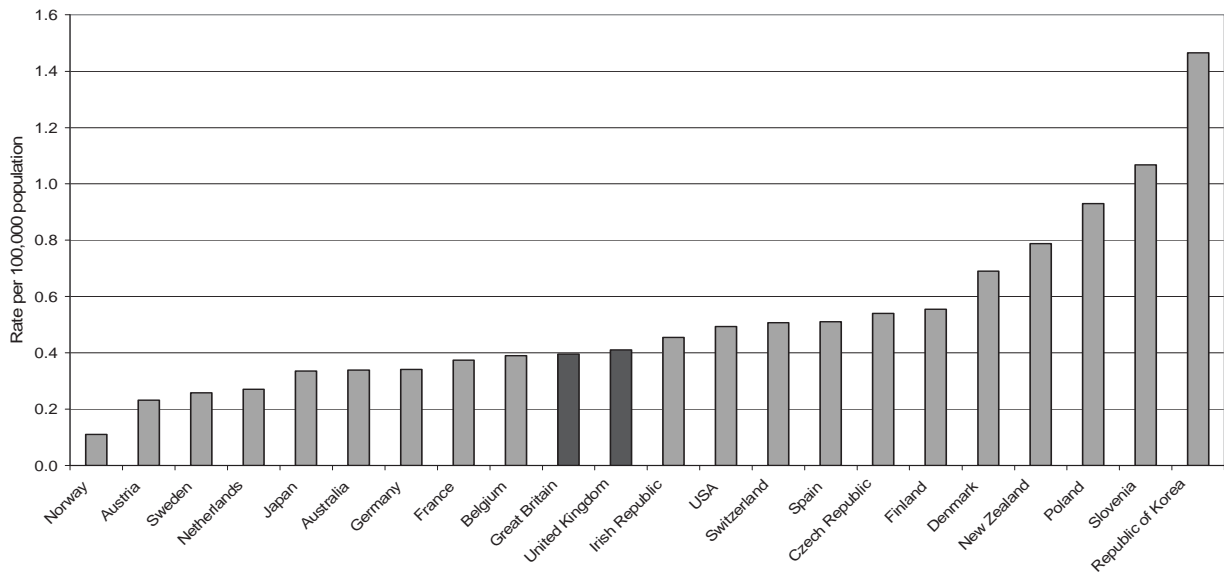
Road deaths per 100,000 population: 2007 and 2008 (provisional)



**Pedestrian deaths per 100,000 population: 2007**



**Child (aged 0-14) pedestrian deaths per 100,000 population: 2007**



## 52 Passenger casualty rates by mode: 1998-2007<sup>1</sup>

Rate per billion passenger kilometres

|                               | 1998  | 1999  | 2000  | 2001  | 2002  | 2003  | 2004  | 2005  | 2006  | 2007  | 1998-07<br>average |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------------|
| <b>Air<sup>2</sup></b>        |       |       |       |       |       |       |       |       |       |       |                    |
| Killed                        | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00               |
| KSI <sup>3</sup>              | 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               |
| <b>Rail<sup>4,5</sup></b>     |       |       |       |       |       |       |       |       |       |       |                    |
| 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                 |
| <b>Water<sup>6</sup></b>      |       |       |       |       |       |       |       |       |       |       |                    |
| 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                 |
| <b>Bus or coach</b>           |       |       |       |       |       |       |       |       |       |       |                    |
| 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                |
| <b>Car<sup>7</sup></b>        |       |       |       |       |       |       |       |       |       |       |                    |
| 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                |
| <b>Van<sup>7</sup></b>        |       |       |       |       |       |       |       |       |       |       |                    |
| 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                 |
| <b>Motorcycle<sup>7</sup></b> |       |       |       |       |       |       |       |       |       |       |                    |
| 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              |
| <b>Pedal cycle</b>            |       |       |       |       |       |       |       |       |       |       |                    |
| 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              |
| <b>Pedestrian</b>             |       |       |       |       |       |       |       |       |       |       |                    |
| 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 <sup>1</sup> , by severity |                  |                |
|                             |  |   | Fatal                  | Fatal and serious | All severities | Killed   | KSI <sup>2</sup> | 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 <sup>3,4</sup> | 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<br>Quinquennial Review          | 1999                       |
| Changes to Definitions and Tables as a result of the 2002/03<br>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 <sup>3</sup>                       | 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,<br>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,<br>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  |





| 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 |  |  |  |  |

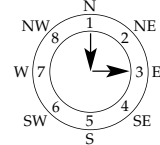
| 2.13 VEHICLE LEAVING CARRIAGEWAY <input checked="" type="checkbox"/> |   |  |  |  |  |
|--|---|--|--|--|--|
| Did not leave carriageway  | 0 |  |  |  |  |
| Left carriageway nearside  | 1 |  |  |  |  |
| Left carriageway nearside and rebounded                              | 2 |  |  |  |  |
| Left carriageway 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<br>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><b>2.8 DIRECTION OF VEHICLE TRAVEL</b></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> | <p><b>Vehicle 001</b></p> <p>FROM <input type="text"/> TO <input type="text"/></p> <p><b>Vehicle 002</b></p> <p>FROM <input type="text"/> TO <input type="text"/></p> <p><b>Vehicle 003</b></p> <p>FROM <input type="text"/> TO <input type="text"/></p> <p><b>Vehicle 004</b></p> <p>FROM <input type="text"/> TO <input type="text"/></p> | <p><b>EXAMPLE</b></p> <p>FROM <input type="text" value="1"/> TO <input type="text" value="3"/></p>  |
|--|---|--|

### CASUALTY RECORD

|  |   |                      |                      |                      |                      |                      |                      |                      |                      |                        |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |  |                      |                      |          |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                              |   |                      |                      |                      |                      |                      |                      |          |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                    |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |
|--|---|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|--|----------------------|----------------------|----------|---|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|---------|---|----------------------|----------------------|----------------------|----------------------|---|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|---|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|---|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|---|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|------------------------------|---|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------|---|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|-----------|---|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|--------------------|---|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|------------------|---|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| <p><b>3.4 VEHICLE REFERENCE NUMBER</b><br/>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><b>3.7 SEX OF CASUALTY</b> <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><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Female</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> </table> <p><b>3.8 AGE OF CASUALTY</b> (Estimate if necessary)<br/>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                 | <input type="text"/>   | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Female               | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <p><b>3.13 SCHOOL PUPIL CASUALTY</b> <input checked="" type="checkbox"/></p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr><td></td><td></td><td colspan="6">CASUALTY</td></tr> <tr><td></td><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>1</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Other</td><td>0</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> </table> <p><b>3.15 CAR PASSENGER</b> (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><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Front seat passenger</td><td>1</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Rear seat passenger</td><td>2</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> </table> <p><b>3.16 BUS OR COACH PASSENGER</b> <input checked="" type="checkbox"/><br/>(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><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Boarding</td><td>1</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Alighting</td><td>2</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Standing passenger</td><td>3</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Seated passenger</td><td>4</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> </table> |                      |                      | CASUALTY |   |                      |                      |                      |                      |                      |                      | 1       | 2 | 3                    | 4                    | 5                    | 6                    | School pupil on journey to or from school | 1                    | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Other                | 0                    | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Not a car passenger | 0 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Front seat passenger | 1 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Rear seat passenger | 2 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Not a bus or coach passenger | 0 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Boarding | 1 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Alighting | 2 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Standing passenger | 3 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Seated passenger | 4 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
|  | 1   | 2                    | 3                    | 4                    | 5                    | 6                    |                      |                      |                      |                        |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |  |                      |                      |          |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                              |   |                      |                      |                      |                      |                      |                      |          |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                    |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |
| Male   | <input type="text"/>  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |                      |                      |                      |                        |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |  |                      |                      |          |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                              |   |                      |                      |                      |                      |                      |                      |          |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                    |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |
| Female   | <input type="text"/>  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |                      |                      |                      |                        |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |  |                      |                      |          |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                              |   |                      |                      |                      |                      |                      |                      |          |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                    |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |
|  |   | CASUALTY             |                      |                      |                      |                      |                      |                      |                      |                        |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |  |                      |                      |          |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                              |   |                      |                      |                      |                      |                      |                      |          |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                    |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |
|  |   | 1                    | 2                    | 3                    | 4                    | 5                    | 6                    |                      |                      |                        |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |  |                      |                      |          |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                              |   |                      |                      |                      |                      |                      |                      |          |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                    |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |
| School pupil on journey to or from school  | 1   | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |                      |                      |                        |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |  |                      |                      |          |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                              |   |                      |                      |                      |                      |                      |                      |          |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                    |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |
| Other  | 0   | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |                      |                      |                        |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |  |                      |                      |          |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                              |   |                      |                      |                      |                      |                      |                      |          |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                    |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |
| Not a car passenger  | 0   | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |                      |                      |                        |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |  |                      |                      |          |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                              |   |                      |                      |                      |                      |                      |                      |          |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                    |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |
| Front seat passenger   | 1   | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |                      |                      |                        |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |  |                      |                      |          |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                              |   |                      |                      |                      |                      |                      |                      |          |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                    |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |
| Rear seat passenger  | 2   | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |                      |                      |                        |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |  |                      |                      |          |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                              |   |                      |                      |                      |                      |                      |                      |          |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                    |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |
| Not a bus or coach passenger   | 0   | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |                      |                      |                        |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |  |                      |                      |          |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                              |   |                      |                      |                      |                      |                      |                      |          |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                    |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |
| Boarding   | 1   | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |                      |                      |                        |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |  |                      |                      |          |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                              |   |                      |                      |                      |                      |                      |                      |          |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                    |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |
| Alighting  | 2   | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |                      |                      |                        |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |  |                      |                      |          |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                              |   |                      |                      |                      |                      |                      |                      |          |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                    |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |
| Standing passenger   | 3   | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |                      |                      |                        |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |  |                      |                      |          |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                              |   |                      |                      |                      |                      |                      |                      |          |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                    |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |
| Seated passenger   | 4   | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |                      |                      |                        |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |  |                      |                      |          |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                              |   |                      |                      |                      |                      |                      |                      |          |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                    |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |
| <p><b>3.18 CASUALTY HOME POSTCODE</b><br/>or Code: 1- Unknown<br/>2- Non UK Resident</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><b>3.6 CASUALTY CLASS</b> <input checked="" type="checkbox"/></p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr><td>Driver/Rider</td><td>1</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Veh./pillion Passenger</td><td>2</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Pedestrian</td><td>3</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> </table> <p><b>3.9 SEVERITY OF CASUALTY</b> <input checked="" type="checkbox"/></p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr><td>Fatal</td><td>1</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Serious</td><td>2</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Slight</td><td>3</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> </table> | Driver/Rider         | 1                    | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Veh./pillion Passenger | 2                    | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Pedestrian           | 3                    | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/>   | <input type="text"/> | <input type="text"/> | Fatal    | 1 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Serious | 2 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/>                      | <input type="text"/> | Slight               | 3                    | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                              |   |                      |                      |                      |                      |                      |                      |          |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                    |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |
| Driver/Rider   | 1   | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |                      |                      |                        |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |  |                      |                      |          |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                              |   |                      |                      |                      |                      |                      |                      |          |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                    |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |
| Veh./pillion Passenger   | 2   | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |                      |                      |                        |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |  |                      |                      |          |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                              |   |                      |                      |                      |                      |                      |                      |          |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                    |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |
| Pedestrian   | 3   | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |                      |                      |                        |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |  |                      |                      |          |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                              |   |                      |                      |                      |                      |                      |                      |          |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                    |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |
| Fatal  | 1   | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |                      |                      |                        |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |  |                      |                      |          |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                              |   |                      |                      |                      |                      |                      |                      |          |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                    |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |
| Serious  | 2   | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |                      |                      |                        |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |  |                      |                      |          |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                              |   |                      |                      |                      |                      |                      |                      |          |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                    |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |
| Slight   | 3   | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |                      |                      |                        |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |  |                      |                      |          |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                      |   |                      |                      |                      |                      |                      |                      |                     |   |                      |                      |                      |                      |                      |                      |                              |   |                      |                      |                      |                      |                      |                      |          |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                    |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |

### PEDESTRIAN CASUALTIES ONLY

|   |    |                      |                      |                      |                      |                      |                      |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |      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---|----------------------|----------------------|----------------------|----------------------|----------------------|-----------|---|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| <p><b>3.10 PEDESTRIAN LOCATION</b> <input checked="" type="checkbox"/></p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr><td></td><td></td><td colspan="6">CASUALTY</td></tr> <tr><td></td><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>01</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>In carriageway, crossing within zig-zag lines at crossing approach</td><td>02</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>In carriageway, crossing within zig-zag lines at crossing exit</td><td>03</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>In carriageway, crossing elsewhere within 50m of pedestrian crossing</td><td>04</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>In carriageway, crossing elsewhere</td><td>05</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>On footway or verge</td><td>06</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>On refuge, central island or central reservation</td><td>07</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>In centre of carriageway, not on refuge, island or central reservation</td><td>08</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>In carriageway, not crossing</td><td>09</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Unknown or other</td><td>10</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> </table> |    |                      | CASUALTY             |                      |                      |                      |                      |  |  |  | 1 | 2 | 3 | 4 | 5 | 6 | In carriageway, crossing on pedestrian crossing facility | 01 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | In carriageway, crossing within zig-zag lines at crossing approach | 02 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | In carriageway, crossing within zig-zag lines at crossing exit | 03 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | In carriageway, crossing elsewhere within 50m of pedestrian crossing | 04 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | In carriageway, crossing elsewhere | 05 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | On footway or verge | 06 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | On refuge, central island or central reservation | 07 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | In centre of carriageway, not on refuge, island or central reservation | 08 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | In carriageway, not crossing | 09 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Unknown or other | 10 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <p><b>3.11 PEDESTRIAN MOVEMENT</b> <input checked="" type="checkbox"/></p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr><td></td><td></td><td colspan="6">CASUALTY</td></tr> <tr><td></td><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>1</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Crossing from driver's nearside-masked by parked or stationary veh'</td><td>2</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Crossing from driver's offside</td><td>3</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Crossing from driver's offside-masked by parked or stationary veh'</td><td>4</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>In carriageway, stationary - not crossing (standing or playing)</td><td>5</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>In carriageway, stationary -not crossing (standing or playing), masked by parked or stationary veh'</td><td>6</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Walking along in carriageway-facing traffic</td><td>7</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Walking along in carriageway-back to traffic</td><td>8</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Unknown or other</td><td>9</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> </table> |  |  | CASUALTY |  |  |  |  |  |  |  | 1 | 2 | 3 | 4 | 5 | 6 | Crossing from driver's nearside | 1 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Crossing from driver's nearside-masked by parked or stationary veh' | 2 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Crossing from driver's offside | 3 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Crossing from driver's offside-masked by parked or stationary veh' | 4 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | In carriageway, stationary - not crossing (standing or playing) | 5 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | In carriageway, stationary -not crossing (standing or playing), masked by parked or stationary veh' | 6 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Walking along in carriageway-facing traffic | 7 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Walking along in carriageway-back to traffic | 8 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Unknown or other | 9 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <p><b>3.12 PEDESTRIAN DIRECTION</b> <input checked="" type="checkbox"/></p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr><td></td><td></td><td colspan="6">CASUALTY</td></tr> <tr><td></td><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>0</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Northbound</td><td>1</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Northeast bound</td><td>2</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Eastbound</td><td>3</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Southeast bound</td><td>4</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Southbound</td><td>5</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Southwest bound</td><td>6</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Westbound</td><td>7</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Northwest bound</td><td>8</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Unknown</td><td>9</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> </table> <p><b>3.19 PEDESTRIAN INJURED IN THE COURSE OF 'On The Road' WORK</b><br/>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><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Yes</td><td>1</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> <tr><td>Not known</td><td>2</td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td><td><input type="text"/></td></tr> </table> |  |  | CASUALTY |  |  |  |  |  |  |  | 1 | 2 | 3 | 4 | 5 | 6 | Standing still | 0 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Northbound | 1 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Northeast bound | 2 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Eastbound | 3 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Southeast bound | 4 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Southbound | 5 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Southwest bound | 6 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Westbound | 7 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Northwest bound | 8 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Unknown | 9 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | No | 0 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Yes | 1 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | Not known | 2 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
|   |    | CASUALTY             |                      |                      |                      |                      |                      |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |      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                     |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
|   |    | 1                    | 2                    | 3                    | 4                    | 5                    | 6                    |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |      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                     |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| In carriageway, crossing on pedestrian crossing facility  | 01 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      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|                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| In carriageway, crossing within zig-zag lines at crossing approach  | 02 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |             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                     |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |          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        |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| In carriageway, crossing within zig-zag lines at crossing exit  | 03 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                 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                 |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| In carriageway, crossing elsewhere within 50m of pedestrian crossing  | 04 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| In carriageway, crossing elsewhere  | 05 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| On footway or verge   | 06 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| On refuge, central island or central reservation  | 07 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| In centre of carriageway, not on refuge, island or central reservation  | 08 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| In carriageway, not crossing  | 09 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| Unknown or other  | 10 | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
|   |    | CASUALTY             |                      |                      |                      |                      |                      |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
|   |    | 1                    | 2                    | 3                    | 4                    | 5                    | 6                    |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| Crossing from driver's nearside   | 1  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| Crossing from driver's nearside-masked by parked or stationary veh'   | 2  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| Crossing from driver's offside  | 3  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| Crossing from driver's offside-masked by parked or stationary veh'  | 4  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| In carriageway, stationary - not crossing (standing or playing)   | 5  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| In carriageway, stationary -not crossing (standing or playing), masked by parked or stationary veh'   | 6  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| Walking along in carriageway-facing traffic   | 7  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| Walking along in carriageway-back to traffic  | 8  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| Unknown or other  | 9  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
|   |    | CASUALTY             |                      |                      |                      |                      |                      |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
|   |    | 1                    | 2                    | 3                    | 4                    | 5                    | 6                    |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| Standing still  | 0  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| Northbound  | 1  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| Northeast bound   | 2  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| Eastbound   | 3  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| Southeast bound   | 4  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| Southbound  | 5  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| Southwest bound   | 6  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| Westbound   | 7  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| Northwest bound   | 8  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| Unknown   | 9  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| No  | 0  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| Yes   | 1  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |
| Not known   | 2  | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |  |  |  |   |   |   |   |   |   |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                                    |    |                      |                      |                      |                      |                      |                      |                     |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |  |    |                      |                      |                      |                      |                      |                      |                              |    |                      |                      |                      |                      |                      |                      |                  |    |                      |                      |                      |                      |                      |                      |  |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                                 |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |                                |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |   |   |                      |                      |                      |                      |                      |                      |  |   |                      |                      |                      |                      |                      |                      |                  |   |                      |                      |                      |                      |                      |                      |   |  |  |          |  |  |  |  |  |  |  |   |   |   |   |   |   |                |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |            |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |                 |   |                      |                      |                      |                      |                      |                      |         |   |                      |                      |                      |                      |                      |                      |    |   |                      |                      |                      |                      |                      |                      |     |   |                      |                      |                      |                      |                      |                      |           |   |                      |                      |                      |                      |                      |                      |

### 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*

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## 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.

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## 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](mailto:transtat@scotland.gsi.gov.uk)  
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## 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

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E-mail: [stats.pubs@wales.gov.uk](mailto: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](mailto: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](http://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](mailto: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).

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