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Road Casualties Great Britain: 2007
Annual Report

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DEPARTMENT FOR TRANSPORT

SCOTTISH GOVERNMENT

WELSH ASSEMBLY GOVERNMENT

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The Department extends its grateful thanks to police forces and their officers for their contribution towards reducing road casualties, including the collection of STATS19 data upon which this publication is based, and without which this government and road safety organisations would be much less well informed.

If you would like to comment on this publication, you are welcome to complete our user questionnaire, which can be found at:
www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/

Preface

This edition of *Road Casualties Great Britain 2007: Annual Report* (RCGB) presents statistics, collected to an agreed national standard, about reported personal injury road accidents 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, as well as some information on the drivers and casualties involved. These statistics are used to inform public debate on matters of road safety and to provide both a local and national perspective for addressing road safety problems and their remedies.

The first edition of this report covered road casualty numbers in 1951. At that time, there were 4.7 million vehicles in use and the police recorded 178,000 personal injury road accidents. In 2007, the vehicle population stood at 34 million and there were 182,000 injury accidents. Thus, whilst the vehicle stock has increased sevenfold, the number of injury accidents has hardly changed. Between 1951 and 2007, 312,090 people were killed and 17.8 million persons were injured in accidents on British roads. Most of the casualties were slightly injured, and the numbers of people killed and seriously injured each year have been reducing; however, this is still a serious problem. Against this background, in 2000 the government announced a new road safety strategy and casualty reduction targets for 2010, with particular emphasis on child casualties. This volume gives the baseline averages to be used in monitoring these targets and reports progress to date.

The national road accident statistics are collected and published to inform public debate and to provide the basis for determining and monitoring effective road safety policies. The credible monitoring of targeted reductions requires that data be reported consistently and accurately. Local and national government, and local police forces, work closely to achieve a common reporting standard. A complex devolved reporting system such as that operated in Great Britain will never produce perfect results, but the high standards that are achieved reflect the efforts of local authorities and police forces to report to the standard national requirement. However, readers should note that while very few, if any, fatal accidents do not become known to the police, research conducted on behalf of the Department in the 1990s has shown that a significant proportion of non-fatal injury accidents are not reported to the police and therefore are not included in this publication. In addition, research has shown that up to a fifth of casualties reported to the police are not included in the statistical return. Moreover, studies also show that the police tend to underestimate the severity of injury because of the difficulty in distinguishing severity at the scene of the accident. The Department is continuing to undertake further research to investigate whether levels of reporting have changed. An article was published in *Road Casualties Great Britain: 2006 Annual Report* (pages 60–72), and the most recent work on reporting levels is published in Article 6 of this volume.

The system for collecting and processing road accident data (commonly referred to as STATS19) has from 1979 been subjected to a quinquennial review to ensure that it continues to provide essential information for government, but minimises the burden of form filling and data provision upon local police forces and local authorities. The consultation process for the next review is now starting, and the aim will be for any changes to the system to be implemented in January 2011. Further details will be available on the Department's website.

Copies of the full RCGB report (in PDF format) and all tables (in Excel format) are available from the Department's website:
www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar

Further information can be obtained from:
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1. General overview and progress towards casualty reduction targets

Transport Statistics: Road Safety, Department for Transport

Summary

This article reviews the main trends in the number of road accident casualties in Great Britain in 2007 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. In 2007:

- There were a total of 247,780 casualties of all severities, 4 per cent lower than in 2006. 2,946 people were killed, 7 per cent lower than in 2006, 27,774 were seriously injured (down 3 per cent on 2006) and 217,060 were slightly injured (down 4 per cent on 2006).
- The overall number of casualties fell for all types of road user compared with 2006, with the exception of pedal cyclists (which were at the same level) and motorcyclists, which were 1 per cent higher. The number of people seriously injured rose for these two groups.
- The number of fatalities fell for almost all types of road user, with a fall of 11 per cent for car occupants, 4 per cent for pedestrians, 2 per cent for motorcyclists and 7 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; 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.

As shown in Table 1a, compared with the baseline (1994–98 average), in 2007:

- The number of people killed or seriously injured was **36** per cent lower;
- The number of children killed or seriously injured was **55** per cent lower; and
- The slight casualty rate was **32** 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: Road accident casualties by severity: GB 2007

	Number				2007 Percentage change over:	
	1994–98 average	2005	2006	**2007**	*2006*	***1994–98 average***
Killed	3,578	3,201	3,172	**2,946**	*–7*	***–18***
of which children	260	141	169	**121**	*–28*	***–53***
Seriously injured	44,078	28,954	28,673	**27,774**	*–3*	***–37***
Killed or seriously injured	47,656	32,155	31,845	**30,720**	*–4*	***–36***
of which children	6,860	3,472	3,294	**3,090**	*–6*	***–55***
Slightly injured	272,272	238,862	226,559	**217,060**	*–4*	***–20***
All severities	319,928	271,017	258,404	**247,780**	*–4*	***–23***
Traffic[1]	4,443	5,038	5,121	**5,172**	*1*	***16***
KSI rate[1]	11	6	6	**6**	*–4*	***–45***
Slight casualty rate[1]	61	47	44	**42**	*–5*	***–32***

1 Traffic in 100 million vehicle kilometres; rates per 100 million vehicle kilometres, rounded to the nearest whole number.

Part 1: Trends in road accident casualties

Killed or seriously injured (KSI) casualties

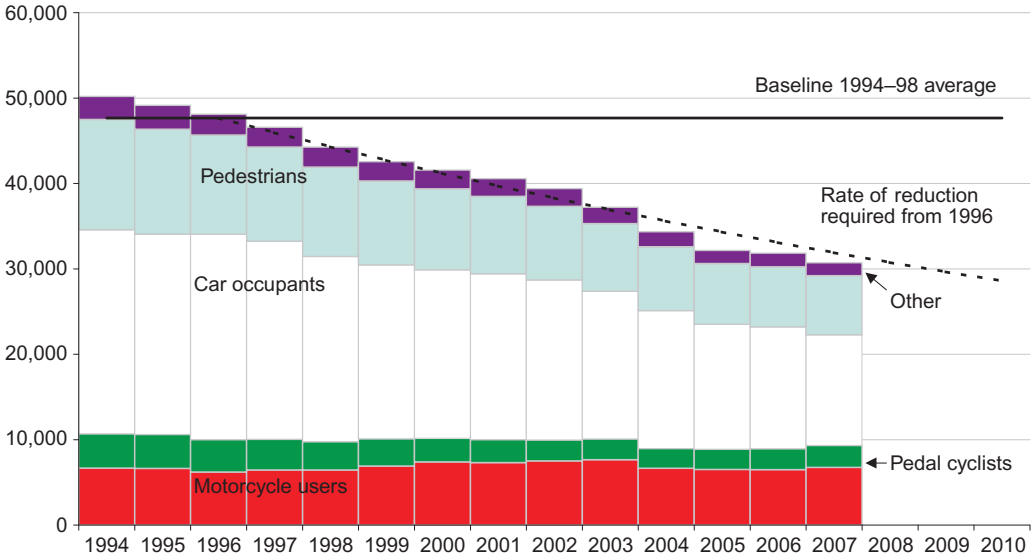
The Government's main casualty reduction targets relate to the reported number of road users killed or seriously injured (KSI). Overall, the number of people killed or seriously injured fell by 4 per cent between 2006 and 2007 and by a total of 36 per cent from the 1994–98 average (Table 1b).

- The fall in KSI casualties has occurred despite a rise in overall traffic levels of around 16 per cent between the baseline and 2007.[1] Between 2006 and 2007 traffic rose by 1 per cent.
- Compared with the 1994–98 baseline, there have been reductions in the number of KSI casualties (of between 30 and 50 per cent) for all types of road user, with the exception of motorcyclists, where the number rose by 4 per cent.
- Over this period motorcycle traffic increased by 44 per cent in total (more than any other road user type), so that the KSI casualty rate for motorcyclists fell by 28 per cent – though it remains the highest of all types of road user. Further details can be found in Part 2 of this article.
- Around 2 out of every 5 people killed or seriously injured are car occupants. Car occupant KSI casualties fell 44 per cent from the baseline. Over the same period car traffic increased by 13 per cent.

Table 1b: Killed or seriously injured casualties by road user type: GB 2007

	Number				2007 Percentage change over:		
	1994–98 average	2005	2006	**2007**	*2006*	***1994–98 average***	***1994–98 (traffic)***
Pedestrians	11,669	7,129	7,051	**6,924**	*–2*	***–41***	–
Pedal cyclists	3,732	2,360	2,442	**2,564**	*5*	***–31***	***5***
Motorcycle users	6,475	6,508	6,484	**6,737**	*4*	***4***	***44***
Car users	23,254	14,617	14,254	**12,967**	*–9*	***–44***	***13***
Bus/coach users	716	363	426	**455**	*7*	***–36***	***15***
Other road users	1,810	1,178	1,188	**1,073**	*–10*	***–41***	–
All road users	47,656	32,155	31,845	**30,720**	*–4*	***–36***	***16***

Chart 1a: Killed or seriously injured casualties by road user type: GB 1994–2007



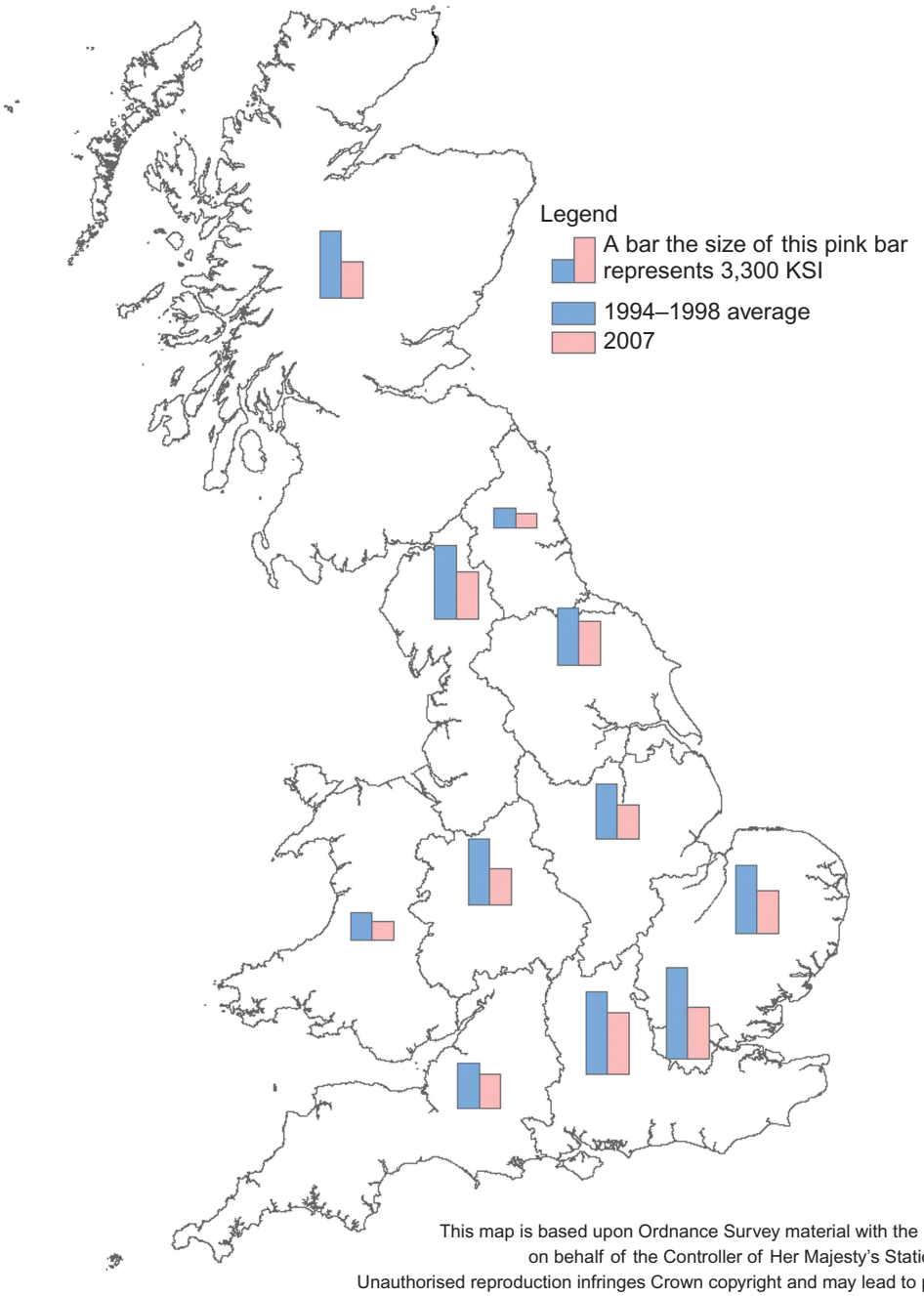
[1] Detailed information on trends in traffic in Great Britain over the last decade can be found in the Department's annual *Traffic, Speeds and Congestion* bulletin: www.dft.gov.uk/pgr/statistics/datatablespublications/roadstraffic/speedscongestion/roadstatstsc/

KSI casualties by region

Map 1a shows, for each Government Office region, the number of killed or seriously injured casualties for the baseline (1994–98 average) and 2007.

- In 2007, 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. Figures can be found in *Table 47 in the tables section* of this publication.
- The biggest percentage reductions in KSI casualties were in Scotland (46 per cent) and the West Midlands (45 per cent), with a fall of at least 24 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. For example, traffic in London has grown more slowly than the Great Britain average since the baseline period.

Map 1a: Killed or seriously injured casualties by Government Office region: 1994–98 average and 2007



Child KSI casualties

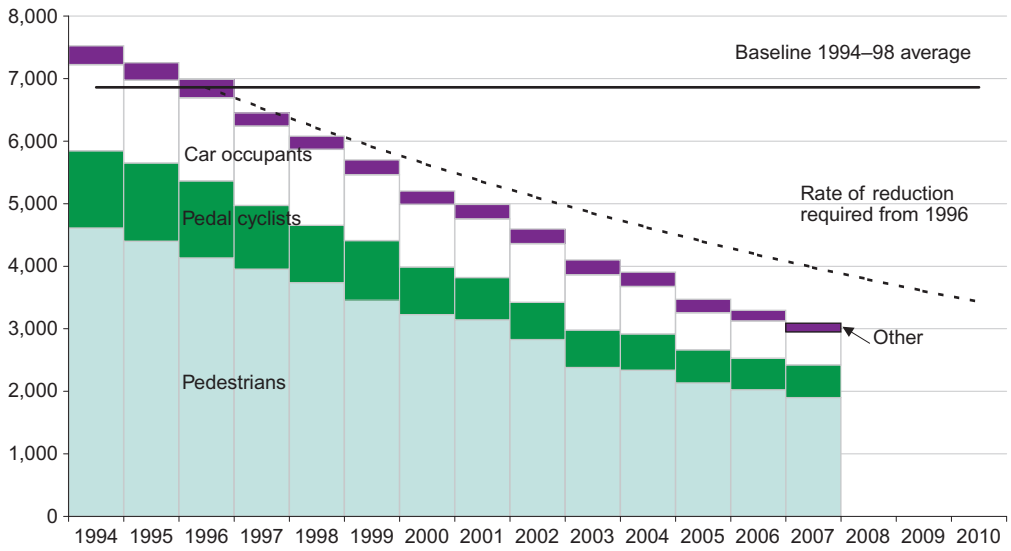
The Government has set a separate target to reduce the number of children killed or seriously injured by 50 per cent from the 1994–98 baseline. In 2007, the number of children killed or seriously injured was 3,090 – 55 per cent below the baseline and 6 per cent lower than in 2006 (Table 1c).

- Compared with the baseline, the number of child KSI casualties more than halved by 2007 for pedestrians, pedal cyclists and car users. The majority of child KSI casualties are pedestrians, accounting for more than 60 per cent of the total in 2007.
- Compared with 2006, there was a 6 per cent fall in child pedestrian KSI casualties, a 12 per cent fall in car occupant KSI casualties but a rise of 4 per cent in child pedal cyclist KSI casualties.
- In 2007, around 2 of every 3 child KSI casualties were male. There were nearly six times as many male child pedal cyclists killed or seriously injured as females.
- The number of children aged 12–15 killed or seriously injured has fallen slightly less than other child age groups, by around 45 per cent since the baseline.
- *Tables 7a and 7b in the tables section* provide a more detailed breakdown of child KSI casualties by age group, gender and road user type.

Table 1c: Children killed or seriously injured by road user type: GB 2007

	Number				2007 Percentage change over:	
	1994–98 average	2005	2006	**2007**	*2006*	***1994–98 average***
Pedestrians	4,167	2,134	2,025	**1,899**	*–6*	***–54***
Pedal cyclists	1,129	527	503	**522**	*4*	***–54***
Car users	1,303	595	596	**526**	*–12*	***–60***
Other road users	261	216	170	**143**	*–16*	***–45***
Males	4,402	2,233	2,107	**2,007**	*–5*	***–54***
Females	2,457	1,238	1,187	**1,083**	*–9*	***–56***
Age 0–4	888	382	378	**372**	*–2*	***–58***
Age 5–8	1,657	656	627	**540**	*–14*	***–67***
Age 9–11	1,592	774	653	**689**	*6*	***–57***
Age 12–15	2,722	1,660	1,636	**1,489**	*–9*	***–45***
All children	6,860	3,472	3,294	**3,090**	*–6*	***–55***

Chart 1b: Children killed or seriously injured by road user type: GB 1994–2007



Fatalities

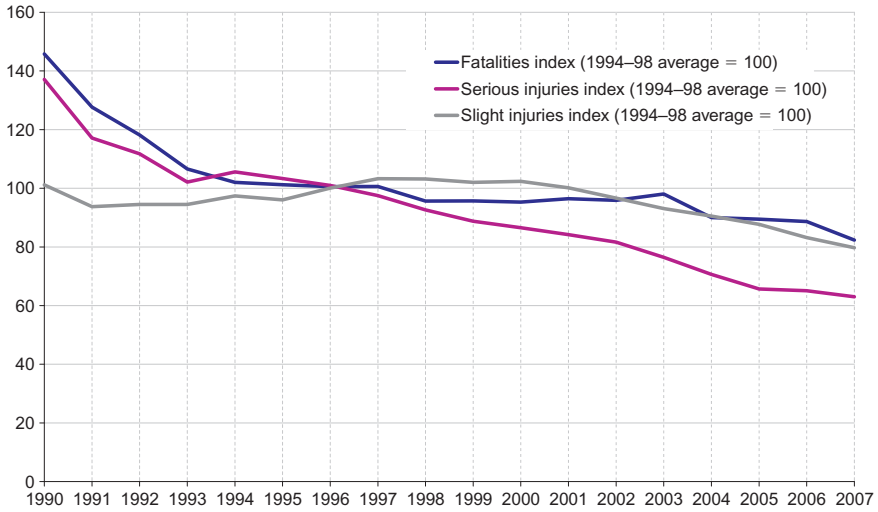
Within the killed and seriously injured category, the number of people killed has fallen more slowly than the number of people seriously injured – by around 18 per cent compared with the 1994–98 baseline (Table 1d). Chart 1c shows how the trends in fatal, serious and slight casualties have differed.

- Trends in fatalities and serious injuries were similar between 1990 and 1998, but diverged from that point, with deaths falling by 6 per cent between 1998 and 2005 and serious injuries by 29 per cent.
- However, in recent years trends have been similar. Between 2006 and 2007, the number of deaths fell by 7 per cent, compared with a 3 per cent fall in serious injuries (and 4 per cent fall in overall KSI).
- Car occupants, pedestrians and motorcyclists account for the vast majority of deaths. In 2007, pedestrian fatalities were 36 per cent below the 1994–98 baseline and car occupant fatalities 19 per cent below the baseline, but the number of motorcycle deaths was 26 per cent higher.
- However, when adjusting for changes in traffic, fatality rates for all road users – including motorcyclists – have fallen from the baseline.
- Between 2006 and 2007, fatalities fell for all road user types, with an 11 per cent fall in the number of car occupant fatalities.
- The number of children killed in road accidents has fallen by considerably more than the overall figure, by 53 per cent from the 1994–98 baseline.

Table 1d: Fatalities by road user type: GB 2007

	Number				2007 Percentage change over:		
	1994–98 average	2005	2006	**2007**	*2006*	***1994–98 average***	***1994–98 (traffic)***
Pedestrians	1,008	671	675	**646**	*–4*	***–36***	–
Pedal cyclists	186	148	146	**136**	*–7*	***–27***	***5***
Motorcycle users	467	569	599	**588**	*–2*	***26***	***44***
Car users	1,762	1,675	1,612	**1,432**	*–11*	***–19***	***13***
Bus/coach users	20	9	19	**12**	*–37*	***–39***	***15***
Other road users	135	129	121	**132**	*9*	***–3***	–
All road users	3,578	3,201	3,172	**2,946**	*–7*	***–18***	***16***
of which children	260	141	169	**121**	*–28*	***–53***	–

Chart 1c: Indexed casualties by severity: GB 1990–2007



Slightly injured casualties

In addition to targets for killed and seriously injured, it is the aim to reduce the rate of slight casualties by 10 per cent by 2010, compared with the 1994–98 baseline. In 2007, this rate was 42 slight casualties per 100 million vehicle kilometres, 32 per cent below the baseline level (Table 1e).

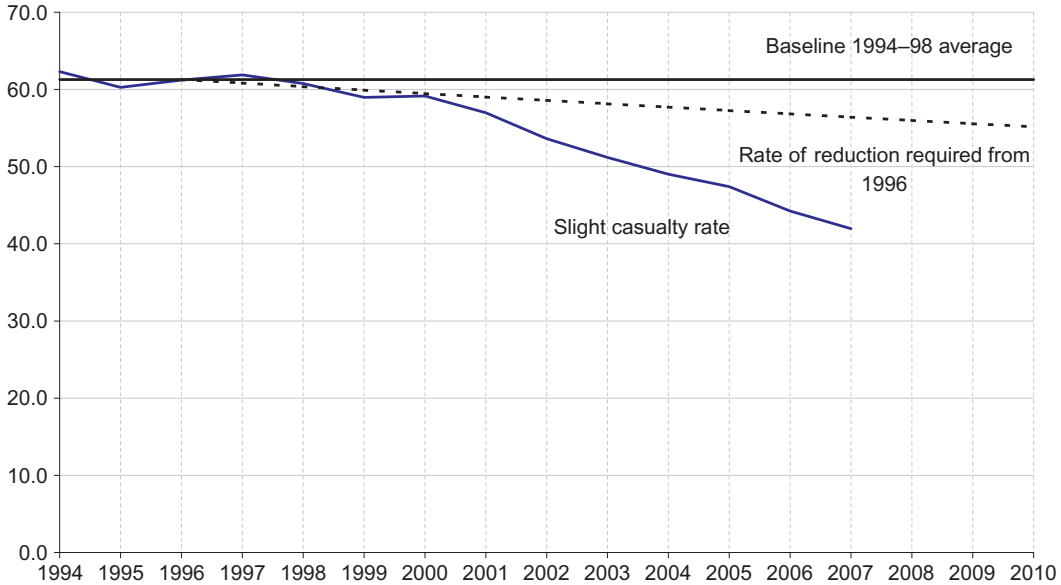
- Compared with the 1994–98 baseline, the biggest reductions in the slight casualty rates have been for pedal cyclists, with falls of at least 27 per cent for each of the main road user types.
- Between 2006 and 2007, the number and rate of slight casualties fell for all road user types except pedal cyclists, 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 pedal cyclists, followed by motorcycle users.

Table 1e: Slightly injured casualties by road user type: GB 2007

	Number				2007 Percentage change over:	
	1994–98 average	2005	2006	**2007**	*2006*	***1994–98 average***
Pedestrians[1]	34,874	26,152	23,931	**23,267**	*–3*	***–33***
Rate	8	5	5	**4**	*–4*	***–43***
Pedal cyclists	20,653	14,201	13,754	**13,631**	*–1*	***–34***
Rate	509	321	297	**321**	*8*	***–37***
Motorcycle users	17,547	18,316	16,842	**16,722**	*–1*	***–5***
Rate	453	337	324	**299**	*–8*	***–34***
Car users	180,034	163,685	156,746	**148,466**	*–5*	***–18***
Rate	50	41	39	**37**	*–6*	***–27***
Bus/coach users	8,883	7,557	6,827	**6,624**	*–3*	***–25***
Rate	178	146	127	**115**	*–9*	***–35***
All road users[2]	272,272	238,862	226,559	**217,060**	*–4*	***–20***
Rate	61	47	44	**42**	*–5*	***–32***

1 Slight casualty rates for pedestrians are calculated using total vehicle kilometres for all vehicles.
2 Total includes other road users.

Chart 1d: Rate of slightly injured casualties per 100 million vehicle kilometres: GB 1994–2007



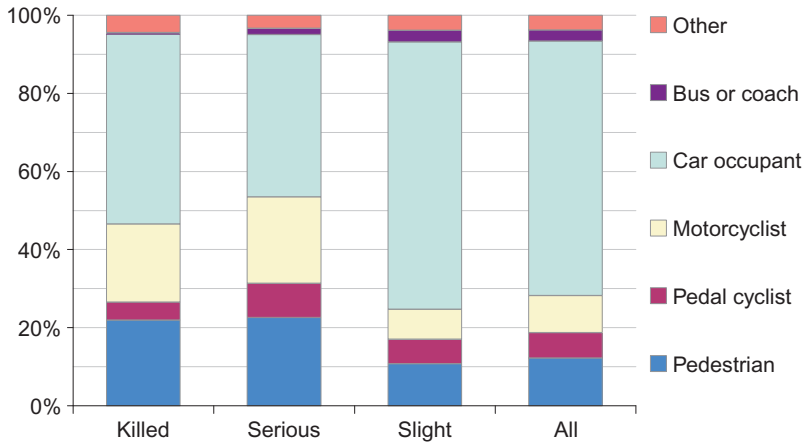
Part 2: Casualties by road user type

The previous analysis has looked at the overall trends in KSI, killed and slightly injured casualties. This section provides the main figures and some analysis for each of the main groups of road user.

Chart 1e shows the proportion of each road user type for the three different severities of casualty in 2007:

- Car occupants were the largest group for all severities, accounting for 68 per cent of slight casualties and 49 per cent of fatalities
- Pedestrians accounted for over 20 per cent of deaths and serious injuries, but only 11 per cent of slight injuries.
- Similarly, 20 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 90 per cent of deaths and 87 per cent of all casualties. Of the remainder, pedal cyclists made up 7 per cent, and bus or coach users 3 per cent of all casualties.

Chart 1e: Proportion of casualties by road user type and severity: GB 2007

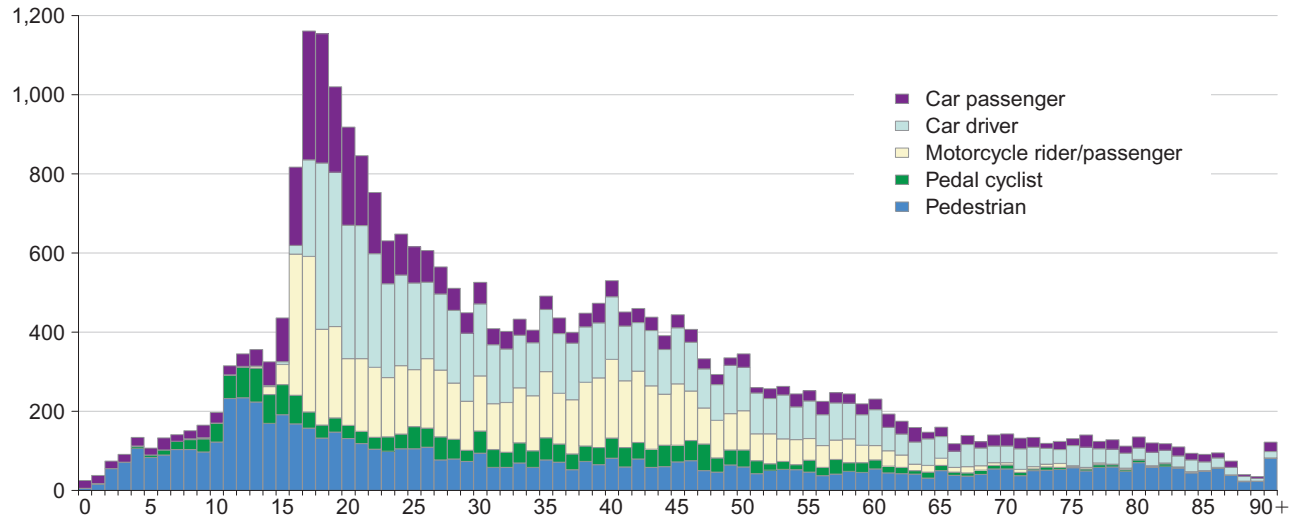


Overall, around 7 of every 10 people killed or seriously injured in road accidents were male, but again this varies by road user type – in 2007, 9 out of 10 motorcyclist and more than 8 out of 10 pedal cyclist KSI casualties were men, compared with around 6 in 10 pedestrians and car occupants. This means that a greater proportion of female KSI casualties were pedestrians and car occupants.

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

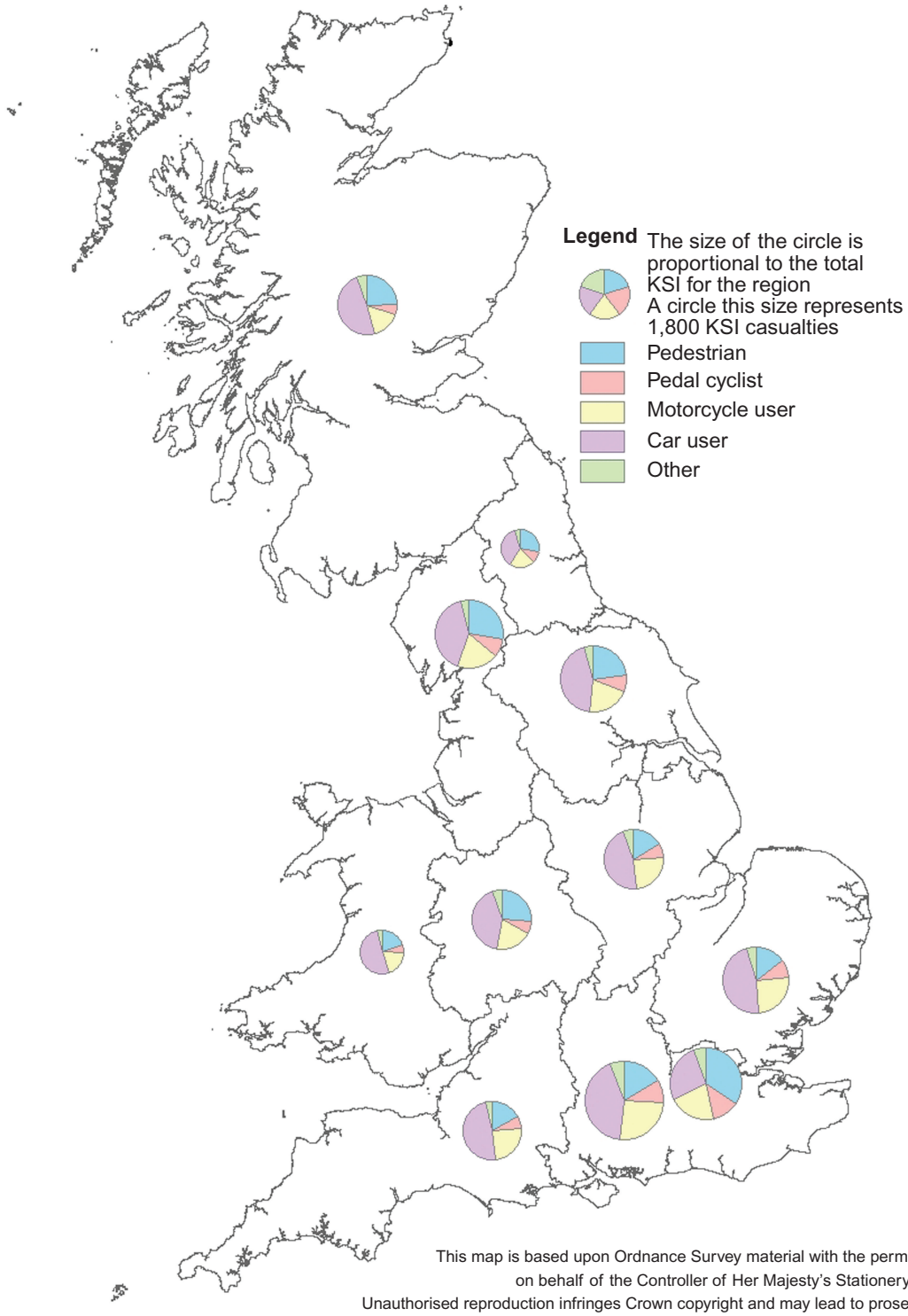
- The overall number of KSI casualties is highest for ages 17 and 18.
- For ages 2 to 14 and from age 80 onwards, most KSI casualties are pedestrians.
- Between the ages of 16 and 60, most casualties are car or motorcycle users.

Chart 1f: KSI casualties by road user type and age: GB 2007



Map 1b shows that the distribution of road user types for KSI casualties varies by region. For example, the proportion of KSIs that are pedestrians tends to be greater in areas with high urban populations, such as London and the North West (which includes Manchester).

Map 1b: Killed or seriously injured casualties: Proportion by road user type: Government Office region, 2007



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

- *Table 7* gives a breakdown of KSI by age and road user type for both males and females.
- *Table 30* provides information on casualties of all severities by age group and road user type.

Pedestrian casualties

Total pedestrian casualties have decreased by 3 per cent from 30,982 in 2006 to 30,191 in 2007, and were 35 per cent below the baseline average. Overall pedestrian fatalities fell by 4 per cent from 2006 to 2007, although this proportion varied in different casualty age groups (Table 1f).

- Child pedestrian fatalities fell by 20 per cent from 71 in 2006 to 57 in 2007, and 57 per cent since the 1994–98 average baseline. Nine per cent of all pedestrian fatalities were children (aged 0–15 years). However, this proportion rose to 32 per cent for all pedestrian casualties.
- The number of adult pedestrians killed aged 16 to 59 years fell by 9 per cent, from 334 in 2006 to 304 in 2007.
- However, there was a 5 per cent increase in the number of pedestrian fatalities aged 60 years and over, from 268 in 2006 to 281 in 2007. Pedestrian fatalities of adults 60 years old and over accounted for 43 per cent of all fatalities, but only 14 per cent of all casualties.
- The rate of pedestrian casualties per 100, 000 population has been falling and in 2007 was 38 per cent lower than the baseline, and 3 per cent lower than in 2006. The rate for pedestrian casualties aged 60 years and over was the lowest of all age groups, with child pedestrian casualties being the highest (33 pedestrian casualties per 100,000 population for 60 year olds and over, compared to 86 for 0–15 year olds).

Table 1f: Pedestrian casualties by age: GB 2007

		Number				2007 Percentage change over:	
		1994–98 average	2005	2006	**2007**	2006	***1994–98 average***
Children (0–15)	Killed	133	63	71	**57**	*–20*	***–57***
	Serious	4,034	2,071	1,954	**1,842**	*–6*	***–54***
	Slight	14,382	9,116	8,106	**7,628**	*–6*	***–47***
	All	18,548	11,250	10,131	**9,527**	*–6*	***–49***
Adults (16–59)	Killed	398	337	334	**304**	*–9*	***–24***
	Serious	4,318	3,082	3,121	**3,093**	*–1*	***–28***
	Slight	15,016	12,877	12,060	**11,965**	*–1*	***–20***
	All	19,732	16,296	15,515	**15,362**	*–1*	***–22***
Adults (60+)	Killed	471	267	268	**281**	*5*	***–40***
	Serious	2,142	1,161	1,171	**1,222**	*4*	***–43***
	Slight	4,491	3,001	2,820	**2,811**	*0*	***–37***
	All	7,104	4,429	4,259	**4,314**	*1*	***–39***
All [1]	Killed	1,008	671	675	**646**	*–4*	***–36***
	Serious	10,662	6,458	6,376	**6,278**	*–2*	***–41***
	Slight	34,874	26,152	23,931	**23,267**	*–3*	***–33***
	All	46,543	33,281	30,982	**30,191**	*–3*	***–35***
Casualty rate per 100,000 population							
KSI		21	12	12	**12**	*–2*	***–43***
Slight		62	45	41	**39**	*–3*	***–36***
All		82	57	53	**51**	*–3*	***–38***

1 Includes cases where age not reported.

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

Pedal cycle casualties

- Pedal cycle casualties have decreased by 34 per cent from the baseline, but have remained at a similar level to 2006 (Table 1g).
- The number of pedal cycle fatalities fell by 7 per cent from 146 in 2006 to 136 in 2007, a 27 per cent decrease from the 1994–98 average baseline.
- However, the number of seriously injured pedal cyclists has increased by 6 per cent from 2,296 in 2006 to 2,428 in 2007.
- Pedal cycle traffic has decreased by 8 per cent since 2006. However, the total pedal cycle casualties have remained at a similar level to 2006, which has resulted in the pedal cycle casualty rate increasing by 9 per cent from 2006. This rate is, however, 37 per cent below the baseline.

Table 1g: Pedal cyclist casualties: GB 2007

	Number				2007 percentage change over:	
	1994–98 average	2005	2006	**2007**	2006	***1994–98 average***
Killed	186	148	146	**136**	*–7*	***–27***
Serious	3,546	2,212	2,296	**2,428**	*6*	***–32***
Slight	20,653	14,201	13,754	**13,631**	*–1*	***–34***
Total	24,385	16,561	16,196	**16,195**	*0*	***–34***
Pedal cycle traffic [1]	41	44	46	**42**	*–8*	***5***
Casualty rate [2]						
KSI	92	53	53	**60**	*15*	***–34***
Slight	509	321	297	**321**	*8*	***–37***
All	602	374	349	**381**	*9*	***–37***

1 100 million vehicle kilometres

2 Rate per 100 million vehicle kilometres.

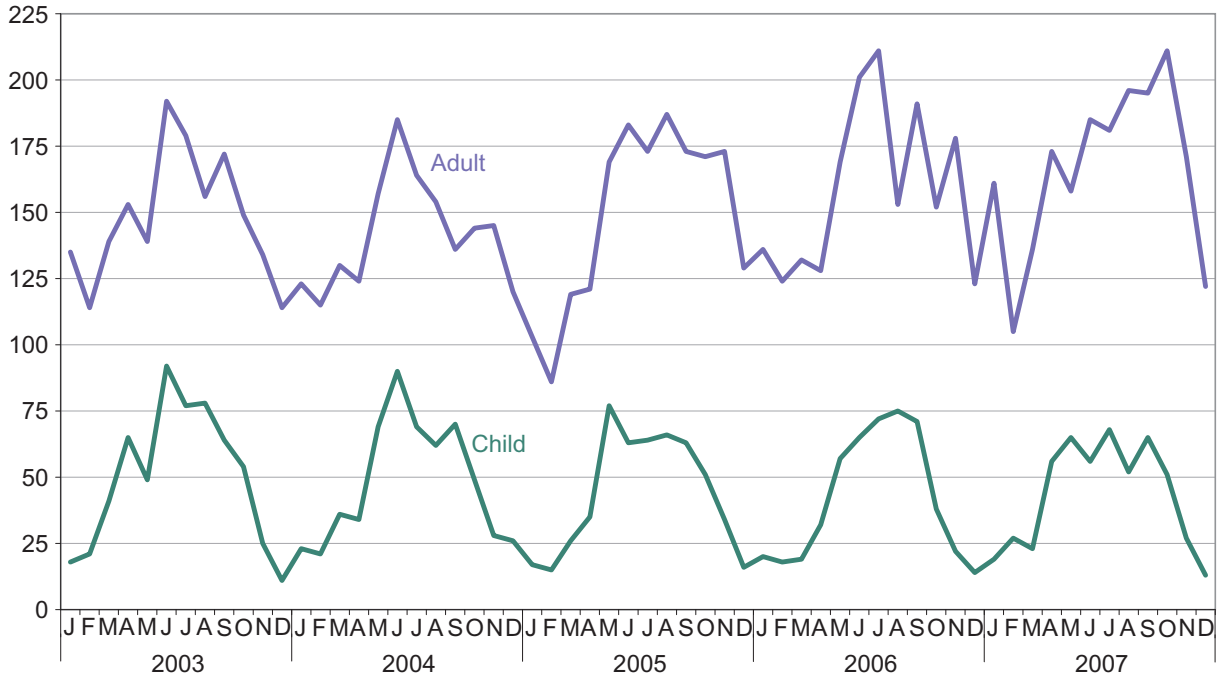
- Eighty per cent of pedal cycle casualties were male – the same proportion as in the 1994–98 average baseline. Eighty-two per cent of pedal cycle fatalities were male.
- Fifty-four per cent of all pedal cycle casualties were 16–59 year old male pedal cyclists, compared to 59 per cent for pedal cycle fatalities.
- 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 child pedal cycle casualties has fallen by 54 per cent since the 1994–98 average baseline, from 7,851 in the baseline to 3,633 in 2007. The number of female child casualties has fallen more than for male casualties (63 per cent, compared to a 52 per cent reduction).

Tables 29a, b and c in the tables section analyse casualties by severity, day, road user type and hour of day. Fifty-two 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 1g looks at the number of killed or seriously injured pedal cycle casualties, by month and age of casualty for the past five 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. However, in 2007 the peak in numbers has occurred in August, September and October.
- For children (aged 0–15 years), the peak in the number of pedal cycle KSI casualties tended to coincide with summer holidays. In 2007, however, there does not seem to be one overriding peak – instead, approximately 12 per cent of child pedal cycle KSI casualties occurred in each month from May to September, with slight lows in June and August.

Chart 1g: Pedal cycle KSI casualties, by month, and age of casualty: GB 2003–2007



Motorcycle user casualties

- Motorcycle casualties increased by 1 per cent from 23,326 in 2006 to 23,459 in 2007, and were 2 per cent lower than the 1994–98 average baseline. Over the same time periods, motorcycle traffic increased by 8 per cent and 44 per cent respectively (Table 1h).
- Motorcycle fatalities fell by 2 per cent from 599 in 2006 to 588 in 2007. However, since the 1994–98 average baseline, motorcycle fatalities have increased by 26 per cent.
- There was a 4 per cent rise in the number of serious motorcycle casualties, resulting in a 4 per cent increase in the number of KSI motorcycle casualties, from 6,484, in 2006 to 6,737 in 2007.
- Due to the increase in motorcycle traffic, the motorcycle casualty rate fell by 6 per cent from 449 motorcycle casualties per 100 million vehicle kilometres in 2006 to 420 in 2007. The motorcycle casualty rate fell for all severities, despite an increase in the number of serious casualties.

Table 1h: Motorcycle user casualties: GB 2007

	Number				2007 Percentage change over:	
	1994–98 average	2005	2006	**2007**	2006	***1994–98 average***
Killed	467	569	599	**588**	*–2*	***26***
Serious	6,008	5,939	5,885	**6,149**	*4*	***2***
Slight	17,547	18,316	16,842	**16,722**	*–1*	***–5***
Total	24,023	24,824	23,326	**23,459**	*1*	***–2***
Motorcycle traffic [1]	39	54	52	**56**	*8*	***44***
Casualty rate [2]						
KSI	167	120	125	**121**	*–3*	***–28***
Slight	453	337	324	**299**	*–8*	***–34***
All	621	457	449	**420**	*–6*	***–32***

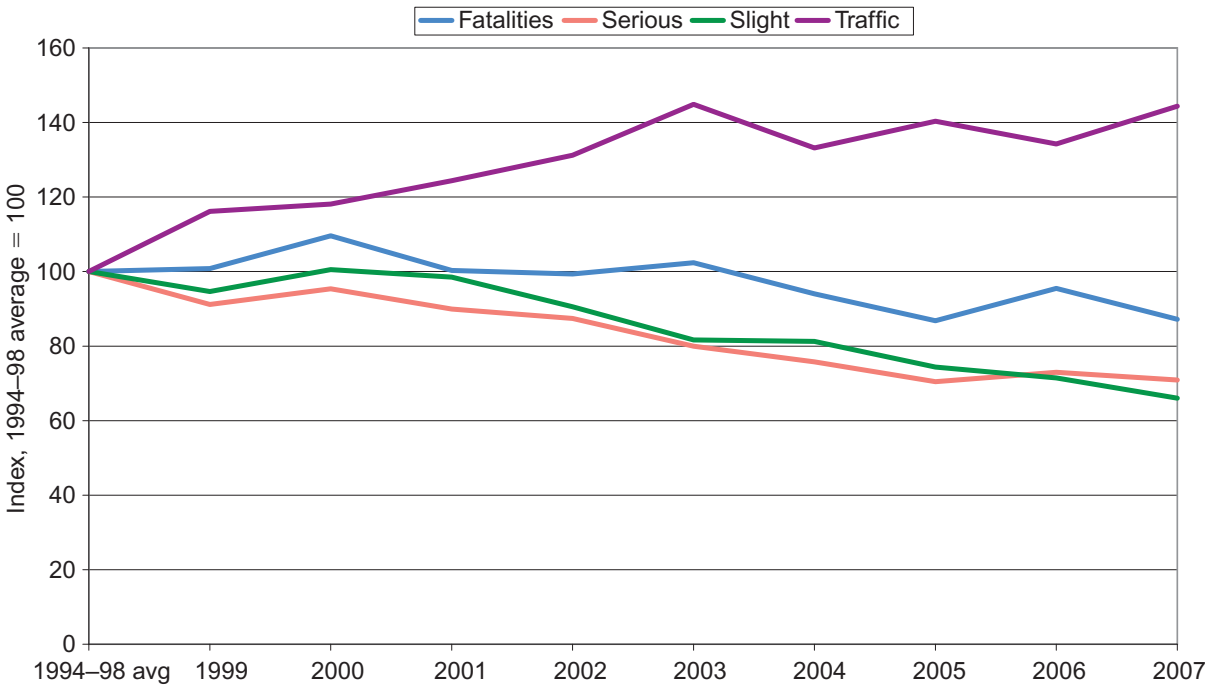
1 100 million vehicle kilometres.

2 Rate per 100 million vehicle kilometres.

Chart 1h shows the trends in motorcycle casualties per 100 million vehicle kilometres and motorcycle traffic from the 1994–98 average to 2007.

- Motorcycle traffic has increased from the 1994–98 average baseline till 2003. Since 2003, the traffic has been fairly volatile, with the 2007 traffic figure being at a similar level to the 2003 figure, 44 per cent greater than the 1994–98 average baseline.
- Despite the general rise in motorcycle traffic, motorcycle casualty rates for all severities have declined over the same period.
- Motorcycle fatalities per 100 million vehicle kilometres have shown the least decrease and have also been the most influenced by changes in traffic.
- The seriously injured motorcycle casualty rate has steadily fallen from the 1994–98 average baseline to 2005. In 2006, the rate increased slightly, before decreasing in 2007, at a level 29 per cent lower than the 1994–98 average baseline.
- The slightly injured motorcycle casualty rate fell the most, from 453 per 100 million vehicle kilometres for the 1994–98 average baseline to 299 per 100 million vehicle kilometres in 2007, a 34 per cent decrease.

Chart 1h: Motorcycle casualties per 100 million vehicle kilometres, and traffic: GB 1994–98 average, 1999–2007



- Seventy per cent of motorcycle fatalities occurred in rural areas, compared to 47 per cent for serious motorcycle casualties and 32 per cent for slight motorcycle casualties.
- Forty-one per cent of riders of motorcycles less than 50 cc involved in personal injury road accidents were 16 years old. A further 18 per cent were 17 years old. This is in contrast to motorcycles greater than 500 cc, where 58 per cent of riders were 30–49 years old.
- Seventy-five per cent of motorcycle fatalities were riding motorcycles greater than 500 cc. In 2007, 443 motorcycle fatalities were on these vehicles, compared to 437 in 2006; a 1 per cent increase.
- Casualties riding motorcycles over 126–500 cc were the only motorcycle engine size category to increase from 2006, with a 29 per cent increase, from 2,284 in 2006 to 2,949 in 2007.

Car occupant casualties

- Car occupant casualties, given in Table 1i, were 6 per cent lower than in 2006, falling from 171,000 in 2006 to 161,433 in 2007. The 2007 figure reflects a 21 per cent decrease since the 1994–98 average baseline figure.
- Car occupant fatalities decreased by 11 per cent from 2006, with similar falls seen for both car drivers and passengers (12 per cent and 10 per cent respectively). However, compared to the 1994–98 average, car driver deaths have fallen more slowly than for passengers, 16 per cent lower than the baseline compared to 23 per cent for car passengers.
- Car traffic has increased by 13 per cent since the 1994–98 average baseline, but is at a similar level to 2006.
- The number of killed or seriously injured car occupants per 100 million vehicle kilometres has fallen by 9 per cent since 2006, and 51 per cent from the 1994–98 average baseline. The slight car casualty rates were 6 per cent and 27 per cent lower respectively over the same time periods.

Table 1i: Car user casualties: GB 2007

		Number				2007 Percentage change over:	
		1994–98 average	2005	2006	**2007**	2006	***1994–98 average***
Drivers	Killed	1,128	1,109	1,066	**942**	*–12*	***–16***
	Serious	13,506	8,388	8,239	**7,537**	*–9*	***–44***
	Slight	113,324	110,070	105,698	**100,621**	*–5*	***–11***
	Total	127,958	119,567	115,003	**109,100**	*–5*	***–15***
Passengers	Killed	634	566	546	**490**	*–10*	***–23***
	Serious	7,985	4,554	4,403	**3,998**	*–9*	***–50***
	Slight	66,710	53,615	51,048	**47,845**	*–6*	***–28***
	Total	75,329	58,735	55,997	**52,333**	*–7*	***–31***
All	Killed	1,762	1,675	1,612	**1,432**	*–11*	***–19***
	Serious	21,492	12,942	12,642	**11,535**	*–9*	***–46***
	Slight	180,034	163,685	156,746	**148,466**	*–5*	***–18***
	Total	203,288	178,302	171,000	**161,433**	*–6*	***–21***
Car traffic[1]		3,585	3,972	4,026	**4,041**	*0*	***13***
Casualty rate[2]							
KSI		6	4	4	**3**	*–9*	***–51***
Slight		50	41	39	**37**	*–6*	***–27***
All		57	45	42	**40**	*–6*	***–30***

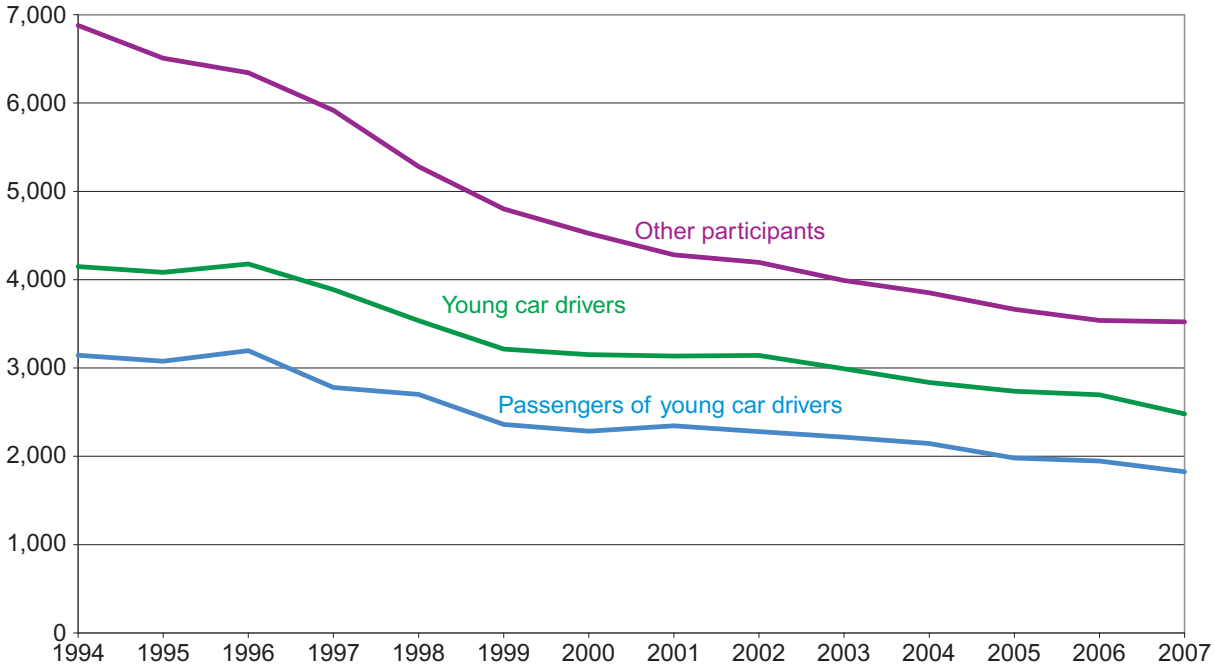
1 100 million vehicle kilometres.

2 Rate per 100 million vehicle kilometres.

Table 38 in the tables section looks at the age distribution of car drivers involved in personal injury road accidents, by gender. In 2007, 30 per cent of car accidents involved at least one young driver (17–24 years old) and 64 per cent of young drivers involved in accidents were male. Chart 1i shows the number of killed and seriously injured casualties resulting from accidents involving at least one young car driver (17–24 years old).

- KSI casualties in accidents involving young car drivers accounted for about a quarter of all KSI casualties.
- Nearly a fifth of all car occupants killed or seriously injured were young car drivers.
- Killed or seriously injured young car drivers have decreased by 37 per cent (to 2,480) from the 1994–98 average baseline, whilst passengers of young car drivers have decreased by 39 per cent (to 1,826) and other participants (occupants of other vehicles and pedestrians in the accident) have decreased by 43 per cent (to 3,522).

Chart 1i: Killed and seriously injured casualties in accidents with young car drivers: GB 1994–2007



Other road user casualties

- Bus and coach casualties decreased by 2 per cent compared with 2006, and were 26 per cent lower in 2007 than the baseline average. The number of fatalities fell from 19 in 2006 to 12 in 2007. The number of serious injuries rose by 9 per cent in 2007 from 2006, but was 36 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 2007, bus and coach traffic increased by 5 per cent from 2006, and 14 per cent from the 1994–98 average baseline.

- Light goods vehicle casualties in 2007 were 10 per cent lower than in 2006, and 28 per cent lower than the 1994–98 average. However, since light goods traffic has increased by 5 per cent and 46 per cent respectively over these periods, the casualty rate has decreased much more, 14 per cent since 2006 and 51 per cent since the baseline.

  Deaths among light goods vehicle users, however, increased by 12 per cent, from 52 in 2006 to 58 in 2007. This represents an 11 per cent decrease compared to the 1994–98 average baseline.

- Heavy goods vehicle occupant casualties have decreased by 2 per cent from 2006 and 26 per cent compared with the 1994–98 average baseline. Fatalities, however, increased by 33 per cent, from 39 in 2006 to 52 in 2007.

  Heavy goods vehicle traffic has increased by 1 per cent from 2006 and 12 per cent from the 1994–98 average baseline, resulting in a reduction of 3 per cent and 34 per cent respectively in the overall casualty rate for heavy goods vehicle occupants.

Table 1j: Other user casualties: GB 2007

	Number				2007 Percentage change over:	
	1994–98 average	2005	2006	**2007**	2006	***1994–98 average***
Bus and coach						
Killed	20	9	19	**12**	*–37*	***–39***
Serious	696	354	407	**443**	*9*	***–36***
Slight	8,883	7,557	6,827	**6,624**	*–3*	***–25***
Total	9,598	7,920	7,253	**7,079**	*–2*	***–26***
Bus/coach traffic[1]	50	52	54	**57**	*7*	***15***
Light goods vehicle						
Killed	65	54	52	**58**	*12*	***–11***
Serious	950	533	512	**436**	*–15*	***–54***
Slight	6,410	5,461	5,350	**4,846**	*–9*	***–24***
Total	7,424	6,048	5,914	**5,340**	*–10*	***–28***
Light goods traffic [1]	467	626	652	**682**	*5*	***46***
Heavy goods vehicle						
Killed	53	55	39	**52**	*33*	***–2***
Serious	526	340	344	**311**	*–10*	***–41***
Slight	2,760	2,448	2,147	**2,113**	*–2*	***–23***
Total	3,338	2,843	2,530	**2,476**	*–2*	***–26***
Heavy goods traffic [1]	262	290	291	**294**	*1*	***12***

1 100 million vehicle kilometres.

Annex: Progress towards targets and long-term trends

Chart 1j: Killed or seriously injured casualties: 1994–2007

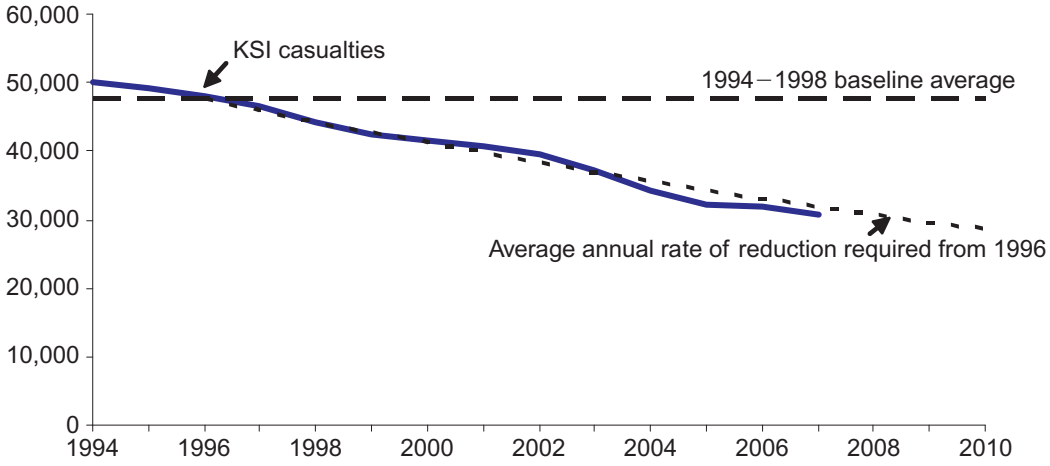


Chart 1k: Killed or seriously injured child casualties: 1994–2007

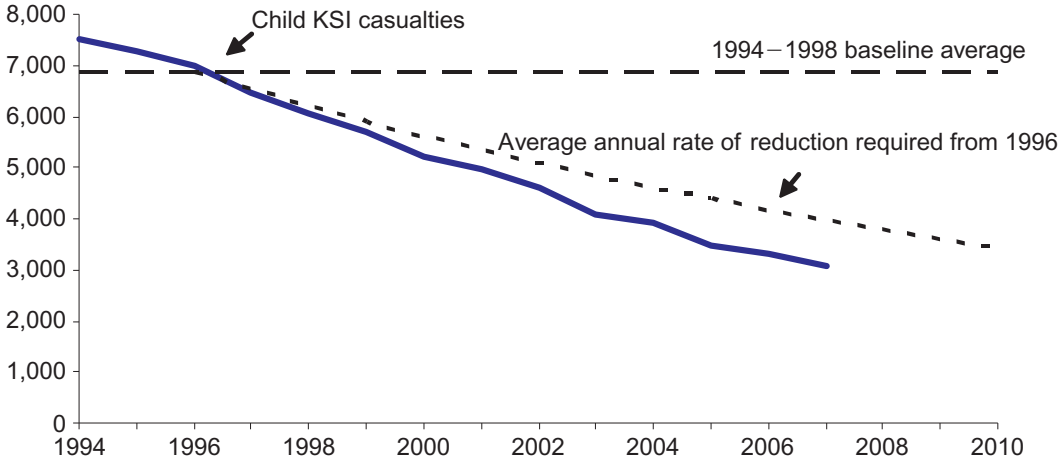


Chart 1l: Rate of slightly injured casualties per 100 million vehicle kilometres: 1994–2007

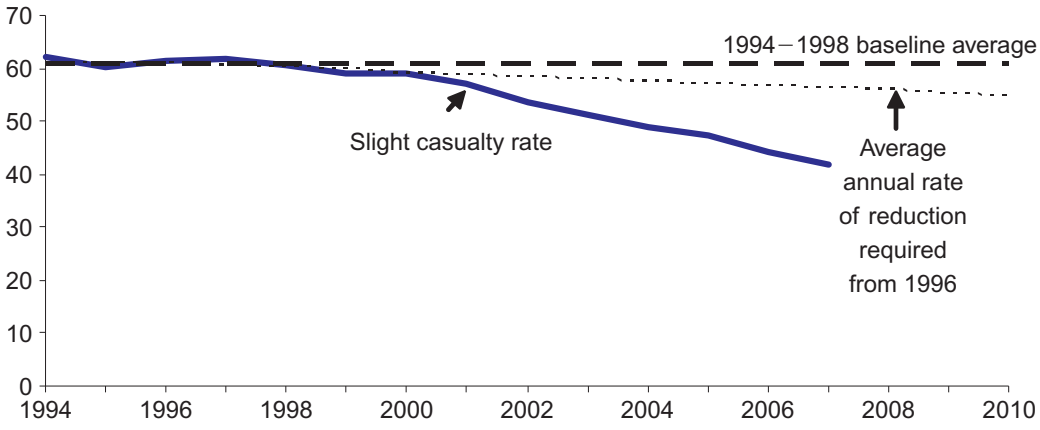


Chart 1m: Indices of population, vehicle stock, motor traffic and casualties: 1949–2007

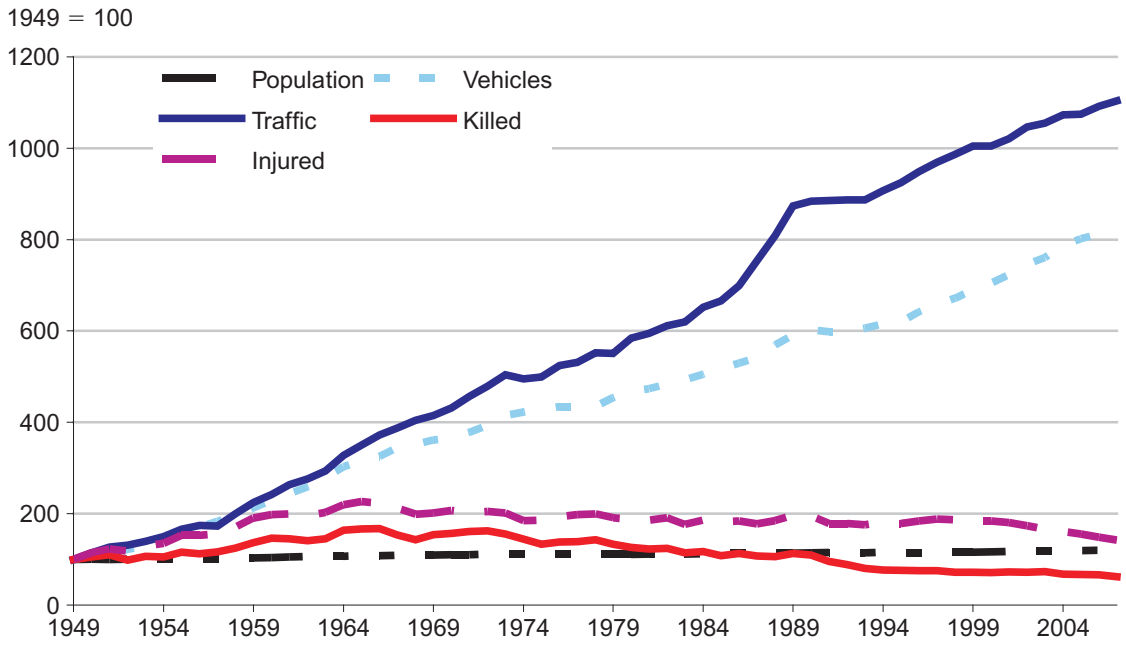
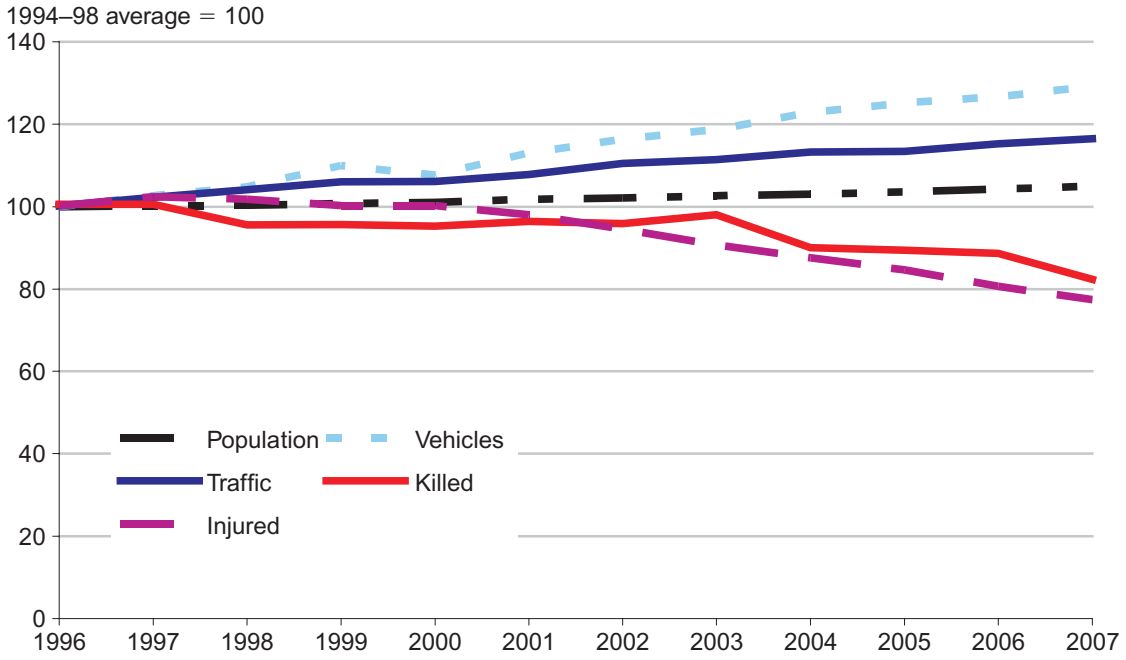


Chart 1n: Indices of population, vehicle stock, motor traffic and casualties: 1996–2007



2. A valuation of road accidents and casualties in Great Britain in 2007

Philip Bartlett, Integrated Transport Economics and Appraisal, Department for Transport

Introduction

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 2007. 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 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*.

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 2007 a fatal accident on average involved 1.09 fatalities, 0.36 serious casualties and 0.53 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 road accidents and casualties in 2007 prices, while Table 2b gives the average value of prevention of injury accidents by different types of road.

Table 2a: Average value of prevention per casualty and per accident: GB 2007

£June 2007

Accident/casualty type	Cost per casualty	Cost per accident
Fatal	1,648,390	1,876,830
Serious	185,220	215,170
Slight	14,280	22,230
Average all severities	52,850	75,610
Damage only	–	1,970

Table 2b: Average value of prevention of road accidents by road type: GB 2007

£June 2007

Accident type	Built-up[1] roads	Non built-up[2] roads	Motorways	All roads
Fatal	1,769,900	1,930,740	2,145,280	1,876,830
Serious	207,120	231,110	235,690	215,170
Slight	21,000	24,750	29,490	22,230
All injury	59,240	121,420	91,930	75,610
Damage only	1,840	2,720	2,620	1,970

1 Built-up roads are those roads other than motorways with speed limits of 40 mph or less.
2 Non built-up roads are those roads other than motorways with speed limits greater than 40 mph.

The total value of prevention of road accidents in GB in 2007

Estimates of the total value of prevention of road casualties and road accidents in Great Britain during 2007 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 road accidents.

A total of 2,711 fatal accidents, 24,325 serious accidents and 155,079 slight accidents was reported in 2007. In cost–benefit terms the value of prevention of these 182,115 injury accidents is estimated to have been £13,770 million in 2007 prices and values. In addition, there were an estimated 2.7 million damage-only accidents valued at a further £5,334 million. The total value of prevention of all road accidents in 2007 was therefore estimated to have been £19,104 million.

This estimate relates to the total value to the community of the benefits of prevention of road accidents. The incidence of costs will, of course, vary between groups of road users and also between road users and other members of society. In other words 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, such as human costs, represent the benefit of avoidance of risk of a 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[1] value of prevention of accidents by severity and element of cost: GB 2007

£m June 2007

	Cost element						
	Casualty related costs			Accident related costs			
Accident severity	Lost output	Medical and ambulance	Human costs	Police cost	Insurance and admin	Damage to property	Total
Fatal	1,690	20	3,340	5	1	30	5,090
Serious	610	360	4,130	6	5	130	5,230
Slight	480	200	2,270	9	20	480	3,450
All injury	2,780	580	9,740	20	20	630	13,770
Damage only	–	–	–	10	150	5,180	5,330
All accidents	2,780	580	9,740	30	170	5,810	19,100

1 Note that totals may not equal the sum of their elements due to rounding.

Table 2d: Total[1] value of prevention per accident by severity and class of road: GB 2007

£m June 2007

Accident severity	Built-up[2] roads	Non built-up[3] roads	Motorway	All roads
Fatal	1,970	2,790	330	5,090
Serious	3,380	1,660	200	5,230
Slight	2,370	870	210	3,450
All injury	7,730	5,310	730	13,770
Damage only	4,250	930	160	5,330
All accidents	11,970	6,240	890	19,100

1 Note that totals may not equal the sum of their elements due to rounding.
2 Built-up roads are those roads other than motorways with speed limits of 40 mph or less.
3 Non built-up roads are those roads other than motorways with speed limits greater than 40 mph.

During 2007, 72 per cent of accidents occurred on built-up roads, but these accounted for only 56 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 24 per cent of accidents and 39 per cent of value, and 4 per cent of accidents with 5 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:
www.webtag.org.uk/webdocuments/3_Expert/4_Safety_Objective/3.4.1.htm

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.gsi.gov.uk.

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

3. Drinking and driving

Penny Allen, Transport Statistics: Road Safety, Department for Transport

Summary

This article presents updated statistics on drinking and driving. 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 2007, it was estimated that 14,480 casualties (6 per cent of all road casualties) occurred when someone was driving whilst over the legal alcohol limit.
- The number of people estimated to have been killed in drink drive accidents fell to a low of 460 in 2007 (16 per cent of all road fatalities).
- The provisional number of KSI (killed or seriously injured) casualties in 2007 was 2,220, approximately a quarter of the 1980 level and 12 per cent below the 2006 level.
- Provisional figures for the number of slight casualties in 2007 show a rise of 3.5 per cent since 2006, from 11,840 to 12,260.

Drink drive limits and definitions

For the purposes of these drink drive statistics, a drink drive accident is defined as being an incident on a public road 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.

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 is 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 2007 are provisional. This is due to Coroners' data being available for analysis a year later than the main road accident data, and therefore final estimates can only be made eighteen months in arrears. Around 58 per cent expected to be available were ultimately available for inclusion in the provisional estimates in this article. Further information about the nature of the provisional estimates is available in the Annex.

Analysis of drink drive data

Table 3a shows estimates of the number of drink drive accidents and resulting casualties in Great Britain for 1979 to 2007.

Table 3a: Estimated number of drink drive accidents and casualties: GB 1979–2007

Number

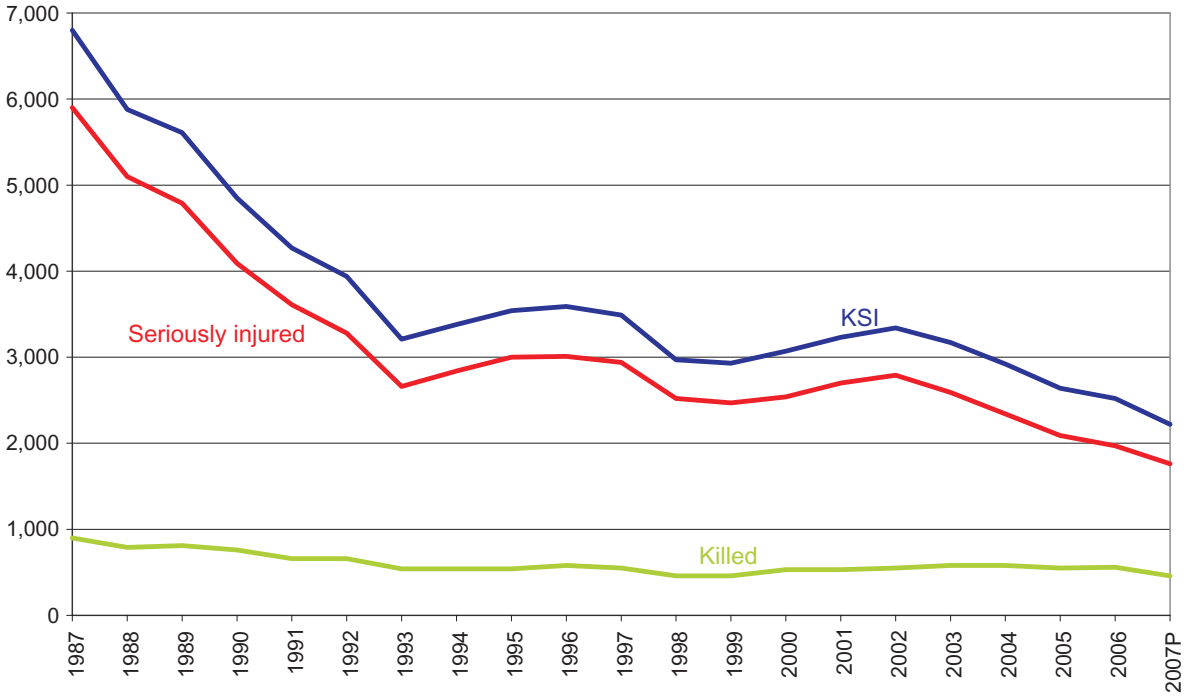
	Accidents				Casualties			
Year	Fatal	Serious	Slight	Total	Killed	Serious	Slight	Total
1979	1,380	5,630	12,460	19,470	1,640	8,300	21,490	31,430
1980	1,280	5,430	11,860	18,570	1,450	7,970	20,420	29,830
1981	1,200	4,940	10,900	17,040	1,420	7,370	19,160	27,950
1982	1,300	5,420	12,070	18,800	1,550	8,010	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[P]	410	1,400	7,810	9,620	460	1,760	12,260	14,480

P Provisional data. The sample of fatality data from Coroners for 2006 has now been finalised but 2007 estimates are based on a reduced sample of coroners' returns and may be bias. They remain provisional until more complete information for 2007 is available.

Source: STATS19

- Provisional figures in 2007 show there were 9,620 accidents involving at least one driver/rider over the legal alcohol limit, of which 410 were fatal accidents. This represents a 2 per cent increase on all drink drive accidents since 2006, but a 16 per cent decrease on fatal accidents. Serious accidents fell to a low of 1,400, whilst slight accidents rose to 7,810.
- In 2007, there were 14,480 casualties resulting from drink drive accidents, a 1 per cent increase since 2006.
- The provisional number of fatalities fell to a low of 460 in 2007, a decline of 18 per cent from 2006. The number of drink drive fatalities accounts for 16 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 1,760 in 2007 was the lowest since the series began, and represents an 11 per cent decrease from 2006 (Chart 3a).
- Slight casualties rose 3.5 per cent from 2006, from 11,840 to 12,260 in 2007.

Chart 3a: Estimated number of killed or seriously injured drink drive casualties, GB 1987–2007



P Provisional data

Source: STATS19

Characteristics of drink drive casualties

Table 3b shows the percentage of driver and rider fatalities who were over the legal alcohol limit by age group during 1998 to 2007. 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 2007 indicate a fall in the percentage of car and other motor vehicle driver fatalities who were over the limit for all age groups, except those aged 30–39 years. Motorcycle riders showed an overall decrease.

Table 3b: Drivers and riders killed: Percentage over the legal blood alcohol limit: GB 1998–2007

	Motorcycle riders					Cars and other motor vehicles					All
Year	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[P]	*14* [1]		*8* [2]		*10*	*19*	*32*	*40*	*15*	*25*	*19*

Source: Coroners and Procurators Fiscal

P Provisional data. The sample size for 2007 is not yet sufficient to give a full age breakdown.

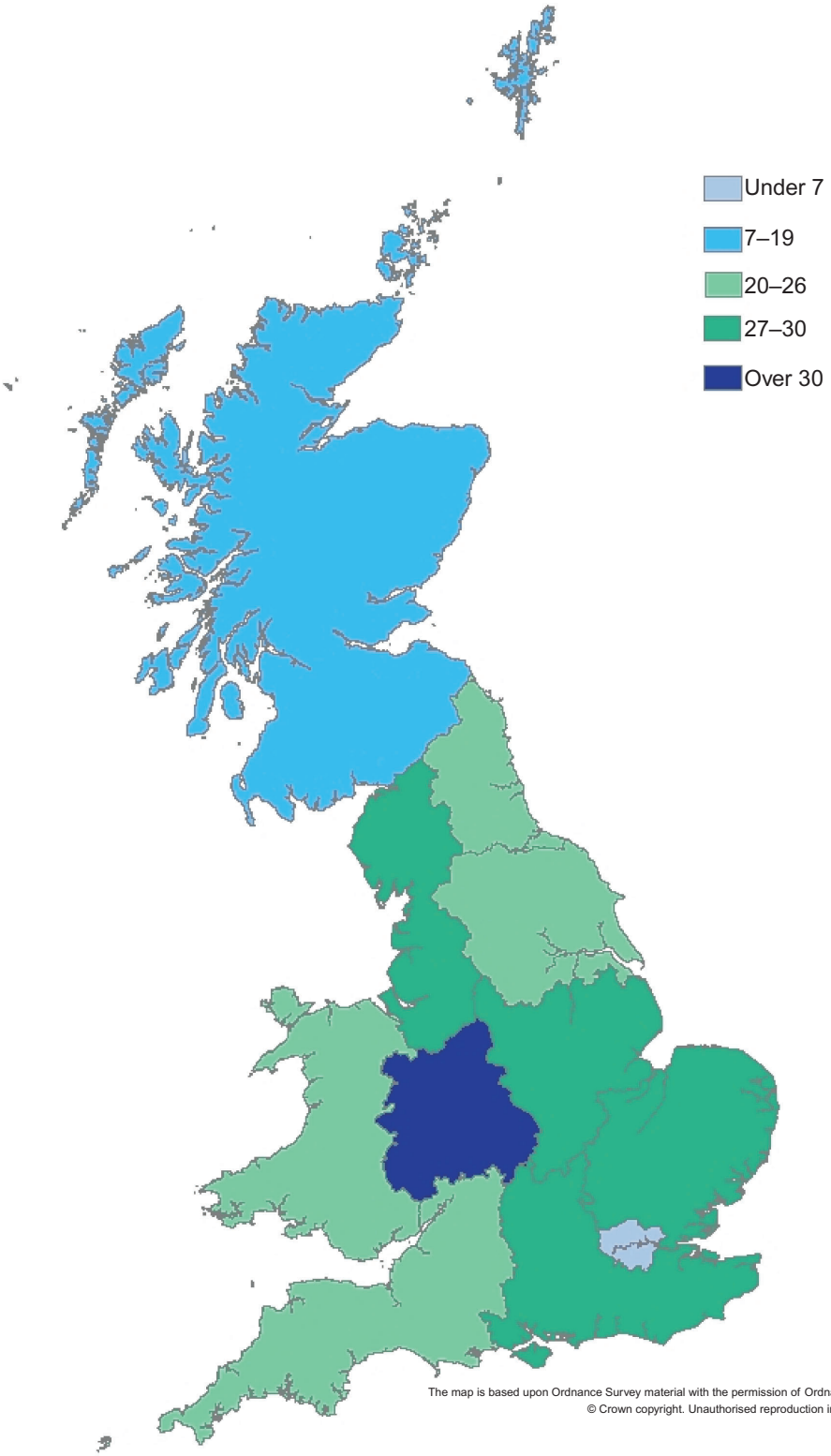
1 Age groups 16–29

2 Age groups 30+

Map 3a shows the estimated number of drink drive casualties per 100,000 population by Government Office region in 2006.

London had the lowest rate, at less than 7 drink drive casualties per 100,000 population, whilst the West Midlands and North West had the greatest, at 32 and 30 drink drive casualties per 100,000 population respectively.

Map 3a: Estimated number of drink drive casualties per 100,000 population, by Government Office Region: GB 2006



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

It is estimated that in 2006 there were around 470 pedestrian casualties and 100 pedal cyclist casualties in drink drive accidents.

Table 3c: Estimated number of drink drive casualties, by casualty type: GB 2006

Number

Killed or seriously injured casualties										
	Pedestrians	Cyclists	Motor-cyclists	Car drivers Over limit	Car drivers Under limit	Car passenger	Other	Male	Female	Total[1]
0–15	20	0	10	0	0	50	0	40	40	80
16–24	50	10	140	360	30	410	20	780	240	1,020
25–59	70	10	190	530	150	270	70	1,020	270	1,290
60+	20	10	0	20	20	30	0	70	30	100
All ages[2]	160	30	340	920	200	780	100	1,930	600	2,520

Total Casualties										
	Pedestrians	Cyclists	Motor-cyclists	Car drivers Over limit	Car drivers Under limit	Car passenger	Other	Male	Female	Total[1]
0–15	80	30	20	0	0	510	20	340	310	660
16–24	130	20	350	2,010	550	2,330	120	3,920	1,580	5,500
25–59	220	50	400	3,010	1,790	1,540	340	5,190	2,170	7,360
60+	30	10	10	120	210	190	30	370	240	600
All ages[2]	470	100	790	5,150	2,560	4,780	520	9,980	4,380	14,370

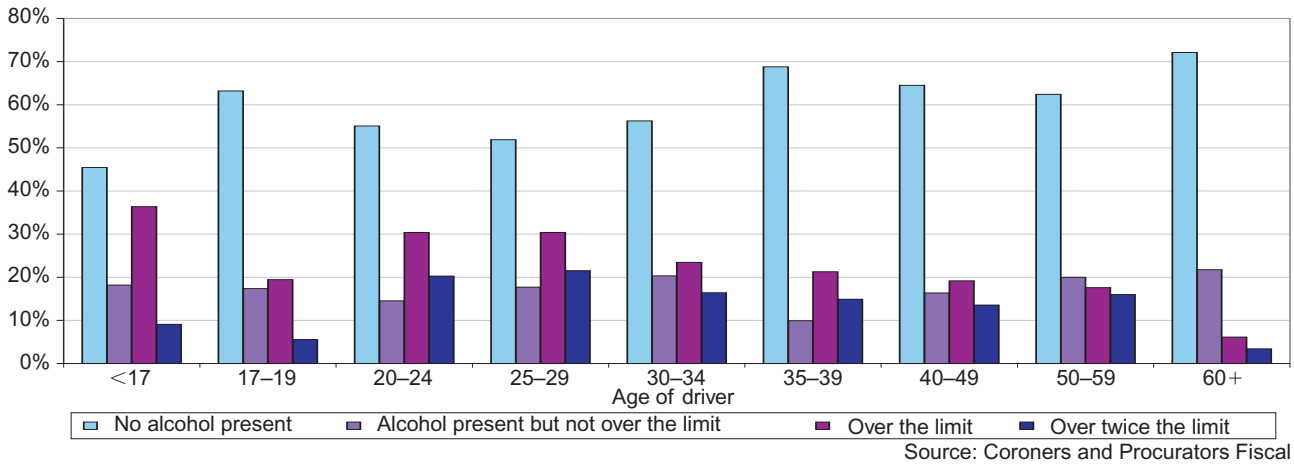
1 Includes gender not recorded.
2 Includes age not recorded.

Source: STATS19

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

- People aged 35–39 years and 60 years and over had the highest proportion of killed drivers/riders with no alcohol present in their blood (69 and 72 per cent respectively).
- Conversely, 0–16 year olds and 25–29 year olds had the lowest proportion of killed drivers with no alcohol present, but one of the highest for killed drivers/riders over the legal alcohol limit (29 per cent for those aged 25–29 compared to 4 per cent for 60+ year-olds).
- Drivers/riders killed who were in the 25–29 year old age group also had the highest proportion for blood levels over twice the legal alcohol limit.

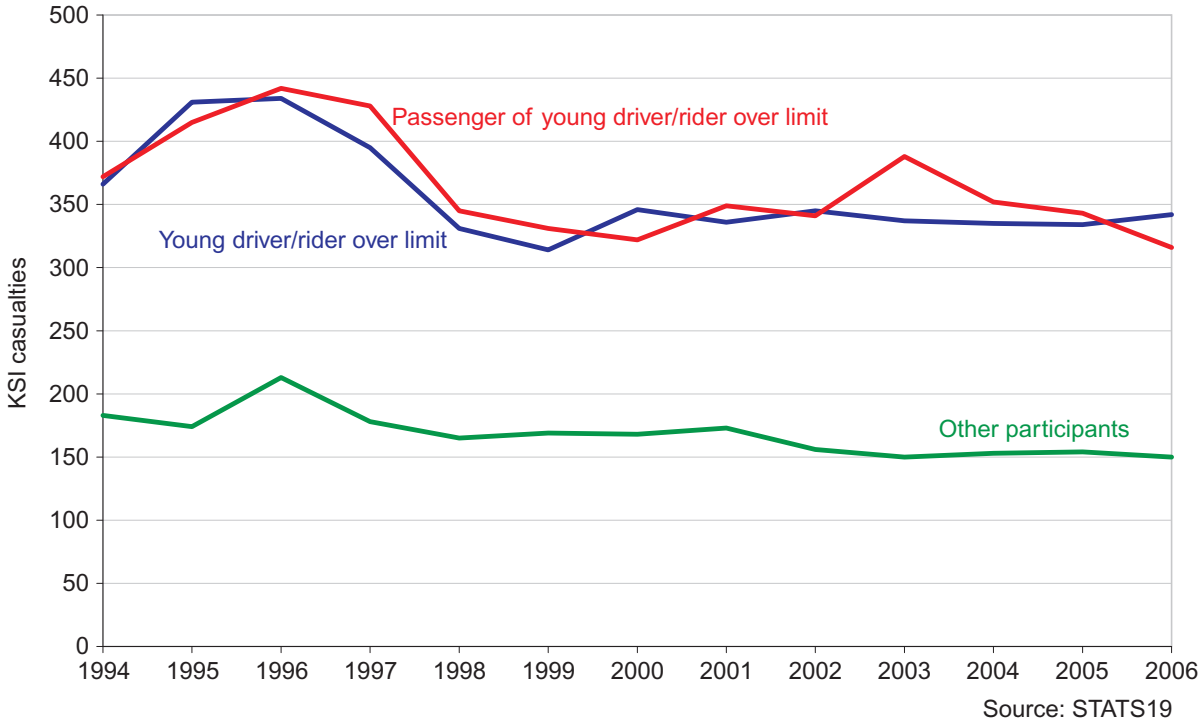
Chart 3b: Proportion of all killed drivers in each BAC category, by age: GB 2006



Source: Coroners and Procurators Fiscal

Chart 3c shows the number of killed or seriously injured (KSI) casualties resulting from personal injury road accidents where a young driver/rider (17–25 years old) was over the legal alcohol limit.

Chart 3c: Killed and seriously injured casualties in accidents involving young drivers/riders (17–25 years old) over the legal alcohol limit: GB 1994–2006



- The number of KSI young drivers/rider casualties over the legal alcohol limit was at its highest in 1996 but has recently levelled off at approximately 342 KSI young drivers/rider casualties.
- 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 316 in 2006.
- The numbers of other participants (e.g. pedestrians and other drivers, either over the age of 25 or not over the legal alcohol limit) have remained relatively stable over the last five years.

Table 3d is based on 2006 Coroners' and Procurators' Fiscal data using a sample that accounts for around 61 per cent of all road accident 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 80 mg/100 ml by time of day. For example, for motorcycle riders, 21 per cent of motorcycle riders killed had more than 9 mg of alcohol per 100 ml of blood, whilst 13 per cent had over 80 mg/100 ml (i.e. over the drink drive limit). Four per cent of motorcycle riders killed had over 200 mg/100 ml.

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 78 per cent of motorcycle riders but for only 48 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 2006:

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

Table 3d: Blood alcohol levels of fatalities aged 16 and over: GB 2006

Percentage

	Cumulative percentage over blood alcohol levels (mg/100ml)							Percentage over 80mg/100ml time of accident	
	9	50	80	100	150	200	Sample size	22:00–03:59	04:00–21:59
Motorcycle riders	*21*	*14*	*13*	*11*	*9*	*4*	447	*40*	*9*
Other vehicle drivers	*35*	*28*	*26*	*25*	*19*	*11*	848	*53*	*17*
Passengers	*39*	*32*	*28*	*24*	*12*	*6*	238	*45*	*17*
Pedestrians	*48*	*41*	*39*	*37*	*32*	*24*	324	*74*	*21*
Cyclists	*26*	*18*	*13*	*12*	*10*	*6*	68	*50*	*10*

Source: Coroners and Procurators Fiscal

Characteristics of drink drive accidents

Table 3e shows that in both 1996 and 2006 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 1996–2006 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 drink drive road injury accidents: accidents per licence holder and per mile driven, GB 1996 and 2006

Number

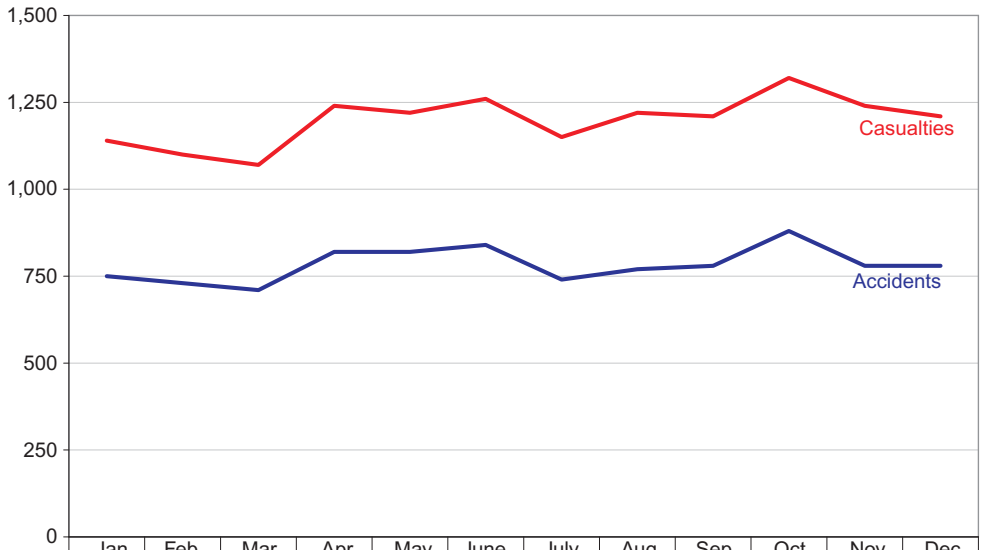
	Car driver drink drive accidents		Drink drive accidents per 100 thousand licence holders		Drink drive accidents per 100 million miles driven	
	1996	2006	1996 [1]	2006	1996 [1]	2006
Under 17	70	50	–	–	–	–
17 - 19[2]	930	1,000	64	65	22	24
20 - 24	2,070	1,900	68	63	13	14
25 - 29	1,710	1,340	45	43	7	7
30 - 34	1,330	990	33	29	4	4
35 - 39	990	890	28	22	4	3
40 - 49	1,280	1,180	20	16	2	2
50 - 59	610	580	12	9	2	1
60 or over	340	250	6	3	1	1
All ages [3]	9,450	8,330	29	22	4	3

Sources: National Travel Survey and STATS19

1 Based on NTS 1995–1997 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 2006, however there are peaks in both the number of accidents and casualties in the months of June and October (Chart 3d).

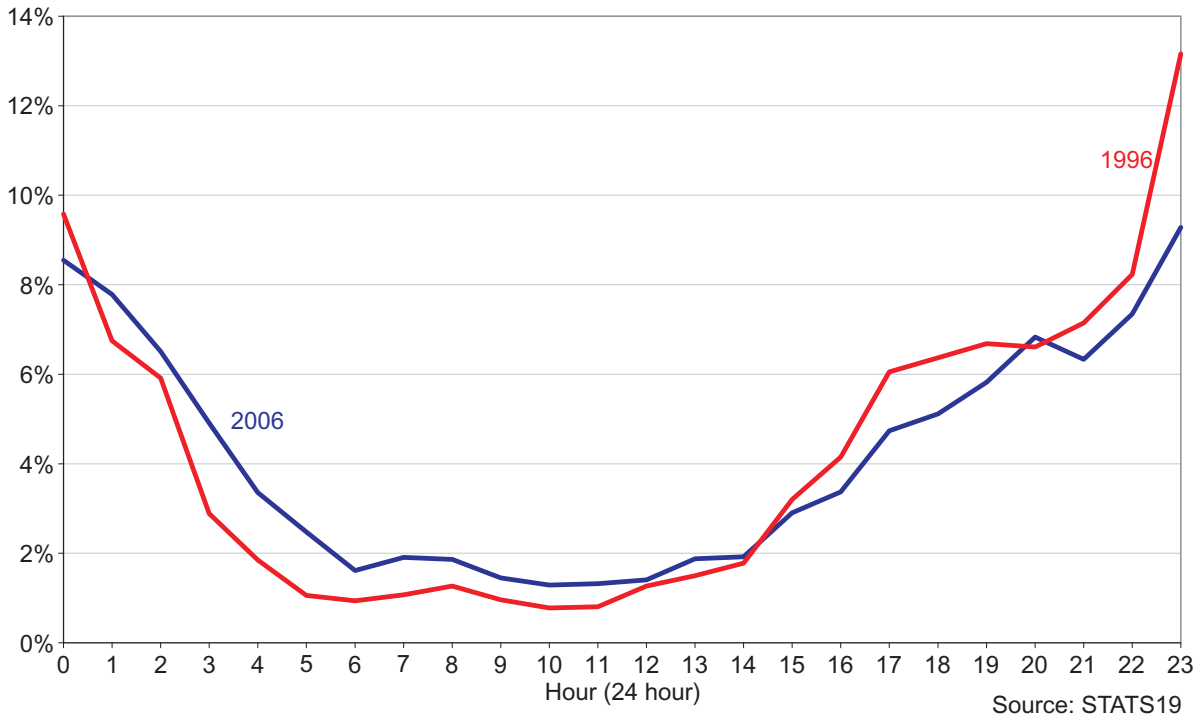
Chart 3d: Estimated number of drink drive accidents and casualties, by month: GB 2006



	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec
Accidents	750	730	710	820	820	840	740	770	780	880	780	780
Casualties	1,140	1,100	1,070	1,240	1,220	1,260	1,150	1,220	1,210	1,320	1,240	1,210

In 2006, 63 per cent of all drink drive accidents occurred during Friday, Saturday or Sunday, with just under half of these happening during the hours of 9 pm to 3 am. Chart 3e shows the proportion of drink accidents by time of day in 1996 and 2006. The proportion of drink drive accidents in the evening in 2006 has reduced from the proportion in 1996, with particular decreases from 9 pm to midnight.

Chart 3e: Drink drive accidents, by time of day: GB 1996 and 2006



Source: STATS19

In 2006, 41 per cent of 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-two 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 have risen in recent years to 56 per cent in 2007. The proportion of drivers and riders failing breath tests had remained relatively consistent at about 4 per cent, though this fell to 3.5 per cent in 2007, 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 injury road accidents: breath tests and failures: GB 1998–2007

Number/*Percentage*

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
a. Total involved	413,172	406,401	408,231	399,883	390,273	374,098	362,303	348,798	331,155	318,028
b. Total tests requested	209,723	214,750	212,700	201,722	196,232	187,276	183,972	183,219	179,270	179,558
c. Total failed	7,514	7,523	7,967	8,096	8,104	8,150	7,427	7,115	6,594	6,278
Testing rate (b/a x 100)	*51*	*53*	*52*	*50*	*50*	*50*	*51*	*53*	*54*	*56*
Test failure rate (c/b x 100)	*3.6*	*3.5*	*3.7*	*4.0*	*4.1*	*4.4*	*4.0*	*3.9*	*3.7*	*3.5*
Total failure rate (c/a x 100)	*1.8*	*1.9*	*2.0*	*2.0*	*2.1*	*2.2*	*2.0*	*2.0*	*2.0*	*2.0*

Source: STATS19

Male drivers under thirty had the highest incidence of failing a breath test after being involved in a personal injury road accident. The failure rate for women was only about a third of that for male drivers, a difference that cannot be accounted for by the slightly lower rates of testing for female drivers (Table 3g).

Table 3g: Car drivers in injury road accidents: breath tests and failures: GB 2007

Number/*percentage*

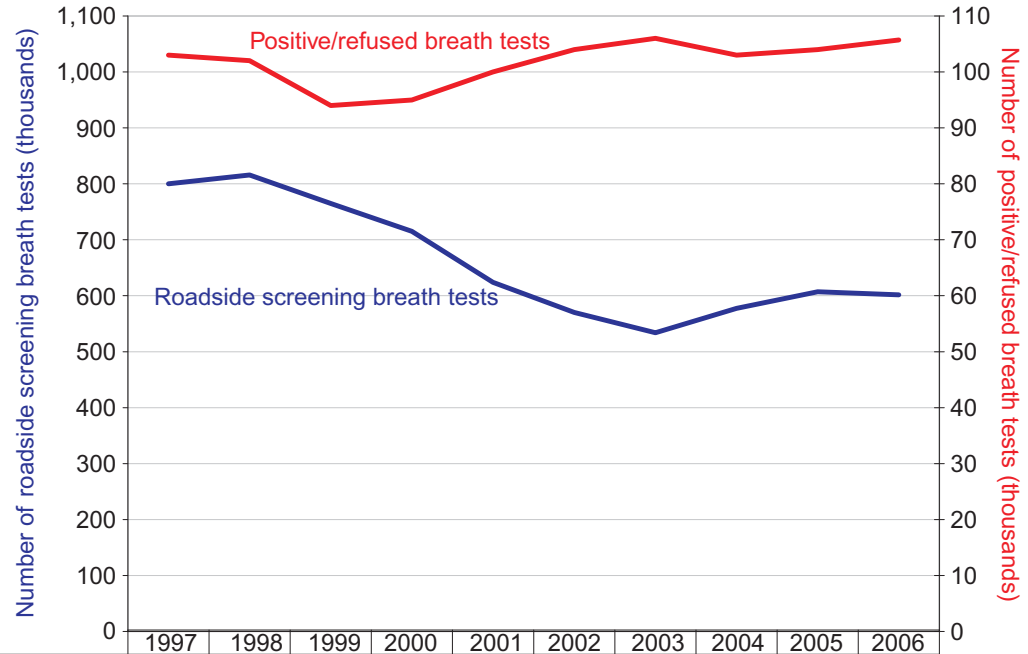
	Men					Women				
	a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of a	a: Involved in accident	b: Tested	c: Failed	b as % of a	c as % of a
< 17	234	125	23	*53.4*	*9.8*	24	14	2	*58.3*	*8.3*
17–19	13,555	9,837	567	*72.6*	*4.2*	6,917	4,552	114	*65.8*	*1.6*
20–24	19,716	13,760	1,096	*69.8*	*5.6*	11,978	7,338	199	*61.3*	*1.7*
25–29	16,777	11,093	760	*66.1*	*4.5*	10,430	6,290	149	*60.3*	*1.4*
30–34	15,582	9,672	501	*62.1*	*3.2*	9,281	5,284	120	*56.9*	*1.3*
35–39	15,309	9,713	446	*63.4*	*2.9*	9,932	5,845	138	*58.9*	*1.4*
40–49	26,199	16,945	600	*64.7*	*2.3*	16,968	10,032	216	*59.1*	*1.3*
50–59	17,147	11,304	317	*65.9*	*1.8*	9,659	5,808	85	*60.1*	*0.9*
60–69	10,491	6,950	129	*66.2*	*1.2*	4,675	2,867	31	*61.3*	*0.7*
70–99	7,821	5,055	50	*64.6*	*0.6*	2,979	1,795	7	*60.3*	*0.2*
All ages[1]	154,332	95,546	4,556	*61.9*	*3.0*	86,654	50,247	1,070	*58.0*	*1.2*

Source: STATS19

1 Includes age not known

Chart 3f shows that the number of roadside screening breath tests carried out has declined in recent years, from about 800 thousand a year in the late 1990s to 600 thousand in the last two years. The proportion of tests failed has increased from 1999 to 2003, but has since remained stable at approximately 18 per cent. Conviction rates remained at approximately 93 thousand. The chart shows that, generally, when the number of screening tests carried out increases, the number of positive/refused breath tests decreases.

Chart 3f: Roadside screening breath tests and breath test failures, England and Wales 1994–2006



	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Roadside screening breath tests (thousands)	800	816	765	715	624	570	534	578	607	602
Positive/refused breath tests (thousands)	103	102	94	95	100	104	106	103	104	106

Source: Ministry of Justice

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 that 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 Ministry of Justice.

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 these 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 because it is not 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, or 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 that 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 2007 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 58 per cent expected were ultimately 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 road accidents

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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 third year of collection, with a focus on factors assigned to drivers and pedestrians by age and gender.

- *Failed to look properly* was the most frequently reported contributory factor and was reported in 35 per cent of all accidents. 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 33 per cent of fatal accidents.
- Younger and older drivers are more likely to have a contributory factor recorded than drivers aged 25–69. Younger drivers, particularly males, are more likely to have factors related to speed and behaviour, whereas older drivers are more likely to have factors related to vision and judgement.
- Child pedestrian casualties are more likely to have a contributory factor recorded than adults. More than 1 in 4 (27 per cent) child pedestrian casualties had the *pedestrian masked when crossing* factor, compared with around 1 in 6 (16 per cent) of all killed or injured pedestrians.

Introduction

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 will be 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 in 2007 and explains the scope of the system, along with the limitations of its use. However, much of the value of these data is in assessing what happens in particular types of accident or comparing factors for different groups. Part 2 looks at factors assigned to car drivers and pedestrians broken down by age group and gender.

Part 1: Contributory factor system and general analysis

Contributory factor data

The STATS19 national system of collection of information on road accidents involving human injury gives considerable information about the circumstances of the accident, including who the victims are, what types of vehicle are involved and what they are doing at the time of the accident and the general conditions at the time. From 2005 all police forces in Great Britain also began reporting contributory factors as an integral part of the STATS19 collection system, to provide information on the main reasons why road accidents happen.

The contributory factors in a road accident are the key actions and failures that led directly to the actual impact. They show why the accident occurred and give clues about how it may have been prevented. The contributory factors are largely subjective and depend on the skill and experience of the investigating officer to reconstruct the events that 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/her opinion. The contributory factors are therefore different in nature from the remainder of the STATS19 data, which are based on the reporting of factual information. This should be kept in mind when interpreting the data.

The contributory factor system allows the recording of up to six factors in those accidents reported at scene by the police. Multiple factors may be recorded against an individual participant in the accident (a driver/rider, a pedestrian casualty, a passenger casualty or an uninjured pedestrian), or an individual vehicle (for vehicle defects). Where the road environment was a contributory factor to the accident, this can be recorded against any of the participants. 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, 2.3 contributory factors per accident were reported in 2007.

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.

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 e*mergency 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 accidents are included in the following analysis of the contributory factors data. For example, 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. Further details can be found in the Annex, which includes Table 4a showing the proportion of accidents included in the analysis.

Some further information on the contributory factors system, including an example of how factors might be coded, can be found in the contributory factors article in *Road Casualties Great Britain 2006* (www.dft.gov.uk/162259/162469/221412/221549/227755/rcgb2006v1.pdf).

2007 results

Each of the 77 contributory factors fits into one of nine categories. Chart 4a shows the percentage of accidents 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. 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 31 per cent of fatal accidents.
- Special codes (including *stolen vehicle*, *vehicle in course of crime* and *emergency vehicle on a call*) were reported for 5 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 18 per cent of fatal accidents.

Chart 4a: Contributory factor type: accidents by severity: GB 2007

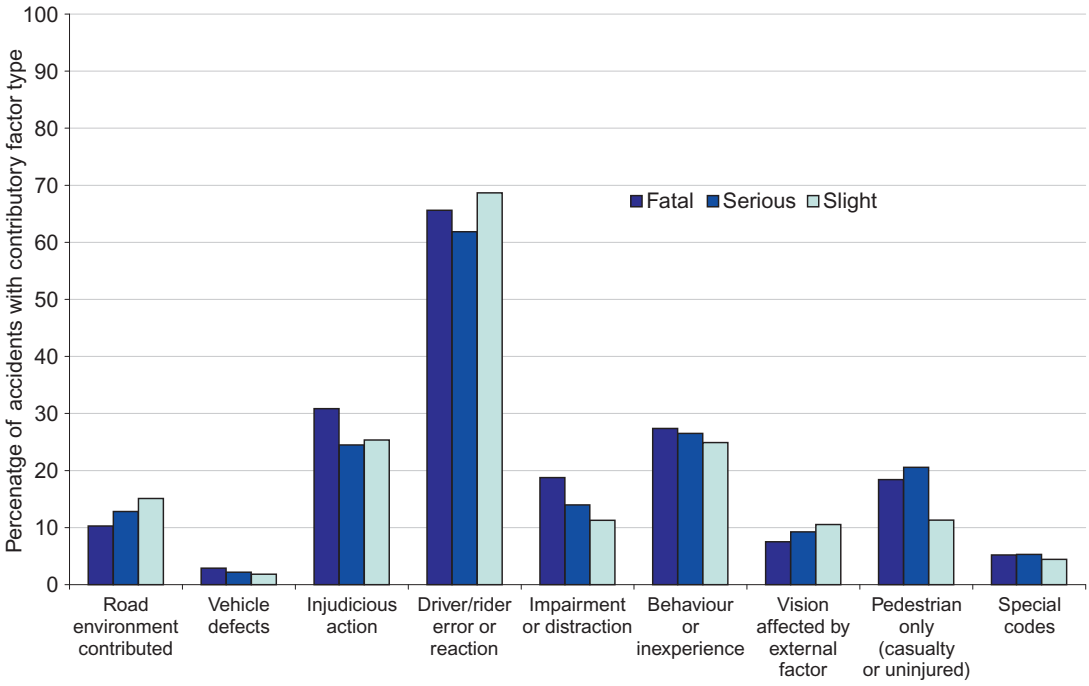


Table 4b shows the percentage of accidents in which each contributory factor was reported, including a breakdown into accident severity.

- *Failed to look properly* was the most frequently reported contributory factor and was involved in 35 per cent of all accidents. This was followed by failed to judge other person's path/speed (19 per cent) and careless, reckless or in a hurry (17 per cent). Failed to look properly was the most frequently reported contributory factor for slight and serious accidents (37 per cent and 30 per cent).
- For fatal accidents the most frequently reported contributory factor was *loss of control*, which was involved in 33 per cent of fatal accidents. Loss of control was also the second largest contributory factor for serious accidents (19 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 4b: Contributory factors: accidents[1] by severity: GB 2007

Contributory factor reported in accident	Fatal accidents Number	Fatal accidents Per cent[2]	Serious accidents Number	Serious accidents Per cent[2]	Slight accidents Number	Slight accidents Per cent[2]	All accidents Number	All accidents Per cent[2]
Road environment contributed	**261**	***10***	**2,740**	***13***	**17,596**	***15***	**20,597**	***15***
Poor or defective road surface	22	*1*	153	*1*	707	*1*	882	*1*
Deposit on road (eg. oil, mud, chippings)	20	*1*	371	*2*	1,786	*2*	2,177	*2*
Slippery road (due to weather)	143	*6*	1,586	*7*	11,785	*10*	13,514	*10*
Inadequate or masked signs or road markings	8	*0*	75	*0*	572	*0*	655	*0*
Defective traffic signals	0	*0*	25	*0*	231	*0*	256	*0*
Traffic calming (eg. speed cushions, road humps, chicanes)	5	*0*	35	*0*	163	*0*	203	*0*
Temporary road layout (eg. contraflow)	4	*0*	43	*0*	357	*0*	404	*0*
Road layout (eg. bend, hill, narrow carriageway)	81	*3*	604	*3*	3,175	*3*	3,860	*3*
Animal or object in carriageway	25	*1*	228	*1*	1,407	*1*	1,660	*1*
Vehicle defects	**73**	***3***	**466**	***2***	**2,144**	***2***	**2,683**	***2***
Tyres illegal, defective or under inflated	43	*2*	183	*1*	801	*1*	1,027	*1*
Defective lights or indicators	6	*0*	49	*0*	171	*0*	226	*0*
Defective brakes	14	*1*	144	*1*	708	*1*	866	*1*
Defective steering or suspension	5	*0*	52	*0*	278	*0*	335	*0*
Defective or missing mirrors	0	*0*	4	*0*	13	*0*	17	*0*
Overloaded or poorly loaded vehicle or trailer	7	*0*	56	*0*	283	*0*	346	*0*
Injudicious action	**783**	***31***	**5,227**	***24***	**29,549**	***25***	**35,559**	***25***
Disobeyed automatic traffic signal	14	*1*	295	*1*	2,147	*2*	2,456	*2*
Disobeyed 'Give Way' or 'Stop' sign or markings	58	*2*	579	*3*	3,738	*3*	4,375	*3*
Disobeyed double white lines	29	*1*	102	*0*	191	*0*	322	*0*
Disobeyed pedestrian crossing facility	12	*0*	124	*1*	411	*0*	547	*0*
Illegal turn or direction of travel	23	*1*	175	*1*	892	*1*	1,090	*1*
Exceeding speed limit	342	*13*	1,651	*8*	5,732	*5*	7,725	*6*
Travelling too fast for conditions	417	*16*	2,321	*11*	11,118	*10*	13,856	*10*
Following too close	28	*1*	534	*3*	8,291	*7*	8,853	*6*
Vehicle travelling along pavement	4	*0*	63	*0*	331	*0*	398	*0*
Cyclist entering road from pavement	12	*0*	220	*1*	994	*1*	1,226	*1*
Driver/rider error or reaction	**1,665**	***66***	**13,205**	***62***	**79,999**	***69***	**94,869**	***68***
Junction overshoot	46	*2*	448	*2*	2,855	*2*	3,349	*2*
Junction restart (moving off at junction)	16	*1*	222	*1*	2,116	*2*	2,354	*2*
Poor turn or manoeuvre	301	*12*	2,940	*14*	16,183	*14*	19,424	*14*
Failed to signal or misleading signal	17	*1*	299	*1*	2,343	*2*	2,659	*2*
Failed to look properly	546	*22*	6,318	*30*	42,669	*37*	49,533	*35*
Failed to judge other person's path or speed	319	*13*	3,067	*14*	23,285	*20*	26,671	*19*
Passing too close to cyclist, horse rider or pedestrian	28	*1*	323	*2*	1,472	*1*	1,823	*1*
Sudden braking	72	*3*	1,001	*5*	8,917	*8*	9,990	*7*
Swerved	175	*7*	886	*4*	4,299	*4*	5,360	*4*
Loss of control	826	*33*	4,086	*19*	15,628	*13*	20,540	*15*
Impairment or distraction	**476**	***19***	**2,987**	***14***	**13,122**	***11***	**16,585**	***12***
Impaired by alcohol	212	*8*	1,561	*7*	5,541	*5*	7,314	*5*
Impaired by drugs (illicit or medicinal)	64	*3*	183	*1*	438	*0*	685	*0*
Fatigue	85	*3*	373	*2*	1,556	*1*	2,014	*1*
Uncorrected, defective eyesight	5	*0*	41	*0*	161	*0*	207	*0*
Illness or disability, mental or physical	93	*4*	345	*2*	1,369	*1*	1,807	*1*
Not displaying lights at night or in poor visibility	11	*0*	87	*0*	322	*0*	420	*0*
Cyclist wearing dark clothing at night	10	*0*	90	*0*	346	*0*	446	*0*
Driver using mobile phone	25	*1*	64	*0*	259	*0*	348	*0*
Distraction in vehicle	75	*3*	411	*2*	2,517	*2*	3,003	*2*
Distraction outside vehicle	25	*1*	225	*1*	1,814	*2*	2,064	*1*

(*continued*)

Table 4b: (*continued*)

Contributory factor reported in accident	Fatal accidents Number	Fatal accidents Per cent[2]	Serious accidents Number	Serious accidents Per cent[2]	Slight accidents Number	Slight accidents Per cent[2]	All accidents Number	All accidents Per cent[2]
Behaviour or inexperience	**695**	***27***	**5,659**	***27***	**29,018**	***25***	**35,372**	***25***
Aggressive driving	178	*7*	1,103	*5*	4,267	*4*	5,548	*4*
Careless, reckless or in a hurry	432	*17*	3,703	*17*	19,219	*17*	23,354	*17*
Nervous, uncertain or panic	27	*1*	298	*1*	1,895	*2*	2,220	*2*
Driving too slow for conditions or slow vehicle (eg tractor)	4	*0*	24	*0*	127	*0*	155	*0*
Learner or inexperienced driver/rider	150	*6*	1,231	*6*	6,224	*5*	7,605	*5*
Inexperience of driving on the left	8	*0*	88	*0*	534	*0*	630	*0*
Unfamiliar with model of vehicle	35	*1*	236	*1*	912	*1*	1,183	*1*
Vision affected by:	**191**	***8***	**1,976**	***9***	**12,260**	***11***	**14,427**	***10***
Stationary or parked vehicle(s)	31	*1*	608	*3*	3,703	*3*	4,342	*3*
Vegetation	7	*0*	66	*0*	423	*0*	496	*0*
Road layout (eg. bend, winding road, hill crest)	45	*2*	323	*2*	1,807	*2*	2,175	*2*
Buildings, road signs, street furniture	4	*0*	47	*0*	291	*0*	342	*0*
Dazzling headlights	9	*0*	65	*0*	343	*0*	417	*0*
Dazzling sun	41	*2*	406	*2*	2,767	*2*	3,214	*2*
Rain, sleet, snow, or fog	30	*1*	312	*1*	2,143	*2*	2,485	*2*
Spray from other vehicles	3	*0*	42	*0*	281	*0*	326	*0*
Visor or windscreen dirty or scratched	5	*0*	37	*0*	164	*0*	206	*0*
Vehicle blind spot	27	*1*	227	*1*	1,442	*1*	1,696	*1*
Pedestrian only (casualty or uninjured)	**467**	***18***	**4,388**	***21***	**13,190**	***11***	**18,045**	***13***
Pedestrian crossing road masked by stationary or parked vehicle	54	*2*	931	*4*	2,726	*2*	3,711	*3*
Pedestrian failed to look properly	277	*11*	3,210	*15*	9,766	*8*	13,253	*9*
Pedestrian failed to judge vehicle's path or speed	133	*5*	946	*4*	2,632	*2*	3,711	*3*
Pedestrian wrong use of pedestrian crossing facility	26	*1*	292	*1*	832	*1*	1,150	*1*
Dangerous action in carriageway (eg. playing)	60	*2*	417	*2*	1,106	*1*	1,583	*1*
Pedestrian impaired by alcohol	95	*4*	774	*4*	1,878	*2*	2,747	*2*
Pedestrian impaired by drugs (illicit or medicinal)	8	*0*	75	*0*	156	*0*	239	*0*
Pedestrian careless, reckless or in a hurry	98	*4*	1,319	*6*	4,175	*4*	5,592	*4*
Pedestrian wearing dark clothing at night	98	*4*	273	*1*	557	*0*	928	*1*
Pedestrian disability or illness, mental or physical	49	*2*	178	*1*	366	*0*	593	*0*
Special codes	**132**	***5***	**1,131**	***5***	**5,161**	***4***	**6,424**	***5***
Stolen vehicle	20	*1*	240	*1*	826	*1*	1,086	*1*
Vehicle in course of crime	4	*0*	68	*0*	428	*0*	500	*0*
Emergency vehicle on a call	8	*0*	81	*0*	658	*1*	747	*1*
Vehicle door opened or closed negligently	4	*0*	67	*0*	441	*0*	512	*0*
Other	100	*4*	711	*3*	3,064	*3*	3,875	*3*
Total number of accidents	**2,538**	***100***	**21,346**	***100***	**116,477**	***100***	**140,361**	***100***

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

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

Table 4c compares the ten most frequently reported contributory factors in 2005, 2006 and 2007. 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 35 per cent in both 2006 and 2007. 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 4c: Contributory factors: GB 2005/2006/2007 comparison[1]

Contributory factor reported in accident[2]	2005		2006		2007	
	Number	Percentage	Number	Percentage	Number	Percentage
Failed to look properly	46,516	*32*	50,354	*35*	49,533	*35*
Failed to judge other person's path or speed	26,245	*18*	26,946	*18*	26,671	*19*
Careless, reckless or in a hurry	23,744	*16*	25,668	*18*	23,354	*17*
Loss of control	21,204	*14*	21,426	*15*	20,540	*15*
Poor turn or manoeuvre	22,052	*15*	20,610	*14*	19,424	*14*
Travelling too fast for conditions	17,107	*12*	16,080	*11*	13,856	*10*
Slippery road (due to weather)	14,268	*10*	13,623	*9*	13,514	*10*
Pedestrian failed to look properly	13,690	*9*	13,879	*10*	13,253	*9*
Sudden braking	10,273	*7*	10,354	*7*	9,990	*7*
Following too close	10,847	*7*	10,024	*7*	8,853	*6*
Total number of accidents	147,509	*100*	145,798	*100*	140,361	*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 4d 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 4b, which gives the percentage of **accidents** with each contributory factor. For example, when looking at *Failed to look properly* – 51,858 vehicles had this contributory factor out of a total of 259,435 vehicles (20 per cent of vehicles). The vehicles which had this contributory factor were in 49,533 accidents out of a total of 140,361 accidents (35 per cent of accidents). Part of the reason for the lower number when looking at the percentage of vehicles is that 110,813 vehicles (43 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. This factor was analysed in some detail in last year's publication.
- Motorcycles had a notably higher percentage of the contributory factors *learner/inexperienced driver* (9 per cent) and *loss of control* (15 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). Two per cent of buses or coaches had *passing too close to cyclist, horse rider or pedestrian* as a contributory factor. This was higher than any other vehicle type.
- *Cyclist entering road from pavement* was attributed to 10 per cent of pedal cycles in accidents and *cyclist wearing dark clothes* at night was attributed to 4 per cent.
- Six 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 6 per cent. For fatal accidents these figures are 7 per cent and 10 per cent respectively.

Table 4d: Contributory factors: vehicles[1] by vehicle type: GB 2007

Contributory factor attributed to vehicle[3]	Pedal cycles		Motorcycles		Cars		Bus or Coach	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Failed to look properly	2,724	*26*	3,062	*15*	40,100	*20*	731	*14*
Failed to judge other person's path or speed	865	*8*	2,407	*12*	21,594	*11*	351	*7*
Careless, reckless, in a hurry	820	*8*	2,122	*10*	18,606	*9*	266	*5*
Loss of control	451	*4*	3,008	*15*	16,031	*8*	55	*1*
Poor turn or manoeuvre	627	*6*	1,993	*10*	15,102	*8*	263	*5*
Slippery road (due to weather)	135	*1*	1,317	*6*	11,712	*6*	79	*2*
Travelling too fast for conditions	248	*2*	1,509	*7*	11,268	*6*	84	*2*
Sudden braking	114	*1*	1,206	*6*	7,787	*4*	679	*13*
Following too close	94	*1*	751	*4*	7,338	*4*	161	*3*
Exceeding speed limit	14	*0*	1,096	*5*	6,329	*3*	18	*0*
Learner or inexperienced driver/rider	130	*1*	1,919	*9*	5,489	*3*	9	*0*
Impaired by alcohol	202	*2*	457	*2*	6,220	*3*	4	*0*
Vision affected by stationary or parked vehicle	226	*2*	426	*2*	3,848	*2*	52	*1*
Failed to signal or misleading signal	121	*1*	114	*1*	2,039	*1*	55	*1*
Passing too close to cyclist, horse rider, pedestrian	49	*0*	66	*0*	1,269	*1*	118	*2*
Vehicle blind spot	17	*0*	41	*0*	888	*0*	38	*1*
Cyclist entering road from pavement	1,096	*10*	6	*0*	63	*0*	2	*0*
Cyclist wearing dark clothing at night	375	*4*	18	*0*	29	*0*	0	*0*
No lights at night or in poor visibility	253	*2*	50	*0*	94	*0*	2	*0*
Vehicles with no contributory factor	4,941	*46*	7,225	*36*	86,108	*43*	2,736	*54*
Number of vehicles	10,670	*100*	20,342	*100*	199,596	*100*	5,085	*100*

Contributory factor attributed to vehicle[3]	Light goods vehicle		Heavy goods vehicle		All vehicles[2]	
	Number	Per cent	Number	Per cent	Number	Per cent
Failed to look properly	2,674	*23*	1,980	*22*	51,858	*20*
Failed to judge other person's path or speed	1,556	*13*	1,154	*13*	28,237	*11*
Careless, reckless, in a hurry	1,250	*11*	626	*7*	23,921	*9*
Loss of control	565	*5*	338	*4*	20,637	*8*
Poor turn or manoeuvre	1,008	*9*	877	*10*	20,097	*8*
Slippery road (due to weather)	570	*5*	274	*3*	14,198	*5*
Travelling too fast for conditions	593	*5*	385	*4*	14,185	*5*
Sudden braking	452	*4*	293	*3*	10,610	*4*
Following too close	640	*6*	554	*6*	9,622	*4*
Exceeding speed limit	238	*2*	92	*1*	7,832	*3*
Learner or inexperienced driver/rider	81	*1*	14	*0*	7,686	*3*
Impaired by alcohol	262	*2*	32	*0*	7,220	*3*
Vision affected by stationary or parked vehicle	160	*1*	58	*1*	4,830	*2*
Failed to signal or misleading signal	192	*2*	111	*1*	2,685	*1*
Passing too close to cyclist, horse rider, pedestrian	164	*1*	114	*1*	1,829	*1*
Vehicle blind spot	148	*1*	556	*6*	1,725	*1*
Cyclist entering road from pavement	2	*0*	2	*0*	1,174	*0*
Cyclist wearing dark clothing at night	4	*0*	1	*0*	427	*0*
No lights at night or in poor visibility	2	*0*	6	*0*	414	*0*
Vehicles with no contributory factor	4,777	*41*	3,697	*41*	110,813	*43*
Number of vehicles	11,540	*100*	9,086	*100*	259,435	*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 4e shows contributory factors allocated to pedestrians. The table shows the ten most frequently reported contributory factors for both the percentage of accidents involving pedestrian casualties and the percentage of accidents involving uninjured pedestrians.

- *Pedestrian failed to look properly* was the most frequently reported contributory factor in both accidents involving injured or killed pedestrians and accidents involving uninjured pedestrians.
- In 16 per cent of accidents involving injured or killed pedestrians, the pedestrian casualty had *Pedestrian masked when crossing* as a contributory factor. The equivalent figure for uninjured pedestrians was 7 per cent.

Table 4e: Contributory factors: pedestrians:[1] GB 2007

Contributory factor attributed to pedestrian[2]	Accidents involving injured or killed pedestrian[3]		Accidents involving uninjured pedestrian[3]	
	Number	Per cent	Number	Per cent[2]
Pedestrian failed to look properly	12,264	*57*	91	*33*
Pedestrian careless, reckless or in a hurry	5,155	*24*	62	*22*
Pedestrian crossing road masked by stationary or parked vehicle	3,508	*16*	19	*7*
Pedestrian failed to judge vehicle's path or speed	3,280	*15*	29	*10*
Pedestrian impaired by alcohol	2,512	*12*	20	*7*
Dangerous action in carriageway (eg playing)	1,426	*7*	33	*12*
Wrong use of pedestrian crossing facility	1,091	*5*	11	*4*
Pedestrian wearing dark clothing at night	871	*4*	4	*1*
Pedestrian disability or illness, mental or physical	523	*2*	3	*1*
Pedestrian impaired by drugs (illicit or medicinal)	216	*1*	1	*0*
Slippery road (due to weather)	20	*0*	28	*10*
Animal or object in carriageway	6	*0*	24	*9*
Deposit on road (eg oil, mud, chippings)	4	*0*	12	*4*
Number of accidents	21,436	*100*	280	*100*

1 Includes only pedestrians 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 only the ten most frequently reported contributory factors for both accidents involving injured or killed pedestrians and accidents involving uninjured pedestrians.

3 Accidents can involve both pedestrian casualties and uninjured pedestrians.

Table 4f shows contributory factors by road class. The table shows the ten most frequently reported contributory factors for each road type.

- *Failed to look properly* was the most frequently reported contributory factor for every road class. Thirty-eight per cent of accidents on A roads had this factor, compared with 25 per cent on motorways.
- *Following too close* was a contributory factor in 16 per cent of accidents on motorways, compared with 8 per cent for A roads and 5 per cent for B roads. Similarly, motorways also had the highest percentage of accidents that involved either *sudden braking* or *swerved* as contributory factors when compared to other road types.
- B roads had slippery road as a contributory factor in 12 per cent of accidents, compared with 8 per cent for motorways and 9 per cent for A roads.

Table 4f: Contributory factors: accidents[1] by road type: GB 2007

	Motorways		A roads		B roads		Other roads[2]		All roads	
Contributory factor reported in accident[3]	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Failed to look properly	1,766	*25*	24,222	*38*	6,273	*34*	17,272	*34*	49,533	*35*
Failed to judge other persons path/speed	1,748	*25*	14,099	*22*	3,289	*18*	7,535	*15*	26,671	*19*
Careless, reckless or in a hurry	704	*10*	11,329	*18*	3,098	*17*	8,223	*16*	23,354	*17*
Loss of control	1,500	*22*	8,961	*14*	3,121	*17*	6,958	*14*	20,540	*15*
Poor turn or manoeuvre	718	*10*	9,883	*15*	2,503	*14*	6,320	*12*	19,424	*14*
Travelling too fast for conditions	781	*11*	5,998	*9*	2,125	*12*	4,952	*10*	13,856	*10*
Slippery road (due to weather)	589	*8*	5,817	*9*	2,217	*12*	4,891	*10*	13,514	*10*
Pedestrian failed to look properly	19	*0*	5,106	*8*	1,562	*9*	6,566	*13*	13,253	*9*
Sudden braking	806	*12*	5,319	*8*	1,170	*6*	2,695	*5*	9,990	*7*
Following too close	1,101	*16*	5,255	*8*	864	*5*	1,633	*3*	8,853	*6*
Learner or inexperienced driver/ rider	180	*3*	2,957	*5*	1,164	*6*	3,304	*6*	7,605	*5*
Impaired by alcohol	262	*4*	2,848	*4*	1,085	*6*	3,119	*6*	7,314	*5*
Swerved	570	*8*	2,531	*4*	685	*4*	1,574	*3*	5,360	*4*
Total number of accidents	**6,966**	***100***	**63,975**	***100***	**18,320**	***100***	**51,100**	***100***	**140,361**	***100***

1 Includes only 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 Other roads includes C roads and unclassified roads.

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

The tables above give an overview of the contributory factors involved in all accidents. However, contributory factors can be most useful when looking at a particular subsection of accidents – for example, accidents involving young drivers or child pedestrians. In these more specific circumstances the use of contributory factors can be an important analysis tool to give insight into the possible causes of different types of accidents, and may help to develop policies to reduce road casualties.

Part 2 of this article gives an example of the more detailed analysis possible using contributory factor data, looking at factors assigned to car drivers and pedestrians by age group and gender.

Part 2: Contributory factors by age and gender

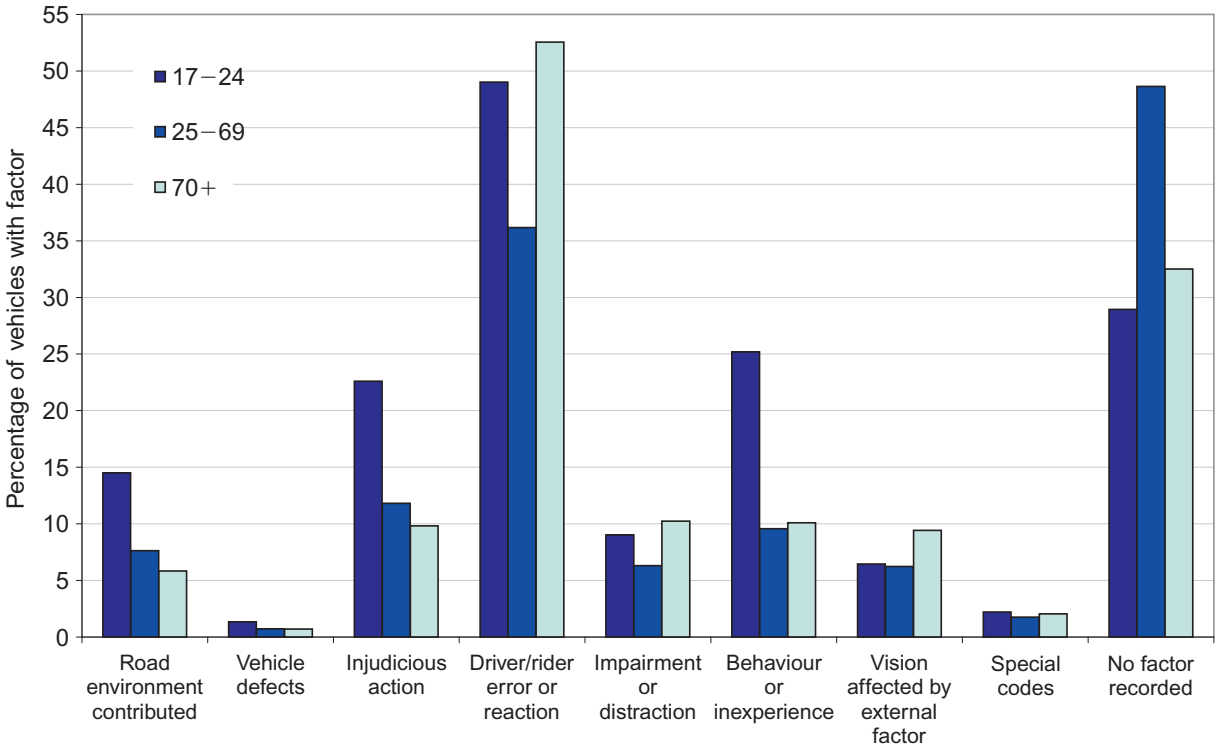
We can use the contributory factor data to assess the extent to which the factors associated with participants in accidents vary according to age and gender. This article presents some simple comparisons to illustrate broad patterns, with a focus on car drivers and pedestrians.

Car drivers

Chart 4b shows how often each of the nine contributory factor types was recorded for three broad age groups of car driver[1] – 17–24 year olds, 25–69 year olds and 70 and over. This shows that:

- Younger and older drivers are more likely to have any factor recorded (71 per cent of 17–24 year old drivers and 67 per cent of drivers aged 70 or above had at least one factor assigned, compared with 51 per cent of drivers aged 25–69). Although the contributory factors data do not allow accident causality to be determined and these figures relate to accidents of all severities, this finding is consistent with studies of fatal accidents that have found a higher 'blameworthiness ratio' for older and (particularly) younger drivers.[2]
- *Driver/rider error or reaction* is the most frequently recorded category for all three age groups, and it was recorded for around half of young or old drivers (compared with just over a third of drivers aged 25–69). The driver error category particularly dominates for older drivers, with 52 per cent of all factors recorded for cars driven by those aged 70 or over falling into it (compared with 45 per cent for 25–69 year olds and 37 per cent for 17–24 year olds). Older drivers are also more likely to have a *vision affected by external factor* or *impairment or distraction* contributory factor.
- Younger drivers are considerably more likely to have a *behaviour or inexperience*, *injudicious action* or *road environment contributed* factor recorded than those in other age groups.

Chart 4b: Car drivers: contributory factor types recorded by age group: GB 2007



[1] This analysis is based on contributory factors assigned to vehicles; in most cases these factors apply to the driver.

[2] Department for Transport Road Safety Research Report No. 75: *Fatal Vehicle-occupant Collisions: An In-depth Study* (www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme5/fatalvehicleoccupant75.pdf)

Table 4g gives a breakdown of the contributory factor types by gender, and more detailed age grouping. The same broad patterns are evident; in addition:

- Overall, vehicles driven by male drivers had at least one factor recorded in 59 per cent of cases, compared with 53 per cent of vehicles driven by females.
- Around the same proportion of male and female drivers had *driver error* factors recorded (41 per cent and 39 per cent respectively); at younger ages, male drivers were slightly more likely than females to have a factor of this type, whereas for older ages the reverse was true.
- The biggest differences between males and females were for *injudicious action* factors (with males being more like to have a factor of this type recorded, particularly at younger ages) and *behaviour or inexperience* related factors.

Table 4g: Percentage of car drivers with each contributory factor type by age and gender: GB 2007

	Driver gender	Age of driver								
		17–19	20–24	25–29	30–39	40–59	60–69	70–79	80–99	**All ages**[1]
Number of drivers	Male	11,681	16,758	13,910	24,954	35,696	8,719	4,692	2,077	**123,623**
	Female	5,663	9,530	8,220	14,728	21,070	3,843	1,866	730	**67,170**
	Total[2]	17,363	26,355	22,237	40,106	56,902	12,582	6,562	2,808	**199,596**
Percentage with contributory factor type:										
Road environment contributed	Male	*18*	*13*	*11*	*8*	*6*	*6*	*6*	*5*	***9***
	Female	*16*	*13*	*10*	*8*	*7*	*6*	*6*	*7*	***9***
Vehicle defects	Male	*2*	*1*	*1*	*1*	*1*	*0*	*1*	*1*	***1***
	Female	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	***1***
Injudicious action	Male	*29*	*24*	*19*	*14*	*11*	*9*	*9*	*11*	***16***
	Female	*18*	*15*	*12*	*10*	*9*	*9*	*10*	*12*	***11***
Driver/rider error or reaction	Male	*53*	*49*	*43*	*37*	*34*	*35*	*47*	*61*	***41***
	Female	*49*	*44*	*39*	*35*	*34*	*39*	*52*	*65*	***39***
Impairment or distraction	Male	*10*	*11*	*9*	*8*	*6*	*6*	*9*	*15*	***8***
	Female	*7*	*6*	*6*	*5*	*4*	*5*	*8*	*11*	***5***
Behaviour or inexperience	Male	*37*	*22*	*16*	*12*	*8*	*7*	*8*	*12*	***15***
	Female	*30*	*14*	*10*	*8*	*7*	*8*	*12*	*14*	***11***
Vision affected by ext. factor	Male	*6*	*6*	*7*	*6*	*6*	*7*	*9*	*11*	***6***
	Female	*7*	*7*	*7*	*6*	*6*	*8*	*10*	*9*	***7***
Special codes	Male	*3*	*2*	*3*	*2*	*2*	*2*	*2*	*3*	***2***
	Female	*1*	*1*	*2*	*1*	*1*	*1*	*2*	*3*	***1***
No factor recorded for vehicle	Male	*21*	*29*	*36*	*46*	*52*	*51*	*39*	*21*	***41***
	Female	*29*	*39*	*46*	*51*	*54*	*48*	*34*	*19*	***47***

1 Includes cases where driver age was not recorded.

2 Includes cases where driver gender not recorded.

The preceding analysis has looked only at the broad groups of factors; the following relates to individual contributory factors. Table 4h shows the most frequently recorded factor for each age group; factors shown are those which are among the ten most frequently recorded for at least one of the age groups.

- *Failed to look properly* was the most frequently recorded factor for cars, and this applies for drivers in each age group, but particularly for older drivers.
- In general the factors recorded more frequently for **older drivers** are those related to vision or judgement, such as *failed to judge other person's path or speed*, *poor turn or manoeuvre*, *disobeyed give way or stop sign* and *dazzling sun* (though the overall number of vehicles in the latter two categories is small). Although these figures relate to all accidents, this finding is consistent with research which found that fatal accidents in which older drivers were involved tended to involve misjudgement and perceptual errors in 'right of way' collisions (such as turning right).[2]
- In contrast, **younger drivers** are more likely to have factors relating to speed and careless behaviour, such as *loss of control*, *travelling too fast for conditions*, *exceeding speed limit*, *careless, reckless or in a hurry* and *impaired by alcohol* – again, this is consistent with previous research. Taking the first three of these factors listed together, in 44 per cent of instances where they were recorded the driver was aged 17–24. Unsurprisingly, *learner or inexperienced driver* was also among the most frequently recorded factors for drivers aged 17–24; in fact, 21 per cent of car drivers aged 17–19 involved in an accident had this factor recorded, compared with 4 per cent of those aged 20–24 and less than 1 per cent of other drivers.

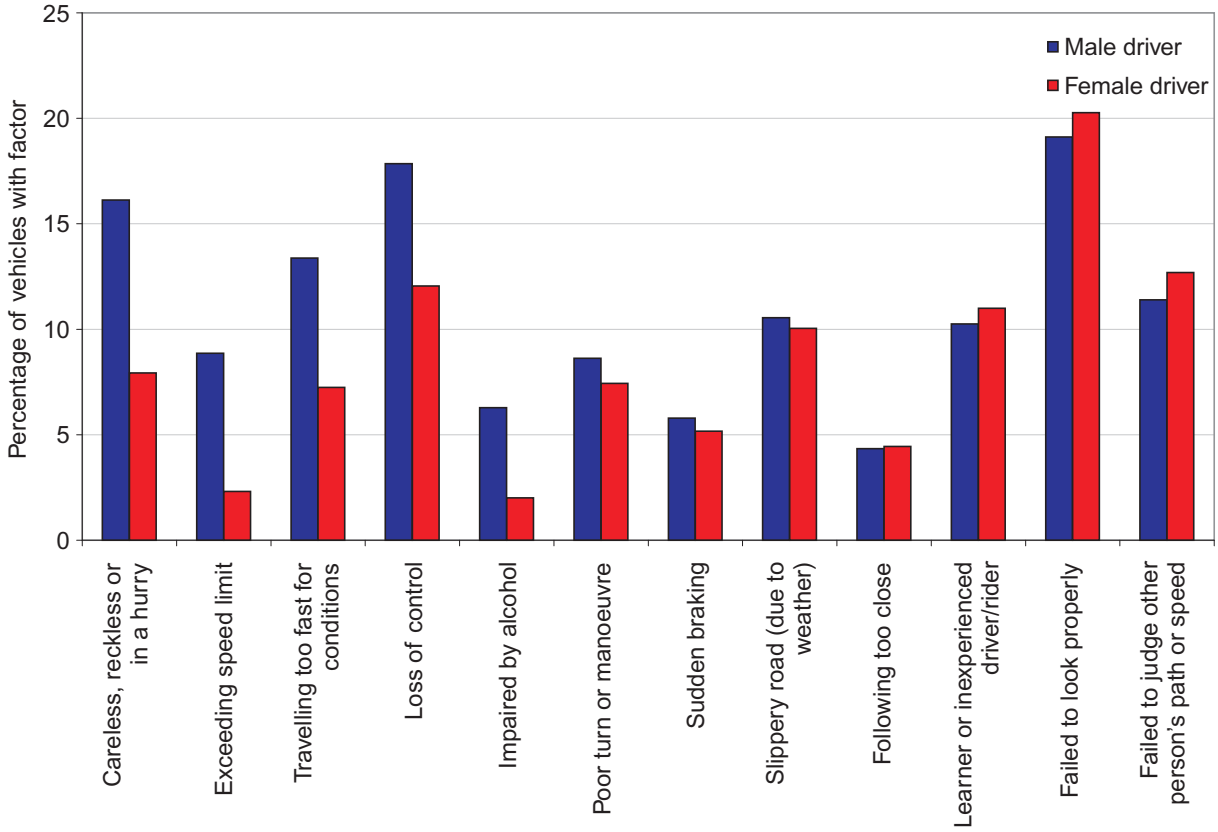
Table 4h: Most frequently recorded contributory factors for car drivers by age group: GB 2007

	Age of driver							
	17–24		25–69		70+		All[1]	
Contributory factor recorded	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Failed to look properly	8,529	*20*	25,226	*19*	2,837	*30*	40,100	*20*
Failed to judge other person's path or speed	5,174	*12*	13,357	*10*	1,559	*17*	21,594	*11*
Careless, reckless or in a hurry	5,808	*13*	9,714	*7*	578	*6*	18,606	*9*
Loss of control	6,911	*16*	7,747	*6*	848	*9*	16,031	*8*
Poor turn or manoeuvre	3,591	*8*	8,994	*7*	1,035	*11*	15,102	*8*
Slippery road (due to weather)	4,527	*10*	6,652	*5*	280	*3*	11,712	*6*
Travelling too fast for conditions	4,909	*11*	5,454	*4*	157	*2*	11,268	*6*
Sudden braking	2,434	*6*	4,792	*4*	212	*2*	7,787	*4*
Following too close	1,910	*4*	4,640	*4*	247	*3*	7,338	*4*
Exceeding speed limit	2,885	*7*	2,707	*2*	57	*1*	6,329	*3*
Impaired by alcohol	2,099	*5*	3,636	*3*	76	*1*	6,220	*3*
Learner or inexperienced driver/rider	4,588	*10*	752	*1*	8	*0*	5,489	*3*
Disobeyed 'Give Way' or 'Stop' sign or markings	836	*2*	2,237	*2*	283	*3*	3,734	*2*
Dazzling sun	545	*1*	1,849	*1*	360	*4*	2,809	*1*
Nervous, uncertain or panic	576	*1*	887	*1*	297	*3*	1,846	*1*
Illness or disability, mental or physical	102	*0*	982	*1*	514	*5*	1,610	*1*
Number of vehicles	**43,718**		**131,827**		**9,370**		**199,596**	

1 Includes cases where driver age was not recorded.

Similar differences between males and females were evident when looking at individual factors as when looking at the broad categories. The biggest difference between males and females was present for younger drivers, with males much more likely to have factors associated with speed or careless driving and little difference for the remaining factors (Chart 4c). For other age groups, differences between the genders were generally smaller.

Chart 4c: Contributory factors for car drivers aged 17–24, by driver gender: GB 2007



The above analysis is based on all accidents taken together; differences between drivers of different ages (and genders) are likely to reflect differences in the type of driving done by these groups, as well as different driver behaviours. For example, older drivers may do most of their driving in built-up areas during the day when traffic is busier, whereas younger drivers might be more likely to drive on rural roads during the evening. The nature of accidents, and the type of contributory factors that are likely to be recorded, is likely to vary depending on factors such as road type, time of day and traffic and weather conditions, and so some of the differences observed above could be due to differences in when and where drivers of different ages are driving.

A more detailed analysis might look at specific types of accident (such as in urban areas, during the daytime) and explore the factors assigned to drivers of different ages in them. However, whilst it is possible to analyse the contributory factors data in more depth, some care is needed, as with a more detailed disaggregation the numbers in some groups may become small and therefore more susceptible to fluctuation.

Pedestrians

The following analysis relates to pedestrian casualties in road accidents where one of the *pedestrian only* contributory factors was recorded and does not include cases where a factor was assigned to an uninjured pedestrian. As Table 4e shows, there are few accidents in which an uninjured pedestrian has a contributory factor recorded.

Table 4i shows the frequency and percentage of pedestrian casualties with each of the ten pedestrian factors, by broad age group.

- *Pedestrian failed to look properly* was the most commonly recorded factor for all age groups, but particularly children – 70 per cent of child pedestrian casualties had this factor recorded, compared with 45 per cent of 25–69 year olds.
- **Children** were more likely to have a factor recorded than other age groups – just 15 per cent of child casualties had none of the 10 pedestrian factors, compared with 24 per cent of those aged 16–24 and 35 per cent for other age groups. *Crossing road masked by stationary or parked vehicle* was assigned to over a quarter of child casualties, more than twice as often as for adult casualties. Other factors more commonly recorded for child casualties include *careless, reckless or in a hurry* and *dangerous action in carriageway (e.g. playing)*. Chart 4d shows that the differences between younger and older children are relatively small (for the six factors most commonly recorded for children), particularly when compared with the differences between children and adults shown in Table 4i.
- **Older pedestrians** (those aged 70 or above) were more likely to have the factors *failed to judge vehicle's path or speed* and *disability or illness* than other age groups.
- *Pedestrian impaired by alcohol* was the third most frequently reported factor for casualties aged 16–24 and 25–69, but rarely recorded for children or those aged over 70.

Table 4i: Contributory factors assigned to pedestrian casualties, by age group: GB 2007

	Age of pedestrian casualty									
	0–15		16–24		25–69		70+		All[1]	
Contributory factor recorded	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Pedestrian failed to look properly	5,085	*70*	2,338	*55*	3,615	*45*	1,110	*49*	12,407	*56*
Pedestrian careless, reckless or in a hurry	2,291	*32*	1,118	*26*	1,448	*18*	201	*9*	5,193	*23*
Pedestrian crossing road masked by stationary or parked vehicle	1,955	*27*	566	*13*	768	*10*	206	*9*	3,556	*16*
Pedestrian failed to judge vehicle's path or speed	1,022	*14*	648	*15*	1,124	*14*	447	*20*	3,308	*15*
Pedestrian impaired by alcohol	75	*1*	937	*22*	1,417	*18*	54	*2*	2,545	*11*
Dangerous action in carriageway (eg playing)	722	*10*	342	*8*	335	*4*	21	*1*	1,439	*6*
Pedestrian wrong use of pedestrian crossing facility	341	*5*	216	*5*	409	*5*	117	*5*	1,108	*5*
Pedestrian wearing dark clothing at night	165	*2*	208	*5*	420	*5*	81	*4*	885	*4*
Pedestrian disability or illness, mental or physical	40	*1*	72	*2*	241	*3*	164	*7*	525	*2*
Pedestrian impaired by drugs (illicit or medicinal)	13	*0*	72	*2*	118	*1*	8	*0*	217	*1*
None of the above factors	1,083	*15*	1,020	*24*	2,825	*35*	786	*35*	5,877	*26*
Number of casualties	**7,234**	***100***	**4,234**	***100***	**8,050**	***100***	**2,272**	***100***	**22,289**	***100***

1 Includes cases where casualty age was not recorded.

Chart 4d: Selected factors assigned to child pedestrian casualties by age group: GB 2007

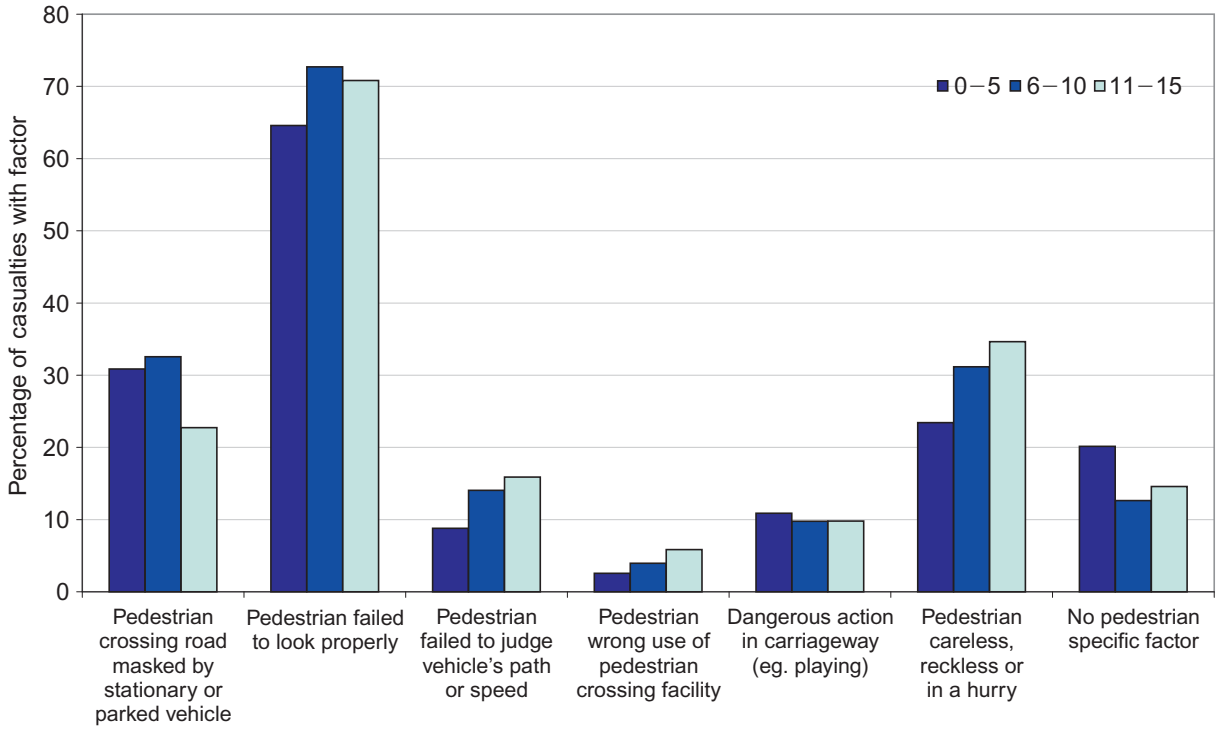
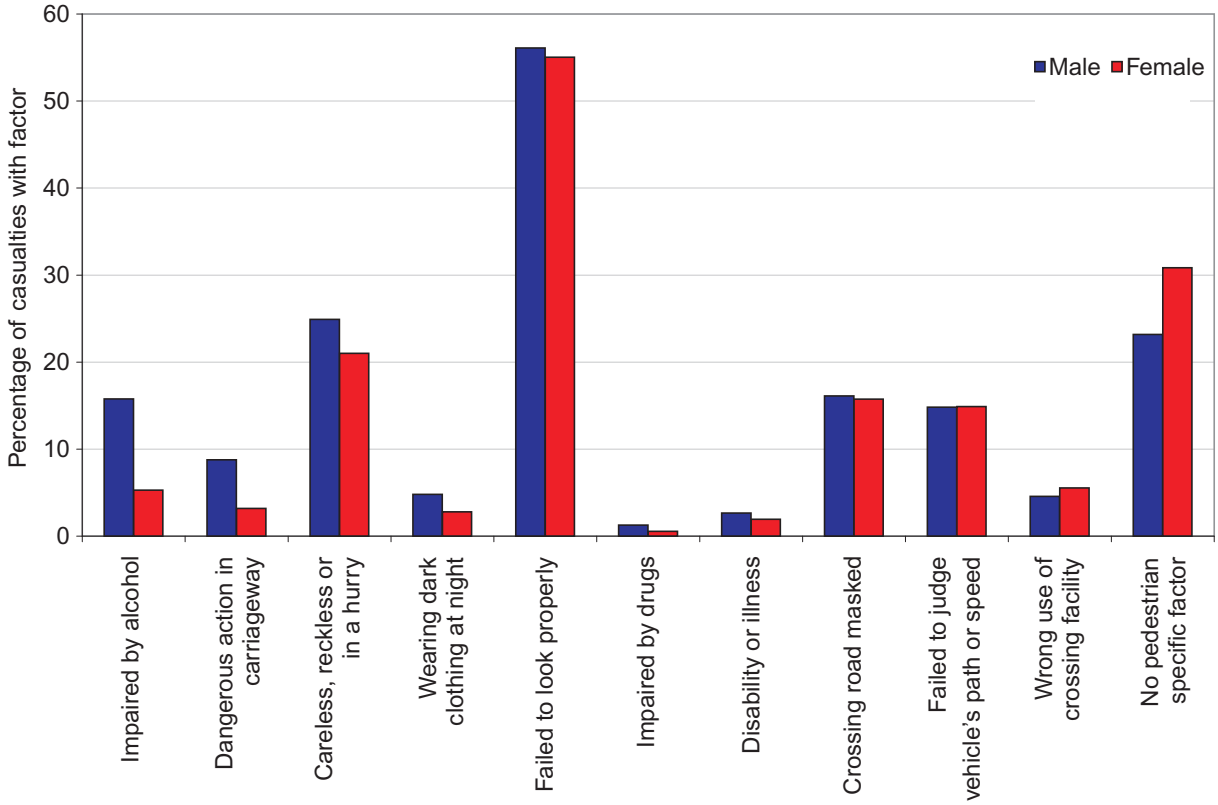


Chart 4e shows the factors recorded for male and female pedestrian casualties. Overall, males are more likely to have any contributory factor recorded (77 per cent of males had at least one of the ten pedestrian-specific factors, compared with 69 per cent of females). As with car drivers, the difference between males and females is greatest for those factors associated with behaviour, such as *impaired by alcohol*, *dangerous action in carriageway* and *careless, reckless or in a hurry*.

Chart 4e: Contributory factors assigned to pedestrian casualties by gender: GB 2007



Annex: Accidents included in contributory factors analysis

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. As a result, the analysis shown here only includes accidents in which a police officer attended the scene. In 2007, 81 per cent of accidents met this condition. Accidents which had no contributory factors are also excluded from this analysis. In 2007, at least one contributory factor was recorded in 96 per cent of accidents in which a police officer attended the scene.

Table 4a shows the proportion of accidents and vehicles that satisfied both of the above conditions, shown for different accident severities, road types and vehicle types.

- In 2007, 77 per cent of all accidents satisfied both conditions, and these accidents are the basis for the analysis in this article. This compares to 77 per cent in 2006 and 74 per cent in 2005.
- Ninety-four per cent of fatal accidents satisfied these conditions, compared with 75 per cent of slight accidents.
- Eighty-seven per cent of accidents occurring on motorways satisfied these conditions, compared with 79 per cent for both A roads and B roads.
- Over 83 per cent of heavy goods vehicles and motorcycles involved in accidents in 2007 are included in this analysis. This compares with less than 64 per cent of pedal cycles and buses or coaches.

Table 4a: Accidents and vehicles included in analysis:[1] GB 2007

Category	Number included in analysis[1]	Total number in 2007	Per cent included in analysis[1]
Accidents: severity			
Fatal	2,538	2,714	*94*
Serious	21,346	24,322	*88*
Slight	116,477	155,079	*75*
Accidents: road type			
Motorways	6,966	7,976	*87*
A roads	63,975	81,316	*79*
B roads	18,320	23,292	*79*
Other Roads[2]	51,100	69,531	*73*
Accidents included in analysis	**140,361**	**182,115**	***77***

Category	Number included in analysis[1]	Total number in 2007	Per cent included in analysis[1]
Vehicles: type			
Pedal cycles	10,670	16,607	*64*
Motorcycles	20,342	24,381	*83*
Cars	199,596	255,891	*78*
Buses or coaches	5,085	8,559	*59*
Light goods vehicles	11,540	14,620	*79*
Heavy goods vehicles	9,086	10,688	*85*
Other vehicles	3,116	4,220	*74*
Vehicles included in analysis[3]	**259,435**	**334,966**	***77***

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

2 Other roads includes C roads and unclassified roads.

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

5. Road casualties and deprivation

Penny Allen, Transport Statistics: Road Safety, Department for Transport

Summary

This article looks at the relationship between road casualties and deprivation in England in 2007, focusing on differences by age and road user type.

In England in 2007:

- Twelve per cent of road casualties were living in the 10% most deprived areas.
- The 10% most deprived areas were over-represented in the casualty population for all age groups except 17–19 year olds, 20–25 year olds and those aged 60 and over.
- The number of casualties per 100,000 population was highest for car drivers in all deprivation areas.
- Approximately 20 per cent of pedestrian and bus or coach casualties were living in the 10% most deprived areas.
- The largest difference between the casualty rate for the most deprived and least deprived areas was for pedestrians, from a rate of 70 casualties per 100,000 population in the most deprived areas to 21 casualties per 100,000 population in the least deprived areas.

What is IMD?

The Index of Multiple Deprivation 2007[1] (IMD) is an index measuring the deprivation of areas in England.

The index is calculated from seven domains measuring income; employment; health deprivation and disability; education skills and training; barriers to housing and services; crime; and living environment. These domain scores are then multiplied by weightings to produce an Index of Multiple Deprivation.

Road accidents are included in the 'living environment' deprivation domain. This domain has a weighting of 9 per cent to the overall index, whilst road accidents have a weighting of 1.5 per cent within the overall index. This means that road casualties do not have a significant impact on the overall IMD score, and therefore patterns in the subsequent analysis are not accounted for by the use of accident data in the construction of the index.

Road casualties and deprivation analysis

Data are collected on the home postcode of casualties in reported personal injury road accidents. This allows the deprivation level to be identified for the 83 per cent of casualties for which a valid postcode was recorded in 2007. It is therefore possible to investigate whether casualties resulting from road accidents, recorded under STATS19, show any relationship to the deprivation of areas in England. Further analysis showing the proportion of casualties with valid postcodes by road user type and age group can be found in the Annex.

There are 32,482 lower layer super output areas (LSOAs) in England based on the small output areas defined in the 2001 census. These are used in the analysis of deprivation and road accident casualties. The LSOA with an IMD ranking of 1 represents the most deprived area; whilst the LSOA with an IMD ranking of 32,482 represents the least deprived area. The analysis divides the IMD data into deciles (i.e. 10 equal bands representing approximately 10 per cent of the population). These are labelled from 1, representing the 10 per cent most deprived areas, to 10, representing the 10 per cent least deprived areas.

[1] Indices of Deprivation 2007, Communities and Local Government, www.communities.gov.uk/communities/neighbourhoodrenewal/deprivation/deprivation07/

Are the most deprived areas over-represented in the casualty population?

In 2007, 12 per cent of casualties were living in the 10% most deprived areas, whilst 8 per cent of casualties were living in the 10% least deprived areas. This suggests that the most deprived areas are slightly over-represented in the casualty population.

When looking at only killed and seriously injured (KSI) casualties, the patterns are generally similar. Eleven per cent of KSI casualties were living in the 10% most deprived areas, whilst 8 per cent of KSI casualties were living in the 10% least deprived areas.

The following analysis is based on casualties of all severities resulting from reported personal injury road accidents in England in 2007.

Analysis by road user type

Table 5a shows how the number of casualties per 100,000 population varies by the level of deprivation and road user type. For all road user types, the casualty rate for the 10% most deprived areas is greater than for the 10% least deprived areas, except for car drivers where the rates are the same.

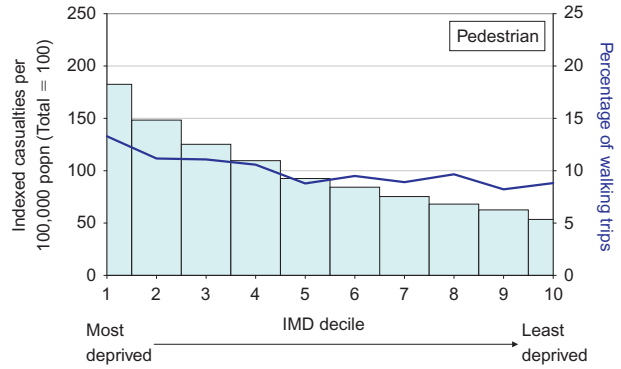
Table 5a: Number of casualties per 100,000 population, by IMD decile and road user type: England 2007

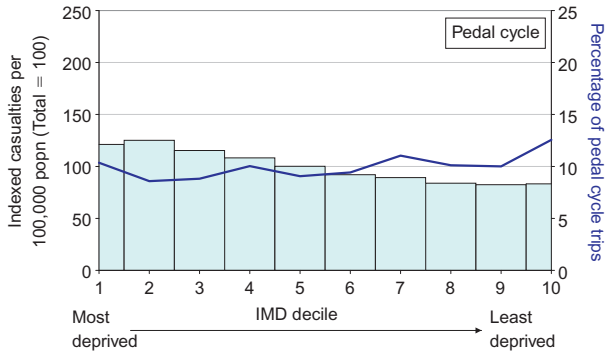
	Casualty rate per 100,000 population						
IMD Decile	**Pedestrian**	**Pedal cycle**	**Motorcycle**	**Car driver**	**Car passenger**	**Bus or coach**	**Total**
1	70	29	32	162	94	19	**422**
2	57	30	42	157	77	14	**392**
3	48	28	42	166	74	12	**386**
4	42	26	41	170	73	9	**376**
5	36	24	41	179	71	8	**373**
6	32	22	38	175	67	6	**356**
7	29	22	37	178	62	6	**347**
8	26	20	35	175	63	4	**336**
9	24	20	34	167	60	4	**322**
10	21	20	30	162	53	3	**297**
Total	**39**	**24**	**37**	**169**	**69**	**9**	**361**

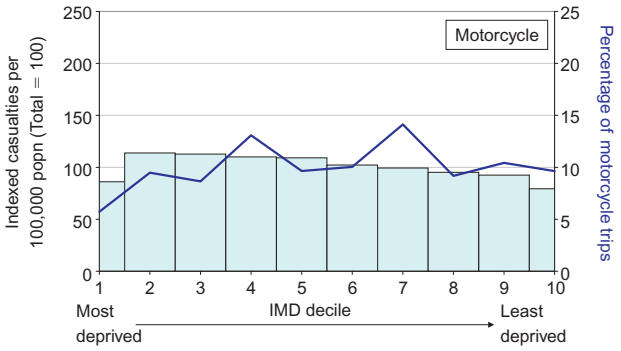
- The pedestrian casualty rate falls with the level of deprivation, from a rate of 70 casualties per 100,000 population in the most deprived areas to 21 casualties per 100,000 population in the least deprived areas.
- There is a similar relationship for car passenger, bus or coach and pedal cycle casualties, although the decline in casualty rate is more gradual.
- The 10% most and least deprived areas have the same car driver casualty rate. Overall, the car driver casualty rate is relatively flat through all IMD deciles.
- Similarly, there is no clear relationship between the motorcycle casualty rate and deprivation.

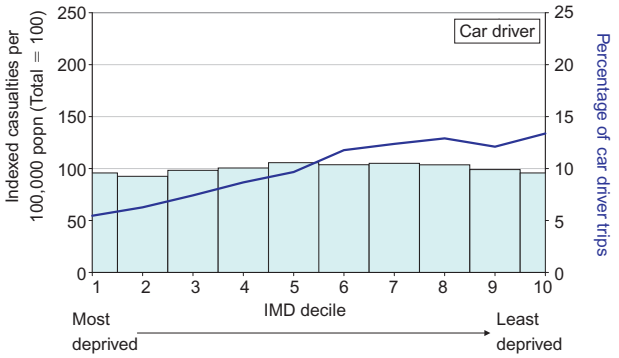
Charts 5a to 5g show the indexed number of casualties per 100,000 population for each road user type, by level of deprivation, shown together with the proportion of all trips[2] made by those living within each deprivation decile (this measures the degree of exposure for each decile).

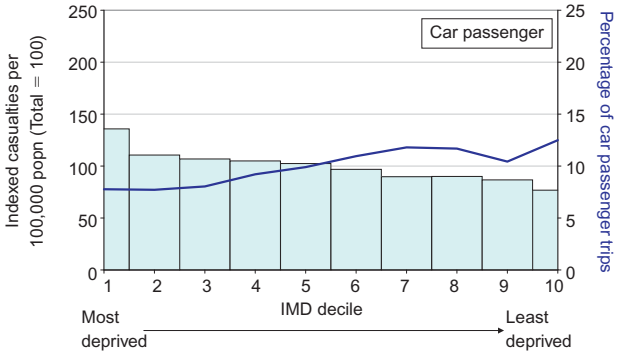
Charts 5a–5g: Indexed number of casualties per 100,000 population, and percentage of trips made by IMD decile and road user type: England 2007

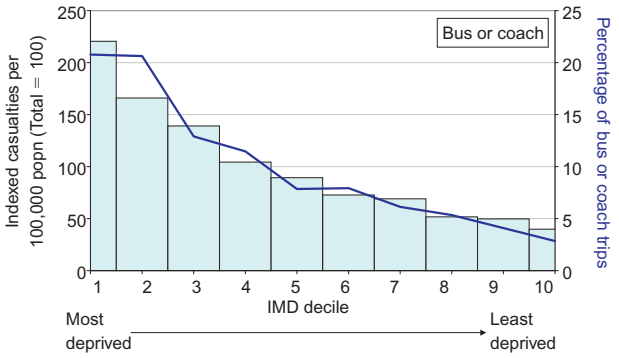


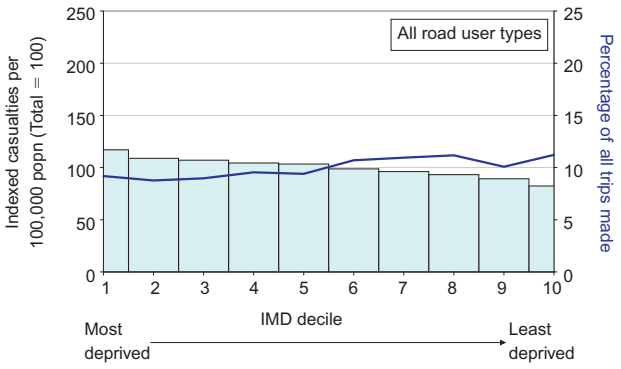








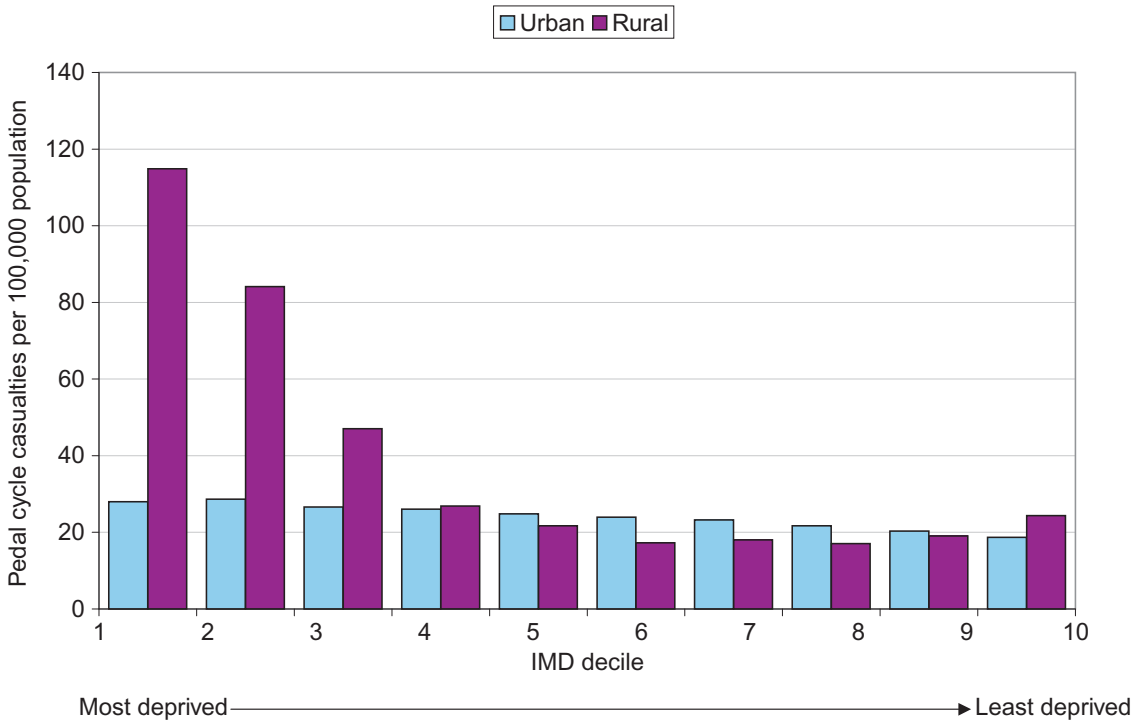




[2] A trip, according to The National Travel Survey, is a one-way course of travel having a single main purpose.

- People living in the most deprived areas tend to make a greater percentage of walking trips, which explains in part why these areas have a higher pedestrian casualty rate per 100,000 population. This can be explained to a large extent by the fact that people in more deprived areas are more likely to be living in urban areas, and less likely to have access to cars. These factors are explored in more detail later in this article.
- There is no clear pattern in either the motorcycle casualty rate or the percentage of motorcycle trips made by level of deprivation (which suggests that the casualty rate per trip is similar for all levels of deprivation).
- However, whilst the pedal cycle casualty rate is greatest for the most deprived areas, it is people living in the least deprived areas that make the greater proportion of pedal cycle trips.
- Interestingly, when looking at pedal cycle casualty rates for those living in urban and rural areas, the pedal cycle casualty rate per 100,000 population is relatively consistent across all levels of deprivation in urban areas. However, in rural areas the pedal cycle casualty rate is considerably higher for more deprived areas (Chart 5h).

Chart 5h: Pedal cycle casualties per 100,000 population, by urban and rural areas,[3] and IMD decile: England 2007

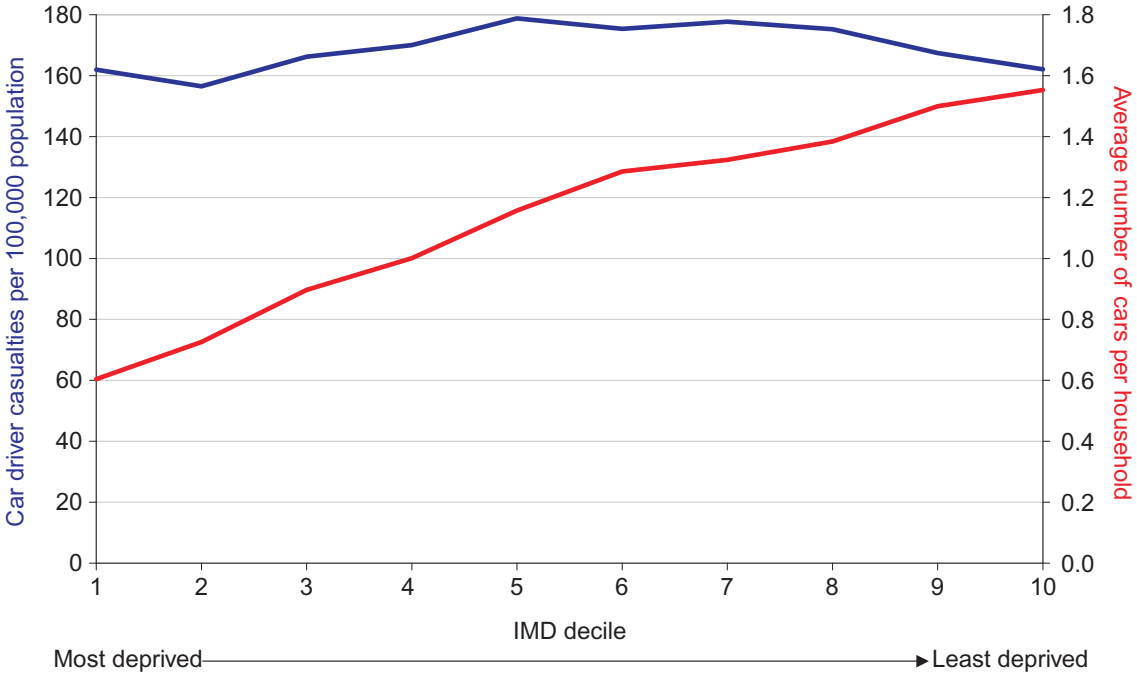


- Whilst the car driver casualty rate is relatively similar for all deprivation deciles, the proportion of car driver trips is greatest for the least deprived areas.
- For car passengers, whilst the proportion of car passenger trips is also highest for the least deprived areas, the casualty rate is greater for more deprived areas.
- The proportion of bus or coach trips shows a steep decline in line with levels of deprivation, with the most deprived areas accounting for the greatest proportion of trips. This mirrors the pattern shown by the bus or coach casualty rates, which are also higher for more deprived areas.
- Over all road user types, people living in the least deprived areas account for a greater percentage of trips than those living in the most deprived areas, and also have a lower casualty rate per 100,000 population.

[3] Based on rural and urban classifications 2004.

Chart 5i shows the number of car driver casualties per 100,000 population and the average number of cars per household for the different levels of deprivation.[4] Whilst the car driver casualty rate is similar across deprivation deciles, the average number of cars per households increases from the most to the least deprived areas.

Chart 5i: Number of car driver casualties per 100,000 population and average number of cars per household, by IMD decile: England 2007



[4] Data on the average number of cars per household are taken from The National Travel Survey from 2002 to 2006.

Analysis by age group

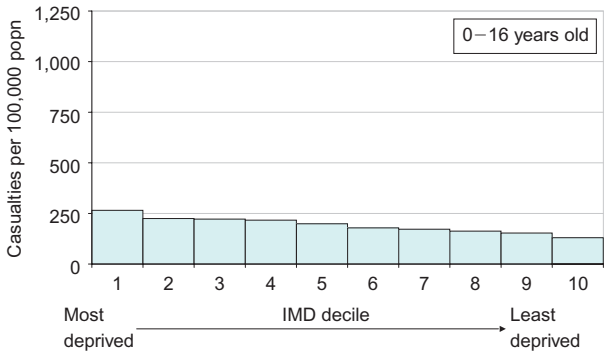
Charts 5j–5o and Table 5b show the number of casualties per 100,000 population by level of deprivation and casualty age group.

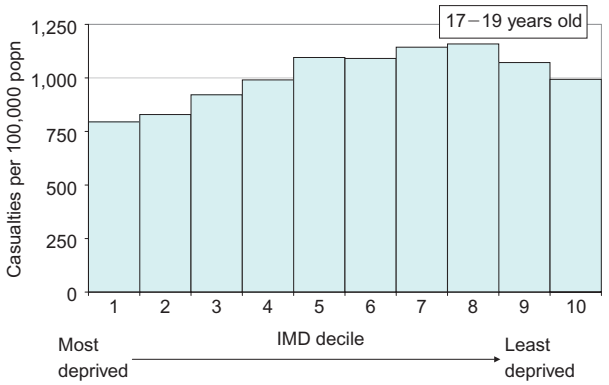
- Overall, there is a decline in the casualty rate with decreasing deprivation, the least deprived areas having the lowest casualty rates. This pattern is seen for both the 0–16 year old and 26–59 year old age groups (the latter accounting for the greatest number of casualties amongst all the age groups considered here)
- However for 17–19 year olds, 20–25 year olds and those 60 years old and over, the patterns are different. The casualty rate generally increases as deprivation falls for 17–19 year olds, whilst the casualty rate is relatively similar for all deprivation areas for 20–25 year olds and those 60 years old and over.
- The casualty rates for 17–19 year olds are approximately five times greater than the corresponding rates for those 60 years old and over, and nearly 1.5 times greater than 20–25 year old casualties, the age group with the second highest casualty rate.
- 0–16 year old casualties and those 60 years old and over had the lowest casualty rates for all levels of deprivation.

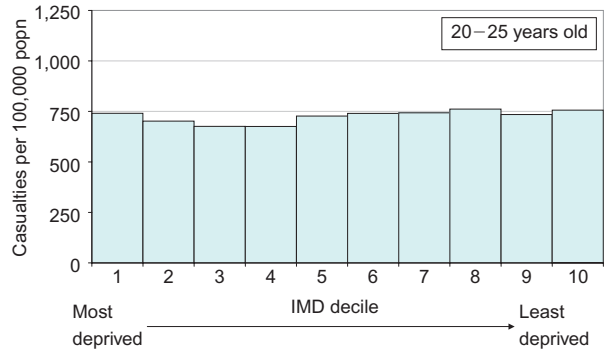
Table 5b: Number of casualties per 100,000 population, by IMD decile and age: England 2007

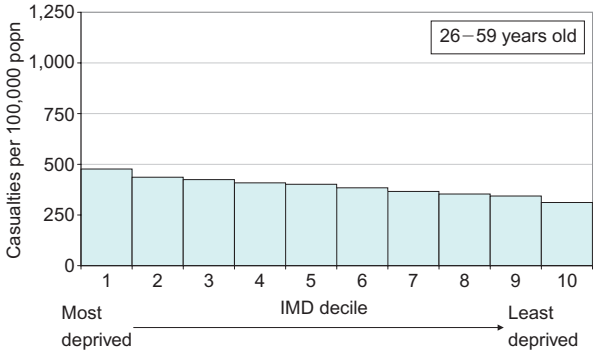
	Casualty rate per 100,000 population					
IMD Decile	**0–16**	**17–19**	**20–25**	**26–59**	**60+**	**Total**
1	265	795	741	477	171	**422**
2	225	829	702	436	165	**392**
3	222	921	676	424	168	**386**
4	217	991	676	409	173	**376**
5	199	1,095	727	402	179	**373**
6	179	1,091	740	384	173	**356**
7	172	1,144	743	366	189	**347**
8	162	1,159	762	354	180	**336**
9	153	1,072	735	344	171	**322**
10	130	994	756	312	175	**297**
Total	**194**	**1,000**	**722**	**389**	**175**	**361**

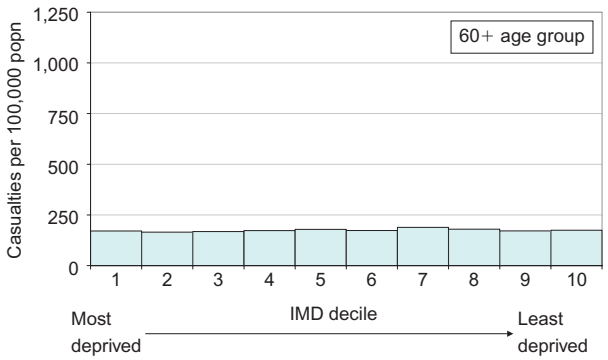
Charts 5j–5o: Number of casualties per 100,000 population by IMD decile and age: England 2007

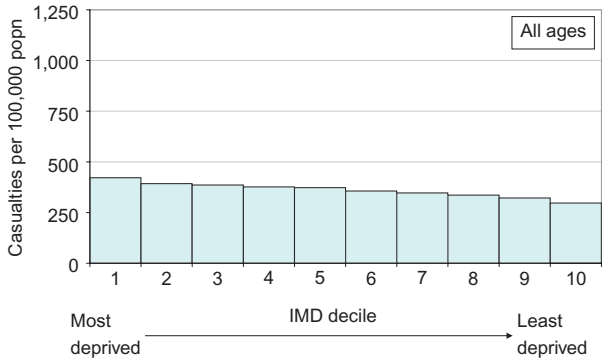












Analysis by road user type and age

The above analysis has looked at the relationship between casualty road user types and deprivation, and casualty age and deprivation. The following section combines all three factors to investigate the relationships between road user type, age of casualty and deprivation.

The greater casualty rate in deprived areas could be explained by those areas having a higher proportion of the most vulnerable age groups. However, looking at the pedestrian casualty rates for each age group suggests that this is not the case, as the rate for the most deprived areas is higher for each age group (Table 5c).

- The pedestrian casualty rate for casualties aged under 17 is approximately four times greater in the 10% most deprived areas than the 10% least deprived areas
- The pedestrian casualty rate for 60 years old and over is approximately two times greater in the 10% most deprived areas than the 10% least deprived areas.

Table 5c: Number of pedestrian casualties and casualty rate per 100,000 population in the most and least deprived decile, by age: England 2007

Age of pedestrian casualty	Pedestrian casualties			Pedestrian casualty rate per 100,000 population		
	Most deprived	Least deprived	All	Most deprived	Least deprived	All
0–16	1,515	342	6,785	121	32	65
17–19	239	76	1,344	101	40	68
20–25	370	80	2,011	74	29	51
26–59	1,026	310	6,063	47	13	26
60+	331	215	2,847	39	19	27
Total	**3,533**	**1,043**	**19,444**	**70**	**21**	**39**

Charts 5p–5u show the casualty rates for each deprivation quintile by age group, with a separate chart for each of the main types of road user. As with the deciles in the above analysis, the five quintiles reflect different levels of deprivation; the 1st quintile represents the 20% most deprived areas, whilst the 5th quintile represents the 20% least deprived areas.

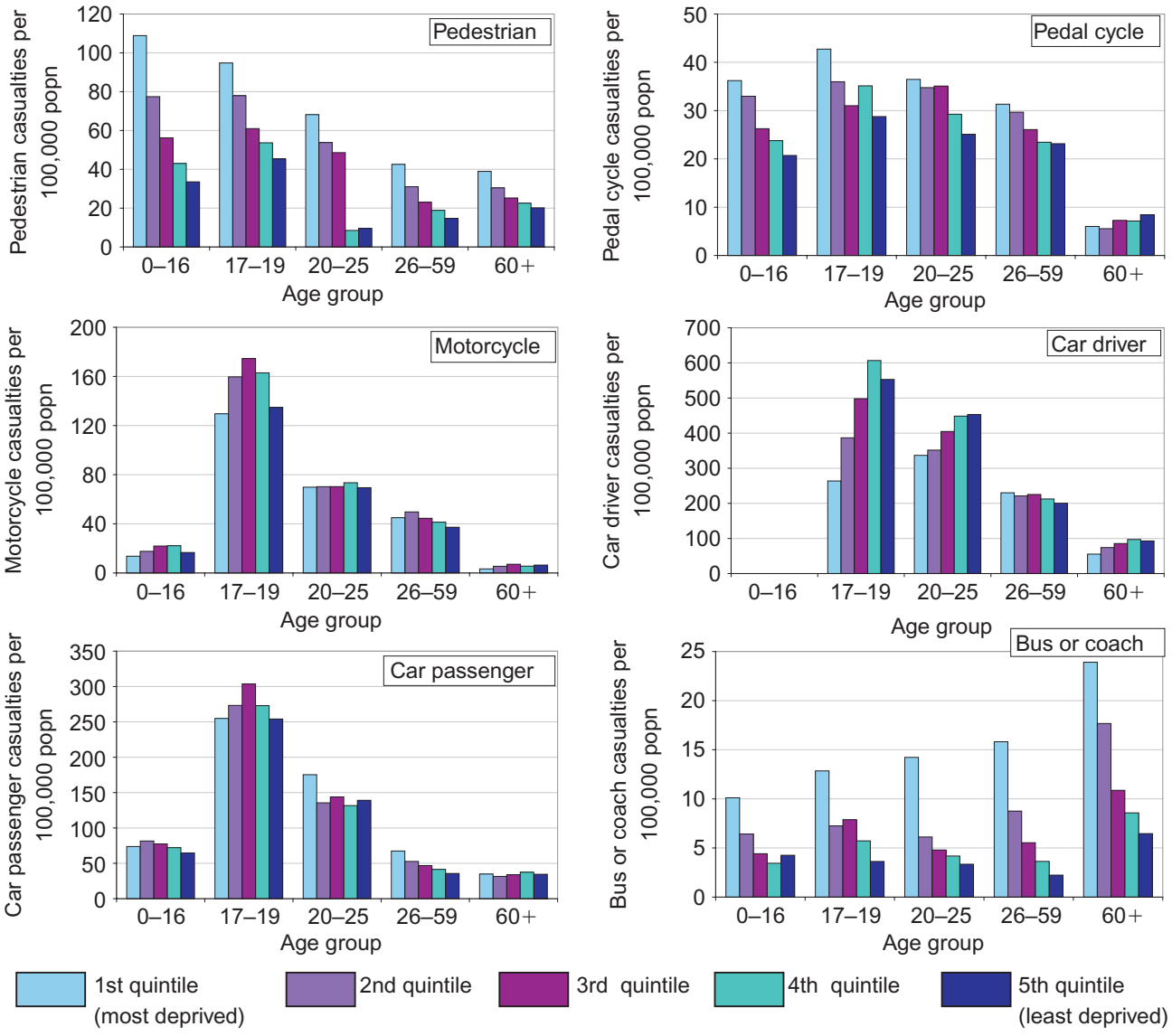
- The pedestrian casualty rate decreases as the area becomes less deprived, for all age groups. The difference in rates between the 1st and 5th quintiles is greatest for the 0–16 year old age group. There are higher pedestrian casualty rates for the 0–16 year old casualty age group for all deprivation quintiles, in part due to the fact that children spend more time travelling, make more trips and travel further on foot than other age group.[5]
- The pedal cycle casualty rate for each deprivation quintile tends to be greatest in the 17–19 year old age band, despite the National Travel Survey showing that pedal cyclists aged 11–16 years made more cycle trips than all other age groups and cyclists aged 30–39 years travelled the greatest distance by bicycle.[6] The 60 years old and over age group has the lowest rates and shows different patterns compared to the other age groups. For 60 years old and over casualties, the casualty rate is greatest in the least deprived areas, whilst for other age groups the casualty rate is greatest in the most deprived areas.
- The motorcycle casualty rate is greatest for 17–19 year old casualties for all deprivation quintiles. There are, however, no clear patterns of differences when comparing rates for different levels of deprivation for each age group.

[5] The National Travel Survey, 2006, www.dft.gov.uk/pgr/statistics/datatablespublications/personal/mainresults/nts2006/

[6] Cycling, Personal Travel Factsheet – January 2007, www.dft.gov.uk/pgr/statistics/datatablespublications/personal/factsheets/cyclefactsheet.pdf

- The car driver casualty rate is generally higher for the least deprived areas for drivers of all age groups except 26–59 year olds. For 26–59 year olds, the car driver casualty rates are relatively similar for each deprivation quintile.
- The car passenger casualty rate is greatest for 17–19 year olds, in all deprivation quintiles. For 26–59 year old casualties, the casualty rate declines with declining deprivation levels, whilst for other age groups there are no clear patterns.
- For all age groups, the bus or coach casualty rate is highest in the most deprived areas. Within each deprivation quintile, the bus or coach casualty rate is highest for the 60 years old and over age group, reflecting the fact that bus use is higher for those aged 70 or over than in middle age, probably reflecting availability of concessionary bus fares and differences in driving licence holding.[7]

Charts 5p–5u: Casualty rate per 100,000 population, by road user type, age and IMD quintile: England 2007



[7] The National Travel Survey, 2006, www.dft.gov.uk/pgr/statistics/datatablespublications/personal/mainresults/nts2006/

Conclusion

This article has briefly explored the relationship between road casualties and the deprivation of the area. The results should be considered as estimates only, because of the incomplete nature of the postcode data available. However, even with this limitation, it can be seen that there is a relationship between the number and rate of personal injury road casualties and levels of deprivation across England. This reflects, to some extent, differences in the amount and type of travelling in more and less deprived areas, and the demographic characteristics of different areas, but overall this analysis shows that casualty rates are in general higher in more deprived areas.

Annex: Postcode data availability

As not all casualties are assigned a valid postcode in the STATS19 database,[8] it is important to assess how representative the casualty data with valid postcodes used in this analysis are. Table 5d looks at the proportion of casualties reported in 2007 with a valid home postcode, by road user type and age.

Although the coverage of the casualty postcode data is not complete, around 83 per cent of all road casualties were identified with a valid postcode. Whilst there is some bias in the proportion of different casualty types being represented, this is not of such a degree as to invalidate the analysis.

Table 5d: Proportion of casualties with valid postcode, by road user type and age: England 2007

	Percentage of casualties with a valid home postcode					
Age groups	Pedestrian	Pedal cyclist	Motorcycle	Car	Bus or coach	Total
0–16	*75*	*79*	*86*	*79*	*71*	***78***
17–19	*76*	*80*	*88*	*84*	*74*	***84***
20–25	*73*	*80*	*86*	*84*	*76*	***83***
26–59	*76*	*84*	*87*	*86*	*76*	***85***
60+	*77*	*84*	*89*	*87*	*73*	***84***
All ages	***74***	***81***	***86***	***85***	***72***	***83***

[8] A postcode may not be collected at the scene of a reported personal injury road accident, because the casualty may be too severely injured to provide this information.

6. The use of hospital data on road accidents

Matthew Tranter, Transport Statistics: Road Safety, Department for Transport

Summary

- Initial results of matching The Health and Social Care Information Centre Hospital Episodes Statistics (HES) and police data (STATS19) on road accidents suggest that the proportion of road accident casualties admitted to hospital that are known to the police has remained relatively constant over recent years.
- There is, however, some evidence of an increase in the proportion of casualties admitted to hospital that are recorded as slightly injured in STATS19. This could be due to changes in police recording of severity, or changes in hospital admissions practices, or a combination of both factors.
- Pedestrian casualties account for around a fifth of HES road traffic accident casualties and a similar proportion of STATS19 seriously injured casualties. Pedestrians admitted to hospital as the result of a road traffic accident are most likely to have injuries to the head/face and the legs/ hips.

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.

During the 1990s a new source of information on road traffic accidents in England became available, known as Hospital Episodes Statistics (HES). HES is potentially an excellent source of information on the medical outcomes of road accidents.

The coverage and trends in road accidents from the police and hospital sources differ in a number of ways. In last year's report[1] we published an article that explained the differences between STATS19 and HES as data sources on road accidents; it also considered factors affecting the HES data which mean that care is needed when using them to for trend analysis.

This article:

- presents initial results of work to compare STATS19 and HES at individual record level;
- gives a further example of the type of analysis that can be done using HES data, looking at pedestrian injuries in road accidents (last year's report looked at pedal cyclists).

[1] See article 6 published in *Road Casualties Great Britain 2006* for details:
www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/roadcasualtiesgreatbritain2006

Part 1: Understanding trends in road accidents using HES and STATS19

Background

The HES database, compiled by the Information Centre for Health and Social Care (IC), contains data on inpatient admissions to hospitals in England.[2] Each HES record contains clinical details of the patient's condition, coded to the International Classification of Diseases (ICD).[3] These ICD codes allow the identification of patients whose injuries have been caused by a road traffic accident, so that HES is a useful source of information on road casualties.

There are many definitional differences between HES and STATS19[1] – for example, HES covers only patients admitted to a hospital bed (and not those attending A&E only), whereas STATS19 casualty records relate to those injured in traffic accidents on the public highway that become known to police. However, it is possible to restrict the coverage of HES so that it is broadly comparable with STATS19.

The police definition of serious injury covers casualties admitted to hospital, as well as those with specific types of injury (for example fractures or severe cuts). This means that, in theory, all patients in HES admitted following a road traffic accident should also appear as seriously injured casualties in the police data. In practice, it has long been acknowledged that not all road casualties become known to police.[4]

However the *trends* shown by the two sources are also different. There are a variety of possible reasons for this, and it is likely that the difference is the result of a number of factors. For example, last year's article looked in detail at the HES data and concluded that it is currently difficult to use them for monitoring trends in road casualties because of a number of administrative changes affecting this relatively recent data source.

It is important that we get as good an understanding as possible of the reasons for the differences between the two sources to ensure that the most appropriate dataset is used for monitoring trends in road accident casualties. The Department commissioned the Office for National Statistics to match the HES and STATS19 data at individual record level. This work is outlined below,[5] whilst similar work has been done for individual hospitals or regions[6] and for other countries.[7] This represents the first attempt to match police and hospital inpatient data for the whole of England.

[2] HES website: www.hesonline.nhs.uk/Ease/servlet/ContentServer?siteID=1937&categoryID=87

[3] ICD website: www.who.int/classifications/apps/icd/icd10online/

[4] See, for example, Road Safety Research Report No. 69: *Under-reporting of Road Casualties Phase 1* www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme5/underreportingofroadcasual.pdf

[5] The matching methodology outlined in this article was presented at the thirteenth GSS methodology conference. A technical paper describing the methodology in more detail can be accessed from the conference webpage. Note that a number of minor revisions to the methodology and initial results have been made since this paper was completed. www.ons.gov.uk/about/newsroom/events/thirteenth-gss-methodology-conference–23-june-2008/index.html

[6] See, for example, *Reporting of road traffic accidents in London: matching police STATS19 with hospital accident and emergency department data*: www.tfl.gov.uk/assets/downloads/ReportingLevelsMatchingStats19andHospitalDataFullReport.pdf

[7] *Linkage of STATS19 and Scottish Hospital In-patients Data – Analysis for 1980–1995*: www.trl.co.uk/store/report_detail.asp?srid=2579

Matching police and hospital data

Matching HES and STATS19 is not straightforward, as there is no unique identifier common to both datasets. Names and addresses are not held on either database and so cannot be used for matching. Instead, matching was carried out using the fields common to both sources. These are:

- age of casualty;
- gender of casualty;
- home postcode of casualty;
- date (of accident in STATS19, of admission to hospital in HES);
- casualty type[8] (e.g. pedestrian, pedal cyclist, motorcyclist, car occupant);
- casualty class[8] (driver/rider, passenger or pedestrian);
- local authority (of accident in STATS19, of patient's home in HES).

Data from the years 1995 to 2004 were used for matching. In the STATS19 database, records corresponding to seriously or slightly injured casualties were selected – around 250,000 records per year. The HES dataset extract contained around 50,000 records per year – one record for each emergency admission episode where the external cause was recorded as a road transport accident. Those patients who subsequently died in hospital were excluded from this exercise, although they may be present in both datasets. Studies have shown that around 80 per cent of fatalities in road accidents are not admitted to hospital in the first place and so we would not get a true reflection of the matching rate for fatalities.[4]

To reduce the computational effort required, a geographical variable corresponding to the 28 Strategic Health Authority regions[9] was used to split each file into blocks for matching, based on the location of accident (STATS19) and hospital (HES). Candidate matches were then identified within these blocks using gender, age and date. Some tolerance was allowed in matching, specifically:

- date of admission was allowed to be up to two days after the accident date, to allow for cases where a patient did not arrive at hospital immediately after the accident;
- the STATS19 age was allowed to be between one and three years different from the age recorded by the hospital, to allow for the fact that the police sometimes have to estimate casualty age.

[8] Recorded directly by the police, and derived from ICD coding for the HES data.

[9] Based on the areas used prior to re-organisation in June 2006.

The remaining variables – postcode, casualty type and casualty class – were then used to choose the most likely match from among the candidates generated. Any cases where it was not possible to distinguish the most likely match were flagged as such and excluded from further analysis. For each pair of matched records, the degree of confidence in the match was assigned based on the degree of agreement between matching variables. The different levels assigned are summarised in the table below.

Confidence levels assigned to matched HES and STATS19 records

Confidence level	Description
Very high	Match on gender, exact age, date (to within one day) and exact home postcode. Strategic Health Authority of accident and hospital agree.
High	Match on gender, exact age and date (to within one day), partial match on home postcode. Strategic Health Authority of accident and hospital are the same or are neighbouring.
Medium	Cases where postcode is not available for matching. Match on gender, exact age and date (within one day), and on at least one of casualty class, casualty type or local authority district. Strategic Health Authority of accident are the same or are neighbouring.
Low	If postcode available for matching: Match on gender, age and date to within allowed tolerances with at least partial match on home postcode. Strategic Health Authority of accident and hospital are the same or are neighbouring. If postcode not available for matching: Match on gender, age and date to within allowed tolerances and on at least two of casualty class, casualty type and local authority. Strategic Health Authority of accident and hospital are the same or are neighbours.

Initial results – trends

Using the matched database, we can estimate the proportion of known road casualties appearing in both sources, in HES only and in STATS19 only. However, it is not possible to estimate the total number of road casualties, as many will not appear in either source. The analysis in this section relates only to matched data from 1999 onwards, as this was the first year in which postcode information was recorded by the police.

Estimates are shown in Table 6a. These overall matching rates are broadly consistent with previous studies. In particular, similar matching work that has been carried out using data for Scotland.[7] The proportion of police records that become known to a hospital is much lower than the corresponding proportion of hospital records that are known to police; this is not surprising, as the majority of the police records will be slightly injured casualties that we would not expect to be admitted to hospital.

Table 6a: Overall matching rates:[1] serious and slight casualties

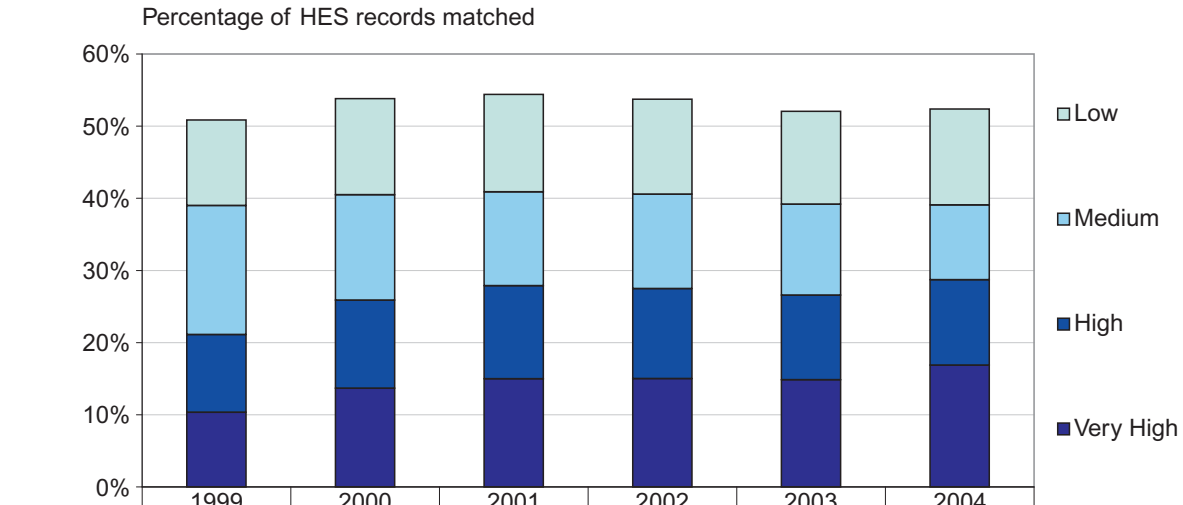
1999–2004 data

	Known to police	Not known to police	Proportion of hospital records known to police
Known to hospital	170,000	150,000	*52%*
Not known to hospital	1,440,000	Unknown	
Proportion of police records known to hospital	*10%*		

1 Figures rounded to nearest 10,000.

It is also possible to look at trends over time. Chart 6b shows the proportion of HES records matched to a STATS19 record since 1999, broken down by the quality of match (as described above). This shows that the overall matching rate has remained fairly stable over the years considered. This does not necessarily mean that there has been no change in the proportion of casualties that become known to the police, but it provides no clear evidence that this is not the case.

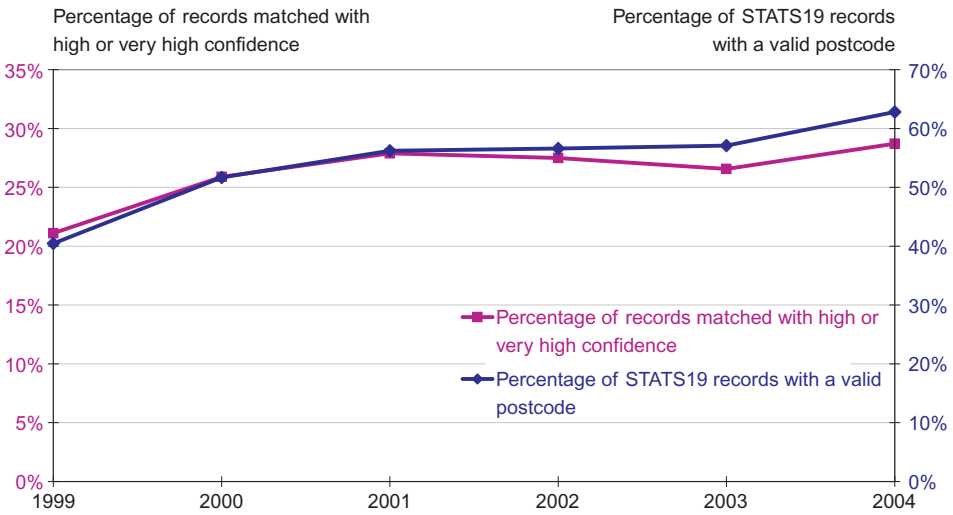
Chart 6a: Proportion of HES records matched by level of confidence: 1999–2004



	1999	2000	2001	2002	2003	2004
Low	12%	13%	14%	13%	13%	13%
Medium	18%	15%	13%	13%	13%	10%
High	11%	12%	13%	12%	12%	12%
Very High	10%	14%	15%	15%	15%	17%

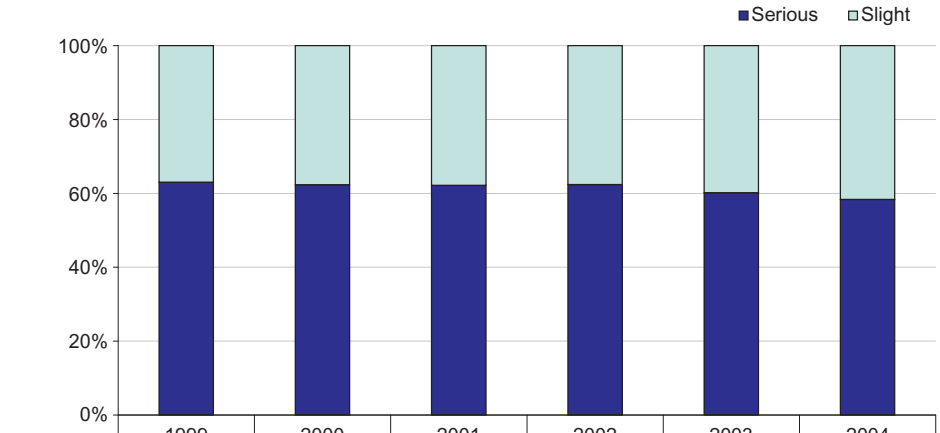
Chart 6a shows that the proportion of records matched with high or very high confidence was higher in 2004 than 1999, with a generally increasing trend. These matches are dependent on matching on postcode to some extent, and it can be seen in Chart 6b that the trend mirrors quite closely the proportion of STATS19 records with a valid postcode. Since 2004, the latest year for which data have been matched, the percentage of STATS19 records with a valid postcode has risen further, reaching 80 per cent in 2007. This suggests that, if matching were done for these years, then the proportion of matches made with high or very high confidence would be higher than for 2004.

Chart 6b: Percentage of HES records matched with high or very high confidence plotted with the proportion of STATS19 records having a valid postcode



In addition to under-reporting of casualties, it may be the case that there have been changes in the police recording of injury severity. As noted above, all casualties admitted to hospital should by recorded as seriously injured in STATS19. As Chart 6c shows, however, this is not the case; looking at the records matched with very high confidence, we see that over a third are misclassified as slightly injured. The proportion of matches correctly classified as serious fell from 63 per cent in 1999 to 58 per cent in 2004. This could be the result of changes in the police recording of injury severity, or changes in hospital admissions practices (for example, an increasing tendency to admit casualties with less severe injuries). The latter is consistent with findings reported last year that the proportion of very short stays in hospital (of 0 or 1 day) has been increasing.

Chart 6c: Proportion of records matched with very high confidence classified as seriously injured and as slightly injured in STATS19: 1999–2004



	1999	2000	2001	2002	2003	2004
Slight	37%	38%	38%	38%	40%	42%
Serious	63%	62%	62%	62%	60%	58%

Further analysis of 2004 data

We can also use the matched database to compare the characteristics of matched and unmatched records. This gives extra information on the nature of those casualties admitted to hospital that do not become known to police. In the following, we consider only records matched with very high confidence, as it is likely that at the lower levels of confidence a number of the matches will be incorrectly matched, which could affect the analysis. Further work is required to estimate the number of these 'false positives'.

It should also be noted that the unmatched records used for comparison relate to those classified as seriously injured (police records) and injured in a traffic accident (hospital records), as in theory cases present in both datasets should meet these criteria; however, the matched records will include some cases where a casualty was mis-recorded either by the police (as slightly injured) or by the hospital (as being injured in a non-traffic accident).

Table 6b shows the distribution by length of stay in hospital for both matched and unmatched records. We see that amongst the matches (those appearing in both hospital and police datasets) casualties recorded as seriously injured by the police tend to spend longer in hospital; nearly two-thirds of those admitted but classified by police as slightly injured stay for one night or less, compared with just under a third of those classified as serious. In fact, 78 per cent of matched casualties admitted for four days or longer in 2004 were recorded by police as serious. Given the difficulties faced by police in determining whether or not a casualty is admitted to hospital, this suggests a reasonable level of accuracy in coding of injury severity.

The distribution for non-matched hospital data (those admitted to hospital that do not become known to the police) appears broadly similar to cases recorded by the police as slightly injured.

Table 6b: Length of stay in hospital distribution for matched and unmatched records: 2004[1]

Number/*Percentage*

	Very high confidence matches[2]				**Unmatched hospital records**[3] **(traffic accident)**		**All hospital records**[4] **(traffic accident)**	
	Police serious		Police slight					
Length of stay in hospital	Number	*Per cent*	Number	*Per cent*	Number	*Per cent*	Number	*Per cent*
0 days[5]	392	*9*	882	*25*	904	*21*	6,183	*19*
1 day	987	*22*	1,407	*40*	1,602	*37*	9,746	*30*
2–3 days	992	*22*	648	*18*	904	*21*	6,893	*21*
4–7 days	989	*22*	356	*10*	489	*11*	4,809	*15*
8 or more days	1,189	*26*	253	*7*	487	*11*	5,066	*15*
Total	**4,549**	***100***	**3,546**	***100***	**4,386**	***100***	**32,697**	***100***
Number of records	**5,356**		**3,828**		**4,863**		**36,556**	
with missing length of stay	807		282		477		3,859	

1 Percentages are based on those records where road user type is recorded.

2 Matched records flagged as being a true match with 'very high' confidence.

3 Cases where no candidate match was generated.

4 All records in the datasets used for matching.

5 Patient was admitted and discharged on the same day.

Table 6c shows a similar distribution by the road user type of the casualty, comparing matched records with those known only to police (those classified as seriously injured but either not admitted to hospital or where a match could not be found) and those present only in the hospital data. The distribution of the unmatched police data is broadly similar to that for the matched records, which suggests that there is no 'bias' shown in the hospital data. On the other hand, the distribution of unmatched hospital records suggests that pedal cycle casualties are less likely to become known to the police than other types of road user. This is not surprising; last year's article analysed pedal cycle casualties in HES in some detail and found that the majority of those injured in non-collision accidents (such as children falling off bicycles) are not present in the police data. Previous studies have also reported lower rates of reporting for cyclists.[4]

Table 6c: Road user type distribution for matched and unmatched records: 2004[1]

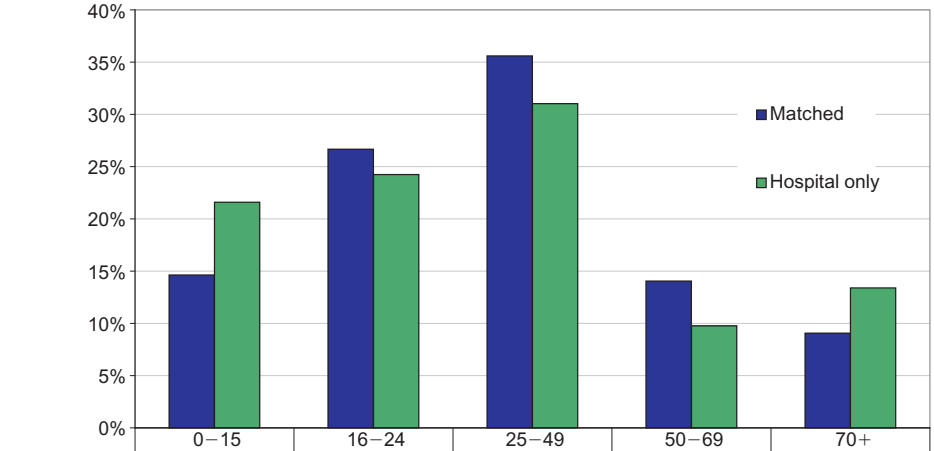
Percentage

	Very high confidence matches[2]	**Unmatched records**[3]		**All records**[4]	
		Police (serious injury)	Hospital (traffic accident)	Police (serious injury)	Hospital (traffic accident)
Pedestrian	*24*	*19*	*16*	*22*	*20*
Pedal Cycle	*7*	*8*	*37*	*7*	*19*
Motorcycle user	*20*	*18*	*18*	*19*	*19*
Car user	*45*	*49*	*26*	*46*	*39*
Other	*4*	*6*	*3*	*5*	*3*
Total	***100***	***100***	***100***	***100***	***100***
Number of records	**9,184**	**13,965**	**4,863**	**31,130**	**36,556**
with missing road user type	493	0	251	0	1,802

1 Percentages are based on those records where road user type is recorded.
2 Matched records flagged as being a true match with 'very high' confidence.
3 Cases where no candidate match was generated.
4 All records in the datasets used for matching.

Finally, looking at the distribution by age and gender (Table 6d) and comparing the matched records with those present only in the hospital data suggests that male casualties and children are groups that are less likely to become known to the police. This pattern is accounted for to a large extent by the fact that many of the children admitted are pedal cyclists. Chart 6d shows a comparison of the distribution of matches and unmatched hospital records by age group excluding pedal cycle casualties from both groups; whilst the proportion of children in the matched data is still lower, the difference is not as great as that shown in Table 6d.

Chart 6d: Age distribution of matched records and unmatched hospital data: all road users excluding pedal cyclists, 2004



	0–15	16–24	25–49	50–69	70+
Matched	15%	27%	36%	14%	9%
Hospital only	22%	24%	31%	10%	13%

Table 6d: Age and gender distribution for matched and unmatched records: 2004[1]

Percentage

Gender	Age band	Very high confidence matches[2]	Unmatched records[3]		All records[4]	
			Police (serious injury)	Hospital (traffic accident)	Police (serious injury)	Hospital (traffic accident)
Males	0–15	*11*	*5*	*27*	*8*	*13*
	16–24	*20*	*21*	*17*	*20*	*19*
	25–49	*25*	*31*	*21*	*29*	*26*
	50–69	*9*	*8*	*6*	*9*	*8*
	70+	*4*	*3*	*5*	*3*	*4*
	Total	***69***	***67***	***74***	***69***	***70***
Females	0–15	*6*	*4*	*11*	*4*	*6*
	16–24	*6*	*8*	*3*	*7*	*6*
	25–49	*10*	*12*	*4*	*10*	*9*
	50–69	*5*	*5*	*3*	*5*	*5*
	70+	*5*	*3*	*5*	*4*	*4*
	Total	***31***	***33***	***26***	***31***	***30***
All	0–15	*16*	*9*	*38*	*12*	*18*
	16–24	*26*	*29*	*19*	*27*	*25*
	25–49	*35*	*43*	*24*	*40*	*36*
	50–69	*14*	*13*	*9*	*14*	*13*
	70+	*9*	*6*	*10*	*7*	*8*
	Total	***100***	***100***	***100***	***100***	***100***
Number of records		**9,184**	**13,965**	**4,863**	**31,130**	**36,556**
with missing age or gender		0	597	38	605	38

1 Percentages are based on those records where both age and gender are recorded.

2 Matched records flagged as being a true match with 'very high' confidence.

3 Cases where no candidate match was generated.

4 All records in the datasets used for matching.

Future work

The above results represent only an initial analysis of the matched data. Whilst it may not be possible to fully understand the reasons for the different trends shown by STATS19 and HES, there remains more work to be done, for example to look at the characteristics of both matched and unmatched records in more detail.

In the longer term, the anonymised matched database will have considerable potential use for research into the medical consequences of road accidents, adding to a number of such databases already available.[10]

It remains possible that other sources of data will help us to understand trends in road traffic accidents. In January 2007, questions on road accidents were added to the DfT National Travel Survey (NTS); initial analysis of these data was published in August 2008.[11] In future, the NTS will provide an independent, non-administrative source of data, though sample sizes will be too small to provide anything other than broad trends at national level.

Acknowledgements

DfT would like to thank staff at the Office for National Statistics, especially Kevin McGrath, for carrying out the matching work described in this paper, and members of the technical advisory group for assistance in developing the matching methodology.

[10] These include:
- the Co-Operative Crash Injury Study (CCIS): www.ukccis.org/
- linked datasets created between STATS19 and the Scottish Hospital In-Patient System (SHIPS) by the Transport Research Laboratory: www.trl.co.uk/store/report_detail.asp?srid=2579
- work done in the USA using the 'CODES' software for probabilistic matching: www-nrd.nhtsa.dot.gov/cats/listpublications.aspx?Id=H&ShowBy=DocType

[11] National Travel Survey home page: www.dft.gov.uk/pgr/statistics/datatablespublications/personal/

Part 2: HES pedestrian casualties

This section uses HES data to look at pedestrian casualties in road traffic accidents involving at least one vehicle. Pedestrians account for around a fifth of both HES road traffic admissions (19 per cent) and STATS19 seriously injured casualties (22 per cent).

Comparing police and hospital data

In 2006/07, a total of 7,688 pedestrians were admitted to hospital in England following a road traffic accident. This compares with a total of 5,525 seriously injured pedestrian casualties recorded by the police. Charts 6e and 6f show the distribution by age of pedestrian HES admissions and STATS19 seriously injured casualties for males (6e) and females (6f). In general, the differences between the two sources are proportionately slightly greater for males than females, with the biggest differences being for young children and women aged 70 and over. Numerically, the greatest differences are for male age groups under 30.

However, it is noticeable that the distribution across age and gender is similar for both HES and STATS19 data; the number of pedestrian casualties is greater amongst males than females for each age group shown until the age of 70. This is perhaps surprising, given that the National Travel Survey[12] records males as walking slightly less far, on average, than females (192 miles compared with 201 miles per year respectively in 2005).

Chart 6e: Pedestrian road traffic casualties by age: males: England 2006/07

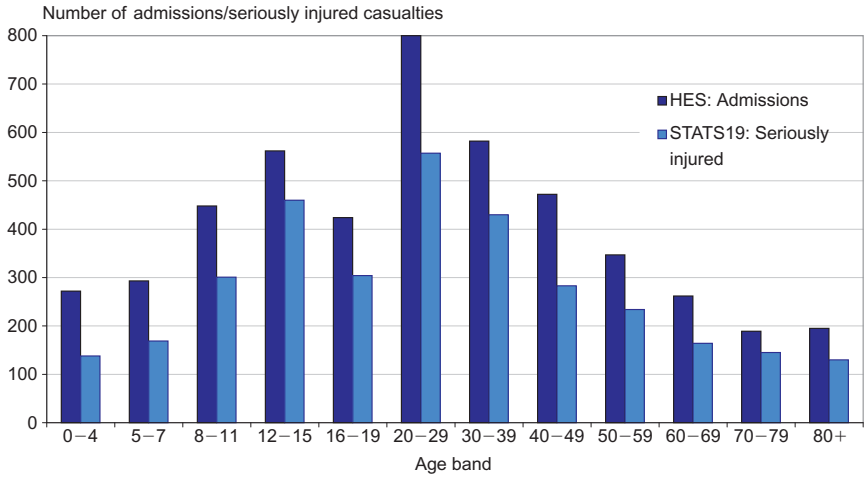
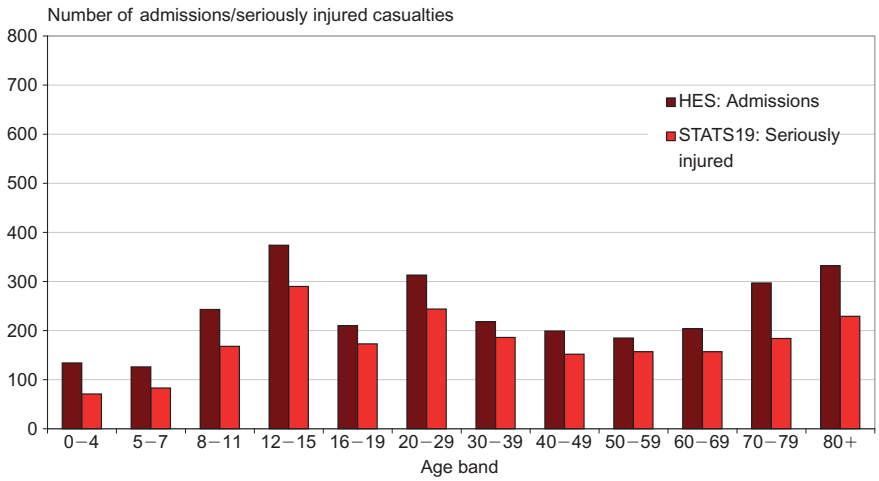


Chart 6f: Pedestrian road traffic casualties by age: females: England 2006/07

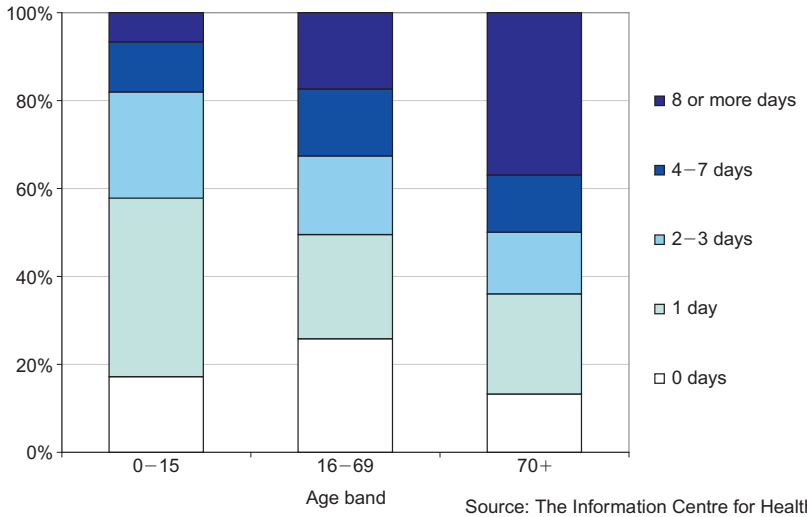


[12] National Travel Survey factsheet: www.dft.gov.uk/pgr/statistics/datatablespublications/personal/factsheets/walkingfactsheet.pdf

Length of stay in hospital

HES provides information on the nature of the injuries sustained by pedestrians in traffic accidents that cannot be obtained from the police data. Chart 6g shows the length of time spent in hospital by age of casualty. Those aged 70 and over tend to be admitted for longer periods, with over a third of such admissions for eight days or longer, compared with fewer than 20 per cent of admissions of 16–69 year olds.

Chart 6g: Pedestrian admissions by duration and patient age: HES 2006/07

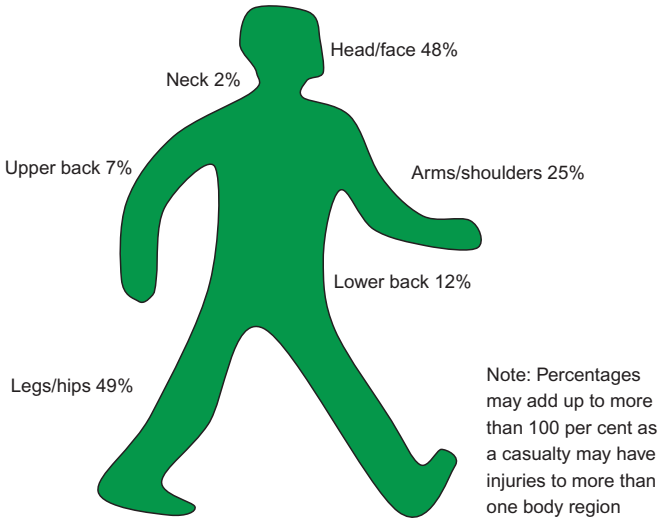


Source: The Information Centre for Health and Social Care, Hospital Episode Statistics

Type of injury

We can also use HES to look at the distribution of injuries to pedestrian casualties admitted to hospital. Table 6e shows the number and percentage of casualties with injures to different areas of the body for different types of road user.

Figure 6a: Percentage of pedestrian admissions with injuries to each body region: HES 2006/07



Note: Percentages may add up to more than 100 per cent as a casualty may have injuries to more than one body region

Most pedestrian admissions are the result of injuries to the head/face or the legs/hips (Figure 6a). Compared to other road user types, a higher proportion of pedestrians were admitted with head/face injuries – nearly half of pedestrian admissions, compared with around a third of all road casualty admissions (including pedestrians). There is a similar pattern for injuries to legs/hips (Table 6e).

Table 6e: Hospital traffic accident admissions, by road user type and body region: HES 2006/07

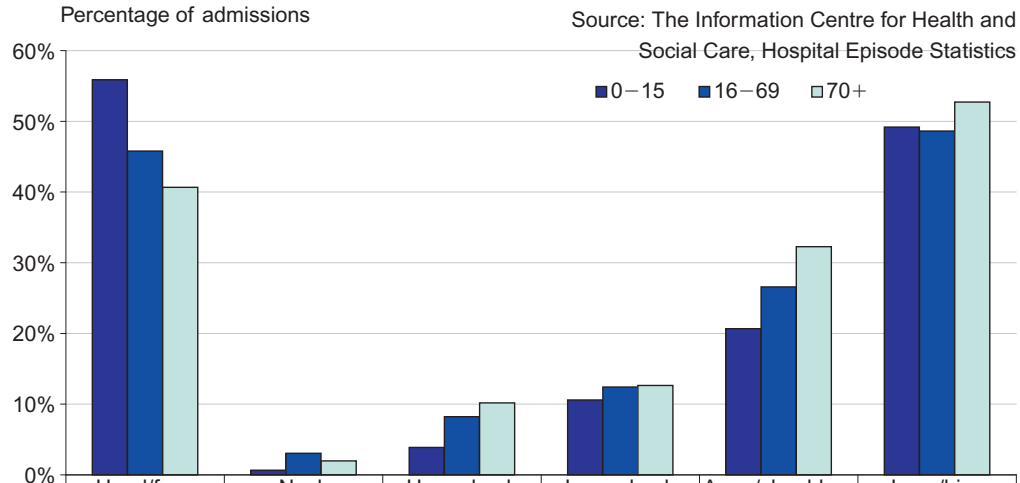
	Pedestrian		Pedal cyclist		Motorcyclist		Car occupant		All road users	
Body region	Number	*Per cent*	Number	*Per cent*	Number	*Per cent*	Number	*Per cent*	Number	*Per cent*
Head/face	3,715	*48*	2,639	*38*	1,192	*16*	4,968	*34*	13,769	*34*
Neck	166	*2*	131	*2*	277	*4*	1,906	*13*	2,752	*7*
Upperback/thorax	546	*7*	354	*5*	928	*13*	3,100	*21*	5,458	*13*
Lowerback/pelvis	912	*12*	600	*9*	1,017	*14*	2,340	*16*	5,372	*13*
Arms/shoulders	1,956	*25*	2,994	*43*	3,356	*45*	3,837	*26*	13,158	*32*
Legs/hips	3,794	*49*	1,685	*24*	3,580	*48*	3,173	*22*	13,359	*33*
All injuries[1]	7,688	*100*	6,956	*100*	7,383	*100*	14,635	*100*	40,582	*100*

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

1 Percentages may add up to more than 100 as a casualty may have injuries to more than one body region.

It is also possible to look in more detail at the different types of injury. For example, Chart 6h shows variations in the body region injured by age group. A higher proportion of child pedestrian admissions have head/face injuries – 56 per cent for ages 0–15 (and 63 per cent for ages 0–4), compared with 41 per cent of admissions aged over 70. Older age groups have higher proportions of admissions with injuries to arms/shoulders and upper back/thorax. The proportion of casualties admitted with leg/hip injuries is similar across all age groups.

Chart 6h: Pedestrian admissions: body region injured by age group: HES 2006/07



	Head/face	Neck	Upper back	Lower back	Arms/shoulders	Legs/hips
0–15	56%	1%	4%	11%	21%	49%
16–69	46%	3%	8%	12%	27%	49%
70+	41%	2%	10%	13%	32%	53%

Differences between male and female casualties in terms of the type of body regions injured are smaller than the differences between age groups. Fifty per cent of males had injuries to the head or face, compared with 46 per cent of women. Conversely, a higher proportion of women had injuries to the lower back or pelvis (14 per cent compared with 11 per cent). The proportions of men and women with injuries to the other body regions was similar.

Assuming that length of stay in hospital is a proxy for severity of injury, leg/hip injuries appear to be more severe, on average, than head/face injuries. A higher proportion of pedestrian admissions with head/face injuries were for 0 or 1 day (63 per cent) – possibly admitted for observation – than for admissions with injuries to other body regions (34 per cent of admissions with injuries to legs/hips, for example). Conversely, around 25 per cent of pedestrian leg/hip admissions were for eight days or longer, compared with 12 per cent of those admitted with injuries to the head/face.

As noted in Part 1 of this article, a matched database of STATS19 and HES records will allow researchers to look in greater detail at the nature of the injuries resulting from road accidents and relate them to the accident information collected by the police.

Note: falls in the street

It should be noted that pedestrian falls in the street (without the involvement of a vehicle) are not included in the above HES figures, as they do not count as traffic accidents. In 2006/07, HES records that almost 21 thousand people were admitted to hospital following a fall on the street or highway,[13] with nearly half (47 per cent) of these people being aged 70 and over. Table 6f summarises HES data on falls.

Table 6f: Falls by location, age group and gender: HES 2006/07[1]

Age group	Gender	Street/highway	Other specified place	Unspecified place	Total
0–15	Female	538	10,785	5,258	16,581
	Male	815	17,536	9,536	27,887
	Total	**1,353**	**28,321**	**14,794**	**44,468**
16–69	Female	3,813	22,878	14,778	41,469
	Male	5,698	26,333	22,983	55,014
	Total	**9,511**	**49,211**	**37,761**	**96,483**
70+	Female	6,612	89,734	35,144	131,490
	Male	3,052	31,320	15,202	49,574
	Total	**9,664**	**121,054**	**50,346**	**181,064**
All ages[2]	Female	10,963	123,397	55,180	189,540
	Male	9,565	75,189	47,721	132,475
	Total	**20,528**	**198,586**	**102,901**	**322,015**

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

1 Figures include 8,264 people who died in hospital following admission.

2 Includes a small number of cases where age of casualty not specified.

Acknowledgement

We are grateful to the Information Centre for Health and Social Care for allowing us to access the HES system to produce the above analysis. Copyright © 2008. Re-used with the permission of The Health and Social Care Information Centre. All rights reserved.

[13] The 'street and highway' category of the ICD10 coding used in HES includes freeway, motorway, pavement, road and sidewalk.

7. Comparative casualty rates by mode of travel: 2006

Anil Bhagat and Matthew Tranter, Transport Statistics: Road Safety, Department for Transport

Summary

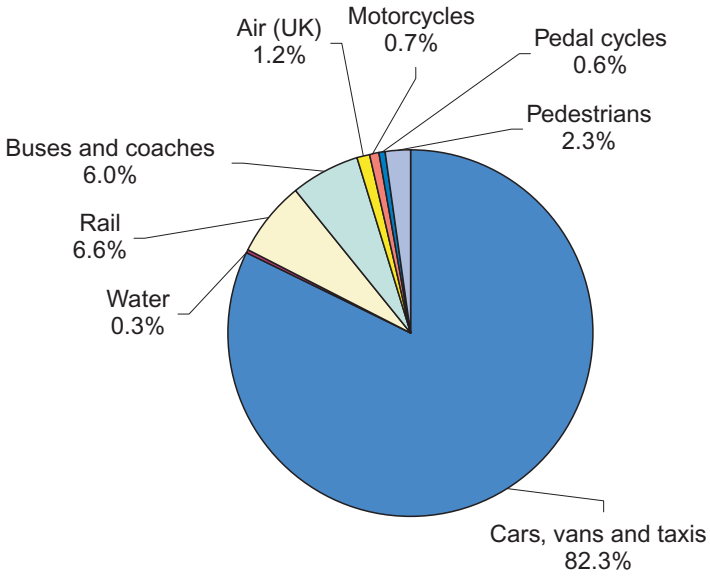
This article looks at alternative estimates for comparing the risk of death associated with different forms of transport, covering rail, water, air and road transport modes. Whilst some care is needed in interpreting the figures, this analysis shows:

- Fatality rates per passenger kilometre have fallen over the last 25 years for nearly all modes of transport; the rates for car and van users have fallen by more than half, whilst rates for motorcyclists have remained fairly constant.
- Fatality rates per passenger are highest for motorcyclists, regardless of whether this is measured on a per kilometre, per journey or per hour basis – around 40 to 60 times greater than the equivalent rate for car users.
- Aviation, water and rail transport have very low fatality rates. In years when fatalities are high, it tends to be as a result of a major accident. Bus or coach travel has the lowest rates amongst road modes, and these are of the same order of magnitude as for travel by rail.
- Measured on a per kilometre basis, the risk of death for pedestrians and pedal cyclists is similar. However in terms of the risk per average journey or hour of exposure, the rates for pedal cyclists are higher – the risk for pedestrians measured in this way is similar to that of car users.

Introduction and context

There are many factors influencing decisions that travellers make in deciding which mode of transport to use for a particular journey, including cost, convenience and comfort. For some people, the relative safety of different modes may also feature in this decision, depending on the nature of a particular journey and the different options available. This article presents different ways in which the safety of different modes can be compared, from an individual passenger's perspective. There are a number of difficulties in making comparisons, but broad conclusions can be reached based on measures of distance travelled, time spent travelling or number of average journeys.

In 2006, people in Great Britain travelled an average of 7,100 miles (an increase of nearly 60 per cent since the early 1970s) and spent about 383 hours travelling – the equivalent of just over an hour a day. Transport covers a wide range of modes, both public and private, including aviation, rail, shipping, buses, private car, cycling and walking. The chart shows the breakdown of passenger kilometres travelled in Great Britain in 2006 by mode:[1]



- Car travel accounted for 82 per cent of passenger kilometres travelled.
- Travel by rail made up about 7 per cent of all passenger kilometres.
- Domestic air travel in the UK accounts for just over 1 per cent of all passenger kilometres.

[1] Figures derived from *Transport Statistics Great Britain: 2006*.

Trends in safety

Transport safety over the last 25 years has shown much improvement across nearly all modes. Charts 7a and 7b show the changes in fatality rates per 100 million passenger kilometres since 1980. Note the different scales on these charts.

- The fatality rates for cars and vans have followed similar trends; both have more than halved from 1980.
- Air, rail and bus or coach fatality rates have always been relatively low but have also shown a general downward trend (with fluctuations representing major accidents in particular years, for example the Ladbroke Grove train accident in 1999).
- The fatality rate for pedestrians remained fairly constant between 1980 and 1990 but has since fallen by more than half.
- The motorcycle fatality rate has remained relatively unchanged from the level seen in the early 1980s.

Chart 7a: Passenger fatality rates for air, rail and motor vehicles: 1980 to 2006

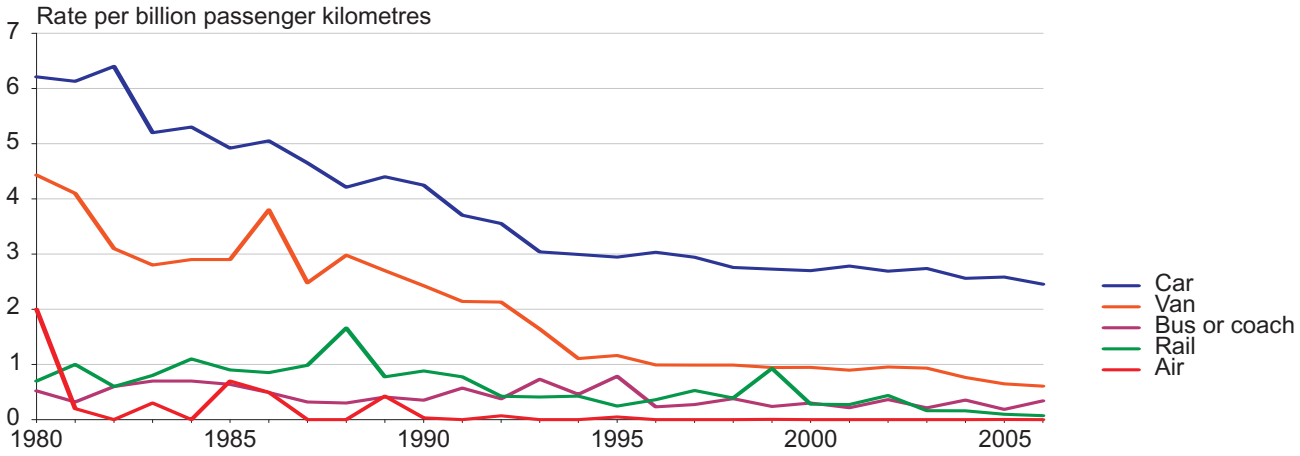
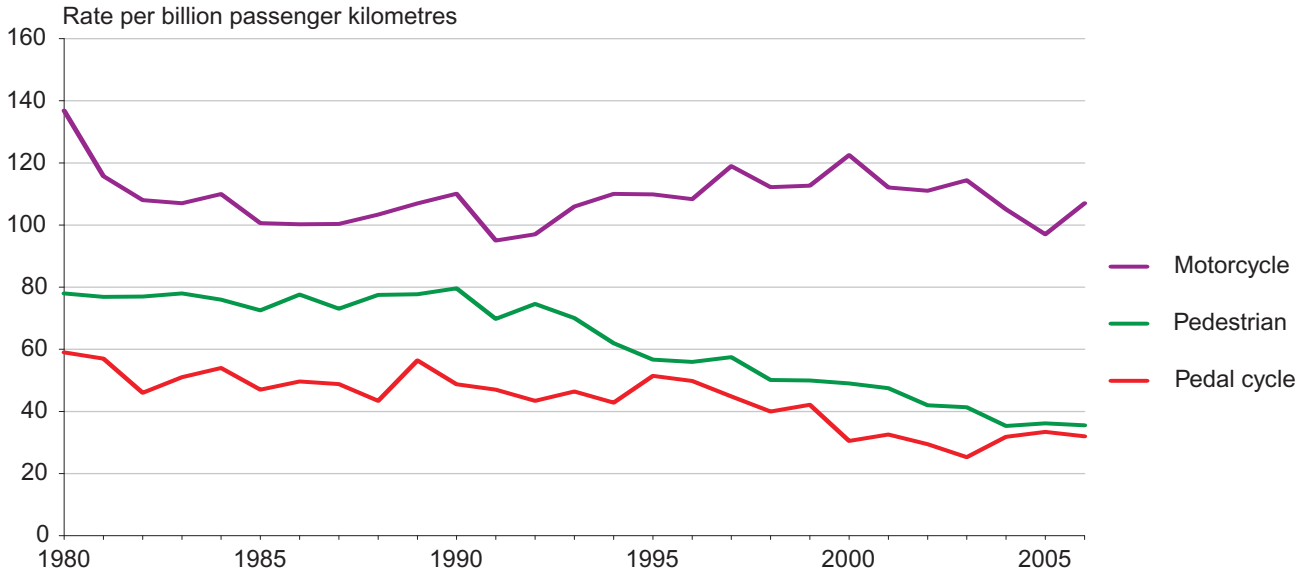


Chart 7b: Passenger fatality rates: motor cycles, pedestrians and pedal cycles: 1980 to 2006



In comparing accident rates over time, for any particular mode of transport, the choice of exposure measure – distance, time, or number of journeys – is unlikely to affect the trend. However, in comparing rates between modes, this choice does make some difference.

Different measures of safety

Transport safety can be measured in a variety of ways and from a number of different perspectives. The number of people killed and injured provides a simple measure of the danger of travel. However, this makes no allowance for the number of people using the particular mode, the distance travelled, the speed of travel or the average number of occupants per vehicle. To be more useful from an individual traveller's perspective, an accident rate should provide a measure that covers these factors.

We consider three different types of rate, shown in the box. As the aim of this article is to look from the point of view of a transport user (rather than from an operational perspective) we will focus on passenger, rather than vehicle, measures.

Casualty rate per kilometre. This type of rate is often used because estimates of vehicle kilometres are readily available for most modes of transport. Information on numbers of passengers per vehicle (i.e. vehicle occupancy) is available for most public forms of transport and can be estimated for other modes, and then used to produce estimates of passenger kilometres.

Casualty rate per journey. Sometimes it may be more appropriate to consider safety in terms of the likelihood of suffering an injury whilst undertaking a particular journey; this might be of interest to a leisure traveller. Estimates can be made about what constitutes a journey of average length for each of the different modes and used in calculating casualty rates. Care is needed, however, as figures are broad averages across a large number of different journeys made for varying purposes.

Casualty rate per hour travelled. It is also possible to make estimates of passenger hours travelled from a variety of sources. For example, data from the National Travel Survey have been used in this report to produce estimates of rates per hour of travelling. This measure of safety can be useful in making comparisons between transport and other activities.

Notes on data sources and limitations of the analysis can be found at the end of this article, but a key point is that the figures for air and water relate to large commercial passenger operations and do not include private leisure craft. The majority of aviation-related fatalities in Great Britain are in the 'general aviation' category (which includes private, club and training flights) and, similarly, the risk of death associated with smaller water craft or occupations such as fishing is likely to be higher than the figures presented in the following analysis.

Fatality rates by mode of travel

Table 7a shows fatality rates for passengers for the different measures of exposure discussed above. These can be considered as the risk of a traveller being killed per 100 million kilometres travelled, per 100 million typical journeys or per 100 million hours of travelling.

It should be noted that, overall, the risk of death is low. Even for motorcycle travel, the mode with the highest fatality rates, there is only around one fatality for every 10 million miles travelled. On average, a motorcyclist might be expected to travel around 4,000 miles per year,[2] so the risks to the individual are small.

Table 7a: Passenger fatality rates by mode of travel: GB 2006[1,2]

Fatality rate per 100 million

Mode	Passenger kilometres	Passenger journeys	Passenger hours
Car	0.25	3.3	9.8
Van	0.06	1.3	2.8
Motorcycle	11	190	430
Pedal cycle	3.1	12	38
Pedestrians	3.6	3.7	15
Bus or coach	0.03	0.26	0.63
Rail	0.03	0.75	1.5
Water	0.02	1.1	0.61
Air	0.00	0.09	0.02

1 Rates for some modes are based on 5 or 10 year averages – see notes.
2 Figures rounded to two significant figures (except where below 0.1).

Table 7a shows that:

- On all three measures, the fatality risks to motorcyclists are the highest.
- Comparing cycling and walking, the risks of death per kilometre travelled are similar. However, a pedal cyclist is around three times more likely to be killed on an average journey than a pedestrian. This is because the average bicycle journey is much longer than the average walk. In terms of hours of exposure, cyclists are two and half times as likely to be killed as pedestrians, because cycle journeys are made at higher speeds and thus take less time to cover a given distance than journeys made on foot.
- Air, rail, water and bus or coach travel have the lowest fatality rates, regardless of the measure used, and are all very safe forms of transport for passengers. There have been no fatalities in air accidents involving UK-registered airline aircraft in the last ten years.

Comparing the three different measures:

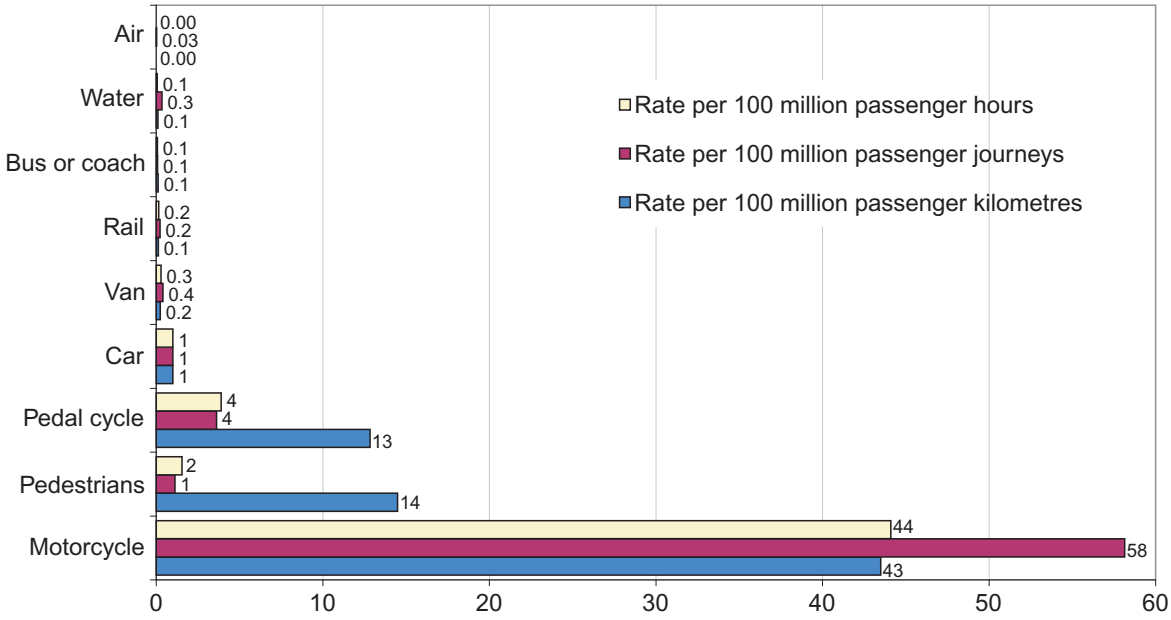
- Risks per kilometre are lower than per journey as the average journey for most modes, because the average journeys are longer than one kilometre. The exception is walking, where the average journey is around a kilometre and therefore the risks per kilometre and per journey are similar.
- Comparing fatality rates per journey with rates per hour, we see that for the road and rail modes the risks per hour are greater, reflecting the fact that average journeys will take less than an hour – the biggest difference being for pedestrians. However, for water and air travel risks per journey are greater, as a typical journey will take much longer (primarily due to the distance covered, particularly for air travel).

[2] Source: National Travel Survey, 2006 data.

Chart 7c shows the rates for the three measures relative to car travel (the most commonly used mode) in each case.

- On a per kilometre basis, the fatality rates for pedestrians are 14 times greater than those for car users, but, comparing risk on a per journey basis, the risks are of a similar order of magnitude for both modes.
- The fatality rates for van users are less than half that for car occupants for each of the three measures. This probably reflects the differences in the types of travel in cars and vans, with the former probably more likely to be used for travel for leisure or social purposes.
- The rates for motorcyclists are about 40–60 times higher than for car occupants, depending on the measure used.

Chart 7c: Fatality rates per 100 million passenger kilometres, journeys and hours: GB 2006 (relative to car = 1)



Another way of looking at risk (based on the risk per hour of travelling) is the length of time one would have to travel to have a risk of one in a million of being killed, shown below for each mode. This also illustrates the far greater risks associated with travelling by motorcycle when compared with other modes.

Exposure time for risk of 1 in a million of being killed:

Air	4,300 hours	
Water	160 hours	
Bus or coach	160 hours	
Rail	66 hours	
Van	35 hours	
Car	10 hours	
Foot	6 hours	30 minutes
Pedal cycle	2 hours	40 minutes
Motorcycle		14 minutes

Casualty rates by mode of travel

The above section relates to risk of death when using different modes of transport – as deaths are verifiable events that are always recorded and can be more readily compared across different modes.

The following section looks at the overall passenger casualty risk, both for killed and seriously (KSI) casualties and casualties of all severities. As there are a number of definitional differences in what constitutes an injury across modes, this comparison is restricted to road-based modes where casualty figures are all taken from the same data source – STATS19. Table 7b shows the figures.

Table 7b: Passenger casualty rates by mode of travel: GB 2006[1,2]

Rate per 100 million

Mode	Passenger kilometres	Passenger journeys	Passenger hours
Killed and seriously injured casualties			
Car	2.2	29	87
Van	0.6	14	31
Motorcycle	120	2,100	4,700
Pedal cycle	53	200	640
Pedestrians	37	38	160
Bus or coach	0.9	8.0	19
All casualties			
Car	26	350	1,000
Van	6.8	150	320
Motorcycle	420	7,500	17,000
Pedal cycle	350	1,300	4,300
Pedestrians	160	170	700
Bus or coach	16	140	340

1 Rates for some modes are based on 5 or 10 year averages – see notes.

2 Figures rounded to two significant figures (except where below 1).

For killed and seriously injured casualties, the pattern across the different modes is similar to that for the fatality rates discussed previously. Rates are again highest for motorcyclists and lowest for bus or coach passengers, and comparisons between pedestrians and pedal cyclists show similar patterns.

Looking at all casualties, motorcycle rates remain the highest, but the relative difference with other modes is smaller (for example, 15–20 times the rate for cars rather than 40–60 seen above for fatality rates). Also, on a per journey or per hour basis, the casualty rates for pedestrians are lower than for car users.

It is also possible to look at how the number of KSI casualties and casualties of all severities varies by mode:

- For the majority of modes, there are around 10 KSI casualties for every fatality, the exceptions being pedal cycles (around 17) and buses (around 30).
- Pedestrians and motorcycles have the fewest casualties per death (fewer than 50), reflecting the fact that these accidents involve less-protected road users who are more likely to be killed when involved in an accident than, for example, car occupants.
- Bus or coach travel has the highest number of casualties per death (over 500); fatality rates for bus or coach occupants are very low, as seen in Table 7a.

Conclusion

Accepting the limitations in comparing accidents across the various modes of travel, the fatality and casualty rates which have been calculated for three different measure of exposure – distance travelled, the hours of exposure to the risk and number of (average) journeys – indicate that air, rail and water modes have the lowest risks, whereas higher rates, in general, are associated with the road modes – the exception being buses and coaches, which have rates of a similar order of magnitude to rail and water travel. Among road modes, motorcyclists face the highest risk, followed by pedal cyclists and pedestrians.

Annex: Data sources and methodology

Note on estimates

For most modes there is variability in fatality rates from year to year, in particular for bus or coach, air, rail and water transport. For these modes accidents are rare, but tend to be major disasters when they occur, often resulting in many fatalities. Comparisons between different modes for a particular year would be noticeably affected by whether a major disaster had occurred, which would not give a reasonable picture of the relative safety of the mode. Therefore, the average rate over ten years is calculated for travel by air, rail and water. However, the resulting figures still need to be treated with some caution, as a different approach may produce different results.

There are few bus or coach passenger casualties when compared to the number of car casualties; therefore for buses and coaches rates a five-year rate is used. Casualty rates for a single year are used for private road transport modes and pedestrians.

Travel by drivers and other crew in the course of their work has been excluded from the calculated casualty rates, except for non-public transport road journeys where it is not possible to reliably identify them. There are a number of other differences in the coverage and in the definition of accidents and injuries for the various modes, which will affect the calculations to some extent. Details of these can be found in the notes to tables section (for Table 52).

In addition, casualty rates will vary depending on a number of factors that are not considered here, including the time of day, length of journey and the age and sex of the travellers. For example, the casualty rates for young male car drivers on rural roads during the evening will be different from those for a business traveller driving on a motorway during the daytime. For journeys by air, much of the risk is associated with take-off and landing, and so shorter journeys may pose more risk per kilometre travelled than longer ones.

For all the above reasons, some care is needed in drawing conclusions from the figures shown.

Data sources

The following data sources were used in compilation of the figures presented in this article. Further notes on the coverage of each source can be found in the notes to tables section. Note that figures for rail, aviation and water are outside the scope of National Statistics.

Road-based modes (car, van, motorcycles, pedal cycles, buses and coaches):

- Number of fatalities and injuries are based on personal injury accidents reported to the police (STATS19).
- Estimates of vehicle kilometres travelled were taken from the national road traffic estimates produced by DfT (www.dft.gov.uk/pgr/statistics/datatablespublications/roadstraffic/speedscongestion/).
- Estimates of vehicle occupancy required to calculate passenger kilometres and average speeds required to convert to exposure time in number of hours were based on estimates derived from the National Travel Survey (www.dft.gov.uk/pgr/statistics/datatablespublications/personal/).

Rail:

- Figures relate to passenger fatalities in train accidents and accidents occurring through movement of railway vehicles, and exclude those in accidents on railway premises, trespassers and suicides. Figures are given in table 8.9 of the Transport Statistics Great Britain publication (www.dft.gov.uk/pgr/statistics/datatablespublications/tsgb/2007edition/).

Aviation:

- Passenger fatalities are for accidents involving UK registered airline aircraft in UK and foreign airspace. Airline is defined as public transport flights that are subject to a UK Air Transport Licence, excluding positioning flights and Air Taxi operations. Source: Civil Aviation Authority (www.caa.co.uk/default.aspx?catid=80&pagetype=88&pageid=1&sglid=1).

Water:

- Passenger fatalities on UK registered merchant vessels. Data collected incident report forms submitted to the Marine Accident Investigation Branch (www.maib.gov.uk/home/index.cfm).
- Passenger exposure data derived from Department for Transport Sea Passenger statistics publication (www.dft.gov.uk/pgr/statistics/datatablespublications/maritime/passengers/spbulletin/).

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 volume.

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. They undergo regular assessments to ensure that they meet customer needs. They are produced free from any political interference. Most of the statistics presented in this publication are designated as National Statistics. 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.

The statistics refer to personal injury accidents on public roads (including footways) which become known to the police. For the definition of accidents included see "Definitions, symbols and conventions". In particular, the following are not included:

(a) damage-only accidents, with no human casualties.

(b) accidents which do not become known to the police, or which only become known 30 or more days after their occurrence.

(c) reported accidents not recorded.

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 for this report 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, or may be obtained from the Department for Transport, Zone 3/19, Great Minster House, 76 Marsham Street, London, SW1P 4DR (Tel 020 7944 3078).

http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/stats20instructionsforthecom5094

Very few, if any, fatal accidents do not become known to the police[1]. 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 a fifth of casualties reported to the police were estimated to 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. In June 2006 the Department published two further reports, *Under-reporting of road accidents: Phase 1 (Road Safety Research Report 69)* by Heather Ward, Ronan Lyons and Roselle Thoreau which includes a review of earlier studies and provides estimates of this shortfall and the related document, *Road accident casualties: a comparison of STATS19 data with Hospital Episodes Statistics*. Consistent data is required for monitoring trends, this relies on levels of reporting of road accidents remaining constant, however some doubts have been raised that this may not be the case. The Department is continuing to undertake further research to investigate whether levels of reporting have changed. An article was published in Road Casualties Great Britain: 2006 Annual report (pages 60-72), and the most recent work on reporting levels is published in Article 6 of this volume.

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

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. More detail on traffic and vehicles can be obtained from the Department's publication “Transport Statistics Great Britain”.
http://www.dft.gov.uk/pgr/statistics/datatablespublications/tsgb/

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. Further information is available in *Road Statistics 2006: Traffic, Speeds and Congestion*.
http://www.dft.gov.uk/pgr/statistics/datatablespublications/roadstraffic/speedscongestion/roadstatstsc/roadstats06tsc

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 1994–2006 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, 348 accidents involved only a pedal cycle, giving rise to 352 cyclist casualties (riders and passengers); a further 193 accidents also involved 198 pedestrian casualties as well as 49 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 13,316 accidents involved a pedal cycle and a car, resulting in 13,245 pedal cyclist casualties and 19 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. 56 accidents involved two pedal cycles with 71 cyclist casualties with 2 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 three 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. 504 such accidents involved at least one pedal cycle, with 525 cyclist casualties and 2 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 13,798 light goods vehicles (LGV) and 9,829 heavy goods vehicles (HGV) less the 391 accidents which involved both an HGV and a LGV and less any of the three 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”), 386 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 that 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 nor 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	Slights
Bracknell Forest UA [1]	72	9	414
Buckinghamshire [1]	413	44	2,361
Derby UA [1]	153	30	Not revised
Derbyshire [1]	658	80	Not revised
Herefordshire [2]	249	Not revised	Not revised
Milton Keynes UA [1]	188	25	1,072
North Yorkshire [2]	1,034	108	2,947
Oxfordshire [1]	544	54	2,726
Reading UA [1]	99	14	565
Slough UA [1]	93	13	534
West Berkshire UA [1]	134	14	764
Windsor and Maidenhead UA [1]	106	10	608
Wokingham UA [1]	101	12	576
Worcestershire UA [2]	548	Not revised	Not revised
York UA [2]	137	14	697

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

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

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

Table 51. Fatality rates per billion vehicle kilometres are not shown in this year's data because of the lack of available traffic data for the majority of the countries.

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

The air passenger casualty rates for 1999 have been revised following notification from the Civil Aviation Authority of a downward 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.

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.

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 (e.g. 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.

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 horses, 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 contribute 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: 1997 - 2007

(a) Vehicles currently licensed by body type — Thousands

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Motorcycles	752	814	889	954	1,010	1,070	1,135	1,191	1,206	1,224	1,263
of which: Over not over											
50cc	107	113	128	151	165	166	170	172	163	154	150
50cc - 125cc	154	154	159	171	184	189	194	202	206	212	225
125cc - 500cc	197	200	201	198	195	204	210	212	209	206	205
over 500cc	293	346	400	432	465	511	560	605	628	651	682
Cars[1]	22,832	23,293	23,975	24,406	25,126	25,782	26,240	27,028	27,520	27,830	28,228
Buses or coaches[2]	64	65	68	71	71	72	73	73	74	77	77
Light good vehicles	2,225	2,278	2,342	2,383	2,461	2,542	2,653	2,822	2,943	3,060	3,187
Heavy good vehicles	442	441	459	471	477	485	491	506	508	525	528
Other motor vehicles[3]	659	648	634	614	601	605	616	638	645	652	674
All motor vehicles	26,974	27,538	28,368	28,898	29,747	30,557	31,207	32,259	32,897	33,369	33,957

(b) Traffic by vehicle type — 100 million vehicle kilometres

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Pedal cycles	41	40	41	42	42	44	45	42	44	46	42
Motorcycles	40	41	45	46	48	51	56	52	54	52	56
Cars and taxis[4]	3,658	3,706	3,774	3,768	3,828	3,929	3,931	3,981	3,972	4,026	4,041
Buses or coaches[2]	52	52	53	52	52	52	54	52	52	54	57
Light goods gehicles	486	508	516	523	537	550	579	608	626	652	682
Heavy goods vehicles	269	277	281	282	281	283	285	294	290	291	294
All motor vehicles	4,503	4,585	4,670	4,671	4,744	4,865	4,904	4,986	4,994	5,075	5,130
All vehicles	4,544	4,624	4,710	4,712	4,787	4,909	4,949	5,028	5,038	5,121	5,172

(c) Traffic by road class — 100 million vehicle kilometres

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Motorways	821	857	878	884	908	926	930	966	970	994	1,006
A roads	2,083	2,107	2,134	2,124	2,158	2,193	2,218	2,248	2,238	2,269	2,256
Minor roads[5]	1,640	1,660	1,699	1,705	1,720	1,790	1,801	1,814	1,830	1,858	1,911
All roads	4,544	4,624	4,710	4,712	4,787	4,909	4,949	5,028	5,038	5,121	5,172

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

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Motorways	3,378	3,421	3,449	3,467	3,476	3,478	3,478	3,523	3,519	3,555	3,559
A roads											
Urban	11,031	11,027	11,106	11,114	11,132	11,141	11,127	11,138	11,107	11,143	11,139
Rural	35,326	35,369	35,463	35,493	35,522	35,532	35,525	35,530	35,550	35,618	35,603
All A roads	46,357	46,396	46,569	46,607	46,654	46,673	46,652	46,668	46,657	46,761	46,742
Minor roads[5]											
Urban	129,338	129,702	130,068	130,432	130,802	131,169	131,556	129,917	130,186	130,721	130,936
Rural	208,820	209,123	209,429	209,731	210,037	210,343	210,656	207,565	207,646	213,371	213,641
All minor roads	338,158	338,825	339,497	340,163	340,839	341,512	342,212	337,482	337,832	344,092	344,577
All roads	387,893	388,640	389,515	390,237	390,969	391,663	392,342	387,674	388,008	394,409	394,879

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: 2006 - 2007 and 1994-98 average

100 million vehicle kilometres

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	5.7	124	123	1,006	1,006
Urban A roads	5.6	10.0	663	12	99	28	813	819
Rural A roads	1.4	12	1,121	10	187	105	1,435	1,437
All A roads	7.0	22	1,784	22	286	134	2,249	2,256
All major roads	7.0	26	2,533	28	410	257	3,254	3,261
Minor roads[1]	35	30	1,508	30	272	37	1,875	1,911
All roads	42	56	4,041	57	682	294	5,130	5,172

2006	Pedal cycles	Motorcycles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles	All vehicles
Motorways	..	4.2	742	5.5	121	122	994	994
Urban A roads	7.0	10.2	676	12	97	30	825	832
Rural A roads	1.4	12	1,136	9.2	176	103	1,436	1,437
All A roads	8.4	22	1,811	21	273	133	2,261	2,269
All major roads	8.4	26	2,554	27	394	254	3,255	3,263
Minor roads[1]	38	26	1,472	27	258	37	1,820	1,858
All roads	46	52	4,026	54	652	291	5,075	5,121

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

1 B roads, C roads and unclassified surfaced roads.

2 Population, vehicle population, index of vehicle mileage, accidents and casualties: by road user type and severity: 1930-2007

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

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 Accidents and accident rates: by road class and severity[1]: 1994-98 average, 2000 - 2007

Number of accidents/*rate per 100 million vehicle kilometres*

	1994-98 average	2000	2001	2002	2003	2004	2005	2006	2007
Urban roads[2,3]									
A roads									
Fatal	657	590	601	615	616	519	483	517	462
Fatal and serious	10,311	8,996	8,608	8,316	7,750	7,025	6,359	6,528	6,339
All severities	69,180	68,170	66,350	63,192	60,806	56,962	53,078	49,811	47,969
Rate	*85*	*83*	*81*	*76*	*74*	*68*	*64*	*60*	*59*
Other roads[4]									
Fatal	572	532	547	479	509	495	504	486	445
Fatal and serious	12,562	10,533	10,348	9,985	9,417	8,725	8,580	8,541	8,279
All severities	83,696	82,450	80,193	77,442	74,060	71,609	70,580	67,177	63,798
Rate	*82*	*76*	*73*	*68*	*64*	*62*	*61*	*58*	*54*
All urban roads[5]									
Fatal	1,229	1,122	1,148	1,094	1,125	1,014	987	1,003	907
Fatal and serious	22,874	19,529	18,956	18,301	17,167	15,750	14,939	15,069	14,618
All severities	152,876	150,620	146,543	140,634	134,866	128,571	123,658	116,988	111,767
Rate	*83*	*79*	*76*	*72*	*68*	*65*	*63*	*59*	*56*
Rural roads[2,3]									
A roads									
Fatal	1,233	1,178	1,204	1,203	1,230	1,148	1,129	1,136	1,025
Fatal and serious	9,039	8,096	8,070	7,820	7,561	7,023	6,697	6,468	6,210
All severities	40,054	38,846	38,693	38,947	37,516	37,402	35,482	34,227	33,341
Rate	*33*	*30*	*29*	*29*	*27*	*26*	*25*	*24*	*23*
Other roads[4]									
Fatal	645	624	611	648	706	665	621	623	628
Fatal and serious	7,345	6,579	6,316	6,304	6,230	5,891	5,286	5,380	5,218
All severities	34,688	33,612	33,445	32,686	32,642	32,205	30,889	29,542	29,018
Rate	*58*	*54*	*54*	*50*	*50*	*48*	*46*	*42*	*40*
All rural roads[5]									
Fatal	1,878	1,802	1,815	1,851	1,936	1,813	1,750	1,759	1,653
Fatal and serious	16,384	14,675	14,386	14,124	13,791	12,914	11,983	11,848	11,428
All severities	74,742	72,458	72,138	71,633	70,158	69,607	66,371	63,769	62,359
Rate	*41*	*38*	*37*	*35*	*34*	*33*	*32*	*30*	*29*
All roads[5]									
Motorways									
Fatal	152	161	180	175	184	149	176	164	154
Fatal and serious	1,145	1,190	1,235	1,162	1,166	1,047	1,007	953	989
All severities	7,989	9,394	9,128	8,942	8,746	9,072	8,619	8,379	7,976
Rate	*10*	*11*	*10*	*10*	*9*	*9*	*9*	*8*	*8*
A roads									
Fatal	1,893	1,782	1,826	1,821	1,847	1,669	1,612	1,653	1,487
Fatal and serious	19,393	17,204	16,761	16,168	15,328	14,055	13,063	12,997	12,550
All severities	109,435	107,544	105,548	102,378	98,436	94,429	88,599	84,050	81,316
Rate	*54*	*51*	*49*	*47*	*44*	*42*	*40*	*37*	*36*
Other roads[4]									
Fatal	1,220	1,165	1,170	1,128	1,216	1,160	1,125	1,109	1,073
Fatal and serious	19,944	17,213	16,768	16,315	15,666	14,624	13,872	13,922	13,497
All severities	118,616	116,791	114,338	110,431	106,848	103,909	101,517	96,732	92,823
Rate	*73*	*69*	*66*	*62*	*59*	*57*	*55*	*52*	*49*
Total[5]									
Fatal	3,264	3,108	3,176	3,124	3,247	2,978	2,913	2,926	2,714
Fatal and serious	40,481	35,607	34,764	33,645	32,160	29,726	27,942	27,872	27,036
All severities	236,040	233,729	229,014	221,751	214,030	207,410	198,735	189,161	182,115
Rate	*53*	*50*	*48*	*45*	*43*	*41*	*39*	*37*	*35*

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 Accidents: by road class, speed limit and severity: 1994-98 average[1], 2000 - 2007

Number of accidents

	1994-98 average	2000	2001	2002	2003	2004	2005	2006	2007
Motorways									
Fatal	152	161	180	175	184	149	176	164	154
Fatal and serious	1,145	1,190	1,235	1,162	1,166	1,047	1,007	953	989
All severities	7,989	9,394	9,128	8,942	8,746	9,072	8,619	8,379	7,976
A roads									
20 mph									
Fatal	0	0	1	0	0	0	2	0	1
Fatal and serious	6	11	14	11	9	17	20	23	19
All severities	34	58	86	99	92	147	131	119	116
30 mph									
Fatal	505	449	447	477	466	386	389	370	369
Fatal and serious	8,948	7,759	7,478	7,203	6,804	6,102	5,648	5,745	5,792
All severities	61,551	59,921	58,637	55,981	54,050	50,747	47,838	44,733	43,572
40 mph									
Fatal	208	197	210	189	199	190	155	212	159
Fatal and serious	2,276	2,019	1,955	2,012	1,824	1,684	1,494	1,533	1,450
All severities	13,516	14,138	13,569	13,455	12,756	12,231	10,868	10,571	10,487
50 mph									
Fatal	55	75	84	94	109	106	96	102	98
Fatal and serious	479	575	639	642	670	647	655	683	700
All severities	2,630	3,427	3,768	3,852	3,994	4,057	4,083	4,299	4,203
60 mph									
Fatal	870	824	842	829	817	762	749	742	643
Fatal and serious	6,033	5,394	5,193	4,983	4,684	4,316	3,992	3,880	3,539
All severities	23,644	21,964	21,356	20,863	19,773	19,415	18,485	17,292	16,236
70 mph									
Fatal	254	237	242	232	256	225	221	227	217
Fatal and serious	1,651	1,446	1,482	1,317	1,337	1,289	1,254	1,133	1,050
All severities	8,060	8,036	8,132	8,128	7,771	7,832	7,194	7,036	6,702
Other roads[2]									
20 mph									
Fatal	2	3	4	3	4	4	6	15	8
Fatal and serious	37	47	74	78	86	87	113	146	126
All severities	202	359	458	569	636	724	846	877	1,038
30 mph									
Fatal	645	603	620	566	585	555	553	539	495
Fatal and serious	14,027	11,790	11,657	11,347	10,727	9,910	9,637	9,517	9,348
All severities	92,696	91,082	88,976	85,874	82,777	79,439	77,674	73,741	70,624
40 mph									
Fatal	74	81	73	70	66	103	84	79	84
Fatal and serious	919	887	858	859	738	809	671	739	702
All severities	4,881	5,392	5,322	5,258	4,684	5,089	4,809	4,663	4,551
50 mph									
Fatal	6	11	11	10	26	18	16	15	18
Fatal and serious	76	104	100	113	130	111	91	122	149
All severities	436	541	641	584	657	658	679	800	753
60 mph									
Fatal	486	464	460	475	532	477	462	459	465
Fatal and serious	4,834	4,337	4,046	3,890	3,967	3,680	3,336	3,376	3,160
All severities	20,091	19,106	18,679	17,906	17,892	17,805	17,279	16,455	15,704
70 mph									
Fatal	6	3	2	4	3	3	4	2	3
Fatal and serious	50	48	33	28	18	27	24	22	12
All severities	306	311	262	240	202	194	230	196	153

1 Figures have been rounded to the nearest whole number.
2 B roads, C roads and unclassified roads: excludes cases where road class was not reported.

5a Male casualties: by built-up, non built-up roads, road class and severity: 1994–98 average[1], 2000 – 2007

Number of casualties

	1994-98 average	2000	2001	2002	2003	2004	2005	2006	2007
Built-up roads [2]									
A roads									
Killed	511	502	515	504	505	452	415	451	383
KSI [3]	7,985	7,144	7,072	7,010	6,569	5,868	5,504	5,577	5,502
All severities	54,577	55,881	54,609	52,933	50,785	47,471	44,816	42,149	41,651
B roads									
Killed	139	153	140	139	136	147	135	135	138
KSI	2,392	2,244	2,072	2,132	1,967	1,938	1,715	1,779	1,777
All severities	15,251	15,906	15,536	14,995	14,504	14,142	13,455	12,954	12,425
Other roads									
Killed	367	357	386	354	354	363	342	349	308
KSI	8,110	7,034	7,228	7,053	6,705	6,253	5,992	6,000	5,832
All severities	54,300	54,653	54,237	52,660	50,234	48,340	47,840	45,707	43,503
All built-up roads[4]									
Killed	1,018	1,012	1,041	997	995	962	892	935	829
KSI	18,487	16,422	16,372	16,195	15,241	14,059	13,211	13,356	13,111
All severities	124,128	126,440	124,382	120,588	115,523	109,953	106,111	100,810	97,579
Non-built-up roads[2]									
A roads									
Killed	992	972	993	975	1,005	918	942	924	818
KSI	7,275	6,760	6,562	6,411	6,089	5,615	5,299	5,093	4,663
All severities	31,393	30,613	30,538	29,961	28,694	28,471	27,483	25,996	24,543
B roads									
Killed	192	189	225	205	242	206	203	186	200
KSI	1,881	1,785	1,655	1,619	1,680	1,475	1,345	1,316	1,233
All severities	7,675	7,371	7,142	7,121	7,109	6,913	6,578	6,162	6,067
Other roads									
Killed	215	216	196	202	218	214	216	220	220
KSI	2,392	2,139	2,007	1,925	1,946	1,791	1,675	1,706	1,606
All severities	11,357	10,805	10,621	9,865	10,142	9,658	9,715	9,543	8,760
All non built-up roads[4]									
Killed	1,398	1,377	1,414	1,382	1,465	1,338	1,361	1,330	1,238
KSI	11,547	10,684	10,224	9,955	9,715	8,881	8,319	8,115	7,502
All severities	50,425	48,789	48,301	46,947	45,945	45,042	43,776	41,701	39,370
All speed limits[5]									
Motorways									
Killed	129	144	159	178	167	133	163	136	150
KSI	1,009	1,073	1,095	1,063	1,004	921	912	816	893
All severities	7,349	9,030	8,484	8,171	8,024	8,178	7,910	7,701	7,414
A roads									
Killed	1,503	1,474	1,508	1,479	1,510	1,370	1,357	1,375	1,201
KSI	15,260	13,904	13,634	13,421	12,658	11,483	10,803	10,670	10,165
All severities	85,971	86,494	85,147	82,894	79,479	75,942	72,299	68,145	66,194
B roads									
Killed	331	342	365	344	378	353	338	321	338
KSI	4,273	4,029	3,727	3,751	3,647	3,413	3,060	3,095	3,010
All severities	22,926	23,277	22,678	22,116	21,613	21,055	20,033	19,116	18,492
Other roads									
Killed	583	573	582	556	572	577	558	569	528
KSI	10,503	9,173	9,235	8,978	8,651	8,044	7,667	7,706	7,438
All severities	65,661	65,458	64,858	62,525	60,376	57,998	57,555	55,250	52,263
Total[5]									
Killed	2,547	2,533	2,614	2,557	2,627	2,433	2,416	2,401	2,217
KSI	31,045	28,179	27,691	27,213	25,960	23,861	22,442	22,287	21,506
All severities	181,906	184,259	181,167	175,706	169,492	163,173	157,797	150,212	144,363

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 Female casualties: by built-up, non built-up roads, road class and severity: 1994–98 average[1], 2000 – 2007

Number of casualties

	1994-98 average	2000	2001	2002	2003	2004	2005	2006	2007
Built-up roads[2]									
A roads									
Killed	237	197	170	202	198	152	165	168	167
KSI[3]	4,550	3,657	3,357	3,282	3,004	2,701	2,381	2,407	2,455
All severities	43,086	42,151	40,720	38,936	37,233	35,121	32,922	31,159	30,072
B roads									
Killed	72	63	55	47	58	53	48	47	54
KSI	1,376	1,021	996	982	939	850	765	748	740
All severities	12,419	12,290	11,951	11,438	11,006	10,590	10,206	9,754	9,630
Other roads									
Killed	173	142	140	122	127	134	150	131	110
KSI	4,473	3,548	3,395	3,222	2,930	2,709	2,707	2,705	2,602
All severities	40,645	40,671	38,711	37,762	35,647	34,595	34,242	32,893	31,418
All built-up roads[4]									
Killed	483	402	365	371	383	339	363	346	331
KSI	10,399	8,226	7,748	7,486	6,873	6,260	5,853	5,860	5,797
All severities	96,150	95,112	91,382	88,136	83,886	80,306	77,370	73,806	71,120
Non built-up roads[2]									
A roads									
Killed	365	315	322	322	316	302	275	272	243
KSI	3,723	2,960	2,990	2,674	2,481	2,413	2,259	2,117	1,908
All severities	23,475	22,156	22,216	21,079	20,098	20,077	19,022	18,256	17,070
B roads									
Killed	72	58	56	67	70	59	56	48	62
KSI	913	736	681	699	665	633	544	542	492
All severities	5,168	4,927	4,720	4,652	4,583	4,507	4,271	4,116	3,870
Other roads									
Killed	66	56	43	66	62	57	50	54	60
KSI	1,064	936	887	852	784	797	697	688	653
All severities	7,575	7,228	7,065	6,645	6,430	6,555	6,557	6,251	5,848
All non built-up roads[4]									
Killed	502	429	421	455	448	418	381	374	365
KSI	5,699	4,632	4,558	4,225	3,930	3,843	3,500	3,347	3,053
All severities	36,218	34,311	34,001	32,376	31,111	31,139	29,850	28,623	26,788
All speed limits[5]									
Motorways									
Killed	44	45	44	44	50	31	41	51	33
KSI	505	517	510	438	447	379	355	349	358
All severities	5,529	6,380	6,248	6,071	6,004	6,128	5,867	5,682	5,384
A roads									
Killed	602	512	492	524	514	454	440	440	410
KSI	8,272	6,617	6,347	5,956	5,485	5,114	4,640	4,524	4,363
All severities	66,562	64,307	62,936	60,015	57,331	55,198	51,944	49,415	47,142
B roads									
Killed	145	121	111	114	128	112	104	95	116
KSI	2,289	1,757	1,677	1,681	1,604	1,483	1,309	1,290	1,232
All severities	17,587	17,217	16,671	16,090	15,589	15,097	14,477	13,870	13,500
Other roads									
Killed	239	198	183	188	189	191	200	185	170
KSI	5,537	4,484	4,282	4,074	3,714	3,506	3,404	3,393	3,255
All severities	48,222	47,899	45,776	44,407	42,077	41,150	40,799	39,144	37,266
Total[5]									
Killed	1,030	876	830	870	881	788	785	771	729
KSI	16,603	13,375	12,816	12,149	11,250	10,482	9,708	9,556	9,208
All severities	137,900	135,803	131,631	126,583	121,001	117,573	113,087	108,111	103,292

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 casualties: by built-up and non built-up roads, road class and severity: 1994–98 average[1], 2000 – 07

Number of casualties

	1994-98 average	2000	2001	2002	2003	2004	2005	2006	2007
Built-up roads[2]									
A roads									
Killed	748	699	687	707	703	604	580	619	550
KSI[3]	12,535	10,802	10,447	10,304	9,573	8,571	7,886	7,985	7,958
All severities	97,700	98,069	95,461	91,963	88,052	82,608	77,765	73,324	71,751
B roads									
Killed	211	216	196	186	194	200	183	182	192
KSI	3,769	3,267	3,071	3,117	2,906	2,789	2,480	2,527	2,519
All severities	27,679	28,213	27,523	26,465	25,517	24,743	23,673	22,715	22,066
Other roads									
Killed	541	499	526	476	481	497	492	480	418
KSI	12,584	10,588	10,638	10,285	9,639	8,962	8,700	8,705	8,434
All severities	94,984	95,449	93,129	90,507	85,930	82,967	82,139	78,624	74,969
All built-up roads[4]									
Killed	1,501	1,414	1,409	1,369	1,378	1,301	1,255	1,281	1,160
KSI	28,888	24,657	24,156	23,706	22,118	20,322	19,066	19,217	18,911
All severities	220,363	221,731	216,113	208,935	199,499	190,318	183,577	174,663	168,786
Non built-up roads[2]									
A roads									
Killed	1,357	1,287	1,318	1,298	1,321	1,220	1,217	1,196	1,061
KSI	10,999	9,720	9,563	9,093	8,570	8,029	7,561	7,211	6,572
All severities	54,882	52,791	52,832	51,097	48,804	48,567	46,526	44,272	41,621
B roads									
Killed	264	247	281	272	312	265	259	234	262
KSI	2,794	2,521	2,337	2,322	2,346	2,109	1,889	1,858	1,725
All severities	12,846	12,299	11,878	11,781	11,697	11,424	10,853	10,283	9,942
Other roads									
Killed	280	272	239	268	280	271	266	274	280
KSI	3,456	3,076	2,897	2,779	2,730	2,590	2,372	2,394	2,259
All severities	18,937	18,044	17,725	16,522	16,578	16,223	16,279	15,798	14,614
All non built-up roads[4]									
Killed	1,901	1,806	1,838	1,838	1,913	1,756	1,742	1,704	1,603
KSI	17,250	15,317	14,797	14,194	13,646	12,728	11,822	11,463	10,556
All severities	86,666	83,134	82,435	79,400	77,079	76,214	73,658	70,353	66,177
All speed limits[5]									
Motorways									
Killed	173	189	203	224	217	164	204	187	183
KSI	1,516	1,590	1,607	1,507	1,451	1,301	1,267	1,165	1,253
All severities	12,891	15,418	14,761	14,270	14,029	14,308	13,782	13,388	12,817
A roads									
Killed	2,106	1,986	2,005	2,005	2,024	1,824	1,797	1,815	1,611
KSI	23,535	20,522	20,010	19,397	18,143	16,600	15,447	15,196	14,530
All severities	152,584	150,860	148,293	143,060	136,856	131,175	124,291	117,596	113,372
B roads									
Killed	476	463	477	458	506	465	442	416	454
KSI	6,563	5,788	5,408	5,439	5,252	4,898	4,369	4,385	4,244
All severities	40,526	40,512	39,401	38,246	37,214	36,167	34,526	32,998	32,008
Other roads									
Killed	823	771	765	744	761	768	758	754	698
KSI	16,042	13,664	13,535	13,064	12,369	11,552	11,072	11,099	10,693
All severities	113,927	113,493	110,854	107,029	102,508	99,190	98,418	94,422	89,583
Total[5]									
Killed	3,578	3,409	3,450	3,431	3,508	3,221	3,201	3,172	2,946
KSI	47,656	41,564	40,560	39,407	37,215	34,351	32,155	31,845	30,720
All severities	319,928	320,283	313,309	302,605	290,607	280,840	271,017	258,404	247,780

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 Male casualties: by road user type and severity: 1994–98 average[1], 2000 – 2007

Number of casualties

	1994-98 average	2000	2001	2002	2003	2004	2005	2006	2007
Pedestrians									
Killed	631	559	565	500	505	450	421	452	422
KSI [2]	7,063	5,784	5,682	5,400	4,971	4,658	4,310	4,319	4,260
All severities	27,163	24,604	23,745	22,873	21,472	20,312	19,338	17,824	17,452
Pedal cyclists									
Killed	154	104	120	109	89	107	131	122	112
KSI	3,019	2,250	2,182	2,009	2,005	1,923	1,942	2,020	2,090
All severities	19,437	16,318	15,342	13,750	13,672	13,406	13,300	13,063	13,036
Motorcycle									
Riders									
Killed	422	557	537	557	642	544	537	558	541
KSI	5,590	6,496	6,474	6,618	6,775	5,889	5,822	5,804	5,998
All severities	20,341	24,388	24,773	24,401	24,523	22,214	21,574	20,284	20,468
Passengers									
Killed	15	12	13	16	8	15	13	13	13
KSI	202	209	177	217	184	179	178	160	152
All severities	704	682	705	729	739	599	591	533	475
Car									
Drivers									
Killed	873	863	909	907	898	855	873	840	731
KSI	9,518	8,572	8,356	8,222	7,591	7,035	6,529	6,349	5,737
All severities	71,669	75,045	74,457	72,969	69,868	68,814	67,442	64,276	60,809
Passengers									
Killed	323	302	335	314	347	319	321	298	266
KSI	3,807	3,221	3,251	3,183	3,017	2,853	2,490	2,445	2,127
All severities	28,957	28,774	28,063	27,472	26,215	25,040	23,830	23,269	21,399
Bus or coach									
Drivers									
Killed	1	1	4	2	1	3	0	2	0
KSI	66	48	51	48	39	37	25	37	33
All severities	743	962	908	804	798	746	737	654	579
Passengers[3]									
Killed	7	9	5	10	7	10	5	8	8
KSI	194	143	147	150	128	135	111	103	147
All severities	2,500	2,524	2,635	2,375	2,342	2,398	2,109	1,895	1,922
Light goods vehicle									
Drivers									
Killed	46	50	43	51	47	47	45	37	47
KSI	682	575	574	548	546	470	410	405	358
All severities	4,912	4,888	4,933	4,845	4,787	4,386	4,260	4,219	3,790
Passengers									
Killed	13	10	16	13	17	14	6	12	9
KSI	200	153	159	150	148	113	122	109	96
All severities	1,374	1,252	1,433	1,273	1,260	1,131	1,097	1,008	957
Heavy goods vehicle									
Drivers									
Killed	46	42	47	51	42	40	47	36	41
KSI	492	476	429	430	361	354	341	327	310
All severities	2,808	2,981	2,792	2,597	2,546	2,410	2,395	2,084	2,048
Passengers									
Killed	5	9	6	10	2	5	5	3	9
KSI	67	76	59	67	51	37	32	43	41
All severities	380	444	426	379	350	326	287	292	312
All road users[4]									
Killed	2,547	2,533	2,614	2,557	2,627	2,433	2,416	2,401	2,217
KSI	31,045	28,179	27,691	27,213	25,960	23,861	22,442	22,287	21,506
All severities	181,906	184,259	181,167	175,706	169,492	163,173	157,797	150,212	144,363

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.

6b Female casualties: by road user type and severity: 1994–98 average[1], 2000 – 2007

Number of casualties

	1994-98 average	2000	2001	2002	2003	2004	2005	2006	2007
Pedestrians									
Killed	376	298	261	275	269	221	250	223	224
KSI [2]	4,605	3,714	3,368	3,224	2,961	2,818	2,818	2,731	2,664
All severities	19,348	17,378	16,739	15,847	14,905	14,555	13,913	13,151	12,717
Pedal cyclists									
Killed	32	23	18	21	25	27	17	24	24
KSI	713	518	495	439	405	385	416	422	474
All severities	4,930	4,275	3,740	3,345	3,350	3,238	3,248	3,127	3,147
Motorcycle Riders									
Killed	12	16	17	21	23	13	12	18	20
KSI	398	388	405	403	430	365	320	347	377
All severities	1,906	2,117	2,333	2,205	2,203	1,979	1,904	1,857	1,808
Passengers									
Killed	18	20	15	13	20	13	7	10	14
KSI	285	280	243	252	263	213	188	173	209
All severities	1,067	1,016	965	993	938	840	749	650	705
Car									
Drivers									
Killed	255	224	253	238	271	251	236	226	211
KSI	5,114	4,122	4,189	3,796	3,448	3,366	2,968	2,956	2,740
All severities	56,267	58,853	57,729	55,977	53,898	53,207	52,098	50,704	48,268
Passengers									
Killed	312	276	247	286	253	246	245	248	224
KSI	4,812	3,797	3,598	3,504	3,232	2,887	2,628	2,504	2,359
All severities	46,347	44,027	42,232	40,835	38,315	36,746	34,857	32,694	30,887
Bus or coach									
Drivers									
Killed	0	0	0	0	0	0	0	0	0
KSI	5	3	13	5	5	8	6	3	4
All severities	61	62	84	67	64	76	81	70	59
Passengers[3]									
Killed	11	5	5	7	3	7	4	9	4
KSI	449	384	351	346	328	307	221	283	271
All severities	6,278	6,509	6,244	5,730	5,844	5,587	4,984	4,631	4,509
Light goods vehicle									
Drivers									
Killed	2	5	3	3	3	0	1	2	0
KSI	54	34	33	31	25	16	15	23	13
All severities	466	354	400	356	337	254	285	291	263
Passengers									
Killed	4	1	2	3	5	1	2	1	2
KSI	79	51	45	51	46	32	40	26	27
All severities	671	510	531	523	513	392	406	392	326
Heavy goods vehicle									
Drivers									
Killed	0	0	0	0	0	1	1	0	1
KSI	5	5	3	8	6	3	6	3	4
All severities	46	55	53	58	48	41	46	46	48
Passengers									
Killed	1	4	1	2	0	1	2	0	1
KSI	15	14	7	18	11	12	16	10	7
All severities	103	115	110	141	116	106	115	106	66
All road users[4]									
Killed	1,030	876	830	870	881	788	785	771	729
KSI	16,603	13,375	12,816	12,149	11,250	10,482	9,708	9,556	9,208
All severities	137,900	135,803	131,631	126,583	121,001	117,573	113,087	108,111	103,292

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 casualties: by road user type and severity: 1994–98 average[1], 2000 – 2007

Number of casualties

	1994-98 average	2000	2001	2002	2003	2004	2005	2006	2007
Pedestrians									
Killed	1,008	857	826	775	774	671	671	675	646
KSI [2]	11,669	9,498	9,064	8,631	7,933	7,478	7,129	7,051	6,924
All severities	46,543	42,033	40,577	38,784	36,405	34,881	33,281	30,982	30,191
Pedal cyclists									
Killed	186	127	138	130	114	134	148	146	136
KSI	3,732	2,770	2,678	2,450	2,411	2,308	2,360	2,442	2,564
All severities	24,385	20,612	19,114	17,107	17,033	16,648	16,561	16,196	16,195
Motorcycle									
Riders									
Killed	434	573	554	580	665	557	549	576	561
KSI	5,988	6,885	6,883	7,030	7,205	6,255	6,142	6,151	6,376
All severities	22,251	26,513	27,135	26,628	26,733	24,201	23,484	22,143	22,279
Passengers									
Killed	33	32	29	29	28	28	20	23	27
KSI	487	489	422	470	447	393	366	333	361
All severities	1,772	1,699	1,675	1,725	1,678	1,440	1,340	1,183	1,180
Car									
Drivers									
Killed	1,128	1,087	1,164	1,146	1,169	1,106	1,109	1,066	942
KSI	14,634	12,695	12,555	12,030	11,040	10,402	9,497	9,305	8,479
All severities	127,958	133,928	132,318	129,024	123,786	122,045	119,567	115,003	109,100
Passengers									
Killed	634	578	585	601	600	565	566	546	490
KSI	8,619	7,024	6,869	6,698	6,251	5,742	5,120	4,949	4,488
All severities	75,329	72,871	70,484	68,401	64,556	61,813	58,735	55,997	52,333
Bus or coach									
Drivers									
Killed	1	1	4	2	1	3	0	2	0
KSI	71	51	64	53	44	45	31	40	37
All severities	804	1,024	992	873	862	822	818	724	638
Passengers[3]									
Killed	19	14	10	17	10	17	9	17	12
KSI	645	527	498	498	456	443	332	386	418
All severities	8,794	9,064	8,892	8,132	8,206	7,998	7,102	6,529	6,441
Light goods vehicle									
Drivers									
Killed	48	55	46	54	50	47	46	39	47
KSI	735	609	607	579	571	486	425	429	371
All severities	5,378	5,245	5,336	5,206	5,124	4,641	4,545	4,511	4,054
Passengers									
Killed	17	11	18	16	22	15	8	13	11
KSI	279	204	204	201	194	145	162	135	123
All severities	2,046	1,762	1,968	1,801	1,773	1,525	1,503	1,403	1,286
Heavy goods vehicle									
Drivers									
Killed	46	42	47	51	42	41	48	36	42
KSI	497	481	434	438	367	357	347	330	315
All severities	2,855	3,038	2,850	2,657	2,594	2,451	2,441	2,132	2,098
Passengers									
Killed	7	13	7	12	2	6	7	3	10
KSI	82	90	66	86	62	49	48	53	48
All severities	483	559	538	521	467	432	402	398	378
All road users[4]									
Killed	3,578	3,409	3,450	3,431	3,508	3,221	3,201	3,172	2,946
KSI	47,656	41,564	40,560	39,407	37,215	34,351	32,155	31,845	30,720
All severities	319,928	320,283	313,309	302,605	290,607	280,840	271,017	258,404	247,780

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.

7a Male casualties: killed or seriously injured: by road user type and age: 1994-98 average[1], 2000 - 2007

Number of casualties

		1994-98 average	2000	2001	2002	2003	2004	2005	2006	2007
Pedestrians	0 to 4[2]	374	254	219	214	190	170	156	158	172
	5 to 7	571	404	383	321	288	253	207	207	198
	8 to 11	875	694	722	597	503	456	419	357	341
	12 to 15	825	704	720	710	585	608	519	553	494
	16 to 19	513	424	476	443	435	391	410	385	410
	20 to 24	523	441	446	468	445	384	396	388	384
	25 to 59	2,116	1,848	1,716	1,790	1,715	1,612	1,438	1,536	1,481
	60 to 64	207	177	187	127	145	113	104	121	113
	65 to 69	188	128	150	115	110	107	108	114	113
	70 to 74	228	162	158	140	122	131	133	108	121
	75 to 79	207	182	170	157	138	122	123	107	112
	80 and over	328	261	234	219	215	221	201	202	250
	All age groups[3]	7,063	5,784	5,682	5,400	4,971	4,658	4,310	4,319	4,260
Pedal cyclists	0 to 4[2]	17	8	7	6	12	6	9	6	4
	5 to 7	123	68	55	55	43	40	39	38	33
	8 to 11	304	196	171	157	178	125	134	119	128
	12 to 15	489	361	338	289	276	323	266	262	279
	16 to 19	304	165	199	156	157	144	144	163	154
	20 to 24	263	165	155	138	143	141	145	153	131
	25 to 59	1,245	1,077	1,033	995	980	942	1,002	1,057	1,156
	60 and over	240	165	192	169	191	173	170	189	167
	All age groups[3]	3,019	2,250	2,182	2,009	2,005	1,923	1,942	2,020	2,090
Motorcycle riders 50cc and under	Under 16	13	16	18	20	19	25	39	28	18
	16	100	183	215	253	248	300	299	269	267
	17	39	80	85	117	110	105	105	123	133
	18	13	28	32	34	39	39	40	34	45
	19	7	26	24	27	23	20	23	28	26
	20 to 24	33	40	44	64	45	43	45	46	52
	25 to 59	110	118	138	126	138	112	108	121	132
	60 and over	37	18	13	14	20	12	9	9	12
	All age groups[3]	355	519	575	660	654	664	671	665	697
Motorcycle riders over 50cc	Under 16	39	50	51	50	55	46	44	31	27
	16	77	56	62	54	78	77	68	50	54
	17	215	208	223	203	265	236	256	210	224
	18	175	206	220	202	216	193	172	185	171
	19	150	170	156	169	181	162	171	174	180
	20 to 24	857	679	672	752	716	651	668	644	719
	25 to 59	3,526	4,372	4,278	4,309	4,341	3,632	3,557	3,574	3,609
	60 and over	120	140	120	126	175	161	142	194	232
	All age groups[3]	5,234	5,977	5,899	5,958	6,121	5,225	5,151	5,139	5,301
Car drivers	Under 17	58	60	63	66	53	57	41	36	31
	17	281	234	200	204	202	187	209	221	191
	18	453	373	361	372	364	316	332	346	316
	19	393	390	340	355	352	327	328	303	283
	20 to 24	1,640	1,353	1,405	1,402	1,309	1,241	1,160	1,133	1,025
	25 to 29	1,332	1,043	1,009	1,005	896	820	748	736	678
	30 to 39	1,852	1,804	1,771	1,663	1,497	1,343	1,217	1,122	976
	40 to 59	2,082	1,977	1,891	1,942	1,763	1,672	1,502	1,490	1,385
	60 to 69	613	569	533	468	456	418	397	407	344
	70 to 79	479	435	453	398	377	336	302	310	255
	80 and over	229	207	217	235	213	212	210	183	177
	All age groups[3]	9,518	8,572	8,356	8,222	7,591	7,035	6,529	6,349	5,737
Car passengers	Under 17	793	568	606	600	554	517	401	396	336
	17	296	226	244	217	213	192	240	202	179
	18	295	267	253	257	240	239	201	236	195
	19	242	234	215	210	205	218	161	175	126
	20 to 24	755	645	673	721	666	647	564	506	500
	25 to 29	391	315	334	314	279	249	234	241	213
	30 to 39	403	361	373	333	329	300	245	226	203
	40 to 59	333	306	270	275	249	233	206	235	194
	60 to 69	103	84	71	73	70	66	65	68	68
	70 to 79	79	71	62	63	68	53	54	73	29
	80 and over	44	50	46	32	45	37	36	34	33
	All age groups[3]	3,807	3,221	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 Female casualties: killed or seriously injured: by road user type and age: 1994-98 average[1], 2000 - 2007

Number of casualties

		1994-98 average	2000	2001	2002	2003	2004	2005	2006	2007
Pedestrians	0 to 4[2]	197	128	97	107	81	80	91	81	81
	5 to 7	260	184	161	145	104	109	121	101	77
	8 to 11	475	380	350	290	250	208	218	200	213
	12 to 15	590	478	490	443	380	455	403	368	323
	16 to 19	300	232	229	224	231	211	241	227	194
	20 to 24	244	225	189	207	197	185	181	168	173
	25 to 59	1,020	914	829	809	790	742	752	751	755
	60 to 64	164	130	95	130	105	94	97	105	99
	65 to 69	191	138	133	112	119	89	93	92	105
	70 to 74	263	206	149	139	156	135	111	112	124
	75 to 79	310	232	204	195	174	151	167	152	159
	80 and over	528	412	379	366	325	316	291	326	307
	All age groups[3]	4,605	3,714	3,368	3,224	2,961	2,818	2,818	2,731	2,664
Pedal cyclists	0 to 4[2]	1	1	1	2	1	1	1	0	2
	5 to 7	23	13	11	10	10	13	14	10	7
	8 to 11	74	58	41	36	38	27	29	40	36
	12 to 15	98	53	50	37	37	42	35	28	33
	16 to 19	58	39	30	22	23	25	30	24	28
	20 to 24	75	38	43	32	42	27	37	29	36
	25 to 59	299	260	246	238	196	197	205	233	276
	60 and over	72	45	53	51	44	48	54	50	46
	All age groups[3]	713	518	495	439	405	385	416	422	474
Motorcycle riders 50cc and under	Under 16	1	1	0	3	4	1	1	2	0
	16	9	17	16	21	14	13	23	16	15
	17	7	8	14	11	8	14	9	16	11
	18	4	3	8	6	4	4	5	3	3
	19	3	6	7	3	3	6	4	0	4
	20 to 24	12	16	7	19	13	12	8	7	13
	25 to 59	65	53	59	46	49	41	37	35	41
	60 and over	20	9	8	14	12	7	4	2	7
	All age groups[3]	122	116	119	124	108	102	92	83	95
Motorcycle riders over 50cc	Under 16	2	2	0	3	1	0	0	1	0
	16	4	1	4	5	3	7	6	2	3
	17	9	8	9	10	11	6	8	6	6
	18	8	13	12	8	6	6	3	10	2
	19	11	14	3	6	6	12	5	6	6
	20 to 24	62	38	37	36	40	44	33	34	32
	25 to 59	170	189	210	205	244	183	164	196	226
	60 and over	7	5	5	4	7	5	5	6	5
	All age groups[3]	276	272	286	279	322	263	228	264	282
Car drivers	Under 17	3	4	6	4	2	2	4	3	1
	17	85	40	51	39	57	36	47	40	53
	18	174	113	114	96	119	117	122	116	104
	19	161	125	131	116	98	135	107	125	107
	20 to 24	782	527	531	557	491	477	432	413	401
	25 to 29	730	515	472	431	438	376	317	321	282
	30 to 39	1,140	955	1,000	824	682	692	555	536	487
	40 to 59	1,356	1,224	1,255	1,106	978	979	863	862	793
	60 to 69	299	264	262	254	248	244	224	248	221
	70 to 79	227	214	213	220	208	173	178	167	177
	80 and over	96	94	102	96	90	98	88	98	76
	All age groups[3]	5,114	4,122	4,189	3,796	3,448	3,366	2,968	2,956	2,740
Car passengers	Under 17	840	673	598	617	562	474	400	435	378
	17	215	140	165	168	191	155	140	137	147
	18	204	145	170	147	154	137	121	136	132
	19	140	132	108	140	123	116	102	106	90
	20 to 24	534	394	411	429	352	352	313	295	293
	25 to 29	396	264	242	244	176	170	169	179	136
	30 to 39	510	411	381	320	308	271	233	235	196
	40 to 59	812	636	585	598	519	470	454	383	391
	60 to 69	454	359	318	264	267	247	220	198	190
	70 to 79	403	364	346	311	277	246	234	204	198
	80 and over	209	194	167	180	184	174	165	146	158
	All age groups[3]	4,812	3,797	3,598	3,504	3,232	2,887	2,628	2,504	2,359

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 casualties: killed or seriously injured: by road user type and age: 1994-98 average[1], 2000 - 2007

Number of casualties

		1994-98 average	2000	2001	2002	2003	2004	2005	2006	2007
Pedestrians	0 to 4[2]	571	382	316	321	271	250	247	239	253
	5 to 7	831	588	545	466	392	362	328	308	275
	8 to 11	1,350	1,074	1,073	888	753	664	637	557	554
	12 to 15	1,415	1,182	1,210	1,153	965	1,063	922	921	817
	16 to 19	813	656	705	668	666	603	651	612	604
	20 to 24	767	666	635	675	642	569	577	556	557
	25 to 59	3,136	2,762	2,546	2,600	2,505	2,354	2,191	2,287	2,236
	60 to 64	370	307	282	257	250	207	201	226	212
	65 to 69	379	266	283	227	229	196	201	206	218
	70 to 74	490	368	307	279	278	266	244	220	245
	75 to 79	517	414	374	352	312	273	290	259	271
	80 and over	856	673	613	586	540	537	492	528	557
	All age groups[3]	11,669	9,498	9,064	8,631	7,933	7,478	7,129	7,051	6,924
Pedal cyclists	0 to 4[2]	19	9	8	8	13	7	10	6	6
	5 to 7	146	81	66	66	53	53	53	48	40
	8 to 11	377	254	212	193	216	152	163	159	164
	12 to 15	587	414	388	327	313	365	301	290	312
	16 to 19	362	204	229	178	180	169	174	187	182
	20 to 24	338	203	198	170	185	168	182	182	167
	25 to 59	1,545	1,337	1,279	1,233	1,176	1,139	1,207	1,290	1,432
	60 and over	313	210	245	220	235	221	224	239	213
	All age groups[3]	3,732	2,770	2,678	2,450	2,411	2,308	2,360	2,442	2,564
Motorcycle riders 50cc and under	Under 16	14	17	18	23	23	26	40	30	18
	16	109	200	232	274	262	313	322	285	282
	17	46	88	99	128	118	119	114	139	144
	18	17	31	40	40	43	43	45	37	48
	19	10	32	31	30	26	26	27	28	30
	20 to 24	46	56	51	83	58	55	53	53	65
	25 to 59	174	171	197	172	187	153	145	156	173
	60 and over	57	27	21	28	32	19	13	11	19
	All age groups[3]	477	635	695	784	762	766	763	748	792
Motorcycle riders over 50cc	Under 16	41	52	51	53	56	46	44	32	27
	16	81	57	66	59	81	84	74	52	57
	17	224	216	232	213	276	242	264	216	230
	18	183	219	232	211	222	199	175	195	173
	19	161	184	159	175	187	174	176	180	186
	20 to 24	918	717	709	792	756	695	701	678	751
	25 to 59	3,697	4,561	4,488	4,516	4,585	3,815	3,721	3,770	3,835
	60 and over	127	145	125	130	182	166	147	200	237
	All age groups[3]	5,511	6,250	6,188	6,246	6,443	5,489	5,379	5,403	5,584
Car drivers	Under 17	61	64	69	70	55	59	45	39	32
	17	365	274	251	243	259	223	256	261	244
	18	627	486	475	468	483	433	454	462	420
	19	554	515	471	471	450	462	435	428	390
	20 to 24	2,421	1,880	1,938	1,962	1,800	1,718	1,592	1,546	1,426
	25 to 29	2,062	1,558	1,481	1,437	1,334	1,196	1,065	1,057	960
	30 to 39	2,993	2,759	2,771	2,488	2,179	2,035	1,772	1,658	1,463
	40 to 59	3,438	3,201	3,147	3,050	2,741	2,652	2,365	2,352	2,178
	60 to 69	912	833	795	722	704	662	621	655	565
	70 to 79	706	649	666	618	585	509	480	477	432
	80 and over	325	301	319	331	303	310	298	281	253
	All age groups[3]	14,634	12,695	12,555	12,030	11,040	10,402	9,497	9,305	8,479
Car passengers	Under 17	1,633	1,241	1,204	1,217	1,117	991	802	831	714
	17	511	366	409	385	404	347	380	339	326
	18	498	412	423	404	394	376	322	372	327
	19	382	366	324	351	328	334	263	281	216
	20 to 24	1,288	1,039	1,087	1,150	1,018	999	877	801	793
	25 to 29	788	579	576	559	455	419	403	420	349
	30 to 39	913	772	755	653	637	572	478	461	400
	40 to 59	1,145	942	855	874	768	703	660	618	585
	60 to 69	556	443	389	337	337	313	285	266	258
	70 to 79	482	435	409	374	345	299	288	277	227
	80 and over	252	244	213	212	229	211	201	180	191
	All age groups[3]	8,619	7,024	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 Casualties: by time of accident and severity: 1997 - 2007

Number of casualties

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
04.00 to 17.59											
Killed	2,081	2,015	2,036	2,017	1,989	1,952	2,033	1,818	1,804	1,808	1,717
KSI[1]	29,782	28,425	27,415	26,601	25,500	24,550	23,312	21,393	20,061	19,981	19,543
All severities	228,552	228,480	225,488	224,565	218,605	209,194	202,199	195,201	188,210	179,328	173,763
18.00 to 21.59											
Killed	767	765	712	720	757	774	728	676	704	666	656
KSI	10,127	9,616	9,251	8,928	8,860	8,517	7,962	7,363	6,917	6,769	6,694
All severities	66,235	64,628	63,353	63,152	62,164	60,372	56,921	55,433	53,678	50,891	48,702
22.00 to 03.59											
Killed	751	641	674	672	703	705	747	727	693	698	573
KSI	6,671	6,209	5,872	6,028	6,193	6,337	5,937	5,593	5,173	5,094	4,480
All severities	33,005	32,038	31,410	32,512	32,450	33,011	31,461	30,191	29,099	28,162	25,291
Total[2]											
Killed	3,599	3,421	3,423	3,409	3,450	3,431	3,508	3,221	3,201	3,172	2,946
KSI	46,583	44,255	42,545	41,564	40,560	39,407	37,215	34,351	32,155	31,845	30,720
All severities	327,803	325,212	320,310	320,283	313,309	302,605	290,607	280,840	271,017	258,404	247,780

1 Killed or seriously injured.
2 Includes cases where time was not reported.

9 Casualty rates: by road user type and severity: 1997 - 2007

Casualty rate per 100 million vehicle kilometres/percentage

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Pedal cyclists											
Killed	*4.5*	*4.0*	*4.2*	*3.1*	*3.3*	*2.9*	*2.5*	*3.2*	*3.3*	*3.1*	*3.2*
KSI[1]	*87*	*83*	*77*	*66*	*63*	*55*	*53*	*54*	*53*	*52*	*60*
All severities	*597*	*573*	*554*	*489*	*446*	*383*	*374*	*392*	*371*	*347*	*378*
Motorcycle riders											
Killed	*12*	*11*	*12*	*13*	*12*	*11*	*12*	*11*	*10*	*11*	*10*
KSI	*150*	*146*	*143*	*151*	*143*	*138*	*128*	*121*	*113*	*118*	*114*
All severities	*573*	*559*	*545*	*580*	*563*	*524*	*477*	*469*	*432*	*426*	*399*
Car drivers											
Killed	*0.3*	*0.3*	*0.3*	*0.3*	*0.3*	*0.3*	*0.3*	*0.3*	*0.3*	*0.3*	*0.2*
KSI	*4.1*	*3.7*	*3.4*	*3.4*	*3.3*	*3.1*	*2.8*	*2.6*	*2.4*	*2.3*	*2.1*
All severities	*37*	*36*	*35*	*36*	*35*	*33*	*31*	*31*	*30*	*29*	*27*
Bus or coach drivers											
Killed	*0*	*0*	*0*	*0*	*0.1*	*0*	*0*	*0.1*	*0*	*0*	*0*
KSI	*1.5*	*1.3*	*1.3*	*1.0*	*1.2*	*1.0*	*0.8*	*0.9*	*0.6*	*0.7*	*0.6*
All severities	*16*	*17*	*17*	*20*	*19*	*17*	*16*	*16*	*16*	*13*	*11*
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*	*1.4*	*1.2*	*1.2*	*1.1*	*1.1*	*1.0*	*0.8*	*0.7*	*0.7*	*0.5*
All severities	*11*	*11*	*10*	*10*	*9.9*	*9.5*	*8.9*	*7.6*	*7.3*	*6.9*	*5.9*
Heavy goods vehicle drivers											
Killed	*0.1*	*0.2*	*0.2*	*0.1*	*0.2*	*0.2*	*0.1*	*0.1*	*0.2*	*0.1*	*0.1*
KSI	*1.8*	*1.7*	*1.7*	*1.7*	*1.5*	*1.5*	*1.3*	*1.2*	*1.2*	*1.1*	*1.1*
All severities	*11*	*11*	*11*	*11*	*10*	*9.4*	*9.1*	*8.3*	*8.4*	*7.3*	*7.1*
All drivers and riders[2]											
Killed	*0.4*	*0.4*	*0.4*	*0.4*	*0.4*	*0.4*	*0.4*	*0.4*	*0.4*	*0.4*	*0.3*
KSI	*5.7*	*5.3*	*5.1*	*5.0*	*4.9*	*4.6*	*4.4*	*4.0*	*3.8*	*3.7*	*3.5*
All severities	*42*	*41*	*40*	*41*	*39*	*37*	*36*	*34*	*33*	*32*	*30*
Percentage of all road user casualties accounted for by drivers and riders											
Killed	*54*	*55*	*55*	*56*	*57*	*58*	*59*	*59*	*60*	*60*	*59*
KSI	*55*	*55*	*56*	*57*	*58*	*58*	*59*	*58*	*59*	*59*	*60*
All severities	*58*	*59*	*59*	*60*	*60*	*60*	*61*	*61*	*62*	*63*	*63*

1 Killed or seriously injured.
2 Includes driver and riders of other vehicles.

10 Vehicles involved and involvement rates: by vehicle type and severity of accident: 1997 - 2007

Number of vehicles/*rate per 100 million vehicle kilometres*

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Pedal cycles											
Fatal	199	167	187	141	145	141	124	144	158	163	146
Rate	*4.9*	*4.2*	*4.6*	*3.4*	*3.4*	*3.2*	*2.7*	*3.4*	*3.6*	*3.5*	*3.4*
Fatal or serious	3,795	3,485	3,351	2,937	2,823	2,583	2,544	2,416	2,497	2,584	2,698
Rate	*93*	*88*	*82*	*71*	*67*	*58*	*56*	*57*	*56*	*56*	*64*
All severities	25,200	23,423	23,482	21,055	19,497	17,532	17,472	17,084	17,039	16,611	16,607
Rate	*617*	*592*	*576*	*506*	*460*	*397*	*387*	*406*	*385*	*358*	*391*
Motorcycle riders											
Fatal	570	570	617	695	673	694	783	659	620	667	676
Rate	*14*	*14*	*14*	*15*	*14*	*14*	*14*	*13*	*11*	*13*	*12*
Fatal or serious	6,833	6,864	7,291	7,814	7,767	7,920	8,102	7,059	6,854	6,863	7,087
Rate	*172*	*167*	*162*	*171*	*161*	*156*	*144*	*137*	*126*	*132*	*127*
All severities	25,211	25,514	27,122	29,236	30,084	29,503	29,523	26,857	25,870	24,323	24,381
Rate	*636*	*621*	*603*	*639*	*625*	*581*	*527*	*521*	*476*	*468*	*436*
Cars											
Fatal	3,979	3,714	3,634	3,516	3,654	3,728	3,773	3,520	3,465	3,483	3,141
Rate	*1.1*	*1.0*	*1.0*	*0.9*	*1.0*	*0.9*	*1.0*	*0.9*	*0.9*	*0.9*	*0.8*
Fatal or serious	48,141	45,341	43,062	41,587	40,745	39,563	36,912	34,416	32,129	31,892	30,302
Rate	*13*	*12*	*11*	*11*	*11*	*10*	*9.4*	*8.6*	*8.1*	*7.9*	*7.5*
All severities	338,924	337,794	329,866	329,846	321,900	314,568	299,933	291,842	281,810	267,991	255,891
Rate	*93*	*91*	*87*	*88*	*84*	*80*	*76*	*73*	*71*	*67*	*63*
Buses or coaches											
Fatal	129	136	139	136	164	125	119	121	108	118	120
Rate	*2.5*	*2.6*	*2.6*	*2.6*	*3.2*	*2.4*	*2.2*	*2.3*	*2.1*	*2.2*	*2.1*
Fatal or serious	1,516	1,487	1,483	1,449	1,433	1,392	1,319	1,237	1,131	1,159	1,138
Rate	*29*	*28*	*28*	*28*	*28*	*27*	*24*	*24*	*22*	*22*	*20*
All severities	11,241	11,762	11,888	11,733	11,521	10,781	10,939	10,573	9,988	9,133	8,559
Rate	*218*	*224*	*224*	*227*	*223*	*207*	*203*	*202*	*193*	*169*	*149*
Light goods vehicles											
Fatal	309	290	262	279	302	296	320	267	261	274	306
Rate	*0.6*	*0.6*	*0.5*	*0.5*	*0.6*	*0.5*	*0.6*	*0.4*	*0.4*	*0.4*	*0.4*
Fatal or serious	3,167	3,113	2,676	2,620	2,660	2,554	2,509	2,207	2,080	2,092	2,087
Rate	*6.5*	*6.1*	*5.2*	*5.0*	*5.0*	*4.6*	*4.3*	*3.6*	*3.3*	*3.2*	*3.1*
All severities	20,070	20,083	18,052	17,671	18,314	17,755	17,486	15,728	16,078	15,593	14,620
Rate	*41*	*40*	*35*	*34*	*34*	*32*	*30*	*26*	*26*	*24*	*21*
Heavy goods vehicles											
Fatal	572	595	617	565	588	570	533	472	520	458	461
Rate	*2.1*	*2.1*	*2.2*	*2.0*	*2.1*	*2.0*	*1.9*	*1.6*	*1.8*	*1.6*	*1.6*
Fatal or serious	3,187	3,077	3,085	3,033	2,910	2,692	2,456	2,142	2,168	2,071	1,951
Rate	*12*	*11*	*11*	*11*	*10*	*9.5*	*8.6*	*7.3*	*7.5*	*7.1*	*6.6*
All severities	14,385	14,526	15,191	15,194	14,813	13,480	13,173	12,516	12,120	11,336	10,688
Rate	*54*	*52*	*54*	*54*	*53*	*48*	*46*	*43*	*42*	*39*	*36*
All motor vehicles[1]											
Fatal	5,622	5,386	5,352	5,282	5,455	5,500	5,614	5,119	5,036	5,072	4,781
Rate	*1.2*	*1.2*	*1.1*	*1.1*	*1.1*	*1.1*	*1.1*	*1.0*	*1.0*	*1.0*	*0.9*
Fatal or serious	63,506	60,545	58,344	57,277	56,104	54,835	51,861	47,757	44,805	44,615	43,172
Rate	*14*	*13*	*12*	*12*	*12*	*11*	*11*	*9.6*	*9.0*	*8.8*	*8.4*
All severities	413,197	413,172	406,401	408,231	399,883	390,273	374,098	362,303	348,773	331,120	318,009
Rate	*92*	*90*	*87*	*87*	*84*	*80*	*76*	*73*	*70*	*65*	*62*
All vehicles[2]											
Fatal	5,836	5,564	5,547	5,433	5,614	5,647	5,753	5,276	5,204	5,253	4,930
Rate	*1.3*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.2*	*1.0*	*1.0*	*1.0*	*1.0*
Fatal or serious	67,411	64,125	61,814	60,336	59,055	57,509	54,516	50,277	47,380	47,278	45,939
Rate	*15*	*14*	*13*	*13*	*12*	*12*	*11*	*10*	*9.4*	*9.2*	*8.9*
All severities	438,877	437,105	430,492	429,943	420,073	408,325	392,022	379,845	366,236	348,059	334,966
Rate	*97*	*95*	*91*	*91*	*88*	*83*	*79*	*76*	*73*	*68*	*65*

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 accidents: 1997 - 2007

Number/*percentage*

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Car drivers											
Involved in accidents	338,924	337,794	329,866	329,846	321,900	314,568	299,933	291,842	281,810	267,991	255,891
Number breath tested	157,373	173,610	175,916	172,840	163,540	159,782	151,442	149,430	149,687	146,564	146,024
Percentage of drivers involved	*46*	*51*	*53*	*52*	*51*	*51*	*50*	*51*	*53*	*55*	*57*
Number failing breath test[1]	7,087	6,690	6,669	7,124	7,264	7,285	7,289	6,655	6,397	5,873	5,644
Percentage of drivers											
breath tested	*4.5*	*3.9*	*3.8*	*4.1*	*4.4*	*4.6*	*4.8*	*4.5*	*4.3*	*4.0*	*3.9*
involved in accidents	*2.1*	*2.0*	*2.0*	*2.2*	*2.3*	*2.3*	*2.4*	*2.3*	*2.3*	*2.2*	*2.2*
Motorcycle riders											
Involved in accidents	25,211	25,514	27,122	29,236	30,084	29,503	29,523	26,857	25,870	24,323	24,381
Number breath tested	9,926	11,416	12,970	13,945	13,725	12,992	13,178	12,422	12,221	11,884	12,648
Percentage of riders involved	*39*	*45*	*48*	*48*	*46*	*44*	*45*	*46*	*47*	*49*	*52*
Number failing breath test[1]	428	426	443	442	446	441	510	423	391	374	337
Percentage of riders											
breath tested	*4.3*	*3.7*	*3.4*	*3.2*	*3.2*	*3.4*	*3.9*	*3.4*	*3.2*	*3.1*	*2.7*
involved in accidents	*1.7*	*1.7*	*1.6*	*1.5*	*1.5*	*1.5*	*1.7*	*1.6*	*1.5*	*1.5*	*1.4*
Other motor vehicle drivers											
Involved in accidents	49,062	49,864	49,413	49,149	47,899	46,202	44,642	43,604	41,093	38,806	37,737
Number breath tested	21,687	24,697	25,864	25,915	24,457	23,458	22,656	22,120	21,311	20,822	20,886
Percentage of drivers involved	*44*	*50*	*52*	*53*	*51*	*51*	*51*	*51*	*52*	*54*	*55*
Number failing breath test[1]	445	398	411	401	386	378	351	349	327	347	297
Percentage of drivers											
breath tested	*2.1*	*1.6*	*1.6*	*1.5*	*1.6*	*1.6*	*1.5*	*1.6*	*1.5*	*1.7*	*1.4*
involved in accidents	*0.9*	*0.8*	*0.8*	*0.8*	*0.8*	*0.8*	*0.8*	*0.8*	*0.8*	*0.9*	*0.8*
All driver/riders											
Involved in accidents	413,197	413,172	406,401	408,231	399,883	390,273	374,098	362,303	348,773	331,120	318,009
Number breath tested	188,986	209,723	214,750	212,700	201,722	196,232	187,276	183,972	183,219	179,270	179,558
Percentage involved	*46*	*51*	*53*	*52*	*50*	*50*	*50*	*51*	*53*	*54*	*56*
Number failing breath test[1]	7,960	7,514	7,523	7,967	8,096	8,104	8,150	7,427	7,115	6,594	6,278
Percentage of driver riders											
breath tested	*4.2*	*3.6*	*3.5*	*3.7*	*4.0*	*4.1*	*4.4*	*4.0*	*3.9*	*3.7*	*3.5*
involved in accidents	*1.9*	*1.8*	*1.9*	*2.0*	*2.0*	*2.1*	*2.2*	*2.0*	*2.0*	*2.0*	*2.0*

1 Failed or refused to provide a specimen of breath.

12 Accidents, vehicles and casualties: casualties by severity: by road class, built-up and non built-up roads: 2007

Number of accidents/vehicles/casualties

			Casualties involved, by severity			
	Accidents	Vehicles involved	Killed	Seriously injured	Slightly injured	All severities
Motorways						
Fatal	154	389	183	122	213	518
Serious	835	1,745	..	948	600	1,548
Slight	6,987	15,582	..	..	10,751	10,751
All severities	7,976	17,716	183	1,070	11,564	12,817
Built-up A roads						
Fatal	529	832	550	123	184	857
Serious	6,732	11,209	..	7,285	2,075	9,360
Slight	46,914	89,617	..	..	61,534	61,534
All severities	54,175	101,658	550	7,408	63,793	71,751
Built-up other roads[1]						
Fatal	587	938	610	128	171	909
Serious	9,589	15,255	..	10,215	2,411	12,626
Slight	66,037	118,174	..	..	83,500	83,500
All severities	76,213	134,367	610	10,343	86,082	97,035
All built-up roads[2]						
Fatal	1,116	1,770	1,160	251	355	1,766
Serious	16,321	26,464	..	17,500	4,486	21,986
Slight	112,951	207,791	..	..	145,034	145,034
All severities	130,388	236,025	1,160	17,751	149,875	168,786
Non built-up A roads						
Fatal	958	1,914	1,061	419	621	2,101
Serious	4,331	8,079	..	5,092	2,658	7,750
Slight	21,852	43,027	..	..	31,770	31,770
All severities	27,141	53,020	1,061	5,511	35,049	41,621
Non built-up other roads[1]						
Fatal	486	857	542	178	246	966
Serious	2,835	4,721	..	3,264	1,548	4,812
Slight	13,289	22,627	..	..	18,778	18,778
All severities	16,610	28,205	542	3,442	20,572	24,556
All non built-up roads[2]						
Fatal	1,444	2,771	1,603	597	867	3,067
Serious	7,166	12,800	..	8,356	4,206	12,562
Slight	35,141	65,654	..	..	50,548	50,548
All severities	43,751	81,225	1,603	8,953	55,621	66,177
All speed limits[3]						
Fatal	2,714	4,930	2,946	970	1,435	5,351
Serious	24,322	41,009	..	26,804	9,292	36,096
Slight	155,079	289,027	..	..	206,333	206,333
All severities	182,115	334,966	2,946	27,774	217,060	247,780

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 Accidents and casualties: by severity, road type and speed limit: 2007

Number of accidents/casualties

	Accidents				Casualties			
	Fatal	Serious	Slight	All	Killed	Seriously injured	Slightly injured	All
Roundabout								
Speed limit								
20 mph[1]	0	4	29	33	0	4	32	36
30 mph	15	559	6,463	7,037	15	576	8,164	8,755
40 mph	6	131	1,708	1,845	6	140	2,202	2,348
50 mph	0	42	412	454	0	49	549	598
60 mph	8	144	1,373	1,525	8	159	1,828	1,995
70 mph	4	73	727	804	4	80	982	1,066
All limits[2]	33	953	10,712	11,698	33	1,008	13,757	14,798
One way street								
Speed limit								
20 mph[1]	1	8	106	115	1	8	113	122
30 mph	27	429	3,061	3,517	27	456	3,715	4,198
40 mph	0	5	55	60	0	9	81	90
50 mph	0	4	13	17	0	4	22	26
60 mph	3	12	89	104	3	16	115	134
All limits[2]	31	458	3,324	3,813	31	493	4,046	4,570
Single carriageway								
Speed limit								
20 mph[1]	6	114	801	921	6	121	959	1,086
30 mph	733	12,230	81,049	94,012	764	13,160	106,354	120,278
40 mph	170	1,297	7,299	8,766	177	1,550	11,060	12,787
50 mph	84	458	2,082	2,624	89	554	3,527	4,170
60 mph	1,063	5,211	22,301	28,575	1,195	6,636	35,975	43,806
All limits[2]	2,056	19,310	113,532	134,898	2,231	22,021	157,875	182,127
Slip road								
Speed limit								
20 mph[1]	0	2	7	9	0	2	7	9
30 mph	3	47	501	551	3	48	633	684
40 mph	0	5	150	155	0	5	207	212
50 mph	4	12	125	141	4	15	191	210
60 mph	2	25	195	222	2	26	274	302
70 mph	14	71	811	896	15	121	1,257	1,393
All limits[2]	23	162	1,789	1,974	24	217	2,569	2,810
Dual carriageway								
Speed limit								
20 mph[1]	1	2	17	20	1	2	19	22
30 mph	77	898	6,962	7,937	81	999	9,620	10,700
40 mph	68	471	3,702	4,241	70	539	5,485	6,094
50 mph	31	237	1,735	2,003	32	272	2,671	2,975
60 mph	32	199	1,279	1,510	33	218	1,895	2,146
70 mph	348	1,477	10,626	12,451	396	1,834	17,382	19,612
All limits[2]	557	3,284	24,321	28,162	613	3,864	37,072	41,549
All roads[3]								
Speed limit								
20 mph[1]	9	136	1,009	1,154	9	143	1,184	1,336
30 mph	864	14,278	99,150	114,292	899	15,368	129,858	146,125
40 mph	244	1,916	12,966	15,126	253	2,250	19,092	21,595
50 mph	119	756	4,385	5,260	125	897	6,983	8,005
60 mph	1,109	5,605	25,344	32,058	1,242	7,069	40,229	48,540
70 mph	369	1,631	12,225	14,225	418	2,047	19,714	22,179
All limits[2]	2,714	24,322	155,079	182,115	2,946	27,774	217,060	247,780

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 Accidents: by severity, number of casualties involved, built-up and non built-up roads and road class: 2007

Number of accidents

	Fatal accidents								Serious accidents					Slight accidents		
Killed	5+	4	3	2	1	1	1	1								
Seriously injured	0+	0+	0+	0+	2+	1	0	0	4+	3	2	1	1			All
Slightly injured	0+	0+	0+	0+	0+	0+	1+	0	0+	0+	0+	1+	0	2+	1	accidents
Built-up roads[1]																
A roads	0	0	3	15	26	50	78	357	28	59	325	1,173	5,147	10,170	36,744	54,175
B roads	0	0	0	10	7	16	26	123	9	21	104	345	1,627	3,139	11,297	16,724
Other roads	0	0	1	11	12	41	62	278	22	42	289	1,027	6,103	9,421	42,180	59,489
All built-up roads[2]	0	0	4	36	45	107	166	758	59	122	718	2,545	12,877	22,730	90,221	130,388
Non built-up roads[1]																
A roads	1	2	8	77	76	143	223	428	35	86	468	1,267	2,475	6,646	15,206	27,141
B roads	1	0	1	22	20	30	51	109	7	17	119	382	671	1,556	3,582	6,568
Other roads	0	2	1	20	14	39	45	131	11	26	162	454	986	2,293	5,858	10,042
All non built-up roads[2]	2	4	10	119	110	212	319	668	53	129	749	2,103	4,132	10,495	24,646	43,751
All speed limits[3]																
Motorways	2	0	4	12	12	23	34	67	4	10	80	270	471	2,344	4,643	7,976
A roads	1	2	11	92	102	193	301	785	63	145	793	2,440	7,622	16,816	51,950	81,316
B roads	1	0	1	32	27	46	77	232	16	38	223	727	2,298	4,695	14,879	23,292
Other roads	0	2	2	31	26	80	107	409	33	68	451	1,481	7,089	11,714	48,038	69,531
Total[3]	4	4	18	167	167	342	519	1,493	116	261	1,547	4,918	17,480	35,569	119,510	182,115

1 Excludes motorways.
2 Includes cases where road class was not reported.
3 Includes cases where speed limit was not reported.

15a Accidents: by daylight and darkness, road surface condition, built-up and non built-up roads and severity: 2007

Number of accidents

	Daylight				Darkness				
	Dry	Wet or flood	Snow or ice	All[1]	Dry	Wet or flood	Snow or ice	All[1]	All[2] accidents
Motorways									
Fatal	58	15	0	73	48	33	0	81	154
Serious	428	100	7	535	167	129	4	300	835
Slight	3,674	1,284	26	4,991	1,077	870	46	1,996	6,987
All severities	4,160	1,399	33	5,599	1,292	1,032	50	2,377	7,976
Built-up roads[3]									
Fatal	514	122	3	639	290	184	3	477	1,116
Serious	8,784	2,076	73	10,941	3,243	2,030	99	5,380	16,321
Slight	64,786	18,562	752	84,183	16,556	11,481	690	28,761	112,951
All severities	74,084	20,760	828	95,763	20,089	13,695	792	34,618	130,388
Non built-up roads[3]									
Fatal	647	237	13	897	293	239	15	547	1,444
Serious	3,465	1,429	76	4,971	1,094	1,024	76	2,195	7,166
Slight	16,088	9,006	676	25,807	4,136	4,644	544	9,332	35,141
All severities	20,200	10,672	765	31,675	5,523	5,907	635	12,074	43,751
All speed limits[4]									
Fatal	1,219	374	16	1,609	631	456	18	1,105	2,714
Serious	12,677	3,605	156	16,447	4,504	3,183	179	7,875	24,322
Slight	84,548	28,852	1,454	114,981	21,769	16,995	1,280	40,089	155,079
All severities	98,444	32,831	1,626	133,037	26,904	20,634	1,477	49,069	182,115

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 Casualties: by daylight and darkness, road surface condition, built-up and non built-up roads and severity: 2007

Number of casualties

	Daylight				Darkness				
	Dry	Wet or flood	Snow or ice	All[1]	Dry	Wet or flood	Snow or ice	All[1]	All[2] casualties
Motorways									
Killed	69	16	0	85	62	36	0	98	183
Serious	516	127	7	650	211	205	4	420	1,070
Slight	5,879	2,160	51	8,101	1,896	1,502	61	3,463	11,564
All severities	6,464	2,303	58	8,836	2,169	1,743	65	3,981	12,817
Built-up roads[3]									
Killed	527	126	3	656	307	193	4	504	1,160
Serious	9,352	2,269	77	11,706	3,623	2,304	110	6,045	17,751
Slight	83,482	25,306	935	109,818	22,629	16,427	957	40,049	149,875
All severities	93,361	27,701	1,015	122,180	26,559	18,924	1,071	46,598	168,786
Non built-up roads[3]									
Killed	712	263	15	990	319	279	15	613	1,603
Serious	4,179	1,811	84	6,075	1,411	1,375	91	2,878	8,953
Slight	25,386	14,153	930	40,514	6,805	7,505	784	15,104	55,621
All severities	30,277	16,227	1,029	47,579	8,535	9,159	890	18,595	66,177
All speed limits[4]									
Killed	1,308	405	18	1,731	688	508	19	1,215	2,946
Serious	14,047	4,207	168	18,431	5,245	3,884	205	9,343	27,774
Slight	114,747	41,619	1,916	158,433	31,330	25,434	1,802	58,616	217,060
All severities	130,102	46,231	2,102	178,595	37,263	29,826	2,026	69,174	247,780

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 Accidents: by daylight and darkness, weather condition, built-up and non built-up roads and severity: 2007

Number of accidents

	Daylight				Darkness				All[1]
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	accidents
Motorways									
Fatal	61	6	0	2	63	16	0	2	154
Serious	459	56	6	5	220	62	3	3	835
Slight	4,109	691	19	20	1,421	463	26	16	6,987
All severities	4,629	753	25	27	1,704	541	29	21	7,976
Built-up roads[2]									
Fatal	569	48	0	3	400	65	1	3	1,116
Serious	9,550	1,002	25	15	4,159	936	15	29	16,321
Slight	70,653	9,387	263	127	20,872	5,684	148	181	112,951
All severities	80,772	10,437	288	145	25,431	6,685	164	213	130,388
Non built-up roads[2]									
Fatal	784	88	2	8	432	81	0	10	1,444
Serious	4,185	615	20	34	1,658	404	15	38	7,166
Slight	20,342	4,179	180	191	6,484	2,011	103	170	35,141
All severities	25,311	4,882	202	233	8,574	2,496	118	218	43,751
All speed limits[3]									
Fatal	1,414	142	2	13	895	162	1	15	2,714
Serious	14,194	1,673	51	54	6,037	1,402	33	70	24,322
Slight	95,104	14,257	462	338	28,777	8,158	277	367	155,079
All severities	110,712	16,072	515	405	35,709	9,722	311	452	182,115

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 Casualties: by daylight and darkness, weather condition, built-up and non built-up roads and severity: 2007

Number of casualties

	Daylight				Darkness				All[1]
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	casualties
Motorways									
Killed	72	7	0	2	77	18	0	3	183
Serious	555	66	6	9	272	121	3	7	1,070
Slight	6,667	1,095	29	77	2,513	770	38	32	11,564
All severities	7,294	1,168	35	88	2,862	909	41	42	12,817
Built-up roads[2]									
Killed	582	51	0	3	420	72	1	3	1,160
Serious	10,189	1,090	25	18	4,667	1,067	16	31	17,751
Slight	91,677	12,954	334	177	29,017	8,089	198	240	149,875
All severities	102,448	14,095	359	198	34,104	9,228	215	274	168,786
Non built-up roads[2]									
Killed	866	98	2	8	484	90	0	11	1,603
Serious	5,089	781	23	47	2,180	533	18	49	8,953
Slight	32,073	6,577	250	305	10,635	3,192	142	272	55,621
All severities	38,028	7,456	275	360	13,299	3,815	160	332	66,177
All speed limits[3]									
Killed	1,520	156	2	13	981	180	1	17	2,946
Serious	15,833	1,937	54	74	7,119	1,721	37	87	27,774
Slight	130,417	20,626	613	559	42,165	12,051	378	544	217,060
All severities	147,770	22,719	669	646	50,265	13,952	416	648	247,780

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 Accidents: by daylight and darkness, road surface condition, built-up and non built-up roads, speed limit and street lighting: 2007

Number of accidents

	Daylight				Darkness				
	Dry	Wet or flood	Snow or ice	All[1]	Dry	Wet or flood	Snow or ice	All[1]	All accidents[2]
Motorways									
Street lighting	2,439	803	16	3,259	649	538	30	1,219	4,478
No street lights/Street lights unlit	1,587	554	16	2,159	578	462	20	1,060	3,219
Lighting not reported	134	42	1	181	65	32	0	98	279
All lighting conditions	4,160	1,399	33	5,599	1,292	1,032	50	2,377	7,976
Built-up roads[3]									
Speed limit 20 mph									
Street lighting	589	124	3	716	139	68	6	213	929
No street lights/Street lights unlit	124	29	1	155	17	4	1	22	177
Lighting not reported	26	8	0	34	11	3	0	14	48
All lighting conditions	739	161	4	905	167	75	7	249	1,154
Speed limit 30 mph									
Street lighting	55,401	14,191	539	70,215	16,206	10,887	594	27,722	97,937
No street lights/Street lights unlit	7,593	2,906	146	10,648	725	604	50	1,379	12,027
Lighting not reported	2,442	600	36	3,081	842	282	21	1,151	4,232
All lighting conditions	65,436	17,697	721	83,944	17,773	11,773	665	30,252	114,196
Speed limit 40 mph									
Street lighting	6,008	2,032	64	8,107	1,710	1,476	81	3,270	11,377
No street lights/Street lights unlit	1,547	757	35	2,339	328	327	35	691	3,030
Lighting not reported	354	113	4	472	111	44	4	159	631
All lighting conditions	7,909	2,902	103	10,918	2,149	1,847	120	4,120	15,038
All built-up roads									
Street lighting	61,998	16,347	606	79,038	18,055	12,431	681	31,205	110,243
No street lights/Street lights unlit	9,264	3,692	182	13,142	1,070	935	86	2,092	15,234
Lighting not reported	2,822	721	40	3,587	964	329	25	1,324	4,911
All lighting conditions	74,084	20,760	828	95,767	20,089	13,695	792	34,621	130,388
Non built-up roads[3]									
Speed limit 50 mph									
Street lighting	1,594	511	19	2,125	470	372	20	863	2,988
No street lights/Street lights unlit	805	485	15	1,305	222	208	19	449	1,754
Lighting not reported	115	42	1	159	37	16	2	55	214
All lighting conditions	2,514	1,038	35	3,589	729	596	41	1,367	4,956
Speed limit 60 mph									
Street lighting	3,887	1,624	77	5,602	703	789	56	1,549	7,151
No street lights/Street lights unlit	9,960	6,423	600	16,996	2,928	3,522	463	6,918	23,914
Lighting not reported	439	184	12	641	156	69	9	234	875
All lighting conditions	14,286	8,231	689	23,239	3,787	4,380	528	8,701	31,940
Speed limit 70 mph									
Street lighting	1,884	729	19	2,636	469	437	26	933	3,569
No street lights/Street lights unlit	1,400	639	21	2,060	506	471	39	1,017	3,077
Lighting not reported	116	35	1	152	32	23	1	57	209
All lighting conditions	3,400	1,403	41	4,848	1,007	931	66	2,007	6,855
All non built-up roads									
Street lighting	7,365	2,864	115	10,363	1,642	1,598	102	3,345	13,708
No street lights/Street lights unlit	12,165	7,547	636	20,361	3,656	4,201	521	8,384	28,745
Lighting not reported	670	261	14	952	225	108	12	346	1,298
All lighting conditions	20,200	10,672	765	31,676	5,523	5,907	635	12,075	43,751
All speed limits[4]									
Street lighting	71,802	20,014	737	92,660	20,346	14,567	813	35,769	128,429
No street lights/Street lights unlit	23,016	11,793	834	35,662	5,304	5,598	627	11,536	47,198
Lighting not reported	3,626	1,024	55	4,720	1,254	469	37	1,768	6,488
All lighting conditions	98,444	32,831	1,626	133,042	26,904	20,634	1,477	49,073	182,115

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 Accidents: by daylight and darkness, lighting conditions, special conditions and carriageway hazards: 2007

Number of accidents

		Darkness				
	Daylight	Street lights lit	No street lighting or street lights unlit	Street lighting unknown	All darkness	All[1] accidents
Special conditions at site						
Automatic traffic signal out or defective	384	92	10	4	106	490
Permanent road sign/markings defective or obscured	203	71	36	3	110	313
Roadworks	1,694	428	136	20	584	2,278
Road surface defective	284	37	48	3	88	372
Oil or diesel	616	83	44	5	132	748
Mud	413	34	144	0	178	591
Total	3,594	745	418	35	1,198	4,792
Carriageway hazards						
Dislodged vehicle load in carriageway	150	20	22	4	46	196
Other object in carriageway	1,070	304	209	22	535	1,605
Involvement with previous accident	169	31	73	3	107	276
Uninjured pedestrian in carriageway	255	109	16	5	130	385
Animal in carriageway (except ridden horses)	489	156	347	8	511	1,000
Total	2,133	620	667	42	1,329	3,462
All accidents[2]	133,042	35,769	11,536	1,768	49,073	182,115

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 Accidents: by junction type, built-up and non built-up roads and severity: 2007

Number of accidents

	Roundabout[1]	T or staggered[2]	Crossroads	Multiple junction	Private drive/ Entrance	Other junction	All junctions	Not at or within 20 metres of junction[3]
Motorways								
Fatal	1	16	0	0	0	2	19	135
Serious	24	72	1	0	0	4	101	734
All Severities	434	759	9	13	2	41	1,258	6,718
Built-up roads[4]								
Fatal	35	392	100	18	21	33	599	517
Serious	988	6,188	1,659	289	572	575	10,271	6,050
All Severities	12,472	48,175	14,785	2,589	4,928	5,109	88,058	42,330
Non built-up roads[4]								
Fatal	15	237	52	4	49	31	388	1,056
Serious	329	1,205	304	43	274	160	2,315	4,851
All Severities	3,938	8,154	1,769	285	1,638	1,086	16,870	26,881
All speed limits[5]								
Fatal	51	645	152	22	70	66	1,006	1,708
Serious	1,341	7,465	1,964	332	846	739	12,687	11,635
All Severities	16,844	57,088	16,563	2,887	6,568	6,236	106,186	75,929

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 Single vehicle accidents[1]: by object hit off carriageway: built-up and non built-up roads and severity: 2007

Number of accidents

(a) Built-up roads[2]

Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All
None	443	6,403	25,582	32,428
Road sign or traffic signal	16	78	542	636
Lamp post	35	207	997	1,239
Telegraph pole or electricity pole	8	59	241	308
Tree	45	206	626	877
Bus stop or shelter	3	19	90	112
Crash barrier	7	62	337	406
Submerged	1	0	2	3
Entered ditch	3	40	161	204
Other permanent objects	64	528	2,126	2,718
Total[3]	625	7,602	30,706	38,933

(b) Non built-up roads[2]

Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All
None	172	991	3,694	4,857
Road sign or traffic signal	23	89	519	631
Lamp post	15	58	333	406
Telegraph pole or electricity pole	7	77	326	410
Tree	165	554	1,543	2,262
Bus stop or shelter	3	2	7	12
Crash barrier	21	149	812	982
Submerged	5	5	18	28
Entered ditch	19	252	1,227	1,498
Other permanent objects	88	496	2,551	3,135
Total[3]	518	2,673	11,030	14,221

(c) Motorways

Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All
None	20	77	337	434
Road sign or traffic signal	1	10	40	51
Lamp post	2	13	22	37
Telegraph pole or electricity pole	0	0	2	2
Tree	11	34	83	128
Bus stop or shelter	0	0	0	0
Crash barrier	22	116	748	886
Submerged	0	0	1	1
Entered ditch	3	14	50	67
Other permanent objects	2	41	130	173
Total[3]	61	305	1,413	1,779

(d) All roads[4]

Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All
None	635	7,471	29,613	37,719
Road sign or traffic signal	40	177	1,101	1,318
Lamp post	52	278	1,352	1,682
Telegraph pole or electricity pole	15	136	569	720
Tree	221	794	2,252	3,267
Bus stop or shelter	6	21	97	124
Crash barrier	50	327	1,897	2,274
Submerged	6	5	21	32
Entered ditch	25	306	1,438	1,769
Other permanent objects	154	1,065	4,807	6,026
Total[3]	1,204	10,580	43,149	54,933

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 Accidents: by number of vehicles involved, built-up and non built-up roads, road class and severity: 2007

Number of accidents

	One vehicle only		Pedestrian and one vehicle[1]		Two vehicles[2]				
	Car	Other vehicle	Car	Other vehicle	Both cars	Other combination	Three[2] vehicles	Four[2] or more vehicles	All accidents
Built-up roads[3]									
A roads									
Fatal	57	35	124	84	60	117	41	11	529
Serious	426	400	1,595	502	864	2,417	423	105	6,732
All severities	2,638	2,200	6,855	2,023	17,887	16,881	4,650	1,041	54,175
B roads									
Fatal	33	9	39	13	21	47	15	5	182
Serious	165	118	579	120	286	704	104	30	2,106
All severities	1,146	637	2,503	517	5,744	4,694	1,226	257	16,724
Other roads									
Fatal	48	31	97	55	28	106	22	18	405
Serious	510	522	2,221	444	911	2,428	349	98	7,483
All severities	3,509	2,467	12,151	2,287	18,122	16,693	3,415	845	59,489
All built-up roads[4]									
Fatal	138	75	260	152	109	270	78	34	1,116
Serious	1,101	1,040	4,395	1,066	2,061	5,549	876	233	16,321
All severities	7,293	5,304	21,509	4,827	41,753	38,268	9,291	2,143	130,388
Non built-up roads[3]									
A roads									
Fatal	175	60	60	18	170	284	125	66	958
Serious	818	509	122	31	944	1,234	509	164	4,331
All severities	5,660	1,605	380	98	8,803	5,934	3,373	1,288	27,141
B roads									
Fatal	55	15	13	2	43	69	31	6	234
Serious	298	151	29	5	289	314	92	18	1,196
All severities	2,038	434	111	20	2,068	1,265	523	109	6,568
Other roads									
Fatal	80	24	9	7	40	58	25	9	252
Serious	454	182	58	16	404	436	72	17	1,639
All severities	2,893	563	330	89	3,464	2,116	497	90	10,042
All non built-up roads[4]									
Fatal	310	99	82	27	253	411	181	81	1,444
Serious	1,570	842	209	52	1,637	1,984	673	199	7,166
All severities	10,591	2,602	821	207	14,335	9,315	4,393	1,487	43,751
All speed limits[5]									
Motorways									
Fatal	31	14	9	7	18	21	27	27	154
Serious	216	80	4	5	134	187	121	88	835
All severities	1,426	315	22	16	2,159	1,894	1,356	788	7,976
A roads									
Fatal	232	95	184	102	230	401	166	77	1,487
Serious	1,244	909	1,717	533	1,808	3,651	932	269	11,063
All severities	8,298	3,805	7,235	2,121	26,690	22,815	8,023	2,329	81,316
B roads									
Fatal	88	24	52	15	64	116	46	11	416
Serious	463	269	608	125	575	1,018	196	48	3,302
All severities	3,184	1,071	2,614	537	7,812	5,959	1,749	366	23,292
Other roads									
Fatal	128	55	106	62	68	164	47	27	657
Serious	964	704	2,279	460	1,315	2,864	421	115	9,122
All severities	6,402	3,030	12,481	2,376	21,586	18,809	3,912	935	69,531
Total[4]									
Fatal	479	188	351	186	380	702	286	142	2,714
Serious	2,887	1,962	4,608	1,123	3,832	7,720	1,670	520	24,322
All severities	19,310	8,221	22,352	5,050	58,247	49,477	15,040	4,418	182,115

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 Accidents: involving pedestrians and one vehicle: by severity and vehicle type: 2007

Number of accidents

	Fatal	Serious	Slight	All severities
Single vehicle accidents				
Pedal cycle	3	48	142	193
Motorcycle 50cc and under	1	25	174	200
Motorcycle 51cc - 125cc	9	77	251	337
Motorcycle 126cc - 500cc	6	35	107	148
Motorcycle over 500cc	12	103	216	331
All motorcycles	28	240	748	1,016
Car	336	4,360	16,490	21,186
Taxi/Private hire car	11	222	817	1,050
Minibus	4	26	86	116
Bus or coach	42	319	1,141	1,502
Light goods vehicle	40	296	1,056	1,392
Heavy goods vehicle[1]	66	137	334	537
of which:				
Rigid[2]	40	109	281	430
Articulated	26	28	53	107
Other motor vehicle	7	77	305	389
Other non-motor vehicle	0	5	6	11
Any vehicle[3]	537	5,731	21,134	27,402
Accidents involving two or more vehicles	108	460	1,158	1,726

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 Accidents, vehicle user and pedestrian casualties: by combination of vehicles involved in urban areas: 2007

Accidents/Casualties

Vehicle A	Single vehicle		Two vehicle accidents by vehicle type B									All accidents with three or more vehicles	All accidents with vehs of type `A'
	No pedes-trian	With pedes-trian	Pedal cycle	M'cycle 50cc & under	M'cycle over 50cc	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any[1] other vehicle	All two[2] vehicle accidents		
Pedal cycle													
Accidents involving	208	172	36	52	158	11,040	370	680	253	132	12,722	360	13,462
User casualties	210	45	42	46	132	10,973	328	683	251	127	12,583	372	13,210
of which: killed	3	0	2	0	0	33	4	5	20	2	66	1	70
seriously injured	70	5	5	8	17	1,389	50	106	67	17	1,660	72	1,807
Pedestrians hit by cycles	0	176	2	0	0	18	7	0	0	0	27	2	205
of which: killed	0	3	0	0	0	0	1	0	0	0	1	0	4
seriously injured	0	39	0	0	0	1	2	0	0	0	3	1	43
Motorcycle 50cc and under													
Accidents involving	360	168	52	55	31	2,428	20	123	29	34	2,773	184	3,485
User casualties	370	37	19	75	22	2,394	18	123	30	32	2,714	172	3,293
of which: killed	1	0	0	0	0	4	0	0	1	0	5	1	7
seriously injured	95	5	1	16	4	387	3	26	8	2	447	31	578
Ped'ns hit by m/cs to 50cc	0	172	0	3	0	10	1	0	0	1	15	2	189
of which: killed	0	1	0	0	0	0	0	0	0	0	0	0	1
seriously injured	0	22	0	1	0	2	0	0	0	0	3	1	26
Motorcycle over 50cc													
Accidents involving	1,208	702	158	31	92	8,012	104	557	149	129	9,233	810	11,953
User casualties	1,263	237	84	17	128	8,059	103	559	147	130	9,228	798	11,526
of which: killed	43	1	0	0	2	72	1	9	2	2	88	35	167
seriously injured	404	37	17	5	22	1,732	25	115	43	36	1,995	234	2,670
Ped'ns hit by m/cs +50cc	0	728	1	1	1	50	3	1	0	1	58	11	797
of which: killed	0	20	0	0	0	2	0	0	0	0	2	1	23
seriously injured	0	181	0	0	1	18	1	1	0	0	21	5	207
Car													
Accidents involving	5,300	19,305	11,040	2,428	8,012	35,901	2,189	3,244	1,742	957	65,525	9,998	100,128
User casualties	7,064	363	291	137	718	51,993	1,189	3,188	1,971	701	60,201	14,499	82,127
of which: killed	123	0	0	0	0	73	12	11	13	1	110	48	281
seriously injured	972	22	11	7	43	1,856	88	113	102	30	2,250	703	3,947
Pedestrians hit by cars	0	19,924	18	3	14	701	98	68	41	46	990	170	21,084
of which: killed	0	235	0	0	0	28	4	0	0	0	32	5	272
seriously injured	0	3,981	2	0	0	160	32	15	10	12	231	49	4,261
Bus or coach													
Accidents involving	2,420	1,398	370	20	104	2,189	87	161	72	67	3,070	359	7,247
User casualties	2,823	82	73	3	17	2,106	150	165	117	74	2,705	211	5,821
of which: killed	8	0	0	0	0	0	0	0	0	0	0	0	8
seriously injured	245	4	5	1	2	78	5	5	3	4	103	4	356
Pedestrians hit by buses	0	1,434	3	0	1	21	12	1	3	2	43	7	1,484
of which: killed	0	38	1	0	0	1	3	0	1	0	6	0	44
seriously injured	0	295	1	0	1	7	3	1	0	0	13	0	308
Light goods vehicle													
Accidents involving	150	1,147	680	123	557	3,244	161	128	106	45	5,044	1,303	7,644
User casualties	182	7	8	4	20	1,097	50	168	96	18	1,461	411	2,061
of which: killed	2	0	0	0	0	1	0	0	0	0	1	1	4
seriously injured	19	1	0	0	3	34	2	6	7	2	54	22	96
Pedestrians hit by LGVs	0	1,175	0	0	0	40	7	8	5	2	62	14	1,251
of which: killed	0	29	0	0	0	2	0	1	0	0	3	2	34
seriously injured	0	248	0	0	0	10	5	1	0	0	16	3	267
Heavy goods vehicle													
Accidents involving	120	405	253	29	149	1,742	72	106	65	30	2,446	554	3,525
User casualties	129	8	4	0	6	205	12	22	84	9	342	111	590
of which: killed	3	0	0	0	0	0	0	0	0	0	0	1	4
seriously injured	20	2	0	0	1	12	1	2	9	0	25	3	50
Pedestrians hit by HGVs	0	417	0	0	0	11	1	6	2	1	21	7	445
of which: killed	0	43	0	0	0	1	0	0	0	1	2	0	45
seriously injured	0	100	0	0	0	1	1	1	1	0	4	1	105
Any other vehicle A[1]													
Accidents involving	81	322	132	34	129	957	67	45	30	47	1,441	321	2,165
User casualties	105	9	6	5	17	496	24	37	24	56	665	87	866
of which: killed	0	1	0	0	1	1	0	0	2	0	4	0	5
seriously injured	24	1	1	1	2	52	6	7	2	5	76	4	105
Ped'ns hit by these vehs	0	329	0	0	0	13	1	0	3	2	19	3	351
of which: killed	0	4	0	0	0	0	0	0	0	0	0	0	4
seriously injured	0	69	0	0	0	4	0	0	2	0	6	0	75
All vehicles[2]													
Accidents involving	9,847	23,627	12,722	2,773	9,233	65,525	3,070	5,044	2,446	1,441	69,340	10,098	112,912
All vehicle user casualties	12,146	788	13,068	2,926	10,160	85,531	4,429	6,238	2,978	1,756	89,899	16,661	119,494
of which: killed	183	2	66	5	89	221	17	26	38	9	274	87	546
seriously injured	1,849	77	1,695	469	2,067	5,934	278	428	257	167	6,610	1,073	9,609
Pedestrian casualties	0	24,363	49	19	73	1,153	161	138	73	72	1,235	216	25,814
of which: killed	0	373	2	0	2	38	11	3	3	1	46	8	427
seriously injured	0	4,935	6	3	22	274	54	34	16	18	297	60	5,292

1 Includes other motor and non-motor vehicles.

2 Includes cases where vehicle type was not reported.

23b Accidents, vehicle user and pedestrian casualties: by combination of vehicles involved in rural areas: 2007

Accidents/Casualties

Vehicle A	Single vehicle		Two vehicle accidents by vehicle type B									All accidents with three or more vehicles	All accidents with vehs of type `A'
	No pedes-trian	With pedes-trian	Pedal cycle	M'cycle 50cc & under	M'cycle over 50cc	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any[1] other vehicle	All two[2] vehicle accidents		
Pedal cycle													
Accidents involving	140	21	20	21	41	2,275	44	177	72	39	2,692	144	2,997
User casualties	142	4	29	18	39	2,271	41	175	72	37	2,685	153	2,984
of which: killed	9	0	0	0	1	29	1	7	12	2	52	5	66
seriously injured	59	0	8	3	8	428	8	40	18	8	523	39	621
Pedestrians hit by cycles	0	22	0	0	0	1	0	1	0	0	2	0	24
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	5	0	0	0	0	0	0	0	0	0	0	5
Motorcycle 50cc and under													
Accidents involving	216	32	21	17	13	683	7	48	22	13	824	73	1,145
User casualties	220	7	7	27	10	662	7	49	22	11	795	66	1,088
of which: killed	3	0	0	0	1	2	0	0	3	0	6	1	10
seriously injured	51	0	0	6	3	124	1	13	2	2	151	17	219
Ped'ns hit by m/cs to 50cc	0	34	0	0	0	1	0	0	0	0	1	0	35
of which: killed	0	0	0	0	0	1	0	0	0	0	1	0	1
seriously injured	0	1	0	0	0	0	0	0	0	0	0	0	1
Motorcycle over 50cc													
Accidents involving	1,930	114	41	13	113	3,647	43	306	179	118	4,460	747	7,251
User casualties	2,042	30	20	10	179	3,797	42	307	181	123	4,659	818	7,549
of which: killed	76	0	0	0	7	146	5	23	22	13	216	112	404
seriously injured	826	10	4	1	59	1,230	19	92	64	51	1,520	325	2,681
Ped'ns hit by m/cs +50cc	0	121	0	0	2	4	1	1	0	0	8	3	132
of which: killed	0	6	0	0	0	0	0	1	0	0	1	0	7
seriously injured	0	20	0	0	0	1	0	0	0	0	1	2	23
Car													
Accidents involving	14,008	3,046	2,275	683	3,647	22,345	497	2,607	3,116	883	36,063	9,178	62,295
User casualties	19,135	114	79	71	543	36,232	440	2,712	3,777	818	44,684	15,367	79,300
of which: killed	411	0	0	0	3	325	17	55	105	8	513	227	1,151
seriously injured	2,529	8	8	3	40	2,987	53	253	368	66	3,778	1,273	7,588
Pedestrians hit by cars	0	3,166	0	0	4	182	30	27	17	15	276	75	3,517
of which: killed	0	120	0	0	0	19	2	2	4	0	27	14	161
seriously injured	0	709	0	0	1	47	10	9	5	4	76	18	803
Bus or coach													
Accidents involving	209	104	44	7	43	497	4	41	45	21	702	177	1,192
User casualties	381	2	5	0	4	422	16	57	99	39	642	230	1,255
of which: killed	3	0	0	0	0	0	0	0	0	0	0	1	4
seriously injured	59	0	0	0	0	16	0	0	0	0	16	12	87
Pedestrians hit by buses	0	110	0	0	0	6	0	1	3	2	12	0	122
of which: killed	0	5	0	0	0	0	0	0	1	0	1	0	6
seriously injured	0	25	0	0	0	2	0	1	0	1	4	0	29
Light goods vehicle													
Accidents involving	517	243	177	48	306	2,607	41	183	285	59	3,707	1,684	6,151
User casualties	638	1	4	2	37	1,153	22	271	291	42	1,823	817	3,279
of which: killed	20	0	0	0	0	7	1	0	11	0	19	15	54
seriously injured	89	0	0	0	0	96	4	27	49	4	181	70	340
Pedestrians hit by LGVs	0	246	1	0	0	17	8	4	3	5	38	6	290
of which: killed	0	11	0	0	0	1	0	0	0	0	1	0	12
seriously injured	0	51	0	0	0	5	2	1	0	3	11	2	64
Heavy goods vehicle													
Accidents involving	524	132	72	22	179	3,116	45	285	260	80	4,060	1,588	6,304
User casualties	583	6	3	1	13	396	14	78	339	35	880	417	1,886
of which: killed	18	0	0	0	0	2	0	0	11	0	13	17	48
seriously injured	96	0	0	0	0	33	3	10	51	4	101	64	261
Pedestrians hit by HGVs	0	138	0	0	1	9	1	0	4	0	15	6	159
of which: killed	0	23	0	0	0	3	0	0	2	0	5	2	30
seriously injured	0	39	0	0	0	2	1	0	1	0	4	2	45
Any other vehicle A[1]													
Accidents involving	135	78	39	13	118	883	21	59	80	39	1,252	386	1,851
User casualties	174	1	2	2	8	310	8	23	67	53	473	93	741
of which: killed	5	0	0	0	1	3	0	2	3	1	10	2	17
seriously injured	26	0	1	0	3	35	2	4	7	3	55	8	89
Ped'ns hit by these vehs	0	84	0	0	0	4	0	1	0	2	7	2	93
of which: killed	0	2	0	0	0	0	0	0	0	0	0	0	2
seriously injured	0	14	0	0	0	1	0	0	0	0	1	0	15
All vehicles[2]													
Accidents involving	17,679	3,772	2,692	824	4,460	36,063	702	3,707	4,060	1,252	38,378	9,359	69,188
All vehicle user casualties	23,315	165	2,805	899	5,313	53,695	1,216	5,224	5,389	1,578	56,641	17,961	98,082
of which: killed	545	0	52	6	222	702	24	106	169	33	829	380	1,754
seriously injured	3,735	18	536	158	1,574	5,740	106	593	609	190	6,325	1,808	11,886
Pedestrian casualties	0	3,923	3	1	13	318	52	69	38	29	359	92	4,374
of which: killed	0	167	0	1	1	32	3	4	10	0	36	16	219
seriously injured	0	865	0	0	2	87	17	21	9	9	97	24	986

1 Includes other motor and non-motor vehicles.

2 Includes cases where vehicle type was not reported.

23c Accidents, vehicle user and pedestrian casualties: by combination of vehicles involved in all areas[1]: 2007

Accidents/Casualties

Vehicle A	Single vehicle		Two vehicle accidents by vehicle type B									All accidents with three or more vehicles	All accidents with vehs of type `A'
	No pedes-trian	With pedes-trian	Pedal cycle	M'cycle 50cc & under	M'cycle over 50cc	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any[2] other vehicle	All two[3] vehicle accidents		
Pedal cycle													
Accidents involving	348	193	56	73	199	13,316	414	857	325	171	15,415	504	16,460
User casualties	352	49	71	64	171	13,245	369	858	323	164	15,269	525	16,195
of which: killed	12	0	2	0	1	62	5	12	32	4	118	6	136
seriously injured	129	5	13	11	25	1,817	58	146	85	25	2,183	111	2,428
Pedestrians hit by cycles	0	198	2	0	0	19	7	1	0	0	29	2	229
of which: killed	0	3	0	0	0	0	1	0	0	0	1	0	4
seriously injured	0	44	0	0	0	1	2	0	0	0	3	1	48
Motorcycle 50cc and under													
Accidents involving	576	200	73	72	44	3,112	27	171	51	47	3,598	257	4,631
User casualties	590	44	26	102	32	3,057	25	172	52	43	3,510	238	4,382
of which: killed	4	0	0	0	1	6	0	0	4	0	11	2	17
seriously injured	146	5	1	22	7	511	4	39	10	4	598	48	797
Ped'ns hit by m/cs to 50cc	0	206	0	3	0	11	1	0	0	1	16	2	224
of which: killed	0	1	0	0	0	1	0	0	0	0	1	0	2
seriously injured	0	23	0	1	0	2	0	0	0	0	3	1	27
Motorcycle over 50cc													
Accidents involving	3,138	816	199	44	205	11,660	147	864	328	247	13,695	1,557	19,206
User casualties	3,305	267	104	27	307	11,857	145	867	328	253	13,889	1,616	19,077
of which: killed	119	1	0	0	9	218	6	32	24	15	304	147	571
seriously injured	1,230	47	21	6	81	2,962	44	208	107	87	3,516	559	5,352
Ped'ns hit by m/cs +50cc	0	849	1	1	3	54	4	2	0	1	66	14	929
of which: killed	0	26	0	0	0	2	0	1	0	0	3	1	30
seriously injured	0	201	0	0	1	19	1	1	0	0	22	7	230
Car													
Accidents involving	19,310	22,352	13,316	3,112	11,660	58,247	2,686	5,851	4,858	1,841	101,593	19,177	162,432
User casualties	26,202	477	370	208	1,261	88,226	1,629	5,900	5,748	1,520	104,887	29,867	161,433
of which: killed	534	0	0	0	3	398	29	66	118	9	623	275	1,432
seriously injured	3,501	30	19	10	83	4,843	141	366	470	96	6,028	1,976	11,535
Pedestrians hit by cars	0	23,091	18	3	18	883	128	95	58	61	1,266	245	24,602
of which: killed	0	355	0	0	0	47	6	2	4	0	59	19	433
seriously injured	0	4,690	2	0	1	207	42	24	15	16	307	67	5,064
Bus or coach													
Accidents involving	2,632	1,502	414	27	147	2,686	91	202	117	88	3,772	536	8,442
User casualties	3,207	84	78	3	21	2,528	166	222	216	113	3,347	441	7,079
of which: killed	11	0	0	0	0	0	0	0	0	0	0	1	12
seriously injured	304	4	5	1	2	94	5	5	3	4	119	16	443
Pedestrians hit by buses	0	1,544	3	0	1	27	12	2	6	4	55	7	1,606
of which: killed	0	43	1	0	0	1	3	0	2	0	7	0	50
seriously injured	0	320	1	0	1	9	3	2	0	1	17	0	337
Light goods vehicle													
Accidents involving	667	1,392	857	171	864	5,851	202	311	391	104	8,752	2,987	13,798
User casualties	820	8	12	6	57	2,250	72	439	387	60	3,284	1,228	5,340
of which: killed	22	0	0	0	0	8	1	0	11	0	20	16	58
seriously injured	108	1	0	0	3	130	6	33	56	6	235	92	436
Pedestrians hit by LGVs	0	1,423	1	0	0	57	15	12	8	7	100	20	1,543
of which: killed	0	40	0	0	0	3	0	1	0	0	4	2	46
seriously injured	0	299	0	0	0	15	7	2	0	3	27	5	331
Heavy goods vehicle													
Accidents involving	644	537	325	51	328	4,858	117	391	325	110	6,506	2,142	9,829
User casualties	712	14	7	1	19	601	26	100	423	44	1,222	528	2,476
of which: killed	21	0	0	0	0	2	0	0	11	0	13	18	52
seriously injured	116	2	0	0	1	45	4	12	60	4	126	67	311
Pedestrians hit by HGVs	0	555	0	0	1	20	2	6	6	1	36	13	604
of which: killed	0	66	0	0	0	4	0	0	2	1	7	2	75
seriously injured	0	139	0	0	0	3	2	1	2	0	8	3	150
Any other vehicle A[2]													
Accidents involving	216	400	171	47	247	1,841	88	104	110	86	2,694	707	4,017
User casualties	279	10	8	7	25	806	32	60	91	109	1,138	180	1,607
of which: killed	5	1	0	0	2	4	0	2	5	1	14	2	22
seriously injured	50	1	2	1	5	87	8	11	9	8	131	12	194
Ped'ns hit by these vehs	0	413	0	0	0	17	1	1	3	4	26	5	444
of which: killed	0	6	0	0	0	0	0	0	0	0	0	0	6
seriously injured	0	83	0	0	0	5	0	0	2	0	7	0	90
All vehicles[3]													
Accidents involving	27,531	27,402	15,415	3,598	13,695	101,593	3,772	8,752	6,506	2,694	107,724	19,458	182,115
All vehicle user casualties	35,467	953	15,874	3,826	15,475	139,231	5,645	11,463	8,367	3,335	146,546	34,623	217,589
of which: killed	728	2	118	11	311	923	41	132	207	42	1,103	467	2,300
seriously injured	5,584	95	2,231	627	3,642	11,674	384	1,022	866	357	12,936	2,881	21,496
Pedestrian casualties	0	28,289	52	20	86	1,471	213	207	111	101	1,594	308	30,191
of which: killed	0	540	2	1	3	70	14	7	13	1	82	24	646
seriously injured	0	5,800	6	3	24	361	71	55	25	27	394	84	6,278

1 Includes cases where area was not reported.

2 Includes other motor and non-motor vehicles.

3 Includes cases where vehicle type was not reported.

24 Casualties: by built-up and non built-up roads and motorways, severity and road user type: 2007

Number of casualties

	Motorways			Built-up roads[1]			Non built-up roads[1]			All speed limits[2]		
	Killed	KSI[3]	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All
Pedestrian												
Children	4	4	7	42	1,834	9,331	11	61	189	57	1,899	9,527
Adults	26	41	60	425	4,464	18,658	134	395	958	585	4,900	19,676
All ages[4]	30	45	68	471	6,415	28,877	145	464	1,246	646	6,924	30,191
Pedal cyclist												
Children	0	0	0	11	489	3,510	2	33	123	13	522	3,633
Adults	0	0	2	85	1,694	11,015	37	300	1,033	122	1,994	12,050
All ages[4]	0	0	2	97	2,230	14,990	39	334	1,203	136	2,564	16,195
Horse rider												
Children	0	0	0	0	3	13	0	1	10	0	4	23
Adults	0	0	0	0	8	44	0	8	57	0	16	101
All ages[4]	0	0	0	0	11	59	0	9	68	0	20	127
Motorcycle 50cc and under												
Riders and passengers	0	0	0	7	682	3,870	10	132	512	17	814	4,382
Motorcycle over 50cc[5]												
Riders	15	142	385	198	3,234	12,689	332	2,208	4,912	545	5,584	17,986
Passengers	1	13	36	9	178	691	16	148	364	26	339	1,091
All casualties	16	155	421	207	3,412	13,380	348	2,356	5,276	571	5,923	19,077
Car and taxi												
Drivers	63	520	6,990	214	3,429	65,705	665	4,503	36,134	942	8,452	108,829
Passengers	36	287	3,796	133	1,990	30,912	319	2,170	17,032	488	4,447	51,740
All casualties	99	807	10,786	347	5,419	96,617	984	6,673	53,166	1,430	12,899	160,569
Minibuses												
Drivers	0	5	18	0	8	169	0	14	84	0	27	271
Passengers	0	6	40	0	15	343	2	20	210	2	41	593
All casualties	0	11	58	0	23	512	2	34	294	2	68	864
Bus or coach												
Drivers	0	1	11	0	27	548	0	9	79	0	37	638
Passengers	3	49	241	9	349	5,708	0	20	492	12	418	6,441
of whom were boarding or alighting												
Children	0	0	0	0	8	82	0	0	0	0	8	82
Adults	0	0	0	4	64	609	0	0	8	4	64	617
All ages[4]	0	0	0	4	74	754	0	0	10	4	74	764
All casualties	3	50	252	9	376	6,256	0	29	571	12	455	7,079
Light goods vehicle												
Drivers	9	50	465	4	103	1,889	34	218	1,700	47	371	4,054
Passengers	2	20	191	1	34	601	8	69	494	11	123	1,286
All casualties	11	70	656	5	137	2,490	42	287	2,194	58	494	5,340
Heavy goods vehicle												
Drivers	15	92	450	3	57	597	24	166	1,051	42	315	2,098
Passengers	9	15	64	1	18	143	0	15	171	10	48	378
All casualties	24	107	514	4	75	740	24	181	1,222	52	363	2,476
Other vehicle												
Drivers	0	6	41	12	112	735	8	47	306	20	165	1,082
Passengers	0	2	19	1	19	260	1	10	119	2	31	398
All casualties	0	8	60	13	131	995	9	57	425	22	196	1,480
All road users[6]												
Children	6	47	635	63	2,654	19,554	52	389	3,618	121	3,090	23,807
Adults	177	1,195	12,010	1,092	15,848	144,400	1,548	10,059	61,564	2,817	27,102	217,974
All ages[4]	183	1,253	12,817	1,160	18,911	168,786	1,603	10,556	66,177	2,946	30,720	247,780

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 accidents involving vehicles of different types: by built-up and non built-up roads, road class and severity[1]: 2007

Number of casualties

	Pedal cycle	Motorcycle[2]	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any motor vehicle[3]	Any vehicle[4]
Built-up roads[5]								
A roads								
Killed	43	98	386	49	50	78	547	550
KSI[6]	938	2,040	6,406	562	517	393	7,895	7,958
All severities	6,021	9,531	64,261	4,973	5,260	2,980	71,519	71,751
B roads								
Killed	13	46	151	8	17	14	191	192
KSI	259	601	2,136	119	165	76	2,502	2,519
All severities	1,795	2,530	20,126	1,277	1,492	623	21,991	22,066
Other roads								
Killed	47	99	301	26	33	34	409	418
KSI	1,143	1,858	7,004	400	522	210	8,337	8,434
All severities	8,032	7,975	67,699	4,177	4,900	1,560	74,645	74,969
All built-up roads[7]								
Killed	103	243	838	83	100	126	1,147	1,160
KSI	2,340	4,499	15,546	1,081	1,204	679	18,734	18,911
All severities	15,848	20,036	152,086	10,427	11,652	5,163	168,155	168,786
Non built-up roads[5]								
A roads								
Killed	20	235	909	27	120	199	1,060	1,061
KSI	186	1,653	5,565	109	561	779	6,559	6,572
All severities	696	4,206	38,395	642	4,042	4,273	41,591	41,621
B roads								
Killed	4	88	217	10	24	18	261	262
KSI	51	458	1,442	30	154	101	1,710	1,725
All severities	164	1,071	9,166	168	791	523	9,920	9,942
Other roads								
Killed	15	59	236	4	25	17	277	280
KSI	108	477	1,902	27	188	106	2,236	2,259
All severities	454	1,275	13,414	290	1,098	618	14,569	14,614
All non built-up roads[7]								
Killed	39	382	1,362	41	169	234	1,598	1,603
KSI	345	2,588	8,909	166	903	986	10,505	10,556
All severities	1,314	6,552	60,975	1,100	5,931	5,414	66,080	66,177
All speed limits[8]								
Motorways								
Killed	0	16	145	4	34	75	183	183
KSI	0	160	1,013	59	167	344	1,253	1,253
All severities	2	503	11,848	344	1,769	3,131	12,816	12,817
A roads								
Killed	63	333	1,295	76	170	277	1,607	1,611
KSI	1,124	3,693	11,971	671	1,078	1,172	14,454	14,530
All severities	6,717	13,737	102,656	5,615	9,302	7,253	113,110	113,372
B roads								
Killed	17	134	368	18	41	32	452	454
KSI	310	1,059	3,578	149	319	177	4,212	4,244
All severities	1,959	3,601	29,292	1,445	2,283	1,146	31,911	32,008
Other roads								
Killed	62	158	537	30	58	51	686	698
KSI	1,251	2,335	8,906	427	710	316	10,573	10,693
All severities	8,486	9,250	81,113	4,467	5,998	2,178	89,214	89,583
Total[7,8]								
Killed	142	641	2,345	128	303	435	2,928	2,946
KSI	2,685	7,247	25,468	1,306	2,274	2,009	30,492	30,720
All severities	17,164	27,091	224,909	11,871	19,352	13,708	247,051	247,780

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 Casualty and accident rates: by urban and rural roads, road class, road user type, severity and pedestrian involvement: 2007

Rate per 100 million vehicle kilometres

	Urban roads[1]			Rural roads[1]			All roads			
	A road	Other[2]	All urban[3]	A road	Other[2]	All rural[3]	Motorways	A road	Other[2]	Total[3]
Pedal cycle										
Accidents involving	949	303	414	804	217	301	..	920	282	388
User casualties	926	298	406	794	218	300	..	899	279	381
of whom killed	6.3	1.3	2.2	19	4.6	6.6	..	8.8	2.1	3.2
seriously injured	135	39	56	170	45	62	..	142	40	57
Pedestrians hit by a cycle	14	4.7	6.3	6.3	1.8	2.4	..	12	4.0	5.4
of whom killed	0.2	0.1	0.1	0	0	0	..	0.1	0.1	0.1
seriously injured	3.9	0.8	1.3	0.7	0.5	0.5	..	3.3	0.7	1.1
Motorcycle										
Accidents involving	752	370	493	367	425	391	94	542	386	425
User casualties	720	358	474	385	429	403	99	537	379	420
of whom killed	7.2	4.7	5.5	20	19	20	3.8	14	8.8	11
seriously injured	149	82	104	133	139	136	33	140	99	110
Pedestrians hit by a motorcycle	57	20	32	4.7	13	8.1	0	28	18	21
of whom killed	1.1	0.6	0.8	0.2	0.6	0.4	0	0.6	0.6	0.6
seriously injured	15	3.7	7.5	0.8	1.6	1.2	0	7.4	3.1	4.6
Car										
Accidents involving	63	60	62	27	46	33	9.8	40	55	40
User casualties	56	46	50	35	54	42	14	43	49	40
of whom killed	0.2	0.1	0.2	0.6	0.7	0.6	0.1	0.5	0.3	0.4
seriously injured	2.7	2.2	2.4	3.5	5.4	4.1	1.0	3.2	3.4	2.9
Pedestrians hit by a car	10	15	13	1.0	4.2	2.1	0.1	4.5	11	6.1
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	2.6	0.3	0.9	0.5	0	1.1	2.1	1.3
Bus or coach										
Accidents involving	289	170	212	50	82	64	13	180	148	147
User casualties	235	135	170	46	72	57	45	149	119	123
of whom killed	0.6	0	0.2	0	0.1	0.1	0.5	0.3	0.1	0.2
seriously injured	15	7.7	10	2.3	2.3	2.3	8.3	9.5	6.3	7.7
Pedestrians hit by a bus or coach	54	38	43	4.5	10	6.9	0	32	31	28
of whom killed	2.0	0.9	1.3	0.3	0.4	0.3	0	1.2	0.8	0.9
seriously injured	12	7.2	9.0	1.3	2.1	1.6	0	7.3	5.9	5.9
Light goods vehicle										
Accidents involving	35	27	30	16	18	17	8.1	23	23	20
User casualties	9.9	6.8	8.0	8.8	8.6	8.7	5.3	9.1	7.6	7.8
of whom killed	0	0	0	0.2	0.1	0.1	0.1	0.1	0	0.1
seriously injured	0.5	0.3	0.4	0.9	1.0	0.9	0.5	0.7	0.6	0.6
Pedestrians hit by an LGV	4.4	5.5	5.0	0.5	1.6	0.9	0.1	1.8	3.7	2.3
of whom killed	0.2	0.1	0.1	0	0.1	0	0	0.1	0.1	0.1
seriously injured	1.0	1.1	1.1	0.1	0.3	0.2	0	0.4	0.8	0.5
Heavy goods vehicle										
Accidents involving	69	78	73	31	63	36	16	39	70	33
User casualties	11	15	12	9.9	19	11	4.2	10	17	8.4
of whom killed	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.1	0.2
seriously injured	1.1	0.6	0.9	1.4	2.0	1.5	0.7	1.3	1.4	1.1
Pedestrians hit by an HGV	6.9	14	9.7	0.7	3.3	1.1	0.2	2.0	8.5	2.1
of whom killed	0.9	1.0	0.9	0.2	0.4	0.2	0.1	0.3	0.7	0.3
seriously injured	1.7	3.3	2.3	0.2	0.8	0.3	0	0.5	2.0	0.5
All vehicles[4]										
Accidents involving	59	54	56	23	40	29	7.9	36	49	35
User casualties	66	54	59	34	52	40	13	46	53	42
of whom killed	0.3	0.2	0.3	0.7	0.8	0.7	0.2	0.6	0.5	0.4
seriously injured	5.3	4.4	4.7	4.3	6.6	5.1	1.0	4.6	5.2	4.2
All pedestrian casualties	11	14	13	1.0	4.0	2.0	0.1	4.6	10	5.8
of whom killed	0.3	0.2	0.2	0.1	0.1	0.1	0	0.2	0.1	0.1
seriously injured	2.5	2.7	2.6	0.3	0.8	0.4	0	1.1	2.0	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 casualties: by accident and casualty severity and road user type: 2007

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	646	31	26	703	6,247	270	6,517	22,971	30,191
Pedal cyclists	136	2	2	140	2,426	65	2,491	13,564	16,195
Motorcycle 50cc and under[1] riders and passengers	17	2	2	21	795	34	829	3,532	4,382
Motorcycle 51cc - 125cc[1]									
Riders	55	0	8	63	1,333	45	1,378	4,467	5,908
Passengers	2	1	0	3	50	24	74	105	182
Motorcycle 126cc - 500cc[1]									
Riders	69	6	2	77	758	29	787	1,914	2,778
Passengers	2	3	1	6	44	20	64	101	171
Motorcycle over 500cc[1]									
Riders	421	35	21	477	2,907	149	3,056	5,767	9,300
Passengers	22	21	6	49	194	83	277	412	738
Taxi/Private hire car									
Drivers	8	3	15	26	84	78	162	1,414	1,602
Passengers	6	7	17	30	102	70	172	1,416	1,618
Car									
Drivers	934	328	538	1,800	7,095	3,932	11,027	94,400	107,227
Passengers	482	399	470	1,351	3,451	3,499	6,950	41,821	50,122
Minibus									
Drivers	0	2	2	4	25	26	51	216	271
Passengers	2	4	10	16	35	114	149	428	593
Bus or coach									
Drivers	0	6	21	27	31	57	88	523	638
Passengers	12	48	122	182	358	220	578	5,681	6,441
Light goods vehicle									
Drivers	47	26	55	128	298	229	527	3,399	4,054
Passengers	11	17	24	52	95	99	194	1,040	1,286
Heavy goods vehicle									
Rigid									
Drivers	21	11	48	80	142	94	236	1,033	1,349
Passengers	10	6	8	24	29	36	65	236	325
Articulated									
Drivers	21	9	30	60	111	37	148	541	749
Passengers	0	0	0	0	3	5	8	45	53
Total[2]									
Drivers	42	20	78	140	253	131	384	1,574	2,098
Passengers	10	6	8	24	32	41	73	281	378
Other motor vehicle									
Drivers	18	1	4	23	121	38	159	788	970
Passengers	2	1	3	6	24	34	58	314	378
Other non-motor vehicle									
Drivers	2	0	0	2	43	3	46	190	238
Passengers	0	1	0	1	3	2	5	15	21
All casualties[3]	2,946	970	1,435	5,351	26,804	9,292	36,096	206,333	247,780

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 Casualties and casualty rates: by month, road user type and severity: 2007

Number of casualties/*rate per 100 million vehicle kilometres*

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Pedestrians												
Killed	62	56	57	54	46	38	44	53	39	66	59	72
KSI[1]	641	543	597	557	529	515	540	524	530	639	671	638
All severities	2,650	2,254	2,675	2,365	2,470	2,358	2,478	2,182	2,494	2,640	2,956	2,669
of whom children												
Killed	7	5	6	4	1	4	5	3	4	9	4	5
KSI	138	131	205	186	179	154	181	142	150	180	149	104
All severities	777	641	987	822	878	811	850	640	827	841	832	621
Pedal cyclists												
Killed	14	8	8	15	8	7	9	20	14	14	9	10
KSI	185	133	161	237	228	243	254	253	266	265	202	137
All severities	1,090	927	1,152	1,439	1,476	1,583	1,565	1,527	1,614	1,524	1,407	891
of whom children												
Killed	2	2	2	1	1	0	0	1	2	1	1	0
KSI	19	27	23	56	65	56	68	52	65	51	27	13
All severities	152	138	222	420	394	406	443	384	434	326	207	107
Horse riders												
Killed	0	0	0	0	0	0	0	0	0	0	0	0
KSI	3	2	2	3	2	0	1	3	1	1	1	1
All severities	12	9	9	17	9	4	6	10	16	16	8	11
Motorcycle[2] users												
Killed	35	19	43	69	56	57	68	69	66	47	40	19
KSI	393	314	517	733	583	640	712	728	728	574	508	307
All severities	1,502	1,306	1,833	2,287	2,091	2,081	2,135	2,357	2,425	2,152	1,974	1,316
Rate (all motorcycle users)	*523*	*438*	*448*	*404*	*387*	*365*	*394*	*384*	*435*	*454*	*487*	*405*
Car users												
Killed	134	96	105	101	127	103	105	126	122	122	142	133
KSI	1,189	963	1,016	953	1,040	1,067	1,032	1,095	989	1,006	1,157	1,182
All severities	13,759	11,783	12,911	11,645	13,990	13,454	13,758	13,312	12,475	12,720	14,035	13,507
Other car[3] users												
Killed	1	2	1	0	2	0	2	1	2	2	2	1
KSI	17	23	22	19	25	11	39	20	23	11	39	29
All severities	320	306	333	261	365	313	459	291	323	314	391	408
All car users	14,079	12,089	13,244	11,906	14,355	13,767	14,217	13,603	12,798	13,034	14,426	13,915
Rate (all car users)	*46*	*41*	*39*	*35*	*41*	*40*	*40*	*37*	*37*	*37*	*44*	*44*
Bus or coach users												
Killed	2	1	2	1	0	0	0	2	2	1	1	0
KSI	77	35	42	39	27	30	33	38	32	25	57	20
All severities	582	529	604	549	587	650	615	572	617	703	572	499
Rate (all bus & coach users)	*140*	*127*	*125*	*117*	*119*	*133*	*122*	*111*	*123*	*134*	*115*	*115*
Light goods vehicle users												
Killed	4	5	6	4	5	5	3	5	4	7	3	7
KSI	39	32	41	36	38	49	53	43	21	48	48	46
All severities	480	447	465	379	428	430	463	410	397	469	505	467
Heavy goods vehicle users												
Killed	5	3	9	4	10	3	6	2	3	3	1	3
KSI	39	25	37	28	33	27	38	25	29	33	24	25
All severities	268	194	260	179	193	175	216	227	213	217	173	161
All goods vehicle users	748	641	725	558	621	605	679	637	610	686	678	628
Rate (all goods veh users)	*13*	*10*	*10*	*7*	*7*	*7*	*8*	*7*	*7*	*7*	*7*	*8*
Agricultural vehicle users												
Killed	1	0	0	0	0	0	1	1	0	0	0	0
KSI	2	0	1	0	0	1	2	2	2	2	2	0
All severities	4	9	9	6	5	9	14	11	12	10	9	4
All road users												
Killed	259	190	234	250	256	215	239	280	254	264	258	247
KSI	2,599	2,081	2,453	2,623	2,525	2,594	2,726	2,750	2,634	2,622	2,718	2,395
All severities	20,762	17,872	20,349	19,232	21,747	21,209	21,846	21,007	20,709	20,877	22,134	20,036
of whom children												
Killed	14	11	11	9	8	7	10	7	16	13	8	7
KSI	219	204	280	296	308	265	304	274	268	287	229	156
All severities	1,733	1,480	2,029	2,152	2,237	2,168	2,303	2,146	2,067	2,109	1,862	1,521
Rate (all ages)	*53*	*47*	*47*	*45*	*48*	*48*	*48*	*45*	*47*	*46*	*52*	*50*

1 Killed or seriously injured.
2 Includes motorcycle combinations, motor scooters and mopeds.
3 Includes taxis and minibuses.

29a Casualties: by day, road user type and hour of day: 2007

Number of casualties

(a) Monday to Thursday

Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	151	45	73	1,269	1,616
01:00	76	19	45	813	992
02:00	71	12	19	590	760
03:00	59	5	16	442	578
04:00	35	14	18	382	576
05:00	41	93	76	660	1,005
06:00	104	279	291	1,569	2,529
07:00	460	779	897	4,275	6,985
08:00	1,694	1,368	1,349	7,619	13,041
09:00	864	590	603	4,788	7,677
10:00	737	374	465	3,860	6,196
11:00	834	335	539	4,173	6,746
12:00	1,000	399	613	4,589	7,403
13:00	1,036	416	711	5,162	8,256
14:00	978	415	647	5,035	7,923
15:00	2,350	751	821	6,049	10,898
16:00	1,814	998	1,300	7,137	12,111
17:00	1,702	1,265	1,576	8,404	13,653
18:00	1,356	1,069	1,158	6,297	10,259
19:00	921	615	847	4,686	7,296
20:00	590	347	579	3,512	5,168
21:00	449	224	499	3,276	4,590
22:00	356	163	386	2,715	3,735
23:00	254	102	170	2,091	2,749
All hours[2]	17,933	10,678	13,703	89,399	142,756

(b) Friday

Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	56	11	41	426	546
01:00	27	8	11	231	291
02:00	28	6	7	164	221
03:00	18	2	8	154	202
04:00	12	2	13	129	167
05:00	10	8	26	214	291
06:00	34	54	69	389	622
07:00	107	168	207	936	1,551
08:00	399	274	285	1,634	2,758
09:00	215	124	141	1,107	1,789
10:00	209	56	119	998	1,579
11:00	210	92	135	1,121	1,784
12:00	274	101	186	1,351	2,146
13:00	315	103	233	1,432	2,348
14:00	307	106	202	1,487	2,355
15:00	620	198	265	1,904	3,201
16:00	436	213	348	2,097	3,292
17:00	429	276	368	2,131	3,345
18:00	396	237	304	1,768	2,822
19:00	290	149	204	1,519	2,225
20:00	243	97	156	1,246	1,783
21:00	196	56	120	1,156	1,582
22:00	213	35	103	1,018	1,440
23:00	220	32	86	914	1,294
All hours[2]	5,264	2,408	3,637	25,528	39,636

(c) Saturday

Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	209	22	48	756	1,067
01:00	163	12	42	602	847
02:00	133	7	24	547	736
03:00	76	14	17	422	539
04:00	39	6	15	308	386
05:00	21	9	26	256	335
06:00	14	21	31	306	418
07:00	29	40	64	427	604
08:00	54	52	78	615	868
09:00	102	87	88	827	1,209
10:00	167	104	157	1,234	1,769
11:00	250	121	189	1,590	2,284
12:00	294	142	251	1,832	2,651
13:00	267	123	272	1,710	2,532
14:00	257	131	290	1,550	2,393
15:00	268	128	315	1,568	2,411
16:00	282	134	280	1,624	2,444
17:00	319	129	205	1,620	2,378
18:00	307	136	207	1,451	2,177
19:00	226	77	173	1,385	1,912
20:00	172	72	131	1,108	1,519
21:00	191	37	111	936	1,322
22:00	191	22	90	856	1,188
23:00	213	37	63	826	1,169
All hours[2]	4,244	1,663	3,167	24,362	35,164

(d) Sunday

Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	200	18	37	912	1,209
01:00	168	10	30	738	996
02:00	153	16	21	568	782
03:00	109	7	16	548	695
04:00	34	4	10	355	414
05:00	15	2	14	244	286
06:00	14	9	25	268	335
07:00	14	16	27	301	395
08:00	18	49	47	343	481
09:00	50	74	85	598	842
10:00	82	102	149	901	1,284
11:00	111	115	221	1,179	1,664
12:00	153	148	305	1,544	2,201
13:00	160	105	271	1,620	2,220
14:00	171	110	288	1,598	2,251
15:00	192	130	280	1,640	2,304
16:00	196	133	261	1,435	2,091
17:00	205	99	211	1,529	2,086
18:00	188	96	203	1,366	1,935
19:00	153	82	155	1,216	1,655
20:00	102	54	118	1,059	1,359
21:00	101	26	74	871	1,098
22:00	90	24	65	754	951
23:00	71	17	39	555	688
All hours[2]	2,750	1,446	2,952	22,144	30,224

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 Casualties: killed or seriously injured: by day, road user type and hour of day: 2007

Number of casualties

(a) Monday to Thursday

Hour beginning	Pedestrians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	30	8	30	180	258
01:00	25	2	20	156	211
02:00	15	3	6	88	127
03:00	13	0	3	77	106
04:00	14	2	9	59	108
05:00	15	22	26	99	187
06:00	27	55	72	173	374
07:00	114	118	215	298	793
08:00	262	177	273	370	1,148
09:00	159	82	115	250	660
10:00	170	64	111	248	655
11:00	183	44	129	277	723
12:00	196	65	153	283	762
13:00	216	68	175	335	875
14:00	213	59	180	345	874
15:00	487	108	207	375	1,252
16:00	394	164	344	407	1,364
17:00	361	176	419	483	1,509
18:00	356	162	306	405	1,261
19:00	224	111	268	399	1,019
20:00	160	61	179	342	759
21:00	137	27	196	356	730
22:00	107	25	120	307	571
23:00	77	12	52	282	480
All hours[2]	3,955	1,615	3,609	6,594	16,807

(b) Friday

Hour beginning	Pedestrians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	18	5	14	57	94
01:00	6	0	6	36	51
02:00	11	1	0	27	41
03:00	5	0	4	23	39
04:00	3	0	7	17	30
05:00	3	0	9	30	48
06:00	16	10	20	55	108
07:00	31	29	59	74	209
08:00	52	32	66	91	251
09:00	39	16	40	65	176
10:00	49	12	32	60	171
11:00	35	17	41	65	177
12:00	63	16	65	80	239
13:00	76	15	66	78	253
14:00	57	15	62	100	259
15:00	120	34	72	113	354
16:00	100	33	88	134	368
17:00	98	40	95	113	356
18:00	101	41	87	118	357
19:00	66	30	59	133	292
20:00	79	21	56	117	275
21:00	51	10	43	143	255
22:00	66	14	39	130	258
23:00	62	8	24	114	216
All hours[2]	1,207	399	1,054	1,973	4,877

(c) Saturday

Hour beginning	Pedestrians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	82	9	14	123	233
01:00	60	3	16	91	175
02:00	47	5	11	81	148
03:00	19	2	9	73	105
04:00	16	0	5	55	79
05:00	13	2	11	59	90
06:00	7	4	10	47	74
07:00	8	8	17	41	75
08:00	16	6	22	73	123
09:00	25	18	23	63	132
10:00	32	17	50	76	178
11:00	62	22	58	98	253
12:00	48	22	85	86	255
13:00	51	17	81	92	256
14:00	47	22	90	121	289
15:00	49	20	89	114	287
16:00	60	13	99	131	320
17:00	78	26	71	133	319
18:00	84	20	59	122	294
19:00	56	19	42	126	246
20:00	34	9	42	93	183
21:00	51	8	29	96	188
22:00	58	5	26	113	206
23:00	55	3	19	124	206
All hours[2]	1,058	280	978	2,232	4,715

(d) Sunday

Hour beginning	Pedestrians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	59	5	11	150	230
01:00	45	1	18	119	186
02:00	50	5	13	78	150
03:00	28	1	5	85	123
04:00	14	0	5	68	89
05:00	10	1	6	51	69
06:00	4	2	10	51	71
07:00	7	6	11	44	70
08:00	4	11	20	36	73
09:00	13	14	31	56	118
10:00	23	21	58	80	187
11:00	27	18	90	81	219
12:00	25	24	108	96	258
13:00	33	16	118	106	277
14:00	36	17	106	110	272
15:00	40	25	111	123	303
16:00	43	18	96	109	271
17:00	48	15	62	127	253
18:00	54	18	64	138	281
19:00	34	18	54	116	227
20:00	27	12	40	87	170
21:00	25	9	26	95	157
22:00	36	8	17	94	159
23:00	19	5	16	67	107
All hours[2]	704	270	1,096	2,168	4,321

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 Casualties: all days: by severity, road user type and hour of day: 2007

Number of casualties

(a) Fatal

Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	22	5	8	71	107
01:00	16	1	7	52	78
02:00	23	1	5	41	81
03:00	5	0	3	43	57
04:00	10	0	6	29	49
05:00	8	3	7	43	64
06:00	10	7	10	46	80
07:00	15	8	20	39	90
08:00	20	11	19	62	120
09:00	22	9	12	44	94
10:00	37	13	22	56	137
11:00	27	5	31	41	113
12:00	34	4	38	54	142
13:00	28	6	44	73	162
14:00	23	8	42	46	125
15:00	35	7	39	83	174
16:00	46	13	53	79	198
17:00	51	6	46	62	169
18:00	68	7	47	76	204
19:00	30	6	46	100	184
20:00	29	8	21	63	124
21:00	31	2	28	79	144
22:00	33	4	23	67	128
23:00	23	2	11	83	122
All hours[2]	646	136	588	1,432	2,946

(b) Serious

Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	167	22	61	439	708
01:00	120	5	53	350	545
02:00	100	13	25	233	385
03:00	60	3	18	215	316
04:00	37	2	20	170	257
05:00	33	22	45	196	330
06:00	44	64	102	280	547
07:00	145	153	282	418	1,057
08:00	314	215	362	508	1,475
09:00	214	121	197	390	992
10:00	237	101	229	408	1,054
11:00	280	96	287	480	1,259
12:00	298	123	373	491	1,372
13:00	348	110	396	538	1,499
14:00	330	105	396	630	1,569
15:00	661	180	440	642	2,022
16:00	551	215	574	702	2,125
17:00	534	251	601	794	2,268
18:00	527	234	469	707	1,989
19:00	350	172	377	674	1,600
20:00	271	95	296	576	1,263
21:00	233	52	266	611	1,186
22:00	234	48	179	577	1,066
23:00	190	26	100	504	887
All hours[2]	6,278	2,428	6,149	11,535	27,774

(c) Slight

Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	427	69	130	2,853	3,623
01:00	298	43	68	1,982	2,503
02:00	262	27	41	1,595	2,033
03:00	197	25	36	1,308	1,641
04:00	73	24	30	975	1,237
05:00	46	87	90	1,135	1,523
06:00	112	292	304	2,206	3,277
07:00	450	842	893	5,482	8,388
08:00	1,831	1,517	1,378	9,641	15,553
09:00	995	745	708	6,886	10,431
10:00	921	522	639	6,529	9,637
11:00	1,098	562	766	7,542	11,106
12:00	1,389	663	944	8,771	12,887
13:00	1,402	631	1,047	9,313	13,695
14:00	1,360	649	989	8,994	13,228
15:00	2,734	1,020	1,202	10,436	16,618
16:00	2,131	1,250	1,562	11,512	17,615
17:00	2,070	1,512	1,713	12,828	19,025
18:00	1,652	1,297	1,356	10,099	15,000
19:00	1,210	745	956	8,032	11,304
20:00	807	467	667	6,286	8,442
21:00	673	289	510	5,549	7,262
22:00	583	192	442	4,699	6,120
23:00	545	160	247	3,799	4,891
All hours[2]	23,267	13,631	16,722	148,466	217,060

(d) All severities

Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	616	96	199	3,363	4,438
01:00	434	49	128	2,384	3,126
02:00	385	41	71	1,869	2,499
03:00	262	28	57	1,566	2,014
04:00	120	26	56	1,174	1,543
05:00	87	112	142	1,374	1,917
06:00	166	363	416	2,532	3,904
07:00	610	1,003	1,195	5,939	9,535
08:00	2,165	1,743	1,759	10,211	17,148
09:00	1,231	875	917	7,320	11,517
10:00	1,195	636	890	6,993	10,828
11:00	1,405	663	1,084	8,063	12,478
12:00	1,721	790	1,355	9,316	14,401
13:00	1,778	747	1,487	9,924	15,356
14:00	1,713	762	1,427	9,670	14,922
15:00	3,430	1,207	1,681	11,161	18,814
16:00	2,728	1,478	2,189	12,293	19,938
17:00	2,655	1,769	2,360	13,684	21,462
18:00	2,247	1,538	1,872	10,882	17,193
19:00	1,590	923	1,379	8,806	13,088
20:00	1,107	570	984	6,925	9,829
21:00	937	343	804	6,239	8,592
22:00	850	244	644	5,343	7,314
23:00	758	188	358	4,386	5,900
All hours[2]	30,191	16,195	23,459	161,433	247,780

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 Casualties: by age band[1], road user type and severity: 2007

Number of casualties

	0-4[1]	5-7	8-11	12-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over	All[2] ages
Pedestrians													
Killed	14	5	7	31	40	82	62	61	59	58	107	116	646
KSI[3]	253	275	554	817	604	1,000	675	644	474	430	516	557	6,924
All severities	1,122	1,392	2,886	4,127	2,928	4,711	3,130	2,656	1,937	1,519	1,489	1,306	30,191
Pedal cyclists													
Killed	0	1	2	10	7	16	21	25	29	9	8	7	136
KSI	6	40	164	312	182	407	456	476	260	129	59	25	2,564
All severities	45	314	1,152	2,122	1,338	3,015	3,048	2,446	1,264	589	267	83	16,195
Motorcycle 50cc and under													
Killed	0	0	0	0	10	4	0	1	1	1	0	0	17
KSI	1	0	2	22	513	117	61	41	24	13	4	2	814
All severities	1	0	7	80	2,946	556	320	223	107	51	18	8	4,382
Motorcycle over 50cc[4]													
Riders													
Killed	0	0	0	0	36	137	139	144	55	25	8	1	545
KSI	0	0	0	27	646	1,428	1,302	1,288	568	184	47	6	5,584
All severities	0	0	0	54	2,533	4,691	4,180	3,844	1,716	523	101	15	17,986
Passengers													
Killed	0	0	1	3	3	4	6	5	4	0	0	0	26
KSI	0	0	5	29	64	63	65	66	34	6	2	0	339
All severities	1	3	27	80	204	244	186	193	89	25	4	1	1,091
Car													
Drivers													
Killed	0	0	0	2	136	258	145	114	98	73	58	57	942
KSI	0	0	0	10	1,076	2,386	1,463	1,248	930	565	432	253	8,479
All severities	0	1	1	40	11,616	30,548	22,944	19,596	11,891	6,257	3,370	1,624	109,100
Passengers													
Killed	12	6	6	20	130	128	38	27	18	32	27	45	490
KSI	102	66	103	245	1,067	1,142	400	319	266	258	227	191	4,488
All severities	1,734	1,509	2,684	3,282	10,082	12,247	5,750	4,442	3,295	2,570	1,697	979	52,333
Bus and coach													
Drivers													
Killed	0	0	0	0	0	0	0	0	0	0	0	0	0
KSI	0	0	0	0	2	5	10	9	9	2	0	0	37
All severities	0	0	0	0	5	106	145	198	128	49	1	0	638
Passengers													
Killed	0	0	0	0	1	0	2	0	0	2	3	4	12
KSI	8	3	4	15	17	32	35	34	29	66	75	86	418
All severities	235	92	221	383	306	611	612	555	644	764	808	592	6,441
Goods vehicle													
Drivers													
Killed	0	0	0	0	0	17	25	20	19	5	2	0	89
KSI	0	0	0	0	19	129	184	168	126	46	5	0	686
All severities	0	0	0	0	139	1,292	1,718	1,603	905	378	42	6	6,152
Passengers													
Killed	0	0	0	0	2	6	5	3	2	2	1	0	21
KSI	2	0	4	2	17	53	29	30	14	7	6	2	171
All severities	13	19	24	50	223	502	309	266	130	42	21	10	1,664
All road users[5]													
Killed	26	13	16	66	366	655	444	403	286	210	219	234	2,946
KSI	372	387	842	1,489	4,233	6,790	4,711	4,364	2,755	1,724	1,388	1,137	30,720
All severities	3,156	3,348	7,029	10,274	32,446	58,820	42,641	36,314	22,286	12,887	7,886	4,694	247,780

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 Casualties: by age band[1], road user type and severity: 1994-98 average[2]

Number of casualties

	0-4[1]	5-7	8-11	12-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over	All[3] ages
Pedestrians													
Killed	27	20	36	50	50	113	85	75	76	106	171	193	1,008
KSI[4]	571	831	1,350	1,415	813	1,433	1,015	759	697	749	1,008	856	11,669
All severities	2,408	3,606	6,239	6,295	3,525	6,297	4,351	3,041	2,518	2,354	2,701	2,050	46,543
Pedal cyclists													
Killed	1	5	13	24	12	23	24	22	23	18	16	6	186
KSI	19	146	377	587	362	669	547	378	289	172	105	35	3,732
All severities	138	1,003	2,681	4,028	2,581	4,963	3,729	2,100	1,346	703	359	123	24,385
Motorcycle 50cc and under													
Killed	0	0	0	0	5	1	2	1	2	2	1	1	15
KSI	0	0	1	17	185	76	53	46	50	35	19	4	490
All severities	1	2	7	56	995	418	259	209	208	133	66	14	2,403
Motorcycle over 50cc[5]													
Riders													
Killed	0	0	0	2	34	169	130	49	22	6	3	1	420
KSI	0	0	1	40	649	2,070	1,594	664	287	94	28	5	5,511
All severities	0	0	8	112	2,543	7,390	5,838	2,310	957	302	80	14	19,905
Passengers													
Killed	0	0	0	1	4	17	6	3	1	0	0	0	33
KSI	1	2	8	33	85	188	92	40	14	4	2	0	475
All severities	4	7	38	120	301	692	311	139	45	14	5	0	1,715
Car													
Drivers													
Killed	0	0	0	3	128	323	193	130	110	87	91	58	1,128
KSI	0	0	1	27	1,580	4,484	2,993	2,044	1,395	912	706	325	14,634
All severities	0	1	3	113	12,550	41,574	30,226	19,212	11,794	6,186	3,744	1,328	127,958
Passengers													
Killed	21	9	12	32	144	148	50	35	37	45	55	43	634
KSI	276	189	285	526	1,749	2,076	913	597	548	556	482	252	8,619
All severities	3,499	2,857	4,160	4,788	12,677	17,791	9,021	5,953	4,907	3,902	2,815	1,199	75,329
Bus and coach													
Drivers													
Killed	0	0	0	0	0	0	0	0	0	0	0	0	1
KSI	0	0	0	0	0	13	21	17	13	5	0	0	71
All severities	0	0	0	0	4	186	244	201	128	31	2	0	804
Passengers													
Killed	0	0	0	1	0	2	1	2	1	3	4	4	19
KSI	14	5	23	42	21	45	48	44	47	99	128	100	645
All severities	408	187	430	706	355	733	725	715	813	1,313	1,204	641	8,794
Goods vehicle													
Drivers													
Killed	0	0	0	0	4	18	21	19	22	8	2	0	95
KSI	0	0	0	1	40	328	353	238	182	65	8	1	1,232
All severities	0	0	0	3	288	2,483	2,440	1,559	1,018	311	39	7	8,233
Passengers													
Killed	0	0	0	1	5	8	4	2	1	1	0	1	24
KSI	7	5	16	24	50	100	68	41	25	10	3	3	361
All severities	54	54	97	125	328	745	499	286	166	65	25	10	2,529
All road users[6]													
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 Casualty rates: by age band, road user type and severity: 2007

Rate per 100,000 population

	0-4[1]	5-7	8-11	12-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over	All[2] ages
Pedestrians													
Killed	0.4	0.3	0.3	1.1	1.3	1.0	0.8	0.7	0.8	1.0	2.5	4.3	1.1
KSI [3]	7.3	14	20	28	19	13	8.2	7.4	6.5	7.1	12	21	12
All severities	32	72	104	141	94	60	38	30	27	25	35	49	51
Pedal cyclists													
Killed	0	0.1	0.1	0.3	0.2	0.2	0.3	0.3	0.4	0.1	0.2	0.3	0.2
KSI	0.2	2.1	5.9	11	5.8	5.2	5.6	5.5	3.6	2.1	1.4	0.9	4.3
All severities	1.3	16	41	72	43	38	37	28	17	9.8	6.3	3.1	27
Motorcycle users 50cc and under													
Killed	0	0	0	0	0.3	0.1	0	0	0	0	0	0	0
KSI	0	0	0.1	0.8	16	1.5	0.7	0.5	0.3	0.2	0.1	0.1	1.4
All severities	0	0	0.3	2.7	94	7.1	3.9	2.6	1.5	0.8	0.4	0.3	7.4
Motorcycles over 50cc													
Riders													
Killed	0	0	0	0	1.2	1.7	1.7	1.7	0.8	0.4	0.2	0	0.9
KSI	0	0	0	0.9	21	18	16	15	7.8	3.1	1.1	0.2	9.4
All severities	0	0	0	1.8	81	60	51	44	24	8.7	2.4	0.6	30
Passengers													
Killed	0	0	0	0.1	0.1	0.1	0.1	0.1	0.1	0	0	0	0
KSI	0	0	0.2	1.0	2.0	0.8	0.8	0.8	0.5	0.1	0	0	0.6
All severities	0	0.2	1.0	2.7	6.5	3.1	2.3	2.2	1.2	0.4	0.1	0	1.8
Car													
Drivers													
Killed	0	0	0	0.1	4.4	3.3	1.8	1.3	1.3	1.2	1.4	2.1	1.6
KSI	0	0	0	0.3	34	30	18	14	13	9.4	10	9.4	14
All severities	0	0.1	0	1.4	372	389	280	225	163	104	80	60	184
Passengers													
Killed	0.3	0.3	0.2	0.7	4.2	1.6	0.5	0.3	0.2	0.5	0.6	1.7	0.8
KSI	2.9	3.4	3.7	8.4	34	15	4.9	3.7	3.7	4.3	5.4	7.1	7.6
All severities	50	78	97	112	323	156	70	51	45	43	40	36	88
Bus and coach													
Drivers													
Killed	0	0	0	0	0	0	0	0	0	0	0	0	0
KSI	0	0	0	0	0.1	0.1	0.1	0.1	0.1	0	0	0	0.1
All severities	0	0	0	0	0.2	1.3	1.8	2.3	1.8	0.8	0	0	1.1
Passengers													
Killed	0	0	0	0	0	0	0	0	0	0	0.1	0.1	0
KSI	0.2	0.2	0.1	0.5	0.5	0.4	0.4	0.4	0.4	1.1	1.8	3.2	0.7
All severities	6.8	4.7	8.0	13	9.8	7.8	7.5	6.4	8.8	13	19	22	11
Goods vehicle													
Drivers													
Killed	0	0	0	0	0	0.2	0.3	0.2	0.3	0.1	0	0	0.2
KSI	0	0	0	0	0.6	1.6	2.2	1.9	1.7	0.8	0.1	0	1.2
All severities	0	0	0	0	4.4	16	21	18	12	6.3	1.0	0.2	10
Passengers													
Killed	0	0	0	0	0.1	0.1	0.1	0	0	0	0	0	0
KSI	0.1	0	0.1	0.1	0.5	0.7	0.4	0.3	0.2	0.1	0.1	0.1	0.3
All severities	0.4	1.0	0.9	1.7	7.1	6.4	3.8	3.1	1.8	0.7	0.5	0.4	2.8
All road users[4]													
Killed	0.7	0.7	0.6	2.3	12	8.3	5.4	4.6	3.9	3.5	5.2	8.7	5.0
KSI	11	20	30	51	135	86	58	50	38	29	33	42	52
All severities	91	172	253	351	1,038	749	521	417	306	214	187	175	418
Population (thousands)	3,477	1,942	2,780	2,930	3,125	7,858	8,185	8,713	7,277	6,019	4,223	2,687	59,216

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 Pedestrian casualties: location by age band and by severity: 2007

Number of casualties/*percentage*

	In carriage-way not crossing	On footway or verge	On refuge, central island or reservation	Masked by stationary vehicle			Crossing road (not masked)			Location not reported	All locations
				On pedestrian crossing	Within 50 metres of crossing	Elsewhere	On pedestrian crossing	Within 50 metres of crossing	Elsewhere		
0- 4[1]	73	81	4	8	13	272	98	36	440	97	1,122
5- 7	64	78	5	10	22	425	95	42	566	85	1,392
8-11	130	106	10	44	62	695	236	157	1,252	194	2,886
12-15	248	292	13	54	104	645	391	289	1,828	263	4,127
16-19	289	278	17	35	53	271	315	198	1,235	237	2,928
20-24	322	287	11	37	57	194	311	237	1,009	239	2,704
25-29	275	230	10	32	33	121	230	157	706	213	2,007
30-34	276	209	6	17	26	89	169	121	528	168	1,609
35-39	246	222	11	7	17	82	161	124	527	124	1,521
40-44	246	223	9	18	22	68	141	111	486	160	1,484
45-49	176	158	11	7	19	77	131	90	389	114	1,172
50-54	146	134	7	9	7	56	103	68	358	104	992
55-59	119	141	8	11	12	54	121	57	341	81	945
60-64	101	137	2	7	9	39	84	62	316	83	840
65-69	70	83	2	6	9	31	75	50	303	50	679
70-74	46	101	1	7	10	34	84	64	319	62	728
75-79	43	90	8	10	6	37	103	53	351	60	761
80-84	43	74	2	4	6	65	80	65	314	43	696
85+	26	56	1	5	6	41	72	45	301	57	610
All ages[2]	3,035	3,088	142	333	506	3,386	3,085	2,085	11,960	2,571	30,191
Percentage	*10*	*10*	*0.5*	*1.1*	*1.7*	*11*	*10*	*6.9*	*40*	*8.5*	*100*
All ages[2]											
Killed	86	44	6	3	9	34	55	44	320	45	646
Seriously injured	547	522	33	72	119	747	712	487	2,573	466	6,278
Slightly injured	2,402	2,522	103	258	378	2,605	2,318	1,554	9,067	2,060	23,267
Total	3,035	3,088	142	333	506	3,386	3,085	2,085	11,960	2,571	30,191

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 Pedestrian casualties: by location, age, road crossing type and severity: 2007

Number of casualties

	On pedestrian crossing, refuge or central island			Within 50 metres of a pedestrian crossing		
	Child[1]	Adult	All[2] ages	Child[1]	Adult	All[2] ages
Zebra crossing						
Killed	0	9	9	1	5	6
Seriously injured	43	106	157	25	70	96
Slightly injured	162	425	607	101	214	327
All severities	205	540	773	127	289	429
Pelican crossing[3]						
Killed	3	28	31	4	17	21
Seriously injured	94	250	346	67	228	301
Slightly injured	385	645	1,059	287	600	909
All severities	482	923	1,436	358	845	1,231
Light controlled junction (with ped'n phase)						
Killed	0	18	19	1	23	24
Seriously injured	30	232	268	39	137	182
Slightly injured	184	655	864	143	426	593
All severities	214	905	1,151	183	586	799
Crossing with human control[4]						
Killed	2	2	4	0	2	2
Seriously injured	6	17	23	6	14	20
Slightly injured	42	59	105	43	47	91
All severities	50	78	132	49	63	113
All crossings[5,6]						
Killed	3	57	61	6	47	53
Seriously injured	177	609	802	143	450	606
Slightly injured	774	1,771	2,619	575	1,295	1,929
All severities	954	2,437	3,482	724	1,792	2,588

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 Casualties: by age, road user type and severity: 2007

Number of casualties

Age of casualty	Pedestrians			Pedal cyclists			Motorcycle users			Car users			All road users[1]		
	Killed	KSI[2]	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All
0[3]	1	5	25	0	0	0	0	0	0	4	20	139	5	28	182
1	3	16	71	0	1	2	0	0	0	1	21	356	4	40	480
2	2	55	234	0	0	3	0	0	1	2	19	376	4	76	662
3	3	71	339	0	0	7	0	0	0	3	20	444	6	93	859
4	5	106	453	0	5	33	0	1	1	2	22	419	7	135	973
5	1	83	429	0	6	64	0	0	2	1	18	438	2	111	987
6	1	89	454	1	13	99	0	0	0	3	31	501	5	134	1,092
7	3	103	509	0	21	151	0	0	1	2	17	571	6	142	1,269
8	1	103	513	0	25	173	0	2	8	2	21	602	3	153	1,336
9	1	97	592	1	33	242	0	3	11	2	32	671	4	168	1,573
10	1	122	686	0	47	316	0	1	9	1	27	739	2	200	1,834
11	4	232	1,095	1	59	421	1	1	6	1	23	673	7	321	2,286
12	5	234	1,183	2	77	496	0	2	17	1	32	672	8	349	2,476
13	5	223	1,076	4	86	547	0	5	27	4	42	712	13	361	2,483
14	5	169	972	2	73	549	1	20	54	7	63	801	15	336	2,508
15	16	191	896	2	76	530	2	51	116	10	118	1,137	30	443	2,807
0-15	57	1,899	9,527	13	522	3,633	4	86	253	46	526	9,251	121	3,090	23,807
16	13	168	881	3	72	428	7	357	2,057	29	220	2,007	53	833	5,525
17	10	157	734	1	41	365	17	393	1,717	70	570	5,499	99	1,183	8,500
18	7	132	674	1	33	287	13	242	1,032	92	747	7,432	115	1,176	9,639
19	10	147	639	2	36	258	12	231	877	75	606	6,760	99	1,041	8,782
16-19	40	604	2,928	7	182	1,338	49	1,223	5,683	266	2,143	21,698	366	4,233	32,446
20	6	131	685	0	33	306	12	169	686	67	585	6,142	87	942	8,093
21	11	118	577	4	31	281	18	184	600	66	513	5,218	102	874	6,943
22	13	104	500	1	30	232	14	177	572	53	442	4,832	84	773	6,412
23	15	99	482	2	36	279	10	150	543	39	346	4,399	69	658	5,981
24	8	105	460	1	37	290	16	173	531	33	333	4,128	62	672	5,649
20-24	53	557	2,704	8	167	1,388	70	853	2,932	258	2,219	24,719	404	3,919	33,078
25-29	29	443	2,007	8	240	1,627	75	755	2,559	128	1,309	18,076	251	2,871	25,742
30-34	28	337	1,609	13	232	1,591	69	659	2,249	104	947	14,316	226	2,297	21,169
35-39	34	338	1,521	8	224	1,457	76	769	2,437	79	916	14,378	218	2,414	21,472
40-44	28	337	1,484	15	242	1,372	92	837	2,475	74	854	13,277	222	2,432	20,218
45-49	33	307	1,172	10	234	1,074	58	558	1,785	67	713	10,761	181	1,932	16,096
50-54	36	257	992	9	125	708	38	363	1,142	60	624	8,311	154	1,476	12,202
55-59	23	217	945	20	135	556	22	263	770	56	572	6,875	132	1,279	10,084
60-64	25	212	840	6	80	377	20	139	420	50	474	5,303	106	986	7,757
65-69	33	218	679	3	49	212	6	64	179	55	349	3,524	104	738	5,130
70-74	41	245	728	4	35	174	4	37	78	47	335	2,752	101	707	4,263
75-79	66	271	761	4	24	93	4	16	45	38	324	2,315	118	681	3,623
80-84	52	289	696	6	20	61	1	6	17	43	262	1,642	107	633	2,830
85+	64	268	610	1	5	22	0	2	7	59	182	961	127	504	1,864
All ages[4]	646	6,924	30,191	136	2,564	16,195	588	6,737	23,459	1,432	12,967	161,433	2,946	30,720	247,780

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 Casualties in cars[1]: by severity, age, seating position, built-up and non built-up roads: 2007

Number of casualties

	Age of casualty								
	0-15[2]			16 and over			All ages[3]		
	Killed	KSI[4]	All	Killed	KSI	All	Killed	KSI	All
Built-up roads[5]									
Front seat occupant	3	64	1,837	296	4,475	82,146	299	4,658	85,889
Rear seat occupant	5	153	3,713	43	595	6,730	48	768	10,961
All occupants[6]	8	219	5,616	339	5,084	89,070	347	5,442	97,129
Non built-up roads[5]									
Front seat occupant	11	87	953	861	5,790	45,926	873	5,937	47,409
Rear seat occupant	25	181	2,041	86	564	3,655	112	754	5,842
All occupants[6]	36	269	3,028	948	6,369	49,746	986	6,707	53,460
Motorways									
Front seat occupant	0	8	117	84	682	9,160	84	698	9,386
Rear seat occupant	2	30	486	13	86	903	15	117	1,423
All occupants[6]	2	38	607	97	770	10,092	99	818	10,844
All speed limits[7]									
Front seat occupant	14	159	2,907	1,241	10,947	137,232	1,256	11,293	142,684
Rear seat occupant	32	364	6,240	142	1,245	11,288	175	1,639	18,226
All occupants[6]	46	526	9,251	1,384	12,223	148,908	1,432	12,967	161,433

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 School pupil casualties on journeys to and from school: by road user type, severity, gender and age: 2007

Number of casualties

	Pedestrian		Pedal cycle		Car occupants		Bus or tram occupants		All road users[1]	
	KSI[2]	All	KSI	All	KSI	All	KSI	All	KSI	All
Boys										
3 and under	3	18	0	0	0	5	0	0	3	23
4	5	29	1	2	0	8	0	1	6	41
5	7	40	0	3	1	20	0	2	8	66
6	4	50	0	2	0	21	0	0	4	74
7	7	47	0	3	0	28	0	0	7	78
8	10	57	1	11	0	27	0	4	11	100
9	10	94	0	6	1	35	0	9	11	145
10	17	112	1	12	0	25	0	10	18	160
11	49	264	4	48	1	30	1	17	55	359
12	54	299	9	87	4	35	1	23	68	445
13	39	199	10	83	0	29	1	26	50	337
14	25	155	8	72	1	28	0	24	34	279
15	22	105	6	55	1	26	0	22	32	216
16	14	66	2	22	6	31	0	3	28	194
All boys	266	1,535	42	406	15	348	3	141	335	2,517
Girls										
3 and under	1	3	0	0	0	6	0	2	1	11
4	3	19	1	2	0	11	0	0	4	32
5	4	33	0	1	1	9	1	3	6	46
6	3	18	1	1	1	24	0	1	5	44
7	3	36	0	2	0	24	0	1	3	64
8	6	33	0	1	2	23	0	6	8	63
9	6	46	0	6	0	28	1	23	7	103
10	8	76	0	7	1	38	0	12	9	133
11	33	180	2	7	0	35	0	25	35	247
12	34	232	3	14	0	37	0	28	37	312
13	34	194	2	10	1	43	0	32	37	279
14	17	139	0	6	3	37	1	32	21	214
15	16	124	2	12	1	57	2	22	21	216
16	8	65	1	3	3	44	0	10	12	130
All girls	176	1,198	12	72	13	416	5	197	206	1,894
All pupils										
3 and under	4	21	0	0	0	11	0	2	4	34
4	8	48	2	4	0	19	0	1	10	73
5	11	73	0	4	2	29	1	5	14	112
6	7	68	1	3	1	45	0	1	9	118
7	10	83	0	5	0	52	0	1	10	142
8	16	90	1	12	2	50	0	10	19	163
9	16	140	0	12	1	63	1	32	18	248
10	25	188	1	19	1	63	0	22	27	293
11	82	444	6	55	1	65	1	42	90	606
12	88	531	12	101	4	72	1	51	105	757
13	73	393	12	93	1	72	1	58	87	616
14	42	294	8	78	4	65	1	56	55	493
15	38	229	8	67	2	83	2	44	53	432
16	22	131	3	25	9	75	0	13	40	324
All children	442	2,733	54	478	28	764	8	338	541	4,411

1 Includes other road users and cases where gender or road user type was not reported.
2 Killed or seriously injured

37 Breath tests and breath test failures: all drivers and riders involved, by day of week and time of day: 2007

(a) All motor vehicles involved in accidents — Number of drivers & riders

Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	524	415	348	488	587	1,098	1,220	4,680
01:00	316	247	239	217	318	872	1,001	3,210
02:00	234	146	162	204	239	747	772	2,504
03:00	203	125	109	163	243	536	634	2,013
04:00	189	141	153	129	194	395	426	1,627
05:00	367	299	298	322	369	356	292	2,303
06:00	840	886	883	927	857	544	369	5,306
07:00	2,370	2,675	2,671	2,564	2,276	766	427	13,749
08:00	4,182	4,703	4,776	4,477	3,952	1,132	602	23,824
09:00	2,443	2,808	2,700	2,900	2,545	1,567	1,048	16,011
10:00	2,146	2,219	2,053	2,080	2,086	2,239	1,586	14,409
11:00	2,285	2,239	2,257	2,282	2,427	2,946	2,070	16,506
12:00	2,584	2,446	2,551	2,496	2,944	3,486	2,738	19,245
13:00	2,801	2,607	2,809	2,783	3,167	3,237	2,727	20,131
14:00	2,641	2,602	2,593	2,718	3,182	3,024	2,768	19,528
15:00	3,506	3,477	3,525	3,525	4,188	3,004	2,648	23,873
16:00	3,965	3,979	4,067	4,091	4,422	2,906	2,473	25,903
17:00	4,473	4,871	5,061	4,568	4,594	2,828	2,451	28,846
18:00	3,138	3,492	3,450	3,384	3,628	2,656	2,237	21,985
19:00	2,179	2,315	2,290	2,438	2,771	2,228	1,956	16,177
20:00	1,538	1,594	1,546	1,613	2,108	1,731	1,554	11,684
21:00	1,305	1,213	1,331	1,499	1,754	1,465	1,281	9,848
22:00	946	1,043	1,174	1,159	1,553	1,346	1,070	8,291
23:00	720	683	770	775	1,385	1,251	740	6,324
All hours[1]	45,897	47,230	47,825	47,805	51,792	42,368	35,092	318,009

(b) Required to take breath test — Number of drivers & riders

Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	302	233	211	288	359	639	731	2,763
01:00	180	131	130	117	193	515	568	1,834
02:00	133	92	100	124	140	391	429	1,409
03:00	106	80	58	84	129	297	363	1,117
04:00	104	95	71	87	110	227	238	932
05:00	204	184	162	174	211	204	173	1,312
06:00	526	497	524	554	526	308	223	3,158
07:00	1,429	1,562	1,620	1,495	1,350	480	269	8,205
08:00	2,318	2,566	2,552	2,438	2,148	672	361	13,055
09:00	1,293	1,606	1,405	1,617	1,416	937	644	8,918
10:00	1,171	1,209	1,107	1,166	1,165	1,334	932	8,084
11:00	1,285	1,201	1,219	1,256	1,318	1,802	1,247	9,328
12:00	1,438	1,313	1,357	1,352	1,628	1,955	1,642	10,685
13:00	1,546	1,512	1,550	1,527	1,754	1,844	1,621	11,354
14:00	1,422	1,443	1,447	1,425	1,763	1,674	1,597	10,771
15:00	1,863	1,886	1,836	1,935	2,349	1,697	1,586	13,152
16:00	2,188	2,184	2,229	2,306	2,501	1,637	1,456	14,501
17:00	2,502	2,619	2,823	2,607	2,526	1,585	1,494	16,156
18:00	1,691	1,911	1,897	1,916	2,019	1,538	1,300	12,272
19:00	1,250	1,298	1,274	1,346	1,513	1,285	1,143	9,109
20:00	939	927	888	942	1,230	1,007	914	6,847
21:00	782	710	776	876	1,077	860	734	5,815
22:00	581	638	743	695	937	784	638	5,016
23:00	440	409	481	461	831	697	428	3,747
All hours[1]	25,693	26,311	26,466	26,790	29,193	24,373	20,732	179,558

1 Includes cases where hour of day was not reported.

37 (continued) Breath tests and breath test failures: all drivers and riders involved, by day of week and time of day: 2007

(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	52	45	40	50	74	131	148	540
01:00	33	36	21	24	49	146	161	470
02:00	42	16	13	31	41	116	118	377
03:00	33	10	15	22	35	113	117	345
04:00	16	8	8	9	22	70	80	213
05:00	16	8	3	9	17	38	47	138
06:00	9	4	4	7	10	33	45	112
07:00	17	13	13	10	19	37	26	135
08:00	20	13	5	16	10	31	18	113
09:00	16	9	5	8	10	21	18	87
10:00	10	8	10	11	8	29	33	109
11:00	13	9	15	5	10	26	22	100
12:00	7	13	15	9	11	22	18	95
13:00	12	11	15	14	14	32	22	120
14:00	17	22	12	15	10	26	29	131
15:00	15	22	16	19	22	40	39	173
16:00	30	27	31	26	37	33	45	229
17:00	41	38	33	37	45	58	46	298
18:00	34	22	35	29	52	66	70	308
19:00	39	36	44	36	67	80	78	380
20:00	40	33	38	33	70	80	60	354
21:00	44	39	46	66	82	83	76	436
22:00	37	52	51	52	92	101	77	462
23:00	53	48	61	62	131	119	78	552
All hours[1]	646	542	549	600	938	1,532	1,471	6,278

1 Includes cases where hour of day was not reported.

38a Drivers: by gender, number injured, road user type and age: 2007

Number of drivers or riders/*percentage*

	Male			Female			All drivers or riders[1]		
	Involved	of which casualties		Involved	of which casualties		Involved	of which casualties	
		Number	Percentage		Number	Percentage		Number	Percentage
Car drivers									
Under 17	234	154	*66*	24	15	*63*	261	169	*65*
17-19	13,555	6,966	*51*	6,917	4,523	*65*	20,503	11,489	*56*
20-24	19,716	9,245	*47*	11,978	7,681	*64*	31,816	16,929	*53*
25-29	16,777	7,373	*44*	10,430	6,244	*60*	27,390	13,619	*50*
30-34	15,582	6,188	*40*	9,281	5,047	*54*	25,271	11,235	*44*
35-39	15,309	6,221	*41*	9,932	5,488	*55*	25,510	11,709	*46*
40-49	26,199	10,334	*39*	16,968	9,261	*55*	43,324	19,596	*45*
50-59	17,147	6,536	*38*	9,659	5,355	*55*	26,914	11,891	*44*
60-69	10,491	3,765	*36*	4,675	2,491	*53*	15,203	6,257	*41*
70 and over	7,821	3,284	*42*	2,979	1,710	*57*	10,813	4,994	*46*
Age not reported	11,501	743	*6*	3,811	453	*12*	28,886	1,212	*4*
All ages	154,332	60,809	*39*	86,654	48,268	*56*	255,891	109,100	*43*
Motorcycle riders 50cc and under									
Under 16	59	54	*92*	5	5	*100*	64	59	*92*
16	1,703	1,592	*93*	171	163	*95*	1,875	1,755	*94*
17	748	700	*94*	75	73	*97*	823	773	*94*
18	222	202	*91*	39	37	*95*	262	239	*91*
19	122	114	*93*	26	26	*100*	148	140	*95*
20-24	293	274	*94*	53	52	*98*	347	326	*94*
25-29	179	166	*93*	49	49	*100*	230	215	*93*
30-39	259	240	*93*	84	79	*94*	343	319	*93*
40-49	165	158	*96*	65	63	*97*	232	221	*95*
50-59	72	62	*86*	48	45	*94*	120	107	*89*
60 and over	54	49	*91*	28	27	*96*	82	76	*93*
Age not reported	112	53	*47*	12	10	*83*	211	63	*30*
All ages	3,988	3,664	*92*	655	629	*96*	4,737	4,293	*91*
Motorcycle riders over 50cc									
Under 16	62	51	*82*	3	3	*100*	65	54	*83*
16	239	217	*91*	22	22	*100*	262	239	*91*
17	881	834	*95*	39	38	*97*	920	872	*95*
18	740	696	*94*	39	39	*100*	780	735	*94*
19	675	642	*95*	46	45	*98*	722	687	*95*
20-24	2,431	2,295	*94*	169	164	*97*	2,601	2,459	*95*
25-29	2,197	2,048	*93*	193	184	*95*	2,394	2,232	*93*
30-39	4,154	3,867	*93*	330	313	*95*	4,489	4,180	*93*
40-49	3,891	3,610	*93*	245	234	*96*	4,136	3,844	*93*
50-59	1,740	1,613	*93*	109	103	*94*	1,849	1,716	*93*
60 and over	663	625	*94*	17	14	*82*	681	639	*94*
Age not reported	489	306	*63*	24	20	*83*	745	329	*44*
All ages	18,162	16,804	*93*	1,236	1,179	*95*	19,644	17,986	*92*
Other motor vehicle drivers[2]	33,070	7,209	*22*	1,586	547	*34*	37,737	7,760	*21*
All motor vehicle drivers or riders									
Under 17	2,350	2,103	*89*	232	214	*92*	2,587	2,317	*90*
17-19	17,443	10,322	*59*	7,215	4,801	*67*	24,693	15,123	*61*
20-24	24,662	12,465	*51*	12,293	7,940	*65*	37,091	20,408	*55*
25-29	22,295	10,432	*47*	10,835	6,533	*60*	33,344	16,967	*51*
30-34	21,214	8,974	*42*	9,675	5,304	*55*	31,389	14,278	*45*
35-39	22,061	9,449	*43*	10,387	5,769	*56*	32,756	15,218	*46*
40-49	38,723	15,961	*41*	17,714	9,694	*55*	56,646	25,656	*45*
50-59	24,630	9,306	*38*	10,034	5,565	*55*	34,798	14,871	*43*
60-69	13,370	4,784	*36*	4,764	2,556	*54*	18,178	7,342	*40*
70 and over	8,233	3,512	*43*	3,033	1,750	*58*	11,280	5,262	*47*
Age not reported	14,571	1,178	*8*	3,949	497	*13*	35,247	1,697	*5*
All ages	209,552	88,486	*42*	90,131	50,623	*56*	318,009	139,139	*44*

1 Includes cases where gender was not reported.
2 Includes drivers of buses, coaches and goods vehicles.

38b Drivers: by gender, number injured, road user type and age: 1994-98 average

Number of drivers or riders/*percentage*

	Male			Female			All drivers or riders[1]		
	Involved	of which casualties		Involved	of which casualties		Involved	of which casualties	
		Number	Percentage		Number	Percentage		Number	Percentage
Car drivers									
Under 17	439	226	*51*	38	21	*55*	486	247	*51*
17-19	17,525	7,835	*45*	7,334	4,576	*62*	24,941	12,411	*50*
20-24	29,065	11,795	*41*	15,743	9,564	*61*	45,066	21,361	*47*
25-29	29,227	10,820	*37*	16,556	9,378	*57*	46,072	20,199	*44*
30-34	26,896	9,067	*34*	15,407	8,067	*52*	42,655	17,135	*40*
35-39	20,693	6,860	*33*	12,152	6,226	*51*	33,078	13,087	*40*
40-49	32,735	10,114	*31*	18,037	9,095	*50*	51,021	19,210	*38*
50-59	21,664	6,694	*31*	9,686	5,099	*53*	31,429	11,795	*38*
60-69	12,499	4,069	*33*	4,018	2,118	*53*	16,545	6,187	*37*
70 and over	8,594	3,468	*40*	2,793	1,606	*57*	11,405	5,073	*44*
Age not reported	10,056	715	*7*	3,342	495	*15*	27,070	1,230	*5*
All ages	209,393	71,662	*34*	105,106	56,245	*54*	329,768	127,935	*39*
Motorcycle riders 50cc and under									
Under 16	50	43	*86*	3	2	*85*	53	45	*85*
16	540	500	*93*	67	65	*97*	607	565	*93*
17	223	203	*91*	39	38	*98*	262	241	*92*
18	91	82	*90*	25	24	*94*	116	106	*91*
19	57	50	*89*	16	15	*95*	73	65	*90*
20-24	180	163	*90*	74	70	*96*	255	233	*92*
25-29	130	115	*88*	64	62	*96*	195	176	*90*
30-39	190	169	*89*	91	87	*95*	282	256	*91*
40-49	125	114	*91*	97	94	*97*	222	208	*94*
50-59	118	110	*93*	99	97	*99*	217	207	*96*
60 and over	143	137	*96*	75	73	*97*	218	210	*96*
Age not reported	43	26	*61*	9	7	*78*	72	34	*47*
All ages	1,890	1,713	*91*	658	633	*96*	2,572	2,346	*91*
Motorcycle riders over 50cc									
Under 16	138	117	*85*	4	4	*86*	144	121	*84*
16	385	358	*93*	23	23	*99*	409	381	*93*
17	912	853	*94*	41	37	*91*	954	890	*93*
18	708	659	*93*	43	41	*96*	752	700	*93*
19	563	523	*93*	50	48	*96*	613	571	*93*
20-24	3,256	2,966	*91*	295	275	*93*	3,556	3,241	*91*
25-29	4,244	3,843	*91*	326	303	*93*	4,574	4,146	*91*
30-39	6,076	5,528	*91*	347	311	*90*	6,432	5,840	*91*
40-49	2,414	2,191	*91*	133	119	*89*	2,550	2,311	*91*
50-59	982	892	*91*	71	64	*90*	1,053	956	*91*
60 and over	404	369	*91*	33	28	*86*	437	397	*91*
Age not reported	480	329	*69*	26	18	*68*	727	349	*48*
All ages	20,561	18,628	*91*	1,393	1,271	*91*	22,202	19,903	*90*
Other motor vehicle drivers[2]	43,297	9,008	*21*	1,800	654	*36*	48,250	9,664	*20*
All motor vehicle drivers or riders:									
Under 17	1,583	1,255	*79*	138	116	*84*	1,734	1,372	*79*
17-19	20,888	10,494	*50*	7,598	4,804	*63*	28,575	15,298	*54*
20-24	36,248	15,988	*44*	16,354	10,016	*61*	52,884	26,006	*49*
25-29	39,846	16,310	*41*	17,278	9,874	*57*	57,454	26,186	*46*
30-34	37,523	14,052	*37*	15,992	8,429	*53*	53,919	22,482	*42*
35-39	28,577	10,245	*36*	12,550	6,458	*51*	41,404	16,704	*40*
40-49	44,889	14,193	*32*	18,601	9,412	*51*	63,806	23,606	*37*
50-59	29,455	8,858	*30*	10,020	5,318	*53*	39,579	14,177	*36*
60-69	14,600	4,787	*33*	4,127	2,204	*53*	18,757	6,990	*37*
70 and over	8,913	3,668	*41*	2,836	1,643	*58*	11,769	5,311	*45*
Age not reported	12,617	1,162	*9*	3,463	528	*15*	32,910	1,715	*5*
All ages	275,140	101,011	*37*	108,956	58,802	*54*	402,791	159,847	*40*

1 Includes cases where gender was not reported.
2 Includes drivers of buses, coaches and goods vehicles.

39 Breath tests and breath test failures: by road user type and age: GB 2007

Number of drivers or riders/*percentage*

	Involved in accident	Tested	Tested as percentage of involved	Failed[1]	Failed as a percentage of Involved	Failed as a percentage of Tested
Car drivers						
Under 17	261	139	*53*	25	*9.6*	*18.0*
17-19	20,503	14,392	*70*	681	*3.3*	*4.7*
20-24	31,816	21,115	*66*	1,296	*4.1*	*6.1*
25-29	27,390	17,398	*64*	911	*3.3*	*5.2*
30-34	25,271	14,970	*59*	621	*2.5*	*4.1*
35-39	25,510	15,574	*61*	589	*2.3*	*3.8*
40-49	43,324	26,992	*62*	816	*1.9*	*3.0*
50-59	26,914	17,119	*64*	402	*1.5*	*2.3*
60-69	15,203	9,824	*65*	160	*1.1*	*1.6*
70 and over	10,813	6,850	*63*	57	*0.5*	*0.8*
Age not reported	28,886	1,651	*6*	86	*0.3*	*5.2*
All ages	255,891	146,024	*57*	5,644	*2.2*	*3.9*
Motorcycle riders						
Under 17	2,266	1,176	*52*	36	*1.6*	*3.1*
17-19	3,655	2,117	*58*	62	*1.7*	*2.9*
20-24	2,948	1,622	*55*	54	*1.8*	*3.3*
25-29	2,624	1,322	*50*	43	*1.6*	*3.3*
30-34	2,309	1,165	*50*	41	*1.8*	*3.5*
35-39	2,523	1,317	*52*	36	*1.4*	*2.7*
40-49	4,368	2,327	*53*	45	*1.0*	*1.9*
50-59	1,969	1,087	*55*	14	*0.7*	*1.3*
60-69	612	327	*53*	4	*0.7*	*1.2*
70 and over	151	84	*56*	0	*0.0*	*0.0*
Age not reported	956	104	*11*	2	*0.2*	*1.9*
All ages	24,381	12,648	*52*	337	*1.4*	*2.7*
Bus/coach drivers	8,559	3,396	*40*	5	*0.1*	*0.1*
Light goods vehicle drivers	14,620	8,461	*58*	215	*1.5*	*2.5*
Heavy goods vehicle drivers	10,688	7,274	*68*	40	*0.4*	*0.5*
Other drivers/riders	3,870	1,755	*45*	37	*1.0*	*2.1*
All motor vehicle drivers and riders						
Under 17	2,587	1,340	*52*	62	*2.4*	*4.6*
17-19	24,693	16,878	*68*	759	*3.1*	*4.5*
20-24	37,091	24,301	*66*	1,399	*3.8*	*5.8*
25-29	33,344	20,948	*63*	1,007	*3.0*	*4.8*
30-34	31,389	18,514	*59*	690	*2.2*	*3.7*
35-39	32,756	19,903	*61*	664	*2.0*	*3.3*
40-49	56,646	34,976	*62*	925	*1.6*	*2.6*
50-59	34,798	21,922	*63*	449	*1.3*	*2.0*
60-69	18,178	11,666	*64*	172	*0.9*	*1.5*
70 and over	11,280	7,107	*63*	57	*0.5*	*0.8*
Age not reported	35,247	2,003	*6*	94	*0.3*	*4.7*
All ages	318,009	179,558	*56*	6,278	*2.0*	*3.5*

1 Failed breath test or refused to provide a specimen of breath.

40 Vehicles: by accident severity and vehicle type: 2007

Number of vehicles

	Number of vehicles involved in			
	Fatal accidents	Serious accidents	Slight accidents	All accidents
Pedal cycles	146	2,552	13,909	16,607
Motorcycles[1]				
Motorcycles 50cc and under	22	870	3,845	4,737
Motorcycles 51cc - 125cc	68	1,459	4,908	6,435
Motorcycles 126cc - 500cc	86	840	2,160	3,086
Motorcycles over 500cc	500	3,242	6,381	10,123
All motorcycles[2]	676	6,411	17,294	24,381
Taxis/Private hire cars	52	657	4,534	5,243
Cars[3]	3,075	26,365	220,202	249,642
Minibuses	14	139	853	1,006
All cars[4]	3,141	27,161	225,589	255,891
Buses or coaches	120	1,018	7,421	8,559
Light goods vehicles	306	1,781	12,533	14,620
Heavy goods vehicles				
Rigid	251	940	5,619	6,810
Articulated	210	550	3,118	3,878
Total[5]	461	1,490	8,737	10,688
Agricultural vehicles	35	131	591	757
Other motor vehicles	42	399	2,672	3,113
Other non-motor vehicles	2	61	241	304
All vehicles[6]	4,930	41,009	289,027	334,966

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: by vehicle type, built-up and non built-up roads, road class and accident severity: 2007

Number of vehicles

	Pedal cycles	Motorcycles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles[1]	All vehicles[2]
Built-up roads[3]								
A roads								
Fatal	43	104	500	45	50	77	788	832
Fatal or serious	936	1,993	7,586	510	491	369	11,094	12,041
All severities	5,852	8,608	75,793	3,734	4,154	2,387	95,739	101,658
B roads								
Fatal	13	45	193	7	18	14	284	297
Fatal or serious	258	589	2,464	109	152	71	3,438	3,700
All severities	1,743	2,307	23,437	934	1,190	490	28,677	30,446
Other roads								
Fatal	49	101	385	28	34	32	592	641
Fatal or serious	1,152	1,814	8,236	381	515	208	11,310	12,493
All severities	7,760	7,319	78,989	3,241	4,022	1,304	96,017	103,921
All built-up roads[4]								
Fatal	105	250	1,078	80	102	123	1,664	1,770
Fatal or serious	2,346	4,396	18,286	1,000	1,158	648	25,842	28,234
All severities	15,355	18,234	178,219	7,909	9,366	4,181	220,433	236,025
Non built-up roads[3]								
A roads								
Fatal	21	256	1,256	24	112	217	1,892	1,914
Fatal or serious	186	1,623	6,737	75	487	743	9,801	9,993
All severities	649	3,656	41,648	302	2,753	3,289	52,352	53,020
B roads								
Fatal	4	91	276	9	23	19	423	428
Fatal or serious	51	448	1,676	26	127	93	2,411	2,469
All severities	160	922	8,998	96	523	394	11,117	11,297
Other roads								
Fatal	16	60	296	4	25	15	413	429
Fatal or serious	115	462	2,170	25	164	100	2,984	3,109
All severities	441	1,150	13,399	179	836	504	16,400	16,908
All non built-up roads[4]								
Fatal	41	407	1,828	37	160	251	2,728	2,771
Fatal or serious	352	2,533	10,583	126	778	936	15,196	15,571
All severities	1,250	5,728	64,045	577	4,112	4,187	79,869	81,225
All speed limits[5]								
Motorways								
Fatal	0	19	235	3	44	87	389	389
Fatal or serious	0	158	1,433	12	151	367	2,134	2,134
All severities	2	419	13,627	73	1,142	2,320	17,707	17,716
A roads								
Fatal	64	360	1,756	69	162	294	2,680	2,746
Fatal or serious	1,122	3,616	14,323	585	978	1,112	20,895	22,034
All severities	6,501	12,264	117,441	4,036	6,907	5,676	148,091	154,678
B roads								
Fatal	17	136	469	16	41	33	707	725
Fatal or serious	309	1,037	4,140	135	279	164	5,849	6,169
All severities	1,903	3,229	32,435	1,030	1,713	884	39,794	41,743
Other roads								
Fatal	65	161	681	32	59	47	1,005	1,070
Fatal or serious	1,267	2,276	10,406	406	679	308	14,294	15,602
All severities	8,201	8,469	92,388	3,420	4,858	1,808	112,417	120,829
Total[4]								
Fatal	146	676	3,141	120	306	461	4,781	4,930
Fatal or serious	2,698	7,087	30,302	1,138	2,087	1,951	43,172	45,939
All severities	16,607	24,381	255,891	8,559	14,620	10,688	318,009	334,966

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: by vehicle type, built-up and non built-up roads, road class and accident severity: 1994-98 average

Number of vehicles

	Pedal cycles	Motorcycles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles[1]	All vehicles[2]
Built-up roads[3]								
A roads								
Fatal	50	104	669	48	57	96	985	1,036
Fatal or serious	1,168	2,007	12,655	685	840	610	16,919	18,097
All severities	8,269	9,518	104,173	5,201	6,088	3,424	129,186	137,530
B roads								
Fatal	12	27	202	11	13	18	275	287
Fatal or serious	395	572	3,882	159	236	131	5,019	5,423
All severities	2,612	2,268	29,721	1,142	1,627	660	35,653	38,302
Other roads								
Fatal	46	81	481	38	42	40	692	740
Fatal or serious	1,655	1,625	12,784	510	766	326	16,147	17,832
All severities	11,736	6,668	99,634	4,020	5,222	1,746	118,126	130,010
All built-up roads[4]								
Fatal	108	213	1,352	97	113	153	1,952	2,063
Fatal or serious	3,218	4,205	29,320	1,354	1,842	1,067	38,086	41,353
All severities	22,618	18,454	233,528	10,363	12,937	5,831	282,965	305,842
Non built-up roads[3]								
A roads								
Fatal	62	205	1,630	23	129	299	2,316	2,380
Fatal or serious	391	1,561	11,297	126	841	1,350	15,376	15,783
All severities	1,241	3,707	53,856	501	3,603	4,638	67,030	68,334
B roads								
Fatal	11	50	308	7	20	26	420	432
Fatal or serious	105	449	2,762	34	188	176	3,669	3,781
All severities	351	974	11,549	133	734	592	14,198	14,579
Other roads								
Fatal	17	54	284	4	18	23	393	413
Fatal or serious	222	527	3,254	43	236	190	4,345	4,594
All severities	704	1,259	16,900	229	1,110	809	20,690	21,499
All non built-up roads[4]								
Fatal	90	308	2,223	35	167	348	3,129	3,225
Fatal or serious	718	2,537	17,313	203	1,266	1,717	23,390	24,157
All severities	2,296	5,940	82,305	864	5,448	6,039	101,918	104,412
All speed limits[5]								
Motorways								
Fatal	1	10	239	3	30	100	385	385
Fatal or serious	2	108	1,799	20	177	474	2,597	2,602
All severities	14	380	13,928	94	1,116	2,297	17,899	17,923
A roads								
Fatal	113	309	2,299	71	186	395	3,302	3,416
Fatal or serious	1,559	3,568	23,952	811	1,681	1,960	32,296	33,880
All severities	9,510	13,225	158,032	5,703	9,691	8,063	196,218	205,867
B roads								
Fatal	23	77	511	18	34	44	695	719
Fatal or serious	500	1,021	6,644	193	424	307	8,689	9,205
All severities	2,964	3,242	41,270	1,275	2,362	1,252	49,852	52,881
Other roads								
Fatal	63	135	765	42	60	63	1,085	1,154
Fatal or serious	1,876	2,153	16,038	553	1,003	516	20,493	22,427
All severities	12,440	7,927	116,539	4,250	6,333	2,555	138,822	151,516
Total[4]								
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: by vehicle type, urban and rural roads, road class, accident severity and traffic: 2007

Rate per 100 million vehicle kilometres

	Pedal cycles	Motor-cycles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles[1]	All vehicles[2]
Urban roads[3,7]								
A roads								
Fatal	*6.4*	*8.8*	*0.6*	*3.8*	*0.4*	*2.0*	*0.8*	*0.9*
Fatal or serious	*151*	*174*	*9.8*	*40*	*4.0*	*11*	*12*	*13*
All severities	*954*	*766*	*101*	*293*	*36*	*72*	*104*	*110*
Other roads[4]								
Fatal	*1.5*	*5.4*	*0.5*	*1.4*	*0.2*	*1.9*	*0.6*	*0.6*
Fatal or serious	*42*	*92*	*9.2*	*20*	*3.5*	*13*	*10*	*11*
All severities	*305*	*377*	*91*	*173*	*28*	*81*	*90*	*95*
All urban roads[5]								
Fatal	*2.4*	*6.5*	*0.5*	*2.3*	*0.3*	*2.0*	*0.7*	*0.7*
Fatal or serious	*61*	*118*	*9.4*	*27*	*3.7*	*11*	*11*	*12*
All severities	*417*	*502*	*95*	*215*	*31*	*75*	*96*	*101*
Rural roads[3,7]								
A roads								
Fatal	*20*	*23*	*1.2*	*2.3*	*0.6*	*2.3*	*1.4*	*1.4*
Fatal or serious	*195*	*156*	*7.0*	*10*	*3.1*	*7.7*	*7.9*	*8.1*
All severities	*814*	*383*	*45*	*51*	*18*	*34*	*44*	*45*
Other roads[4]								
Fatal	*4.8*	*22*	*1.3*	*2.1*	*0.5*	*2.4*	*1.5*	*1.5*
Fatal or serious	*52*	*162*	*10*	*13*	*3.6*	*13*	*11*	*12*
All severities	*223*	*440*	*69*	*83*	*19*	*67*	*67*	*69*
All rural roads[5]								
Fatal	*6.9*	*22*	*1.2*	*2.2*	*0.6*	*2.3*	*1.4*	*1.4*
Fatal or serious	*73*	*159*	*8.1*	*11*	*3.3*	*8.6*	*9.1*	*9.4*
All severities	*308*	*407*	*53*	*65*	*18*	*40*	*52*	*53*
All speed limits[6]								
Motorways								
Fatal	..	*4.5*	*0.3*	*0.5*	*0.4*	*0.7*	*0.4*	*0.4*
Fatal or serious	..	*37*	*1.9*	*2.1*	*1.2*	*3.0*	*2.1*	*2.1*
All severities	..	*98*	*18*	*13*	*9.2*	*19*	*18*	*18*
A roads								
Fatal	*9.1*	*16*	*1.0*	*3.1*	*0.6*	*2.2*	*1.2*	*1.2*
Fatal or serious	*160*	*164*	*8.0*	*26*	*3.4*	*8.3*	*9.3*	*9.8*
All severities	*926*	*557*	*66*	*183*	*24*	*42*	*66*	*69*
Other roads[4]								
Fatal	*2.3*	*10*	*0.8*	*1.6*	*0.4*	*2.2*	*0.9*	*0.9*
Fatal or serious	*44*	*112*	*9.6*	*18*	*3.5*	*13*	*11*	*11*
All severities	*285*	*395*	*83*	*150*	*24*	*73*	*81*	*85*
Total[5]								
Fatal	*3.4*	*12*	*0.8*	*2.1*	*0.4*	*1.6*	*0.9*	*1.0*
Fatal or serious	*64*	*127*	*7.5*	*20*	*3.1*	*6.6*	*8.4*	*8.9*
All severities	*391*	*436*	*63*	*149*	*21*	*36*	*62*	*65*
Estimated vehicle kilometres (100 million)								
Urban roads[3,7]	33	31	1,609	34	249	45	1,969	2,001
Rural roads[3,7]	10	21	1,683	18	309	125	2,156	2,165
Motorways	..	4	749	6	124	123	1,006	1,006
Total	42	56	4,041	57	682	294	5,130	5,172

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: by junction type, vehicle type, built-up and non built-up roads: 2007

Number of vehicles

		Round-about	T or staggered junction	Crossroads	Multiple junction	Slip road	Other junction	Using private drive or entrance	Not at or within 20 metres of junction
Pedal cycles	Built-up roads	1,808	6,342	1,531	293	62	594	822	3,903
	Non built-up roads	195	216	44	10	30	25	50	680
	Motorways	0	0	0	0	1	0	0	1
	All roads[1]	2,003	6,558	1,575	303	93	619	872	4,584
Motorcycles	Built-up roads	1,729	7,506	1,841	301	121	781	1,060	4,895
	Non built-up roads	644	992	226	35	124	162	319	3,226
	Motorways	42	2	1	3	44	4	0	323
	All roads[1]	2,415	8,500	2,068	339	289	947	1,379	8,444
Cars	Built-up roads	17,694	65,038	21,999	3,676	1,120	7,000	6,934	54,758
	Non built-up roads	5,658	11,269	3,019	487	1,972	1,693	2,678	37,269
	Motorways	728	55	17	21	1,177	77	2	11,548
	All roads[1]	24,080	76,362	25,035	4,184	4,269	8,770	9,614	103,575
Buses or coaches	Built-up roads	585	2,716	895	192	34	330	119	3,038
	Non built-up roads	52	104	19	4	7	12	19	360
	Motorways	1	1	0	0	12	0	0	59
	All roads[1]	638	2,821	914	196	53	342	138	3,457
Light goods vehicles	Built-up roads	837	3,433	1,092	165	62	293	416	3,068
	Non built-up roads	305	694	182	22	142	95	242	2,430
	Motorways	58	6	4	1	86	2	0	985
	All roads[1]	1,200	4,133	1,278	188	290	390	658	6,483
Heavy goods vehicles									
Articulated	Built-up roads	200	254	83	13	11	28	36	340
	Non built-up roads	225	184	36	5	84	38	49	992
	Motorways	24	2	1	3	86	5	1	1,178
	All roads[1]	449	440	120	21	181	71	86	2,510
Rigid	Built-up roads	388	1,014	330	73	31	119	130	1,131
	Non built-up roads	223	346	83	15	109	71	121	1,606
	Motorways	35	2	0	0	91	7	0	885
	All roads[1]	646	1,362	413	88	231	197	251	3,622
All HGVs	Built-up roads	588	1,268	413	86	42	147	166	1,471
	Non built-up roads	448	530	119	20	193	109	170	2,598
	Motorways	59	4	1	3	177	12	1	2,063
	All roads[1]	1,095	1,802	533	109	412	268	337	6,132
Other vehicles[2]	Built-up roads	210	885	298	61	21	148	111	1,027
	Non built-up roads	73	177	41	7	29	51	108	840
	Motorways	6	2	0	0	8	1	0	116
	All roads[1]	289	1,064	339	68	58	200	219	1,983
All vehicles[2]	Built-up roads	23,451	87,188	28,069	4,774	1,462	9,293	9,628	72,160
	Non built-up roads	7,375	13,982	3,650	585	2,497	2,147	3,586	47,403
	Motorways	894	70	23	28	1,505	96	3	15,095
	All roads[1]	31,720	101,240	31,742	5,387	5,464	11,536	13,217	134,658

1 Includes cases where road class and/or speed limit was not reported.
2 Includes cases where vehicle type was unknown.

44 Vehicles skidding or overturning, and towing: by road surface condition, special conditions at site and vehicle type: 2007

Number of vehicles

	Road surface conditions[1]			Special conditions at site[1]		
	Dry	Wet or flood	Snow or ice	Oil or diesel	Mud	All[2]
Pedal cycles						
Involved	13,304	3,157	117	11	8	16,607
Skidded	398	186	23	2	3	607
Motorcycles						
Involved	18,544	5,593	231	216	76	24,381
Skidded	4,027	1,996	137	177	54	6,160
Cars						
Involved	172,346	78,994	4,291	851	726	255,891
Skidded	15,904	15,589	1,830	429	383	33,336
Overturned[3]	5,231	3,953	520	59	134	9,710
Towing caravan	145	26	2	0	0	174
Other tow	486	183	6	0	3	675
Light goods vehicles						
Involved	9,910	4,453	245	51	52	14,620
Skidded	906	854	76	25	27	1,836
Overturned[3]	292	193	27	1	4	512
Towing caravan	0	0	0	0	0	0
Other tow	157	61	4	1	0	222
Heavy goods vehicles						
Rigid[4]						
Involved	4,711	2,005	88	29	33	6,810
Skidded	480	315	19	6	11	814
Jack-knifed	8	7	0	0	0	15
Overturned[3]	178	72	5	0	2	255
Articulated						
Involved	2,720	1,104	51	18	10	3,878
Skidded	272	128	11	2	2	411
Jack-knifed	44	35	5	1	2	84
Overturned[3]	229	89	4	4	0	322
All HGVs[5]						
Involved	7,431	3,109	139	47	43	10,688
Skidded	752	443	30	8	13	1,225
Jack-knifed	52	42	5	1	2	99
Overturned[3]	407	161	9	4	2	577
Buses or coaches						
Involved	6,807	1,670	60	26	7	8,559
Skidded	144	115	17	7	4	276
Overturned[3]	7	1	1	0	0	9
Other motor vehicles						
Involved	2,754	1,050	61	26	23	3,870
Skidded	201	132	14	9	3	347
Overturned[3]	120	49	7	5	1	176
Other vehicles[6]						
Involved	282	60	7	0	3	350
Skidded	5	4	1	0	0	10
Overturned[3]	20	5	1	0	0	26
All[6]	231,378	98,086	5,151	1,228	938	334,966

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 accidents: by vehicle type and manoeuvre: 2007

Number of vehicles

	Pedal cycles	Motorcycles 50cc and under	Motorcycles 51 - 125cc	Motorcycles 126 - 500cc	Motorcycles over 500cc	All motorcycles[1]
Reversing	9	4	8	2	2	16
Parked	40	11	15	12	43	81
Waiting to go ahead but held up	200	125	173	98	244	640
Slowing or stopping	258	257	321	150	435	1,163
Moving off	444	100	119	49	171	439
U turning	20	28	17	9	27	81
Turning left	405	153	155	64	188	560
Waiting to turn left	16	14	20	8	21	63
Turning right	981	287	275	86	266	914
Waiting to turn right	95	40	45	15	42	142
Changing lane to left	60	15	21	14	60	110
Changing lane to right	154	25	34	20	53	132
Overtaking a moving vehicle - offside	118	275	417	240	1,084	2,016
Overtaking a stationary vehicle - offside	366	204	320	129	448	1,101
Overtaking - nearside	326	61	114	49	152	376
Going ahead on a left-hand bend	239	159	287	183	915	1,544
Going ahead on a right-hand bend	369	177	292	152	683	1,304
Going ahead other	12,503	2,799	3,797	1,806	5,288	13,690
All known manoeuvres	16,603	4,734	6,430	3,086	10,122	24,372
Number of vehicles involved in accidents[2]	16,607	4,737	6,434	3,086	10,123	24,380
of which - at a junction	12,023	3,215	4,565	2,008	6,149	15,937

Number of vehicles

				Heavy goods vehicles		
	Cars	Buses or coaches	Light goods vehicles	HGVs involved	of which foreign reg'd LHD[3]	All vehicles other than two-wheel[4]
Reversing	3,508	29	430	208	7	4,290
Parked	10,114	574	851	505	34	12,306
Waiting to go ahead but held up	20,931	448	817	419	15	22,800
Slowing or stopping	19,297	1,248	1,155	712	27	22,622
Moving off	8,847	1,022	511	328	19	10,878
U turning	2,085	11	162	49	3	2,337
Turning left	7,878	244	493	319	14	9,072
Waiting to turn left	1,646	22	53	27	0	1,764
Turning right	26,330	420	1,396	644	55	29,181
Waiting to turn right	5,258	41	193	79	2	5,626
Changing lane to left	1,831	41	179	446	14	2,543
Changing lane to right	2,150	50	204	665	341	3,118
Overtaking a moving vehicle - offside	4,303	81	329	195	12	5,002
Overtaking a stationary vehicle - offside	2,385	109	130	96	0	2,789
Overtaking - nearside	1,001	33	59	41	4	1,156
Going ahead on a left-hand bend	10,551	145	492	413	14	11,735
Going ahead on a right-hand bend	11,595	231	587	567	19	13,189
Going ahead other	115,931	3,801	6,569	4,969	288	133,265
All known manoeuvres	255,641	8,550	14,610	10,682	868	293,673
Number of vehicles involved in accidents[2]	255,883	8,559	14,620	10,688	868	293,960
of which - at a junction	152,314	5,102	8,137	4,556	254	172,346

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 Casualties by road user type, severity and local authority: 2007

Number of casualties

		Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users[1]			
	Population	KSI[2]	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Greater London	7,556,930	1,292	5,260	461	2,970	819	4,450	1,000	13,672	331	3,785	24,649	28,434
City of London	7,983	17	119	17	92	7	90	7	52	3	48	333	381
Barking and Dagenham	166,938	20	87	3	21	10	48	17	381	10	60	515	575
Barnet	329,683	50	232	11	67	32	176	56	838	13	158	1,234	1,392
Bexley	222,131	35	101	6	33	12	72	44	330	16	105	476	581
Brent	269,969	40	166	6	54	25	125	24	442	12	98	747	845
Bromley	300,719	34	128	13	45	27	116	60	554	15	143	757	900
Camden	231,909	49	234	22	154	19	177	9	209	1	105	736	841
Croydon	339,531	51	209	9	58	22	132	70	652	14	158	987	1,145
Ealing	305,283	53	189	11	78	29	170	39	618	9	137	1,011	1,148
Enfield	285,105	34	138	3	33	20	98	36	634	9	98	932	1,030
Greenwich	223,148	38	139	11	66	26	123	48	529	12	130	824	954
Hackney	209,656	45	191	23	148	27	142	23	380	10	127	810	937
Hammersmith and Fulham	172,531	34	158	15	142	35	188	12	233	7	103	662	765
Haringey	224,717	33	156	5	47	18	105	15	413	8	78	711	789
Harrow	214,625	26	96	1	19	8	32	19	319	6	55	441	496
Havering	228,448	34	111	4	31	18	80	63	624	13	129	773	902
Hillingdon[3]	250,675	22	134	10	43	12	85	67	786	13	117	986	1,103
Hounslow	220,629	33	106	12	76	17	124	31	585	13	103	829	932
Islington	187,835	43	161	23	160	28	139	14	157	5	112	555	667
Kensington and Chelsea	178,643	46	184	22	146	33	224	13	197	2	120	674	794
Kingston upon Thames	157,923	16	63	8	55	12	65	9	158	7	49	320	369
Lambeth	273,249	65	217	38	178	46	245	27	400	14	185	944	1,129
Lewisham	258,498	50	155	14	107	22	137	31	404	17	124	756	880
Merton	199,276	21	101	9	59	19	102	10	241	1	62	478	540
Newham	249,614	45	216	7	64	14	90	36	573	19	105	900	1,005
Redbridge	254,373	30	115	4	26	19	67	39	536	11	96	689	785
Richmond upon Thames	179,952	24	88	15	81	20	91	13	201	5	76	413	489
Southwark	274,391	55	220	22	213	37	203	16	295	11	139	911	1,050
Sutton	185,894	25	83	5	39	11	77	26	356	10	70	519	589
Tower Hamlets	215,317	37	155	21	124	52	217	40	420	7	151	818	969
Waltham Forest	222,309	31	142	6	66	17	90	34	501	15	92	747	839
Wandsworth	281,845	54	190	38	167	47	236	23	257	17	166	749	915
Westminster	234,131	102	476	47	278	78	384	29	397	6	286	1,412	1,698
Greater Manchester	2,562,189	350	1,706	85	735	174	643	292	6,862	140	930	9,772	10,702
Bolton	262,300	34	202	6	68	21	76	24	776	13	86	1,108	1,194
Bury	183,335	22	123	4	43	12	45	25	555	8	64	729	793
Manchester	458,136	90	430	24	215	31	117	58	1,694	33	207	2,436	2,643
Oldham	219,477	31	160	5	34	13	46	26	563	22	79	803	882
Rochdale	206,054	27	137	2	39	11	45	33	568	7	78	769	847
Salford	219,178	35	135	6	59	22	77	34	622	13	102	869	971
Stockport	280,948	28	151	5	71	15	63	30	542	8	80	808	888
Tameside	214,364	21	122	8	44	19	58	28	472	10	78	667	745
Trafford	212,799	19	82	7	82	7	34	22	462	9	57	662	719
Wigan	305,598	43	164	18	80	23	82	12	608	17	99	921	1,020
Merseyside	1,350,192	189	765	47	292	62	254	227	4,032	90	542	5,225	5,767
Knowsley	150,889	17	81	4	20	11	23	18	423	10	54	531	585
Liverpool	435,488	83	362	15	106	25	94	65	1,596	39	194	2,195	2,389
St Helens	177,447	12	68	5	36	9	35	25	520	3	52	650	702
Sefton	276,213	32	126	10	74	6	42	39	670	15	89	879	968
Wirral	310,155	45	128	13	56	11	60	80	823	23	153	970	1,123
South Yorkshire	1,299,438	181	785	58	304	120	424	244	3,855	77	639	5,313	5,952
Barnsley	224,641	29	140	11	48	22	88	49	585	14	119	828	947
Doncaster	291,052	26	164	13	95	30	114	52	1,025	10	128	1,412	1,540
Rotherham	253,416	33	144	9	45	23	95	45	957	20	116	1,233	1,349
Sheffield	530,329	93	337	25	116	45	127	98	1,288	33	276	1,840	2,116

1 Includes goods vehicles, buses, coaches and trams, horse riders and agricultural vehicle users.
2 Killed or seriously injured.
3 Includes London Airport (Heathrow) data.

46a (continued) Casualties by road user type, severity and local authority: 2007

Number of casualties

		Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users[1]			
	Population	KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Tyne and Wear	1,089,333	156	651	44	243	72	258	114	2,757	79	407	3,936	4,343
Gateshead	190,499	28	108	9	37	10	48	31	609	12	85	814	899
Newcastle upon Tyne	271,614	54	228	11	74	10	51	17	819	13	93	1,195	1,288
North Tyneside	195,961	20	87	9	46	16	52	19	463	14	67	640	707
South Tyneside	150,987	16	74	6	40	12	33	6	221	11	42	376	418
Sunderland	280,272	38	154	9	46	24	74	41	645	29	120	911	1,031
West Midlands	2,603,953	456	1,888	83	636	185	779	398	7,597	206	1,183	10,460	11,643
Birmingham	1,010,247	213	895	30	257	60	289	168	3,437	93	514	4,717	5,231
Coventry	306,726	50	213	9	77	16	88	30	714	21	107	1,040	1,147
Dudley	305,419	57	177	10	57	26	91	47	709	21	142	941	1,083
Sandwell	287,494	48	213	12	75	24	85	37	876	28	125	1,225	1,350
Solihull	203,599	14	86	8	37	15	60	37	469	8	74	623	697
Walsall	254,473	46	172	5	56	23	89	42	738	22	122	1,022	1,144
Wolverhampton	235,995	28	132	9	77	21	77	37	654	13	99	892	991
West Yorkshire	2,181,233	347	1,414	94	477	233	683	432	6,718	175	1,132	8,850	9,982
Bradford	497,379	109	388	17	83	49	134	79	1,766	58	255	2,211	2,466
Calderdale	200,124	30	103	12	32	15	63	41	624	19	100	760	860
Kirklees	400,989	66	284	11	92	51	136	80	1,279	30	212	1,712	1,924
Leeds	761,124	107	469	40	203	85	253	126	2,147	43	374	3,023	3,397
Wakefield	321,617	35	170	14	67	33	97	106	902	25	191	1,144	1,335
Avon	1,055,784	94	514	52	456	101	497	138	2,574	36	400	3,813	4,213
Bath and NE Somerset	178,250	15	68	3	45	7	66	24	391	4	51	549	600
Bristol	416,352	53	300	35	267	52	236	50	879	18	192	1,556	1,748
North Somerset	204,666	13	78	8	58	17	89	28	573	9	69	769	838
South Gloucestershire	256,516	13	68	6	86	25	106	36	731	5	88	939	1,027
Bedfordshire	595,780	52	282	27	151	59	203	120	1,637	22	273	2,121	2,394
Bedfordshire (excl UA[2])	406,989	31	153	22	102	49	153	103	1,229	13	218	1,516	1,734
Luton	188,791	21	129	5	49	10	50	17	408	9	55	605	660
Berkshire	825,666	60	316	42	293	82	302	138	2,205	31	334	2,918	3,252
Bracknell Forest	113,549	4	33	4	25	4	29	24	287	2	36	345	381
Reading	143,744	14	92	4	69	14	70	5	254	5	38	475	513
Slough	120,076	20	73	8	49	11	50	9	413	11	49	553	602
West Berkshire	150,684	6	32	13	50	23	57	54	501	7	105	576	681
Windsor and Maidenhead	140,994	7	42	8	54	11	50	21	423	3	47	543	590
Wokingham	156,619	9	44	5	46	19	46	25	327	3	59	426	485
Buckinghamshire	719,067	57	218	20	137	74	255	191	2,723	30	416	3,177	3,593
Bucks (excl UA)	490,620	44	162	16	88	51	161	150	1,799	21	326	2,081	2,407
Milton Keynes	228,447	13	56	4	49	23	94	41	924	9	90	1,096	1,186
Cambridgeshire	760,658	83	288	48	428	121	368	237	2,551	49	523	3,398	3,921
Cambs (excl UA)	597,363	62	205	34	326	97	295	195	1,842	29	418	2,480	2,898
Peterborough	163,295	21	83	14	102	24	73	42	709	20	105	918	1,023
Cheshire	1,003,526	101	413	53	283	145	415	276	3,449	53	600	4,286	4,886
Cheshire (excl UAs)	688,747	65	265	39	184	113	292	225	2,373	33	460	2,857	3,317
Halton	119,541	15	46	3	25	13	38	10	354	11	44	477	521
Warrington	195,238	21	102	11	74	19	85	41	722	9	96	952	1,048
Cleveland	559,686	54	193	27	122	44	103	70	1,054	28	199	1,342	1,541
Hartlepool	91,391	17	44	2	14	7	19	16	181	13	43	223	266
Middlesbrough	138,686	10	66	9	42	13	32	9	293	3	41	406	447
Redcar & Cleveland	139,361	8	42	6	24	10	23	18	235	4	44	302	346
Stockton-on-Tees	190,248	19	41	10	42	14	29	27	345	8	71	411	482
Cornwall and Isles of Scilly	531,650	33	277	6	93	82	256	144	1,913	17	269	2,381	2,650
Cumbria	496,942	41	242	19	131	72	231	168	1,630	18	319	2,099	2,418
Derbyshire	996,045	97	430	45	273	184	466	244	3,027	64	597	3,862	4,459
Derbyshire (excl UA)	758,153	61	274	37	170	161	382	209	2,405	42	493	2,965	3,458
Derby	237,892	36	156	8	103	23	84	35	622	22	104	897	1,001

1 Includes goods vehicles, buses, coaches and trams, horse riders and agricultural vehicle users.
2 Unitary authority.

46a (continued) Casualties by road user type, severity and local authority: 2007

Number of casualties

		Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users[1]			
	Population	KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Devon	1,134,967	81	655	23	259	104	506	235	3,296	39	461	4,507	4,968
Devon (excl UAs)	750,105	42	333	19	170	72	300	208	2,430	25	356	3,036	3,392
Plymouth	250,675	29	205	3	68	22	140	12	639	9	68	1,054	1,122
Torbay	134,187	10	117	1	21	10	66	15	227	5	37	417	454
Dorset	708,080	82	273	38	251	116	427	198	2,061	37	451	2,740	3,191
Dorset (excl UAs)	406,847	38	136	13	84	68	213	148	1,291	24	278	1,549	1,827
Bournemouth	163,166	34	103	20	114	26	116	24	419	7	109	677	786
Poole	138,067	10	34	5	53	22	98	26	351	6	64	514	578
Durham	604,848	51	246	15	96	57	146	102	1,665	27	246	2,111	2,357
Durham (excl UA)	504,865	42	194	13	66	53	131	94	1,431	21	215	1,758	1,973
Darlington	99,983	9	52	2	30	4	15	8	234	6	31	353	384
East Sussex	761,766	126	534	51	245	129	344	212	2,146	40	542	3,125	3,667
East Sussex (excl UA)	508,274	64	275	28	124	92	224	180	1,570	28	378	1,996	2,374
Brighton & Hove	253,492	62	259	23	121	37	120	32	576	12	164	1,129	1,293
Essex	1,688,409	146	590	83	411	281	750	514	4,420	94	1,065	5,496	6,561
Essex (excl UAs)	1,376,439	117	459	64	316	226	624	441	3,641	74	884	4,465	5,349
Southend	161,952	17	93	10	60	20	59	24	330	8	71	505	576
Thurrock	150,018	12	38	9	35	35	67	49	449	12	110	526	636
Gloucestershire	582,595	43	185	26	159	53	195	126	1,370	12	256	1,742	1,998
Hampshire	1,705,702	145	700	105	662	273	878	313	3,807	83	877	5,583	6,460
Hampshire (excl UAs)	1,276,767	87	399	75	398	224	654	288	3,058	56	713	4,112	4,825
Portsmouth	197,740	30	159	13	145	26	107	10	333	18	79	709	788
Southampton	231,195	28	142	17	119	23	117	15	416	9	85	762	847
Herefordshire	178,429	19	63	8	46	20	59	84	612	11	133	713	846
Hertfordshire	1,066,122	90	396	56	272	115	439	263	3,710	42	550	4,578	5,128
Humberside	907,703	110	398	71	373	132	382	292	2,578	82	635	3,331	3,966
East Riding of Yorkshire	332,977	22	80	11	76	53	126	162	893	22	267	992	1,259
Kingston upon Hull	256,977	41	172	30	164	29	105	14	491	25	116	876	992
North-East Lincolnshire	158,356	30	87	18	84	15	69	43	522	18	109	698	807
North Lincolnshire	159,393	17	59	12	49	35	82	73	672	17	143	765	908
Isle of Wight	139,482	15	76	6	29	26	79	23	347	10	72	503	575
Kent	1,646,948	152	834	38	358	200	807	368	4,816	75	802	6,433	7,235
Kent (excl UA)	1,394,733	128	708	36	308	173	686	342	4,365	61	723	5,743	6,466
Medway Towns	252,215	24	126	2	50	27	121	26	451	14	79	690	769
Lancashire	1,451,426	262	928	77	407	199	605	423	5,270	149	1,000	6,705	7,705
Lancashire (excl UAs)	1,168,086	207	686	58	314	177	522	386	4,388	118	863	5,471	6,334
Blackburn with Darwen	140,852	21	102	8	31	8	33	21	475	16	62	613	675
Blackpool	142,488	34	140	11	62	14	50	16	407	15	75	621	696
Leicestershire	972,012	67	461	24	272	75	310	193	2,670	28	382	3,538	3,920
Leicestershire (excl UAs)	640,981	33	192	10	123	56	212	145	1,767	14	266	2,172	2,438
Leicester City	292,601	31	257	12	143	12	77	33	784	13	88	1,225	1,313
Rutland	38,430	3	12	2	6	7	21	15	119	1	28	141	169
Lincolnshire	692,758	48	261	21	197	105	380	223	2,452	36	424	3,080	3,504
Norfolk	840,656	58	263	29	232	141	395	222	2,300	33	463	2,897	3,360

1 Includes goods vehicles, buses, coaches and trams, horse riders and agricultural vehicle users.

46a (continued) Casualties by road user type, severity and local authority: 2007

Number of casualties

		Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users[1]			
	Population	KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Northamptonshire	678,296	56	204	22	112	91	203	255	1,590	28	452	1,776	2,228
Northumberland	310,619	25	106	9	60	46	109	82	1,069	15	167	1,265	1,432
North Yorkshire	788,844	105	332	46	244	175	406	437	2,617	55	809	3,050	3,859
North Yorkshire (excl UA)	595,537	86	247	38	127	147	316	404	2,262	51	716	2,466	3,182
York	193,307	19	85	8	117	28	90	33	355	4	93	584	677
Nottinghamshire	1,060,526	150	554	77	366	179	505	251	3,064	65	695	4,200	4,895
Nottinghamshire (excl UA)	771,865	76	322	49	228	135	374	223	2,452	44	518	3,160	3,678
Nottingham	288,661	74	232	28	138	44	131	28	612	21	177	1,040	1,217
Oxfordshire	635,512	51	217	45	269	92	260	166	1,715	24	374	2,276	2,650
Shropshire	452,551	32	141	17	107	55	178	111	1,254	18	224	1,578	1,802
Shropshire (excl UA)	290,882	25	97	13	74	43	126	84	871	12	173	1,096	1,269
Telford & Wrekin	161,669	7	44	4	33	12	52	27	383	6	51	482	533
Somerset	522,790	47	181	16	138	72	252	153	1,786	28	301	2,178	2,479
Staffordshire	1,064,794	76	491	23	247	101	470	175	3,945	42	397	5,118	5,515
Staffordshire (excl UA)	825,818	37	311	19	206	82	376	157	3,176	21	315	4,036	4,351
Stoke on Trent	238,976	39	180	4	41	19	94	18	769	21	82	1,082	1,164
Suffolk	709,409	47	246	23	173	91	307	129	1,982	25	304	2,539	2,843
Surrey	1,098,233	83	380	62	381	154	614	263	4,458	37	589	5,524	6,113
Warwickshire	526,683	47	179	34	158	82	240	208	1,944	22	397	2,279	2,676
West Sussex	776,274	62	271	42	245	121	338	217	2,009	20	476	2,555	3,031
Wiltshire	642,091	40	211	20	143	77	264	197	1,581	21	352	2,015	2,367
Wiltshire (excl UA)	452,612	27	124	12	74	57	164	166	1,168	13	275	1,355	1,630
Swindon	189,479	13	87	8	69	20	100	31	413	8	77	660	737
Worcestershire	555,435	48	202	17	103	66	210	133	1,342	27	276	1,707	1,983
England	51,092,032	6,007	26,220	2,335	15,039	6,057	21,645	11,001	142,132	2,671	26,720	192,744	219,464
Wales	2,979,975	277	1,290	80	450	276	774	715	9,066	148	1,403	10,868	12,271
Scotland	5,144,200	640	2,681	149	706	404	1,040	1,251	10,235	271	2,597	13,448	16,045
Great Britain	59,216,207	6,924	30,191	2,564	16,195	6,737	23,459	12,967	161,433	3,090	30,720	217,060	247,780

1 Includes goods vehicles, buses, coaches and trams, horse riders and agricultural vehicle users.

46b Casualties by road user type, severity and local authority[1]: 1994-98 average

Number of casualties

	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users[2]			
	KSI[3]	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	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[4]	55	211	20	131	27	132	147	1,125	38	267	1,443	1,710
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
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.
4 Includes London Airport (Heathrow) data.

46b (continued) Casualties by road user type, severity and local authority[1]: 1994-98 average

Number of casualties

	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users[2]			
	KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Tyne and Wear	282	1,047	50	346	41	137	202	3,039	147	602	4,383	4,985
Gateshead	53	171	7	40	12	32	56	735	27	134	930	1,064
Newcastle upon Tyne	84	322	12	96	7	31	39	728	35	149	1,145	1,295
North Tyneside	40	149	10	69	8	22	29	436	21	92	639	731
South Tyneside	35	121	6	46	6	21	15	320	16	64	476	541
Sunderland	71	283	14	94	9	31	63	821	46	162	1,192	1,354
West Midlands	756	2,587	161	908	201	624	893	7,733	415	2,092	10,479	12,571
Birmingham	329	1,206	44	310	61	227	311	3,108	151	775	4,381	5,156
Coventry	103	268	36	139	34	80	138	754	69	322	979	1,301
Dudley	68	251	17	95	29	90	84	813	41	202	1,110	1,312
Sandwell	80	286	16	99	20	66	98	909	44	224	1,229	1,453
Solihull	34	110	15	63	17	44	107	619	24	184	701	885
Walsall	65	222	15	93	22	65	75	798	42	185	1,070	1,255
Wolverhampton	77	244	18	109	19	52	80	732	44	200	1,009	1,209
West Yorkshire	524	2,200	106	665	158	559	626	8,511	272	1,484	11,391	12,875
Bradford	139	628	21	150	31	127	107	1,998	69	309	2,748	3,057
Calderdale	39	194	8	64	16	60	52	813	20	123	1,106	1,229
Kirklees	76	356	18	99	27	103	120	1,440	42	255	1,887	2,142
Leeds	197	764	36	246	53	178	239	3,133	91	554	4,168	4,722
Wakefield	74	257	22	106	31	92	107	1,128	51	244	1,482	1,725
Avon	123	588	38	351	81	358	207	2,457	57	472	3,507	3,979
Bath and NE Somerset	17	82	3	36	13	49	37	335	7	72	455	527
Bristol	68	336	21	197	32	165	51	885	28	175	1,505	1,680
North Somerset	18	83	7	48	16	56	54	504	11	101	643	744
South Gloucestershire	21	88	8	70	20	88	66	732	12	124	904	1,028
Bedfordshire	88	366	31	210	63	204	196	1,983	53	398	2,561	2,959
Bedfordshire (excl UA[3])	52	211	22	143	49	152	167	1,476	31	309	1,828	2,136
Luton	36	155	8	66	14	52	29	507	21	89	733	823
Berkshire	65	424	26	371	58	345	169	2,764	34	332	3,734	4,066
Bracknell Forest*	7	38	4	40	7	46	28	346	5	48	438	486
Reading*	16	129	5	89	10	68	12	346	6	45	618	664
Slough*	13	81	4	60	7	39	16	429	6	42	585	627
West Berkshire*	10	62	4	52	13	68	51	671	6	82	816	898
Windsor and Maidenhead*	12	63	5	64	10	63	32	501	5	60	654	714
Wokingham*	7	51	4	66	11	61	30	472	5	54	623	677
Buckinghamshire	62	327	26	247	72	292	227	2,951	42	407	3,627	4,034
Bucks (excl UA)*	43	233	17	155	50	205	177	2,026	29	303	2,471	2,774
Milton Keynes*	19	94	9	92	22	88	49	925	13	104	1,156	1,260
Cambridgeshire	91	324	103	648	115	365	403	3,007	75	759	3,847	4,606
Cambs (excl UA)	59	224	79	503	94	282	327	2,278	48	597	2,906	3,503
Peterborough	32	100	25	145	21	83	76	729	27	162	941	1,103
Cheshire	180	614	89	442	138	396	675	4,914	138	1,152	5,706	6,858
Cheshire (excl UAs)	111	399	62	299	108	292	505	3,334	81	830	3,800	4,630
Halton	30	82	12	53	13	30	88	529	33	157	627	784
Warrington	39	134	15	90	17	73	82	1,051	24	166	1,279	1,444
Cleveland	103	490	25	199	21	77	99	1,613	67	257	2,286	2,543
Hartlepool	19	88	4	32	5	12	16	258	12	46	383	429
Middlesbrough	35	166	6	59	6	20	17	467	22	65	685	751
Redcar & Cleveland	18	104	6	46	5	21	27	362	12	57	507	565
Stockton-on-Tees	30	132	9	62	5	25	38	526	21	88	711	799
Cornwall and Isles of Scilly	58	303	23	146	76	262	213	1,872	41	383	2,336	2,719
Cumbria	92	325	36	183	84	208	308	1,867	68	555	2,211	2,766
Derbyshire	168	631	54	340	136	428	371	3,516	101	761	4,510	5,271
Derbyshire (excl UA)	109	414	37	217	116	346	327	2,927	72	618	3,585	4,203
Derby	59	217	17	122	19	82	44	589	28	143	925	1,068

1 Figures have been rounded to the nearest whole number.
2 Includes goods vehicles, bus, coach horse riders, agricultural vehicle users, tram users and pedestrians whose age was not reported.
3 Unitary authority.
* See 'Notes to Tables'

46b (continued) Casualties by road user type, severity and local authority[1]: 1994-98 average

Number of casualties

	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users[2]			
	KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Devon	148	717	51	377	141	519	333	3,254	87	701	4,412	5,113
Devon (excl UAs)	79	376	30	211	99	330	277	2,239	51	510	2,816	3,326
Plymouth	52	214	18	116	31	126	42	777	30	145	1,151	1,296
Torbay	17	126	2	50	11	63	14	238	6	46	445	491
Dorset	88	380	47	322	78	335	247	2,540	48	479	3,308	3,787
Dorset (excl UAs)	38	176	22	132	52	183	198	1,649	25	326	1,948	2,274
Bournemouth	31	132	14	120	13	83	25	466	13	84	759	843
Poole	19	72	12	71	13	69	24	426	9	69	602	671
Durham	98	446	20	145	42	115	172	1,971	62	351	2,580	2,932
Durham (excl UA)	80	360	16	108	34	91	149	1,663	53	295	2,131	2,426
Darlington	18	86	4	36	8	24	23	308	10	57	449	506
East Sussex	163	653	49	300	108	341	286	2,585	69	628	3,519	4,148
East Sussex (excl UA)	89	333	29	167	78	236	243	1,919	47	457	2,369	2,826
Brighton & Hove	73	321	19	133	30	105	43	667	22	171	1,150	1,322
Essex	275	970	137	699	231	718	714	6,268	184	1,429	7,760	9,189
Essex (excl UAs)	213	741	107	535	191	582	617	5,098	145	1,187	6,189	7,377
Southend	39	152	17	109	17	65	38	490	18	115	759	874
Thurrock	23	77	13	55	23	72	60	680	21	127	812	939
Gloucestershire	52	269	25	225	59	240	205	1,731	35	360	2,257	2,617
Hampshire	232	970	148	1,004	233	860	645	5,810	157	1,314	7,856	9,170
Hampshire (excl UAs)	150	579	99	646	187	641	573	4,640	111	1,054	5,829	6,883
Portsmouth	43	185	28	198	24	104	39	572	23	142	990	1,131
Southampton	39	207	21	160	23	114	32	599	23	119	1,037	1,155
Herefordshire*	27	86	18	65	34	77	122	567	19	216	654	870
Hertfordshire	171	557	80	418	142	455	621	4,706	113	1,065	5,437	6,502
Humberside	199	738	105	685	127	396	351	2,682	139	820	4,003	4,822
East Riding of Yorkshire	39	145	28	152	48	127	174	1,077	32	302	1,293	1,596
Kingston upon Hull	87	338	36	292	32	118	43	576	49	207	1,231	1,438
North-East Lincolnshire	44	161	24	149	19	70	48	442	34	140	740	880
North Lincolnshire	28	94	17	91	28	81	86	587	24	170	739	909
Isle of Wight	25	98	17	72	24	81	51	399	15	122	568	690
Kent	269	1,038	105	593	256	772	627	5,226	174	1,321	6,721	8,042
Kent (excl UA)	225	848	96	510	227	675	578	4,661	146	1,183	5,880	7,064
Medway Towns	44	190	9	84	29	98	50	564	28	138	841	979
Lancashire	411	1,333	133	617	191	497	728	6,055	275	1,542	7,582	9,125
Lancashire (excl UAs)	283	907	103	491	157	406	576	4,713	200	1,186	5,841	7,027
Blackburn with Darwen	58	199	11	48	15	37	68	685	37	159	864	1,024
Blackpool	70	226	18	78	18	55	83	658	37	197	877	1,074
Leicestershire	125	663	43	421	77	340	297	3,187	73	574	4,359	4,933
Leicestershire (excl UAs)	60	302	28	235	61	239	233	2,173	42	408	2,773	3,181
Leicester City	62	351	13	174	12	84	35	836	27	126	1,390	1,516
Rutland	2	11	2	12	4	17	29	178	3	40	196	236
Lincolnshire	80	323	44	292	112	308	478	2,659	76	764	3,079	3,843
Norfolk	113	380	61	317	131	371	516	2,710	89	862	3,132	3,994

1 Figures have been rounded to the nearest whole number.
2 Includes goods vehicles, bus, coach horse riders, agricultural vehicle users, tram users and pedestrians whose age was not reported.
* See 'Notes to Tables'

46b (continued) Casualties by road user type, severity and local authority[1]: 1994-98 average

Number of casualties

	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users[2]			
	KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Northamptonshire	123	354	47	197	89	203	471	2,171	88	773	2,316	3,089
Northumberland	43	170	15	86	28	71	162	1,124	31	260	1,346	1,606
North Yorkshire	137	427	73	335	186	462	700	3,237	122	1,171	3,630	4,801
North Yorkshire (excl UA)*	113	332	57	218	170	389	672	2,946	111	1,083	3,115	4,198
York*	24	94	15	117	16	73	28	291	11	88	515	602
Nottinghamshire	276	855	125	498	177	433	512	3,725	195	1,147	4,833	5,980
Nottinghamshire (excl UA)	143	439	86	323	133	307	418	2,821	129	824	3,381	4,205
Nottingham	133	416	39	175	44	126	94	904	67	323	1,452	1,775
Oxfordshire*	54	276	34	343	57	277	215	2,157	31	385	2,881	3,266
Shropshire	64	213	43	150	69	162	318	1,553	59	535	1,706	2,241
Shropshire (excl UA)	43	134	28	97	52	118	237	1,100	37	395	1,188	1,583
Telford & Wrekin	22	79	15	54	17	44	81	453	22	140	518	658
Somerset	57	223	28	198	59	184	222	1,772	33	380	2,111	2,492
Staffordshire	129	765	36	423	96	438	326	4,638	84	625	6,141	6,766
Staffordshire (excl UA)	82	487	28	325	74	334	280	3,729	60	498	4,763	5,262
Stoke on Trent	47	278	8	98	22	104	45	909	24	126	1,378	1,504
Suffolk	71	292	37	284	78	289	266	1,893	51	478	2,443	2,921
Surrey	156	603	84	571	171	690	484	5,366	84	932	6,635	7,567
Warwickshire	93	289	47	227	108	263	419	2,302	69	710	2,607	3,317
West Sussex	99	355	72	407	111	334	289	2,621	60	597	3,337	3,935
Wiltshire	72	293	38	239	88	300	260	2,326	50	487	2,899	3,386
Wiltshire (excl UA)	49	191	25	145	65	200	225	1,841	33	389	2,163	2,551
Swindon	23	102	13	94	23	101	35	485	16	98	736	834
Worcestershire*	94	307	50	214	91	224	312	1,885	62	581	2,246	2,827
England	9,861	40,119	3,376	22,373	5,867	22,306	19,579	179,136	5,729	40,815	241,953	282,768
Wales	434	2,041	107	730	253	782	1,115	10,344	288	2,008	12,848	14,856
Scotland	1,374	4,383	249	1,282	355	935	2,559	13,808	842	4,833	17,471	22,304
Great Britain	11,669	46,543	3,732	24,385	6,475	24,023	23,254	203,288	6,860	47,656	272,272	319,928

1 Figures have been rounded to the nearest whole number.
2 Includes goods vehicles, bus, coach horse riders, agricultural vehicle users, tram users and pedestrians whose age was not reported.
* See 'Notes to Tables'

47 Casualties: by Government Office Region, country and severity: 1994-98 average, 2000 - 2007

Number of casualties

		1994-98 average	2000	2001	2002	2003	2004	2005	2006	2007
North East	Killed	139	93	102	126	132	128	108	109	88
	KSI[1]	1,471	1,188	1,145	1,195	1,261	1,158	1,093	1,164	1,019
	Total	12,067	11,760	11,617	11,706	11,878	11,458	10,890	10,364	9,673
North West	Killed	393	370	341	333	405	338	362	321	271
	KSI	5,371	4,301	4,197	4,179	4,131	3,987	4,063	3,740	3,391
	Total	45,200	44,514	42,199	39,995	38,063	37,448	36,426	33,986	31,478
Yorkshire and the Humber	Killed	327	319	331	322	318	311	302	304	281
	KSI	4,206	3,606	3,711	3,756	3,593	3,486	3,227	3,259	3,215
	Total	28,808	29,564	29,235	29,053	28,368	27,049	24,940	24,643	23,759
East Midlands	Killed	357	330	323	373	366	299	299	327	307
	KSI	4,020	3,483	3,347	3,401	3,169	2,970	2,737	2,561	2,550
	Total	23,116	23,582	22,675	22,515	21,819	21,293	20,807	19,588	19,006
West Midlands	Killed	328	304	323	306	321	286	281	304	262
	KSI	4,759	3,685	3,446	3,185	2,987	2,851	2,674	2,582	2,610
	Total	28,592	29,520	28,924	28,044	26,863	25,924	25,681	24,363	24,465
East of England	Killed	363	393	382	385	370	355	342	350	335
	KSI	4,991	4,552	4,370	4,071	3,994	3,844	3,583	3,327	3,178
	Total	30,170	31,350	30,609	29,158	28,301	28,069	27,138	25,025	24,207
London	Killed	247	286	300	281	272	216	214	231	222
	KSI	6,696	6,106	6,101	5,671	5,164	4,171	3,657	3,947	3,785
	Total	45,805	46,003	44,622	41,508	38,477	34,581	31,905	29,831	28,434
South East	Killed	489	522	469	520	525	472	519	457	437
	KSI	6,039	5,924	5,765	5,694	5,079	4,685	4,423	4,478	4,482
	Total	44,918	44,565	44,213	42,194	40,008	38,869	38,414	37,996	36,576
South West	Killed	343	298	345	334	295	309	308	292	299
	KSI	3,262	3,021	3,010	3,113	2,918	2,619	2,488	2,493	2,490
	Total	24,092	24,863	25,584	24,847	24,122	24,071	24,283	22,781	21,866
England	Killed	2,986	2,915	2,916	2,980	3,004	2,714	2,735	2,695	2,502
	KSI	40,815	35,866	35,092	34,265	32,296	29,771	27,945	27,551	26,720
	Total	282,768	285,721	279,678	269,020	257,899	248,762	240,484	228,577	219,464
Wales	Killed	213	169	187	147	173	201	180	163	162
	KSI	2,008	1,821	1,722	1,632	1,655	1,537	1,327	1,373	1,403
	Total	14,856	14,087	13,775	14,336	14,036	13,687	12,738	12,692	12,271
Scotland	Killed	378	325	347	304	331	306	286	314	282
	KSI	4,833	3,877	3,746	3,510	3,264	3,043	2,883	2,921	2,597
	Total	22,304	20,475	19,856	19,249	18,672	18,391	17,795	17,135	16,045
Great Britain	Killed	3,578	3,409	3,450	3,431	3,508	3,221	3,201	3,172	2,946
	KSI	47,656	41,564	40,560	39,407	37,215	34,351	32,155	31,845	30,720
	Total	319,928	320,283	313,309	302,605	290,607	280,840	271,017	258,404	247,780
Northern Ireland	Killed	149	171	148	150	150	147	135	126	113
	KSI	1,662	1,786	1,830	1,676	1,438	1,330	1,208	1,337	1,210
	Total	12,499	14,720	13,142	11,914	10,325	9,507	8,159	9,182	9,436
United Kingdom	Killed	3,727	3,580	3,598	3,581	3,658	3,368	3,336	3,298	3,059
	KSI	49,317	43,350	42,390	41,083	38,653	35,681	33,363	33,182	31,930
	Total	332,427	335,003	326,451	314,519	300,932	290,347	279,176	267,586	257,216

1 Killed or seriously injured.

48 Casualties: by built-up and non built-up roads, road class, Government Office Region and severity: 2007

Number of casualties

			Built-up roads			Non built-up roads			
		Motorways	A roads	Other	Total	A roads	Other	Total	All roads[1]
North East	Killed	1	8	15	23	40	24	64	88
	KSI[2]	13	177	440	617	254	135	389	1,019
	Total	148	2,083	4,249	6,332	2,249	944	3,193	9,673
North West	Killed	33	66	86	152	54	32	86	271
	KSI	198	966	1,426	2,392	501	300	801	3,391
	Total	2,351	10,640	13,587	24,227	3,231	1,669	4,900	31,478
Yorkshire and the Humber	Killed	14	59	68	127	96	44	140	281
	KSI	107	791	1,270	2,061	622	425	1,047	3,215
	Total	1,298	6,879	10,287	17,166	3,245	2,050	5,295	23,759
East Midlands	Killed	14	28	49	77	135	81	216	307
	KSI	81	435	791	1,226	756	487	1,243	2,550
	Total	816	4,229	6,851	11,080	4,427	2,683	7,110	19,006
West Midlands	Killed	15	40	77	117	86	44	130	262
	KSI	127	631	1,090	1,721	464	298	762	2,610
	Total	1,244	6,875	11,064	17,939	3,111	2,171	5,282	24,465
East of England	Killed	24	43	52	95	137	79	216	335
	KSI	162	491	1,053	1,544	822	650	1,472	3,178
	Total	1,527	4,654	8,647	13,301	5,525	3,854	9,379	24,207
London	Killed	0	140	65	205	16	1	17	222
	KSI	34	2,343	1,290	3,633	110	8	118	3,785
	Total	459	16,973	10,257	27,230	693	52	745	28,434
South East	Killed	41	77	78	155	148	93	241	437
	KSI	320	973	1,517	2,490	1,009	663	1,672	4,482
	Total	3,029	9,158	13,339	22,497	6,958	4,092	11,050	36,576
South West	Killed	18	41	57	98	117	66	183	299
	KSI	82	450	807	1,257	684	467	1,151	2,490
	Total	869	4,388	7,852	12,240	4,873	3,884	8,757	21,866
England	Killed	160	502	547	1,049	829	464	1,293	2,502
	KSI	1,124	7,257	9,684	16,941	5,222	3,433	8,655	26,720
	Total	11,741	65,879	86,133	152,012	34,312	21,399	55,711	219,464
Wales	Killed	14	15	24	39	85	24	109	162
	KSI	42	249	457	706	478	177	655	1,403
	Total	479	2,569	4,833	7,402	3,105	1,285	4,390	12,271
Scotland	Killed	9	33	39	72	147	54	201	282
	KSI	87	452	812	1,264	872	374	1,246	2,597
	Total	597	3,303	6,069	9,372	4,204	1,872	6,076	16,045
Great Britain	Killed	183	550	610	1,160	1,061	542	1,603	2,946
	KSI	1,253	7,958	10,953	18,911	6,572	3,984	10,556	30,720
	Total	12,817	71,751	97,035	168,786	41,621	24,556	66,177	247,780

1 Includes cases where speed limit was not reported.
2 Killed or seriously injured.

49 Casualties: by severity, road user type and country: United Kingdom: 2007

Number of casualties

Road user type	England	Wales	Scotland	Northern Ireland	United Kingdom
Pedestrians					
Killed	555	30	61	17	663
Serious	5,452	247	579	166	6,444
Slight	20,213	1,013	2,041	585	23,852
All severities	26,220	1,290	2,681	768	30,959
Pedal cyclists					
Killed	129	3	4	2	138
Serious	2,206	77	145	30	2,458
Slight	12,704	370	557	188	13,819
All severities	15,039	450	706	220	16,415
Horse riders					
Killed	0	0	0	0	0
Serious	19	0	1	0	20
Slight	101	4	2	1	108
All severities	120	4	3	1	128
Motorcycle users					
Killed	506	42	40	26	614
Serious	5,551	234	364	133	6,282
Slight	15,588	498	636	312	17,034
All severities	21,645	774	1,040	471	23,930
Car users					
Killed	1,191	80	161	59	1,491
Serious	9,810	635	1,090	703	12,238
Slight	131,131	8,351	8,984	6,487	154,953
All severities	142,132	9,066	10,235	7,249	168,682
Others[1]					
Killed	121	7	16	9	153
Serious	1,180	48	136	65	1,429
Slight	13,007	632	1,228	653	15,520
All severities	14,308	687	1,380	727	17,102
All road users					
Killed	2,502	162	282	113	3,059
Serious	24,218	1,241	2,315	1,097	28,871
Slight	192,744	10,868	13,448	8,226	225,286
All severities	219,464	12,271	16,045	9,436	257,216

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: 2006

Number/*percentage*

	0-4[1]	5-9	10-14	15-19	20-29	30-39	40-49	50-59	60-64	65-69	70-74	75-79	80+	All ages[2]
Male														
Deaths from all causes	2,450	216	299	996	3,071	5,387	10,734	23,143	19,166	25,115	34,454	46,318	124,632	295,981
All accidental deaths	64	35	70	417	958	907	827	696	302	275	361	463	1,865	7,240
Road deaths (registered)	17	22	43	326	634	475	320	238	78	56	69	73	155	2,506
% of accidental deaths	*27*	*63*	*61*	*78*	*66*	*52*	*39*	*34*	*26*	*20*	*19*	*16*	*8*	*35*
% of all deaths	*0.7*	*10.2*	*14.4*	*32.7*	*20.6*	*8.8*	*3.0*	*1.0*	*0.4*	*0.2*	*0.2*	*0.2*	*0.1*	*0.8*
Stats 19 fatalities	17	22	52	329	604	436	312	212	93	49	62	77	130	2,401
Female														
Deaths from all causes	1,938	153	189	493	1,424	2,933	6,928	15,039	12,220	16,362	24,106	37,180	168,997	287,962
All accidental deaths	48	23	32	126	219	180	269	278	161	158	232	477	3,549	5,752
Road deaths (registered)	14	13	26	99	134	74	92	69	37	24	39	56	133	810
% of accidental deaths	*29*	*57*	*81*	*79*	*61*	*41*	*34*	*25*	*23*	*15*	*17*	*12*	*4*	*14*
% of all deaths	*0.7*	*8.5*	*13.8*	*20.1*	*9.4*	*2.5*	*1.3*	*0.5*	*0.3*	*0.1*	*0.2*	*0.2*	*0.1*	*0.3*
Stats 19 fatalities	13	11	25	98	122	64	86	71	34	26	41	50	127	771
All persons[3]														
Deaths from all causes	4,388	369	488	1,489	4,495	8,320	17,662	38,182	31,386	41,477	58,560	83,498	293,629	583,943
All accidental deaths	112	58	102	543	1,177	1,087	1,096	974	463	433	593	940	5,414	12,992
Road deaths (registered)	31	35	69	425	768	549	412	307	115	80	108	129	288	3,316
% of accidental deaths	*28*	*60*	*68*	*78*	*65*	*51*	*38*	*32*	*25*	*18*	*18*	*14*	*5*	*26*
% of all deaths	*0.7*	*9.5*	*14.1*	*28.5*	*17.1*	*6.6*	*2.3*	*0.8*	*0.4*	*0.2*	*0.2*	*0.2*	*0.1*	*0.6*
Stats 19 fatalities	30	33	77	427	726	500	398	283	127	75	103	127	257	3,172

Source: Office for National Statistics and Scottish Registrar General's Office

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: number and rates for different road users: by selected countries: 2006[1]

	Number of road deaths[2]	Number of car user deaths[2]	Number of pedestrian deaths[2]	Motor vehicles per 1,000 population[3]	Road deaths per 100,000 population	Road deaths per 10,000 motor vehicles[3]	Pedestrian deaths per 100,000 population	Children (aged 0-14) deaths per 100,000 population	Pedestrian (aged 0-14) deaths per 100,000 population
England	2,695	1,346	594	*570*	*5.3*	*0.9*	*1.2*	*1.3*	*0.6*
Wales	163	90	20	*580*	*5.5*	*0.9*	*0.7*	*1.3*	*0.4*
Scotland	314	176	61	*507*	*6.1*	*1.2*	*1.2*	*1.9*	*0.8*
Great Britain	3,172	1,612	675	*565*	*5.4*	*1.0*	*1.1*	*1.3*	*0.6*
Northern Ireland	126	87	22	*535*	*7.2*	*1.4*	*1.3*	*2.0*	*0.6*
United Kingdom	3,298	1,699	697	*565*	*5.4*	*1.0*	*1.2*	*1.4*	*0.6*
Austria	730	384	110	*547*	*8.9*	*1.6*	*1.3*	*1.8*	*0.5*
Belgium	1,069	567	122	*540*	*10.2*	*1.9*	*1.2*	*1.8*	*0.3*
Denmark	306	146	60	*451*	*5.6*	*1.2*	*1.1*	*1.3*	*0.8*
Finland	336	203	49	*534*	*6.4*	*1.2*	*0.9*	*0.6*	*0.0*
France	4,709	2,626	535	*595*	*7.7*	*1.3*	*0.9*	*1.2*	*0.2*
Germany	5,091	2,683	711	*592*	*6.2*	*1.0*	*0.9*	*1.2*	*0.3*
Greece	1,657	719	267	*521*	*14.9*	*2.9*	*2.4*	*2.3*	*0.7*
Irish Republic	365	..	..	*465*	*8.7*	*1.9*	..	..	..
Italy	5,669	..	..	*668*	*9.7*	*1.4*	..	..	..
Luxembourg	36	..	..	*727*	*7.8*	*1.1*	..	..	..
Netherlands	730	344	66	*495*	*4.5*	*0.9*	*0.4*	*1.3*	*0.2*
Portugal	969	375	156	*503*	*9.2*	*1.8*	*1.5*	*1.3* [4]	*0.5* [4]
Spain	4,104	2,095	613	*591*	*9.4*	*1.6*	*1.4*	*1.8*	*0.4*
Sweden	445	261	55	*512*	*4.9*	*1.0*	*0.6*	*1.0*	*0.4*
Bulgaria	1,043	..	..	*363*	*13.5*	*3.7*	..	..	..
Cyprus	86	40	..	*683*	*11.0*	*1.6*	..	..	..
Czech Republic	1,063	567	202	*430*	*10.4*	*2.4*	*2.0*	*2.1*	*0.8*
Estonia	204	..	..	*479*	*15.2*	*3.2*	..	..	..
Hungary	1,303	630	296	*289*	*13.0*	*4.5*	*2.9*	..	..
Latvia	407	..	..	*379*	*17.8*	*4.7*	..	..	..
Lithuania	759	..	..	*469*	*22.3*	*4.8*	..	..	..
Malta	11	..	..	*630*	*2.7*	*0.4*	..	..	..
Poland	5,243	2,397	1,802	*412*	*13.8*	*3.3*	*4.7*	*2.5*	*0.9*
Romania	2,478	..	..	*186*	*11.5*	*6.2*	..	..	..
Slovakia	579	..	..	*256*	*10.8*	*4.2*	..	..	..
Slovenia	263	152	36	*553*	*13.2*	*2.4*	*1.8*	*3.2*	*1.1*
Norway	242	156	35	*562*	*5.2*	*0.9*	*0.8*	*1.0*	*0.3*
Switzerland	370	156	76	*573*	*5.0*	*0.9*	*1.0*	*1.3*	*0.5*
Australia	1,598	1093	227	*659*	*7.8*	*1.2*	*1.1*	*1.9*	*0.5*
Canada	2,892	1,447	382	*590*	*8.9*	*1.5*	*1.2*	*1.7*	*0.3*
Iceland	31	20	4	*719*	*10.4*	*1.4*	*1.3*	*1.5*	*0.0*
Japan	7,272	1,735	2363	*587*	*5.7*	*1.0*	*1.9*	*0.9*	*0.4*
New Zealand	391	281	44	*715*	*9.5*	*1.3*	*1.1*	*2.9*	*0.7*
Republic of Korea	6,327	1,452	2442	*318*	*13.1*	*4.1*	*5.0*	*3.1*	*2.2*
USA	42,642	17,800	4,784	*801*	*14.3*	*1.8*	*1.6*	*3.0*	*0.5*

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

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

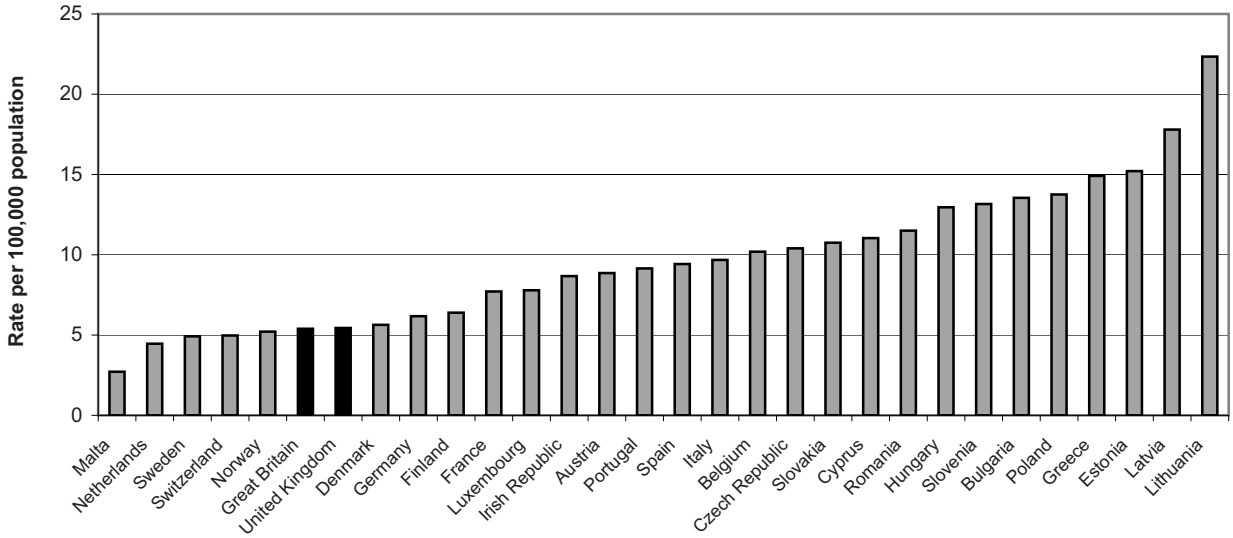
2 In accordance with the commonly agreed international definition, most countries define a fatality as one being due to a road accident where death occurs within 30 days of the accident. The official road accident statistics of some countries, however, limit the fatalities to those occurring within shorter 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%.

3 All motor vehicles excluding mopeds/mofas.

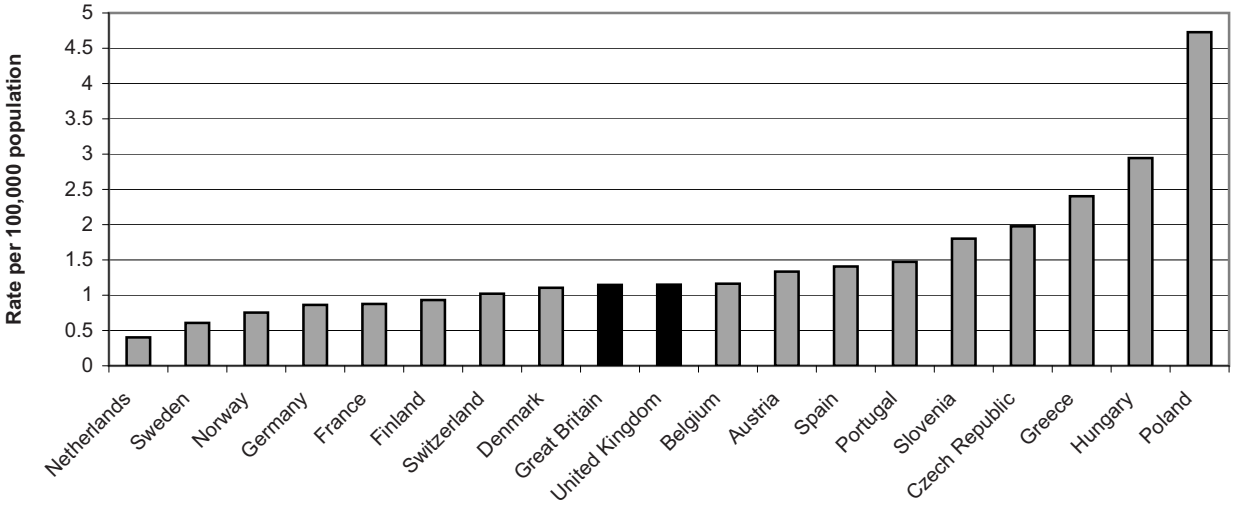
4 2005 population data.

Table 51 - International comparisons: rates for different road users: European Countries: 2006

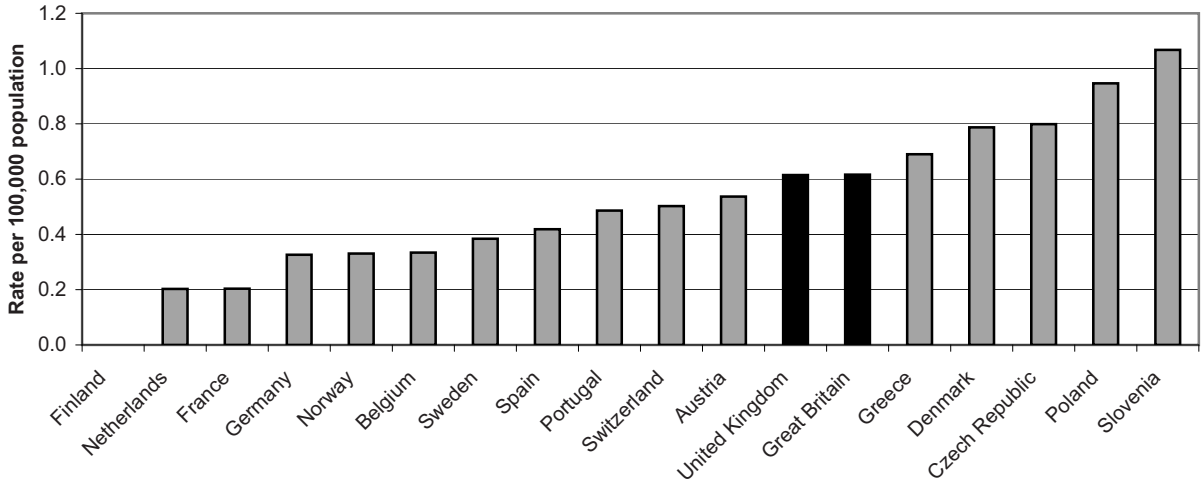
Road deaths per 100,000 population



Pedestrian deaths per 100,000 population



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



52 Passenger casualty rates by mode: 1997-2006[1]

Rate per billion passenger kilometres

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	1997-2006 average
Air[2]											
Killed	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*
KSI[3]	*0.00*	*0.00*	*0.02*	*0.00*	*0.00*	*0.00*	*0.00*	*0.01*	*0.00*	*0.00*	*0.00*
All severities	*0.03*	*0.07*	*0.18*	*0.04*	*0.00*	*0.00*	*0.00*	*0.01*	*0.00*	*0.00*	*0.03*
Rail[4,5]											
Killed	*0.5*	*0.4*	*0.9*	*0.3*	*0.3*	*0.4*	*0.2*	*0.2*	*0.1*	*0.1*	*0.3*
Injured	*19*	*16*	*19*	*14*	*13*	*13*	*13*	*13*	*12*	*10*	*14*
Water[6]											
Killed	*0.0*	*0.7*	*0.4*	*0.4*	*0.4*	*0.0*	*0.0*	*0.0*	*0.3*	*0.3*	*0.2*
KSI	*33*	*41*	*28*	*52*	*54*	*49*	*60*	*43*	*34*	*39*	*43*
Bus or coach											
Killed	*0.3*	*0.4*	*0.2*	*0.3*	*0.2*	*0.4*	*0.2*	*0.4*	*0.2*	*0.3*	*0.3*
KSI	*12*	*13*	*12*	*11*	*11*	*11*	*10*	*9*	*7*	*8*	*10*
All severities	*196*	*199*	*202*	*195*	*191*	*173*	*175*	*167*	*146*	*130*	*177*
Car[7]											
Killed	*2.9*	*2.8*	*2.7*	*2.7*	*2.8*	*2.7*	*2.7*	*2.6*	*2.6*	*2.5*	*2.7*
KSI	*38*	*35*	*33*	*32*	*31*	*29*	*27*	*25*	*23*	*22*	*29*
All severities	*347*	*342*	*333*	*335*	*323*	*304*	*291*	*282*	*275*	*260*	*308*
Van[7]											
Killed	*1.0*	*1.0*	*0.9*	*0.9*	*0.9*	*1.0*	*1.0*	*0.8*	*0.6*	*0.6*	*0.9*
KSI	*14*	*14*	*13*	*12*	*11*	*11*	*10*	*8*	*7*	*6*	*10*
All severities	*115*	*113*	*104*	*100*	*102*	*96*	*92*	*76*	*72*	*68*	*92*
Motorcycle[7]											
Killed	*119*	*112*	*113*	*122*	*112*	*111*	*120*	*104*	*98*	*107*	*111*
KSI	*1,507*	*1,452*	*1,423*	*1,493*	*1,405*	*1,367*	*1,328*	*1,184*	*1,116*	*1,155*	*1,332*
All severities	*5,724*	*5,546*	*5,395*	*5,712*	*5,539*	*5,168*	*4,931*	*4,566*	*4,257*	*4,156*	*5,053*
Pedal cycle											
Killed	*45*	*40*	*42*	*31*	*33*	*29*	*26*	*32*	*34*	*31*	*34*
KSI	*880*	*838*	*779*	*666*	*632*	*555*	*543*	*550*	*536*	*527*	*646*
All severities	*6,036*	*5,798*	*5,599*	*4,953*	*4,512*	*3,874*	*3,838*	*3,964*	*3,764*	*3,494*	*4,546*
Pedestrian											
Killed	*57*	*50*	*50*	*49*	*47*	*42*	*41*	*35*	*36*	*36*	*44*
KSI	*651*	*580*	*564*	*543*	*521*	*471*	*424*	*394*	*384*	*371*	*487*
All severities	*2,693*	*2,484*	*2,464*	*2,404*	*2,332*	*2,117*	*1,944*	*1,836*	*1,794*	*1,631*	*2,158*

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 occuring 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 Accidents, vehicles and casualties: by vehicle type and foreign registration: 2007

Number of vehicles/accidents/casualties

			Accidents, by severity			Casualties involved[1], by severity		
		Vehicles	Fatal	Fatal and serious	All severities	Killed	KSI[2]	All severities
Motorcycles	Foreign registered	185	8	50	180	9	54	225
	UK and foreign reg'd motorcycles	24,381	613	6,833	23,772	641	7,247	27,091
Cars	Foreign registered - LHD	665	12	83	655	14	108	953
	Foreign registered - RHD	182	1	25	176	1	32	261
	All foreign registered	847	13	108	830	15	140	1,212
	UK and foreign reg'd cars	255,891	2,131	22,077	162,432	2,345	25,468	224,909
Buses or coaches	Foreign registered - LHD	19	0	3	19	0	3	36
	Foreign registered - RHD	13	0	1	12	0	1	22
	All foreign registered	32	0	4	31	0	4	58
	UK and foreign reg'd buses or coaches	8,559	117	1,130	8,442	128	1,306	11,871
Light goods vehicles	Foreign registered - LHD	62	2	7	62	2	7	92
	Foreign registered - RHD	12	0	1	12	0	1	19
	All foreign registered	74	2	8	74	2	8	111
	UK and foreign reg'd light goods veh's	14,620	282	1,971	13,798	303	2,274	19,352
Heavy goods vehicles	Foreign registered - LHD	868	24	117	858	27	145	1,194
	Foreign registered - RHD	63	4	12	63	4	14	83
	All foreign registered	931	28	129	919	31	159	1,275
	UK and foreign reg'd heavy goods veh's	10,688	393	1,724	9,829	435	2,009	13,708
All vehicles[3,4]	Foreign registered - LHD	1,645	38	214	1,616	43	268	2,309
	Foreign registered - RHD	274	5	39	265	5	48	386
	Foreign registered - two wheeler[5]	307	8	69	299	9	74	352
	All foreign registered	2,226	50	321	2,168	56	389	3,031
	UK and foreign reg'd vehicles	334,966	2,714	27,036	182,115	2,946	30,720	247,780

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").
5 Includes pedal cycles

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 “cat's 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 is 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 seven 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 250 cc (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. Voluntary registration scheme for driving instructors is introduced. Introduction of the present European style of symbolic traffic signs.

1966–1967: Rule introduced requiring traffic entering a roundabout to give way to traffic already on it. Motorway warning signals introduced following accidents in fog. Seat belt fitting is made compulsory for new cars. It becomes an offence to drive with over 80 mg of alcohol per 100 ml 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 three years old. Pelican crossings are introduced. Fatal level crossing accident results in new signs and safety procedures. First UK bus lane introduced in Park Lane, London.

1970–1972: HGV driving test and registration of driving instructors becomes compulsory. Sixteen-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, 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. Abolition of front number plates on TWMVs. Mini-roundabouts introduced.

1977: Mopeds redefined to 30 mph maximum design speed. MOT test widened to include windscreen wipers, washers and exhaust systems. The 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 The 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. New

safety package (improved audible and visual warnings and minimum pavement widths) for pedestrians at modernised level crossings. 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 are 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 three years. Experimental Red Routes introduced in London.

1991: First 20 mph 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 1.6 mm 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 three-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. One-hundredth speed camera site established and one-hundredth 20 mph 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 six or more penalty points within two 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 two 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 *Tomorrow's 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.

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.

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 Organization 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 Department for Transport, Home Office and Association of Chief Police Officers. Publication of Government's Motorcycling Strategy, recognising motorcycling as a "mainstream" mode of transport. Evidential roadside breath testing enabled by the Serious Organised Crime and Police Act 2005. *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 government launches the cross-government brand 'ACT ON CO_2' which is aimed at giving the public information on how to reduce their individual carbon emissions, including smarter driving tips to help cut CO_2 emissions from driving.

New crash helmet safety rating scheme announced: "SHARP" – *Safety Helmet Assessment and Rating Programme* will give an independent rating of how much protection a helmet can provide in an impact. Helmets will be rated from 1 to 5 stars, depending on how well they perform in laboratory tests.

Research commissioned by the Department for Transport during 2007

For details of the latest research, papers and publications refer to the Road Safety website:

www.dft.gov.uk/pgr/roadsafety/research/rsrr/

Contact
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Review topics 1951–2006

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
Area road safety units	1963
Best and worst days for accidents	1987
Bicycles – see pedal cycles	
British Standard Time	1968, 1971
Buses (PSVs)	1968, 1975–1976, 1990
Cars	1968
Casualties by age	1955, 1964–1966
Casualties boarding and alighting from buses and coaches	1983
Casualties to children	1956, 1989
Casualty rates	1963–1966
Casualties on public holidays	1985
Casualty rates by age and sex	1980, 1987
Casualty reduction targets	2000
Casualty seasonality at specified hours	1985
Casualty severity	1966, 1990
Changes to Definitions and Tables for 1999 as a result of the 1997 quinquennial review	1999
Changes to Definitions and Tables as a result of the 2002/03 review of road accident statistics	2005
Child pedestrian cohorts	1982
Child pedestrian safety	1993
Child seat belt wearing	1986, 1989
Children’s Traffic Club (Effects of)	1994
Coach speed survey	1984, 1986
Cohort analysis	1981
Collection, collation and analysis of personal injury accident data	1991, 1996
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, 2006
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, 1983–2006
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

MG NSRF/A

ACCIDENT STATISTICS

Incident URN

Other ref.

1.3 ACCIDENT REFERENCE

*FATAL / SERIOUS / SLIGHT

1.9 **TIME** H H M M **DAY*** Su M T W Th F S 1.7 **DATE** D D M M 2 0 Y Y

1st Road Class & No. or (Unclassified - UC) (Not Known - NK)

1st Road Name

Outside House No. or Name or Marker Post No.

at junction with / or **metres** N S E W * **of**

2nd Road Class & No. or (Unclassified - UC) (Not Known - NK)

2nd Road Name

Town

Sector /Beat No.

County or Borough

Parish No. or Name

1.10 **Local Auth No. (if known)**

1.11 **Grid Reference** E → N ↑

REPORTING OFFICER **Name** **Number** **BCU/Stn** 1.2 **Force** **Tel Number**

1.5 Number of vehicles	
1.6 Number of casualties	

1.14 ROAD TYPE		✗
Roundabout	1	
One way street	2	
Dual carriageway	3	
Single carriageway	6	
Slip road	7	
Unknown	9	

1.15 Speed Limit (Permanent)		

1.16 JUNCTION DETAIL		✗
Not at or within 20 metres of junction	00	
Roundabout	01	
Mini roundabout	02	
T or staggered junction	03	
Slip road	05	
Crossroads	06	
Multiple junction	07	
Using private drive or entrance	08	
Other junction	09	

JUNCTION ACCIDENTS ONLY

1.17 JUNCTION CONTROL		✗
Authorised person	1	
Automatic traffic signal	2	
Stop sign	3	
Give way or uncontrolled	4	

1.20a PEDESTRIAN CROSSING - HUMAN CONTROL		✗
None within 50 metres	0	
Control by school crossing patrol	1	
Control by other authorised person	2	

1.20b PEDESTRIAN CROSSING - PHYSICAL FACILITIES		✗
No physical crossing facility within 50m	0	
Zebra crossing	1	
Pelican, puffin, toucan or similar non-junction pedestrian light crossing	4	
Pedestrian phase at traffic signal junction	5	
Footbridge or subway	7	
Central refuge — no other controls	8	

1.22 WEATHER		✗
Fine without high winds	1	
Raining without high winds	2	
Snowing without high winds	3	
Fine with high winds	4	
Raining with high winds	5	
Snowing with high winds	6	
Fog or mist — if hazard	7	
Other	8	
Unknown	9	

1.23 ROAD SURFACE CONDITION		✗
Dry	1	
Wet / Damp	2	
Snow	3	
Frost / Ice	4	
Flood (surface water over 3cm deep)	5	

1.21 LIGHT CONDITIONS		✗
Daylight: street lights present	1	
Daylight: no street lighting	2	
Daylight: street lighting unknown	3	
Darkness: street lights present and lit	4	
Darkness: street lights present but unlit	5	
Darkness: no street lighting	6	
Darkness: street lighting unknown	7	

1.24 SPECIAL CONDITIONS AT SITE		✗
None	0	
Auto traffic signal out	1	
Auto traffic signal partially defective	2	
Permanent road signing or marking defective or obscured	3	
Roadworks	4	
Road surface defective	5	
Oil or diesel	6	
Mud	7	

1.25 CARRIAGEWAY HAZARDS		✗
None	0	
Dislodged vehicle load in carriageway	1	
Other object in carriageway	2	
Involvement with previous accident	3	
Pedestrian in carriageway - not injured	6	
Any animal in carriageway (except ridden horse)	7	

1.26 Did a police officer attend the scene and obtain the details for this report?		✗
Yes	1	
No	2	

Subject to local directions, boxes with a grey background need not be completed if already recorded

*** Circle as appropriate**

UNCLASSIFIED

VEHICLE RECORD

2.26 VEHICLE REGISTRATION MARK

Vehicle 001	
Vehicle 002	
Vehicle 003	
Vehicle 004	

2.28 FOREIGN REGISTERED VEHICLE ✗

		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 ✗

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 ✗

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 ✗

Male	1				
Female	2				
Driver not traced	3				

2.22 AGE OF DRIVER (Estimate if necessary)

Vehicle 001		Vehicle 002	
Vehicle 003		Vehicle 004	

2.27 DRIVER HOME POSTCODE

or Code: 1- Unknown 2- Non UK Resident 3 - Parked & unattended

Vehicle 001		
Vehicle 002		
Vehicle 003		
Vehicle 004		

2.23 BREATH TEST ✗

		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 ✗

Not hit and run	0				
Hit and run	1				
Non-stop vehicle, not hit	2				

2.29 JOURNEY PURPOSE OF DRIVER/RIDER ✗

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 ✗

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 ✗

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 ✗

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 ✗

		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 ✗

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 ✗

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 ✗

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 ✗

Did not impact	0				
Front	1				
Back	2				
Offside	3				
Nearside	4				

2.17 FIRST CONTACT BETWEEN EACH VEHICLE

Example: In a 3 car collision vehicle 1 collides with the rear of vehicle 2 pushing it into vehicle 3.

Example Code:			
Vehicle 001 first collides with vehicle 002	0	0	2
Vehicle 002 first collides with vehicle 001	0	0	1
Vehicle 003 first collides with vehicle 002	0	0	2

Vehicle 001	0	Vehicle 002	0
Vehicle 003	0	Vehicle 004	0

Subject to local directions, boxes with a grey background need not be completed if already recorded

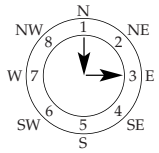
2.8 DIRECTION OF VEHICLE TRAVEL

1. Using the Example shown complete the FROM and TO boxes for the vehicles concerned, indicating direction of travel FROM and TO
2. If PARKED enter '00'

Vehicle 001		Vehicle 002	
FROM	TO	FROM	TO
Vehicle 003		**Vehicle 004**	
FROM	TO	FROM	TO

EXAMPLE

FROM	TO
1	3



CASUALTY RECORD

3.4 VEHICLE REFERENCE NUMBER
Enter VEH No. which CASUALTY occupied (for pedestrians, code vehicle that struck them) e.g. 001,002 etc.

Casualty 001	0	Casualty 002	0
Casualty 003	0	Casualty 004	0
Casualty 005	0	Casualty 006	0

3.18 CASUALTY HOME POSTCODE
or Code: 1- Unknown
2- Non UK Resident

Casualty 001	
Casualty 002	
Casualty 003	
Casualty 004	
Casualty 005	
Casualty 006	

3.7 SEX OF CASUALTY ✗

		CASUALTY 1	2	3	4	5	6
Male	1						
Female	2						

3.8 AGE OF CASUALTY (Estimate if necessary)
For children less than a year enter 00

Casualty 001		Casualty 002	
Casualty 003		Casualty 004	
Casualty 005		Casualty 006	

3.6 CASUALTY CLASS ✗

		CASUALTY 1	2	3	4	5	6
Driver/Rider	1						
Veh./pillion Passenger	2						
Pedestrian	3						

3.9 SEVERITY OF CASUALTY ✗

		CASUALTY 1	2	3	4	5	6
Fatal	1						
Serious	2						
Slight	3						

3.13 SCHOOL PUPIL CASUALTY ✗

		CASUALTY 1	2	3	4	5	6
School pupil on journey to or from school	1						
Other	0						

3.15 CAR PASSENGER (not driver) ✗

Not a car passenger	0						
Front seat passenger	1						
Rear seat passenger	2						

3.16 BUS OR COACH PASSENGER ✗
(17 passenger seats or more)

Not a bus or coach passenger	0						
Boarding	1						
Alighting	2						
Standing passenger	3						
Seated passenger	4						

PEDESTRIAN CASUALTIES ONLY

3.10 PEDESTRIAN LOCATION ✗

		CASUALTY 1	2	3	4	5	6
In carriageway, crossing on pedestrian crossing facility	01						
In carriageway, crossing within zig-zag lines at crossing approach	02						
In carriageway, crossing within zig-zag lines at crossing exit	03						
In carriageway, crossing elsewhere within 50m of pedestrian crossing	04						
In carriageway, crossing elsewhere	05						
On footway or verge	06						
On refuge, central island or central reservation	07						
In centre of carriageway, not on refuge, island or central reservation	08						
In carriageway, not crossing	09						
Unknown or other	10						

3.11 PEDESTRIAN MOVEMENT ✗

		CASUALTY 1	2	3	4	5	6
Crossing from driver's nearside	1						
Crossing from driver's nearside-masked by parked or stationary veh'	2						
Crossing from driver's offside	3						
Crossing from driver's offside-masked by parked or stationary veh'	4						
In carriageway, stationary - not crossing (standing or playing)	5						
In carriageway, stationary -not crossing (standing or playing), masked by parked or stationary veh'	6						
Walking along in carriageway-facing traffic	7						
Walking along in carriageway-back to traffic	8						
Unknown or other	9						

3.12 PEDESTRIAN DIRECTION ✗

		CASUALTY 1	2	3	4	5	6
Standing still	0						
Northbound	1						
Northeast bound	2						
Eastbound	3						
Southeast bound	4						
Southbound	5						
Southwest bound	6						
Westbound	7						
Northwest bound	8						
Unknown	9						

3.19 PEDESTRIAN INJURED IN THE COURSE OF 'On The Road' WORK
Work actively carried out on public road (e.g. delivery services, road maintenance, postal delivery, traffic control etc.) ✗

No	0						
Yes	1						
Not known	2						

LOCAL STATISTICS

Subject to local directions, boxes with a grey background need not be completed if already recorded

CONTRIBUTORY FACTORS

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** Poor or defective road surface	**102** Deposit on road (e.g. oil, mud, chippings)	**103** Slippery road (due to weather)	**104** Inadequate or masked signs or road markings	**105** Defective traffic signals	**106** Traffic calming (e.g. speed cushions, road humps, chicanes)	**107** Temporary road layout (e.g. contraflow)	**108** Road layout (e.g. bend, hill, narrow carriageway)	**109** Animal or object in carriageway	
Vehicle Defects	**201** Tyres illegal, defective or under-inflated	**202** Defective lights or indicators	**203** Defective brakes	**204** Defective steering or suspension	**205** Defective or missing mirrors	**206** Overloaded or poorly loaded vehicle or trailer				
Driver/Rider Only (Includes Pedal Cycles and Horse Riders)										
Injudicious Action	**301** Disobeyed automatic traffic signal	**302** Disobeyed 'Give Way' or 'Stop' sign or markings	**303** Disobeyed double white lines	**304** Disobeyed pedestrian crossing facility	**305** Illegal turn or direction of travel	**306** Exceeding speed limit	**307** Travelling too fast for conditions	**308** Following too close	**309** Vehicle travelling along pavement	**310** Cyclist entering road from pavement
Driver/ Rider Error or Reaction	**401** Junction overshoot	**402** Junction restart (moving off at junction)	**403** Poor turn or manoeuvre	**404** Failed to signal or misleading signal	**405** Failed to look properly	**406** Failed to judge other person's path or speed	**407** Passing too close to cyclist, horse rider or pedestrian	**408** Sudden braking	**409** Swerved	**410** Loss of control
Impairment or Distraction	**501** Impaired by alcohol	**502** Impaired by drugs (illicit or medicinal)	**503** Fatigue	**504** Uncorrected, defective eyesight	**505** Illness or disability, mental or physical	**506** Not displaying lights at night or in poor visibility	**507** Cyclist wearing dark clothing at night	**508** Driver using mobile phone	**509** Distraction in vehicle	**510** Distraction outside vehicle
Behaviour or Inexperience	**601** Aggressive driving	**602** Careless, reckless or in a hurry	**603** Nervous, uncertain or panic	**604** Driving too slow for conditions or slow vehicle (e.g. tractor)	**605** Learner or inexperienced driver/rider	**606** Inexperience of driving on the left	**607** Unfamiliar with model of vehicle			
Vision Affected by	**701** Stationary or parked vehicle(s)	**702** Vegetation	**703** Road layout (e.g. bend, winding road, hill crest)	**704** Buildings, road signs, street furniture	**705** Dazzling headlights	**706** Dazzling sun	**707** Rain, sleet, snow or fog	**708** Spray from other vehicles	**709** Visor or windscreen dirty or scratched	**710** Vehicle blind spot
Pedestrian Only (Casualty or Uninjured)	**801** Crossing road masked by stationary or parked vehicle	**802** Failed to look properly	**803** Failed to judge vehicle's path or speed	**804** Wrong use of pedestrian crossing facility	**805** Dangerous action in carriageway (e.g. playing)	**806** Impaired by alcohol	**807** Impaired by drugs (illicit or medicinal)	**808** Careless, reckless or in a hurry	**809** Pedestrian wearing dark clothing at night	**810** Disability or illness, mental or physical
Special Codes	**901** Stolen vehicle	**902** Vehicle in course of crime	**903** Emergency vehicle on a call	**904** Vehicle door opened or closed negligently						***999** Other – Please specify below

	1st	2nd	3rd	4th	5th	6th
Factor in the accident						
Which participant? (e.g. V001, C001, U000)						
Very likely (A) or Possible (B)						

* If 999 Other, give brief details .....

(Note: Only use if another factor contributed to the accident **and include it in the text description of how the accident occurred**)

These factors reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

UNCLASSIFIED

Index to tables and charts

Figures following entries refer to table, chart or map numbers and **not** to page numbers. A full list of page numbers for the main tables is on page 2. Table, chart and map numbers indicated by *italics* in this index (e.g. *t1a, c1a, m1a*), are included in the review topics. Information contained in the text of the review articles is not referred to in the index.

Where necessary, the entries below are defined in the section 'Definitions, symbols and conventions', and relevant information may also appear in the section 'Notes to individual main tables' or in the table itself as a footnote.

Scottish Government

Transport Publications
Scottish Transport Statistics
Main Transport Trends
Household Transport - some SHS results
Transport Across Scotland:
some SHS results for parts of Scotland
SHS Travel Diary results
Travel by Scottish Residents: some NTS results
Bus and Coach Statistics
Road Accidents Scotland
Key Road Accidents Statistics
(SHS = Scottish Household Survey; NTS = National Travel Survey)

General enquires on Scottish Transport Statistics:
Transport Statistics Branch, Scottish Executive,
Victoria Quay, Edinburgh, EH6 6QQ
Phone: +44 (0)131-244 7256
Fax: +44 (0)131-244 7281
E-mail: transtat@scotland.gsi.gov.uk
Internet: www.scotland.gov.uk/Topics/Statistics

These publications are available, payment with orders
From: Scottish Executive Publication Sales, Blackwell's Bookshop, 53 South Bridge, Edinburgh EH1 1YS
Phone: +44 (0)131-622 8283 Fax: +44 (0)131-557 8149

Welsh Assembly Government - Llywodraeth Cynulliad Cymru

Transport Publications
Road Casualties: Wales
Welsh Transport Statistics

Other publications with transport topics
Digest of Welsh Local Area Statistics
Digest of Welsh Statistics
Statistics for Assembly Constituency Areas
Digest of Welsh Historical Statistics

These publications are available from:
Central Support Unit, Statistical Directorate, Welsh Assembly Government, Cathays Park, Cathays, Cardiff CF10 3NQ
Phone: +44 (0)29-2082 5054
E-mail: stats.pubs@wales.gov.uk
Internet: http://new.wales.gov.uk

Northern Ireland Transport Statistics
Available from:
Central Statistics and Research Branch
Clarence Court, 10-18 Adelaide Street, Belfast BT2 8GB
Phone: +44 (0)28 9054 0801
E-mail: csrb@drdni.gov.uk
Internet: http://www.drdni.gov.uk/index/statistics.htm

Transport Statistics Users Group

The Transport Statistics Users Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and the Chartered Institute for Transport (now known as The Institute of Logistics and Transport). From its inception it has had strong links with the government Departments responsible for transport. The aims of the group are:

- to identify problems in the collection, provision, use 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 of transport statistics;
- to encourage the proper use of statistics through publicity and education.

The group holds regular seminars on topical subjects connected with the provision and/or use of transport statistics.
Recent seminars have included:

- Road Traffic Statistics
- Maritime Statistics
- Transport and Social Inclusion
- Developments in Road Safety Statistics
- Energy Use in Freight Transport
- Rail Freight Statistics
- The Statistics Behind Simplified Streetscapes

A Scottish seminar was also held

A newsletter is sent to all members about four times a year. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further details please visit www.tsug.org.uk or contact:

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The TSUG is contributing to the production of the *Transport Yearbook 2008*. This contains information on sources from governmental and non-governmental organisations, including some European sources. One copy is supplied free to TSUG members. Non-members can purchase a copy from The Stationery Office (TSO).

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