

1. Review of progress towards the 2010 casualty reduction targets

Helen Lambert and Andrew Purdy, Transport Statistics: Road Safety, Department for Transport

Introduction

This article shows progress towards the Government's casualty reduction targets for Great Britain and reviews the main trends in road casualties in 2002 compared with recent years. Further details are shown in the main tables.

The targets for reduction in road casualties

In 2000, the government published a safety strategy in *Tomorrow's Roads Safer for Everyone*. By 2010, the aim is to achieve compared with the average for 1994-98:

- a 40% reduction in the number of people killed or seriously injured (KSI) in road accidents;
- a 50% reduction in the number of children killed or seriously injured; and
- a 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres

Children are defined as being those aged under 16.

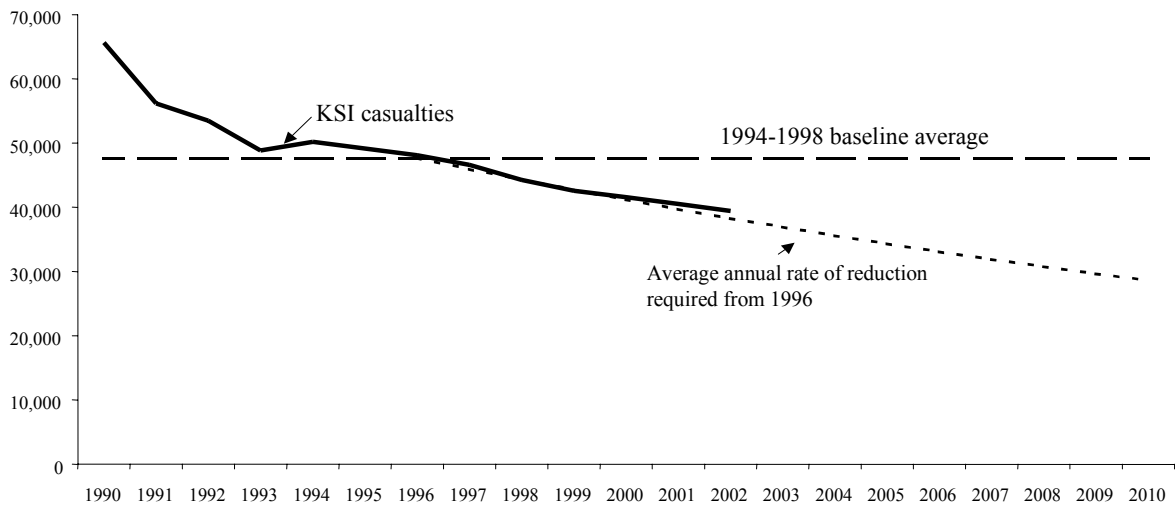
Table 1a: Killed or Seriously injured (KSI) casualties and slight casualty rate: GB 2002

	Number				2002: Percentage Change over	
	1994-98 average	2000	2001	2002	2001	1994-98 average
KSI casualties	47,656	41,564	40,560	39,407	-3	-17
Child KSI casualties	6,860	5,202	4,988	4,596	-8	-33
The rate of slight casualties per 100 million vehicle kilometres	61	59	57	54	-6	-12

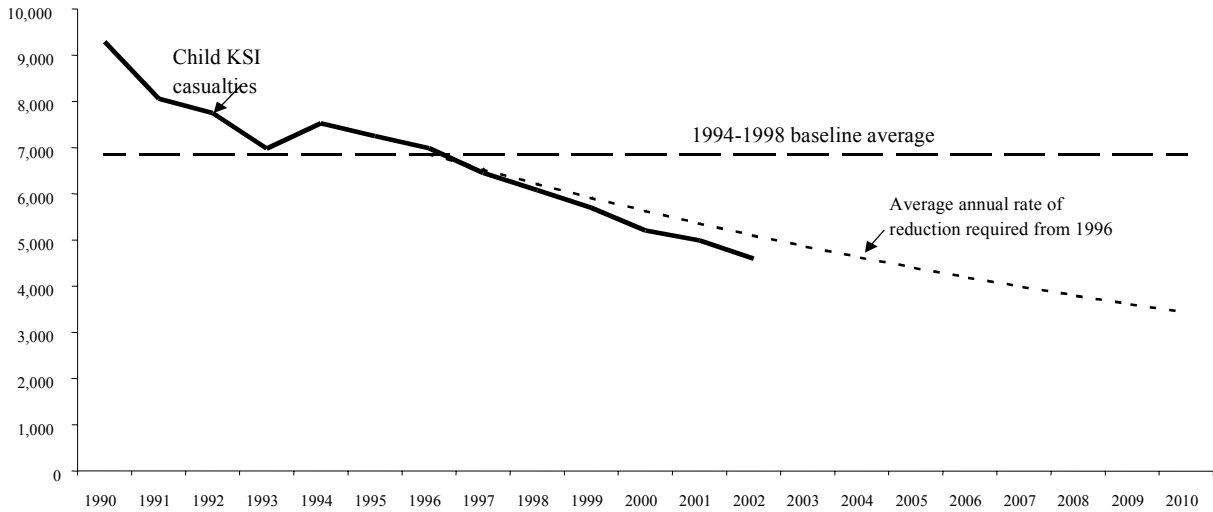
Comparisons with the 1994-1998 baseline average

- The number of people killed or seriously injured in 2002 was 17 per cent below the 1994-98 average.
- The number of children killed or seriously injured was 33 per cent below the 1994-98 average.
- The slight casualty rate was 12 per cent below the 1994-98 average.

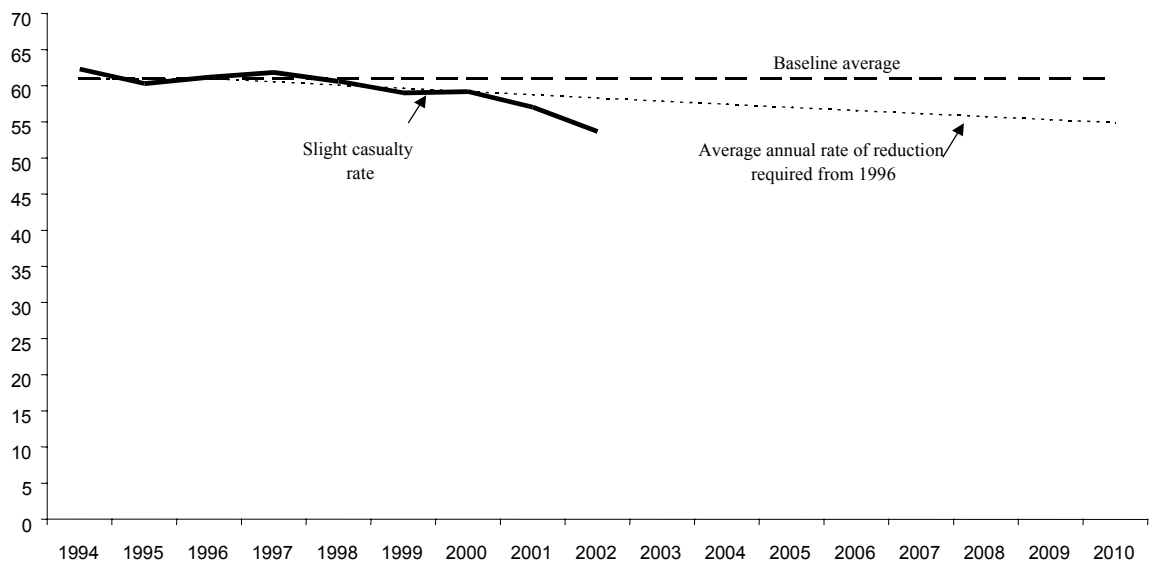
Killed or Seriously Injured Casualties: 1990-2002



Killed or Seriously injured child casualties: 1990-2002



Rate of Slightly injured casualties per 100 million vehicle kilometres: 1994-2002



Killed or seriously injured casualties
(target reduction 40 per cent from the 1994-98 average)

Table 1b: Killed or Seriously injured casualties by road user type: GB 2002

	Number				2002: Percentage change over	
	1994-98 average	2000	2001	2002	2001	1994-98 average
Pedestrians	11,669	9,498	9,064	8,631	-5	-26
Pedal cyclists	3,732	2,770	2,678	2,450	-9	-34
Two wheeled motor vehicle users	6,475	7,374	7,305	7,500	3	16
Car users	23,253	19,719	19,424	18,728	-4	-19
Bus/coach users	716	578	562	551	-2	-23
Other road users	1,810	1,625	1,527	1,547	1	-15
All road users	47,656	41,564	40,560	39,407	-3	-17

Chart 1d : Percentage change in killed or seriously injured casualties between the 1994-98 average and 2002

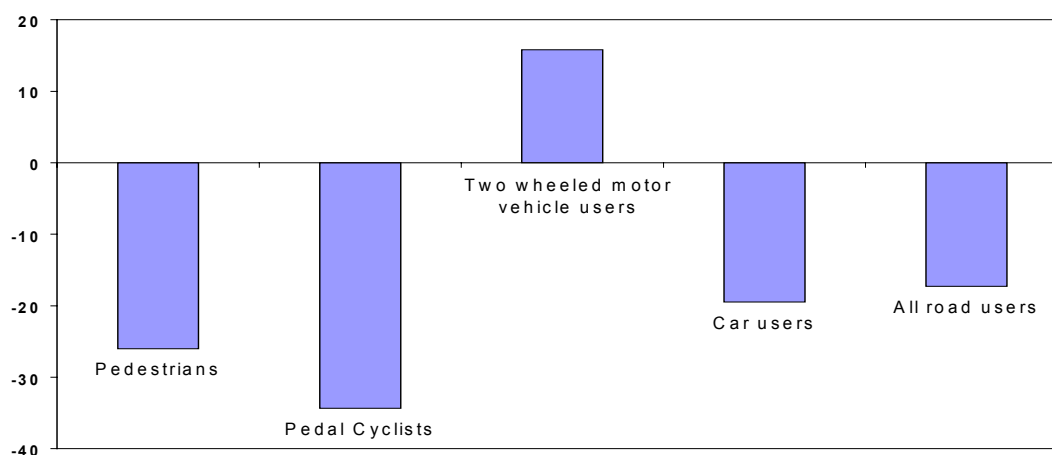
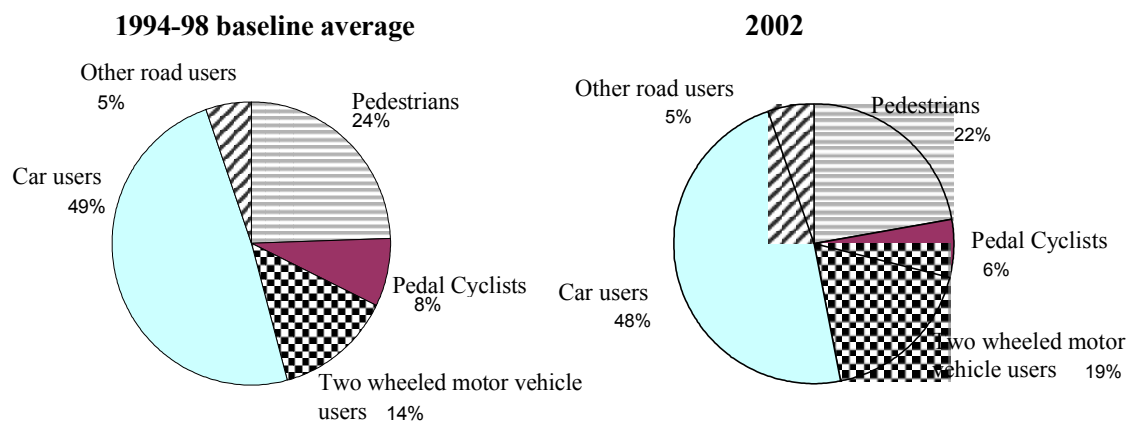


Chart 1e: Proportion of killed or serious casualties by road user type: baseline (1994-98 average) and 2002



Comparisons with the 1994-1998 baseline average

- The number of pedestrians killed or seriously injured on Britain's roads in 2002 fell by 5 per cent compared with 2001 to a level 26 per cent below the baseline.
- The number of pedal cyclists killed or seriously injured showed a 34 per cent decrease since the baseline. Pedal cycle traffic has increased by 9 per cent since the baseline.
- Killed or seriously injured casualties among two-wheeled motor vehicle users has peaked in 2002, at a level 16 per cent above the baseline this is compared to 2001 where the level fell slightly to 13 per cent above the baseline. TWMV traffic has increased by an estimated 31 per cent since the baseline.
- The number of killed or seriously injured car user casualties has fallen by 19 per cent since the baseline, with a 4 per cent fall compared with 2001.
- The number of people killed or seriously injured on motorways peaked in 2001, at a level 6 per cent above the baseline. In 2002 the level had fallen to 1 per cent below the baseline.
- The number of people killed or seriously injured on urban roads in 2002 had fallen by 20 per cent since the baseline.
- The number of people killed or seriously injured on rural roads, excluding motorways, had decreased by 15 per cent since the baseline.

Table 1c: Killed or Seriously injured casualties by road type: GB 2002

	Number				2002: Percentage change over	
	1994-98 average	2000	2001	2002	2001	1994-98 average
Motorway	1,516	1,590	1,607	1,507	-6	-1
Urban roads ¹						
A roads	11,797	10,203	9,830	9,501	-3	-19
Other	14,001	11,727	11,509	11,111	-3	-21
All	25,798	21,930	21,339	20,612	-3	-20
Rural roads ¹						
A roads	11,682	10,183	10,071	9,834	-2	-16
Other	8,561	7,595	7,300	7,360	1	-14
All	20,243	17,778	17,371	17,194	-1	-15
All Roads	47,656	41,564	40,560	39,407	-3	-17

¹ See article entitled "A New Method of Identifying Urban and Rural Roads"

Children killed or seriously injured

(Target reduction 50 per cent from the 1994-98 average)

**Table 1d: Children¹ killed or seriously injured by road user type:
GB 2002**

	Number				2002: Percentage change over	
	1994-98 average	2000	2001	2002	2001	1994-98 average
Pedestrians	4,167	3,226	3,144	2,828	-10	-32
Pedal cyclists	1,129	758	674	594	-12	-47
Car users	1,303	1,003	938	939	0	-28
Other road users	261	215	232	235	1	-10
All road users	6,860	5,202	4,988	4,596	-8	-33

¹ under 16

Comparisons with the 1994-1998 baseline average:

- The number of child pedestrians killed or seriously injured on Britain's roads in 2002 fell by 10 per cent compared with 2001 – a 32 per cent decrease compared to the baseline.
- The number of child pedal cyclists killed or seriously injured had decreased by 47 per cent since the baseline.
- The number of children killed or seriously injured, as a car passenger was 28 per cent below the baseline.
- There are more male than female child pedestrian and pedal cyclist casualties but among child car users, the numbers were about the same.
- The number of killed and seriously injured children aged 12 to 15 has fallen to below the number of 0 to 11 year olds killed or seriously injured.

Chart 1f: Percentage Change in Children Killed or seriously injured between the 1994-1998 average and 2002 .

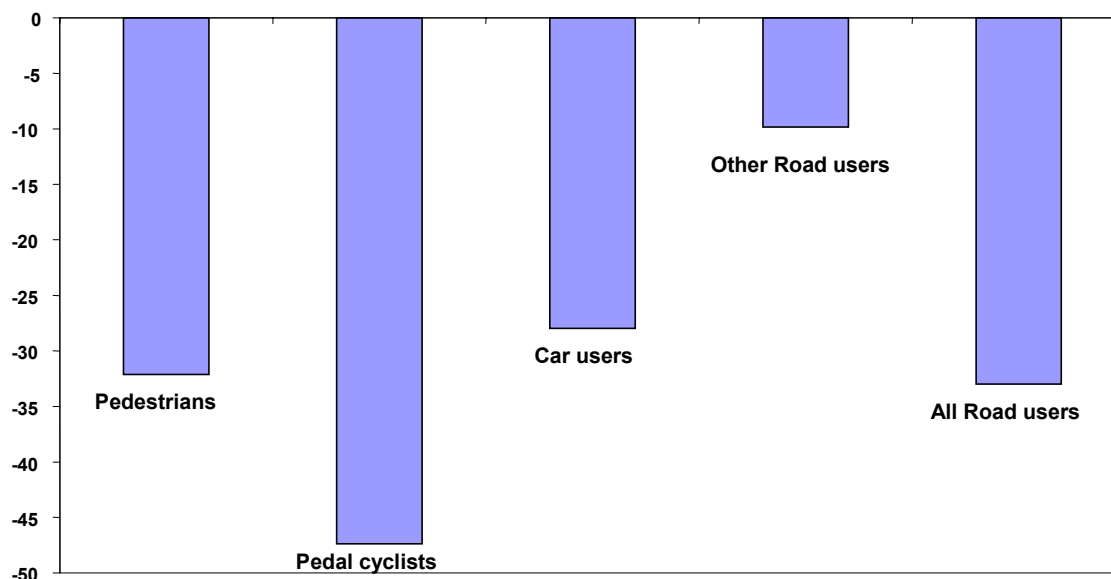
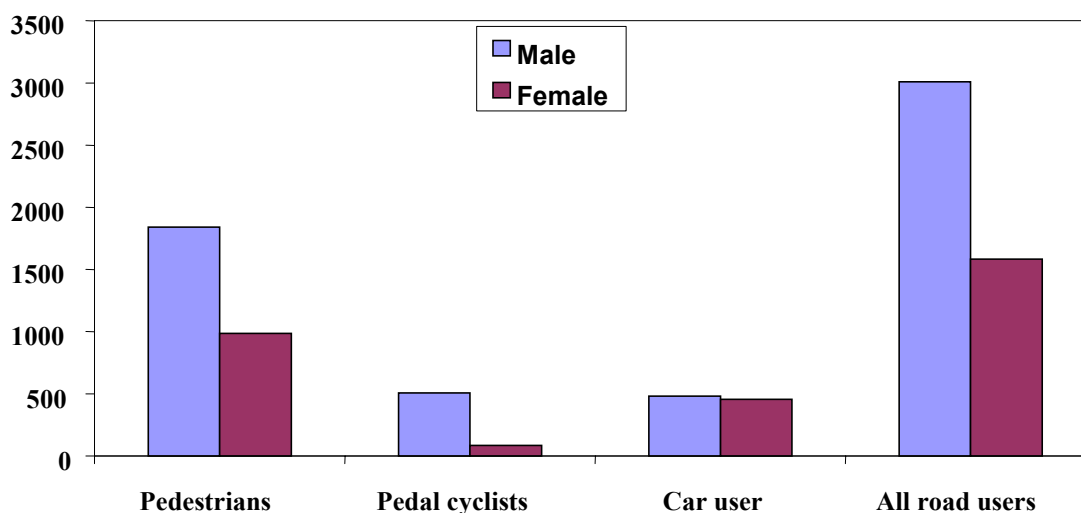


Table 1e: Children Killed or Seriously injured by age group: GB 2002

Road user type	Age band	Number				2002:	
		1994 - 98			Percentage change over ¹		
		Average	2000	2001	2002	2001	1994 - 98 Average
Pedestrians	0:4	571	382	316	321	2	-44
	5:8	1,153	813	774	661	-15	-43
	9:11	1,028	849	844	693	-18	-33
	12:15	1,415	1,182	1,210	1,153	-5	-19
	All child	4,167	3,226	3,144	2,828	-10	-32
Pedal cyclists	0:4	19	9	8	8	..	..
	5:8	222	124	104	104	0	-53
	9:11	302	211	174	155	-11	-49
	12:15	587	414	388	327	-16	-44
	All child	1,129	758	674	594	-12	-47
Car user	0:4	276	196	185	157	-15	-43
	5:8	262	196	163	197	21	-25
	9:11	213	179	156	161	3	-24
	12:15	553	432	434	424	-2	-23
	All child	1,303	1,003	938	939	0	-28
All road users	0:4	888	600	531	502	-5	-43
	5:8	1,657	1,148	1,060	979	-8	-41
	9:11	1,592	1,272	1,216	1,043	-14	-35
	12:15	2,722	2,182	2,181	2,072	-5	-24
	All child	6,860	5,202	4,988	4,596	-8	-33
Of which	Male	4,402	3,338	3,268	3,009	-8	-32
	Female	2,457	1,864	1,718	1,584	-8	-36

¹ Percentages are not shown where the number of casualties is less than 100

Chart 1g: Children Killed or Seriously injured by gender GB: 2002



Rate of slight casualties per 100 million vehicle kilometres
(target reduction 10 per cent from the 1994-98 average)

Table 1f: Slight casualties by road user type, and slight casualty rate: GB 2002

	Number				2002: Percentage change over	
	<u>1994-98 average</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2001</u>	<u>1994-98 average</u>
Pedestrians	34,874	32,535	31,513	30,153	-4	-14
Pedal cyclists	20,653	17,842	16,436	14,657	-11	-29
Two wheeled motor vehicle users	17,547	20,838	21,505	20,853	-3	19
Car users	180,034	187,080	183,378	178,697	-3	-1
Bus/coach users	8,883	9,510	9,322	8,454	-9	-5
Other road users	10,281	10,914	10,595	10,384	-2	1
All road users	272,272	278,719	272,749	263,198	-4	-3
Sight casualty rate ¹	61	59	57	54	-6	-12

¹ Rate per 100 million vehicle kilometres

Table 1g: Slight casualty rates by road user type: GB 2002

	rate per 100 million vehicle kilometres				2002: Percentage change over	
	<u>1994-98 average</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2001</u>	<u>1994-98 average</u>
Pedal cyclists	511	435	391	333	-15	-35
Two wheeled motor vehicle users	452	453	448	409	-9	-10
Car users	50	50	48	46	-4	-8
Bus/coach users	178	183	179	163	-9	-8
Light goods vehicles	14	12	12	11	-8	-21
Heavy goods vehicles	11	11	10	9	-10	-18

Chart 1h : Percentage change in slight casualty rates between the 1994-98 average and 2002

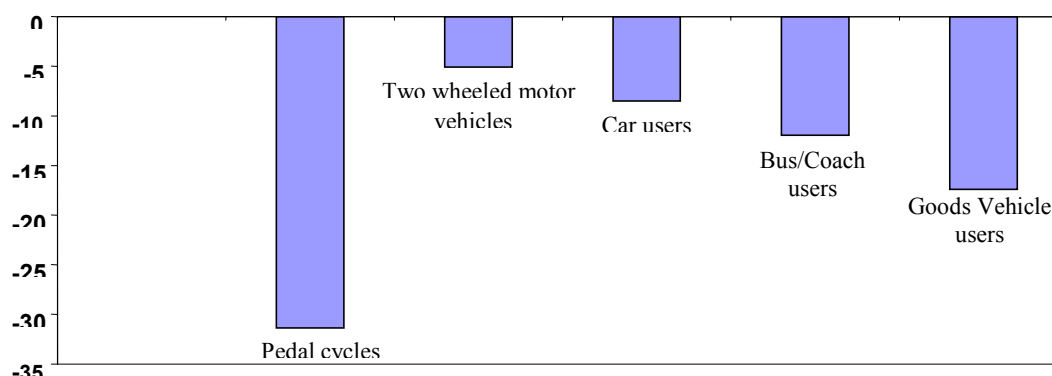


Table 1h: Slight casualty rates by road type: GB 2002

	rate per 100 million vehicle kilometres					
	Number				2002: Percentage change over	
	1994-98 average	2000	2001	2002	2001	1994-98 average
Motorway	15	16	15	14	-5	-5
Urban roads						
A roads	100	101	98	93	-5	-7
Other	91	89	85	79	-7	-14
All	95	94	90	85	-6	-11
Rural roads						
A roads	39	36	36	34	-3	-12
Other	64	61	61	56	-7	-12
All	47	44	44	41	-5	-12
All Roads	61	59	57	54	-6	-12

Comparisons with the 1994-1998 baseline average:

- The number of pedestrian slight casualties was 14 per cent below the baseline.
- The number of pedal cyclist slight casualties was 29 per cent lower than the baseline. The rate of slight casualties was 35 per cent lower than the baseline.
- The number of slight casualties among two-wheeled motor vehicle users was 19 per cent higher than the baseline but the rate was 10 per cent lower since traffic increased by 31 per cent.
- The number of slight casualties among car users in 2002 was 4 per cent lower, and the rate of slight casualties was 8 per cent lower, than the baseline.
- Care should be exercised in comparing the rate of slight bus and coach user casualties with that for other road user groups. The rates given in table 1g are per 100 million vehicle kilometres and this type of vehicle has a much higher occupancy than other road vehicles. Comparisons of rates per billion passenger kilometres are given in Table 51 in the main tables.

Casualties by Road User Type

All Road Users

Table 1i gives casualty figures in 2002 compared with earlier years. The number of deaths in 2002 was 1 per cent lower than in 2001 and 4 per cent lower than the 1994-98 average. Serious injuries fell by 3 per cent compared with 2002, an 18 per cent fall compared with the 1994-98 average. Slight casualties were 4 per cent less than in 2001 and 3 per cent lower than the 1994-98 baseline; since then traffic has risen by 10 per cent, so the slight casualty rate in 2002 was 11 per cent below the 1994-98 average.

Table 1i : All Casualties: GB 2002

	Number				2002: Percentage change over	
	1994-98 average	2000	2001	2002	2001	1994-98 average
All						
Fatal	3,578	3,409	3,450	3,431	-1	-4
Serious	44,078	38,155	37,110	35,976	-3	-18
Slight	272,272	278,719	272,749	263,198	-4	-3
All	319,928	320,283	313,309	302,605	-3	-5
Traffic ¹	4,445	4,706	4,781	4,904	3	10
Casualty Rate ²						
KSI	11	9	8	8	0	-27
Slight	61	59	57	54	-5	-11
All	72	68	66	62	-6	-14

1 100 million vehicle kilometres

2 Rate per 100 million vehicle kilometres

Pedestrians

Table 1j shows pedestrian casualties in 2002 by age. Pedestrian casualties represent 13 per cent of all road casualties and 23 per cent of all road deaths. However, their total numbers have fallen by 17 per cent from the baseline average and the reduction for serious casualties is 26 per cent below the baseline average. Reductions are more pronounced in some age groups than others. Pedestrian casualties aged sixty and over fell proportionately more than all pedestrian casualties. More than a quarter of the reduction in total casualties came from child pedestrian casualties aged up to 15 years.

Pedestrian deaths fell by 6 per cent between 2001 and 2002, to a level 23 per cent below the baseline. However, these reductions in recent years are not reflected in the age group 16-59, which saw only a 4 per cent reduction on the baseline. The rate of pedestrian casualties per 100,000 population has been reducing and in 2002 was 17 per cent lower than the baseline. Results from the National Travel Survey indicate a decline in the average distance walked of about 4 per cent between the average for 1994/1998 and 2001, indicating the contribution of reduced exposure to pedestrian casualty reduction.

Table 1j : Pedestrian casualties by age : GB 2002

	Number				2002: Percentage change over	
	<u>1994-98 average</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2001</u>	<u>1994-98 average</u>
Children (0-15)						
Fatal	133	107	107	79	-26	-41
Serious	4,034	3,119	3,037	2,749	-9	-32
Slight	14,382	12,958	12,675	11,403	-10	-21
All	18,548	16,184	15,819	14,231	-10	-23
Adults (16-59)						
Fatal	398	384	382	381	0	-4
Serious	4,318	3,700	3,504	3,562	2	-18
Slight	15,016	14,565	14,104	14,094	0	-6
All	19,732	18,649	17,990	18,037	0	-9
Adults (over 60)						
Fatal	471	366	330	307	-7	-35
Serious	2,142	1,662	1,529	1,394	-9	-35
Slight	4,491	3,804	3,614	3,520	-3	-22
All	7,104	5,832	5,473	5,221	-5	-27
All						
Fatal	1,008	857	826	775	-6	-23
Serious	10,662	8,641	8,238	7,856	-5	-26
Slight	34,874	32,535	31,513	30,153	-4	-14
All	46,543	42,033	40,577	38,784	-4	-17
Casualty Rate per 100,000 population						
KSI	20	16	16	15	-4	-27
Slight	61	56	54	52	-3	-14
All	81	72	70	67	-4	-17

Pedal cyclists

Table 1k gives numbers of pedal cyclist casualties in 2002. Pedal cyclist casualties have fallen by 30 per cent from the baseline average, with an 11 per cent reduction from 2001. There was a fall of 35 per cent in the slight casualty rate and of 40 per cent in the KSI casualty rate. Results from the National Travel Survey indicate a decline in the average distance cycled of about 2 per cent between the average for 1994/1998 and 2002, indicating the contribution of reduced exposure to the casualty reduction amongst cyclists.

Table 1k: Pedal cyclist casualties : GB 2002

	Number				2002: Percentage change over	
	1994-98 average	2000	2001	2002	2001	1994-98 average
Fatal	186	127	138	130	-6	-30
Serious	3,546	2,643	2,540	2,320	-9	-35
Slight	20,653	17,842	16,436	14,657	-11	-29
Total	24,385	20,612	19,114	17,107	-11	-30
Pedal cycle Traffic ¹	40	41	42	44	5	10
Casualty Rate ²						
KSI	92	68	64	56	-13	-40
Slight	511	435	391	333	-15	-35
All	604	503	455	389	-15	-36

1 100 million vehicle kilometres. Figures are subject to revision

2 Rate per 100 million vehicle kilometres

Two wheeled motor vehicle users

Table 1l: Two wheeled motor vehicle user casualties: GB 2002

	Number				2002: Percentage change over	
	1994-98 average	2000	2001	2002	2001	1994-98 average
Fatal	467	605	583	609	4	30
Serious	6,008	6,769	6,722	6,891	3	15
Slight	17,547	20,838	21,505	20,853	-3	19
Total	24,023	28,212	28,810	28,353	-2	18
TWMV Traffic ¹	39	46	48	51	6	31
Casualty Rate ²						
KSI	167	160	152	147	-3	-12
Slight	452	453	448	409	-9	-10
All	619	613	600	556	-7	-10

1 100 million vehicle kilometres. Figures are subject to revision

2 Rate per 100 million vehicle kilometres

Two-wheeled motor vehicle user casualties are shown in table 1l. They have risen by 18 per cent since the baseline and now account for 18 per cent of fatalities and 9 per cent of all casualties. To some extent the increase reflects higher traffic levels for these vehicles; the rate of killed or seriously injured casualties per 100 million vehicle

kilometres was 12 per cent lower than the baseline and the slight casualty rate 10 per cent lower than the baseline. The upward trend in the total number of motorcyclist casualties is clear but it should be noted that there is considerable year to year variation in the rates.

Car Users

Car user casualties, given in table 1m, were 3 per cent lower in 2002 than the average for 1994-98. The rate of all casualties per 100 million vehicle kilometres was 11 per cent lower than the 1994-98 average. Car driver deaths were 2 per cent lower than in 2001 but still 2 per cent higher than the baseline average. Serious injuries decreased by 4 per cent and slight injuries were down by 2 per cent. Total car driver casualties were 2 per cent lower than in 2001, but 1 per cent above the baseline average. Car passenger casualties in 2002 were 9 per cent lower than the average for 1994-1998 and passenger deaths were down by 3 per cent in 2002 compared to 2001, numbers in all severities of injury have fallen since the baseline.

Table 1m: Car user casualties: GB 2002

	Number				2002: Percentage change over	
	1994-98 average	2000	2001	2002	2001	1994-98 average
(a) Drivers						
Killed	1,128	1,087	1,164	1,146	-2	2
Serious	13,506	11,608	11,391	10,884	-4	-19
Slight	113,324	121,233	119,763	116,994	-2	3
Total	127,958	133,928	132,318	129,024	-2	1
(b) Passengers						
Killed	634	578	585	601	3	-5
Serious	7,985	6,446	6,284	6,097	-3	-24
Slight	66,710	65,847	63,615	61,703	-3	-8
Total	75,329	72,871	70,484	68,401	-3	-9
(c) All						
Killed	1,762	1,665	1,749	1,747	0	-1
Serious	21,492	18,054	17,675	16,981	-4	-21
Slight	180,034	187,080	183,378	178,697	-3	-1
Total	203,288	206,799	202,802	197,425	-3	-3
Car Traffic¹	3,586	3,763	3,823	3,924	3	9
Casualty Rate²						
KSI	6	5	5	5	-6	-26
Slight	50	50	48	46	-5	-9
All	57	55	53	50	-5	-11

1 100 million vehicle kilometres. Figures are subject to revision

2 Rate per 100 million vehicle kilometres

Buses and Coach users

Table 1n shows casualties among bus and coach users in 2002. With a 9 per cent fall in the number of bus and coach user casualties between 2001 and 2002, casualties were 6 per cent lower in 2002 than the average for 1994-98. The number of serious injuries was substantially lower than the 1994-98 average and there was a 9 per cent fall in slight injuries between 2001 and 2002. Care should be exercised in comparing the rate of slight bus and coach user casualties with the rates for other road user groups. The rates given in table 1n are per 100 million vehicle kilometres and this type of vehicle has a much higher occupancy than other road vehicles. Comparisons of rates per billion passenger kilometres are given in Table 51 in the main tables.

Table 1n: Bus and coach user casualties : GB 2002

	Number				2002: Percentage change over ¹	
	1994-98 average	2000	2001	2002	2001	1994-98 average
Fatal	20	15	14	19	..	..
Serious	696	563	548	532	-3	-24
Slight	8,883	9,510	9,322	8,454	-9	-5
Total	9,598	10,088	9,884	9,005	-9	-6
Bus/coach traffic ²	50	52	52	52	0	4
Casualty Rate ³						
KSI	14	11	11	11	-2	-26
Slight	178	183	179	163	-9	-8
All	192	194	190	173	-9	-10

1 Percentages are not shown where the number of casualties is less than 100

2 100 million vehicle kilometres

3 Rate per 100 million vehicle kilometres

Goods Vehicle users

The number of light goods vehicle user casualties in 2002 was 6 per cent lower than the 1994-98 average. Deaths among light goods vehicle users have increased slightly compared to the 1994-98 average but serious injuries dropped substantially.

The number of heavy goods vehicle occupant casualties had decreased by 5 per cent compared with the average for 1994-98 though there was an increase in the number of fatal casualties. However, HGV traffic increased by 8 per cent and the overall casualty rate for heavy goods vehicle occupants has fallen by 12 per cent.

Table 1o: Goods Vehicle user casualties: GB 2002

	Number				2002: Percentage change over ¹	
	1994-98 <u>average</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2001</u>	<u>1994-98 average</u>
Light goods vehicles						
Fatal	65	66	64	70	..	..
Serious	950	747	747	710	-5	-25
Slight	6,410	6,194	6,493	6227	-4	-3
All	7,424	7,007	7,304	7,007	-4	-6
Light goods traffic ²	467	523	536	550	3	18
Casualty Rate ³						
KSI	2	2	2	1	-6	-35
Slight	14	12	12	11	-7	-18
All	16	13	14	13	-7	-20
Heavy goods vehicles						
Fatal	53	55	54	63	..	..
Serious	526	516	446	461	3	-12
Slight	2,760	3,026	2,888	2654	-8	-4
All	3,338	3,597	3,388	3,178	-6	-5
Heavy goods traffic ²	262	282	280	283	1	8
Casualty Rate ³						
KSI	2	2	2	2	4	-16
Slight	11	11	10	9	-9	-11
All	13	13	12	11	-7	-12

1 Percentages are not shown where the number of casualties is less than 100

2 100 million vehicle kilometres. Figures are subject to revision

3 Rate per 100 million vehicle kilometres

Part 2 - Valuation of accidents and insurance claims data

Valuation of the benefits of prevention of accidents

Table 1p gives the average value of prevention per road accident and per casualty. The average value per accident for each level of severity is higher than the average value per casualty. This is because of the inclusion of elements of cost which are not casualty specific, such as police and insurance administration, property damage, and also because there is, on average, more than one casualty involved in each accident.

Table 1p: Average value of prevention per casualty and per accident: GB 2002

	(£)	
<u>Accident/casualty type</u>	<u>Cost per Casualty</u>	<u>Cost per Accident</u>
Fatal	1,249,890	1,447,490
Serious	140,450	168,260
Slight	10,830	16,750
Average all severities	40,290	57,760
Damage only	-	1,490

The total cost-benefit value of prevention of road accidents in 2002 was estimated to be £17,760 million, of which £12,808 million is attributable to personal injury accidents, with damage-only accidents accounting for the remainder. **Table 1q** gives the average value of prevention of injury accidents by different types of road. 73 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 both fewer casualties per accident and a lower proportion of fatal and serious injuries. Non built-up roads accounted for 23 per cent of accidents and 38 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 1q** where the average value of prevention per accident on built-up roads is less than half the average value on non built-up roads.

Table 1q: Average value of prevention of road accidents by road type: GB 2002

	(£)			
<u>Accident type</u>	<u>Built-up roads</u>	<u>Non built-up roads</u>	<u>Motorways</u>	<u>All roads</u>
Fatal	1,357,240	1,492,360	1,698,930	1,447,490
Serious	159,880	184,040	190,740	168,260
Slight	15,850	18,840	21,990	16,750
All injury	44,760	95,700	73,430	57,760
Damage only	1,400	2,060	1,990	1,490

Further details of road accident costs are published by DfT in Highways Economic Notes. These are published on the DfT web site at <http://www.dft.gov.uk> under Road Safety/Economic Assessment. Copies are also available from DfT Free Literature; telephone 0870 122 6236.

For further information, please contact Kate McMahon by telephone on 020 7944 2040 or by email at kate.mcmahon@dft.gsi.gov.uk.

Motor insurance claims

The data given in **Table 1r** are the latest available figures from insurance companies' DTI returns, the statutory returns which insurers are required to file with the Department of Trade and Industry. Only insurance companies are obliged to complete the returns and so the data does not include business written by Lloyd's underwriters. The data has been provided by the Association of British Insurers from the SynThesys Non-Life database of returns.

Table 1r: Collation of motor insurance figures: UK: 1997 – 2001

<u>Policy type</u>	<u>Exposure (million vehicle years)</u>	<u>Number of claims (millions)</u>	<u>Estimated cost of claims (£m)</u>	<u>Claim frequency (%)</u>	<u>Average claim (£)</u>	<u>Annual % change in claim frequency</u>	<u>Annual % change in average claim</u>
Private car (comprehensive):							
1997	13.97	2.49	3,199	17.9	1,283	-5.79	8.73
1998	15.06	2.71	3,684	18.0	1,359	0.56	5.92
1999	15.40	2.77	3,968	18.0	1,429	0.00	5.15
2000	16.68	2.93	4,478	17.6	1,527	-2.22	5.77
2001	16.50	2.92	4,554	17.7	1,561	0.57	2.23
Private car (non comprehensive):							
1997	3.90	0.36	753	9.3	2,072	-7.00	12.67
1998	3.23	0.31	654	9.7	2,080	4.30	0.39
1999	3.01	0.27	630	8.9	2,345	-8.25	12.74
2000	2.94	0.24	643	8.2	2,649	-7.86	12.96
2001	2.95	0.26	727	8.9	2,763	8.54	4.30
Motor cycle:							
1997	0.42	0.02	69	5.4	2,885	3.85	44.61
1998	0.44	0.03	72	7.1	2,290	31.48	-20.62
1999	0.47	0.03	87	6.9	2,722	-2.82	18.86
2000	0.46	0.03	72	5.9	2,623	-14.49	-3.63
2001	0.46	0.03	71	7.1	2,157	20.34	-17.77
Commercial vehicle (including fleet):							
1997	4.74	0.98	1,662	20.7	1,696	-1.90	0.24
1998	4.85	1.03	1,827	21.2	1,775	2.42	4.66
1999	4.88	1.08	1,882	22.0	1,748	3.77	-1.52
2000	4.82	1.03	1,885	21.3	1,833	-3.18	4.86
2001	3.88	0.90	1,751	23.1	1,950	8.45	6.38
All vehicles:							
1997	23.05	3.86	5,683	16.8	1,472	-2.89	6.28
1998	23.58	4.09	6,236	17.3	1,526	2.98	3.67
1999	23.76	4.15	6,568	17.5	1,580	1.16	3.54
2000	24.91	4.23	7,078	17.0	1,673	-2.86	5.88
2001	23.79	4.11	7,103	17.3	1,727	1.76	4.99

Table 1r gives claim data for the period 1997 to 2001. The figures are for all insurance claims and will include those arising from fire or theft as well as from road accidents. Exposure (expressed in million vehicle years) is the exposure to risk and is the product of the number of vehicles insured and the proportion of the year for which each vehicle was covered. The claim frequency shows the proportion of policyholders that made a claim.

The overall claim rate has increased in 2001. All risk groups saw rises in the average claim amount, except motorcycle cover, which decreased by nearly 18%.

For further information see the Association of British Insurers web site at www.abi.org.uk

2. Drinking and Driving

Pauline Masurel, Transport Statistics: Road Safety, Department for Transport

Introduction

Estimates for 2001 suggest that 7 per cent of all road casualties and 15 per cent of road deaths occurred when someone was driving whilst over the legal limit for alcohol. The numbers of people killed and seriously injured in drink-drive accidents in Great Britain remained stable at around 3,000 casualties a year between 1998-2000 but rose by 5% in 2001 and provisional estimates for 2002 suggest a similar rise. The numbers of slight injuries in drink drive accidents have been showing a broadly rising trend since 1993.

It is estimated that there were 530 drink-drive related deaths in 2001 and provisional estimates for 2002 suggest around 560 people were killed. In addition to those fatalities around 2,700 people were seriously injured in drink-drive accidents in 2001 and provisional estimates for 2002 are of the order of 2,800. It is estimated that there were around 18,800 drink-drive casualties of all severities in 2001 and a provisional estimate of over 20,000 in 2002 is the highest level since 1990.

This article examines the subject of drinking and driving. It first explains how drink-drive accidents and casualties are defined in these statistics. It then sets out the alcohol test limits that apply in the United Kingdom, followed by a description of the sources of data used to produce the drink-drive estimates with a discussion of their reliability. The article concludes with an analysis of the characteristics of drink-drive accidents and casualties.

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 microgrammes of alcohol per 100 millilitres of breath
- ii) died and was subsequently found to have more than 80 milligrammes 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 will be detected in this way, as there are some drivers involved for whom neither of the above test results are available, even though they were over the legal limit. Therefore the Department's statistics 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 and the methods of adjustment are described in more detail later in this article.

Blood and breath testing powers

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

In April 1996 the Association of Chief Police Officers in England and Wales (ACPO) adopted a policy of breath testing all drivers involved in road accidents which the police deal with or attend, whether injuries are involved or not. Before this, all Scottish police forces, and some in England and Wales, already operated similar policies, but in some cases for injury accidents only. However, not all drivers involved in injury road accidents are breath tested; either because the police do not attend the accident, 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 between 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) **STATS 19 breath test data:** The personal injury road accident reporting system (STATS 19) 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) **Police force screening breath test data:** Information from breath tests carried out at the roadside following a moving traffic offence, road accident or suspicion of alcohol use, is available for England and Wales from the Home Office.

Once the drink-drive accidents have been identified using Coroners' and STATS 19 data then the resulting casualties in these accidents are identified from STATS 19 data.

Completeness of data and reliability of estimates

Both sources of data on drink-drive accidents are incomplete (breath tests given by the police at the time of the accident and tests of the blood alcohol level of drivers or riders killed in road accidents made by Coroners and Procurators Fiscal). In recognition of the uncertainty associated with the estimates produced from this data the numbers of accidents and casualties are rounded to the nearest 10 throughout this article.

In the case of the STATS 19 breath test data, some drivers and riders are not breath tested since there are always occasions when it is not possible to administer a test to all drivers involved. Some drivers and riders not tested might have failed if a test could have been administered. Probably as a result of ACPO's new 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 had risen to over half.

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 because 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 required to estimate 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 STATS 19 breath test data.

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

Estimates for 2002 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 two-thirds of the data expected to be available ultimately were available for inclusion in the provisional estimates. 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. Therefore, the changes between provisional and final estimates can represent a greater proportion of fatalities.

For example, the provisional estimate of fatalities in 2001 was revised upwards by 50 when the final estimates were produced.

Analysis of drink-drive data

Table 2a draws on both STATS 19 and Coroners' data to show estimates of the number of people killed and injured in drink-drive accidents.

Table 2a: Estimates of accidents involving illegal alcohol levels and the consequent casualties adjusted for under reporting: GB 1979-2002

Year	Number							
	Accidents				Casualties			
	Fatal	Serious	Slight	Total	Fatal	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	15,590
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	2,690	15,550	18,770
2002 ^P	480	2,050	10,620	13,150	560	2,820	16,750	20,140

P Provisional data. The sample of fatality data from Coroners for 2001 has now been finalised but 2002 estimates are based on a reduced sample of coroners' returns and may be biased. They remain provisional until more complete information for 2002 is available.

1) *Coroners' data*: **Table 2b**, based on Coroners' and Procurators' Fiscal data, shows for all drivers and riders the percentage killed who were over the legal blood alcohol limit, analysed by age group, for the period 1991 to 2002. The proportion has fallen considerably since the early 1980's, when around a third of drivers and riders killed were over the limit. It then remained fairly constant at about one in five until the past few years when slightly lower proportions have been over the limit. It appears that motorcycle fatalities, in particular, have recently shown lower rates of illegal alcohol use than in the early 1990's.

However, **Table 2b** shows that provisional figures for 2002 indicate a rise in the percentage of car and other motor vehicle driver fatalities who were over the limit, particularly for drivers in their thirties. Two-wheel motor vehicle riders aged under thirty also showed an increase, although the provisional figures are based upon a very small sample size.

Table 2b: Drivers and riders killed: Percentage over the legal blood alcohol limit: GB 1991-2002

Year	Percentage										
	Two-wheel motor vehicle riders					Cars and other motor vehicles					All
	Age 16-19	Age 20-29	Age 30-39	Age 40+	All Ages	Age 16-19	Age 20-29	Age 30-39	Age 40+	All Ages	
1991	13	16	25	12	17	11	29	24	13	20	19
1992	10	30	34	20	26	13	26	18	10	17	20
1993	16	16	17	10	15	20	28	26	10	20	19
1994	13	17	23	20	18	16	31	30	11	22	21
1995	11	18	12	13	15	18	28	26	13	21	19
1996	16	12	15	9	13	24	38	32	9	23	21
1997	10	14	16	7	13	25	23	26	12	19	17
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 ^P	21		5		11	19	38	35	14	22	21

P Provisional data. The sample size for 2002 is not yet sufficient to give a full age breakdown.

2) *STATS 19 breath test data*: **Table 2c** shows the number of motor vehicle drivers and riders involved in injury accidents each year from 1992 to 2002, the number who were consequently required to take a road side breath test and the number who failed the test either by registering a positive reading or by refusing to take the test. The proportion of drivers and riders failing breath tests fell between 1992 and 1999, reflecting the fact that the lower number of tests carried out in earlier years were obviously targeted at those drivers believed to have been drinking. Subsequently, it has risen again, even though testing rates have remained above 50 per cent. The percentage of all drivers and riders involved in injury accidents who are required to take and subsequently fail a breath test has remained at close to 2 per cent throughout the past ten years.

Table 2c: Drivers and riders in injury road accidents: breath tests and failures: GB: 1992-2002

	number/percentage											
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	
a: Total involved	390,736	386,458	396,750	388,836	402,001	413,197	413,172	406,401	408,231	399,883	390,273	
b: Total tests requested	108,893	105,971	109,653	118,877	159,189	188,986	209,723	214,750	212,700	201,722	196,232	
c: Total failed	7,974	7,024	7,228	7,491	8,093	7,960	7,514	7,523	7,967	8,096	8,104	
b as % of a	27.9	27.4	27.6	30.6	39.6	45.7	50.8	52.8	52.1	50.4	50.3	
c as % of b	7.3	6.6	6.6	6.3	5.1	4.2	3.6	3.5	3.7	4.0	4.1	
c as % of a	2.0	1.8	1.8	1.9	2.0	1.9	1.8	1.9	2.0	2.0	2.1	

3) *Police force screening breath test data*: **Table 2d** shows the total number of drivers and riders required to take a roadside screening breath test in England and Wales. The numbers of

screening breath tests carried out increased dramatically in the mid 1990's but have reduced again in recent years. Failure rates remained fairly stable during the late 1990's and the lower numbers of convictions in recent years are broadly commensurate with lower levels of testing. However, the number of failures rose by 5 per cent in 2001, despite a continuing decrease in the number of tests. It is not known whether this is as a result of improved targeting or increasing levels of drinking and driving.

Table 2d: Roadside screening breath tests: by outcome: England and Wales: 1991-2001

	thousands										
	<u>1991</u>	<u>1992</u> ²	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>
Number of tests	562	531	600	679	703	781	800	815	765	715	624
Of which:											
positive/refused ¹	90	88	89	93	94	101	104	102	94	95	100
percentage	16	17	15	14	13	13	13	13	12	13	16
Convictions	104	95	91	90	93	96	100	93	89	86	85

1 Includes persons unable to provide a breath test specimen.

2 During 1992 a new system of collecting this particular source of breath test data from police forces was introduced. Consequently data from 1992 onwards may not be fully comparable with previous years as levels of under-reporting may have changed. The number of positive breath tests recorded in 1992 has been revised by the Home Office.

Characteristics of drink-drive accidents

Drinking and driving is a year round problem as shown by the figures in **Table 2e**. Although the pattern varies year on year, the winter months generally have lower numbers of drink-drive accidents and casualties than other months of the year.

Table 2e: Estimated number of personal injury road accidents and casualties resulting where one or more driver or

	Accidents/casualties											
	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Jul</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>
Accidents	860	870	910	990	1,040	1,090	1,030	1,100	990	1,150	1,190	1,040
Casualties	1,290	1,320	1,360	1,500	1,640	1,630	1,670	1,750	1,530	1,760	1,740	1,590

Table 2f, based on breath test data, shows the percentage of car drivers involved in personal injury accidents who failed a breath test in 2002, analysed by age and sex of driver. It shows that male drivers under twenty five 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 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 2f: Car drivers in injury road accidents: breath tests and failures: GB 2002

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
Under 17	547	240	44	43.9	8.0	45	22	4	..	..
17 - 19	14,697	9,716	637	66.1	4.3	5,807	3,370	82	58.0	1.4
20 - 24	24,801	15,157	1,363	61.1	5.5	13,250	7,151	183	54.0	1.4
25 - 29	21,669	12,855	1,050	59.3	4.8	12,724	6,586	161	51.8	1.3
30 - 34	23,749	13,367	819	56.3	3.4	14,239	7,030	164	49.4	1.2
35 - 39	21,207	12,269	664	57.9	3.1	13,472	6,871	183	51.0	1.4
40 - 49	30,987	18,106	761	58.4	2.5	18,652	9,721	226	52.1	1.2
50 - 59	21,834	13,119	422	60.1	1.9	11,611	6,148	84	52.9	0.7
60 - 69	11,642	6,981	137	60.0	1.2	4,493	2,364	25	52.6	0.6
70 or over	9,018	5,237	71	58.1	0.8	3,176	1,458	5	45.9	0.2
All ages ¹	192,565	108,193	6,089	56.2	3.2	101,681	51,111	1,132	50.3	1.1

¹ Includes age not known

Table 2g also shows that those aged under thirty have the most drink-drive accidents. However, the table goes on to analyse the data using information on the number of full or provisional licence holders and the annual average car mileage of these drivers. These data are taken from the *1999-2001 National Travel Survey*.

The table shows, from an examination of the number of drink-drive accidents per licence holder, that it is the 17-24 year old age group who are most at risk. Making allowance for the fact that youngest drivers (17-19) actually drive fewer miles each year than their risk is the highest. However, their high accident rate in relation to miles driven reflects the relatively high general accident involvement rate of young drivers and their lack of driving experience compared to older drivers. To put this another way, because 17-19 year olds are more likely to have accidents the proportion of these which are drink related will be lower.

Table 2g: Car drivers in road injury accidents: Accidents per licence holder and per mile driven: GB 2001

Car driver	number		
	drink-drive Accidents	Drink-drive accidents per 100 thousand licence holders ²	Drink-drive accidents per 100 million miles driven ³
Under 17	80	..	..
17 - 19	1,060	77	33
20 - 24	2,230	80	16
25 - 29	1,860	55	8
30 - 34	1,600	40	5
35 - 39	1,290	33	4
40 - 49	1,540	23	3
50 - 59	800	14	2
60 or over	290	4	1
All ages ¹	11,020	26	4

¹ Includes age not known² National Travel Survey data 1999-2001.³ Uses traffic data from 2000.

Characteristics of drink-drive casualties

Table 2f showed that women are much less likely to be involved in drink-drive accidents as drivers than men. However, **Table 2h** shows that despite this, nearly a third of the casualties in drink-drive accidents were women. The table also demonstrates that the majority of car occupant casualties in drink-related accidents were not drinking over the limit and driving themselves. More car passengers were casualties than car drivers over the limit. It is also estimated that there were around nine hundred casualties in drink-drive accidents who were pedestrians or cyclists.

Table 2h: Casualties in road accidents where at least one of the drivers or riders involved was over the legal limit: GB 2001

	number									
<u>Killed or Seriously Injured Casualties</u>										
	<u>Pedestrians</u>	<u>Cyclists</u>	<u>Motor-cyclists</u>	<u>Car drivers over limit</u>	<u>Car drivers under limit</u>	<u>Car passengers</u>	<u>Other</u>	<u>Male</u>	<u>Female</u>	<u>Total¹</u>
Children	30	10	10	0	0	80	0	70	60	130
Adults:16-24	60	10	100	370	60	550	30	840	280	1,120
25-59	110	10	190	750	240	630	70	1,360	400	1,760
60+	20	0	10	30	30	70	0	80	50	130
All ages ²	240	30	310	1,150	320	1,380	100	2,400	810	3,230
<u>Total Casualties</u>										
	<u>Pedestrians</u>	<u>Cyclists</u>	<u>Motor-cyclists</u>	<u>Car drivers over limit</u>	<u>Car drivers under limit</u>	<u>Car passengers</u>	<u>Other</u>	<u>Male</u>	<u>Female</u>	<u>Total¹</u>
Children	140	50	20	20	0	790	40	530	530	1,060
Adults:16-24	170	30	430	2,140	600	2,750	150	4,510	1,760	6,270
25-59	340	70	550	3,970	2,500	2,320	450	7,070	3,130	10,200
60+	60	10	10	160	290	250	20	470	320	800
All ages ²	740	160	1,030	6,290	3,390	6,470	680	12,840	5,880	18,770

¹ Includes sex not recorded.

² Includes age not recorded.

Table 2i is based on 2001 Coroners' and Procurators' Fiscal data using a sample which accounts for around half 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 different proportions of fatalities exceeding 80mg/100ml by time of day. 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.

More than one in five drivers killed were over the legal limit for driving a motor vehicle, which is 80 mg/100ml of blood alcohol. The rate for motor cycle riders killed was less than half this. Around half of the drivers killed between 10 pm and 4 am were over the limit.

Table 2i: Blood alcohol levels of fatalities aged 16 and over: GB: 2001

	Percentage over blood alcohol levels. (mg/100ml)							percentage	
								Percentage over 80mg/100ml	
	<u>9</u>	<u>50</u>	<u>80</u>	<u>100</u>	<u>150</u>	<u>200</u>	<u>Sample size</u>	<u>22:00-03:59</u>	<u>04:00-21:59</u>
Motor cycle riders	22	12	10	10	6	4	364	48	7
Other vehicle drivers	33	24	22	20	15	8	829	53	14
Passengers	46	33	30	26	16	11	222	48	18
Pedestrians	50	43	40	38	30	22	303	71	25
Cyclists	22	14	12	12	8	6	49	..	8

The Involvement of Horses and their Riders in Road Accidents in Great Britain.

By Helen Lambert, Transport Statistics: Road Safety, Department for Transport

Introduction

This article examines casualties among horse riders and their involvement in personal injury accidents occurring on public roads in Great Britain.

Information on horse rider casualties has been separately identified in accident data collection since 1999 following the 1997 review of the collection of road accident statistics. Until 1999 a rider who has been injured was recorded as 'Other Non-Motor Vehicles'. It should be noted that if a road accident involves a rider who has dismounted and is leading their horse at the time, the rider would be classified as a pedestrian. In 2002 horse riders accounted for less than 0.1% of reported casualties in Great Britain.

Key Statistics for 2002

- No horse riders were killed as a result of an accident involving ridden horses on the roads.
- The number of horse riders involved in accidents has fallen each year since 1999.
- 23 people were seriously injured whilst riding a horse.
- 143 horse riders were injured in total.

Table 4a: Horse rider casualties by road class: Great Britain 2002

<u>Severity</u>	<u>Road Class</u>				<u>Casualties</u>
	<u>A</u>	<u>B</u>	<u>C</u>	<u>Unclassified</u>	<u>All roads</u>
Fatal	0	0	0	0	0
Serious	4	6	9	4	23
KSI	4	6	9	4	23
Slight	10	21	20	69	120
TOTAL	14	27	29	73	143
% of total casualties by road class:	10	19	20	51	100

Ninety per cent of all horse rider casualties occurred on Minor Roads. This is compared to all vehicle accidents where 48 percent of casualties occur on Minor Roads.

Table 4b: Accidents involving ridden horses by road class: Great Britain, 1999-2002

<u>Year</u>	Road Class					Number of accidents
	<u>A</u>	<u>B</u>	<u>C</u>	<u>Unclassified</u>	<u>All Roads</u>	
1999	35	33	37	83	189	
2000	20	26	36	70	152	
2001	16	29	34	74	153	
2002	19	31	31	68	149	

The number of accidents involving ridden horses dropped by just over one-fifth between 1999 and 2002. The most significant yearly fall was in the number of accidents on A roads between 1999 and 2000.

Table 4c: Horse rider casualties by age: Great Britain, 1999–2002

<u>Year</u>	Age of Casualty							Casualties
	<u>0-11</u>	<u>12-15</u>	<u>16-19</u>	<u>20-24</u>	<u>25-39</u>	<u>40-59</u>	<u>60 and over</u>	<u>Total</u>
1999	10	18	22	23	57	43	2	181
2000	10	28	19	13	37	34	5	149
2001	7	14	14	15	47	34	4	137
2002	6	14	18	14	49	31	3	143
<u>Population (in 100,000s)</u>	<i>83.7</i>	<i>29.7</i>	<i>28.8</i>	<i>35.1</i>	<i>125.8</i>	<i>151.6</i>	<i>120.1</i>	<i>575.1</i>

Over 15% of the reported casualties in the four years for which data has been collected were children. Of these two thirds were between 12 and 15 years old, perhaps reflecting that older children have more freedom to ride on the roads. The highest casualty rate per 100,000 of the population was among the 16 – 19 year olds, and the lowest rate was among those aged over 60.

Table 4d gives the number of casualties in accidents in which one vehicle and one horse were involved for each of the last four years. There was an overall reduction in

casualties by about 25 per cent over the period. The number of horse rider casualties in accidents with a car has dropped from 104 to 79.

Table 4d: Horse rider casualties in accidents involving one vehicle and one ridden horse: Great Britain, 1999-2002.

	Casualties			
<u>Vehicle involved</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
Cycle	0	1	0	1
Goods vehicle	28	20	17	23
Two wheeled motor vehicle	10	5	6	3
Car	104	93	83	79
Other vehicle	13	15	10	10
All vehicles	155	134	116	116

Chart 4a shows that there are more female than male casualties among horse riders. For example, 166 women between the ages of 25 and 39 were injured compared with only 23 men. The average age of female casualties is lower than that of male casualties, at 29 and 38 respectively. These differences probably reflect the horse riding population, with more women than men riding horses. Department of Health 2001/02 data on admissions of “animal riders or occupants of an animal drawn vehicle involved in a transport accident” show similar characteristics: 80% of cases were women and the average age of admissions was 29.

Chart 4a: Horse rider casualties by gender and age group: Great Britain, 1999-2002 total.

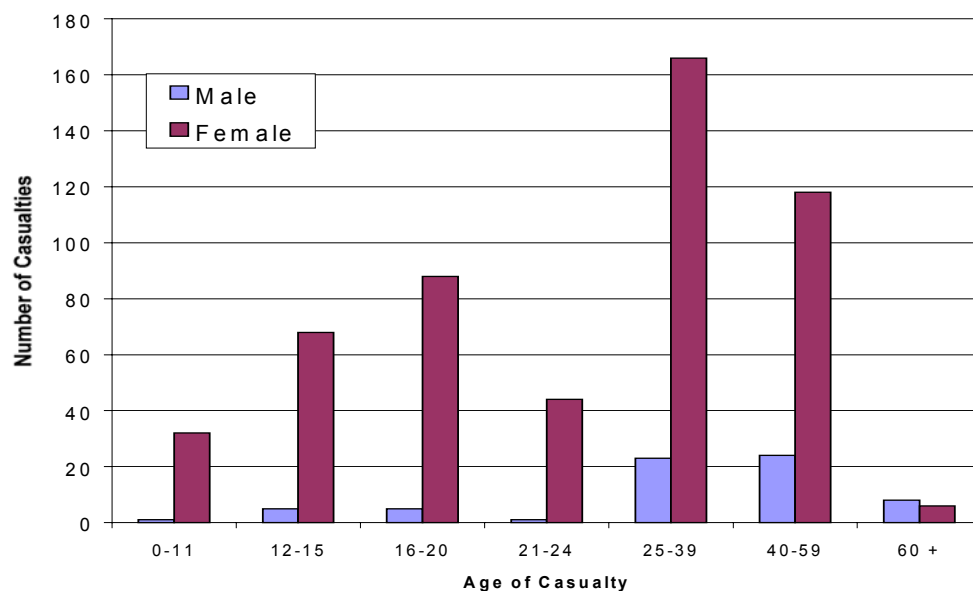
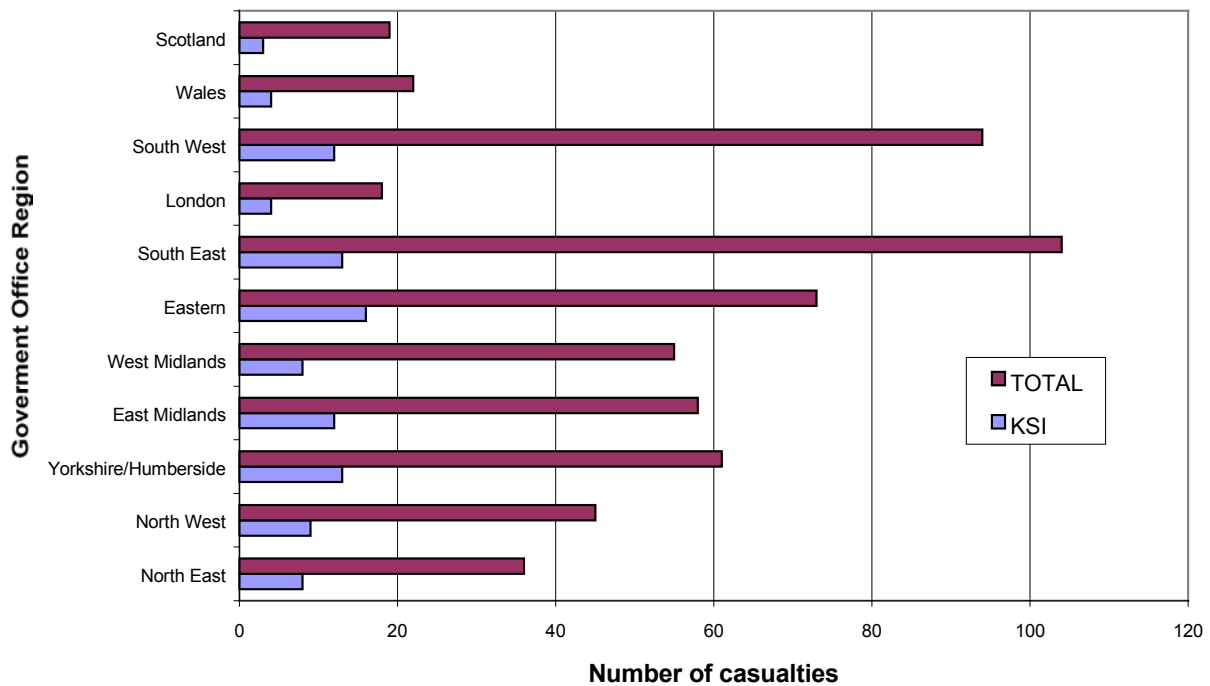


Chart 4b shows that over the past 4 years, the South East has had the most horse rider casualties with 108 injuries of which 13 were fatalities or serious injuries. This is followed by the South West where 98 casualties have occurred. These results are likely to reflect differences in the amount of horse riding that occurs on roads across the different regions.

Chart 4b: Horse rider casualties by Government Office Region: Great Britain, 1999-2002 total



Conclusion

The numbers of reported accidents and casualties involving ridden horses on the roads are at their lowest since 1999 when such monitoring became possible. Unfortunately there is little reliable information on road use by horses which prevents any effective means of estimating relative risk compared with other modes of transport. From these figures, it is not possible to say whether horse riders are a more or less vulnerable group compared with other road users.

The Department of Health figures for 2001/02 report 2,519 admissions to NHS hospitals of animal riders or the occupants of animal-drawn vehicles as a result of transport accidents. It is reasonable to conclude that most of these admissions (which exclude those in Scotland and Wales) will be horse riders. This compares with only 137 horse rider casualties reported in road accident data for the whole of Great Britain in 2001, of which all but 22 are slight injuries not requiring hospitalisation. The high number of hospital admissions is most likely explained by the inclusion of casualties resulting from incidents that occur on bridleways, private roads and land. These incidents will not be reported as road accidents.

5. A New Method Of Identifying Urban And Rural Roads

Radka Penkavova, Centrum Doprauniho Uyzkumy, Czech Republic, and Jonathan Mosedale, Transport Statistics: Road Safety, Department for Transport

Introduction

For many years accidents have been categorised as occurring on built-up or non built-up roads. This division of the road network is based on speed limit. For this purpose built-up roads are those with speed limits of 40 mph or less. Non built-up roads are those with speed limits of over 40 mph.

Road accident statistics have been analysed on the same basis to allow the assessment of risk by comparing numbers of accidents and casualties with levels of traffic. Levels of traffic and types of journey vary between urban and rural areas. Traffic levels are higher in built-up areas and journeys tend to be short and contained within the local area with people going shopping, taking children to school, delivering goods and services and travelling to and from work. In contrast, traffic in rural areas is more likely to be long distance and leisure related.

The breakdown into built-up and non built-up areas based on speed limit has often been used as if it effectively defined urban and rural areas. However, this is not the case, and it has become clear that the built-up/non built-up classification is no longer appropriate for road traffic surveys. A more appropriate approach is to classify roads according to whether they are situated within the boundary of an urban area rather than by their speed limit. The new classification allows traffic estimates to take proper account of the fact that urban areas tend to have lower annual growth but higher levels of traffic in the evening and at night, outside normal times of traffic counting. In future, the official road traffic estimates will distinguish traffic on urban and rural roads rather than built-up and non built-up roads.

In order to calculate risks of accident and injury using traffic flow estimates, accidents will also be classified according to the new definitions of urban and rural roads. This also allows examination of the real difference between road safety in urban and rural areas. Of course, there is still a need to examine safety on roads with different speed limits and accidents can still be analysed by built-up and non built-up roads.

Most tables in this publication continue to use the built-up/non built-up categorisation of roads. In this and future publications, tables 3, 26 and 41 have been changed to use the new urban/rural breakdown. This article compares numbers of accidents and casualties for the two breakdowns of road type and underlines differences in these two methods of road classification.

The definition of urban and rural roads

For traffic purposes **Urban Roads** are major and minor roads within an urban area with a population of 10,000 or more. The definition is based on the 1991 Office of the

Deputy Prime Minister definition of urban settlements. **Rural roads** are major and minor roads outside those urban areas.

Accidents by road class

Table 5a gives numbers of accidents classified on the basis of built-up and non built-up roads. **Table 5b** shows similar information but uses the new classification of urban and rural roads. Comparing the two tables shows that the number of accidents on rural roads is greater than that on non-built up roads. Similarly, the number of accidents on urban roads is less than on built-up roads. These differences are due to accidents in rural areas that occur on roads with a speed limit of 40mph or less, and are hence classified as built-up.

Table 5a: Accident numbers by severity on built-up and non built-up roads; 1994 - 98 average, 2002

	Numbers of accidents			
	Average 1994-98		2002	
	<u>Built-up</u>	<u>Non built-up</u>	<u>Built-up</u>	<u>Non built-up</u>
A roads ¹				
Fatal	713	1,180	666	1,155
Fatal and serious	11,230	8,163	9,226	6,942
All severities	75,100	34,334	69,535	32,843
Other roads ²				
Fatal	721	498	639	489
Fatal and serious	14,983	4,960	12,284	4,031
All severities	97,779	20,833	91,701	18,730

1 Excludes motorways

2 B roads, C roads and unclassified roads: excludes accidents where road class not reported

Table 5b: Accident numbers by severity on urban and rural roads: 1994 - 98 average, 2002

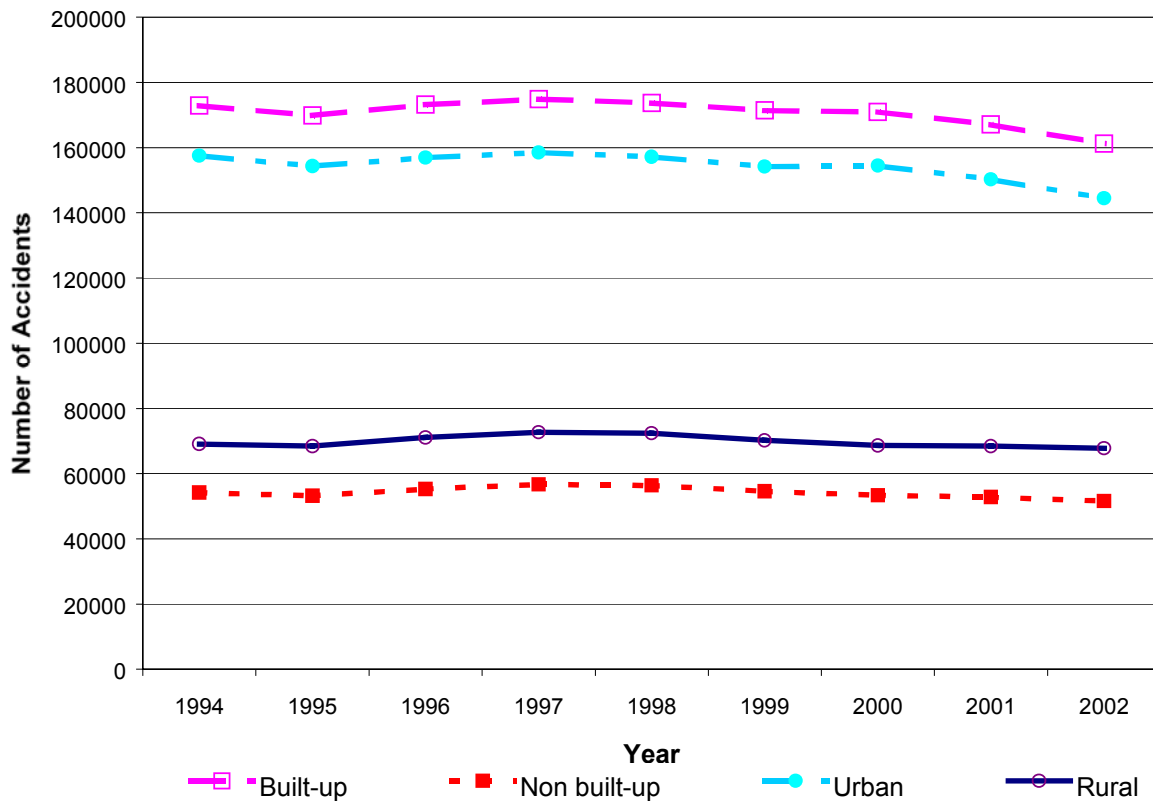
	Numbers of accidents			
	Average 1994-98		2002	
	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
A roads ¹				
Fatal	652	1,192	636	1,182
Fatal and serious	10,203	8,552	8,543	7,593
All severities	70,446	38,188	65,098	37,041
Other roads ²				
Fatal	588	623	491	636
Fatal and serious	12,350	6,853	10,307	5,982
All severities	85,775	32,763	79,361	30,767

1 Excludes motorways

2 B roads, C roads and unclassified roads: excludes accidents where road class not reported

The number of accidents on different road types is illustrated by **Chart 5a**. Although accident numbers differ between the two road classification methods, there is little difference in accident trends. The number of accidents on rural and non built-up roads has remained roughly level while the number on urban and built-up roads has fallen over the past four years.

Chart 5a: Number of accidents (all severities) by road class: 1994-2002



Traffic estimates using the built-up/non built-up categorisation for 2002 were not available. **Table 5c** therefore brings together 2001 accident rates for the two road classification systems. The table shows that the built-up/non built-up classification did give a reasonable indication of the relative risks of accidents between urban and rural areas.

Table 5c: Accident rates per 100 million vehicle kilometres by road type and accident severity: 2001

	Rates per 100 million vehicle			
	<u>Built-up</u>	<u>Urban</u>	<u>Non built-up</u>	<u>Rural</u>
A roads ¹				
Fatal	0.9	0.8	0.9	0.9
Fatal and serious	12	11	6	6
All severities	94	83	26	28
Other roads ²				
Fatal	0.6	0.5	1.0	0.9
Fatal and serious	10	10	9	10
All severities	77	75	41	51
All roads: ³				
Fatal	0.7	0.6	0.9	0.9
Fatal and serious	11	10	7	7
All severities	84	78	30	35

1 Excludes motorways

2 B roads, C roads and unclassified roads: excludes accidents where road class not reported

3 Includes accidents where road class not reported

Casualties by Road Class

Table 5d compares the number of casualties by road class for different road users. There are more casualties on rural than on non built-up roads, reflecting the number of roads in rural areas with a speed limit of 40 mph or less. This is particularly noticeable on minor roads and for certain road users such as child pedestrians.

Table 5d: Road casualties by road class and casualty type, all severities: 2002

		Numbers of casualties			
		<u>Urban</u>	<u>Built-up</u>	<u>Rural</u>	<u>Non built-up</u>
Adult Pedestrians	A roads ¹	8,669	9,170	1,138	649
	Minor ²	11,625	12,922	1,695	434
Child ³ Pedestrians	A roads ¹	3,126	3,437	467	160
	Minor ²	9,306	10,500	1,310	131
Cyclists	A roads ¹	5,165	5,511	1,045	712
	Minor ²	8,503	10,723	1,760	572
Car users	A roads ¹	51,705	55,527	44,899	41,377
	Minor ²	55,555	65,458	32,694	23,042
TWMV users	A roads ¹	9,972	10,578	5,023	4,433
	Minor ²	9,055	10,564	3,816	2,340

1 Excludes motorways

2 B roads, C roads and unclassified roads: excludes accidents where road class not reported

3 Under 16 years old

To conclude, the change in road classification from built-up/non built-up to urban/rural categories does affect road accident data. A higher number of accidents and casualties occur on the new category of rural than on the old category of non

built-up roads. The new classification is likely to better reflect actual levels of road accidents in rural areas as it includes rural roads with speed limits of under 40 mph.

As the numbers of accidents and casualties on urban and rural roads differ from those on built-up and non built-up roads, tables 3, 26 and 41 in this publication are not fully comparable to the same tables in previous editions.

Notes

The main tables in this publication analyse road accidents, casualties, the vehicles involved and their drivers. Relevant background data on population, vehicle stock, traffic, road length, etc, are also given in tables 1, 2, 38 and 41. Both numbered and lettered tables are included in the index at the end of the volume. 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.

Very few, if any, fatal accidents do not become known to the police, although up to and including 1983 there were some missing details of fatalities in the Metropolitan Police district (see *Road Accidents Great Britain 1984*). However, there is evidence that an appreciable proportion of non-fatal injury accidents are not reported to the police and thus are not included in this publication. A study in 1990 in one region found that about 36% of all road casualties were involved in accidents not reported to the police (Transport Research Laboratory (TRL) Report 379, 1993). Recent more comprehensive research confirms that there is a degree of under-reporting. 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, and that reporting rates are higher for less vulnerable road user groups. Some pedal cyclist injuries are not sustained on public roads and should correctly be excluded. A general review on the under reporting of road traffic accidents was produced by the TRL (in *Traffic Engineering & Control*, 1991) and a more recent study was published in 1996 (TRL Report 173).

Tables 3-6c, 29b, 37b 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 2000. Tables 45 and 46 show these totals by county; the individual figures are, however, liable to differ slightly from those available locally because counties 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.

Traffic estimates, for 1993 onwards, have been produced on a new more accurate basis. Revised estimates for earlier years are not currently available. Caution should be taken when comparing new estimates with earlier data, as figures are not directly comparable. The net result of the improvements has been little change to the estimates of total motor vehicle traffic for Great Britain since 1993, but some changes to the composition of the overall figure. In general, the new motorway traffic estimates are higher than before, whilst those for other major roads are lower. Adjustments to the minor road traffic estimates are minimal. Further details are given in "Road Traffic Statistics: 2002".

The common format for collection of personal injury road accident statistics (STATS19) was adopted, in essence, by most forces during 1978 and 1979. The current version of the accident report form (1999 rev) is reproduced in this volume. Instructions for the Completion of Road Accident Reports (STATS20 1999), a manual published by the Department for Transport, the Scottish Executive and the Welsh Assembly, gives more detail on how the data are collected. Copies are available from the Department for Transport, Zone 2/18, Great Minster House, 76 Marsham Street, London, SW1P 4DR (Tel 020 7944 ext 6381 or 3078).

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).

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. *Motorways* are included with non built-up roads unless otherwise stated. In tables where data for *motorways* are shown separately, the totals for built-up and non built-up exclude *motorway* accidents. In comparing such tables with those involving a built-up/non built-up split only, negligible error will be made by assuming that *motorway accidents* are all on non built-up roads.

Buses and coaches: Includes works buses and, in past years, trolley buses. Prior to 1994 these *vehicles* were coded according to their construction, whether or not they were being used for carrying passengers. Vehicles constructed as buses which were privately licensed were also included under “buses and coaches”, but PSV licensed minibuses were included under *cars*. From 1 January 1994 this definition was revised to include only those vehicles equipped to carry 17 or more passengers regardless of use.

Cars: Includes *taxis*, estate cars, *invalid tricycles*, three and four wheel cars, minibuses and motor caravans except where otherwise stated (i.e. Tables 22, 27, 38, and 39). 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*, *two-wheel motor vehicles* 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 10 in notes to individual main 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 travelling without their semi-trailers, trailers and articulated vehicles.

Heavy goods vehicles (HGV): Prior to 1994 these were defined as those vehicles over 1.524 tonnes unladen weight and included *vehicles* with six or more tyres, some four wheel vehicles with extra large bodies and larger rear tyres and tractor units travelling without their usual trailer. From 1 January 1994 the weight definition changed to those vehicles over 3.5 tonnes maximum permissible gross vehicle weight (gvw).

Light goods vehicles (LGV): Prior to 1994 these were defined as those *vehicles* not over 1.524 tonnes unladen weight. From 1 January 1994 the weight definition changed to those vehicles not over 3.5 tonnes maximum permissible gross vehicle weight. Light vans mainly include *vehicles* of the van type constructed on a *car* chassis.

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*

Mopeds: *Two-wheel motor vehicles* with an engine capacity not over 50 cc and either: (a) having a new registration prefix or a registration suffix that is S or later, a maximum design speed of 30 mph, a kerbside weight not exceeding 250 kg and an index plate identifying them as mopeds (i.e. as redefined in the Road Vehicles (Construction and Use) Regulations 1986); or (b) with an earlier suffix and equipped with pedals.

Motor cycles: *Two-wheel motor vehicles*, including motor cycle combinations, which are not *mopeds*.

Motorways: Motorway and A(M) roads.

Other roads: All C class and unclassified roads (unless otherwise noted).

Other vehicles: Other motor *vehicles* include ambulances, fire engines, trams, refuse *vehicles*, road rollers, *agricultural vehicles*, excavators, mobile cranes, tower wagons, army tanks, *pedestrian-controlled vehicles* with a motor etc. Other non motor *vehicles* include those drawn by an animal, ridden horses, invalid carriages without a motor, street barrows etc. In certain tables “other vehicles” may also include buses and coaches or goods vehicles, as indicated in a footnote.

Passengers: Occupants of *vehicles*, other than the person in control who is 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 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.

Riders: Persons in control of *pedal cycles*, *two-wheel motor vehicles* 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.

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 and lacerations, 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.

Taxis: Prior to 1994 these were defined as *vehicles* with 4 or more seats which were purpose-built to be used for hire for the carriage of *passengers*. *Vehicles* used for hire for the carriage of *passengers* but not purpose built for that use (e.g. saloon cars) were categorised according to their construction (usually cars). A purpose-built taxi no longer used as such would still have been considered a taxi in this context. From 1 January 1994 (in England and Wales) only those vehicles operating as a hackney carriage, regardless of construction, and bearing the appropriate district council or local authority hackney carriage plates will be defined as a taxi.

Two-wheel motor vehicles(TWMV): *Mopeds, motor scooters* and *motor cycles* (including motor cycle combinations).

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.

Vehicles: Vehicles (except taxis after 1994) 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.

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.

1931: Highway Code issued.

1934: In built-up areas a speed limit of 30 mph is made compulsory. HGV licences are introduced. The first pedestrian crossings appear. Regulations concerning vehicle safety glass and windscreen wipers are introduced. Invention of “cats eyes” reflecting road studs. Compulsory driving tests introduced as part of the Road Traffic Act.

1939-1945: Signposts removed during wartime.

1945-1948: Wartime lighting restrictions are relaxed and driving test requirements are restored in 1946 following their suspension. Petrol allowance of 180 miles per month is permitted. A new edition of the Highway Code is issued.

1949-1954: New anti-dazzle regulations are introduced. Legislation concerning new lighting and school crossing patrols are introduced. Flashing indicators on motor vehicles are legalised. Brakes on pedal cycles are made compulsory.

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. 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.

1961-1963: Testing of all vehicles of 30 cwt and under and more than 7 years old is made compulsory. A valid test certificate is required to obtain a vehicle licence. Free copies of the Highway Code are circulated.

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 80mg of alcohol per 100ml of blood. Breath tests introduced. Permanent maximum speed limit of 70 mph introduced for previously unrestricted roads. HGVs banned from the outside lane of motorways.

1968-1969: Introduction of plating and testing of goods vehicles and voluntary HGV driving tests - Regulations on drivers' working hours are introduced. Test certificate now required for cars more than 3 years old. Pelican crossings are introduced. New enlarged edition of Highway Code is published. Fatal level crossing accident results in new signs and safety procedures at railway level crossings. First UK bus lane introduced in Park Lane, London.

1970: HGV driving test and registration of driving instructors becomes compulsory.

1971-1972: 16 year olds are limited to riding mopeds only. Rear markings and long vehicle signs are made compulsory for HGVs.

1973-1974: Safety helmets are made compulsory for two-wheeled motor vehicle users. Energy crisis leads to petrol shortages and large fuel price increases and to temporary 50 mph national maximum speed limit.

1975-1976: Vehicles now required to be lit when daylight visibility is seriously reduced. Minimum age of trainee HGV drivers reduced to 18. 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 and washers and exhaust systems.

1978: New edition of the Highway Code. 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: Reform of bus licensing and removal of advertising restrictions from private car sharing schemes.

1981: 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.

1986: Uniform construction standards to apply to minibuses first used from April 1988. Tyres are now required to support maximum axle weights at a vehicle's maximum speed. Seat belt legislation is made permanent. White on brown signs to tourist attractions introduced. European Road Safety Year.

1987: The Secretary of State for Transport sets a target to achieve a one third reduction in road accident casualties by the year 2000. All newly registered cars to be fitted with rear seat belts or child restraints. Use of amber flashing lights on slow moving vehicles is made compulsory. Zig-zag markings extended to Pelican crossings. Closure of 586 emergency crossing points on central reservations of motorways.

1988: Close proximity and wide angle rear view mirrors become a legal requirement on new HGVs. All new cars first used from 1 April must be able to use unleaded petrol. All coaches first used from 1 April 1974 must have 70 mph limiters fitted by 1 April 1992.

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.

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 and accompanied by the introduction of a charge for the medical examination required before return of licence. New regulations require those accompanying learner drivers to be at least 21 years old and to have held a licence for 3 years. Experimental Red Routes introduced in London.

1991: The first twelve 20mph zones were introduced. Chevron markings trialled 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 became law in cars where belts are fitted and available. Continuation of child road safety campaign.

1992: Requirement for a minimum tread depth of 1.6mm introduced for cars and light vans. Traffic Calming Act 1992 receives Royal Assent. Launch of latest child road safety campaign entitled "Kill Your Speed, Not A Child". Government issues consultation paper called "Killing Speed and Saving Lives" on strategy for tackling excessive speed. Safety helmets made compulsory for child horse riders. Speed enforcement cameras and retesting of dangerous drivers introduced. All new goods vehicles over 7.5 tonnes fitted with 60 mph speed limiters. New emission requirements made 3-way catalytic converters necessary on virtually all new petrol-engined cars.

1993: Experimental scheme begins in the use of rehabilitation courses for drink/drive offenders. The 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. First Bus Advance Area opened. Traffic Calming Regulations enable highway authorities to introduce a wider range of traffic calming features. New edition of Highway Code published.

1994: Publication of "Safer by Design" brochure produced for local councillors to encourage traffic calming. London Boroughs take over most parking enforcement in the capital. 100th speed camera site established and 100th 20mph speed limit zone opened. "Elephant" rear seat belt TV campaign launched. New "Kill Your Speed" TV publicity campaigns launch. DOT publish new leaflet "Out and About with Young Children" as part of the Child Accident Prevention Trust's Child Safety Week. 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. New child road safety campaign launched with a TV commercial featuring a professional footballer. Continued drink/drive campaigns in the summer and winter, along with speed campaigns in the spring and autumn. 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). New "Kill Your Speed Campaign" centring on children killed near their homes and using emotive music, poetry and relatives voices. Publication of "Child Pedestrian Safety in the UK". Publication of advice booklets on the forthcoming requirement for seat belts in minibuses and coaches carrying children. Publication of the consultation document "Targeting the Future" which sets out options for POST 2000 casualty targets.

1997: New Zebra, Pelican and Puffin crossing regulations introduced. Road Traffic (New Drivers) Act 1995 comes into force, withdrawal of licence and compulsory retesting for new drivers who accumulate 6 or more penalty points within 2 years of passing their driving test.

1998: Transport white paper published: "A New Deal for Transport: Better for Everyone". Drink-drive rehabilitation experiment expanded to cover around one-third of courts in Great Britain and extended for 2 years to the end of 1999. Publication of "Combating Drink-drive: Next Steps" consultation paper.

1999: Kill your Speed campaign launched (six weeks: £3.5m). GLA Road Network announced (220 miles of trunk roads and 105 miles of borough roads). Revised edition of *The Highway Code* published. "Cycle Smart" campaign for child cyclists launched. First BBC simulcast commercial for £2.6m Millennium Drink-Drive campaign.

2000: The government announced a new road safety strategy and casualty reduction targets for the year 2010 in *Tomorrows Roads - Safer for Everyone*. A review of speed policy was conducted and reported in *New Directions in Speed Management*. £1.4bn targeted programme of improvements announced in *A New Deal for Trunk Roads in England* following the Roads Review. *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. 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. The Dangerous driving report was published in February.

Review topics 1951-2001

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
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
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
Costs of accidents ¹	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 ²	1968-1973, 1975, 1977-1980, 1983-2001
Drink and drive campaign	1964
Driver training	1969
Drivers and their passengers	1953-1956, 1960-1963, 1992
Driving standards	1969
Early road accident investigation: 1909-1933	1990
Effect of traffic on accidents	1956
Effects of rail/tube strikes and fare changes	1982-1983
Elderly casualties	1988
European road safety year	1985
Experimental road safety measures	1964
Experimental speed limits	1960-1964
Factors contributing to accidents	1952, 1954-1955
Fatal road accidents and loss of life expectancy	1991

Faults of drivers	1954
Fires in road vehicles	1982, 1986
Fog on motorways	1971, 1976
Forty years on	1991
Fuel crises and temporary speed limits	1975
General review	1951-1956, 1959-2001
Goods vehicles	1968, 1971-1972, 1974-1975, 1979, 1981
Heavy goods vehicles	1982
High Risk Offenders, June 1990-February 1993	1992
Historic cost of road accidents	1987
Hit and run accidents	1984, 1989, 1994
How many of us will die in road accidents?	1986
If you double your mileage, do you double your accident risk?	1991
Impact of large motorway accidents	1985
Impact of speed cameras on road casualties	2000
Importance of accident data to local authorities	1990
Insurance claims statistics ³	1985, 1987-1995
International road accident statistics	1982
Invalid tricycles	1974-1975, 1977
Involvement of alcohol in fatal accidents to adult pedestrians	1991
Involvement rates by age and sex	1981
Involvement rates by road class	1979
Lighting and accidents	1984, 1988
Local authority road safety committees	1961-1964
Location of accidents	1960-1962, 1966
Long term trends	1968, 1993
Major British Road Accidents 1946-1994	1994
Manoeuvres	1956-1966
Mind that child campaign	1956
Mopeds and motorcycles (also see Two wheel motor vehicles)	1953-1956, 1959-1963, 1982-1983
Motorcycle casualties and accidents	1985-1986, 1988
Motorway accidents	1972-1973, 1984
Motorway accidents in the presence of road works	1985
Motorway safety: general	1987
Motorway safety: international comparisons	1986
National cycling proficiency scheme	1961-1964, 1969
National Hospital Study of Road Accident Casualties	1996
Nature of accidents	1966
Nature of injuries	1980-1981, 1985-1986
New traffic signs	1964
Offences relating to motor vehicles	1973
Panda crossings	1963-1964
Parking without lights	1972
Peak times for casualties	1959-1963
Pedal cycles	1953-1956, 1959-1963, 1968, 1978-1979, 1981, 1983-1984, 1989
Pedestrian casualties	1987, 1989
Pedestrian crossings	1953-1955, 1963-1964
Pedestrians and pedestrian safety	1953-1956, 1959-1963, 1968, 1970-1972, 1974-1978, 1980, 1984, 1993
Penalty system for motoring offences	1963
Pedestrian casualties: comparisons with Japan and the Netherlands	1985
Prevention of accidents	1969
Prospect for the 1970s	1969
Public holiday casualties	1959-1963
Quinquennial review of the collection of road injury accident data (1992)	1992, 2001

RAC/Auto cycle union training scheme	1961-1963
Rear markings	1974
Revised road accident reports	1979
Revised traffic statistics	1983
Risks posed by vehicles to other road users	1990
Road accident Great Britain questionnaire	1994
Road accident trends since 1949	1963-1964
Road accident statistics in peace and war in Britain: 1930-1951	1991
Road casualties 1870 to 1910	1987
Road casualties versus rail	1982
Road safety activities	1961-1964
Road safety films	1961-1964
Road safety publicity	1961-1964, 1969, 1980-1987, 1993
Road Traffic Act (1962)	1962
Road works	1981
RoSPA	1961-1964
Scottish road accidents	1956, 1959
Seasonal adjustment of casualty numbers and rates	1981, 1986
Seasonal pattern of accidents and casualties	1980
Seat belts	1962, 1968, 1971-1975, 1979-1980, 1982-1985, 1989
Separation distances	1974-1975
Skidding	1956, 1990
Speed limits	1974-1975
Speed surveys	1975-1977, 1983, 1990
Teenage accidents	1982
Time to die after a road accident	1986
Timing of accidents	1966
Transport kills	1982
Trends since 1949	1963-1964
Trunk and principal roads	1982
Twenty years of road accidents (1934-1953)	1953
Two wheel motor vehicles (see also mopeds and motorcycles)	1968-1969, 1972-1979, 1984
Tyre regulations	1968
Uses of vehicle number plate data	1991
Valuation of the reduction in risk of road accidents	1992, 1994
Valuation of preventing fatal road accident casualties	1997
Vehicle age	1983
Vehicle Damage Survey	1974
Vehicle defects	1953, 1975
Vehicle involvement rates by road class	1985
Vehicle lighting regulations	1964
Vehicle testing	1961-1964
Vulnerable road users	1964-1965, 1968
Where casualties occur	1964-1965, 1968
Who gets hurt	1968
Who hits whom	1965
Young driver casualties	1992
Zebra crossings	1953-1955
50 mph speed limit experiments	1964

1 Included in general review article in 1990, 1991, 1993, 1995 and 1996 editions

2 Included in general review article in 1990-93 editions

3 Included in general review article in 1990-95 editions

Research commissioned by the Department for Transport during 2002

For details of the latest research, papers and publications refer to the Road Safety web site: <http://www.roads.dft.gov.uk/roadsafety/index.htm>

Contact

Road Safety Research Enquiries
Road Safety Branch 4
2/09 Great Minster House
76 Marsham Street
London
SW1P 4DR

E-mail: road.safety@dft.gsi.gov.uk

1.1 Record Type

- 11 New accident record
- 15 Amended accident record

1.2 Police Force

1.3 Accident Ref No

1.5 Number of Vehicle Records

1.6 Number of Casualty Records

1.7 Date

1.9 Time of Day

1.10 Local Authority

1.11 Location 10 digit OS Grid Reference number

1.12 1st Road Class

- 1 Motorway
- 2 A(M)
- 3 A
- 4 B
- 5 C
- 6 Unclassified

1.13 1st Road Number

1.14 Road Type

- 1 Roundabout
- 2 One way street
- 3 Dual carriageway - 2 lanes
- 4 Dual carriageway - 3 or more lanes
- 5 Single carriageway - single track road
- 6 Single carriageway - 2 lanes (one in each direction)
- 7 Single carriageway - 3 lanes (two way capacity)
- 8 Single carriageway - 4 or more lanes (two way capacity)
- 9 Unknown

1.15 Speed Limit (mph)

1.16 Junction Detail

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

Junction Accidents Only

1.17 Junction Control

- 1 Authorised Person
- 2 Automatic traffic signal
- 3 Stop sign
- 4 Give way sign or markings
- 5 Uncontrolled

1.18 2nd Road Class

- 1 Motorway
- 2 A(M)
- 3 A
- 4 B
- 5 C
- 6 Unclassified

1.19 2nd Road Number

1.20a Pedestrian Crossing - Human Control

- 0 No crossing facility within 50 metres or physical crossing facility not controlled by authorised person
- 1 Control by school crossing patrol
- 2 Control by other authorised person

1.20b Pedestrian Crossing - Physical Facilities

- 0 No physical crossing facility within 50 metres
- 1 Zebra crossing
- 4 Pelican, puffin, toucan or similar non-junction pedestrian light crossing
- 5 Pedestrian phase at traffic signal junction
- 8 Central refuge - no other controls
- 9 Footbridge or subway

1.21 Light Conditions

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

1.22 Weather

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

1.23 Road Surface Condition

- 1 Dry
- 2 Wet / Damp
- 3 Snow
- 4 Frost / Ice
- 5 Flood (surface water over 3cm deep)
- 6 Oil or diesel
- 7 Mud

1.24 Special Conditions at Site

- 0 None
- 1 Automatic traffic signal out
- 2 Automatic traffic signal partially defective
- 3 Permanent road signing or marking defective or obscured
- 4 Roadworks present
- 5 Road surface defective

1.25 Carriageway Hazards

- 0 None
- 1 Dislodged vehicle load in carriageway
- 2 Other object in carriageway
- 3 Involvement with previous accident
- 4 Dog in carriageway
- 5 Other animal or pedestrian in carriageway

1.26 Place Accident Reported

- 1 At scene
- 2 Elsewhere

1.27 DETR Special Projects

DETR/SOWO

Vehicle Record

STATS19 (1999)

2.1 Record Type

- 21 New vehicle record
- 25 Amended vehicle record

2.2 Police Force

2.3 Accident Ref No

2.4 Vehicle Ref No

2.5 Type of Vehicle

- 01 Pedal cycle
- 02 Moped
- 03 Motor cycle 125 cc and under
- 04 Motor cycle over 125cc
- 08 Taxi
- 09 Car
- 10 Minibus (8 - 16 passenger seats)
- 11 Bus or coach (17 or more passenger seats)
- 14 Other motor vehicle
- 15 Other non-motor vehicle
- 16 Ridden horse
- 17 Agricultural vehicle (includes diggers etc.)
- 18 Tram / Light rail
- 19 Goods vehicle 3.5 tonnes mgw and under
- 20 Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw
- 21 Goods vehicle 7.5 tonnes mgw and over

2.6 Towing and Articulation

- 0 No tow or articulation
- 1 Articulated vehicle
- 2 Double or multiple trailer
- 3 Caravan
- 4 Single trailer
- 5 Other tow

2.7 Manoeuvres

- 01 Reversing
- 02 Parked
- 03 Waiting to go ahead but held up
- 04 Stopping
- 05 Starting
- 06 U turn
- 07 Turning left
- 08 Waiting to turn left
- 09 Turning right
- 10 Waiting to turn right
- 11 Changing lane to left
- 12 Changing lane to right
- 13 Overtaking moving vehicle on its offside
- 14 Overtaking stationary vehicle on its offside
- 15 Overtaking on nearside
- 16 Going ahead left hand bend
- 17 Going ahead right hand bend
- 18 Going ahead

2.8 Vehicle Movement Compass Point From To

- 1 N 5 S Parked:
 - 2 NE 6 SW not at kerb
 - 3 E 7 W
 - 4 SE 8 NW at kerb
- * code 1 - 8

2.9a Vehicle Location at Time of Accident - Road

- 1 Leaving the main road
- 2 Entering the main road
- 3 On the main road
- 4 On the minor road

2.9b Vehicle Location at Time of Accident - Restricted Lane/ Away from Main Carriageway

- 0 On main carriageway - not in restricted lane
- 1 Tram / Light rail track
- 2 Bus lane
- 3 Busway (including guided busway)
- 4 Cycle lane (on main carriageway)
- 5 Cycleway (separated from main carriageway)
- 6 On lay-by or hard shoulder
- 7 Entering lay-by or hard shoulder
- 8 Leaving lay-by or hard shoulder
- 9 Footway (pavement)

2.10 Junction Location of Vehicle at First Impact

- 0 Not at junction (or within 20 metres)
- 1 Vehicle approaching junction or parked at junction approach
- 2 Vehicle in middle of junction
- 3 Vehicle cleared junction or parked at junction exit
- 4 Did not impact

2.11 Skidding and Overturning

- 0 No skidding, jack-knifing or overturning
- 1 Skidded
- 2 Skidded and overturned
- 3 Jack-knifed
- 4 Jack-knifed and overturned
- 5 Overturned

2.12 Hit Object in Carriageway

- 00 None
- 01 Previous accident
- 02 Roadworks
- 03 Parked vehicle - lit
- 04 Parked vehicle - unlit
- 05 Bridge - roof
- 06 Bridge - side
- 07 Bollard / refuge
- 08 Open door of vehicle
- 09 Central island of roundabout
- 10 Kerb
- 11 Other object

2.13 Vehicle Leaving Carriageway

- 0 Did not leave carriageway
- 1 Left carriageway nearside
- 2 Left carriageway nearside and rebounded
- 3 Left carriageway straight ahead at junction
- 4 Left carriageway offside onto central reservation
- 5 Left carriageway offside onto central reservation and rebounded
- 6 Left carriageway offside and crossed central reservation
- 7 Left carriageway offside
- 8 Left carriageway offside and rebounded

2.14 Hit Object Off Carriageway

- 00 None
- 01 Road sign / Traffic signal
- 02 Lamp post
- 03 Telegraph pole / Electricity pole
- 04 Tree
- 05 Bus stop / Bus shelter
- 06 Central crash barrier
- 07 Nearside or offside crash barrier
- 08 Submerged in water (completely)
- 09 Entered ditch
- 10 Other permanent object

2.16 First Point of Impact

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

2.17 Other Vehicle Hit Ref no of other vehicle

2.18 Part(s) Damaged

- 0 None
- 1 Front
- 2 Back
- 3 Offside
- 4 Nearside
- 5 Roof
- 6 Underside
- 7 All four sides

2.21 Sex of Driver

- 1 Male
- 2 Female
- 3 Not traced

2.22 Age of Driver Estimated if necessary Years

2.23 Breath Test

- 0 Not applicable
- 1 Positive
- 2 Negative
- 3 Not requested
- 4 Refused to provide
- 5 Driver not at time of
- 6 Not provided (medical)

2.24 Hit and Run

- 0 Other
- 1 Hit and Run
- 2 Non-stop vehicle, not hit

2.25 DETR Special Projects

2.26 Vehicle Registration Mark (VRM)

- Special codes:
- 2 Foreign / Diplomatic
 - 3 Military
 - 4 Trade plates
 - 9 Unknown

2.27 Driver Postcode

- Special codes:
- 1 Unknown
 - 2 Non-UK resident
 - 3 Parked and unattended

3.1 Record Type

- 31 New casualty record
- 35 Amended casualty record

3.2 Police Force

3.3 Accident Ref No

3.4 Vehicle Ref No

3.5 Casualty Ref No

3.6 Casualty Class

- 1 Driver or rider
- 2 Vehicle or pillion passenger
- 3 Pedestrian

3.7 Sex of Casualty

- 1 Male
- 2 Female

3.8 Age of Casualty
Estimated if necessary Years

3.9 Severity of Casualty

- 1 Fatal
- 2 Serious
- 3 Slight

3.10 Pedestrian Location

- 00 Not a pedestrian
- 01 In carriageway, crossing on pedestrian crossing facility
- 02 In carriageway, crossing within zig-zag lines at crossing approach
- 03 In carriageway, crossing within zig-zag lines at crossing exit
- 04 In carriageway, crossing elsewhere within 50 metres of pedestrian crossing
- 05 In carriageway, crossing elsewhere
- 06 On footway or verge
- 07 On refuge, central island or central reservation
- 08 In centre of carriageway, not on refuge, central island or central reservation
- 09 In carriageway, not crossing
- 10 Unknown or other

3.11 Pedestrian Movement

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

3.12 Pedestrian Direction

- Compass point bound
- 1 N
- 2 NE
- 3 E
- 4 SE
- 5 S
- 6 SW
- 7 W
- 8 NW
- 9 Unknown
- 0 Standing still

3.13 School Pupil Casualty

- 1 School pupil on journey to or from school
- 0 Other

3.15 Car Passenger

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

3.16 Bus or Coach Passenger

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

3.17 DETR Special Projects

3.18 Casualty Postcode

- Special codes:
- 1 Unknown
- 2 Non-UK resident

1 Vehicle population, traffic and road length: 1992 - 2002

(a) Vehicles currently licensed by taxation class¹

Thousands

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
TWMVs	688	650	630	594	609	626	684	760	825	882	941
Of which:											
Over											
not over											
50cc	174	147	129	112	105	102	96	117	141	154	155
50cc - 125cc	221	203	187	170	162	138	149	148	160	172	177
over 125cc	293	300	315	312	342	386	439	495	525	555	609
Private and light goods ²											
Private cars	20,116	20,102	20,479	20,505	21,172	21,681	22,115	22,785	23,196	26,443	27,165
Others	2,228	2,187	2,192	2,217	2,267	2,317	2,362	2,427	2,469	2,544	24,543
Public transport vehicles ³	108	107	107	74	77	79	80	84	86	89	92
Goods vehicles ^{4 5}	437	428	434	421	413	414	412	415	418	422	425
Other motor vehicles ^{6 7}	1,274	1,352	1,389	1,558	1,764	1,857	1,885	1,898	1,903	1,912	1,933
All motor vehicles	24,851	24,826	25,231	25,369	26,302	26,974	27,538	28,368	28,898	29,747	30,557

(b) Traffic by vehicle type⁸

100 million vehicle kilometres

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Pedal cycles	47	45	40	41	41	41	39	41	41	42	44
TWMVs	45	41	38	38	38	40	41	45	46	48	51
Cars and taxis	3,380	3,385	3,450	3,511	3,599	3,658	3,714	3,770	3,763	3,823	3,924
Buses or coaches	46	46	46	49	50	52	52	53	52	52	52
LGV	412	416	434	445	462	486	509	516	523	536	550
HGV	238	238	248	254	262	269	279	281	282	280	283
Of which:											
2 axles	114	113	108	107	109	110	112	116	117	115	116
3 axles rigid	14	13	14	16	16	16	19	17	17	18	18
4 or more axles rigid	14	15	15	15	15	15	16	15	14	14	15
articulated ⁹	96	97	111	116	122	128	132	134	134	134	135
All motor vehicles	4,121	4,122	4,216	4,297	4,411	4,503	4,596	4,665	4,665	4,739	4,860
All vehicles	4,168	4,167	4,256	4,339	4,452	4,544	4,636	4,706	4,707	4,782	4,904

(c) Traffic by road class⁸

100 million vehicle kilometres

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Motorways	615	682	707	739	783	821	863	877	882	907	924
A roads	1,974	1,907	1,959	2,004	2,052	2,083	2,113	2,130	2,120	2,154	2,189
Other roads ¹⁰	1,579	1,533	1,590	1,596	1,617	1,640	1,660	1,699	1,705	1,720	1,790
All roads	4,168	4,122	4,256	4,339	4,452	4,544	4,636	4,706	4,707	4,782	4,904

(d) Road length at 1 April by road class

Kilometres

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Motorways ¹¹	3,133	3,250	3,281	3,308	3,346	3,419	3,464	3,449	3,467	3,476	3,476
A roads	47,936	46,543	46,568	46,726	46,740	46,777	46,807	46,570	46,608	46,654	46,665
B roads	30,227	30,229	30,225	30,221	30,216	30,212	30,208	30,204	30,200	30,196	30,192
Other roads ¹²	281,013	305,276	305,941	306,608	307,276	307,946	308,617	309,290	309,965	310,641	311,319
All roads	362,310	385,297	386,015	386,862	387,579	388,354	389,095	389,513	390,239	390,968	391,653

1 Data up to 1992 was taken from the DVLA Annual Vehicle Census. Since 1993 data has been supplied by the Transport Statistics Vehicle Information Database.

2 For years up to 1991 retrospective counts within these new taxation classes have been estimated.

3 Public transport tax class revised from 1st July 1995. Includes only vehicles over 8 seats, previously included taxis.

4 Includes agricultural vans and lorries.

5 Excludes electric goods vehicles which are now exempt from licence duty.

6 Includes three wheelers, showmen's haulage, recovery vehicles, combine harvesters, mowing machines, digging machines, mobile cranes and works trucks.

7 Includes electric goods vehicles which are now exempt from licence duty.

8 From 1993 figures have been produced on a new, more accurate basis and are not directly comparable with earlier data. See "Notes" for more details.

9 No distinction is now made between 3 and 4 axle articulated HGVs.

10 B roads, C roads and unclassified surfaced roads.

11 Main line lengths, excluding associated slip roads.

12 C roads and unclassified surfaced roads.

2 Population, vehicle population, index of vehicle mileage, accidents and casualties: by road user type and severity: 1926 - 2002

Year	Population (millions)	Road motor vehicles with current licences		Index of vehicle traffic ¹ 1949=100		Casualties from road accidents						Injured ('000s)	All severities ('000s)
		All (m'lins)	TWMVs ('000s)	Motor traffic	All traffic	Accidents ('000s)	Killed				All		
							Pedestrians	Pedal ² cyclists	TWMV users ²	Others ³			
1926	44.0	1.7	..	..	..	124	..	..	..	..	4,886	134	139
1927	44.0	1.9	..	..	..	134	2,774	644	1,175	736	5,329	149	154
1928	44.3	2.0	..	..	..	148	3,255	691	1,395	797	6,138	165	171
1929	44.4	2.2	..	..	..	152	3,523	795	1,582	796	6,696	171	178
1930	44.6	2.3	712	..	..	157	3,722	887	1,832	864	7,305	178	185
1931	44.8	2.2	614	..	..	181	3,467	926	1,499	799	6,691	202	209
1932	45.1	2.2	585	..	..	184	3,385	1,046	1,558	678	6,667	206	213
1933	45.3	2.3	543	..	..	192	3,504	1,354	1,569	775	7,202	216	224
1934	45.4	2.4	526	..	..	205	3,529	1,536	1,430	848	7,343	232	239
1935	45.6	2.6	492	..	..	196	3,073	1,400	1,277	752	6,502	222	228
1936	45.8	2.8	482	..	..	199	3,068	1,498	1,187	808	6,561	228	234
1937	46.0	2.9	466	..	..	196	3,002	1,416	1,151	1,064	6,633	226	233
1938	46.2	3.1	444	..	..	196	3,046	1,401	1,145	1,056	6,648	227	233
1939	46.5	3.1	418	..	..	..	4,497	1,374	1,231	1,170	8,272	..	..
1940	46.9	2.3	278	..	..	..	4,724	1,363	1,270	1,252	8,609	..	..
1941	46.9	2.5	317	..	..	..	4,781	1,355	1,412	1,621	9,169	..	..
1942	47.1	1.8	306	..	..	..	3,650	1,134	895	1,247	6,926	141	148
1943	47.4	1.5	124	..	..	..	3,058	1,069	568	1,101	5,796	117	123
1944	47.7	1.6	124	..	..	..	3,314	1,185	574	1,343	6,416	124	131
1945	47.8	2.6	309	..	..	..	2,602	918	553	1,183	5,256	133	138
1946	47.9	3.1	449	..	..	..	2,489	833	772	968	5,062	157	163
1947	48.2	3.5	514	..	..	..	2,380	812	783	906	4,881	161	166
1948	48.7	3.7	543	..	..	..	2,377	827	585	724	4,513	149	153
1949	49.0	4.1	635	100	100	147	2,315	842	818	798	4,773	172	177
1950	49.2	4.4	729	114	104	167	2,251	805	1,129	827	5,012	196	201
1951	48.9	4.7	823	127	114	178	2,398	800	1,175	877	5,250	211	216
1952	49.1	5.0	922	131	119	172	2,063	743	1,142	758	4,706	203	208
1953	49.2	5.3	1,009	140	122	186	2,233	720	1,237	900	5,090	222	227
1954	49.4	5.8	1,108	150	126	196	2,226	696	1,148	940	5,010	233	238
1955	49.6	6.5	1,221	166	136	217	2,287	708	1,362	1,169	5,526	262	268
1956	49.8	7.0	1,290	174	139	216	2,270	650	1,250	1,197	5,367	263	268
1957	50.0	7.5	1,431	173	138	219	2,225	663	1,425	1,237	5,550	268	274
1958	50.3	8.0	1,475	200	153	237	2,408	668	1,421	1,473	5,970	294	300
1959	50.5	8.7	1,679	224	168	261	2,520	738	1,680	1,582	6,520	327	333
1960	51.0	9.4	1,796	242	177	272	2,708	679	1,743	1,840	6,970	341	348
1961	51.4	10.0	1,790	263	190	270	2,717	645	1,544	2,002	6,908	343	350
1962	51.9	10.6	1,779	276	196	264	2,681	583	1,323	2,122	6,709	335	342
1963	52.2	11.4	1,755	293	206	272	2,740	589	1,279	2,314	6,922	349	356
1964	52.5	12.4	1,741	328	229	292	2,986	583	1,445	2,806	7,820	378	385
1965	52.9	12.9	1,612	350	242	299	3,105	543	1,244	3,060	7,952	390	398
1966	53.2	13.3	1,406	372	255	292	3,153	514	1,134	3,184	7,985	384	392
1967	53.5	14.1	1,350	387	265	277	2,964	463	920	2,972	7,319	363	370
1968	53.7	14.4	1,228	404	275	264	2,762	391	877	2,780	6,810	342	349
1969	53.9	14.8	1,127	415	281	262	2,955	402	791	3,217	7,365	346	353
1970	54.1	15.0	1,048	431	292	267	2,925	373	761	3,440	7,499	356	363
1971	54.4	15.5	1,021	456	308	259	2,939	411	800	3,549	7,699	344	352
1972	54.6	16.1	982	479	323	265	3,083	367	729	3,584	7,763	352	360
1973	54.7	17.0	1,006	504	339	262	2,806	336	750	3,514	7,406	346	354
1974	54.7	17.3	1,042	494	333	244	2,642	282	797	3,162	6,883	318	325
1975	54.7	17.5	1,161	499	337	246	2,344	278	838	2,906	6,366	319	325
1976	54.7	17.8	1,220	524	354	259	2,335	300	990	2,945	6,570	333	340
1977	54.7	..	..	531	361	266	2,313	301	1,182	2,818	6,614	341	348
1978	54.7	17.8	1,194	552	373	265	2,427	316	1,163	2,925	6,831	343	350
1979	54.7	18.6	1,292	551	371	255	2,118	320	1,160	2,754	6,352	328	334
1980	54.8	19.2	1,372	584	394	252	1,941	302	1,163	2,604	6,010	323	329
1981	54.8	19.4	1,371	595	402	248	1,874	310	1,131	2,531	5,846	319	325
1982	54.8	19.8	1,370	611	414	256	1,869	294	1,090	2,681	5,934	328	334
1983	54.8	20.2	1,290	620	420	243	1,914	323	963	2,245	5,445	303	309
1984	55.0	20.8	1,225	652	441	253	1,868	345	967	2,419	5,599	319	324
1985	55.1	21.2	1,148	666	450	246	1,789	286	796	2,294	5,165	312	318
1986	55.3	21.7	1,065	700	472	248	1,841	271	762	2,508	5,382	316	321
1987	55.4	22.2	978	754	508	239	1,703	280	723	2,419	5,125	306	311
1988	55.6	23.3	912	809	544	247	1,753	227	670	2,402	5,052	317	322
1989	55.8	24.2	875	874	588	261	1,706	294	683	2,690	5,373	336	342
1990	56.0	24.7	833	884	594	258	1,694	256	659	2,608	5,217	336	341
1991	56.2	24.5	750	886	595	236	1,496	242	548	2,282	4,568	307	311
1992	56.4	24.9	688	883	592	233	1,347	204	469	2,209	4,229	307	311
1993	56.6	24.8	650	883	592	229	1,241	186	427	1,960	3,814	302	306
1994	56.8	25.2	630	908	608	234	1,124	172	444	1,910	3,650	312	315
1995	57.0	25.4	594	907	621	231	1,038	213	445	1,925	3,621	307	311
1996	57.1	26.3	609	925	619	236	997	203	440	1,958	3,598	317	321
1997	57.3	27.0	626	949	635	240	973	183	509	1,934	3,599	324	328
1998	57.5	27.5	678	969	648	239	906	158	498	1,859	3,421	322	325
1999	57.8	28.3	760	989	661	235	870	172	547	1,834	3,423	317	320
2000	<u>58.1</u>	28.9	825	1,004	671	234	857	127	605	1,820	3,409	317	320
2001 ⁴	57.1	29.7	882	1,020	682	229	826	138	583	1,903	3,450	310	313
2002	57.5	30.6	941	1,046	700	222	775	130	609	1,917	3,431	299	303

1 From 1993 figures have been produced on a new, more accurate basis and are not directly comparable with earlier data. See "Notes" for more details

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

3 Includes road user not reported.

4 Population figures for 2001 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: 1994 - 98 average, 1995 - 2002

	Number/rate per 100 million vehicle kilometres								
	1994-98 average	1995	1996	1997	1998	1999	2000	2001	2002
Urban roads: ¹									
A roads									
Fatal	652	663	693	716	601	587	611	628	636
Fatal and serious	10,203	11,012	10,612	10,439	9,827	9,123	9,255	8,879	8,543
All severities	70,446	70,124	70,513	71,752	70,779	69,062	70,094	68,163	65,098
<i>Rate</i>	87	88	87	88	86	84	86	83	79
Other roads ²									
Fatal	588	615	614	563	562	588	554	573	491
Fatal and serious	12,350	13,427	12,926	12,345	11,828	11,222	10,809	10,594	10,307
All severities	85,775	84,216	86,405	86,735	86,388	85,129	84,353	82,127	79,361
<i>Rate</i>	85	86	85	84	82	79	78	75	70
All urban roads: ³									
Fatal	1,240	1,278	1,307	1,279	1,163	1,175	1,165	1,201	1,127
Fatal and serious	22,552	24,439	23,538	22,784	21,655	20,345	20,064	19,473	18,850
All severities	156,221	154,340	156,918	158,487	157,167	154,191	154,447	150,290	144,459
<i>Rate</i>	86	86	85	86	84	81	81	78	74
Rural roads: ¹									
A roads									
Fatal	1,192	1,223	1,165	1,219	1,184	1,169	1,157	1,177	1,182
Fatal and serious	8,552	8,905	8,745	8,649	8,332	8,128	7,837	7,799	7,593
All severities	38,188	37,109	38,114	39,211	38,802	37,706	36,922	36,880	37,041
<i>Rate</i>	31	31	31	31	30	29	28	28	27
Other roads ²									
Fatal	623	628	646	635	626	578	602	585	636
Fatal and serious	6,853	7,209	7,143	6,919	6,548	6,444	6,303	6,070	5,982
All severities	32,763	31,293	32,988	33,460	33,569	32,504	31,709	31,511	30,767
<i>Rate</i>	55	54	55	55	55	52	51	51	47
All rural roads: ³									
Fatal	1,815	1,851	1,811	1,854	1,810	1,747	1,759	1,762	1,818
Fatal and serious	15,404	16,114	15,888	15,568	14,880	14,572	14,140	13,869	13,575
All severities	70,951	68,402	71,102	72,671	72,371	70,210	68,631	68,391	67,808
<i>Rate</i>	39	39	39	39	36	36	36	35	34
All roads: ⁴									
Motorways									
Fatal	160	154	153	159	157	176	161	180	175
Fatal and serious	1,165	1,153	1,100	1,204	1,148	1,218	1,190	1,235	1,162
All severities	8,367	7,392	7,787	8,678	8,861	9,118	9,394	9,128	8,942
<i>Rate</i>	11	10	10	11	10	10	11	10	10
A roads									
Fatal	1,851	1,887	1,860	1,939	1,788	1,782	1,782	1,826	1,821
Fatal and serious	18,816	19,959	19,402	19,128	18,201	17,388	17,204	16,761	16,168
All severities	108,935	107,428	108,803	111,165	109,807	107,474	107,544	105,548	102,378
<i>Rate</i>	53	54	53	53	52	50	51	49	47
Other roads ²									
Fatal	1,216	1,245	1,261	1,200	1,192	1,180	1,165	1,170	1,128
Fatal and serious	19,258	20,675	20,099	19,296	18,421	17,799	17,213	16,768	16,315
All severities	118,896	115,724	119,603	120,444	120,255	118,456	116,791	114,338	110,431
<i>Rate</i>	74	74	74	73	72	70	69	66	62
Total: ⁴									
Fatal	3,227	3,286	3,274	3,298	3,137	3,138	3,108	3,176	3,124
Fatal and serious	39,238	41,787	40,601	39,628	37,770	36,405	35,607	34,764	33,645
All severities	236,199	230,544	236,193	240,287	238,923	235,048	233,729	229,014	221,751
<i>Rate</i> ⁵	53	54	53	53	52	50	50	48	45

1 Excludes motorways.

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

3 Includes road class not reported.

4 Includes road class not reported.

5 This table has been revised to include accidents and accident rates using the urban/rural classification of roads. Traffic figures from 1993 have been revised. See "Notes" for more details.

4a Male casualties: by built-up, non built-up roads, road class and severity: 1994-98 avg¹, 1995 - 2002

	Number of casualties								
	1994-98 average	1995	1996	1997	1998	1999	2000	2001	2002
Built-up roads: ²									
A roads									
Killed	511	479	529	544	443	481	502	515	504
KSI ³	7,985	8,237	8,073	7,874	7,392	7,091	7,144	7,072	7,010
All severities	54,577	53,537	54,161	55,973	54,650	54,257	55,881	54,609	52,933
B roads									
Killed	139	137	148	108	143	135	153	140	139
KSI	2,392	2,526	2,396	2,300	2,182	2,049	2,244	2,072	2,132
All severities	15,251	14,963	15,349	15,515	15,288	15,100	15,906	15,536	14,995
Other roads									
Killed	367	375	398	360	350	379	357	386	354
KSI	8,110	8,308	8,318	7,728	7,475	7,266	7,034	7,228	7,053
All severities	54,300	53,161	55,247	54,837	55,135	54,911	54,653	54,237	52,660
All built-up roads ⁴									
Killed	1,018	991	1,075	1,012	936	995	1,012	1,041	997
KSI	18,487	19,071	18,787	17,902	17,049	16,406	16,422	16,372	16,195
All severities	124,128	121,661	124,757	126,325	125,073	124,268	126,440	124,382	120,588
Non-built-up roads: ²									
A roads									
Killed	992	1,004	969	1,023	958	943	972	993	975
KSI	7,275	7,416	7,231	7,226	6,921	6,805	6,760	6,562	6,411
All severities	31,393	30,545	31,280	32,223	31,960	31,065	30,613	30,538	29,961
B roads									
Killed	192	187	190	224	187	182	189	225	205
KSI	1,881	1,871	1,851	1,952	1,818	1,663	1,785	1,655	1,619
All severities	7,675	7,392	7,745	8,038	7,793	7,497	7,371	7,142	7,121
Other roads									
Killed	215	219	244	214	210	216	216	196	202
KSI	2,392	2,503	2,413	2,370	2,189	2,186	2,139	2,007	1,925
All severities	11,357	11,004	11,530	11,769	11,418	11,085	10,805	10,621	9,865
All non-built-up roads ⁴									
Killed	1,398	1,410	1,403	1,461	1,355	1,341	1,377	1,414	1,382
KSI	11,547	11,790	11,495	11,548	10,928	10,654	10,684	10,224	9,955
All severities	50,425	48,941	50,555	52,030	51,171	49,647	48,789	48,301	46,947
All speed limits: ⁵									
Motorways									
Killed	129	137	123	134	143	159	144	159	178
KSI	1,009	1,041	958	1,086	973	1,063	1,073	1,095	1,063
All severities	7,349	6,749	7,265	8,043	8,033	8,477	9,030	8,484	8,171
A roads									
Killed	1,503	1,485	1,498	1,567	1,401	1,424	1,474	1,508	1,479
KSI	15,260	15,655	15,304	15,100	14,313	13,896	13,904	13,634	13,421
All severities	85,971	84,085	85,441	88,196	86,610	85,322	86,494	85,147	82,894
B roads									
Killed	331	324	338	332	330	317	342	365	344
KSI	4,273	4,397	4,247	4,252	4,000	3,712	4,029	3,727	3,751
All severities	22,926	22,356	23,094	23,553	23,081	22,597	23,277	22,678	22,116
Other roads									
Killed	583	595	642	574	560	595	573	582	556
KSI	10,503	10,812	10,731	10,098	9,664	9,452	9,173	9,235	8,978
All severities	65,661	64,174	66,777	66,606	66,553	65,996	65,458	64,858	62,525
Total: ⁵									
Killed	2,547	2,541	2,601	2,607	2,434	2,495	2,533	2,614	2,557
KSI	31,045	31,905	31,240	30,536	28,950	28,123	28,179	27,691	27,213
All severities	181,906	177,364	182,577	186,398	184,277	182,392	184,259	181,167	175,706

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 Killed or Seriously injured.

4 Includes road class not reported.

5 Includes speed limit not reported.

4b Female casualties:by built-up, non built-up roads, road class and severity: 1994 - 98 avg¹, 1995 - 2002

	Number of casualties								
	1994-98 average	1995	1996	1997	1998	1999	2000	2001	2002
Built-up roads: ²									
A roads									
Killed	237	250	220	234	209	183	197	170	202
KSI ³	4,550	4,751	4,518	4,413	4,239	3,736	3,657	3,357	3,282
All severities	43,086	42,245	42,654	43,649	43,397	41,726	42,151	40,720	38,936
B roads									
Killed	72	85	70	62	63	60	63	55	47
KSI	1,376	1,456	1,413	1,370	1,181	1,188	1,021	996	982
All severities	12,419	12,224	12,427	12,612	12,582	12,182	12,290	11,951	11,438
Other roads									
Killed	173	171	169	162	184	159	142	140	122
KSI	4,473	4,658	4,586	4,297	4,134	3,860	3,548	3,395	3,222
All severities	40,645	38,948	40,941	41,694	41,883	41,449	40,671	38,711	37,762
All built-up roads ⁴									
Killed	483	506	459	458	456	402	402	365	371
KSI	10,399	10,865	10,517	10,080	9,554	8,784	8,226	7,748	7,486
All severities	96,150	93,417	96,022	97,955	97,862	95,357	95,112	91,382	88,136
Non-built-up roads: ²									
A roads									
Killed	365	384	360	332	364	362	315	322	322
KSI	3,723	3,834	3,820	3,512	3,451	3,271	2,960	2,990	2,674
All severities	23,475	22,702	23,502	23,936	23,740	23,231	22,156	22,216	21,079
B roads									
Killed	72	67	77	85	61	68	58	56	67
KSI	913	922	948	918	802	833	736	681	699
All severities	5,168	4,903	5,373	5,364	5,228	5,133	4,927	4,720	4,652
Other roads									
Killed	66	80	59	60	75	51	56	43	66
KSI	1,064	1,153	1,063	1,004	994	999	936	887	852
All severities	7,575	7,095	7,631	7,953	7,898	7,622	7,228	7,065	6,645
All non-built-up roads ⁴									
Killed	502	531	496	477	500	481	429	421	455
KSI	5,699	5,909	5,831	5,434	5,247	5,103	4,632	4,558	4,225
All severities	36,218	34,700	36,506	37,253	36,866	35,986	34,311	34,001	32,376
All speed limits: ⁵									
Motorways									
Killed	44	43	42	57	31	43	45	44	44
KSI	505	472	505	527	501	524	517	510	438
All severities	5,529	5,099	5,331	6,074	6,091	6,384	6,380	6,248	6,071
A roads									
Killed	602	634	580	566	573	545	512	492	524
KSI	8,272	8,585	8,338	7,925	7,690	7,007	6,617	6,347	5,956
All severities	66,562	64,947	66,156	67,585	67,137	64,957	64,307	62,936	60,015
B roads									
Killed	145	152	147	147	124	128	121	111	114
KSI	2,289	2,378	2,361	2,288	1,983	2,021	1,757	1,677	1,681
All severities	17,587	17,127	17,800	17,976	17,810	17,315	17,217	16,671	16,090
Other roads									
Killed	239	251	228	222	259	210	198	183	188
KSI	5,537	5,811	5,649	5,301	5,128	4,859	4,484	4,282	4,074
All severities	48,222	46,048	48,572	49,647	49,781	49,071	47,899	45,776	44,407
Total: ⁵									
Killed	1,030	1,080	997	992	987	926	876	830	870
KSI	16,603	17,246	16,853	16,041	15,302	14,411	13,375	12,816	12,149
All severities	137,900	133,221	137,859	141,282	140,819	137,727	135,803	131,631	126,583

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 Killed or Seriously injured.

4 Includes road class not reported.

5 Includes speed limit not reported.

4c All casualties: by built-up, non built-up roads, road class and severity: 1994-98 avg¹, 1995 - 2002

	Number of casualties								
	1994-98 average ¹	1995	1996	1997	1998	1999	2000	2001	2002
Built-up roads: ²									
A roads									
Killed	748	729	749	778	652	665	699	687	707
KSI ³	12,535	12,989	12,591	12,288	11,631	10,830	10,802	10,447	10,304
All severities	97,700	95,814	96,861	99,670	98,084	96,036	98,069	95,461	91,963
B roads									
Killed	211	222	218	170	206	195	216	196	186
KSI	3,769	3,982	3,809	3,671	3,363	3,237	3,267	3,071	3,117
All severities	27,679	27,197	27,787	28,137	27,881	27,297	28,213	27,523	26,465
Other roads									
Killed	541	546	567	522	534	538	499	526	476
KSI	12,584	12,966	12,904	12,027	11,610	11,128	10,588	10,638	10,285
All severities	94,984	92,140	96,233	96,573	97,060	96,426	95,449	93,129	90,507
All built-up roads ⁴									
Killed	1,501	1,497	1,534	1,470	1,392	1,398	1,414	1,409	1,369
KSI	28,888	29,937	29,304	27,986	26,604	25,195	24,657	24,156	23,706
All severities	220,363	215,151	220,881	224,380	223,025	219,759	221,731	216,113	208,935
Non-built-up roads: ²									
A roads									
Killed	1,357	1,388	1,329	1,355	1,322	1,306	1,287	1,318	1,298
KSI	10,999	11,252	11,054	10,739	10,373	10,081	9,720	9,563	9,093
All severities	54,882	53,264	54,800	56,174	55,710	54,331	52,791	52,832	51,097
B roads									
Killed	264	254	267	309	248	250	247	281	272
KSI	2,794	2,793	2,799	2,870	2,620	2,497	2,521	2,337	2,322
All severities	12,846	12,299	13,121	13,403	13,028	12,636	12,299	11,878	11,781
Other roads									
Killed	280	299	303	274	285	267	272	239	268
KSI	3,456	3,656	3,477	3,375	3,183	3,185	3,076	2,897	2,779
All severities	18,938	18,104	19,172	19,726	19,320	18,720	18,044	17,725	16,522
All non-built-up roads ⁴									
Killed	1,901	1,941	1,899	1,938	1,855	1,823	1,806	1,838	1,838
KSI	17,250	17,701	17,330	16,984	16,176	15,763	15,317	14,797	14,194
All severities	86,666	83,667	87,093	89,303	88,058	85,687	83,134	82,435	79,400
All speed limits: ⁵									
Motorways									
Killed	173	180	165	191	174	202	189	203	224
KSI	1,516	1,513	1,463	1,613	1,475	1,587	1,590	1,607	1,507
All severities	12,891	11,851	12,604	14,120	14,129	14,864	15,418	14,761	14,270
A roads									
Killed	2,106	2,119	2,078	2,133	1,974	1,971	1,986	2,005	2,005
KSI	23,535	24,243	23,645	23,027	22,004	20,911	20,522	20,010	19,397
All severities	152,584	149,081	151,661	155,844	153,794	150,367	150,860	148,293	143,060
B roads									
Killed	476	476	485	479	454	445	463	477	458
KSI	6,563	6,775	6,608	6,541	5,983	5,734	5,788	5,408	5,439
All severities	40,526	39,497	40,908	41,540	40,909	39,933	40,512	39,401	38,246
Other roads									
Killed	823	846	870	796	819	805	771	765	744
KSI	16,042	16,623	16,381	15,402	14,793	14,313	13,664	13,535	13,064
All severities	113,927	110,258	115,405	116,299	116,380	115,146	113,493	110,854	107,029
Total: ⁵									
Killed	3,578	3,621	3,598	3,599	3,421	3,423	3,409	3,450	3,431
KSI	47,656	49,154	48,097	46,583	44,255	42,545	41,564	40,560	39,407
All severities	319,928	310,687	320,578	327,803	325,212	320,310	320,283	313,309	302,605

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 Killed or Seriously injured.

4 Includes road class not reported.

5 Includes speed limit and sex not reported.

5a Male casualties: by road user type and severity: 1994 - 98 average, 1995 - 2002

	Number of casualties								
	1994-98 average ¹	1995	1996	1997	1998	1999	2000	2001	2002
Pedestrians:									
Killed	631	636	643	625	562	579	559	565	500
KSI ²	7,063	7,371	7,084	6,771	6,403	5,970	5,784	5,682	5,400
All severities	27,163	27,366	27,329	26,780	26,205	24,929	24,604	23,745	22,873
Pedal cyclists:									
Killed	154	183	165	151	125	148	104	120	109
KSI	3,019	3,219	3,072	2,872	2,667	2,583	2,250	2,182	2,009
All severities	19,437	19,888	19,645	19,623	18,216	18,235	16,318	15,342	13,750
Two-wheel motor vehicles									
Riders:									
Killed	422	402	403	467	453	502	557	537	557
KSI	5,590	5,651	5,348	5,597	5,657	6,074	6,496	6,474	6,618
All severities	20,341	19,690	19,561	20,925	21,106	22,598	24,388	24,773	24,401
Passengers:									
Killed	15	14	14	10	9	6	12	13	16
KSI	202	216	220	185	162	182	209	177	217
All severities	704	796	696	655	615	665	682	705	729
Car									
Drivers:									
Killed	873	837	897	912	863	831	863	909	907
KSI	9,518	9,514	9,772	9,665	8,894	8,441	8,572	8,356	8,222
All severities	71,669	68,151	72,440	74,895	74,760	73,247	75,045	74,457	72,969
Passengers:									
Killed	323	326	346	328	281	304	302	335	314
KSI	3,807	3,886	3,979	3,702	3,411	3,233	3,221	3,251	3,183
All severities	28,957	28,240	29,647	29,807	29,155	28,682	28,774	28,063	27,472
Bus or coach									
Drivers:									
Killed	1	1	1	2	1	0	1	4	2
KSI	66	76	57	72	63	59	48	51	48
All severities	743	661	756	781	836	832	962	908	804
Passengers:³									
Killed	7	11	6	6	8	5	9	5	10
KSI	194	228	190	159	178	141	143	147	150
All severities	2,500	2,378	2,464	2,435	2,587	2,642	2,524	2,635	2,375
Light goods vehicle									
Drivers:									
Killed	46	50	44	41	45	41	50	43	51
KSI	682	752	650	632	640	570	575	574	548
All severities	4,912	4,669	4,796	5,029	5,205	4,744	4,888	4,933	4,845
Passengers:									
Killed	13	15	11	13	18	19	10	16	13
KSI	200	215	196	186	191	178	153	159	150
All severities	1,374	1,433	1,272	1,349	1,368	1,322	1,252	1,433	1,273
Heavy goods vehicle									
Drivers:									
Killed	46	50	51	39	51	44	42	47	51
KSI	492	533	462	484	478	462	476	429	430
All severities	2,808	2,780	2,700	2,802	2,887	2,926	2,981	2,792	2,597
Passengers:									
Killed	5	6	7	4	8	4	9	6	10
KSI	67	77	73	67	65	59	76	59	67
All severities	380	394	416	356	384	394	444	426	379
All road users:⁴									
Killed	2,547	2,541	2,601	2,607	2,434	2,495	2,533	2,614	2,557
KSI	31,045	31,905	31,240	30,536	28,950	28,123	28,179	27,691	27,213
All severities	181,906	177,365	182,577	186,398	184,277	182,392	184,259	181,167	175,706

1 Figures exceeding 10 have been rounded to the nearest whole number.

2 Killed or Seriously injured.

3 Includes boarding and alighting.

4 Includes other road users and road user not reported.

5b Female casualties: by road user type and severity: 1994 - 98 average, 1995 - 2002

	Number of casualties								
	1994-98 average ¹	1995	1996	1997	1998	1999	2000	2001	2002
Pedestrians:									
Killed	376	402	354	348	344	290	298	261	275
KSI ²	4,605	4,925	4,528	4,254	4,078	3,853	3,714	3,368	3,224
All severities	19,348	19,687	19,090	18,783	18,646	17,914	17,378	16,739	15,847
Pedal cyclists:									
Killed	32	30	38	32	33	24	23	18	21
KSI	713	748	717	720	645	593	518	495	439
All severities	4,930	5,048	4,913	4,996	4,682	4,577	4,275	3,740	3,345
Two-wheel motor vehicles									
Riders:									
Killed	12	14	11	10	13	23	16	17	21
KSI	398	437	369	361	348	368	388	405	403
All severities	1,906	1,952	1,822	1,768	1,876	1,910	2,117	2,333	2,205
Passengers:									
Killed	18	15	12	22	23	16	20	15	13
KSI	285	311	271	302	275	283	280	243	252
All severities	1,067	1,082	1,051	1,140	1,011	1,010	1,016	965	993
Car									
Drivers:									
Killed	255	249	249	259	271	251	224	253	238
KSI	5,114	5,042	5,241	5,213	4,945	4,549	4,122	4,189	3,796
All severities	56,267	52,445	56,449	59,214	60,008	58,776	58,853	57,729	55,977
Passengers:									
Killed	312	337	314	296	281	301	276	247	286
KSI	4,812	5,018	5,053	4,608	4,423	4,140	3,797	3,598	3,504
All severities	46,347	45,142	46,728	47,486	46,503	44,956	44,027	42,232	40,835
Bus or coach									
Drivers:									
Killed	0	0	0	0	0	0	0	0	0
KSI	5	9	5	3	6	8	3	13	5
All severities	61	73	51	52	71	76	62	84	67
Passengers:³									
Killed	11	23	4	6	9	5	5	5	7
KSI	449	523	443	367	384	401	384	351	346
All severities	6,278	6,160	6,066	6,156	6,343	6,672	6,509	6,244	5,730
Light goods vehicle									
Drivers:									
Killed	2	2	1	4	1	1	5	3	3
KSI	54	61	51	45	59	35	34	33	31
All severities	466	418	471	486	471	437	354	400	356
Passengers:									
Killed	4	2	5	6	3	4	1	2	3
KSI	79	78	92	64	59	83	51	45	51
All severities	671	679	675	611	625	618	510	531	523
Heavy goods vehicle									
Drivers:									
Killed	0	0	1	0	1	1	0	0	0
KSI	5	6	4	7	4	7	5	3	8
All severities	46	45	39	52	56	54	55	53	58
Passengers:									
Killed	1	1	4	2	0	3	4	1	2
KSI	15	19	15	15	13	12	14	7	18
All severities	103	111	89	92	116	110	115	110	141
All road users:⁴									
Killed	1,030	1,080	997	992	987	926	876	830	870
KSI	16,603	17,246	16,853	16,041	15,302	14,411	13,375	12,816	12,149
All severities	137,900	133,221	137,859	141,282	140,819	137,727	135,803	131,631	126,583

1 Figures exceeding 10 have been rounded to the nearest whole number.

2 Killed or Seriously injured.

3 Includes boarding and alighting.

4 Includes other road users and road user not reported.

5c All casualties: by road user type and severity: 1994 - 98 average, 1995 - 2002

	Number of casualties								
	1994-98 average ¹	1995	1996	1997	1998	1999	2000	2001	2002
Pedestrians:									
Killed	1,008	1,038	997	973	906	870	857	826	775
KSI ²	11,669	12,297	11,612	11,026	10,481	9,825	9,498	9,064	8,631
All severities	46,543	47,083	46,450	45,601	44,886	42,888	42,033	40,577	38,784
Pedal cyclists:									
Killed	186	213	203	183	158	172	127	138	130
KSI	3,732	3,967	3,789	3,592	3,312	3,367	2,770	2,678	2,450
All severities	24,385	24,945	24,584	24,636	22,923	22,840	20,612	19,114	17,107
Two-wheel motor vehicles									
Riders:									
Killed	434	416	414	477	466	525	573	554	580
KSI	5,988	6,088	5,717	5,959	6,005	6,443	6,885	6,883	7,030
All severities	22,251	21,646	21,386	22,697	22,984	24,516	26,513	27,135	26,628
Passengers:									
Killed	33	29	26	32	32	22	32	29	29
KSI	487	527	491	487	437	465	489	422	470
All severities	1,772	1,878	1,747	1,795	1,626	1,676	1,699	1,675	1,725
Car									
Drivers:									
Killed	1,128	1,086	1,146	1,171	1,134	1,082	1,087	1,164	1,146
KSI	14,634	14,557	15,015	14,881	13,841	12,995	12,695	12,555	12,030
All severities	127,958	120,623	128,922	134,125	134,789	132,067	133,928	132,318	129,024
Passengers:									
Killed	634	663	660	624	562	605	578	585	601
KSI	8,619	8,904	9,033	8,310	7,835	7,373	7,024	6,869	6,698
All severities	75,329	73,404	76,414	77,323	75,685	73,668	72,871	70,484	68,401
Bus or coach									
Drivers:									
Killed	1	1	1	2	1	0	1	4	2
KSI	71	85	62	75	69	67	51	64	53
All severities	804	734	807	833	907	908	1,024	992	873
Passengers:³									
Killed	19	34	10	12	17	11	14	10	17
KSI	645	751	633	526	562	544	527	498	498
All severities	8,794	8,544	8,538	8,606	8,932	9,344	9,064	8,892	8,132
Light goods vehicle									
Drivers:									
Killed	48	52	45	45	46	42	55	46	54
KSI	735	813	701	677	699	606	609	607	579
All severities	5,378	5,088	5,268	5,515	5,676	5,182	5,245	5,336	5,206
Passengers:									
Killed	17	17	16	19	21	23	11	18	16
KSI	279	293	288	251	250	261	204	204	201
All severities	2,046	2,112	1,947	1,961	1,996	1,942	1,762	1,968	1,801
Heavy goods vehicle									
Drivers:									
Killed	46	50	52	39	52	45	42	47	51
KSI	497	539	467	491	482	469	481	434	438
All severities	2,855	2,825	2,740	2,854	2,944	2,980	3,038	2,850	2,657
Passengers:									
Killed	7	7	11	6	8	7	13	7	12
KSI	82	96	88	82	78	71	90	66	86
All severities	483	506	505	448	500	504	559	538	521
All road users:⁴									
Killed	3,578	3,621	3,598	3,599	3,421	3,423	3,409	3,450	3,431
KSI	47,656	49,154	48,097	46,583	44,255	42,545	41,564	40,560	39,407
All severities	319,928	310,687	320,578	327,803	325,212	320,310	320,283	313,309	302,605

1 Figures exceeding 10 have been rounded to the nearest whole number.

2 Killed or Seriously injured.

3 Includes boarding and alighting.

4 Includes other road users, sex and road user not reported.

6a Male casualties: killed or seriously injured: by road user type and age¹: 1994 - 98 average², 1995 - 2002

		Number of casualties									
		1994-98 average ²	1995	1996	1997	1998	1999	2000	2001	2002	
Pedestrians:	0 to 4	374	435	354	337	336	309	254	219	214	
	5 to 7	571	566	603	516	505	471	404	383	321	
	8 to 11	875	901	850	881	794	731	694	722	597	
	12 to 15	825	863	833	848	748	690	704	720	710	
	16 to 19	513	494	557	527	474	471	424	476	443	
	20 to 24	523	563	514	506	442	413	441	446	468	
	25 to 59	2,116	2,214	2,113	2,018	1,958	1,873	1,848	1,716	1,790	
	60 to 64	207	217	209	191	184	166	177	187	127	
	65 to 69	188	208	204	164	152	143	128	150	115	
	70 to 74	228	228	212	213	201	151	162	158	140	
	75 to 79	207	194	210	194	214	194	182	170	157	
	80 and over	328	367	308	283	299	266	261	234	219	
	All age groups ³	7,063	7,371	7,084	6,771	6,403	5,970	5,784	5,682	5,400	
Pedal cyclists:	0 to 4	17	17	20	15	16	18	8	7	6	
	5 to 7	123	137	116	115	101	114	68	55	55	
	8 to 11	304	358	339	283	223	233	196	171	157	
	12 to 15	489	526	552	415	414	405	361	338	289	
	16 to 19	304	321	302	290	269	236	165	199	156	
	20 to 24	263	315	250	219	207	193	165	155	138	
	25 to 59	1,245	1,266	1,226	1,259	1,196	1,143	1,077	1,033	995	
	60 and over	240	248	239	254	201	201	165	192	169	
		All age groups ³	3,019	3,219	3,072	2,872	2,667	2,583	2,250	2,182	2,009
	Moped riders:	Under 16	13	14	14	11	10	14	16	18	20
16		100	116	94	97	88	144	183	215	253	
17		39	37	37	35	40	53	80	85	117	
18		13	14	11	10	23	27	28	32	34	
19		7	12	2	4	11	14	26	24	27	
20 to 24		33	36	38	26	29	50	40	44	64	
25 to 59		110	126	101	95	88	84	118	138	126	
60 and over		37	49	38	35	20	24	18	13	14	
		All age groups ³	355	409	339	314	311	415	519	575	660
Motor cycle riders ⁴ :		Under 16	39	46	48	36	26	39	50	51	50
	16	77	70	88	77	81	50	56	62	54	
	17	215	197	215	208	208	192	208	223	203	
	18	175	189	153	176	149	169	206	220	202	
	19	150	175	142	125	106	138	170	156	169	
	20 to 24	857	989	814	745	670	663	679	672	752	
	25 to 59	3,526	3,363	3,373	3,717	3,917	4,203	4,372	4,278	4,309	
	60 and over	120	124	120	128	110	122	140	120	126	
		All age groups ³	5,234	5,242	5,009	5,283	5,346	5,659	5,977	5,899	5,958
	Car drivers:	Under 17	58	59	72	54	51	42	60	63	66
17		281	285	315	294	237	190	234	200	204	
18		453	466	457	445	450	388	373	361	372	
19		393	392	443	376	373	401	390	340	355	
20 to 24		1,640	1,694	1,721	1,621	1,391	1,311	1,353	1,405	1,402	
25 to 29		1,332	1,368	1,327	1,377	1,237	1,128	1,043	1,009	1,005	
30 to 39		1,852	1,790	1,946	1,921	1,800	1,690	1,804	1,771	1,663	
40 to 59		2,082	2,050	2,070	2,117	2,016	1,948	1,977	1,891	1,942	
60 to 69		613	604	617	621	557	557	569	533	468	
70 to 79		479	480	459	485	471	471	435	453	398	
80 and over		229	223	225	247	223	187	207	217	235	
		All age groups ³	9,518	9,514	9,772	9,665	8,894	8,441	8,572	8,356	8,222
Car passengers:		Under 17	793	805	775	835	691	610	568	606	600
	17	296	246	323	305	295	233	226	244	217	
	18	295	305	307	255	312	257	267	253	257	
	19	242	240	265	216	228	244	234	215	210	
	20 to 24	755	825	791	684	661	583	645	673	721	
	25 to 29	391	426	402	388	313	324	315	334	314	
	30 to 39	403	424	432	413	351	374	361	373	333	
	40 to 59	333	315	395	307	283	309	306	270	275	
	60 to 69	103	104	83	98	101	79	84	71	73	
	70 to 79	79	94	81	70	64	80	71	62	63	
	80 and over	44	39	34	50	49	48	50	46	32	
		All age groups ³	3,807	3,886	3,979	3,702	3,411	3,233	3,221	3,251	3,183

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 age not reported.

4 Includes scooter rider.

6b Female casualties: killed or seriously injured: by road user type and age¹: 1994 - 98 average², 1995 - 2002

		Number of casualties									
		1994-98 average ²	1995	1996	1997	1998	1999	2000	2001	2002	
Pedestrians:	0 to 4	197	220	173	198	167	146	128	97	107	
	5 to 7	260	291	250	218	220	206	184	161	145	
	8 to 11	475	488	482	441	439	434	380	350	290	
	12 to 15	590	636	587	515	528	470	478	490	443	
	16 to 19	300	314	327	291	278	240	232	229	224	
	20 to 24	244	260	239	224	238	201	225	189	207	
	25 to 59	1,020	1,057	988	971	921	943	914	829	809	
	60 to 64	164	188	159	147	132	122	130	95	130	
	65 to 69	191	205	205	179	167	142	138	133	112	
	70 to 74	263	282	234	235	217	216	206	149	139	
	75 to 79	310	339	315	296	273	258	232	204	195	
	80 and over	528	586	506	485	442	421	412	379	366	
	All age groups ³	4,605	4,925	4,528	4,254	4,078	3,853	3,714	3,368	3,224	
Pedal cyclists:	0 to 4	1	2	1	0	2	3	1	1	2	
	5 to 7	23	26	32	21	19	23	13	11	10	
	8 to 11	74	74	84	71	58	69	58	41	36	
	12 to 15	98	109	87	96	82	85	53	50	37	
	16 to 19	58	54	63	62	55	45	39	30	22	
	20 to 24	75	84	71	69	72	51	38	43	32	
	25 to 59	299	312	298	303	288	246	260	246	238	
	60 and over	72	73	68	86	57	57	45	53	51	
		All age groups ³	713	748	717	720	645	593	518	495	439
	Moped riders:	Under 16	1	0	1	1	0	1	1	0	3
16		9	12	7	10	7	9	17	16	21	
17		7	7	6	8	7	4	8	14	11	
18		4	4	3	3	5	7	3	8	6	
19		3	8	0	2	1	2	6	7	3	
20 to 24		12	7	8	9	13	12	16	7	19	
25 to 59		65	84	59	56	42	44	53	59	46	
60 and over		20	29	19	15	15	9	9	8	14	
		All age groups ³	122	151	103	105	92	91	116	119	124
Motor cycle riders ⁴ :	Under 16	2	0	1	2	3	0	2	0	3	
	16	4	5	6	3	2	1	1	4	5	
	17	9	9	12	2	13	7	8	9	10	
	18	8	16	12	3	3	11	13	12	8	
	19	11	10	8	13	15	10	14	3	6	
	20 to 24	62	75	51	45	44	34	38	37	36	
	25 to 59	170	167	167	178	166	205	189	210	205	
	60 and over	7	3	5	7	6	8	5	5	4	
		All age groups ³	276	286	266	256	256	277	272	286	279
	Car drivers:	Under 17	3	2	3	2	4	7	4	6	4
17		85	99	78	100	71	46	40	51	39	
18		174	161	178	186	157	158	113	114	96	
19		161	158	177	155	165	165	125	131	116	
20 to 24		782	827	809	711	695	554	527	531	557	
25 to 29		730	699	771	789	651	545	515	472	431	
30 to 39		1,140	1,127	1,161	1,165	1,173	1,067	955	1,000	824	
40 to 59		1,356	1,316	1,371	1,433	1,308	1,356	1,224	1,255	1,106	
60 to 69		299	296	306	301	313	275	264	262	254	
70 to 79		227	220	218	220	229	216	214	213	220	
80 and over		96	71	103	94	121	99	94	102	96	
		All age groups ³	5,114	5,042	5,241	5,213	4,945	4,549	4,122	4,189	3,796
Car passengers:		Under 17	840	832	923	767	824	696	673	598	617
	17	215	229	231	202	219	184	140	165	168	
	18	204	198	227	199	207	180	145	170	147	
	19	140	148	134	124	147	130	132	108	140	
	20 to 24	534	594	551	477	434	382	394	411	429	
	25 to 29	396	441	418	386	334	318	264	242	244	
	30 to 39	510	511	548	548	416	437	411	381	320	
	40 to 59	812	842	844	756	780	724	636	585	598	
	60 to 69	454	497	457	453	401	382	359	318	264	
	70 to 79	403	423	429	378	386	394	364	346	311	
	80 and over	209	210	192	212	194	199	194	167	180	
		All age groups ³	4,812	5,018	5,053	4,608	4,423	4,140	3,797	3,598	3,504

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 age not reported.

4 Includes scooter riders.

6c All casualties: killed or seriously injured: by road user type and age¹ 1994 - 98 average², 1995 - 2002

		Number of casualties								
		1994-98 average ²	1995	1996	1997	1998	1999	2000	2001	2002
Pedestrians:	0 to 4	571	655	527	535	503	455	382	316	321
	5 to 7	831	857	853	734	725	677	588	545	466
	8 to 11	1,350	1,389	1,332	1,322	1,233	1,165	1,074	1,073	888
	12 to 15	1,415	1,499	1,420	1,363	1,276	1,160	1,182	1,210	1,153
	16 to 19	813	808	884	818	752	711	656	705	668
	20 to 24	767	823	753	731	680	614	666	635	675
	25 to 59	3,136	3,271	3,101	2,989	2,879	2,817	2,762	2,546	2,600
	60 to 64	370	405	368	338	316	288	307	282	257
	65 to 69	379	413	409	343	319	285	266	283	227
	70 to 74	490	510	446	448	418	367	368	307	279
	75 to 79	517	533	525	490	487	452	414	374	352
	80 and over	856	953	814	768	741	687	673	613	586
	All age groups ³	11,669	12,297	11,612	11,026	10,481	9,825	9,498	9,064	8,631
Pedal cyclists:	0 to 4	19	19	21	15	18	21	9	8	8
	5 to 7	146	163	148	136	120	137	81	66	66
	8 to 11	377	432	423	354	281	302	254	212	193
	12 to 15	587	635	639	511	496	490	414	388	327
	16 to 19	362	375	365	352	324	281	204	229	178
	20 to 24	338	399	321	288	279	244	203	198	170
	25 to 59	1,545	1,578	1,524	1,562	1,484	1,389	1,337	1,279	1,233
	60 and over	313	321	307	340	258	258	210	245	220
	All age groups ³	3,732	3,967	3,789	3,592	3,312	3,176	2,770	2,678	2,450
	Moped riders:	Under 16	14	14	15	12	10	15	17	18	23
16		109	128	101	107	95	153	200	232	274
17		46	44	43	43	47	57	88	99	128
18		17	18	14	13	28	34	31	40	40
19		10	20	2	6	12	16	32	31	30
20 to 24		46	43	46	35	42	62	56	51	83
25 to 59		174	210	160	151	130	128	171	197	172
60 and over		57	78	57	50	35	33	27	21	28
All age groups ³		477	560	442	419	403	506	635	695	784
Motor cycle riders ⁴ :	Under 16	41	46	49	38	29	39	52	51	53
	16	81	75	94	80	83	51	57	66	59
	17	224	206	227	210	221	199	216	232	213
	18	183	205	165	179	152	180	219	232	211
	19	161	185	150	138	121	148	184	159	175
	20 to 24	918	1,064	865	790	714	697	717	709	792
	25 to 59	3,697	3,530	3,540	3,896	4,083	4,409	4,561	4,488	4,516
	60 and over	127	127	125	135	116	130	145	125	130
	All age groups ³	5,511	5,528	5,275	5,540	5,602	5,937	6,250	6,188	6,246
Car drivers:	Under 17	61	61	75	56	55	49	64	69	70
	17	365	384	393	394	308	236	274	251	243
	18	627	627	635	631	607	546	486	475	468
	19	554	550	620	531	538	566	515	471	471
	20 to 24	2,421	2,521	2,530	2,332	2,086	1,865	1,880	1,938	1,962
	25 to 29	2,062	2,067	2,098	2,166	1,888	1,673	1,558	1,481	1,437
	30 to 39	2,993	2,917	3,107	3,086	2,973	2,758	2,759	2,771	2,488
	40 to 59	3,438	3,366	3,441	3,551	3,324	3,304	3,201	3,147	3,050
	60 to 69	912	900	923	922	870	832	833	795	722
	70 to 79	706	700	677	705	700	687	649	666	618
	80 and over	325	295	328	341	344	286	301	319	331
	All age groups ³	14,634	14,557	15,015	14,881	13,841	12,995	12,695	12,555	12,030
Car passengers:	Under 17	1,633	1,637	1,698	1,602	1,515	1,306	1,241	1,204	1,217
	17	511	475	554	507	514	417	366	409	385
	18	498	503	534	454	519	437	412	423	404
	19	382	388	399	340	375	374	366	324	351
	20 to 24	1,288	1,419	1,342	1,161	1,095	965	1,039	1,087	1,150
	25 to 29	788	867	820	774	647	642	579	576	559
	30 to 39	913	935	980	961	767	811	772	755	653
	40 to 59	1,145	1,157	1,239	1,063	1,063	1,033	942	855	874
	60 to 69	556	601	540	551	502	461	443	389	337
	70 to 79	482	517	510	448	450	474	435	409	374
	80 and over	252	249	227	262	243	247	244	213	212
	All age groups ³	8,619	8,904	9,033	8,310	7,835	7,373	7,024	6,869	6,698

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 age and sex not reported.

4 Includes scooter riders.

7 Casualties: by time of accident and severity: 1992 - 2002

	Number of casualties										
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
04.00 to 17.59:											
Killed	2,481	2,241	2,124	2,146	2,005	2,081	2,015	2,036	2,017	1,989	1,952
KSI ¹	33,928	31,423	32,198	31,292	30,202	29,782	28,425	27,415	26,601	25,500	24,550
All severities	211,941	212,280	219,176	214,664	220,055	228,552	228,480	225,488	224,565	218,605	209,194
18.00 to 21.59:											
Killed	882	841	767	778	824	767	765	712	720	757	774
KSI	11,455	10,512	10,727	10,698	10,642	10,127	9,616	9,251	8,928	8,860	8,517
All severities	62,820	61,030	62,696	62,672	65,514	66,235	64,628	63,353	63,152	62,164	60,372
22.00 to 03.59:											
Killed	866	732	759	697	769	751	641	675	672	704	705
KSI	8,102	6,899	7,265	7,164	7,253	6,674	6,214	5,879	6,035	6,200	6,340
All severities	35,992	32,825	33,487	33,351	35,009	33,016	32,104	31,469	32,566	32,540	33,039
Total: ²											
Killed	4,229	3,814	3,650	3,621	3,598	3,599	3,421	3,423	3,409	3,450	3,431
KSI	53,485	48,834	50,190	49,154	48,097	46,583	44,255	42,545	41,564	40,560	39,407
All severities	310,753	306,135	315,359	310,687	320,578	327,803	325,212	320,310	320,283	313,309	302,605

1 Killed or Seriously injured.

2 Includes time not reported.

8 Casualty rates: by road user type and severity: 1992 - 2002

Rate per 100 million vehicle kilometres¹/percentage

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Pedal cyclists:											
Killed	4.3	4.6	4.3	5.2	4.9	4.5	4.0	4.2	3.1	3.3	3.0
KSI ²	84	94	99	95	92	87	83	77	66	63	56
All severities	522	596	613	597	597	599	574	555	491	447	389
Two-wheel motor vehicle riders:											
Killed	9.7	10	11	11	11	12	11	12	13	11	11
KSI	150	167	163	162	152	150	145	143	150	143	138
All severities	551	610	596	576	567	571	556	545	579	563	524
Car drivers:											
Killed	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
KSI	4.6	4.2	4.3	4.1	4.2	4.1	3.7	3.4	3.4	3.3	3.1
All severities	34	34	35	34	36	37	36	35	36	35	33
Bus or coach drivers:											
Killed	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
KSI	1.3	1.3	1.4	1.7	1.2	1.5	1.3	1.3	1.0	1.2	1.0
All severities	15	14	16	15	16	16	17	17	20	19	17
Light goods vehicle drivers:											
Killed	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
KSI	2.3	1.8	1.8	1.8	1.5	1.4	1.4	1.2	1.2	1.1	1.1
All severities	15	12	12	11	11	11	11	10	10	10	9
Heavy goods vehicle drivers:											
Killed	0.2	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.1	0.2	0.2
KSI	2.0	2.2	2.0	2.1	1.8	1.8	1.7	1.7	1.7	1.5	1.5
All severities	10	12	12	11	10	11	11	11	11	10	9
All drivers and riders:³											
Killed	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
KSI	6.7	6.2	6.3	6.1	5.8	5.7	5.3	5.1	5.0	4.9	4.6
All severities	42	41	42	41	42	42	41	40	41	40	37
Percentage of all road user casualties accounted for by drivers and riders:											
Killed	48	47	49	50	52	54	55	55	56	57	58
KSI	52	53	53	53	54	55	55	56	57	58	58
All severities	55	56	57	57	57	58	59	59	60	60	60

¹ From 1993 figures have been produced on a new, more accurate basis and are not directly comparable with earlier data. See "Notes" for more details

² Killed or Seriously injured.

³ Includes driver and riders of other vehicles.

9 Vehicles involved and involvement rates: by vehicle type and severity of accident: 1992 - 2002

	Number of vehicles/rate per 100 million vehicle kilometres ¹										
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Pedal cycles:											
Fatal	217	198	188	229	214	199	167	187	141	145	141
Rate	4.6	4.4	4.7	5.5	5.3	4.9	4.2	4.6	3.4	3.4	3.2
Fatal or serious	4,210	4,020	4,246	4,180	3,984	3,795	3,485	3,351	2,937	2,823	2,583
Rate	90	89	106	101	98	93	88	82	71	67	59
All severities	25,299	24,612	25,415	25,497	25,102	25,200	23,423	23,482	21,055	19,497	17,532
Rate	538	547	634	617	617	619	593	577	507	462	398
TWMVs:											
Fatal	536	489	501	510	505	570	570	617	695	673	694
Rate	12	12	13	14	13	14	14	14	15	14	14
Fatal or serious	7,820	7,313	7,077	6,962	6,511	6,833	6,864	7,291	7,814	7,767	7,920
Rate	174	178	187	185	173	172	166	162	171	161	156
All severities	27,660	25,836	25,127	24,219	23,798	25,211	25,514	27,122	29,236	30,084	29,503
Rate	615	630	664	644	631	635	617	603	639	624	580
Cars:											
Fatal	4,573	3,990	3,900	3,706	3,771	3,979	3,714	3,634	3,516	3,654	3,728
Rate	1.4	1.2	1.1	1.1	1.0	1.1	1.0	1.0	0.9	1.0	1.0
Fatal or serious	53,462	48,869	50,345	49,364	48,977	48,141	45,341	43,062	41,587	40,745	39,563
Rate	16	15	15	14	14	13	12	11	11	11	10
All severities	313,382	312,790	322,946	318,083	331,091	338,924	337,794	329,866	329,846	321,900	314,568
Rate	93	93	94	91	92	93	91	87	88	84	80
Buses or coaches:											
Fatal	162	140	137	134	139	129	136	139	136	164	125
Rate	3.5	3.0	3.0	2.7	2.8	2.5	2.6	2.6	2.6	3.2	2.4
Fatal or serious	1,669	1,513	1,633	1,623	1,626	1,516	1,487	1,483	1,449	1,433	1,392
Rate	36	33	35	33	32	29	28	28	28	28	27
All severities	11,264	10,947	11,413	10,994	11,196	11,241	11,762	11,888	11,733	11,521	10,781
Rate	245	238	246	224	223	218	224	224	227	223	207
Light goods vehicles:											
Fatal	424	341	326	323	299	309	290	262	279	302	296
Rate	1.2	0.9	0.8	0.7	0.6	0.6	0.6	0.5	0.5	0.6	0.5
Fatal or serious	3,948	3,397	3,513	3,372	3,260	3,167	3,113	2,676	2,620	2,660	2,554
Rate	11	9	8.1	7.6	7.1	6.5	6.1	5.2	5.0	5.0	4.6
All severities	20,490	19,069	19,495	18,674	19,186	20,070	20,083	18,052	17,671	18,314	17,755
Rate	56	52	45	42	41	41	39	35	34	34	32
Heavy goods vehicles:											
Fatal	846	681	633	614	592	572	595	617	565	588	570
Rate	3.0	2.4	2.6	2.4	2.3	2.1	2.1	2.2	2.0	2.1	2.0
Fatal or serious	3,922	3,506	3,557	3,327	3,137	3,187	3,077	3,085	3,033	2,910	2,692
Rate	14	12	14	13	12	12	11	11	11	10	10
All severities	14,500	14,417	14,572	13,771	13,582	14,385	14,526	15,191	15,194	14,813	13,480
Rate	51	51	59	54	52	54	52	54	54	53	48
All motor vehicles: ²											
Fatal	6,637	5,729	5,575	5,369	5,382	5,622	5,386	5,352	5,282	5,455	5,500
Rate	1.6	1.4	1.3	1.2	1.2	1.2	1.2	1.1	1.1	1.2	1.1
Fatal or serious	71,574	65,372	66,819	65,354	64,153	63,506	60,545	58,344	57,277	56,104	54,835
Rate	17	16	16	15	15	14	13	13	12	12	11
All severities	390,736	386,458	396,750	388,836	402,001	413,197	413,172	406,401	408,231	399,883	390,273
Rate	95	94	94	90	91	92	90	87	88	84	80
All vehicles: ³											
Fatal	6,864	5,935	5,774	5,602	5,601	5,836	5,564	5,547	5,433	5,614	5,647
Rate	1.7	1.4	1.4	1.3	1.3	1.3	1.2	1.2	1.2	1.2	1.2
Fatal or serious	75,925	69,520	71,166	69,632	68,234	67,411	64,125	61,814	60,336	59,055	57,509
Rate	18	17	17	16	15	15	14	13	13	12	12
All severities	416,725	411,729	422,621	414,807	427,521	438,877	437,105	430,492	429,943	420,073	408,325
Rate	100	99	99	96	96	97	94	91	91	88	83

1 From 1993 figures have been produced on a new, more accurate basis and are not directly comparable with earlier data. See "Notes" for more details

2 Includes other motor vehicles.

3 Includes other non motor vehicles and vehicle type not reported.

10 Breath tests and breath test failures: by drivers and riders involved in accidents: 1992 - 2002

	Number/percentage										
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Car drivers involved:	313,382	312,790	322,946	318,083	331,091	338,924	337,794	329,866	329,846	321,900	314,568
Breath tested:											
Number	90,295	88,282	91,927	99,631	133,347	157,373	173,610	175,916	172,840	163,540	159,782
Percentage of drivers involved	29	28	28	31	40	46	51	53	52	51	51
Failed breath test: ¹											
Number	6,893	6,171	6,366	6,639	7,303	7,087	6,690	6,669	7,124	7,264	7,285
Percentage of drivers tested	7.6	7.0	6.9	6.7	5.5	4.5	3.9	3.8	4.1	4.4	4.6
Percentage of drivers involved	2.2	2.0	2.0	2.1	2.2	2.1	2.0	2.0	2.2	2.3	2.3
TWMV riders involved:	27,660	25,836	25,127	24,219	23,798	25,211	25,514	27,122	29,236	30,084	29,503
Breath tested:											
Number	5,779	5,422	5,159	5,720	7,906	9,926	11,416	12,970	13,945	13,725	12,992
Percentage of riders involved	21	21	21	24	33	39	45	48	48	46	44
Failed breath test: ¹											
Number	555	451	450	438	408	428	426	443	442	446	441
Percentage of riders tested	9.6	8.3	8.7	7.7	5.2	4.3	3.7	3.4	3.2	3.2	3.4
Percentage of drivers/riders involved	2.0	1.7	1.8	1.8	1.7	1.7	1.7	1.6	1.5	1.5	1.5
Other drivers involved:	49,694	47,832	48,677	46,534	47,112	49,062	49,864	49,413	49,149	47,899	46,202
Breath tested:											
Number	12,819	12,267	12,567	13,526	17,936	21,687	24,697	25,864	25,915	24,457	23,458
Percentage of drivers involved	26	26	26	29	38	44	50	52	53	51	51
Failed breath test: ¹											
Number	526	402	412	414	382	445	398	411	401	386	378
Percentage of drivers tested	4.1	3.3	3.3	3.1	2.1	2.1	1.6	1.6	1.5	1.6	1.6
Percentage of drivers/riders involved	1.1	0.8	0.8	0.9	0.8	0.9	0.8	0.8	0.8	0.8	0.8
Total involved:	390,736	386,458	396,750	388,836	402,001	413,197	413,172	406,401	408,231	399,883	390,273
Breath tested:											
Number	108,893	105,971	109,653	118,877	159,189	188,986	209,723	214,750	212,700	201,722	196,232
Percentage of driver/riders involved	28	27	28	31	40	46	51	53	52	50	50
Failed breath test: ¹											
Number	7,974	7,024	7,228	7,491	8,093	7,960	7,514	7,523	7,967	8,096	8,104
Percentage of driver/riders tested	7.8	7.3	6.6	6.6	6.3	5.1	4.2	3.6	3.5	4.0	4.1
Percentage of drivers/riders involved	2.2	2.0	1.8	1.8	1.9	2.0	1.9	1.8	1.9	2.0	2.1

¹ Failed or refused to provide a specimen of breath.

11 Deaths: by age, sex, deaths from all causes, all accidental deaths and all road deaths: 2001

	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	2,303	212	316	1,013	3,129	5,529	9,600	22,403	18,205	26,219	38,223	49,566	103,032	279,750
All accidental deaths	67	52	87	408	933	1,035	743	659	269	273	343	487	1,407	6,763
Road deaths (registered)	19	36	60	306	567	511	300	234	82	78	87	96	131	2,507
% of accidental deaths	28	69	69	75	61	49	40	36	30	29	25	20	9	37
% of all deaths	0.8	17	19	30	18	9.2	3.1	1.0	0.5	0.3	0.2	0.2	0.1	0.9
2001 Stats 19 fatalities	20	39	65	326	610	546	303	229	89	76	87	78	125	2,614
Female														
Deaths from all causes	1,857	204	199	425	1,198	2,846	6,223	14,664	11,634	17,229	28,471	44,115	178,940	308,005
All accidental deaths	62	21	39	113	176	197	256	270	119	165	269	514	3,036	5,237
Road deaths (registered)	19	13	29	87	106	87	70	80	31	49	41	68	124	804
% of accidental deaths	31	62	74	77	60	44	27	30	26	30	15	13	4.1	15
% of all deaths	1.0	6	15	20	9	3.1	1.1	0.5	0.3	0.3	0.1	0.2	0.1	0.3
2001 Stats 19 fatalities	17	15	29	89	120	94	72	78	37	41	52	57	122	830
All persons³														
Deaths from all causes	4,160	416	515	1,438	4,327	8,375	15,823	37,067	29,839	43,448	66,694	93,681	281,972	587,755
All accidental deaths	129	73	126	521	1,109	1,232	999	929	388	438	612	1,001	4,443	12,000
Road deaths (registered)	38	49	89	393	673	598	370	314	113	127	128	164	255	3,311
% of accidental deaths	29	67	71	75	61	49	37	34	29	29	21	16	5.7	28
% of all deaths	0.9	12	17	27	16	7.1	2.3	0.8	0.4	0.3	0.2	0.2	0.1	0.6
2001 Stats 19 fatalities	37	54	94	415	731	640	375	307	126	117	139	136	247	3,450

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 age not reported.

3 Includes sex not reported.

12 Accidents, vehicles and casualties: casualties by severity: by built-up and non built-up roads: 2002

Number of accidents/vehicles/casualties

	Accidents	Vehicles involved	Casualties involved, by severity			
			Killed	Seriously injured	Slightly injured	All severities
Motorways:						
Fatal	175	506	224	92	163	479
Serious	987	2,185	..	1,191	894	2,085
Slight	7,780	17,539	..	..	11,706	11,706
All severities	8,942	20,230	224	1,283	12,763	14,270
Built-up roads:¹						
Fatal	1,305	1,969	1,369	319	488	2,176
Serious	20,205	32,702	..	22,018	6,282	28,300
Slight	139,726	256,079	..	..	178,459	178,459
All severities	161,236	290,750	1,369	22,337	185,229	208,935
Non built-up roads:¹						
Fatal	1,644	3,172	1,838	895	1,027	3,760
Serious	9,329	16,975	..	11,461	5,514	16,975
Slight	40,600	77,198	..	..	58,665	58,665
All severities	51,573	97,345	1,838	12,356	65,206	79,400
All speed limits:²						
Fatal	3,124	5,647	3,431	1,306	1,678	6,415
Serious	30,521	51,862	..	34,670	12,690	47,360
Slight	188,106	350,816	..	..	248,830	248,830
All severities	221,751	408,325	3,431	35,976	263,198	302,605

¹ Excludes motorways.

² Includes speed limit not reported.

13 Accidents and casualties: by severity, major and minor roads and speed limit: 2002

Number of accidents/casualties

	Accidents				Casualties			
	Fatal	Serious	Slight	All	Killed	Seriously injured	Slightly injured	All
Major roads: ¹								
Speed limit								
30 mph	478	6,737	48,870	56,085	503	7,420	64,610	72,533
40 mph	189	1,839	11,586	13,614	205	2,196	17,296	19,697
50 mph	96	590	3,511	4,197	106	741	5,452	6,299
60 mph	831	4,166	16,009	21,006	944	5,739	26,495	33,178
70 mph	402	1,991	13,925	16,318	471	2,568	22,468	25,507
All limits ²	1,996	15,334	93,990	111,320	2,229	18,675	136,426	157,330
Minor roads: ³								
Speed limit								
20 mph ⁴	3	74	487	564	3	85	560	648
30 mph	566	10,781	74,527	85,874	584	11,727	96,380	108,691
40 mph	70	789	4,399	5,258	75	927	6,624	7,626
50 mph	10	103	471	584	10	144	767	921
60 mph	475	3,415	14,016	17,906	526	4,391	22,093	27,010
70 mph	4	24	212	240	4	26	342	372
All limits ²	1,128	15,187	94,116	110,431	1,202	17,301	126,772	145,275
All roads ²	3,124	30,521	188,106	221,751	3,431	35,976	263,198	302,605

1 Motorways and A roads.

2 Includes unknown and other speed limits.

3 B, C and unclassified roads.

4 Includes residential 20mph zones plus areas where by-laws restrict the speed limit to 20mph (such as privately maintained roads, quay sides etc.).

14a Accidents: by daylight and darkness, road surface condition, built-up and non built-up roads and severity: 2002

	Number of accidents								
	Daylight				Darkness				All ² accidents
	Dry	Wet or flood	Snow or ice	All ¹	Dry	Wet or flood	Snow or ice	All ¹	
Motorways:									
Fatal	69	22	0	91	55	29	0	84	175
Serious	464	161	1	630	177	173	7	357	987
Slight	3,812	1,692	30	5,556	1,034	1,140	42	2,224	7,780
All severities	4,345	1,875	31	6,277	1,266	1,342	49	2,665	8,942
Built-up roads:³									
Fatal	514	185	4	704	341	254	5	601	1,305
Serious	10,023	3,002	39	13,118	3,851	3,155	65	7,087	20,205
Slight	73,226	27,456	541	101,841	18,774	18,470	429	37,885	139,726
All severities	83,763	30,643	584	115,663	22,966	21,879	499	45,573	161,236
Non built-up roads:³									
Fatal	712	310	7	1,031	279	313	17	613	1,644
Serious	4,200	2,003	94	6,377	1,313	1,538	80	2,952	9,329
Slight	17,032	11,590	568	29,564	4,220	6,272	428	11,036	40,600
All severities	21,944	13,903	669	36,972	5,812	8,123	525	14,601	51,573
All speed limits:⁴									
Fatal	1,295	517	11	1,826	675	596	22	1,298	3,124
Serious	14,687	5,166	134	20,125	5,341	4,866	152	10,396	30,521
Slight	94,070	40,738	1,139	136,961	24,028	25,882	899	51,145	188,106
All severities	110,052	46,421	1,284	158,912	30,044	31,344	1,073	62,839	221,751

1 Includes road surface condition not reported.

2 Includes lighting condition not reported.

3 Excludes motorways.

4 Includes speed limit not reported.

14b Casualties: by daylight and darkness, road surface condition, built-up and non built-up roads and severity: 2002

Number of casualties

	Daylight				Darkness				All ² casualties
	Dry	Wet or flood	Snow or ice	All ¹	Dry	Wet or flood	Snow or ice	All ¹	
Motorways:									
Fatal	90	27	0	117	73	34	0	107	224
Serious	586	202	1	793	257	225	8	490	1,283
Slight	6,183	2,826	42	9,079	1,763	1,834	72	3,684	12,763
All severities	6,859	3,055	43	9,989	2,093	2,093	80	4,281	14,270
Built-up roads:³									
Fatal	531	191	4	727	364	272	5	642	1,369
Serious	10,694	3,338	46	14,138	4,435	3,677	70	8,199	22,337
Slight	93,428	37,412	712	132,376	25,828	26,201	561	52,853	185,229
All severities	104,653	40,941	762	147,241	30,627	30,150	636	61,694	208,935
Non built-up roads:³									
Fatal	788	345	8	1,143	323	350	18	695	1,838
Serious	5,324	2,752	128	8,307	1,821	2,095	104	4,049	12,356
Slight	27,219	18,513	821	47,082	7,000	10,343	608	18,124	65,206
All severities	33,331	21,610	957	56,532	9,144	12,788	730	22,868	79,400
All speed limits:⁴									
Fatal	1,409	563	12	1,987	760	656	23	1,444	3,431
Serious	16,604	6,292	175	23,238	6,513	5,997	182	12,738	35,976
Slight	126,830	58,751	1,575	188,537	34,591	38,378	1,241	74,661	263,198
All severities	144,843	65,606	1,762	213,762	41,864	45,031	1,446	88,843	302,605

1 Includes road surface condition not reported.

2 Includes lighting condition not reported.

3 Excludes motorways.

4 Includes speed limit not reported.

15a Accidents: by daylight and darkness, weather condition, built-up and non built-up roads and severity: 2002

	Number of accidents								All ¹ Accidents
	Daylight				Darkness				
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways:									
Fatal	75	11	0	2	72	9	0	2	175
Serious	526	84	0	7	263	78	2	10	987
Slight	4,427	950	14	52	1,476	623	12	39	7,780
All severities	5,028	1,045	14	61	1,811	710	14	51	8,942
Built-up roads:²									
Fatal	609	80	0	2	489	88	1	7	1,305
Serious	11,323	1,511	11	27	5,285	1,504	11	61	20,205
Slight	84,084	14,520	124	280	26,077	9,724	61	346	139,726
All severities	96,016	16,111	135	309	31,851	11,316	73	414	161,236
Non built-up roads:²									
Fatal	861	132	0	16	484	100	0	12	1,644
Serious	5,241	906	25	94	2,110	629	8	103	9,329
Slight	22,681	5,613	92	374	7,234	2,883	40	360	40,600
All severities	28,783	6,651	117	484	9,828	3,612	48	475	51,573
All speed limits:³									
Fatal	1,545	223	0	20	1,045	197	1	21	3,124
Serious	17,090	2,501	36	128	7,658	2,211	21	174	30,521
Slight	111,192	21,083	230	706	34,787	13,230	113	745	188,106
All severities	129,827	23,807	266	854	43,490	15,638	135	940	221,751

1 Includes weather condition and lighting condition not reported.

2 Excludes motorways.

3 Includes speed limit not reported.

15b Casualties: by daylight and darkness, weather condition, built-up and non built-up roads and severity: 2002

	Number of casualties								All ¹ casualties
	Daylight				Darkness				
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways:									
Fatal	96	12	0	2	94	10	0	2	224
Serious	656	104	0	12	366	105	2	12	1,283
Slight	7,171	1,597	19	119	2,489	1,015	23	63	12,763
All severities	7,923	1,713	19	133	2,949	1,130	25	77	14,270
Built-up roads:²									
Fatal	629	83	0	2	527	91	1	7	1,369
Serious	12,157	1,677	12	28	6,134	1,719	12	75	22,337
Slight	108,490	19,821	175	379	36,493	13,632	79	476	185,229
All severities	121,276	21,581	187	409	43,154	15,442	92	558	208,935
Non built-up roads:²									
Fatal	956	144	0	16	550	110	0	14	1,838
Serious	6,747	1,238	42	126	2,935	824	9	141	12,356
Slight	36,096	9,024	160	643	12,014	4,670	63	602	65,206
All severities	43,799	10,406	202	785	15,499	5,604	72	757	79,400
All speed limits:³									
Fatal	1,681	239	0	20	1,171	211	1	23	3,431
Serious	19,560	3,019	54	166	9,435	2,648	23	228	35,976
Slight	151,757	30,442	354	1,141	50,996	19,317	165	1,141	263,198
All severities	172,998	33,700	408	1,327	61,602	22,176	189	1,392	302,605

1 Includes weather condition and lighting condition not reported.

2 Excludes motorways.

3 Includes speed limit not reported.

16 Accidents: by daylight and darkness, road surface condition, built-up and non built-up roads, speed limit and street lighting: 2002

Number of accidents

	Daylight				Darkness				All accidents ²
	Dry	Wet or Flood	Snow or ice	All ¹	Dry	Wet or Flood	Snow or ice	All ¹	
Motorways:									
Street lighting	2,593	1,104	14	3,730	637	677	17	1,335	5,065
No street lights/Street lights unlit	1,595	714	17	2,330	596	645	32	1,273	3,603
Lighting not reported	157	57	0	217	33	20	0	57	274
All lighting conditions	4,345	1,875	31	6,277	1,266	1,342	49	2,665	8,942
Built-up roads: ³									
Speed limit 20 mph									
Street lighting	312	74	1	389	70	50	0	120	509
No street lights/Street lights unlit	78	21	0	99	9	10	0	20	119
Lighting not reported	26	12	0	38	1	1	0	2	40
All lighting conditions	416	107	1	526	80	61	0	142	668
Speed limit 30 mph									
Street lighting	64,283	22,057	383	86,976	18,765	17,810	384	37,040	124,016
No street lights/Street lights unlit	5,861	2,686	86	8,691	926	824	28	1,784	10,475
Lighting not reported	4,205	1,654	35	6,167	655	423	14	1,197	7,364
All lighting conditions	74,349	26,397	504	101,834	20,346	19,057	426	40,021	141,855
Speed limit 40 mph									
Street lighting	7,140	3,095	53	10,333	2,111	2,310	55	4,491	14,824
No street lights/Street lights unlit	1,274	754	26	2,068	324	374	16	718	2,786
Lighting not reported	584	290	0	902	105	77	2	201	1,103
All lighting conditions	8,998	4,139	79	13,303	2,540	2,761	73	5,410	18,713
All built-up roads									
Street lighting	71,735	25,226	437	97,698	20,946	20,170	439	41,651	139,349
No street lights/Street lights unlit	7,213	3,461	112	10,858	1,259	1,208	44	2,522	13,380
Lighting not reported	4,815	1,956	35	7,107	761	501	16	1,400	8,507
All lighting conditions	83,763	30,643	584	115,663	22,966	21,879	499	45,573	161,236
Non built-up roads: ³									
Speed limit 50 mph									
Street lighting	1,386	679	11	2,084	424	429	12	869	2,953
No street lights/Street lights unlit	518	371	16	911	150	193	9	354	1,265
Lighting not reported	125	53	0	179	24	15	0	39	218
All lighting conditions	2,029	1,103	27	3,174	598	637	21	1,262	4,436
Speed limit 60 mph									
Street lighting	4,161	2,148	67	6,438	815	1,158	42	2,031	8,469
No street lights/Street lights unlit	11,226	8,257	503	20,310	3,137	4,808	388	8,433	28,743
Lighting not reported	793	430	21	1,266	140	134	9	291	1,557
All lighting conditions	16,180	10,835	591	28,014	4,092	6,100	439	10,755	38,769
Speed limit 70 mph									
Street lighting	2,078	1,026	21	3,148	526	674	29	1,234	4,382
No street lights/Street lights unlit	1,499	850	27	2,385	560	685	35	1,283	3,668
Lighting not reported	158	89	3	251	36	27	1	67	318
All lighting conditions	3,735	1,965	51	5,784	1,122	1,386	65	2,584	8,368
All non built-up roads									
Street lighting	7,625	3,853	99	11,670	1,765	2,261	83	4,134	15,804
No street lights/Street lights unlit	13,243	9,478	546	23,606	3,847	5,686	432	10,070	33,676
Lighting not reported	1,076	572	24	1,696	200	176	10	397	2,093
All lighting conditions	21,944	13,903	669	36,972	5,812	8,123	525	14,601	51,573
All speed limits: ⁴									
Street lighting	81,953	30,183	550	113,098	23,348	23,108	539	47,120	160,218
No street lights/Street lights unlit	22,051	13,653	675	36,794	5,702	7,539	508	13,865	50,659
Lighting not reported	6,048	2,585	59	9,020	994	697	26	1,854	10,874
All lighting conditions	110,052	46,421	1,284	158,912	30,044	31,344	1,073	62,839	221,751

1 Includes road surface condition not reported.

2 Includes light condition (daylight/darkness) not reported.

3 Excludes motorways.

4 Includes speed limit not reported and motorways.

17 Accidents: by daylight and darkness, lighting conditions, special conditions and carriageway hazards: 2002

Number of accidents

	Daylight	Darkness			All darkness	All ¹ accidents
		Street lights lit	No street lighting / street lights unlit	Street lighting unknown		
Special conditions at site:						
Automatic Traffic signal out or defective	457	132	24	4	160	617
Permanent road sign defective or obscured	271	128	32	2	162	433
Road works present	2,106	533	224	14	771	2,877
Road surface defective	459	83	78	4	165	624
Total	3,293	876	358	24	1,258	4,551
Carriageway hazards:						
Dislodged vehicle load in carriageway	287	40	29	4	73	360
Other object in carriageway	1,562	472	293	19	784	2,346
Involvement with previous accident	549	129	144	3	276	825
Animal in carriageway:						
Dog	191	63	32	2	97	288
Other	1,308	453	533	30	1,016	2,324
Total	3,897	1,157	1,031	58	2,246	6,143
All accidents ²	158,912	47,120	13,865	1,854	62,839	221,751

1 Includes accidents where lighting condition not reported.

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

18 Accidents: by junction type, built-up and non built-up roads and severity: 2002

	Number of accidents							
	Round- about	T, Y or staggered ³	Crossroads	Multiple junction	Private drive or entrance	Other junction	All junctions	Not at or within 20 metres of junction ⁴
Motorways								
Fatal	3	21	0	0	0	1	25	150
Serious	26	125	2	1	1	2	157	830
All Severities	536	1,040	11	12	7	34	1,640	7,302
Built-up roads:¹								
Fatal	37	467	135	20	45	22	726	579
Serious	1,041	7,787	2,361	348	863	546	12,946	7,259
All Severities	13,862	62,164	20,813	2,983	7,288	5,135	112,245	48,991
Non built-up roads:¹								
Fatal	19	247	69	8	47	16	406	1,238
Serious	437	1,674	384	44	457	163	3,159	6,170
All Severities	4,567	9,861	2,300	313	2,313	1,033	20,387	31,186
All speed limits:²								
Fatal	59	735	204	28	92	39	1,157	1,967
Serious	1,504	9,586	2,747	393	1,321	711	16,262	14,259
All Severities	18,965	73,065	23,124	3,308	9,608	6,202	134,272	87,479

1 Excludes motorways.

2 Includes speed limit not reported and junction type not reported.

3 Includes slip roads

4 Includes junction detail undefined.

19 Single vehicle accidents¹: by object hit off carriageway: built-up and non built-up roads and severity: 2002

Number of accidents

(a) Built-up roads: ²					(b) Non built-up roads: ²				
Object hit	All one vehicle accidents				Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All		Fatal	Serious	Slight	All
None	548	7,902	32,940	41,390	None	174	1,237	4,021	5,432
Road sign or traffic signal	23	124	556	703	Road sign or traffic signal	15	155	566	736
Lamp post	52	378	1,250	1,680	Lamp post	16	109	466	591
Telegraph pole or electricity pole	9	71	268	348	Telegraph pole or electricity pole	25	94	352	471
Tree	65	272	654	991	Tree	152	637	1,451	2,240
Bus stop or shelter	9	32	104	145	Bus stop or shelter	0	3	10	13
Crash barrier	9	76	396	481	Crash barrier	25	162	795	982
Submerged	2	1	4	7	Submerged	3	5	11	19
Entered ditch	2	26	136	164	Entered ditch	40	321	1,244	1,605
Other permanent objects	81	674	2,514	3,269	Other permanent objects	95	748	2,790	3,633
Total ³	800	9,556	38,831	49,187	Total ³	545	3,471	11,708	15,724

(c) Motorways					(d) All roads: ⁴				
Object hit	All one vehicle accidents				Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All		Fatal	Serious	Slight	All
None	19	104	433	556	None	741	9,243	37,394	47,378
Road sign or traffic signal	1	15	45	61	Road sign or traffic signal	39	294	1,167	1,500
Lamp post	1	11	30	42	Lamp post	69	498	1,746	2,313
Telegraph pole or electricity pole	0	1	2	3	Telegraph pole or electricity pole	34	166	622	822
Tree	5	32	76	113	Tree	222	941	2,181	3,344
Bus stop or shelter	0	0	0	0	Bus stop or shelter	9	35	114	158
Crash barrier	16	130	819	965	Crash barrier	50	368	2,010	2,428
Submerged	0	0	0	0	Submerged	5	6	15	26
Entered ditch	2	12	50	64	Entered ditch	44	359	1,430	1,833
Other permanent objects	7	43	151	201	Other permanent objects	183	1,465	5,455	7,103
Total ³	51	348	1,607	2,006	Total ³	1,396	13,375	52,146	66,917

1 Includes single vehicle accidents involving pedestrians.

2 Excludes motorways.

3 Includes object hit not reported.

4 Includes speed limit not reported.

20 Accidents: by number of vehicles involved, built-up and non built-up roads, road class and severity: 2002

	Number of accidents								
	One vehicle only		Pedestrian and one vehicle ¹		Two vehicles ²		Three ² vehicles	Four ² or more vehicles	All accidents
	Car	Other vehicle	Car	Other vehicle	Both cars	Other combination			
Built-up roads:³									
A roads									
Fatal	85	33	203	100	54	128	45	18	666
Serious	630	508	2,150	580	1,380	2,698	488	126	8,560
All severities	3,270	3,237	9,389	2,663	23,580	20,313	5,846	1,237	69,535
B roads									
Fatal	25	13	46	12	21	41	13	5	176
Serious	215	123	689	136	488	777	177	37	2,642
All severities	1,195	740	3,202	608	7,042	5,267	1,662	302	20,018
Other roads									
Fatal	72	53	95	63	55	95	23	7	463
Serious	665	525	2,842	493	1,295	2,585	471	127	9,003
All severities	3,999	2,724	15,564	2,596	22,603	19,025	4,255	917	71,683
All built-up roads: ⁵									
Fatal	182	99	344	175	130	264	81	30	1,305
Serious	1,510	1,156	5,681	1,209	3,163	6,060	1,136	290	20,205
All severities	8,464	6,701	28,155	5,867	53,225	44,605	11,763	2,456	161,236
Non built-up roads:³									
A roads									
Fatal	169	67	72	29	266	313	169	70	1,155
Serious	1,171	627	166	43	1,281	1,528	677	294	5,787
All severities	6,282	1,897	510	138	10,967	7,197	4,242	1,610	32,843
B roads									
Fatal	55	19	11	1	61	58	26	11	242
Serious	357	180	43	7	398	384	152	17	1,538
All severities	2,191	517	124	22	2,497	1,543	649	115	7,658
Other roads									
Fatal	80	21	16	5	46	52	25	2	247
Serious	591	203	66	17	491	500	120	16	2,004
All severities	3,080	630	270	63	3,939	2,409	593	88	11,072
All non built-up roads: ⁵									
Fatal	304	107	99	35	373	423	220	83	1,644
Serious	2,119	1,010	275	67	2,170	2,412	949	327	9,329
All severities	11,553	3,044	904	223	17,403	11,149	5,484	1,813	51,573
All speed limits:⁴									
Motorways									
Fatal	28	13	7	3	18	36	24	46	175
Serious	227	105	12	4	169	217	135	118	987
All severities	1,535	426	33	12	2,358	2,109	1,490	979	8,942
A roads									
Fatal	254	100	275	129	320	441	214	88	1,821
Serious	1,801	1,135	2,316	623	2,661	4,226	1,165	420	14,347
All severities	9,552	5,134	9,899	2,801	34,547	27,510	10,088	2,847	102,378
B roads									
Fatal	80	32	57	13	82	99	39	16	418
Serious	572	303	732	143	886	1,161	329	54	4,180
All severities	3,386	1,257	3,326	630	9,539	6,810	2,311	417	27,676
Other roads									
Fatal	152	74	111	68	101	147	48	9	710
Serious	1,256	728	2,908	510	1,786	3,085	591	143	11,007
All severities	7,079	3,354	15,834	2,659	26,542	21,434	4,848	1,005	82,755
Total: ⁵									
Fatal	514	219	450	213	521	723	325	159	3,124
Serious	3,856	2,271	5,968	1,280	5,502	8,689	2,220	735	30,521
All severities	21,552	10,171	29,092	6,102	72,986	57,863	18,737	5,248	221,751

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 speed limit not reported.

5 Includes road class not reported.

21 Accidents: by severity, number of casualties involved, built-up and non built-up roads and road class: 2002

	Number of accidents																
	Fatal accidents								Serious accidents					Slight accidents			All accidents
	5+	4	3	2	1	1	1	1	4+	3	2	1	1	2+	1		
Killed																	
Seriously injured	0+	0+	0+	0+	2+	1	0	0	4+	3	2	1	1				
Slightly injured	0+	0+	0+	0+	0+	0+	1+	0	0+	0+	0+	1+	0	2+	1		
Built-up roads:																	
A roads	0	0	5	31	29	75	114	412	46	87	531	1,534	6,362	12,804	47,505	69,535	
B roads	0	0	2	6	8	19	27	114	8	36	149	482	1,967	3,679	13,521	20,018	
Other roads	0	0	1	11	22	54	75	300	26	93	410	1,415	7,059	11,197	51,020	71,683	
All built-up roads¹	0	0	8	48	59	148	216	826	80	216	1,090	3,431	15,388	27,680	112,046	161,236	
Non built-up roads:²																	
A roads	0	2	21	95	127	212	262	436	75	173	728	1,682	3,129	7,934	17,967	32,843	
B roads	1	1	3	17	25	49	60	86	17	54	211	423	833	1,752	4,126	7,658	
Other roads	0	0	3	15	16	41	61	111	18	50	252	538	1,146	2,611	6,210	11,072	
All non built-up roads¹	1	3	27	127	168	302	383	633	110	277	1,191	2,643	5,108	12,297	28,303	51,573	
All speed limits:³																	
Motorways	1	2	6	26	14	20	35	71	11	32	100	343	501	2,490	5,290	8,942	
A roads	0	2	26	126	156	287	376	848	121	260	1,259	3,216	9,491	20,738	65,472	102,378	
B roads	1	1	5	23	33	68	87	200	25	90	360	905	2,800	5,431	17,647	27,676	
Other roads	0	0	4	26	38	95	136	411	44	143	662	1,953	8,205	13,808	57,230	82,755	
Total³	2	5	41	201	241	470	634	1,530	201	525	2,381	6,417	20,997	42,467	145,639	221,751	

1 Includes road class not reported.

2 Excludes motorways.

3 Includes speed limit not reported.

22 Accidents: involving pedestrians and one vehicle: by severity and vehicle type: 2002

Vehicle type	Number of accidents			
	Fatal	Serious	Slight	All severities
Pedal cycle	4	46	117	167
Moped	1	60	264	325
Motor cycle 125cc and under	8	84	353	445
Motor cycle over 125cc	18	186	554	758
Car	441	5,743	21,905	28,089
Taxi	9	210	670	889
Minibuses	0	15	99	114
Bus or coach	53	367	1,317	1,737
Light goods vehicle	36	295	1,252	1,583
Heavy goods vehicle ¹ of which	80	157	402	639
Rigid ²	51	131	354	536
Articulated	29	26	48	103
Other motor vehicle	13	78	293	384
Other non-motor vehicle	0	4	19	23
Any vehicle ³	663	7,248	27,283	35,194
Accidents involving two or more vehicles.	109	545	1,620	2,274

1 Includes towing status not reported

2 Includes Heavy goods vehicles towing trailers or caravans.

3 Includes vehicle type not reported.

23 Accidents, vehicle user and pedestrian casualties: by combination of vehicles involved: 2002

Vehicle A	Accidents/Casualties												
	Single vehicle		Two vehicle accidents by vehicle type B									All accidents with three or more vehicles	All accidents with vehicles of type 'A'
	No pedestrian	With pedestrian	Pedal cycle	Moped	Motor ¹ cycle	Car	Bus or Coach	Light goods vehicle	Heavy goods vehicle	Any ² other vehicle	All two vehicle accidents		
Pedal cycle:													
Accidents involving	371	167	50	75	283	14,122	409	782	381	161	16,280	555	17,373
User casualties	377	38	58	68	246	14,049	383	775	379	160	16,135	557	17,107
of which: killed	13	1	0	0	0	65	4	7	27	2	105	11	130
seriously injured	130	9	16	5	41	1,718	53	119	90	21	2,065	116	2,320
Pedestrians hit by cycles	0	170	0	0	1	30	2	2	0	1	36	3	209
of which: killed	0	3	0	0	0	0	0	0	0	1	1	0	4
seriously injured	0	40	0	0	1	6	0	0	0	0	7	0	47
Moped:													
Accidents involving	598	325	75	54	59	3,428	46	194	63	44	3,964	287	5,174
User casualties	613	94	26	73	38	3,411	43	197	62	41	3,892	273	4,872
of which: killed	2	0	0	0	0	7	3	0	1	0	11	7	20
seriously injured	125	10	3	9	3	527	6	28	15	7	598	61	794
Pedestrians hit by mopeds	0	338	0	1	0	21	0	0	0	0	22	0	360
of which: killed	0	1	0	0	0	0	0	0	0	0	0	0	1
seriously injured	0	54	0	0	0	4	0	0	0	0	4	0	58
Motor cycle:¹													
Accidents involving	3,902	1,203	283	59	291	14,398	182	950	405	267	16,840	1,787	23,732
User casualties	4,156	371	129	42	427	14,679	173	979	415	270	17,120	1,834	23,481
of which: killed	164	1	0	0	11	228	5	20	31	12	307	117	589
seriously injured	1,429	50	20	4	138	3,359	38	238	132	91	4,020	598	6,097
Pedestrians hit by motor cycles	0	1,255	0	0	7	60	5	3	5	4	84	14	1,353
of which: killed	0	26	0	0	0	6	0	0	0	0	6	1	33
seriously injured	0	252	0	0	3	13	0	1	1	1	19	4	275
Car:													
Accidents involving	21,552	29,092	14,122	3,428	14,398	72,986	3,378	7,294	6,163	2,060	123,874	23,677	198,195
User casualties	29,657	670	326	194	1,518	109,868	2,087	7,190	7,147	1,833	130,211	36,887	197,425
of which: killed	582	5	2	0	4	574	24	65	131	14	814	346	1,747
seriously injured	4,833	45	14	5	93	7,482	190	527	685	155	9,152	2,951	16,981
Pedestrians hit by cars	0	30,028	36	8	16	1,180	212	129	62	68	1,715	281	32,024
of which: killed	0	453	1	0	0	43	1	6	8	0	59	22	534
seriously injured	0	6,052	6	1	3	231	63	26	19	16	366	78	6,496
Bus or coach:													
Accidents involving	3,407	1,737	409	46	182	3,378	141	255	191	83	4,692	750	10,586
User casualties	4,106	111	53	8	25	3,015	397	296	378	90	4,274	514	9,005
of which: killed	18	0	0	0	0	0	0	0	0	0	0	1	19
seriously injured	318	5	6	0	1	110	28	11	16	5	177	32	532
Pedestrians hit by buses or coaches	0	1,778	0	0	1	45	8	5	4	4	67	4	1,849
of which: killed	0	54	0	0	0	1	0	0	0	0	1	0	55
seriously injured	0	370	0	0	0	9	1	2	1	0	13	1	384
Light goods vehicle:													
Accidents involving	907	1,583	782	194	950	7,294	255	371	482	107	10,436	3,876	16,802
User casualties	1,113	18	15	3	44	2,975	104	515	486	62	4,204	1,672	7,007
of which: killed	13	0	0	0	1	12	1	1	15	2	32	25	70
seriously injured	167	2	1	0	7	200	8	49	86	11	362	179	710
Pedestrians hit by LGVs	0	1,629	0	0	0	65	13	16	9	2	105	23	1,757
of which: killed	0	36	0	0	0	3	0	0	0	0	3	2	41
seriously injured	0	296	0	0	0	12	3	2	2	1	20	4	320
Heavy goods vehicle:													
Accidents involving	792	639	381	63	405	6,163	191	482	409	138	8,234	2,762	12,427
User casualties	879	16	12	3	12	842	54	149	515	69	1,658	625	3,178
of which: killed	15	2	0	0	0	4	0	1	16	0	21	25	63
seriously injured	170	2	0	0	1	75	6	16	87	10	195	94	461
Pedestrians hit by HGVs	0	669	0	0	0	39	1	3	6	5	54	14	737
of which: killed	0	80	0	0	0	4	0	0	3	0	7	5	92
seriously injured	0	161	0	0	0	11	0	1	0	0	12	2	175
Any other vehicle A:²													
Accidents involving	194	407	161	44	267	2,060	83	107	138	69	2,929	878	4,408
User casualties	257	10	2	5	25	866	40	65	119	91	1,213	266	1,746
of which: killed	4	0	0	0	0	6	0	2	4	0	12	2	18
seriously injured	43	0	0	1	3	100	6	7	20	11	148	34	225
Pedestrians hit by these vehicles	0	413	0	0	0	18	3	2	3	4	30	7	450
of which: killed	0	13	0	0	0	1	0	0	0	0	1	0	14
seriously injured	0	85	0	0	0	6	1	0	1	1	9	4	98
All Vehicles:³													
Accidents involving	31,723	35,194	16,280	3,964	16,840	123,874	4,692	10,436	8,234	2,929	130,849	23,985	221,751
All vehicle user casualties	41,158	1,328	16,698	4,215	19,028	170,048	7,158	13,855	10,644	3,738	178,707	42,628	263,821
of which: killed	811	9	107	11	312	1,136	37	127	230	42	1,302	534	2,656
seriously injured	7,215	123	2,109	613	4,169	15,241	484	1,308	1,239	448	16,717	4,065	28,120
Pedestrian casualties	0	36,324	72	30	102	1,993	303	250	137	114	2,114	346	38,784
of which: killed	0	666	2	0	6	74	2	10	15	2	79	30	775
seriously injured	0	7,313	13	5	23	427	80	50	36	27	450	93	7,856

1 Includes motor cycle combinations and scooters.

2 Includes other motor and non motor vehicles.

3 Includes type not reported.

24 Casualties: by built-up and non built-up roads and motorways, severity and road user type: 2002

	Number of casualties											
	Motorways			Built-up roads			Non built-up roads			All speed limits ¹		
	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All
Pedestrian:												
Children	1	2	3	58	2,710	13,937	20	116	291	79	2,828	14,231
Adults	21	48	83	507	5,119	22,092	160	477	1,083	688	5,644	23,258
All ages ²	22	50	92	572	7,982	37,270	181	599	1,422	775	8,631	38,784
Pedal cyclist:												
Children	0	0	0	17	548	4,637	5	46	172	22	594	4,809
Adults	0	2	3	53	1,469	10,597	54	330	1,112	107	1,801	11,712
All ages ²	0	2	3	71	2,067	15,780	59	381	1,324	130	2,450	17,107
Horse rider												
Children	0	0	0	0	3	10	0	2	10	0	5	20
Adults	0	0	0	0	6	54	0	10	61	0	16	115
All ages ²	0	0	0	0	10	69	0	13	74	0	23	143
Moped:												
Users	0	0	2	9	701	4,382	11	113	488	20	814	4,872
Motorcycle:³												
Riders	19	147	401	218	3,578	15,716	323	2,521	5,784	560	6,246	21,901
Passengers	1	13	35	15	250	1,044	13	177	501	29	440	1,580
All casualties	20	160	436	233	3,828	16,760	336	2,698	6,285	589	6,686	23,481
Car and taxi:												
Drivers	85	620	7,548	278	5,120	78,840	781	6,260	42,302	1,144	12,000	128,690
Passengers	48	401	4,361	173	2,977	41,491	375	3,238	21,685	596	6,616	67,537
All casualties	133	1,021	11,909	451	8,097	120,331	1,156	9,498	63,987	1,740	18,616	196,227
Minibuses												
Drivers	0	1	20	1	12	196	1	17	118	2	30	334
Passengers	0	12	92	1	23	458	4	47	314	5	82	864
All casualties	0	13	112	2	35	654	5	64	432	7	112	1,198
Bus or coach:												
Drivers	2	3	13	0	38	741	0	12	119	2	53	873
Passengers	5	21	172	11	452	7,435	1	25	525	17	498	8,132
of whom were boarding and alighting:												
Children	0	0	0	2	17	120	0	1	15	2	18	135
Adults	0	0	0	4	112	931	0	1	10	4	113	941
All ages ²	0	0	0	6	136	1,179	0	2	26	6	138	1,205
All casualties	7	24	185	11	490	8,176	1	37	644	19	551	9,005
Light goods vehicle:												
Drivers	11	67	576	6	211	2,630	37	301	2,000	54	579	5,206
Passengers	5	35	251	5	74	898	6	92	652	16	201	1,801
All casualties	16	102	827	11	285	3,528	43	393	2,652	70	780	7,007
Heavy goods vehicle:												
Drivers	22	108	547	2	79	790	27	251	1,320	51	438	2,657
Passengers	3	16	81	3	25	206	6	45	234	12	86	521
All casualties	25	124	628	5	104	996	33	296	1,554	63	524	3,178
Other vehicle:												
Drivers	0	5	38	3	76	659	10	79	387	13	160	1,084
Passengers	1	6	38	1	31	330	3	23	151	5	60	519
All casualties	1	11	76	4	107	989	13	102	538	18	220	1,603
All road users:												
Children	11	61	795	97	3,861	28,661	71	674	5,233	179	4,596	34,689
Adults	213	1,425	13,260	1,258	19,346	174,055	1,750	13,296	72,921	3,221	34,067	260,236
All ages ²	224	1,507	14,270	1,369	23,706	208,935	1,838	14,194	79,400	3,431	39,407	302,605

1 Includes speed limit not reported.

2 Includes age not reported.

3 Includes motor cycle combinations and scooters.

25 Casualties in accidents involving vehicles of different types: by built-up and non built-up roads, road class and severity¹: 2002

	Number of casualties							
	Pedal cycle	TWMV ²	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any motor vehicle ³	Any vehicle ⁴
Built-up roads:								
A roads								
Killed	29	119	541	59	42	89	706	707
KSI ⁵	798	2,331	8,548	687	698	551	10,234	10,304
All severities	6,029	12,348	82,064	6,932	6,873	4,127	91,723	91,963
B roads								
Killed	11	44	149	8	19	17	185	186
KSI	265	656	2,697	138	220	109	3,096	3,117
All severities	1,837	3,049	24,177	1,470	1,855	730	26,406	26,465
Other roads								
Killed	35	109	329	25	41	44	468	476
KSI	1,109	2,003	8,748	478	618	291	10,188	10,285
All severities	8,729	9,265	82,194	4,927	6,029	2,044	90,145	90,507
All built-up roads⁶								
Killed	75	272	1,019	92	102	150	1,359	1,369
KSI	2,172	4,990	19,993	1,303	1,536	951	23,518	23,706
All severities	16,595	24,662	188,435	13,329	14,757	6,901	208,274	208,935
Non built-up roads:								
A roads								
Killed	46	257	1,113	18	125	236	1,296	1,298
KSI	233	1,911	7,804	112	782	1,180	9,083	9,093
All severities	836	5,098	47,207	782	4,955	5,521	51,067	51,097
B roads								
Killed	4	56	235	6	23	28	271	272
KSI	52	515	1,986	32	171	156	2,315	2,322
All severities	211	1,232	10,827	268	906	627	11,763	11,781
Other roads								
Killed	13	49	226	7	18	17	263	268
KSI	123	526	2,383	44	176	148	2,758	2,779
All severities	448	1,451	15,203	332	1,220	851	16,481	16,522
All non built-up roads⁶								
Killed	63	362	1,574	31	166	281	1,830	1,838
KSI	408	2,952	12,173	188	1,129	1,484	14,156	14,194
All severities	1,495	7,781	73,237	1,382	7,081	6,999	79,311	79,400
All speed limits:⁷								
Motorways								
Killed	0	22	180	12	43	101	224	224
KSI	2	169	1,252	36	231	471	1,507	1,507
All severities	4	515	13,168	263	2,112	3,512	14,270	14,270
A roads								
Killed	75	376	1,654	77	167	325	2,002	2,005
KSI	1,031	4,242	16,352	799	1,480	1,731	19,317	19,397
All severities	6,865	17,446	129,271	7,714	11,828	9,648	142,790	143,060
B roads								
Killed	15	100	384	14	42	45	456	458
KSI	317	1,171	4,683	170	391	265	5,411	5,439
All severities	2,048	4,281	35,004	1,738	2,761	1,357	38,169	38,246
Other roads								
Killed	48	158	555	32	59	61	731	744
KSI	1,232	2,529	11,131	522	794	439	12,946	13,064
All severities	9,177	10,716	97,397	5,259	7,249	2,895	106,626	107,029
Total:⁸								
Killed	138	656	2,773	135	311	532	3,413	3,431
KSI	2,582	8,111	33,418	1,527	2,896	2,906	39,181	39,407
All severities	18,094	32,958	274,840	14,974	23,950	17,412	301,855	302,605

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 motor cycle combinations and scooters.

3 Includes other motor vehicle.

4 Includes other non motor vehicle and vehicle type not reported.

5 Killed or seriously injured.

6 Excludes motorways.

7 Includes speed limit not reported.

8 Includes road class not reported.

26 Casualty and accident rates: by urban and rural roads, road class, road user type, severity and pedestrian involvement: 2002

Rate per 100 million vehicle kilometres¹

	Urban roads ²			Rural roads ²			All roads			
	A	Other ³	All urban ⁴	A	Other ³	All non rural ⁴	Motorways	A	Other ³	Total ⁴
Pedal cycle:										
Accidents involving	1,057	306	419	712	226	303	..	980	289	395
User casualties	1,040	302	414	698	220	296	..	964	285	389
of whom killed	6.0	1.1	1.8	25	3.0	7	..	11	1.6	3.0
seriously injured	131	38	52	144	39	56	..	134	38	53
Pedestrians hit by a cycle	14	3.7	5	4.5	2.4	2.8	..	12	3.5	4.7
of whom killed	0.0	0.1	0.1	0.0	0.0	0.0	..	0.0	0.1	0.1
seriously injured	4.1	0.7	1.2	0.0	0.6	0.5	..	3.1	0.7	1.1
Two-wheel motor vehicle:										
Accidents involving	1,023	603	769	383	431	403	108	672	543	567
User casualties	979	580	737	402	441	418	113	662	532	558
of whom killed	10	7.4	8.5	19	15	17	5.1	15	10.1	12
seriously injured	181	120	144	137	151	143	36	157	132	136
Pedestrians hit by a TWMV	87	43	60	4.5	10.8	7.1	0.0	42	32	34
of whom killed	1.8	0.4	1.0	0.2	0.7	0.4	0.0	0.9	0.5	0.7
seriously injured	16	8.6	11	1.4	2.5	1.8	0.0	7.8	6.5	6.6
Car:										
Accidents involving	84	76	79	31	54	38	12	51	69	51
User casualties	76	59	66	41	64	48	17	55	61	50
of whom killed	0.3	0.1	0.2	0.8	0.9	0.8	0.2	0.6	0.4	0.4
seriously injured	4.6	3.5	4.0	5.1	8	6.0	1.3	4.9	5.1	4.3
Pedestrians hit by a car	14	20	17	1.2	5.1	2.4	0.1	6.1	15	8
of whom killed	0.3	0.2	0.2	0.1	0.1	0.1	0.0	0.2	0.1	0.1
seriously injured	3.2	3.6	3.4	0.3	1.1	0.6	0.0	1.4	2.7	1.7
Bus or coach:										
Accidents involving	385	247	304	62	97	78	16	246	202	204
User casualties	330	198	253	58	81	68	40	213	164	173
of whom killed	0.6	0.2	0.4	0.1	0.0	0.1	1.5	0.4	0.2	0.4
seriously injured	20	10	14	4.1	5.4	4.7	3.6	13	9	10
Pedestrians hit by a bus or coach	68	52	58	4.5	7.0	5.6	0.0	40	38	36
of whom killed	2.6	1.0	1.7	0.1	0.5	0.3	0.0	1.5	0.8	1.1
seriously injured	15	10.1	12	0.7	1.9	1.3	0.0	8.7	7.6	7.4
Light goods vehicle:										
Accidents involving	56	43	48	23	24	23	12	35	35	31
User casualties	18	13	15	13	12	13	8	15	13	13
of whom killed	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.1	0.1	0.1
seriously injured	1.3	0.8	1.0	1.8	1.6	1.7	0.9	1.6	1.2	1.3
Pedestrians hit by a LGV	6	8	7	0.7	1.6	1.0	0.0	2.7	5.1	3.2
of whom killed	0.1	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.1	0.1
seriously injured	1.4	1.2	1.3	0.1	0.3	0.2	0.0	0.6	0.8	0.6
Heavy goods vehicle:										
Accidents involving	100	93	98	39	81	46	20	53	87	44
User casualties	17	17	17	13	23	14	5.4	14	20	11
of whom killed	0.1	0.1	0.1	0.3	0.2	0.3	0.2	0.2	0.2	0.2
seriously injured	1.9	1.6	1.8	2.2	3.1	2.3	0.9	2.1	2.4	1.6
Pedestrians hit by a HGV	9.0	14.8	11.2	1.0	4.2	1.5	0.2	2.8	9.5	2.6
of whom killed	1.5	1.0	1.3	0.2	0.2	0.2	0.1	0.5	0.6	0.3
seriously injured	2.3	3.1	2.6	0.3	0.7	0.4	0.1	0.8	1.9	0.6
All vehicles: ⁵										
Accidents involving	79	70	74	27	47	34	10	47	62	45
User casualties	89	70	78	40	63	48	15	59	67	54
of whom killed	0.4	0.3	0.3	0.9	0.9	0.9	0.2	0.7	0.5	0.5
seriously injured	7.4	5.8	6.5	5.9	9	7.0	1.4	6.5	7.1	5.7
All pedestrian casualties	15	19	17	1.2	4.7	2.3	0.1	6.4	14	8
of whom killed	0.4	0.2	0.3	0.1	0.1	0.1	0.0	0.2	0.2	0.2
seriously injured	3.3	3.5	3.4	0.3	1.0	0.5	0.0	1.4	2.6	1.6

1 From 1993 figures have been produced on a new, more accurate basis and are not directly comparable with tables in earlier editions. See "Notes" for more details

2 See urban and rural definitions.

3 B, C and unclassified roads; excludes road class not reported.

4 Includes road class not reported.

5 Includes other motor or non-motor vehicles and type not reported

27 Casualties and casualty rates: by month, road user type and severity: 2002

	Number of casualties/rate per 100 million vehicle kilometres ¹											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Pedestrians:												
Killed	72	80	60	55	52	46	42	72	59	65	79	93
KSI ²	695	713	790	684	671	631	622	653	723	759	851	839
All severities	3,054	3,172	3,435	3,101	3,390	3,010	2,911	2,852	3,336	3,349	3,722	3,452
of whom children												
Killed	5	8	7	12	2	5	8	9	8	4	6	5
KSI	155	208	282	268	253	230	236	226	276	238	239	217
All severities	954	1,117	1,381	1,317	1,429	1,177	1,138	1,055	1,361	1,159	1,170	973
Pedal cyclists:												
Killed	9	8	10	9	7	19	9	10	11	13	11	14
KSI	180	169	170	193	241	219	241	230	249	235	171	152
All severities	1,206	1,112	1,159	1,431	1,585	1,508	1,690	1,673	1,863	1,564	1,344	972
of whom children												
Killed	0	1	0	2	2	4	3	1	4	3	1	1
KSI	24	22	30	62	79	69	66	67	82	51	22	20
All severities	195	203	299	484	566	517	568	629	615	374	216	143
Rate (all pedal cyclists)	437	293	261	400	455	413	394	392	462	403	441	346
Horse riders												
Killed	0	0	0	0	0	0	0	0	0	0	0	0
KSI	1	6	2	0	2	2	0	2	3	1	2	2
All severities	7	14	12	6	10	12	10	10	15	20	16	11
TWMV ³ users:												
Killed	16	29	37	53	74	45	90	69	94	51	23	28
KSI	332	380	560	727	723	731	833	793	942	624	516	339
All severities	1,561	1,700	2,227	2,591	2,580	2,543	2,730	2,654	3,053	2,651	2,336	1,727
Rate (all TWMV users)	612	626	576	589	514	490	479	492	587	658	669	524
Car users:												
Killed	129	102	173	121	133	139	131	137	143	173	167	186
KSI	1,513	1,427	1,484	1,352	1,476	1,469	1,542	1,520	1,364	1,734	1,758	1,829
All severities	15,967	15,381	15,055	14,373	15,897	14,692	16,409	15,442	14,645	18,865	19,088	17,948
Other car ⁴ users												
Killed	0	1	2	0	0	3	2	0	2	1	1	1
KSI	20	15	23	15	35	23	46	9	19	17	16	22
All severities	295	278	277	277	287	259	291	305	272	379	378	365
Rate (all car users)	54	55	47	45	48	46	48	44	44	56	60	58
Bus or coach users:												
Killed	0	1	2	0	1	1	1	1	1	1	6	4
KSI	35	46	57	39	49	61	45	38	32	39	59	51
All severities	548	714	773	697	764	765	828	748	817	844	747	760
Rate	137	186	178	165	162	171	167	167	208	191	168	184
Light goods vehicle users:												
Killed	2	5	10	3	2	1	5	11	12	12	6	1
KSI	65	66	79	49	63	57	73	69	70	77	56	56
All severities	578	612	544	529	517	472	601	602	539	764	663	586
Heavy goods vehicle users:												
Killed	9	6	3	5	3	6	2	6	5	7	6	5
KSI	57	53	43	46	33	36	42	44	38	48	66	18
All severities	316	264	263	232	272	221	302	244	246	302	310	206
Rate (all goods vehicle users)	14	14	12	11	11	11	12	12	11	14	14	12
Agricultural vehicle users:												
Killed	0	0	0	1	0	0	0	0	0	0	0	0
KSI	4	1	1	3	1	0	0	4	3	4	1	2
All severities	11	13	11	8	7	15	10	14	18	13	3	10
All road users:												
Killed	238	233	299	247	274	263	285	308	328	324	300	332
KSI	2,912	2,888	3,217	3,123	3,310	3,239	3,467	3,391	3,461	3,563	3,518	3,318
All severities	23,634	23,355	23,848	23,364	25,435	23,604	25,947	24,697	24,934	28,919	28,732	26,136
of whom children												
Killed	6	13	19	23	12	11	16	17	20	9	12	21
KSI	266	304	416	428	442	396	424	413	436	391	341	339
All severities	2,260	2,511	2,943	3,006	3,231	2,948	3,201	3,250	3,166	3,006	2,707	2,460
Rate (all ages)	63	66	59	58	60	59	59	56	59	67	71	67

¹ From 1993 figures have been produced on a new, more accurate basis and are not directly comparable with tables in earlier editions. See "Notes" for more details.

² Killed or Seriously injured.

³ Includes motor cycle combinations, motor scooters and mopeds.

⁴ Includes taxis and minibuses.

28a Casualties: by day, road user type and hour of day: 2002

Number of casualties

(a) Monday to Thursday						(b) Friday					
Hour beginning	Pedes- trians	Pedal cyclists	TWMV users	Car users	All road users ¹	Hour beginning	Pedes- trians	Pedal cyclists	TWMV users	Car users	All road users ¹
Midnight	210	43	100	1,614	2,059	Midnight	81	9	31	526	681
01:00	102	18	69	1,001	1,248	01:00	60	4	25	278	422
02:00	115	7	28	667	868	02:00	59	2	5	321	403
03:00	52	7	29	532	673	03:00	20	8	7	194	260
04:00	23	22	24	363	523	04:00	10	2	18	126	178
05:00	47	80	103	724	1,149	05:00	15	19	31	201	295
06:00	97	255	285	1,702	2,696	06:00	35	53	80	459	750
07:00	512	853	1,068	4,653	7,790	07:00	108	178	237	1,078	1,762
08:00	2,021	1,188	1,572	8,740	14,626	08:00	478	247	350	2,124	3,460
09:00	1,079	584	857	5,716	9,277	09:00	268	136	165	1,550	2,353
10:00	953	360	560	4,764	7,609	10:00	225	99	153	1,291	1,990
11:00	1,041	365	555	5,179	8,206	11:00	312	84	195	1,516	2,346
12:00	1,211	476	750	6,148	9,667	12:00	362	124	231	1,995	3,045
13:00	1,329	492	877	6,127	9,933	13:00	355	132	274	2,046	3,078
14:00	1,178	455	757	6,084	9,522	14:00	342	133	261	1,989	2,994
15:00	2,794	825	988	7,081	12,888	15:00	774	223	316	2,460	4,060
16:00	2,315	1,125	1,336	8,186	14,065	16:00	708	260	416	2,814	4,529
17:00	2,317	1,371	1,901	9,978	16,374	17:00	557	316	483	2,705	4,278
18:00	1,671	1,045	1,392	7,506	12,107	18:00	477	224	352	2,287	3,480
19:00	1,273	739	1,046	5,687	9,074	19:00	401	156	283	2,058	2,988
20:00	818	415	795	4,595	6,863	20:00	367	111	218	1,756	2,530
21:00	544	249	595	3,833	5,447	21:00	256	64	140	1,344	1,869
22:00	443	158	489	3,611	4,858	22:00	268	30	152	1,378	1,873
23:00	398	104	278	2,723	3,614	23:00	312	41	110	1,268	1,773
All hours ²	22,549	11,237	16,455	107,219	171,149	All hours ²	6,851	2,658	4,533	33,772	51,409

(c) Saturday						(d) Sunday					
Hour beginning	Pedes- trians	Pedal cyclists	TWMV users	Car users	All road users ¹	Hour beginning	Pedes- trians	Pedal cyclists	TWMV users	Car users	All road users ¹
Midnight	208	24	80	1,048	1,399	Midnight	253	12	50	1,028	1,381
01:00	182	9	43	828	1,093	01:00	239	8	31	833	1,137
02:00	203	7	40	801	1,078	02:00	255	7	25	851	1,164
03:00	79	4	31	564	707	03:00	80	3	15	634	754
04:00	25	3	17	286	347	04:00	31	2	11	316	376
05:00	20	8	15	245	321	05:00	11	3	18	228	275
06:00	14	17	36	305	407	06:00	10	14	13	245	315
07:00	29	36	53	500	691	07:00	16	18	29	336	421
08:00	70	46	89	756	1,046	08:00	27	32	47	370	506
09:00	106	68	115	999	1,407	09:00	50	47	126	649	907
10:00	269	112	176	1,521	2,260	10:00	106	88	182	1,104	1,544
11:00	330	141	275	2,017	3,000	11:00	162	107	222	1,412	1,956
12:00	375	158	304	2,136	3,214	12:00	219	131	285	1,710	2,438
13:00	373	124	301	2,111	3,091	13:00	223	110	324	1,852	2,593
14:00	394	151	324	2,014	3,116	14:00	236	101	364	1,885	2,670
15:00	398	149	344	2,000	3,034	15:00	255	103	355	1,867	2,670
16:00	394	159	335	1,827	2,892	16:00	224	128	376	1,861	2,662
17:00	440	167	322	1,762	2,826	17:00	265	141	289	1,982	2,766
18:00	357	143	283	1,781	2,702	18:00	246	122	236	1,668	2,332
19:00	295	101	195	1,617	2,302	19:00	235	102	201	1,601	2,190
20:00	263	64	137	1,359	1,869	20:00	176	59	151	1,287	1,724
21:00	226	41	90	1,070	1,486	21:00	160	39	105	1,069	1,409
22:00	242	24	101	1,132	1,587	22:00	131	23	73	976	1,241
23:00	334	29	66	1,136	1,620	23:00	147	27	65	853	1,118
All hours ²	5,627	1,785	3,772	29,816	43,497	All hours ²	3,757	1,427	3,593	26,618	36,550

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

² Includes time not reported.

28b Casualties: killed or seriously injured: by day, road user type and hour of day: 2002

Number of casualties

(a) Monday to Thursday						(b) Friday					
Hour beginning	Pedes- trians	Pedal cyclists	TWMV users	Car users	All road users ¹	Hour beginning	Pedes- trians	Pedal cyclists	TWMV users	Car users	All road users ¹
Midnight	52	11	29	278	385	Midnight	21	3	11	121	159
01:00	32	3	25	184	256	01:00	16	0	10	45	76
02:00	29	3	12	129	182	02:00	21	0	3	68	93
03:00	24	2	11	111	160	03:00	7	2	4	41	65
04:00	7	7	6	67	107	04:00	2	1	9	29	48
05:00	18	17	27	115	214	05:00	6	2	11	33	61
06:00	29	39	70	227	414	06:00	11	9	19	66	130
07:00	137	139	279	415	1,053	07:00	31	24	60	87	221
08:00	293	125	270	582	1,338	08:00	69	28	76	137	332
09:00	205	81	145	388	925	09:00	49	18	29	128	245
10:00	193	44	116	340	765	10:00	42	15	33	97	204
11:00	218	42	112	403	873	11:00	50	11	40	131	252
12:00	228	74	183	458	1,038	12:00	66	17	61	141	311
13:00	240	81	207	470	1,085	13:00	82	13	63	139	317
14:00	242	56	193	569	1,172	14:00	78	22	67	142	329
15:00	544	96	219	537	1,494	15:00	174	29	76	171	476
16:00	508	157	331	632	1,709	16:00	161	30	94	209	527
17:00	496	174	437	680	1,844	17:00	125	38	132	196	513
18:00	393	152	350	557	1,504	18:00	108	23	84	196	433
19:00	301	131	310	585	1,370	19:00	98	25	76	167	374
20:00	201	58	242	481	1,011	20:00	97	19	64	238	430
21:00	133	46	176	449	831	21:00	69	8	42	171	299
22:00	133	31	151	481	815	22:00	77	5	46	180	316
23:00	119	21	70	466	702	23:00	105	13	38	184	348
All hours ²	4,776	1,590	3,971	9,604	21,248	All hours ²	1,566	356	1,148	3,117	6,561

(c) Saturday						(d) Sunday					
Hour beginning	Pedes- trians	Pedal cyclists	TWMV users	Car users	All road users ¹	Hour beginning	Pedes- trians	Pedal cyclists	TWMV users	Car users	All road users ¹
Midnight	66	4	29	179	287	Midnight	79	5	14	153	260
01:00	63	4	16	141	230	01:00	70	3	12	144	232
02:00	68	0	14	130	213	02:00	73	1	16	151	248
03:00	24	1	19	97	148	03:00	24	1	6	134	171
04:00	7	1	6	59	75	04:00	11	1	4	69	87
05:00	9	1	6	56	78	05:00	7	0	9	46	64
06:00	9	1	12	54	81	06:00	2	3	5	54	70
07:00	7	13	22	82	148	07:00	3	5	8	46	66
08:00	15	3	19	91	141	08:00	6	9	16	47	83
09:00	26	10	36	69	155	09:00	15	10	39	89	161
10:00	56	18	43	117	248	10:00	21	17	57	101	201
11:00	59	19	77	126	299	11:00	44	17	76	114	254
12:00	79	24	74	153	359	12:00	47	21	98	146	317
13:00	64	13	79	150	314	13:00	40	14	106	168	333
14:00	66	19	98	122	336	14:00	51	17	139	157	370
15:00	85	22	111	162	385	15:00	54	15	141	132	347
16:00	85	19	96	165	393	16:00	52	18	152	158	388
17:00	99	29	100	179	418	17:00	47	22	100	199	382
18:00	87	21	85	161	361	18:00	70	13	77	166	333
19:00	68	13	68	158	316	19:00	70	19	60	176	330
20:00	64	18	29	101	214	20:00	45	9	52	156	269
21:00	52	6	33	116	215	21:00	41	4	30	147	227
22:00	70	5	28	154	277	22:00	37	5	26	133	205
23:00	101	10	22	177	317	23:00	51	1	16	122	192
All hours ²	1,329	274	1,122	2,999	6,008	All hours ²	960	230	1,259	3,008	5,590

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

2 Includes time not reported.

28c Casualties: all days: by severity, road user type and hour of day: 2002

Number of casualties

(a) Fatal						(b) Serious					
Hour beginning	Pedes- trians	Pedal cyclists	TWMV users	Car users	All road users ¹	Hour beginning	Pedes- trians	Pedal cyclists	TWMV users	Car users	All road users ¹
Midnight	25	2	9	83	125	Midnight	193	21	74	648	966
01:00	23	0	4	67	94	01:00	158	10	59	447	700
02:00	19	1	12	55	89	02:00	172	3	33	423	647
03:00	3	1	8	37	54	03:00	76	5	32	346	490
04:00	8	2	3	24	39	04:00	19	8	22	200	278
05:00	7	0	8	37	55	05:00	33	20	45	213	362
06:00	7	6	13	57	94	06:00	44	46	93	344	601
07:00	13	14	26	68	134	07:00	165	167	343	562	1,354
08:00	17	9	22	64	119	08:00	366	156	359	793	1,775
09:00	27	7	17	44	103	09:00	268	112	232	630	1,383
10:00	29	6	18	58	121	10:00	283	88	231	597	1,297
11:00	35	9	30	56	139	11:00	336	80	275	718	1,539
12:00	37	4	30	84	168	12:00	383	132	386	814	1,857
13:00	38	8	33	88	175	13:00	388	113	422	839	1,874
14:00	28	5	30	78	148	14:00	409	109	467	912	2,059
15:00	42	5	53	89	205	15:00	815	157	494	913	2,497
16:00	63	5	55	100	228	16:00	743	219	618	1,064	2,789
17:00	58	13	48	98	224	17:00	709	250	721	1,156	2,933
18:00	65	7	48	82	209	18:00	593	202	548	998	2,422
19:00	58	5	47	95	212	19:00	479	183	467	991	2,178
20:00	38	2	41	88	173	20:00	369	102	346	888	1,751
21:00	48	6	19	105	180	21:00	247	58	262	778	1,392
22:00	33	5	22	93	161	22:00	284	41	229	855	1,452
23:00	54	8	13	97	182	23:00	322	37	133	852	1,377
All hours ²	775	130	609	1,747	3,431	All hours ²	7,856	2,320	6,891	16,981	35,976

(c) Slight						(d) All Severities					
Hour beginning	Pedes- trians	Pedal cyclists	TWMV users	Car users	All road users ¹	Hour beginning	Pedes- trians	Pedal cyclists	TWMV users	Car users	All road users ¹
Midnight	534	65	178	3,485	4,429	Midnight	752	88	261	4,216	5,520
01:00	402	29	105	2,426	3,106	01:00	583	39	168	2,940	3,900
02:00	441	19	53	2,162	2,777	02:00	632	23	98	2,640	3,513
03:00	152	16	42	1,541	1,850	03:00	231	22	82	1,924	2,394
04:00	62	19	45	867	1,107	04:00	89	29	70	1,091	1,424
05:00	53	90	114	1,148	1,623	05:00	93	110	167	1,398	2,040
06:00	105	287	308	2,310	3,473	06:00	156	339	414	2,711	4,168
07:00	487	904	1,018	5,937	9,176	07:00	665	1,085	1,387	6,567	10,664
08:00	2,213	1,348	1,677	11,133	17,744	08:00	2,596	1,513	2,058	11,990	19,638
09:00	1,208	716	1,014	8,240	12,458	09:00	1,503	835	1,263	8,914	13,944
10:00	1,241	565	822	8,025	11,985	10:00	1,553	659	1,071	8,680	13,403
11:00	1,474	608	942	9,350	13,830	11:00	1,845	697	1,247	10,124	15,508
12:00	1,747	753	1,154	11,091	16,339	12:00	2,167	889	1,570	11,989	18,364
13:00	1,854	737	1,321	11,209	16,646	13:00	2,280	858	1,776	12,136	18,695
14:00	1,713	726	1,209	10,982	16,095	14:00	2,150	840	1,706	11,972	18,302
15:00	3,364	1,138	1,456	12,406	19,950	15:00	4,221	1,300	2,003	13,408	22,652
16:00	2,835	1,448	1,790	13,524	21,131	16:00	3,641	1,672	2,463	14,688	24,148
17:00	2,812	1,732	2,226	15,173	23,087	17:00	3,579	1,995	2,995	16,427	26,244
18:00	2,093	1,325	1,667	12,162	17,990	18:00	2,751	1,534	2,263	13,242	20,621
19:00	1,667	910	1,211	9,877	14,164	19:00	2,204	1,098	1,725	10,963	16,554
20:00	1,217	545	914	8,021	11,062	20:00	1,624	649	1,301	8,997	12,986
21:00	891	329	649	6,433	8,639	21:00	1,186	393	930	7,316	10,211
22:00	767	189	564	6,149	7,946	22:00	1,084	235	815	7,097	9,559
23:00	815	156	373	5,031	6,566	23:00	1,191	201	519	5,980	8,125
All hours ²	30,153	14,657	20,853	178,697	263,198	All hours ²	38,784	17,107	28,353	197,425	302,605

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

² Includes time not reported.

29a Casualties: by age band¹, road user type and severity: 2002

	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	19	15	10	35	42	101	81	76	81	60	112	135	775
KSI ³	321	466	888	1,153	668	1,162	860	707	546	484	631	586	8,631
All severities	1,545	2,224	4,840	5,622	3,246	5,475	4,040	2,984	2,292	1,758	1,926	1,537	38,784
Pedal cyclists:													
Killed	0	3	6	13	6	16	20	15	21	10	14	5	130
KSI	8	66	193	327	178	375	452	330	246	122	69	29	2,450
All severities	72	564	1,564	2,609	1,429	2,920	3,096	2,064	1,254	588	270	91	17,107
Moped users:													
Killed	0	0	0	0	9	5	2	1	0	0	2	1	20
KSI	0	1	5	32	482	117	81	37	23	19	7	3	814
All severities	0	2	15	97	2,970	800	492	186	109	66	36	13	4,872
Motor cycle													
Riders:													
Killed	0	0	0	3	36	155	194	114	35	9	5	0	560
KSI	0	1	2	50	658	1,624	2,071	1,169	444	103	23	4	6,246
All severities	0	3	7	147	2,886	5,808	6,975	3,717	1,506	331	95	10	21,901
Passengers:													
Killed	0	0	0	0	7	11	3	4	2	1	0	0	29
KSI	0	0	9	34	89	136	64	61	25	4	2	0	440
All severities	4	7	49	133	299	418	284	192	104	19	11	0	1,580
Car													
Drivers:													
Killed	0	0	0	3	131	327	198	138	112	84	79	69	1,146
KSI	0	0	0	27	1,225	3,399	2,488	1,721	1,329	722	618	331	12,030
All severities	0	2	1	103	10,946	35,948	32,829	21,406	14,199	6,567	3,971	1,645	129,024
Passengers:													
Killed	16	8	11	34	140	151	47	25	35	32	45	51	601
KSI	157	153	205	397	1,445	1,709	653	440	434	337	374	212	6,698
All severities	2,682	2,425	3,791	4,461	11,480	15,346	8,398	5,561	4,539	3,186	2,537	1,174	68,401
Bus and coach													
Drivers:													
Killed	0	0	0	0	0	0	0	2	0	0	0	0	2
KSI	0	0	0	0	0	7	17	13	11	2	2	0	53
All severities	0	0	0	0	5	138	289	221	167	39	3	0	873
Passengers:													
Killed	0	0	0	3	0	1	4	1	1	2	3	2	17
KSI	12	4	6	31	23	44	34	31	42	68	95	84	498
All severities	303	152	305	616	352	675	687	669	763	1,046	1,107	723	8,132
Goods vehicle													
Drivers:													
Killed	0	0	0	0	2	15	25	27	24	11	1	0	105
KSI	0	0	0	0	29	188	304	245	164	65	7	0	1,017
All severities	0	0	0	1	153	1,669	2,589	1,770	1,203	356	48	4	7,863
Passengers:													
Killed	0	0	0	0	4	8	8	2	1	3	1	0	28
KSI	3	3	13	9	31	73	63	40	23	13	7	1	287
All severities	40	27	70	75	269	629	527	304	166	65	25	10	2,322
All road users:⁴													
Killed	35	26	27	91	377	795	583	408	312	213	266	267	3,431
KSI	502	696	1,326	2,072	4,848	8,877	7,124	4,830	3,310	1,959	1,853	1,266	39,407
All severities	4,651	5,429	10,678	13,931	34,111	70,153	60,629	39,349	26,473	14,142	10,101	5,278	302,605

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

² Includes age not reported.

³ Killed or seriously injured.

⁴ Includes other road users and road user type not reported.

29b Casualties: by age band¹, road user type and severity: 1994-98 average²

	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
Moped users:													
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
Motor cycle⁵													
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 age not reported.

4 Killed or seriously injured.

5 Includes scooters.

6 Includes other road users and road user type not reported.

30 Casualty rates: by age bands¹, road user type and severity: 2002

	Rate per 100,000 population ²												
	0-4	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	0.6	0.7	0.3	1.2	1.5	1.4	0.9	1.0	1.1	1.1	2.7	5.5	1.3
KSI ⁴	10	22	30	39	23	16	10	9	7	9	15	24	15
All severities	47	106	163	188	113	76	45	38	31	33	46	62	67
Pedal cyclists:													
Killed	0	0.1	0.2	0.4	0.2	0.2	0.2	0.2	0.3	0.2	0.3	0.2	0.2
KSI	0.2	3.1	6	11	6	5.2	5.1	4.2	3.4	2.3	1.7	1.2	4.3
All severities	2.2	27	53	87	50	41	35	26	17	11	6.5	3.7	30
Moped users:													
Killed	0	0	0	0	0.3	0	0	0	0	0	0	0	0
KSI	0	0	0	1.1	16.7	1.6	0.9	0.5	0.3	0.4	0.2	0.1	1.4
All severities	0	0	0.5	3.2	103	11.2	5.5	2.4	1.5	1.2	0.9	0.5	8.5
Motor cycle Riders:													
Killed	0	0	0	0.1	1.3	2.2	2.2	1.5	0.5	0.2	0	0	1.0
KSI	0	0	0	1.7	23	23	23	14.9	6.1	1.9	0.6	0.2	11
All severities	0	0	0.2	4.9	100	81	78	47	21	6.2	2.3	0.4	38
Passengers:													
Killed	0	0	0	0	0	0.2	0.0	0	0	0	0	0	0.1
KSI	0	0	0.3	1.1	3.1	1.9	0.7	0.8	0.3	0.1	0	0	0.8
All severities	0	0.3	1.6	4.4	10	5.8	3.2	2.4	1.4	0.4	0.3	0	2.7
Car Drivers:													
Killed	0	0	0	0.1	4.5	4.6	2.2	1.8	1.5	1.6	1.9	2.8	2.0
KSI	0	0	0	0.9	43	47	28	22	18	13	15	13	21
All severities	0	0	0.0	3.4	380	502	368	272	194	122	95	67	224
Passengers:													
Killed	0.5	0.4	0.4	1.1	4.9	2.1	0.5	0.3	0.5	0.6	1.1	2.1	1.0
KSI	4.8	7.3	7	13	50	24	7	5.6	5.9	6	9	9	12
All severities	81	115	128	149	399	214	94	71	62	59	61	48	119
Bus and coach Drivers:													
Killed	0	0	0	0	0	0	0	0	0	0	0	0	0
KSI	0	0	0	0	0	0.1	0.2	0.2	0.2	0.0	0	0	0.1
All severities	0	0	0	0	0.2	1.9	3.2	2.8	2.3	0.7	0	0	1.5
Passengers:													
Killed	0	0	0	0	0	0	0	0	0	0.0	0	0.1	0
KSI	0.4	0.2	0.2	1.0	0.8	0.6	0.4	0.4	0.6	1.3	2.3	3.4	0.9
All severities	9	7.2	10	21	12	9.4	7.7	9	10	19	26	29	14
Goods vehicle Drivers:													
Killed	0	0	0	0	0.1	0.2	0.3	0.3	0.3	0.2	0	0	0.2
KSI	0	0	0	0	1.0	2.6	3.4	3.1	2.2	1.2	0.2	0.0	1.8
All severities	0	0	0	0.0	5	23	29	23	16	6.6	1.1	0.2	14
Passengers:													
Killed	0	0	0	0	0.1	0.1	0	0	0	0	0	0	0
KSI	0.1	0.1	0.4	0.3	1.1	1.0	0.7	0.5	0.3	0.2	0.2	0	0.5
All severities	1.2	1.3	2.4	2.5	9	8.8	5.9	3.9	2.3	1.2	0.6	0.4	4.0
All road users:⁵													
Killed	1.1	1.2	0.9	3.0	13	11	6.5	5.2	4.3	4.0	6.4	11	6.0
KSI	15	33	45	69	168	124	80	61	45	37	44	51	69
All severities	141	258	360	466	1,184	980	679	501	362	264	242	214	526
Population (thousands)													
	3,294	2,107	2,970	2,991	2,880	7,162	8,931	7,857	7,307	5,366	4,178	2,467	57,510

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

2 2002 population figures.

3 Includes age not reported.

4 Killed or seriously injured.

5 Includes other road users and road user type not reported.

31 Casualties among pedestrians: location by age band¹ and by severity: 2002

	Number of casualties/percentage										
	In carriage-way not crossing	On footway or verge	On refuge, central island or reservation	Masked by stationary vehicle			Otherwise crossing road			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	106	97	8	9	15	485	97	52	603	73	1,545
5- 7	89	82	4	15	22	732	109	61	1,009	101	2,224
8-11	219	199	16	44	86	1,258	299	277	2,249	193	4,840
12-15	345	362	24	56	150	1,047	430	413	2,583	212	5,622
16-19	334	289	13	33	90	394	277	291	1,357	168	3,246
20-24	444	280	16	33	80	292	327	325	1,222	162	3,181
25-29	352	228	10	24	56	153	248	249	853	121	2,294
30-34	385	288	9	14	48	137	205	180	726	148	2,140
35-39	349	253	4	21	41	122	200	161	621	128	1,900
40-44	298	230	8	17	20	76	142	154	600	116	1,661
45-49	224	176	7	15	13	75	165	110	456	82	1,323
50-54	182	178	4	11	16	83	134	111	466	85	1,270
55-59	148	135	8	11	13	54	129	78	394	52	1,022
60-64	81	134	5	6	22	56	114	81	370	40	909
65-69	71	105	12	12	13	54	92	79	363	48	849
70-74	61	119	6	10	10	61	113	71	460	42	953
75-79	55	95	2	11	12	79	97	78	494	50	973
80-84	51	92	5	5	13	67	84	72	461	42	892
85+	32	61	1	5	12	38	60	60	346	30	645
All ages ²	3,974	3,521	167	368	753	5,372	3,432	3,015	16,138	2,044	38,784
Percentage	10.2	9.1	0.4	0.9	1.9	13.9	8.8	7.8	41.6	5.3	100.0
<hr/>											
All ages ²⁻											
Killed	122	48	3	2	7	46	69	69	361	48	775
Seriously injured	685	582	28	80	155	1,165	696	664	3,492	309	7,856
Slightly injured	3,167	2,891	136	286	591	4,161	2,667	2,282	12,285	1,687	30,153
Total	3,974	3,521	167	368	753	5,372	3,432	3,015	16,138	2,044	38,784

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

2 Includes age not reported.

32 Casualties among pedestrians: by location, age, road crossing type and severity: 2002

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:						
Killed	1	11	12	0	11	11
Seriously injured	38	136	177	49	93	144
Slightly injured	189	521	734	187	331	542
All severities	228	668	923	236	435	697
Pelican:³						
Killed	5	25	31	1	39	40
Seriously injured	89	224	323	91	250	343
Slightly injured	439	759	1,230	357	766	1,155
All severities	533	1,008	1,584	449	1,055	1,538
Light controlled junction (with ped'n phase):						
Killed	1	26	27	1	20	21
Seriously injured	54	211	272	58	215	290
Slightly injured	234	697	981	254	728	1,034
All severities	289	934	1,280	313	963	1,345
Crossing with human control:⁴						
Killed	0	0	0	1	1	2
Seriously injured	0	8	8	7	13	20
Slightly injured	43	33	78	40	29	70
All severities	43	41	86	48	43	92
All crossings:⁵						
Killed	8	65	74	3	73	76
Seriously injured	182	582	785	210	579	811
Slightly injured	899	2,010	3,016	848	1,872	2,829
All severities	1,089	2,657	3,875	1,061	2,524	3,716

1 Children - aged between 0-15 years.

2 Includes age 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.

33 Casualties: by age, road user type and severity: 2002

Age of casualty	Number of casualties											
	Pedestrians			Pedal cyclists			Car users			All road users ¹		
	Killed	KSI ³	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All
0 ²	0	5	22	0	0	0	1	7	192	1	12	230
1	4	15	88	0	0	1	2	30	515	6	48	677
2	2	53	297	0	0	5	3	35	554	5	92	936
3	3	108	503	0	3	15	4	41	634	7	158	1,248
4	10	140	635	0	5	51	6	44	787	16	192	1,560
5	5	155	690	0	15	112	3	52	722	8	228	1,603
6	6	131	704	1	22	181	3	48	810	10	203	1,771
7	4	180	830	2	29	271	2	53	895	8	265	2,055
8	3	195	955	1	38	320	3	44	895	7	283	2,269
9	1	205	1,091	2	33	291	1	46	937	4	291	2,408
10	2	192	1,179	0	53	409	4	51	992	6	305	2,708
11	4	296	1,615	3	69	544	3	64	968	10	447	3,293
12	12	346	1,694	5	82	635	6	78	1,027	25	526	3,590
13	5	307	1,438	4	77	702	8	71	957	18	485	3,341
14	11	298	1,383	2	79	696	5	104	1,116	18	527	3,507
15	7	202	1,107	2	89	576	18	171	1,464	30	534	3,493
0-15	79	2,828	14,231	22	594	4,809	72	939	13,465	179	4,596	34,689
16	9	186	909	1	64	455	39	348	2,402	62	979	6,016
17	10	163	834	2	38	364	65	628	5,298	91	1,214	8,546
18	12	162	789	1	45	291	88	872	7,580	118	1,386	10,165
19	11	157	714	2	31	319	79	822	7,146	106	1,269	9,384
16-19	42	668	3,246	6	178	1,429	271	2,670	22,426	377	4,848	34,111
20	11	159	821	2	32	300	83	790	6,821	117	1,218	9,037
21	9	137	682	0	35	268	52	680	6,372	81	1,081	8,392
22	15	144	634	2	40	312	74	672	6,051	110	1,102	8,133
23	11	123	540	2	31	292	51	526	5,213	83	885	7,036
24	14	112	504	2	32	263	37	444	4,662	69	790	6,368
20-24	60	675	3,181	8	170	1,435	297	3,112	29,119	460	5,076	38,966
25-29	41	487	2,294	8	205	1,485	181	1,996	22,175	335	3,801	31,187
30-34	32	430	2,140	10	250	1,589	140	1,642	21,931	301	3,682	32,011
35-39	49	430	1,900	10	202	1,507	105	1,499	19,296	282	3,442	28,618
40-44	37	362	1,661	7	195	1,206	99	1,223	15,302	238	2,802	22,660
45-49	39	345	1,323	8	135	858	64	938	11,665	170	2,028	16,689
50-54	42	283	1,270	9	135	707	87	987	10,593	173	1,833	14,965
55-59	39	263	1,022	12	111	547	60	776	8,145	139	1,477	11,508
60-64	27	257	909	8	66	346	64	550	5,560	117	1,070	8,091
65-69	33	227	849	2	56	242	52	509	4,193	96	889	6,051
70-74	45	279	953	6	37	154	67	510	3,636	129	918	5,551
75-79	67	352	973	8	32	116	57	482	2,872	137	935	4,550
80-84	69	327	892	2	21	64	72	344	1,874	146	750	3,342
85+	66	259	645	3	8	27	48	199	945	121	516	1,936
All ages ⁴	775	8,631	38,784	130	2,450	17,107	1,747	18,728	197,425	3,431	39,407	302,605

1 Includes other road users, and road user type not reported.

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

3 Killed or seriously injured.

4 Includes age not reported.

34 Casualties in cars¹: by severity, age, seating position, built-up and non built-up roads: 2002

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	10	172	3,032	383	6,730	100,940	394	7,058	106,451
Rear seat occupant	7	236	5,299	52	806	8,614	59	1,074	14,534
All occupants ⁶	17	408	8,331	435	7,536	109,554	453	8,132	120,985
Non built-up roads:⁵									
Front seat occupant	16	152	1,390	1,006	8,104	54,711	1,031	8,389	56,930
Rear seat occupant	29	322	2,981	100	836	4,374	130	1,173	7,489
All occupants ⁶	45	474	4,371	1,106	8,940	59,085	1,161	9,562	64,419
Motorways:									
Front seat occupant	0	9	158	108	835	10,053	108	856	10,344
Rear seat occupant	10	48	605	15	126	1,040	25	178	1,677
All occupants ⁶	10	57	763	123	961	11,093	133	1,034	12,021
All speed limits:⁷									
Front seat occupant	26	333	4,580	1,497	15,669	165,704	1,533	16,303	173,725
Rear seat occupant	46	606	8,885	167	1,768	14,028	214	2,425	23,700
All occupants ⁶	72	939	13,465	1,664	17,437	179,732	1,747	18,728	197,425

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 age not reported.

4 Killed or seriously injured.

5 Motorways excluded.

6 Includes seating position not reported.

7 Includes speed limit not reported.

**35 Breath tests and breath test failures: all drivers and riders involved,
day of week and time of day: 2002**

(a) All motor vehicles involved in accidents								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	581	541	512	541	725	1,474	1,441	5,815
01:00	393	343	258	352	417	1,100	1,164	4,027
02:00	215	229	208	222	384	1,039	1,104	3,401
03:00	175	208	153	166	275	669	740	2,386
04:00	154	166	132	158	195	377	378	1,560
05:00	351	358	352	412	373	356	301	2,503
06:00	924	928	973	926	997	483	331	5,562
07:00	2,948	2,699	2,893	2,880	2,600	886	466	15,372
08:00	5,075	5,317	5,057	5,056	4,792	1,356	595	27,248
09:00	3,233	3,239	3,245	3,377	3,313	1,877	1,146	19,430
10:00	2,631	2,590	2,640	2,583	2,724	2,911	1,931	18,010
11:00	2,922	2,744	2,764	2,723	3,179	3,851	2,464	20,647
12:00	3,292	3,187	3,288	3,144	4,143	4,110	3,060	24,224
13:00	3,456	3,250	3,316	3,427	4,318	4,034	3,204	25,005
14:00	3,313	3,158	3,132	3,225	4,139	3,842	3,249	24,058
15:00	4,247	3,963	4,185	4,100	5,340	3,742	3,254	28,831
16:00	4,609	4,572	4,763	4,805	6,144	3,522	3,336	31,751
17:00	5,611	5,685	5,721	5,714	5,880	3,469	3,283	35,363
18:00	3,942	3,862	4,259	4,162	4,629	3,242	2,807	26,903
19:00	2,648	2,918	3,018	2,917	3,782	2,753	2,575	20,611
20:00	1,956	2,144	2,144	2,256	2,981	2,253	2,037	15,771
21:00	1,498	1,644	1,615	1,789	2,181	1,632	1,621	11,980
22:00	1,396	1,327	1,469	1,548	2,075	1,675	1,376	10,866
23:00	869	944	1,023	1,202	1,905	1,750	1,216	8,909
All hours ¹	56,441	56,021	57,125	57,690	67,509	52,406	43,081	390,273

(b) Required to take breath test								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	320	318	276	279	411	828	786	3,218
01:00	217	197	136	186	195	588	648	2,167
02:00	115	131	111	116	214	559	582	1,828
03:00	86	106	81	85	139	344	417	1,258
04:00	86	71	74	88	93	198	195	805
05:00	197	163	200	205	193	188	152	1,298
06:00	494	516	511	497	523	266	180	2,987
07:00	1,528	1,381	1,478	1,435	1,349	510	267	7,948
08:00	2,426	2,470	2,415	2,388	2,248	730	326	13,003
09:00	1,532	1,508	1,481	1,663	1,576	1,046	634	9,440
10:00	1,297	1,262	1,305	1,294	1,325	1,464	1,090	9,037
11:00	1,377	1,318	1,301	1,299	1,530	1,986	1,274	10,085
12:00	1,564	1,512	1,584	1,489	2,071	2,037	1,579	11,836
13:00	1,675	1,538	1,590	1,589	2,153	2,042	1,609	12,196
14:00	1,541	1,431	1,529	1,546	2,002	1,967	1,709	11,725
15:00	1,971	1,884	2,037	1,935	2,620	1,841	1,766	14,054
16:00	2,240	2,267	2,345	2,364	3,060	1,821	1,786	15,883
17:00	2,781	2,798	2,756	2,820	2,919	1,792	1,810	17,676
18:00	1,944	1,945	2,027	2,074	2,332	1,694	1,480	13,496
19:00	1,375	1,493	1,493	1,455	1,892	1,427	1,351	10,486
20:00	1,001	1,087	1,098	1,163	1,577	1,274	1,069	8,269
21:00	768	885	893	997	1,184	861	893	6,481
22:00	777	718	819	894	1,181	899	742	6,030
23:00	512	534	569	676	1,105	941	670	5,007
All hours ¹	27,824	27,533	28,113	28,540	33,902	27,303	23,017	196,232

¹ Includes hour of day not reported.

**35 (continued) Breath tests and breath test failures: all drivers and riders involved,
day of week and time of day: 2002**

(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	81	56	55	65	83	209	174	723
01:00	72	32	38	48	46	162	169	567
02:00	33	31	29	38	62	182	182	557
03:00	14	24	18	10	38	100	136	340
04:00	11	9	8	16	10	46	60	160
05:00	10	6	5	7	12	29	42	111
06:00	8	6	7	17	16	23	31	108
07:00	14	9	11	11	15	28	25	113
08:00	16	12	13	17	27	27	13	125
09:00	6	10	6	6	14	21	14	77
10:00	10	2	11	13	7	21	15	79
11:00	9	7	7	8	15	28	22	96
12:00	19	8	14	8	21	29	25	124
13:00	7	12	10	17	18	24	20	108
14:00	13	26	18	19	30	33	29	168
15:00	36	21	26	30	38	57	40	248
16:00	38	34	35	34	46	62	54	303
17:00	44	49	47	44	71	63	79	397
18:00	47	50	45	52	93	107	114	508
19:00	48	63	53	55	97	93	118	527
20:00	58	60	59	66	111	101	94	549
21:00	40	47	49	67	120	97	95	515
22:00	68	75	72	83	150	140	112	700
23:00	67	81	86	111	213	195	148	901
All hours ¹	769	730	722	842	1,353	1,877	1,811	8,104

¹ Includes hour of day not reported.

36 Breath tests and breath test failures: by motor vehicle driver and rider age: GB 2002

Number of drivers or riders/percentage

	Involved in accident	Tested	Tested as percentage of involved	Failed ¹	Failed as a percentage of	
					Involved	Tested
Car drivers:						
Under 17	600	262	43.7	48	8.0	18.3
17-19	20,567	13,096	63.7	719	3.5	5.5
20-24	38,249	22,329	58.4	1,546	4.0	6.9
25-29	34,628	19,467	56.2	1,213	3.5	6.2
30-34	38,213	20,418	53.4	983	2.6	4.8
35-39	34,830	19,164	55.0	847	2.4	4.4
40-49	49,814	27,865	55.9	990	2.0	3.6
50-59	33,587	19,278	57.4	506	1.5	2.6
60-69	16,162	9,350	57.9	162	1.0	1.7
70 and over	12,215	6,701	54.9	76	0.6	1.1
Age not reported	35,703	1,852	5.2	195	0.5	10.5
All ages	314,568	159,782	50.8	7,285	2.3	4.6
Two-wheeled motor vehicle riders:						
Under 17	2,428	1,020	42.0	32	1.3	3.1
17-19	4,063	1,921	47.3	89	2.2	4.6
20-24	3,627	1,658	45.7	69	1.9	4.2
25-29	3,545	1,589	44.8	65	1.8	4.1
30-34	4,235	1,944	45.9	72	1.7	3.7
35-39	3,861	1,753	45.4	47	1.2	2.7
40-49	4,222	1,970	46.7	50	1.2	2.5
50-59	1,767	802	45.4	13	0.7	1.6
60-69	439	179	40.8	3	0.7	1.7
70 and over	163	73	44.8	0	0.0	0.0
Age not reported	1,153	83	7.2	1	0.1	1.2
All ages	29,503	12,992	44.0	441	1.5	3.4
Bus/coach drivers	10,781	4,327	40.1	16	0.1	0.4
Light goods vehicle drivers	17,755	9,184	51.7	269	1.5	2.9
Heavy goods vehicle drivers	13,480	8,056	59.8	54	0.4	0.7
Other drivers/riders	4,186	1,891	45.2	39	0.9	2.1
All motor vehicle drivers and riders:						
Under 17	3,076	1,298	42.2	84	2.7	6.5
17-19	25,118	15,312	61.0	817	3.3	5.3
20-24	44,630	25,663	57.5	1,661	3.7	6.5
25-29	42,571	23,681	55.6	1,332	3.1	5.6
30-34	48,656	25,868	53.2	1,107	2.3	4.3
35-39	45,117	24,619	54.6	957	2.1	3.9
40-49	63,765	35,354	55.4	1,122	1.8	3.2
50-59	42,761	24,369	57.0	549	1.3	2.3
60-69	18,906	10,893	57.6	175	0.9	1.6
70 and over	12,670	6,914	54.6	77	0.6	1.1
Age not reported	43,003	2,261	5.3	223	0.5	9.9
All ages	390,273	196,232	50.3	8,104	2.1	4.1

37a Drivers: by sex, number injured, car driver and two-wheeled motor vehicle rider and age: 2002

Number of drivers/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	547	259	47.3	45	20	44.4	600	279	46.5
17-19	14,697	7,041	47.9	5,807	3,729	64.2	20,567	10,773	52.4
20-24	24,801	11,105	44.8	13,250	8,260	62.3	38,249	19,375	50.7
25-29	21,669	9,039	41.7	12,724	7,531	59.2	34,628	16,573	47.9
30-34	23,749	9,251	39.0	14,239	7,947	55.8	38,213	17,203	45.0
35-39	21,207	8,314	39.2	13,472	7,304	54.2	34,830	15,626	44.9
40-49	30,987	11,465	37.0	18,652	9,933	53.3	49,814	21,406	43.0
50-59	21,834	7,753	35.5	11,611	6,442	55.5	33,587	14,199	42.3
60-69	11,642	4,133	35.5	4,493	2,432	54.1	16,162	6,567	40.6
70 and over	9,018	3,760	41.7	3,176	1,853	58.3	12,215	5,616	46.0
Age not reported	12,414	849	6.8	4,212	526	12.5	35,703	1,407	3.9
All ages	192,565	72,969	37.9	101,681	55,977	55.1	314,568	129,024	41.0
Moped riders:									
Under 16	78	64	82.1	12	11	91.7	90	75	83.3
16	1,657	1,525	92.0	168	161	95.8	1,826	1,687	92.4
17	697	662	95.0	103	101	98.1	801	763	95.3
18	266	245	92.1	55	55	100.0	321	300	93.5
19	139	127	91.4	39	39	100.0	180	167	92.8
20-24	354	318	89.8	129	128	99.2	485	446	92.0
25-29	271	239	88.2	84	80	95.2	357	319	89.4
30-39	400	358	89.5	140	127	90.7	542	485	89.5
40-49	127	122	96.1	67	62	92.5	194	184	94.8
50-59	68	64	94.1	46	45	97.8	114	109	95.6
60 and over	76	71	93.4	43	43	100.0	119	114	95.8
Age not reported	124	66	53.2	14	10	71.4	225	78	34.7
All ages	4,257	3,861	90.7	900	862	95.8	5,254	4,727	90.0
Motor cycle riders:									
Under 16	169	148	87.6	9	9	100.0	179	157	87.7
16	312	270	86.5	20	19	95.0	333	289	86.8
17	999	939	94.0	52	52	100.0	1,051	991	94.3
18	880	828	94.1	61	57	93.4	943	886	94.0
19	720	674	93.6	47	46	97.9	767	720	93.9
20-24	2,907	2,680	92.2	227	206	90.7	3,142	2,890	92.0
25-29	2,942	2,684	91.2	245	233	95.1	3,188	2,918	91.5
30-39	7,072	6,531	92.4	474	442	93.2	7,554	6,975	92.3
40-49	3,828	3,538	92.4	195	177	90.8	4,028	3,717	92.3
50-59	1,578	1,439	91.2	75	67	89.3	1,653	1,506	91.1
60 and over	460	414	90.0	23	22	95.7	483	436	90.3
Age not reported	602	395	65.6	24	13	54.2	928	416	44.8
All ages	22,469	20,540	91.4	1,452	1,343	92.5	24,249	21,901	90.3
Other motor vehicle drivers ²	40,565	9,050	22.3	1,851	629	34.0	46,202	9,689	21.0
All motor vehicle drivers or riders:									
Under 17	2,803	2,284	81.5	259	224	86.5	3,076	2,509	81.6
17-19	18,855	10,688	56.7	6,193	4,091	66.1	25,118	14,784	58.9
20-24	30,663	14,869	48.5	13,744	8,653	63.0	44,630	23,536	52.7
25-29	29,005	13,035	44.9	13,288	7,926	59.6	42,571	20,966	49.2
30-34	33,484	14,283	42.7	14,885	8,380	56.3	48,656	22,673	46.6
35-39	30,871	13,097	42.4	14,048	7,645	54.4	45,117	20,750	46.0
40-49	44,207	17,138	38.8	19,342	10,310	53.3	63,765	27,459	43.1
50-59	30,687	10,684	34.8	11,908	6,611	55.5	42,761	17,300	40.5
60-69	14,275	4,922	34.5	4,601	2,516	54.7	18,906	7,441	39.4
70 and over	9,423	4,006	42.5	3,226	1,896	58.8	12,670	5,905	46.6
Age not reported	15,583	1,414	9.1	4,390	559	12.7	43,003	2,018	4.7
All ages	259,856	106,420	41.0	105,884	58,811	55.5	390,273	165,341	42.4

1 Includes sex not reported.

2 Includes drivers of buses, coaches and goods vehicles.

37b Drivers: by sex, number injured, car driver and two-wheeled motor vehicle rider and age: 1994 - 1998 average

Number of drivers/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	228	51.9	38	22	59.6	486	250	51.5
17-19	17,525	7,838	44.7	7,334	4,580	62.4	24,941	12,417	49.8
20-24	29,065	11,800	40.6	15,743	9,571	60.8	45,066	21,372	47.4
25-29	29,227	10,821	37.0	16,556	9,380	56.7	46,072	20,202	43.8
30-34	26,896	9,067	33.7	15,407	8,070	52.4	42,655	17,137	40.2
35-39	20,693	6,859	33.1	12,152	6,229	51.3	33,078	13,089	39.6
40-49	32,735	10,116	30.9	18,037	9,095	50.4	51,021	19,211	37.7
50-59	21,664	6,692	30.9	9,686	5,101	52.7	31,429	11,794	37.5
60-69	12,499	4,067	32.5	4,018	2,119	52.7	16,545	6,186	37.4
70 and over	8,594	3,467	40.3	2,793	1,606	57.5	11,405	5,073	44.5
Age not reported	10,056	714	7.1	3,342	494	14.8	27,070	1,225	4.5
All ages	209,393	71,669	34.2	105,106	56,266	53.5	329,768	127,958	38.8
Moped riders:									
Under 16	50	43	86.3	3	2	84.6	53	45	85.6
16	540	500	92.6	67	65	97.3	607	565	93.1
17	223	203	91.0	39	38	98.4	262	242	92.1
18	91	82	90.1	25	23	93.6	116	106	90.9
19	57	50	88.7	16	15	96.2	73	65	89.8
20-24	180	163	90.2	74	71	95.9	255	233	91.5
25-29	130	115	88.3	64	62	95.7	195	176	90.5
30-39	190	169	89.3	91	87	94.7	282	256	90.8
40-49	125	114	91.2	97	94	96.9	222	208	93.5
50-59	118	110	93.1	99	97	98.6	217	207	95.6
60 and over	143	137	95.8	75	73	96.8	218	210	96.2
Age not reported	43	26	60.6	9	7	76.1	72	33	46.1
All ages	1,890	1,713	90.6	658	633	96.3	2,572	2,346	91.2
Motor cycle riders:									
Under 16	138	117	85.2	4	4	86.4	144	121	84.3
16	385	357	92.8	24	24	100.0	409	380	93.1
17	912	853	93.5	41	38	92.6	954	891	93.3
18	708	660	93.2	43	41	95.3	752	701	93.2
19	563	523	92.9	50	48	96.4	613	571	93.1
20-24	3,256	2,968	91.2	295	276	93.4	3,556	3,244	91.2
25-29	4,244	3,843	90.5	326	304	93.1	4,574	4,147	90.7
30-39	6,076	5,527	91.0	347	311	89.7	6,432	5,838	90.8
40-49	2,414	2,191	90.8	133	119	89.1	2,550	2,310	90.6
50-59	982	893	90.9	71	64	90.4	1,053	957	90.9
60 and over	404	368	91.3	33	28	85.5	437	397	90.8
Age not reported	480	329	68.5	26	18	67.7	727	348	47.9
All ages	20,561	18,628	90.6	1,393	1,273	91.4	22,202	19,905	89.7
Other motor vehicle drivers ²	43,297	9,006	20.8	1,800	656.6	36.5	48,250	9,664	20.0
All motor vehicle drivers or riders:									
Under 17	1,583	1,258	79.4	138	118	85.9	1,734	1,376	79.4
17-19	20,888	10,497	50.3	7,598	4,809	63.3	28,575	15,306	53.6
20-24	36,248	15,994	44.1	16,354	10,025	61.3	52,884	26,020	49.2
25-29	39,846	16,310	40.9	17,278	9,877	57.2	57,454	26,189	45.6
30-34	37,523	14,054	37.5	15,992	8,431	52.7	53,919	22,486	41.7
35-39	28,577	10,243	35.8	12,550	6,461	51.5	41,404	16,705	40.3
40-49	44,889	14,194	31.6	18,601	9,412	50.6	63,806	23,607	37.0
50-59	29,455	8,855	30.1	10,020	5,320	53.1	39,579	14,177	35.8
60-69	14,600	4,784	32.8	4,127	2,205	53.4	18,757	6,989	37.3
70 and over	8,913	3,668	41.1	2,836	1,643	57.9	11,769	5,311	45.1
Age not reported	12,617	1,160	9.2	3,463	527	15.2	32,910	1,708	5.2
All ages	275,140	101,016	36.7	108,956	58,829	54.0	402,791	159,873	39.7

1 Includes sex not reported.

2 Includes drivers of buses, coaches and goods vehicles.

38 Vehicles: by accident severity, vehicle type and vehicle population: 2002

	Number of vehicles involved in				Number of vehicles/vehicle stock
	Fatal accidents	Serious accidents	Slight accidents	All accidents	Road motor vehicles with current licences (thousand) ¹
Pedal cycles:	141	2,442	14,949	17,532	..
Mopeds:	22	866	4,366	5,254	109
Motorcycles ²	672	6,360	17,217	24,249	957
Taxis:	26	501	3,557	4,084	39
Cars :	3,680	35,180	270,352	309,212	25,802
Minibus	22	154	1,096	1,272	205
All cars ³ :	3,728	35,835	275,005	314,568	26,046
Buses or coaches:	125	1,267	9,389	10,781	72
Light Goods Vehicles:	296	2,258	15,201	17,755	2,343
Heavy Goods Vehicles:					
Rigid:	328	1,375	7,227	8,930	316
Articulated:	242	747	3,553	4,542	117
Total ⁴ :	570	2,122	10,788	13,480	436
Other motor vehicles:	87	627	3,472	4,186	392
Other non-motor vehicles:	4	74	288	366	..
All vehicles ⁵ :	5,647	51,862	350,816	408,325	30,557

¹ By body type; data are taken from the DfT vehicle information database

² Includes motor cycle combinations and scooter:

³ Includes cars, taxis, minibuses

⁴ Includes HGV type not reported.

⁵ Includes vehicle type not reported

39 Number of casualties: by accident and casualty severity and road user type: 2002

	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	775	29	26	830	7,827	332	8,159	29,795	38,784
Pedal cyclists	130	1	6	137	2,319	55	2,374	14,596	17,107
Moped riders and passengers	20	0	0	20	794	47	841	4,011	4,872
Motor cycle 125cc and under ¹									
riders	70	2	5	77	1,401	74	1,475	5,532	7,084
passengers	4	11	2	17	65	42	107	218	342
Motor cycle over 125cc ¹									
riders	490	34	24	548	4,249	224	4,473	9,796	14,817
passengers	25	22	7	54	313	124	437	747	1,238
Taxi									
drivers	4	3	6	13	62	51	113	1,055	1,181
passengers	2	2	2	6	75	70	145	1,133	1,284
Car									
drivers	1,140	492	641	2,273	10,299	5,014	15,313	109,923	127,509
passengers	594	584	544	1,722	5,359	5,004	10,363	54,168	66,253
Minibus									
drivers	2	5	3	10	23	27	50	274	334
passengers	5	10	16	31	67	118	185	648	864
Bus or coach									
drivers	2	3	22	27	48	71	119	727	873
passengers	17	14	132	163	467	533	1,000	6,969	8,132
Light goods vehicle									
drivers	54	26	59	139	499	311	810	4,257	5,206
passengers	16	18	20	54	167	196	363	1,384	1,801
Heavy goods vehicle									
Rigid									
drivers	26	21	79	126	195	130	325	1,268	1,719
passengers	9	5	11	25	56	58	114	319	458
Articulated									
drivers	25	13	51	89	158	74	232	617	938
passengers	3	0	2	5	13	6	19	39	63
Total ²									
drivers	51	34	130	215	353	204	557	1,885	2,657
passengers	12	5	13	30	69	64	133	358	521
Other motor vehicle									
drivers	11	7	9	27	113	59	172	754	953
passengers	5	4	10	19	46	55	101	364	484
Other non-motor vehicle									
drivers	2	0	1	3	49	9	58	209	270
passengers	0	0	0	0	6	6	12	27	39
All casualties ³	3,431	1,306	1,678	6,415	34,670	12,690	47,360	248,830	302,605

1 Includes data on scooter, motorcycle and combinations

2 Includes HGV type not reported.

3 Includes road user type not reported.

40a Vehicles: by vehicle type, built-up and non built-up roads, road class and accident severity: 2002

Number of vehicles

	Pedal Cycles	TWMV	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles ¹	All vehicles ²
Built-up roads:³								
A roads								
Fatal	29	124	648	59	40	88	972	1,001
Fatal or serious	796	2,275	10,061	641	626	512	14,243	15,053
All severities	5,884	11,184	97,268	5,128	5,288	3,259	123,252	129,208
B roads								
Fatal	11	46	184	7	16	14	272	283
Fatal or serious	264	646	3,272	130	205	94	4,398	4,666
All severities	1,787	2,777	28,628	1,092	1,424	573	34,835	36,657
Other roads								
Fatal	35	105	428	25	41	45	650	685
Fatal or serious	1,107	1,932	10,397	453	585	280	13,806	14,952
All severities	8,463	8,376	96,428	3,769	4,845	1,652	116,185	124,885
All built-up roads:⁴								
Fatal	75	275	1,260	91	97	147	1,894	1,969
Fatal or serious	2,167	4,853	23,730	1,224	1,416	886	32,447	34,671
All severities	16,134	22,337	222,324	9,989	11,557	5,484	274,272	290,750
Non built-up roads:³								
A roads								
Fatal	47	277	1,569	17	118	246	2,270	2,319
Fatal or serious	232	1,881	9,197	85	644	1,065	13,085	13,326
All severities	764	4,417	51,074	409	3,351	4,168	64,269	65,083
B roads								
Fatal	4	66	309	5	25	29	442	450
Fatal or serious	51	504	2,205	27	143	125	3,067	3,129
All severities	196	1,065	10,594	127	624	472	13,133	13,365
Other roads								
Fatal	15	54	286	7	18	17	388	403
Fatal or serious	131	523	2,625	43	156	123	3,547	3,692
All severities	435	1,255	15,024	182	920	661	18,385	18,897
All non built-up roads:⁴								
Fatal	66	397	2,164	29	161	292	3,100	3,172
Fatal or serious	414	2,908	14,027	155	943	1,313	19,699	20,147
All severities	1,395	6,737	76,692	718	4,895	5,301	95,787	97,345
All speed limits:⁵								
Motorways								
Fatal	0	22	304	5	38	131	506	506
Fatal or serious	2	159	1,806	13	195	493	2,689	2,691
All severities	3	429	15,552	74	1,303	2,695	20,214	20,230
A roads								
Fatal	76	401	2,217	76	158	334	3,242	3,320
Fatal or serious	1,028	4,156	19,258	726	1,270	1,577	27,328	28,379
All severities	6,648	15,601	148,342	5,537	8,639	7,427	187,521	194,291
B roads								
Fatal	15	112	493	12	41	43	714	733
Fatal or serious	315	1,150	5,477	157	348	219	7,465	7,795
All severities	1,983	3,842	39,222	1,219	2,048	1,045	47,968	50,022
Other roads								
Fatal	50	159	714	32	59	62	1,038	1,088
Fatal or serious	1,238	2,455	13,022	496	741	403	17,353	18,644
All severities	8,898	9,631	111,452	3,951	5,765	2,313	134,570	143,782
Total⁴								
Fatal	141	694	3,728	125	296	570	5,500	5,647
Fatal or serious	2,583	7,920	39,563	1,392	2,554	2,692	54,835	57,509
All severities	17,532	29,503	314,568	10,781	17,755	13,480	390,273	408,325

1 Includes other motor vehicles.

2 Includes other non-motor vehicles and vehicle type not reported.

3 Excludes motorways.

4 Includes road class not reported.

5 Includes speed limit not reported.

**40b Vehicles: by vehicle type, built-up and non built-up roads, road class and accident severity:
1994 - 98 average ¹**

Number of vehicles

	Pedal Cycles	TWMV	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	101,919	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
Total⁴								
Fatal	199	531	3,814	135	309	601	5,467	5,675
Fatal or serious	3,938	6,849	48,434	1,577	3,285	3,257	64,075	68,114
All severities	24,927	24,774	329,768	11,321	19,502	14,167	402,791	428,186

1 Includes other motor vehicles.

2 Includes other non-motor vehicles and vehicle type not reported.

3 Excludes motorways.

4 Includes road class not reported.

5 Includes speed limit not reported.

41 Vehicle involvement rates: by vehicle type, built-up and non built-up roads, road class, accident severity and traffic: 2002

	Rate per 100 million vehicle kilometres ¹							
	Pedal cycles	Two-wheel motor vehicles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles ²	All vehicles ³
Urban roads: ⁴								
A roads								
Fatal	6.0	13	0.9	4.3	0.3	2.9	1.1	1.1
Fatal or serious	144	209	14	48	7	16	16	17
All severities	1,064	1,038	134	393	58	104	141	147
Other roads ⁵								
Fatal	1.2	7.6	0.5	1.7	0.4	2.5	0.6	0.6
Fatal or serious	40	135	12	29	5.3	15	14	14
All severities	308	613	116	251	44	95	118	123
All Urban roads: ⁶								
Fatal	2.0	10	0.7	2.8	0.3	2.7	0.8	0.9
Fatal or serious	56	164	13	37	6	16	15	15
All severities	422	781	123	310	50	101	128	133
Rural roads: ⁴								
A roads								
Fatal	27	22	1.5	2.3	0.9	2.5	1.7	1.7
Fatal or serious	180	162	9	12	4.8	11	10	10
All severities	730	401	52	64	25	43	52	53
Other roads ³								
Fatal	3.4	18	1.5	1.8	0.5	3.2	1.6	1.7
Fatal or serious	45	172	14	18	4.7	18	15	15
All severities	230	446	82	98	26	85	80	82
All Rural roads: ⁶								
Fatal	7.2	20	1.5	2.1	0.8	2.6	1.7	1.7
Fatal or serious	66	166	11	15	4.7	12	12	12
All severities	309	420	62	79	25	50	61	62
All speed limits: ⁷								
Motorways								
Fatal	0	5.7	0.4	1.1	0.4	1.1	0.5	0.5
Fatal or serious	0	41	2.6	2.8	2.0	4.3	2.9	2.9
All severities	0	110	22	16	13	23	22	22
A roads								
Fatal	11	18	1.3	3.4	0.7	2.6	1.5	1.5
Fatal or serious	153	183	11	33	5.4	12	13	13
All severities	990	688	84	251	37	57	86	89
Other roads ⁵								
Fatal	1.7	11	0.8	1.7	0.5	2.8	1.0	1.0
Fatal or serious	42	148	13	26	5.0	17	14	15
All severities	292	555	104	204	36	90	104	108
Total ⁶								
Fatal	3.2	14	1.0	2.4	0.5	2.0	1.1	1.2
Fatal or serious	59	156	10	27	4.6	10	11	12
All severities	398	580	80	207	32	48	80	83
Estimated vehicle kilometres (100 million):								
Built-up roads: ⁴	34	26	1,619	30	204	47	1,926	1,961
Non built-up roads: ⁴	10	21	1,603	17	248	120	2,009	2,019
Motorways	0	4	702	5	98	116	924	924
Total	44	51	3,924	52	550	283	4,860	4,904

1 From 1993 figures have been produced on a new, more accurate basis and are not directly comparable with earlier data.

See "Notes" for more details.

2 Includes other motor vehicles.

3 Includes other non-motor vehicles and vehicle type not reported.

4 Excludes motorways.

5 B, C and unclassified roads.

6 Includes road class not reported.

7 Includes speed limit not reported.

42 Vehicles: by junction type, vehicle type, built-up and non built-up roads: 2002

		Number of vehicles							
		Round- about	T, Y 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	1,662	6,853	1,731	237	81	549	1,036	3,985
	Non built-up roads	175	244	61	6	52	29	79	749
	Motorways	1	0	0	0	1	0	0	1
Two-wheel motor vehicles	Built-up roads	1,984	9,577	2,688	400	115	712	1,482	5,379
	Non built-up roads	828	1,137	254	37	157	147	412	3,763
	Motorways	41	3	0	0	56	2	1	326
Cars	Built-up roads	19,893	84,571	30,998	4,219	1,499	7,085	10,466	63,576
	Non built-up roads	6,652	13,786	4,018	522	2,478	1,672	3,804	43,738
	Motorways	913	125	19	19	1,722	61	8	12,685
Buses or coaches	Built-up roads	726	3,566	1,333	229	42	318	207	3,568
	Non built-up roads	59	131	29	6	11	17	32	433
	Motorways	6	0	0	1	9	0	0	58
Light goods vehicles	Built-up roads	888	4,352	1,505	194	83	331	633	3,569
	Non built-up roads	328	806	219	36	169	104	285	2,948
	Motorways	51	11	1	2	140	4	1	1,093
Heavy goods vehicles:									
Articulated	Built-up roads	204	312	100	22	13	29	50	375
	Non built-up roads	241	194	52	8	102	24	75	1,209
	Motorways	25	8	0	0	138	8	1	1,352
Rigid	Built-up roads	482	1,475	510	80	38	120	214	1,458
	Non built-up roads	262	441	120	19	137	83	157	2,177
	Motorways	45	3	1	1	117	5	0	991
Other vehicles	Built-up roads	241	996	350	60	27	144	146	961
	Non built-up roads	59	243	52	7	33	54	187	972
	Motorways	9	1	0	0	14	0	0	150
All vehicles ¹	Built-up roads	26,080	111,702	39,215	5,441	1,898	9,288	14,234	82,871
	Non built-up roads	8,604	16,982	4,805	641	3,139	2,130	5,031	55,989
	Motorways	1,091	151	21	23	2,197	80	11	16,656

¹ Includes vehicle type unknown.

43 Vehicles skidding: by road surface condition and vehicle type: 2002

Road surface condition	Number of vehicles/percentage								
	Pedal cycles	Two-wheel motor vehicles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	Other motor vehicles	Other vehicles ²	All vehicles
Dry:									
All	13,225	21,713	190,858	7,940	10,875	8,282	2,721	379	255,993
% of which skidded	2.9	18.9	11.0	3.4	12.2	12.8	7.5	1.8	11.1
Wet or flood:									
All	4,166	7,367	118,596	2,702	6,546	4,953	1,397	137	145,864
% of which skidded	4.5	27.4	18.9	9.5	21.3	18.4	13.5	2.9	18.7
Snow or ice:									
All	77	133	3,195	50	197	149	33	-	3,834
% of which skidded	10.4	52.6	48.4	28.0	46.7	35.6	33.3	-	46.8
Mud or oil:									
All	9	261	1,084	31	96	79	31	3	1,594
% of which skidded	33.3	70.9	51.8	22.6	47.9	22.8	19.4	0.0	51.9
All conditions: ¹									
All	17,532	29,503	314,568	10,781	17,755	13,480	4,186	520	408,325
% of which skidded	3.3	21.7	14.5	5.1	16.1	15.1	9.8	2.1	14.3

1 Includes road surface condition not reported.

2 Includes non motor vehicles and vehicle class not reported.

44 Vehicles: by vehicle type and manoeuvre: 2002

(a) Two-wheel vehicles

	Number of vehicles				
	Pedal cycles	Mopeds	Motorcycles under 125cc	Motorcycles over 125cc ¹	All two-wheel vehicles
Reversing	19	4	8	12	43
Parked	45	19	21	40	125
Waiting to go ahead but held up	192	128	219	465	1,004
Stopping	130	159	217	388	894
Starting	165	45	49	97	356
U turning	30	18	23	42	113
Turning left or waiting to	474	171	208	332	1,185
Turning right or waiting to	1,336	429	394	552	2,711
Changing lane	323	58	70	208	659
Overtaking a moving or stationary vehicle	969	697	1,190	2,740	5,596
Going ahead on a bend	593	380	646	2,634	4,253
Going ahead other	13,243	3,144	4,736	8,954	30,077
All known manoeuvres	17,519	5,252	7,781	16,464	47,016
Number of vehicles ² involved in accidents	17,532	5,254	7,783	16,466	47,035
of which:					
at a junction	12,797	3,770	5,694	10,569	32,830
skidded	587	873	1,321	4,200	6,981

(b) Vehicles other than two-wheel

Number of vehicles

	Heavy goods vehicles						All vehicles other than two-wheel ⁴
	Cars	Buses or coaches	Light goods vehicles	Rigid ³	Articulated	All ⁶	
Reversing	4,158	36	504	212	31	243	5,076
Parked	12,138	801	1,093	480	132	612	14,966
Waiting to go ahead but held up	29,526	613	1,230	373	169	542	32,121
Stopping	14,359	1,246	828	363	206	569	17,157
Starting	3,828	782	222	111	31	142	5,028
U turning	2,819	10	201	30	19	49	3,112
Turning left or waiting to	11,737	325	613	341	133	475	13,332
Turning right or waiting to	41,828	654	2,046	688	253	942	46,070
Changing lane	5,055	130	466	666	715	1,381	7,162
Overtaking a moving or stationary vehicle	11,037	278	652	342	145	487	12,621
Going ahead on a bend	27,329	520	1,432	934	512	1,446	31,121
Going ahead other	150,477	5,379	8,459	4,382	2,196	6,583	173,198
All known manoeuvres	314,291	10,774	17,746	8,922	4,542	13,471	360,964
Towing:							
Caravan	242	1	18	6	0	6	276
Other	816	4	268	461	0	461	2,059
All towing	1,058	5	286	467	0	467	2,335
Number of vehicles ² involved in accidents	314,568	10,781	17,755	8,930	4,542	13,480	361,290
of which:							
at a junction	194,530	6,722	10,143	4,307	1,606	5,916	220,350
skidded ⁵	45,506	550	2,865	1,438	604	2,042	50,963
jackknifed ⁵	108	0	20	13	142	155	147
overturned	3,926	11	278	154	224	378	4,593

1 Includes combinations.

2 Includes manoeuvre not reported.

3 Includes vehicles towing trailers or caravans.

4 Includes other motor and non motor vehicles and vehicle class not reported.

5 Vehicles which both skidded and overturned or both jackknifed and overturned are included in both categories.

6 Includes body type unknown

45 Accidents: by road surface condition, road class, severity, rate per thousand vehicles, county and unitary authority (UA): 2002

Number of accidents/rate

County/Unitary Authority	Road surface condition			Road Class			Severity		Rate per thousand Licensed vehicles
	Dry	Wet or Flood	Snow or ice	Motor-way	A	Other ¹	Fatal or Serious	All	
Greater London	25,416	8,413	108	327	21,339	12,334	5,187	34,000	11.9
Greater Manchester	6,409	4,015	90	561	4,744	5,240	977	10,545	8.1
Merseyside	3,369	1,499	26	164	2,277	2,888	683	5,329	9.8
South Yorkshire	2,958	1,849	56	258	1,981	2,624	641	4,863	8.6
Tyne and Wear	2,280	1,405	25	51	1,682	1,989	410	3,722	9.2
West Midlands	6,494	3,608	68	293	4,118	5,784	1,150	10,195	6.9
West Yorkshire	5,401	3,172	72	439	3,632	4,592	1,168	8,663	9.2
Avon	2,193	1,192	28	221	1,279	1,934	491	3,434	6.2
Bath & North East Somerset UA	277	165	3	0	228	225	60	453	5.1
City of Bristol UA	1,049	515	9	41	620	914	219	1,575	7.8
North Somerset UA	356	208	6	53	169	354	104	576	5.1
South Gloucestershire UA	511	304	10	127	262	441	108	830	5.6
Bedfordshire	1,134	668	17	134	777	915	240	1,826	6.1
Bedfordshire (excludes UA)	814	463	15	117	620	562	188	1,299	5.9
Luton UA	320	205	2	17	157	353	52	527	6.7
Berkshire	1,836	1,043	36	300	1,223	1,398	433	2,921	5.3
Bracknell Forest UA	206	134	3	3	152	189	37	344	4.3
West Berkshire UA	363	202	8	89	227	258	105	574	5.4
Reading UA	351	176	5	2	274	257	74	533	7.3
Slough UA	355	179	3	70	202	265	68	537	4.5
Windsor and Maidenhead UA	299	183	12	72	214	209	75	495	6.1
Wokingham UA	262	169	5	64	154	220	74	438	4.9
Buckinghamshire	1,670	979	41	263	964	1,488	461	2,715	5.7
Buckinghamshire (excludes UA)	1,122	676	32	203	775	875	330	1,853	5.9
Milton Keynes UA	548	303	9	60	189	613	131	862	5.3
Cambridgeshire	2,210	1,154	30	41	1,615	1,761	542	3,417	8.1
Cambridgeshire (excluding UA's)	1,627	872	23	41	1,153	1,347	421	2,541	7.5
Peterborough UA	583	282	7	0	462	414	121	876	10.7
Cheshire	2,455	1,785	46	412	1,835	2,067	671	4,314	7.7
Cheshire (excluding UA's)	1,707	1,273	28	296	1,361	1,374	478	3,031	7.6
Halton UA	244	192	6	11	146	286	59	443	7.5
Warrington UA	504	320	12	105	328	407	134	840	8.1
Cleveland	992	491	10	0	571	930	229	1,501	6.4
Hartlepool UA	161	90	0	0	65	187	41	252	7.2
Middlesbrough UA	337	151	2	0	185	307	64	492	9.7
Redcar & Cleveland UA	188	87	3	0	105	175	48	280	4.4
Stockton on Tees UA	306	163	5	0	216	261	76	477	5.6
Cornwall	1,127	864	13	0	885	1,140	271	2,025	6.7
Cumbria	1,172	757	37	111	943	912	367	1,966	6.9
Derbyshire	2,181	1,472	68	200	1,763	1,786	643	3,749	6.5
Derbyshire (excludes UA)	1,649	1,162	66	200	1,363	1,342	527	2,905	6.3
City of Derby UA	532	310	2	0	400	444	116	844	7.2
Devon	2,285	1,431	18	38	1,377	2,343	512	3,758	6.1
Devon (excluding UA's)	1,416	995	15	38	1,004	1,403	372	2,445	5.6
Plymouth UA	618	318	2	0	278	664	100	942	8.6
Torbay UA	251	118	1	0	95	276	40	371	5.6

¹ B, C and unclassified roads; includes road class not reported.

45 Accidents: by road surface condition, road class, severity, rate per thousand vehicles, county and unitary authority (UA): 2002

Number of accidents/rate

County/Unitary Authority	Road surface condition			Road Class			Severity		Rate per thousand Licensed vehicles
	Dry	Wet or Flood	Snow or ice	Motor-way	A	Other ¹	Fatal or Serious	All	
Dorset	1,870	1,076	15	0	1,222	1,741	443	2,963	7.1
Dorset (excludes UAs)	978	616	9	0	741	862	294	1,603	6.4
Bournemouth UA	544	284	5	0	305	529	95	834	9.9
Poole UA	348	176	1	0	176	350	54	526	6.3
Durham	1,085	808	38	60	701	1,187	249	1,948	7.1
Durham (excludes UA)	874	653	32	48	560	967	217	1,575	7.0
Darlington UA	211	155	6	12	141	220	32	373	7.8
East Sussex	1,948	915	11	0	1,305	1,577	478	2,882	7.6
East Sussex (excludes UA)	1,202	606	7	0	884	939	335	1,823	6.6
Brighton & Hove UA	746	309	4	0	421	638	143	1,059	10.6
Essex	4,093	2,231	42	291	2,405	3,712	1,132	6,408	6.9
Essex (excluding UA's)	3,168	1,840	36	230	1,825	3,024	947	5,079	6.5
Southend on Sea UA	470	181	2	0	251	405	88	656	8.4
Thurrock UA	455	210	4	61	329	283	97	673	8.8
Gloucestershire	1,282	711	34	90	969	977	279	2,036	6.1
Hampshire	4,079	2,224	49	461	2,309	3,607	1,016	6,377	6.6
Hampshire (excludes UAs)	2,916	1,656	46	377	1,594	2,667	777	4,638	6.0
Portsmouth UA	635	272	1	68	352	491	118	911	9.5
Southampton UA	528	296	2	16	363	449	121	828	8.4
Herefordshire UA*	391	269	7	4	393	281	125	678	6.1
Hertfordshire	1,459	819	34	649	1,795	2,077	679	4,521	6.7
Humberside	2,213	1,315	48	53	1,245	2,289	625	3,587	8.3
East Riding of Yorkshire UA	701	457	20	26	439	721	248	1,186	6.6
Kingston upon Hull UA	664	403	5	0	370	702	153	1,072	11.5
North East Lincolnshire UA	485	229	3	0	228	489	114	717	10.0
North Lincolnshire UA	363	226	20	27	208	377	110	612	7.0
Isle of Wight UA	292	144	1	0	180	262	93	442	5.9
Kent	4,066	1,869	69	392	2,738	2,877	857	6,007	6.9
Kent (excluding UA's)	3,565	1,642	62	371	2,599	2,302	766	5,272	7.1
Medway Town UA	501	227	7	21	139	575	91	735	5.9
Lancashire	3,488	2,149	75	341	2,381	3,046	936	5,768	8.3
Lancashire (excluding UA's)	2,733	1,729	59	332	1,887	2,350	770	4,569	7.9
Blackburn with Darwen UA	297	234	13	9	212	329	71	550	9.6
Blackpool UA	458	186	3	0	282	367	95	649	10.8
Leicestershire	2,116	1,451	37	289	1,509	1,843	385	3,641	7.1
Leicestershire (excludes UAs)	1,288	948	25	289	849	1,156	285	2,294	6.5
City of Leicester UA	757	449	10	0	581	637	71	1,218	8.9
Rutland UA	71	54	2	0	79	50	29	129	6.2
Lincolnshire	1,718	931	71	0	1,294	1,467	527	2,761	7.1
Norfolk	1,617	933	30	0	1,245	1,345	502	2,590	5.4
Northamptonshire	1,230	695	40	118	1,040	821	442	1,979	5.2
Northumberland	594	480	28	0	561	548	176	1,109	7.1
North Yorkshire	1,975	1,135	62	20	1,597	1,601	753	3,218	7.4
North Yorkshire (excludes UA)	1,523	916	54	20	1,322	1,194	642	2,536	7.3
City of York UA	452	219	8	0	275	407	111	682	8.1

¹ B, C and unclassified roads; includes road class not reported.

45 Accidents: by road surface condition, road class, severity, rate per thousand vehicles, county and unitary authority (UA): 2002

Number of accidents/rate

County/Unitary Authority	Road surface condition			Road Class			Severity		Rate per thousand Licensed vehicles
	Dry	Wet or Flood	Snow or ice	Motor-way	A	Other ¹	Fatal or Serious	All	
Nottinghamshire	2,272	1,294	62	62	1,844	1,867	784	3,773	7.7
Nottinghamshire (excluding UA's)	1,497	961	53	62	1,232	1,313	577	2,607	6.6
City of Nottingham UA	775	333	9	0	612	554	207	1,166	12.1
Oxfordshire	1,456	933	46	127	1,182	1,136	423	2,445	6.9
Shropshire	815	533	18	11	570	803	287	1,384	5.3
Shropshire (excluding UA's)	573	409	16	5	482	526	225	1,013	5.5
Telford and Wrekin UA	242	124	2	6	88	277	62	371	4.6
Somerset	1,137	717	12	80	881	923	283	1,884	6.0
Staffordshire	2,634	1,800	46	224	2,220	2,058	402	4,502	7.8
Staffordshire (excludes UA)	1,980	1,365	38	224	1,634	1,547	299	3,405	7.3
Stoke on Trent UA	654	435	8	0	586	511	103	1,097	10.3
Suffolk	1,433	825	19	0	1,163	1,137	336	2,300	5.5
Surrey	3,019	1,662	35	592	2,152	2,001	552	4,745	7.0
Warwickshire	1,334	768	26	232	756	1,147	451	2,135	6.6
West Sussex	1,727	956	21	35	1,318	1,361	460	2,714	5.9
Wiltshire	1,389	906	38	131	1,078	1,143	361	2,352	4.9
Wiltshire (excludes UA)	910	608	32	89	837	640	264	1,566	5.8
Swindon UA	479	298	6	42	241	503	97	786	3.8
Worcestershire*	1,068	550	19	155	715	774	280	1,644	5.0
England	125,382	66,896	1,822	8,230	91,773	97,733	29,392	197,736	7.6
Wales	5,993	3,586	90	244	4,400	5,056	1,315	9,700	6.5
Scotland	7,530	6,289	445	468	6,205	7,642	2,938	14,315	6.1
Great Britain	138,905	76,771	2,357	8,942	102,378	110,431	33,645	221,751	7.4

¹ B, C and unclassified roads; includes road class not reported.

*Herefordshire and Worcestershire were split from "Hereford and Worcester" in 1998

46a Casualties by road user type, child and adult pedestrians, severity, county and unitary authority (UA): 2002

Number of casualties

County/Unitary Authority	Population ² (Thousands)	Pedestrians						Two-wheel motor vehicle users				All road users ¹	
		Children		Adults		Pedal cyclists		Car users		KSI	All		
		KSI	All	KSI	All	KSI	All	KSI	All				
Greater London	7,355	398	1,837	1,164	5,191	415	3,066	1,227	7,057	2,035	20,482	5,671	41,508
Greater Manchester	2,491	162	1,103	278	1,414	77	831	183	850	323	9,695	1,061	14,832
Merseyside	1,361	106	465	181	609	44	351	123	397	303	5,348	781	7,798
South Yorkshire	1,267	87	415	142	505	38	292	133	487	301	4,258	740	6,663
Tyne and Wear	1,073	60	337	117	467	30	266	71	266	141	3,364	446	5,178
West Midlands	2,575	188	944	297	1,275	86	619	174	773	509	8,997	1,304	13,541
West Yorkshire	2,089	114	698	262	987	62	452	258	822	581	9,135	1,319	12,967
Avon	987	40	211	106	418	38	330	130	494	218	2,814	552	4,466
Bath & North East Somerset UA	170	3	28	14	72	3	36	21	79	24	355	67	594
City of Bristol UA	382	22	129	70	236	22	183	50	228	73	1,103	241	1,959
North Somerset UA	189	10	30	13	55	6	37	31	82	54	522	117	765
South Gloucestershire UA	246	5	24	9	55	7	74	28	105	67	834	127	1,148
Bedfordshire	571	17	115	39	166	16	124	56	208	145	1,784	289	2,541
Bedfordshire (excludes UA)	385	8	59	27	98	9	88	49	174	121	1,283	230	1,823
Luton UA	186	9	56	12	68	7	36	7	34	24	501	59	718
Berkshire	803	20	131	56	258	37	279	115	375	229	2,521	488	3,791
Bracknell Forest UA	110	1	10	3	14	1	32	12	58	23	308	41	436
West Berkshire UA	144	1	10	4	24	8	51	34	77	60	568	123	825
Reading UA	144	3	29	18	84	11	77	19	89	24	343	78	650
Slough UA	121	6	47	14	56	3	42	15	50	34	438	76	671
Windsor and Maidenhead UA	133	6	19	8	42	5	42	17	45	47	456	87	627
Wokingham UA	151	3	16	9	38	9	35	18	56	41	408	83	582
Buckinghamshire	688	27	110	39	163	33	169	107	360	303	2,716	548	3,754
Buckinghamshire (excludes UA)	478	15	78	31	121	23	118	77	254	223	1,755	397	2,501
Milton Keynes UA	210	12	32	8	42	10	51	30	106	80	961	151	1,253
Cambridgeshire	716	20	101	44	175	67	503	114	393	357	3,246	650	4,735
Cambridgeshire (excluding UA)	558	12	71	27	119	53	398	91	288	293	2,405	515	3,540
Peterborough UA	158	8	30	17	56	14	105	23	105	64	841	135	1,195
Cheshire	986	43	199	83	275	64	355	168	451	383	4,516	778	6,193
Cheshire (excluding UAs)	676	30	133	57	194	35	248	127	317	280	3,131	555	4,288
Halton UA	118	4	21	9	28	9	39	12	43	30	487	67	669
Warrington UA	192	9	45	17	53	20	68	29	91	73	898	156	1,236
Cleveland	541	43	173	45	171	22	127	43	125	92	1,326	253	2,028
Hartlepool UA	88	8	33	7	33	6	25	8	20	12	211	42	341
Middlesbrough UA	134	16	52	15	68	4	33	13	33	21	428	74	660
Redcar & Cleveland UA	139	8	40	7	27	6	30	9	22	24	250	55	383
Stockton on Tees UA	180	11	48	16	43	6	39	13	50	35	437	82	644
Cornwall	508	15	111	31	210	13	104	75	265	193	1,924	333	2,729
Cumbria	489	31	117	46	158	24	141	73	219	263	2,002	482	2,917
Derbyshire	962	39	193	73	311	52	269	197	567	334	3,599	734	5,339
Derbyshire (excludes UA)	739	25	133	49	209	34	172	171	473	292	2,899	609	4,221
City of Derby UA	223	14	60	24	102	18	97	26	94	42	700	125	1,118
Devon	1,080	35	243	73	410	36	265	137	537	260	3,120	568	4,816
Devon (excluding UAs)	710	18	112	39	205	26	169	101	337	213	2,257	421	3,245
Plymouth UA	239	15	95	21	121	9	64	24	139	34	654	106	1,138
Torbay UA	131	2	36	13	84	1	32	12	61	13	209	41	433

¹ Includes goods vehicles, bus, coach, horse riders, agricultural vehicle users, tram users and pedestrians where age is not reported

² 2002 population data.

46a Casualties by road user type, child and adult pedestrians, severity, county and unitary authority (UA): 2002

Number of casualties

County/Unitary Authority	Population ² (Thousands)	Pedestrians										All road users ¹	
		Children		Adults		Pedal cyclists		Two-wheel motor vehicle users		Car users		KSI	All
		KSI	All	KSI	All	KSI	All	KSI	All	KSI	All		
Dorset	697	18	103	78	296	42	275	119	459	266	2,823	543	4,194
Dorset (excludes UAs)	395	9	50	39	143	24	108	87	228	192	1,660	366	2,342
Bournemouth UA	164	5	36	24	110	14	107	19	149	50	679	115	1,135
Poole UA	138	4	17	15	43	4	60	13	82	24	484	62	717
Durham	590	22	168	35	164	23	117	47	164	152	1,932	295	2,808
Durham (excludes UA)	492	22	134	26	128	22	92	43	136	131	1,609	257	2,308
Darlington UA	98	0	34	9	36	1	25	4	28	21	323	38	500
East Sussex	744	37	169	111	375	26	200	123	369	235	2,367	561	3,816
East Sussex (excludes UA)	494	27	108	56	170	15	98	98	247	190	1,715	404	2,500
Brighton & Hove UA	250	10	61	55	205	11	102	25	122	45	652	157	1,316
Essex	1,622	86	320	138	501	75	457	295	917	634	5,720	1,302	8,495
Essex (excluding UAs)	1,318	65	243	108	378	61	349	248	729	542	4,634	1,089	6,791
Southend on Sea UA	159	15	57	21	89	10	72	22	107	27	440	100	818
Thurrock UA	145	6	20	9	34	4	36	25	81	65	646	113	886
Gloucestershire	567	11	91	32	157	29	199	57	246	198	1,950	336	2,758
Hampshire	1,653	80	333	137	513	95	657	253	999	575	5,412	1,194	8,418
Hampshire (excludes UAs)	1,244	54	205	83	309	59	412	192	743	507	4,235	939	6,247
Portsmouth UA	188	11	66	29	101	20	143	22	115	40	615	129	1,146
Southampton UA	221	15	62	25	103	16	102	39	141	28	562	126	1,025
Herefordshire UA*	176	2	21	12	43	12	51	26	77	87	709	150	997
Hertfordshire	1,036	39	163	83	308	49	277	149	567	450	4,948	814	6,633
Humberside	871	51	292	89	276	91	600	131	429	352	2,937	738	4,788
East Riding of Yorkshire UA	318	12	74	16	64	24	156	59	146	203	1,150	322	1,673
Kingston upon Hull UA	241	19	97	42	120	35	233	29	137	36	675	163	1,329
North East Lincolnshire UA	158	14	81	18	57	17	147	25	89	42	477	121	911
North Lincolnshire UA	154	6	40	13	35	15	64	18	57	71	635	132	875
Isle of Wight UA	135	8	32	5	37	10	33	25	83	61	376	114	591
Kent	1,589	73	398	102	458	51	335	232	820	534	5,390	1,073	8,075
Kent (excluding UA)	1,338	60	323	82	389	48	293	212	710	485	4,835	964	7,161
Medway Town UA	251	13	75	20	69	3	42	20	110	49	555	109	914
Lancashire	1,422	113	503	143	543	86	436	204	648	465	5,613	1,077	8,255
Lancashire (excluding UAs)	1,141	83	335	103	371	73	344	167	538	404	4,597	890	6,605
Blackburn with Darwen UA	139	11	85	19	64	3	28	18	45	30	518	83	784
Blackpool UA	142	19	83	21	108	10	64	19	65	31	498	104	866
Leicestershire	934	26	231	50	334	16	277	86	437	270	3,413	478	5,002
Leicestershire (excludes UAs)	615	13	95	22	138	8	141	67	293	234	2,381	368	3,253
City of Leicester UA	284	12	133	25	190	6	130	10	120	15	892	72	1,550
Rutland UA	35	1	3	3	6	2	6	9	24	21	140	38	199
Lincolnshire	658	19	130	44	205	26	222	106	403	496	2,926	736	4,116
Norfolk	803	17	127	55	219	32	246	110	355	366	2,437	613	3,586
Northamptonshire	638	31	121	45	158	38	145	90	218	299	1,881	540	2,731
Northumberland	308	12	67	17	86	9	63	37	88	114	1,241	201	1,692
North Yorkshire	755	35	143	72	246	37	278	212	529	549	3,091	959	4,635
North Yorkshire (excludes UA)	573	25	105	51	175	24	144	181	397	506	2,658	837	3,786
City of York UA	182	10	38	21	71	13	134	31	132	43	433	122	849

¹ Includes goods vehicles, bus, coach, horse riders, agricultural vehicle users, tram users and pedestrians where age is not reported

² 2002 population data.

46a Casualties by road user type, child and adult pedestrians, severity, county and unitary authority (UA): 2002

Number of casualties

County/Unitary Authority	Population ² (Thousands)	Pedestrians						Pedal cyclists		Two-wheel motor vehicle users		Car users		All road users ¹	
		Children		Adults		KSI	All	KSI	All	KSI	All	KSI	All	KSI	All
		KSI	All	KSI	All										
Nottinghamshire	1,023	81	254	120	337	58	285	176	507	417	3,454	913	5,327		
Nottinghamshire (excluding UA)	753	56	159	65	159	34	178	131	355	356	2,635	693	3,833		
City of Nottingham UA	270	25	95	55	178	24	107	45	152	61	819	220	1,494		
Oxfordshire	607	17	78	45	155	33	281	99	331	272	2,265	500	3,331		
Shropshire	446	20	81	34	102	16	106	71	185	196	1,390	362	2,034		
Shropshire (excluding UA)	285	9	46	28	78	14	75	52	133	175	1,071	298	1,528		
Telford and Wrekin UA	161	11	35	6	24	2	31	19	52	21	319	64	506		
Somerset	503	9	74	32	144	18	167	68	238	208	1,823	351	2,593		
Staffordshire	1,048	37	260	59	318	19	274	76	492	263	4,415	476	6,187		
Staffordshire (excludes UA)	809	16	157	29	194	15	207	57	375	227	3,505	362	4,756		
Stoke on Trent UA	239	21	103	30	124	4	67	19	117	36	910	114	1,431		
Suffolk	672	11	106	34	164	23	207	84	278	229	2,222	403	3,168		
Surrey	1,060	23	131	59	276	50	326	136	680	392	4,865	695	6,806		
Warwickshire	513	22	82	42	136	30	147	102	268	329	2,113	572	2,963		
West Sussex	756	21	106	68	221	41	287	110	358	263	2,414	521	3,612		
Wiltshire	617	11	114	38	158	24	173	87	346	228	2,281	430	3,291		
Wiltshire (excludes UA)	436	3	58	25	100	14	82	59	206	191	1,651	322	2,255		
Swindon UA	181	8	56	13	58	10	91	28	140	37	630	108	1,036		
Worcestershire*	546	18	92	41	162	23	116	61	205	158	1,576	321	2,322		
England	49,536	2,395	12,293	4,896	20,255	2,236	15,780	6,756	26,342	16,028	174,831	34,265	269,020		
Wales	2,919	98	646	200	1,003	63	498	287	847	901	10,416	1,632	14,336		
Scotland	5,055	335	1,292	548	2,000	151	829	457	1,164	1,799	12,178	3,510	19,249		
Great Britain	57,510	2,828	14,231	5,644	23,258	2,450	17,107	7,500	28,353	18,728	197,425	39,407	302,605		

1 Includes goods vehicles, bus, coach, horse riders, agricultural vehicle users, tram users and pedestrians where age is not reported

2 2002 population data.

*Herefordshire and Worcestershire are split from "Hereford and Worcester" in 1998

46b Casualties by road user type, severity, county and unitary authority (UA)¹: 1994-98 average

Number of casualties

County/Unitary Authority	Pedestrians											
	Children		Adults		Pedal cyclists		Two-wheel motor vehicle users		Car users		All road users ²	
	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All
Greater London	592	2,618	1,413	6,001	568	4,418	934	6,083	2,632	22,478	6,696	45,805
Greater Manchester	231	1,371	356	1,567	108	1,189	127	581	402	10,820	1,280	16,697
Merseyside	145	727	206	792	75	593	80	324	300	6,566	841	9,754
South Yorkshire	98	513	152	561	47	396	86	303	308	3,922	732	6,310
Tyne and Wear	113	485	169	562	50	346	41	137	202	3,039	602	4,985
West Midlands	293	1,168	462	1,417	161	908	201	624	893	7,733	2,092	12,571
West Yorkshire	187	988	338	1,212	106	665	158	559	626	8,511	1,484	12,875
Avon	38	212	85	375	38	351	81	358	207	2,457	472	3,979
Bath & North East Somerset UA	5	26	12	55	3	36	13	49	37	335	72	527
City of Bristol UA	20	122	47	213	21	197	32	165	51	885	175	1,680
North Somerset UA	6	28	12	55	7	48	16	56	54	504	101	744
South Gloucestershire UA	7	36	13	52	8	70	20	88	66	732	124	1,028
Bedfordshire	33	156	55	211	31	210	63	204	196	1,983	398	2,959
Bedfordshire (excluding UA)	19	82	33	129	22	143	49	152	167	1,476	309	2,136
Luton UA	14	74	22	81	8	66	14	52	29	507	89	823
Berkshire	20	162	43	228	26	371	58	345	169	2,764	332	4,066
Bracknell Forest UA	2	19	5	15	4	40	7	46	28	346	48	486
West Berkshire UA	3	21	7	36	4	52	13	68	51	671	82	898
Reading UA	5	47	11	72	5	89	10	68	12	346	45	664
Slough UA	4	34	9	41	4	60	7	39	16	429	42	627
Windsor and Maidenhead UA	3	19	8	38	5	64	10	63	32	501	60	714
Wokingham UA	3	22	4	26	4	66	11	61	30	472	54	677
Buckinghamshire	20	123	41	180	26	247	72	292	227	2,951	407	4,034
Buckinghamshire (excluding UA)	13	82	29	130	17	155	50	205	177	2,026	303	2,774
Milton Keynes UA	7	41	12	50	9	92	22	88	49	925	104	1,260
Cambridgeshire	29	106	62	205	103	648	115	365	403	3,007	759	4,606
Cambridgeshire (excluding UA)	15	62	45	152	79	503	94	282	327	2,278	597	3,503
Peterborough UA	14	44	18	54	25	145	21	83	76	729	162	1,103
Cheshire	70	267	110	347	89	442	138	396	675	4,914	1,152	6,858
Cheshire (excluding UAs)	39	162	72	236	62	299	108	292	505	3,334	830	4,630
Halton UA	16	46	14	36	12	53	13	30	88	529	157	784
Warrington UA	15	59	24	75	15	90	17	73	82	1,051	166	1,444
Cleveland	51	271	52	219	25	199	21	77	99	1,613	257	2,543
Hartlepool UA	9	50	11	38	4	32	5	12	16	258	46	429
Middlesbrough UA	18	90	16	77	6	59	6	20	17	467	65	751
Redcar & Cleveland UA	9	58	10	46	6	46	5	21	27	362	57	565
Stockton on Tees UA	15	74	15	58	9	62	5	25	38	526	88	799
Cornwall	19	105	39	198	23	146	76	262	213	1,872	383	2,719
Cumbria	36	140	56	184	36	183	84	208	308	1,867	555	2,766
Derbyshire	63	263	103	346	54	340	136	428	371	3,516	761	5,271
Derbyshire (excluding UA)	43	174	65	225	37	217	116	346	327	2,927	618	4,203
City of Derby UA	20	89	38	120	17	122	19	82	44	589	143	1,068
Devon	49	280	99	437	51	377	141	519	333	3,254	701	5,113
Devon (excluding UAs)	23	137	57	239	30	211	99	330	277	2,239	510	3,326
Plymouth UA	21	94	30	121	18	116	31	126	42	777	145	1,296
Torbay UA	5	49	12	77	2	50	11	63	14	238	46	491

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 where age is not reported

46b Casualties by road user type, severity, county and unitary authority (UA)¹: 1994-98 average

Number of casualties

County/Unitary Authority	Pedestrians											
	Children		Adults		Pedal cyclists		Two-wheel motor vehicle users		Car users		All road users ²	
	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All
Dorset	25	119	63	259	47	322	78	335	247	2,540	479	3,787
Dorset (excluding UAs)	12	60	26	116	22	132	52	183	198	1,649	326	2,274
Bournemouth UA	8	35	23	95	14	120	13	83	25	466	84	843
Poole UA	5	24	14	47	12	71	13	69	24	426	69	671
Durham	38	213	59	233	20	145	42	115	172	1,971	351	2,932
Durham (excluding UA)	32	178	48	182	16	108	34	91	149	1,663	295	2,426
Darlington UA	7	35	11	51	4	36	8	24	23	308	57	506
East Sussex	40	204	121	444	49	300	108	341	286	2,585	628	4,148
East Sussex (excluding UA)	24	119	65	212	29	167	78	236	243	1,919	457	2,826
Brighton & Hove UA	16	84	56	232	19	133	30	105	43	667	171	1,322
Essex	97	364	171	525	137	699	231	718	714	6,268	1,429	9,189
Essex (excluding UAs)	74	273	133	408	107	535	191	582	617	5,098	1,187	7,377
Southend on Sea UA	12	53	26	85	17	109	17	65	38	490	115	874
Thurrock UA	11	38	12	32	13	55	23	72	60	680	127	939
Gloucestershire	15	103	37	166	25	225	59	240	205	1,731	360	2,617
Hampshire	84	395	148	576	148	1,004	233	860	645	5,810	1,314	9,170
Hampshire (excluding UAs)	54	238	96	340	99	646	187	641	573	4,640	1,054	6,883
Portsmouth UA	15	73	28	112	28	198	24	104	39	572	142	1,131
Southampton UA	15	83	24	124	21	160	23	114	32	599	119	1,155
Herefordshire UA*	9	30	18	56	18	65	34	77	122	567	216	870
Hertfordshire	58	218	112	330	80	418	142	455	621	4,706	1,065	6,502
Humberside	86	353	112	383	105	685	127	396	351	2,682	820	4,822
East Riding of Yorkshire UA	13	61	25	84	28	152	48	127	174	1,077	302	1,596
Kingston upon Hull UA	36	156	51	182	36	292	32	118	43	576	207	1,438
North East Lincolnshire UA	23	89	21	71	24	149	19	70	48	442	140	880
North Lincolnshire UA	14	47	15	47	17	91	28	81	86	587	170	909
Isle of Wight UA	9	37	16	62	17	72	24	81	51	399	122	690
Kent	100	438	167	550	105	593	256	772	627	5,226	1,321	8,042
Kent (excluding UA)	79	342	144	463	96	510	227	675	578	4,661	1,183	7,064
Medway Town UA	22	96	23	87	9	84	29	98	50	564	138	979
Lancashire	178	647	232	680	133	617	191	497	728	6,055	1,542	9,125
Lancashire (excluding UA)	126	452	157	454	103	491	157	406	576	4,713	1,186	7,027
Blackburn with Darwen UA	27	106	30	93	11	48	15	37	68	685	159	1,024
Blackpool UA	25	89	44	134	18	78	18	55	83	658	197	1,074
Leicestershire	45	286	80	366	43	421	77	340	297	3,187	574	4,933
Leicestershire (excluding UAs)	21	129	39	169	28	235	61	239	233	2,173	408	3,181
City of Leicester UA	23	152	38	192	13	174	12	84	35	836	126	1,516
Rutland UA	1	5	2	5	2	12	4	17	29	178	40	236
Lincolnshire	28	142	52	181	44	292	112	308	478	2,659	764	3,843
Norfolk	37	143	73	221	61	317	131	371	516	2,710	862	3,994
Northamptonshire	43	149	79	205	47	197	89	203	471	2,171	773	3,089
Northumberland	17	78	26	92	15	86	28	71	162	1,124	260	1,606
North Yorkshire	52	158	85	267	73	335	186	462	700	3,237	1,171	4,801
North Yorkshire (excluding UA)	44	127	69	203	57	218	170	389	672	2,946	1,083	4,198
City of York UA	8	31	16	64	15	117	16	73	28	291	88	602

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 where age is not reported

* Herefordshire and Worcestershire are split from "Hereford and Worcester" in 1998

46b Casualties by road user type, severity, county and unitary authority (UA)¹: 1994-98 average

Number of casualties

County/Unitary Authority	Pedestrians															
	Children				Adults				Pedal cyclists		Two-wheel motor vehicle users		Car users		All road users ²	
	KSI		All		KSI		All		KSI		All		KSI		All	
	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All	KSI	All		
Nottinghamshire	109	361	164	462	125	498	177	433	512	3,725	1,147	5,980				
Nottinghamshire (excluding UA)	61	202	79	222	86	323	133	307	418	2,821	824	4,205				
City of Nottingham UA	47	159	85	240	39	175	44	126	94	904	323	1,775				
Oxfordshire	13	91	39	165	34	343	57	277	215	2,157	385	3,266				
Shropshire	24	89	40	125	43	150	69	162	318	1,553	535	2,241				
Shropshire (excluding UA)	15	48	28	86	28	97	52	118	237	1,100	395	1,583				
Telford and Wrekin UA	10	41	12	38	15	54	17	44	81	453	140	658				
Somerset	14	74	42	147	28	198	59	184	222	1,772	380	2,492				
Staffordshire	49	342	77	394	36	423	96	438	326	4,638	625	6,766				
Staffordshire (excluding UA)	31	221	50	247	28	325	74	334	280	3,729	498	5,262				
Stoke on Trent UA	18	121	28	148	8	98	22	104	45	909	126	1,504				
Suffolk	24	104	47	181	37	284	78	289	266	1,893	478	2,921				
Surrey	40	182	110	365	84	571	171	690	484	5,366	932	7,567				
Warwickshire	33	118	55	152	47	227	108	263	419	2,302	710	3,317				
West Sussex	29	124	69	229	72	407	111	334	289	2,621	597	3,935				
Wiltshire	25	115	47	174	38	239	88	300	260	2,326	487	3,386				
Wiltshire (excluding UA)	15	70	33	118	25	145	65	200	225	1,841	389	2,551				
Swindon UA	9	45	14	56	13	94	23	101	35	485	98	834				
Worcestershire*	31	120	63	186	50	214	91	224	312	1,885	581	2,827				
England	3,442	15,749	6,245	23,214	3,376	22,373	5,867	22,306	19,579	179,136	40,815	282,768				
Wales	162	861	272	1,178	107	730	253	782	1,115	10,344	2,008	14,856				
Scotland	562	1,938	812	2,445	249	1,282	355	935	2,559	13,808	4,833	22,304				
Great Britain	4,167	18,548	7,329	26,837	3,732	24,385	6,475	24,023	23,254	203,288	47,656	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 where age is not reported

* Herefordshire and Worcestershire are split from "Hereford and Worcester" in 1998

47 Casualties: by Government Office Region, country and severity: 1981-85 average, 1995 - 2002

Number of casualties

		1994-98 Average	1995	1996	1997	1998	1999	2000	2001	2002
North East	Fatal	139	152	157	135	121	126	93	102	126
	KSI ¹	1,471	1,516	1,573	1,347	1,244	1,275	1,188	1,145	1,195
	Total	12,067	11,514	12,351	12,667	12,310	11,536	11,760	11,617	11,706
North West	Fatal	331	358	323	321	305	305	299	298	271
	KSI	4,530	4,875	4,641	4,413	3,829	3,717	3,542	3,495	3,398
	Total	35,446	34,447	35,166	36,531	36,001	34,791	34,616	33,527	32,197
Merseyside	Fatal	61	60	66	55	50	55	71	43	62
	KSI	841	823	858	838	763	688	759	702	781
	Total	9,754	9,173	9,651	9,981	9,814	9,959	9,898	8,672	7,798
North West/Merseyside	Fatal	393	418	389	376	355	360	370	341	333
	KSI	5,371	5,698	5,499	5,251	4,592	4,405	4,301	4,197	4,179
	Total	45,200	43,620	44,817	46,512	45,815	44,750	44,514	42,199	39,995
Yorkshire/Humberside	Fatal	327	345	324	324	315	305	319	331	322
	KSI	4,206	4,444	4,180	4,157	3,894	3,803	3,606	3,711	3,756
	Total	28,808	27,279	28,892	29,918	30,639	29,759	29,564	29,235	29,053
East Midlands	Fatal	357	378	329	357	381	390	330	323	373
	KSI	4,020	4,140	4,134	4,019	3,900	3,739	3,483	3,347	3,401
	Total	23,116	22,331	22,845	23,943	24,087	23,597	23,582	22,675	22,515
West Midlands	Fatal	328	286	319	338	313	269	304	323	306
	KSI	4,759	4,713	4,765	4,680	4,333	3,794	3,685	3,446	3,185
	Total	28,592	27,473	28,717	29,889	28,766	29,037	29,520	28,924	28,044
East of England	Fatal	363	374	370	350	328	408	393	382	385
	KSI	4,991	5,040	5,085	4,886	4,703	4,518	4,552	4,370	4,071
	Total	30,170	29,253	30,370	30,659	30,821	30,186	31,350	30,609	29,158
South East	Fatal	489	470	517	508	477	516	522	469	520
	KSI	6,039	6,160	6,283	5,814	5,632	6,086	5,924	5,765	5,694
	Total	44,918	43,408	46,428	45,642	45,135	45,070	44,565	44,213	42,194
London	Fatal	247	214	251	276	226	264	286	300	281
	KSI	6,696	6,520	6,852	7,035	6,870	5,961	6,106	6,101	5,671
	Total	45,805	45,176	45,733	46,432	45,679	45,978	46,003	44,622	41,508
South West	Fatal	343	358	368	337	318	284	298	345	334
	KSI	3,262	3,455	3,206	3,064	2,977	3,051	3,021	3,010	3,113
	Total	24,092	23,500	23,876	24,706	24,964	25,213	24,863	25,584	24,847
England	Fatal	2,986	2,995	3,024	3,001	2,834	2,922	2,915	2,916	2,980
	KSI	40,815	41,686	41,577	40,253	38,145	36,632	35,866	35,092	34,265
	Total	282,768	273,554	284,029	290,368	288,216	285,126	285,721	279,678	269,020
Wales	Fatal	213	218	216	221	202	191	169	187	147
	KSI	2,008	2,133	2,130	1,910	1,661	1,869	1,821	1,722	1,632
	Total	14,856	14,950	14,853	14,832	14,540	14,347	14,087	13,775	14,336
Scotland	Fatal	378	408	358	377	385	310	325	347	304
	KSI	4,833	5,335	4,390	4,420	4,449	4,044	3,877	3,746	3,510
	Total	22,304	22,183	21,696	22,603	22,456	20,837	20,475	19,856	19,249
Great Britain	Fatal	3,578	3,621	3,598	3,599	3,421	3,423	3,409	3,450	3,431
	KSI	47,656	49,154	48,097	46,583	44,255	42,545	41,564	40,560	39,407
	Total	319,928	310,687	320,578	327,803	325,212	320,310	320,283	313,309	302,605
Northern Ireland	Fatal	149	144	142	144	160	141	171	148	150
	KSI	1,662	1,676	1,741	1,548	1,538	1,650	1,786	1,830	1,676
	Total	12,499	11,725	12,575	12,698	13,402	13,449	14,720	13,142	11,914
United Kingdom	Fatal	3,727	3,765	3,740	3,743	3,581	3,564	3,580	3,598	3,581
	KSI	49,317	50,830	49,838	48,131	45,793	44,195	43,350	42,390	41,083
	Total	332,427	322,412	333,153	340,501	338,614	333,759	335,003	326,451	314,519

¹ Killed or seriously injured

48 Casualties: by road class, Government Office Region¹ and severity: 2002

		Number of casualties							
		Built-Up				Non Built-Up			
		Motorways	A Roads	Other	Total	A Roads	Other	Total	All Roads ²
North East	Fatal	2	16	37	53	53	18	71	126
	KSI ³	19	229	506	735	286	155	441	1,195
	Total	158	2,565	5,147	7,712	2,735	1,101	3,836	11,706
North West	Fatal	14	84	49	133	82	42	124	271
	KSI	200	957	1,304	2,261	629	308	937	3,398
	Total	2,312	10,761	13,378	24,139	3,805	1,941	5,746	32,197
Merseyside	Fatal	4	25	20	45	9	4	13	62
	KSI	15	301	405	706	37	23	60	781
	Total	251	3,158	3,936	7,094	288	165	453	7,798
North West/Merseyside	Fatal	18	109	69	178	91	46	137	333
	KSI	215	1,258	1,709	2,967	666	331	997	4,179
	Total	2,563	13,919	17,314	31,233	4,093	2,106	6,199	39,995
Yorkshire/Humberside	Fatal	12	73	81	154	95	61	156	322
	KSI	117	899	1,431	2,330	781	528	1,309	3,756
	Total	1,292	8,809	12,728	21,537	3,829	2,395	6,224	29,053
East Midlands	Fatal	31	44	41	85	178	79	257	373
	KSI	130	612	930	1,542	1,144	585	1,729	3,401
	Total	1,062	5,372	7,491	12,863	5,671	2,919	8,590	22,515
West Midlands	Fatal	36	61	68	129	93	48	141	306
	KSI	166	752	1,210	1,962	626	431	1,057	3,185
	Total	1,448	8,554	11,922	20,476	3,702	2,418	6,120	28,044
East of England	Fatal	18	38	66	104	179	84	263	385
	KSI	194	603	1,237	1,840	1,222	815	2,037	4,071
	Total	1,822	5,661	10,148	15,809	7,178	4,349	11,527	29,158
South East	Fatal	55	82	108	190	194	81	275	520
	KSI	400	1,161	1,792	2,953	1,404	937	2,341	5,694
	Total	3,403	9,953	15,155	25,108	8,390	5,293	13,683	42,194
London	Fatal	5	182	77	259	17	0	17	281
	KSI	49	3,411	2,009	5,420	167	35	202	5,671
	Total	484	24,930	14,710	39,640	1,245	139	1,384	41,508
South West	Fatal	19	47	43	90	170	55	225	334
	KSI	100	536	976	1,512	981	520	1,501	3,113
	Total	916	5,203	9,411	14,614	5,675	3,642	9,317	24,847
England	Fatal	196	652	590	1,242	1,070	472	1,542	2,980
	KSI	1,390	9,461	11,800	21,261	7,277	4,337	11,614	34,265
	Total	13,148	84,966	104,026	188,992	42,518	24,362	66,880	269,020
Wales	Fatal	4	23	30	53	72	18	90	147
	KSI	22	237	503	740	617	253	870	1,632
	Total	423	3,084	5,464	8,548	3,776	1,589	5,365	14,336
Scotland	Fatal	24	32	42	74	156	50	206	304
	KSI	95	606	1,099	1,705	1,199	511	1,710	3,510
	Total	699	3,913	7,482	11,395	4,803	2,352	7,155	19,249
Great Britain	Fatal	224	707	662	1,369	1,298	540	1,838	3,431
	KSI	1,507	10,304	13,402	23,706	9,093	5,101	14,194	39,407
	Total	14,270	91,963	116,972	208,935	51,097	28,303	79,400	302,605

1 Casualty data by road class are not available for Northern Ireland.

2 Includes speed limit not reported.

3 Killed or seriously injured

49 Casualties by severity, road user type and country: United Kingdom: 2002

Road user type	Number of casualties				
	England	Wales	Scotland	Northern Ireland	United Kingdom
Pedestrians:					
Killed	681	21	73	33	808
Injured	33,140	1,628	3,241	875	38,884
All severities	33,821	1,649	3,314	908	39,692
Pedal cyclists:					
Killed	119	3	8	3	133
Injured	15,661	495	821	169	17,146
All severities	15,780	498	829	172	17,279
Horse riders:					
Killed	0	0	0	0	0
Injured	133	5	5	1	144
All severities	133	5	5	1	144
TWMV users:					
Killed	536	27	46	19	628
Injured	25,806	820	1,118	479	28,223
All severities	26,342	847	1,164	498	28,851
Car users:					
Killed	1,502	90	155	93	1,840
Injured	173,329	10,326	12,023	9,127	204,805
All severities	174,831	10,416	12,178	9,220	206,645
Others: ¹					
Killed	142	6	22	2	172
Injured	17,971	915	1,737	1,113	21,736
All severities	18,113	921	1,759	1,115	21,908
All road users:					
Killed	2,980	147	304	150	3,581
Injured	266,040	14,189	18,945	11,764	310,938
All severities	269,020	14,336	19,249	11,914	314,519

50 International comparisons of road deaths: number and rates for different road users: by selected countries: 2001¹

	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	Road deaths per billion motor vehicle kilometres	Pedestrian deaths per 100,000 population	Children (aged 0 -14) deaths per 100,000 population	Child pedestrian (aged 0 -14) deaths per 100,000 population
England	2,916	1,452	713	517	5.9	1.1	7.2	1.4	1.7	0.8
Wales	187	98	38	493	6.4	1.3	7.3	1.3	1.8	1.3
Scotland	347	199	75	447	6.9	1.5	8.1	1.5	2.0	1.3
Great Britain	3,450	1,749	826	510	6.0	1.2	7.3	1.4	1.7	0.9
Northern Ireland	148	99	32	454	8.8	1.9	8.6	1.9	1.9	0.8
United Kingdom	3,598	1,848	858	508	6.1	1.2	7.3	1.5	1.7	0.9
Austria	976	570	117	651	11.9	1.9	12.7	1.5	1.9	0.4
Belgium	1,486	922 ⁵	142 ⁵	559	14.5	2.6	16.5	1.4	2.9 ⁵	..
Denmark	431	241	50	455	8.1	1.8	9.2	0.9	2.1	0.2
Finland	433	262	62	494	8.4	1.7	9.1	1.2	2.0	0.4
France	8,160	5,283	822	589	13.8	2.3	14.8	1.4	2.7	0.5
Germany	6,977	4,023	900	638	8.5	1.3	11.2	1.1	1.8	0.6
Greece	2,037 ⁵	891 ⁵	375 ⁵	480	19.3 ⁵	4.0	..	3.6	3.3 ⁶	..
Irish Republic	411	230	89	461	10.7	2.3 ⁴	10.9	2.3	3.2	1.3
Italy	6,410 ⁵	3,535 ⁵	848 ⁵	690	11.1 ⁵	1.6	..	1.5	1.5 ⁵	..
Luxembourg	70	53 ⁵	11	755	15.9	2.1	..	2.5	3.7 ⁵	..
Netherlands	993	477	106	514	6.2	1.2	8.9 ⁶	0.7	1.6	0.4
Portugal	1,671	636	337	880	21.0 ⁵	2.0	..	3.6	5.2 ⁶	..
Spain	5,517	3,146	846	604	13.8	2.3	..	2.1	2.7	0.5
Sweden	554	346	87	549	6.2	1.1	8.3 ⁶	1.0	1.1	0.3
Czech Republic	1,334	716	322	418	13.0	3.1	32.4	3.1	2.3	0.7
Hungary	1,239	502	355	278	12.2	4.4	..	3.5	2.2	0.7
Norway	275	189	43	599	6.1	1.0	8.3	1.0	0.8	0.4
Poland	5,534	2,438	1,866	381	14.3	3.8	..	4.8	3.7	1.9
Switzerland	544	245	104	653	7.6	1.2	9.1	1.4	1.8	0.6
Australia	1,737	1138 ⁶	290	625	9.0	1.4 ⁴	9.1	1.5	2.2	0.7
Canada	2,927 ⁵	1,556 ⁵	372 ⁵	589	9.5 ⁵	1.6	9.4	1.2	2.5 ⁵	..
Iceland	24	22	1	696	8.4	1.2	..	0.3	3.3	0.0
Japan	10,060	2,774	2,835	631	7.9	1.3	12.7	2.2	1.6	0.8
New Zealand	455	344	52	684	11.8	1.7	12.2	1.4	3.8	1.7
Republic of Korea	8,097	2,007	3,137	293	17.1	5.8	29.6	6.6	5.0	3.7
USA	42,116	20,233	4,882	777	14.8	1.9	9.4	1.7	3.6	0.7

1 Source: International Road Traffic and Accident Database (OECD).

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 European Conference of Ministers of Transport, to represent standardised 30-day deaths: Italy (7 days) +8%; France (6 days) +5.7%; Portugal (1 day) +14%; Turkey (1 day) +30%; Republic of Korea (3 days) +15%.

3 All motor vehicles excluding mopeds/mofas.

4 Includes mopeds/mofas.

5 2000 data.

6 1999 data.

51 Passenger casualty rates by mode: 1992-2001¹

	Per billion passenger kilometres										
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001 ^P	1992-01 ^P average
Air ²											
Killed	0.07	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.01
KSI	0.08	0.00	0.00	0.05	0.01	0.00	0.00	0.01	0.00	0.00	0.01
All	0.11	0.00	0.01	0.07	0.01	0.03	0.07	0.29	0.04	0.00	0.07
Rail ^{3,4}											
Killed	0.4	0.4	0.4	0.2	0.4	0.5	0.4	0.9	0.4	0.1	0.4
KSI	2.6	1.7	2.4	1.7	..	..	..	..	..	..	..
All	65.94	64.36	68.74	79.63	..	..	..	..	..	..	..
Injured	..	..	..	..	19	19	16	19	17	13	..
Water ⁵											
Killed	0.0	0.0	0.0	0.0	0.8	0.0	0.7	0.4	0.4	0.4	0.3
KSI	53	60	33	39	39	33	41	28	52	21	43
Bus or coach											
Killed	0.4	0.7	0.5	0.8	0.2	0.3	0.4	0.2	0.3	0.2	0.4
KSI	14	15	17	17	15	12	12	12	12	11	14
All	196	199	213	196	197	196	197	206	200	196	200
Car ⁶											
Killed	4	3	3	3	3	3	3	3	3	3	3
KSI	45	41	43	42	42	40	37	35	33	32	39
All	334	338	348	345	358	365	358	349	349	337	348
Van ⁶											
Killed	2.1	1.6	1.1	1.2	1.0	1.0	1.0	0.9	0.9	0.9	1.2
KSI	24	19	19	19	16	14	14	13	12	11	16
All	148	134	131	121	117	115	113	104	101	102	117
Two wheeled motor vehicle ⁶											
Killed	97	106	110	110	108	119	112	113	123	112	111
KSI	1523	1708	1653	1634	1530	1507	1446	1425	1496	1407	1526
All	5580	6229	6038	5812	5700	5726	5526	5403	5723	5549	5713
Pedal cycle											
Killed	43	46	43	52	50	45	40	42	31	33	42
KSI	849	949	998	960	931	881	839	781	668	634	848
All	5270	6018	6195	6034	6041	6045	5804	5615	4967	4525	5639
Pedestrian ⁷											
Killed	75	70	62	57	56	58	50	50	49	48	58
KSI	786	715	713	673	653	653	582	566	546	522	642
All	2859	2719	2687	2576	2611	2700	2492	2473	2414	2335	2588

Note: KSI = killed or seriously injured
 All = Killed, seriously and slightly injured
 P = Provisional rail data

- Figures have been revised from those published in previous years, see Notes and Definitions for more details.
- Passenger casualties in accidents involving UK registered airline aircraft in UK and foreign airspace.
- Financial years.
- Passenger casualties involved in train accidents and accidents occurring through movement of railway vehicles. Reporting regulations changed on 1 April 1996. Since then 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.
- Passenger casualties on UK registered merchant vessels.
- Driver and passenger casualties.
- Break in series due to revisions in ONS population estimates.