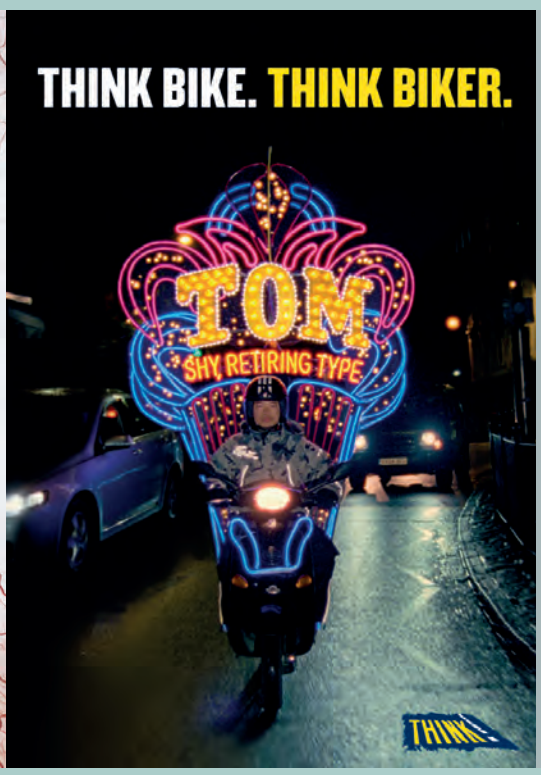
Department for Transport

Reported Road Casualties Great Britain: 2009

Annual Report



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DEPARTMENT FOR TRANSPORT

SCOTTISH GOVERNMENT

WELSH ASSEMBLY GOVERNMENT

REPORTED ROAD CASUALTIES GREAT BRITAIN 2009

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Acknowledgement

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

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Introduction

Reported Road Casualties Great Britain 2009: Annual Report, (RRCGB) provides detailed statistics about the circumstances of personal injury road accidents, including the types of vehicles involved and the consequent casualties. These statistics are used to inform public debate and support policy on road safety.

Most of the statistics in this report are based on accidents reported to the police (STATS19 system). However, in addition to the detailed tables there are seven articles containing further analysis on specific road safety topics, covering:

- an overview and trends in the police data
- valuation of road accidents and casualties
- drinking and driving
- contributory factors in accidents
- survey data on road traffic accidents, including an overall estimate of total casualties
- hospital admissions data on road casualties
- road safety research

Comparisons with death registrations show that very few fatal accidents do not become known to the police. However, it has long been known that a considerable proportion of non-fatal injury accidents are not reported to the police. Our best current estimate is that the total number of road casualties in Great Britain each year, including those not reported to police, is within the range 610 thousand to 780 thousand with a central estimate of 700 thousand. Article 5 in this publication discusses how the estimates have been derived, and their limitations. The police data are therefore not a complete record of all injury accidents and this should be borne in mind when using and analysing the data included in this publication. Police data on road accidents remain the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain. We also continue to look at other sources of data on road accidents and casualties, in particular both hospital and survey data are providing further useful evidence (see articles 5 and 6).

Review of STATS 19 and CRASH

National and local government and police forces work closely to achieve an agreed national standard for the system for collecting and processing statistics on road accidents involving personal injury. The statistics are subjected to review about every five years as part of the continuing drive to improve quality and meet user needs whilst minimising the burden of collection and provision on police forces and local authorities. An initial summary report on the outcome of the most recent review was published 4 February 2010 and a full report, including results of the consultation, on 5 August. The review made a number of recommendations for change to the process, coverage and definition of the STATS19 collection system, details can be found in the reports at: http://www.dft.gov.uk/pgr/statistics/committeesusergroups/scras/2008reviewstats19/

The timing of the implementation of the review changes will take account of the roll-out of CRASH, the new electronic police accident reporting system. CRASH is a system for secure collection, validation, transmission and storage of road traffic collision reports to meet police business needs and also DfT statistical requirements. Mobile devices (where available) will allow data entry at the scene of a collision - police will no longer have to fill in paper forms. CRASH will provide improvements in consistency, timeliness, as well as minimising police time and effort. Pilots in three areas are planned for early 2011 followed by roll-out to as many police forces as possible (currently planned to

cover England and Wales) during 2011 and 2012. Further information on the project will be found through the DfT website.

Police forces and local authorities should not be faced with two sets of changes to their systems in a short period and a flexible approach to implementing the STATS19 review has been agreed. The Department will be ready to accept data in the new format for accidents occurring on or after 1 January 2011 but it is expected that forces will choose to wait until they implement the CRASH system. A new standard report form will be available in spring 2011. All changes will need to be in place for reporting from 1 January 2013 at the latest, regardless of whether CRASH has been implemented.

In 2009 road casualty statistics outputs were also assessed by the United Kingdom Statistics Authority against the Code of Practice for Official Statistics. The UKSA confirmed the designation of the outputs as National Statistics on 17 December 2009.

New developments

The Department continues to develop the range and accessibility of road safety data and publications, in particular:

- **Road Casualties Online**[1] (RCOL) was launched on 24 June 2010. This is a new website aimed at making reported road casualty statistics more accessible to a wider audience by allowing users to perform their own analysis and download data to suit their needs. The website enables more detailed statistics about reported personal injury road accidents, the vehicles and casualties involved, to be made available than is possible in this publication. RCOL currently includes data for the period 2005 to 2008; 2009 data will be added by 30 September.
- Reported accident and casualty data are also being released at record level (subject to meeting confidentiality requirements) as part of the government's transparency agenda. Records with summary details about road fatalities in 2006-8 were released on the DfT website[2] in March 2010. More detailed record level data for the period 2005-2009 is also being released on **Road Casualties Online** by 30 September.
- **MAST**[3] - MAST Online is a web based data analysis tool providing integrated crash and socio-demographic analysis. The project was originally developed under the auspices of the Department for Transport and uses STATS19 data.

The Department welcomes suggestions for improving the usefulness of the data and publications. Comments should be sent to the address below.

Pat Kilbey
Responsible Statistician, Head of Road Safety Statistics, DfT

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

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

[1] http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/roadcasualtiesonline/
[2] http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/reportedfatalinjury
[3] http://www.roadsafetyanalysis.org/

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1. General overview and trends in reported road casualties

Kashfia Chowdhury and Pat Kilbey, Road Safety Research and Statistics, Department for Transport

Summary

This article reviews the main trends in the number of reported road accident casualties in Great Britain in 2009 compared with recent years. Figures are derived from information about accidents reported to the police. In 2009:

- There were a total of 222,146 reported casualties of all severities, 4 per cent lower than in 2008. 2,222 people were killed, 12 per cent lower than in 2008, 24,690 were seriously injured (down 5 per cent) and 195,234 were slightly injured (down 4 per cent).

- The number of fatalities fell for almost all types of road user, with a fall of 16 per cent for car occupants, 13 per cent for pedestrians, 10 per cent for pedal cyclists and 4 per cent for motorcyclists.

Compared with the 1994-98 average, in 2009:

- The number killed was **38** per cent lower;
- The number of reported killed or seriously injured casualties was **44** per cent lower;
- The number of children killed or seriously injured was **61** per cent lower; and
- The slight casualty rate was **37** per cent lower.
- In contrast traffic rose by an estimated **15** per cent over this period.

A table summarising key figures and charts showing long term trends in road accident casualties compared with traffic can be found in the Annex to this article.

Table 1a: Reported road accident casualties by severity: GB 2009

	Number				2009 Percentage change over:	
	1994-98 average	2007	2008	**2009**	*2008*	***1994-98 average***
Killed	3,578	2,946	2,538	**2,222**	*-12*	***-38***
of which children	260	121	124	**81**	*-35*	***-69***
Seriously injured	44,078	27,774	26,034	**24,690**	*-5*	***-44***
Killed or seriously injured	47,656	30,720	28,572	**26,912**	*-6*	***-44***
of which children	6,860	3,090	2,807	**2,671**	*-5*	***-61***
Slightly injured	272,272	217,060	202,333	**195,234**	*-4*	***-28***
All severities	319,928	247,780	230,905	**222,146**	*-4*	***-31***
Traffic[1]	276	321	319	**316**	*-1*	***15***
KSI rate[1]	173	96	90	**85**	*-5*	***-51***
Slight casualty rate[1]	986	675	634	**617**	*-3*	***-37***

1 Traffic in billion vehicle miles; rates per billion vehicle miles, rounded to the nearest whole number.

Part 1: Trends in reported road accident casualties

This article is based on information about accidents reported to the police. However, it has long been known that a significant proportion of non fatal accidents are not reported and this should be borne in mind when using and analysing the data throughout this publication. Further information on other sources of data on road casualties can be found in article 5 of this report which includes our latest estimate derived from survey data of the total number of road casualties, and article 6 which looks at hospital admissions data on road casualties.

Fatalities

There were a total of 2,222 fatalities in road accidents in 2009, 316 fewer than in 2008. This was an average of just over 6 deaths per day.

- Car occupants, pedestrians and motorcyclists account for the vast majority of deaths (48 per cent, 23 per cent and 21 per cent respectively in 2009). In 2009, pedestrian fatalities were 50 per cent below the 1994-98 average and car occupant fatalities 40 per cent below the average, but the number of motorcycle deaths was 1 per cent higher than the average. However, when adjusting for changes in traffic, fatality rates for all road users - including motorcyclists - have fallen from the average.

- Between 2008 and 2009 fatalities fell by at least 10 per cent for all of the main road user types except for motorcyclists (down 4 per cent).

- The number of children killed in reported road accidents has fallen by considerably more than the overall fatalities figure, by 69 per cent from the 1994-98 average. Between 2008 and 2009, child fatalities fell by 35 per cent from 124 to 81.

Table 1b: Reported fatalities by road user type: GB 2009

	Number				2009 Percentage change over:		
	1994-98 average	2007	2008	**2009**	*2008*	***1994-98 average***	***1994-98 (traffic)***
Pedestrians	1,008	646	572	**500**	*-13*	***-50***	..
Pedal cyclists	186	136	115	**104**	*-10*	***-44***	***22***
Motorcycle users	467	588	493	**472**	*-4*	***1***	***35***
Car users	1,762	1,432	1,257	**1,059**	*-16*	***-40***	***12***
Bus/coach users	20	12	6	**14**	*133*	***-29***	***3***
Other road users	135	132	95	**73**	*-23*	***-46***	..
All road users	3,578	2,946	2,538	**2,222**	*-12*	***-38***	***15***
of which children	260	121	124	**81**	*-35*	***-69***	..

The 12 per cent reduction in deaths between 2008 and 2009 follows a 14 per cent fall between 2007 and 2008, the largest percentage fall in a single year in the post war period.

Chart 1a shows reported casualties by severity and road type.

- Most fatalities occur on rural roads, 40 per cent occurred on rural A roads with a further 21 per cent on other rural roads.
- Thirty four per cent of fatalities occurred on urban roads, compared to 60 per cent of all casualties.
- Only 6 per cent of fatalities occurred on motorways, although they took 20 per cent of traffic.

Chart 1a: Reported casualties by severity and road type: GB 2009

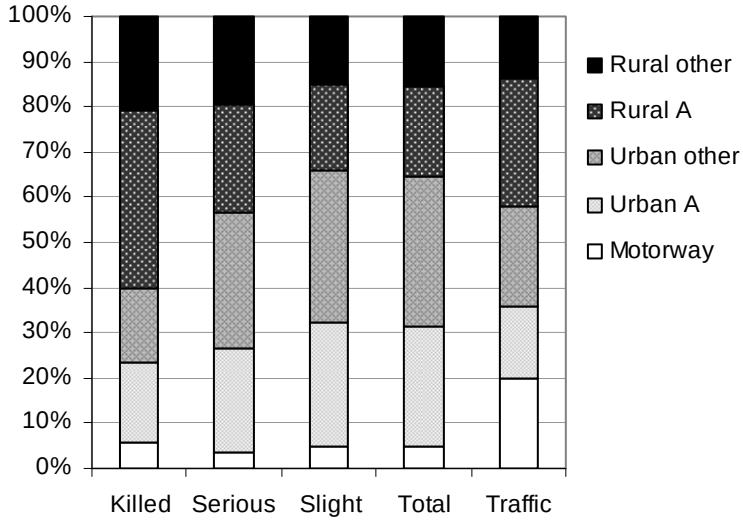


Chart 1b shows how the fatality rate per million population varies by age and road user group.

- The overall fatality rate is highest for ages 17 to 21.
- The majority of fatalities aged under 10 and over 80 were pedestrians.
- Table 50 in the tables section shows that road accidents cause over a quarter of all deaths in 15-19 year olds.
- Between the ages of 16 and 65, most fatalities are car or motorcycle users.

Chart 1b: Fatalities per million population by road user type and age: GB 2009

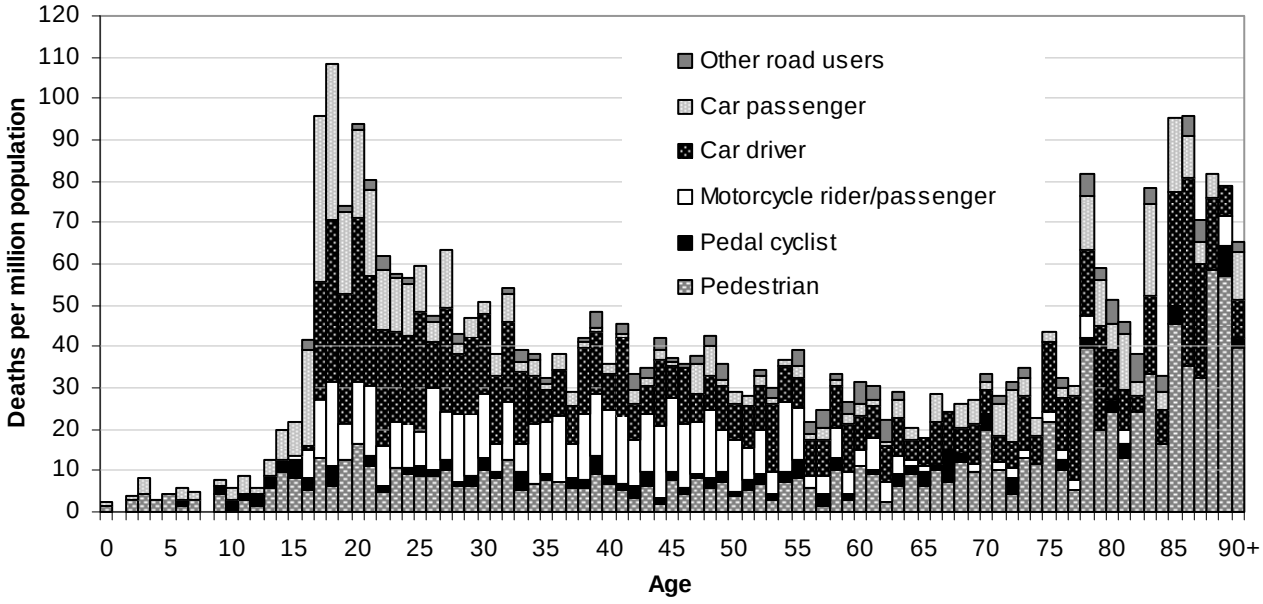
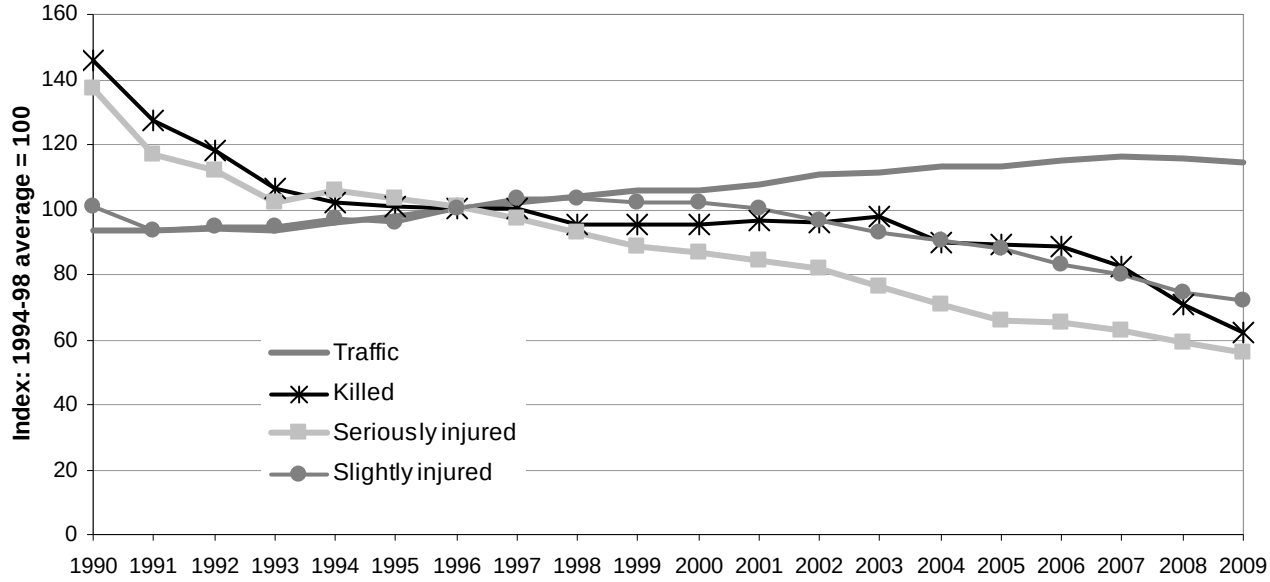


Chart 1c shows the trends in reported fatal, serious and slight casualties. Trends in fatalities and serious injuries were similar between 1990 and 1998, with a divergence between 1998 and 2005; deaths falling by 6 per cent and serious injuries by 29 per cent. However, between 2005 and 2009, the number of deaths fell by 31 per cent, compared with a 15 per cent fall in serious injuries. These differences in trends are mainly for car occupants; other road user groups, particularly pedestrians and pedal cyclists have seen less of a divergence between fatalities and serious injuries (see chart 1i and 1j).

Chart 1c: Traffic and reported casualties by severity: GB 1990-2009



Although motor vehicle traffic fell by 1 per cent between 2008 and 2009 (with a 2 per cent increase for motorcyclists), this is not sufficient to explain the size of the reduction in deaths over this period, as can be seen from charts 1d and 1e which show fatality rates per billion vehicle miles for different road user groups:

- In 2009 there were 4.3 car occupants killed per billion vehicle miles travelled. This rate has fallen sharply in the last three years, by 34 per cent from 2006, compared to a 20 per cent fall in the previous ten years.

- Motorcyclists have the highest fatality rate of any road user group. In 2009, 145 motorcyclists were killed per billion vehicle miles. However, this is 6 per cent lower than in 2008 and 25 per cent below the 1994-98 average.

- The pedestrian fatality rate per billion miles walked has fallen steadily in recent years. In 2009 it was 53 per cent below the 1994-98 average and 14 per cent lower than in 2008.

- Having remained fairly steady between 2004 and 2007 the pedal cycle fatality rate fell 13 per cent from 2008 to 2009, and was 55 per cent below the 1994-98 average.

Chart 1d: Car, HGV and LGV occupant fatality rates: GB 1994-2009

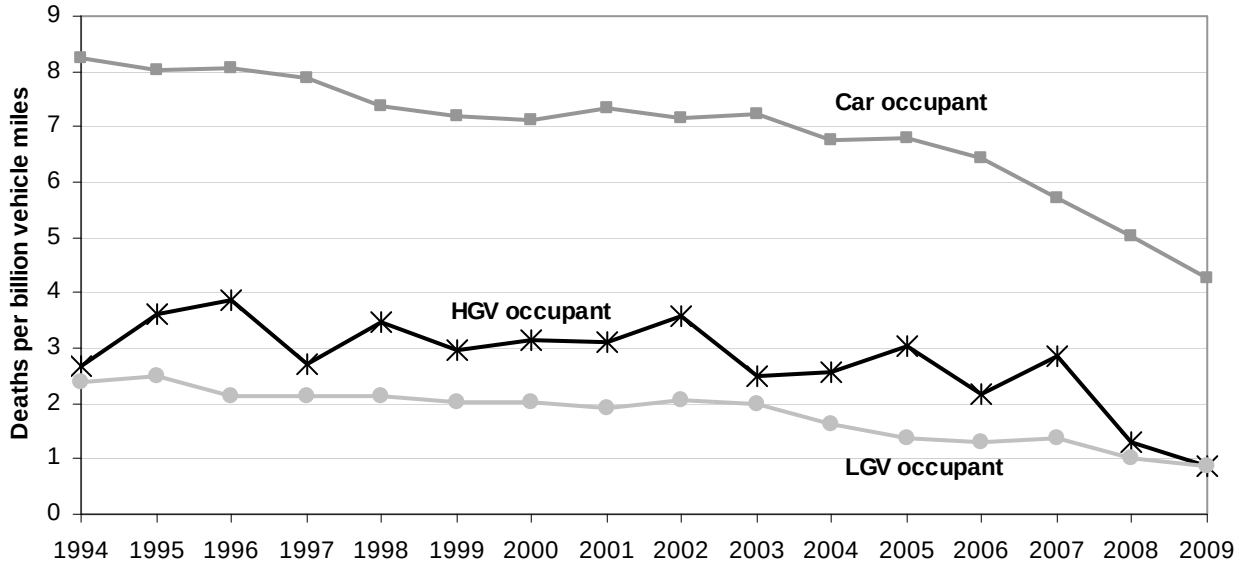
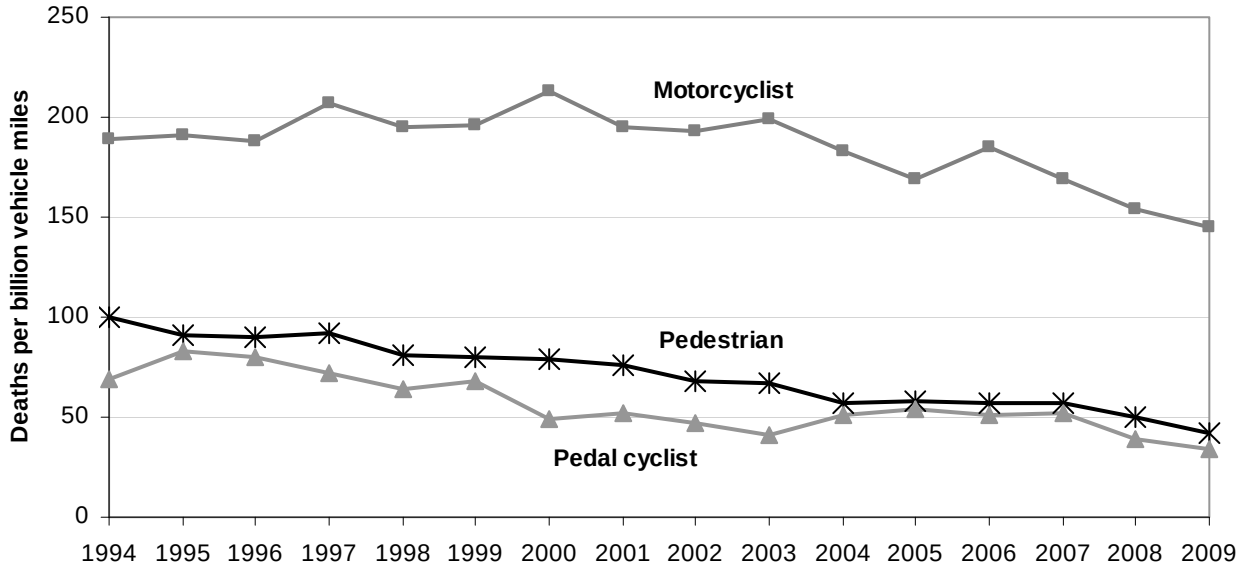


Chart 1e: Pedestrian, motorcyclist and pedal cyclist fatality rates: GB 1994-2009



There are many possible reasons which may contribute to the recent large reductions in fatalities. The economic downturn and falling traffic levels for the last two years have played a part. Similar large falls in fatalities were seen in the recession in the early 1990s. Analysis presented elsewhere in this publication provides indications of some key trends:

- Part 2 of this article looks in more detail at individual road user groups. The number of deaths in accidents involving young car drivers (aged 17-24) fell by 31 per cent between 2007 and 2009. Fatalities in accidents involving an HGV fell by 27 per cent compared to 2008, over the same period HGV traffic fell by 8 per cent.

- Article 3 looks at drinking and driving. This shows that the number of people killed in drink-drive accidents fell from 410 in 2007 to 400 in 2008, with a provisional figure for 2009 of 380 (17 per cent of all road deaths). The reduction in fatalities in drink drive accidents was smaller than the overall reduction in fatalities over this period.

- Article 4 contains details of contributory factors including fatal accidents. The patterns shown are broadly similar to those seen in previous years.

- The tables section of this publication contains a number of tables showing time series of fatalities (for example, Tables 3-6 and 8-10).

Killed or seriously injured (KSI) casualties

The number of people killed or seriously injured (KSI) in accidents reported to the police fell by 6 per cent between 2008 and 2009, and by a total of 44 per cent compared to the 1994-98 average.

- The fall in KSI casualties has occurred despite a rise in the overall traffic level of around 15 per cent between the 1994-98 average and 2009[1]. Between 2008 and 2009 traffic fell by 1 per cent.

- Compared with the 1994-98 average, there have been reductions in the number of reported KSI casualties (of between 25 and 55 per cent) for all of the main road user types, with the exception of motorcyclists where the number fell by 10 per cent.

- Over this period motorcycle traffic increased by 35 per cent in total (more than any other road user type), so that the KSI casualty *rate* for motorcyclists fell by 33 per cent.

- Around 2 out of every 5 people killed or seriously injured are car occupants. Car occupant KSI casualties fell by 52 per cent from the average. Over the same period car traffic increased by 12 per cent.

Table 1c: Reported killed or seriously injured casualties by road user type: GB 2009

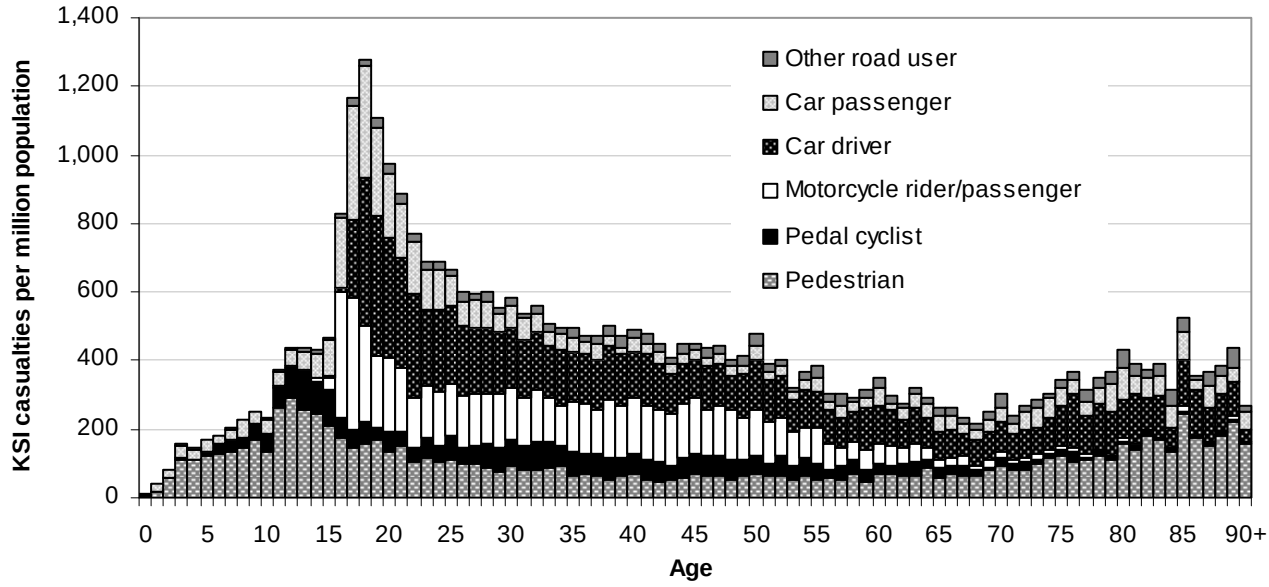
	Number				2009 Percentage change over:		
	1994-98 average	2007	2008	**2009**	*2008*	***1994-98 average***	***1994-98 (traffic)***
Pedestrians	11,669	6,924	6,642	**6,045**	*-9*	***-48***	..
Pedal cyclists	3,732	2,564	2,565	**2,710**	*6*	***-27***	***22***
Motorcycle users	6,475	6,737	6,049	**5,822**	*-4*	***-10***	***35***
Car users	23,254	12,967	11,968	**11,112**	*-7*	***-52***	***12***
Bus/coach users	716	455	432	**370**	*-14*	***-48***	***3***
Other road users	1,810	1,073	916	**853**	*-7*	***-53***	..
All road users	47,656	30,720	28,572	**26,912**	*-6*	***-44***	***15***

Chart 1f shows how the rate of killed or seriously injured per million populations varies by road user type and age.

- The overall number of KSI casualties is highest for ages 17 and 18.
- The majority of KSI casualties aged between 2 and 15 and over 80 were pedestrians.
- Between the ages of 16 and 79, most KSI casualties are car or motorcycle users.

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

Chart 1f: KSI casualties per million population rates, by road user type and age: GB 2009



Child KSI casualties

In 2009, the number of children aged 0-15 killed or seriously injured was 2,671 - 61 per cent below the 1994-98 average and 5 per cent lower than in 2008. Around two out of every three child KSI casualties were male.

- Compared with the 1994-98 average, the number of reported child KSI casualties more than halved by 2009 for pedestrians, pedal cyclists and car users. The majority of child KSI casualties are pedestrians, accounting for 62 per cent of the total in 2009.

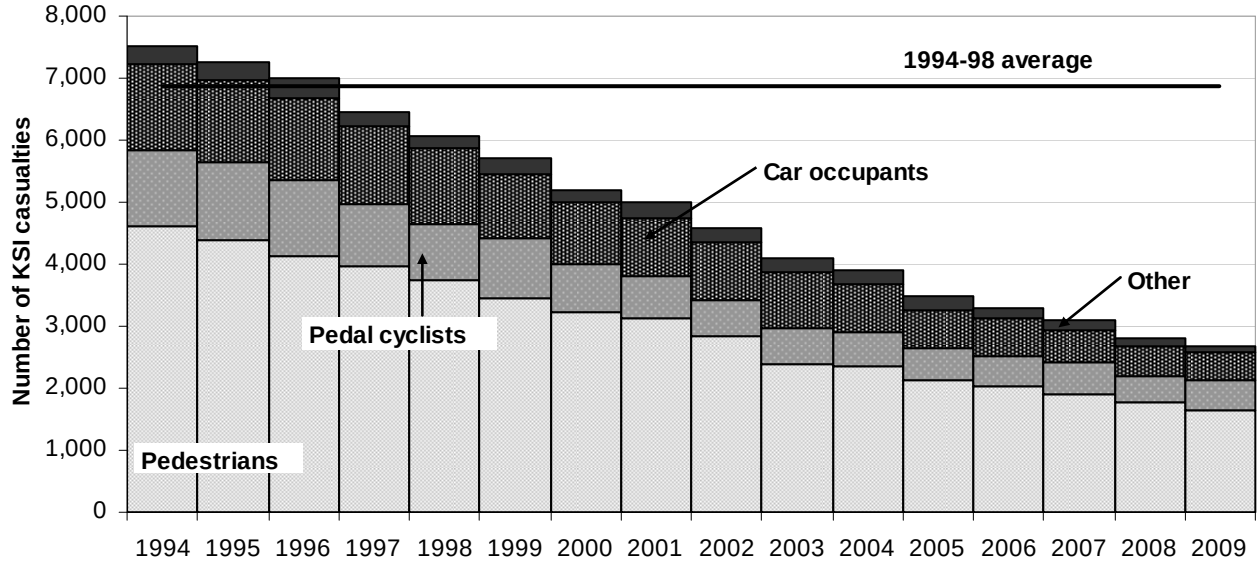
- Compared with 2008, there was a 7 per cent fall in child pedestrian KSI casualties, a 6 per cent fall in car occupant KSI casualties but a 10 per cent increase in child pedal cyclist KSI casualties from a particularly low figure in 2008.

- The number of children aged 12-15 killed or seriously injured has fallen slightly less than other child age groups, by 54 per cent since the 1994-98 average.

Table 1d: Children reported killed or seriously injured by road user type: GB 2009

	Number				2009 Percentage change over:	
	1994-98 average	2007	2008	**2009**	*2008*	***1994-98 average***
Pedestrians	4,167	1,899	1,784	**1,660**	*-7*	***-60***
Pedal cyclists	1,129	522	417	**458**	*10*	***-59***
Car users	1,303	526	490	**463**	*-6*	***-64***
Other road users	261	143	116	**90**	*-22*	***-65***
Males	4,402	2,007	1,818	**1,757**	*-3*	***-60***
Females	2,457	1,083	986	**914**	*-7*	***-63***
Age 0-4	888	372	347	**314**	*-10*	***-65***
Age 5-8	1,657	540	543	**512**	*-6*	***-69***
Age 9-11	1,592	689	619	**584**	*-6*	***-63***
Age 12-15	2,722	1,489	1,298	**1,261**	*-3*	***-54***
All children (aged 0-15)	6,860	3,090	2,807	**2,671**	*-5*	***-61***

Chart 1g: Reported children killed or seriously injured by road user type: GB 1994-2009



Slightly injured casualties

In 2009, there were 195 thousand reported slight casualties, 617 per billion vehicle miles of traffic. These figures were 28 per cent and 37 per cent respectively below the 1994-98 average level.

- Compared with the 1994-98 average, the biggest reductions in reported slight casualties have been for pedestrians.
- Between 2008 and 2009 the number of slight casualties and the rate against traffic fell for all road users.
- Whilst the majority (over two thirds) of slight casualties are car occupants, the highest rates (per billion vehicle miles) are for motorcycle users, followed closely by pedal cyclists.

Table 1e: Reported slightly injured casualties by road user type: GB 2009

	Number				2009 Percentage change over:	
	1994-98 average	2007	2008	**2009**	*2008*	***1994-98 average***
Pedestrians	34,874	23,267	21,840	**20,842**	*-5*	***-40***
Rate[1]	3,143	2,065	1,896	**1,771**	*-7*	***-44***
Pedal cyclists	20,653	13,631	13,732	**14,354**	*5*	***-30***
Rate[2]	8,199	5,166	4,659	**4,663**	*0*	***-43***
Motorcycle users	17,547	16,722	15,501	**14,881**	*-4*	***-15***
Rate[2]	7,295	4,816	4,852	**4,579**	*-6*	***-37***
Car users	180,034	148,466	137,220	**132,300**	*-4*	***-27***
Rate[2]	808	591	550	**531**	*-3*	***-34***
All road users[3]	272,272	217,060	202,333	**195,234**	*-4*	***-28***
Rate[4]	986	675	634	**617**	*-3*	***-37***

1 Rate per billion miles walked

2 Rate per billion vehicle miles

3 Includes other vehicles

4 Rate per billion vehicle miles (excluding distance walked)

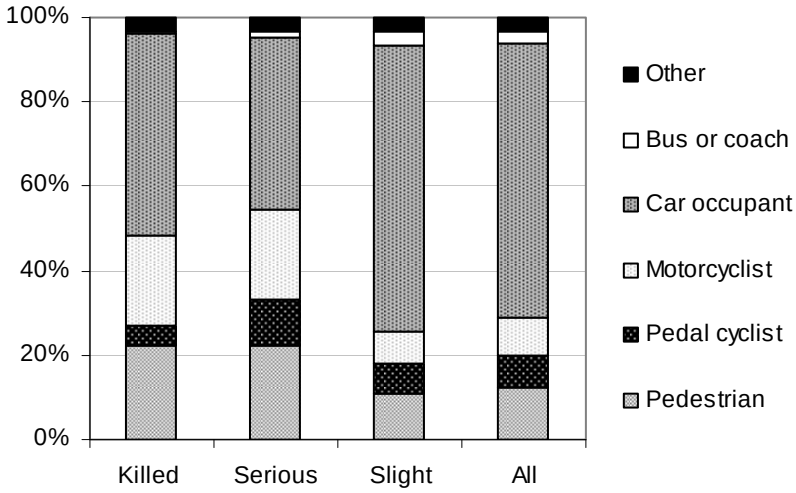
Part 2: Reported casualties by road user type

This section provides the main figures and some analysis for each of the main groups of road user. Chart 1h shows the proportion of each road user type for the three different severities of casualty in 2009:

- Car occupants were the largest group for all severities, accounting for about two thirds of reported slight casualties and nearly half of all fatalities.

- Pedestrians accounted for 22 per cent of reported deaths and serious injuries but only 11 per cent of slight injuries.

Chart 1h: Proportion of reported casualties by road user type and severity: GB 2009



- Similarly, 21 per cent of all fatalities were motorcycle users, but only 8 per cent of those slightly injured.

- Together, car occupants, pedestrians and motorcyclists accounted for 91 per cent of deaths, and 86 per cent of all reported casualties. Of the remainder, pedal cyclists made up 8 per cent and bus or coach users 1 per cent of all casualties.

Overall, around 7 of every 10 people reported killed or seriously injured in road accidents were male, but again this varies by road user type - in 2009, 9 out of 10 motorcyclist and more than 8 out of 10 pedal cyclist KSI casualties were men, compared with around 6 in 10 pedestrians and car occupants.

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

Pedestrian casualties

Total reported pedestrian casualties have decreased by 6 per cent from 28,482 in 2008 to 26,887 in 2009, and were 42 per cent below the 1994-98 average. Overall pedestrian fatalities fell by 13 per cent from 2008 to 2009, although this varied by age group.

- Chart 1i shows the trends in reported fatal, serious and slight pedestrian casualties. All severities of casualty have shown broadly similar trends and have fallen consistently over this period.

- Child pedestrian fatalities fell by 35 per cent to 37 in 2009, 72 per cent below the 1994-98 average. Seven per cent of all pedestrian fatalities were children (aged 0-15 years old); however this proportion rose to 30 per cent for all pedestrian casualties.

- The number of adult pedestrians killed aged 16 to 59 years old fell by 6 per cent, from 272 in 2008 to 256 in 2009.

- There was a 15 per cent decrease in the number of pedestrian fatalities aged 60 years old and over, from 243 in 2008 to 207 in 2009. Adults 60 years old and over accounted for 41 per cent of all pedestrian fatalities but only 15 per cent of all casualties.

- The rate of reported pedestrian casualties per million population has been falling and in 2009 was 46 per cent lower than the 1994-98 average, and 6 per cent lower than in 2008. The rate for pedestrian casualties aged 60 years old and over was the lowest of all age groups, with child pedestrian casualties being the highest (297 pedestrian casualties per million population for 60 year olds and over, compared to 715 for 0-15 year olds).

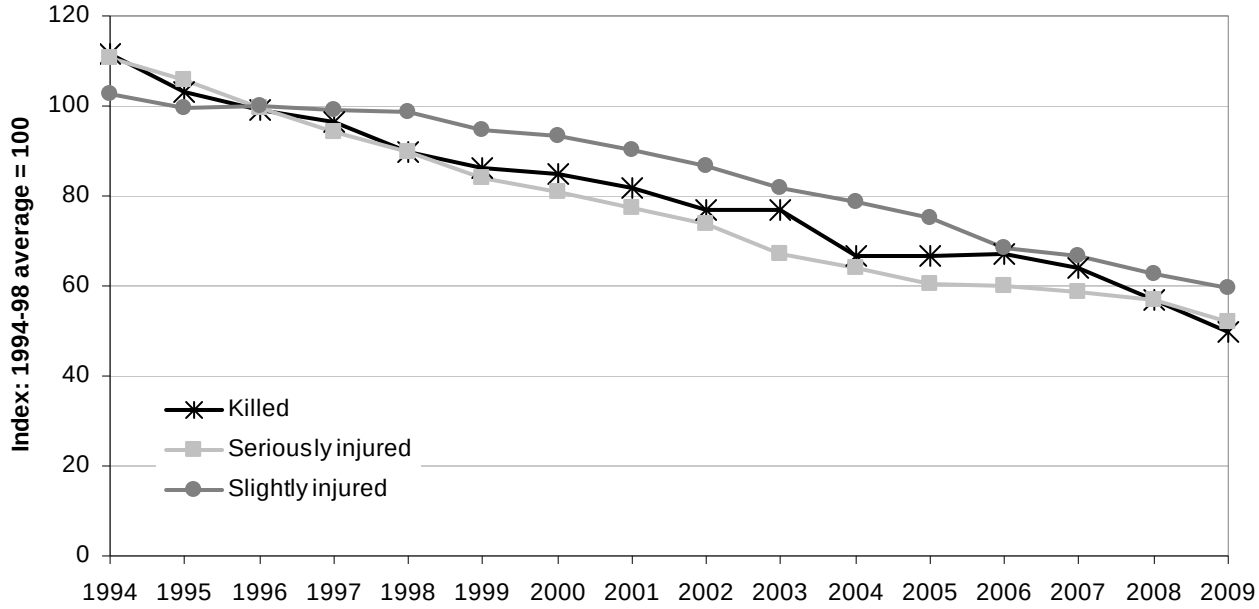
Table 1f: Reported pedestrian casualties by age: GB 2009

		Number				2009 Percentage change over:	
		1994-98 average	2007	2008	**2009**	*2008*	***1994-98 average***
Children (0-15)	Killed	133	57	57	**37**	*-35*	***-72***
	Serious	4,034	1,842	1,727	**1,623**	*-6*	***-60***
	Slight	14,382	7,628	6,864	**6,323**	*-8*	***-56***
	All	18,548	9,527	8,648	**7,983**	*-8*	***-57***
Adults (16-59)	Killed	398	304	272	**256**	*-6*	***-36***
	Serious	4,318	3,093	3,003	**2,678**	*-11*	***-38***
	Slight	15,016	11,965	11,557	**11,317**	*-2*	***-25***
	All	19,732	15,362	14,832	**14,251**	*-4*	***-28***
Adults (60+)	Killed	471	281	243	**207**	*-15*	***-56***
	Serious	2,142	1,222	1,206	**1,154**	*-4*	***-46***
	Slight	4,491	2,811	2,732	**2,636**	*-4*	***-41***
	All	7,104	4,314	4,181	**3,997**	*-4*	***-44***
All [1]	Killed	1,008	646	572	**500**	*-13*	***-50***
	Serious	10,662	6,278	6,070	**5,545**	*-9*	***-48***
	Slight	34,874	23,267	21,840	**20,842**	*-5*	***-40***
	All	46,543	30,191	28,482	**26,887**	*-6*	***-42***
Casualty rate per million population							
KSI		207	117	111	**101**	*-10*	***-51***
Slight		617	393	366	**347**	*-5*	***-44***
All		824	510	478	**448**	*-6*	***-46***

1 Includes cases where age was not reported.

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

Chart 1i: Reported pedestrian casualties by severity: GB 1994-2009



Pedal cycle casualties

- Overall reported pedal cycle casualties went up by 5 per cent from 2008 to 2009, but have decreased by 30 per cent from the 1994-98 average.
- The number of pedal cycle fatalities fell by 10 per cent from 115 in 2008 to 104 in 2009, a 44 per cent decrease from the 1994-98 average.
- However, the number of reported seriously injured pedal cyclists increased by 6 per cent from 2,450 in 2008 to 2,606 in 2009.
- The number of killed and seriously injured pedal cyclists per billion vehicle miles has fallen by 41 per cent from the 1994-98 average, but is up by 1 per cent from 2008.

Table 1g: Reported pedal cyclist casualties: GB 2009

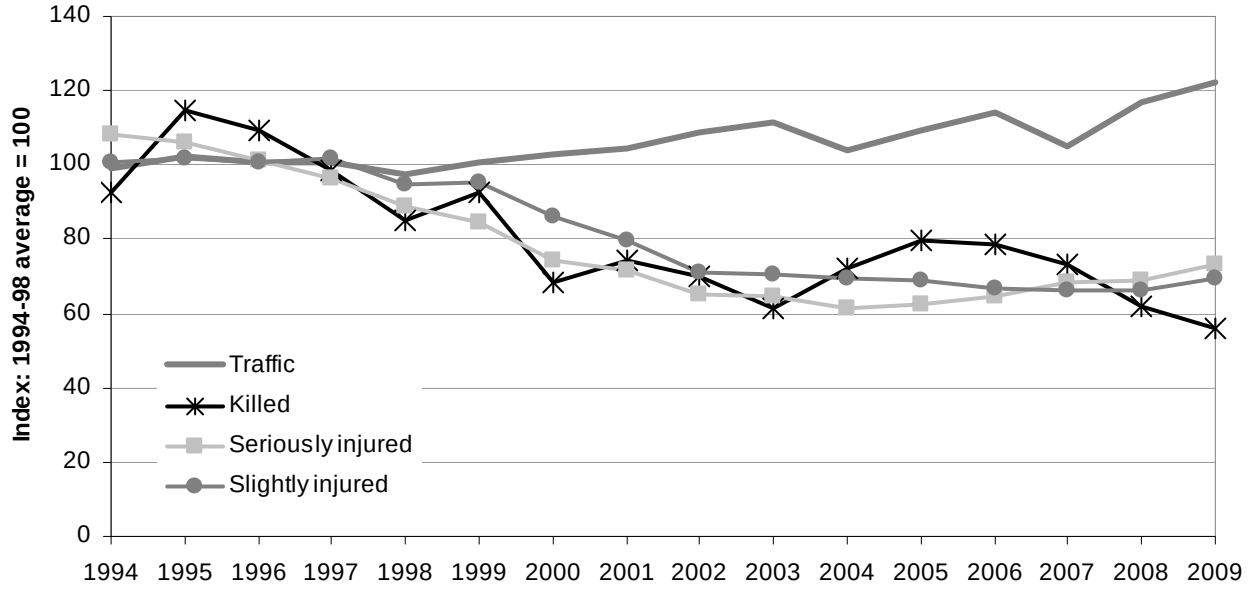
	Number				2009 Percentage change over:	
	1994-98 average	2007	2008	**2009**	*2008*	***1994-98 average***
Killed	186	136	115	**104**	*-10*	***-44***
Serious	3,546	2,428	2,450	**2,606**	*6*	***-27***
Slight	20,653	13,631	13,732	**14,354**	*5*	***-30***
Total	24,385	16,195	16,297	**17,064**	*5*	***-30***
Pedal cycle traffic [1]	2.5	2.6	2.9	**3.1**	*4*	***22***
Casualty rate [2]						
KSI	1,482	972	870	**880**	*1*	***-41***
Slight	8,199	5,166	4,659	**4,663**	*0*	***-43***
All	9,680	6,138	5,529	**5,543**	*0*	***-43***

1 Billion vehicle miles.

2 Rate per billion vehicle miles.

Pedal cycle traffic levels have fluctuated in recent years, but the trend has been generally upward. Pedal cycle traffic increased by 4 per cent between 2008 and 2009. Chart 1j shows that trends in pedal cyclists killed and injured have followed broadly similar trends since 1994.

Chart 1j: Pedal cycle traffic and reported casualties by severity: GB 1994-2009



- 81 per cent of reported pedal cycle casualties were male, as were 80 per cent of pedal cycle fatalities.

- 58 per cent of all pedal cycle casualties were 16 – 59 year old male pedal cyclists, compared to 47 per cent for pedal cycle fatalities.

- 20 per cent of pedal cycle casualties were children (0-15 years old). However, only 13 per cent of pedal cycle fatalities were children.

- The number of reported child pedal cycle casualties has fallen by 59 per cent from the 1994-98 average, from 7,851 to 3,204 in 2009. The number of female child casualties has fallen more than for male casualties (65 per cent compared to a 58 per cent reduction).

Tables 29a, b and c in the tables section analyse reported casualties by severity, day, road user type and hour of day. Sixty one per cent of pedal cycle casualties occurred during the hours of 7am – 10am and 4pm – 7pm. This proportion was slightly higher for accidents on Monday to Thursday (66 per cent) and lower at the weekend (44 per cent on both Saturday and Sunday), and is likely to be related to school and work travel. The proportions are similar for both child and adult casualties.

Motorcycle user casualties

- Reported motorcycle casualties decreased by 4 per cent from 21,550 in 2008 to 20,703 in 2009, and were 14 per cent lower than the 1994-98 average. Motorcycle traffic went up by 2 per cent compared to 2008 and was 35 per cent higher than the 1994-98 average, so the motorcycle casualty rates fell for all severities.

- Motorcycle fatalities fell by 4 per cent from 493 in 2008 to 472 in 2009. However, since the 1994-98 average, motorcycle fatalities have increased by 1 per cent.

- There was a 4 per cent fall in the number of reported serious motorcycle casualties, resulting in a 4 per cent decrease in the number of KSI motorcycle casualties, from 6,049 in 2008 to 5,822 in 2009.

- The overall motorcycle casualty rate fell by 6 per cent from 6,745 motorcycle casualties per billion vehicle miles in 2008 to 6,371 in 2009.

Table 1h: Reported motorcycle user casualties: GB 2009

	Number				2009 Percentage change over:	
	1994-98 average	2007	2008	**2009**	*2008*	***1994-98 average***
Killed	467	588	493	**472**	*-4*	***1***
Serious	6,008	6,149	5,556	**5,350**	*-4*	***-11***
Slight	17,547	16,722	15,501	**14,881**	*-4*	***-15***
Total	24,023	23,459	21,550	**20,703**	*-4*	***-14***
Motorcycle traffic [1]	2.4	3.5	3.2	**3.2**	*2*	***35***
Casualty rate [2]						
KSI	2,692	1,940	1,893	**1,792**	*-5*	***-33***
Slight	7,295	4,816	4,852	**4,579**	*-6*	***-37***
All	9,987	6,756	6,745	**6,371**	*-6*	***-36***

1 Billion vehicle miles.

2 Rate per billion vehicle miles.

- Over two thirds of motorcycle fatalities occurred in rural areas, compared to half for serious motorcycle casualties and under a third for slight motorcycle casualties.

- 41 per cent of riders of motorcycles less than 50cc involved in personal injury road accidents were aged 16 years. A further 16 per cent were 17 years old. This is in contrast to motorcycles greater than 500cc, where 56 per cent of riders were aged 30-49 years.

Chart 1k shows the trends in reported motorcyclist casualties and motorcycle traffic, indexed to the 1994-98 average.

- Motorcycle traffic increased from the 1994-98 average until 2003. Since 2003, the traffic has been fairly volatile, with the 2009 traffic figure being at a similar level to the 2008 figure, 35 per cent greater than the 1994-98 average.

- Motorcycle casualty rates for all severities have declined over the same period.

- Motorcycle fatalities per billion vehicle miles have shown a lower decrease from the 1994-98 average compared to injuries.

Chart 1k: Motorcycle traffic and reported casualties by severity: GB 1994-2009

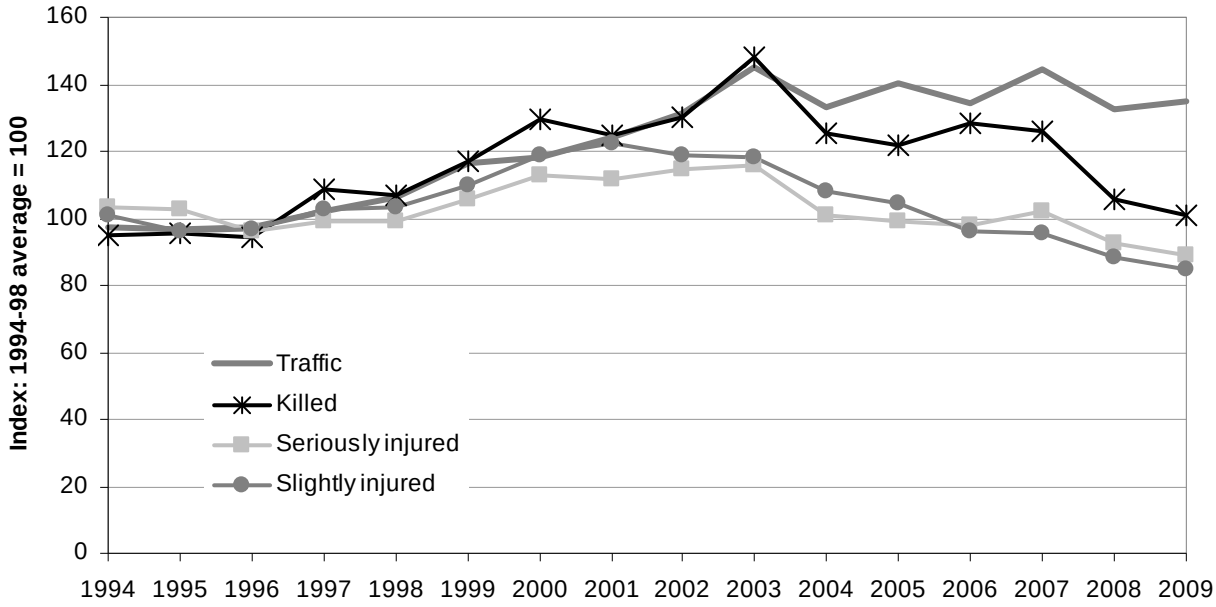
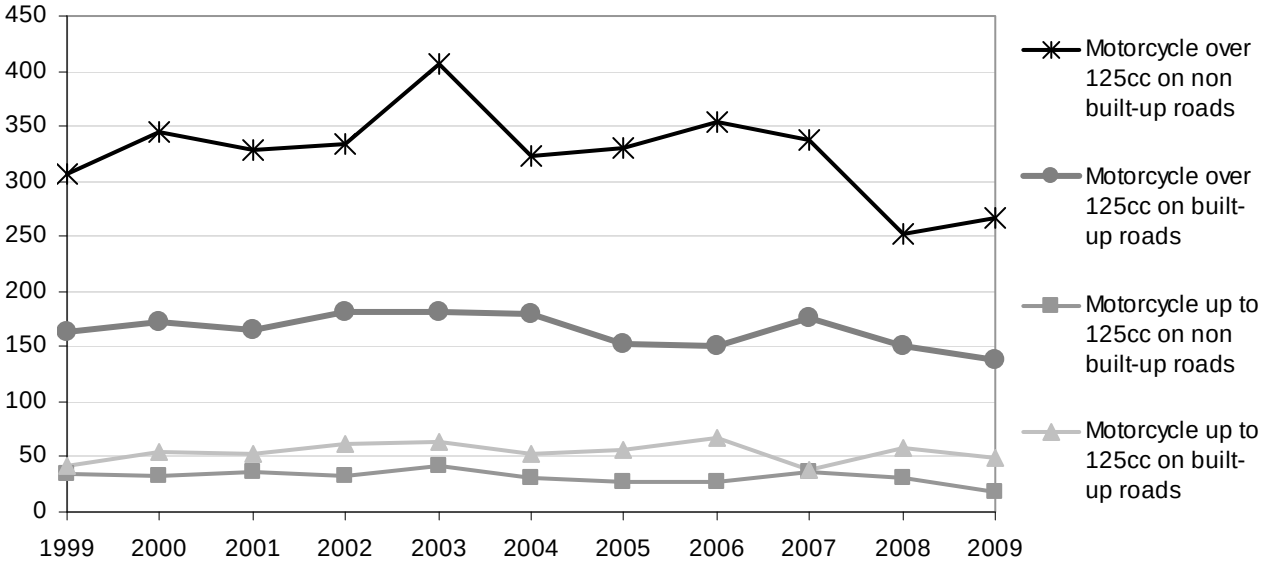


Chart 1l shows the number of reported motorcyclists killed, by road type and engine size since 1999. It shows that fatalities increased by 6 per cent amongst riders of motorcycles of over 125cc on non built-up roads from 240 in 2008 to 255 in 2009. Fatalities amongst all other motorcycle riders on motorways, built-up and non built-up roads have fallen in 2009.

- 78 per cent of motorcycle fatalities were riding motorcycles greater than 500cc. In 2009, 366 motorcycle fatalities were on these vehicles, compared to 347 in 2008; a 5 per cent increase.

- There has been a 25 per cent fall in the number of fatalities for riders of motorcycles with an engine capacity under 125cc, decreasing from 89 in 2008 to 67 in 2009. These numbers are small and prone to fluctuations – this latest fall follows a 20 per cent rise in 2008.

Chart 1l: Reported motorcyclist fatalities by road type[1] and engine size: GB 1999-2009



1. Non built-up roads include motorways.

Car occupant casualties

- Reported car occupant casualties, as shown in Table 1i, were 4 per cent lower than in 2008, falling from 149,188 in 2008 to 143,412 in 2009. The 2009 figure reflects a 29 per cent decrease from the 1994-98 average.

- Chart 1m shows the trends in fatal, serious, slight casualties and traffic. Trends in fatalities and serious injuries were similar until 1998. Between 1998 and 2005 deaths fell by only 1 per cent whereas serious injuries fell by 35 per cent. However, between 2005 and 2009, the number of deaths fell by 37 per cent compared to a 22 per cent fall in serious injuries.

- Car occupant fatalities decreased by 16 per cent from 2008, with falls for both car drivers and passengers (19 per cent and 9 per cent respectively). Compared to the 1994-98 average car driver deaths have fallen more slowly than for passengers, falling by 38 per cent compared to 43 per cent for passengers.

- Car traffic has increased by 12 per cent since the 1994-98 average, but has fallen slightly in the last two years.

- The number of reported killed or seriously injured car occupants per billion vehicle miles has fallen by 7 per cent from 2008, and 57 per cent from the 1994-98 average. The slight car casualty rate fell by 3 per cent and 34 per cent respectively over the same time periods.

Table 1i: Reported car user casualties: GB 2009

		Number				2009 Percentage change over:	
		1994-98 average	2007	2008	**2009**	*2008*	***1994-98 average***
Drivers	Killed	1,128	942	861	**700**	*-19*	***-38***
	Serious	13,506	7,537	7,106	**6,670**	*-6*	***-51***
	Slight	113,324	100,621	92,985	**88,937**	*-4*	***-22***
	Total	127,958	109,100	100,952	**96,307**	*-5*	***-25***
Passengers	Killed	634	490	396	**359**	*-9*	***-43***
	Serious	7,985	3,998	3,605	**3,383**	*-6*	***-58***
	Slight	66,710	47,845	44,235	**43,363**	*-2*	***-35***
	Total	75,329	52,333	48,236	**47,105**	*-2*	***-37***
All	Killed	1,762	1,432	1,257	**1,059**	*-16*	***-40***
	Serious	21,492	11,535	10,711	**10,053**	*-6*	***-53***
	Slight	180,034	148,466	137,220	**132,300**	*-4*	***-27***
	Total	203,288	161,433	149,188	**143,412**	*-4*	***-29***
Car traffic[1]		223	251	250	**249**	*0*	***12***
Casualty rate[2]							
KSI		104	52	48	**45**	*-7*	***-57***
Slight		808	591	550	**531**	*-3*	***-34***
All		913	643	598	**576**	*-4*	***-37***

1 Billion vehicle miles.

2 Rate per billion vehicle miles.

Chart 1m: Car traffic and reported casualties by severity: GB 1994-2009

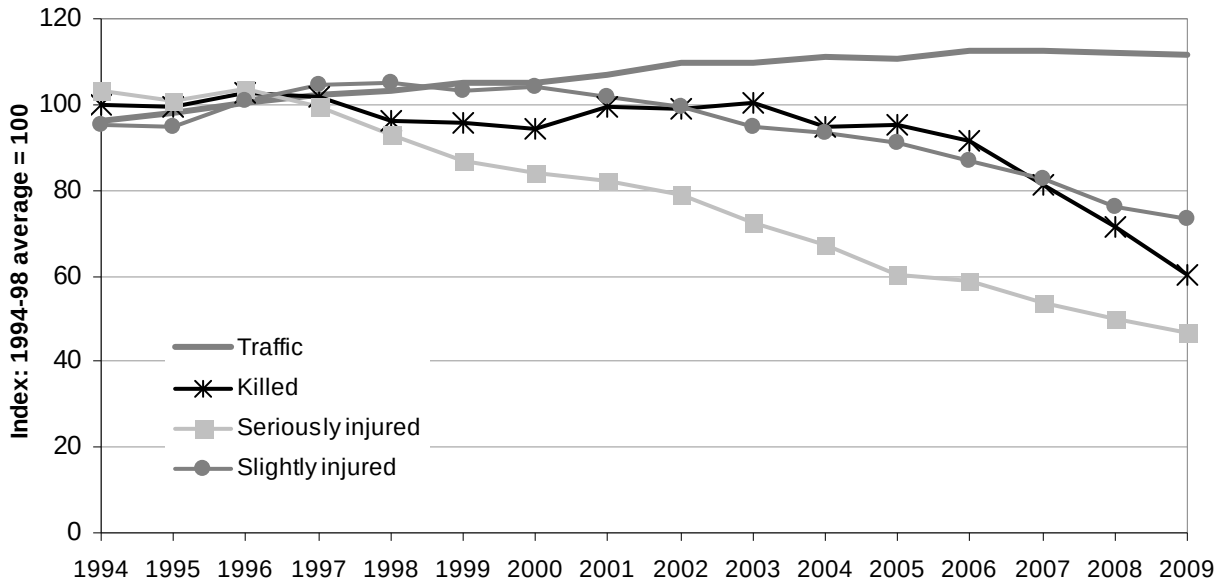


Chart 1n shows the number of reported car occupants killed by age group.

- In 2009 there were 387 fatalities amongst car occupants aged 16-25. This was a 16 per cent fall from 2008 and a 35 per cent fall from the 1994-98 average.

- Child car occupant fatalities fell by 37 per cent from 49 in 2008 to 29 in 2009. This is 63 per cent lower than the 1994-98 average.

Chart 1n: Reported car occupant fatalities by age group: GB 1994-2009

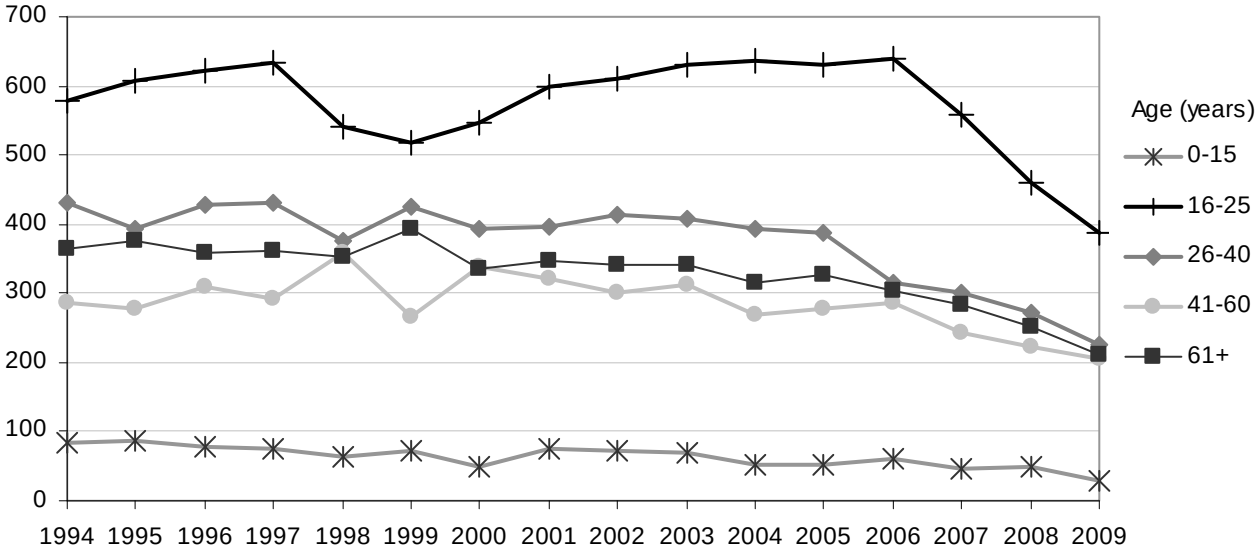


Table 38 in the tables section looks at the age distribution of car drivers involved in reported personal injury road accidents by gender. Chart 1o shows the number of fatalities resulting from accidents involving at least one young car driver (17-24 years old):

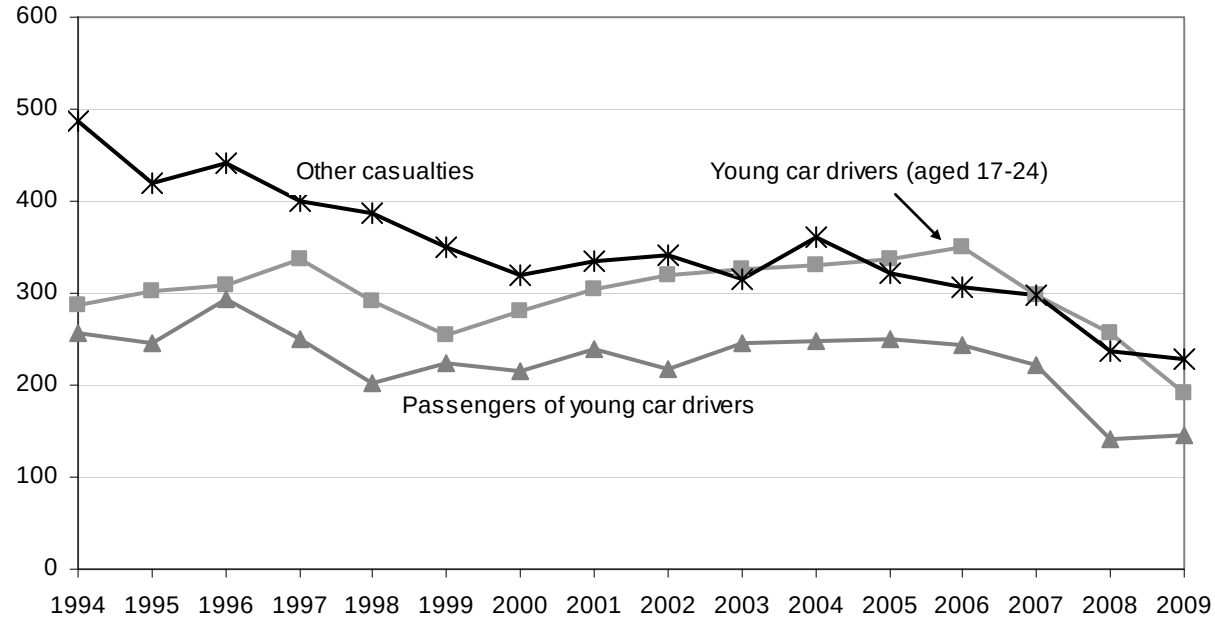
- Fatalities in reported accidents involving young car drivers accounted for 25 per cent of all road deaths in 2009.

- The number of fatalities in accidents involving young car drivers fell by 11 per cent from 635 in 2008 to 564 in 2009 – a reduction of 71 deaths, out of a total fall of 316 road deaths between 2008 and 2009. This follows a 22 per cent fall between 2007 and 2008 – a reduction of 182 deaths.

- The fall in fatalities in 2009 came mostly among young car drivers. However, while young driver fatalities fell by 25 per cent from 256 to 191, passenger fatalities in cars with young drivers increased by 3 per cent.

- The number of young car drivers killed decreased by 37 per cent from the 1994-98 average (to 191 in 2009), whilst passengers fatalities of young car drivers decreased by 42 per cent (to 145). The number of other casualties killed in accidents with a young car driver (occupants of other vehicles and pedestrians in the accident) fell by 47 per cent (to 228).

Chart 1o: Reported fatalities in accidents involving young car drivers (aged 17 to 24): GB 1994-2009



- KSI casualties in reported accidents involving young car drivers fell by 8 per cent between 2008 and 2009 (to 6,329) and accounted for 24 per cent of all KSI casualties in 2009.

- A fifth of all car occupants killed or seriously injured were young car drivers.

- Killed or seriously injured young car drivers have decreased by 49 per cent (to 2,026) from the 1994-98 average, whilst passengers of young car drivers have decreased by 56 per cent (to 1,324) and other casualties (occupants of other vehicles and pedestrians in the accident) have decreased by 52 per cent (to 2,979).

Other road user casualties

- Reported bus and coach casualties decreased by 9 per cent compared with 2008, and were 34 per cent lower in 2009 than the 1994-98 average. However, the number of fatalities went up from 6 in 2008 to 14 in 2009. The number of serious injuries fell by 16 per cent in 2009 from 2008, and was 49 per cent lower than the 1994-98 average. Care should be exercised when comparing these percentage changes with other road user types since these numbers are small and are therefore liable to fluctuations.

  In 2009, bus and coach traffic decreased by 1 per cent from 2008, but this is still 3 per cent higher than the 1994-98 average.

- Reported light goods vehicle occupant casualties in 2009 were 3 per cent lower than in 2008 and 36 per cent lower than the 1994-98 average. Light goods traffic fell by 2 per cent in 2009, but this is 43 per cent higher than the 1994-98 average. The casualty rate has decreased by 1 per cent from 2008 and 55 per cent from the 1994-98 average.

  Deaths among light goods vehicle users fell by 16 per cent, from 43 in 2008 to 36 in 2009. This represents a 45 per cent decrease compared to the 1994-98 average.

Light goods vehicles were involved in 12,449 accidents in 2009 (3 per cent fewer than in 2008). These accidents resulted in 174 fatalities (14 per cent fewer than in 2008), 1,731 serious injuries (1 per cent fewer) and 15,536 slight injuries (3 per cent fewer).

- Reported heavy goods vehicle occupant casualties have decreased by 21 per cent from 2008 and 54 per cent compared with the 1994-98 average. Fatalities fell by 39 per cent, from 23 in 2008 to 14 in 2009.

  Heavy goods vehicle traffic has decreased by 8 per cent from 2008, but is still 1 per cent higher than the 1994-98 average, resulting in reductions of 14 per cent and 55 per cent respectively in the overall casualty rate for heavy goods vehicle occupants over these time periods.

  Heavy good vehicles were involved in 7,013 accidents in 2009, 17 per cent fewer than in 2008. These accidents resulted in 268 fatalities (27 per cent fewer than 2008), 1,171 serious injuries (13 per cent fewer) and 8,256 slight injuries (18 per cent fewer). These accidents accounted for almost a third of the overall fall in fatalities from 2008.

  Foreign registered heavy goods vehicles were involved in 736 accidents in 2009, 12 per cent fewer than in 2008. These accidents resulted in 21 fatalities (40 per cent fewer than 2008), 65 serious injuries (31 per cent fewer) and 921 slight injuries (15 per cent fewer).

Table 1j: Reported other road user casualties: GB 2009

	Number				2009 Percentage change over:	
	1994-98 average	2007	2008	**2009**	*2008*	***1994-98 average***
Bus and Coach						
Killed	20	12	6	**14**	*133*	***-29***
Serious	696	443	426	**356**	*-16*	***-49***
Slight	8,883	6,624	6,497	**5,947**	*-8*	***-33***
Total	9,598	7,079	6,929	**6,317**	*-9*	***-34***
Bus/Coach traffic[1]	3.1	3.4	3.2	**3.2**	*-1*	***3***
Light goods vehicle						
Killed	65	58	43	**36**	*-16*	***-45***
Serious	950	436	402	**381**	*-5*	***-60***
Slight	6,410	4,846	4,468	**4,326**	*-3*	***-33***
Total	7,424	5,340	4,913	**4,743**	*-3*	***-36***
Light goods traffic [1]	29	43	42	**41**	*-2*	***43***
Heavy goods vehicle						
Killed	53	52	23	**14**	*-39*	***-74***
Serious	526	311	217	**175**	*-19*	***-67***
Slight	2,760	2,113	1,690	**1,330**	*-21*	***-52***
Total	3,338	2,476	1,930	**1,519**	*-21*	***-54***
Heavy goods traffic [1]	16	18	18	**16**	*-8*	***1***

1 Billion vehicle miles.

Annex: Long term trends and summary statistics

Table 1k: Summary statistics: GB 2009

	Number			2009 Percentage change over:	
	1994-98 average	2008	**2009**	*2008*	***1994-98 average***
Casualties					
Killed	3,578	2,538	**2,222**	*-12*	***-38***
Killed or seriously injured (KSI)	47,656	28,572	**26,912**	*-6*	***-44***
All casualties	319,928	230,905	**222,146**	*-4*	***-31***
Vehicle traffic (billion vehicle miles)	276.1	319.2	**316.3**	*-1*	***15***
Population (million)	56.5	59.6	**60.0**	*1*	***6***
Accidents					
Fatal	3,264	2,341	**2,057**	*-12*	***-37***
Fatal or serious	40,481	25,462	**24,054**	*-6*	***-41***
All accidents	236,040	170,591	**163,554**	*-4*	***-31***
Casualties per accident					
Fatal	2.1	1.9	**1.9**	*0*	***-10***
Fatal or serious	1.6	1.5	**1.5**	*0*	***-7***
All accidents	1.4	1.4	**1.4**	*0*	***0***
Accident type					
Fatal accidents					
Single vehicle (no pedestrian)	684	583	**531**	*-9*	***-22***
Single vehicle (with pedestrian)	883	487	**420**	*-14*	***-52***
Two vehicle	1,253	912	**818**	*-10*	***-35***
Three or more vehicles	445	359	**288**	*-20*	***-35***
All accidents					
Single vehicle (no pedestrian)	32,993	26,543	**25,885**	*-2*	***-22***
Single vehicle (with pedestrian)	42,461	25,962	**24,411**	*-6*	***-43***
Two vehicle	136,491	100,676	**96,631**	*-4*	***-29***
Three or more vehicles	24,095	17,410	**16,627**	*-4*	***-31***
Casualties by road type					
Fatalities on Motorways	173	158	**132**	*-16*	***-24***
Built-up roads	1,503	1,057	**981**	*-7*	***-35***
Non built-up roads	1,901	1,323	**1,109**	*-16*	***-42***
KSI on Motorways	1,516	1,027	**990**	*-4*	***-35***
Built-up roads	28,890	17,880	**16,790**	*-6*	***-42***
Non built-up roads	17,250	9,665	**9,132**	*-6*	***-47***
All casualties on Motorways	12,891	11,471	**10,656**	*-7*	***-17***
Built-up roads	220,371	160,959	**155,760**	*-3*	***-29***
Non built-up roads	86,666	58,475	**55,730**	*-5*	***-36***
Car occupants					
Fatalities	1,762	1,257	**1,059**	*-16*	***-40***
Seriously injured	21,492	10,711	**10,053**	*-6*	***-53***
Slightly injured	180,034	137,220	**132,300**	*-4*	***-27***
Total	203,288	149,188	**143,412**	*-4*	***-29***
Car traffic (billion vehicle miles)	222.8	249.6	**249.0**	*0*	***12***
Fatalities in accidents involving car drivers aged 17-24	982	635	**564**	*-11*	***-43***
of which: Driver aged 17-24	305	256	**191**	*-25*	***-37***
Passenger of driver aged 17-24	249	141	**145**	*3*	***-42***
Other road user	428	238	**228**	*-4*	***-47***
Pedestrians					
Fatalities	1,008	572	**500**	*-13*	***-50***
of which: Children (0-15)	133	57	**37**	*-35*	***-72***
Adults (16-59)	398	272	**256**	*-6*	***-36***
Elderly (60+)	471	243	**207**	*-15*	***-56***
Seriously injured	10,662	6,070	**5,545**	*-9*	***-48***
Slightly injured	34,874	21,840	**20,842**	*-5*	***-40***
Total	46,543	28,482	**26,887**	*-6*	***-42***

Table 1k: Summary statistics: GB 2009 (Continued)

	Number			2009 Percentage change over:	
	1994-98 average	2008	**2009**	*2008*	***1994-98 average***
Motorcyclists					
Fatalities	467	493	**472**	*-4*	***1***
Seriously injured	6,008	5,556	**5,350**	*-4*	***-11***
Slightly injured	17,547	15,501	**14,881**	*-4*	***-15***
Total	24,023	21,550	**20,703**	*-4*	***-14***
Motorcycle traffic (billion vehicle miles)	2.4	3.2	**3.2**	*2*	***35***
Fatalities on Motorways	9	15	**12**	*-20*	***28***
Built-up roads	178	209	**187**	*-11*	***5***
Non built-up roads	280	269	**273**	*1*	***-2***
KSI on Motorways	106	136	**116**	*-15*	***10***
Built-up roads	3,847	3,744	**3,519**	*-6*	***-9***
Non built-up roads	2,523	2,169	**2,187**	*1*	***-13***
Motorcycles with engine size up to 125 cc					
Fatalities	..	89	**67**	*-25*	..
Seriously injured	..	1,954	**1,834**	*-6*	..
Slightly injured	..	7,900	**7,401**	*-6*	..
Motorcycles with engine size over 125 cc					
Fatalities	..	404	**405**	*0*	..
Seriously injured	..	3,602	**3,516**	*-2*	..
Slightly injured	..	7,601	**7,480**	*-2*	..
Pedal cyclists					
Fatalities	186	115	**104**	*-10*	***-44***
Seriously injured	3,546	2,450	**2,606**	*6*	***-27***
Slightly injured	20,653	13,732	**14,354**	*5*	***-30***
Total	24,385	16,297	**17,064**	*5*	***-30***
Child (0-15) KSI	1,129	417	**458**	*10*	***-59***
Adult (16+) KSI	2,557	2,101	**2,225**	*6*	***-13***
Pedal cycle traffic (billion vehicle miles)	2.5	2.9	**3.1**	*4*	***22***
Light Goods Vehicles (LGV)					
Fatalities	65	43	**36**	*-16*	***-45***
Seriously injured	950	402	**381**	*-5*	***-60***
Slightly injured	6,410	4,468	**4,326**	*-3*	***-33***
LGV traffic (billion vehicle miles)	29.0	42.3	**41.4**	*-2*	***43***
Casualties in accidents involving at least one LGV					
Fatalities	320	203	**174**	*-14*	***-46***
KSI	3,789	1,958	**1,905**	*-3*	***-50***
All casualties	25,972	17,905	**17,441**	*-3*	***-33***
Heavy Goods Vehicles (HGV)					
Fatalities	53	23	**14**	*-39*	***-74***
Seriously injured	526	217	**175**	*-19*	***-67***
Slightly injured	2,760	1,690	**1,330**	*-21*	***-52***
Casualties in accidents involving at least one HGV					
Fatalities	582	368	**268**	*-27*	***-54***
KSI	3,544	1,712	**1,439**	*-16*	***-59***
All casualties	18,491	11,771	**9,695**	*-18*	***-48***
HGV traffic (billion vehicle miles)	16.3	17.9	**16.4**	*-8*	***1***
Children (aged 0-15)					
Fatalities	260	124	**81**	*-35*	***-69***
Male	163	80	**51**	*-36*	***-69***
Female	97	44	**30**	*-32*	***-69***
KSI	6,860	2,807	**2,671**	*-5*	***-61***
All casualties	44,354	21,996	**20,655**	*-6*	***-53***

Chart 1p: Reported killed or seriously injured casualties: GB 1994-2009

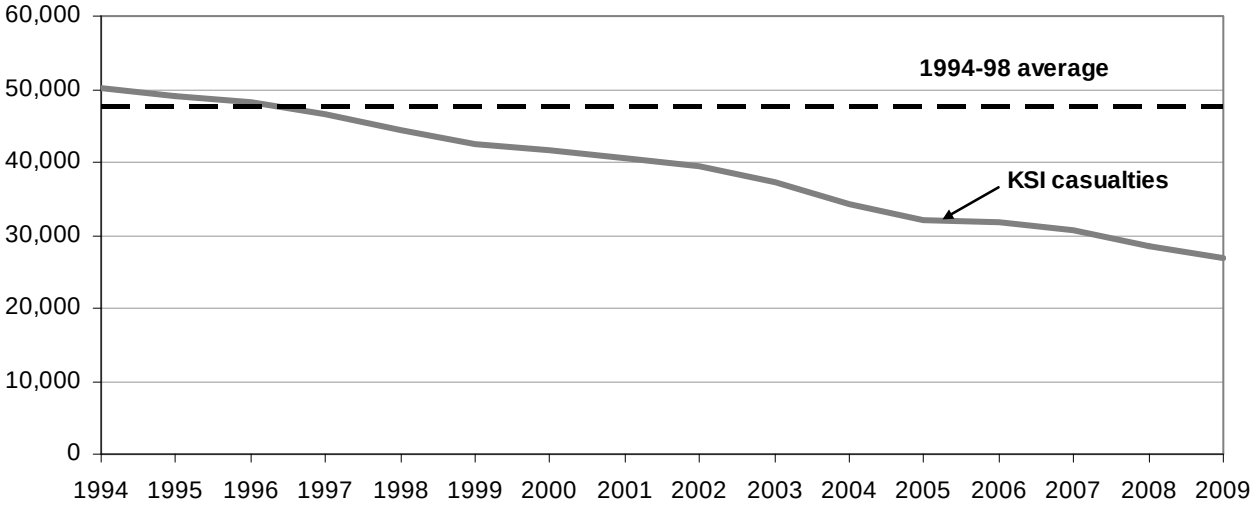


Chart 1q: Reported killed or seriously injured child casualties: GB 1994-2009

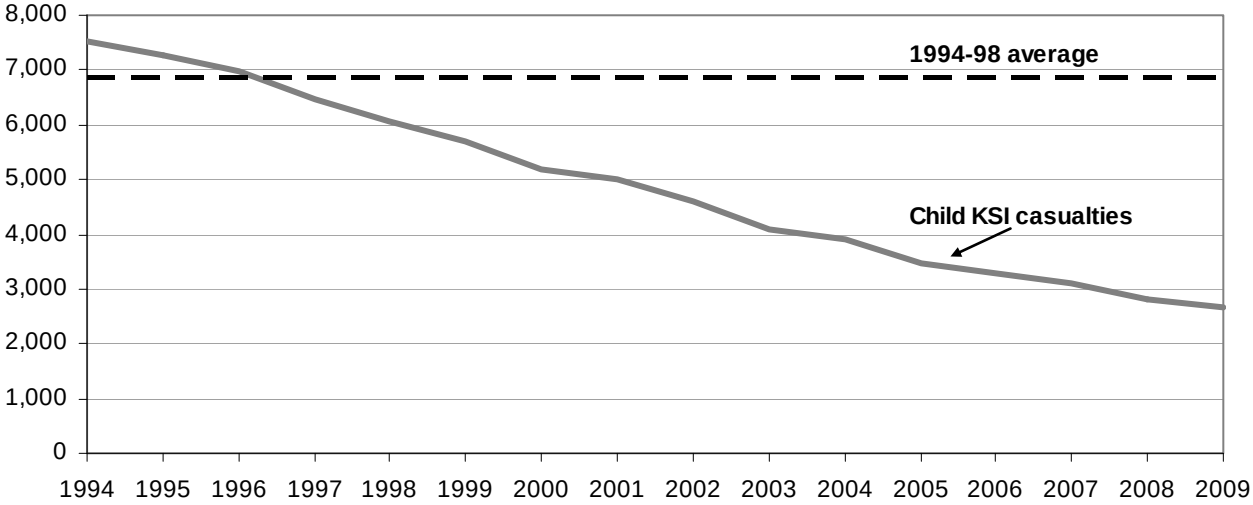
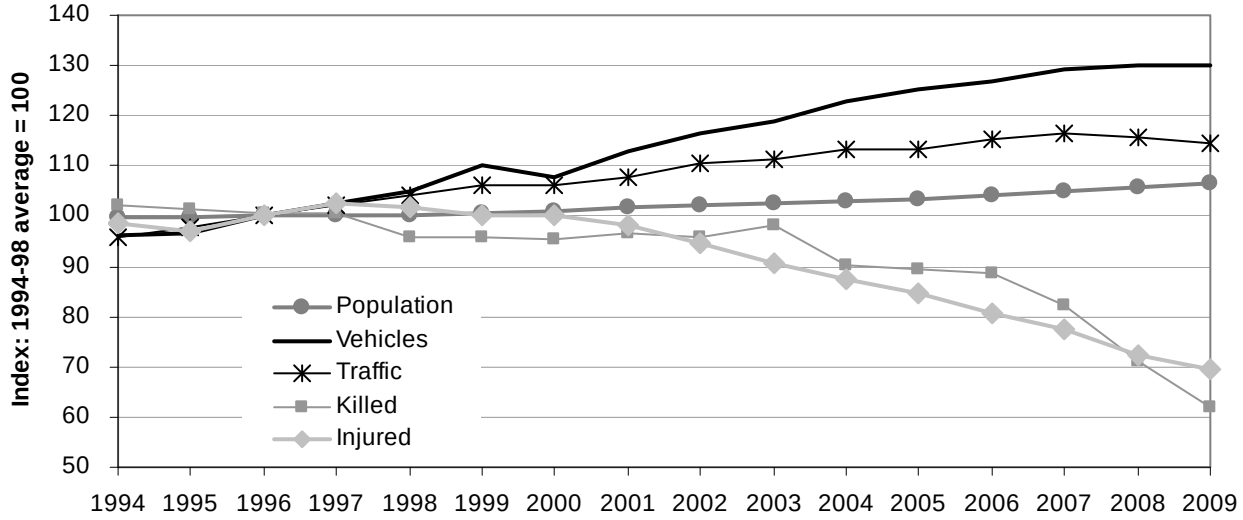


Chart 1r: Population, vehicle stock, motor traffic and reported casualties: 1994-2009



2. A valuation of road accidents and casualties in Great Britain in 2009

Neal Kilbane, Integrated Transport Economics & Appraisal, Department for Transport.

Summary

This article provides the latest Department for Transport estimates of the values for prevention of road accidents and casualties for use in the appraisal of transport schemes and gives an estimate of the total value of road accidents in Great Britain in 2009. Since 1993, the valuation of both fatal and non-fatal casualties has been based on a consistent willingness to pay (WTP) approach. This approach encompasses all aspects of the valuation of casualties, including the human costs, which reflect pain, grief, suffering; the direct economic costs of lost output and the medical costs associated with road accident injuries.

- The total value of prevention of reported road accidents in 2009 was estimated to be £15.8bn. This includes an estimate of the cost of damage only accidents but does not allow for unreported injury accidents. A number of assumptions have been made to produce a broad illustrative figure which suggests that allowing for accidents not reported to the police could increase the total value of prevention of road accidents to around £30 billion.

The values in this article have been uprated in accordance with the change in GDP and prices between 2008 and 2009. National income fell by 4.75 per cent in this period, and fatalities fell by 12 per cent. The result has been a marked fall in the costs of injuries and accidents.

Casualties

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

- Loss of output due to injury. This is calculated as the present value of the expected loss of earnings, plus non-wage payments made by employers.

- Ambulance costs and the costs of hospital treatment.

- The human costs of casualties. These are based on willingness to pay to avoid pain, grief and suffering to the casualty, relatives and friends, as well as intrinsic loss of enjoyment of life in the case of fatalities.

Accidents

The average value of preventing a fatal accident is greater than the value of preventing a fatality. This applies for each level of severity. This is for two reasons, the first being that an injury accident is classified according to the most severe casualty but will on average involve more than one casualty. For example, in 2009 a fatal accident on average involved 1.08 fatalities, 0.33 serious casualties and 0.48 slight casualties. The second

reason is that there are some costs which are part of the valuation of an injury accident but which are not specific to casualties. These are:

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

Valuation of the benefits of prevention of accidents

Table 2a gives the average values of prevention of road accidents and casualties in 2009 prices; Table 2b gives the average value of prevention of injury accidents by different types of road.

Table 2a: Average Value of Prevention per reported Casualty and per reported road Accident: GB 2009

£June 2009

Accident/casualty type	Cost per casualty	Cost per accident
Fatal	1,585,510	1,790,200
Serious	178,160	205,060
Slight	13,740	21,370
Average for all Severities	47,740	68,320
Damage only		1,880

Table 2b: Average value of prevention of reported road accidents by road type: GB 2009

£June 2009

Accident Type	Built-up roads	Non Built-up roads	Motorways	All Roads
Fatal	1,730,850	1,826,110	1,952,830	1,790,200
Serious	196,590	221,100	234,010	205,060
Slight	20,250	24,000	28,500	21,370
All injury	55,080	109,150	82,680	68,320
Damage only	1770	2,620	2,520	1,880

The total value of prevention of road accidents in GB in 2009

Estimates of the total value of prevention of road casualties and road accidents in Great Britain during 2009 are provided below. The estimates were derived using the values for prevention of casualties and accidents listed above, and are cost benefit values that represent the benefits which would be obtained by prevention of road accidents. The estimates do not represent actual costs incurred as the result of road accidents.

A total of 2,057 fatal accidents, 21,997 serious accidents and 139,500 slight accidents were reported in 2009. In cost-benefit terms the value of prevention of these 163,554 injury accidents is estimated to have been £11,170m in 2009 prices and values. In addition, there were an estimated 2.45 million damage-only accidents valued at a further

£4,640m. The total value of prevention of all road accidents in 2009 was therefore estimated to have been £15,820m.

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

Table 2c: Total value of prevention of reported accidents by severity and element of cost: GB 2009

£June 2009

	Cost Element						
	Casualty related costs			Accident related costs			
Accident Severity	Lost output	Medical and Ambulance	Human costs	Police costs	Insurance and admin	Damage to property	Total
Fatal	1,230	10	2,420	4	1	20	3,680
Serious	520	310	3,560	5	4	110	4,510
Slight	410	176	1,970	8	20	410	2,980
All injury	2,160	500	7,940	20	20	540	11,170
Damage only				8	130	4,510	4,640
All accidents	2,160	500	7,940	30	150	5,040	15,820

Table 2d: Total value of prevention per reported accident by severity and class of road: GB 2009

£m June 2009

Accident severity	Built-up roads	Non Built-up roads	Motorway	All roads
Fatal	1,600	1,860	220	3,680
Serious	2,900	1,450	160	4,510
Slight	2,120	700	170	2,980
All injury	6,620	4,000	550	11,170
Damage only	3,770	750	130	4,640
All accidents	10,390	4,750	680	15,820

During 2009, 86 per cent of accidents occurred on built-up roads, but these accounted for only 66 per cent of the total value of injury accidents, because they were, on average, less severe than on other roads, having fewer casualties per accident and a lower proportion of fatal and serious injuries. Non built-up roads accounted for 12 per cent of accidents and

30 per cent of value, and 2 per cent of accidents with 4 per cent of value occurred on motorways. The lesser severity of accidents on built-up roads is shown in Table 2b, where the average value of prevention per accident on built-up roads is less than half the average value on non built-up roads.

Under Reporting

The cost estimates presented here are based on data provided by the police covering personal injury accidents that are reported to them under the STATS19 system. This means that any incident not reported to the police is not included in the costing. While very few, if any, fatal accidents do not become known to police, it has long been known that a considerable proportion of non-injury accidents are not reported.

Article 5 in this publication presents broad estimates of total road casualties, including those not reported to police, using survey data. The current best estimate based on the data available is that there are around 700 thousand non-fatal road casualties in Great Britain each year, 80 thousand of which are seriously injured the remainder slightly injured (refer to article 5 for further details of how these figures have been produced and their limitations).

Therefore, based on these estimates, the number of serious and slightly injured casualties that are unreported each year are estimated to be around 56 thousand and 426 thousand respectively. Using these numbers to reach an estimate of accidents suggests around 51 thousand serious and 304 thousand slight accidents that do not appear in the police data. Taking these unreported accidents into consideration, assuming a similar average cost per accident for reported and unreported accidents would increase the total value of prevention of road accidents to around £33 billion. However, it is also known that within each severity category, the more serious accidents are more likely to be reported. Therefore the average cost of unreported accidents is likely to be a little lower and, and the figure of £33 billion should be treated as an upper bound.
This should be considered as a broad illustrative figure, which relies on a number of assumptions. Although subject to a large degree of uncertainty, this provides an indication of the extent to which the current valuation understates the annual cost of road accidents.

Further information

The methodology used to value the cost of casualties was described in an article in *Road Accidents Great Britain 1994* (Kate McMahon, Road Safety Division, Department for Transport). More detailed information on the method used to derive the values of preventing road accidents and casualties, together with guidance on how to apply them can be found in Transport Analysis Guidance Unit 3.4.1, *The Accident Sub-Objective*, which is available at:
http://www.dft.gov.uk/webtag/documents/expert/pdf/unit3.4.1.pdf

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

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

3. Drinking and driving

Paul McEvoy, Road Safety Research and Statistics, Department for Transport

Summary

This article presents statistics, and an analysis of, reported drinking and driving accidents and the casualties involved. A description of the sources of data used to produce the drink drive estimates, and a discussion of their reliability are available in the Annex.

- In 2009, it was estimated that 11,990 reported casualties (5 per cent of all road casualties) occurred when someone was driving whilst over the legal alcohol limit.
- The provisional number of people estimated to have been killed in drink drive accidents was 380 in 2009 (17 per cent of all road fatalities), a decrease of 20 fatalities compared to the final 2008 estimate.
- The provisional number of killed or seriously injured (KSI) casualties in 2009 was 1,860, 8 per cent below the final 2008 estimate.
- Provisional figures for the number of slight casualties in 2009 fell 8 per cent since 2008, from 10,960 to 10,130.

Reported drink drive accident limits and definitions

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

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

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

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

Estimates for 2009 are provisional, since Coroners' data are available for analysis around eighteen months in arrears. About half the data expected to be available for final analysis were ultimately available for inclusion in the 2009 provisional estimates. For this reason, the detailed analysis in this article is based on 2008 data. Further information about the nature of the provisional estimates is available in the Annex.

Analysis of reported drink drive data

Table 3a shows estimates of the number of reported drink drive accidents and resulting casualties in Great Britain for 1979 to 2009.

Table 3a: Estimated number of reported drink drive accidents and casualties: GB 1979-2009

Number

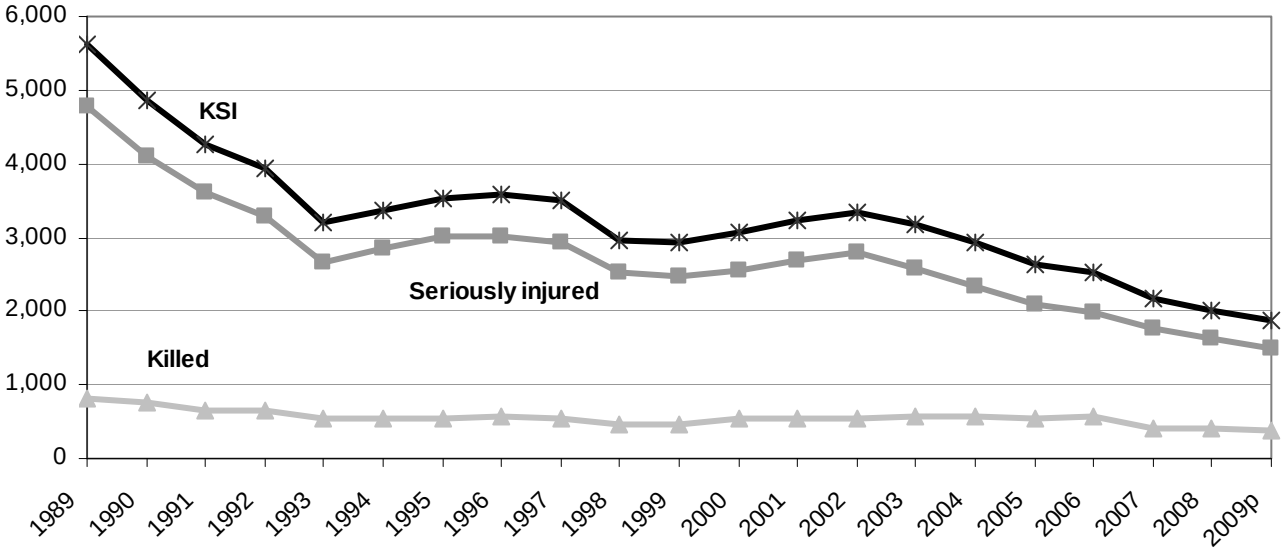
	Accidents				Casualties			
Year	Fatal	Serious	Slight	Total	Killed	Serious	Slight	Total
1979	1,380	5,630	12,460	19,470	1,640	8,300	21,490	31,430
1980	1,280	5,430	11,860	18,570	1,450	7,970	20,420	29,830
1981	1,200	4,940	10,900	17,040	1,420	7,370	19,160	27,950
1982	1,300	5,420	12,070	18,800	1,550	8,010	20,660	30,220
1983	950	4,750	11,430	17,130	1,110	6,800	18,610	26,520
1984	1,000	4,790	11,540	17,320	1,170	6,820	19,410	27,390
1985	900	4,900	11,460	17,260	1,040	6,810	19,380	27,220
1986	850	4,590	11,510	16,940	990	6,440	19,220	26,650
1987	780	4,220	10,560	15,560	900	5,900	17,670	24,470
1988	680	3,660	10,190	14,520	790	5,100	16,860	22,740
1989	700	3,390	10,300	14,390	810	4,790	16,620	22,220
1990	650	2,910	9,650	13,210	760	4,090	15,550	20,400
1991	570	2,590	8,530	11,690	660	3,610	13,610	17,880
1992	540	2,360	7,890	10,790	660	3,280	12,770	16,710
1993	460	1,870	7,160	9,480	540	2,660	11,780	14,980
1994	470	2,090	7,330	9,900	540	2,840	11,780	15,160
1995	460	2,140	7,590	10,180	540	3,000	12,450	16,000
1996	480	2,150	8,240	10,870	580	3,010	13,450	17,040
1997	470	2,140	8,100	10,710	550	2,940	13,310	16,800
1998	410	1,860	7,840	10,100	460	2,520	12,610	15,580
1999	400	1,850	8,800	11,050	460	2,470	13,980	16,910
2000	450	1,950	9,410	11,800	530	2,540	14,990	18,060
2001	470	2,020	9,780	12,270	530	2,700	15,550	18,780
2002	480	2,050	10,620	13,150	550	2,790	16,760	20,100
2003	500	1,970	9,930	12,400	580	2,590	15,820	18,990
2004	520	1,790	8,900	11,210	580	2,340	14,060	16,980
2005	470	1,540	8,060	10,070	550	2,090	12,760	15,400
2006	490	1,480	7,430	9,400	560	1,970	11,840	14,370
2007	370	1,400	7,520	9,280	410	1,760	11,850	14,020
2008	350	1,280	6,980	8,620	400	1,620	10,960	12,990
2009[P]	350	1,180	6,530	8,050	380	1,480	10,130	11,990

P - Provisional data. The sample of fatality data from Coroners for 2008 has now been finalised but 2009 estimates are based on a reduced sample of coroners' returns and may be biased. They remain provisional until more complete information for 2009 is available.

- Provisional figures in 2009 show there were 8,050 reported personal injury road accidents involving at least one driver/rider over the legal alcohol limit, of which 350 were fatal accidents. This represents a 7 per cent decrease in all drink drive accidents since 2008, while fatal accidents were unchanged, remaining at 350. Serious accidents fell to a low of 1,180, whilst slight accidents fell to 6,530.
- In 2009, there were 11,990 casualties resulting from drink drive accidents, an 8 per cent decrease since 2008.
- The provisional number of fatalities fell to 380 in 2009, a decrease of 5 per cent from 2008. The number of drink drive fatalities accounts for 17 per cent of all road accident fatalities.

- The number of seriously injured drink drive casualties has been declining gradually since 2002. The provisional figure of 1,480 in 2009 was the lowest since the series began, and represents a 9 per cent decrease from 2008. (Chart 3a)
- Slight casualties fell 8 per cent from 2008, from 10,960 to 10,130 in 2009.

Chart 3a: Estimated number of killed or seriously injured reported drink drive casualties: GB 1990-2009



p - Provisional data

Characteristics of reported drink drive casualties

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

It is estimated that in 2008 there were around 470 pedestrian casualties and 110 pedal cyclist casualties in accidents with a driver over the legal alcohol limit.

Table 3b: Estimated number of reported drink drive casualties by casualty type and age: GB 2008

Number

				Car drivers						
	Pedestrians	Pedal cyclists	Motor-cyclists	Over limit	Under limit	Car passenger	Other	Male	Female	Total
Killed or seriously injured casualties										
0-15	20	0	0	0	0	40	0	30	40	70
16-24	50	0	80	280	40	280	20	570	170	730
25-59	60	10	170	470	120	210	40	830	250	1,080
60+	30	0	0	30	30	20	0	70	50	120
All ages[1]	150	20	250	780	180	570	60	1,510	520	2,020
Total Casualties										
0-15	70	20	10	10	0	400	20	250	270	520
16-24	130	20	310	1,800	450	1,850	140	3,210	1,490	4,700
25-59	190	60	370	2,880	1,740	1,410	360	4,750	2,260	7,010
60+	60	10	0	150	220	150	30	380	240	620
All ages[1]	470	110	700	4,840	2,410	3,920	540	8,650	4,330	12,990

1 Includes age not recorded.

Detailed analysis of drink drive accidents and casualties is limited to 2008 as finalised Coroners' data are available for analysis around eighteen months in arrears.

Table 3c shows the percentage of driver and rider fatalities (by age group) in reported accidents who were over the legal alcohol limit between 1999 and 2009. In the early 1980s, a third of all drivers and riders killed were over the limit. Despite the total proportion falling to around one in five, a third of drivers aged 20-39 are still over the legal alcohol limit when killed in a road accident.

Provisional figures for 2009 indicate that the percentage of car and other motor vehicle driver fatalities who were over the limit for all age groups remained the same as in 2008, whilst motorcycle riders showed an overall increase, returning to levels seen in previous years.

Table 3c: Drivers and riders killed in reported accidents: percentage over the legal blood alcohol limit: GB 1999-2009

Percentage

	Motorcycle riders					Drivers of cars and other motor vehicles					All
	Age				All	Age				All	
Year	16-19	20-29	30-39	40+	Ages	16-19	20-29	30-39	40+	Ages	
1999	23	8	12	2	9	22	31	31	7	20	17
2000	17	10	13	5	10	20	32	34	12	22	18
2001	11	14	12	1	10	18	35	25	14	22	18
2002	27	15	10	2	11	18	31	37	14	19	19
2003	10	20	12	8	13	18	33	28	12	19	19
2004	19	19	13	10	14	26	31	32	16	25	21
2005	26	11	13	11	13	25	33	33	13	24	20
2006	8	18	12	9	13	25	36	31	17	26	22
2007	18	17	7	8	11	18	31	31	13	22	18
2008	9	9	12	7	9	23	36	35	13	24	19
2009[P]		11[(1)]		12[(2)]	12	16	39	27	14	24	20

Source: Coroners and Procurators Fiscal only

P - Provisional data. The sample size for 2009 is not yet sufficient to give a full age breakdown.

1 Age 16-29 years.

2 Age 30+ years.

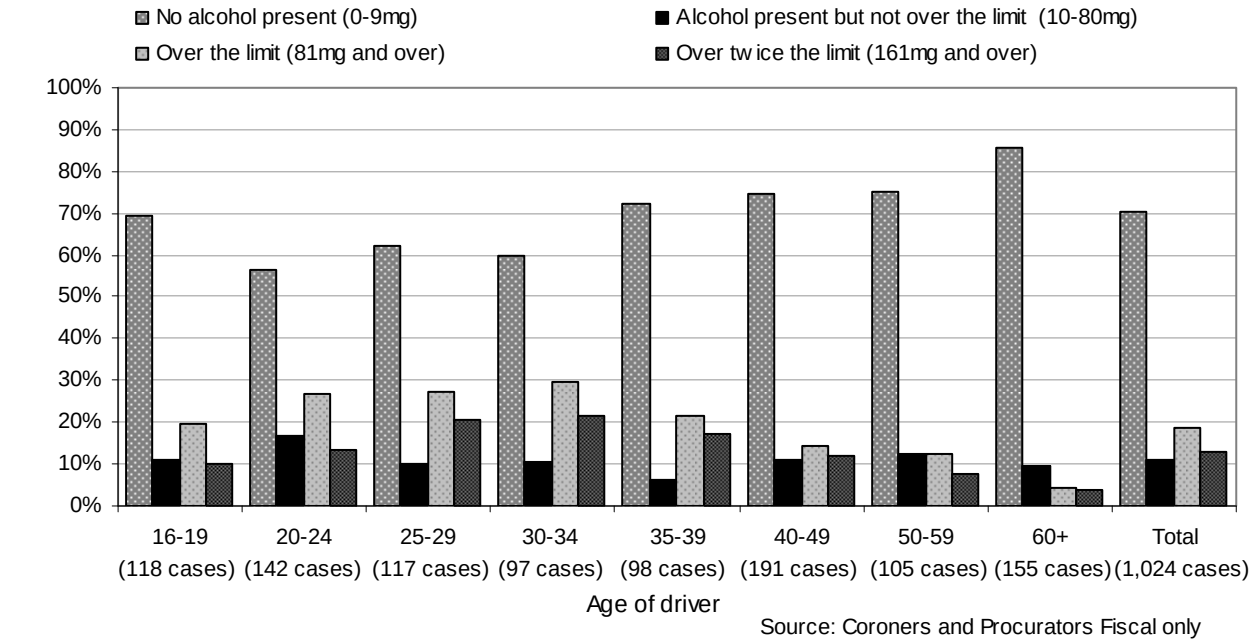
Chart 3b shows the percentage of killed drivers/riders within each blood alcohol content (BAC) category, by age.

Descriptions of alcohol levels, used in Chart 3b, have been revised from those used in previous years. The most significant of these revisions was to change the definition of "No alcohol present" from 0mg of alcohol per 100ml of blood to 0-9mg per 100ml. This is to take into account levels of alcohol which may be naturally present in the body or which are present due to consumption of medication or household products, eg mouthwash. Figures from each group are not directly comparable to previously published figures.

- People aged 60 years or over had the highest proportion of killed drivers/riders with no alcohol present in their blood (86 per cent).
- Conversely, 20-24 year olds had the lowest proportion of killed drivers with no alcohol present (56 per cent) and one of the highest proportions of killed drivers/riders over the legal alcohol limit.
- Those aged 30-34 years old had the highest proportion of all killed drivers who were over the legal alcohol limit (30 per cent).

- Drivers/riders killed who were in the 30-34 year old age group also had the highest proportion with blood levels over twice the legal alcohol limit (22 per cent).

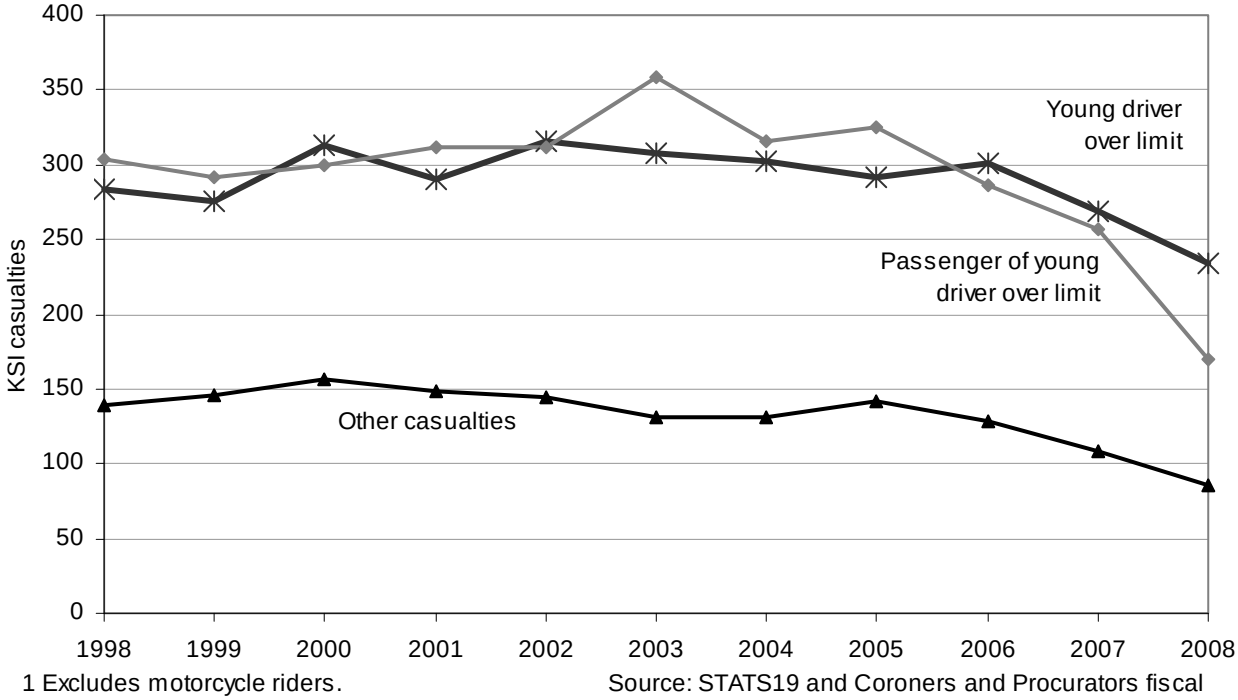
Chart 3b: Proportion of all killed drivers/riders resulting from reported accidents in each BAC category, by age: GB 2008



Source: Coroners and Procurators Fiscal only

Chart 3c shows the number of reported killed or seriously injured (KSI) casualties resulting from personal injury road accidents where a young driver (17-24 years old) was over the legal alcohol limit. These figures are based solely on data from reported road accidents and differ from figures in Table 3b which are based on estimates.

Chart 3c: Killed and seriously injured casualties in reported accidents involving young drivers[1] (17-24 years old) over the legal alcohol limit: GB 1998-2008



1 Excludes motorcycle riders.

Source: STATS19 and Coroners and Procurators fiscal

- The number of KSI young driver casualties over the legal alcohol limit was relatively constant between 1998 and 2006, peaking in 2002. However, between 2006 and 2008

there was a fall of 22 per cent from 301 to 234 (this compares with a 15 per cent fall in total KSI young driver casualties aged 17-24).
- Between 1998 and 2008, the number of passengers of young drivers over the legal alcohol limit was at its highest in 2003 (358), but has since declined to 170 in 2008, a fall of 34 per cent compared to 2007 (overall KSI casualties of passengers of young drivers fell by 19 per cent between 2007 and 2008).
- The number of other casualties (pedestrians, other driver/riders or passengers) declined to 85 in 2008, a 21 per cent fall compared to 2007.

Table 3d is based on 2008 Coroners' and Procurators' Fiscal data using a sample which accounts for about half of all reported fatalities in that year. For these fatalities the table shows the percentages exceeding varying levels of blood alcohol for different classes of road user. For example, for motorcycle riders, 21 per cent of motorcycle riders killed had over 9mg of alcohol per 100ml of blood, whilst 9 per cent had over 80mg/100ml (ie over the drink drive limit). Only 3 per cent of motorcycle riders killed had over 200mg/100ml.

The pedestrian, passenger and cyclist fatalities shown in the table were not necessarily involved in drink drive accidents, as defined earlier in this article, which involve a motor vehicle driver or rider who was over the limit. Also, blood alcohol levels were available for 73 per cent of motorcycle riders but for only 51 per cent of pedestrian fatalities. The figures may therefore overestimate the proportion of pedestrian fatalities which are over the legal limit since a pedestrian fatality is more likely to be tested if there is a suspicion of alcohol use.

In 2008,
- The proportion of motorcycle riders killed who were over the legal limit for driving a motor vehicle was about half that of other drivers (9 per cent).
- Approximately one in four car drivers killed were over the legal limit for driving a motor vehicle.

Table 3d also shows fatalities by time of day:
- Approximately half of the car drivers killed between 10pm and 4am were over the limit.
- Seventy five per cent of pedestrians killed between 10pm and 4am were over the legal limit for drivers.

Table 3d: Blood alcohol levels of reported fatalities aged 16 and over: GB 2008

Percentage /number

	Cumulative percentage over blood alcohol levels (mg/100ml)							Percentage over 80mg/100ml	
	Below limit		Above limit				Sample	Time of day	
	9	50	**80**	100	150	200	size	22:00-03:59	04:00-21:59
Motorcycle riders	*21*	*10*	***9***	*7*	*6*	*3*	362	*23*	*7*
Car drivers	*36*	*27*	***24***	*24*	*18*	*10*	604	*47*	*15*
Other vehicle drivers/riders	*25*	*19*	***19***	*18*	*18*	*14*	57	*36*	*15*
Passengers	*48*	*35*	***32***	*29*	*21*	*10*	157	*50*	*19*
Pedestrians	*42*	*35*	***33***	*31*	*27*	*21*	290	*75*	*21*
Cyclists	*16*	*10*	***10***	*8*	*8*	*2*	61	*75*	*0*

Source: Coroners and Procurators Fiscal only

Characteristics of reported drink drive accidents

Table 3e shows that in both 1998 and 2008 of all car drivers, those aged under thirty were the most likely to be involved in a drink drive accident. Young car drivers (aged 17-24) had more drink drive accidents per 100 thousand licence holders and per billion miles driven than any other age group. Car drivers aged 60 years old and over had the fewest. In all age groups, there was a reduction between 1998 and 2008 in both the numbers and rates of drink drive accidents.

Table 3e: Estimated number of reported road accidents involving a car drink driver, by driver age, accidents per licence holder and per mile driven: GB 1998 and 2008

Number

	Car driver drink drive accidents		Drink drive accidents per 100 thousand licence holders		Drink drive accidents per billion miles driven	
	1998	2008	1998 [1]	2008	1998 [1]	2008
Under 17	70	40	..	..	..	..
17 - 19 [2]	1,000	860	72	54	227	217
20 - 24	1,930	1,720	73	54	132	128
25 - 29	1,650	1,320	48	40	65	68
30 - 34	1,310	800	33	25	42	35
35 - 39	1,060	820	33	21	36	26
40 - 49	1,280	1,160	19	15	23	18
50 - 59	660	540	11	9	16	11
60 or over	350	310	4	4	12	7
All ages [3]	9,440	7,660	27	20	41	31

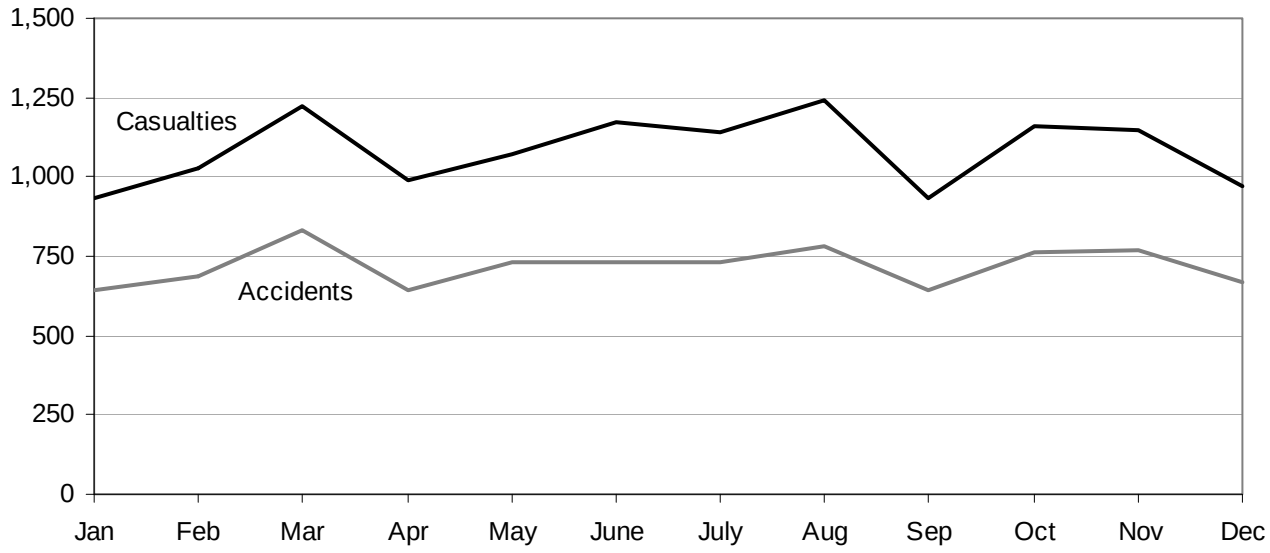
1 Based on NTS 1997-1999 average. Sources: National Travel Survey and STATS19

2 Figures based on a small NTS sample.

3 Includes age not known. Columns may not sum to total as accidents may have involved more than one drink driver.

Drinking and driving is a year-round problem. Although the exact pattern varies from year to year, the first few months of the year generally have lower numbers of drink drive accidents and casualties than other months of the year. However in 2008, there was peak in both the number of accidents and casualties in March and a fall in September (Chart 3d).

Chart 3d: Estimated number of reported drink drive accidents and casualties, by month: GB 2008



In 2008, 62 per cent of all drink drive accidents occurred on a Friday, Saturday or Sunday, with almost half of these occurring during the hours of 9pm to 3am. Chart 3e shows the proportion of drink drive accidents by time of day in 1998 and 2008. In 2008 42 per cent of drink drive accidents occurred between 5pm and midnight, compared to 53 percent in 1998.

Chart 3e: Reported drink drive accidents, by time of day: GB 1998 & 2008

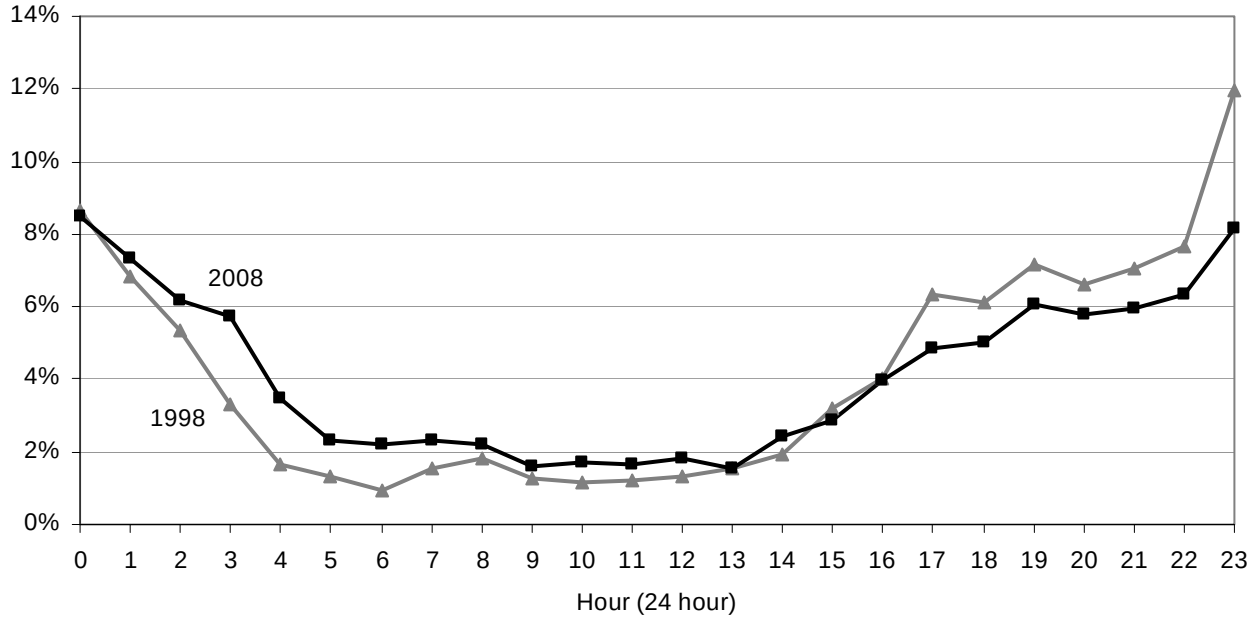


Table 3f shows that in 2008:

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

Table 3f: Reported drink drive accidents by pedestrian involvement: GB 2008

Number

	Number of vehicles involved			Total
Pedestrians involved	1	2	3 or more	
No	2,293	2,350	739	5,382
Yes	211	47	17	275
Total	2,504	2,397	756	5,657

Breath testing

The breath testing rate at reported personal injury road accidents fell marginally to 54 per cent in 2009. The proportion of drivers and riders failing breath tests has fallen over the last few years to 3.4 per cent in 2009. The percentage of drivers and riders involved in injury accidents required to take a breath test and who subsequently failed has remained at close to 2 per cent throughout the past ten years, falling slightly in recent years (Table 3g).

Table 3g: Drivers and riders in reported injury road accidents, breath tests and failures: GB 2000-2009[1]

Number/*percentage*

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
a. Total involved	408,231	399,883	390,273	374,098	362,303	348,773	331,120	318,009	294,442	280,786
b. Total tests requested	212,700	201,722	196,232	187,276	183,972	183,219	179,270	179,558	162,969	151,918
c. Total failed	7,967	8,096	8,104	8,150	7,427	7,115	6,594	6,278	5,520	5,125
Testing rate (b/a x 100)	*52*	*50*	*50*	*50*	*51*	*53*	*54*	*56*	*55*	*54*
Test failure rate (c/b x 100)	*3.7*	*4.0*	*4.1*	*4.4*	*4.0*	*3.9*	*3.7*	*3.5*	*3.4*	*3.4*
Total failure rate (c/a x 100)	*2.0*	*2.0*	*2.1*	*2.2*	*2.0*	*2.0*	*2.0*	*2.0*	*1.9*	*1.8*

1 Data for 2005-2008 have been revised to exclude a small number of non-motor vehicle drivers/riders which were included in error.

Source: STATS19

Overall, 2.7 per cent of men involved in an accident in 2009 failed a breath test, well over twice the rate for women (1.2 per cent). For both groups the breath test failure rates generally declined as age increased (Table 3h).

Table 3h: Car drivers in reported personal injury road accidents, breath tests and failures, by age and gender: GB 2009

Number/*percentage*

	Men					Women				
	(a): Involved in accident	(b): Tested	(c): Failed	(b) as % of (a)	(c) as % of (a)	(a): Involved in accident	(b): Tested	(c): Failed	(b) as % of (a)	(c) as % of (a)
<17	136	73	12	*53.7*	*8.8*	19	9	1	*47.4*	*5.3*
17-19	11,106	7,867	372	*70.8*	*3.3*	6,209	3,971	82	*64.0*	*1.3*
20-24	17,032	11,327	870	*66.5*	*5.1*	11,194	6,669	189	*59.6*	*1.7*
25-29	14,817	9,498	659	*64.1*	*4.4*	9,569	5,540	141	*57.9*	*1.5*
30-34	13,022	7,827	395	*60.1*	*3.0*	8,262	4,493	100	*54.4*	*1.2*
35-39	12,509	7,697	333	*61.5*	*2.7*	8,393	4,756	134	*56.7*	*1.6*
40-49	23,344	14,397	478	*61.7*	*2.0*	15,621	8,988	206	*57.5*	*1.3*
50-59	15,203	9,663	256	*63.6*	*1.7*	9,162	5,367	74	*58.6*	*0.8*
60-69	9,746	6,172	121	*63.3*	*1.2*	4,539	2,653	24	*58.4*	*0.5*
70+	7,526	4,646	38	*61.7*	*0.5*	3,102	1,692	13	*54.5*	*0.4*
All ages[1]	133,995	80,028	3,587	*59.7*	*2.7*	79,670	44,506	974	*55.9*	*1.2*

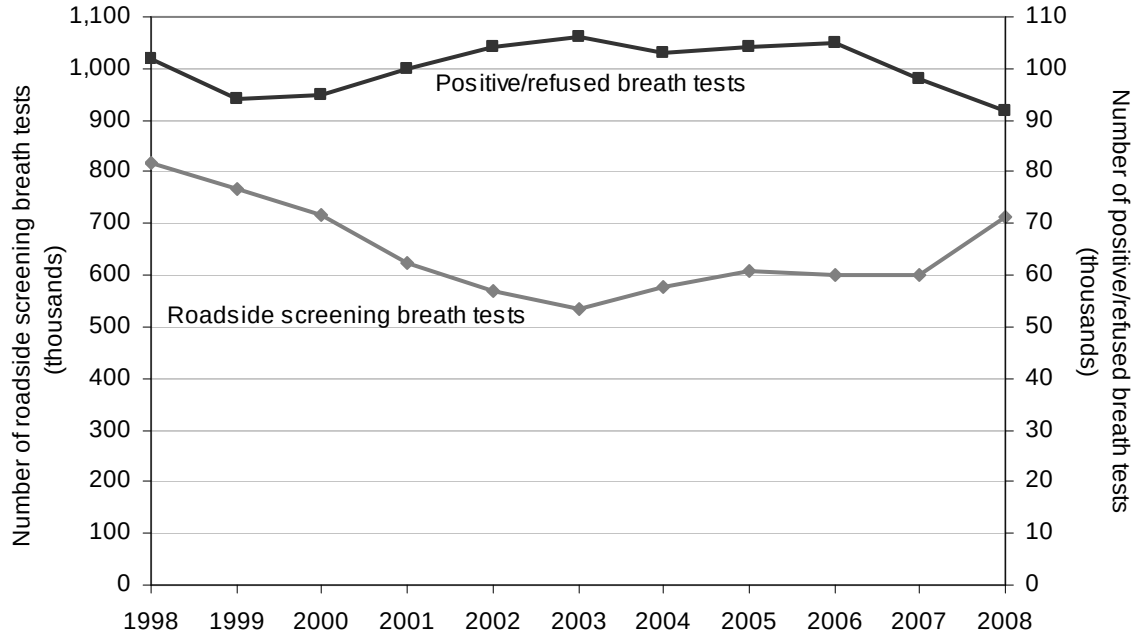
1 Includes age not known.

Source: STATS19

The number of convictions (findings of guilt at courts for driving after consuming alcohol or taking drugs) fell from approximately 89,000 in 2007 to 81,000 in 2008 (see report released by Ministry of Justice at www.justice.gov.uk/publications/criminalannual.htm).

Chart 3f shows that the number of roadside screening breath tests carried out by police had declined in recent years, from about 816 thousand in 1998 to about 600 thousand in 2007. However there was a big increase from 2007 to 2008 of around a fifth to 712 thousand. This increase may be a reflection of the introduction of new roadside digital breath screening equipment which was introduced to police forces in April 2008. Of all recorded breath tests, around a quarter were required following a reported personal injury road accident. Despite increasing in the years between, the total proportion of failed breath tests has returned to 13 per cent in 2008, the same as in 2000.

Chart 3f: Reported roadside screening breath tests and breath test failures: England and Wales 1998-2008



percentage

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Roadside screening breath tests	816	765	715	624	570	534	578	607	602	600	712
Positive/refused breath tests	102	94	95	100	104	106	103	104	105	98	92
Percentage positive/refused	*13*	*12*	*13*	*16*	*18*	*20*	*18*	*17*	*18*	*16*	*13*

Source: Home Office

Annex

Blood and breath testing powers

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

In April 1996 the Association of Chief Police Officers in England and Wales (ACPO) adopted a policy of breath testing all drivers involved in road accidents which the police deal with or attend, whether injuries are involved or not. Before this, all Scottish police forces, and some in England and Wales, already operated similar policies, but in some cases for injury accidents only. However, not all drivers involved in injury road accidents are breath-tested; either because the police do not attend the accident, or because a driver leaves the scene before a test can be taken or because they are too seriously injured to take a test. Roadside breath testing rates after injury accidents can still vary widely 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) **STATS19 breath test data**: The personal injury road accident reporting system (STATS19) provides data on injury accidents in which the driver or rider survived and was also breath tested at the roadside. If the driver or rider refused to provide a specimen of breath for testing, then they are considered to have failed the test unless they are deemed unable to take the test for medical reasons.

(iii) **Police force roadside screening breath test data**: Information from breath tests carried out at the roadside following a moving traffic offence, road accident or suspicion of alcohol use is available for England and Wales from the Home Office.

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

Completeness of data and reliability of estimates

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

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

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

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

a) The number of fatal accidents where a driver or rider died with an illegal alcohol level is estimated from the Coroners' and Procurators' Fiscal data.

b) The number of accidents where a surviving driver or rider had an illegal alcohol level is estimated from data, based on a calculation of the proportion of these alcohol related accidents which can be identified from the STATS19 breath test data.

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

Estimates for 2009 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 47 per cent of the data expected to be available for analysis were ultimately available for inclusion in this article. The provisional estimates for serious and slight accidents depend on breath test data and do not change in the final estimates. The Coroners' data affect only the numbers of casualties from fatal accidents and these form a small proportion of serious and slight casualties. The estimates for fatalities depend mainly on coroners' data and are particularly susceptible to revision between the provisional and final figures.

4. Contributory factors to reported road accidents

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Summary

This article describes the scope and limitations of the information on contributory factors collected as part of the national road accident reporting system, and presents results from the fifth year of collection.

- *Failed to look properly* was again the most frequently reported contributory factor and was reported in 38 per cent of all accidents reported to the police in 2009. Four of the five most frequently reported contributory factors involved *driver or rider error or reaction*. For fatal accidents the most frequently reported contributory factor was *loss of control*, which was involved in 36 per cent of fatal accidents.

- E*xceeding the speed limit* was reported as a factor in 5 per cent of accidents, but these accidents involved 17 per cent of fatalities. At least one of *exceeding the speed limit* and *travelling too fast for the conditions* was reported in 13 per cent of all accidents and these accidents accounted for 27 per cent of all fatalities.

- *Pedestrian failed to look properly* was reported in 58 per cent of accidents in which a pedestrian was injured or killed, and *pedestrian careless, reckless or in a hurry* was reported in 23 per cent. Eighteen per cent of pedestrian casualties had both of these factors reported.

Introduction

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

This article presents general analysis from accidents reported to the police in 2009 and explains the scope of the system, along with the limitations of its use.

Contributory factor data

The contributory factor system allows the recording of up to six factors in those accidents reported at the scene by the police. Multiple factors may be recorded against an individual participant in the accident, either a vehicle, a casualty or an uninjured pedestrian. Factors relating to a driver/rider should be assigned to their vehicle. Any given factor may be assigned to a number of participants. Both accidents and vehicles can have more than one contributory factor attributed to them, therefore percentages in this article will not necessarily add up to 100. On average 2.4 contributory factors per accident were reported in 2009.

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

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

It is important to note that where some factors may have contributed to the cause of an accident it may be difficult for a police officer attending the scene after the accident has occurred to identify them. In addition, contributory factors are disclosable in court and police officers would require some supporting evidence before reporting certain factors. As a result some contributory factors may be less likely to be reported. Research[1] comparing this data with the 'On the Spot' (OTS) study found that in general fewer factors were reported per accident by the police in STATS19 than in the more in-depth investigations carried out in the OTS study. In particular the police appeared to be less likely to report factors that appeared to allocate blame for an accident, such as those relating to *injudicious action*. The factor *careless, reckless or in a hurry* stood out as being reported considerably more often in the OTS study than in STATS19.

It is also important to note that not all accidents are included in the following analysis of the contributory factors data. Only accidents where the police attended the scene and reported at least one contributory factor are included. Seventy eight per cent of accidents reported to the police in 2009 meet these criteria to be included. Further details of the accidents included in this analysis can be found in the Annex.

[1] Linking Accidents in National Statistics to In-Depth Accident Data
http://www.trl.co.uk/library/reports_publications/trl_reports/cat_road_user_safety/

2009 results

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

- The contributory factor category *driver/rider error or reaction* was the most frequently reported category, involved in 69 per cent of all accidents reported to the police. It was the most frequently reported category for each severity of accident.
- *Injudicious action* (including *travelling too fast for conditions, following too close* and *exceeding speed limit*) was the second most frequently reported category, involved in 25 per cent of all accidents. However this increases to 31 per cent of fatal accidents.
- Special codes (including *stolen vehicle*, *vehicle in course of crime* and *emergency vehicle on a call*) were reported for 5 per cent of all accidents.
- Pedestrian contributory factors, which are those where the factor has been attributed to an injured or uninjured pedestrian involved in the accident, were reported in 13 per cent of all accidents and 18 per cent of fatal accidents.

Chart 4a: Contributory factor type: Reported accidents by severity: GB 2009

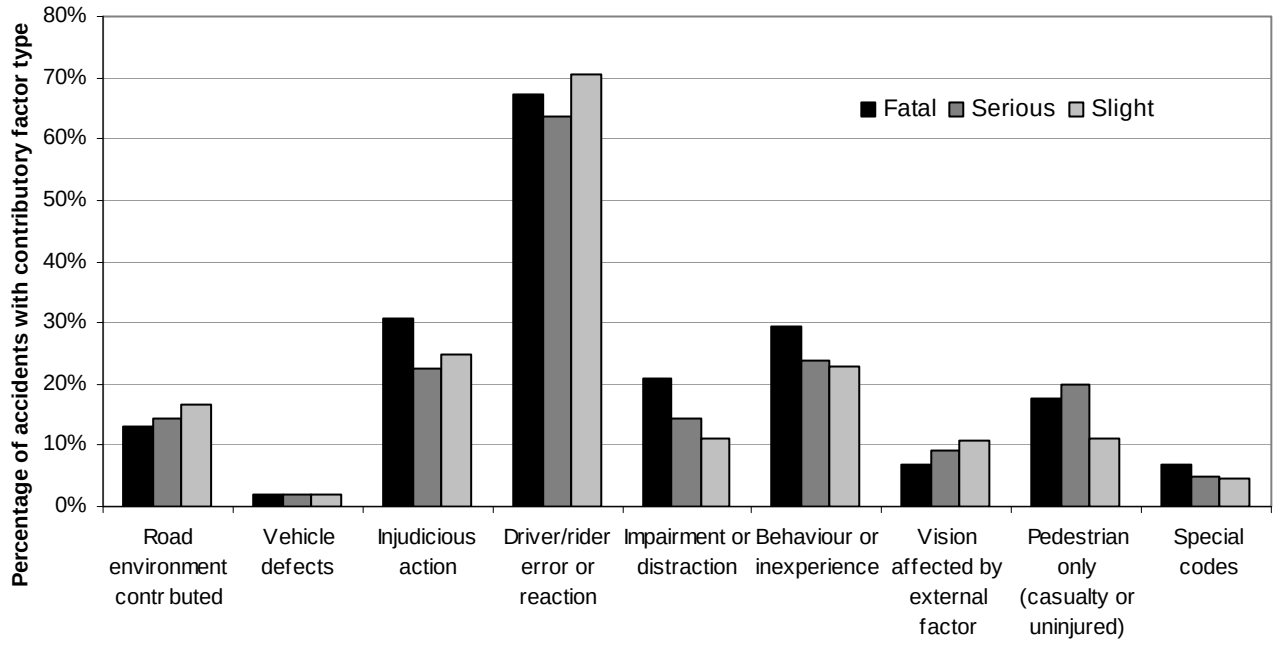

Table 4a shows the percentage of accidents in which each contributory factor was reported, including a breakdown by accident severity.

- *Failed to look properly* was the most frequently reported contributory factor and was involved in 38 per cent of all reported accidents. This was followed by *failed to judge other person's path/speed* (20 per cent) and *careless, reckless or in a hurry* (15 per cent). *Failed to look properly* was the most frequently reported contributory factor for slight and serious accidents (39 per cent and 32 per cent).
- For fatal accidents the most frequently reported contributory factor was *loss of control*, which was involved in 36 per cent of fatal accidents. *Loss of control* was also the second largest contributory factor for serious accidents (20 per cent).
- Four of the five most frequently reported contributory factors were some kind of *driver/rider error or reaction*, which includes *failed to look properly* and *failed to judge other person's path or speed*.

Table 4a: Contributory factors: Reported accidents[1] by severity: GB 2009

Contributory factor reported in accident	Fatal accidents		Serious accidents		Slight accidents		All accidents	
	Number	Per cent[2]	Number	Per cent[2]	Number	Per cent[2]	Number	Per cent[2]
Road environment contributed	**252**	***13***	**2,824**	***14***	**17,623**	***17***	**20,699**	***16***
Poor or defective road surface	15	*1*	197	*1*	613	*1*	825	*1*
Deposit on road (eg. oil, mud, chippings)	14	*1*	341	*2*	1,440	*1*	1,795	*1*
Slippery road (due to weather)	158	*8*	1,707	*9*	12,517	*12*	14,382	*11*
Inadequate or masked signs or road markings	3	*0*	53	*0*	449	*0*	505	*0*
Defective traffic signals	0	*0*	17	*0*	188	*0*	205	*0*
Traffic calming (eg. speed cushions, road humps, chicanes)	0	*0*	38	*0*	158	*0*	196	*0*
Temporary road layout (eg. contraflow)	6	*0*	38	*0*	344	*0*	388	*0*
Road layout (eg. bend, hill, narrow carriageway)	65	*3*	562	*3*	2,823	*3*	3,450	*3*
Animal or object in carriageway	14	*1*	218	*1*	1,154	*1*	1,386	*1*
Vehicle defects	**41**	***2***	**396**	***2***	**1,932**	***2***	**2,369**	***2***
Tyres illegal, defective or under inflated	17	*1*	165	*1*	678	*1*	860	*1*
Defective lights or indicators	2	*0*	28	*0*	152	*0*	182	*0*
Defective brakes	14	*1*	126	*1*	681	*1*	821	*1*
Defective steering or suspension	4	*0*	51	*0*	277	*0*	332	*0*
Defective or missing mirrors	0	*0*	2	*0*	11	*0*	13	*0*
Overloaded or poorly loaded vehicle or trailer	5	*0*	41	*0*	213	*0*	259	*0*
Injudicious action	**597**	***31***	**4,418**	***23***	**26,583**	***25***	**31,598**	***25***
Disobeyed automatic traffic signal	24	*1*	220	*1*	1,890	*2*	2,134	*2*
Disobeyed 'Give Way' or 'Stop' sign or markings	39	*2*	503	*3*	3,438	*3*	3,980	*3*
Disobeyed double white lines	11	*1*	82	*0*	160	*0*	253	*0*
Disobeyed pedestrian crossing facility	6	*0*	114	*1*	388	*0*	508	*0*
Illegal turn or direction of travel	18	*1*	136	*1*	729	*1*	883	*1*
Exceeding speed limit	301	*16*	1,321	*7*	4,972	*5*	6,594	*5*
Travelling too fast for conditions	266	*14*	1,849	*9*	9,364	*9*	11,479	*9*
Following too close	23	*1*	527	*3*	7,765	*7*	8,315	*6*
Vehicle travelling along pavement	7	*0*	55	*0*	277	*0*	339	*0*
Cyclist entering road from pavement	7	*0*	196	*1*	921	*1*	1,124	*1*
Driver/rider error or reaction	**1,304**	***67***	**12,442**	***64***	**75,297**	***71***	**89,043**	***69***
Junction overshoot	27	*1*	346	*2*	2,406	*2*	2,779	*2*
Junction restart (moving off at junction)	14	*1*	225	*1*	1,886	*2*	2,125	*2*
Poor turn or manoeuvre	238	*12*	2,629	*13*	14,535	*14*	17,402	*14*
Failed to signal or misleading signal	14	*1*	267	*1*	2,306	*2*	2,587	*2*
Failed to look properly	456	*24*	6,293	*32*	41,564	*39*	48,313	*38*
Failed to judge other person's path or speed	224	*12*	2,937	*15*	23,015	*22*	26,176	*20*
Passing too close to cyclist, horse rider or pedestrian	25	*1*	310	*2*	1,757	*2*	2,092	*2*
Sudden braking	56	*3*	907	*5*	8,777	*8*	9,740	*8*
Swerved	115	*6*	895	*5*	4,070	*4*	5,080	*4*
Loss of control	690	*36*	3,843	*20*	14,657	*14*	19,190	*15*
Impairment or distraction	**405**	***21***	**2,792**	***14***	**11,865**	***11***	**15,062**	***12***
Impaired by alcohol	196	*10*	1,388	*7*	4,741	*4*	6,325	*5*
Impaired by drugs (illicit or medicinal)	46	*2*	169	*1*	407	*0*	622	*0*
Fatigue	73	*4*	362	*2*	1,371	*1*	1,806	*1*
Uncorrected, defective eyesight	9	*0*	37	*0*	145	*0*	191	*0*
Illness or disability, mental or physical	78	*4*	392	*2*	1,378	*1*	1,848	*1*
Not displaying lights at night or in poor visibility	6	*0*	65	*0*	293	*0*	364	*0*
Cyclist wearing dark clothing at night	5	*0*	81	*0*	353	*0*	439	*0*
Driver using mobile phone	15	*1*	55	*0*	255	*0*	325	*0*
Distraction in vehicle	62	*3*	392	*2*	2,488	*2*	2,942	*2*
Distraction outside vehicle	22	*1*	189	*1*	1,595	*1*	1,806	*1*

Table 4a: Contributory factors: Reported accidents[1] by severity: GB 2009 (Continued)

Contributory factor reported in accident	Fatal accidents		Serious accidents		Slight accidents		All accidents	
	Number	Per cent[2]	Number	Per cent[2]	Number	Per cent[2]	Number	Per cent[2]
Behaviour or inexperience	**570**	***29***	**4,644**	***24***	**24,420**	***23***	**29,634**	***23***
Aggressive driving	179	*9*	860	*4*	3,384	*3*	4,423	*3*
Careless, reckless or in a hurry	363	*19*	2,999	*15*	15,903	*15*	19,265	*15*
Nervous, uncertain or panic	15	*1*	249	*1*	1,823	*2*	2,087	*2*
Driving too slow for conditions or slow vehicle (eg tractor)	2	*0*	20	*0*	121	*0*	143	*0*
Learner or inexperienced driver/rider	98	*5*	1,016	*5*	5,414	*5*	6,528	*5*
Inexperience of driving on the left	10	*1*	85	*0*	481	*0*	576	*0*
Unfamiliar with model of vehicle	30	*2*	201	*1*	731	*1*	962	*1*
Vision affected by:	**131**	***7***	**1,783**	***9***	**11,338**	***11***	**13,252**	***10***
Stationary or parked vehicle(s)	18	*1*	564	*3*	3,553	*3*	4,135	*3*
Vegetation	4	*0*	74	*0*	349	*0*	427	*0*
Road layout (eg. bend, winding road, hill crest)	29	*1*	244	*1*	1,475	*1*	1,748	*1*
Buildings, road signs, street furniture	2	*0*	42	*0*	234	*0*	278	*0*
Dazzling headlights	3	*0*	63	*0*	299	*0*	365	*0*
Dazzling sun	26	*1*	366	*2*	2,292	*2*	2,684	*2*
Rain, sleet, snow, or fog	23	*1*	313	*2*	2,193	*2*	2,529	*2*
Spray from other vehicles	2	*0*	32	*0*	286	*0*	320	*0*
Visor or windscreen dirty or scratched	5	*0*	14	*0*	126	*0*	145	*0*
Vehicle blind spot	22	*1*	210	*1*	1,484	*1*	1,716	*1*
Pedestrian only (casualty or uninjured)	**341**	***18***	**3,914**	***20***	**11,966**	***11***	**16,221**	***13***
Pedestrian crossing road masked by stationary or parked vehicle	34	*2*	797	*4*	2,414	*2*	3,245	*3*
Pedestrian failed to look properly	197	*10*	2,894	*15*	8,993	*8*	12,084	*9*
Pedestrian failed to judge vehicle's path or speed	99	*5*	916	*5*	2,727	*3*	3,742	*3*
Pedestrian wrong use of pedestrian crossing facility	29	*1*	309	*2*	818	*1*	1,156	*1*
Dangerous action in carriageway (eg. playing)	39	*2*	402	*2*	1,001	*1*	1,442	*1*
Pedestrian impaired by alcohol	86	*4*	665	*3*	1,625	*2*	2,376	*2*
Pedestrian impaired by drugs (illicit or medicinal)	11	*1*	67	*0*	148	*0*	226	*0*
Pedestrian careless, reckless or in a hurry	71	*4*	1,203	*6*	3,618	*3*	4,892	*4*
Pedestrian wearing dark clothing at night	55	*3*	237	*1*	562	*1*	854	*1*
Pedestrian disability or illness, mental or physical	36	*2*	149	*1*	349	*0*	534	*0*
Special codes	**133**	***7***	**940**	***5***	**4,722**	***4***	**5,795**	***5***
Stolen vehicle	28	*1*	177	*1*	697	*1*	902	*1*
Vehicle in course of crime	12	*1*	77	*0*	382	*0*	471	*0*
Emergency vehicle on a call	11	*1*	87	*0*	637	*1*	735	*1*
Vehicle door opened or closed negligently	4	*0*	81	*0*	471	*0*	556	*0*
Other	87	*4*	557	*3*	2,761	*3*	3,405	*3*
Total number of accidents	**1,935**	***100***	**19,566**	***100***	**106,684**	***100***	**128,185**	***100***

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

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

Table 4b compares the ten most frequently reported contributory factors over the five years contributory factors have been collected. The ten factors remained the same in all five years, though there were some changes in the order and frequency of the factors. The largest change was an increase in *failed to look properly*, which was reported in 32 per cent of accidents in 2005 and 38 per cent in 2009. At this stage it is not possible to tell whether changes are the result of the reporting police officers developing their understanding of the new system or a genuine change in the kinds of factors that contribute to accidents.

Table 4b: Contributory factors: GB 2005-2009 comparison[1]

Contributory factor reported in accident[2]	2005 Number	2005 Per cent	2006* Number	2006* Per cent	2007 Number	2007 Per cent	2008* Number	2008* Per cent	2009 Number	2009 Per cent
Failed to look properly	46,516	*32*	50,412	*35*	49,533	*35*	48,035	*37*	48,313	*38*
Failed to judge other person's path or speed	26,245	*18*	26,988	*18*	26,671	*19*	25,343	*19*	26,176	*20*
Careless, reckless or in a hurry	23,744	*16*	25,689	*18*	23,354	*17*	20,237	*15*	19,265	*15*
Loss of control	21,204	*14*	21,485	*15*	20,540	*15*	19,581	*15*	19,190	*15*
Poor turn or manoeuvre	22,052	*15*	20,636	*14*	19,424	*14*	18,003	*14*	17,402	*14*
Slippery road (due to weather)	14,268	*10*	13,695	*9*	13,514	*10*	14,066	*11*	14,382	*11*
Pedestrian failed to look properly	13,690	*9*	13,901	*10*	13,253	*9*	12,715	*10*	12,084	*9*
Travelling too fast for conditions	17,107	*12*	16,125	*11*	13,856	*10*	12,282	*9*	11,479	*9*
Sudden braking	10,273	*7*	10,378	*7*	9,990	*7*	9,292	*7*	9,740	*8*
Following too close	10,847	*7*	10,046	*7*	8,853	*6*	8,196	*6*	8,315	*6*
Total number of accidents	147,509	*100*	146,040	*100*	140,361	*100*	131,592	*100*	128,185	*100*

* 2006 and 2008 figures have been revised since the previous publication.

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

2 Includes only the ten most frequently reported contr butory factors. Factors not shown may also have been reported.

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

The percentages in this table are different from those in Table 4a which gives the percentage of **accidents** with each contributory factor. For example when looking at *failed to look properly* – 50,329 vehicles had this contributory factor out of a total of 235,078 vehicles (21 per cent of vehicles). The vehicles which had this contributory factor were in 48,313 accidents out of a total of 128,185 reported accidents (38 per cent of accidents). Part of the reason for the lower number when looking at the percentage of vehicles is that 97,856 vehicles (42 per cent) involved in accidents had no contributory factor reported.

- *Failed to look properly* was the most frequently reported contributory factor for every vehicle type except motorbikes and buses or coaches. This factor was analysed in more detail in our 2006 report.
- *Failed to judge other person's path or speed* was the second most frequently reported factor for cars and goods vehicles and was reported for 12 per cent of vehicles overall.
- Motorcycles had a notably higher percentage of the contributory factors *loss of control* (16 per cent) and *learner/inexperienced driver* (9 per cent) compared to other vehicles.
- *Sudden braking* was the most frequently reported contributory factor for buses or coaches (15 per cent). In most of these cases the bus or coach was the only vehicle involved in the accident and a passenger was injured.
- *Cyclist entering road from pavement* was attributed to 9 per cent of pedal cycles in accidents and *cyclist wearing dark clothes* at night was attributed to 3 per cent.
- Eight per cent of heavy goods vehicles (HGVs) involved in accidents had *vehicle blind spot* as a contributory factor. This included 33 per cent of foreign registered HGVs.
- *Exceeding speed limit* was attributed to 3 per cent of cars involved in accidents, while *travelling too fast for conditions* was attributed to 5 per cent. For fatal accidents these figures are both 9 per cent.

Table 4c: Contributory factors: Vehicles[1,2] in reported accidents by vehicle type: GB 2009

Contributory factor attributed to vehicle[3]	Pedal cycle		Motorcycle		Car		Bus or Coach	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Failed to look properly	2,952	*25*	2,771	*15*	39,207	*22*	680	*14*
Failed to judge other person's path or speed	1,168	*10*	2,256	*12*	21,133	*12*	365	*8*
Careless, reckless or in a hurry	911	*8*	1,600	*9*	15,162	*8*	237	*5*
Loss of control	553	*5*	2,895	*16*	14,742	*8*	77	*2*
Poor turn or manoeuvre	604	*5*	1,740	*9*	13,587	*8*	241	*5*
Slippery road (due to weather)	149	*1*	1,387	*7*	12,662	*7*	109	*2*
Travelling too fast for conditions	225	*2*	1,106	*6*	9,428	*5*	78	*2*
Sudden braking	142	*1*	1,190	*6*	7,642	*4*	708	*15*
Following too close	95	*1*	720	*4*	7,017	*4*	156	*3*
Exceeding speed limit	24	*0*	945	*5*	5,399	*3*	10	*0*
Learner or inexperienced driver/rider	122	*1*	1,582	*9*	4,747	*3*	7	*0*
Impaired by alcohol	219	*2*	347	*2*	5,337	*3*	9	*0*
Vision affected by stationary or parked vehicle(s)	283	*2*	447	*2*	3,687	*2*	32	*1*
Passing too close to cyclist, horse rider or pedestrian	61	*1*	52	*0*	1,541	*1*	124	*3*
Vehicle blind spot	12	*0*	26	*0*	948	*1*	43	*1*
Cyclist entering road from pavement	1,017	*9*	4	*0*	56	*0*	1	*0*
Defective brakes	245	*2*	66	*0*	414	*0*	19	*0*
Cyclist wearing dark clothing at night	363	*3*	17	*0*	39	*0*	0	*0*
Vehicles with no contributory factor	5,579	*48*	6,669	*36*	75,245	*42*	2,488	*52*
Number of vehicles	11,742	*100*	18,603	*100*	180,332	*100*	4,797	*100*

Contributory factor attributed to vehicle[3]	Light goods vehicle		HGV		All vehicles[4]	
	Number	Per cent	Number	Per cent	Number	Per cent
Failed to look properly	2,675	*26*	1,505	*24*	50,329	*21*
Failed to judge other person's path or speed	1,541	*15*	829	*13*	27,614	*12*
Careless, reckless or in a hurry	1,037	*10*	394	*6*	19,535	*8*
Loss of control	544	*5*	258	*4*	19,226	*8*
Poor turn or manoeuvre	865	*8*	627	*10*	17,878	*8*
Slippery road (due to weather)	595	*6*	221	*3*	15,266	*6*
Travelling too fast for conditions	541	*5*	219	*3*	11,713	*5*
Sudden braking	444	*4*	195	*3*	10,415	*4*
Following too close	639	*6*	375	*6*	9,070	*4*
Exceeding speed limit	196	*2*	43	*1*	6,662	*3*
Learner or inexperienced driver/rider	58	*1*	10	*0*	6,567	*3*
Impaired by alcohol	219	*2*	15	*0*	6,191	*3*
Vision affected by stationary or parked vehicle(s)	178	*2*	36	*1*	4,711	*2*
Passing too close to cyclist, horse rider or pedestrian	182	*2*	79	*1*	2,097	*1*
Vehicle blind spot	156	*1*	512	*8*	1,732	*1*
Cyclist entering road from pavement	4	*0*	2	*0*	1,086	*0*
Defective brakes	39	*0*	23	*0*	818	*0*
Cyclist wearing dark clothing at night	4	*0*	1	*0*	425	*0*
Vehicles with no contributory factor	4,142	*40*	2,634	*41*	97,856	*42*
Number of vehicles	10,417	*100*	6,395	*100*	235,078	*100*

1 Includes only vehicles in road accidents where a police officer attended the scene and in which a contributory factor was reported. Columns may not add up to 100 per cent as accidents can have more than one contr butory factor.

2 Due to recording errors some vehicle specific factors may have been allocated to the wrong vehicle in some accidents.

3 Includes only the ten most frequently reported contr butory factors for each vehicle type. Factors not shown may also have been reported.

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

There are two contributory factors that the police can report that relate to excessive or inappropriate speed - *exceeding the speed limit* and *travelling too fast for the conditions.* These two factors were analysed in more detail in last year's report.

Exceeding the speed limit should be reported when the driver caused, or contributed to the accident by exceeding the posted speed limit, while *travelling too fast for the conditions* should be reported when the driver was travelling within the speed limit, but their speed was not appropriate for the road conditions and/or vehicle type, and contributed to the accident. If a driver was *exceeding the speed limit* **and** *travelling too fast for the conditions,* reporting officers are asked to report only the former factor. However in a number of cases both factors are reported. Table 4d shows the number of accidents and casualties where the two speed factors were reported, but accidents with both factors reported are only counted as having *exceeding the speed limit* reported.

- *Exceeding the speed limit* was reported as a contributory factor for in 5 per cent of all accidents, rising to 16 per cent of fatal accidents. These accidents accounted for 17 per cent of all fatalities.

- *Travelling too fast for the conditions* was reported as a contributory factor in a further 8 per cent of accidents, rising to 10 per cent of fatal accidents. Thirteen per cent of all accidents had at least one of *exceeding the speed limit* and *travelling too fast for the conditions* reported and these accidents accounted for 27 per cent of all fatalities.

Table 4d: Speed as a contributory factor: Reported accidents and casualties by severity[1]: GB 2009

	Accidents							
	Fatal		Serious		Slight		Total	
Contributory factor in accident	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	301	*16*	1,321	*7*	4,972	*5*	6,594	*5*
Travelling too fast for conditions[2]	198	*10*	1,574	*8*	8,411	*8*	10,183	*8*
Exceeding speed limit or travelling too fast for conditions	499	*26*	2,895	*15*	13,383	*13*	16,777	*13*
Total number of accidents	1,935	*100*	19,566	*100*	106,684	*100*	128,185	*100*
	Casualties							
	Killed		Seriously injured		Slightly injured		Total	
Contributory factor in accident	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Exceeding speed limit	355	*17*	1,689	*8*	8,482	*5*	10,526	*6*
Travelling too fast for conditions[2]	220	*11*	1,923	*9*	13,508	*9*	15,651	*9*
Exceeding speed limit or travelling too fast for conditions	575	*27*	3,612	*16*	21,990	*14*	26,177	*15*
Total number of casualties	2,094	*100*	22,146	*100*	155,407	*100*	179,647	*100*

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

2 Excluding accidents and casualties in accidents which had *exceeding the speed limit* reported as a contributory factor. These figures will therefore differ from those shown in other tables in this article.

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

- *Failed to look properly* was the most frequently reported contributory factor for every road class. Forty one per cent of accidents on A roads had this factor reported compared with 27 per cent on motorways.

- *Following too close* was a contributory factor in 15 per cent of accidents on motorways compared with 8 per cent for A roads and 5 per cent for B roads. Similarly, motorways also had the highest percentage of accidents which involved either *sudden braking* or *swerved* as contributory factors when compared to other road types.

- B roads had *slippery road* as a contributory factor in 13 per cent of accidents compared with 11 per cent for motorways and 10 per cent for A roads.

Table 4e: Contributory factors: Reported accidents[1] by road class: GB 2009

	Motorways		A roads		B roads		Other roads[2]		All roads	
Contributory factor reported in accident[3]	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Failed to look properly	1,562	*27*	24,405	*41*	5,963	*36*	16,383	*35*	48,313	*38*
Failed to judge other person's path or speed	1,425	*24*	14,197	*24*	3,169	*19*	7,385	*16*	26,176	*20*
Careless, reckless or in a hurry	552	*9*	9,278	*16*	2,516	*15*	6,919	*15*	19,265	*15*
Loss of control	1,343	*23*	8,453	*14*	2,924	*18*	6,470	*14*	19,190	*15*
Poor turn or manoeuvre	616	*11*	9,086	*15*	2,220	*13*	5,480	*12*	17,402	*14*
Slippery road (due to weather)	661	*11*	6,217	*10*	2,232	*13*	5,272	*11*	14,382	*11*
Pedestrian failed to look properly	18	*0*	4,797	*8*	1,369	*8*	5,900	*13*	12,084	*9*
Travelling too fast for conditions	645	*11*	5,044	*8*	1,707	*10*	4,083	*9*	11,479	*9*
Sudden braking	794	*14*	5,447	*9*	1,106	*7*	2,393	*5*	9,740	*8*
Following too close	898	*15*	5,040	*8*	869	*5*	1,508	*3*	8,315	*6*
Learner or inexperienced driver/rider	151	*3*	2,542	*4*	1,042	*6*	2,793	*6*	6,528	*5*
Impaired by alcohol	248	*4*	2,475	*4*	899	*5*	2,703	*6*	6,325	*5*
Swerved	516	*9*	2,429	*4*	660	*4*	1,475	*3*	5,080	*4*
Total number of accidents	**5,830**	***100***	**59,630**	***100***	**16,534**	***100***	**46,191**	***100***	**128,185**	***100***

1 Includes only accidents where a police officer attended the scene and in which a contributory factor was reported.
Columns may not add up to 100 per cent as accidents can have more than 1 contributory factor.
2 Other roads includes C roads and unclassified roads.
3 Includes only the ten most frequently reported contr butory factors for each road type. Factors not shown may also have been reported.

Table 4f shows contributory factors allocated to pedestrians. The table shows the ten most frequently reported contributory factors for pedestrians for both accidents involving pedestrian casualties and accidents involving uninjured pedestrians.

- *Pedestrian failed to look properly* was the most frequently reported contributory factor for pedestrians in both accidents involving injured or killed pedestrians and accidents involving uninjured pedestrians.

- For pedestrian casualties the second most commonly reported factor was *pedestrian careless, reckless or in a hurry*, which was reported in 23 per cent of accidents. For uninjured pedestrians it was *slippery road (due to weather)*, which was reported in 25 per cent of accidents.

- In 16 per cent of accidents involving pedestrian casualties the pedestrian had *pedestrian crossing road masked by stationary or parked vehicles* reported as a contributory factor. The equivalent figure for uninjured pedestrians was 5 per cent.

Table 4f: Contributory factors: Pedestrians[1,2] in reported accidents: GB 2009

	Accidents involving injured or killed pedestrian[4]		Accidents involving uninjured pedestrian[4]	
Contributory factor attributed to pedestrian[3]	Number	Per cent	Number	Per cent
Pedestrian failed to look properly	11,279	*58*	106	*34*
Pedestrian careless, reckless or in a hurry	4,551	*23*	46	*15*
Pedestrian failed to judge vehicle's path or speed	3,403	*17*	31	*10*
Pedestrian crossing road masked by stationary or parked vehicle	3,109	*16*	17	*5*
Pedestrian impaired by alcohol	2,173	*11*	14	*4*
Dangerous action in carriageway (eg. playing)	1,349	*7*	11	*4*
Wrong use of pedestrian crossing facility	1,106	*6*	14	*4*
Pedestrian wearing dark clothing at night	817	*4*	5	*2*
Pedestrian disability or illness, mental or physical	471	*2*	2	*1*
Pedestrian impaired by drugs (illicit or medicinal)	205	*1*	0	*0*
Road layout (eg. bend, hill, narrow carriageway)	29	*0*	11	*4*
Slippery road (due to weather)	25	*0*	78	*25*
Animal or object in carriageway	3	*0*	16	*5*
Number of accidents	19,521	*100*	313	*100*

1 Includes only accidents where a police officer attended the scene and in which a contributory factor was reported. Columns may not add up to 100 per cent as accidents can have more than one contr butory factor.

2 Due to recording errors some pedestrian factors may have been allocated to vehicles, so the figures in this table are generally smaller than those in other tables in this article.

3 Includes only the ten most frequently reported contr butory factors for injured or killed pedestrians and for uninjured pedestrians. Factors not shown may also have been reported.

4 Accidents can involve both pedestrian casualties and uninjured pedestrians.

Table 4g shows the most frequent pairs of contributory factors assigned to the same vehicle or pedestrian casualty in road accidents reported to the police in 2009.

- The pair of contributory factors most frequently reported for the same vehicle were *failed to look properly* and *failed to judge other person's path or speed*, with 6 per cent of vehicles having both factors assigned to them. This means that over half of all vehicles that were assigned *failed to judge other person's path or speed* were also assigned *failed to look properly*. These were also the two most frequently reported contributory factors in all accidents.

- The pair of contributory factors most frequently assigned to the same pedestrian casualty were *pedestrian failed to look properly* and *pedestrian careless, reckless or in a hurry*. Eighteen per cent of pedestrian casualties were assigned this pair of factors. Over 80 per cent of all pedestrian casualties with *pedestrian careless, reckless or in a hurry* as a contributory factor were also assigned *pedestrian failed to look properly*.

Table 4g: Most common pairs of contributory factors reported together[1,2]: GB 2009

Factor with lower code[3]	Factor with higher code[3]	Number	Per cent
		Vehicles	
Failed to look properly	Failed to judge other person's path or speed	14,457	*6*
Poor turn or manoeuvre	Failed to look properly	9,306	*4*
Failed to look properly	Careless, reckless or in a hurry	8,254	*4*
Poor turn or manoeuvre	Failed to judge other person's path or speed	4,544	*2*
Slippery road (due to weather)	Loss of control	4,404	*2*
Failed to judge other person's path or speed	Careless, reckless or in a hurry	3,879	*2*
Travelling too fast for conditions	Loss of control	3,728	*2*
Slippery road (due to weather)	Travelling too fast for conditions	3,600	*2*
Loss of control	Careless, reckless or in a hurry	3,017	*1*
Poor turn or manoeuvre	Careless, reckless or in a hurry	2,963	*1*
Following too close	Failed to look properly	2,920	*1*
Following too close	Failed to judge other person's path or speed	2,817	*1*
Disobeyed 'Give Way' or 'Stop' sign or markings	Failed to look properly	2,694	*1*
Travelling too fast for conditions	Careless, reckless or in a hurry	2,302	*1*
Swerved	Loss of control	2,277	*1*
Exceeding speed limit	Loss of control	2,195	*1*
Exceeding speed limit	Careless, reckless or in a hurry	2,001	*1*
Travelling too fast for conditions	Failed to look properly	1,961	*1*
Failed to look properly	Vision affected by stationary or parked vehicle(s)	1,896	*1*
Sudden braking	Loss of control	1,765	*1*
All vehicles in accidents		**235,078**	***100***
		Pedestrian casualties	
Pedestrian failed to look properly	Pedestrian careless, reckless or in a hurry	3,726	*18*
Pedestrian failed to look properly	Pedestrian failed to judge vehicle's path or speed	2,643	*13*
Pedestrian crossing road masked by stationary or parked vehicle	Pedestrian failed to look properly	2,449	*12*
Pedestrian failed to look properly	Pedestrian impaired by alcohol	1,199	*6*
Pedestrian failed to judge vehicle's path or speed	Pedestrian careless, reckless or in a hurry	1,031	*5*
All pedestrian casualties in accidents		**21,133**	***100***

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

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

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

Table 4h shows the number of casualties involved in accidents where each contributory factor was reported. Unsurprisingly the pattern is very similar to that seen in table 4a showing the number of accidents with each factor reported, with the highest number of casualties occurring in accidents where *failed to look properly* was reported – 38 per cent of all casualties. Comparison with table 4a shows that accidents with *pedestrian only* factors reported had the lowest number of casualties per accident, while accidents with *injudicious action* factors reported had the highest number.

Table 4h: Contributory factors: Casualties in reported accidents[1] by severity: GB 2009

	Killed		Seriously injured		Slightly injured		All casualties	
Contributory factor reported in accident	Number	Per cent[2]	Number	Per cent[2]	Number	Per cent[2]	Number	Per cent[2]
Road environment contributed	**290**	***14***	**3,293**	***15***	**26,227**	***17***	**29,810**	***17***
Poor or defective road surface	17	*1*	220	*1*	893	*1*	1,130	*1*
Deposit on road (eg. oil, mud, chippings)	16	*1*	388	*2*	2,130	*1*	2,534	*1*
Slippery road (due to weather)	184	*9*	2,021	*9*	18,352	*12*	20,557	*11*
Inadequate or masked signs or road markings	4	*0*	65	*0*	821	*1*	890	*0*
Defective traffic signals	0	*0*	18	*0*	313	*0*	331	*0*
Traffic calming (eg. speed cushions, road humps, chicanes)	0	*0*	40	*0*	221	*0*	261	*0*
Temporary road layout (eg. contraflow)	7	*0*	43	*0*	534	*0*	584	*0*
Road layout (eg. bend, hill, narrow carriageway)	74	*4*	667	*3*	4,351	*3*	5,092	*3*
Animal or object in carriageway	15	*1*	245	*1*	1,723	*1*	1,983	*1*
Vehicle defects	**46**	***2***	**467**	***2***	**3,045**	***2***	**3,558**	***2***
Tyres illegal, defective or under inflated	20	*1*	196	*1*	1,168	*1*	1,384	*1*
Defective lights or indicators	2	*0*	31	*0*	207	*0*	240	*0*
Defective brakes	16	*1*	141	*1*	1,058	*1*	1,215	*1*
Defective steering or suspension	4	*0*	63	*0*	375	*0*	442	*0*
Defective or missing mirrors	0	*0*	2	*0*	17	*0*	19	*0*
Overloaded or poorly loaded vehicle or trailer	5	*0*	54	*0*	340	*0*	399	*0*
Injudicious action	**681**	***33***	**5,332**	***24***	**42,510**	***27***	**48,523**	***27***
Disobeyed automatic traffic signal	24	*1*	253	*1*	3,072	*2*	3,349	*2*
Disobeyed 'Give Way' or 'Stop' sign or markings	39	*2*	569	*3*	5,540	*4*	6,148	*3*
Disobeyed double white lines	11	*1*	106	*0*	345	*0*	462	*0*
Disobeyed pedestrian crossing facility	6	*0*	114	*1*	440	*0*	560	*0*
Illegal turn or direction of travel	26	*1*	181	*1*	1,097	*1*	1,304	*1*
Exceeding speed limit	355	*17*	1,689	*8*	8,482	*5*	10,526	*6*
Travelling too fast for conditions	308	*15*	2,290	*10*	15,235	*10*	17,833	*10*
Following too close	23	*1*	606	*3*	12,625	*8*	13,254	*7*
Vehicle travelling along pavement	7	*0*	63	*0*	340	*0*	410	*0*
Cyclist entering road from pavement	7	*0*	199	*1*	1,009	*1*	1,215	*1*
Driver/rider error or reaction	**1,424**	***68***	**14,272**	***64***	**111,950**	***72***	**127,646**	***71***
Junction overshoot	30	*1*	382	*2*	3,866	*2*	4,278	*2*
Junction restart (moving off at junction)	15	*1*	244	*1*	2,805	*2*	3,064	*2*
Poor turn or manoeuvre	257	*12*	2,978	*13*	21,210	*14*	24,445	*14*
Failed to signal or misleading signal	14	*1*	280	*1*	3,327	*2*	3,621	*2*
Failed to look properly	476	*23*	6,858	*31*	60,471	*39*	67,805	*38*
Failed to judge other person's path or speed	233	*11*	3,330	*15*	35,320	*23*	38,883	*22*
Passing too close to cyclist, horse rider or pedestrian	25	*1*	314	*1*	1,854	*1*	2,193	*1*
Sudden braking	57	*3*	1,015	*5*	13,685	*9*	14,757	*8*
Swerved	129	*6*	1,125	*5*	6,391	*4*	7,645	*4*
Loss of control	778	*37*	4,780	*22*	22,532	*14*	28,090	*16*

Table 4h: Contributory factors: Casualties in reported accidents[1] by severity: GB 2009 (Continued)

Contributory factor reported in accident	Killed		Seriously injured		Slightly injured		All casualties	
	Number	Per cent[2]	Number	Per cent[2]	Number	Per cent[2]	Number	Per cent[2]
Impairment or distraction	**442**	***21***	**3,445**	***16***	**18,977**	***12***	**22,864**	***13***
Impaired by alcohol	212	*10*	1,719	*8*	7,366	*5*	9,297	*5*
Impaired by drugs (illicit or medicinal)	53	*3*	245	*1*	762	*0*	1,060	*1*
Fatigue	78	*4*	476	*2*	2,259	*1*	2,813	*2*
Uncorrected, defective eyesight	9	*0*	45	*0*	214	*0*	268	*0*
Illness or disability, mental or physical	88	*4*	478	*2*	2,202	*1*	2,768	*2*
Not displaying lights at night or in poor visibility	6	*0*	70	*0*	343	*0*	419	*0*
Cyclist wearing dark clothing at night	5	*0*	81	*0*	378	*0*	464	*0*
Driver using mobile phone	15	*1*	68	*0*	426	*0*	509	*0*
Distraction in vehicle	69	*3*	518	*2*	4,519	*3*	5,106	*3*
Distraction outside vehicle	23	*1*	215	*1*	2,431	*2*	2,669	*1*
Behaviour or inexperience	**641**	***31***	**5,547**	***25***	**38,035**	***24***	**44,223**	***25***
Aggressive driving	205	*10*	1,148	*5*	5,547	*4*	6,900	*4*
Careless, reckless or in a hurry	406	*19*	3,562	*16*	24,732	*16*	28,700	*16*
Nervous, uncertain or panic	16	*1*	287	*1*	2,676	*2*	2,979	*2*
Driving too slow for conditions or slow vehicle (eg tractor)	2	*0*	25	*0*	190	*0*	217	*0*
Learner or inexperienced driver/rider	113	*5*	1,191	*5*	8,699	*6*	10,003	*6*
Inexperience of driving on the left	10	*0*	117	*1*	790	*1*	917	*1*
Unfamiliar with model of vehicle	34	*2*	235	*1*	1,172	*1*	1,441	*1*
Vision affected by:	**134**	***6***	**1,905**	***9***	**16,022**	***10***	**18,061**	***10***
Stationary or parked vehicle(s)	18	*1*	583	*3*	4,647	*3*	5,248	*3*
Vegetation	4	*0*	79	*0*	519	*0*	602	*0*
Road layout (eg. bend, winding road, hill crest)	31	*1*	261	*1*	2,392	*2*	2,684	*1*
Buildings, road signs, street furniture	3	*0*	46	*0*	326	*0*	375	*0*
Dazzling headlights	3	*0*	69	*0*	430	*0*	502	*0*
Dazzling sun	26	*1*	397	*2*	3,428	*2*	3,851	*2*
Rain, sleet, snow, or fog	23	*1*	346	*2*	3,163	*2*	3,532	*2*
Spray from other vehicles	2	*0*	38	*0*	458	*0*	498	*0*
Visor or windscreen dirty or scratched	5	*0*	14	*0*	181	*0*	200	*0*
Vehicle blind spot	22	*1*	218	*1*	1,863	*1*	2,103	*1*
Pedestrian only (casualty or uninjured)	**343**	***16***	**4,019**	***18***	**13,201**	***8***	**17,563**	***10***
Pedestrian crossing road masked by stationary or parked vehicle	34	*2*	814	*4*	2,638	*2*	3,486	*2*
Pedestrian failed to look properly	197	*9*	2,962	*13*	9,826	*6*	12,985	*7*
Pedestrian failed to judge vehicle's path or speed	100	*5*	945	*4*	3,039	*2*	4,084	*2*
Pedestrian wrong use of pedestrian crossing facility	29	*1*	318	*1*	903	*1*	1,250	*1*
Dangerous action in carriageway (eg. playing)	39	*2*	407	*2*	1,078	*1*	1,524	*1*
Pedestrian impaired by alcohol	88	*4*	683	*3*	1,776	*1*	2,547	*1*
Pedestrian impaired by drugs (illicit or medicinal)	11	*1*	69	*0*	162	*0*	242	*0*
Pedestrian careless, reckless or in a hurry	72	*3*	1,224	*6*	3,912	*3*	5,208	*3*
Pedestrian wearing dark clothing at night	55	*3*	242	*1*	619	*0*	916	*1*
Pedestrian disability or illness, mental or physical	36	*2*	157	*1*	395	*0*	588	*0*
Special codes	**144**	***7***	**1,083**	***5***	**6,804**	***4***	**8,031**	***4***
Stolen vehicle	33	*2*	229	*1*	1,089	*1*	1,351	*1*
Vehicle in course of crime	13	*1*	96	*0*	593	*0*	702	*0*
Emergency vehicle on a call	11	*1*	105	*0*	1,086	*1*	1,202	*1*
Vehicle door opened or closed negligently	4	*0*	83	*0*	496	*0*	583	*0*
Other	93	*4*	616	*3*	3,881	*2*	4,590	*3*
Total number of accidents	**2,094**	***100***	**22,146**	***100***	**155,407**	***100***	**179,647**	***100***

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

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

Annex: Accidents included in contributory factors analysis

For accidents in which a police officer did not attend the scene it may not be possible for the reporting officer to accurately report the correct contributory factors. As a result, the analysis shown here only includes accidents in which a police officer attended the scene. In 2009, 80 per cent of accidents met this condition. Accidents which had no contributory factors are also excluded from this analysis. In 2009, at least one contributory factor was recorded in 97 per cent of accidents in which a police officer attended the scene.

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

- In 2009, 78 per cent of all accidents satisfied both conditions and these accidents are the basis for the analysis in this article. This compares to 77 per cent in the previous three years and 74 per cent in 2005.
- 94 per cent of fatal accidents satisfied these conditions, compared with 76 per cent of slight accidents.
- 88 per cent of accidents occurring on motorways satisfied these conditions, compared with 80 per cent for A roads and 79 per cent for B roads.
- Over 85 per cent of heavy goods vehicles and motorcycles involved in accidents in 2009 are included in this analysis. This compares with 67 per cent of pedal cycles and 61 per cent of buses or coaches.

Table 4i: Reported accidents and vehicles included in analysis[1]: GB 2009

Category	Number included in analysis[1]	Total number in 2009	Per cent included in analysis[1]
Accidents: severity			
Fatal	1,935	2,057	*94*
Serious	19,566	21,997	*89*
Slight	106,684	139,500	*76*
Accidents: road class			
Motorways	5,830	6,643	*88*
A roads	59,630	74,149	*80*
B roads	16,534	20,933	*79*
Other roads[2]	46,191	61,829	*75*
Accidents included in analysis	**128,185**	**163,554**	***78***

Category	Number included in analysis[1]	Total number in 2009	Per cent included in analysis[1]
Vehicles: type			
Pedal cycles	11,742	17,599	*67*
Motorcycles	18,603	21,590	*86*
Cars	180,332	227,244	*79*
Buses or coaches	4,797	7,831	*61*
Light goods vehicles	10,417	13,214	*79*
Heavy goods vehicles	6,395	7,487	*85*
Other vehicles	2,792	3,722	*75*
Vehicles included in analysis[3]	**235,078**	**298,687**	***79***

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

2 Other roads includes C roads and unclassified roads.

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

5. Survey data on road accidents

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Summary

- Questions asking people about their involvement in road accidents have been included in several existing surveys in recent years, including the National Travel Survey (NTS) and British Crime Survey (BCS). The two surveys produce broadly similar results.

- Our best current estimate derived from survey data is that the total number of road casualties in Great Britain each year, including those not reported to police, is within the range 610 thousand to 780 thousand with a central estimate of 700 thousand.

- Initial results of a follow-up study with survey respondents suggest this figure is more likely to represent an overestimate of the true number, which includes *some* accidents not within the scope of the police data – for example, those happening off road.

- It has long been known that police data does not provide a complete record of all injury accidents and resulting casualties, and this should be borne in mind when using and analysing the data throughout this publication. The estimates illustrate this. However, STATS19 remains the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain.

Introduction

For many years the police have provided data on road accidents reported to them involving casualties under the STATS19 system. This source provides almost all the data in this publication. Article 5 of last year's report outlined additional sources of data on road casualties, highlighting their relative strengths and weaknesses. In recent years, questions about involvement in road accidents have been added to two large scale household surveys:

- The **National Travel Survey** (NTS)[1] interviews around 18,000 adults in Great Britain each year. Questions about road accidents were added to the survey for the first time in 2007, and three years of data, covering the years 2007 – 2009 are now available.

- The **British Crime Survey** (BCS)[2] is a survey of people resident in households in England and Wales which collects data on experiences of crime and victimisation (until recently BCS covered those aged 16 and over, but, since January 2009, those aged 10 to 15 have been included in the survey). Questions on road accidents, identical to those in the NTS, have been included on the BCS for one year from October 2009. Currently only the first half of this data is available for analysis; this covers nearly 22,000 adults.

This article summarises and compares the data on road accidents from the two surveys, briefly describes some of the issues relating to the use of this data to estimate the total number of road casualties in Great Britain, and presents broad brush estimates of total casualties (updating and revising those included in article 5 of last year's report).

[1] National Travel Survey webpage: www.dft.gov.uk/pgr/statistics/datatablespublications/nts/
[2] British Crime Survey: http://rds.homeoffice.gov.uk/rds/bcs1.html.

Survey data on road accidents

In comparing the results from the NTS and BCS, the differences in time period covered, and natural fluctuations in results of sample surveys should be kept in mind (see following section). Nonetheless, the two surveys show broadly similar patterns. All results are based on weighted data.

Involvement in road accidents

- 13 per cent of adults said that they were involved in at least one road accident in the past three years, with 7 per cent reporting being involved in an accident in the past 12 months (NTS, 2007-2009).

- The equivalent figures derived from the BCS data are 17 per cent and 9 per cent respectively.

Injury in road accidents

- 4 per cent of adults reported that they were injured in at least one road accident in the last 3 years (both NTS and BCS), with 2 per cent saying that they were injured in the previous 12 months (table 5a)

- Comparing the number of adult casualties recorded in STATS19 with population estimates would suggest around 0.4 per cent of people are recorded in STATS19.

- Men were more likely to report being injured in a road accident than women in the survey data (both BCS and NTS); this is consistent with the greater number of male casualties recorded in STATS19.

- Both survey and STATS19 data show that injury in road accidents tends to decline with age, from age group 25-29; however, police data shows a relatively higher proportion of those in younger age groups (16-19 and 20-24) being injured than the survey data.

Table 5a: Injuries in road accidents: NTS and BCS[1] compared with STATS19

	National Travel Survey (07/09)			British Crime Survey (Oct 09 - Mar 10)			STATS19 (07/09 avg.)	
	Sample size (unweighted)	*% Last 3 years*	*% Last 12 months*	Sample size (unweighted)	*% Last 3 years*	*% Last 12 months*	Number	*As % of popn*
All adults	51,785	*3.8*	*1.6*	21,905	*4.2*	*1.7*	203,863	*0.4*
Males	24,618	*4.2*	*2.0*	9,821	*4.6*	*2.0*	118,133	*0.5*
Females	27,167	*3.6*	*1.8*	12,084	*3.7*	*1.4*	85,730	*0.3*
Age 16-19	3,224	*4.3*	*2.7*	775	*4.9*	*3.3*	29,713	*1.0*
Age 20-24	3,591	*6.1*	*2.8*	1,021	*7.1*	*3.2*	30,872	*0.7*
Age 25-29	3,688	*5.8*	*3.0*	1,424	*6.4*	*2.8*	24,282	*0.6*
Age 30-39	8,385	*4.9*	*2.4*	3,430	*6.0*	*2.3*	39,233	*0.5*
Age 40-49	9,424	*4.2*	*1.9*	3,878	*4.4*	*1.6*	34,589	*0.4*
Age 50-59	8,176	*3.3*	*1.4*	3,433	*3.3*	*1.1*	21,026	*0.3*
Age 60+	15,297	*1.9*	*0.8*	7,944	*1.5*	*0.5*	24,195	*0.2*
Sample size (unweighted)		1,914	910		821	324		

1. BCS estimates are normally produced using 12 month data. Estimates based on data from shorter time periods are not published because they are subject to fluctuation which can be misleading in comparison with those estimates based on a 12 month period. BCS estimates should therefore be interpreted with caution.

Source: National Travel Survey, British Crime Survey, STATS19 and ONS population estimates

Reporting to police

- According to survey respondents, the police were aware of around 60 per cent of all injury road accidents (59 per cent NTS, 60 per cent BCS).

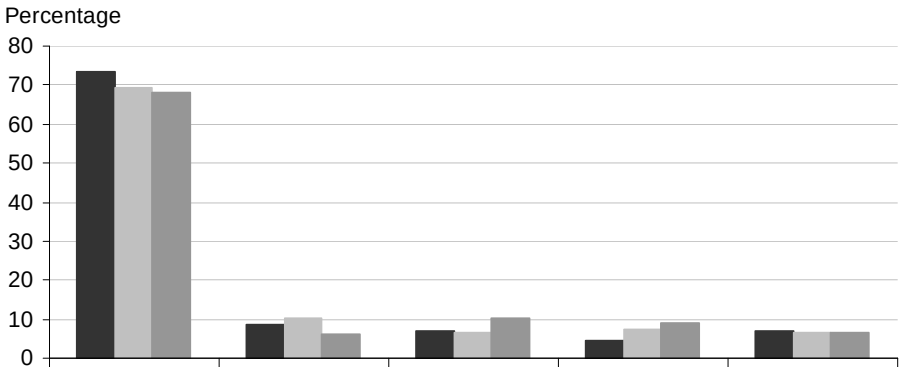
- Of injury accidents of which the police became aware according to NTS respondents, around three quarters (74 per cent) were cases where the respondent said that the police attended the scene (in the remaining cases, the accident was reported later). This compares with around 80 per cent for STATS19 (and 78 per cent for the BCS).

Road user type

- The majority of survey respondents who said that they were injured in a road accident in the last 3 years report being injured as car occupants (chart 5a)

- Pedal cyclists account for a higher proportion of reported casualties in survey data (10 per cent NTS, 9 per cent BCS) than in STATS19 (6 per cent). It is known that levels of reporting of pedal cycle accidents to the police are particularly low.

Chart 5a: Road user type of adults injured in road accidents: NTS (2007/09), BCS[1] (Oct 09 – Mar 10) and STATS19 (2007/09 average)



	Car occupant	Cyclist	Motor cyclist	Pedestrian	Other
BCS	73	9	7	5	7
NTS	69	10	6	8	6
STATS19	68	6	10	9	7

1. BCS estimates are normally produced using 12 month data. Estimates based on data from shorter time periods are not published because they are subject to fluctuation which can be misleading in comparison with those estimates based on a 12 month period. BCS estimates should therefore be interpreted with caution.

Source: National Travel Survey (base: 1,486), British Crime Survey (base: 821)

Injuries sustained and medical treatment

- Whiplash was the most commonly reported injured among both NTS and BCS respondents (table 5b)

- Around a quarter of NTS (27 per cent) and BCS (23 per cent) respondents who said that they had been injured in an accident in the last three years were classified as having a serious injury, based on the STATS19 definition. This includes those who reported having one or more 'serious' injury and those who had slight injuries but reported an overnight stay in hospital. The proportion of adult casualties classified as serious is lower in STATS19 data (around 11 per cent of injuries are coded serious).

Table 5b: Injuries sustained in last three years: NTS (2007/09) and BCS[1] (Oct 09- Mar 10)

Type of injury experienced[2]	NTS(%)	BCS(%)	Medical attention[2]	NTS(%)	BCS(%)
Slight			No medical attention	*24*	*21*
Whiplash	*56*	*66*	First aid at roadside	*17*	*10*
Minor brusing or cuts	*39*	*31*	At GP surgery	*34*	*36*
Slight shock	*28*	*18*	At a minor injuries unit	*4*	*5*
Sprains	*11*	*12*	At Accident and Emergency	*42*	*38*
			As an inpatient in hospital	*7*	*6*
Serious			Other	*6*	*8*
Fracture/broken bones	*11*	*10*			
Severe shock	*8*	*6*			
Severe cuts	*7*	*5*			
Concussion	*5*	*4*			
Internal injuries	*4*	*4*			
Crushing	*3*	*2*			
Burns	*1*	*1*			
Other	*8*	*6*			

1. BCS estimates are normally produced using 12 month data. Estimates based on data from shorter time periods are not published because they are subject to fluctuation which can be misleading in comparison with those estimates based on a 12 month period. BCS estimates should therefore be interpreted with caution.
2. Percentages may sum to more than 100 as more than one answer may be given

Source: National Travel Survey (base: 1,486), British Crime Survey (base: 821)

Understanding survey data

Results derived from questions in surveys asking about accident involvement are useful in providing an indication of the number of the total number of road casualties, including those not known to the police. However, as noted in article 5 of last year's report, there are several points which should be borne in mind when considering results derived from sample surveys, such as the NTS and BCS.

Sampling errors

Sampling errors occur when estimates are derived from a sample, rather than a census, of the population of interest – the results obtained may differ from those that would be obtained if the entire population had been interviewed, or another sample selected.

Sampling errors can be measured using statistical theory to produce confidence intervals around the survey estimates. Both the NTS and BCS involve complex sample design, which means that producing accurate confidence intervals is difficult – but this random fluctuation should still be borne in mind.

Non-sampling errors

Non sampling errors can be attributed to many sources, such as the ability or unwillingness of respondents to recall information accurately, respondent interpretations, definitional difficulties and non-response bias[3]. These are typically difficult to quantify.

In order to explore the potential effect of some of the possible sources of non-sampling error, the Department commissioned a follow up telephone survey of NTS respondents who reported that they were injured in a road accident in the last three years, with 94 responses received during the first 4 months and available for analysis.

[3] The overall response rate for the NTS is around 60 per cent, and for the BCS around 75 per cent

Incidents included
The STATS19 data collected by police is reported to an agreed national standard, using long-standing definitions of what constitutes a reportable accident i.e. a personal injury accident involving at least one vehicle and occurring on the public highway. Survey respondents may interpret questions in different ways, so it is possible that some accidents outside the scope of STATS19 will be included in survey responses; this will affect any comparisons between police and survey data.

This was explored as part of the follow up telephone survey, which found 16 out of 94 cases represented accidents outside the scope of STATS19, including

- 8 cases where the respondent was injured in an accident away from the public highway (e.g. in a car park)
- 4 cases where the respondent subsequently reported that they were not injured
- 3 cases where the respondent was a pedestrian and no vehicle was involved (i.e. falls)
- 1 case where the accident occurred outside Great Britain.

This suggests that some of the difference between police and survey data is the result of differences in coverage, though this is hard to quantify. Further analysis of the NTS data for 2008 reveals that around 8 per cent of those injured were in accidents which involved no motor vehicle[4]; this compares with around 0.4 per cent in STATS19.

Recall issues - 'telescoping'
Self reported results depend on ability and willingness of respondents to recall information accurately. It is evident that recall issues affect the responses to questions about road accidents from the fact that there is a ratio of about two to one for the proportion of respondents involved in an accident in the last three years and during the last year (when this might be expected to be around three to one). This could be the result of people forgetting accidents that happened during the three year period (omission), or bringing forward incidents into the one year recall period that actually happened beforehand (telescoping), or both.

Whilst such issues are hard to assess, the follow up provides some clues as to accuracy of recall. For example, the follow up survey asked respondents to provide the month and year of the most recent accident in which they were injured, and this was used to calculate the time (in months) between the accident and NTS interview. Comparing the results with the responses to questions asked in the NTS interview suggests that there appears to be some 'telescoping' – in 6 (of 94) cases, accidents that occurred more than 3 years ago based on the date provided were reported as happening in the last 3 years. Similarly, overall a net 8 accidents which happened between 2-3 years ago (based on date) were reported as in the last 12 months in the NTS interview.

Thus we might conclude, very tentatively, that the proportion of respondents who say that they were injured in the last 12 months overstates the true proportion, and that using the figure relating to injuries in the last 3 years may give a better reflection of the true incidence of road casualties.

[4] Note that this includes, for example, single vehicle pedal cycle accidents, which though technically within scope of STATS19 are known to be rarely included.

Recall issues – consistency of response and survey method effects

The follow up survey also repeated questions regarding injury, medical treatment and police involvement in a different context and using a different survey method (the follow up survey was carried out by telephone, and the NTS interview face to face). For example, 84 per cent of responses relating to police involvement were consistent between the main NTS interview and the follow up, but in 16 per cent of cases a different answer was given.

There was a notable difference in the types of injury reported in the follow up survey (unprompted) compared with the NTS interview (where respondents were asked to choose from a list). Among the respondents followed up, 28 per cent (of 147) injuries chosen in the NTS interview were classed as serious, compared with 15 per cent (of 142) injuries mentioned in the follow up survey. The most likely reason for this is that choosing from a list results in respondents overestimating the severity of their injuries, and therefore the figures presented above should be treated with caution.

Suitability for monitoring trends
Surveys are often designed to identify long term trends and are therefore not suitable for monitoring or assessing short term changes. In particular, the NTS is not suitable for use in measuring year on year changes in the number of road accidents.

In time however, it is hoped that the NTS data will offer an independent source of information on long term trends in road casualties that can be compared with STATS19.

Estimating the total number of road casualties

Article 5 in last year's report used information from a range of sources, principally the National Travel Survey data, to develop a best approximation for the real number of road casualties. Since last year's report was published, a further year's data has become available and this allows the above estimate to be refined. In addition, as noted above, further work has been undertaken in order to develop a better understanding of the issues affecting survey data.

Revised estimates of total number of road casualties
Revised estimates of the total number of road casualties in Great Britain are shown in table 5c.

- Based on the data currently available, our best ballpark estimate of the total number of road casualties occurring each year is around 700 thousand, with a range (approximate 95% confidence interval) of 610 thousand to 780 thousand.

- The estimated number of adult casualties is 630 thousand. Around two-thirds are estimated to be car occupants, with an estimate of 70 thousand pedal cyclist casualties.

- The principle reason for the large differences in the estimated number of pedal cyclist and pedestrian casualties compared with those recorded in STATS19 is the number of casualties in accidents involving no motor vehicle (of which very few are recorded in the police data, but there are an estimated 50 thousand in total based on NTS data).

Table 5c: Estimates of non-fatal road casualties in Great Britain using National Travel Survey data, compared with casualties recorded in STATS19 (2007/09)

Number (thousands, estimates rounded to nearest 10 thousand)

	Central estimate	Approx. 95% Confidence Limits		STATS19 Injured casualties (07/09 avg)
		Lower	Upper	
All road casualties	**700**	**610**	**780**	**231**
Adults	630	550	700	204
Children	70	50	100	22
Seriously injured	80	50	120	26
Slightly injured	620	620	830	205
In police data, attending hospital	150	110	190	n/a
In police data, not attending hospital	80	50	110	n/a
Not in police data, attending hospital	210	160	250	n/a
Not in police data, not attending hospital	260	200	310	n/a
Adult casualties:				
Car occupants	430	370	490	139
Pedal cyclists	70	40	90	13
Motorcyclists	40	20	60	21
Pedestrians	50	30	70	18
Others	40	20	60	13

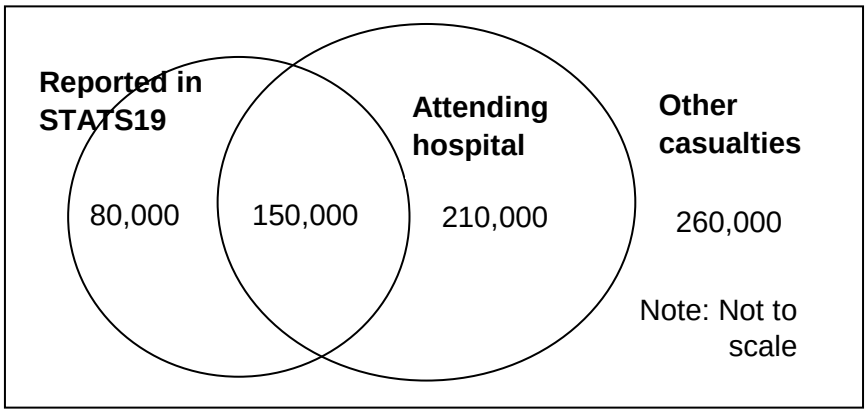
These broad brush figures have been derived as outlined in article 5 of last year's report, which contains details of the simple methodology and limitations, but the following points should be noted:

- Based on the results of the follow up survey described above, the proportion of survey respondents reporting injury in the last 3 years seems a more reliable basis for an estimate than the equivalent 12 month figure, and so has been used here[5]. This change has the effect of lowering the overall estimate, so that comparison with the previous central estimate (of 800 thousand) is not meaningful.

- No attempt has been made this year to allow for the fact that, as demonstrated by the follow up survey, some of the incidents reported by NTS respondents are outside the scope of STATS19. Therefore, the above figures are probably more likely to overstate the true number of casualties that occur in accidents on the public highway and involve at least one vehicle. This issue may be revisited when the further results of the follow up survey are available.

[5] Data for 2007 to 2009 suggests 1.3 per cent of adults are injured in road accidents each year.

Figure 5a: Estimated annual number of road casualties in Great Britain: 2007/09



Use and limitations of the estimates

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

- The overall figure is based on survey data. Whilst we can calculate approximate confidence intervals to allow for sampling variation, it is hard to know the extent to which non-sampling errors affect the figures. If these are large, the estimates presented will be misleading.

- Where there are reasons to suspect that there are non sampling errors affecting the survey data (for example, in the reporting of severity) we have produced illustrative figures loosely based on previous research studies, which may not be representative.

- The nature of these estimates, the way in which they have been produced, the assumptions made and the considerable margin for error all mean that it is not appropriate to produce figures for individual years or to look at trends over time at present, though this may be possible in future.

Further work

As noted in last year's report, we intend to carry out further work to continue to improve our understanding of the survey data on road accidents and revise the resulting estimates of total casualties where this becomes appropriate. In particular:

- The follow up of NTS respondents is due to run until February 2011

- Questions about child accident involvement have been included on the 2010 NTS.

- We are exploring with the NTS team whether it is possible to calculate more precise confidence intervals for these estimates

6. Hospital admissions data on road casualties

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Summary

This article describes the information about road casualties admitted to hospital contained in Hospital Episode Statistics (HES), comparing it with serious injuries reported to the police in the STATS19 system and providing examples of some of the information contained in HES that can not be obtained from STATS19.

- In 2009 there were around 39 thousand admissions to hospitals in England resulting from road traffic accidents recorded, compared with 21 thousand serious injuries reported in STATS19. Although police and hospital data are not directly comparable, this illustrates the incompleteness of the police data for non-fatal casualties.

- Comparison of trends shown by police and hospital data is difficult, and there are known factors affecting patterns shown by the hospital data. However, with caution, HES can provide a useful secondary source of trend data, providing further evidence of a fall in casualties in recent years.

- Pedestrians were more likely to be admitted to hospital with a head or face injury than other road users, 46 per cent having such an injury in 2009 compared to 33 per cent of road casualties overall. Car occupants were much more likely to suffer neck injuries than other road users (14 per cent, compared to less than 5 per cent of other road users). Forty nine per cent of pedestrians and 47 per cent of motorcyclists suffered an injury to their legs or hips.

Introduction

For many years the police have provided data on road accidents involving casualties reported to them, under the STATS19 system. This source provides almost all the data in this publication. In the mid-1990s it became possible to identify road traffic casualties admitted to hospital as inpatients in England from the database of Hospital Episodes Statistics (HES). This data source provides further useful information on road casualties, and is the focus of this article.

The coverage and trends in road accidents from the police and hospital sources differ in a number of ways, and care should be taken in making comparisons. In previous reports we have explained the differences between the two data sources and issues affecting the quality of HES data. In particular, article 5 of last year's report summarised the strengths and weaknesses of a range of sources of road casualty data.

This article:
- Compares the number and types of casualty recorded in HES and STATS19 for the latest year of data.
- Compares and discusses the trends shown by the two sources.
- Illustrates the type of analysis that can be done using HES data (above what is available in STATS19).
- Provides data on groups of casualties included in HES that do not appear in STATS19.

Part 1: Comparing HES and STATS19 data on road casualties

Background

The HES inpatient database is compiled by the Information Centre for Health and Social Care (IC). It contains data on inpatient admissions to hospitals in England[1]. Each record represents an episode of care under a particular consultant, and contains clinical details of the patient's condition, coded to the International Classification of Diseases 10th revision (ICD-10)[2]. This coding allows inpatients whose injuries have been caused by a road traffic accident to be identified.

There are many definitional differences between HES and STATS19; for example, HES covers only patients admitted to a hospital bed whereas STATS19 casualty records relate to those injured in traffic accidents on the public highway that become known to police. However, it is possible to filter the HES data so that it is broadly comparable with STATS19. Annex A provides some details of the HES data used in this article, and some factors that should be taken into account in interpreting the figures shown.

The police definition of serious injury covers casualties admitted to hospital, as well as those with specific types of injury (for example fractures or severe cuts). This means that in theory all patients in HES admitted following a road traffic accident should also appear as seriously injured casualties in the police data. However, in practice not all road casualties are reported to the police, and there is evidence that in some cases casualties that meet the definition of a serious injury are only recorded by the police as having slight injuries[3]. The following comparisons are based on STATS19 serious injuries and HES emergency road traffic accident admissions, except where otherwise stated.

Comparing numbers and characteristics of casualties in HES and STATS19: 2009

Table 6a shows the number of seriously injured casualties in STATS19 in England and provisional figures for the number of non-fatal emergency road traffic admission episodes recorded in HES in 2009. Note that the figures are not directly comparable – the police serious definition is wider than hospital admission, and many of those who attend hospital will not become known to police.

- It has long been acknowledged that not all road casualties become known to police[3], and these figures illustrate this. The number of road traffic admissions recorded in HES (39 thousand in 2009) is nearly twice the total number of serious injuries in STATS19 (21 thousand).

- The number of pedal cyclist admissions in HES is more than three times the number of serious casualties in STATS19, and for child pedal cyclists the HES figure is more than six times larger. It can be seen from the table that HES includes a higher proportion of casualties in accidents involving no other vehicle – these pedal cyclist falls account for most of the difference. It is possible that in HES this may be an over-estimate of the number of cyclists admitted after road traffic accidents, as casualties are assumed to have been involved in a traffic accident unless the location of the accident is known to

[1] HES website: http://www.hesonline.nhs.uk/Ease/servlet/ContentServer?siteID=1937&categoryID=87
[2] ICD website: http://www.who.int/classifications/apps/icd/icd10online/
[3] See for example Road Safety Research Report No. 69: Under-reporting of Road Casualties Phase 1 http://www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme5/underreportingofroadcasual.pdf

have not been on the public highway. This is likely to affect the cyclist figures more than other vehicle types as cyclists are more likely to have been off-road.

- Despite the difference in the number of casualties recorded, the two datasets show broadly similar patterns in terms of the sex and age group of casualties – with the most notable exception being that a considerably higher proportion of pedal cyclist casualties in HES are children. Chart 6a illustrates the number of casualties recorded in STATS19 and HES by age group, for the main groups of road users.

- Similarly, STATS19 and HES show a similar pattern by month of occurrence of accident and admission (Chart 6b). Again, the most notable difference is for pedal cyclists – not surprising given that this is the group least well reported in STATS19, and the different types of pedal cycle accident being covered in HES.

Overall, these comparisons suggest that both sources cover a broadly representative (though different) subset of the more seriously injured road casualties in England. However, whilst STATS19 also provides information on fatalities and those with less severe injuries, HES inpatient data provides no information on slightly injured casualties and only includes fatalities that died in hospital, which are only around 20 per cent of the total number killed in road accidents. STATS19 also provides more detailed information on accident circumstances than is available in HES – meaning that overall STATS19 remains a more useful source of information on road casualties.

Table 6a: Comparison of road traffic hospital admissions (HES) and police recorded serious injuries (STATS19): England 2009

Please note: figures are not directly comparable (see text) Number/*percentage*

	Pedestrians		Pedal cyclists		Motorcyclists		Car occupants		All road users[1]	
	HES[P]	S19	HES[P]	S19	HES[P]	S19	HES[P]	S19	HES[P]	S19
Total	**7,201**	**4,801**	**7,629**	**2,377**	**6,799**	**4,809**	**13,913**	**8,375**	**38,729**	**21,320**
Other vehicle involved	6,979	4,801	2,268	2,200	3,414	3,607	7,586	5,642	20,704	13,913
No other vehicle	0	0	4,682	177	2,748	1,202	5,058	2,733	13,658	7,407
Unknown	222	0	679	0	637	0	1,269	0	4,367	0
% Other veh. (of known)	*100*	*100*	*33*	*93*	*55*	*75*	*60*	*67*	*60*	*65*
% No other veh. (of known)	*0*	*0*	*67*	*7*	*45*	*25*	*40*	*33*	*40*	*35*
Male	4,423	2,893	6,161	1,965	6,228	4,390	7,827	4,978	26,563	14,879
Female	2,778	1,907	1,466	412	570	419	6,084	3,397	12,160	6,446
% Male	*61*	*60*	*81*	*83*	*92*	*91*	*56*	*59*	*69*	*70*
% Female	*39*	*40*	*19*	*17*	*8*	*9*	*44*	*41*	*31*	*30*
Age 0-15	2,055	1,389	2,506	397	203	38	660	345	5,590	2,207
Age 16-64	3,816	2,536	4,597	1,822	6,378	4,595	10,632	6,872	27,470	16,532
Age 65+	1,322	786	519	131	213	96	2,602	1,025	5,625	2,246
% Age 0-15	*29*	*29*	*33*	*17*	*3*	*1*	*5*	*4*	*14*	*11*
% Age 16-64	*53*	*54*	*60*	*78*	*94*	*97*	*77*	*83*	*71*	*79*
% Age 65+	*18*	*17*	*7*	*6*	*3*	*2*	*19*	*12*	*15*	*11*

P Provisional data.

1 Includes other road user types and cases where road user type is not known.

Chart 6a: STATS19 serious injuries and HES admissions by age and road user type: England 2009

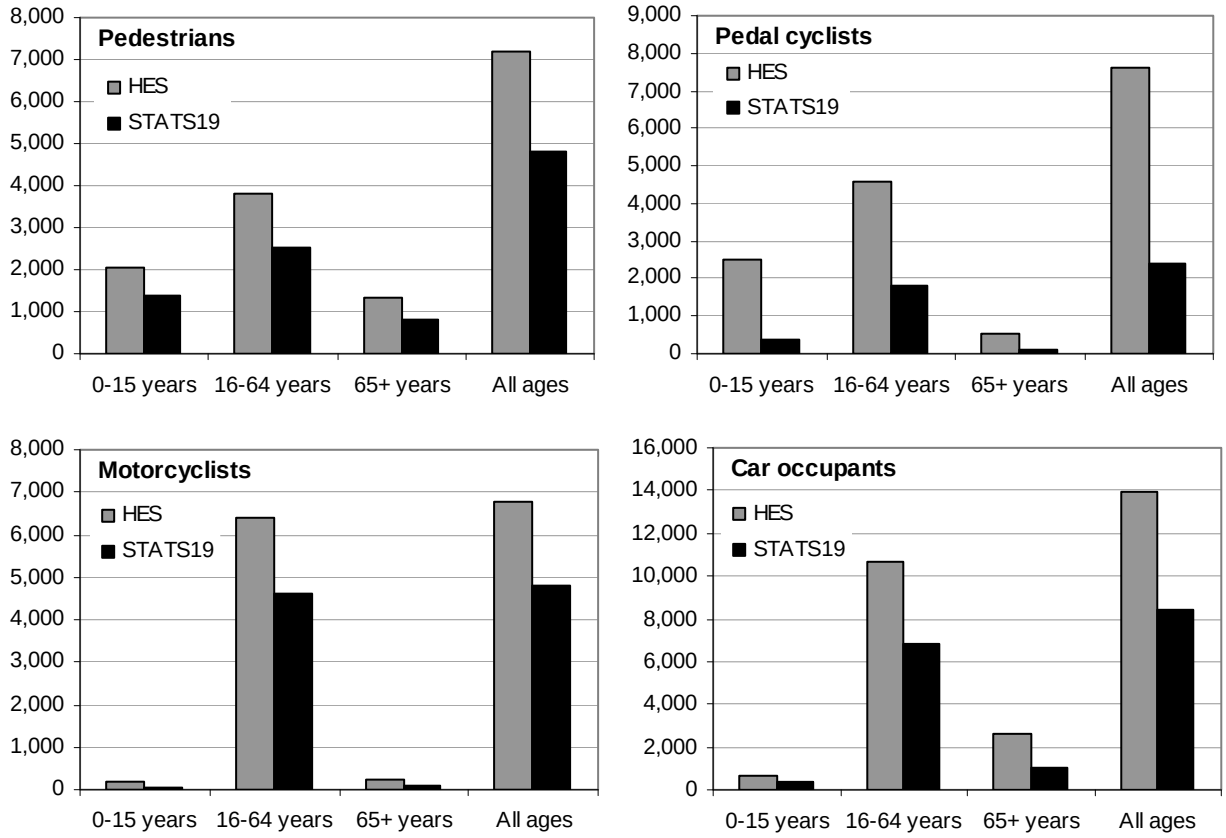
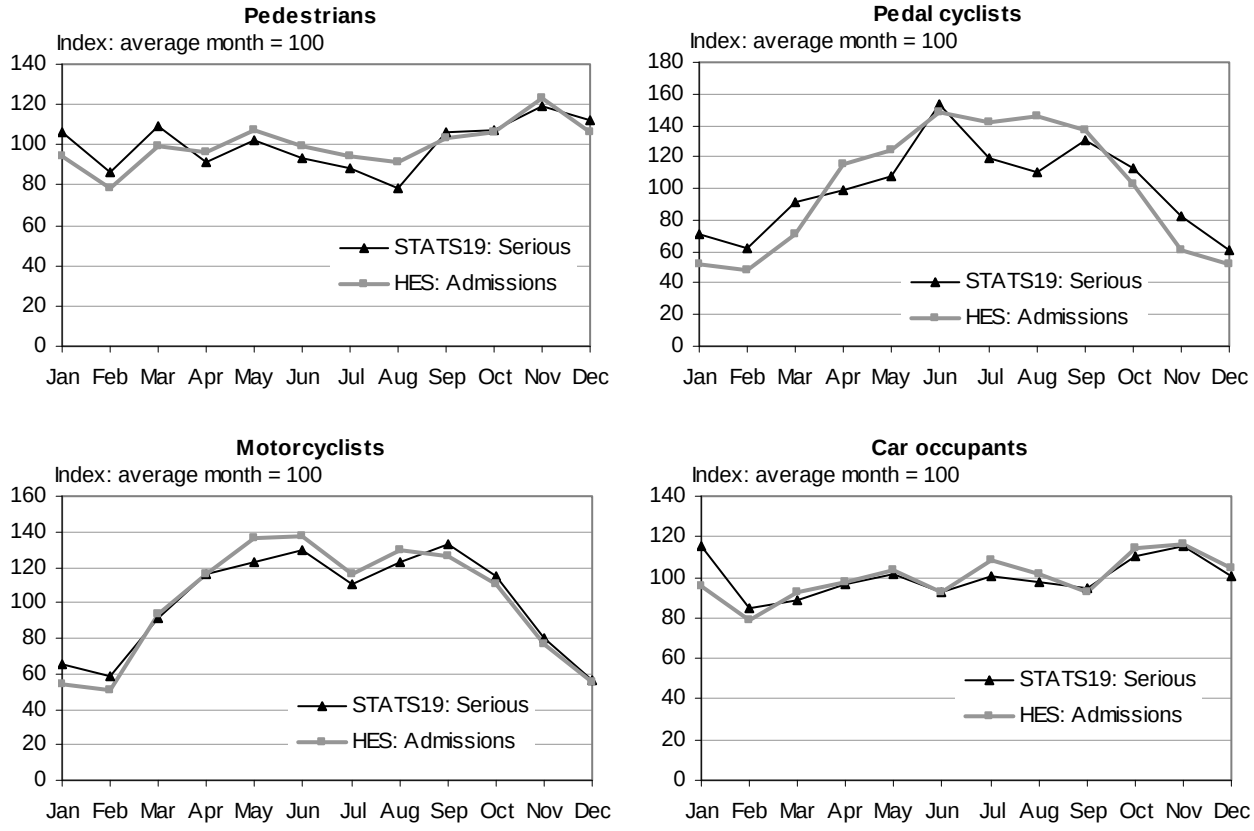


Chart 6b: STATS19 serious injuries and HES admissions by month and road user type: England 2009



Comparing trends shown by STATS19 and HES: 1999 – 2009

The previous section illustrates the difference in the *number* of casualties recorded in the STATS19 and HES datasets. However the *trends* shown by the two sources are also different.

It is likely that the difference is the result of a number of factors, and we have explored a number of these in previous reports. In particular, our 2006 report[4] considered factors affecting the HES data, which mean care is needed when using it to for trend analysis. There have been a number of known changes in hospitals' practices and data systems in recent years which mean STATS19 remains a more reliable source of trend data.

Chart 6c presents the latest trends in STATS19 serious injuries and HES road traffic admissions for England. Again, it should be noted that the two groups are not directly comparable.

- Between 2008 and 2009, the number of road traffic admissions in HES rose by 2 per cent, compared with a 4 per cent fall in serious injuries in STATS19. The HES figure is based on provisional data (see Annex A) so should be treated with caution.

- Overall, STATS19 shows a continuous fall in serious injuries from year to year while admissions recorded in HES have remained around a similar level. Both sources show falls between 1999 and 2002 (a 7 per cent reduction shown by STATS19 and a 3 per cent fall by HES), and between 2005 and 2008 (12 per cent and 9 per cent falls respectively).

- However, there was a particular divergence in the trends between 2002 and 2005, with STATS19 showing a 19 per cent reduction over this period while HES showed an increase in admissions of 14 per cent.

As has been discussed in previous years' articles, the increase in admissions between 2002 and 2005 appears to be associated with changes in hospital practices, in particular an increase in the proportion of inpatients admitted for short periods. This is likely to relate to increasing numbers being admitted to short-stay wards from A&E for observation and assessment, and the trend shown by HES in chart 6c therefore probably does not equate to a genuine rise in serious road casualties. Chart 6d shows the trends in road traffic admissions by length of stay[5], based on the initial episode of hospital treatment following admission.

- Between 1999 and 2009 the number of admissions for 0 days (ie not overnight) increased by 116 per cent, compared with a 3 per cent fall in 1 day admissions and a 22 per cent fall in the number of patients admitted for 2 or more days. This compares with a reduction of 37 per cent in serious injuries in STATS19 over the same period.

- The increase in admissions for 0 and 1 days was particularly rapid between 2002 and 2005, with increases of 72 per cent and 16 per cent respectively, while admissions of 2 or more days fell by 3 per cent over this period.

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

[5] This is based on the length of the admission episode in HES, which in around 10 per cent of cases will understate the actual length of spell in hospital. See Annex A for further details.

Chart 6c: STATS19 serious injuries and HES road traffic accident admissions: England 1999-2009

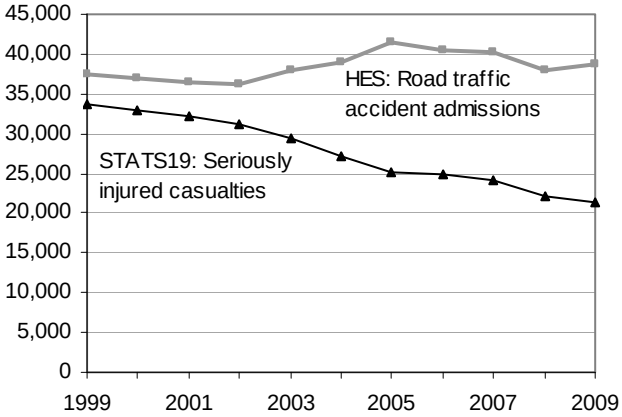
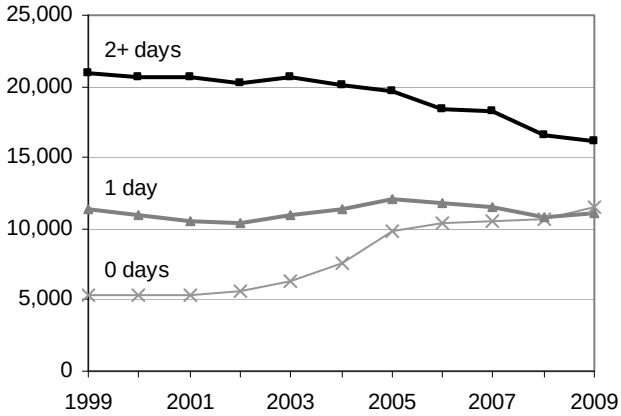


Chart 6d: Road traffic accident admissions by length of episode: HES 1999-2009



We conclude from this analysis that, since admissions for episodes of two or more days appear to be less affected by changes in admission practices (although they will still be affected by other changes in hospital practices), they should provide a better – though not perfect – indication of the underlying trends in the incidence of more serious road casualties than the total number of admissions in HES. Chart 6e shows the trends in fatalities and serious injuries in STATS19, and admissions for 2 or more days in HES.

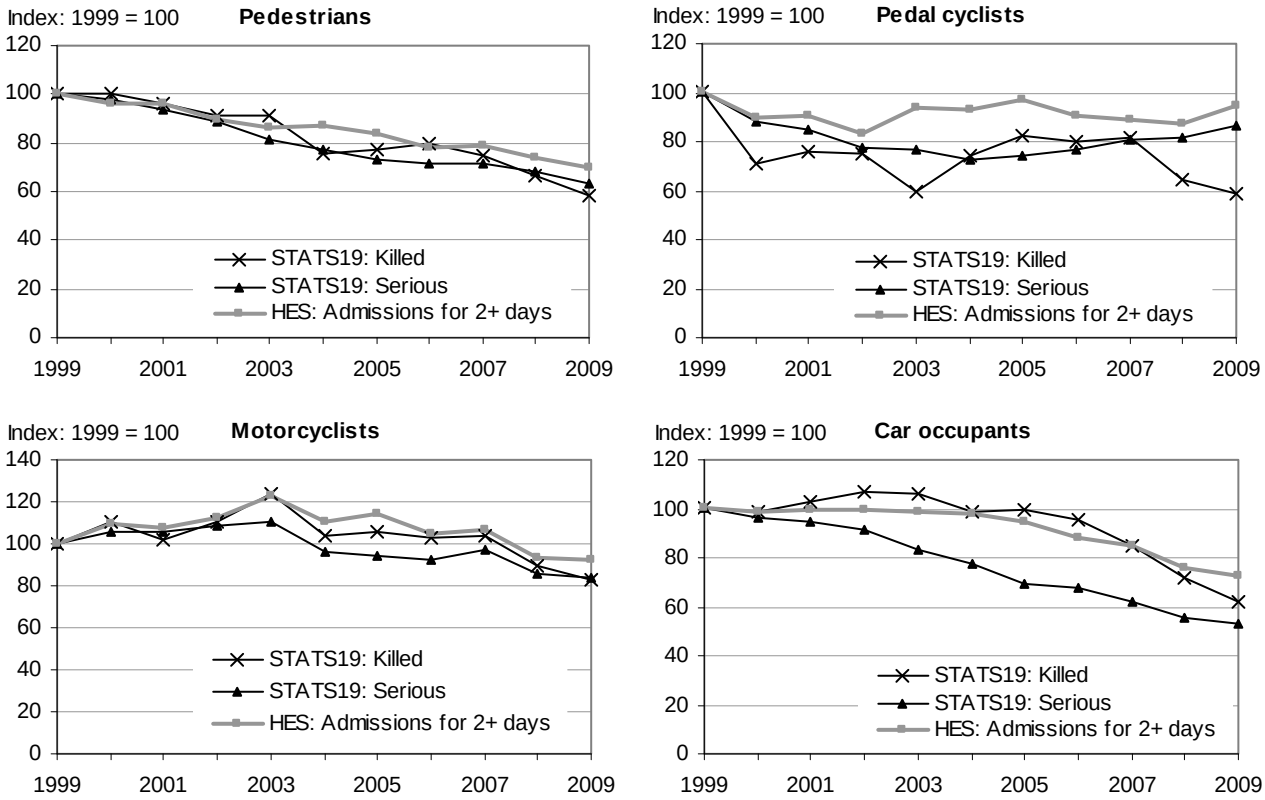
- Until 2005, STATS19 serious injuries fell more quickly than HES admissions for two or more days, but since then they have followed a similar trend. Admissions fell by 18 per cent between 2005 and 2009, while STATS19 serious injuries fell 15 per cent over this period.

- Admissions lasting 2 or more days have generally followed a more similar trend to STATS19 fatalities over the last decade, although the falls in fatalities seen in the last two years have not been matched by HES.

Chart 6e: STATS19 serious injuries and fatalities, and HES admissions for 2 or more days: England 1999-2009

Chart 6f shows the equivalent trends for the main road user groups. Pedestrian and motorcyclist admissions have very broadly followed similar trends to both serious injuries and fatalities in STATS19. Car occupant admissions have followed a trend more similar to fatalities than serious injuries over the last decade (though more similar to serious injuries in recent years). Pedal cyclist HES admissions follow a different trend to serious injuries in STATS19, though as noted above there are differences in coverage.

Chart 6f: STATS19 serious injuries and fatalities, and HES admissions for 2 or more days by road user type: England 1999-2009



While road traffic accident admissions in HES are affected by changes in hospital admission and recording practices, these changes are also likely to affect other hospital admissions. Chart 6g shows road casualty admissions as a proportion of all injury admissions.

- The proportion of all injury admissions made up by road casualties has fallen steadily over the past ten years, from 6.1 per cent in 1999 to 4.1 per cent in 2009. Among those admitted for 2 or more days the equivalent proportion fell from 6.8 per cent to 4.6 per cent.

- This provides a further indication of a reduction in the incidence of more serious casualties, though as the overall trend could be affected by trends in other causes of injury (such as falls and assaults) this is not conclusive.

Chart 6g: Road traffic admissions as a proportion of all injury admissions: HES 1999-2009

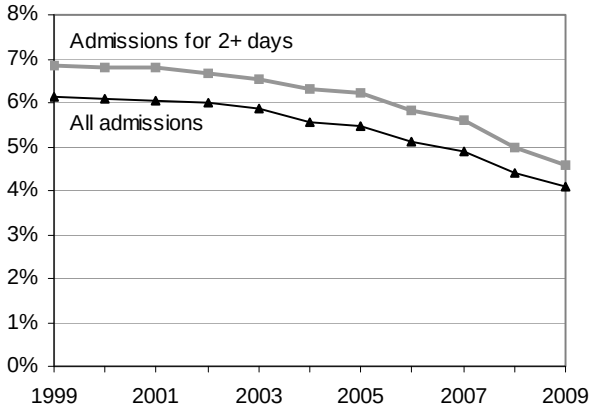


Table 6b summarises the HES and STATS19 serious injury data on road casualties between 2005 and 2009. In general (with the exception of pedal cyclists) the patterns shown are *broadly* similar. For example both data sources show car occupants having seen larger falls than other road users, and both show children having seen larger falls in recent years than adults.

Table 6b: STATS19 and HES figures: England 2005-2009

Please note: figures are not directly comparable (see text) Number (thousands)/*percentage*

	2005	2006	2007	2008	2009[P]	Change from: 2005	Change from: 2008
Hospital Episode Statistics: Emergency admissions[1]							
All admissions	4,487.6	4,579.8	4,626.7	4,826.6	5,051.4	*13*	*5*
All injury admissions[2]	762.4	794.8	825.0	862.7	944.3	*24*	*9*
All road traffic accident admissions							
All road casualties	41.5	40.5	40.3	38.0	38.7	*-7*	*2*
Pedestrians	7.8	7.7	7.8	7.4	7.2	*-8*	*-2*
Pedal cyclists	7.1	6.8	6.9	6.9	7.6	*8*	*11*
Motorcyclists	7.6	7.3	7.4	6.7	6.8	*-11*	*2*
Car occupants	15.2	14.9	14.5	13.7	13.9	*-8*	*2*
Male[3]	28.8	28.1	28.0	25.9	26.6	*-8*	*3*
0-15 years	4.9	4.4	4.3	3.8	4.0	*-19*	*4*
16-64 years	21.6	21.4	21.3	19.6	19.9	*-8*	*2*
65+ years	2.3	2.2	2.4	2.4	2.6	*14*	*8*
Female[3]	12.7	12.5	12.4	12.1	12.2	*-5*	*1*
0-15 years	2.2	2.0	1.8	1.7	1.6	*-26*	*-4*
16-64 years	7.9	7.7	7.8	7.5	7.5	*-5*	*0*
65+ years	2.7	2.8	2.7	2.9	3.0	*13*	*4*
Road traffic accident admissions for episodes of 2 or more days							
All road casualties	19.7	18.4	18.2	16.5	16.2	*-18*	*-2*
Pedestrians	4.1	3.9	3.9	3.7	3.4	*-17*	*-6*
Pedal cyclists	2.8	2.6	2.6	2.5	2.7	*-3*	*8*
Motorcyclists	4.6	4.2	4.2	3.7	3.7	*-19*	*-1*
Car occupants	6.5	6.1	5.9	5.2	5.0	*-23*	*-4*
Male[3]	13.7	12.8	12.8	11.4	11.2	*-18*	*-2*
0-15 years	1.7	1.5	1.4	1.2	1.2	*-28*	*6*
16-64 years	10.7	10.2	10.1	9.0	8.7	*-19*	*-3*
65+ years	1.3	1.2	1.3	1.3	1.3	*-1*	*0*
Female[3]	6.0	5.5	5.4	5.1	5.0	*-17*	*-3*
0-15 years	0.8	0.7	0.6	0.5	0.5	*-36*	*0*
16-64 years	3.6	3.3	3.3	3.0	2.9	*-20*	*-4*
65+ years	1.6	1.6	1.6	1.6	1.6	*-2*	*-1*
STATS19: Seriously injured casualties							
All road casualties	25.2	24.9	24.2	22.2	21.3	*-15*	*-4*
Pedestrians	5.6	5.5	5.5	5.2	4.8	*-14*	*-8*
Pedal cyclists	2.0	2.1	2.2	2.2	2.4	*17*	*6*
Motorcyclists	5.4	5.3	5.6	4.9	4.8	*-11*	*-2*
Car occupants	11.0	10.8	9.8	8.8	8.4	*-24*	*-5*
Male[3]	17.5	17.4	16.9	15.4	14.9	*-15*	*-3*
0-15 years	1.9	1.7	1.7	1.5	1.5	*-21*	*-2*
16-64 years	14.2	14.2	13.8	12.5	12.1	*-15*	*-4*
65+ years	1.1	1.1	1.1	1.0	1.1	*-2*	*2*
Female[3]	7.7	7.5	7.4	6.8	6.4	*-16*	*-6*
0-15 years	1.0	0.9	0.9	0.8	0.7	*-27*	*-8*
16-64 years	5.2	5.2	5.1	4.7	4.4	*-15*	*-5*
65+ years	1.3	1.2	1.2	1.2	1.2	*-7*	*-5*

P Provisional data. HES data for the 2009/10 financial year is provisional. All STATS19 data is final.

1 Finished inpatient admission episodes excluding in-hospital deaths.

2 Episodes with an external cause of injury recorded (ICD-10 codes V01 to Y98).

3 Includes cases where age is not recorded.

Part 2: HES data on road casualty injuries

The previous section compares HES data with STATS19; this section illustrates the sort of information that HES provides that STATS19 does not, and therefore why it is a useful additional source of data on road casualties.

This section looks at the body regions injured and the length of time spent in hospital for different road users. The length of a spell in hospital can only be determined once a patient has been discharged, so in order to look at time spent in hospital this section uses discharge episodes rather than admission episodes, which were used in the previous section. Therefore figures shown in this section will differ from those in the previous section. Casualties that died in hospital are also included in the figures in this section.

Body region of injury by road user type and age group

Chart 6h shows the proportion of discharged emergency road casualties in 2009 that sustained injuries to different parts of the body.

- Pedestrians were more likely to be admitted with a ***head or face*** injury than other road users (46 per cent). A considerably higher proportion of pedal cyclists admitted had head or face injuries (37 per cent) than motorcyclists (16 per cent).

- Car occupants were much more likely to suffer ***neck*** injuries than other road users (14 per cent, compared to less than 5 per cent of other road users). Car occupants were also more likely to have ***back*** injuries.

- Pedal cyclists and motorcyclists were more likely to have suffered an injury to their ***arms or shoulders*** than other road users, with 45 per cent of cyclists and 46 per cent of motorcyclists suffering such an injury.

- Thirty two per cent of all road users suffered an injury to their ***legs or hips***, including 49 per cent of pedestrians and 47 per cent of motorcyclists.

Chart 6h: Proportion of road casualties with injury to selected body regions: HES 2009

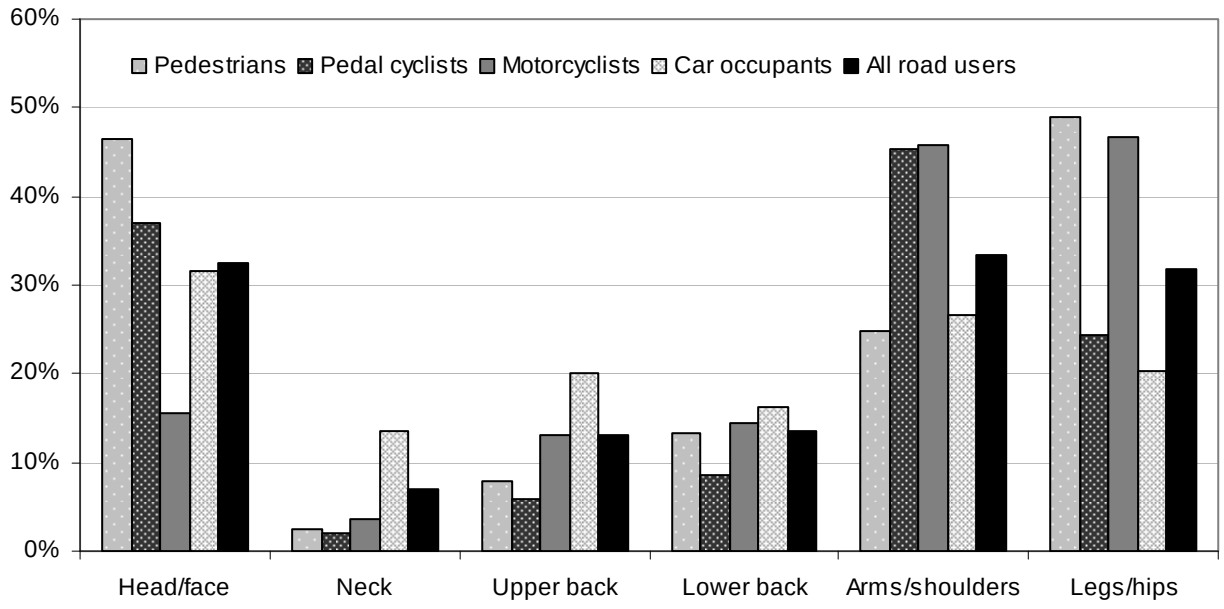


Table 6c and chart 6i show how the body region injured differs by age group:

- ***Children*** (aged 0-15 years) were more likely to have head injuries than adults across all road user types. In particular 46 per cent of child car occupants had head injuries compared to 32 per cent of car occupants overall.

- ***Casualties aged over 65*** were slightly more likely to suffer injuries to their legs or hips than younger casualties (38 per cent compared with 32 per cent overall). Overall 18 per cent of over 65s had an upper back injury compared to only 4 per cent of children.

Table 6c: Proportion of road casualties with injury to selected body regions, by road user type and age group[1,2]: HES 2009

Percentage /number

Body region	Pedestrians	Pedal cyclists	Motorcyclists	Car occupants	All road users[3]	Number of injuries (all road users)
Aged 0-15 years						
Head/face	*53*	*40*	*26*	*46*	*45*	2,436
Neck	*1*	*0*	*	*7*	*2*	81
Upper back/thorax	*4*	*2*	*4*	*9*	*4*	195
Lower back/pelvis	*13*	*9*	*12*	*17*	*11*	608
Arms/shoulders	*20*	*45*	*37*	*29*	*33*	1,766
Legs/hips	*52*	*21*	*40*	*17*	*33*	1,764
Number of casualties	1,965	2,446	194	627	5,394	
Aged 16-64 years						
Head/face	*44*	*36*	*15*	*33*	*31*	7,676
Neck	*3*	*3*	*4*	*15*	*9*	2,142
Upper back/thorax	*10*	*8*	*13*	*19*	*14*	3,545
Lower back/pelvis	*14*	*9*	*15*	*18*	*15*	3,674
Arms/shoulders	*26*	*46*	*46*	*27*	*35*	8,664
Legs/hips	*47*	*25*	*47*	*19*	*31*	7,659
Number of casualties	3,449	4,277	5,760	9,751	25,109	
Aged 65+ years						
Head/face	*42*	*32*	*25*	*22*	*28*	1,292
Neck	*2*	*3*	*4*	*8*	*5*	248
Upper back/thorax	*8*	*9*	*19*	*28*	*18*	832
Lower back/pelvis	*12*	*7*	*13*	*10*	*10*	444
Arms/shoulders	*30*	*36*	*35*	*24*	*27*	1,250
Legs/hips	*50*	*41*	*47*	*29*	*38*	1,730
Number of casualties	1,060	434	179	2,112	4,584	
All ages[4]						
Head/face	*46*	*37*	*16*	*32*	*33*	11,419
Neck	*2*	*2*	*4*	*14*	*7*	2,472
Upper back/thorax	*8*	*6*	*13*	*20*	*13*	4,580
Lower back/pelvis	*13*	*9*	*14*	*16*	*13*	4,729
Arms/shoulders	*25*	*45*	*46*	*27*	*33*	11,695
Legs/hips	*49*	*24*	*47*	*20*	*32*	11,165
Number of casualties	6,479	7,164	6,138	12,506	35,125	

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

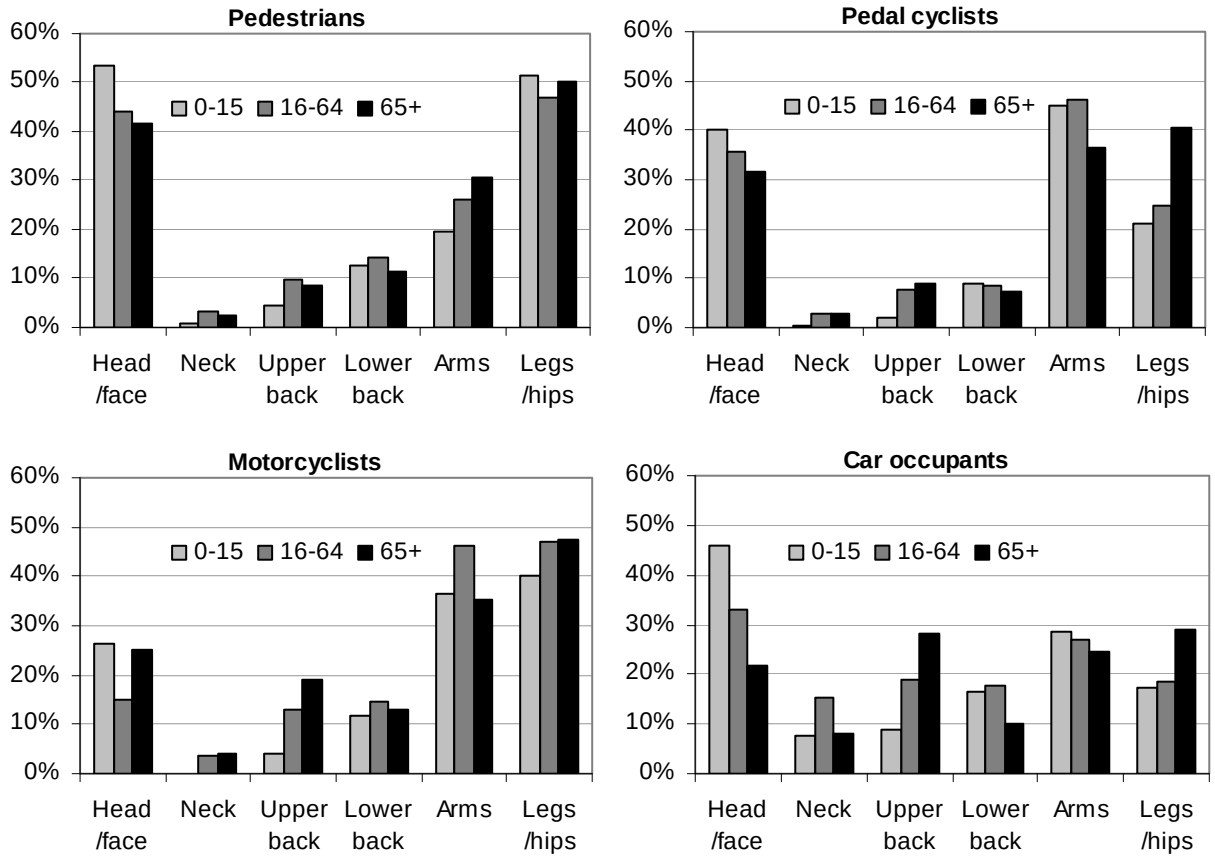
2 The figures in this table include casualties who died in hospital as well as those discharged alive.

3 Includes other road user types and cases where road user type is not known.

4 Includes cases where age is not known.

* Due to reasons of confidentiality, figures corresponding to a number of casualties between 1 and 5 have been suppressed and replaced with an asterisk.

Chart 6i: Proportion of road casualties with injury to selected body regions, by road user type and age group: HES 2009



Length of stay in hospital by road user type and body region injured

Table 6d shows lengths of stay in hospital for road casualties discharged alive by road user type in 2009. *Length of spell* is the difference in days between the admission date and the discharge date, so a length of 0 days indicates that a patient was discharged on the same day they were admitted. Chart 6j shows length of spell by body region injured and table 6e shows average spell lengths by age and body region injured.

Table 6d: Road casualties by length of spell in hospital and road user type: HES 2009

Percentage / number

	Pedestrians	Pedal cyclists	Motorcyclists	Car occupants	All road users[1]
Length of spell (discharged alive only)					
0 days	*22*	*29*	*20*	*36*	*29*
1 day	*29*	*35*	*24*	*28*	*28*
2 days	*11*	*14*	*13*	*9*	*11*
3-4 days	*12*	*11*	*15*	*9*	*11*
5-9 days	*12*	*8*	*16*	*9*	*11*
10-14 days	*5*	*2*	*6*	*4*	*4*
15+ days	*8*	*2*	*6*	*5*	*5*
Average length (days)	4.8	2.3	4.5	3.3	3.6
Total discharged alive	6,387	7,144	6,097	12,392	34,817
In-hospital deaths[2]	92	20	41	114	308
All casualties	6,479	7,164	6,138	12,506	35,125

1 Includes other road user types and cases where road user type is not known.

2 HES does not provide information on cause of death, so these were not necessarily all as a result of road accidents.

- The average length of a spell in hospital after a road traffic accident in 2009 was 3.6 days. Overall 29 per cent of casualties were discharged on the same day they were admitted, and 28 per cent spent one night in hospital.

- The highest average admission episode lengths were for casualties with back injuries and with leg or hip injuries, who spent on average over 6 nights in hospital. Head and neck injuries tended to result in shorter episodes, with over two thirds of such episodes lasting 0 or 1 days. It is possible that many of these represent cases where people were admitted for observation. This helps to explain differences in the length of episodes by road user group. For example, pedestrians and motorcyclists on average spent the longest time in hospital, and these were the groups with the highest proportion of leg or hip injuries.

- Older casualties on average spent longer in hospital for all injury types. Overall, over 65s averaged 6.6 days in hospital compared to 2.1 days for under 16s.

- Two thirds of in-hospital deaths had suffered a head injury, although this was not necessarily the cause of death in all cases as they may have had other injuries as well.

Chart 6j: Length of spell by body region injured for casualties discharged alive: HES 2009

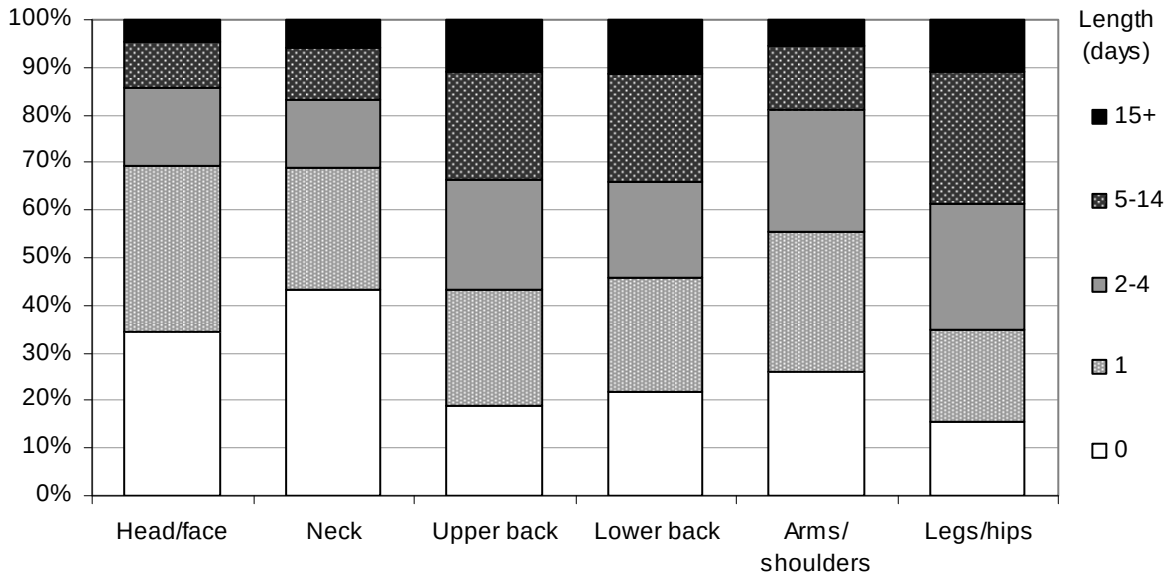


Table 6e: Average length of spell by body region injured and age: HES 2009

Number

	Head/face	Neck	Upper back/ thorax	Lower back/ pelvis	Arms/ shoulders	Legs/hips	All casualties[1]
Average length of spell (days)							
0-15 years	1.9	1.9	4.5	2.7	1.6	3.3	2.1
16-64 years	3.1	3.3	6.3	6.2	3.7	5.9	3.4
65+ years	4.8	6.1	7.4	11.5	6.3	10.6	6.6
All ages[2]	3.1	3.6	6.4	6.2	3.7	6.3	3.6
Total discharged alive	11,219	2,433	4,437	4,630	11,624	11,063	34,817
In-hospital deaths[3]	200	39	143	99	71	102	308
All casualties	11,419	2,472	4,580	4,729	11,695	11,165	35,125

1 Casualties may have more than one injury so columns may not add up to total.
2 Includes cases where age is not known.
3 HES does not provide information on cause of death, so these are not necessarily as a result of the injuries shown.

Part 3: Admissions for non-road traffic accidents

As well as providing information on casualties in road traffic accidents HES can also be used to look at hospital admissions resulting from non-traffic accidents which are not within the scope of STATS19, but nevertheless may still be of interest when looking at road safety issues. Three such examples are shown in Table 6f.

- Pedestrians injured in accidents involving a vehicle on the public highway (including footways) are included in STATS19, but pedestrian falls not involving a vehicle are not. In 2009 there were over 28 thousand emergency admissions to hospital for falls on the street or highway. Over half of these admissions were aged 65 or over.

- Over 6,600 cyclists were admitted to hospital in 2009 after being injured in a non-traffic accident. Eighty per cent of these were male and just over half aged under 16.

- In HES it is not possible to identify whether an animal rider or occupant of an animal drawn vehicle admitted to hospital was injured in a road traffic accident. They have therefore not been included in the figures in the rest of this article when comparing HES road traffic accident admissions with STATS19 casualties, as it is likely that the majority of these did not occur on the road. There were around 3,500 such admissions in 2009, of which 85 per cent were female. The type of animal being ridden or drawing the vehicle is not recorded but it seems likely that these will mostly be horses.

Table 6f: Emergency admissions for falls in the street, cyclists in non-traffic accidents and animal riders or occupants of animal drawn vehicles[1]: HES 2009

Number/*percentage*

		Falls on the street/highway[2]		Cyclist casualties in non-traffic accidents		Animal riders or occupants of animal drawn vehicles	
Age group	Gender	Number	Per cent	Number	Per cent	Number	Per cent
0-15 years	Female	467	*2*	764	*12*	704	*20*
	Male	744	*3*	2,691	*41*	61	*2*
	Total[3]	1,211	*4*	3,455	*52*	765	*22*
16-64 years	Female	4,761	*17*	499	*8*	2,230	*63*
	Male	7,156	*25*	2,371	*36*	435	*12*
	Total[3]	11,918	*42*	2,870	*43*	2,665	*76*
65+ years	Female	9,416	*33*	75	*1*	52	*1*
	Male	5,810	*20*	212	*3*	42	*1*
	Total[3]	15,226	*54*	287	*4*	94	*3*
All ages[4]	Female	14,659	*52*	1,338	*20*	2,987	*85*
	Male	13,736	*48*	5,275	*80*	542	*15*
	Total[3]	28,396	*100*	6,613	*100*	3,529	*100*

1 The figures in this table include casualties who died in hospital as well as those discharged alive.
2 These figures may be under-recorded as in 30 per cent of falls the location of the fall is not known.
3 Includes cases where gender is not recorded.
4 Includes cases where age is not recorded.

Annex A: HES data used in this article

All HES figures in this article relate to hospital *inpatients*. Inpatients are defined as patients who are admitted to hospital and occupy a bed, including both admissions where an overnight stay is planned and day cases. Those who attend A&E only are not included.

The main unit of recording in HES is the *finished consultant episode* (a period of admitted patient care under one consultant within one healthcare provider). This is not always the same as a single stay (spell) in hospital, because a patient may be transferred from one consultant to another during their stay. In these cases, there will be two or more episode records for the spell of treatment.

A *finished admission episode* is the first period of in-patient care within a spell in hospital. A *discharge episode* is the last episode during a spell, where the patient is discharged from the hospital (this includes transfer to another hospital). Finished episodes are usually counted against the year in which the episode finishes, but in this analysis we have used date of admission to count them against the year in which they started. Please note that admissions do not represent the number of inpatients, as a person may have more than one admission within the year, though this is likely to have a minimal effect on the overall patterns for road casualty admissions.

This article looks at trends up to 2009. 2009/10 financial year data are provisional and may have been collected before complete data could be provided by the NHS. Counts produced from them are likely to be lower than those generated for the same period in the final dataset, although any shortfalls will be most pronounced in the final two months of the period (February and March 2010) which are not included in this article. There may also be a variety of errors due to coding inconsistencies that have not yet been investigated and corrected.

In Part 1 and Part 3 of this article the HES figures represent counts of finished admission episodes that were emergency (rather than elective) admissions. Also, episodes relating to those dying in hospital (where method of discharge is death) have not been included in the analysis in Part 1, in order to give the closest possible comparison with the STATS19 seriously injured category. Part 2 of the article is based on emergency discharge episodes, to allow length of stay in hospital to be analysed. These figures are smaller than in Part 1 as not all admissions will have been discharged by the end of the 2009/10 financial year, and in some cases an inpatient with more than one episode in hospital may not have had the ICD-10 code identifying them as a road traffic accident admission recorded against the discharge episode. All figures are based on the calendar year in which a casualty was admitted.

In terms of road casualties, the coding of injury is likely to be more accurate in HES than in STATS19, but coding of location is likely to be less accurate meaning some off-road incidents may be recorded as traffic accidents, or, to a lesser extent, vice versa.

Acknowledgement
We are grateful to the Health and Social Care Information Centre for allowing us to access the HES system.

Annex B: Linking STATS19 and HES data

As outlined in last year's report, we have undertaken work to link data from STATS19 and HES at individual record level, in order to create a resource for research which brings together the details of accident circumstances and vehicles involved contained in STATS19 with the information about injuries sustained found in HES.

Table 6g shows the latest results of the data linkage. Figures have been revised from those previously published to take account of improvements to the methodology used. Over the period for which data has been linked, around a third of HES records have been linked to STATS19, with a similar proportion of STATS19 serious records linked to HES.

It should be noted that the trend in the number and proportion of STATS19 records linked is affected by an improvement in the quality and completeness of data for the linkage variables, in particular better recording of casualty postcode in STATS19.

We are currently working with the NHS Information Centre in order to make the linked data more widely available for research into the medical consequences of road accidents.

Table 6g: Results of linking STATS19 and HES data for England: 1999 to 2007

Number (thousands)/*percentage*

		1999	2000	2001	2002	2003	2004	2005	2006	2007	1999 to 2007
STATS19 serious	Linked records	9.3	10.2	10.3	10.0	9.9	10.0	10.3	10.3	10.8	91.1
	Total records	33.7	33.0	32.2	31.3	29.3	27.1	25.2	24.8	24.2	260.7
	% Matched	*27*	*31*	*32*	*32*	*34*	*37*	*41*	*41*	*45*	*35*
STATS19 slight	Linked records	6.1	6.6	6.8	6.5	7.1	7.6	8.2	8.0	8.0	64.7
	Total records	248.5	249.9	244.6	234.8	225.6	219.0	212.1	200.7	192.7	2,027.9
	% Matched	*2*	*3*	*3*	*3*	*3*	*3*	*4*	*4*	*4*	*3*
STATS19 all injuries	Linked records	15.3	16.8	17.1	16.5	17.0	17.6	18.5	18.3	18.8	155.8
	Total records	282.2	282.8	276.8	266.0	254.9	246.0	237.3	225.6	217.0	2,288.6
	% Matched	*5*	*6*	*6*	*6*	*7*	*7*	*8*	*8*	*9*	*7*
Hospital road transport admissions[1]	Linked records	15.3	16.8	17.1	16.5	17.0	17.6	18.5	18.3	18.8	155.8
	Total records	52.3	51.1	50.1	49.6	53.0	54.3	57.9	56.8	56.5	481.7
	% Matched	*29*	*33*	*34*	*33*	*32*	*32*	*32*	*32*	*33*	*32*

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

7. Road Safety Research: an Overview

Road Safety Research and Statistics, Department for Transport

Summary

This article summarises the road user safety research programme which together with the statistical analysis of the database of injury accidents reported to the police provides evidence to underpin road safety policy and practice. It also includes the key findings of some specific pieces of research which provide insights into road accident causation and road user behaviour.

The research programme

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

The research programme has the following main objectives:

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

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

The following gives some examples of research commissioned by the Department and published in 2009/10 to meet these objectives:

Understanding the causes and consequences of collisions

To complement the police STATS19 data which provides the statistics in this publication, a number of road accident in-depth studies have been undertaken in recent years to provide more detailed data for a subset of collisions. These studies provide a fuller understanding of the factors contributing to collisions and their impacts, and have formed the basis for recent research on speed and driver offending.

Speed related collisions

The Characteristics of Speed Related Collisions (Road Safety Research Report No. 117) Data from the On The Spot (OTS)[1] study were used to investigate the characteristics of speed related road traffic accidents. This allowed the profiles of speed-related and non-speed-related collisions to be compared and their respective natures to be explored – Table 7a summarises the characteristics found to be over-represented in speed related collisions. In total, there were in-depth investigations of about 500 collisions per year, and in excess of 3,000 pieces of information were recorded about each collision.

Table 7a Summary of the characteristics of speed related collisions

Collision Severity	Fatal Collisions	Fatal and Serious Collisions	Non-Injury Collisions
Environment and road class	Unclassified rural roads	Unclassified urban and rural roads	Rural B roads and unclassified roads
Environment and speed limit	30 mph rural roads	30 mph urban and rural roads	60 mph rural roads
Driver age and gender	Males under 30	Males under 30	Males under 30
Vehicle type	-	Cars and motorcycles	Cars
Car body style	-	Hatchbacks and sports	Hatchbacks and sports
Vehicle age	-	Vehicles 10 or more years old	Vehicles 10 or more years
Number of occupants (cars only)	-	Two or more occupants	Four or more occupants
Collision type	Head on, lost control, cornering	Head on, lost control cornering	Head on, cornering
Conflicts	Lost control turning, overtaking on straight and on curve	Lost control overtaking, turning, or on curve. Head on straight or swinging wide. Missed intersection or end of road	Lost control on curve, turning left or right. Missed intersection or end of road. Head on, swinging wide or unknown. Cornering
Contributory factors	Excess/inappropriate speed, loss of control, alcohol, aggressive, careless, reckless, or in a hurry	Excess/inappropriate speed, loss of control, alcohol, stolen vehicle, aggressive, careless, reckless, or in a hurry	Vision affected by road layout or weather. Slippery road due to weather. Excess/inappropriate speed, loss of control, aggressive, careless, reckless, or in a hurry

Relationship between Speed and Risk of Fatal Injury: Pedestrians and Car Occupants (Road Safety Web Publication No.16) Data from in-depth accident investigation studies and police fatal accident files were used to calculate the relationship between impact

[1] The On The Spot Study (OTS) began in 2000 and finished in 2010. It was funded by the Department for Transport and the Highways Agency. It aimed to establish an in-depth database that could be used to improve the understanding of the causes and consequences of road traffic collisions, and thus aid the Government in reducing road casualties.

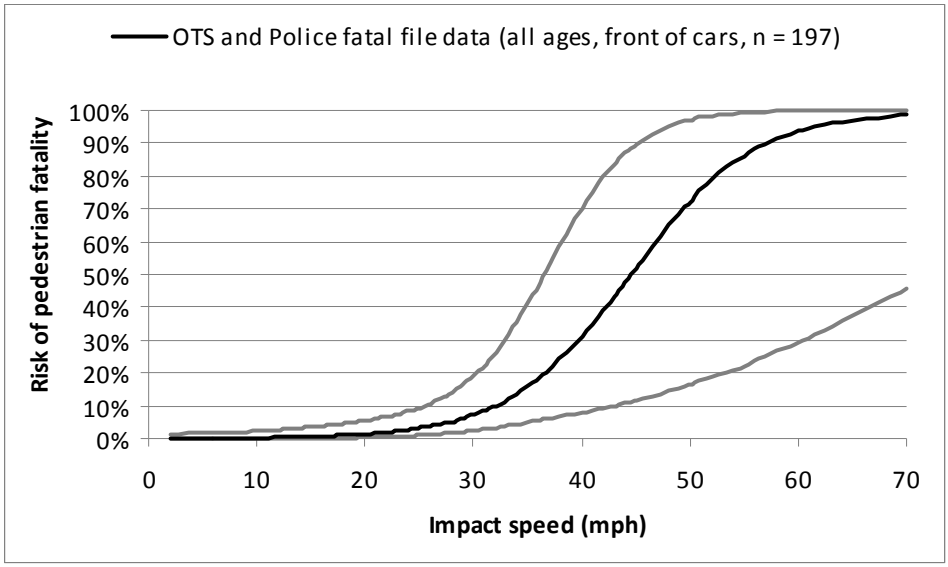
speed and risk of fatal injury for both pedestrians and car occupants in road traffic collisions.

- For pedestrians in impacts with the front of cars the risk of fatality increases slowly until impact speeds of around 30 mph. Above this speed, risk increases rapidly (between 3.5 and 5.5 times from 30 mph and 40 mph).

- The risk of pedestrian fatality at an impact speed of 30 mph is approximately 7 per cent. (Chart 7a[2]). The risk at an impact speed of 40 mph is higher, approximately 31 per cent. The confidence intervals (the dashed lines in the figure) get much wider as the impact speed increases, because there are fewer pedestrians in the sample at higher speeds, reducing the precision of the estimate.

- This new research supersedes data we have used previously (Ashton and Mackay, 1979)[3], with slightly lower risks, possibly associated with better brakes and better pedestrian protection on modern cars.

Chart 7a. Risk of pedestrian fatality calculated using logistic regression from the OTS and Police fatal file dataset



Offending and accidents

Linking Offence Histories to Accident Causation Using OTS (TRL Report forthcoming) This research explored the relationship between offences and accident involvement for active road users[4] involved in collisions within the Nottinghamshire and Thames Valley regions. Collision data from the On The Spot (OTS) study was linked to Police National Computer (PNC) and Driver and Vehicle Licensing Agency (DVLA) to create an anonymised dataset for analysis.

- Where the researchers were able to match road users involved in road accidents with DVLA and/or PNC offence records, just under half had an offence record.

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[2] Logistic regression was used on the OTS and Police Fatal File datasets, weighted using weighting factors. The result of using this method on the total OTS and Police Fatal File sample is shown in Chart 7a.

[3] Ashton, S. J. and Mackay, G. M. (1979) *Some characteristics of the population who suffer trauma as pedestrians when hit by cars and some resulting implications*. Proceedings of the 4th IRCOBI conference.

[4] A person in charge of their own movement (to include drivers, cyclists, and pedestrians but excluding all passengers)

- Of these, the most common offence type was motoring offence. The most common types of motoring offences were speed limit offences, followed by driving after consuming alcohol or taking drugs, and then vehicle insurance offences.

- The next most common offence types were violence against the person, followed by theft and handling stolen goods.

- For both PNC and DVLA datasets, males were more likely to have offence histories than females.

- A higher percentage of offences were found for individuals who were considered by OTS accident investigators to be at fault for the accidents. This supports the theory that people who take risks by offending may take greater risks as drivers.

Understanding high risk groups

Motorcyclists
Motorcyclists represent 21 per cent of fatalities and only 1 per cent of traffic - we have an on-going programme of research to look at training, testing and individual characteristics of motorcyclists.

Passion, Performance, Practicality: Motorcyclists' Motivations and Attitudes to Safety (TRL Report PPR442) Motorcyclists were segmented into seven groups based on their motivation for riding. A conceptual model was developed for the seven segments and the riders' passion for motorcycling and their relationship to performance were measured. This process was used to describe and quantify their riding behaviour. The segmentation has potential application across a wide range of safety issues, particularly in developing appropriate road safety material for each group. A total sample of 1,019 riders were recruited and interviewed for the quantitative component. 999 were allocated to a segment solution.

- **Performance disciples (8.3 per cent)** These are committed, all-year riders with a total focus on high performance riding – and a strong dislike for anything that gets in the way of it.

- **Performance hobbyists (14.7 per cent)** These are solitary, summer-only riders, for whom riding is all about individual experiences and sensations – and who are not concerned about what other riders are doing.

- **Riding disciples (16.3 per cent)** These are passionate riders for whom riding is a way of life, built on a strong relationship with the bike itself and membership of the wider fraternity of riders.

- **Riding hobbyists (14.5 per cent)** These are older, summer-only riders who enjoy the social interaction with other riders almost as much as the riding itself – and who like to look the part.
- **Car rejecters (10.1 per cent)** These are escapees (a higher proportion of women than in any other segment) from traffic jams, parking tickets, fuel costs and other problems

associated with car use – who don't care for motorcycles, but do care for low-cost mobility.

- **Car aspirants (11.2 per cent)** These are young people looking forward to getting their first car when age/finances allow – but for the time being are happy to have got their own wheels.
- **Look-at-me enthusiasts (24.8 per cent)** These are mostly young riders with limited experience but limitless enthusiasm, for whom riding is all about self-expression and looking cool.

Cyclists

A programme of work was commissioned to understand road user safety issues in relation to cycling. This includes a detailed analysis of cyclist casualties in Great Britain, an evaluation of the effectiveness of cycle helmets from several perspectives, and qualitative research carried out with cyclists and other road users.

Collisions Involving Cyclists on Britain's Roads: Establishing the Causes (TRL Report PPR 445)

- A high proportion of collisions occurred at junctions. In collisions involving a bicycle and another vehicle, the driver's having 'failed to look properly' was reported to be a key contributory factor.

- Rural roads present particular challenges for cyclists as the risk of being killed is much higher than for other roads.

- Collisions at night/in the dark were more likely to result in a fatality and in these types of accident the bicycle was commonly impacted in the rear by another vehicle.

- HGVs present particular challenges for cyclists and are over-represented in cyclist fatalities compared with other road users. These accidents were more common at junctions where the main collision configuration was the HGV driver making a left turn while the cyclist was going ahead.

The Potential for Cycle Helmets to Prevent Injury: A Review of the Evidence (TRL Report PPR 446) Assuming that cycle helmets are a good fit and worn correctly, they could be expected to be effective in a range of accident conditions, particularly:

- the most common accidents that do not involve a collision with another vehicle, often simple falls or tumbles over the handlebars; and also

- when the mechanism of injury involves another vehicle glancing the cyclist or tipping them over causing their head to strike the ground.

A specialist biomechanical assessment of over 100 police forensic cyclist fatality reports predicted that between 10 per cent and 16 per cent could have been prevented if they had worn an appropriate cycle helmet.

Of the on-road cyclist casualties admitted to hospital in England:

- 10 per cent suffered injuries of a type and to a part of the head that a cycle helmet may have mitigated or prevented; and a further

- 20 per cent suffered 'open wounds to the head', some of which are likely to have been to a part of the head that a cycle helmet may have mitigated or prevented.

Cycling, Safety and Sharing the Road: Qualitative Research with Cyclists and Other Road Users (Road Safety Web Publication No. 17) When understanding cyclists' motivations for getting on a bike, cycling is not a single homogeneous activity. Instead it can be viewed as a number of different activities that share the use of a two-wheeled unpowered vehicle with different behavioural approaches used to manage perceived risks. There appeared to be diverse use of roads for cyclists. Some cyclists preferred dedicated infrastructure and others preferred to share the road. There was a lack of consensus about whether and how cyclists belong on roads and the safest form of infrastructure.

Drink driving
A number of recent studies have been carried to inform policy on drinking and driving and drink-drive campaigns.

A Qualitative Study of Drinking and Driving: Report of Findings (Road Safety Research Report No.114) This study involved 50 in depth interviews with those who had recently driven after drinking. It showed that drinking and driving cultures in the UK create a conflict that poses a challenge to policy and campaigns in this area:

- Respondents thought that driving after drinking was a serious issue, but were often not good at recognising their own risky behaviour. They did not see themselves as the primary target for campaigns, although generally supportive of the messages.

- Most of the respondents drank more than they initially reported, especially on occasions where either the drinking or the driving was not planned in advance.

- There was evidence of widespread complacency or denial. Respondents tended to perceive their own behaviour as safe, even when they thought they were over the limit.

- Many respondents had only patchy knowledge about the effects of alcohol on the ability to drive safely, the legal limit and the penalties and consequences of driving over the limit.

- The findings of the qualitative research resonated strongly with the literature review conducted in parallel (*Road Safety Research Report No.113*)

Several studies were undertaken to support the independent North review of drink and drug driving which reported in June 2010 (http://northreview.independent.gov.uk/report), including the following commissioned by DfT:

- *The Relationship between Blood Alcohol Concentration (BAC) and Breath Alcohol Concentration (BrAC): A Review of the Evidence (Road Safety Web Publication No. 15)* This report relates to observations about the blood/breath ratio of alcohol, which is used in European Union countries when statutory BrAC limits are derived from existing BAC limits. Laboratory studies demonstrate wide variations in this ratio depending on the time after drinking when tests are made.

Understanding road user behaviour

Research on road user behaviour includes understanding peoples' attitudes and behaviours through qualitative and quantitative research and routine data collection using observation surveys.

Attitudes to road safety
Several recent studies have explored public attitudes to road safety issues.

DfT Citizens Panel Road Safety (Road Safety Web Publication No.10) summarises the results of a wave of the DfT on-line citizens panel exploring attitudes to road safety (427 interviews were carried out in November 2008). Although the British road network was considered by a majority of panellists to be safe to drive on, dangerous drivers, speeding drivers and congestion were of concern to those who thought the network unsafe.

Understanding Public Attitudes to Road User safety (Road Safety Research Report No.111) This was a qualitative study carried out through a series of workshops with a mix of road users (240 participants in total). This work provides an in-depth understanding of how the public engage with the issue of road user safety:

- Overall, the road environment was not viewed as especially risky.

- As with previous research, individuals tended to view themselves as good drivers and others as poor drivers

- Participants attributed risky driving behaviour to a number of factors impacting on drivers' skill including time pressure, distractions, alcohol, drugs, poor road quality and congestion – rather than a skill deficit *per se*.

This was followed up by including questions about driver behaviour and experiences in an omnibus survey between February and April 2010[5]. The results are generally in line with similar studies.

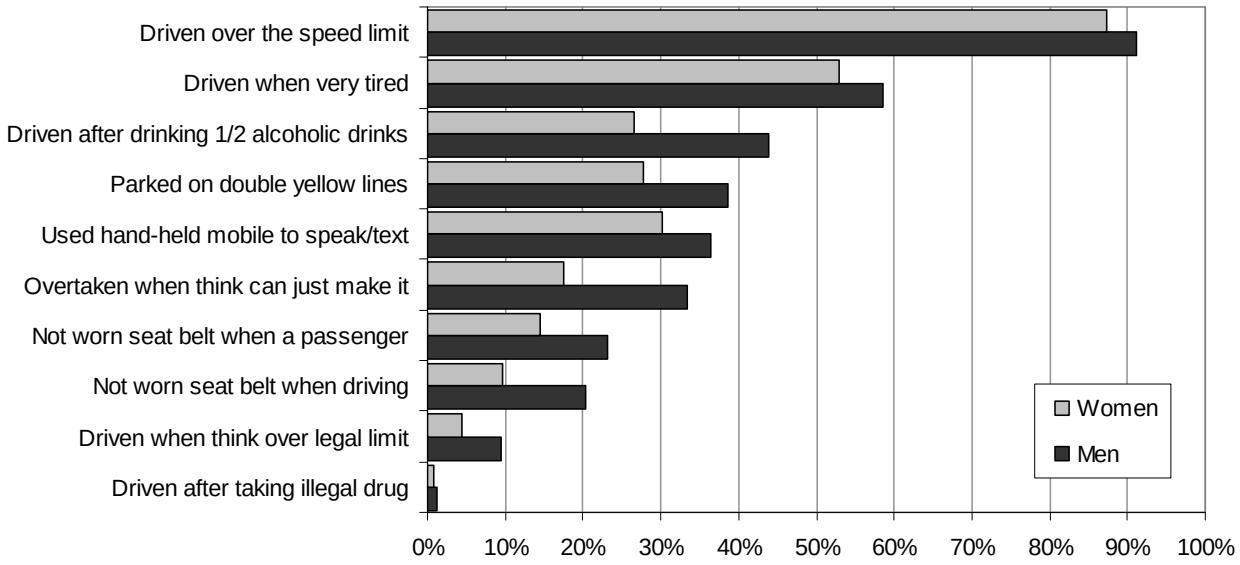
- Respondents were asked what they thought was the most common cause (from a list) of road accidents. Driving after drinking was most frequently mentioned - this contrasts with contributory factors to accidents recorded by the police, where 'failed to look properly' is most common (see article 4).

- Drink driving was most frequently mentioned as the most important road safety issue for Government to address, followed by exceeding the speed limit.

- The majority of drivers reported driving over the speed limit at least once or twice during the previous 12 months – Chart 7b shows the reported prevalence of a number of other potentially risky behaviours.

Chart 7b: Percentage who report potentially risky behaviours whilst driving at least 'once or twice' in last 12 months - drivers by sex

[5] The National Centre for Social Research (NatCen) omnibus is a household survey designed to carry questions on a range of social data for government and other non-profit organisations. A total of 1,538 responses were received, representing a response rate of 55 per cent.



Source: NatCen omnibus survey, Feb-April 2010. Unweighted base 500 (men), 558 (women) [except 'not worn seatbelt as passenger' 463 (men) and 718 (women)]

Monitoring road user behaviours – seatbelt and mobile phone use

Regular roadside observation surveys are undertaken to monitor trends in seatbelt wearing and mobile phone use[6]. The most recent surveys were carried out in two areas of England during October and November 2009. These surveys found that:

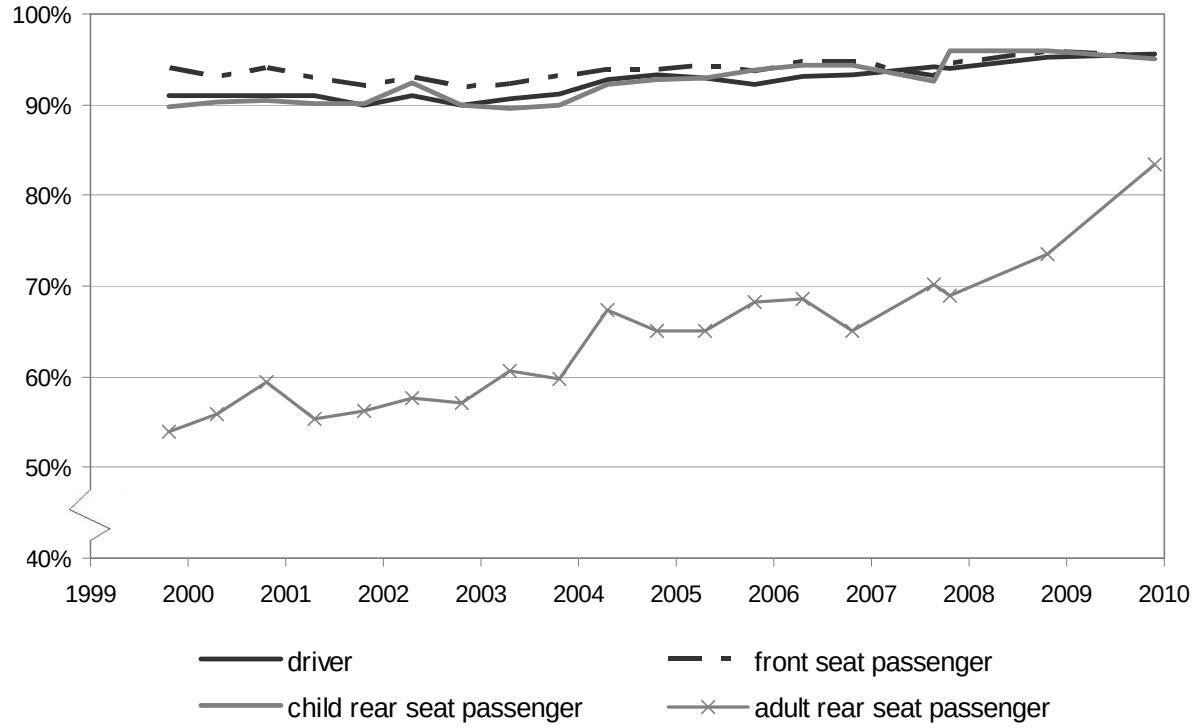
- Observed **seatbelt** wearing rates for car drivers and front seat passengers remained high in the survey areas, at 95 per cent in 2009. Wearing rates are lower for adult rear seat passengers, but have increased over the last decade (Chart 7b)

- Since the last survey in September 2008, the proportion of drivers observed using hand-held **mobile phones** whilst driving increased from 1.1 per cent to 1.4 per cent for car drivers, and from 2.2 per cent to 2.6 per cent for van and lorry drivers.

- An increase in the number of drivers who appear to be using hands free mobile phones from 0.5 per cent to 1.4 per cent for car drivers and from 1.1 per cent to 2.4 per cent for van and lorry drivers was observed in the same period.

[6] http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/seatbeltmobile

Chart 7c: Overall seat belt wearing rate for car occupants (weekdays), 1999: 2009



Source: Observational surveys of seatbelt wearing

Local evaluation

An evaluation project has been commissioned to assess local road user safety policy and practice. Taking a case study approach, it will examine what has worked and not worked, for whom, in what circumstances, and why.

Better Use of Road Safety Evidence

The aim of the Better Use of Road Safety Evidence project is to facilitate access to data and other evidence, to ensure road safety professionals and the public gain access to the best road safety evidence available. The project also aims to promote the 'data led' concept to encourage more use of data to understand the problem. The project will utilise existing networks to improve access to good quality evidence, analysis, information, and guidance for the public and road safety professionals.

Contact point for further information: Roadsafety.Research@dft.gsi.gov.uk

Notes

The main tables in this publication analyse personal injury road accidents reported to the police, consequent casualties, the vehicles involved and their drivers. Both numbered tables, and charts and tables from articles 1-4, are included in the index at the end of the report.

The statistics refer to personal injury accidents on public roads (including footways) which become known to the police within 30 days. For the definition of accidents included see "Definitions, symbols and conventions". In particular, damage-only accidents, with no human casualties or accidents on private roads or car parks are not included The data are collected by police at the scene of an accident or in some cases reported by a member of the public at a police station. Some 50 data items are collected for each accident, including the time and location of the accident, the types of vehicles involved and what they were doing at the time of the accident, and some information on the drivers and casualties involved. The data are processed and then passed by the police (or their agent) to the Department for final checking and analysis.

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

This is a National Statistics publication. National Statistics are produced to high professional standards set out in the Code of Practice for Official Statistics. They undergo regular quality assurance reviews to ensure that they meet customer needs. They are produced free from any political interference. In 2009 road casualty statistics (STATS 19) were confirmed in their designation as National Statistics. Most of the statistics presented in this publication are designated as National Statistics. However, some figures we believe are robust enough to give a reasonable indication of overall trends, but their quality cannot be assured to the rigorous standards required by National Statistics; these are flagged as being outside the scope of National Statistics.

Comparisons with death registrations show that very few, if any, fatal accidents do not become known to the police[1]. However, it has long been known, that a considerable proportion of non-fatal injury accidents are not reported to the police and are therefore not included in this publication. There is no legal obligation to report accidents, provided the parties concerned exchange personal details at the scene. In addition, earlier research suggests a fifth of casualties reported to the police may be unrecorded. Studies confirm the view that the police are more likely to underestimate severity of injury because of the difficulty in distinguishing severity at the scene of the accident.

The Department is continuing to undertake research on levels of reporting in police data and to make comparisons with other sources of road safety data. Articles[2] were published in Road Casualties Great Britain: Annual Reports in 2006 (pages 60-72), 2007 (pages 66-78) and 2008 (pages 58-84). Article 5 in RRCGB 2008 provided an overview of other data

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

[2] http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/

on road safety (including hospital data) and also provided a first broad estimate of the total number of road casualties in Great Britain, derived from survey data with cross-checking against other data sources. Article 5 in this publication provides an update of this broad estimate of the total number of road casualties in Great Britain, discusses how the estimates have been derived, and their limitations. Our best current estimate is that the total number of road casualties in Great Britain each year, including those not reported to police, is within the range 610 thousand to 780 thousand with a central estimate of 700 thousand. Initial results of a follow-up study with survey respondents suggest this figure is more likely to represent an overestimate of the true number, which includes *some* accidents not within the scope of the police data – for example, those which occur off road.

The police data are therefore not a complete record of all injury accidents and this should be borne in mind when using and analysing the data included in this publication. However, police data on road accidents (STATS19) remain the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain, in particular for monitoring trends over time. However, in the future hospital and survey data are likely to provide further useful evidence, including on trends. Article 6 of this report analyses hospital admissions data on road casualties.

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

Tables 1, 3, 9, 10, 26, 28, 42 and article 1 include traffic or accident/casualty rates per billion miles. These figures are not directly comparable with figures in previous reports which showed rates per 100 million kilometres. Conversion factor: 1 kilometre = 0.6214 mile. In addition, tables 31, 51, 52 and article 1 show casualty rates per million population but in previous reports these have been expressed as rates per 100,000 population.

Tables 3, 4, 5-7c, 30b, 38b and 46b in the main body of tables of the report include an average of aggregated accident and casualty data for the years 1994 to 1998. The average for these years represents the baseline figure for national road casualty reduction targets set in 2000. 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 2009. Tables 46a and b show these totals by local authority; the individual figures are, however, liable to differ slightly from those available locally because local authorities may continue to incorporate corrections long after the end of the year.

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

Notes to individual tables

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Table 51. Provisional 2009 fatality and fatality rates per million population have been included together with 2008 data. The number of motor vehicles per population and fatality rates per 10,000 vehicles are not shown in this years table due to lack of consistent data.

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

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

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

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

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

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

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

The following definitions are used:

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

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

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

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

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

Bus or coach: Figures for work buses are included.

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

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

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

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

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

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

Definitions, symbols and conventions

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

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

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

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

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

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

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

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

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

Daylight: All times other than *darkness*.

DfT: Department for Transport

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

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

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

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

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

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

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

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

KSI: Killed or *seriously injured*.

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

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

Motorways: Motorway and A(M) roads.

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

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

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

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

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

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

Riders: Persons in control of *pedal cycles, motorcycles* or ridden animals. Other occupants of these *vehicles* are *passengers*.
Road users: Pedestrians and vehicle riders, drivers and passengers.

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

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

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

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

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

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

Speed limits: Permanent speed limits applicable to the roadway.

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

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

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

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

Vehicles involved in accidents: Vehicles whose *drivers* or *passengers* are injured, which hit and injure a *pedestrian* or another *vehicle* whose *driver* or *passengers* are injured, or which contributes to the *accident*. *Vehicles* which collide, after the initial

accident which caused injury, are not included unless they aggravate the degree of injury or lead to further *casualties*. Includes *pedal cycles* ridden on the footway.

Symbols and conventions used

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

Symbols: The following symbols have been used throughout:

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

.. = not available/applicable.

Conversion factor: 1 mile = 1.6093 kilometres.

TABLES

1a Vehicle population, traffic and road length: 1999-2009

(a) Vehicles currently licensed by body type — Thousands

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Motorcycles	889	954	1,010	1,070	1,135	1,191	1,206	1,224	1,263	1,291	1,292
of which: Over not over											
50cc	128	151	165	166	170	172	163	154	150	148	137
50cc - 125cc	159	171	184	189	194	202	206	212	225	239	240
125cc - 500cc	201	198	195	204	210	212	209	206	205	206	206
over 500cc	400	432	465	511	560	605	628	651	682	697	708
Cars[1]	23,975	24,406	25,126	25,782	26,240	27,028	27,520	27,830	28,228	28,390	28,459
Buses or coaches[2]	68	71	71	72	73	73	74	77	77	78	78
Light good vehicles	2,342	2,383	2,461	2,542	2,653	2,822	2,943	3,060	3,187	3,236	3,224
Heavy good vehicles	459	471	477	485	491	506	508	525	528	519	499
Other motor vehicles[3]	634	614	601	605	616	638	645	652	674	693	706
All motor vehicles	28,368	28,898	29,747	30,557	31,207	32,259	32,897	33,369	33,957	34,206	34,258

(b) Traffic by vehicle type — Billion vehicle miles

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Pedal cycles	2.5	2.6	2.6	2.7	2.8	2.6	2.8	2.9	2.6	2.9	3.1
Motorcycles	2.8	2.8	3.0	3.2	3.5	3.2	3.4	3.2	3.5	3.2	3.2
Cars and taxis[4]	235	234	238	244	244	247	247	250	251	250	249
Buses or coaches[2]	3.3	3.2	3.2	3.2	3.3	3.2	3.2	3.3	3.6	3.2	3.2
Light goods vehicles	32	32	33	34	36	38	39	40	42	42	41
Heavy goods vehicles	17	18	17	18	18	18	18	18	18	18	16
All motor vehicles	290	290	295	302	305	310	310	315	319	316	313
All vehicles	293	293	297	305	308	312	313	318	321	319	316

(c) Traffic by road class — Billion vehicle miles

	1,999	2,000	2,001	2,002	2,003	2,004	2,005	2,006	2,007	2,008	2,009
Motorways	55	55	56	58	58	60	60	62	62	62	62
A roads	133	132	134	136	138	140	139	141	140	139	139
Minor roads[5]	106	106	107	111	112	113	114	115	119	118	116
All roads	293	293	297	305	308	312	313	318	321	319	316

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

	1,999	2,000	2,001	2,002	2,003	2,004	2,005	2,006	2,007	2,008	2,009
Motorways	2,143	2,154	2,160	2,161	2,161	2,189	2,187	2,209	2,211	2,211	2,212
A roads											
Urban	6,901	6,906	6,917	6,923	6,914	6,921	6,902	6,924	6,921	6,901	6,916
Rural	22,036	22,054	22,072	22,079	22,074	22,077	22,090	22,132	22,123	22,112	22,145
All A roads	28,937	28,960	28,989	29,001	28,988	28,998	28,991	29,056	29,044	29,012	29,061
Minor roads[5]											
Urban	80,821	81,047	81,277	81,505	81,745	80,727	80,894	81,226	81,360	81,349	81,536
Rural	130,133	130,321	130,511	130,701	130,896	128,975	129,025	132,583	132,750	132,538	132,277
All minor roads	210,954	211,367	211,788	212,206	212,641	209,702	209,919	213,809	214,110	213,887	213,813
All roads	242,034	242,482	242,937	243,368	243,790	240,889	241,097	245,074	245,366	245,110	245,086

1 Excludes three wheelers.
2 Excludes minibuses.
3 Includes taxis, minibuses and three wheelers.
4 Includes three wheelers.
5 B roads, C roads and unclassified surfaced roads.

1b Road traffic by vehicle type and road class: 2008-2009 and 1994-98 average

Billion vehicle miles

2009	Pedal cycles	Motorcycles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles	All vehicles
Motorways	..	0.3	47	0.3	7.6	7.0	62	62
Urban A roads	0.4	0.6	41	0.7	6.0	1.6	50	50
Rural A roads	0.1	0.8	69	0.6	12	5.8	88	88
All A roads	0.5	1.3	111	1.3	18	7.4	138	139
All major roads	0.5	1.6	157	1.6	25	14	200	201
Minor roads[1]	2.5	1.6	92	1.6	16	2.0	113	116
All roads	3.1	3.2	249	3.2	41	16	313	316

2008	Pedal cycles	Motorcycles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles	All vehicles
Motorways	..	0.3	46	0.3	7.6	7.5	62	62
Urban A roads	0.4	0.6	41	0.7	6.0	1.7	50	50
Rural A roads	0.1	0.7	69	0.6	12	6.3	89	89
All A roads	0.5	1.3	110	1.3	18	8.1	138	139
All major roads	0.5	1.6	157	1.6	25	16	201	201
Minor roads[1]	2.4	1.6	93	1.7	17	2.3	116	118
All roads	2.9	3.2	250	3.2	42	18	316	319

1994 - 98 Average	Pedal cycles	Motorcycles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles	All vehicles
Motorways	..	0.2	37	0.3	5.0	6.3	49	49
Urban A roads	0.4	0.5	42	0.8	4.9	2.0	50	50
Rural A roads	0.1	0.6	61	0.5	8.1	5.9	76	77
All A roads	0.5	1.1	103	1.3	13	7.9	126	127
All major roads	0.5	1.3	140	1.7	18	14	175	175
Minor roads[1]	2.0	1.1	83	1.4	11	2.1	99	101
All roads	2.5	2.4	223	3.1	29	16	274	276

1 B roads, C roads and unclassified surfaced roads

2 Population, vehicle population, index of vehicle mileage, reported accidents and casualties: by road user type and severity: 1930-2009

						Reported casualties from road accidents						
			Index of vehicle traffic[1] 1949=100			Killed					Injured	All severities
Year	Popula ion (millions)	Motor vehicles currently licensed (m'lns)	Motor traffic	All traffic	Accidents ('000s)	Pedest-rians	Pedal cyclists[2]	M'cycle users[2]	Others[3]	All	('000s)	('000s)
1930	44.6	2.3	..	..	157	3,722	887	1,832	864	7,305	178	185
1935	45.6	2.6	..	..	196	3,073	1,400	1,277	752	6,502	222	228
1940	46.9	2.3	..	..	..	4,724	1,363	1,270	1,252	8,609	..	..
1945	47.8	2.6	..	..	..	2,602	918	553	1,183	5,256	133	138
1950	49.2	4.4	114	104	167	2,251	805	1,129	827	5,012	196	201
1955	49.6	6.5	166	136	217	2,287	708	1,362	1,169	5,526	262	268
1960	51.0	9.4	242	177	272	2,708	679	1,743	1,840	6,970	341	348
1965	52.9	12.9	350	242	299	3,105	543	1,244	3,060	7,952	390	398
1970	54.1	15.0	431	292	267	2,925	373	761	3,440	7,499	356	363
1975	54.7	17.5	499	337	246	2,344	278	838	2,906	6,366	319	325
1980	54.8	19.2	584	394	252	1,941	302	1,163	2,604	5,953	323	329
1981	54.8	19.4	595	402	248	1,874	310	1,131	2,531	5,846	319	325
1982	54.8	19.8	611	414	256	1,869	294	1,090	2,681	5,937	328	334
1983	54.8	20.2	620	420	243	1,914	323	963	2,245	5,445	303	309
1984	55.0	20.8	652	441	253	1,868	345	967	2,419	5,599	319	324
1985	55.1	21.2	666	450	246	1,789	286	796	2,294	5,165	312	318
1986	55.3	21.7	700	472	248	1,841	271	762	2,508	5,385	316	321
1987	55.4	22.2	754	508	239	1,703	280	723	2,419	5,125	306	311
1988	55.6	23.3	809	544	247	1,753	227	670	2,402	5,052	317	322
1989	55.8	24.2	874	588	261	1,706	294	683	2,690	5,373	336	342
1990	56.0	24.7	884	594	258	1,694	256	659	2,608	5,217	336	341
1991[4]	56.2	24.5	886	595	236	1,496	242	548	2,282	4,568	307	311
1992	55.9	24.9	883	592	233	1,347	204	469	2,209	4,229	307	311
1993	56.0	24.8	887	594	229	1,241	186	427	1,960	3,814	302	306
1994	56.2	25.2	907	607	234	1,124	172	444	1,910	3,650	312	315
1995	56.3	25.4	925	619	231	1,038	213	445	1,925	3,621	307	311
1996	56.4	26.3	949	635	236	997	203	440	1,958	3,598	317	321
1997	56.5	27.0	969	648	240	973	183	509	1,934	3,599	324	328
1998	56.6	27.5	987	660	239	906	158	498	1,859	3,421	322	325
1999	56.8	28.4	1,005	672	235	870	172	547	1,834	3,423	317	320
2000	57.0	28.9	1,005	672	234	857	127	605	1,820	3,409	317	320
2001	57.4	29.7	1,021	683	229	826	138	583	1,903	3,450	310	313
2002	57.6	30.6	1,047	700	222	775	130	609	1,917	3,431	299	303
2003	57.9	31.2	1,055	706	214	774	114	693	1,927	3,508	287	291
2004	58.1	32.3	1,073	717	207	671	134	585	1,831	3,221	278	281
2005	58.5	32.9	1,075	719	199	671	148	569	1,813	3,201	268	271
2006	58.8	33.4	1,092	731	189	675	146	599	1,752	3,172	255	258
2007	59.2	34.0	1,104	738	182	646	136	588	1,576	2,946	245	248
2008	59.6	34.2	1,095	733	171	572	115	493	1,358	2,538	228	231
2009	60.0	34.2	1,085	726	164	500	104	472	1,146	2,222	220	222

Note: Road accident and casualty data was first collect on a national level in 1926. That year here were 4,886 recorded deaths in some 124,00 accidents. The highest record road death figure was 9,196 in 1941, the highest post WW2 fatality figure was 7,985 in 1966

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

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

3 Includes cases where road user type was not reported

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

3 Reported accidents and accident rates: by road class and severity[1]: 1994-98 average, 2002-2009

Number of accidents/*rate per billion miles*

	1994-98 average	2002	2003	2004	2005	2006	2007	2008	2009
Urban roads[2,3]									
A roads									
Fatal	669	622	624	527	489	526	469	420	374
Fatal and serious	10,461	8,405	7,842	7,116	6,440	6,615	6,430	6,149	5,656
All severities	70,131	64,013	61,525	57,708	53,780	50,483	48,661	47,207	45,473
Rate	*1,405*	*1,245*	*1,202*	*1,114*	*1,052*	*977*	*956*	*941*	*902*
Other roads[4]									
Fatal	582	488	520	504	510	500	452	412	347
Fatal and serious	12,744	10,162	9,551	8,871	8,699	8,682	8,404	7,952	7,448
All severities	84,901	78,584	75,143	72,639	71,570	68,173	64,731	60,354	58,108
Rate	*1,368*	*1,112*	*1,053*	*1,019*	*998*	*949*	*881*	*832*	*813*
All urban roads[5]									
Fatal	1,251	1,110	1,144	1,031	999	1,026	921	832	721
Fatal and serious	23,204	18,567	17,393	15,987	15,139	15,297	14,834	14,101	13,104
All severities	155,032	142,597	136,668	130,347	125,350	118,656	113,392	107,561	103,581
Rate	*1,385*	*1,168*	*1,115*	*1,059*	*1,021*	*961*	*912*	*877*	*850*
Rural roads[2,3]									
A roads									
Fatal	1,222	1,196	1,222	1,140	1,123	1,127	1,018	858	790
Fatal and serious	8,890	7,731	7,469	6,932	6,616	6,381	6,119	5,604	5,559
All severities	39,103	38,126	36,797	36,656	34,780	33,555	32,649	29,627	28,676
Rate	*512*	*449*	*425*	*417*	*396*	*376*	*366*	*334*	*325*
Other roads[4]									
Fatal	634	639	695	656	615	609	621	515	432
Fatal and serious	7,163	6,127	6,096	5,745	5,167	5,239	5,093	4,907	4,593
All severities	33,483	31,544	31,559	31,175	29,899	28,546	28,085	26,144	24,654
Rate	*914*	*778*	*778*	*752*	*711*	*654*	*620*	*575*	*558*
All rural roads[5]									
Fatal	1,856	1,835	1,917	1,796	1,738	1,736	1,639	1,373	1,222
Fatal and serious	16,053	13,858	13,565	12,677	11,783	11,620	11,212	10,511	10,152
All severities	72,587	69,670	68,356	67,831	64,679	62,101	60,734	55,771	53,330
Rate	*642*	*556*	*538*	*525*	*498*	*467*	*451*	*415*	*402*
All roads[5]									
Motorways									
Fatal	152	175	184	149	176	164	154	136	114
Fatal and serious	1,145	1,162	1,166	1,047	1,007	953	989	848	798
All severities	7,989	8,942	8,746	9,072	8,619	8,379	7,976	7,249	6,643
Rate	*165*	*155*	*151*	*151*	*143*	*136*	*128*	*117*	*107*
A roads									
Fatal	1,893	1,821	1,847	1,669	1,612	1,653	1,487	1,278	1,164
Fatal and serious	19,393	16,168	15,328	14,055	13,063	12,997	12,550	11,755	11,215
All severities	109,435	102,378	98,436	94,429	88,599	84,050	81,316	76,839	74,149
Rate	*866*	*751*	*714*	*676*	*637*	*596*	*580*	*553*	*534*
Other roads[4]									
Fatal	1,220	1,128	1,216	1,160	1,125	1,109	1,073	927	779
Fatal and serious	19,944	16,315	15,666	14,624	13,872	13,922	13,497	12,859	12,041
All severities	118,616	110,431	106,848	103,909	101,517	96,732	92,823	86,503	82,762
Rate	*1,202*	*993*	*955*	*922*	*893*	*838*	*782*	*733*	*715*
Total[5]									
Fatal	3,264	3,124	3,247	2,978	2,913	2,926	2,714	2,341	2,057
Fatal and serious	40,481	33,645	32,160	29,726	27,942	27,872	27,036	25,462	24,054
All severities	236,040	221,751	214,030	207,410	198,735	189,161	182,115	170,591	163,554
Rate	*863*	*727*	*696*	*664*	*635*	*594*	*567*	*534*	*517*

1 Figures have been rounded to the nearest whole number
2 Excludes motorways
3 See urban and rural definitions
4 B roads, C roads and unclassified roads: excludes cases where road class was not reported
5 Includes cases where road class was not reported

4 Reported accidents: by road class, speed limit and severity: 1994-98 average[1], 2002-2009

Number of accidents

	1994-98 average	2002	2003	2004	2005	2006	2007	2008	2009
Motorways									
Fatal	152	175	184	149	176	164	154	136	114
Fatal and serious	1,145	1,162	1,166	1,047	1,007	953	989	848	798
All severities	7,989	8,942	8,746	9,072	8,619	8,379	7,976	7,249	6,643
A roads									
20 mph									
Fatal	0	0	0	0	2	0	1	2	2
Fatal and serious	6	11	9	17	20	23	19	26	28
All severities	34	99	92	147	131	119	116	167	191
30 mph									
Fatal	505	477	466	386	389	370	369	336	309
Fatal and serious	8,948	7,203	6,804	6,102	5,648	5,745	5,792	5,509	5,174
All severities	61,551	55,981	54,050	50,747	47,838	44,733	43,572	42,637	41,180
40 mph									
Fatal	208	189	199	190	155	212	159	132	135
Fatal and serious	2,276	2,012	1,824	1,684	1,494	1,533	1,450	1,377	1,300
All severities	13,516	13,455	12,756	12,231	10,868	10,571	10,487	9,959	9,496
50 mph									
Fatal	55	94	109	106	96	102	98	98	100
Fatal and serious	479	642	670	647	655	683	700	665	697
All severities	2,630	3,852	3,994	4,057	4,083	4,299	4,203	3,982	4,165
60 mph									
Fatal	870	829	817	762	749	742	643	530	470
Fatal and serious	6,033	4,983	4,684	4,316	3,992	3,880	3,539	3,191	3,104
All severities	23,644	20,863	19,773	19,415	18,485	17,292	16,236	14,222	13,525
70 mph									
Fatal	254	232	256	225	221	227	217	180	148
Fatal and serious	1,651	1,317	1,337	1,289	1,254	1,133	1,050	987	912
All severities	8,060	8,128	7,771	7,832	7,194	7,036	6,702	5,872	5,592
Other roads[2]									
20 mph									
Fatal	2	3	4	4	6	15	8	11	7
Fatal and serious	37	78	86	87	113	146	126	178	179
All severities	202	569	636	724	846	877	1,038	1,138	1,320
30 mph									
Fatal	645	566	585	555	553	539	495	458	399
Fatal and serious	14,027	11,347	10,727	9,910	9,637	9,517	9,348	8,869	8,372
All severities	92,696	85,874	82,777	79,439	77,674	73,741	70,624	66,302	64,086
40 mph									
Fatal	74	70	66	103	84	79	84	78	75
Fatal and serious	919	859	738	809	671	739	702	678	630
All severities	4,881	5,258	4,684	5,089	4,809	4,663	4,551	4,168	3,963
50 mph									
Fatal	6	10	26	18	16	15	18	25	15
Fatal and serious	76	113	130	111	91	122	149	147	174
All severities	436	584	657	658	679	800	753	745	833
60 mph									
Fatal	486	475	532	477	462	459	465	351	282
Fatal and serious	4,834	3,890	3,967	3,680	3,336	3,376	3,160	2,965	2,665
All severities	20,091	17,906	17,892	17,805	17,279	16,455	15,704	13,985	12,434
70 mph									
Fatal	6	4	3	3	4	2	3	4	1
Fatal and serious	50	28	18	27	24	22	12	22	21
All severities	306	240	202	194	230	196	153	165	126

1 Figures have been rounded to the nearest whole number.

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

5a Reported male casualties: by built-up and non built-up roads, road class and severity: 1994–98 average[1], 2002–2009

Number of casualties

	1994-98 average	2002	2003	2004	2005	2006	2007	2008	2009
Built-up roads [2]									
A roads									
Killed	511	504	505	452	415	451	383	366	335
KSI [3]	7,985	7,010	6,569	5,868	5,504	5,577	5,502	5,191	4,927
All severities	54,577	52,933	50,785	47,471	44,816	42,149	41,651	40,336	38,946
B roads									
Killed	139	139	136	147	135	135	138	116	125
KSI	2,392	2,132	1,967	1,938	1,715	1,779	1,777	1,636	1,598
All severities	15,251	14,995	14,504	14,142	13,455	12,954	12,425	11,927	11,687
Other roads									
Killed	367	354	354	363	342	349	308	289	248
KSI	8,110	7,053	6,705	6,253	5,992	6,000	5,832	5,430	5,122
All severities	54,300	52,660	50,234	48,340	47,840	45,707	43,503	40,451	39,372
All built-up roads[4]									
Killed	1,018	997	995	962	892	935	829	771	708
KSI	18,487	16,195	15,241	14,059	13,211	13,356	13,111	12,257	11,647
All severities	124,128	120,588	115,523	109,953	106,111	100,810	97,579	92,714	90,005
Non-built-up roads[2]									
A roads									
Killed	992	975	1,005	918	942	924	818	687	601
KSI	7,275	6,411	6,089	5,615	5,299	5,093	4,663	4,233	4,031
All severities	31,393	29,961	28,694	28,471	27,483	25,996	24,543	21,346	20,959
B roads									
Killed	192	205	242	206	203	186	200	149	123
KSI	1,881	1,619	1,680	1,475	1,345	1,316	1,233	1,173	1,065
All severities	7,675	7,121	7,109	6,913	6,578	6,162	6,067	5,215	4,741
Other roads									
Killed	215	202	218	214	216	220	220	154	120
KSI	2,392	1,925	1,946	1,791	1,675	1,706	1,606	1,417	1,335
All severities	11,357	9,865	10,142	9,658	9,715	9,543	8,760	7,613	7,045
All non built-up roads[4]									
Killed	1,398	1,382	1,465	1,338	1,361	1,330	1,238	990	844
KSI	11,547	9,955	9,715	8,881	8,319	8,115	7,502	6,823	6,431
All severities	50,425	46,947	45,945	45,042	43,776	41,701	39,370	34,174	32,745
All speed limits[5]									
Motorways									
Killed	129	178	167	133	163	136	150	121	101
KSI	1,009	1,063	1,004	921	912	816	893	709	673
All severities	7,349	8,171	8,024	8,178	7,910	7,701	7,414	6,590	5,961
A roads									
Killed	1,503	1,479	1,510	1,370	1,357	1,375	1,201	1,053	936
KSI	15,260	13,421	12,658	11,483	10,803	10,670	10,165	9,424	8,958
All severities	85,971	82,894	79,479	75,942	72,299	68,145	66,194	61,682	59,905
B roads									
Killed	331	344	378	353	338	321	338	265	248
KSI	4,273	3,751	3,647	3,413	3,060	3,095	3,010	2,809	2,663
All severities	22,926	22,116	21,613	21,055	20,033	19,116	18,492	17,142	16,428
Other roads									
Killed	583	556	572	577	558	569	528	443	368
KSI	10,503	8,978	8,651	8,044	7,667	7,706	7,438	6,847	6,457
All severities	65,661	62,525	60,376	57,998	57,555	55,250	52,263	48,064	46,417
Total[5]									
Killed	2,547	2,557	2,627	2,433	2,416	2,401	2,217	1,882	1,653
KSI	31,045	27,213	25,960	23,861	22,442	22,287	21,506	19,789	18,751
All severities	181,906	175,706	169,492	163,173	157,797	150,212	144,363	133,478	128,711

1 Figures have been rounded to the nearest whole number

2 Excludes motorways

3 Killed or seriously injured.

4 Includes cases where road class was not reported

5 Includes cases where speed limit was not reported.

5b Reported female casualties: by built-up and non built-up roads, road class and severity: 1994–98 average[1], 2002–2009

Number of casualties

	1994-98 average	2002	2003	2004	2005	2006	2007	2008	2009
Built-up roads[2]									
A roads									
Killed	237	202	198	152	165	168	167	126	139
KSI[3]	4,550	3,282	3,004	2,701	2,381	2,407	2,455	2,297	2,127
All severities	43,086	38,936	37,233	35,121	32,922	31,159	30,072	29,384	28,193
B roads									
Killed	72	47	58	53	48	47	54	41	43
KSI	1,376	982	939	850	765	748	740	767	702
All severities	12,419	11,438	11,006	10,590	10,206	9,754	9,630	9,200	8,856
Other roads									
Killed	173	122	127	134	150	131	110	118	91
KSI	4,473	3,222	2,930	2,709	2,707	2,705	2,602	2,551	2,313
All severities	40,645	37,762	35,647	34,595	34,242	32,893	31,418	29,530	28,683
All built-up roads[4]									
Killed	483	371	383	339	363	346	331	285	273
KSI	10,399	7,486	6,873	6,260	5,853	5,860	5,797	5,615	5,142
All severities	96,150	88,136	83,886	80,306	77,370	73,806	71,120	68,114	65,732
Non built-up roads[2]									
A roads									
Killed	365	322	316	302	275	272	243	229	192
KSI	3,723	2,674	2,481	2,413	2,259	2,117	1,908	1,780	1,746
All severities	23,475	21,079	20,098	20,077	19,022	18,256	17,070	15,300	15,068
B roads									
Killed	72	67	70	59	56	48	62	53	39
KSI	913	699	665	633	544	542	492	501	424
All severities	5,168	4,652	4,583	4,507	4,271	4,116	3,870	3,590	3,158
Other roads									
Killed	66	66	62	57	50	54	60	51	34
KSI	1,064	852	784	797	697	688	653	557	531
All severities	7,575	6,645	6,430	6,555	6,557	6,251	5,848	5,370	4,737
All non built-up roads[4]									
Killed	502	455	448	418	381	374	365	333	265
KSI	5,699	4,225	3,930	3,843	3,500	3,347	3,053	2,838	2,701
All severities	36,218	32,376	31,111	31,139	29,850	28,623	26,788	24,260	22,963
All speed limits[5]									
Motorways									
Killed	44	44	50	31	41	51	33	37	31
KSI	505	438	447	379	355	349	358	318	317
All severities	5,529	6,071	6,004	6,128	5,867	5,682	5,384	4,876	4,695
A roads									
Killed	602	524	514	454	440	440	410	355	331
KSI	8,272	5,956	5,485	5,114	4,640	4,524	4,363	4,077	3,873
All severities	66,562	60,015	57,331	55,198	51,944	49,415	47,142	44,684	43,261
B roads									
Killed	145	114	128	112	104	95	116	94	82
KSI	2,289	1,681	1,604	1,483	1,309	1,290	1,232	1,268	1,126
All severities	17,587	16,090	15,589	15,097	14,477	13,870	13,500	12,790	12,014
Other roads									
Killed	239	188	189	191	200	185	170	169	125
KSI	5,537	4,074	3,714	3,506	3,404	3,393	3,255	3,108	2,844
All severities	48,222	44,407	42,077	41,150	40,799	39,144	37,266	34,900	33,420
Total[5]									
Killed	1,030	870	881	788	785	771	729	655	569
KSI	16,603	12,149	11,250	10,482	9,708	9,556	9,208	8,771	8,160
All severities	137,900	126,583	121,001	117,573	113,087	108,111	103,292	97,250	93,390

1 Figures have been rounded to the nearest whole number

2 Excludes motorways.

3 Killed or seriously injured.

4 Includes cases where road class was not reported

5 Includes cases where speed limit was not reported.

5c All reported casualties: by built-up and non built-up roads, road class and severity: 1994–98 average[1], 2002–2009

Number of casualties

	1994-98 average	2002	2003	2004	2005	2006	2007	2008	2009
Built-up roads[2]									
A roads									
Killed	748	707	703	604	580	619	550	492	474
KSI[3]	12,535	10,304	9,573	8,571	7,886	7,985	7,958	7,490	7,055
All severities	97,700	91,963	88,052	82,608	77,765	73,324	71,751	69,764	67,146
B roads									
Killed	211	186	194	200	183	182	192	157	168
KSI	3,769	3,117	2,906	2,789	2,480	2,527	2,519	2,403	2,300
All severities	27,679	26,465	25,517	24,743	23,673	22,715	22,066	21,144	20,547
Other roads									
Killed	541	476	481	497	492	480	418	408	339
KSI	12,584	10,285	9,639	8,962	8,700	8,705	8,434	7,987	7,435
All severities	94,984	90,507	85,930	82,967	82,139	78,624	74,969	70,051	68,067
All built-up roads[4]									
Killed	1,501	1,369	1,378	1,301	1,255	1,281	1,160	1,057	981
KSI	28,888	23,706	22,118	20,322	19,066	19,217	18,911	17,880	16,790
All severities	220,363	208,935	199,499	190,318	183,577	174,663	168,786	160,959	155,760
Non built-up roads[2]									
A roads									
Killed	1,357	1,298	1,321	1,220	1,217	1,196	1,061	916	793
KSI	10,999	9,093	8,570	8,029	7,561	7,211	6,572	6,016	5,777
All severities	54,882	51,097	48,804	48,567	46,526	44,272	41,621	36,676	36,047
B roads									
Killed	264	272	312	265	259	234	262	202	162
KSI	2,794	2,322	2,346	2,109	1,889	1,858	1,725	1,675	1,489
All severities	12,846	11,781	11,697	11,424	10,853	10,283	9,942	8,809	7,899
Other roads									
Killed	280	268	280	271	266	274	280	205	154
KSI	3,456	2,779	2,730	2,590	2,372	2,394	2,259	1,974	1,866
All severities	18,937	16,522	16,578	16,223	16,279	15,798	14,614	12,990	11,784
All non built-up roads[4]									
Killed	1,901	1,838	1,913	1,756	1,742	1,704	1,603	1,323	1,109
KSI	17,250	14,194	13,646	12,728	11,822	11,463	10,556	9,665	9,132
All severities	86,666	79,400	77,079	76,214	73,658	70,353	66,177	58,475	55,730
All speed limits[5]									
Motorways									
Killed	173	224	217	164	204	187	183	158	132
KSI	1,516	1,507	1,451	1,301	1,267	1,165	1,253	1,027	990
All severities	12,891	14,270	14,029	14,308	13,782	13,388	12,817	11,471	10,656
A roads									
Killed	2,106	2,005	2,024	1,824	1,797	1,815	1,611	1,408	1,267
KSI	23,535	19,397	18,143	16,600	15,447	15,196	14,530	13,506	12,832
All severities	152,584	143,060	136,856	131,175	124,291	117,596	113,372	106,440	103,193
B roads									
Killed	476	458	506	465	442	416	454	359	330
KSI	6,563	5,439	5,252	4,898	4,369	4,385	4,244	4,078	3,789
All severities	40,526	38,246	37,214	36,167	34,526	32,998	32,008	29,953	28,446
Other roads									
Killed	823	744	761	768	758	754	698	613	493
KSI	16,042	13,064	12,369	11,552	11,072	11,099	10,693	9,961	9,301
All severities	113,927	107,029	102,508	99,190	98,418	94,422	89,583	83,041	79,851
Total[5]									
Killed	3,578	3,431	3,508	3,221	3,201	3,172	2,946	2,538	2,222
KSI	47,656	39,407	37,215	34,351	32,155	31,845	30,720	28,572	26,912
All severities	319,928	302,605	290,607	280,840	271,017	258,404	247,780	230,905	222,146

1 Figures have been rounded to the nearest whole number

2 Excludes motorways

3 Killed or seriously injured.

4 Includes cases where road class was not reported

5 Includes cases where speed limit was not reported.

6a Reported male casualties: by road user type and severity: 1994–98 average[1], 2002–2009

Number of casualties

	1994-98 average	2002	2003	2004	2005	2006	2007	2008	2009
Pedestrians									
Killed	631	500	505	450	421	452	422	362	324
KSI [2]	7,063	5,400	4,971	4,658	4,310	4,319	4,260	3,988	3,668
All severities	27,163	22,873	21,472	20,312	19,338	17,824	17,452	16,266	15,311
Pedal cyclists									
Killed	154	109	89	107	131	122	112	97	83
KSI	3,019	2,009	2,005	1,923	1,942	2,020	2,090	2,106	2,239
All severities	19,437	13,750	13,672	13,406	13,300	13,063	13,036	13,118	13,811
Motorcycle Riders									
Killed	422	557	642	544	537	558	541	459	441
KSI	5,590	6,618	6,775	5,889	5,822	5,804	5,998	5,399	5,236
All severities	20,341	24,401	24,523	22,214	21,574	20,284	20,468	18,774	18,154
Passengers									
Killed	15	16	8	15	13	13	13	9	9
KSI	202	217	184	179	178	160	152	109	97
All severities	704	729	739	599	591	533	475	394	335
Car Drivers									
Killed	873	907	898	855	873	840	731	646	526
KSI	9,518	8,222	7,591	7,035	6,529	6,349	5,737	5,395	4,893
All severities	71,669	72,969	69,868	68,814	67,442	64,276	60,809	55,506	52,663
Passengers									
Killed	323	314	347	319	321	298	266	222	197
KSI	3,807	3,183	3,017	2,853	2,490	2,445	2,127	1,851	1,773
All severities	28,957	27,472	26,215	25,040	23,830	23,269	21,399	19,569	19,502
Bus or coach Drivers									
Killed	1	2	1	3	0	2	0	0	1
KSI	66	48	39	37	25	37	33	38	24
All severities	743	804	798	746	737	654	579	587	523
Passengers[3]									
Killed	7	10	7	10	5	8	8	4	8
KSI	194	150	128	135	111	103	147	109	99
All severities	2,500	2,375	2,342	2,398	2,109	1,895	1,922	1,937	1,716
Light goods vehicle Drivers									
Killed	46	51	47	47	45	37	47	36	28
KSI	682	548	546	470	410	405	358	329	299
All severities	4,912	4,845	4,787	4,386	4,260	4,219	3,790	3,518	3,433
Passengers									
Killed	13	13	17	14	6	12	9	5	5
KSI	200	150	148	113	122	109	96	72	68
All severities	1,374	1,273	1,260	1,131	1,097	1,008	957	843	789
Heavy goods vehicle Drivers									
Killed	46	51	42	40	47	36	41	20	12
KSI	492	430	361	354	341	327	310	213	162
All severities	2,808	2,597	2,546	2,410	2,395	2,084	2,048	1,578	1,255
Passengers									
Killed	5	10	2	5	5	3	9	2	1
KSI	67	67	51	37	32	43	41	14	16
All severities	380	379	350	326	287	292	312	236	165
All road users[4]									
Killed	2,547	2,557	2,627	2,433	2,416	2,401	2,217	1,882	1,653
KSI	31,045	27,213	25,960	23,861	22,442	22,287	21,506	19,789	18,751
All severities	181,906	175,706	169,492	163,173	157,797	150,212	144,363	133,478	128,711

1 Figures have been rounded to the nearest whole number

2 Killed or seriously injured.

3 Includes boarding and alighting.

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

6b Reported female casualties: by road user type and severity: 1994–98 average[1], 2002–2009

Number of casualties

	1994-98 average	2002	2003	2004	2005	2006	2007	2008	2009
Pedestrians									
Killed	376	275	269	221	250	223	224	210	176
KSI [2]	4,605	3,224	2,961	2,818	2,818	2,731	2,664	2,649	2,376
All severities	19,348	15,847	14,905	14,555	13,913	13,151	12,717	12,189	11,573
Pedal cyclists									
Killed	32	21	25	27	17	24	24	18	21
KSI	713	439	405	385	416	422	474	459	471
All severities	4,930	3,345	3,350	3,238	3,248	3,127	3,147	3,168	3,250
Motorcycle									
Riders									
Killed	12	21	23	13	12	18	20	13	13
KSI	398	403	430	365	320	347	377	365	318
All severities	1,906	2,205	2,203	1,979	1,904	1,857	1,808	1,744	1,618
Passengers									
Killed	18	13	20	13	7	10	14	11	9
KSI	285	252	263	213	188	173	209	173	171
All severities	1,067	993	938	840	749	650	705	628	595
Car									
Drivers									
Killed	255	238	271	251	236	226	211	215	174
KSI	5,114	3,796	3,448	3,366	2,968	2,956	2,740	2,571	2,477
All severities	56,267	55,977	53,898	53,207	52,098	50,704	48,268	45,394	43,638
Passengers									
Killed	312	286	253	246	245	248	224	174	162
KSI	4,812	3,504	3,232	2,887	2,628	2,504	2,359	2,148	1,969
All severities	46,347	40,835	38,315	36,746	34,857	32,694	30,887	28,615	27,585
Bus or coach									
Drivers									
Killed	0	0	0	0	0	0	0	0	0
KSI	5	5	5	8	6	3	4	2	3
All severities	61	67	64	76	81	70	59	67	59
Passengers[3]									
Killed	11	7	3	7	4	9	4	2	5
KSI	449	346	328	307	221	283	271	283	244
All severities	6,278	5,730	5,844	5,587	4,984	4,631	4,509	4,322	4,005
Light goods vehicle									
Drivers									
Killed	2	3	3	0	1	2	0	0	3
KSI	54	31	25	16	15	23	13	19	20
All severities	466	356	337	254	285	291	263	241	219
Passengers									
Killed	4	3	5	1	2	1	2	2	0
KSI	79	51	46	32	40	26	27	25	30
All severities	671	523	513	392	406	392	326	309	302
Heavy goods vehicle									
Drivers									
Killed	0	0	0	1	1	0	1	0	0
KSI	5	8	6	3	6	3	4	6	3
All severities	46	58	48	41	46	46	48	51	36
Passengers									
Killed	1	2	0	1	2	0	1	1	1
KSI	15	18	11	12	16	10	7	6	8
All severities	103	141	116	106	115	106	66	61	63
All road users[4]									
Killed	1,030	870	881	788	785	771	729	655	569
KSI	16,603	12,149	11,250	10,482	9,708	9,556	9,208	8,771	8,160
All severities	137,900	126,583	121,001	117,573	113,087	108,111	103,292	97,250	93,390

1 Figures have been rounded to the nearest whole number

2 Killed or seriously injured.

3 Includes boarding and alighting

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

6c All reported casualties: by road user type and severity: 1994–98 average[1], 2002–2009

Number of casualties

	1994-98 average	2002	2003	2004	2005	2006	2007	2008	2009
Pedestrians									
Killed	1,008	775	774	671	671	675	646	572	500
KSI [2]	11,669	8,631	7,933	7,478	7,129	7,051	6,924	6,642	6,045
All severities	46,543	38,784	36,405	34,881	33,281	30,982	30,191	28,482	26,887
Pedal cyclists									
Killed	186	130	114	134	148	146	136	115	104
KSI	3,732	2,450	2,411	2,308	2,360	2,442	2,564	2,565	2,710
All severities	24,385	17,107	17,033	16,648	16,561	16,196	16,195	16,297	17,064
Motorcycle									
Riders									
Killed	434	580	665	557	549	576	561	473	454
KSI	5,988	7,030	7,205	6,255	6,142	6,151	6,376	5,767	5,554
All severities	22,251	26,628	26,733	24,201	23,484	22,143	22,279	20,528	19,773
Passengers									
Killed	33	29	28	28	20	23	27	20	18
KSI	487	470	447	393	366	333	361	282	268
All severities	1,772	1,725	1,678	1,440	1,340	1,183	1,180	1,022	930
Car									
Drivers									
Killed	1,128	1,146	1,169	1,106	1,109	1,066	942	861	700
KSI	14,634	12,030	11,040	10,402	9,497	9,305	8,479	7,967	7,370
All severities	127,958	129,024	123,786	122,045	119,567	115,003	109,100	100,952	96,307
Passengers									
Killed	634	601	600	565	566	546	490	396	359
KSI	8,619	6,698	6,251	5,742	5,120	4,949	4,488	4,001	3,742
All severities	75,329	68,401	64,556	61,813	58,735	55,997	52,333	48,236	47,105
Bus or coach									
Drivers									
Killed	1	2	1	3	0	2	0	0	1
KSI	71	53	44	45	31	40	37	40	27
All severities	804	873	862	822	818	724	638	654	582
Passengers[3]									
Killed	19	17	10	17	9	17	12	6	13
KSI	645	498	456	443	332	386	418	392	343
All severities	8,794	8,132	8,206	7,998	7,102	6,529	6,441	6,275	5,735
Light goods vehicle									
Drivers									
Killed	48	54	50	47	46	39	47	36	31
KSI	735	579	571	486	425	429	371	348	319
All severities	5,378	5,206	5,124	4,641	4,545	4,511	4,054	3,761	3,652
Passengers									
Killed	17	16	22	15	8	13	11	7	5
KSI	279	201	194	145	162	135	123	97	98
All severities	2,046	1,801	1,773	1,525	1,503	1,403	1,286	1,152	1,091
Heavy goods vehicle									
Drivers									
Killed	46	51	42	41	48	36	42	20	12
KSI	497	438	367	357	347	330	315	220	165
All severities	2,855	2,657	2,594	2,451	2,441	2,132	2,098	1,633	1,291
Passengers									
Killed	7	12	2	6	7	3	10	3	2
KSI	82	86	62	49	48	53	48	20	24
All severities	483	521	467	432	402	398	378	297	228
All road users[4]									
Killed	3,578	3,431	3,508	3,221	3,201	3,172	2,946	2,538	2,222
KSI	47,656	39,407	37,215	34,351	32,155	31,845	30,720	28,572	26,912
All severities	319,928	302,605	290,607	280,840	271,017	258,404	247,780	230,905	222,146

1 Figures have been rounded to the nearest whole number

2 Killed or seriously injured.

3 Includes boarding and alighting.

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

7a Reported male casualties: killed or seriously injured: by road user type and age: 1994-98 average[1], 2002-2009

Number of casualties

		1994-98 average	2002	2003	2004	2005	2006	2007	2008	2009
Pedestrians	0 to 4[2]	374	214	190	170	156	158	172	130	138
	5 to 7	571	321	288	253	207	207	198	202	173
	8 to 11	875	597	503	456	419	357	341	350	312
	12 to 15	825	710	585	608	519	553	494	458	421
	16 to 19	513	443	435	391	410	385	410	359	320
	20 to 24	523	468	445	384	396	388	384	376	347
	25 to 59	2,116	1,790	1,715	1,612	1,438	1,536	1,481	1,396	1,275
	60 to 64	207	127	145	113	104	121	113	110	142
	65 to 69	188	115	110	107	108	114	113	116	91
	70 to 74	228	140	122	131	133	108	121	105	106
	75 to 79	207	157	138	122	123	107	112	121	102
	80 and over	328	219	215	221	201	202	250	188	185
	All age groups[3]	7,063	5,400	4,971	4,658	4,310	4,319	4,260	3,988	3,668
Pedal cyclists	0 to 4[2]	17	6	12	6	9	6	4	4	3
	5 to 7	123	55	43	40	39	38	33	29	34
	8 to 11	304	157	178	125	134	119	128	104	111
	12 to 15	489	289	276	323	266	262	279	231	255
	16 to 19	304	156	157	144	144	163	154	176	152
	20 to 24	263	138	143	141	145	153	131	142	149
	25 to 59	1,245	995	980	942	1,002	1,057	1,156	1,216	1,298
	60 and over	240	169	191	173	170	189	167	166	214
	All age groups[3]	3,019	2,009	2,005	1,923	1,942	2,020	2,090	2,106	2,239
Motorcycle riders 50cc and under	Under 16	13	20	19	25	39	28	18	10	14
	16	100	253	248	300	299	269	267	207	207
	17	39	117	110	105	105	123	133	100	93
	18	13	34	39	39	40	34	45	32	32
	19	7	27	23	20	23	28	26	19	14
	20 to 24	33	64	45	43	45	46	52	49	33
	25 to 59	110	126	138	112	108	121	132	99	100
	60 and over	37	14	20	12	9	9	12	15	19
	All age groups[3]	355	660	654	664	671	665	697	538	516
Motorcycle riders over 50cc	Under 16	39	50	55	46	44	31	27	25	14
	16	77	54	78	77	68	50	54	42	36
	17	215	203	265	236	256	210	224	218	180
	18	175	202	216	193	172	185	171	198	176
	19	150	169	181	162	171	174	180	155	129
	20 to 24	857	752	716	651	668	644	719	609	589
	25 to 59	3,526	4,309	4,341	3,632	3,557	3,574	3,609	3,333	3,267
	60 and over	120	126	175	161	142	194	232	210	257
	All age groups[3]	5,234	5,958	6,121	5,225	5,151	5,139	5,301	4,861	4,720
Car drivers	Under 17	58	66	53	57	41	36	31	31	13
	17	281	204	202	187	209	221	191	169	130
	18	453	372	364	316	332	346	316	272	253
	19	393	355	352	327	328	303	283	264	236
	20 to 24	1,640	1,402	1,309	1,241	1,160	1,133	1,025	940	829
	25 to 29	1,332	1,005	896	820	748	736	678	650	559
	30 to 39	1,852	1,663	1,497	1,343	1,217	1,122	976	874	850
	40 to 59	2,082	1,942	1,763	1,672	1,502	1,490	1,385	1,280	1,164
	60 to 69	613	468	456	418	397	407	344	396	348
	70 to 79	479	398	377	336	302	310	255	268	272
	80 and over	229	235	213	212	210	183	177	195	190
	All age groups[3]	9,518	8,222	7,591	7,035	6,529	6,349	5,737	5,395	4,893
Car passengers	Under 17	793	600	554	517	401	396	336	290	301
	17	296	217	213	192	240	202	179	174	151
	18	295	257	240	239	201	236	195	177	150
	19	242	210	205	218	161	175	126	133	119
	20 to 24	755	721	666	647	564	506	500	375	382
	25 to 29	391	314	279	249	234	241	213	189	175
	30 to 39	403	333	329	300	245	226	203	175	176
	40 to 59	333	275	249	233	206	235	194	202	175
	60 to 69	103	73	70	66	65	68	68	39	46
	70 to 79	79	63	68	53	54	73	29	34	36
	80 and over	44	32	45	37	36	34	33	30	32
	All age groups[3]	3,807	3,183	3,017	2,853	2,490	2,445	2,127	1,851	1,773

1 Figures have been rounded to the nearest whole number
2 In some cases age 0 may have been coded where the age of the casualty was not reported
3 Includes cases where age was not reported

7b Reported female casualties: killed or seriously injured: by road user type and age: 1994-98 average[1], 2002-2009

Number of casualties

		1994-98 average	2002	2003	2004	2005	2006	2007	2008	2009
Pedestrians	0 to 4[2]	197	107	81	80	91	81	81	86	76
	5 to 7	260	145	104	109	121	101	77	83	80
	8 to 11	475	290	250	208	218	200	213	168	163
	12 to 15	590	443	380	455	403	368	323	305	297
	16 to 19	300	224	231	211	241	227	194	217	182
	20 to 24	244	207	197	185	181	168	173	180	159
	25 to 59	1,020	809	790	742	752	751	755	745	651
	60 to 64	164	130	105	94	97	105	99	111	117
	65 to 69	191	112	119	89	93	92	105	94	96
	70 to 74	263	139	156	135	111	112	124	133	115
	75 to 79	310	195	174	151	167	152	159	145	120
	80 and over	528	366	325	316	291	326	307	326	287
	All age groups[3]	4,605	3,224	2,961	2,818	2,818	2,731	2,664	2,649	2,376
Pedal cyclists	0 to 4[2]	1	2	1	1	1	0	2	1	1
	5 to 7	23	10	10	13	14	10	7	0	11
	8 to 11	74	36	38	27	29	40	36	28	18
	12 to 15	98	37	37	42	35	28	33	20	25
	16 to 19	58	22	23	25	30	24	28	22	15
	20 to 24	75	32	42	27	37	29	36	51	56
	25 to 59	299	238	196	197	205	233	276	276	295
	60 and over	72	51	44	48	54	50	46	52	46
	All age groups[3]	713	439	405	385	416	422	474	459	471
Motorcycle riders 50cc and under	Under 16	1	3	4	1	1	2	0	2	1
	16	9	21	14	13	23	16	15	15	11
	17	7	11	8	14	9	16	11	8	6
	18	4	6	4	4	5	3	3	7	2
	19	3	3	3	6	4	0	4	3	5
	20 to 24	12	19	13	12	8	7	13	9	4
	25 to 59	65	46	49	41	37	35	41	36	24
	60 and over	20	14	12	7	4	2	7	6	7
	All age groups[3]	122	124	108	102	92	83	95	88	60
Motorcycle riders over 50cc	Under 16	2	3	1	0	0	1	0	0	0
	16	4	5	3	7	6	2	3	0	1
	17	9	10	11	6	8	6	6	4	9
	18	8	8	6	6	3	10	2	2	5
	19	11	6	6	12	5	6	6	8	9
	20 to 24	62	36	40	44	33	34	32	44	35
	25 to 59	170	205	244	183	164	196	226	213	192
	60 and over	7	4	7	5	5	6	5	4	7
	All age groups[3]	276	279	322	263	228	264	282	277	258
Car drivers	Under 17	3	4	2	2	4	3	1	2	1
	17	85	39	57	36	47	40	53	48	45
	18	174	96	119	117	122	116	104	100	90
	19	161	116	98	135	107	125	107	100	90
	20 to 24	782	557	491	477	432	413	401	375	353
	25 to 29	730	431	438	376	317	321	282	269	246
	30 to 39	1,140	824	682	692	555	536	487	449	401
	40 to 59	1,356	1,106	978	979	863	862	793	721	748
	60 to 69	299	254	248	244	224	248	221	211	215
	70 to 79	227	220	208	173	178	167	177	170	178
	80 and over	96	96	90	98	88	98	76	98	89
	All age groups[3]	5,114	3,796	3,448	3,366	2,968	2,956	2,740	2,571	2,477
Car passengers	Under 17	840	617	562	474	400	435	378	360	306
	17	215	168	191	155	140	137	147	128	107
	18	204	147	154	137	121	136	132	113	107
	19	140	140	123	116	102	106	90	104	90
	20 to 24	534	429	352	352	313	295	293	251	217
	25 to 29	396	244	176	170	169	179	136	153	127
	30 to 39	510	320	308	271	233	235	196	167	162
	40 to 59	812	598	519	470	454	383	391	321	311
	60 to 69	454	264	267	247	220	198	190	191	199
	70 to 79	403	311	277	246	234	204	198	196	176
	80 and over	209	180	184	174	165	146	158	125	134
	All age groups[3]	4,812	3,504	3,232	2,887	2,628	2,504	2,359	2,148	1,969

1 Figures have been rounded to the nearest whole number
2 In some cases age 0 may have been coded where the age of the casualty was not reported
3 Includes cases where age was not reported

7c All reported casualties: killed or seriously injured: by road user type and age: 1994-98 average[1], 2002-2009

Number of casualties

		1994-98 average	2002	2003	2004	2005	2006	2007	2008	2009
Pedestrians	0 to 4[2]	571	321	271	250	247	239	253	216	214
	5 to 7	831	466	392	362	328	308	275	285	253
	8 to 11	1,350	888	753	664	637	557	554	518	475
	12 to 15	1,415	1,153	965	1,063	922	921	817	765	718
	16 to 19	813	668	666	603	651	612	604	577	502
	20 to 24	767	675	642	569	577	556	557	556	506
	25 to 59	3,136	2,600	2,505	2,354	2,191	2,287	2,236	2,142	1,926
	60 to 64	370	257	250	207	201	226	212	221	259
	65 to 69	379	227	229	196	201	206	218	210	187
	70 to 74	490	279	278	266	244	220	245	238	221
	75 to 79	517	352	312	273	290	259	271	266	222
	80 and over	856	586	540	537	492	528	557	514	472
	All age groups[3]	11,669	8,631	7,933	7,478	7,129	7,051	6,924	6,642	6,045
Pedal cyclists	0 to 4[2]	19	8	13	7	10	6	6	5	4
	5 to 7	146	66	53	53	53	48	40	29	45
	8 to 11	377	193	216	152	163	159	164	132	129
	12 to 15	587	327	313	365	301	290	312	251	280
	16 to 19	362	178	180	169	174	187	182	198	167
	20 to 24	338	170	185	168	182	182	167	193	205
	25 to 59	1,545	1,233	1,176	1,139	1,207	1,290	1,432	1,492	1,593
	60 and over	313	220	235	221	224	239	213	218	260
	All age groups[3]	3,732	2,450	2,411	2,308	2,360	2,442	2,564	2,565	2,710
Motorcycle riders	Under 16	14	23	23	26	40	30	18	12	15
50cc and under	16	109	274	262	313	322	285	282	222	218
	17	46	128	118	119	114	139	144	108	99
	18	17	40	43	43	45	37	48	39	34
	19	10	30	26	26	27	28	30	22	19
	20 to 24	46	83	58	55	53	53	65	58	37
	25 to 59	174	172	187	153	145	156	173	135	124
	60 and over	57	28	32	19	13	11	19	21	26
	All age groups[3]	477	784	762	766	763	748	792	626	576
Motorcycle riders	Under 16	41	53	56	46	44	32	27	25	14
over 50cc	16	81	59	81	84	74	52	57	42	37
	17	224	213	276	242	264	216	230	222	189
	18	183	211	222	199	175	195	173	200	181
	19	161	175	187	174	176	180	186	163	138
	20 to 24	918	792	756	695	701	678	751	653	624
	25 to 59	3,697	4,516	4,585	3,815	3,721	3,770	3,835	3,547	3,459
	60 and over	127	130	182	166	147	200	237	214	264
	All age groups[3]	5,511	6,246	6,443	5,489	5,379	5,403	5,584	5,141	4,978
Car drivers	Under 17	61	70	55	59	45	39	32	33	14
	17	365	243	259	223	256	261	244	217	175
	18	627	468	483	433	454	462	420	372	343
	19	554	471	450	462	435	428	390	364	326
	20 to 24	2,421	1,962	1,800	1,718	1,592	1,546	1,426	1,315	1,182
	25 to 29	2,062	1,437	1,334	1,196	1,065	1,057	960	920	805
	30 to 39	2,993	2,488	2,179	2,035	1,772	1,658	1,463	1,323	1,251
	40 to 59	3,438	3,050	2,741	2,652	2,365	2,352	2,178	2,001	1,912
	60 to 69	912	722	704	662	621	655	565	607	563
	70 to 79	706	618	585	509	480	477	432	438	450
	80 and over	325	331	303	310	298	281	253	293	279
	All age groups[3]	14,634	12,030	11,040	10,402	9,497	9,305	8,479	7,967	7,370
Car passengers	Under 17	1,633	1,217	1,117	991	802	831	714	651	607
	17	511	385	404	347	380	339	326	302	258
	18	498	404	394	376	322	372	327	290	257
	19	382	351	328	334	263	281	216	237	209
	20 to 24	1,288	1,150	1,018	999	877	801	793	626	599
	25 to 29	788	559	455	419	403	420	349	342	302
	30 to 39	913	653	637	572	478	461	400	342	338
	40 to 59	1,145	874	768	703	660	618	585	524	486
	60 to 69	556	337	337	313	285	266	258	230	245
	70 to 79	482	374	345	299	288	277	227	230	212
	80 and over	252	212	229	211	201	180	191	155	166
	All age groups[3]	8,619	6,698	6,251	5,742	5,120	4,949	4,488	4,001	3,742

1 Figures have been rounded to the nearest whole number
2 In some cases age 0 may have been coded where the age of the casualty was not reported
3 Includes cases where age was not reported

8 Reported casualties: by time of accident and severity: 1999-2009

Number of casualties

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
04.00 to 17.59											
Killed	2,036	2,017	1,989	1,952	2,033	1,818	1,804	1,808	1,717	1,479	1,318
KSI[1]	27,415	26,601	25,500	24,550	23,312	21,393	20,061	19,981	19,543	18,364	17,678
All severities	225,488	224,565	218,605	209,194	202,199	195,201	188,210	179,328	173,763	162,879	157,027
18.00 to 21.59											
Killed	712	720	757	774	728	676	704	666	656	501	432
KSI	9,251	8,928	8,860	8,517	7,962	7,363	6,917	6,769	6,694	6,030	5,442
All severities	63,353	63,152	62,164	60,372	56,921	55,433	53,678	50,891	48,702	44,946	42,991
22.00 to 03.59											
Killed	674	672	703	705	747	727	693	698	573	558	472
KSI	5,872	6,028	6,193	6,337	5,937	5,593	5,173	5,094	4,480	4,174	3,787
All severities	31,410	32,512	32,450	33,011	31,461	30,191	29,099	28,162	25,291	23,062	22,107
Total[2]											
Killed	3,423	3,409	3,450	3,431	3,508	3,221	3,201	3,172	2,946	2,538	2,222
KSI	42,545	41,564	40,560	39,407	37,215	34,351	32,155	31,845	30,720	28,572	26,912
All severities	320,310	320,283	313,309	302,605	290,607	280,840	271,017	258,404	247,780	230,905	222,146

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

9 Reported casualty rates: by road user type and severity: 1999-2009

Casualty rate per billion vehicle miles/percentage

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Pedal cyclists											
Killed	*67*	*49*	*52*	*47*	*41*	*51*	*53*	*50*	*52*	*39*	*34*
KSI[1]	*1,240*	*1,062*	*1,010*	*885*	*854*	*877*	*852*	*843*	*966*	*866*	*875*
All severities	*8,909*	*7,876*	*7,171*	*6,167*	*6,015*	*6,301*	*5,967*	*5,579*	*6,088*	*5,487*	*5,505*
Motorcycle riders											
Killed	*188*	*202*	*185*	*184*	*191*	*174*	*163*	*178*	*162*	*148*	*140*
KSI	*2,307*	*2,423*	*2,300*	*2,227*	*2,068*	*1,953*	*1,820*	*1,905*	*1,836*	*1,805*	*1,709*
All severities	*8,777*	*9,331*	*9,068*	*8,436*	*7,673*	*7,555*	*6,958*	*6,857*	*6,417*	*6,425*	*6,085*
Car drivers											
Killed	*4.6*	*4.6*	*4.9*	*4.7*	*4.8*	*4.5*	*4.5*	*4.3*	*3.8*	*3.4*	*2.8*
KSI	*55*	*54*	*53*	*49*	*45*	*42*	*38*	*37*	*34*	*32*	*30*
All severities	*563*	*572*	*556*	*528*	*507*	*493*	*484*	*460*	*435*	*404*	*387*
Bus or coach drivers											
Killed	*0*	*0.3*	*1.2*	*0 6*	*0.3*	*0.9*	*0*	*0.6*	*0*	*0*	*0.3*
KSI	*20*	*16*	*20*	*16*	*13*	*14*	*9.6*	*12*	*11*	*12*	*8.4*
All severities	*276*	*320*	*310*	*270*	*257*	*253*	*254*	*216*	*186*	*203*	*182*
Light goods vehicle drivers											
Killed	*1.3*	*1.7*	*1.4*	*1 6*	*1.4*	*1.2*	*1.2*	*1.0*	*1.1*	*0.9*	*0.7*
KSI	*19*	*19*	*18*	*17*	*16*	*13*	*11*	*11*	*8.7*	*8.2*	*7.7*
All severities	*162*	*161*	*160*	*152*	*143*	*123*	*117*	*111*	*95*	*89*	*88*
Heavy goods vehicle drivers											
Killed	*2.6*	*2.4*	*2.7*	*2 9*	*2.4*	*2.2*	*2.7*	*2.0*	*2.3*	*1.1*	*0.7*
KSI	*27*	*27*	*25*	*25*	*21*	*20*	*19*	*18*	*17*	*12*	*10*
All severities	*170*	*173*	*163*	*151*	*147*	*134*	*135*	*118*	*115*	*91*	*79*
All drivers and riders[2]											
Killed	*6.4*	*6.5*	*6.6*	*6.5*	*6.7*	*6.1*	*6.1*	*5.9*	*5.4*	*4.8*	*4.2*
KSI	*82*	*81*	*79*	*75*	*71*	*64*	*61*	*59*	*57*	*54*	*52*
All severities	*647*	*654*	*634*	*598*	*575*	*551*	*537*	*508*	*484*	*454*	*442*
Percentage of all road user casual ies accounted for by drivers and riders											
Killed	*55*	*56*	*57*	*58*	*59*	*59*	*60*	*60*	*59*	*60*	*59*
KSI	*56*	*57*	*58*	*58*	*59*	*58*	*59*	*59*	*60*	*60*	*61*
All severities	*59*	*60*	*60*	*60*	*61*	*61*	*62*	*63*	*63*	*63*	*63*

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

10 Vehicles involved in reported accidents and involvement rates: by vehicle type and severity of accident: 1999-2009

Number of vehicles/*rate per billion vehicle miles*

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Pedal cycles											
Fatal	187	141	145	141	124	144	158	163	146	127	111
Rate	*74*	*55*	*55*	*51*	*44*	*55*	*57*	*57*	*55*	*43*	*36*
Fatal or serious	3,351	2,937	2,823	2,583	2,544	2,416	2,497	2,584	2,698	2,727	2,875
Rate	*1322*	*1136*	*1073*	*941*	*907*	*924*	*907*	*897*	*1023*	*925*	*934*
All severities	23,482	21,055	19,497	17,532	17,472	17,084	17,039	16,611	16,607	16,797	17,599
Rate	*9,264*	*8,142*	*7,407*	*6,390*	*6,232*	*6,533*	*6,192*	*5,768*	*6,294*	*5,698*	*5,717*
Motorcycle riders											
Fatal	617	695	673	694	783	659	620	667	676	539	512
Rate	*221*	*245*	*225*	*220*	*225*	*206*	*184*	*207*	*195*	*169*	*158*
Fatal or serious	7,291	7,814	7,767	7,920	8,102	7,059	6,854	6,863	7,087	6,389	6,105
Rate	*2610*	*2750*	*2596*	*2509*	*2325*	*2204*	*2031*	*2125*	*2041*	*2000*	*1879*
All severities	27,122	29,236	30,084	29,503	29,523	26,857	25,870	24,323	24,381	22,427	21,590
Rate	*9,710*	*10,289*	*10,054*	*9,346*	*8,473*	*8,384*	*7,665*	*7,532*	*7,022*	*7,020*	*6,644*
Cars											
Fatal	3,634	3,516	3,654	3,728	3,773	3,520	3,465	3,483	3,141	2,724	2,340
Rate	*15*	*15*	*15*	*15*	*15*	*14*	*14*	*14*	*13*	*11*	*9.4*
Fatal or serious	43,062	41,587	40,745	39,563	36,912	34,416	32,129	31,892	30,302	28,403	26,731
Rate	*184*	*178*	*171*	*162*	*151*	*139*	*130*	*127*	*121*	*114*	*107*
All severities	329,866	329,846	321,900	314,568	299,933	291,842	281,810	267,991	255,891	236,923	227,244
Rate	*1,406*	*1,409*	*1,353*	*1,288*	*1,228*	*1,180*	*1,142*	*1,071*	*1,019*	*949*	*913*
Buses or coaches											
Fatal	139	136	164	125	119	121	108	118	120	98	85
Rate	*42*	*42*	*51*	*39*	*36*	*37*	*34*	*35*	*35*	*30*	*27*
Fatal or serious	1,483	1,449	1,433	1,392	1,319	1,237	1,131	1,159	1,138	1,090	962
Rate	*450*	*452*	*447*	*430*	*394*	*381*	*352*	*346*	*331*	*338*	*300*
All severities	11,888	11,733	11,521	10,781	10,939	10,573	9,988	9,133	8,559	8,375	7,831
Rate	*3,608*	*3,661*	*3,596*	*3,334*	*3,265*	*3,254*	*3,107*	*2,727*	*2,489*	*2,600*	*2,446*
Light goods vehicles											
Fatal	262	279	302	296	320	267	261	274	306	202	185
Rate	*8.2*	*8.6*	*9.1*	*8.7*	*8.9*	*7.1*	*6.7*	*6.8*	*7.2*	*4.8*	*4.5*
Fatal or serious	2,676	2,620	2,660	2,554	2,509	2,207	2,080	2,092	2,087	1,822	1,745
Rate	*83*	*81*	*80*	*75*	*70*	*58*	*54*	*52*	*49*	*43*	*42*
All severities	18,052	17,671	18,314	17,755	17,486	15,728	16,078	15,593	14,620	13,621	13,214
Rate	*563*	*544*	*549*	*520*	*486*	*416*	*414*	*385*	*344*	*322*	*319*
Heavy goods vehicles											
Fatal	617	565	588	570	533	472	520	458	461	379	284
Rate	*35*	*32*	*34*	*32*	*30*	*26*	*29*	*25*	*25*	*21*	*17*
Fatal or serious	3,085	3,033	2,910	2,692	2,456	2,142	2,168	2,071	1,951	1,639	1,388
Rate	*177*	*173*	*167*	*153*	*139*	*117*	*120*	*114*	*107*	*92*	*85*
All severities	15,191	15,194	14,813	13,480	13,173	12,516	12,120	11,336	10,688	9,040	7,487
Rate	*869*	*866*	*849*	*766*	*744*	*686*	*672*	*626*	*585*	*506*	*457*
All motor vehicles[1]											
Fatal	5,352	5,282	5,455	5,500	5,614	5,119	5,036	5,072	4,781	4,039	3,470
Rate	*18*	*18*	*19*	*18*	*18*	*17*	*16*	*16*	*15*	*13*	*11*
Fatal or serious	58,344	57,277	56,104	54,835	51,861	47,757	44,805	44,615	43,172	40,011	37,493
Rate	*201*	*197*	*190*	*181*	*170*	*154*	*144*	*141*	*135*	*127*	*120*
All severities	406,401	408,231	399,883	390,273	374,098	362,303	348,773	331,120	318,009	294,442	280,786
Rate	*1,401*	*1,407*	*1,356*	*1,291*	*1,228*	*1,169*	*1,124*	*1,050*	*998*	*931*	*897*
All vehicles[2]											
Fatal	5,547	5,433	5,614	5,647	5,753	5,276	5,204	5,253	4,930	4,171	3,587
Rate	*19*	*19*	*19*	*19*	*19*	*17*	*17*	*17*	*15*	*13*	*11*
Fatal or serious	61,814	60,336	59,055	57,509	54,516	50,277	47,380	47,278	45,939	42,807	40,433
Rate	*211*	*206*	*199*	*189*	*177*	*161*	*151*	*149*	*143*	*134*	*128*
All severities	430,492	429,943	420,073	408,325	392,022	379,845	366,236	348,059	334,966	311,604	298,687
Rate	*1,471*	*1,468*	*1,412*	*1,339*	*1,275*	*1,216*	*1,170*	*1,094*	*1,042*	*976*	*944*

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

11 Breath tests and breath test failures: by drivers and riders involved in reported accidents: 1999-2009

Number/*percentage*

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Car drivers											
Involved in accidents	329,866	329,846	321,900	314,568	299,933	291,842	281,810	267,991	255,891	236,923	227,244
Number breath tested	175,916	172,840	163,540	159,782	151,442	149,430	149,687	146,564	146,024	132,708	124,779
Percentage of drivers involved	*53*	*52*	*51*	*51*	*50*	*51*	*53*	*55*	*57*	*56*	*55*
Number failing brea h test[1]	6,669	7,124	7,264	7,285	7,289	6,655	6,397	5,873	5,644	4,899	4,594
Percentage of drivers											
breath tested	*3.8*	*4.1*	*4.4*	*4 6*	*4.8*	*4.5*	*4.3*	*4.0*	*3.9*	*3.7*	*3.7*
involved in accidents	*2.0*	*2.2*	*2.3*	*2 3*	*2.4*	*2.3*	*2.3*	*2.2*	*2.2*	*2.1*	*2.0*
Motorcycle riders											
Involved in accidents	27,122	29,236	30,084	29,503	29,523	26,857	25,870	24,323	24,381	22,427	21,590
Number breath tested	12,970	13,945	13,725	12,992	13,178	12,422	12,221	11,884	12,648	11,569	10,862
Percentage of riders involved	*48*	*48*	*46*	*44*	*45*	*46*	*47*	*49*	*52*	*52*	*50*
Number failing brea h test[1]	443	442	446	441	510	423	391	374	337	314	282
Percentage of riders											
breath tested	*3.4*	*3.2*	*3.2*	*3.4*	*3.9*	*3.4*	*3.2*	*3.1*	*2.7*	*2.7*	*2.6*
involved in accidents	*1.6*	*1.5*	*1.5*	*1.5*	*1.7*	*1.6*	*1.5*	*1.5*	*1.4*	*1.4*	*1.3*
Other motor vehicle drivers											
Involved in accidents	49,413	49,149	47,899	46,202	44,642	43,604	41,093	38,806	37,737	35,092	31,952
Number breath tested	25,864	25,915	24,457	23,458	22,656	22,120	21,311	20,822	20,886	18,692	16,277
Percentage of drivers involved	*52*	*53*	*51*	*51*	*51*	*51*	*52*	*54*	*55*	*53*	*51*
Number failing breath test[1]	411	401	386	378	351	349	327	347	297	307	249
Percentage of drivers											
breath tested	*1.6*	*1.5*	*1.6*	*1 6*	*1.5*	*1.6*	*1.5*	*1.7*	*1.4*	*1.6*	*1.5*
involved in accidents	*0.8*	*0.8*	*0.8*	*0 8*	*0.8*	*0.8*	*0.8*	*0.9*	*0.8*	*0.9*	*0.8*
All driver/riders											
Involved in accidents	406,401	408,231	399,883	390,273	374,098	362,303	348,773	331,120	318,009	294,442	280,786
Number breath tested	214,750	212,700	201,722	196,232	187,276	183,972	183,219	179,270	179,558	162,969	151,918
Percentage involved	*53*	*52*	*50*	*50*	*50*	*51*	*53*	*54*	*56*	*55*	*54*
Number failing breath test[1]	7,523	7,967	8,096	8,104	8,150	7,427	7,115	6,594	6,278	5,520	5,125
Percentage of driver riders											
breath tested	*3.5*	*3.7*	*4.0*	*4.1*	*4.4*	*4.0*	*3.9*	*3.7*	*3.5*	*3.4*	*3.4*
involved in accidents	*1.9*	*2.0*	*2.0*	*2.1*	*2.2*	*2.0*	*2.0*	*2.0*	*2.0*	*1.9*	*1.8*

1 Failed or refused to provide a specimen of breath

12 Reported accidents, vehicles and casualties: casualties by severity: by road class, built-up and non built-up roads: 2009

Number of accidents/vehicles/casualties

	Accidents	Vehicles involved	Casualties involved, by severity			
			Killed	Seriously injured	Slightly injured	All severi ies
Motorways						
Fatal	114	241	132	57	72	261
Serious	684	1,400	..	801	539	1,340
Slight	5,845	12,822	..	..	9,055	9,055
All severities	6,643	14,463	132	858	9,666	10,656
Built-up A roads						
Fatal	446	688	474	97	168	739
Serious	6,056	9,997	..	6,484	1,719	8,203
Slight	44,365	84,271	..	..	58,204	58,204
All severities	50,867	94,956	474	6,581	60,091	67,146
Built-up other roads[1]						
Fatal	481	771	507	102	170	779
Serious	8,700	13,862	..	9,126	2,267	11,393
Slight	60,188	107,364	..	..	76,442	76,442
All severities	69,369	121,997	507	9,228	78,879	88,614
All built-up roads[2]						
Fatal	927	1,459	981	199	338	1,518
Serious	14,756	23,859	..	15,610	3,986	19,596
Slight	104,553	191,635	..	..	134,646	134,646
All severities	120,236	216,953	981	15,809	138,970	155,760
Non built-up A roads						
Fatal	718	1,373	793	304	411	1,508
Serious	3,995	7,464	..	4,680	2,398	7,078
Slight	18,569	36,400	..	..	27,461	27,461
All severities	23,282	45,237	793	4,984	30,270	36,047
Non built-up other roads[1]						
Fatal	298	514	316	111	165	592
Serious	2,562	4,123	..	2,928	1,369	4,297
Slight	10,533	17,397	..	..	14,794	14,794
All severities	13,393	22,034	316	3,039	16,328	19,683
All non built-up roads[2]						
Fatal	1,016	1,887	1,109	415	576	2,100
Serious	6,557	11,587	..	7,608	3,767	11,375
Slight	29,102	53,797	..	..	42,255	42,255
All severities	36,675	67,271	1,109	8,023	46,598	55,730
All speed limits[3]						
Fatal	2,057	3,587	2,222	671	986	3,879
Serious	21,997	36,846	..	24,019	8,292	32,311
Slight	139,500	258,254	..	..	185,956	185,956
All severities	163,554	298,687	2,222	24,690	195,234	222,146

1 B roads, C roads and unclassified roads: excludes cases where road class was not reported
2 Excludes motorways
3 Includes cases where speed limit was not reported

13 Reported accidents and casualties: by severity, road type and speed limit: 2009

Number of accidents/casualties

	Accidents				Casualties			
	Fatal	Serious	Slight	All	Killed	Seriously injured	Slightly injured	All
Roundabout								
Speed limit								
20 mph[1]	1	3	30	34	1	3	41	45
30 mph	26	568	6,196	6,790	28	594	7,975	8,597
40 mph	5	140	1,544	1,689	5	147	2,073	2,225
50 mph	1	45	416	462	1	52	532	585
60 mph	5	138	1,191	1,334	5	146	1,572	1,723
70 mph	5	72	655	732	5	76	889	970
All limits[2]	43	966	10,032	11,041	45	1,018	13,082	14,145
One way street								
Speed limit								
20 mph[1]	2	20	125	147	2	20	141	163
30 mph	23	361	2,640	3,024	24	367	3,193	3,584
40 mph	0	4	43	47	0	4	60	64
50 mph	0	1	11	12	0	1	15	16
60 mph	0	6	35	41	0	8	55	63
All limits[2]	25	392	2,854	3,271	26	400	3,464	3,890
Single carriageway								
Speed limit								
20 mph[1]	5	168	1,076	1,249	5	172	1,309	1,486
30 mph	615	11,054	75,827	87,496	640	11,774	99,468	111,882
40 mph	146	1,151	6,492	7,789	166	1,341	10,012	11,519
50 mph	82	505	2,189	2,776	90	621	3,619	4,330
60 mph	727	4,686	17,850	23,263	794	5,808	29,226	35,828
All limits[2]	1,575	17,564	103,434	122,573	1,695	19,716	143,634	165,045
Slip road								
Speed limit								
20 mph[1]	0	0	7	7	0	0	10	10
30 mph	1	24	426	451	1	25	572	598
40 mph	0	12	131	143	0	13	195	208
50 mph	0	13	144	157	0	15	217	232
60 mph	1	28	220	249	1	31	340	372
70 mph	3	55	633	691	3	64	971	1,038
All limits[2]	5	132	1,561	1,698	5	148	2,305	2,458
Dual carriageway								
Speed limit								
20 mph[1]	0	4	30	34	0	4	41	45
30 mph	42	765	6,125	6,932	44	824	8,296	9,164
40 mph	59	417	3,364	3,840	63	463	4,997	5,523
50 mph	37	216	1,650	1,903	39	241	2,539	2,819
60 mph	18	162	948	1,128	19	189	1,466	1,674
70 mph	247	1,282	8,686	10,215	280	1,585	14,366	16,231
All limits[2]	403	2,846	20,803	24,052	445	3,306	31,705	35,456
All roads[3]								
Speed limit								
20 mph[1]	9	198	1,305	1,512	9	202	1,588	1,799
30 mph	708	12,846	91,843	105,397	738	13,660	120,286	134,684
40 mph	211	1,727	11,610	13,548	235	1,971	17,381	19,587
50 mph	121	783	4,420	5,324	131	934	6,938	8,003
60 mph	752	5,029	20,312	26,093	820	6,193	32,758	39,771
70 mph	256	1,414	10,010	11,680	289	1,730	16,283	18,302
All limits[2]	2,057	21,997	139,500	163,554	2,222	24,690	195,234	222,146

1 Includes residential 20 mph zones plus areas where by-laws restrict the speed limit to 20mph
2 Includes unknown and other speed limits.
3 Includes unknown and other road types

14 Reported accidents: by severity, number of casualties involved, built-up and non built-up roads and road class: 2009

Number of accidents

	Fatal accidents								Serious accidents					Slight accidents		
Killed	5+	4	3	2	1	1	1	1								
Seriously injured	0+	0+	0+	0+	2+	1	0	0	4+	3	2	1	1			All
Sligh ly injured	0+	0+	0+	0+	0+	0+	1+	0	0+	0+	0+	1+	0	2+	1	accidents
Built-up roads[1]																
A roads	0	1	4	17	16	43	71	294	17	35	302	969	4,733	9,602	34,763	50,867
B roads	1	1	1	9	6	14	24	94	3	14	77	347	1,538	2,959	10,450	15,538
Other roads	0	0	1	6	10	29	65	220	7	23	235	972	5,484	8,598	38,181	53,831
All built-up roads[2]	1	2	6	32	32	86	160	608	27	72	614	2,288	11,755	21,159	83,394	120,236
Non built-up roads[1]																
A roads	1	1	9	49	61	114	157	326	26	85	427	1,173	2,284	5,820	12,749	23,282
B roads	0	0	1	7	13	23	29	80	9	25	94	274	687	1,148	3,005	5,395
Other roads	0	0	1	7	6	22	31	78	6	15	143	423	886	1,778	4,602	7,998
All non built-up roads[2]	1	1	11	63	80	159	217	484	41	125	664	1,870	3,857	8,746	20,356	36,675
All speed limits[3]																
Motorways	1	1	3	5	9	21	20	54	9	10	61	222	382	1,972	3,873	6,643
A roads	1	2	13	66	77	157	228	620	43	120	729	2,142	7,017	15,422	47,512	74,149
B roads	1	1	2	16	19	37	53	174	12	39	171	621	2,225	4,107	13,455	20,933
Other roads	0	0	2	13	16	51	96	298	13	38	378	1,395	6,370	10,376	42,783	61,829
Total[3]	3	4	20	100	121	266	397	1,146	77	207	1,339	4,380	15,994	31,877	107,623	163,554

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

16a Reported accidents: by daylight and darkness, weather condition, built-up and non built-up roads and severity: 2009

Number of accidents

	Daylight				Darkness				All[1]
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	accidents
Motorways									
Fatal	47	8	0	0	44	10	1	0	114
Serious	380	41	4	4	190	38	7	2	684
Slight	3,426	541	35	11	1,117	403	65	21	5,845
All severities	3,853	590	39	15	1,351	451	73	23	6,643
Built-up roads[2]									
Fatal	445	38	3	1	352	62	2	3	927
Serious	8,907	889	48	7	3,471	832	67	25	14,756
Slight	65,645	7,821	632	133	18,678	5,579	603	174	104,553
All severities	74,997	8,748	683	141	22,501	6,473	672	202	120,236
Non built-up roads[2]									
Fatal	521	77	3	3	294	62	2	6	1,016
Serious	3,932	521	47	31	1,352	358	42	49	6,557
Slight	16,641	3,107	334	180	5,181	1,681	275	138	29,102
All severities	21,094	3,705	384	214	6,827	2,101	319	193	36,675
All speed limits[3]									
Fatal	1,013	123	6	4	690	134	5	9	2,057
Serious	13,219	1,451	99	42	5,013	1,228	116	76	21,997
Slight	85,712	11,469	1,001	324	24,976	7,663	943	333	139,500
All severities	99,944	13,043	1,106	370	30,679	9,025	1,064	418	163,554

1 Includes cases where lighting condition and/or weather condition was not reported
2 Excludes motorways.
3 Includes cases where speed limit was not reported

16b Reported casualties: by daylight and darkness, weather condition, built-up and non built-up roads and severity: 2009

Number of casualties

	Daylight				Darkness				All[1]
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	casualties
Motorways									
Killed	53	9	0	0	51	12	3	0	132
Serious	471	48	5	5	243	57	7	2	858
Slight	5,715	889	47	25	1,871	680	96	32	9,666
All severities	6,239	946	52	30	2,165	749	106	34	10,656
Built-up roads[2]									
Killed	461	41	3	1	382	66	2	3	981
Serious	9,361	934	50	8	3,896	928	67	28	15,809
Slight	85,627	10,720	820	163	26,043	7,765	800	246	138,970
All severities	95,449	11,695	873	172	30,321	8,759	869	277	155,760
Non built-up roads[2]									
Killed	563	86	4	3	322	67	2	6	1,109
Serious	4,724	665	57	34	1,694	451	46	59	8,023
Slight	26,602	4,917	492	284	8,584	2,722	402	229	46,598
All severities	31,889	5,668	553	321	10,600	3,240	450	294	55,730
All speed limits[3]									
Killed	1,077	136	7	4	755	145	7	9	2,222
Serious	14,556	1,647	112	47	5,833	1,436	120	89	24,690
Slight	117,944	16,526	1,359	472	36,498	11,167	1,298	507	195,234
All severities	133,577	18,309	1,478	523	43,086	12,748	1,425	605	222,146

1 Includes cases where lighting condition and/or weather condition was not reported
2 Excludes motorways.
3 Includes cases where speed limit was not reported

17 Reported accidents: by daylight and darkness, road surface condition, built-up and non built-up roads, speed limit and street lighting: 2009

Number of accidents

	Daylight				Darkness				
	Dry	Wet or flood	Snow or ice	All[1]	Dry	Wet or flood	Snow or ice	All[1]	All accidents[2]
Motorways									
Street lighting	2,044	658	51	2,753	514	479	93	1,088	3,841
No street lights/Street lights unlit	1,245	462	52	1,760	390	368	64	822	2,582
Lighting not reported	107	27	6	140	50	20	10	80	220
All lighting conditions	3,396	1,147	109	4,653	954	867	167	1,990	6,643
Built-up roads[3]									
Speed limit 20 mph									
Street lighting	759	175	22	956	192	110	15	317	1,273
No street lights/Street lights unlit	121	37	4	162	8	6	2	16	178
Lighting not reported	36	8	1	45	11	3	1	15	60
All lighting conditions	916	220	27	1,163	211	119	18	348	1,511
Speed limit 30 mph									
Street lighting	50,764	12,819	1,324	64,974	13,972	10,091	1,348	25,435	90,409
No street lights/Street lights unlit	7,201	2,579	332	10,114	628	538	146	1,313	11,427
Lighting not reported	1,828	456	74	2,373	713	280	62	1,057	3,430
All lighting conditions	59,793	15,854	1,730	77,461	15,313	10,909	1,556	27,805	105,266
Speed limit 40 mph									
Street lighting	5,317	1,780	149	7,253	1,411	1,316	175	2,904	10,157
No street lights/Street lights unlit	1,399	631	144	2,175	302	281	75	659	2,834
Lighting not reported	233	79	15	327	86	43	11	141	468
All lighting conditions	6,949	2,490	308	9,755	1,799	1,640	261	3,704	13,459
All built-up roads									
Street lighting	56,840	14,774	1,495	73,183	15,575	11,517	1,538	28,656	101,839
No street lights/Street lights unlit	8,721	3,247	480	12,451	938	825	223	1,988	14,439
Lighting not reported	2,097	543	90	2,745	810	326	74	1,213	3,958
All lighting conditions	67,658	18,564	2,065	88,379	17,323	12,668	1,835	31,857	120,236
Non built-up roads[3]									
Speed limit 50 mph									
Street lighting	1,532	524	50	2,106	401	361	64	827	2,933
No street lights/Street lights unlit	854	410	70	1,334	226	236	76	538	1,872
Lighting not reported	110	35	4	149	25	15	4	44	193
All lighting conditions	2,496	969	124	3,589	652	612	144	1,409	4,998
Speed limit 60 mph									
Street lighting	3,171	1,120	146	4,444	513	535	126	1,175	5,619
No street lights/Street lights unlit	7,963	4,865	1,117	13,947	2,154	2,667	825	5,650	19,597
Lighting not reported	366	131	24	529	136	53	23	214	743
All lighting conditions	11,500	6,116	1,287	18,920	2,803	3,255	974	7,039	25,959
Speed limit 70 mph									
Street lighting	1,527	559	81	2,167	346	388	68	803	2,970
No street lights/Street lights unlit	1,135	469	88	1,692	370	389	123	882	2,574
Lighting not reported	88	23	7	118	35	19	2	56	174
All lighting conditions	2,750	1,051	176	3,977	751	796	193	1,741	5,718
All non built-up roads									
Street lighting	6,230	2,203	277	8,717	1,260	1,284	258	2,805	11,522
No street lights/Street lights unlit	9,952	5,744	1,275	16,973	2,750	3,292	1,024	7,070	24,043
Lighting not reported	564	189	35	796	196	87	29	314	1,110
All lighting conditions	16,746	8,136	1,587	26,486	4,206	4,663	1,311	10,189	36,675
All speed limits[4]									
Street lighting	65,114	17,635	1,823	84,653	17,349	13,280	1,889	32,549	117,202
No street lights/Street lights unlit	19,918	9,453	1,807	31,184	4,078	4,485	1,311	9,880	41,064
Lighting not reported	2,768	759	131	3,681	1,056	433	113	1,607	5,288
All lighting conditions	87,800	27,847	3,761	119,518	22,483	18,198	3,313	44,036	163,554

1 Includes cases where road surface condition was not reported
2 Includes cases where light condition was not reported
3 Excludes motorways.
4 Includes motorways and cases where the speed limit was not reported

18 Reported accidents: by daylight and darkness, lighting conditions, special conditions and carriageway hazards: 2009

Number of accidents

		Darkness				
	Daylight	Street lights lit	No street lighting or street lights unlit	Street lighting unknown	All darkness	All[1] accidents
Special conditions at site						
Automatic traffic signal out or defec ive	304	87	12	3	102	406
Permanent road sign/markings defective or obscured	150	45	19	1	65	215
Roadworks	1,446	344	132	19	495	1,941
Road surface defective	282	54	49	3	106	388
Oil or diesel	547	54	30	3	87	634
Mud	334	25	141	5	171	505
Total	3,063	609	383	34	1,026	4,089
Carriageway hazards						
Dislodged vehicle load in carriageway	125	24	16	2	42	167
Other object in carriageway	872	228	179	14	421	1,293
Involvement with previous accident	166	42	61	2	105	271
Uninjured pedestrian in carriageway	265	81	15	2	98	363
Animal in carriageway (except ridden horses)	347	139	341	7	487	834
Total	1,775	514	612	27	1,153	2,928
All accidents[2]	119,518	32,549	9,880	1,607	44,036	163,554

1 Includes cases where ligh ing condition was not reported
2 Includes accidents where there were no special conditions or carriageway hazard, or none reported

19 Reported accidents: by junction type, built-up and non built-up roads and severity: 2009

Number of accidents

	Roundabout[1]	T or staggered[2]	Crossroads	Multiple junction	Private drive/ Entrance	Other junction	All junctions	Not at or within 20 metres of junction[3]
Motorways								
Fatal	1	10	0	1	0	1	13	101
Serious	19	65	0	2	0	6	92	592
All Severities	445	704	1	22	0	76	1,248	5,395
Built-up roads[4]								
Fatal	42	320	80	12	22	11	487	440
Serious	992	5,561	1,595	225	495	424	9,292	5,464
All Severities	12,228	45,449	14,145	2,057	4,365	3,891	82,135	38,101
Non built-up roads[4]								
Fatal	16	136	37	4	31	23	247	769
Serious	345	1,201	264	34	240	156	2,240	4,317
All Severities	3,471	6,691	1,408	190	1,183	905	13,848	22,827
All speed limits[5]								
Fatal	59	466	117	17	53	35	747	1,310
Serious	1,356	6,827	1,859	261	735	586	11,624	10,373
All Severities	16,144	52,844	15,554	2,269	5,548	4,872	97,231	66,323

1 Includes mini-roundabouts
2 Includes slip roads
3 Includes cases where junction detail was not reported
4 Excludes motorways
5 Includes cases where speed limit was not reported

20 Reported single vehicle accidents[1]: by object hit off carriageway: built-up and non built-up roads and severity: 2009

Number of accidents

(a) Built-up roads[2]

Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All
None	366	5,733	23,733	29,832
Road sign or traffic signal	14	102	508	624
Lamp post	31	218	920	1,169
Telegraph pole or electricity pole	7	51	232	290
Tree	32	216	562	810
Bus stop or shelter	3	17	75	95
Crash barrier	8	48	317	373
Submerged	1	1	3	5
Entered ditch	6	27	156	189
Other permanent objects	64	496	2,087	2,647
Total[3]	532	6,910	28,593	36,035

(b) Non built-up roads[2]

Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All
None	95	977	3,089	4,161
Road sign or traffic signal	18	121	486	625
Lamp post	9	65	283	357
Telegraph pole or electricity pole	7	53	251	311
Tree	132	543	1,482	2,157
Bus stop or shelter	0	2	8	10
Crash barrier	22	118	715	855
Submerged	2	4	13	19
Entered ditch	20	247	1,191	1,458
Other permanent objects	66	470	2,161	2,697
Total[3]	371	2,600	9,679	12,650

(c) Motorways

Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All
None	10	68	297	375
Road sign or traffic signal	3	11	32	46
Lamp post	1	10	28	39
Telegraph pole or electricity pole	0	0	2	2
Tree	11	32	93	136
Bus stop or shelter	0	0	0	0
Crash barrier	16	103	689	808
Submerged	0	0	0	0
Entered ditch	5	13	48	66
Other permanent objects	2	26	111	139
Total[3]	48	263	1,300	1,611

(d) All roads[4]

Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All
None	471	6,778	27,119	34,368
Road sign or traffic signal	35	234	1,026	1,295
Lamp post	41	293	1,231	1,565
Telegraph pole or electricity pole	14	104	485	603
Tree	175	791	2,137	3,103
Bus stop or shelter	3	19	83	105
Crash barrier	46	269	1,721	2,036
Submerged	3	5	16	24
Entered ditch	31	287	1,395	1,713
Other permanent objects	132	992	4,359	5,483
Total[3]	951	9,773	39,572	50,296

1 Includes single vehicle accidents involving pedestrians
2 Excludes motorways.
3 Includes cases where object hit was not reported or cases where object hit was unknown
4 Includes cases where speed limit was not reported

21 Reported accidents: by number of vehicles involved, built-up and non built-up roads, road class and severity: 2009

Number of accidents

	One vehicle only		Pedestrian and one vehicle[1]		Two vehicles[2]				
	Car	Other vehicle	Car	Other vehicle	Both cars	Other combination	Three[2] vehicles	Four[2] or more vehicles	All accidents
Built-up roads[3]									
A roads									
Fatal	53	23	120	65	51	91	32	11	446
Serious	364	414	1,443	437	765	2,218	323	92	6,056
All severities	2,517	2,403	6,233	1,850	16,378	16,452	4,099	935	50,867
B roads									
Fatal	22	9	41	9	17	33	15	4	150
Serious	174	144	475	97	263	692	108	26	1,979
All severities	1,057	660	2,219	466	5,217	4,491	1,188	240	15,538
Other roads									
Fatal	53	33	74	30	29	73	29	10	331
Serious	484	462	2,026	390	787	2,184	281	107	6,721
All severities	3,313	2,371	10,961	1,985	16,474	15,092	2,956	679	53,831
All built-up roads[4]									
Fatal	128	65	235	104	97	197	76	25	927
Serious	1,022	1,020	3,944	924	1,815	5,094	712	225	14,756
All severities	6,887	5,434	19,413	4,301	38,069	36,035	8,243	1,854	120,236
Non built-up roads[3]									
A roads									
Fatal	134	47	46	16	147	204	96	28	718
Serious	787	476	96	35	849	1,136	453	163	3,995
All severities	5,157	1,327	289	82	7,470	4,996	2,908	1,053	23,282
B roads									
Fatal	34	15	5	1	27	53	12	6	153
Serious	288	164	21	2	241	282	76	15	1,089
All severities	1,824	435	81	13	1,563	1,035	373	71	5,395
Other roads									
Fatal	49	19	2	3	18	38	13	3	145
Serious	453	218	53	7	297	360	76	9	1,473
All severities	2,679	561	169	33	2,515	1,610	368	63	7,998
All non built-up roads[4]									
Fatal	217	81	53	20	192	295	121	37	1,016
Serious	1,528	858	170	44	1,387	1,778	605	187	6,557
All severities	9,660	2,323	539	128	11,548	7,641	3,649	1,187	36,675
All speed limits[5]									
Motorways									
Fatal	34	6	5	3	11	26	13	16	114
Serious	202	52	5	4	111	148	93	69	684
All severities	1,379	202	19	11	1,863	1,475	1,074	620	6,643
A roads									
Fatal	187	70	166	81	198	295	128	39	1,164
Serious	1,151	890	1,539	472	1,614	3,354	776	255	10,051
All severities	7,674	3,730	6,522	1,932	23,848	21,448	7,007	1,988	74,149
B roads									
Fatal	56	24	46	10	44	86	27	10	303
Serious	462	308	496	99	504	974	184	41	3,068
All severities	2,881	1,095	2,300	479	6,780	5,526	1,561	311	20,933
Other roads									
Fatal	102	52	76	33	47	111	42	13	476
Serious	937	680	2,079	397	1,084	2,544	357	116	8,194
All severities	5,992	2,932	11,130	2,018	18,989	16,702	3,324	742	61,829
Total[4]									
Fatal	379	152	293	127	300	518	210	78	2,057
Serious	2,752	1,930	4,119	972	3,313	7,020	1,410	481	21,997
All severities	17,926	7,959	19,971	4,440	51,480	45,151	12,966	3,661	163,554

1 Includes accidents involving one vehicle in which at least one pedestrian was injured
2 Includes accidents in which pedestrians were injured
3 Excludes motorways
4 Includes cases where road class was not reported
5 Includes cases where speed limit was not reported

22 Reported accidents: involving pedestrians and one vehicle: by severity and vehicle type: 2009

Number of accidents

	Fatal	Serious	Slight	All severities
Single vehicle accidents				
Pedal cycle	1	73	197	271
Motorcycle 50cc and under	0	31	136	167
Motorcycle 51cc - 125cc	2	73	253	328
Motorcycle 126cc - 500cc	1	20	91	112
Motorcycle over 500cc	5	69	218	292
All motorcycles	8	193	698	899
Car	281	3,859	14,716	18,856
Taxi/Private hire car	10	241	778	1,029
Minibus	2	19	65	86
Bus or coach	35	274	1,010	1,319
Light goods vehicle	16	247	959	1,222
Heavy goods vehicle[1]	58	109	205	372
of which:				
Rigid[2]	38	71	189	298
Articulated	20	38	16	74
Other motor vehicle	9	69	252	330
Other non-motor vehicle	0	5	12	17
Any vehicle[3]	420	5,091	18,900	24,411
Accidents involving two or more vehicles	77	394	1,077	1,548

1 Includes cases where towing status was not reported
2 Includes heavy goods vehicles towing trailers or caravans
3 Includes cases where vehicle type was not reported

23a Reported accidents, vehicle user and pedestrian casualties: by combination of vehicles: urban areas: 2009

Accidents/Casualties

Vehicle A	Single vehicle		Two vehicle accidents by vehicle type B									All accidents with three or more vehicles	All accidents with vehs of type A'
	No pedes-trian	With pedes-trian	Pedal cycle	M'cycle 50cc & under	M'cycle over 50cc	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any[1] other vehicle	All two[2] vehicle accidents		
Pedal cycle													
Accidents involving	299	257	47	49	172	11,871	371	777	207	133	13,628	361	14,545
User casualties	303	71	59	38	146	11,781	347	775	205	129	13,481	380	14,235
of which: killed	1	0	0	0	1	26	4	4	14	2	51	4	56
seriously injured	97	12	14	8	19	1,509	48	99	51	20	1,768	86	1,963
Pedestrians hit by cycles	0	261	3	0	0	8	2	0	0	1	14	0	275
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	62	0	0	0	0	1	0	0	1	2	0	64
Motorcycle 50cc and under													
Accidents involving	347	150	49	34	31	1,757	24	111	20	27	2,055	135	2,687
User casualties	355	34	21	44	19	1,733	21	111	20	26	1,997	129	2,515
of which: killed	2	0	0	0	0	5	0	1	0	0	6	4	12
seriously injured	76	5	2	7	0	239	3	21	3	5	280	17	378
Ped'ns hit by m/cs to 50cc	0	152	0	2	0	2	0	0	0	3	7	0	159
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	29	0	0	0	0	0	0	0	0	0	0	29
Motorcycle over 50cc													
Accidents involving	1,247	684	172	31	97	7,427	114	601	108	64	8,615	657	11,203
User casualties	1,316	222	82	20	121	7,454	104	601	113	63	8,559	646	10,743
of which: killed	41	1	0	0	2	50	0	6	3	1	62	29	133
seriously injured	376	30	7	1	23	1,533	23	111	28	10	1,736	171	2,313
Ped'ns hit by m/cs +50cc	0	699	0	0	0	26	2	2	1	2	33	6	738
of which: killed	0	5	0	0	0	0	0	0	1	0	1	0	6
seriously injured	0	129	0	0	0	6	0	0	0	0	6	2	137
Car													
Accidents involving	4,957	17,542	11,871	1,757	7,427	32,645	1,908	3,034	1,377	855	60,883	8,831	92,213
User casualties	6,625	269	284	113	608	48,129	1,035	3,040	1,548	637	55,402	12,912	75,208
of which: killed	88	0	0	0	2	60	3	2	9	1	77	23	188
seriously injured	902	28	12	2	28	1,544	45	135	73	27	1,866	532	3,328
Pedestrians hit by cars	0	18,089	15	0	6	696	81	63	26	36	925	147	19,161
of which: killed	0	221	0	0	0	18	1	0	0	1	20	7	248
seriously injured	0	3,609	3	0	0	154	28	16	7	10	218	38	3,865
Bus or coach													
Accidents involving	2,433	1,251	371	24	114	1,908	68	142	51	59	2,737	316	6,737
User casualties	2,819	64	39	7	14	1,810	144	159	61	55	2,289	182	5,354
of which: killed	5	0	0	0	0	4	0	0	0	1	5	0	10
seriously injured	205	3	2	0	1	64	4	9	8	3	91	10	309
Pedestrians hit by buses	0	1,279	4	0	0	23	2	3	0	1	33	3	1,315
of which: killed	0	35	2	0	0	0	1	0	0	0	3	1	39
seriously injured	0	263	0	0	0	5	1	1	0	0	7	0	270
Light goods vehicle													
Accidents involving	149	1,041	777	111	601	3,034	142	147	77	31	4,920	1,259	7,369
User casualties	177	6	14	2	18	1,036	49	170	71	6	1,366	416	1,965
of which: killed	1	0	0	0	0	0	0	0	0	0	0	0	1
seriously injured	27	1	0	0	0	39	3	5	6	2	55	16	99
Pedestrians hit by LGVs	0	1,077	0	0	0	42	4	13	5	1	65	17	1,159
of which: killed	0	12	0	0	0	2	0	0	0	0	2	1	15
seriously injured	0	213	0	0	0	12	1	1	0	0	14	5	232
Heavy goods vehicle													
Accidents involving	60	282	207	20	108	1,377	51	77	40	24	1,904	394	2,640
User casualties	62	7	3	1	2	166	12	15	40	1	240	63	372
of which: killed	0	0	0	0	0	0	0	0	1	0	1	0	1
seriously injured	12	1	1	0	0	5	1	1	4	0	12	2	27
Pedestrians hit by HGVs	0	293	0	0	0	17	2	7	3	4	33	2	328
of which: killed	0	41	0	0	0	0	0	0	0	0	0	1	42
seriously injured	0	78	0	0	0	5	2	1	2	0	10	0	88
Any other vehicle A[1]													
Accidents involving	91	275	133	27	64	855	59	31	24	37	1,230	260	1,856
User casualties	106	3	5	1	7	447	25	26	23	47	581	90	780
of which: killed	3	0	0	0	0	8	0	0	0	0	8	2	13
seriously injured	25	0	0	1	1	51	1	1	4	1	60	11	96
Ped'ns hit by these vehs	0	285	0	0	0	11	0	0	1	4	16	0	301
of which: killed	0	5	0	0	0	1	0	0	1	0	2	0	7
seriously injured	0	66	0	0	0	2	0	0	0	0	2	0	68
All vehicles[2]													
Accidents involving	9,583	21,487	13,628	2,055	8,615	60,883	2,737	4,920	1,904	1,230	64,550	8,918	104,538
All vehicle user casualties	11,763	676	13,929	2,179	9,373	79,829	3,882	6,093	2,281	1,498	83,915	14,818	111,172
of which: killed	141	1	51	6	65	170	12	13	27	13	210	62	414
seriously injured	1,720	80	1,792	292	1,785	5,306	215	432	185	127	5,868	845	8,513
Pedestrian casualties	0	22,140	33	7	39	1,054	124	140	66	64	1,126	175	23,441
of which: killed	0	319	2	0	1	23	4	2	2	3	28	10	357
seriously injured	0	4,449	5	0	6	248	39	32	17	13	259	45	4,753

1 Includes other motor and non-motor vehicles.

2 Includes cases where vehicle type was not reported

23b Reported accidents, vehicle user and pedestrian casualties: by combination of vehicles: rural areas: 2009

Accidents/Casualties

Vehicle A	Single vehicle		Two vehicle accidents by vehicle type B									All accidents with three or more vehicles	All accidents with vehs of type A'
	No pedes-trian	With pedes-trian	Pedal cycle	M'cycle 50cc & under	M'cycle over 50cc	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any[1] other vehicle	All two[2] vehicle accidents		
Pedal cycle													
Accidents involving	159	14	32	6	40	2,137	37	134	64	43	2,495	156	2,824
User casualties	161	6	45	6	37	2,116	36	130	63	43	2,478	184	2,829
of which: killed	5	1	0	0	2	25	0	3	4	0	34	8	48
seriously injured	80	2	14	0	15	428	8	23	18	8	514	47	643
Pedestrians hit by cycles	0	14	0	0	0	2	0	0	1	0	3	0	17
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	2	0	0	0	0	0	0	0	0	0	0	2
Motorcycle 50cc and under													
Accidents involving	214	17	6	14	10	476	7	28	17	10	569	52	852
User casualties	216	7	0	19	8	465	6	27	17	9	552	47	822
of which: killed	0	0	0	0	0	2	0	0	1	0	3	1	4
seriously injured	63	0	0	2	0	104	0	6	6	2	120	10	193
Ped'ns hit by m/cs to 50cc	0	19	0	0	0	0	0	0	0	0	0	0	19
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle over 50cc													
Accidents involving	1,898	48	40	10	111	3,172	22	221	128	122	3,827	597	6,370
User casualties	2,005	17	23	5	173	3,239	26	226	130	122	3,945	656	6,623
of which: killed	79	0	1	0	9	124	2	17	18	9	180	64	323
seriously injured	832	6	5	2	54	1,125	9	83	47	40	1,365	263	2,466
Ped'ns hit by m/cs +50cc	0	49	0	0	0	8	0	0	0	3	11	1	61
of which: killed	0	2	0	0	0	0	0	0	0	1	1	0	3
seriously injured	0	13	0	0	0	2	0	0	0	0	2	0	15
Car													
Accidents involving	12,969	2,429	2,137	476	3,172	18,835	406	2,312	2,184	758	30,291	7,573	53,262
User casualties	17,651	78	81	48	485	30,670	364	2,357	2,672	742	37,434	13,041	68,204
of which: killed	340	1	0	0	2	262	15	25	70	9	383	147	871
seriously injured	2,428	3	5	3	36	2,555	43	197	279	79	3,197	1,097	6,725
Pedestrians hit by cars	0	2,522	3	0	1	187	19	21	17	12	260	73	2,855
of which: killed	0	78	0	0	0	16	0	1	4	0	21	6	105
seriously injured	0	576	1	0	0	51	5	2	5	1	65	22	663
Bus or coach													
Accidents involving	190	68	37	7	22	406	9	49	32	15	578	149	985
User casualties	301	1	6	3	3	351	37	64	45	38	549	112	963
of which: killed	2	0	0	0	0	1	0	0	0	0	1	1	4
seriously injured	19	1	0	0	0	17	2	2	0	4	25	2	47
Pedestrians hit by buses	0	70	0	0	0	1	0	0	0	0	1	1	72
of which: killed	0	1	0	0	0	0	0	0	0	0	0	0	1
seriously injured	0	14	0	0	0	0	0	0	0	0	0	1	15
Light goods vehicle													
Accidents involving	417	181	134	28	221	2,312	49	142	184	57	3,127	1,355	5,080
User casualties	500	2	5	2	14	1,080	29	207	203	42	1,582	694	2,778
of which: killed	9	0	0	0	0	6	2	4	6	0	18	8	35
seriously injured	75	0	0	0	1	79	3	26	43	10	162	45	282
Pedestrians hit by LGVs	0	184	1	0	0	11	3	4	4	1	24	8	216
of which: killed	0	5	0	0	0	0	0	1	0	0	1	1	7
seriously injured	0	38	0	0	0	3	1	0	1	0	5	2	45
Heavy goods vehicle													
Accidents involving	322	90	64	17	128	2,184	32	184	144	65	2,819	1,142	4,373
User casualties	356	3	3	0	5	280	9	47	179	26	550	238	1,147
of which: killed	4	0	1	0	0	0	0	0	5	1	7	2	13
seriously injured	55	0	0	0	0	19	0	5	34	1	59	34	148
Pedestrians hit by HGVs	0	94	0	0	0	10	0	2	5	0	17	5	116
of which: killed	0	17	0	0	0	3	0	0	1	0	4	2	23
seriously injured	0	33	0	0	0	3	0	0	0	0	3	3	39
Any other vehicle A[1]													
Accidents involving	133	72	43	10	122	758	15	57	65	40	1,111	359	1,675
User casualties	160	6	0	3	11	309	8	35	52	48	467	88	721
of which: killed	3	0	0	0	1	2	1	0	1	0	5	2	10
seriously injured	40	1	0	0	4	46	2	8	8	5	73	14	128
Ped'ns hit by these vehs	0	77	0	0	0	5	1	2	0	0	8	0	85
of which: killed	0	4	0	0	0	0	0	0	0	0	0	0	4
seriously injured	0	10	0	0	0	0	0	1	0	0	1	0	11
All vehicles[2]													
Accidents involving	16,302	2,924	2,495	569	3,827	30,291	578	3,127	2,819	1,111	32,081	7,709	59,016
All vehicle user casualties	21,350	120	2,596	619	4,508	45,274	1,027	4,468	3,732	1,489	47,557	15,060	84,087
of which: killed	442	2	36	3	185	543	21	63	107	24	631	233	1,308
seriously injured	3,592	13	524	125	1,421	5,015	90	486	460	217	5,515	1,512	10,632
Pedestrian casualties	0	3,034	7	0	12	297	24	49	39	24	324	88	3,446
of which: killed	0	107	0	0	1	24	0	2	8	1	27	9	143
seriously injured	0	688	1	0	2	73	6	8	9	2	76	28	792

1 Includes other motor and non-motor vehicles.

2 Includes cases where vehicle type was not reported.

23c Reported accidents, vehicle user and pedestrian casualties: by combination of vehicles: all areas[1]: 2009

Accidents/Casualties

Vehicle A	Single vehicle		Two vehicle accidents by vehicle type B									All accidents with three or more vehicles	All accidents with vehs of type A'
	No pedes-trian	With pedes-trian	Pedal cycle	M'cycle 50cc & under	M'cycle over 50cc	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any[2] other vehicle	All two[3] vehicle accidents		
Pedal cycle													
Accidents involving	458	271	79	55	212	14,008	408	911	271	176	16,123	517	17,369
User casualties	464	77	104	44	183	13,897	383	905	268	172	15,959	564	17,064
of which: killed	6	1	0	0	3	51	4	7	18	2	85	12	104
seriously injured	177	14	28	8	34	1,937	56	122	69	28	2,282	133	2,606
Pedestrians hit by cycles	0	275	3	0	0	10	2	0	1	1	17	0	292
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	64	0	0	0	0	1	0	0	1	2	0	66
Motorcycle 50cc and under													
Accidents involving	561	167	55	48	41	2,233	31	139	37	37	2,624	187	3,539
User casualties	571	41	21	63	27	2,198	27	138	37	35	2,549	176	3,337
of which: killed	2	0	0	0	0	7	0	1	1	0	9	5	16
seriously injured	139	5	2	9	0	343	3	27	9	7	400	27	571
Ped'ns hit by m/cs to 50cc	0	171	0	2	0	2	0	0	0	3	7	0	178
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	29	0	0	0	0	0	0	0	0	0	0	29
Motorcycle over 50cc													
Accidents involving	3,145	732	212	41	208	10,599	136	822	236	186	12,442	1,254	17,573
User casualties	3,321	239	105	25	294	10,693	130	827	243	185	12,504	1,302	17,366
of which: killed	120	1	1	0	11	174	2	23	21	10	242	93	456
seriously injured	1,208	36	12	3	77	2,658	32	194	75	50	3,101	434	4,779
Ped'ns hit by m/cs +50cc	0	748	0	0	0	34	2	2	1	5	44	7	799
of which: killed	0	7	0	0	0	0	0	0	1	1	2	0	9
seriously injured	0	142	0	0	0	8	0	0	0	0	8	2	152
Car													
Accidents involving	17,926	19,971	14,008	2,233	10,599	51,480	2,314	5,346	3,561	1,613	91,174	16,404	145,475
User casualties	24,276	347	365	161	1,093	78,799	1,399	5,397	4,220	1,379	92,836	25,953	143,412
of which: killed	428	1	0	0	4	322	18	27	79	10	460	170	1,059
seriously injured	3,330	31	17	5	64	4,099	88	332	352	106	5,063	1,629	10,053
Pedestrians hit by cars	0	20,611	18	0	7	883	100	84	43	48	1,185	220	22,016
of which: killed	0	299	0	0	0	34	1	1	4	1	41	13	353
seriously injured	0	4,185	4	0	0	205	33	18	12	11	283	60	4,528
Bus or coach													
Accidents involving	2,623	1,319	408	31	136	2,314	77	191	83	74	3,315	465	7,722
User casualties	3,120	65	45	10	17	2,161	181	223	106	93	2,838	294	6,317
of which: killed	7	0	0	0	0	5	0	0	0	1	6	1	14
seriously injured	224	4	2	0	1	81	6	11	8	7	116	12	356
Pedestrians hit by buses	0	1,349	4	0	0	24	2	3	0	1	34	4	1,387
of which: killed	0	36	2	0	0	0	1	0	0	0	3	1	40
seriously injured	0	277	0	0	0	5	1	1	0	0	7	1	285
Light goods vehicle													
Accidents involving	566	1,222	911	139	822	5,346	191	289	261	88	8,047	2,614	12,449
User casualties	677	8	19	4	32	2,116	78	377	274	48	2,948	1,110	4,743
of which: killed	10	0	0	0	0	6	2	4	6	0	18	8	36
seriously injured	102	1	0	0	1	118	6	31	49	12	217	61	381
Pedestrians hit by LGVs	0	1,261	1	0	0	53	7	17	9	2	89	25	1,375
of which: killed	0	17	0	0	0	2	0	1	0	0	3	2	22
seriously injured	0	251	0	0	0	15	2	1	1	0	19	7	277
Heavy goods vehicle													
Accidents involving	382	372	271	37	236	3,561	83	261	184	89	4,723	1,536	7,013
User casualties	418	10	6	1	7	446	21	62	219	27	790	301	1,519
of which: killed	4	0	1	0	0	0	0	0	6	1	8	2	14
seriously injured	67	1	1	0	0	24	1	6	38	1	71	36	175
Pedestrians hit by HGVs	0	387	0	0	0	27	2	9	8	4	50	7	444
of which: killed	0	58	0	0	0	3	0	0	1	0	4	3	65
seriously injured	0	111	0	0	0	8	2	1	2	0	13	3	127
Any other vehicle A[2]													
Accidents involving	224	347	176	37	186	1,613	74	88	89	77	2,341	619	3,531
User casualties	266	9	5	4	18	756	33	61	75	95	1,048	178	1,501
of which: killed	6	0	0	0	1	10	1	0	1	0	13	4	23
seriously injured	65	1	0	1	5	97	3	9	12	6	133	25	224
Ped'ns hit by these vehs	0	362	0	0	0	16	1	2	1	4	24	0	386
of which: killed	0	9	0	0	0	1	0	0	1	0	2	0	11
seriously injured	0	76	0	0	0	2	0	1	0	0	3	0	79
All vehicles[3]													
Accidents involving	25,885	24,411	16,123	2,624	12,442	91,174	3,315	8,047	4,723	2,341	96,631	16,627	163,554
All vehicle user casualties	33,113	796	16,525	2,798	13,881	125,103	4,909	10,561	6,013	2,987	131,472	29,878	195,259
of which: killed	583	3	87	9	250	713	33	76	134	37	841	295	1,722
seriously injured	5,312	93	2,316	417	3,206	10,321	305	918	645	344	11,383	2,357	19,145
Pedestrian casualties	0	25,174	40	7	51	1,351	148	189	105	88	1,450	263	26,887
of which: killed	0	426	2	0	2	47	4	4	10	4	55	19	500
seriously injured	0	5,137	6	0	8	321	45	40	26	15	335	73	5,545

1 Includes cases where area was not reported.

2 Includes other motor and non-motor vehicles

3 Includes cases where vehicle type was not reported.

24 Reported casualties: by built-up and non built-up roads and motorways, severity and road user type: 2009

Number of casualties

	Motorways			Built-up roads[1]			Non built-up roads[1]			All speed limits[2]		
	Killed	KSI[3]	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All
Pedestrian												
Children	0	1	2	30	1,611	7,857	7	48	124	37	1,660	7,983
Adults	18	34	63	360	3,947	17,448	85	314	737	463	4,295	18,248
All ages[4]	18	35	66	390	5,645	25,945	92	365	876	500	6,045	26,887
Pedal cyclist												
Children	0	0	0	9	428	3,095	5	30	109	14	458	3,204
Adults	0	1	1	55	1,868	12,300	35	356	1,119	90	2,225	13,420
All ages[4]	0	1	1	64	2,323	15,825	40	386	1,238	104	2,710	17,064
Horse rider												
Children	0	0	0	0	1	13	0	1	5	0	2	18
Adults	0	0	0	0	8	39	1	12	42	1	20	81
All ages[4]	0	0	0	0	9	52	1	13	48	1	22	100
Motorcycle 50cc and under												
Riders and passengers	0	0	0	13	497	2,987	3	90	350	16	587	3,337
Motorcycle over 50cc[5]												
Riders	12	111	298	165	2,880	11,854	261	1,987	4,355	438	4,978	16,507
Passengers	0	5	19	9	142	534	9	110	306	18	257	859
All casual ies	12	116	317	174	3,022	12,388	270	2,097	4,661	456	5,235	17,366
Car and taxi												
Drivers	48	432	5,978	181	3,010	59,643	471	3,915	30,476	700	7,357	96,097
Passengers	35	281	3,310	125	1,632	28,924	198	1,794	14,352	358	3,707	46,586
All casualties	83	713	9,288	306	4,642	88,567	669	5,709	44,828	1,058	11,064	142,683
Minibuses												
Drivers	0	1	16	0	6	122	0	6	72	0	13	210
Passengers	1	10	83	0	9	275	0	16	161	1	35	519
All casualties	1	11	99	0	15	397	0	22	233	1	48	729
Bus or coach												
Drivers	0	0	9	1	23	494	0	4	79	1	27	582
Passengers	1	1	14	9	314	5,354	3	28	367	13	343	5,735
of whom were boarding or alighting												
Children	0	0	0	0	4	79	0	0	1	0	4	80
Adults	1	1	1	1	60	565	0	0	2	2	61	568
All ages[4]	1	1	1	1	65	688	0	0	4	2	66	693
All casual ies	1	1	23	10	337	5,848	3	32	446	14	370	6,317
Light goods vehicle												
Drivers	8	43	381	4	94	1,772	19	182	1,499	31	319	3,652
Passengers	3	21	164	1	29	532	1	48	395	5	98	1,091
All casual ies	11	64	545	5	123	2,304	20	230	1,894	36	417	4,743
Heavy goods vehicle												
Drivers	4	38	227	2	32	438	6	95	626	12	165	1,291
Passengers	1	1	33	0	9	97	1	14	98	2	24	228
All casual ies	5	39	260	2	41	535	7	109	724	14	189	1,519
Other vehicle												
Drivers	1	4	35	14	115	683	3	55	303	18	174	1,021
Passengers	0	6	22	3	21	229	1	24	129	4	51	380
All casual ies	1	10	57	17	136	912	4	79	432	22	225	1,401
All road users[6]												
Children	5	44	601	50	2,327	17,144	26	300	2,910	81	2,671	20,655
Adults	127	939	9,965	931	14,179	135,241	1,083	8,781	52,378	2,141	23,899	197,584
All ages[4]	132	990	10,656	981	16,790	155,760	1,109	9,132	55,730	2,222	26,912	222,146

1 Excludes motorways.
2 Includes cases where speed limit was not reported
3 Killed or seriously injured.
4 Includes cases where age was not reported
5 Includes motorcycle combinations and scooters
6 Includes cases where vehicle type was not reported

25 Casualties in reported accidents involving vehicles of different types: by built-up and non built-up roads, road class and severity[1]: 2009

Number of casualties

	Pedal cycle	Motorcycle[2]	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any motor vehicle[3]	Any vehicle[4]
Built-up roads[5]								
A roads								
Killed	28	80	348	51	26	54	474	474
KSI[6]	972	1,725	5,690	488	468	287	6,962	7,055
All severities	6,672	8,715	59,775	4,802	5,157	2,393	66,790	67,146
B roads								
Killed	10	40	142	1	4	14	167	168
KSI	314	546	1,926	94	136	68	2,266	2,300
All severities	2,068	2,285	18,721	1,053	1,423	413	20,448	20,547
Other roads								
Killed	29	74	260	12	23	25	335	339
KSI	1,151	1,512	6,243	318	409	166	7,317	7,435
All severities	7,993	6,689	61,502	3,715	4,335	1,064	67,663	68,067
All built-up roads[7]								
Killed	67	194	750	64	53	93	976	981
KSI	2,437	3,783	13,859	900	1,013	521	16,545	16,790
All severities	16,733	17,689	139,998	9,570	10,915	3,870	154,901	155,760
Non built-up roads[5]								
A roads								
Killed	28	187	673	13	71	118	792	793
KSI	210	1,449	4,866	72	538	565	5,752	5,777
All severities	732	3,649	33,394	558	3,592	3,056	35,989	36,047
B roads								
Killed	4	54	134	5	17	11	162	162
KSI	55	412	1,232	20	106	62	1,484	1,489
All severities	199	943	7,194	120	593	314	7,888	7,899
Other roads								
Killed	10	44	122	3	14	5	152	154
KSI	137	413	1,511	26	119	69	1,827	1,866
All severities	437	1,061	10,726	202	888	377	11,715	11,784
All non built-up roads[7]								
Killed	42	285	929	21	102	134	1,106	1,109
KSI	402	2,274	7,609	118	763	696	9,063	9,132
All severities	1,368	5,653	51,314	880	5,073	3,747	55,592	55,730
All speed limits[8]								
Motorways								
Killed	0	12	109	1	19	41	132	132
KSI	1	116	857	7	129	222	990	990
All severities	1	361	10,154	74	1,453	2,078	10,655	10,656
A roads								
Killed	56	267	1,021	64	97	172	1,266	1,267
KSI	1,182	3,174	10,556	560	1,006	852	12,714	12,832
All severities	7,404	12,364	93,169	5,360	8,749	5,449	102,779	103,193
B roads								
Killed	14	94	276	6	21	25	329	330
KSI	369	958	3,158	114	242	130	3,750	3,789
All severities	2,267	3,228	25,915	1,173	2,016	727	28,336	28,446
Other roads								
Killed	39	118	382	15	37	30	487	493
KSI	1,288	1,925	7,754	344	528	235	9,144	9,301
All severities	8,430	7,750	72,228	3,917	5,223	1,441	79,378	79,851
Total[7,8]								
Killed	109	491	1,788	86	174	268	2,214	2,222
KSI	2,840	6,173	22,325	1,025	1,905	1,439	26,598	26,912
All severities	18,102	23,703	201,466	10,524	17,441	9,695	221,148	222,146

1 Involves multiple-counting if more than one vehicle type present. Pedestrian casualties are included with all casualties in accidents involvin each specific type of vehicle.
2 Includes motorcycle combina ions and scooters
3 Includes o her motor vehicles.
4 Includes o her non motor vehicles and cases where vehicle type was not reported
5 Excludes motorways
6 Killed or seriously injured.
7 Includes cases where road class was not reported
8 Includes cases where speed limit was not reported

26 Reported casualty and accident rates: by urban and rural roads, road class, road user type, severity and pedestrian involvement: 2009

Rate per billion vehicle miles

	Urban roads[1]			Rural roads[1]			All roads			
	A road	Other[2]	All urban[3]	A road	Other[2]	All rural[3]	Motorways	A road	Other[2]	Total[3]
Pedal cycle										
Accidents involving	14,234	4,485	6,253	9,630	2,706	3,752	..	13,257	4,038	5,642
User casualties	13,886	4,399	6,120	9,630	2,714	3,758	..	12,983	3,976	5,543
of whom killed	57	17	24	264	28	64	..	101	20	34
seriously injured	1,922	605	844	2,289	598	853	..	2,000	603	847
Pedestrians hit by a cycle	313	75	118	44	19	23	..	256	61	95
of whom killed	0	0	0	0	0	0	..	0	0	0
seriously injured	73	17	28	0	3.1	2.7	..	58	14	21
Motorcycle										
Accidents involving	12,304	5,931	8,084	4,981	6,203	5,466	1,119	8,121	6,015	6,480
User casualties	11,757	5,685	7,736	5,201	6,313	5,643	1,175	8,012	5,879	6,371
of whom killed	116	68	84	245	253	248	44	190	125	145
seriously injured	2,189	1,247	1,566	1,891	2,220	2,022	385	2,019	1,548	1,646
Pedestrians hit by a motorcycle	864	353	526	35	105	63	0	391	276	301
of whom killed	1.7	4.4	3.5	2.6	2.0	2.4	0	2 2	3.7	2 8
seriously injured	158	66	97	10	14	12	0	74	50	56
Car										
Accidents involving	961	904	928	374	640	462	134	592	805	584
User casualties	839	688	751	498	743	579	201	625	709	576
of whom killed	2.2	1.5	1.8	7.8	7.4	7.7	1 8	5 8	3.7	4 3
seriously injured	36	31	33	51	76	59	14	46	48	40
Pedestrians hit by a car	153	224	195	13	57	27	0 9	65	162	88
of whom killed	3.1	2.0	2.5	0.9	0.9	0.9	0 2	1 8	1 6	1.4
seriously injured	35	42	39	3.6	12	6.3	0 3	15	31	18
Bus or coach										
Accidents involving	4,830	2,673	3,462	790	1,195	959	155	3,017	2,300	2,412
User casualties	3,789	2,151	2,750	913	1,014	955	87	2,498	1,865	1,973
of whom killed	11	0.8	4.6	1.7	7.2	4.0	3 8	7 0	2.4	4.4
seriously injured	224	122	159	35	65	47	0	139	107	111
Pedestrians hit by a bus or coach	871	565	677	35	125	72	0	496	454	433
of whom killed	46	4.9	20	0	2.4	1.0	0	26	4 2	12
seriously injured	201	103	139	12	19	15	0	116	82	89
Light goods vehicle										
Accidents involving	591	412	484	222	247	232	109	348	339	301
User casualties	164	101	126	122	123	122	72	136	111	115
of whom killed	0	0.1	0.1	1.3	1.2	1.3	1.5	0 9	0 6	0 9
seriously injured	7.3	5.4	6.2	13	11	12	7 0	11	7 9	9 2
Pedestrians hit by an LGV	66	84	77	5.6	20	11	0.7	26	56	33
of whom killed	0.7	1.2	1.0	0.4	0.3	0.4	0	0.5	0 8	0.5
seriously injured	15	16	15	1.7	3.3	2.3	0.1	6 3	10	6.7
Heavy goods vehicle										
Accidents involving	990	977	985	401	766	457	197	529	864	428
User casualties	131	155	139	116	218	132	37	119	189	93
of whom killed	0	0	0	1.0	2.8	1.3	0.7	0 8	1.5	0 9
seriously injured	8.6	12	9.9	15	25	17	4 9	14	19	11
Pedestrians hit by an HGV	95	190	129	9.3	43	15	2.4	28	111	27
of whom killed	17	15	16	2.6	1.9	2.5	1 0	5 6	8.1	4 0
seriously injured	30	43	35	3.6	13	5.1	0 6	9.4	27	7 8
All vehicles[4]										
Accidents involving	902	813	850	325	558	402	107	534	715	517
User casualties	1,018	817	900	483	731	566	171	677	784	617
of whom killed	3.8	2.9	3.3	8.9	9.5	9.1	1 8	7.1	5.4	5.4
seriously injured	76	64	69	63	98	75	14	68	77	61
All pedestrian casualties	162	213	192	12	52	26	1.1	67	152	85
of whom killed	3.9	2.2	2.9	1.0	0.9	1.0	0 3	2.1	1.7	1 6
seriously injured	37	40	39	3.5	11	5.9	0 3	16	29	18

1 See urban and rural definitions.
2 B, C and unclassified roads; excludes cases where road class was not reported
3 Includes cases where road class was not reported
4 Includes other motor or non-motor vehicles and cases where vehicle or road user type was not reported

27 Number of reported casualties: by accident and casualty severity and road user type: 2009

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	500	36	26	562	5,509	287	5,796	20,529	26,887
Pedal cyclists	104	0	3	107	2,606	70	2,676	14,281	17,064
Motorcycle 50cc and under[1] riders and passengers	16	0	2	18	571	29	600	2,719	3,337
Motorcycle 51cc - 125cc[1]									
Riders	48	1	1	50	1,225	50	1,275	4,494	5,819
Passengers	3	1	0	4	36	21	57	85	146
Motorcycle 126cc - 500cc[1]									
Riders	37	1	2	40	631	18	649	1,695	2,384
Passengers	2	3	0	5	30	19	49	89	143
Motorcycle over 500cc[1]									
Riders	353	19	12	384	2,663	103	2,766	5,154	8,304
Passengers	13	4	3	20	165	62	227	323	570
Taxi/Private hire car									
Drivers	3	2	7	12	62	64	126	1,336	1,474
Passengers	7	2	2	11	91	59	150	1,374	1,535
Car									
Drivers	697	257	381	1,335	6,336	3,526	9,862	83,426	94,623
Passengers	351	289	298	938	2,967	3,154	6,121	37,992	45,051
Minibus									
Drivers	0	3	2	5	10	18	28	177	210
Passengers	1	7	17	25	27	73	100	394	519
Bus or coach									
Drivers	1	1	15	17	25	41	66	499	582
Passengers	13	11	99	123	319	232	551	5,061	5,735
Light goods vehicle									
Drivers	31	12	35	78	276	190	466	3,108	3,652
Passengers	5	8	14	27	85	101	186	878	1,091
Heavy goods vehicle									
Rigid									
Drivers	9	3	27	39	84	56	140	666	845
Passengers	2	1	5	8	17	12	29	157	194
Articulated									
Drivers	3	3	20	26	63	31	94	326	446
Passengers	0	1	1	2	3	2	5	27	34
Total[2]									
Drivers	12	6	47	65	147	87	234	992	1,291
Passengers	2	2	6	10	20	14	34	184	228
Other motor vehicle									
Drivers	13	3	8	24	129	39	168	729	921
Passengers	4	3	6	13	41	30	71	279	363
Other non-motor vehicle									
Drivers	6	0	0	6	44	2	46	146	198
Passengers	0	0	0	0	4	3	7	12	19
All casualties[3]	2,222	671	986	3,879	24,019	8,292	32,311	185,956	222,146

1 Includes data on scooters and motorcycle combinations
2 Includes cases where HGV type was not reported
3 Includes cases where road user type was not reported

28 Reported casualties and casualty rates: by month, road user type and severity: 2009

Number of casualties/*rate per billion vehicle miles*

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Pedestrians												
Killed	59	43	50	35	29	33	35	37	45	40	45	49
KSI[1]	556	455	551	460	505	466	440	408	537	525	597	545
All severities	2,348	1,946	2,445	1,995	2,329	2,129	2,040	1,851	2,284	2,436	2,647	2,437
of whom children												
Killed	4	4	3	5	3	5	0	4	2	3	2	2
KSI	107	112	176	143	163	163	142	119	169	137	132	97
All severities	572	513	821	657	767	742	657	566	787	745	648	508
Pedal cyclists												
Killed	6	10	5	12	6	11	16	9	10	8	3	8
KSI	156	141	199	227	240	342	280	259	293	251	184	138
All severities	988	797	1,333	1,337	1,567	1,941	1,726	1,559	1,851	1,604	1,363	998
of whom children												
Killed	0	1	0	1	0	3	4	1	1	2	0	1
KSI	10	21	31	40	46	84	49	42	52	49	25	9
All severities	106	106	226	275	355	446	382	382	411	283	139	93
Horse riders												
Killed	0	0	0	0	0	0	0	0	0	1	0	0
KSI	1	1	2	1	1	4	3	5	2	1	1	0
All severities	6	5	16	7	10	11	5	11	11	9	4	5
Motorcycle[2] users												
Killed	15	18	38	54	59	56	52	57	45	43	20	15
KSI	298	262	435	581	629	640	556	607	647	546	365	256
All severities	1,207	997	1,603	1,879	2,016	2,092	2,011	1,978	2,155	2,003	1,677	1,085
Rate (all motorcycle users)	*6,068*	*5,036*	*6,157*	*6,500*	*6,089*	*5,944*	*6,114*	*5,864*	*6,565*	*7,516*	*8,538*	*6,659*
Car users												
Killed	115	96	76	89	81	71	89	106	74	79	91	81
KSI	1,072	795	823	877	918	833	930	934	829	951	1,034	901
All severities	12,199	9,651	10,888	10,804	11,488	11,134	12,375	11,823	10,692	12,463	13,624	12,533
Other car[3] users												
Killed	1	2	1	0	0	0	1	2	0	1	3	0
KSI	12	19	10	13	15	8	32	20	20	22	27	17
All severities	285	262	268	273	303	279	319	349	291	340	435	334
All car users	12,484	9,913	11,156	11,077	11,791	11,413	12,694	12,172	10,983	12,803	14,059	12,867
Rate (all car users)	*657*	*571*	*539*	*537*	*544*	*535*	*567*	*544*	*511*	*582*	*694*	*650*
Bus or coach users												
Killed	1	1	1	0	2	2	0	0	2	1	0	4
KSI	25	24	43	31	27	28	26	22	36	30	39	39
All severities	480	454	637	483	573	551	546	513	534	552	517	477
Rate (all bus & coach users)	*1,997*	*2,081*	*2,367*	*1,832*	*2,116*	*1,993*	*1,878*	*1,826*	*1,887*	*1,926*	*1,928*	*1,882*
Light goods vehicle users												
Killed	3	3	2	3	5	1	0	4	1	1	8	5
KSI	35	24	29	28	41	40	35	45	24	34	37	45
All severities	407	345	362	339	350	353	397	419	384	443	462	482
Heavy goods vehicle users												
Killed	2	2	0	2	3	1	1	1	0	0	2	0
KSI	20	13	18	15	17	11	11	19	22	16	16	11
All severities	122	105	138	109	107	126	134	131	143	145	138	121
All goods vehicle users	529	450	500	448	457	479	531	550	527	588	600	603
Rate (all goods veh users)	*127*	*117*	*103*	*96*	*94*	*94*	*99*	*112*	*101*	*113*	*121*	*131*
Agricultural vehicle users												
Killed	0	0	1	1	0	0	0	0	0	1	0	0
KSI	4	0	1	3	0	0	2	2	3	5	1	0
All severities	9	3	5	8	7	5	9	20	7	9	10	5
All road users												
Killed	202	178	175	196	185	177	197	220	179	176	175	162
KSI	2,195	1,746	2,124	2,254	2,411	2,391	2,338	2,344	2,433	2,398	2,314	1,964
All severities	18,173	14,648	17,815	17,335	18,852	18,728	19,682	18,797	18,456	20,109	20,975	18,576
of whom children												
Killed	7	9	4	11	6	9	8	6	4	6	5	6
KSI	162	170	245	234	255	286	245	226	260	237	209	142
All severities	1,363	1,213	1,733	1,733	1,918	1,938	2,005	1,972	1,936	1,833	1,616	1,395
Rate (all ages)	*754*	*666*	*676*	*661*	*689*	*687*	*690*	*668*	*672*	*718*	*810*	*745*

1 Killed or seriously injured.

2 Includes motorcycle combinations, motor scooters and mopeds.

3 Includes taxis and minibuses.

29a Reported casualties: by day, road user type and hour of day: 2009

Number of casualties

(a) Monday to Thursday

Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	145	46	86	1,081	1,414
01:00	81	16	41	781	961
02:00	76	7	22	442	589
03:00	45	6	16	403	518
04:00	35	13	14	353	472
05:00	37	105	94	534	866
06:00	123	287	283	1,322	2,254
07:00	425	816	784	3,505	5,984
08:00	1,470	1,286	1,129	6,467	11,066
09:00	800	649	592	4,420	7,165
10:00	705	378	371	3,399	5,547
11:00	826	341	424	3,781	6,161
12:00	889	392	565	4,343	6,899
13:00	955	452	622	4,708	7,483
14:00	837	510	636	4,661	7,384
15:00	2,121	781	765	5,831	10,285
16:00	1,582	1,043	1,056	6,467	10,933
17:00	1,527	1,378	1,339	7,412	12,239
18:00	1,111	1,051	1,039	5,607	9,171
19:00	792	721	713	4,162	6,606
20:00	471	414	479	3,283	4,819
21:00	377	233	399	2,740	3,874
22:00	277	142	286	2,595	3,438
23:00	215	96	156	1,881	2,430
All hours[2]	15,925	11,163	11,911	80,188	128,575

(b) Friday

Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	38	16	35	298	396
01:00	30	8	11	204	257
02:00	32	2	12	178	237
03:00	17	5	7	157	195
04:00	8	1	4	107	135
05:00	4	9	27	144	210
06:00	28	60	67	346	553
07:00	94	163	170	734	1,261
08:00	360	287	251	1,376	2,409
09:00	204	133	125	942	1,544
10:00	155	91	121	907	1,446
11:00	206	82	127	1,134	1,759
12:00	273	110	158	1,355	2,114
13:00	275	130	193	1,426	2,246
14:00	282	138	182	1,501	2,310
15:00	566	218	243	1,855	3,130
16:00	438	248	312	1,840	3,014
17:00	428	314	323	1,842	3,037
18:00	308	228	279	1,548	2,450
19:00	256	150	209	1,412	2,080
20:00	182	85	145	1,017	1,465
21:00	201	63	90	1,015	1,404
22:00	163	37	81	912	1,222
23:00	168	39	51	798	1,072
All hours[2]	4,716	2,617	3,223	23,048	35,946

(c) Saturday

Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	152	24	40	716	948
01:00	136	10	16	569	760
02:00	116	7	14	448	603
03:00	74	10	16	361	477
04:00	28	3	10	247	305
05:00	27	4	12	234	298
06:00	20	13	24	252	346
07:00	30	32	29	402	555
08:00	50	80	72	617	877
09:00	106	84	114	821	1,204
10:00	153	101	145	1,030	1,527
11:00	216	145	194	1,482	2,176
12:00	229	171	228	1,551	2,338
13:00	267	125	262	1,659	2,453
14:00	220	149	252	1,387	2,144
15:00	221	139	268	1,347	2,089
16:00	256	137	250	1,326	2,055
17:00	258	133	258	1,391	2,113
18:00	256	119	167	1,247	1,849
19:00	229	81	154	1,240	1,757
20:00	173	79	102	933	1,328
21:00	146	40	89	828	1,136
22:00	155	29	70	794	1,086
23:00	174	28	50	847	1,115
All hours[2]	3,693	1,743	2,836	21,731	31,542

(d) Sunday

Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	179	17	20	729	972
01:00	163	17	25	603	821
02:00	132	6	12	482	643
03:00	124	6	10	434	588
04:00	42	4	15	320	391
05:00	10	5	8	250	284
06:00	18	6	18	203	264
07:00	13	23	31	296	379
08:00	24	44	38	365	502
09:00	19	87	81	511	726
10:00	65	113	160	769	1,140
11:00	110	142	238	1,050	1,585
12:00	159	139	235	1,305	1,892
13:00	159	140	269	1,349	1,972
14:00	172	124	243	1,352	1,961
15:00	169	137	246	1,251	1,866
16:00	171	113	235	1,291	1,883
17:00	179	112	216	1,229	1,796
18:00	160	112	192	1,106	1,608
19:00	142	76	132	960	1,348
20:00	116	46	91	810	1,102
21:00	97	32	97	744	994
22:00	79	25	77	567	767
23:00	51	15	44	468	598
All hours[2]	2,553	1,541	2,733	18,445	26,083

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

29b Reported casualties: killed or seriously injured: by day, road user type and hour of day: 2009

Number of casualties

(a) Monday to Thursday

Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	44	11	23	173	262
01:00	15	3	19	129	171
02:00	16	1	11	59	91
03:00	12	2	5	72	101
04:00	16	3	4	60	93
05:00	14	23	31	62	146
06:00	36	47	92	129	346
07:00	100	123	191	237	682
08:00	251	172	229	353	1,046
09:00	163	106	128	266	707
10:00	162	58	93	228	591
11:00	158	56	91	214	582
12:00	167	52	150	275	702
13:00	194	57	149	288	736
14:00	166	74	183	317	805
15:00	420	101	182	361	1,136
16:00	324	157	264	421	1,216
17:00	324	205	355	403	1,323
18:00	240	162	279	361	1,071
19:00	180	115	193	310	813
20:00	131	74	142	282	646
21:00	91	43	110	243	498
22:00	82	20	91	270	478
23:00	65	19	48	209	354
All hours[2]	3,371	1,684	3,063	5,723	14,601

(b) Friday

Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	16	3	14	46	83
01:00	5	1	3	45	54
02:00	9	0	8	34	54
03:00	6	2	6	29	46
04:00	3	1	1	18	27
05:00	1	3	9	16	35
06:00	8	13	16	50	89
07:00	20	28	37	59	154
08:00	54	39	54	68	222
09:00	33	16	27	63	147
10:00	34	15	24	48	135
11:00	42	10	34	75	170
12:00	52	10	43	86	206
13:00	64	21	67	86	258
14:00	64	18	50	82	227
15:00	118	28	72	96	340
16:00	102	31	84	92	319
17:00	89	49	74	95	316
18:00	70	46	71	115	308
19:00	62	20	54	93	234
20:00	49	17	47	95	211
21:00	65	8	28	95	201
22:00	50	7	18	102	179
23:00	44	14	18	113	190
All hours[2]	1,060	400	859	1,701	4,205

(c) Saturday

Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	61	6	11	113	192
01:00	38	1	9	98	154
02:00	26	1	9	87	131
03:00	29	2	6	61	100
04:00	11	1	4	46	66
05:00	8	1	5	48	64
06:00	9	1	8	35	62
07:00	13	8	7	58	96
08:00	15	13	18	45	100
09:00	22	21	28	71	151
10:00	37	15	44	65	167
11:00	39	24	49	106	234
12:00	48	29	72	90	252
13:00	62	17	80	98	265
14:00	38	30	90	84	253
15:00	39	32	89	109	280
16:00	63	22	92	102	290
17:00	50	30	77	106	266
18:00	75	27	43	101	252
19:00	62	12	46	109	236
20:00	45	16	37	91	195
21:00	41	5	23	89	161
22:00	49	10	15	96	177
23:00	53	5	13	103	180
All hours[2]	933	329	875	2,011	4,324

(d) Sunday

Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	55	5	4	108	175
01:00	44	6	12	81	145
02:00	53	2	5	84	146
03:00	38	0	4	74	117
04:00	19	2	7	60	89
05:00	5	0	6	40	54
06:00	6	3	7	16	36
07:00	4	6	13	51	78
08:00	5	11	15	35	70
09:00	6	25	30	41	105
10:00	15	25	71	56	170
11:00	27	29	101	83	244
12:00	43	17	92	89	246
13:00	45	26	109	80	265
14:00	40	27	86	89	248
15:00	34	24	95	100	261
16:00	32	21	94	114	275
17:00	41	14	90	83	235
18:00	42	17	47	64	174
19:00	37	15	48	71	175
20:00	36	12	27	64	147
21:00	20	6	19	72	120
22:00	19	2	24	77	122
23:00	15	2	19	45	85
All hours[2]	681	297	1,025	1,677	3,782

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

29c Reported casualties: all days: by severity, road user type and hour of day: 2009

Number of casualties

(a) Fatal

Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	31	1	8	53	96
01:00	13	0	9	53	76
02:00	14	1	7	41	65
03:00	11	1	1	38	53
04:00	12	1	4	24	42
05:00	6	1	10	26	48
06:00	7	4	16	31	66
07:00	15	2	17	46	86
08:00	15	11	18	35	84
09:00	25	7	18	43	97
10:00	20	10	23	28	84
11:00	23	5	21	46	105
12:00	19	6	26	32	87
13:00	20	2	34	39	98
14:00	30	7	30	51	123
15:00	29	4	29	43	108
16:00	27	6	43	72	151
17:00	37	7	41	52	139
18:00	29	9	28	44	114
19:00	24	6	33	46	112
20:00	26	5	16	50	100
21:00	23	2	16	63	106
22:00	22	4	14	38	83
23:00	22	2	10	65	99
All hours[2]	500	104	472	1,059	2,222

(b) Serious

Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	145	24	44	387	616
01:00	89	11	34	300	448
02:00	90	3	26	223	357
03:00	74	5	20	198	311
04:00	37	6	12	160	233
05:00	22	26	41	140	251
06:00	52	60	107	199	467
07:00	122	163	231	359	924
08:00	310	224	298	466	1,354
09:00	199	161	195	398	1,013
10:00	228	103	209	369	979
11:00	243	114	254	432	1,125
12:00	291	102	331	508	1,319
13:00	345	119	371	513	1,426
14:00	278	142	379	521	1,410
15:00	582	181	409	623	1,909
16:00	494	225	491	657	1,949
17:00	467	291	555	635	2,001
18:00	398	243	412	597	1,691
19:00	317	156	308	537	1,346
20:00	235	114	237	482	1,099
21:00	194	60	164	436	874
22:00	178	35	134	507	873
23:00	155	38	88	405	710
All hours[2]	5,545	2,606	5,350	10,053	24,690

(c) Slight

Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	338	78	129	2,384	3,018
01:00	308	40	50	1,804	2,275
02:00	252	18	27	1,286	1,650
03:00	175	21	28	1,119	1,414
04:00	64	14	27	843	1,028
05:00	50	96	90	996	1,359
06:00	130	302	269	1,893	2,884
07:00	425	869	766	4,532	7,169
08:00	1,579	1,462	1,174	8,324	13,416
09:00	905	785	699	6,253	9,529
10:00	830	570	565	5,708	8,597
11:00	1,092	591	708	6,969	10,451
12:00	1,240	704	829	8,014	11,837
13:00	1,291	726	941	8,590	12,630
14:00	1,203	772	904	8,329	12,266
15:00	2,466	1,090	1,084	9,618	15,353
16:00	1,926	1,310	1,319	10,195	15,785
17:00	1,888	1,639	1,540	11,187	17,045
18:00	1,408	1,258	1,237	8,867	13,273
19:00	1,078	866	867	7,191	10,333
20:00	681	505	564	5,511	7,515
21:00	604	306	495	4,828	6,428
22:00	474	194	366	4,323	5,557
23:00	431	138	203	3,524	4,406
All hours[2]	20,842	14,354	14,881	132,300	195,234

(d) All severities

Hour beginning	Pedes-trians	Pedal cyclists	M'cycle users	Car users	All road users[1]
Midnight	514	103	181	2,824	3,730
01:00	410	51	93	2,157	2,799
02:00	356	22	60	1,550	2,072
03:00	260	27	49	1,355	1,778
04:00	113	21	43	1,027	1,303
05:00	78	123	141	1,162	1,658
06:00	189	366	392	2,123	3,417
07:00	562	1,034	1,014	4,937	8,179
08:00	1,904	1,697	1,490	8,825	14,854
09:00	1,129	953	912	6,694	10,639
10:00	1,078	683	797	6,105	9,660
11:00	1,358	710	983	7,447	11,681
12:00	1,550	812	1,186	8,554	13,243
13:00	1,656	847	1,346	9,142	14,154
14:00	1,511	921	1,313	8,901	13,799
15:00	3,077	1,275	1,522	10,284	17,370
16:00	2,447	1,541	1,853	10,924	17,885
17:00	2,392	1,937	2,136	11,874	19,185
18:00	1,835	1,510	1,677	9,508	15,078
19:00	1,419	1,028	1,208	7,774	11,791
20:00	942	624	817	6,043	8,714
21:00	821	368	675	5,327	7,408
22:00	674	233	514	4,868	6,513
23:00	608	178	301	3,994	5,215
All hours[2]	26,887	17,064	20,703	143,412	222,146

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

30a Reported casualties: by age band[1], road user type and severity: 2009

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	8	6	5	18	29	75	62	51	39	52	65	90	500
KSI[3]	214	253	475	718	502	887	589	521	435	446	443	472	6,045
All severities	978	1,218	2,379	3,408	2,609	4,244	2,951	2,544	1,903	1,494	1,321	1,182	26,887
Pedal cyclists													
Killed	0	1	4	9	6	12	15	18	16	12	6	5	104
KSI	4	45	129	280	167	459	528	501	310	164	75	21	2,710
All severities	48	300	1,015	1,841	1,342	3,350	3,468	2,806	1,440	699	239	76	17,064
Motorcycle 50cc and under													
Killed	0	0	0	0	8	1	0	2	1	2	1	1	16
KSI	1	2	1	12	376	63	38	36	26	18	6	2	587
All severities	1	4	2	50	2,137	479	262	178	103	47	20	5	3,337
Motorcycle over 50cc[4]													
Riders													
Killed	0	0	0	1	28	101	96	129	59	17	6	1	438
KSI	0	0	0	14	545	1,174	1,059	1,241	609	216	40	8	4,978
All severities	0	0	3	38	2,183	4,319	3,590	3,727	1,662	567	119	22	16,507
Passengers													
Killed	0	0	0	0	3	7	4	0	3	0	1	0	18
KSI	0	0	2	13	39	70	35	56	25	12	1	1	257
All severities	1	3	19	64	142	208	113	162	96	33	2	1	859
Car													
Drivers													
Killed	0	0	0	0	79	193	113	95	73	51	53	43	700
KSI	0	0	0	5	853	1,987	1,251	1,106	806	563	450	279	7,370
All severities	0	0	0	24	9,854	27,334	19,303	17,441	10,702	5,899	3,249	1,619	96,307
Passengers													
Killed	5	3	6	15	94	98	25	24	16	19	27	27	359
KSI	86	59	116	197	873	901	338	263	223	245	212	166	3,742
All severities	1,631	1,468	2,350	2,833	9,048	11,307	5,149	4,251	3,067	2,387	1,671	857	47,105
Bus and coach													
Drivers													
Killed	0	0	0	0	0	0	0	0	1	0	0	0	1
KSI	0	0	0	0	0	4	4	9	4	3	0	0	27
All severities	0	0	0	0	2	75	147	176	120	50	3	1	582
Passengers													
Killed	0	0	0	0	0	1	1	0	0	1	4	6	13
KSI	9	1	3	7	15	27	19	26	31	49	74	79	343
All severities	229	97	153	315	299	494	466	572	590	767	781	565	5,735
Goods vehicle													
Drivers													
Killed	0	0	0	0	0	6	7	14	9	6	1	0	43
KSI	0	0	0	0	18	81	111	123	98	46	6	0	484
All severities	0	0	0	1	133	985	1,270	1,381	783	330	30	2	4,943
Passengers													
Killed	0	0	0	0	0	2	1	2	1	1	0	0	7
KSI	0	1	1	5	13	33	20	17	18	7	5	1	122
All severities	11	12	32	51	136	403	252	196	116	55	16	6	1,319
All road users[5]													
Killed	13	10	15	43	250	498	324	339	221	165	167	177	2,222
KSI	314	365	731	1,261	3,422	5,733	4,023	3,938	2,609	1,791	1,335	1,048	26,912
All severities	2,904	3,108	5,973	8,670	27,978	53,479	37,267	33,708	20,737	12,450	7,556	4,409	222,146

1 In some cases age 0 may have been coded where the age of the casualty was not reported.
2 Includes cases where age was not reported
3 Killed or seriously injured.
4 Includes motorcycle combinations and scooters
5 Includes other road users and cases where road user type was not reported

30b Reported casualties: by age band[1], road user type and severity: 1994-98 average[2]

Number of casualties

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

1 In some cases age 0 may have been coded where the age of the casualty was not reported.
2 Figures have been rounded to he nearest whole number
3 Includes cases where age was not reported
4 Killed or seriously injured.
5 Includes motorcycle combinations and scooters
6 Includes other road users and cases where road user type was not reported

31 Reported casualty rates: by age band, road user type and severity: 2009

Rate per million population

	0-4[1]	5-7	8-11	12-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over	All[2] ages
Pedestrians													
Killed	*2.2*	*3.0*	*1.9*	*6.3*	*9.3*	*9.2*	*7.8*	*5.7*	*5.4*	*8.1*	*15.1*	*32.5*	*8.3*
KSI [3]	*58.5*	*127*	*178*	*252*	*161*	*109*	*74.4*	*58.6*	*59.8*	*69.8*	*103*	*170*	*101*
All severities	*267*	*612*	*891*	*1,196*	*839*	*520*	*373*	*286*	*261*	*234*	*306*	*426*	*448*
Pedal cyclists													
Killed	*0*	*0.5*	*1.5*	*3.2*	*1.9*	*1.5*	*1.9*	*2.0*	*2.2*	*1.9*	*1.4*	*1.8*	*1.7*
KSI	*1.1*	*22.6*	*48.3*	*98.2*	*53.7*	*56.3*	*66.7*	*56.3*	*42.6*	*25.7*	*17.4*	*7.6*	*45.2*
All severities	*13.1*	*151*	*380*	*646*	*431*	*411*	*438*	*315*	*198*	*109*	*55.3*	*27.4*	*284*
Motorcycle users 50cc and under													
Killed	*0*	*0*	*0*	*0*	*2.6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
KSI	*0*	*1.0*	*0*	*4.2*	*121*	*7.7*	*4.8*	*4.0*	*3.6*	*2.8*	*1.4*	*0.7*	*9.8*
All severities	*0*	*2.0*	*0.7*	*17.5*	*687*	*58.7*	*33.1*	*20.0*	*14.2*	*7.4*	*4.6*	*1.8*	*55.6*
Motorcycles over 50cc													
Riders													
Killed	*0*	*0*	*0*	*0*	*9.0*	*12.4*	*12.1*	*14.5*	*8.1*	*2.7*	*1.4*	*0*	*7.3*
KSI	*0*	*0*	*0*	*4.9*	*175*	*144*	*134*	*139*	*83.7*	*33.8*	*9.3*	*2.9*	*83.0*
All severities	*0*	*0*	*1.1*	*13.3*	*702*	*530*	*454*	*419*	*228*	*88.8*	*27.6*	*7.9*	*275*
Passengers													
Killed	*0*	*0*	*0*	*0*	*1.0*	*0.9*	*0.5*	*0*	*0*	*0*	*0*	*0*	*0*
KSI	*0*	*0*	*0.7*	*4.6*	*12.5*	*8.6*	*4.4*	*6.3*	*3.4*	*1.9*	*0*	*0*	*4.3*
All severities	*0*	*1.5*	*7.1*	*22.5*	*45.7*	*25.5*	*14.3*	*18.2*	*13.2*	*5.2*	*0*	*0*	*14.3*
Car													
Drivers													
Killed	*0*	*0*	*0*	*0*	*25.4*	*23.7*	*14.3*	*10.7*	*10.0*	*8.0*	*12.3*	*15.5*	*11.7*
KSI	*0*	*0*	*0*	*1.8*	*274*	*244*	*158*	*124*	*111*	*88.1*	*104*	*101*	*123*
All severities	*0*	*0*	*0*	*8.4*	*3,168*	*3,351*	*2,439*	*1,960*	*1,471*	*924*	*752*	*584*	*1,605*
Passengers													
Killed	*1.4*	*1.5*	*2.2*	*5.3*	*30.2*	*12.0*	*3.2*	*2.7*	*2.2*	*3.0*	*6.3*	*9.7*	*6.0*
KSI	*23.5*	*29.7*	*43.4*	*69.1*	*281*	*110*	*42.7*	*29.6*	*30.6*	*38.4*	*49.1*	*59.9*	*62.4*
All severities	*446*	*738*	*880*	*994*	*2,909*	*1,386*	*650*	*478*	*421*	*374*	*387*	*309*	*785*
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*	*0.5*	*1.0*	*0.5*	*0*	*0*	*0*	*0*
All severities	*0*	*0*	*0*	*0*	*0.6*	*9.2*	*18.6*	*19.8*	*16.5*	*7.8*	*0.7*	*0*	*9.7*
Passengers													
Killed	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.9*	*2.2*	*0*
KSI	*2.5*	*0.5*	*1.1*	*2.5*	*4.8*	*3.3*	*2.4*	*2.9*	*4.3*	*7.7*	*17.1*	*28.5*	*5.7*
All severities	*62.6*	*48.8*	*57.3*	*111*	*96.1*	*60.6*	*58.9*	*64.3*	*81.1*	*120*	*181*	*204*	*95.6*
Goods vehicle													
Drivers													
Killed	*0*	*0*	*0*	*0*	*0*	*0.7*	*0.9*	*1.6*	*1.2*	*0.9*	*0*	*0*	*0.7*
KSI	*0*	*0*	*0*	*0*	*5.8*	*9.9*	*14.0*	*13.8*	*13.5*	*7.2*	*1.4*	*0*	*8.1*
All severities	*0*	*0*	*0*	*0*	*42.8*	*121*	*160*	*155*	*108*	*51.7*	*6.9*	*0.7*	*82.4*
Passengers													
Killed	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
KSI	*0*	*0.5*	*0*	*1.8*	*4.2*	*4.0*	*2.5*	*1.9*	*2.5*	*1.1*	*1.2*	*0*	*2.0*
All severities	*3.0*	*6.0*	*12.0*	*17.9*	*43.7*	*49.4*	*31.8*	*22.0*	*15.9*	*8.6*	*3.7*	*2.2*	*22.0*
All road users[4]													
Killed	*3.6*	*5.0*	*5.6*	*15.1*	*80.4*	*61.1*	*40.9*	*38.1*	*30.4*	*25.8*	*38.7*	*63.8*	*37.0*
KSI	*85.9*	*183*	*274*	*442*	*1,100*	*703*	*508*	*443*	*359*	*280*	*309*	*378*	*449*
All severities	*794*	*1,562*	*2,236*	*3,042*	*8,994*	*6,557*	*4,708*	*3,788*	*2,849*	*1,949*	*1,750*	*1,590*	*3,702*
Population (thousands)	3,656	1,989	2,671	2,850	3,111	8,156	7,916	8,898	7,278	6,387	4,318	2,773	60,003

1 In some cases age 0 may have been coded where the age of the casualty was not reported.
2 Includes cases where age was not reported
3 Killed or seriously injured.
4 Includes other road users and cases where road user type was not reported

32 Reported pedestrian casualties: location by age band and by severity: 2009

Number of casualties/*percentage*

	In carriage-way not crossing	On footway or verge	On refuge, central island or reservation	Masked by stationary vehicle			Crossing road (not masked)			Location not reported	All locations
				On pedestrian crossing	Within 50 metres of crossing	Elsewhere	On pedestrian crossing	Within 50 metres of crossing	Elsewhere		
0- 4[1]	82	75	7	12	16	259	100	31	330	66	978
5- 7	54	58	6	8	12	393	77	49	471	90	1,218
8-11	108	128	0	30	49	572	222	133	1,017	120	2,379
12-15	199	234	19	40	85	536	355	241	1,536	163	3,408
16-19	285	256	9	36	67	236	334	212	1,021	153	2,609
20-24	324	238	11	24	50	181	298	199	908	159	2,392
25-29	286	211	6	15	48	119	261	147	620	139	1,852
30-34	244	196	5	18	27	108	192	133	516	111	1,550
35-39	241	186	5	13	31	83	167	120	453	102	1,401
40-44	227	193	10	10	18	84	155	90	469	116	1,372
45-49	186	180	3	14	22	55	145	65	414	88	1,172
50-54	138	152	4	12	16	70	124	88	365	61	1,030
55-59	109	98	5	8	12	55	95	75	358	58	873
60-64	89	112	4	10	7	47	106	67	341	52	835
65-69	66	91	6	10	6	32	84	44	291	29	659
70-74	37	90	6	5	8	35	75	53	331	42	682
75-79	32	80	2	3	10	40	69	53	309	41	639
80-84	33	76	5	6	9	33	71	52	286	40	611
85+	23	63	1	4	4	25	76	39	299	37	571
All ages[2]	2,846	2,767	116	282	507	3,013	3,084	1,947	10,592	1,733	26,887
Percentage	*11*	*10*	*0.4*	*1.0*	*1.9*	*11*	*11*	*7.2*	*39*	*6.4*	*100*
All ages[2]											
Killed	71	45	5	4	5	19	50	47	209	45	500
Seriously injured	526	483	29	61	110	685	662	483	2,190	316	5,545
Sligh ly injured	2,249	2,239	82	217	392	2,309	2,372	1,417	8,193	1,372	20,842
Total	2,846	2,767	116	282	507	3,013	3,084	1,947	10,592	1,733	26,887

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

33 Reported pedestrian casualties: by location, age, road crossing type and severity: 2009

Number of casualties

	On pedestrian crossing, refuge or central island			Within 50 metres of a pedestrian crossing		
	Child[1]	Adult	All[2] ages	Child[1]	Adult	All[2] ages
Zebra crossing						
Killed	0	6	6	1	7	8
Seriously injured	30	105	140	27	78	108
Slightly injured	164	497	675	95	238	344
All severities	194	608	821	123	323	460
Pelican crossing[3]						
Killed	1	23	24	2	29	31
Seriously injured	83	222	313	60	221	287
Slightly injured	295	631	942	212	530	761
All severities	379	876	1,279	274	780	1,079
Light controlled junction (with ped'n phase)						
Killed	0	24	24	1	9	10
Seriously injured	50	201	261	30	130	163
Slightly injured	188	701	917	131	452	606
All severities	238	926	1,202	162	591	779
Crossing with human control[4]						
Killed	1	2	3	0	1	1
Seriously injured	5	12	17	5	12	17
Slightly injured	25	59	87	31	34	65
All severities	31	73	107	36	47	83
All crossings[5,6]						
Killed	1	54	55	4	47	51
Seriously injured	174	544	741	127	451	590
Slightly injured	692	1,885	2,637	482	1,269	1,804
All severities	867	2,483	3,433	613	1,767	2,445

1 Children - aged between 0-15 years.
2 Includes cases where age was not reported.
3 Includes puffin, toucan or similar non-junction pedestrian light crossing.
4 Includes school crossing patrols and other authorised persons.
5 Includes footbridges, subways and uncontrolled central refuges.
6 Excludes cases where road crossing type was undefined.

34 Reported casualties: by age, road user type and severity: 2009

Number of casualties

Age of casualty	Pedestrians			Pedal cyclists			Motorcycle users			Car users			All road users[1]		
	Killed	KSI[2]	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All
0[3]	1	3	23	0	0	0	0	0	0	1	6	160	2	11	209
1	0	12	62	0	0	0	0	0	0	0	18	327	0	31	428
2	2	44	182	0	0	8	0	0	0	1	15	341	3	60	588
3	3	80	326	0	1	10	0	1	2	3	26	366	6	111	783
4	2	75	385	0	3	30	0	0	0	0	21	437	2	101	896
5	3	83	420	0	6	55	0	1	1	0	24	467	3	115	990
6	1	85	370	1	18	108	0	0	4	2	15	489	4	120	1,012
7	2	85	428	0	21	137	0	1	2	1	20	512	3	130	1,106
8	0	93	466	0	19	180	0	0	5	0	33	572	0	147	1,267
9	3	112	495	1	30	210	0	0	5	1	25	534	5	167	1,279
10	0	89	529	2	38	270	0	1	4	2	28	661	4	158	1,513
11	2	181	889	1	42	355	0	2	10	3	30	583	6	259	1,914
12	1	208	1,057	2	60	453	0	3	14	1	33	622	4	310	2,261
13	4	182	827	2	78	455	0	5	24	3	37	625	9	308	2,036
14	7	175	828	2	65	460	0	7	42	5	49	670	14	304	2,090
15	6	153	696	3	77	473	1	24	72	6	83	940	16	339	2,283
0-15	37	1,660	7,983	14	458	3,204	1	45	185	29	463	8,306	81	2,671	20,655
16	4	128	735	2	47	405	5	272	1,500	18	158	1,600	31	615	4,354
17	10	115	693	0	40	332	11	297	1,322	53	433	4,715	74	904	7,231
0-17	51	1,903	9,411	16	545	3,941	17	614	3,007	100	1,054	14,621	186	4,190	32,240
18	5	125	609	4	50	317	16	226	913	61	600	6,663	86	1,016	8,700
19	10	134	572	0	30	288	7	165	727	41	535	5,924	59	887	7,693
16-19	29	502	2,609	6	167	1,342	39	960	4,462	173	1,726	18,902	250	3,422	27,978
20	13	108	575	0	46	302	12	173	630	49	428	5,377	75	778	7,095
21	9	127	516	2	33	254	14	154	542	39	391	4,746	66	731	6,284
22	4	87	421	1	35	274	8	116	511	35	376	4,445	51	632	5,869
23	9	95	476	0	49	314	9	126	457	29	285	3,951	48	570	5,421
24	8	89	404	1	42	328	9	133	480	29	301	3,792	48	583	5,236
20-24	43	506	2,392	4	205	1,472	52	702	2,620	181	1,781	22,311	288	3,294	29,905
25-29	32	381	1,852	8	254	1,878	57	605	2,386	110	1,107	16,330	210	2,439	23,574
30-34	32	323	1,550	6	267	1,796	43	514	1,957	79	823	12,459	164	2,000	18,952
35-39	30	266	1,401	9	261	1,672	57	618	2,008	59	766	11,993	160	2,023	18,315
40-44	22	251	1,372	10	257	1,538	68	706	2,227	64	745	11,829	175	2,073	18,309
45-49	29	270	1,172	8	244	1,268	63	627	1,840	55	624	9,863	164	1,865	15,399
50-54	19	238	1,030	8	179	853	40	421	1,156	49	564	7,725	119	1,488	11,768
55-59	20	197	873	8	131	587	23	239	705	40	465	6,044	102	1,121	8,969
60-64	27	259	835	4	106	454	17	185	475	37	489	5,062	97	1,113	7,592
65-69	25	187	659	8	58	245	2	61	172	33	319	3,224	68	678	4,858
70-74	28	221	682	4	45	142	3	32	91	33	310	2,693	72	661	4,132
75-79	37	222	639	2	30	97	5	15	50	47	352	2,227	95	674	3,424
80-84	32	226	611	2	12	43	1	6	20	29	250	1,521	71	550	2,563
85+	58	246	571	3	9	33	1	5	8	41	195	955	106	498	1,846
All ages[4]	500	6,045	26,887	104	2,710	17,064	472	5,822	20,703	1,059	11,112	143,412	2,222	26,912	222,146

1 Includes o her road users, and cases where road user type was not reported.
2 Killed or seriously injured.
3 In some cases age 0 may have been coded where the age of the casualty was not reported.
4 Includes cases where age was not reported.

35 Reported casualties in cars[1]: by severity, age, seating position, built-up and non built-up roads: 2009

Number of casual ies

	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	6	81	1,742	244	3,867	75,537	250	4,029	78,530
Rear seat occupant	4	131	3,465	52	477	6,450	56	619	10,178
All occupants[6]	10	212	5,221	296	4,352	82,210	306	4,657	88,964
Non built-up roads[5]									
Front seat occupant	6	61	773	597	5,006	38,852	603	5,096	39,913
Rear seat occupant	8	147	1,697	58	468	3,253	66	619	5,014
All occupants[6]	14	210	2,498	655	5,487	42,209	669	5,731	45,061
Motorways									
Front seat occupant	0	6	113	65	578	7,872	65	590	8,054
Rear seat occupant	5	34	456	13	90	784	18	124	1,250
All occupants[6]	5	41	587	79	677	8,719	84	724	9,387
All speed limits[7]									
Front seat occupant	12	148	2,628	906	9,451	122,261	918	9,715	126,497
Rear seat occupant	17	312	5,618	123	1,035	10,487	140	1,362	16,442
All occupants[6]	29	463	8,306	1,030	10,516	133,138	1,059	11,112	143,412

1 Includes taxis and minibuses.
2 In some cases age 0 may have been coded where the age of the casualty was not reported
3 Includes cases where age was not reported
4 Killed or seriously injured.
5 Motorways excluded.
6 Includes cases where seating position was not reported
7 Includes cases where speed limit was not reported

36 Reported school pupil casualties on journeys to and from school: by road user type, severity, gender and age: 2009

Number of casualties

	Pedestrian		Pedal cycle		Car occupants		Bus or tram occupants		All road users[1]	
	KSI[2]	All	KSI	All	KSI	All	KSI	All	KSI	All
Boys										
3 and under	5	15	0	0	0	3	0	0	5	18
4	3	23	0	3	1	13	0	0	4	39
5	11	43	0	4	0	19	0	1	11	67
6	6	43	0	3	0	26	0	2	6	75
7	6	48	0	5	1	24	1	2	8	79
8	7	51	1	9	2	32	0	0	11	93
9	15	66	2	11	0	24	0	7	17	108
10	8	65	2	15	2	35	0	4	12	119
11	44	208	3	44	0	27	1	8	48	287
12	49	257	9	61	4	26	1	21	63	365
13	28	158	12	62	1	24	0	21	41	265
14	26	123	5	57	0	25	0	9	31	216
15	19	81	8	54	1	23	0	15	28	174
16	5	39	5	36	1	15	0	5	17	158
All boys	232	1,220	47	364	13	316	3	95	302	2,063
Girls										
3 and under	1	10	0	0	0	6	0	0	1	17
4	2	19	0	0	0	10	0	2	2	31
5	5	31	1	1	0	14	0	2	6	48
6	4	21	0	3	0	17	0	4	4	45
7	3	19	0	0	3	26	0	5	6	50
8	4	27	0	2	0	29	0	4	4	64
9	3	27	0	4	1	28	0	9	4	68
10	8	60	0	2	1	31	0	12	9	106
11	25	161	1	8	0	26	2	17	28	213
12	37	203	0	10	1	24	1	35	39	272
13	28	158	0	7	2	32	2	30	32	227
14	23	150	0	8	0	34	0	19	23	211
15	20	90	0	3	1	27	0	9	21	130
16	6	55	0	6	0	33	1	7	8	108
All girls	169	1,031	2	54	9	337	6	155	187	1,590
All pupils										
3 and under	6	25	0	0	0	9	0	0	6	35
4	5	42	0	3	1	23	0	2	6	70
5	16	74	1	5	0	33	0	3	17	115
6	10	64	0	6	0	43	0	6	10	120
7	9	67	0	5	4	50	1	7	14	129
8	11	78	1	11	2	61	0	4	15	157
9	18	93	2	15	1	52	0	16	21	176
10	16	125	2	17	3	66	0	16	21	225
11	69	369	4	52	0	53	3	25	76	500
12	86	460	9	71	5	50	2	56	102	637
13	56	316	12	69	3	56	2	51	73	492
14	49	273	5	65	0	59	0	28	54	427
15	39	171	8	57	2	50	0	24	49	304
16	11	94	5	42	1	48	1	12	25	266
All children	401	2,251	49	418	22	653	9	250	489	3,653

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

37 Reported breath tests and breath test failures: all drivers and riders involved, by day of week and time of day: 2009

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

Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	411	334	315	441	433	923	935	3,792
01:00	275	224	225	308	268	750	839	2,889
02:00	170	128	128	162	242	593	619	2,042
03:00	144	114	113	168	175	472	586	1,772
04:00	112	96	117	166	136	339	392	1,358
05:00	290	237	294	301	283	338	301	2,044
06:00	686	795	781	780	725	410	305	4,482
07:00	1,972	2,179	2,254	2,042	1,725	648	414	11,234
08:00	3,423	3,957	4,082	3,643	3,324	1,079	592	20,100
09:00	2,415	2,522	2,549	2,402	2,144	1,514	854	14,400
10:00	1,764	1,926	1,864	1,706	1,965	1,976	1,423	12,624
11:00	2,108	2,123	2,075	1,935	2,330	2,770	1,928	15,269
12:00	2,315	2,210	2,372	2,261	2,761	2,984	2,300	17,203
13:00	2,422	2,467	2,561	2,455	3,001	3,041	2,455	18,402
14:00	2,361	2,541	2,403	2,289	3,098	2,763	2,310	17,765
15:00	3,188	3,288	3,245	3,223	4,064	2,474	2,175	21,657
16:00	3,525	3,744	3,543	3,629	4,033	2,453	2,235	23,162
17:00	3,737	4,233	4,419	4,294	4,061	2,633	2,112	25,489
18:00	2,680	3,108	3,129	3,001	3,220	2,245	1,913	19,296
19:00	1,757	2,219	2,032	2,192	2,578	2,058	1,578	14,414
20:00	1,217	1,542	1,488	1,503	1,756	1,546	1,232	10,284
21:00	1,028	1,164	1,163	1,175	1,513	1,237	1,141	8,421
22:00	835	994	984	1,020	1,336	1,190	850	7,209
23:00	550	605	686	725	1,136	1,138	608	5,448
All hours[1]	39,393	42,757	42,826	41,828	46,307	37,576	30,099	280,786

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

Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	222	197	174	252	250	504	527	2,126
01:00	141	146	140	176	149	403	438	1,593
02:00	98	72	74	85	132	328	320	1,109
03:00	87	70	64	101	104	277	316	1,019
04:00	62	58	58	82	81	166	207	714
05:00	160	135	174	154	157	199	163	1,142
06:00	396	479	440	438	408	229	155	2,545
07:00	1,056	1,223	1,270	1,162	989	413	248	6,361
08:00	1,796	2,075	2,089	1,922	1,764	644	371	10,661
09:00	1,277	1,296	1,343	1,235	1,147	892	527	7,717
10:00	953	999	974	892	1,038	1,189	810	6,855
11:00	1,168	1,060	1,114	986	1,273	1,626	1,132	8,359
12:00	1,222	1,144	1,210	1,123	1,404	1,648	1,326	9,077
13:00	1,244	1,235	1,320	1,231	1,614	1,659	1,347	9,650
14:00	1,201	1,312	1,231	1,196	1,618	1,450	1,323	9,331
15:00	1,656	1,759	1,734	1,644	2,104	1,365	1,265	11,527
16:00	1,825	1,962	1,885	1,929	2,171	1,362	1,277	12,411
17:00	1,875	2,285	2,303	2,299	2,182	1,465	1,195	13,604
18:00	1,383	1,631	1,699	1,617	1,677	1,205	1,066	10,278
19:00	952	1,191	1,075	1,200	1,423	1,175	853	7,869
20:00	679	877	795	839	988	902	679	5,759
21:00	611	658	649	634	861	723	613	4,749
22:00	493	634	541	592	778	671	478	4,187
23:00	309	351	422	451	699	659	363	3,254
All hours[1]	20,870	22,852	22,782	22,247	25,011	21,155	17,001	151,918

1 Includes cases where hour of day was not reported.

37 (continued) Reported breath tests and breath test failures: all drivers and riders involved, by day of week and time of day: 2009

(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	36	29	30	41	45	109	117	407
01:00	40	20	18	40	36	103	125	382
02:00	23	15	21	23	46	105	108	341
03:00	20	11	16	26	31	92	90	286
04:00	16	8	8	13	21	49	86	201
05:00	8	7	8	13	7	39	58	140
06:00	5	8	8	10	14	33	36	114
07:00	7	11	6	9	21	27	31	112
08:00	9	13	6	10	18	22	12	90
09:00	9	6	10	10	5	21	26	87
10:00	7	7	10	13	7	21	17	82
11:00	12	11	8	7	5	18	13	74
12:00	9	9	8	9	14	22	20	91
13:00	14	8	11	6	11	20	28	98
14:00	17	5	10	16	12	20	21	101
15:00	17	17	15	12	15	34	23	133
16:00	21	27	10	30	24	30	45	187
17:00	27	31	25	33	35	59	47	257
18:00	26	37	37	28	37	47	51	263
19:00	36	28	22	33	47	53	68	287
20:00	21	30	41	33	43	71	50	289
21:00	30	28	40	30	68	82	53	331
22:00	40	39	32	39	78	84	60	372
23:00	31	37	39	45	92	100	54	398
All hours[1]	481	444	439	529	732	1,261	1,239	5,125

1 Includes cases where hour of day was not reported.

38a Drivers in reported accidents: by gender, number injured, road user type and age: 2009

Number of drivers or riders/*percentage*

	Male			Female			All drivers or riders[1]		
	Involved	of which casualties		Involved	of which casualties		Involved	of which casualties	
		Number	Percentage		Number	Percentage		Number	Percentage
Car drivers									
Under 17	136	87	*64*	19	14	*74*	155	101	*65*
17-19	11,106	5,720	*52*	6,209	4,057	*65*	17,349	9,777	*56*
20-24	17,032	8,140	*48*	11,194	7,091	*63*	28,352	15,231	*54*
25-29	14,817	6,425	*43*	9,569	5,678	*59*	24,512	12,103	*49*
30-34	13,022	5,152	*40*	8,262	4,486	*54*	21,584	9,638	*45*
35-39	12,509	5,147	*41*	8,393	4,518	*54*	21,022	9,665	*46*
40-49	23,344	9,179	*39*	15,621	8,262	*53*	39,200	17,441	*44*
50-59	15,203	5,703	*38*	9,162	4,999	*55*	24,463	10,702	*44*
60-69	9,746	3,452	*35*	4,539	2,447	*54*	14,316	5,899	*41*
70 and over	7,526	3,129	*42*	3,102	1,739	*56*	10,645	4,868	*46*
Age not reported	9,554	529	*6*	3,600	347	*10*	25,646	882	*3*
All ages	133,995	52,663	*39*	79,670	43,638	*55*	227,244	96,307	*42*
Motorcycle riders 50cc and under									
Under 16	45	40	*89*	2	2	*100*	47	42	*89*
16	1,262	1,167	*92*	129	126	*98*	1,391	1,293	*93*
17	483	442	*92*	71	70	*99*	554	512	*92*
18	189	173	*92*	27	23	*85*	218	196	*90*
19	88	81	*92*	29	29	*100*	117	110	*94*
20-24	229	216	*94*	59	56	*95*	289	272	*94*
25-29	167	156	*93*	39	37	*95*	206	193	*94*
30-39	215	202	*94*	58	56	*97*	273	258	*95*
40-49	128	121	*95*	57	54	*95*	185	175	*95*
50-59	79	69	*87*	32	30	*94*	111	99	*89*
60 and over	51	49	*96*	24	23	*96*	75	72	*96*
Age not reported	83	38	*46*	12	6	*50*	163	44	*27*
All ages	3,019	2,754	*91*	539	512	*95*	3,629	3,266	*90*
Motorcycle riders over 50cc									
Under 16	43	39	*91*	2	2	*100*	45	41	*91*
16	156	146	*94*	9	9	*100*	165	155	*94*
17	769	732	*95*	42	41	*98*	813	773	*95*
18	670	639	*95*	36	36	*100*	706	675	*96*
19	571	542	*95*	38	38	*100*	609	580	*95*
20-24	2,218	2,080	*94*	150	146	*97*	2,369	2,226	*94*
25-29	2,070	1,928	*93*	174	165	*95*	2,249	2,093	*93*
30-39	3,552	3,314	*93*	294	276	*94*	3,848	3,590	*93*
40-49	3,720	3,466	*93*	276	261	*95*	3,997	3,727	*93*
50-59	1,699	1,575	*93*	93	87	*94*	1,792	1,662	*93*
60 and over	733	684	*93*	26	24	*92*	759	708	*93*
Age not reported	406	255	*63*	31	21	*68*	609	277	*45*
All ages	16,607	15,400	*93*	1,171	1,106	*94*	17,961	16,507	*92*
Other motor vehicle drivers[2]	27,733	5,957	*21*	1,429	489	*34*	31,952	6,446	*20*
All motor vehicle drivers or riders									
Under 17	1,683	1,503	*89*	163	154	*94*	1,846	1,657	*90*
17-19	14,280	8,492	*59*	6,464	4,301	*67*	20,786	12,793	*62*
20-24	21,231	10,975	*52*	11,488	7,330	*64*	32,858	18,305	*56*
25-29	19,587	9,125	*47*	9,912	5,922	*60*	29,641	15,047	*51*
30-34	17,663	7,557	*43*	8,629	4,720	*55*	26,651	12,277	*46*
35-39	17,727	7,744	*44*	8,746	4,736	*54*	26,634	12,480	*47*
40-49	34,488	14,361	*42*	16,378	8,718	*53*	51,166	23,079	*45*
50-59	21,898	8,285	*38*	9,495	5,186	*55*	31,511	13,471	*43*
60-69	12,585	4,465	*35*	4,638	2,516	*54*	17,258	6,981	*40*
70 and over	7,963	3,396	*43*	3,163	1,785	*56*	11,143	5,181	*46*
Age not reported	12,249	871	*7*	3,733	377	*10*	31,292	1,255	*4*
All ages	181,354	76,774	*42*	82,809	45,745	*55*	280,786	122,526	*44*

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

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

Number of drivers or riders/*percentage*

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

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

39 Reported breath tests and breath test failures: by road user type and age: GB 2009

Number of drivers or riders/*percentage*

	Involved in accident	Tested	Tested as percentage of involved	Failed[1]	Failed as a percentage of Involved	Failed as a percentage of Tested
Car drivers						
Under 17	155	82	*53*	13	*8.4*	*15.9*
17-19	17,349	11,847	*68*	456	*2.6*	*3.8*
20-24	28,352	18,010	*64*	1,061	*3.7*	*5.9*
25-29	24,512	15,056	*61*	801	*3.3*	*5.3*
30-34	21,584	12,330	*57*	498	*2.3*	*4.0*
35-39	21,022	12,472	*59*	469	*2.2*	*3.8*
40-49	39,200	23,407	*60*	685	*1.7*	*2.9*
50-59	24,463	15,044	*61*	330	*1.3*	*2.2*
60-69	14,316	8,832	*62*	145	*1.0*	*1.6*
70 and over	10,645	6,343	*60*	51	*0.5*	*0.8*
Age not reported	25,646	1,356	*5*	85	*0.3*	*6.3*
All ages	227,244	124,779	*55*	4,594	*2.0*	*3.7*
Motorcycle riders						
Under 17	1,648	880	*53*	6	*0.4*	*0.7*
17-19	3,017	1,628	*54*	44	*1.5*	*2.7*
20-24	2,658	1,394	*52*	58	*2.2*	*4.2*
25-29	2,455	1,233	*50*	36	*1.5*	*2.9*
30-34	2,030	966	*48*	33	*1.6*	*3.4*
35-39	2,091	1,014	*48*	26	*1.2*	*2.6*
40-49	4,182	2,204	*53*	49	*1.2*	*2.2*
50-59	1,903	1,019	*54*	17	*0.9*	*1.7*
60-69	656	352	*54*	6	*0.9*	*1.7*
70 and over	178	89	*50*	1	*0.6*	*1.1*
Age not reported	772	83	*11*	6	*0.8*	*7.2*
All ages	21,590	10,862	*50*	282	*1.3*	*2.6*
Bus/coach drivers	7,831	2,887	*37*	12	*0.2*	*0.4*
Light goods vehicle drivers	13,214	7,026	*53*	184	*1.4*	*2.6*
Heavy goods vehicle drivers	7,487	4,906	*66*	22	*0.3*	*0.4*
Other drivers/riders	3,420	1,458	*43*	31	*0.9*	*2.1*
All motor vehicle drivers and riders						
Under 17	1,846	983	*53*	20	*1.1*	*2.0*
17-19	20,786	13,761	*66*	518	*2.5*	*3.8*
20-24	32,858	20,550	*63*	1,159	*3.5*	*5.6*
25-29	29,641	17,943	*61*	871	*2.9*	*4.9*
30-34	26,651	15,042	*56*	562	*2.1*	*3.7*
35-39	26,634	15,535	*58*	527	*2.0*	*3.4*
40-49	51,166	30,218	*59*	783	*1.5*	*2.6*
50-59	31,511	19,141	*61*	370	*1.2*	*1.9*
60-69	17,258	10,565	*61*	164	*1.0*	*1.6*
70 and over	11,143	6,574	*59*	54	*0.5*	*0.8*
Age not reported	31,292	1,606	*5*	97	*0.3*	*6.0*
All ages	280,786	151,918	*54*	5,125	*1.8*	*3.4*

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

40 Vehicles involved in reported accidents: by accident severity and vehicle type: 2009

Number of vehicles

	Number of vehicles involved in			
	Fatal accidents	Serious accidents	Slight accidents	All accidents
Pedal cycles	111	2,764	14,724	17,599
Motorcycles[1]				
Motorcycles 50cc and under	19	632	2,978	3,629
Motorcycles 51cc - 125cc	53	1,346	4,906	6,305
Motorcycles 126cc - 500cc	41	680	1,900	2,621
Motorcycles over 500cc	399	2,935	5,701	9,035
All motorcycles[2]	512	5,593	15,485	21,590
Taxis/Private hire cars	34	613	4,516	5,163
Cars[3]	2,292	23,668	195,324	221,284
Minibuses	14	110	673	797
All cars[4]	2,340	24,391	200,513	227,244
Buses or coaches	85	877	6,869	7,831
Light goods vehicles	185	1,560	11,469	13,214
Heavy goods vehicles				
Rigid	161	693	3,962	4,816
Ar iculated	123	411	2,135	2,669
Total[5]	284	1,104	6,099	7,487
Agricultural vehicles	17	114	449	580
Other motor vehicles	47	384	2,409	2,840
Other non-motor vehicles	6	57	193	256
All vehicles[6]	3,587	36,846	258,254	298,687

1 Includes motorcycle combina ions and scooters.
2 Includes cases where engine size was not reported.
3 Includes three wheelers.
4 Includes cars, taxis, minibuses.
5 Includes cases where HGV type was not reported.
6 Includes cases where vehicle type was not reported.

41a Vehicles involved in reported accidents: by vehicle type, built-up and non built-up roads, road class and accident severity: 2009

Number of vehicles

	Pedal cycles	Motorcycles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles[1]	All vehicles[2]
Built-up roads[3]								
A roads								
Fatal	28	82	431	52	26	56	660	688
Fatal or serious	976	1,699	6,692	470	440	280	9,700	10,685
All severities	6,505	8,019	69,807	3,668	4,090	1,918	88,397	94,956
B roads								
Fatal	10	40	170	1	4	13	232	244
Fatal or serious	317	535	2,291	91	130	63	3,158	3,482
All severities	2,010	2,095	21,666	805	1,150	328	26,363	28,400
Other roads								
Fatal	29	77	342	13	23	25	496	527
Fatal or serious	1,160	1,501	7,444	306	399	158	9,964	11,151
All severities	7,780	6,165	71,213	2,871	3,506	885	85,677	93,597
All built-up roads[4]								
Fatal	67	199	943	66	53	94	1,388	1,459
Fatal or serious	2,453	3,735	16,427	867	969	501	22,822	25,318
All severities	16,295	16,279	162,686	7,344	8,746	3,131	200,437	216,953
Non built-up roads[3]								
A roads								
Fatal	29	197	921	12	76	121	1,343	1,373
Fatal or serious	219	1,427	6,001	58	464	532	8,610	8,837
All severities	690	3,185	35,687	278	2,459	2,285	44,521	45,237
B roads								
Fatal	4	57	181	4	17	10	273	277
Fatal or serious	57	415	1,423	11	89	58	2,028	2,090
All severities	194	853	7,039	65	413	241	8,759	8,968
Other roads								
Fatal	11	45	151	2	14	5	225	237
Fatal or serious	145	407	1,734	19	109	63	2,393	2,547
All severities	419	958	10,322	101	663	290	12,608	13,066
All non built-up roads[4]								
Fatal	44	299	1,253	18	107	136	1,841	1,887
Fatal or serious	421	2,249	9,158	88	662	653	13,031	13,474
All severities	1,303	4,996	53,048	444	3,535	2,816	65,888	67,271
All speed limits[5]								
Motorways								
Fatal	0	14	144	1	25	54	241	241
Fatal or serious	1	121	1,146	7	114	234	1,640	1,641
All severities	1	315	11,510	43	933	1,540	14,461	14,463
A roads								
Fatal	57	279	1,352	64	102	177	2,003	2,061
Fatal or serious	1,195	3,126	12,693	528	904	812	18,310	19,522
All severities	7,195	11,204	105,494	3,946	6,549	4,203	132,918	140,193
B roads								
Fatal	14	97	351	5	21	23	505	521
Fatal or serious	374	950	3,714	102	219	121	5,186	5,572
All severities	2,204	2,948	28,705	870	1,563	569	35,122	37,368
Other roads								
Fatal	40	122	493	15	37	30	721	764
Fatal or serious	1,305	1,908	9,178	325	508	221	12,357	13,698
All severities	8,199	7,123	81,535	2,972	4,169	1,175	98,285	106,663
Total[4]								
Fatal	111	512	2,340	85	185	284	3,470	3,587
Fatal or serious	2,875	6,105	26,731	962	1,745	1,388	37,493	40,433
All severities	17,599	21,590	227,244	7,831	13,214	7,487	280,786	298,687

1 Includes other motor vehicles.
2 Includes other non-motor vehicles and cases where vehicle type was not reported
3 Excludes motorways.
4 Includes cases where road class was not reported
5 Includes cases where speed limit was not reported

41b Vehicles involved in reported accidents: by vehicle type, built-up and non built-up roads, road class and accident severity: 1994-98 average

Number of vehicles

	Pedal cycles	Motorcycles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles[1]	All vehicles[2]
Built-up roads[3]								
A roads								
Fatal	50	104	669	48	57	96	985	1,036
Fatal or serious	1,168	2,007	12,655	685	840	610	16,919	18,097
All severities	8,269	9,518	104,173	5,201	6,088	3,424	129,186	137,530
B roads								
Fatal	12	27	202	11	13	18	275	287
Fatal or serious	395	572	3,882	159	236	131	5,019	5,423
All severities	2,612	2,268	29,721	1,142	1,627	660	35,653	38,302
Other roads								
Fatal	46	81	481	38	42	40	692	740
Fatal or serious	1,655	1,625	12,784	510	766	326	16,147	17,832
All severities	11,736	6,668	99,634	4,020	5,222	1,746	118,126	130,010
All built-up roads[4]								
Fatal	108	213	1,352	97	113	153	1,952	2,063
Fatal or serious	3,218	4,205	29,320	1,354	1,842	1,067	38,086	41,353
All severities	22,618	18,454	233,528	10,363	12,937	5,831	282,965	305,842
Non built-up roads[3]								
A roads								
Fatal	62	205	1,630	23	129	299	2,316	2,380
Fatal or serious	391	1,561	11,297	126	841	1,350	15,376	15,783
All severities	1,241	3,707	53,856	501	3,603	4,638	67,030	68,334
B roads								
Fatal	11	50	308	7	20	26	420	432
Fatal or serious	105	449	2,762	34	188	176	3,669	3,781
All severities	351	974	11,549	133	734	592	14,198	14,579
Other roads								
Fatal	17	54	284	4	18	23	393	413
Fatal or serious	222	527	3,254	43	236	190	4,345	4,594
All severities	704	1,259	16,900	229	1,110	809	20,690	21,499
All non built-up roads[4]								
Fatal	90	308	2,223	35	167	348	3,129	3,225
Fatal or serious	718	2,537	17,313	203	1,266	1,717	23,390	24,157
All severities	2,296	5,940	82,305	864	5,448	6,039	101,918	104,412
All speed limits[5]								
Motorways								
Fatal	1	10	239	3	30	100	385	385
Fatal or serious	2	108	1,799	20	177	474	2,597	2,602
All severities	14	380	13,928	94	1,116	2,297	17,899	17,923
A roads								
Fatal	113	309	2,299	71	186	395	3,302	3,416
Fatal or serious	1,559	3,568	23,952	811	1,681	1,960	32,296	33,880
All severities	9,510	13,225	158,032	5,703	9,691	8,063	196,218	205,867
B roads								
Fatal	23	77	511	18	34	44	695	719
Fatal or serious	500	1,021	6,644	193	424	307	8,689	9,205
All severities	2,964	3,242	41,270	1,275	2,362	1,252	49,852	52,881
Other roads								
Fatal	63	135	765	42	60	63	1,085	1,154
Fatal or serious	1,876	2,153	16,038	553	1,003	516	20,493	22,427
All severities	12,440	7,927	116,539	4,250	6,333	2,555	138,822	151,516
Total[4]								
Fatal	199	531	3,814	135	309	601	5,467	5,675
Fatal or serious	3,938	6,849	48,434	1,577	3,285	3,257	64,075	68,114
All severities	24,927	24,774	329,768	11,321	19,502	14,167	402,791	428,186

1 Includes o her motor vehicles.
2 Includes o her non-motor vehicles and cases where vehicle type was not reported
3 Excludes motorways
4 Includes cases where road class was not reported
5 Includes cases where speed limit was not reported

42 Vehicle involvement rates for reported accidents: by vehicle type, urban and rural roads, road class, accident severity and traffic: 2009

Rate per billion vehicle miles

	Pedal cycles	Motor-cycles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles[1]	All vehicles[2]
Urban roads[3,6]								
A roads								
Fatal	*59*	*125*	*8.5*	*66*	*2.8*	*31*	*11*	*11*
Fatal or serious	*2100*	*2497*	*138*	*628*	*65*	*143*	*166*	*182*
All severities	*14345*	*12516*	*1507*	*4899*	*622*	*1020*	*1575*	*1683*
Other roads[4]								
Fatal	*17*	*73*	*6.1*	*11*	*2.3*	*30*	*7.3*	*7.6*
Fatal or serious	*655*	*1388*	*136*	*294*	*49*	*175*	*151*	*165*
All severities	*4519*	*6039*	*1355*	*2708*	*426*	*994*	*1345*	*1431*
All urban roads[5]								
Fatal	*25*	*91*	*7.1*	*31*	*2.5*	*31*	*8.8*	*9.2*
Fatal or serious	*917*	*1762*	*137*	*416*	*55*	*154*	*157*	*172*
All severities	*6301*	*8227*	*1419*	*3509*	*504*	*1011*	*1441*	*1535*
Rural roads[3,6]								
A roads								
Fatal	*282*	*270*	*14*	*29*	*7.3*	*22*	*17*	*17*
Fatal or serious	*2720*	*2197*	*101*	*142*	*44*	*100*	*114*	*117*
All severities	*10053*	*5196*	*628*	*802*	*243*	*438*	*614*	*627*
Other roads[4]								
Fatal	*33*	*269*	*14*	*17*	*5.1*	*25*	*16*	*17*
Fatal or serious	*676*	*2551*	*148*	*157*	*40*	*173*	*162*	*170*
All severities	*2816*	*6424*	*947*	*1214*	*262*	*793*	*913*	*943*
All rural roads[5]								
Fatal	*70*	*269*	*14*	*24*	*6.5*	*22*	*16*	*17*
Fatal or serious	*985*	*2337*	*116*	*148*	*42*	*111*	*130*	*135*
All severities	*3908*	*5683*	*733*	*974*	*250*	*492*	*713*	*732*
All roads								
Motorways								
Fatal	..	*52*	*3.1*	*3.8*	*3.3*	*7.7*	*3.9*	*3.9*
Fatal or serious	..	*449*	*25*	*26*	*15*	*34*	*27*	*27*
All severities	..	*1168*	*246*	*163*	*124*	*221*	*234*	*234*
A roads								
Fatal	*106*	*208*	*12*	*50*	*5.8*	*24*	*14*	*15*
Fatal or serious	*2231*	*2325*	*115*	*410*	*51*	*109*	*132*	*141*
All severities	*13435*	*8334*	*954*	*3061*	*373*	*565*	*962*	*1011*
Other roads[4]								
Fatal	*21*	*134*	*9.2*	*12*	*3.6*	*27*	*11*	*11*
Fatal or serious	*660*	*1747*	*141*	*259*	*45*	*174*	*155*	*167*
All severities	*4091*	*6158*	*1202*	*2331*	*353*	*886*	*1179*	*1245*
Total[5]								
Fatal	*36*	*158*	*9.4*	*27*	*4.5*	*17*	*11*	*11*
Fatal or serious	*934*	*1879*	*107*	*300*	*42*	*85*	*120*	*128*
All severities	*5717*	*6644*	*913*	*2446*	*319*	*457*	*897*	*944*
Estimated vehicle miles (billion)								
Urban roads[3,6]	2	2	98	2	15	3	120	122
Rural roads[3,6]	1	1	104	1	19	7	132	133
Motorways	..	0	47	0	8	7	62	62
Total	3	3	249	3	41	16	313	316

1 Includes other motor vehicles.
2 Includes other non-motor vehicles and cases where vehicle type was not reported
3 Excludes motorways.
4 B, C and unclassified roads.
5 Includes cases where road class was not reported
6 See urban and rural definitions.

43 Vehicles involved in reported accidents: by junction type, vehicle type, built-up and non built-up roads: 2009

Number of vehicles

		Round-about	T or staggered junction	Crossroads	Multiple junction	Slip road	O her junction	Using private drive or entrance	Not at or within 20 metres of junction
Pedal cycles	Built-up roads	1,957	7,123	1,757	228	53	501	875	3,801
	Non built-up roads	207	214	48	3	26	24	40	741
	Motorways	0	0	0	0	0	0	0	1
	All roads[1]	2,164	7,337	1,805	231	79	525	915	4,543
Motorcycles	Built-up roads	1,577	7,134	1,709	217	68	463	893	4,218
	Non built-up roads	594	864	181	32	114	155	244	2,812
	Motorways	25	5	0	1	35	5	0	244
	All roads[1]	2,196	8,003	1,890	250	217	623	1,137	7,274
Cars	Built-up roads	17,525	59,935	20,695	2,937	892	5,472	6,057	49,173
	Non built-up roads	5,047	9,249	2,410	305	1,634	1,442	1,946	31,015
	Motorways	755	92	2	35	1,171	130	0	9,325
	All roads[1]	23,327	69,276	23,107	3,277	3,697	7,044	8,003	89,513
Buses or coaches	Built-up roads	570	2,602	878	180	31	211	115	2,757
	Non built-up roads	54	69	15	3	10	9	8	276
	Motorways	4	2	0	1	2	0	0	34
	All roads[1]	628	2,673	893	184	43	220	123	3,067
Light goods vehicles	Built-up roads	777	3,385	1,074	136	43	213	365	2,753
	Non built-up roads	272	594	174	24	105	78	159	2,129
	Motorways	69	1	0	3	76	10	0	774
	All roads[1]	1,118	3,980	1,248	163	224	301	524	5,656
Heavy goods vehicles									
Articulated	Built-up roads	173	193	62	9	11	16	27	237
	Non built-up roads	145	121	15	3	58	33	23	677
	Motorways	29	0	0	1	69	5	0	762
	All roads[1]	347	314	77	13	138	54	50	1,676
Rigid	Built-up roads	280	795	251	41	20	70	99	847
	Non built-up roads	177	229	46	7	72	45	69	1,096
	Motorways	27	5	0	3	60	4	0	575
	All roads[1]	484	1,029	297	51	152	119	168	2,518
All HGVs	Built-up roads	453	988	313	50	31	86	126	1,084
	Non built-up roads	322	350	61	10	130	78	92	1,773
	Motorways	56	5	0	4	129	9	0	1,337
	All roads[1]	831	1,343	374	64	290	173	218	4,194
Other vehicles[2]	Built-up roads	172	798	299	71	10	132	97	893
	Non built-up roads	62	160	33	3	25	51	96	699
	Motorways	11	1	0	0	10	2	0	97
	All roads[1]	245	959	332	74	45	185	193	1,689
All vehicles[2]	Built-up roads	23,031	81,965	26,725	3,819	1,128	7,078	8,528	64,679
	Non built-up roads	6,558	11,500	2,922	380	2,044	1,837	2,585	39,445
	Motorways	920	106	2	44	1,423	156	0	11,812
	All roads[1]	30,509	93,571	29,649	4,243	4,595	9,071	11,113	115,936

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

44 Vehicles involved in reported accidents skidding or overturning, and towing: by road surface condition, special conditions at site and vehicle type: 2009

Number of vehicles

	Road surface conditions[1]			Special condi ions at site[1]		
	Dry	Wet or flood	Snow or ice	Oil or diesel	Mud	All[2]
Pedal cycles						
Involved	13,979	3,417	183	10	12	17,599
Skidded	435	205	26	8	5	667
Motorcycles						
Involved	16,211	4,946	420	174	86	21,590
Skidded	3,285	1,640	251	134	68	5,177
Cars						
Involved	149,838	67,200	10,017	718	575	227,244
Skidded	11,522	11,835	4,814	368	312	28,177
Overturned[3]	4,245	3,045	945	62	112	8,236
Towing caravan	133	30	0	1	0	163
Other tow	343	152	24	0	5	519
Light goods vehicles						
Involved	8,930	3,728	542	48	38	13,214
Skidded	673	657	239	23	21	1,569
Overturned[3]	234	152	51	0	4	437
Towing caravan	11	2	0	0	0	13
Other tow	147	47	5	0	0	199
Heavy goods vehicles						
Rigid[4]						
Involved	3,250	1,400	163	20	18	4,816
Skidded	260	195	46	6	5	501
Jack-knifed	8	3	0	1	0	11
Overturned[3]	83	44	7	2	1	134
Articulated						
Involved	1,780	798	88	16	3	2,669
Skidded	173	80	7	1	1	260
Jack-knifed	48	21	15	2	0	84
Overturned[3]	124	40	8	1	0	172
All HGVs[5]						
Involved	5,031	2,199	251	36	21	7,487
Skidded	433	275	53	7	6	761
Jack-knifed	56	24	15	3	0	95
Overturned[3]	207	84	15	3	1	306
Buses or coaches						
Involved	6,136	1,494	173	18	5	7,831
Skidded	99	93	46	7	3	238
Overturned[3]	3	0	2	1	0	5
Other motor vehicles						
Involved	2,377	908	133	17	15	3,420
Skidded	156	113	58	3	5	327
Overturned[3]	92	47	17	2	1	156
Other vehicles[6]						
Involved	249	49	4	0	0	302
Skidded	7	2	2	0	0	11
Overturned[3]	23	4	0	0	0	27
All[6]	202,751	83,941	11,723	1,021	752	298,687

1 Vehicles can be counted in bo h "road surface conditions" and "special conditions at site" columns
2 Includes cases where road surface condition or special condition at site was not reported
3 Includes vehicles which may have skidded or jack-knifed before overturning
4 Includes vehicles towing trailers or caravans
5 Includes cases where body type was not reported
6 Includes cases where vehicle type was not reported

45 Vehicles involved in reported accidents: by vehicle type and manoeuvre: 2009

Number of vehicles

	Pedal cycles	Motorcycles 50cc and under	Motorcycles 51 - 125cc	Motorcycles 126 - 500cc	Motorcycles over 500cc	All motorcycles[1]
Reversing	8	0	4	5	5	14
Parked	43	14	17	5	22	58
Waiting to go ahead but held up	206	109	163	72	233	577
Slowing or stopping	291	222	341	134	441	1,138
Moving off	473	90	103	49	180	422
U turning	16	11	11	13	15	50
Turning left	427	114	155	71	191	531
Waiting to turn left	16	7	22	15	29	73
Turning right	966	228	234	109	247	818
Waiting to turn right	114	34	48	11	28	121
Changing lane to left	63	8	24	12	64	108
Changing lane to right	152	22	27	12	50	111
Overtaking a moving vehicle - offside	155	196	410	173	888	1,667
Overtaking a stationary vehicle - offside	442	148	316	112	387	963
Overtaking - nearside	332	49	129	42	159	379
Going ahead on a left-hand bend	309	145	278	150	787	1,360
Going ahead on a right-hand bend	485	149	289	144	645	1,227
Going ahead other	13,101	2,083	3,734	1,492	4,663	11,972
All known manoeuvres	17,599	3,629	6,305	2,621	9,034	21,589
Number of vehicles involved in accidents[2]	17,599	3,629	6,305	2,621	9,035	21,590
of which - at a junction	13,056	2,456	4,538	1,732	5,590	14,316

Number of vehicles

				Heavy goods vehicles		
	Cars	Buses or coaches	Light goods vehicles	HGVs involved	of which foreign reg'd LHD[3]	All vehicles other than two-wheel[4]
Reversing	3,330	24	455	158	10	4,084
Parked	9,328	530	776	362	22	11,213
Waiting to go ahead but held up	18,072	399	791	261	8	19,676
Slowing or stopping	18,387	1,193	1,135	507	22	21,460
Moving off	8,869	967	534	249	21	10,779
U turning	1,916	7	132	39	3	2,111
Turning left	7,683	265	516	245	8	8,840
Waiting to turn left	1,579	20	62	15	0	1,699
Turning right	23,974	404	1,243	407	48	26,370
Waiting to turn right	4,486	30	186	54	1	4,807
Changing lane to left	1,699	38	174	367	17	2,308
Changing lane to right	1,954	45	169	512	260	2,713
Overtaking a moving vehicle - offside	3,485	69	266	131	12	4,028
Overtaking a stationary vehicle - offside	2,094	85	132	56	4	2,403
Overtaking - nearside	780	28	54	21	2	899
Going ahead on a left-hand bend	9,023	149	484	267	8	10,075
Going ahead on a right-hand bend	10,193	183	496	405	26	11,467
Going ahead other	100,377	3,394	5,608	3,431	206	114,543
All known manoeuvres	227,229	7,830	13,213	7,487	678	259,475
Number of vehicles involved in accidents[2]	227,239	7,831	13,214	7,487	678	259,492
of which - at a junction	137,731	4,764	7,558	3,293	218	155,379

1 Includes motorcycles where engine size was not reported
2 Includes cases where vehicle manoeuvre was not reported
3 Left hand drive.
4 Includes o her motor and non motor vehicles and cases where vehicle class was not reported

46a Reported casualties: by road user type, severity and local authority: 2009

Number of casualties

		Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users[1]			
	Population	KSI[2]	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Greater London	7,753,555	1,057	5,214	433	3,674	706	4,504	849	12,510	263	3,229	24,794	28,023
City of London	11,487	16	89	19	110	7	73	4	41	1	46	297	343
Barking and Dagenham	175,603	10	70	4	28	11	59	18	329	3	45	479	524
Barnet	343,088	45	215	4	62	24	147	55	887	6	137	1,266	1,403
Bexley	225,893	21	83	8	34	14	72	33	386	14	82	550	632
Brent	255,464	35	206	4	69	27	143	33	378	11	101	748	849
Bromley	310,162	28	104	5	63	26	108	57	534	7	127	750	877
Camden	231,228	65	274	22	167	28	185	19	216	9	141	767	908
Croydon	342,816	34	203	7	82	18	144	41	642	19	107	1,035	1,142
Ealing	316,630	40	175	16	111	33	190	28	521	11	126	953	1,079
Enfield	291,230	31	171	2	38	14	72	48	683	8	97	925	1,022
Greenwich	226,140	23	133	13	73	13	135	42	460	12	99	773	872
Hackney	215,987	29	176	23	192	23	150	23	304	4	103	819	922
Hammersmith and Fulham	169,729	28	145	21	156	31	193	6	173	7	93	629	722
Haringey	225,529	43	204	4	96	22	147	25	397	13	98	831	929
Harrow	228,127	18	100	1	31	6	46	19	315	4	49	459	508
Havering	234,125	16	88	6	31	12	59	39	493	9	75	673	748
Hillingdon	262,528	18	122	7	72	15	77	41	638	6	88	883	971
Hounslow	234,246	24	123	11	83	20	140	41	484	10	101	778	879
Islington	191,821	29	170	18	230	15	148	8	191	5	77	734	811
Kensington and Chelsea	169,882	29	174	23	172	30	195	7	173	6	94	671	765
Kingston upon Thames	166,742	10	73	9	69	13	71	15	221	3	52	409	461
Lambeth	283,287	51	250	33	275	49	297	32	362	21	173	1,112	1,285
Lewisham	264,505	38	194	11	115	28	181	28	398	8	112	860	972
Merton	206,418	20	87	7	62	17	86	10	205	2	55	420	475
Newham	241,212	51	197	8	85	19	88	12	502	11	93	853	946
Redbridge	267,732	20	123	8	41	8	71	29	489	6	69	699	768
Richmond upon Thames	188,962	14	63	17	99	13	105	11	159	1	56	389	445
Southwark	285,631	47	210	27	222	34	230	15	333	8	127	981	1,108
Sutton	192,218	16	76	3	42	11	57	22	268	6	57	426	483
Tower Hamlets	234,765	46	198	15	158	21	159	20	331	12	105	787	892
Waltham Forest	224,321	17	121	9	93	8	69	22	381	7	61	675	736
Wandsworth	286,621	44	173	23	205	34	257	13	251	6	120	812	932
Westminster	249,426	99	419	45	303	62	347	33	335	7	261	1,309	1,570
London Airport (Heathrow)	..	2	5	0	5	0	3	0	30	0	2	42	44
Greater Manchester	2,600,900	291	1,436	85	752	148	518	249	6,059	129	794	8,509	9,303
Bolton	265,113	26	150	4	48	16	52	30	684	11	77	920	997
Bury	182,597	25	92	6	36	17	49	16	486	11	66	635	701
Manchester	483,831	69	397	30	245	24	106	59	1,497	32	187	2,217	2,404
Oldham	218,766	24	119	4	36	18	46	21	454	15	68	627	695
Rochdale	204,711	25	121	5	34	10	38	16	476	7	56	641	697
Salford	225,082	21	106	7	74	11	41	30	663	10	71	848	919
Stockport	283,654	38	129	8	76	9	45	16	429	12	71	645	716
Tameside	215,369	18	103	3	39	9	36	19	446	11	49	614	663
Trafford	215,282	16	78	12	98	7	36	15	382	5	52	569	621
Wigan	306,495	29	141	6	66	27	69	27	542	15	97	793	890
Merseyside	1,350,577	212	652	46	301	79	229	195	3,269	79	553	4,250	4,803
Knowsley	149,361	17	56	4	24	4	18	27	356	11	56	434	490
Liverpool	442,295	92	282	17	98	17	65	72	1,347	20	204	1,771	1,975
St Helens	177,123	22	70	3	21	10	38	23	335	14	63	442	505
Sefton	273,303	36	104	7	79	15	39	28	586	12	87	758	845
Wirral	308,495	45	140	15	79	33	69	45	645	22	143	845	988
South Yorkshire	1,317,311	146	662	53	295	109	349	189	3,689	63	530	4,907	5,437
Barnsley	226,343	24	121	6	29	21	66	31	564	14	83	758	841
Doncaster	290,123	34	148	18	98	35	94	52	1,055	15	144	1,340	1,484
Rotherham	253,859	20	102	5	39	20	72	41	838	8	93	1,046	1,139
Sheffield	546,986	68	291	24	129	33	117	65	1,232	26	210	1,763	1,973

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

2 Killed or seriously injured.

46a (continued) Reported casualties: by road user type, severity and local authority: 2009

Number of casualties

		Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users[1]			
	Population	KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Tyne and Wear	1,106,327	143	532	56	284	63	229	115	2,585	70	399	3,673	4,072
Gateshead	190,810	24	89	8	39	19	56	36	630	11	90	809	899
Newcastle upon Tyne	284,257	50	185	17	82	9	52	20	696	18	102	1,032	1,134
North Tyneside	197,158	15	65	14	69	10	45	17	412	8	60	575	635
South Tyneside	152,448	24	65	2	34	11	25	7	206	10	47	368	415
Sunderland	281,654	30	128	15	60	14	51	35	641	23	100	889	989
West Midlands	2,638,658	402	1,666	79	563	176	655	296	6,560	165	999	9,100	10,099
Birmingham	1,028,743	186	808	36	231	60	251	122	2,937	70	423	4,096	4,519
Coventry	312,780	60	183	9	82	18	69	28	567	26	118	812	930
Dudley	306,595	48	160	9	45	25	85	27	596	23	114	822	936
Sandwell	291,001	37	181	4	49	28	85	36	855	14	112	1,168	1,280
Solihull	205,173	22	77	6	53	16	47	42	479	10	88	615	703
Walsall	255,891	31	124	7	35	17	60	16	580	16	80	789	869
Wolverhampton	238,475	18	133	8	68	12	58	25	546	6	64	798	862
West Yorkshire	2,226,712	295	1,215	92	526	192	581	347	6,171	151	973	8,238	9,211
Bradford	506,807	87	334	15	92	21	102	73	1,665	41	211	2,131	2,342
Calderdale	201,557	32	109	10	34	28	74	45	572	20	120	711	831
Kirklees	406,750	47	225	11	81	33	101	62	1,150	24	160	1,538	1,698
Leeds	787,701	95	409	33	249	74	208	103	1,862	43	321	2,736	3,057
Wakefield	323,897	34	138	23	70	36	96	64	922	23	161	1,122	1,283
Avon	1,082,152	64	446	48	442	57	336	74	2,098	18	253	3,230	3,483
Bath and NE Somerset	177,738	10	78	2	40	14	65	16	357	0	43	521	564
Bristol	433,087	35	244	31	268	24	135	20	715	12	112	1,313	1,425
North Somerset	209,091	10	56	3	51	6	60	13	493	3	34	658	692
South Gloucestershire	262,236	9	68	12	83	13	76	25	533	3	64	738	802
Bedfordshire	605,253	42	204	17	124	65	181	113	1,613	19	247	1,970	2,217
Bedford	158,046	6	48	6	41	14	48	32	345	5	60	448	508
Central Bedfordshire	252,863	19	62	8	45	44	95	56	774	8	135	895	1,030
Luton	194,344	17	94	3	38	7	38	25	494	6	52	627	679
Berkshire	853,986	70	305	28	262	64	264	119	1,866	28	290	2,545	2,835
Bracknell Forest	115,081	4	24	0	13	7	27	9	247	2	23	301	324
Reading	151,807	26	84	9	73	6	44	9	258	4	52	458	510
Slough	128,387	16	70	2	46	7	42	10	393	8	35	537	572
West Berkshire	152,980	9	41	3	45	19	60	32	349	5	63	449	512
Windsor and Maidenhead	143,800	10	50	8	48	13	45	35	364	4	68	458	526
Wokingham	161,931	5	36	6	37	12	46	24	255	5	49	342	391
Buckinghamshire	731,338	45	214	30	162	74	250	158	2,231	21	323	2,688	3,011
Bucks (excl UA[2])	494,671	30	151	21	101	55	174	125	1,435	12	242	1,718	1,960
Milton Keynes	236,667	15	63	9	61	19	76	33	796	9	81	970	1,051
Cambridgeshire	778,186	67	256	79	508	115	311	203	2,348	33	482	3,120	3,602
Cambs (excl UA)	607,013	45	163	70	410	95	236	162	1,663	23	384	2,217	2,601
Peterborough	171,173	22	93	9	98	20	75	41	685	10	98	903	1,001
Cheshire	1,005,684	98	349	78	311	137	386	263	3,460	64	599	4,186	4,785
Cheshire East	362,659	34	116	37	123	64	171	123	1,421	28	268	1,660	1,928
Cheshire West and Chester	326,555	40	125	23	90	37	101	86	1,059	22	197	1,256	1,453
Halton	118,707	10	41	3	27	12	29	16	282	4	41	374	415
Warrington	197,763	14	67	15	71	24	85	38	698	10	93	896	989
Cleveland	559,984	58	179	22	118	42	111	61	865	38	187	1,166	1,353
Hartlepool	90,948	6	29	5	18	3	10	10	147	4	25	191	216
Middlesbrough	140,500	19	68	5	40	8	18	5	267	13	38	375	413
Redcar & Cleveland	137,485	14	40	3	20	16	39	13	186	8	46	255	301
Stockton-on-Tees	191,051	19	42	9	40	15	44	33	265	13	78	345	423
Cornwall and Isles of Scilly	533,284	19	226	10	66	41	184	110	1,563	11	191	1,972	2,163
Cumbria	495,043	44	193	18	122	74	202	103	1,379	22	247	1,782	2,029

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

46a (continued) Reported casualties: by road user type, severity and local authority: 2009

Number of casualties

		Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users[1]			
	Population	KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Derbyshire	1,004,369	87	414	57	270	170	437	234	2,721	45	566	3,495	4,061
Derbyshire (excl UA)	760,240	61	261	32	157	138	342	201	2,053	34	449	2,525	2,974
Derby	244,129	26	153	25	113	32	95	33	668	11	117	970	1,087
Devon	1,138,077	51	488	30	244	61	379	115	2,758	23	263	3,821	4,084
Devon (excl UAs)	747,418	30	276	19	169	41	223	94	1,999	17	189	2,622	2,811
Plymouth	256,694	12	123	8	55	12	112	12	534	6	45	840	885
Torbay	133,965	9	89	3	20	8	44	9	225	0	29	359	388
Dorset	710,202	61	265	40	276	102	352	158	1,658	31	378	2,336	2,714
Dorset (excl UAs)	404,049	33	129	12	85	70	195	131	1,078	15	260	1,336	1,596
Bournemouth	164,942	21	91	17	136	16	84	15	332	12	70	601	671
Poole	141,211	7	45	11	55	16	73	12	248	4	48	399	447
Durham	606,875	44	262	23	118	65	184	104	1,709	23	248	2,237	2,485
County Durham	506,444	33	210	18	84	55	156	88	1,443	21	205	1,873	2,078
Darlington	100,431	11	52	5	34	10	28	16	266	2	43	364	407
East Sussex	768,431	122	434	59	284	136	359	174	1,774	46	523	2,641	3,164
East Sussex (excl UA)	512,088	64	231	27	120	104	245	155	1,311	32	373	1,686	2,059
Brighton & Hove	256,343	58	203	32	164	32	114	19	463	14	150	955	1,105
Essex	1,720,375	172	617	60	367	226	590	338	3,696	81	827	4,707	5,534
Essex (excl UAs)	1,398,951	124	467	48	276	194	490	268	2,882	56	658	3,667	4,325
Southend	164,239	40	104	12	74	20	63	29	306	22	102	466	568
Thurrock	157,185	8	46	0	17	12	37	41	508	3	67	574	641
Gloucestershire	589,132	24	156	30	136	59	156	113	1,202	20	236	1,490	1,726
Hampshire	1,729,546	139	528	138	619	226	673	321	3,419	76	846	4,648	5,494
Hampshire (excl UAs)	1,289,366	86	300	89	369	171	468	284	2,696	54	650	3,383	4,033
Portsmouth	203,503	30	102	24	139	28	104	15	331	12	97	608	705
Southampton	236,677	23	126	25	111	27	101	22	392	10	99	657	756
Herefordshire	179,122	11	62	7	52	17	51	67	603	9	105	707	812
Hertfordshire	1,095,470	59	308	51	242	85	359	202	2,857	42	413	3,543	3,956
Humberside	917,637	101	372	70	359	94	287	196	2,397	65	500	3,208	3,708
East Riding of Yorkshire	337,045	22	86	16	68	44	94	98	823	15	195	950	1,145
Kingston upon Hull	262,421	43	149	33	169	18	79	11	463	23	113	825	938
North-East Lincolnshire	157,141	20	74	11	78	19	70	36	548	17	92	757	849
North Lincolnshire	161,030	16	63	10	44	13	44	51	563	10	100	676	776
Isle of Wight	140,229	15	60	9	33	23	71	25	286	4	73	402	475
Kent	1,665,855	135	766	59	390	174	698	304	4,764	65	702	6,227	6,929
Kent (excl UA)	1,411,068	110	638	55	335	151	587	286	4,266	55	629	5,477	6,106
Medway Towns	254,787	25	128	4	55	23	111	18	498	10	73	750	823
Lancashire	1,445,701	225	824	85	430	182	501	332	4,671	109	852	5,914	6,766
Lancashire (excl UAs)	1,165,803	161	567	70	330	151	388	294	3,809	83	702	4,688	5,390
Blackburn with Darwen	139,900	30	121	7	37	18	54	23	431	17	80	576	656
Blackpool	139,998	34	136	8	63	13	59	15	431	9	70	650	720
Leicestershire	987,784	64	418	29	283	74	284	193	2,478	35	376	3,320	3,696
Leicestershire (excl UAs)	644,707	26	192	14	147	57	194	155	1,525	16	263	1,945	2,208
Leicester City	304,722	36	219	13	126	11	73	23	849	18	87	1,255	1,342
Rutland	38,355	2	7	2	10	6	17	15	104	1	26	120	146

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

46a (continued) Reported casualties: by road user type, severity and local authority: 2009

Number of casualties

		Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users[1]			
	Population	KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Lincolnshire	697,925	58	262	36	203	94	313	249	2,360	27	456	2,859	3,315
Norfolk	853,368	51	234	38	230	93	320	186	1,776	21	395	2,340	2,735
Northamptonshire	683,791	62	207	18	98	79	173	210	1,349	38	391	1,557	1,948
Northumberland	311,076	16	84	16	58	40	94	103	988	14	186	1,158	1,344
North Yorkshire	796,454	64	282	43	262	133	374	327	2,254	38	598	2,774	3,372
North Yorkshire (excl UA)	597,665	54	205	32	129	122	316	302	1,945	32	538	2,217	2,755
York	198,789	10	77	11	133	11	58	25	309	6	60	557	617
Nottinghamshire	1,077,371	110	469	65	332	141	426	249	2,783	57	595	3,761	4,356
Nottinghamshire (excl UA)	776,601	60	257	38	187	113	308	215	2,124	41	447	2,672	3,119
Nottingham	300,770	50	212	27	145	28	118	34	659	16	148	1,089	1,237
Oxfordshire	640,277	53	185	54	273	73	226	148	1,443	20	345	1,923	2,268
Shropshire	454,081	32	157	10	101	53	180	101	1,109	13	206	1,439	1,645
Shropshire UA	291,831	15	105	5	66	39	123	77	766	5	144	993	1,137
Telford & Wrekin	162,250	17	52	5	35	14	57	24	343	8	62	446	508
Somerset	523,471	42	161	22	133	57	153	170	1,494	23	304	1,715	2,019
Staffordshire	1,067,597	53	420	16	220	68	357	159	3,211	25	314	4,133	4,447
Staffordshire (excl UA)	828,696	43	287	12	162	55	282	136	2,492	21	261	3,144	3,405
Stoke on Trent	238,901	10	133	4	58	13	75	23	719	4	53	989	1,042
Suffolk	713,973	74	241	29	197	93	302	156	1,815	35	367	2,339	2,706
Surrey	1,113,108	85	402	80	472	153	538	241	4,074	43	571	5,184	5,755
Warwickshire	535,073	43	159	20	131	58	181	178	1,555	14	308	1,810	2,118
West Sussex	792,948	54	234	56	284	116	317	208	1,774	23	451	2,289	2,740
Wiltshire	654,925	49	167	28	116	72	191	159	1,337	27	325	1,603	1,928
Wiltshire UA	456,133	31	105	14	60	52	125	124	963	21	235	1,104	1,339
Swindon	198,792	18	62	14	56	20	66	35	374	6	90	499	589
Worcestershire	556,548	27	188	18	133	52	219	85	1,370	12	190	1,864	2,054
England	51,809,741	5,236	23,575	2,470	15,856	5,211	19,035	9,249	125,951	2,278	23,206	173,574	196,780
Wales	2,999,319	257	1,114	84	403	240	650	596	7,608	136	1,221	9,133	10,354
Scotland	5,194,000	552	2,198	156	805	371	1,018	1,267	9,853	257	2,485	12,527	15,012
Great Britain	60,003,060	6,045	26,887	2,710	17,064	5,822	20,703	11,112	143,412	2,671	26,912	195,234	222,146

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

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

Number of casualties

	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users[2]			
	KSI[3]	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Greater London	2,136	9,307	568	4,418	934	6,083	2,632	22,478	936	6,696	39,109	45,805
City of London	25	148	7	74	16	123	13	100	2	65	415	480
Barking and Dagenham	35	159	7	69	13	67	84	572	30	151	782	933
Barnet	70	323	14	103	34	202	135	1,276	31	268	1,778	2,047
Bexley	36	147	9	66	17	94	79	565	25	148	806	955
Brent	84	341	18	106	24	158	103	890	42	243	1,362	1,605
Bromley	49	225	18	108	33	154	128	870	34	241	1,234	1,475
Camden	105	457	31	224	41	330	59	550	25	251	1,433	1,684
Croydon	67	341	13	132	31	206	119	1,076	42	246	1,632	1,878
Ealing	92	360	21	157	32	200	129	1,062	35	288	1,612	1,900
Enfield	65	285	13	94	21	137	125	1,090	33	235	1,490	1,725
Greenwich	59	251	10	88	30	179	88	704	36	198	1,141	1,339
Hackney	79	338	19	146	25	177	72	524	39	211	1,098	1,309
Hammersmith and Fulham	59	253	20	170	26	204	32	367	18	149	931	1,080
Haringey	65	322	12	89	21	139	55	538	23	161	1,011	1,171
Harrow	35	165	7	59	12	80	61	503	20	122	734	856
Havering	38	153	12	81	19	95	134	894	35	212	1,099	1,311
Hillingdon	54	195	19	126	25	121	139	1,050	37	254	1,332	1,585
Hounslow	50	224	19	152	28	170	113	921	29	228	1,358	1,586
Islington	75	335	26	203	31	252	39	399	18	184	1,111	1,295
Kensington and Chelsea	72	320	18	162	31	233	38	380	11	170	1,006	1,176
Kingston upon Thames	32	122	15	108	22	103	53	431	13	127	691	819
Lambeth	124	484	36	259	51	365	82	854	45	312	1,832	2,143
Lewisham	82	341	14	132	30	203	63	769	42	206	1,388	1,594
Merton	37	158	11	95	21	118	50	405	21	127	700	827
Newham	68	316	11	99	18	107	77	661	43	189	1,115	1,303
Redbridge	48	212	12	86	15	106	103	884	26	187	1,199	1,386
Richmond upon Thames	32	135	21	134	24	135	48	387	14	135	714	849
Southwark	79	365	25	214	48	299	70	739	34	239	1,542	1,781
Sutton	30	131	10	71	16	94	53	482	22	115	714	829
Tower Hamlets	72	282	14	126	38	236	53	481	27	186	1,021	1,207
Waltham Forest	61	266	12	101	19	138	67	604	30	170	1,032	1,202
Wandsworth	79	306	33	237	54	317	76	590	29	256	1,305	1,561
Westminster	178	831	38	341	65	532	84	788	23	408	2,383	2,790
London Airport (Heathrow)	1	17	1	5	2	11	7	75	0	13	112	125
Greater Manchester	587	2,937	108	1,189	127	581	402	10,820	304	1,280	15,417	16,697
Bolton	62	322	10	107	15	62	44	1,076	35	136	1,536	1,672
Bury	35	169	4	67	7	39	23	687	15	72	952	1,024
Manchester	156	748	28	287	23	108	76	2,208	71	291	3,337	3,628
Oldham	51	272	8	80	12	48	34	883	29	109	1,260	1,368
Rochdale	49	243	6	78	8	32	38	878	28	107	1,212	1,319
Salford	52	256	11	118	12	58	38	1,238	25	126	1,688	1,814
Stockport	40	225	12	115	11	60	44	1,078	16	111	1,485	1,596
Tameside	47	221	10	78	11	53	34	751	31	105	1,074	1,179
Trafford	29	160	9	126	8	40	29	814	18	77	1,140	1,217
Wigan	67	323	11	133	20	82	43	1,208	37	146	1,734	1,881
Merseyside	351	1,519	75	593	80	324	300	6,566	199	841	8,913	9,754
Knowsley	34	138	7	48	6	23	46	794	29	98	992	1,090
Liverpool	180	744	27	199	22	103	99	2,659	89	341	3,747	4,088
St Helens	32	142	7	59	12	42	47	824	20	104	1,050	1,154
Sefton	42	222	14	139	13	55	46	1,083	24	119	1,466	1,585
Wirral	63	272	20	147	27	101	62	1,206	38	179	1,657	1,836
South Yorkshire	251	1,086	47	396	86	303	308	3,922	146	732	5,578	6,310
Barnsley	37	183	7	60	20	62	68	734	29	139	991	1,131
Doncaster	43	221	13	133	18	74	66	994	28	147	1,397	1,545
Rotherham	47	191	11	69	18	63	67	837	34	152	1,130	1,282
Sheffield	124	491	16	134	31	104	107	1,357	56	294	2,059	2,353

1 Figures have been rounded to the nearest whole number.
2 Includes goods vehicles, buses, coaches and trams, horse riders and agricultural vehicle users.
3 Killed or seriously injured.

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

Number of casualties

	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users[2]			
	KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Tyne and Wear	282	1,047	50	346	41	137	202	3,039	147	602	4,383	4,985
Gateshead	53	171	7	40	12	32	56	735	27	134	930	1,064
Newcastle upon Tyne	84	322	12	96	7	31	39	728	35	149	1,145	1,295
North Tyneside	40	149	10	69	8	22	29	436	21	92	639	731
South Tyneside	35	121	6	46	6	21	15	320	16	64	476	541
Sunderland	71	283	14	94	9	31	63	821	46	162	1,192	1,354
West Midlands	756	2,587	161	908	201	624	893	7,733	415	2,092	10,479	12,571
Birmingham	329	1,206	44	310	61	227	311	3,108	151	775	4,381	5,156
Coventry	103	268	36	139	34	80	138	754	69	322	979	1,301
Dudley	68	251	17	95	29	90	84	813	41	202	1,110	1,312
Sandwell	80	286	16	99	20	66	98	909	44	224	1,229	1,453
Solihull	34	110	15	63	17	44	107	619	24	184	701	885
Walsall	65	222	15	93	22	65	75	798	42	185	1,070	1,255
Wolverhampton	77	244	18	109	19	52	80	732	44	200	1,009	1,209
West Yorkshire	524	2,200	106	665	158	559	626	8,511	272	1,484	11,391	12,875
Bradford	139	628	21	150	31	127	107	1,998	69	309	2,748	3,057
Calderdale	39	194	8	64	16	60	52	813	20	123	1,106	1,229
Kirklees	76	356	18	99	27	103	120	1,440	42	255	1,887	2,142
Leeds	197	764	36	246	53	178	239	3,133	91	554	4,168	4,722
Wakefield	74	257	22	106	31	92	107	1,128	51	244	1,482	1,725
Avon	123	588	38	351	81	358	207	2,457	57	472	3,507	3,979
Bath and NE Somerset	17	82	3	36	13	49	37	335	7	72	455	527
Bristol	68	336	21	197	32	165	51	885	28	175	1,505	1,680
North Somerset	18	83	7	48	16	56	54	504	11	101	643	744
South Gloucestershire	21	88	8	70	20	88	66	732	12	124	904	1,028
Bedfordshire	88	366	31	210	63	204	196	1,983	53	398	2,561	2,959
Bedford	23	96	12	72	15	52	52	494	12	107	653	760
Central Bedfordshire	29	115	10	71	35	100	115	982	19	202	1,174	1,376
Luton	36	155	8	66	14	52	29	507	21	89	733	823
Berkshire	65	424	26	371	58	345	169	2,764	34	332	3,734	4,066
Bracknell Forest*	7	38	4	40	7	46	28	346	5	48	438	486
Reading*	16	129	5	89	10	68	12	346	6	45	618	664
Slough*	13	81	4	60	7	39	16	429	6	42	585	627
West Berkshire*	10	62	4	52	13	68	51	671	6	82	816	898
Windsor and Maidenhead*	12	63	5	64	10	63	32	501	5	60	654	714
Wokingham*	7	51	4	66	11	61	30	472	5	54	623	677
Buckinghamshire	62	327	26	247	72	292	227	2,951	42	407	3,627	4,034
Bucks (excl UA[3])*	43	233	17	155	50	205	177	2,026	29	303	2,471	2,774
Milton Keynes*	19	94	9	92	22	88	49	925	13	104	1,156	1,260
Cambridgeshire	91	324	103	648	115	365	403	3,007	75	759	3,847	4,606
Cambs (excl UA)	59	224	79	503	94	282	327	2,278	48	597	2,906	3,503
Peterborough	32	100	25	145	21	83	76	729	27	162	941	1,103
Cheshire	180	614	89	442	138	396	675	4,914	138	1,152	5,706	6,858
Cheshire East	65	199	36	155	68	165	337	1,839	47	536	2,009	2,545
Cheshire West and Chester	46	199	26	144	40	127	168	1,495	34	294	1,790	2,084
Halton	30	82	12	53	13	30	88	529	33	157	627	784
Warrington	39	134	15	90	17	73	82	1,051	24	166	1,279	1,444
Cleveland	103	490	25	199	21	77	99	1,613	67	257	2,286	2,543
Hartlepool	19	88	4	32	5	12	16	258	12	46	383	429
Middlesbrough	35	166	6	59	6	20	17	467	22	65	685	751
Redcar & Cleveland	18	104	6	46	5	21	27	362	12	57	507	565
Stockton-on-Tees	30	132	9	62	5	25	38	526	21	88	711	799
Cornwall and Isles of Scilly	58	303	23	146	76	262	213	1,872	41	383	2,336	2,719
Cumbria	92	325	36	183	84	208	308	1,867	68	555	2,211	2,766

1 Figures have been rounded to the nearest whole number.
2 Includes goods vehicles, buses, coaches and trams, horse riders and agricultural vehicle users.
3 Unitary authority.
* See 'Notes to Tables'

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

Number of casualties

	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users[2]			
	KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Derbyshire	168	631	54	340	136	428	371	3,516	101	761	4,510	5,271
Derbyshire (excl UA)	109	414	37	217	116	346	327	2,927	72	618	3,585	4,203
Derby	59	217	17	122	19	82	44	589	28	143	925	1,068
Devon	148	717	51	377	141	519	333	3,254	87	701	4,412	5,113
Devon (excl UAs)	79	376	30	211	99	330	277	2,239	51	510	2,816	3,326
Plymouth	52	214	18	116	31	126	42	777	30	145	1,151	1,296
Torbay	17	126	2	50	11	63	14	238	6	46	445	491
Dorset	88	380	47	322	78	335	247	2,540	48	479	3,308	3,787
Dorset (excl UAs)	38	176	22	132	52	183	198	1,649	25	326	1,948	2,274
Bournemouth	31	132	14	120	13	83	25	466	13	84	759	843
Poole	19	72	12	71	13	69	24	426	9	69	602	671
Durham	98	446	20	145	42	115	172	1,971	62	351	2,580	2,932
County Durham	80	360	16	108	34	91	149	1,663	53	295	2,131	2,426
Darlington	18	86	4	36	8	24	23	308	10	57	449	506
East Sussex	163	653	49	300	108	341	286	2,585	69	628	3,519	4,148
East Sussex (excl UA)	89	333	29	167	78	236	243	1,919	47	457	2,369	2,826
Brighton & Hove	73	321	19	133	30	105	43	667	22	171	1,150	1,322
Essex	275	970	137	699	231	718	714	6,268	184	1,429	7,760	9,189
Essex (excl UAs)	213	741	107	535	191	582	617	5,098	145	1,187	6,189	7,377
Southend	39	152	17	109	17	65	38	490	18	115	759	874
Thurrock	23	77	13	55	23	72	60	680	21	127	812	939
Gloucestershire	52	269	25	225	59	240	205	1,731	35	360	2,257	2,617
Hampshire	232	970	148	1,004	233	860	645	5,810	157	1,314	7,856	9,170
Hampshire (excl UAs)	150	579	99	646	187	641	573	4,640	111	1,054	5,829	6,883
Portsmouth	43	185	28	198	24	104	39	572	23	142	990	1,131
Southampton	39	207	21	160	23	114	32	599	23	119	1,037	1,155
Herefordshire*	27	86	18	65	34	77	122	567	19	216	654	870
Hertfordshire	171	557	80	418	142	455	621	4,706	113	1,065	5,437	6,502
Humberside	199	738	105	685	127	396	351	2,682	139	820	4,003	4,822
East Riding of Yorkshire	39	145	28	152	48	127	174	1,077	32	302	1,293	1,596
Kingston upon Hull	87	338	36	292	32	118	43	576	49	207	1,231	1,438
North-East Lincolnshire	44	161	24	149	19	70	48	442	34	140	740	880
North Lincolnshire	28	94	17	91	28	81	86	587	24	170	739	909
Isle of Wight	25	98	17	72	24	81	51	399	15	122	568	690
Kent	269	1,038	105	593	256	772	627	5,226	174	1,321	6,721	8,042
Kent (excl UA)	225	848	96	510	227	675	578	4,661	146	1,183	5,880	7,064
Medway Towns	44	190	9	84	29	98	50	564	28	138	841	979
Lancashire	411	1,333	133	617	191	497	728	6,055	275	1,542	7,582	9,125
Lancashire (excl UAs)	283	907	103	491	157	406	576	4,713	200	1,186	5,841	7,027
Blackburn with Darwen	58	199	11	48	15	37	68	685	37	159	864	1,024
Blackpool	70	226	18	78	18	55	83	658	37	197	877	1,074
Leicestershire	125	663	43	421	77	340	297	3,187	73	574	4,359	4,933
Leicestershire (excl UAs)	60	302	28	235	61	239	233	2,173	42	408	2,773	3,181
Leicester City	62	351	13	174	12	84	35	836	27	126	1,390	1,516
Rutland	2	11	2	12	4	17	29	178	3	40	196	236

1 Figures have been rounded to the nearest whole number.

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

* See 'Notes to Tables'

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

Number of casualties

	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users[2]			
	KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Lincolnshire	80	323	44	292	112	308	478	2,659	76	764	3,079	3,843
Norfolk	113	380	61	317	131	371	516	2,710	89	862	3,132	3,994
Northamptonshire	123	354	47	197	89	203	471	2,171	88	773	2,316	3,089
Northumberland	43	170	15	86	28	71	162	1,124	31	260	1,346	1,606
North Yorkshire	137	427	73	335	186	462	700	3,237	122	1,171	3,630	4,801
North Yorkshire (excl UA)*	113	332	57	218	170	389	672	2,946	111	1,083	3,115	4,198
York*	24	94	15	117	16	73	28	291	11	88	515	602
Nottinghamshire	276	855	125	498	177	433	512	3,725	195	1,147	4,833	5,980
Nottinghamshire (excl UA)	143	439	86	323	133	307	418	2,821	129	824	3,381	4,205
Nottingham	133	416	39	175	44	126	94	904	67	323	1,452	1,775
Oxfordshire*	54	276	34	343	57	277	215	2,157	31	385	2,881	3,266
Shropshire	64	213	43	150	69	162	318	1,553	59	535	1,706	2,241
Shropshire UA	43	134	28	97	52	118	237	1,100	37	395	1,188	1,583
Telford & Wrekin	22	79	15	54	17	44	81	453	22	140	518	658
Somerset	57	223	28	198	59	184	222	1,772	33	380	2,111	2,492
Staffordshire	129	765	36	423	96	438	326	4,638	84	625	6,141	6,766
Staffordshire (excl UA)	82	487	28	325	74	334	280	3,729	60	498	4,763	5,262
Stoke on Trent	47	278	8	98	22	104	45	909	24	126	1,378	1,504
Suffolk	71	292	37	284	78	289	266	1,893	51	478	2,443	2,921
Surrey	156	603	84	571	171	690	484	5,366	84	932	6,635	7,567
Warwickshire	93	289	47	227	108	263	419	2,302	69	710	2,607	3,317
West Sussex	99	355	72	407	111	334	289	2,621	60	597	3,337	3,935
Wiltshire	72	293	38	239	88	300	260	2,326	50	487	2,899	3,386
Wiltshire UA	49	191	25	145	65	200	225	1,841	33	389	2,163	2,551
Swindon	23	102	13	94	23	101	35	485	16	98	736	834
Worcestershire*	94	307	50	214	91	224	312	1,885	62	581	2,246	2,827
England	9,861	40,119	3,376	22,373	5,867	22,306	19,579	179,136	5,729	40,815	241,953	282,768
Wales	434	2,041	107	730	253	782	1,115	10,344	288	2,008	12,848	14,856
Scotland	1,374	4,383	249	1,282	355	935	2,559	13,808	842	4,833	17,471	22,304
Great Britain	11,669	46,543	3,732	24,385	6,475	24,023	23,254	203,288	6,860	47,656	272,272	319,928

1 Figures have been rounded to the nearest whole number.

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

* See 'Notes to Tables'

47 Reported casualties: by Government Office Region, country and severity: 1994-98 average, 2002-2009

Number of casualties

		1994-98 average	2002	2003	2004	2005	2006	2007	2008	2009
North East	Killed	139	126	132	128	108	109	88	76	73
	KSI[1]	1,471	1,195	1,261	1,158	1,093	1,164	1,019	990	1,020
	Total	12,067	11,706	11,878	11,458	10,890	10,364	9,673	9,494	9,254
North West	Killed	393	333	405	338	362	321	271	269	235
	KSI	5,371	4,179	4,131	3,987	4,063	3,740	3,391	3,324	3,045
	Total	45,200	39,995	38,063	37,448	36,426	33,986	31,478	29,461	27,686
Yorkshire and the Humber	Killed	327	322	318	311	302	304	281	224	205
	KSI	4,206	3,756	3,593	3,486	3,227	3,259	3,215	2,890	2,601
	Total	28,808	29,053	28,368	27,049	24,940	24,643	23,759	22,278	21,728
East Midlands	Killed	357	373	366	299	299	327	307	245	227
	KSI	4,020	3,401	3,169	2,970	2,737	2,561	2,550	2,327	2,384
	Total	23,116	22,515	21,819	21,293	20,807	19,588	19,006	17,854	17,376
West Midlands	Killed	328	306	321	286	281	304	262	225	224
	KSI	4,759	3,185	2,987	2,851	2,674	2,582	2,610	2,232	2,122
	Total	28,592	28,044	26,863	25,924	25,681	24,363	24,465	22,028	21,175
East of England	Killed	363	385	370	355	342	350	335	263	235
	KSI	4,991	4,071	3,994	3,844	3,583	3,327	3,178	2,805	2,731
	Total	30,170	29,158	28,301	28,069	27,138	25,025	24,207	21,848	20,750
London	Killed	247	281	272	216	214	231	222	205	185
	KSI	6,696	5,671	5,164	4,171	3,657	3,947	3,785	3,531	3,229
	Total	45,805	41,508	38,477	34,581	31,905	29,831	28,434	28,205	28,023
South East	Killed	489	520	525	472	519	457	437	354	294
	KSI	6,039	5,694	5,079	4,685	4,423	4,478	4,482	4,077	4,124
	Total	44,918	42,194	40,008	38,869	38,414	37,996	36,576	33,805	32,671
South West	Killed	343	334	295	309	308	292	299	262	202
	KSI	3,262	3,113	2,918	2,619	2,488	2,493	2,490	2,193	1,950
	Total	24,092	24,847	24,122	24,071	24,283	22,781	21,866	19,184	18,117
England	Killed	2,986	2,980	3,004	2,714	2,735	2,695	2,502	2,123	1,880
	KSI	40,815	34,265	32,296	29,771	27,945	27,551	26,720	24,369	23,206
	Total	282,768	269,020	257,899	248,762	240,484	228,577	219,464	204,157	196,780
Wales	Killed	213	147	173	201	180	163	162	143	126
	KSI	2,008	1,632	1,655	1,537	1,327	1,373	1,403	1,396	1,221
	Total	14,856	14,336	14,036	13,687	12,738	12,692	12,271	11,185	10,354
Scotland	Killed	378	304	331	306	286	314	282	272	216
	KSI	4,833	3,510	3,264	3,043	2,883	2,921	2,597	2,807	2,485
	Total	22,304	19,249	18,672	18,391	17,795	17,135	16,045	15,563	15,012
Great Britain	Killed	3,578	3,431	3,508	3,221	3,201	3,172	2,946	2,538	2,222
	KSI	47,656	39,407	37,215	34,351	32,155	31,845	30,720	28,572	26,912
	Total	319,928	302,605	290,607	280,840	271,017	258,404	247,780	230,905	222,146
Northern Ireland	Killed	149	150	150	147	135	126	113	107	115
	KSI	1,662	1,676	1,438	1,330	1,208	1,337	1,210	1,097	1,150
	Total	12,499	11,914	10,325	9,507	8,159	9,182	9,436	9,551	9,767
United Kingdom	Killed	3,727	3,581	3,658	3,368	3,336	3,298	3,059	2,645	2,337
	KSI	49,317	41,083	38,653	35,681	33,363	33,182	31,930	29,669	28,062
	Total	332,427	314,519	300,932	290,347	279,176	267,586	257,216	240,456	231,913

1 Killed or seriously injured.

48 Reported casualties: by built-up and non built-up roads, road class, Government Office Region and severity: 2009

Number of casualties

			Built-up roads			Non built-up roads			
		Motorways	A roads	Other	Total	A roads	Other	Total	All roads[1]
North East	Killed	1	13	21	34	23	15	38	73
	KSI[2]	10	183	451	634	247	129	376	1,020
	Total	144	1,991	4,157	6,148	2,092	870	2,962	9,254
North West	Killed	25	68	66	134	56	20	76	235
	KSI	174	894	1,300	2,194	448	229	677	3,045
	Total	2,108	9,603	11,788	21,391	2,774	1,413	4,187	27,686
Yorkshire and the Humber	Killed	10	41	55	96	63	36	99	205
	KSI	92	625	1,063	1,688	483	338	821	2,601
	Total	1,113	6,465	9,707	16,172	2,732	1,711	4,443	21,728
East Midlands	Killed	15	30	34	64	114	34	148	227
	KSI	76	478	764	1,242	669	397	1,066	2,384
	Total	580	4,254	6,564	10,818	3,756	2,222	5,978	17,376
West Midlands	Killed	22	50	60	110	71	21	92	224
	KSI	85	517	902	1,419	367	251	618	2,122
	Total	1,078	6,243	9,515	15,758	2,621	1,718	4,339	21,175
East of England	Killed	14	28	44	72	94	55	149	235
	KSI	116	433	941	1,374	673	568	1,241	2,731
	Total	1,178	4,217	7,742	11,959	4,584	3,029	7,613	20,750
London	Killed	1	109	61	170	13	1	14	185
	KSI	26	2,034	1,080	3,114	82	7	89	3,229
	Total	276	17,112	9,824	26,936	782	29	811	28,023
South East	Killed	22	51	61	112	119	41	160	294
	KSI	247	935	1,445	2,380	927	570	1,497	4,124
	Total	2,667	8,304	12,159	20,463	6,054	3,487	9,541	32,671
South West	Killed	8	39	39	78	76	40	116	202
	KSI	61	379	642	1,021	541	327	868	1,950
	Total	689	3,987	7,354	11,341	3,796	2,291	6,087	18,117
England	Killed	118	429	441	870	629	263	892	1,880
	KSI	887	6,478	8,588	15,066	4,437	2,816	7,253	23,206
	Total	9,833	62,176	78,810	140,986	29,191	16,770	45,961	196,780
Wales	Killed	2	26	22	48	57	19	76	126
	KSI	25	219	375	594	456	146	602	1,221
	Total	285	2,212	4,151	6,363	2,675	1,031	3,706	10,354
Scotland	Killed	12	19	44	63	107	34	141	216
	KSI	78	358	772	1,130	884	393	1,277	2,485
	Total	538	2,758	5,653	8,411	4,181	1,882	6,063	15,012
Great Britain	Killed	132	474	507	981	793	316	1,109	2,222
	KSI	990	7,055	9,735	16,790	5,777	3,355	9,132	26,912
	Total	10,656	67,146	88,614	155,760	36,047	19,683	55,730	222,146

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

49 Reported casualties: by severity, road user type and country: United Kingdom: 2009

Number of casualties

Road user type	England	Wales	Scotland	Northern Ireland	United Kingdom
Pedestrians					
Killed	435	18	47	24	524
Serious	4,801	239	505	191	5,736
Slight	18,339	857	1,646	636	21,478
All severities	23,575	1,114	2,198	851	27,738
Pedal cyclists					
Killed	93	6	5	0	104
Serious	2,377	78	151	32	2,638
Slight	13,386	319	649	175	14,529
All severities	15,856	403	805	207	17,271
Horse riders					
Killed	1	0	0	0	1
Serious	17	2	2	0	21
Slight	67	10	1	6	84
All severities	85	12	3	6	106
Motorcycle users					
Killed	402	27	43	16	488
Serious	4,809	213	328	145	5,495
Slight	13,824	410	647	273	15,154
All severities	19,035	650	1,018	434	21,137
Car users					
Killed	874	69	116	67	1,126
Serious	8,375	527	1,151	614	10,667
Slight	116,702	7,012	8,586	7,020	139,320
All severities	125,951	7,608	9,853	7,701	151,113
Others[1]					
Killed	75	6	5	8	94
Serious	947	36	132	53	1,168
Slight	11,256	525	998	507	13,286
All severities	12,278	567	1,135	568	14,548
All road users					
Killed	1,880	126	216	115	2,337
Serious	21,326	1,095	2,269	1,035	25,725
Slight	173,574	9,133	12,527	8,617	203,851
All severities	196,780	10,354	15,012	9,767	231,913

1 Includes cases where road user type was not reported

50 Deaths: by age and gender, from all causes, all accidental deaths and all road deaths: 2008

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	2,496	210	224	940	3,181	5,292	10,966	21,603	19,958	24,666	33,808	45,194	130,176	298,714
All accidental deaths	57	28	60	375	917	901	932	741	349	299	356	512	1,915	7,442
Road dea hs (registered)	16	19	33	274	508	328	312	212	89	63	71	79	136	2,140
% of accidental deaths	*28*	*68*	*55*	*73*	*55*	*36*	*33*	*29*	*26*	*21*	*20*	*15*	*7*	*29*
% of all deaths	*0.6*	*9 0*	*14.7*	*29.1*	*16.0*	*6.2*	*2.8*	*1.0*	*0.4*	*0.3*	*0.2*	*0.2*	*0.1*	*0.7*
Stats 19 fatalities	16	19	33	254	443	315	286	176	60	59	52	71	97	1,882
Female														
Deaths from all causes	1,881	156	156	457	1,442	2,925	7,040	14,331	13,195	16,219	23,716	35,627	175,435	292,580
All accidental deaths	42	15	29	117	207	228	286	320	174	170	242	483	3,722	6,035
Road dea hs (registered)	14	9	17	92	113	70	82	66	36	33	36	55	136	759
% of accidental deaths	*33*	*60*	*59*	*79*	*55*	*31*	*29*	*21*	*21*	*19*	*15*	*11*	*4*	*13*
% of all deaths	*0.7*	*5 8*	*10 9*	*20.1*	*7.8*	*2.4*	*1.2*	*0.5*	*0.3*	*0.2*	*0.2*	*0.2*	*0.1*	*0.3*
Stats 19 fatalities	10	7	20	82	102	74	62	59	36	18	36	44	105	655
All persons[3]														
Deaths from all causes	4,377	366	380	1,397	4,623	8,217	18,006	35,934	33,153	40,885	57,524	80,821	305,611	591,294
All accidental deaths	99	43	89	492	1,124	1,129	1,218	1,061	523	469	598	995	5,637	13,477
Road dea hs (registered)	30	28	50	366	621	398	394	278	125	96	107	134	272	2,899
% of accidental deaths	*30*	*65*	*56*	*74*	*55*	*35*	*32*	*26*	*24*	*20*	*18*	*13*	*5*	*22*
% of all deaths	*0.7*	*7.7*	*13 2*	*26.2*	*13.4*	*4.8*	*2.2*	*0.8*	*0.4*	*0.2*	*0.2*	*0.2*	*0.1*	*0.5*
Stats 19 fatalities	26	26	53	336	545	389	349	235	96	77	88	115	202	2,538

Source: Office for National Statistics and Scot ish Registrar General's Office

1 In some cases age 0 may have been coded where he age of the casualty was not reported.
2 Includes cases where age was not reported.
3 Includes cases where gender was not reported.

51 International comparisons of road deaths [1]: number and rates for different road users: by selected countries: 2008 and 2009 (provisional) [2]

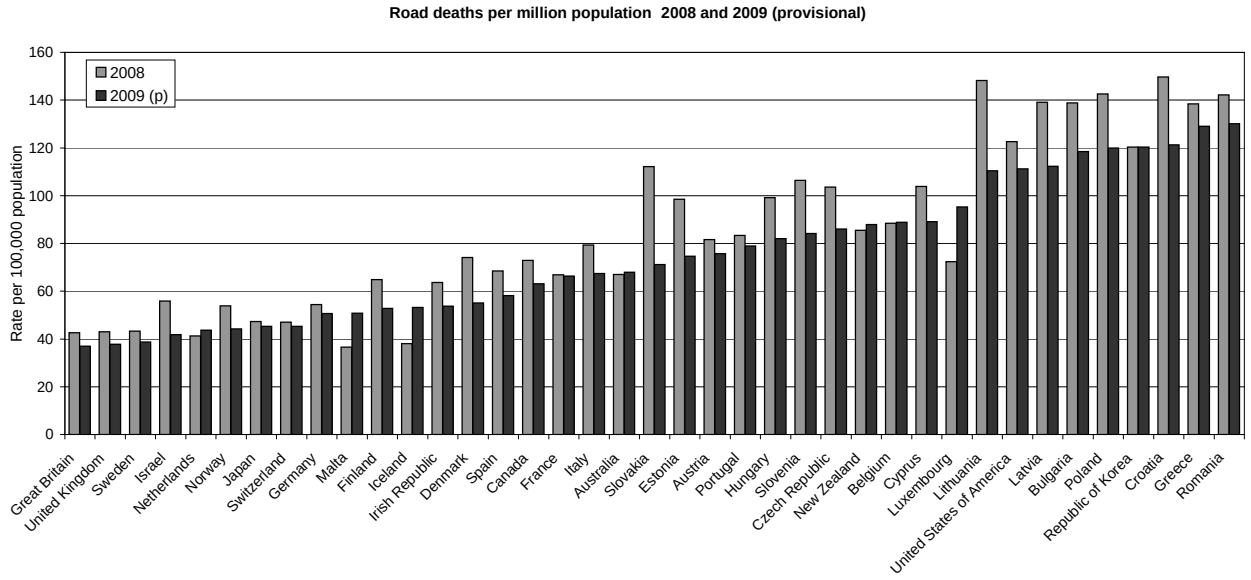
	2008							2009	
	Number of car user deaths	Number of pedestrian deaths	Pedestrian deaths per million population	Pedestrian (aged 0-14) deaths per million population	Children (aged 0-14) deaths per million population	Number of road deaths	Road deaths per million population	Number of road deaths	Road deaths per million population
England	1,010	493	*9.6*	*5.4*	*9.4*	2,123	*41*	1,880	*36*
Wales	91	18	*6.0*	*3.9*	*7.8*	143	*48*	126	*42*
Scotland	156	61	*11.8*	*1.2*	*18.8*	272	*53*	216	*42*
Great Britain	1,257	572	*9.6*	*5.0*	*10.1*	2,538	*43*	2,222	*37*
Northern Ireland	66	19	*10.7*	*5.6*	*14.1*	107	*60*	115	*64*
United Kingdom	1,319	591	*9.6*	*5.0*	*10.2*	2,645	*43*	2,337	*38*
Austria	367	102	*12.3*	*3.1*	*9.4*	679	*82*	633	*76*
Belgium	479	99	*9.3*	*3.9*	*16.7*	944	*88*	955	*89*
Bulgaria	622	278	*36.4*	*10.7*	*28.3*	1,061	*139*	901	*118*
Cyprus	26	16	*20.3*	*7.3*	*7.3*	82	*104*	71	*89*
Czech Republic	573	238	*22.9*	*5.4*	*12.9*	1,076	*104*	901	*86*
Denmark	196	58	*10.6*	*5.9*	*18.8*	406	*74*	303	*55*
Estonia	69	36	*26.8*	*5.0*	*15.1*	132	*98*	100	*75*
Finland	202	53	*10.0*	*3.4*	*8.9*	344	*65*	281	*53*
France	2,205	548	*8.6*	*2.8*	*9.6*	4,275	*67*	4,273	*66*
Germany	2,368	653	*7.9*	*2.2*	*9.0*	4,477	*54*	4,152	*51*
Greece	708	248	*22.1*	*7.5*	*21.9*	1,553	*138*	1,453	*129*
Hungary	448	251	*25.0*	*6.6*	*15.9*	996	*99*	822	*82*
Irish Republic	160	49	*11.1*	*8.8*	*19.9*	280	*64*	239	*54*
Italy	2,116	648	*10.9*	*2.3*	*10.3*	4,731	*79*	4,050	*67*
Latvia	167	105	*46.2*	*19.2*	*35.2*	316	*139*	254	*112*
Lithuania	237	175	*52.0*	*13.5*	*17.4*	499	*148*	370	*110*
Luxembourg	20	6	*12.4*	*0.0*	*0.0*	35	*72*	47	*95*
Malta	9	3	*7.3*	*0.0*	*15.0*	15	*37*	21	*51*
Netherlands	299	56	*3.4*	*1.0*	*7.8*	677	*41*	720	*44*
Poland	2,540	1,882	*49.4*	*8.0*	*24.7*	5,437	*143*	4,572	*120*
Portugal	358	155	*14.6*	*4.9*	*14.1*	885	*83*	839	*79*
Romania	1,323	1,065	*49.5*	*23.2*	*41.8*	3,061	*142*	2,796	*130*
Slovakia	292	220	*40.7*	*11.8*	*15.3*	606	*112*	385	*71*
Slovenia	82	39	*19.4*	*10.7*	*14.3*	214	*106*	171	*84*
Spain	1,495	502	*11.1*	*3.9*	*12.5*	3,100	*68*	2,668	*58*
Sweden	234	45	*4.9*	*0.6*	*3.9*	397	*43*	358	*39*
Croatia	..	..	..	..	..	664	*150*	538	*121*
Israel	218	134	*18.2*	*10.6*	*16.4*	412	*56*	315	*42*
Iceland	10	0	*0.0*	*0.0*	*0.0*	12	*38*	17	*53*
Norway	149	33	*7.0*	*2.2*	*9.9*	255	*54*	212	*44*
Switzerland	149	59	*7.8*	*2.5*	*8.5*	357	*47*	349	*45*
Australia	977	190	*8.7*	*1.9*	*13.6*	1,466	*67*	1,504	*68*
Canada	..	..	..	..	..	2,419	*73*	2,130	*63*
Japan	1,269	1,976	*15.5*	*3.7*	*8.4*	6,023	*47*	5,772	*45*
New Zealand	257	31	*7.2*	*4.5*	*25.9*	366	*86*	384	*88*
Republic of Korea	1,342	2,137	*44.2*	..	..	5,820	*120*	5,838	*120*
United States of America	14,587	4,389	*14.4*	*4.4*	*22.0*	37,261	*123*	33,963	*111*

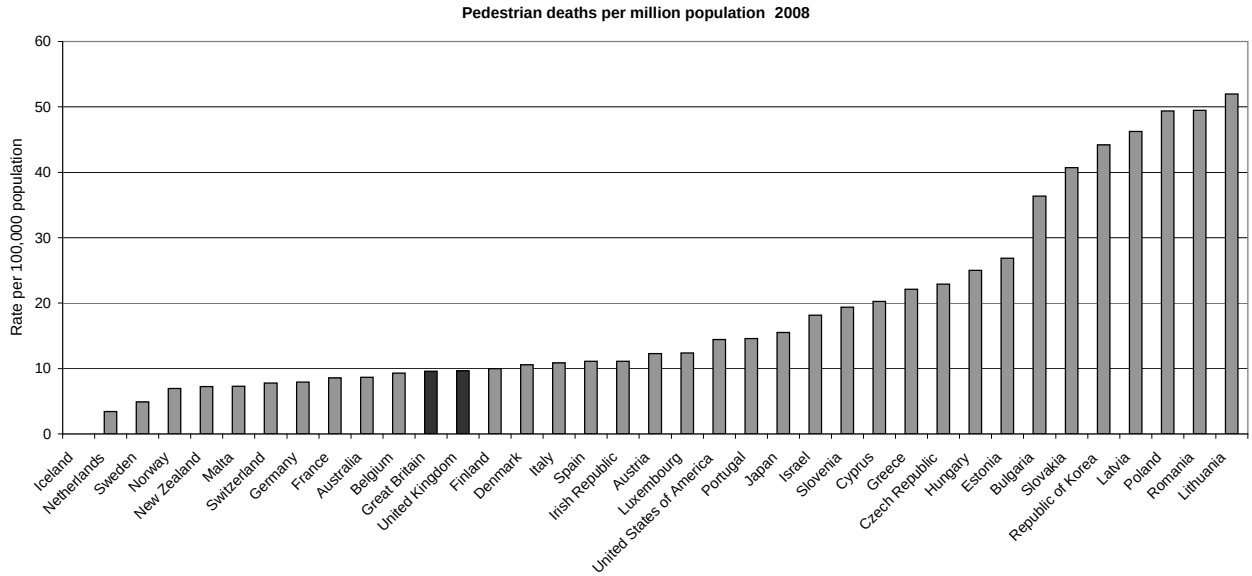
The figures for non United Kingdom countries are outside the scope of National Statistics.

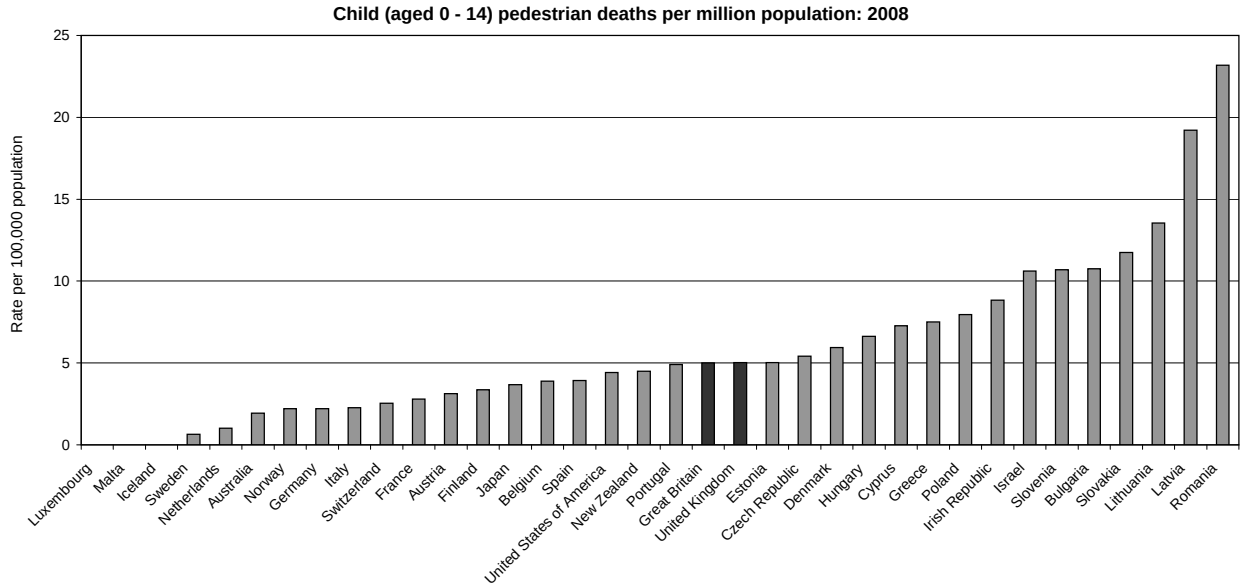
1 In accordance with the commonly agreed international definition, most countries define a fatality as one being due to a road accident where death occurs within 30 days of the accident. The official road accident statistics of some countries however, limit the fatalities to those occurring within shorter periods after the accident. Numbers of deaths and death rates in the above table have been adjusted according to the factors used by the Economic Commission for Europe and the International Transport Forum (ITF) (formerly known as ECMT) to represent standardised 30-day deaths: Italy (7 days) +8%; France (6 days) +5.7%; Portugal (1 day) +14%; Republic of Korea (3 days) +15%.

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

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







52 Passenger casualty rates by mode: 1999-2008[1]

Per billion passenger kilometres

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	1999-08 average
Air [2]											
Killed	0 00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
KSI [3]	0 02	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.00
All [4]	0.18	0.04	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.04	0.03
Rail [5,6]											
Killed	0.9	0.3	0.3	0.4	0.2	0.2	0.1	0.1	0.1	0.0	0.2
Injured	19	14	13	13	13	13	12	10	11	8	12.4
Water [7]											
Killed	0.4	0.4	0.4	0.0	0.0	0.0	0.3	0.3	0.0	0.9	0.3
KSI	29	53	54	50	61	44	36	39	45	74	48
Bus or coach											
Killed	0.2	0.3	0.2	0.4	0.2	0.4	0.2	0.3	0.2	0.1	0.3
KSI	12	11	11	11	10	9	7	8	9	9	9.5
All	202	195	191	173	175	167	146	130	142	139	165
Car [8]											
Killed	2.7	2.7	2.8	2.7	2.7	2.6	2.6	2.4	2.2	1.9	2.5
KSI	33	32	31	29	27	25	23	22	20	18	27
All	333	335	323	304	291	282	275	259	244	227	287
Van [8]											
Killed	0.9	0.9	0.9	1.0	0.9	0.8	0.6	0.6	0.6	0.5	0.8
KSI	13	12	11	11	10	8	7	6	5	5	9
All	104	100	102	96	89	76	73	68	59	54	80
Motorcycles [8]											
Killed	113	122	112	111	114	105	97	107	97	89	106
KSI	1,423	1,493	1,405	1,367	1,264	1,194	1,109	1,155	1,116	1,089	1,254
All	5,395	5,712	5,539	5,168	4,691	4,606	4,232	4,156	3,887	3,881	4,690
Pedal cycle											
Killed	42	31	33	29	25	32	33	31	32	24	31
KSI	779	666	632	555	534	548	533	527	541	541	589
All	5,599	4,953	4,512	3,874	3,775	3,956	3,739	3,494	3,814	3435	4,090
Pedestrian											
Killed	50	49	47	42	41	35	36	36	36	31	40
KSI	564	543	521	471	424	394	384	371	382	358	439
All	2,464	2,404	2,332	2,117	1,944	1,836	1,794	1,631	1,665	1,536	1,964

The figures for Air, Rail and Water modes are outside the scope of National Statistics

1 Figures have been revised from those published in previous years, see Notes and Definitions for more details
2 Passenger casualties in accidents involving UK registered airline aircraft in UK and foreign airspace.
3 KSI =Killed or seriously injured
4 All = Killed, seriously and slightly injured
5 Financial years up to 1999. From 2000 figures are based on calender year basis.
6 Passenger casualties involved in train accidents and accidents occuring 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
7 Passenger casualties on UK registered merchant vessels.
8 Driver and passenger casualties.

53 Reported accidents, vehicles and casualties: by vehicle type and foreign registration: 2009

Number of vehicles/accidents/casualties

			Accidents, by severity			Casualties involved[1], by severity		
		Vehicles	Fatal	Fatal and serious	All severities	Killed	KSI[2]	All severities
Motorcycles	Foreign registered	123	2	38	115	2	41	136
	UK and foreign reg'd motorcycles	21,590	480	5,913	21,057	491	6,173	23,703
Cars	Foreign registered - LHD	493	3	61	486	3	79	731
	Foreign registered - RHD	165	1	16	157	1	19	219
	All foreign registered	658	4	77	642	4	98	947
	UK and foreign reg'd cars	227,244	1,631	19,658	145,475	1,788	22,325	201,466
Buses or coaches	Foreign registered - LHD	12	0	1	12	0	1	12
	Foreign registered - RHD	3	0	1	3	0	1	3
	All foreign registered	15	0	2	15	0	2	15
	UK and foreign reg'd buses or coaches	7,831	81	949	7,722	86	1,025	10,524
Light goods vehicles	Foreign registered - LHD	42	1	8	42	1	8	62
	Foreign registered - RHD	14	0	1	13	0	1	16
	All foreign registered	56	1	9	55	1	9	78
	UK and foreign reg'd light goods veh's	13,214	166	1,650	12,449	174	1,905	17,441
Heavy goods vehicles	Foreign registered - LHD	678	17	63	671	18	70	911
	Foreign registered - RHD	66	3	10	65	3	16	96
	All foreign registered	744	20	73	736	21	86	1,007
	UK and foreign reg'd heavy goods veh's	7,487	255	1,262	7,013	268	1,439	9,695
All vehicles[3,4]	Foreign registered - LHD	1,241	21	134	1,222	22	159	1,739
	Foreign registered - RHD	250	4	28	238	4	37	334
	Foreign registered - motorcycle	124	2	38	116	2	41	137
	All foreign registered	1,615	27	199	1,570	28	236	2,201
	UK and foreign reg'd vehicles	298,687	2,057	24,054	163,554	2,222	26,912	222,146

Note: LHD = Left Hand Drive, RHD = Right Hand Drive

1 Includes all casualties in accidents involving the relevant vehicle type

2 Killed or seriously injured.

3 Includes o her motor and non motor vehicles and cases where vehicle type was unknown

4 Includes cases where there is conflicting data (eg. Motorcycles coded as "left hand drive")

Calendar of events affecting road safety and traffic

1903-1904: Motor Car Act introduced driving licences. Vehicle braking requirements are introduced for the first time.

1927: First automatic traffic light signals installed.

1930: Speed limit of 20 mph is abolished for cars and cycles. PSVs are limited to 30 mph and maximum working hours for PSV and goods vehicle drivers are introduced. Testing for some driving licences is made compulsory. Third party insurance cover becomes necessary. Minimum driving age set.

1931: Highway Code first issued.

1934-1935: In built-up areas a speed limit of 30 mph is made compulsory. HGV licences are introduced. The first pedestrian crossings appear. Regulations concerning vehicle safety glass and windscreen wipers are introduced. Invention of "cats eyes" reflecting road studs. Compulsory driving tests introduced as part of the Road Traffic Act. "L" plates introduced.

1939-1945: Signposts removed during wartime. Driving tests are suspended with examiners designated as Traffic Officers, supervising fuel rationing.

1946-1948: Wartime lighting restrictions are relaxed and driving tests restored in 1946. Petrol allowance of 180 miles per month is permitted.

1949-1954: New anti-dazzle regulations are introduced. Legislation concerning new lighting and school crossing patrols are introduced. Flashing indicators on motor vehicles are legalised. Brakes on pedal cycles are made compulsory. Introduction of zebra crossings. New Highway Code features first colour illustrations.

1955-1957: Regulations concerning parking without lights in London are introduced. The maximum length allowed for vehicles is increased. Holders of lapsed licences issued over 10 years previously must retake driving test to obtain a new licence. Penalties for drinking and driving are extended to pedal cyclists. Fuel shortages resulting from the Suez crisis in 1956 decrease motor traffic; driving tests are suspended during the crisis. First motorway opened.

1959-1960: Motorway regulations, new vehicle lighting regulations and double white lines are introduced. Speed limit of 40 mph introduced for some roads. Learner motorcyclists are restricted to riding machines of under 250 cc. Annual testing of 10 year old cars and LGVs is introduced. Introduction of parking meters on London streets. Yellow lines denoting waiting restrictions introduced. Stanmore examiner training school opened.

1961-1963: Testing of all vehicles of 30 cwt and under and more than 7 years old is made compulsory. A valid test certificate is required to obtain a vehicle licence. Free copies of the Highway Code are circulated. TV car safety campaign *You Know It Makes Sense* launched, encouraging use of seatbelts. Motorcyclists permitted to ride bikes over 250cc (after passing their test) under the Road Traffic Act 1962.

1964-1965: Introduction of trial speed limit of 70 mph on motorways and other previously derestricted roads. First "Drink and Drive" publicity campaign.

1966-1967: Seat belt fitting is made compulsory for new cars. It becomes an offence to drive with over 80mg of alcohol per 100ml of blood. Breath tests introduced. Permanent

maximum speed limit of 70 mph introduced for previously unrestricted roads. HGVs banned from the outside lane of motorways.

1968-1969: Introduction of plating and testing of goods vehicles and voluntary HGV driving tests - Regulations on drivers' working hours are introduced. Test certificate now required for cars more than 3 years old. Pelican crossings are introduced. First UK bus lane introduced in Park Lane, London.

1970-1972: HGV driving test and registration of driving instructors becomes compulsory. 16 year olds are limited to riding mopeds only. Rear markings and long vehicle signs are made compulsory for HGVs. Zig Zag markings introduced at zebra crossings. Child seatbelt TV campaign *Your Seatbelt is their Security* is launched in 1970. The following year sees the introduction of the *Clunk Click Every Trip* seatbelt campaign. The Green Cross Code is launched to promote child pedestrian safety, aimed specifically at children themselves.

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

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

1977: Mopeds redefined to 30 mph maximum design speed. MOT test widened to include windscreen wipers and washers and exhaust systems. 1977 Christmas drink drive campaign slogan *Think before you drink before you drive* is used by the Brewers and Licensed Retailers Association in later education campaigns.

1978: 60 and 70 mph speed limits are made permanent. New rules on the maximum number of hours that may be worked by goods vehicle drivers are introduced. High intensity rear fog lamps become a mandatory fitment to most vehicles manufactured after 1 October 1979 and used from 1 April 1980.

1979: Regulations are introduced to help prevent lorries hitting overhead bridges. Code of practice issued on vehicle safety defects (arrangements for recall on new vehicles found to be defective). Use of tachograph accepted by Government. Start of long-term drink/driving tracking research.

1980-1981: Reform of bus licensing and removal of advertising restrictions from private car sharing schemes. Reduction in minimum driving age of invalid car drivers to 16.

1982: Two part motorcycle test introduced. Provisional motorcycle licences restricted to two years. Recall code announced for manufacturers to recall potentially defective motorcycles. Tougher written examination for entrants to driving instructor registration scheme.

1983: Seat belt wearing becomes law for drivers and front seat passengers. Learner motorcyclists now only allowed to ride machines of up to 125 cc. First road hump regulations made.

1984: Stiffer driving tests for entrants of driving instructor registration scheme. Tougher internal checks on tuition given by qualified driving instructors. New pedal cycles are required to meet British Standards. Revised Code of Practice on safety of loads on vehicles is issued. Spray reducing devices required to be fitted to lorries and trailers.

1985: Both load and speed performance to be marked on new car tyres. Regulations allowing the use of traffic cones, warning lamps, and triangles in the event of breakdowns come into force. PSV driving tests made compulsory.

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

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

1988: Close proximity and wide angle rear view mirrors become a legal requirement on new HGVs. All new cars first used from 1 April must be able to use unleaded petrol. All coaches first used from 1 April 1974 must have 70 mph limiters fitted by 1 April 1992. Driving tests hereafter conducted under the provisions of the Road Traffic Act 1988.

1989: Penalty points increased for careless driving, driving without insurance, and failing to stop after or to report an accident. Accompanied motorcycle testing becomes mandatory. Seat belt wearing by rear child passengers becomes law in cars where appropriate restraints have been fitted and are available. The Booth Report published, assessing motorcycle accidents in the Metropolitan Police area. Motorcycle test revised to include radio contact and accompaniment by examiner.

1990: Compulsory basic training for motorcyclists introduced. Learner motorcyclists banned from carrying pillion passengers. New road hump regulations. High Risk Offenders Scheme for problem drink-drivers extended; introduction of charges for medical examination required before return of licence. New regulations require those accompanying learner drivers to be at least 21 years old and to have held a licence for 3 years. Experimental Red Routes introduced in London.

1991: First 20mph zones introduced. Chevron markings introduced on the M1 to help drivers keep a safe distance from the vehicle in front. First trials of nearside pedestrian signal at junctions. First edition of *Car and Driver: Injury Accident and Casualty Rates* published giving information on comparative accident involvement and injury risks of popular makes and models of car. Seat belt wearing by rear adult passengers becomes law in cars where belts are fitted and available.

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

1993: Experimental scheme begins in the use of rehabilitation courses for drink/drive offenders. MOT test for cars extended to include checks on mirrors, fuel tanks and pipes,

body security, seat and door security, additional lighting items, number plates and windscreen condition. Consolidation of seat belt wearing regulations. Bus Advance Areas introduced. Traffic Calming Regulations enable highway authorities to introduce a wider range of traffic calming features.

1994: Publication of *Safer by Design* brochure produced for local councils to encourage traffic calming. London Boroughs take over most parking enforcement in the capital. 100th speed camera site established and 100th 20mph speed limit zone opened. Launch of *Elephant* rear seat belt and *Kill Your Speed* TV publicity campaigns. Major revision of traffic signs regulations introducing modified system of colour coded direction signs, simplification of yellow line system of waiting restrictions and a range of new warning and regulatory signs. Speed limiter settings lowered to 65 mph for new buses and coaches and to 56 mph for HGVs.

1995: Publication of *Road Safety Report 1995*. Pass Plus scheme introduced for new drivers, which encourages new drivers to take more lessons by offering discount on motor insurance. New edition of the Highway Code for young road users. Speed campaign *Don't Look Now* incorporates radio commercials for the first time. New edition of *Choosing Safety* booklet published, giving advice on car safety and security features.

1996: Driving theory test introduced for car and motorcycle learners (1 July). Latest *Kill Your Speed* campaign focuses on children killed near their homes using emotive music, poetry and relatives voices. *Child Pedestrian Safety in the UK* published. Publication of advice booklets on the forthcoming requirement for seat belts in minibuses and coaches carrying children. Publication of consultation document *Targeting the Future* which sets out options for post 2000 casualty targets.

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

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

1999: *Kill your Speed* campaign launched (six weeks: £3.5m). GLA Road Network announced (220 miles of trunk roads and 105 miles of borough roads). *Cycle Smart* campaign for child cyclists launched. First BBC simulcast commercial for £2.6m Millennium Drink-Drive campaign. Changes to practical driving test introduced.

2000: The government announced a new road safety strategy and casualty reduction targets for the year 2010 in *Tomorrows Roads - Safer for Everyone*. A review of speed policy was conducted and reported in *New Directions in Speed Management.* £1.4bn targeted programme of improvements announced in *A New Deal for Trunk Roads in England* following the Roads Review. National Cycle Network officially opened. *Think!* road safety campaign launched. Eight pilot areas to recover costs of operating speed and red light cameras (safety cameras) from fines resulting from enforcement.

2001: The government announced a £10 million pilot of road safety schemes for children in deprived areas. *Road Safety Good Practice Guidance* published. First national campaign launched for fitting child car seats correctly. “Hedgehogs” road safety website launched for children. Legistration introduced that extends the cost recovery system piloted in 2000 to all areas. A national safety camera programme is gradually introduced.

2002: The government seeks views on banning mobile phones whilst driving. £6 million was made available to improve road safety in most deprived cities. A new motorcycle safety campaign is launched, as is a campaign urging parents to check their child’s car seat every trip. *Dangerous driving and the Law* report published.

2003: The phased introduction of the hazard perception test into the theory test was completed. As of 1 December the new offence of using a hand held mobile phone while driving is introduced. *Seatbelt campaign* ***THINK! Wear a seatbelt….You don’t get a second chance*** features an online interactive crash simulator. Radio drink driving campaign timed to coincide with early morning pub opening during Rugby Union World Cup. Congestion Charging introduced in London.

2004: The first three year review of the Government's road safety strategy published. The World Health Organisation dedicated World Health Day to the issue of road safety. The United Nations issued a resolution on global road safety.

2005: Roads Policing Strategy published jointly by Dept for Transport, Home Office and Association of Chief Police Officers. Publication of Government’s Motorcycling Strategy, recognising motorcycling as a “mainstream” mode of transport. *Distractions* campaign, aimed at teenage pedestrians, features *Camera Phone*, first TV commercial shot entirely on a mobile video phone.

2006: Road Safety Act passed. The act made provision for a wide range of road safety matters including: drink driving, speeding, driver training, driver and vehicle licensing.

2007: New THINK! drink-drive advert launched, emphasising the consequences of a drink-drive conviction. New crash helmet safety rating scheme announced: 'SHARP' - *Safety Helmet Assessment and Rating Programme* giving an independent rating (from 1 to 5 stars) of how much protection a helmet can provide in an impact. The cost recovery system for safety cameras ends. From 1 April cameras to be funded like other safety measures through the Local Transport Plan process.

2008: *Learning to Drive* consultation, reforming car driver training and testing, published.

2009: The Department evaluated the safety performance of motorcycle helmets and published ratings under the Safety Helmet Assessment and Rating Programme (SHARP). The Department launched a multiplayer, online computer game for nine to 13 year olds, *Code of Everand*, to promote child road safety. First national THINK! campaign about drug driving launched. The department introduced Road Casualties Online to its website, a web based tool which allows members of the public to perform their own analysis and examination of Reported Road Accident Statistics.

Review topics 1951 - 2008

Subject	Year of publication
ABI “snapshot” of motor insurance claims	1990
Accident rates	1963
Accidents and accident risk to different classes of road user	1968
Accident histories by birth cohort	1986
Accidents on the London to Birmingham motorway	1960
Accident severity	1955, 1966
A new method of identifying Urban and Rural Roads	2002
A valuation of accident, casualty costs and insurance claims data	2006
A valuation of road accidents and casualties in Great Britain in 2007	2008
Area road safety units	1963
Best and worst days for accidents	1987
Bicycles - see pedal cycles	
British Standard Time	1968, 1971
Buses (PSVs)	1968, 1975-1976, 1990
Cars	1968
Casualties by age	1955, 1964-1966
Casualties boarding and alighting from buses and coaches	1983
Casualties to children	1956, 1989
Casualty rates	1963-1966
Casualties on public holidays	1985
Casualty rates by age and sex	1980, 1987
Casualty reduction targets	2000
Casualty seasonality at specified hours	1985
Casualty severity	1966, 1990
Changes to Definitions and Tables for 1999 as a result of the 1997 Quinquennial Review	1999
Changes to Definitions and Tables as a result of the 2002/03 review of road accident statistics	2005
Child pedestrian cohorts	1982
Child pedestrian safety	1993
Child seat belt wearing	1986, 1989
Children’s Traffic Club (Effects of)	1994
Coach speed survey	1984, 1986
Cohort analysis	1981
Collection, collation and analysis of personal injury accident data	1991, 1996
Comparative casualty rates by mode of travel	2007
Comparing police data on road accidents with other sources	2008
Comparison of casualties in 1958 and 1981	1981
Comparison of two wheeled motor vehicle and car accidents	1985
Comparisons with other European Community countries	1987
Compulsory seat belt wearing	1984
Construction and use regulations for motor vehicles	1963-1964
Contributory factors to reported road accidents	2004, 2007-2008
Costs of accidents	1968-1991, 1993, 1995-1996
Costing road accidents in Great Britain	1991

MG NSKF/A

ACCIDENT STATISTICS

Other ref.

1.3 ACCIDENT REFERENCE

*FATAL / SERIOUS / SLIGHT

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

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

1st Road Name

Outside House No. or Name or Marker Post No.

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

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

2nd Road Name

Town

Sector /Beat No.

County or Borough

Parish No. or Name

1.10 Local Auth No. (if known)

1.11 Grid Reference E → N ↑

REPORTING OFFICER Name

Number

BCU/Stn

1.2 Force

Tel Number

1.5 Number of vehicles	
1.6 Number of casualties	

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

1.15 Speed Limit (Permanent)		

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

JUNCTION ACCIDENTS ONLY

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

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

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

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

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

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

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

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

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

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

* Circle as appropriate

UNCLASSIFIED

VEHICLE RECORD

2.26 VEHICLE REGISTRATION MARK

Vehicle 001	
Vehicle 002	
Vehicle 003	
Vehicle 004	

2.28 FOREIGN REGISTERED VEHICLE ✗

		VEHICLE 1	2	3	4
Not foreign registered vehicle	0				
Foreign registered vehicle LHD	1				
Foreign registered vehicle RHD	2				
Foreign reg' vehicle-two wheeler	3				

2.5 TYPE OF VEHICLE ✗

Pedal cycle	01				
M/cycle 50cc and under	02				
M/cycle over 50cc and up to 125cc	03				
M/cycle over 125cc and up to 500cc	04				
Motorcycle over 500cc	05				
Taxi / Private hire car	08				
Car	09				
Minibus (8-16 passenger seats)	10				
Bus or coach (17 or more passenger seats)	11				
Other motor vehicle	14				
Other non-motor vehicle	15				
Ridden horse	16				
Agricultural vehicle (include diggers etc)	17				
Tram / Light rail	18				
Goods vehicle 3.5 tonnes mgw and under	19				
Goods vehicle over 3.5 tonnes mgw and under 7.5 tonnes mgw	20				
Goods vehicle 7.5 tonnes mgw and over	21				

2.6 TOWING AND ARTICULATION ✗

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

2.21 SEX OF DRIVER ✗

Male	1				
Female	2				
Driver not traced	3				

2.22 AGE OF DRIVER (Estimate if necessary)

Vehicle 001		Vehicle 002	
Vehicle 003		Vehicle 004	

2.27 DRIVER HOME POSTCODE
or Code: 1- Unknown 2- Non UK Resident 3 - Parked & unattended

Vehicle 001		
Vehicle 002		
Vehicle 003		
Vehicle 004		

2.23 BREATH TEST ✗

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

2.24 HIT AND RUN ✗

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

2.29 JOURNEY PURPOSE OF DRIVER/RIDER ✗

Journey as part of work	1				
Commuting to / from work	2				
Taking school pupil to/from school	3				
Pupil riding to / from school	4				
Other/Not known	5				

2.9 VEHICLE LOCATION AT TIME OF ACCIDENT RESTRICTED LANE/AWAY FROM MAIN C'WAY ✗

On main carriageway not in restricted lane	00				
Tram / Light rail track	01				
Bus lane	02				
Busway (inc. guided busway)	03				
Cycle lane (on main carriageway)	04				
Cycleway or shared use footway (not part of main carriageway)	05				
On lay-by / hard shoulder	06				
Entering lay-by / hard shoulder	07				
Leaving lay-by / hard shoulder	08				
Footway (pavement)	09				

2.10 JUNCTION LOCATION OF VEHICLE ✗

Not at or within 20m of junction	0				
Approaching junction or waiting /parked at junction approach	1				
Cleared junction or waiting/ parked at junction exit	2				
Leaving roundabout	3				
Entering roundabout	4				
Leaving main road	5				
Entering main road	6				
Entering from slip road	7				
Mid junction– on roundabout or on main road	8				

2.7 MANOEUVRES ✗

Reversing	01				
Parked	02				
Waiting to go ahead but held up	03				
Slowing or stopping	04				
Moving off	05				
U turn	06				
Turning left	07				
Waiting to turn left	08				
Turning right	09				
Waiting to turn right	10				
Changing lane to left	11				
Changing lane to right	12				
O'taking moving veh on its offside	13				
O'taking stationary veh on its offside	14				
Overtaking on nearside	15				
Going ahead left hand bend	16				
Going ahead right hand bend	17				
Going ahead other	18				

2.11 SKIDDING AND OVERTURNING ✗

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

2.12 HIT OBJECT IN CARRIAGEWAY ✗

None	00				
Previous accident	01				
Roadworks	02				
Parked vehicle	04				
Bridge-roof	05				
Bridge-side	06				
Bollard / Refuge	07				
Open door of vehicle	08				
Central island of roundabout	09				
Kerb	10				
Other object	11				
Any animal (except ridden horse)	12				

2.13 VEHICLE LEAVING CARRIAGEWAY ✗

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

2.14 FIRST OBJECT HIT OFF CARRIAGEWAY ✗

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

2.16 FIRST POINT OF IMPACT ✗

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

2.17 FIRST CONTACT BETWEEN EACH VEHICLE
Example: In a 3 car collision vehicle 1 collides with the rear of vehicle 2 pushing it into vehicle 3.

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

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

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

2.8 DIRECTION OF VEHICLE TRAVEL

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

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

EXAMPLE

FROM	TO
1	3

CASUALTY RECORD

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

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

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

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

3.7 SEX OF CASUALTY ✗

		CASUALTY 1	2	3	4	5	6
Male	1						
Female	2						

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

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

3.6 CASUALTY CLASS ✗

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

3.9 SEVERITY OF CASUALTY ✗

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

3.13 SCHOOL PUPIL CASUALTY ✗

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

3.15 CAR PASSENGER (not driver) ✗

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

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

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

PEDESTRIAN CASUALTIES ONLY

3.10 PEDESTRIAN LOCATION ✗

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

3.11 PEDESTRIAN MOVEMENT ✗

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

3.12 PEDESTRIAN DIRECTION ✗

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

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

No	0						
Yes	1						
Not known	2						

LOCAL STATISTICS

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

MG NSRF/D

CONTRIBUTORY FACTORS

Sept. 2004

1. Select up to six factors from the grid, relevant to the accident.
2. Factors may be shown in any order, but an indication must be given of whether each factor is very likely (A) or possible (B).
3. Only include factors that you consider contributed to the accident. (i.e. do NOT include "Poor road surface" unless relevant).
4. More than one factor may, if appropriate, be related to the same road user.
5. The same factor may be related to more than one road user.
6. The participant should be identified by the relevant vehicle or casualty ref no. (e.g. 001, 002 etc.), preceded by "V" if the factor applies to a vehicle, driver/rider or the road environment (e.g. V002), or "C" if the factor relates to a pedestrian or passenger casualty (e.g. C001).
7. Enter U000 if the factor relates to an uninjured pedestrian.

Road Environment Contributed	101	102	103	104	105	106	107	108	109	
	Poor or defective road surface	Deposit on road (e.g. oil, mud, chippings)	Slippery road (due to weather)	Inadequate or masked signs or road markings	Defective traffic signals	Traffic calming (e.g. speed cushions, road humps, chicanes)	Temporary road layout (e.g. contraflow)	Road layout (e.g. bend, hill, narrow carriageway)	Animal or object in carriageway	
Vehicle Defects	201	202	203	204	205	206				
	Tyres illegal, defective or under-inflated	Defective lights or indicators	Defective brakes	Defective steering or suspension	Defective or missing mirrors	Overloaded or poorly loaded vehicle or trailer				
Driver/Rider Only (Includes Pedal Cycles and Horse Riders)										
Injudicious Action	301	302	303	304	305	306	307	308	309	310
	Disobeyed automatic traffic signal	Disobeyed 'Give Way' or 'Stop' sign or markings	Disobeyed double white lines	Disobeyed pedestrian crossing facility	Illegal turn or direction of travel	Exceeding speed limit	Travelling too fast for conditions	Following too close	Vehicle travelling along pavement	Cyclist entering road from pavement
Driver/ Rider Error or Reaction	401	402	403	404	405	406	407	408	409	410
	Junction overshoot	Junction restart (moving off at junction)	Poor turn or manoeuvre	Failed to signal or misleading signal	Failed to look properly	Failed to judge other person's path or speed	Passing too close to cyclist, horse rider or pedestrian	Sudden braking	Swerved	Loss of control
Impairment or Distraction	501	502	503	504	505	506	507	508	509	510
	Impaired by alcohol	Impaired by drugs (illicit or medicinal)	Fatigue	Uncorrected, defective eyesight	Illness or disability, mental or physical	Not displaying lights at night or in poor visibility	Cyclist wearing dark clothing at night	Driver using mobile phone	Distraction in vehicle	Distraction outside vehicle
Behaviour or Inexperience	601	602	603	604	605	606	607			
	Aggressive driving	Careless, reckless or in a hurry	Nervous, uncertain or panic	Driving too slow for conditions or slow vehicle (e.g. tractor)	Learner or inexperienced driver/rider	Inexperience of driving on the left	Unfamiliar with model of vehicle			
Vision Affected by	701	702	703	704	705	706	707	708	709	710
	Stationary or parked vehicle(s)	Vegetation	Road layout (e.g. bend, winding road, hill crest)	Buildings, road signs, street furniture	Dazzling headlights	Dazzling sun	Rain, sleet, snow or fog	Spray from other vehicles	Visor or windscreen dirty or scratched	Vehicle blind spot
Pedestrian Only (Casualty or Uninjured)	801	802	803	804	805	806	807	808	809	810
	Crossing road masked by stationary or parked vehicle	Failed to look properly	Failed to judge vehicle's path or speed	Wrong use of pedestrian crossing facility	Dangerous action in carriageway (e.g. playing)	Impaired by alcohol	Impaired by drugs (illicit or medicinal)	Careless, reckless or in a hurry	Pedestrian wearing dark clothing at night	Disability or illness, mental or physical
Special Codes	901	902	903	904						*999
	Stolen vehicle	Vehicle in course of crime	Emergency vehicle on a call	Vehicle door opened or closed negligently						Other – Please specify below

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

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

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

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

UNCLASSIFIED

Index to tables and charts

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

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

Pedestrians: (continued)

Scottish Government

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

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

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

Welsh Assembly Government - Llywodraeth Cynulliad Cymru

Transport Publications
Road Casualties: Wales
Welsh Transport Statistics

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

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

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

Transport Statistics Users Group

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

- To identify problems in the provision and understanding of transport statistics and to discuss solutions with the responsible authorities.
- To provide a forum for the exchange of views and information between users and providers.
- To encourage the use of transport statistics through greater publicity
- To facilitate a network for sharing ideas, information, and expertise.

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

- Travel limits: is demand for transport nearing saturation?
- Recession and transport planning
- Sustainability and Transport
- Reviving Railways
- Accessibility and Travel Planning
- Monitoring and Appraisal
- Local Surveys
- Eurostat and ONS
- Evaluating Measures to Encourage Walking and Cycling.

A Scottish seminar was also held and two Welsh seminars

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

Nina Webster
London Routes and Places
Transport for London
7th floor (Blue area)
197 Blackfriars Road
London
SE1 8NJ
Tel: 020 3054 0874 Fax: 020 3054 2004 Email: nina.webster@tfl.gov.uk

The TSUG also produces a *Transport Yearbook* which contains information on sources from governmental and non-governmental organisations, including some European sources. The yearbook is supplied free to TSUG members. Non-members can purchase a copy from The Stationery Office (TSO).

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www.tsoshop.co.uk

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