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Preface

This is the 2006 edition of *Road Casualties Great Britain 2006: Annual Report* (RCGB) renamed from "Road Accidents Great Britain – The Casualty Report". It presents statistics, collected to an agreed national standard, about personal injury road accidents and their consequent casualties. Some 50 data items are collected for each accident, including the time and location of the accident, the types of vehicle involved, what they were doing at the time of the accident, as well as some information on the drivers and casualties involved. These statistics are used to inform public debate on matters of road safety and to provide both a local and national perspective for road safety problems and their remedies.

The first edition of this report covered road casualty numbers in 1951. At that time, there were 4.7 million vehicles in use, and the police recorded 178,000 personal injury road accidents. In 2006, the vehicle population stood at 33 million and there were 189,000 injury accidents. Thus, while the vehicle stock has increased sevenfold, the number of injury accidents has increased by about a fifth. Between 1951 and 2006, 309,144 people were killed and 17.6 million persons were injured in accidents on British roads. Most of the casualties were slightly injured, and the numbers of people killed and seriously injured each year have been reducing; however, this is still a serious problem. Against this background, in 2000 the government announced a new road safety strategy and casualty reduction targets for 2010 with particular emphasis on child casualties. This volume gives the baseline averages to be used in monitoring these new targets, and the first article in this edition reports progress to date.

The national road accident statistics are collected and published partly to inform public debate and partly to provide the basis for determining and monitoring effective road safety policies. The credible monitoring of targeted reductions requires that data be reported consistently and accurately. Local and national government, and local police forces, work closely to achieve a common reporting standard. A complex devolved reporting system such as that operated in Great Britain will never produce perfect results, but the high standards that are achieved reflect the efforts of local authorities and police forces to report to the standard national requirement. However, readers should note that, while very few, if any, fatal accidents do not become known to the police, there is evidence that an appreciable proportion of non-fatal injury accidents are not reported to the police and therefore are not included in this publication. In addition, research has shown that up to a fifth of casualties reported to the police are not included in the statistical return. Moreover, studies also show that the police tend to underestimate the severity of injury because of the difficulty in distinguishing severity at the scene of the accident. The Department is undertaking further research to investigate whether levels of reporting have changed. Further information on levels of reporting can be found on the Department's website at:

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

In addition to the STATS19 data, other data sources directly related to road safety have been used to compile this book. These include death registrations and coroners' reports, as well as traffic and vehicle registration data. More detail on traffic and vehicles can be obtained from the Department's annual publication *Transport Statistics Great Britain*.

Copies of the full RCGB report (in PDF format) and all tables (in Excel format) are available from the Department's website:

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

Further information can be obtained from:

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Contents

Page

Articles

1. Review of progress towards the 2010 casualty reduction targets	6
2. A valuation of accident, casualty costs and insurance claims data	22
3. Drinking and driving	26
4. Contributory factors to road accidents	35
5. Hit and run accidents	51
6. The use of hospital data on road accidents	60

Notes	73
-------	----

Notes to individual main tables	75
---------------------------------	----

Definitions, symbols and conventions	79
--------------------------------------	----

List of charts and tables

Charts

1a	Indices of population, vehicle stock, motor traffic and casualties: 1949-2006	84
1b	Indices of population, vehicle stock, motor traffic and casualties: 1996-2006	84
2a	Indices of casualties by road user type: Killed or seriously injured: 1996-2006	85
2b	Indices of casualties by road user type: All severities: 1996-2006	85
3a	Indices of casualties by age band: Killed or seriously injured: 1996-2006	86
3b	Indices of casualties by age band: All severities: 1996-2006	86
4a	Indices of casualties by road user type: Built-up roads: Killed or seriously injured: 1996-2006	87
4b	Indices of casualties by road user type: Non built-up roads: Killed or seriously injured: 1996-2006	87
5a	Casualty rates by hour of day and day of week: All severities: Children (0-15 years): 2006	88
5b	Casualty rates by hour of day and day of week: All severities: Adults (16 years and over): 2006	88

Tables

Part I Trends: 1994-1998 average and 1999 to 2006 (unless stated)

General

1a	Vehicle population, traffic and road length: 1996 - 2006	90
1b	Road traffic by vehicle type and road class: 2005 - 2006 and 1994-98 average	91
2	Population, vehicle population, index of vehicle mileage, accidents and casualties: by road user type and severity: 1930 - 2006	92

Accidents

3	Accidents and accident rates: by road class and severity	93
4	Accidents: by road class, speed limit and severity	94

Casualties

5a	Male casualties: by built-up and non built-up roads, road class and severity	95
5b	Female casualties: by built-up and non built-up roads, road class and severity	96
5c	All casualties: by built-up and non built-up roads, road class and severity	97
6a	Male casualties: by road user type and severity	98
6b	Female casualties: by road user type and severity	99
6c	All casualties: by road user type and severity	100
7a	Male casualties: killed or seriously injured: by road user type and age	101
7b	Female casualties: killed or seriously injured: by road user type and age	102
7c	All casualties: killed or seriously injured: by road user type and age	103
8	Casualties: by time of accident and severity: 1996 - 2006	104
9	Casualty rates: by road user type and severity: 1996 - 2006	104

Vehicles and drivers involved

10	Vehicles involved and involvement rates: by vehicle type and severity of accident: 1996 - 2006	105
11	Breath tests and breath test failures: by drivers and riders involved in accidents: 1996 - 2006	106

Part II Detailed tables 2006 (unless stated)

General

12	Accidents, vehicles and casualties: casualties by severity: by road class, built-up and non built-up roads	107
13	Accidents and casualties: by severity, road type and speed limit	108

Accidents

14	Accidents: by severity, number of casualties involved, built-up and non built-up roads and road class	109
15a	Accidents: by daylight and darkness, road surface condition, built-up and non built-up roads and severity	110
15b	Casualties: by daylight and darkness, road surface condition, built-up and non built-up roads and severity	110
16a	Accidents: by daylight and darkness, weather condition, built-up and non built-up roads and severity	111
16b	Casualties: by daylight and darkness, weather condition, built-up and non built-up roads and severity	111
17	Accidents: by daylight and darkness, road surface condition, built-up and non built-up roads, speed limit and street lighting	112
18	Accidents: by daylight and darkness, lighting conditions, special conditions and carriageway hazards	113
19	Accidents: by junction type, built-up and non built-up roads and severity	113
20	Single vehicle accidents: by object hit off carriageway: built-up and non built-up roads and severity	114
21	Accidents: by number of vehicles involved, built-up and non built-up roads, road class and severity	115

Accidents (continued)

22	Accidents involving pedestrians and one vehicle: by severity and vehicle type	116
23a	Accidents, vehicle user and pedestrian casualties in urban areas: by combination of vehicles involved	117
23b	Accidents, vehicle user and pedestrian casualties in rural areas: by combination of vehicles involved	118
23c	Accidents, vehicle user and pedestrian casualties in all areas: by combination of vehicles involved	119

Casualties

24	Casualties: by built-up and non built-up roads and motorways, severity and road user type	120
25	Casualties in accidents involving vehicles of different types: by built-up and non built-up roads, road class and severity	121
26	Casualty and accident rates: by urban and rural roads, road class, road user type, severity and pedestrian involvement	122
27	Number of casualties: by accident and casualty severity and road user type	123
28	Casualties and casualty rates: by month, road user type and severity	124
29a	Casualties: by day, road user type and hour of day	125
29b	Casualties: killed or seriously injured: by day, road user type and hour of day	126
29c	Casualties: all days: by severity, road user type and hour of day	127
30a	Casualties: by age band, road user type and severity	128
30b	Casualties: by age band, road user type and severity: 1994-98 average	129
31	Casualty rates: by age band, road user type and severity	130
32	Pedestrian casualties: location by age band and by severity	131
33	Pedestrian casualties: by location, age, road crossing type and severity	132
34	Casualties: by age, road user type and severity	133
35	Casualties in cars: by severity, age, seating position, built-up and non built-up roads	134

Drivers and vehicles involved

36	School pupil casualties on journeys to and from school: by road user type, severity, gender and age	135
37	Breath tests and breath test failures: all drivers and riders involved, by day of week and time of day	136
38a	Drivers: by gender, number injured, road user type and age	138
38b	Drivers: by gender, number injured, road user type and age: 1994 - 1998 average	139
39	Breath tests and breath test failures: by road user type and age	140
40	Vehicles: by accident severity, vehicle type and vehicle population	141
41a	Vehicles: by vehicle type, built-up and non built-up roads, road class and accident severity	142
41b	Vehicles: by vehicle type, built-up and non built-up roads, road class and accident severity: 1994-98 average	143
42	Vehicles involvement rates: by vehicle type, urban and rural roads, road class, accident severity and traffic	144
43	Vehicles: by junction type, vehicle type, built-up and non built-up roads	145
44	Vehicles skidding or overturning, and towing: by road surface condition, special conditions at site and vehicle type	146
45	Vehicles involved in accidents: by vehicle type and manoeuvre	147

Area comparisons

46a	Casualties: by road user type, severity and local authority	148
46b	Casualties: by road user type, severity and local authority: 1994-98 average	152
47	Casualties: by Government Office region, country and severity: 1994-98 average, 1999 - 2006	156
48	Casualties: by built-up and non built-up roads, road class, Government Office region and severity	157

United Kingdom

49	Casualties: by severity, road user type and country: United Kingdom	158
----	---	-----

Mortality

50	Deaths: by age and gender, from all causes, all accidental deaths and all road deaths: 2005	159
----	--	-----

International comparisons

51	International comparisons of road deaths: number and rates for different road users: by selected countries: 2005	160
----	---	-----

Intermodal comparisons

52	Casualty rates by mode: 1996 - 2005	162
----	-------------------------------------	-----

Foreign registered vehicles

53	Accidents, vehicles and casualties: by vehicle type and foreign registration	163
----	--	-----

	Calendar of events affecting road safety and traffic	164
--	--	-----

	Review topics 1951 - 2005	169
--	---------------------------	-----

	Research commissioned by the Department for Transport during 2006	172
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	Accident statistics report form (MG NSRF)	173
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	Index of topics	177
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1. Review of progress towards the 2010 casualty reduction targets

Rashmeeta Singh and Linden Francis, Transport Statistics: Road Safety, Department for Transport

Summary

This article shows progress towards the Government's casualty reduction targets for Great Britain and reviews the main trends in road casualties in 2006 compared with recent years, based on information about accidents reported to the police.

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

- A 40% reduction in the number of people killed or seriously injured (KSI) in road accidents;
- A 50% reduction in the number of children killed or seriously injured (children are defined as being those aged under 16);
- A 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres

Compared with the 1994–98 average baseline, in 2006

- The number of people killed or seriously injured was under 32 thousand, 33 per cent below the baseline (Table 1a).
- The number of children killed or seriously injured was 52 per cent below the baseline.
- The slight casualty rate was 28 per cent below the baseline.
- The number of people killed was 11 per cent below the 1994–98 baseline.
- The number of children killed was 35 per cent below the 1994–98 baseline.
- In this period the traffic has risen by an estimated 15 per cent.

Total killed or seriously injured casualties

(Target reduction 40 per cent from the 1994–98 average)

Table 1a gives figures for casualties in accidents reported to the police and progress against targets. Charts 1a–1c show progress to date on the casualty reduction targets. Table 1b shows progress towards the overall KSI target for particular road user types. With the exception of motorcycle users, the percentage reductions from the 1994–98 average baseline fall in the range of 30–40 per cent. The number of motorcycle KSI user casualties is almost the same as in the baseline. Over this period, motorcycle traffic has increased by 33 per cent, and car traffic by 12 per cent.

Table 1a: All casualties by severity and progress against 2010 targets: GB 2006

	Number			2006: Percentage change over		1994-98 average
	1994-98 average	2004	2005	2006	2005	
Casualties						
Killed	3,578	3,221	3,201	3,172	-1	-11
Serious	44,078	31,130	28,954	28,673	-1	-35
Slight	272,272	246,489	238,862	226,559	-5	-17
All	319,928	280,840	271,017	258,404	-5	-19
Traffic ¹	4,443	5,025	5,038	5,110	1	15
Casualty Rate ²						
KSI	11	7	6	6	-2	-42
Slight	61	49	47	44	-6	-28
All	72	56	54	51	-6	-30
Casualty reduction targets						
KSI casualties	47,656	34,351	32,155	31,845	-1	-33
Child KSI casualties	6,860	3,905	3,472	3,294	-5	-52
Slight casualty rate ²	61	49	47	44	-6	-28

1 100 million vehicle kilometres.

2 Rate per 100 million vehicle kilometres.

Table 1b: Killed or seriously injured casualties by road user type: GB 2006

	Number			2006: Percentage change over		1994-98 average Traffic
	1994-98 average	2004	2005	2006	2005	
Pedestrians	11,669	7,478	7,129	7,051	-1	-40
Pedal cyclists	3,732	2,308	2,360	2,442	3	-35
Motorcycle users	6,475	6,648	6,508	6,484	0	0
Car users	23,254	16,144	14,617	14,254	-2	-39
Bus/coach users	716	488	363	426	17	-40
Other road users	1,810	1,285	1,178	1,188	1	-34
All road users	47,656	34,351	32,155	31,845	-1	-33

Chart 1a: Killed or seriously injured casualties: 1994-2006

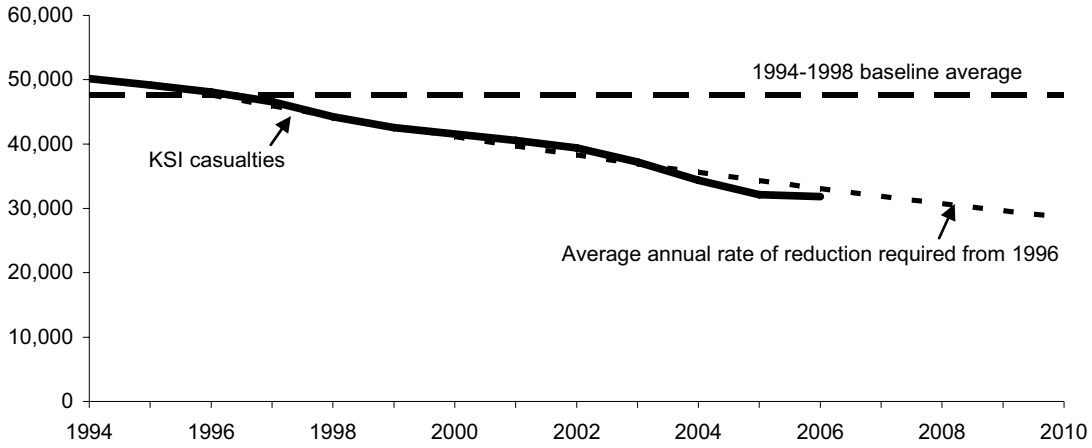


Chart 1b: Killed or seriously injured child casualties: 1994-2006

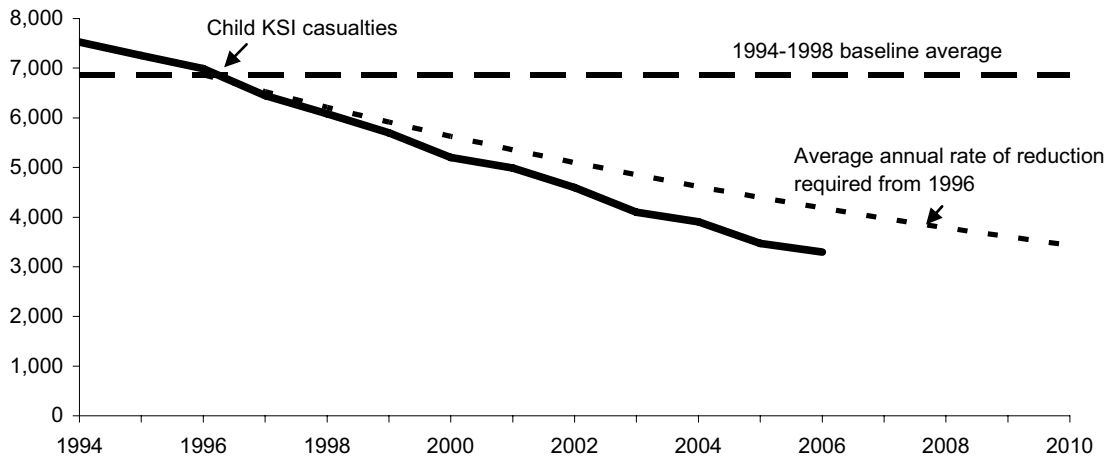


Chart 1c: Rate of slightly injured casualties per 100 million vehicle kilometres: 1994-2006

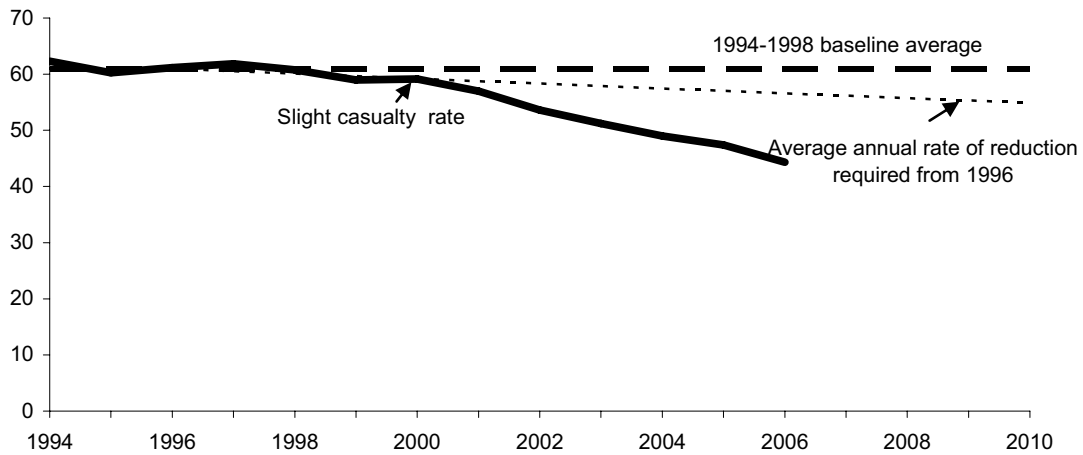


Chart 1d shows the proportion of KSI casualties by road user type. The most significant change is that the proportion of motorcycle casualties has increased from 14 to 20 per cent.

Comparisons with 2005 and the 1994–98 baseline average by road user type

- The number of pedestrian KSI casualties on Britain’s roads in 2006 fell by 1 per cent compared with 2005 to a level 40 per cent below the baseline.
- The number of pedal cyclist KSI casualties rose by 3 per cent compared to 2005, but is still 35 per cent below the baseline
- KSI casualties among motorcycle users are at the same level as 2005 and the baseline.

Chart 1d: Proportion of killed or seriously injured casualties by road user type: baseline (1994–98 average) and 2006: GB

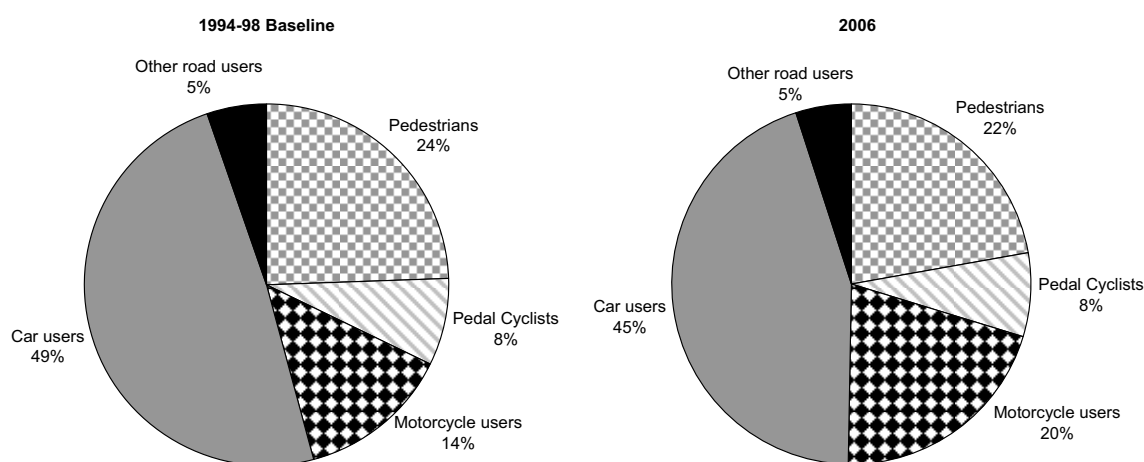


Table 1c shows changes in KSI casualties for different road types. Since 2005, casualties have increased by 1 per cent on urban roads, but have decreased by 3 per cent on rural roads. Over this period, traffic on urban roads has increased by 0.3 per cent and on rural roads by 2 per cent.

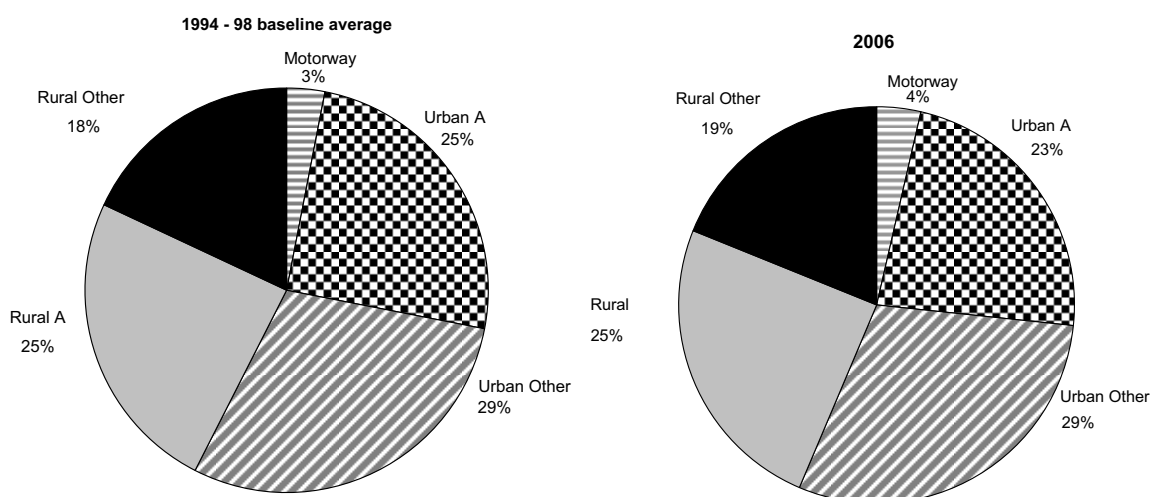
Comparisons with 2005 and the 1994–98 baseline average by road type

- The number of KSI casualties on motorways in 2006 was 23 per cent below the baseline. These casualties also fell by 8 per cent compared with 2005.
- The number of KSI casualties on urban roads in 2006 has fallen 35 per cent since the baseline period.
- The number of KSI casualties on rural roads (excluding motorways) in 2006, had decreased by 31 per cent since the baseline.

Table 1c: Killed or seriously injured casualties by road type: GB 2006

	Number				2006: Percentage change over	
	1994-98 average	2004	2005	2006	2005	1994-98 average
	Motorway	1,516	1,301	1,267	1,165	-8	-23
Urban roads						
A roads	11,797	7,908	7,200	7,308	1	-38
Other	14,001	9,722	9,362	9,452	1	-32
All	25,798	17,630	16,562	16,760	1	-35
Rural roads						
A roads	11,682	8,683	8,237	7,887	-4	-32
Other	8,561	6,719	6,073	6,031	-1	-30
All	20,243	15,402	14,310	13,918	-3	-31
All Roads	47,656	34,351	32,155	31,845	-1	-33

Chart 1e: Proportion of killed or seriously injured casualties by road type: baseline (1994–98 average) and 2006: GB



Children killed or seriously injured

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

Table 1d shows progress on child casualties by road user type, and Table 1e gives details by type, and age, and gender. Chart 1f shows child KSI casualties by type and gender.

Comparison with 2005 and the 1994–98 baseline average for children:

- The number of child pedestrian KSI casualties on Britain's roads in 2006 fell by 5 per cent compared with 2005 and to a level 51 per cent below the baseline.
- The number of child pedal cyclist KSI casualties in 2006 also fell by 5 per cent compared with 2005, and decreased by 55 per cent since the baseline.
- The number of child car user KSI casualties in 2006 was 54 per cent below the baseline. There was no change compared with 2005.
- Almost 3 out of 5 child pedestrian KSI casualties in 2006 were male, with nearly six times as many male child pedal cyclists killed or seriously injured as females (Chart 1f)

Table 1d: Children¹ killed or seriously injured casualties by road user type: GB 2006

	Number				2006: Percentage change over	
	<u>1994-98 average</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2005</u>	<u>1994-98 average</u>
	Pedestrians	4,167	2,339	2,134	2,025	-5	-51
Pedal cyclists	1,129	577	527	503	-5	-55
Car users	1,303	759	595	596	0	-54
Other road users	261	230	216	170	-21	-35
All road users	6,860	3,905	3,472	3,294	-5	-52

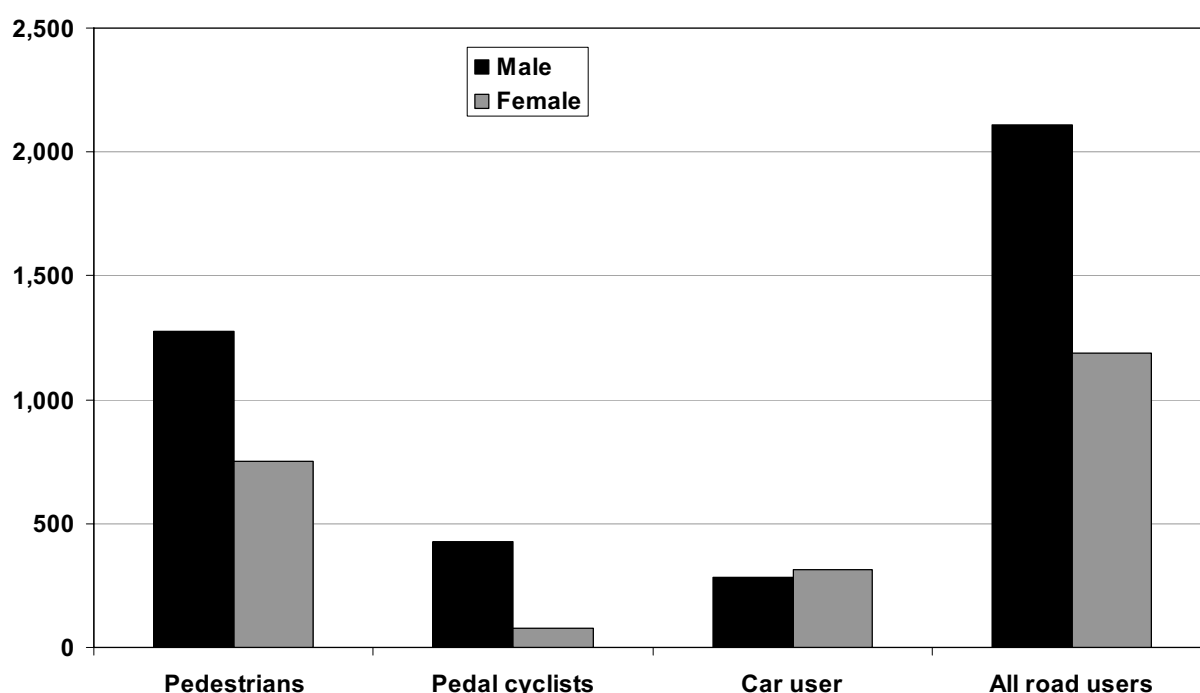
1 Casualties aged 0-15.

Table 1e: Children¹ killed or seriously injured casualties by road user type: GB 2006

		Number				2006: Percentage change over	
		<u>1994-98 average</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2005</u>	<u>1994-98 average</u>
		Pedestrians	0 - 4	571	250	247	239	-3	-58
	5 - 8	1,153	508	467	434	-7	-62
	9 - 11	1,028	518	498	431	-13	-58
	12 - 15	1,415	1,063	922	921	0	-35
	All Children	4,167	2,339	2,134	2,025	-5	-51
Pedal cyclists	0 - 4	19	7	10	6	-40	-68
	5 - 8	222	83	72	78	8	-65
	9 - 11	302	122	144	129	-10	-57
	12 - 15	587	365	301	290	-4	-51
	All Children	1,129	577	527	503	-5	-55
Car users	0 - 4	276	138	118	123	4	-55
	5 - 8	262	141	101	106	5	-60
	9 - 11	213	117	107	74	-31	-65
	12 - 15	553	363	269	293	9	-47
	All Children	1,303	759	595	596	0	-54
All road users	0 - 4	888	408	382	378	-1	-57
	5 - 8	1,657	749	656	627	-4	-62
	9 - 11	1,592	785	774	653	-16	-59
	12 - 15	2,722	1,963	1,660	1,636	-1	-40
	All Children	6,860	3,905	3,472	3,294	-5	-52
of which	Male	4,402	2,562	2,233	2,107	-6	-52
	Female	2,457	1,343	1,238	1,187	-4	-52

1 Casualties aged 0-15.

Chart 1f: Children killed or seriously injured by gender: GB 2006



Rate of slight casualties per 100 million vehicle kilometres

(Target reduction 10 per cent from the 1994–98 average)

Table 1f: Slight casualties by road user type and slight casualty rate: GB 2006

	Number				2006: Percentage change over	
	1994-98 average	2004	2005	2006	2005	1994-98 average
Pedestrians	34,874	27,403	26,152	23,931	-8	-31
Pedal cyclists	20,653	14,340	14,201	13,754	-3	-33
Motorcycle users	17,547	18,993	18,316	16,842	-8	-4
Car users	180,034	167,714	163,685	156,746	-4	-13
Bus/coach users	8,883	8,332	7,557	6,827	-10	-23
Other road users	10,281	9,707	8,951	8,459	-5	-18
All road users	272,272	246,489	238,862	226,559	-5	-17
Slight casualty rate ¹	61	49	47	44	-6	-28

¹ Rate for all road users per 100 million vehicle kilometres.

Table 1f shows progress on slight casualties by road user type, and Table 1g gives similar information for casualty rates. Table 1h shows progress on slight casualties by road type. Chart 1g illustrates the percentage changes in slight casualty rates from the baseline to 2006.

Table 1g: Slight casualties rates by road user type: GB 2006

	Number				2006: Percentage change over	
	1994-98 average	2004	2005	2006	2005	1994-98 average
	Pedestrians ¹					
Urban roads	17	12	12	11	-9	-37
Rural roads	2.2	1.6	1.5	1.3	-8	-38
Pedal cyclists	509	371	321	299	-7	-41
Motorcycle users	453	368	337	326	-3	-28
Car users	50	42	41	39	-5	-22
Bus/coach users	178	159	146	126	-14	-29
Light goods vehicle users	14	9	9	8	-5	-39
Heavy goods vehicle users	11	8	8	7	-12	-30

¹ Slight casualty rates for pedestrians are calculated using total vehicle kilometres for all vehicles by road types.

Chart 1g Percentage change in slight casualty rates between the 1994–98 average and 2006: GB

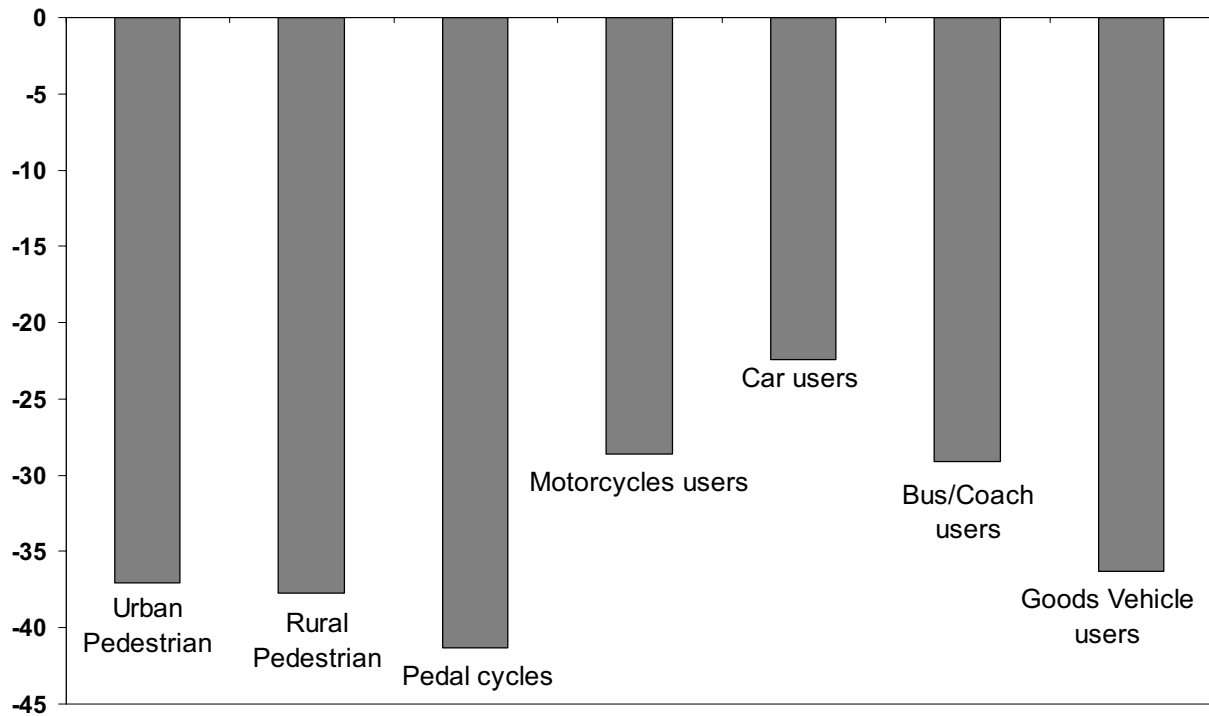


Table 1h: Slight casualties rates by road type: GB 2006

	Number				2006: Percentage change over	
	1994-98 <u>average</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2005</u>	<u>1994-98 average</u>
	Motorway	15	13	13	12	-4	-15
Urban roads						
A roads	100	82	79	73	-8	-27
Other	91	72	71	67	-5	-26
All	95	76	74	70	-6	-27
Rural roads						
A roads	39	32	31	29	-6	-26
Other	64	54	52	49	-7	-23
All	47	39	38	36	-6	-25
All Roads ¹	61	49	47	44	-6	-28

1 Rate per 100 million vehicle kilometres.

Comparison with 2005 and the 1994–98 average, for slight casualties:

- The number of pedestrian slight casualties was 31 per cent below the baseline.
- The number of pedal cyclist slight casualties in 2006 was 33 per cent below the baseline. The rate of slight casualties among pedal cyclists was 41 per cent below the baseline.
- The number of slight casualties among motorcycle users has decreased by 4 per cent from the baseline, and 8 per cent from 2005. The slight casualty rate was 28 per cent below the baseline.
- The number of slight casualties among car users in 2006 was 13 per cent lower than the baseline, and the slight casualties rate was 22 per cent lower.
- Care should be exercised in comparing the rate of slight bus and coach user casualties with that for other road user groups. The rates given in Table 1g are per 100 million vehicle kilometres, and this type of vehicle has a much higher occupancy than other road vehicles. Comparisons of rates per billion passenger kilometres are given in Table 52 of the main tables.
- The slight casualty rate for motorways was 15 per cent lower than the baseline. The slight casualty rate for urban and rural roads was 27 and 25 per cent lower than the baseline respectively.

Casualties by road user type

Table 1i shows casualties by gender and child casualties.

- In 2006, male casualties made up 58 per cent per cent of all casualties but 76 per cent of those killed.
- In 2006 the numbers of male and female casualties were 17 per cent and 22 per cent respectively lower than the 1994–98 baseline. Over the same period the number of men killed has fallen by only 6 per cent compared to 25 per cent for women.
- The number of child casualties fell by 9 per cent in 2006 compared to 2005. However, child fatalities increased by 20 per cent in 2006 compared to 2005. The total number of fatalities among children was 169, 28 more than 2005, but about the same level as 2004 (166) which at that time was the lowest ever recorded figure.

Table 1i: All Casualties by severity: GB 2006

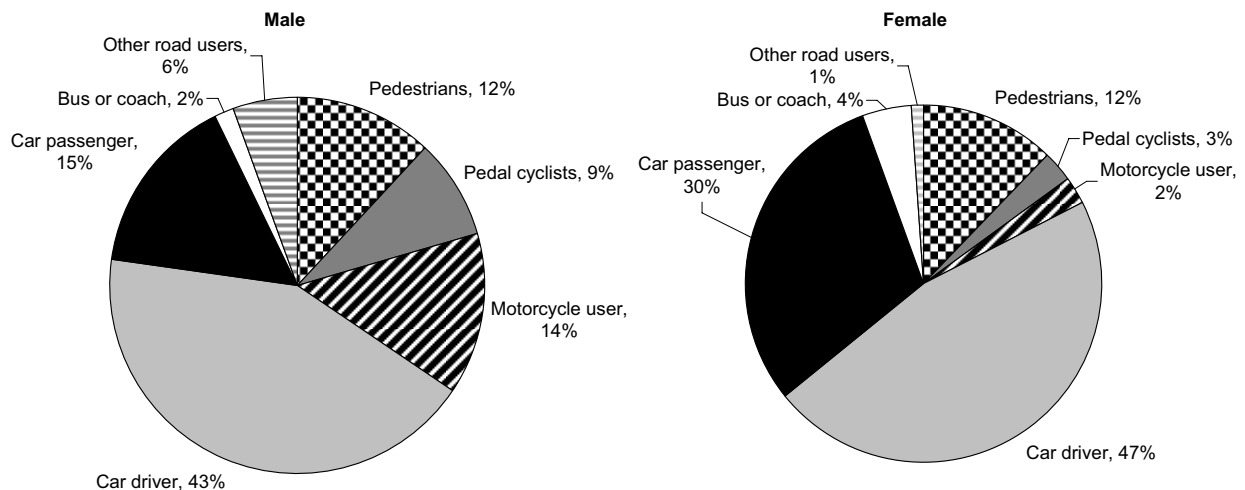
	Number				2006: Percentage change over	
	1994-98 average	2004	2005	2006	2005	1994-98 average
	Male					
Killed	2,547	2,433	2,416	2,401	-1	-6
Serious	28,498	21,428	20,026	19,886	-1	-30
Slight	150,861	139,312	135,355	127,925	-5	-15
Total	181,906	163,173	157,797	150,212	-5	-17
Female						
Killed	1,030	788	785	771	-2	-25
Serious	15,574	9,694	8,923	8,785	-2	-44
Slight	121,297	107,091	103,379	98,555	-5	-19
Total	137,900	117,573	113,087	108,111	-4	-22
All¹						
Killed	3,578	3,221	3,201	3,172	-1	-11
Serious	44,078	31,130	28,954	28,673	-1	-35
Slight	272,272	246,489	238,862	226,559	-5	-17
Total	319,928	280,840	271,017	258,404	-5	-19
of whom children²						
Killed	260	166	141	169	20	-35
Serious	6,600	3,739	3,331	3,125	-6	-53
Slight	37,494	27,095	24,654	22,229	-10	-41
Total	44,354	31,000	28,126	25,523	-9	-42

1 Includes cases where gender not known

2 Casualties aged 0-15.

Chart 1h shows the distribution of 2006 casualties by road user type for men and women. Female casualties are twice as likely to be car passengers as men, but less likely to be injured as motorcycle or pedal cycle users.

Chart 1h: All casualties by road user type and gender: GB 2006



Pedestrians

Table 1j shows pedestrian casualties in 2006 by age. Pedestrian casualties account for 12 per cent of all road casualties and 21 per cent of all road deaths. Total pedestrian casualties fell to 33 per cent below the baseline average in 2006, with serious casualties 40 per cent below the baseline. Reductions are more pronounced in some age groups than others. Child pedestrians aged up to fifteen were the only age group to show an increase in fatalities, compared with 2005 from 63 to 71 (13 per cent). However, the 2006 level remained below that for 2004. Children also saw the biggest fall for all casualties compared with 2005, a drop of 10 per cent. Child pedestrian casualties accounted for 33 per cent of all pedestrian casualties. Pedestrian deaths have increased by 1 per cent from 2005, but remain 33 per cent below the 1994–98 average baseline.

The rate of pedestrian casualties per 100,000 population has been falling and in 2006 was 36 per cent lower than the baseline. The annual average distance walked by pedestrians in 2006 was less than 1 per cent below the 1994–98 average. According to the National Travel Survey, the average distance walked by the individuals in 2006 was 201 miles. This was an increase of 2 per cent compared with the average distance walked in 2005 (197 miles).

Table 1j: Pedestrian casualties by age: GB 2006

		Number				2006: Percentage change over	
		1994-98 average	2004	2005	2006	2005	1994-98 average
Children (0-15)	Killed	133	77	63	71	13	-47
	Serious	4,034	2,262	2,071	1,954	-6	-52
	Slight	14,382	9,895	9,116	8,106	-11	-44
	All	18,548	12,234	11,250	10,131	-10	-45
Adults (16-59)	Killed	398	323	337	334	-1	-16
	Serious	4,318	3,203	3,082	3,121	1	-28
	Slight	15,016	13,256	12,877	12,060	-6	-20
	All	19,732	16,782	16,296	15,515	-5	-21
Adults (over 60)	Killed	471	266	267	268	0	-43
	Serious	2,142	1,213	1,161	1,171	1	-45
	Slight	4,491	3,143	3,001	2,820	-6	-37
	All	7,104	4,622	4,429	4,259	-4	-40
All ¹	Killed	1,008	671	671	675	1	-33
	Serious	10,662	6,807	6,458	6,376	-1	-40
	Slight	34,874	27,403	26,152	23,931	-8	-31
	All	46,543	34,881	33,281	30,982	-7	-33
Casualty rate per 100,000 population ²							
	KSI	21	13	12	12	-2	-42
	Slight	62	47	45	41	-9	-34
	All	82	60	57	53	-7	-36

¹ Includes cases where age not reported.

² Revised 2004 and 2005 population data .

Pedal cyclists

Table 1k gives the number of reported pedal cyclist casualties in 2006. Pedal cyclist casualties have fallen by 34 per cent from the baseline. The number of pedal cyclist deaths in 2006 was 1 per cent lower than 2005 and 21 per cent lower than the 1994–98 average. However, since pedal cycle traffic has increased by 4 per cent since 2005, the casualty rate has decreased by more (6 per cent) since 2005, and is 42 per cent below the baseline.

Table 1k: Pedal cyclist casualties: GB 2006

	Number				2006: Percentage change over	
	1994-98 average	2004	2005	2006	2005	1994-98 average
Killed	186	134	148	146	-1	-21
Serious	3,546	2,174	2,212	2,296	4	-35
Slight	20,653	14,340	14,201	13,754	-3	-33
Total	24,385	16,648	16,561	16,196	-2	-34
Pedal cycle Traffic ¹	41	39	44	46	4	14
Casualty Rate ²						
KSI	92	60	53	53	0	-42
Slight	509	371	321	299	-7	-41
All	602	431	374	352	-6	-42

1. 100 million vehicle kilometres.

2. Rate per 100 million vehicle kilometres.

Motorcycle users

Motorcycle user casualties are shown in Table 11. Motorcycle users accounted for 9 per cent of all road traffic casualties but 19 per cent of all fatalities in 2006. Total motorcycle user casualties are 3 per cent below the baseline and 6 per cent lower than in 2005. In spite of motorcycle traffic decreasing by 5 per cent from 2005 to 2006, KSI figures were almost unchanged, leading to an increase in the KSI rate of 5 per cent. Fatalities increased by 5 per cent over this period. Since the 1994–98 average baseline motorcycle traffic has risen by 33 per cent, fatalities rose by 28 per cent over the same period, although serious casualties changed little, leading to a reduction of 25 per cent in the KSI rate.

Table 11: Motorcycle user casualties: GB 2006

	Number				2006: Percentage change over	
	1994-98 average	2004	2005	2006	2005	1994-98 average
Killed	467	585	569	599	5	28
Serious	6,008	6,063	5,939	5,885	-1	-2
Slight	17,547	18,993	18,316	16,842	-8	-4
Total	24,023	25,641	24,824	23,326	-6	-3
Motorcycle Traffic ¹	39	52	54	52	-5	33
Casualty Rate ²						
KSI	167	129	120	126	5	-25
Slight	453	368	337	326	-3	-28
All	621	497	457	452	-1	-27

1 100 million vehicle kilometres.

2 Rate per 100 million vehicle kilometres.

Car users

Car user casualties, given in Table 1m, were 16 per cent lower in 2006 than the average for 1994–98. However, as car traffic has increased by 12 per cent since the baseline, the rate of all car user casualties per 100 million vehicle kilometres was 25 per cent lower than the 1994–98 average. Both car driver and passenger deaths in 2006 dropped by 4 per cent compared to 2005. However, compared to the 1994–98 average, car driver deaths have fallen more slowly than for passengers and were 5 per cent lower than baseline against 14 per cent below for car passengers. Total car driver and passenger casualties show a similar pattern, with drivers 10 per cent below the baseline in 2006 and car passenger casualties 26 per cent lower.

Table 1m: Car user casualties: GB 2006

		Number				2006: Percentage change over	
		1994-98 average	2004	2005	2006	2005	1994-98 average
Drivers	Killed	1,128	1,106	1,109	1,066	-4	-5
	Serious	13,506	9,296	8,388	8,239	-2	-39
	Slight	113,324	111,643	110,070	105,698	-4	-7
	Total	127,958	122,045	119,567	115,003	-4	-10
Passengers	Killed	634	565	566	546	-4	-14
	Serious	7,985	5,177	4,554	4,403	-3	-45
	Slight	66,710	56,071	53,615	51,048	-5	-23
	Total	75,329	61,813	58,735	55,997	-5	-26
All	Killed	1,762	1,671	1,675	1,612	-4	-9
	Serious	21,492	14,473	12,942	12,642	-2	-41
	Slight	180,034	167,714	163,685	156,746	-4	-13
	Total	203,288	183,858	178,302	171,000	-4	-16
Car traffic¹		3,585	3,981	3,972	4,024	1	12
Casualty rate ²							
	KSI	6	4	4	4	-4	-45
	Slight	50	42	41	39	-5	-22
	All	57	46	45	42	-5	-25

1 100 million vehicle kilometres.

2 Rate per 100 million vehicle kilometres.

Bus and coach users

Table 1n shows casualties among bus and coach users in 2006. The number of bus and coach user casualties decreased by 8 per cent compared with 2005, and was 24 per cent lower in 2006 than the baseline average. The number of serious injuries was 42 per cent lower than the 1994–98 average. Care should be exercised in comparing the rate of slight bus and coach user casualties with the rates for other road user groups. The rates given in Table 1n are per 100 million vehicle kilometres, and this type of vehicle has a much higher occupancy than other road vehicles. Comparisons of rates per billion passenger kilometres are given in Table 52 in the main tables.

Table 1n: Bus and Coach casualties: GB 2006

	Number				2006 Percentage change over	
	1994-98 average	2004	2005	2006	2005	1994-98 average
Killed	20	20	9	19	111	-4
Serious	696	468	354	407	15	-42
Slight	8,883	8,332	7,557	6,827	-10	-23
Total	9,598	8,820	7,920	7,253	-8	-24
Bus/Coach traffic¹	50	52	54	54	0	8
Casualty rate ²						
KSI	14	9	7	8	18	-45
Slight	178	162	139	126	-9	-29
All	192	171	146	134	-8	-30

1 100 million vehicle kilometres.

2 Rate per 100 million vehicle kilometres.

Goods vehicle users

The number of light goods vehicle user casualties in 2006 was 20 per cent lower than the 1994–98 average. However, since light goods traffic has increased by 38 per cent over this period, the casualty rate has decreased much more, 42 per cent since the baseline. Deaths among light goods vehicle users have decreased by 20 per cent compared to the 1994–98 average and serious injuries by 46 per cent.

The number of heavy goods vehicle occupant casualties has decreased by 24 per cent compared with the average for 1994–98. However, over this period heavy goods vehicle traffic has increased by 11 per cent, resulting in a reduction of 32 per cent in the overall casualty rate for heavy goods vehicle occupants. Deaths among heavy goods vehicle users have decreased by 27 per cent and serious injuries by 35 per cent compared to the 1994–98 average.

Table 1o: Goods vehicle user casualties: GB 2006

	Number				2006 Percentage change over	
	1994-98 average	2004	2005	2006	2005	1994-98 average
Light goods vehicle						
Killed	65	62	54	52	-4	-20
Serious	950	569	533	512	-4	-46
Slight	6,410	5,535	5,461	5,350	-2	-17
Total	7,424	6,166	6,048	5,914	-2	-20
Light goods traffic ¹	467	608	626	643	3	38
Casualty rate ²						
KSI	2	1	1	1	-7	-60
Slight	14	9	9	8	-5	-39
All	16	10	10	9	-5	-42
Heavy goods vehicle						
Killed	53	47	55	39	-29	-27
Serious	526	359	340	344	1	-35
Slight	2,760	2,477	2,448	2,147	-12	-22
Total	3,338	2,883	2,843	2,530	-11	-24
Heavy goods traffic ¹	262	294	290	291	0	11
Casualty rate ²						
KSI	2	1	1	1	-3	-40
Slight	11	8	8	7	-12	-30
All	13	10	10	9	-11	-32

1 100 million vehicle kilometres.

2 Rate per 100 million vehicle kilometres.

2. A valuation of accident, casualty costs and insurance claims data

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Introduction

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 and the direct economic costs, i.e. an amount to reflect the pain, grief, suffering, lost output as well as the medical costs associated with road accident injuries.

An article in *Road Accidents Great Britain 1994* (Kate McMahon, Road Safety Division, Department for Transport) described the methodology for casualty cost valuation, and, in particular, the revised non-fatal casualty values. This article provides updated values for 2006 casualties and accidents, and describes the revisions to medical and accident costs.

Fuller information on accident costs will be published as usual in *Highways Economic Note No 1: Valuation* of the benefits of prevention of road accidents and casualties. More specific details are given at the end of this article.

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 any non-wage payments (National Insurance contributions, etc.) paid by the employer.
- ambulance costs and the costs of hospital treatment.
- human costs, based on WTP values, which represent pain, grief and suffering to the casualty, relatives and friends, and, for fatal casualties, the intrinsic loss of enjoyment of life over and above the consumption of goods and services.

Accidents

The average value of prevention per injury accident for each level of severity is higher than the average value per casualty, e.g. value of preventing a fatal accident is greater than the value of a fatality for two reasons. The first is that an injury accident is classified according to the most severe casualty but will on average involve more than one casualty – for example, in 2006 a fatal accident on average involved 1.10 fatalities, 0.34 serious casualties and 0.52 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
- costs of police and the administrative costs of accident insurance.

Valuation of the benefits of prevention of accidents

Table 2a gives the average value of prevention per road accident and per casualty. The total cost-benefit value of prevention of road accidents in 2006 was estimated to be £18,079 million, of which 13,081 million is attributable to personal injury accidents, with damage-only accidents accounting for the remainder.

Table 2a: Average value of prevention per casualty and per accident: GB 2006

£		
Accident/casualty type	cost per casualty	cost per accident
Fatal	1,489,450	1,690,370
Serious	167,360	196,020
Slight	12,900	20,120
Average all Severities	48,170	69,150
Damage only	-	1,780

Table 2b gives the average value of prevention of injury accidents by different types of road. Seventy-one per cent of accidents occurred on built-up roads, but these accounted for only 56 per cent of the total value of injury accidents, because they were, on average, less severe than on other roads, having fewer casualties per accident and a lower proportion of fatal and serious injuries. Non built-up roads accounted for 24 per cent of accidents and 39 per cent of value, and 4 per cent of accidents with 5 per cent of value occurred on motorways. The lesser severity of accidents on built-up roads is shown in Table 2b, where the average value of prevention per accident on built-up roads is less than half the average value on non built-up roads.

Table 2b: Average value of prevention of road accidents by road type: GB 2006

£				
Accident type	Built-up Roads	Non built-up Roads	Motorways	All Roads
Fatal	1,625,440	1,729,690	1,800,580	1,690,370
Serious	186,900	213,450	217,040	196,020
Slight	18,970	22,430	26,600	20,120
All injury	54,020	111,540	79,260	69,150
Damage only	1,660	2,460	2,360	1,780

Transport Research Laboratory (TRL) reports are available from TRL Ltd, Wokingham, Berkshire (Tel: 01344 773131, e-mail: enquiries@trl.co.uk). Information on accident numbers and rates (rather than costs) may be obtained from two annual DfT/The Stationery Office publications, *Road Casualties Great Britain*, and *Transport Statistics Great Britain*. These and the Highways Economic Note 1 (HEN1) are published annually on the DfT website at <http://www.dft.gov.uk> under 'Transport Statistics/Statistics/Transport accidents and casualties' and 'Road Safety/Economic Assessment' respectively.

Copies of HEN1 are available from DfT Free Literature; telephone 0870 122 6236. For further information, please contact Adam Bell by telephone on 020 7944 6177 or by e-mail on adam.bell@dft.gsi.gov.uk

Motor insurance claims

The data given in Table 2c are the latest available figures from insurance companies' DTI returns, the statutory returns which insurers are required to file with the Department of Trade and Industry. Only insurance companies are obliged to complete the returns, and so the data do not include business written by Lloyd's underwriters. The data have been provided by the Association of British Insurers from the SynTheys Non-Life database of returns.

Table 2c gives claim data for the period 2001–05. The figures are for all insurance claims and will include those arising from fire or theft as well as from road accidents. Exposure (expressed in million vehicle years) is the exposure to risk and the product of the number of vehicles insured and the proportion of the year for which each vehicle was covered. The claim frequency shows the proportion of policyholders that made a claim.

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

Table 2c: Collation of motor insurance figures: UK 2001 - 2005

Policy type	Exposure (million vehicle years)	Number of claims (millions)	Estimated cost of claims (£m)	Claim frequency (%)	Average claim (£)	Annual % change in claim frequency	Annual %change in average claim
Private car (comprehensive):							
2001	16.95	2.99	4,644	17.6	1,553	0	2
2002	17.90	3.05	4,841	17.0	1,590	-4	2
2003	18.00	3.10	5,174	17.2	1,671	1	5
2004	18.47	3.06	5,307	16.6	1,734	-4	4
2005	19.48	3.09	5,902	15.9	1,908	-4	10
Private car (non comprehensive):							
2001	3.26	0.29	756	8.9	2,614	8	-1
2002	3.35	0.29	846	8.7	2,906	-2	11
2003	3.31	0.26	889	7.7	3,492	-11	20
2004	2.94	0.31	862	10.5	2,796	36	-20
2005	2.68	0.21	850	7.9	3,987	-25	43
Motorcycle:							
2001	0.55	0.04	77	7.1	1,985	20	-24
2002	0.54	0.03	84	6.4	2,437	-10	23
2003	0.52	0.04	94	6.9	2,632	8	8
2004	0.51	0.03	82	6.1	2,639	-11	0
2005	¹						
Commercial vehicle (including fleet):							
2001	4.24	0.95	1,835	22.3	1,939	5	6
2002	4.46	0.88	1,904	19.8	2,157	-11	11
2003	4.54	0.85	2,052	18.8	2,407	-5	12
2004	4.84	0.83	2,157	17.1	2,612	-9	4
2005	5.16	0.96	2,380	18.6	2,478	9	-5
All vehicles:							
2001	24.99	4.27	7,311	17.1	1,714	0	2
2002	26.24	4.25	7,675	16.2	1,804	-5	5
2003	26.37	4.24	8,210	16.1	1,936	-1	7
2004	26.75	4.23	8,420	15.8	1,967	-2	2
2005	¹						

1. 2005 data is not available.

3. Drinking and driving

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Summary

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

- In 2006, it was estimated that 14,350 casualties (6 per cent of all road casualties) occurred when someone was driving while over the legal limit for alcohol. The number of deaths was 540 (17 per cent of all road deaths).
- During the 1980s, the number of KSI (killed or seriously injured) casualties fell by nearly a half, from 9,420 in 1980 to 4,850 in 1990. There were some fluctuations from year to year from 1990 to 2004, but further more significant falls were evident in the last few years. The provisional 2006 KSI total of 2,530 is about a quarter of the 1980 level, and 4 per cent below the 2005 level.
- The number of people killed in drink-drive accidents fell to a low of 460 deaths in 1998, but has since risen, with an estimated 540 deaths in 2006.
- The numbers of slight injuries in drink-drive accidents have been showing a broadly rising trend since 1993 but again have fallen since 2002. Provisional figures for 2006 suggest a fall of 7 per cent since 2005.

Drink-drive limits and definitions

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

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

Drink-drive casualties are defined as all road users killed or injured in a drink-drive accident.

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

Blood and breath testing powers

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

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

Data sources

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

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

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

Completeness of data and reliability of estimates

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

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

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

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

- a) the number of fatal accidents where a driver or rider died with an illegal alcohol level is estimated from the coroners' and procurators' fiscal data.
- b) the number of accidents where a surviving driver or rider had an illegal alcohol level is estimated from data, based on a calculation of the proportion of these alcohol-related accidents which can be identified from the 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 2006 are provisional. As coroners' data are available for analysis a year later than the main road accident data, final estimates can only be made eighteen months in arrears. Around 58 per cent expected to be available ultimately were available for inclusion in the provisional estimates. The provisional estimates for serious and slight accidents depend on breath test data and do not change in the final estimates. The coroners' data affect only the numbers of casualties from fatal accidents and these form a small proportion of serious and slight casualties. The estimates for fatalities depend mainly on coroners' data and are particularly susceptible to revision between the provisional and final figures.

Analysis of drink-drive data

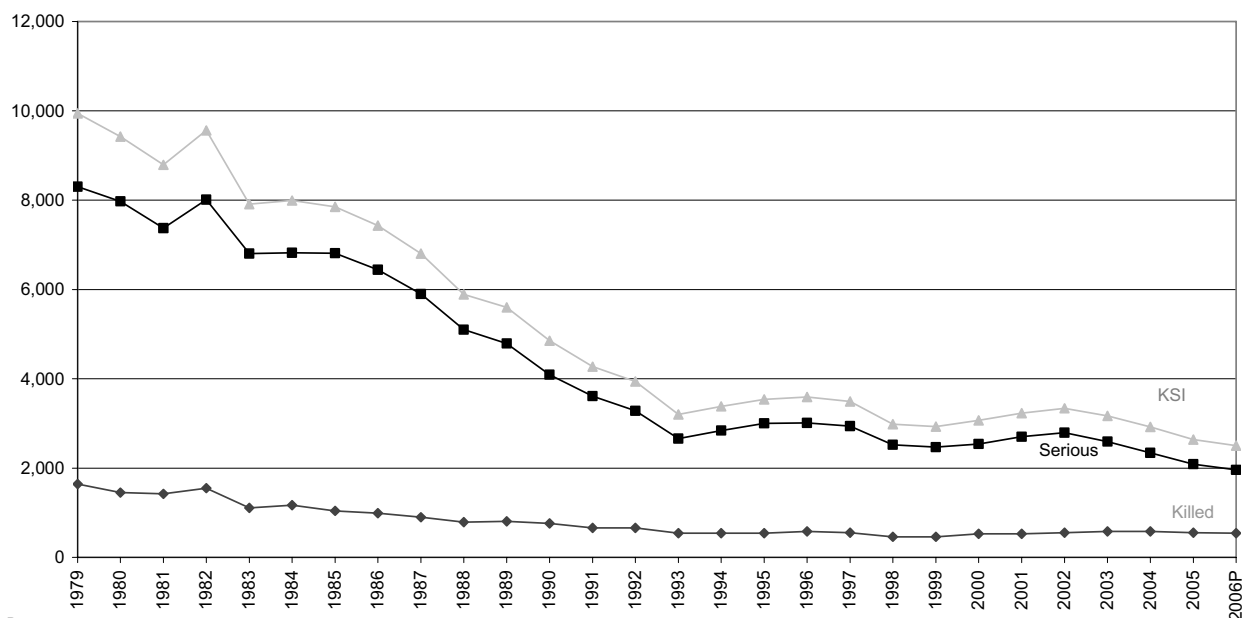
Table 3a draws on both STATS19 and coroners' data to show estimates of the number of people killed and injured in drink-drive accidents. Chart 3a shows the trend of killed and seriously injured casualties resulting from drink-drive accidents.

Table 3a: Estimates of accidents involving illegal alcohol levels and the consequent casualties adjusted for under reporting: GB 1980 - 2006

Year	Accidents				Casualties			
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total
	1980	1,280	5,430	11,860	18,570	1,450	7,970	20,420	29,830
1985	900	4,900	11,460	17,260	1,040	6,810	19,380	27,220
1990	650	2,910	9,650	13,210	760	4,090	15,550	20,400
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 ^P	480	1,480	7,430	9,390	540	1,960	11,880	14,380

^P Provisional data. The sample of fatality data from Coroners for 2005 has now been finalised but 2006 estimates are based on a reduced sample of coroners' returns and may be biased. They remain provisional until more complete information for 2006 is available.

Chart 3a: Killed and serious casualties resulting from accidents involving illegal alcohol levels: GB 1979 – 2006



^P Provisional data

1) *Coroners' data*: Table 3b, based on coroners' and procurators' fiscal data, shows for all drivers and riders the percentage killed who were over the legal blood alcohol limit, analysed by age group, for the period 1991 to 2006. The proportion has fallen considerably since the early 1980s, when around a third of drivers and riders killed were over the limit. It has since remained at about one in five (dipping to one in six between 1997 and 1999).

Table 3b shows that provisional figures for 2006 indicate a fall in the percentage of car and other motor vehicle driver fatalities who were over the limit for all age groups, except those over forty. Motorcycle riders showed a little change in 16–29-year-olds, although the provisional figures are based upon a very small sample size.

Table 3b: Drivers and riders killed: Percentage over the legal blood alcohol limit: GB 1991 - 2006

Year	Motorcycle riders					Cars and other motor vehicles					All
	Age 16-19	Age 20-29	Age 30-39	Age 40+	All Ages	Age 16-19	Age 20-29	Age 30-39	Age 40+	All Ages	
1991	13	16	25	12	17	11	29	24	13	20	19
1992	10	30	34	20	26	13	26	18	10	17	20
1993	16	16	17	10	15	20	28	26	10	20	19
1994	13	17	23	20	18	16	31	30	11	22	21
1995	11	18	12	13	15	18	28	26	13	21	19
1996	16	12	15	9	13	24	38	32	9	23	21
1997	10	14	16	7	13	25	23	26	12	19	17
1998	15	7	18	6	11	17	25	24	9	17	15
1999	23	8	12	2	9	22	31	31	7	20	17
2000	17	10	13	5	10	20	32	34	12	22	18
2001	11	14	12	1	10	18	35	25	14	22	18
2002	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 ^P	14 ¹		10 ²		11	25	33	24	19	25	20

^P Provisional data. The sample size for 2006 is not yet sufficient to give a full age breakdown.

¹ Age groups 16-29

² Age groups 30+

2) *STATS19 breath test data*: Table 3c shows the number of motor vehicle drivers and riders involved in injury accidents each year from 1997 to 2006, the number who were consequently required to take a roadside breath test and the number who failed the test either by registering a positive reading or by refusing to take the test. The proportion of drivers and riders failing breath tests fell between 1994 and 1999, reflecting the fact that the lower number of tests carried out in earlier years was obviously targeted at those drivers believed to have been drinking. Subsequently, it rose again until 2003, since when there has been a small drop. Testing rates had remained at about 50 per cent, rising slightly in 2006 to 54 per cent. The percentage of all drivers and riders involved in injury accidents who are required to take a breath test and subsequently fail has remained at close to 2 per cent throughout the past ten years.

Table 3c: Drivers and riders in injury road accidents: breath tests and failures: GB 1997 - 2006

	Number/Percentage									
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
a. Total involved	413,197	413,172	406,401	408,231	399,883	390,273	374,098	362,303	348,798	331,155
b. Total Tests requested	188,986	209,723	214,750	212,700	201,722	196,232	187,276	183,972	183,219	179,270
c. Total Failed	7,960	7,514	7,523	7,967	8,096	8,104	8,150	7,427	7,115	6,594
b as % of a	46	51	53	52	50	50	50	51	53	54
c as % of b	4.2	3.6	3.5	3.7	4.0	4.1	4.4	4.0	3.9	3.7
c as % of a	1.9	1.8	1.9	2.0	2.0	2.1	2.2	2.0	2.0	2.0

3) *Police-force screening breath test data*: Table 3d shows the total number of drivers and riders required to take a roadside screening breath test in England and Wales. The numbers of screening breath tests carried out increased dramatically in the mid-1990s but have reduced again in recent years. Failure rates remained fairly stable during the late 1990s, but the number of failures has risen each year since 2000, despite a continuing decrease in the number of tests. The year 2004 showed an increase in the number of tests, along with a decrease in failures. The number of convictions fell between 1997 and 2001 but has risen again since then.

Table 3d: Roadside screening breath tests¹: by outcome: England and Wales 1996 - 2004

	Thousands									
	1996	1997	1998	1999	2000	2001	2002	2003	2004	
Number of Tests	781	800	816	765	715	624	570	534	578	
Of which:										
positive/refused ²	101	103	102	94	95	100	104	106	103	
Percentage	13	13	13	12	13	16	18	20	18	
Convictions	96	100	93	89	86	85	90	94	96	

¹ Source: Home Office

² Includes persons unable to provide a breath test specimen

Characteristics of drink-drive accidents

Drinking and driving is a year-round problem, as shown by the figures in Chart 3b. Although the pattern varies year on year, the first few months of the year generally have lower numbers of drink-drive accidents and casualties than other months of the year. However, there seem to be peaks in both the number of accidents and casualties in the months of May and October.

Chart 3b: Estimated number of personal injury road accidents and casualties resulting where one or more driver or rider was over the legal alcohol limit by month: GB: 2005

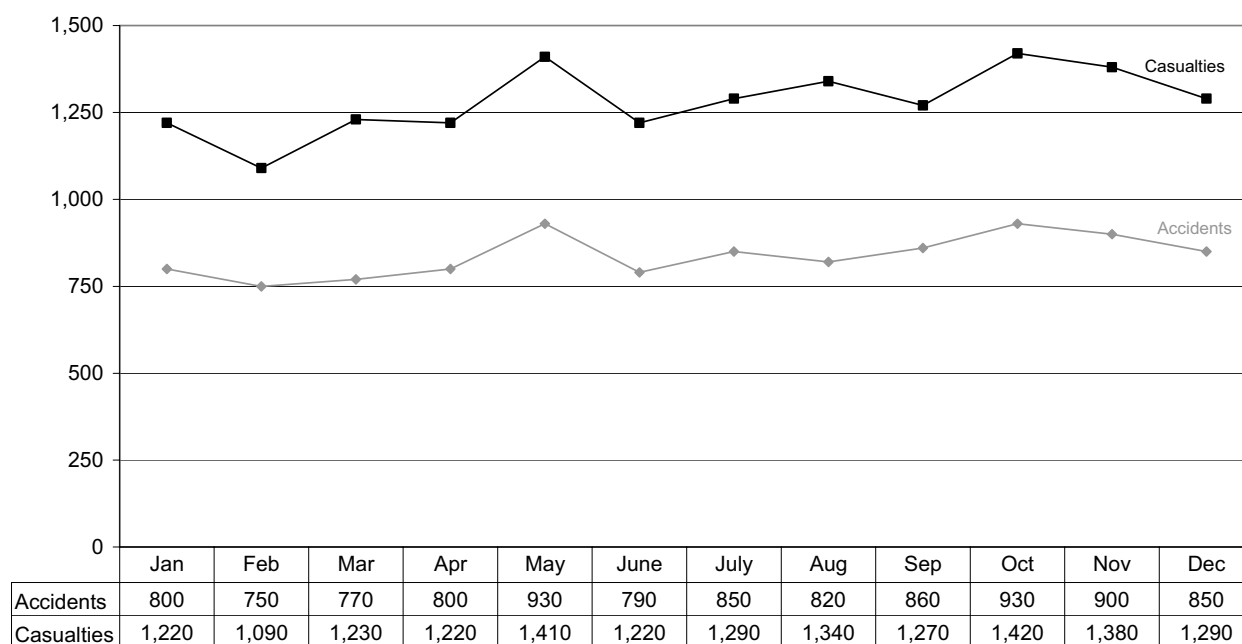


Table 3e, based on breath-test data, shows the percentage of car drivers involved in personal injury accidents who failed a breath test in 2006, analysed by age and sex of driver. It shows that male drivers under thirty had the highest incidence of failing a breath test after being involved in a personal injury road accident. The failure rate for women was only about a third of that for male drivers, a difference that cannot be accounted for by the slightly lower rates of testing for female drivers.

Table 3e: Car drivers in injury road accidents: breath tests and failures: GB 2006

	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
0 - 16	299	143	30	47.8	10.0	34	21	5	61.8	14.7
17 - 19	14,468	10,159	611	70.2	4.2	6,763	4,306	93	63.7	1.4
20 - 24	20,663	13,599	1,137	65.8	5.5	12,199	7,230	196	59.3	1.6
25 - 29	17,224	11,052	789	64.2	4.6	10,799	6,189	155	57.3	1.4
30 - 34	16,348	9,960	568	60.9	3.5	10,000	5,512	127	55.1	1.3
35 - 39	16,433	10,209	486	62.1	3.0	11,019	6,065	144	55.0	1.3
40 - 49	27,398	17,031	643	62.2	2.3	17,500	9,864	186	56.4	1.1
50 - 59	18,252	11,597	316	63.5	1.7	10,119	5,865	88	58.0	0.9
60 - 59	10,621	6,673	110	62.8	1.0	4,729	2,767	19	58.5	0.4
70 - 99	7,922	4,949	34	62.5	0.4	3,061	1,697	10	55.4	0.3
All ages ¹	161,902	96,434	4,799	59.6	3.0	90,153	49,903	1,040	55.4	1.2

¹ Includes age not known

Table 3f also shows that those aged under thirty have the most drink-drive accidents. However, the table goes on to analyse the data using information on the number of full or provisional licence holders and the annual average car mileage of these drivers. These data are taken from the *National Travel Survey (NTS) 2005*.

Table 3f: Car drivers in road injury accidents: Accidents per license holder and per mile driven: GB 2005

	Car driver drink-drive accidents	Drink-drive accidents per 100 thousand licence holders	Number
			Drink-drive accidents per 100 million miles driven
Under 17	60	..	..
17 - 19 ²	1,080	74	25
20 - 24	2,030	71	17
25 - 29	1,410	48	7
30 - 34	1,040	29	4
35 - 39	980	24	3
40 - 49	1,320	18	2
50 - 59	620	10	1
60 or over	330	4	1
All ages ¹	9,040	25	4

¹ Includes age not known.

² Figures based on a small NTS sample.

Characteristics of drink-drive casualties

Table 3e showed that women are much less likely to be involved in drink-drive accidents as drivers than men. However, Table 3g shows that nearly a third of the total casualties in drink-drive accidents were women. It is estimated that there were around 660 casualties in drink-drive accidents who were pedestrians or cyclists.

Table 3g: Estimated number of casualties in road accidents where at least one of the drivers or riders involved was over the legal limit: GB 2005

	Number									
<u>Killed or seriously injured casualties</u>										
	Pedestrians	Cyclists	Motor-cyclists	Car drivers		Car passenger	Other	Male	Female	Total ¹
				over limit	under limit					
0-15	20	10	10	0	0	60	0	60	40	100
16-24	40	0	110	350	50	470	10	800	240	1,030
25-59	70	20	200	550	170	270	50	1,060	280	1,340
60+	20	0	0	30	20	40	0	70	40	120
All ages ²	170	30	320	930	240	870	70	2,020	620	2,640
<u>Total Casualties</u>										
	Pedestrians	Cyclists	Motor-cyclists	Car drivers		Car passenger	Other	Male	Female	Total ¹
				over limit	under limit					
0-15	80	30	20	10	0	570	20	380	350	730
16-24	150	20	390	2,120	530	2,430	100	4,090	1,670	5,760
25-59	220	60	450	3,130	2,030	1,610	350	5,520	2,330	7,850
60+	40	10	10	180	240	210	30	440	270	710
All ages ²	30	0	10	0	0	290	10	200	140	340
All ages ²	530	130	880	5,440	2,800	5,100	520	10,640	4,760	15,400

¹ Includes gender not recorded.

² Includes age not recorded.

Table 3h is based on 2005 coroners' and procurators' fiscal data using a sample which accounts for around 60 per cent of all road accident fatalities in that year. For these fatalities the table shows the percentages exceeding varying levels of blood alcohol for different classes of road user and the different proportions of fatalities exceeding 80 mg/100 ml by time of day. The pedestrian, passenger and cyclist fatalities shown in the table were not necessarily involved in drink-drive accidents, as defined earlier in this article, which involve a motor vehicle driver or rider who was over the limit.

Approximately one in four drivers killed, excluding motorcycles, were over the legal limit for driving a motor vehicle, which is 80 mg/100 ml of blood alcohol. The rate for motorcycle riders killed was about half of this. Around half of the drivers killed between 10 pm and 4 am were over the limit. Seventy-two per cent of pedestrians killed between 10 pm and 4 am were over the legal limit. However, blood alcohol levels were available for 77 per cent of motorcycle riders but for only 45 per cent of all pedestrian fatalities. The figures may therefore overestimate the proportion of fatalities which are over the legal limit.

Table 3h: Blood alcohol levels of fatalities aged 16 and over: GB: 2005

	Percentage over blood alcohol levels (mg/100ml)						Sample size	Percentage	
								Percentage over 80mg/100ml time of accident	
	9	50	80	100	150	200		22:00-03:59	04:00-21:59
Motorcycle riders	21	15	13	12	7	5	425	60	8
Other vehicle drivers	35	27	24	22	16	9	861	53	15
Passengers	47	33	27	24	14	9	253	52	11
Pedestrians	49	41	38	36	32	27	302	72	23
Cyclists	17	8	6	6	6	3	63	25	5

4. Contributory factors to road accidents

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Summary

This article describes the scope and limitations of the information on contributory factors recently added to the national road accident reporting system and presents results from the second year of collection, including:

- *Failed to look properly* was the most frequently reported contributory factor and was reported in 35 per cent of all accidents. Four of the six 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 35 per cent of fatal accidents.
- Pedal cyclists, followed by LGV drivers are the most likely to be in an accident in which they *failed to look properly*, (25 per cent and 23 per cent respectively). Motorcycles are most likely to be in an accident with another vehicle that *failed to look properly*. Drivers or riders between 40 and 49 are the least likely to *fail to look properly* (17 per cent), but above this age the factor increases with driver/rider age.
- In 16 per cent of accidents involving injured or killed pedestrians, the pedestrian casualty had *Pedestrian masked when crossing* as a contributory factor.

Introduction

In 2005 a new question on the factors which contributed to injury accidents was introduced to the national road accident reporting system. The system has always contained a great deal of information about the circumstances of the accident, the vehicles involved and their manoeuvres and the consequent casualties. However, it primarily answers questions about the 'where', 'when' and 'who' of an accident. The contributory factors system has been developed to provide some insight into the 'why' and 'how' they occur. They 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 contributory factors are largely subjective reflecting the opinion of the reporting police officer and are not necessarily the result of extensive investigation. Some factors are less likely to be recorded since evidence may not be available after the event. While this information will be valuable in helping to identify ways of improving safety, care should be taken in its interpretation.

Part 1 of this article presents general analysis from accidents in 2006 and explains the scope of the system, along with the limitations of its use. However, much of the value of this new data is in assessing what happens in particular types of accident. Part 2 looks at the most commonly reported contributory factor in both 2005 and 2006 – *Driver/rider failed to look properly*.

Part 1 – Contributory factor system and general analysis

Contributory factor data

The STATS19 national system of collection of information on road accidents involving human injury gives considerable information about the circumstances of the accident including who the victims are, what types of vehicle are involved and what they are doing at the time of the accident and the general conditions at the time. However, until 2005 it did not routinely include information on the main reasons why road accidents happen.

Between 1999 and 2004 data on contributory factors were collected on a trial basis by 15 police forces. Some concerns were expressed about this trial system, for example some common types of accidents were difficult to describe. As a result of the consultation for the 2002-03 Quality Review of the Collection of Road Accident Statistics, a revised specification for the inclusion of contributory factor data in STATS19 was introduced. From 2005¹ all police forces in Great Britain began reporting contributory factors as an integral part of the STATS19 collection system.

It is important to note that whilst in some cases the contributory factor data collected since 2005 is similar to that collected during the trial, it is not possible to undertake a direct comparison of the results.

The contributory factors in a road accident are the key actions and failures that led directly to the actual impact. They show why the accident occurred and give clues about how it may have been prevented. The contributory factors are largely subjective and depend on the skill and experience of the investigating officer to reconstruct the events which led directly to the accident. The contributory factors 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.

The contributory factor system allows the recording of up to six factors in those accidents reported at scene by the police. Multiple factors may be recorded against an individual participant in the accident (a driver/rider, a pedestrian casualty, a passenger casualty or an uninjured pedestrian), or an individual vehicle (for vehicle defects). Where the road environment was a contributory factor to the accident this can be recorded against any of the participants. Any given factor may be assigned to a number of participants. Both accidents and vehicles can have more than one contributory factor attributed to them, therefore percentages in this article will not necessarily add up to 100. On average 2.4 contributory factors per accident are reported.

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

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

¹ The article based on the first year of contributory factor data can be found on the DfT website at the following web address - <http://www.dft.gov.uk/162259/162469/221412/221549/227755/contributoryfactorstoroadacc1802>

For each of the contributory factors given in an accident the police officer will indicate whether the factor is 'very likely' or 'possible', although in this article no distinction is made between these two categories.

A contributory factor example:

"A car driver is travelling at 40 miles per hour along a residential road with street lights late in the evening whilst talking on a mobile phone. The driver hits a child playing in the road wearing dark clothes".

Both participants in this accident had at least one contributory factor in this accident. The police officer may have coded the accident up as follows:

Contributory factor	Which participant?	Confidence?
Driver using mobile phone	Driver	Possible
Exceeding speed limit	Driver	Possible
Dangerous action in carriageway	Casualty	Very likely
Pedestrian wearing dark clothing at night	Casualty	Very likely

Additionally both participants in this example could also have been attributed *failed to look properly* (or in the case of the child *pedestrian failed to look properly*) as a factor. This is consistent with the data in the tables below which show *failed to look properly* as the most frequently reported contributory factor.

If the police officer had no evidence that the driver of the vehicle that hit the child was exceeding the speed limit (skid marks for instance) he may only suspect that this was the case and so code the factor only as 'possible'. The police officer may also have to rely on information from one of the participants to identify whether or not the driver was using a mobile phone.

As the data are still relatively new they may contain a some reporting errors. For instance, *going too fast for the conditions* should always be attributed to the driver (even if they are also a casualty). However in a small number of cases it has been attributed to a non driver casualty. There are fewer of these errors in 2006 compared to 2005. For future years it may be possible to introduce further validation checks to reduce these errors.

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 2006, 81 per cent of accidents met this condition.

From 1 January 2005 contributory factors should be reported for all accidents where a police officer attended the scene. In the second year in which the new system was used there was an increase in the proportion of these accidents that had contributory factors reported, from 92 per cent in 2005 to 95 per cent in 2006. Accidents which were not reported at scene, or had no contributory factors are excluded from this analysis.

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

- In 2006, 77 per cent of all accidents satisfied both conditions and these accidents are the basis for the analysis in this article, this compares to 74 per cent in 2005.
- 92 per cent of fatal accidents satisfied these conditions, compared with 75 per cent of slight accidents.

- 89 per cent of accidents occurring on motorways satisfied these conditions, compared with 79 per cent and 78 per cent for A roads and B roads respectively.
- Over 83 per cent of Heavy Goods Vehicles and motorcycles involved in accidents in 2006 are included in this analysis. This compares with less than 65 per cent of pedal cycles and buses or coaches.

Table 4a: Accidents and vehicles included in analysis¹: GB 2006

Category	Number included in analysis ¹	Total number in 2006	Per cent included in analysis ¹
Accidents			
Accident severity			
Fatal	2,703	2,926	92
Serious	22,111	24,946	89
Slight	120,984	161,289	75
Road type			
Motorways	7,489	8,379	89
A roads	66,371	84,050	79
B roads	18,552	23,826	78
Other Roads ²	53,386	72,906	73
Accidents included in analysis	145,798	189,161	77

Category	Number included in analysis ¹	Total number in 2006	Per cent included in analysis ¹
Vehicles			
Vehicle type			
Pedal cycles	10,749	16,611	65
Motorcycles	20,249	24,323	83
Cars	208,284	267,991	78
Buses or coaches	5,698	9,133	62
Light goods vehicles	12,296	15,593	79
Heavy goods vehicles	9,720	11,336	86
Other vehicles	2,316	3,072	75
Vehicles included in analysis³	269,312	348,059	77

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

2 Other roads includes C roads and unclassified roads.

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

2006 results

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

- The contributory factor category *driver/rider error or reaction* was the most frequently reported category, involved in 67 per cent of all accidents. It was also the most frequently reported type for each severity of accident.
- *Injudicious action* (including *going too fast for conditions*, *following too close* and *exceeding speed limit*) was the second most frequently reported category, involved in 27 per cent of all accidents. However this increases to 34 per cent of fatal accidents.
- Special codes (including *stolen vehicle*, *vehicle in course of crime* and *emergency vehicle on a call*) were reported for 5 per cent of all accidents.
- Pedestrian contributory factors, which are those where the factor has been attributed to an injured or uninjured pedestrian involved in the accident, were reported in 13 per cent of all accidents and 18 per cent of fatal accidents.

Chart 4a: Contributory Factor type: accidents by severity: GB 2006

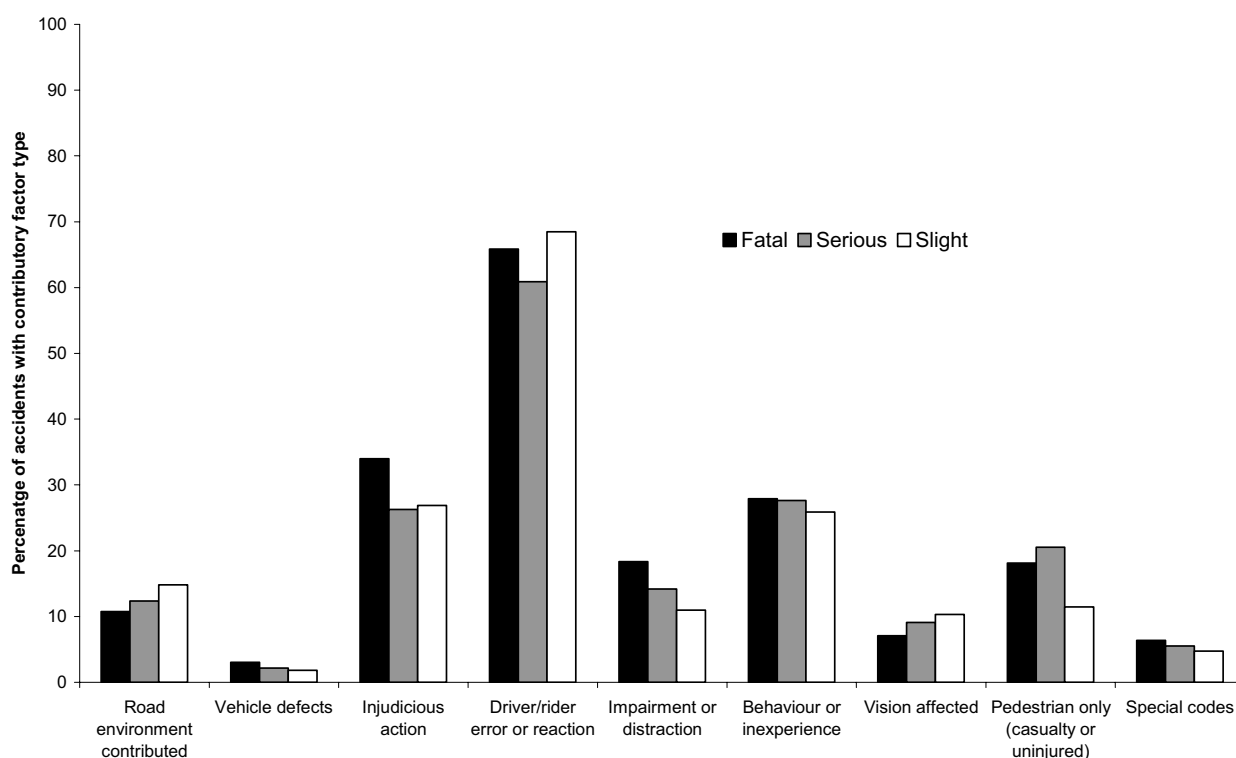


Table 4b shows the percentage of accidents in which each contributory factor was reported, including a breakdown into accident severity.

- *Failed to look properly* was the most frequently reported contributory factor and was involved in 35 per cent of all accidents. This was followed by *failed to judge other person's path/speed* and *careless, reckless or in a hurry* (both 18 per cent). *Failed to look properly* was the most frequently reported contributory factor for slight and serious accidents (36 per cent and 28 per cent).
- For fatal accidents the most frequently reported contributory factor was *loss of control*, which was involved in 35 per cent of fatal accidents. *Loss of control* was also the second largest contributory factor for serious accidents (20 per cent).
- Four of the six most frequently reported contributory factors were some kind of *driver/rider error or reaction*, which includes *failed to look properly* and *failed to judge other person's path or speed*.

Table 4b: Contributory factors: Accidents¹ by severity: GB 2006

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	291	11	2,731	12	17,945	15	20,967	14
Poor or defective road surface	23	1	158	1	732	1	913	1
Deposit on road (eg. oil, mud, chippings)	23	1	371	2	1,826	2	2,220	2
Slippery road (due to weather)	143	5	1,584	7	11,896	10	13,623	9
Inadequate or masked signs or road markings	13	0	77	0	593	0	683	0
Defective traffic signals	3	0	28	0	228	0	259	0
Traffic calming (eg. speed cushions, road humps, chicanes)	3	0	37	0	170	0	210	0
Temporary road layout (eg. contraflow)	4	0	41	0	365	0	410	0
Road layout (eg. bend, hill, narrow carriageway)	91	3	583	3	3,017	2	3,691	3
Animal or object in carriageway	26	1	218	1	1,510	1	1,754	1
Vehicle defects	82	3	484	2	2,207	2	2,773	2
Tyres illegal, defective or under inflated	42	2	193	1	764	1	999	1
Defective lights or indicators	7	0	45	0	203	0	255	0
Defective brakes	18	1	142	1	767	1	927	1
Defective steering or suspension	6	0	53	0	255	0	314	0
Defective or missing mirrors	0	0	3	0	15	0	18	0
Overloaded or poorly loaded vehicle or trailer	15	1	68	0	292	0	375	0
Injudicious action	919	34	5,807	26	32,532	27	39,258	27
Disobeyed automatic traffic signal	32	1	348	2	2,303	2	2,683	2
Disobeyed 'Give Way' or 'Stop' sign or markings	50	2	657	3	4,791	4	5,498	4
Disobeyed double white lines	28	1	105	0	200	0	333	0
Disobeyed pedestrian crossing facility	13	0	159	1	472	0	644	0
Illegal turn or direction of travel	17	1	187	1	889	1	1,093	1
Exceeding speed limit	381	14	1,519	7	5,358	4	7,258	5
Travelling too fast for conditions	493	18	2,819	13	12,768	11	16,080	11
Following too close	43	2	636	3	9,345	8	10,024	7
Vehicle travelling along pavement	13	0	85	0	342	0	440	0
Cyclist entering road from pavement	15	1	222	1	1,031	1	1,268	1
Driver/rider error or reaction	1,780	66	13,460	61	82,839	68	98,079	67
Junction overshoot	44	2	415	2	2,804	2	3,263	2
Junction restart (moving off at junction)	28	1	237	1	2,236	2	2,501	2
Poor turn or manoeuvre	352	13	3,120	14	17,138	14	20,610	14
Failed to signal or misleading signal	14	1	288	1	2,280	2	2,582	2
Failed to look properly	517	19	6,282	28	43,555	36	50,354	35
Failed to judge other person's path or speed	301	11	3,034	14	23,611	20	26,946	18
Passing too close to cyclist, horse rider or pedestrian	25	1	254	1	1,439	1	1,718	1
Sudden braking	89	3	1,007	5	9,258	8	10,354	7
Swerved	166	6	855	4	4,481	4	5,502	4
Loss of control	945	35	4,329	20	16,152	13	21,426	15
Impairment or distraction	496	18	3,140	14	13,280	11	16,916	12
Impaired by alcohol	259	10	1,716	8	5,722	5	7,697	5
Impaired by drugs (illicit or medicinal)	51	2	174	1	410	0	635	0
Fatigue	69	3	385	2	1,511	1	1,965	1
Uncorrected, defective eyesight	4	0	47	0	158	0	209	0
Illness or disability, mental or physical	75	3	393	2	1,379	1	1,847	1
Not displaying lights at night or in poor visibility	14	1	81	0	333	0	428	0
Cyclist wearing dark clothing at night	12	0	80	0	315	0	407	0
Driver using mobile phone	28	1	57	0	260	0	345	0
Distraction in vehicle	54	2	351	2	2,405	2	2,810	2
Distraction outside vehicle	21	1	189	1	1,856	2	2,066	1

Table 4b: Contributory factors: Accidents¹ by severity: GB 2006 (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	754	28	6,110	28	31,296	26	38,160	26
Aggressive driving	250	9	1,175	5	4,398	4	5,823	4
Careless, reckless or in a hurry	429	16	4,064	18	21,175	18	25,668	18
Nervous, uncertain or panic	38	1	296	1	1,932	2	2,266	2
Driving too slow for conditions or slow vehicle (eg tractor)	4	0	18	0	113	0	135	0
Learner or inexperienced driver/rider	144	5	1,188	5	6,314	5	7,646	5
Inexperience of driving on the left	10	0	107	0	604	0	721	0
Unfamiliar with model of vehicle	38	1	231	1	957	1	1,226	1
Vision affected	191	7	2,010	9	12,487	10	14,688	10
Stationary or parked vehicle(s)	29	1	623	3	3,703	3	4,355	3
Vegetation	9	0	99	0	444	0	552	0
Road layout (eg. bend, winding road, hill crest)	44	2	327	1	1,821	2	2,192	2
Buildings, road signs, street furniture	3	0	46	0	277	0	326	0
Dazzling headlights	11	0	80	0	388	0	479	0
Dazzling sun	36	1	380	2	2,692	2	3,108	2
Rain, sleet, snow, or fog	41	2	349	2	2,331	2	2,721	2
Spray from other vehicles	5	0	39	0	307	0	351	0
Visor or windscreen dirty or scratched	3	0	28	0	136	0	167	0
Vehicle blind spot	25	1	195	1	1,511	1	1,731	1
Pedestrian only (casualty or uninjured)	490	18	4,538	21	13,891	11	18,919	13
Pedestrian crossing road masked by stationary or parked vehicle	46	2	978	4	2,823	2	3,847	3
Pedestrian failed to look properly	294	11	3,324	15	10,261	8	13,879	10
Pedestrian failed to judge vehicle's path or speed	124	5	986	4	2,838	2	3,948	3
Pedestrian wrong use of pedestrian crossing facility	27	1	320	1	795	1	1,142	1
Dangerous action in carriageway (eg. playing)	64	2	395	2	1,128	1	1,587	1
Pedestrian impaired by alcohol	121	4	795	4	1,832	2	2,748	2
Pedestrian impaired by drugs (illicit or medicinal)	9	0	69	0	158	0	236	0
Pedestrian careless, reckless or in a hurry	81	3	1,556	7	4,751	4	6,388	4
Pedestrian wearing dark clothing at night	89	3	286	1	588	0	963	1
Pedestrian disability or illness, mental or physical	52	2	169	1	399	0	620	0
Special codes	172	6	1,223	6	5,733	5	7,128	5
Stolen vehicle	40	1	224	1	919	1	1,183	1
Vehicle in course of crime	13	0	94	0	521	0	628	0
Emergency vehicle on a call	5	0	98	0	745	1	848	1
Vehicle door opened or closed negligently	3	0	92	0	476	0	571	0
Other	118	4	773	3	3,389	3	4,280	3
Total number of accidents	2,703	100	22,111	100	120,984	100	145,798	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. 0 indicates zero or negligible values

Table 4c compares the 10 most frequently reported contributory factors in 2005 and 2006. The ten factors remained the same in both years; however there were some small changes in the order and frequency of the factors. The largest change was an increase in the most frequently reported factor, *failed to look properly*, which was reported in 32 per cent of accidents in 2005 and 35 per cent in 2006. At this stage it is not possible to tell whether this change is the result of the reporting police officers developing their understanding of the new system or a genuine change in the kinds of factors that contribute to accidents.

Table 4c: Contributory factors: GB 2005/2006 comparison

Contributory factor reported in accident	2005		2006	
	Number	Percentage	Number	Percentage
Failed to look properly	46,516	32	50,354	35
Failed to judge other person's path or speed	26,245	18	26,946	18
Careless, reckless or in a hurry	23,744	16	25,668	18
Poor turn or manoeuvre	22,052	15	20,610	14
Loss of control	21,204	14	21,426	15
Travelling too fast for conditions	17,107	12	16,080	11
Slippery road (due to weather)	14,268	10	13,623	9
Pedestrian failed to look properly	13,690	9	13,879	10
Following too close	10,847	7	10,024	7
Sudden braking	10,273	7	10,354	7
Total number of accidents	147,509	100	145,798	100

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

2 Includes only the ten most frequently reported contributory factors

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

The percentages in this table are different from those in Table 4b which gives the percentage of **accidents** with each contributory factor. For example when looking at *Failed to look properly* – 52,378 vehicles had this contributory factor out of a total of 269,312 vehicles (19 per cent of vehicles). The vehicles which had this contributory factor were in 50,354 accidents out of a total of 145,798 accidents (35 per cent of accidents). Part of the reason for the lower number when looking at the percentage of vehicles is that 116,133 vehicles (43 per cent) involved in accidents had no contributory factor reported.

- *Failed to look properly* was the most frequently reported contributory factor for every vehicle type. More information on this factor can be found in the second part of this article.
- Motorcycles had a notably higher percentage of the contributory factors *learner/inexperienced driver* (9 per cent) and *loss of control* (14 per cent) when compared to other vehicle types.
- *Sudden braking* was the second most frequently reported contributory factor for buses or coaches (13 per cent). 3 per cent of buses or coaches had *passing too close to cyclist* as a contributory factor. This was higher than any other vehicle type.
- *Cyclist entering road from pavement* was attributed to 11 per cent of pedal cycles in accidents and *cyclist wearing dark clothes* at night was attributed to 3 per cent.
- 6 per cent of Heavy Goods Vehicles (HGVs) involved in accidents had *vehicle blind spot* as a contributory factor.
- *Exceeding speed limit* was attributed to 3 per cent of cars involved in accidents, while *travelling too fast for conditions* was attributed to 6 per cent. For fatal accidents these figures are 10 per cent and 13 per cent respectively.

Table 4d: Contributory factors: vehicles¹ by vehicle type: GB 2006

Contributory factor attributed to vehicle ⁴	Pedal cycles		Motorcycles		Cars		Bus or Coach	
	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³
Failed to look properly	2,697	25	2,961	15	40,482	19	865	15
Failed to judge other person's path or speed	840	8	2,221	11	22,027	11	447	8
Careless, reckless, in a hurry	963	9	2,185	11	20,251	10	410	7
Loss of control	460	4	2,930	14	16,703	8	74	1
Poor turn or manoeuvre	642	6	1,972	10	16,213	8	283	5
Travelling too fast for conditions	238	2	1,673	8	13,072	6	173	3
Slippery road (due to weather)	126	1	1,188	6	11,860	6	96	2
Sudden braking	113	1	1,096	5	8,092	4	740	13
Following too close	92	1	779	4	8,275	4	206	4
Learner or inexperienced driver/rider	166	2	1,787	9	5,594	3	15	0
Impaired by alcohol	202	2	454	2	6,450	3	3	0
Exceeding speed limit	9	0	907	4	6,129	3	13	0
Junction restart (moving off at junction)	22	0	62	0	2,200	1	51	1
Passing too close to cyclist, horse rider, pedestrian	28	0	68	0	1,168	1	166	3
Cyclist entering road from pavement	1,137	11	10	0	55	0	0	0
Vehicle blind spot	10	0	24	0	899	0	39	1
Cyclist wearing dark clothing at night	327	3	29	0	23	0	0	0
No lights at night	215	2	61	0	123	0	1	0
Vehicles with no contributory factor	4,998	46	7,500	37	90,567	43	3,058	54
Number of vehicles	10,749	100	20,249	100	208,284	100	5,698	100

Contributory factor attributed to vehicle ⁴	Light goods vehicle		Heavy goods vehicle		All vehicles ²	
	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³
Failed to look properly	2,858	23	2,155	22	52,378	19
Failed to judge other person's path or speed	1,573	13	1,199	12	28,494	11
Careless, reckless, in a hurry	1,383	11	726	7	26,086	10
Loss of control	670	5	394	4	21,389	8
Poor turn or manoeuvre	1,073	9	936	10	21,286	8
Travelling too fast for conditions	755	6	416	4	16,409	6
Slippery road (due to weather)	608	5	333	3	14,283	5
Sudden braking	549	4	359	4	11,003	4
Following too close	788	6	617	6	10,815	4
Learner or inexperienced driver/rider	64	1	25	0	7,687	3
Impaired by alcohol	289	2	34	0	7,472	3
Exceeding speed limit	180	1	81	1	7,348	3
Junction restart (moving off at junction)	116	1	69	1	2,534	1
Passing too close to cyclist, horse rider or pedestrian	157	1	112	1	1,723	1
Cyclist entering road from pavement	4	0	0	0	1,208	0
Vehicle blind spot	121	1	625	6	1,748	1
Cyclist wearing dark clothing at night	1	0	0	0	380	0
No lights at night	7	0	9	0	419	0
Vehicles with no contributory factor	4,930	40	4,047	42	116,133	43
Number of vehicles	12,296	100	9,720	100	269,312	100

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

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

³0 indicates zero or negligible values – most are between 0.1%-0.5%

⁴Includes only the ten most frequently reported contributory factors for each vehicle

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

- *Pedestrian failed to look properly* was the most frequently reported contributory factor in both accidents involving injured or killed pedestrians and accidents involving uninjured pedestrians.
- In 16 per cent of accidents involving injured or killed pedestrians, the pedestrian casualty had *Pedestrian masked when crossing* as a contributory factor. The equivalent figure for uninjured pedestrians is 6 per cent.

Table 4e: Contributory factors: Pedestrians¹: GB 2006

Contributory factor attributed to pedestrian ³	Accidents involving injured or killed pedestrian ⁴		Accidents involving uninjured pedestrian ⁴	
	Number	Per cent ²	Number	Per cent ²
Pedestrian failed to look properly	12,711	57	85	31
Pedestrian careless, reckless or in a hurry	5,878	26	72	26
Pedestrian crossing road masked by stationary or parked vehicle	3,644	16	16	6
Pedestrian failed to judge vehicle's path or speed	3,407	15	13	5
Pedestrian impaired by alcohol	2,488	11	8	3
Dangerous action in carriageway (eg. playing)	1,443	6	21	8
Wrong use of pedestrian crossing facility	1,091	5	10	4
Pedestrian wearing dark clothing at night	900	4	5	2
Pedestrian disability or illness, mental or physical	551	2	2	1
Pedestrian impaired by drugs (illicit or medicinal)	207	1	1	0
Road layout (eg. bend, hill, narrow carriageway)	22	0	8	3
Slippery road (due to weather)	16	0	30	11
Animal or object in carriageway	5	0	22	8
Deposit on road (eg. oil, mud, chippings)	2	0	8	3
Number of accidents	22,353	100	273	100

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

2 0 indicates Zero or negligible value - most are between 0.1% and 0.5%

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

4 Accidents can involve both pedestrian casualties and uninjured pedestrians

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

- *Failed to look properly* was the most frequently reported contributory factor for every road class. 37 per cent of accidents on A roads had this factor compared with 26 per cent on motorways.
- *Following too close* was a contributory factor in 16 per cent of accidents on motorways compared with 9 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 12 per cent of accidents compared with 8 per cent for motorways and 9 per cent for A roads.

Table 4f: Contributory factors: Accidents¹ by road type: GB 2006

Contributory factor reported in accident ⁴	Motorways		A roads		B roads		Other roads ²		All roads	
	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³	Number	Per cent ³
Failed to look properly	1,912	26	24,572	37	6,042	33	17,828	33	50,354	35
Failed to judge other persons path/speed	1,859	25	14,056	21	3,244	17	7,787	15	26,946	18
Careless, reckless or in a hurry	722	10	12,582	19	3,199	17	9,165	17	25,668	18
Loss of control	1,619	22	9,228	14	3,312	18	7,267	14	21,426	15
Poor turn or manoeuvre	841	11	10,382	16	2,613	14	6,774	13	20,610	14
Travelling too fast for conditions	854	11	7,450	11	2,274	12	5,502	10	16,080	11
Pedestrian failed to look properly	30	0	5,370	8	1,516	8	6,963	13	13,879	10
Slippery road (due to weather)	590	8	5,853	9	2,306	12	4,874	9	13,623	9
Sudden braking	893	12	5,486	8	1,256	7	2,719	5	10,354	7
Following too close	1,227	16	6,000	9	948	5	1,849	3	10,024	7
Impaired by alcohol	279	4	2,975	4	1,115	6	3,328	6	7,697	5
Learner or inexperienced driver/rider	211	3	2,964	4	1,149	6	3,322	6	7,646	5
Swerved	609	8	2,537	4	753	4	1,603	3	5,502	4
Total number of accidents	7,489	100	66,371	100	18,552	100	53,386	100	145,798	100

¹Includes 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.

²Other roads includes C roads and unclassified roads.

³0 indicates zero or negligible values – most are between 0.1% - 0.5%

⁴Includes only the ten most frequently reported contributory factors for each road type

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

Part 2 of this article gives an example of the more detailed analysis using contributory factor data.

Part 2 – Accidents involving *failed to look properly* as a contributory factor

The first two years of contributory factor data has shown that *failed to look properly* is the most commonly reported contributory factor to road accidents. In 2006 it was allocated to 19 per cent of all vehicles in accidents and these accidents accounted for 35 per cent of all accidents.

The definition of *failed to look properly* is:

“A driver/rider either failed to look where they were going or they looked, but misinterpreted what they saw (looked but did not see). May be used where driver/rider was not paying attention to the road ahead.”

It is clear that this definition is quite broad and may encompass a large range of accident circumstances. The purpose of this part of the article is to investigate the kinds of accidents and drivers/riders which have *failed to look properly* as a contributory factor (also referred to as “the factor”). It is possible *failed to look properly* may sometimes be used as an excuse for their behaviour by drivers at fault, or as a default option by police officers in the absence of alternative evidence. There was a similar issue with the contributory factor *looked but failed to see* from the pilot contributory factor system. A review of this factor was published in 2005².

Theoretically the factor should only be allocated to drivers or riders. However there are a small number of accidents in which the factor was attributed to participants who were not reported as drivers/riders. These accidents account for less than one per cent of all accidents involving failed to look properly and are included in the following analysis. There is a separate *failed to look properly* factor specifically allocated to pedestrians which is not included in the following analysis.

Table 4b in the first part of the article shows the factor is much more prevalent in accidents with a lower severity. It was reported in 19 per cent of fatal accidents, 28 per cent of serious accidents and 36 per cent of slight accidents. Therefore, slight accidents are almost twice as likely to involve the factor as fatal accidents.

Table 4g: Accidents with "failed to look properly" as a contributory factor, by road type: GB 2006

Road type	Percentage of accidents with factor			
	Fatal	Serious	Slight	All accidents
Motorways	9	21	26	26
Urban A roads	20	36	45	43
Urban other roads ¹	24	31	40	38
All urban roads ^{1,2}	22	33	42	41
Rural A roads	20	26	30	29
Rural other roads ¹	15	20	24	23
All rural roads ^{1,2}	18	23	28	27
All roads²	19	28	36	35

1 Excludes motorways

2 Includes cases where road class was not reported

² Review of the 'Looked but Failed to See' Accident Causation Factor – Road Safety Research Report No. 60

Table 4g shows that *failed to look properly* occurs more in urban accidents than rural accidents. This may be because there is more going on in urban environments for the driver to fail to see or to be distracted by. Drivers also *fail to look properly* more on A roads than motorways or more minor roads.

Table 4h: Accidents with "failed to look properly" as a contributory factor, by junction location: GB 2006

Junction type	Number of accidents at junction type	Number of accidents with factor	Percentage of accidents with factor
Private drive/entrance	5,228	2,835	54
Mini-roundabout	1,162	570	49
Crossroads	13,947	6,787	49
T or staggered junction	43,355	19,433	45
Roundabout	10,606	4,554	43
Multiple junction	2,061	835	41
Other junction	4,850	1,742	36
Slip road	2,489	820	33
All junctions	83,698	37,576	45
Not at within 20 metres of a junction	62,100	12,778	21
All accidents	145,798	50,354	35

Three-quarters of *failed to look properly* accidents happen at or near a junction; accidents occurring at T or staggered junctions have the most *failed to look properly* accidents, 19,433 accidents in 2006 (table 4h). However, accidents occurring at private drives or entrances were the most likely to involve a participant *failing to look properly* as over half of all these accidents involved the factor. There is little difference between crossroads and mini-roundabouts in the proportion of accidents that involved the factor

Almost 60 per cent of drivers that were performing U turns at the time of the accident *failed to look properly* (table 4i). This was followed by over 50 per cent of the 26,400 drivers who were turning right. Although the proportion of vehicles going ahead that *failed to look properly* was relatively low (15 per cent), going ahead was the most common manoeuvre of vehicles that *failed to look properly* (38 per cent of these vehicles). This is because of the very large proportion of vehicles in accidents were going ahead at the time of the accident. Overall drivers or riders were more likely to *fail to look properly* if they were either turning or changing lane to the right compared to turning or changing lane to the left. This is especially true for car drivers and motorcycle riders..

Table 4i: Vehicles with "failed to look properly" as a contributory factor, by vehicle manoeuvre: GB 2006

Manoeuvre	Number of vehicles in accidents	Number of vehicles with factor	Percentage of vehicles with factor
U turn	2,126	1,251	59
Turning right	26,399	13,795	52
Reversing	2,649	1,369	52
Changing lane to right	3,085	1,560	51
Changing lane to left	2,293	1,036	45
Moving off	8,191	3,658	45
Turning left	7,261	2,730	38
Overtaking-nearside	1,547	363	23
Overtaking moving vehicle-offside	5,938	1,363	23
Overtaking static vehicle-offside	3,234	680	21
Going ahead other	128,758	19,793	15
Waiting to turn left	1,131	150	13
Waiting to turn right	4,807	512	11
Slowing or stopping	19,218	1,985	10
Going ahead left-hand bend	12,425	647	5
Going ahead right-hand bend	13,683	559	4
Waiting to go-held up	16,023	594	4
Parked	10,469	319	3
All vehicles¹	269,312	52,378	19

1 Includes unknown vehicle manoeuvres

Table 4j: Vehicles with "failed to look properly" as a contributory factor, by vehicle and accident type: GB 2006

Vehicle type	Percentage of vehicle type with failed to look as a contributory factor				
	Single Vehicle Accidents		Two vehicle accidents	Three or more vehicle accidents	All accidents
	No pedestrian casualties	With pedestrian casualties			
Pedal cycle	8	35	26	16	25
Motorcycle	5	21	16	14	15
Car	4	18	25	11	19
Bus or Coach	13	11	18	13	15
LGV	4	24	29	14	23
HGV	4	20	27	15	22
All vehicles¹	5	18	25	11	19

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

1 Includes other vehicle types

Overall pedal cyclists are the most likely road user group to *fail to look properly*. However this is largely due to child (aged under 16) pedal cyclists. 46 per cent of child pedal cyclists *failed to look properly* compared to 19 per cent of adult pedal cyclists. LGV drivers are the most likely to *fail to look properly* in two vehicle accidents and bus or coach drivers are the most likely to *fail to look properly* in single vehicle accidents with no pedestrians. Over half of these buses/coaches also had *sudden braking* as a contributory factor. Motorcyclists were the least likely to *fail to look properly* followed closely by buses or coaches. In general drivers in two vehicle accidents are the most likely to *fail to look properly*. The following table concentrates on these kinds of accidents.

Table 4k: Two vehicle accidents in which a driver or rider had "failed to look properly" as a contributory factor: GB 2006

		Percentage of drivers who "failed to look properly"					
Vehicle 2 \ Vehicle 1		HGV	LGV	Bus or Coach	Car	Motorcycle	Pedal cycle
Pedal cycle		41	48	27	38	22	22
Motorcycle		34	50	27	47	18	
Car		28	26	17	22		
Bus or Coach		29	34	19			
LGV		14	16				
HGV		15					

	Vehicle 2 type
Vehicle 1 type	X
	Y

X is the percentage of vehicle 1 type that had failed to look properly as a contributory factor in two vehicle accidents between vehicle type 1 and vehicle type 2.

Y is the percentage of vehicle 2 type that had failed to look properly as a contributory factor in two vehicle accidents between vehicle type 1 and vehicle type 2.

Table 4k shows, for two vehicle accidents, the percentage of each vehicle type that *failed to look properly* when in an accident with another vehicle type. Motorcycles are most likely to be in an accident with another vehicle that *failed to look properly*, particularly LGV drivers (50 per cent) and car drivers (47 per cent). By comparison motorcycle riders *failed to look properly* in only 16 per cent of accidents with LGVs.

LGV drivers are the most likely to *fail to look properly* in two vehicle accidents, not only in accidents with motorcycles but also in accidents with pedal cycles (48 per cent) and buses or coaches (34 per cent).

In accidents between vehicles types of different sizes, the driver of the larger vehicle is twice as likely to *fail to look properly* as the driver of the smaller vehicle. This is probably because smaller vehicles are more difficult to see.

Chart 4b shows that drivers or riders under 16 are the most likely to *fail to look properly* (43 per cent). However, almost all of these under 16s are pedal cyclists. In 2006 those between 40 and 49 were the least likely to *fail to look properly* (17 per cent), but above this age the factor increases with driver/rider age. There is little difference between the percentage of male drivers (20 per cent) and female drivers (19 per cent) who *failed to look properly*.

Chart 4b: Percentage of driver/riders with failed to look properly as a contributory factor, by driver/rider age: GB 2006

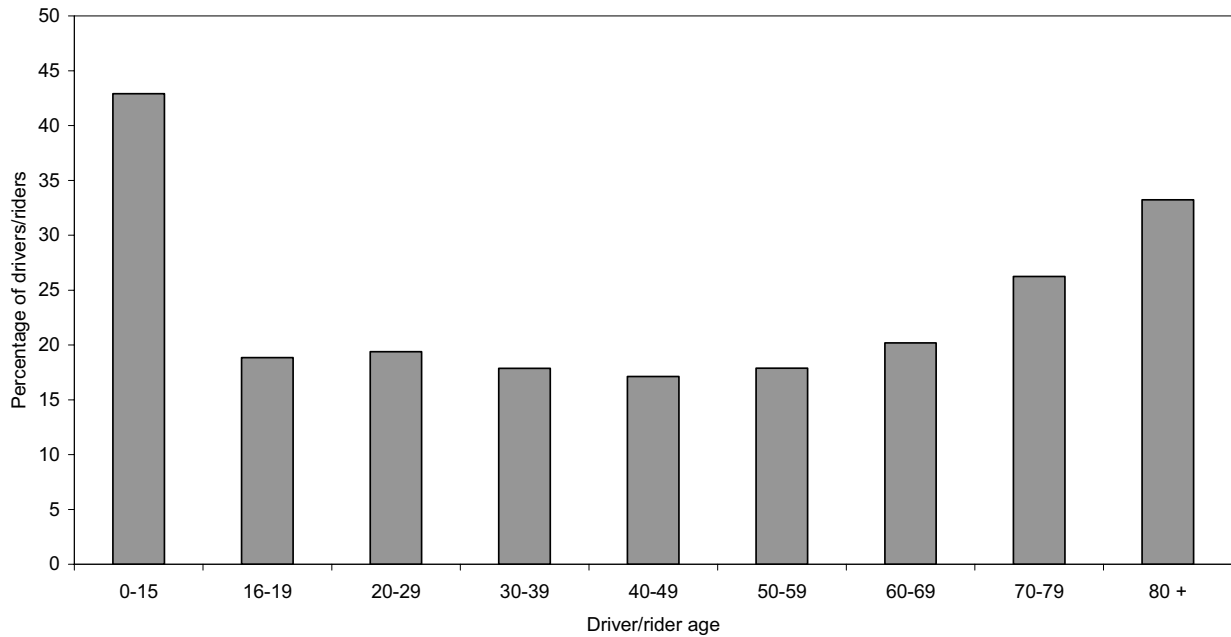


Table 4I: Other contributory factors allocated to vehicles that had failed to look properly as a contributory factor: GB 2006

Contributory Factors ¹	Percentage of vehicles
Failed to judge other person's path or speed	25
Careless, reckless or in a hurry	22
Poor turn or manoeuvre	21
Disobeyed 'Give Way' or 'Stop' sign or markings	7
Travelling too fast for conditions	6
Following too close	6
Total number of vehicles with failed to look properly as a contributory factor	52,378

¹ Includes only contributory factors attributed to over 5 per cent of vehicles which failed to look properly.

Over half of all drivers who had *failed to look properly* as a contributory factor also had one of three other factors – *failed to judge other person's path or speed* (25 per cent), *careless, reckless or in a hurry* (22 per cent) and *poor turn or manoeuvre* (21 per cent). All other individual factors were reported against less than 5 per cent of drivers who *failed to look properly*.

In 36 per cent of accidents with a bus or coach in which a car driver *failed to look properly* the car driver also had *poor turn or manoeuvre* as a contributory factor. The figure is similar for cars in accidents with motorbikes. Around a third of cars drivers who *failed to look properly* in accidents with HGVs also *failed to judge the HGV's path or speed*.

5. Hit and run accidents

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

The national accident statistics report form (previously known as STATS19) has recorded 'Hit and Run' vehicles for many years. However, these data have not been published in regular tables or articles in *Road Casualties Great Britain* since 1994. A one-off research report was published on hit and run accidents 1990–2002 in 2004.

A 'hit and run' injury accident (H&R) is one in which one or more of the driver's or rider's vehicles involved left the scene of an accident prematurely.¹ It is acknowledged that, where 'hit and run' is used on the form, it is likely that most information about the vehicle and its driver will be unknown. However, where this information becomes available later, for example where a 'hit and run driver' is pursued and caught, it should be entered in on the form.²

The public are understandably concerned about the risk of being involved in a hit and run accident. This is not simply because they expect a driver involved in an accident to stop, especially if there may be a casualty. It is also because people associate hit and run drivers with a wide range of motoring offences and therefore consider them to be a particular risk to other drivers. Only a small proportion of casualty accidents fall into this category, but it is important to monitor their frequency as an indicator of bad driving.

Summary

This article examines trends in 'hit and run' accidents between 1997 and 2006, where these accidents occur, who is injured and which types of vehicles are involved. Key statistics include

- Eleven per cent of all reported personal injury road accidents involve at least one hit and run driver/rider. This accounts for 6 per cent of all vehicles and 10 per cent of all casualties. These proportions have remained relatively consistent over the past three years.
- The majority of H&R injury accidents and casualties are of slight severity (approximately 90 per cent).
- Over a fifth of fatal H&R injury accidents occurred between midnight and 4 am, whilst half of all H&R accidents happened between 9 am and 6 pm.
- Over 85 per cent of H&R injury accidents were on built-up roads, with over a third of all H&R accidents occurring on A roads.
- Fifty-six per cent of casualties in H&R injury accidents were car occupants, with a quarter of these being 20–29 years old.

¹ Broughton, J (2004) *Hit and Run accidents, 1990-2002, TRL Report TRL6512*

² Department for Transport (2004) *STATS20, Instructions for the completion of road accident reports*

Accident, vehicle and casualty trends

Table 5a shows the annual numbers and percentages of H&R injury accidents by severity between 1997 and 2006. The total number of H&R injury accidents peaked in 2002, at 26,225 accidents. This has slowly declined to 21,006 in 2006, a 6 per cent reduction on the previous year. The number of fatal accidents however are at a similar level as in 2002, having dipped slightly in between.

The percentage of H&R injury accidents as a proportion of all road accidents has remained consistent over the past three years at 11 per cent. However, the number of H&R accidents has increased by 14 per cent since 1997, despite the number of all road accidents decreasing by 21 per cent over the same period.

**Table 5a: Reported personal injury road accidents involving at least one hit and run driver/rider:
GB 1997 - 2006**

Year	Number of H&R accidents / Percentage of all accidents in category							
	Fatal		Serious		Slight		Total	
1997	113	3%	2,035	6%	16,209	8%	18,357	8%
1998	113	4%	1,933	6%	16,458	8%	18,504	8%
1999	132	4%	2,055	6%	17,788	9%	19,975	8%
2000	105	3%	2,276	7%	20,192	10%	22,573	10%
2001	129	4%	2,352	7%	22,300	11%	24,781	11%
2002	151	5%	2,673	9%	23,401	12%	26,225	12%
2003	147	5%	2,584	9%	23,490	13%	26,221	12%
2004	135	5%	2,182	8%	21,397	12%	23,714	11%
2005	146	5%	2,037	8%	20,084	12%	22,267	11%
2006	152	5%	1,917	8%	18,937	12%	21,006	11%

The majority (approximately 90 per cent) of all H&R injury accidents are of slight severity. One reason for expecting a H&R accident to be less severe is that at least one of the vehicles involved is relatively undamaged and can be driven away immediately afterwards. The slight accidents therefore dictate the trend of H&R accidents. Fatal accidents have represented less than 1 per cent of all H&R injury accidents in the past ten years; whilst serious accidents have represented approximately 10 per cent.

Chart 5a shows that serious and slight H&R accidents have shown a fall in the relative proportion since 2005, whilst fatal accidents have increased slightly.

Chart 5a: Relative proportion of hit and run accidents to all reported personal injury road accidents, by severity : GB 1997- 2006

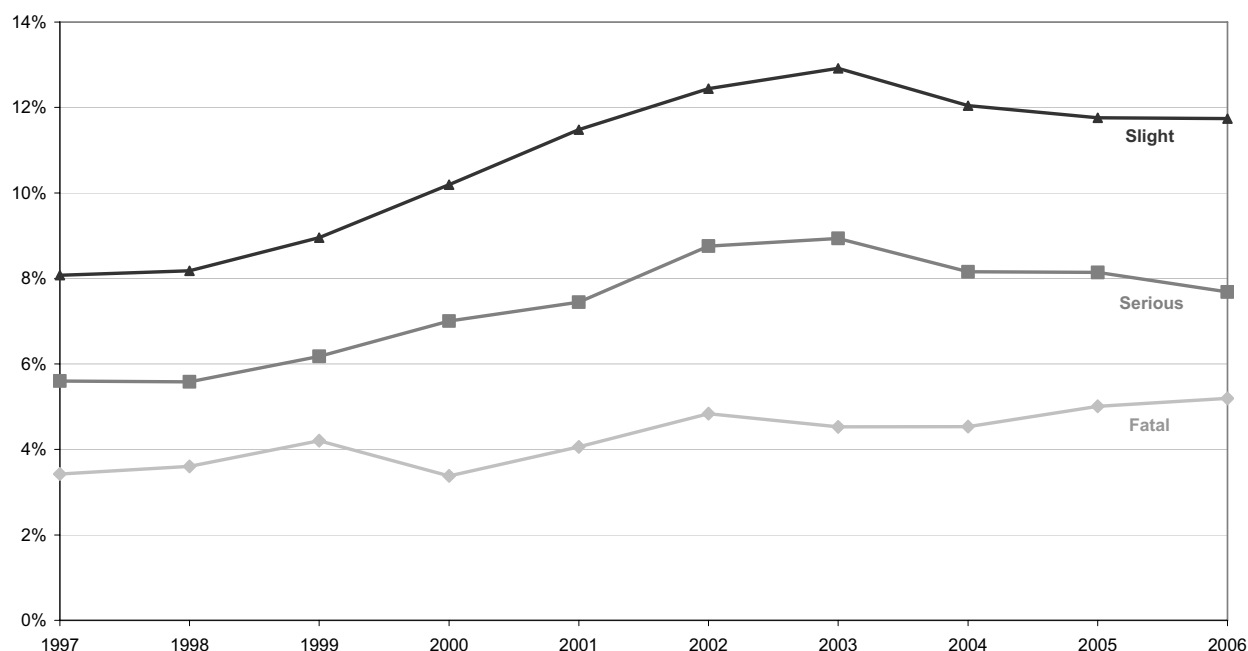


Table 5b shows the number and percentage of vehicles reported to be involved in personal injury road accidents who left the scene, over the past ten years. There has been a 21 per cent decrease in the number of vehicles involved in road accidents in the past ten years. In this period, there has been a slight rise in the proportion of vehicles involved in H&R injury accidents, rising from 4 per cent in 1997 to 7 per cent in 2003 and currently at 6 per cent in 2006.

The police officer at the scene of the accident may also code the hit and run question as ‘non-stop vehicle, not hit’. This includes cases where a vehicle was involved in an accident but did not or was not hit, and therefore left the scene of an accident. The driver’s actions cannot be described as ‘hit and run’ because they may not have been aware of the accident. Information about the driver and vehicle is not known, and is therefore not included in our hit and run statistics.

Table 5b: Vehicles involved in reported personal injury road accidents, by hit and run status: GB 1997-2006

Year	Number/Percentage of vehicles					
	Hit And Run		Non/stop Vehicle not hit		All accidents	
1997	18,872	4%	3,571	1%	438,877	100%
1998	19,159	4%	3,856	1%	437,105	100%
1999	20,789	5%	4,061	1%	430,492	100%
2000	23,447	5%	4,526	1%	429,943	100%
2001	25,905	6%	4,369	1%	420,073	100%
2002	27,543	7%	4,319	1%	408,325	100%
2003	27,161	7%	4,097	1%	392,022	100%
2004	24,313	6%	4,156	1%	379,845	100%
2005	22,918	6%	5,265	1%	366,236	100%
2006	21,562	6%	4,761	1%	348,059	100%

Casualties resulting from H&R injury accidents over the same period have shown a similar trend to H&R accidents, as shown in Table 5c. In 2006, slight casualties represented over 90 per cent of all H&R casualties, whilst fatalities and serious casualties represented less than 1 per cent and 8 per cent respectively. In 2006, there had been a 6 per cent decrease in the number of casualties resulting from H&R accidents since 2005.

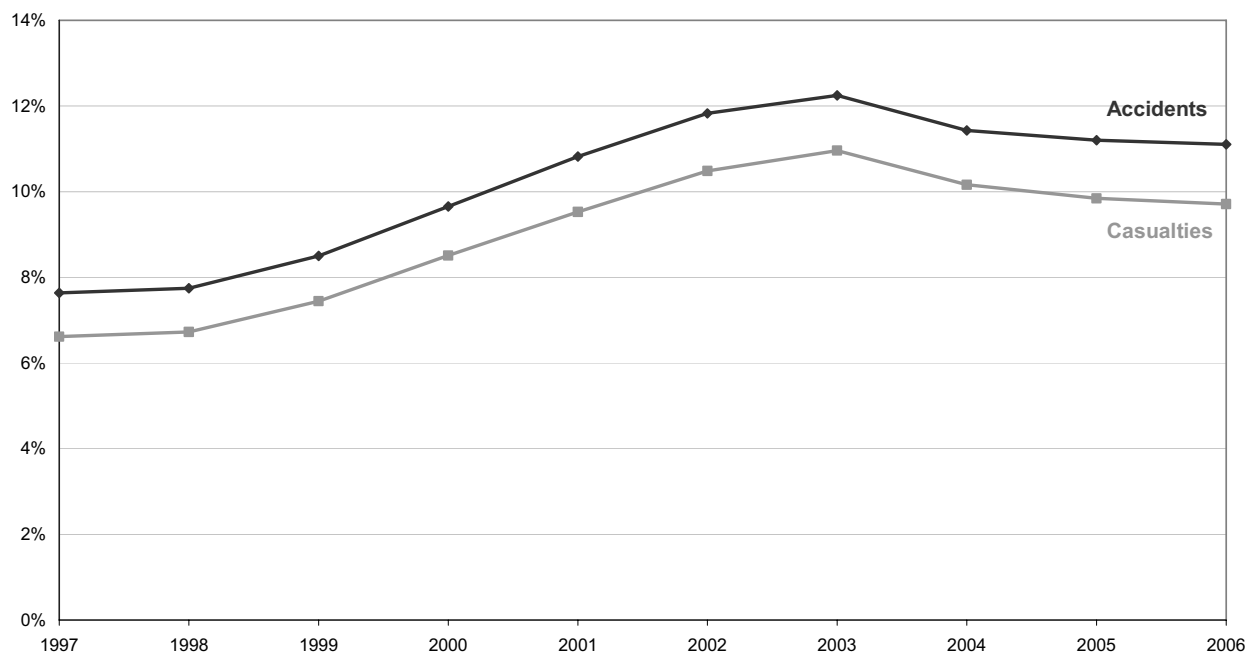
The percentage of H&R casualties as a proportion of all road accident casualties has remained at 10 per cent over the past three years. However, the number of H&R casualties has increased by 16 per cent over the last ten years, despite there being a 21 per cent decrease in all casualties resulting from road accidents over the same time period.

Table 5c: Casualties resulting from reported personal injury road accidents involving at least one hit and run driver/rider: GB 1997 - 2006

Year	Number of H&R casualties / Percentage of all casualties in category							
	Fatal		Serious		Slight		Total	
1997	119	3%	2,213	5%	19,361	7%	21,693	7%
1998	118	3%	2,131	5%	19,613	7%	21,862	7%
1999	134	4%	2,239	6%	21,469	8%	23,842	7%
2000	111	3%	2,495	7%	24,656	9%	27,262	9%
2001	132	4%	2,553	7%	27,158	10%	29,843	10%
2002	154	4%	2,924	8%	28,649	11%	31,727	10%
2003	154	4%	2,840	8%	28,862	11%	31,856	11%
2004	145	5%	2,364	8%	26,033	11%	28,542	10%
2005	150	5%	2,187	8%	24,345	10%	26,682	10%
2006	153	5%	2,055	7%	22,885	10%	25,093	10%

Chart 5b shows the increase in the percentage of H&R injury accidents and casualties as a proportion of all personal injury road accidents and casualties since 1997, where H&R accidents represented 8 per cent and casualties 7 per cent, to a peak in 2003 where accidents were 12 per cent and casualties were 11 per cent of all accidents. Since 2003, there has been a gradual decline in the relative proportion of H&R injury accidents and casualties for all severities, except for fatal H&R accidents and casualties (Chart 5a).

Chart 5b: Relative proportion of hit and run accidents and casualties to all reported personal injury road accidents and resulting casualties: GB 1997- 2006



Time of day

Table 5d shows that in 2006 half of all H&R injury accidents occurred between 9am and 6pm, with a further 22 per cent occurring between 6pm and 10pm. Fatal accidents were more likely to occur during evening hours than daytime. Conversely, slight accidents occurred more frequently during daytime.

A greater proportion of H&R injury accidents occurred during 18:00–03:59 than all road accidents at these times. Conversely, from 09:00 to 17:59 there was a lower proportion of H&R injury accidents occurring than in all road accidents.

Table 5d: Reported personal injury road accidents involving at least one hit and run driver/rider, by time of accident: GB 2006

Time of accident	Number/Percentage of accidents									
	H&R accidents						All accidents			
	Fatal		Serious		Slight		Total		Total	
00:00 - 03:59	34	22%	250	13%	1,453	8%	1,737	8%	9,026	5%
04:00 - 08:59	18	12%	210	11%	2,152	11%	2,380	11%	26,508	14%
09:00 - 17:59	31	20%	773	40%	9,724	51%	10,528	50%	107,011	57%
18:00 - 21:59	40	26%	457	24%	4,210	22%	4,707	22%	36,440	19%
22:00 - 23:59	29	19%	227	12%	1,397	7%	1,653	8%	10,158	5%
Total ¹	152	100%	1,917	100%	18,937	100%	21,006	100%	189,161	100%

¹ Includes cases where time is missing

The percentage of casualties resulting from H&R injury accidents was similar to that for H&R accidents.

Location

Table 5e shows the breakdown of H&R injury accidents by severity and road types. Over one-third of H&R injury accidents occurred on A roads, of which a quarter were on 30 mph roads. The vast majority of H&R injury accidents happened on built-up roads (86 per cent), whilst only 3 per cent of H&R injury accidents were on motorways. This concurs with the fact that slight accidents represent over 90 per cent of all H&R accidents, and lower speeds tend to be associated with less damage to the vehicle involved.

Table 5e: Reported personal injury road accidents involving at least one hit and run driver/rider, by road type: GB 2006

		Number/Percentage of H&R accidents					
		FSA ¹		Slight		Total	
All built up roads ²	A roads	627	3%	6,001	29%	6,628	32%
	B roads	207	1%	1,846	9%	2,053	10%
	Other roads	929	4%	8,397	40%	9,326	44%
	All roads	1,763	8%	16,244	77%	18,007	86%
All Non-built up ²	A roads	160	1%	1,319	6%	1,479	7%
	B roads	32	0%	258	1%	290	1%
	Other roads	73	0%	599	3%	672	3%
	All roads	265	1%	2,176	10%	2,441	12%
All roads	Motorways	41	0%	517	2%	558	3%
	A roads	787	4%	7,320	35%	8,107	39%
	B roads	239	1%	2,104	10%	2,343	11%
	Other roads	1,002	5%	8,996	43%	9,998	48%
	Total	2,069	10%	18,937	90%	21,006	100%

¹ Fatal or serious accident

² Excludes motorways

Vehicle and road user types

Table 5f shows the number and percentage of H&R vehicles involved in accidents by vehicle type. In 2006, 83 per cent of H&R vehicles were cars. Since cars were involved in 77 per cent of all personal injury road accidents, other vehicles are therefore under-represented in H&R accidents, especially pedal cycles and motorcycles.

Table 5f: Hit and Run vehicles involved in reported personal injury road accidents involving at least one hit and run driver/rider, by vehicle type: 2006

Road user type	Number/Percentage of vehicles									
	H&R accidents								All accidents	
	Fatal		Serious		Slight		Total		Total	
Pedal cycle	1	0%	23	0%	205	1%	229	1%	16,611	5%
Motorcycle	7	0%	110	1%	557	3%	674	3%	24,323	7%
Car	131	1%	1,591	7%	16,128	75%	17,850	83%	267,991	77%
Bus	1	0%	36	0%	349	2%	386	2%	9,133	3%
LGV	10	0%	89	0%	1,241	6%	1,340	6%	15,593	4%
HGV	12	0%	59	0%	624	3%	695	3%	11,336	3%
All ¹	163	1%	1,953	9%	19,446	90%	21,562	100%	348,059	100%

¹ Includes all road user types and cases where road user type was not reported

Table 5g shows that, in all H&R injury accidents, 60 per cent of resulting casualties were male. A quarter of casualties were 20–29 years old, whilst the age group 80–99 years was the only age group where there were more female than male casualties reported. Over half of H&R casualties were aged 20–49 years. This pattern is similar to the overall pattern of road casualties.

Table 5g: Casualties resulting from reported personal injury road accidents involving at least one hit and run driver/rider, by age and gender: GB 2006

Age of casualty	Number/Percentage of casualties							
	H&R casualties						All casualties	
	Male		Female		Total ¹		Total ¹	
0 - 9	491	2%	380	2%	871	3%	10,233	4%
10 - 14	844	3%	572	2%	1,416	6%	12,070	5%
15 - 19	2,203	9%	1,316	5%	3,520	14%	36,796	14%
20 - 29	3,729	15%	2,447	10%	6,177	25%	60,129	23%
30 - 39	3,052	12%	1,900	8%	4,953	20%	46,034	18%
40 - 49	2,181	9%	1,508	6%	3,689	15%	36,983	14%
50 - 59	1,175	5%	848	3%	2,024	8%	23,537	9%
60 - 69	542	2%	417	2%	959	4%	13,155	5%
70 - 79	211	1%	210	1%	421	2%	8,277	3%
80 - 99	88	0%	117	0%	205	1%	4,802	2%
All ages ²	15,037	60%	10,040	40%	25,093	100%	258,404	100%

¹ Includes cases where sex was not reported

² Includes cases where age was not reported

Table 5h shows that 56 per cent of casualties in H&R injury accidents were car occupants. Over a quarter of these H&R car occupant casualties were 20–29 years old, with a further 20 per cent aged 30–39 years.

Table 5h: Casualties resulting from reported personal injury road accidents involving at least one hit and run driver/rider, by casualty type and age: GB 2006

Age of casualty	Number of H&R casualties							
	Pedestrian	Pedal Cyclist	Motorcycle Rider/Passenger	Car Occupant	Bus or Coach Occupant	LGV Occupant	HGV Occupant	Total ¹
0 - 9	391	88	0	370	13	5	2	871
10 - 14	744	379	9	259	12	7	0	1,416
15 - 19	903	376	490	1,695	21	25	5	3,520
20 - 29	1,163	588	396	3,810	57	122	24	6,177
30 - 39	880	553	300	2,989	65	111	31	4,953
40 - 49	651	363	222	2,277	52	75	35	3,689
50 - 59	435	180	73	1,227	36	36	21	2,024
60 - 69	230	74	27	564	33	15	9	959
70 - 79	143	20	3	228	22	1	0	421
80 - 99	101	4	1	79	11	0	0	205
All ages ²	5,776	2,693	1,582	14,041	350	411	131	25,093
% of H&R casualties	23%	11%	6%	56%	1%	2%	1%	100%
% of all casualties	12%	6%	9%	66%	3%	2%	1%	100%

¹ Includes cases where gender was not reported

² Includes cases where age was not reported

Charts 5c(i) and (ii) show the proportion of casualties involved in H&R injury accidents, by casualty type, compared with the same proportions for all accidents. A smaller proportion of car occupants were involved in H&R injury accidents than in all accidents (56 per cent compared to 66 per cent), whilst a greater proportion of pedestrians and pedal cyclists were involved in H&R injury accidents than in all accidents (34 per cent compared to 18 per cent).

Chart 5c(i): Casualties involved in H&R accidents, by casualty type: GB 2006

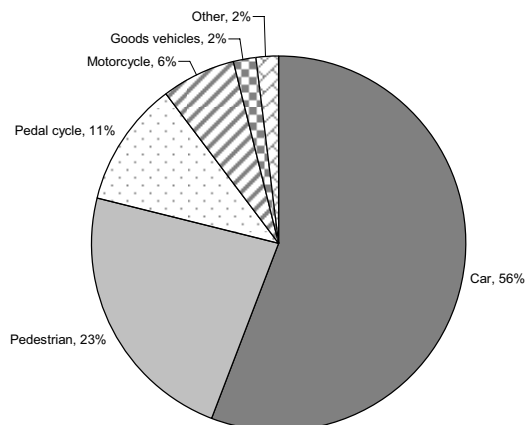
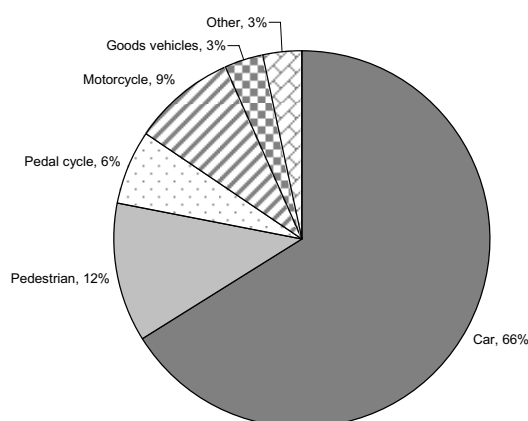


Chart 5c(ii): Casualties involved in all accidents, by casualty type: GB 2006



Regional

In 2006, nearly one-third of all H&R injury accidents and resulting casualties occurred in the North West (approximately 15 per cent) or London (approximately 18 per cent). The North East, Wales and Scotland had the lowest number of H&R injury accidents and resulting casualties (4 per cent). The regional breakdown of H&R injury accidents is shown in Table 5i.

Table 5i: Reported personal injury road accidents involving at least one hit and run driver/rider, by government office region: GB 2006

Government Office Region	Number/Percentage of H&R accidents					
	FSA ¹		Slight		Total	
North East	86	4%	714	4%	800	4%
North West	289	14%	2,825	15%	3,114	15%
Yorkshire and the Humber	192	9%	1,749	9%	1,941	9%
East Midlands	154	7%	1,193	6%	1,347	6%
West Midlands	200	10%	2,178	12%	2,378	11%
East of England	180	9%	1,571	8%	1,751	8%
South East	216	10%	2,226	12%	2,442	12%
London	452	22%	3,370	18%	3,822	18%
South West	109	5%	1,484	8%	1,593	8%
Wales	67	3%	850	4%	917	4%
Scotland	124	6%	777	4%	901	4%
Great Britain	2,069	100%	18,937	100%	21,006	100%

¹ Fatal or serious accidents

The relative proportion of H&R injury accidents, comparing the number of H&R injury accidents to the total number of reported personal injury road accidents, shows that London, West Midlands and North West have the highest proportions (15, 13 and 13 per cent respectively). Scotland has the lowest proportion (7 per cent). The relative casualty proportions are similar. These patterns are likely to be associated with the patterns shown by road type in Table 5e.

6. The use of hospital data on road accidents

Barbara Noble and David Robinson, Transport Statistics: Road Safety, Department for Transport

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Key points

- Hospital Episodes Statistics (HES) is a key source of information on the medical outcomes of more serious road accidents. This article describes the differences between HES and police data (STATS19), which is the main source used to track casualty rates, and explains why HES data have to be used with care for trend analysis.
- Pedal cyclist casualties account for 17 per cent of HES road traffic accident casualties in England, but only 8 per cent in the STATS19 dataset. Accidents in which the pedal cyclist did not collide with another vehicle or object account for 60 per cent of the HES pedal cyclist casualties, but only 5 per cent of STATS19 pedal cyclist casualties.
- Pedal cyclists admitted to hospital following collisions with motor vehicles are most likely to have injuries to the head or face (49 per cent) or legs or hips (36 per cent). Accidents in which there was no direct collision result in more injuries to the arms/shoulders (47 per cent).

Introduction

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

During the 1990s, a new source of information on road traffic accidents for England became available, known as Hospital Episode Statistics (HES). Similar systems also exist in Wales (Patient Episode Database for Wales) and Scotland (Scottish Morbidity Record). HES is potentially an excellent source of information on the medical outcomes of road accidents, but coverage and trends in road accidents from the police and hospital sources differ in many ways.

This article:

- explains the differences between STATS19 and HES as data sources on road accidents
- considers factors affecting the analysis of trend data from HES
- gives an example of the type of analysis that can be done, using HES data on cycling casualties.

Hospital Episode Statistics (HES)

HES data on patient admissions for each 'Finished Consultant Episode' (FCE) are collected on behalf of the Information Centre for Health and Social Care (IC), having been submitted by hospitals from their local systems, known as 'Patient Administrative Systems'. The most significant purpose for hospitals submitting the information from their local systems is ensuring the correct funding of hospitals by charging the Primary Care Trust (PCT) responsible for the patient.

Each HES record contains clinical details of the patient's condition, coded to the International Classification of Diseases (ICD). The ICD codes allow the identification of patients whose injuries have been caused by a road traffic accident. The 10th revision of ICD (ICD10)¹ was introduced into the HES system in 1996. In contrast to ICD9, details of the vehicles involved are included, and so from 1996 the HES system became a useful source of information on road casualties.

ICD10 codes

Every diagnosis of injury or poisoning (ICD10 codes in sections S and T) should also be given an 'external cause', covered by codes in section V. The codes covering land transport accidents are V01 to V89. Accidents involving trains and non traffic injuries are then removed to identify road traffic accidents.

Chart 6a: Percentage of (a) road traffic admissions and (b) seriously injured casualties by road user type: England 2005/2006

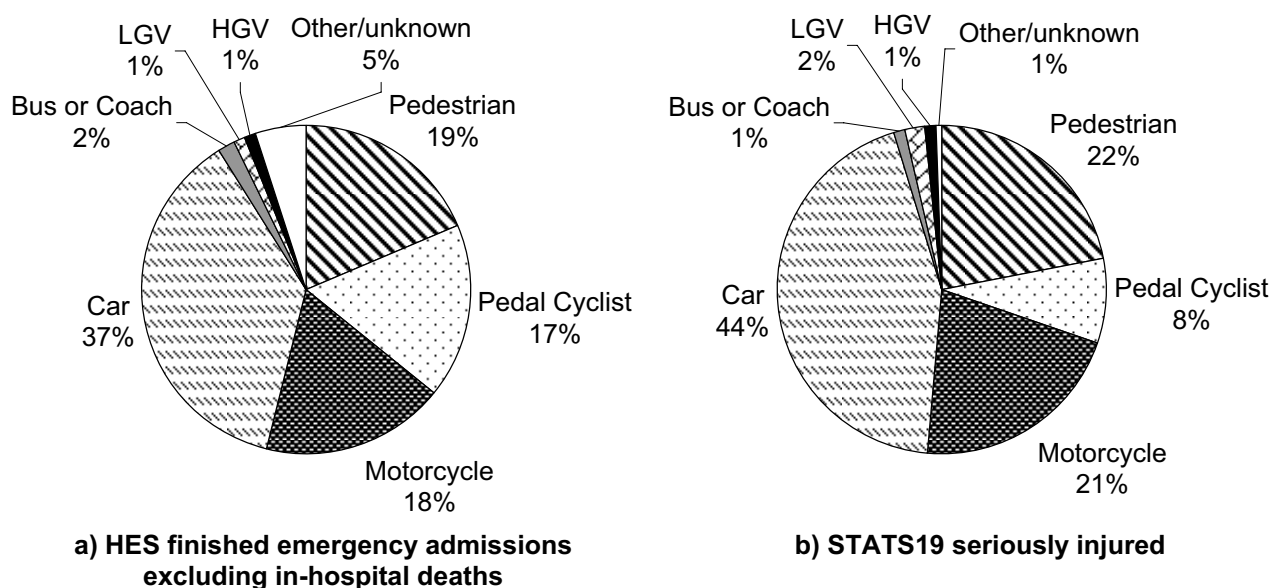


Chart 6a shows that casualty data from HES and STATS19 have broadly similar breakdowns by road user type. The most significant difference is between the proportions of pedal cyclists, accounting for 17 per cent of HES admissions, but only 8 per cent of STATS19 serious casualties.

As an example of the type of analysis that can be done using HES data, pedal cycle casualties are explored in more detail later in this article.

¹ ICD10 <http://www.who.int/classifications/apps/icd/icd10online/>

Comparisons between HES and STATS19 definitions

There are many definitional differences between HES and STATS19. These are summarised in the table below.

	STATS19	HES
Coverage	<p>Confined to accidents on the public highway involving injury reported to the police, including slight injuries where patients are not admitted to hospital</p> <p>Excludes confirmed suicides; death from natural causes; injuries to pedestrians with no vehicle involvement (e.g. falls)</p>	<p>Covers only patients <u>admitted</u> to hospitals, which currently excludes attendance at A&E only. Includes accidents not reported to the police.</p> <p>ICD codes allow non-traffic accidents to be excluded, but only where they are known to have taken place off the highway. Accidents are assumed to have occurred on the public highway unless another place is specified.</p> <p>Excludes patients not admitted to hospital, e.g. treated in A&E, by GPs etc, or not requiring professional treatment.</p>
Fatalities	<p>Almost all fatalities within 30 days of the accident are likely to be recorded</p>	<p>Many fatalities take place at the scene of the crash or in A&E, and are never admitted to hospital.</p> <p>Fatalities can be identified in HES, but deaths may be later than 30 days after the accident. These are identifiable if they are still in hospital when they die.</p>
Details of injury, including severity	<p>Fatal, serious or slight only.</p> <p>'Serious' accidents include all admitted to hospital or any of the following injuries: fractures, concussion, internal injuries, crushings, non-friction burns, severe cuts, severe general shock requiring medical treatment and any injuries causing death 30 or more days after the accident.</p> <p>Note that severity is judged by the police, who are not medical experts and may misclassify serious injuries as slight or vice versa.</p>	<p>Very detailed coverage of medical diagnosis using ICD codes.</p> <p>Intensive investigations are likely to lead to much more accurate severity diagnosis</p>

	STATS19	HES
Duplicate records	Unlikely	Records created for each 'finished admission episode'. The same patient can be counted more than once if they are discharged from hospital and then readmitted.
Details of accident	Extensive, including all vehicles involved, location of accident	Few – confined to identifying vehicle type(s) or pedestrian involved.
Patient details	Age (may be estimated), sex, home address postcode in about 75 per cent of cases	Likely to be fuller and more accurate, including home postcode in most cases.

In spite of these differences, it is possible to manipulate HES data to be broadly comparable to STATS19, and this has been done in earlier studies.^{2,3} In particular, fatalities, off-road casualties and duplicate records should be removed from the HES data, and comparisons between the sources are only possible for those classified by STATS19 as 'serious'. All HES admission data in this article are finished in year emergency admissions, excluding non traffic accidents and in-hospital deaths. A full list of ICD10 codes used to compare with STATS19 road accidents can be found on the web tables accompanying this article on the DfT's website.⁴

In addition to definitional differences between STATS19 and HES, trends in the sources may also differ due to a combination of a number of factors, including:

- Changes in hospitals' practices or in how they record their data, particularly changes to the comparatively new HES system over time
- A change in the proportion of road casualties admitted to hospital
- A genuine change in the number of less severe, non-hospitalised casualties which are still classed as "serious" in STATS19 – many such cases will be handled in A&E only, and therefore are not recorded in the HES statistics
- Changes in the police recording of injury severity
- A change in the level of reporting of accidents by the public to the police. Note that there is not a duty on the public to report all personal injury road accidents to the police.⁵

The first point is covered in the following section.

² Road Safety Research Report No.69: Under-reporting of Road casualties Phase 1 <http://www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme5/underreportingofroadcasualti4788>

³ Road accident casualties: a comparison of STATS19 data with Hospital Episode Statistics <http://www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme5/roadaccidentscasualtiescompa4787>

⁴RCGB2006 web tables <http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/>

⁵ Legal requirement <http://www.collisionreporting.gov.uk/Law/default.asp>

Development of Hospital Episode Statistics (HES)

As the HES system has evolved, there have been a number of significant factors which over time have led to considerable improvements and changes to the data. The HES website⁶ contains the following warning:

Please exercise care when comparing HES figures for different years.

Fluctuations in the data can occur for a number of reasons, e.g. organisational changes, reviews of best practice within the medical community, the adoption of new coding schemes and data quality problems that are often year specific. These variations can lead to false assumptions about trends.

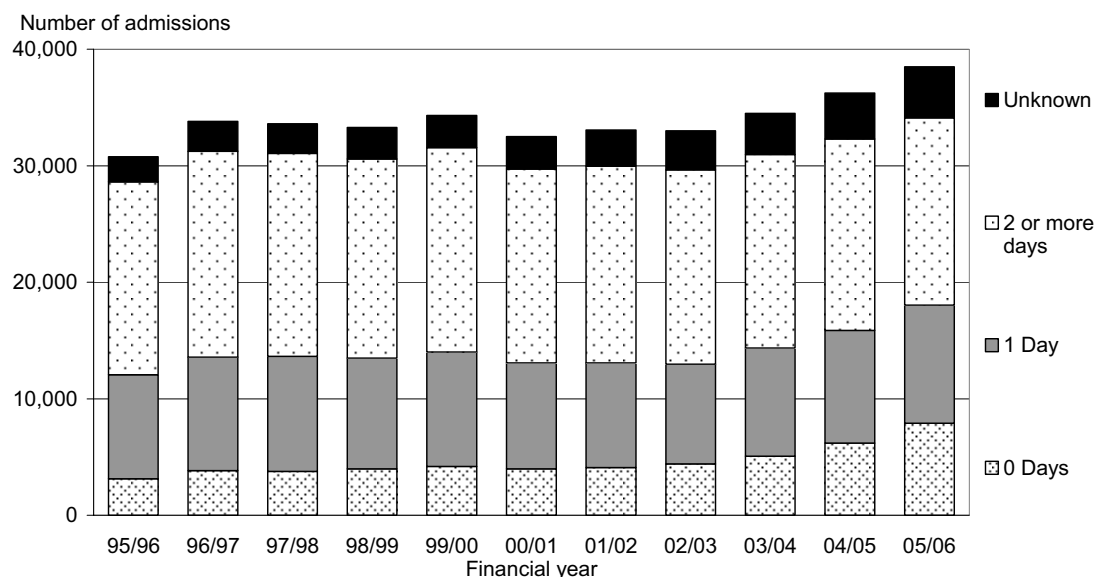
We advise users of time series data to carefully explore the relevant issues before drawing any conclusions about the reasons for year-on-year changes.

These organisational and administrative changes are discussed in this section.

Length of admissions from A&E

Chart 6b shows the number of nights casualties spent in hospital following admission from A&E. The proportion of short stay admissions of 0 or 1 day was almost constant from 1995/96 to 2002/03, accounting for about 40 per cent of all road casualty admissions of known duration. This proportion grew to 47 per cent in 2005/6.

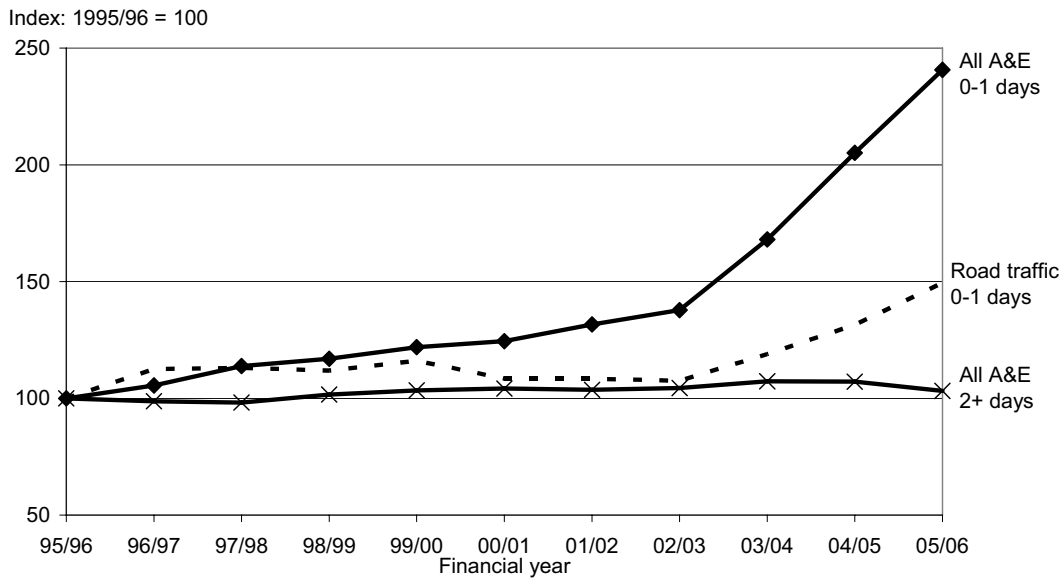
**Chart 6b: Road traffic admissions from A&E, by length of stay:
HES 1995/1996 - 2005/2006**



The overall increase in admissions of 17 per cent from 2002/3 to 2005/6 is accounted for by the increases in admissions of 0 days (up 79 per cent) and 1 day (up 18 per cent), and also of unknown duration (up 30 per cent). Admissions of 2 or more days slightly decreased (by 4 per cent) over this period.

⁶ HES website warning on trends www.hesonline.nhs.uk/Ease/servlet/ContentServer?siteID=1937&categoryID=484

**Chart 6c: Trends in admissions from A&E by length of stay:
HES 1995/96 to 2005/06**



It is likely that road casualty admissions are being driven by changes affecting all admissions from A&E. Chart 6c shows overall trends (in index form) in admissions from A&E of duration 0 and 1 day, compared with 2 or more days. The impact of changes from 2002/03 to 2005/06 is pronounced. Overall admissions of 0–1 days rose by 75 per cent, from 700 to 1,200 thousand. In contrast there was a 1 per cent fall in admissions of 2+ days, from 890 to 879 thousand.

Chart 6c also shows road casualty admissions from A&E of 0–1 days, which increased from 13 to 18 thousand (39 per cent) from 2002/03 to 2005/06. This change was about half of that seen in total admissions from A&E of this length.

Increasingly, practice for patients requiring short periods of observation and assessment has been to use assessment or short-stay admission wards, determined locally, for monitoring and for the benefit of the patient.

The rise in road traffic emergency admissions via A&E does not therefore necessarily equate to an actual rise in the number of road traffic accidents but more likely reflects a change in practice over this time.

Coverage, coding and IT systems

All hospitals have contributed to HES since its inception with full data held for 1989/90 onwards. There is a target for hospitals to provide 98 per cent of coded data to a central unit within two months.

Since 1996 there has been increased validation of external cause codes and other improvements in coding. In addition, an improved IT system (HES2) was introduced in 2002/03, which allowed for 14 diagnosis codes, rather than seven previously. Some road casualties with extensive injuries would require more than seven codes, and as the external cause is always the last in the sequence, some road casualties would not have been recorded as such. Thus the noticeable increase in road casualty numbers from 2002/03 described above may also have been partly caused by this improvement in coding.

Payment by results

The recent introduction of 'Payment by Results'⁷ has led to a step change in the importance of HES to the NHS, and hence of the accuracy and number of ICD10 codes attributed to each FCE. Each PCT is charged for the hospital treatment of its residents, according to such factors as the length of stay in hospital, the severity and number of their conditions, and other factors such as the age of the patient.

Payment by results and a continuing effort to improve the accuracy of coding mean that there are likely to be further improvements (and hence changes) to HES in the future.

Understanding trends in road accidents using HES and STATS19

The purposes of the HES and STATS19 datasets are different, although both are derived from administrative sources. STATS19 was developed to provide detailed statistical reports of road casualties, and has aimed to provide consistent data for trend analysis over time. However, this relies on levels of reporting of road casualties to the police remaining constant, and there is some evidence that this may not be the case.^{2,3}

HES road casualty data are a by-product of a source whose key purpose is to provide administrative and medical data to the health service. HES data are currently difficult to use for monitoring trends in road casualties for the reasons discussed above. However, HES may develop into a very powerful source if it proves possible to link information on the circumstances of road accidents in STATS19 with medical information on casualties, with the potential to improve road safety and treatment. This is discussed in more detail below.

Combining data sources

Plans are progressing to match individual HES and STATS19 records. Initially, this will be used to estimate proportions of known road casualties appearing in both sources, in HES only, and in STATS19 only. Seeing how these proportions have changed in recent years may help to understand trends in road casualties which appear in either or both sources, but will not enable an estimate to be made of all road casualties as many will not appear in either source. The challenge will be to achieve a high level of matching, but it is not a straightforward process as there are only limited fields (age, postcode of home address, gender, type of casualty, location, date of accident) on which to match.

⁷ Payment by results

<http://www.dh.gov.uk/en/Policyandguidance/Organisationpolicy/Financeandplanning/NHSFinancialReforms/index.htm>

In the longer term an anonymised matched database will have considerable potential use for research into the medical consequences of road accidents, and should provide a powerful evidence base for the development of effective policy to improve road and vehicle safety, reduce the risk of injury and inform the treatment of casualties. Such databases exist already, including:

- STATS19 and the Scottish hospital data (SHIPS) – linked datasets were created on an ad-hoc basis by the Transport Research Laboratories (TRL) for the research projects which are described in TRL Report 420 (1999).⁸
- The Co-Operative Crash Injury Study (CCIS) has been investigating real-life car collisions in the UK since 1983 to understand car-occupant injury causation. In each investigation, a detailed examination of a collision-damaged car is correlated with the injuries to the occupants.
- Data in a number of states of the USA, using 'CODES' software for probabilistic matching.⁹
- A number of EU countries are also looking at linking road accident data and hospital data.^{10,11}

Other data sources

In the longer term we may be able to make use of other sources of data that will help us to understand trends in road traffic accidents, e.g. attendance at A&E, information from emergency services, and from the insurance industry, but at present these data are not available to a common format or submitted to central databases.

The Scottish Household Survey has included questions about road accidents in interviews conducted from February 1999 to March 2003, and from 2005 onwards.^{12,13} Following a pilot in the Office of National Statistics's Omnibus survey¹⁴ questions on road accidents were also added to the DfT's National Travel Survey (NTS) in January 2007. The first data will be available in summer 2008. In future, the NTS will provide an independent, non-administrative source, but sample sizes will be too small to provide any information other than broad trends at the national level.

⁸ Linkage of STATS19 and Scottish hospital in-patient data – analyses for 1980-1995
http://www.trl.co.uk/store/report_detail.asp?srid=2579&pid=108

⁹ Crash Outcome Data Evaluation System (CODES)
www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/CODES.html

¹⁰ SafetyNet Work Package 1.6 – 'Estimation of the real number of road accident casualties'
www.erso.eu/safetynet/content/wp_1_care_accident_data_1.htm

¹¹ International Traffic Safety Data and Analysis Group (IRTAD), Special Reports
<http://cemt.org/IRTAD/IRTADPublic/irtadpub.htm>

¹² Road Accidents Scotland 2005
<http://www.scotland.gov.uk/Publications/2006/11/22093058/0>

¹³ Household Transport in 2005: some Scottish Household Survey results
<http://www.scotland.gov.uk/Publications/2006/10/26092751/0>

¹⁴ Experiences of road accidents – Piloting new questions for the National Travel Survey
<http://www.dft.gov.uk/pgr/statistics/datatablespublications/personal/methodology/roadaccnewntsquestions>

HES pedal cyclists casualties

This section uses HES data to look at pedal cyclist road accident casualties. Pedal cyclists are among the most vulnerable road users but previous research has shown that they are underrepresented within STATS19.³ Chart 6a shows that in England in the financial year 2005/2006 pedal cyclists accounted for 8 per cent of all seriously injured casualties in STATS19, and 17 per cent of emergency road traffic admissions recorded in HES.

Table 6a: Pedal cyclist casualties, by collision type: England 2005/2006

Collision type	HES		STATS19	
	Number	Per cent	Number	Per cent
No collision ¹	4,268	60	101	5
Collision with ² :	2,186	31	1,899	91
Object	242	3	100	5
Pedestrian / animal	34	0	4	0
Cyclist	89	1	12	1
Motorcycle	50	1	42	2
Car / LGV	1,592	23	1,616	77
HGV / Bus	102	1	109	5
Other vehicle	77	1	16	1
Total³	7,065	100	2,092	100

¹ HES: Fall or thrown from pedal cycle (without antecedent collision),

STATS19: Single vehicle accidents, no pedestrian/animal, no object hit.

² STATS19: If a pedal cyclist has been recorded as colliding with an object and is involved in an accident with another vehicle, only the collision with the object will be shown here.

³ Includes accidents in which it is unknown whether the pedal cyclists collided with a vehicle or object.

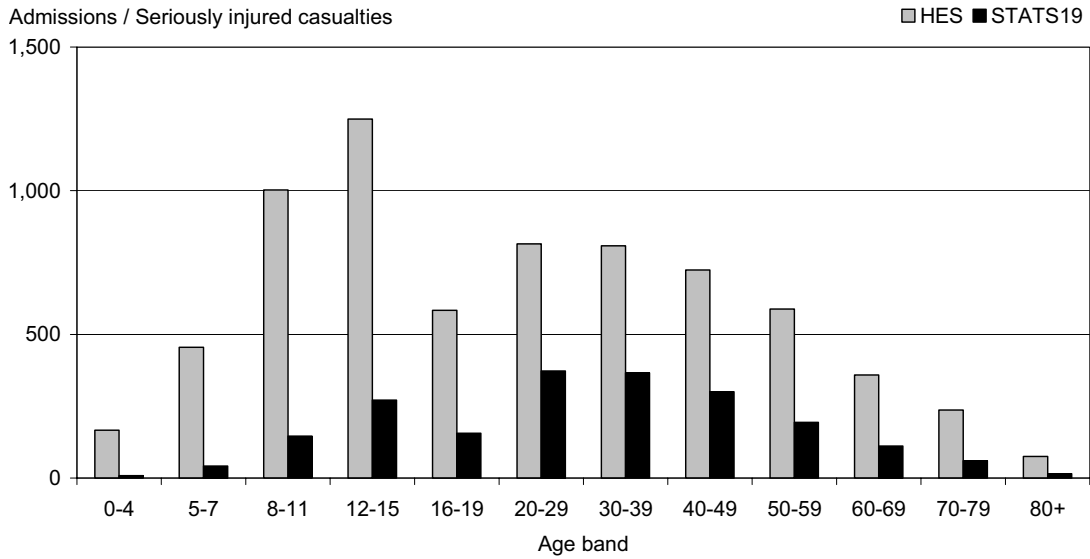
Table 6a compares the collision types for admissions in HES with those in STATS19. Pedal cyclists injured in road accidents who are admitted to hospital are included in STATS19 as seriously injured casualties, provide they are reported to the police. However, in 2005/2006 there were about two thousand seriously injured pedal cyclists casualties in STATS19 in England, compared to about seven thousand hospital admissions recorded in HES (both excluding deaths).

Accidents in which the pedal cyclist did not collide with another vehicle or object (for example falls or throws) account for the majority of this difference. They make up only 5 per cent of seriously injured casualties in STATS19 but account for 60 per cent of admissions in HES. This disparity may be due to a couple of factors. Firstly, if the location of the accident is not specified in the patient's records it will be assumed that it was a traffic accident. This may mean that some off-road accidents are included and non-collision accidents may be particularly vulnerable to this. Secondly, accidents in which the pedal cyclist is the only participant are relatively unlikely to be reported to the police.

For pedal cyclist accidents involving motorcycles, cars, goods vehicles and buses there is little difference between the number of pedal cyclist casualties in HES and STATS19.

Charts 6d and 6e shows the distribution of HES admissions and STATS19 seriously injured casualties by age for all accidents (6d) and collision only accidents (6e).

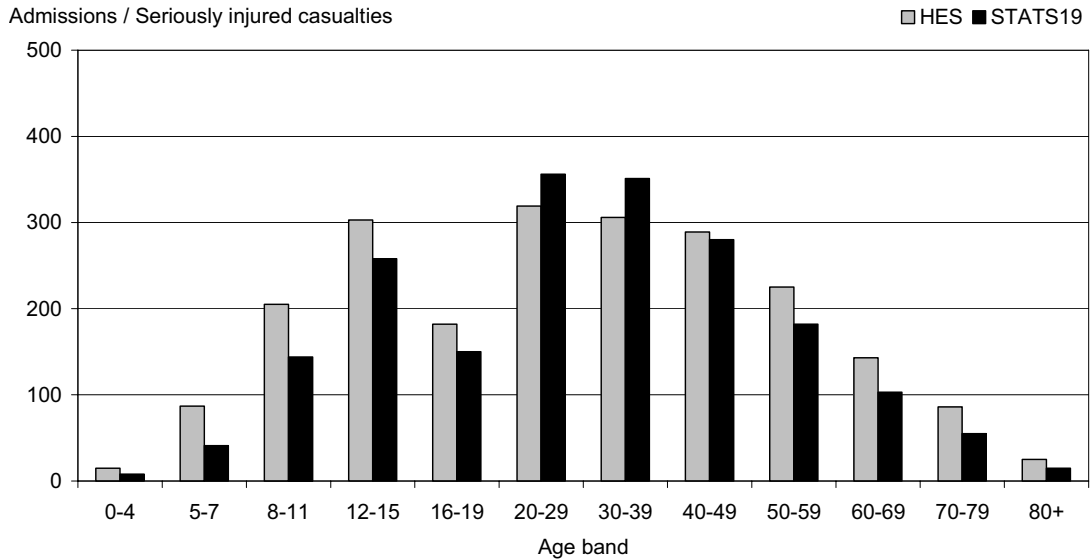
**Chart 6d: All pedal cyclist road traffic casualties by age:
England 2005/2006**



The biggest difference between the numbers in HES and STATS19 is for children (aged 0-15) for whom there are 6 times as many admissions in HES as there are seriously injured casualties in STATS19. However, 70 per cent of the admissions in this age group were not the result of a collision accident. 2,006 of the 4,268 (47 per cent) non collision accident admissions were children, compared to 610 of the 2,186 (28 per cent) collision accident admissions.

The smallest difference between the two sources is for pedal cyclists aged 20-29, for whom there are twice as many admissions in HES as seriously injured casualties in STATS19.

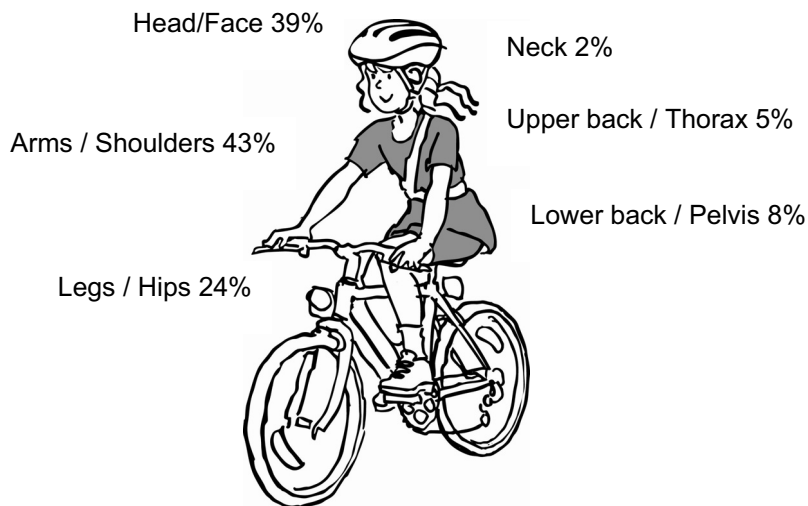
**Chart 6e: Collision only pedal cyclist road traffic casualties by age:
England 2005/2006**



The two series more closely resemble each other when accidents in which there was no collision are excluded as shown in chart 6e. There are still more child and aged 50 and over pedal cyclist admissions in HES than seriously injured casualties in STATS19 but the reverse is true for cyclists aged 20 to 39.

There is also a relatively minor difference between HES and STATS19 in the proportion of pedal cyclist casualties that are male or female. 82 per cent of seriously injured casualties in STATS19 are male compared to 79 per cent of admissions in HES. This difference is more pronounced for child casualties – 85 per cent of child casualties in STATS19 are male, compared to 79 per cent in HES.

Percentage of road traffic pedal cyclist admissions with injuries to each body region: HES 2005/2006



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

The illustration shows the distribution of injuries to pedal cyclists admitted to hospital. Most admissions are as a result of injuries to the head/face or to the arms/shoulders. However the legs/hips were injured in around a quarter of admissions. Neck injuries were involved in only 2 per cent of admissions. This compares to 14 per cent of car users who were admitted with an injured neck.

Table 6b: Pedal cyclist admissions, by collision type and body region: HES 2005/2006

Body region	In collision with:				No collision ¹		All admissions ²	
	Motor vehicle		Object		Number	per cent ³	Number	per cent ³
Head/face	897	49	115	48	1,504	35	2,785	39
Legs/hips	662	36	53	22	850	20	1,716	24
Lowerback/pelvis	209	11	23	10	281	7	575	8
Neck	51	3	12	5	42	1	120	2
Upperback/Thorax	180	10	13	5	115	3	339	5
Arms/shoulders	608	33	95	39	2,015	47	3,021	43
All injuries ³	1,818	100	242	100	4,268	100	7,065	100

¹ Fall or thrown from pedal cycle (without antecedent collision)

² Includes collisions with pedestrians, animals, other cyclists and other non motor vehicles

³ Percentages may add up to more than 100 as a casualty may have injuries to more than one body region. Percentages for neck, upper back/thorax and arms/shoulders should be treated with caution as they are based on small numbers.

Table 6b shows which collisions results in which type of injuries. Pedal cyclists admitted following collisions with motor vehicles are most likely to have injuries to the head or face (49 per cent) or legs or hips (36 per cent). Accidents in which there was no direct collision result in more injuries to the arms/shoulders (47 per cent). These accidents result in a much lower proportion of head/face injuries (35 per cent) than collision accidents. This may be because these cases are largely falls or throws in which the cyclist is more likely to be able to protect their head using their arms, which results in more arm / shoulder injuries.

**Chart 6f: Pedal cycle admissions by duration and collision type:
HES 2005/06**

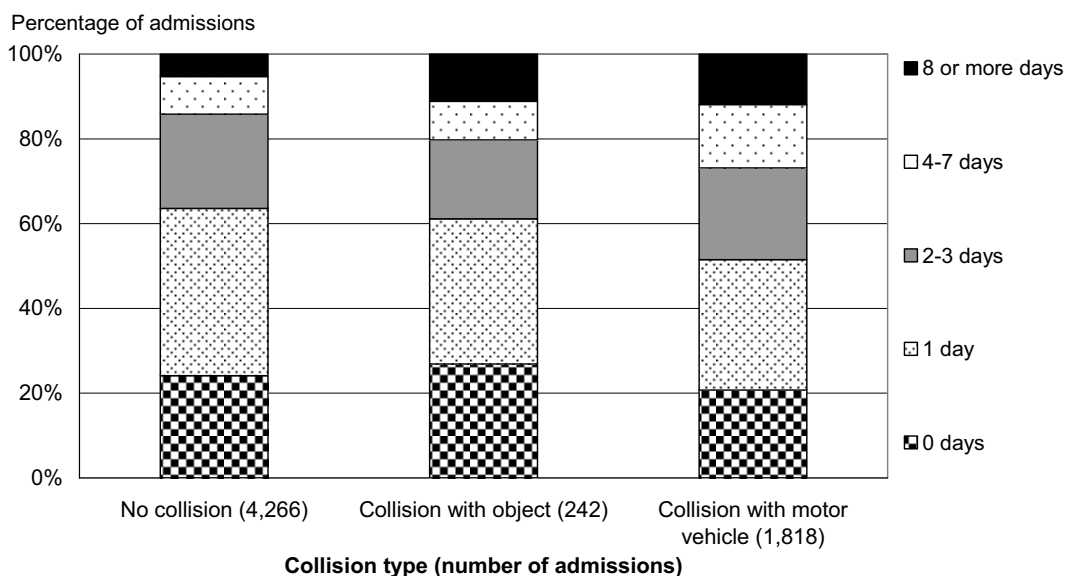


Chart 6f shows the duration of emergency admissions by the type of collision the pedal cyclist was in. Pedal cyclists who had no collision tend to be admitted for shorter periods than those in collisions with motor vehicles or other objects. 86 per cent of casualties in no collision accidents were admitted for less than 4 days compared to 80 per cent of those in collisions with objects and 73 per cent of those in collisions with motor vehicles.

This information from HES allows us to begin to look at the relationship between accident circumstances and the resulting injuries. However a matched STATS19 / HES database will allow us to look into greater detail at this relationship. For instance, in the case of pedal cyclists, the matched database could use the first point of contact information from STATS19 with the diagnostic information from HES to help us to understand the cause of injuries to particular parts of the body. Or it may allow us to look at how the severity and kind of injuries in accidents between cyclists and motor vehicles changes if the motor vehicle was exceeding the speed limit.

Acknowledgements

DfT would like to thank the staff at the Information Centre for helping us to understand HES, and contributing to this paper, especially Chris Roebuck, Kate Croft and John Reed.

Notes

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

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

- (a) damage-only accidents, with no human casualties.
- (b) accidents which do not become known to the police, or which only become known 30 or more days after their occurrence.
- (c) reported accidents not recorded.

Very few, if any, fatal accidents do not become known to the police¹. However, research has shown that an appreciable proportion of non-fatal injury accidents are not reported to the police and thus are not included in this publication. There is no legal obligation to report accidents, provided the parties concerned exchange personal details at the scene. In addition a fifth of casualties reported to the police were estimated to be unrecorded. Studies confirm the view that the police are more likely to underestimate severity of injury because of the difficulty in distinguishing severity at the scene of the accident. The Department has recently (June 2006) published two further reports, *Under-reporting of road accidents: Phase 1 (Road Safety Research Report 69)* by Heather Ward, Ronan Lyons and Roselle Thoreau which includes a review of earlier studies and provides estimates of this shortfall and the related document, *Road accident casualties: a comparison of STATS19 data with Hospital Episodes Statistics*. Consistent data is required for monitoring trends, this relies on levels of reporting of road accidents remaining constant, however some doubts have been raised that this may not be the case. The Department is undertaking further research to investigate whether levels of reporting have changed. Further information on levels of reporting can be found on the Department's website at:

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

From the beginning of 2005 most police forces in England and Wales adopted a standard form, MG NCRF, for reporting road accidents. The statistics pages for this report are reproduced in this volume. Instructions for the Completion of Road Accident Reports (STATS20, 2005), a manual published by the Department for Transport, the Scottish Executive and the Welsh Assembly, gives more detail on the definitions used in collection. Copies are available on the Department's website at the address below, or may be obtained from the Department for Transport, Zone 3/19, Great Minster House, 76 Marsham Street, London, SW1P 4DR (Tel 020 7944 ext 3078).

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesqbar/stats20instructionsfortheom5094>

Relevant background data on population, vehicle stock, traffic, road length, etc, are also given in tables 1a, 1b, 40, 42 and 46a. In 2000, the September fuel dispute led to a decline in car and taxi traffic for that year. The widespread outbreak of Foot and Mouth disease in 2001 and the control measures put in place also had an effect on traffic. Further information is available in *Road Statistics 2006: Traffic, Speeds and Congestion*.

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/roadtraffic/speedscongestion/roadstatstsc/roadstats06tsc>

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

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

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

Notes to individual main tables

Table 2. The completeness of reporting 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 one or both vehicles 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, 380 accidents involved only a pedal cycle, giving rise to 384 cyclist casualties (riders and passengers); a further 202 accidents also involved 205 pedestrian casualties as well as 60 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 13,182 accidents involved a pedal cycle and a car, resulting in 13,112 pedal cyclist casualties and 15 pedestrian casualties hit by the pedal cycle. The car user casualties and pedestrians hit by cars, in these same accidents, appear in the fourth group of column 3. Where both vehicles are of the same class, the casualties refer to those deriving from both vehicles, e.g. 56 accidents involved two pedal cycles with 71 cyclist casualties with 1 pedestrian first 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. 507 such accidents involved at least one pedal cycle, with 532 cyclist casualties and 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 14,790 light goods vehicles (LGV) and 10,466 heavy goods vehicles (HGV) less the 424 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"), 457 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 (ie taxis and minibuses) that usually come within the definition of a “car” in this publication.

Table 42. Although a few pedal cycles were reported as having been involved in accidents on motorways (see Table 41), no attempt is made to estimate cycle traffic on motorways nor to calculate corresponding rates. In other cells of the table, the rates are subject to uncertainty because of the small number of involvements (see Table 41) and because the traffic estimates are based on a small number of counting points.

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

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

Table 46. Revised 1994-98 baseline figures have been agreed with a number of local authorities, where they have been able to demonstrate that the averages shown above are not an accurate reflection of their casualty numbers over the period. The revised baselines are used by DfT to monitor local highway authority progress against the casualty reduction targets. The figures shown are the actual figures held by DfT, not the revised baselines.

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. Due to lack of available traffic data for the majority of the countries, fatality rates per billion vehicle kilometres are not shown in this years data.

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

The air passenger casualty rates for 1999 have been revised following notification from the Civil Aviation Authority of a downward revision to the air casualties in that year. For rail, changes in reporting regulations mean that serious and minor injuries are no longer collected; only casualties taken from the scene of the accident to hospital are included in these figures.

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

The table provides information on passenger casualties and where possible travel by drivers and other crew in the course of their work has been excluded. Exceptions are for private journeys and those in company owned cars and vans where drivers are included. Figures for all modes of transport exclude confirmed suicides and deaths through natural causes. Figures for air, rail and water exclude

trespassers and rail excludes attempted suicides. Accidents occurring in airports, seaports and railway stations that do not directly involve the mode of transport concerned are also excluded; for example, injuries sustained on escalators or falling over packages on platforms.

The following definitions are used:

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

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

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

Road: Figures refer to Great Britain and include accidents occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Figures include both public and private transport. More information and analyses on road accidents and casualties can be found in Part 4: Road traffic, freight, accidents and motor vehicle offences.

Bus or coach: Figures for work buses are included.

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

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

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

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

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

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

Definitions, symbols and conventions

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

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

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

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

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

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

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

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

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

Daylight: All times other than *darkness*.

DfT: Department for Transport

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

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

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

Goods vehicles: These are divided into two groups according to vehicle weight. They include tankers, tractor units travelling 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 C class and unclassified roads (unless otherwise noted).

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

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

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

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

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

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

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

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

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

Serious injury: An injury for which a person is detained in hospital as an “in-patient”, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the *accident*. An injured *casualty* is recorded as *seriously* or *slightly injured* by the police on the basis of

information available within a short time of the *accident*. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.

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

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

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

Speed limits: Permanent speed limits applicable to the roadway.

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

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

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

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

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

Symbols and conventions used

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

Symbols: The following symbols have been used throughout:

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

.. = not available/applicable.

Conversion factor: 1 kilometre = 0.6214 mile.

CHARTS

Chart 1a - Indices of population, vehicle stock, motor traffic and casualties : 1949 - 2006

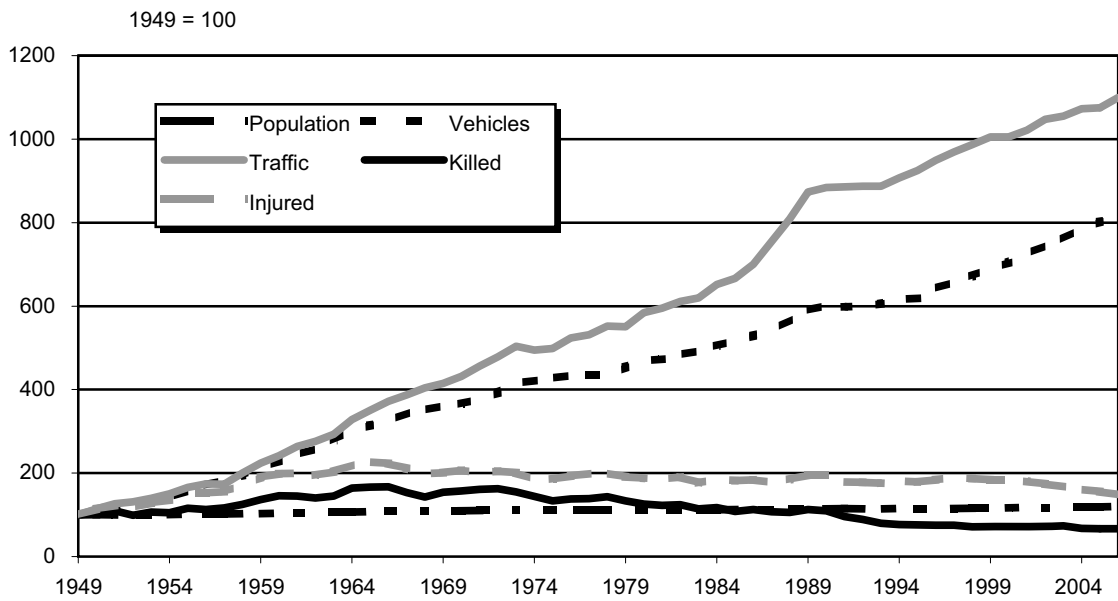
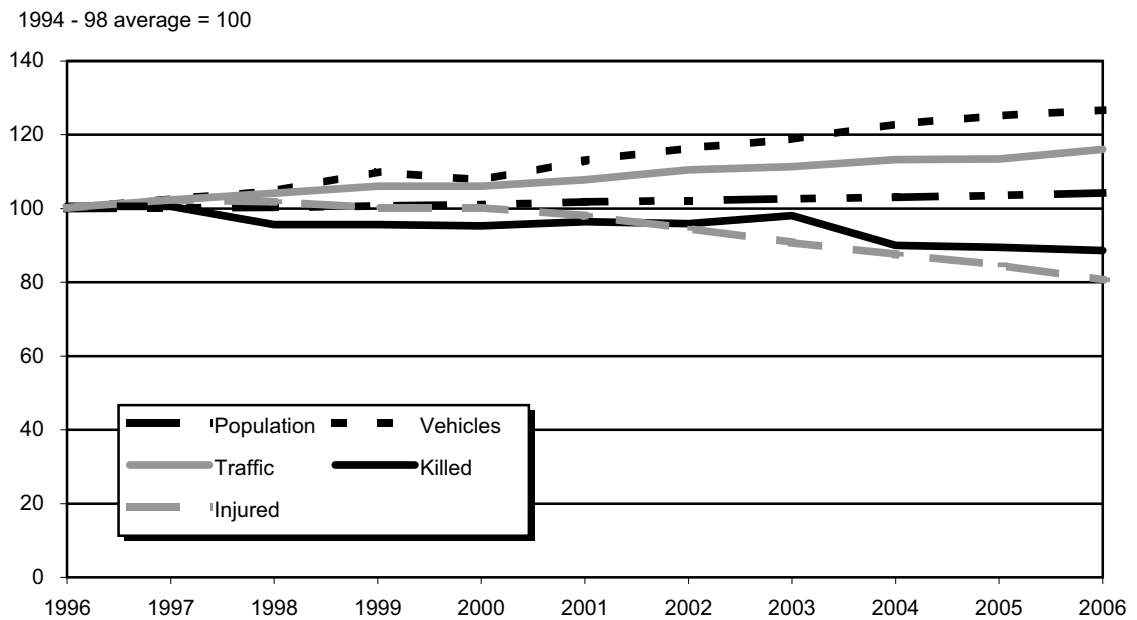
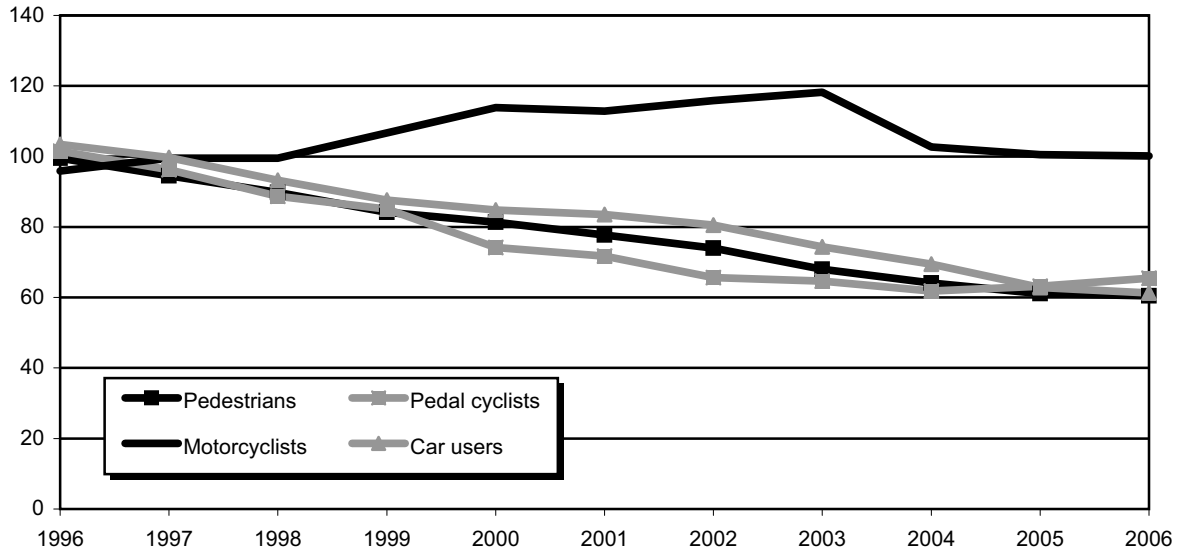


Chart 1b - Indices of population, vehicle stock, motor traffic and casualties : 1996 - 2006



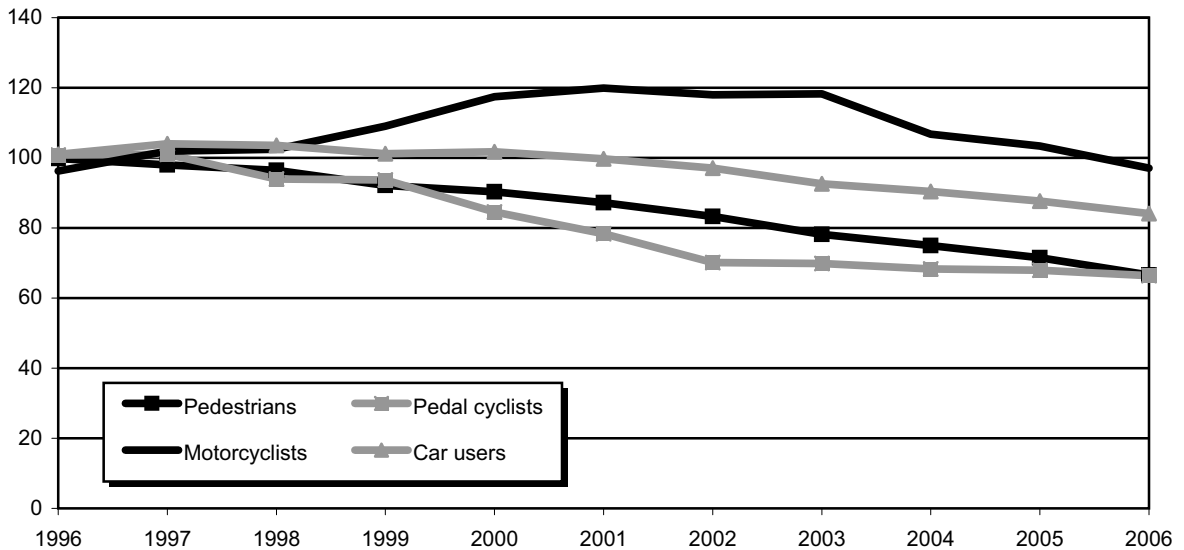
**Chart 2a - Indices of casualties by road user type:
Killed or seriously injured: 1996 - 2006**

1994-98 average = 100



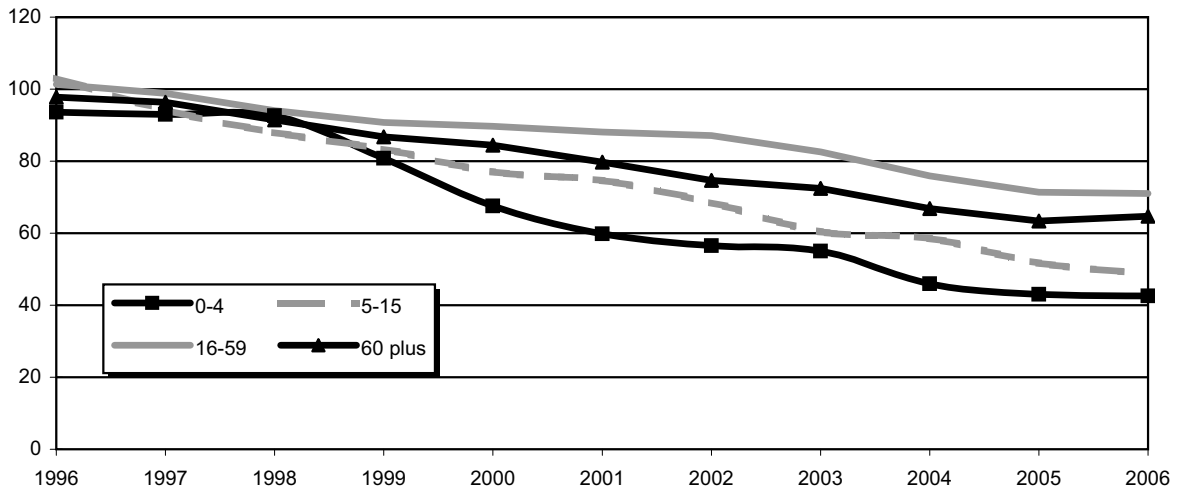
**Chart 2b - Indices of casualties by road user type :
All severities : 1996 - 2006**

1994-98 average = 100



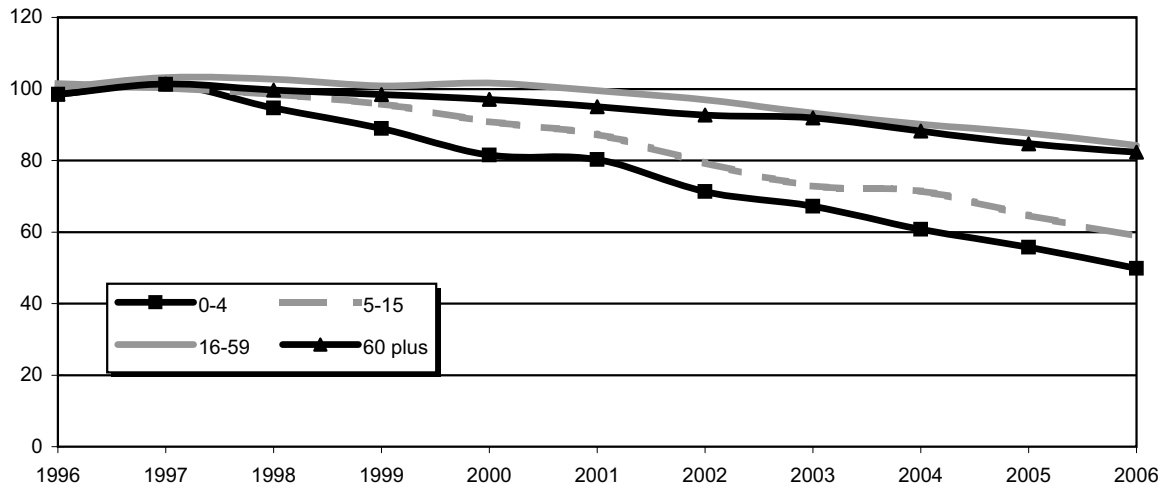
**Chart 3a - Indices of casualties by age band:
Killed or seriously injured: 1996 - 2006**

1994-98 average = 100



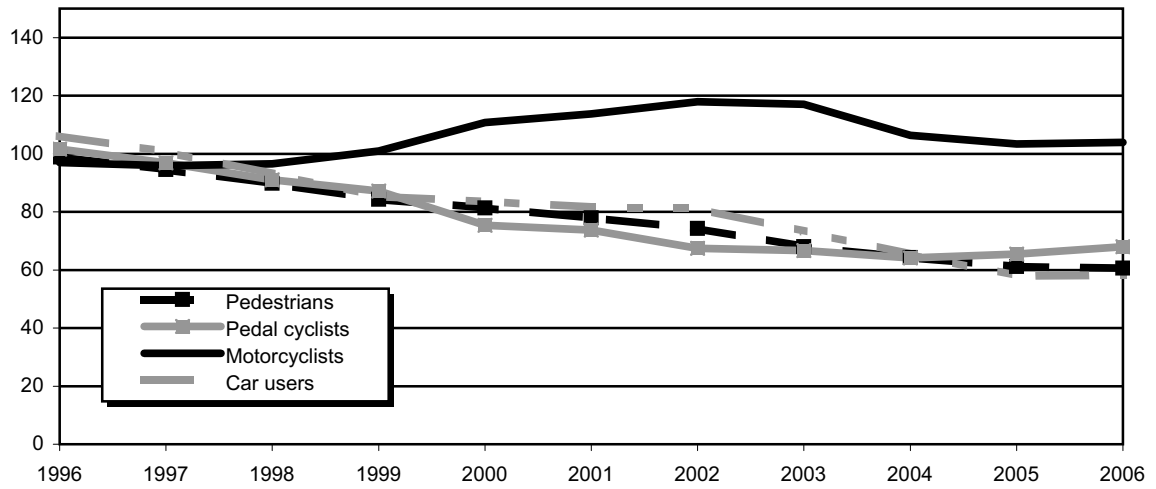
**Chart 3b - Indices of casualties by age band:
All severities: 1996 - 2006**

1994-98 average = 100



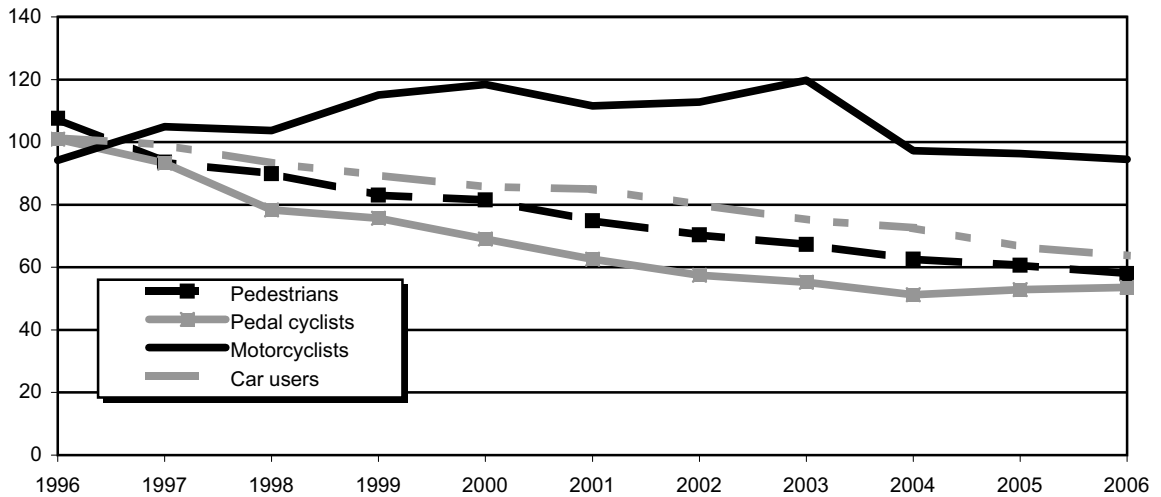
**Chart 4a - Indices of casualties by road user type: Built-up roads:
Killed or seriously injured: 1996 - 2006**

1994-98 average = 100



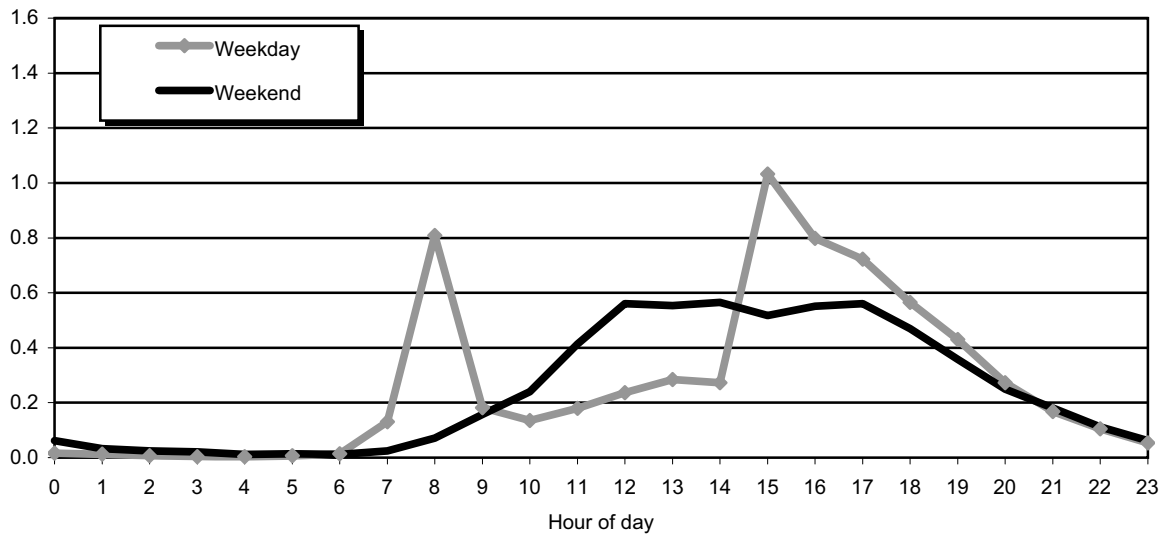
**Chart 4b - Indices of casualties by road user type: Non built-up roads:
Killed or seriously injured: 1996 - 2006**

1994-98 average = 100



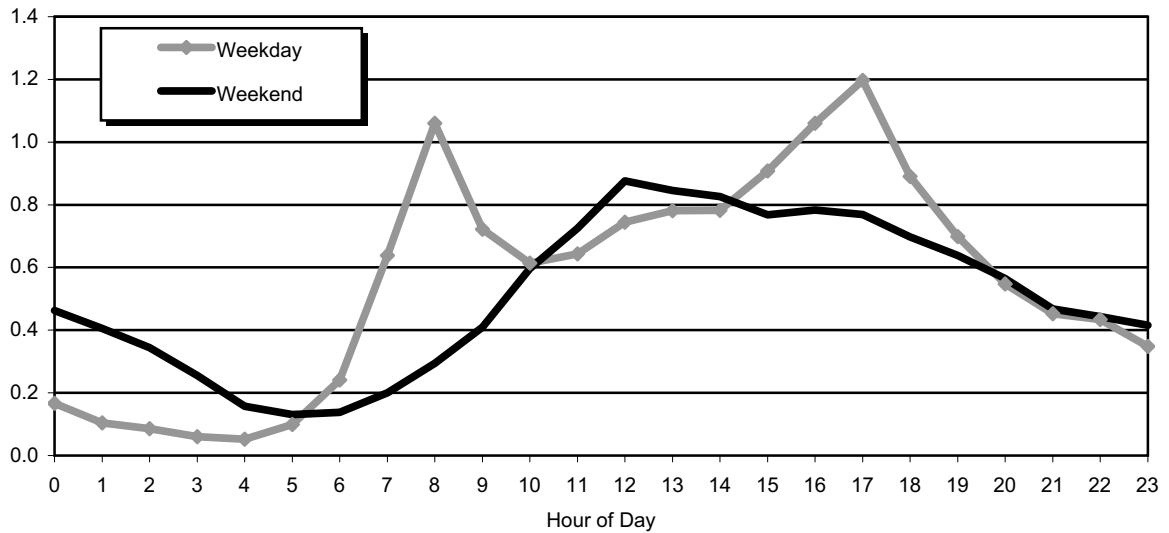
**Chart 5a - Casualty rates by hour of day and day of week:
All Severities : Children (0 -15 years): 2006**

Average number per hour, per million population



**Chart 5b - Casualty rates by hour of day and day of week:
All Severities : Adults (16 years and over): 2006**

Average number per hour, per million population



TABLES

1a Vehicle population, traffic and road length: 1996 - 2006

(a) Vehicles currently licensed by body type												Thousands
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	
Motorcycles	739	752	814	889	954	1,010	1,070	1,135	1,191	1,206	1,224	
Of which:												
Over												
not over												
50cc	116	107	113	128	151	165	166	170	172	163	154	
50cc - 125cc	174	154	154	159	171	184	189	194	202	206	212	
125cc - 500cc	198	197	200	201	198	195	204	210	212	209	206	
over 500cc	251	293	346	400	432	465	511	560	605	628	651	
Cars and taxis ¹	22,302	22,895	23,356	24,037	24,468	25,187	25,842	26,299	27,087	27,579	27,890	
Buses or coaches ²	64	64	65	68	71	71	72	73	73	74	77	
Light good vehicles	2,168	2,225	2,272	2,337	2,378	2,457	2,537	2,647	2,816	2,937	3,053	
Heavy good vehicles	387	385	384	395	409	422	431	425	427	416	419	
Other motor vehicles	642	652	648	641	618	600	605	628	664	685	707	
All motor vehicles	26,302	26,974	27,538	28,368	28,898	29,747	30,557	31,207	32,259	32,897	33,369	

(b) Traffic by vehicle type												100 million vehicle kilometres
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	
Pedal cycles	41	41	40	41	42	42	44	45	42	44	46	
Motorcycles	38	40	41	45	46	48	51	56	52	54	52	
Cars and taxis ¹	3,599	3,658	3,706	3,774	3,768	3,828	3,929	3,931	3,981	3,972	4,024	
Buses or coaches ²	50	52	52	53	52	52	52	54	52	52	54	
Light goods vehicles	462	486	508	516	523	537	550	579	608	626	643	
Heavy goods vehicles	262	269	277	281	282	281	283	285	294	290	291	
All motor vehicles	4,411	4,503	4,585	4,670	4,671	4,744	4,865	4,904	4,986	4,994	5,064	
All vehicles	4,452	4,544	4,624	4,710	4,712	4,787	4,909	4,948	5,028	5,038	5,110	

(c) Traffic by road class												100 million vehicle kilometres
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	
Motorways	783	821	857	878	884	908	926	930	966	970	992	
A roads	2,052	2,083	2,107	2,134	2,124	2,158	2,193	2,218	2,248	2,238	2,269	
Minor roads ³	1,617	1,640	1,660	1,699	1,705	1,720	1,790	1,801	1,811	1,830	1,849	
All roads	4,452	4,544	4,624	4,710	4,712	4,787	4,909	4,949	5,025	5,038	5,110	

(d) Road length by road class and urban and rural roads												Kilometres
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	
Motorways	3,298	3,378	3,421	3,449	3,467	3,476	3,478	3,478	3,523	3,519	3,555	
A roads												
Urban	11,002	11,031	11,027	11,106	11,114	11,132	11,141	11,127	11,138	11,107	11,143	
Rural	35,190	35,326	35,369	35,463	35,493	35,522	35,532	35,525	35,530	35,550	35,612	
All A roads	46,192	46,357	46,396	46,569	46,607	46,654	46,673	46,652	46,668	46,657	46,755	
Minor roads ³												
Urban	128,975	129,338	129,702	130,068	130,432	130,802	131,169	131,556	129,917	130,186	137,279	
Rural	208,518	208,820	209,123	209,429	209,731	210,037	210,343	210,656	207,565	207,646	210,761	
All minor roads	337,493	338,158	338,825	339,497	340,163	340,839	341,512	342,212	337,482	337,832	348,040	
All roads	386,983	387,893	388,640	389,515	390,237	390,969	391,663	392,342	387,674	388,008	398,350	

1 Includes three wheelers

2 Excludes minibuses

3 B roads, C roads and unclassified surfaced roads.

1b Road traffic by vehicle type and road class: 2005 - 2006 and 1994-98 average

100 million vehicle kilometres

2006	Pedal cycle	Motorcycle	Car and taxi	Bus and coach	Light goods vehicle	Heavy goods vehicle	All motor vehicles	All vehicles
Motorway	..	4.3	742	5.6	118	121	992	992
Urban A roads	7.0	9.7	677	12	94	30	822	829
Rural A roads	1.4	12	1,139	9.5	175	103	1,438	1,440
All A roads	8.4	22	1,817	22	268	133	2,261	2,269
All major roads	8.4	26	2,559	27	387	254	3,253	3,261
Minor roads ¹	38	26	1,465	27	256	37	1,811	1,849
All roads	46	52	4,024	54	643	291	5,064	5,110

2005	Pedal cycle	Motorcycle	Car and taxi	Bus and coach	Light goods vehicle	Heavy goods vehicle	All motor vehicles	All vehicles
Motorway	..	4.0	728	5.0	113	120	970	970
Urban A roads	5.5	10	674	12	92	30	817	822
Rural A roads	1.3	12	1,121	9.0	169	102	1,413	1,414
All A roads	6.8	22	1,795	21	261	132	2,230	2,236
All major roads	6.8	26	2,523	25	374	253	3,201	3,208
Minor roads ¹	37	28	1,449	27	252	38	1,793	1,830
All roads	44	54	3,972	52	626	290	4,994	5,038

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

1 B roads, C roads and unclassified surfaced roads.

2 Population, vehicle population, index of vehicle mileage, accidents and casualties: by road user type and severity: 1930 - 2006

Year	Population (millions)	Motor vehicles currently licensed (m'lns)	Index of vehicle traffic ¹ 1949=100		Casualties from road accidents							
					Accidents ('000s)	Killed				Injured ('000s)	All severities ('000s)	
						Motor traffic	All traffic	Pedestrians	Pedal cyclists ²			M'cycle users ²	Others^{3}	All
1930	44.6	2.3	..	..	157	3,722	887	1,832	864	7,305	178	185
1935	45.6	2.6	..	..	196	3,073	1,400	1,277	752	6,502	222	228
1940	46.9	2.3	..	..	..	4,724	1,363	1,270	1,252	8,609	..	..
1945	47.8	2.6	..	..	..	2,602	918	553	1,183	5,256	133	138
1950	49.2	4.4	114	104	167	2,251	805	1,129	827	5,012	196	201
1955	49.6	6.5	166	136	217	2,287	708	1,362	1,169	5,526	262	268
1960	51.0	9.4	242	177	272	2,708	679	1,743	1,840	6,970	341	348
1965	52.9	12.9	350	242	299	3,105	543	1,244	3,060	7,952	390	398
1970	54.1	15.0	431	292	267	2,925	373	761	3,440	7,499	356	363
1975	54.7	17.5	499	337	246	2,344	278	838	2,906	6,366	319	325
1980	54.8	19.2	584	394	252	1,941	302	1,163	2,604	5,953	323	329
1981	54.8	19.4	595	402	248	1,874	310	1,131	2,531	5,846	319	325
1982	54.8	19.8	611	414	256	1,869	294	1,090	2,681	5,937	328	334
1983	54.8	20.2	620	420	243	1,914	323	963	2,245	5,445	303	309
1984	55.0	20.8	652	441	253	1,868	345	967	2,419	5,599	319	324
1985	55.1	21.2	666	450	246	1,789	286	796	2,294	5,165	312	318
1986	55.3	21.7	700	472	248	1,841	271	762	2,508	5,385	316	321
1987	55.4	22.2	754	508	239	1,703	280	723	2,419	5,125	306	311
1988	55.6	23.3	809	544	247	1,753	227	670	2,402	5,052	317	322
1989	55.8	24.2	874	588	261	1,706	294	683	2,690	5,373	336	342
1990	56.0	24.7	884	594	258	1,694	256	659	2,608	5,217	336	341
1991 ⁴	56.2	24.5	886	595	236	1,496	242	548	2,282	4,568	307	311
1992	55.9	24.9	883	592	233	1,347	204	469	2,209	4,229	307	311
1993	56.0	24.8	887	594	229	1,241	186	427	1,960	3,814	302	306
1994	56.2	25.2	907	607	234	1,124	172	444	1,910	3,650	312	315
1995	56.3	25.4	925	619	231	1,038	213	445	1,925	3,621	307	311
1996	56.4	26.3	949	635	236	997	203	440	1,958	3,598	317	321
1997	56.5	27.0	969	648	240	973	183	509	1,934	3,599	324	328
1998	56.6	27.5	987	660	239	906	158	498	1,859	3,421	322	325
1999	56.8	28.3	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	32.8	1,075	719	199	671	148	569	1,813	3,201	268	271
2006	58.8	33.4	1,090	729	189	675	146	599	1,752	3,172	255	258

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

- 1 Traffic estimates for 1995 onwards have been produced on a new, more accurate basis and are not directly comparable with earlier data.
- 2 Between 1937 and 1977 the figures excluded sidecar passengers and second riders of tandems
- 3 Includes cases where road user type was not reported
- 4 Population figures have been revised by ONS so there is a break in the series at this point

3 Accidents and accident rates: by road class and severity¹: 1994-98 average, 1999 - 2006

	Number of accidents/rate per 100 million vehicle kilometres								
	1994-98 average	1999	2000	2001	2002	2003	2004	2005	2006
Urban roads^{2,3}									
A roads									
Fatal	686	587	611	628	636	639	533	506	550
Fatal and serious	10,595	9,123	9,255	8,879	8,543	7,941	7,237	6,568	6,720
All severities	71,114	69,062	70,094	68,163	65,098	62,432	58,665	54,789	51,447
Rate	88	84	85	83	79	76	70	67	62
Other roads⁴									
Fatal	596	588	554	573	491	532	518	517	508
Fatal and serious	12,871	11,222	10,809	10,594	10,307	9,686	8,991	8,785	8,815
All severities	85,778	85,129	84,353	82,127	79,361	75,907	73,327	72,317	68,830
Rate	84	79	78	75	70	66	64	63	60
All urban roads⁵									
Fatal	1,283	1,175	1,165	1,201	1,127	1,171	1,051	1,023	1,058
Fatal and serious	23,466	20,345	20,064	19,473	18,850	17,627	16,228	15,353	15,535
All severities	156,892	154,191	154,447	150,290	144,459	138,339	131,992	127,106	120,277
Rate	86	81	81	78	74	70	67	64	61
Rural roads^{2,3}									
A roads									
Fatal	1,204	1,169	1,157	1,177	1,182	1,207	1,134	1,106	1,103
Fatal and serious	8,755	8,128	7,837	7,799	7,593	7,370	6,811	6,488	6,276
All severities	38,120	37,706	36,922	36,880	37,041	35,890	35,699	33,771	32,591
Rate	31	29	28	28	27	26	25	24	23
Other roads⁴									
Fatal	620	578	602	585	636	683	642	608	601
Fatal and serious	7,036	6,444	6,303	6,070	5,982	5,961	5,625	5,081	5,106
All severities	32,605	32,504	31,709	31,511	30,767	30,795	30,487	29,152	27,889
Rate	55	52	51	51	47	47	46	43	40
All rural roads⁵									
Fatal	1,825	1,747	1,759	1,762	1,818	1,890	1,776	1,714	1,704
Fatal and serious	15,791	14,572	14,140	13,869	13,575	13,331	12,436	11,569	11,382
All severities	70,725	70,210	68,631	68,391	67,808	66,685	66,186	62,923	60,480
Rate	39	36	36	35	34	33	32	30	28
All roads⁵									
Motorways									
Fatal	152	176	161	180	175	184	149	176	164
Fatal and serious	1,145	1,218	1,190	1,235	1,162	1,166	1,047	1,007	953
All severities	7,989	9,118	9,394	9,128	8,942	8,746	9,072	8,619	8,379
Rate	10	10	11	10	10	9	9	9	8
A roads									
Fatal	1,893	1,782	1,782	1,826	1,821	1,847	1,669	1,612	1,653
Fatal and serious	19,393	17,388	17,204	16,761	16,168	15,328	14,055	13,063	12,997
All severities	109,435	107,474	107,544	105,548	102,378	98,436	94,429	88,599	84,050
Rate	54	50	51	49	47	44	42	40	37
Other roads⁴									
Fatal	1,220	1,180	1,165	1,170	1,128	1,216	1,160	1,125	1,109
Fatal and serious	19,944	17,799	17,213	16,768	16,315	15,666	14,624	13,872	13,922
All severities	118,616	118,456	116,791	114,338	110,431	106,848	103,909	101,517	96,732
Rate	73	70	69	66	62	59	57	55	52
Total⁵									
Fatal	3,264	3,138	3,108	3,176	3,124	3,247	2,978	2,913	2,926
Fatal and serious	40,481	36,405	35,607	34,764	33,645	32,160	29,726	27,942	27,872
All severities	236,040	235,048	233,729	229,014	221,751	214,030	207,410	198,735	189,161
Rate	53	50	50	48	45	43	41	39	37

1 Figures have been rounded to the nearest whole number

2 Excludes motorways.

3 See urban and rural definitions.

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

5 Includes cases where road class was not reported

4 Accidents: by road class, speed limit and severity: 1994-98 average¹, 1999 - 2006

	Number of accidents								
	1994-98 average	1999	2000	2001	2002	2003	2004	2005	2006
Motorways									
Fatal	152	176	161	180	175	184	149	176	164
Fatal and serious	1,145	1,218	1,190	1,235	1,162	1,166	1,047	1,007	953
All severities	7,989	9,118	9,394	9,128	8,942	8,746	9,072	8,619	8,379
A roads									
20 mph									
Fatal	0	0	0	1	0	0	0	2	0
Fatal and serious	6	4	11	14	11	9	17	20	23
All severities	34	44	58	86	99	92	147	131	119
30 mph									
Fatal	505	453	449	447	477	466	386	389	370
Fatal and serious	8,948	7,743	7,759	7,478	7,203	6,804	6,102	5,648	5,745
All severities	61,551	60,114	59,921	58,637	55,981	54,050	50,747	47,838	44,733
40 mph									
Fatal	208	186	197	210	189	199	190	155	212
Fatal and serious	2,276	2,040	2,019	1,955	2,012	1,824	1,684	1,494	1,533
All severities	13,516	13,248	14,138	13,569	13,455	12,756	12,231	10,868	10,571
50 mph									
Fatal	55	79	75	84	94	109	106	96	102
Fatal and serious	479	513	575	639	642	670	647	655	683
All severities	2,630	3,085	3,427	3,768	3,852	3,994	4,057	4,083	4,299
60 mph									
Fatal	870	837	824	842	829	817	762	749	742
Fatal and serious	6,033	5,568	5,394	5,193	4,983	4,684	4,316	3,992	3,880
All severities	23,644	22,687	21,964	21,356	20,863	19,773	19,415	18,485	17,292
70 mph									
Fatal	254	227	237	242	232	256	225	221	227
Fatal and serious	1,651	1,520	1,446	1,482	1,317	1,337	1,289	1,254	1,133
All severities	8,060	8,296	8,036	8,132	8,128	7,771	7,832	7,194	7,036
Other roads²									
20 mph									
Fatal	2	1	3	4	3	4	4	6	15
Fatal and serious	37	40	47	74	78	86	87	113	146
All severities	202	289	359	458	569	636	724	846	877
30 mph									
Fatal	645	622	603	620	566	585	555	553	539
Fatal and serious	14,027	12,326	11,790	11,657	11,347	10,727	9,910	9,637	9,517
All severities	92,696	92,475	91,082	88,976	85,874	82,777	79,439	77,674	73,741
40 mph									
Fatal	74	79	81	73	70	66	103	84	79
Fatal and serious	919	858	887	858	859	738	809	671	739
All severities	4,881	5,188	5,392	5,322	5,258	4,684	5,089	4,809	4,663
50 mph									
Fatal	6	10	11	11	10	26	18	16	15
Fatal and serious	76	76	104	100	113	130	111	91	122
All severities	436	505	541	641	584	657	658	679	800
60 mph									
Fatal	486	466	464	460	475	532	477	462	459
Fatal and serious	4,834	4,464	4,337	4,046	3,890	3,967	3,680	3,336	3,376
All severities	20,091	19,768	19,106	18,679	17,906	17,892	17,805	17,279	16,455
70 mph									
Fatal	6	2	3	2	4	3	3	4	2
Fatal and serious	50	35	48	33	28	18	27	24	22
All severities	306	231	311	262	240	202	194	230	196

¹ Figures have been rounded to the nearest whole number

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

5a Male casualties: by built-up and non built-up roads, road class and severity: 1994–98 average¹, 1999 – 2006

	Number of casualties								
	1994-98 average	1999	2000	2001	2002	2003	2004	2005	2006
Built-up roads²									
A roads									
Killed	511	481	502	515	504	505	452	415	451
KSI ³	7,985	7,091	7,144	7,072	7,010	6,569	5,868	5,504	5,577
All severities	54,577	54,257	55,881	54,609	52,933	50,785	47,471	44,816	42,149
B roads									
Killed	139	135	153	140	139	136	147	135	135
KSI	2,392	2,049	2,244	2,072	2,132	1,967	1,938	1,715	1,779
All severities	15,251	15,100	15,906	15,536	14,995	14,504	14,142	13,455	12,954
Other roads									
Killed	367	379	357	386	354	354	363	342	349
KSI	8,110	7,266	7,034	7,228	7,053	6,705	6,253	5,992	6,000
All severities	54,300	54,911	54,653	54,237	52,660	50,234	48,340	47,840	45,707
All built-up roads⁴									
Killed	1,018	995	1,012	1,041	997	995	962	892	935
KSI	18,487	16,406	16,422	16,372	16,195	15,241	14,059	13,211	13,356
All severities	124,128	124,268	126,440	124,382	120,588	115,523	109,953	106,111	100,810
Non-built-up roads²									
A roads									
Killed	992	943	972	993	975	1,005	918	942	924
KSI	7,275	6,805	6,760	6,562	6,411	6,089	5,615	5,299	5,093
All severities	31,393	31,065	30,613	30,538	29,961	28,694	28,471	27,483	25,996
B roads									
Killed	192	182	189	225	205	242	206	203	186
KSI	1,881	1,663	1,785	1,655	1,619	1,680	1,475	1,345	1,316
All severities	7,675	7,497	7,371	7,142	7,121	7,109	6,913	6,578	6,162
Other roads									
Killed	215	216	216	196	202	218	214	216	220
KSI	2,392	2,186	2,139	2,007	1,925	1,946	1,791	1,675	1,706
All severities	11,357	11,085	10,805	10,621	9,865	10,142	9,658	9,715	9,543
All non built-up roads⁴									
Killed	1,398	1,341	1,377	1,414	1,382	1,465	1,338	1,361	1,330
KSI	11,547	10,654	10,684	10,224	9,955	9,715	8,881	8,319	8,115
All severities	50,425	49,647	48,789	48,301	46,947	45,945	45,042	43,776	41,701
All speed limits⁵									
Motorways									
Killed	129	159	144	159	178	167	133	163	136
KSI	1,009	1,063	1,073	1,095	1,063	1,004	921	912	816
All severities	7,349	8,477	9,030	8,484	8,171	8,024	8,178	7,910	7,701
A roads									
Killed	1,503	1,424	1,474	1,508	1,479	1,510	1,370	1,357	1,375
KSI	15,260	13,896	13,904	13,634	13,421	12,658	11,483	10,803	10,670
All severities	85,971	85,322	86,494	85,147	82,894	79,479	75,942	72,299	68,145
B roads									
Killed	331	317	342	365	344	378	353	338	321
KSI	4,273	3,712	4,029	3,727	3,751	3,647	3,413	3,060	3,095
All severities	22,926	22,597	23,277	22,678	22,116	21,613	21,055	20,033	19,116
Other roads									
Killed	583	595	573	582	556	572	577	558	569
KSI	10,503	9,452	9,173	9,235	8,978	8,651	8,044	7,667	7,706
All severities	65,661	65,996	65,458	64,858	62,525	60,376	57,998	57,555	55,250
Total⁵									
Killed	2,547	2,495	2,533	2,614	2,557	2,627	2,433	2,416	2,401
KSI	31,045	28,123	28,179	27,691	27,213	25,960	23,861	22,442	22,287
All severities	181,906	182,392	184,259	181,167	175,706	169,492	163,173	157,797	150,212

1 Figures have been rounded to the nearest whole number

2 Excludes motorways.

3 Killed or seriously injured.

4 Includes cases where road class was not reported

5 Includes cases where speed limit was not reported.

5b Female casualties: by built-up and non built-up roads, road class and severity: 1994–98 average¹, 1999 – 2006

	Number of casualties								
	1994-98 average	1999	2000	2001	2002	2003	2004	2005	2006
Built-up roads²									
A roads									
Killed	237	183	197	170	202	198	152	165	168
KSI ³	4,550	3,736	3,657	3,357	3,282	3,004	2,701	2,381	2,407
All severities	43,086	41,726	42,151	40,720	38,936	37,233	35,121	32,922	31,159
B roads									
Killed	72	60	63	55	47	58	53	48	47
KSI	1,376	1,188	1,021	996	982	939	850	765	748
All severities	12,419	12,182	12,290	11,951	11,438	11,006	10,590	10,206	9,754
Other roads									
Killed	173	159	142	140	122	127	134	150	131
KSI	4,473	3,860	3,548	3,395	3,222	2,930	2,709	2,707	2,705
All severities	40,645	41,449	40,671	38,711	37,762	35,647	34,595	34,242	32,893
All built-up roads⁴									
Killed	483	402	402	365	371	383	339	363	346
KSI	10,399	8,784	8,226	7,748	7,486	6,873	6,260	5,853	5,860
All severities	96,150	95,357	95,112	91,382	88,136	83,886	80,306	77,370	73,806
Non built-up roads²									
A roads									
Killed	365	362	315	322	322	316	302	275	272
KSI	3,723	3,271	2,960	2,990	2,674	2,481	2,413	2,259	2,117
All severities	23,475	23,231	22,156	22,216	21,079	20,098	20,077	19,022	18,256
B roads									
Killed	72	68	58	56	67	70	59	56	48
KSI	913	833	736	681	699	665	633	544	542
All severities	5,168	5,133	4,927	4,720	4,652	4,583	4,507	4,271	4,116
Other roads									
Killed	66	51	56	43	66	62	57	50	54
KSI	1,064	999	936	887	852	784	797	697	688
All severities	7,575	7,622	7,228	7,065	6,645	6,430	6,555	6,557	6,251
All non built-up roads⁴									
Killed	502	481	429	421	455	448	418	381	374
KSI	5,699	5,103	4,632	4,558	4,225	3,930	3,843	3,500	3,347
All severities	36,218	35,986	34,311	34,001	32,376	31,111	31,139	29,850	28,623
All speed limits⁵									
Motorways									
Killed	44	43	45	44	44	50	31	41	51
KSI	505	524	517	510	438	447	379	355	349
All severities	5,529	6,384	6,380	6,248	6,071	6,004	6,128	5,867	5,682
A roads									
Killed	602	545	512	492	524	514	454	440	440
KSI	8,272	7,007	6,617	6,347	5,956	5,485	5,114	4,640	4,524
All severities	66,562	64,957	64,307	62,936	60,015	57,331	55,198	51,944	49,415
B roads									
Killed	145	128	121	111	114	128	112	104	95
KSI	2,289	2,021	1,757	1,677	1,681	1,604	1,483	1,309	1,290
All severities	17,587	17,315	17,217	16,671	16,090	15,589	15,097	14,477	13,870
Other roads									
Killed	239	210	198	183	188	189	191	200	185
KSI	5,537	4,859	4,484	4,282	4,074	3,714	3,506	3,404	3,393
All severities	48,222	49,071	47,899	45,776	44,407	42,077	41,150	40,799	39,144
Total⁵									
Killed	1,030	926	876	830	870	881	788	785	771
KSI	16,603	14,411	13,375	12,816	12,149	11,250	10,482	9,708	9,556
All severities	137,900	137,727	135,803	131,631	126,583	121,001	117,573	113,087	108,111

1 Figures have been rounded to the nearest whole number.

2 Excludes motorways.

3 Killed or seriously injured.

4 Includes cases where road class was not reported.

5 Includes cases where speed limit was not reported.

5c All casualties: by built-up and non built-up roads, road class and severity: 1994–98 average¹, 1999 – 2006

	Number of casualties								
	1994-98 average	1999	2000	2001	2002	2003	2004	2005	2006
Built-up roads²									
A roads									
Killed	748	665	699	687	707	703	604	580	619
KSI ³	12,535	10,830	10,802	10,447	10,304	9,573	8,571	7,886	7,985
All severities	97,700	96,036	98,069	95,461	91,963	88,052	82,608	77,765	73,324
B roads									
Killed	211	195	216	196	186	194	200	183	182
KSI	3,769	3,237	3,267	3,071	3,117	2,906	2,789	2,480	2,527
All severities	27,679	27,297	28,213	27,523	26,465	25,517	24,743	23,673	22,715
Other roads									
Killed	541	538	499	526	476	481	497	492	480
KSI	12,584	11,128	10,588	10,638	10,285	9,639	8,962	8,700	8,705
All severities	94,984	96,426	95,449	93,129	90,507	85,930	82,967	82,139	78,624
All built-up roads⁴									
Killed	1,501	1,398	1,414	1,409	1,369	1,378	1,301	1,255	1,281
KSI	28,888	25,195	24,657	24,156	23,706	22,118	20,322	19,066	19,217
All severities	220,363	219,759	221,731	216,113	208,935	199,499	190,318	183,577	174,663
Non built-up roads²									
A roads									
Killed	1,357	1,306	1,287	1,318	1,298	1,321	1,220	1,217	1,196
KSI	10,999	10,081	9,720	9,563	9,093	8,570	8,029	7,561	7,211
All severities	54,882	54,331	52,791	52,832	51,097	48,804	48,567	46,526	44,272
B roads									
Killed	264	250	247	281	272	312	265	259	234
KSI	2,794	2,497	2,521	2,337	2,322	2,346	2,109	1,889	1,858
All severities	12,846	12,636	12,299	11,878	11,781	11,697	11,424	10,853	10,283
Other roads									
Killed	280	267	272	239	268	280	271	266	274
KSI	3,456	3,185	3,076	2,897	2,779	2,730	2,590	2,372	2,394
All severities	18,937	18,720	18,044	17,725	16,522	16,578	16,223	16,279	15,798
All non built-up roads⁴									
Killed	1,901	1,823	1,806	1,838	1,838	1,913	1,756	1,742	1,704
KSI	17,250	15,763	15,317	14,797	14,194	13,646	12,728	11,822	11,463
All severities	86,666	85,687	83,134	82,435	79,400	77,079	76,214	73,658	70,353
All speed limits⁵									
Motorways									
Killed	173	202	189	203	224	217	164	204	187
KSI	1,516	1,587	1,590	1,607	1,507	1,451	1,301	1,267	1,165
All severities	12,891	14,864	15,418	14,761	14,270	14,029	14,308	13,782	13,388
A roads									
Killed	2,106	1,971	1,986	2,005	2,005	2,024	1,824	1,797	1,815
KSI	23,535	20,911	20,522	20,010	19,397	18,143	16,600	15,447	15,196
All severities	152,584	150,367	150,860	148,293	143,060	136,856	131,175	124,291	117,596
B roads									
Killed	476	445	463	477	458	506	465	442	416
KSI	6,563	5,734	5,788	5,408	5,439	5,252	4,898	4,369	4,385
All severities	40,526	39,933	40,512	39,401	38,246	37,214	36,167	34,526	32,998
Other roads									
Killed	823	805	771	765	744	761	768	758	754
KSI	16,042	14,313	13,664	13,535	13,064	12,369	11,552	11,072	11,099
All severities	113,927	115,146	113,493	110,854	107,029	102,508	99,190	98,418	94,422
Total⁵									
Killed	3,578	3,423	3,409	3,450	3,431	3,508	3,221	3,201	3,172
KSI	47,656	42,545	41,564	40,560	39,407	37,215	34,351	32,155	31,845
All severities	319,928	320,310	320,283	313,309	302,605	290,607	280,840	271,017	258,404

1 Figures have been rounded to the nearest whole number

2 Excludes motorways.

3 Killed or seriously injured.

4 Includes cases where road class was not reported

5 Includes cases where speed limit was not reported.

6a Male casualties: by road user type and severity: 1994–98 average¹, 1999 – 2006

	Number of casualties								
	1994-98 average	1999	2000	2001	2002	2003	2004	2005	2006
Pedestrians									
Killed	631	579	559	565	500	505	450	421	452
KSI ²	7,063	5,970	5,784	5,682	5,400	4,971	4,658	4,310	4,319
All severities	27,163	24,929	24,604	23,745	22,873	21,472	20,312	19,338	17,824
Pedal cyclists									
Killed	154	148	104	120	109	89	107	131	122
KSI	3,019	2,583	2,250	2,182	2,009	2,005	1,923	1,942	2,020
All severities	19,437	18,235	16,318	15,342	13,750	13,672	13,406	13,300	13,063
Motorcycle									
Riders									
Killed	422	502	557	537	557	642	544	537	558
KSI	5,590	6,074	6,496	6,474	6,618	6,775	5,889	5,822	5,804
All severities	20,341	22,598	24,388	24,773	24,401	24,523	22,214	21,574	20,284
Passengers									
Killed	15	6	12	13	16	8	15	13	13
KSI	202	182	209	177	217	184	179	178	160
All severities	704	665	682	705	729	739	599	591	533
Car									
Drivers									
Killed	873	831	863	909	907	898	855	873	840
KSI	9,518	8,441	8,572	8,356	8,222	7,591	7,035	6,529	6,349
All severities	71,669	73,247	75,045	74,457	72,969	69,868	68,814	67,442	64,276
Passengers									
Killed	323	304	302	335	314	347	319	321	298
KSI	3,807	3,233	3,221	3,251	3,183	3,017	2,853	2,490	2,445
All severities	28,957	28,682	28,774	28,063	27,472	26,215	25,040	23,830	23,269
Bus or coach									
Drivers									
Killed	1	0	1	4	2	1	3	0	2
KSI	66	59	48	51	48	39	37	25	37
All severities	743	832	962	908	804	798	746	737	654
Passengers³									
Killed	7	5	9	5	10	7	10	5	8
KSI	194	141	143	147	150	128	135	111	103
All severities	2,500	2,642	2,524	2,635	2,375	2,342	2,398	2,109	1,895
Light goods vehicle									
Drivers									
Killed	46	41	50	43	51	47	47	45	37
KSI	682	570	575	574	548	546	470	410	405
All severities	4,912	4,744	4,888	4,933	4,845	4,787	4,386	4,260	4,219
Passengers									
Killed	13	19	10	16	13	17	14	6	12
KSI	200	178	153	159	150	148	113	122	109
All severities	1,374	1,322	1,252	1,433	1,273	1,260	1,131	1,097	1,008
Heavy goods vehicle									
Drivers									
Killed	46	44	42	47	51	42	40	47	36
KSI	492	462	476	429	430	361	354	341	327
All severities	2,808	2,926	2,981	2,792	2,597	2,546	2,410	2,395	2,084
Passengers									
Killed	5	4	9	6	10	2	5	5	3
KSI	67	59	76	59	67	51	37	32	43
All severities	380	394	444	426	379	350	326	287	292
All road users⁴									
Killed	2,547	2,495	2,533	2,614	2,557	2,627	2,433	2,416	2,401
KSI	31,045	28,123	28,179	27,691	27,213	25,960	23,861	22,442	22,287
All severities	181,906	182,392	184,259	181,167	175,706	169,492	163,173	157,797	150,212

1 Figures have been rounded to the nearest whole number

2 Killed or seriously injured.

3 Includes boarding and alighting.

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

6b Female casualties: by road user type and severity: 1994–98 average¹, 1999 – 2006

	Number of casualties								
	1994-98 average	1999	2000	2001	2002	2003	2004	2005	2006
Pedestrians									
Killed	376	290	298	261	275	269	221	250	223
KSI ²	4,605	3,853	3,714	3,368	3,224	2,961	2,818	2,818	2,731
All severities	19,348	17,914	17,378	16,739	15,847	14,905	14,555	13,913	13,151
Pedal cyclists									
Killed	32	24	23	18	21	25	27	17	24
KSI	713	593	518	495	439	405	385	416	422
All severities	4,930	4,577	4,275	3,740	3,345	3,350	3,238	3,248	3,127
Motorcycle									
Riders									
Killed	12	23	16	17	21	23	13	12	18
KSI	398	368	388	405	403	430	365	320	347
All severities	1,906	1,910	2,117	2,333	2,205	2,203	1,979	1,904	1,857
Passengers									
Killed	18	16	20	15	13	20	13	7	10
KSI	285	283	280	243	252	263	213	188	173
All severities	1,067	1,010	1,016	965	993	938	840	749	650
Car									
Drivers									
Killed	255	251	224	253	238	271	251	236	226
KSI	5,114	4,549	4,122	4,189	3,796	3,448	3,366	2,968	2,956
All severities	56,267	58,776	58,853	57,729	55,977	53,898	53,207	52,098	50,704
Passengers									
Killed	312	301	276	247	286	253	246	245	248
KSI	4,812	4,140	3,797	3,598	3,504	3,232	2,887	2,628	2,504
All severities	46,347	44,956	44,027	42,232	40,835	38,315	36,746	34,857	32,694
Bus or coach									
Drivers									
Killed	0	0	0	0	0	0	0	0	0
KSI	5	8	3	13	5	5	8	6	3
All severities	61	76	62	84	67	64	76	81	70
Passengers³									
Killed	11	5	5	5	7	3	7	4	9
KSI	449	401	384	351	346	328	307	221	283
All severities	6,278	6,672	6,509	6,244	5,730	5,844	5,587	4,984	4,631
Light goods vehicle									
Drivers									
Killed	2	1	5	3	3	3	0	1	2
KSI	54	35	34	33	31	25	16	15	23
All severities	466	437	354	400	356	337	254	285	291
Passengers									
Killed	4	4	1	2	3	5	1	2	1
KSI	79	83	51	45	51	46	32	40	26
All severities	671	618	510	531	523	513	392	406	392
Heavy goods vehicle									
Drivers									
Killed	0	1	0	0	0	0	1	1	0
KSI	5	7	5	3	8	6	3	6	3
All severities	46	54	55	53	58	48	41	46	46
Passengers									
Killed	1	3	4	1	2	0	1	2	0
KSI	15	12	14	7	18	11	12	16	10
All severities	103	110	115	110	141	116	106	115	106
All road users⁴									
Killed	1,030	926	876	830	870	881	788	785	771
KSI	16,603	14,411	13,375	12,816	12,149	11,250	10,482	9,708	9,556
All severities	137,900	137,727	135,803	131,631	126,583	121,001	117,573	113,087	108,111

1 Figures have been rounded to the nearest whole number

3 Includes boarding and alighting.

2 Killed or seriously injured.

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

6c All casualties: by road user type and severity: 1994–98 average¹, 1999 – 2006

	Number of casualties								
	1994-98 average	1999	2000	2001	2002	2003	2004	2005	2006
Pedestrians									
Killed	1,008	870	857	826	775	774	671	671	675
KSI ²	11,669	9,825	9,498	9,064	8,631	7,933	7,478	7,129	7,051
All severities	46,543	42,888	42,033	40,577	38,784	36,405	34,881	33,281	30,982
Pedal cyclists									
Killed	186	172	127	138	130	114	134	148	146
KSI	3,732	3,176	2,770	2,678	2,450	2,411	2,308	2,360	2,442
All severities	24,385	22,840	20,612	19,114	17,107	17,033	16,648	16,561	16,196
Motorcycle									
Riders									
Killed	434	525	573	554	580	665	557	549	576
KSI	5,988	6,443	6,885	6,883	7,030	7,205	6,255	6,142	6,151
All severities	22,251	24,516	26,513	27,135	26,628	26,733	24,201	23,484	22,143
Passengers									
Killed	33	22	32	29	29	28	28	20	23
KSI	487	465	489	422	470	447	393	366	333
All severities	1,772	1,676	1,699	1,675	1,725	1,678	1,440	1,340	1,183
Car									
Drivers									
Killed	1,128	1,082	1,087	1,164	1,146	1,169	1,106	1,109	1,066
KSI	14,634	12,995	12,695	12,555	12,030	11,040	10,402	9,497	9,305
All severities	127,958	132,067	133,928	132,318	129,024	123,786	122,045	119,567	115,003
Passengers									
Killed	634	605	578	585	601	600	565	566	546
KSI	8,619	7,373	7,024	6,869	6,698	6,251	5,742	5,120	4,949
All severities	75,329	73,668	72,871	70,484	68,401	64,556	61,813	58,735	55,997
Bus or coach									
Drivers									
Killed	1	0	1	4	2	1	3	0	2
KSI	71	67	51	64	53	44	45	31	40
All severities	804	908	1,024	992	873	862	822	818	724
Passengers³									
Killed	19	11	14	10	17	10	17	9	17
KSI	645	544	527	498	498	456	443	332	386
All severities	8,794	9,344	9,064	8,892	8,132	8,206	7,998	7,102	6,529
Light goods vehicle									
Drivers									
Killed	48	42	55	46	54	50	47	46	39
KSI	735	606	609	607	579	571	486	425	429
All severities	5,378	5,182	5,245	5,336	5,206	5,124	4,641	4,545	4,511
Passengers									
Killed	17	23	11	18	16	22	15	8	13
KSI	279	261	204	204	201	194	145	162	135
All severities	2,046	1,942	1,762	1,968	1,801	1,773	1,525	1,503	1,403
Heavy goods vehicle									
Drivers									
Killed	46	45	42	47	51	42	41	48	36
KSI	497	469	481	434	438	367	357	347	330
All severities	2,855	2,980	3,038	2,850	2,657	2,594	2,451	2,441	2,132
Passengers									
Killed	7	7	13	7	12	2	6	7	3
KSI	82	71	90	66	86	62	49	48	53
All severities	483	504	559	538	521	467	432	402	398
All road users⁴									
Killed	3,578	3,423	3,409	3,450	3,431	3,508	3,221	3,201	3,172
KSI	47,656	42,545	41,564	40,560	39,407	37,215	34,351	32,155	31,845
All severities	319,928	320,310	320,283	313,309	302,605	290,607	280,840	271,017	258,404

1 Figures have been rounded to the nearest whole number

2 Killed or seriously injured.

3 Includes boarding and alighting.

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

7a Male casualties: killed or seriously injured: by road user type and age: 1994-98 average¹, 1999 - 2006

Number of casualties

		1994-98 average	1999	2000	2001	2002	2003	2004	2005	2006
Pedestrians	0 to 4 ²	374	309	254	219	214	190	170	156	158
	5 to 7	571	471	404	383	321	288	253	207	207
	8 to 11	875	731	694	722	597	503	456	419	357
	12 to 15	825	690	704	720	710	585	608	519	553
	16 to 19	513	471	424	476	443	435	391	410	385
	20 to 24	523	413	441	446	468	445	384	396	388
	25 to 59	2,116	1,873	1,848	1,716	1,790	1,715	1,612	1,438	1,536
	60 to 64	207	166	177	187	127	145	113	104	121
	65 to 69	188	143	128	150	115	110	107	108	114
	70 to 74	228	151	162	158	140	122	131	133	108
	75 to 79	207	194	182	170	157	138	122	123	107
	80 and over	328	266	261	234	219	215	221	201	202
All age groups ³	7,063	5,970	5,784	5,682	5,400	4,971	4,658	4,310	4,319	
Pedal cyclists	0 to 4 ²	17	18	8	7	6	12	6	9	6
	5 to 7	123	114	68	55	55	43	40	39	38
	8 to 11	304	233	196	171	157	178	125	134	119
	12 to 15	489	405	361	338	289	276	323	266	262
	16 to 19	304	236	165	199	156	157	144	144	163
	20 to 24	263	193	165	155	138	143	141	145	153
	25 to 59	1,245	1,143	1,077	1,033	995	980	942	1,002	1,057
	60 and over	240	201	165	192	169	191	173	170	189
	All age groups ³	3,019	2,583	2,250	2,182	2,009	2,005	1,923	1,942	2,020
	Motorcycle riders 50cc and under	Under 16	13	14	16	18	20	19	25	39	28
16		100	144	183	215	253	248	300	299	269
17		39	53	80	85	117	110	105	105	123
18		13	27	28	32	34	39	39	40	34
19		7	14	26	24	27	23	20	23	28
20 to 24		33	50	40	44	64	45	43	45	46
25 to 59		110	84	118	138	126	138	112	108	121
60 and over		37	24	18	13	14	20	12	9	9
All age groups ³		355	415	519	575	660	654	664	671	665
Motorcycle riders over 50cc	Under 16	39	39	50	51	50	55	46	44	31
	16	77	50	56	62	54	78	77	68	50
	17	215	192	208	223	203	265	236	256	210
	18	175	169	206	220	202	216	193	172	185
	19	150	138	170	156	169	181	162	171	174
	20 to 24	857	663	679	672	752	716	651	668	644
	25 to 59	3,526	4,203	4,372	4,278	4,309	4,341	3,632	3,557	3,574
	60 and over	120	122	140	120	126	175	161	142	194
	All age groups ³	5,234	5,659	5,977	5,899	5,958	6,121	5,225	5,151	5,139
Car drivers	Under 17	58	42	60	63	66	53	57	41	36
	17	281	190	234	200	204	202	187	209	221
	18	453	388	373	361	372	364	316	332	346
	19	393	401	390	340	355	352	327	328	303
	20 to 24	1,640	1,311	1,353	1,405	1,402	1,309	1,241	1,160	1,133
	25 to 29	1,332	1,128	1,043	1,009	1,005	896	820	748	736
	30 to 39	1,852	1,690	1,804	1,771	1,663	1,497	1,343	1,217	1,122
	40 to 59	2,082	1,948	1,977	1,891	1,942	1,763	1,672	1,502	1,490
	60 to 69	613	557	569	533	468	456	418	397	407
	70 to 79	479	471	435	453	398	377	336	302	310
	80 and over	229	187	207	217	235	213	212	210	183
	All age groups ³	9,518	8,441	8,572	8,356	8,222	7,591	7,035	6,529	6,349
Car passengers	Under 17	793	610	568	606	600	554	517	401	396
	17	296	233	226	244	217	213	192	240	202
	18	295	257	267	253	257	240	239	201	236
	19	242	244	234	215	210	205	218	161	175
	20 to 24	755	583	645	673	721	666	647	564	506
	25 to 29	391	324	315	334	314	279	249	234	241
	30 to 39	403	374	361	373	333	329	300	245	226
	40 to 59	333	309	306	270	275	249	233	206	235
	60 to 69	103	79	84	71	73	70	66	65	68
	70 to 79	79	80	71	62	63	68	53	54	73
	80 and over	44	48	50	46	32	45	37	36	34
	All age groups ³	3,807	3,233	3,221	3,251	3,183	3,017	2,853	2,490	2,445

1 Figures have been rounded to the nearest whole number

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

3 Includes cases where age was not reported.

7b Female casualties: killed or seriously injured: by road user type and age: 1994-98 average¹, 1999 - 2006

Number of casualties

		1994-98 average	1999	2000	2001	2002	2003	2004	2005	2006
Pedestrians	0 to 4 ²	197	146	128	97	107	81	80	91	81
	5 to 7	260	206	184	161	145	104	109	121	101
	8 to 11	475	434	380	350	290	250	208	218	200
	12 to 15	590	470	478	490	443	380	455	403	368
	16 to 19	300	240	232	229	224	231	211	241	227
	20 to 24	244	201	225	189	207	197	185	181	168
	25 to 59	1,020	943	914	829	809	790	742	752	751
	60 to 64	164	122	130	95	130	105	94	97	105
	65 to 69	191	142	138	133	112	119	89	93	92
	70 to 74	263	216	206	149	139	156	135	111	112
	75 to 79	310	258	232	204	195	174	151	167	152
	80 and over	528	421	412	379	366	325	316	291	326
All age groups ³	4,605	3,853	3,714	3,368	3,224	2,961	2,818	2,818	2,731	
Pedal cyclists	0 to 4 ²	1	3	1	1	2	1	1	1	0
	5 to 7	23	23	13	11	10	10	13	14	10
	8 to 11	74	69	58	41	36	38	27	29	40
	12 to 15	98	85	53	50	37	37	42	35	28
	16 to 19	58	45	39	30	22	23	25	30	24
	20 to 24	75	51	38	43	32	42	27	37	29
	25 to 59	299	246	260	246	238	196	197	205	233
	60 and over	72	57	45	53	51	44	48	54	50
	All age groups ³	713	593	518	495	439	405	385	416	422
	Motorcycle riders 50cc and under	Under 16	1	1	1	0	3	4	1	1	2
16		9	9	17	16	21	14	13	23	16
17		7	4	8	14	11	8	14	9	16
18		4	7	3	8	6	4	4	5	3
19		3	2	6	7	3	3	6	4	0
20 to 24		12	12	16	7	19	13	12	8	7
25 to 59		65	44	53	59	46	49	41	37	35
60 and over		20	9	9	8	14	12	7	4	2
All age groups ³		122	91	116	119	124	108	102	92	83
Motorcycle riders over 50cc	Under 16	2	0	2	0	3	1	0	0	1
	16	4	1	1	4	5	3	7	6	2
	17	9	7	8	9	10	11	6	8	6
	18	8	11	13	12	8	6	6	3	10
	19	11	10	14	3	6	6	12	5	6
	20 to 24	62	34	38	37	36	40	44	33	34
	25 to 59	170	205	189	210	205	244	183	164	196
	60 and over	7	8	5	5	4	7	5	5	6
	All age groups ³	276	277	272	286	279	322	263	228	264
Car drivers	Under 17	3	7	4	6	4	2	2	4	3
	17	85	46	40	51	39	57	36	47	40
	18	174	158	113	114	96	119	117	122	116
	19	161	165	125	131	116	98	135	107	125
	20 to 24	782	554	527	531	557	491	477	432	413
	25 to 29	730	545	515	472	431	438	376	317	321
	30 to 39	1,140	1,067	955	1,000	824	682	692	555	536
	40 to 59	1,356	1,356	1,224	1,255	1,106	978	979	863	862
	60 to 69	299	275	264	262	254	248	244	224	248
	70 to 79	227	216	214	213	220	208	173	178	167
	80 and over	96	99	94	102	96	90	98	88	98
	All age groups ³	5,114	4,549	4,122	4,189	3,796	3,448	3,366	2,968	2,956
	Car passengers	Under 17	840	696	673	598	617	562	474	400	435
17		215	184	140	165	168	191	155	140	137
18		204	180	145	170	147	154	137	121	136
19		140	130	132	108	140	123	116	102	106
20 to 24		534	382	394	411	429	352	352	313	295
25 to 29		396	318	264	242	244	176	170	169	179
30 to 39		510	437	411	381	320	308	271	233	235
40 to 59		812	724	636	585	598	519	470	454	383
60 to 69		454	382	359	318	264	267	247	220	198
70 to 79		403	394	364	346	311	277	246	234	204
80 and over		209	199	194	167	180	184	174	165	146
All age groups ³		4,812	4,140	3,797	3,598	3,504	3,232	2,887	2,628	2,504

1 Figures have been rounded to the nearest whole number

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

3 Includes cases where age was not reported.

7c All casualties: killed or seriously injured: by road user type and age: 1994-98 average¹, 1999 - 2006

Number of casualties

		1994-98 average	1999	2000	2001	2002	2003	2004	2005	2006
Pedestrians	0 to 4 ²	571	455	382	316	321	271	250	247	239
	5 to 7	831	677	588	545	466	392	362	328	308
	8 to 11	1,350	1,165	1,074	1,073	888	753	664	637	557
	12 to 15	1,415	1,160	1,182	1,210	1,153	965	1,063	922	921
	16 to 19	813	711	656	705	668	666	603	651	612
	20 to 24	767	614	666	635	675	642	569	577	556
	25 to 59	3,136	2,817	2,762	2,546	2,600	2,505	2,354	2,191	2,287
	60 to 64	370	288	307	282	257	250	207	201	226
	65 to 69	379	285	266	283	227	229	196	201	206
	70 to 74	490	367	368	307	279	278	266	244	220
	75 to 79	517	452	414	374	352	312	273	290	259
80 and over	856	687	673	613	586	540	537	492	528	
All age groups ³	11,669	9,825	9,498	9,064	8,631	7,933	7,478	7,129	7,051	
Pedal cyclists	0 to 4 ²	19	21	9	8	8	13	7	10	6
	5 to 7	146	137	81	66	66	53	53	53	48
	8 to 11	377	302	254	212	193	216	152	163	159
	12 to 15	587	490	414	388	327	313	365	301	290
	16 to 19	362	281	204	229	178	180	169	174	187
	20 to 24	338	244	203	198	170	185	168	182	182
	25 to 59	1,545	1,389	1,337	1,279	1,233	1,176	1,139	1,207	1,290
	60 and over	313	258	210	245	220	235	221	224	239
	All age groups ³	3,732	3,176	2,770	2,678	2,450	2,411	2,308	2,360	2,442
	Motorcycle riders 50cc and under	Under 16	14	15	17	18	23	23	26	40	30
16		109	153	200	232	274	262	313	322	285
17		46	57	88	99	128	118	119	114	139
18		17	34	31	40	40	43	43	45	37
19		10	16	32	31	30	26	26	27	28
20 to 24		46	62	56	51	83	58	55	53	53
25 to 59		174	128	171	197	172	187	153	145	156
60 and over		57	33	27	21	28	32	19	13	11
All age groups ³		477	506	635	695	784	762	766	763	748
Motorcycle riders over 50cc	Under 16	41	39	52	51	53	56	46	44	32
	16	81	51	57	66	59	81	84	74	52
	17	224	199	216	232	213	276	242	264	216
	18	183	180	219	232	211	222	199	175	195
	19	161	148	184	159	175	187	174	176	180
	20 to 24	918	697	717	709	792	756	695	701	678
	25 to 59	3,697	4,409	4,561	4,488	4,516	4,585	3,815	3,721	3,770
	60 and over	127	130	145	125	130	182	166	147	200
	All age groups ³	5,511	5,937	6,250	6,188	6,246	6,443	5,489	5,379	5,403
Car drivers	Under 17	61	49	64	69	70	55	59	45	39
	17	365	236	274	251	243	259	223	256	261
	18	627	546	486	475	468	483	433	454	462
	19	554	566	515	471	471	450	462	435	428
	20 to 24	2,421	1,865	1,880	1,938	1,962	1,800	1,718	1,592	1,546
	25 to 29	2,062	1,673	1,558	1,481	1,437	1,334	1,196	1,065	1,057
	30 to 39	2,993	2,758	2,759	2,771	2,488	2,179	2,035	1,772	1,658
	40 to 59	3,438	3,304	3,201	3,147	3,050	2,741	2,652	2,365	2,352
	60 to 69	912	832	833	795	722	704	662	621	655
	70 to 79	706	687	649	666	618	585	509	480	477
	80 and over	325	286	301	319	331	303	310	298	281
	All age groups ³	14,634	12,995	12,695	12,555	12,030	11,040	10,402	9,497	9,305
Car passengers	Under 17	1,633	1,306	1,241	1,204	1,217	1,117	991	802	831
	17	511	417	366	409	385	404	347	380	339
	18	498	437	412	423	404	394	376	322	372
	19	382	374	366	324	351	328	334	263	281
	20 to 24	1,288	965	1,039	1,087	1,150	1,018	999	877	801
	25 to 29	788	642	579	576	559	455	419	403	420
	30 to 39	913	811	772	755	653	637	572	478	461
	40 to 59	1,145	1,033	942	855	874	768	703	660	618
	60 to 69	556	461	443	389	337	337	313	285	266
	70 to 79	482	474	435	409	374	345	299	288	277
	80 and over	252	247	244	213	212	229	211	201	180
	All age groups ³	8,619	7,373	7,024	6,869	6,698	6,251	5,742	5,120	4,949

1 Figures have been rounded to the nearest whole number

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

3 Includes cases where age was not reported.

8 Casualties: by time of accident and severity: 1996 - 2006

	Number of casualties										
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
04.00 to 17.59											
Killed	2,005	2,081	2,015	2,036	2,017	1,989	1,952	2,033	1,818	1,804	1,808
KSI ¹	30,202	29,782	28,425	27,415	26,601	25,500	24,550	23,312	21,393	20,061	19,981
All severities	220,055	228,552	228,480	225,488	224,565	218,605	209,194	202,199	195,201	188,210	179,328
18.00 to 21.59											
Killed	824	767	765	712	720	757	774	728	676	704	666
KSI	10,642	10,127	9,616	9,251	8,928	8,860	8,517	7,962	7,363	6,917	6,769
All severities	65,514	66,235	64,628	63,353	63,152	62,164	60,372	56,921	55,433	53,678	50,891
22.00 to 03.59											
Killed	769	751	641	674	672	703	705	747	727	693	698
KSI	7,252	6,671	6,209	5,872	6,028	6,193	6,337	5,937	5,593	5,173	5,094
All severities	34,987	33,005	32,038	31,410	32,512	32,450	33,011	31,461	30,191	29,099	28,162
Total ²											
Killed	3,598	3,599	3,421	3,423	3,409	3,450	3,431	3,508	3,221	3,201	3,172
KSI	48,097	46,583	44,255	42,545	41,564	40,560	39,407	37,215	34,351	32,155	31,845
All severities	320,578	327,803	325,212	320,310	320,283	313,309	302,605	290,607	280,840	271,017	258,404

1 Killed or seriously injured.

2 Includes cases where time was not reported.

9 Casualty rates: by road user type and severity: 1996 - 2006

	Casualty rate per 100 million vehicle kilometres/percentage										
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Pedal cyclists											
Killed	4.9	4.5	4.0	4.2	3.1	3.3	2.9	2.5	3.2	3.3	3.1
KSI ¹	92	87	83	77	66	63	55	53	54	53	53
All severities	596	597	573	554	489	446	383	374	392	371	349
Motorcycle riders											
Killed	11	12	11	12	13	12	11	12	11	10	11
KSI	152	150	146	143	151	143	138	128	121	113	119
All severities	569	573	559	545	580	563	524	477	469	432	429
Car drivers											
Killed	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
KSI	4.2	4.1	3.7	3.4	3.4	3.3	3.1	2.8	2.6	2.4	2.3
All severities	36	37	36	35	36	35	33	31	31	30	29
Bus or coach drivers											
Killed	0	0	0	0	0	0.1	0	0	0.1	0	0
KSI	1.2	1.5	1.3	1.3	1.0	1.2	1.0	0.8	0.9	0.6	0.7
All severities	16	16	17	17	20	19	17	16	16	16	13
Light goods vehicle drivers											
Killed	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
KSI	1.5	1.4	1.4	1.2	1.2	1.1	1.1	1.0	0.8	0.7	0.7
All severities	11	11	11	10	10	9.9	9.5	8.9	7.6	7.3	7.0
Heavy goods vehicle drivers											
Killed	0.2	0.1	0.2	0.2	0.1	0.2	0.2	0.1	0.1	0.2	0.1
KSI	1.8	1.8	1.7	1.7	1.7	1.5	1.5	1.3	1.2	1.2	1.1
All severities	10	11	11	11	11	10	9.4	9.1	8.3	8.4	7.3
All drivers and riders ²											
Killed	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
KSI	5.8	5.7	5.3	5.1	5.0	4.9	4.6	4.4	4.0	3.8	3.7
All severities	41	42	41	40	41	39	37	36	34	33	32
Percentage of all road user casualties accounted for by drivers and riders											
Killed	52	54	55	55	56	57	58	59	59	60	60
KSI	54	55	55	56	57	58	58	59	58	59	59
All severities	57	58	59	59	60	60	60	61	61	62	63

1 Killed or seriously injured.

2 Includes driver and riders of other vehicles.

10 Vehicles involved and involvement rates: by vehicle type and severity of accident: 1996 - 2006

	Number of vehicles/rate per 100 million vehicle kilometres										
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Pedal cycles											
Fatal	214	199	167	187	141	145	141	124	144	158	163
Rate	5.2	4.9	4.2	4.6	3.4	3.4	3.2	2.7	3.4	3.6	3.5
Fatal or serious	3,984	3,795	3,485	3,351	2,937	2,823	2,583	2,544	2,416	2,497	2,584
Rate	98	93	88	82	71	67	58	56	57	56	56
All severities	25,192	25,200	23,423	23,482	21,055	19,497	17,532	17,472	17,084	17,039	16,611
Rate	616	617	592	576	506	460	397	387	406	385	361
Motorcycle riders											
Fatal	505	570	570	617	695	673	694	783	659	620	667
Rate	13	14	14	14	15	14	14	14	13	11	13
Fatal or serious	6,511	6,833	6,864	7,291	7,814	7,767	7,920	8,102	7,059	6,854	6,863
Rate	173	172	167	162	171	161	156	144	137	126	133
All severities	23,798	25,211	25,514	27,122	29,236	30,084	29,503	29,523	26,857	25,870	24,323
Rate	633	636	621	603	639	625	581	527	521	476	471
Cars											
Fatal	3,771	3,979	3,714	3,634	3,516	3,654	3,728	3,773	3,520	3,465	3,483
Rate	1.0	1.1	1.0	1.0	0.9	1.0	0.9	1.0	0.9	0.9	0.9
Fatal or serious	48,977	48,141	45,341	43,062	41,587	40,745	39,563	36,912	34,416	32,129	31,892
Rate	14	13	12	11	11	11	10	9.4	8.6	8.1	7.9
All severities	331,091	338,924	337,794	329,866	329,846	321,900	314,568	299,933	291,842	281,810	267,991
Rate	92	93	91	87	88	84	80	76	73	71	67
Buses or coaches											
Fatal	139	129	136	139	136	164	125	119	121	108	118
Rate	2.8	2.5	2.6	2.6	2.6	3.2	2.4	2.2	2.3	2.1	2.2
Fatal or serious	1,626	1,516	1,487	1,483	1,449	1,433	1,392	1,319	1,237	1,131	1,159
Rate	32	29	28	28	28	28	27	24	24	22	21
All severities	11,196	11,241	11,762	11,888	11,733	11,521	10,781	10,939	10,573	9,988	9,133
Rate	223	218	224	224	227	223	207	203	202	193	169
Light goods vehicles											
Fatal	299	309	290	262	279	302	296	320	267	261	274
Rate	0.6	0.6	0.6	0.5	0.5	0.6	0.5	0.6	0.4	0.4	0.4
Fatal or serious	3,260	3,167	3,113	2,676	2,620	2,660	2,554	2,509	2,207	2,080	2,092
Rate	7.1	6.5	6.1	5.2	5.0	5.0	4.6	4.3	3.6	3.3	3.3
All severities	19,186	20,070	20,083	18,052	17,671	18,314	17,755	17,486	15,728	16,078	15,593
Rate	42	41	40	35	34	34	32	30	26	26	24
Heavy goods vehicles											
Fatal	592	572	595	617	565	588	570	533	472	520	458
Rate	2.3	2.1	2.1	2.2	2.0	2.1	2.0	1.9	1.6	1.8	1.6
Fatal or serious	3,137	3,187	3,077	3,085	3,033	2,910	2,692	2,456	2,142	2,168	2,071
Rate	12	12	11	11	11	10	9.5	8.6	7.3	7.5	7.1
All severities	13,582	14,385	14,526	15,191	15,194	14,813	13,480	13,173	12,516	12,120	11,336
Rate	52	54	52	54	54	53	48	46	43	42	39
All motor vehicles¹											
Fatal	5,382	5,622	5,386	5,352	5,282	5,455	5,500	5,614	5,119	5,036	5,072
Rate	1.2	1.2	1.2	1.1	1.1	1.1	1.1	1.1	1.0	1.0	1.0
Fatal or serious	64,153	63,506	60,545	58,344	57,277	56,104	54,835	51,861	47,757	44,805	44,615
Rate	15	14	13	12	12	12	11	11	9.6	9.0	8.8
All severities	402,001	413,197	413,172	406,401	408,231	399,883	390,273	374,098	362,303	348,773	331,120
Rate	91	92	90	87	87	84	80	76	73	70	65
All vehicles²											
Fatal	5,601	5,836	5,564	5,547	5,433	5,614	5,647	5,753	5,276	5,204	5,253
Rate	1.3	1.3	1.2	1.2	1.2	1.2	1.2	1.2	1.0	1.0	1.0
Fatal or serious	68,234	67,411	64,125	61,814	60,336	59,055	57,509	54,516	50,277	47,380	47,278
Rate	15	15	14	13	13	12	12	11	10	9.4	9.3
All severities	427,521	438,877	437,105	430,492	429,943	420,073	408,325	392,022	379,845	366,236	348,059
Rate	96	97	95	91	91	88	83	79	76	73	68

1 Includes other motor vehicles.

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

11 Breath tests and breath test failures: by drivers and riders involved in accidents: 1996 - 2006

	Number/percentage										
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Car drivers											
Involved in accidents	331,091	338,924	337,794	329,866	329,846	321,900	314,568	299,933	291,842	281,810	267,991
Number breath tested	133,347	157,373	173,610	175,916	172,840	163,540	159,782	151,442	149,430	149,687	146,564
Percentage of drivers involved	40	46	51	53	52	51	51	50	51	53	55
Number failing breath test ¹	7,303	7,087	6,690	6,669	7,124	7,264	7,285	7,289	6,655	6,397	5,873
Percentage of drivers breath tested	5.5	4.5	3.9	3.8	4.1	4.4	4.6	4.8	4.5	4.3	4.0
involved in accidents	2.2	2.1	2.0	2.0	2.2	2.3	2.3	2.4	2.3	2.3	2.2
Motorcycle riders											
Involved in accidents	23,798	25,211	25,514	27,122	29,236	30,084	29,503	29,523	26,857	25,870	24,323
Number breath tested	7,906	9,926	11,416	12,970	13,945	13,725	12,992	13,178	12,422	12,221	11,884
Percentage of riders involved	33	39	45	48	48	46	44	45	46	47	49
Number failing breath test ¹	408	428	426	443	442	446	441	510	423	391	374
Percentage of riders breath tested	5.2	4.3	3.7	3.4	3.2	3.2	3.4	3.9	3.4	3.2	3.1
involved in accidents	1.7	1.7	1.7	1.6	1.5	1.5	1.5	1.7	1.6	1.5	1.5
Other motor vehicle drivers											
Involved in accidents	47,112	49,062	49,864	49,413	49,149	47,899	46,202	44,642	43,604	41,093	38,806
Number breath tested	17,936	21,687	24,697	25,864	25,915	24,457	23,458	22,656	22,120	21,311	20,822
Percentage of drivers involved	38	44	50	52	53	51	51	51	51	52	54
Number failing breath test ¹	382	445	398	411	401	386	378	351	349	327	347
Percentage of drivers breath tested	2.1	2.1	1.6	1.6	1.5	1.6	1.6	1.5	1.6	1.5	1.7
involved in accidents	0.8	0.9	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.9
All driver/riders											
Involved in accidents	402,001	413,197	413,172	406,401	408,231	399,883	390,273	374,098	362,303	348,773	331,120
Number breath tested	159,189	188,986	209,723	214,750	212,700	201,722	196,232	187,276	183,972	183,219	179,270
Percentage involved	40	46	51	53	52	50	50	50	51	53	54
Number failing breath test ¹	8,093	7,960	7,514	7,523	7,967	8,096	8,104	8,150	7,427	7,115	6,594
Percentage of driver riders breath tested	5.1	4.2	3.6	3.5	3.7	4.0	4.1	4.4	4.0	3.9	3.7
involved in accidents	2.0	1.9	1.8	1.9	2.0	2.0	2.1	2.2	2.0	2.0	2.0

¹ Failed or refused to provide a specimen of breath.

12 Accidents, vehicles and casualties: casualties by severity: by road class, built-up and non built-up roads: 2006

Number of accidents/vehicles/casualties

	Casualties involved, by severity					
	Accidents	Vehicles involved	Killed	Seriously injured	Slightly injured	All severities
Motorways						
Fatal	164	406	187	72	136	395
Serious	789	1,631	..	906	684	1,590
Slight	7,426	16,509	..	..	11,403	11,403
All severities	8,379	18,546	187	978	12,223	13,388
Built-up A roads						
Fatal	582	936	619	169	243	1,031
Serious	6,719	11,119	..	7,197	2,107	9,304
Slight	48,122	91,678	..	..	62,989	62,989
All severities	55,423	103,733	619	7,366	65,339	73,324
Built-up other roads¹						
Fatal	633	1,007	662	128	230	1,020
Serious	9,769	15,583	..	10,442	2,641	13,083
Slight	68,879	123,599	..	..	87,236	87,236
All severities	79,281	140,189	662	10,570	90,107	101,339
All built-up roads²						
Fatal	1,215	1,943	1,281	297	473	2,051
Serious	16,488	26,702	..	17,639	4,748	22,387
Slight	117,001	215,277	..	..	150,225	150,225
All severities	134,704	243,922	1,281	17,936	155,446	174,663
Non built-up A roads						
Fatal	1,071	2,131	1,196	449	688	2,333
Serious	4,625	8,666	..	5,566	2,912	8,478
Slight	22,931	45,394	..	..	33,461	33,461
All severities	28,627	56,191	1,196	6,015	37,061	44,272
Non built-up other roads¹						
Fatal	476	773	508	176	217	901
Serious	3,044	5,026	..	3,568	1,857	5,425
Slight	13,931	23,601	..	..	19,755	19,755
All severities	17,451	29,400	508	3,744	21,829	26,081
All non built-up roads²						
Fatal	1,547	2,904	1,704	625	905	3,234
Serious	7,669	13,692	..	9,134	4,769	13,903
Slight	36,862	68,995	..	..	53,216	53,216
All severities	46,078	85,591	1,704	9,759	58,890	70,353
All speed limits³						
Fatal	2,926	5,253	3,172	994	1,514	5,680
Serious	24,946	42,025	..	27,679	10,201	37,880
Slight	161,289	300,781	..	..	214,844	214,844
All severities	189,161	348,059	3,172	28,673	226,559	258,404

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

2 Excludes motorways.

3 Includes cases where speed limit was not reported.

13 Accidents and casualties: by severity, road type and speed limit: 2006

	Number of accidents/casualties							
	Accidents				Casualties			
	Fatal	Serious	Slight	All	Killed	Seriously injured	Slightly injured	All
Roundabout								
Speed limit								
20 mph ¹	0	2	30	32	0	2	36	38
30 mph	22	518	6,938	7,478	22	546	8,799	9,367
40 mph	6	149	1,626	1,781	7	164	2,088	2,259
50 mph	2	54	421	477	2	57	551	610
60 mph	7	154	1,525	1,686	7	163	1,955	2,125
70 mph	5	80	740	825	5	89	953	1,047
All limits ²	42	957	11,280	12,279	43	1,021	14,382	15,446
One way street								
Speed limit								
20 mph ¹	2	19	79	100	2	20	99	121
30 mph	34	451	3,234	3,719	34	483	3,943	4,460
40 mph	0	11	48	59	0	13	71	84
50 mph	0	2	34	36	0	2	48	50
60 mph	1	10	82	93	1	10	101	112
All limits ²	39	502	3,532	4,073	39	540	4,345	4,924
Single carriageway								
Speed limit								
20 mph ¹	13	116	662	791	15	126	782	923
30 mph	773	12,322	85,143	98,238	803	13,274	111,628	125,705
40 mph	184	1,294	7,587	9,065	204	1,527	11,583	13,314
50 mph	81	385	2,007	2,473	89	488	3,330	3,907
60 mph	1,152	5,658	23,322	30,132	1,275	7,333	38,430	47,038
All limits ²	2,203	19,776	118,722	140,701	2,386	22,749	165,755	190,890
Slip road								
Speed limit								
20 mph ¹	0	0	3	3	0	0	3	3
30 mph	5	42	534	581	5	47	681	733
40 mph	1	13	110	124	1	14	158	173
50 mph	3	12	145	160	3	13	205	221
60 mph	1	37	238	276	1	42	345	388
70 mph	9	66	784	859	9	73	1,155	1,237
All limits ²	19	170	1,814	2,003	19	189	2,547	2,755
Dual carriageway								
Speed limit								
20 mph ¹	0	6	16	22	0	7	17	24
30 mph	69	937	6,680	7,686	72	1,033	9,329	10,434
40 mph	102	517	3,653	4,272	112	584	5,477	6,173
50 mph	35	252	1,922	2,209	36	293	2,822	3,151
60 mph	42	186	1,335	1,563	45	227	2,006	2,278
70 mph	367	1,505	11,245	13,117	411	1,876	18,471	20,758
All limits ²	615	3,403	24,851	28,869	676	4,020	38,122	42,818
All roads³								
Speed limit								
20 mph ¹	15	154	827	996	17	166	985	1,168
30 mph	909	14,365	103,336	118,610	942	15,484	135,359	151,785
40 mph	293	1,987	13,065	15,345	324	2,305	19,432	22,061
50 mph	121	709	4,544	5,374	130	857	6,974	7,961
60 mph	1,204	6,066	26,643	33,913	1,330	7,803	43,061	52,194
70 mph	384	1,665	12,874	14,923	429	2,058	20,748	23,235
All limits ²	2,926	24,946	161,289	189,161	3,172	28,673	226,559	258,404

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

2 Includes unknown and other speed limits.

3 Includes unknown and other road types.

14 Accidents: by severity, number of casualties involved, built-up and non built-up roads and road class: 2006

	Number of accidents															All accidents
	Fatal accidents								Serious accidents					Slight accidents		
	5+	4	3	2	1	1	1	1	4+	3	2	1	1	2+	1	
Killed	5+	4	3	2	1	1	1	1								
Seriously injured	0+	0+	0+	0+	2+	1	0	0	4+	3	2	1	1			
Slightly injured	0+	0+	0+	0+	0+	0+	1+	0	0+	0+	0+	1+	0	2+	1	
Built-up roads¹																
A roads	0	0	7	23	33	56	93	370	13	46	335	1,183	5,142	10,485	37,637	55,423
B roads	0	0	2	4	8	26	28	106	8	17	116	385	1,584	3,283	11,466	17,033
Other roads	0	0	1	19	12	38	71	318	17	48	334	1,152	6,108	9,960	44,170	62,248
All built-up roads²	0	0	10	46	53	120	192	794	38	111	785	2,720	12,834	23,728	93,273	134,704
Non built-up roads¹																
A roads	3	4	15	69	78	184	259	459	50	138	491	1,377	2,569	7,074	15,857	28,627
B roads	0	1	1	12	12	36	48	107	7	31	140	424	725	1,590	3,659	6,793
Other roads	0	0	3	9	22	43	42	140	17	33	173	526	968	2,492	6,190	10,658
All non built-up roads²	3	5	19	90	112	263	349	706	74	202	804	2,327	4,262	11,156	25,706	46,078
All speed limits³																
Motorways	0	2	2	13	9	35	47	56	4	14	75	293	403	2,455	4,971	8,379
A roads	3	4	22	92	111	240	352	829	63	184	826	2,560	7,711	17,559	53,494	84,050
B roads	0	1	3	16	20	62	76	213	15	48	256	809	2,309	4,873	15,125	23,826
Other roads	0	0	4	28	34	81	113	458	34	81	507	1,678	7,076	12,452	50,360	72,906
Total³	3	7	31	149	174	418	588	1,556	116	327	1,664	5,340	17,499	37,339	123,950	189,161

1 Excludes motorways.

2 Includes cases where road class was not reported

3 Includes cases where speed limit was not reported.

15a Accidents: by daylight and darkness, road surface condition, built-up and non built-up roads and severity: 2006

	Number of accidents								
	Daylight				Darkness				All ² accidents
	Dry	Wet or flood	Snow or ice	All ¹	Dry	Wet or flood	Snow or ice	All ¹	
Motorways									
Fatal	67	10	0	77	52	35	0	87	164
Serious	400	116	6	522	143	119	5	267	789
Slight	3,922	1,376	22	5,323	1,095	970	35	2,103	7,426
All severities	4,389	1,502	28	5,922	1,290	1,124	40	2,457	8,379
Built-up roads³									
Fatal	532	120	1	653	335	223	4	562	1,215
Serious	8,578	2,141	55	10,784	3,395	2,224	76	5,704	16,488
Slight	66,498	19,218	573	86,399	17,445	12,667	452	30,602	117,001
All severities	75,608	21,479	629	97,836	21,175	15,114	532	36,868	134,704
Non built-up roads³									
Fatal	648	277	12	937	306	293	11	610	1,547
Serious	3,606	1,610	85	5,302	1,128	1,141	95	2,367	7,669
Slight	16,485	9,712	586	26,822	4,397	5,188	441	10,040	36,862
All severities	20,739	11,599	683	33,061	5,831	6,622	547	13,017	46,078
All speed limits⁴									
Fatal	1,247	407	13	1,667	693	551	15	1,259	2,926
Serious	12,584	3,867	146	16,608	4,666	3,484	176	8,338	24,946
Slight	86,905	30,306	1,181	118,544	22,937	18,825	928	42,745	161,289
All severities	100,736	34,580	1,340	136,819	28,296	22,860	1,119	52,342	189,161

1 Includes cases where road surface condition was not reported

2 Includes cases where lighting condition was not reported

3 Excludes motorways.

4 Includes cases where speed limit was not reported.

15b Casualties: by daylight and darkness, road surface condition, built-up and non built-up roads and severity: 2006

	Number of casualties								
	Daylight				Darkness				All ² casualties
	Dry	Wet or flood	Snow or ice	All ¹	Dry	Wet or flood	Snow or ice	All ¹	
Motorways									
Killed	78	12	0	90	58	39	0	97	187
Serious	486	133	6	625	195	150	8	353	978
Slight	6,365	2,271	40	8,679	1,891	1,590	60	3,544	12,223
All severities	6,929	2,416	46	9,394	2,144	1,779	68	3,994	13,388
Built-up roads³									
Killed	552	124	1	677	357	242	5	604	1,281
Serious	9,079	2,293	58	11,440	3,846	2,555	86	6,496	17,936
Slight	85,544	26,145	725	112,549	23,979	18,192	678	42,897	155,446
All severities	95,175	28,562	784	124,666	28,182	20,989	769	49,997	174,663
Non built-up roads³									
Killed	709	306	16	1,031	343	316	14	673	1,704
Serious	4,412	2,089	87	6,589	1,519	1,527	121	3,170	9,759
Slight	26,161	15,488	841	42,538	7,251	8,423	660	16,352	58,890
All severities	31,282	17,883	944	50,158	9,113	10,266	795	20,195	70,353
All speed limits⁴									
Killed	1,339	442	17	1,798	758	597	19	1,374	3,172
Serious	13,977	4,515	151	18,654	5,560	4,232	215	10,019	28,673
Slight	118,070	43,904	1,606	163,766	33,121	28,205	1,398	62,793	226,559
All severities	133,386	48,861	1,774	184,218	39,439	33,034	1,632	74,186	258,404

1 Includes cases where road surface condition was not reported

2 Includes cases where lighting condition was not reported

3 Excludes motorways.

4 Includes cases where speed limit was not reported.

16a Accidents: by daylight and darkness, weather condition, built-up and non built-up roads and severity: 2006

	Number of accidents								All ¹ accidents
	Daylight				Darkness				
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways									
Fatal	71	3	0	1	67	13	0	4	164
Serious	440	66	4	1	199	52	0	9	789
Slight	4,446	725	22	31	1,492	485	13	38	7,426
All severities	4,957	794	26	33	1,758	550	13	51	8,379
Built-up roads²									
Fatal	595	42	1	1	474	68	2	3	1,215
Serious	9,575	942	19	27	4,409	969	18	61	16,488
Slight	73,336	9,144	257	230	22,453	5,936	94	305	117,001
All severities	83,506	10,128	277	258	27,336	6,973	114	369	134,704
Non built-up roads²									
Fatal	810	100	3	8	481	91	4	10	1,547
Serious	4,494	617	24	41	1,774	423	18	47	7,669
Slight	21,577	3,901	190	243	7,011	2,089	87	271	36,862
All severities	26,881	4,618	217	292	9,266	2,603	109	328	46,078
All speed limits³									
Fatal	1,476	145	4	10	1,022	172	6	17	2,926
Serious	14,509	1,625	47	69	6,382	1,444	36	117	24,946
Slight	99,359	13,770	469	504	30,956	8,510	194	614	161,289
All severities	115,344	15,540	520	583	38,360	10,126	236	748	189,161

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

2 Excludes motorways.

3 Includes cases where speed limit was not reported.

16b Casualties: by daylight and darkness, weather condition, built-up and non built-up roads and severity: 2006

	Number of casualties								All ¹ casualties
	Daylight				Darkness				
	Fine	Raining	Snowing	Fog	Fine	Raining	Snowing	Fog	
Motorways									
Killed	84	3	0	1	75	14	0	4	187
Serious	531	75	4	1	266	62	0	12	978
Slight	7,257	1,173	42	44	2,558	772	19	72	12,223
All severities	7,872	1,251	46	46	2,899	848	19	88	13,388
Built-up roads²									
Killed	617	44	1	1	513	70	2	3	1,281
Serious	10,152	1,013	19	30	5,064	1,074	19	66	17,936
Slight	95,116	12,531	330	291	31,445	8,434	141	422	155,446
All severities	105,885	13,588	350	322	37,022	9,578	162	491	174,663
Non built-up roads²									
Killed	891	112	3	9	540	92	6	10	1,704
Serious	5,555	802	27	58	2,411	546	29	51	9,759
Slight	34,315	6,266	284	354	11,587	3,374	141	390	58,890
All severities	40,761	7,180	314	421	14,538	4,012	176	451	70,353
All speed limits³									
Killed	1,592	159	4	11	1,128	176	8	17	3,172
Serious	16,238	1,890	50	89	7,741	1,682	48	129	28,673
Slight	136,688	19,970	656	689	45,590	12,580	301	884	226,559
All severities	154,518	22,019	710	789	54,459	14,438	357	1,030	258,404

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

2 Excludes motorways.

3 Includes cases where speed limit was not reported.

17 Accidents: by daylight and darkness, road surface condition, built-up and non built-up roads, speed limit and street lighting: 2006

Number of accidents

	Daylight				Darkness				All accidents ²
	Dry	Wet or flood	Snow or ice	All ¹	Dry	Wet or flood	Snow or ice	All ¹	
Motorways									
Street lighting	2,559	872	13	3,447	694	629	13	1,338	4,785
No street lights/Street lights unlit	1,724	602	15	2,341	567	481	27	1,076	3,417
Lighting not reported	106	28	0	134	29	14	0	43	177
All lighting conditions	4,389	1,502	28	5,922	1,290	1,124	40	2,457	8,379
Built-up roads³									
Speed limit 20 mph									
Street lighting	493	105	6	605	125	83	1	209	814
No street lights/Street lights unlit	104	29	0	133	13	3	0	16	149
Lighting not reported	18	7	0	25	5	3	0	8	33
All lighting conditions	615	141	6	763	143	89	1	233	996
Speed limit 30 mph									
Street lighting	58,147	14,949	410	73,601	17,473	12,090	387	29,989	103,590
No street lights/Street lights unlit	7,019	2,695	104	9,819	764	684	46	1,496	11,315
Lighting not reported	2,044	611	29	2,692	616	242	14	877	3,569
All lighting conditions	67,210	18,255	543	86,112	18,853	13,016	447	32,362	118,474
Speed limit 40 mph									
Street lighting	5,994	2,170	44	8,223	1,789	1,625	59	3,473	11,696
No street lights/Street lights unlit	1,494	785	30	2,309	291	345	22	658	2,967
Lighting not reported	295	128	6	429	99	39	3	142	571
All lighting conditions	7,783	3,083	80	10,961	2,179	2,009	84	4,273	15,234
All built-up roads									
Street lighting	64,634	17,224	460	82,429	19,387	13,798	447	33,671	116,100
No street lights/Street lights unlit	8,617	3,509	134	12,261	1,068	1,032	68	2,170	14,431
Lighting not reported	2,357	746	35	3,146	720	284	17	1,027	4,173
All lighting conditions	75,608	21,479	629	97,836	21,175	15,114	532	36,868	134,704
Non built-up roads³									
Speed limit 50 mph									
Street lighting	1,745	583	19	2,349	527	398	15	941	3,290
No street lights/Street lights unlit	747	427	19	1,193	177	255	18	450	1,643
Lighting not reported	92	28	1	121	26	19	0	45	166
All lighting conditions	2,584	1,038	39	3,663	730	672	33	1,436	5,099
Speed limit 60 mph									
Street lighting	4,021	1,959	71	6,063	853	916	43	1,816	7,879
No street lights/Street lights unlit	10,105	6,942	511	17,573	2,998	4,012	428	7,445	25,018
Lighting not reported	435	191	12	645	140	64	0	205	850
All lighting conditions	14,561	9,092	594	24,281	3,991	4,992	471	9,466	33,747
Speed limit 70 mph									
Street lighting	1,975	782	22	2,783	551	483	16	1,054	3,837
No street lights/Street lights unlit	1,490	646	27	2,163	531	460	26	1,017	3,180
Lighting not reported	129	41	1	171	28	15	1	44	215
All lighting conditions	3,594	1,469	50	5,117	1,110	958	43	2,115	7,232
All non built-up roads									
Street lighting	7,741	3,324	112	11,195	1,931	1,797	74	3,811	15,006
No street lights/Street lights unlit	12,342	8,015	557	20,929	3,706	4,727	472	8,912	29,841
Lighting not reported	656	260	14	937	194	98	1	294	1,231
All lighting conditions	20,739	11,599	683	33,061	5,831	6,622	547	13,017	46,078
All speed limits⁴									
Street lighting	74,934	21,420	585	97,071	22,012	16,224	534	38,820	135,891
No street lights/Street lights unlit	22,683	12,126	706	35,531	5,341	6,240	567	12,158	47,689
Lighting not reported	3,119	1,034	49	4,217	943	396	18	1,364	5,581
All lighting conditions	100,736	34,580	1,340	136,819	28,296	22,860	1,119	52,342	189,161

1 Includes cases where road surface condition was not reported

2 Includes cases where light condition was not reported

3 Excludes motorways.

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

18 Accidents: by daylight and darkness, lighting conditions, special conditions and carriageway hazards: 2006

	Number of accidents					
	Daylight	Darkness			All darkness	All ¹ accidents
		Street lights lit	No street lighting / Street lights unlit	Street lighting unknown		
Special conditions at site						
Automatic traffic signal out or defective	351	104	15	1	120	471
Permanent road sign/markings defective or obscured	187	55	32	2	89	276
Roadworks	1,664	418	175	13	606	2,270
Road surface defective	294	51	51	2	104	398
Oil or diesel	601	79	45	2	126	727
Mud	445	32	176	4	212	657
Total	3,542	739	494	24	1,257	4,799
Carriageway hazards						
Dislodged vehicle load in carriageway	162	23	19	1	43	205
Other object in carriageway	1,115	319	228	18	565	1,680
Involvement with previous accident	171	49	81	2	132	303
Uninjured pedestrian in carriageway	250	115	18	2	135	385
Animal in carriageway (except ridden horses)	514	184	384	9	577	1,091
Total	2,212	690	730	32	1,452	3,664
All accidents²	136,819	38,820	12,158	1,364	52,342	189,161

1 Includes cases where lighting condition was not reported

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

19 Accidents: by junction type, built-up and non built-up roads and severity: 2006

	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	0	16	0	0	0	0	16	148
Serious	14	79	0	3	0	6	102	687
All Severities	497	854	8	24	0	45	1,428	6,951
Built-up roads⁴								
Fatal	44	425	104	19	40	32	664	551
Serious	908	6,005	1,844	276	599	556	10,188	6,300
All Severities	12,786	49,932	15,683	2,435	5,230	5,752	91,818	42,886
Non built-up roads⁴								
Fatal	20	208	52	5	31	33	349	1,198
Serious	376	1,311	330	44	302	165	2,528	5,141
All Severities	4,158	8,581	1,886	263	1,641	1,081	17,610	28,468
All speed limits⁵								
Fatal	64	649	156	24	71	65	1,029	1,897
Serious	1,298	7,395	2,174	323	901	727	12,818	12,128
All Severities	17,441	59,367	17,577	2,722	6,871	6,878	110,856	78,305

1 Includes mini-roundabouts

2 Includes slip roads

3 Includes cases where junction detail was not reported

4 Excludes motorways.

5 Includes cases where speed limit was not reported.

20 Single vehicle accidents¹: by object hit off carriageway: built-up and non built-up roads and severity: 2006

Number of accidents

(a) Built-up roads: ²					(b) Non built-up roads: ²				
Object hit	All one vehicle accidents				Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All		Fatal	Serious	Slight	All
None	467	6,464	26,402	33,333	None	185	1,074	3,886	5,145
Road sign or traffic signal	15	110	569	694	Road sign or traffic signal	20	121	596	737
Lamp post	41	238	1,038	1,317	Lamp post	12	90	395	497
Telegraph pole or electricity pole	10	55	234	299	Telegraph pole or electricity pole	13	70	334	417
Tree	54	221	657	932	Tree	212	561	1,532	2,305
Bus stop or shelter	0	22	82	104	Bus stop or shelter	1	3	9	13
Crash barrier	10	70	375	455	Crash barrier	28	141	818	987
Submerged	2	1	2	5	Submerged	0	4	8	12
Entered ditch	4	40	158	202	Entered ditch	28	277	1,258	1,563
Other permanent objects	79	536	2,179	2,794	Other permanent objects	108	594	2,588	3,290
Total ³	682	7,757	31,696	40,135	Total ³	607	2,935	11,424	14,966

(c) Motorways					(d) All roads: ⁴				
Object hit	All one vehicle accidents				Object hit	All one vehicle accidents			
	Fatal	Serious	Slight	All		Fatal	Serious	Slight	All
None	16	88	396	500	None	668	7,626	30,684	38,978
Road sign or traffic signal	4	6	46	56	Road sign or traffic signal	39	237	1,211	1,487
Lamp post	2	11	24	37	Lamp post	55	339	1,457	1,851
Telegraph pole or electricity pole	0	1	1	2	Telegraph pole or electricity pole	23	126	569	718
Tree	6	29	96	131	Tree	272	811	2,285	3,368
Bus stop or shelter	0	0	0	0	Bus stop or shelter	1	25	91	117
Crash barrier	20	110	769	899	Crash barrier	58	321	1,962	2,341
Submerged	0	0	0	0	Submerged	2	5	10	17
Entered ditch	2	15	57	74	Entered ditch	34	332	1,473	1,839
Other permanent objects	9	36	123	168	Other permanent objects	196	1,166	4,890	6,252
Total ³	59	296	1,512	1,867	Total ³	1,348	10,988	44,632	56,968

1 Includes single vehicle accidents involving pedestrians.

2 Excludes motorways.

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

4 Includes cases where speed limit was not reported.

21 Accidents: by number of vehicles involved, built-up and non built-up roads, road class and severity: 2006

	Number of accidents								
	One vehicle only		Pedestrian and one vehicle ¹		Two vehicles ²		Three ² vehicles	Four ² or more vehicles	All accidents
	Car	Other vehicle	Car	Other vehicle	Both cars	Other combination			
Built-up roads³									
A roads									
Fatal	62	40	135	80	68	129	50	18	582
Serious	440	383	1,706	453	925	2,302	397	113	6,719
All severities	2,788	2,418	7,027	2,037	18,641	16,660	4,787	1,065	55,423
B roads									
Fatal	26	9	35	20	18	41	19	6	174
Serious	193	125	497	116	319	695	127	38	2,110
All severities	1,162	642	2,429	531	5,931	4,731	1,343	264	17,033
Other roads									
Fatal	69	34	128	44	42	101	27	14	459
Serious	550	507	2,344	443	952	2,411	351	101	7,659
All severities	3,748	2,461	12,667	2,225	19,577	17,132	3,624	814	62,248
All built-up roads⁴									
Fatal	157	83	298	144	128	271	96	38	1,215
Serious	1,183	1,015	4,547	1,012	2,196	5,408	875	252	16,488
All severities	7,698	5,521	22,123	4,793	44,149	38,523	9,754	2,143	134,704
Non built-up roads³									
A roads									
Fatal	194	74	67	32	212	269	147	76	1,071
Serious	923	496	140	38	985	1,303	553	187	4,625
All severities	5,953	1,527	436	114	9,340	6,161	3,778	1,318	28,627
B roads									
Fatal	62	18	5	0	39	64	23	6	217
Serious	356	159	27	5	327	324	112	17	1,327
All severities	2,182	449	95	12	2,177	1,278	511	89	6,793
Other roads									
Fatal	103	28	19	5	40	47	12	5	259
Serious	521	178	76	16	411	420	77	18	1,717
All severities	3,120	542	445	91	3,669	2,186	517	88	10,658
All non built-up roads⁴									
Fatal	359	120	91	37	291	380	182	87	1,547
Serious	1,800	833	243	59	1,723	2,047	742	222	7,669
All severities	11,255	2,518	976	217	15,186	9,625	4,806	1,495	46,078
All speed limits⁵									
Motorways									
Fatal	37	15	6	1	19	36	14	36	164
Serious	203	85	4	4	118	191	101	83	789
All severities	1,495	342	17	13	2,244	2,045	1,417	806	8,379
A roads									
Fatal	256	114	202	112	280	398	197	94	1,653
Serious	1,363	879	1,846	491	1,910	3,605	950	300	11,344
All severities	8,741	3,945	7,463	2,151	27,981	22,821	8,565	2,383	84,050
B roads									
Fatal	88	27	40	20	57	105	42	12	391
Serious	549	284	524	121	646	1,019	239	55	3,437
All severities	3,344	1,091	2,524	543	8,108	6,009	1,854	353	23,826
Other roads									
Fatal	172	62	147	49	82	148	39	19	718
Serious	1,071	685	2,420	459	1,363	2,831	428	119	9,376
All severities	6,868	3,003	13,112	2,316	23,246	19,318	4,141	902	72,906
Total⁴									
Fatal	553	218	395	182	438	687	292	161	2,926
Serious	3,186	1,933	4,794	1,075	4,037	7,646	1,718	557	24,946
All severities	20,448	8,381	23,116	5,023	61,579	50,193	15,977	4,444	189,161

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

2 Includes accidents in which pedestrians were injured.

3 Excludes motorways.

4 Includes cases where road class was not reported

5 Includes cases where speed limit was not reported.

22 Accidents involving pedestrians and one vehicle: by severity and vehicle type: 2006

	Number of accidents			
	Fatal	Serious	Slight	All severities
Single vehicle accidents				
Pedal cycle	3	48	151	202
Motorcycle 50cc and under	0	40	175	215
Motorcycle 51cc - 125cc	4	84	290	378
Motorcycle 126cc - 500cc	2	29	84	115
Motorcycle over 500cc	19	91	251	361
All motorcycles	25	244	800	1,069
Car	366	4,537	17,028	21,931
Taxi / private hire car	23	236	822	1,081
Minibus	6	21	77	104
Bus or coach	52	329	1,233	1,614
Light goods vehicle	37	260	1,056	1,353
Heavy goods vehicle ¹ of which:	59	137	318	514
Rigid ²	37	108	265	410
Articulated	22	29	53	104
Other motor vehicle	6	50	193	249
Other non-motor vehicle	0	3	6	9
Any vehicle ³	577	5,869	21,693	28,139
Accidents involving two or more vehicles	96	425	1,248	1,769

1 Includes cases where towing status was not reported

2 Includes heavy goods vehicles towing trailers or caravans

3 Includes cases where vehicle type was not reported

23a Accidents, vehicle user and pedestrian casualties in urban areas: by combination of vehicles involved: 2006

Vehicle A	Accidents/Casualties											All accidents with three or more vehicles	All accidents with vehs of type 'A'	
	Single vehicle		Two vehicle accidents by vehicle type B								All two ³ vehicle accidents			
	No pedestrian	With pedestrian	Pedal cycle	M'cycle 50cc & under	M'cycle over 50cc ¹	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any ² other vehicle				
Pedal cycle														
Accidents involving	258	180	41	71	198	11,149	404	693	314	79	12,949	365	13,752	
User casualties	261	50	52	62	170	11,099	373	689	312	76	12,833	367	13,511	
of which: killed	7	0	0	0	2	42	3	6	21	0	74	6	87	
seriously injured	68	3	10	9	24	1,352	53	101	62	15	1,626	64	1,761	
Pedestrians hit by cycles	0	183	1	0	0	14	5	0	0	0	20	0	203	
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0	
seriously injured	0	37	0	0	0	2	1	0	0	0	3	0	40	
Motorcycle 50cc and under														
Accidents involving	356	195	71	33	46	2,530	39	156	32	16	2,924	209	3,684	
User casualties	368	45	23	45	24	2,510	31	156	32	15	2,837	206	3,456	
of which: killed	5	0	0	0	0	7	0	1	0	0	8	3	16	
seriously injured	70	5	2	8	2	372	5	27	10	3	429	32	536	
Ped'n's hit by m/cs to 50cc	0	206	0	2	0	18	2	0	0	0	22	4	232	
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0	
seriously injured	0	31	0	0	0	3	2	0	0	0	5	1	37	
Motorcycle over 50cc ¹														
Accidents involving	1,278	790	198	46	97	8,346	115	580	168	56	9,607	826	12,501	
User casualties	1,339	257	82	34	126	8,395	106	582	170	56	9,552	812	11,960	
of which: killed	47	1	0	1	1	56	2	3	7	1	71	41	160	
seriously injured	429	48	8	6	19	1,808	22	138	42	11	2,054	205	2,736	
Ped'n's hit by m/cs +50cc	0	815	2	1	11	52	4	5	0	0	75	10	900	
of which: killed	0	23	0	0	0	2	0	0	0	0	2	0	25	
seriously injured	0	169	1	0	4	20	1	2	0	0	28	5	202	
Car														
Accidents involving	6,089	20,301	11,149	2,530	8,346	39,684	2,318	3,793	2,141	669	70,640	11,059	108,089	
User casualties	8,319	410	282	166	718	57,322	1,245	3,740	2,414	429	66,331	16,039	91,099	
of which: killed	133	0	0	0	1	88	5	22	26	2	144	79	356	
seriously injured	1,192	26	23	6	30	2,068	84	151	128	25	2,516	836	4,570	
Pedestrians hit by cars	0	20,952	19	4	9	772	96	68	46	47	1,061	164	22,177	
of which: killed	0	266	0	0	0	32	1	0	0	0	33	11	310	
seriously injured	0	4,236	2	1	0	173	35	11	10	11	243	40	4,519	
Bus or coach														
Accidents involving	2,672	1,528	404	39	115	2,318	91	194	79	62	3,302	399	7,901	
User casualties	3,123	87	53	13	16	2,166	148	251	118	68	2,833	243	6,286	
of which: killed	10	0	0	0	0	4	0	0	0	0	4	0	14	
seriously injured	235	6	3	0	3	69	7	20	5	1	108	6	355	
Pedestrians hit by buses	0	1,566	0	0	0	23	5	3	4	1	36	0	1,602	
of which: killed	0	52	0	0	0	0	0	0	0	0	0	0	52	
seriously injured	0	315	0	0	0	4	2	0	0	0	6	0	321	
Light goods vehicle														
Accidents involving	212	1,133	693	156	580	3,793	194	156	141	45	5,758	1,524	8,627	
User casualties	242	13	15	6	21	1,358	70	182	125	17	1,794	518	2,567	
of which: killed	7	0	0	0	0	1	0	0	1	0	2	1	10	
seriously injured	39	1	2	0	4	52	4	9	7	4	82	20	142	
Pedestrians hit by LGVs	0	1,162	1	0	1	40	3	9	6	3	63	13	1,238	
of which: killed	0	26	0	0	0	2	0	1	0	0	3	0	29	
seriously injured	0	231	0	0	0	5	2	0	0	0	7	5	243	
Heavy goods vehicle														
Accidents involving	112	388	314	32	168	2,141	79	141	67	19	2,961	683	4,144	
User casualties	121	8	5	2	4	248	22	43	95	1	420	95	644	
of which: killed	2	0	0	0	0	0	0	0	1	0	1	0	3	
seriously injured	23	2	1	0	0	13	0	0	9	0	23	9	57	
Pedestrians hit by HGVs	0	404	2	0	0	17	0	7	4	1	31	10	445	
of which: killed	0	36	0	0	0	0	0	1	1	0	2	1	39	
seriously injured	0	103	0	0	0	2	0	1	0	1	4	1	108	
Any other vehicle A ²														
Accidents involving	60	202	79	16	56	669	62	45	19	22	968	217	1,447	
User casualties	69	3	4	1	5	366	19	37	17	33	482	46	600	
of which: killed	2	0	1	0	0	10	1	0	2	0	14	2	18	
seriously injured	19	2	0	0	1	55	4	2	4	4	70	6	97	
Ped'n's hit by these vehs	0	215	1	0	0	5	2	0	0	3	11	0	226	
of which: killed	0	6	0	0	0	0	0	0	0	0	0	0	6	
seriously injured	0	40	0	0	0	1	0	0	0	0	1	0	41	
All vehicles ³														
Accidents involving	11,037	24,728	12,949	2,924	9,607	70,640	3,302	5,758	2,961	968	74,656	11,154	121,575	
All vehicle user casualties	13,842	873	13,297	3,121	10,510	92,473	4,699	7,292	3,608	1,144	97,082	18,326	130,123	
of which: killed	213	1	75	9	74	264	15	34	58	17	318	132	664	
seriously injured	2,075	93	1,665	450	2,118	6,237	280	521	281	129	6,908	1,178	10,254	
Pedestrian casualties	0	25,514	45	27	85	1,230	148	146	87	63	1,319	201	27,034	
of which: killed	0	409	0	0	2	37	1	4	2	0	40	12	461	
seriously injured	0	5,165	6	6	28	280	47	21	14	13	297	52	5,514	

1 Includes motorcycle combinations and scooters.

2 Includes other motor and non motor vehicles.

3 Includes cases where vehicle type was not reported.

23b Accidents, vehicle user and pedestrian casualties in rural areas: by combination of vehicles involved: 2006

Vehicle A	Two vehicle accidents by vehicle type B											Accidents/Casualties	
	Single vehicle											All accidents	All accidents
	No pedestrian	With pedestrian	Pedal cycle	M'cycle 50cc & under	M'cycle over 50cc ¹	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any ² other vehicle	All two ³ vehicle accidents	with three or more vehicles	with vehs of type 'A'
Pedal cycle													
Accidents involving	122	22	15	13	37	2,033	30	154	86	32	2,402	142	2,688
User casualties	123	10	19	13	36	2,013	29	156	87	32	2,387	165	2,685
of which: killed	5	0	1	0	0	36	1	2	3	2	45	9	59
seriously injured	45	6	7	4	13	361	5	29	21	6	446	38	535
Pedestrians hit by cycles	0	22	0	0	0	1	0	0	0	0	1	0	23
of which: killed	0	3	0	0	0	0	0	0	0	0	0	0	3
seriously injured	0	6	0	0	0	1	0	0	0	0	1	0	7
Motorcycle 50cc and under													
Accidents involving	223	20	13	15	18	606	6	39	21	13	731	68	1,042
User casualties	231	4	4	23	11	599	6	38	21	13	715	66	1,016
of which: killed	3	0	0	0	0	6	0	0	2	0	8	2	13
seriously injured	60	0	0	5	1	114	2	5	6	1	134	16	210
Ped'ns hit by m/cs to 50cc	0	22	1	1	0	0	0	0	0	0	2	0	24
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	4	0	1	0	0	0	0	0	0	1	0	5
Motorcycle over 50cc¹													
Accidents involving	1,787	64	37	18	117	3,391	40	228	156	104	4,092	647	6,590
User casualties	1,909	30	19	14	193	3,477	41	235	161	105	4,246	707	6,892
of which: killed	96	0	0	0	10	144	10	14	20	11	209	105	410
seriously injured	766	10	6	2	58	1,106	10	83	55	45	1,365	262	2,403
Ped'ns hit by m/cs +50cc	0	66	0	0	0	9	0	0	0	0	9	3	78
of which: killed	0	2	0	0	0	0	0	0	0	0	0	1	3
seriously injured	0	22	0	0	0	2	0	0	0	0	2	0	24
Car													
Accidents involving	14,356	2,809	2,033	606	3,391	21,884	480	2,711	3,162	707	34,985	9,102	61,252
User casualties	20,012	109	79	29	584	35,720	410	2,780	3,800	714	44,128	15,630	79,879
of which: killed	477	0	0	0	1	383	15	47	90	14	550	229	1,256
seriously injured	2,766	11	4	4	48	3,127	49	230	373	93	3,929	1,364	8,070
Pedestrians hit by cars	0	2,920	4	0	1	164	36	24	21	10	260	70	3,250
of which: killed	0	133	0	0	0	15	3	0	2	1	21	7	161
seriously injured	0	644	1	0	0	31	11	7	5	1	56	16	716
Bus or coach													
Accidents involving	163	86	30	6	40	480	11	35	55	12	669	172	1,090
User casualties	246	2	1	0	3	431	41	28	123	8	635	84	967
of which: killed	3	0	0	0	0	1	0	0	0	0	1	1	5
seriously injured	26	0	1	0	0	15	2	1	6	0	25	1	52
Pedestrians hit by buses	0	87	0	0	0	1	1	2	0	0	4	0	91
of which: killed	0	1	0	0	0	0	0	0	0	0	0	0	1
seriously injured	0	13	0	0	0	0	0	1	0	0	1	0	14
Light goods vehicle													
Accidents involving	531	220	154	39	228	2,711	35	175	283	73	3,698	1,711	6,160
User casualties	658	3	2	3	26	1,222	26	241	302	56	1,878	808	3,347
of which: killed	18	0	0	0	0	5	1	2	7	0	15	9	42
seriously injured	114	0	0	0	2	98	6	20	53	8	187	69	370
Pedestrians hit by LGVs	0	224	0	0	0	15	2	4	3	1	25	3	252
of which: killed	0	11	0	0	0	4	0	0	1	0	5	0	16
seriously injured	0	32	0	0	0	2	1	1	1	0	5	0	37
Heavy goods vehicle													
Accidents involving	503	126	86	21	156	3,162	55	283	261	61	4,087	1,602	6,318
User casualties	555	1	1	1	5	420	23	78	331	35	896	433	1,885
of which: killed	12	0	0	0	0	2	0	0	9	0	11	13	36
seriously injured	106	0	0	0	1	44	0	8	68	2	123	58	287
Pedestrians hit by HGVs	0	128	0	0	0	16	4	2	5	1	28	2	158
of which: killed	0	23	0	0	0	5	0	0	2	0	7	0	30
seriously injured	0	37	0	0	0	3	0	0	1	1	5	0	42
Any other vehicle A²													
Accidents involving	103	56	32	13	104	707	12	73	61	19	1,021	319	1,499
User casualties	123	2	0	1	6	254	8	53	51	21	394	84	603
of which: killed	5	0	0	0	0	2	0	1	2	0	5	2	12
seriously injured	32	1	0	1	3	32	3	10	18	3	70	11	114
Ped'ns hit by these vehs	0	60	0	0	0	2	0	0	0	1	3	0	63
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	14	0	0	0	0	0	0	0	1	1	0	15
All vehicles³													
Accidents involving	17,788	3,405	2,402	731	4,092	34,985	669	3,698	4,087	1,021	37,099	9,267	67,559
All vehicle user casualties	23,857	161	2,493	776	4,917	52,544	1,178	5,246	5,441	1,357	55,279	17,977	97,274
of which: killed	619	0	45	8	210	746	28	79	135	32	844	370	1,833
seriously injured	3,915	28	457	145	1,433	5,699	100	553	655	225	6,279	1,819	12,041
Pedestrian casualties	0	3,531	6	2	10	304	46	53	52	15	332	78	3,941
of which: killed	0	173	0	0	0	30	3	5	10	1	33	8	214
seriously injured	0	773	2	1	2	64	13	13	11	3	72	16	861

1 Includes motorcycle combinations and scooters.

2 Includes other motor and non motor vehicles.

3 Includes cases where vehicle type was not reported.

23c Accidents, vehicle user and pedestrian casualties in all areas¹: by combination of vehicles involved: 2006

Vehicle A	Two vehicle accidents by vehicle type B											Accidents/Casualties	
	Single vehicle											All accidents	All accidents
	No pedestrian	With pedestrian	Pedal cycle	M'cycle 50cc & under	M'cycle over 50cc ²	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any ³ other vehicle	All two ⁴ vehicle accidents	with three or more vehicles	with vehs of type 'A'
Pedal cycle													
Accidents involving	380	202	56	84	235	13,182	434	847	400	111	15,351	507	16,440
User casualties	384	60	71	75	206	13,112	402	845	399	108	15,220	532	16,196
of which: killed	12	0	1	0	2	78	4	8	24	2	119	15	146
seriously injured	113	9	17	13	37	1,713	58	130	83	21	2,072	102	2,296
Pedestrians hit by cycles	0	205	1	0	0	15	5	0	0	0	21	0	226
of which: killed	0	3	0	0	0	0	0	0	0	0	0	0	3
seriously injured	0	43	0	0	0	3	1	0	0	0	4	0	47
Motorcycle 50cc and under													
Accidents involving	579	215	84	48	64	3,136	45	195	53	29	3,655	277	4,726
User casualties	599	49	27	68	35	3,109	37	194	53	28	3,552	272	4,472
of which: killed	8	0	0	0	0	13	0	1	2	0	16	5	29
seriously injured	130	5	2	13	3	486	7	32	16	4	563	48	746
Ped'ns hit by m/cs to 50cc	0	228	1	3	0	18	2	0	0	0	24	4	256
of which: killed	0	0	0	0	0	0	0	0	0	0	0	0	0
seriously injured	0	35	0	1	0	3	2	0	0	0	6	1	42
Motorcycle over 50cc²													
Accidents involving	3,065	854	235	64	214	11,737	155	809	325	160	13,701	1,473	19,093
User casualties	3,248	287	101	48	319	11,872	147	818	332	161	13,800	1,519	18,854
of which: killed	143	1	0	1	11	200	12	17	27	12	280	146	570
seriously injured	1,195	58	14	8	77	2,914	32	221	97	56	3,419	467	5,139
Ped'ns hit by m/cs +50cc	0	881	2	1	11	61	4	5	0	0	84	13	978
of which: killed	0	25	0	0	0	2	0	0	0	0	2	1	28
seriously injured	0	191	1	0	4	22	1	2	0	0	30	5	226
Car													
Accidents involving	20,448	23,116	13,182	3,136	11,737	61,579	2,798	6,506	5,305	1,376	105,640	20,161	169,365
User casualties	28,335	519	361	195	1,302	93,057	1,655	6,521	6,216	1,143	110,477	31,669	171,000
of which: killed	610	0	0	0	2	471	20	69	116	16	694	308	1,612
seriously injured	3,959	37	27	10	78	5,195	133	381	502	118	6,446	2,200	12,642
Pedestrians hit by cars	0	23,878	23	4	10	936	132	93	67	57	1,322	234	25,434
of which: killed	0	399	0	0	0	47	4	0	2	1	54	18	471
seriously injured	0	4,881	3	1	0	204	46	18	15	12	299	56	5,236
Bus or coach													
Accidents involving	2,835	1,614	434	45	155	2,798	102	229	134	74	3,971	571	8,991
User casualties	3,369	89	54	13	19	2,597	189	279	241	76	3,468	327	7,253
of which: killed	13	0	0	0	0	5	0	0	0	0	5	1	19
seriously injured	261	6	4	0	3	84	9	21	11	1	133	7	407
Pedestrians hit by buses	0	1,653	0	0	0	24	6	5	4	1	40	0	1,693
of which: killed	0	53	0	0	0	0	0	0	0	0	0	0	53
seriously injured	0	328	0	0	0	4	2	1	0	0	7	0	335
Light goods vehicle													
Accidents involving	743	1,353	847	195	809	6,506	229	331	424	118	9,459	3,235	14,790
User casualties	900	16	17	9	47	2,580	96	423	427	73	3,672	1,326	5,914
of which: killed	25	0	0	0	0	6	1	2	8	0	17	10	52
seriously injured	153	1	2	0	6	150	10	29	60	12	269	89	512
Pedestrians hit by LGVs	0	1,386	1	0	1	55	5	13	9	4	88	16	1,490
of which: killed	0	37	0	0	0	6	0	1	1	0	8	0	45
seriously injured	0	263	0	0	0	7	3	1	1	0	12	5	280
Heavy goods vehicle													
Accidents involving	616	514	400	53	325	5,305	134	424	328	80	7,051	2,285	10,466
User casualties	677	9	6	3	9	668	45	121	426	36	1,316	528	2,530
of which: killed	14	0	0	0	0	2	0	0	10	0	12	13	39
seriously injured	129	2	1	0	1	57	0	8	77	2	146	67	344
Pedestrians hit by HGVs	0	532	2	0	0	33	4	9	9	2	59	12	603
of which: killed	0	59	0	0	0	5	0	1	3	0	9	1	69
seriously injured	0	140	0	0	0	5	0	1	1	2	9	1	150
Any other vehicle A³													
Accidents involving	163	258	111	29	160	1,376	74	118	80	41	1,989	536	2,946
User casualties	192	5	4	2	11	620	27	90	68	54	876	130	1,203
of which: killed	7	0	1	0	0	12	1	1	4	0	19	4	30
seriously injured	51	3	0	1	4	87	7	12	22	7	140	17	211
Ped'ns hit by these vehs	0	275	1	0	0	7	2	0	0	4	14	0	289
of which: killed	0	6	0	0	0	0	0	0	0	0	0	0	6
seriously injured	0	54	0	0	0	1	0	0	0	1	2	0	56
All vehicles⁴													
Accidents involving	28,829	28,139	15,351	3,655	13,701	105,640	3,971	9,459	7,051	1,989	111,772	20,421	189,161
All vehicle user casualties	37,704	1,034	15,790	3,897	15,429	145,035	5,877	12,540	9,052	2,501	152,381	36,303	227,422
of which: killed	832	1	120	17	284	1,010	43	113	193	49	1,162	502	2,497
seriously injured	5,991	121	2,122	595	3,551	11,937	380	1,074	937	354	13,188	2,997	22,297
Pedestrian casualties	0	29,051	51	29	95	1,535	194	200	139	78	1,652	279	30,982
of which: killed	0	582	0	0	2	67	4	9	12	1	73	20	675
seriously injured	0	5,939	8	7	30	344	60	34	25	16	369	68	6,376

1 Includes cases where area was not reported.

2 Includes motorcycle combinations and scooters.

3 Includes other motor and non motor vehicles.

4 Includes cases where vehicle type was not reported.

24 Casualties: by built-up and non built-up roads and motorways, severity and road user type: 2006

	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	4	4	56	1,940	9,847	15	81	280	71	2,025	10,131
Adults	14	24	49	447	4,454	18,674	141	416	1,051	602	4,894	19,774
All ages ⁴	14	28	55	503	6,517	29,504	158	506	1,423	675	7,051	30,982
Pedal cyclist												
Children	0	0	0	26	468	3,599	5	35	166	31	503	3,765
Adults	0	0	1	70	1,579	10,816	45	319	1,094	115	1,898	11,911
All ages ⁴	0	0	1	96	2,085	14,899	50	357	1,296	146	2,442	16,196
Horse rider												
Children	0	0	0	0	0	11	0	0	10	0	0	21
Adults	0	0	0	1	13	42	2	14	53	3	27	95
All ages ⁴	0	0	0	1	14	54	2	15	69	3	29	123
Motorcycle 50cc and under												
Riders and passengers	0	0	2	19	647	3,942	10	128	528	29	775	4,472
Motorcycle over 50cc ⁵												
Riders	21	141	354	192	3,182	12,631	336	2,080	4,812	549	5,403	17,797
Passengers	1	9	28	8	168	676	12	129	353	21	306	1,057
All casualties	22	150	382	200	3,350	13,307	348	2,209	5,165	570	5,709	18,854
Car and taxi												
Drivers	83	496	7,512	248	3,713	68,632	731	5,072	38,594	1,062	9,281	114,738
Passengers	46	313	3,964	169	2,096	32,985	326	2,496	18,397	541	4,905	55,346
All casualties	129	809	11,476	417	5,809	101,617	1,057	7,568	56,991	1,603	14,186	170,084
Minibuses												
Drivers	1	4	24	0	10	139	3	10	102	4	24	265
Passengers	0	7	71	0	16	304	5	21	276	5	44	651
All casualties	1	11	95	0	26	443	8	31	378	9	68	916
Bus or coach												
Drivers	0	1	8	0	28	610	2	11	106	2	40	724
Passengers	0	5	64	15	358	6,001	2	23	464	17	386	6,529
of whom were boarding or alighting												
Children	0	0	0	0	9	109	0	0	0	0	9	109
Adults	0	0	1	4	77	710	0	1	14	4	78	725
All ages ⁴	0	0	1	4	88	889	0	1	16	4	89	906
All casualties	0	6	72	15	386	6,611	4	34	570	19	426	7,253
Light goods vehicle												
Drivers	5	42	496	6	133	2,152	28	254	1,863	39	429	4,511
Passengers	4	22	226	4	44	654	5	69	523	13	135	1,403
All casualties	9	64	722	10	177	2,806	33	323	2,386	52	564	5,914
Heavy goods vehicle												
Drivers	12	87	478	1	61	626	23	182	1,028	36	330	2,132
Passengers	0	6	67	1	14	160	2	33	171	3	53	398
All casualties	12	93	545	2	75	786	25	215	1,199	39	383	2,530
Other vehicle												
Drivers	0	3	26	17	108	544	8	56	250	25	167	820
Passengers	0	1	12	1	23	150	1	21	98	2	45	260
All casualties	0	4	38	18	131	694	9	77	348	27	212	1,080
All road users ⁶												
Children	4	36	666	103	2,785	20,750	62	473	4,107	169	3,294	25,523
Adults	183	1,122	12,544	1,176	16,045	148,766	1,635	10,884	65,183	2,994	28,051	226,493
All ages ⁴	187	1,165	13,388	1,281	19,217	174,663	1,704	11,463	70,353	3,172	31,845	258,404

1 Excludes motorways.

2 Includes cases where speed limit was not reported.

3 Killed or seriously injured.

4 Includes cases where age was not reported.

5 Includes motorcycle combinations and scooters.

6 Includes cases where vehicle type was not reported

25 Casualties in accidents involving vehicles of different types: by built-up and non built-up roads, road class and severity¹: 2006

	Number of casualties							
	Pedal cycle	Motorcycle ²	Car	Bus or coach	Light goods vehicle	Heavy goods vehicle	Any motor vehicle ³	Any vehicle ⁴
Built-up roads⁵								
A roads								
Killed	45	123	457	48	45	68	617	619
KSI ⁶	820	1,965	6,540	529	504	400	7,941	7,985
All severities	5,759	9,308	65,573	5,339	5,608	3,135	73,092	73,324
B roads								
Killed	13	38	139	18	15	12	182	182
KSI	259	583	2,126	133	181	93	2,505	2,527
All severities	1,808	2,512	20,786	1,320	1,684	705	22,629	22,715
Other roads								
Killed	41	88	375	22	46	25	474	480
KSI	1,111	1,850	7,283	414	521	213	8,605	8,705
All severities	8,151	8,231	71,325	4,304	5,194	1,780	78,275	78,624
All built-up roads⁷								
Killed	99	249	971	88	106	105	1,273	1,281
KSI	2,190	4,398	15,949	1,076	1,206	706	19,051	19,217
All severities	15,718	20,051	157,684	10,963	12,486	5,620	173,996	174,663
Non built-up roads⁵								
A roads								
Killed	29	245	1,016	26	111	211	1,195	1,196
KSI	196	1,595	6,149	111	672	899	7,199	7,211
All severities	730	4,151	41,103	720	4,649	4,599	44,242	44,272
B roads								
Killed	6	75	200	6	17	15	233	234
KSI	45	433	1,582	33	137	99	1,851	1,858
All severities	201	1,025	9,479	190	777	515	10,271	10,283
Other roads								
Killed	19	42	234	1	20	14	266	274
KSI	137	406	2,067	28	162	94	2,361	2,394
All severities	516	1,275	14,710	274	1,160	627	15,739	15,798
All non built-up roads⁷								
Killed	54	362	1,450	33	148	240	1,694	1,704
KSI	378	2,434	9,798	172	971	1,092	11,411	11,463
All severities	1,447	6,451	65,292	1,184	6,586	5,741	70,252	70,353
All speed limits⁸								
Motorways								
Killed	0	23	159	1	26	74	187	187
KSI	0	160	966	12	145	321	1,165	1,165
All severities	1	453	12,476	133	1,798	3,178	13,388	13,388
A roads								
Killed	74	368	1,473	74	156	279	1,812	1,815
KSI	1,016	3,560	12,689	640	1,176	1,299	15,140	15,196
All severities	6,489	13,459	106,676	6,059	10,257	7,734	117,334	117,596
B roads								
Killed	19	113	339	24	32	27	415	416
KSI	304	1,016	3,708	166	318	192	4,356	4,385
All severities	2,009	3,537	30,265	1,510	2,461	1,220	32,900	32,998
Other roads								
Killed	60	130	609	23	66	39	740	754
KSI	1,248	2,256	9,350	442	683	307	10,966	11,099
All severities	8,667	9,506	86,035	4,578	6,354	2,407	94,014	94,422
Total^{7,8}								
Killed	153	634	2,580	122	280	419	3,154	3,172
KSI	2,568	6,992	26,713	1,260	2,322	2,119	31,627	31,845
All severities	17,166	26,955	235,452	12,280	20,870	14,539	257,636	258,404

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

2 Includes motorcycle combinations and scooters.

3 Includes other motor vehicles.

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

5 Excludes motorways.

6 Killed or seriously injured.

7 Includes cases where road class was not reported.

8 Includes cases where speed limit was not reported.

26 Casualty and accident rates: by urban and rural roads, road class, road user type, severity and pedestrian involvement: 2006

Rate per 100 million vehicle kilometres

	Urban roads ¹			Rural roads ¹			All roads			
	A road	Other ²	All urban ³	A road	Other ²	All rural ³	Motorways	A road	Other ²	Total ³
Pedal cycle										
Accidents involving	748	296	384	712	192	263	..	742	271	357
User casualties	733	291	377	712	191	263	..	730	268	352
of whom killed	6.0	1.6	2.4	21	3.4	5.8	..	8.5	2.0	3.2
seriously injured	99	37	49	151	37	52	..	108	37	50
Pedestrians hit by a cycle	12	4.1	5.7	2.1	2.3	2.3	..	11	3.7	4.9
of whom killed	0	0	0	0.7	0.2	0.3	..	0.1	0.1	0.1
seriously injured	1.4	1.0	1.1	0	0.8	0.7	..	1.2	1.0	1.0
Motorcycle										
Accidents involving	797	490	602	337	377	354	88	543	452	460
User casualties	759	470	575	354	388	368	89	536	442	452
of whom killed	9.1	5.0	6.5	21	17	20	5.1	16	9.1	12
seriously injured	152	104	122	122	121	122	30	135	110	114
Pedestrians hit by a motorcycle	64	30	42	3.8	6.2	4.8	0.5	31	22	24
of whom killed	1.8	0.4	0.9	0.2	0.1	0.1	0	0.9	0.3	0.5
seriously injured	13	6.5	9.0	1.0	1.8	1.4	0.2	6.5	4.9	5.2
Car										
Accidents involving	67	67	67	26	47	33	10	41	59	42
User casualties	61	52	56	35	56	42	16	45	54	42
of whom killed	0.3	0.2	0.2	0.7	0.7	0.7	0.2	0.5	0.4	0.4
seriously injured	3.1	2.6	2.8	3.7	6.0	4.4	0.9	3.5	3.9	3.1
Pedestrians hit by a car	11	16	14	0.9	4.1	1.9	0	4.5	12	6.3
of whom killed	0.2	0.2	0.2	0.1	0.1	0.1	0	0.1	0.2	0.1
seriously injured	2.5	3.0	2.8	0.3	0.8	0.4	0	1.1	2.2	1.3
Bus or coach										
Accidents involving	324	197	244	52	83	65	11	204	169	166
User casualties	259	156	194	50	66	57	13	167	134	134
of whom killed	0.6	0.3	0.4	0.4	0.2	0.3	0	0.5	0.3	0.4
seriously injured	14	8.9	11	2.7	3.2	2.9	1.1	9.3	7.5	7.5
Pedestrians hit by a bus or coach	62	42	50	3.2	9.0	5.6	0.2	36	34	31
of whom killed	2.6	1.0	1.6	0.1	0	0.1	0	1.5	0.8	1.0
seriously injured	13	7.9	9.9	0.5	1.2	0.8	0.2	7.7	6.2	6.2
Light goods vehicle										
Accidents involving	42	31	36	18	19	18	8.8	27	26	23
User casualties	14	8.3	10	9.7	9.2	9.5	6.1	11	8.7	9.2
of whom killed	0.1	0	0	0.1	0.1	0.1	0.1	0.1	0.1	0.1
seriously injured	0.8	0.4	0.6	1.2	1.0	1.1	0.5	1.0	0.7	0.8
Pedestrians hit by an LGV	4.0	6.0	5.2	0.5	1.4	0.9	0.1	1.7	4.0	2.3
of whom killed	0.1	0.1	0.1	0.1	0	0	0	0.1	0.1	0.1
seriously injured	0.9	1.1	1.0	0.1	0.2	0.1	0	0.4	0.7	0.4
Heavy goods vehicle										
Accidents involving	79	86	82	31	64	36	18	42	75	36
User casualties	11	15	12	9.8	20	11	4.5	10	18	8.7
of whom killed	0	0.1	0	0.2	0.1	0.2	0.1	0.2	0.1	0.1
seriously injured	0.9	1.5	1.1	1.6	2.3	1.7	0.7	1.4	1.9	1.2
Pedestrians hit by an HGV	7.0	13	9.3	0.8	3.5	1.2	0.1	2.2	8.2	2.1
of whom killed	0.9	0.7	0.8	0.2	0.2	0.2	0	0.4	0.4	0.2
seriously injured	2.1	2.5	2.3	0.2	1.0	0.3	0	0.6	1.7	0.5
All vehicles⁴										
Accidents involving	62	60	61	23	40	28	8.4	37	52	37
User casualties	71	60	65	34	54	40	13	47	58	45
of whom killed	0.4	0.3	0.3	0.8	0.8	0.8	0.2	0.6	0.5	0.5
seriously injured	5.5	4.8	5.1	4.4	7.0	5.2	1.0	4.8	5.7	4.4
All pedestrian casualties	11	15	14	0.9	3.7	1.8	0.1	4.7	11	6.1
of whom killed	0.3	0.2	0.2	0.1	0.1	0.1	0	0.2	0.2	0.1
seriously injured	2.6	2.9	2.8	0.2	0.7	0.4	0	1.1	2.1	1.2

1 See urban and rural definitions.

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

3 Includes cases where road class was not reported

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

27 Number of casualties: by accident and casualty severity and road user type: 2006

	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	675	33	26	734	6,343	260	6,603	23,645	30,982
Pedal cyclists	146	4	11	161	2,292	54	2,346	13,689	16,196
Motorcycle 50cc and under ¹ riders and passengers	29	1	0	30	745	45	790	3,652	4,472
Motorcycle 51cc - 125cc ¹ Riders	64	2	4	70	1,320	50	1,370	4,669	6,109
Passengers	2	5	0	7	57	30	87	124	218
Motorcycle 126cc - 500cc ¹ Riders	64	2	4	70	586	23	609	1,454	2,133
Passengers	3	1	0	4	36	16	52	95	151
Motorcycle over 500cc ¹ Riders	421	18	23	462	2,926	143	3,069	6,024	9,555
Passengers	16	19	6	41	167	89	256	391	688
Taxi Drivers	9	1	9	19	79	74	153	1,475	1,647
Passengers	4	1	8	13	100	76	176	1,478	1,667
Car Drivers	1,053	369	594	2,016	7,770	4,202	11,972	99,103	113,091
Passengers	537	467	522	1,526	3,796	3,953	7,749	44,404	53,679
Minibus Drivers	4	0	9	13	20	23	43	209	265
Passengers	5	3	18	26	36	143	179	446	651
Bus or coach Drivers	2	3	19	24	35	69	104	596	724
Passengers	17	3	79	99	366	333	699	5,731	6,529
Light goods vehicle Drivers	39	18	55	112	372	241	613	3,786	4,511
Passengers	13	12	23	48	110	120	230	1,125	1,403
Heavy goods vehicle Rigid Drivers	16	17	39	72	157	113	270	1,046	1,388
Passengers	2	2	6	10	35	37	72	261	343
Articulated Drivers	20	7	32	59	113	44	157	528	744
Passengers	1	1	2	4	12	6	18	33	55
Total ² Drivers	36	24	71	131	270	157	427	1,574	2,132
Passengers	3	3	8	14	47	43	90	294	398
Other motor vehicle Drivers	16	2	13	31	116	30	146	526	703
Passengers	2	2	8	12	39	26	65	175	252
Other non-motor vehicle Drivers	12	1	3	16	49	1	50	174	240
Passengers	0	0	1	1	2	0	2	5	8
All casualties ³	3,172	994	1,514	5,680	27,679	10,201	37,880	214,844	258,404

1 Includes data on scooters and motorcycle combinations.

2 Includes cases where HGV type was not reported.

3 Includes cases where road user type was not reported.

28 Casualties and casualty rates: by month, road user type and severity: 2006

	Number of casualties/rate per 100 million vehicle kilometres											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Pedestrians												
Killed	50	69	42	40	47	48	49	54	59	68	58	91
KSI ¹	583	564	520	501	595	593	508	492	604	658	696	737
All severities	2,502	2,369	2,571	2,252	2,609	2,606	2,433	2,096	2,714	2,795	3,114	2,921
of whom children												
Killed	4	5	1	4	5	5	9	7	11	12	5	3
KSI	136	141	146	165	198	213	159	136	192	201	185	153
All severities	741	706	828	804	972	1,001	848	627	969	923	970	742
Pedal cyclists												
Killed	16	14	7	12	11	12	15	11	18	10	12	8
KSI	159	147	154	161	229	271	286	234	265	195	201	140
All severities	1,092	919	993	1,091	1,422	1,761	1,906	1,581	1,692	1,507	1,304	928
of whom children												
Killed	2	2	0	3	2	5	2	8	5	1	1	0
KSI	20	18	19	32	57	65	72	75	71	38	22	14
All severities	159	178	173	284	410	467	547	475	472	316	180	104
Rate (all pedal cyclists)	441	384	304	281	299	345	353	299	370	404	465	394
Horse riders												
Killed	0	0	0	0	0	1	1	1	0	0	0	0
KSI	3	2	3	1	1	2	3	3	2	2	3	4
All severities	17	11	7	5	6	6	14	16	12	11	10	8
Motorcycle² users												
Killed	21	24	18	63	54	83	79	64	78	60	27	28
KSI	343	306	312	530	567	809	847	620	691	605	480	374
All severities	1,436	1,303	1,321	1,714	1,985	2,552	2,670	2,112	2,489	2,192	1,998	1,554
Rate (all motorcycle users)	545	504	415	390	406	416	410	401	480	511	548	536
Car users												
Killed	147	127	124	119	108	107	110	144	111	153	167	173
KSI	1,243	1,131	1,143	1,046	1,108	1,011	1,142	1,171	1,096	1,211	1,340	1,350
All severities	13,572	12,978	13,431	12,539	14,075	12,786	14,113	13,836	14,093	14,854	15,246	15,247
Other car³ users												
Killed	2	6	2	0	0	3	1	4	1	0	3	0
KSI	14	16	23	18	17	26	9	37	25	20	34	23
All severities	367	322	406	336	323	370	313	346	324	377	364	382
All car users	13,939	13,300	13,837	12,875	14,398	13,156	14,426	14,182	14,417	15,231	15,610	15,629
Rate (all car users)	45	45	42	39	42	38	40	39	42	43	47	50
Bus or coach users												
Killed	1	1	0	0	2	0	2	1	7	0	2	3
KSI	42	25	30	23	48	32	39	31	47	35	37	37
All severities	540	461	552	547	670	736	710	575	739	643	591	489
Rate (all bus & coach users)	138	113	122	123	146	156	144	123	155	138	131	114
Light goods vehicle users												
Killed	3	3	6	6	4	3	1	5	4	6	6	5
KSI	27	47	50	43	36	56	48	55	46	66	47	43
All severities	423	462	502	410	516	407	522	510	533	532	623	474
Heavy goods vehicle users												
Killed	0	5	5	1	5	2	5	3	4	3	3	3
KSI	21	27	29	27	39	39	42	23	39	36	30	31
All severities	164	200	209	169	221	198	235	223	226	260	238	187
All goods vehicle users	587	662	711	579	737	605	757	733	759	792	861	661
Rate (all goods vehicle users)	8	9	8	8	9	7	9	9	10	10	11	10
Agricultural vehicle users												
Killed	0	0	0	0	0	0	1	1	1	0	0	0
KSI	2	1	1	0	4	2	3	3	1	3	2	5
All severities	9	9	6	4	9	11	15	17	8	20	8	11
All road users												
Killed	242	250	205	243	232	268	265	289	284	303	279	312
KSI	2,446	2,283	2,278	2,369	2,652	2,867	2,946	2,692	2,826	2,846	2,884	2,756
All severities	20,190	19,108	20,060	19,148	21,905	21,541	23,041	21,392	22,900	23,271	23,579	22,269
of whom children												
Killed	14	7	4	14	10	16	18	23	21	18	17	7
KSI	220	210	212	260	333	333	297	283	315	310	281	240
All severities	1,729	1,746	1,808	2,034	2,406	2,408	2,518	2,260	2,379	2,281	2,149	1,805
Rate (all ages)	52	51	47	45	49	49	50	47	52	52	56	58

1 Killed or seriously injured.

2 Includes motorcycle combinations, motor scooters and mopeds.

3 Includes taxis and minibuses.

29a Casualties: by day, road user type and hour of day: 2006

Number of casualties

(a) Monday to Thursday						(b) Friday					
Hour beginning	Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	196	38	71	1,236	1,606	Midnight	61	15	19	454	577
01:00	77	19	40	820	1,003	01:00	35	6	23	290	369
02:00	67	8	28	624	788	02:00	39	6	9	261	328
03:00	48	11	27	410	554	03:00	22	8	7	165	217
04:00	24	17	26	390	528	04:00	10	2	4	107	145
05:00	35	70	97	683	990	05:00	10	21	35	195	289
06:00	107	251	294	1,583	2,526	06:00	23	63	60	386	578
07:00	449	781	862	4,247	6,921	07:00	114	171	208	967	1,571
08:00	1,713	1,229	1,276	7,738	12,874	08:00	406	269	296	1,791	2,989
09:00	865	576	646	4,967	7,857	09:00	208	134	156	1,226	1,898
10:00	760	372	392	4,062	6,515	10:00	225	78	102	1,091	1,723
11:00	875	369	468	4,278	6,906	11:00	222	84	145	1,160	1,863
12:00	948	426	586	5,040	7,894	12:00	287	129	180	1,481	2,337
13:00	1,025	417	641	5,190	8,205	13:00	280	120	211	1,731	2,606
14:00	962	449	674	5,285	8,249	14:00	290	127	228	1,694	2,595
15:00	2,299	738	884	6,358	11,120	15:00	668	189	295	2,151	3,575
16:00	1,864	921	1,146	7,500	12,317	16:00	535	267	361	2,172	3,537
17:00	1,728	1,264	1,540	8,590	13,706	17:00	468	288	378	2,480	3,766
18:00	1,313	1,014	1,180	6,250	10,180	18:00	382	233	319	1,846	2,885
19:00	954	706	840	4,890	7,621	19:00	339	156	222	1,770	2,579
20:00	605	399	686	3,878	5,756	20:00	275	109	189	1,386	2,028
21:00	398	234	511	3,372	4,661	21:00	271	57	128	1,095	1,593
22:00	363	155	378	3,250	4,277	22:00	198	38	124	1,166	1,566
23:00	300	88	190	2,331	3,033	23:00	249	29	72	1,213	1,594
All hours ²	17,975	10,552	13,488	92,980	146,100	All hours ²	5,618	2,599	3,771	28,279	43,210

(c) Saturday						(d) Sunday					
Hour beginning	Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	200	30	44	948	1,244	Midnight	235	11	33	902	1,194
01:00	177	13	53	791	1,060	01:00	212	16	40	759	1,050
02:00	126	11	31	682	876	02:00	159	6	19	708	905
03:00	84	2	20	444	568	03:00	99	5	25	625	769
04:00	32	3	18	296	366	04:00	48	5	13	369	450
05:00	18	11	19	263	347	05:00	13	4	20	285	337
06:00	26	13	31	285	395	06:00	12	7	19	269	324
07:00	19	26	48	456	603	07:00	21	18	19	355	433
08:00	61	60	80	732	1,002	08:00	21	35	54	409	562
09:00	129	87	91	918	1,306	09:00	56	59	89	729	964
10:00	193	82	165	1,267	1,842	10:00	72	102	165	1,068	1,464
11:00	249	125	207	1,645	2,384	11:00	126	109	196	1,297	1,780
12:00	281	173	260	1,899	2,799	12:00	169	130	249	1,686	2,322
13:00	297	129	300	1,760	2,677	13:00	176	112	261	1,659	2,276
14:00	292	161	280	1,677	2,544	14:00	184	117	281	1,630	2,327
15:00	298	122	263	1,495	2,314	15:00	199	103	283	1,550	2,213
16:00	280	118	259	1,622	2,397	16:00	198	135	281	1,527	2,234
17:00	331	117	262	1,673	2,463	17:00	191	92	226	1,555	2,123
18:00	274	126	185	1,584	2,242	18:00	182	98	187	1,356	1,892
19:00	237	84	162	1,479	2,024	19:00	175	78	166	1,184	1,645
20:00	207	80	130	1,261	1,727	20:00	120	50	121	1,136	1,462
21:00	184	39	86	1,017	1,346	21:00	107	41	83	979	1,250
22:00	199	33	72	1,012	1,351	22:00	101	34	64	801	1,033
23:00	238	20	60	983	1,328	23:00	80	13	47	707	872
All hours ²	4,432	1,665	3,126	26,193	37,209	All hours ²	2,957	1,380	2,941	23,548	31,885

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

2 Includes cases where time was not reported.

29b Casualties: killed or seriously injured: by day, road user type and hour of day: 2006

Number of casualties

(a) Monday to Thursday						(b) Friday					
Hour beginning	Pedestrians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedestrians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	61	11	28	198	307	Midnight	19	6	8	78	115
01:00	22	2	16	134	193	01:00	10	0	10	60	82
02:00	19	2	13	125	167	02:00	10	0	5	44	63
03:00	19	4	12	86	131	03:00	8	2	4	33	51
04:00	11	4	7	83	121	04:00	2	0	0	17	24
05:00	13	11	33	98	172	05:00	2	8	10	35	62
06:00	38	43	82	178	374	06:00	13	11	22	41	93
07:00	100	110	235	320	819	07:00	30	24	53	80	196
08:00	270	124	243	379	1,075	08:00	61	33	50	69	231
09:00	164	70	110	284	699	09:00	33	18	35	56	153
10:00	185	53	104	256	678	10:00	52	23	31	62	192
11:00	182	57	120	263	692	11:00	35	14	30	71	173
12:00	193	50	140	343	792	12:00	57	18	42	94	232
13:00	216	59	165	333	869	13:00	56	15	58	101	250
14:00	198	87	175	360	894	14:00	62	17	59	118	280
15:00	411	112	210	439	1,248	15:00	109	32	78	126	369
16:00	401	135	324	540	1,467	16:00	116	51	104	119	401
17:00	397	165	376	537	1,535	17:00	97	42	94	144	391
18:00	298	142	293	394	1,168	18:00	81	34	73	131	328
19:00	235	107	238	400	1,012	19:00	86	18	63	154	332
20:00	161	59	219	353	810	20:00	72	25	50	149	305
21:00	121	44	160	354	692	21:00	85	9	42	124	262
22:00	100	35	117	372	642	22:00	50	5	47	145	250
23:00	90	17	70	318	521	23:00	86	5	25	159	277
All hours ²	3,905	1,503	3,490	7,147	17,078	All hours ²	1,232	410	993	2,210	5,112

(c) Saturday						(d) Sunday					
Hour beginning	Pedestrians	Pedal cyclists	M'cycle users	Car users	All road users ¹	Hour beginning	Pedestrians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	59	4	21	177	262	Midnight	79	0	18	123	224
01:00	56	2	15	126	207	01:00	61	4	16	118	201
02:00	33	3	18	130	188	02:00	56	2	9	129	199
03:00	27	1	12	86	129	03:00	28	1	12	119	162
04:00	13	0	12	60	89	04:00	20	2	5	68	98
05:00	6	1	7	58	79	05:00	4	4	5	48	62
06:00	10	2	10	43	71	06:00	5	2	9	36	55
07:00	8	6	13	65	98	07:00	7	2	7	49	68
08:00	14	12	25	84	147	08:00	4	9	15	33	67
09:00	31	11	22	77	146	09:00	12	11	25	71	124
10:00	52	11	42	63	179	10:00	22	21	56	94	199
11:00	53	17	58	88	227	11:00	37	23	68	76	210
12:00	63	25	87	82	286	12:00	28	20	92	116	263
13:00	60	17	92	111	297	13:00	35	24	94	115	274
14:00	53	36	106	105	310	14:00	37	25	94	161	325
15:00	59	16	86	121	290	15:00	36	19	114	113	290
16:00	74	26	77	124	316	16:00	48	33	101	116	317
17:00	75	17	80	154	332	17:00	53	11	67	144	280
18:00	72	20	50	144	292	18:00	51	23	47	116	240
19:00	58	14	55	150	281	19:00	47	10	49	93	202
20:00	56	14	43	128	246	20:00	29	7	36	113	190
21:00	60	7	31	126	228	21:00	34	4	22	117	181
22:00	62	2	27	114	211	22:00	35	2	19	87	149
23:00	65	2	20	127	216	23:00	26	4	12	99	147
All hours ²	1,119	266	1,009	2,543	5,127	All hours ²	795	263	992	2,354	4,528

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

2 Includes cases where time was not reported.

29c Casualties: all days: by severity, road user type and hour of day: 2006

Number of casualties

Hour beginning	(a) Fatal					Hour beginning	(b) Serious				
	Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹		Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	34	4	14	66	121	Midnight	184	17	61	510	787
01:00	22	0	7	64	97	01:00	127	8	50	374	586
02:00	27	1	7	59	97	02:00	91	6	38	369	520
03:00	17	0	8	47	73	03:00	65	8	32	277	400
04:00	10	0	6	36	60	04:00	36	6	18	192	272
05:00	6	2	2	38	53	05:00	19	22	53	201	322
06:00	9	2	18	39	73	06:00	57	56	105	259	520
07:00	16	8	19	56	105	07:00	129	134	289	458	1,076
08:00	16	10	16	61	107	08:00	333	168	317	504	1,413
09:00	29	6	14	44	99	09:00	211	104	178	444	1,023
10:00	40	11	27	54	138	10:00	271	97	206	421	1,110
11:00	24	4	23	47	111	11:00	283	107	253	451	1,191
12:00	26	6	38	58	141	12:00	315	107	323	577	1,432
13:00	35	7	30	67	148	13:00	332	108	379	593	1,542
14:00	27	12	40	85	175	14:00	323	153	394	659	1,634
15:00	34	7	48	89	185	15:00	581	172	440	710	2,012
16:00	46	13	57	92	214	16:00	593	232	549	807	2,287
17:00	41	13	41	98	199	17:00	581	222	576	881	2,339
18:00	36	12	47	91	189	18:00	466	207	416	694	1,839
19:00	42	8	44	74	174	19:00	384	141	361	723	1,653
20:00	31	8	36	79	155	20:00	287	97	312	664	1,396
21:00	38	7	20	80	148	21:00	262	57	235	641	1,215
22:00	30	4	21	88	151	22:00	217	40	189	630	1,101
23:00	39	1	16	100	159	23:00	228	27	111	603	1,002
All hours ²	675	146	599	1,612	3,172	All hours ²	6,376	2,296	5,885	12,642	28,673

Hour beginning	(c) Slight					Hour beginning	(d) All severities				
	Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹		Pedes- trians	Pedal cyclists	M'cycle users	Car users	All road users ¹
Midnight	474	73	92	2,964	3,713	Midnight	692	94	167	3,540	4,621
01:00	352	46	99	2,222	2,799	01:00	501	54	156	2,660	3,482
02:00	273	24	42	1,847	2,280	02:00	391	31	87	2,275	2,897
03:00	171	18	39	1,320	1,635	03:00	253	26	79	1,644	2,108
04:00	68	21	37	934	1,157	04:00	114	27	61	1,162	1,489
05:00	51	82	116	1,187	1,588	05:00	76	106	171	1,426	1,963
06:00	102	276	281	2,225	3,230	06:00	168	334	404	2,523	3,823
07:00	458	854	829	5,511	8,347	07:00	603	996	1,137	6,025	9,528
08:00	1,852	1,415	1,373	10,105	15,907	08:00	2,201	1,593	1,706	10,670	17,427
09:00	1,018	746	790	7,352	10,903	09:00	1,258	856	982	7,840	12,025
10:00	939	526	591	7,013	10,296	10:00	1,250	634	824	7,488	11,544
11:00	1,165	576	740	7,882	11,631	11:00	1,472	687	1,016	8,380	12,933
12:00	1,344	745	914	9,471	13,779	12:00	1,685	858	1,275	10,106	15,352
13:00	1,411	663	1,004	9,680	14,074	13:00	1,778	778	1,413	10,340	15,764
14:00	1,378	689	1,029	9,542	13,906	14:00	1,728	854	1,463	10,286	15,715
15:00	2,849	973	1,237	10,755	17,025	15:00	3,464	1,152	1,725	11,554	19,222
16:00	2,238	1,196	1,441	11,922	17,984	16:00	2,877	1,441	2,047	12,821	20,485
17:00	2,096	1,526	1,789	13,319	19,520	17:00	2,718	1,761	2,406	14,298	22,058
18:00	1,649	1,252	1,408	10,251	15,171	18:00	2,151	1,471	1,871	11,036	17,199
19:00	1,279	875	985	8,526	12,042	19:00	1,705	1,024	1,390	9,323	13,869
20:00	889	533	778	6,918	9,422	20:00	1,207	638	1,126	7,661	10,973
21:00	660	307	553	5,742	7,487	21:00	960	371	808	6,463	8,850
22:00	614	216	428	5,511	6,975	22:00	861	260	638	6,229	8,227
23:00	600	122	242	4,531	5,666	23:00	867	150	369	5,234	6,827
All hours ²	23,931	13,754	16,842	156,746	226,559	All hours ²	30,982	16,196	23,326	171,000	258,404

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

2 Includes cases where time was not reported.

30a Casualties: by age band¹, road user type and severity: 2006

	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	13	12	19	27	42	78	84	71	59	48	92	128	675
KSI ³	239	308	557	921	612	998	766	556	523	432	479	528	7,051
All severities	1,121	1,485	3,021	4,504	2,951	4,612	3,289	2,620	2,043	1,499	1,460	1,300	30,982
Pedal cyclists													
Killed	1	5	7	18	4	14	28	17	20	15	12	5	146
KSI	6	48	159	290	187	382	453	398	239	123	93	23	2,442
All severities	54	373	1,184	2,154	1,341	2,995	3,041	2,260	1,318	593	278	85	16,196
Motorcycle 50cc and under													
Killed	0	0	0	3	19	3	2	1	0	0	1	0	29
KSI	0	0	2	37	502	84	58	44	27	5	6	0	775
All severities	4	4	6	128	3,077	514	307	192	100	51	22	2	4,472
Motorcycle over 50cc⁴													
Riders													
Killed	0	0	0	2	39	149	166	116	53	16	5	3	549
KSI	0	0	0	32	643	1,317	1,389	1,238	504	159	33	8	5,403
All severities	0	0	0	82	2,402	4,638	4,470	3,749	1,528	455	84	13	17,797
Passengers													
Killed	0	0	0	0	2	5	5	5	3	0	0	0	21
KSI	1	0	3	19	68	68	50	46	33	9	1	0	306
All severities	3	1	21	86	205	285	175	139	77	18	4	2	1,057
Car													
Drivers													
Killed	0	0	0	4	149	317	151	133	105	85	57	61	1,066
KSI	0	0	0	9	1,181	2,603	1,658	1,409	943	655	477	281	9,305
All severities	0	0	1	47	11,965	31,550	25,388	20,502	12,666	6,449	3,498	1,691	115,003
Passengers													
Killed	15	0	11	30	137	141	37	30	26	27	51	40	546
KSI	123	80	100	284	1,236	1,221	461	323	295	266	277	180	4,949
All severities	1,802	1,762	2,885	3,587	10,914	12,708	6,121	4,631	3,729	2,661	1,930	1,001	55,997
Bus and coach													
Drivers													
Killed	0	0	0	0	0	0	0	0	1	1	0	0	2
KSI	0	0	0	0	0	9	8	12	5	5	1	0	40
All severities	0	0	0	0	2	112	200	208	147	42	2	0	724
Passengers													
Killed	0	0	0	0	1	1	0	0	0	1	4	10	17
KSI	7	0	8	24	12	24	19	28	39	57	77	76	386
All severities	251	109	189	415	292	592	546	573	625	862	867	609	6,529
Goods vehicle													
Drivers													
Killed	0	0	0	0	1	10	22	22	13	6	1	0	75
KSI	0	0	0	0	15	132	195	193	147	60	10	0	759
All severities	0	0	0	0	155	1,385	1,914	1,662	1,051	370	45	3	6,643
Passengers													
Killed	0	1	0	0	3	4	3	0	2	1	1	0	16
KSI	0	4	1	8	19	59	38	28	13	7	2	0	188
All severities	11	24	39	69	199	528	347	271	142	57	17	8	1,801
All road users⁵													
Killed	30	18	37	84	398	726	500	398	283	202	230	257	3,172
KSI	378	443	837	1,636	4,494	6,929	5,134	4,305	2,790	1,801	1,478	1,120	31,845
All severities	3,253	3,771	7,370	11,129	33,576	60,129	46,034	36,983	23,537	13,155	8,277	4,802	258,404

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

2 Includes cases where age was not reported.

3 Killed or seriously injured.

4 Includes motorcycle combinations and scooters.

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

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

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

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

2 Figures have been rounded to the nearest whole number

3 Includes cases where age was not reported.

4 Killed or seriously injured.

5 Includes motorcycle combinations and scooters.

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

31 Casualty rates: by age band, road user type and severity: 2006

	Rate per 100,000 population												
	0-4 ¹	5-7	8-11	12-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over	All ² ages
Pedestrians													
Killed	0.4	0.6	0.7	0.9	1.4	1.0	1.0	0.8	0.8	0.8	2.2	4.9	1.1
KSI ³	7.1	16	20	31	20	13	9.1	6.5	7.1	7.5	11	20	12
All severities	33	75	108	151	95	60	39	31	28	26	35	49	53
Pedal cyclists													
Killed	0	0.3	0.2	0.6	0.1	0.2	0.3	0.2	0.3	0.3	0.3	0.2	0.2
KSI	0.2	2.4	5.7	9.7	6.0	5.0	5.4	4.6	3.2	2.1	2.2	0.9	4.1
All severities	1.6	19	42	72	43	39	36	26	18	10	6.6	3.2	28
Motorcycle users 50cc and under													
Killed	0	0	0	0.1	0.6	0	0	0	0	0	0	0	0
KSI	0	0	0.1	1.2	16	1.1	0.7	0.5	0.4	0.1	0.1	0	1.3
All severities	0.1	0.2	0.2	4.3	100	6.7	3.7	2.2	1.4	0.9	0.5	0.1	7.6
Motorcycles over 50cc													
Riders													
Killed	0	0	0	0.1	1.3	1.9	2.0	1.4	0.7	0.3	0.1	0.1	0.9
KSI	0	0	0	1.1	21	17	17	14	6.8	2.8	0.8	0.3	9.2
All severities	0	0	0	2.7	78	61	53	44	21	7.9	2.0	0.5	30
Passengers													
Killed	0	0	0	0	0.1	0.1	0.1	0.1	0	0	0	0	0
KSI	0	0	0.1	0.6	2.2	0.9	0.6	0.5	0.4	0.2	0	0	0.5
All severities	0.1	0.1	0.7	2.9	6.6	3.7	2.1	1.6	1.0	0.3	0.1	0.1	1.8
Car													
Drivers													
Killed	0	0	0	0.1	4.8	4.1	1.8	1.6	1.4	1.5	1.4	2.3	1.8
KSI	0	0	0	0.3	38	34	20	16	13	11	11	11	16
All severities	0	0	0	1.6	387	413	302	239	171	112	83	64	195
Passengers													
Killed	0.4	0	0.4	1.0	4.4	1.8	0.4	0.4	0.4	0.5	1.2	1.5	0.9
KSI	3.6	4.0	3.6	9.5	40	16	5.5	3.8	4.0	4.6	6.6	6.8	8.4
All severities	53	89	103	120	353	166	73	54	50	46	46	38	95
Bus and coach													
Drivers													
Killed	0	0	0	0	0	0	0	0	0	0	0	0	0
KSI	0	0	0	0	0	0.1	0.1	0.1	0.1	0.1	0	0	0.1
All severities	0	0	0	0	0.1	1.5	2.4	2.4	2.0	0.7	0	0	1.2
Passengers													
Killed	0	0	0	0	0	0	0	0	0	0	0.1	0.4	0
KSI	0.2	0	0.3	0.8	0.4	0.3	0.2	0.3	0.5	1.0	1.8	2.9	0.7
All severities	7.4	5.5	6.7	14	9.4	7.7	6.5	6.7	8.5	15	21	23	11
Goods vehicle													
Drivers													
Killed	0	0	0	0	0	0.1	0.3	0.3	0.2	0.1	0	0	0.1
KSI	0	0	0	0	0.5	1.7	2.3	2.3	2.0	1.0	0.2	0	1.3
All severities	0	0	0	0	5.0	18	23	19	14	6.4	1.1	0.1	11
Passengers													
Killed	0	0.1	0	0	0.1	0.1	0	0	0	0	0	0	0
KSI	0	0.2	0	0.3	0.6	0.8	0.5	0.3	0.2	0.1	0	0	0.3
All severities	0.3	1.2	1.4	2.3	6.4	6.9	4.1	3.2	1.9	1.0	0.4	0.3	3.1
All road users⁴													
Killed	0.9	0.9	1.3	2.8	13	9.5	6.0	4.6	3.8	3.5	5.5	9.7	5.4
KSI	11	22	30	55	145	91	61	50	38	31	35	42	54
All severities	96	191	263	372	1,086	787	548	432	318	228	198	182	439
Population (thousands)	3,384	1,976	2,807	2,990	3,092	7,641	8,393	8,567	7,394	5,774	4,189	2,638	58,846

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

2 Includes cases where age was not reported.

3 Killed or seriously injured.

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

32 Pedestrian casualties: location by age band and by severity: 2006

	Number of casualties/percentage										
	In carriage-way not crossing	On footway or verge	On refuge, central island or reservation	Masked by stationary vehicle			Otherwise crossing road			Location not reported	All locations
				On pedestrian crossing	Within 50 metres of crossing	Elsewhere	On pedestrian crossing	Within 50 metres of crossing	Elsewhere		
0- 4 ¹	66	78	11	7	13	329	103	30	388	96	1,121
5- 7	61	96	4	11	20	453	109	53	617	61	1,485
8-11	114	123	13	37	67	768	223	197	1,320	159	3,021
12-15	266	347	25	62	121	718	440	341	1,952	232	4,504
16-19	285	300	7	29	57	307	323	259	1,180	204	2,951
20-24	354	263	14	31	65	193	315	243	1,011	192	2,681
25-29	267	201	13	24	47	122	214	217	668	158	1,931
30-34	291	212	7	19	24	114	206	139	552	147	1,711
35-39	274	201	4	12	24	84	185	146	513	135	1,578
40-44	228	202	5	11	20	73	152	130	525	100	1,446
45-49	218	191	5	10	18	66	114	81	377	94	1,174
50-54	139	185	5	4	15	52	110	99	397	73	1,079
55-59	133	128	5	14	13	53	120	81	343	74	964
60-64	99	111	5	10	9	47	80	68	309	56	794
65-69	63	74	2	9	6	36	87	52	325	51	705
70-74	39	70	3	11	13	46	85	74	318	40	699
75-79	40	86	13	5	10	48	77	74	351	57	761
80-84	29	72	4	7	10	42	104	50	344	33	695
85+	23	80	6	5	7	27	49	58	300	50	605
All ages ²	3,114	3,125	154	329	573	3,653	3,199	2,479	12,215	2,141	30,982
Percentage	10	10	0.5	1.1	1.8	12	10	8.0	39	6.9	100

All ages ²											
Killed	109	43	3	4	4	34	59	61	306	52	675
Seriously injured	515	517	33	84	126	813	715	589	2,588	396	6,376
Slightly injured	2,490	2,565	118	241	443	2,806	2,425	1,829	9,321	1,693	23,931
Total	3,114	3,125	154	329	573	3,653	3,199	2,479	12,215	2,141	30,982

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

2 Includes cases where age was not reported.

33 Pedestrian casualties: by location, age, road crossing type and severity: 2006

	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	3	3	0	13	13
Seriously injured	27	104	137	31	87	119
Slightly injured	190	466	681	131	241	389
All severities	217	573	821	162	341	521
Pelican crossing³						
Killed	7	28	35	2	32	34
Seriously injured	95	246	348	99	224	328
Slightly injured	350	620	995	285	639	944
All severities	452	894	1,378	386	895	1,306
Light controlled junction (with ped'n phase)						
Killed	2	20	22	0	13	13
Seriously injured	61	223	293	35	185	225
Slightly injured	225	652	907	174	564	780
All severities	288	895	1,222	209	762	1,018
Crossing with human control⁴						
Killed	0	1	1	0	0	0
Seriously injured	11	12	23	5	10	15
Slightly injured	38	58	97	50	49	99
All severities	49	71	121	55	59	114
All crossings^{5,6,7}						
Killed	9	55	64	3	61	64
Seriously injured	191	596	809	173	509	693
Slightly injured	808	1,787	2,677	629	1,487	2,195
All severities	1,008	2,438	3,550	805	2,057	2,952

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 Involves double counting between zebra crossings and crossings with human control.

6 Includes footbridges, subways and uncontrolled central refuges.

7 Excludes cases where road crossing type was undefined.

34 Casualties: by age, road user type and severity: 2006

Age of casualty	Number of casualties														
	Pedestrians			Pedal cyclists			Motorcycle users			Car users			All road users ¹		
	Killed	KSI ³	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All	Killed	KSI	All
0 ²	0	4	14	0	0	0	0	0	0	1	7	133	1	11	155
1	1	11	66	0	0	5	0	1	2	3	31	375	4	44	501
2	8	56	254	0	0	1	0	0	1	5	33	404	13	94	728
3	3	74	382	0	0	12	0	0	3	1	21	428	5	97	925
4	1	94	405	1	6	36	0	0	1	5	31	462	7	132	944
5	3	103	465	0	11	88	0	0	0	0	26	534	4	143	1,141
6	4	105	528	2	18	135	0	0	2	0	35	620	6	161	1,323
7	5	100	492	3	19	150	0	0	3	0	19	608	8	139	1,307
8	4	126	606	2	30	216	0	0	1	4	26	646	10	184	1,520
9	3	117	668	1	22	232	0	1	6	1	20	738	5	162	1,689
10	6	129	711	2	33	303	0	3	13	1	20	773	9	188	1,864
11	6	185	1,036	2	74	433	0	1	7	5	34	729	13	303	2,297
12	11	261	1,275	1	73	547	1	3	27	5	38	738	18	384	2,724
13	2	209	1,099	7	69	523	2	9	37	4	52	751	15	352	2,529
14	7	235	1,078	8	79	527	1	28	79	6	80	845	22	431	2,656
15	7	216	1,052	2	69	557	1	48	153	19	123	1,300	29	469	3,220
0-15	71	2,025	10,131	31	503	3,765	5	94	335	60	596	10,084	169	3,294	25,523
16	14	168	858	3	64	451	13	363	2,166	38	274	2,163	69	884	5,791
17	8	141	730	1	51	334	21	375	1,741	69	600	5,727	101	1,181	8,697
18	10	163	749	0	33	279	11	251	979	97	834	8,094	119	1,304	10,311
19	10	140	614	0	39	277	15	224	798	82	709	6,895	109	1,125	8,777
16-19	42	612	2,951	4	187	1,341	60	1,213	5,684	286	2,417	22,879	398	4,494	33,576
20	8	141	691	2	48	334	21	170	667	76	658	6,521	107	1,040	8,468
21	7	117	508	1	35	271	14	171	624	83	523	5,440	108	873	7,094
22	8	96	499	0	32	267	17	144	559	50	407	4,894	77	699	6,491
23	13	111	511	1	38	266	16	135	499	52	403	4,573	84	707	6,131
24	8	91	472	0	29	238	13	156	553	41	356	4,183	63	669	5,720
20-24	44	556	2,681	4	182	1,376	81	776	2,902	302	2,347	25,611	439	3,988	33,904
25-29	34	442	1,931	10	200	1,619	76	693	2,535	156	1,477	18,647	287	2,941	26,225
30-34	40	398	1,711	15	236	1,611	77	670	2,341	102	1,062	15,699	244	2,506	22,930
35-39	44	368	1,578	13	217	1,430	96	827	2,611	86	1,057	15,810	256	2,628	23,104
40-44	39	304	1,446	9	232	1,309	73	774	2,444	90	934	14,082	227	2,407	20,911
45-49	32	252	1,174	8	166	951	49	554	1,636	73	798	11,051	171	1,898	16,072
50-54	31	280	1,079	8	116	727	33	315	1,004	65	618	8,648	147	1,448	12,563
55-59	28	243	964	12	123	591	23	249	701	66	620	7,747	136	1,342	10,974
60-64	26	226	794	11	85	391	11	124	375	69	512	5,469	127	1,044	7,870
65-69	22	206	705	4	38	202	5	49	149	43	409	3,641	75	757	5,285
70-74	37	220	699	5	53	168	3	23	62	51	412	3,060	103	766	4,548
75-79	55	259	761	7	40	110	3	17	48	57	342	2,368	127	712	3,729
80-84	63	280	695	3	16	61	3	8	12	60	269	1,727	136	623	2,899
85+	65	248	605	2	7	24	0	0	5	41	192	965	121	497	1,903
All ages ⁴	675	7,051	30,982	146	2,442	16,196	599	6,484	23,326	1,612	14,254	171,000	3,172	31,845	258,404

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

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

3 Killed or seriously injured.

4 Includes cases where age was not reported.

35 Casualties in cars¹: by severity, age, seating position, built-up and non built-up roads: 2006

	Number of casualties								
	Age of casualty								
	0-15 ²			16 and over			All ages ³		
	Killed	KSI ⁴	All	Killed	KSI	All	Killed	KSI	All
Built-up roads⁵									
Front seat occupant	6	73	2,114	340	4,827	85,851	347	5,004	90,036
Rear seat occupant	8	162	3,886	62	630	7,333	70	809	11,703
All occupants ⁶	14	236	6,058	402	5,476	93,428	417	5,835	102,060
Non built-up roads⁵									
Front seat occupant	16	99	1,031	919	6,501	48,949	939	6,655	50,586
Rear seat occupant	26	229	2,298	91	673	3,986	117	911	6,443
All occupants ⁶	42	330	3,412	1,019	7,205	53,175	1,065	7,599	57,369
Motorways									
Front seat occupant	2	9	133	109	680	9,832	111	693	10,085
Rear seat occupant	2	21	478	17	102	950	19	123	1,452
All occupants ⁶	4	30	614	126	785	10,801	130	820	11,571
All speed limits⁷									
Front seat occupant	24	181	3,278	1,368	12,008	144,632	1,397	12,352	150,707
Rear seat occupant	36	412	6,662	170	1,405	12,269	206	1,843	19,598
All occupants ⁶	60	596	10,084	1,547	13,466	157,404	1,612	14,254	171,000

1 Includes taxis and minibuses.

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

3 Includes cases where age was not reported.

4 Killed or seriously injured.

5 Motorways excluded.

6 Includes cases where seating position was not reported

7 Includes cases where speed limit was not reported.

**36 School pupil casualties on journeys to and from school:
by road user type, severity, gender and age: 2006**

		Number of casualties									
		Pedestrian		Pedal cycle		Car occupants		Bus or tram occupants		All road users ¹	
		KSI	All	KSI	All	KSI	All	KSI	All	KSI	All
Boys											
3 and under		1	12	0	1	0	6	0	0	1	19
	4	5	30	0	1	1	11	0	0	6	42
	5	6	55	0	5	1	22	0	4	7	86
	6	14	51	1	3	0	32	0	2	15	88
	7	8	50	0	3	0	21	0	2	8	77
	8	9	57	1	2	1	19	0	5	11	83
	9	21	103	0	9	1	41	0	3	22	157
	10	20	87	0	16	1	29	0	9	21	143
	11	39	214	4	55	1	36	3	28	47	333
	12	52	287	8	71	3	33	3	36	66	427
	13	41	211	5	58	1	26	1	14	49	312
	14	38	156	5	50	1	27	0	14	45	249
	15	18	119	7	55	0	30	1	22	27	232
	16	9	56	1	25	1	18	1	7	18	175
	All boys	281	1,488	32	354	12	351	9	146	343	2,423
Girls											
3 and under		0	4	0	1	0	1	0	0	0	6
	4	4	21	0	1	0	8	0	0	4	30
	5	5	32	0	0	0	23	0	4	5	59
	6	8	25	0	0	0	27	0	2	8	54
	7	3	36	0	1	0	32	0	7	3	76
	8	10	40	0	4	0	35	0	1	10	80
	9	8	39	0	5	0	36	0	6	8	86
	10	8	70	1	2	0	36	0	11	10	122
	11	15	170	2	12	1	31	0	23	18	236
	12	34	251	2	15	1	45	1	43	38	355
	13	24	195	2	8	2	42	3	17	31	262
	14	20	162	1	6	3	45	1	32	25	247
	15	29	154	1	5	0	39	0	34	30	233
	16	8	56	1	6	3	30	1	12	14	115
	All girls	176	1,255	10	66	10	430	6	192	204	1,961
All pupils											
3 and under		1	16	0	2	0	7	0	0	1	25
	4	9	51	0	2	1	19	0	0	10	72
	5	11	87	0	5	1	45	0	8	12	145
	6	22	76	1	3	0	59	0	4	23	142
	7	11	86	0	4	0	53	0	9	11	153
	8	19	97	1	6	1	54	0	6	21	163
	9	29	142	0	14	1	77	0	9	30	243
	10	28	157	1	18	1	65	0	20	31	265
	11	54	384	6	67	2	67	3	51	65	569
	12	86	538	10	86	4	78	4	79	104	782
	13	65	406	7	66	3	68	4	31	80	574
	14	58	319	6	56	4	72	1	46	70	497
	15	47	273	8	60	0	69	1	56	57	465
	16	17	112	2	31	4	48	2	19	32	290
	All children	457	2,744	42	420	22	781	15	338	547	4,385

¹ Includes other road users and cases where gender or road user type was not reported

**37 Breath tests and breath test failures: all drivers and riders involved,
by day of week and time of day: 2006**

(a) All motor vehicles involved in accidents								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	515	383	364	437	595	1,270	1,220	4,784
01:00	343	193	247	270	387	1,097	1,042	3,579
02:00	241	181	201	210	319	844	911	2,907
03:00	156	114	145	155	228	568	715	2,081
04:00	139	141	153	156	165	413	438	1,605
05:00	354	276	288	318	339	387	345	2,307
06:00	846	886	872	838	840	466	352	5,100
07:00	2,356	2,524	2,754	2,501	2,291	766	481	13,673
08:00	4,224	4,673	4,644	4,579	4,147	1,281	648	24,196
09:00	2,622	2,793	2,932	2,943	2,655	1,741	1,095	16,781
10:00	2,102	2,184	2,115	2,248	2,365	2,390	1,716	15,120
11:00	2,196	2,331	2,319	2,457	2,588	3,097	2,251	17,239
12:00	2,545	2,729	2,655	2,718	3,212	3,627	2,873	20,359
13:00	2,742	2,709	2,758	2,735	3,541	3,340	2,831	20,656
14:00	2,669	2,720	2,819	2,795	3,570	3,251	2,756	20,580
15:00	3,596	3,436	3,583	3,787	4,739	2,861	2,604	24,606
16:00	3,745	4,223	4,209	4,153	4,868	2,961	2,701	26,860
17:00	4,514	4,821	5,023	4,619	5,235	3,069	2,518	29,799
18:00	3,053	3,381	3,493	3,497	3,819	2,634	2,279	22,156
19:00	2,219	2,402	2,468	2,579	3,226	2,323	1,962	17,179
20:00	1,654	1,706	1,854	1,866	2,417	1,925	1,652	13,074
21:00	1,298	1,355	1,382	1,373	1,829	1,495	1,319	10,051
22:00	1,051	1,199	1,279	1,272	1,785	1,422	1,134	9,142
23:00	734	762	906	889	1,674	1,372	919	7,256
All hours ¹	45,919	48,128	49,466	49,397	56,837	44,605	36,768	331,120

(b) Required to take breath test								Number of drivers & riders
Hour beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	All days
Midnight	259	213	211	243	322	698	691	2,637
01:00	213	117	126	147	223	568	565	1,959
02:00	122	91	118	119	163	449	483	1,545
03:00	81	54	85	90	120	275	389	1,094
04:00	70	82	78	79	98	207	236	850
05:00	220	150	159	191	204	201	179	1,304
06:00	485	489	513	467	456	278	197	2,885
07:00	1,366	1,383	1,567	1,439	1,363	457	293	7,868
08:00	2,226	2,393	2,458	2,358	2,133	748	411	12,727
09:00	1,351	1,482	1,527	1,602	1,416	955	667	9,000
10:00	1,140	1,175	1,110	1,182	1,262	1,419	983	8,271
11:00	1,167	1,202	1,183	1,317	1,347	1,769	1,265	9,250
12:00	1,388	1,358	1,383	1,386	1,734	2,003	1,643	10,895
13:00	1,374	1,388	1,437	1,434	1,892	1,866	1,606	10,997
14:00	1,355	1,376	1,436	1,495	1,853	1,783	1,564	10,862
15:00	1,866	1,733	1,865	1,967	2,477	1,542	1,451	12,901
16:00	2,003	2,199	2,228	2,242	2,588	1,602	1,469	14,331
17:00	2,411	2,568	2,655	2,496	2,837	1,721	1,418	16,106
18:00	1,596	1,813	1,836	1,852	2,091	1,384	1,282	11,854
19:00	1,195	1,329	1,266	1,444	1,762	1,301	1,092	9,389
20:00	910	963	1,028	1,102	1,362	1,082	950	7,397
21:00	743	744	779	780	1,066	792	743	5,647
22:00	570	729	776	748	1,048	824	658	5,353
23:00	436	424	522	523	957	748	521	4,131
All hours ¹	24,552	25,459	26,348	26,703	30,775	24,672	20,761	179,270

¹ Includes cases where hour of day was not reported.

**37 (continued) Breath tests and breath test failures: all drivers and riders involved,
by day of week and time of day: 2006**

(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	69	32	38	36	73	155	164	567
01:00	53	24	35	31	43	168	152	506
02:00	37	21	26	22	48	135	134	423
03:00	20	12	18	21	34	92	124	321
04:00	13	9	17	11	20	66	80	216
05:00	17	10	10	10	19	49	48	163
06:00	4	7	9	9	16	24	31	100
07:00	22	7	8	15	16	31	23	122
08:00	16	17	12	19	18	24	22	128
09:00	11	3	5	7	12	33	28	99
10:00	13	5	4	8	9	28	19	86
11:00	12	10	9	8	11	28	10	88
12:00	14	4	10	12	7	20	25	92
13:00	13	13	16	12	19	22	26	121
14:00	14	11	14	14	12	28	35	128
15:00	26	24	32	25	28	28	29	192
16:00	22	18	21	24	42	45	47	219
17:00	45	33	34	44	53	59	55	323
18:00	41	38	29	48	58	70	65	349
19:00	39	40	31	33	74	94	69	380
20:00	43	35	45	58	89	103	81	454
21:00	47	33	50	50	81	76	74	411
22:00	37	48	49	79	108	92	81	494
23:00	49	47	79	73	143	129	90	610
All hours ¹	677	502	602	669	1,033	1,599	1,512	6,594

¹ Includes cases where hour of day was not reported.

38a Drivers: by gender, number injured, road user type and age: 2006

	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	299	186	62	34	21	62	336	207	62
17-19	14,468	7,409	51	6,763	4,397	65	21,265	11,806	56
20-24	20,663	9,814	47	12,199	7,672	63	32,972	17,488	53
25-29	17,224	7,577	44	10,799	6,485	60	28,108	14,062	50
30-34	16,348	6,749	41	10,000	5,695	57	26,542	12,444	47
35-39	16,433	6,799	41	11,019	6,145	56	27,730	12,944	47
40-49	27,398	10,790	39	17,500	9,712	55	45,030	20,502	46
50-59	18,252	6,937	38	10,119	5,728	57	28,423	12,666	45
60-69	10,621	3,878	37	4,729	2,570	54	15,369	6,449	42
70 and over	7,922	3,397	43	3,061	1,792	59	10,998	5,189	47
Age not reported	12,274	740	6	3,930	487	12	31,218	1,246	4
All ages	161,902	64,276	40	90,153	50,704	56	267,991	115,003	43
Motorcycle riders									
50cc and under									
Under 16	104	91	88	11	11	100	117	102	87
16	1,836	1,716	93	158	154	97	1,994	1,870	94
17	752	709	94	91	90	99	844	799	95
18	196	177	90	34	32	94	234	209	89
19	140	126	90	20	19	95	160	145	91
20-24	262	237	90	56	52	93	318	289	91
25-29	162	150	93	60	60	100	222	210	95
30-39	223	207	93	100	95	95	323	302	93
40-49	147	136	93	56	53	95	203	189	93
50-59	69	60	87	39	39	100	109	99	91
60 and over	44	42	95	31	31	100	75	73	97
Age not reported	115	47	41	14	10	71	214	59	28
All ages	4,050	3,698	91	670	646	96	4,813	4,346	90
Motorcycle riders over 50cc									
Under 16	89	77	87	6	5	83	95	82	86
16	233	215	92	8	7	88	241	222	92
17	889	838	94	27	27	100	916	865	94
18	713	672	94	41	41	100	755	713	94
19	589	558	95	44	44	100	633	602	95
20-24	2,396	2,252	94	178	173	97	2,579	2,425	94
25-29	2,223	2,033	91	183	180	98	2,407	2,213	92
30-39	4,401	4,098	93	385	372	97	4,790	4,470	93
40-49	3,756	3,516	94	246	233	95	4,002	3,749	94
50-59	1,561	1,445	93	92	83	90	1,653	1,528	92
60 and over	559	528	94	26	24	92	586	552	94
Age not reported	571	354	62	28	22	79	853	376	44
All ages	17,980	16,586	92	1,264	1,211	96	19,510	17,797	91
Other motor vehicle drivers ²	34,057	7,514	22	1,626	553	34	38,806	8,070	21
All motor vehicle drivers or riders									
Under 17	2,631	2,328	88	224	204	91	2,860	2,532	89
17-19	18,193	10,656	59	7,041	4,663	66	25,276	15,319	61
20-24	25,476	12,926	51	12,534	7,937	63	38,136	20,865	55
25-29	22,839	10,657	47	11,206	6,786	61	34,143	17,443	51
30-34	22,530	9,733	43	10,463	6,019	58	33,213	15,752	47
35-39	23,557	10,228	43	11,503	6,446	56	35,389	16,674	47
40-49	39,771	16,302	41	18,247	10,123	55	58,178	26,425	45
50-59	25,844	9,639	37	10,460	5,919	57	36,372	15,560	43
60-69	13,284	4,782	36	4,825	2,639	55	18,131	7,422	41
70 and over	8,301	3,612	44	3,131	1,852	59	11,447	5,464	48
Age not reported	15,563	1,211	8	4,079	526	13	37,975	1,760	5
All ages	217,989	92,074	42	93,713	53,114	57	331,120	145,216	44

1 Includes cases where gender was not reported

2 Includes drivers of buses, coaches and goods vehicles.

38b Drivers: by gender, number injured, road user type and age: 1994 - 1998 average

	Number of drivers or riders/percentage								
	Male ¹			Female ¹			All drivers or riders ²		
	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 ³	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 Casualty figures have been slightly revised.

2 Includes cases where gender was not reported

3 Includes drivers of buses, coaches and goods vehicles.

39 Breath tests and breath test failures: by road user type and age: GB 2006

	Number of drivers or riders/percentage					
	Involved in accident	Tested	Tested as percentage of involved	Failed ¹	Failed as a percentage of	
					Involved	Tested
Car drivers						
Under 17	336	164	49	35	10.4	21.3
17-19	21,265	14,471	68	704	3.3	4.9
20-24	32,972	20,837	63	1,334	4.0	6.4
25-29	28,108	17,250	61	944	3.4	5.5
30-34	26,542	15,480	58	697	2.6	4.5
35-39	27,730	16,283	59	630	2.3	3.9
40-49	45,030	26,903	60	829	1.8	3.1
50-59	28,423	17,472	61	404	1.4	2.3
60-69	15,369	9,442	61	129	0.8	1.4
70 and over	10,998	6,648	60	44	0.4	0.7
Age not reported	31,218	1,614	5	123	0.4	7.6
All ages	267,991	146,564	55	5,873	2.2	4.0
Motorcycle riders						
Under 17	2,447	1,244	51	29	1.2	2.3
17-19	3,542	1,861	53	80	2.3	4.3
20-24	2,897	1,507	52	86	3.0	5.7
25-29	2,629	1,252	48	47	1.8	3.8
30-34	2,426	1,189	49	35	1.4	2.9
35-39	2,687	1,343	50	38	1.4	2.8
40-49	4,205	2,126	51	42	1.0	2.0
50-59	1,762	896	51	9	0.5	1.0
60-69	528	281	53	5	0.9	1.8
70 and over	133	71	53	0	0.0	0.0
Age not reported	1,067	114	11	3	0.3	2.6
All ages	24,323	11,884	49	374	1.5	3.1
Bus/coach drivers						
Bus/coach drivers	9,133	3,570	39	12	0.1	0.3
Light goods vehicle drivers						
Light goods vehicle drivers	15,593	8,554	55	258	1.7	3.0
Heavy goods vehicle drivers						
Heavy goods vehicle drivers	11,336	7,511	66	52	0.5	0.7
Other drivers/riders						
Other drivers/riders	2,744	1,187	43	25	0.9	2.1
All motor vehicle drivers and riders						
Under 17	2,860	1,435	50	66	2.3	4.6
17-19	25,276	16,640	66	799	3.2	4.8
20-24	38,136	23,838	63	1,463	3.8	6.1
25-29	34,143	20,642	60	1,041	3.0	5.0
30-34	33,213	19,208	58	777	2.3	4.0
35-39	35,389	20,716	59	726	2.1	3.5
40-49	58,178	34,560	59	941	1.6	2.7
50-59	36,372	22,214	61	459	1.3	2.1
60-69	18,131	11,135	61	143	0.8	1.3
70 and over	11,447	6,874	60	45	0.4	0.7
Age not reported	37,975	2,008	5	134	0.4	6.7
All ages	331,120	179,270	54	6,594	2.0	3.7

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

40 Vehicles: by accident severity, vehicle type and vehicle population: 2006

	Number of vehicles involved in				Road motor vehicles with current licences (thousand) ¹
	Fatal accidents	Serious accidents	Slight accidents	All accidents	
Pedal cycles	163	2,421	14,027	16,611	..
Motorcycles ²					
Motorcycles 50cc and under	29	829	3,955	4,813	154
Motorcycles 51cc - 125cc	73	1,468	5,163	6,704	212
Motorcycles 126cc - 500cc	75	660	1,692	2,427	206
Motorcycles over 500cc	490	3,239	6,650	10,379	651
All motorcycles ³	667	6,196	17,460	24,323	1,224
Taxis ⁴	63	659	4,784	5,506	43
Cars ⁵	3,389	27,624	230,446	261,459	27,847
Minibus	31	126	869	1,026	104
All cars ⁶	3,483	28,409	236,099	267,991	27,994
Buses or coaches	118	1,041	7,974	9,133	77
Light goods vehicles	274	1,818	13,501	15,593	3,053
Heavy goods vehicles					
Rigid	249	1,050	5,972	7,271	..
Articulated	209	563	3,293	4,065	..
Total ⁷	458	1,613	9,265	11,336	419
Agricultural vehicles	26	154	526	706	333
Other motor vehicles	46	312	1,680	2,038	270
Other non-motor vehicles	18	55	209	282	..
All vehicles ⁸	5,253	42,025	300,781	348,059	33,369

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

2 Includes motorcycle combinations and scooters.

3 Includes cases where engine size was not reported.

4 Vehicle stock only includes custom built 'black cab' design vehicles.

5 Includes three wheelers.

6 Includes cars, taxis, minibuses.

7 Includes cases where HGV type was not reported.

8 Includes cases where vehicle type was not reported.

41a Vehicles: by vehicle type, built-up and non built-up roads, road class and accident severity: 2006

	Number of vehicles							
	Pedal cycles	Motorcycles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles ¹	All vehicles ²
Built-up roads³								
A roads								
Fatal	45	124	597	48	40	68	888	936
Fatal or serious	826	1,924	7,839	504	464	387	11,216	12,055
All severities	5,586	8,465	77,853	4,131	4,410	2,543	98,079	103,733
B roads								
Fatal	14	40	187	18	15	12	278	293
Fatal or serious	259	581	2,549	122	165	86	3,539	3,802
All severities	1,758	2,294	24,166	948	1,320	554	29,467	31,253
Other roads								
Fatal	41	89	478	21	45	25	668	714
Fatal or serious	1,108	1,793	8,614	390	502	206	11,649	12,788
All severities	7,906	7,511	83,601	3,360	4,174	1,459	100,905	108,936
All built-up roads⁴								
Fatal	100	253	1,262	87	100	105	1,834	1,943
Fatal or serious	2,193	4,298	19,002	1,016	1,131	679	26,404	28,645
All severities	15,250	18,270	185,620	8,439	9,904	4,556	228,451	243,922
Non built-up roads³								
A roads								
Fatal	38	266	1,422	23	113	232	2,087	2,131
Fatal or serious	205	1,575	7,375	82	560	848	10,584	10,797
All severities	684	3,622	44,418	343	3,133	3,426	55,483	56,191
B roads								
Fatal	6	78	255	6	16	16	377	384
Fatal or serious	45	432	1,878	25	124	92	2,596	2,645
All severities	186	911	9,262	104	521	386	11,357	11,555
Other roads								
Fatal	19	47	279	1	21	13	368	389
Fatal or serious	141	398	2,273	27	146	94	2,995	3,154
All severities	490	1,126	14,390	185	856	472	17,288	17,845
All non built-up roads⁴								
Fatal	63	391	1,956	30	150	261	2,832	2,904
Fatal or serious	391	2,405	11,526	134	830	1,034	16,175	16,596
All severities	1,360	5,659	68,070	632	4,510	4,284	84,128	85,591
All speed limits⁵								
Motorways								
Fatal	0	23	265	1	24	92	406	406
Fatal or serious	0	160	1,364	9	131	358	2,036	2,037
All severities	1	394	14,301	62	1,179	2,496	18,541	18,546
A roads								
Fatal	83	390	2,019	71	153	300	2,975	3,067
Fatal or serious	1,031	3,499	15,214	586	1,024	1,235	21,800	22,852
All severities	6,270	12,087	122,271	4,474	7,543	5,969	153,562	159,924
B roads								
Fatal	20	118	442	24	31	28	655	677
Fatal or serious	304	1,013	4,427	147	289	178	6,135	6,447
All severities	1,944	3,205	33,428	1,052	1,841	940	40,824	42,808
Other roads								
Fatal	60	136	757	22	66	38	1,036	1,103
Fatal or serious	1,249	2,191	10,887	417	648	300	14,644	15,942
All severities	8,396	8,637	97,991	3,545	5,030	1,931	118,193	126,781
Total⁴								
Fatal	163	667	3,483	118	274	458	5,072	5,253
Fatal or serious	2,584	6,863	31,892	1,159	2,092	2,071	44,615	47,278
All severities	16,611	24,323	267,991	9,133	15,593	11,336	331,120	348,059

1 Includes other motor vehicles.

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

3 Excludes motorways.

4 Includes cases where road class was not reported

5 Includes cases where speed limit was not reported.

41b Vehicles: by vehicle type, built-up and non built-up roads, road class and accident severity: 1994-98 average

	Number of vehicles							
	Pedal cycles	Motorcycles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles ¹	All vehicles ²
Built-up roads³								
A roads								
Fatal	50	104	669	48	57	96	985	1,036
Fatal or serious	1,168	2,007	12,655	685	840	610	16,919	18,097
All severities	8,269	9,518	104,173	5,201	6,088	3,424	129,186	137,530
B roads								
Fatal	12	27	202	11	13	18	275	287
Fatal or serious	395	572	3,882	159	236	131	5,019	5,423
All severities	2,612	2,268	29,721	1,142	1,627	660	35,653	38,302
Other roads								
Fatal	46	81	481	38	42	40	692	740
Fatal or serious	1,655	1,625	12,784	510	766	326	16,147	17,832
All severities	11,736	6,668	99,634	4,020	5,222	1,746	118,126	130,010
All built-up roads⁴								
Fatal	108	213	1,352	97	113	153	1,952	2,063
Fatal or serious	3,218	4,205	29,320	1,354	1,842	1,067	38,086	41,353
All severities	22,618	18,454	233,528	10,363	12,937	5,831	282,965	305,842
Non built-up roads³								
A roads								
Fatal	62	205	1,630	23	129	299	2,316	2,380
Fatal or serious	391	1,561	11,297	126	841	1,350	15,376	15,783
All severities	1,241	3,707	53,856	501	3,603	4,638	67,030	68,334
B roads								
Fatal	11	50	308	7	20	26	420	432
Fatal or serious	105	449	2,762	34	188	176	3,669	3,781
All severities	351	974	11,549	133	734	592	14,198	14,579
Other roads								
Fatal	17	54	284	4	18	23	393	413
Fatal or serious	222	527	3,254	43	236	190	4,345	4,594
All severities	704	1,259	16,900	229	1,110	809	20,690	21,499
All non built-up roads⁴								
Fatal	90	308	2,223	35	167	348	3,129	3,225
Fatal or serious	718	2,537	17,313	203	1,266	1,717	23,390	24,157
All severities	2,296	5,940	82,305	864	5,448	6,039	101,918	104,412
All speed limits⁵								
Motorways								
Fatal	1	10	239	3	30	100	385	385
Fatal or serious	2	108	1,799	20	177	474	2,597	2,602
All severities	14	380	13,928	94	1,116	2,297	17,899	17,923
A roads								
Fatal	113	309	2,299	71	186	395	3,302	3,416
Fatal or serious	1,559	3,568	23,952	811	1,681	1,960	32,296	33,880
All severities	9,510	13,225	158,032	5,703	9,691	8,063	196,218	205,867
B roads								
Fatal	23	77	511	18	34	44	695	719
Fatal or serious	500	1,021	6,644	193	424	307	8,689	9,205
All severities	2,964	3,242	41,270	1,275	2,362	1,252	49,852	52,881
Other roads								
Fatal	63	135	765	42	60	63	1,085	1,154
Fatal or serious	1,876	2,153	16,038	553	1,003	516	20,493	22,427
All severities	12,440	7,927	116,539	4,250	6,333	2,555	138,822	151,516
Total⁴								
Fatal	199	531	3,814	135	309	601	5,467	5,675
Fatal or serious	3,938	6,849	48,434	1,577	3,285	3,257	64,075	68,114
All severities	24,927	24,774	329,768	11,321	19,502	14,167	402,791	428,186

1 Includes other motor vehicles.

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

3 Excludes motorways.

4 Includes cases where road class was not reported

5 Includes cases where speed limit was not reported.

42 Vehicle involvement rates: by vehicle type, urban and rural roads, road class, accident severity and traffic: 2006

Rate per 100 million vehicle kilometres

	Pedal cycles	Motor-cycles	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles ¹	All vehicles ²
Urban roads^{3,7}								
A roads								
Fatal	6.0	11	0.8	3.8	0.4	2.5	1.0	1.1
Fatal or serious	110	177	11	41	4.6	12	12	13
All severities	753	809	107	330	44	81	111	116
Other roads⁴								
Fatal	1.6	5.6	0.6	1.8	0.3	1.8	0.7	0.7
Fatal or serious	41	116	10	23	4.0	12	11	12
All severities	298	499	101	200	32	89	101	106
All urban roads⁵								
Fatal	2.5	7.6	0.7	2.5	0.4	2.2	0.8	0.9
Fatal or serious	54	138	10	30	4.2	12	12	13
All severities	386	612	103	248	37	84	105	110
Rural roads^{3,7}								
A roads								
Fatal	29	23	1.3	2.6	0.7	2.2	1.5	1.5
Fatal or serious	189	148	7.0	10	3.4	8.5	8.0	8.2
All severities	733	352	44	53	20	35	43	44
Other roads⁴								
Fatal	3.7	18	1.2	1.5	0.4	1.8	1.4	1.4
Fatal or serious	43	142	11	14	3.3	13	12	12
All severities	197	391	70	84	20	67	67	69
All rural roads⁵								
Fatal	7.2	21	1.3	2.2	0.6	2.1	1.4	1.5
Fatal or serious	63	146	8.3	12	3.3	9.3	9.2	9.4
All severities	271	368	52	66	20	40	51	52
All speed limits⁶								
Motorways								
Fatal	..	5.3	0.4	0.2	0.2	0.8	0.4	0.4
Fatal or serious	..	37	1.8	1.6	1.1	3.0	2.1	2.1
All severities	..	92	19	11	10	21	19	19
A roads								
Fatal	9.9	18	1.1	3.3	0.6	2.3	1.3	1.4
Fatal or serious	123	161	8.4	27	3.8	9.3	9.6	10
All severities	750	557	67	207	28	45	68	70
Other roads⁴								
Fatal	2.1	9.9	0.8	1.7	0.4	1.8	0.9	1.0
Fatal or serious	41	125	10	21	3.7	13	11	12
All severities	274	462	90	171	27	78	88	92
Total⁵								
Fatal	3.5	13	0.9	2.2	0.4	1.6	1.0	1.0
Fatal or serious	56	133	7.9	21	3.3	7.1	8.8	9.3
All severities	361	471	67	169	24	39	65	68
Estimated vehicle kilometres (100 million)								
Urban roads ^{3,7}	36	27	1,604	32	238	47	1,949	1,984
Rural roads ^{3,7}	10	21	1,678	16	287	122	2,123	2,134
Motorways	..	4	742	6	118	121	992	992
Total	46	52	4,024	54	643	291	5,064	5,110

1 Includes other motor vehicles.

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

3 Excludes motorways.

4 B, C and unclassified roads.

5 Includes cases where road class was not reported

6 Includes cases where speed limit was not reported.

7 See urban and rural definitions.

43 Vehicles: by junction type, vehicle type, built-up and non built-up roads: 2006

		Number of vehicles							
		Round- about	T or staggered junction	Crossroads	Multiple junction	Slip road	Other junction	Using private drive or entrance	Not at or within 20 metres of junction
Pedal cycles	Built-up roads	1,693	6,448	1,542	226	63	664	890	3,724
	Non built-up roads	208	232	52	8	41	34	63	722
	Motorways	1	0	0	0	0	0	0	0
	All roads ¹	1,902	6,680	1,594	234	104	698	953	4,446
Motorcycles	Built-up roads	1,653	7,739	1,937	286	91	656	1,108	4,800
	Non built-up roads	673	995	200	23	127	170	276	3,195
	Motorways	30	1	0	2	54	4	0	303
	All roads ¹	2,356	8,735	2,137	311	272	830	1,384	8,298
Cars	Built-up roads	18,651	67,785	23,308	3,467	1,254	8,072	7,431	55,648
	Non built-up roads	6,041	11,855	3,250	454	2,251	1,715	2,725	39,777
	Motorways	800	39	15	37	1,364	72	0	11,974
	All roads ¹	25,492	79,679	26,573	3,958	4,869	9,859	10,156	107,399
Buses or coaches	Built-up roads	611	2,872	1,028	206	35	381	119	3,187
	Non built-up roads	48	111	29	6	8	10	19	401
	Motorways	2	0	0	0	8	1	0	51
	All roads ¹	661	2,983	1,057	212	51	392	138	3,639
Light goods vehicles	Built-up roads	899	3,659	1,197	197	59	342	442	3,109
	Non built-up roads	331	744	198	28	147	125	236	2,701
	Motorways	77	4	1	5	105	2	0	985
	All roads ¹	1,307	4,407	1,396	230	311	469	678	6,795
Heavy goods vehicles									
Articulated	Built-up roads	235	234	69	18	11	38	43	311
	Non built-up roads	227	157	37	4	94	36	45	1,061
	Motorways	31	2	0	1	122	7	0	1,282
	All roads ¹	493	393	106	23	227	81	88	2,654
Rigid	Built-up roads	397	1,179	371	72	36	122	150	1,270
	Non built-up roads	236	354	81	13	106	59	109	1,665
	Motorways	45	2	0	3	88	5	0	908
	All roads ¹	678	1,535	452	88	230	186	259	3,843
All HGVs	Built-up roads	632	1,413	440	90	47	160	193	1,581
	Non built-up roads	463	511	118	17	200	95	154	2,726
	Motorways	76	4	0	4	210	12	0	2,190
	All roads ¹	1,171	1,928	558	111	457	267	347	6,497
Other vehicles ²	Built-up roads	139	610	171	39	8	100	87	729
	Non built-up roads	45	148	40	8	11	36	86	702
	Motorways	9	0	0	0	10	0	0	94
	All roads ¹	193	758	211	47	29	136	173	1,525
All vehicles ²	Built-up roads	24,278	90,526	29,623	4,511	1,557	10,375	10,270	72,778
	Non built-up roads	7,809	14,596	3,887	544	2,785	2,185	3,559	50,224
	Motorways	995	48	16	48	1,751	91	0	15,597
	All roads ¹	33,082	105,170	33,526	5,103	6,093	12,651	13,829	138,599

1 Includes cases where road class and/or speed limit was not reported

2 Includes cases where vehicle type was unknown

44 Vehicles skidding or overturning, and towing: by road surface condition, special conditions at site and vehicle type: 2006

	Number of vehicles					
	Road surface conditions ¹			Special conditions at site ¹		
	Dry	Wet or flood	Snow or ice	Oil or diesel	Mud	All ²
Pedal Cycles						
Involved	13,250	3,252	75	16	13	16,611
Skidded	413	209	6	7	3	628
Motorcycles						
Involved	18,381	5,753	173	190	85	24,323
Skidded	3,724	1,934	95	133	66	5,757
Cars						
Involved	178,734	85,572	3,370	874	804	267,991
Skidded	16,857	17,307	1,540	426	449	35,733
Overturned ³	5,390	4,269	483	50	130	10,146
Towing caravan	164	40	1	0	0	205
Other tow	470	197	9	4	4	677
Light goods vehicles						
Involved	10,553	4,837	184	84	60	15,593
Skidded	1,141	1,026	76	44	31	2,243
Overturned ³	336	181	18	3	4	535
Towing caravan	7	1	0	0	0	8
Other tow	151	84	1	4	1	236
Heavy goods vehicles						
Rigid⁴						
Involved	5,000	2,203	66	35	26	7,271
Skidded	477	393	18	9	7	888
Jack-knifed	14	5	0	0	0	19
Overturned ³	155	76	8	0	2	239
Articulated						
Involved	2,797	1,222	42	21	8	4,065
Skidded	286	157	4	5	4	447
Jack-knifed	65	52	8	1	0	125
Overturned ³	213	78	2	2	1	293
All HGVs⁵						
Involved	7,797	3,425	108	56	34	11,336
Skidded	763	550	22	14	11	1,335
Jack-knifed	79	57	8	1	0	144
Overturned ³	368	154	10	2	3	532
Buses or coaches						
Involved	7,271	1,803	43	20	5	9,133
Skidded	173	151	11	5	1	335
Overturned ³	7	3	0	0	0	10
Other motor vehicles						
Involved	1,917	785	34	22	21	2,744
Skidded	134	83	9	3	3	226
Overturned ³	94	42	4	0	1	140
Other vehicles⁶						
Involved	258	67	2	1	3	328
Skidded	4	0	0	0	0	4
Overturned ³	20	6	0	0	0	26
All⁶	238,161	105,494	3,989	1,263	1,025	348,059

1 Vehicles can be counted in both "road surface conditions" and "special conditions at site" columns

2 Includes cases where road surface condition or special condition at site was not reported

3 Includes vehicles which may have skidded or jack-knifed before overturning

4 Includes vehicles towing trailers or caravans.

5 Includes cases where body type was not reported

6 Includes cases where vehicle type was not reported

45 Vehicles involved in accidents: by vehicle type and manoeuvre: 2006

	Number of vehicles					
	Pedal cycles	Motorcycles 50cc and under	Motorcycles 51 - 125cc	Motorcycles 126 - 500cc	Motorcycles over 500cc	All motorcycles ¹
Reversing	21	4	5	2	9	20
Parked	36	21	11	9	29	70
Waiting to go ahead but held up	166	106	182	70	296	654
Slowing or stopping	243	223	312	89	437	1,061
Moving off	448	89	114	39	148	390
U turning	22	21	17	6	11	55
Turning left	386	139	157	51	181	528
Waiting to turn left	22	7	15	8	25	55
Turning right	948	291	298	88	280	957
Waiting to turn right	110	48	39	12	52	151
Changing lane to left	69	15	24	11	57	107
Changing lane to right	175	23	24	16	70	133
Overtaking a moving vehicle - offside	138	243	474	195	1,048	1,960
Overtaking a stationary vehicle - offside	381	244	305	110	443	1,102
Overtaking - nearside	317	87	128	48	202	465
Going ahead on a left-hand bend	231	167	279	163	919	1,528
Going ahead on a right-hand bend	419	190	286	109	725	1,310
Going ahead other	12,461	2,893	4,031	1,397	5,445	13,766
All known manoeuvres	16,593	4,811	6,701	2,423	10,377	24,312
Number of vehicles involved in accidents ²	16,606	4,812	6,704	2,427	10,379	24,322
of which - at a junction	12,165	3,295	4,710	1,570	6,450	16,025

	Number of vehicles					
	Cars	Buses or coaches	Light goods vehicles	Heavy goods vehicles		All vehicles other than two-wheel ⁴
				HGVs involved	of which foreign reg'd LHD ³	
Reversing	3,619	31	485	196	11	4,386
Parked	10,604	659	881	579	31	12,911
Waiting to go ahead but held up	21,897	455	920	397	18	23,774
Slowing or stopping	20,661	1,377	1,303	762	34	24,225
Moving off	8,794	1,020	507	320	21	10,746
U turning	2,284	9	179	48	8	2,543
Turning left	7,916	264	538	348	14	9,150
Waiting to turn left	1,771	21	72	26	0	1,900
Turning right	27,490	433	1,486	644	74	30,339
Waiting to turn right	5,635	51	261	93	3	6,070
Changing lane to left	2,012	39	185	495	29	2,755
Changing lane to right	2,315	60	210	794	395	3,437
Overtaking a moving vehicle - offside	4,409	103	296	208	7	5,085
Overtaking a stationary vehicle - offside	2,425	99	144	79	2	2,774
Overtaking - nearside	1,063	33	75	44	0	1,227
Going ahead on a left-hand bend	11,045	150	556	438	16	12,313
Going ahead on a right-hand bend	12,164	257	598	619	26	13,802
Going ahead other	121,519	4,068	6,884	5,239	290	139,269
All known manoeuvres	267,623	9,129	15,580	11,329	979	306,706
Number of vehicles involved in accidents ²	267,966	9,133	15,593	11,336	979	307,089
of which - at a junction	160,586	5,494	8,798	4,839	302	181,264

1 Includes motorcycles where engine size was not reported.

2 Includes cases where vehicle manoeuvre was not reported.

3 Left hand drive.

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

46a Casualties: by road user type, severity and local authority: 2006

	Population	Number of casualties												
		Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ¹				
		KSI ²	All	KSI	All	KSI	All	KSI	All	KSI	All	Child	All	All
												KSI	KSI	Slight	severities
Greater London	7,512,372	1,304	5,548	392	2,958	849	4,678	1,152	14,271	389	3,947	25,884	29,831	
City of London	7,760	26	112	20	114	8	91	6	51	0	61	328	389	
Barking	165,681	23	96	5	38	16	71	18	370	12	67	556	623	
Barnet	328,562	49	223	5	51	26	149	58	834	10	147	1,200	1,347	
Bexley	221,594	19	106	2	30	21	78	44	417	9	103	608	711	
Brent	271,425	42	198	5	57	23	138	29	502	14	107	858	965	
Bromley	299,135	37	133	5	37	33	117	74	573	13	163	783	946	
Camden	227,453	57	247	16	159	29	187	12	199	8	123	749	872	
Croydon	336,966	40	205	11	77	29	145	62	681	16	149	1,064	1,213	
Ealing	306,376	44	200	15	86	32	153	47	711	15	147	1,083	1,230	
Enfield	285,303	39	155	5	39	19	96	62	683	15	135	919	1,054	
Greenwich	222,626	33	172	5	49	31	132	38	461	18	122	784	906	
Hackney	208,350	46	162	19	136	25	162	21	331	17	117	760	877	
Hammersmith	171,410	49	161	25	118	30	168	23	229	11	133	591	724	
Haringey	225,657	36	194	12	73	23	100	40	443	15	117	768	885	
Harrow	214,573	19	102	3	37	14	57	20	325	7	58	500	558	
Havering	227,340	35	104	4	24	12	77	59	687	19	120	853	973	
Hillingdon ³	249,980	34	132	6	57	20	101	42	699	16	111	947	1,058	
Hounslow	218,597	42	126	10	70	27	144	60	585	17	146	851	997	
Islington	185,488	27	163	17	155	25	171	7	189	5	81	655	736	
Kensington and Chelsea	178,021	31	195	22	139	42	240	15	196	3	114	699	813	
Kingston upon Thames	155,917	21	67	10	46	22	73	22	183	9	77	323	400	
Lambeth	271,950	68	232	27	193	55	252	36	462	20	195	1,037	1,232	
Lewisham	255,652	37	206	13	101	34	181	37	418	13	132	887	1,019	
Merton	197,727	23	98	7	51	13	83	26	248	15	74	439	513	
Newham	248,383	37	205	9	70	7	85	18	563	12	75	936	1,011	
Redbridge	251,942	34	139	6	29	8	77	42	610	8	98	807	905	
Richmond upon Thames	179,509	19	68	9	71	30	125	43	192	5	103	376	479	
Southwark	269,184	57	222	21	209	32	211	20	402	17	138	1,050	1,188	
Sutton	184,435	20	80	3	52	11	99	45	373	6	83	557	640	
Tower Hamlets	212,804	43	172	17	112	31	182	27	400	9	124	792	916	
Waltham Forest	221,747	29	151	7	58	16	109	37	518	15	100	805	905	
Wandsworth	278,951	57	200	17	154	40	222	16	266	12	134	771	905	
Westminster	231,874	131	522	34	266	65	402	46	470	8	293	1,548	1,841	
Greater Manchester	2,553,837	367	1,879	90	774	171	653	277	7,722	166	934	10,861	11,795	
Bolton	262,442	36	235	8	57	22	86	32	829	19	101	1,206	1,307	
Bury	182,906	27	109	3	57	10	43	16	576	11	58	772	830	
Manchester	451,984	102	509	22	227	35	134	76	1,810	36	240	2,604	2,844	
Oldham	219,578	30	194	6	43	10	35	27	721	19	77	975	1,052	
Rochdale	206,531	27	131	3	48	6	49	19	618	12	60	841	901	
Salford	218,029	35	132	8	49	19	59	20	692	13	83	908	991	
Stockport	280,619	26	144	15	89	16	67	20	654	10	79	965	1,044	
Tameside	214,406	27	128	7	38	14	45	19	497	20	67	689	756	
Trafford	211,847	26	87	9	88	15	43	18	527	12	73	716	789	
Wigan	305,495	31	210	9	78	24	92	30	798	14	96	1,185	1,281	
Merseyside	1,353,596	226	904	55	304	78	269	247	4,503	107	626	5,845	6,471	
Knowsley	151,302	20	61	7	31	8	20	18	487	11	56	598	654	
Liverpool	436,072	109	440	17	92	26	85	73	1,773	43	230	2,364	2,594	
St Helens	177,591	15	84	6	47	14	40	32	549	9	70	751	821	
Sefton	277,421	26	135	7	77	11	59	52	730	11	100	975	1,075	
Wirral	311,210	56	184	18	57	19	65	72	964	33	170	1,157	1,327	
South Yorkshire	1,292,869	180	835	60	286	110	400	244	4,243	96	626	5,621	6,247	
Barnsley	223,509	34	134	7	39	26	84	44	649	24	116	840	956	
Doncaster	290,298	40	195	14	88	26	97	55	1,129	22	144	1,448	1,592	
Rotherham	253,279	24	149	4	35	14	81	49	949	12	96	1,202	1,298	
Sheffield	525,783	82	357	35	124	44	138	96	1,516	38	270	2,131	2,401	

1 Includes goods vehicles, bus, coach horse riders, agricultural vehicle users, tram users and pedestrians whose age was not reported.

2 Killed or seriously injured.

3 Includes London Airport (Heathrow) data.

46a (continued) Casualties: by road user type, severity and local authority: 2006

	Population	Number of casualties											
		Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ¹			
		KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Tyne and Wear	1,087,581	143	652	43	236	64	255	133	3,107	77	407	4,229	4,636
Gateshead	190,461	18	93	7	36	10	50	36	782	12	75	991	1,066
Newcastle upon Tyne	270,462	56	235	9	57	10	57	27	851	24	110	1,215	1,325
North Tyneside	195,045	12	86	8	42	14	52	16	559	5	54	736	790
South Tyneside	151,020	15	66	10	45	11	38	22	260	12	59	375	434
Sunderland	280,593	42	172	9	56	19	58	32	655	24	109	912	1,021
West Midlands	2,600,064	428	1,835	66	566	204	761	406	7,783	189	1,142	10,445	11,587
Birmingham	1,006,503	205	893	22	210	80	291	169	3,511	87	490	4,719	5,209
Coventry	306,642	45	194	10	79	30	100	41	775	22	131	1,087	1,218
Dudley	305,253	35	165	6	50	22	96	44	774	17	109	1,027	1,136
Sandwell	287,561	44	208	8	72	23	98	48	908	24	133	1,233	1,366
Solihull	202,955	26	82	2	34	13	45	43	541	9	85	651	736
Walsall	254,537	27	148	12	80	22	71	33	690	20	97	939	1,036
Wolverhampton	236,613	46	145	6	41	14	60	28	584	10	97	789	886
West Yorkshire	2,161,241	314	1,339	86	446	196	604	495	7,345	147	1,140	9,474	10,614
Bradford	493,108	87	361	11	73	38	141	108	1,956	39	252	2,448	2,700
Calderdale	198,535	24	117	11	29	23	60	61	704	13	123	821	944
Kirklees	398,192	49	240	14	68	46	107	100	1,360	18	222	1,717	1,939
Leeds	750,249	114	469	41	217	57	203	133	2,406	51	365	3,369	3,734
Wakefield	321,157	40	152	9	59	32	93	93	919	26	178	1,119	1,297
Avon	1,041,914	87	485	42	396	113	497	146	2,682	31	404	3,888	4,292
Bath and NE Somerset	175,628	16	73	8	50	18	82	21	371	4	64	556	620
Bristol	410,487	46	281	25	247	44	231	46	947	17	171	1,635	1,806
North Somerset	201,404	12	63	5	41	23	69	36	591	6	77	721	798
South Gloucestershire	254,395	13	68	4	58	28	115	43	773	4	92	976	1,068
Bedfordshire	590,689	54	249	19	118	63	193	127	1,621	31	272	2,043	2,315
Bedfordshire (excl UA ²)	403,907	35	146	15	86	50	146	108	1,171	22	217	1,433	1,650
Luton	186,782	19	103	4	32	13	47	19	450	9	55	610	665
Berkshire	815,880	63	299	39	284	81	298	175	2,336	32	368	2,990	3,358
Bracknell Forest	112,205	4	17	7	27	15	30	35	281	4	62	308	370
Reading	142,756	15	88	5	78	16	70	8	296	2	47	529	576
Slough	119,516	13	67	10	56	7	47	21	444	7	52	575	627
West Berkshire	148,760	4	36	5	18	16	42	43	506	8	72	560	632
Windsor and Maidenhead	138,808	18	58	8	57	11	65	34	390	4	72	521	593
Wokingham	153,835	9	33	4	48	16	44	34	419	7	63	497	560
Buckinghamshire	712,135	58	224	29	164	94	307	222	2,897	21	428	3,368	3,796
Bucks (excl UA)	487,373	31	151	17	98	68	198	159	1,909	10	291	2,197	2,488
Milton Keynes	224,762	27	73	12	66	26	109	63	988	11	137	1,171	1,308
Cambridgeshire	752,870	59	253	53	448	92	342	289	2,951	42	526	3,721	4,247
Cams (excl UA)	589,605	37	162	46	353	73	263	240	2,172	32	423	2,716	3,139
Peterborough	163,265	22	91	7	95	19	79	49	779	10	103	1,005	1,108
Cheshire	999,884	109	409	55	291	157	415	342	3,872	56	697	4,572	5,269
Cheshire (excl UAs)	686,333	71	249	47	183	126	307	274	2,651	38	544	3,026	3,570
Halton	119,508	10	57	2	28	11	27	25	387	4	50	493	543
Warrington	194,043	28	103	6	80	20	81	43	834	14	103	1,053	1,156
Cleveland	558,206	84	272	23	128	47	119	105	1,189	46	268	1,543	1,811
Hartlepool	91,137	19	53	5	21	4	10	13	215	11	41	273	314
Middlesbrough	138,434	24	89	3	44	9	30	26	286	12	65	420	485
Redcar & Cleveland	139,494	22	64	4	21	15	32	26	284	9	72	346	418
Stockton-on-Tees	189,141	19	66	11	42	19	47	40	404	14	90	504	594
Cornwall and Isles of Scilly	526,369	40	284	7	102	52	231	162	1,970	20	267	2,423	2,690
Cumbria	496,151	46	253	21	117	71	232	183	1,708	27	344	2,136	2,480
Derbyshire	990,385	110	444	40	229	153	452	260	3,113	59	584	3,937	4,521
Derbyshire (excl UA)	754,087	69	304	23	141	126	372	238	2,527	42	472	3,105	3,577
Derby	236,298	41	140	17	88	27	80	22	586	17	112	832	944

1 Includes goods vehicles, bus, coach horse riders, agricultural vehicle users, tram users and pedestrians whose age was not reported.

2 Unitary authority.

46a (continued) Casualties: by road user type, severity and local authority: 2006

	Population	Number of casualties											
		Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ¹			
		KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Devon	1,122,123	85	707	26	272	91	469	204	3,394	37	428	4,630	5,058
Devon (excl UAs)	740,819	52	378	17	177	58	281	178	2,479	24	324	3,143	3,467
Plymouth	248,103	14	199	7	68	24	142	17	660	7	63	1,058	1,121
Torbay	133,201	19	130	2	27	9	46	9	255	6	41	429	470
Dorset	701,084	69	287	49	250	87	370	150	2,126	25	371	2,818	3,189
Dorset (excl UAs)	403,046	42	132	23	100	56	204	120	1,398	16	255	1,678	1,933
Bournemouth	161,169	17	105	20	97	16	84	19	411	7	73	654	727
Poole	136,869	10	50	6	53	15	82	11	317	2	43	486	529
Durham	600,055	54	301	18	110	62	174	138	1,678	33	284	2,147	2,431
Durham (excl UA)	500,711	43	241	9	71	49	139	109	1,369	26	218	1,729	1,947
Darlington	99,344	11	60	9	39	13	35	29	309	7	66	418	484
East Sussex	757,651	125	488	46	241	136	371	238	2,078	43	564	2,962	3,526
East Sussex (excl UA)	506,223	64	239	18	102	95	231	204	1,586	26	393	1,921	2,314
Brighton & Hove	251,428	61	249	28	139	41	140	34	492	17	171	1,041	1,212
Essex	1,669,945	160	652	71	438	280	753	599	4,791	95	1,173	5,858	7,031
Essex (excl UAs)	1,361,235	123	517	61	336	232	614	522	3,906	74	987	4,689	5,676
Southend	159,852	24	96	6	79	17	64	18	359	9	68	569	637
Thurrock	148,858	13	39	4	23	31	75	59	526	12	118	600	718
Gloucestershire	578,631	33	195	20	168	61	200	147	1,646	17	268	2,055	2,323
Hampshire	1,690,930	160	658	74	649	219	841	310	4,012	65	801	5,698	6,499
Hampshire (excl UAs)	1,265,916	93	368	48	397	175	606	271	3,177	41	618	4,175	4,793
Portsmouth	196,379	31	138	11	138	25	111	21	434	15	93	784	877
Southampton	228,635	36	152	15	114	19	124	18	401	9	90	739	829
Herefordshire	177,816	8	49	4	41	23	63	75	558	10	119	663	782
Hertfordshire	1,058,586	69	377	47	275	116	468	238	3,802	37	499	4,704	5,203
Humberside	904,947	129	448	75	402	120	359	264	2,529	62	616	3,388	4,004
East Riding of Yorkshire	330,878	26	89	16	91	40	99	137	867	13	227	988	1,215
Kingston upon Hull	256,215	61	202	24	183	28	104	17	501	17	138	930	1,068
North-East Lincolnshire	158,872	29	99	23	76	23	77	62	587	25	143	751	894
North Lincolnshire	158,982	13	58	12	52	29	79	48	574	7	108	719	827
Isle of Wight	138,531	11	78	7	31	21	77	32	384	10	71	517	588
Kent	1,634,596	156	838	51	364	178	724	405	4,971	90	827	6,443	7,270
Kent (excl UA)	1,382,918	132	729	44	311	157	629	378	4,476	74	747	5,748	6,495
Medway Towns	251,678	24	109	7	53	21	95	27	495	16	80	695	775
Lancashire	1,449,686	252	913	101	417	215	587	507	5,522	178	1,139	6,832	7,971
Lancashire (excl UAs)	1,165,720	190	669	78	319	185	492	449	4,586	141	961	5,570	6,531
Blackburn with Darwen	141,239	24	105	13	39	11	35	33	551	18	84	683	767
Blackpool	142,727	38	139	10	59	19	60	25	385	19	94	579	673
Leicestershire	963,067	68	429	24	264	82	336	219	2,807	31	411	3,630	4,041
Leicestershire (excl UAs)	635,135	31	193	17	151	68	248	169	1,899	20	302	2,333	2,635
Leicester City	289,655	36	222	7	110	12	76	32	758	11	88	1,129	1,217
Rutland	38,277	1	14	0	3	2	12	18	150	0	21	168	189
Lincolnshire	686,195	57	246	19	184	77	311	225	2,516	34	397	3,045	3,442
Norfolk	832,443	81	283	33	209	118	391	254	2,294	40	498	2,827	3,325

1 Includes goods vehicles, bus, coach horse riders, agricultural vehicle users, tram users and pedestrians whose age was not reported.

46a (continued) Casualties: by road user type, severity and local authority: 2006

	Population	Number of casualties											
		Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ¹			
		KSI	All	KSI	All	KSI	All	KSI	All	Child KSI	All KSI	Slight	All severities
Northamptonshire	669,102	60	243	38	128	83	210	234	1,682	38	444	1,960	2,404
Northumberland	309,866	20	111	13	54	51	131	112	1,092	13	205	1,281	1,486
North Yorkshire	783,337	83	291	45	244	187	410	509	2,545	56	877	2,901	3,778
North Yorkshire (excl UA)	591,555	65	212	32	122	156	323	419	2,133	44	716	2,311	3,027
York	191,782	18	79	13	122	31	87	90	412	12	161	590	751
Nottinghamshire	1,055,465	143	549	69	352	165	474	305	3,341	88	725	4,455	5,180
Nottinghamshire (excl UA)	769,087	76	306	43	219	121	348	268	2,598	63	542	3,288	3,830
Nottingham	286,378	67	243	26	133	44	126	37	743	25	183	1,167	1,350
Oxfordshire	631,999	40	200	51	260	71	255	187	2,003	19	372	2,563	2,935
Shropshire	451,178	36	153	9	95	57	151	98	1,126	15	214	1,452	1,666
Shropshire (excl UA)	289,274	27	103	7	54	41	101	76	769	12	162	984	1,146
Telford & Wrekin	161,904	9	50	2	41	16	50	22	357	3	52	468	520
Somerset	518,637	38	178	21	158	88	273	162	1,792	20	325	2,224	2,549
Staffordshire	1,062,461	84	502	23	239	101	467	215	4,195	39	438	5,307	5,745
Staffordshire (excl UA)	822,792	50	324	20	192	74	349	200	3,384	32	358	4,154	4,512
Stoke on Trent	239,669	34	178	3	47	27	118	15	811	7	80	1,153	1,233
Suffolk	702,037	45	215	21	205	72	295	197	2,015	25	359	2,545	2,904
Surrey	1,085,249	81	416	56	395	146	597	270	5,158	23	583	6,265	6,848
Warwickshire	522,232	49	200	26	141	76	218	227	1,950	21	401	2,265	2,666
West Sussex	770,784	79	265	41	228	108	348	213	2,191	30	464	2,712	3,176
Wiltshire	635,326	53	191	16	164	81	247	259	1,936	35	430	2,250	2,680
Wiltshire (excl UA)	448,711	40	125	10	93	56	157	225	1,459	31	351	1,597	1,948
Swindon	186,615	13	66	6	71	25	90	34	477	4	79	653	732
Worcestershire	552,943	46	197	10	105	47	181	147	1,306	14	268	1,649	1,917
England	50,762,945	6,046	26,824	2,224	14,930	5,814	21,457	12,105	150,753	2,779	27,551	201,026	228,577
Wales	2,965,885	262	1,324	77	496	266	815	701	9,265	144	1,373	11,319	12,692
Scotland	5,116,900	743	2,834	141	770	404	1,054	1,448	10,982	371	2,921	14,214	17,135
Great Britain	58,845,730	7,051	30,982	2,442	16,196	6,484	23,326	14,254	171,000	3,294	31,845	226,559	258,404

1 Includes goods vehicles, bus, coach horse riders, agricultural vehicle users, tram users and pedestrians whose age was not reported.

46b Casualties: by road user type, severity and local authority¹: 1994-98 average

	Number of casualties											
	Pedestrians		Pedal cyclists		Motorcycle users		Car users		All road users ²			
	KSI ³	All	KSI	All	KSI	All	KSI	All	Child 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	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	59	253	20	170	26	204	32	367	18	149	931	1,080
Haringey	65	322	12	89	21	139	55	538	23	161	1,011	1,171
Harrow	35	165	7	59	12	80	61	503	20	122	734	856
Havering	38	153	12	81	19	95	134	894	35	212	1,099	1,311
Hillingdon ⁴	55	211	20	131	27	132	147	1,125	38	267	1,443	1,710
Hounslow	50	224	19	152	28	170	113	921	29	228	1,358	1,586
Islington	75	335	26	203	31	252	39	399	18	184	1,111	1,295
Kensington and Chelsea	72	320	18	162	31	233	38	380	11	170	1,006	1,176
Kingston upon Thames	32	122	15	108	22	103	53	431	13	127	691	819
Lambeth	124	484	36	259	51	365	82	854	45	312	1,832	2,143
Lewisham	82	341	14	132	30	203	63	769	42	206	1,388	1,594
Merton	37	158	11	95	21	118	50	405	21	127	700	827
Newham	68	316	11	99	18	107	77	661	43	189	1,115	1,303
Redbridge	48	212	12	86	15	106	103	884	26	187	1,199	1,386
Richmond upon Thames	32	135	21	134	24	135	48	387	14	135	714	849
Southwark	79	365	25	214	48	299	70	739	34	239	1,542	1,781
Sutton	30	131	10	71	16	94	53	482	22	115	714	829
Tower Hamlets	72	282	14	126	38	236	53	481	27	186	1,021	1,207
Waltham Forest	61	266	12	101	19	138	67	604	30	170	1,032	1,202
Wandsworth	79	306	33	237	54	317	76	590	29	256	1,305	1,561
Westminster	178	831	38	341	65	532	84	788	23	408	2,383	2,790
Greater Manchester	587	2,937	108	1,189	127	581	402	10,820	304	1,280	15,417	16,697
Bolton	62	322	10	107	15	62	44	1,076	35	136	1,536	1,672
Bury	35	169	4	67	7	39	23	687	15	72	952	1,024
Manchester	156	748	28	287	23	108	76	2,208	71	291	3,337	3,628
Oldham	51	272	8	80	12	48	34	883	29	109	1,260	1,368
Rochdale	49	243	6	78	8	32	38	878	28	107	1,212	1,319
Salford	52	256	11	118	12	58	38	1,238	25	126	1,688	1,814
Stockport	40	225	12	115	11	60	44	1,078	16	111	1,485	1,596
Tameside	47	221	10	78	11	53	34	751	31	105	1,074	1,179
Trafford	29	160	9	126	8	40	29	814	18	77	1,140	1,217
Wigan	67	323	11	133	20	82	43	1,208	37	146	1,734	1,881
Merseyside	351	1,519	75	593	80	324	300	6,566	199	841	8,913	9,754
Knowsley	34	138	7	48	6	23	46	794	29	98	992	1,090
Liverpool	180	744	27	199	22	103	99	2,659	89	341	3,747	4,088
St Helens	32	142	7	59	12	42	47	824	20	104	1,050	1,154
Sefton	42	222	14	139	13	55	46	1,083	24	119	1,466	1,585
Wirral	63	272	20	147	27	101	62	1,206	38	179	1,657	1,836
South Yorkshire	251	1,086	47	396	86	303	308	3,922	146	732	5,578	6,310
Barnsley	37	183	7	60	20	62	68	734	29	139	991	1,131
Doncaster	43	221	13	133	18	74	66	994	28	147	1,397	1,545
Rotherham	47	191	11	69	18	63	67	837	34	152	1,130	1,282
Sheffield	124	491	16	134	31	104	107	1,357	56	294	2,059	2,353

1 Figures have been rounded to the nearest whole number.

2 Includes goods vehicles, bus, coach horse riders, agricultural vehicle users, tram users and pedestrians whose age was not reported.

3 Killed or seriously injured

4 Includes London Airport (Heathrow) data.

46b (continued) Casualties: by road user type, severity and local authority¹: 1994-98 average

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

1 Figures have been rounded to the nearest whole number.

2 Includes goods vehicles, bus, coach horse riders, agricultural vehicle users, tram users and pedestrians whose age was not reported.

3 Unitary authority

* See 'Notes to Tables'

46b (continued) Casualties: by road user type, severity and local authority¹: 1994-98 average

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

¹ Figures have been rounded to the nearest whole number.

² Includes goods vehicles, bus, coach horse riders, agricultural vehicle users, tram users and pedestrians whose age was not reported.

* See 'Notes to Tables'

46b (continued) Casualties: by road user type, severity and local authority¹: 1994-98 average

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

1 Figures have been rounded to the nearest whole number.

2 Includes goods vehicles, bus, coach horse riders, agricultural vehicle users, tram users and pedestrians whose age was not reported.

* See 'Notes to Tables'

47 Casualties: by Government Office region, country and severity: 1994-98 average, 1999 - 2006

		Number of casualties								
		1994-98 average	1999	2000	2001	2002	2003	2004	2005	2006
North East	Fatal	139	126	93	102	126	132	128	108	109
	KSI ¹	1,471	1,275	1,188	1,145	1,195	1,261	1,158	1,093	1,164
	Total	12,067	11,536	11,760	11,617	11,706	11,878	11,458	10,890	10,364
North West	Fatal	393	360	370	341	333	405	338	362	321
	KSI	5,371	4,405	4,301	4,197	4,179	4,131	3,987	4,063	3,740
	Total	45,200	44,750	44,514	42,199	39,995	38,063	37,448	36,426	33,986
Yorkshire and the Humber	Fatal	327	305	319	331	322	318	311	302	304
	KSI	4,206	3,803	3,606	3,711	3,756	3,593	3,486	3,227	3,259
	Total	28,808	29,759	29,564	29,235	29,053	28,368	27,049	24,940	24,643
East Midlands	Fatal	357	390	330	323	373	366	299	299	327
	KSI	4,020	3,739	3,483	3,347	3,401	3,169	2,970	2,737	2,561
	Total	23,116	23,597	23,582	22,675	22,515	21,819	21,293	20,807	19,588
West Midlands	Fatal	328	269	304	323	306	321	286	281	304
	KSI	4,759	3,794	3,685	3,446	3,185	2,987	2,851	2,674	2,582
	Total	28,592	29,037	29,520	28,924	28,044	26,863	25,924	25,681	24,363
East of England	Fatal	363	408	393	382	385	370	355	342	350
	KSI	4,991	4,518	4,552	4,370	4,071	3,994	3,844	3,583	3,327
	Total	30,170	30,186	31,350	30,609	29,158	28,301	28,069	27,138	25,025
London	Fatal	247	264	286	300	281	272	216	214	231
	KSI	6,696	5,961	6,106	6,101	5,671	5,164	4,171	3,657	3,947
	Total	45,805	45,978	46,003	44,622	41,508	38,477	34,581	31,905	29,831
South East	Fatal	489	516	522	469	520	525	472	519	457
	KSI	6,039	6,086	5,924	5,765	5,694	5,079	4,685	4,423	4,478
	Total	44,918	45,070	44,565	44,213	42,194	40,008	38,869	38,414	37,996
South West	Fatal	343	284	298	345	334	295	309	308	292
	KSI	3,262	3,051	3,021	3,010	3,113	2,918	2,619	2,488	2,493
	Total	24,092	25,213	24,863	25,584	24,847	24,122	24,071	24,283	22,781
England	Fatal	2,986	2,922	2,915	2,916	2,980	3,004	2,714	2,735	2,695
	KSI	40,815	36,632	35,866	35,092	34,265	32,296	29,771	27,945	27,551
	Total	282,768	285,126	285,721	279,678	269,020	257,899	248,762	240,484	228,577
Wales	Fatal	213	191	169	187	147	173	201	180	163
	KSI	2,008	1,869	1,821	1,722	1,632	1,655	1,537	1,327	1,373
	Total	14,856	14,347	14,087	13,775	14,336	14,036	13,687	12,738	12,692
Scotland	Fatal	378	310	325	347	304	331	306	286	314
	KSI	4,833	4,044	3,877	3,746	3,510	3,264	3,043	2,883	2,921
	Total	22,304	20,837	20,475	19,856	19,249	18,672	18,391	17,795	17,135
Great Britain	Fatal	3,578	3,423	3,409	3,450	3,431	3,508	3,221	3,201	3,172
	KSI	47,656	42,545	41,564	40,560	39,407	37,215	34,351	32,155	31,845
	Total	319,928	320,310	320,283	313,309	302,605	290,607	280,840	271,017	258,404
Northern Ireland	Fatal	149	141	171	148	150	150	147	135	126
	KSI	1,662	1,650	1,957	1,830	1,676	1,438	1,330	1,208	1,337
	Total	12,499	13,449	14,720	13,142	11,914	10,325	9,507	8,159	9,182
United Kingdom	Fatal	3,727	3,564	3,580	3,598	3,581	3,658	3,368	3,336	3,298
	KSI	49,317	44,195	43,350	42,390	41,083	38,653	35,681	33,363	33,182
	Total	332,427	333,759	335,003	326,451	314,519	300,932	290,347	279,176	267,586

1 Killed or seriously injured

48 Casualties: by built-up and non built-up roads, road class, Government Office region and severity: 2006

		Number of casualties							
		Built-up roads				Non built-up roads			All roads ¹
		Motorways	A roads	Other	Total	A roads	Other	Total	
North East	Fatal	4	17	32	49	39	17	56	109
	KSI ²	14	210	488	698	297	155	452	1,164
	Total	176	2,344	4,352	6,696	2,488	1,004	3,492	10,364
North West	Fatal	27	75	103	178	87	29	116	321
	KSI	200	1,041	1,519	2,560	632	348	980	3,740
	Total	2,573	11,463	14,645	26,108	3,510	1,795	5,305	33,986
Yorkshire and the Humber	Fatal	18	64	80	144	99	43	142	304
	KSI	112	739	1,295	2,034	665	448	1,113	3,259
	Total	1,285	7,372	10,736	18,108	3,270	1,980	5,250	24,643
East Midlands	Fatal	15	41	46	87	140	85	225	327
	KSI	74	488	758	1,246	751	490	1,241	2,561
	Total	879	4,482	6,740	11,222	4,599	2,888	7,487	19,588
West Midlands	Fatal	29	61	87	148	82	45	127	304
	KSI	137	568	1,083	1,651	478	316	794	2,582
	Total	1,287	6,695	11,143	17,838	3,120	2,118	5,238	24,363
East of England	Fatal	18	34	69	103	162	67	229	350
	KSI	136	530	1,061	1,591	910	690	1,600	3,327
	Total	1,488	5,006	8,925	13,931	5,690	3,916	9,606	25,025
London	Fatal	7	148	60	208	16	0	16	231
	KSI	47	2,287	1,459	3,746	136	18	154	3,947
	Total	420	16,762	11,350	28,112	1,145	154	1,299	29,831
South East	Fatal	44	74	75	149	188	76	264	457
	KSI	276	973	1,483	2,456	1,085	661	1,746	4,478
	Total	3,331	8,726	14,224	22,950	7,286	4,429	11,715	37,996
South West	Fatal	12	46	43	89	125	66	191	292
	KSI	67	405	730	1,135	767	524	1,291	2,493
	Total	859	4,224	7,996	12,220	5,276	4,426	9,702	22,781
England	Fatal	174	560	595	1,155	938	428	1,366	2,695
	KSI	1,063	7,241	9,876	17,117	5,721	3,650	9,371	27,551
	Total	12,298	67,074	90,111	157,185	36,384	22,710	59,094	228,577
Wales	Fatal	6	20	22	42	83	32	115	163
	KSI	37	249	434	683	463	190	653	1,373
	Total	452	2,764	4,784	7,548	3,354	1,338	4,692	12,692
Scotland	Fatal	7	39	45	84	175	48	223	314
	KSI	65	495	922	1,417	1,027	412	1,439	2,921
	Total	638	3,486	6,444	9,930	4,534	2,033	6,567	17,135
Great Britain	Fatal	187	619	662	1,281	1,196	508	1,704	3,172
	KSI	1,165	7,985	11,232	19,217	7,211	4,252	11,463	31,845
	Total	13,388	73,324	101,339	174,663	44,272	26,081	70,353	258,404

1 Includes cases where speed limit was not reported.

2 Killed or seriously injured.

49 Casualties: by severity, road user type and country: United Kingdom: 2006

Road user type	Number of casualties				
	England	Wales	Scotland	Northern Ireland	United Kingdom
Pedestrians					
Fatal	594	20	61	22	697
Serious	5,452	242	682	202	6,578
Slight	20,778	1,062	2,091	575	24,506
All severities	26,824	1,324	2,834	799	31,781
Pedal cyclists					
Fatal	127	9	10	1	147
Serious	2,097	68	131	33	2,329
Slight	12,706	419	629	138	13,892
All severities	14,930	496	770	172	16,368
Horse riders					
Fatal	3	0	0	0	3
Serious	25	0	1	0	26
Slight	86	5	3	1	95
All severities	114	5	4	1	124
Motorcycles users					
Fatal	503	38	58	14	613
Serious	5,311	228	346	135	6,020
Slight	15,643	549	650	290	17,132
All severities	21,457	815	1,054	439	23,765
Car users					
Fatal	1,346	90	176	84	1,696
Serious	10,759	611	1,272	763	13,405
Slight	138,648	8,564	9,534	6,251	162,997
All severities	150,753	9,265	10,982	7,098	178,098
Others¹					
Fatal	122	6	9	5	142
Serious	1,212	61	175	78	1,526
Slight	13,165	720	1,307	590	15,782
All severities	14,499	787	1,491	673	17,450
All road users					
Fatal	2,695	163	314	126	3,298
Serious	24,856	1,210	2,607	1,211	29,884
Slight	201,026	11,319	14,214	7,845	234,404
All severities	228,577	12,692	17,135	9,182	267,586

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: 2005

	Number/percentage													All ages ²
	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+	
Male														
Deaths from all causes	2,343	176	276	855	2,610	4,840	9,793	21,295	17,507	23,993	33,369	43,826	108,963	269,846
All accidental deaths	56	28	64	380	813	795	695	674	270	286	381	485	1,692	6,619
Road deaths (registered)	15	16	38	304	544	405	283	224	68	63	65	61	156	2,242
% of accidental deaths	27	57	59	80	67	51	41	33	25	22	17	13	9	34
% of all deaths	0.6	9.1	13.8	35.6	20.8	8.4	2.9	1.1	0.4	0.3	0.2	0.1	0.1	0.8
Stats 19 fatalities	13	16	39	324	624	424	314	239	65	67	73	66	152	2,416
Female														
Deaths from all causes	1,761	142	193	423	1,133	2,560	6,406	14,361	11,206	16,492	24,322	38,911	180,683	298,593
All accidental deaths	36	16	33	120	172	166	286	269	139	157	252	464	3,501	5,611
Road deaths (registered)	11	10	23	95	109	65	89	74	35	27	42	54	128	762
% of accidental deaths	31	63	70	79	63	39	31	28	25	17	17	12	4	14
% of all deaths	0.6	7.0	11.9	22.5	9.6	2.5	1.4	0.5	0.3	0.2	0.2	0.1	0.1	0.3
Stats 19 fatalities	13	11	22	108	128	71	86	67	33	28	41	57	120	785
All persons³														
Deaths from all causes	4,104	318	469	1,278	3,743	7,400	16,199	35,656	28,713	40,485	57,691	82,737	289,646	568,439
All accidental deaths	92	44	97	500	985	961	981	943	409	443	633	949	5,193	12,230
Road deaths (registered)	26	26	61	399	653	470	372	298	103	90	107	115	284	3,004
% of accidental deaths	28	59	63	80	66	49	38	32	25	20	17	12	5	25
% of all deaths	0.6	8.2	13.0	31.2	17.4	6.4	2.3	0.8	0.4	0.2	0.2	0.1	0.1	0.5
Stats 19 fatalities	26	27	61	432	752	495	400	306	98	95	114	123	272	3,201

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

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

2 Includes cases where age was not reported.

3 Includes cases where gender was not reported.

**51 International comparisons of road deaths: number and rates for different road users:
by selected countries: 2005¹**

	Number of road deaths ²	Number of car user deaths ²	Number of pedestrian deaths ²	Motor vehicles per 1,000 populations ³	Road deaths per 100,000 population	Road deaths per 10,000 motor vehicles ³	Pedestrian deaths per 100,000 population	Children (aged 0-14) deaths per 100,000 population	Pedestrian (aged 0-14) deaths per 100,000 population
England	2,735	1,400	573	567	5.4	1.0	1.1	1.1	0.5
Wales	180	121	32	563	6.1	1.1	1.1	1.1	0.6
Scotland	286	154	66	496	5.6	1.1	1.3	1.2	0.6
Great Britain	3,201	1,675	671	561	5.5	1.0	1.1	1.1	0.5
Northern Ireland	135	81	28	532	7.8	1.5	1.6	3.1	1.1
United Kingdom	3,336	1,756	699	560	5.5	1.0	1.2	1.2	0.6
Austria	768	432	97	643	9.4	1.5	1.2	1.9	0.8
Belgium	1,089	624	108	590	10.4	1.8	1.0	2.1	0.5
Denmark	331	175	44	475	6.1	1.3	0.8	1.3	0.3
Finland	379	231	45	548	7.2	1.3	0.9	2.3	0.8
France	5,318	3,065	635	612	8.8	1.4	1.0	1.2	0.3
Germany	5,361	2,833	686	661	6.5	1.0	0.8	1.3	0.4
Greece	1,658	810	234	599	15.0	2.5	2.1	2.8	0.7
Irish Republic	399	222	74	521	9.7	1.9 ⁴	1.8	1.1	0.9
Italy	5,426	..	..	738	9.3	1.3 ⁴	..	..	..
Luxembourg	45	..	..	787	9.9	1.3	..	..	..
Netherlands	750	337	83	529	4.6	0.9	0.5	1.0	0.3
Portugal	1,247	495	214	521	11.8	2.3	2.0	1.9	0.6
Spain	4,442	2,390	680	643	10.3	1.6	1.6	1.9	0.4
Sweden	440	271	50	569	4.9	0.9	0.6	0.6	0.2
Cyprus	102	..	..	..	13.6	..	..	..	..
Czech Republic	1,286	679	298	463	12.6	2.7	2.9	2.7	0.8
Estonia	170	..	..	417	12.6	3.0	..	5.8	..
Hungary	1,278	620	289	334	12.7	3.8	2.9	2.2	..
Latvia	442	..	..	349	19.2	5.5	..	..	..
Lithuania	760	..	..	422	22.2	5.3	..	..	..
Malta	17	..	..	633	4.2	0.7	..	4.2	..
Poland	5,444	2,526	1,756	440	14.3	3.2	4.6	2.6	1.1
Slovakia	560	..	..	250	10.4	4.2	..	..	..
Slovenia	258	151	37	576	12.9	2.2	1.9	3.5	0.7
Norway	224	127	31	638	4.9	0.8	0.7	..	0.2
Switzerland	409	178	69	680	5.5	0.8	0.9	1.2	0.3
Australia	1,637	1,122	223	684	8.0	1.2	1.1	1.9	0.4
Canada	2,925	1,464	345	593	9.1	1.5	1.1	1.8	0.4
Iceland	19	15	1	741	6.5	0.9	0.3	0.0	0.0
Japan	7,931	1,988	2,442	642	6.2	1.0	1.9	1.1	0.5
New Zealand	405	300	31	739	9.9	1.3	0.8	3.5	0.6
Republic of Korea	6,376	1,382	2,548	383	13.2	3.4	5.3	3.1	2.1
USA	43,443	18,440	4,881	829	14.7	1.8	1.6	3.2	0.6

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

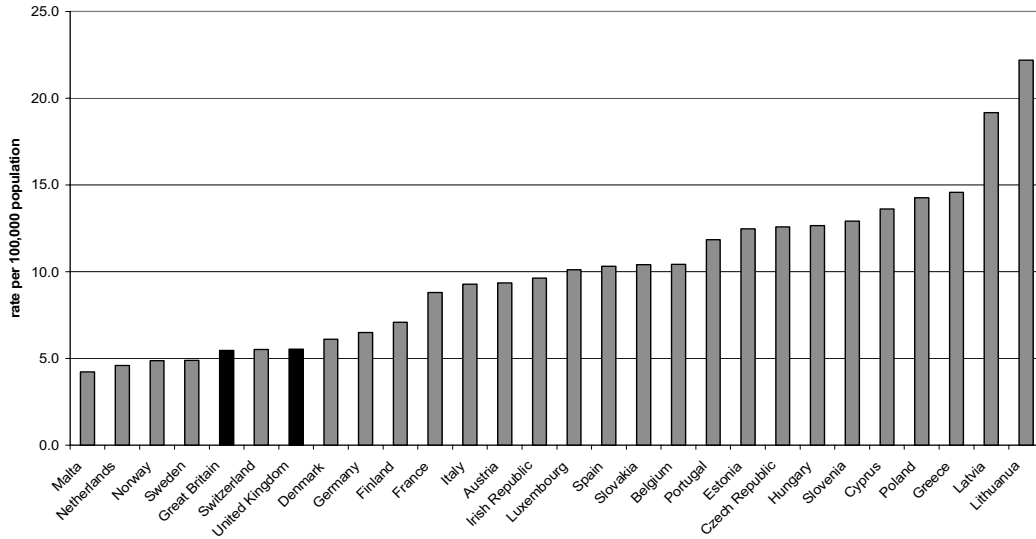
2 In accordance with the commonly agreed international definition, most countries define a fatality as one being due to a road accident where death occurs within 30 days of the accident. The official road accident statistics of some countries however, limit the fatalities to those occurring within shorter periods after the accident. Numbers of deaths and death rates in the above table have been adjusted according to the factors used by the Economic Commission for Europe and the International Transport Forum (ITF) (formerly known as ECMT) to represent standardised 30-day deaths: Italy (7 days) +8%; France (6 days) +5.7%; Portugal (1 day) +14%; Republic of Korea (3 days) +15%.

3 All motor vehicles excluding mopeds/mofas.

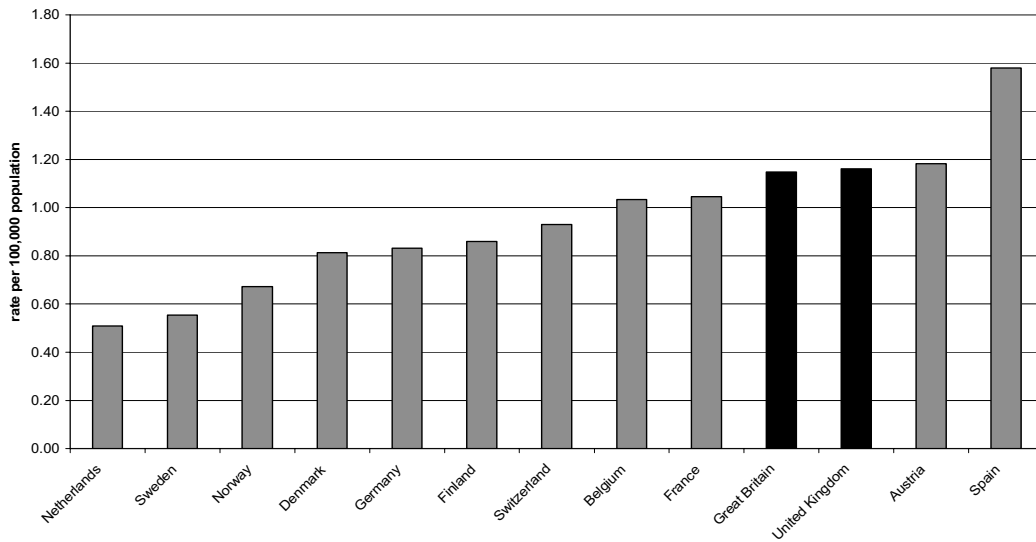
4 2004 data.

**Table 51 - International comparisons: rates for different road users:
EU Members: 2005**

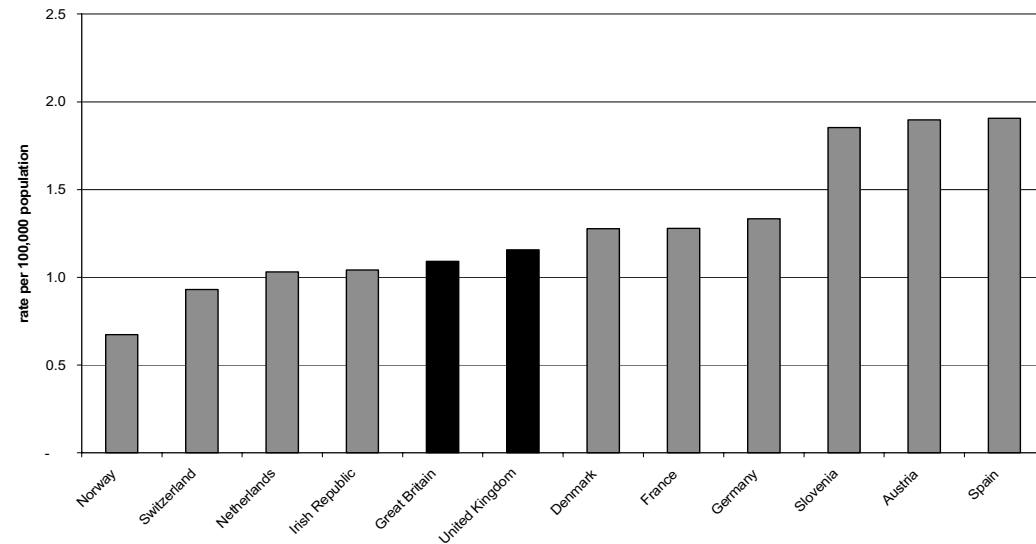
Road deaths per 100,000 Population



Pedestrian deaths per 100,000 population



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



52 Casualty rates by mode: 1996 - 2005¹

	Per billion passenger kilometres										
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	1996-05 average
Air²											
Killed	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
KSI	0.01	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.01	0.00	0.00
All	0.01	0.03	0.07	0.18	0.04	0.00	0.00	0.00	0.01	0.00	0.03
Rail^{3,4,7}											
Killed	0.4	0.5	0.4	0.9	0.3	0.3	0.4	0.2	0.2	0.1	0.4
Injured	19	19	16	19	14	13	13	13	12	12	15
Water⁵											
Killed	0.8	0.0	0.7	0.4	0.4	0.4	0.0	0.0	0.0	0.3	0.3
KSI	39	33	41	28	52	54	49	60	42	35	43
Bus or coach											
Killed	0.2	0.3	0.4	0.2	0.3	0.2	0.4	0.2	0.4	0.2	0.3
KSI	15	12	13	12	11	11	11	10	9	7	11
All	198	196	199	202	195	191	173	175	167	149	184
Car⁵											
Killed	3.0	2.9	2.8	2.7	2.7	2.8	2.7	2.7	2.6	2.6	2.7
KSI	40	38	35	33	32	31	29	27	25	23	31
All	343	347	342	333	335	323	304	291	282	275	317
Light goods vehicle⁵											
Killed	1.0	1.0	1.0	0.9	0.9	0.9	1.0	0.9	0.8	0.6	0.9
KSI	16	14	14	13	12	11	11	10	8	7	11
All	117	115	113	104	100	102	96	89	76	73	97
Motorcycle⁶											
Killed	108	119	112	113	122	112	111	114	105	97	111
KSI	1,529	1,507	1,452	1,423	1,493	1,405	1,367	1,264	1,194	1,109	1,360
All	5,697	5,724	5,546	5,395	5,712	5,539	5,168	4,691	4,606	4,232	5,176
Pedal cycle											
Killed	50	45	40	42	31	33	29	25	32	33	36
KSI	929	880	838	779	666	632	555	534	548	533	684
All	6,031	6,036	5,798	5,599	4,953	4,512	3,874	3,775	3,956	3,739	4,793
Pedestrian											
Killed	56	57	50	50	49	47	42	41	35	36	46
KSI	651	651	580	564	543	521	471	424	394	384	516
All	2,606	2,693	2,484	2,464	2,404	2,332	2,117	1,944	1,836	1,794	2,258

Note: KSI = Killed or seriously injured.
All = Killed, seriously and slightly injured.

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 Financial years.

4 Passenger casualties involved in train accidents and accidents occurring through movement of railway vehicles. Reporting regulations changed on 1 April 1996. Since then figures are only available for passenger fatalities and injuries. The reporting trigger for an injury is the passenger being taken to hospital directly from the scene.

5 Passenger casualties on UK registered merchant vessels.

6 Driver and passenger casualties.

7 Figures for 2000 to 2003 have been revised to be on a calendar year basis.

53 Accidents, vehicles and casualties: by vehicle type and foreign registration: 2006

		Number of vehicles/accidents/casualties						
		Vehicles	Accidents, by severity			Casualties involved, by severity		
			Fatal	Fatal and serious	All severities	Killed	KSI ¹	All severities
Motorcycles ²	Foreign registered	161	4	39	156	4	43	179
	UK and foreign reg'd motorcycles	24,323	617	6,641	23,730	634	6,992	26,955
Cars	Foreign registered - LHD ³	610	10	74	605	10	91	881
	Foreign registered - RHD ⁴	203	1	21	187	1	24	264
	All foreign registered	813	11	95	791	11	115	1,144
	UK and foreign reg'd cars	267,991	2,346	23,032	169,365	2,580	26,713	235,452
Buses or coaches	Foreign registered - LHD ³	17	0	0	17	0	0	23
	Foreign registered - RHD ⁴	12	0	1	11	0	4	19
	All foreign registered	29	0	1	28	0	4	42
	UK and foreign reg'd buses or coaches	9,133	118	1,149	8,991	122	1,260	12,280
Light goods vehicles	Foreign registered - LHD ³	61	2	12	61	2	16	98
	Foreign registered - RHD ⁴	14	0	0	14	0	0	26
	All foreign registered	75	2	12	75	2	16	124
	UK and foreign reg'd light goods veh's	15,593	257	1,991	14,790	280	2,322	20,870
Heavy goods vehicles	Foreign registered - LHD ³	979	30	107	952	43	138	1,234
	Foreign registered - RHD ⁴	93	2	22	91	5	29	139
	All foreign registered	1,072	31	128	1,041	44	163	1,366
	UK and foreign reg'd heavy goods veh's	11,336	386	1,831	10,466	419	2,119	14,539
All vehicles ^{5,6}	Foreign registered - LHD ³	1,718	46	206	1,677	59	264	2,298
	Foreign registered - RHD ⁴	334	3	47	306	6	61	456
	Foreign registered - two wheeler ⁷	346	5	59	338	5	64	396
	All foreign registered	2,398	52	308	2,305	65	381	3,126
	UK and foreign reg'd vehicles	348,059	2,926	27,872	189,161	3,172	31,845	258,404

1 Killed or seriously injured.

2 Includes motorcycle combinations, motor scooters and mopeds.

3 Left hand drive.

4 Right hand drive.

5 Includes other motor and non motor vehicles and cases where vehicle type was unknown.

6 Includes cases where there is conflicting data (eg. Motorcycles coded as "left hand drive").

7 Includes pedal cycles.

Calendar of events affecting road safety and traffic

1903–1904: Motor Car Act introduced driving licences. Vehicle braking requirements are introduced for the first time.

1927: First automatic traffic light signals installed.

1930: Speed limit of 20 mph is abolished for cars and cycles. PSVs are limited to 30 mph and maximum working hours for PSV and goods vehicle drivers are introduced. Testing for some driving licences is made compulsory. Third party insurance cover becomes necessary. Minimum driving age set.

1931: Highway Code first issued.

1934–1935: In built-up areas a speed limit of 30 mph is made compulsory. HGV licences are introduced. The first pedestrian crossings appear. Regulations concerning vehicle safety glass and windscreen wipers are introduced. Invention of “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. Voluntary registration scheme for driving instructors is introduced. Introduction of the present European style of symbolic traffic signs.

1966–1967: Rule introduced requiring traffic entering a roundabout to give way to traffic already on it. Motorway warning signals introduced following accidents in fog. Seat belt fitting is made compulsory

for new cars. It becomes an offence to drive with over 80mg of alcohol per 100ml of blood. Breath tests introduced. Permanent maximum speed limit of 70 mph introduced for previously unrestricted roads. HGVs banned from the outside lane of motorways.

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

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

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

safety package (improved audible and visual warnings and minimum pavement widths) for pedestrians at modernised level crossings. PSV driving tests made compulsory.

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

2001: The government announced a £10 million pilot of road safety schemes for children in deprived areas. *Road Safety Good Practice Guidance* published. First national campaign launched for fitting child car seats correctly. "Hedgehogs" road safety website launched for children.

2002: The government seeks views on banning mobile phones whilst driving. £6 million was made available to improve road safety in most deprived cities. A new motorcycle safety campaign is launched, as is a campaign urging parents to check their child's car seat every trip. *Dangerous driving and the Law* report published.

2003: The phased introduction of the hazard perception test into the theory test was completed. As of 1 December the new offence of using a hand held mobile phone while driving is introduced. *Seatbelt campaign THINK! Wear a seatbelt....You don't get a second chance* features an online interactive crash simulator. Radio drink driving campaign timed to coincide with early morning pub opening during Rugby Union World Cup. Congestion Charging introduced in London.

2004: The first three year review of the Government's road safety strategy published. The World Health 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. Evidential roadside breath testing enabled by the Serious Organised Crime and Police Act 2005. *Distractions* campaign, aimed at teenage pedestrians, features *Camera Phone*, first TV commercial shot entirely on a mobile video phone.

2006: Road Safety Act passed. The act made provision for a wide range of road safety matters including: drink driving, speeding, driver training and driver and vehicle licensing.

Review topics 1951–2005

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
Area road safety units	1963
Best and worst days for accidents	1987
Bicycles – see pedal cycles	
British Standard Time	1968, 1971
Buses (PSVs)	1968, 1975–1976, 1990
Cars	1968
Casualties by age	1955, 1964–1966
Casualties boarding and alighting from buses and coaches	1983
Casualties to children	1956, 1989
Casualty rates	1963–1966
Casualties on public holidays	1985
Casualty rates by age and sex	1980, 1987
Casualty reduction targets	2000
Casualty seasonality at specified hours	1985
Casualty severity	1966, 1990
Changes to Definitions and Tables for 1999 as a result of the 1997 Quinquennial Review	1999
Changes to Definitions and Tables as a result of the 2002/03 review of road accident statistics	2005
Child pedestrian cohorts	1982
Child pedestrian safety	1993
Child seat belt wearing	1986, 1989
Children’s Traffic Club (Effects of)	1994
Coach speed survey	1984, 1986
Cohort analysis	1981
Collection, collation and analysis of personal injury accident data	1991, 1996
Comparison of casualties in 1958 and 1981	1981
Comparison of two wheeled motor vehicle and car accidents	1985
Comparisons with other European Community countries	1987
Compulsory seat belt wearing	1984
Construction and use regulations for motor vehicles	1963–1964
Contributory Factors to Accidents	2004
Costs of accidents	1968–1991, 1993, 1995–1996
Costing road accidents in Great Britain	1991
Crash helmets	1956
Crossover accidents	1983
Cuts in street lighting	1974
Daylight and darkness	1955
Drinking and driving	1968–1973, 1975, 1977–1980, 1983–2005
Drink and drive campaign	1964
Driver training	1969
Drivers and their passengers	1953–1956, 1960–1963, 1992
Driving standards	1969
Early road accident investigation: 1909–1933	1990
Effect of traffic on accidents	1956
Effects of rail/tube strikes and fare changes	1982–1983
Elderly casualties	1988
European road safety year	1985
Experimental road safety measures	1964

Experimental speed limits	1960–1964
Factors contributing to accidents	1952, 1954–1955
Fatal road accidents and loss of life expectancy	1991
Faults of drivers	1954
Fires in road vehicles	1982, 1986
Fog on motorways	1971, 1976
Forty years on	1991
Fuel crises and temporary speed limits	1975
General review	1951–1956, 1959–2005
Goods vehicles	1968, 1971–1972, 1974–1975, 1979, 1981
Heavy goods vehicles	1982
High Risk Offenders, June 1990–February 1993	1992
Historic cost of road accidents	1987
Hit and run accidents	1984, 1989, 1994
How many of us will die in road accidents?	1986
If you double your mileage, do you double your accident risk?	1991
Impact of large motorway accidents	1985
Impact of speed cameras on road casualties	2000
Importance of accident data to local authorities	1990
Insurance claims statistics ³	1985, 1987–1995
International road accident statistics	1982
Invalid tricycles	1974–1975, 1977
Involvement of alcohol in fatal accidents to adult pedestrians	1991
Involvement of Horses in road accidents	2002
Involvement rates by age and sex	1981
Involvement rates by road class	1979
Lighting and accidents	1984, 1988
Local authority road safety committees	1961–1964
Location of accidents	1960–1962, 1966
Long term trends	1968, 1993
Major British Road Accidents 1946–1994	1994
Manoeuvres	1956–1966
Mind that child campaign	1956
Mopeds and motorcycles (also see Two wheel motor vehicles)	1953–1956, 1959–1963, 1982–1983
Motorcycle casualties and accidents	1985–1986, 1988
Motorway accidents	1972–1973, 1984
Motorway accidents in the presence of road works	1985
Motorway safety: general	1987
Motorway safety: international comparisons	1986
National cycling proficiency scheme	1961–1964, 1969
National Hospital Study of Road Accident Casualties	1996
Nature of accidents	1966
Nature of injuries	1980–1981, 1985–1986
New traffic signs	1964
Offences relating to motor vehicles	1973
Panda crossings	1963–1964
Parking without lights	1972
Peak times for casualties	1959–1963
Pedal cycles	1953–1956, 1959–1963, 1968, 1978–1979, 1981, 1983–1984, 1989
Pedestrian casualties	1987, 1989
Pedestrian crossings	1953–1955, 1963–1964
Pedestrians and pedestrian safety	1959–1963, 1968, 1970–1972, 1974–1978, 1980, 1984, 1993
Penalty system for motoring offences	1963
Pedestrian casualties: comparisons with Japan and the Netherlands	1985

Prevention of accidents	1969
Prospect for the 1970s	1969
Public holiday casualties	1959–1963
Quinquennial review of the collection of road injury accident data (1992)	1992, 2001
RAC/Auto cycle union training scheme	1961–1963
Rear markings	1974
Revised road accident reports	1979
Revised traffic statistics	1983
Risks posed by vehicles to other road users	1990
Road accident Great Britain questionnaire	1994
Road accident trends since 1949	1963–1964
Road accident statistics in peace and war in Britain: 1930–1951	1991
Road casualties 1870 to 1910	1987
Road casualties versus rail	1982
Road safety activities	1961–1964
Road safety films	1961–1964
Road safety publicity	1961–1964, 1969, 1980–1987, 1993
Road Traffic Act (1962)	1962
Road works	1981
RoSPA	1961–1964
Scottish road accidents	1956, 1959
Seasonal adjustment of casualty numbers and rates	1981, 1986
Seasonal pattern of accidents and casualties	1980
Seat belts	1962, 1968, 1971–1975, 1979–1980, 1982–1985, 1989
Separation distances	1974–1975
Skidding	1956, 1990
Speed limits	1974–1975
Speed surveys	1975–1977, 1983, 1990
Teenage accidents	1982
Time to die after a road accident	1986
Timing of accidents	1966
Transport kills	1982
Trends since 1949	1963–1964
Trunk and principal roads	1982
Twenty years of road accidents (1934–1953)	1953
Two wheel motor vehicles (see also mopeds and motorcycles)	1968–1969, 1972–1979, 1984
Tyre regulations	1968
Uses of vehicle number plate data	1991
Valuation of the reduction in risk of road accidents	1992, 1994
Valuation of preventing fatal road accident casualties	1997
Vehicle age	1983
Vehicle Damage Survey	1974
Vehicle defects	1953, 1975
Vehicle involvement rates by road class	1985
Vehicle lighting regulations	1964
Vehicle testing	1961–1964
Vulnerable road users	1964–1965, 1968
Where casualties occur	1964–1965, 1968
Who gets hurt	1968
Who hits whom	1965
Young driver casualties	1992
Zebra crossings	1953–1955
50 mph speed limit experiments	1964

Research commissioned by the Department for Transport during 2006

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

<http://www.dft.gov.uk/pgr/roadsafety/research/rsrr/>

Contact

Road Safety Research Enquiries
Road User Safety Division (RUS 6)
2/09 Great Minster House
76 Marsham Street
London
SW1P 4DR

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

2.26 VEHICLE REGISTRATION MARK	
Vehicle 001	<input type="text"/>
Vehicle 002	<input type="text"/>
Vehicle 003	<input type="text"/>
Vehicle 004	<input type="text"/>

2.28 FOREIGN REGISTERED VEHICLE X	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 X					
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 X					
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 X					
Male	1				
Female	2				
Driver not traced	3				

2.22 AGE OF DRIVER (Estimate if necessary)	
Vehicle 001	<input type="text"/>
Vehicle 002	<input type="text"/>
Vehicle 003	<input type="text"/>
Vehicle 004	<input type="text"/>

2.27 DRIVER HOME POSTCODE or Code: 1- Unknown 2- Non UK Resident 3 - Parked & unattended	
Vehicle 001	<input type="text"/>
Vehicle 002	<input type="text"/>
Vehicle 003	<input type="text"/>
Vehicle 004	<input type="text"/>

2.23 BREATH TEST X	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 X					
Not hit and run	0				
Hit and run	1				
Non-stop vehicle, not hit	2				

2.29 JOURNEY PURPOSE OF DRIVER/RIDER X					
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 X					
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 X					
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 X					
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 X	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 X					
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				

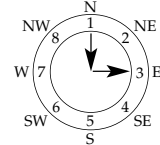
2.13 VEHICLE LEAVING CARRIAGEWAY X					
Did not leave carriageway	0				
Left carriageway nearside	1				
Left carriageway nearside and rebounded	2				
Left carriageway straight ahead at junction	3				
Left carriageway offside onto central reservation	4				
Left carriageway offside onto central reserve 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 X					
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 X					
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	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Vehicle 002
Vehicle 003	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Vehicle 004

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

<p>2.8 DIRECTION OF VEHICLE TRAVEL</p> <p>1. Using the Example shown complete the FROM and TO boxes for the vehicles concerned, indicating direction of travel FROM and TO</p> <p>2. If PARKED enter '00'</p>	<p>Vehicle 001</p> <p>FROM <input type="text"/> TO <input type="text"/></p> <p>Vehicle 002</p> <p>FROM <input type="text"/> TO <input type="text"/></p> <p>Vehicle 003</p> <p>FROM <input type="text"/> TO <input type="text"/></p> <p>Vehicle 004</p> <p>FROM <input type="text"/> TO <input type="text"/></p>	<p>EXAMPLE</p> <p>FROM <input type="text" value="1"/> TO <input type="text" value="3"/></p> 
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CASUALTY RECORD

<p>3.4 VEHICLE REFERENCE NUMBER Enter VEH No. which CASUALTY occupied (for pedestrians, code vehicle that struck them) e.g. 001,002 etc.</p> <p>Casualty 001 <input type="text" value="0"/> <input type="text"/> <input type="text"/> Casualty 002 <input type="text" value="0"/> <input type="text"/> <input type="text"/></p> <p>Casualty 003 <input type="text" value="0"/> <input type="text"/> <input type="text"/> Casualty 004 <input type="text" value="0"/> <input type="text"/> <input type="text"/></p> <p>Casualty 005 <input type="text" value="0"/> <input type="text"/> <input type="text"/> Casualty 006 <input type="text" value="0"/> <input type="text"/> <input type="text"/></p>	<p>3.7 SEX OF CASUALTY <input checked="" type="checkbox"/> CASUALTY</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td></td> <td></td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> <td>6</td> </tr> <tr> <td>Male</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Female</td> <td>2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> <p>3.8 AGE OF CASUALTY (Estimate if necessary) For children less than a year enter 00</p> <p>Casualty 001 <input type="text"/> <input type="text"/> Casualty 002 <input type="text"/> <input type="text"/></p> <p>Casualty 003 <input type="text"/> <input type="text"/> Casualty 004 <input type="text"/> <input type="text"/></p> <p>Casualty 005 <input type="text"/> <input type="text"/> Casualty 006 <input type="text"/> <input type="text"/></p>			1	2	3	4	5	6	Male	1							Female	2							<p>3.13 SCHOOL PUPIL CASUALTY <input checked="" type="checkbox"/></p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td></td> <td></td> <td colspan="6">CASUALTY</td> </tr> <tr> <td></td> <td></td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> <td>6</td> </tr> <tr> <td>School pupil on journey to or from school</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Other</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> <p>3.15 CAR PASSENGER (not driver) <input checked="" type="checkbox"/></p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>Not a car passenger</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Front seat passenger</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Rear seat passenger</td> <td>2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> <p>3.16 BUS OR COACH PASSENGER <input checked="" type="checkbox"/> (17 passenger seats or more)</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>Not a bus or coach passenger</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Boarding</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Alighting</td> <td>2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Standing passenger</td> <td>3</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Seated passenger</td> <td>4</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>			CASUALTY								1	2	3	4	5	6	School pupil on journey to or from school	1							Other	0							Not a car passenger	0							Front seat passenger	1							Rear seat passenger	2							Not a bus or coach passenger	0							Boarding	1							Alighting	2							Standing passenger	3							Seated passenger	4						
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PEDESTRIAN CASUALTIES ONLY

<p>3.10 PEDESTRIAN LOCATION <input checked="" type="checkbox"/></p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td></td> <td></td> <td colspan="6">CASUALTY</td> </tr> <tr> <td></td> <td></td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> <td>6</td> </tr> <tr> <td>In carriageway, crossing on pedestrian crossing facility</td> <td>01</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>In carriageway, crossing within zig-zag lines at crossing approach</td> <td>02</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>In carriageway, crossing within zig-zag lines at crossing exit</td> <td>03</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>In carriageway, crossing elsewhere within 50m of pedestrian crossing</td> <td>04</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>In carriageway, crossing elsewhere</td> <td>05</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>On footway or verge</td> <td>06</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>On refuge, central island or central reservation</td> <td>07</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>In centre of carriageway, not on refuge, island or central reservation</td> <td>08</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>In carriageway, not crossing</td> <td>09</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Unknown or other</td> <td>10</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>			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							<p>3.11 PEDESTRIAN MOVEMENT <input checked="" type="checkbox"/></p> <table border="1" style="width:100%; 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border-collapse: collapse;"> <tr> <td>No</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Yes</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Not known</td> <td>2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>			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							No	0							Yes	1							Not known	2						
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LOCAL STATISTICS

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

1. Select up to six factors from the grid, relevant to the accident.
2. Factors may be shown in any order, but an indication must be given of whether each factor is **very likely (A)** or **possible (B)**.
3. Only include factors that you consider contributed to the accident. (i.e. do NOT include "Poor road surface" unless relevant).
4. More than one factor may, if appropriate, be related to the same road user.
5. The same factor may be related to more than one road user.
6. The participant should be identified by the relevant vehicle or casualty ref no. (e.g. 001, 002 etc.), preceded by "V" if the factor applies to a vehicle, driver/rider or the road environment (e.g. V002), or "C" if the factor relates to a pedestrian or passenger casualty (e.g. C001).
7. Enter U000 if the factor relates to an uninjured pedestrian.

Road Environment Contributed	101	102	103	104	105	106	107	108	109	
	Poor or defective road surface	Deposit on road (e.g. oil, mud, chippings)	Slippery road (due to weather)	Inadequate or masked signs or road markings	Defective traffic signals	Traffic calming (e.g. speed cushions, road humps, chicanes)	Temporary road layout (e.g. contraflow)	Road layout (e.g. bend, hill, narrow carriageway)	Animal or object in carriageway	
Vehicle Defects	201	202	203	204	205	206				
	Tyres illegal, defective or under-inflated	Defective lights or indicators	Defective brakes	Defective steering or suspension	Defective or missing mirrors	Overloaded or poorly loaded vehicle or trailer				
Injudicious Action	301	302	303	304	305	306	307	308	309	310
	Disobeyed automatic traffic signal	Disobeyed 'Give Way' or 'Stop' sign or markings	Disobeyed double white lines	Disobeyed pedestrian crossing facility	Illegal turn or direction of travel	Exceeding speed limit	Travelling too fast for conditions	Following too close	Vehicle travelling along pavement	Cyclist entering road from pavement
Driver/Rider Error or Reaction	401	402	403	404	405	406	407	408	409	410
	Junction overshoot	Junction restart (moving off at junction)	Poor turn or manoeuvre	Failed to signal or misleading signal	Failed to look properly	Failed to judge other person's path or speed	Passing too close to cyclist, horse rider or pedestrian	Sudden braking	Swerved	Loss of control
Impairment or Distraction	501	502	503	504	505	506	507	508	509	510
	Impaired by alcohol	Impaired by drugs (illicit or medicinal)	Fatigue	Uncorrected, defective eyesight	Illness or disability, mental or physical	Not displaying lights at night or in poor visibility	Cyclist wearing dark clothing at night	Driver using mobile phone	Distraction in vehicle	Distraction outside vehicle
Behaviour or Inexperience	601	602	603	604	605	606	607			
	Aggressive driving	Careless, reckless or in a hurry	Nervous, uncertain or panic	Driving too slow for conditions or slow vehicle (e.g. tractor)	Learner or inexperienced driver/rider	Inexperience of driving on the left	Unfamiliar with model of vehicle			
Vision Affected by	701	702	703	704	705	706	707	708	709	710
	Stationary or parked vehicle(s)	Vegetation	Road layout (e.g. bend, winding road, hill crest)	Buildings, road signs, street furniture	Dazzling headlights	Dazzling sun	Rain, sleet, snow or fog	Spray from other vehicles	Visor or windscreen dirty or scratched	Vehicle blind spot
Pedestrian Only (Casualty or Uninjured)	801	802	803	804	805	806	807	808	809	810
	Crossing road masked by stationary or parked vehicle	Failed to look properly	Failed to judge vehicle's path or speed	Wrong use of pedestrian crossing facility	Dangerous action in carriageway (e.g. playing)	Impaired by alcohol	Impaired by drugs (illicit or medicinal)	Careless, reckless or in a hurry	Pedestrian wearing dark clothing at night	Disability or illness, mental or physical
Special Codes	901	902	903	904						*999
	Stolen vehicle	Vehicle in course of crime	Emergency vehicle on a call	Vehicle door opened or closed negligently						Other – Please specify below

Driver/Rider Only (Includes Pedal Cycles and Horse Riders)

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

* If 999 Other, give brief details
 (Note: Only use if another factor contributed to the accident **and include it in the text description of how the accident occurred**)

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

Index to tables and charts

Figures following entries refer to table or chart numbers and **not** to page numbers. A full list of page numbers for the main tables is on page 2. The table, numbers *1a etc*, indicated by *italics* in this index, are included in the review topics. Charts **1a to 5**, shown in **bold** in this index, are to be found in the section **Charts** (see contents pages). Information contained in the text of the review articles is not referred to in the index.

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

A Roads: *1a,3,4,5a-c,14,21,25,26,41a,41b,42,48*

length 1a

traffic 1a,1b

A(M) Roads (see Motorways)

Accidental deaths: registered 50

Accident rates 3,26

Accidents: 2

by built-up/non built-up roads/motorways

12,14,15a,16a,17,19,20,21

by carriageway hazards 18

by county and unitary authority 46a,46b

by contributory factor *3b*

by daylight/darkness 15a,16a,17,18

by foreign registration of vehicle 53

by junction type 19

by number of casualties involved 14

by number of vehicles 21,23a-c

by pedestrian involvement 21,22,23a-c

by road class 3,14,21

by road surface condition 15a,17

by road type *4a,4f,13*

by severity *4a,3,4,12,13,14,15a,16a,19,20,21,22*

by speed limit 4,13,17

by street lighting 17

by type of vehicle 22,23a-c

by urban/rural roads 3

by weather condition 16a

cost *2a,2b*

involving drink/drive *3a,3e*

motorway 3,12,14,15a,16a,17,20,21

single vehicle 20,21,22,23a-c

Adult casualties *1j,Charts 3a,3b,24,33,35*

Age: (see also Adult and Child)

casualties *1j,Charts 3a,3b,*

7a-7c,24,30a,30b,32-36,38a,38b,39,46a,46b,50

casualty rates ,31

drivers *7a-7c,38a,38b,39*

illegal alcohol levels *3b*

involved in breath tests 39

Agricultural vehicles 28,40

Alighting from bus or coach, casualties 24

All causes, deaths from 50

Animal in carriageway 18

Articulated goods vehicles 22,27,40,43,44

Automatic traffic signal 18,20

B Roads *5a-5c,14,21,25,41a,41b*

Baseline data *1a-o,3-7c,30b,38b,41b,46b,47*

Bend, going ahead on 45

Bicycles - see Pedal cycles

Breath tests *3c,3d,3f,11,37,39*

Built-up and non built-up roads:

accidents 12,14,15a,16a,17,19-21

casualties **Charts 4a,4b,5a-5c,12,15b,16b,**

24,25,35,48

cost *2b*

vehicles involved 12,41a,41b,43

Buses or coaches:

accidents involving 23a-c

accidents involving rates 26

built-up/non built-up roads/motorways 24,25,

41a,41b,43

casualties *1b,1f,1n*

boarding and alighting 24

by age 30a,30b,36

by month and casualty rates 28

drivers/passengers 6a-c,27

in accidents involving 23a-c,25

rates *1g,1n,9,26,31,52*

drivers involved in breath test 39

licensed 1a,40

number involved in accidents:

by accident severity 10,40,41a,41b

by foreign registration 53

by junction type 43

by manoeuvre 45

by overturning 44

by road surface condition 44

by road type 41a,41b

by skidding 44

by special conditions at site 44

pedestrian involvement 22,23a-c

single vehicle accidents 22,23a-c

traffic *1n,1a,1b*

vehicle involvement rates 10,42

Bus or tram 36

Bus stop/shelter hit 20

C (Other) roads: 25,41a,41b

Caravan, on tow 44

Carriageway hazards 18

Cars:

accidents involving 21,22,23a-c
 accidents involving, rates 26
 age of driver involved 7a-7c,30a,30b,38a,38b,39
 built-up/non built-up roads/motorway 24,25,35,
 41a,41b,43
 casualties: **1b, 1f, Charts 2a,2b,4a,4b**
 by age **1d, 1e, 7a-7c, 30a, 30b, 34-36, 38a, 38b**
 by county and unitary authority 46a,46b
 by country 46a,46b,47,48,49,51
 by gender 6a-b,7a-b
 by hour of day and day of week 29a-29c
 by month and casualty rates 28
 drivers/passengers **1m, 6a-c, 24, 27**
 in accidents involving 23a-c,25,27
 in drink/drive accidents **3h**
 rates **1g, 1m, 9, 26, 31, 52**
 drink/drive accidents **3g**
 drivers involved in accidents 38a,38b
 drivers involved in breath test **3f, 11, 39**
 front seat occupants 35
 hour of day and day of week 29a-29c
 insurance figures 2c
 licensed 1a,40
 monthly casualties and casualty rates 28
 number involved in accidents
 by accident severity 10,40,41a,41b
 by foreign registration 53
 by junction type 43
 by manoeuvres 45
 by overturning 44
 by road surface condition 44
 by road type 41a,41b
 by skidding 44
 by special conditions at site 44
 by towing 44
 passenger casualties 6a-6c,24,27,30a,30b,35
 passenger casualty rates 31
 pedestrian involvement 22,23a-c
 rear seat occupants 35
 traffic **1m, 1a, 1b**
 vehicle involvement rates 10,42

Casualties: (see also Adult, Child, Deaths,
 Pedestrians and individual vehicle types)
1a, Charts 1a-5b, 2
 by age **Charts 3a,3b, 7a-7c, 24, 30a, 30b, 34, 35,**
 38a,38b,46a,46b
 by built-up/non built-up road/motorway 5a-5c,12,
 24,25,35,48
 by county and unitary authority 46a,46b
 by country 46a,46b,47,48,49,51
 by daylight/darkness 15b,16b
 by gender **1e, 1i, 5a-5b, 6a, 6b, 7a, 7b, 36, 38a, 38b, 50**
 by Government Office Region 47
 by hour of day and day of week 8,29a-29c
 by month 28
 by road type 13
 by road user **1b, 1f, Charts 2a,2b, 6a-7c, 23a-c, 24,**
 27-30b,34,38a,38b,46a,46b,49

Casualties: (continued)

by speed limit 13
 by urban/rural roads **1h, 26**
 cost 2a
 in drink/drive accidents **3a, 3e, 3h**
 number per accident 14
 pedestrian 23a-c,32-34
 rates per population **1j, 31, 51**
 rates per 100 million vehicle kilometres **1a, 1g, 9, 26, 28**
 Central island - see Refuge, pedestrian
 Changing lane 45
 Child casualties (see also Age) **1d, 1e, 1i, 1j,**
Charts 3a,3b, 24, 28, 33-35, 46a, 46b, 51
 Coaches - see Buses or coaches
 Combination, motor cycle (see Motorcycles)
 Contributory factors **4a-f**
 Cost **2a-c**
 County and unitary authority analysis 46a,46b
 Country analysis 46a,46b,47-49,51
 Crash barrier hit 20
 Crossings, pedestrian 32,33
 Crossroads 19,43
 Cycles - see Pedal cycles
 Damage only accidents (see cost)
 Darkness/Daylight (see also Time of day) 15a-18
 Day of week 29a,29b,37

Deaths (see also Casualties)

2,5a-6c,8,12,13,15b,16b,23a-25,27,28,29c,
 30a,30b,33-35,47-53
 international comparisons 51
 driver/rider killed with illegal blood alcohol levels **3b**
 rates 9,26,31,51
 Dislodged vehicle load 18
 Ditch 20
 Drinking and driving (see also Breath tests) **3a-i**
 Driver/passenger casualties 6a-6c,24,27,30a,30b
 Driver/passenger rates 31
 Driver casualty rates 9
 Drivers involved and drivers injured 38a,38b
 Drivers involved in breath tests 11,37,39
 Dry road surface 15a,15b,17,44
 Dual carriageway 13

England 46a,46b,47,48,49

Fatal accidents - see Accidents by severity
 Fatalities - see Deaths
 Females - see Gender
 Fine weather 16a,16b
 Flood - see Wet road surface
 Fog 16a,16b
 Footway, pedestrian casualties 32
 Foreign registered vehicles 45,53
 Four or more vehicle accidents 21

Gender 1e, 1i, 3h, 5a-5b, 6a, 6b, 7a, 7b, 36, 38a, 38b, 50
Goods vehicles (see also Heavy goods vehicles and
Light goods vehicles) 1o, 28, 30a, 30b, 31
Going ahead 45
Government Office Region 47, 48

Heavy goods vehicles: (see also Goods vehicles)

accidents involving 22, 23a-c
accidents involving, rates 26
articulated 22, 27, 40, 43, 44
built-up/non built-up roads/motorways 24, 25,
41a, 41b, 43
casualties 6a-c, 23a-c, 24, 27, 28
casualties in accidents involving 23a-c, 25
casualty rates 1g, 9, 26
drivers involved in breath tests 39
licensed 1a, 40
monthly casualties and casualty rates 28
number involved in accidents:
by accident severity 10, 40, 41a, 41b
by foreign registration 53
by jack-knifing 44
by junction type 43
by manoeuvre 45
by overturning 44
by road surface condition 44
by road type 41a, 41b
by skidding 44
by special conditions at site 44
by towing 44
passenger casualties 6a-c, 24, 27
pedestrians involvement 22, 23a-c
rigid 22, 27, 40, 43, 44
traffic 1a, 1b
vehicle involvement rates 10, 42
Horse riders 24, 28, 49
Hour of the day - See Time of day

Ice 15a, 15b, 17, 44
Index of traffic **Charts 1a, 1b**, 2
Injured - see Casualties
Insurance figures 2c
International comparisons 51
Involvement rates - see Vehicle involvement rates

Jack-knifing 44
Junction 19, 43, 45

Killed - see Deaths, Casualties

Kilometres: (see also Indices of traffic)
accident rates per 100 million 3, 26
international car user deaths per 100 million 51
casualty rates per 100 million 9, 26, 28
road lengths 1a
traffic 1a, 1b
vehicle involvement rates per 100 million 10, 42

Lamp post hit 20
Legal limit (alcohol) - see Breath Tests, Drink/driving
Left hand drive 45, 53
Licensed road motor vehicles 1a, 2, 40
Light condition 15a, 15b, 16-18
Light controlled pedestrian crossing 33

Light goods vehicles: (also see Goods vehicles)

accidents involving 22, 23a-c
accidents involving, rates 26
built-up/non built-up roads/motorways 24, 25,
41a, 41b, 43
casualties 6a-6c, 23a-c, 24, 27, 28
casualties in accidents involving 23a-c, 25
casualty rates 1g, 9, 26, 52
drivers involved in breath tests 39
licensed 1a, 40
monthly casualties and casualty rates 28
number involved in accidents:
by accident severity 10, 40, 41a, 41b
by foreign registration 53
by junction type 43
by manoeuvre 45
by overturning 44
by road surface condition 44
by road type 41a, 41b
by skidding 44
by special conditions at site 44
by towing 44
passenger casualties 6a-6c, 24, 27
pedestrian involvement 22, 23a-c
traffic 1a, 1b
vehicle involvement rates 10, 42
Lights, street 17, 18
Lorries - see Goods vehicles

Major roads, traffic 1b
Males - see Gender
Manoeuvre, vehicle 45
Manually controlled pedestrian crossing 33
Masked, pedestrian casualties, by vehicle 32
Mileage - see Kilometres
Minibus 22, 24, 27, 40
Minor roads, traffic 1a, 1b
Mist/fog 16a, 16b
Monthly casualties and casualty rates 28
Moped - see Motorcycles by engine size

Motorcycles: (Two-wheeled motor vehicles)

accidents involving 22, 23a-c
accidents involving, rates 26
age of rider 7a-7c, 30a, 30b, 38a, 38b, 39
built-up/non built-up roads/motorways 24, 25,
41a, 41b, 43
by engine size 7a-c, 22, 23a-c,
24, 27, 30a, 30b, 31, 38a, 38b, 40, 45

Motorcycles: (continued)

casualties: *1b, 1f, 1i, Charts 2a, 2b, 4a, 4b, 2*
 by age *7a-7c, 30a, 30b, 34, 38a, 38b*
 by blood alcohol level *3i*
 by county and unitary authority *46a, 46b*
 by country *46a, 46b, 49*
 by gender *6a-b, 7a-b*
 by hour and day of week *29a-29c*
 drivers/passengers *6a-c, 24, 27*
 in accidents involving *23a-c, 25, 27*
 in drink/drive accidents *3h*
 rates *1g, 1i, 9, 26, 31, 52*
 insurance figures *2c*
 licensed *1a, 40*
 monthly casualties and casualty rates *28*
 number involved in accidents:
 by accident severity *10, 40, 41a, 41b*
 by foreign registration *53*
 by junction type *43*
 by manoeuvre *45*
 by road surface condition *44*
 by road type *41a, 41b*
 by skidding *44*
 by special conditions at site *44*
 passenger casualties *6a-6c, 24, 27, 30a, 30b*
 passenger casualty rates *31*
 pedestrian involvement *22, 23a-c*
 riders involved in accidents *38a, 38b*
 riders involved in breath tests *11, 39*
 riders killed with illegal blood alcohol levels *3b*
 traffic *1i, 1a, 1b*
 vehicle involvement rates *10, 42*

Motor vehicles (see also Vehicles, individual vehicle classes)

involved in accidents *10, 40, 41a, 41b*
 involvement rates *10, 42*
 licensed *1a, 2, 40*
 per 1,000 population *51*
 traffic **Charts 1a, 1b**, *1a, 1b, 2*

Motorways (incl A(M) roads): *1c, 1h, 3-5c, 12,*

14-17, 19-21, 24-26, 35, 41a, 41b, 42, 43, 48

cost *2b*
 length *1a*
 traffic *1a, 1b*

Moving off *45*

Mud on road *18, 44*

Multiple junction *19, 43*

Night - see Darkness, Time of day

Non built-up roads - see Built-up and non built-up roads

Non-junction *19, 43*

Northern Ireland *47, 49, 51*

Object in or off carriageway *18, 20*

Oil or diesel on road *18, 44*

Older road users *7a-7c, 30a-b, 31, 34, 38a-b*

One vehicle or one vehicle and pedestrian accidents *20-22, 23a-c*

One way street *13*

Other roads (see also Unclassified (Other) roads) *1c, 4, 26, 42, 48*

Overtaking *45*

Overtaking 44

Parked vehicles *45*

masking pedestrians *32*

Passengers - see Driver/Passenger casualties

Passenger blood alcohol levels *3i*

Passenger casualty rates *52*

Pavement - see footway

Pedal cycles:

accidents involving *22, 23a-c*

accidents involving, rates *26*

built-up/non built-up roads/motorways *24, 25, 41a, 41b, 43*

casualties: *1b, 1f, 1k, Charts 2a, 2b, 4a, 4b, 2*

by age *1d, 1e, 7a-7c, 24, 30a, 30b, 31, 34, 36*

by blood alcohol level *3i*

by county and unitary authority *46a, 46b*

by country *46a, 46b, 49*

by gender *6a-b, 7a-b*

by hour and day of week *29a, 29b*

by month and casualty rates *28*

in accidents involving *23a-c, 25, 27*

in drink/drive accidents *3h*

rates *1g, 1k, 9, 26, 31, 52*

monthly casualties and casualty rates *28*

number involved in accidents:

by accident severity *10, 40, 41a, 41b*

by junction type *43*

by manoeuvre *45*

by road surface condition *44*

by road type *41a, 41b*

by skidding *44*

by special conditions at site *44*

pedestrian involvement *22, 23a-23c*

vehicle involvement rates *10, 42*

traffic *1k, 1a, 1b*

Pedestrian crossing *32, 33*

Pedestrians:

accidents involving *21, 22, 23a-23c*

casualties: *1b, 1f, 1j, Charts 2a, 2b, 4a, 4b, 2*

by accident severity *27*

by age *1d, 1e, 7a-7c, 24, 28, 30a, 30b, 32-34, 36*

by blood alcohol level *3i*

by built-up/non built-up roads/motorways *24*

by contributory factor *4e*

by county and unitary authority *46a, 46b*

by country *46a, 46b, 49, 51*

by gender *6a-b, 7a-b*

by hour of day and day of week *29a-29c*

by location *32, 33*

by month *28*

by movement *32*

by vehicle involved *22, 23a-23c, 26*

in drink/drive accidents *3h*

Pedestrians: (continued)

on or near a pedestrian crossing 33
rates *1g, 1j, 31, 51, 52*
in carriageway (uninjured) 18
monthly casualties 28
Pelican crossing 33
Persons per accident killed or injured 14
Population **Charts 1a, 1b, 2, 31, 46a**
Previous accident, involvement with 18
Private drive/entrance 19, 43
Private hire car - see Taxi/Private hire car
Public service vehicles see Buses or coaches

Rain 16a, 16b
Refuge, pedestrian 32, 33
Region - see Government Office Region
Registered deaths 50
Reversing 45
Rigid, goods vehicles 22, 27, 40, 43, 44

Road: (see also Built-up and non built-up roads and Motorways)

class 1a, 1b, 5a-5c, 12, 14, 21, 25, 41a, 41b, 48
junctions 19, 43
lengths 1a
sign hit 20
sign/markings, obscured/defective 18
surface condition 15a, 15b, 17, 44
surface defective 18
traffic 1a, 1b, 2
type 13
Roundabout 13, 19, 43
Roadworks 18
Rural roads *1c, 1g, 1h, 1a, 1b, 3, 23b, 26, 42*

Scooters (see Motorcycles)
School pupil casualties 36
Scotland 46a, 46b, 47, 48, 49
Seating position in car 35
Severity - see Accidents, Casualties
Sex - see Gender
Single carriageway road 13
Single trailers - see towing
Single vehicle accidents 20-22, 23a-c
Skidding 44
Slip road 13, 43
Slowing or stopping 45
Snow 15a, 15b, 16a, 16b, 17, 44
Special conditions at site 18, 44
Speed limit 4, 13, 17
Standing still in road - see Pedestrian casualties
Street lighting - see Lights, street
Submerged vehicle 20

T or staggered junction 19, 43
Taxi/Private hire car (see also Cars) 22, 27, 40
Telegraph pole hit 20
Three vehicle accidents 21
Time of day (see also Daylight/darkness) *3i, 8, 29a-c, 37*
Time series - see Trends
Towing 44

Traffic (see also Index of traffic)

Charts 1a, 1b, 1a, 1b
Traffic lights - see Automatic traffic signal
Trailers - see Towing
Tree hit 20
Trends *2c, 3a-d, 1a-11, 47, 52*
Turning left/right 45
Two vehicle accidents 21, 23a-c
Two-wheeled motor vehicles - see Motorcycles

Unclassified (Other) roads: 5a-5c, 14, 21, 25, 41a, 41b
United Kingdom 47, 49, 51
Urban roads *1c, 1g, 1h, 1a, 1b, 3, 23a, 26, 42*
U-turning 45

Vans - see Goods vehicles

Vehicles: (see also Motor vehicles, individual vehicle types)

accidents involving 23a-c
built-up/non built-up roads/motorways 12, 21, 25, 41a, 41b, 43
involved in accidents: *4a*
by contributory factor *4d*
by foreign registration 53
by junction type 43
by manoeuvre 45
by road surface condition 44
by road type 12, 41a, 41b
by severity 10, 40, 41a, 41b
by skidding 44
by special conditions at site 44
by towing 44
urban/rural roads 1b, 42
licensed **Charts 1a, 1b, 1a, 2, 40**
involvement rates 10, 42
road class 41a, 41b, 42
traffic 1a, 1b, 2

Verge (pedestrian location) 32

Waiting to turn left/right/go ahead 45
Wales 46a, 46b, 47, 48, 49
Weather condition (see also road surface condition) 16a, 16b
Wet road surface (see also Rain) 15a, 15b, 17, 44

Years - see Trends

Zebra crossing 33

